

**COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL**

COUNCIL MEETING

MONDAY 10th March 2025

ITEM NO. 28

EXTENSION OF DURATION OF DUBLIN AIRPORT LOCAL AREA PLAN 2020

**Chief Executive's Report to the Elected Members under Sections 19(1)(d),(e),(f) and
20(3)(a)(i),(ii) of the Planning and Development Act 2000 (as amended)**

(Advice to the Elected Members to approve the extension of the duration of the Dublin Airport Local Area Plan 2020 for a further period, being not greater than 5 years).

1. Introduction:

This report contains the Chief Executive's advice/opinion to the Elected Members on the proposal to invoke their powers, under Section 19(1)(d) of the Planning and Development Act 2000 (as amended) ("**the PDA**") which powers provide for the extension of the life of an existing Dublin Airport Local Area Plan. The statutory provision allows for the extension of the life of an existing LAP for a further period, not exceeding 5 years.

The Dublin Airport Local Area Plan was adopted by the Members of Fingal County Council on the 9th December 2019 and came into effect on 6th January 2020 ("**Dublin Airport LAP**").

As stated therein, the Dublin Airport LAP is to be in effect for a period of six years following adoption, unless otherwise extended as provided for under S.19 of the PDA.

Having regard to the provisions of the PDA, including s.19(1)(e) and for reasons set out herein, it is considered appropriate to extend the life of the Dublin Airport LAP by a further period not exceeding 5 years.

This report comprises an Opinion which addresses the requirements of section 19(1)(e)(ii) of the Planning and Development Act 2000, as amended. The report sets out the legislative provisions for extending the life of a Local Area Plan; provides a high-level overview of the main objectives of the Dublin Airport Local Area Plan and sets out the basis for Chief Executive's opinion that it is appropriate to extend the life of the LAP until 2029.

2. Legislative Provisions for the Extension of the Lifetime of an LAP

Section 19 of the PDA provides for the extension of the lifespan of a valid Local Area Plan.

As set out below, s.19(1)(e) of the PDA, a local area plan cannot be lawfully extended absent an opinion from the chief executive to the effect that, *inter alia*, the plan remains consistent with the objectives and core strategy of the relevant development plan and that the objectives of the local area plan have not been substantially secured. In this regard, s.19(1) of the PDA provides:

(d) Subject to paragraph (e), not more than 5 years after the making of the previous local area plan, a planning authority may, as they consider appropriate, by resolution defer the sending of a notice under section 20(3)(a)(i) and publishing a notice under section 20(3)(a)(ii) for a further period not exceeding 5 years.

(e) No resolution shall be passed by the planning authority until such time as the members of the authority have:

(i) notified the Chief Executive of the decision of the authority to defer the sending and publishing of the notices, giving reasons therefor, and

(ii) sought and obtained from the Chief Executive —

(I) an opinion that the local area plan remains consistent with the objectives and core strategy of the relevant development plan,

(II) an opinion that the objectives of the local area plan have not been substantially secured, and

(III) confirmation that the sending and publishing of the notices may be deferred and the period for which they may be deferred.

(f) Notification of a resolution under paragraph (d) shall be published by the planning authority in a newspaper circulating in the area of the local area plan not later than 2 weeks after the resolution is passed and notice of the resolution shall be made available for inspection by members of the public during office hours of the planning authority and made available in electronic form including by placing the notice on the authority's website.

3. The Dublin Airport LAP 2020

3.1 Overview

As outlined above, the Dublin Airport LAP was made by Fingal County Council on the 9th December 2019 and came into effect four weeks later on 6th January 2020.

The Dublin Airport LAP sets out a framework to facilitate the future growth, operation and safeguarding of Dublin Airport. Specifically, the Dublin Airport LAP provides a detailed planning framework to facilitate capacity enhancements and operational improvements required within the short to medium term for Dublin Airport.

The LAP outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the airport's growth, consistent with sustainable development principles; appropriate noise and environmental measures designed to protect public health; and ensure high quality surface transport access.

The Vision Statement set out in the Dublin Airport LAP seeks to:

'...facilitate and manage the sustainable growth of Dublin Airport in a manner that reflects its status as Ireland's premier aviation gateway whilst safeguarding the core operational function of the Airport and supporting neighbouring communities, the economy and the environment.'

The strategic aims of the Dublin Airport LAP include the following:

- Support for airport safeguarding.
- Support the continued sustainable growth of Dublin Airport and connectivity as a hub airport whilst ensuring protection of the environment.
- Support the timely delivery of required infrastructure to facilitate airport growth.
- Support the growth of the airport as a major economic driver for the region.
- Support continued communication between the airport and neighbouring communities to protect community amenity and mitigate potential impact from airport growth in the interests of long-term sustainability.

It is envisaged that the optimal, long-term sustainable development of Dublin Airport will occur in tandem with the delivery of necessary physical infrastructure, and in particular, with necessary surface access improvements.

3.2 Strategic Environmental Assessment

Dublin Airport Local Area Plan 2020 was subject to Strategic Environmental Assessment in accordance with Directive 2001/42/EC of the European Parliament and of the Council of Ministers of 27 June 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA Directive) and with National transposing

regulations, including Article 14 of the Planning and Development Regulations 2001, as amended.

The vision statement for Dublin Airport Local Area Plan 2020 is “[t]o facilitate and manage the sustainable growth of Dublin airport in a manner that reflects its status as Ireland’s premier aviation gateway whilst safeguarding the core operational function of the airport and supporting neighbouring communities, the economy and the environment.”

The making of the Local Area Plan was accompanied by the preparation of the SEA Environmental Report, which evaluates the likely environmental effects of implementing the Local Area Plan and describes appropriate mitigation measures; and the SEA Statement, which details the selection of the preferred alternative for the Local Area Plan and how environmental considerations have been integrated into the Local Area Plan.

In proposing to extend the life of the existing Dublin Airport Local Area Plan, Fingal County Council confirms that it is satisfied that the existing Plan remains generally consistent with the aims and objectives of the relevant statutory national and regional frameworks and strategies, namely the National Planning Framework 2040, the Eastern and Midland Regional Assembly's Regional Spatial and Economic Strategy 2019-2031, and with the objectives and core strategy of the Fingal Development Plan 2023-2029, and that the Local Area Plan, in-combination with the wider planning framework, would continue to provide a framework for the proper planning and sustainable development of Dublin Airport.

This wider planning framework, including the Fingal Development Plan 2023-2029, provides for the proper planning and sustainable development of the county, including Dublin Airport and takes primacy over the Local Area Plan, including in any instances where differences in the provisions of the Local Area Plan and the Fingal Development Plan.

The existing Fingal County Development Plan 2023-2029, which also includes the key aims, policies and objectives for the Airport, was subject to evaluation for Strategic Environmental Assessment (SEA), Strategic Flood Risk Assessment (SFRA) and Appropriate Assessment (AA).

Implementing the Local Area Plan and the wider planning framework requires that adequate and appropriate critical service infrastructure is in place to service any development proposed and authorised. This requirement is stated at Objective ED31 of the Dublin Local Area Plan and Policy DAP2 Infrastructure Provision of the Fingal Development Plan.

In seeking to extend the period of the Local Area Plan, Fingal County Council has considered the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans. While the existing Local Area Plan refers to the Climate Action Plan 2019, and the Fingal Development Plan refers to the Climate

Action Plan 2023, the measures, objectives and roles identified remain applicable and valid, and are being progressed by the Local Authority in tandem with realising the aims and objectives of the Local Area Plan and the Development Plan.

Furthermore:

Apart from extending the lifespan of the Local Area Plan, the proposal does not affect the provisions of the current Plan that are already in force;

The Local Area Plan sits within a hierarchy of strategic actions (including those in the Fingal Development Plan 2023-2029 and for example, the Climate Action Plan 2024) that provide a number of high-level environmental protection and management policies and objectives with which implementation of the Local Area Plan must comply;

The proposal to extend the Dublin Airport Local Area Plan 2020-2026 is up until 2029.

Potential adverse effects that would likely arise from the implementation of existing Local Area Plan in combination with the wider planning framework and the proposed extension are present already, and were envisaged, evaluated and mitigated through the SEA process for the Local Area Plan. Projects within the Dublin Airport are required to comply with mitigation measures set out in the Local Area Plan and in the Fingal Development Plan 2023-2029.

While potential adverse effects may also remain present in extending the Local Area Plan, these potential effects are fully mitigated in the Local Area Plan and in the Fingal Development Plan 2023-2029.

Please refer to Appendix 1 for SEA Review.

3.3 Appropriate Assessment

A review of the AA Screening (see Appendix 2) has been prepared that considers whether or not the proposal to extend the LAP would necessitate the undertaking of Appropriate Assessment under the EU Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora).

Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing Dublin Airport Local Area Plan are proposed. No additional sources or pathways will arise as a result of the proposed extension of duration and there is no possibility that the proposed extension could result in a significant effect on any European site. There is also no possibility of any significant effects on the North-west Irish Sea SPA, which was designated in 2023. The Appropriate Assessment screening process

undertaken in the preparation of the Dublin Airport LAP considered potential effects which may arise during the implementation of the Plan. An assessment of the pathways for effects and an evaluation of the LAP characteristics was undertaken, taking account of the characteristics of the subject lands and the separation distances to European Sites in the potential zone of influence. It was determined that there are no likely significant effects on any European sites.

It is now concluded that the proposed extension of duration of the Dublin Airport Local Area Plan 2020 will not give rise to significant effects on any European sites, either alone or in combination with other plans or projects. Furthermore, any future plans or projects arising from the implementation of the policies and objectives of the Plan will themselves continue to be subject to screening (or AA if necessary) as part of the planning process.

All development arising as a result of the Plan, if it is extended, will also continue to be guided by the development management policies and objectives of the Fingal Development Plan 2023-2029.

3.4 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment was undertaken for the Dublin LAP lands, having regard to *The Planning System and Flood Risk Management, Guidelines for Planning Authorities* issued by the Department of Environment, Heritage and Local Government and the OPW, to identify flood risk areas together with proposed mitigation measures.

The Flood Risk Assessment undertaken was integrated into the SEA process. The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan was published as a separate document in conjunction with the Dublin Airport LAP.

4. Chief Executive's Opinion

This report contains the Chief Executive's advice/opinion to the Elected Members on the proposal to invoke their powers under s.19 of the PDA - which powers provide for the extension of the life of a valid Local Area Plan. In this case, this pertains to the extension of the life of the Dublin Airport LAP for a further period, being not greater than 5 years.

In accordance with s.19(1)(e)(ii) of the PDA, as quoted previously herein, this section of the report provides the Chief Executive's opinion as to whether:

1. the Dublin Airport LAP remains consistent with the objectives and core strategy of the Development Plan - being the Fingal Development Plan 2023-2029 ("**the Development Plan**");
2. the objectives of the Dublin Airport LAP have not been substantially secured; and
3. that it can be confirmed that the sending and publishing of the relevant notices may be deferred and the period for which they may be deferred.

4.1 Consistency with the Objectives and Core Strategy of the Fingal Development Plan 2023-2029:

The Dublin Airport LAP 2020 was adopted by Fingal County Council on the 9th December 2019 under the provisions of the previous development plan-the Fingal Development Plan 2017-2023.

The current Development Plan 2023-2029 came into effect on the 5th of April 2023.

The 'DA' Dublin Airport Land Use Zoning Objective states '*Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan*' and as such, is intrinsically linked with the Dublin Airport Local Area Plan.

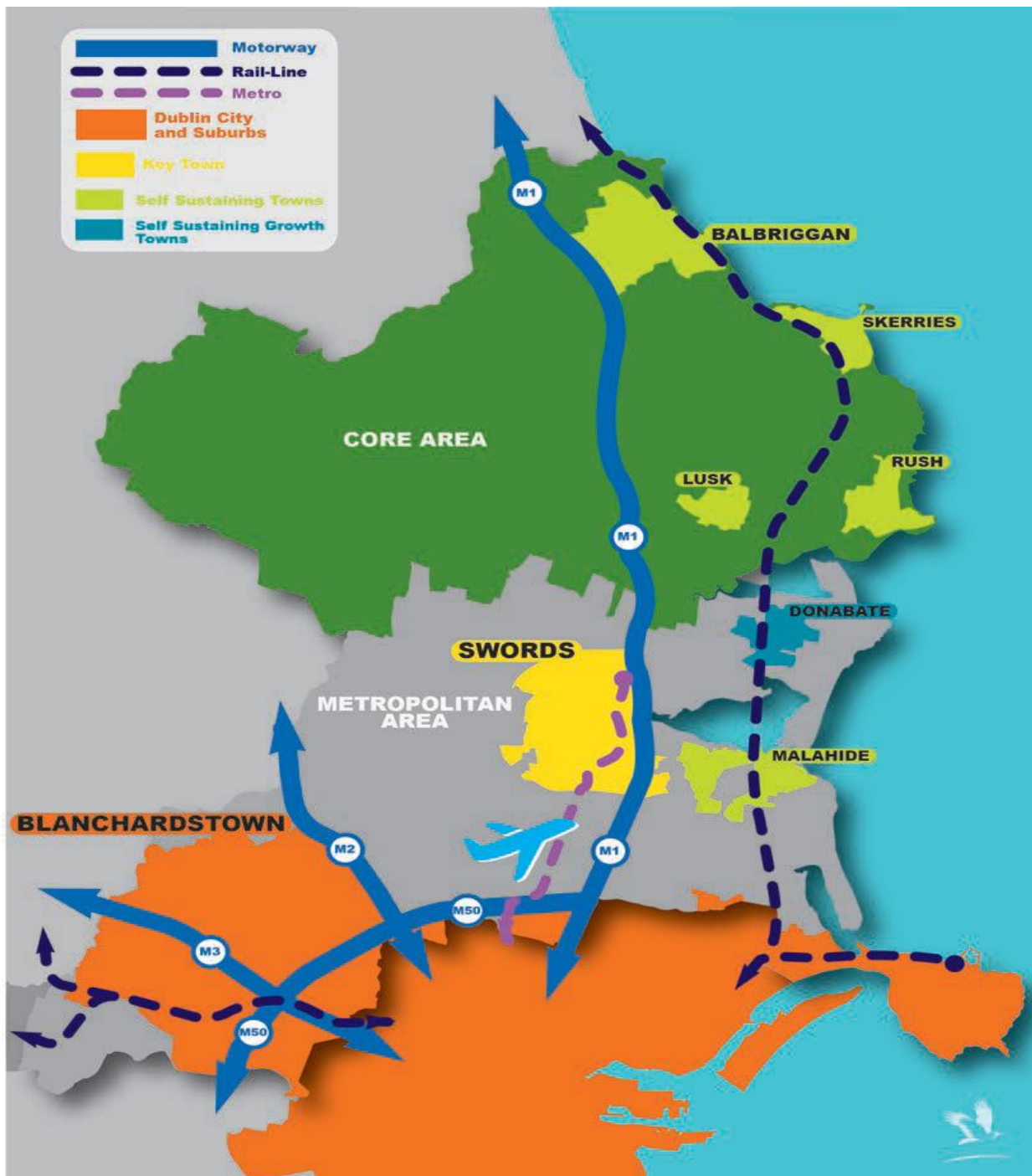
Chapter 1 of the Development Plan notes that Dublin Airport represents a major economic asset not only for Fingal, but for the State as a whole.

Chapter 2 of the Development Plan '*Planning for Growth, Core Strategy and Settlement Strategy*' sets out the overarching framework which sets in place a strategy to guide the future and sustainable development of Fingal over the life of the Plan and beyond.

The first element of this framework is the Core Strategy which guides the spatial direction of future development and regeneration in the county in line with the principles of compact growth and in accordance with the overall vision as set out in Chapter 1 of the Development Plan.

Figure 1 below provides a diagrammatic depiction of the Core Strategy taken from the Development Plan with Dublin Airport (as indicated by a plane icon) regarded as a key element in the overall spatial strategy for Fingal.

Figure 1: Fingal Development Plan 2023-2029 Core Strategy Map



Section 2.4.1 of the Development Plan sets the context and zoning designations for Local Area Plans (LAPs) in the county. It also commits to implementing the LAPs currently in place at the time of adoption of the Development Plan.

The operational Local Area Plans for Fingal County Council are listed in Table 2.15 and include the Dublin Airport Local Area Plan 2020 (LAP 11.A).

With regard to specific Core Strategy Objectives which refer to Dublin Airport, Objective CSO43 – Swords – Dublin Airport states that it is an objective of the Council to:

“support Swords-Dublin Airport as a key location for airport related economic development and employment provision linked to the protection and enhancement of access to Dublin Airport lands including the delivery of MetroLink”.

Chapter 8 of the Development Plan entitled ‘Dublin Airport’ emphasises that the airport is a primary contributor to the Irish economy and sets out a number of key policies and objectives aimed at supporting this role.

This chapter contains an entire sub-section dedicated to the Dublin Airport LAP (see Section 8.5.1) *The Dublin Airport Local Area Plan 2020 (LAP)*. The importance of the Dublin Airport LAP in the overall context of the Development Plan is evident from the opening paragraph of this sub-section, which provides:

The Dublin Airport Local Area Plan 2020 provides the principal development management tool for the Airport area and specifies the long-term disposition and mix of uses within the designated Airport area together with infrastructural development necessary to support these uses.

The LAP provides a detailed planning framework to facilitate the capacity enhancements and operational improvements that are required within the short to medium term for Dublin Airport and the LAP outlines the community, environmental and supporting infrastructure and surface access measures necessary to support the Airport’s growth.

The LAP provides a detailed planning framework with associated policies and objectives relating to the future development of Dublin Airport and its environs. All future development proposals at the Airport must comply with the LAP.

This Plan therefore will not replicate the objectives cited in the LAP but will provide an account of the strategic priorities for the Airport’s development into the future.

The importance of the Dublin Airport LAP is further underlined by Policy DAP1 – Dublin Airport Local Area Plan 2020 which is to:

Continue to support Dublin Airport as a key national asset to Ireland’s economic success by ensuring that all future development complies with the strategic aims and objectives contained within the Dublin Airport Local Area Plan, 2020 or any subsequent LAP or extension of same.

Additional policies and objectives are set out in Chapter 8 of the Development Plan which specifically refer to the Dublin Airport LAP and includes the following:

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.

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.

Objective DAO3– Secondary Hub

Engage and collaborate with key stakeholders, relevant agencies and sectoral representatives to ensure that Dublin Airport is developed and promoted as a secondary hub to capitalise on the associated wider economic benefits for Fingal and the wider region.

Policy DAP2 – Infrastructure Provision

Ensure that the required infrastructure and facilities are provided at Dublin Airport, in accordance with Dublin Airport LAP 2020, or any subsequent LAP or extension of same, so that the Airport can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local communities, the environment and climate change.

Policy DAP3 – Economic Development

Support an appropriate balance between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting its core operational function as the Country's main international airport, in accordance with the Economic Objectives of the Dublin Airport Local Area Plan, 2020, or any subsequent LAP or extension of same.

Policy DAP4 – Transitioning to a Low Carbon Economy

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

Policy DAP7 – Align with Local Area Plan Objectives

Ensure that all development within the Dublin Airport Local Area Plan lands will comply with the following Objectives of the Dublin Airport Local Area Plan, 2020, or any subsequent plan or extension of same. These include;

> Flood Risk Management Objectives

> Air Quality Objectives

- > Sustainable Urban Drainage Objectives
- > Water Supply Objectives
- > Surface Water Quality Objectives
- > Ground Water Objectives
- > Archaeology Objectives
- > Architectural Heritage Objectives
- > Natural Heritage Objectives

Policy DAP10 – Design

Ensure that all development within the Dublin Airport Local Area Plan lands will comply with the Design Objectives of the Dublin Airport Local Area Plan, 2020, or any subsequent LAP or extension of same.

Objective DAO26 – Development within Dublin LAP Lands

Ensure that all development within the Dublin Airport Local Area Plan lands will be of a high standard of design and sustainability, to reflect the prestigious nature of an international gateway airport, and its location adjacent to Dublin City.

In addition to the foregoing, it is also observed that the following Local Map Based Objectives in the Development Plan, as regard the Dublin Airport campus, are also noted:

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

57 Generally, permit reasonable intensification of, extensions to and improvement of premises accommodating the non-conforming use, Recycling Centre, subject to normal planning criteria

59 Consider within the context of the Masterplan, the nature and scale of appropriate HT uses having regard to the sites strategic and unique location in proximity to an international airport within the Dublin Airport Authority lands.

60 Undertake a Land Use and Transportation Study to determine the development capacity of the subject lands, and an appropriate phasing and quantum of development in advance of the operation of the indicative route for MetroLink.

It is clear from the foregoing that the Dublin Airport Local Area Plan remains fully consistent with the objectives and Core Strategy of the Development Plan (*Fingal Development Plan 2023-2029*). In this regard, it should be noted that the Development Plan includes numerous specific policies and objectives (*referred to above*) which specifically align the Development Plan with the Dublin Airport LAP.

In addition, these policies and objectives specifically refer to the future extension of the Dublin Airport LAP in order to ensure continuing alignment during the course of the Development Plan.

In light of the foregoing, it is the Chief Executive's opinion that the Dublin Airport LAP remains consistent with the objectives and core strategy of the Development Plan.

A list of all Objectives contained within the Dublin Airport are included in Appendix 3.

4.2 Progress in Securing the Objectives of the Dublin Airport LAP

In relation to whether the objectives of the Dublin Airport LAP have been substantially secured, it should be noted that the Dublin Airport Local Area Plan is an extensive document which contains numerous detailed objectives relating to a wide range of airport related issues including:

- Climate Action
- Circular Economy and Waste Management
- Economic Development
- Airport Infrastructure including
 - Enabling Infrastructure
 - Terminals
 - Runways
 - Taxiways
 - Aircraft Parking Stands, Piers and Boarding Gates
 - Aprons
 - Air Cargo
 - Maintenance Repair and Overhaul (MRO)
 - Engine Testing
 - Airfield Vehicular Circulation
- Operational Safeguarding
- Design
- The South Fingal Transportation Study
- External Road Network Access
- Active Transport
- Public Transport
- Internal Access
- Mobility Management
- Car Parking
- Flood Risk Management
- Sustainable Urban Drainage
- Water Supply
- Surface Water Quality
- Ground Water
- Air Quality
- Archaeology
- Architectural Heritage
- Natural Heritage
- Community Support.

The Dublin Airport LAP also includes a Strategy for St. Margaret's Special Policy Area (*see Appendix 1 to the LAP*) which includes objectives relating to:

- A Local Enhancement Action Plan
- Community Facilities, Services and Public Open Space
- Environmental Enhancement
- Cultural Heritage
- Improved Linkages.

As the above list indicates, in addition to providing guidance for the delivery of airport related infrastructure over the short, medium and long-term, it also includes a wide range of objectives which will remain relevant during the lifetime of the Dublin Airport Local Area Plan and beyond. As a result, it can be seen that while such objectives are actively being implemented, they have not been substantially secured as this is an ongoing process relating to the operation and development of Dublin Airport.

4.3 Planning Applications pertaining to Dublin Airport

The Fingal Council Planning Register records a significant volume of planning applications within and relevant to the Dublin Airport LAP lands. It is not proposed to reproduce a full list in this report, and it should be noted that all applications are available to view on the Fingal Council Planning Register. It is important to note that such applications seek to achieve the objectives, aims and vision of the Dublin Airport LAP and continue to work towards the achievement of objectives of the LAP. It is the Chief Executive's opinion that the objectives of the Dublin Airport LAP have not been substantially secured.

The following records are noted:

F25A/0094E Current Application The proposed development consists of the replacement of condition no. 3 of ABP Ref. No. PL06F.220670 (F06A/1248) and condition no. 2 of ABP Ref. No. PL06F.223469 (F06A/1843) (collectively "the 32mppa Conditions") with a new annual limit on the number of air passengers using the infrastructure at Dublin Airport, which would entail an increase in the number of air passengers permitted annually. The application will seek planning permission to replace the 32mppa Conditions with a limit that a maximum of 36 million air passengers will be permitted to use the infrastructure at Dublin Airport per annum (36mppa). Application lodged 6th February 2025.

F24A/0965E The provision of apron bus access facilities at Terminal 2, comprising the construction of a vertical circulation core (10.95m high) to the south of Terminal 2 (airside), linking to Terminal 2 via a glazed passenger bridge. The development will also include minor road re-alignment works, the provision of a bus set-down area to the east

of the vertical circulation core, a covered walkway and all ancillary development, site works and services on land to the south of Dublin Airport Terminal 2.

Permission granted February 2025.

F24A/0824E Permission sought for works at the following: a)Taxi rank enclosure b)Taxi rank set-down area c) Departure road canopy.

Permission granted by Fingal Co. Co. 6th November 2024.

F24A/0309E Temporary 7-year permission for a proposed development at 2no. landside sites (Site A (c. 1.36ha) (including part of the existing Ground Transportation Centre, Atrium Road 1, and Terminal 1 Multi-Storey Car Park (MSCP)) and Site B (c. 1.64ha) (part of the existing Express Red Long-Term Car Park). The proposed development will consist of the provision of infrastructure to facilitate the charging of electrical busses for Dublin Airport. Permission granted 19th September 2024.

F23A/0245 [LV06F.318838] Hangar no. 7 - Construction of a single storey, part two storey hangar for 4 aircrafts, associated facilities and office area. Demolition of internal airport roadway on site access arrangements and site development works. The proposed development does not propose any increase in passenger or operational capacity at Dublin Airport. A Natura Impact Statement has been prepared. 7th Dec 2023. A decision to grant permission was made by Fingal County Council. An Appeal to An Bord Pleanála under ABP-319103-24 was withdrawn.

F23A/0301 [PL06F.317828] US CBP - To consist of: (1) the reconfiguration and expansion of the 2-storey US Customs and Border protection (CBP) pre-clearance facility and (2) the partial demolition, refurbishment and upgrade of the 2-storey former flight catering building, to become the South Apron Support Centre (SASC), which, together with its external hardstanding area to the north-west of the SASC, is to be used initially as a temporary construction compound for the proposed works to the CBP facility and then for continued use as an airport operational building for airside support/operations. Applicant: DAA plc. On Appeal: ABP-317828-23 Lodged 18th August 2023

Ref PL06F.317828, Case is due to be decided by 21/12/2023.

F23A/0786 North Apron Airside Support Building - The development will consist of: a 2 - storey airside operations building of c.1,698 sq.m and c.8.4m in height accommodating a passenger reception centre for airside emergency incidents and primary support

function for the airport to include operations, maintenance and storage facilities required for the airfield's foreign object debris and snow bases., 2 storey north apron line maintenance centre building of c.1,910 sqm and c.7.3m in height providing a temporary facility accommodating airside workshops and stores at ground level and offices above. Decision: Permission granted 14th June 2024.

F23A/0636 Airfield Drainage Project – (in summary) The proposed development includes upgrades to existing drainage infrastructure and construction of additional drainage infrastructure to improve performance of the surface water management system at Dublin Airport.

Decision: Grant permission 21st August 2024. Appeal lodged 16th September 2024 ABP-320815-24.

F22A/0460 [PL06F.316138] Crosswind Runway Underpass - Development on 4 sites located entirely within lands in the ownership of Dublin Airport, including 2 sites at the Airfield in the townlands of Collinstown, Coultry, and Huntstown, Co. Dublin. The proposed development will consist of the construction of a subterranean Underpass of Runway 16/34 and all associated and ancillary works. The planning application is accompanied by an EIAR and an NIS. ABP-316138-23 lodged 24th March 2023 ref: PL06F.316138. Permission granted by An Bord Pleanála 17th April 2024.

F20A/0668 [PL06F.314485] North Runway Relevant Action - A proposed development comprising the taking of a relevant action only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport Applicant: DAA plc. On Appeal: ABP-314485-22 Lodged 24th August 2022. Proposed Decision Date not available.

F23A/0132 [LV06F.318841] - Extension to North Apron, to include the construction of apron pavement. Rehabilitation of apron pavement along with associated ancillary development including surface water drainage and attenuation, electrical infrastructure, road markings, signage and elevated airfield lighting. Natura Impact Statement accompanies this application. FCC Decision to grant permission. ABP made a decision on the 6th Feb 2024 to Refuse Leave To Appeal

F23A/0707 T2 Hotel - Permission to amend a previous permitted Hotel development Reg ref F21A/0255) located at Dublin Airport. Decision to Grant Permission 23rd January 2024.

4.4 Deferral of Notices

Having regard to the previous sections of this report which clearly demonstrate that the Dublin Airport LAP remains consistent with the Objectives and Core Strategy of the Development Plan and that the objectives of the Dublin Airport Local Area Plan have not been substantially secured, the Chief Executive considers it appropriate that the sending and publishing of the notices specified under s.20(3)(a)(i) and (ii) of the PDA, be deferred and that the period for which they be deferred should be 5 years, during which time the Objectives identified in the LAP may be achieved.

5. Conclusion:

5.1 Chief Executives Opinion

In summary, it is the Opinion of the Chief Executive that:

- The Dublin Airport Local Area Plan is consistent with the Objectives and the Core Strategy of the Development Plan (*Fingal Development Plan 2023-2029*).
- The Objectives of the Dublin Airport Local Area Plan have not been substantially secured.
- The sending and publishing of the Notices may be deferred for a further period of 5 years.

5.2 Recommended Resolution

It is recommended that the following Resolution be passed:

That the Members, having regard to the provisions of Section 19(1)(e)(i) of the Planning and Development Act 2000 (as amended), and having considered and agreed with reasoning/rationale in the Chief Executive's Report under Section 19(1)(e)(ii) of the Planning and Development Act 2000 (as amended), AGREE to defer the sending of a notice under section 20(3)(a)(i) and publishing of a notice under section 20(3)(a)(ii) for a period not exceeding 5 years and thereby approve the extension of the life of the Dublin Airport Local Area Plan 2020, for a further period of 5 years.

Appendix 1 – Dublin Airport LAP SEA Review



**Brady Shipman
Martin.**

**Built.
Environment.**

Project: Proposed Extension of Dublin Airport Local Area Plan 2020-2026

Report: Strategic Environmental Assessment (SEA)

Date: 6 March 2025

Dublin Airport Local Area Plan 2020-2026 was subject to Strategic Environmental Assessment in accordance with Directive 2001/42/EC of the European Parliament and of the Council of Ministers of 27 June 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA Directive) and with National transposing regulations, including Article 14 of the Planning and Development Regulations 2001, as amended.

The Dublin Airport Local Area Plan was adopted by the Members of Fingal County Council on the 9 December 2019 and came into effect on 6 January 2020.

The vision statement for Dublin Airport Local Area Plan 2020 is “[t]o facilitate and manage the sustainable growth of Dublin airport in a manner that reflects its status as Ireland’s premier aviation gateway whilst safeguarding the core operational function of the airport and supporting neighbouring communities, the economy and the environment.”

The making of the Local Area Plan was accompanied by the preparation of the SEA Environmental Report, which evaluates the likely environmental effects of implementing the Local Area Plan and describes appropriate mitigation measures; and the SEA Statement, which details the selection of the preferred alternative for the Local Area Plan and how environmental considerations have been integrated into the Local Area Plan.

During the making of the Local Area Plan environmental consideration were presented to the Council for its consideration through:

1. Consultations;
2. Communication of environmental sensitivities throughout the SEA process;
3. Screening for Appropriate Assessment;
4. Strategic Flood Risk Assessment;
5. Early work undertaken by the Council that will contribute towards environmental protection and sustainable development;
6. Consideration of alternatives, and
7. Integration of individual measures into the Local Area Plan and the Fingal Development Plan.

Table 2.1 of the SEA Statement (FCC, 2019) for the Local Area Plan details how environmental considerations have been integrated into the Plan. All of these considerations remain valid and the Local Area Plan ensures their application and consideration in realising the vision, aims, policies and objectives of the Plan.

Section 4.4 of the SEA Statement (FCC, 2019) sets out the reasoning for the selection of the Local Area Plan in light of other reasonable alternatives, stating that:



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“The Plan was developed by the Planning Team and adopted by the Elected Members of Fingal County Council taking into account both:

- 1. Environmental considerations that were identified by the SEA, including those detailed above [i.e. in Chapter 4 of the SEA Statement]; and*
- 2. Planning – including social and economic – effects that were also considered by the Council.”*

and...

“By complying with appropriate mitigation measures potential adverse environmental effects which could arise as a result of implementing these scenarios would be likely to be avoided, reduced or offset.”

The likely environmental effects of implementing the Local Area Plan have been assessed in Chapter 8 of the SEA Environmental Report (FCC, 2019) and appropriate and specific mitigation measures are described in Table 9.1 of Chapter 9 of the Environmental Report. These assessments and mitigation measures remain applicable and valid for the proposed extension of duration of the Dublin Airport Local Area Plan.

Policy DAP1 of Fingal Development Plan 2023-2029 in relation to Dublin Airport is also noted:

“Policy DAP1 – Dublin Airport Local Area Plan 2020

Continue to support Dublin Airport as a key national asset to Ireland’s economic success by ensuring that all future development complies with the strategic aims and objectives contained within the Dublin Airport Local Area Plan, 2020 or any subsequent LAP or extension of same.”

The Strategic Aims and Key Policies and Objectives from Dublin Airport Local Area Plan are further integrated within Fingal Development Plan 2023-2029, which was in itself subject to Strategic Environmental Assessment and Appropriate Assessment. The Development Plan states that:

“Fingal County Council is committed to the goals of the Paris Agreement and will take them into account in all decisions in relation to the Airport. The Council places a strong emphasis on reducing climate emissions through increasing the use of more sustainable transport modes and a smarter travel approach for surface access to and from Dublin Airport¹.”

¹ Section 8.1 of the FDP 2023-2029



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Screening for Strategic Environmental Assessment (SEA)

Table 1 provides for a screening of the proposal to extend the duration of the Dublin Airport Local Area Plan 2020-2026 for the requirement for SEA in accordance with Schedule 2A of the Planning and Development Regulations 2001, as amended.

Table 1: Screening for SEA in accordance with Schedule 2A of the Planning and Development Regulations 2001, as amended

1. The characteristics of the plan or programme having regard, in particular, to:	
<p>— the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,</p>	<p>Dublin Airport Local Area Plan 2020-2026, which sets a framework for sustainable development within Dublin Airport, sits at a lower level and is subservient to the Fingal Development Plan 2023-2029. The local area plan was subject to strategic environmental assessment and appropriate and specific mitigation measures were detailed to avoid and / or reduce potential significant environmental effects. These mitigation measures remain applicable and valid.</p> <p>In addition the lands within the plan area are uniquely zoned “<i>DA Dublin Airport: To ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan</i>” (i.e. The subject local area plan), in both the Dublin Airport Local Area Plan 2020-2026 and in the Fingal Development Plan 2023-2029.</p> <p>There is no change to the zoning or to the policies and objectives, or provisions of the local area plan in the proposal to extend the duration of the plan.</p> <p>The proposal to extend the duration of the local area plan will not give rise to any significant environmental effects as a result of its role in setting a framework for projects and other activities.</p>
<p>— the degree to which the plan or programme influences other plans, including those in a hierarchy,</p>	<p>The local area plan, which sets a framework for sustainable development within Dublin Airport, sits at a lower level and is subservient to the Fingal Development Plan 2023-2029.</p> <p>There is no change to the zoning or to the policies and objectives of the local area plan in the proposal to extend the duration of the plan.</p>



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	<p>The proposal to extend the duration of the local area plan will not give rise to any significant environmental effects as a result of its interaction with other plans or programmes.</p>
<p>— the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,</p>	<p>While the local area plan sets a framework for sustainable development within Dublin Airport, there is no change to the zoning or to the policies and objectives, or provisions of the local area plan in the proposal to extend the duration of the plan.</p> <p>The proposal to extend the duration of the local area plan will not give rise to any significant environmental effects as a result of its interaction with other plans or programmes.</p>
<p>— environmental problems relevant to the plan or programme,</p>	<p>Dublin Airport Local Area Plan 2020-2026, which sets a framework for sustainable development within Dublin Airport, sits at a lower level and is subservient to the Fingal Development Plan 2023-2029. The local area plan was subject to strategic environmental assessment and appropriate and specific mitigation measures were detailed to avoid and / or reduce potential significant environmental effects. These mitigation measures remain applicable and valid.</p> <p>The proposal to extend the duration of the local area plan does not give rise to environmental problems or effects for the plan.</p>
<p>— the relevance of the plan or programme for the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).</p>	<p>Dublin Airport Local Area Plan 2020-2026 was subject to strategic environmental assessment and is subservient to the Fingal Development Plan 2023-2029. Irrespective, development within Dublin Airport must adhere to relevant European and National legislation on the environment.</p> <p>The proposal to extend the duration of the local area plan does not offset or undermine the relevance of European and National legislation on the environment.</p>
<p>2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:</p>	
<p>— the probability, duration, frequency and reversibility of the effects,</p>	<p>Dublin Airport Local Area Plan 2020-2026, was subject to strategic environmental assessment</p>



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	<p>and appropriate and specific mitigation measures were detailed to avoid and / or reduce potential significant environmental effects. These mitigation measures remain applicable and valid.</p> <p>The proposal to extend the duration of the local area plan does not impact the probability, duration, frequency and reversibility of effects.</p>
— the cumulative nature of the effects,	<p>Dublin Airport Local Area Plan 2020-2026, was subject to strategic environmental assessment and appropriate and specific mitigation measures were detailed to avoid and / or reduce potential significant environmental effects. These mitigation measures remain applicable and valid.</p> <p>The proposal to extend the duration of the local area plan does not alter the cumulative nature of any effects.</p>
— the transboundary nature of the effects,	<p>The proposed to extend the duration of the local area plan relates to the area of Dublin Airport. No transboundary effects arise.</p>
— the risks to human health or the environment (e.g. due to accidents),	<p>Dublin Airport Local Area Plan 2020-2026, was subject to strategic environmental assessment, including the assessment of risks to human health or the environment. Appropriate and specific mitigation measures were detailed to avoid and / or reduce potential effects. These measures remain applicable and valid.</p> <p>The proposal to extend the duration of the local area plan does not alter the assessment of risks to human health or the environment.</p>
— the value and vulnerability of the area likely to be affected due to:	-
(a) special natural characteristics or cultural heritage,	<p>The special natural characteristics and cultural heritage of the plan area has been addressed in the Dublin Airport Local Area Plan 2020-2026 and associated strategic environmental assessment. Appropriate and specific mitigation measures were detailed to avoid and / or reduce potential effects on such characteristics and features. These measures remain applicable and valid.</p>



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	<p>The proposal to extend the duration of the local area plan does not alter the special natural characteristics or cultural heritage or the area.</p>
<p>(b) exceeded environmental quality standards or limit values,</p>	<p>The proposal to extend the duration of Dublin Airport Local Area Plan 2020-2026 does not alter environmental quality standards or limit values.</p>
<p>(c) intensive land-use,</p>	<p>The lands within the plan area are uniquely zoned “<i>DA Dublin Airport: To ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan</i>” (i.e. The subject local area plan), in both the Dublin Airport Local Area Plan 2020-2026 and in the Fingal Development Plan 2023-2029. The vision for DA zoning is to “<i>Facilitate air transport infrastructure and airport related activity/uses only (i.e. those uses that need to be located at or near the airport). All development within the Airport Area should be of a high standard reflecting the status of an international airport and its role as a gateway to the country and region. Minor extensions or alterations to existing properties located within the Airport Area which are not essential to the operational efficiency and amenity of the airport may be permitted, where it can be demonstrated that these works will not result in material intensification of land use.</i>”</p> <p>There is no change to the zoning or to the policies and objectives of the local area plan as a result of the proposal to extend the duration of the local area plan.</p>
<p>— the effects on areas or landscapes which have a recognised national, European Union or international protection status.</p>	<p>Dublin Airport Local Area Plan 2020-2026 was subject to strategic environmental assessment and to Screening for Appropriate Assessment.</p> <p>The screening of the local area plan, and the proposed extension of duration of the local area plan, concluded that it “<i>will not give rise to significant effects on any European sites, either alone or in combination with other plans or projects.</i>”</p>



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The proposal to extend the duration of the local area plan does not affect areas or landscapes which have a recognised national, European Union or international protection status.

Therefore, in relation to Strategic Environmental Assessment,

- In proposing to extend the life of the existing Dublin Airport Local Area Plan, Fingal County Council has confirmed that it is satisfied that the existing Plan remains generally consistent with the aims and objectives of the relevant statutory national and regional frameworks and strategies, namely the National Planning Framework 2040, the Eastern & Midland Regional Assembly's Regional Spatial and Economic Strategy 2019-2031, and with the objectives and core strategy of the Fingal Development Plan 2023-2029, and that the Local Area Plan, in combination with the wider planning framework, would continue to provide a framework for the proper planning and sustainable development of Dublin Airport.
- The proposal to extend the duration of the Dublin Airport Local Area Plan 2020-2026 has been subject to screening for the requirement for strategic environmental assessment in accordance with Schedule 2A of the Planning and Development Regulations 2001, as amended. The proposal to extend the local area plan will not give rise to likely significant environmental effects and strategic environmental assessment is not required.
- This wider planning framework, including the Fingal Development Plan 2023-2029, provides for the proper planning and sustainable development of the county, including Dublin Airport and takes primacy over the Local Area Plan, including in any instances where differences in the provisions of the Local Area Plan and the Fingal Development Plan.
- The existing Fingal County Development Plan 2023-2029, which also includes the key aims, policies and objectives for the Airport, was subject to evaluation for Strategic Environmental Assessment (SEA), Strategic Flood Risk Assessment (SFRA) and Appropriate Assessment (AA).
- Implementing the Local Area Plan and the wider planning framework requires that adequate and appropriate critical service infrastructure is in place to service any development proposed and authorised. This requirement is stated at Objective ED31 of the Local Area Plan and Policy DAP2 Infrastructure Provision of the Fingal Development Plan.
- In seeking to extend the period of the Local Area Plan, Fingal County Council has considered the need to align with national commitments on climate change mitigation and adaptation, as well as incorporating any relevant recommendations in sectoral, regional and local climate adaptation plans. While the existing Local Area Plan refers to the Climate Action Plan 2019, and the Fingal Development Plan refers to the Climate



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Action Plan 2023, the measures, objectives and roles identified remain applicable and valid, and are being progressed by the Local Authority in tandem with realising the aims and objectives of the Local Area Plan and the Development Plan.

- Furthermore:
 - Apart from extending the lifespan of the Local Area Plan, the proposal does not affect the provisions of the current Plan that are already in force;
 - The Local Area Plan sits within a hierarchy of strategic actions (including those in the Fingal Development Plan 2023-2029 and for example, the Climate Action Plan 2024) that provide a number of high-level environmental protection and management policies and objectives with which implementation of the Local Area Plan must comply;
 - The proposal to extend the Dublin Airport Local Area Plan 2020-2026 is up until 9 December 2029.
- Potential adverse effects that would likely arise from the implementation of existing Local Area Plan in combination with the wider planning framework and the proposed extension are present already, and were envisaged, evaluated and mitigated through the SEA process for the Local Area Plan. Projects within the Dublin Airport are required to comply with mitigation measures set out in the Local Area Plan and in the Fingal Development Plan 2023-2029.
- While potential adverse effects may also remain present in extending the Local Area Plan, these potential effects are fully mitigated in the Local Area Plan and in the Fingal Development Plan 2023-2029.

END

Appendix 2- Dublin Airport LAP Appropriate Assessment Screening Review



1.0 Introduction and background

Fingal County Council intends to extend the duration of the Dublin Airport Local Area Plan 2020.

This report considers whether the proposal to extend the LAP would necessitate the undertaking of Appropriate Assessment under the EU Habitats Directive (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora).

As set out in Section 1.4 of the LAP, the Plan, which was adopted by the Members of Fingal County Council on 9 December 2019 and came into effect on 6 January 2020, was intended as a planning framework *“To facilitate and manage the sustainable growth of Dublin airport in a manner that reflects its status as Ireland’s premier aviation gateway whilst safeguarding the core operational function of the airport and supporting neighbouring communities, the economy and the environment.”*

The LAP was accompanied by Strategic Environmental Assessment, Flood Risk Assessment and Appropriate Assessment Screening reports.

The Appropriate Assessment Screening Report (AASR) was prepared by RPS Consulting and was included as an appendix (Appendix 5) of the LAP itself. It considered the potential for significant effects of the LAP on European sites and concluded that Appropriate Assessment (and the preparation of a Natura Impact Report (NIR) was *not required*.

Other than the time-limited extension of duration of the LAP, no other changes to the policies and objectives of the existing LAP are proposed.

The Local Area Plan sits within a hierarchy of strategic actions (including those in the Fingal Development Plan 2023-2029 and for example, the Fingal Climate Action Plan 2024) that provide a number of high-level environmental protection and management policies and objectives with which implementation of the Local Area Plan must comply;

2.0 Review of Screening for Appropriate Assessment

2.1 Identification of relevant European sites

The AASR prepared in support of the adopted LAP listed the following European sites as being potentially within the Zone of Influence¹

- Rockabill to Dalkey Island SAC (site code 003000)
- Baldoyle Bay SAC (site code 000199)
- Howth Head SAC (site code 000202)
- Lambay Island SAC (site code 000204)
- Malahide Estuary SAC (site code 000205)
- North Dublin Bay SAC (site code 000206)

¹ The Zone of Influence of the Dublin Airport LAP was defined in the AASR prepared by RPS Consulting. As explained in the report, a conservative approach was used, which minimised the risk of overlooking distant or obscure effect pathways, while also avoiding reliance on buffer zones (e.g. 15 km), within which all European sites should be considered. The approach also assessed the potential for significant effects on mobile species (e.g. birds, mammals, fish) and significant effects via, *inter alia*, the water and air pathways.



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- Ireland's Eye SAC (site code 002193)
- Rogerstown Estuary SAC (site code 000208)
- South Dublin Bay SAC (site code 000210)
- Rye Water Valley/Carton (site code 001398)
- Howth Head Coast SPA (site code 004113)
- Ireland's Eye SPA (site code 004117)
- Lambay Island SPA (site code 004069)
- Malahide Estuary SPA (site code 00004025)
- South Dublin Bay and River Tolka Estuary SPA (site code 004024)
- North Bull Island SPA (site code 004006)
- Baldoyle Bay SPA (site code 00416)
- Rogerstown Estuary SPA (site code 004015)

Since the LAP was adopted in 2020 a new Special Protection Area (SPA), the **North-west Irish Sea SPA** (site code 004236), has been designated. This AA Screening Review therefore also incorporates a review of the potential for significant effects on this new SPA as a result of the implementation of the LAP, including the proposed extension of duration.

This review also includes an assessment of any changes to the Conservation Objectives of the European sites within the Zone of Influence – several of the SPAS, and one SAC, have had updated Conservation Objectives documents published since the original AA Screening Report was prepared.

Figure 1 shows the European sites within the potential Zone of Influence.

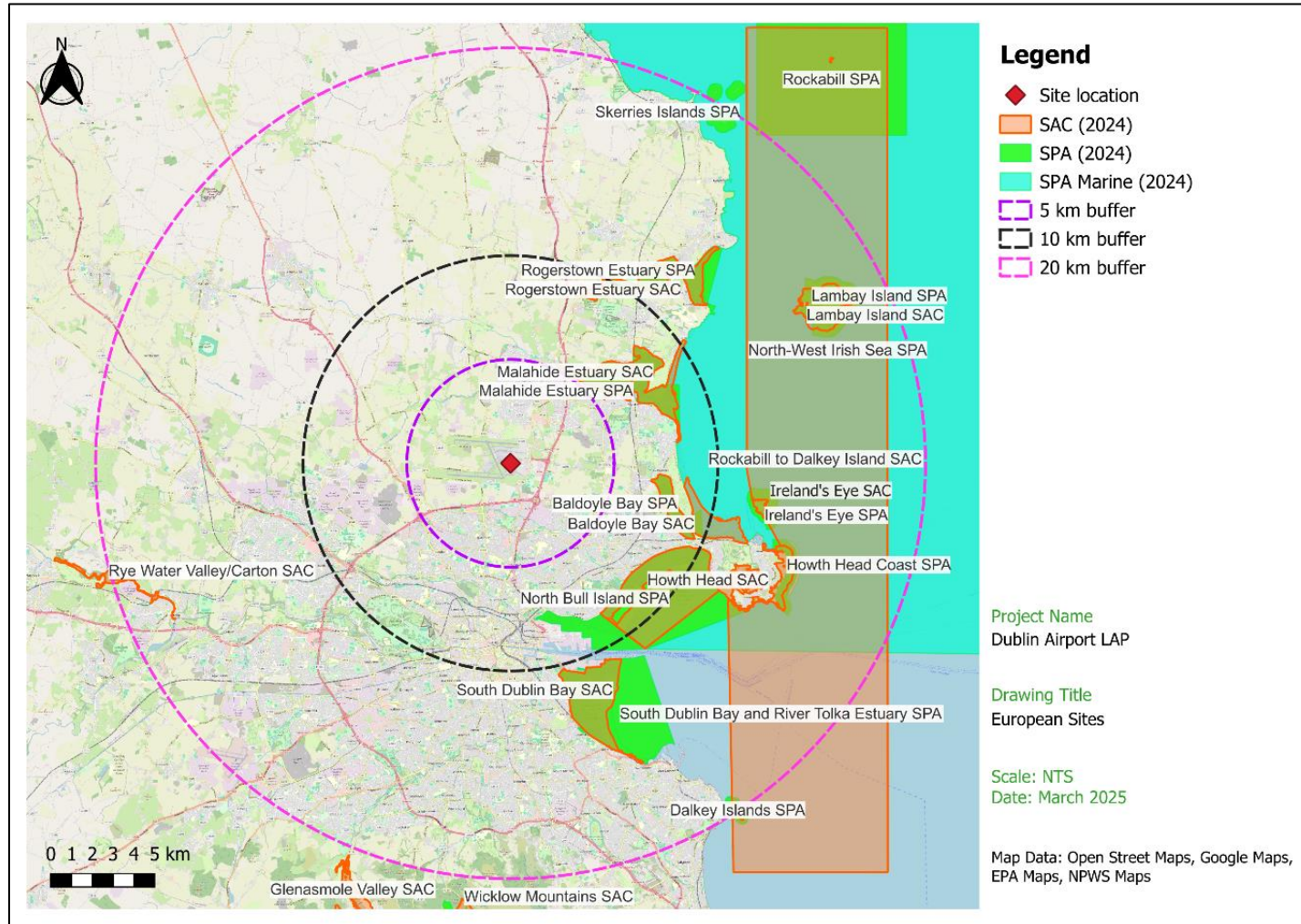


Figure 1: European sites, in the potential zone of influence of the Dublin Airport LAP



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2.2 Is the proposed extension of duration of the LAP necessary for the management of European sites?

No. The proposed extension of duration is not directly connected with or necessary to the management of any European sites. Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed.

2.3 Elements of the proposal with the potential to give rise to significant effects

None. Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. Furthermore, any future plans or projects arising from the implementation of the policies and objectives of the Plan will themselves continue to be subject to screening (or AA if necessary) as part of the planning process.

2.4 Screening

Description of any likely direct, indirect or secondary impacts of the LAP on European sites by virtue of:

Size and Scale

Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. There is no possibility of significant effects arising, alone or in-combination with other plans or projects.

Land take

There is no land take from any European site required to implement the proposed extension of duration.

Distance from European Sites

The implementation of the proposed extension of duration would not give rise to any potential impacts on European sites, and there are no significant changes to distances to European sites since the LAP was adopted. Potential effects on the North-west Irish Sea SPA are considered in this report.

Resource requirements

There are no resource requirements from any European site as a result of the proposed extension of duration of the Dublin Airport LAP.

Emissions (to land, water or air)

There will be no significant effects on the environment arising from the extension of duration of the LAP. All development arising as a result of the Plan will also continue to be guided by the development management policies and objectives of the Fingal Development Plan 2023-2029.

Excavation requirements

There are no excavation requirements from any European site arising from the extension of duration of the LAP.

Transport requirements

There are no transport requirements related to any European site as a result of the extension of duration of the LAP.



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Description of any likely changes arising as a result of:

Reduction in habitat area

There will be no reductions in habitat area in any European site as a result of the extension of duration of the LAP.

Disturbance to key species

The extension of duration of the LAP will not result in any disturbance to key species, in designated sites or elsewhere. No habitat or species disturbance will arise.

Habitat or species fragmentation

There will be no loss, fragmentation, disruption, disturbance or other change to any element of any European site as a result of the implementation of the extension of duration, and there will be no interference with the key relationships that define the structure or function of any European site.

Reduction in species density

The extension of duration of the LAP will not result in any effects that have the potential to result in any reduction in the extent of the qualifying habitats of European Sites, disturb qualifying species of European Sites in the wider surrounding area or affect species populations in any way.

Changes in key indicators of conservation value

The extension of duration of the LAP will not result in any changes to key indicators of conservation value. The extension of duration of the LAP will not result in any interference with the key relationships that define the structure or function of any European site.

Climate change

All development arising as a result of the implementation of the extension of duration of the LAP will be guided by the development management policies and objectives of the Fingal Development Plan 2023-2029 and the current Fingal Climate Action Plan.

Description of any likely impacts on European sites in terms of:

Interference with the key relationships that define the structure of the site

The implementation of the extension of duration of the LAP will result in no interference with the key relationships that define the structure of any European site.

Interference with the key relationships that define the function of the site

The implementation of the extension of duration of the LAP will result in no interference with the key relationships that define the function of any European site.

2.5 Summary of potential effects of the implementation of the Local Area Plan

There will be no loss of any habitat or species listed as a QI or SCI of any designated site as a consequence of the implementation of the extension of duration of the LAP. There is, therefore, no potential for the effects of habitat loss or fragmentation to occur.

There will also be no significant effects on any European sites as a result of:

- Habitat loss and/or fragmentation



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- Land-take
- Resource requirements such as water abstraction
- Impacts to habitat structure
- Mortality to species (such as roadkill)
- Noise pollution / vibration impacts
- Light pollution
- Emissions to air (including dust)
- Emissions to water

Table 1 describes the European sites within the potential Zone of Influence and sets out the potential sources and pathways to the European sites



Table 1 – Screening of European sites

Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
Special Areas of Conservation (SAC)			
Malahide Estuary SAC (site code 000205) c. 3.9km distant	<p>[1140] Mudflats and sandflats not covered by seawater at low tide</p> <p>[1310] Salicornia and other annuals colonising mud and sand</p> <p>[1320] Spartina swards (Spartininio maritimae)</p> <p>[1330] Atlantic salt meadows (Glauco-Puccinellietalia maritimae)</p> <p>[1410] Mediterranean salt meadows (Juncetalia maritimi)</p> <p>[2120] Shifting dunes along the shoreline with Ammophila arenaria (white dunes)</p> <p>[2130] Fixed coastal dunes with herbaceous vegetation (grey dunes)*</p> <p>According to this SAC’s site Conservation Objectives document (Version 1, dated 27 May 2013), for the listed QI, the Conservation Objective is to maintain or restore the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
Baldoyle Bay SAC (site code 000199) c.5.8km distant	<p>[1140] Mudflats and sandflats not covered by seawater at low tide</p> <p>[1310] Salicornia and other annuals colonizing mud and sand</p> <p>[1330] Atlantic salt meadows (Glauco-Puccinellietalia maritimae)</p> <p>[1410] Mediterranean salt meadows (Juncetalia maritimi)</p> <p>According to this SAC’s site Conservation Objectives document (Version 1, dated 19 November 2012), for the listed QI, the Conservation Objective is to maintain the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
North Dublin Bay SAC (site code 000206) c.6.4km distant	<p>[1140] Mudflats and sandflats not covered by seawater at low tide</p> <p>[1210] Annual vegetation of drift lines</p> <p>[1310] Salicornia and other annuals colonising mud and sand</p> <p>[1330] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>)</p> <p>[1395] Petalwort (<i>Petalophyllum ralfsii</i>)</p> <p>[1410] Mediterranean salt meadows (<i>Juncetalia maritimi</i>)</p> <p>[2110] Embryonic shifting dunes</p> <p>[2120] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes)</p> <p>[2130] Fixed coastal dunes with herbaceous vegetation (grey dunes)*</p> <p>[2190] Humid dune slacks</p> <p>According to this SAC's site Conservation Objectives document (Version 1, dated 06 November 2013), for each of the listed QIs, the Conservation Objective is to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
Rogerstown Estuary SAC (site code 000208)	<p>[1130] Estuaries</p> <p>[1140] Mudflats and sandflats not covered by seawater at low tide</p> <p>[1310] Salicornia and other annuals colonising mud and sand</p> <p>[1330] Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>)</p> <p>[1410] Mediterranean salt meadows (<i>Juncetalia maritimi</i>)</p> <p>[2120] Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes)</p> <p>[2130] Fixed coastal dunes with herbaceous vegetation (grey dunes)*</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>According to this SAC's site Conservation Objectives document (Version 1, dated 14 August 2013), for the listed QIs, the Conservation Objective is to maintain or restore the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>		
<p>South Dublin Bay SAC (site code 000210)</p>	<p>[1140] Mudflats and sandflats not covered by seawater at low tide</p> <p>The following habitats are listed as Qualifying Interests on the NPWS website, but are not included in the Conservation Objectives document:</p> <p>[1210] Annual vegetation of drift lines [1310] Salicornia and other annuals colonising mud and sand [2110] Embryonic shifting dunes</p> <p>According to this SAC's site Conservation Objectives document (Version 1, dated 22 August 2013), for the listed QI, the Conservation Objective is to maintain the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
<p>Rockabill to Dalkey Island SAC (site code 003000)</p>	<p>[1170] Reefs [1351] Harbour porpoise (<i>Phocoena Phocoena</i>)</p> <p>According to this SAC's site Conservation Objectives document (Version 1, dated 7 May 2013), for the listed QI, the Conservation Objective is to maintain the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
<p>Howth Head SAC (site code 000202)</p>	<p>[1230] Vegetated sea cliffs of the Atlantic and Baltic coasts [4030] European dry heaths</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional</p>	<p>No</p>



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>According to this SAC's site Conservation Objectives document (Version 1, dated 06 December 2016), for each of the listed QIs, the Conservation Objective is to maintain the favourable conservation condition of the Annex I habitats for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	<p>sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	
Ireland's Eye SAC (site code 002193)	<p>[1220] Perennial vegetation of stony banks [1230] Vegetated sea cliffs of the Atlantic and Baltic coasts</p> <p>According to this SAC's site Conservation Objectives document (Version 1, dated 27 Jan 2017), for the listed QIs, the Conservation Objective is to maintain the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	No
Lambay Island SAC (site code 000204)	<p>[1170] Reefs [1230] Vegetated sea cliffs of the Atlantic and Baltic coasts [1364] Grey seal (<i>Halichoerus grypus</i>) [1365] Harbour seal (<i>Phoca vitulina</i>) [1351] Harbour porpoise (<i>Phocoena phocoena</i>)</p> <p>According to this SAC's site Conservation Objectives document (Version 2, dated 17 December 2024), for the listed QIs, the Conservation Objective is to maintain the favourable conservation condition of the Annex I and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	No
Rye Water Valley/Carton (site code 001398)	<p>[7220] Petrifying springs with tufa formation (Cratoneurion) [1016] Desmoulin's whorl snail (<i>Vertigo moulinsiana</i>) [1014] Narrow-mouthed whorl snail (<i>Vertigo angustior</i>)</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	No



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>According to this SAC's site Conservation Objectives document (Version 1, dated 22 December 2021), for each of the listed QIs, the Conservation Objectives are to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected.</p> <p>Scoped out for consideration in the original AASR</p>		
<p>Malahide Estuary SPA (site code 00004025) c.3.9km distant</p>	<p>[A005] Great Crested Grebe (<i>Podiceps cristatus</i>) [A046] Brent Goose (<i>Branta bernicla hrota</i>) [A048] Shelduck (<i>Tadorna tadorna</i>) [A054] Pintail (<i>Anas acuta</i>) [A067] Goldeneye (<i>Bucephala clangula</i>) [A069] Red-breasted (<i>Merganser Mergus serrator</i>) [A130] Oystercatcher (<i>Haematopus ostralegus</i>) [A140] Golden Plover (<i>Pluvialis apricaria</i>) [A141] Grey Plover (<i>Pluvialis squatarola</i>) [A143] Knot (<i>Calidris canutus</i>) [A149] Dunlin (<i>Calidris alpina alpina</i>) [A156] Black-tailed Godwit (<i>Limosa limosa</i>) [A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A162] Redshank (<i>Tringa tetanus</i>) [A999] Wetlands</p> <p>According to this SPA's site Conservation Objectives document (Version 1, dated 16 August 2013), for each of the listed SCLs, the Conservation Objective is to maintain the favourable conservation condition of the species and wetland habitat for which the SPA has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
<p>Baldoyle Bay SPA (site code 00416) c.5.8km distant</p>	<p>[A046] Brent Goose (<i>Branta bernicla hrota</i>) [A048] Shelduck (<i>Tadorna tadorna</i>) [A137] Ringed Plover (<i>Charadrius hiaticula</i>) [A140] Golden Plover (<i>Pluvialis apricaria</i>) [A141] Grey Plover (<i>Pluvialis squatarola</i>)</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and</p>	<p>No</p>

Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>[A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A999] Wetlands</p> <p>According to this SPA's site Conservation Objectives document (Version 1 - dated 27 February 2013), for each of the listed SCIs, the Conservation Objective is to maintain the favourable conservation condition of the species and wetland habitat for which the SPA has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	
<p>South Dublin Bay and River Tolka Estuary SPA (site code 004024) c.6.1km distant</p>	<p>[A144] Sanderling (<i>Calidris alba</i>) [A157] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A149] Dunlin (<i>Calidris alpina</i>) [A162] Redshank (<i>Tringa totanus</i>) [A179] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A143] Knot (<i>Calidris canutus</i>) [A192] Roseate Tern (<i>Sterna dougallii</i>) [A046] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A141] Grey Plover (<i>Pluvialis squatarola</i>) [A130] Oystercatcher (<i>Haematopus ostralegus</i>) [A194] Arctic Tern (<i>Sterna paradisaea</i>) [A193] Common Tern (<i>Sterna hirundo</i>) [A137] Ringed Plover (<i>Charadrius hiaticula</i>) [A999] Wetlands</p> <p>According to this SPA's site Conservation Objectives document (Version 1, dated 9 March 2015), for each of the listed SCIs, the Conservation Objective is to maintain the favourable conservation condition of the species and wetland habitat for which the SPA has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
<p>North Bull Island SPA (site code 004006) c.6.4km distant</p>	<p>[A046] Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A048] Shelduck (<i>Tadorna tadorna</i>) [A052] Teal (<i>Anas crecca</i>) [A054] Pintail (<i>Anas acuta</i>) [A056] Shoveler (<i>Anas clypeata</i>)</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and</p>	<p>No</p>



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>[A130] Oystercatcher (<i>Haematopus ostralegus</i>) [A140] Golden Plover (<i>Pluvialis apricaria</i>) [A141] Grey Plover (<i>Pluvialis squatarola</i>) [A143] Knot (<i>Calidris canutus</i>) [A144] Sanderling (<i>Calidris alba</i>) [A149] Dunlin (<i>Calidris alpina</i>) [A156] Black-tailed Godwit (<i>Limosa limosa</i>) [A157] Bar-tailed Godwit (<i>Limosa [apponica]</i>) [A160] Curlew (<i>Numenius arquata</i>) [A162] Redshank (<i>Tringa totanus</i>) [A169] Turnstone (<i>Arenaria interpres</i>) [A179] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A999] Wetland</p> <p>According to this SPA's site Conservation Objectives document (Version 1, dated 9 March 2015), for each of the listed SCIs, the Conservation Objective is to maintain the favourable conservation condition of the species and wetland habitat for which the SPA has been selected.</p> <p>Scoped in for consideration in the original AASR</p>	<p>there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	
<p>North-west Irish Sea SPA (004236)</p>	<p>[A065] Common Scoter (<i>Melanitta nigra</i>) [A001] Red-throated Diver (<i>Gavia stellata</i>) [A003] Great Northern Diver (<i>Gavia immer</i>) [A009] Fulmar (<i>Fulmarus glacialis</i>) [A013] Manx Shearwater (<i>Puffinus puffinus</i>) [A018] Shag (<i>Phalacrocorax aristotelis</i>) [A017] Cormorant (<i>Phalacrocorax carbo</i>) [A177] Little Gull (<i>Larus minutus</i>) [A188] Kittiwake (<i>Rissa tridactyla</i>) [A179] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A182] Common Gull (<i>Larus canus</i>) [A183] Lesser Black-backed Gull (<i>Larus fuscus</i>) [A184] Herring Gull (<i>Larus argentatus</i>) [A187] Great Black-backed Gull (<i>Larus marinus</i>) [A195] Little Tern (<i>Sterna albifrons</i>) [A192] Roseate Tern (<i>Sterna dougallii</i>)</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>[A193] Common Tern (<i>Sterna hirundo</i>) [A194] Arctic Tern (<i>Sterna paradisaea</i>) [A204] Puffin (<i>Fratercula arctica</i>) [A200] Razorbill (<i>Alca torda</i>) [A199] Guillemot (<i>Uria aalge</i>)</p> <p>According to this SPA's site Conservation Objectives document (Version 1 - dated 19 September 2023), for each of the listed SCIs, the Conservation Objective maintain or restore the favourable conservation condition of the species for which the SPA has been selected.</p> <p>Not designated in 2020</p>		No
Rogerstown Estuary SPA (site code 004015)	<p>[A043] Greylag Goose (<i>Anser anser</i>) [A046] Brent Goose (<i>Branta bernicla hrota</i>) [A048] Shelduck (<i>Tadorna tadorna</i>) [A056] Shoveler (<i>Anas clypeata</i>) [A130] Oystercatcher (<i>Haematopus ostralegus</i>) [A137] Ringed Plover (<i>Charadrius hiaticula</i>) [A141] Grey Plover (<i>Pluvialis squatarola</i>) [A143] Knot (<i>Calidris canutus</i>) [A149] Dunlin (<i>Calidris alpina alpina</i>) [A156] Black-tailed Godwit (<i>Limosa limosa</i>) [A162] Redshank (<i>Tringa tetanus</i>) [A999] Wetlands</p> <p>According to this SPA's site Conservation Objectives document (Version 1 - dated 20 May 2013), for each of the listed SCIs, the Conservation Objective is to maintain the favourable conservation condition of the species and wetland habitat for which the SPA has been selected.</p> <p>Scoped out for consideration in the original AASR</p>	Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.	No
Ireland's Eye SPA (site code 004117)	<p>[A017] Cormorant (<i>Phalacrocorax carbo</i>) [A184] Herring Gull (<i>Larus argentatus</i>) [A188] Kittiwake (<i>Rissa tridactyla</i>)</p>	Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and	No



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Site	Reasons for designation (information correct as of March 2025) (*denotes a priority habitat)	Discussion of Source-Pathway-Receptor Link	Likely Significant Effect?
	<p>[A199] Guillemot (<i>Uria aalge</i>) [A200] Razorbill (<i>Alca torda</i>)</p> <p>According to this SPA's Conservation Objectives document (Version 1.0, dated 12 November 2024), for the listed SCIs, the Conservation Objective is to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA.</p> <p>Scoped out for consideration in the original AASR</p>	<p>there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	
<p>Howth Head Coast SPA (site code 004113)</p>	<p>[A188] Kittiwake (<i>Rissa tridactyla</i>)</p> <p>According to this SPA's Conservation Objectives document (Version 1.0, dated 29 October 2024), for the listed SCI, the Conservation Objective is to restore the favourable conservation condition of the bird species listed as a Special Conservation Interest for this SPA.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>
<p>Lambay Island SPA (site code 004069)</p>	<p>[A043] Greylag Goose (<i>Anser anser</i>) [A200] Razorbill (<i>Alca torda</i>) [A184] Herring Gull (<i>Larus argentatus</i>) [A009] Fulmar (<i>Fulmarus glacialis</i>) [A204] Puffin (<i>Fratercula arctica</i>) [A183] Lesser Black-backed Gull (<i>Larus fuscus</i>) [A188] Kittiwake (<i>Rissa tridactyla</i>) [A199] Guillemot (<i>Uria aalge</i>) [A018] Shag (<i>Phalacrocorax aristotelis</i>) [A017] Cormorant (<i>Phalacrocorax carbo</i>)</p> <p>According to this SPA's Conservation Objectives document (Version 1.0, dated 19 November 2024), for each of the listed SCIs, the Conservation Objective is to maintain or restore the favourable conservation condition of the bird species listed as Special Conservation Interests for this SPA.</p> <p>Scoped out for consideration in the original AASR</p>	<p>Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on this European site.</p>	<p>No</p>



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2.6 Assessment of other plans and programmes (in-combination assessment)

Article 6(3) of the Habitats Directive requires an assessment of a plan or project to consider other plans or programmes that might, in combination with the plan or project, have the potential to adversely impact upon European sites.

Other than the time-limited extension of duration, no other changes to the policies and objectives of the existing LAP are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on any European site.

3.0 Conclusion

As noted throughout this review, other than the time-limited extension of duration, no other changes to the policies and objectives of the existing Dublin Airport Local Area Plan are proposed. No additional sources or pathways will arise as a result of the proposed extension and there is no possibility that the proposed extension could result in a significant effect on any European site. This includes any significant effects on the North-west Irish Sea SPA, which was designated in 2023.

Following the review of the proposed extension of duration of the Dublin Airport LAP it can be demonstrated that the implementation of the proposed extension will not result in effects on any European site

It is concluded that the proposed extension of duration of the Dublin Airport Local Area Plan 2020 will not give rise to significant effects on any European sites, either alone or in combination with other plans or projects. Furthermore, any future plans or projects arising from the implementation of the policies and objectives of the Plan will themselves continue to be subject to screening (or AA if necessary) as part of the planning process.

Appendix 3 - Dublin Airport LAP 2020 Objectives

Dublin Airport Local Area Plan 2020 Objectives
Chapter 5 Transition to a Low Carbon Economy
<p>OBJECTIVE CA01 Support relevant provisions contained in the Fingal County Council Climate Change Action Plan 2019-2024, the National Climate Action Plan 2019 and any subsequent plan(s), National Climate Change Adaptation Framework 2018 and any subsequent plan(s) and the National Mitigation Plan 2017 and any subsequent plan(s).</p>
<p>OBJECTIVE CA02 Major applications for aviation related expansion at Dublin Airport shall be supported by a carbon reduction strategy to include mitigation measures for implementation as part of development proposals.</p>
<p>OBJECTIVE CA03 Require that all new developments at the Airport incorporate design solutions aimed at reducing carbon emissions, including the incorporation of renewable energy and energy saving technologies where practicable, including the use of district heating/cooling systems.</p>
<p>OBJECTIVE CA04 Facilitate, where appropriate, sustainable energy development proposals and projects at Dublin Airport.</p>
<p>OBJECTIVE CA05 Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.</p>
<p>OBJECTIVE CA06 All planning applications including proposals for more than 20 car parking spaces shall demonstrate provision and installation of Electric Vehicle charging infrastructure.</p>
<p>OBJECTIVE WM01 Support, where appropriate, the provision of proposals to aid the transition from a waste management economy to a green circular economy.</p>
<p>OBJECTIVE WM02 Promote a waste prevention and minimisation programme to target all aspects of waste in the LAP boundary area, focusing on all airport, commercial and domestic waste producers.</p>

Chapter 6 Economic Impact of Dublin Airport

OBJECTIVE ED01

Ensure an appropriate balance is achieved between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting the core operational function as the Country's main international airport.

OBJECTIVE ED02

In order to protect the core aviation function of Dublin Airport, no further non-air transport related office development shall be permitted at the HT zoned lands within the Airport until such time as required roads infrastructure is in place and public and sustainable transport such as the Swords CBC and Metrolink are operational. Any planning application for further phases of development at Dublin Airport Central shall be accompanied by a traffic and transport impact assessment setting out the impact of development on core airport function and shall include mobility management plans which shall comply with the Surface Access and Transport objectives in Chapter 8 of this LAP.

OBJECTIVE ED03

Engage with and support aviation uses associated with Dublin Airport to create quality and easily accessible employment opportunities for Fingal residents.

Chapter 7 Airport Infrastructure

OBJECTIVE EI01

All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines.

OBJECTIVE EI02

All development proposals in the LAP area shall safeguard key operational features of the Airport (runways, taxiways, obstacle surfaces, radar and control tower sightlines).

OBJECTIVE EI03

All development proposals shall not prejudice the orderly operation and continued growth of the Airport including provision of a third terminal in the future.

OBJECTIVE TP01

Facilitate the on-going augmentation and reconfiguration of existing terminal facilities at Dublin Airport to ensure optimal use, subject to assessment of surface access constraints.

OBJECTIVE TP02

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

OBJECTIVE TP03

Support the detailed review of the three identified locations for a third terminal at Dublin Airport as set out in the Department of Transport, Tourism and Sport (DTTAS), 'Review of Future Capacity Needs at Ireland's State Airports', (August 2018) during the lifetime of this LAP with a view to identifying the most appropriate location.

OBJECTIVE RW01

Facilitate the operation of runways at Dublin Airport in line with current operational procedures, as determined by way of existing planning permissions or as otherwise determined in line with the requirements of the Aircraft Noise (Dublin Airport) Regulation Act 2019.

OBJECTIVE TW01

To facilitate the development, amendment and enhancement of existing taxiways where required to improve the efficiency of airside operations.

OBJECTIVE SBG01

Facilitate the development of new stands, piers and boarding gates in line with the expansion of associated runway and terminal capacity across the Airport having regard to the need to protect key operational areas.

OBJECTIVE SBG02

Provide improved and expanded parking facilities for aircraft.

OBJECTIVE AP01

Facilitate the orderly expansion and the enhancement of existing aprons where required to support airfield infrastructure and operations.

OBJECTIVE AP02

Facilitate the efficient operation of existing and new apron areas.

OBJECTIVE CG01

Facilitate air cargo operations through the provision of improved apron facilities.

OBJECTIVE CG02

Facilitate the relocation and expansion of new cargo facilities and potential consolidation of air cargo operations, subject to site specific flood risk assessment and transport assessment.

OBJECTIVE MRO01

Facilitate and support the provision of aircraft maintenance, repair and overhaul (MRO) facilities.

OBJECTIVE MRO02

Facilitate the relocation and potential consolidation of maintenance, repair and overhaul (MRO) facilities. Such planning applications shall be accompanied by a demonstration of need, along with an operational overview of existing and proposed facilities and shall have regard to impact on neighbouring uses.

OBJECTIVE ET01

Minimise the noise from engine testing activities by seeking to locate site engine ground running in suitable locations to reduce impact on populated residential areas. Any future planning proposals shall include a noise impact assessment and noise mitigation measures to ameliorate noise.

OBJECTIVE AV01

Support and facilitate efficient circulation of airside ground support service vehicles within the airfield.

OBJECTIVE AV02

Support the replacement of the existing aircraft ground service vehicles with electric vehicles within the lifetime of this LAP.

OBJECTIVE UT01

Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure.

OBJECTIVE OS01

Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority and Dublin Airport) in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.

OBJECTIVE DS01

Ensure that all development at Dublin Airport will be of high-quality design and finishes to reflect Dublin Airport's status as an international gateway airport.

OBJECTIVE DS02

A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.

OBJECTIVE DS03

Any proposals for development of terminal extensions, or for new terminals shall adhere to the requirements of the design framework, unless alternatives are expressly agreed with the Planning Authority.

OBJECTIVE DS04

Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.

OBJECTIVE DS05

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

- i. Responsible environmental management in construction.
 - ii. A menu of superior design and specification towards sustainable construction, options to include the following:
 - iii. Site layout and associated bio-climatic/ passive solar design measures.
 - iv. Use of daylight where to reduce energy consumption.
 - v. Use of healthy and controllable ventilation systems.
 - vi. Use of heat recovery systems including Combined Heat and Power.
 - vii. Promotion of water conservation measures.
 - viii. Use of building materials with lower embodied energy use in manufacture.
 - ix. Use of lower energy efficient lighting systems.
 - x. Incorporation of renewable energy systems, e.g. active solar, heat pumps, etc in all buildings.
 - xi. Optimising the use of Building Energy Management Systems.
 - xii. Use of Monitoring and Targeting systems to monitor best practice in energy consumption towards reducing CO2 emissions to the greatest extent practicable.
- A statement of consistency shall be required to be submitted with all planning applications for extensions and new buildings indicating measures proposed to comply with i – xii.

Chapter 8 Surface Access and Transport**OBJECTIVE SF01**

Implement the recommendations of the South Fingal Transport Study in relation to Dublin Airport in order to ensure that a balanced response to the expansion of Dublin Airport occurs. It shall be a requirement that any planning applications to increase passenger numbers or that result in an increased demand for travel, shall clearly demonstrate the required transport infrastructure and measures to accommodate the proposed increase in line with the recommendations of the South Fingal Transport Study.

OBJECTIVE SF02

Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan in order to prioritise public transport, appropriately phase transport infrastructure requirements and the appropriate provision of carparking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.

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 EA02

Ensure that the transport network, including 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. This includes the upgrade of the Airport Roundabout to increase capacity, potentially through grade separation, as part of the first proposal to increase surface access passengers where it cannot be demonstrated that public transport provision would satisfy travel demand.

OBJECTIVE EA03

Develop the external road network on a phased and planned basis.

OBJECTIVE EA04

Reserve an alignment for the East West Link Road from Collinstown Lane to Clonshaugh Road.

OBJECTIVE EA05

Provide for a Western Access route to Dublin Airport from the N2 corridor, with consideration being given to the future capacity requirements and development layout of Dublin Airport.

OBJECTIVE EA06

Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term.

OBJECTIVE EA07

To ensure proposals for road network improvements in the vicinity of Dublin Airport have regard to the effective operation of future bus services generally and on the Swords Road Core Bus Corridor in particular.

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.

OBJECTIVE EA09

Enable efficient and reliable bus access on the R108 and Collinstown Lane and to ensure this function is provided as part of a future capacity upgrade as appropriate, whilst allowing for any road realignment required as part of Dublin Airport's runway end safety area requirements and MetroLink portal construction.

OBJECTIVE EA10

Facilitate a contingency strategy and emergency access plan to cater for unexpected incidents on the external and internal road networks in consultation with the relevant bodies.

OBJECTIVE EA11

Develop appropriate signage facilities such as Variable Message Signs in order to cater for unexpected incidents on the external and internal road network.

OBJECTIVE EA12

To maintain and protect accessibility of freight to and from Dublin Airport as a priority in particular, with respect to accessibility from the M1, M50 and the TEN-T network for freight movements. Any planning applications for new or expansion of freight and cargo operations within the DA zoned lands shall be accompanied by a traffic and transport impact assessment, specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan.

OBJECTIVE CY01

Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice.

OBJECTIVE CY02

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

OBJECTIVE CY03

Provide the Santry River Greenway as far as the boundary with Dublin City Council. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.

OBJECTIVE CY04

Provide quality walking and cycling access between Ballymun and the Airport consistent with Objective MT15 of the Fingal Development Plan 2017 - 2023. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.

OBJECTIVE PT01

Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.

OBJECTIVE PT02

Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.

OBJECTIVE PT03

Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to best international standards for public transport interchanges.

OBJECTIVE PT04

Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term.

OBJECTIVE PT05

Facilitate the development of bus priority facilities from the western side of the Dublin Airport campus to the terminal buildings, as a means of easing congestion on the existing road network. This will include the facilitation of car parking facilities on the western periphery and the implementation of bus priority facilities as needed, such as on the Collinstown Lane approach to the R132 Swords Road.

OBJECTIVE PT06

Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.

OBJECTIVE PT07

Identify and protect an alignment for the Orbital Metro (Metro West) and to ensure connectivity between Metro West and Dublin Airport.

OBJECTIVE PT08

Support the provision of new and/or improved bus routes through and around the airport campus including bus lanes, shelters, access points and interchange facilities.

OBJECTIVE PT09

Prioritise public transport and taxis on the external and internal road network.

OBJECTIVE PT10

Facilitate provision of stronger connectivity between Dublin Airport and the heavy rail/ DART network along existing roads, and to prioritise public and sustainable transport provision along any future East-West Link Road through development lands at Clonshaugh and Clongriffin.

OBJECTIVE PT11

Provide real time information, wayfinding, directional and scheduling information regarding public transport services to allow passengers and staff to optimally use the public transport facilities available.

OBJECTIVE PT12

Provide for high quality bus priority on approach roads to Dublin Airport as required.

OBJECTIVE PT13

Support the provision of improved taxi facilities.

OBJECTIVE IA01

Require a review of traffic management arrangements around the Dublin Airport campus including internal access road and connections to the surrounding transport network, in order to provide for safe and efficient movement for all modes, as part of any planning application for an increase in origin-destination passenger numbers, which should assess the need for alterations in road alignment, grade separation, directional movement, and variable messaging signage, in order to provide for safe and efficient movement for all modes.

OBJECTIVE IA02

Support the implementation of a transport service linking the terminal buildings with long-term car parks around the southern and western perimeter of Dublin Airport.

OBJECTIVE IA03

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

OBJECTIVE IA04

Work with all stakeholders to identify the most appropriate regime for the efficient operation of taxi services including the management of any permit system and the identification of future dedicated taxi routes within the campus.

OBJECTIVE IA05

Provision of additional car-parking to serve uses within the DA zoned lands shall only be facilitated if it can be sufficiently demonstrated that the accessibility of Dublin Airport for its core uses including passengers and freight traffic will not be compromised.

OBJECTIVE MM01

Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should coordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.

OBJECTIVE MM02

Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car.

OBJECTIVE MM03

Increase emphasis on the promotion of public transport usage among staff and passengers.

OBJECTIVE MM04

Require that all organisations operating within the Dublin Airport LAP area implement the over-arching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the Development Management process, through submission of MMPs with planning applications.

OBJECTIVE CP01

Facilitate a review of the location of bus/coach parking in front of Terminal 1 in conjunction with an analysis of new MetroLink Station, Terminal 2, and Kerb proposals, in order, to provide for an efficient multi-mode transport interchange convenient to all airport users.

OBJECTIVE CP02

Utilise existing car parking facilities in the most efficient way possible, including potentially through the use of (a) parking management systems (b) real time guidance information system and (c) variable message signs (VMS).

OBJECTIVE CP03

Provide for the development of short-term and long-term passenger car parking facilities in an appropriate, coherent and transparent manner, phased in accordance with Dublin Airport's growth, and the transport infrastructural requirements of the South Fingal Transport Study.

OBJECTIVE CP04

Limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes.

OBJECTIVE CP05

Provide for (a) good access from the external road network and (b) frequent shuttle connections to the terminal buildings, for long term car parks and other strategic car parking facilities.

OBJECTIVE CP06

Provide for short-term car parks close to the terminal buildings so as to minimise passenger walking distances.

OBJECTIVE CP07

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

Chapter 9 Environment and Community

OBJECTIVE FRM01

Have regard to The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DoEHLG/OPW 2009) and Circular PL2/2014, through the use of the sequential approach and application of the Justification Tests for Development Plans and Development Management.

OBJECTIVE FRM02

Protect existing flood risk management infrastructure and safeguard planned future infrastructure.

OBJECTIVE FRM03

Implement and comply fully with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.

OBJECTIVE FRM04

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

OBJECTIVE SW01

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

OBJECTIVE SW02

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

<p>OBJECTIVE SW03</p> <p>That Dublin Airport examine the feasibility of incorporating SUDS features into existing areas for the flooding and water quality benefits of same.</p>
<p>OBJECTIVE SW04</p> <p>Recharge the ground and reduce storm volumes by the use of suitable SUDS measures.</p>
<p>OBJECTIVE SW05</p> <p>Alleviate local flooding issues within the LAP area by providing positive drainage to affected areas. Proposals should take into account objective FRM04 and that a Flood Risk Assessment is also conducted to ensure no increase in risk to third parties.</p>
<p>OBJECTIVE SW06</p> <p>Reduce risk of bird strike when developing new sites and implementing SUDS measures.</p>
<p>OBJECTIVE SW07</p> <p>Establish riparian corridors free from new development along all significant watercourses and streams. Ensure a riparian buffer strip either side of all watercourses within the LAP lands.</p>
<p>OBJECTIVE SW08</p> <p>Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts.</p>
<p>OBJECTIVE SW09</p> <p>Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety.</p>
<p>OBJECTIVE IW01</p> <p>Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the Airport.</p>
<p>OBJECTIVE IW02</p> <p>Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste-water collection and treatment systems necessary to facilitate the sustainable development of the Airport.</p>
<p>OBJECTIVE IW03</p> <p>Collaborate with Irish Water to ensure the delivery of their Capital Investment Plan or any other relevant investment works programme to ensure both foul and water capacity constraints are not a deterrent to sustainable development.</p>

OBJECTIVE SWQ01

Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.

OBJECTIVE SWQ02

The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan should strive to achieve 'good status' in all its associated waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans.

OBJECTIVE WQ01

Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027.

OBJECTIVE WQ02

Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and to cooperate with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans.

OBJECTIVE WQ03

Implement the recommendations of the Groundwater Protection Scheme.

OBJECTIVE AQ01

Implement the provisions of EU and National legislation relating to air quality, as appropriate and in conjunction with all relevant stakeholders.

OBJECTIVE AQ02

Implement the recommendations of the Dublin Regional Air Quality Management Plan or any subsequent plan(s) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.

OBJECTIVE AQ03

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

OBJECTIVE AQ04

Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation (ICAO) as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.

OBJECTIVE AQ05

Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the Airport (including changes in Particulate Matter (PM) at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/or daa.

OBJECTIVE AR01

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

OBJECTIVE AR02

Protect the archaeological resource by favouring the preservation in situ or at a minimum, preservation by record of archaeological sites, monuments, features or objects in their settings.

OBJECTIVE AR03

Require proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.

OBJECTIVE AH01

Have particular regard to the conservation and protection of the 1937 Old Central Terminal Building and its setting.

OBJECTIVE AH02

Ensure as far as is consistent with the development of necessary airport facilities, the conservation of the architectural heritage within the LAP area and in the areas immediately adjoining the plan area.

OBJECTIVE AH03

Seek the reuse and retention of the Protected Structures within the LAP lands.

OBJECTIVE NH01

Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport.

OBJECTIVE NH02

Mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area. Mitigation will include, inter alia, the provision of compensatory habitat, and should be aimed at ensuring there is no net loss of habitats and those populations of species of conservation concern are maintained.

OBJECTIVE NH03

All development proposals shall have regard to the Fingal Heritage Plan 2018-2023 and the Fingal Biodiversity Plan 2010-2015 and any subsequent plan(s) where appropriate.

OBJECTIVE CS01

Fingal County Council will continue to engage with local communities that are likely to be affected by the growth of the Airport with a view to ensuring their concerns are understood and appropriate mitigation proposals implemented where required.

OBJECTIVE CS02

Support the continual engagement between daa and neighbouring communities regarding airport growth.

OBJECTIVE CS03

Support the implementation of the Strategy for the Special Policy Area of St. Margaret's included in Appendix 1 to this LAP.

Appendix 1 Strategy for St. Margaret's Special Policy Area.**OBJECTIVE LEAP01**

Commence preparation of a 'Local Enhancement Action Plan' for the 'Special Policy Area' of St. Margaret's within 12 months of the adoption of the Dublin Airport Local Area Plan, in consultation with the local community and other relevant stakeholders based on the focus areas identified in this strategy for St. Margaret's. This plan shall address priority actions, funding and a delivery programme for proposed environmental and community enhancement projects.

COMMUNITY FACILITIES, SERVICES AND PUBLIC OPEN SPACE OBJECTIVES**OBJECTIVE CF01**

Facilitate and co-operate with the community and other relevant stakeholders towards the enhancement and provision of community facilities and services to serve the existing community.

OBJECTIVE CF02

Promote and facilitate the sympathetic refurbishment of the existing 'Parochial Hall' and examine the feasibility for the extension of this existing community facility.

OBJECTIVE CF03

Support and encourage the sympathetic refurbishment of the existing vernacular outbuilding to the rear of the existing Parochial Hall for additional community uses.

OBJECTIVE CF04

Encourage and facilitate the provision of a new high quality open space feature in the centre of St. Margaret's for a combination of active and passive recreational uses.

OBJECTIVE CF05

Encourage and facilitate the development of a 'Multi-Use Games Area' in the vicinity of the school with appropriate pedestrian linkages.

ENVIRONMENTAL ENHANCEMENT OBJECTIVES**OBJECTIVE EE01**

Encourage and facilitate environmental improvements to the physical fabric of the policy area.

OBJECTIVE EE02

Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.

CULTURAL HERITAGE OBJECTIVES**OBJECTIVE CH01**

Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of local attractions for St. Margaret's.

OBJECTIVE CH02

Protect those buildings and structures of archaeological, architectural or historic importance and the settings thereof, which are indicated on the Record of Monuments & Places, Record of Protected Structures and in the current Fingal Development Plan 2017-2023.

OBJECTIVE CH03

Retain, appreciate and revitalise appropriately the vernacular heritage of St. Margaret's by deterring the replacement of good quality vernacular buildings with modern structures and by protecting (through the use of ACAs, the RPS and in the normal course of development management) vernacular buildings where they contribute to the character of the area.

OBJECTIVE CH04

Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.

OBJECTIVE CH05

Support and facilitate the interpretation of important archaeological, architectural and historic features of the area.

OBJECTIVE CH06

Support the appropriate and sympathetic provision of noise insulation to St. Margaret's Church in consultation with relevant church and heritage bodies.

OBJECTIVE CH07

Promote the conservation, enhancement, public access and enjoyment of the archaeological, natural and built heritage as important elements in the enhancement of the area.

Improving Linkages**OBJECTIVE IL01**

Examine the feasibility of improved pedestrian linkages and circulation routes within St. Margaret's.

OBJECTIVE IL02

Promote and facilitate a connecting pedestrian link between Dunsoghly Castle Complex and St. Margaret's policy area.

OBJECTIVE IL03

Support and encourage public transport providers to enhance the provision of public transportation services to St. Margaret's and to support and facilitate rural community transport initiatives where possible, aimed at providing new services through the area, enhancing and expanding existing services.