DUBLIN AIRPORT LOCAL AREA PLAN

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Comhairle Contae Fhine Gall
Fingal County Council

DUBLIN AIRPORT LOCAL AREA PLAN

ADOPTED BY COUNCIL ON 9TH DECEMBER 2019

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CHAPTER 1

INTRODUCTION

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1.0
INTRODUCTION

Dublin Airport has grown significantly in size and importance since the adoption of the last Local Area Plan (LAP) in 2006. Passenger throughput of just over 20 million passengers per annum (mppa) in 2006 had increased to 31.5 mppa[1] by 2018. This ranked Dublin as the 11th largest airport in the European Union in terms of passenger volumes. Dublin Airport has grown an extensive route network of short haul and long haul destinations in recent years. Dublin Airport now handles 80% of all international flights to Ireland. In addition, the Airport has begun to create a hub role[2] within the European airport system servicing the transatlantic aviation market. This has been facilitated by the combined benefits of the Airports western European location and its unique ability to offer customs and immigration pre-clearance for passengers travelling to the US.[3]

The Airport is of vital importance to the Irish economy and acts as the principal international gateway for trade, inward investment and tourism. In addition, the Airport facilitates Ireland's integration with Europe and aids in attracting foreign direct investment. In the future, the Airport will facilitate Dublin in becoming an economic bridge between North America and Europe. Government Strategy set out in the National Planning Framework and the National Aviation Policy recognises the importance of growth at the Airport to future national prosperity. The Dublin Airport Economic Impact Study (daa, April 2017) set out that Dublin Airport remains a major employment cluster and a nationally important strategic business location. The Airport is also the most important economic entity in Fingal and the wider Dublin City region.

Annual passenger volumes are projected to reach 40 million by 2030 and 55 million by 2050[4]. A number of capacity bottlenecks to growth already exist or are expected in the short term. Maintaining the Airport's strategic role as a transport hub and economic driver requires a number of short-medium term expansion projects[5] to be facilitated while also safeguarding for the Airport's long-term development[6]. In addition, the growth of the Airport cannot be considered without appropriately protecting existing amenity and ensuring that future growth is developed in a sustainable manner for the benefit of all stakeholders and neighbouring communities.

1.1
SUSTAINABLE AIRPORT GROWTH

Sustainable growth of Dublin Airport requires balancing a number of key issues. These include:

- **Facilitating airport growth in recognition of its importance as a national resource;**
- **Ensuring that the core operational transport function as an airport is protected;**
- **Undertaking development in accordance with supporting government policy which includes:**
  - **Project Ireland 2040 - National Planning Framework,**
  - **Climate Action Plan 2019;**
  - **A National Aviation Policy for Ireland 2015;**
  - **Eastern and Midlands Regional Spatial and Economic Strategy 2019;**
  - **Fingal Development Plan 2017-2023.[7]**

A careful balance is required between national economic and environmental objectives and the interests of stakeholders and airport related communities. There is also need to consider the likely impacts of climate change on airport infrastructure and aviation services. Appropriately considering and planning for these issues requires a new Local Area Plan.

1.2
WHY A NEW LOCAL AREA PLAN?

Since the adoption of the previous Dublin Airport Local Area Plan in 2006, environmental and aviation policy has substantially changed.

There is now a far greater emphasis on managing environmental effects, climate change mitigation and adaptation, environmental protection and sustainability. This emphasis stems from a range of United Nations (UN) and European Union (EU) directives and initiatives and associated changes in Irish planning and environmental legislation.

As set out in Chapter 2 of this LAP, there is now a robust policy framework in place at national, regional and local level[8] supporting the continued growth of Dublin Airport including for the first time its development as a secondary European hub airport.

In addition to changes in the regulatory framework, the aviation industry has seen major operational changes since the previous LAP was adopted which will affect the Airport's future development. These are as a consequence of competition for long haul flights between a greatly expanded field of network carriers. Improvements in technology in the form of smaller more fuel efficient wide-body and longer range narrow-body aircraft has opened up new routes from Dublin to North America and the Gulf. As a result, the composition and mix of airport traffic can be expected to broaden. This is expected to drive an increase in enhanced airport facilities in both public and passenger areas.

At Dublin Airport important physical and operational changes are also underway. The new north runway[9] will alleviate current shortage of take-off and landing times during peak periods. Dublin Airport's 'pre-clearance' of US immigration services within Terminal 2 has increased the number of air services operating across the Atlantic and the volume of passengers using the Airport as a hub for onward trips. Dublin Airport is now the sixth largest in Europe for traffic to North America with a continued expansion of North American routes expected. Internationally, with other hub airports running short of capacity, Dublin Airport has potential to become a significant secondary hub for North America ahead of competitor airports at Copenhagen, Milan, Brussels, Munich, Madrid and Rome.

Data from 2018 indicated that Dublin Airport reached 31.5 million passengers, with passenger growth rates forecasted to rise over the long term to 2050[10]. The consistent growth in passengers that Dublin Airport has witnessed over the last decade in combination with forecasted passenger growth brings its own challenges. These include capacity considerations associated with runway and aircraft parking stands, and a cap of 32 million passengers per annum which was a requirement of planning permission for Terminal 2[11]. Identified issues which require remedy as part of the LAP include aircraft parking stands, terminal processing capacity and the need to enhance surface access links to provide greater capacity and to meet projected demand. These matters are most effectively dealt with as policy within the LAP.

Capacity constraints at airports can limit the rate of growth of air travel, preventing countries from realising the full extent of potential economic benefits. In this context, addressing capacity constraints at Dublin Airport is required to enable continued growth in line with supporting government policy for the benefit of Ireland's economic prosperity.

The growth of Dublin Airport must be planned to take account of potential impacts on the Airports neighbouring communities and on the environment. The LAP specifically considers the environmental effects associated with airport growth at global level (the need to reduce emissions, tackle climate change and build resilience to the impacts of climate change) and at local level (noise, air quality, water quality, waste, traffic, natural and built heritage and community). The LAP includes measures intended to mitigate and manage environmental effects.

The LAP recognises that uncongested surface access and increased use of public transport greatly reduces the environmental impacts of airports and are also essential to their sustainable growth. In this regard, the South Fingal Transport Study 2019 was carried out by Fingal County Council to inform the LAP process in accordance with the requirements of the Fingal Development Plan 2017-2023. This study seeks to aid the proper planning and sustainable development of the South Fingal area including Dublin Airport lands through providing a coherent sustainable transport and smarter travel approach. The study identifies the key transport infrastructural requirements needed to facilitate the planned growth of the Airport to 2027[12]. The Dublin Airport LAP is underpinned and informed by the findings and recommendations of the study.

1.3 PUBLIC CONSULTATION

Prior to the preparation of the Draft LAP, Fingal County Council undertook a number of forms of public consultation.

Active involvement by affected local communities and a wide range of other stakeholders is an essential part of the process of establishing and maintaining sustainable airport growth. The LAP recognises the integral role neighbouring communities have to play in facilitating Dublin Airport's success and in determining how best to balance the needs of these neighbouring communities against future airport growth. A transparent and inclusive approach is vital to ensuring that concerns about future development of the Airport can be addressed at the earliest opportunity between communities and relevant airport stakeholders. These relationships are particularly important as Dublin Airport continues to grow.

The preparation of this LAP involved direct community engagement with representatives from St. Margaret's which lies immediately to the west of the Airport lands. The aim of this engagement was to prepare a strategy for the 'Special Policy Area' of St. Margaret's in accordance with the requirements of Objective DA28 of the Fingal Development Plan 2017-2023. The strategy is set out in Appendix 1 of this LAP and has been prepared as a collaboration between Fingal County Council, the local community and relevant airport stakeholders to provide a policy framework for St. Margaret's in the context of future airport growth. The strategy identifies potential environmental and socio-cultural enhancements that would be of benefit to St. Margaret's and the wider community subject to final detail being agreed in the form of a Local Enhancement Action Plan.

Public consultation was carried out to gather a wide range of views on the issues to be addressed in the Dublin Airport LAP. Firstly, a Strategic Issues Paper was developed to present an overview of issues, inform the public and encourage debate on broad issues to be considered in the Plan review.

The purpose of the Issues Paper was to:

- **Set out the main challenges the Airport faces over the plan period to maintain its role as Ireland's primary international transport gateway;**
- **Gather views on how the Airport might be able to respond positively to these challenges and opportunities for the benefit of all;**
- **Inform a planning policy framework to respond to environmental obligations, and infrastructure capacities and;**
- **Ensure the views of local communities are considered in policy formation.**

The Issues Paper was placed on public display, public information sessions were held and submissions were invited from the public.

Submissions were received in response to the Strategic Issues Paper during this public consultation period related to key themes around issues such as: Airport and Infrastructure Capacity; Surface Access; Economic Impacts; Noise; Policy; Community; Environment and Public Safety.

Parallel to the publication of the Strategic Issues Paper, an innovative new portal was launched, https://yourairportviews.fingal.ie, to allow people to share views, aspirations and visions on how they would like to see the Dublin Airport LAP area develop into the future. The portal was developed to enhance traditional public consultation techniques through an open process with the aim of representing a full range of public opinion focused on inclusion and diversity of views.

The views shared in the issues paper submissions were combined with those received on yourairportviews.fingal.ie to ensure all relevant comments on the future of Dublin Airport were considered. Following this, stakeholders were invited to engage in a new type of follow up survey regarding the views submitted. The survey used a ranking system to establish an individual's priorities on the issues raised.

Using this method, four distinct social perspectives emerged on the future of Dublin Airport which provide information on shared perspectives between all stakeholders. The method also identified views relating to the perspectives on which there was most agreement and disagreement. The four distinct shared perspectives that emerged are: Maximise Opportunity (focused on the value of the Airport), Protect and Engage (focused on the need to engage with and protect communities from noise), Night Restrictions (focused on night flights and climate), and Climate Action (focused on the implications of climate change).[13]

The findings of the public consultation were used to guide the preparation of the LAP. This Plan incorporates the extensive feedback gathered from public consultation, as well as from continuous engagement with local communities, the Irish Aviation Authority, daa, environmental stakeholders and other interested parties.

1.4 PURPOSE OF THE LOCAL AREA PLAN

The Planning and Development Act, 2000 (as amended), sets out that a LAP may be prepared in respect of any area which the Planning Authority considers suitable and, in particular for areas likely to be subject to large scale development within the lifetime of the plan.

This LAP presents an opportunity to provide 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. The planning policy supporting the continued growth of Dublin Airport is outlined in Chapter 2 of this LAP and sets the context against which this LAP is framed.

The LAP will be in effect for a period of six years following its adoption, unless otherwise extended, as provided for under Section 19 of the Planning and Development Act 2019.

Specifically, this 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;

- **Outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the Airport's growth, consistent with:**
  - Sustainable development principles;
  - Appropriate noise and environmental measures designed to protect public health; and
  - Ensuring high quality surface transport access to the Airport.

1.5
ENVIRONMENTAL ASSESSMENTS ASSOCIATED WITH THE LOCAL AREA PLAN

The LAP is accompanied by a number of environmental assessments which are designed to ensure that environmental considerations are integral to the LAP, as follows:

1.5.1
STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

A Strategic Environmental Assessment (SEA) as required under the Planning and Development [Strategic Environmental Assessment] Regulations 2011(as amended), was carried out as part of the preparation of this LAP. SEA is an iterative process and has informed and guided the preparation of the objectives, policies and development alternatives for the Dublin Airport Local Area Plan with the aim of achieving sustainable development. The resulting Environmental Report (SEA) has been published as a separate document in conjunction with this LAP. [Appendix 4]

1.5.2
APPROPRIATE ASSESSMENT

Appropriate Assessment Screening for the necessity of an Appropriate Assessment (AA) as required under Article 6[3] of the EU Habitats Directive 92/43/EEC regarding the potential impact of the LAP on any Natura 2000 sites, was carried out as part of the preparation of this LAP. The screening exercise for AA concluded that a full Appropriate Assessment was not required. The AA Screening Report has been published as a separate document in conjunction with this LAP. [Appendix 5]

1.5.3
FLOOD RISK ASSESSMENT

A Strategic Flood Risk Assessment was undertaken for the plan lands having regard to the Department of the Housing, Planning and Local Government and OPW issued *The Planning System and Flood Risk Management, Guidelines for Planning Authorities* to identify flood risk areas together with proposed mitigation measures. The Flood Risk Assessment has been integrated into the SEA process. The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan has been published as a separate document in conjunction with this LAP. [Appendix 6]

31.5 MILLION
PASSENGERS PER ANNUM

11TH LARGEST
AIRPORT IN EUROPE IN TERMS OF PASSENGER VOLUMES

1.6
LAP STRUCTURE

The following chapters set out the key policies and objectives that are required to support the continued sustainable development of Dublin Airport.

CHAPTER 2
DUBLIN AIRPORT IN CONTEXT
CHAPTER 3
FORECASTS & CAPACITY CONSTRAINTS
CHAPTER 4
VISION & STRATEGIC OBJECTIVES
CHAPTER 5
TRANSITION TO A LOW CARBON ECONOMY
CHAPTER 6
ECONOMIC IMPACT OF DUBLIN AIRPORT
CHAPTER 7
AIRPORT INFRASTRUCTURE
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Emirates
AIR CANADA

CHAPTER 2

DUBLIN AIRPORT IN CONTEXT

Comhairle Contae Fhine Gall
Fingal County Council

2.0
STRATEGIC POSITION & CONNECTIVITY

Ireland enjoys a strategic geographic position at the gateway to Europe and North America. The designation of Dublin as a core airport within the Trans-European Network,[14] and specifically on the North Sea – Mediterranean Core Corridor,[15] ensures strong legal and development frameworks at EU level. As Ireland's primary international gateway, Dublin Airport distinguishes itself from other State airports and brings significant benefits nationally and regionally. Dublin Airport's role as the Country's main transport gateway is an essential infrastructural asset of paramount importance to our global connectivity and national economy. The Airport is strategically positioned for development into an established secondary hub of European significance as set out in the National Aviation Policy. 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.

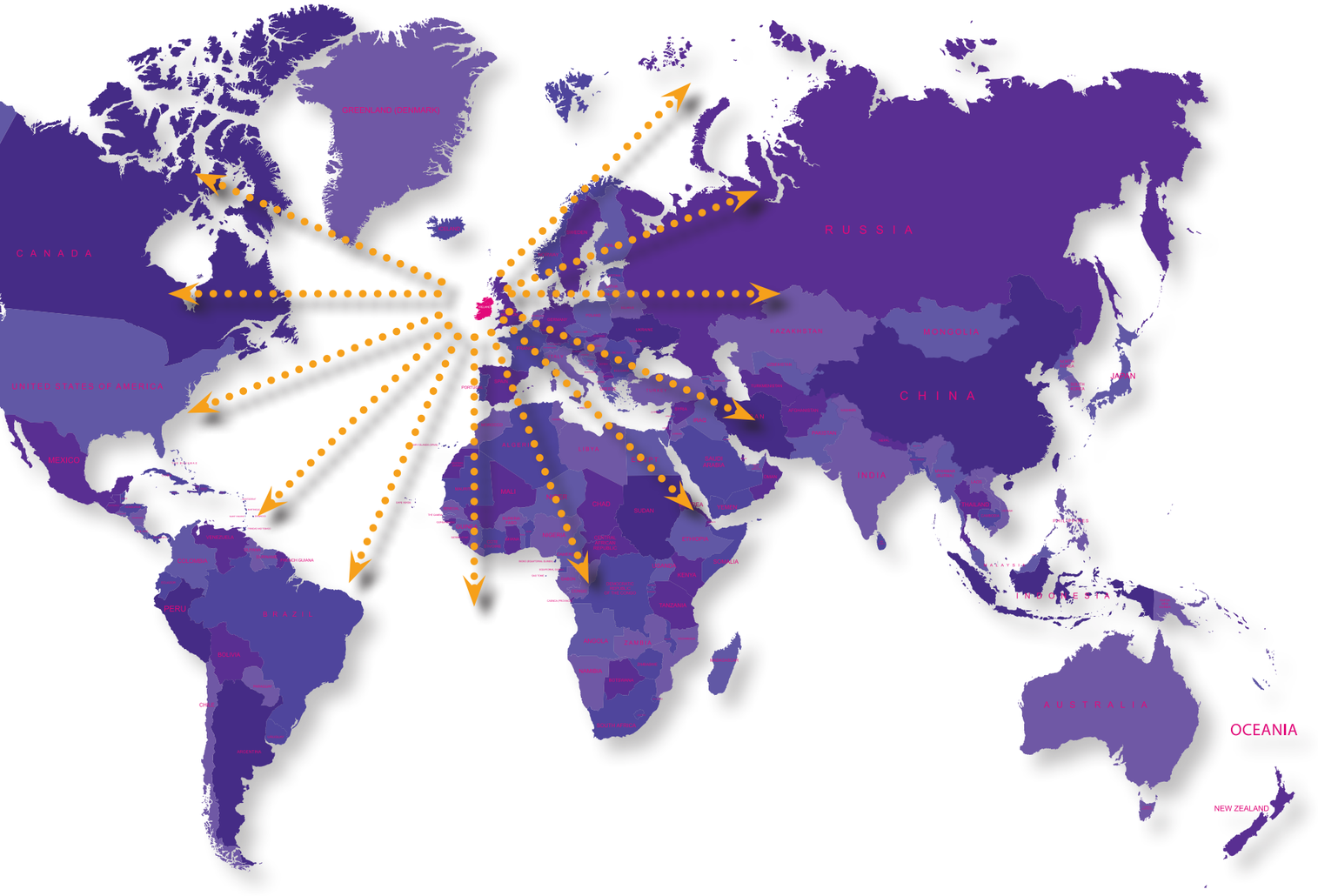
Dublin Airport is located only 10km north of Dublin City Centre with direct access to the national motorway system, the Dublin Port Tunnel and major surface public transport corridors.

As Dublin Airport is easily accessible from the rest of Ireland with direct access to the national motorway system and existing and future major public transport corridors, it serves as an all island resource. In addition, the Airport is the primary tourism entry-point and international logistics node for air cargo for the island of Ireland and functions as a business and employment cluster of regional importance as part of the Dublin – Belfast Economic Corridor. The Airport is also a strategically important business location capable of attracting mobile inward investment.

Dublin Airport located c.5km from the County town of Swords within Fingal is considered to be an essential component of Fingal's local economy that must be supported, and is a readily accessible location for existing and future employment for Fingal residents.

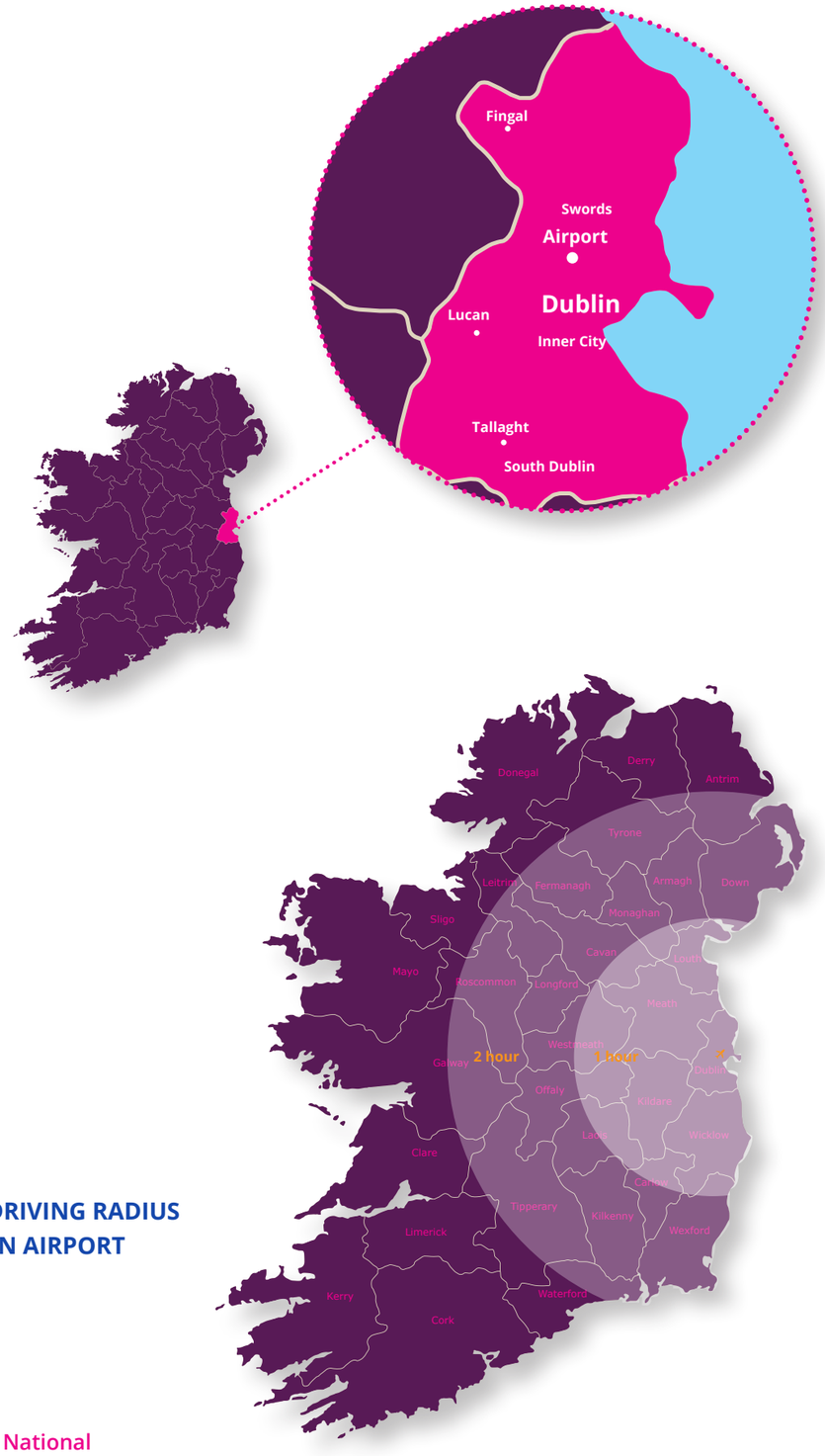
The existing scale, function, location and the strength of its catchment and growing hub status provide significant opportunities for future growth and development at Dublin Airport, all of which is recognised in national, regional and local planning and ancillary policy documents. The Department of Transport, Tourism and Sport's, A National Aviation Policy for Ireland and the Department of Housing, Planning and Local Government's Project Ireland 2040 - National Planning Framework both emphasise the importance of Dublin Airport for the future prosperity of Ireland, as well as the Dublin City Region.

DUBLIN AIRPORT INTERNATIONAL CONTEXT



200 DESTINATIONS
43 COUNTRIES
OVER 56 AIRLINES

Fig 2.1
Dublin Airport International Context



1HR & 2HR DRIVING RADIUS
FROM DUBLIN AIRPORT

Fig. 2.2
Dublin Airport National
and Regional Context

2.1
CHANGING ROLE AND CHARACTER OF DUBLIN AIRPORT

Dublin Airport has been evolving continuously since it first opened in 1940 with just one flight a day to Liverpool. The Old Central Terminal Building is located to the north of the current day airport terminals, retaining many internal design features. Since the time of that first flight Dublin Airport has developed incrementally into a large modern facility which competes at an international level. With the opening of Terminal 2 (T2) in 2010, Dublin Airport has developed as a hub[16], primarily for flights travelling between Europe and the United States. In the same period, significant growth has occurred in transatlantic passenger traffic. Since its opening, T2 has taken on the role of the gateway for flights to North America from Ireland. Importantly, Dublin Airport benefits from being able to offer United States border pre-clearance services for U.S. bound passengers which allow passengers to exit via domestic arrivals and avoid long queues when they reach the US.[17]

2.1.1
PASSENGER NUMBERS

Passenger numbers at Dublin Airport have increased by 45% from 21.7 million in 2014 to 31.5 million in 2018, making it one of the fastest-growing large airports in Europe during that period and moving into the top tier of European airports. In 2018, Dublin Airport was the 11th largest airport within the European Union and the 15th largest airport in Europe.[18]

2.1.2
ROUTE NETWORK

The Airport has developed an extensive short and medium haul network, served by an array of carriers, as well as a significant long-haul network focused on North America, the Middle East and East Asia. Dublin Airport has flights to almost 200 destinations in 43 countries, operated by over 56 airlines. It serves as the headquarters of Aer Lingus and Ryanair.

2.1.3
PASSENGER DESTINATIONS AND PASSENGER GROWTH

Approximately 29.4 million passengers started and ended their journey at Dublin Airport in 2018[19], while a further 2.1 million passengers used the Airport as a hub[20]. Short-haul traffic increased by 5% to 26.5 million, while long-haul passenger numbers increased by 15% to 5 million. Passenger growth in 2018 was reinforced by a strong performance from transatlantic and other long-haul routes in conjunction with strong growth in continental European passenger traffic and the continued expansion of Dublin Airport as a significant gateway between North America and Europe. Transatlantic traffic has doubled since 2014. Transfer passenger numbers increased by 18% to 1.8 million in 2018. Transfer traffic is predominantly Europe to US, with Dublin now the sixth largest airport in Europe for traffic to North America. A further 240,000 passengers transited[21] through Dublin in 2018[22].

Table 2.0 Dublin Airport Passenger Destinations & Passenger Numbers 2018

DESTINATIONS	NUMBER OF PASSENGERS
Continental Europe	16.3 million
UK	10.1 million
Transatlantic Traffic (North America)	4 million
Asia/Middle East and Africa	1 million

Source -Based on information as per www.daa.ie

2.2
DUBLIN AIRPORT'S INFRASTRUCTURE

Airports are divided into landside and airside areas with various components of landside and airside infrastructure. The landside area is open to the public, while access to the airside area is tightly controlled. Specifically, landside is the area(s) at an airport before passengers go through security, customs, and immigration including the landside access road network and public transport. Dublin Airport's infrastructure has continued to evolve over a number of decades incorporating the various landside and airside components as set out in Figure 2.3. The existing runway configuration delineates the Airport lands into eastern and western campus areas with the main terminal buildings located in the eastern campus. Definitions of specific core landside and airside infrastructure components are provided in the context of Chapter 3 Forecasts and Capacity Constraints. The current existing infrastructure at Dublin Airport are summarised under the following:

2.2.1
LANDSIDE INFRASTRUCTURE

- Surface Transport Network, comprising the strategic external road and public transport access to and from the Airport, the internal road and public transport network centred on the Ground Transportation Centre comprising various pick-up and set down areas and bus and coach boarding facilities, short-term multi-storey car parks adjacent to Terminals 1 and 2, taxi facilities adjacent to Terminals 1 and 2, car hire, staff-parking and long-stay car-parking areas.
- Passenger terminal Operations in Terminal 1 (T1) and Terminal 2 (T2) comprising check-in, security, airline lounges, baggage reclaim, immigration, border controls, US preclearance in T2 and supporting retail.
- Ancillary aviation related facilities comprising airport light industrial and warehousing accommodation for catering and logistics companies, offices for airlines and a range of other airport-based service suppliers and contractors and hotels.
- Airport based commercial development comprises commercial development that has no direct need to be at an airport but is attracted to it as a well-connected and attractive business location (e.g. offices, logistics, light industry), but would typically exclude non-airport retail, commercial leisure and residential development.

2.2.2
AIRSIDE INFRASTRUCTURE

- Runways (runway 10R/28L and runway 16/34 existing & runway 10L/28R which is under construction), aircraft taxiways, Rapid Exit Taxiways (RET's), aprons and supporting navigational aids and associated airfield ground support facilities.
- Aircraft parking stands and associated piers and passenger boarding gates.
- Maintenance Repair and Overhaul-MR0 Facilities.
- Cargo Facilities.
- Other airside development comprising air traffic control, fire and rescue facilities, fuel farm, power plant, waste processing and other utility buildings.

2.2.3
CARGO INFRASTRUCTURE

Currently, there are no dedicated contact stands for cargo aircraft and no single dedicated handling facility in place at Dublin Airport with cargo planes parked remotely, west of runway 16/34. The only exception is the IAG cargo facility located to the south of T2 which is separate from those of express freight carriers like DHL and UPS. Air cargo operations support Ireland's economy by facilitating the movement of traded goods into and out of the Country. The high value-adding life-sciences sector (pharmaceuticals, medical devices) in Ireland is particularly reliant on airfreight services for the movement of products between Ireland and the US. This in turn is reflected in the very high value-to weight ratio of airfreight which accounts for about 35% of all Irish merchandise exports by value.[23]

Ireland's main airports[24] handled a total of 157,364 tonnes of freight in 2018, the vast majority (93.6%) which was international freight. Dublin Airport plays a significant role in terms of the movement of freight from Ireland. As much as 90% of the total air freight handled in 2018 arrived or departed Ireland through Dublin Airport.[25] Analysis of air freight handled by Ireland's state airports[26] indicates that 40% travels on dedicated air cargo flights and the remaining 60% is carried in the cargo bay of passenger aircraft and is known as "bellyhold" cargo.[27] Dublin Airport's role in freight movement may become even more important in light of Brexit if the ability of Irish exporters to utilise the UK as a land bridge to continental European markets becomes constrained.

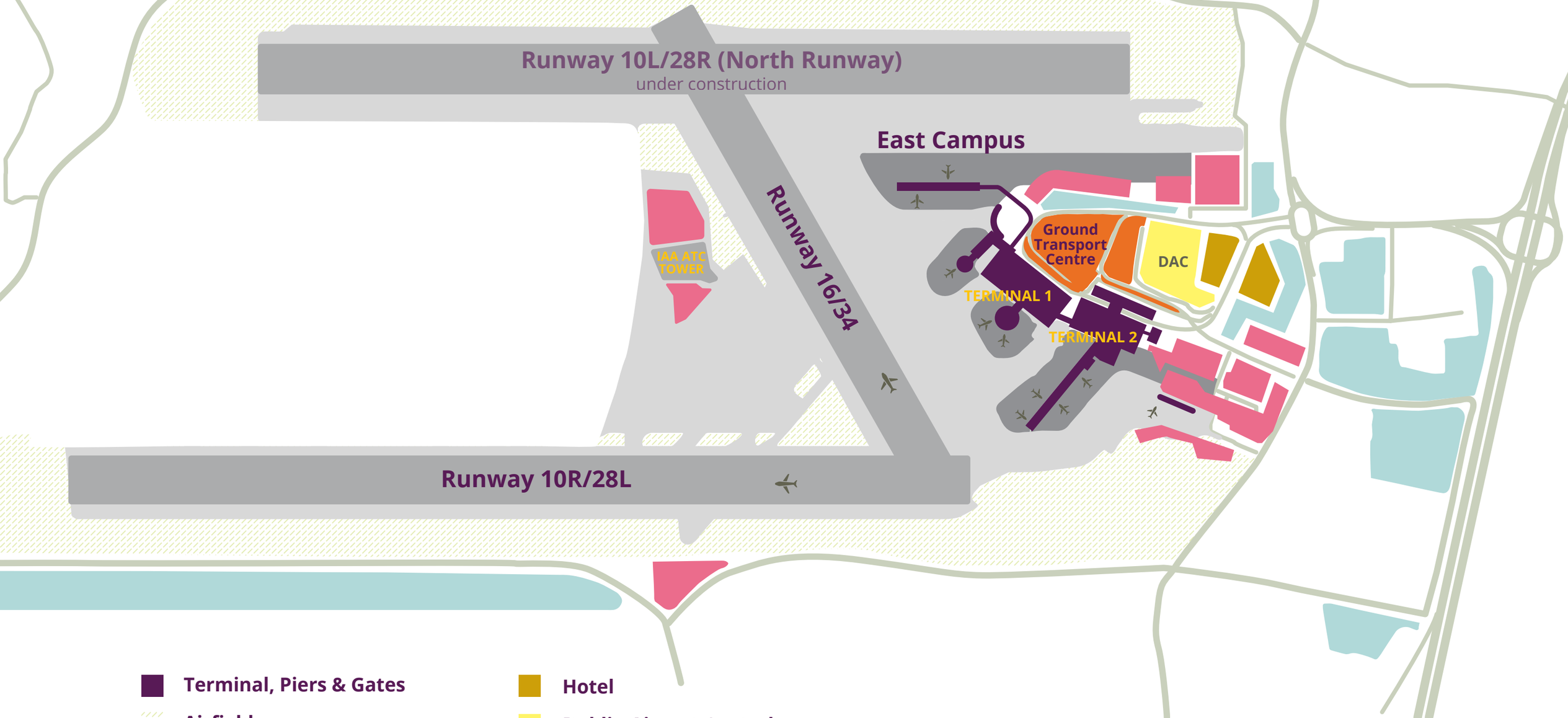
2.2.4
MAINTENANCE REPAIR AND OVERHAUL (MR0) INFRASTRUCTURE

Maintenance Repair and Overhaul (MRO) facilities currently include an Auxillary Power Unit [APU] overhaul centre[28], a landing gear service centre, aircraft overhaul and aircraft painting facilities located airside and to the north of the main terminal facilities. The availability of MRO maintenance at Dublin will continue to be necessary, particularly as the Airport continues to grow.

2.2.5
RECENT STRATEGIC AIRPORT INFRASTRUCTURE PROJECTS

Recent strategic infrastructure projects at Dublin Airport include, the existing runway 10R/28L overlay re-surfacing, airfield lighting upgrade, taxiway airfield ground lighting upgrade and enhancements to Pier 4 to accommodate expanded US pre-clearance facilities. In addition, a new Air Traffic Control Tower is nearing completion and the north runway 10L/28R is currently under construction.

FIG 2.3 DUBLIN AIRPORT'S CURRENT INFRASTRUCTURE



- Terminal, Piers & Gates
- Airfield
- Apron, Taxiway & Runways
- Support & Logistics
- Hotel
- Dublin Airport Central
- Ground Transportation Centre
- Surface Carpark / Car Hire
- Primary & Secondary Roads

This is a schematic map only and not drawn to scale.

2.3
POLICY AND STATUTORY CONTEXT

This Local Area Plan (LAP) is informed by, and in keeping with, the policy hierarchy of relevant national, regional and local planning policy, the key provisions of which are detailed below. The LAP transposes such policy to the local level, in accordance with the provisions of the Fingal Development Plan 2017-2023.

2.3.1
AVIATION POLICY

2.3.1.1
A NATIONAL AVIATION POLICY FOR IRELAND 2015 [NAP]

The NAP published by the Department of Transport, Tourism and Sport seeks:

- **To enhance Ireland's connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers;**
- **To foster the growth of aviation enterprise in Ireland to support job creation and 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** specifically states:

'To ensure future connectivity and to deliver growth, it will be important that the State airports and Dublin Airport in particular, have sufficient capacity and runways of sufficient length to enable services to operate to global emerging markets without weight restriction'.

and

'A specific level of airport infrastructure, including terminal and runway capacity as well as surface access is required to support the development of Dublin Airport as a secondary hub'.

Chapter 2 of the NAP also highlights that:

'Ireland is committed to working with its EU and international partners to mitigate the impacts of aviation on the environment and facilitate the sustainable growth of the sector. Ireland will implement a "Balanced Approach" to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports.'

Chapter 3 of the NAP also highlights that,

'Ireland's export competitiveness should be enhanced through improved air-cargo provision to existing and emerging markets'.

Chapter 6 of the NAP also recognises that,

'Ireland recognises the valuable contribution that the aircraft leasing, finance and MRO industries make in their own right and in supporting other activities in the wider aviation sector. We are committed to maintaining and building Ireland's attractiveness as a base for these activities and particularly to creating the conditions to grow employment in these industries.'

Specifically, the NAP highlights the important supporting role of MRO facilities to the aviation sector and promotes the maintenance and continued growth of such facilities.

2.3.1.2
A REVIEW OF FUTURE CAPACITY NEEDS AT IRELAND'S STATE AIRPORTS 2018

This review commissioned by the Department of Transport, Tourism and Sport (DTTAS) and carried out by Oxford Economics (DTTAS Review of Future Capacity Needs), provides a basis for planning for future growth and investment of Ireland's state airports including Dublin Airport. Specifically, the review sets out forecasts for passenger and aircraft movements for Dublin Airport up to 2050 and identifies the key infrastructural capacity issues that will need to be addressed over that same period. The short and medium term[29] infrastructural investments required to facilitate airport growth are also addressed and inform the infrastructure required during the plan period to facilitate forecasted growth. The principal options for meeting longer term infrastructural capacity needs beyond the plan period is also explored including prospectively a third terminal. The findings of this report have informed the preparation of this LAP.

2.3.2
CARBON EMISSIONS

Climate change policy at International, EU, national and regional level including Agenda 2030 and the Paris Agreement set out measures requiring a transformational shift of our economies and societies towards climate resilient and sustainable development. Climate action must be seen as complementary to other important policy objectives, such as promoting sustainable economic development pathways, improving energy security, and addressing air pollution impacts on human health. A move towards more sustainable transport options is expected to contribute towards significant improvements in local air quality metrics and health outcomes. This is supported in national policy and legislation as outlined and further discussed in Chapter 5 of this LAP.

In support of the transition towards a low carbon society, objectives to support the use of sustainable public transport modes, renewable energy, energy efficient buildings, innovative design solutions and sustainable water management are contained in the LAP.

2.3.3
LAND USE PLANNING

2.3.3.1
PROJECT IRELAND 2040 - NATIONAL PLANNING FRAMEWORK

The Department of Housing, Planning and Local Government's 'Project Ireland 2040 - National Planning Framework (NPF) is the overarching policy and planning framework for the social, economic and cultural development of the Country. This framework is underpinned by the National Development Plan 2018-2027 that guides strategic development and infrastructure investment at national level. Dublin Airport is considered to be of strategic importance both to the functioning and competitiveness of the economy of Ireland as set out in the NPF.

The NPF includes high-quality international connectivity as a National Strategic Outcome (National Strategic Outcome 6) and recognises the crucial role that the provision of high-quality connectivity has for overall international competitiveness. It addresses opportunities and challenges from Brexit through investment in our airports, in line with sectoral priorities already defined through the National Aviation Plan. The NPF also specifically mentions key strategic projects such as the second runway and additional terminal facilities for Dublin Airport under National Strategic Outcome 6. Key future growth enablers identified for Dublin include enhanced land-side access[30] to Dublin Airport, particularly public transport provision such as MetroLink, improved road network connections in the longer term and consideration of heavy rail access to facilitate direct services from the national rail network in Chapter 3 Effective Regional Development and specifically Section 3.2 of the NPF. Careful land-use management of public (land-side) areas is also required to focus on the current and future needs of the Airport as key infrastructure for national and regional development.

The NPF through its national policy objectives is explicit in its promotion of environmental protection. The NPF seeks to ensure that development occurs within environmental limits, having regard to the requirements of relevant legislation and the sustainable management of natural resources as set out in National Policy Objective 52. NPF policy objectives also focus on carbon footprint reduction by integrating climate action into the planning system as set out under National Policy Objective 54. This is to aid in achieving national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reduction. The use of renewable energy, energy efficient buildings, innovative design solutions, sustainable water management and alternative public transport modes as well as the proactive management of noise are all promoted through national policy objectives to achieve a sustainable future. Objectives and policies on these matters are contained in the LAP.

2.3.3.2
NATIONAL DEVELOPMENT PLAN 2018-27

The National Development Plan 2018-27 (NDP) supports the implementation of the National Aviation Policy and identifies the importance of high quality international connectivity as being:

'crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in airports in line with sectoral priorities already defined through National Aviation Policy and signature projects such as the second runway for Dublin Airport...'

Other key objectives identified in the National Development Plan for Dublin Airport are:

- **The development of an additional runway and terminal facilities. (Chapter 5 Section 5.2)**
- **Improved access to the Airport including provision of MetroLink. (Chapter 5 Section 5.2)**

2.3.3.3
REGIONAL SPATIAL AND ECONOMIC STRATEGY 2019

The Eastern and Midlands Regional Assembly's Regional Spatial and Economic Strategy, 2019 (RSES) sets out a long-term strategic planning and investment strategy for the Dublin area and surrounding counties and the Midlands to 2031. The RSES acknowledges Dublin Airport as a key national asset to Ireland's economic success which is linked with its global connectivity to trade and tourism markets and requires support to ensure it continues as an economic driver. The RSES acknowledges that the Dublin region is the main global gateway to Ireland with Dublin Airport one of the fastest growing in Europe. Included in this RSES is a 12 year horizon Metropolitan Area Strategic Plan (MASP) for Dublin, giving greater analysis and detail of how the overall objectives and policies of the NPF and RSES will be implemented. The MASP identifies key strategic residential and employment development corridors, large scale regeneration areas, linked to quality public transport with key services infrastructure investment required to support growth and key investments in amenity and community resources, to create sustainable compact communities.

The RSES and the MASP aligns with the NAP and NPF in recognising and promoting the national importance of Dublin Airport. The strategy reiterates the need to protect and improve access to the global gateway of Dublin Airport as a growth enabler for the Dublin Metropolitan Area. The guiding principles for the growth of the Dublin Metropolitan Area promotes:

'Dublin as a Global Gateway – In recognition of the international role of Dublin, to support and facilitate the continued growth of Dublin Airport and Dublin Port, to protect and improve existing access and support related access improvements.'
(Section 5.3)

The RSES acknowledges that landside access to Dublin Airport will be significantly enhanced by the provision of Metrolink. In addition to this strategic infrastructure, the critical role of buses and improved bus services as part of the BusConnects scheme is promoted in serving air travellers and those employed in the Airport area in order to ensure that the mode share for public transport is maintained at a high level and further developed over the period of the RSES. In the context of improving landside access to Dublin Airport, connections from the road network from the west and north and in the longer term, consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification are also promoted.

The RSES is explicit in the promotion of environmental considerations in the context of continued airport growth such as reduction of emissions and noise both of which should be mitigated. In the interests of public safety, careful land use planning must be considered in surrounding areas and flight paths.

Key Regional Policy Objectives pertaining to Dublin Airport include:

RPO 8.17
Support the National Aviation Policy for Ireland and the growth of movements and passengers at Dublin Airport to include its status as a secondary hub airport. In particular, support the provision of a second runway, improved terminal facilities and other infrastructure.

RPO 8.18
Improved access to Dublin Airport is supported, including Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.

2.3.3.4
FINGAL DEVELOPMENT PLAN 2017-2023

The Fingal Development Plan 2017-2023 sets out the Council's policies and objectives for the sustainable development of Fingal over the plan period. The growth of the County through the strategic vision and aims of the plan are supported by relevant objectives and policies.

Relevant elements of the strategic vision include:

- **Make better use of key resources such as land, water, energy, waste and transportation infrastructure.**
- **Create a competitive business environment supporting economic development, job creation, tourism and prosperity for all.**
- **Reduce climate change through settlement and travel patterns and reduced use of non-renewable resources.**
- **Make Fingal an attractive and vibrant place to live, work and visit.**

The relevant main aim within the Fingal Development Plan as set out seeks to:

'Plan for and support the sustainable long-term development of Fingal as an integrated network of vibrant socially and economically successful urban settlements and rural communities, strategic greenbelts and open countryside, supporting and contributing to the economic development of the County and of the Dublin City Region.'

The relevant strategic policy within the Fingal Development Plan regarding Dublin Airport seeks to:

'Safeguard the current and future operational, safety, and technical requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework of a Local Area Plan. The plan shall take account of any potential impact on local communities and shall have regard to any wider environmental issues.'

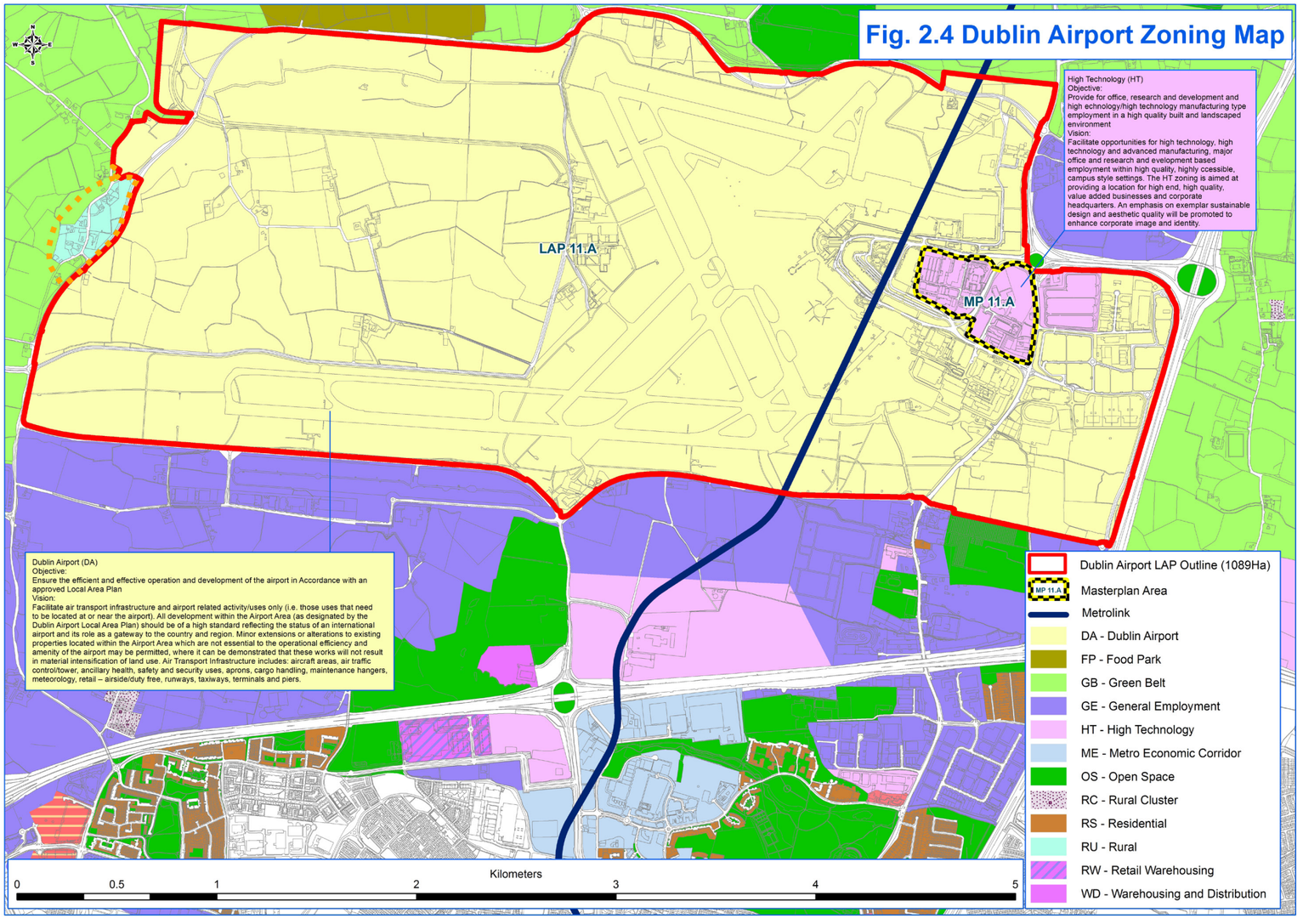


Fig. 2.4 Dublin Airport Zoning Map.

The associated land use zoning for the Airport and its surrounding lands are also established in the Fingal Development Plan as well as aviation related designations for noise and public safety zones that are associated with the operation of the Airport. See Fig. 2.4 and Fig. 2.5. Within the DA zoning, the extent of the LAP is set out as:

'The extent to which the Dublin Airport LAP relates is set out under the 'DA-Dublin Airport' zoning and includes any associated lands identified as part of the designation of airport noise zones, noise contours, airport approach areas, public safety zones or other zones identified as necessary for designation in order to maintain or increase the quality of life of neighbouring communities and foster compatibility between aviation activities and residential areas'.

(p369 Fingal Development Plan)

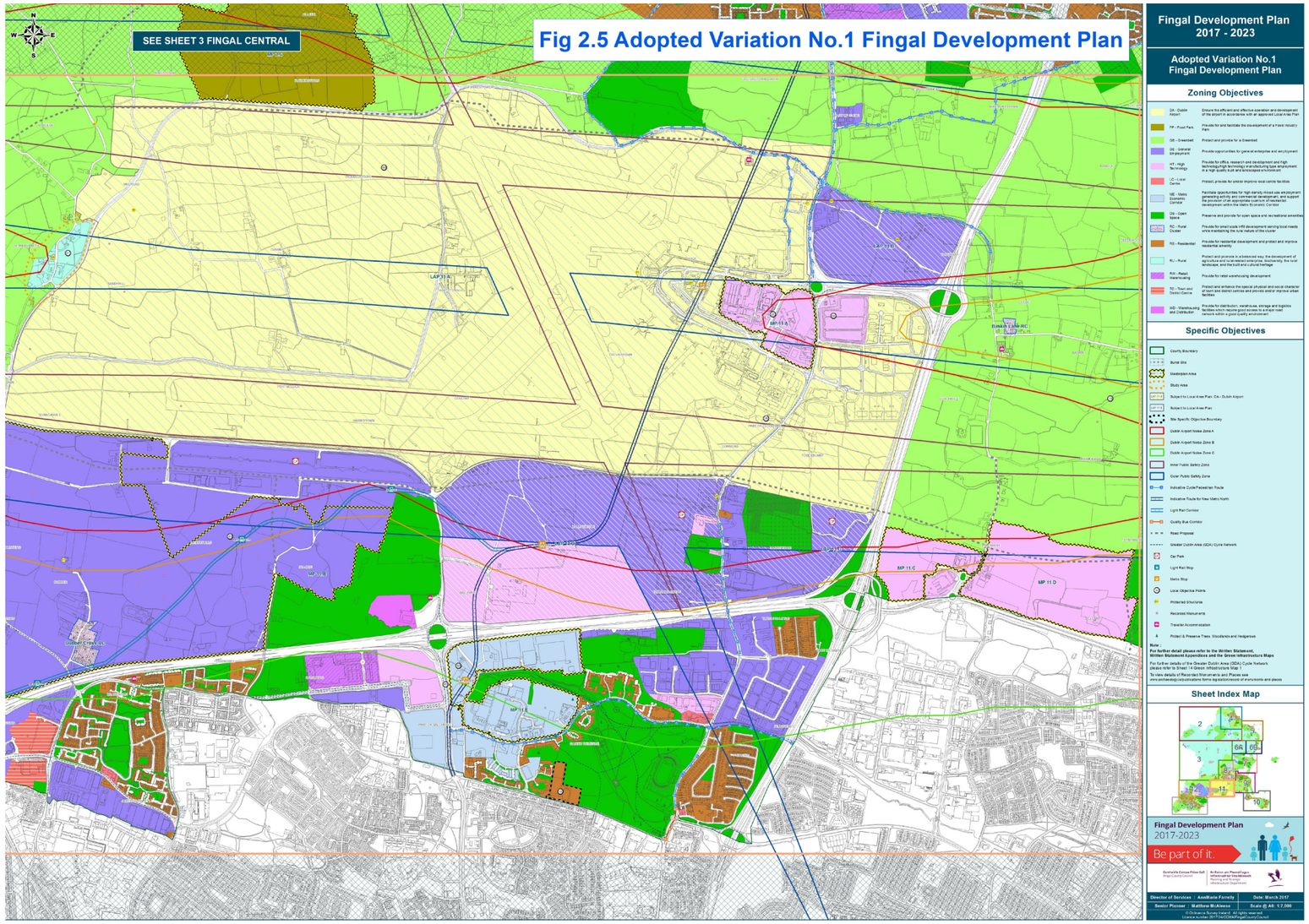


Fig. 2.5 Adopted Variation No. 1 Fingal Development Plan 2017-2023.

Objective DAO2 of the Fingal Development Plan 2017-2023 seeks to: *'Prepare and implement a new Local Area Plan for Dublin Airport which will accommodate the future sustainable growth and development of the airport lands while also facilitating the efficient and effective operation of Dublin Airport in accordance with the requirements of the Local Area Plan and proper planning and sustainable development'.*

In summary, the Fingal Development Plan highlights both the international and national importance of Dublin Airport in the Country's transportation network. The promotion of Dublin Airport as a secondary hub in tandem with required infrastructure and facilities is promoted in the FDP in line with national government policy.

Its paramount significance as an economic entity in Fingal and the region, and its ability to drive economic development and generate direct and indirect forms of employment is highlighted and further outlined and supported in Chapter 6 of this LAP.

Facilitating the efficient and effective operation of the Airport and safeguarding its current and future operational, safety, technical and development requirements is specific policy. In line with these policies, the FDP also recognises the impact of airport growth on neighbouring communities with development required to have regard to both the environmental impact on local communities.

A full list of objectives relating to Dublin Airport included in the Fingal Development Plan 2017-2023 is included in Appendix 2 of this LAP for reference.

2.3.3.5

DUBLIN AIRPORT CENTRAL MASTERPLAN MARCH 2016 (DAC MASTERPLAN)

The DAC Masterplan was prepared in the context of the previous Fingal Development Plan 2011-2017 which provided for an area of 'HT' – High Technology zoned lands within the Airport LAP lands. In addition, Local Objective 378 established the Masterplan requirement as the framework in which to determine the appropriate nature and quantum of development on these HT zoned lands. The current Fingal Development Plan 2017-2023 retains the HT zoning objective and associated Masterplan designation which forms part of the LAP. The South Fingal Transport Study 2019 included analysis of traffic in respect of the DAC Masterplan lands which has informed the objectives contained within Chapter 8 of this LAP.

2.3.3.6

SOUTH FINGAL TRANSPORT STUDY 2019

The South Fingal Transport Study 2019 was prepared by Fingal County Council in accordance with objective MT07 of the Fingal Development Plan 2017-2023 and undertaken in collaboration with the relevant statutory transport agencies including Transport Infrastructure Ireland and the National Transport Agency. This study seeks to provide a strategic vision and overall strategy for the proper planning and sustainable development of the South Fingal area including the Dublin Airport lands and its environs based on a sustainable transport and smarter travel approach. The study was undertaken within the framework of agreed national and regional transport plans such as *Smarter Travel Policy 2009–2020* and the *NTA Transport Strategy for the Greater Dublin Area 2016-2035.* The findings of this study inform and underpin the Dublin Airport LAP.

2.3.3.7

FINGAL LOCAL, ECONOMIC & COMMUNITY PLAN (LECP) 2016 – 2021

Table 8 and 12 of the LECP recognise the Airport as a key economic strength and asset. The Airport as a significant economic hub is also recognised in Table 15 – overarching economic priorities, in addition to making Fingal an attractive location for Foreign Direct Investment and tourism.


GATE 10
RYANAIR
FR3082 12:45
Madrid
Boarding of your flight to
Madrid
will commence in
10
minutes

CHAPTER 3

FORECASTS & CAPACITY CONSTRAINTS

Comhairle Contae Fhine Gall
Fingal County Council

3.0
INTRODUCTION

This chapter 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 the Department of Transport, Tourism and Sport (DTTAS), 'Review of Future Capacity Needs at Ireland's State Airports', (August 2018). 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 be need to be addressed over that period. The DTTAS Review also identifies the short and medium term[31] 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 provides the framework against which to plan for future growth and investment at Dublin Airport. In this context, the latter part of this chapter sets out the existing infrastructure capacity constraints for the LAP period.

3.1
FORECASTS

3.1.1
PASSENGER FORECASTS

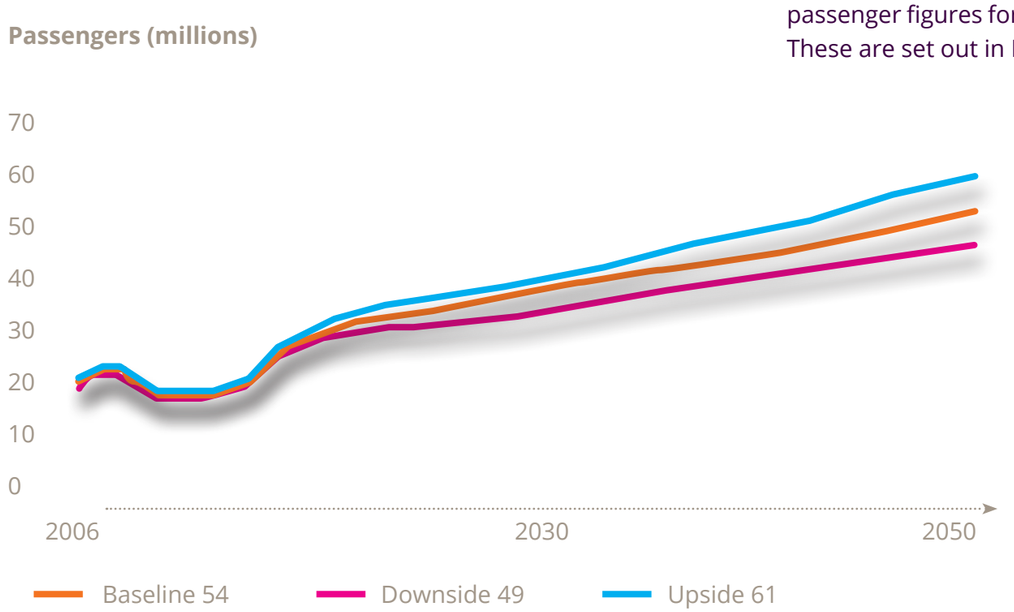
In 2016, Dublin Airport handled 85 percent of the Country's total passenger traffic. Three differing types of passenger form the basis for the projected figures in the DTTAS Review. These are origin-destination passengers, transfer passengers and transit passengers.

An origin-destination passenger is one who starts or finishes their journey in Dublin.

Transfer passengers are those who make a connecting flight at Dublin Airport to reach their destination. A transfer passenger will be counted twice on each trip. The review indicates that Dublin Airport handled 1.2 million transfer passengers in 2016 of which about half transferred to a transatlantic flight and this figure is expected to grow.[32]

Transit passengers are those who fly in and out of an airport without changing aircraft. Typically, transit passengers stop at an intermediary airport for the purposes of refuelling the aircraft and do not disembark. Transit passengers are not counted as a terminal passenger and therefore are not included in terminal capacity assessment that forms part of the DTTAS Review.[33]

The DTTAS Review sets out the Baseline, Upside and Downside forecasts for passengers for Dublin Airport to 2050. The projected passenger figures for 2030 are extrapolated from the DTTAS Review. These are set out in Fig 3.1.



Source: DTTAS Review

Figure 3.1 Dublin Passenger Scenario Forecasts

Figure 3.1 sets the Baseline passenger forecasts for Dublin at 40 million passengers per annum (mppa) by 2030 and 54 mppa by 2050. The downside scenario forecast in the DTTAS Review simulates two near term global risks scenarios: a “cliff-edge” Brexit leading to WTO trading arrangements between the UK and EU and a more protectionist attitude towards international trade and investment by the US. These factors are compounded by weaker demographic growth in Ireland and higher oil prices. Under this scenario Dublin’s passenger growth averages 1.7 percent per year, with passenger numbers reaching 36mppa by 2030 and 49mppa by 2050.

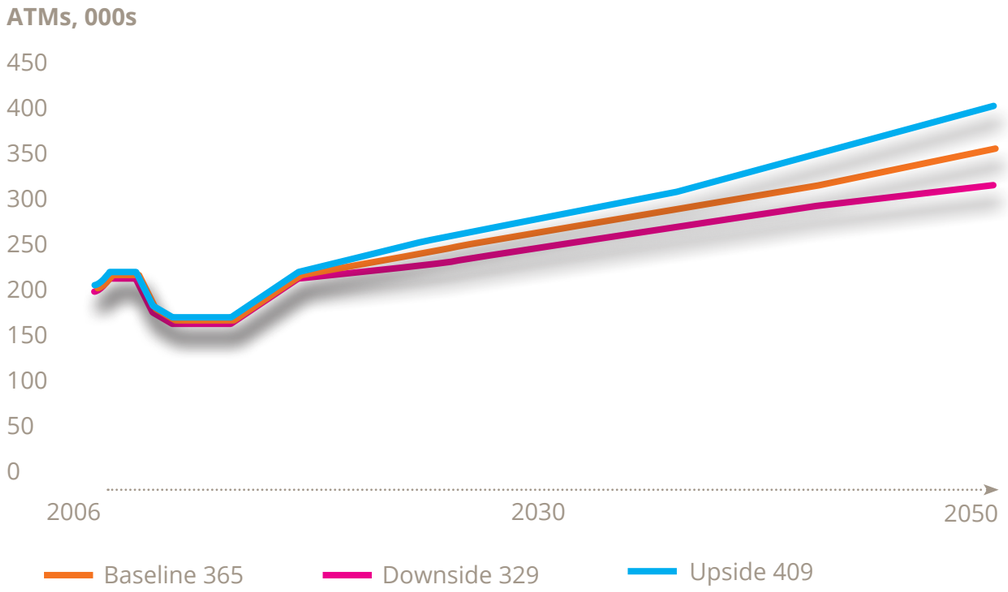
Under the upside scenario the DTTAS Review simulates the effects of a positive near-term boost to Ireland’s economy as part of the global upturn, together with three longer-term characteristics for on-going improvements in outlook, faster population growth, faster productivity growth, and greater trade openness. Under this scenario, Dublin is forecast to reach 42mppa by 2030 and 61mppa passengers by 2050.

3.1.2 AIR TRANSPORT MOVEMENT FORECASTS (ATM'S)

In terms of ATMs, the DTTAS Review baseline forecast shows an increase from 216,000 in 2016 to 265,000 (approx.) in 2030 and 365,000 by 2050. The methodology used makes assumptions about the average number of passengers carried per ATM to derive these movement figures, which in turn is a function of aircraft size.

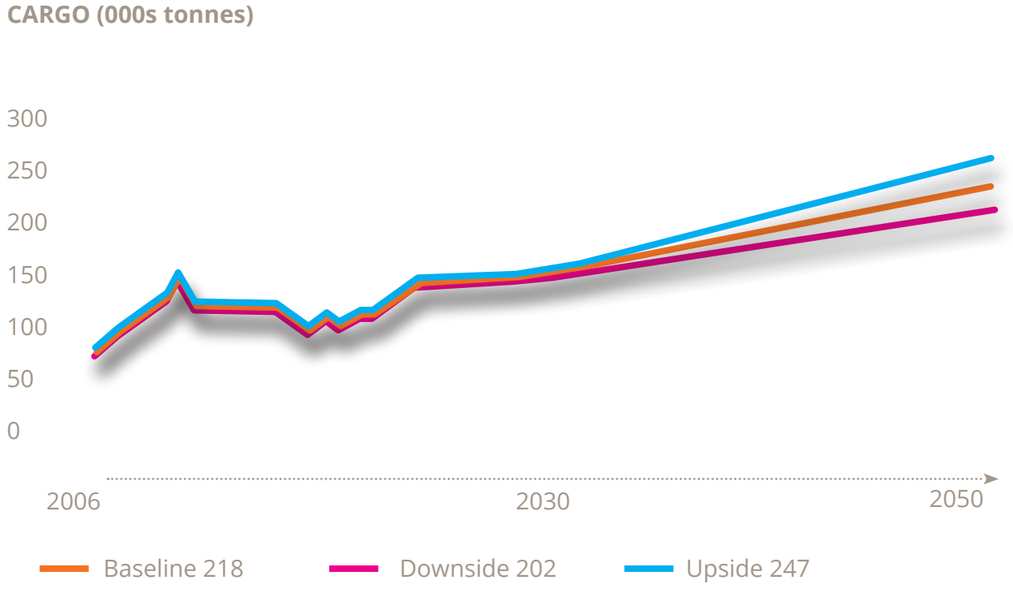
3.1.3 AIR CARGO FORECASTS

Ireland’s airports handled 148,000 tonnes of air cargo in 2016, about 20% lower than the historical peak of 188,000 tonnes in 2011. Dublin Airport handled 134,000 tonnes of cargo in 2016, about 90 percent of all air cargo arriving and departing Ireland’s airports. The DTTAS Review used similar econometric modelling to their passenger analysis to forecast air cargo volumes for Ireland. The output suggests that air cargo volumes (measured in tonnes) to and from Ireland could grow by an average of 1.4 percent per year for 2017 to 2050, compared to a historical average of 1.9 percent for 1997 to 2016. With Dublin’s market share expected to remain constant, this produces a conservative forecast that air cargo at Dublin could increase as set out in Figure 3.3 to between 150,000 – 170,000 tonnes in 2030 to 202,000 – 247,000 tonnes in 2050.



Source: DTTAS Review

Figure 3.2 Dublin ATM Forecasts to 2050



Source: DTTAS Review

Figure 3.3 Dublin Air Cargo Forecast to 2050

3.1.4
FORECASTS AND THE LOCAL AREA PLAN

The baseline growth forecasts to 2030 informs the preparation of this LAP particularly in the context of identifying forecasted growth during the plan period. The information set out in the National Aviation Policy and the DTTAS Review provides the basis for the provision of the necessary infrastructural requirements to accommodate forecasted growth at Dublin Airport. By 2030, the baseline forecasts show that:

- **Passengers numbers are forecasted to reach 40 mppa.**
- **Air Transport Movement Forecasts (ATM's) are forecasted to reach 265,000.**
- **Air Cargo is forecasted to reach to between 150,000 and 170,000 tonnes.**

It is important to acknowledge that the forecasts and additional capacity needs set out in the DTTAS Review are an indicator of the degree of shortfall in capacity. The LAP utilises the figures as set out in the DTTAS Review, including the baseline figure of 40 mppa by 2030, along with upside and downside forecasts, to provide the framework for development.

3.2
CAPACITY OF EXISTING INFRASTRUCTURE

Set alongside their demand forecasts, the DTTAS Review identifies the main capacity constraints for Dublin Airport, when these constraints are likely to take effect and the nature and scale of additional infrastructure that will be needed to alleviate the expected capacity constraints to 2050, including the potential need for a third terminal. However, the review also focuses in some detail on known or anticipated short to medium term constraints up to 2030 and reconfiguration, operational efficiencies and additional infrastructure that are required to be addressed within that period. It is primarily this short to medium term perspective and the need for urgent investment to facilitate future growth during the plan period that has informed the preparation of this LAP.

AIRPORT CAPACITY

Airport capacity is measured by two principal metrics:

- **Landside capacity refers to passenger volumes per hour, which is dependent upon:**
  - the arrival/departure capacity of surface access and public transport systems serving the main terminal complex and the kerbside areas at each terminal.
  - terminal processing capability in the form of numbers of check-in desks, the scale and efficiency of security clearance and the configuration and passenger boarding gates for departures.
  - the size and efficiency of immigration operation and baggage collection/customs systems on arrival.
- **Airside capacity refers to air traffic movements per hour, which in turn is a function of:**
  - the airport's runway and taxiway system and ability of holding areas to optimise aircraft sequencing on departure and Runway Exit Taxiways (RET's) to minimise the amount of time landing aircraft take on the runway.
  - the design of the supporting airspace, the balance of arriving/departing aircraft across the day and the mix of different aircraft types wishing to use the runway during each hour.
  - the availability of stands (with contact gates or remote) to receive arriving aircraft.

3.2.1
CAPACITY CONSTRAINTS DURING THE PLAN PERIOD

The most immediate capacity constraint affecting the Airport is that of congestion of the surface access to the Airport. Chapter 8 of this LAP relating to surface access sets out that mode split in favour of public transport, traffic management enhancements and improvements to key bottlenecks in the circulatory system within the Airport campus and key access roads as per the requirements of the South Fingal Transport Study 2019 will resolve this matter. Following on, internal congestion points in the terminals and aircraft stand capacity require resolution during the period of the LAP.

3.2.1.1
SURFACE ACCESS

EXTERNAL ROAD ACCESS

Primary strategic road access to Dublin Airport is from the M50 via the M1 motorway. Road access to the Airport is heavily dependent on the M1 Spur route and existing R132 airport roundabout. The existing airport internal road network consists of a one-way system. The one-way system splits in two with the southern route serving Terminal 1 and its multi-storey car park, and the northern route serving Terminal 2 and its car park.

GROUND TRANSPORTATION CENTRE [GTC]

The Ground Transportation Centre [GTC] functions as the key public transport focal point for bus set down and pick up associated with numerous public and private bus operators that operate across local, regional and national areas within the Country. It is envisaged that the future Metrolink station to serve the Airport will be integrated with the GTC to form a public transport interchange. More detailed analysis of existing and proposed transport provision is set out in Chapter 8 Surface Access and Transport of this LAP.

Maintaining appropriate levels of access to the Airport in order to ensure it fulfils the strategic function as the primary gateway to the Country is an objective of the National Planning Framework and supporting plans. In order to effectively balance the demands of increased passenger numbers on the surface access infrastructure, a strategic review in the form of the South Fingal Transport Study was carried out by Fingal County Council. Prioritisation of investment in transport supply to meet the short and longer term needs of projected increases in passenger numbers in Dublin Airport formed part of the scope of the study. A specific section of the study deals with the issues relating to current and future surface access at Dublin Airport.

The surface access options available to avoid constraints to growth of passenger numbers at the Airport are provided in detail within Chapter 8. In brief, while the modal split for the Airport has improved in terms of public transport and taxi use, increased access by private car to the eastern campus will negatively affect the existing strategic motorway network. This must be resolved through a number of measures including provision of infrastructural responses in addition to measures to reduce existing and future private transport movements to the eastern campus.

PEDESTRIAN AND CYCLE ROUTES

The existing provision of footpath facilities is generally of good standard within Dublin Airport. Covered walkways and dedicated footpaths have been provided to encourage walking within the Airport grounds and provide connection between terminals, public transport nodes, car parking spaces and offices. Dedicated signalised pedestrian crossing locations are provided at all major road crossing points. Other busy pedestrian-vehicle interaction points are designated as zebra crossings with provision of dropped kerbs along the primary pedestrian desire lines. The upgrade to the internal road system within the Airport included a significant investment in cycle facilities particularly on the approach routes into the Airport from the R132. The cycle facilities serve both the terminal buildings and also many of the employment centres located through the Airport and environs. The R132 upgrade included improvements to the cycling environment along this road. Chapter 8 of the LAP promotes an increased modal split towards walking, cycling and public transport with improvements in the cycle network on key routes serving the Airport from the city centre and Swords.

CAR-PARKING

Car-parking facilities comprise a mixture of short and long-stay car-parks, with carparks under the control of daa and private operators. More detailed analysis of car-parking provision is set out in Chapter 8 of the LAP.

While the issue of car-parking is dealt with in more detail in Chapter 8, parking provision plays a significant role in accommodating and fostering use of private transport to access the Airport, both for passengers and workers. Decoupling growth of car use from passenger and staff increases is important to avoid unnecessary strain on the existing and future surface access infrastructure.

3.2.1.2 PASSENGER TERMINALS

The terminal buildings are part of the core infrastructure for Dublin Airport facilitating inter-modal change for travellers. The building facilitates the departure and arrival passenger processes including Check-in, Security, Boarding Gates, Immigration, Customs, Meet & Greet and Retail and Food & Beverage.

Dublin Airport has two passenger terminals, Terminal 1 (T1) and Terminal 2 (T2). T1 opened in 1971 and has been refurbished, extended and improved many times over the last two decades. In 2009, a new extension featuring new food and retail outlets was added to the side of Terminal 1, which has also seen substantive pier development as a response to gate shortages.

T2 was opened in 2010 and Aer Lingus is the main carrier operating within this terminal. Since its opening, T2 has begun to develop as a hub primarily associated with flights travelling between Europe and the United States as a result of Irelands geographic location and the US pre-clearance immigration facility.

The current permitted combined passenger capacity for T1 and T2 is 32 mppa[34]. Based on current 2018 passenger numbers, the 32mppa capacity is approaching. The DTTAS Review identifies prospective capacity deficiencies as having the potential to limit throughput of departing and arriving passengers processed through T1 and T2. There is, however, sufficient space within the existing terminal infrastructure of T1 and T2 to accommodate short to medium term growth to 40mppa subject to the reconfiguration of different parts of the terminal processing areas to alleviate bottlenecks (arrival, departure processing facilities, immigration, baggage reclaim and US pre-clearance facilities). The DTTAS Review recognises that this kind of incremental expansion of T1 and T2 throughput is desirable to relieve the capacity issues identified in the short to medium term. This issue of a prospective third terminal is discussed in more detail in Chapter 7 Airport Infrastructure of the LAP.

3.2.1.3

AIRSIDE INFRASTRUCTURE

RUNWAYS

Runways 10R/28L and runway 16/34 make up the existing runway configuration at Dublin Airport. Runway 10R/28L which provides the principle east-west runway is located within the southern section of the Airport lands. The vast majority of the 31.5 million passengers in 2018 arrived and departed on this runway which is configured with supporting taxiways and Runway End Safety Areas (RESAs).

Runway 16/34 (the crosswind runway) traverses north-west-south-east close to the Old Central Terminal Building (OCTB). This runway is currently used only occasionally, either when there are strong crosswinds or in departure-only mode during peak periods to alleviate the build-up of delays.

The DTTAS Review identifies that the principal runway, even with the temporary relief offered at the busiest morning periods by the crosswind runway is operating at capacity in the scheduled morning and evening peak hours. The addition of the new north runway currently under construction and due for completion in 2021 and operation in 2022 will provide for additional capacity.

TAXIWAYS

The existing taxiway system facilitates the safe and efficient movement of aircraft to and from aircraft stands serving T1 and T2 to/from the existing runways. The main runway 10R/28L has a parallel taxiway and a number of Rapid Exit Taxiways (RETs) and a major holding point where aircraft can be brought forward in the optimum sequence for departure. To respond to the demand of ATMs forecasted in the DTTAS Review, upgrades to the existing taxiways may be required to cater for growth in air traffic.

APRONS

Apron means a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance. Aprons also serve cargo operations. The majority of apron areas at Dublin Airport are located within the eastern campus of the Airport and serve passenger traffic. The apron to the west of runway 16/34 is currently used for cargo planes and aircraft parking. To respond to the demand of ATMs forecasted in the DTTAS Review, upgrades to the existing aprons may be required to cater for growth in air traffic.

AIRCRAFT PARKING STANDS

An aircraft stand refers to a designated area on an apron intended to be used for parking an aircraft. Currently, Dublin airport offers a number of both contact and remote stands, which have been developed over a protracted period, in-response to different airline and ground handler requirements. Dublin is therefore equipped with both air-bridge served and walk-in walk-out stands, the combination allows for different standards of service quality which are then reflected in charges to the airlines using them. For the purposes of passenger flights operating from a remote stand, passengers board a bus at a bus lounge for transport to the stand. The DTTAS Review indicates significant increase in stand capacity is required at the Airport with between 39 – 89 new stands required up to 2050.

BOARDING GATES

A boarding gate is an area of an airport that provides a waiting area for passengers before boarding their flight. A gate may directly provide access to a plane served by an airbridge or by stairs/escalators/elevators or by boarding a bus for transit to an aircraft parked on a remote stand. The DTTAS Review indicates a need for up to 18 new boarding gates within Terminal 1 and 2 – 4 gates for T2 up to the period 2050.

PIERS

A pier is a small, narrow building with aircraft parked on both sides and is connected to the terminal building. The existing piers at Dublin Airport include Piers 1, 2 and 3 connected to Terminal 1 and Pier 4 connected to Terminal 2. Pier 4 offers US pre-clearance processing facilities. A satellite pier located to the south-east of T2 currently serves this terminal. To serve upgraded and additional aircraft parking stands, changes to the pier buildings which accommodate boarding gates may be required.

3.3
KEY INFRASTRUCTURAL REQUIREMENTS DURING THE PLAN PERIOD

The 40 mppa threshold is dependent on the following key infrastructure:

- **Improved surface acces.**
- **Expanded terminal capacity by way of reconfiguration and augmentation of existing facilities.**
- **Completion of the north runway.**
- **Additional aircraft parking stands supported by accompanying boarding gate and aircraft piers, particularly in the context of growing the hub function of the Airport.**

The DTTAS Review clearly sets out that without investment in these enhancement schemes, the Airport does not have the appropriate infrastructure to deliver increased growth at appropriate levels of service in the short to medium-term. Chapter 8 Surface Access and Transport sets out in detail the objectives to support enhanced surface access to the Airport. Chapter 7 Airport Infrastructure sets out the objectives to support the additional capacity enhancing infrastructure to enable this phase of growth during the plan period in order to achieve the objectives of the National Aviation Policy.

CHAPTER 4

VISION & STRATEGIC OBJECTIVES FOR DUBLIN AIRPORT

Comhairle Contae Fhine Gall
Fingal County Council

4.0
VISION STATEMENT

"TO FACILITATE AND MANAGE THE SUSTAINABLE GROWTH OF DUBLIN AIRPORT IN A MANNER THAT REFLECTS ITS STATUS AS IRELAND'S PREMIER AVIATION GATEWAY WHILST SAFEGUARDING THE CORE OPERATIONAL FUNCTION OF THE AIRPORT AND SUPPORTING NEIGHBOURING COMMUNITIES, THE ECONOMY AND THE ENVIRONMENT."

The LAP provides the principal development management tool for the Airport area and specifies the long-term disposition and mix of uses within the designated airport area together with infrastructural development necessary to support these uses. This is reflected in the vision for the Airport. The strategic objectives outlined below will guide the future sustainable growth and development of the Airport lands while also facilitating the efficient and effective operation of Dublin Airport.

It is essential that the LAP safeguards the current and future operational, safety, technical and developmental requirements of Dublin Airport and provides for its on-going development within a sustainable development framework, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.

A key national strategic policy is for Dublin Airport to be developed as a secondary hub. This requires a sufficient level of airport infrastructure, including quality terminal facilities, runway capacity and surface access. The Council must also achieve a balance between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the Country's main international airport.

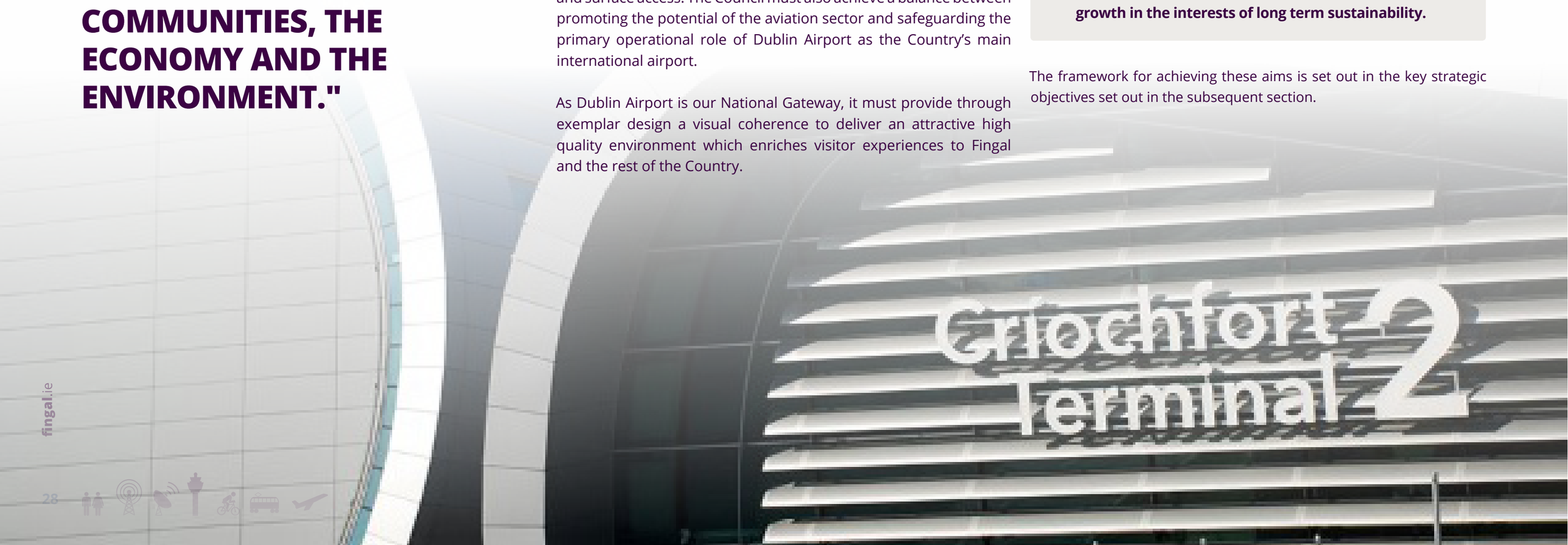
As Dublin Airport is our National Gateway, it must provide through exemplar design a visual coherence to deliver an attractive high quality environment which enriches visitor experiences to Fingal and the rest of the Country.

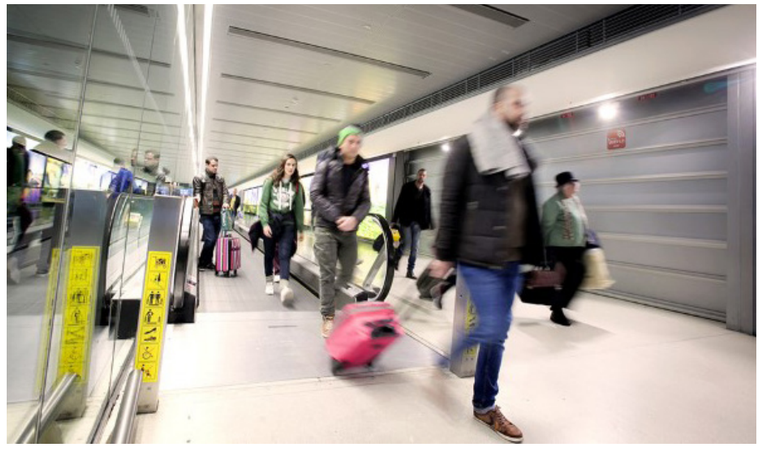
4.1
STRATEGIC AIMS OF THE LOCAL AREA PLAN

The strategic aims of the LAP include:

- **Support for airport safeguarding.**
- **Support the continued sustainable growth of Dublin Airport and connectivity as a hub airport whilst ensuring protection of the environment.**
- **Support the timely delivery of required infrastructure to facilitate airport growth.**
- **Support the growth of the Airport as a major economic driver for the region.**
- **Support continued communication between the Airport and neighbouring communities to protect community amenity and mitigate potential impact from airport growth in the interests of long term sustainability.**

The framework for achieving these aims is set out in the key strategic objectives set out in the subsequent section.





4.2
KEY STRATEGIC OBJECTIVES

The key strategic objectives seek to give effect to the strategic vision and aims of the LAP in guiding the future development and growth of Dublin Airport. The strategic objectives have been developed as part of an iterative Strategic Environmental Assessment process to drive an agenda of improved environmental outcomes at the Airport.

SAFEGUARDING

Safeguard the current and future operational, safety, technical and development requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.

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

GROWTH AND CONNECTIVITY

Provide for the necessary airside and landside infrastructure to facilitate the projected increase in passengers over the life of the LAP whilst safeguarding for longer term growth.

ECONOMIC

Recognise the unique potential of Dublin Airport as an economic generator and major employer in the County whilst protecting its core operational function as the Country's main international airport.

SUSTAINABILITY

Adopt a sustainable approach to airport development which responds to important environmental constraints associated with future development and includes mitigation where necessary and appropriate.

ENVIRONMENT

To accelerate a transition to a low carbon economy by providing a reduction in C02 emissions.

Reduce environmental impacts, build climate resilience and promote quality of life for neighbouring communities.

All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.

All proposals for development shall demonstrate compliance with relevant Fingal Development Plan provisions relating to sustainable development and the protection of the environment.

Maintain and improve surface water quality at the Airport.

DESIGN QUALITY

Promote exemplar design and the creation of a high quality environment to reflect Dublin Airport's status as an international gateway airport.

Promote innovative, carbon reducing, energy efficient and renewable energy technologies in building design.

CHAPTER 5

TRANSITION TO A LOW CARBON ECONOMY

Comhairle Contae Fhine Gall
Fingal County Council

5.0
INTRODUCTION

Climate change is one of the most pressing global public policy challenges facing governments today. This LAP recognises that objectives to facilitate increased passenger numbers at Dublin Airport must be considered in the context of the need to reduce carbon emissions and safeguard the environment in which the Airport is based.

In addition to supporting the implementation of international and industry–led initiatives associated with improvements to aircraft and engine design, air traffic and other operational efficiencies to reduce carbon emissions, this LAP places a strong emphasis on contributing towards carbon emissions reduction within areas which can be addressed within the planning process. This LAP seeks to pursue climate mitigation in line with global and national targets and support the transition towards a low carbon economy by seeking to reduce CO2 emissions at the Airport in particular through:

- **Providing for specific proposals to reduce carbon emissions associated with surface access.**
- **Requiring proposals for carbon reduction to be addressed in planning applications including proposals for clean energy.**
- **Support the transition towards a net zero target by 2050.**

5.1
ADDRESSING CARBON EMISSIONS

Greenhouse gases are the subject of agreements at international, EU and national level. The United Nations Framework on Climate Change (UNFCCC) was adopted at the Rio Convention in 1992. The UNFCCC objective seeks to: *"stabilise greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system".* A Conference of Parties (COP) is held annually in order to review the Convention's implementation. At COP21 in Paris 2015, the parties agreed to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit global warming to 1.5°C above pre-industrial levels.

5.1.1
ROLE OF INTERNATIONAL CIVIL AVIATION ORGANISATIONS

In response to international objectives to reduce carbon emissions the International Civil Aviation Organisations (ICAO) adopted the following goal:

"Limit or reduce the impact of aviation greenhouse gas emissions on the global climate".

The global aviation industry, acting through ICAO, committed itself in its 2013 Resolution on Climate Change to adopting a 'basket of measures' consistent with that overarching goal, namely

- **More innovative technologies, with the recommendation of a new CO2 emissions standard for aircraft;**
- **More efficient operational procedures, including the adoption of a Global Air Navigation Plan;**
- **The use of sustainable alternative fuels, including biofuels; or**
- **EU Emissions Trading Scheme (EU ETS) which includes CO2 emissions from aviation.**

5.1.2
THE CARBON OFFSET AND REDUCTION SCHEME FOR INTERNATIONAL AVIATION (CORSIA)

The EU Emissions Trading Scheme (EU ETS), to which the Republic of Ireland is a signatory, includes CO2 emissions from aviation. Since 2012, greenhouse gas emissions associated with flights operating in the European Economic Area (EEA), including domestic flights as well as those to and from third countries, are covered by the EU ETS. Airlines are required to monitor, report and verify their emissions and to surrender allowances against those emissions. Airlines receive tradable allowances covering a certain level of emissions from their flights per year and must purchase allowances to cover any shortfall between their allocated sum of free emissions allowances and their actual emissions, as reported annually.

To support the planned development of a global Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) by the International Civil Aviation Organisation (ICAO), the EU agreed in 2014 to limit the scope of aviation in the EU ETS to flights within the EEA. CORSIA will come into effect in 2021 and aims to stabilise global aviation emissions at 2020 levels by requiring airlines to offset any emissions growth after 2020 by purchasing eligible emission units generated by projects that reduce emissions in other sectors. As Ireland is a member of ICAO, Irish aircraft operators will have to offset any emissions growth after 2020 by purchasing eligible emission units, i.e. pay full carbon price.

5.1.3
AIRPORT SECTOR VOLUNTARY INITIATIVES

The Airports Council International (ACI) leads and serves the European airport industry as 'the voice of Europe's airports'. In 2009, ACI Europe launched the Airport Carbon Accreditation, allowing the assessment and recognition of participating airports efforts to manage and reduce their CO_2 emissions. Airports within the ACI have an ultimate goal of becoming carbon neutral and the accreditation recognises the work being done by airports to achieve this. Dublin Airport participates in the *Airport Carbon Accreditation (ACA)* scheme and is currently recognised as at 'Reduction' status, meaning that it has to provide a carbon footprint report and provide evidence of effective carbon management procedures, the aim of which is to demonstrate that a reduction in carbon footprint has occurred. It cannot move through the subsequent stages of Carbon Accreditation without doing so.

5.1.4
NATIONAL POLICY AND LEGISLATION

The National Policy Position on *Climate Action and Low Carbon Development 2014,* adopted a vision of reducing CO_2 emissions in Ireland by at least 80% by 2050 (compared to 1990 levels) from the electricity generation, built environment and transport sectors. The *Climate Action and Low Carbon Development Act 2015* provides the statutory basis for the national objective laid out in the National Policy Position; and the Climate Change Advisory Council, an independent advisory body tasked with assessing and advising on how Ireland is making the transition to a low carbon, climate resilient and environmentally sustainable economy by 2050 in line with the 2015 Act.

The Department of Communications, Climate Action and Environment and the Department of Transport, Tourism and Sport work collaboratively to address the environmental impact of aviation. Both Departments are fully committed to pursuing an agenda in favour of reducing emissions and have worked to ensure that Ireland makes an informed contribution to discussions relating to development of EU ETS Aviation and also the ongoing development of CORSIA. The National Aviation Policy reinforces Ireland's commitment to the development of a sustainable, resource efficient aviation sector.

The National Mitigation Plan (Department of Communications, Climate Action and Environment 2017), includes Measure T12 – Aviation Efficiency that states the following:

"The Irish and UK National Supervisory Authorities (NSAs) created the UK-Ireland Functional Airspace Block (FAB) in 2008 to help reduce fragmentation of air navigation service provision across Europe and improve efficiencies. In the first four years of the FAB operation, it delivered over €70m of savings to customers, including 232,000 tonnes of CO_2 from 73,000 tonnes of fuel."

5.1.5
CLIMATE ACTION PLAN 2019

The Climate Action Plan is an all of Government plan to tackle climate change and bring about a step change in Irelands climate ambition over the coming years. The plan sets out an ambitious course of action over the coming years to address the diverse and wide ranging impacts climate disruption is having on Ireland's environment, society, economic and natural resources.

The Climate Action Plan sets out clear 2030 targets for each sector with the ultimate objective of achieving a transition to a competitive, low-carbon, climate-resilient, and environmentally sustainable society and economy by 2050. The plan outlines the current state of play across key sectors, many of which are relevant to the Dublin Airport LAP including Electricity, Transport, Built Environment, and Industry and charts a course towards ambitious decarbonisation targets. Measures set out in the Climate Action Plan which the Local Authority has a role in and which can be supported in the LAP include the following:

- **Transport: Measures to deliver targets which include modal shift in favour of sustainable modes by providing good public transport, cycling and walking infrastructure, so people are less reliant on their cars. Of relevance to the LAP area are major sustainable-mobility projects including MetroLink and the BusConnects Programme and walking and cycling routes that will form part of a comprehensive cycling and walking network for the metropolitan area, with a particular emphasis on safety of cyclists and expanded greenways.**
- **Also relevant to the LAP is the promotion of compact growth and greater integration of policies for land use and transport planning, which will reduce the demand for commuter travel and support more efficient patterns of development and travel.**
- **Electricity: increase reliance on renewables and micro-generation.**
- **Buildings: improved energy efficiency in buildings and heating including increased use of district heating systems and heat pumps.**
- **Waste and Circular Economy: reduction in plastics, food waste, and resource use.**

5.1.6
FINGAL COUNTY COUNCIL CLIMATE CHANGE ACTION PLAN

Fingal County Council's Climate Change Action Plan 2019-2024 includes actions relating to the integration of Spatial Planning and Transport. One of the actions in the plan aims *'To plan spatial development patterns which reduce transport demand and encourage low carbon transport modes. E.g. consolidation of the existing communities already served by public transport and close to established social and community infrastructure and the creation of new communities serviced by high quality transport links'.* This action is supported in this LAP.

5.1.7
daa SUSTAINABILITY STRATEGY

daa has developed a Sustainability Strategy to communicate, implement and foster the principles of sustainability with a commitment to deliver sustainable growth that takes account of environmental factors which strives to:

- **Minimise negative impacts on the environment.**
- **Consume as few resources as possible.**
- **Communicate what is being done to staff, community and passengers.**

To achieve the commitments of their Sustainability Strategy, daa has implemented working groups in key environmental priority areas including carbon, energy, waste, water, environmental management and green procurement. Fingal County Council supports the ongoing implementation of this sustainability strategy through active participation in the Dublin Airport Environmental Working Group.

5.1.8
LOCAL AREA PLAN POLICY RESPONSE

This LAP seeks to pursue climate mitigation in line with global and national targets and support the transition towards a low carbon economy by seeking to reduce CO2 emissions at the Airport. Specific objectives to facilitate actions contained in the Climate Action Plan 2019 are incorporated, including proposals relating to surface access and renewable energy.

Fingal County Council is committed to the goals of the Paris Agreement and will take them into account in all decisions in relation to the Airport, including in considering the impact on the climate of emissions from aviation. All predictions of aviation demand offered to or undertaken by the Council will be evaluated and adjusted to be compliant with credible global aviation scenarios consistent with the goals of the Paris Agreement.

Strong emphasis is placed on reducing climate emissions through increasing use of more sustainable transport modes for surface access to and from Dublin Airport. Chapter 8 of this LAP sets out objectives to provide for significant improvements in mode split in favour of walking, cycling and public transport, as well as proposals for enhanced mobility management plans. A particular emphasis is placed on targeting these modes towards airport employees to achieve a greater impact on reduction of carbon emissions by enhancing accessibility to Swords to the north and Dublin City to the south. MetroLink is considered to be significant in achieving this aim in the longer term. Over the life of this plan more immediate action in reducing carbon emissions is to be achieved by supporting the provision of pedestrian and cycle routes and a Core Bus Corridor as part of the NTA BusConnects project. These objectives are complimented by restricting increased employee car parking at the Airport.

Future development at Dublin Airport will be required to demonstrate the integration of renewables-focused energy generation systems to support a reduction in greenhouse gas emissions and a reduction in the Airport's carbon footprint. Development proposals at the Airport will be required to address carbon emissions as part of planning applications for larger scale developments.

CLIMATE ACTION OBJECTIVES

OBJECTIVE CA01
Support relevant provisions contained in the Fingal County Council Climate Change Action Plan 2019-2024, the National Climate Action Plan 2019 and any subsequent plan(s), National Climate Change Adaptation Framework 2018 and any subsequent plan(s) and the National Mitigation Plan 2017 and any subsequent plan(s).

OBJECTIVE CA02
Major applications for aviation related expansion at Dublin Airport shall be supported by a carbon reduction strategy to include mitigation measures for implementation as part of development proposals.

OBJECTIVE CA03
Require that all new developments at the Airport incorporate design solutions aimed at reducing carbon emissions, including the incorporation of renewable energy and energy saving technologies where practicable, including the use of district heating/cooling systems.

OBJECTIVE CA04
Facilitate, where appropriate, sustainable energy development proposals and projects at Dublin Airport.

OBJECTIVE CA05
Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.

OBJECTIVE CA06
All planning applications including proposals for more than 20 car parking spaces shall demonstrate provision and installation of Electric Vehicle charging infrastructure.

5.2
CIRCULAR ECONOMY AND WASTE MANAGEMENT

Waste management in Ireland is regulated by the Waste Management Acts, 1996 to 2011, which require Local Authorities to prepare detailed plans for the management of waste. The Fingal Development Plan 2017-23 includes objectives for Waste Management for the Fingal area.

The Eastern Midlands Region Waste Management Plan 2015 -2021 was adopted in May 2015. The overall vision of the Regional Waste Management Plan is to rethink the approach taken towards managing waste and that waste should be seen as a valuable material resource. The plan also supports a move towards achieving a circular economy which is essential if the region is to make better use of resources and become more resource efficient. In the global economy, the demand and competition for finite and sometimes scarce resources will continue to increase, and pressure on resources is causing greater environmental degradation and fragility. Making better uses of these resources, reducing the leakage of materials from our economies, will deliver benefits economically and environmentally.

Relevant policies and objectives in this LAP can assist in underpinning the objectives of the Regional Waste Management Plan. In particular, the LAP can also assist in ensuring that the design of new developments accommodate segregated waste collection systems and that during the construction of new development, waste including demolition waste, is appropriately managed.

daa has developed plans and targets to improve waste management at the Airport. daa's Sustainability Strategy, which includes proposals to consume as few resources as possible, includes a working group in relation to waste with the aim of implementing daa's waste policy objectives to minimise waste generation and increase rates of waste recycling.

CIRCULAR ECONOMY AND WASTE MANAGEMENT OBJECTIVES

OBJECTIVE WM01
Support, where appropriate, the provision of proposals to aid the transition from a waste management economy to a green circular economy.

OBJECTIVE WM02
Promote a waste prevention and minimisation programme to target all aspects of waste in the LAP boundary area, focusing on all airport, commercial and domestic waste producers.

CHAPTER 6

ECONOMIC IMPACT OF DUBLIN AIRPORT

Comhairle Contae Fhine Gall
Fingal County Council

6.0
INTRODUCTION

Ireland's geographic location on the periphery of Europe means that air linkages are vital to the Country's global competitiveness. Both the Dublin City Region and Ireland compete at a global level for jobs, investment and visitors. Among the most distinctive features of the Irish economy is the significant share of the national economy accounted for by trade. In a small open economy such as Ireland, maintaining and improving air access is a national imperative.

As the economy develops towards more life science, ICT[35], financial and knowledge based sectors and the Country continues to promote itself as an attractive tourist and inward investment destination, the ability of people and goods to travel quickly and efficiently grows even more important. High quality accessibility to internal gateways, located both within and outside of the region, for people and internationally traded goods and services is of fundamental importance to economic competiveness at regional and national levels.

The National Aviation Policy, 2015 sets out three goals in relation to national economic development and the Airport. The goals relate to enhancement of connectivity, fostering growth of aviation enterprise and maximising the economic impact of aviation.

The Fingal Development Plan 2017-2023 recognises Dublin Airport as an essential component of Fingal's local economy and is a readily accessible location for existing and future employment for Fingal's residents. The scale and range of economic impacts that the Airport generates at local level are substantive and include:

- **Those associated directly with the operation of the Airport and any construction work required to maintain and develop it.**
- **Indirect and induced employment and expenditure (the multiplier effect).**
- **Additional productivity and locational benefits gained by the other sectors of the local and national economy attracted to Fingal by the presence of the Airport and the enhanced connectivity that it offers.**

Delivering enhanced infrastructure is critical to give Dublin Airport the capacity it needs to meet its growth potential within the plan period, providing further opportunity to develop the economy and provide opportunities for additional jobs, tourism, trade and investment. Notwithstanding the economic importance of Dublin Airport, the Fingal Development Plan 2017-2023 recognises that a careful balance is required between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the Country's main international airport.

Source: Based on Economic Impact of European Airports InterVistas Report 2015

Figure 6.1 The Economic Effects of Air Transport

6.1 AVIATION & THE ECONOMY

The National Aviation Policy recognises the aviation sector as a major contributor to the national economy generating €4.1bn directly to GDP comprising €1.9bn from aviation, €1.3bn through the supply chain and €0.9bn from associated spending by people employed in aviation. The sector supports 26,000 jobs directly and a further 16,000 in the supply chain.

For many of the local and international companies highlighted in this chapter, global reach and consequently dependence on air transport to access markets, manage suppliers and collaborate on R&D projects is an intrinsic part of business. Due to their high propensity to fly, access to an international hub airport of global standing is essential to their efficient operation. Consequently, Dublin Airport is essential to the ability of Ireland and Dublin to continue to attract the kind of inward investment and tourism that has been driving recent economic performance.

Dublin Airport is ranked number 11th in the European Union. Considered a tier two airport (ie those below 35mppa), it is ahead of peer airports such as Zurich, Copenhagen, Lisbon, Oslo, Manchester, Vienna, Brussels, Malpensa and Dusseldorf, all of which have larger catchment populations. It is also actively expanding its role as a secondary hub linking Europe and the Middle East and North America.

Dublin Airport plays a significant role in terms of employment generation, efficient functioning of the wider regional economy and the ability of Ireland as a whole to travel and trade with the rest of the world. Economic benefits associated with airports through the access to air services they provide can be summarised under three principal headings:

- **Direct, indirect and induced jobs associated with an airport's operation.**
- **Wider catalytic benefits (Enhanced trade and tourism with directly connected destinations; the ability to attract and retain inward investment; and the creation of employment clusters and the attraction and retention of mobile talent).**
- **Gross Value Added generated as a function of the enhanced productivity facilitated by travel time savings.**

The graphic in Figure 6.1 which is adapted from the 2015 Intervistas Report on the economic impact of European Airports derived from a survey of 7,000 firms, shows how these different elements come together and implies that in many cases catalytic impacts may well be amongst the most important benefit of air services, even though it is also the most difficult to measure, not least because some of its impacts are cumulative and slow building. The evidence highlighted earlier in this chapter certainly points to this being the case for Dublin Airport.

6.2
TOURISM

Dublin Airport is of high importance to the Irish tourism industry with 80% of visitors to Dublin having travelled via the Airport. The city's growing reputation as a host for conferences (the capital ranked as the 13th most popular destination worldwide by the International Congresses and Conventions Association) is in significant part due to its improving air connectivity.

The most recently available tourism data indicates that of the over 9.5 million visitors to Ireland in 2018, almost 70% of these (7 million visitors) entered and left through Dublin Airport, equating to 14 million (arriving and departing) passenger journeys. These visitors travel not just to Dublin (where 80% of visitors have arrived via the Airport) but throughout the island of Ireland, where 20% visit Northern Ireland and 40% other parts of the Republic.

In terms of visitor origins, the principal markets are:

- **UK 36%**
- **USA 20.5%**
- **Germany 8%**
- **France 5.5%**
- **Spain 4%**

Tourism Ireland, working collaboratively with Fáilte Ireland and the Northern Ireland Tourist Board (NITB), has traditionally targeted nearly 75% of its budget on these core markets, but as the network of air connections from Dublin Airport has widened, they have begun to broaden their reach to include other destinations in:

- **The EU (e.g. Netherlands, Denmark, Belgium, Italy, Austria, Switzerland),**
- **Secondary long-haul markets like Canada, the Middle East and Australia, and**
- **Recently emerging tourist markets, such as India, South Africa, New Zealand, China and other parts of Asia.**

6.3
DUBLIN CITY REGION ECONOMY

The Dublin City Region is a major driver of growth for the Irish Economy and in recent years has become a node of global economic development. It plays a vital role in fostering economic growth and jobs.

The Dublin City Region is home to 1.35m people (a figure expected to rise to 1.55-1.60m by 2031) and 28.5% of the national population of 4.75m. This region is responsible for over 40 per cent of national Gross Domestic Product (GDP) and has the highest household income in the Country.

The Dublin City region generates a substantially higher Gross Value Added per head of population than any other part of the Country owing to the heavy concentration of high tech (IT/digital media, pharmaceuticals), advanced producer services (financial and professional) and nationally important public services (Government, utilities and tertiary education).

It is also home to the headquarters of several prominent Irish companies and many of the multi-national companies that have invested in Ireland. The Dublin City Region also remains the focus of the substantial national visitor economy.

The latest CSO statistics also point to the value of the goods and services produced in Dublin City Region having increased to c. €85 billion in 2016, a 50% rise compared to the c. €55 billion figure recorded in 2005.

As Ireland's only city of international scale, Dublin has recently been ranked as more influential than other major European cities such as Milan, Barcelona and Madrid by GaWC (the Global and World Cities Network).

The unemployment rate and Debt to GDP and Gross National Income (GNI) Ratios have tracked this improvement, as shown in Figures 6.3 and 6.4 from ESRI's Spring 2019 report.

IRISH GDP OVER LAST 10 YEARS

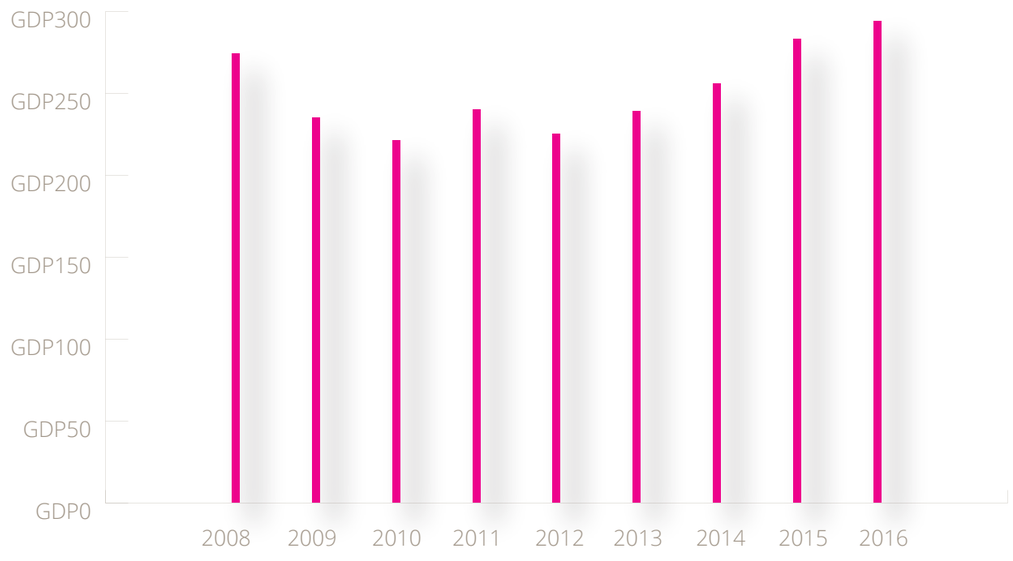


Figure 6.3 Irish GDP over last 10 years

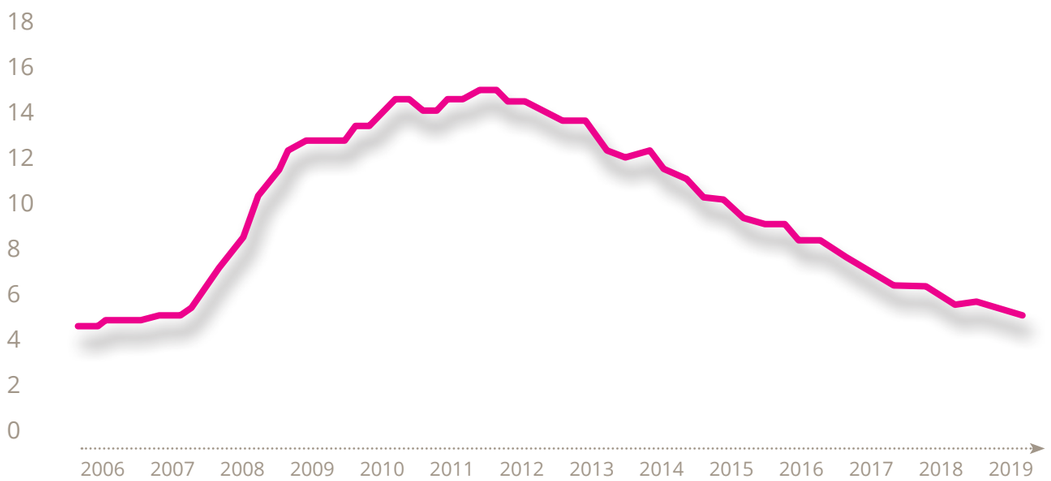
Nine out of ten largest Information and Communication Technology (ICT) companies in the world now have a presence in the Silicon Docks area of Dublin, an ICT cluster where leading web companies such as Google, Facebook, LinkedIn and PayPal have located their European headquarters. The Internet Neutral Exchange (INEX) 15 minutes west of Dublin at City West Campus provides high-speed IP traffic exchange facilities for Irish and International IP service and content providers while HP and Intel also have manufacturing plants in Leixlip, Co. Kildare.

As a result of this intense concentration of ICT activity, over 75% of all software companies (both Irish and foreign) based in Ireland are attracted to the Dublin City Region. The City Region accounts for over 50% of all FDI projects in Ireland. However, there have been other important spin-offs of this clustering of ICT activity. Specifically,

- **Dublin as a multilingual internet capital and the Silicon Valley of Europe;**
- **A location for clustering of data centres in Europe, attracting French, Germans, Spaniards, Italians and English speakers to operations run by Google, Microsoft and Amazon;**
- **Digital Media and Communications sector;**
- **The International Financial Services Centre which employs 35,000 people;**
- **International Engineering Companies;**
- **Pharmaceutical and BioPharma industry giants with headquarters and manufacturing operations in Dublin;**
- **The food and drink sector;**
- **Aviation which encompasses airlines such as Ryanair, Aer Lingus, Cityjet and aircraft leasing companies which include 14 of the top 15 by fleet size; and**
- **Tourism, including business tourism, Dublin hosted 118 conferences in 2017.**

In the future, Dublin and Fingal's economic growth is expected to be strongest in the life sciences, International Services (Financial and e-commerce), ICT and Software Development, and E-Learning and Digital Media. Many of these sectors rely on high levels of connectivity and access to airports, as do more traditional regional strengths such as the visitor economy.

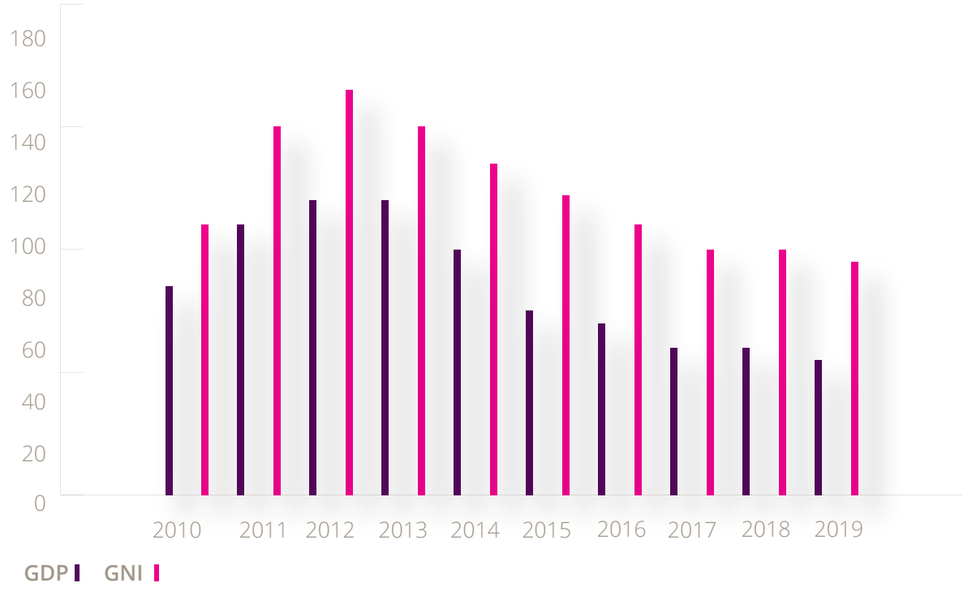
SEASONALLY ADJUSTED UNEMPLOYMENT RATE



Source: Labour Force Survey, Central Statistics Office

Figure 6.4 Seasonally Adjusted Unemployment Rate

DEBT TO GDP AND GNI RATIOS



Source: QEC Calculations

Figure 6.5 Debt to GDP and GNI Ratios

TOTAL ECONOMIC IMPACT GENERATED & FACILITATED BY DUBLIN AIRPORT (2018)

IMPACT	NUMBER OF JOBS	FULL TIME EQUIVALENTS (FTES)	WAGES € MILLIONS	GVA € MILLIONS	GVA AS % OF NATIONAL GDP
Direct	21,500	19,200	€879	€1,777	0.6%
Indirect	12,500	11,100	€516	€985	0.3%
Induced	15,000	13,300	€521	€1,045	0.3%
Cataltic	80,700	71,300	€3,057	€5,994	1.9%
TOTAL	129,700	114,900	€4,973	€9,801	3.1%

Updated figures based on 2018 traffic levels. All finicial figures are in 2018 prices. Numbers may not add up due to rounding.

Table 6.0 Economic Contribution of Dublin Airport

6.4 ECONOMIC BENEFITS FOR FINGAL

Analysis of the economic impacts associated with Dublin Airport is contained in the Dublin Airport Economic Impact Study 2016 undertaken for daa in April 2017 and updated in June 2019.

The key findings are that direct employment supported by ongoing operations at Dublin Airport amounts to 21,500 jobs - adjusting for part-time and seasonal employment, this totals 19,200 Full-Time Equivalent jobs (FTEs). The total direct GVA generated by Dublin Airport is estimated to be over €1.7 billion.

Adding in multiplier impacts (indirect and induced), the total employment supported by activities at Dublin Airport is estimated to be 49,000 jobs (or 43,600 FTEs), earning a total of €1.9 billion.

The catalytic impacts of Dublin Airport (tourism, transport of high value exports, the ability of Irish and multinational businesses to travel to clients and global headquarters etc) were estimated to total 80,700 jobs (71,300 FTEs) and €6.0 billion in GVA in 2018.

The total economic impact of Dublin Airport therefore amounts to 129,700 jobs in Ireland, equivalent to 114,900 full-time jobs, earning a total €9.8 billion in GVA contributions to the national economy, representing 3.1% of total GDP.

The report identifies 89% of the direct jobs being generated in Fingal. Taking into account the wider overall effect, 26% of total employment, approximately 30,000 jobs, are generated in Fingal from the Airport. Taking the 'catalytic' effect into account, such as proximity to the Airport, ability to travel, provision of headquartered companies, tourism, Fingal benefits to the value of €2.744 billion per annum. More than any other business or economic driver, Dublin Airport and its ongoing growth generates significant benefit for the County of Fingal, allowing for a diverse local economy to flourish.

In addition, tourism generation within Fingal results in 20,000 jobs. The Fingal Tourism Sector is heavily dependent on stay over visits, which are largely concentrated around the Airport (Fingal Tourism Strategy 2015 – 2018). Ongoing growth of tourism numbers to the state via Dublin Airport is expected to increase and has consequential economic benefits for Fingal. This is reflected in the Fingal County Council Local, Economic and Community Plan and the Tourism Statement of Strategy and Work Programme 2017 – 2022.

Supporting objectives for the development of the Airport are reflected in Section 6.7 of the Fingal Development Plan 2017 – 2023 which clearly sets out the importance of the Airport for the Fingal economy and the need to facilitate sustainable growth to capitalise on the benefits for the County and wider region.

6.5
PROTECTION OF CORE AIRPORT FUNCTION

Dublin Airport is experiencing significant passenger growth. This is forecast to continue over the period of the LAP and is supported by Government Policy and national, regional and local planning policy. Significant investment is required in aviation and surface access infrastructure to support planned growth in passenger numbers. Development has also taken place recently in non-core commercial development on the HT – High Technology zoned lands within the eastern campus of Dublin Airport. This office development known as Dublin Airport Central (DAC) is not aviation related, but benefits from a location proximate to the Airport. Development of Phase 1 of the DAC is nearing completion. The DAC Masterplan, 2016, sets out a second phase. Taking into account the significant infrastructural provision required in order to facilitate the short term development of the Airport up to 40 mppa, it is considered that surface access investment should be utilised to ensure that the key national and regional growth stimulus of improved core airport function is facilitated. This would preclude the development of large scale office development on HT zoned lands within the eastern section of the Airport, as such development would compete with airport access. Additional phases of the DAC should only be considered when the identified infrastructural constraints in the form of road access measures and the Swords CBC and Metrolink are operational. Any application would require a full traffic impact assessment of the impact of non-core commercial development on core airport function.

It is clearly established within national policy documents that the managed growth of Dublin Airport is critical to the economic well-being of the state. It is further demonstrated that the success of the Dublin region is intrinsically linked to the accessibility provided by the Airport. In addition, the Airport itself is a significant economic generator of income and employment. Finally, the Airport is the largest employer in Fingal and the economic status of the County is enhanced through the significant accessibility provided to the Airport in addition to the spin-off benefits accrued in the form of employment, housing demand, salary distribution which result in increased economic activity. Protection of the core function of the Airport is a key objective of the LAP in order to ensure that the significant investment required to ensure sustainable growth is utilised equitably for the benefit of the nation, region and County.

ECONOMIC OBJECTIVES

OBJECTIVE ED01

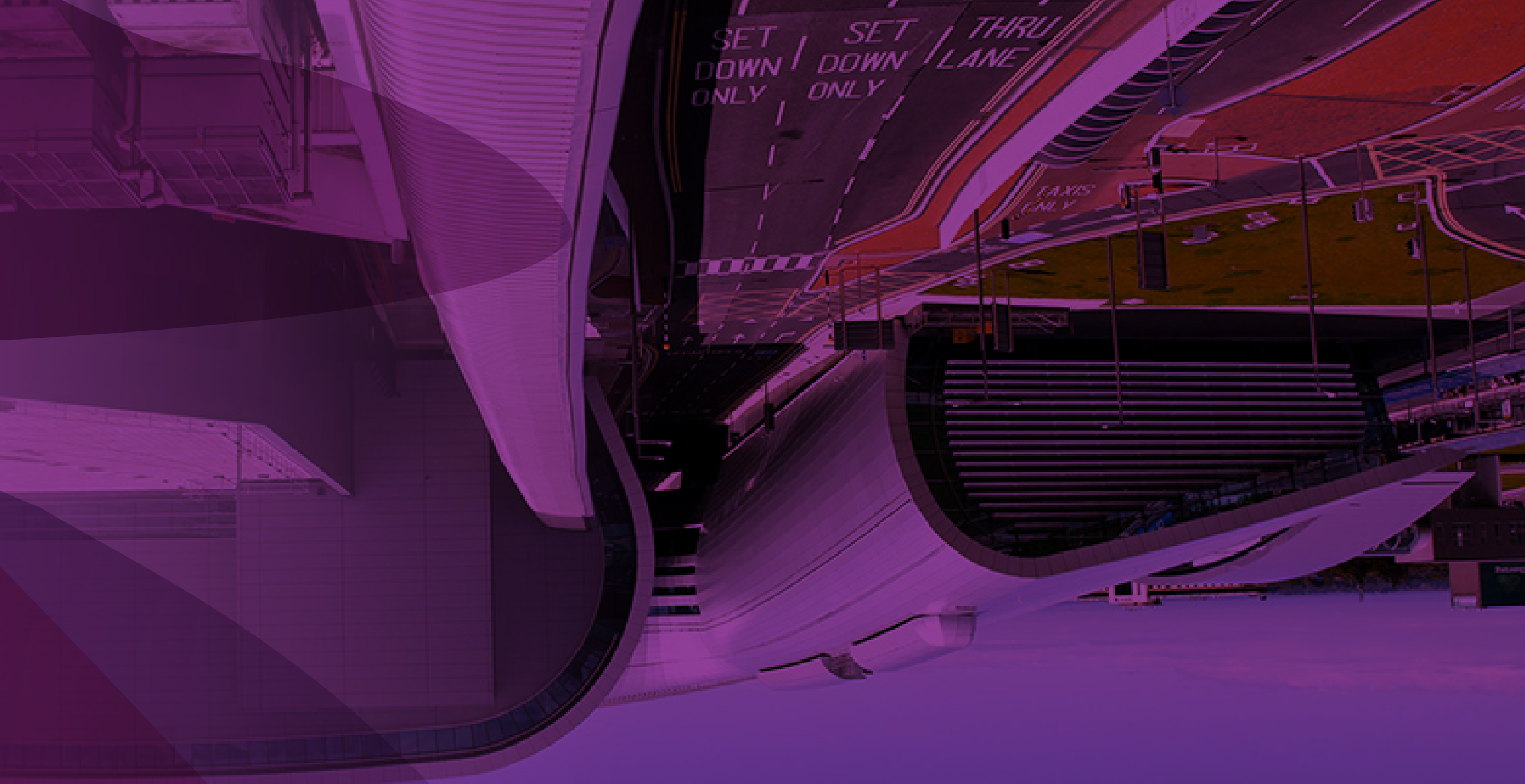
Ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting the core operational function as the Country's main international airport.

OBJECTIVE ED02

In order to protect the core aviation function of Dublin Airport, no further non-air transport related office development shall be permitted at the HT zoned lands within the Airport until such time as required roads infrastructure is in place and public and sustainable transport such as the Swords CBC and Metrolink are operational. Any planning application for further phases of development at Dublin Airport Central shall be accompanied by a traffic and transport impact assessment setting out the impact of development on core airport function and shall include mobility management plans which shall comply with the Surface Access and Transport objectives in Chapter 8 of this LAP.

OBJECTIVE ED03

Engage with and support aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.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CHAPTER 7

AIRPORT INFRASTRUCTURE

Comhairle Contae Fhine Gall
Fingal County Council

7.0
INTRODUCTION

This chapter outlines the infrastructure required to address capacity constraints over the plan period at Dublin Airport. The provision of the identified infrastructure will support sustainable growth and facilitate the development of the Airport as a secondary hub in line with government policy as set out as a strategic objective in the National Aviation Policy. This is supplemented by the report for the Department of Transport, Tourism and Sport by Oxford Economics on the Review of Future Capacity Needs at Irelands State Airports (2018) (DTTAS Review). The operational safeguarding required to support the safe operation of the Airport is also set out. Promotion of high quality design and material finishes necessary to reflect Dublin Airport's status as an international gateway to the Country is outlined in the latter part of this chapter.

7.1
GROWTH OF THE AIRPORT

As highlighted in Chapter 3, Dublin Airport is faced with a number of capacity constraints in the short to medium term on a range of key infrastructure to meet forcasted growth, including surface access, the existing runway, aircraft parking stands and passenger boarding gates. However, there are a number of key interventions that if implemented during the plan period will enable the capacity of the existing eastern campus to be maximised to 40 million passengers annually. Surface access and transport infrastructure required to enable airport growth within the plan period is contained in the LAP in Chapter 8 Surface Access and Transport.

Alongside surface access improvements, this phase of growth will focus primarily on maximising capacity within the existing eastern campus, comprising terminal augmentation/reconfiguration, the expansion of the US preclearance facility, completion of the north runway and aircraft stands, pier and gate development strategically placed to support both passenger transfers and point-to-point operations.

Additional aircraft stands and passenger boarding gates and pier development to facilitate forecast demand could require the relocation of existing support facilities such as the maintenance repair and overhaul (MRO) and cargo facilities within the Airport lands. This would allow more efficient use of lands within the eastern campus and provide the opportunity for consolidation of these facilities. Safe and efficient vehicular access between the eastern and western campus is promoted to facilitate the movement of airside ground support vehicles across the airfield.

7.1.1
KEY DEVELOPMENT AREAS DURING THE PLAN PERIOD

- **Enhanced Surface Access.[36]**
- **Maximise capacity of T1 and T2 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.**

7.2
ENABLING INFRASTRUCTURE TO FACILITATE AIRPORT GROWTH

The following objectives support the delivery of aviation transport capacity enhancing infrastructure that will be crucial in building the Airport's strategic role as a European hub airport in line with government policy.

Proposals brought forward shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.

Proposals for increased capacity enhancing infrastructure shall take into account safeguarding associated with key operational features of the Airport (runways, taxiways, obstacle surfaces, radar and control tower sightlines).

It is important that all future development proposals shall not prejudice the orderly operation and continued growth at Dublin Airport. This also includes the consideration of the provision of a third terminal discussed below at Section 7.2.1.

OBJECTIVE EI01
All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.

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.

7.2.1
TERMINALS

The DTTAS Review identifies internal congestion points in the existing terminals as a capacity challenge during the LAP period. There is an immediate need to increase capacity and service levels within departure and arrivals processing facilities, immigration and baggage reclaim and for further passenger connectivity with the addition of gate and pier development. The DTTAS review indicates that incremental expansion of T1 and T2 is desirable in the short term to achieve capacity of 40 mppa[37].

Within T1, focused re-configurations and incremental development will primarily support additional 'point to point' services, which are the principal form of operation from that terminal. They rely on fast turnaround times to optimise operating efficiencies and in the main are operated by narrow body or turbo-prop aircraft with some stands also being able to accommodate a limited number of wide-body turnarounds.

Within T2, focused development will predominantly, though not exclusively, be designed to accommodate the strong growth in transatlantic traffic that the Airport is experiencing. It is aimed to increase pier infrastructure (particularly serving T2) and the number of widebody stands that are available over the period of this plan. Reconfiguration and redevelopment will also encourage additional onward movement of passengers, by improving transfer and US pre-clearance facilities in line with national policy objectives to promote Dublin as an international hub.

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 Airport zoned lands as follows:

1. North-East of T1
2. North-West of T1
3. West of runway 16/34

Fig. 7.1 Source: DTTAS 'Review of Future Capacity Needs at Ireland's State Airport's August 2018.

The options provide an opportunity for strategic stakeholder discussions and engagement on the future development of Dublin Airport. In this regard, these potential options should be examined through further studies to determine the optimal location for T3 by the relevant strategic stakeholders. In the interim, the 'DA' zoning objective within this LAP provides an adaptive land-use which supports aviation and related uses. This allows for appropriate new terminal development to be considered subject to necessary environmental and surface access assessments.

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 TP02
Support and facilitate the expansion and enhancement of US preclearance facilities.

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.

7.2.2 RUNWAYS

Dublin Airport experiences significant slot pressures during peak periods resulting in potential for delays. Additional capacity will be provided on completion and operation of the new north runway in 2022.

RUNWAY OBJECTIVES

OBJECTIVE RW01
Facilitate the operation of runways at Dublin Airport in line with current operational procedures, as determined by way of existing planning permissions or as otherwise determined in line with the requirements of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

7.2.3 TAXIWAYS

The north runway, which is currently under construction, has been designed and approved with a full set of Rapid Exit Taxiways [RETs] and an associated parallel taxiway system. This facilitates movement of planes into take-off position and off the runway in the most efficient manner. As the type of aircraft using the Airport changes and the spacing allowed between departing and arriving aircraft made more efficient, the most effective layout of RETs may change. Additional RETs may also be required. To facilitate the efficiency of airside operations, the LAP supports the development, amendment and enhancement of existing taxiways that may be required.

TAXIWAY OBJECTIVES

OBJECTIVE TW01
To facilitate the development, amendment and enhancement of existing taxiways where required to improve the efficiency of airside operations.

7.2.4 AIRCRAFT PARKING STANDS, PIERS AND BOARDING GATES

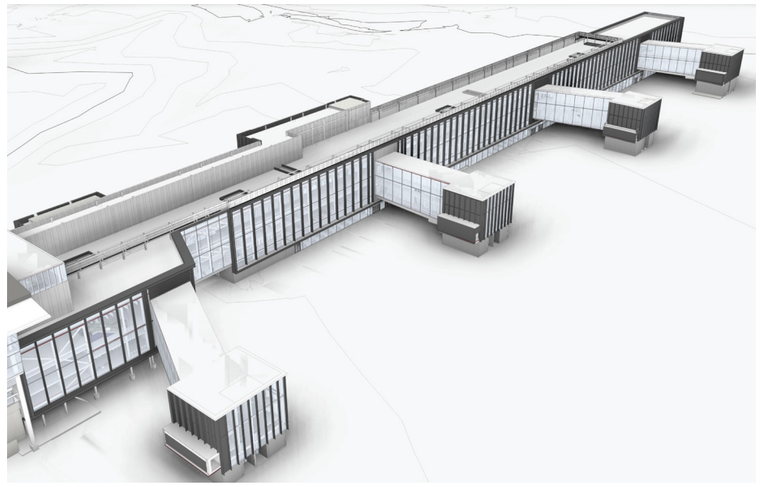
To meet forecast air traffic demand, additional aircraft stands and passenger boarding gates as well as modifications to this existing infrastructure will be required during the plan period to provide greater capacity. To serve upgraded and additional aircraft parking stands, additional piers and modifications to existing pier buildings which accommodate boarding gates will also be required.

Increased provision of aircraft parking stands, piers and gates capacity will become increasingly important during the plan period to facilitate the Airport's strategic role as a European hub airport.

AIRCRAFT PARKING STANDS, PIERS AND BOARDING GATE OBJECTIVES

OBJECTIVE SBG01
Facilitate the development of new stands, piers and boarding gates in line with the expansion of associated runway and terminal capacity across the Airport having regard to the need to protect key operational areas.

OBJECTIVE SBG02
Provide improved and expanded parking facilities for aircraft.



7.2.5
APRONS

In order to facilitate forecasted demand in air traffic and improvements to services and airfield operations, re-ordering or provision of new aprons 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.

7.2.6
AIR CARGO

In line with the National Aviation Policy, the 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 though 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.

7.2.7
MAINTENANCE REPAIR AND OVERHAUL (MRO)

In line with the National Aviation Policy, the LAP recognises the important supporting role of maintenance repair and overhaul (MRO) facilities at Dublin Airport, particularly as the Airport continues to grow. In this regard, the LAP promotes the maintenance and continued growth of such facilities.

As aircraft parking stand and pier facilities expand to meet demand, existing MRO facilities may require relocation. Relocating the extant MRO facilities from the eastern campus would serve to maximise the ability of this campus to accommodate expanded passenger capacity and services. In the event of relocation, a careful balance is required between the need for relocation, having regard to the impact on neighbouring uses. Applications to expand/relocate aircraft MRO facilities shall be accompanied by a demonstration of need, along with an operational overview of existing and proposed facilities and have regard to impact on neighbouring uses.

MAINTENANCE REPAIR AND OVERHAUL (MRO) OBJECTIVES

OBJECTIVE MRO01
Facilitate and support the provision of aircraft maintenance, repair and overhaul (MRO) facilities.

OBJECTIVE MRO02
Facilitate the relocation and potential consolidation of maintenance, repair and overhaul (MRO) facilities. Such planning applications shall be accompanied by a demonstration of need, along with an operational overview of existing and proposed facilities and shall have regard to impact on neighbouring uses.

7.3
ENGINE TESTING

Engine ground running events are on a downward trend at Dublin Airport as older types of aircraft that require more testing are replaced with modern aircraft types. However, there will continue to be a requirement for engine ground running to satisfy the need for testing of aircraft power plant for those planes that operate and are maintained at Dublin Airport. Where there is a requirement for engine testing, this operation should be carried out in suitable locations to reduce impact on populated residential areas.

ENGINE TESTING OBJECTIVES

OBJECTIVE ET01
Minimise the noise from engine testing activities by seeking to locate site engine ground running in suitable locations to reduce impact on populated residential areas. Any future planning proposals shall include a noise impact assessment and noise mitigation measures to ameliorate noise.

7.4
AIRFIELD VEHICULAR CIRCULATION

The LAP supports the efficient circulation of airside support ground service vehicles within the airfield between the eastern and western campus.

AIRFIELD VEHICULAR CIRCULATION OBJECTIVES

OBJECTIVE AV01
Support and facilitate efficient circulation of airside ground support service vehicles within the airfield.

OBJECTIVE AV02
Support the replacement of the existing aircraft ground service vehicles with electric vehicles within the lifetime of this LAP.

7.5
OTHER UTILITIES

The key utility services include water services infrastructure comprising foul water, water supply and surface water discharge and the supply of electrical power, gas and information communications technology (ICT). A number of these key utility services have been significantly upgraded in recent years as part of the Terminal 2 development at the Airport.

7.5.1
ELECTRICAL AND GAS SUPPLY

The Airport's high-voltage electrical network is operated at 110 kilovolts and is currently supplied by the Dardistown Substation. The Dardistown Substation has two 40-megavolt amp transformers supplying four Airport ring networks namely Terminal 1, Terminal 2, campus and the airfield.

The Airport is currently served by a 19-bar gas main from the Cloghran Ground Installation, located on Swords Road. This feeds a 315-millimetre diameter, 4-bar ring main within the Airport. There are currently no constraints associated with gas supply.

7.5.2
INFORMATION AND COMMUNICATIONS TECHNOLOGY

The Airport is currently serviced by a mixture of copper and fibre networks. These networks are currently served by two public node operator points within the Airport operated by Eir. daa utilises a number of other telecom service providers who are granted access over Eir's existing network within the Airport. All Eir services enter the Airport through the R132 Swords Road.

7.5.3
ADDITONAL SUPPORTING UTILITY INFRASTRUCTURE

As Dublin Airport continues to grow, additional supporting utility infrastructure will be required. Electrical load is expected to increase with growth depending on the evolution of renewable resources and technologies. Building additional resilience into the electrical system separate to the Dardistown Sub Station is also a requirement for the Airport. Information telecommunications technology is critical to the overall operations of the Airport and will continue to grow and evolve. The LAP emphasises a greater shift towards the integration of low carbon and energy efficient technologies across airport buildings and operations to enable Dublin Airport to develop as an energy efficient hub.

SUPPORTING UTILITY INFRASTRUCTURE OBJECTIVES

OBJECTIVE UT01
Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure.

7.6
OPERATIONAL SAFEGUARDING

There are important aviation related designations that are associated with the safe operation of the Airport that apply to the LAP lands. All development proposals shall have regard to the following designations:

Dublin Airport's Public Safety Zones as set out in the Fingal Development Plan 2017-2023 show an Inner Public Safety Zone and an Outer Public Safety Zone in accordance with the guidance set out in the Environmental Resources Management [ERM] Report 2005. Specifically, this ERM Report provides guidance on the potential use and scale of development that may be considered appropriate within these zones.

The Irish Aviation Authority Obstacle Limitation Safeguarding Map sets out the guidance on the type and height of any structures that may be developed at Dublin Airport and its environs.

Fingal County Council will continue to be advised by the relevant statutory bodies regarding the effects of proposed development on the safety of aircraft navigation through the development management process.

OPERATIONAL SAFEGUARDING OBJECTIVE

OBJECTIVE OS01

Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority and Dublin Airport) in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.

7.7
DESIGN QUALITY

Given Dublin Airport's international gateway status, the LAP promotes exemplar design and the creation of a high quality environment which enriches visitor experiences. A high standard of design provides the opportunity to make a statement of civic pride and create a sense of place that is specifically Irish for visitors and citizens as they arrive or depart through our principal gateway.

Key design considerations for airport infrastructure include:

- **creating a 'sense of place', many people see the Airport as defining a Country's character and identity not only in terminal architecture but in other parts of the infrastructure;**
- **creating an environment that can be used by all people, regardless of their age, disability or ability based on a universal design approach which caters for the broadest range of users from the outset and where buildings and places can be used and enjoyed by everyone; and**
- **a commitment to designing facilities with long-term environmental benefits.**

Airport development shall be based on the following key design principles set out in Fig. 7.2

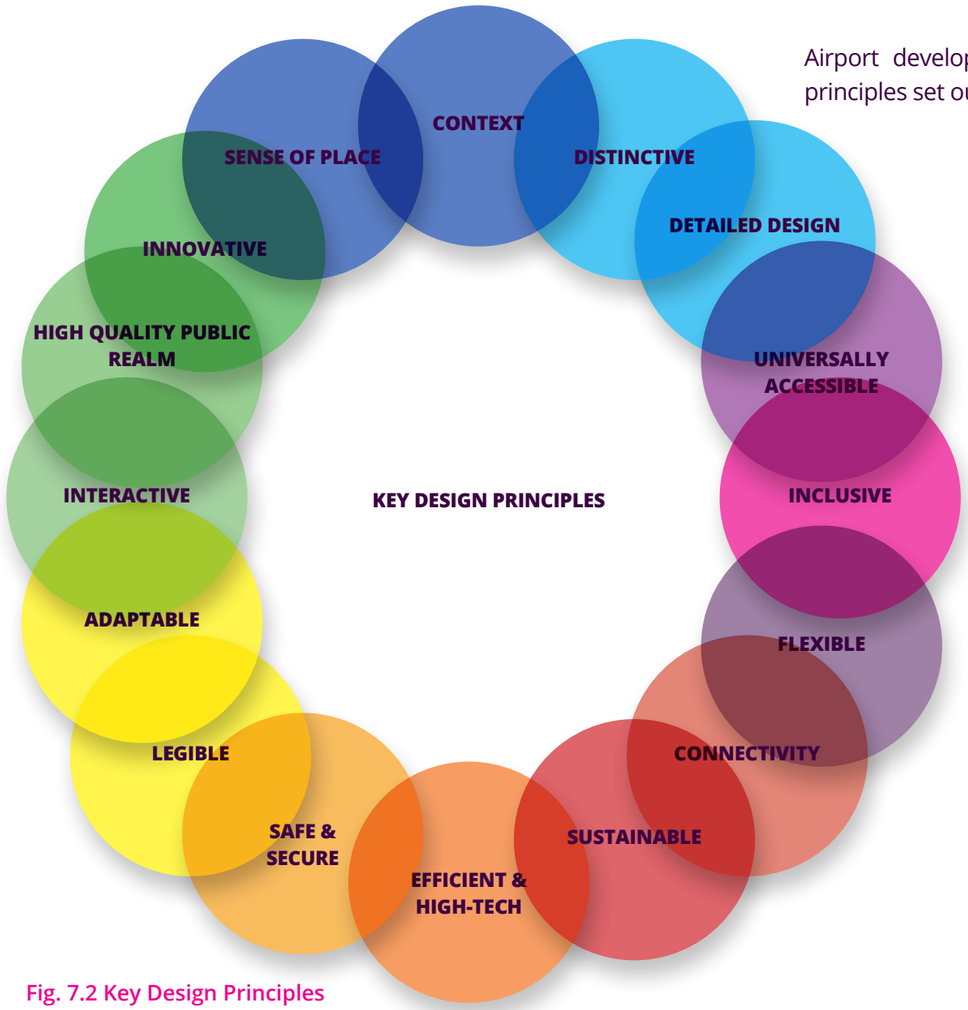


Fig. 7.2 Key Design Principles

7.7.1
DESIGN FRAMEWORK

In order 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.

DESIGN OBJECTIVES

OBJECTIVE DS01
Ensure that all development at Dublin Airport will be of high quality design and finishes to reflect Dublin Airport's status as an international gateway airport.

OBJECTIVE DS02
A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.

OBJECTIVE DS03
Any proposals for development of terminal extensions, or for new terminals shall adhere to the requirements of the design framework, unless alternatives are expressly agreed with the Planning Authority.

OBJECTIVE DS04
Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.

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 CO_2 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.

CHAPTER 8

SURFACE ACCESS & TRANSPORT

Comhairle Contae Fhine Gall
Fingal County Council

8.0
INTRODUCTION

As a key strategic point of entry to Ireland, access to Dublin Airport is an important aspect to consider in the context of longer term planning for Dublin Airport and its environs. The anticipated growth in the capacity of Dublin Airport will be, to a large extent, dependent on the ability of passengers and staff to efficiently and conveniently access the Dublin Airport campus. There is a wide geographic catchment for airport users and employees and reliable accessibility is required for both the immediate local area as well as from the strategic national road and public transport network.

The importance of maintaining appropriate levels of accessibility to Dublin Airport in this context is recognised in the National Planning Framework (Government of Ireland, 2018) under National Strategic Outcome 6 relating to high quality international connectivity. This highlights the careful need for land use management on the landside areas to focus on the current and future needs of the Airport. Critically for landside access, the Airport is recognised as a key growth driver for Dublin and there is a requirement within the NPF to enable *"improved public transport access, connections from the road network from the west and north and in the longer-term consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification."*

Given its strategic national function, Dublin Airport is well located in terms of surface access, sitting on Ireland's core Trans-European Transport Network (TEN-T) and on or adjacent to several key elements of the national road network such as the M1 Dublin-Belfast corridor, M2/N2 Dublin-Derry, M3/N3 Dublin-northwest and the M50 orbital motorway.

The Airport is also well served by a number of public transport bus services such as the various local routes that run between Dublin City Centre and Dublin Airport and a number of regional and national bus services that run from Dublin Airport to a wide range of locations across Ireland. The mainline Dublin-Belfast rail line is located some five kilometres to the east, whilst the proposed MetroLink light rail system from Dublin City Centre to Swords will run in a tunnel directly beneath the Dublin Airport campus.

8.1
SOUTH FINGAL TRANSPORT STUDY 2019

Fingal County Council has long recognised the important role that Dublin Airport plays in the economic and cultural development of the Country and the associated importance of safeguarding future accessibility in this regard. It is in this context that Fingal County Council has recently completed the South Fingal Transport Study ("the study"), a technical transport planning study comprising strategic transport modelling and objective assessment of potential transport infrastructure in the area around Dublin Airport.

Using the National Transport Authority's East Regional Model, the study identifies the key transport infrastructure that is required in south Fingal, including the transport network serving Dublin Airport, to address constraints in transport capacity. These include significant improvement to public transport infrastructure and service such as the Swords Core Bus Corridor, Metrolink and increased use of shuttle bus services in the vicinity of the Airport. In support of these public transport measures are upgrades to roads infrastructure which would aid improved public transport movements. These include an upgrade to the Airport Roundabout to complement BusConnects and other bus services, the provision of a western access route to provide contingency planning and serve improved shuttle transfers from parking and lands to the west of the Airport. The study and measures to implement the outcomes are being undertaken as part of a multiagency approach in conjunction with TII and the NTA to ensure timely provision of required infrastructure in order to serve increased passenger numbers at the Airport.

The Dublin Airport LAP is underpinned and informed by the findings and recommendations of the study. The timeframe for the study is up to 2027, taken as the year of opening for the MetroLink scheme, and also incorporating the lifespan of the Dublin Airport LAP. The passenger growth forecasts used in the study are based on projected modal share and passenger numbers, and form the basis of future projected demand on the transport network in the area. Whilst it is possible that, in reality, different modal shares or passenger numbers through Dublin Airport may develop in future, on the basis of the estimated demand scenarios set out in the study, the assessment of future transport demands up to 2027 concluded that the forecast growth can be accommodated by the surface transport network, provided the recommended infrastructural measures arising from the study are provided. The level of growth provided for within the Dublin Airport LAP will take cognisance of these factors and future development will be assessed inter alia in the context of overall passenger numbers, transport demand, modal shift and impact on the transport network.

OBJECTIVE SF01

Implement the recommendations of the South Fingal Transport Study in relation to Dublin Airport in order to ensure that a balanced response to the expansion of Dublin Airport occurs. It shall be a requirement that any planning applications to increase passenger numbers or that result in an increased demand for travel, shall clearly demonstrate the required transport infrastructure and measures to accommodate the proposed increase in line with the recommendations of the South Fingal Transport Study.

OBJECTIVE SF02

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

8.2
EXTERNAL ROAD ACCESS

As Dublin Airport is the principal access point for passengers and freight arriving in Ireland, it is essential that the external road network is developed to facilitate a balanced and appropriate response to the challenges that future planned development at Dublin Airport will bring.

8.2.1
EXTERNAL ROAD NETWORK

The primary route for vehicular access to Dublin Airport by road is via the M1 and M50 motorway network. The M1, M50 and Dublin Tunnel form part of the TEN-T network which provides vital connectivity between key strategic national transport corridors. Additionally, the R132 Swords Road provides access for a large number of bus services and also serves as a secondary general access traffic route to Dublin Airport, including for pedestrians and cyclists.

Since the previous Dublin Airport LAP was adopted in 2006, considerable road network improvements have been implemented that provide for improved access to Dublin Airport such as the M50 Upgrade (Northern Section) to provide free flow junctions between Junction 3 (M1) and Junction 6 (N3/Blanchardstown), the opening of the Dublin Tunnel in 2007 and the M1 Widening Scheme between the Airport and Drinan in 2011. The M1 and R132 meet at the Airport Roundabout, a signal controlled roundabout junction from which traffic leaves the national and regional road network and enters the internal road network of Dublin Airport.

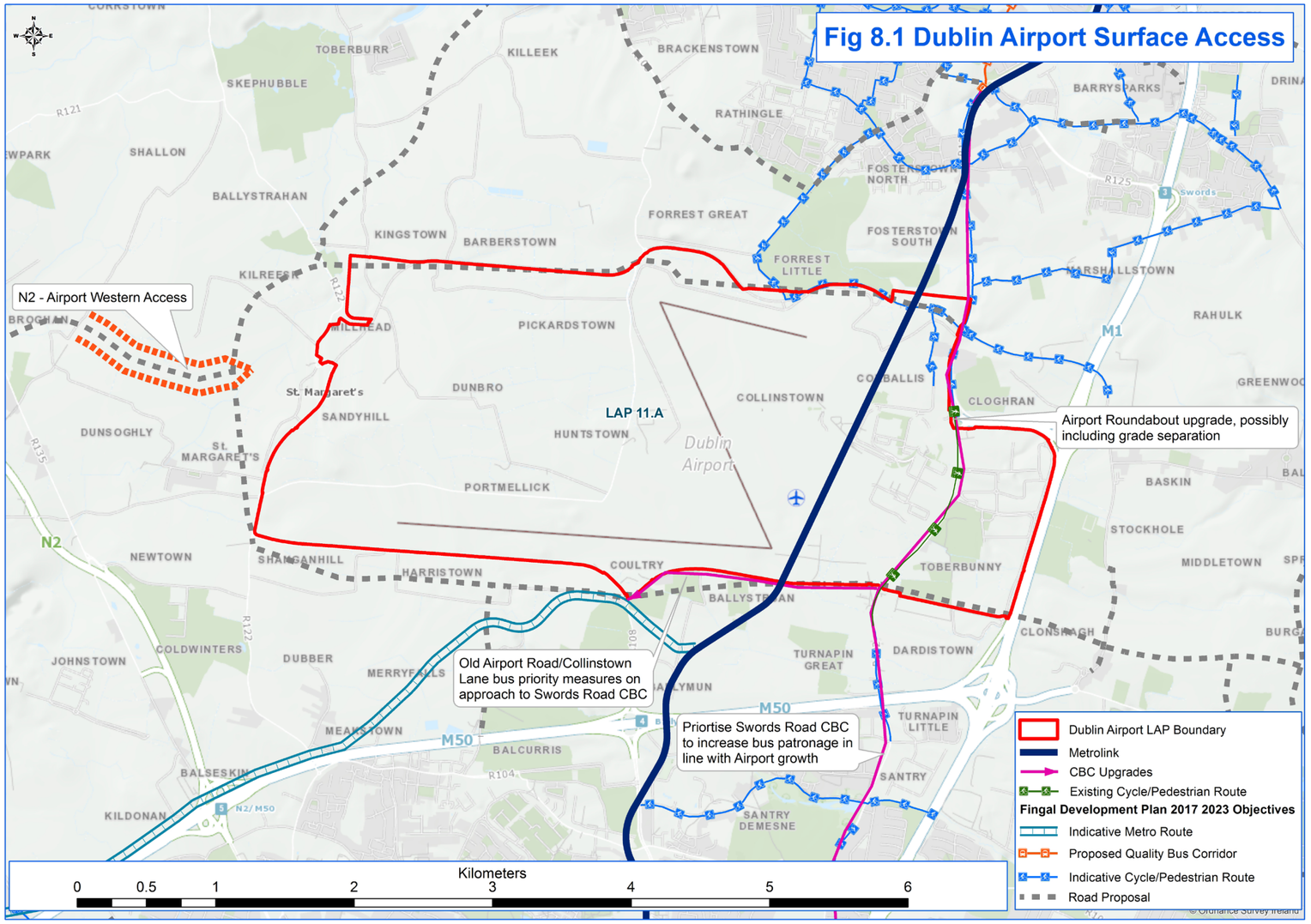


Fig. 8.1 Dublin Airport Surface Access

8.2.2
BOTTLENECKS ON THE ROAD SYSTEM

The National Planning Framework lists a number of National Strategic Outcomes that will, if implemented, deliver benefits across the Country. The objective of *High-Quality International Connectivity* recognises that there is a critical need to facilitate the operation and future development of critical infrastructure such as Dublin Airport whilst the *Enhanced Regional Accessibility* objective recognises the need to ensure strong connections from the regions to Dublin. The achievement of these objectives will be facilitated by ensuring that the road network serving Dublin Airport remains efficient and effective for both passengers and staff.

At present, the existing national road network in general, and the network serving Dublin Airport and its environs on the eastern side of the Airport campus, such as the M1, M50, M1/M50 and Airport Roundabout, are operating at or close to capacity for large parts of the day. Additionally, road access to Dublin Airport is heavily dependent on the M50/M1/Airport Roundabout route. With such heavy reliance on one particular routing, there is a lack of redundancy and resilience in the road access network. In practice, this means that small localised incidents can have a disproportionately negative impact on travel to and from Dublin Airport over a large area.

8.2.3
IMPROVEMENTS TO THE EXTERNAL ROAD NETWORK

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

OBJECTIVE EA01	**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 EA02	**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 EA03	**Develop the external road network on a phased and planned basis.**
OBJECTIVE EA04	**Reserve an alignment for the East West Link Road from Collinstown Lane to Clonshaugh Road.**
OBJECTIVE EA05	**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 EA06	**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.**
OBJECTIVE EA07	**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 EA08	**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 EA09	**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 and transport impact assessment, specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan.**

8.3
PUBLIC TRANSPORT AND SUSTAINABLE TRANSPORT

Recent surveys and statistics[38] indicate that Dublin Airport has enjoyed considerable success in encouraging passengers to use public transport over the past ten years or so and the share of air passengers travelling to Dublin Airport by private car has reduced from 49% in 2006 to 38% in 2017. Continuation of this positive trend during the forecast period of rising passenger numbers will require concerted action including improvements to surface access infrastructure and increased public transport service levels.

On the other hand, the levels of sustainable active travel from recent data appear relatively low. Whilst this is understandable for passengers, in the context of Dublin Airport being located relatively close to adjacent residential areas such as Swords, Santry, Clonshaugh and Ballymun, it is likely that there is a significant potential for increased levels of cycling and walking for workers travelling to the airport campus, should the appropriate facilities be put in place.

The implementation of MetroLink by 2027 will add substantial new public transport capacity on the key corridor linking Dublin City Centre and Dublin Airport and, in some respects, it is in the intervening years between the adoption of this LAP and the commencement of MetroLink services that significant challenges will arise due to the level of forecast growth. The step-change increase in public transport accessibility that MetroLink will deliver, however, will provide an opportunity to set more aspirational public transport mode share targets for both passenger and staff travel alike and a key outcome of this LAP is to create the environment in which significant sustainable transport mode usage is achieved.

A key element of achieving sustainable transport outcomes is to facilitate an increase in walking and cycling to the Airport. Having regard to the particular nature of the Airport, it is considered that increasing the share of workers using sustainable transport modes to get to and from work is the most effective method for decreasing individual car trips. In conjunction with this, are key Fingal County Council documents[39] regarding the development of Swords as an Airport City in tandem with growth at the Airport. It is recognised that Swords is a key location for existing airport staff and provides a suitable opportunity for modal shift to more sustainable transport movements between these locations.

Furthermore, improved connection southwards to the Dublin city conurbation would also facilitate increased sustainable transport movements from that area.

The existing cycle network along the R132 Swords Road between Santry and Swords is capable of improvement in order to ensure higher levels of service. While the section between the Old Airport Road and the Dublin Airport Roundabout is off-road and wide, other sections to the north and south, are shared within bus lanes or are narrow and advisory only. This situation should be improved within the period of the LAP to increase cycling to the Airport. The existing eastern section of the Airport lands is sufficiently served by off-road cycle path.

OBJECTIVE CY01	**Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice.**
OBJECTIVE CY02	**All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice.**
OBJECTIVE CY03	**Provide the Santry River Greenway as far as the boundary with Dublin City Council. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.**
OBJECTIVE CY04	**Provide quality walking and cycling access between Ballymun and the Airport consistent with Objective MT15 of the Fingal Development Plan 2017 - 2023. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.**

8.3.1 EXISTING PUBLIC TRANSPORT NETWORK

As there is currently no rail access to Dublin Airport in advance of MetroLink, public transport accessibility comprises an extensive network of bus and coach services. Dublin Airport is primarily served by provision of bus and coach boarding facilities at three main clusters of bus stops:

- **Pick-up/set-down areas outside Terminal 1;**
- **Pick-up/set-down areas outside Terminal 2; and**
- **Within the Ground Transportation Centre (GTC).**

There are a number of operators providing bus services between Dublin Airport and various locations across the Greater Dublin Area including Dublin City Centre:

- **Dublin Bus operates the Airlink Express connecting Dublin Airport to Dublin City Centre along with a number of local bus services serving the Swords Road corridor, Swords and adjacent suburbs;**
- **Aircoach operates a number of express routes along corridors serving South Dublin and North Wicklow via Dublin City Centre, as well as national services to Cork and Belfast;**
- **Airport Hopper provides two express routes serving western and southern parts of the Greater Dublin Area;**
- **CityScape operate a number of services to South Dublin.**

A large number of bus operators provide coach services to other parts of Ireland including destinations in Northern Ireland.

The bus stops located outside Terminal 1 and 2 are used by Aircoach services and Airlink, though all buses may set down here. Airlink and Aircoach provide an express service to Dublin City centre. The GTC provides bus stops for shuttle bus services to the long-term car parks also as well as for the bus and coach services listed above. A coach parking area is provided within the GTC serving other chartered coach services with an overflow also located in the long-term car park to the east of the R132.

8.3.2 FUTURE PUBLIC TRANSPORT INFRASTRUCTURE

METROLINK

MetroLink is being developed by the National Transport Authority and Transport Infrastructure Ireland as part of sustainable transport measures proposed within the Transport Strategy for the Greater Dublin Area 2016-2035. The system will comprise a segregated rail line running from Dublin City Centre to Dublin Airport and northwards to Swords. The proposed Dublin Airport station will be located at the Ground Transportation Centre, just north of Terminal 2. Design of MetroLink is ongoing, with a Railway Order proposed for 2021 and the service becoming operational by 2027.

Fingal County Council recognises the key benefits that MetroLink will deliver for Fingal, Dublin Airport and the wider region, and as such it is a key priority of Fingal County Council to facilitate MetroLink delivery. Passengers and staff using the service to travel to and from Dublin Airport will experience a reliable and frequent service, fully segregated from general traffic and the associated delays that can arise due to traffic congestion. The service will be used by a range of different users including regular commuters to and from Dublin City Centre, air passengers, airport staff and staff working at ancillary properties in and around Dublin Airport.

BUSCONNECTS

The National Transport Authority is currently rolling out a series of large-scale improvements to the bus network across the Greater Dublin Area under the BusConnects programme. In relation to Dublin Airport, alongside the improvements to passenger information, ticketing and scheduling, the key proposal supporting users of the Airport campus will be the implementation of the Swords Core Bus Corridor, providing high quality, continuous bus and cycle facilities from Dublin City Centre to Dublin Airport and Swords. Fingal County Council strongly supports the early implementation of this scheme and the South Fingal Transport Study identifies the important function it will play in the provision of public transport services to Dublin Airport, in particular in advance of MetroLink becoming operational.

HEAVY RAIL

The National Planning Framework proposes the future consideration of a heavy rail link to Dublin Airport as a key enabler of future growth. Within the context of this LAP, and with the various other proposed public transport interventions that are currently in development, such as BusConnects, MetroLink and DART Expansion, it is unlikely that this proposal will be required to be significantly developed within the lifetime of this LAP.

8.3.3 PROPOSED PUBLIC TRANSPORT MEASURES

The primary public transport measures proposed under the LAP are as follows:

- **MetroLink: Support NTA, TII and other stakeholders in ensuring that MetroLink is delivered as soon as possible and provides the best possible service for all users including people travelling to and from Dublin Airport. This would include the physical design of the stations and trains and potentially conversion of some bus services to serve as feeders to MetroLink rather than operating competing services on the same corridor.**
- **Core Bus Corridors: The Swords Core Bus Corridor (CBC) is part of the NTA's Bus Connects programme. It will form part of a new network of continuous high quality bus lanes and cycle lanes, aimed at making journey times faster and more reliable for future services. Prioritisation of the delivery of this CBC in advance of MetroLink is central to catering for Dublin Airport's ongoing increases in passenger demand in the short term and to provide a suitable buffer should the MetroLink opening year extend past current estimates. It will also facilitate increased opportunities for higher levels of cycling to the Airport campus with the introduction of segregated cycle tracks.**
- **Coordination: Transport networks serving Dublin Airport should be coordinated to ensure optimal efficiency for all users. A review of how this would best be achieved may be required and Fingal County Council will support the National Transport Authority and daa, and others, in working with Dublin Airport's bus operators to undertake such a review and implement any recommendations as required.**
- **Early Morning / Late Night Services: It is important to ensure that services are available to serve early departing flights and late arriving flights, even though such services may be less commercially advantageous to the operator. Similar issues apply to airport staff working early and late shifts. This issue should be one of the key themes for consideration through the multi-agency coordination referred to above.**
- **Improved Bus Infrastructure: Bus infrastructure at Dublin Airport should be reviewed in the context of growing demand and potential new services, including possible consolidation and rationalisation of bus and coach boarding and alighting facilities within the GTC.**
- **Non-Core Airport Areas: Bus services will also need to be planned to serve users wishing to access other parts of Dublin Airport; for example, staff working outside the core terminal buildings.**
- **Shuttle services: These should be coordinated with public bus services to avoid duplication and associated unnecessary traffic.**

PUBLIC TRANSPORT OBJECTIVES

OBJECTIVE PT01	**Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.**
OBJECTIVE PT02	**Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.**
OBJECTIVE PT03	**Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to best international standards for public transport interchanges.**
OBJECTIVE PT04	**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.**
OBJECTIVE PT05	**Facilitate the development of bus priority facilities from the western side of the Dublin Airport campus to the terminal buildings, as a means of easing congestion on the existing road network. This will include the facilitation of car parking facilities on the western periphery and the implementation of bus priority facilities as needed, such as on the Collinstown Lane approach to the R132 Swords Road.**
OBJECTIVE PT06	**Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.**
OBJECTIVE PT07	**Identify and protect an alignment for the Orbital Metro (Metro West) and to ensure connectivity between Metro West and Dublin Airport.**
OBJECTIVE PT08	**Support the provision of new and/or improved bus routes through and around the airport campus including bus lanes, shelters, access points and interchange facilities.**
OBJECTIVE PT09	**Prioritise public transport and taxis on the external and internal road network.**
OBJECTIVE PT10	**Facilitate provision of stronger connectivity between Dublin Airport and the heavy rail/ DART network along existing roads, and to prioritise public and sustainable transport provision along any future East-West Link Road through development lands at Clonshaugh and Clongriffin.**
OBJECTIVE PT11	**Provide real time information, wayfinding, directional and scheduling information regarding public transport services to allow passengers and staff to optimally use the public transport facilities available.**
OBJECTIVE PT12	**Provide for high quality bus priority on approach roads to Dublin Airport as required.**
OBJECTIVE PT13	**Support the provision of improved taxi facilities.**

8.4
INTERNAL ACCESS

The smooth movement of passengers and goods around Dublin Airport including the terminal buildings and wider campus is essential for the efficient operation of Dublin Airport. In the core terminal area, this comprises movements between the kerbside, the various short stay car parking zones, the GTC and the terminal buildings. In the wider Dublin Airport campus, it comprises access to the long stay car-parking as well as the various employment areas and airport support facilities located at various parts across the campus.

8.4.1
INTERNAL ROAD NETWORK

The internal network of Dublin Airport is connected to the external road network at three locations: at the junction of the R132 and the M1, i.e. the Airport Roundabout; at the junction of Corballis Road South and the R132; and via a minor access point from the Naul Road just west of the Cloghran Roundabout. A one-way traffic circulation system extends into the Dublin Airport campus from the two main access points on the R132. The network broadly features an outer loop serving T1 departures and surface car park and an inner loop serving T2 departures and surface car park. A bus lane is provided off the inner loop to the GTC. Various airport land uses are enclosed within the perimeter formed by the internal road network. The exits from each of these areas lead back to the east-bound northern side of the internal road network and return to the Airport Roundabout.

The opening of Terminal 2 in 2010 produced a step-change in the road network and transport facility provision at Dublin Airport. The road network was reconfigured to provide direct independent access to both the Terminal 1 and Terminal 2 kerbside areas. Existing bus and coach boarding and alighting facilities were expanded and redesigned to form the new GTC whilst car parking provision was also expanded to meet increased demand.

8.4.2
GROUND TRANSPORTATION CENTRE

The GTC comprises various pick-up and set-down areas, car parking, and bus and coach boarding facilities. Private car and taxi drop-off activities are catered for via designated departures kerbs immediately adjacent to Terminal 1 and Terminal 2. Private car pick-up activities are officially designated to be undertaken in the short stay car-parks serving Terminal 1 and Terminal 2.

Whilst somewhat outside the scope of this LAP, the provision of improved way-finding, real-time passenger information, public transport information boards and other passenger facilities in the Airport terminals and on the interconnections between terminals and the GTC is considered a critical feature in enhancing the attractiveness of the various public transport options to arriving passengers in particular.

8.4.3
TAXI/SHARED TAXI FACILITIES

Taxi drop-off activities are catered for via designated departures kerbside areas immediately adjacent to Terminal 1 and Terminal 2, while taxi pick-up activities are undertaken in designated taxi ranks serving Terminal 1 and Terminal 2. Taxi traffic mixes with general traffic at the drop-off area meaning that it is potentially subject to kerb congestion.

Passenger set down and pick up facilities at the terminals should be reviewed with a view to providing improved definition and safer, high-quality environs, with reduced pedestrian and vehicle conflict. In particular, public transport modes of bus and taxis should be segregated from private car operations.

8.4.4
SHUTTLE SERVICES

Shuttle services operating at Dublin Airport include those serving hotels, offices, parking facilities and car rental facilities. The various shuttle services operating at Dublin Airport provide a valuable addition to the public transport system by serving areas and meeting needs that are difficult to serve by standard public bus services that generally rely on larger volumes of passengers and operate over larger distances. Such services generally pick-up and drop-off passengers at the terminal forecourts and the GTC. The dispersed nature of such services can mean that significant volumes of traffic can become concentrated around the GTC and forecourt areas at peak times.

8.4.5
AIRPORT BASED COMMERCIAL DEVELOPMENT

Airport based commercial development can be defined as commercial development that has no direct need to be at an airport but is attracted to it as a well-connected and attractive business location (e.g. offices, logistics, light industry), but would typically exclude non-airport retail, commercial leisure and residential development.

The approved Dublin Airport Central (DAC) Masterplan 2016 provides a framework for the development of the 'HT' zoned lands with masterplan designation. An Bord Pleanála granted planning permission for 41, 677 sq. m (Phase 1) of commercial office space at this location in February 2017. Phase 1 of the overall development is currently at advanced construction stage. Another phase is set out within the DAC Masterplan.

Any further phases of development at Dublin Airport Central would, in the absence of significant public transport interventions such as BusConnects and MetroLink, generate significant additional demand on the transport network and road network in particular. The significant forecast growth in passenger demand for Dublin Airport is likely to exacerbate the various transport network capacity constraints and the safeguarding of transport network capacity for core airport uses is required in order to fulfil the strategic national objective of safeguarding and facilitating access to Dublin Airport as the primary entry point to Ireland. Having regard to this requirement and the contents of National Strategic Outcome 6 within the NPF, any plans for further phases of development at DAC should only be considered after delivery of specific road network and public transport improvements, including the operation of the Swords CBC and Metrolink.

8.4.6
INTERNAL ACCESS MEASURES

Specific measures related to internal accessibility are as follows:

- **Kerbside Facilities: Monitor the usage and capacity situation at the kerbside facilities to ensure optimal utilisation and enact measures to prevent their use for activities other than those specified**

- **Taxi / Shared Taxi: Support the relevant authorities in monitoring the demand for and usage of these services and in providing suitably designed facilities. The use of the Dublin Airport taxi rank is controlled by means of a permit system operated by daa. This appears to reduce the number of taxis by placing an additional restriction on use, thereby possibly reducing the number of taxis available at, in particular, at peak flight arrivals periods. It also means that those taxis that drop passengers at Dublin Airport and who do not have a permit, must make the return journey back onto the local road network without picking up any passengers, thereby lowering the overall people-carrying capacity of the wider road network.**

- **Taxi modes also represent a clear opportunity to more effectively manage taxi pick-up and set-down locations in terms of traffic management on the wider network. For example, certain taxi routes could be developed to redirect taxi traffic away from the congested areas around the eastern access and route them via, potentially the Ballymun Interchange or the N2. This could be facilitated through internal access arrangements within the Dublin Airport campus.**

- **DA Zoning Commercial Development: Car parking provision as part of any future commercial development proposals within the Dublin Airport zoning must be carefully considered in the context of its potential to induce additional traffic, thereby impacting on the capacity of the road and transport network to accommodate the projected increases in transport demand from core airport users such as passengers. The provision of additional car-parking as part of any future development proposals within the Dublin Airport zoning will be fully considered in the context of the provision of multi-modal transport options for future users, mobility management measures and other measures to minimise negative impacts.**

- **Link between Terminals and Western Airport Campus: Support all relevant stakeholders in investigating the need for a high capacity link between the existing eastern campus, car parks and logistics facilities and potential future developments in the western campus.**

- **Shuttle services: Support all relevant stakeholders, including in particular daa, in coordinating shuttle services as demand increases in order to minimize traffic volumes on Dublin Airport's road network and to avoid capacity constraints at the terminal pick-up / drop-off areas.**

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 IA04	**Work with all stakeholders to identify the most appropriate regime for the efficient operation of taxi services including the management of any permit system and the identification of future dedicated taxi routes within the campus.**
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.**

8.5
MOBILITY MANAGEMENT

Mobility Management Plans are an effective means of encouraging sustainable travel choices. They encourage those users who have access to high quality public transport networks or those who can use active modes to change their travel patterns and behaviours. For large scale campuses such as Dublin Airport, they can be particularly effective as higher quality programmes can be more readily justified given the large numbers of users and the economies of scale that can be achieved.

8.5.1
DISTRIBUTION OF PASSENGERS

As the largest airport in Ireland, Dublin Airport's catchment extends well beyond the Greater Dublin Area (GDA) to cover the whole island. The presence of the US pre-clearance facility enhances Dublin Airport's attractiveness for travel to the United States, emphasising its importance for international travel alongside the projected continued growth in the number of transfer passengers.

In terms of overall passenger numbers, the below statistics indicate that the GDA accounts for some 66% of passengers, emphasising its large population base relative to the rest of the Country, with the remainder of the Country accounting for a significant minority of Dublin Airport users.

DUBLIN AIRPORT - ORIGIN DISTRIBUTION OF PASSENGERS

REGION	Share of Passengers
Dublin City	58%
Rest of Greater Dublin Area	12%
Rest of Country	23%
Northern Ireland	7%
Total	100.0%

Source: NTA Passenger Transport Surveys 2016.

Looking at the statistics in more detail, there are some differences between Irish resident passengers and visitors. The proportion of visitors travelling to/from regions outside the GDA is lower than the equivalent statistic for Irish resident passengers. Although visitors may travel to other parts of Ireland, they frequently spend their first/last night within the GDA. These statistics have an important bearing on airport planning, since the different groups vary in terms of their preferred modes of travel to Dublin Airport, car availability etc. and the facilities required to cater for their needs.

8.5.2
PASSENGER MODE SHARES

The table below illustrates the 2016 mode shares for travel to/from Dublin Airport. The proportion of air passengers travelling to Dublin Airport by car has fallen significantly over the past ten years. The majority of staff still travel to Dublin Airport by car, although a proportion of these comprise car-shares.

DUBLIN AIRPORT - MODE SHARES

MODE	Passengers	Staff
Private Car	35%	72%
Rental Car	5%	0%
Bus	36%	21%
Taxi	23%	4%
Non-Mechanised Modes	1%	2%
Other		1%

Source: Dublin Airport Mobility Management Update June 2017.

8.5.3
STAFF EMPLOYED AT THE AIRPORT

Staff working at Dublin Airport or those employed at the wider Dublin Airport campus contribute a significant portion of demand to Dublin Airport's transport system. Any mode shift by this group will have a proportionately greater impact than that for air passengers due to their greater travel frequency. Accordingly, policies to support the use of sustainable modes of travel by these groups are of vital importance.

It is the aim of the Local Area Plan to require the establishment of a Mobility Management Plan (MMP) for the whole of the Airport lands within the control of daa. The MMP will promote the reduction of private car movements and an increase in public transport and other measures to reduce car usage in the Airport and environs. The management of the MMP will be an ongoing process, with measurable results and outcomes. Taking into account the size and scale of the Airport, Fingal County Council will promote and encourage the development of and participation within the MMP to daa and other relevant participants, either through existing stakeholder meetings, or through Development Management of planning applications for development and extensions at the Airport.

8.5.4
SUSTAINABLE ACCESSIBILITY

From a sustainability perspective, the preferred modes of travel to Dublin Airport is illustrated below at Fig. 8. 2.

Fig. 8.2 Preferred Modes of Travel to Dublin Airport

8.5.5
HIERARCHY OF PREFERRED MODES OF TRAVEL TO DUBLIN AIRPORT

The expected growth at Dublin Airport means that sustainable travel choices are essential to its efficient operation.

- **MetroLink: The addition of rail access, through the implementation of MetroLink will provide substantial further opportunities to create and reinforce positive travel trends for all airport users.**
- **Car Parking: New car parking provision should only be made where absolutely essential, thereby incentivising sustainable travel choices.**
- **Airport Staff: All airport employers should prepare travel plans for their employees and update these on a regular basis.**
- **Promote the Use of Active Modes: Improve facilities for walking and cycling while simultaneously raising awareness of these travel options.**
- **Airport Stakeholders Forum: All stakeholders participating in the operation of Dublin Airport should meet and discuss issues pertaining to sustainable accessibility on a regular basis.**
- **Passengers with Restricted Mobility: Continue the current pro-active approach to meeting the needs of passengers with restricted mobility whether they use public or private modes of transport.**
- **Innovation: To encourage all of those involved in the operation of Dublin Airport to bring forward the delivery of innovative transport solutions.**

MOBILITY MANAGEMENT OBJECTIVES

OBJECTIVE MM01	**Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.**
OBJECTIVE MM02	**Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car.**
OBJECTIVE MM03	**Increase emphasis on the promotion of public transport usage among staff and passengers.**
OBJECTIVE MM04	**Require that all organisations operating within the Dublin Airport LAP area implement the over-arching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the Development Management process, through submission of MMPs with planning applications.**

8.6
CAR PARKING

Car parking must be viewed as one component of the wider surface access strategy at Dublin Airport. Dublin Airport serves passengers from all parts of the Country and travel from many of these areas could be considered inconvenient by public transport. Alongside the large numbers of passengers and staff that are travelling to and from the Airport very early in the morning and late at night, the provision of public and sustainable transport options presents unique challenges. These practical considerations need to be balanced against the goal of supporting sustainable access to Dublin Airport.

Any provision of additional car parking requires a careful balance between meeting needs in order to accommodate future growth and undermining the economic viability of public transport routes servicing Dublin Airport. Dublin Airport has a well-established policy of supporting sustainable access to Dublin Airport which needs to work in conjunction with a sophisticated car parking strategy.

8.6.1
CAR PARKING FACILITIES

Car parking facilities comprise a mixture of short and long stay passenger car-parks and staff car-parks.

Short-Term Air Passenger Car Parks: Short-term car parking spaces are provided within the multi-storey car parks (MSCP) located near Terminal 1 and Terminal 2 and the surface short-term car park on land adjacent to the Coach Park. Higher parking charges apply to the short-term car parks as compared to the long-term parking to encourage greater turnover of parking spaces. The provision of park and ride outside the DA zoning could be considered as part of an overall parking strategy noting that this would need more detailed consideration in terms of how such a measure would be managed within any overall Dublin Airport Mobility Management Plan.

Long-Term Air Passenger Car Parks: Long-term car parks are located along the R132 and R108 roads and are more remote from the terminal buildings. Passengers making use of these car parks are transferred via shuttle bus to and from the terminal buildings. The transfer times from these car parks vary depending on their location but all travel times are generally around 5-10 minutes. There are currently more than 25,000 long-term car parking spaces serving Dublin Airport.

Staff Car Parks: There are approximately 5,360 car parking spaces available to serve this demand. These car parking facilities are spread through Dublin Airport in the vicinity of the buildings they serve.

Car parking at Dublin Airport is well used, operating at or close to capacity at peak times.

8.6.2
CAR PARKING STRATEGY

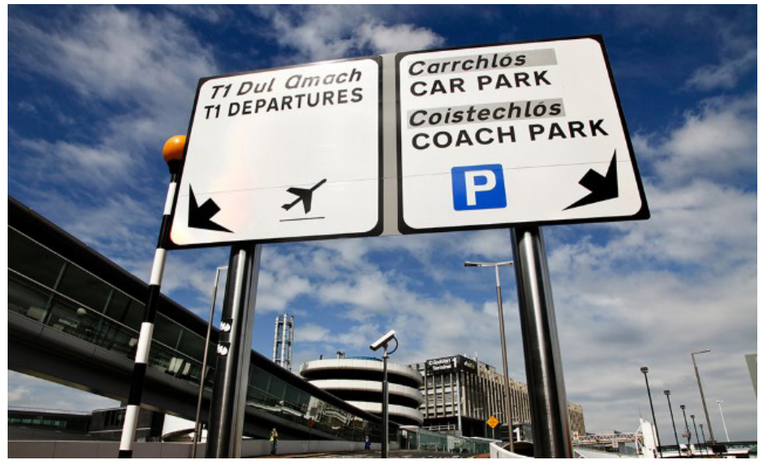
Changes in the profile of air passengers over time may result in differential growth between the short and long stay parking markets. Demand forecasts developed by Dublin Airport operator will be fed into the car parking strategy, which will also consider aspects such as the sizing, spatial distribution and accessibility of car parks.

Future car parking needs may be met in three main ways:

- **maximizing the usage of existing car parking facilities**
- **physical reconfiguration of existing car parking facilities**
- **new provision to meet a specific parking need.**

A significant increase in demand for short stay parking would require additional provision close to the terminals such that users can complete their activity within the minimum possible time. Over time it is expected that the space available for such uses in close proximity to the terminals will become limited. In such circumstances, conversion of existing surface car parks to multi-level parking structures will be required. Additional long stay provision can be implemented at more remote parts of the airfield, although transfer times to the terminals need to be carefully considered.

The implementation of MetroLink offers an opportunity for a step-change in public transport accessibility to Dublin Airport with implications for long term car parking requirements including the opportunity to facilitate use of MetroLink by air passengers and airport staff.



MAXIMIZING UTILISATION OF EXISTING CAR PARK FACILITIES

- Car parking facilities may experience substantial fluctuations in demand by time of day, day of the week or by seasons.
- There have been significant advances in parking management technology in recent years, allowing car parks to be utilised to their maximum potential; such systems should be considered at Dublin Airport.

CAR PARK CAPACITY ENHANCEMENTS IN THE SHORT TERM:

- Specific targeted enhancements of the parking provision at Dublin Airport are planned by daa, predominantly on land to the east of the existing terminals. Specifically, new or expanded car parks are to be implemented east of the R132 corridor; adjacent to Dublin Airport Roundabout on Dublin Airport approach and south of the existing Red Long Term Car Park.
- Any such increases in parking capacity need to be considered in terms of their cumulative impact on Dublin Airport road network.

CAR PARK CAPACITY ENHANCEMENTS IN THE MEDIUM TERM:

- Car parking should be considered as part of Dublin Airport's overall surface access offer. Over-provision of airport parking should be avoided to maintain a balanced system and to encourage sustainable choices.
- Consider the cost of car parking relative to journeys via other surface access options.

AIRPORT STAFF CAR PARKING:

- Airport staff comprises a significant portion of demand on Dublin Airport's transport system, since, in most cases, such users likely to have a car available for their journey to/from their place of work.
- Airport staff will be encouraged, as far as is possible, to use public transport to travel to/from their place of work through the use of travel plans.
- Further non-core uses should only proceed in the context of a clear demonstration of the sustainability of the development with respect to transport network operation and should have regard to the need to ensure private vehicular trips attracted to the development do not adversely affect the road access capacity to Dublin Airport or the nearby sections of the strategic national road network.

CAR PARKING OBJECTIVES

OBJECTIVE CP01	Facilitate a review of the location of bus/coach parking in front of Terminal 1 in conjunction with an analysis of new MetroLink Station, Terminal 2, and Kerb proposals, in order to provide for an efficient multi-mode transport interchange convenient to all airport users.
OBJECTIVE CP02	Utilise existing car parking facilities in the most efficient way possible, including potentially though the use of (a) parking management systems (b) real time guidance information system and (c) variable message signs (VMS).
OBJECTIVE CP03	Provide for the development of short-term and long-term passenger car parking facilities in an appropriate, coherent and transparent manner, phased in accordance with Dublin Airport's growth, and the transport infrastructural requirements of the South Fingal Transport Study.
OBJECTIVE CP04	Limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes.
OBJECTIVE CP05	Provide for (a) good access from the external road network and (b) frequent shuttle connections to the terminal buildings, for long-term car parks and other strategic car parking facilities.
OBJECTIVE CP06	Provide for short-term car parks close to the terminal buildings so as to minimise passenger-walking distances.
OBJECTIVE CP07	Limit the provision of new car parking to serve non-core uses within the DA zoned lands, and to control the supply of car parking at Dublin Airport so as to a) maximise the use of public transport b) reduce traffic congestion and c) to secure the efficient use of land.

CHAPTER 9

ENVIRONMENT & COMMUNITY

Comhairle Contae Fhine Gall
Fingal County Council

9.0
INTRODUCTION

This chapter considers the likely direct and indirect effects of the future development of Dublin Airport on the local environment and communities surrounding the Airport. It is important that this is seen in the context of actions being taken on a wider scale in the Fingal Development Plan 2017 – 2023 to address the impacts of development at Dublin Airport on noise, water and drainage, air quality, heritage including archaeology, architectural and natural heritage.

It is strategic policy of Fingal County Council as set out in the Fingal Development Plan 2017 – 2023 to:

"Safeguard the current and future operational, safety, and technical requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework of a Local Area Plan. The plan shall take account of any potential impact on local communities and shall have regard to any wider environmental issues."

9.1
NOISE

The mitigation and control of aircraft noise is currently determined by legislation set out by a UN organisation called the ICAO and the EU, including:

- **The Reduction of Noise at Source (ICAO Noise standards);**
- **The ICAO 'Balanced Approach' to noise management;**
- **EU Regulation 598/14, which enshrines the 'balanced approach' into EU Law;**
- **The Aircraft Noise (Dublin Airport) Regulation Act 2019.**

The 'balanced approach' sets out a method of noise management that favours reduction of noise at the locations affected, through land-use planning and noise reduction measures. To comply with the EU noise management Regulation, the Aircraft Noise (Dublin Airport) Regulation Act 2019 designates Fingal County Council as the 'Competent Authority' for the purposes of monitoring Aircraft Noise levels at Dublin Airport. This legislation also introduces a new set of procedures for noise assessment and management.

The Dublin Airport LAP is a land use plan for the purposes of effective land-use planning and safeguarding the use of the Airport. Noise zones relating to Dublin Airport have been in place for many years to aid land use planning. Since the publication of previous noise zones in 2005, and over the last decade, further evidence has emerged that has updated understanding of how aircraft noise can affect health and quality of life. With the north runway set to become operational in 2022, updated information is available relating to aircraft noise performance and flight paths. For these reasons, it was considered appropriate to update the noise zones for Dublin Airport to allow for more effective land use planning for development within airport noise zones.

The updated noise zones are set out in Fig. 9.1. Dublin Airport Noise Zones and policies relating to development in Noise Zones are set out in Variation No. 1 to the Fingal Development Plan 2017 - 2023.

NOISE ACTION PLAN FOR DUBLIN AIRPORT 2019-2023

The Noise Action Plan for Dublin Airport 2019 -2023 (NAP) prepared under the Environmental Noise Regulations 2006 was adopted in December 2018. The Noise Action Plan is designed to manage noise issues and effects associated with existing operations at Dublin Airport. The NAP sets out proposed actions including the following relating to land use planning and management:

- **Keep under review land-use policies in relation to aircraft noise through the review of existing land use planning policy in so far as it relates to Dublin Airport.**
- **Monitor noise encroachment associated with Dublin Airport to ensure that land use planning policy is appropriately informed as it relates to Dublin Airport.**

This LAP and the above mentioned Variation no. 1 to the Fingal Development Plan 2017 – 2023 provide the land use planning framework to achieve these actions.

The impact of noise generated from other aviation related sources (for example ground engine testing, maintenance, etc.) within the Airport lands must also be considered with regard to adjoining land uses and amenities. Planning applications for development which generates significant noise should be accompanied by a noise impact assessment as set out in Chapter 7 of this LAP.

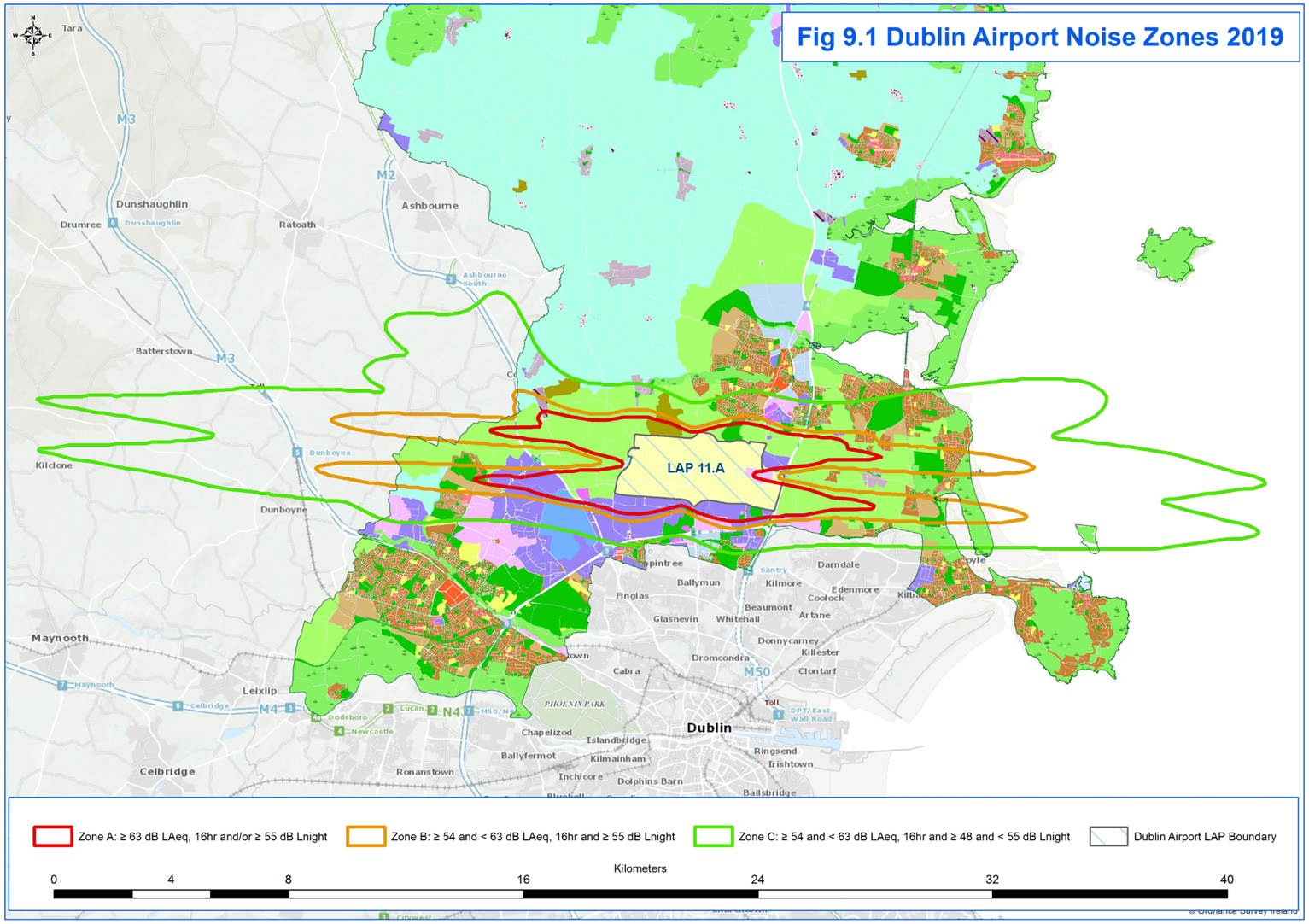


Fig. 9.1 Dublin Airport Noise Zones 2019

9.2 FLOOD RISK MANAGEMENT

The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan have been prepared alongside this LAP, in order to delineate the current flood extents across the LAP lands and includes recommendations for the future development of these lands. Future development should comply with the associated subsequent plan objectives to ensure sustainable development in so far as the avoidance of any increased flood risk and to ensure any impacts on water quality are positive.

Accordingly, development proposals at the Airport will be required to demonstrate compliance with the following objectives.

FLOOD RISK MANAGEMENT OBJECTIVES

OBJECTIVE FRM01
Have regard to The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DoEHLG/OPW 2009) and Circular PL2/2014, through the use of the sequential approach and application of the Justification Tests for Development Plans and Development Management.

OBJECTIVE FRM02
Protect existing flood risk management infrastructure and safeguard planned future infrastructure.

OBJECTIVE FRM03
Implement and comply fully with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.

OBJECTIVE FRM04
Ensure that a Flood Risk Assessment is carried out for any development proposal, in accordance with The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DoEHLG/OPW 2009) and the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan. This assessment should be appropriate to the scale and nature of risk to the potential development.

9. 3
SUSTAINABLE URBAN DRAINAGE

The Water Framework Directive (2000/60/EC) is a European Parliament Directive. This Directive is concerned with the protection of the aquatic ecosystem by preventing any further deterioration in status of waters, groundwater and water dependent ecosystems and where necessary the restoration of the water body, to achieve a 'good' condition. The status is based on both ecological status as well as the natural chemical and physical condition. In addition to qualitative targets, the Directive also promotes the sustainable use of water resources and most notably, the elimination of the discharge of specific hazardous substances.

The legislation places onus upon stakeholders, including both the polluters and regulators to ensure all appropriate measures are taken to protect the environment at risk. In terms of surface water discharges, there will be an increasing emphasis on treatment volumes and processes within the subject lands as well as peak flow rates.

As set out in the Fingal Development Plan 2017-2023, it is an objective of the Council to implement Sustainable Urban Drainage Systems (SUDS) on all new developments throughout the County and to encourage where feasible the retrofit of sustainable drainage systems within existing developments. SUDS is a greener, more environmentally effective approach to managing surface water on developed lands and provides significant benefits in terms of flood risk management, water quality improvement, provision of amenity and biodiversity.

The following sustainable urban drainage objectives will be applied in assessing any development proposals at the Airport.

SUSTAINABLE URBAN DRAINAGE OBJECTIVES

OBJECTIVE SW01
Require all applications for development at Dublin Airport to demonstrate compliance with the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.

OBJECTIVE SW02
Introduce SUDS to new greenfield and brownfield development sites by adoption of the SUDS Management train approach.

OBJECTIVE SW03
That Dublin Airport examine the feasibility of incorporating SUDS features into existing areas for the flooding and water quality benefits of same.

OBJECTIVE SW04
Recharge the ground and reduce storm volumes by the use of suitable SUDS measures.

OBJECTIVE SW05
Alleviate local flooding issues within the LAP area by providing positive drainage to affected areas. Proposals should take into account objective FRM04 and that a Flood Risk Assessment is also conducted to ensure no increase in risk to third parties.

OBJECTIVE SW06
Reduce risk of bird strike when developing new sites and implementing SUDS measures.

OBJECTIVE SW07
Establish riparian corridors free from new development along all significant watercourses and streams. Ensure a riparian buffer strip either side of all watercourses within the LAP lands.

OBJECTIVE SW08
Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts.

OBJECTIVE SW09
Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety.

9.4
FOUL DRAINAGE & WATER SUPPLY

9.4.1
FOUL DRAINAGE

Dublin Airport is situated within the catchment of the North Fringe Sewer with effluent treated at Ringsend Waste Water Treatment Plant. Irish Water are currently preparing the Sutton Pump Station Drainage Area Plan (DAP). The Sutton Pump Station DAP boundary includes the catchment of the North Fringe Sewer and the surrounding area. This study will assess current constraints and capacity for future growth within the catchment.

Multiple projects are currently being progressed by Irish Water to deliver the infrastructure and capacity necessary for predicted population growth within the Dublin Region. Any increased water demand or foul discharge from the plan lands will be contingent on the constraints of the Irish Water Capital Investment Programme and the approval of Irish Water as part of the statutory approval process within any planning application. The growth of Dublin Airport will be subject to the progress of the various improvement works and subject to the agreement of Irish Water. Planning consent will be dependent on capacity within waste water treatment infrastructure. In particular, the following key projects are applicable to Dublin Airport.

1. Ringsend Wastewater Treatment Plant upgrade – The Ringsend Wastewater Treatment Plant is currently overloaded. An application for the upgrade was lodged with An Bord Pleanála in June 2018 and granted permission in April 2019. Upgrade works are scheduled to increase the treatment capacity from 1.64 million p.e. to 2.4 million p.e. This upgrade is currently programmed to be complete in 2025.

2. Greater Dublin Drainage Project – Planning application lodged with An Bord Pleanála in 2018, oral hearing held in March 2019 and consent granted in November 2019.

9.4.2
WATER SUPPLY

Dublin Airport and its environs is located within the Ballycoolin Reservoir Supply area. The area is generally well served with trunk mains and has capacity to cater for additional future growth in the area including Dublin Airport. The current airport demand is met from an internal reservoir and boosting system which is under the control of daa. A 25 year plan has been created by Irish Water for the Greater Dublin Region, key part of this plan is the proposed Water Supply Scheme to serve the region. This will ensure the long term capacity of the water supply network to cater for sustainable development within the LAP lands.

WATER SUPPLY OBJECTIVES

OBJECTIVE IW01
Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the Airport.

OBJECTIVE IW02
Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems necessary to facilitate the sustainable development of the Airport.

OBJECTIVE IW03
Collaborate with Irish Water to ensure the delivery of their Capital Investment Plan or any other relevant investment works programme to ensure both foul and water capacity constraints are not a deterrent to sustainable development.

9.5
SURFACE WATER QUALITY

There are a number of water bodies which drain the Dublin Airport lands. The LAP lands fall within four main river catchments, the Ward River, the Sluice River, the Mayne River and the Santry River. The Ward River enters the sea at the Broadmeadow Estuary at Swords while the Sluice and Mayne Rivers enters the sea at Baldoyle Bay in Portmarnock. The Santry River enters Dublin Bay at Raheny. The LAP area is subsequently divided into sub-catchments which drain specific areas of the Airport through a network of streams, culverts and surface water drains. These sub-catchments include the Cuckoo, Kealy's, St. Margaret's, Forest Little and Ward Streams.

Future development should comply with the Dublin Airport Local Area Plan and Surface Water Management Plan objectives to ensure any impacts on water quality will be positive. All discharges to surface water and to ground water must support compliance with the European Communities European Objectives (Surface Waters) Regulations 2009 and with the European Communities (Groundwater) Regulations 2010 respectively, both of which give effect to the Water Framework Directive. Improvement of surface water quality is expected through implementation of SuDS objectives. The surface water management plan should include inter alia;

a. **Proposals to intercept and collect, for separate treatment and disposal, run-off contaminated with de-icing chemicals, aviation fuels and other contaminants.**
b. **Provision for a surface water quality monitoring system and on-going monitoring of attenuation areas and storm water retention facilities.**
c. **Identify measures to prevent spillage or leakage from fuel storage and refuelling areas.**
d. **Incorporate a pollution contingency plan.**
e. **Consider impacts on groundwater.**

The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan should strive to achieve 'good status' in all its associated waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans. Accordingly, development proposals at the Airport will be required to demonstrate compliance with the following objectives.

SURFACE WATER QUALITY OBJECTIVES

OBJECTIVE SWQ01
Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.

OBJECTIVE SWQ02
The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan should strive to achieve 'good status' in all its associated waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans.

9.6
GROUND WATER

Carboniferous limestone underlies most of the subject lands. The most significant receptor for contaminants is the groundwater in the limestone aquifer, in particular shallow aquifers, which have been shown to be present in the development area. The Water Framework Directive requires as an objective the achievement of 'good status' for groundwater. Accordingly, the following objectives are relevant for Dublin Airport.

GROUND WATER OBJECTIVES

OBJECTIVE WQ01
Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the *River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle *River Basin Management Plan 2022-2027*.

OBJECTIVE WQ02
Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the *River Basin Management Plan for Ireland 2018-2021* and the associated Programme of Measures (second cycle) and to cooperate with the development and implementation of the third cycle *River Basin Management Plan 2022-2027* and any subsequent plans.

OBJECTIVE WQ03
Implement the recommendations of the Groundwater Protection Scheme.

9.7
AIR QUALITY

The need to ensure the highest standards of air quality is recognised by Fingal County Council. Legislation governing Air Quality is primarily addressed within Air Quality Standards Regulations 2011 which implement European Directive 2008/50/EC. The Environmental Protection Agency is the Competent Authority for the purpose of the 2011 regulations and Directive 2008/50/EC.

There are two major factors impacting on Air Quality around the Dublin Airport LAP area:

- **Air quality resulting from construction phase during development works; and**
- **Air quality arising from ongoing operations of the Airport and surrounding areas including as a result of traffic accessing the Airport.**

As detailed in the Fingal Development Plan 2017-2023, long term monitoring of air quality at the Airport and along major roads should continue through the Dublin Regional Air Quality Management Unit. daa carries out ambient air monitoring at Dublin Airport and operate an air monitoring station on site. The results of this monitoring are published on their website- www.dublinairport.com[40].

Trees and Hedgerows provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing wildlife habitats. Fingal County Council promotes the retention of existing trees and hedgerows and the removal of significant stands of trees or hedgerow shall only be considered alongside proposals for adequate compensatory habitats within the Airport boundary or the general vicinity of the area.

The following air quality objectives will be applied in assessing any development proposals at the Airport.

AIR QUALITY OBJECTIVES

OBJECTIVE AQ01
Implement the provisions of EU and National legislation relating to air quality, as appropriate and in conjunction with all relevant stakeholders.

OBJECTIVE AQ02
Implement the recommendations of the Dublin Regional Air Quality Management Plan or any subsequent plan(s) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.

OBJECTIVE AQ03
Ensure that development proposals in the Dublin Airport LAP area take account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.

OBJECTIVE AQ04
Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation (ICAO)as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.

OBJECTIVE AQ05
Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the Airport (including changes in Particulate Matter (PM) at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/or daa.

9.8
BUILT & NATURAL HERITAGE

9.8.1
ARCHAEOLOGY

The principal mechanism for the protection of the archaeological resource is the implementation of the National Monuments Acts 1930-2004, in accordance with relevant international conventions. Record of Monuments and Places (RMP) and sites and monuments listed in the Sites and Monuments Record (SMR) (see www.archaeology.ie) and shown on Fig. 9.2 Cultural Heritage. Table 9.1 lists the archaeological sites and monuments within the Airport lands. There are also extensive archaeological remains adjacent to the boundaries of the LAP lands. It is important that future development proposals for the LAP lands are cognisant of the potential for the discovery of further archaeological remains.

Table 9.1 Archaeological Sites and Monuments within the LAP boundary

RMP/SMR	TYPE	TOWNLAND
DU011-046	Ringfort	Cloghran
DU014-011	Castle	Corballis
DU014-023	Ritual Site-Holy Well	Toberbunny
DU014-090	Inn	Pickardstown
DU014-099	Ringfort	Shanganhill
DU014-108	Enclosure	Sandy Hill
DU014-109	Enclosure	Sandy Hill
DU014-008	Enclosure	Harristown
DU014-040	House 16th/17th century	Harristown

The following objectives will be applied in assessing any development proposals at the Airport.

ARCHAEOLOGY OBJECTIVES

OBJECTIVE AR01
Ensure archaeological remains within the LAP area are identified and fully considered at the very earliest stages of the development process and that schemes are designed to avoid impacting on the archaeological heritage.

OBJECTIVE AR02
Protect the archaeological resource by favouring the preservation in situ or at a minimum, preservation by record of archaeological sites, monuments, features or objects in their settings.

OBJECTIVE AR03
Require proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.

9.8.2
ARCHITECTURAL HERITAGE

The Airport lands contain a number of Protected Structures listed on Fingal County Council's Record of Protected Structures as shown on Fig. 9.2 and listed in Table 9.2. Two of the structures (1937 Terminal Building and Castlemoate House) are in the ownership of daa while the Church of Our Lady Queen of Heaven is in the ownership of the St. Laurence O'Toole Trust. These structures are located within the Airport campus. The Old Central Terminal Building is one of the most important Modern Movement buildings in Ireland and particular care should be given to any changes, additions, or interventions to this structure or its setting.

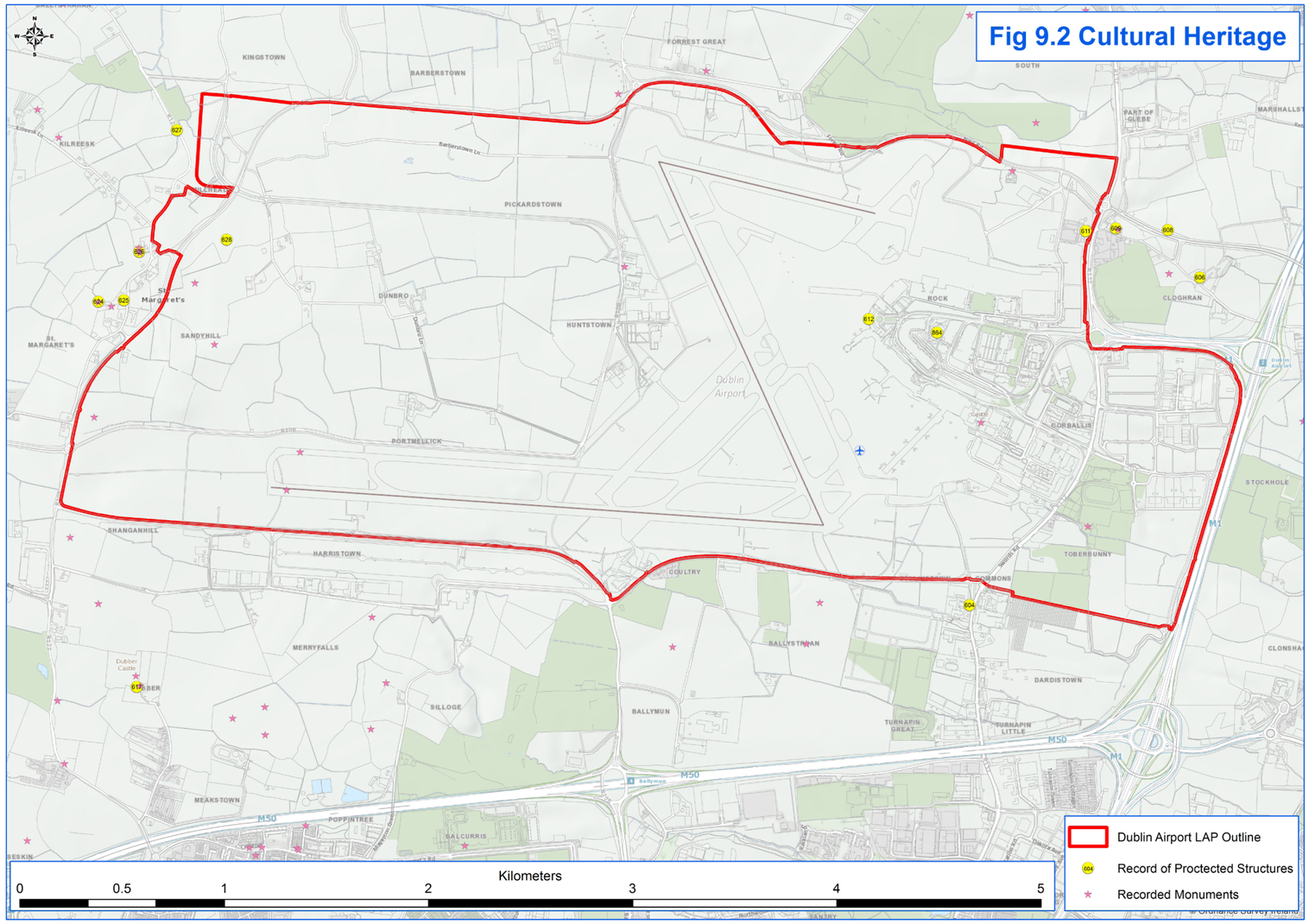


Fig. 9.2 Cultural Heritage

There are also a number of other Protected Structures in the areas surrounding the boundary of the LAP and these are shown on Fig. 9.2.

Table 9.2 Protected Structures within the LAP boundary

RPS NO	DESCRIPTION & LOCATION
611	Castlemoate House, Swords Road, Cloghran (Swords)
612	Old Central Terminal Building (OTCB), Dublin Airport, Collinstown
628	Windmill (in ruins), R122 Road, Millhead
864	Church of Our Lady Queen of Heaven, Dublin Airport, Corballis

The following objectives will be applied in assessing any development proposals at the Airport.

ARCHITECTURAL HERITAGE OBJECTIVES

OBJECTIVE AH01
Have particular regard to the conservation and protection of the 1937 Old Central Terminal Building and its setting.

OBJECTIVE AH02
Ensure as far as is consistent with the development of necessary airport facilities, the conservation of the architectural heritage within the LAP area and in the areas immediately adjoining the plan area.

OBJECTIVE AH03
Seek the reuse and retention of the Protected Structures within the LAP lands.

9.8.3
NATURAL HERITAGE

Current and future developments permitted during the life span of this LAP provide for the potential expansion of the Airport over the coming years. This poses challenges in terms of landscape and biodiversity. From a landscape perspective, the challenge is to ensure that a high quality landscape is developed within the LAP boundary as the LAP is implemented and to ensure that the amenity value of remaining resources is maximised and a positive contribution is made to the enhancement of the wider landscape. From a biodiversity perspective, the challenge is to ensure that biodiversity is conserved and enhanced in so far as is consistent with the safe and efficient operation of the Airport, by ensuring that land-take is minimised, that impacts on habitats and species are mitigated against to ensure that there is no net loss of biodiversity. Development of the area covered by the LAP must also ensure that there is no resulting deterioration of downstream watercourses or associated wetland habitats, including designated sites, from increased and/or polluted runoff.

It is the Council's policy as set out in the Fingal Development Plan 2017- 2023 to protect, conserve and enhance the County's natural heritage including its biodiversity, landscapes and geological heritage. In the context of this LAP, it is important to ensure, in the first instance, that land-take is minimised through careful integrated planning and that a strategic approach is taken to biodiversity and landscape management within the LAP area.

It is the Council's policy that mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area plan vicinity. Mitigation will include, inter alia, the provision of compensatory habitat, and should be aimed at ensuring that there is no net loss of habitats and those populations of species of conservation concern are maintained.

It is also important that high quality landscape proposals are developed for the interface area between the Airport and surrounding lands.

In compliance with conditions relating to required compensatory habitat mitigation measures attached to An Bord Pleanála's decision to grant permission for the north runway (currently under construction), daa have planted 8 hectares of woodland at Thornton as habitat compensation. daa have also provided funding to Fingal County Council for the development of an active recreational hub within the Ward River Valley Regional Park including the restoration of the 17th century historic gardens at Knocksedan within these Regional Park lands.

NATURAL HERITAGE OBJECTIVES

OBJECTIVE NH01
Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport.

OBJECTIVE NH02
Mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area. Mitigation will include, inter alia, the provision of compensatory habitat, and should be aimed at ensuring there is no net loss of habitats and those populations of species of conservation concern are maintained.

OBJECTIVE NH03
All development proposals shall have regard to the Fingal Heritage Plan 2018-2023 and the Fingal Biodiversity Plan 2010-2015 and any subsequent plan(s) where appropriate.

9.9 COMMUNITY

9.9.1 COMMUNITY ENGAGEMENT

Extensive residential areas are located in the wider area surrounding the Airport. Fingal County Council recognises the need to ensure that the community impact is appropriately considered as Dublin Airport continues to grow in the future and that a balance is achieved between national, regional and local imperatives and the needs of these neighbouring communities. Maintaining strong relationships with local neighbouring airport communities are particularly important as the Airport continues to grow.

Formal engagement between Fingal County Council, daa and neighbouring airport communities occurs through a number of ongoing platforms such as the Dublin Airport Environmental Working Group [DAEWG] and Community Liaison Group [CLG]. The DAEWG provides focus on the matters relating to the monitoring of airport noise, flood risk, air quality and the growth of the Airport. The Community Liaison Group [CLG] is another important forum to further engagement specifically with the local community of St. Margaret's which is located immediately to the west of the Airport lands. This forum provides the opportunity for Fingal County Council, daa and the community of St. Margaret's to communicate in an open and transparent manner. The key focus is on creating an engaging and collaborative forum that discusses issues of relevance to the area, particularly in the context of airport growth and operations.

In relation to St. Margaret's, the FDP 2017-2023, in local objective 61, seeks to 'Prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community and the Dublin Airport Authority'. This strategy has been prepared as part of this LAP and is included in Appendix 1.

It is also important to acknowledge the continual role of daa in working and engaging with neighbouring local communities. In this regard, daa meets regularly with different community groups through the community support and sponsorship programme and through the more formal engagement forums referred to above. Various community initiatives are supported for neighbouring airport communities through daa operated Community Fund in education, literacy, sports and the arts. daa Community Fund proposes to invest €400,000 per year over the next 25 years in local projects focused on areas such as environment and sustainability, sports and recreation, social inclusion and community development, health and wellbeing and culture and heritage.

Fingal County Council recognises the need for ongoing and continued engagement with neighbouring airport communities throughout the period of growth envisaged over the life of this LAP. This engagement is necessary to ensure that the environmental impacts associated with the development proposals are carefully managed and mitigated through land use planning and environmental monitoring and review processes.

COMMUNITY SUPPORT OBJECTIVES

OBJECTIVE CS01
Fingal County Council will continue to engage with local communities that are likely to be affected by the growth of the Airport with a view to ensuring their concerns are understood and appropriate mitigation proposals implemented where required.

OBJECTIVE CS02
Support the continual engagement between daa and neighbouring communities regarding airport growth.

OBJECTIVE CS03
Support the implementation of the Strategy for the Special Policy Area of St. Margaret's included in Appendix 1 to this LAP.

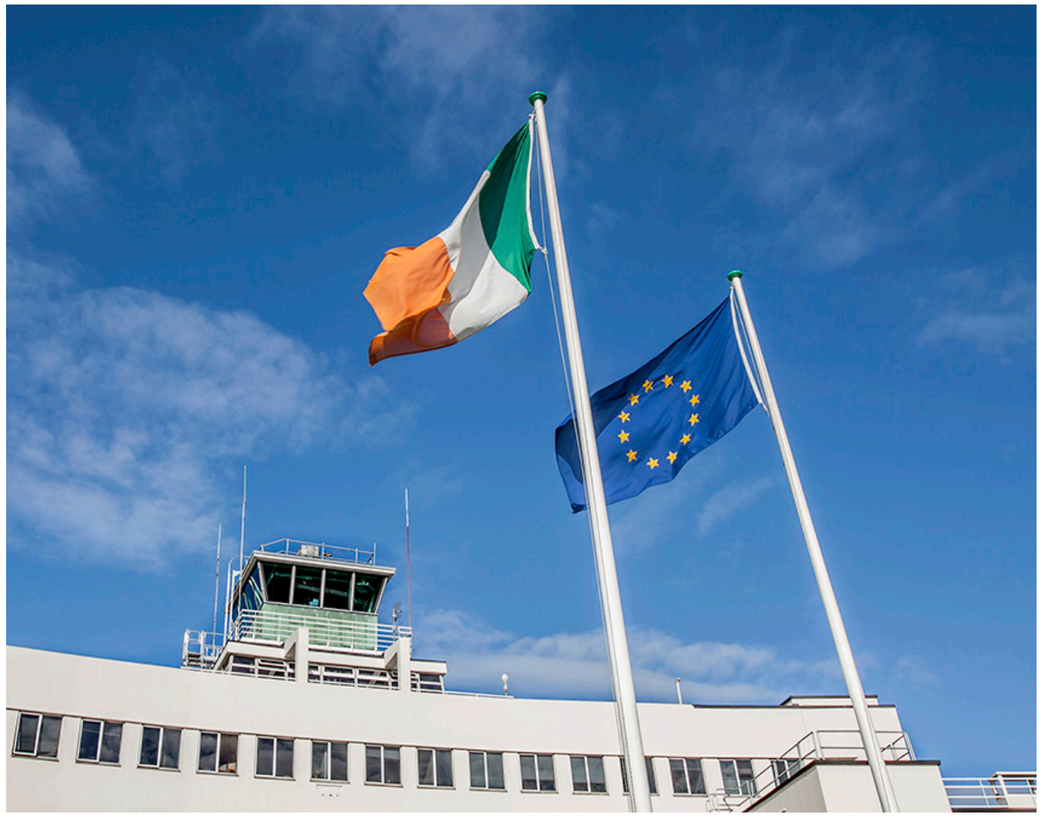
CHAPTER 10

NEXT STEPS

Comhairle Contae Fhine Gall
Fingal County Council

10.0
INTRODUCTION

The aim of the Local Area Plan is to facilitate the sustainable development of the Airport in line with national, regional and local policy. In ensuring protection of core airport function, regard has been had to the receiving environment surrounding the Airport. Many of the objectives set out in the LAP aim to ensure that development at the Airport maintains or improves the surface waters, transportation, energy and design outcomes. This section of the LAP aims to set out the relevant objectives which require review, additional strategy development or monitoring and identify the relevant timeframe for the next step to be undertaken along with the department or authority designated for implementation.



10.1: SPECIFIC OBJECTIVES FOR REVIEW, DEVELOPMENT OR MONITORING

OBJECTIVE	REQUIREMENT	TIMELINE	LEAD AUTHORITY
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.	Life of LAP	DTTAS
OBJECTIVE DS02	A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.	6 months	daa
OBJECTIVE SF02	Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan in order to prioritise public transport, appropriately phase transport infrastructure requirements and the appropriate provision of car-parking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.	First planning applic.	FCC, daa, TII, NTA
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.	Life of LAP	daa
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.	Life of LAP	FCC, daa, NTA
OBJECTIVE IA04	Work with all stakeholders to identify the most appropriate regime for the efficient operation of taxi services including the management of any permit system and the identification of future dedicated taxi routes within the campus.	Life of LAP	FCC, daa, NTA
OBJECTIVE MM01	Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.	24 months	FCC, daa, TII, NTA
OBJECTIVE MM04	Require that all organisations operating within the Dublin Airport LAP area implement the over-arching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the Development Management process, through submission of MMPs with planning applications.	Life of LAP	FCC
OBJECTIVE CP01	Facilitate a review of the the location of bus/coach parking in front of Terminal 1 in conjunction with an analysis of new MetroLink Station, Terminal 2, and Kerb proposals, in order to provide for an efficient multi-mode transport interchange convenient to all airport users.	Life of LAP	FCC/daa

Table 10.1

OBJECTIVE	REQUIREMENT	TIMELINE	LEAD AUTHORITY
OBJECTIVE SW08	Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts.	Life of LAP	FCC/daa
OBJECTIVE SW09	Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety.	Life of LAP	FCC/daa
OBJECTIVE IW01	Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the Airport.	Life of LAP	FCC
OBJECTIVE IW02	Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems necessary to facilitate the sustainable development of the Airport.	Life of LAP	FCC
OBJECTIVE AQ05	Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the Airport (including changes in Particulate Matter (PM) at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/ or daa.	Life of LAP	FCC/daa

OBJECTIVE	REQUIREMENT	TIMELINE	LEAD AUTHORITY
OBJECTIVE CS01	Fingal County Council will continue to engage with local communities that are likely to be affected by the growth of the Airport with a view to ensuring their concerns are understood and appropriate mitigation proposals implemented where required.	Life of LAP	FCC
OBJECTIVE LEAP01	Commence preparation of a 'Local Enhancement Action Plan' for the 'Special Policy Area' of St. Margaret's within 12 months of the adoption of the Dublin Airport Local Area Plan, in consultation with the local community and other relevant stakeholders based on the focus areas identified in this strategy for St. Margaret's. This plan shall address priority actions, funding and a delivery programme for proposed environmental and community enhancement projects.	12 Months	FCC
OBJECTIVE EE02	Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.	12 Months	FCC
OBJECTIVE CH04	Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.	Life of LAP	Landowner
OBJECTIVE CH06	Support the appropriate and sympathetic provision of noise insulation to St. Margaret's Church in consultation with relevant church and heritage bodies.	Life of LAP	Landowner

APPENDIX 1:

STRATEGY FOR ST. MARGARET'S SPECIAL POLICY AREA

Comhairle Contae
Fhine Gall
Fingal County
Council

1.0
INTRODUCTION

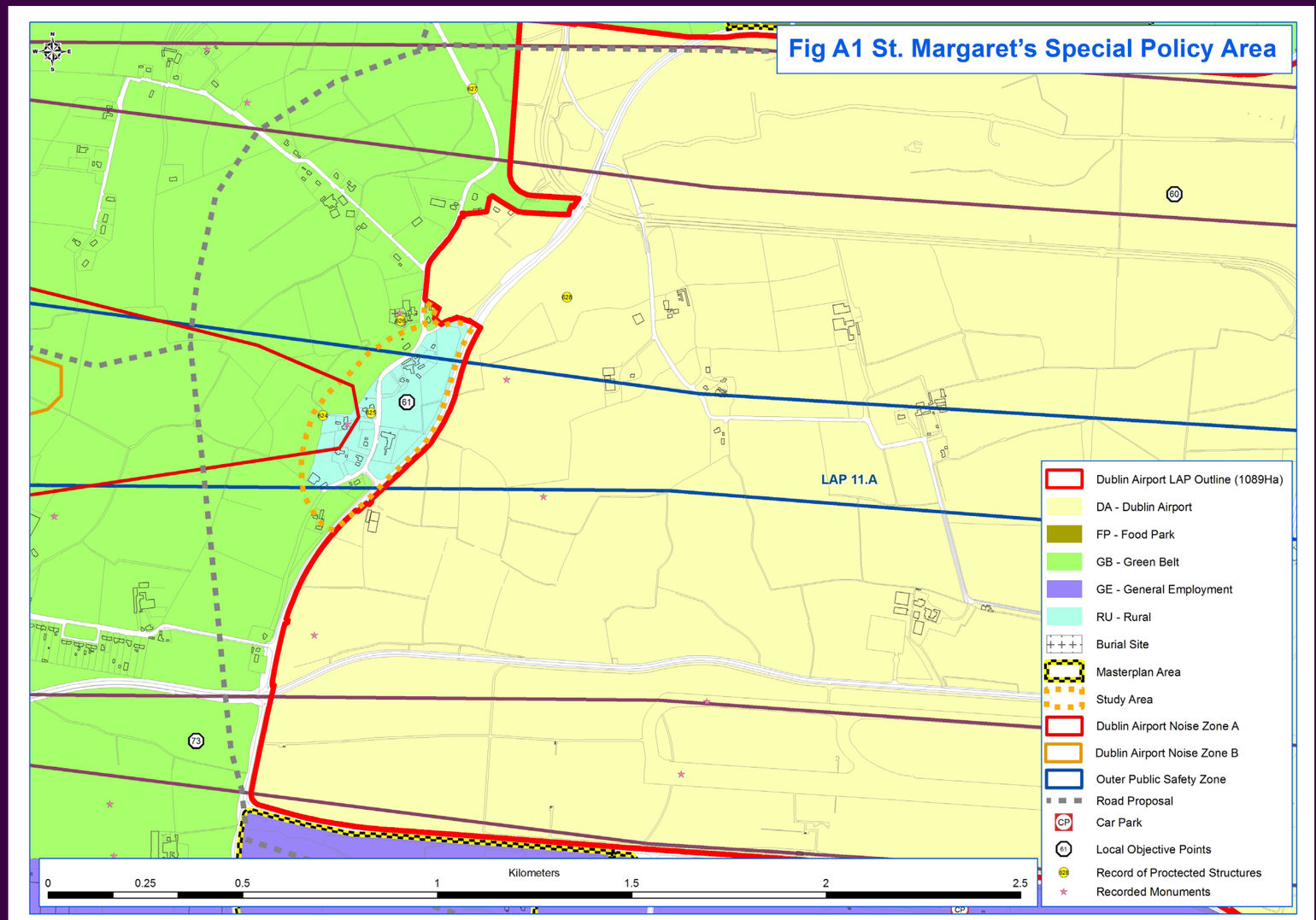
St. Margaret's lies immediately to the west of the Dublin Airport ('DA') zoned lands within close proximity of existing airport infrastructure. The review of the Dublin Airport Local Area Plan affords Fingal County Council the opportunity to advance a strategy for the 'Special Policy Area' of St. Margaret's within the provisions of the current FDP 2017-2023. Specifically, Local Objective 61 seeks to, 'Prepare a strategy for St. Margaret's Special Policy Area' and Objective DA28 seeks to, 'Prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the Dublin Airport Authority.'

1.1
THE STUDY AREA

The 'Special Policy Area' of St. Margaret's as designated in the current Fingal Development Plan 2017- 2023 is focused on a small linear settlement located c. 7 kms to the south-west of Swords, in the rural area of the County, off the R122 Killsallaghan/Oldtown Road and immediately to the west of the Dublin Airport 'DA' zoned lands. St. Margaret's Church, Parochial House, Parochial Hall and St. Margaret's National School are centrally located within the policy area with existing residential development to the north and south of the existing centre.

This area was first designated as a 'Special Policy Area' in the FDP 2005-2011 and transposed into subsequent development plans. The findings of the South Fingal Planning Study 2004 contributed to the formulation of the policies and objectives of the Fingal Development Plan 2005-2011 and the Dublin Airport Local Area Plan 2005. This was a study prepared by a consortium of consultants on behalf of Fingal County Council, which provided an overall strategy for the proper planning and sustainable development of South Fingal.

Fig. A.1 St. Margaret's Special Policy Area



The primary aim of this study was 'to advise on a strategic "vision" and planning framework for South Fingal to 2011'. Specially, this study set the policy context for designating the 'Special Policy Area' of St. Margaret's with the requirement to prepare a future strategy for the area based on consultation between Fingal County Council, local residents and relevant airport stakeholders.

The majority of the lands within this 'Special Policy Area' are zoned 'RU', Rural, within the current FDP 2017-2023 where the zoning vision seeks to protect and promote the value of the rural area of the County. The remaining lands on the southern and western extremities of the policy area are zoned 'GB',-Greenbelt, where the zoning vision seeks to protect and provide for a greenbelt. This area of greenbelt forms part of the wider strategic greenbelt between the Airport lands and the extensive rural lands of the north County.

The close proximity of St. Margaret's to runway infrastructure is acknowledged. In this context, the policy area lies within Noise Zone A (ie. the Airport Inner Noise Zone) and the majority of the policy area is outside the Outer Airport Public Safety Zone. Housing provision in the 'Special Policy Area' is guided by Fingal's Rural Settlement Strategy as set out in Section 5.2 of the FDP 2017-2023. In the context of the rural zoning objectives of the area and its location within Noise Zone A (ie. the Airport Inner Noise Zone), new residential development is actively resisted within the policy area with the exception for those who are actively engaged in farming.

Indicative road proposals as set out in the FDP 2017-2023 include the Swords Western Relief Road and the indicative Airport Western Access Road from the N2/M2 corridor, all to the west of the policy area.

1.2
PUBLIC CONSULTATION OUTCOMES

In the context of formulating a strategy for the policy area, Fingal County Council invited community representatives from the St. Margaret's area to engage and collaborate through a series of workshops over 2017 and 2019. These workshops provided an opportunity for candid and detailed discussions on the many issues concerning St. Margaret's and gave a very real picture of what is important to the existing community. The feedback received during the formal pre-draft LAP consultation process as well as the views expressed through the additional engagement process of the Visioning Portal – yourairportviews.fingal.ie – were also valuable in identifying the issues relevant to the policy area and in formulating the relevant strategy. Discussions also took place with daa in the context of preparing a strategy for the policy area as required under objective DA28 of the FDP 2017-2023. daa will continue to engage and work with neighbouring airport communities such as St. Margaret's through the various formal and informal engagement forums and will continue to support future community initiatives through their Community Fund.

Two general but opposing views emerge from the feedback regarding the specific policy area of St. Margaret's. On the one hand, there is a considerable degree of uncertainty regarding the future of the policy area and considerable doubt regarding its co-existence, particularly in the context of its close proximity to runway infrastructure and the future growth of the Airport which includes proposed strategic roads infrastructure to the west of the Airport to facilitate future airport growth. This uncertainty is further compounded by the restrictions on the provision of new housing in the policy area and the lack of investment in infrastructure and the physical fabric of the area in recent years.

Parallel to this, there is a realistic acceptance of airport growth, an overwhelming sentiment and strong sense of commitment towards the settlement and a very strong desire to remain in the area. In the context of the latter, there is a need for a coordinated approach on behalf of all relevant stakeholders towards the enhancement of the area to benefit those living and continuing to live in this area. On this basis, Fingal County Council has prepared a strategy for the 'Special Policy Area of St. Margaret's'.

Feedback received from the local community questioned the merit of preparing this strategy in the context of the indicative nature of future road proposals for the area, with particular reference to the proposed Swords Western Relief Road and the proposed Airport Western Access Road. Based on recommendations set out in the South Fingal Transport Study 2019, the Swords Western Relief Road is envisaged as a longer-term proposal and outside the lifetime of this Dublin Airport LAP. The Airport Western Access Road, as set out in the South Fingal Transport Study 2019 is identified as a key infrastructural requirement to facilitate airport growth during the lifetime of the Dublin Airport LAP. These indicative roads proposals will be subject to detailed feasibility, route selection, design, environmental appraisal and planning through a separate statutory procedure which will involve statutory public consultation, affording the opportunity to the community of St. Margaret's to engage within this process.

Notwithstanding the indicative nature of these future road schemes, this strategy sets the framework for the overall physical and socio-cultural enhancement of St. Margaret's and in doing so underpins and reinforces the future of St. Margaret's, particularly, in the context of future airport growth and future roads infrastructure to serve the Airport.

1.3
AIMS OF THE STRATEGY FOR THE 'SPECIAL POLICY AREA' OF ST. MARGARET'S

The important feedback and analysis of existing conditions were central in helping to identify the focus of this strategy. Feedback, where relevant and feasible, was considered in the formulation of the strategy. In this regard, the aims of the strategy for the 'Special Policy Area' of St. Margaret's are centred on:

- **Support for the existing community through the continued use and enhancement of existing community facilities and services.**
- **The creation of a high quality central open space for a combination of active and passive uses based on the principles of shared community infrastructure.**
- **Enhancement of the public realm through a focused and considered approach.**
- **Protection and promotion of the cultural and natural heritage features that contributes to the identity of St. Margaret's.**
- **Co-ordination with other stakeholders to improve the local environment.**
- **Acknowledgment of the restrictions faced by those not involved in farming and who have family homes in Noise Zone A (ie. the Airport Inner Noise Zone).**

1.4
LOCAL ENHANCEMENT ACTION PLAN

The overall aim of this strategy is to provide guidance, outlining the potentials of the policy area and the possible ways that those potentials may be realised with an end goal to enhance the physical environment and to improve the socio-cultural aspects of the community in the short and medium-term. While the strategy provides a high level approach for the area, it also centres the attention on a number of focus areas. The focus areas explored in this strategy seek to strengthen and enhance the attributes which have been identified as key contributing elements determining the distinctive physical and social character of St. Margaret's.

Specifically, the focus areas identified for community and environmental enhancement will instigate discussion and allow their detailed development through a future 'Local Enhancement Action Plan' prepared by Fingal County Council for the policy area. As a design-led document, it will ensure a cohesive and considered approach to the enhancement of the policy area. This plan will involve further consultation with the local community and other relevant stakeholders towards the ultimate goal of delivering tangible projects on the ground that will impact on St. Margaret's policy area in a positive way. This plan will also address priority actions, funding options and a realistic delivery programme which is considered essential to the success of environmental and community projects. The delivery of such projects will require the attention and co-operation of community representatives, various property owners, Fingal County Council and other relevant stakeholders. Consideration should be given to public/private joint ventures where community projects could benefit from adjoining private lands.

OBJECTIVE LEAP01

Commence preparation of a 'Local Enhancement Action Plan' for the 'Special Policy Area' of St. Margaret's within 12 months of the adoption of the Dublin Airport Local Area Plan, in consultation with the local community and other relevant stakeholders based on the focus areas identified in this strategy for St. Margaret's. This plan shall address priority actions, funding and a delivery programme for proposed environmental and community enhancement projects.

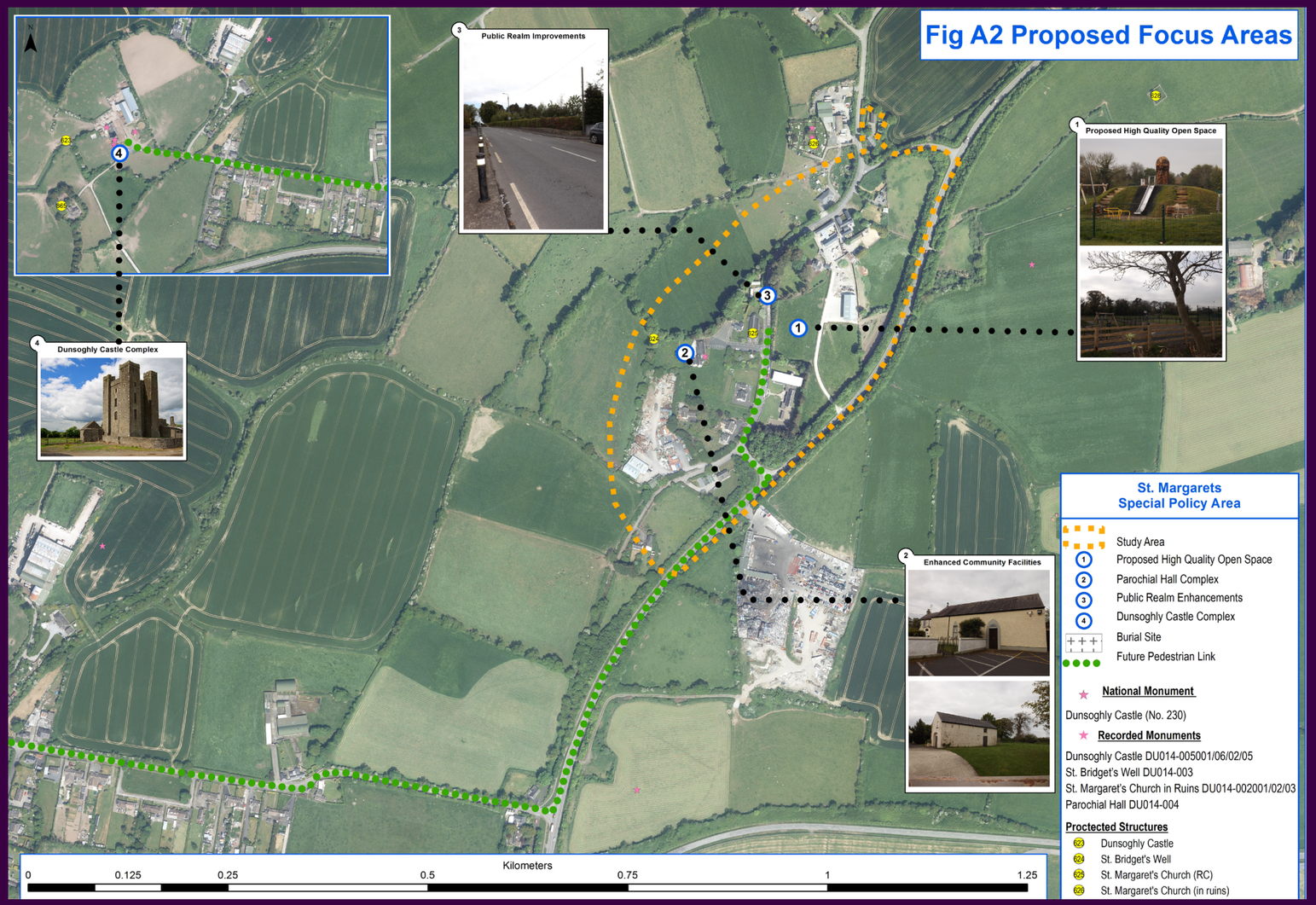
1.5
IDENTIFICATION OF FOCUS AREAS

Local involvement by the community of St. Margaret's has proven to be central in the development of the strategy for the policy area. The identification of the proposed focus areas that follow is a direct outcome of active community participation and consultation.

PROPOSED FOCUS AREAS:

i. **Enhancement of Community Facilities and Services-Parochial Hall Complex.**
ii. **Provision of a High-Quality Open Space and Improved Linkages.**
iii. **Environmental Enhancement – Improvements to the existing Public Realm.**
iv. **Protection and Promotion of Natural and Cultural Heritage - Dunsoghly Castle Complex.**

Fig. A2 Proposed Focus Areas



(I) COMMUNITY FACILITIES AND SERVICES – PAROCHIAL HALL COMPLEX

Fig. A3 Parochial Hall

Fig. A4 Existing Outbuilding to rear of the Parochial Hall

Community facilities in St. Margaret's are limited but are well supported by the community. The Church of St. Margaret's, a 19th century Catholic Church, is an attractive vernacular building and Protected Structure that features as the main focal point for the settlement.

Currently, the main community facility in the study area is provided by St. Margaret's Parochial Hall, which serves as a meeting place for community groups and events. This hall, formerly the old church, together with St. Margaret's Church occupies a central location in the policy area and overlooks the attractive central square. The existing Parochial Hall and associated lands immediately to the rear of the hall comprises a vernacular outbuilding and an area of attractive open space bounded by mature trees. The Parochial Hall and associated lands are within church ownership.

It is considered that the Parochial Hall Complex offers the potential to create a high-quality attractive community space given the appropriate interventions. The existing hall is currently limited in space and in need of refurbishment. The provision and access to such facilities is important in providing the local community with opportunities to meet and interact. In this regard, the refurbishment and the potential extension of the existing Parochial Hall would provide an opportunity for staging a wide range of cultural activities and community events for St. Margaret's and the wider community. Such a facility should have flexible floor space to accommodate a variety of uses such as meeting rooms, exhibition space and performance space. The undeveloped lands to the rear of the existing hall presents the opportunity for the potential future extension of the Parochial Hall as well as the sensitive redevelopment of its vernacular outbuilding for additional community use(s) such as a community café or other appropriate community use(s) where the community can meet and interact.

The small Square located off Main Street is an attractive open space over-looked by St. Margaret's Church, Parochial House and Parochial Hall and the attractive cottage dwelling, the former school teacher's house. Currently, the Square provides for car-parking for the adjoining church and national school. The refurbishment of the Parochial Hall for community activities would provide for an enhanced venue for a wider range of community activities and events that could spill out onto the Square, utilising this space beyond its current function. The Square could also facilitate other events such as a farmer's market. The space immediately opposite St. Margaret's Church and in church ownership contains 'The Belfry' associated with the church which was erected in the 1930's. This space requires environmental enhancement works to clearly define this space and to showcase the existing belfry. The enhancement of these lands would serve to enliven this centrally located space and generate a much-improved relationship to the square and adjacent buildings. The vernacular walls adjoining the Square are in need of repair and upgrade. These works can be carried out as part of any future improvements to the public realm.

The feasibility for the future refurbishment and extension of the Parochial Hall as well as the potential for the redevelopment of the vernacular outbuilding for community use(s) will be explored as part of the socio-cultural aspect of the future 'Local Enhancement Action Plan' in consultation with the relevant church authorities and the local community. The future management of any new improved community facilities could be considered in the context of a community led approach.

(II) HIGH QUALITY PUBLIC OPEN SPACE

Fig. A5 High Quality Public Open Space Schematic

The analysis of the policy area clearly shows the lack of public open space provision for active and recreational uses to serve the existing community. St. Margaret's National School which currently accommodates c. 100 students and where student numbers have increased steadily in the last 20 years currently use the existing Parochial Hall to facilitate their physical education programme. Given the absence of public space provision and the limitations of the current school site, it is considered that the development of a new high quality open space for a combination of recreational uses within the centre of the policy area would be of significant benefit to the school and its student population and the wider community.

The undeveloped lands to the north and north-east of St. Margaret's National School offers the optimum location to develop a high-quality open space with a complimentary range of recreational uses within the centre of the policy area. These lands offer direct connectivity to the existing school and allow for a high degree of passive surveillance. The provision of a Multi-Use Games Area [MUGA], all weather facility within this new open space would provide opportunities for a wide range of active recreational uses. Provision of direct pedestrian access to St. Margaret's National School would provide safe off-road access to the school during school hours. The provision of a MUGA facility would operate on the basis of shared community infrastructure.

Certain locations throughout this new open space could provide the opportunity to establish ecological zones. These ecological zones would encourage plants to naturalise, creating and increasing a diversity of habitats. With the national school in close proximity, these ecological zones would provide an educational benefit, encouraging nature classroom visits to the garden. Incidental play elements could be strategically positioned throughout. These elements can take the form of natural or sculptural pieces that enhance the appearance of the open space and may reflect the heritage/culture of the area. The potential range of uses within this open space area would be developed in consultation with the local community.

Fingal County Council currently own 0.2 hectares of lands to the north-east of existing school lands. The lands in the immediate vicinity of the school to the north are currently within private ownership. Fingal County Council will explore opportunities to address landownership issues with a view to acquiring appropriate lands for the development of this new central public open space.

COMMUNITY FACILITIES, SERVICES AND PUBLIC OPEN SPACE OBJECTIVES

OBJECTIVE CF01
Facilitate and co-operate with the community and other relevant stakeholders towards the enhancement and provision of community facilities and services to serve the existing community.

OBJECTIVE CF02
Promote and facilitate the sympathetic refurbishment of the existing 'Parochial Hall' and examine the feasibility for the extension of this existing community facility.

OBJECTIVE CF03
Support and encourage the sympathetic refurbishment of the existing vernacular outbuilding to the rear of the existing Parochial Hall for additional community uses.

OBJECTIVE CF04
Encourage and facilitate the provision of a new high quality open space feature in the centre of St. Margaret's for a combination of active and passive recreational uses.

OBJECTIVE CF05
Encourage and facilitate the development of a 'Multi-Use Games Area' in the vicinity of the school with appropriate pedestrian linkages.

(III) ENVIRONMENTAL ENHANCEMENT – IMPROVEMENTS TO THE PUBLIC REALM

The need for improvements to the physical environment of the policy area [namely the public realm] was clearly identified by the local community. The public realm consists of the main street, footpaths, street furniture and landscape elements. A key aim of this strategy is to improve the quality of the public realm. The 'Local Enhancement Action Plan' will seek to address existing deficiencies and to promote proposals for public realm enhancements. The 'Local Enhancement Action Plan' will also seek to address the physical disconnect that exists between the east and west of Main Street to create a more accessible and inviting centre that is integrated with its surroundings.

ENVIRONMENTAL ENHANCEMENT OBJECTIVES

OBJECTIVE EE01
Encourage and facilitate environmental improvements to the physical fabric of the policy area.

OBJECTIVE EE02
Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.

(IV) PROTECTION AND PROMOTION OF CULTURAL AND NATURAL HERITAGE

Within the policy area, the presence of the landscape is prominent with a backdrop of mature trees and hedgerows and with the buildings of character, generates the special identity and the local distinctiveness of place that defines St. Margaret's. The preservation of the cultural heritage assets, both built and natural, of the area is seen as a key priority for the local community. St. Margaret's offers a rich history and a wealth of built heritage assets that contributes to the local character and sense of identity of the area. The FDP 2017 - 2023 recognises the importance of identifying, valuing and safeguarding the cultural heritage of Fingal for future generations and in this regard, the aim of this strategy is centred on the protection and promotion of the cultural heritage assets of St. Margaret's.

Table A.1 Built Heritage Assets within and adjoining St. Margaret's

BUILT HERITAGE FEATURE	NATIONAL MONUMENT	RECORDED MONUMENT	PROTECTED STRUCTURE
St.Margaret's Church			0625
Parochial Hall		DU014-004	
St. Bridget's Well		DU014-003	0624
St. Margaret's Church (in Ruins) & Graveyard, Chantry Chapel, Historic grave markers & 18th century mausoleum to Morgan Family.		DU014-002001/03	0626
Dunsoghly Castle Intact four-storey 15th century Tower House; Single-storey Chapel with date stone Bawn wall of a former 16th/17th dwelling.	No. 230	DU014-005001 DU014-005002 DU014-005006	0623

The Square and its surrounding heritage buildings represent an area of significant character and the main space that defines St. Margaret's. To protect the overall character and setting of the Square, the 'Local Enhancement Action Plan' shall assess the merit of designating this area an Architectural Conservation Area. The review of the Record Protected Structures (RPS) is an ongoing process. Additions to the RPS can continue to be made throughout the life of the Fingal Development Plan under Section 55 of the Planning and Development Act 2019. Notwithstanding, any future refurbishment of heritage buildings adjoining the Square would require a sensitive and sympathetic approach in consultation with the Council's Conservation Officer given its special character.

Fig. A6 St. Margaret's Church, the Square and existing Cottage Dwelling

Dunsoghly Castle Complex to the south-west of the policy area has to be acknowledged for the important part it plays in the history of St. Margaret's. Dunsoghly Castle, a National Monument (No. 230), Recorded Monument [DU014-005001] and Protected Structure (ref: 0623) is a well preserved four storey tower house with associated medieval structures including the bawn wall of a former 16th/17th dwelling (Recorded Monument DU014-005006) and a chapel (Recorded Monument DU014-005002) with inscribed stone plaque dated 15th century (Recorded Monument DU014-005005). The tower house which was the seat of the Plunkett family is a significant feature in its rural setting and is one of the finest examples of 15th century architecture in the Country with the majority of its medieval timber roof structure still intact. The tower house which is in state ownership and associated structures are under the care and management of the OPW and the National Monuments Service. Dunsoghly Castle is located within private farm lands.

The current FDP 2017-2023 recognises the special significance of Dunsoghly Castle complex and its potential as a future heritage attraction. The 'Conservation and Development Study 2012' for Dunsoghly Castle was prepared as a collaboration between relevant heritage stakeholders, the landowner, Fingal County Council and the local community. This study promotes the development of Dunsoghly Castle Complex as a future tourist attraction with the development of complimentary ancillary facilities such as an open farm/farm shop/tea rooms on adjoining lands. It is acknowledged that the issue of access rights would need to be addressed with the current landowner in the context of achieving permanent access to the lands.

Dunsoghly Castle and Farm has the potential to attract multiple audiences and the various visitor profiles should form the basis for any future planned complimentary attractions. Given its location with easy access to the national road network, Dunsoghly Castle and Farm has the potential to be particularly attractive to the domestic Dublin market. In this regard, Dunsoghly Castle Complex presents a major opportunity for the development of this significant heritage asset and farm as an attractor to the area. The advancement of this tourist project shall be set as a priority objective of the proposed "Local Enhancement Action Plan'.

Coupled with the preservation of built heritage, the promotion of the rich history associated with the area and its heritage is of key importance to the local community. While it is the role of the Fingal Development Plan to protect this built heritage, the 'Local Enhancement Action Plan' shall explore means of celebrating it. One of the means of doing such is to develop an historic/information board for the area incorporating and celebrating the area's history and heritage. A simple measure, it publicly promotes the history associated with the area, and provides reference information for each of the heritage buildings.

CULTURAL HERITAGE OBJECTIVES

OBJECTIVE CH01
Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of local attractions for St. Margaret's.

OBJECTIVE CH02
Protect those buildings and structures of archaeological, architectural or historic importance and the settings thereof, which are indicated on the Record of Monuments & Places, Record of Protected Structures and in the current Fingal Development Plan 2017-2023.

OBJECTIVE CH03
Retain, appreciate and revitalise appropriately the vernacular heritage of St. Margaret's by deterring the replacement of good quality vernacular buildings with modern structures and by protecting (through the use of ACAs, the RPS and in the normal course of development management) vernacular buildings where they contribute to the character of the area.

OBJECTIVE CH04
Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.

OBJECTIVE CH05
Support and facilitate the interpretation of important archaeological, architectural and historic features of the area.

OBJECTIVE CH06
Support the appropriate and sympathetic provision of noise insulation to St. Margaret's Church in consultation with relevant church and heritage bodies.

OBJECTIVE CH07
Promote the conservation, enhancement, public access and enjoyment of the archaeological, natural and built heritage as important elements in the enhancement of the area.

1.6
IMPROVING LINKAGES

Feedback from the local community identified that the local area is not well linked in terms of pedestrian circulation and the circulation routes that exist are disjointed and lack legibility. One of the new route options identified during consultation with the local community included the creation of a new pedestrian link between St. Margaret's GAA Club and St. Margaret's policy area given the important and central role the club plays in the lives of the existing community.

Ease of movement within and around St. Margaret's is vital to building an attractive, safe and user-friendly public realm. A key challenge for the area is the creation of a pleasant and accessible walking environment. Options to improve pedestrian linkages within and around the policy area will be explored as part of the 'Local Enhancement Action Plan'.

The development of Dunsoghly Castle and Farm has the potential to stimulate the local area including the community of St. Margaret's. In this regard, a pedestrian link from Dunsoghly Castle to St. Margaret's policy area is proposed, via the existing Newtown Cottages. Existing footpaths in the vicinity of Newtown Cottages and St. Margaret's can be utilised together with new sections of footpath close to the entrance of Dunsoghly Castle to achieve this future connecting pedestrian link. The proposed pedestrian link would connect and facilitate easy access between Dunsoghly Castle Complex and St. Margaret's and all they have to offer, particularly, in relation to heritage amenities.

In terms of public transport linkages, services to the area are currently limited. The Dublin Bus Service Route 40B Dublin City Centre to Toberburr currently serves St. Margaret's with bus stops outside the school and church. There is currently no public transport link from St. Margaret's to Swords or other towns and villages with the County. The 'Local Link' bus service established under the Rural Transport Programme provides bus transport for rural residents supporting communities in Ballyboughal, Oldtown and Naul to access public services, employment, training, health, social facilities and other services. The Rural Transport Programme provides an invaluable service and the frequency of services and new and expanded routes should be increased to provide the local community with an alternative means of transport to the private car. In this context, a major opportunity exists by way of an extension of the current local link service from Swords Town Centre to Knocksedan and onwards to St. Margaret's and the surrounding areas. Currently, representatives from St. Margaret's are actively engaging with the relevant local link transport providers in this regard.

OBJECTIVE IL01

Examine the feasibility of improved pedestrian linkages and circulation routes within St. Margaret's.

OBJECTIVE IL02

Promote and facilitate a connecting pedestrian link between Dunsoghly Castle Complex and St. Margaret's policy area.

OBJECTIVE IL03

Support and encourage public transport providers to enhance the provision of public transportation services to St. Margaret's and to support and facilitate rural community transport initiatives where possible, aimed at providing new services through the area, enhancing and expanding existing services.

Whilst this strategy concludes at this point in the Local Area Plan process, it merely marks the beginning of the overall process through the 'Local Enhancement Action Plan' where the proposed focus areas will be brought from outline concept to detailed design in consultation with the local community and other relevant stakeholders. Following the preparation of this plan by Fingal County Council, the Community Liaison Group [CLG] is considered the most appropriate forum to advance the various environmental and community enhancement projects that will emerge from the proposed 'Local Enhancement Action Plan'.

1.7 HOUSING AND ST. MARGARET'S SPECIAL POLICY AREA

One of the foremost concerns identified during feedback relates to the current housing restrictions as they relate to the Airport Inner Noise Zone [Noise Zone A] where new housing for non-farm family members is actively resisted. Options identified by the community in view of these current restrictions include, (i)designating a new alternative location within the rural zoned lands of the north County to cater for the future housing needs of St. Margaret's as well as (i) an increase in the area where housing can be considered for non-farm family members outside the Airport Inner Noise Zone [Noise Zone A].

The Rural Settlement Strategy as set out in the Fingal Development Plan 2017-2023 recognises the need to provide for housing for the rural community but limits the amount of housing in the open countryside and provides for alternative options within the rural area either in the rural villages or rural clusters as a more sustainable and suitable location for rural generated housing.

There are many rural villages within a close distance of the designated St. Margaret's Special Policy Area. These villages are zoned 'RV' rural village in the current Fingal Development Plan 2017-2023 with the objective to 'Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved Local Area Plan, and the availability of physical and community infrastructure'. Settlement within the designated Rural Villages will continue to be open to all.

Most of these villages as set out below have adopted Local area Plans [LAP's] in place and these LAP's are accompanied by Village Development Framework Plans [VDFP's] which clearly illustrate how these villages will develop and how they will look once they are built out. All of these villages have the capacity to provide for a wide choice of residential accommodation including larger serviced sites.

Serviced sites provide for a particular need within the rural community for sites where houses are designed to meet the applicant's own requirements. The purpose of designated serviced sites, within the villages is to meet people's needs for house sites on which they can develop individual or 'one-off' houses designed to meet the applicant's own requirements.

The allocation of housing numbers for each of these Rural Villages have been thoroughly analysed and addressed within the context of the Core Strategy of the FDP 2017-2023 for the County. Having examined the outstanding development potential in these villages, considerable development opportunity exists within these villages, where the vast majority of development areas identified in the LAP's remain undeveloped to date [Table A.2 refers]. In this context, there is a sufficient quantum of readily available and serviced zoned lands available within Fingal's Rural Villages offering an attractive housing alternative and a wide choice of residential accommodation including larger serviced sites.

In addition to the rural villages, there are 37 designated Rural Clusters across the County where members of the rural community can live as an alternative to housing in the open countryside. Settlement within these rural clusters is open to members of the rural community within St. Margaret's subject to specified criteria as set out in the Rural Settlement Strategy as it relates to Rural Clusters.

Table A.2 Fingal's Rural Villages and Future Development Potential

RURAL VILLAGE	LAP STATUS	EXPIRY DATE	POTENTIAL INFILL**
Coolquay	Pending*	-	17 hectares
Rivermeade	Adopted	May 2024	16 hectares
Rowlestown	Adopted	May 2019	30 hectares
Kinsealy	Adopted	May 2025	3 hectares
Ballymadun	Pending		16 hectares
Ballyboghil	Adopted	May 2022	16 hectares
Oldtown	Adopted	May 2022	7 hectares
Garristown	Adopted	July 2020	16 hectares
Naul	Adopted	April 2021	5 hectares
Balscadden	Pending	-	6 hectares

*it is a priority of FCC to prepare an LAP for the village within the lifetime of the Fingal Development Plan 2017-2023.

** Figures May 2019

Housing provision in the 'Special Policy Area' of St. Margaret's is guided by Fingal's Rural Settlement Strategy as set out in Section 5.2 of the FDP 2017-2023 and specifically under Objectives RF40 and RF41 in the context of the rural zoning objectives of the area and its location within Noise Zone A (ie. the Airport Inner Noise Zone) where new housing provision is actively resisted with the exception for those who are actively engaged in farming. This is to ensure the avoidance of conflict between airport operations and land uses and to ensure that new developments will not be subject to unacceptable levels of aviation generated noise and unduly impact on residential amenity. In this regard, the current housing provisions are considered appropriate.

As an alternative, consideration is currently given to the development of new housing for those not involved in farming but who have family homes within Noise Zone A (ie. the Airport Inner Noise Zone) in locations on suitable sites outside the Airport Inner Noise Zone but within five kilometres [in accordance with adopted Variation 1 of the FDP 2017-2023] from that noise zone and subject to an M1 east/west stipulation. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 provides an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.

Objective RF40 of the FDP 2017-2023 specifically seeks to, *'Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out within this chapter, within the Airport Noise Zone A, and subject to the following restrictions:*

- *Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour.*
- *Comprehensive noise insulation shall be required for any house permitted under this objective.*
- *Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.'*

Objective RF41 of the FDP 2017-2023 specifically seeks to, *'Apply the provisions of the Rural Settlement Strategy as it applies to "New Housing for the Rural Community other than for those who are actively engaged in farming" for rural community members located within Noise Zone A on suitable sites located within five kilometres outside Noise Zone A. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.'*

Proposals for development under the rural housing policy will continue to be required to comply with other relevant FDP 2017-2023 provisions that are already in force, including various measures relating to environmental protection, environmental management and sustainable development as well as demonstrating a rural housing need.

APPENDIX 2:

FINGAL DEVELOPMENT PLAN 2017-2023 OBJECTIVES RELATING TO DUBLIN AIRPORT

Comhairle Contae Fhine Gall
Fingal County Council

APPENDIX 2

Fingal Development Plan 2017-2023 objectives relating to Dublin Airport.

CHAPTER 4 URBAN FINGAL

OBJECTIVE SWORDS 5
Actively promote and support the early development of the indicative route for new Metro North linking Swords with Dublin Airport and Dublin City Centre.

OBJECTIVE SWORDS 13
Facilitate the development of the Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and north of the Lissenhall interchange) to the N2 via the proposed 'Dublin Airport Box' road network.

CHAPTER 5 RURAL FINGAL

OBJECTIVE RF40
Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out within this chapter, within Airport Noise Zone A, and subject to the following restrictions:

- **Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour.**
- **Comprehensive noise insulation shall be required for any house permitted under this objective.**
- **Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.**

OBJECTIVE RF41
Apply the provisions of the Rural Settlement Strategy as it applies to "New Housing for the Rural Community other than for those who are actively engaged in farming" for rural community members located within Noise Zone A on suitable sites located within five kilometres outside Noise Zone A. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

CHAPTER 6 ECONOMIC DEVELOPMENT

OBJECTIVE ED11
Maximise sustainable economic opportunities associated with the presence of key infrastructural assets within the County including Dublin Airport, the national motorway network, railway services, and the close proximity to Dublin City and Dublin Port via the Port Tunnel.

OBJECTIVE ED13
Realise the benefits associated with the Dublin-Belfast Economic Corridor through supporting appropriate forms of development at key locations in accordance with the Fingal Settlement Strategy.

OBJECTIVE ED30
Engage and collaborate with key stakeholders, relevant agencies and sectoral representatives to ensure that Dublin Airport is developed and promoted as a secondary hub to capitalise on the associated wider economic benefits for Fingal and the wider region.

OBJECTIVE ED31
Ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local residential areas, and any negative impact such proposed developments may have on the sustainability of similar existing developments in the surrounding area, and the impact on the environment, including the climate.

OBJECTIVE ED33
Balance the impact of expansion of aviation and the important strategic issue of reducing carbon emissions.

OBJECTIVE ED34
Engage with and support the DAA and other employment providers in aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.

OBJECTIVE ED84
Support economic growth within the Metropolitan Area through consolidating, strengthening and promoting the strategic importance of the major urban centres of Swords and Blanchardstown and of key employment locations such as Dublin Airport and Dublin 15.

OBJECTIVE ED89
Prepare and/or implement the following Local Area Plans during the lifetime of this Plan:

- **Dublin Airport (see Map Sheet 11, LAP 11.A)**

OBJECTIVE ED97
Prepare the Dublin Airport Local Area Plan within the lifetime of the Development Plan in collaboration with key stakeholders, relevant agencies, sectoral representatives and local communities.

CHAPTER 7 MOVEMENT AND INFRASTRUCTURE

OBJECTIVE MT25
Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.

OBJECTIVE MT33
Facilitate and promote the enhancement of bus services through bus priority measures including bus lanes and bus gates. Support the NTA in the implementation of Bus Rapid Transit from Blanchardstown to Belfield and from Swords to Merrion Square, subject to detailed design.

OBJECTIVE DA01
Facilitate the operation and future development of Dublin Airport, in line with Government policy, recognising its role in the provision of air transport, both passenger and freight.

OBJECTIVE DA02
Prepare and implement a new Local Area Plan for Dublin Airport which will accommodate the future sustainable growth and development of the airport lands while also facilitating the efficient and effective operation of Dublin Airport in accordance with the requirements of the Local Area Plan and proper planning and sustainable development.

OBJECTIVE DA03
Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.

OBJECTIVE DA04
Facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport.

OBJECTIVE DA05
Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28.

OBJECTIVE DA07
Strictly control inappropriate development and require noise insulation where appropriate in accordance with Table 7.2 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimise the adverse impact of noise on existing housing within the inner and outer noise zone.

OBJECTIVE DA10
Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.

OBJECTIVE DA11
Review the operation of the Noise Zones on an ongoing basis in line with the most up to date legislative frameworks in the area, the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.

OBJECTIVE DA12
Restrict the Crosswind Runway to essential occasional use on completion of the second east-west runway.

OBJECTIVE DA13
Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.

OBJECTIVE DA14
Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.

OBJECTIVE DA15
Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.

OBJECTIVE DA16
Continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof. To refer planning applications for any proposals that may be developed in the environs of the Airport to the Irish Aviation Authority and daa in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139 / 2014 (EASA Certification Specifications), previously required under ICAO Annex 14, and which are depicted on the aerodrome operator's map.

OBJECTIVE DA18
Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.

OBJECTIVE DA19
Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan.

OBJECTIVE DA20
Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation ICAO as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.

OBJECTIVE DA21
Ensure that all development within the Dublin Airport Local Area Plan lands will be of a high standard of design, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.

OBJECTIVE DA22
Control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport by workers and passengers and to secure the efficient use of land.

OBJECTIVE DA23
Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.

OBJECTIVE DA24
Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.

OBJECTIVE DA25
Maintain and protect accessibility to the Airport as a priority.

OBJECTIVE DA26
Restrict housing development in order to minimize the potential for future conflict between Airport operations and the environmental conditions for residents.

OBJECTIVE DA28
Prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the Dublin Airport Authority.

APPENDIX 3:

REFERENCES

Comhairle Contae Fhine Gall
Fingal County Council

CHAPTER 1
GENERAL INTRODUCTION

1 Anna Aero: European Airports Trends Database.

2 Hub - a convenient airport location whereby passengers can change aircraft to get to their final destination.

3 The US Preclearance facility at Terminal 2 in Dublin Airport is a purpose built facility that allows US bound passengers to undertake all US immigration, customs and agriculture inspections at Dublin Airport prior to departure.

4 Oxford Economics for DTTAS: Review of the Capacity Needs of Ireland's Airports (August 2018).

5 Short to Medium Term development horizon within the context of the Dublin Airport LAP entails the duration of the plan period.

6 Long Term development horizon within the context of the Dublin Airport LAP is up to 2050.

7 These policy documents promote the importance of Dublin Airport as a transport gateway, secondary European hub and economic facilitator, and are configured to anticipate and support future growth whilst promoting the importance of developing an environmentally sustainable approach to the growth of the Airport.

8 National Aviation Policy, Project Ireland 2040 - National Planning Framework underpinned by a 10 year National Development Plan, a Regional Spatial Economic Strategy for the Eastern and Midlands region and the Fingal Development Plan 2017-2023.

9 Fingal County Council Ref: F04A/1755/E1, An Bord Pleanála Reference Number PL06F.217429.

10 Oxford Economics for DTTAS: Review of the Capacity Needs of Ireland's Airports (August 2018).

11 An Bord Pleanála passenger cap associated with T2 permission PL06F.220670 having regard to transport capacity constraints. Fingal County Council Ref: F06A/1248.

12 The timeframe for the South Fingal Transport Study is up 2027, taken as the year of opening for the Metrolink Scheme.

13 The Consultation Report Social Perspectives on the future of Dublin Airport is available at https://yourairportviews.fingal.ie/#/report.

CHAPTER 2
DUBLIN AIRPORT IN CONTEXT

14 The comprehensive Trans-European Network [TEN] incorporates the subset Trans-European Transport Network [TEN-T Network] which represents the strategically most important transport nodes and links of the trans-European transport networks designated by the EU. The TEN-T network on the Island of Ireland links the main urban centres of Belfast-Dublin and Cork and encompasses the road, rail and other transport modes on this route. The EU works to promote TEN-T networks by a combination of leadership, coordination, issuance of guidelines and funding aspects of development.

15 The North Sea-Mediterranean Corridor is one of the nine priority axes of the Trans-European Transport Network. It stretches from Ireland and the north of UK through the Netherlands, Belgium and Luxembourg to the Mediterranean Sea in the south of France and will strongly contribute to European interconnectivity and cohesion.

16 Hub - a convenient airport location whereby passengers can change aircraft to get to their final destination.

17 Departing passengers on US bound flights are required to process through the US Preclearance facility located on the ground level of Pier 4 connected to T2.

18 Data Centre-Airport Council International [ACI] 2018.

19 Origin-destination passengers.

20 Connecting passengers.

21 Passengers passed through the Airport but did not change planes.

22 www.daa.ie.

23 A National Aviation Policy for Ireland 2015.

24 Dublin, Cork, Shannon, Kerry and Knock.

25 CSO 2018 – Aviation Statistics.

26 Dublin, Cork and Shannon.

27 Oxford Economics for DTTAS: Review of the Capacity Needs of Ireland's Airports (August 2018).

28 APU–Provision of overhaul repair and modification services for Auxiliary Power Units –APU (eg. aircraft electrical power and air conditioning services).

29 Short to medium term horizon as per the DTTAS Review is up to 2030. Longer term horizon is up to 2050.

30 Landside is the area(s) at an airport before passengers go through Security, Customs, and Immigration including landside access – road network and public transport.

CHAPTER 3
FORECASTS AND CAPACITY CONSTRAINTS

31 Short to Medium term in context of DTTAS Review is up to 2030.

32 Transfer passenger numbers increased by 18% to 1.8 million in 2018 - www.daa.ie

33 240,000 passengers transited through Dublin in 2018- www.daa.ie.

34 An Bord Pleanála passenger cap associated with T2 permission [PL06F.220670] having regard to transport capacity constraints.

CHAPTER 6
THE ECONOMIC IMPACT OF DUBLIN AIRPORT

35 Information Communications Technology.

CHAPTER 7
AIRPORT INFRASTRUCTURE

36 Chapter 8 Surface Access and Transport refers.

37 Million passengers per annum.

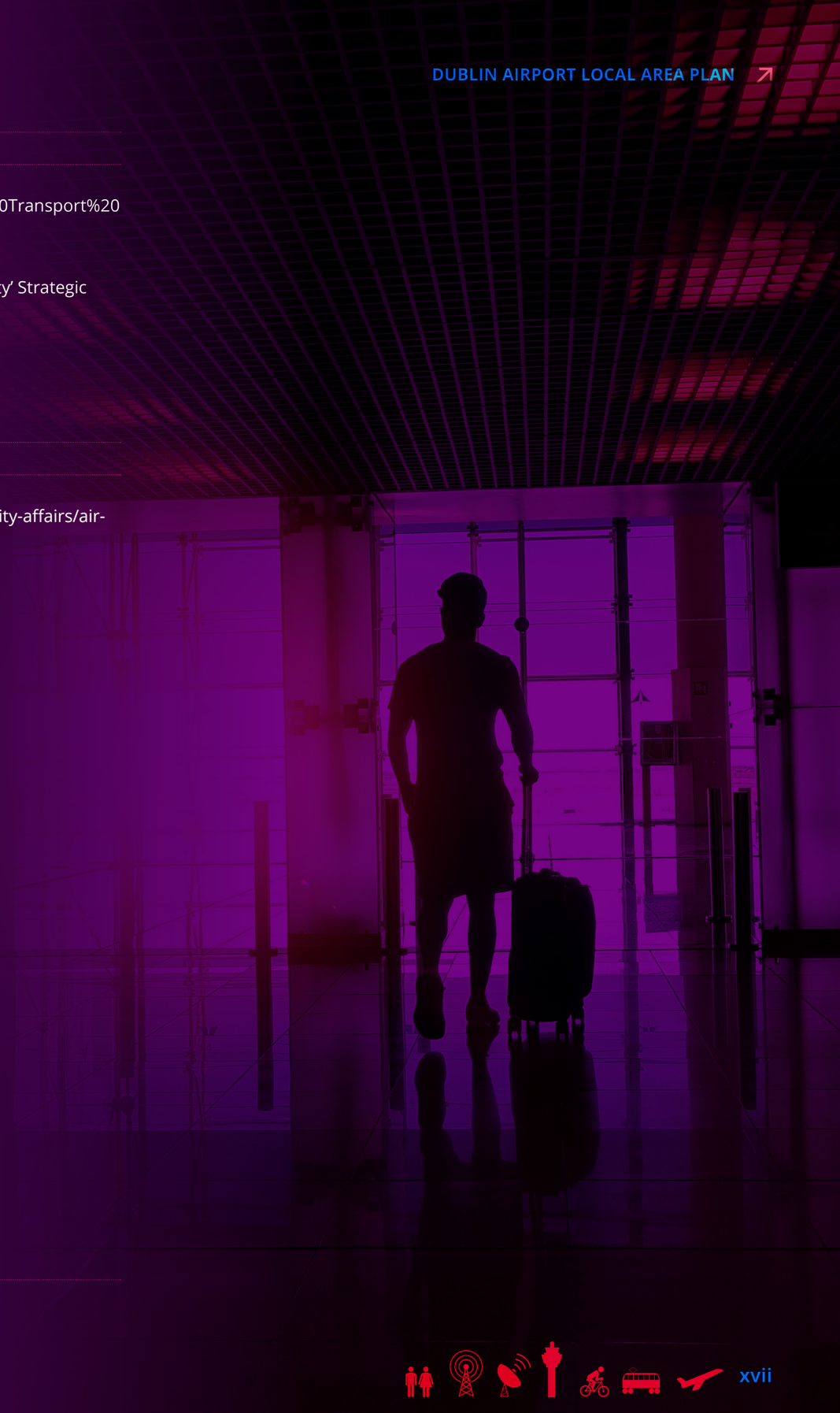
CHAPTER 8
SURFACE ACCESS AND TRANSPORT

38 http://www.fingalcoco.ie/media/South%20Fingal%20Transport%20Study%20Jan%202019.pdf

39 Fingal County Council 'Your Swords An Emerging City' Strategic Vision 2035.

CHAPTER 9
ENVIRONMENT AND COMMUNITY

40 https://www.dublinairport.com/about-us/-community-affairs/air-quality-data.



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