



# Dublin Airport

## Strategic Issues Paper

### Local Area Plan

June 2018



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## The Purpose of This Issues Paper

Fingal County Council is in the process of reviewing the existing Dublin Airport Local Area Plan (LAP) 2006-2015 under Section 20 of the Planning and Development Act 2000 (as amended) and wish to invite the public to participate in the process.

As the statutory planning authority for the airport, the County Council is responsible for the delivery of a land use planning framework which can be used to:

- assess any future development proposals that may come forward at the airport or in its environs;
- pro-actively manage the associated public and private infrastructure and environmental resources that are needed for the airport to operate sustainably and;
- ensure impacts on neighbouring communities are considered and planned for in the context of the future development of the airport

The purpose of this Issues Paper therefore is to:

- set out the principal challenges the Airport faces over the Plan period to maintain its role as Ireland's primary international transport gateway;
- illicit your views with the aim to build a shared vision for how the airport might be empowered to respond positively to these challenges and opportunities;
- inform a policy framework having regard to environmental obligations, and infrastructure capacities and;
- ensure the views of communities, who live in close proximity to the airport, or are impacted by its operation, are considered in policy formation.



## Have Your Say

We welcome and encourage your engagement in this important Plan.

The LAP will provide a detailed planning framework with associated policies and objectives relating to airport infrastructure, aircraft operations, noise, surface access, drainage and utilities, heritage, design criteria, commercial development and implementation. It will also consider future development of the airport in the context of the local communities in the vicinity. Ultimately the plan will provide the policy context against which all future development proposals at the airport will be assessed.

Your participation is essential to develop a Plan that establishes a strong framework for the future of Dublin Airport.

## The Consultation Process

There are a number of ways you can participate in the preparation of the Airport LAP. As this early stage is so important to shaping the future of Dublin Airport, we have expanded our consultation channels to include a new Visioning process. This will run alongside the Issues Paper consultation and will feed directly into the development of the Draft Plan. We welcome your participation in all stages of the development of the Plan. This consultation process is outlined in Figure 1 below.

Figure 1: Consultation process



## Developing a Framework for Dublin Airport (Public Perspectives Visioning Portal)

This Pre-Draft consultation aims to capture communities, individuals and businesses views on the future for Dublin Airport.

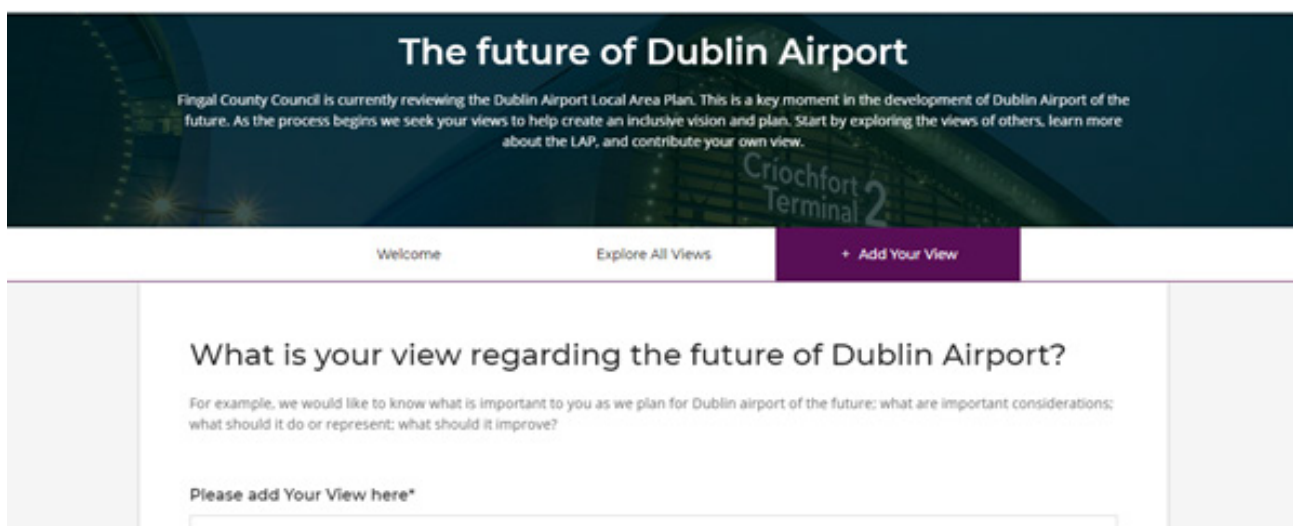
For example, do you have a view on the planning considerations for the future development of Dublin Airport? What is important to you with regard to its development? What important aspects should be considered?

To support the open sharing of views, Fingal County Council has launched a new portal where you can share your view and hear others in your community. You can share your view directly on this platform, or share a view you read or heard in the media or elsewhere. The aim is to give voice to all perspectives and views on Dublin Airport and make those available for others to hear and explore.

This innovation aims to enhance traditional public consultation techniques through an open process which represents a full range of public opinion focused on inclusion and diversity of views.

Our analysis of portal responses will be used alongside relevant national, regional and county policy frameworks; a range of independent technical evaluations; and consultation with the public and key stakeholders; to inform the development of the Draft Dublin Airport Local Area Plan. The Plan will then be open for your comment before adoption by the elected members. Visit the portal and share your view <https://yourairportviews.fingal.ie>

**Figure 2:** Public Perspectives Visioning platform



## Respond to issues outlined in the Issues Paper. Make a submission.

You can also participate by commenting on this Issues Paper. This Issues Paper is intended to present an overview of the main planning and development issues facing Fingal in the preparation of a plan for Dublin Airport. It aims to encourage debate on what broad issues should be considered in the new Plan. For this reason, all submissions to the Issues Paper will be published during the consultation period.

Any views regarding the future of the airport, included in published submissions will be shared also via the Public Perspectives platform. In this joined-up connected way, Fingal County Council aims for a broad and holistic conversation regarding the preparation of the Airport Local Area Plan. We welcome and encourage your input via both the Visioning and Issues Paper process.

## How to make a submission on the Issues Paper

To make a submission on the Issues Paper please visit [consult.fingal.ie](https://consult.fingal.ie) to submit online. Alternatively, send your submission by post to Senior Executive Officer, Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co Dublin. K67 X8Y2

The benefits of making an online submission are:

- You can start your submission and complete later
- Indicate areas of interest on an interactive map
- After submissions are published, easily query all consultation data
- Get notifications and updates about the consultation

The deadline for submissions is **Tuesday 21st of August**. Submissions should be not made in more than one format i.e. letter and email.

An **Information Session** for members of the public will be held in the Radisson Blue Hotel, Dublin Airport on **Wednesday 18th of July from 4pm to 8pm**.

Why should you get involved?

This is an opportunity for you to give your views on the critical issues outlined in this paper and have your say on how we can best plan for the future of Dublin Airport. Submissions to the Issues paper are not limited to the issues raised in this paper so please raise any other issue of interest or area of concern which you consider relevant.

Later consultation stages

When the early phase of consulting on Vision and the Issues Paper is complete, it will be followed by the preparation and publication of a Draft LAP. When published you will have the opportunity to make a further submission.

Throughout the process, the Council will hold a number of public consultation meetings which will be announced on the Fingal Council website, consultation portal and announced in the newspapers. More detail on the LAP consultation process is available here:

<https://yourairportviews.fingal.ie>



## The Strategic Significance of Dublin Airport

The relative importance of Dublin Airport in a national context has grown significantly over the past 12 years and the share of total passengers at Dublin airport as a percentage of the national aggregate continues to increase. CSO indicates that Dublin Airport's market share of passengers increased from 73% in 2005 to 84% in 2015. With 29.6 million passengers passing through its doors, and nearly 216,000 commercial aircraft movements using its runways in 2017, Dublin Airport is currently the 11th largest airport in the European Union and the fastest growing of Europe's largest 20 airports.

**Figure 3:** Passengers at Irish Airports 2005 - 2015



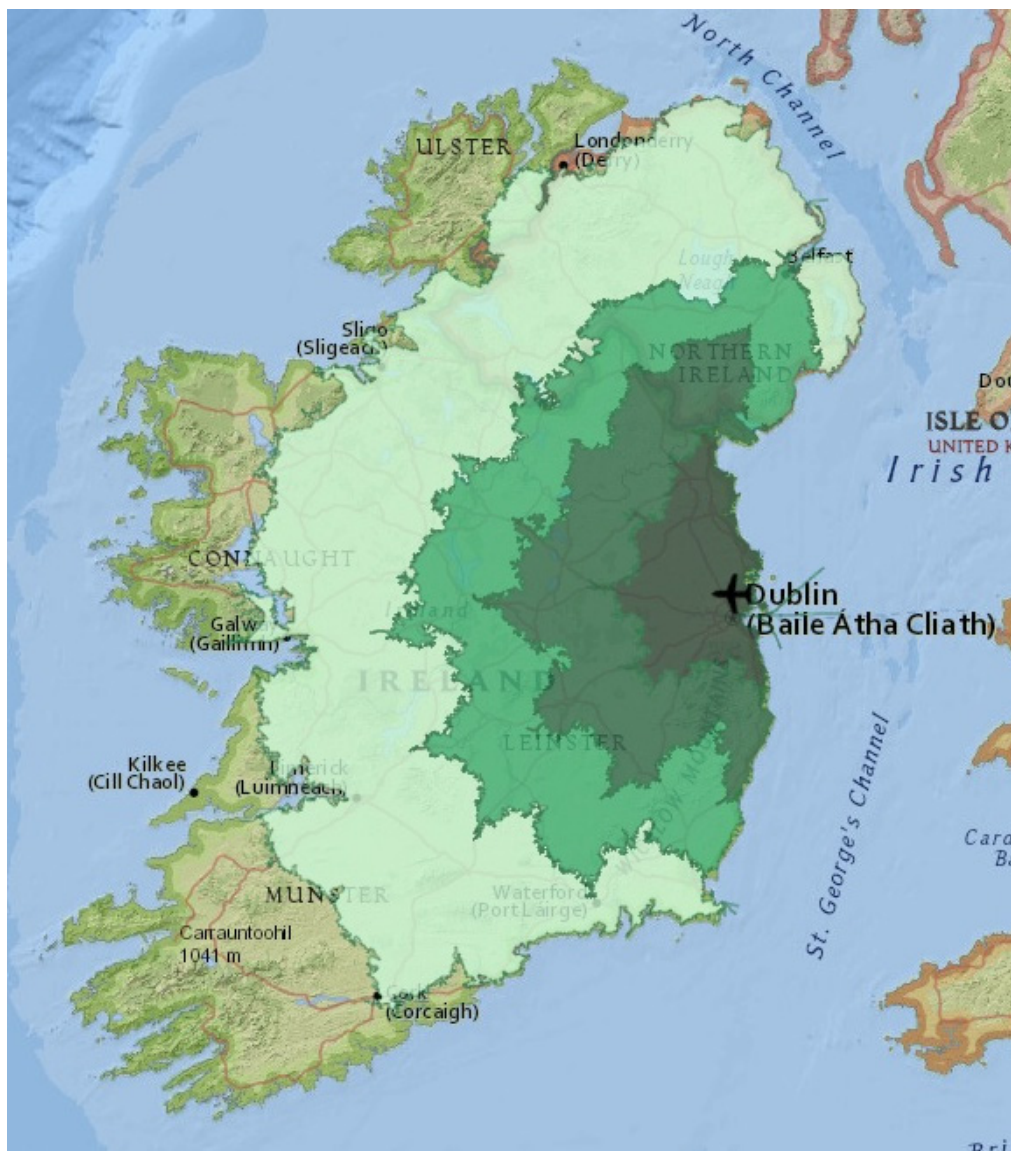
Source: CSO

The airport has assumed a niche hub role within the European airport system servicing the Transatlantic aviation market, given its strategic geographical location and its unique ability in Europe to offer customs and immigration pre-clearance for passengers.

The number of scheduled destinations served directly from Dublin has grown materially in recent years. Subject to the availability of additional capacity there are good grounds for expecting this network growth to continue. Both the National Aviation Policy and National Planning Framework recognise the importance of this anticipated growth to future national prosperity.

The pivotal role of the airport in the transport network of Ireland is clear. This is due to its location at the nexus of the M1 (to Northern Ireland), M2, M3 and M50 motorways and the presence of major public transport corridors from the centre of Dublin (currently bus, planned metro link and prospectively heavy rail) serving the airport. The relative accessibility of Dublin Airport from much of the Country also suggests a broader role for the airport serving the whole island of Ireland. This is illustrated in Figure 4 below which shows 60, 90, 120 and 180-minute drive times from the airport.

**Figure 4:** Journey Catchments to Dublin Airport



Source: ESRI Arc GIS

The airport has a significant cross-border role in addition to being the primary tourism entry-point, important logistics node for air cargo and express freight, and the nucleus of a major employment cluster. The airport is consequently an important international transport gateway and a vital cog in the globally significant aviation and aerospace sectors that exist north and south of the border and a strategically important business asset that is capable of attracting mobile inward investment.

Based on this information, we would like to know what your views are on the strategic significance of Dublin airport. In addition, we would value your input on the following questions:

**What are the key planning considerations relating to the future development of Dublin Airport?**

**What are your views on the future role that Dublin Airport should play as an aviation provider and economic generator?**

**What role do you see Dublin Airport playing in the Irish Economy?**

**What are your aspirations/concerns surrounding the future development of Dublin Airport?**

**Which aspects of the airport's strategic functions do you think are the most valuable? And which do you think are less important?**

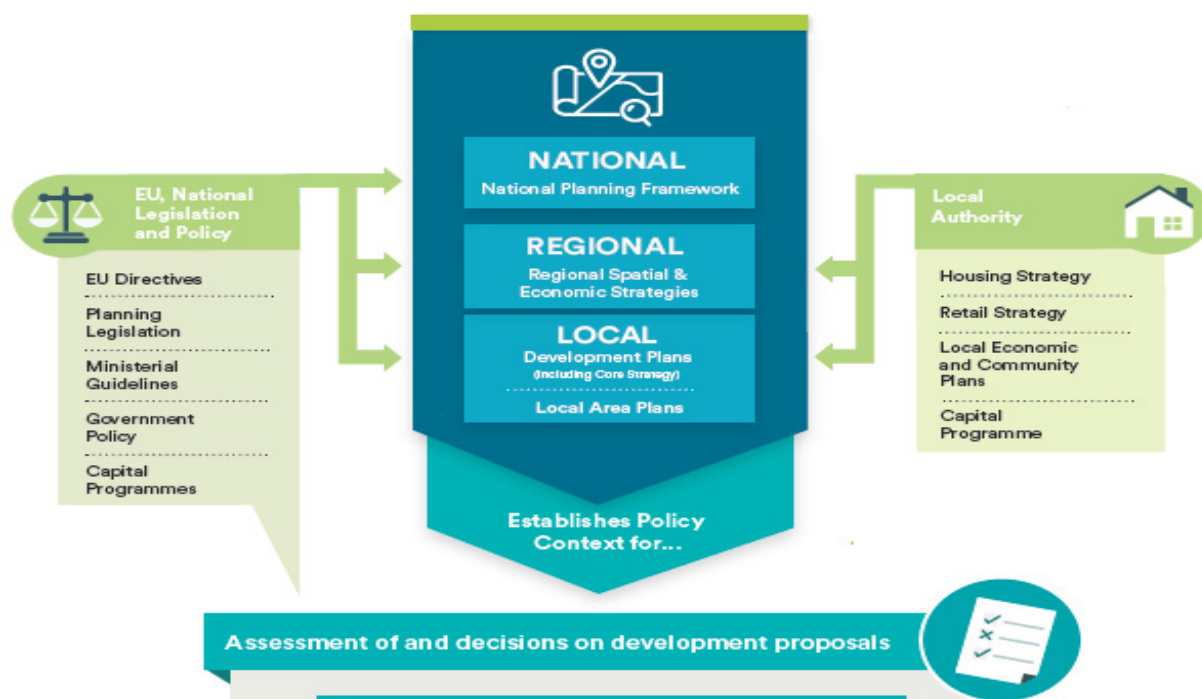


# 3 Policy Context

## Policy Context

The Dublin Airport Local Area Plan must be prepared in line with the objectives of the Fingal Development Plan, relevant E.U., national and regional guidelines. In this regard the planning system operates on the basis of a tiered structure of plans which are aligned from the national governmental level, via the regional level, and to local level, with conformity and consistency being an important aspect of the planning process.

Figure 5: Irish Planning System Overview



Source: Project Ireland 2040, National Planning Framework

The Local Area Plan will be prepared having regard to relevant policy documents in the area, including, but not limited to:

- The National Planning Framework 2018-2027
- Eastern and Midland Regional Spatial and Economic Strategy
- Fingal Development Plan 2017 – 2023
- Dublin Airport Local Area Plan 2006-2015
- Dublin Airport Central Masterplan
- Greater Dublin Area Transport Strategy 2016-2035
- National Aviation Policy for Ireland 2015
- Existing Planning Permissions (e.g. Terminal 2 and second parallel runway 2007)
- EU Regulation 598/2014
- Department of Transport commissioned Oxford and Cambridge Economics Review of Future Capacity Needs at Ireland’s State Airports

In this context, existing strategic plans at a national level that deal directly with Dublin Airport as highlighted below, all:



- recognise the importance of the airport as a transport gateway and economic facilitator;
- are configured to anticipate and support future growth;
- support the construction of a second runway to accommodate this; and
- acknowledge the importance of developing an environmentally sustainable approach to growth with noise impacts being a primary consideration.

Specifically the **National Aviation Policy for Ireland** (2015) states:

*'To ensure future connectivity and to deliver growth, it will be important that the State airports, and Dublin Airport in particular, have sufficient capacity and runways of sufficient length to enable services to operate to global emerging markets without weight restriction.'*

And

*'A specific level of airport infrastructure, including terminal and runway capacity as well as surface access is required to support the development of Dublin Airport as a secondary hub.'*

Chapter 2 of the Strategy also highlights that:

*Ireland is committed to working with its EU and international partners to mitigate the impacts of aviation on the environment and facilitate the sustainable growth of the sector.*

*Ireland will implement a "Balanced Approach" to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports.*

The **National Development Plan (2018-27)** supports the implementation of the National Aviation Policy and identifies the importance of high quality international connectivity as being:

'crucial for overall international competitiveness and addressing opportunities and challenges from Brexit through investment in airports in line with sectoral priorities already defined through National Aviation Policy and signature projects such as the second runway for Dublin Airport...'

Other key objectives also identified in the National Development Plan are:

- The development of an additional runway and terminal facilities (Planning permission has already been approved for the additional runway).
- Improved access to the airport

These strategic policy provisions are then translated to a County level via the Fingal Development Plan and the Dublin Airport Local Area Plan:



The **Fingal Development Plan 2017 – 2023** is the strategic plan that will shape Fingal over a six year period – it provides a policy framework within which area specific subsidiary plans are prepared. Both Chapter 5, Rural Fingal, Chapter 6, Economic Development and Chapter 7, Movement and Infrastructure set out specific policy provisions in relation to Dublin Airport, while Chapter 11 outlines the Land Use Zoning objectives for the airport.

The **Dublin Airport Local Area Plan** will provide a detailed planning framework with associated policies and objectives relating to the future development of Dublin Airport and its environs. Ultimately the plan will provide the policy context against which all future development proposals at the airport will be assessed.

With respect to the policy context, we welcome your views. You may wish to consider the following questions as part of your response.

**What are the key policy considerations for Fingal in preparing a Land Use Plan for Dublin Airport?**

**Are there any other documents or policies we should be considering?**

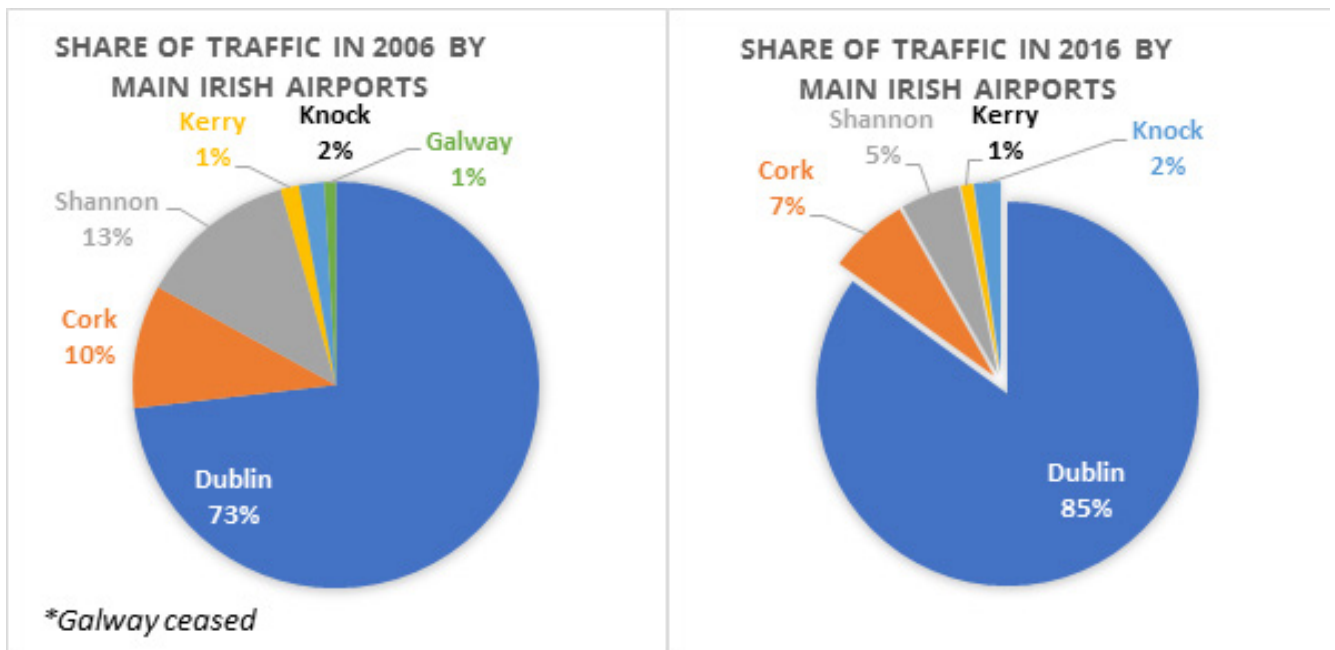
**Do you agree that sustainable development principles and mitigating the environmental impacts alongside airport growth should remain central to planning policy as it relates to the airport?**



## Historic Trends, Recent Developments and Forecast Growth

Within Ireland, Dublin Airport's role in the aviation sector has grown in importance over the last ten years. Between 2006 and 2016 Dublin Airport's share of the national market has grown from 73% to 85%.

**Figure 6:** Irish Airports Traffic Share



**Source:** Department of Transport, Tourism and Sport

Since 2010, Dublin Airport has witnessed an extended period of strong passenger growth as part of Ireland's post-recession recovery as illustrated in Figure 7, Dublin Airport Passenger Numbers 2006 - 2017.

The average number of passengers carried per aircraft movement has also increased, continuing the trend that has seen larger and more modern aircraft types used at the airport. With the growth plans of both Aer Lingus and Ryanair, this recent momentum is expected to continue – at least in the short term. Thereafter potential capacity constraints or the impacts of Brexit make the longer-term picture less clear.

In total, Dublin Airport is served by 63 scheduled passenger airlines flying to a comprehensive range of short haul and long-haul destinations (around 180 in 2017 if both scheduled and charter services are also included). UK destinations account for 38.4% of all departing seats from Irish airports in 2017, with the links from Dublin to London's Heathrow and Gatwick airports the largest by departing capacity, and Manchester and Birmingham also substantive.

In addition, there is also evidence of increased interlining at Dublin, up from less than 1% five years ago to nearly 3% of departing seats in 2017. Dublin also offers smaller UK regional airports a hub link between the UK and North America. Based on these trends, recent evidence suggests that Dublin will continue to grow, provided additional capacity is available to support this growth.

**Figure 7:** Dublin Airport Passenger Numbers 2006 - 2017



**Source:** Department of Transport, Tourism and Sport

In 2017 the Department of Transport Tourism and Sport (DTTAS) commissioned a review into the future capacity needs at Ireland's State Airports up to 2050. It is indicated that in addition to considering airside and landside capacity issues the study will look at options around the type, financial/regulatory structures, timing and location of any future terminal at Dublin Airport.

Airfreight, Business Aviation and Maintenance, Repair and Overhaul of aircraft are also important parts of the airport's business mix as 142,000 tonnes of air freight used Dublin in 2017 and there is a substantial MRO (Maintenance, Repair and Overhaul) operation at the airport creating substantive levels of employment.

With regard to recent trends and growth, we invite you to consider the following questions.

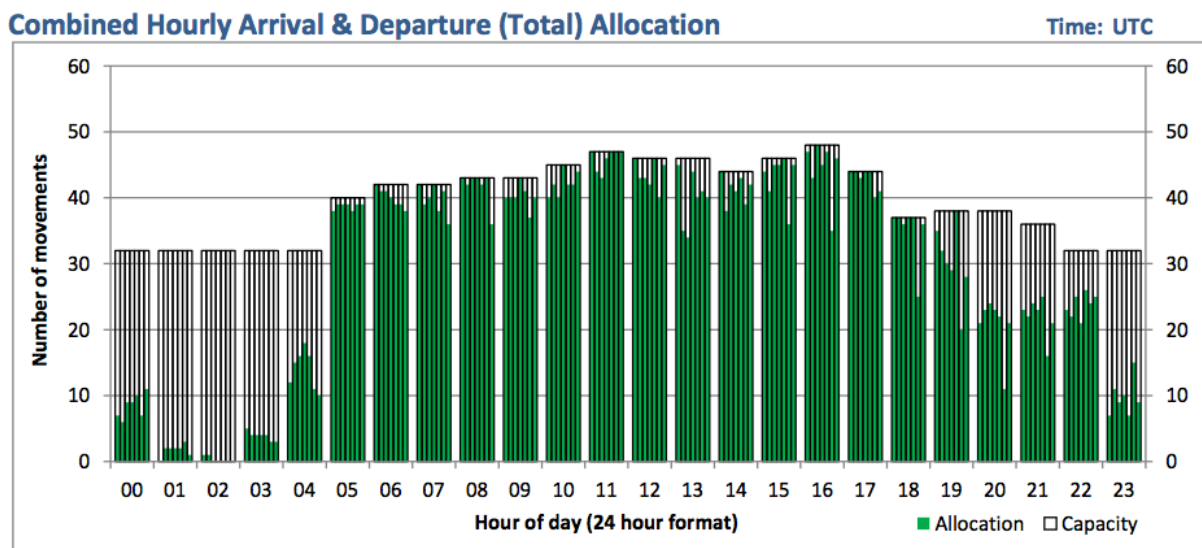
**What are your views, aspirations or concerns surrounding the future growth of Dublin Airport?**

**What are the key issues associated with any future growth that you foresee for the preparation of the Airport LAP?**

## Current and Future Capacity Constraints

The consistent and substantive growth in passenger demand that Dublin Airport has witnessed over the last decade, brings its own challenges: The airport is now getting close to 32 million passengers per annum as permitted in association with Terminal 2 which was granted planning permission in 2007. There are also capacity considerations associated with runway and stands during peak periods as revealed in the graphic below, which shows confirmed slot allocations against scheduled capacity in Summer 2018.

**Figure 8:** Dublin Airport Slot Allocations 2018



Source: Airports Co-ordination Ltd

Whilst trends suggests there is likely to be scope for additional growth at Dublin in the shoulder and off-peak periods<sup>1,2</sup> for many new routes, especially those requiring a business schedule, access to peak period slots will remain important in attracting new services. It is at these times that the airport is at its busiest and runway slots at their most scarce.

Accordingly, the new Northern Runway, also approved in 2007 and scheduled for completion in 2021, has the potential to provide extra capacity to accommodate this peak period demand in the medium to longer term. The National Development Plan, and the National Aviation Plan, both emphasise the importance of this major infrastructure project (illustrated below) for the future prosperity of Ireland, as well as Dublin City Region. The former sets out, under National Strategic Outcome 6, that:

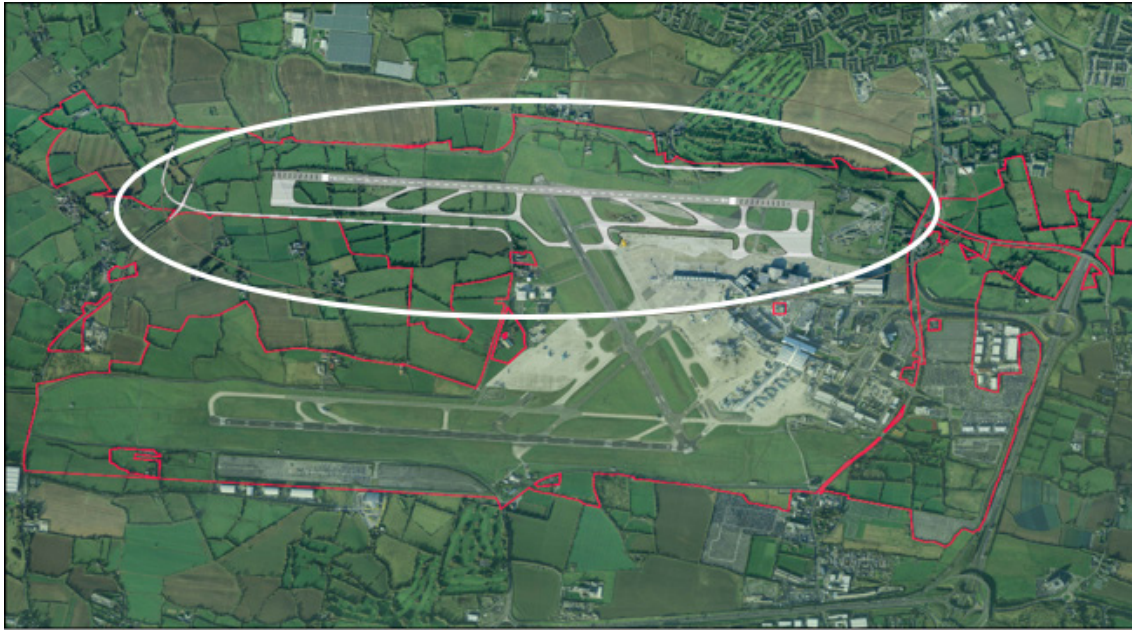
*“Significant investment in Ireland’s airports and ports will play a major role in safeguarding and enhancing Ireland’s international connectivity which is fundamental to Ireland’s international competitiveness, trading performance in both goods and services and enhancing its attractiveness to foreign direct investment. The importance of this objective cannot be understated in the context of the UK’s exit from the EU in 2019.”*

1 These slot times are principally attractive to leisure rather than business orientated services  
 2 Ryanair has announced it is adding 4% more seats to its 2019 summer schedule





Figure 9: Dublin Airport North Runway



In this context, the Local Area Plan will play an important role in ensuring that aircraft-related development and operation procedures proposed and existing at the Airport consider all measures necessary to mitigate against the potential negative impact of noise from aircraft operations, on existing established residential communities, while not placing unreasonable restrictions on airport development taking into account EU Regulation 598/2014 having regard to the 'ICAO Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.

Other future considerations for the operation of Dublin Airport, include aircraft stand and terminal processing capacity, and the need to enhance surface access links. A transportation study investigating current and prospective road and public transport conditions around the airport will support and inform the LAP. It will identify any upgrades that may be required and address short, medium and long term constraints. In doing so it will have regard to extant safeguarding requirements; the retention of other aeronautical activities (e.g. air cargo, business aviation and MRO), future commercial capacity, public transport improvements and wider land use planning parameters.

Having regard to the above issues, we invite you to consider the following questions.

**What is your view of the existing facilities at Dublin Airport?**

**What do you think is required at the airport in terms of facilities and passenger experience?**

**What should the short, medium and long-term priorities for enhancements to airport infrastructure to cater for passengers be?**

**What priority should be given to environmental considerations such as noise in coming to a conclusion on this issue?**



## A Long-Term Vision to Frame Short Term Solutions

The development of airport infrastructure is expensive, and investment in large scale projects resulting in substantive increments of capacity, usually needs to be financed over long periods to make it affordable. This means that such projects at airports (e.g. a new runway, terminal or public transport connection) are designed over longer-term life cycles. For this reason, it is intended that the Dublin Airport Local Area Plan will include policy to guide development for the next six years (in line with the statutory duration of the Plan) but set within the context of a longer-term horizon.

Accordingly, consideration of a long-term vision for the airport to inform the short and medium-term objectives of the Airport Local Area Plan will form an important element of the process. The national imperatives underpinning current strategic policy supporting the continued development of Dublin Airport are robust and set out in Section 3 of this document. The challenge of the LAP is therefore to provide a clear set of specific policies which guide 'how' the airport should develop in the future.



Having regard to recent rates of passenger growth, it is expected that underlying demand may continue to rise over the next 10 and 25 years respectively. Moreover, with the National Aviation Plan encouraging the Development of Dublin's secondary hub role as a bridge between Europe and North America, there is also potential that an increasing proportion of passengers will be interlining compared to the current 2-3%.



If passenger numbers grow, then this will also have implications for air transport movements and airport related surface access demands. Airfreight, Business Aviation Fixed Base Operations (FBOs) and Maintenance, Repair and Overhaul (MRO) of aircraft are also important parts of the airport's business mix. In 2017 142,000 tonnes of air freight used Dublin and there are a number of substantial MRO and FBO facilities at the airport creating significant skilled employment. Accordingly, it is important to consider the role of Dublin Airport and its surrounding area as an important location for strategic inward investment sites for a combination of:

- airport related businesses,
- multi-national companies requiring regular access to overseas locations; and
- a combination of advanced producer service, tech industry or flagship multi-lateral public sector institutions

Ryanair's new HQ in Swords and the recent Government bid for the EU Medicines Agency for Dublin Airport Central are two recent examples. Hence, it is important that Fingal County Council take these broader potential demands, and the potential housing, transport and environmental pressures they may give rise to, into account alongside the core requirements needed to enable the airport to continue to function as Ireland's premier international gateway. We are interested, therefore in understanding your long -term vision for the airport and any strategic objectives, land use compatibility or environmental considerations that will help to define it and provide a framework for the Local Area Plan

**Do you agree with the need for a long-term vision to be developed for the airport and for the implications of a range of forecasts to be understood when preparing the Local Area Plan?**

**What is your vision for the long, medium and short-term development of Dublin Airport?**

**What strategic objectives, operational performance measures and environmental considerations do you consider to be the most important to be considered in the Airport LAP?**

**Are there non-aviation related land uses or economic activities that you consider to be compatible with an airport location?**



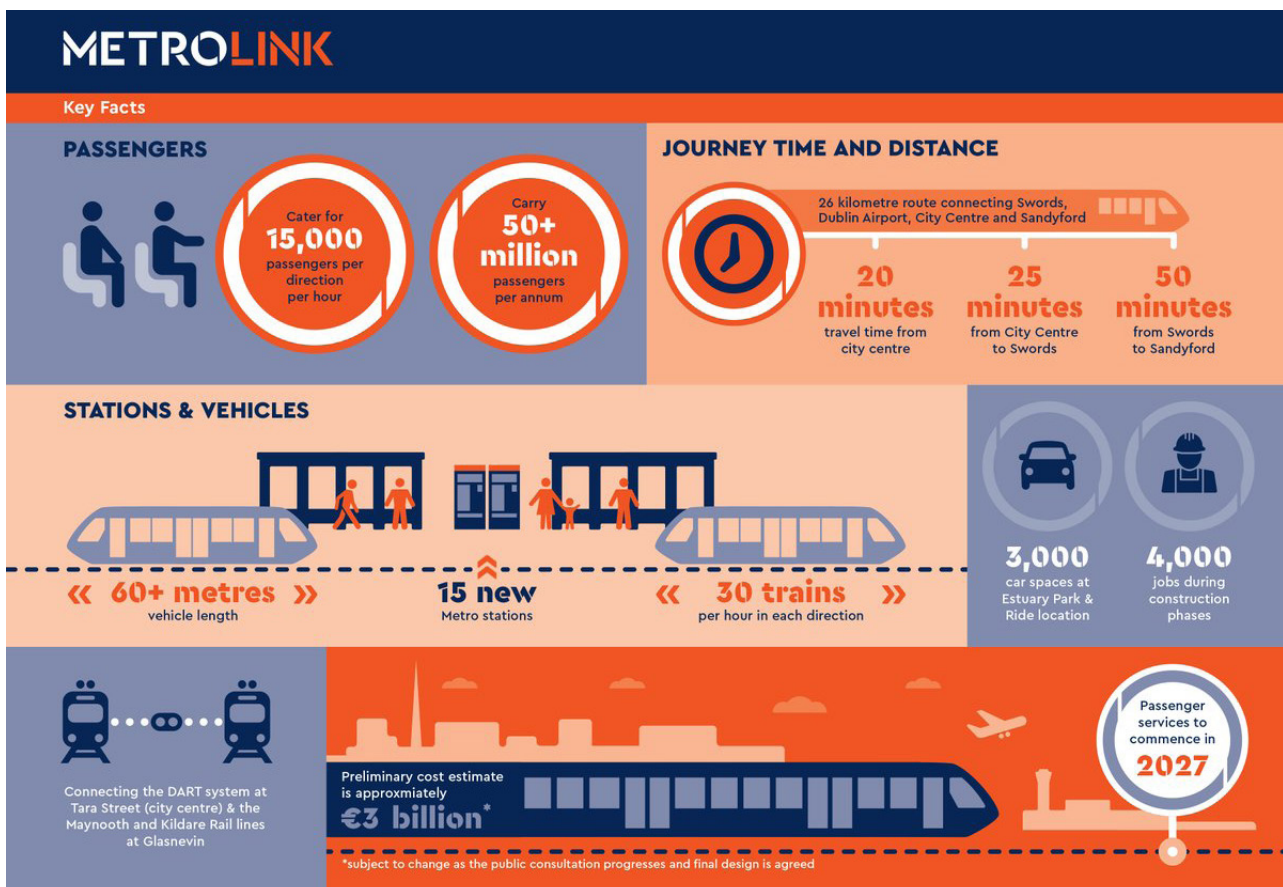


# The Need for Surface Access Enhancements

## The Need for Surface Access Enhancements

Airports are recognised as transport gateways to the wider world, but their ability to serve that function effectively is heavily dependent on their ability to process passengers safely, efficiently and in a timely manner. It is also dependent on the ability of passengers to access the airport from the airports immediate environs and wider catchment area quickly and conveniently. This puts a premium on the need for good surface access – both road and public transport.

Figure 10: Metro Link



Source: National Transport Authority

Dublin Airport benefits from good strategic road access links due to its proximity to the M1, M2 and M50 motorways. Good road access is going to remain an important requirement for the airport in the future. The proposed metrolink railway service to run between Swords and Sandyford, connecting Dublin Airport and Dublin City, will also play an import future transport role at Dublin Airport. The National Planning Framework contains further objectives for 'improving access to Dublin Airport, to include improved public transport access, connections from the road network from the west and north and in the longer term consideration of heavy rail access to facilitate direct services from the national rail network in the context of potential future electrification..'. In this regard the LAP will be informed by way of a transport assessment of existing and future road network capacity requirements to cater for airport related growth.

It is likely, in the event of a withdrawal of the UK from the EU, Ireland's direct linkages with other EU countries by air connections may become significantly more important. As a result, the ability of Dublin Airport to facilitate faster transit times between Ireland and the EU will need to be effectively connected into our land-based transport systems. Accommodating the service of Dublin Airport with a quality public transport service and improved public transport network at a national level will therefore be essential. In this regard, the need for protection of the M1, M50 and the Dublin Port Tunnel as the principal means of landside access for all passengers and goods is recognised.

Having regard to these transport considerations, we invite you to consider the following questions.

**How do you most frequently travel to the airport when travelling?**

**What is the main reason for your choice of transport?**

**What are the top priorities for improving surface access to Dublin Airport?**

**How should access considerations be reflected in future planning policy in the Airport Local Area Plan?**





# 8 Economic Impacts

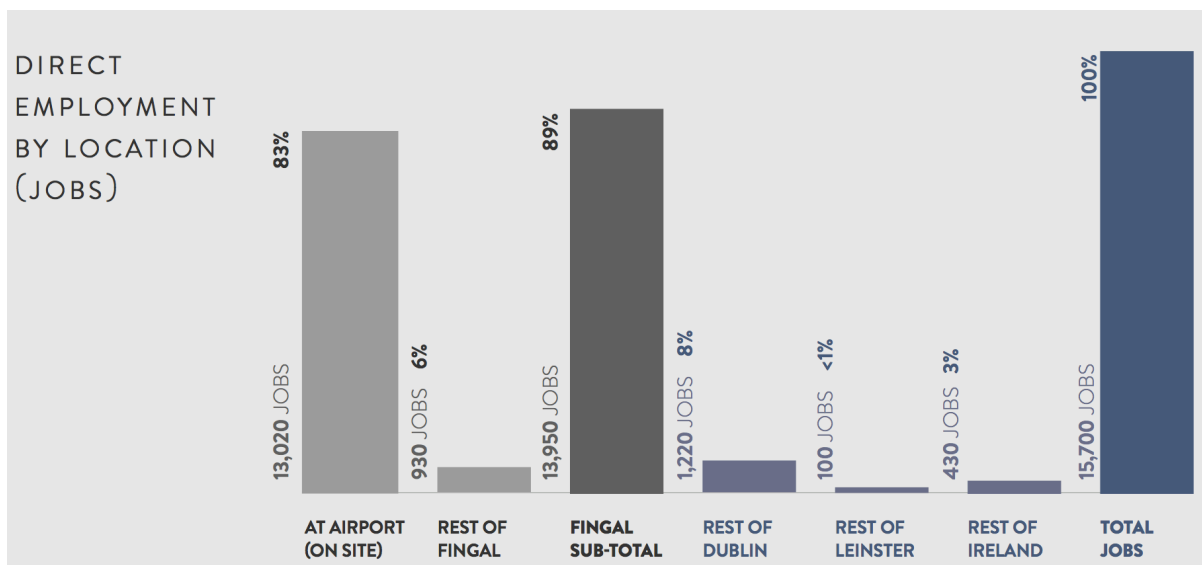
## Economic Impacts

Dublin Airport is considered to be an essential component of Fingal’s local economy and is a readily accessible location for existing and future employment for Fingal residents. The scale and range of economic impacts that the airport generates are substantive, and include:

- Those associated directly with the operation of the airport and any construction work required to maintain and develop it;
- The multiplier impacts that flow from that activity encompassing indirect and induced employment and expenditure; and
- Estimates of the productivity and agglomeration benefits accruing to the other sectors of the local and national economy that the presence of the airport and the enhanced connectivity that it offers creates.

In a 2017 study commissioned by DAA, international consultancy InterVISTAS examined these impacts in detail, based on 2016 passenger and freight data. A summary of the direct employment impacts by beneficiary area is set out below.

**Figure 11: Dublin Airport Employment**



**Source :** Dublin Airport Economic Impact Study April 2017 InterVISTAS

There is also an extensive academic and industry literature which highlights the less easily quantifiable catalytic benefits of aviation, including:

- Enhanced trade and tourism with directly connected destinations;
- The ability to attract and retain inward investment; and
- Employment clusters and the attraction and retention of mobile talent.

Notwithstanding the economic importance of Dublin Airport, the Council must achieve a balance between promoting the potential of the aviation sector and safeguarding the primary operational role of Dublin Airport as the Country’s main international airport.





You are therefore invited to consider the following questions.

**What is your view on the employment benefits that Dublin Airport brings to Fingal County, Dublin city region and Ireland as a whole?**

**Do you personally, or indeed your family, business and wider community, benefit from the Airport directly or indirectly through employment or the supply of goods or services?**

**In what ways do you think the local economy is supported by the proximity of an international airport?**

**What policies do you think that the LAP should include around economic development associated with the airport?**

## Environmental and Community Issues

Land use planning around an airport such as Dublin, should ensure that future development:

- Is sustainable and designed to the highest environmental standards, in recognition of its national gateway and flagship infrastructure asset status;
- Responds to important environmental constraints associated with future development and includes mitigation where necessary and appropriate;
- Effectively balances national economic and environmental objectives, having regard to the interests of all relevant stakeholders and airport related communities.

### Local Environmental Impacts

Environmental considerations that are of particular significance in and around Dublin Airport include:

- Community impact –the plan should take account of any potential impact on local communities in addition to having regard to wider environmental issues.
- Aircraft noise – unacceptable exposure can have effects on human health and well-being;
- Air quality - which is required to meet statutory EU standards and needs to take into account the combined effects of both airport operations and the adjacent road network;
- Surface water, drainage and land contamination – often issues that need careful consideration at airports where run-off is accelerated by large areas of concrete, and aviation fuel and de-icing fluid are high risk contaminants;
- Landscape and ecology - with particular attention being required to designated sites;and
- Historic and cultural assets - including archaeology.

In terms of aircraft noise, the National Aviation Policy for Ireland 2015 is committed to: *“implement a ‘Balanced Approach’ to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports”.*

The LAP will therefore need to consider approaches to:

- a) Minimise the adverse impact of noise without placing unreasonable restrictions on development and;
- b) Avoid future conflicts between the community and the operation of the airport. In this regard there are two noise zones identified in the Fingal Development Plan, an Outer Zone within which it is policy to control inappropriate development, and an Inner Zone within which new provisions for residential development and other noise sensitive uses is actively resisted.

It is also true that some types of land uses (e.g. low activity uses such as open ground or farmland, car parking, roads/train lines, sewage/water works and other infrastructure and enclosed non-residential property where people do not sleep at night – factories, offices and retail premises), are more compatible with aircraft noise exposure than others which are more sensitive because of their intensity or use at night (e.g. residential dwellings, schools and hospitals). Accordingly, the LAP will need to consider the appropriateness of existing noise policy in this regard.

### Climate Change

The EU emissions trading scheme (EU ETS), to which the Republic of Ireland is a signatory, includes CO<sub>2</sub> emissions from aviation. Airlines are required to monitor, report and verify their emissions and can either reduce their own emissions or purchase allowances from other sectors where the options for reducing CO<sub>2</sub> emissions are more advanced and can be delivered more quickly.

Dublin Airport participates in the Airport Carbon Accreditation (ACA) scheme, a voluntary scheme developed by ACI Europe. Between 2011 and 2014, Dublin Airport's footprint decreased by 33% from a baseline of 36,917 tonnes CO<sub>2</sub> in 2011 to 27,715 tonnes CO<sub>2</sub> in 2014. In 2013, DAA entered into a voluntary agreement with the Sustainable Energy Authority of Ireland (SEAI) which includes commitments to develop and maintain a structured energy management programme, and work to deliver energy reductions. Dublin Airport began the process of applying for the ISO 50001 Energy Management Certification in 2015.

Increasing the number of Air Transport Movements (ATMs) at Dublin Airport, has the potential to conflict with national commitments to reduce carbon emissions. Mitigation measures should therefore be promoted, and these could potentially take a number of forms:

- EU ETS – offset any increases in emissions using the trading scheme;
- Phase out fossil fuels – potential use of biofuels and electric vehicles;
- Improve public transport links to and from the airport reducing car-borne access;
- Encourage airlines to use more modern aircraft .

### Environmental Assessments

The LAP will also be accompanied by a number of environmental assessments which will facilitate the integration of environmental considerations into the Plan, as follows:

#### Strategic Environmental Assessment (SEA)

The Planning Authority is legally obliged to carry out a SEA of the Plan. The SEA process, designed to promote sustainable development by incorporating environmental considerations is a separate formal process used to predict and evaluate the likely environmental effects of implementing a proposed plan, and ensuring that such effects can be addressed at the earliest stage of the decision-making process.

#### Appropriate Assessment (AA)

AA will ensure that policies and objectives contained within the development plan will safeguard natural habitats that are protected by EU designation.



**Strategic Flood Risk Assessment (SFRA)**

The SFRA will evaluate and quantify flood risk and facilitate a more strategic approach to land use zoning.

Having regard to these environmental issues, we invite you to consider the following questions.

**What are the key community considerations for the preparation of the Dublin Airport Local Area Plan?**

**What key aspects of the airport's development need to be considered to protect key aspects of quality of life for residents of, and visitors to, Fingal?**

**What are the key environmental considerations for the preparation of the Dublin Airport Local Area Plan?**

**Are there any positive aspects about the presence of the airport?**

**Have you any additional suggestions on how the airport can better mitigate its impact?**



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## Next Steps

### A New Local Area Plan

The previous Dublin Airport Local Area Plan was adopted in June 2006 and its associated original six-year timeframe was extended by a further five-year period. Accordingly, pursuant to section 19 of the Planning and Development Act 2000 (as amended) the planning authority is obliged to commence its review of the previous Local Area Plan.

The Dublin Airport Local Area Plan will be produced in collaboration with key stakeholders, relevant agencies, sectoral representatives and local communities. The aim of the Plan will be to respect this important economic entity whilst also addressing the needs of the local communities and infrastructure in the vicinity.

The Plan will be prepared in line with the objectives of the Fingal Development Plan, relevant national and regional guidelines and the transport strategy of the Dublin Transport Authority. It will be strategic in nature and consist of a written statement and plans which will include objectives for the zoning of land for particular purposes, infrastructural requirements, and such other objectives for the proper planning and sustainable development of the area. Ultimately, the Plan will be the statutory framework against which future development proposals will be assessed in the area.

## The Consultation Process

You can make a submission on the Issues paper up until **Tuesday 21st of August 2018**. You can also submit your view or vision on the future of the airport until prior to publication of the Draft Plan. Your input will inform the development of the Draft LAP which will also be open for consultation.



Following this early period of public consultation, the statutory consultation process begins. This is when a Draft Plan is placed on public display for a period of 6 weeks during which further submissions will be accepted from the public. Submissions received on the Draft Plan will then be considered under a Chief Executive's Report with associated recommendations set out for consideration by the Elected Members. Any subsequent material amendments will also be placed on public display.

## Your View Matters

We are seeking your help as we draft the Local Area Plan. We would like to know what is important to you; what your concerns might be; your feedback on the issues raised; as well as your vision for the airport of the future.

Your input on the issues; as well as an understanding of shared and diverse views and values are essential for mapping a common way forward.

## Hearing Each Other

There are many different views on how Dublin Airport should develop, and it is our goal that all voices can be heard from this early stage. An understanding of all the different perspectives on what the future of the airport will entail will set a framework for the practical questions this LAP needs to address.

The full range of views and feedback on the Issues Paper will inform the development of the Draft Local Area Plan. We welcome your engagement.

## So Have Your Say

Comment on the Pre-Draft Dublin Airport Strategic Issues Paper Closing Date: **Tuesday 21st of August 2018**. <https://consult.fingal.ie>

Share your vision on the future of Dublin airport here <https://yourairportviews.fingal.ie>.





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