



Planning and Development Acts 2000 to 2019

Planning Authority: Fingal County Council

Planning Register Reference Number: F19A/0023

Appeal by the Irish Airline Pilots Association Safety and Technical (IALPA S&T) of Unit 2.4 Woodford Business Park, Santry, Dublin against the decision made on the 9th day of August, 2019 by Fingal County Council to grant subject to conditions a permission to the Dublin Airport Authority care of Tom Phillips and Associates of 80 Harcourt Street, Dublin in accordance with plans and particulars lodged with the said Council:

Proposed Development: Amend the North Parallel Runway (North Runway) (permitted under Fingal County Council planning register reference number F04A/1755; An Bord Pleanála appeal reference number PL 06F.217429). The permitted North Runway is located to the north and north-west of Terminal 1 and Terminal 2, Dublin Airport. The development will consist of amendments to the structural composition of the outer shoulder of the runway (7.5 metres wide on each side of the runway) to be constructed of reinforced grass instead of paved construction; Reduction in the width of permitted taxiways from circa 30 metres (minimum width) to circa 27 metres (minimum width); Removal of four number permitted taxiways (two number rapid exit taxiways (RETS) (P4 and P9)); and two number north-south taxiways (P5 and P12); Relocation of five number permitted taxiways; RETS P3 relocated to the east (renamed

'N5'); RETS P10 relocated to the west (renamed 'N3'); North-south access taxiway (P2), relocated by circa 152 metres to the east at eastern end of runway (renamed 'N6'); North-south taxiway (P17) (linking parallel taxiway to the North Apron) relocated by circa 116 metres to the east (renamed 'Kilo'); Re-location of taxiway at intersection with existing Runway 16/34 (P6 renamed 'Mike' and P7 renamed 'Echo 1'); Removal of taxiways (P14, P15, P16) including passing bay located to the south of parallel taxiway; Minor amendments to the runway levels where the permitted runway intersects existing Runway 16/34; Re-location of two number permitted sub-stations (each increasing from circa 450 square metres to circa 475 square metres gross floor area) and associated amendments to access roads; Amendments to the alignment and location of permitted fire access roads, including removal of six number permitted crash gates with egress to Saint Margaret's Bypass L3132 and Castlemoate Road; and the re-location of one number permitted crash gate with egress to Saint Margaret's Bypass L3132; Amendments to the location of the permitted airside perimeter fence (along northern, south-western and eastern boundaries); Re-location of two number permitted localiser (equipment) cabins and associated amendments to permitted localiser access roads; and re-location/provision of maintenance access to permitted and proposed air navigation equipment; drainage and pollution monitoring facilities. The development will also consist of amendments to ground profiles providing six number elevated Earthworks Landscape Areas (ELAs) to the north, west and south of the permitted runway (to improve the quality of the radiated signal from Navigational Aid equipment and for landscape screening purposes) with maximum levels as follows: ELA 1 (maximum level +74.8 metres AOD), ELA 2 (maximum level +76.3 metres AOD), ELA 3 (maximum level +70.1 metres AOD), ELA 4 (maximum level +64.5 metres AOD), ELA 5 (maximum level + 68.0 metres AOD), ELA 6 (maximum level +74.2 metres AOD); The provision of concrete safety 'blast pads' on the western and eastern ends of the permitted runway and the northern end of Runway 16/34; Provision of new vehicular (maintenance) access roads to permitted approach lighting: 1) with access off (unnamed)

road off eastern side of Castlemoate Road (at eastern end of runway); and 2) with access from the eastern and western sides of Toberburr Road (at western end of runway); Provision of maintenance access road and laybys off the permitted (and proposed to be amended) airside airport perimeter road consisting of three number laybys located to the south of Saint Margaret's Bypass L3132 and Forrest Little Road; and one number access road located to north-east of The Boot Inn; Provision of two number shelters (each circa 14.4 square metres, gross floor area) as rendezvous points for emergency vehicles (one number located to south-west of the permitted runway and one number to east of permitted runway); Provision of one number pumping station kiosk (circa 36 square metres gross floor area) and two number pollution control kiosks (each circa 9 square metres, gross floor area); Demolition of existing security entrance Gate 1A including security building and two number cabins (circa 201.9 square metres gross floor area) and the removal of the access off Castlemoate Road; Erection of eight number CCTV masts; erection of sections of airside blast fencing; and all associated landscaping, boundary treatment works and all ancillary site development works above and below ground, all on this site of circa 265.7 hectares at Dublin Airport, County Dublin, in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown.

Decision

GRANT permission for the above proposed development in accordance with the said plans and particulars based on the reasons and considerations under and subject to the conditions set out below.

Matters Considered

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

Reasons and Considerations

Having regard to the nature and scale of the proposed development, the planning history relating to the site and the separate regulatory regime governing airport design and operation, the policies and objectives of the Fingal County Development Plan 2017-2023 and national policy as set out in the National Planning Framework, the National Development Plan 2018-2027 and the National Aviation Policy for Ireland 2015, it is considered that the proposed physical amendments to the permitted development would be acceptable in terms of proper planning and sustainable development. It is further considered that, subject to compliance with the conditions set out below, the proposed development would not give rise to any unacceptable impacts on the amenities of the surrounding area or on traffic safety and convenience and would not present an unacceptable risk to water quality.

Appropriate Assessment

The Board noted that the proposed development is not directly connected with or necessary for the management of any European Site.

In completion of the screening for Appropriate Assessment, the Board accepted and adopted the screening assessment and conclusion carried out in the Inspector's report in respect of the identification of European Sites which could potentially be affected, and the identification and assessment of the potential likely significant effects of the proposed development, either individually or in combination with other plans or projects on these European sites in view of the site's Conservation Objectives. The Board was satisfied that the proposed development, either individually or in combination with other plans or projects would not be likely to have a significant effect on the following European Sites:

- Malahide Estuary Special Protection Area, Site Code: 004025,
- Malahide Estuary Special Area of Conservation, Site Code:000205,
- Baldoyle Bay Special Protection Area, Site Code:004016,
- Baldoyle Bay Special Area of Conservation, Site Code:000199,

or any other European site, in view of the Site's Conservation Objectives.

The Board agreed with the Inspector's Environmental Impact Assessment Screening Determination that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an Environmental Impact Assessment Report would not be required.

Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars submitted on the 31st day of May 2019 and the 19th day of July 2019, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. Apart from any departures specifically authorised by this permission, the development shall be carried out and completed in accordance with the terms and conditions of the permission granted on the 29th day of August, 2007 under appeal reference number PL 06F.217429, planning register reference number F04A/1755, as extended under planning register reference number F04A/1755/E1, and any agreements entered into thereunder.

The appropriate period for the development shall concur with that of planning authority reference number F04A/1755/E1.

Reason: In the interest of clarity and to ensure that the overall development is carried out in accordance with the previous permissions.

3. Prior to commencement of operation of the proposed runway, final details of the height and profile of the proposed Earthworks Landscape Areas (ELAs) shall be submitted to and agreed in writing with the planning authority.

Reason: In the interest of visual amenity and to provide for the finalisation of navigational requirements and compatibility of the earthworks with such requirements.

4. Prior to commencement of operation of the proposed runway, the following details shall be submitted to and agreed in writing with the planning authority.

- (a) final design details of all vehicular accesses, including crash gate entrances, from the public road;

- (b) the final design and layout, including height, of proposed blast fencing;

- (c) the final height of the proposed substation structures.

Reason: In the interest of visual amenity.

5. Prior to commissioning of the proposed development, mapping of the 0.1% Annual Exceedance Probabilities for the site shall be submitted to and agreed in writing with the planning authority.

Reason: In the interests of public health and environmental protection.

6. All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground.

Reason: In the interest of visual amenity.

Paul Hyde

Member of An Bord Pleanála

**duly authorised to authenticate
the seal of the Board.**

Dated this day of 2020.