

Dear CAR,
I'd like to make a submission on the above draft decision.

Local Communities:

I would like to propose that the CAR consider the plight of the local communities around Dublin Airport. Currently the only options open to local communities for mitigation measures are channelled through planning conditions. However, these mitigation measures do not fully protect the health of the communities according to the World Health Organisation.

An alternative proposal is for the CAR to impose a levy on each passenger in line with the polluter pays principle. The monies collected can be ring fenced for insulation schemes, voluntary purchase schemes, relocation schemes, health studies and health supports. The costs for mitigation are factored into the daa's costs and form part of the inputs to this determination. The scheme could be managed by the CAR or an independent body with no links to the airport or local communities.

This proposal has the advantage of providing funds to those residents who want to relocate due to the adverse effects of noise, or those that want to stay but require adequate insulation or dwelling remedial works to protect their health. This proposal has the advantage of removing the daa, whose remit solely is a commercial one, from the decision making process and therefore obligated to minimise its outlays on neighbouring communities. The daa does provide a community fund but this is a modest scheme with a total budget of 10m euro over 25 years.

32m passenger cap:

In 2019 Dublin Airport handled 32.9m passengers and exceeded the 32m passenger cap imposed by An Bord Pleanála. This cap is specified in Condition #3 of An Bord Pleanála Reference Number: PL 06F.220670 (Fingal County Council ref #: F06A/1248). As the passenger cap was breached, the daa should not be rewarded for this unlawful activity and therefore should not be allowed to keep the passenger charges from the additional 0.9m passengers. This should be ring fenced for local communities.

Capacity

3. The combined capacity of Terminal 2 as permitted together with Terminal 1 shall not exceed 32 million passengers per annum unless otherwise authorised by a further grant of planning permission.

Reason: Having regard to the policies and objectives of the Dublin Airport Local Area Plan and capacity constraints (transportation) at the eastern campus.

Airport drop charges:

The daa have applied for planning permission (F21A/0518) to facilitate a drop off charge for passengers being dropped off at the airport. This charge, if successful, should be taken into account in the CAR's decision on passenger charges. There is no service being provided in return for this charge and therefore it is another tax/levy imposed on the travelling public.

Response from Liam O'Gradaigh

Because of a lack of a metro at Dublin Airport, a significant proportion of the public have no alternative but to travel by car to the airport.

Yours Sincerely
Liam O'Gradaigh
The Ward
Co Dublin