Submission on Fingal Draft Development Plan 2017 – 2023 (Stage 2)

Client: Byrne Family Lands, Dunsoghly
SUBMISSION ON FINGAL DRAFT DEVELOPMENT PLAN 2017 – 2023 (STAGE 2)

Description:

Fingal Draft Development Plan 2017 - 2023 Submission (Stage 2)

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Distribution:

Fingal County Council
Byrne Family
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EXECUTIVE SUMMARY

General Overview

The subject lands at Dunsoghly are located between the M2 Motorway and the western airport boundary. The majority of the lands are optimally located outside the Airport Public Safety Zones. Therefore the lands represent a major strategic landholding with potentially a high level of connectivity to the M50 and National Motorway network via the R122 Regional Road. This connectivity will be significantly enhanced following the delivery of planned links to the M2, M1 and M50 via the Airport Box, Swords Western Bypass and Cherryhound Link. This submission aims to advance the medium to long term development potential of the Dublin Airport Environs by promoting the development of lands to the west of the airport west campus.

The subject lands are located within the currently designated green belt extending from Baldoyle on the coast to the Meath County Boundary. There is an absence of constraints to relocating the green belt to the north without compromising the integrity of the continuous link across within the Fingal Area.

This submission acknowledges the important role and function of green belts within the county. However a long term review of the status of the green belt lands between the western boundary of the designated Airport Area and the N2 at Cherryhound Interchange is considered necessary and appropriate.

While the lands may not be suitable for immediate development, the medium to long term needs of the Airport West Campus should be considered particularly given the wider Economic Growth, the increased numbers of passengers using the Airport and the rapidly increasing congestion levels arising on the M50 and strategic radial routed connection with the M50. The strategic location of the site within the area of influence of the airport means that enterprise, economic and employment objectives can be maximised through the identification of additional development lands in the Airport Environs.

The ‘location specific’ nature of the lands in the context of Dublin Airport aviation constraints and roads related objectives in the Draft CDP means that proposed new road schemes are likely to be located on or close to the subject lands which would connected these lands to the wider transport network.

Accordingly, the Development Plan should facilitate the development of these lands in the medium term in accordance with their strategic location to the west of Dublin Airport.

Proposed Amendments to Draft Plan 2017-2023

Proposed Amendment 1: The optimal location of lands in the context of existing and future road upgrades and possible LUAS extension makes these ideal lands for development in the longer term. A variety of land uses with good connectivity will be required to the west of Dublin Airport in future years. Therefore the lands should be zoned or identified for future development to make optimal use of the lands adjacent to Dublin Airport.

Reason: To ensure the long term optimal development of lands to the west of Dublin Airport and to ensure the limited supply of lands outside the Airport Public Safety Zones can be developed to the optimal requirements of the airport area.

Proposed Amendment 2: Extend the Airport LAP to include land to the west of the Airport and appropriately zone same to facilitate and promote future development adjacent to and west of Dublin Airport in the medium to long term.
Reason: To ensure that there are sufficient lands available for development to the west of the Airport to capitalise on the projected growth of the Airport coupled with the planned second runway. Also to ensure that competing land banks are available to the west of the airport and to facilitate and promote investment in the county.

Proposed Amendment 3: An additional Objective should be included in the County Development Plan 2017 - 2023 to ensure the sustainable and logical development of the LUAS Cross City Line:

“Support and promote the development of a new improved rail based transportation system including the extension of the LUAS Line from Broombridge, through Finglas, to the Airport West Campus”

Reason: To allow for the future extension of LUAS Cross City Line services in the future to serve development lands to the west of the Airport and also to ensure that development and public transport infrastructure can be advanced in tandem with future development to the west of Dublin Airport

Proposed Amendment 4: Provide for strategic Park & Ride on lands to the west of Dublin Airport.

Reason: A strategic Park & Ride on the subject lands would reduce traffic on the M2 and M50 corridors and also provide alternative airport car parking to the west of Dublin Airport. This would also provide for alternative and competitive long stay car parking for Dublin Airport users, particularly those arriving from the west and north of the country.

Proposed Amendment 5: Implement the Airport Box, Swords Western Bypass and the link to Cherryhound Interchange road schemes as a matter of priority and within the lifetime of the Development Plan 2017 - 2023.

Reason: The primary access to both Dublin Airport and Dublin Port is currently via the M1 motorway and M50 orbital route around Dublin City. The M50 was recently upgraded with the construction of an extra lane both north and south bound together with the upgrade of interchanges.

Despite the additional capacity provided by a third lane in each direction, the M50 is already experiencing significant traffic congestion and delays, particularly during AM and PM peak periods. This has resulted in longer and less consistent journey times to Dublin Airport.

This will exacerbate in time, which will trigger the need for extending and upgrading the road network in and around the airport to relieve congestion on the strategically important section of the M50 and M1. This new road infrastructure would facilitate the continued growth and development of Dublin Airport and Dublin Port as well as lands to the west of the Airport.

In particular, the Swords Western Bypass, Cherryhound Interchange Link, and Airport Box, which are objectives of the current CDP, would provide improved access to Dublin Airport, and more direct connectivity between the Airport and N2 national primary route. These routes should be prioritised for implementation within the lifetime of the new CDP 2017 – 2023.
Summary

The Subject Lands are a strategically located landbank to the west of Dublin Airport. While the lands may not be suitable for immediate development the long term needs for an Airport West Campus and the development of lands to the west of the Airport should be considered as part of the review of the CDP. The client lands are optimally located close to the N2 and M50 and possible future LUAS Lines extension to provide excellent connectivity within a sustainable development context. The subject lands forms a uniquely attractive site close to Dublin Airport with most of the lands located outside the inner Airport Public Safety Zone. The lands therefore have the potential to support major Airport related development in the future to the west of the airport which would also allow for competing development to occur at both ends of the airport. This would also maximise the economic benefits of the planned Second Runway by ensuring adequate development lands were available within the Airport Environ
1 INTRODUCTION

1.1 Purpose of Report

1.1.1 Fingal County Council (FCC) is commencing the preparation of the County Development Plan (CDP) for the county to cover the period 2017 to 2023 and beyond. The purpose of the CDP is to set out an overall strategy for the proper planning and sustainable development of Fingal.

1.1.2 In advance of preparing the Draft Development Plan FCC published a booklet inviting submissions with regard to planning issues that the CDP may address. ILTP made a previous submission on behalf of the Byrne Family at this stage, referred to by FCC as Stage 1.

1.1.3 ILTP Consulting were engaged by Mr Conor Byrne, Ms Elaine Byrne & Mr John Byrne to examine and assess the existing County Development Plan and to prepare a further submission on the now published Draft CDP 2017 – 2023 to FCC on their behalf.

1.1.4 The Byrne Family are in ownership of a significant landholding in Dunsoghly to the west of Dublin Airport, and are now examining options for moving the lands forward in planning and development terms.

1.1.5 In preparing this submission ILTP have undertaken an analysis of our client’s lands in the context of the existing County Development Plan, the Airport Local Area Plan, and relevant Government Policies and strategic issues.

1.1.6 The analysis undertaken by ILTP identified a number of areas of interest and concern for our client. These are set out in this report.

1.2 Background to Submission

1.2.1 The subject lands occupy approximately 55ha at Dunsoghly, and are approximately 700m to the west of Dublin Airport.

1.2.2 This submission to Fingal County Council outlines the findings of ILTP’s assessment specifically and outlines proposals for inclusion in the new County Development Plan on behalf of our client.

1.3 Format of Submission

1.3.1 Chapter 2 provides a description of our Client’s lands in the context of the County Development Plan and Airport LAP.

1.3.2 Chapter 3 sets out proposed recommendations for inclusion in the new County Development Plan.
2 SUBJECT LANDS IN CONTEXT

2.1 Overview

2.1.1 A description of the landholding in Dunsoghly is provided in this section. In addition the status of the lands in planning terms and key planning documents pertinent to the lands are outlined below.

2.2 Subject Lands

2.2.1 The subject lands occupy approximately 55ha at Dunsoghly, Co. Dublin. Dublin Airport is approximately 700m from the lands.

2.2.2 Existing airport terminals are located at the east of the airport site and are approximately 4.5km from the subject lands.

2.2.3 Dublin Airport Logistics Park is located approximately 1 km south of the subject lands.

2.2.4 The subject lands lie approximately 550m to the west of the village of St Margaret’s. The subject lands form part of a larger swathe of green belt land that separates the Airport compound from Swords to the north and Hollystown / Blanchardstown to the west.

2.2.5 The subject lands are strategically located between the R122 to the east and the N2 to the west, both of which run in a north-south direction. The N2 connects with and joins the M50 some 2.9km south of the subject lands. The location of the subject lands falls between the flight paths of runway 10/28 and runway 11/39.

2.2.6 Figure 2.1 shows the general location of the subject lands in red.

Figure 2.1: Aerial View of Subject Lands
2.3   Existing Land Zoning

2.3.1 Within the current CDP the subject lands are zoned GB – Protect and provide for a Greenbelt as shown in Figure 2.2.

Figure 2.2: Current Land Zoning (Source: Fingal CDP)

2.3.2 The uses permitted in principle within GB lands are set out in the CDP and are shown below in Table 2.1.
**Table 2.1: Permitted Uses in principle within GB Zoned Lands** (Source: Fingal CDP)

<table>
<thead>
<tr>
<th>USE CLASSES RELATED TO ZONING OBJECTIVE</th>
<th>Permitted in Principle</th>
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<tbody>
<tr>
<td>Agricultural Buildings</td>
<td>Agri-Tourism</td>
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<tr>
<td>Boarding Kennels³</td>
<td>Burial Grounds</td>
</tr>
<tr>
<td>Community Facility</td>
<td>Farm Shop²⁰</td>
</tr>
<tr>
<td>Guest House³</td>
<td>Health Practitioner³</td>
</tr>
<tr>
<td>Office Ancillary to Permitted Use</td>
<td>Open Space</td>
</tr>
<tr>
<td>Research and Development¹⁰</td>
<td>Residential⁴</td>
</tr>
<tr>
<td>Veterinary Clinic²¹</td>
<td>Restaurant/Café¹³</td>
</tr>
<tr>
<td></td>
<td>Bed and Breakfast³</td>
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<tr>
<td></td>
<td>Childcare Facilities³</td>
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<td></td>
<td>Golf Course</td>
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<tr>
<td></td>
<td>Holiday Home /Apartments³</td>
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<td></td>
<td>Recreational Facility /Sports Club</td>
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3  FUTURE DEVELOPMENT AROUND DUBLIN AIRPORT

3.1  Overview

3.1.1  The growth in passenger numbers and related development, coupled with good access arrangements, will be key determinants of future development in the area.

3.2  Improving Access to Dublin Airport

3.2.1  The primary access to both Dublin Airport and Dublin Port is currently via the M1 motorway and M50 orbital route around Dublin City. The M50 was recently upgraded with the construction of an extra lane both north and south bound together with the upgrade of interchanges.

3.2.2  Despite the additional capacity provided by a third lane in each direction, the M50 is already experiencing significant traffic congestion and delays, particularly during AM and PM peak periods. This has resulted in longer and less consistent journey times to Dublin Airport.

3.2.3  This will exacerbate over time, which could trigger the need for extending and upgrading the local road network in and around the airport to relieve congestion on the strategically important section of the M50 and M1.

3.2.4  In particular, the Swords Western Bypass, Cherryhound Interchange Link, and Airport Box, which are objectives of the current CDP, would provide improved access to Dublin Airport, and more direct connectivity between the Airport and N2 National Primary Route. This new road infrastructure would facilitate the continued growth and development of Dublin Airport. These routes should be prioritised for implementation within the lifetime of the new CDP 2017 – 2023.

3.2.5  These upgrades, with alignments as per the Fingal CDP, and the subject lands are shown in Figure 3.1.

![Figure 3.1: Subject Lands and Proposed Road Upgrades in current CDP](image-url)
3.2.6 The alignment of the road linking the Airport Box with the Cherryhound interchange is yet to be fixed. The junction with the Swords Western Bypass and the Cherryhound Link Road will most likely be required to be located outside of the Outer Public Safety Zone (PSZ) of Dublin Airport. Therefore these strategic routes may well pass through the subject lands. Our client is willing to work with FCC to ensure the early delivery of these strategic routes through their land.

3.3 Passenger Numbers at Airport

3.3.1 The recent economic downturn resulted in passenger numbers at the airport dropping sharply in the period 2008 to 2010. As shown in Table 3.1, passenger numbers have been increasing again since 2011 and if current growth rates continue the airport will have its busiest year on record in 2016 and exceed 27 million. This exceeds the 25 million threshold which triggers the need for the second runway.

Table 3.1: Dublin Airport Passenger Numbers

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<tr>
<td>No. Of Passengers (Millions)</td>
<td>19.5</td>
<td>21.2</td>
<td>23.3</td>
<td>23.5</td>
<td>20.5</td>
<td>18.4</td>
<td>18.7</td>
<td>19.1</td>
<td>20.2</td>
<td>21.7</td>
<td>25</td>
<td>27.5</td>
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3.4 Dublin Airport Development in Context

3.4.1 The temporary drop in passenger numbers meant there has not been the level of development at the airport that was anticipated within the lifetime of the Dublin Airport Local Area Plan.

3.4.2 In 2007 the DAA received 10 year planning permission for the construction of a second parallel runway at Dublin Airport. (Ref. F04A/1755). The layout of the northern parallel runway is shown in Figure 3.2. Construction of this runway has not commenced to date.
3.4.3 However the recovery in passenger numbers and the projected future growth mean that the Northern Parallel Runway will be required in the short term.

3.4.4 The current permitted runway may also need to be extended to cater for future aviation needs. Should the new runway need to be extended westward this may require the Airport Box be extended westward also, but at a minimum it would be likely to require the inclusion for this road as part of the scheme.

3.4.5 The DAA is now committed to the delivery of the northern runway by 2020, but this may require a new planning application. Therefore, the County Development Plan should also actively support the early delivery of the northern runway.

3.5 GDA Transport Strategy (NTA)

3.5.1 The Government recently approved the Transport Strategy for the GDA. This included provision for a LUAS extension to Finglas and the provision of a strategic P&R site adjacent to the M50. The LUAS extension to the M50 also affords an opportunity to further extend to LUAS to serve future development lands to the west of Dublin Airport as shown in Figures 3.3 and 3.4. While the need for such an extension may not be required in the short to medium term it would be appropriate for the CDP to identify the potential for such an extension given the strategic importance of the Airport Environs to the future economic growth of Fingal, the GAD and the State.

Figure 3.2: Northern Parallel Runway

Figure 3.3 Proposed Future Extension of LUAS and Strategic Park & Ride Site (GDA Context)
Figure 3.4: Proposed Future Extension of LUAS and Strategic Park & Ride Site to Serve Lands West of Dublin Airport
4 REVIEW OF CURRENT PLANNING CONTEXT

4.1 Overview

4.1.1 The planned future development of the area is set out in the *Fingal County Development Plan 2011 – 2017* and the *Dublin Airport Local Area Plan*. There are a number of road upgrades planned for the area set out in these statutory documents.

4.2 Fingal County Development Plan 2011 – 2017

4.2.1 The current CDP is cognisant of the importance of the Airport and has a number of objectives which provide for the development of the Airport:

"Objective EE46

*Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport, having regard to the environmental impact on local communities.*

Objective EE47

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

Objective EE48

*Facilitate the development of a second major east-west runway at Dublin Airport and the extension of the existing east-west runway 10/28.*

Objective EE49

*Facilitate the efficient and effective operation of Dublin Airport in accordance with Dublin Airport Local Area Plan and the principles of proper planning and sustainable development.*

Objective EE50

*Continue to participate in the Dublin Airport Stakeholders Forum which includes representatives from local authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental and other issues.*

Objective TO39

*Facilitate the operation and future development of Dublin Airport recognising its role in the provision of air transport, both passenger and freight.*

4.2.2 Objective T073 of the CDP provides for the implementation of a series of Road Improvement Schemes listed in Table T04 within the 6 year period of the plan. A number of these roads are within the vicinity of the subject lands including:

- Swords Western Bypass
- East – West Distributor Road Stockhole Lane to Cherryhound
- R132 Swords Road Upgrade, Airport Roundabout to Collinstown Cross (part of Airport Box)
4.2.3 There also a number of pertinent local objectives.

"Local Objective 394 facilitate an access to the Airport from the west."

"361 Facilitate the provision of a second major east-west runway."

4.2.4 In addition, there is a relatively small area of lands in the close proximity of Dublin Airport west that is outside the Public Safety Zones (PSZs) of the airport. The subject lands are therefore strategically located; partially within a strip of land between but outside the Outer PSZs stretching westwards from the airport compound to include the Cherryhound Interchange (see Figure 4.1).

![Figure 4.1: Location of Lands Relative to Inner & Outer PSZs (Source: Fingal CDP)](image)

4.2.5 The limited supply of land outside the Airport PSZ in such close proximity to the airport enhances the strategic significance of the lands.

4.3 Dublin Airport Local Area Plan – Proposed Review

4.3.1 The current Dublin Airport Local Area Plan (LAP) was adopted in 2006. The LAP was extended up to 23rd June, 2015. Therefore the Airport LAP should be reviewed during the early stages of the CDP 2017 –2023.

4.3.2 The extent of the LAP lands is shown in Figure 4.2.
4.3.3 It can be seen that the current LAP extends to St Margaret’s Village.

4.3.4 The purpose of the Dublin Airport LAP is to ensure the optimal future development strategy for the Designated Airport Area.

4.3.5 The LAP identifies that substantial improvements to landside surface access will be crucial to the successful development of the Airport. In this regard the LAP proposes the following external road upgrade works:

- ‘Airport Box’: The upgrading of the R132, Collinstown Lane, the R108, Northern Parallel Road, Forrest Little Road and St. Margaret’s Road to dual carriageway standard will form the Airport Box.

- Blanchardstown/Baldoyle Airport Road: This road will also be dual carriageway standard. This will allow traffic that does not need to use the M1 or M50 to access areas to the east of Dublin.

- Link to N2: This road will link traffic from the N2 to the airport, and also to the terminal and cargo facilities on the Western Campus area and the associated parking areas.

- Upgrade of the R108: Upgrade of the R108, from Collinstown Lane to the interchange with the M50 at Ballymun, to dual carriageway standard.

- Improved/Additional access: It is proposed to construct new and improved accesses off the proposed upgraded R132, Collinstown Lane and Forrest Little Road to the eastern section of the site.
• Upgrading of the M50: Phase 1 of the M50 upgrade has been completed and saw the construction of an extra lane both north and south bound on the M50 together with the upgrade of interchanges.

• Swords Western Bypass: To allow for future connection to the possible western bypass of Swords, to link with the Airport Box.

4.3.6 The above road proposals are shown indicatively in Figure 4.3.

![Figure 4.3: Airport LAP External Road Proposals with Subject Lands Indicated](image)

Figure 4.3: Airport LAP External Road Proposals with Subject Lands Indicated

4.3.7 The above road proposals are formalised in the following LAP Policy Objectives:

• TP10 - To reserve lands to the west of the north-south runway 16/34, between the two parallel runways for the future expansion of the airport to the full potential of the twin parallel runway system, and to define a development box in which the appropriate terminal, pier and apron facilities can be provided – DALAP.

• EA1 - To maintain and protect accessibility to the airport as a priority and provide for alternative access points to the road network.

• EA2 - To implement a programme of road development on the external road network to ensure that a balanced response to the expansion of Dublin Airport occurs.

• EA3 - To ensure that the road infrastructure has the capacity to better arrange traffic in the vicinity of Dublin Airport and to cater for the estimated growth in traffic into the future.
- EA4 - To develop the external road network on a phased and planned basis.
- EA6 - To realign and improve and upgrade the road network surrounding the Airport in the form of an Airport Box to dual carriageway standard. The roads proposed for this upgrading are the R132, Collinstown Lane, The R108, the Forrest Little Road, the North Parallel Road and the St Margaret’s Road.

4.3.8 The Dublin Airport LAP is due for update within the lifetime of the new Fingal CDP. The new LAP should have regard for:

- The strategic importance of the airport,
- The extent of resultant development surrounding the airport,
- The need to provide additional road infrastructure to accommodate the growth and development of the airport, and
- The possible provision and / or extension of the Northern Parallel Runway.
- The need to promote economic development to the west of the Airport to provide balanced and competing development opportunities in the environs of Dublin Airport.

4.3.9 As a result the boundary of the LAP should be extended to include lands that may be suitable for development to facilitate the orderly expansion of the airport.

4.3.10 The area of lands that should be considered for inclusion in the new Dublin Airport LAP is shown in Figure 4.4. This could include the subject lands, which are strategically located between and outside the Outer Public Safety Zones of the airport.
Figure 4.4: Area of lands that should be included in the new Dublin Airport LAP
5 PROPOSED AMENDMENTS & RECOMMENDATIONS ON DRAFT FINGAL COUNTY DEVELOPMENT PLAN 2017-2023

5.1 Implementing Statutory Planning Policies and Objectives

5.1.1 The strategic importance of the subject lands, the established green belt role / function of the area and the potential of the subject lands and surroundings to deliver key strategic planning policies and objectives have been assessed. Having regard to the strategic planning importance of the subject lands and the immediate surroundings the following should be included in the objectives in the 2017 - 2023 Development Plan:

- Prioritising a review of green belt lands around Dublin Airport to establish and acknowledge the strategic planning importance of the lands to the west of the airport up to the N2 in delivering established and identified strategic planning objectives and policies, particularly FCDP Objectives DA, EE46 and EE69.
- Extension of the Airport LAP boundary to the west so that due consideration can be given to the subject lands during the Review of the Airport LAP.
- Provide for a future extension of LUAS and Strategic Park & Ride on the subject lands.

5.2 Proposed Amendments to Draft Plan 2017-2023

5.2.1 Proposed Amendment 1: The optimal location of lands in the context of existing and future road upgrades and possible LUAS extension makes these ideal lands for development in the longer term. A variety of land uses with good connectivity will be required to the West of Dublin Airport in future years. Therefore the lands should be zoned accordingly, or identified for future development potential, to make optimal use of the lands at this location, which would include a review of the green belt.

Reason: To ensure the long term optimal development of lands to the west of Dublin Airport and to ensure the limited supply of lands outside the Airport Public Safety Zones can be developed to the optimal requirements of the airport area.

5.2.2 Proposed Amendment 2: Extend the boundary of the Airport LAP further west to include the strategic lands for future development to the west of the Airport and to undertake a full review of the Airport LAP (extended) within the lifetime of the County Development Plan

Reason: To ensure that strategic lands to the west of the Airport are identified and appropriately zoned to enable additional and competitive development land to come forward to maximise the economic opportunity to Fingal County that will arise with the expansion of Dublin Airport.

5.2.3 Proposed Amendment 3: Additional Objective: An additional Objective should be included in the County Development Plan 2017 - 2023 to ensure the sustainable and logical extension of the LUAS Cross City Line to serve future development lands west of Dublin Airport:

“Support and promote the development of a new improved rail based transportation system including the extension of the LUAS Cross City Line from Finglas to the Airport West Campus”

5.2.6 A corridor alignment for the future Luas Cross City Line should be illustrated indicatively on the Fingal County Development Plan Maps 2017 - 2023 along the alignment illustrated in Figure 3.3 above.
5.2.7 **Reason:** To ensure that the development of the LUAS Cross City Line to Finglas can be appropriately extended to serve future development lands to the west of Dublin Airport.

5.2.8 **Proposed Amendment 4:** Provide for strategic Park & Ride on lands to the west of Dublin Airport.

5.2.9 **Reason:** A strategic Park & Ride on the subject lands would reduce traffic on the M2 and M50 corridors and also provide alternative airport car parking to the west of Dublin Airport. This would also provide for alternative and competitive long stay car parking for Dublin Airport users particularly those arriving from the west and north of the country.

5.2.10 **Proposed Amendment 5:** Implement the Airport Box, Swords Western Bypass and the link to Cherryhoud Interchange road schemes as a matter of priority and within the lifetime of the Development Plan 2017 - 2023.

5.2.11 **Reasons:**

- The primary access to both Dublin Airport and Dublin Port is currently via the M1 motorway and M50 orbital route around Dublin City. The M50 was recently upgraded with the construction of an extra lane both north and south bound together with the upgrade of interchanges.

- Despite the additional capacity provided by a third lane in each direction, the M50 is already experiencing significant traffic congestion and delays, particularly during AM and PM peak periods. This has resulted in longer and less consistent journey times to Dublin Airport.

- This will exacerbate over time, which will trigger the need for extending and upgrading the road network in and around the airport to relieve congestion on the strategically important section of the M50 and M1. This new road infrastructure would facilitate the continued growth and development of Dublin Airport as well as lands to the west of the Airport.

- In particular, the Swords Western Bypass, Cherryhoud Interchange Link, and Airport Box, which are objectives of the current CDP, would provide improved access to Dublin Airport, and more direct connectivity between the Airport and N2 national primary route. These routes should be prioritised for implementation within the lifetime of the new CDP 2017 – 2023.

5.3 **Summary**

5.3.1 The longer term planning objectives for FCC should also be reflected in the CDP 2017 - 2023. Figure 5.1 shows the composite proposals for the orderly development of lands to the west of Dublin Airport.
5.3.1 The proposals for incorporation into the CDP 2017 - 2023 provide for an integrated set of proposals that include sustainable land use, transport and planning proposals for the orderly development of lands to the west of Dublin Airport. These proposals will also ensure that the land adjacent to the existing terminal building to the east can be reserved for strategic and core Airport function which will be required to meet the need of the Airport as it continues to expand into the future. The proposals in this report also benefit the wider transport network by reducing traffic flows on the M50 and strategic radial routes and can also provide for Strategic P&R facilities for the Airport and M2 corridor. The proposals therefore accord with the strategic planning and development of the area.

Figure 5.1: Composite Map of Proposals

Byrne Lands Submission on Fingal Development Plan 2017 – 2023