



**DUBLIN AIRPORT
TERMINAL 3
CONCEPT PLAN
FEBRUARY 2024**
On behalf of

D.A. Terminal 3 LTD.



 **Waterman Moylan**
Engineering Consultants

 **CWPA**
Planning & Architecture



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Quality Assurance – Mandate Statute

This document has been prepared and scrutinised in accordance with CWPA Planning & Architecture Quality Assurance team provisions.

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Concept Plan Information:

Client: D.A. Terminal 3 Ltd. (Directors Des & Ulick McEvaddy)

RE: Concept Plan – Pre-application Consultation Information

Planning Authority: Fingal County Council.

Subject Site: DA Terminal 3 lands, Dublin Airport, Co. Dublin.

Prepared By: CWPA Planning & Architecture.

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1.0 INTRODUCTION

This pre-application consultation submission, in the form of a preliminary Concept Plan has been prepared by CWPA Limited, et al, Unit 10 North Street Business Park, Seatown West, Swords, Co. Dublin, K67 C992, on behalf of D.A. Terminal 3 Ltd. company Directors Ulick and Des McEvaddy, of Omega House, Collinstown Lane, Cloghran, Swords, Co. Dublin, K67 E0A8.

Noting the complexity and broader implications of any airport or airport related development, and the requirement to demonstrate that proposals are integrated and compliant with the wider and longer-term planned development of Dublin Airport, we have elected to advance our planning and development strategy in a staged and collaborative manner. To this end and following on from our initial introductory meeting with key representatives of Fingal County Council, we have prepared a preliminary Concept Plan, which will inform a subsequent and more detailed Master Plan, and into which future planning applications on D.A. Terminal 3 Ltd. lands will sit. This Concept Plan is a first step in this process and includes a strategic examination of planning and development options for these lands and is intended to be a discussion document at future pre-planning meeting with Fingal County Council, and with relevant stakeholders.

The Concept Plan has been informed by and is fully compliant with the Council’s adopted strategy for the Airport, as outlined in the **Fingal Development Plan 2023-2029** and the **Dublin Airport Local Area Plan 2020**. We have, as part of this exercise, and included in section 7 (and in Appendix 1) of this document, carried out a detailed review of the planning history relating to Dublin Airport, and have allowed the views expressed by the Planning Authority (PA/FCC), An Bord Pleanála (ABP) and the Airport Noise Competent Authority (ANCA) to inform our approach to development of the subject lands, in particular in respect of phasing and scale of development. It may be noted that on behalf of our clients, we also made a formal submission to the DAA application for strategic

infrastructure under F23A/0781, and although we have some concerns regarding the lack of integration and collaboration with adjoining lands and landowners, we support and agree in principle with the expansion and future development of Dublin Airport and welcome the opportunity for open discussions with the DAA regarding the proposed development of Dublin Airport.



2.0 EXECUTIVE SUMMARY

2.1 BACKGROUND:

D.A. Terminal 3 Ltd. was established to advance the development of an independent Terminal at Dublin Airport when the capacity of 32 million passengers was reached in 2019, and our clients are currently renewing their efforts to build an independent third terminal (T3) at Dublin Airport. Since 1997, the McEvaddy brothers have reviewed various proposals to build a third terminal at Dublin Airport. Our clients now believe this is the optimal time to consider an independent third terminal at Dublin Airport, to provide independence, and the optimal utilisation of the 'DA' zoned lands in Fingal.

2.2 STRATEGIC POLICY CONTEXT:

Recent studies support the provision of a third terminal at Dublin Airport, and in particular one that would not be subject to the same constraints as the airport's existing terminals (T1 and T2). To this end, the decision to advance a third terminal on D.A. Terminal 3 Ltd. lands is very much informed by the Indecon Report - Review of the Regulatory Regime for Airport Charges in Ireland (2016) and the Oxford Economics Report, both of which were commissioned by the Department of Transport. Both documents also endorsed the feasibility of an independent terminal at Dublin Airport. Furthermore, the Oxford Economics Report of August 2018 stated that expanding T1 & T2 would only be feasible if the issues relating to access from a congested M1 Motorway could be resolved. It further stated that:

"Our (Oxford Economics) analysis indicates the road system around Dublin Airport is already under pressure, in terms of traffic volumes and speeds, at peak times—particularly the M1, R132 and R108. While increased passenger numbers at Dublin Airport are likely to exacerbate this situation, the degree to which this is the case will depend on a range of factors, including changes in passengers' preferences for different modes of ground transport. A detailed study

is needed to fully understand the impact, both in terms of the overall road network, and on journey times to and from Dublin Airport."

The Report also states:

"Surface access issues in the wider road network may make it overall a better solution for Ireland to pursue a third terminal in the western part of the airport rather than allowing much further expansion in the eastern campus. Developing the wider road system to handle traffic generated by different terminal strategies might have substantially different costs, and thus might justify spending more on a terminal layout that reduces wider costs. Detailed study outside of the scope of the present project is required to assess this."

As stated in the Oxford Economics Report, regarding the western campus, specifically the D.A. Terminal 3 Ltd. lands:

"Location 3: *West of the crosswind runway between the Northern and Southern runways. This is an unconstrained site where it will be easier, cheaper and less complicated to develop the core terminal and stands, assuming land is made available. But material additional costs would be involved in developing a passenger transport solution to integrate the new terminal with the rest of the airport and to build roads for surface access. These additional costs would be reduced if the crosswind runway is closed. But there would be other, perhaps less obvious, costs in losing the crosswind runway."*

The land referred to as '**Location 3**' is now available, and D.A. Terminal 3 Ltd. stands ready to develop Terminal 3. To that end, the company has appointed consultants, engaged with stakeholders, commenced discussions with adjoining landowners and initiated consultation with the Planning Authority. In addition, our client is very much open to engaging with the DAA as a major stakeholder to develop the optimal solution for ensuring Ireland's economic prosperity into the future.

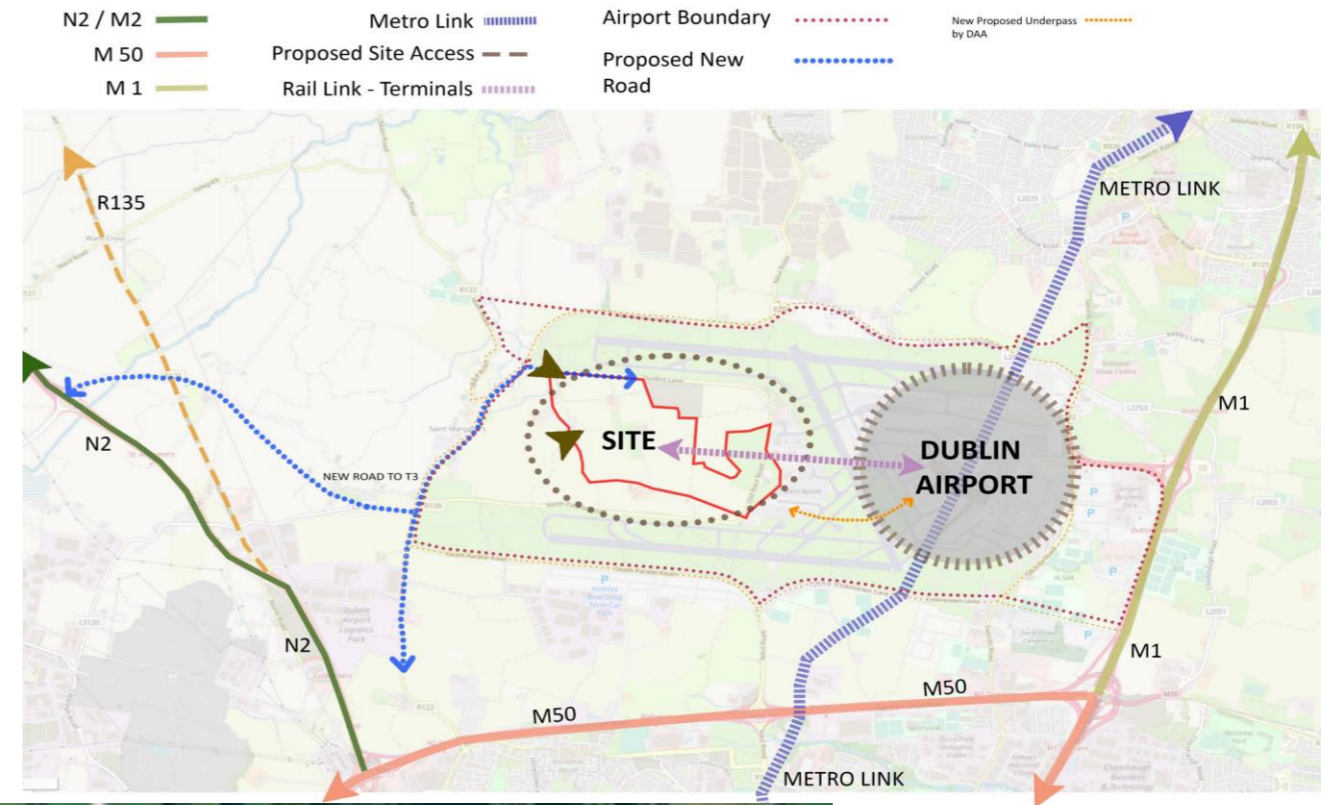
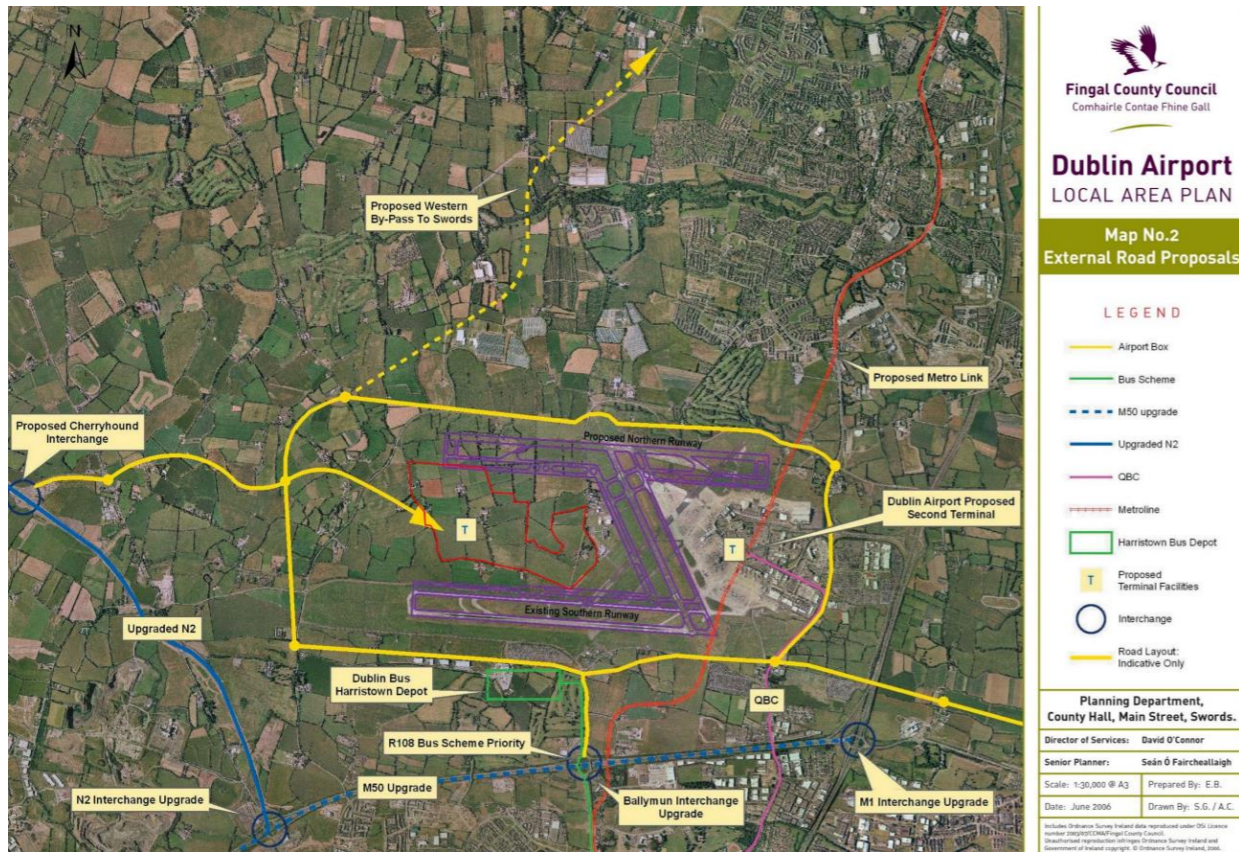
OUR PROPOSALS



SUMMARY:

- Thorough assessment of medium-term expansion plans, emphasizing the need for the next phase of airport development.
- Terminal 3 proposed as a strategic alternative, optimizing existing runway and terminal capacity.
- Mid-field location (Location 3) advocated for Terminal 3 development, reducing risks and costs.
- Cost advantages of greenfield and mid-field location highlighted, promoting a "land side" operation for construction efficiency.
- DA Terminal 3 Ltd. lands presented as an opportunity for new cargo facilities and a logistics park.
- Comprehensive development strategy addressing deficits, focusing on logistics, cargo handling, sustainable fuel, and alternative access.
- Integrated masterplan for Western Campus/DA Terminal 3 Ltd lands and the existing airport.
- Transportation solutions proposed to enhance network efficiency, relieve congestion, and improve public transport outcomes.
- Alignment with LAP 2020 Road Network Requirements, recommending an Airport Western Access route for significant passenger levels and parking expansion.

3.0 OUR PROPOSALS



3.1 DA TERMINAL 3 LTD COMMENTS - SAFEGUARDING OPERATIONAL EFFICIENCIES AND EXPANSION

D.A. Terminal 3 Ltd. has also considered objectives relating to safeguarding operational efficiencies and expansion, and do not consider the medium-term, efficient and sustainable expansion of the existing terminals to be sufficient to meet passenger demand and the LAP requirement focusing growth to 40mppa on the eastern campus.

Noting the immediate needs, we understand why the PA may adopt this approach, but we would strongly argue that this figure will be reached quickly, and there is an urgent need to consider the next phase of airport development, as the existing infrastructure and constraints in the eastern campus cannot sustain the growth as is being currently managed and catered for.

The extent of demolition required, and loss of existing and already built airport infrastructure does not necessarily “make best use of existing infrastructure, deliver value for money for the State, and represent the most operationally preferred solution”. In the absence of considering the alternative, i.e. Terminal 3, we do not believe that this statement can be supported as a de facto given, in particular when one considers the additional costs associated with brown field redevelopment, the demolition of currently used airport infrastructure, and the costs associated with the disruption of the development to travellers and reliance on the existing Eastern Vehicular Access which is already at 500% capacity at peak times.

We draw the Planning Authority’s attention to the following LAP objectives and seek an opportunity through this ‘concept and master planning’ phase, to demonstrate the merits of an integrated airport redevelopment and expansion, maximising the DA zoned landbank identified by Fingal as being integral to the airport’s development, rather than developer led proposals based on landownership.

Our Concept Plan acknowledges the need for additional apron and taxiways infrastructure and considers that the requirements for same are a matter of great urgency, noting the well documented recent incidents regarding airside aircraft collisions at Dublin Airport. In particular, we would promote and seek the early delivery of the proposed DAA Apron 7, in a manner that integrates with the development of the Western Campus.

3.2 DA TERMINAL 3 LTD COMMENTS - TERMINAL 3

To this end, D.A. Terminal 3 Ltd., understands this to mean the Government’s intention would be to optimise the use of existing runway and terminal capacity and Dublin Airport. However, we believe that this is best achieved by providing for the future development of a third terminal and enhanced and more efficient cargo facilities, which can and should be catered for by the existing runway infrastructure but not so by the existing terminal, apron, and logistics infrastructure on site.

D.A Terminal 3 Ltd., whether by reason of their experience through Omega Air or D.A. Terminal 3 Ltd., are well placed to understand and deliver such opportunities. It is critical that DAA are not permitted to develop in such a manner so as to compromise the optimal and successful development of the full ‘DA’ zoned lands solely because they are not in the ownership of the DAA.

It is clear from a review of the DA zoned lands that the logical and most economically sustainable location for a new passenger terminal is at location 3. The location is termed a “**mid field location**” in international airport terminal construction descriptions. This refers to terminals which are located between two primary runways.

Recent examples of new “mid field” terminals are Abu Dhabi Intl Airport and Singapore Intl Airport.

The existing T1 & T2 terminal complex is heavily developed and constrained and a proposed third terminal adjoining T1 or T2 would carry significant risk and unnecessary cost both in capital and time & disruption.

There are numerous benefits to the mid field locations which reduce risk, cost and disruption to large hubs, such as Dublin Airport.

The Western Campus is also the most logical location to commence decanting or augmenting some of the lower priority uses at the existing eastern campus. For instance, a new logistics centre and an executive jet centre could be located at the location freeing up valuable apron space on the eastern campus.

The disruption at Dublin Airport during the construction of Pier E and T2 was significant and led to delays and considerable disruption to operations. There are many impacts of building a new terminal at the existing terminal complex.

- Impact on underground aviation fuels services / relocation and re-routing required;
- Surface water and sewage mains systems / relocation and re-routing required;
- Impact on underground electrical signalling systems;
- Impact on internal airport transport and traffic;
- Impact on emergency services;
- Disruption to existing cargo operations;

3.3 DA TERMINAL 3 LTD COMMENTS - LIVE SERVICE DIVERSION COST

The cost of diverting live infrastructure at a busy international hub airport far outweighs the cost of a green field and mid field location, such as that proposed by our clients. The benefits of proximity to the existing terminal are outweighed by the costs, risks and disruption.

From a construction perspective another significant advantage would be the ability to carry out the entire construction program as a “land side” operation. This will considerably reduce costs and delays to the construction phase.

A land side site requires less screening and can be segregated from the existing terminal complex. Designated as a landside facility the time cost savings would be significant and the security impact would be limited creating less or lower risk.

The site proposed for T3 represents a significantly better choice in cost, options, phasing, minimisation of disruption to existing airport and aviation operations and in our opinion represents the best choice for any expansion of cargo, executive, jet as an additional passenger terminal in the medium term.

The timeframe for delivery would be shortened by years in comparison to a similar build project adjoining the existing terminal complex.

3.4 DA TERMINAL 3 LTD COMMENTS - CARGO AND ECONOMIC/EMPLOYMENT OPPORTUNITIES:

D.A Terminal 3 Ltd. lands provide a great opportunity to provide, inter alia, new cargo handling terminal facilities and a logistics park, to compliment and allow for the expansion of existing cargo operations at Dublin Airport, and that such ambitions are in line with the LAP and reflect the increasing demand as a result of BREXIT.

The LAP, along with the Oxford Economics Study, recognises the constraints of the existing landscape road infrastructure serving the airport. Our clients' lands offer an alternative means of access to the airport, relieving existing congestion levels at Dublin Airport, and allowing for the long-term expansion of Dublin Airport and the 'DA' zoned landbank as an economic and employment hub, as envisaged in the Fingal County Development Plan, and supported by the KPMG economic study.

D.A. Terminal 3 Ltd. is satisfied that in conjunction with/in tandem with the proposed infrastructural projects being advanced by DAA, that the development on a phased based of the DA Terminal 3 Ltd Lands would facilitate compliance with the following County and Local Area Plan objectives—specifically re. EA1, EA2, EA3, EA5, EA7, EA12, IAO5, EIO2, EIO3, TPO1, TPO3, APO1, APO2 and CGO2.



3.5 OVERARCHING DEVELOPMENT STRATEGY PRINCIPALS

In Looking at various options we have focussed on the delivery of the following key pieces of infrastructure:

1. First phase of development – compliment and address deficits in current DAA application – specifically regarding:
 - a) Logistics and cargo handling facilities (incl. cargo terminal), hangers, piers and aprons tying in with current operation;
 - b) Alternative surface access for passengers (including car parking) availing of existing road network infrastructure with minor road and junction upgrades.
2. Second phase of development – delivery required post 40mppa, and in tandem with Terminal 3 development:
 - a) Terminal 3 – to serve passengers post 40mppa and executive/private terminal;
 - b) Storage and Use of sustainable aviation fuel;
 - c) Long term and wider road network (accessing off Cherryhound interchange) – delivered in tandem with increased passenger and logistics traffic.

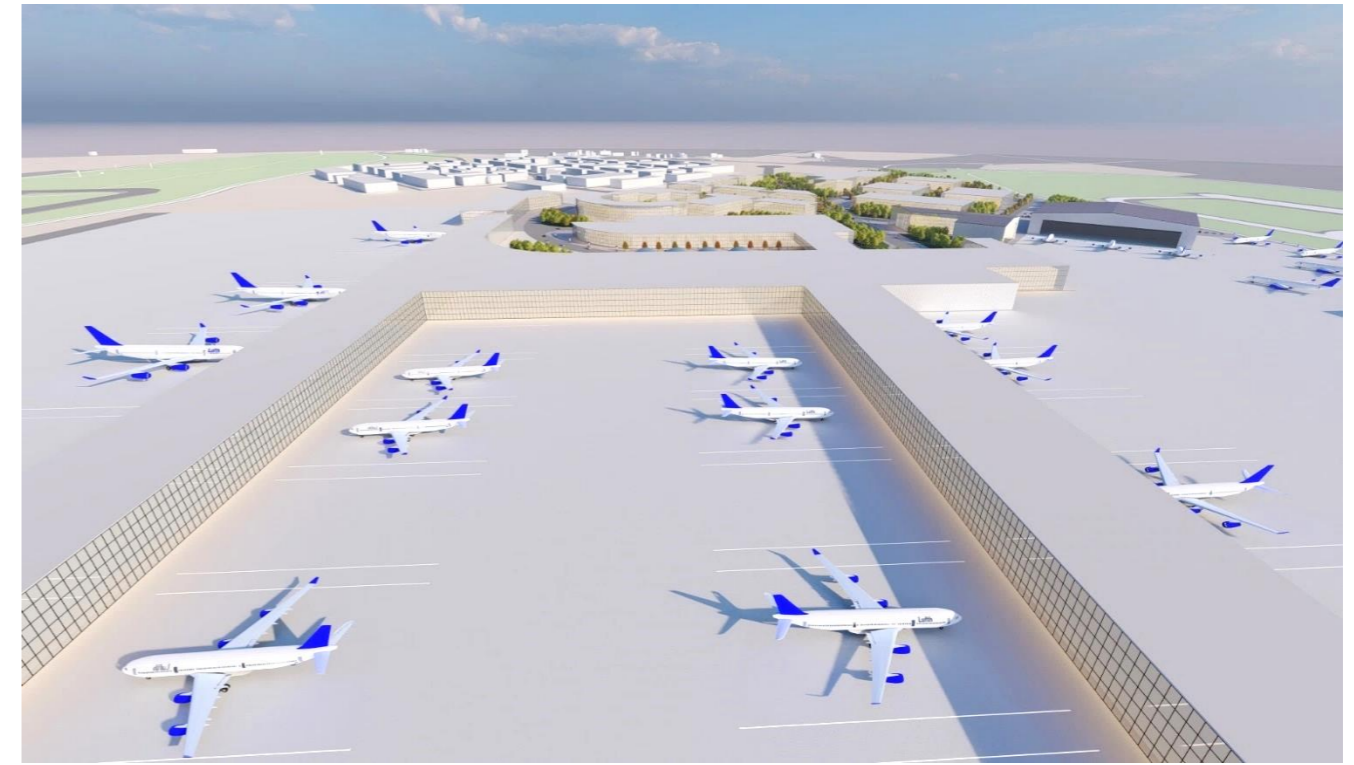


3.6 PROPOSED MASTERPLAN



Figure 1 Integrated development of Western Campus/DA Terminal 3 Ltd lands and existing Airport on DAA lands (Representational purposes only).

3.7 PROPOSED VIEWS







3.8 PROPOSED BUILT-USE



Figure 2 Proposed Build Uses at Proposed Terminal 3 (Representational purposes only).

3.9 PROPOSED PHASING

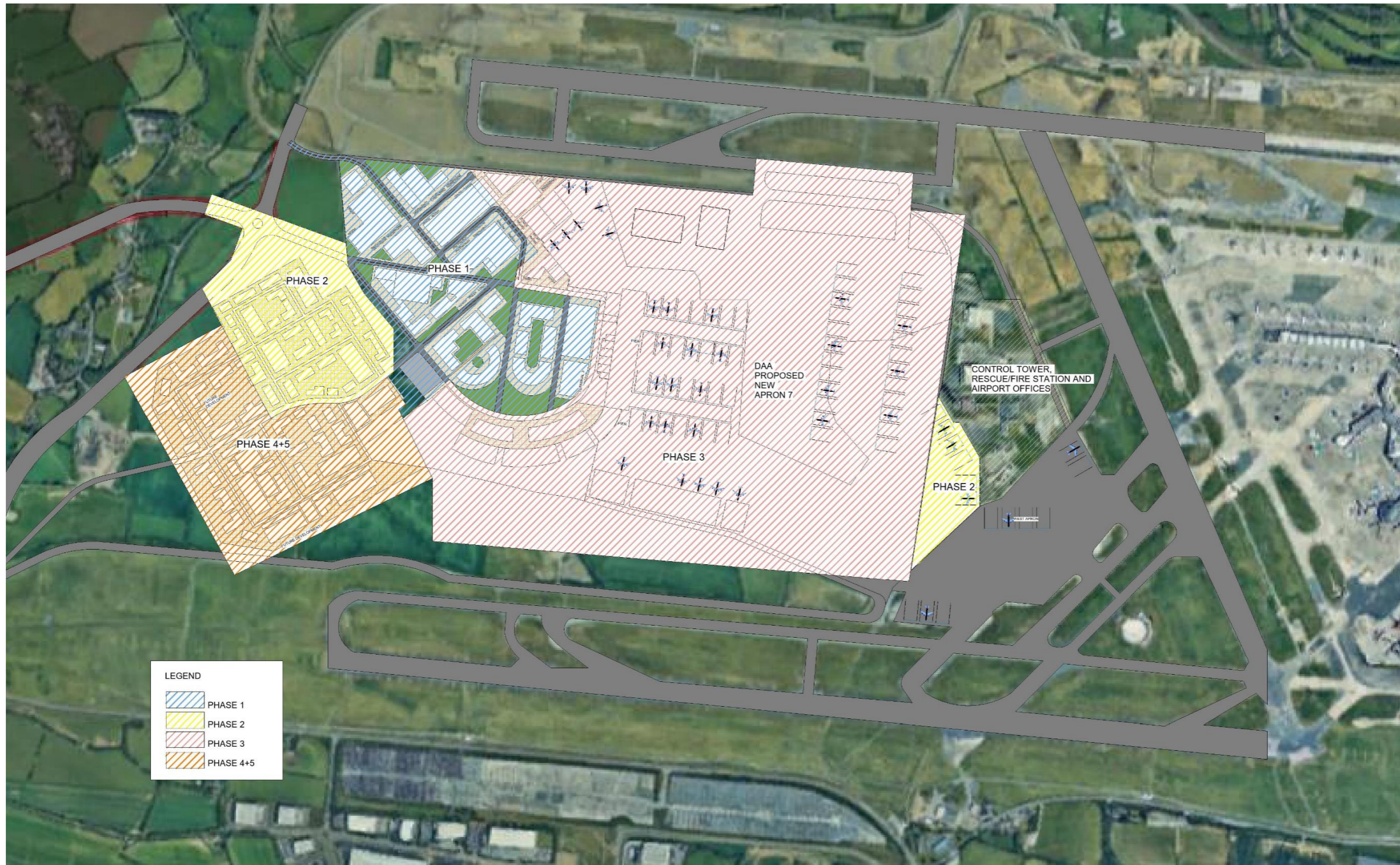


Figure 3 Proposed Phases at Proposed Terminal 3 (Representational purposes only).

3.10 PROPOSED FLOOR AREAS

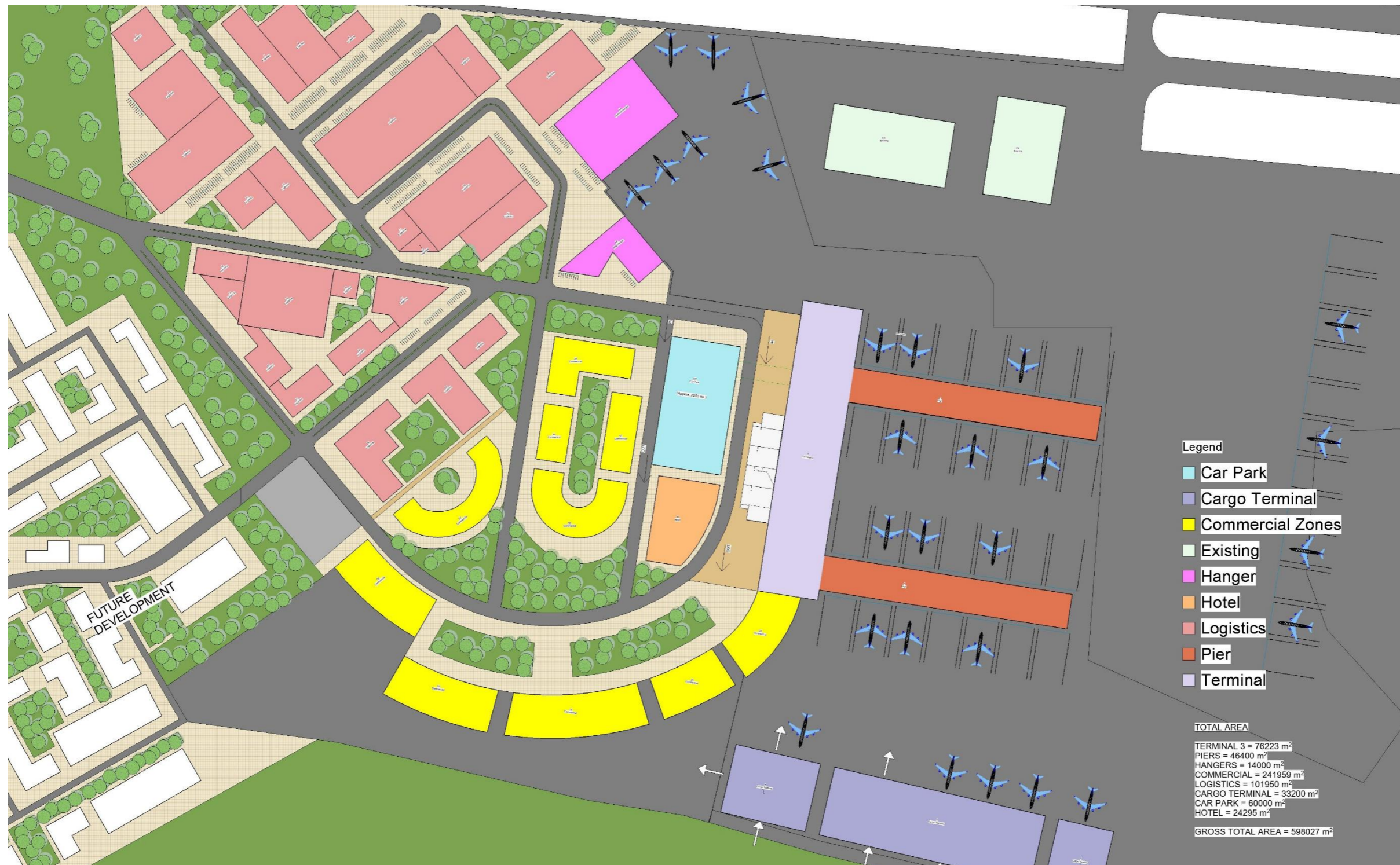


Figure 4 Proposed Floor Areas at Proposed Terminal 3 (Representational purposes only).

3.11 FLOOR AREA SCHEDULE

LOGISTICS				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
1	Logistics	2750	1	2750
2	Logistics	5600	1	5600
3	Logistics	8400	1	8400
4	Logistics	3600	1	3600
5	Logistics	4500	1	4500
6	Logistics	1500	1	1500
7	Logistics	14400	1	14400
8	Logistics	2800	1	2800
9	Logistics	6000	1	6000
10	Logistics	8450	1	8450
11	Logistics	1225	1	1225
12	Logistics	522	1	522
13	Logistics	4000	1	4000
14	Logistics	4400	1	4400
15	Logistics	2500	1	2500
16	Logistics	1800	1	1800
17	Logistics	1200	1	1200
18	Logistics	8000	1	8000
19	Logistics	900	1	900
20	Logistics	1904	1	1904
21	Logistics	1996	1	1996
22	Logistics	2143	1	2143
23	Logistics	2895	1	2895
24	Logistics	4515	1	4515
25	Logistics	4000	1	4000
26	Logistics	1950	1	1950
Gross Total (m ²)				101950

COMMERCIAL				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
27	Commercial	5300	5	26502
28	Commercial	5733	6	34396
29	Commercial	4310	6	25860
30	Commercial	2210	6	13260
31	Commercial	3150	6	18900
32	Commercial	5288	6	31731
33	Commercial	6100	4	24399
34	Commercial	7800	4	31200
35	Commercial	4250	4	16999
36	Commercial	4678	4	18712
Gross Total (m ²)				241959
TERMINAL 3 & PIERS				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
T	Terminal 3	23752	3	71257
T	Terminal 3 (Entrance)	2483	2	4966
			Total	76223
P	Pier	11600	2	23200
P	Pier	11600	2	23200
			Total	46400
Gross (m ²) Total				122623

CARGO TERMINAL				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
T	Cargo Terminal	20000	1	20000
T	Cargo Terminal	8000	1	8000
T	Cargo Terminal	5200	1	5200
Gross Total (m ²)				33200

HANGERS				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
HA	MAS Hanger	4000	1	4000
HA	Terminal Hanger	10000	1	10000
Gross Total (m ²)				14000

OTHER USES				
No.	Name	Area (m ²)	No. of Floors	Gross (m ²)
CP	Car Park	12000	5	60000
H	Hotel	6074	4	24295
Gross Total (m ²)				84295

GRAND TOTAL		
Name	Area (m ²)	
Logistics	101950	
Commercial	241959	
Terminal 3 & Piers	122623	
Cargo Terminals	33200	
Hangers	14000	
Other Uses	84295	
Gross (m ²) Total	598027	

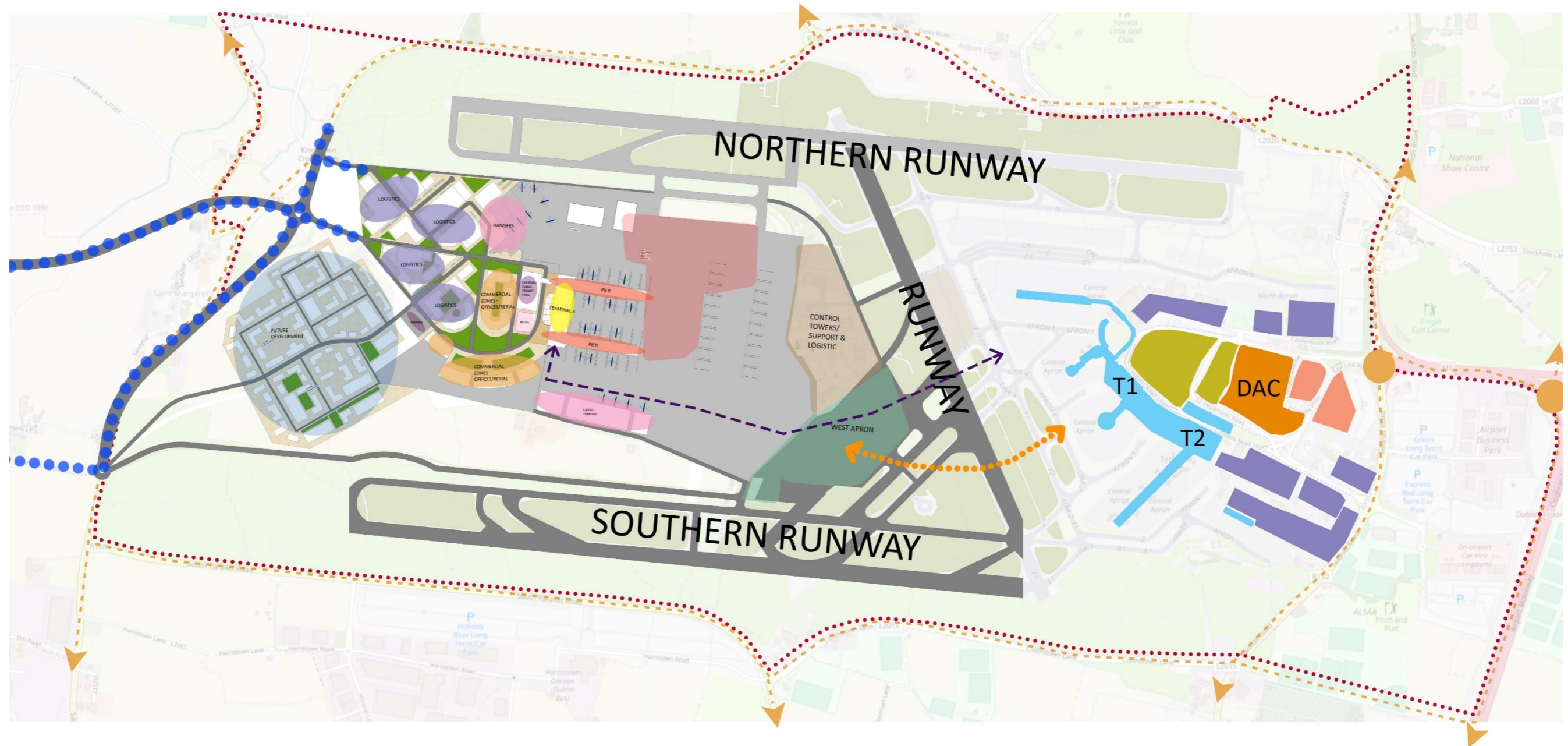
3.12 PROPOSED LAND USE AND AIRSIDE PLAN

LEGENDS - PROPOSED

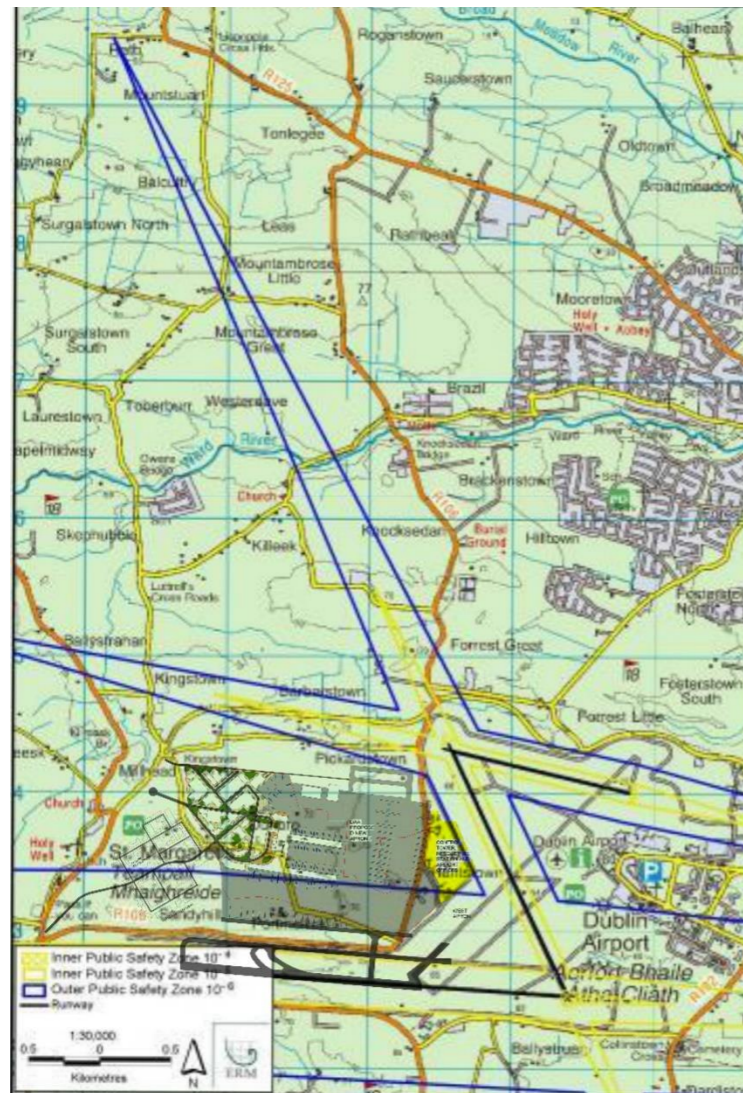
■ Terminal 3	■ Airside Maintenance & Aviation Services
■ Piers	■ Access Roads
■ Aviation Related Uses	■ Arrival/ Departure/ Taxi/ Shuttle Parking
■ Tri-Aviation Ownership Boundary	● New Proposed Road Connection (Indicative only)

LEGENDS - EXISTING

■ Terminal, Piers & Gates	■ Ground Transportation Centre	⋯ Dublin Airport Boundary
■ Support and Logistics	■ Surface Car Parking	⋯ Primary roads
■ Hotel	⋯ New Proposed Underpass by DAA	⋯ New Metro Link
■ Dublin Airport Central (DAC)		



3.13 SAFETY AND NOISE ZONES




Fingal County Council
 Comhairle Contae Fhine Gall

Dublin Airport
 LOCAL AREA PLAN

Map No.5
Safety and Noise Zones

L E G E N D

-  Boundary of DA Zoning
-  Inner Airport Noise Zone
-  Inner Public Safety Zone
-  Outer Airport Noise Zone
-  Outer Public Safety Zone
-  Red Approach Zones

Planning Department,
County Hall, Main Street, Swords.

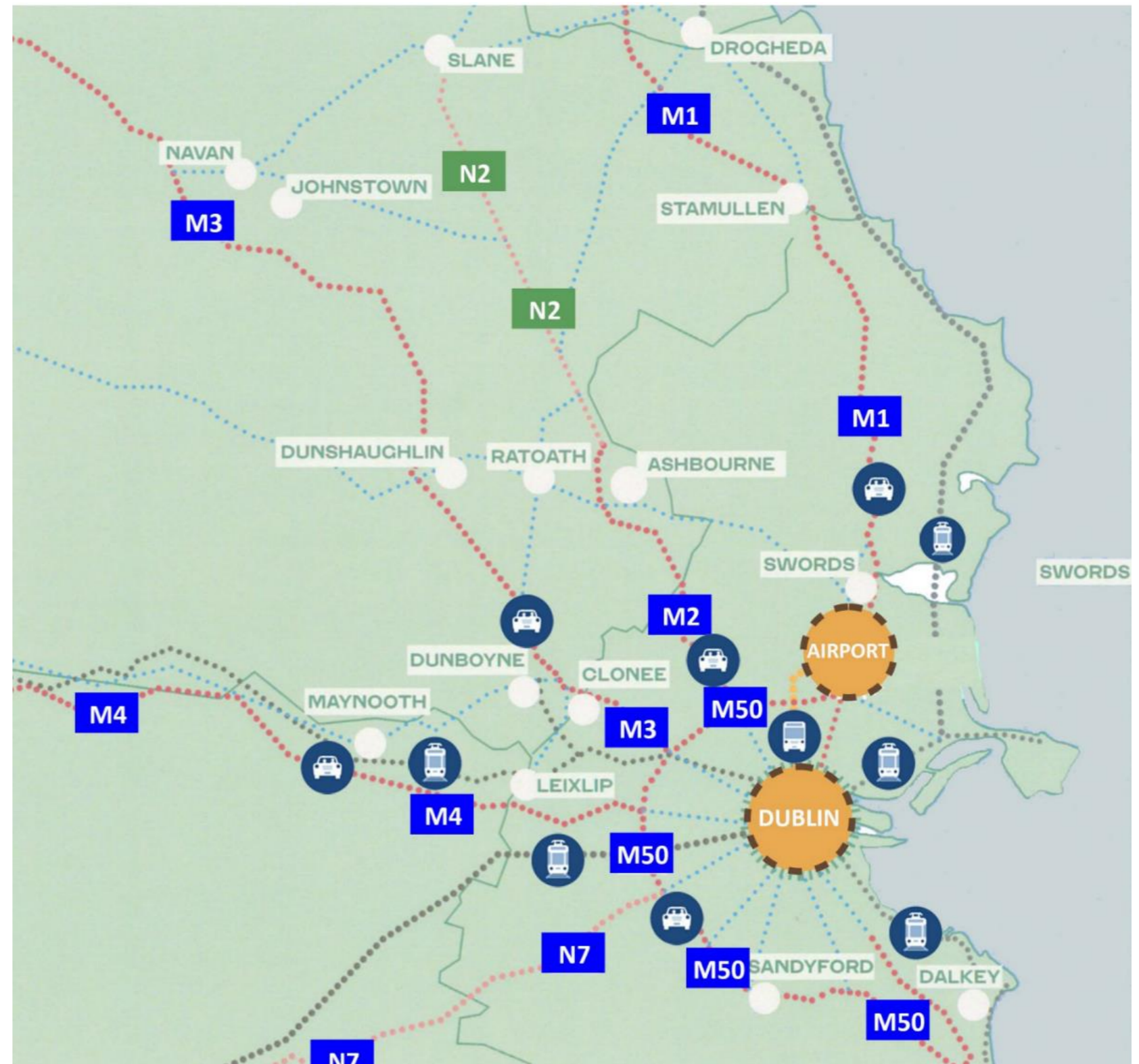
Director of Services: David O'Connor	
Senior Planner: Seán Ó Faircheallaigh	
Scale: 1:90,000 @ A3	Prepared By: E.B.
Date: June 2006	Drawn By: S. Gaughran

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3.14 TRANSPORT PROPOSALS

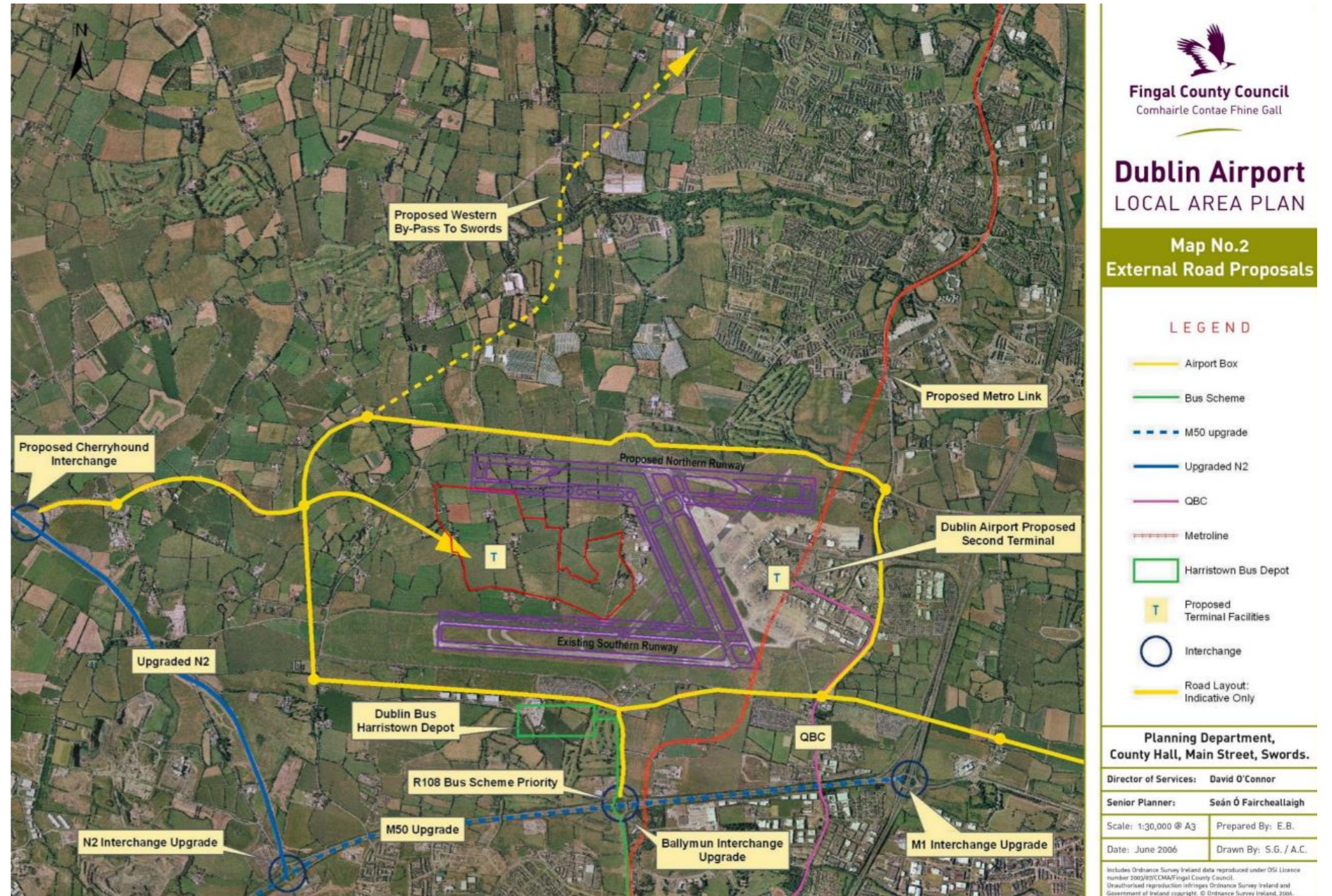
Dublin Airport is situated in the north of Dublin, Ireland, approximately 10 kilometres from the City Centre.

- It is located within the administrative area of Fingal County Council and bordered by M1 motorway to the east, and the proposed Metro will link Dublin Airport to the City Centre.
- The airport is well served by bus links to Dublin City Centre and other parts of the country, but constraints are acknowledged.
- One of the key infrastructural constraints at Dublin Airport is that of surface access—Chapter 8 of Dublin Airport LAP 2020 acknowledges this as too does the South Fingal Transport Study 2019.
- Oxford Economics (Review of Future Capacity Needs at Ireland’s State Airports) analysis from 2018, indicates the road system around Dublin Airport is already under pressure, in terms of traffic volumes and speeds, at peak times—particularly the M1, R132 and R108.



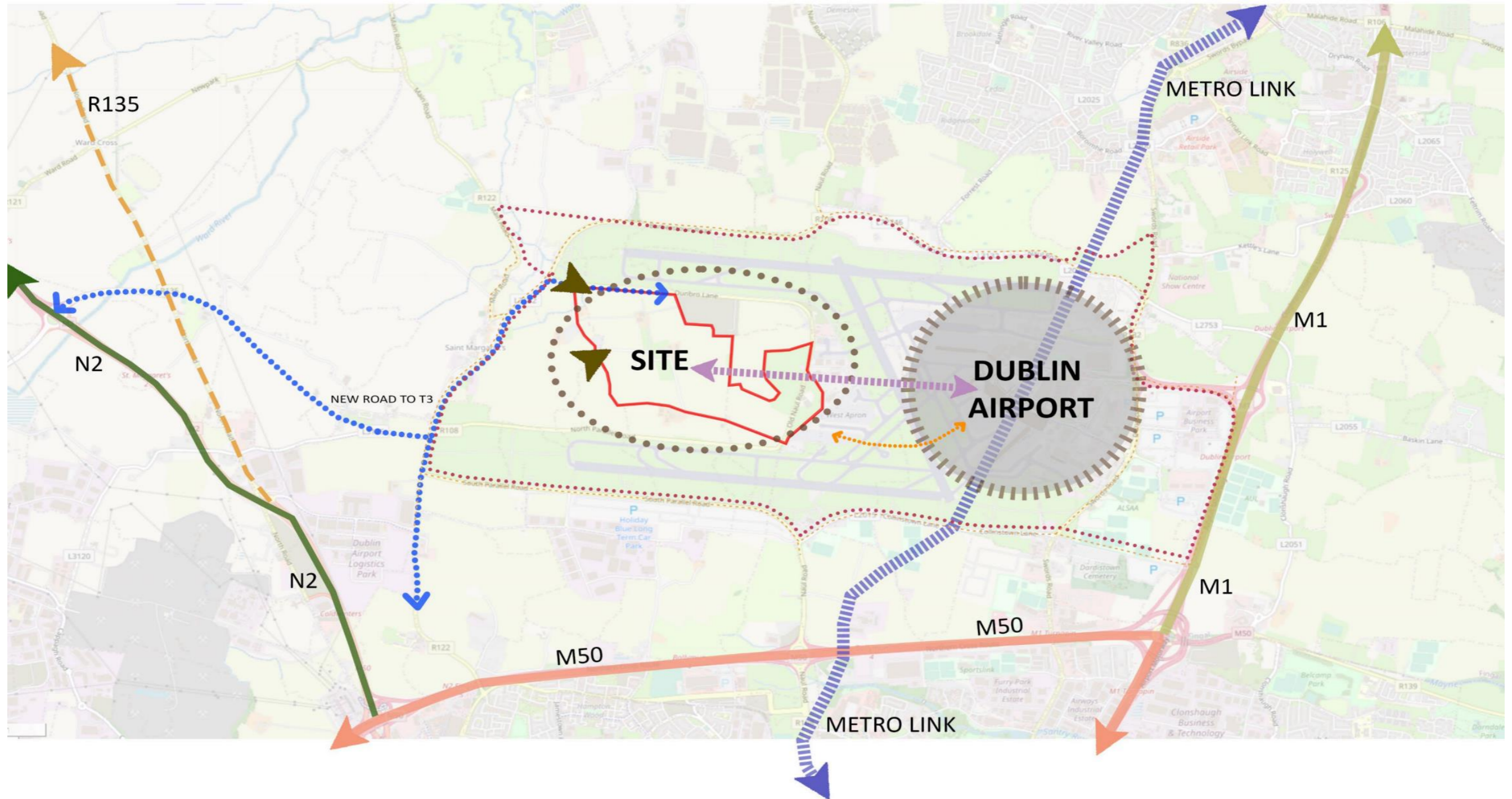
3.15 DUBLIN AIRPORT LAP 2020 ROAD NETWORK REQUIREMENTS

In the medium-term an Airport Western Access route serving Dublin Airport from the M2/N2 corridor would cater for significant forecast passenger levels and offer contingency planning for the use of the key M50/M1 transport infrastructure. A Western Access is recommended in the context of provision of additional long-term parking facilities expansion in the west, regardless of where any possible future third terminal is provided. In the context of future parking expansion at Dublin Airport, the Western Access would provide access to the car parks only, with the final leg of the trip, i.e. from the car parks to the terminal building, being completed by shuttle bus thereby improving public transport outcomes in terms of access to the Airport. Whilst this objective is required in the medium-term, concept and feasibility design assessments should commence in the short-term, given the timeframes required for the delivery of this scale of infrastructure project.



3.16 PROPOSED ROAD NETWORK IMPROVEMENTS – LONG TERM

- N2 / M2
- M 50
- M 1
- Metro Link
- Proposed Site Access
- Rail Link - Terminals
- Airport Boundary
- Proposed New Road (Indicative only)
- New Proposed Underpass by DAA



4.0 NATIONAL PLANNING POLICY CONTEXT

4.1 NATIONAL POLICY - OVERVIEW

National and Local policy supports the growth of Dublin Airport, as outlined in the numerous policy documents adopted to date, including – NPF (Project Ireland 2040), NDP (2021-2030), NIFTI, NAP (2015), and the Oxford Study ‘*Review of Future Capacity Needs at Ireland’s State Airports*’ (2018) at a national level and the Fingal Development Plan 2023-2029, and Dublin Airport Local Area Plan 2020 at a local level.

The policies and objectives for Dublin Airport are well described in the various National policy documents (outlined hereunder). Since the lodgement of the DAA application for an increase in passenger numbers at Dublin Airport, there has been significant political, public and media interest in the sustainability of air travel, the airport’s expansion, the need for a passenger cap, and the implications of lifting the cap, etc. In general Government recognises the need for Ireland to continue to be well connected to international markets, and that Dublin Airport is an integral element of this vital connectivity. Without economic sustainability, it is exceptionally challenging for any country to meet the needs of its people, and this must be borne in mind when considering the ‘balanced approach’ to airport development, in line with the EU Noise Regulations Directive.

Our understanding of government policy in this regard, and in reviewing the planning history of the airport’s development, is that the cap largely related to the landside and surface access constraints associated with the DAA development, rather than a finite cap relating to airside aviation activities. We do however acknowledge that there are undoubtedly noise and carbon emission implications to address. We do not propose at this stage to focus on these undoubtedly challenging issues, as we believe there are solutions and compromises that will follow, and we will work with all stakeholders to ensure that an optimal solution is found in this regard.

However, the economic viability and sustainability of a small island nation on the outskirts of European and International markets, demands we as a nation endeavour to achieve a balance between economic growth, and environmental sustainability and residential amenity. We do not

consider that retaining the cap, curbing or stifling economic growth is to the benefit of the country or its people, and as such, we believe that the question cannot be ‘should the airport expand’ but rather ‘how can the airport best expand in a sustainable, integrated and collaborative manner’. This is in effect the purpose of the concept plan – and it is this question that we will be asking ourselves at each stage.

We accept that in moving to the next stage, i.e. Master Plan and planning application (incl. EIAR(s)), the ‘do nothing scenario’ will require further and detailed analysis and justification as to why it is not the most appropriate option, but in the interim, and at this high level stage, we believe that there is ample justification for the increase in capacity from 32 mppa to 40 mppa in the short term and at least 55 mppa in the longer term; in particular focusing on National policy. We propose to advance on the basis that 40mppa is required immediately, and in the relative short term that 55mppa will be required. Therefore, it is important to commence the planning process now and meet our targets and ambitions on time.

4.2 NATIONAL DEVELOPMENT PLAN (NDP) (2021-2030)

The NDP (2021-2030) sets out the investment priorities that will underpin the successful implementation of the **Project Ireland 2040 National Planning Framework (NPF)**.

The NDP stresses that *“as the strategic gateways of Ireland, airports and ports will play a central role in helping to restore international connectivity and economic activity as Covid-related travel restrictions continue to lift from 2021”*.

4.3 PROJECT IRELAND 2040 NATIONAL PLANNING FRAMEWORK (NPF)

The NPF further reinforces the need for High-Quality International Connectivity which it states, *“is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and*

signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment”.

Under National Strategic Outcome 6 ‘High Quality International Connectivity’ the NPF identifies a series of infrastructure objectives that includes *“The development of additional runway and terminal facilities such as the second runway for Dublin Airport for which planning permission has been approved”.*

4.4 NATIONAL INVESTMENT FRAMEWORK FOR TRANSPORT IN IRELAND (NIFTI)

The **National Investment Framework for Transport in Ireland (NIFTI)**, which is the Department of Transport’s framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes (NSO) contained in the NPF. The NIFTI states that *“Ideally, new development will optimise the use of existing transport assets rather than require the construction of new infrastructure”.*

4.5 NATIONAL AVIATION POLICY (2015) FOR IRELAND (NAP)

National Aviation Policy (2015) comprises policies and objectives integral to the continued success of the nation’s economy. The NAP specifically commits to enhancing competitive access, which is responsive to the needs of business, to foster the growth of aviation enterprise in Ireland, to position Ireland as a recognised global leader in aviation, and to maximise the contribution of the aviation sector to Ireland’s economic growth and development. The NAP states that it is essential that Ireland is *“equipped to exploit emerging opportunities to expand air service connections for business purposes”.*

The National Aviation Policy acknowledges the importance of the aviation sector to the Irish economy and advocates the development of a secondary hub at Dublin Airport: *“The size and location of Dublin Airport distinguishes it from the other State airports. Dublin Airport has seen a major increase in the numbers of transfer passengers in recent years with significant benefits to the broader economy. An opportunity now exists to develop Dublin Airport as a vibrant secondary hub, competing effectively with the UK and other European airports for the expanding global aviation services market. A hub combines local passengers with transfer passengers enabling airlines to operate services to more destinations and more frequently than could be supported by local demand alone. This allows airport*

operators to utilise airport assets more efficiently, to exploit economies of scale and to drive down per passenger airport charges to the benefit of airport users and passengers. In this context, the support and promotion of Dublin as a hub airport is an important means of maximising air access for the Irish economy. Dublin Airport is currently (summer 2015) ranked fifth in Europe in terms of weekly transatlantic seats and is therefore well placed for further development as a hub for global business.”

Section 4.3 *“The size and location of Dublin Airport distinguishes it from the other State airports. Dublin Airport has seen a major increase in the numbers of transfer passengers in recent years with significant benefits to the broader economy.”*

“Dublin Airport has a number of features which makes it attractive to air carriers, including its geographic location on the North Atlantic Trans-Continental route, US Preclearance, single terminal transfers, and its location near the national capital city with its significant catchment area.”

“In addition, it will be important that Dublin Airport has sufficient capacity, including a second, parallel runway, to facilitate its development as a hub (see Section 4.5).”

Section 4.5 The Future Capacity Needs of the State Airports states that while existing capacity at Irish State airports is adequate for current demands, it is essential that Ireland is equipped to exploit emerging opportunities to expand air service connections for business, tourism, cultural and educational purposes, and thus to deliver economic benefits at the national level. These opportunities exist not just for new emerging markets in the Asia Pacific region, but also with our traditional trading partners in Europe and North America. 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.

During its public consultation period various submissions were received regarding existing constraints and issues to be resolved as expansion of Dublin Airport continued. The Report stated *“Some submissions received highlighted the need to improve surface-access for both private and public transport to the State airports, as well as the importance of access for enterprise development in the vicinity of the airport. Such access is critical for arriving and departing passengers, as well as for*

employees of the airport and the businesses located there. Notwithstanding the improvements made to the inter-urban motorway providing access to Dublin, Shannon and Cork Airports, as well as the relatively high share of public transport provision already provided to Dublin Airport (including taxis), economic and traffic growth forecasts suggest that current access capacity will come under increasing pressure."

4.6 NAP - SECOND PROGRESS REPORT (FEB 2019)

"DTTAS maintains oversight on an on-going basis of the three state airports. **Oxford Economics and Cambridge Economic Policy Associates (CEPA) undertook a Review of the Capacity Needs of Ireland's State Airports.** The review considered the long-term development of the **three State airports to 2050**, with the identification and prioritisation of new infrastructure development including modification, if any, to the existing airport infrastructure to meet forecasted passenger throughput to 2050. "

"The review also examined the key elements of airport and airside capacity, namely terminal capacity, apron stands and the runway and taxiway system as well as landside capacity, particularly the impacts of capacity needs on the wider transport network".

The Second Progress Report of the Irish Aviation Policy included the following updated policies and action points.

- Policy Position: State Airports - The three State airports will continue to provide essential strategic infrastructure and services that support the economic and social objectives of the State.
- Policy Position: The Irish Airport Network - The Department will encourage airports to attract new business, to achieve excellence in the delivery of service and value for passengers and airlines, and to make a sustainable contribution to their respective local economies.
- Policy Position: The Future Capacity needs of the State Airports - Existing capacity of State airports should be optimised in conjunction with timely planning to enable expansion of air service connections in all relevant markets delivering wider economic benefits for Ireland.

Actions

- 3.5.1 Ireland will continue to encourage investments in modern, technologically advanced, cost-efficient aviation infrastructure, including those that underpin Ireland's interest in the North Atlantic and the future traffic growth at our airports.
- 4.5.3 Taking account of the high-level, strategic capacity review, Dublin, Cork and Shannon Airports will be mandated to carry out reviews of capacity constraints and infrastructure needs at five yearly intervals, the first reviews to be completed before the end of 2018."

In the case of Dublin Airport, the study assessed the timeframe for the development of new terminal capacity – Terminal 3 – and its appropriate design and optimum location. The review also assessed the relative advantages and disadvantages of the funding and operation of Terminal 3 by the existing airport operator in comparison to being operated on an independent basis. A period of public consultation followed the publication of the report on 26 October 2018. The Minister has stated his intention to bring policy options for capacity enhancement at Dublin Airport to Government early 2019.

"In order to support this goal, the Department in conjunction with the DAA has worked to promote Dublin as a secondary hub airport. As a result, Dublin is now the fifth best-served airport in Europe for direct North American route connections. United States border preclearance services are available at the airport for US- bound passengers (Shannon Airport is the only other airport in Europe to offer this facility)."

"The 2015 National Aviation Policy highlights that Dublin will be promoted as a secondary hub airport to support services to global markets. If Dublin Airport can provide facilities to enable airlines to compete effectively with airlines operating at UK and other European hub airports, it may further increase the level of transfer business, which has already grown strongly in recent years. This could enable airlines operating at Dublin to run more frequent flights to existing destinations and offer direct flights to a larger number of destinations than would be possible if services at the airport were entirely reliant on travellers whose ultimate origin or destination was Ireland."

4.7 D.A. TERMINAL 3 LTD. - GENERAL COMPLAINT WITH NATIONAL POLICY

Noting the above policy objectives and actions outlined, D.A. Terminal 3 Ltd., understand the importance of maximising public expenditure investment, and to this end, agree with the Government's intention that it would be appropriate (from an economic and sustainability perspective) to optimise the use of existing runway and terminal capacity at Dublin Airport.

We are not satisfied and do not believe that 'maximising the use of existing airport infrastructure' means the continued and unfettered expansion of T1 and T2. We state this because it is our view that

-

- (i) the cost of the additions to these terminals (T1 and T2) does not deliver better value for money (to the taxpayer) than the cost of greenfield terminal development by the private sector,
- (ii) Unfettered expansion to T1 and T2 will result in a significantly poor customer experience, and an inefficient and poor-quality experience (adversely impacting on the business reputation of the country)
- (iii) T1 and T2 expansion as proposed requires the demolition of existing airport facilities or infrastructure (e.g. piers, cargo terminals, etc); and
- (iv) The development of an eastern campus alone, fails to address existing landside and surface access constraints, increasing traffic on the M1 and R132 to unsustainable levels.

The Government had the foresight to recognise the need for a third Terminal, and that the location of this terminal should address the above noted issues/constraints. We believe the additional

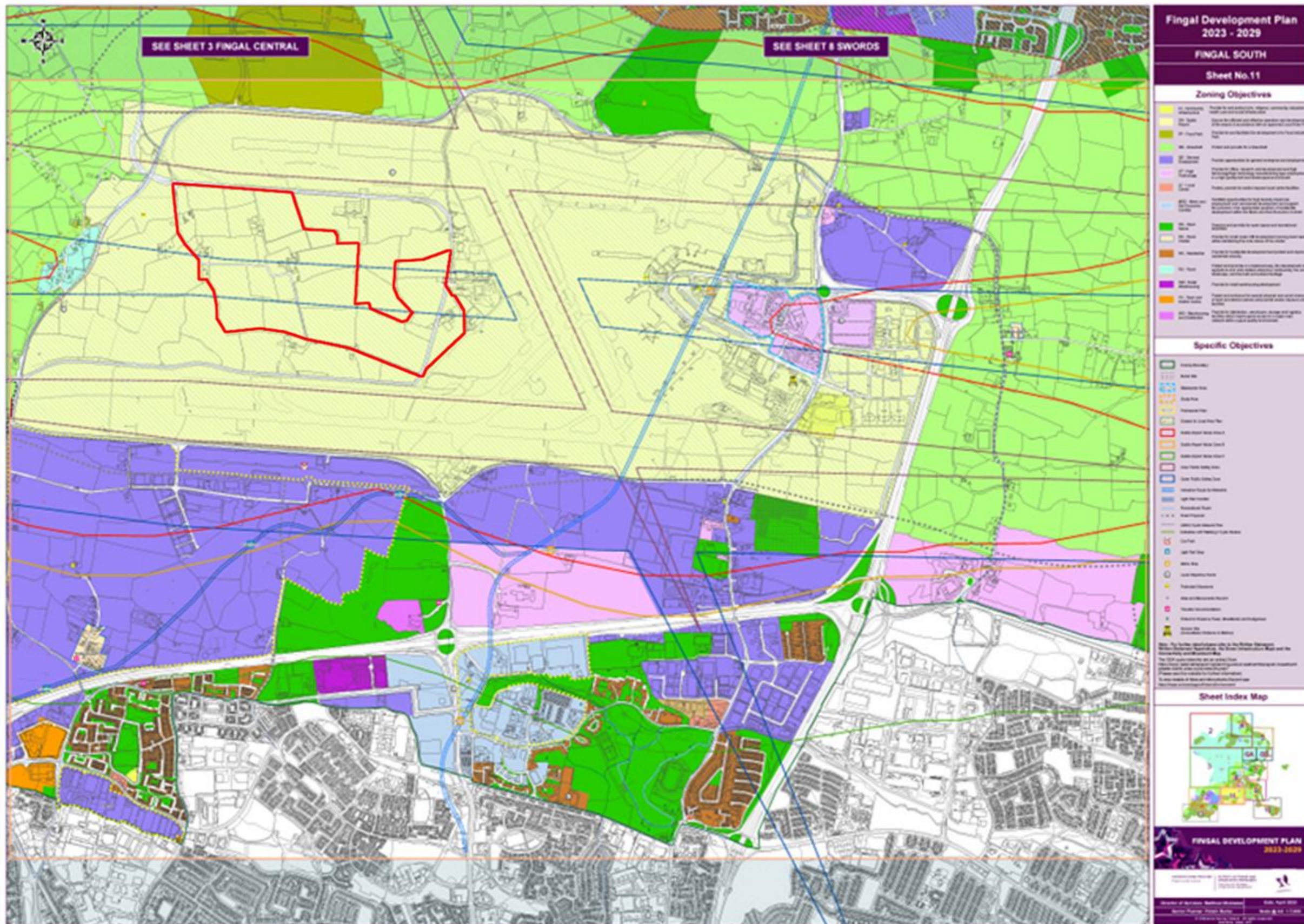
passenger capacity is best achieved by providing for the future development of a third terminal, and in tandem the development of apron, taxiway and pier facilities, alongside a modern and fit for purpose logistics park can also provide for enhanced and more efficient cargo facilities at Dublin Airport, which can and should be catered for by the existing runway infrastructure but not so by the existing terminal, apron, and logistics infrastructure on site.

The development of a new terminal, car parking, and logistics and cargo handling facilities on D.A. Terminal 3 Ltd lands has the added advantage of –

- (i) cheaper and faster delivery of facilities on a greenfield site.
- (ii) no demolition works and no loss of existing airport infrastructure.
- (iii) no construction impact on existing airport operations.
- (iv) purpose built optimal layout, not compromised by existing buildings, airport infrastructure, with resulting efficiencies and quality of service to the business sector and
- (v) a new surface access to the airport, improving access from the wider road network and spreading the surface access demand where additional capacity exists and can be utilised.

D.A Terminal 3, whether by reason of their experience through Omega Air or D.A. Terminal 3 Ltd., are well placed to understand and deliver such opportunities; and to do so in a way that does not compromise the optimal and successful development of the full 'DA' zoned lands solely because they are not in the ownership of the DAA.

FIG 1: D.A. TERMINAL 3 LTD – LAND OWNERSHIP MAPS, VIS A VIS (I) DA ZONING (FINGAL DEVELOPMENT PLAN 2023)



5.0 AIRCRAFT NOISE LEGISLATION

5.1 THE AIRCRAFT NOISE REGULATION (EU) 598/2014

The Aircraft Noise Regulation (EU) 598/2014 establishes rules to be applied within all EU countries on the process to be followed for the introduction of noise-related operating restrictions for airports in excess of 50,000 civil aviation movements per annum. This must be done in a consistent manner on an airport-by-airport basis to help improve the noise climate and to limit or reduce the number of people significantly affected by potentially harmful effects of aircraft noise, and should be done, in accordance with the Balanced Approach developed by the International Civil Aviation Organization (ICAO).

The Balanced Approach to aircraft noise management developed by ICAO is an approach to managing noise at an airport. After identification of a noise problem at an airport, analysis of the various measures available to reduce noise through the exploration of four principal elements, namely, reduction at source, land use planning and management, noise abatement operational procedures and operating restrictions is carried out. The goal of this analysis is to address the noise problem in the most cost-effective manner. Operating restrictions are not to be applied as a first resort but only after consideration of the other measures of the Balanced Approach.

5.2 THE AIRCRAFT NOISE (DUBLIN AIRPORT) REGULATION ACT 2019

The Aircraft Noise (Dublin Airport) Regulation Act 2019 gives further effect to the Aircraft Noise Regulation in Ireland by making additional provision for the regulation of aircraft noise at Dublin Airport. This legislation amends the Planning and Development Act 2000 to cater for the situation where development at Dublin Airport may give rise to an aircraft noise problem and to provide for the implementation and monitoring of noise mitigating measures.

The 2019 Act required the establishment of an independent authority to establish parameters for airport noise in Ireland for airports in excess of 50,000 civil aviation movements per annum. In Ireland, Dublin Airport is the only airport that falls within the remit of Aircraft Noise Regulation (EU) 598/2014 and the Aircraft Noise (Dublin Airport) Regulation Act 2019. Prior to 2019, and post 2006, airport

development at Dublin Airport was assessed under Strategic Infrastructure (SID) Act, 2006, with developments proposed under this Act being determined by An Bord Pleanála. The Aircraft Noise (Dublin Airport) Regulation Act 2019 removed Dublin Airport from SID process, as the EU required a two-step approach to the assessment of airport noise impacts, with the second step being an appeal process.

5.3 AIRPORT NOISE COMPETENT AUTHORITY (ANCA)

In 2019 an Airport Noise Competent Authority (ANCA) was established and sits within Fingal County Council but separate to its planning arm. The ANCA adopted the Dublin Airport Noise Action Plan in 2019, covering the period 2019 – 2023.

5.4 THE DUBLIN AIRPORT NOISE ACTION PLAN 2019 – 2023 (THE NAP)

The Dublin Airport Noise Action Plan 2019 – 2023 (the NAP) was prepared in accordance with the provisions of the European Communities (Environmental Noise) Regulations 2018 but prior to the introduction of the 2019 Act. The noise mapping outputs of the action plan assessments are presented alongside noise exposure levels from previous years. From this, trends can provide context to the noise situation pertaining at the time of assessment. This comparison assists in the identification of noise problems and situations to be improved, from which any required actions can be determined. The assessment of the noise mapping in this plan indicated that ‘night noise and land use planning were areas which may be a problem and may need to be improved’ cautioning however that further work needed to be undertaken in these areas. It is against this document that the ANCA consider proposals for development at Dublin Airport.

5.5 PLANNING PROCESS FOR AIRPORT DEVELOPMENT AT DUBLIN AIRPORT

The planning process for airport development therefore now requires a planning application to be made to the Planning Authority (Fingal County Council) in the first instance, and if appealed it will be determined by An Bord Pleanála. The 2019 Act also requires the Planning Authority to refer planning

applications at Dublin Airport to the Competent Authority (i.e. Airport Noise Competent Authority, ANCA) for an assessment of the potential impact of aircraft noise. The Planning Authority is bound by the recommendations/decision of the ANCA. However, on appeal, the Board has an obligation and statutory provisions to revisit both the decision of the Planning Authority (re the planning merits of a proposed development) and the ANCA regarding whether or not a development requires assessment, and noise related actions and restrictions, and the nature of any such actions or restrictions.

5.6 KEY ANCA PLANNING HISTORY

To date, there have been a considerable number of applications referred to the ANCA. These are briefly described in Table 1, Appendix 1 of this report, reflecting the decision of the PA and ANCA. ABP have yet to make a decision in respect of any decision of the ANCA. It may be noted that the majority of the cases referred to the ANCA did not require a detailed assessment in respect of noise mitigation or a balanced approach as the ANCA was of the opinion that no assessment re. noise related action, and no airport noise restrictions required.

However, a number of the applications did require such an assessment and required 'noise related action' and 'noise restrictions'. Following a review of these decisions and reports of the ANCA we consider it appropriate to briefly focus on the issues raised in respect of the DAA application to amend the planning conditions attached to the runway regarding nighttime flights. The ANCA report regarding the lifting of the passenger cap is pending.

In summary, the North Runway Planning Permission was subject to 31 conditions. Two of these conditions place restrictions on night flights and come into force upon completion of the construction of the north runway. These are:

- Condition 3(d) "On completion of the runway hereby permitted ... Runway 10L-28R (the 'North Runway') shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports."

- Condition 5 "On completion of construction of the runway hereby permitted, the average number of nighttime aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92-day modelling period"

As part of the ANCA's consideration of the planning application under F20A/0668 for a Relevant Action (i.e. changes to the restrictions on nighttime flying), an assessment of the evolving noise climate at Dublin Airport also considered. Condition 3 of the North Runway Planning Permission establishes how the primary runways should be used during daytime (0700 hours - 2300 hours) depending on the prevailing wind conditions. The application to amend this, noted that it is preferable for an aircraft to take off and land into the wind and, in a Dublin Airport context, the prevailing wind dictates that approximately 70% of flights take off and land into the west. The Application for the Relevant Action presented the forecasts and operating scenarios considered with a description of the environmental effects of the proposed Relevant Action together with proposed mitigation measures and controls. The Application stated that the proposed Relevant Action, if permitted, will allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300hrs and 0700hrs over and above the number stipulated in condition no. 5 of the North Runway Planning Permission, in accordance with the annual nighttime noise quota sought.

ANCA commissioned Noise Consultants Ltd (NCL) to undertake an initial technical review of the potential noise impacts of planning application F20A/0668, if granted. This work examined and detailed the potential implications of the proposed development with respect of an aircraft noise problem and made 5 summary observations.

- The harmful effects of aircraft noise in the future with the Proposed Development will be worse than without, particularly at night. As such the Proposed Development will increase aircraft noise rather than reduce it.
- Some people will experience elevated levels of night-time noise exposure for the first time which may be considered harmful to human health.

- The Proposed Development gives rise to significant adverse night-time noise effects as reported within the EIAR. This indicates that the noise effects of the Proposed Development are a material consideration.
- Mitigation in the form of a night-time noise insulation scheme is proposed by the Applicant. The provision of such mitigation is an indicator that the Proposed Development may give rise to a Noise Problem.
- The nature of the Proposed Development is to enable a form of operation which was not considered by ABP in their original decision to grant consent for the North Runway. Such a change will attract significant third-party interest, particularly from communities, who may perceive there to be a noise problem.

The implications of the data submitted in support of planning application ref. F20A/0668 for a Relevant Action, together with the technical analysis undertaken by Noise Consultants Ltd, support a considered view for the reasons given below, either in isolation or in tandem, that the proposed development may significantly influence the evolving noise climate at Dublin Airport to the extent that presents a noise problem that requires detailed assessment.

The assessment was undertaken through the provisions of the Balanced Approach to identify whether the noise impacts may be appropriately mitigated.

1) The Application proposes an increase in aircraft activity at night, when referenced against the situation that would otherwise pertain, which may result in higher levels of human exposure to aircraft noise. This situation requires detailed evaluation in the context of the combined intent of environmental noise legislation. The Application should be assessed to ascertain whether an acceptable balance can be achieved between the effective functioning of the Airport and the protection of the environment through the application of the ICAO Balanced Approach.

2) The Application proposes a situation where some people will experience elevated levels of night-time noise exposure for the first time, which may be considered harmful to human health. The Application seeks to enable a form of operation which was not considered by ABP in their original decision to grant consent for the north runway. A detailed assessment should be undertaken through the application of the ICAO Balanced Approach to ascertain the significance of the impact of a change in noise exposure arising from the Application for a Relevant Action to the Aircraft Noise Competent Authority

3) The EIAR accompanying the Application indicates that the proposed Relevant Action will give rise to significant adverse night-time noise effects. This indicates that the noise effects of the Proposed Development are a material consideration. Mitigation in the form of a night-time noise insulation scheme is proposed by the Application. The provision of such mitigation is an indicator that the Proposed Development may give rise to a Noise Problem. This situation requires detailed evaluation in the context of the combined intent of environmental noise legislation. The Application should be assessed to ascertain whether an acceptable balance can be achieved between the effective functioning of the airport and the protection of the environment through the application of the ICAO Balanced Approach. The conclusions of the ANCA are noted in Section 7 when discussing planning history.

For the time being, and as noted by the DAA in their most recent application, applications for strategic airport infrastructural are being submitted to the Planning Authority (PA) for their consideration, in advance of the decision of ABP re. the above application, and the proposed lifting of the passenger cap. We would propose to adopt the same approach to ensure no undue delay, if permission is granted for such increase in passenger numbers and lifting of certain restrictions relating to nighttime flights.

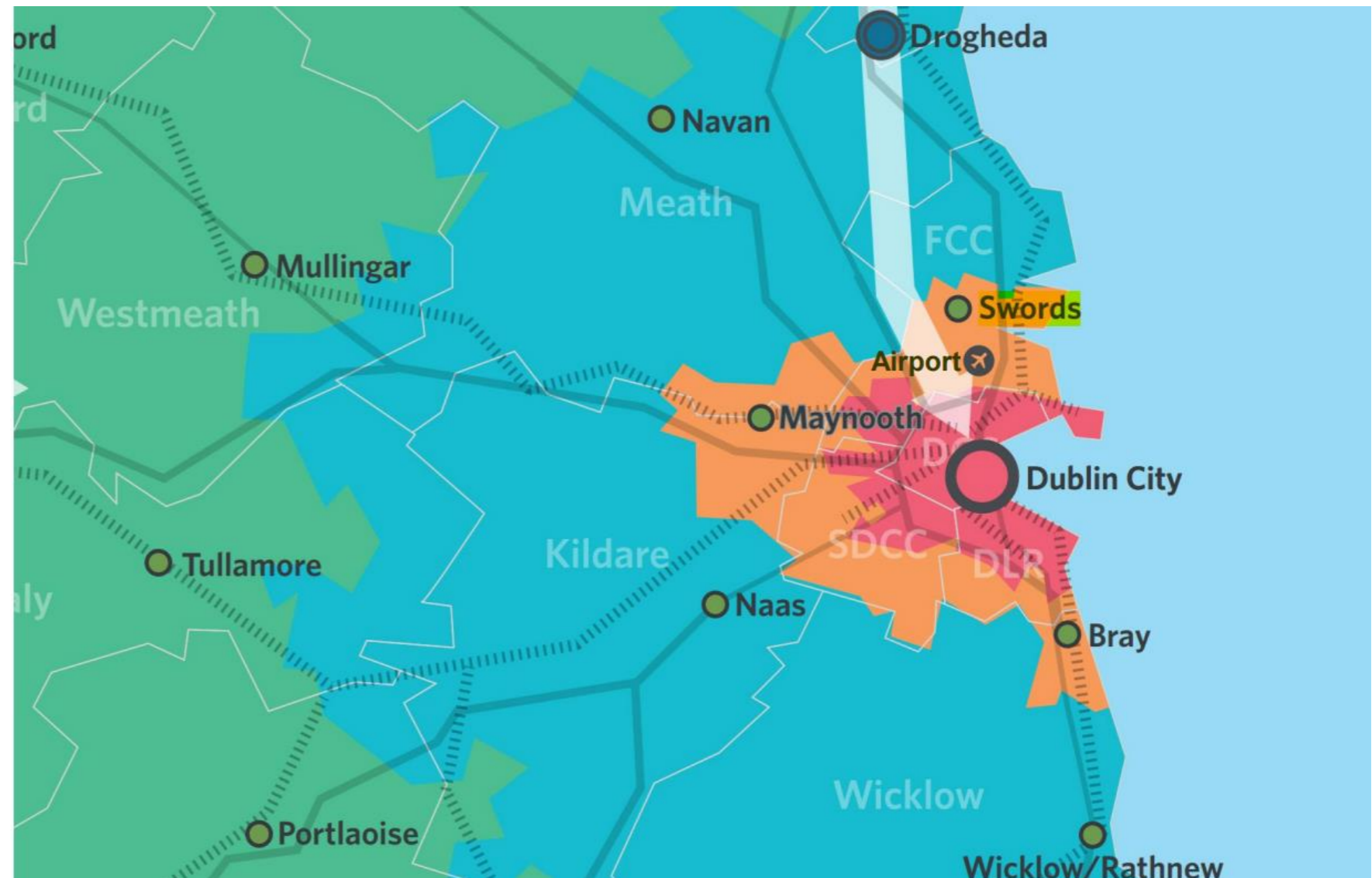
6.0 REGIONAL POLICY CONTEXT

6.1 FINGAL COUNTY GENERAL OVERVIEW:

In considering any development at the airport, regard has been had to the wider county and regional objectives; and we will as part of the master planning stage assess the impact on Fingal and Swords as a result of the proposed development, which is intended to open up the DA zoned land bank in accordance with the Council's vision for the area.

Fingal: located in North County Dublin, is key to the Region's Economy and Infrastructure.

- Population Growth: Fastest-growing region, 330,000+ in 2022, 22.1% projected growth by 2031.
- Youngest and most diverse population with 100,000 in the 25-44 age group.
- Over 30% of the population has a university education.
- 90,000+ fall within the 45-64+ age group, considered to have the most disposable income.
- Transportation Hub: Integral to supporting growth and accessibility of Dublin Airport.
- Connectivity: Dublin Airport is critical in providing connectivity to Europe and Metrolink will be key to providing connecting to Dublin Airport (both are supported by Government)



6.2 SWORDS - KEY GROWTH TOWN:

Swords: is one of three key towns in the metropolitan area of Dublin, and is the administrative capital of Fingal, and

- Acts as an economic and employment hub in the area, sustainably expanding within the Dublin Metropolitan Area, adjacent to Dublin Airport and the Dublin-Belfast Economic Corridor and proposed Midland Corridor.
- Drogheda is the largest town (44,135) in Census 2022.
- Dundalk (43,112) is now the second-largest town in Ireland.
- Swords is the third-largest town, replaced by Dundalk, switching positions since the 2016 Census.





Economic & Employment Lands – Fingal Area

A cursory commentary on the Fingal Economic and Employment Land Use Study, published as part of the Draft Fingal County Development Plan 2023-2029

September 2022



The Study incorporates all of the 840 hectares of undeveloped “DA” zoned land as effectively being “available” for employment and including it in the composite calculation of reckonable additional employment numbers that it could give rise to over the life of the Plan.

“...the key national/regional/county critical infrastructure at Dublin Airport, a critical economic asset for the State.”

The lands at and around Dublin Airport (known as the ‘airport box’) are zoned ‘DA Dublin Airport’ There is a clear, established and recognised planning rationale and logic for that land use zoning,

ZONING OBJECTIVE ‘DA’ DUBLIN AIRPORT

Objective

Ensure the efficient and effective operation and development of the Airport in accordance with an approved Local Area Plan.

Vision

Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the Airport). All development within the Airport area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport area which are not essential to the operational efficiency and amenity of the Airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use.

Air Transport Infrastructure includes: aircraft areas, air traffic control/tower, ancillary health, safety and security uses, aprons, cargo handling, maintenance hangers, meteorology, retail – airside/duty free, runways, taxiways, terminals and piers.

USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Aerodrome/Airfield	Air Navigation Installations	Air Transport Infrastructure
Car Hire Holding Area	Cargo Yards	Carpark – Non-Ancillary
Childcare Facilities	Food, Drink and Flower Preparation/Processing ²²	Fuel Depot/Fuel Storage
General Aviation	Hotel	Logistics ¹⁸
Office Ancillary to Permitted Use	Office ≤ 100 sqm ¹⁸	Office > 100 sqm and < 1,000 sqm ¹⁸
Office ≥ 1,000 sqm ¹⁸	Open Space	Petrol Station
Place of Worship	Public House	Public Transport Station
Restaurant/Café	Retail – Local < 150 sqm nfa	Retail – Comparison > 500 sqm nfa ¹⁷
Taxi Office	Telecommunications Structures	Training Centre ¹⁵
Utility Installations	Warehousing ¹⁸	

Visionary Initiative:

- The MetroLink Integration (MI) Corridor Project transforms Dublin’s public transport landscape.
- Envisioned as an extension of the Luas light rail line.

Connectivity and Distance:

- Aims to seamlessly connect Dublin City Centre to Swords, covering 10.6 kilometers.
- Incorporates sixteen new stations and a depot for enhanced connectivity.

Objectives and Impact:

- Enhances public transport connectivity, reduces travel times, and fosters sustainable urban development.
- Addresses critical needs, including economic growth, job creation, and alleviating road congestion.
- Anticipated positive impact on Dublin Airport, facilitating efficient and environmentally friendly passenger access.

Current Stage and Application:

- Currently in the planning stage.
- Application submitted to An Bord Pleanála.
- Decision expected in early 2024.

Construction and Completion Timeline:

- Construction phase scheduled for 2024.
- Project aims for completion by 2029.
- Strategic progression toward improved transportation and sustainable urban development in the Dublin metropolitan region.



7.0 LOCAL POLICY CONTEXT & COMPLIANCE

7.1 Pre-ambles: D.A. Terminal 3 Ltd. Objectives – Compliance with FDP and LAP.

D.A. Terminal 3 Ltd. is currently advancing a concept plan, and thereafter will prepare a masterplan for the integrated development of Dublin Airport, bringing forward plans for the development of the Western Airport Campus. This work is being undertaken in consultation with the Planning Authority and with adjoining landowners to ensure not only delivery of the airside infrastructure and development but also the delivery of the planned surface access to Dublin Airport from the west, linking the airport with the wider national road/motorway network. This advanced concept plan, is the next phase in the pre-panning process with the Planning Authority. To this end, we have focused on key local objectives to guide and direct the nature and extent of development that will be proposed as part of our master planning process.

We are satisfied that the D.A. Terminal 3 Ltd. lands can be developed in a phased and planned manner, meeting the Council's objectives as outlined in the current County Development Plan and Local Area Plan, and that this would alleviate many of the existing constraints and enhance the development opportunities of Dublin Airport. We consider DAA's failure, as part of their recent planning application, to engage with D.A. Terminal 3 Ltd. and other key landowners in the area to be contrary to the proper planning and sustainable development of the Airport, as provided for in Chapter 8 of the Fingal Development Plan 2023-2029 and Dublin Airport LAP, 2020. It is our intention following this next round of meetings with Fingal County Council, and taking on board their views, to expand our current programme of consultation, noting that to date we have focussed on DA zoned lands landowners, and in particular those that can assist in the delivery of the new airport road network proposed in the Fingal Development Plan and Local Area Plan.

Collaboration with adjoining landowners and future proofing the airport's development potential, thereby (i) mitigating environmental impacts (in particular those relating to traffic and transportation and use of sustainable aviation fuel and hydrogen as a source of renewable energy associated with the delivery of offshore energy projects), (ii) enhancing aircraft safety through the early and integrated

delivery of a new apron 7, and (iii) maximising economic and employment opportunities associated with pharmaceutical and general logistics/cargo handling operations, as well as executive aircraft facilities, should have been an integral part of the master planning undertaken by DAA, which does not seem to be the case.

7.2 COUNTY DEVELOPMENT PLAN POLICY

The Fingal Development Plan 2023 - 2029 (FDP), Chapter 8 is dedicated to Dublin Airport, recognising the national significance of the airport due to its employment base, passenger throughput and air freight services, and its position as the primary economic hub in Fingal. The FDP refers to the role of the **Dublin Airport Local Area Plan (LAP)** in providing a framework for sustainable development at the airport: *"The LAP provides an updated strategy for the continued growth of Dublin Airport in line with relevant aviation, planning and environmental policy within the context of a sustainable growth framework. This framework will facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport to develop as a secondary European hub, to meet anticipated demand and to operate safely and efficiently.*

Section 8.2.3 of the **Fingal Development Plan** considered **"IMPROVEMENTS TO THE EXTERNAL ROAD NETWORK"** It states.

*"As Dublin Airport develops into the future it is clear that an alternative road access route is desirable in order to ensure continued efficient operation of the road network. **Given the reliance on road access from the eastern side of the campus, there is a strong justification for the provision of a new access route in the medium term serving the western part of the Airport campus with access via a new spur from the M2/N2 corridor. The development of this new surface access corridor will both provide additional resilience for the existing motorway network and serve to reduce the***

dependency on the eastern access for contingency planning, thereby significantly reducing the potential for incidents on the M1/M50 corridor to negatively impact on access to Dublin Airport. This new route should be provided in addition to the short-term provision of extra road capacity on the eastern side of the campus.”

Specific road network and associated public transport improvements up to the year 2027 are as follows:

- The Airport Roundabout (connecting the M1 and R132) is frequently operating at or close to capacity, and future forecast increases in traffic levels to Dublin Airport and on the road network in general will cause an unacceptable reduction in reliability of access to the Airport. In the short term, additional capacity is required here, which will facilitate the improvements to the Swords Road Core Bus Corridor as part of BusConnects and improve public transport movements through and around this junction. Upgrading the junction to a grade separated configuration appears to be the most appropriate solution, however the exact configuration will be subject to standard road design project phases.
- Provide appropriate levels of bus priority to serve existing and proposed long-term car parking facilities to be considered in the context of the need to cater for higher frequency bus services on the proposed R132 Swords Road Core Bus Corridor, and this will require careful consideration in any future scheme proposals.
- In the medium-term an Airport Western Access route serving Dublin Airport from the M2/N2 corridor would cater for significant forecast passenger levels and offer contingency planning for the use of the key M50/M1 transport infrastructure. A Western Access is recommended in the context of provision of additional long-term parking facilities expansion in the west, regardless of where any possible future third terminal is provided. In the context of future parking expansion at Dublin Airport, the Western Access would provide access to the car parks only, with the final leg of the trip, i.e. from the car parks to the terminal building, being completed by shuttle bus thereby improving public transport outcomes in terms of access to the Airport. Whilst this objective is required in the medium-term, concept and feasibility

design assessments should commence in the short-term, given the timeframes required for the delivery of this scale of infrastructure project.

EXTERNAL ROAD NETWORK ACCESS OBJECTIVES included in the Development are outlined hereunder and highlighted for ease of reference re. potential non-compliance.

OBJECTIVE EA1: *Maintain and protect accessibility to Dublin Airport as a priority and provide for alternative access points to the road network in line with the recommendations of the South Fingal Transport Study.*

OBJECTIVE EA2: *Ensure that the transport network, including road infrastructure, has the capacity to better arrange traffic in the vicinity of Dublin Airport and to cater for the estimated growth in traffic into the future. This includes the upgrade of the Airport Roundabout to increase capacity, potentially through grade separation, as part of the first proposal to increase surface access passengers where it cannot be demonstrated that public transport provision would satisfy travel demand.*

OBJECTIVE EA3: *Develop the external road network on a phased and planned basis.*

OBJECTIVE EA4: *Reserve an alignment for the East West Link Road from Collinstown Lane to Clonshaugh Road.*

OBJECTIVE EA5: *Provide for a Western Access route to Dublin Airport from the N2 corridor, with consideration being given to the future capacity requirements and development layout of Dublin Airport.*

OBJECTIVE EA6: *Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term and in advance of Metrolink.*

OBJECTIVE EA7: *To ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of future bus services generally and on the Swords Road Core Bus Corridor in particular.*

OBJECTIVE EA8: Ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of the M50 at key junctions such as the Airport Roundabout, M1 Airport Interchange, M50 Ballymun Interchange and the M1/M50 Interchange.

OBJECTIVE EA9: Enable efficient and reliable bus access on the R108 and Collinstown Lane and to ensure this function is provided as part of a future capacity upgrade as appropriate, whilst allowing for any road realignment required as part of Dublin Airport's runway end safety area requirements and Metrolink portal construction.

OBJECTIVE EA10: Facilitate a contingency strategy and emergency access plan to cater for unexpected incidents on the external and internal road networks in consultation with the relevant bodies.

OBJECTIVE EA11: Develop appropriate signage facilities such as Variable Message Signs in order to cater for unexpected incidents on the external and internal road network.

OBJECTIVE EA12: To maintain and protect accessibility of freight to and from Dublin Airport as a priority in particular with respect to accessibility from the M1, M50 and the TEN-T network for freight movements. Any planning applications for new or expansion of freight and cargo operations within the DA zoned lands shall be accompanied by a traffic impact assessment.

The Dublin Airport LAP 2020, also in this chapter considers "INTERNAL ACCESS OBJECTIVES"

OBJECTIVE IA01: Require a review of traffic management arrangements around the Dublin Airport campus including internal access road and connections to the surrounding transport network, in order to provide for safe and efficient movement for all modes, as part of any planning application for an increase in origin-destination passenger numbers, which should assess the need for alterations in road alignment, grade separation, directional movement, and variable messaging signage, in order to provide for safe and efficient movement for all modes.

OBJECTIVE IA02: Support the implementation of a transport service linking the terminal buildings with long-term car parks around the southern and western perimeter of Dublin Airport.

OBJECTIVE IA03: Ensure that passenger facilities and services are designed and operated so as to enhance the experience of airport users. This includes provision of high quality, legible and efficient circulation routes for all modes, appropriate passenger and travel information, including public transport information boards, and wayfinding infrastructure, waiting facilities and other relevant passenger information.

OBJECTIVE IA05: Provision of additional car-parking to serve uses within the DA zoned lands shall only be facilitated if it can be sufficiently demonstrated that the accessibility of Dublin Airport for its core uses including passengers and freight traffic will not be compromised.

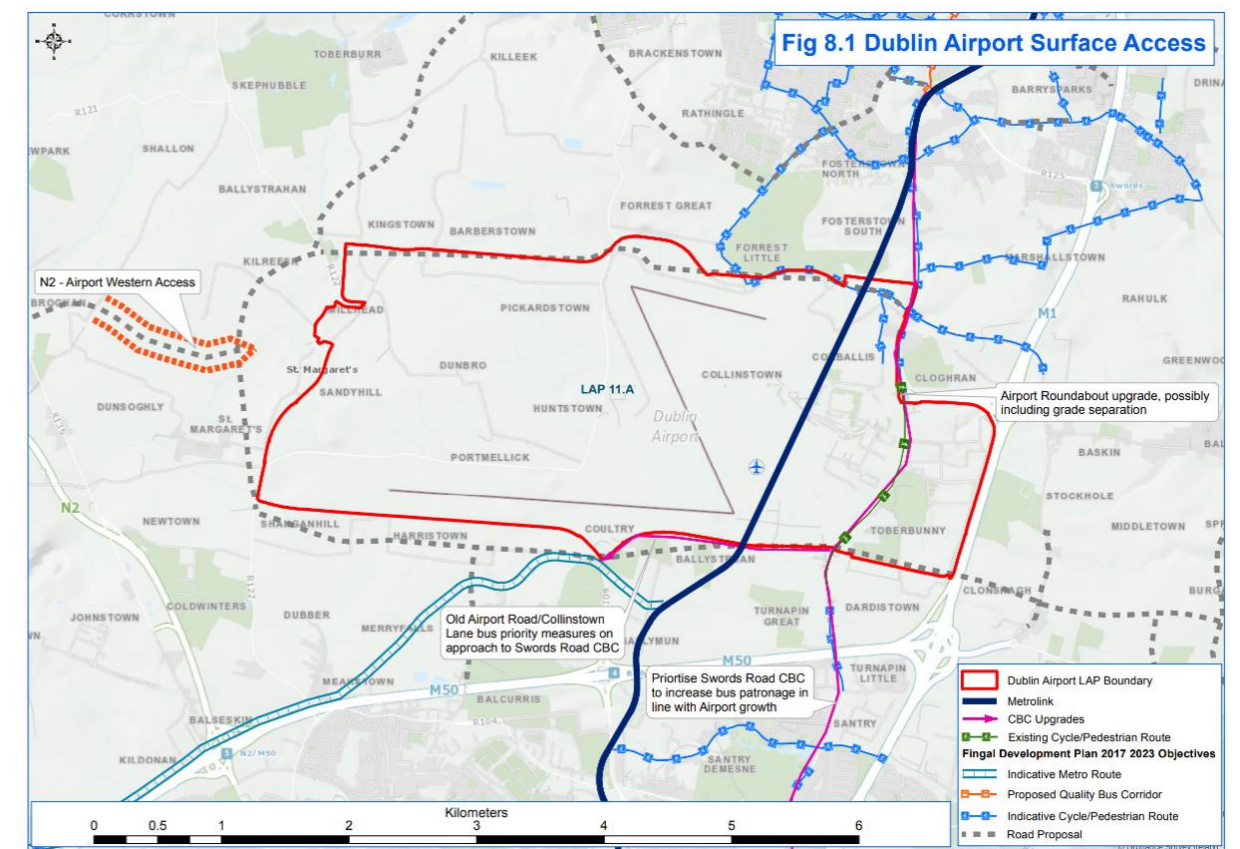


Figure 5 Extract from Dublin Airport LAP 2020

7.3 D.A TERMINAL 3 LTD. COMMENTS RE CDP PLANNED ROAD ACCESS:

CWPA Note - Emphasis has been added to highlight those objectives that D.A. Terminal 3 Ltd. are endeavouring to address as part of their proposed development of Terminal 3 and associated DA lands.

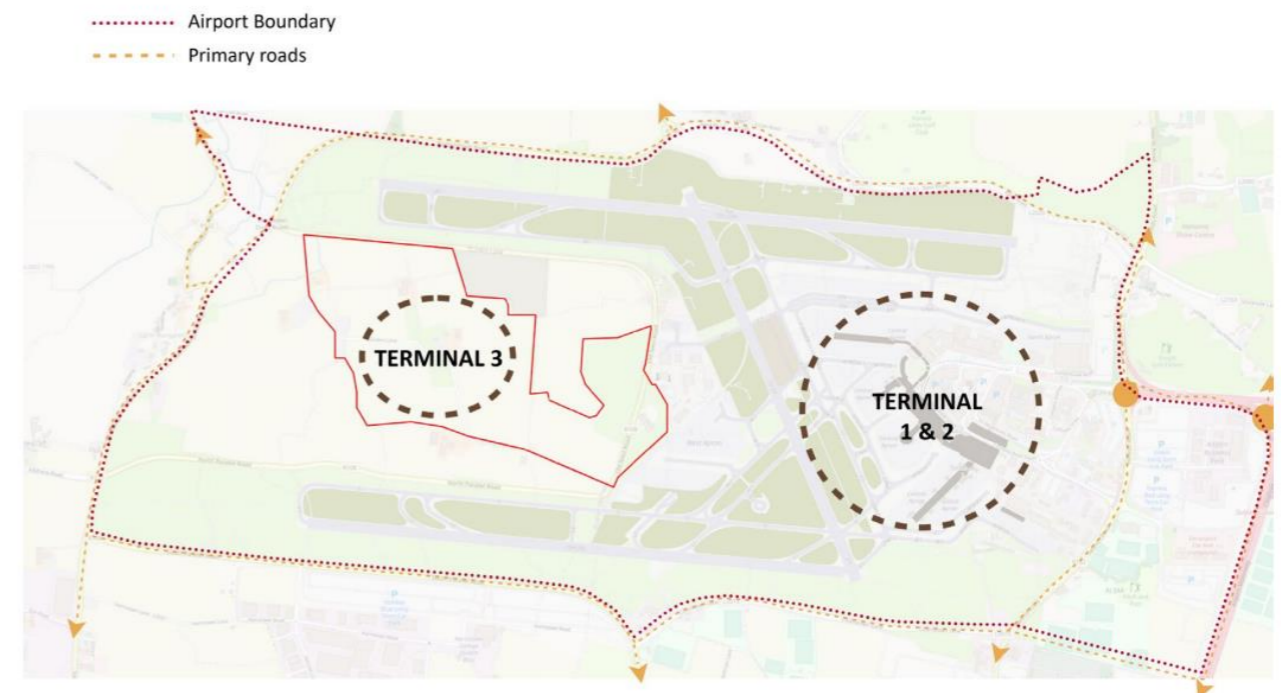
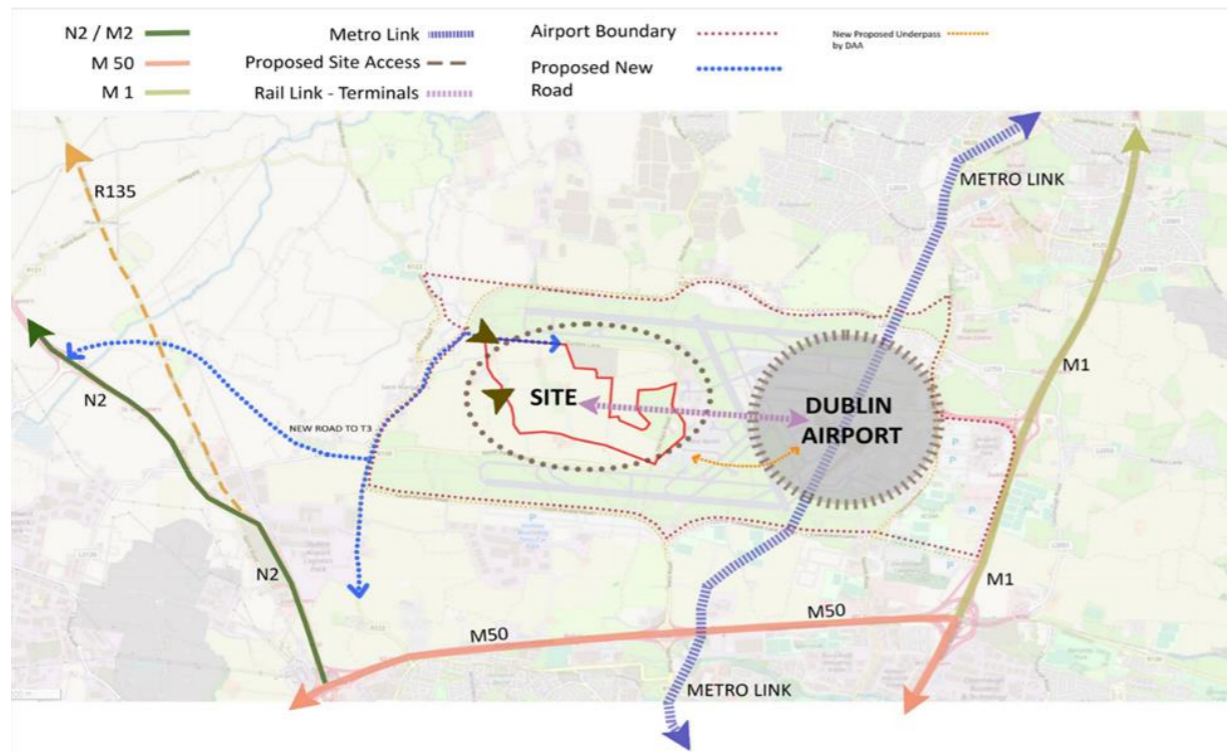
In developing our Masterplan, DA Terminal 3 has examined both external and internal access arrangements, and possible phased delivery of these road improvements in tandem with development and demand.

To this end, we propose to outline our long-term plan for the wider external road network and access to the Airport, via the Western Airport Campus. This new road network is consistent with that identified some twenty years ago by Fingal County Council, and as per the various Development Plans and Local Area Plans adopted subsequently. DA Terminal 3 has engaged with landowners to ensure there is feasibility to its delivery. To ensure that the optimal route is selected various route options have been identified and a preliminary route selection process has commenced that will be further advance consultation with Fingal County Council and relevant landowners and stakeholders.

However, the strategic preferred route will be included in the Master Plan, and we would ask that you refer to the Appendix for full detailed analysis of traffic and transportation issues.



Proposed Access to the M2 via Western Campus/DA Terminal 3 Ltd, et al lands.



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7.4 LOCAL AREA PLAN POLICY

Dublin Airport LAP (2020), which is also embedded into the Fingal Development Plan 2023 - 2029, facilitates community, environmental, infrastructure and surface access measures to support the Airport's growth are carried out in a sustainable manner.

The LAP provides a detailed planning framework to –

- Facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport to continue to operate safely and efficiently;
- Keep pace with the anticipated growth in demand and develop as a secondary European hub;
- Ensuring high quality surface transport access to the Airport;
- Maximise capacity of T1 (Terminal 1) and T2 (Terminal 2) to meet demand for passenger growth while preserving improved level of services;
- Expansion and enhancement of US preclearance facilities;
- Additional aircraft parking stands, pier and gate capacity;
- Support existing maintenance repair and overhaul (MRO) and cargo facilities and relocation where appropriate;
- Support and facilitate safe and efficient vehicular access between the eastern and western parts of the airfield to facilitate the movement of airside support vehicles.

'Forecasts and Capacity Constraints' of the LAP sets out the various long-term forecasts for Dublin Airport to 2050 and the capacity constraints associated with these forecasts based on the Oxford Economics Review commissioned by DTTAS, 'Review of Future Capacity Needs at Ireland's State Airports'. Specifically, the DTTAS Review sets out the baseline and accompanying upside and downside forecasts for passenger, aircraft movement and cargo volumes at Dublin Airport to 2050 and identifies the key capacity issues that will need to be addressed over that period. The DTTAS Review also identifies the short and medium-term investments that are required to optimise the use of the existing airport infrastructure while principal options for meeting longer term infrastructural

capacity needs are also highlighted. This information is intended to provide the framework against which to plan for future growth and investment at Dublin Airport. For the purposes of the LAP, short and medium term is defined as the period to 2030, by which time the baseline forecast is for 40mppa.

OBJECTIVE EI02: *All development proposals in the LAP area shall safeguard key operational features of the Airport (runways, taxiways, obstacle surfaces, radar and control tower sightlines).*

OBJECTIVE EI03: *All development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future.*

TERMINALS

The DTTAS Review identifies the need for a third terminal to facilitate anticipated growth in the longer term. The timing around a third terminal, however, needs to consider any measures to remodel T1 and T2 beyond approximately 40 mppa. The DTTAS Review cites a target date of 2031 for the delivery of T3. While this is outside the life span of this LAP, it is considered necessary to explore an appropriate location for T3 in the immediate term, in view of the long lead in times for such projects. In this regard, the DTTAS Review identifies the following 3 no. potential locations for T3 within the 'DA' Dublin.

The Dublin Airport LAP requires that airport development proposals do not prejudice the continued growth of the airport, including any future provision of a possible third terminal. The LAP therefore refers to the DTTAS 2018 Review of Future Capacity Needs at Ireland's State Airports, which indicatively identified three approximate positions for future terminal development:

1. North-East of T1
2. North-West of T1
3. West of runway 16/34 (D.A. Terminal 3 Lands)



Figure 6 Dublin Airport with possible T3 locations. Fig 78. extract from Oxford Economic Report (Representational purposes only).

LAP TERMINAL OBJECTIVES: -

OBJECTIVE TP01: *Facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints.*

OBJECTIVE TP03: *Support the detailed review of the three identified locations for a third terminal at Dublin Airport as set out in the Department of Transport, Tourism and Sport (DTTAS), 'Review of Future Capacity Needs at Ireland's State Airports', (August 2018) during the lifetime of this LAP with a view to identifying the most appropriate location.*

APRONS: -

To facilitate forecasted demand in air traffic and improvements to services and airfield operations, re-ordering or provision of new apron areas will be required. This may be due to the need to facilitate additional capacity at terminals, piers and aircraft stands, as well as cargo areas. The LAP is supportive of the provision of new apron areas; however, it must be demonstrated that any new or extended apron locations will not prejudice the locations for a new third terminal as set out in Section 5.4.2 of the DTTAS Review of Future Capacity Needs at Ireland's State Airports.

APRON OBJECTIVES: -

OBJECTIVE AP01: *Facilitate the orderly expansion and the enhancement of existing aprons where required to support airfield infrastructure and operations.*

OBJECTIVE AP02: *Facilitate the efficient operation of existing and new apron areas.*

AIR CARGO:

In line with the National Aviation Policy, Dublin Airport LAP recognises the important supporting role of cargo facilities at Dublin Airport and promotes the maintenance and continued growth of such facilities. The provision of improved apron facilities serving cargo operations could allow for the relocation of existing cargo operations from the eastern campus. This would facilitate maximising the ability of this campus to accommodate expanded passenger capacity and services. Applications to expand cargo facilities shall be accompanied by a demonstration of need, along with an operational

overview of existing and proposed facilities, site specific flood risk assessment and transport assessment.

CARGO OBJECTIVES: -

OBJECTIVE CG01: *Facilitate air cargo operations through the provision of improved apron facilities.*

OBJECTIVE CG02: *Facilitate the relocation and expansion of new cargo facilities and potential consolidation of air cargo operations, subject to site specific flood risk assessment and transport assessment.*

DESIGN OBJECTIVES: -

To ensure a consistent approach to built form and materials can be carried through as themes within airport projects, DAA shall establish design principles as part of an overall design framework to be utilised for differing types of projects within the Airport lands. This will facilitate difference in design, while ensuring a consistent presentation of design theme representing the gateway status of the Airport.

OBJECTIVE DS05: *Encourage sustainable development through energy end use efficiency and increasing the use of renewable energy in all extensions and new buildings by requiring the following criteria be applied to ensure design and assembly of low-energy buildings:*

- i. Responsible environmental management in construction.
- ii. A menu of superior design and specification towards sustainable construction, options to include the following:
 - iii. Site layout and associated bio-climatic/ passive solar design measures.
 - iv. Use of daylight where to reduce energy consumption.
 - v. Use of healthy and controllable ventilation systems.
 - vi. Use of heat recovery systems including Combined Heat and Power.
 - vii. Promotion of water conservation measures.
 - viii. Use of building materials with lower embodied energy use in manufacture.
 - ix. Use of lower energy efficient lighting systems.

- x. Incorporation of renewable energy systems, e.g. active solar, heat pumps, etc in all buildings.
- xi. Optimising the use of Building Energy Management Systems.
- xii. Use of Monitoring and Targeting systems to monitor best practice in energy consumption.
towards reducing CO2 emissions to the greatest extent practicable.

A statement of consistency shall be required to be submitted with all planning applications for extensions and new buildings indicating measures proposed to comply with i – xii.

7.5 DA TERMINAL 3 LTD GENERAL LOCAL POLICY COMMENTS:

It is our opinion that the proposals as presented in the current application by the DAA compromise the longer-term objective capacity for the airport; and that in respect of surface access and private vehicular movement and car parking on site potentially undermine the sustainable expansion of the Airport causing adverse impacts outside of the airport in terms of vehicle movements on the national road network. Swords which is the administrative capital of the Fingal, is very much dependent on maintaining reasonable carrying capacity on the R132 and surrounding motorway network, in particular pending the arrival of Metro. It is our intention through the advancement of the concept and master plan stages of this process to demonstrate that the development of the western campus is the most appropriate and in certain instances the only way to deliver the Planning Authority objectives. While the CDP and LAP may note some of these objectives as longer term, we believe planning for them is required in the short term, noting the length of time the planning process takes,

and the adverse impacts being experienced in not delivering alternative surface access and state of the art logistics and cargo handling facilities.

We believe that the current DAA proposals represent a lost opportunity to comprehensively and sustainably develop the airport, not merely for the betterment of the DAA but for the wider business and residential community and the country as a whole. The current DAA applications have not fully considered the full gambit of improvements and enhancements that could and should be delivered if the airport and its proposals were advanced without the constraint of landownership. To this end, we will be advancing proposals to improve surface access both in the short term and longer term with an additional and alternative access point via the western campus, connecting to the M2/N2 interchange.

Equally, in respect of requirements for cargo facilities relocation and apron facilities at proposed North Apron and Apron 7, with minimal reconfiguration a safer and more efficient apron could be designed; and a more cost efficient and environmentally sustainable development of cargo facilities on the adjoining 'DA' zoned lands has been entirely ignored. Notwithstanding that at the time of making the application, the DAA would have been aware of the proposals for terminal 3 and airport development on these lands. In addition, in the event of Apron 7 being developed in tandem with aprons and taxiways on D.A. Terminal 3 lands, the proposed closure of the public road at R108 would not be required.



Figure 7 Integrated development of Western Campus/DA Terminal 3 Ltd lands and existing Airport on DAA lands (Representational purposes only).

8.0 PLANNING HISTORY

8.1 INTRODUCTION

We have carried out a review of the relevant planning histories and considered the views of the PA, ANCA and ABP (refer to Appendix 1 for full details), to ensure that we have regard to and endeavour to address PA concerns as expressed in previous reasons for refusal, most particular relating to the need to ensure a comprehensive and integrated development of DA zoned lands at Dublin Airport, and secondly to address surface access constraints on the road network serving the airport and environs. We have also used this analysis as a means of identifying key stakeholders, interested parties, concerned public, environmental organisations and individuals, and will design our public consultation to ensure that this broad spectrum of views is incorporated into our planning process.

The appendix to this section contains a list of the full planning history relevant to development at Dublin Airport, but for the purposes of the Concept Plan, we are focusing on the larger proposals and decisions to identify issues, and lessons and deficits in planning to date that we might potentially address through the integrated and comprehensive planned development of the Western Airport Campus.

8.2 KEY DECISIONS AND CONDITIONS.

F04A/1755	North Parallel Runway
10-year permission granted on appeal for the new northern runway, 3110m in length and 75m in width including associated taxiways, internal road network, substations, navigational equipment, site works, demolition of derelict house and existing runway 11-29, relocation of engine testing area.	
217429	North Parallel Runway
10-year permission granted on appeal for the new northern runway, 3110m in length and 75m in width including associated taxiways, internal road network, substations, navigational equipment, site works, demolition of derelict house and existing runway 11-29, relocation of engine testing area.	

Granted subject to 31 no. conditions including the following. Planning authority reports on the subject appeal case indicate that all conditions precedent requiring agreement have been discharged by the planning authority.

3. This condition refers to the operation of runways at the airport and the timing of aircraft landing and take-off on the proposed runway.

4. The crosswind runway (16-34) shall be restricted to essential occasional use on completion of the new runway

5. This condition places restrictions on night-time aircraft movements at the airport.

12. Prior to commencement of development, the developer shall submit to the planning authority for written agreement a comprehensive environmental protection plan to minimise the impacts of the construction processes.

20. Surface water shall be drained in accordance with the proposals outlined in the planning application and the Environmental Impact Statement. Full details of the design, construction, operation and monitoring of the surface water attenuation, treatment and disposal system shall be agreed in writing with the planning authority, in consultation with the Eastern Regional Fisheries Board, prior to commencement of development.

21. A monitoring regime for the monitoring of surface water discharged to streams and the public sewer shall be agreed in writing with the planning authority and shall be fully operational prior to the completion of construction of the runway.

27. Appropriate perimeter fencing shall be erected along the full perimeter of the Northern Parallel Runway to avoid driver distraction as well as to reduce light spillage between the runway and the public roadway. The detailed design of the proposed fencing shall be agreed with the planning authority.

F06A/1248 - A 10-year planning permission for development at Dublin Airport, east of the existing terminal building adjoining Pier C. The development will consist of the construction of a passenger terminal – Grant.

PL06F.220670 Terminal 2, and ancillary works

Multiple infrastructure permission including Terminal 2. GRANT & Part REFUSE

Permission was generally granted, with the relevant conditions noted below –

Condition 3 The combined capacity of Terminal 2 as permitted together with Terminal 1 shall not exceed **32 million passengers per annum** unless otherwise authorised by a further grant of planning permission.

Reason: Having regard to the policies and objectives of the Dublin Airport Local Area Plan and capacity constraints (transportation) at the eastern campus.

Condition 23. requirement that the total number of long-term public car parking spaces serving the Airport shall not exceed **26,800**.

PART OF THE APPLICATION REFUSED. KEY ISSUES BELOW

REASONS AND CONSIDERATIONS (2)

The proposed development of Phase 2 of the terminal building would be premature pending the determination by the road authority of the detailed road network to serve the area and the commitment by the planning authority to design and fund all the external transport elements detailed in the Environmental Impact Statement to facilitate Phase 2. In these circumstances, to expand further the terminal capacity at this location would contravene the objectives EA2, EA3 and TP10 of the Dublin Airport Local Area Plan which seek to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport.

301458 - Long term Car Parking

GRANT

Permanent continuance of use of the 8,840 space long-term car park known as Holiday Blue on a site at Harristown, Silloge and Ballymun Townlands, South Parallel Road, Dublin Airport, Co. Dublin, that is currently used for the same purpose under and in accordance with temporary planning permission reg. ref PL06F.PA0022, and the 2,040 space long-term car park known as Express Red Zones Y and Z (Express Red) on a site at Stockdale, Cloghran, and Toberbunny Townlands, Dublin Airport, Co. Dublin that is currently used for the same purpose under and in accordance with temporary planning permission reg. ref: PL06F.PA0030

Ref to parent planning history: the requirement that the total number of long-term public car parking spaces serving the Airport shall not exceed 26,800.

Note-

The Board was satisfied with the mitigation measures proposed in the EIAR and considered that the planning authority's proposed conditions 2 & 4 were not necessary, given conditions 1 & 2.

The Board noted the policy of the planning authority in respect of reductions in the amounts of development contributions payable in the case of temporary permissions, and therefore considered it appropriate to attach a reduced condition.

F23A/0301 The proposed development will consist of:

- the reconfiguration and expansion of the existing 2-storey US Customs and Border protection (CBP) pre-clearance facility,

PA REFUSE / UNDER

APPEAL

Reason for refusal: The proposed development would be **premature** pending the determination by the road authority of the detailed road network to serve the area. In the circumstances, to expand

further the US Customs and Border Protection (CBP) pre-clearance facility capacity at this location would **materially contravene policy DAP2 Infrastructure Provision, objectives DA07 Integrated Public Transport Network serving Dublin Airport and DA08 Surface Access Needs of the Fingal Development Plan 2023-2029**, and would materially contravene the objectives SF02 and TP01 of the Dublin Airport Local Area Plan 2020-2026, which seek to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport and facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.

Comments on appeal by FCC.

Passenger cap of 32 MPPA.

*There is extensive consideration of the origin and implementation of 32 MPPA within planning decisions taken by An Bord Pleanála (ABP) and Fingal County Council: (FCC) on applications both directly related and not directly related to the issue. The decision by ABP to refuse permission for phase 2 of Terminal passenger capacity was **to limit the floor area of the terminal for the purpose of limiting the intensity of the use**. A larger floor area having capacity for a larger number of passengers and a smaller floor area having capacity for a smaller number of passengers was and remains a reasonable contention. This principle was applied by ABP in permission ref: F06A/1248 PL06F.220670 and by FCC in the subject case.*

Policy

Relevant policy support in the Dublin Airport LAP upon which the application and appeal relies on extends to objectives seeking ongoing augmentation and reconfiguration of terminal facilities (TPO) and expansion of the US preclearance facilities (TPO3). Taken in the policy context of sustainable and efficient use of existing material assets of national importance these objectives do not equate to policy support for an increase in the floor area and capacity of the Terminal Building. Augmentation reconfiguration and expansion of elements can all be undertaken within the substantial available floor space without recourse to terminal expansion.

The planning authority are neither opposed to the augmentation and reconfiguration of terminals or to the expansion of the Customs and Border Pre-Clearance facilities in Dublin Airport, as supported by LAP objectives. However, any expansion of the CBP at this juncture is required to fall within the existing broader planning framework. This includes landside restrictions to the scale of terminal 2 (phase 2 refusal), a passenger cap, employee parking cap in addition to restrictions on operation of the airfield for reasons of balancing commercial development aspirations with proper planning and sustainable development. The Planning Authority fully support the efficient utilisation of the extensive existing floor space in Terminal 2 to accommodate quality experience in waiting, queuing, screening or other airport related and other facilities ancillary to use of the terminal.

FCC Conclusion:

*This application is for an increase in floor area of a building, the floor area of which was **capped by An Bord Pleanála (ABP) for the purpose of limiting its capacity to mitigate impacts on transport infrastructure of critical national importance**. The decision of the planning authority in determining the subject case is entirely consistent with that precedent.*

By way of justification for the proposal the applicant presents a case that CBP related queuing occurs at peak times and, as a result of the design and configuration of T2 (by the applicant) and that by virtue of the allocation of floor space to various uses (by the applicant), these queues have been directed to stairwells and other unsuitable areas.

*It is considered that the applicant has within its gift alternative solutions without recourse to terminal expansion. The appeal now in front of An Bord Pleanála relies on a proposition that there is no intensification of use notwithstanding the significant increase in floor area proposed and **without any assessment on the impact on the surface access to the airport, which is the main planning cap on passenger capacity**.*

*The assessment of an of intensity of use of Dublin Airport are of a complexity and importance that **a comprehensive assessment of the receiving environment and transport network is required**. Dublin Airport LAP objective SF02 which provides for this assessment, An Bord Pleanála are requested for the reasons set out in the Planner's reports along*

with reasons set out in this letter, and in the absence of wider issues being addressed to uphold the decision of the Planning Authority and **refuse permission** for the expansion of Terminal 2 as sought.

PA REFUSE / UNDER APPEAL

The above is an extract from PA submission to ABP seeking refusal be upheld.

Comment: it is evident that Fingal CC opposes any expansion until the wider issue of road improvements / infrastructure are resolved and are also of the view that rationalisation rather than expansion is a preferable solution in the interim. Fingal are also relying heavily on passenger and parking caps set by ABP in the original permission for Terminals 1 & 2.

Comment Noise is also a significant consideration as is evident in the ongoing live application for extended nighttime use of both runways.

F23A/0781 Development Description/ the proposed development will consist of:

Increase in passenger numbers per annum.

a) An increase in the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2 of 32 million passengers per annum (32mppa) (as referenced by condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref No. PL06F.223469 (F06A/1843)) to **40 million** passengers per annum (40mppa).

b) The increase to the capacity will include all attendant airport operations at Dublin Airport. The proposed increase in passenger numbers will supersede and replace condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 under ABP Ref. No. PL06F.223469 (F06A/1843).

LIVE

The provision of airport infrastructure to include the following Project Elements, namely:

- Project Element 1 North Apron
- Project Element 2 South Apron
- Project Element 3 Central Search
- Project Element 4 New Apron 7

a) The demolition of 6no. habitable houses, the removal of existing hedgerows, and development of a new remote Apron 7 to the north-west of the airport campus with attendant taxiway access.

b) 9no MARS or 18no. Code C remote stands distributed in two cul-de-sacs; and 5no. Code C remote stands.

c) single-storey electricity substation (c. 165m²) and single-storey dispatch building (c. 55m²) blast screen (to the south) and realignment and cul-de-sac-ing of the R108 public road.

d) new Code F parallel taxiway and taxiway links to taxiway Mike and Apron 7. e). The development of Apron 7 will necessitate the severance and cul-de-sacing of the R108.

- Project Element 5: Underpass beneath Runway 16/34 (Underpass)
- Project Element 6: Airfield Drainage Project
- Project Element 7: Ground Transportation Centre
- Project Element 8: Terminal 2 MSCP Extension
- Project Element 9: Long Term Car Park (Red)
- Project Element 10: Staff Car Park North
- Project Element 11: Junction Improvements

An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) have been prepared in respect of the proposed development.

Comment: in response to the issues raised in most recent applications, CWPA have lodged a submission, and this should be referred to for full analysis.

8.3 KEY ISSUES CONSIDERED BY PLANNING AUTHORITIES

As is evident from the previous section the key issues which recur are listed below:

- Road Infrastructure and Transportation.

The current road infrastructure is considered to be operating at or beyond capacity by the local planning authority. Various plans and policies are in place which inform the issue and how the PA (and ABP) gives it consideration.

- Public Transport Infrastructure / sustainable transport and modal shift

There is currently no rail link serving Dublin airport and all public transport is by means of bus or taxi. The PA is required to assess all applications in the context of this modal imbalance.

- Staff and Public Parking Capacity.

Both staff and private passenger parking numbers have been capped with the total number of long-term public car parking spaces serving the airport capped at 26,800. (Condition 23 T2 permission)

- Passenger Capacity

This is capped at 32 mppa. DAA recognises this figure falls significantly short of current and future operational requirements and has sought to increase the cap to 40 mppa. The PA and ABP are currently assessing this application and it is a significant issue from a planning perspective.

- Night-time Runway Use

The PA and ABP are currently assessing the cap on night-time use of both runways. The airport is at capacity and DAA is seeking to increase the usage of both.

- Environmental Issues,

The PA will be required to assess all significant applications under AA and EIA directives. There are a range of topics, but the main areas will be as follows.

- Drainage,
- Noise,
- Traffic,
- Human population.

Further issues of less significance will also arise however the above are considered to be the most significant.

8.4 LEARNINGS AND CONSIDERATIONS

8.4.1 Traffic and transport.

A comprehensive transport strategy for the wider airport lands should align with the objective of the Airport LAP, the Fingal Development Plan and National Planning and Aviation Policy.

Proposals for provision of alternative solutions to the traffic and transport issues at Dublin Airport will be essential. A clear strategy to deliver a more sustainable transport solution to the DA lands will receive serious consideration from the Planning Authority and the Appeals Board

It is clear that the planning authorities view the current airport as being too constrained by the road and transport network.

8.4.2 Public Transport Infrastructure.

The pressure on the current airport infrastructure would be alleviated by a western access route and assist in the provision of better options for road based public transport. There is a potential planning gain or the Planning authority.

Passenger numbers, parking numbers.

It is essential that any EIAR submitted with an application must seek realistic and medium-term numbers to avoid the constrained circumstances DAA currently fac.

Any future EIARs should robustly address and justify sufficient parking and passenger number / limits to allow for the medium to long term operation of any new terminal.

A sub-standard EIAR risks stringent caps being imposed by the authorities.

8.4.3 Noise

A Noise mitigation and management strategy will be essential to underpin any applications for passenger numbers associated with a new terminal building.

The latest approach of Fingal to the DAA plans for expansion of passenger numbers, nighttime flights and increased floor area are conservative and any application for a new terminal will require to demonstrate an evidence-based approach to the issues outlined above.

A robust and comprehensive approach will be essential for any new terminal application which seeks to address all the issue facing DAA and equivalent issues arising on the western lands.

APPENDIX 1

PLANNING HISTORY

- PLANNING CASE HISTORY & DECISIONS.

We have carried out this review of these and all applications in the airport and relating to the airport to ensure that any proposal advanced reflects the known considerations of the PA, as maybe outlined in their decisions.

The case history is split into two parts. The first, and more recent, relates to the local planning authority decisions (Fingal CC), where ANCA was in place and input from this authority was required. The second part relates to decisions made by the PA or ABP, whether on appeal or direct to An Bord Pleanála (ABP).

Prior to 2019, applications where they were considered to be of a strategic nature, fell to ABP to decide under Strategic Infrastructure provisions (Planning & Development (SI) Act 2006, which came in to effect in 2007). Prior to SI Act 2006, applications were lodged directly to the PA, and typically on appeal to ABP. Of note in terms of the larger applications and most significant, both Terminal 2 and the second northern runway were lodged under section 34 of the Planning & Development Act 2000 (as amended), and on appeal by ABP.

The table here under provides a very simple overview, and where of interest, the decisions as they stand to date are considered below.

TABLE 1 - PLANNING APPLICATIONS 2019 TO 2023 (I.E. ASSESSED BY PA AND REFERRED TO THE ANCA)

Planning Reference No.	Brief Development Description	Decision of PA	Decision of ANCA
F23A/0786	The development will consist of a 2 -storey airside operations building	No decision	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0781	Development at Dublin Airport encompassing an increase in passenger capacity and infrastructure projects.	No Decision	ANCA – is of opinion that assessment re. noise related action required, and airport noise restrictions may be required
F23A/0636	The proposed development includes upgrades to existing drainage infrastructure and construction of additional drainage infrastructure to improve performance of the surface water management system at Dublin Airport	FI Requested	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required

F23A/0430	development on land within the grounds of Ballyboughal National School Co. Dublin. The development will consist of the installation of an aircraft noise monitoring terminal o	Granted	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0414	development on land within the grounds of St. Anne's Church, Strand Road, Burrow, Portmarnock, Co. Dublin. The development will consist of the installation of an aircraft noise monitoring terminal	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0301	The proposed development will consist of: (1) the reconfiguration and expansion of the existing 2-storey US Customs and Border protection (CBP) pre-clearance facility.	Live - on Appeal, ABP -317828) – Refused by PA - Traffic and Comprehensive Development <small>The proposed development would be premature pending the determination by the road authority of the detailed road network to serve the area. In the circumstances, to expand further the US Customs and Border Protection (CBP) pre-clearance facility capacity at this location would materially contravene policy DAP2 Infrastructure Provision, objectives DAO7 Integrated Public Transport Network serving Dublin Airport and DAO8 Surface Access Needs of the Fingal Development Plan 2023-2029, and would materially contravene the objectives SF02 and TP01 of the Dublin Airport Local Area Plan 2020-2026, which seek to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport and facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.</small>	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0258	The development will consist of the installation of an aircraft noise monitoring terminal	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0253	The development on land within the car park of Ardgillan Community College, Castleland, Balbriggan, Co Dublin. the development will consist of the installation of an aircraft noise monitoring terminal	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0245	Ryanair DAC, intend to seek planning permission for development for a single-storey, part two-storey four-bay hangar designed to accommodate up to 4 no. Code C Aircraft, the demolition of the existing internal airport roadway on site and the development of new site access arrangements; etc. The development does not propose any increase in passenger or operational capacity at Dublin Airport.	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0132	Extension to the existing North Apron, to include the construction of new apron pavement and the	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required

	rehabilitation of existing apron pavement including surface water drainage and attenuation, electrical infrastructure, road markings and signage and elevated airfield lighting		
F23A/0104	Extension to the existing rooftop plant room to provide a rooftop plant unit to accommodate additional mechanical equipment	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0121	Permission for Airside Operation Facilities (Reg. Ref. F19A/0426) which approved the development of an animal welfare facility, airside operation facilities and the provision of a substation.	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F23A/0023	2-storey airside operations building for a passenger reception centre for airside emergency incidents and primary support function. North Apron Airside Support (NAAS)	Application withdrawn following no response to request for further information	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F22A/0682	Alterations to the Dublin Port to Dublin Airport fuel pipeline	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F22A/0411	Construction of a detached ticket sales kiosk located on footpath between terminal 1 & multi-storey car park.	Grant	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F22A/0366	Permission is sought for the permanent continuation of use of the Pre - Boarding Zone building, and associated canopy and covered pedestrian walkway, permitted for a temporary period of 7 years under PI Ref F16A/0483	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F22A/0316	The installation of the Thermal Storage tank permitted under Planning Reg Ref. F19A/0084 at a revised location to the east of the Terminal 2 Energy Centre, along with all associated site works including the erection of a new boundary fence around the Thermal Storage Tan	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F22A/0097	Change of use of the existing vacant core aviation office use building (as granted planning permission under F18A/0436) to new use as Minor Injury & Wellness Clinic (urgent Care service)	Refuse permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required

F22A/0029	Rehabilitation works to existing 'Purple Zone' staff car park to include resurfacing, lighting, road markings and signage, ducting for EV charging points, and all associated site works and ancillary development	Grant / conditions appealed.	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F21A/0706	The proposed development will consist of replacement of the permitted horizontal storage vessel with vertical Thermal Storage Tanks arranged in series connection and all associated site works on a site of 418.68 sq.m.	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F21A/0673	The proposed development will consist of the construction of a new vehicle access to the Naul Road and agricultural gates to existing land within DAA ownership	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F21A/0518	Permission for alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourt	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F21A/0255	Site A- Erection of a new part 3-, part 11- and part 12-storey terminal-linked 410-bedroom hotel Site B - Removal and replacement of weather radome and support structure from its rooftop location at Skybridge House	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F21A/0008	Development of an airside single-storey free-standing General Aviation dispatch hut and Tug Shelter and storage shelter	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0668	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No.	Under appeal ABP-314485-22 & ABP-314084-22	ANCA – is of opinion that assessment re. noise related action required, and airport noise restrictions may be required

	F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures		
F20A/0638	New standalone 8-12 -storey (over partial basement) hotel at Radisson Blu Hotel, Corballis Way / East Link Road, Dublin Airport	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0636	Construction of a 1-6 storey extension (over lower ground) to the existing hotel at Radisson Blu Hotel, Corballis Way / East Link Road, Dublin Airport, Swords, Co. Dublin	Grant permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0550	For full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin	Grant. Conditions only appealed	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0460	The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34, a critical airfield operational safety project	PA Grant under appeal (ABP Ref. 316138)	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0455	Permission for alterations to sections of the existing internal road network and associated works, on the Departures routes to and from Terminal 1 and Terminal 2 forecourts	Refuse permission.	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0394	Development at an existing bus stop at Lane 2, east of terminal 1 Multi-storey car park and development at an existing taxi rank at Lane 1, East of Terminal 1	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0331	The temporary continuance of use of the existing 2,700 long-term car parking spaces	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0262	Amendment to Planning Permission reference F19A/0049 as granted. Pier E amendments.	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F20A/0058	The removal of all existing portacabins and the construction of a vehicle maintenance building	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required
F19A/0493	The demolition of 3 no. existing single storey sheds, the removal of the surface of the existing yard, and the	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required

	construction of (1) a part single (double height), part two-storey machinery/salt storage building		
F19A/0449	Proposed change of use to provide for an increased combined passenger capacity for all passenger buildings from 32 million passengers per annum (mppa) to 35 mppa (of which 3 mppa will be connecting pa.	Withdrawn	ANCA – is of opinion that assessment re. noise related action required, and airport noise restrictions may be required
F19A/0426	Animal Welfare Facility - a single storey equine inspection facility	Grant Permission	ANCA – is of opinion that no assessment re. noise related action, and no airport noise restrictions required

FINGAL COUNTY COUNCIL/AN BORD PLEANÁLA DECISIONS (PRIOR TO ANCA)

REFERENCE	BRIEF DEVELOPMENT DESCRIPTION	PA DECISION	ABP DECISION
ABP -313225	Rehabilitation works to existing 'Purple Zone' staff car park to include resurfacing, lighting, road markings and signage, ducting for EV charging points, and all associated site works and ancillary development		REMOVE C2 Amend C13
ABP -315150	Section 5 Referral - Whether an apron extension to existing North Apron to preserve access to hangar 6 and provide access to newly proposed hangar is or is not development or is or is not exempted development. Case is due to be decided by 04/04/2023.		LIVE - REFERRAL
ABP -305298	Amend the North Parallel Runway (North Runway) (permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429)		GRANT
ABP -305458	Whether the three questions posed in the body of the referral in relation to the use by passengers of the airport in excess of 32 million passengers per annum is or is not development or is or is not exempted development at Dublin Airport		DISMISS
ABP -305774	Omit Condition 2 attached to Reg. Ref. F16A/0483, the condition gives permission for the Pre-Boarding Zone building, associated canopy and covered pedestrian walkway for a period of 7 years.		REFUSE
ABP -312476	For full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin to facilitate the provision of twelve aircraft stands and a ground servicing equipment area on a site of 19.2ha.		Contribution Appeal Decided REMOVE C11 €5,028,035.00

ABP -313157	Alterations to section of the existing internal road network and associated works, on the departure's routes to and from the Terminal 1 and Terminal 2 forecourts		GRANT
ABP -301458	Permanent continuance of use of the 8,840 space long-term car park known as Holiday Blue on a site at Harristown, Silloge and Ballymun Townlands, South Parallel Road, Dublin Airport, Co. Dublin, that is currently used for the same purpose under and in accordance with temporary planning permission reg. ref PL06F.PA0022, and the 2,040 space long-term car park known as Express Red Zones Y and Z (Express Red) on a site at Stockdale, Cloghran, and Toberbunny Townlands, Dublin Airport, Co. Dublin that is currently used for the same purpose under and in accordance with temporary planning permission reg. ref: PL06F.PA0030		GRANT
200940	Construct and operate an additional passenger aircraft Pier and associated services on the airfield at Dublin Airport.		GRANT
246975	Provision of apron bus access facilities comprising 2 circulation cores c. 10.5m and 11.0m high to the south of Terminal 2 linking to Terminal 2 via c. 4.4m long elevated passenger bridges		GRANT
247135	Passenger Transfer Facility comprising a three-storey extension to the southeastern elevation of Pier 4 with 2 no. c. 10.2M long internal link bridges		GRANT
247299	Demolition and part demolition of buildings to provide for 4 no. office blocks and other works at the former Aer Lingus Head Office Building and modifications to F14A/0436 for new access road		GRANT
F16A/0446	The proposed development shall consist of a new standalone 7-storey (over 2 level basement) hotel consisting of the following: - a) Restaurant and associated kitchen, bar, foyer, residents lounge	Grant	
F15A/0580	Providing a twin feeder, aviation fuel, underground, hydrant pipeline from the existing fuel farm on Corballis Road, to the existing Pier 4 hydrant loop, to Pier 3	Grant	
F15A/0234	Permission for development of 1. Providing a hard standing area (1,289m ²) for relocated general services and equipment on Bond Road. 2. Realigning the airside-landside boundary on Bond Road.	Grant	
F07A/1504	Alterations to a previously approved development, known as Terminal 2 (Register Reference F06A/1248 & PL06F.220670), south-east of the existing terminal building adjoining Pier C.	Grant	
F06A/1843	To construct an extension to the existing main terminal building (T1) at Dublin Airport The development with a gross floor area of 7427sq.m., will consist of a two storey plus mezzanine and part third storey extension to the north of the existing main terminal building and west side of existing link building which extends from the main terminal building to Pier A and Pier D (under construction)	Grant	Grant (ABP Ref. 223469)

F06A/1248	A 10-year planning permission for development at Dublin Airport, east of the existing terminal building adjoining Pier C. The development will consist of the construction of a new passenger terminal building	Grant	Grant
F04A/1755	10-year permission granted on appeal for the new northern runway, 3110m in length and 75m in width including associated taxiways, internal road network, substations, navigational equipment, site works, demolition of derelict house and existing runway 11-29, relocation of engine testing area.	Grant – subject to 31 conditions (see detailed analysis below)	GRANT - 217429
F02A/1046	Construct and operate an additional passenger aircraft pier and associated services on the airfield at Dublin Airport.	GRANT	GRANT

Separately, and outside of the direct airport applications, the following two applications:	
314724	Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022] – LIVE
317121	Bus Connects Swords to City Centre Bus Corridor Scheme Case is due to be decided by 20/11/20 – LIVE.

DAA Applications of Particular relevance include –	
	New Northern Runway (F04A/1755); night-time hours,
	Terminal 2, and airport passenger cap; and
	Increases to Long term car parking.

APPENDIX 2

DESIGN TEAM

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