

File With

SECTION 131 FORM

Appeal No

PL-500739-DF-26

Defer Re O/H

☐

Having considered the contents of the submission dated/received **04/03/2026** from **DAA I** recommend that section 131 of the Planning and Development Act, 2000 ~~be~~ **not** be invoked at this stage for the following reason(s):

No new planning issue

Section 131 not to be invoked at this stage

☒

Signed

Alan May

EO

Signed

SEO/SAO

Section 131 to be invoked — allow 2/4 weeks for reply

☐

Date

4/3/26

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date

Observation

Correspondence Coversheet

Page 1 of 2

Case Number
PL-500739-DF-26

Case Priority
Normal

Case Lodged On
05/02/2026

Case EO
James Sweeney

PA Reg. Reference
FW25A/0480E

Case Details

Planning Authority
Fingal County Council

PA Reg. Reference
FW25A/0480E

Summary Description
Four aviation-related cargo handling units with ancillary office space. EIAR submitted with application

Site Location
Lands within the townland of Huntstown, Swords, Co. Dublin, The subject

Observation Details

Latest Appeal Lodged Date
05/02/2026

Last Date for Receipt of Observations
04/03/2026

Correspondence Details

Correspondence Type
Observation

Received From
DAA

Lodged On
04/03/2026

Validity
Valid

Valid OH Req
No

Issue
BP41 —

Participant
DAA

Representative
—

Response Date
Applicable
☐

Number of Days
Allowed
—

Keep Copy of Letter
☒

Return Docs
☐

Keep Envelope
☒

Comments
—

Filing

Attach to File
☐

Return to EO
☒

Ronan

Signatures

Signed

James Sweeney, Executive Officer

Date

04/03/2026

Signed

Darragh Burke, Administrative Assistant

Date

Laura Grady Lawlor

From: Lungelo Nkosi (CW) <lungelo.nkosi.cw@daa.ie>
Sent: Wednesday 4 March 2026 11:36
To: Appeals2
Cc: Planning-daa
Subject: Article 28 Submission
Attachments: 04.03.26 - ACP 500739 [ISSUED].pdf; Appendix I.pdf

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Dear Sir/Madam,

On behalf of daa, please see the attached observation in relation to the following application:

PL-500739-DF-26

Kind Regards,

Lungelo Nkosi (CW)



Lungelo Nkosi | Infrastructure

Planning Department

E: lungelo.nkosi.cw@daa.ie

T: +353 1 944 2351

THREE The Green, Dublin Airport Central,
Dublin Airport, Swords, Co. Dublin, K67 X4X5, Ireland

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daa proudly supporting - CRITICAL, Good Shepherd Cork and Little Blue Heroes - our 2025 Charities of the Year. **DISCLAIMER:** The information contained in this email and in any attachments is confidential and is designated solely for the attention and use of the intended Recipient(s). If you are not the intended recipient(s) of this email, you must not use, disclose, copy, distribute or retain this message, the attachment(s) or any part thereof. If you believe that you have received this email in error, please notify us immediately. Please also delete all copies of this email and any attachment(s) from your computer system. Unless expressly stated, this email is not intended to create any contractual relationship. If this email is not sent in the course of the senders employment or fulfilment of his/her duties to daa, daa accepts no liability whatsoever for the content of this message or any attachment(s). daa plc. Registered office: Dublin Airport, Co. Dublin. Registered Number: 9401 Ireland. **SÉANADH:** Tá an fhaisnéis sa ríomhphost seo agus i gceangaltáin ar bith faoi rún agus tá sé d'aird agus d'úsáid an Fhreagróra (na bhFreagróirí) dá bhfuil sé ceaptha amháin. Más rud é nach tusa an freagróir (na freagróirí) dá bhfuil an ríomhphost seo ceaptha, ní cheadaítear duit an teachtaireacht, an ceangaltá(i)n nó cuid ar bith dó a úsáid, a nochtadh, a chóipeáil, a scaipeadh nó a

choinneáil. Má chreideann tú go bhfuair tú an ríomhphost seo trí earráid, bheimis buíoch dá gcuirfeá é sin in iúl dúinn láithreach. Scríos gach cóip den ríomhphost seo agus ceangaltá(i)n ar bith ó chóras do ríomhaire chomh maith le do thoil. Mura bhfuil sé luaite go sainráite, níl sé beartaithe leis an ríomhphost seo caidreamh conarthach ar bith a chruthú. Murar seoladh an ríomhphost seo i gcúrsaí fhostaíocht an tseoltóra nó i gcomhlíonadh a dhualgas/a dualgas ní ghlacfaidh daa dliteanas ar bith as ábhar na teachtaireachta nó ceangaltá(i)n ar bith. daa cpt. Oifig Chláraithe: Aerfort Bhaile Átha Cliath, Co. Bhaile Átha Cliath. Uimhir Chláraithe: 9401 Éire.

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daa cpt
An Fhaiche
Lárcheantar Aerfort Bhaile Átha Cliath
Aerfort Bhaile Átha Cliath
Sord, Contae Bhaile Átha Cliath
K67 X4X5

T. 353-1-944 0440
www.daa.ie

daa plc
Three, The Green
Dublin Airport Central
Dublin Airport
Swords, Co Dublin
K67 X4X5



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

Date: 4 March 2026

Dear Sir/Madam,

Re: Observation to First Party Appeal against Refusal for four aviation-related cargo handling units with ancillary office space, at Huntstown, Swords, Co. Dublin.

An Coimisiún Pleanála Case No.: PL-500739-DF-26; FCC Reference: FW25A/0480E

daa plc., Head Office, Dublin Airport, Co. Dublin, in its capacity as a statutory consultee under Article 28(1)(i) of the Planning and Development Regulations 2001 (SI No. 600 of 2001), makes the following observation regarding the above proposed development.

The proposal concerns a scheme for four warehouses on land located centrally within the boundary created by the runway system at Dublin Airport. Notwithstanding this location and its purported use for airfreight, the proposal does not provide evidence of a clear physical or functional link with Dublin Airport. Furthermore, part of the site, on which one of the warehouses is located, extends into a wayleave that benefits daa. We therefore have serious concerns regarding the appropriateness of the proposal in the context of the long-term strategic development of Dublin Airport. This submission follows an earlier observation by daa on 8th of December to Fingal County Council (FCC), which we enclose at Appendix I.

Background

As airport operator, daa is responsible for the safe and effective operation and development of Dublin Airport. These responsibilities are embedded in Commission Regulation (EU) No 139/2014, which sets out the requirements for airports, including airport safeguarding. Fingal Development Plan, 2023 recognises the importance of this undertaking, providing:

"Objective DAO1 – Safeguarding Dublin Airport

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.

An Bord Stiúrthóirí / Board of Directors: Basil Geoghegan - Cathaoirleach/Chairman, Paula Cogan, Peter Cross, Darren Kelly, Des Mullally, Kevin O'Connell, Ger Perdisatt, Mark James Ryan, Risteard Sheridan

Oifig Chláraithe: Trí, An Fhaiche, Lárcheantar Aerfort Bhaile Átha Cliath, Aerfort Bhaile Átha Cliath, Sord, Contae Bhaile Átha Cliath, K67 X4Xz5. Uimhir Chláraithe: 9401 Éire
Registered Office: Three, The Green, Dublin Airport Central, Dublin Airport, Swords, Co Dublin, K67 X4X5 . Registered Number: 9401 Ireland

Objective DAO2 – Safeguarding the Current and Future Requirements of Dublin Airport
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."

Areas of Concern

With the above context in mind, we respectfully ask that in determining this appeal, that ACP has specific regard to the following issues of concern:

- Principle of Development
- Conflict with a daa Right of Way over the Subject site
- Integration with and specialist requirements of Dublin Airport
- Safe Airport Operations/Navigation of Aircraft
- Glint & Glare Assessment
- Traffic & Parking
- Outer Public Safety Zone Assessment
- Wildlife Hazard and Bird Strike
- Lighting Design Requirements

(i) Principle of Development

As set out in our original submission, we have concerns that the proposed development does not provide 'air transport related infrastructure.' This is clear from both (a) the design of the buildings, which present as standard warehousing, and do not appear to address the specific physical requirements and characteristics of air-cargo handling warehouses; and (b) the absence of connection to, or integration with, the existing airport, which requires careful consideration and necessary permissions. The proposal therefore conflicts with the underlying DA zoning objective, does not support the 'Vision' for Dublin Airport, and contravenes materially the provisions of the Fingal Development Plan 2023.

The FCC Planner's Report, in page 12, states:

"The applicant has failed to submit any supporting evidence of consultations with daa or existing cargo operators. To the contrary, the application is supported by documents and evidence which suggests that the proposed development is an independent logistics hub."

This confirms daa's view that the proposal is not for aviation-related cargo but rather independent cargo handling units in proximity to the airport.

By comparison, a bellyhold-cargo application was made by daa in December 2025 and is currently under consideration by the planning authority¹. This proposal includes a bonded road for moving goods airside, HGV parking, as well as a Revenue and a Border Inspection Post. There is no evidence that such considerations have been allowed for, and integrated into the subject scheme.

This ambiguity is also at odds with the description of the development in the Public

¹ FCC Reg. Ref. F25A/1210E

Notices, where the proposal is described as “aviation-related cargo handling units.” This description is repeated in the appeal documents (Page 11) presenting the units as ‘an aviation-related, purpose-designed air-cargo handling facility’. While reference is made to the Appellant’s “intention to be functionally and operationally linked to Dublin Airport” in time, in our view, reference to future plans in the absence of timelines, details or necessary consents, are intangible, premature and cannot be relied upon.

Page 4 of the submitted *Independent Aviation Assessment*² states:

“This proposed arrangement, when fully integrated...would facilitate air-to-land connections in both directions and, also, allow for the placement of relevant customs control facilities.”

This assessment confirms that the proposed facilities are currently neither fully integrated, nor are the necessary custom control facilities in place to enable “aviation-related cargo handling units.”

(ii) daa Right of Way

The application site is subject of an existing right of way³ benefiting daa plc. Proposed Unit 4, located on the south of the site, is in direct conflict with the path of the daa wayleave. This conflict is neither raised nor addressed in the Appeal documents.

(iii) Integration with and specialist requirements of Dublin Airport

As noted, the site is located centrally between the north and south runways of Dublin Airport, and west of the Air Traffic Control Tower (‘ATCT’), the West Apron and Runway 16/34. It was identified by DTTAS⁴ as a potential location of a future third terminal and represented in the Dublin Airport Local Area Plan (2020)⁵. The Planner’s Report, on Page 11, highlighted concerns raised from the pre-planning meeting stage, relating to this location and states:

“The planning authority note that significant areas of concern were raised at this meeting. This included concerns regarding the proposed use of the units and the principle of the development, access arrangements and prematurity pending a western access connection and prematurity pending a site selection for a Third Terminal at Dublin Airport.”

These concerns were clearly not adequately addressed in the application submitted to FCC, as the proposal for this location did not appear to take proper cognisance of this matter, as highlighted in the Planner’s Report, on Page 15, stating.

“The planning authority is not satisfied, on the basis of the information submitted that the proposed development would not prejudice the orderly operation and continued growth of the Airport including the provision of a third terminal...The proposal is considered to be developer led, would be contrary to DA01, DA02 of the Fingal Development Plan 2023-2029 and EI03, TP03 & EA0S of the Dublin Airport Local Area Plan and would therefore, be contrary to the proper planning and sustainable development of the area.”

² Authored by Sergi Alegre Calero, and accompanying the appeal.

³ Right of Way on Folio DN161330F, Property 1, Entry Number 2

⁴ Review of Future Capacity Needs at Ireland’s State Airports (2019), Department of Transport, Tourism and Sport

⁵ Objective EI03 and Fig. 7.1 (page 50) of the Dublin Airport Local Area Plan refers.

As outlined above, the Appellant has provided that the development is in respect of 'aviation-related cargo' units, which are intended to form part of a wider masterplan. However, in our view, the Appellant has not adequately addressed the concerns raised in our initial observation, including respecting;

- **Location:** The suitability of this site for the development of cargo units remains uncertain. Significant challenges exist in achieving efficient access to the external road network, an essential requirement for a logistics-driven end-use. These difficulties are amplified by the site's constrained position, being effectively enclosed within the runway system.
- **Strategy:** There is also a requirement to evaluate the proposal within the wider context of the national airport's strategic long-term development objectives. The Appellant asserts that the proposed development supports and, in some cases, facilitates the national and long-term strategic growth objectives of Dublin Airport, however these claims rely on a non-statutory masterplan and strategic alignment with wider airport objectives is not demonstrated.
- **Nature of the Proposal:** Several fundamental prerequisites for an airport-integrated cargo operation remain ambiguous or unresolved within the appeal. These include, how airside access would be achieved; clarity regarding the type of cargo operation envisioned; alignment with Dublin Airport's operations and connectivity goals; treatment of customs and border control requirements; and inclusion of specialist cargo infrastructure. The absence of clarity on these matters limits confidence in the proposals suitability as an aviation-focused cargo development.
- **Access:** The proposal does not demonstrate how access to aprons, runways, airside roads, or other essential operational areas would be secured. Instead, it relies on a high-level assertion of an intention to integrate with the airside at some point in the future. No substantive detail, design provision, or feasibility demonstration accompanies this claim, leaving the practicality of such integration unproven.
- **Design Approach:** There is no indication that specialist cargo-facility designers or logistics architects contributed to the development of the proposal. This omission is significant: aviation-related cargo operations require specialist design input to address operational, spatial, security, and regulatory considerations that are intrinsic to such facilities. As outlined earlier in Section (i), essential aviation-related cargo design elements, (most notably the provision of direct, secure and physical access to the airfield) are absent. The development, as submitted, is entirely separate from key airside infrastructure and demonstrates minimal consideration of the operational, logistical, and safety requirements necessary for an aviation-focused facility at this location.

(iv) Safe Airport Operations/Navigation of Aircraft

The proposal is located immediately proximate to critical airport infrastructure, including the air traffic control towers (the new tower and the original tower which remains an essential contingency facility). An Instrument Flight Procedures Assessment and An Aeronautical Assessment should be undertaken to ensure that matters relating to **line of site, flight procedures, surface movement radar systems, wind shear and turbulence, and obstacle limitation surfaces** are adequately engaged with and addressed.

The Appellant has not provided any of the required assessments as part of the appeal,

asserting that these were not included in the reasons for refusal and therefore did not need to be undertaken. We consider these assessments to be of utmost importance in ensuring that the proposed development does not impede the safe and efficient operation of Dublin Airport. While the Appellant states that they have consulted aviation specialists and are satisfied that the proposed development will not interfere with radar, communications, or flight-safety systems, this is not sufficient. daa/AirNav Ireland must be directly engaged in the Instrument Flight Procedures Assessment and the Aeronautical Assessment to robustly assess and confirm that the proposed development poses no operational risk to Dublin Airport.

(v) Glint & Glare Assessment

The Appellant has indicated that there are no solar PV panels proposed, and that a Glint and Glare assessment is therefore not required. We respectfully request that, should ACP be minded to grant planning permission, a specific condition be attached requiring that no PV solar panels be installed on site without a prior grant of permission. Any such future proposal by the appellant should be accompanied by a Glint and Glare Assessment demonstrating to the satisfaction of the relevant aviation authorities (daa and AirNav Ireland), that the development would have no adverse effect on airport operations or on aviation activity.

(vi) Traffic & Parking

The Dublin Airport Local Area Plan 2020 contains the following objectives in respect of the external road network and access objectives:

- **Objective EA01:** *Maintain and protect accessibility to Dublin Airport as a priority and provide for alternative access points to the road network in line with the recommendations of the South Fingal Transport Study.*
- **Objective EA08:** *Ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of the M50 at key junctions such as the Airport Roundabout, M1 Airport Interchange, M50 Ballymun Interchange and the M1/M50 Interchange.*

The proposed development will require further detailed technical assessment to ensure the provisions of the Dublin Airport LAP, specifically Objectives **EA01** and **EA08**, have been met, as well as any interactions with road proposals in the Infrastructure Application⁶.

The revised TIA within the appeal included additional junctions, added in order to consider the primary access/egress point to the M1 and M2 connecting to the M50 and roads between the site and these primary points as requested by the FCC Transportation Planning Section. The revised TIA shows the additional projected increases to traffic at the junctions 1 - 9 but does not show any results of the junction at the R135 and Kilshane Cross (Junction 10). This is concerning as there are vehicles including HGVs that come off from the M50 onto the N2 and onto the R135 in the direction of the Airport. Furthermore, the Stream 2 and 3 operations proposed by the appellant state that cargo outbound from the proposed development via the western access route and inbound to the proposed development via the western access route would be undertaken in the short term. Notwithstanding that the western access route is pending development, the proposal is highly predicated on its use. Therefore, the exclusion of Junction 10 was not addressed in this revised TIA and should be included to ensure adequate assessment of

⁶ FCC Reg. Ref. F23A/0781

the potential impact of the proposed development.

The FCC Planner's Report, in page 15-16, states:

"The provision of a western access needs to be taken into consideration in the development of these lands. At present, the proposal would be considered premature pending development of a western access to Dublin Airport."

The revised TIA finds no significant or unacceptable traffic or road-safety impacts from the proposed cargo facility. In our view, there is no reasoned basis for generating additional traffic in this area for a development that is not directly linked to aviation related uses and would be more appropriately located elsewhere.

(vii) Outer Public Safety Zone Assessment

The proposed development is located within the Dublin Airport Outer Public Safety Zone (PSZ). The Fingal Development Plan 2023 - 2029 contains the following objective regarding these zones:

- **Objective DAO18 – Safety:** *Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.*

Having regard to the provisions of Objective DAO18, the recommendations of the ERM Report, *Public Safety Zones*, in particular Table 6.1, should be considered.

The FCC Planner's Report, in page 26, states that the Appellant's EIAR Chapter 5 Population and Human Health, "...does not reference the findings of Chapter 15 in relation to public safety zones."

The Appellant asserts that the proposal is compliant with the applicable ERM density limits. However, the application documents demonstrate that overall density has been calculated by reference to the site area, rather than the density within any single half-hectare within the Outer PSZ. This calculation is required by the guidelines which stipulate (Section 6.2): *"The maximum density should be applied to **any single half hectare within which the proposed development is located.**"* Therefore, the calculation provided is incorrect, should be revisited, and compliance with the ERM guidelines demonstrated. Of relevance, the proposed development is not considered an 'exception to permitted development in the Outer PSZ'⁷ as it is neither a terminal building, nor a development of such socio-economic benefit that it would outweigh the associated safety risk or justify its location within the PSZ rather than elsewhere and outside of the PSZs.

(viii) Wildlife Hazard and Bird Strike

The proposed development is located within the 13km wildlife safeguarding zone established for Dublin Airport, and immediately adjacent to the runway system. Given the proximity to Dublin Airport, and specifically the site's location immediately adjacent to the runway system, to mitigate aviation-safety risks, the development must incorporate a drainage system that complies with daa's SuDS Policy, a landscaping strategy following the IAA (2021) Bird & Wildlife Strike Management guidance, and a comprehensive Wildlife

⁷ Section 6.2.3 of the 2005 ERM

Hazard Risk Assessment, to be completed and approved by airport stakeholders prior to implementing drainage or landscaping measures.

The Appellant has not provided alternatives to the drainage system as proposed in the original application. In its current form, the drainage proposals have potential to act as a bird attractant and are not suitable for an airport location. If permitted, the drainage scheme would pose a threat to aircraft safety by way of bird hazard.

(ix) Lighting Design requirements

Given the site's proximity to the approach path for Runway 10L and 28L at Dublin Airport, careful management of façade and campus lighting is essential to mitigate potential risks such as distraction or confusion with aeronautical ground lighting.

The Appellant has not provided any information to address this concern, focusing only on mitigation measures to reduce disturbance to bats.

Should ACP be minded to grant planning permission, daa requests that a condition is attached, requiring all lighting to be designed, installed, and maintained so as to avoid hazardous, confusing, or misleading effects for aircraft on approach to Runway 28L at Dublin Airport, and agreed with daa and AirNav Ireland prior to installation.

Summary

Our concerns with the proposed development remain, most notably respecting the principle of development, the potential to impact on safe airport operations, and the conflict with an existing daa wayleave across the site.

At a minimum, further aeronautical assessments are required to address airport operational safeguarding concerns before any grant of permission. These include, but are not limited to, detailed **Aeronautical Safety Assessment, Instrument Flight Procedure Assessment and a Wildlife Hazard Risk Assessment**. Without these assessments, which are not provided in either the appeal or application documents, the proposed development could present a significant aeronautical hazard and should be refused.

Should the Coimisiún be minded to grant permission, safeguarding conditions respecting **cranage, car parking, landscaping, sustainable drainage systems, and lighting**, are respectfully requested.

Should you have any questions or queries, please do not hesitate to get in touch.

Yours sincerely,



Lungelo Nkosi (CW)
Statutory Planner
(planning@daa.ie)



Planning & Strategic Infrastructure Department
Fingal County Council
County Hall
Swords
Co. Dublin

Date: 8 December 2025

Dear Sir/Madam,

Re: Planning Register Reference: FW25A/0480E. Construction of four aviation-related cargo handling units with ancillary office space, at Huntstown, Swords, Co. Dublin.

daa plc., Head Office, Dublin Airport, Co. Dublin, in its capacity as a statutory consultee under Article 28(1)(i) of the Planning and Development Regulations 2001 (SI No. 600 of 2001), makes the following observations regarding the above proposed development.

This submission focuses on the following issues:

- Validity of the Application
- Conflict with a daa Right of Way over the Subject site
- Principle of Development
- Integration with and specialist requirements of Dublin Airport
- Safe Airport Operations/Navigation of Aircraft
- Glint & Glare Assessment
- Traffic & Parking
- Outer Public Safety Zone Assessment
- Wildlife Hazard and Bird Strike
- Glint and Glare Assessment
- Lighting Design Requirements

(i) Validity of the Application

Article 22 (2)(b)(iii) of the Planning & Development Regulations 2001 (as amended) requires location maps to be marked so as to identify clearly *“any wayleaves in yellow”*.

The application site is subject of an existing right of way¹ benefiting daa plc. ('daa wayleave'). The daa wayleave has not been identified on the Site Location Map accompanying the planning application, which is therefore invalid.

We note that many of the key supporting documents, including the planning report and EIAR denote a different site location, to the one shown in the application drawings

¹ Right of Way on Folio DN161330F, Property 1, Entry Number 2

(shown further south within the applicant's landownership). The daa wayleave remains unacknowledged in these particulars also.

(ii) Conflict with daa Right of Way

We note the position (page 17, Planning Report) that "[as legal owner] all aspects of the proposed development can be delivered in full, without any third-party legal constraints." However, proposed Unit 4, located on the south of the site, is in direct conflict with the path of the daa wayleave. The proposed development must be reconciled with respect to this constraint.

(iii) Principle of Development

The planning report provides "*Having consulted with the DAA, we have been advised that they do not consider there to be any need or advantage to airside access for logistics at this time.*" It is unclear what is meant by this statement. Airport cargo operations, by their nature require direct access to the airside, unless a dedicated cargo transfer facility is available onsite. daa will shortly make a planning application for the necessary infrastructure to accommodate a future cargo village in Eastlands (East of the R132). If permitted, this will include a bonded road bridging over the R132, and all ancillary utilities, including HGV parking, Revenue and a Border Inspection Post. It will allow bellyhold cargo operators to apply for bespoke cargo buildings to suit their needs on individual serviced sites, facilitated by this infrastructure which will provide direct access to the South Apron.

A review of the submitted information suggests the proposal is for a landside logistics facility only. Page 10 of the Planner's Report provides:

"Airside integration is not required for Phase 1, which is planned as a landside facility. This significantly reduces the complexity, security burden, and cost of delivery. Nevertheless, the site is in immediate proximity to the runway system and apron space required for freighter operations, enabling seamless airside integration in later phases."

We suggest that the 'DA zoning' does not support development of non-aviation related infrastructure, noting such proposals do not support the Vision for Dublin Airport as expressed in the Fingal Development Plan 2023-2029. Reference to future plans to integrate the development at a later phase, in the absence of timelines, details or necessary consents, are intangible and cannot be relied upon. The public notices do not reflect this point or the nature of the current proposals and are a material consideration in the context of the site's location centrally within the runway system at the national airport.

(iv) Integration with and specialist requirements of Dublin Airport

As noted, the site is located centrally between the north and south runways of Dublin Airport, and west of the Air Traffic Control Tower, the West Apron and Runway 16/34. It was identified by DTTAS² as a potential location of a future third terminal and represented in the Dublin Airport Local Area Plan (2020)³. The applicant has stated clearly the nature of the application is for 'aviation-related cargo' units, which are intended to form part of a wider masterplan.

The appropriateness of developing cargo units in this location is uncertain. We note the significant challenges in achieving efficient access to the external road network, which

² Review of Future Capacity Needs at Ireland's State Airports (2019), Department of Transport, Tourism and Sport

³ Objective EI03 and Fig. 7.1 (page 50) of the Dublin Airport Local Area Plan refers.

is relevant to the logistics-driven nature of the end-use. This is particularly the case, given the site's constrained position, being relatively enclosed within the runway system. There is also a need to evaluate the nature of the proposal within the broader context of the national airport's strategic long-term development objectives.

Notwithstanding these strategic considerations, our review of the submitted information indicates the proposal is for a landside facility benefiting from airport proximity only. This proposition is rationalised by the applicant by noting that future phases will be for air cargo. With this future integration in mind (and assuming it can be achieved), it is unclear from the application:

- How the applicant proposes to access the runway, aprons, airside roads and wider airfield infrastructure at Dublin Airport.
- The form of cargo handling facilities proposed, i.e. whether they are integrator cargo operations, bellyhold or both. This will have a material bearing on its location relative to the wider campus, the design of the units themselves, the infrastructure needs of these units and how they are to be operated.
- How the proposal integrates with the airport's cargo vision and connectivity objectives.
- How customs and border control is to be managed, including appropriate screening areas.
- Whether specialist cargo designers have been involved and how this has been reflected in the final design. Such design would have ensured sufficient HGV parking and holding areas, clear cargo loading areas, bonded storage areas, segregated zones for inbound and outbound cargo flows, security screening areas, elevated docks for airside dollies and landside trucks.

The proposed use of the units, and how they integrate spatially and functionally to the airport now and in future is intrinsically linked to the proper planning and sustainable development of this site. Any impact on the overall planning and development of the national airport, must be clearly identified, described and assessed prior to a grant of permission.

(v) Safe Airport Operations/Navigation of Aircraft

The proposal is located immediately proximate to critical airport infrastructure, including the air traffic control towers (including the original tower which remains an essential contingency facility). The applicant provides (page 15, Planning Report) that *"Having consulted with aviation experts, we are satisfied that the proposed development will not interfere with radar, communications, or flight safety systems."* This statement needs to be substantiated by reference to detailed aeronautical safety assessments. This should include:

- A comprehensive assessment of the **line of sight** from both the new/primary Air Traffic Control Tower (ATC) tower and the original/contingency Tower to the runway system, including the threshold and approach to Runways 28R and 28L. The assessment is particularly relevant in the case of the original tower, given its lower elevation. The assessment should confirm that air traffic controllers can maintain unobstructed visibility of all critical points of the airfield for safe aircraft operations.
- A detailed review of any potential implications for **flight procedures** at Dublin Airport must be undertaken. This includes evaluating whether the proposed development could affect approach, departure, or taxiing procedures, and ensuring compliance with all relevant safety and operational standards.

- Assessment of the functionality of existing **surface movement radar systems**, especially in scenarios involving extended taxiing or landings beyond the standard touchdown zone. These radar considerations are critical to ensuring accurate aircraft detection and maintaining operational integrity within the movement area. Any risk of interference or degradation of radar performance must be fully evaluated to confirm compliance with air safety requirements and mitigate risks to ground operations.
- A **wind shear and turbulence impact assessment** for the proposed development, including any implications for aircraft operations and safety.
- The proximity of the proposal to the runway system means that the operation of cranes during construction may cause concerns in relation to **obstacle limitation surfaces** with potential to impact air safety. At a minimum, crane use requires further detailed assessment in relation to flight procedures.

As part of our statutory safeguarding role, we have engaged with AirNav Ireland on the application, who are a critical airport stakeholder providing air traffic navigation services for Irish airspace. Following this engagement, it is our joint position that the applicant be required, by way of a request for further information, to undertake the necessary safety assessments as outlined above, specifically within:

- An **Instrument Flight Procedures Assessment**; and
- An **Aeronautical Assessment**.

These assessments must demonstrate conclusively that the proposed development will not adversely affect aviation safety, flight procedures, or Air Traffic Control operations at Dublin Airport. Separately, daa requests that a condition is attached to any grant of permission, requiring the developer to agree any proposals for crane operations (whether mobile or tower crane), 90 days in advance of construction with daa and AirNav Ireland.

(vi) Glint & Glare Assessment

Reference is made in the submitted Energy Statement (page 10) that solar PV panels may form part of future of the proposed cargo units at detailed design stage. No panels are shown on the submitted plans, with only indicative locations highlighted on the Site Plan. If PV panels are considered, the applicant must undertake a **Glint and Glare Assessment** demonstrating the proposed development will not adversely affect the safety of aircraft or ATC operations at Dublin Airport. The assessment should pay particular regard to (a) glint or glare towards the 2-mile (i.e. 3.2km) approach path for runways; and (b) towards both air traffic control towers.

Consultation with AirNav Ireland should be undertaken to assess any potential impact on the ATC towers arising from glint and glare effects.

(vii) Traffic & Parking

The Dublin Airport Local Area Plan 2020 contains the following objectives in respect of the external road network and access objectives:

- **Objective EA01:** *Maintain and protect accessibility to Dublin Airport as a priority and provide for alternative access points to the road network in line with the recommendations of the South Fingal Transport Study.*
- **Objective EA08:** *Ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of the M50 at key junctions such as the Airport Roundabout, M1 Airport Interchange, M50*

Ballymun Interchange and the M1/M50 Interchange.

The proposed development will require further detailed technical assessment to ensure the provisions of the Dublin Airport LAP, specifically Objectives **EA01** and **EA08**, have been met, as well as any interactions with road proposals in the Infrastructure Application⁴.

In the event of a grant of permission, a condition should be attached to ensure that any car parking provided as part of the development is strictly ancillary to the primary use of the proposal as cargo handling facilities.

(viii) Outer Public Safety Zone Assessment

The proposed development is located within the Dublin Airport Outer Public Safety Zone (PSZ). The Fingal Development Plan 2023 - 2029 contains the following objective regarding these zones:

- **Objective DAO18 – Safety:** *Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.*

Having regard to the provisions of Objective DAO18, the recommendations of the ERM Report, *Public Safety Zones*, in particular Table 6.1, should be considered.

(ix) Wildlife Hazard and Bird Strike

Under EASA Regulation (EU) No. 139/2014 (revised June 2023), daa is required to implement robust wildlife hazard management procedures, including:

- Habitat and land management strategies to reduce the attractiveness of the area to birds.
- Ongoing liaison with local authorities and developers to ensure surrounding land uses do not increase wildlife hazards.

The proposed development is located within the 13km wildlife safeguarding zone established for Dublin Airport, and immediately adjacent to the runway system. The safeguarding zone is an area in which proactive land-use management is essential to minimise wildlife strike risk. Within this zone:

- Aircraft are most vulnerable to bird strikes, particularly during take-off and landing phases.
- Aircraft typically operate at altitudes below 2,000 feet, where bird activity is most concentrated.

Given the proximity to Dublin Airport, and specifically the site's location immediately adjacent to the runway system, the following requirements should apply to the proposed development to mitigate risk to aviation safety:

- **Drainage Design:** The final drainage design must comply with daa's "*Sustainable Urban Drainage Systems (SuDS) Policy*". SuDS features should be specifically designed to minimise food sources and nesting opportunities, particularly for species that attract raptors.

⁴ FCC Reg. Ref. F23A/0781

Features that could act as bird or wildlife attractants, such as open water bodies, ponds, detention basins, wetlands, tree pits, and wildflower meadows, should not be permitted within the 13km wildlife safeguarding zone.

We note the application includes four separate overground, open water attenuation areas amounting to 2,992sqm in extent designed to manage stormwater runoff from a 100-year return period. At 1.2 m depth, the basin's profile may result in prolonged water retention. Even shallow, temporary standing water is known to attract bird species, thereby increasing the risk of bird strikes. We recommend an alternative solution be put forward by means of a revised drainage design, such as underground attenuation or rapid infiltration systems.

- **Landscaping Strategy:** The final landscaping must strictly adhere to the Irish Aviation Authority (IAA) 2021 guidance on *"Bird & Wildlife Strike Management at Aerodromes"*, ensuring that planting and habitat creation do not increase wildlife strike risk.

The proposed Tree Pits are incompatible with the wildlife hazard management policies at Dublin Airport and should be removed. They can lead to foreign object debris (FOD) which can blow onto runways or taxiways and pose a safety hazard for aircraft engines and tires. They can also attract birds, increasing the risk of bird strikes. Depending on the height of the trees, they can potentially interfere with sightlines for pilots and ground vehicles.

A condition should be attached to any grant of permission requiring final landscaping and drainage proposals to be agreed with daa and AirNav Ireland prior to the commencement of construction.

- **Wildlife Hazard Risk Assessment:** A condition should be attached to any grant of permission requiring a comprehensive Wildlife Hazard Risk Assessment should be undertaken and agreed with airport stakeholders prior to implementation of any landscaping or drainage measures.

In summary, a condition should be attached to any grant of permission requiring final landscaping and drainage proposals to be agreed with daa and AirNav Ireland prior to the commencement of construction.

(x) Lighting Design requirements

Given the site's proximity to the approach path for Runway 28R and 28L at Dublin Airport, careful management of façade and campus lighting is essential to mitigate potential risks such as distraction or confusion with aeronautical ground lighting. daa requests that a condition is attached to any grant of permission, requiring the developer to agree the lighting scheme with daa and AirNav Ireland prior to installation. All lighting must be designed, installed, and maintained so as to avoid hazardous, confusing, or misleading effects for aircraft on approach to Runway 28L at Dublin Airport.

Summary

We have highlighted several concerns with the proposed development as submitted, including an existing daa wayleave across the site, and issues with the principle of development as a logistics hub located centrally within the runway system at Dublin Airport.

In addition, further aeronautical assessments are required to address airport operational safeguarding concerns. These include, but are not limited to, detailed **Aeronautical Safety Assessment, Instrument Flight Procedure Assessment and a Wildlife Hazard Risk Assessment.**

Should the planning authority be minded to grant permission, safeguarding conditions respecting **cranage, car parking, landscaping, sustainable drainage systems, and lighting**, are respectfully requested.

Should you have any questions or queries, please do not hesitate to get in touch.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'L Nkosi'.

Lungelo Nkosi (CW)
Statutory Planner
(planning@daa.ie)

