Appendix 1-5. Planning History and Planning History Context

Appendix 1-5. Planning Policy and Planning History Context

1.1 National Planning Framework (NPF) First Revision 2025

1.1.1 The NPF, which was subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) states in section 1.3 that High-Quality International Connectivity is crucial for overall international competitiveness.

1.1.2 As set out in section 3.2, key priorities for the Eastern and Midland Region include enhanced airport capacity.

1.1.3 Section 8.3 of the NPF notes that the Dublin-Belfast Economic Corridor is the largest economic agglomeration on the island of Ireland and plays a critical role in supporting economic growth and competitiveness. It is further stated that the corridor is also the national entry point to the island through its airports and ports, with annual passenger levels at the three major airports along this corridor - Dublin Airport, Belfast International Airport and Belfast City Airport - set to continue to rise.

1.1.4 National Strategic Outcome (NSO) 4 of the NPF in relation to High-Quality International Connectivity recognises that as an island nation and a small open economy, Ireland relies heavily on international connectivity to enable export-led growth, support and develop the tourism sector and also to attract high value foreign direct investment. The country's airports, including Dublin Airport, have played a critical role in facilitating economic growth, and are key enablers of both economic and regional development.

1.1.5 In this context, the Proposed Order, which maximises existing terminal facilities and landside access, is aligned with High-Quality International Connectivity in accordance with NSO 4.

1.2 National Development Plan (NDP) 2021-2030 (As Revised in 2025)

1.2.1 Chapter 11 of the NDP notes that as the strategic gateways of Ireland, airports (and ports) will play a central role in helping to restore international connectivity and economic activity as Covid-related travel restrictions continue to lift from 2021.

1.2.2 Chapter 11 also states that significant investment in Ireland's airports (and ports) will play a major role in safeguarding and enhancing Ireland's international connectivity which is fundamental to Ireland's international competitiveness, trading performance in both goods and services and enhancing its attractiveness to foreign direct investment.

1.2.3 It is further stated in Chapter 11 that the new North Runway is a key strategic infrastructure project for the State and will ensure that expected future demand can be met.

1.2.4 In this context, the Proposed Order will ensure that Dublin Airport will be in a position to safeguard and enhance Ireland's international connectivity and will facilitate expected future demand for the North Runway.

1.3 Fingal County Development Plan 2023-2029

1.3.1 Section 8.1 of Chapter 8 of the Plan, which was subject to SEA and AA, resolutely endorses the significance of Dublin Airport not just as the primary economic hub of Fingal but also as a vital contributor to the success of the country as a whole:

"Dublin Airport is of vital importance to the Irish economy and acts as the principal international gateway for trade, inward investment and tourism. The aviation sector is one of the most important components of Fingal's local economy. The aviation sector is multifaceted and includes sectors such as aviation safety, security, regulation, governance, financing, air cargo, aircraft maintenance, repair and overhaul (MRO), aircraft leasing, ground handling, ground transport, catering and customer services. Dublin Airport is nationally significant due to its employment base, passenger throughput and air freight services and it remains the primary economic hub in Fingal."

1.3.2 Reflecting the growth of the Airport's hub role in line with national aviation policy, section 8.1 of the Plan also states that:

- Almost 2.2 million passengers used the Airport as a hub in 2019
- Dublin Airport was the second fastest growing airport among major European airports in the five years to the end of 2018.
- More than any other business or economic driver, Dublin Airport and its ongoing growth generates significant benefit for the County, allowing for a diverse local economy to flourish.
- With passenger numbers forecasted to reach 40 million persons per annum by 2030, the sustainable growth of the Airport is paramount. This will require balancing a number of key issues such as climate change, infrastructure provision and community engagement while ensuring that the core operational transport function of the Airport is protected. National, Regional and local policy supports the continued growth of Dublin Airport, including its development as a secondary European hub airport.

1.3.3 Section 8.2 of the Plan notes:

- Dublin Airport's "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".
- The aviation and tourism sectors in Fingal are intrinsically linked, and Dublin Airport is of high importance to the Irish tourism industry with 80% of visitors to Dublin having travelled via the Airport.
- Dublin Airport's strategic location provides access to national and international markets making Fingal an attractive location for business to locate. Dublin Airport is a major employment cluster and a strategic business location nationally.

1.3.4 Section 8.3 of the Plan states the following:

"The existing scale, function, location and the strength of Dublin Airport's catchment area and growing hub status provides significant opportunities for future growth and development at Dublin Airport, all of which is recognised in National, Regional and local planning and ancillary policy documents."

1.3.5 Section 8.5.2 of the Plan explicitly supports the need to safeguard existing and future operations of the Airport in stating that, as the Airport grows in size and importance, it is imperative that a balance is achieved between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the country's main international airport.

1.3.6 Policy objective DAP1 commits the Planning Authority to continue to support Dublin Airport as a key national asset to Ireland's economic success 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 or extension of same.

1.3.7 Furthermore, policy objective DAO1, in relation to safeguarding Dublin Airport, seeks to Facilitate the operation and future development of Dublin Airport, in line with Government policy and the Dublin Airport Local Area Plan 2020, or any subsequent LAP or extension of same, recognising its role in the provision of air transport, both passenger and freight.

1.3.8 Furthermore, policy objective DAO2 seeks to 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.

1.3.9 The site of the Proposed Order is principally zoned[1] 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."

1.3.10 The Proposed Order is aligned with the DA zoning objective as it will support the efficient and effective operation of the Airport, enabling it to grow in line with national, regional and local policy.

[1] Dublin Airport Central office campus to the north of Terminal 2, is zoned HT, High Technology, as is the north-west section of the Express Red Long-Term Car Park. Holiday Blue Long-Term Car Park located to the south-west of the Airport and accessed via the R108 is zoned GE, General Employment, and attracts a CP local policy objective in recognition of its status as an existing established long-term car park.

1.3.11 In this context, the Proposed Order, which seeks to enable daa to facilitate an increase in passenger numbers to 40 mppa, is fully consistent with objective DAO1, as it will prioritise the safeguarding of Dublin Airport. It is also supported by objective DA02, as it will safeguard the current and future operational requirements of the Airport.

1.4 Dublin Airport Local Area Plan (LAP), 2020, as extended

1.4.1 The LAP, which was extended by a further 5 years on 10th March, 2025, and which was subject to SEA an AA, acknowledges that annual passenger volumes are projected to reach 40 million by 2030 and 55 million by 2050. The Proposed Order seeks to facilitate an increase in passenger numbers to 40 mppa by 2029. In readily acknowledging that the airport is to grow to 40mppa, the LAP seeks to:

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

1.4.2 In this context, the Proposed Order is unequivocally supported by the strategic aims of the LAP as it will:

- Support Airport safeguarding: the proposed increase in passenger numbers will safeguard Dublin Airport's national role in delivering high-quality international connectivity.
- Support the continued sustainable growth of Dublin Airport and connectivity as a hub Airport whilst ensuring protection of the environment: the Proposed Order will ensure that Dublin Airport can sustain its function as a secondary hub, without significant effects on the environment.
- Support the growth of the Airport as a major economic driver for the region: the Proposed Order will ensure that Dublin Airport continues to play a vital role in supporting economic growth in the country.

1.4.3 The Proposed Order is fully aligned with, and supported by, the objective EDO1 of the LAP as it will ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting the core operational function as the Country's main international airport.

1.4.4 In addition, the particulars that accompany the Proposed Order are also aligned with the following specific objectives of the Plan:

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

  A Greenhouse Gas (GHG) Lifecycle Impact Assessment, Climate Change Resilience Assessment (CCRA) and an In-Combination Climate Change Impact (ICCI) Assessment have been undertaken and are included with the Proposed Order.

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

  In accordance with objective CA05, as well as SFO1 and SF02, the Dublin Airport Mobility Management Plan prioritises improvements to public transport and discourages substantial increases in general traffic access to the airport.

In accordance with the approach discussed with the SF02 Surface Access Stakeholder Group, to include the NTA, TII, FCC and daa, the Surface Access Monitoring Framework provides a means to implement the commitments to support enhanced surface access measures that are enshrined in the Greater Dublin Area (GDA) Strategy.

The Proposed Order includes operational optimisation of the existing Ground Transportation Centre (GTC) without the need for changes to physical layout.

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

- OBJECTIVE EI03
  "All development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future." [as does Objective TP03]
  As illustrated below, there are 3no. potential options identified in the LAP for a third terminal. The Proposed Order does not preclude the potential for a third terminal at either location, as no infrastructure is proposed.



Extract of Fig. 7.1 of the LAP 2020: DTTAS 'Review of Future Capacity Needs at Ireland's State Airport's August 2018

- OBJECTIVE PT02
  Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.
  The Proposed Order includes operational optimisation of the existing Ground Transportation Centre (GTC) without the need for changes to physical layout. There are no implications for the provision of the future MetroLink stop at Dublin Airport.

- OBJECTIVE CP04
  "Limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes."
  There will be no increase in staff car parking proposed.

- OBJECTIVE CP06
  "Provide for short-term car parks close to the terminal buildings so as to minimise passenger walking distances."
  There is no additional short-term car parking proposed.

- 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."
There is no additional car parking proposed.

- 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."
A WFD Assessment accompanies the Proposed Order. Proposed Order will not cause any significant deterioration or change in water body status or prevent attainment, or potential to achieve, future good status or to meet the requirements and/or objectives in the third River Basin Management Plan (RBMP) 2022-2027.

- 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."
The Air Quality assessment in the EIAR considers the effects of the Proposed Order air quality and concludes that there will be no significant effects on air quality. In addition, the Climate assessment considers the effects of the Proposed Order on climate and concludes with a finding of no significant effects.

- 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."
There are no impacts on archaeological remains.

- OBJECTIVE AR02
"Protect the archaeological resource by favouring the preservation in situ or at a minimum, preservation by record of archaeological sites, monuments, features or objects in their settings."
There are no impacts on archaeological resources.

- OBJECTIVE AH01
"Have particular regard to the conservation and protection of the 1937 Old Central Terminal Building and its setting."
The Proposed Order will not impact the Old Central Terminal Building (OCTB).

- OBJECTIVE AH02
"Ensure as far as is consistent with the development of necessary airport facilities, the conservation of the architectural heritage within the LAP area and in the areas immediately adjoining the plan area."
The Proposed Order will not impact architectural heritage within the LAP area.

- OBJECTIVE NH01
"Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport."
The Proposed Order does not require the removal of trees or hedgerows.

1.5 Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019-2031

1.5.1 The Regional Spatial and Economic Strategy (RSES), which was subject to SEA and AA, notes that Dublin Airport is cited as one of the fastest growing airports in Europe. Furthermore, 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.

1.5.2 As well as being of national and regional economic significance, Dublin Airport is also recognised in the RSES for its local economic significance.

1.5.3 The Dublin Metropolitan Area Strategic Plan (MASP) also supports and facilitates the continued growth of Dublin Airport in recognition of the international role of Dublin as a Global Gateway.

1.5.4 Section 8.5 of the RSES states the following goal:

"High-quality accessibility to international gateways, located both within and outside of the Region, for people and internationally traded goods / services is of fundamental importance to economic competitiveness at regional and national levels."

1.5.5 The Proposed Order is aligned with Reginal Policy Objective (RPO) 8.17 which seeks to 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.

2. Other Plans and Policies

2.1 A National Aviation Policy for Ireland (2015) (NAP)

2.1.1 The Proposed Order is advanced in the context of the following key provisions of the NAP which support the further growth of Dublin Airport as the national Airport of the country and having regard to its secondary hub status:

- Section 4.3 of the NAP 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.
- Action 4.3.1 of the NAP promotes 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 3.4 of the NAP notes that both Dublin Airport (and Shannon Airport) has well-established US customs and border pre-clearance facilities. Section 3.4 goes on to state the following:

  "Preclearance facilitates new route options, improved aircraft utilisation at US airports as well as the potential for lower ground handling and repatriation costs. Consequently, for airports offering preclearance facilities, there are clear advantages in terms of attracting new air services and growing passenger numbers."
- 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 US pre-clearance services are not currently provided elsewhere in Europe, Dublin Airport has a significant advantage over other European capital city airports.
- The NAP recognises that growing air traffic numbers in Ireland is crucial to the development of both the aviation sector as well as the tourism sector, with airports noted in the NAP as being "core elements of the tourism infrastructure". More fundamentally, an increase in air traffic numbers is also regarded in the policy as being critical for the development of Irish society and the Irish economy in its global context. Section 4.1 of the NAP concludes with a Policy Position which states that Government Departments will encourage airports to attract new business.

2.2 Climate Action Plan 2025

2.2.1 Section 14.2.5 of the Climate Action Plan, which has been subject to SEA and AA, notes that international aviation emissions are outside the scope of Climate Action Plan targets. However, it is widely acknowledged that deployment of Sustainable Aviation Fuels (SAFs) will play the greatest role in decarbonising the aviation sector in the short to medium term.

2.2.2 In this context, the International Civil Aviation Organization (ICAO) has requested Contracting States to develop a national SAF Policy Roadmap, which will input into a wider national State Action Plan on CO_2 Aviation Emissions Reduction Activities.

2.2.3 Ireland's State Action Plan on the Reduction of CO2 Emissions from Aviation was finalised in February, 2025. This states that Ireland strongly supports the ICAO basket of measures as the key means to achieve ICAO's targets and shares the view that a comprehensive approach to reducing aviation CO_2 emissions is necessary, to include:

i. emission reductions at source

ii. research and development on emission reductions technologies, including public-private partnerships

iii. development and deployment of sustainable aviation fuels, including research and operational initiatives undertaken jointly with stakeholders to meet the ICAO aspirational vision of reducing CO2 emissions by 5% by 2030 through increased use of SAF worldwide

iv. improvement and optimisation of Air Traffic Management and infrastructure use within Europe, in particular through the Single European Sky ATM Research (SESAR), and also beyond European borders through participation in international cooperation initiatives, and

v. Market Based Measures, which allow the sector to continue to grow in a sustainable and efficient manner, recognising that the measures at (i) to (iv) above cannot, even in aggregate, deliver in time the emissions reductions necessary to meet the ICAO long term aspirational goal of net-zero carbon emissions by 2050.

2.2.4 This policy framework has informed the assessment, specifically the climate chapter of the EIAR, prepared for the Proposed Order, and, together with embedded mitigation measures, support the conclusion that the greenhouse gas (GHG) effects of the Proposed Order are minor adverse and not significant.

2.3 Noise Action Plan for Dublin Airport 2024

2.3.1 The Noise Action Plan, which has been subject to SEA and AA, outlines the regulatory framework and processes for managing aircraft noise. Strategic noise maps and action plans are required to be prepared every five years for major airports such as Dublin Airport.

2.3.2 The Plan reviews the aircraft noise situation in surrounding communities, highlighting areas for improvement and potential future developments, such as changes to noise management measures and infrastructure upgrades.

2.3.3 The management of aircraft noise at Dublin Airport follows the International Civil Aviation Organization's (ICAO) Balanced Approach, as mandated by Regulation (EU) No. 598/2014 and the Aircraft Noise (Dublin Airport) Regulation Act 2019. The plan includes information on noise sources, both ground and air, and the indicators used to quantify the impact of aviation activity. It also details noise management measures and their performance.

2.3.4 A Noise Abatement Objective (NAO) set by the Airport Aircraft Noise Competent Authority (ANCA) aims to reduce harmful noise effects compared to 2019 levels. The current NAO was established for Dublin Airport in 2022. The current NAO is subject to amendment by ANCA.

2.3.5 This policy framework has informed the assessment, specifically the aircraft noise chapter of the EIAR, prepared for the Proposed Order. The primary assessment metrics used in the chapter are consistent with those used in the Noise Action Plan 2024. The applicant has also commenced incentivisation of quieter aircraft, particularly at night, in accordance with the Noise Action Plan 2024.

2.4 Water Action Plan 2024

2.4.1 The Water Action Plan 2024, which has been subject to SEA and AA, sets out a roadmap to restore Ireland's waterbodies to 'good' status or better and protect against further deterioration in the period from 2023 to 2027, through an integrated catchment management approach.

2.4.2 Consistent with the provisions of the Water Action Plan, the Proposed Order will not result in deterioration of the status of receiving water bodies.

2.5 Greater Dublin Area Transport Strategy 2022-2042

2.5.1 Section 9.3 of the Greater Dublin Area Transport Strategy 2022-2042 (GDATS), which has been subject to SEA and AA, states that Dublin Airport is one of the most important economic assets in the State and that is the responsibility of the National Transport Authority (NTA), through the GDATS, to ensure that the landside transport network meets the requirements of this international gateway.

2.5.2 Of further note is measure INT2 "International Gateways" of the GDATS, which states 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 … DAA in respect of Dublin Airport, in monitoring, assessing and delivering these transport requirements."

2.6 Fingal County Council Local Economic & Community Plan (LECP) 2023

2.6.1 Goal G2.1 of Theme 2: Prosperous Economy of the LECP supports the development of sustainable and strategic infrastructure. Supporting the sustainable development of Dublin Airport is a priority area for a prosperous economy. Goal G2.1 sets out the following objectives:

- SEDO 2: To promote, support and input into the development of sustainable and strategic infrastructure.
- SEDO 3: To facilitate incubation and business growth.

2.6.2 It is noted in Appendix 1 of the LECP that Fingal has a strong infrastructure network – including Dublin Airport, harbours, rail and road linkages with both Dublin Port and Dublin City in close proximity. Fingal also sits along the Dublin-Belfast Economic Corridor which, alongside Dublin Airport, represents a significant economic asset and opportunity for the county.

2.7 Fingal County Council Climate Action Plan 2024

2.7.1 The Climate Action Plan, which has been subject to SEA and AA, notes that Dublin Airport is Ireland's largest and busiest airport, and is pivotal for national economic growth and connectivity. However, the airport is also one of the most significant contributors to Ireland's carbon emissions. The ongoing management and reduction of carbon emissions at Dublin Airport is therefore key to reaching the national target of becoming net zero by 2050.

2.7.2 In this respect, it is noted that the European Green Deal aims to achieve net-zero emissions by 2050. Due to the inherent cross-border and international nature of aviation emissions, efforts to reduce aviation emissions are best undertaken within an international framework. Dublin Airport also monitors and reports on its carbon footprint to the Sustainable Energy Authority of Ireland's Monitoring and Reporting System, the European Union's Emissions Trading Scheme through the Irish Environmental Protection Agency and the ACI's Airport Carbon Accreditation programme.

2.7.3 The daa's Carbon Reduction Strategy presents an approach to decarbonise Dublin Airport and charts an emissions reduction pathway to 2030 as part of an interim step in their transition to Net Zero Carbon emissions by 2050.

2.7.4 Fingal County Council takes a proactive role through its facilitatory, and coordination roles to assist the daa (and others) in reducing its emissions through support and facilitation of more sustainable transport modes serving the airport and provision of active travel options in the vicinity of the airport.

2.7.5 Table 1-1 below provides a summary of the key provisions of the above policies and the implications for the Proposed Order. They demonstrate that the proposed sustainable growth in passenger throughput at Dublin Airport to 40 mppa, which the Proposed Order will facilitate, is entirely plan-led and is of strategic importance in supporting economic success, tourism, foreign direct investment and local jobs, while also protecting the amenities of the area by way of established environmental safeguard

Table 1-1 : Key planning policies and implications for the Proposed Order

Policy Document	Relevant Policies	Implications for the Proposed Order
National Planning Framework (NPF) First Revision 2025	National Strategic Outcome (NSO) 4 of the NPF in relation to High-Quality International Connectivity recognises that as an island nation and a small open economy, Ireland relies heavily on international connectivity to enable export-led growth, support and develop the tourism sector and also to attract high value foreign direct investment. The country's airports, including Dublin Airport, have played a critical role in facilitating economic growth, and are key enablers of both economic and regional development.	The Proposed Order, which will facilitate an increase in annual passenger throughput to 40 mppa, will ensure Dublin Airport will continue to play a critical role in contributing to High-Quality International Connectivity in accordance with NSO 4 of the NPF
National Development Plan (NDP) 2021-2030 (Reviewed in 2025)	Chapter 11 of the NDP states that significant investment in Ireland's airports (and ports) will play a major role in safeguarding and enhancing Ireland's international connectivity which is fundamental to Ireland's international competitiveness, trading performance in both goods and services and enhancing its attractiveness to foreign direct investment.	The Proposed Order will ensure that Dublin Airport will be in a position to safeguard and enhance Ireland's international connectivity and will facilitate expected future demand for air travel.
Fingal County Development Plan 2023-2029	Section 8.1 of Chapter 8 of the Plan notes that passenger numbers forecasted to reach 40 million persons per annum by 2030, and that the sustainable growth of the Airport is paramount. This will require balancing a number of key issues while ensuring that the core operational transport function of the Airport is protected. Section 8.2 notes that the aviation and tourism sectors in Fingal are intrinsically linked, and that Dublin Airport is of high importance to the Irish tourism industry with 80% of visitors to Dublin having travelled via the Airport. Section 8.3 of the Plan states that the existing scale, function, location and the strength of Dublin Airport's catchment area and growing hub status provides significant opportunities for future growth and development at Dublin Airport, all of which is recognised in National, Regional and local planning and ancillary policy documents. Policy objective DA01, in relation to safeguarding Dublin Airport, seeks to Facilitate the operation and future development of Dublin Airport, in line with Government policy and the Dublin Airport Local Area Plan, recognising its role in the provision of air transport, both passenger and freight.	The Proposed Order is fully supported by the provisions of the Plan, which: • acknowledges that passenger numbers at Dublin Airport are forecast to grow to 40 mppa, and that the sustainable growth of the Airport is paramount, whilst at the same time acknowledging the need for climate action and to reduce greenhouse gas emissions. • 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 operation of Dublin Airport through the DA land use zoning objective. • seeks to facilitate the operation and future development of Dublin Airport in line with Government policy, as per Objective DA01. • is aimed at safeguarding the current operational, safety, technical and development requirements of the airport, as per Objective DA02.

	Policy objective DA02 seeks to 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, having regard to both the environmental impact on local communities and the economic impact on businesses within the area. The site of the Proposed Order is principally zoned[2] under the Plan as DA – Dublin Airport, with the stated land use zoning objective being to ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan.	
Dublin Airport Local Area Plan 2020, as extended to 2030	The LAP acknowledges that annual passenger volumes are projected to reach 40 million by 2030. The Strategic Aims of the LAP are to: • Support Airport safeguarding • Support the continued sustainable growth of Dublin Airport and connectivity as a hub Airport whilst ensuring protection of the environment • Support the growth of the Airport as a major economic driver for the region Objective EDO1 of the LAP seeks to ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting the core operational function as the Country's main international airport.	The Proposed Order is aligned with the provisions of the LAP which acknowledges that passenger numbers at Dublin Airport are forecast to grow to 40 mppa. It is also supported by the strategic aims of the LAP as it will: • Support Airport safeguarding: the proposed increase in passenger numbers will safeguard Dublin Airport's national role in delivering high-quality international connectivity. • Support the continued sustainable growth of Dublin Airport and connectivity as a hub Airport whilst ensuring protection of the environment: the Proposed Order will ensure that Dublin Airport can sustain its function as a secondary hub, without significant effects on the environment. • Support the growth of the Airport as a major economic driver for the region: the Proposed Order will ensure that Dublin Airport continues to play a vital role in supporting economic growth in the country. The Proposed Order is fully aligned with, and supported by, the objective EDO1 of the LAP
Eastern and Midlands Regional Assembly Regional Spatial and Economic Strategy (RSES) 2019	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. The Dublin Metropolitan Area Strategic Plan (MASP) included in the RSES	The Proposed Order is fully aligned with the provisions of the Eastern and Midland RSES, which: • recognises Dublin Airport as being a key national asset which requires support and as a key location of employment for people living in Fingal. • supports and facilitates, through the Dublin MASP, the continued growth of

[2] Dublin Airport Central office campus to the north of Terminal 2, is zoned HT, High Technology, as is the north-west section of the Express Red Long-Term Car Park. Holiday Blue Long-Term Car Park located to the south-west of the Airport and accessed via the R108 is zoned GE, General Employment, and attracts a CP local policy objective in recognition of its status as an existing established long-term car park.

	also supports and facilitates the continued growth of Dublin Airport in recognition of the international role of Dublin as a Global Gateway. Regional Policy Objective (RPO) 8.17 seeks to 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.	Dublin Airport. It is also fully aligned with RPO 8.17 of which supports further growth at Dublin Airport.
Programme for Government 2025	This commits the Government to work with stakeholders to achieve the objective of lifting the passenger cap at Dublin airport as soon as possible	The Act is a direct consequence of this commitment, and the Proposed Order is the mechanism to achieve the objective of the Programme for Government
National Aviation Policy (NAP) for Ireland 2015	Action 4.3.1 of the NAP promotes 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. The NAP also 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 US pre-clearance services are not currently provided elsewhere in Europe, Dublin Airport has a significant advantage over other European capital city airports. Section 4.1 of the NAP concludes with a Policy Position which states that Government Departments will encourage airports to attract new business.	The Proposed Order is advanced in the context of the key provisions of the NAP which support the further growth of Dublin Airport as the national Airport of the country and having regard to its secondary hub status, and its well-established US customs and border pre-clearance facilities
Climate Action Plan 2025	Ireland's State Action Plan on the Reduction of CO2 Emissions from Aviation, finalised in February, 2025, states that Ireland strongly supports the International Civil Aviation Organisation (ICAO) basket of measures as the key means to achieve ICAO's targets and shares the view that a comprehensive approach to reducing aviation CO_2 emissions is necessary.	The Climate Action Plan policy framework has informed the assessment prepared for the Proposed Order, and, together with embedded mitigation measures, support the conclusion that the greenhouse gas (GHG) effects of the Proposed Order are minor adverse and not significant (TBC).
Noise Action Plan for Dublin Airport 2024	The Plan notes that the management of aircraft noise at Dublin Airport follows the ICAO's Balanced Approach and the Aircraft Noise (Dublin Airport) Regulation Act 2019.	The policy framework of the Plan has informed the assessment prepared for the Proposed Order. The primary assessment metrics used in the assessment are consistent with those used in the Noise Action Plan 2024.
Water Action Plan 2024	The Water Action Plan 2024 sets out a roadmap to restore Ireland's waterbodies to 'good' status or better and protect against further deterioration in the period from 2023 to 2027	Consistent with the provisions of the Water Action Plan, the Proposed Order will not result in deterioration of the status of receiving water bodies.
Greater Dublin Area Transport Strategy (GDATS) 2022	Measure INT2 "International Gateways" of the GDATS, which states 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."	The transport assessment associated with the Proposed Order demonstrates that, taking into account committed transport infrastructure and identified operational mitigation measures, the existing public transport provision, the surrounding road network can also accommodate the future operational scenario of 40 mppa.

	"Throughout the lifetime of the strategy, the NTA will continue to work with … DAA in respect of Dublin Airport, in monitoring, assessing and delivering these transport requirements. "	
Fingal County Council Local Economic & Community Plan (LECP) 2023	Theme 2: Prosperous Economy of the LECP identifies supporting the sustainable development of Dublin Airport as a priority area for the County.	The Proposed Order will facilitate the sustainable growth of the Airport, and is aligned with the provisions of the LECP.
Fingal County Council Climate Action Plan 2024	The Climate Action Plan notes that Dublin Airport is Ireland's largest and busiest airport. A reduction of carbon emissions at the Airport, in the context of daa's Carbon Reduction Strategy and the international framework guiding carbon emissions at airports is key to reaching the national target of becoming net zero by 2050.	The Fingal Climate Action policy framework has informed the assessment prepared for the Proposed Order, and, together with embedded mitigation measures, support the conclusion that the greenhouse gas (GHG) effects of the Proposed Order are minor adverse and not significant (TBC).

2.8 Principal planning history of Dublin Airport

2.8.1 Dublin Airport has an extensive planning history, which, with the support of Fingal County Council, and ACP where appropriate, reflects the evolving, complex nature of airport operations, and the continual need to respond to passenger and airline requirements within a highly regulated environment.

2.8.2 This extensive planning history is also testament to daa's commitment to safeguard the strategic national asset of Dublin Airport, and to deliver High-Quality International Connectivity in the context of the proper planning and sustainable development of the area.

2.8.3 Table 1-2 captures the principal planning history applicable to the current airport environment

Table 1-2: Principal planning history

Permission	Development	Notes
Fingal County Council Reg Ref. No. F06A/1248 ABP Ref. No. PL06F.220670)	Terminal 2 (Phase 1)	Permission granted 29.8.2007
Fingal County Council Reg Ref. No. F06A/1843, ABP Ref. No. PL06F.223469)	Terminal 1 Extension	Permission granted 10.1.2008
Fingal County Council Reg Ref. F04A/1755, ABP Ref. No. PL06F.217429; amended under Fingal County Council Reg. Ref. F19A/0023, ABP Ref. No. ABP-305298-19	North Runway Permission	Permission originally granted 29.8.2007, amended permission granted 18.3.2020
Fingal County Council Reg Ref. F16A/0155, ABP Ref. No. PL06F.247299; Fingal County Council Reg. Ref. F16A/0155/E1	Dublin Airport Central	Permission originally granted 8.2.2017; Extension of duration granted 30.7.2021
ABP Ref. No. PA06F.PA0030	Express Red Long-Term Car Park (central section) 5,460no. permanent spaces	Permission granted 5.3.2014
ABP Ref. No. ABP-301458-18	Holiday Blue Long-Term Car Park – 8,840no. permanent spaces	Permission granted 8.10.2018
ABP Ref. No. PA06F.PA0030	Express Red Long-Term Car Park (southern section) 2,040no. permanent spaces	Permission granted 8.10.2018
ABP Ref. No. PA06F.302651	Quikpark Long-Term Car Park – 6,122no. permanent spaces	Permission granted 3.5.2019
Fingal County Council Reg Ref. FS5/017/19	Critical Taxiway North	Declaration of Exempted Development issued 31.7.2019
Fingal County Council Reg Ref. F18A/0638 & F19A/0168	Hold Baggage Screening Upgrade	Permission granted 19.2.2019 and 16.7.2019
Fingal County Council Reg. Ref. F20A/0331	Express Red Long-Term Car Park (north-west section) 2,700no. spaces	Permission granted for 7 years on 30.10.2020 for a temporary period of 7 years
Fingal County Council Reg Ref. F20A/0550, ABP Ref. No. ABP-312476-22	North Apron Extension	Permission granted by FCC 8.12.2021. ABP decision to remove conditions granted 6.3.2023
Fingal County Council Reg Ref. F20A/0553	Terminal 1 upgrade	Permission granted 13.5.2021. Extended under F20A/0553/E1 to 13th May, 2031)
Fingal County Council Reg Ref. F20A/0668, ABP Ref. No. ABP-314485-22	Change to Permitted Runway Operations (North Runway Relevant Action) (NRRA)	The NRRA remains subject to an ongoing regulatory process and is currently under consideration by ACP, following the Decision from the European Commission dated 10th February 2026 that the proposed operating restriction

		applied by ACP, namely an annual night movement cap of 35,672, does not comply with Article 5(3), of the Aircraft Noise (Dublin Airport) Regulation Act 2019.
Fingal County Council Reg Ref. F21A/0518, ABP Ref. No. ABP-313157-22	Drop Off and Pick Up	Permission granted 16.3.2023
Fingal County Council Reg Ref. F22A/0029, ABP Ref. No. 313225-22	Purple Zone Staff Car Park – 907no. permanent spaces	Permission granted 10.3.2023
Fingal County Council Reg Ref. F22A/0460, ABP Ref. No. 316138-23	Underpass of Runway 16/34	Permission granted by FCC 27.2.2023, and granted permission by ABP on 17th April, 2024. JR, High Court Record No. 2024/745, was dismissed and the Supreme Court refused leave to appeal.
Fingal County Council Reg Ref. FW22A/0021	Ground Mounted Solar Panels	Permission granted 12.12.2022
Fingal County Council Reg Ref. F23A/0039	South Apron Animal Welfare Relocations	Permission granted 22.5.2023
Fingal County Council Reg Ref. F23A/0132	Extension to North Apron to accommodate Hangar 7	Permission granted 20th February 2024.
Fingal County Council Reg Ref. F23A/0245	Hangar 7 (Ryanair)	Permission granted 7th December, 2023
Fingal County Council Reg Ref. F23A/0301	CBP Extension/South Apron Support Centre	Decision to refuse overturned on appeal on 2nd May, 2025 (ABP-317828-23)
Fingal County Council Reg. Ref. F23A/0636	upgrades to existing drainage infrastructure and construction of additional drainage infrastructure	Permission upheld on appeal on 16th June, 2026 (ABP-320815-24)
Fingal County Council Reg. Ref. F23A/0781	Infrastructure Application (IA)	Currently in the planning system. The RFI was submitted on 13th November 2024. A draft Regulatory Decision has been issued by ANCA for consultation to 3rd September, 2026.
Fingal County Council Reg. Ref. F23A/0786	The development of a 2-storey airside operations building	Permission granted on 24th July, 2024.
Fingal County Council Reg. Ref. F24A/0160	installation of 15no. secure bicycle lockers at 2no. locations adjacent to the Terminal 2 building	Permission granted 24th May, 2024
Fingal County Council Reg. Ref. FW24A/0253E	Remote Staff Carpark South, which proposed 950no. spaces to the south of Dublin Airport.	Decision to refuse overturned on appeal on 27th April 2026 (ABP-320748-24)
Fingal County Council Reg. Ref. F24A/0309E	Temporary 7-year permission for the provision of infrastructure to facilitate the charging of electrical buses for Dublin Airport	Permission granted on 30th October, 2024
Fingal County Council Reg. Ref. F24A/0512E	The provision of an Aircraft Observation Facility on Old Airport Road (Collinstown Lane), at the site of the existing informal 'airport viewing point.	Permission upheld on appeal on 16th October 2025 (ACP-322859-25).
Fingal County Council Reg. Ref. F24A/0650E	The demolition of an existing unoccupied dwelling and outbuildings, together with all associated site works on the eastern side of the R132	Permission granted on 8th October, 2024
Fingal County Council Reg. Ref. F24A/0842E	Taxi rank enclosure; Taxi rank set-down area; and Departure Road canopy	Permission granted 10th December, 2024

Fingal County Council Reg. Ref. F24A/0965E	The provision of apron bus access facilities at Terminal 2, comprising the construction of a vertical circulation core (10.95m high) to the south of Terminal 2 (airside), linking to Terminal 2 via a glazed passenger bridge. The development will also include minor road re-alignment works, the provision of a bus set-down area to the east of the vertical circulation core, a covered walkway and all ancillary development, site works and services on land to the south of Dublin Airport Terminal 2	Permission granted on 8th April, 2025
Fingal County Council Reg. Ref F25A/0011E	Demolition of the Spiral Ramps at Terminal 1 Dublin Airport	Decision to refuse permission upheld on appeal on 16th July 2025 (ABP-322149-25)
Fingal County Council Reg. Ref F25A/0687E	The proposed development will consist of an upward extension of the existing Pier 1 West Building (i.e. extending from one storey to two stories) and providing an additional 1,080sqm floorspace. The development will include no. 2 external vertical circulation cores, no. 2 boarding gates, a new cantilever and new enclosed plant, comms and electrical rooms and all associated site development works.	Permission granted on 28th October, 2025
Fingal County Council Reg. Ref. F24A/0965E	The provision of apron bus access facilities at Terminal 2, comprising the construction of a vertical circulation core (10.95m high) to the south of Terminal 2 (airside), linking to Terminal 2 via a glazed passenger bridge. The development will also include minor road re-alignment works, the provision of a bus set-down area to the east of the vertical circulation core, a covered walkway and all ancillary development, site works and services on land to the south of Dublin Airport Terminal 2.	Permission granted on 8th April, 2025
Fingal County Council Reg. Ref. F25A/1210E	Planning Permission for lands within and to the East of Dublin Airport, to include part of the airfield in the area of the South Apron, part of the Swords Road R132, and lands to the East of the Swords Road R132, in an area known as 'Eastlands', in the townlands of Corballis, Commons, Cloghran and Toberbunny. Permission is sought for a period of 10 years, for Phase 1 of a cargo relocation project, on a site of 15.11 hectares (ha).	A Request for Further Information issued on 24th February 2026. The period for response was extended on 16th August 2026 to 23rd November 2026.
Fingal County Council Reg. Ref. FW26A/0225E	Planning Permission for the continuation of use for a temporary 7-year period of the existing Western construction contractor 'pre-screening' compound, permitted under PA Ref. No. F21A/0232, on a 5.9 Ha site to the south of the R108, Pickardstown, Swords, Co. Dublin, K67 H5W8. The proposed development will also include the continuation of use of the existing office cabins, vehicle workshop, security gatehouse, bus stop, soil mounding and foul storage tank, car parking (150 no. spaces), truck parking (25 no. spaces) and trailer set down area, cycle	Permission granted on 8th September, 2026

	parking, a hardstanding area for skip set down, street lighting and electrical switchrooms.	
Fingal County Council Reg. Ref. F26A/0536E/R3	The development will consist of a solar farm and battery storage system comprising of the following elements: i) Demolition of two existing derelict buildings. ii) Solar photovoltaic panels on ground mounted frames together with associated inverters, transformers, modules, lighting, CCTV, fencing and internal electrical cabling, ducting, 4 no. substations (with capacity 3 MVA each). iii) A Battery Energy Storage System compound with a total area of 3,900 m2 consisting of battery containers, 1 no. substation, transformers, inverters, water supply and emergency response facility. iv) All associated development including, internal access road, onsite compensatory planting, surface water drainage, landscaping, security control entry gate, 2 no. temporary construction compounds, site levelling, boundary treatment, site access works, ducting. The MV connection will be at 10 kV.	A Request for Further Information issued on 7th August, 2026