

PLANNING REPORT

PLANNING APPLICATION FOR A PROPOSED RELEVANT ACTION (S.34C OF P&D ACTS) TO AMEND/REPLACE OPERATING RESTRICTIONS SET OUT IN CONDITIONS NO. 3(D) & NO. 5 OF THE NORTH RUNWAY PLANNING PERMISSION (ABP REF. NO.: PL06F.217429) AS WELL AS PROPOSING NEW NOISE MITIGATION MEASURES AT DUBLIN AIRPORT, CO. DUBLIN



Prepared on behalf of

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1.0 INTRODUCTION – APPLICATION FOR PLANNING PERMISSION

1.1 Application for Permission

daa plc¹ have retained Tom Phillips + Associates ('TPA'; Planning Consultants)² as part of a multi-disciplinary project team to apply to Fingal County Council ('FCC') for permission for a proposed development comprising the taking of a 'Relevant Action'³ only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport. This Application relates to a site of approximately 580 hectares in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock.

1.2 Summary of the Proposed Development / Relevant Action

The proposed development will constitute a 'Relevant Action' only within the meaning of Section 34C of the Planning and Development Act 2000⁴. The proposed Relevant Action seeks to amend/replace two operating restrictions currently imposed as conditions through the relevant planning permission⁵ for the North Runway. These operating restrictions as currently drafted, once enacted, will restrict the operation of the permitted North Runway (10L/28R) between the hours of 23:00 and 07:00 as well as limit the operation of the runway system including the existing Southern Runway (10R/28L) between the hours of 23:00 and 07:00.

The proposed Relevant Action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing.

The proposed Relevant Action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs to 2400hrs and 0600 hrs to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300 hrs and 0700 hrs over and above the number stipulated in condition no. 5 of the North Runway Planning Permission, in accordance with the annual night time noise quota.

The relevant action pursuant to Section 34C (1)(a) is:

To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal

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³ Refer Section 1.4 below

⁴ Refer to Section 1.4 below

⁵ (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429)

County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following:

'3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours.

except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.'

Permission is being sought to amend the above condition so that it reads:

'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours

except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.'

The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs to 0600 hrs to 0000 hrs.

The relevant action also is:

To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows:

5. *On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.*

Reason: *To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway."*

With the following:

A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs.

In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures:

- A noise insulation grant scheme for eligible dwellings within specific night noise contours
- A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019.

The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and Condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum.

It is noted that the proposed Relevant Action seeks to amend and replace two operating restrictions. As a result of the proposed Relevant Action, night-time (2300hours – 0700hours) noise effects will be less than those envisaged by the original grant of planning for the North Runway, and will not exceed those of 2018⁶.

It is considered that the proposed Relevant Action will deliver a balanced approach that will both serve the needs of a developing international airport, whilst respecting local communities by proposing appropriate mitigations, safeguards and monitoring.

The above referenced operating restrictions were imposed through Conditions 3(d) and 5 of the 2007 determination⁷ of An Bord Pleanála (ABP). Since then, further evidence and understanding on the impact of the restrictions has become available and it is evident that they will impact significantly on Dublin Airport's ability to meet the foreseeable need for aviation travel and safe expansion of air traffic at the airport. As such, it is considered that the operating restrictions are particularly limiting and will have the effect of unduly hindering growth of the Airport in line with the relevant Strategic Objectives of National, Regional and Local policies.

Overall, it is considered that the need to change the currently drafted operating restrictions is imperative to the airport's ability:

- to rebound post Covid-19;
- to grow in line with government wide strategic direction which seeks to develop the airport as a hub, thereby enhancing Ireland's connectivity with key tourism and export markets;
- to meet the demands of multi-trip passengers⁸ which in turn requires early morning and late evening flights;
- to meet the operational demands of the predominantly short haul service based-airline fleet at Dublin Airport and cargo operations at the airport;

⁶ 2018 used as baseline for evaluation as this provides an empirical description of the effects when the airport was close to 32mppa. Refer to Chapter 2 of EIAR for further detail.

⁷ ABP Ref. No.: PL06F.217429

⁸ Passengers undertaking more than one trip on the same day

- to maintain existing flight slots and connectivity to mainland Europe by facilitating early morning/late evening arrival and departures;
- to facilitate the ability to attract high-value transatlantic and long-haul services; and
- to maintain and facilitate growth in jobs and economic activity.

Notwithstanding the above overwhelming policy support for the proposed Relevant Action, the potential for impacts on local communities as a result of the proposed Relevant Action has been assessed in great detail through the course of preparing this application. In this regard, the proposed Relevant Action seeks to apply the balanced approach to aircraft noise management at the airport and by introducing new noise mitigations and transparent monitoring safeguards. As a result, it is considered that the proposed Relevant Action will provide an acceptable balance for all stakeholders and ensure that noise will continue to be controlled at the airport upon the commencement of use of the North Runway.

In order to facilitate Dublin Airport's growth back to 32mppa and its overall global connectivity in a balanced manner, it is proposed to undertake the above referenced Relevant Action to amend/replace two of the existing operating restrictions. This proposal is supported by the accompanying Regulation 598/2014 Assessment prepared by Ricondo, which demonstrates that the overall noise effects of the proposed Relevant Action will not exceed the noise situation from 2018, being when the airport was close to 32mppa.

It is noted that the Aircraft Noise (Dublin Airport) Regulation Act 2019 sets out a process of aircraft noise regulation, whereby the Aircraft Noise Competent Authority (ANCA) shall ensure that the Balanced Approach is adopted where a noise problem at the airport has been identified and to that end further ensure that as appropriate a noise abatement objective (NAO) is defined. The NAO will be set in due course by ANCA. However, in order to provide the necessary supporting documentation to allow ANCA to carry out their assessment, daa have developed a candidate NAO (cNAO) to provide a basis for assessment of the proposed aircraft noise reduction measures assessed in the Aircraft Noise Regulation assessment that accompanies this application. In this regard, it is important to note that the Regulation 598 assessment presented as part of the application documentation concludes that operating restrictions are not required in order to meet the cNAO. However, in order to ensure the forecast level of night activity and noise effects, an Annual Noise Quota (ANQ) is as proposed. This ANQ provides a target which will allow growth in overall air traffic movements at night for forecast movements up to 2025, whilst ensuring that the overall effects of aircraft noise do not exceed the overall effects in 2018.

For the avoidance of doubt, it is noted that the proposed Relevant Action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e. conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and Condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum (mppa).

1.3 Planning Report Outline

The purpose of this Planning Report is to outline the background to and the substance of the proposed Relevant Action. It is intended to assist with the assessment of the application by providing an accessible summary of the content and context of the overall Relevant Action and to give an insight into the rationale for the proposal and the overall process undertaken. This Planning Report summarises the various issues arising from the proposal whilst also providing a depth of technical detail to supplement the various complementary specialist reports included with the Application.

This *Planning Report* addresses the following:

1. Proposed Development constitutes a 'Relevant Action' (Section 1.4).
2. Site Location and Context (Section 2.0).
3. Planning History (Section 3.0).
4. Details of the Proposed Relevant Action (Section 4.0).
5. Policy Context (Section 5.0).
6. Regulation 598 Assessment (Section 4.4)
7. Environmental Impact Assessment (Section 4.5).
8. Screening for Appropriate Assessment (Section 4.6).
9. Quantification of Impacts on Future Growth (Section 4.7)
10. Economic Impact of Operating Restrictions (Section 4.8)

While the specialist Reports (6-10 above) should be relied upon as the primary source material, this *Planning Report* provides a summary of the pertinent issues arising.

1.4 The Proposal Constitutes a 'Relevant Action'

Pursuant to Section 34C(1)(a) of the Planning and Development Act 2000-2019 (the "PDA"),

"The person in whose favour a relevant permission operates, may by virtue of this subsection and notwithstanding any other provision of this Act (including section 34), make an application under section 34 to the planning authority where application is only for a relevant action to be taken."

Section 34C(23) defines a 'Relevant Action' as:

" 'Relevant Action', in relation to a relevant operating restriction the subject of a relevant application, means –

- a) To revoke the operating restriction,*
- b) To amend the terms of the operating restriction in the manner specified in the application,*
- c) To replace the operating restriction with the alternative operating restriction specified in the application,*
- d) To take an action referred to in paragraph (a), (b) or (c) together with introducing new noise mitigation measures or revoking, revoking and replacing, or amending the terms of, existing noise mitigation measures, or a combination thereof,*
- e) If the relevant application relates to 2 or more relevant operating restrictions, to take any combination of any of the actions referred to in paragraphs (a) to (d), or*

f) *To take an action referred to in paragraph (a), (b), (c), (d) or (e) together with revoking, revoking and replacing, or amending the terms of, a condition of the relevant permission;*

‘relevant application’ means an application referred to in subsection (1)(a);

‘relevant operating restriction’, in relation to a relevant permission, means an operating restriction included in that permission;

‘relevant permission’ means a permission granted under section 34 –

a) *For development at the airport, and*

b) *That includes an operating restriction.”*

As described above in Section 1.2, the relevant permission (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429) allows for development at the airport and includes operating restrictions (including Conditions 3(d) & 5). These *‘relevant operating restrictions’* control the night time operation of the runways at Dublin Airport. Furthermore, it is noted that the relevant permission (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429) benefits daa plc in the operation of Dublin Airport, therefore this application may be made to the planning authority to undertake a Relevant Action. For the avoidance of doubt, it is confirmed that the application is only for the proposed Relevant Action to be taken.

The application is considered to meet the criteria of a ‘relevant application’ as set out in Section 34C(23) of the PDA and is therefore a proposed Relevant Action.

1.5 Pre-Application Consultation with Fingal County Council

A number of Section 247 Pre-Application Consultation meetings have been held between daa plc, Fingal County Council (FCC) and the Aircraft Noise Competent Authority (ANCA). Summary notes of the meetings are contained on the public file (PPC 106276) at FCC.

1.6 Executive Summary – Key Issues Arising

1.6.1 The Proposed Relevant Action

This application seeks planning permission to undertake a proposed Relevant Action⁹. The proposal also seeks to propose a new noise mitigation measure, being a noise insulation grant scheme for eligible dwellings within specified future night noise contours, as well as propose a noise monitoring framework at the airport.

The proposed amendment to Condition 3(d) will effectively enable the use of the North Runway (Runway 10L-28R) for take-off and landing between 0600 hours and 0000 hours. Whereby currently, upon its opening, the North Runway will only be permitted to be used for take-off or landing between 2300 hours and 0700 hours. An amendment to the exceptions at the end of Condition 3 is also proposed so that the North Runway can be used outside of these hours should its length be required to facilitate a specific aircraft type that otherwise could not be accommodated on South Runway.

Upon the commencement of use of the North Runway, Condition 5 will restrict the average number of night time aircraft movements at the airport to 65/night between the hours of

⁹ Refer Section 1.2 above

2300 and 0700. As a result, the proposal seeks to replace this condition with an Annual Night Quota (ANQ).

Finally, the proposed Relevant Action proposes a noise insulation grant scheme and a noise monitoring framework¹⁰, which will ensure that the noise effects as a result of the above referenced changes to Conditions 3(d), the exceptions within Condition 3 and Condition 5 will not exceed the noise situation from 2018.

1.6.2 Impact of the Existing Conditions 3(d) and 5

The above referenced operating restrictions attached to the grant of planning for North Runway will have a significant impact on the night time operation of the airport, including its ability to rebound post Covid-19, to grow to its permitted capacity in line with government wide strategic direction, to remain connected to mainland Europe during key flight slot times and to enhance expansion of air services to new and existing global markets.

Failure to address the restrictions will mean that night flights into and out of Dublin Airport will be capped at 65/night. This is significantly more constrained than the number of night flights that occurred in 2019, which was on average in the summer period over 100/night. With the implementation of the proposed Relevant Action, it is expected that the airport will recover to levels similar to 2019 and recover to the permitted terminal capacity of 32mppa by 2025. Failure to amend/replace the operating restrictions will delay growth of the airport back to 32mppa. The constrained forecast indicates that with the restrictions retained, the annual number of passengers through Dublin Airport in 2025 will be 30.9mppa, 1.1 million less than an outcome facilitated by the proposed Relevant Action.

In addition to the proposed Relevant Action being required to facilitate the airport's and Ireland's return to growth, the proposed Relevant Action is required to ensure that efficient flight connectivity is maintained. Dublin Airport is part of a global web of interconnected flight routes and services. The schedule service at Dublin Airport requires a departure peak in the 0600-0700 hours period and a broader arrivals peak in the 2200 – 0000 hours period. In addition, the long-haul arrivals are generally concentrated in the morning period, with an early peak in the 0500 hour and a broader peak around 0800 hours, this being typical of North American flights travelling overnight to arrive at Dublin in the morning. This schedule service is vital to the airport's ability to accommodate the mainly short haul services operated by aircraft at Dublin Airport. In order for these Dublin based services to maintain competitiveness, high utilisation rates¹¹ are required to be achieved. Should the above referenced operating restrictions come into operation without the amendments proposed by this application, a large number of services would be restricted to a shorter operating day impacting on their ability to achieve high utilisation rates and thus their economic viability at Dublin Airport.

As a transatlantic hub, efficient flight connections are required to facilitate transfer passengers from North Atlantic flights to mainland Europe and vice versa. The Dublin Airport hub connecting model is based on these early morning long haul arrivals and early morning short haul departures being able to return to connect with long haul departures later in the day. Without this connecting traffic, Dublin Airport's ability to support transatlantic services

¹⁰ Refer Section 4.3.3

¹¹ The number of trips Dublin based aircrafts can make between first departure and last arrival. i.e how many hours are they flying

would be severely compromised and Ireland's connectivity to critical tourism and export markets would be significantly diminished.

Findings within the *'Dublin Airport Operating Restrictions Report'* prepared by Mott MacDonald on behalf of daa plc and submitted with this application identify that the imposition of the operating restrictions contained within Conditions 3(d) & 5 of the North Runway Planning Permission will impact severely on the airport's ability to maintain this interconnectivity between long and short haul flights. The report notes that, upon commencement of the operating restrictions the number of night flights will fall by 43%, to the permitted 65/night and there will be a predicted loss of 3.2% of aircraft movements into and out of Dublin Airport over a busy day (24-hour period) due to the inability to reschedule some existing services and connections. The report indicates that this would equate to a loss of 1.1 million passengers per annum per year in the period 2022-2025. In reality, it is considered that the restrictions will be contradictory of the clear strategic direction of numerous National, Regional and Local Objectives and Policies by constraining the growth of the airport and its ability to maintain global connectivity for Ireland. Furthermore, the operating restrictions may have untold impacts on the airport's ability to safeguard future growth at the airport, with the potential loss of connectivity from the loss of night time slots being irreplaceable, resulting in significant negative economic impacts to not only Dublin Airport and the aviation sector but to the Irish economy as a whole. Additionally, it is estimated by the Economic Impact Assessment, prepared by InterVISTAS and submitted with this application that the proposed Relevant Action will unlock an economic stimulus totalling 3,430 jobs and €262 million in Gross Value Added (GVA)¹² to the Irish economy by 2025 with over a quarter of this within Fingal's municipal boundaries. Importantly it must be noted that this GVA would otherwise be foregone as a result of the currently permitted operating restrictions.

1.6.3 Benefits of the Proposed Relevant Action

In conclusion, it is considered that the proposed Relevant Action seeks to deliver a balanced approach that facilitates Dublin Airport's mandate to grow to its permitted capacity, whilst respecting local communities through proposed appropriate mitigations and safeguards. In this regard, the proposed Relevant Action will:

- Support Dublin Airport's ability to remain competitive in line with National Policy direction, will facilitate the demand for global flight connectivity and will allow Ireland's globalised economy to continue to prosper;
- Ensure that Dublin Airport's future growth is safeguarded in a manner that complies with the Balanced Approach as prescribed by the National Aviation Policy;
- Safeguard the operational needs of Dublin Airport's short haul based airline services, which make up the majority of services at the airport;
- Limit noise effects to no greater than those in 2018;
- Mitigate noise impacts on those potentially significantly impacted by the proposed Relevant Action;
- Have negligible air quality impacts;

¹² GVA is broadly equivalent to GDP

- Result in a significant economic stimulus to the Irish economy which would otherwise be foregone by the permitted operating restrictions;
- Have a negligible impact on the local road network;
- Have no measurable effects on water, cultural heritage, visual impact and soils;
- Not result in negative impacts on any Natura 2000 sites; and
- Be fully consistent with the *Fingal Development Plan 2017-2023* and the Dublin Airport Local Area Plan 2020.

2.0 SITE LOCATION AND CONTEXT

2.1 Location of Site: Dublin Airport

The application site relates to the site of the permitted Runway System at Dublin Airport and encompasses a site of c.580 hectares at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock. (see Figure 2.1).

2.2 Site Context

Whilst the proposed Relevant Action relates to two conditions included on the North Runway permission, the site for the purposes of the development is the entire runway system at Dublin Airport (included within the redline boundary on Figure 2.1 below). The runway system includes the existing main (southern runway) 10R/28L, the cross runway 16/34 and the permitted north runway 10L-28R. Furthermore, the proposed Relevant Action proposes a night noise insulation grant scheme and Noise Monitoring Framework which will include noise mitigation measures based on the use of the entire runway system at night.

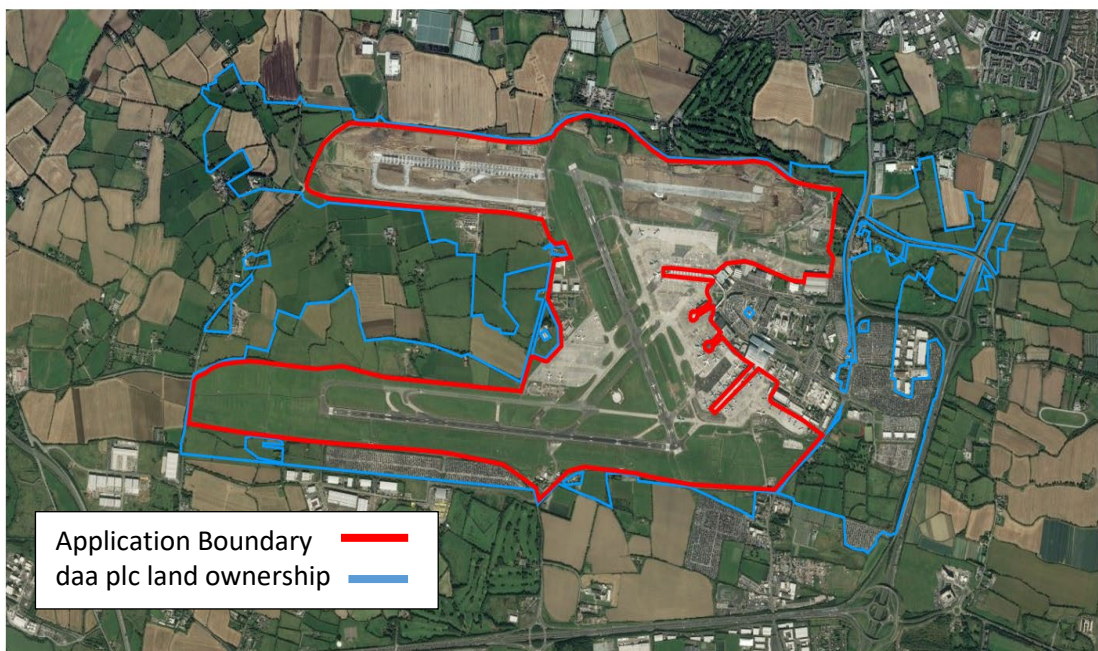


Figure 2.1: Site Location. in Local Context. Indicative site boundary in red. Produced under TPA ArcGIS Licence No. 844378440

3.0 PLANNING HISTORY

3.1 Overview of Relevant Planning History

The below section includes the planning history relevant to the subject planning application. This includes current planning applications and permissions within the Application site. Comprehensive details of the planning applications submitted in respect of the Airport over the last c.13 years can be found in Appendix A.

3.2 Planning History Relating to Subject Site

3.2.1 Application for Permission to extend the North Apron in the Airfield at Dublin Airport, FCC Reg. Ref. F20A/0550

An application for planning permission was lodged by daa plc to extend the North Apron (Apron 5H) in the Airfield at Dublin Airport so to facilitate the provision of 12no. aircraft stands and a ground servicing equipment area on a site of 19.2ha.

The application was registered on 3 November 2020 and a decision is due by 7th January 2021.

3.2.2 Application for Permission for a New ESB Substation on the North Apron at Dublin Airport, FCC Reg. Ref. F20A/0295

A new 10kV electrical substation (referred to as 'Substation F') was approved permission by Fingal County Council in September 2020, to replace the existing temporary substation located to the east of Apron 5G. The replacement was necessary to allow aircraft to safely move to and from the North Runway along Taxiway K with sufficient wingspan clearance to prevent collision with any obstacles on the ground. The new substation will provide power/back up power to Apron 5G on the North Apron

3.2.3 Application for Permission for Physical Amendments to the North Parallel Runway (North Runway) at Dublin Airport, FCC Reg. Ref. 19A/0023, ABP-305298-19

Planning Permission was granted by FCC and subsequently ABP in March 2020 for physical amendments to the permitted North Runway and taxiways (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429). The permitted development principally relates to amendments to the structural composition of the outer shoulder of the runway, marginal reduction in the width of permitted taxiways, removal and relocation of permitted rapid exit taxiways (RETS) and taxiways, re-location of permitted sub-stations, localiser cabins and associated access roads, amendments to permitted fire access roads including removal and relocation of permitted crash gates and amendments to permitted security fencing.

The permitted development also includes ground profiling to provide 6 No. Elevated Landscape Areas (ELAs) for navigational aid equipment requirements and for screening purposes, provision of concrete 'safety' blast pads to east western ends of the permitted runway and to north of Runway 16/34, provision of new maintenance access roads to permitted approach lighting at eastern and western ends of the North Runway, provision of maintenance access laybys and access roads off the airside airport perimeter road, provision of 2 No. shelters at rendez-vous points, pumping station and pollution control kiosks; and erection of 8 No. CCTV masts and sections of airside blast fencing.

It should be noted that the subject application does not propose any physical amendments to the permitted North Runway nor does it include any proposed Relevant Action that would conflict with the permitted development under Reg. Ref.: F19A/0023, ABP-305298-19.

3.2.4 Application for Permission for Replacement Substation at The Airfield, Huntstown, Dublin Airport, FCC Reg. Ref. F18A/0747

Planning Permission was granted in March 2019 for a single storey free standing sub-station, external bunded oil tank, underground cable trenches to facilitate connection of power supply to existing infrastructure and associated site works and services.

3.2.5 Solar photovoltaic (PV) Array, FCC Reg. Ref. F17A/0031

Planning permission was granted in April 2017 for the erection of a solar photovoltaic (PV) array over the existing reservoir on a site of c.0.79 hectares.

This permission has been implemented, and the site of these works is located to the south and east of Goods Entrance 1B. Vehicular access to this site is off Castlemoate Road. These works do not affect the proposed Relevant Action.

3.2.6 Runway to North of Dublin Airport, FCC Reg. Ref. F04A/1755; ABP Ref. PL 06F.217429

Permission was granted by FCC and subsequently by An Bord Pleanála in August 2007 for a new runway, c.3,110m in length and 75m in width with all associated taxiways, associated road works including road network.

The appropriate period of this permission was extended for a period of five years by FCC in 2017, extending the date of expiry of the duration of the permission from August 2017 to August 2022, in accordance with Section 42 of the Acts.

4.0 DESCRIPTION OF PROPOSED RELEVANT ACTION

4.1 Summary of the Proposed Relevant Action

As discussed above, the proposed development comprises the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended. Refer to Section 1.2 above.

4.2 Rationale for Proposed Relevant Action

In August 2007, Planning Permission was granted for a new runway (North Runway) at Dublin Airport with construction of the runway commencing in December 2016. Since then, and prior to the outbreak of Covid-19, Dublin Airport had experienced a strong, sustained growth trajectory, with the current runway system approaching or at capacity during peak times in 2019. A key part of this growth is the demand for flights during the night's shoulder hours, being 2300 to 0000 and 0600 to 0700 hours. The demand for these flight times is partly as a result of Dublin Airport's geographical location and the one-hour time difference between it and mainland Europe, meaning that flights need to leave Dublin before 0700 hours to arrive at their destination for the start of the working day. This results in Dublin based aircraft having longer operating days than competing European hubs. Further to this Dublin's proximity to North America compared with the rest of Europe means that flights arriving from the west tend to arrive around 0500 hours, also allowing them to connect with European bound flights.

Therefore, in order to achieve the high levels of aircraft utilisation necessary for airline connectiveness, Dublin based short haul services tend to operate with first departure between 06:00-07:00 and last arrival after 23:00. This operation of service means that these short haul services can maximise the utilisation of aircraft throughout the day and operate cost efficiently. This contributed to levels of demand for night flights (23:00-07:00) at over 100/night in 2019, with 113/night associated with regularly scheduled services on a typical busy Summer day of that year. The schedule structure of the airport in 2019 was reflective of the business models of both Aer Lingus and Ryanair, with a sharp departures peak in the 0600 hours period and a broader arrivals peak between 2200 hours and 0000 hours, i.e. first departures and last arrivals of the highly utilised short haul services.

Notwithstanding this, as a result of the Covid-19 pandemic, as per all other international airports, Dublin Airport has seen a significant drop in air traffic movements and passenger numbers. However, strong sustained growth is expected to return post pandemic. In order to forecast the future growth post Covid-19, future forecasts have been undertaken by Mott McDonald on behalf of daa and are included with this application for planning permission. The forecasts identify that 108/night movements will be required in 2022/23 to sustain the airport's rebound, rising to 113/night when the airport returns to 32 million passengers per annum (mppa) in around 2025.

The above referenced forecasts identify the required number of night movements to facilitate the airport's growth, however, upon commencement of use of North Runway a series of operating restrictions will come into effect, including Conditions 3(d) and 5 of the North Runway Planning Permission.

Once the above referenced operating restrictions come into operation, a large number of services will be restricted from what is currently an average 18+ hour operating day (0600-0000) to a 16-hour operating day (0700-2300). This will impact on the ability of these short haul services to achieve high utilisation rates by removing night flight slots during the night

shoulder hours. The impact of this reduction in flight slots will not only be the loss of night departures or arrivals, but will also have a knock-on effect on the economic viability of the operation of these short haul services from Dublin Airport, with some likely to choose basing more aircraft at other European hubs. In this case, the air traffic lost will not just be confined to the night time flights, but also the daytime flights that would have operated throughout the day. In the likely instance where short haul services are unable to achieve high aircraft utilisation from Dublin Airport as a result of a reduction in night and day flights, a likely outcome will be an increase in passenger fares on remaining services. An additional impact of the reduction in hours as a result of the coming into operation of conditions 3(d) and 5, will mean that aircraft services will be squeezed into a shorter operating day, resulting in less flexibility in the schedule to cope with delays and disruption.

As a transatlantic hub, efficient flight connections are required to facilitate transfer passengers from North Atlantic flights to mainland Europe and vice versa. The Dublin Airport hub connecting model is based on these early morning long haul arrivals and early short haul departures being able to return to connect with long haul departures later in the day. Without this connecting traffic, Dublin Airport's ability to support transatlantic services would be severely compromised. In this regard, it is considered that the coming into operation of the operating restrictions contained within Conditions 3(d) & 5 of the North Runway Planning Permission will impact severely on the airports ability to maintain interconnected connectivity between long and short haul flights. Analysis by Mott McDonald on behalf of daa plc identifies that upon commencement of the operating restrictions the number of night flights will fall by 43%, to the permitted 65/night. This will require existing early morning peak slots to be moved to 0700 hours and late evening peak slots to be moved to 1000 hours where possible. However, not all existing slots will be able to be moved given the interconnected nature of flight movements, and the forecasts submitted with this application expect that there will be a loss of 3.2% of aircraft movement into and out of Dublin Airport over a busy 24 hour day upon commencement of the operating restrictions. Further, the forecasts assess the impact of these restrictions as being a loss of 1.1m passengers per year (-3.5%) and a cumulative loss over the 4-year period 2022-2025 of 4.3m passengers (Refer Figure 4.1 below). These forecasts are based on the assumption that the adjustments to flight schedules were considered operationally feasible, although it is noted that the revised flight schedule timings are not necessarily commercially ideal. In reality, it is considered and as outlined above, that some short haul services may choose to relocate services to other European hubs, which would result in an even greater reduction in aircraft movements into and out of Dublin Airport and further impacts on the airport's global connectivity.

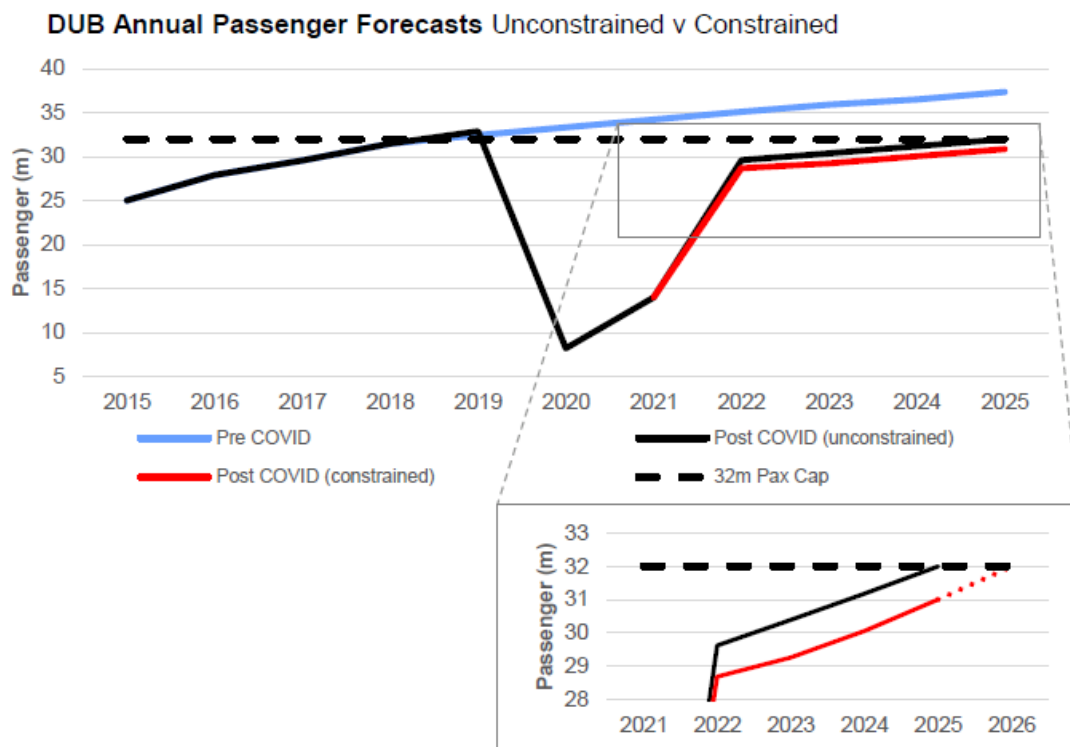


Figure 4.1: Passenger Forecasts - 'Dublin Airport Operating Restrictions Report' prepared by Mott MacDonald

It is considered that the above-referenced operating restrictions (conditions 3(d) and 5 (ABP Ref. No.: PL06F.217429) were imposed through the 2007 determination of An Bord Pleanála (ABP) without due regard to the impact on Dublin Airport's ability to meet the foreseeable need for aviation travel at the Airport or to provide for the safe expansion of air traffic at the airport in line with the relevant Strategic Objectives of National, Regional and Local Policies.

Furthermore, the operating restriction imposed by Condition no. 5 will be particularly restrictive as it will have the effect of drastically reducing the existing night time operating capacity of the airport. In reality, it is considered that the operating restrictions will be contradictory of the clear strategic direction of numerous National, Regional and Local Objectives and Policies by constraining the growth of the airport and its ability to maintain global connectivity. Furthermore, the operating restrictions may have untold impacts on the airport's ability to safeguard future growth at the airport, with the potential loss of night time slots being irreplaceable, resulting in significant negative economic impacts to not only Dublin Airport but the entire Irish economy.

An Economic Impact Assessment of the Operating Restrictions has been carried out by InterVISTAS (Refer Section 4.0 below) and identifies the Economic Impacts that will stem from an amendment/replacement of the permitted operating restrictions as proposed by this application. The assessment identifies that the proposed Relevant Action will unlock an economic stimulus totalling 3,430 jobs and €262 million in Gross Value Added (GVA)¹³ to the Irish economy by 2025. This GVA would otherwise be foregone as a result of the currently permitted operating restrictions. Furthermore, the assessment notes that the majority (83%) of this foregone economic impact is expected to occur outside the aviation sector through

¹³ GVA is broadly equivalent to GDP

indirect, induced or catalytic impacts, and 26% is projected to occur within Fingal's municipal boundaries.

Since the issue of planning permission in 2007, further evidence and understanding on the impact of the restrictions has become available. Further to this, the Aircraft Noise (Dublin Airport) Regulation Act 2019 has been enacted and the Aircraft Noise Competent Authority (ANCA) has come into being, with part of their responsibility ensuring that noise generated by aircraft at Dublin Airport is assessed in accordance with EU and Irish legislation and that the introduction of operating restrictions follows the specific processes set out in the Act. Additionally, there has been an advancement in aircraft technology which has seen the introduction of quieter aircraft and an overall improvement in the level and clarity of information available to make informed decisions. As such, it is considered that the existing situation and evidence available now make it appropriate to revisit the restrictions imposed on the night-time operation of the runway system.

This report and the supporting reports submitted with the application identify alternative proposed measures to limit the noise effects from the use of the runway system during night time hours, i.e. in replacement of Condition 5. As a result, the proposed Relevant Action seeks to address the unnecessary impacts that will be introduced by Conditions 3(d) and 5 such as loss of passenger numbers and disruption to flight connectivity, whilst complying with the requirements of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

4.3 Detailed Description of Proposed Relevant Action

4.3.1 Amending the existing operating restriction imposed by Condition 3(d) and the exceptions at the end of Condition 3 of the North Parallel Runway Planning Permission (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06.217429).

The North Runway is not currently permitted (except in exceptional circumstances) to be used at night. The proposed Relevant Action will seek to change this, so that, if permitted, the normal operating hours of the North Runway would change from the 0700hs to 2300 hrs currently permitted to 0600 hrs to 0000 hrs. This will be enabled by an amendment to Condition 3(d) and the exceptions at the end of Condition 3.

Condition 3(d) and the exceptions at the end of Condition 3 currently state the following:

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

Permission is being sought to amend the above condition so that it reads:

*'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours.
except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.'*

4.3.2 Replacing the existing operating restriction imposed by Condition 5 of the North Parallel Runway Planning Permission (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06.217429) with an Annual Night Quota.

As a result of Condition no. 5 of the above referenced permission, the entire runway system, being the existing main (southern runway) 10R/28L, the cross runway 16/34 and the permitted north runway 10L-28R will be restricted to an average of 65 aircraft movements per night (between the hours of 2300 hours and 0700 hours) once the North Runway has come into use.

Condition 5 currently states:

'5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.'

The proposed Relevant Action is to replace the above Condition 5 with the following:

'A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs.'

A Quota Count (QC) system is designed to limit the overall amount of noise produced by aircraft using an airport based on an allowable Annual Noise Quota (ANQ) for a given time period. A QC value is assigned to each individual aircraft movement based on the certified noise level of that aircraft. Lower QC values are attributed to aircraft with lower noise levels, higher values to noisier aircraft. The QC accumulates for each air traffic movement (ATM) against the Annual Night Quota (ANQ) across the chosen time period. As such, the system allows a greater number of quieter aircraft movements within a given quota thereby encouraging the use of quieter aircraft at the airport.

In relation to the proposed Relevant Action an Annual Night Quota (ANQ) has been developed for the period 23:30 to 06:00 (known as the Night Quota Period (NQP)) consistent with airports operating similar QC based systems. An ANQ of 7,990 is proposed to apply for each year from the opening of the North Runway to 2025 to facilitate growth back to pre-COVID-19 levels up to 32mppa. This total ANQ has been derived using a QC value of 0.49 per ATM and based on the number of forecast Air Traffic Movement (ATMs) in 2025. This represents a reduction in QC value per ATM from 2018, which was 0.52 per ATM. Details of the ANQ calculations and methodology are provided in the document, 'Dublin Airport, Developing a Proposed Night Quota System' by Anderson Acoustics, which accompanies this application.

The proposed change from the night-time aircraft movement cap of 65 movements per night to the ANQ, will allow growth in overall air traffic movements at night whilst ensuring that the overall effects of aircraft noise do not exceed those in 2018. This is the result of airlines updating the fleet operating at Dublin Airport to comprise more quieter aircraft.

Based on the forecasts presented in the application, it is expected that the airport will return to 32 million passengers per annum¹⁴ by 2025. The proposed ANQ target will allow growth in overall ATMs between 2300 and 0700 facilitating the passenger growth back to the permitted terminal capacity of 32mppa.

As noted above, the NAO will be set in due course by ANCA. However, In order to provide the necessary supporting documentation to allow ANCA to carry out their assessment, daa have developed a candidate NAO (cNAO) to provide a basis for assessment of the proposed aircraft noise reduction measures assessed in the Aircraft Noise Regulation assessment that accompanies this application. In this regard it is noted that the Regulation 598 assessment submitted with this application concludes that operating restrictions are not required in order to meet Candidate Noise Abatement Objective (cNAO).

The proposed ANQ will allow growth in overall air traffic movements at night for forecast movements up to 2025, whilst ensuring that the overall effects of aircraft noise are no worse than in 2018.

It has been determined, as supported by the noise modelling forecasts contained within the Regulation 598/2014 Assessment prepared by Ricondo on behalf of daa plc and submitted with this application, that with the proposed Relevant Action the overall noise effects will not exceed the noise situation from 2018.

4.3.3 Proposed Noise Mitigation

In addition to the above referenced changes, the proposed Relevant Action includes the following noise mitigation measures:

- A Preferential Runway Use System¹⁵

The proposed Relevant Action makes no change to the existing Conditions 3(a) – (c) of the North Runway Permission. Therefore, the below preferential approach will continue to apply to the use of the runway system:

- The parallel runways (10R-28L and 10L-28R) shall be used in preference to the cross runway, 16-34;
- When winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control;
- When winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft; and
- Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours.

(except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10R-28L length is required for a specific aircraft type).

¹⁴ Condition 3 of ABP Ref: PL 06F.217429 (Terminal 2 Permission).

¹⁵ (as per conditions 3(a) – (c) of the North Runway Permission

- A night noise insulation scheme

A night noise insulation grant scheme of €20,000 is proposed for dwellings forecasted to be exposed to night-time noise levels of at least 55 dB L_{night} in 2025 or noise levels greater than 50 dB L_{night} in 2022 arising from a change of least 9dB when compared with 2018. Eligibility within the 55 dB L_{night} contour will be reviewed every two years with revised forecasts. This night insulation scheme is proposed in addition to the daytime noise insulation scheme currently provided for in accordance with Condition 7 of the North Runway Planning Permission.

- Noise Monitoring Framework

A detailed framework to monitor the noise performance with respect to the Noise Abatement Objective (NAO) as defined by ANCA in due course.

Performance will be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the relevant sections of the Aircraft Noise (Dublin Airport) Regulation Act 2019. Details of the suggested Monitoring Framework are contained within the relevant assessment documents as listed in Section 4.4 below.

4.4 Regulation 598/2014 Assessment

Detailed accompanying assessments have been prepared to assist ANCA perform its assessment of the proposed Relevant Action. The assessments includes the following:

- 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary' AECOM Ireland Ltd
- 'Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment', Bickerdike Allen Partners LLP
- 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc
- 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report' Ricondo and Associates Inc
- Electronic copy of the ANCA Reporting Template v2.0 – Completed (excel file), prepared by Bickerdike Allen Partners LLP.

The submitted assessments also include an outline of the suggested ANQ. It should be noted that the Regulation 598/2014 Assessment submitted with the application concludes that operation restrictions are deemed not to be required (Refer to Section 4.3.2 above). Notwithstanding this, the proposed Relevant Action includes the provision of operating restrictions as additional levels of assurance around noise effects.

4.5 Quantification of Impacts on Future Growth

Mott MacDonald on behalf of daa plc carried out an analysis of the impacts to future growth as a result of the operating restrictions that will be imposed by Conditions 3(d) and 5. The 'Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020' concluded:

"The assessed impact is a loss of 1.1m passengers per year (-3.5%) and a cumulative loss over the 4-year period 2022-2025 of 4.3m passengers. It should be noted that this estimated impact is a conservative assessment. It assumes that airlines are willing and able to accept alternative slot times outside of the 23:00-07:00 night period, which would be commercially and/or

operationally suboptimal. In a post-COVID crisis environment, weak passenger demand will mean that airline flexibility is reduced.”

The report further noted that:

“The burden of the night restrictions falls mainly on the DUB-based Irish carriers Aer Lingus and Ryanair. The DUB-based carriers require early morning departures and late evening arrivals for their short haul operations, and Aer Lingus requires early morning arrivals for its transatlantic operations. Non-Irish carriers are less affected by the restrictions as they have proportionately fewer operations in the restricted 23:00-07:00 period.”

Additionally, the assessment highlights that:

“The operating restrictions constrain growth in short haul operations throughout the day, as the lack of night slots limits the number of DUB-based aircraft that can be accommodated, with each aircraft performing multiple flights during the operating day.”

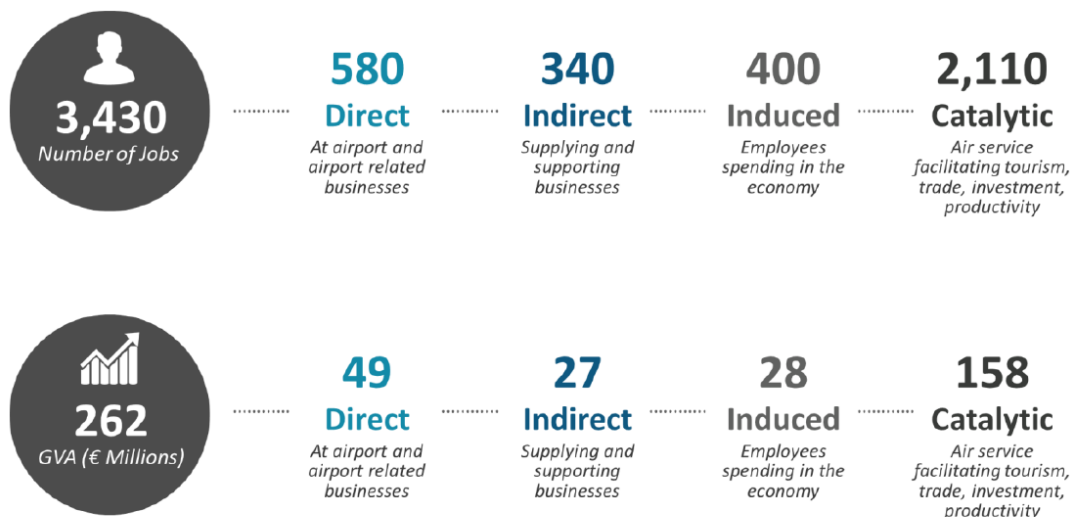
Please see *Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020*, prepared by Mott MacDonald.

4.6 Economic Impact Assessment of Operating Restrictions

InterVISTAS on behalf of daa plc conducted a study of the economic impact of restrictions on permitted operations in the period 23:00-07:00 (the “operating restrictions”) at Dublin Airport. The study reflected the recently revised traffic outlook for Dublin Airport as a result of the Covid-19 pandemic. The study identifies the estimated foregone economic impact of the operating restrictions and notes:

“The operating restrictions incorporated in the grant of permission for the North Runway are forecast to result in a forgone economic impact totalling 3,430 jobs and €262 million in Gross Value Added (broadly equivalent to Gross Domestic Product) by 2025. The majority (83%) of this forgone economic impact is expected to occur outside of the aviation sector (indirect, induced and catalytic impacts) and 26% is projected to occur in Fingal.”

The below figure is included in the study’s Executive Summary and identifies the estimated breakdown of foregone economic impact both in jobs and GVA:



All financial figures are in 2020 prices. Numbers may not add up due to rounding.

The above summary, outlines that the economic impact will not only affect the aviation sector directly, but will have a trickle-down effect on many interrelated services such as tourism, loss of employee spending, supply business etc.

We refer the Council to the Economic Impact Assessment of Operating Restrictions, by InterVISTAS, dated 5 October 2020.

4.7 Environmental Impact Assessment

The application relates to a proposed Relevant Action only, comprising a change in operating restrictions, and will involve no construction works or changes to the consented physical infrastructure of the North Runway. Therefore, the proposed Relevant Action is not a project within the meaning of the EIA Directive.

On the basis of the case law of the Court of Justice of the European Union (CJEU), and, in particular, the Judgments in the *Brussels Airport Case* (Case C-275/09) and *Pro-Braine* (Case C-121/11), this application to remove, replace or vary Conditions No. 3(d) and No 5 of the North Runway permission is not an application for development consent for a 'project' within the meaning of the EIA Directive, and is therefore outside the scope of that Directive. Strictly without prejudice to that position, daa is submitting an EIAR with the application out of an abundance of caution.

The EIAR covers an extensive list of environmental assessments¹⁶ and confirms that the proposed Relevant Action will not have a significant effect on the environment. It is noted that the key likely significant effect of the EIA is noise, with the balance of the effects being assessed as minor or negligible

We refer Council to the EIAR, prepared by AECOM and submitted with this application.

¹⁶ Refer to Section 6.0 for full list of assessments

4.8 No Significant Effects on Natura 2000 Sites Appropriate Assessment Not Required

Following an analysis of the proposed Relevant Action and any potential relationships with European sites of significance, the Dublin Airport North Runway Relevant Action Application –Appropriate Assessment Screening concludes:

“Likely Significant Effects on Special Areas of Conservation were screened out of assessment as the Relevant Action does not propose any changes to the consented and under-construction layout of infrastructure associated with Dublin Airport North Runway nor does it propose any additional infrastructure at the airport. The nearest SAC to the North Runway is Malahide Estuary SAC, located approximately 4 km north-east and designated for a number of coastal and estuarine habitats. The SAC is not designated for any Annex II species (or mobile species). Taking into consideration the distance of the SAC from the North Runway, there is no potential for the increased number of night-time flights to have any effect on the qualifying habitats. For these reasons, this AA screening was therefore concerned with testing for LSE on Special Protection Areas only.”

The AA Screening also states:

“On the basis of this best scientific evidence, and as existing baseline conditions are directly comparable to the Relevant Action proposals (in terms of the number of night-time flights already operating on South Runway), it is concluded that there will be no impacts from the Relevant Action. There are therefore no Likely Significant Effects arising from Relevant Action, either alone or in combination with other plans or projects, which could prevent Malahide Estuary SPA, Baldoye Bay SPA, Rogerstown Estuary Ireland’s Eye SPA, Lambay Island SPA, or any other European designated site, from meeting their conservation objectives and/or favourable conservation status.”

In conclusion, the AA Screening notes the following:

“on the basis of objective information, likely significant effects on Malahide Estuary SPA, Baldoye Bay SPA, Rogerstown Estuary SPA, Ireland’s Eye SPA and Lambay Island SPA from the Relevant Action, both individually and in-combination with other plans and projects, can be excluded. There is no requirement to proceed to the next step of Appropriate Assessment and that, subject to other requirements, the Relevant Action can be authorised.”

Please see <i>Dublin Airport North Runway Relevant Action Application –Appropriate Assessment Screening</i> , prepared by AECOM.
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5.0 POLICY CONTEXT OF THE PROPOSED RELEVANT ACTION

5.1 National Policy

Over the past 13 years Dublin Airport has been a growing airport that serves as a major transport hub for millions of business and leisure travellers, a gateway for tourism and foreign direct investment ('FDI') and a critical facilitator of connectivity for an island nation. Passenger traffic through Dublin Airport has grown exponentially since the economic recovery. Whilst the current Covid-19 pandemic has significantly impacted on the existing demand for air travel across the globe including at Dublin Airport, recent forecasts prepared on behalf of daa and submitted with this application, predict that the airport will return to growth in 2022. A quick return to its permitted terminal capacity of 32mppa is vital to the long-term growth of the airport and is wholly supported by national policy. Furthermore, to remain competitive and continue to cater for national, regional and local demands for air travel, it is imperative that Dublin Airport's ability to continue to utilise the existing southern runway (10R-28L) during night time hours, as well as utilise the permitted North Runway during the night shoulder hours (0600-0659hrs & 1100-1159hrs), is not unduly hampered through the application of overly restrictive operating restrictions, particularly when alternative mechanisms are available.

A number of national policy documents reflect the important role that the airport has and supports proposals which contribute to its future growth, such as those proposed within this application.

5.1.1 National Aviation Policy, 2015 (NAP)

In August 2015, the National Aviation Policy was published by the Department of Transportation, Tourism and Sport (DTTAS). It outlines three goals: to enhance Ireland's connectivity; to grow and support the aviation sector in Ireland; and to maximise the aviation sector's contribution to the country's economic growth and development. Dublin Airport is identified as one of the three state airports, which play a vital role in supporting economic development by facilitating trade, tourism and inward investment; the other two airports being Cork and Shannon.

Section 2.3 of the National Aviation Policy deals with Sustainability, climate Change and the Environment and in relation to noise management, the NAP has the following action:

'2.3.5 - 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.'

Section 4.5 of the National Aviation Policy concerns the Future Capacity Needs of the State Airports and advises the following;

"It is recognised that European airports are currently facing capacity constraints and that this situation will worsen in the context of expanding aviation services markets. While existing capacity at Irish State airports is adequate for current demands, it is essential that Ireland is equipped to exploit emerging opportunities to expand air service connections for business, tourism, cultural and educational purposes, and thus to deliver economic benefits at the national level. These opportunities exist not just for new emerging markets in the Asia Pacific region, but also with our traditional trading partners in Europe and North America. Air transport requires a specific level of airport

infrastructure, both in terms of quantity and quality, to facilitate the optimum level of air services for Ireland. This includes terminal and runway capacity as well as surface access to airports, and is particularly relevant to the development of Dublin Airport as a secondary hub.

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. It is important that regular reviews are conducted to ensure that all of the main airports are well placed to accommodate passenger growth, changing passenger and air-cargo needs and carrier needs.’ (Section 4.5 page 47).

Furthermore, Section 4.5 includes the following policy position:

‘Existing capacity at State airports should be optimised in conjunction with timely planning to enable expansion of air service connections in all relevant markets delivering wider economic benefits for Ireland.’

It is considered that the proposed Relevant Action fully aligns with the NAP 2015, as it will allow Dublin Airport to optimise the use of its infrastructure following the opening of the North Runway and supporting its position as a secondary hub, while ensuring that it meets the relevant rules and procedures for noise management in line with Regulation 598.

5.1.2 Project Ireland 2040 National Planning Framework (NPF)

The National Planning Framework (NPF) is the Government’s high-level strategic plan for shaping the future growth and development of our country to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for the people of Ireland, and to protect and enhance the environment, from villages to cities and everything in between. It replaces the previous National Spatial Strategy (NSS) as the primary national policy framework. Adopted in 2018, the NPF is designed to improve the effectiveness of public investment in infrastructure and other relevant services around the country, including the enhancement of regional and international connectivity.

The NPF ratifies the National Aviation Policy as a key part of delivering the National Strategic Outcome of High-Quality International Connectivity (NPF p16).

The NPF notes that:

“As an island, the effectiveness of our airport and port connections to our nearest neighbours in the UK, the EU and the wider global context is vital to our survival, our competitiveness and our future prospects.”

The NPF also notes that:

“High-Quality International Connectivity is crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in our ports and airports in line with sectoral priorities already defined through National Ports Policy and National Aviation Policy and signature projects such as the second runway for Dublin Airport and the Port of Cork - Ringaskiddy Redevelopment.” (Page 14)

Dublin Airport is identified as key infrastructure for national development in the NPF as follows:

“The main airports including Dublin, Cork, Shannon and Ireland West - Knock, together with smaller regional airports, are a key infrastructure for national and regional development.” (Page 145)

The NPF confirms the important role that Dublin Airport has in supporting the goals of the NPF. In this regard, it is considered that the proposed Relevant Action will enable the airport to maintain and enhance high-quality international connectivity by ensuring that the airport can appropriately utilise the runway system.

5.1.3 National Development Plan (2018-27)

The National Development Plan (NDP) 2018-2027 is an integrated policy document setting out investment priorities underpinning the NPF. The NPF outlines the national strategic objectives to be achieved, while the NDP illustrate the committed investment required to implement the NPF's objectives.

The NDP supports the continued growth of Dublin Airport and under 'Investment Actions' at page 67 notes:

“DAA is planning the delivery of a new runway for Dublin Airport by 2021 at an estimated cost of €320 million which will continue to be developed as an international hub.”

The NDP identifies Dublin Airport as one of its strategic investment priorities, with the new second parallel runway as a major national infrastructure project for appraisal and delivery during the lifetime of the Plan (NDP, Page 67). The NDP recognises that Dublin Airport will continue to be developed as an international hub, as such, it is considered that all supporting services required to achieve this goal should be facilitated and encouraged. Accordingly, the proposed Relevant Action is supported by the NDP and its policy support for the long-term growth of Dublin Airport as an international hub.

5.1.4 National Tourism Policy 2015: 'People, Place and Policy: growing Tourism to 2025'

The Department of Transport, Tourism and Sport published a National Tourism Policy in March 2015 entitled '*People, Place and Policy: Growing Tourism To 2025*'.

The National Tourism Policy notes the important role that aviation plays in supporting tourism on the island of Ireland and vice versa. In this regard the policy encourages increased access to Ireland from overseas with Policy Proposal 5.2.4 stating:

‘The Department of Transport, Tourism and Sport, the operators of State and regional airports, and the tourism agencies will continue to work closely to increase access to Ireland from high-potential overseas tourism markets, within the framework of the Government’s Aviation Policy.’

It is considered that the proposed Relevant Action is critical to supporting the Airport's operations and as such will assist in the implementation of the National Tourism Policy. Furthermore, the implementation of Condition 5, as drafted, upon the completion of the North Runway will severely impact on the airports current night operations, including its ability to provide access to Ireland from high-potential overseas tourism markets.

5.2 Regional Policy

5.2.1 Regional Spatial and Economic Strategy for the Eastern and Midland Regional (RSES)

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.

The main objective of the RSES is to determine at a regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. The Dublin Region is identified as the main global gateway to Ireland.

The international gateways of the Eastern and Midland region are noted as playing a critical economic role on both a national and regional level. Section 8.5 of the RSES outlines the regional policies for international connectivity relating to Dublin Airport as follows;

"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.

RPO 8.19: Spatial planning policies in the vicinity of the airport shall protect the operation of Dublin Airport in respect to its growth and the safe navigation of aircraft from non-compatible land uses. Policies shall recognise and reflect the airport noise zones associated with Dublin Airport. Within the Inner Airport Noise Zone, provision of new residential and/or other noise sensitive development shall be actively resisted. Within the Outer Noise Zone, provision of new residential and/or other noise sensitive development shall be strictly controlled and require appropriate levels of noise insulation in all cases.

RPO 8.20: Spatial planning policies for areas located within the Public Safety Zones shall reflect the guidance set out in the ERM Report "Public Safety Zones, 2005" (or any update thereof) commissioned by the then Department of Transport and the Department of Environment, Heritage and Local Government, in assessing proposals for development falling within Airport Public Safety Zones."

The proposed Relevant Action will be entirely consistent with the RSES Policy Objectives, outlined above, which support Dublin Airport as a key national asset to Ireland's economic success. Furthermore, the replacement of the operational restriction set out in Condition 5 of the North Runway planning permission, will ensure that the airport can return to its permitted

terminal capacity of 32mppa in a timely manner and safeguard the airports position as a secondary hub airport.

The proposed Relevant Action will be entirely consistent with the RSES Policy Objectives, outlined above, which support Dublin Airport as a key national asset to Ireland's economic success. Furthermore, the amendment and replacement of the operational restrictions will ensure that the airport can accommodate the return to growth in a timely manner and continue to grow as a secondary hub airport.

5.3 Local Policy

5.3.1 Fingal Development Plan 2017-2023 (County Development Plan)

The Application site is subject to 'DA' zoning objective under the County Development Plan (see Figure 3.1 – yellow coloured lands). The 'DA' zoning seeks to:

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

The Vision for 'DA' zoned lands is to:

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

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

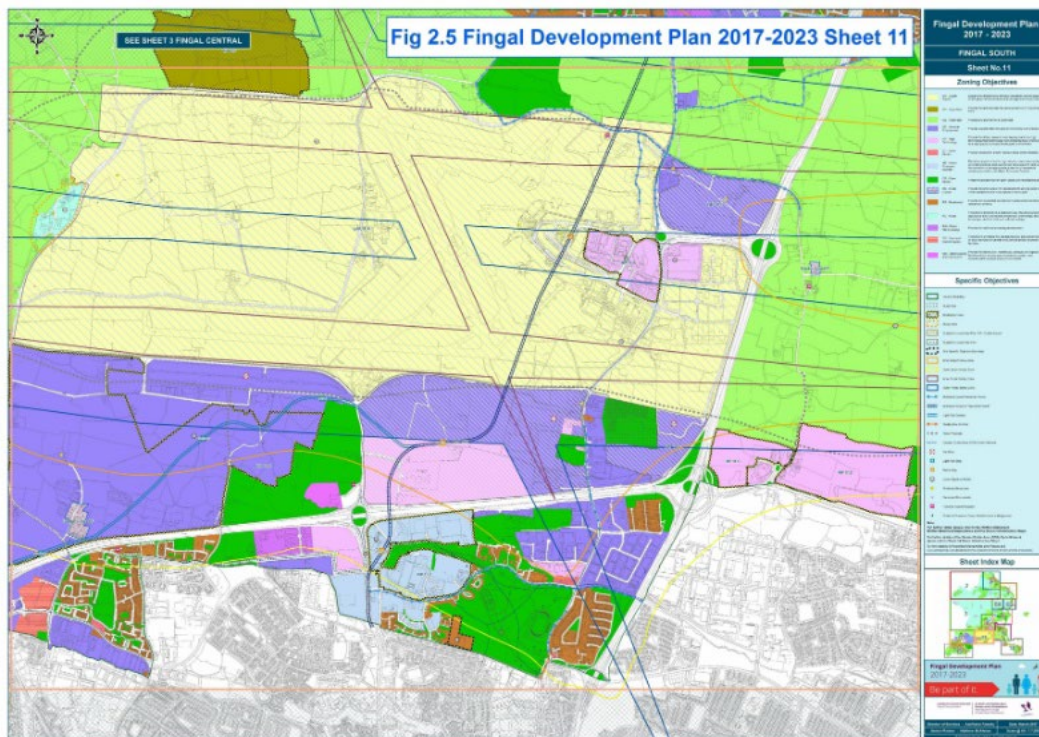


Figure 5.1 Excerpt of Fingal Development Plan 2017-2023

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Dublin Airport Objectives

The subject application has been assessed having regard to current list of objectives contained within the County Development Plan pertaining to Dublin Airport and are set out in Table 5.1 below.

Objective	Policy	Response
DA01	<i>"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".</i>	As referenced above, the proposed Relevant Action will facilitate the operation of Dublin Airport upon the completion of the North Runway. The amendment to Condition 3(d) and replacement of Condition 5 will facilitate the efficient operation of the runway system for passenger and freight.
DA03	<i>"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".</i>	The amendment of the operational restriction imposed by Condition 3(d) and replacement of the operational restriction imposed by condition 5 will ensure that the future operation of Dublin Airport is safeguarded whilst having regard to the environmental impacts arising. The proposed Relevant Action is entirely aligned with objective DA03.
DA05	<i>"Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28".</i>	The proposed Relevant Action will ensure that the North Runway (second major east-west runway) will not be unduly restricted upon its completion.
DA09	<i>"Ensure that aircraft-related development and operation procedures proposed and existing at the Airport consider all measures necessary to mitigate against the potential negative impact of noise from aircraft operations (such as engine testing, taxiing, taking off and landing), on existing established residential communities, while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account EU Regulation 598/2014 (or any future superseding EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution."</i>	The application seeks permission for a Relevant Action by amending an existing operational restriction and replacing another. Which is in essence the application of the Regulation 598 process. As such this application will fulfil this objective once determined.
DA15	<i>"Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport."</i>	The application has been prepared in full consultation with the IAA.

DA16	<i>"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"</i>	As above, daa has liaised with IAA with respect to the proposed Relevant Action.
DA18	<i>"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."</i>	The proposed Relevant Action has been fully assessed in relation to the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.
DA19	<i>"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."</i>	The application is accompanied by a detailed EIA and AA Screening. The proposed Relevant Action does not seek to change the drainage infrastructure associated with the runway system or airport, nor does it impact on how the drainage system currently preforms therefore there will be no change as a result of the proposed Relevant Action.

Other Relevant Policies

Whilst the County Development Plan includes numerous policies which could apply to a proposed Relevant Action at the airport, the proposal does not seek permission to undertake any works, nor does it seek to increase the permitted terminal passenger capacity at the airport and therefore there is limited potential for policies such as Natural Heritage Policies and Cultural Heritage Policies. However, other objectives within the County Development Plan are of relevance to the application.

Section 6.7 of the County Development Plan relates to 'Aviation Sector' and 'Dublin Airport as a Secondary Hub'. Section 6.7 includes the following objective:

"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."

The proposed Relevant Action will enable the runway system to be appropriately utilised, maximising the potential of the aviation sector, whilst providing a suitable set of noise measures that will appropriately manage the impacts on surrounding areas in line with EU and Irish Regulations.

Section 7.6 of the County Development Plan relates to Air, Light and Noise and includes the following Objectives:

"Objective AQ01

Implement the provisions of EU and National legislation on air, light and noise and other relevant legislative requirements, as appropriate and in conjunction with all relevant stakeholders."

"Objective NP01

Implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 (or any subsequent plan), working in conjunction with relevant statutory agencies."

"Objective NP02

Continue to promote appropriate land use patterns in the vicinity of Dublin Airport to minimise the amount of residents exposed to undesirable noise levels."

"Objective NP03

Require all developments to be designed and operated in a manner that will minimise and contain noise levels."

We refer the Council to Section 4 of this Planning Report which notes that an EIAR has been submitted with this application confirming that the proposed Relevant Action will have negligible impacts in terms of air, light and noise.

Section 12.12 of the County Development Plan relates to Natural Heritage and includes the following objective:

“Objective DMS162

Ensure all development proposals include measures to protect and enhance biodiversity.”

We refer the Council to Section 4 of this Planning Report which notes that an EIAR and AA Screening have been submitted with this application and confirms that the proposed Relevant Action will have negligible impacts on the existing biodiversity context.

Public Safety Zones (PSZ)

The application site is located within the Inner PSZ for Dublin Airport. The purpose of the PSZ is to restrict in appropriate land use within the environs of the runways at Dublin Airport.

The *Public Safety Zone Report* prepared by *Environmental Resource Management Ireland Ltd. (ERM) 2003* on behalf of the *Department of Trade, Tourism and Sport* sets out certain types of restricted development which are permitted within the inner and outer PSZ's.

The proposed Relevant Action relates to the operation of the permitted and existing runway system and does not constitute new development which may be restricted within this zone.

New Noise Zones – Variation No: 1 to the County Development Plan

The County Development Plan was varied on 9th December 2019 to give effect to the new noise zones developed as part of the preparation of the Dublin Airport Local Area Plan (LAP) 2020, the provision of specific noise related policy concerning noise from aircraft, road and rail and the removal of the Red Approach Area at the end of the airport's runways.

In respect of Noise, the new variation provides for four noise zones at the airport, namely Zones A-D. The plan notes that *‘Three noise zones are shown in the Development Plan maps, Zones B and C within which the Council will continue to restrict inappropriate development, and Zone A within which new provisions for residential development and other noise sensitive uses will be actively resisted. An additional assessment zone, Zone D is also proposed to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment.’*

Table 7.2 from the variation sets out the four aircraft noise zones and the associated objective of each zone along with an indication of the potential noise exposure from operations at Dublin Airport. The zones are based on potential noise exposure levels due to the airport using either North Runway or the existing southern runway for arrivals or departures.

The noise zoning system has been developed with the overarching objective to balance the potential impact of aircraft noise from the Airport on both external and internal noise amenity. This allows larger development which may be brought forward in the vicinity of the Airport's flight paths to be identified and considered as part of the planning process. The focus of the

noise zones is to ensure compatibility of residential development and ensuring compatibility with pertinent standards and guidance in relation to planning and noise.

Where development includes other non-residential noise sensitive receptors, alternative design guidance will need to be considered by the developer. Non-residential buildings and uses which are viewed as being noise sensitive within the functional area of FCC include hospitals, residential care facilities and schools.'

The proposed Relevant Action relates to the operation of the permitted and existing runway system and does not constitute new development which will be impacted by the Noise Zones. Should the proposed Relevant Action be permitted, the Noise Zones will continue to operate as currently drafted.

In addition to the introduction of new noise zones, the Variation to the County Development Plan included a number of new and updated objectives. In relation to the County Development Plan objectives listed above, the Variation deletes Objectives NP01 and replaces it with a new NP01 which states the following:

"Objective NP01

Implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2018-2023 and the Noise Action Plan for Dublin Airport 2019-2023 (or any subsequent plan), working in conjunction with relevant statutory agencies."

5.3.2 Dublin Airport Local Area Plan 2020

A new LAP for Dublin Airport was published by Fingal County Council in January 2020. The LAP recognises that 'Dublin Airport has grown significantly in size and importance since the adoption of the last Local Area Plan (LAP) in 2006'. It also recognises that Dublin Airport is of vital importance to the Irish economy and acts as a principal gateway for trade and inward investment to Ireland.

The LAP sets out the robust policy framework in place at national, regional and now local level supporting the continued growth of Dublin Airport, including its development as a secondary hub airport.

The LAP sets out a number of Key Strategic Objectives and aims to guide the future development and growth of Dublin Airport. These key objectives support the proposed Relevant Action and relate to the following:

- Safeguarding - Safeguarding the current and future operational, safety, technical and development requirements of Dublin Airport and providing for its ongoing development, growth and connectivity.
- Growth and Connectivity - Providing 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 - Recognising the unique potential of Dublin Airport as an economic generator and major employer in the County.
- Sustainability - Adopting a sustainable approach to airport development which responds to important environmental constraints associated with future development and includes mitigation where necessary.

- Environment - Reduce environmental impacts, build climate resilience and promote quality of life for neighbouring communities.
- Design Quality - Promote exemplar design and the creation of a high-quality environment to reflect Dublin Airport's status as an international gateway airport.

The LAP also outlines the infrastructure required to address capacity constraints over the plan period. The LAP recognises the National Aviation Policy (2015) and notes that it states that '*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*'.

It is noted that the majority of objectives contained within the Dublin Airport LAP relate to extensions or physical works at the airport. As the proposed Relevant Action does not include physical works or seek an increase in the permitted passenger capacity of the Terminals it does not contravene the objectives of the LAP, moreover it aligns with the relevant objectives as outlined in the table below.

Dublin Airport LAP Relevant Objectives & Policies

Objective	Policy	Response
CA02	<i>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.</i>	The proposed Relevant Action relates to the existing runway system and the operation restrictions that will be enacted upon completion of the construction of the north runway. The proposal does not constitute a major application for aviation related expansion, the permitted terminal capacity of 32mppa is not proposed to be amended or removed and therefore objective CA02 is not applicable in this instance.
CA03	<i>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.</i>	The proposed Relevant Action relates to the existing runway system and the operation restrictions that will be enacted upon completion of the construction of the north runway. The proposal does not constitute new development and therefore object CA03 is not applicable in this instance.
EI01	<i>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.</i>	The application is accompanied by an Environmental Impact Assessment and Appropriate Assessment which have been prepared fully in accordance with the relevant legislation and guidelines. The proposal does not include any works or change that would necessitate the need for a Flood Risk Assessment
EI02	<i>All development proposals in the LAP area shall safeguard key operational features of the Airport (runways, taxiways, obstacle surfaces, radar and control tower sightlines).</i>	The proposal does not include any works or change that would impact on obstacle surfaces, radar or control tower sightlines. The proposal will safeguard the operational capacity of the runway system post the completion of the north runway and fully aligns with Objective EI02.
EI03	<i>All development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future.</i>	The proposed Relevant Action will support the orderly operation and continued growth of the Airport by ensuring that it can continue to provide for the demand for short haul services to mainland Europe as well as the airport's ability to rebound to the permitted terminal capacity of 32mppa following the Covid-19 pandemic. The provision of a third terminal will only be pursued in the event that the airport grows, the ability to utilise the runway system efficiently is imperative to this.
RW01	<i>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.</i>	The proposed Relevant Action seeks to amend and replace two of the operation restrictions as determined by way of the existing north runway permission. It is considered that the proposal is fully in accordance with the requirements of the Aircraft Noise (Dublin Airport) Regulation Act 2019. The body of submitted material will be reviewed by the Aircraft Noise Competent Authority (ANCA) and they will make a determination on the suitability of the proposal.

DS05	<i>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 (Key Design Principles) of this LAP along with the requirements of the agreed design framework.</i>	<p>Whilst it is noted that Objective DS05 relates to all planning applications, the proposed Relevant Action relates to the existing and permitted runway system. The proposed Relevant Action does not include any works or physical changes to the runway system. It is noted that Section 7.7, including Fig 7.2 of the Dublin Airport LAP, specifically references design considerations for 'airport infrastructure'. Notwithstanding this, the proposed Relevant Action will facilitate ongoing connectivity and flexibility to continue to use the runway system efficiently during night-time hours and therefore consistent with the key design principles of Fig 7.2.</p> <p>Finally, an 'agreed design framework' between daa and FCC has yet to be finalised and therefore this application is unable to respond to this at this time.</p>
SF01	<i>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.</i>	The proposed Relevant Action does not seek to increase passenger numbers nor will it result in an increase in demand for travel beyond the permitted terminal capacity of 32mppa. Therefore, Objective SF01 is not applicable.
SF02	<i>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 carparking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.</i>	As discussed above, the proposed Relevant Action does not seek to increase passenger numbers nor will it result in an increase in demand for travel beyond the permitted terminal capacity of 32mppa, as such objective SF02 is not applicable.

CY02	<i>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.</i>	The proposed Relevant Action does not include any physical works or changes to the physical infrastructure associated with the runway system, it seeks to address two operational retractions that will impact on the operation of the runway system during shoulder hours and during the night. As a result, it is not considered that additional cycle facilities are required beyond the existing.
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It is noted that the LAP dedicates an entire Section (section 9.1) to noise. In this section it notes the following:

“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.

Whilst the Noise Zones surrounding Dublin Airport have been recently updated it has no impact on the proposed Relevant Action as the application relates to the operating restrictions to be imposed on the existing and permitted runway system. The above referenced Noise Zones will continue to operate as they are currently drafted.

The proposed Relevant Action will ensure that the airport is able to maintain its current flight services that provide connectivity to mainland Europe. In particular, the proposed Relevant Action will ensure that the airport can meet the early morning and late night demand for take-off and landing that is required to ensure that flights leaving Ireland in the early morning can land at their European destination at the start of the working day. The proposed Relevant Action does not include any physical works, therefore there is limited opportunity for the proposed Relevant Action to contradict the stated objectives and policies of the LAP. Notwithstanding this, the proposed Relevant Action will safeguard the night-time usage of the runway.

For the above-mentioned reasons, it is considered that the proposed Relevant Action is fully aligned with the LAP.

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5.3.2 Noise Action Plan for Dublin Airport (2019 – 2023)

The Noise Action Plan for Dublin Airport 2019 -2023 (Noise Action Plan) prepared under the Environmental Noise Regulations 2006 was adopted by FCC in December 2018. The Noise Action Plan is designed to manage noise issues and effects associated with existing operations at Dublin Airport. The Noise Action Plan 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

The Dublin Airport LAP and the above-mentioned Variation no. 1 to the Fingal Development Plan 2017 – 2023 (Noise Zones) provide the land use planning framework to achieve these actions.

The Noise Action Plan requires the impact of noise generated from other aviation related sources (for example ground engine testing, maintenance, etc.) within the Airport lands to also be considered with regard to adjoining land uses and amenities. Section 7.2 of the Noise Action Plan includes a list of actions to be taken over the duration of the Noise Action Plan.

The application material for the proposed Relevant Action has been prepared fully in line with the actions contained within the Noise Action Plan. The Regulation 598 Assessment submitted with this application identifies where application actions within the Noise Action Plan have been addressed. Please refer to the Regulation 598 Assessment submitted with this application.

6.0 DOCUMENTS SUBMITTED AS PART OF THIS APPLICATION

The following documents are submitted as part of this application:

- Planning Application Form
1 No. completed *Fingal County Council Planning Application Form*, signed and dated.
- Planning Fee
daa has arranged to pay the required fee of €38,000 to Fingal County Council by Electronic Funds Transfer (“EFT”) submitted with this application, in accordance with the provisions of Schedule 9 of the Regulations. Evidence of the fee paid is included at Appendix C.

The fee is the maximum applicable fee and has been calculated as follows:

Class		Area	Fee	Amount
Class 13				
€80, or €10 for each 0.1 hectare of site area, whichever is the greater.	Relevant Action associated with the Runway System	Site Area c.580 ha	Maximum Fee	
Payable				€38,000

- Notices
An original page of the *Irish Daily Star* dated 17 December 2020, in which notice of the application has been published pursuant to article 17(1)(a) of the *Regulations*.

1 No. copy of the Site Notice dated 16 December 2020 and erected or fixed on the land or structure pursuant to article 17(1)(b) of the *Regulations*. Pursuant to article 19(4) of the *Regulations*, the site notices are inscribed on a yellow background as a valid application was made on lands which form part of the application site, within the period of 6 months from the date of lodgement of lodging this application.
- Planning Report
10 No. copies of this *Planning Report*, prepared by Tom Phillips + Associates, dated December 2020
- Planning Drawings
The Planning Application drawings (10 x copies) have been prepared with a view to illustrating the permitted runway system which is affected by the proposed Relevant Action. As previously referenced, the proposed Relevant Action relates to a Relevant Action only, there are no works proposed as part of the application. The below plans and scales have been prepared in consultation with Ms Claire McVeigh of the FCC Planning Department and the scales and extent of information shown on the drawings including the location of the site notices have been agreed in advance. A schedule of the drawings included with the application is listed below.

Drawing No.	Description	Scale	Page Size	Copies
EDAD98015-C001	Site Location Map	1:10,000	A1	10
EDAD98015-C002	Site Layout Plan - Sheet A	1:2,500	A1	10
EDAD98015-C003	Site Layout Plan - Sheet B	1:2,500	A1	10
EDAD98015-C004	Site Layout Plan - Sheet C	1:2,500	A1	10
EDAD98015-C005	Site Layout Plan - Sheet D	1:2,500	A1	10
EDAD98015-C006	Site Layout Plan - Sheet E	1:2,500	A1	10
EDAD98015-C007	Site Layout Plan - Sheet F	1:2,500	A1	10
EDAD98015-C008	Site Layout Plan - Sheet G	1:2,500	A1	10
EDAD98015-C009	Site Layout Plan - Sheet H	1:2,500	A1	10
EDAD98015-C010	Site Layout Plan - Sheet I	1:2,500	A1	10
EDAD98015-C011	Site Layout Plan - Sheet J	1:2,500	A1	10
EDAD98015-C012	Site Layout Plan - Sheet K	1:2,500	A1	10
EDAD98015-C013	Site Layout Plan - Sheet L	1:2,500	A1	10

- Appropriate Assessment Screening Stage Report
10 No. copies of *Dublin Airport North Runway Relevant Action Application –Appropriate Assessment Screening* prepared by AECOM
- Environmental Impact Assessment
10 No. copies of *Dublin Airport North Runway Relevant Action Application – Environmental Impact Assessment Report (EIAR)*, prepared by AECOM, dated December 2020, which includes the following:
 - o Background & Need for the Project;
 - o Characteristics of the Project;
 - o Examination of Alternatives;
 - o Consultation;
 - o Planning;
 - o Population & Health Impact Assessment;
 - o Major Accidents and Disasters;
 - o Transport & Transportation;
 - o Air Quality;
 - o Climate & Carbon;
 - o Aircraft Noise;
 - o Ground Noise;
 - o Landscape & Visual;
 - o Biodiversity;
 - o Water;
 - o Land;
 - o Soils & Geology;
 - o Material Assets;

- Cultural Heritage;
- Interaction & Cumulative Impact
- Non-Technical Summary

10 No. copies of *Dublin Airport North Runway Relevant Action Application – EIAR Appendices* including:

- Technical Appendix Major Accidents and Disasters;
- Technical Appendix Air Quality;
- Air noise modelling results and figures;
- Ground noise modelling results and figures.

In addition to the above referenced 10 No. hard copies, 1 No. electronic copy of the EIAR has been submitted with the application in accordance with Article 97(1) of the Planning and Development Regulations 2001, as amended. This is Included on the CD containing an electronic copy of the entire application material.

- Environmental Impact Assessment Portal Confirmation
Confirmation from the Department of Housing, Planning and Local Government confirming receipt of the required information for inclusion on the EIA Portal is appended to the Planning Application Form.
- Regulation 598/2014 Assessment
10 No. copies of Regulation 598/2014 Assessment which includes the following documents:
 - 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Assessment Non-Technical Summary' AECOM Ireland Ltd ;
 - 'Dublin Airport North Runway, Noise Information for the Regulation 598/2014 (Aircraft Noise Regulation) Assessment', Bickerdike Allen Partners LLP;
 - 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report' Ricondo and Associates Inc;
 - 'Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Cost Effectiveness Analysis Report' Ricondo and Associates Inc;
- Aircraft Noise Change Considerations Proforma
10 No. copies of the completed Aircraft Noise Change Considerations Proforma as required by ANCA.
- ANCA Reporting Template
1 No. Electronic copy¹⁷ of the ANCA Reporting Template v2.0 – Completed (excel file), prepared by Bickerdike Allen Partners LLP. This electronic file is Included on the CD containing an electronic copy of the planning application documents (Refer to CD folder: ANCA DOCUMENTS - 598 ASSESSMENT\2. ANCA REPORTING TEMPLATE).
- Modelled Aircraft Noise Levels in Electronic Format

¹⁷ as agreed with the Mr. David Murray from the Planning Authority and ANCA in accordance with Article 22(3) of the Planning and Development Regulations 2001, as amended.

2 No. copies¹⁷ of 3DVD's containing Modelled Aircraft Noise Levels in Electronic Format, prepared by Bickerdike Allen Partners LLP.

- Quantification of Impacts on Future Growth,
10 No. copies of Dublin Airport Operating Restrictions, Quantification of Impacts on Future Growth, September 2020', version 5.3, prepared by Mott MacDonald.
- Economic Impact Assessment
10 No. copies of Dublin Airport Economic Impact of Operating Restrictions, prepared by InterVISTAS, dated 5 October 2020.
- Night Quota Report
10 No. copies of Dublin Airport, Night Quota Report, prepared by Anderson Acoustics, dated 4 December 2020.

For ease of assessment by the Planning Authority, in addition to the above referenced hard copy submissions, 1 no. copy of all the above referenced planning application material (with the exception of the 'Modelled Aircraft Noise Levels in Electronic Format', which has been separately circulated) has been provided in electronic form on the CD enclosed with the application cover letter.

7.0 CONCLUSION

In summary, it is considered that the operating restrictions that are set out within Conditions 3(d) and 5 of the North Runway Planning Permission are unduly restrictive on the runway system at Dublin Airport. The proposed Relevant Action seeks to amend and replace these operating restrictions.

The proposed Relevant Action is fully in compliance with multi-governmental strategic objectives and policies that seek to facilitate the growth of Dublin Airport and foster the airports connectiveness to the UK, Europe and wider global environment. By comparison, the permitted operating restrictions which this application seeks to amend/replace run contrary to these strategic objectives and policies.

The potential for impacts on local communities as a result of the proposed Relevant Action has been assessed in great detail through the course of preparing this application. In this regard, the proposed Relevant Action seeks to apply a balanced outcome. As a result, in addition to amending/replacing the above referenced operating restrictions the proposed Relevant Action also seeks to propose a noise insulation grant scheme, a noise monitoring framework and the preferential use of the runway system.

This package of measures will ensure that the overall noise effects of the proposed Relevant Action will not exceed the noise situation from 2018. In this regard the proposed Relevant Action is fully in accordance with the proper planning and sustainable development of the area and we request that ANCA and FCC grant permission to the Relevant Action as proposed.

Yours faithfully,



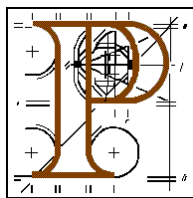
Gavin Lawlor
Director
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Encl.

Appendix A:

Planning permission as granted by An Bord Pleanála for Northern Runway at Dublin Airport, dated 27th August 20076 (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429)

An Bord Pleanála



PLANNING AND DEVELOPMENT ACTS 2000 TO 2006

Fingal County

Planning Register Reference Number: F04A/1755

An Bord Pleanála Reference Number: PL 06F.217429

APPEAL by Joseph Brady and others care of “Cramford”, Clochran, Swords, County Dublin and by Dublin Airport Authority plc care of RPS Planning and Environment of Block E, Fifth Floor, Iveagh Court, Harcourt Road, Dublin and by others against the decision made on the 12th day of April, 2006 by Fingal County Council to grant subject to conditions a permission to the said Dublin Airport Authority plc in accordance with plans and particulars lodged with the said Council.

PROPOSED DEVELOPMENT: Permission to construct on airport lands, a runway, 3,110 metres in length and 75 metres in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings, the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800 metre section of the Forrest Little Road; the rerouting of a 700 metre section of the Naul Road (R108) and a 200 metre section of the Dunbro Lane and replacement of these latter roads with a new two kilometre long road (7.5 metres wide carriageway) running in an east-west direction connecting to the Saint Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years. The application also sought to demolish the existing runway 11-29 (1,357 metres in length and 61 metres in width) and the relocation of an engine testing area from its position north of runway 11-29 to apron located in the vicinity of the existing fire station, near the centre of the airfield. The development is located on lands of approximately 261 hectares in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown, north and north-west of the airport terminal building.

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 National Policy as set out in –

- (a) The National Development Plan, 2007-2011,
- (b) The National Spatial Strategy, 2002-2020,
- (c) Transport 21, 2006-2015,

which provide for expansion of infrastructural capacity and enhancement of the level of service at Dublin Airport because of its international gateway status, and which provide for investment priority for an upgraded public transport system and an improved road network to serve Dublin Airport, and

also having regard to -

- (d) The Regional Planning Guidelines for the Greater Dublin Area, 2004-2016,
- (e) Dublin Transportation Office Strategy: Platform for Change, 2000-2016,
- (f) Fingal County Development Plan, 2005-2011, and previous County Development Plans where it has been an objective since 1972 to provide an east-west runway at this location,
- (g) Dublin Airport Local Area Plan, 2006,

it is considered that the proposed development is necessary to meet the foreseeable need for aviation travel at Dublin Airport and to provide for the safe expansion of air traffic at the airport. It is further considered that, subject to the mitigation measures proposed and the conditions set out below, the proposed development would be acceptable in terms of traffic safety and convenience, would not present an unacceptable risk of water or air pollution, would not be prejudicial to public health due to noise impacts or otherwise and would be in accordance with the proper planning and sustainable development of the area.

In deciding not to accept the Inspector's recommendation to refuse permission, the Board considered that sufficient information had been submitted in the Environmental Impact Statement, in further information submitted both to the planning authority and the Board and at the oral hearing to enable it to make an assessment of the significant impacts of the proposed development on the environment and its acceptability in terms of proper planning and sustainable development. The Board considered that in overall terms, the inconsistencies or deficiencies in information referred to by the Inspector were not so significant as to warrant a refusal of permission and could be addressed by way of condition. In particular, the Board was satisfied, on the basis of the information submitted and the conditions attached, and, having regard to the fact that there are no planning restrictions on the current operation of the airport runways, that -

- (1) there would be no significant deterioration in noise conditions at night time in the vicinity of the airport due to the proposed Option 7b operating mode for the runways (non-use of new runway and of cross runway at night) and the restriction on night time aircraft movements by way of condition,
- (2) in relation to day time noise, there would be some improvements relative to current or future noise impacts with the existing runway system to be offset against disimprovements in other areas/respects and the net effects would not be significant in terms of public health and safety such as to warrant a refusal of permission,
- (3) in relation to schools affected (including pre-school facilities), the mitigation measures proposed, reinforced by conditions and monitoring would ensure that a suitable noise environment can be maintained within classrooms and school buildings generally.

In coming to the above decision, the Board noted that, in addition to planning controls, Dublin Airport would in the future be subject to the new noise control regime introduced under the EU Environmental Noise Directive 2002/49/EC and the Environmental Noise Regulations, 2006.

CONDITIONS

1. The development shall be carried out in accordance with the plans and particulars and the Environmental Impact Statement lodged with the application as amended by the further plans and particulars received by the planning authority on the 9th day of August, 2005, including the Environmental Impact Statement Addendum, and the 3rd day of March, 2006 and received by An Bord Pleanála on the 30th day of August, 2006, the 5th day of March, 2007 and in the oral hearing, except as may otherwise be required in order to comply with the following conditions.

Reason: In the interest of clarity.

2. This permission is for a period of 10 years from the date of this order.

Reason: In the interest of clarity.

3. On completion of construction of the runway hereby permitted, the runways at the airport shall be operated in accordance with the mode of operation – Option 7b – as detailed in the Environmental Impact Statement Addendum, Section 16 as received by the planning authority on the 9th day of August, 2005 and shall provide that -

- (a) the parallel runways (10R-28L and 10L-28R) shall be used in preference to the cross runway, 16-34,
- (b) when winds are westerly, Runway 28L shall be preferred for arriving aircraft. Either Runway 28L or 28R shall be used for departing aircraft as determined by air traffic control,
- (c) when winds are easterly, either Runway 10L or 10R as determined by air traffic control shall be preferred for arriving aircraft. Runway 10R shall be preferred for departing aircraft, and
- (d) Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours,

except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

Reason: In the interest of clarity and to ensure the operation of the runways in accordance with the mitigation measures set out in the Environmental Impact Statement in the interest of the protection of the amenities of the surrounding area.

4. The crosswind runway (16-34) shall be restricted to essential occasional use on completion of the new runway in accordance with Objective DA03 of the Fingal County Development Plan, 2005-2011. 'Essential' use shall be interpreted as use when required by international regulations for safety reasons.

Reason: In the interest of public safety, residential amenity and the proper planning and sustainable development of the area.

5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.

Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway.

6. Prior to commencement of development, a scheme for the voluntary noise insulation of schools shall be submitted to and agreed in writing by the planning authority (in consultation with the Department of Education and Science). The scheme shall include all schools and registered pre-schools predicted to fall within the contour of 60 dB LAeq 16 hours within twelve months of the planned opening of the runway to use and, in any event, shall include Saint Margaret's School, Portmarnock Community School, Saint Nicholas of Myra, River Meade and Malahide Road schools. The scheme shall be designed and provided so as to ensure that maximum noise limits within the classrooms and school buildings generally shall not exceed 45 dB LAeq 8 hours (a typical school day). A system monitoring the effectiveness of the operation of the scheme for each school shall be agreed with the planning authority and the results of such monitoring shall be made available to the public by the planning authority.

Reason: To protect the amenities of schools in the area.

7. Prior to commencement of development, a scheme for the voluntary noise insulation of existing dwellings shall be submitted to and agreed in writing by the planning authority. The scheme shall include all dwellings predicted to fall within the contour of 63 dB LAeq 16 hours within 12 months of the planned opening of the runway for use. The scheme shall include for a review every two years of the dwellings eligible for insulation.

Reason: In the interest of residential amenity.

8. The runway hereby permitted shall not be brought into use until noise insulation approved under conditions numbers 6 and 7 above has been installed in all cases where a voluntary offer has been accepted within the time limit of the scheme.

Reason: In the interest of the amenities of residences and schools in the area.

9. Prior to commencement of development, a scheme for the voluntary purchase of dwellings shall be submitted to and agreed in writing by the planning authority. The scheme shall include all dwellings predicted to fall within the contour of 69 dB LAeq 16 hours within twelve months of the planned opening of the runway for use. Prior to the commencement of operation of the runway, an offer of purchase in accordance with the agreed scheme shall have been made to all dwellings coming within the scope of the scheme and such offer shall remain open for a period of 12 months from the commencement of use of the runway.

Reason: In the interest of residential amenity.

10. Noise and flight track monitoring shall be operated at all times as detailed in the Environmental Impact Statement Addendum received by the planning authority on the 9th day of August, 2005 and in accordance with the recommendations of ECAC.CEAC.Doc 29. An annual report on noise contours shall be submitted to the planning authority. A noise and flight track monitoring report shall be submitted to the planning authority on a quarterly basis and shall be made available for public inspection. The results of the noise and flight track monitoring shall be used to re-evaluate noise impacts and the application of mitigation measures, including (a) the noise insulation scheme (including residences and schools) and (b) the property buy-out scheme, biannually.

Reason: To protect the amenities of the area and to ensure ongoing monitoring and verification of the proposed noise mitigation measures.

11. Prior to commencement of construction of the new runway, aircraft engine testing at the northern end of the airfield shall cease and shall be relocated away from populated neighbouring areas to a sound-controlled area in accordance with the objectives of the Dublin Airport Local Area Plan, 2006.

Reason: In the interest of residential amenity.

12. Prior to commencement of development, the developer shall submit to the planning authority for written agreement a comprehensive environmental protection plan to minimise the impacts of the construction processes. The plan shall provide, inter alia, for:
- (a) provision for loading and unloading of materials,
 - (b) storage of plant, materials, operatives' vehicles,
 - (c) provision of temporary offices and car parking,
 - (d) temporary site access,
 - (e) identification of the main routes to be used by construction traffic having regard to the location of residences in the area and the standard of roads to be used (Option B as outlined in the Environmental Impact Statement shall not be used),
 - (f) a survey of the road and pavement conditions affected by the construction route,
 - (g) measures to minimise dust and spillages or deposits of clay or other materials along the route. Such measures should include wheel washes and other cleaning mechanisms,
 - (h) a waste management plan to ensure the minimisation of waste, re-use or recycling of materials, and
 - (i) access to the site, minimising construction access during the AM and PM peak periods.

Reason: In the interest of traffic safety and amenity.

13. Further details of the layout and access arrangements, including consideration of alternative locations, to all existing and proposed viewing areas affected by the proposed runway shall be submitted to the planning authority for written agreement prior to commencement of development.

Reason: In the interest of traffic safety and amenity.

14. Details of the relocation of the Forrest Tavern monument shall be agreed with the planning authority prior to commencement of development.

Reason: In the interest of orderly development.

15. Prior to commencement of development, the developer shall submit to the planning authority for written agreement details of the following:
- (a) full design details, including specification, of the realigned and re-routed roads,
 - (b) details of Forrest Little Road/Forrest Road junction,
 - (c) revised details of the new R108/Saint Margaret's Bypass junction, and
 - (d) details of the proposed spur to the north-west of the R108/Saint Margaret's Bypass junction, illustrated in figure number 2 of the Scott Wilson Highways Report received by the planning authority on the 9th day of August, 2005.

Prior to the submission of these details, the developer shall consult with Fingal County Council Transportation Department.

Reason: In the interest of traffic safety.

16. The developer shall consult and liaise with the planning authority to facilitate the planning, design and implementation of the proposed Western Access indicated in the Dublin Airport Local Area Plan, 2006. The lands within the ownership of the applicant shall be made available to the planning authority when required to do so to facilitate the delivery of this road objective.

Reason: In the interest of the orderly development of the airport and the proper planning and sustainable development of the area.

17. The developer shall consult and liaise with the Railway Procurement Agency to facilitate the planning, design and implementation of the Metro North – Lissenhall, Swords to Fingal County Boundary at Ballymun through the lands within the ownership of the applicant. The required lands shall be made available to the Railway Procurement Agency when required to do so to facilitate this piece of public transport infrastructure.

Reason: In the interest of orderly development and the proper planning and sustainable development of the area.

18. Full staged road safety audits shall be carried out for all road infrastructure works and for the viewing areas and shall be submitted to the planning authority for agreement. The road safety audits shall be compliant with the National Roads Authority Road Safety Audit Guidelines (DMRB Volume 5 – Section 2) and shall be submitted for compliance at the appropriate stages of development.

Reason: In the interest of traffic safety.

19. All necessary procedures to extinguish public rights of way shall have been completed before commencement of the runway construction. The extinguishments of these rights of way shall not be enforced and no stopping off of access shall be allowed until the proposed alternative routes are in place.

Reason: In the interest of the proper planning and sustainable development of the area.

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

Reason: In the interest of public health, prevention of flooding and limiting the risk of pollution of receiving waters.

21. A monitoring regime for the monitoring of surface water discharged to streams and the public sewer shall be agreed in writing with the planning authority and shall be fully operational prior to the completion of construction of the runway. Monitoring results shall be submitted to the planning authority on a quarterly basis and shall be made available for public inspection on the Dublin Airport Authority's website.

Reason: In the interest of public health and to ensure continuous monitoring of surface water discharges from the site.

22. The Dublin Airport Authority shall monitor air pollutant concentrations within the environs of Dublin Airport at locations to be agreed with the planning authority. The pollutants to be measured shall include nitrogen dioxide, sulphur dioxide, benzene, carbon monoxide, particulates PM₁₀ and ozone. The measurements shall be undertaken so that concentrations can be compared with compliance of the appropriate National Air Quality Standards. The monitoring network shall include both continuous sampling equipment and passive sampling methods for monitoring the air pollutant parameters. Results obtained from the air quality monitoring network shall be submitted to the planning authority on a quarterly basis, and displayed on the Dublin Airport Authority website. The frequency and pollutant parameters shall be reviewed on a yearly basis to ensure adequate monitoring.

Reason: To ensure adequate monitoring of emissions and air quality.

23. Commitments in relation to archaeology, ecology and landscape in Chapter 19, Sections 19.3, 19.4 and 19.5 of the Environmental Impact Statement as amended by the addendum to the Environmental Impact Statement shall be carried out in full. This shall include -

- (a) the programme of archaeological site investigation work, including any additional requirements of the Department of the Environment, Heritage and Local Government,
- (b) measures to be taken to mitigate impacts on fauna, including fauna protected by law such as badgers and bats,
- (c) measures to be taken to mitigate impacts on birds,
- (d) the provision of a compensatory eight hectare woodland together with the provision of three hectares of amenity lands on lands zoned for such use,
- (e) the provision of funding for a hedgerow survey of Fingal, and
- (f) the provision of funding for the restoration of the historic formal gardens in the Ward River Valley Regional Park.

Reason: To mitigate impacts on flora/fauna/habitats in the interest of the proper planning and sustainable development of the area.

24. The developer shall comply in full with the proposals submitted for ecological compensation habitats, that is, three hectares for landscape and eight hectares for ecological compensation. In addition, the applicant shall sponsor a study into the coverage and condition of hedgerows in Fingal and, as part of mitigation measures, shall make a financial contribution towards the survey/restoration of the historic formal gardens in the Ward River Valley Regional Park. Prior to commencement of development, the applicant shall submit to the planning authority for written agreement a detailed work specification, establishment programme, an ongoing maintenance programme and implementation timescale.

Reason: In the interest of the proper planning and sustainable development of the area.

25. A pre-construction survey of badgers on the site shall be submitted to the planning authority and the National Parks and Wildlife Service prior to commencement of development. The timing of all necessary measures in relation to badgers, such as removal of setts, which arise from the results of the survey shall be agreed in writing with the planning authority and the National Parks and Wildlife Service prior to commencement of development.

Reason: In the interest of the proper planning and sustainable development of the area.

26. The planning authority shall be notified in writing of the name of the bat specialist prior to commencement of development. The bat specialist shall be present when any buildings are being fully/partially demolished or when trees are being removed to ensure that all necessary measures are taken in relation to bats. In the event of bats being found located in buildings or trees, the National Parks and Wildlife Service and the Heritage Officer of the planning authority shall be immediately notified.

Reason: In the interest of the proper planning and sustainable development of the area.

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

Reason: In the interest of safety and the proper planning and sustainable development of the area.

28. A Community Liaison Group shall be established, involving representation of the Saint Margaret's Community, Fingal County Council and the Dublin Airport Authority. The composition of the committee and any variation thereof shall be subject to the prior agreement of the planning authority. The committee shall facilitate consultation with the existing community in accordance with the policies and objectives of the Fingal County Development Plan, 2005-2011 in relation to Saint Margaret's.

Reason: To provide for ongoing communication, dissemination of information and consultation with the local community affected by the proposed runway.

29. The developer shall facilitate the planning authority in the archaeological appraisal of the site and in preserving and recording or otherwise protecting archaeological materials or features which may exist within the site. In this regard, the developer shall:-

- (a) notify the planning authority in writing at least four weeks prior to the commencement of any site operation (including hydrological and geotechnical investigations) relating to the proposed development, and
- (b) employ a suitably-qualified archaeologist prior to the commencement of development. The archaeologist shall assess the site and monitor all site development works.

The assessment shall address the following issues:-

- (i) the nature and location of archaeological material on the site, and
- (ii) the impact of the proposed development on such archaeological material.

Prior to commencement of development, a report containing the results of the assessment shall be submitted to the planning authority. Arising from this assessment, the developer shall agree with the planning authority details regarding any further archaeological requirements (including, if necessary, archaeological excavation) prior to commencement of construction works.

In default of agreement on any of these requirements, the matter shall be referred to the Board for determination.

Reason: In order to conserve the archaeological heritage of the site and to secure the preservation of any remains which may exist within the site.

30. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000. The contribution shall be paid prior to the commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to the Board to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000 that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

31. The developer shall pay to the planning authority a financial contribution in respect of the Metro North – Lissenhall, Swords to Fingal County Boundary at Ballymun in accordance with the terms of the Supplementary Development Contribution Scheme made by the planning authority under section 49 of the Planning and Development Act 2000. The contribution shall be paid prior to the commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to the Board to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000 that a condition requiring a contribution in accordance with the Supplementary Development Contribution Scheme made under section 49 of the Act be applied to the permission.

**Member of An Bord Pleanála
duly authorised to authenticate
the seal of the Board.**

Dated this day of 2007.



Appendix B:

Extant Permissions within Dublin Airport August 2007 – November 2020) prepared by TPA

Extant Permissions granted within Dublin Airport Environs between August 2007 and November 2020: Source: FCC Online Database and ABP Online Database					
Planning Authority	FCC Reg. Ref. ; ABP Ref.	Development Address	Development Description	Decision	Grant Date
Fingal County Council	DAC/122/20	Dublin Airport	Proposed construction of a new baggage handling/ancillary building	Lodged 17 November 2020 Awaiting Decision	
Fingal County Council	F20A/0553	Dublin Airport	The development will consist of the installation of a new facade and thermal envelope to all elevations of the upper two storeys of the original Terminal 1 building (i.e. 'Levels 40 & 50'), with enhanced and consolidated daa office space to be provided accross both levels, and associated development at roof level and Level 10 (i.e. Arrivals Level). The development will include: Removal of the existing vertical concrete fins from all elevations of the building; Extension of the existing floorspace at Levels 40 & 50 to include external balcony areas; Strip out and refurbishment of the existing office floorspace at Level 40; The conversion of existing car parking to office floorspace at Level 40; The creation of an enlarged roof skylight requiring a new opening through the existing roof slab, along with a new opening through the Level 50 floor slab to create a double-height internal light well; The creation of a consolidated plant enclosure at roof level; The relocation of existing roof level plant to the consolidated plant enclosure, and the removal of redundant plant as required; The relocation of existing telecommunications antennae at roof level; bicycle storage area for staff at level 10 (at the base of existing spiral); Reconfiguration of internal floorspace at Level 10 to create staff lobby area; and all ancillary development, demolition, site works and services.	Lodged 5 November 2020 Awaiting Decision	
Fingal County Council	F20A/0550	Dublin Airport	For full planning permission to extend the North Apron in the Airfield at Dublin Airport, Co Dublin to facilitate the provision of twelve aircraft stands and a ground servicing equipment area on a site of 19.2ha. The development will consist of: * The expansion of the North Apron at Dublin Airport to provide twelve replacement Code C aircraft stands and ground servicing equipment storage area; * Construction of a 520m long by 6m high blast fence on the northern and western boundary of the extended Apron and ground servicing equipment area; * Construction of a 20m long by 6m high blast fence southwest of the Apron; * Construction of a 550m service road immediately to the north of the twelve replacement Code C aircraft stands to provide access for service vehicles; * Rehabilitation of existing pavement; * Construction of two new underground attenuation tanks on 9000m ² of existing grassland; * Provision of a total organic carbon analyser enclosure; * Provision of drainage and electrical infrastructure; * Provision of Aerodrome Ground Light (AGL) installations this includes underground ducting to provide power to centreline lights and new edge lights; * Provision of 26 No. High Mast Lights; * Modifications to internal airside fencing, service road infrastructure and provision of construction site security fencing; * Provision of a temporary construction site compound and modification to the Airfield security fence to temporarily change part of the construction site form 'airside' with access restrictions to 'landside'; * Provision of road and stand pavement markings, Stand id-signs and High Mast Lighting (HML); * The application includes all associated site development works and services; * This planning application is accompanied by an Environmental Impact Assessment Report (EIAR).	Lodged 3 November 2020 Awaiting Decision	
Fingal County Council	F20A/0455	Dublin Airport	Permission for alterations to sections of the existing internal road network and associated works, on the Departures routes to and from Terminal 1 and Terminal 2 forecourts in the townlands of Corballis and Collinstown, Dublin Airport, Co. Dublin. The proposed development will include the reconfiguration of the 2 no. existing exit lanes from both the Terminal 1 and Terminal 2 fourcourts to provide 4 no. new exit lanes, and all associated works including pay cabinets, staff control reader, control barrier, flexi bollards, automatic number plate recognition cameras, CCTV cameras, and 2 no. cantilever columns with lane guidance signage, new	Lodged 16 Sep 2020 Awaiting Decision	Request for Additional Information 9 November 2020



			fencing, new kerbs, new/realigned footpaths and cycleways, relocated lighting columns, and traffic islands. The proposed reconfigured exit lanes from the Terminal 1 and Terminal 2 forecourts will also have 1 no. lane for buses and taxis. The proposed reconfigured exit lanes from the Terminal 1 forecourt will have 1 no. lane including control barriers for emergency vehicles only. The proposed reconfigured exit lanes from the Terminal 2 forecourt will also involve the closure of the existing access/egress into the existing Terminal 2 short-term surface car park and the provision of a new access/egress, barrier, a CCTV camera and pay cabinet; a proposed concrete median to tie into the existing median; the internal rearrangement of the existing Terminal 2 short-term surface car park; and removal of an existing pedestrian crossing and provision of a new pedestrian crossing. There will be no increase in short-term car-parking spaces. The proposed development will also include the erection of advance traffic direction, fee information signage and road markings, and all associated site development, drainage and landscaping works. The proposed development will also include the reconfiguration of the existing car parking layout on part of the central section of the Express Red Long-Term Car Park in the townland of Toberbunny, Dublin Airport, Co. Dublin including the provision of a proposed entry lane, pay cabinet, bollards, automatic number plate recognition camera, staff control reader, and CCTV camera; relocated security hut; provision of new egress with a proposed exit barrier, CCTV camera and pay cabinet; and all associated site development, landscaping, and fencing works, to facilitate a free temporary waiting zone with 185 no. surface car parking spaces (including 5 no. PRM parking spaces).		
Fingal County Council	F20A/0394	Dublin Airport	Development at an existing bus stop at Lane 2, east of terminal 1 Multi-storey car park and development at an existing taxi rank at Lane 1, East of Terminal 1. The development will consist of: 1) A glass and stainless-steel bus shelter, 2.50m high x 1.38m deep x 5.84m long with internally illuminated advertising panels (total 19.4m.sq); 2) A freestanding digital information display 3.07m high x 0.90m wide; 3) A ticket vending machine 1.83m high x 0.89 wide; 4) A polycarbonate and stainless-steel shelter extension, 2.64m high x 3.04m deep x 6.09m long, and all associated site development work, all on 2 no. sites totalling of 0.0058ha at an existing bus stop at Lane 2, east of terminal 1 Multi-storey car park and for development at an existing taxi rank at Lane 1, East of Terminal 1 at Dublin Airport, Collinstown, Co. Dublin.	Granted	30 th Sept 2020
Fingal County Council	F20A/0295	Dublin Airport	Permission for a single-storey free standing c.5m tall substation (approximately 18m x 21 m), within which will be enclosed; a medium voltage ring main unit room; a medium voltage switch gear distribution room; a communications room; a transformer room; a generator change over panel room; a generator room; a main distribution room; and an entrance lobby. The substation will be built on a new area of hardstanding consisting of approximately 1,600 sqm of pavement. At the eastern elevation of the substation, a bunded fuel tank area is proposed which will have a maximum height of approximately 3.5m. At the south-east corner of the sub-station a single high mast light with a maximum height of 23m above the ground floor level is proposed. The substation will be linked by underground cables to the internal electrification of the airport. This will replace the existing temporary substation located to the east of Apron SG. Access to the new substation will be from the North Apron. The application includes all associated site development works and services.	Granted	25 th Sept 2020 (notification date)
Fingal County Council	F20A/0331	Dublin Airport	The temporary continuance of use of the existing 2,700 long-term car parking spaces. The existing 2,700 long-term car parking spaces are currently used for the same purpose under and in accordance with the existing temporary planning permission reg. ref. PL06F.PA0030 from An Bord Pleanála. Temporary permission is sought for a further period of 7 years from the date of expiry of the existing temporary planning permission PL06F.PA0030 from An Bord Pleanála (7th May 2021). The proposed development includes the continuance of use of all existing ancillary infrastructure and facilities, such as the access from the R132, existing internal circulation roads including bus turning circles, 4 no. bus shelters, 1 no. security hut, lighting, boundary fencing, ticket machines and barriers, CCTV cameras, internal car park signage, existing drainage network including existing surface water attenuation areas, and all existing landscaping.	Granted	29 th October 2020
Fingal County Council	F20A/0262	Dublin Airport	Amendment to Planning Permission reference F19A/0049 as granted which is for: a) a single-storey extension of Pier 1 and Pier 2 Immigration Hall by 673 sq m to the North East (currently 1607 sq m., proposed 2,280 sq.m.) to provide additional internal passenger queuing space; b) partial recladding with timber feature cladding; c) rooftop plant with screening louvers; d) demolition and relocation of an existing fire escape stairs; e) re-organisation of the adjoining surface car park resulting in a net loss of 22 spaces (currently 74 no. spaces, proposed 52 no. spaces) and new coach turning route; f) new glazed single-storey entrance porch to the rear of the VIP lounge (16 sq.m); g) two emergency escape doors; and h) a gas skid (7sq.m), landscaping and all associated site development works. The amendment relates to the provision of a solid roof canopy structure, clad with black PPC metal fascia and soffit with incorporated signage and supported by black painted steel columns (34.5 sq.m) in place of previously approved new glazed single-storey entrance porch to the rear of the VIP Lounge (16sqm). The application is also to include the addition of a freestanding entrance signage totem 2.0m high by 0.9m wide (1.8 sqm) and all associated site development work, all on a site of 0.696ha.	Granted	3 rd September 2020
Fingal County Council	F20A/0058	Dublin Airport	The removal of all existing portacabins and the construction of a vehicle maintenance building comprising of 2 no. units with mezzanine levels, 2 no. storage areas, a new boundary wall and all associated site development works. The proposed storage areas will each consist of 3 no. oil tanks, 2 no. bunded storage units and a refuse store.	Granted	03/04/2020



Fingal County Council	F20A/0137	Dublin Airport	A covered walkway over the existing private IAA footpath, linking the two existing air traffic control centres, solar panels on the roof of the covered walkway, new footpath from the new tower service yard to the front entrance and associated site works.	Granted	13 th August 2020
Fingal County Council	F19A/0023 & PL06F.305298	North Runway, Dublin Airport, Co. Dublin.	<p>Amend the North Parallel Runway (North Runway)(permitted under FCC Reg. Ref. F04A/1755; An Bord Pleanála Ref: PL06F.217429), on this site of c.265.7 hectares at Dublin Airport, Co. Dublin, in the townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock and Huntstown. The permitted 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 (7.5m 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 c.30m (min. width) to c.27m (min. width); Removal of 4 No. permitted taxiways (2 No. rapid exit taxiways (RETS) (P4 and P9); and 2 No. north-south taxiways (P5 and P12); Relocation of 5 No. 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 c. 152 m to the east at eastern end of runway (renamed 'N6'); North-south taxiway (P17) (linking parallel taxiway to the North Apron) relocated by c. 116 m 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 2 No. permitted sub-stations (each increasing from c.450 sq.m. to c. 475 sq.m. GFA) and associated amendments to access roads; Amendments to the alignment and location of permitted fire access roads, including removal of 6 No. permitted crash gates with egress to St. Margaret's Bypass L3132 and Castlemoate Road; and the re-location of 1 No. permitted crash gate with egress to St. Margaret's Bypass L3132; Amendments to the location of the permitted airside perimeter fence (along northern, south-western and eastern boundaries); Re-location of 2 No. 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.</p> <p>The development will also consist of: Amendments to ground profiles providing 6 No. 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 max levels as follows: ELA 1 (max. level +74.8m AOD), ELA 2 (max. level +76.3m AOD), ELA 3 (max. level +70.1 m AOD), ELA 4 (max. level +64.5 m AOD), ELA 5 (max level + 68.0m AOD), ELA 6 (max. level +74.2 m 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: 3 No. laybys located to the south of St. Margaret's Bypass L3132 and Forrest Little Road; and 1 No. access road located to north-east of The Boot Inn; Provision of 2 no. shelters (each c.14.4 sq.m GFA) as rendezvous points for emergency vehicles (1 No. located to south-west of the permitted runway and 1 No. to east of permitted runway); Provision of 1 No. pumping station kiosk (c.36 sq.m GFA) and 2 No. pollution control kiosks (each c.9 sq.m. GFA); Demolition of existing security entrance Gate 1A including security building and 2 No. cabins (c. 201.9 sq.m. GFA) and the removal of the access off Castlemoate Road;</p> <p>Erection of 8 No. 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.</p>	Granted	18/03/2020
Fingal County Council	F19A/0026 & PL06F.305662	Collinstown Cross Industrial Estate, R132 / Swords Road, Swords, Co. Dublin.	The site is located to the east of the R132 / Swords Road and Collinstown Cross and west of Dardistown Cemetery. The proposed development consists of the following: Demolition of all existing structures on the site which have a total gross floor area of 3,435 sq.m. The construction of 2 no. Research and Development Buildings (Blocks A and B) with a total gross floor area of 15,092 sq.m. Block A fronts onto the Swords Road and comprises 7,644 sq.m. of research and development floorspace over 4 no. storeys plus plant at roof level, with the third floor setback. Block B is located to the rear of the site comprising 7,488 sq.m. over 4 no. storeys plus plant at roof level with the third floor setback. The development provides for vehicular and service access from the Swords Road. A total of 184 no. surface car parking space and 189 no. bicycle parking spaces are provided. The proposal includes 2 no. ESB substations measuring c.28 sq.m. to the north of the proposed blocks. The proposal includes all associated landscaping, boundary treatments and infrastructural works/services.	Refuse Permission	19/02/2020
Fingal County Council	F18A/0552	Pier 4, Dublin Airport, Co. Dublin.	The development will consist of a covered pedestrian walkway for a distance of 80m, on the south-eastern side of Pier 4 (total floor area 160 sq.m.), leading from the bus drop-off point into the Terminal 2 Passenger Transfer Facility (permitted under Reg. Ref. F16A/0200, ABP Ref. 247135). Development includes 2 no. wayfinding signs (total 1.81 sq.m.) at the entrance to the Transfers Facility and all ancillary site development works including bollard protection.	Grant Permission	16/01/2019
Fingal County Council	F18A/0643	R108 Junction with FoodCentral, St Margarets, Co. Dublin within the townland of Kingstown	Junction upgrades to include: addition of traffic signals; left turn and right turn lanes; and all associated and ancillary works and the retention of 2 no. existing advertisement signs.	Grant permission and refuse retention	15/01/2019

Fingal County Council	F18A/0638	Carousel No. 4 Building, Terminal 1 Service Road, Between Terminal 1 and Terminal 2, Dublin Airport, Collinstown, Co. Dublin.	The development will consist of enabling works to facilitate the mandatory upgrade of the airport security screening system for passenger baggage. This will include the demolition and clearance of the Carousel No. 4 Building, totalling 996 sq.m, making good the remaining Terminal 1 facade; and all associated fencing and site works.	Grant permission	10/01/2019
Fingal County Council	F18A/0498	Dunbro, St Margaret's, Co Dublin	Permission for a farm yard entrance onto the R 108 consisting of set back entrance gate, piers and boundary treatments together with associated site works.	Grant permission	19/10/2018
Fingal County Council	F18A/0436	Corballis Cottage, Old Airport Road/Swords Road (R132), Co. Dublin.	A) Completion of partially constructed part-two, part-three storey Core Aviation type office building as approved under Reg. Ref. F07A/1659 (subsequently extended under F07A/1659/E1). (b) Permission is also sought for alterations and extensions to previously approved building to result in a four-storey office building comprising: (i) construction of rear (west facing) extension at ground floor level and first floor level; (ii) extension to approved part-second floor level; (iii) construction of additional third floor level with external terrace area on front (east facing) elevation and green roof to the rear; and, (iv) new mains foul connection to be provide instead of previously approved on-site treatment system. (c) There are no material changes proposed to the approved basement level, ancillary drainage works, footpaths, and vehicular access from the Old Airport Road/Swords Road (R132) as previously approved	Grant permission	18/09/2018
Fingal County Council	F17A/0494	TASC Building, Dublin Airport, Townland of Collinstown, Co. Dublin.	The removal of the existing weather radome and mast on the roof of the TASC building, the erection of a steel lattice mast of 11.41 metres in height on the roof of the TASC Building, and the placement of a new weather radome (6.5m in diameter) on this mast ca. 21 metres to the north-west of the current location. The mast will be erected on top of existing stub columns on the roof resulting in a total height of 19.72 metres above roof level.	Grant permission	14/11/2017
Fingal County Council	F17A/0031	The Reservoir Site, Townland of Cloghran, Adjoining Castlemoate House	The erection of a solar photovoltaic (PV) array over the existing reservoir, within a site of 0.79 ha. The array will consist of ca. 650 sq.m. of PV modules and associated development including inverters, cables and all associated site development works. The proposed PV array will have a maximum generating capacity of 109.88 kW.	Grant permission	19/04/2017
Fingal County Council	F17A/0006	Fuel Farm Facility, Corballis Park, Dublin Airport, Co. Dublin.	The development will consist/consists of: Construction of a new single storey building subdivided into 3 rooms comprising of an ESB sub-station, a Customer Switch Room and a Back-up Generator with an area of 105m ² and height of 3.6m. As such the position of the permitted Operations Building (F16A/0254) must be moved approximately 6.4m south-east and 2.5m south-west of its permitted location.	Grant permission	10/04/2017
Fingal County Council	F16A/0549	R108, Huntstown, Dublin Airport, Co. Dublin.	The construction of a new single storey aircraft hangar and attached 2 storey facility of associated maintenance facilities, offices and staff areas with a total gross floor area of 2006 sq.m. The overall dimensions of the proposed structure are 39.6m by 46.5m with an overall height of 13.8m at its ridge. Permission is also sought for apron and associated site works. The development includes the demolition of the existing hangar structure with a floor area of 596 sq.m. and demolition of an existing 2-storey operations control unit with a floor area of 272 sq.m.	Grant permission	13/03/2017
Fingal County Council	F16A/0155 PL06F.247299	Corballis Drive, Dublin Airport, Corballis, Swords, Co. Dublin.	Permission for a period of 8 No. years for development at the existing western and eastern ancillary car parks associated with the former Aer Lingus Head Office Building (HOB) and the Annex building (and associated lands to the south). The application site comprises an area of c.4.58 hectares. The development will consist of the part demolition of part of the 2 storey Annex building and other single storey structures including removal of storage tanks (totalling c .2,825 sq.m. total Gross Floor Area (GFA). The substation element of the Annex building (c. 60 sq.m. GFA) is to be maintained and clad. The development will consist of the construction of 4 No. office blocks, ranging in height from 6 to 7 storeys (solar panels and ancillary plant at roof level), comprising c. 41,677 sq.m. GFA including a restaurant/café of c. 496 sq.m. GFA at ground floor of Building A6, a multi-storey car park (MSCP) of 5 storeys comprising 694 No. car parking spaces (c. 16,768 sq.m. GFA), a single storey café pavilion of c. 130 sq.m GFA and surface car park of 48 No. spaces to the north-east of HOB. The provision of a central landscaped courtyard and landscaped areas and raised pedestrian link from the central courtyard to connect to Level 3 of the existing Terminal 2 (T2) MSCP. The development also comprises the provision of car parking spaces on a temporary basis to allow for the construction of the proposed scheme. These temporary spaces will be removed and lands reinstated following completion of the development. Modifications to the permitted HOB development (Reg. Ref. F14A/0436) to provide for a new access road linking the existing cul-de-sac to the east of the T2 MSCP and Corballis Avenue. It is also sought to reconfigure the existing HOB car parking layout to the east which will provide for 174 No. spaces for this building. Associated works include the provision of a new foul sewer to connect to existing manhole adjoining the R132 (Swords Road) and upgrade of existing foul pump and provision of storage tank adjoining the R132, improvements to surface water drainage network, associated signage, the provision of set down areas for delivery vehicles, bin stores and 240 No. bicycle parking spaces and all other ancillary site development works above and below ground. An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the application	Grant permission	08/02/2017
Fingal County Council	F16A/0483	South Apron, Dublin Airport, Townland of Corballis, Co. Dublin.	Development on a site of c. 1.02 hectares. The development will consist of the erection of a single storey Pre-Boarding Zone building (c. 6.95m high including screened plant at roof level) with a total gross floor area (GFA) of c. 2,205 sq.m. with canopy on a site to the south west of the existing Aer Lingus Cargo Building. The Pre-Boarding Zone building comprises passenger waiting and boarding areas and all ancillary storage, toilet, food and beverage facilities including ancillary plant and equipment. The development will also consist of the realignment of a portion of the Bond Road to the north of the proposed Pre-Boarding Zone	Grant permission	01/02/2017



			building, the realignment of the security fence to the south of the existing Aer Lingus Cargo Building and the provision of a gated access point; the realignment of the airside landside fence to the south of the realigned Bond Road; the provision of a Pre-Boarding Zone access road to the south of the realigned Bond Road; the provision of a covered passenger walkway; the provision of 2 No. bus turning circles; the demolition of the existing security Gate 25 and associated hut (c.12 sq.m. GFA) and the erection of a replacement security gate and hut (c. 125 sq.m. GFA), all to the north-west of the Pre-Boarding Zone building; the removal of 1 No. High Mast Light column (c. 25m high) and the provision of a replacement High Mast Light column (c. 20m high) to the south west of its original position, all to the east of the PBZ building; the provision of an access road from the eastern end of the South Apron to an existing sub-station adjacent to the South Apron; and all ancillary site development works above and below ground. Temporary planning permission is sought for a period of 7 years for the Pre-Boarding Zone building and the associated canopy and covered pedestrian walkway. Planning permission is sought on a permanent basis for all other development proposed as part of this planning application.		
Fingal County Council	F16A/0447	Radisson Blu Hotel, Corballis Way/East Link Road, Dublin Airport, Co. Dublin	The proposed development shall consist of modifications to the existing hotel and construction of a 6 storey (over 2 level basement) extension. The works shall consist of the following: a) Demolition of existing conference and function area at ground floor; b) Omission of 9 no. bedrooms in existing hotel to facilitate connections to the new extension at first to fifth floor levels; c) New function suite at ground floor level and part of first floor level comprising reception area, meeting rooms, function rooms, conference rooms, bar/lounge, covered smoking area, car drop off area and associated facilities; d) Extension to existing restaurant at ground floor level; e) Provision of 140 no. new bedrooms (a net gain of 131 no. bedrooms) and associated service rooms at first to fourth floor levels bringing the total to 361; f) Business lounge/bar at fifth floor level with associated roof terrace; g) Plant room at fifth floor level; h) 189 no. basement car parking spaces; i) Fitness centre at basement level -2; j) Ancillary facilities including plant room, storage areas, maintenance facilities, refuse stores, loading bay, substation and cycle parking within basement area; k) Deliveries/Service yard and all associated landscaping, site works and services.	Grant permission	18/01/2017
Fingal County Council	F16A/0446	At the front car park of the Radisson Blu Hotel, Corballis Way/East Link Road, Dublin Airport, Swords Co. Dublin	The proposed development shall consist of a new standalone 7-storey (over 2 level basement) hotel consisting of the following:- a) Restaurant and associated kitchen, bar, foyer, residents lounge and associated administrative and staff facilities at ground floor level; b) External seating area at ground floor level; c) 24 no. bedrooms and associated service rooms on each level from first to sixth floor (total of 144 no. bedrooms); d) 86 no. basement car parking spaces; e) Ancillary facilities including staff toilets/changing rooms, plant storage areas, maintenance facilities; refuse stores, loading bay and cycle parking within basement area; f) Relocation eastwards of existing vehicular entrance and relocation of existing internal access road and roundabout; g) Car drop-off area in front of main entrance to new hotel; h) All associated landscaping, site works and services.	Grant permission	18/01/2017
Fingal County Council	F16A/0200 PL06F.247135	Pier 4, Dublin Airport, Co. Dublin.	The creation of a Passenger Transfer Facility, comprising a three storey extension on the south eastern elevation of Pier 4 (i.e. airside) with 2 No. c.10.2m long internal link bridges over existing void space within the Pier. The proposed development will have a gross floor area of c. 1,772 sq.m. and will include facilities for security screening, passenger processing, circulation, plant and other services. The proposed development also includes all other ancillary site development works above and below ground.	Grant permission	29/12/2016
Fingal County Council	F16A/0081 PL06F.246975	Terminal 2, Dublin Airport, Co. Dublin.	The provision of apron bus access facilities at Terminal 2, comprising: the construction of 2 no. two storey vertical circulation cores (i.e. lift/stair cores) (c. 10.5m and 11.0m. high, respectively) to the south of Terminal 2 (i.e. airside), linking to Terminal 2 via 4 no. c. 4.4m. long elevated passenger link bridges installed at mezzanine level. The development will also include: the installation of 2 no. ventilation louvres (both c. 8m x 2m) on the south elevation of terminal 2; the provision of a bus set-down area to the south of the vertical circulation cores; and all other ancillary site development works above and below ground. The development will result in additional gross floor area of c. 303 sq.m. All on a site of c. 0.088 hectares.	Grant permission	29/12/2016
Fingal County Council	F16A/0339	Site to the east of Gate 9, Huntstown, Dublin Airport, Co. Dublin.	The construction of : a 30 No. space security restricted car park; 6 No. lighting standards (c. 6 metres high); security barriers; footpaths; and all ancillary site development works above and below ground.	Grant permission	02/11/2016
Fingal County Council	F16A/0338	Gate 9, Huntstown, Dublin Airport, Co. Dublin.	Works to upgrade the existing road junction between Gate 9 and the R108 Road including: removal of obstructions (e.g. telephone poles and electrical equipment); widening, re-surfacing and re-lining the Gate 9 Junction; build-out of a private access road located c. 40m. south of Gate 9 to reduce the flare of the access road at the point of intersection with the R108; and all ancillary site development works above and below ground, on a 0.063 ha. site.	Grant permission	02/11/2016
Fingal County Council	F16A/0254	Fuel Farm Facility, Corballis Park, Dublin Airport, Co. Dublin.	Alterations to extant permission (Ref. F06A/1463 and F06A/1463/E1) by way of modifications to the position and layout of three permitted buildings on site, all within extant permission's curtilage. The propose modifications comprise the following: The erection of a single storey Operations building (gross floor space 350m ² , height 5.30m) in lieu of a two-storey building (gross floor space 360m ² , height 8.4m). The relocation and increase in footprint of the permitted Vehicle Service building (changing in gross floor space from 616m ² to 588m ² and height from 7.70m to 7.10m). The relocation of the permitted into-plane Building (gross floor space remaining 720m ² and height changing from 8.5m to 8.15m) with consequential reduction in parking spaces (from 63 no. spaces to 57 no. spaces).	Grant permission	05/09/2016



Fingal County Council	F16A/0167	Terminal 1, Dublin Airport, Co. Dublin.	The erection of a solar photovoltaic (PV) array on the northern end of the roof of Terminal 1, within a site of 0.23 ha. The array will consist of c.718 sq.m. of PV modules and associated development, including inverters, cables and all associated site development works above and below ground. the proposed PV array will have a maximum generating capacity of c. 106 kW.	Grant permission	18/07/2016
Fingal County Council	F16A/0041	Airport Business Park, Cloghran, Co. Dublin.	(a) Permission for retention of the following: the existing security perimeter fencing with existing entrance gates on site, the existing hardstanding area, and the existing surface water drainage including interceptor on site and for (b) Permission for the following: the proposed erection of a new Storage Building on site, a Car wash with screen, Private Petrol and Diesel dispensing pumps with underground storage tanks, new Internal Security Fencing, Perimeter Lighting and Petrol Interceptor together with all associated site works and ancillary services on site	Grant permission & grant retention	28/06/2016
Fingal County Council	F16A/0121	Pier 1, Dublin Airport, Co. Dublin.	The construction of a Pre-Boarding Zone for passengers at the western end of Pier 1. This will comprise the removal of an existing equipment set-down area and staircore to the west of Pier 1; the construction of a single storey extension (c. 7.8m high) with a part mezzanine level plant room, linked to the existing west elevation of Pier 1 with a c. 7.75m. long linked corridor; and localised alterations to the glazing on the west elevation of Pier 1 to facilitate linkages with the proposed Pre-Boarding Zone. The proposed development will result in additional gross floor area of c. 1,066 sq.m. and includes all other ancillary site development works above and below ground. The application site comprises an area of c. 0.22 hectares.	Grant permission	21/06/2016
Fingal County Council	F16A/0046	Pier 2, Dublin Airport, Co. Dublin.	The construction of a passenger segregation facility at Pier 2, comprising: the construction of 3 no. two storey vertical circulation cores (i.e. lift/stair cores) c. 10m. high), linking to a new elevated passenger link bridge which will be installed at first floor level, partially wrapping around the existing octagonal pavilion at Pier 2; the addition of a lift to an existing stair core on the north elevation of Pier 2; and the provision of access ramps as required. The development will also consist of the installation of a stairs on the south elevation of Pier 2, including the enclosure of the surrounding undercroft area at ground level, as well as all other ancillary site development works above and below ground. The development will result in total additional gross floor area of c. 830 sq.m.	Grant permission	16/05/2016
Fingal County Council	F15A/0580	DAA, Airfield, South Apron Village, Bond Road, Corballis Park, Dublin	Providing a twin feeder, aviation fuel, underground, hydrant pipeline from the existing fuel farm on Corballis Road, to the existing Pier 4 hydrant loop, to Pier 3 which will be provided with a new hydrant spur, and on to Pier 1 which will be provided with a new hydrant loop. Provision will be made for connection of the hydrant system to a potential future Pier 5. The total length of the pipeline corridor is approximately 4.2 km.	Grant permission	22/03/2016
Fingal County Council	F15A/0234	Airfield, Head of Stand Road, South Apron Village, Bond Road, Corballi	Permission for development of 1. Providing a hard standing area (1,289m2) for relocated general services and equipment on Bond Road. 2. Realigning the airside-landside boundary on Bond Road. 3. Dismantling and removal off site of the existing two storey South Apron Village building which has a height of 7m and 1,560m2 gross floorspace (780m2 per floor), extend the hard standing area and, removing or relocating items within the area of the proposed development. 4. Providing an Into-Plane Base in the airside (i.e. security restricted) area of the Airport (10.090m2). 5. Extending the hard standing area to the South of the South Apron Village building. 6. A new 6m wide roadway along the Southern perimeter of the redeveloped area to give access to the Dardistown sub-station, existing interceptor INT043, and the proposed Into-Plane Operations building and associated service vehicles.	Grant permission	29/09/2015
Fingal County Council	15A/0020	Airfield, Collinstown, Dublin Airport, Co. Dublin.	Provision of an electrical substation to provide power to an area of apron on the airfield. the substation will comprise a ring main enclosure, a transformer and a switchboard enclosed by a steel pal	Grant permission	20/04/2015
Fingal County Council	F13A/0402	Vacant lot between Hangars 5 and 6, North Apron, Dublin Airport, Corba	Two-bay aircraft maintenance hangar, designed to accommodate a range of code C aircraft types, with a plan area of 4,233m². The overall dimensions of the proposed structure would be: 90.75m wide by 49.59m deep; with an overall height of 19.18m at its ridge. Planning permission is also sought for extension and modification of the paved apron area to facilitate access to the proposed new hangar, service connections to the proposed facility and all associated site works.	Grant permission	13/08/2014
Fingal County Council	F13A/0142 PL06F.242210	Corballis Road North, Corballis, Co Dublin	Permission for development on a 0.3176Ha site, which is currently in use as a car park. The proposed development will consist of: the provision of a two storey drive-thru restaurant (577 sq.m.) and enclosed yard (26 sq.m.), including the ancillary sale of hot food for consumption off the premises. The development will also consist of : 31 no. car parking spaces (including 2 no. disabled parking spaces, 3 no. parked order spaces and 1 no. set down only space); widening of the existing vehicular access off Corballis Road North (currently serving the adjacent petrol filling station); provision of two new exits from the site onto the Castlemoate Road; provision of a thru-road linking into the petrol filling station at the north-east of the site; provision of 2 no. links to future development site at the west; bicycle parking stands; lighting; signage (elevational and freestanding) and freestanding structures for the drive-thru restaurant including a height restrictor and customer order points with canopies; outdoor seating area with associated fence and lighting; ESB sub-unit; plant; landscaping; boundary treatments and all associated works above and below ground	Grant permission	15/10/2013
Fingal County Council	F13A/0040	Topaz Airport Service Station, Corballis Road North, Corballis, Co Dub	The construction of a temporary retail fuel forecourt to incorporate (A) Four fuel dispensing pumps; (B) Temporary Retail Shop building 'Portacabin' of 30 sq.m.; (C) Temporary vehicular exit onto the Castlemoate Road, Dublin Airport. (D) Associate site works.	Grant permission	29/04/2013



Fingal County Council	F12A/0274 PL06F.241299	Topaz Airport Service Station, Corballis Road North, Corballis, Co Dub	The redevelopment and extension of the existing service station to incorporate (A) Extension of the site eastwards including the contingent rerouting of the existing cycle track; (B) Demolition of the existing buildings and removal of the forecourt canopy, carwash, company signs, insignia etc; (C) Decommissioning of the existing underground fuel tanks; (D) A convenience store building of 370 sq.m.(5m high), with a retail sales area of 100 sq.m. a cafe seating area of 70 sq.m. a hot food deli area of 47 sq.m. and ancillary areas of 153 sq.m. (e) A covered yard of 70 sq.m.; (f) 2 no. 40,000 and 1 no. 60,000 liter underground fuel storage tanks; (G) A canopy with an illuminated fascia varying in height from 4.8m to 5.65m above the forecourt; (H) A car wash facility enclosure of 55 sq.m. (I) A 9m high monolith company sign (illuminated) to replace the existing sign, corporate signs and insignia and (J) any ancillary contingent works.	Grant permission	30/04/2013
Fingal County Council	F11A/0369	Dublin Airport, Co. Dublin	The erection of a jet-blast screen on the airfield apron between Piers A and D and to the rear of the Old Central Terminal Building (a protected structure). The proposed jet-blast screen is 35m in length and 4m in height. It will sit in a concrete base on the apron. The base will measure 2m in width and 500m in height. The structure will be erected together with all associated site works and services.	Grant permission	10/01/2012
Fingal County Council	F08A/0381	Radisson Blu Hotel, Dublin Airport, Co. Dublin.	Permission for a period of 7 years on this site of 1.73 hectares. The site is bounded by an existing hotel car park and a long-term car park (under a different ownership) to the north, a long-term car park (under a different ownership) to the east, Corballis Way to the south and the East Link Road to the west.	Grant extension of duration of perm.	09/10/2008
Fingal County Council	F08A/0381/E1	Radisson Blu Hotel, Dublin Airport, Co. Dublin.	Extension Of Duration Of Permission Permission for a period of 7 years on this site of 1.73 hectares. The site is bounded by an existing hotel car park and a long-term car park (under a different ownership) to the north, a long-term car park (under a different ownership) to the east, Corballis Way to the south and the East Link Road to the west.	Grant extension of duration of perm.	12/03/2015
Fingal County Council	F07A/1659	Corballis Cottage', Old Airport Road, Co. Dublin	To demolish the existing single storey dwelling house and construct a split level 2 and 3-storey Core Aviation type office building with a total floor area of circa. 913sq.m., covered basement (402.8m ²) plus 28m ² internal core area) on a site of (0.146ha). The development will consist of a reception area, meeting rooms and administration offices on the ground floor (332sqm), a production area & staff welfare facilities on the first floor (354sqm), and a drawing area and associated offices on the second floor (199sqm) with outside terrace area all over basement level car park (part covered/part uncovered), providing for 35 no. carparking spaces & 8 bicycle racks. The development will also include a new on site treatment system and ancillary drainage works with new footpath, vehicular access from the Old Airport Road at the site and all associated ancillary works.	Grant permission.	04/09/2008
Fingal County Council	F07A/1659/E1	Corballis Cottage', Old Airport Road, Co. Dublin	Extension Of Duration Of Permission To demolish the existing single storey dwelling house and construct a split level 2 and 3-storey Core Aviation type office building with a total floor area of circa. 913sq.m., covered basement (402.8m ²) plus 28m ² internal core area) on a site of (0.146ha). The development will consist of a reception area, meeting rooms and administration offices on the ground floor (332sqm), a production area & staff welfare facilities on the first floor (354sqm), and a drawing area and associated offices on the second floor (199sqm) with outside terrace area all over basement level car park (part covered/part uncovered), providing for 35 no. carparking spaces & 8 bicycle racks. The development will also include a new on site treatment system and ancillary drainage works with new footpath, vehicular access from the Old Airport Road at the site and all associated ancillary works.	Grant extension of duration of perm.	06/08/2013
Fingal County Council	F06A/1463	Esso Fuel Terminal, Joint Storage Facility, Corballis Park, Dublin Air	A general refurbishment of the facility including an extension of the site boundary to the South and partly to the West. Three new 20m diameter storage tanks with a total height of 16m to the kerb angle (18m high at centre of cone roof) shall be erected within a steel containment bund 24m in diameter. A concrete bund shall surround the storage tanks. A new 3.0m high security fence shall be provided along the boundary line and inner car park boundary. The outer car park boundary fence shall be 2.0m high. The West entrance/exit gate shall be retained for emergency access. The North gate on Corballis Road South shall be sealed off. The three Southern gates shall be replaced by a single entrance/exit gate for fuelling vehicles. A second segregated entrance to/exit from the JSF car park will be provided with a security barrier at the car park entrance. The existing Corballis Park lay-by shall be moved 10m northwards to create space for the into-plane operations building. A car park of not less than 60 spaces is proposed. The yard concrete surface shall be refurbished and the site drainage and interceptor system is to be upgraded. Three new buildings shall be erected along the west boundary; an into-plane operations building (aircraft fuelling and associated administration), into-plane vehicle service building (fuelling vehicle maintenance) and JSF operations (for fixed plant operations and maintenance). The maximum building height shall be 6.5m to the top of the wall. The existing ExxonMobil/Chevron garage and office, Fingal crew building, Fingal garage and Fingal office building shall be demolished. The existing switch room shall be altered. A new fueller vehicle loading stand with new pumps and associated equipment shall be constructed. New road tanker delivery pumps, filters and associated equipment shall be provided. The existing fuel storage tanks shall be converted to water storage/handling for a fire protection system. An Environmental Impact Statement has been carried out. The site is a Seveso site.	Grant	15/03/2007



Fingal County Council	F06A/1463/E1	Esso Fuel Terminal, Joint Storage Facility, Corballis Park, Dublin Air	Extension Of Duration Of Permission A general refurbishment of the facility including an extension of the site boundary to the South and partly to the West. Three new 20m diameter storage tanks with a total height of 16m to the kerb angle (18m high at centre of cone roof) shall be erected within a steel containment bund 24m in diameter. A concrete bund shall surround the storage tanks. A new 3.0m high security fence shall be provided along the boundary line and inner car park boundary. The outer car park boundary fence shall be 2.0m high. The West entrance/exit gate shall be retained for emergency access. The North gate on Corballis Road South shall be sealed off. The three Southern gates shall be replaced by a single entrance/exit gate for fuelling vehicles. A second segregated entrance to/exit from the JSF car park will be provided with a security barrier at the car park entrance. The existing Corballis Park lay-by shall be moved 10m northwards to create space for the into-plane operations building. A car park of not less than 60 spaces is proposed. The yard concrete surface shall be refurbished and the site drainage and interceptor system is to be upgraded. Three new buildings shall be erected along the west boundary; an into-plane operations building (aircraft fuelling and associated administration), into-plane vehicle service building (fuelling vehicle maintenance) and JSF operations (for fixed plant operations and maintenance). The maximum building height shall be 6.5m to the top of the wall. The existing ExxonMobil/Chevron garage and office, Fingal crew building, Fingal garage and Fingal office building shall be demolished. The existing switch room shall be altered. A new fueller vehicle loading stand with new pumps and associated equipment shall be constructed. New road tanker delivery pumps, filters and associated equipment shall be provided. The existing fuel storage tanks shall be converted to water storage/handling for a fire protection system. An Environmental Impact Statement has been carried out. The site is a Seveso site.	Grant extension of duration of perm.	13/03/2012
Fingal County Council	F04A/1755 PL06F.217429	Dublin Airport, Co. Dublin	To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years. the development is located on lands of approximately 261 hectares in the Townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock, and Huntstown, north and north-west of the Airport Terminal building. An Environmental Impact Statement will be submitted with the planning application.	Grant permission	29/08/2007
Fingal County Council	F04A/1755/E1 PL06F.217429	Dublin Airport, Co. Dublin	Extension Of Duration Of Permission To construct on airport lands, a runway, 3110m in length and 75m in width. The permission sought to include all associated taxiways, associated road works including internal road network, substations, navigational equipment, equipment enclosures, security fencing, drainage, ducting, lighting, services diversions, landscaping and all associated site development works including the demolition of an existing derelict house and associated outbuildings; the relocation of the Forrest Tavern monument; the removal of a halting site including the demolition of any structure whether temporary or permanent on that site which is currently leased from the applicant. The road works include the realignment of an 800m section of the Forrest Little Road; the rerouting of a 700m section of the Naul Road (R108) and a 200m section of Dunbro Lane and replacement of these latter roads with a new 2km long road (7.5m wide carriageway) running in an east-west direction connecting to the St. Margaret's Bypass at a new junction. The proposed duration of this permission is 10 years. the development is located on lands of approximately 261 hectares in the Townlands of Millhead, Kingstown, Dunbro, Barberstown, Pickardstown, Forrest Great, Forrest Little, Cloghran, Collinstown, Corballis, Rock, and Huntstown, north and north-west of the Airport Terminal building. An Environmental Impact Statement will be submitted with the planning application.	Grant extension of duration of perm.	07/03/2017

Appendix C:

Evidence of Planning Application Fee Payment



Remittance for EFT Payment

Type	Operating Unit	Trading Partner	Supplier Number	Supplier Site	Trading Partner Address
Paymer	DAA_OU	FINGAL COUNTY COUNCIL	100794	DIRECT CERT	FINANCE DEPT COUNTY

Number	Date	Amount	GL Date	Payment Amount []
Planning Application North Runwa	10-DEC-2020	38000.00	15-DEC-2020	38000.00 ..