

# Validation Checklist

Lodgement Number : **LDG-065920-23**

Case Number : **ABP-317828-23**

Customer: **~DAA**

Lodgement Date: **18/08/2023 14:37:00**

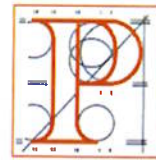
Validation Officer: **Patrick Buckley**

PA Name: **Fingal County Council**

PA Reg Ref: **F23A/0301**

Case Type: **Normal Planning Appeal PDA2000**

Lodgement Type: **Appeal**



An  
Bord  
Pleanála

Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm PA Case Link	Confirmed-Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Yes
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
3rd Party Acknowledgement	Not Applicable
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes
Valid Lodgement Channel	Yes

## 1<sup>st</sup> Party Appeal

**For AA:**

### TASKS IN LODGEMENT

BP01 to Appellant – enclose receipt

BP07 to PA – enclose copy of appeal

Letters to be signed and copies made for the file

Keep envelope

**PA Notified – 21/08/23**

Lodgement Cover Sheet - LDG-065920-23

DD: 017046-23

Details

Lodgement Date	18/08/2023
Customer	DAA plc
Lodgement Channel	Courier
Lodgement by Agent	Yes
Agent Name	Coakley O'Neill Town Planning Ltd
Correspondence Primarily Sent to	Agent
Registered Post Reference	

Categorisation

Lodgement Type	Appeal
Section	Processing

Fee and Payments

Fee to be considered at screening

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Value	0.00
Refund Amount	0.00

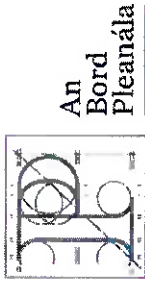
Appeal 24/07/23: 21/08/23 ✓

Run at: 18/08/2023 14:50

Run by: Aisling Litster

PA Notified: 21/08/23

1st v Refusal  
(Perm)



Lodgement ID	LDG-065920-23
Map ID	
Created By	Aisling Litster
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	F23A/0301

PA Name	Fingal County Council
Case Type (3rd Level Category)	

Observation/Objection Allowed?	
Payment	PMT-051093-23
Related Payment Details Record	PD-050974-23

EIAR ABP 317828-23

BPO1

BPO7

PA Case Details Manual	
PA Case Number	
PA Decision	
PA Decision Date	
Judgement Deadline	
Development Description	
Development Address	

Appeals Type	
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Teach Uiníochráin,  
Bealach an Chorrthaile,  
Aerfort Bhaile Átha Cliath,  
Sord,  
Co. Bhaile  
Átha Cliath

T: 353-1-944 1111  
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Cloghran House,  
Corballis Way,  
Dublin Airport  
Swords,  
Co. Dublin



August 18, 2023

Re: Development at the site of the existing 2-storey US Customs and Border Protection (CBP) Pre-Clearance Facility at Pier 4, Terminal 2 (c. 1.765ha), and the site of the existing 2-storey former flight catering building to the southeast of the Terminal 2 building (c. 0.867ha).

Fingal County Council Planning Reg. Ref. F23A/0301

Dear all,

daa is disappointed by the decision of Fingal County Council to refuse permission for the above application.

The reason for refusal is based on a single issue, additional floor area is incorrectly considered to equal additional passengers. This interpretation fails to appreciate the complexity of airport operations, highly regulated airport security and passenger experience.

The decision was made within 8 weeks of lodgement, without a request for further information, without a site visit, with no objection from prescribed bodies and was contrary to pre-planning advice and local planning policy objectives.

daa acknowledges that developments of this scale require consideration and detailed assessment. An increased level of assessment is required when a proposal of this scale involves Dublin Airport and is linked to airport security.

The basis of the decision is the incorrect assumption that the proposal is equivalent to Terminal 2 Phase 2, that an increase in floor area directly relates to an increase in passengers. This assumption ignores other precedents set at Dublin Airport, the security requirements of the Transportation Security Administration (TSA) an agency of United States Department of Homeland Security who operate the CBP, national planning policy and objectives of the Dublin Airport Local Area Plan.

daa requests An Bord Pleanála assess the application as it is proposed in the application documents, i.e. an extension to CBP and associated works and no increase in passenger capacity.

Sincerely,

Jennifer Boyle

Senior Planner

INFRASTRUCTURE

AN BORD PLEANÁLA	
LDG-	065920-23
ABP-	317828-23
18 AUG 2023	
Fee: €	3000
Type:	CHG
Time:	14:13
By:	Con-ier

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

18<sup>th</sup> August, 2023

Dear Sir/Madam

**RE: FIRST PARTY APPEAL UNDER SECTION 37(1)(A) OF THE PLANNING AND DEVELOPMENT ACT, 2000, AS AMENDED, IN RESPECT OF THE NOTIFICATION TO REFUSE PLANNING PERMISSION FOR DEVELOPMENT AT THE SITE OF THE EXISTING 2-STOREY US CUSTOMS AND BORDER PROTECTION (CBP) PRE-CLEARANCE FACILITY AT PIER 4, TERMINAL 2 (C. 1.765HA), AND THE SITE OF THE EXISTING 2-STOREY FORMER FLIGHT CATERING BUILDING TO THE SOUTHEAST OF THE TERMINAL 2 BUILDING (C. 0.867HA), IN THE TOWNLANDS OF CORBALLIS AND COLLINSTOWN, DUBLIN AIRPORT, CO. DUBLIN. THE PROPOSED DEVELOPMENT WILL CONSIST OF:**

**(1) THE RECONFIGURATION AND EXPANSION OF THE EXISTING 2-STOREY US CUSTOMS AND BORDER PROTECTION (CBP) PRE-CLEARANCE FACILITY, WHICH WILL CONSIST OF:**

**(1A) THE DEMOLITION OF: 2NO. EXISTING PIER 4 LINK BRIDGES; 2NO. EXTERNAL VERTICAL CIRCULATION CORES (VCC) AND 2NO. AIRBRIDGES; PART OF THE NORTH, EAST AND SOUTH ELEVATIONS OF THE EXISTING CBP FACILITY (C. 309M<sup>2</sup>), INCLUDING EXTERNAL FOOTPATHS, RAMPS AND HANDRAILS; AND PART OF THE EXISTING APRON PAVEMENT (C. 5,000M<sup>2</sup>);**

**(1B) INTERNAL RECONFIGURATION OF PART OF PIER 4 AND THE EXISTING CBP FACILITY AND THE CONSTRUCTION OF AN EXPANDED 2-STOREY, PART 3-STOREY CBP FACILITY TO THE EAST OF THE EXISTING CBP FACILITY (C. 6,419M<sup>2</sup>), TO INCLUDE:**

- (i) PRE-CLEARANCE PASSENGER PROCESSING FACILITIES AT LEVEL 10 (GROUND FLOOR), INCLUDING 5NO. ENTRY E-GATES, QUEUING AREAS, 8NO. SCREENING LANES (INCLUDING 1NO. FOR TRAINING/CONTINGENCY AND 1NO. FOR STAFF ACCESS (NO INCREASE IN THE NUMBER OF EXISTING PASSENGER SCREENING LANES)), 22NO. BOOTHS, TRANSIT LOUNGE AREA, WELFARE FACILITIES, AND ANCILLARY STAFF FACILITIES;**
- (ii) LOUNGE, RETAIL/FOOD AND BEVERAGE AREA, SWING GATEROOM, WELFARE FACILITIES, AIRLINE LOUNGE, STAFF FACILITIES, INCLUDING ANCILLARY OFFICES AT LEVEL 15 (FIRST FLOOR);**
- (iii) CONSTRUCTION OF 2NO. EXTERNAL VERTICAL CIRCULATION CORES (VCC);**
- (iv) CONSTRUCTION OF A NEW LINK BRIDGE AT LEVEL 20 (SECOND FLOOR) TO THE EXISTING TERMINAL 2 BUILDING AND ALL ASSOCIATED WORKS;**
- (v) FALL-SPACE AT LEVEL 10 AND LEVEL 20 TO ALLOW FOR FUTURE CBP SECURITY FACILITIES, AND A LIFT CORE EXTENDING TO LEVEL 30 (THIRD FLOOR (PART)) TO**

Coakley O'Neill Town Planning Ltd.  
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A Private Company Limited by Shares  
VAT Reg. No.IE 97370068 Registered in Ireland No. 480 633 Directors: Dave Coakley, Aiden O'Neill



- (vi) SAFEGUARD FOR FUTURE EXPANSION, TO MERGE WITH THE REMAINING PARTS OF THE EXISTING FACILITY AT PIER 4;
  - (vii) ANCILLARY EXTERNAL STRUCTURES TO THE EXTENDED ROOF, INCLUDING ROOFLIGHTS, EXTERNAL BALUSTRADE AND HANDRAIL; FIXED METAL ROOF WALKWAY; AND FALL PROTECTION ANCHORAGE SYSTEM;
  - (viii) REALIGNMENT OF THE EXISTING AIRSIDE ROAD; THE PROVISION OF NEW AIRSIDE ROAD; AND THE PROVISION OF PEDESTRIAN WALKWAYS AND ZEBRA CROSSINGS; AND
  - (ix) THE REORGANISATION OF AN EXISTING AIRSIDE OPERATIONS CAR PARKING AREA TO PROVIDE 15NO. AIRSIDE OPERATIONS CAR PARKING SPACES; THE PROVISION OF 2NO. PRM AIRSIDE OPERATIONS PARKING SPACES, 2NO. PLATINUM PASSENGER PARKING SPACES, 2NO. GIWA (GOODS VEHICLES) SPACES, AND 2NO. BUS SET DOWN AREAS.
- (1C) DECOMMISSIONING OF EXISTING OPERATIONAL AIRCRAFT STAND 409 L/C/R, AND THE PROVISION OF TEMPORARY MARS OPERATIONAL AIRCRAFT STAND 409T ACCOMMODATING 2NO. CODE C OR 1NO CODE E AIRCRAFT, AS WELL AS THE REALIGNMENT OF THE EXISTING APRON BY WAY OF NEW PAINT MARKINGS ON THE APRON PAVEMENT.
- (2) THE PARTIAL DEMOLITION (C. 3,320M<sup>2</sup>), REFURBISHMENT AND UPGRADE OF THE EXISTING 2-STOREY FORMER FLIGHT CATERING BUILDING, TO BECOME THE SOUTH APRON SUPPORT CENTRE (SASC), WHICH, TOGETHER WITH ITS EXISTING EXTERNAL HARDSTANDING AREA TO THE NORTH-WEST OF THE SASC, IS TO BE USED INITIALLY AS A TEMPORARY CONSTRUCTION COMPOUND (OFFICE STORAGE AND A PRE-SCREENING/ LOGISTICS/ STAFF WELFARE FACILITIES) FOR THE PROPOSED WORKS TO THE CBP FACILITY, AND THEN FOR CONTINUED USE AS AN AIRPORT OPERATIONAL BUILDING FOR AIRSIDE SUPPORT/OPERATIONS, WHICH WILL CONSIST OF:
- (2A) UPGRADE OF THE FAÇADE OF THE EXISTING SASC BUILDING, TO INCLUDE PARTIAL DEMOLITION OF THE LATER ATTRITIONS/EXTENSIONS TO THE SOUTH AND WEST FLANKS OF THE BUILDING; DEMOLITION OF THE EXISTING PEDESTRIAN LINK BRIDGE TO SHAMROCK HOUSE TO THE EAST (MAKING GOOD THE ELEVATION OF SHAMROCK HOUSE TO MATCH THE EXISTING), AND DEMOLITION OF AN EXISTING SUBSTATION INTERNAL TO THE BUILDING;
  - (2B) THE REFURBISHMENT OF THE REMAINING SASC STRUCTURE TO PROVIDE OFFICES, MEETING ROOMS, STAFF WELFARE FACILITIES, STORAGE AND PLANT ROOMS ON THE GROUND AND FIRST FLOORS, AND REFURBISHED ROOFTOP PLANT ENCLOSURE AND NEW ROOFTOP BALUSTRADES (C. 5,043M<sup>2</sup>), AS WELL AS AN EXTERNAL DINING COURTYARD AT GROUND FLOOR;
  - (2C) THE PROVISION OF 10NO. VISITOR CAR PARKING SPACES, 2NO. PRM VISITOR CAR PARKING SPACES AND 80NO. CYCLE STORAGE RACKS;
  - (2D) REVISED EXTERNAL PEDESTRIAN AND VEHICULAR CIRCULATION ARRANGEMENTS; AND
  - (2E) SEPARATE EXTERNAL SMOKING SHELTER AND SEPARATE EXTERNAL BIN STORAGE.
- THE PROPOSED DEVELOPMENT AT THE EXISTING CBP AND SASC BUILDINGS WILL ALSO REQUIRE THE DIVERSION AND EXTENSION OF THE EXISTING WATERMAIN ON SITE, AND A NEW FOUL AND SURFACE WATER DRAINAGE SYSTEM, INCLUDING A PROPOSED FUTURE CLEAN ONLY PIPELINE FOR FUTURE DIVERSION OF ROOF RUNOFF FROM THE CBP BUILDING.

THE PROPOSED DEVELOPMENT ALSO INCLUDES ALL ASSOCIATED SITE DEVELOPMENT AND LANDSCAPING WORKS, AND ALL ANCILLARY AIRPORT INFRASTRUCTURE INCLUDING ADDITIONAL APPARATUS/EQUIPMENT, AS WELL AS HIGH MAST LIGHTING (HML).

THE PROPOSED DEVELOPMENT WILL NOT RESULT IN ANY INCREASE IN PASSENGER OR OPERATIONAL CAPACITY AT DUBLIN AIRPORT. THERE WILL ALSO BE NO INCREASE IN STAFF PARKING, EITHER AIRSIDE OR LANDSIDE, AS A RESULT OF THE PROPOSED DEVELOPMENT.

THE PLANNING APPLICATION IS ACCOMPANIED BY AN ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR).

#### FINGAL COUNTY COUNCIL PLANNING REG. REF. F23A/0301

We, Coakley O'Neill Town Planning Ltd, NSC Campus, Mahon, Cork, are instructed by the applicant, daa plc, Three, the Green, Dublin Airport Central, Dublin Airport, Swords, Dublin, Ireland, K67 X4X5, to lodge this First Party Appeal against the notification to refuse planning permission on 24<sup>th</sup> July, 2023 issued by Fingal County Council in respect of application register reference F23A/0301 for the proposed reconfiguration and expansion of the existing US Customs Pre-Clearance and Border Protection facility (CBP) and the partial demolition, refurbishment & upgrade of the former Flight Catering Building, to become the South Apron Support Centre (SASC), at Dublin Airport. The last date for appeal is 21<sup>st</sup> August, 2023. The appeal fee of €3,000 is enclosed<sup>1</sup>.

#### Executive Summary of the First Party Appeal

- It is our submission that the proposed development is fully supported by national, regional, and local planning policy, specifically Objective TP02 of the Dublin Airport Local Area Plan (2020) which seeks to *support and facilitate the expansion and enhancement of US preclearance facilities*.
- Contrary to the planner's assessment, Fingal County Council has previously granted permission on two occasions for the expansion of Pier 4 at Terminal 2, providing strong precedence on the acceptability of the proposed development.
- Aviation security is a highly regulated aspect of airport operations. Specific requirements of the Transportation Security Administration (TSA), an agency of United States Department of Homeland Security, who operate the CBP, limit the options for expansion.

#### 1.0 Application Particulars

- 1.1 A comprehensive planning application for the reconfiguration and expansion of the existing US Customs Pre-Clearance and Border Protection facility (CBP) and the partial demolition, refurbishment & upgrade of the former Flight Catering Building, to become the South Apron Support Centre (SASC), at Dublin Airport, and which included EIAR, was submitted to, and validated by, Fingal County Council on 31<sup>st</sup> May, 2023. The detailed planning report that accompanied the planning application and which described the location of the proposed development and set out the nature and extent of the proposed development, the rationale for same, and an assessment of the planning issues arising, is attached at Appendix A to this appeal.

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<sup>1</sup> An airport operator is listed on the An Bord Pleanála list of organisations that qualify for a reduced appeal fee of €110, however, the advice received from the Board was to submit the full fee for now, and a refund will be made, if applicable.

- 1.2 Prior to the submission of the planning application, a formal pre-planning consultation with representatives of Fingal County Council on 20<sup>th</sup> July, 2022. It was eminently clear that the proposed extension to the CBP was acceptable in principle and in line with the applicable DA zoning objective at the pre-planning meeting, and the applicant proceeded to prepare the application on that basis. On foot of the additional advice received at the pre-planning meeting of 20<sup>th</sup> July, 2022, the applicant set out in detail the need for the proposed development in the EIAR and planning report that accompanied the planning application, and also expressly stated in the public notices that the proposed development will not result in any increase in passenger or operational capacity or staff car parking at Dublin Airport.
- 1.3 It is also worth noting that the applicant sought a further pre-planning meeting, due to the later addition of the SASC, via the Fingal County Council Planning Portal on 13<sup>th</sup> March, 2023, but no meeting was ever offered, despite a number of follow-up requests by the applicant, leaving the applicant with no other option but to proceed to submit the application.
- 1.4 8no. submissions were received during the statutory public consultation period, including 7no. submissions from Prescribed Bodies, and 1no. submission from the Irish Air Line Pilots Association.
- 1.5 The submissions from the Prescribed Bodies were as follows:
- ANCA: ANCA is not of the opinion that the proposed development contains a proposal requiring assessment for the need for a noise-related action, or indicates that a new noise restriction may be required.
  - daa: daa has no comment to make in respect of the above referenced application for planning permission other than to recommend consultation with the IAA and the IAA-ANSP (now AirNav Ireland).
  - Department of Housing, Local Government and Heritage: it is the Department's recommendation that a condition pertaining to Archaeological Monitoring be included in any grant of planning permission that may issue.
  - HSA: the HSA does not advise against the granting of planning permission in the context of Major Accident Hazards.
  - HSE: the HSE recommends that all mitigation measures as they relate to effects on the environment should be included as planning conditions.
  - Uisce Éireann: Uisce Éireann states that it has no objection.
  - TII: TII states that it has no comment.
- 1.6 The submission from the Irish Air Line Pilots Association queries the need for the proposed development and seeks protection for the previously refused Terminal 2 Phase 2 extension.
- 1.7 2no. internal Fingal County Council reports are available on file.
- 1.8 Notwithstanding the refusal of permission on surface access grounds, the report of the Transportation Planning section of Fingal County Council dated 11<sup>th</sup> July, 2023 does not, in fact, object to the proposed





- 1.9 The report of the Water Services section of Fingal County Council dated 14<sup>th</sup> June, 2023 states that there is no objection to the surface water proposals, subject to conditions.

## 2.0 Decision and Planner's Assessment

- 2.1 A notification to refuse planning permission on 24<sup>th</sup> July, 2023, subject to 1no. reason for refusal, as follows:

*The proposed development would be premature pending the determination by the road authority of the detailed road network to serve the area. In the circumstances, to expand further the US Customs and Border Protection (CBP) pre-clearance facility capacity at this location would materially contravene policy DAP2 Infrastructure Provision, objectives DAO7 Integrated Public Transport Network serving Dublin Airport and DAO8 Surface Access Needs of the Fingal Development Plan 2023-2029, and would materially contravene the objectives SF02 and TP01 of the Dublin Airport Local Area Plan 2020-2026, which seek to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport and facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.*

- 2.2 Given the particular line of assessment pursued by the Planning Officer, it is no coincidence that this reason for refusal of the proposed development effectively mirrors the reason for refusal for Phase 2 of Terminal 2<sup>2</sup>.

- 2.3 The Planning Officer's report of 24<sup>th</sup> July, 2023, on which the decision to refuse planning permission was based, can be summarised as follows:

- *Following a review of the history of the design, consent and operation of the subject facilities and uses on and in the vicinity of the subject development the Planning Officer has serious concerns regarding the principle of the proposed CBP development. (page 25)*
- *A precedent was set in the Terminal 2 consent where a restriction was imposed on both floor area and passenger throughput within the terminal complexes in the decision Order and in Condition 3 of F06A/1248 & PL06F.220670. Key reasons for the restrictions included prematurity pending the determination of the detailed road network to serve the area, contravening the objectives of the Dublin Airport Local Area Plan, having regard to the policies and objectives of the LAP and capacity constraints (transportation) at the eastern campus. Taking into account the above, the proposed CBP internal floor plans and the statement that the proposed scheme will not result in any increase in passenger or operational capacity, the contention*

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<sup>2</sup> The Board in its order dated 29<sup>th</sup> August, 2007 on PL06F.220670 granted permission for Phase 1 of Terminal 2, but refused permission for Phase 2 on the basis that: *The proposed development of Phase 2 of the terminal building would be premature pending the determination by the road authority of the detailed road network to serve the area and the commitment by the planning authority to design and fund all the external transport elements detailed in the Environmental Impact Statement to facilitate Phase 2. In these circumstances, to expand further the terminal capacity at this location would contravene the objectives EA2, EA3 and TP10 of the Dublin Airport Local Area Plan which seek to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport.*

*that the increased floor area will not provide additional capacity in relation to facility and consequent impacts on environmental and infrastructural carrying capacity is not accepted. (page 25)*

- *The Planning Officer has concerns that the proposed development would enable a passenger capacity increase which would in turn result in a material intensification of the use of the Terminal 2 facility. Were the scheme permitted, this capacity increase and intensification would in turn have implications for the existing transportation capacity constraints at the eastern campus identified in F06A/1248 & PL06F.220670. It is noted that in the interim period between the grant of permission for Terminal 2 and the current proposed scheme, no significant upgrade in the road network of measures to serve the area have been implemented and the proposed floor area in the current scheme would be dependent upon the provision of external surface access infrastructure and/or measures to serve the expansion scheme. (page 25)*
- *In addition, the proposed SASC includes for new office space for 300 staff with additional car parking provision. While insufficient information has been outlined on the end use of the facility, the proposal would further generate additional traffic movements on the road network as a result of the new additional office space and staff. Having regard to the nature and scale of the proposed development and site history, it is considered appropriate to apply the precautionary approach in this instance, to ensure that the operational capacity of junctions and the national road infrastructure are both protected and maintained. This approach undertaken would not be inconsistent with the precedent refusal set out for Phase 2 of Terminal 2 in F06A/1248 & PL06F. 220670. (page 26)*
- *The EIAR in its consideration of reasonable alternatives has not given any considerations in terms of the utilisation/restricting of the existing floor area in Terminal 2, with the solution of constructing additional CBP floorspace 6,419sqm to the existing 75,000 sqm of floor space in T2 is the option proposed by DAA to address the failure to configure the space available to operate a queuing system with capacity for peak flows. Regard in this instance is had to TP01 of the Dublin Airport LAP which seeks to facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. In ensuring optimal use of existing terminal facilities, in the details submitted no consideration has been given to any reconfiguration of the existing terminal facility prior to any augmentation or to an assessment of surface access constraints taking into account an intensification of use. It is therefore considered that a reasonable justification for the scheme has not been set out nor would the scheme align with TP01. (page 26)*
- *Taking into account the above and in the absence of any upgraded road network infrastructure or measures to address surface access constraints at the eastern campus in the period since the T2 consent, the proposed CBP expansion development and the material intensification which would arise from its implementation is considered to be premature, and would contravene objective SF02 of Dublin Airport Local Area Plan 2020-2026 which require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model, traffic and transport assessment, 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, provision of car parking. The scheme would also contravene Objective TPO1. The Planning Officer therefore considers that the principle of the proposed development would not be acceptable. (page 26)*
- *In the absence of external surface access infrastructure and/or measures to serve the proposed expansion scheme, the proposed development is considered to be premature and would be inconsistent with Development Plan Policy and Objectives DAP1, DA01, DA02, DAP2, DA05, DA07, DA08, DA09. As a result*

of the CBP expansion development site location adjacent Terminal 2 and interface relative to the Metro North route not being clearly outlined on plans, it is not possible to conclude that the proposal and its layout is consider with CSP29, CS043, CM034, and DA06. In addition, clarity would be required on the end use of the SASC and its requirement for parking. (page 34)

- It is considered that the proposed development, including for a CBP expansion development would enable for a passenger capacity increase and result in a material intensification of the use of the Terminal 2 facility, which would in turn have implications for the existing transportation capacity constraints at the eastern campus identified in F06A/1248 & PL06F.220670. (page 41)
- Objective TP01 seeks to facilitate the ongoing augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. A detailed consideration addressing the full requirements of this objective has not been set out by the applicant demonstrating compliance with this objective of the LAP. In addition, a consideration of Objective SF02 and transportation requirements having particular regard to the reason for refusal of Phase 2 of Terminal 2 by An Bord Pleanála in PL 06F.220670 has not been set out. (page 41)
- In the absence of external surface access infrastructure and/or measures to serve the proposed expansion scheme, it is therefore considered that the proposed development is premature and would contravene Objectives SF02 and TP01 of the Dublin Airport Local Area Plan 2020-2026. (page 41)
- The Planning Officer considers it is not clear if the scheme would prejudice the achievement of LAP Objective EI03, which outlines all development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future. While the proposed CBP development could be consistent with details outlines in section 7.2.1 of the LAP, Objective TP02 and would not be sited within/adjacent any of 3no. potential locations for T3 as outlined, it is not clear as to whether the proposed development would compromise any potential development of Phase 2 of Terminal 2 as outlined and refused in PL06F.220670, in delivering the integrated capacity potential. (page 41)
- Furthermore, as the scheme includes for additional car-parking to serve uses within the DA zoned lands, it is not possible to conclude that the proposal is consistent with Objectives IA05, CP04 and a justification for any new parking would be required. (page 42)
- Having regard to the location of the proposed CBP development and in order to demonstrate compliance with LAP Objective EI03, the application would have to demonstrate that the proposed development would not compromise any potential to deliver the integrated capacity potential of Phase 2 of Terminal 2. (page 42)
- Having regard to the rationale and details for the proposed development as set out, the Planning Officer acknowledges that the current configuration of the CBP facility is experiencing congestion. Current queuing systems have proven inadequate with overflowing arising at peak demand. Current operations are being impact by the failure in the queuing system with impacts on passengers. (page 44)
- It is not clear as to whether the proposed development would compromise any potential development of Phase 2 of Terminal 2 as outlined and refused in PL06F.220670, in delivering the integrated capacity potential. (page 45)
- ABP considered the imposition of a floorspace cap along with the passenger cap necessary to prevent the proposal contravening the Dublin Airport Local Area Plan objectives which sought to provide balanced road infrastructure to manage traffic and to cater for the comprehensive development of the airport. (page 45)
- While it is acknowledged that the CPB scheme entails a lower area of proposed floorspace relative to that in Terminal 2 Phase 2, the CBP does include for passenger facilities including queuing areas and screening

lands for security processing, improved egress of screened passengers, improved passenger facilities, fallow areas to allow future CBP security facilities and infrastructure to safeguard for future expansion. Given the internal layout and increased floor area of the CBP scheme the Planning Officer therefore has concerns that the proposed development would enable for both improved and increased passenger circulation, security processing, capacity throughput, which would in turn result in a material intensification of the use of the Terminal facility. (page 46)

- As highlighted, LAP Objective TP01 seeks to facilitate the ongoing augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. The applicant has not outlined any consideration of alternatives in seeking to relocate the existing queues elsewhere in the 75,000sqm available in Terminal 2. A justification for any terminal reconfiguration prior to augmentation has not been outlined and the scheme is not considered to be consistent with TP01. (page 46)
- Taking into account the above, the history of the design, consent and operation of the subject facilities and uses in and in the vicinity of the subject development and the internal floor plans proposed, the Planning Officer is of the view that the proposed development is seeking to facilitate a terminal expansion which would lead to a material intensification of use by way of increased passenger capacity in the terminal and therefore the rational as set out is not considered acceptable. (page 46)
- A clear rationale for the SASC has not been set out. This should include details on where the current SASC functions are being undertaken and a reasoning for their service relocation to this SASC location. Clarification on the end use of the SASC building and as to whether it will be located on airside or landside during initial CBP construction stage and also during airside support/operations operational stage is required. The requirement for visitor parking/parking at this location should also be considered. (page 47)
- The proposed CBP scheme as outlined is considered to accord with the outer PSZ designation. Clarity would be required in order to determine as to whether the proposed SASC development accords with the outer PSZ designation. (page 47)
- While the scale and design of the proposed CBP structure could be considered to be in keeping with the scale and design of buildings in the area, the Planning Officer considered that the build out of Phase 2 of T2 would be more in keeping with the scale, design and siting of structures in the area and it appears that this has not been considered as an alternative to achieving the additional floor space needed for queues. Given the siting of the scheme this should be addressed in any design proposal. The SASC development is considered to be in keeping with the scale, form and design of buildings in the area.(page 48)
- Having regard to the nature of the receiving environment and design and layout of the proposed scheme, the proposed development can be considered at this location from a visual and landscape perspective and that no undue impacts will arise from a visual amenity viewpoint. (page 49).
- The proposed development is consistent with Objective DS05 of the LAP in relation to energy and sustainability (page 49).
- the Planning Officer notes that additional staff parking at Dublin Airport is a material contravention of condition 23 of PL 06F.220670 and in the absence of appropriate justification a contravention of objective CP04 of the Dublin Airport Local Area Plan. (page 50)
- The Planning Officer notes the proposed development site is located in close proximity to the indicative route of Metro North and this has not been highlighted in the proposed site plans. The Planning Officer has concerns with respect to interfaces between the proposed development and the MetroLink project. Any



- development at this location would be required to establish whether the proposed development impacts on the transportation designations applicable to the site location. (page 51)
- Details of all compound locations and material storage areas would be required to be outlined. In addition, in light of the number and scale of proposed compounds and the history of previous compounds sited within/adjacent the airport complex, proposals for a Masterplan for permanent construction compounds for the Airport Complex should be addressed. (page 51)
  - In view of best scientific knowledge it is concluded and determined by the Planning Authority that the proposed development at Dublin Airport, individually or in combination with another plan or project, will not have a significant effect on any European sites, in view of the sites' conservation objectives and there is no reasonable scientific doubt in relation to this conclusion. This assessment was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites. (page 53)
  - While noting the particular constraints of the facility and its operations, the consideration of reasonable alternatives is limited in the EIAR and focused on two expansion options with no consideration of potential restricting/reuse of areas within the wider existing buildings (page 55)
  - A review of the EIAR was prepared by Brady Shipman Martin on behalf of the Planning Authority. This states that proposed development is located on existing airport-related development/lands where broadly similar land uses to that proposed are already in-situ. Therefore, given the nature of the existing and surrounding uses, it is considered that the construction phase of the Proposed Development will not give rise to significant adverse effects on population, biodiversity, land, soils, water, climate, vibration, cultural heritage, the landscape, material assets (non waste) or on the interaction between these environmental factors, either on its own or in cumulation with other planned or permitted developments. (page 56)
  - Given the level of demolition, reconfiguration and construction required within a public environment, it is considered that if unmitigated, the construction phase of the proposed development has the potential for significant short-term effects on human health, air quality (dust), noise, traffic, waste and on the interaction between these environmental factors. Without mitigation it is considered that these effects are likely to occur and have the potential to be significant direct and indirect effects on the environment. (page 57)
  - the potential cumulative effects relating to the proposed development will be adequately addressed by the mitigation measures detailed in Chapter 16 and Table 16.1 of Volume 2 of the EIAR. (page 57)
  - The proposed development is located on existing airport-related development/lands where broadly similar land uses are also in place. Therefore, and while the proposed development will allow for an increase in activity/use of the facilities, given the nature of the existing and surrounding uses, it is considered that the operation of the Proposed Development will not give rise to any significant effects on any aspect of the environment, either on its own or in cumulation with other planned or permitted developments. (page 57)
  - Having regard to the receiving environment being existing airport-related developed lands and to the nature of the proposed development including demolition, reconfiguration, construction and operation of airport-related facilities for US Customs and Border Protection (CBP) pre-clearance and South Apron Support Centre, and taking account of the mitigation measures detailed in the EIAR, it is considered that the Proposed Development will not give rise to significant direct or indirect effects on the environment either in the construction phase or the operational phase, or by means of potential cumulative effects. (page 57).
  - However, the reasoned conclusion states that: In relation to the EIA process, the EIAR is considered to be adequate for the purposes of assessing the development the subject of the application in which an intensification of use is not proposed. However, the principle of the proposed development would not be



*acceptable given its context as highlighted, and it is considered that the EIAR is not adequate for the purposes of an assessment of the scheme as it has not considered an intensification of use. Therefore, the Planning Authority is not in a position to carry out a reasoned conclusion in respect of EIA for the scheme. (page 58)*

### 3.0 Appeal in detail

#### 3.1 Reason for Refusal

- 3.1.1 Permission was refused by Fingal County Council on 24<sup>th</sup> July, 2023 for one reason, as cited above. This refusal of permission was issued notwithstanding the fact that the Planning Officer<sup>3</sup> readily acknowledges:
- the chronic congestions issues experienced by existing passengers at the existing, established CBP facility,
  - that the proposed development is consistent with national, regional and local planning policy objectives which support the expansion of the CBP facility, including objective TP02 *Support and facilitate the expansion and enhancement of US preclearance facilities* of the Dublin Airport Local Area Plan (LAP) 2020,
  - that the proposed development is consistent with the DA zoning objective that pertains to the proposed development site,
  - that from an EIAR perspective, the proposed development will not result in any significant adverse environmental effects, including in relation to traffic<sup>4</sup>, and
  - that the proposed development will not adversely affect the integrity of any European Site.
- 3.1.2 The decision of Fingal County Council to refuse planning permission in just 8 weeks for the proposed extension to the existing, established CBP facility at Dublin Airport that will significantly improve safety and efficiency at the Airport, and that will strengthen its function as a national, regional and local economic driver within the context of the existing permitted capacity of 32 million passengers per annum (mppa) was entirely unexpected, and is totally unreasonable and unjustified.
- 3.1.3 The reason cited for the refusal of permission does not relate in any way to the nature and extent of the proposed development. The particulars that accompanied the planning application clearly set out that the proposed development is a core operational facility for the Airport and is critical to the Airport's development as a secondary hub in line with national, regional and local planning policy, including the Fingal County Development Plan 2023 and the Dublin Airport Local Area Plan 2020.
- 3.1.4 The planner's assessment included 15 areas for assessment, (page 24). Once the incorrect interpretation of passenger growth is set aside, none of the fifteen areas for assessment result in a reason for refusal.
- 3.1.5 It was also clearly stated in the public notices that the proposed development will not result in any increase in passenger or operational capacity at Dublin Airport, and that there would be no increase in staff parking, either airside or landside, as a result of the proposed development. If unauthorised development were to

<sup>3</sup> Planning Officer's Report dated 24<sup>th</sup> July, 2023 on F23A/0301

<sup>4</sup> However, the Planning Officer states that a Reasoned Conclusion cannot be carried out as it has not considered an intensification of use.



take place, the appropriate mechanism for addressing such a breach is set out in the Planning and Development Act, 2000, as amended, which provides for a full and effective range of enforcement measures. It is not appropriate to use the development management process in anticipation of future unauthorised development taking place.

- 3.1.6 It was also specifically clarified in Chapter 10 (Traffic) of the EIAR that accompanied the planning application that there would be no increase in operational traffic, as there is no change in operations, no increase in staff numbers, and no uplift in passenger numbers as a result of the proposed development. In relation to construction, it was clearly stated that the impact on the wider network would be minimal and would not require in depth junction analysis.
- 3.1.7 The report of the Transportation Planning Section of Fingal County Council dated 11<sup>th</sup> July, 2023 accepted that this was the case. It is also noted that Transport Infrastructure Ireland (TII) had no comment on the proposed development in its submission dated 22<sup>nd</sup> June, 2023. Furthermore, no observation was received from the National Transport Authority (NTA). If there were significant concerns about surface access, both the TII and NTA would be strident in their objection to the proposed development. That the TII has no comment on the proposals and that there is no submission from the NTA in our view speaks for itself.
- 3.1.8 The proposed development is clearly not premature pending the determination by the road authority of the road network to serve the area, when the road authority, both TII and the NTA, as well as the Transportation Planning Section of Fingal County Council, raise no concerns in respect of the road network.
- 3.1.9 The proposed road network upgrades referenced in Table 6.17b of the Terminal 2 EIS are set out in Plate 1 below. It is the case that a significant number of these road upgrades remain to be implemented.
- 3.1.10 In any event, this aspect of the reason for refusal flies in the face of stated policy objectives in both the Fingal County Development Plan 2023 and the Dublin Airport Local Area Plan 2020, as aligned with national and regional planning policy, which is focused on promoting sustainable forms of transportation to the Airport, which is the central tenet of the current Dublin Airport's Mobility Management Plan., which the Airport is focused on implementing, in partnership with Fingal County Council, TII and the NTA. As Fingal County Council will be aware, there is currently a 35% mode share for passengers and a 29% mode share for staff at the Airport, which, by any standard, represents a significant mode share in favour of public transport.
- 3.1.11 It is also the case, therefore, that the proposed development does not materially contravene the stated policy objectives – DAP2, DA07, and DA08 of the Fingal County Development Plan 2023, and SF02 and TP01 of the Dublin Airport Local Area Plan 2020 in this context.

Indicative Timing	Project Description
<b>Transport 21 Projects</b>	
2012	▪ Metro North (St Stephen's Green to Swords) – Central Route Assumed
2013	▪ Lucan to City Centre Luas
2014	▪ Metro West Phase 4 Blanchardstown to Ballymun
2015	<ul style="list-style-type: none"> <li>▪ Rail Interconnector completed</li> <li>▪ Phase 2 of Navan Rail Link</li> <li>▪ Luas Extension Cherrywood to Bray</li> </ul>
<b>A Platform for Change Projects</b>	
Post 2015	<b>Luas</b> <ul style="list-style-type: none"> <li>▪ Extend Ballymun Line southwards from inner city to Rathfarnham and Dúnrum</li> <li>▪ Construct branch line from Whitehall to Kilbarrack DART Station</li> </ul>
Post 2015	<b>Metro</b> <ul style="list-style-type: none"> <li>▪ Upgrade Sandycroft Cherrywood Line to Metro and connect to City Centre Tunnel</li> <li>▪ Construct line from Tallaght to City Centre via Kimmage and connect to Sandycroft Swords line</li> <li>▪ Extend line from Cherrywood to Shanganagh</li> </ul>
	<b>Non-National Road Projects – Metropolitan Area</b> None applicable
Post 2015	<b>National Road Projects – Metropolitan Area</b> <ul style="list-style-type: none"> <li>▪ Dublin Eastern Bypass</li> </ul>
Post 2015	<b>Other</b> <ul style="list-style-type: none"> <li>▪ Demand Management</li> </ul>
<b>Local FCC Projects</b>	
Post 2015	<ul style="list-style-type: none"> <li>▪ Western and Northern sections of the 'Airport Box'</li> <li>▪ Swords Western Bypass</li> </ul>

Source: Transport 21. A Platform for Change. Fingal County Council

Plate 1: Table 6.17b of the Terminal 2 EIS

- 3.1.12 The applicant is entirely focused on the ongoing comprehensive development of the Airport to meet airline and passenger requirements. The proposed expansion to the existing CBP facility will address a particular chronic congestion issue that is hampering the effective and efficient operation of a critical element of Dublin Airport's offering for airlines and passengers, as clearly accepted by Fingal County Council.
- 3.1.13 The Planning Officer fails to recognise that the CPB facility is an existing terminal facility at Dublin Airport. Not just any typical Airport facility, but one that is enshrined in national, regional and local planning policy as the unique selling point of Dublin Airport in a European context.



- 3.1.14 The proposed development is precisely focused on augmenting and reconfiguring the existing, established CBP facility for the benefit of existing passengers, and to ensure that the opportunity afforded by the CBP is maximised.
- 3.1.15 It is, therefore, surprising to us that the planning application was refused on what are essentially traffic grounds in this context. There is absolutely no basis for a refusal of permission on traffic grounds, given that there is no increase in operational traffic movements and only minimal impact during the construction phase.
- 3.1.16 The assessment undertaken by the Fingal County Council Planning Officer is, in reality, fundamentally flawed in that it is premised on their being an intensification of use as a result of the extension to the CBP facility and the repurposing of the former Flight Catering Building for existing airport operational use, in terms of an increase in capacity, an increase in passengers, and an increase in traffic movements, whereas the planning application explicitly stated that no such increase would be delivered by the proposed development. It is as if Fingal County Council blatantly ignored the applicant's stated rationale for the proposed development, including the description of the proposed development as specified in the public notices and the EIAR and accompanying planning report.

## **3.2 Principle of, and justification for, the proposed development**

- 3.2.1 The Planning Officer raises concerns with respect to the principle of the proposed development, despite the extensive planning policy support for the proposed development including an objective in the Dublin Airport Local Area Plan, 2020, and the detailed rationale set out in the EIAR and planning report that accompanied the planning application.
- 3.2.2 It is our respectful submission that national, regional and local planning policy recognises the pivotal importance of Dublin Airport for the nation's economy and society, and the ongoing need for improved terminal facilities and infrastructure to ensure Dublin Airport can continue to grow in a sustainable manner, and to operate safely and efficiently.
- 3.2.3 As set out in detail in section 5.0 and 7.1 of the applicant's planning report, the principle of the proposed development is fully supported by national, regional and local planning policy, including:
- the National Aviation Policy For Ireland (NAP) Second Progress Report 2019, which acknowledges the importance of maintaining Dublin Airport's position as a secondary hub and to be able to operate to global markets;
  - the National Planning Framework (NPF) 2018 which supports the development of terminal facilities at Dublin Airport, recognises the airport's role in maintaining high quality international connectivity (NSO 6), and which seeks to encourage development in existing built-up areas (NPO 11);

- the RSES for the Eastern and Midland Region 2019, which also supports the provision of improved terminal facilities (RPO 8.17) at Dublin Airport, recognising Dublin Airport as being a key national asset which requires support and as a key location of employment for people living in Fingal;
- The Fingal Development Plan 2023-2029, which:
  - recognises Dublin Airport's niche hub role as the only capital city with a US pre-clearance facility in the European air transport network;
  - seeks to ensure the efficient and effective development of Dublin Airport through the site's DA (Dublin Airport) land use zoning objective, which:
    - supports the development of air transport infrastructure uses, including ancillary security uses, aprons, terminals and piers, i.e., the proposed reconfiguration of the CBP, associated US Transportation Security Administration lanes and passenger processing, and adjacent apron,
    - supports the development of airport related uses that need to be located at the airport, such as the proposed SASC;
  - seeks to facilitate the operation and future development of Dublin Airport in line with Government policy, as per Objective DAO1;
  - is aimed at safeguarding the current operational, safety, technical and development requirements of the airport, as per Objective DAO4;
  - will facilitate the ongoing augmentation and improvement of terminal facilities at the airport, as per Objective DAO5;
  - supports the economic growth of the airport owing to it being a key employment location.
- The Dublin Airport Local Area Plan 2020-2026, which:
  - seeks to facilitate the capacity enhancements and operational improvements required for the airport to continue to operate safely and efficiently;
  - notes the expansion and enhancement of the CBP is a key development area during the lifetime of the LAP, as per Objective TP02;
  - under Objective IA03, seeks to ensure that passenger facilities and services at Dublin Airport are designed and operated so as to enhance the experience of airport users by providing, amongst other items, high quality, legible and efficient circulation routes and waiting facilities.
  - Rather confusingly, it is noted that the Planning Officer considers the proposed development to be consistent with the requirements of Map Based Objective LAP 11.A of Sheet 11 of the Development Plan, which relates specifically to the Dublin Airport Local Area Plan 2020-2026.

3.2.4 In fact, and contrary to the assertions of the Planning Officer in his report dated 24<sup>th</sup> July, 2023, at all policy levels, it is clear that the improvement of passenger facilities and experience at Dublin Airport, including the expansion and enhancement of the CBP facility, is robustly supported.



- 3.2.5 Furthermore, the significant wealth of policy that expressly calls out the need to maximise the opportunity presented by the CBP – unique in a European context – for the benefit of the country as a whole was given limited weight in the consideration of the application by the Planning Authority.
- 3.2.6 It is absolutely acknowledged that policy objective TP01 of the Dublin Airport Local Area Plan 2020-2026 seeks to facilitate the ongoing augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints. That is exactly what is proposed in this instance – the existing CBP facility is to be augmented and reconfigured to ensure optimal use.
- 3.2.7 It is important to note that objective TP01 is immediately followed by policy objective TP02 in the LAP, which expressly seeks to *Support and facilitate the expansion and enhancement of US preclearance facilities*. It is policy objective TP02 that applies to the proposed development. The proposed development seeks to expand and enhance the existing US preclearance facilities fully in line with objective TP02. The Planning Officer does acknowledge, albeit briefly, that the proposed development is consistent with objective TP02 on page 41 of his report, however, the focus of the assessment carried out by the Planning Officer is on compliance with objective TP01, when it is clear that the applicable objective is TP02.
- 3.2.8 In relation to objective SF02 in relation to the requirement for a detailed transport model, it is the case that there is no increase in demand for travel arising from the proposed development, and therefore objective SF02 does not apply. This was accepted by Fingal County Council's own Transportation Planning Section.
- 3.3 Interaction with the previously proposed, but refused, Phase 2 extension of Terminal 2**
- 3.3.1 That the Fingal County Council Planning Officer has drawn on the refusal of permission by An Bord Pleanála for Phase 2 of Terminal 2 (F06A/1248 & PL06F.220670) in underpinning his recommendation to refuse planning permission for the proposed extension to the existing CBP facility is particularly disingenuous, given that:
- the CPB is an existing facility as opposed to an entirely new development, which is proposed to be augmented and reconfigured to optimise its use;
  - no increase in capacity, or passengers, or traffic movements is proposed;
  - the CBP is a highly regulated airport operation which must adhere to specific security requirements of the Transportation Security Administration (TSA). Alternative locations within the main terminal building are not a reasonable alternative, see paragraph 3.3.5;
  - there has been no proposal since the grant of permission for Phase 1 of Terminal 2 in August, 2007, or its coming into operation in 2010, to seek planning permission for the previously proposed, but refused, Phase 2 of Terminal 2; and
  - There have been several permissions for extensions to the airport in other areas, see paragraph 3.3.6.

- 3.3.2 It is also our submission in this context that the previously refused Phase 2 extension of Terminal 2 is now entirely irrelevant to the assessment of the proposed development, not least given the passage of time since the Phase 2 extension was refused, and the focus of the applicant on more pressing schemes to address airline and passenger experience at the Airport.
- 3.3.3 The proposed development is not comparable in any way to the previously refused Phase 2 development of the Terminal 2 building itself, which, as illustrated in Plates 2 and 3, proposed the expansion of the actual Terminal 2 building in a southerly direction to cater for growing passenger usage, to include additional check in facilities, further security processing, expanded baggage hall, and increased passenger circulation. This extension is no longer being proposed. Instead, a south-easterly extension to the existing CBP facility in Pier 4 is now being proposed. As noted by the Planning Officer, the proposed CBP extension is considerably less in scale than the previously proposed Phase 2 Terminal 2 expansion. There is no basis to the Planning Officer's contention that the Phase 2 extension to Terminal 2 is more appropriate from an architectural and visual perspective than the extension to the existing CBP facility.
- 3.3.4 There is also no basis for the assertion that the assessment of alternatives in the EIAR is limited. Given that the CBP is an existing, established facility, the obvious preferred option is to examine how the existing facility could be extended, and, to coin the words of the Planning Officer, to optimise its use.
- 3.3.5 It is important to note that the CBP is a highly regulated airport operation. CBP is regulated by the Transportation Security Administration (TSA) which is an agency of the United States Department of Homeland Security. TSA stipulate specific security requirements for the processing of passengers and all associated activities. These requirements include but are not limited to the proximity of the facility to gates, the ability to isolate the area from non-CBP passengers and for the screening area to be in proximity to secondary offices which are used for several security activities including interviewing passengers. The suggestion to relocate the proposal would require a relocation of the existing and proposed development to another pier, the main terminal building is too far from the gate to meet the TSA requirements. No other pier has the capacity to accommodate such a requirement. For this reason, alternative locations within Terminal 2 is not considered reasonable relevant to the proposed project and its specific characteristics<sup>5</sup>.

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<sup>5</sup> Annex IV(2) of the amended Directive 2014/52/EU

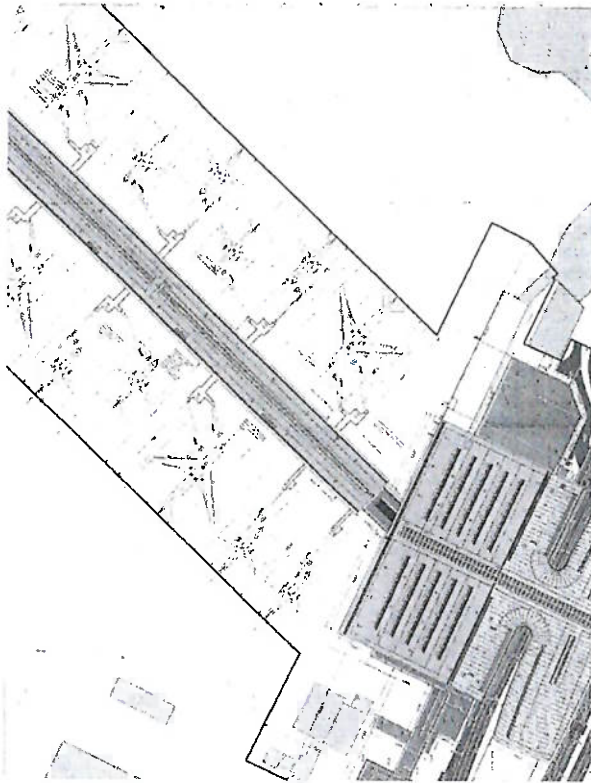


Plate 2: Phase 1 Terminal 2

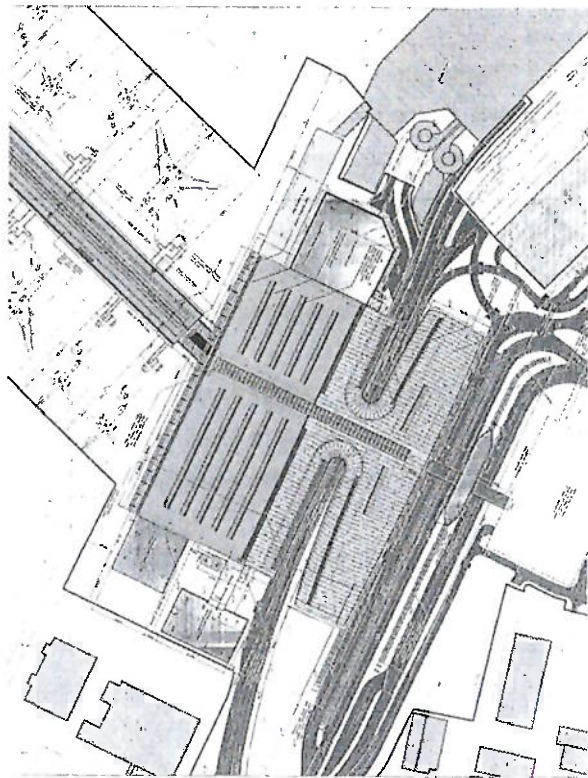


Plate 3: Phase 1 and Phase 2 Terminal 2

3.3.6 Notwithstanding the unsubstantiated and ill-advised focus of the Planning Officer's report on the alternative of the Phase 2 extension to Terminal 2, which, according to the Planning Officer, appears to be undermined by the proposed CBP extension, it is noted that an extension to Pier 4 previously received permission from Fingal County Council for a three-storey extension to accommodate a passenger transfer facility with improved security screening, passenger processing, circulation, plant and other services under application register reference F16A/0200. Unlike the planner's report on the CBP/SASC application, register reference F23A/0301, the planner's report dated 27<sup>th</sup> July, 2016, only referred to the Terminal 2 permission (PL06F.220760, F06A/1248) in the planning history section of the report, and instead commented that:

- the proposed development is clearly for airport related activity and is therefore acceptable in terms of the DA zoning that applies to the site.
- it is not foreseen that the proposed development will have a negative impact on the amenity of landowners adjacent to the airport. The proposed development will provide transfer facilities for passengers who are from what is referred to as 'First State' countries and who are transferring from one flight to another at Dublin Airport. The proposed development will provide an improved passenger experience and will improve the efficiency of passenger transfers.

3.3.7 Pier 4 (previously Pier E) also previously secured permission for a single-storey extension to the south-east side of the pier under application register reference F08A/0023 without issue.

3.3.8 Similarly, Terminal 1 received permission from An Bord Pleanála for an extension (ABP Ref PL 06F.223469; FCC Ref: F06A/1843) with no change to passenger capacity.

- 3.3.9 There appears to be different standards applied to the proposed extension to the existing CBP than there was for previously proposed extensions to the same Pier 4 at which the existing CBP facility is located. This is entirely unreasonable and unjustified.
- 3.3.10 In addition, and contrary to the views of the Planning Officer, nowhere in the Terminal 2 permission is there a cap on floorspace. The decisions cited above in the intervening period since Terminal 2 (Phase 1) was granted are testament to this fact.
- 3.3.11 The proposed development expressly states that there will be no increase in passengers, therefore the proposed development does not materially contravene condition no. 3 attached to the Terminal 2 permission, which limits passenger numbers to 32mppa.

### 3.4 South Apron Support Centre (SASC)

- 3.4.1 The Planning Officer raises concerns in respect of the use of the SASC and the quantum of car parking proposed, as well as compliance with HSA Land Use and Planning Advice.
- 3.4.2 It is submitted that the applicant's planning report clarified the following matters in respect of the proposed SASC:
- It is to be used initially as a temporary construction compound (office storage and a pre-screening/ logistics/ staff welfare facilities) for the proposed works to the CBP facility, and then for continued use as an Airport Operational Building for existing support/operations, consistent with the DA zoning objective that pertains to the proposed development site. It will not result in increased traffic movements as outlined in the planning application.
  - In relation to its location in the Outer PSZ, the ERM Guidelines state at Section 6.2.3 *"there may be cases, in exceptional circumstances, where it is judged that a development's socio-economic benefits (etc.) outweigh the 'safety risk', and that it is impractical for such a development to be located elsewhere. An Airport Terminal, as described below, is a good example of such a development". "There are precedents to accept a greater, but tolerable risk, where persons gain a direct benefit from the activity presenting the risk"*. The proposed development can be considered as a building associated with an airport terminal and its socio-economic benefit outweighs the 'safety risk' and it is therefore considered that this exemption applies.
  - the provision of 10no. visitor car parking spaces, 2no. PRM visitor car parking spaces and 80no. cycle storage racks is proposed. These are existing spaces that served the former Flight Catering Building. As stated in the public notices, there will be no additional staff parking proposed.
  - The construction and operation of the proposed SASC will be landside.



### **3.5 Other**

#### **3.5.1 MetroLink**

3.5.1.1 The Planning Officer's report contends that the planning application does not address the indicative route of the proposed MetroLink.

3.5.1.2 It is our submission that the applicant's planning report specifically refers to MetroLink, stating that:

- The future MetroLink public transport route is currently subject to a Railway Order application (NA29N.314724) to An Bord Pleanála.
- The section of the proposed underground route of MetroLink is c. 160m to the north-west of the proposed development site. The extent of the proposed works in the vicinity of Dublin Airport comprise tunnelling, emergency access, Dublin Airport station, north portal and south portal, and associated site compounds (3no.). The distance of the MetroLink from the subject site precludes its inclusion on site layout drawings.
- Subject to the outcome of the planning and procurement processes, construction of MetroLink is anticipated to commence in 2025 with a view to operation in the early 2030s. Taking into account the nature and scale of the proposed development and based on available planning documentation submitted for the proposed MetroLink project, significant cumulative environmental effects between the proposed development and the proposed MetroLink project are not likely to occur.

#### **3.5.2 Prejudice the orderly development of the Airport**

3.5.2.1 The Planning Officer raises a concern that the planning application is not clear if it would prejudice the orderly operation and continued development of the Airport.

3.5.2.2 However, this assertion fails to acknowledge the significant wealth of policy support in favour of the enhancement and improvement of the CBP facility, to which the proposed development responds.

3.5.2.3 The proposed development will in no way negatively impact the orderly operation and development of the Airport.

#### **3.5.3 Monitoring of environmental impacts**

3.5.3.1 The Planning Officer's report states that environmental monitoring is not outlined.

3.5.3.2 However, it is submitted that monitoring of passenger numbers is carried out by Dublin Airport and reported on a quarterly basis. Equally environmental impacts, including noise, air quality, and carbon emissions, are also carried out by Dublin Airport and published on its website. The Dublin Airport Mobility Management Plan is also subject to regular review with the relevant Prescribed Bodies, including Fingal County Council.



### 3.5.4 Compounds

- 3.5.4.1 The planning application specifies the location of the proposed compound to facilitate the proposed development, which will be at the location of the proposed SASC. It is also stated in the applicant's planning report and Preliminary Construction Environmental Management Plan (CEMP) that the *exact compound location and material storage areas will be identified in the detailed CEMP and Logistics Strategy once these details are agreed with the Client logistics team. The EPA Guidance Note 'Storage and Transfer of Materials for Scheduled Activities' will be taken into account when designing material storage and containment on site.* (section 4.9, applicant's planning report).

### 3.5.5 Site Visit

- 3.5.5.1 It is stated on page 4 of the planner's report dated 24<sup>th</sup> July, 2023 that a site visit was undertaken on 3<sup>rd</sup> July, 2023, but there is no record of any visit beyond the public areas of Terminal 2 logged with airport security that day. It would be impossible to appreciate the nature and extent of the internal and external operations of the existing CBP facility and SASC building without a site visit.

#### 4.0 Conclusion

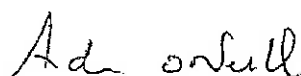
In conclusion, we respectfully restate our case that the proposed development:

- is explicitly sanctioned in the applicable national, regional and local policy and it is needed to meet the current operational requirements of Dublin Airport. The Dublin Airport LAP includes *Objective TP02 Support and facilitate the expansion and enhancement of US preclearance facilities*. The US preclearance facility is the CBP.
- is acceptable in principle in the applicable DA zoning objective.
- constitutes appropriate and permissible uses in the context of Dublin Airport Noise Zone A and the Dublin Airport Outer Public Safety Zone.
- does not constitute the need for a noise-related action at the Airport as no increase in flights, passengers or airport operations are proposed as part of the planning application. The 32mppa passenger cap on the airport, as per condition 3 of ABP Ref. PL06F.220670 and condition 2 of ABP Ref. PL06F.223469 will remain in place.
- two separate applications have granted permission to extend Pier 4 since the original Terminal 2 decision without an impact on passenger capacity.
- is appropriately located and all reasonable alternatives were considered within the specific characterises of the project.
- is undeniably needed to ensure the efficient, comfortable and safe operation of the CBP facility at Dublin Airport, being a core operational facility, which affords the airport its "niche hub role", as recognised in the Fingal County Development Plan 2023 and the Dublin Airport Local Area Plan 2020.
- is of a high-quality design in line with the Dublin Airport Architectural Design Framework.
- will not give rise to any significant environmental effects.
- either alone or in combination with other plans or projects, will not adversely affect the integrity of European sites.

We respectfully request the Board to overturn the decision of Fingal County Council and grant planning permission for the proposed development on the basis that it is in the interests of the proper planning and sustainable development of the area.

Please address all correspondence in relation to this appeal to Coakley O'Neill Town Planning Ltd, NSC Campus, Mahon, Cork.

Yours faithfully



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Aiden O'Neill  
Director  
Coakley O'Neill Town Planning Ltd

## APPENDIX A – APPLICANT PLANNING REPORT



COAKLEY O'NEILL  
town planning

# Planning Statement

US Customs Pre-Clearance and Border Protection (CBP)  
& South Apron Support Centre (SASC), Dublin Airport

Prepared in May 2023 on behalf of

**daa plc**

Coakley O'Neill Town Planning Ltd.

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## Document Control Sheet

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## 1.0 Introduction

- 1.1 We, Coakley O'Neill Town Planning Ltd., NSC Campus, Mahon, Cork, have been instructed by daa plc to prepare this Planning Statement to accompany a planning application for the proposed reconfiguration and expansion of the existing US Customs Pre-Clearance and Border Protection facility (CBP) and the partial demolition, refurbishment & upgrade of an existing landside building to become the South Apron Support Centre (SASC), at Dublin Airport.
- 1.2 The proposed development will significantly improve the safety and efficiency of the CBP facility at Dublin Airport, and will strengthen its function as a national, regional and local economic driver within the context of the existing permitted capacity of 32 million passengers per annum (mppa).
- 1.3 This report sets out the nature and extent of the proposed development and assesses the contribution of the proposed development to the proper planning and sustainable development of Dublin Airport.

## 2.0 Site Location and Description

- 2.1 The site of the CBP is c. 1.765ha in area and is located airside, within part of Pier 4, immediately south of the main Terminal 2 (T2) building at Dublin Airport. The CBP site is bound to the north by the T2 building, to the west and south by existing apron pavement and Pier 4, and to the east by Gate Post 4, an airside airport road, and an airside transportation service building.
- 2.2 Within Pier 4, the CBP site comprises part of Levels 10, 15 and 20 of Pier 4, as well as the roof level 30. Externally, the CBP site comprises level apron pavement, including two aircraft stands, and part of an airside airport road.

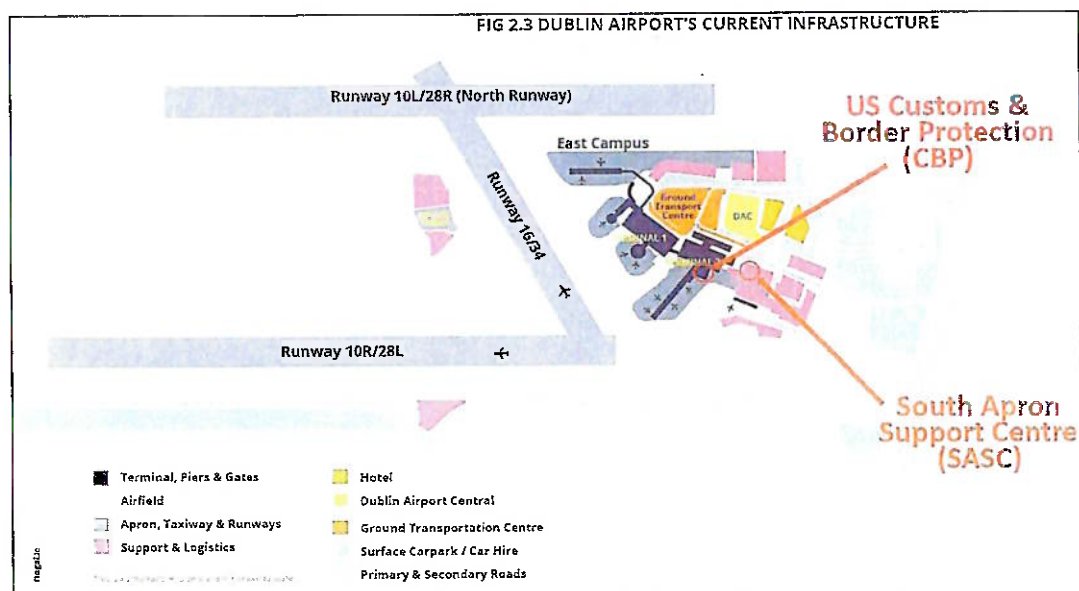


Figure 1. Site context map. (Base map source: *Dublin Airport Local Area Plan 2020*, Fingal County Council; Annotated by Coakley O'Neill Town Planning Ltd., 2023).

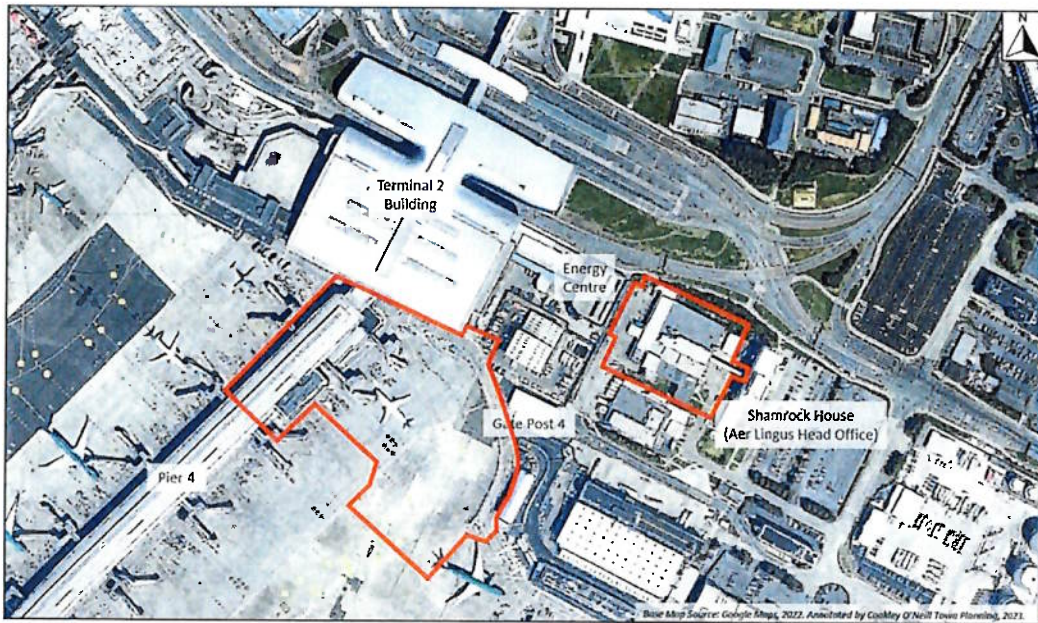


Figure 2. Aerial photograph of sites (generally outlined in red). (Base map source: Google Maps, 2022; Annotated by Coakley O'Neill Town Planning Ltd., 2023).



Figure 3. Queueing layout on Level 15 of Pier 4 to enter the CBP on Level 10.



Figure 4. Internal view incorporating Levels 10, 15 and 20 of Pier 4.





Figure 5. Entrance to CBP on Level 10.



Figure 6. Queuing and processing in the CBP.



Figure 7. Queuing within the CBP. Structural supports prevent more efficient queue layouts.



Figure 8. Overflow queue, blocking Pier 4 circulation and gate space.



Figure 9. Airside view looking west towards Pier 4 and the CBP.



Figure 10. Airside view looking northeast towards the T2 building along the southeastern façade of the CBP (left), with adjacent apron and aircraft stand.

- 2.3 The site of the SASC is c. 0.867ha in area and is located landside and is located immediately east of the energy centre at Dublin Airport, which is itself just east of the T2 building, and immediately northwest of Shamrock House, Aer Lingus' headquarters at Dublin Airport. The SASC site is bound to the north by Corballis Road South, to the west by a thermal storage tanks and skid unit, to the south by a flight catering building occupied by Gate Gourmet, and to the east by the site of Shamrock House.
- 2.4 The SASC site slopes gently in west-east and north-south directions and comprises a vacant two-storey building which was used as a flight catering building in the past, as well as hardstanding areas. The northern site boundary comprises a security fence, with semi-mature trees immediately north of the fence.





Figure 11. View looking northwest across the SASC site.



Figure 12. Entrance to the proposed SASC building, currently vacant.



Figure 13. View northeast across the SASC site, showing the first floor link bridge with Shamrock House (right) and ancillary yard.



Figure 14. Southwestern elevation of the proposed SASC building – this elevation is due to be demolished..



Figure 15. North-western elevation of the proposed SASC building – this elevation is due to be demolished.



Figure 16. View from the T2 Departures Road looking southwest towards the proposed SASC building (centre), with Shamrock House (left) and the Energy Centre (right).

### 3.0 Planning History

3.1 Details of previous known planning applications pertaining to the subject sites, or part thereof, i.e. within the red site boundary lines of this planning application, are summarised below.

3.2 **Application Register Reference ABP-314485-22 (F20A/0668):** Fingal County Council's recent decision to grant permission for a proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport



has been appealed by third parties. 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, Application Register Reference: PL06F.217429 (F04A/1755), and as amended under Application Register Reference: ABP-305289-19 (F19A/0023), as well as proposing new noise mitigation measures. A decision was due on the case by 5<sup>th</sup> January 2023.

- 3.2 **Application Register Reference F18A/0311:** Permission was granted on 4<sup>th</sup> September 2018 for removal of existing water storage tank to existing roof plant area and replacement with new supplementary external 450kVa diesel generator set with proprietary double skinned fuel storage tank to existing roof plant area with new services serving the main building (Shamrock House), at Aer Lingus Head Office, Shamrock House, Castle Drive, Corballis Park, Dublin Airport, Swords, Co Dublin, K67 A2N5.
- 3.4 **Application Register Reference F18A/0310:** Permission was granted on 4<sup>th</sup> September 2018 for removal of existing redundant fuel tank to existing rear plant area and replacement with new supplementary external 450k V A Diesel generator set with proprietary double skinned fuel storage tank to existing rear plant area with new services trench serving the main building and new containment affixed to lower North West (rear) elevation, at Aer Lingus Head Office, Shamrock House, Castle Drive, Corballis Park, Dublin Airport, Swords, Co. Dublin, K67A2N5.
- 3.5 **Application Register Reference PL 06F.247135 (F16A/0200):** Permission was granted on 29<sup>th</sup> December 2016 for permission for 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, all at Pier 4, Dublin Airport, Co. Dublin.
- 3.6 **Application Register Reference F13A/0358:** Permission was granted on 10<sup>th</sup> December 2013 for 3 no. advertising signs on north, west and east elevations of the PCB and 1 no totem sign adjacent to the building entrance at the Personnel & Catering Building (PCB), Corballis Park, Dublin Airport, Co. Dublin.
- 3.7 **Application Register Reference F11A/0378:** Permission was granted on 24<sup>th</sup> January 2012 for development comprising alterations to the external elevations of the existing structure, the addition of a new entrance porch and the demolition of a free standing prefabricated structure on the site and other works. The external alterations comprise 1) the addition of brise-soleil (external sun-shading) on the south-east, north-east and south-west elevations, 2) alterations to the fenestration on the ground floor on the south-east, north-east and south-west elevations and 3) alterations to the plant room including the addition of a flue and a duct and alterations to the plant platform to accommodate condensing units at roof level. The proposed porch extension comprises a new entrance reception on the south-east elevation with an increase in floor area of 24.5sqm. The demolition includes the removal of a free-standing prefabricated structure located adjacent to the building and the reinstatement of the subject land to a grassed area. Other works include the construction of steps and an access ramp to the new entrance porch, a concrete footpath and landscaping works. The proposed works shall be implemented together

with all associated site works and services. All at the Personnel & Catering Building (PCB), Corballis Park, Dublin Airport, Co. Dublin.

- 3.8 **Application Register Reference F11A/0107:** Permission was granted on 6<sup>th</sup> July 2011 for the removal of two existing external freezer units and the construction of one new external freezer unit in the same position, all within the goods receiving yard, at Aer Lingus Personnel Catering Building, Dublin Airport, Co. Dublin.
- 3.9 **Application Register Reference F08A/0782:** Permission was granted on 22<sup>nd</sup> December 2008 for alterations to a previously approved planning application for the development known as Terminal 2 (Register Reference F06A/1248 & PL06F.220670). The development will consist of: alterations to the forecourt area (Reduction in the length of the Arrivals Forecourt Canopies by 52m and an increase in width 6.5m; the omission of the Outer Departures Forecourt Canopies; 20 no. 6.14m long and 2.4m high glazed screens to the north side of the Arrivals Forecourt; A 2.45m high taxi kiosk 4 sq m in area; 25no. CCTV camera posts (17 no. are 3m high, and 8 no. are 6 m high); 16 no. trolley corrals; A glazed smoking area of 4 sq m and a height of 4 m); An external canopy adjoining the trolley working area on the west elevation of T2, covering an area of 74sq m; Revised landscape proposals including a range of street furniture; Alterations to the roof profile of the Arrivals Forecourt Vertical Circulation Building; Fire Safety Proposals (Additional external stair and single door added to north Elevation of Main Terminal Building; 2 no. fire escape door opens and external stairs on the east and west ends of the Check-In Building; 3 no. internal stair cores on the main terminal building, which affect the treatment of the elevations. Of these, 2 no. are on the west elevation and 1 no. is at the baggage hall area between T1 and T2). All at Dublin Airport, In The Townland Of Collinstown, Barony Of Coolock, Co. Dublin.
- 3.10 **Application Register Reference F08A/0023:** Permission was granted on 9<sup>th</sup> April 2008 for alterations to Pier E which was previously approved as part of the development known as Terminal 2 (Register Reference F06A/1248 & PL06F.220670). The development will consist of: a single storey extension to the south east side of the pier (511sq m); addition of ramped areas to the perimeter and the relocation of the 11 no. Node Buildings; creation of 8 no. new cores by splitting of the permitted 8 no. stair cores at the Node Buildings; handing/mirroring of Gate E2; alterations to the eave overhangs; provision of 4 no. air intake areas along the roof; removal of the rooflight over T2/Pier E bridge link; alterations to all Pier facades (including removal of all fritting to the pier and replacement with louvers; addition of rainscreen cladding to the toilet core and back of house area; 8 no. additional doors at apron level), at Dublin Airport, In The Townland Of Collinstown, Barony Of Coolock, Co. Dublin
- 3.11 **Application Register Reference PL 06F.NA0003 (SID/02/08):** An Bord Pleanála determined that the construction, operation and maintenance of a light railway known as Metro North (now MetroLink) is categorised as Strategic Infrastructure Development and granted permission for this development.
- 3.12 **Application Register Reference PL 06F.220670 (F06A/1248):** On 29<sup>th</sup> August 2007 permission was granted for Phase 1 and refused for Phase 2 in respect of the development of a new airport terminal (Terminal 2) and ancillary works at Dublin Airport.
- 3.13 **Application Register Reference F99A/1610:** Permission was granted on 29<sup>th</sup> March 2000 for the retention of the change of use of an existing plant room on the 3rd floor level to offices and the

construction of a new plant room on the 4th floor level at the Personnel & Catering Building, Aer Lingus, Dublin Airport.

3.14 **Application Register Reference F99A/0092:** Permission was granted on 11<sup>th</sup> May 1999 for offices and associated stairway on third floor level of personnel and catering building at Dublin Airport.

3.15 **Application Register Reference F98A/1220:** Permission was granted on 3<sup>rd</sup> March 1999 for change of use from existing plant room to offices on third floor of Personnel and Catering Building at Dublin Airport.

#### 4.0 Proposed Development

4.1 The proposed development will consist of:

(1) the reconfiguration and expansion of the existing 2-storey US Customs and Border Protection (CBP) pre-clearance facility, which will consist of:

(1a) the demolition of: 2no. existing Pier 4 link bridges; 2no. external vertical circulation cores (VCC) and 2no. airbridges; part of the north, east and south elevations of the existing CBP facility (c. 309m<sup>2</sup>), including external footpaths, ramps and handrails; and part of the existing apron pavement (c. 5,000m<sup>2</sup>);

(1b) internal reconfiguration of part of Pier 4 and the existing CBP facility and the construction of an expanded 2-storey, part 3-storey CBP facility to the east of the existing CBP facility (c. 6,419m<sup>2</sup>), to include:

- (i) pre-clearance passenger processing facilities at Level 10 (ground floor), including 5no. entry E-gates, queuing areas, 8no. screening lanes (including 1no. for training/contingency and 1no. for staff access (no increase in the number of existing passenger screening lanes)), 22no. booths, transit lounge area, welfare facilities, and ancillary staff facilities;
- (ii) lounge, retail/food and beverage area, swing gateroom, welfare facilities, airline lounge, staff facilities, including ancillary offices at Level 15 (first floor);
- (iii) construction of 2no. external vertical circulation cores (VCC);
- (iv) construction of a new link bridge at Level 20 (second floor) to the existing Terminal 2 building and all associated works;
- (v) fallow space at Level 10 and Level 20 to allow for future CBP security facilities, and a lift core extending to Level 30 (third floor (part)) to safeguard for future expansion, to merge with the remaining parts of the existing facility at Pier 4;
- (vi) ancillary external structures to the extended roof, including rooflights, external balustrade and handrail; fixed metal roof walkway; and fall protection anchorage system;
- (vii) realignment of the existing airside road; the provision of new airside road; and the provision of pedestrian walkways and zebra crossings; and
- (viii) the reorganisation of an existing airside operations car parking area to provide 15no. airside operations car parking spaces; the provision of 2no. PRM airside operations parking spaces, 2no. platinum passenger parking spaces, 2no. GIWA (goods vehicles) spaces, and 2no. bus set down areas.

- (1c) decommissioning of existing operational aircraft stand 409 L/C/R, and the provision of temporary MARS operational aircraft stand 409T accommodating 2no. Code C or 1no Code E aircraft, as well as the realignment of the existing apron by way of new paint markings on the apron pavement.
- (2) the partial demolition (c. 3,320m<sup>2</sup>), refurbishment and upgrade of the existing 2-storey former Flight Catering Building, to become the South Apron Support Centre (SASC), which, together with its existing external hardstanding area to the north-west of the SASC, is to be used initially as a temporary construction compound (office storage and a pre-screening/ logistics/ staff welfare facilities) for the proposed works to the CBP facility, and then for continued use as an Airport Operational Building for airside support/operations, which will consist of:
  - (2a) upgrade of the façade of the existing SASC building, to include partial demolition of the later attritions/extensions to the south and west flanks of the building; demolition of the existing pedestrian link bridge to Shamrock House to the east (making good the elevation of Shamrock House to match the existing), and demolition of an existing substation internal to the building;
  - (2b) the refurbishment of the remaining SASC structure to provide offices, meeting rooms, staff welfare facilities, storage and plant rooms on the ground and first floors, and refurbished rooftop plant enclosure and new rooftop balustrades (c. 5,043m<sup>2</sup>), as well as an external dining courtyard at ground floor;
  - (2c) the provision of 10no. visitor car parking spaces, 2no. PRM visitor car parking spaces and 80no. cycle storage racks;
  - (2d) revised external pedestrian and vehicular circulation arrangements; and
  - (2e) separate external smoking shelter and separate external bin storage.
- 4.2 The proposed development at the existing CBP and SASC buildings will also require the diversion and extension of the existing watermain on site, and a new foul and surface water drainage system, including a proposed future clean only pipeline for future diversion of roof runoff from the CBP building.
- 4.3 The proposed development also includes all associated site development and landscaping works, and all ancillary airport infrastructure including additional apparatus/equipment, as well as High Mast Lighting (HML).
- 4.4 The proposed development at the existing CBP and SASC buildings will not result in any increase in passenger or operational capacity at Dublin Airport. There will also be no increase in staff parking, either airside or landside, as a result of the proposed development. In addition, there will be no change to operational aircraft or vehicle movements and associated environmental impacts (noise, air quality, carbon emissions etc.) as a result of the proposed development.
- 4.5 The proposal for the CBP is to expand the building towards the east and south of the existing facility. The rationale for this approach includes the fact that Pier 4 functionality, including the current CBP facility, can be retained during construction. Level 10 will accommodate the extended pre-clearance passenger processing facility incorporating upgrades to the existing equipment and improved egress of screened passengers. The upgrade will also provide a separate channel for staff/aircrew, a training channel doubling up as additional contingency, better positioned podiums for CBP officers, a transit area, better retail facilities and other enhancements.

- 4.6 Additional swing CBP / Non CBP gaterooms will be developed at Level 15. This level also includes two full serviced kitchens (one CBP, another non-CBP) that will serve a lounge, the food and beverage units and some staff welfare. Departing passengers will be routed from CBP on Level 10 to the gate lounges and the Vertical Circulation Core (VCC). Arriving passengers will be directed to either the existing transfers facility on Pier 4 or to the existing immigration hall in T2. A fallow space at Level 20 and a lift core extending to Level 30 of the CBP building are included to safeguard for future expansion. Levels 30 and 35 will consist of roof space, with a small part of fallow VCC and Arrivals circulation space on Level 30.
- 4.7 The proposal for the SASC includes, at ground floor level, a large flexible open plan office with small, medium and large sized meeting rooms, as well as shower, changing areas, locker and toilet facilities. The canteen with kitchen facility is located to the northwest side of the building with direct access out into the sunken courtyard area which will provide additional outdoor seating. Storage and plant areas are also proposed at ground floor level. Open plan office spaces are proposed at first floor level, as well as small, medium and large meeting rooms, and welfare facilities, storage and plant. The roof is proposed to be for maintenance access only. Mechanical and electrical plant will be located within the existing and refurbished roof plant enclosure. The two areas of external plant will be located adjacent to the enclosure where plant is currently located. A replacement balustrade to the perimeter of the roof will provide fall restraint.

Site Area	CBP: c. 1.765ha SASC: c. 0.867ha <b>Total: 2.632ha</b>
Demolition of Apron Area	c. 5,000m <sup>2</sup>
Existing Floorspace	CBP: 27,772m <sup>2</sup> SASC: 8,168m <sup>2</sup> <b>Total: 35,940m<sup>2</sup></b>
Existing Floorspace for Demolition	CBP: 309m <sup>2</sup> SASC: 3,320m <sup>2</sup>  (SASC figure includes External Unenclosed Areas of: Bicycle shed: 96m <sup>2</sup> ; Smoking shelter: 9m <sup>2</sup> ; Bin storage: 21m <sup>2</sup> )  <b>Total: 3,629m<sup>2</sup></b>
Proposed Floorspace	CBP: 6,419m <sup>2</sup> SASC: 5,043m <sup>2</sup> <b>Total: 11,462m<sup>2</sup></b>

Table 1. Key Development Statistics





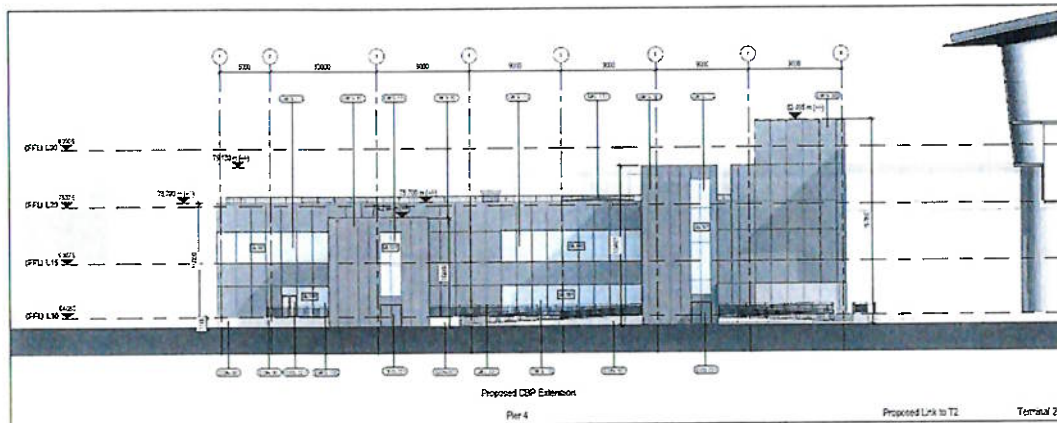


Figure 19. Proposed CBP eastern elevation (Pascall + Watson, 2023).

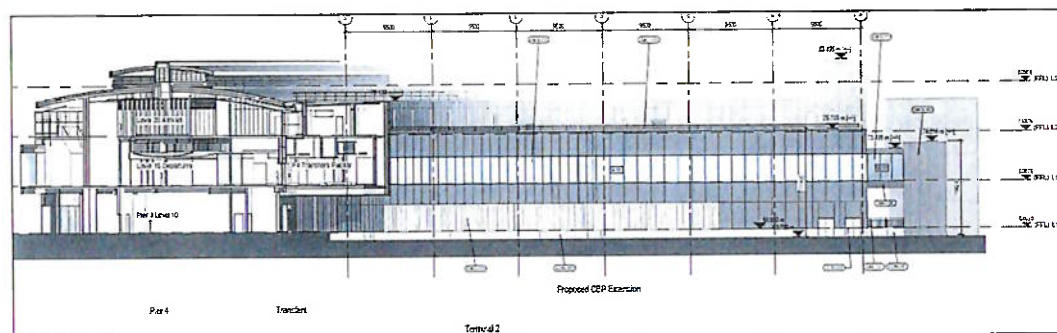


Figure 20. Proposed CBP southern elevation (Pascall + Watson, 2023).

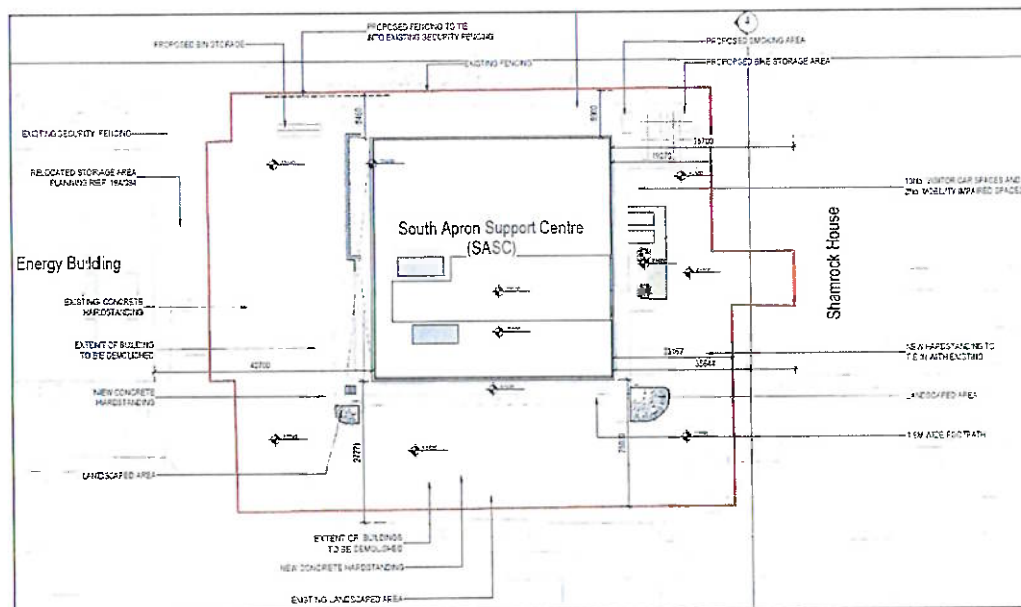


Figure 21. Proposed SASC site layout plan. (Pascall + Watson, 2023).

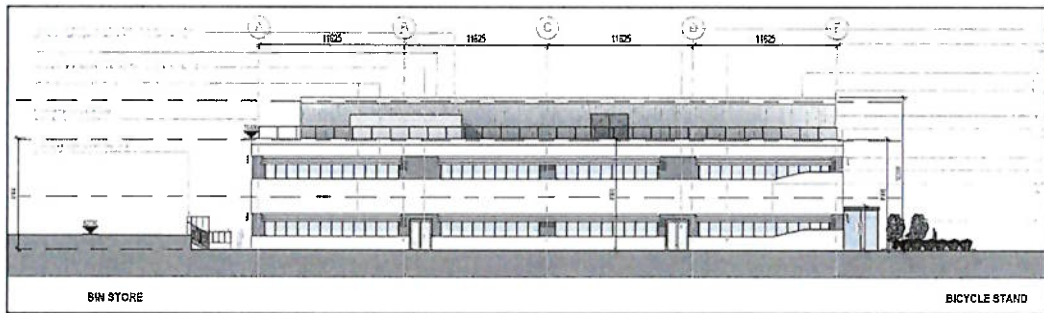


Figure 22. Proposed SASC southern elevation (Pascall + Watson, 2023).

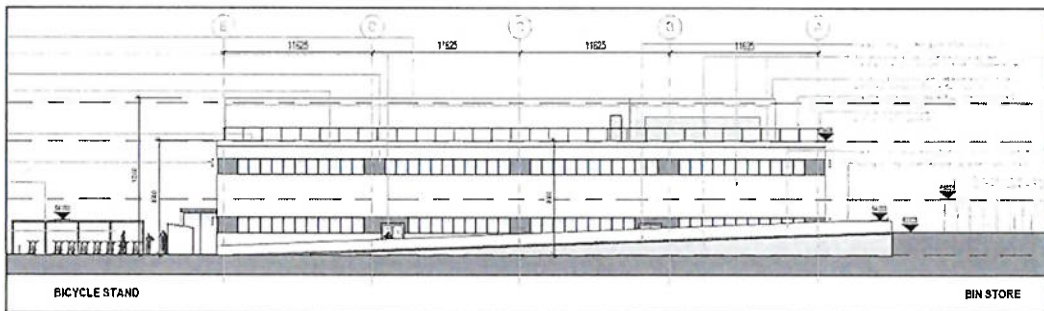


Figure 23. Proposed SASC northern elevation (Pascall + Watson, 2023).

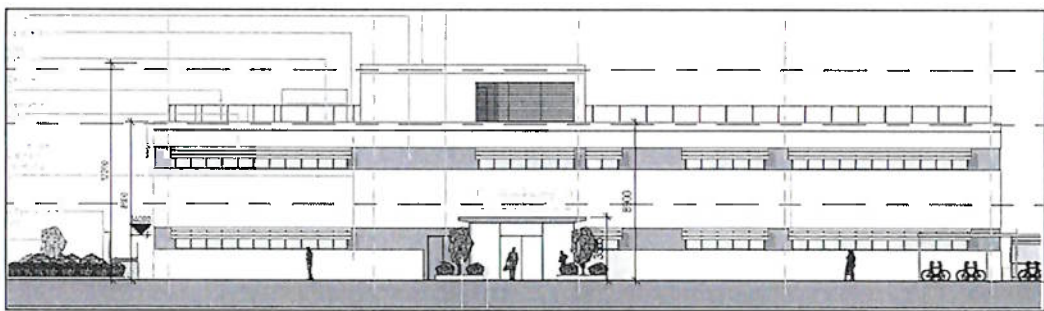


Figure 24. Proposed SASC eastern elevation (Pascall + Watson, 2023).

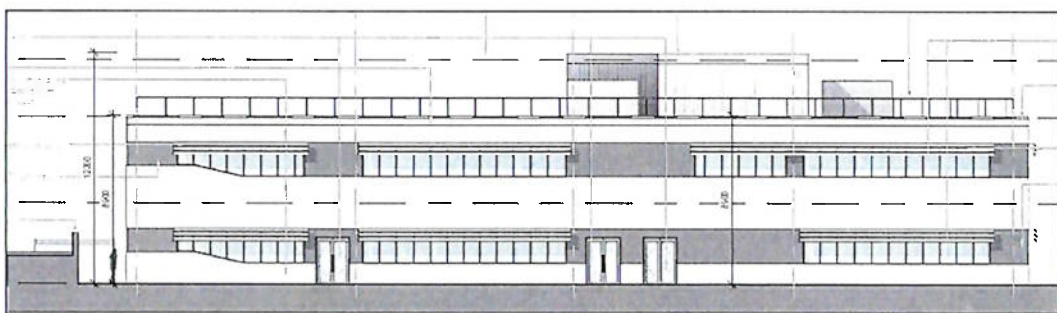


Figure 25. Proposed SASC western elevation (Pascall + Watson, 2023).

- 4.8 The refurbishment of the proposed SASC building will occur first and is expected to commence Q1 2024 and be completed in Q4 2024. With the support of the SASC in place, construction of the CBP extension is then expected to take just over 2 years. Noting that the construction cannot impact on existing airport operations, a construction phasing plan is proposed with the CBP to be constructed in several phases. Please refer to Chapter 2 of the EIAR for further details.

- 4.9 It is proposed that the construction compound for the development will be contained on site. The exact compound location and material storage areas will be identified in the detailed CEMP and Logistics Strategy once these details are agreed with the Client logistics team. The EPA Guidance Note 'Storage and Transfer of Materials for Scheduled Activities' will be taken into account when designing material storage and containment on site.
- 4.10 A Preliminary Construction Environmental Management Plan (CEMP) has been prepared in respect of the proposed development and is submitted with this planning application. The Preliminary CEMP sets out the proposed environmental management protocols for the construction process and phase, including regarding waste management. The Preliminary CEMP will be updated once a contractor is appointed, where it will set out the complete construction activities that are necessary to undertake the project coupled with their potential effects on the immediate area. It will be submitted to the Planning Authority for approval prior to the commencement of development. The Detailed Construction and Demolition Waste Management Plan that the contractor will prepare will demonstrate how construction work can be progressed and delivered with the incorporation of measures to mitigate the potential for impacts on people, property, and the environment in the immediate area.
- 4.11 The construction of the proposed development will be in accordance with the Construction Resource and Waste Management Plan (RWMP) submitted as part of the planning application in Appendix 12.4 of the EIAR, prepared in accordance with *'Best Practice Guidelines for the preparation of Resource & Waste Management Plans for Construction and Demolition Projects'* (EPA 2022). The RWMP will be updated once a contractor is appointed in advance of the construction phase, and submitted to the Planning Authority for approval prior to the commencement of development.



## 5.0 Planning Policy Provisions

- 5.1 The following section of this report sets out the relevant national, regional, and local planning policy applicable to the assessment of the proposed development.

### A National Aviation Policy for Ireland (2015)

- 5.2 A *National Aviation Policy For Ireland (NAP)* acknowledges the importance of the aviation sector to the Irish economy, and the Government is committed to maximising the sector's potential for the benefit of the country as a whole.
- 5.3 In the context of this application, **section 4.3** of the NAP (pages 42-43) notes that "*the size and location of Dublin Airport distinguishes it from the other State airports*", while **section 4.4** of the NAP acknowledges the strategic importance of Dublin Airport as the principal airport for the country, and that Dublin Airport serves a national catchment.
- 5.4 **Action 4.3.1** of the NAP is to promote the development of Dublin Airport into a secondary hub (in the context of the European and UK airport network), which can compete effectively with UK and European airports by combining local passengers and transfer passengers. **Section 4.5** (page 47) of the NAP also advises that:

*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.*

- 5.5 **Section 3.4** of the NAP deals specifically with US pre-clearance services offered at Dublin and Shannon airports and begins with the following:

*Ireland has an aviation preclearance agreement with the US since November 2008. Under the agreement, passengers of all US bound flights from Dublin and Shannon Airports are fully cleared for US immigration, customs, agriculture and security controls before leaving Ireland. This means that passengers travelling to the US are treated as domestic passengers on arrival in the US and do not face any further US entry controls. The preclearance process ensures that passengers are screened, inspected and precleared for entry into the US, in accordance with the relevant US standards, within the designated, controlled access areas for preclearance in Dublin and Shannon Airports.*

- 5.6 The stated NAP Policy Position on the provision of US pre-clearance services is that it is an asset that has further potential to contribute to the development of Dublin and Shannon Airports. **Section 3.4** of the NAP also states that:

*An adequately resourced preclearance facility is critical to Dublin Airport's development as a secondary hub.*



5.7 In addition, the NAP states that it is essential that Dublin Airport commits to fully exploiting the potential the US pre-clearance facility there has to offer, and that, because the pre-clearance service is not currently provided elsewhere in Europe, Dublin Airport has a significant advantage over other European airports.

5.8 Accordingly, **section 3.4** of the NAP encourages the *"potential to expand the operational hours of the service, and to avail of new technology innovations in passenger processing and baggage handling"*.

5.9 In February 2019, the NAP Second Progress Report was published by the Department of Transport, Tourism and Sport. The NAP Second Progress Report notes that three new US routes were added to Dublin Airport's offering since 2015 and that, during *"2017, 1.43 million passengers used the preclearance facility at Dublin Airport"* (page 18).

5.10 **Section 4.6** of the NAP describes "facilitation" as the following:

*'Facilitation' refers to the efficient management of the flow of passengers, baggage, cargo and mail through airports, while ensuring that services are delivered in a healthy, safe and secure environment while meeting, and exceeding when possible, the needs and expectations of customers.*

5.11 Regarding **passenger facilitation**, the NAP's stated Policy Position is as follows:

*The National FAL [National Facilitation] Committee, chaired by the Department [of Transport], will facilitate collaboration of relevant stakeholders and coordination of their activities to ensure the efficient flow of passengers, baggage and cargo through airports. This process will involve all partners and stakeholders with a responsibility for aspects of facilitation and it will maintain a particular focus on improving the passenger experience.*

5.12 **NAP Action 4.6.3** seeks to encourage airports to *"prioritise investment in visitor reception facilities in order to remove bottlenecks and to create a welcoming environment for visitors"*.

5.13 **Section 4.1** of the NAP notes that our economy relies, to a critical level, on inbound tourism and FDI business, and that:

*Airports are core elements of the tourism infrastructure. In turn, tourism is an important source of traffic and customers for airports.*

### **Project Ireland 2040 – National Planning Framework (2018)**

5.14 The *National Planning Framework* (NPF) sets out the Government's broad level objectives for the long-term spatial development strategy for Ireland up to the year 2040. The NPF recognises the pivotal importance of Dublin Airport for the nation's economy and society, with Airports and Ports constituting **Strategic Investment Priority 6** of the NPF.

5.15 **National Strategic Outcome 6: High Quality International Connectivity** states that the effectiveness of Ireland's international connectivity facilitated by our airports (and ports) is vital to the country's survival,

competitiveness and future prospects and recognises that the development of, amongst other items, additional terminal facilities at Dublin Airport is required.

- 5.16 **National Policy Objective 11** complements the NPF's underlying principle of achieving compact growth and is as follows:

*In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.*

- 5.17 The NPF recognises that tourism is central to facilitating the flourishing of rural economies and communities across the country.

#### **Environmental Resources Management Ireland Ltd – Public Safety Zones Report (2005)**

- 5.18 In 2005, Environmental Resources Management Ireland Ltd (ERM) was commissioned by the Department of Transport and the Department of Environment, Heritage and Local Government to investigate Public Safety Zones (PSZs) at Ireland's three principal airports – Cork, Dublin, and Shannon.
- 5.19 The study led to the proposal and establishing of a two-zone PSZ system for Cork, Dublin and Shannon airports i.e., an inner and an outer PSZ at each airport.
- 5.20 An outer PSZ represents an individual risk of 1 in one million per year i.e.,  $10^6$  or a 0.000001 chance of death per year for an individual exposed 24 hours per day, 365 days per year.
- 5.21 ERM's study recommended that land-use policy be developed with the aim of allowing existing developments to remain within outer PSZs, but prevent high density housing development, and the building of schools, hospitals and facilities attracting large numbers of people.
- 5.22 **Table 6.1** of ERM's study sets out that working premises, where there will be  $\leq 110$  persons present per 0.5 hectare, are among the specific kinds of development typically appropriate for and permissible in outer PSZs.
- 5.23 In addition, **section 6.2.3** of ERM's study states that, *there may be cases, in exceptional circumstances, where it is judged that a development's socio-economic benefits (etc.) outweigh the 'safety risk', and that it is impractical for such a development to be located elsewhere.* Airport terminals and extensions to existing developments are among the explicit cited exceptions to the permitted developments in the outer PSZs as listed in Table 6.1 of the study.

#### **Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019-2031**

- 5.24 The Regional Spatial and Economic Strategy (RSES) is the regional level strategic plan prepared by the Eastern and Midland Regional Assembly. The RSES promotes and supports the strategic function of the

Dublin Metropolitan Area as the main international gateway to Ireland, which is home to 1.4 million people. In this context, Dublin Airport is cited as one of the fastest growing airports in Europe.

- 5.25 **Section 8.5** of the RSES notes that Dublin Airport is a key national asset to Ireland's economic success, which is linked with its global connectivity and trade and tourism markets, and that the airport requires support to ensure it continues as an economic driver for the region and country.
- 5.26 As well as being of national and regional economic significance, Dublin Airport is also recognised in the RSES for its local economic significance. The Swords-Dublin Airport area is acknowledged as having developed as a key location for industry and employment generating activities. Ensuring high skilled employment opportunities for residents of Swords is a key objective of the RSES. The RSES states that airport related activities will continue to be of major importance for Swords. **Regional Policy Objective 4.31** thus supports "Swords-Dublin Airport as a key location for airport related economic development and employment provision..."
- 5.27 **Section 8.5** of the RSES states that "Dublin Airport has a number of features which make it an attractive option for airlines, including the availability of full US Preclearance."
- 5.28 **Regional Policy Objective 8.17** is as follows:

*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.*

#### **Greater Dublin Area Transport Strategy 2022-2042**

- 5.29 The *Greater Dublin Area Transport Strategy 2022-2042* (GDATS) was published in January 2023 and provides a framework for investment in transport services and infrastructure in the Greater Dublin Area over the next two decades.
- 5.30 Section 9.3 of the GDATS states that Dublin Airport is one of the most important economic assets in the state and that it is the responsibility of the National Transport Authority, through the GDATS, to ensure that the landside transport network meets the requirements of this international gateway (another being Dublin Port).
- 5.31 Measure INT2 "International Gateways" of the GDATS is as follows:

*It is the intention of the NTA, in conjunction with public transport operators, TII, and the local authorities, to serve the international gateways with the landside transport infrastructure and services which will facilitate their sustainable operation.*

*Throughout the lifetime of the strategy, the NTA will continue to work with Dublin Port Company, other port and harbour operators and DAA in respect of Dublin Airport, in monitoring, assessing and delivering these transport requirements.*

### Fingal Development Plan 2023-2029

5.32 The relevant statutory local planning policy document that applies to the subject site is the *Fingal County Development Plan 2023-2029 – Interim Publication*. The airport is recognised in the Development Plan as playing “a niche hub role within the European airport system servicing the Transatlantic aviation market, given its strategic geographical location and its unique ability in Europe to offer customs and immigration pre-clearance for passengers” and that the airport handles 80% of all international flights to Ireland.

5.33 The subject site is zoned under the Plan as **DA – Dublin Airport**, with the stated land use zoning objective being as follows:

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

5.34 The stated vision for zoning objective DA is as follows:

*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 hangars, meteorology, retail – airside/duty free, runways, taxiways, **terminals and piers**. [emphasis added]*

5.35 The Plan contains a chapter dedicated to policy and objectives concerning Dublin Airport. This chapter contains **Policy DAP1**, which seeks to continue to support Dublin Airport as a key national economic asset by ensuring that all future development complies with the strategic aims and objectives contained within the *Dublin Airport Local Area Plan, 2020* or any subsequent LAP. As explained in Development Plan **Policy DAP7**, the objectives of the current LAP include:

- Flood Risk Management Objectives
- Sustainable Urban Drainage Objectives
- Water Supply Objectives
- Surface Water Quality Objectives
- Ground Water Objectives
- Air Quality Objectives
- Archaeology Objectives
- Architectural Heritage Objectives
- Natural Heritage Objectives

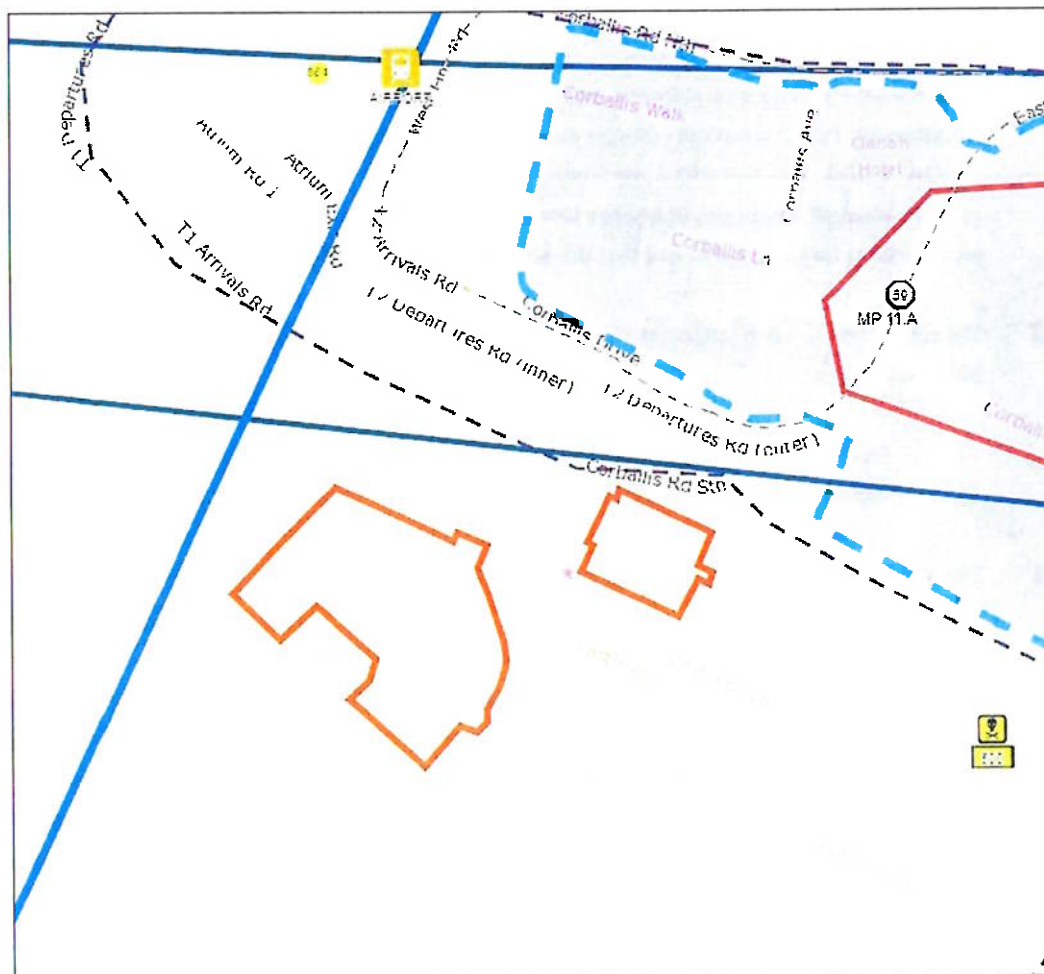


Figure 26. Excerpt from the Fingal Development Plan 2023-2029 – Interim Publication interactive map. Site generally outlined in red. (Annotated by Coakley O'Neill Town Planning, 2023).

5.36 Development Plan **Policy DAP2** is aimed at ensuring that the required infrastructure and facilities are provided at Dublin Airport, so that the airport can develop further and operate to its maximum sustainable potential. Development Plan **Objective DAO1** is aimed at safeguarding Dublin Airport by facilitating the airport's operation and future development, in line with Government and local policy, recognising the airport's national role in the provision of air transport, both passenger and freight.

5.37 Development Plan **Objective DAO2** is as follows:

*Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development in accordance with the Dublin Airport Local Area Plan 2020, or any subsequent LAP or extension of same, having regard to both the environmental impact on local communities and the economic impact on businesses within the area. [emphasis added]*

5.38 Development Plan **Objective DAO3** seeks to ensure that Dublin Airport is developed and promoted as a secondary hub.

5.39 Development Plan **Objective DAO4** is in a similar vein to Objective DAO2, and is as follows:



*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. [emphasis added]*

- 5.40 Meanwhile, section 8.5.4 of the Development Plan notes the expansion and enhancement of US pre-clearance facilities at the airport as being key infrastructure that is required at the airport, with **Objective DAO5** stating the following:

*Facilitate the on-going augmentation and improvement of terminal facilities at Dublin Airport. [emphasis added]*

- 5.41 Development Plan **Policy DAP4** is focussed on transitioning to a low carbon society and economy and is as follows:

*Ensure that all developments comply with the Climate Actions Objectives and the Circular Economy and waste Management Objectives in the Dublin Airport Local Area Plan 2020, or any subsequent LAP or extension of same.*

- 5.42 Development Plan **Objective DAO11** concerns the management of development in the airport's noise zones and is as follows:

*Strictly control inappropriate development and require noise insulation where appropriate in accordance with table 8.1 above within Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of the runways are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.*

- 5.43 The site is located within Dublin Airport **Noise Zone A**. Development Plan **Table 8.1** presents 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 the new northern or existing southern runway for arrivals or departures. The indication of potential noise exposure in Zone A during airport operation is  $\geq 63$  dB LAeq, 16hr and/or  $\geq 55$  dB Lnight.

- 5.44 The objective for development management in Noise Zone A is as follows:

*To resist new provision for residential development and other noise sensitive uses.  
All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.*

- 5.45 Development Plan **Objective DAO18** seeks to promote appropriate land use patterns in the vicinity of the flight paths serving the Airport. The subject site is located within the Dublin Airport Outer Public Safety Zone. Development management guidance for sites within airport public safety zones is outlined above in this report.
- 5.46 Development Plan **Objective DAO26** is aimed at ensuring that all development within the Dublin Airport LAP lands is of a high standard of design and sustainability, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.
- 5.47 Development Plan **Policy EEP8** seeks to support economic growth within Fingal County through strengthening and promoting the strategic importance of, amongst other locations, the key employment location of Dublin Airport.
- 5.48 There are no Protected Structures and no known archaeological monuments on site. There is one Record of Monuments and Places located c. 23m west of the SASC site – the site of an unclassified castle, Ref. No. DU014-011. According to the National Monuments Record:

*This site is marked 'Corballis castle, in ruins' on the 1837 OS 6-inch map. There are no remains of the castle. The site is under buildings within Dublin Airport. Not visible at ground level.*

- 5.49 The indicative route for the future Metrolink is located west of the subject site.
- 5.50 The majority of the site is located within the 500m COMAH (Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015 (S.I. No. 209 of 2015)) Consultation Distance associated with the Exolum fuel supplier site at the Airport Fuel Farm on South Road Corballis.

#### **Dublin Airport Local Area Plan 2020**

- 5.51 *The Dublin Airport Local Area Plan 2020 (LAP) comprises a specific, coherent local strategy and planning policy framework to guide the continued growth and development of the national, regional and local strategic asset that is Dublin Airport. The subject site is located within the lands to which the LAP applies.*
- 5.52 The purpose of the LAP is to:

*Facilitate the **capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport** to:*

- *Continue to operate safely and efficiently;*
- *Keep pace with the anticipated growth in demand; and*
- *Develop as a secondary European hub; [emphasis added].*

- 5.53 According to LAP **section 2.1.3**, Dublin Airport is now the sixth largest airport in Europe for traffic to North America.

5.54 Regarding growth of Dublin Airport, LAP **section 7.1** states that the focus will, amongst other matters, primarily be "on *maximising capacity within the existing eastern campus, comprising terminal augmentation/ reconfiguration, [and] the expansion of the US preclearance facility*". Accordingly, **section 7.1.1** of the LAP notes that the expansion and enhancement of US pre-clearance facilities is a key development area during the LAP plan period.

5.55 LAP **Objective TP02** is as follows:

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

5.56 The following LAP objectives also apply to the proposed development:

- **OBJECTIVE CA03**  
*Require that all new developments at the Airport incorporate design solutions aimed at reducing carbon emissions, including the incorporation of renewable energy and energy saving technologies where practicable, including the use of district heating/cooling systems.*
- **OBJECTIVE AV01**  
*Support and facilitate efficient circulation of airside ground support service vehicles within the airfield.*
- **OBJECTIVE DS01**  
*Ensure that all development at Dublin Airport will be of high quality design and finishes to reflect Dublin Airport's status as an international gateway airport.*
- **OBJECTIVE DS02**  
*A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.*
- **OBJECTIVE DS03**  
*Any proposals for development of terminal extensions, or for new terminals shall adhere to the requirements of the design framework, unless alternatives are expressly agreed with the Planning Authority.*
- **OBJECTIVE DS04**  
*Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.*

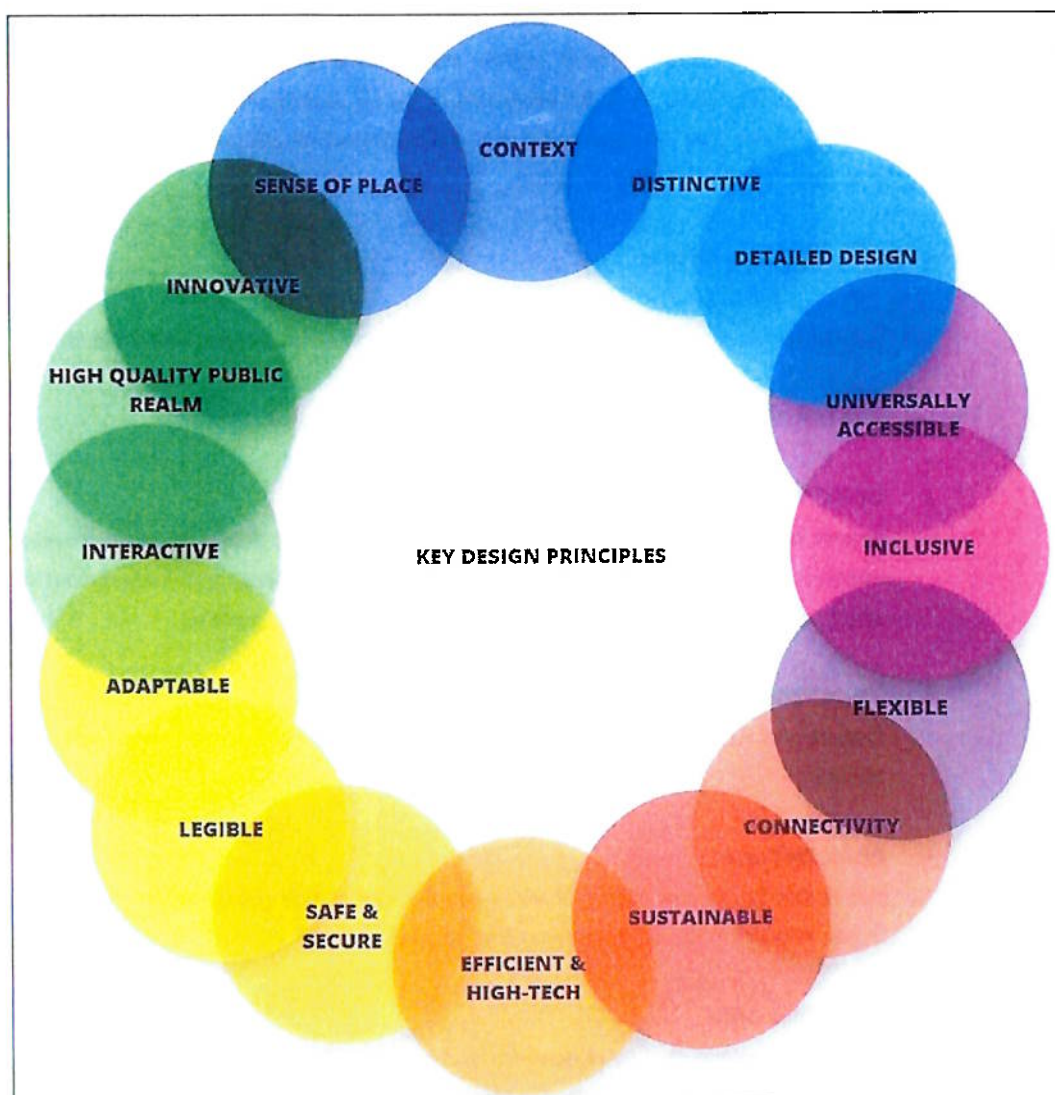


Figure 27. Dublin Airport LAP Fig. 7.2 Key Design Principles.

- **OBJECTIVE DS05**

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

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



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

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

- **OBJECTIVE CY02**

*All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice.*

- **OBJECTIVE IA03**

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

- **OBJECTIVE CP07**

*Limit the provision of new car parking to serve non-core uses within the DA zoned lands, and to control the supply of car parking at Dublin Airport so as to a) maximise the use of public transport b) reduce traffic congestion and c) to secure the efficient use of land.*

- **OBJECTIVE FRM04**

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

- **OBJECTIVE SW01**

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

- **OBJECTIVE SW02**

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

- **OBJECTIVE SWQ01**

*Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to*

*undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.*

- **OBJECTIVE AQ03**

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

- **OBJECTIVE AR01**

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

## 6.0 Pre-Planning Consultation

6.1 A pre-planning consultation was held between the applicant, their design team and Fingal County Council on 20<sup>th</sup> July 2022 regarding the proposed extensions of the CBP.

6.2 The key discussion items were as follows:

- the proposal is acceptable in principle and is in line with the DA zoning objective.
- clarity is required that clarity is required in the application documents that the proposed development does not include an increase in passenger numbers beyond the existing permissions.
- clarity on the replacement stand.
- clarity that the proposed development does not relate to the proposed Underpass.
- clarification on whether the proposed development requires EIA and AA.
- due regard is required to the design principles of the LAP.
- an Energy Statement is to be included in the application, as well as an ANCA proforma.

These issues are addressed in full in this planning report.

## 7.0 Development Appraisal

### Principle of Development

7.1 The principle of the expansion and reconfiguration of the CBP, and the refurbishment and upgrade of the of the SASC building, is supported by:

- ▶ the Government's national aviation policy, which:
  - ▷ recognises the **strategic importance of Dublin Airport** for the national, regional and local economy, including the national tourism sector and the FDI sector of the Irish economy;
  - ▷ supports the development of Dublin Airport as a **secondary hub** (in the context of the European air transport network);
  - ▷ considers:
    - an **adequately resourced CBP facility** as being **critical** to Dublin Airport's development as a secondary hub,
    - it essential that Dublin Airport commits to fully **exploiting the potential of the CBP**, including improving passenger facilitation at the facility through employing new technology innovations in passenger processing and baggage handling,
  - ▷ under Action 4.6.3, prioritises investment to **remove airport bottlenecks** and create a **welcoming environment for visitors**;
  - ▷ seeks to facilitate an **optimum level of air services**.
- ▶ the NPF, which supports the **development of terminal facilities** at Dublin Airport, recognises the airport's role in maintaining high quality international connectivity, and which seeks to encourage development in existing built up areas;
- ▶ the RSES, which also supports the provision of **improved terminal facilities** at Dublin Airport, recognising Dublin Airport as being a key national asset which requires support and as a key location of employment for people living in Fingal;
- ▶ The Fingal Development Plan, which:
  - ▷ recognises Dublin Airport's niche hub role as the **only capital city with a US pre-clearance facility** in the European air transport network;
  - ▷ seeks to ensure the efficient and effective development of Dublin Airport through the site's **land use zoning objective**, which:
    - **supports** the development of air transport infrastructure uses, including ancillary security uses, aprons, terminals and piers, i.e., **the proposed reconfiguration of the CBP, associated US Transportation Security Administration lanes and passenger processing, and adjacent apron,**
    - **supports** the development of **airport related uses** that need to be located at the airport, **such as the proposed SASC;**
  - ▷ seeks to **facilitate the operation and future development** of Dublin Airport in line with Government policy, as per Objective DAO1;

- ▷ is aimed at **safeguarding the current operational, safety, technical and development requirements** of the airport, as per Objective DAO4;
- ▷ will facilitate the **ongoing augmentation and improvement of terminal facilities** at the airport, as per Objective DAO5;
- ▷ supports the **economic growth** of the airport owing to it being a key employment location.

► The Dublin Airport Local Area Plan, which

- ▷ seeks to facilitate the **capacity enhancements** and **operational improvements** required for the airport to continue to **operate safely and efficiently**;
- ▷ notes the **expansion and enhancement of the CBP** is a key development area during the lifetime of the LAP, as per Objective TP02;
- ▷ under Objective IA03, seeks to ensure that passenger facilities and services at Dublin Airport are designed and operated so as to **enhance the experience of airport users** by providing, amongst other items, **high quality, legible and efficient circulation routes and waiting facilities**.

7.2 At all policy levels, it is clear that the improvement of passenger facilities and experience at Dublin Airport is strongly supported.

7.2 The proposed development consists of air transport infrastructure (the CBP) and airport related uses (the SASC), both of which are uses consistent with those set out in Fingal Development Plan's stated vision for the site's DA zoning objective. In addition, the proposed development is consistent with the pattern of development in the vicinity of the site. Given the existing CBP use, ancillary airside apron uses, the current vacant status of the proposed SASC building – which is in close proximity to the CBP – and given the similar uses in the immediate vicinity of the site, the proposed reconfiguration and expansion of the CBP, including ancillary reconfigurations to the adjacent apron, and the partial demolition, refurbishment and upgrade of the proposed SASC building are wholly appropriate uses for the site and are fully consistent with the zoning objective for the site.

### **Need for the Proposed Development**

7.3 The existing CBP facility currently experiences chronic congestion and requires immediate expansion to accommodate the current number of people taking advantage of the facility to pre clear US immigration at Dublin Airport. The congestion leads to overflow queueing, a significant problem which is explained in detail below. In addition to the overflow queueing issue, the proposed development is also required for the following reasons:

- The staff/ aircrew CBP lane is currently operating as a single channel causing delays to time flight performance;
- Staff training is currently conducted in one of the six primary lanes resulting in reduced capacity airside;



- End of life replacement of associated US Transportation Security Administration (TSA)<sup>1</sup> screening equipment is required, which is larger than existing equipment, requiring additional space;
- The existing podiums for the CBP officer positions need to be standardised and replaced with the latest biometric access control technology, requiring additional space;
- The current passenger exit is sub-optimal as passengers have to pass back through the CBP process hall;
- There are no existing facilities in the transit area for passengers experiencing luggage delay;
- The retail facilities and experience are 'sub-optimal' with small offers, which is not meeting passenger expectations or catering for transfer passengers;
- Currently, there is no provision for VIP or Platinum passengers; and,
- At present, Pier 4 has limited segregated 3rd State arrival channels.

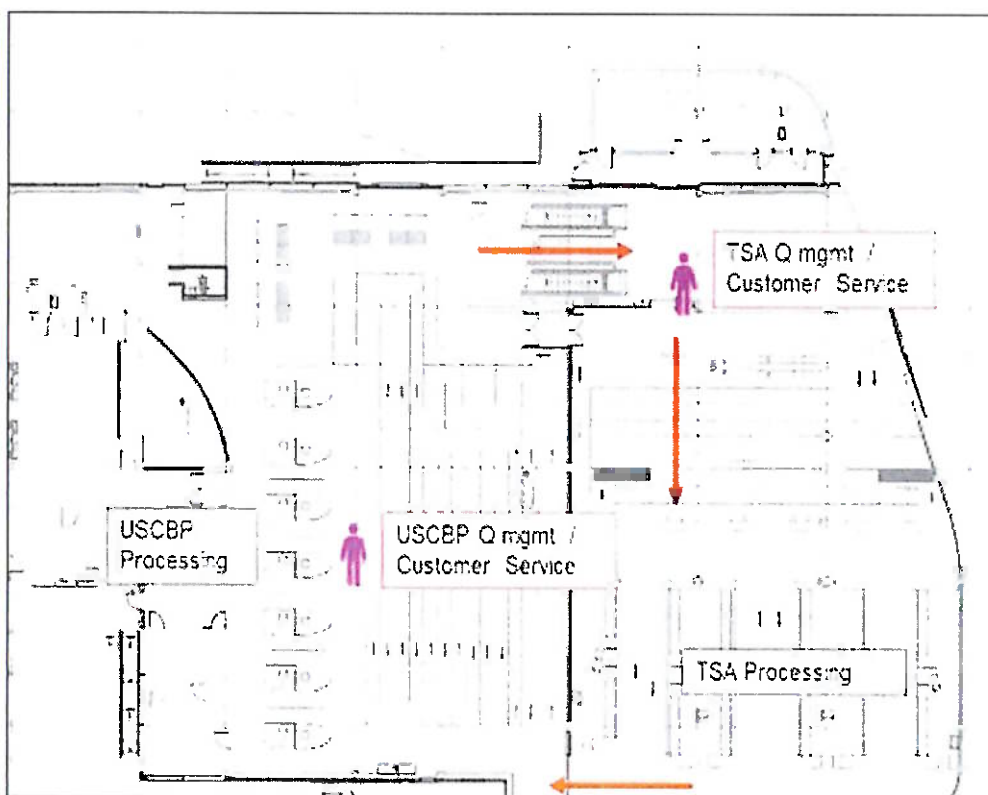


Figure 28. Current CBP Lower Level (TSA & CBP processing). Source: daa.

- 7.4 daa has trialled several different queue layouts within the CBP in an attempt to alleviate the congestion issue. However, owing to the current configuration of the CBP, there are constraints which limit the queue layouts that are physically possible to achieve. The congestion affects passengers as well airline boarding staff.
- 7.5 The current congestion occurs, in particular, at peak times i.e., approximately 10am/ 11am – 1pm daily in the summer, and regularly requires CBP management to implement an overflow queuing system. The

<sup>1</sup> The US TSA facility is a security screening facility and is separate from the CBP, which is a customs and immigration control facility.

overflow queuing system, illustrated in Figures 29-31 below involves using door functions and swing gates with security, which is technically and logistically complex and cumbersome. The overflow queuing system affects other parts of Pier 4, including the gates for arrivals and departures to non-US destinations, and even affects the link between Pier 4 and the main T2 building itself<sup>2</sup>.

- 7.6 CBP queuing is dependent on TSA and CBP processing, and when the CBP facility gets congested, the TSA has to stop processing people. The resulting overflow queuing system is inefficient and confusing for passengers, with US-bound and rest-of-world bound passengers frequently becoming concerned about getting through security to board their flights on time. The overflow queuing system is also labour intensive, requiring the deployment of additional staff to manage the queue in real time, including monitoring passenger safety at points such as the bottoms of escalators etc.
- 7.7 The CBP overflow queuing system was required to be implemented five out of every seven days during the summer period of 2022 and is projected to be required more often and for longer in 2023. 1.7 million people are forecast to use the CBP facility in 2023 which is the same number of people as 2019 and amounts to a 13% increase on the number of people who used the facility in 2022.

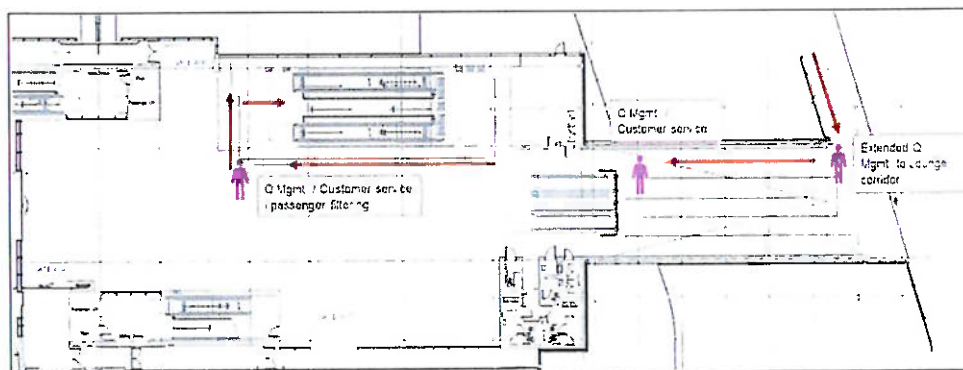


Figure 29. Current CBP Upper Level (queue overflow, manage flow down the escalator). Source: daa.

- 7.8 It is therefore the case that the current CBP facility does not have the capacity to cater for the existing passengers. Passenger experience, as well as staff wellbeing, will therefore undoubtedly be improved by the proposed development, which not only involves an expanded CBP building but also upgrades to the existing equipment and better egress of screened passengers. The proposed upgraded CBP will also provide a separate channel for staff/ aircrew, a training channel doubling up as additional contingency, better positioned podiums for CBP officers, a transit area, better retail facilities and other enhancements. Therefore, the proposed expansion and reconfiguration of the CBP aligns with Objectives DAO2, DAO4, DAO5 of the Plan, as well as the overall provisions of the Dublin Airport LAP, and especially LAP Objectives TP02 and IA03.

<sup>2</sup> When the CBP queue goes into overflow, staff are required to manage the queue into the TSA and CBP facilities, as well as redirect passengers coming from the International Departures Lounge. During peak CBP demand there are multiple flows of people in operation simultaneously, as well as swing gates, which reduce the footprint of Pier 4 departures. The multiple flows of people include: (i) people to be processed in the CBP; (ii) people seeking to board flights at Pier 4 gates; (iii) people seeking to board flights at Pier 3 or pre-boarding zone gates; (iv) transfers to any of the above.

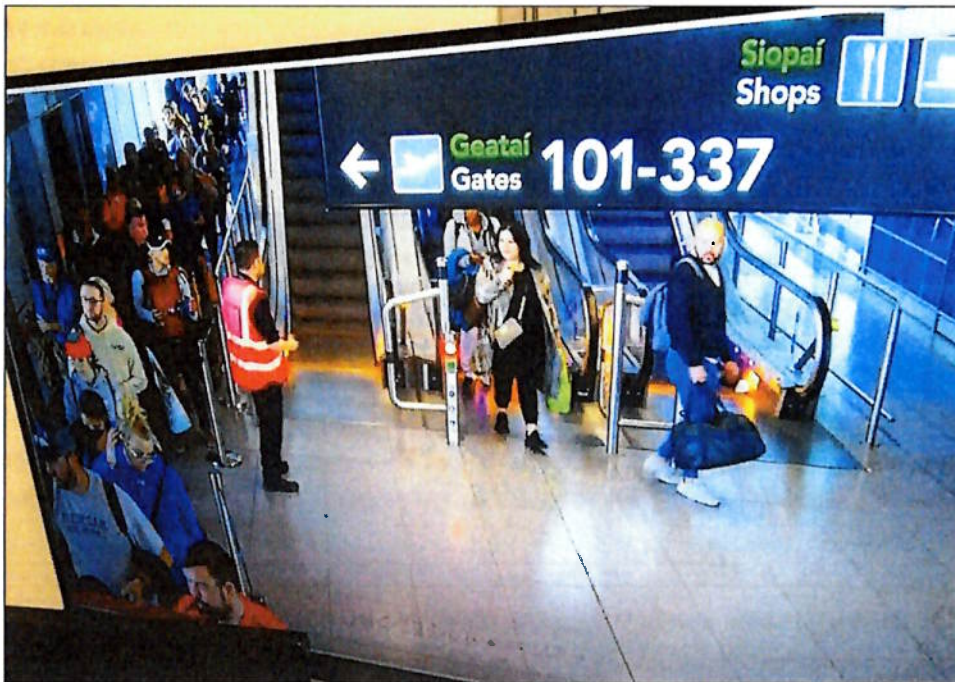


Figure 30. Dublin Airport overflow queuing system being managed by a member of staff. Source: daa.

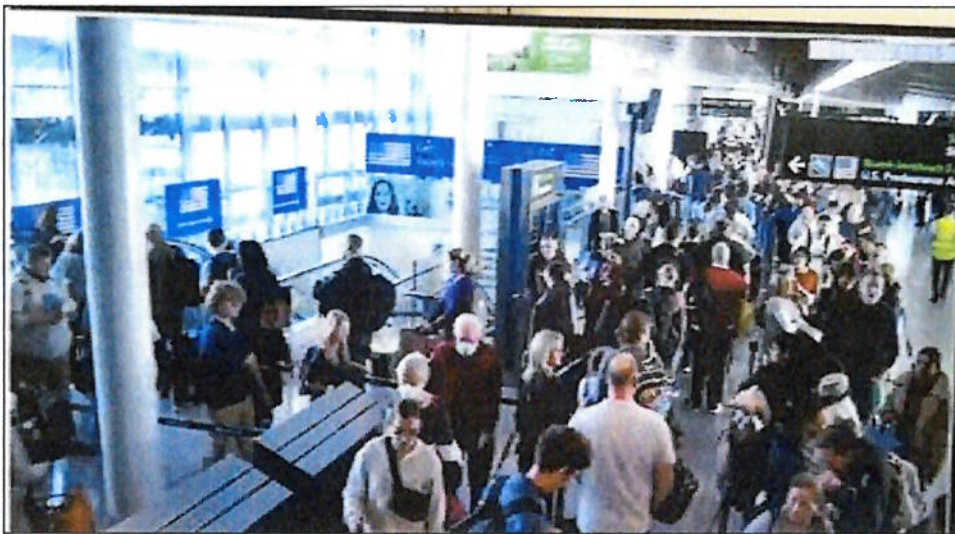


Figure 31. CBP overflow queue on Level 15 of Pier 4. Source: daa.

- 7.9 The expansion and reconfiguration of the CBP requires the construction of the new extension to the CBP to be constructed while maintaining current CBP operations at all times. In order to achieve this, the proposed works will be undertaken in phases to demolish, construct, fit out, test and commission the new extension prior to refurbishing and integrating the existing CBP into the new scheme. This will be achieved by constructing the new extension as a stand-alone structure which will be fitted out, commissioned and handed over prior to decommissioning the existing facility. The existing CBP area will be refurbished and fitted out to integrate with the new facility to complete the overall expansion project.
- 7.10 The proposed SASC development comprises the partial demolition, refurbishment and upgrade of the existing two-storey former Flight Catering Building (FCB) to the southeast of the T2 building. The proposed



SASC will be utilised initially as a temporary construction compound with staff welfare facilities for the proposed works to the CBP facility, and thereafter for continued use as an Airport Operational Building.

### **Public Safety**

- 7.11 The site is located in the Dublin Airport Outer Public Safety Zone (PSZ). Regarding the proposed CBP expansion and reconfiguration – a constituent part of Pier 4, which in turn forms part of T2 – section 6.2.3 of the 2015 ERM study states that airport terminals and extensions to existing developments are among the exceptions to the ordinarily permissible developments for Outer PSZs as listed Table 6.1.
- 7.12 Regarding the refurbished and upgraded proposed SASC, Table 6.1 of the ERM study also states that working premises where there will be  $\leq 110$  persons present per 0.5 hectare are typically considered appropriate and permissible in Outer PSZ locations. The proposed operational employees of the SASC will comply with this guidance.
- 7.13 Therefore, the proposed development can be considered as acceptable in this Outer PSZ location, and thus is in accordance with Objective DAO18 in terms of ensuring safety in the vicinity of flight paths.

### **Noise**

- 7.14 The site is located in Dublin Airport Noise Zone A. As the proposal is not for a residential development or other noise sensitive use and is part of the airport operations. The proposed development can be considered appropriate for this noise zone and therefore in compliance with Objective DAO11.
- 7.15 In relation to the Airport Noise Competent Authority, the proposed development does not contain a proposal requiring assessment for the need for a noise-related action. The ANCA Proforma Statement has been completed to this effect and accompanies the planning application.

### **Design**

- 7.16 In accordance with LAP Objective DS03, the design of the proposed expanded CBP facility has been guided by the Dublin Airport Architectural Design Framework, and specifically Character Area 01. Character Area 01 comprises the Piers and Terminal buildings which represent key public and passenger facing areas of Dublin Airport, while also being the functional areas of Dublin Airport. Uniformity in design is achieved between the existing Pier 4 and T2 buildings and the proposed expanded CBP facility, both in terms of proportionality of features such as windows and façade treatment. The proposed CBP extension building will be lower in height than the existing T2 building.
- 7.17 Similarly, the design of the proposed SASC building has also been guided by the Dublin Airport Architectural Design Framework. The building dates from approximately the 1970s. The original building was later extended to the south and west and is currently connected to Shamrock House to the east through a bridge link located at first floor. It is proposed that the later extensions to the building will be removed to return the building to its original form. The exterior of the building will be replaced and upgraded to improve the visual appearance and environmental performance of the building. The existing language of bands of render and ribbon windows will be retained and refreshed and will include a mix of



material finishes to either match the adjacent Shamrock House or T2 building. Where possible the existing façade will be retained to maximise the reuse of the existing construction and minimise waste generation.

7.18 Please refer to the accompanying CBP Extension Application Design Statement and the SASC Design Statement, which have both been prepared in accordance with LAP Objective DS04.

7.19 The proposed design has also been strongly influenced by energy efficiency and sustainability objectives. In accordance with Policy DAP4 and LAP Objective DS05, Energy and Sustainability Report for the CBP and SASC has been prepared. The key elements include:

- glazing to the south-facing elevations to reduce heat demand, with solar control glazing and glazing fritting to reduce solar heat gain;
- enhanced U values for the fabric specification;
- air tightness specification over and above the Part L requirements;
- horizontal brise soleil;
- low energy LED lighting and lighting control systems; and
- all new equipment will have demand-based controls.

### Services

7.20 Regarding surface water drainage for the CBP, the surface water drainage network will be upgraded as follows which will involve the diversion of an existing 750mm diameter surface water pipeline which is currently located within the footprint of the proposed CBP building. For full details of the proposed surface water drainage proposals, please refer to the civil engineering drawings and the Energy and Sustainability Report which accompany this planning application.

7.21 Regarding surface water drainage for the SASC, a new attenuation tank is proposed, which will have a volume of 170m<sup>3</sup>. Surface water drainage on site will be directed to this attenuation tank, which will drain to the existing airport surface water drainage network.

7.22 In accordance with LAP Objective SW01, Flood Risk Assessments have been carried out in respect of the site and the proposed development and have been submitted as part of the planning application. These assessments find that the site is not located in an area at risk of flooding and the proposed development is not at risk of flooding itself or of causing flooding.

7.23 Foul water generated on site will be directed to the existing airport foul sewer network. A new pipeline to service flows from the CBP extension is required, as well as a new section of gravity sewer to divert an existing foul rising main which is currently located within the proposed footprint of the CBP extension. For the SASC site, it is proposed to discharge the wastewater effluent from the proposed development by gravity via a new 225mm via a single point of connection to the existing network.

7.24 In terms of potable water supply, both the CBP and the SASC will be served by their current potable water connections.

- 7.25 An external lighting scheme has been proposed which will include for low energy LED lighting to all external areas, including the above ground lighting. The system can include for reduced lighting levels when aircraft stands are not in use.
- 7.26 In addition, it is proposed to take the opportunity afforded by the excavations for the construction of the proposed extension to the existing CBP facility to install a clean only pipeline, which will form part of the future drainage network at Dublin Airport. This will avoid repeat construction within the footprint of the proposed extension to the CBP facility in future. The overall future drainage network, of which the clean pipeline will form apart, will be the subject of a future planning application. Until then, the clean only pipeline will, if permitted, serve no function unless and until the future drainage network receives planning permission.

### **Transport and Traffic**

- 7.27 No public vehicular access to the CBP will be provided as the CBP is located airside. The CBP will continue to be accessed only by vehicles authorised for airside transit, as is currently the case. The SASC is currently accessed from the east via Corballis Park and Corballis Road South. It is proposed that this will continue to be the access arrangement for the SASC site.
- 7.28 The Preliminary CEMP notes that there will be limited parking available on site during the demolition and strip out phase of the proposed development. Remote parking will be made available for a limited number of vehicles at daa's main West Landside Compound.
- 7.29 The future MetroLink public transport route is currently subject to a Railway Order application (NA29N.314724) to An Bord Pleanála. The section of the proposed underground route of MetroLink is c. 160m to the north-west of the proposed development site. The extent of the proposed works in the vicinity of Dublin Airport comprise tunnelling, emergency access, Dublin Airport station, north portal and south portal, and associated site compounds (3no.). Subject to the outcome of the planning and procurement processes, construction of MetroLink is anticipated to commence in 2025 with a view to operation in the early 2030s. Taking into account the nature and scale of the proposed development and based on available planning documentation submitted for the proposed MetroLink project, significant cumulative environmental effects between the proposed development and the proposed MetroLink project are not likely to occur.
- 7.30 A Construction Transport Management Plan (CTMP) has been prepared in respect of the proposed development and is submitted with this planning application. The CTMP assesses the transportation implications associated with the construction of the proposed development. As with the CEMP, once a contractor is appointed, they will produce a detailed Traffic Management Plan for the construction phase of the proposed development, and this will be submitted to the Planning Authority for approval prior to the commencement of development.

### **Environment**

- 7.31 The EIAR has been submitted on a voluntary basis, given the unique circumstances of this application, i.e. the building footprint incorporates an element of future proofed capability for potential passenger

capacity increase which may be subject to a future planning application that requires EIA. The main potential environmental impacts would likely occur during the construction phase, but are limited to surface water management and noise and vibration, however the effects are not predicted to have a significant negative impact once proposed mitigation measures are implemented, and are principally confined to within the airport boundary. Operational environmental impacts have been assessed as also being very limited. There will be no change to operational aircraft or vehicle movements and associated environmental impacts (noise, air quality, carbon emissions etc.) because of the proposed development. The proposed development is predicted to have a residual positive effect on population and human health during the operational phase. In addition, the overall effects on visual amenity may be considered to be of slight beneficial significance for the SASC building and neutral in significance for the CBP extension.

- 7.32 An Appropriate Assessment Screening was undertaken by Atkins on behalf of daa, to consider the potential impacts of the proposed development on the conservation interests of surrounding Natura 2000 sites. The Stage 1 AA Screening report states that there are 2 no. Natura 2000 sites located within the potential zone of influence of the proposed development. These are Baldoyle Bay SAC and Baldoyle Bay SPA. The AA Screening report finds that no significant impacts are likely to occur to any Natura 2000 sites as a result of the proposed development., and a Stage 2 Appropriate Assessment is not required. For details, please refer to the accompanying AA Screening Report submitted as part of this planning application.

### Archaeology

- 7.33 Part of the SASC site is located within the Zone of Notification for Sites and Monuments Record No. DU014-011, which is an unclassified castle. There are no remains of the castle and it is not visible at ground level, with the site of the castle being under development within Dublin Airport.
- 7.34 Subject to the implementation, during the construction phase of the development, of the archaeological mitigation measures set out in Chapter 13 of the accompanying Environmental Impact Assessment Report, no significant residual impacts on archaeological, architectural and cultural heritage are expected.

### Other

- 7.35 The Planning Authority requested clarity on the applicable planning route. In this regard, the planning application for the proposed development is being submitted to Fingal County Council. Development proposed at Dublin Airport are no longer subject to the Strategic Infrastructure Development (SID) process. Section 18 of the Aircraft Noise (Dublin Airport) Regulation Act 2019 amended the Planning and Development Act 2000 ("the Act of 2000") as follows:

*18. (1) The Act of 2000 is amended, in the Seventh Schedule, paragraph 2, by the **deletion** of the following:*

*"—An airport (with not less than 2 million instances of passenger use per annum) or any runway, taxiway, pier, car park, terminal or other facility or installation related to it (whether as regards passenger traffic or cargo traffic)."*

*The Seventh Schedule of the Act of 2000 dictates the categories of project to be considered SID under the Planning Acts and airport developments are therefore no longer included.*

- 7.36 The Planning Authority also requested clarity that the proposed development does not relate to the proposed Underpass. The application (application register reference: F22A/0460) for the proposed Underpass, a separate development to the proposed CBP extension/SASC facility, was submitted on 1<sup>st</sup> September, 2022 and granted permission on 27<sup>th</sup> February, 2023. It is currently subject to appeal.
- 7.37 In relation to the query on the replacement stand, as noted, the proposed development includes the decommissioning of existing operational aircraft stand 409 L/C/R, and the provision of a temporary MARS operational aircraft stand 409T, which will accommodate 2no. Code C or 1no. Code E aircraft. There will therefore be no net loss of aircraft stands as a result of the proposed development. The new stand will be temporary until such times as the future redevelopment of the South Apron, proposed as part of the future Infrastructure Application, is implemented, in the event of a grant of planning permission for the Infrastructure Application.

## 8.0 Conclusion

- 8.1 The proposed expansion and upgrade of the CBP facility, facilitated by the refurbishment and upgrade of the proposed SASC building, is explicitly sanctioned in the applicable national, regional and local policy and it is needed to meet the current operational requirements of Dublin Airport.
- 8.2 This includes the National Aviation Policy, which states that an *"adequately resourced preclearance facility is critical to Dublin Airport's development as a secondary hub"*, Fingal Development Plan "Dublin Airport" Objectives DAO1, DAO4, and DAO5, which seeks to facilitate the operation and future development of Dublin Airport in line with Government policy, safeguard the current operational, safety, technical and development requirements of the airport, and facilitate the ongoing augmentation and improvement of terminal facilities at the airport, and specific "Terminal Objectives" TP01 and TP02 of the LAP, to "[f]acilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use" and "[s]upport and facilitate the expansion and enhancement of US preclearance facilities."
- 8.3 As the CBP is categorised as air transport infrastructure while the SASC is an airport related use that needs to be located at the airport in close proximity to the CBP, these uses are acceptable in principle in the proposed development site's DA zoning objective.
- 8.4 The proposed development also constitutes appropriate and permissible uses in the context of Dublin Airport Noise Zone A and the Dublin Airport Outer Public Safety Zone.
- 8.5 The proposed development does not constitute the need for a noise-related action at the Airport as no increase in flights, passengers or airport operations are proposed as part of the planning application. The 32mppa passenger cap on the airport, as per condition 3 of ABP Ref. PL06F.220670 and condition 2 of ABP Ref. PL06F.223469 will remain in place.
- 8.6 The proposed development is undeniably needed to ensure the efficient, comfortable and safe operation of the CBP facility at Dublin Airport, being a core operational facility which affords the airport its "niche hub role", as recognised in the Fingal County Development Plan 2023. The proposed development is of a high-quality design in line with the Dublin Airport Architectural Design Framework, and, following the preparation of both an EIAR and AA Screening Report, will not result in a significant or negative impact



on the receiving environment. The refurbished SASC will also eventually provide long-term quality employment in the aviation services sector. The proposals for the site also adhere to LAP surface water management policies and objectives.

- 8.7 As demonstrated in the accompanying EIAR, the proposed development will not give rise to any significant environmental effects.
- 8.8 Based on the best available scientific information, it is concluded that the proposed development, either alone or in combination with other plans or projects, does not pose likely significant effects on European sites.
- 8.9 Given all of the above, it is the conclusion of this planning statement that the proposed development is in the interests of the proper planning and sustainable development of Dublin Airport and merits a grant of planning permission.