Introduction

• Purpose of LAP
  – Principle guidance document to guide future development and growth of the Airport
  – 6 year life

• Recognise role of Dublin Airport
  – Transport gateway
  – Primary economic driver
  – Protect and safeguard strategic national asset
  – Anticipate and support future growth
Key Themes

1. Introduction and rationale
2. Context
3. Forecasts and Capacity Constraints
4. Vision and Strategic Objectives
5. Transition to a Low Carbon Economy
6. Economic Impact of Dublin Airport
7. Airport Infrastructure
8. Surface Access and Transport
9. Environment and Community
10. St. Margarets Special Policy Area
Surface Access

Fig 8.1 Dublin Airport Surface Access

- N2 - Airport Western Access
- Old Airport Road/Collinstown: Lane bus priority measures on approach to Swords Road CBC
- Prioritise Swords Road CBC to increase bus patronage in line with Airport growth
- Airport Roundabout upgrade, possibly including grade separation

Legend:
- Dublin Airport LAP Boundary
- Metrolink
- CBC Upgrades
- Existing Cycle/Pedestrian Route
- Fingal Development Plan 2017-2023 Objectives
- Indicative Metro Route
- Proposed Quality Bus Corridor
- Indicative Cycle/Pedestrian Route
- Road Proposal

Fingal County Council  Planning and Strategic Infrastructure Department
Variation No. 1 to Fingal Development Plan 2017 - 2023
Contents of Variation

- Updating of Development Plan to reflect amendments to legislation and guidance on noise impact.
- Impact from road, rail and aviation
- Amendment to noise zones serving Dublin Airport
- Update of rural settlement policy
- Information on noise assessment to be submitted with planning applications
- Updating of safety information on Airport approach zones
Proposed Noise Zone Map
The revised noise zones aim to ensure protection of existing and future communities and enterprises which may be affected by aviation noise.

Zone A – equivalent to previous “inner” zone - resist new provision for residential development and other noise sensitive uses

Zones B and C - equivalent to the former ‘outer zone’ policy which was to strictly control inappropriate development and to require noise insulation where appropriate:
- Zone B - Manage noise sensitive development and ensure noise insulation is incorporated within noise sensitive development
- Zone C – Manage noise sensitive development and ensure an appropriate level of noise insulation

Zone D – new zone introduced to identify noise sensitive developments, to promote appropriate land use and identify encroachment