

25th January, 2024

Head of Planning,
Fingal County Council,
County Hall,
Swords,
Co. Dublin

Dear sir/madam,

Planning reference: F23A/0781

Statement of Intent:

Fingal Chamber fully supports Dublin Airport's planning application to increase the capacity of the airport from the permitted combined capacity of Terminal 1 together with Terminal 2 of 32 million passengers per annum to 40 million passengers per annum together with the provision of additional airport infrastructure to support this capacity increase.

Fingal Chamber Purpose:

Fingal Chamber is the accredited Chamber for the entire Fingal region representing almost 1,000 businesses that support over 50,000 jobs in the area.

The Chamber is the only accredited and independent voice of business in Fingal, with members across every town from Balbriggan in the north to Santry in the south, and from Howth in the east to Blanchardstown in the west.

Working with a variety of Government and local representatives, Fingal Chamber delivers pro-business and employment initiatives for the region. The Chamber is dedicated to promoting economic growth and sustainable development across Fingal.

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Dublin Airport Critical to Fingal's Continued Future Growth and Success:

Dublin Airport plays a pivotal role not only in the economic landscape of Ireland but even more so in Fingal. The economic benefit to Fingal alone cannot be overstated with 90% of the direct impact, 17,900 jobs and €1.7 billion in GVA, generated in Fingal.

Total economic impact (direct, indirect, induced, catalytic) in Fingal is 30,800 jobs supported and €2.8 billion GVA. This highlights the airport's significance in fostering economic growth and providing substantial employment opportunities in the local community. To put it simply Dublin Airport would not be able to operate daily without its workforce the majority of whom live in Fingal.

Historical Planning Success and Present Need:

daa has a statutory responsibility to grow Ireland's connectivity to the world, deliver a first class transport hub, operate sustainably and be a responsible employer. Critical infrastructure needs to be planned years in advance as it has a long lead in period. Dublin Airport has a history of excellent planning, exemplified by the foresight in designing a parallel runway system in 1968. This planning supported the delivery of Dublin Airport's main runway in 1989 and its second runway in 2022.

As a consequence of this visionary planning the land around the airport was secured for long term growth. An aerial view of the airport's campus indicates large swathes of green land that has been safeguarded for the airport's future growth. Indeed Dublin Airport is the envy of many airports around Europe for this outstanding example of airport planning.

Conversely, we only have to look back to the middle 1990's when much debate took place among political parties regarding the possibility of a second airport for Dublin or a second terminal on the existing airport's campus. While years of debate ensued on this subject, Dublin Airport's passenger numbers continued to grow until Terminal 1 was, quite literally bursting at the seams. As a consequence, passengers endured many years of poor customer service standards while Terminal 2 and other additional infrastructure was being built. Only when Terminal 2 opened in 2010 did customer service standards excel and the airport won many awards and accolades for its high quality standards.

The provision of timely airport infrastructure and the raising of the 32 million passenger cap is critical for a variety of reasons none more so than Ireland's international reputation.

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Fingal Chamber notes Dublin Airport's 2023 passenger numbers reached 31.9 million, within touching distance of the 32 million passenger cap. It is utterly ludicrous to have a situation whereby Dublin Airport will have no option but to put a FULL sign on its doors and aviation marketing executives no longer court airlines for strategic connectivity which enables critical FDI for the economy.

Alignment with Regional and Local Policies:

Dublin Airport's proposal aligns with Regional Policy Objective (RPO) 8.17 of the Eastern and Midland Regional Spatial and Economic Strategy, which advocates for the growth of movements and passengers, including enhanced terminal facilities and infrastructure. Fingal County Development Plan 2023-2029, through policies like DAP1, DAP2, DA01, DA02, DA03, and DA04, emphasises the necessity of providing the airport with essential infrastructure to operate sustainably and maximise its potential. Additionally, the Dublin Airport Local Area Plan (LAP) 2020 aims to facilitate capacity enhancements and operational improvements for the airport to function safely and efficiently.

Potential Economic Impact of Maintaining the 32 MPPA Cap:

The economic repercussions of maintaining the current 32 million passenger cap are substantial. Estimates suggest that by 2030, the Irish economy could forfeit an additional 17,800 jobs and €1.5 billion in GVA. This forgone impact increases to 53,300 jobs and €4.4 billion in GVA by 2055. The majority of this economic impact loss occurs outside the aviation sector, with 59% attributed to catalytic impacts such as tourism, trade, and investment, and another 22% to indirect and induced impacts. This equates to a 12% reduction in the economic contribution of Dublin Airport by 2030 and a 28% reduction by 2055 if the 32 MPPA cap remains.

Conclusion:

Fingal Chamber and its membership base wholeheartedly supports Dublin Airport's application for an increased passenger cap, which is not only in line with regional and local planning policies but also crucial for sustaining and enhancing the economic well-being of Fingal and the wider Irish economy. The proposed developments will enable the airport to meet growing demand, continue as a secondary European hub, and ensure that its economic contributions reach their

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maximum potential. Denying this application risks significant economic losses and hampers the airport's ability to fulfil its role as a vital economic engine for the region and the nation.

Furthermore, failure to support this application contravenes the principal goals of the National Aviation Policy which is to:

- enhance Ireland's connectivity by ensuring safe, secure and competitive access responsive to the needs of business, tourism and consumers
- foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation
- maximise the contribution of the aviation sector to Ireland's economic growth and development.

Rather than flourish and seize opportunities, Ireland's economic progress will regress significantly if this passenger cap is not extended.

We urge Fingal County Council Planners to consider the long-term economic benefits, job creation, and sustainable growth that an increased passenger cap would bring to Fingal and Ireland as a whole. We believe that approving this application is in the best interest of the community, businesses, and the nation's economic progress.

Yours sincerely,

Siobhán O'Donnell
Head of Public Affairs
Fingal Chamber