

From: Minister
Sent: 09 March 2017 09:42
To: National Planning Framework
Subject: REP619/SC/17
Attachments: Business Plan DEC16.pdf; Midlands Airport summary 2017.pdf; Minister presentation Mar17.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

From: Plittle [<mailto:info@midlandsairport.ie>]
Sent: 08 March 2017 17:43
To: Minister
Cc: peter.burke@oir.ie
Subject: Midlands "Super-Rural" City

Dear Minister

Thank you for your time earlier today. I really appreciate the opportunity to discuss our plans for the Midlands Gateway and in specific the Midlands Airport. We will be making a submission to the NPF. This is a key document in the planning hierarchy and vitally important to our planned €500m investment in the region. I have attached soft copies of the documents I gave to you earlier for your your information.

As we discussed we have been developing a plan for a "Super-Rural" city. This is an alternative model to the Dense Urban and Sub-urban development of Cities like Dublin. The Super-Rural City is more engaged in the rural economy and offers an alternative location for settlement and industry. It is our contention that the true potential of the Midlands has been misrepresented in the past with limited definitions of what the urban population was and what catchment population was actually serving the region. I am hopeful that the NPF can develop new models for a new Super Rural City in the Midlands that will address the needs of it citizens but also support cities like Dublin that could benefit from having a counter balance and a lower cost location for services and housing. Dublin will need this city to maintain its competitiveness and sustainability.

Our submission will outline this in more detail. In that regard we would welcome a two week extension of time to make a more meaningful submission if that would be possible.

I would also welcome a further meeting with you if that was possible so that I could present our proposal fully. I would also welcome my inclusion in any workshop or panels that may arise to discuss the development of the NPF in the coming months.

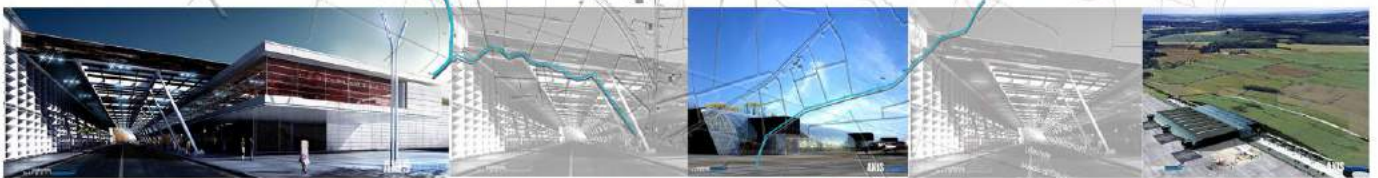
Thank you again for your time and consideration of our proposal. I look forward to hearing from you.

your sincerely

Patrick Little
DipArch BArchSc MSc MRIAI MRTPI
CEO
Midlands Airport Developments Ltd

Midlands Airport Developments

Business Plan 12/2016



+region and connections +airport map +general information +visualizations +region and connections +airport map +general information +visualizations +region and connections +airport map +general information +visualizations



Midlands Airport Developments



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Midlands Airport Developments

Investment proposal

This investment proposal capitalises on the market opportunity to create a new sustainable international airport city in the Irish Midlands. The region has the greatest potential for growth in the country. With the largest population catchment in the country and rich in infrastructure this proposal will become a catalyst for economic development with attractive returns on investment.

1. Executive Summary

The Irish Economy is returning to growth. Growth generates traffic and needs transport infrastructure. The OECD has reported that underutilised regions such as the Midlands represent the greatest opportunities for growth. The Midlands is the most central region in the country and has the largest airport catchment population of 2.4m people in the country (Cork = 1.5m, Shannon = 1.5m, Dublin = 2.1m). The region is already rich in infrastructure with rail, road, electricity, communications and gas infrastructure in place. The Midlands is also the most sustainable location for affordable housing to be developed considering its proximity to services, infrastructure and Dublin. Based on the Garden City principles we aim to deliver a world class aerotropolis for Ireland.

The Market Opportunity

The Irish airport market has 30million passengers per annum. The market is dominated by Dublin Airport which has 62% of Irish traffic. The province of Leinster is the most populous with 38% of the islands population. But Leinster has only 1 airport which is 8% of the national total. Dublin Airport has a catchment population of 2.1m passengers. The airport has a runway capacity at 23m passengers per annum. Eurocontrol, the agency advising the EU on air traffic, project that Ireland does not have adequate airport capacity to meet its future demands. Ireland requires more efficient and sustainable access to international markets for indigenous and FDI companies. The new National Policy on Aviation published in August 2015 confirms that there will be a capacity issue by 2020 with a shortfall of 6 million passengers.

Investment Proposal

In response to the market opportunity the proposal will develop a new sustainable carbon neutral reliever airport and associated commercial and residential development hub in the Midlands. The development will be accessed by air, road and rail taking the form of an Aerotropolis, a garden city-like airport development. Revenues from the leasing of land for commercial and residential development in the aerotropolis will be used to repay the capital expenditure on the airport infrastructure. This in turn enables the airport to operate on more cost efficient basis offering value to customers. The current funding requirement is €1.5m for 20% of the company to complete the planning phase resulting in an estimated 10 times increase in value of the investment over a 24month period. **Strategic Infrastructure Development status has been granted to the proposal already removing 80% of the planning risk..**

The Forecasts

The forecast for the first ten years of operation based on the business model profit and loss is as follows

Year	1	2	3	4	5	6	7	8	9	10
Passenger nos ('000s)	1000	2060	2122	2185	2251	2251	2318	2388	2460	2533
Total Revenue (€m)	27	40	47	50.5	53.8	58	60	64.8	67	70
Net Profit Margins	18%	44%	54%	59%	61%	70%	75%	80%	80%	74%

2. Business Overview

Investment Purpose



- 1** Irish Economy requires Recovery & Growth
- 2** OECD Regional Development Policy
Smaller regions greatest Potential for Growth
- 3** Midlands Region represents great opportunity
- 4** 2.4m Population within 100km. Is the largest Catchment area in the Country
- 5** Can Create 5200 Jobs
€500 m GVA per annum



Business Model



Key Partnerships	Key Activities	Value Proposition	Customer Relationships	Customers
Corporate investors Finance Airlines Distributors Integrators Landowners Local Authorities Government The Public Design teams	Spatial Planning Project Development Airport services Property leasing Governance <u>Key Resources</u> Central Location Lower cost land Infrastructure Creative Staff Innovative Business Lower Corp. TAX	To create an international multimodal transportation hub to act as a catalyst for economic development, increasing trade, creating employment and improving the quality of life in a sustainable way	Sustainability Lower costs Competitive Central Better Quality <u>Customer Channels</u> Marketing IDA Enterprise Ireland Projects Communications	a. Public b. Government c. Airlines d. Distribution e. Integrators f. Corporate
<u>Costs</u> Staff Costs, Operations R&D, I.T., Consultants, Land acquisition, Development		<u>Revenues</u> Airport Services Property Leasing Corporate sponsorship Consultancy services Advertising		

2. Business Overview

Ireland has experienced the worst economic crisis since the foundation of the state. The only way to recover from this position is through growth in our economy. This growth will come in three ways

1. Increasing trade in international markets
2. Attracting FDI companies to locate in Ireland
3. Increasing internationally traded services.

The OECD report that the regions that represent the best value for investment are the underutilised regions such as the Midlands in Ireland. All of these economic increases result in an increase in transport. Eurocontrol, the agency responsible for advising the EU on air transport have projected growth rates for aviation across the EU. Eurocontrol figures show that Ireland does not have adequate infrastructure to meet the future demands.

The island of Ireland is divided into 4 provinces, Leinster Ulster Munster and Connaught. Leinster, which contains Dublin, is the most populous with 38% of the population. But it is only served by 1 airport. Based on the EU projections for aviation growth in Ireland, Leinster will require additional airport infrastructure. The Midlands is located on the western side of Leinster and is well connected to the other three provinces. It represents the most sustainable location for the development of a reliever airport and is consistent with the EU white paper on transport for the location of reliever airports away from congested areas to maximise economic benefit. The Department of Transport have confirmed the proposal is consistent with state policy and that they are not opposed to the development as a private enterprise.

The region is rich in infrastructure. It is accessed by the M4,M5,M6,M7,M8, N52 and N80. It is also served by the rail, electrical and gas infrastructure. It is rich in natural resources such as water and land. Its central location makes the region the most sustainably accessible in the country. The selected development site has an airport catchment population of 2.4million people within 100km. This is larger than that of Dublin at 2.1m.

The business model will take these distinct geographic advantages and leverage the investments already made in infrastructure in the region to maximise the benefits generated from the investment in this proposal. The “Garden City” like Aerotropolis meets the following needs

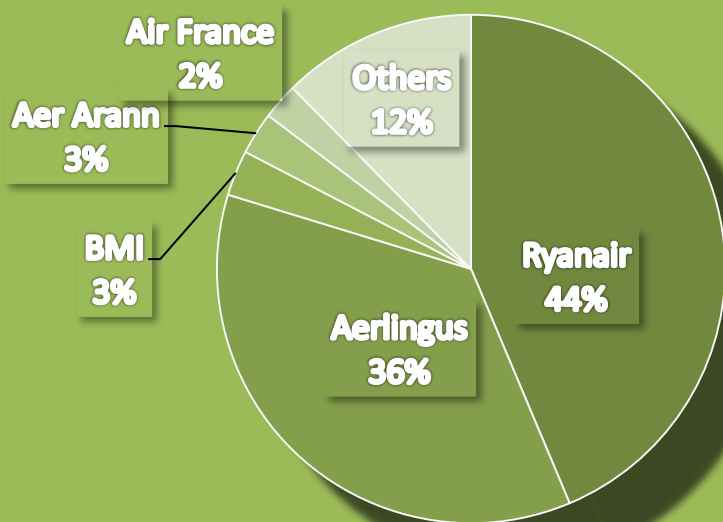
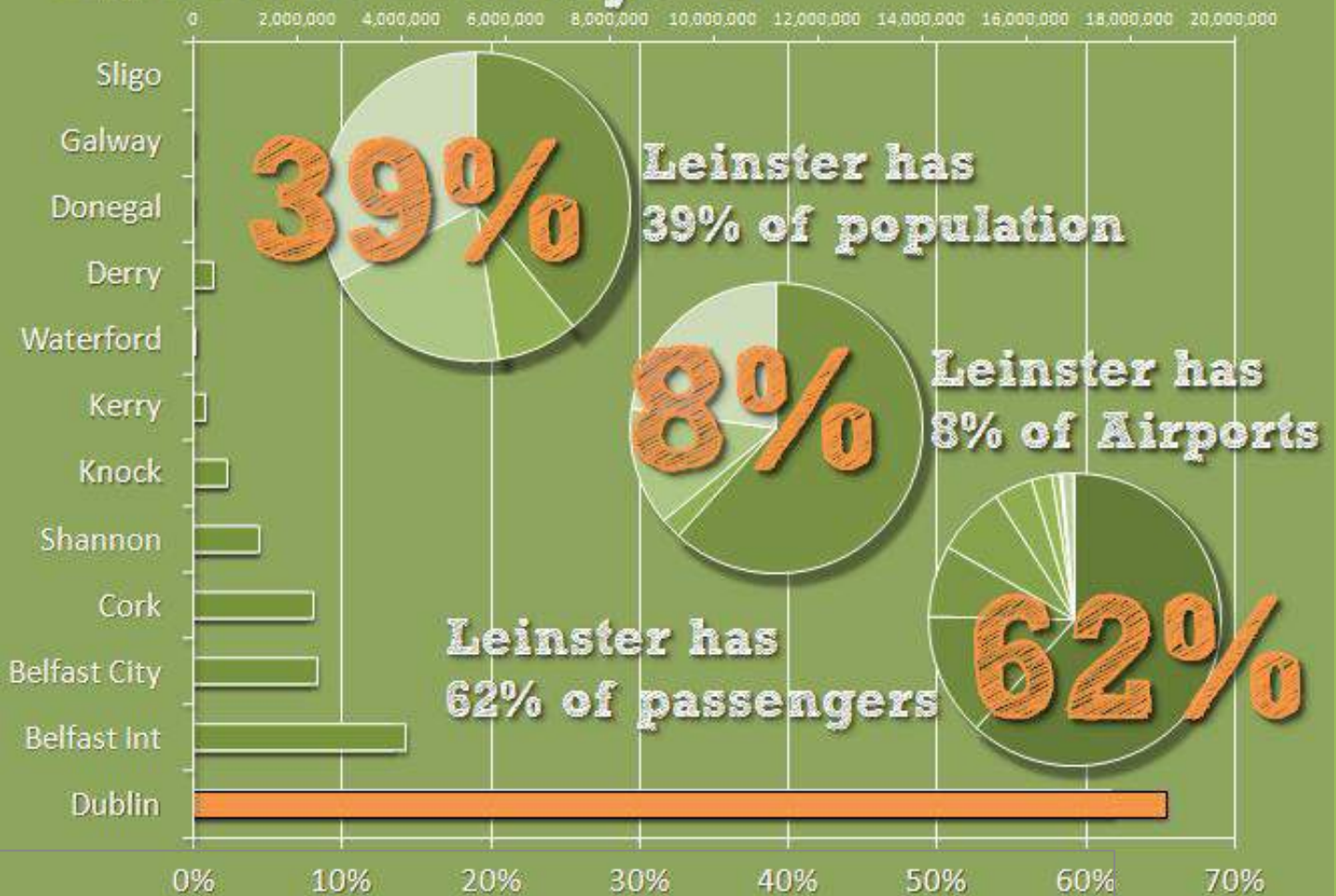
1. To provide a strong return on investment for our investors
2. To create a catalyst for economic Growth to fuel national recovery
3. To forge new trade relations with international partners in China, India and South America whilst also reinforcing those existing with The USA and Europe.(eg establish first direct flights to China)
4. Strengthen the Midlands Gateway by attracting inward investment and creating employment.
5. The increased employment opportunities will attract inward migration and population increase.
6. Create a sustainable carbon neutral multimodal transportation hub
7. To deliver a sustainable and affordable housing model for the expanding population.

The land will be acquired subject to planning approval and held in a cooperative investment trust. The land will then be leased to 9 economic clusters for a ground rent yielding 6% per annum. The 9 economic clusters will developed in collaboration with commercial partners attracted by the low cost of acquisition of land lease. The ground rent model will create an innovative and sustainable development approach to meet the market demands for commercial and residential development. Individual sites will be charged a ground rent and acquire a percentage holding in the cooperative foregoing the traditional model of buying the property outright. The Cooperative will always hold the true value of the land and the tenants will always hold the value of proximity of the infrastructure and surety of tenure.



3. Market Analysis

Market Analysis



3. Market Analysis

The people of Ireland have one of the highest propensities for air travel in the world. The island has approximately 30 million passengers per annum (PAX). Dublin airport represents 62% of this traffic. Leinster has 39% of the country's population but yet it has only one airport. Utilising Dublin in this fashion is not the most sustainable way to serve the people of Ireland.

Province	No. Of Airports	% Population
Ulster	4	33%
Munster	4	19%
Connaught	3	8%
Leinster	1	39%

Dublin Airport's strengths are the quality of operation and service in addition to the number of carriers operating from the facility. Its key weakness is the costs per passenger to utilise the facility and the dominance of Aerlingus and Ryanair over the available slots. This reduces the competition on costs and on choice of carriers and destinations. Currently more Irish cargo use UK airports than Irish airports as cargo traffic has been displaced in favour of shorthaul passenger routes. Capacity constraints are a huge issue for Ireland.

Dublin Airport has a capacity constraint on its runway of approximately 23million PAX. It will need a second runway to reach the capacity of its two terminals of 35million PAX. Eurocontrol predicts that its demand could be in excess of 50million PAX by 2030. These passenger increases will bring further congestion to the areas around the airport also. The EU White paper on transport recommends the development of reliever airports away from congested areas where the economic benefit can be maximised. 41% of Dublin Airport's domestic passengers drive through or are closer to the Midlands Region.

Ryanair and Aerlingus share 80% of all of Dublin's traffic. This makes it difficult for other low cost carriers to operate in the airport. Similarly the availability of slots for long haul flights which take up more runway time make it difficult to develop new routes to the emerging markets of China and India.

The Department of Transport have confirmed that there are no restrictions that may prevent competitors entering the market as long as planning can be achieved and the regulatory requirements of the Irish Aviation Authority can be met. The new National Policy on Aviation highlights a capacity requirement and predicts there will need to be an additional 6million passengers accommodated by 2020.

Though the recession has resulted in a downturn in passenger numbers, Eurocontrol predict that there will be a return to growth in the order of 3-5% per annum for Ireland by 2015/2016.

The Customer purchasing criteria are as follows

- Low Cost
- Choice of destinations
- Accessibility
- Ease of use
- Service Quality
- Environmental performance and Sustainability



4. Investment Opportunity



4. Investment

The viability study carried out on the Midlands Airport proposal forecasts the Midlands Airport could achieve approximately 7.5% of total Irish market for passenger numbers. This is consistent with other such secondary airports across Europe and has been confirmed by leading aviation expert Prof. Richard de Neufville from MIT.

The key drivers for demand are as follows

- The 2.4 million population within 100km
- the non existence of an airport serving the third largest gateway in the country
- the lack of capacity at Dublin Airport
- the need for competition in the Leinster market
- 41% of the people using Dublin Airport are closer to the proposed Midlands airport
- The need for a reliever airport to the greater Dublin area.
- The need for significant job creation in the Midlands
- The need to attract new enterprise and tourism to the Midlands area

The proposed development adds both competition and choice to the market which will have the effect of reducing the cost of entering and exiting the country. New international connections are to be developed to improve trade. The forecast has been produced from a bottom up and a top down approach. It has been compared with the Eurocontrol forecasts for Ireland and Europe and is consistent with their recommendations.

Investment Pathway

The investment follows a pathway described in the diagram opposite. Midland Airport Developments has agreed the terms of an option for the 1800 acres of land with the existing landowners subject to planning approval. There are three alternative paths which could be adopted for investment.

1.Traditional

The traditional route is to invite investment of the required €1.5m for 20% stake in the development company to complete the planning application followed by further investment for construction project all controlled by the developer investor as a single entity for resale.

2.Land Trust Option

Seek fund investment in the land acquisition subject to planning and leasing the land for development over long term arrangement at 6% return on investment. The Midlands Airport Developments would transfer its interest in the land to the Cooperative trust for the sum of €70m subject to the initial non refundable deposit of €1.5m. Construction licences would be issued to developers in return for a ground rent yielding more affordable development.

3.Combined Cooperative

A strategic alliance of developers from different sectors working to gether to reduce risk and maximise potential.

Investment proposal

€1.5m in the form of cash, time, professional services and legal fees has been invested to date. There is a requirement for an additional €1.5m of funding to complete phase 1 (Planning Application) of the development. This investment will complete the Environmental and Economic studies required for planning. There are three defined phases of investment.

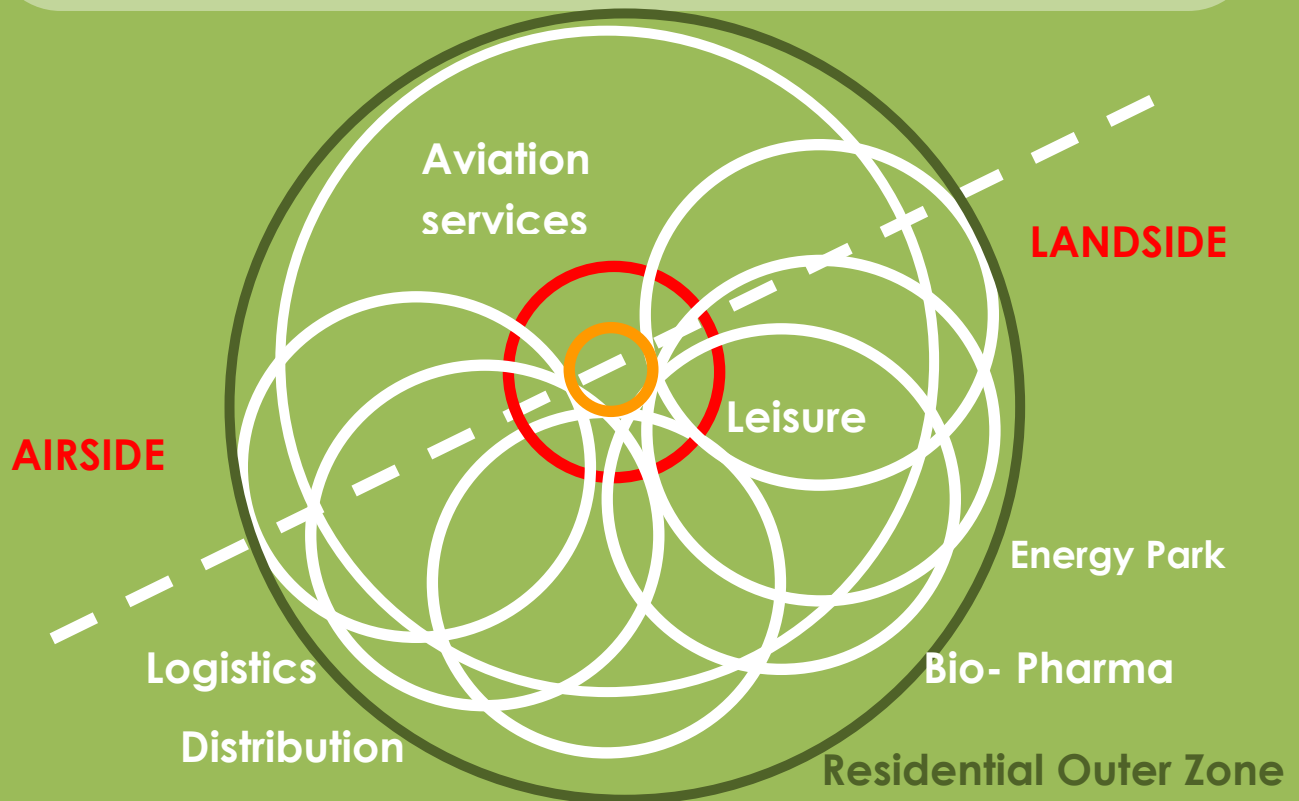
Phase 1 is the Planning Approval Stage. 80% of the planning risk has already been removed by the investment to date. A further €1.5m is required to complete this stage. A 20% stake of the company is offered in return for this investment. Investment Phase 1 (€1.5m) offers a potential for a return 10 times that of its investment.

Phase 2 is the capital required to construct the airport and infrastructure to access the site. Investment Phase 2(€200m) offers a potential for a return 3 times that of its investment.

Phase 3 is the capital requirement to fund the construction of advance units for tenants within the aerotropolis campus. Investment Phase 3(€250m) offers a potential return 3 times that of its investment



5. Outline Plan



5. Outline Plan

There is a two-fold service proposition for the proposed development.

1. The Airport operations
2. The Business Campus leasing.

Nationally, the facility could connect 2.4million people to all major international destinations via a low cost, environmentally sustainable development that supports inward investments and the growth of green industries via a carbon trading concept.

Internationally it could provide access to the entire island of Ireland and the single largest catchment area in the country. Inward investment is supported by foreign direct investment companies and lower the cost of doing business with Ireland. We also provide a hub for Asian markets looking for a strategic partner in accessing Europe and North America.

The Eurocontrol reports confirm that the requirements for capacity are essential to accommodate the projected ongoing growth in the Irish aviation sector. The development of the rail connection to the proposed development creates a multi modal transportation hub that will give a competitive advantage to the proposal by acting as the most sustainable airport in Ireland.

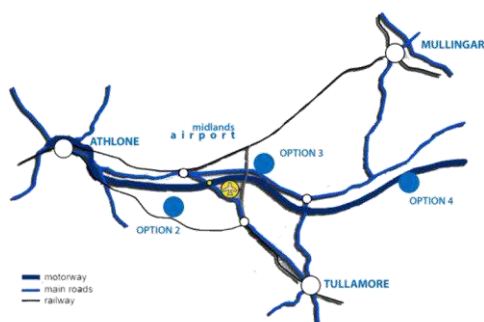


Figure 1.1 - Site Location

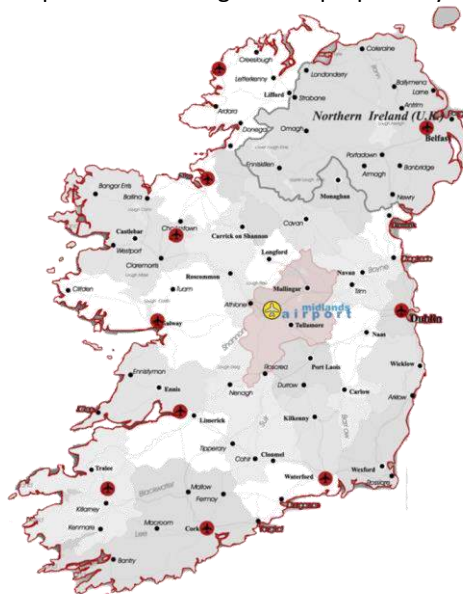


Figure: 1.2 - Location of Existing Airports

The 800 acre business and residential Garden City offers a high quality, well serviced location within 1.5hrs of all major destinations In Ireland. The Garden City is to be used to return the investment made in developing the airport. The airport adds value to the surrounding land. The Garden city aims to capture that increase and to retain that value. The Garden City will be held in trust by the company ensuring an affordable location for business to develop and grow in a sustainable environment. The land will be leased to tenants to recoup the capital expenditure. This will create additional jobs and growth for the gateway. The structure of this trust is to be agreed with the investors. Revenues will be used to deliver a return on investment of 10% per annum over ten years. Revenues will also be used to fund further development of the business campus delivering infrastructure and facilities. This in turn adds value and increases rental income. The leasing of land will also ensure that the development company will always retain the future increases in land values as the airport operations grow and expand. The entire site will be planned around renewable energy supplied developed on site. All building wastes will be recovered and converted to electricity and heat. All roofs will act as solar collectors providing power to the development and operating in a carbon neutral relationship

6. Financial Plan

Investment Returns



1. Increase in Site value
2. Passenger Charges
3. Cargo Charges
4. Turnaround Charges
5. Refueling
6. Maintenance
7. Aircraft painting
8. Aircraft parking
9. Car Parking
10. Terminal Shopping
11. Duty Free
12. Land leases
13. Services & Utilities
14. Naming Rights
15. Advertising



6. Financial Plan

Ownership structure

The company is owned 100% by Patrick Little. The company was established by Patrick Little in 2008. A capital investment structure has been developed over a six phase programme to fund the planning application stage of the project.

Summary operating figures

Year	1	2	3	4	5	6	7	8	9	10
Passenger nos ('000s)	1000	2060	2122	2185	2251	2251	2318	2388	2460	2533
Total Revenue (€m)	€27	€40	€47	€50.5	€53.8	€58	€60	€64.8	€67	€70
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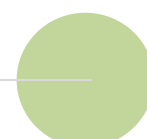
Strategic Partners

Expressions of interest are now invited from Strategic Partners to take part in this investment. The first phase of investment requires €1,500,000 to complete the planning application. €500,000 of this investment is a reserve fund to cover any costs from An Bord Pleanála. This will equate to 20% of the company. The second phase of investment will be €200,000,000 to cover the site acquisition and initial development costs.

Strategic partners can also be parties within the construction, logistics or aviation sectors.

The Business Model

CAPEX	OPEX	REVENUES
Site costs	Staff costs	Ground rents
Access infrastructure	Maintenance	Passenger/Cargo Charges
Terminal	Utilities	Airline Charges
Runway	Insurances	Fuel Sales
Rail connection	Marketing	Retail leases
ACT Tower etc		Carparking
Advance building units		Naming Rights & Advertising



7. Management Team



7. Management Team

The concept was developed in 2006 and the company was founded by Patrick Little in 2008. It forms part of the portfolio of projects being developed by AXIS:architecture. AXIS:architecture was itself founded by Patrick Little in 2000 in Dublin. In 2003 as a direct result of the National Spatial Strategy AXIS relocated to the Midlands to develop the potential of the new Midlands Gateway. AXIS:architecture specialises in seeking out opportunities for new developments and bringing together the necessary structures to develop these projects.

Patrick Little has been responsible for the management of Midlands Airport Developments. As an architect and spatial planner it is his concept and expertise that has created this opportunity. He is responsible for the negotiations of the option with the landowners and led the consultations with An Bord Pleanála that resulted in the decision to grant the proposal Strategic Infrastructure Development status.

A management team has been developed to deliver this project. The management team's main objective is to ensure a return on investment for our investors. As a catalyst for economic development the proposal will generate significant value added to the investors. The proposal will create employment and encourage the increase in regional population and GVA which will benefit the region significantly.

The Management team is led by the CEO. The team is structured into three distinct skill sets required to deliver the project successfully for the investors.

- Management - Executive
- Advisory – non executive
- Design Team - consultants

Each of these strands has specialities to advise, prepare and carry out the tasks required for the successful delivery of this proposal for the investors.

Revenues will be dedicated to providing an agreed return on investment to investors. Revenues will also be utilised to reinvest in infrastructure and facilities within the campus to increase the rental income. This will be managed in a sustainable way to ensure that the rentals are maintained at an optimum level. Return on investment, employment levels, affordability and accessibility are key indicators to be observed in the management of the Trust.

The strategic partners being invited will also assist in the organisation of the specialist board of advisors to champion the development. This board will have members from across a broad cross section of industries. These advisors will aid in the promotion and direction of the overall development objectives to ensure the successful delivery of the project on behalf of the investors.

The Business model has the potential to be developed into a unique and sustainable model yielding an annual return of 6%. It will also release commercial and residential development into the market at an affordable level with the ground rent model undercutting the traditional sale model. This model leverages the advantages of the Midlands ahead of the recovery curve making the Midlands an attractive location for inward investment.



8. Risk Analysis



8. Risk Analysis

Quantified Risk Analysis has allowed a risk profile for the project to be developed. It identifies a realistic level of contingency provision and gives the probability of achieving the project within the current cost plan or schedule.

Midlands Airport Developments are adopting a structured and systematic process to identify, assess, quantify, control, manage and monitor potential risks and opportunities. This proactive approach to risk helps management to focus their attention on key areas of risk, to develop strategies to manage risk and to improve performance in terms of cost, time and quality.

The design team have utilised the Strategic Infrastructure process to identify risks and explore the potential options to minimise these risks. Planning approval is the first immediate risk to the project. The project has been successfully awarded Strategic Infrastructure status. Only 27% of applications to An Bord Plenala for SID are successful in achieving that status. But 80% those successful projects go on to achieve full planning approval.

The consultations with An Bord Plenala have identified a number of key risks many of which will be removed in the next phase of investment.

As with any new venture this proposal has its fair share of risks involved. These risks have been assessed and rated

- Obtaining planning approval (80% Success rate for SID applications)
- Water quality protection
- Ground conditions
- Site specific issues
- Planning objections
- Regulatory conditions
- Executing the option
- Securing capital funding
- Securing carriers to operate the facility
- Competition from other proposals
- Further Economic downturn

9. Schedules



9. Schedules

- A. Projections for 10 years
- B. Principle economic assumptions/ market share, capex
- C. Monthly cashflows to Planning
- D. Cashflows explained
- E. Revenues explained



10. Appendices



10. Appendices

1. Midlands Airport Viability Study
2. Airport market report
3. Eurocontrol Report
4. Management Team profiles
5. Operational projections



Contact

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MIDLANDS AIRPORT DEVELOPMENTS PROJECT SUMMARY



THE VISION

Midlands Airport Developments' mission is to create a new privately operated international cargo and passenger airport as an anchor to an international multimodal logistics and distribution hub (Aerotropolis). The facility will help lower costs and improve competitiveness.

OPPORTUNITY

The market requires more efficient and sustainable access to international markets for indigenous and FDI companies. This can be done by utilizing Ireland's expertise in logistics, process engineering and quality control. The 2015 National Civil Aviation Policy identifies that Ireland will not be able to meet its capacity requirements by 2020. This policy states that there will need to be an additional 6 million passengers to be accommodated nationally. We propose to accommodate 2-3million passenger per annum by 2020. The market needs to more air access to both the Greater Dublin Area and Ireland as a whole to provide a lower cost alternative in a central location to maximize its access to the largest population catchment area in the country. The investment in Phase 1 is expect to 10 times investment within 24 months. Phase 2 ROI is structured within a 10 year plan.

AEROTROPOLIS SOLUTION

The solution is to develop a new international airport with a 3.5Km runway in the centre of Ireland with 2.4 million catchment population. The airport will be connected to the M6 motorway and provided with a rail connection on the main Dublin Galway rail line. A commercial and residential development campus of 800acres will be developed adjacent to the airport to act as a manufacturing, logistics and distribution hub for the country.

NATIONAL SPATIAL STRATEGY

This proposal is consistent with the National Spatial Strategy (NSS). It provides an airport within one hour of the Midlands Gateway. It will create the critical mass in the centre of the Gateway that will encourage population growth and job creation. The distribution hub fits with the IDA requirements for the area to support the growth in Medical devices and Bio-Pharma companies. It also supports companies like Isotron(Tullamore) who are only one of two multimodal sterilization plants in the world and a key element in Irish export markets.

REGIONAL PLANNING POLICY

MRPGs support the development of the Airport. The proposal is centrally located within the gateway to allow for balanced regional development and equality of access. The three Gateway towns of Athlone, Mullingar and Tullamore will attract new business Tourism and populations to develop their critical mass and achieve the sustainable targets set out in the NSS. The proposal is also supported by specific objective of the Offaly County Development Plan.

Contact Information

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Patrick Little

Industry

Aviation
Airport Development

Development stage

Pre-planning approval as Strategic
Infrastructure Development

Year founded

2005

Funding

€3,000,000 Phase1

€200 million Phase 2

Population Catchment

2.4 million people

Passenger Forecast

2 million pax by 2020

Market Share

5% of National Traffic

7.5% of Dublin Market

Gross Value added to Economy

€500,000,000 p.a Airport development

€2 Billion p.a Aerotropolis

Job Creation

2000 Direct employment

2600 indirect employment

600 induced

TOTAL **5200 jobs** for the Gateway

TRANSPORT

The current national passenger numbers are 30million PAX. DAA Dublin and Cork represents 90% of the national total making it the most significant competitor in the passenger market. The Midlands airport expects to achieve 5% of the national market by 2020. The Midlands Airport expects to handle in excess of 250,000 tonnes of cargo per annum and be to become the cargo airport of choice for the Irish and international market. It will have 7.5% impact on Dublin Airport 9% on Shannon and Cork. It will not prevent growth of these airports.

The proposal includes a €25million investment in the national rail network by connecting the Dublin Galway Line to the Airport with a rail spur and station. This will add 1 million passengers per annum to the rail network. It will increase rail service to half hourly at peak times. This make for a more sustainable access option to international travel. The previous Government had no opposition to the development of a new airport by private parties as long as it achieved appropriate approvals from the Planning authorities and the Irish Aviation Authority.

PROGRESS

The proposal has been granted **Strategic Infrastructure Development** Status by an Bord Pleanála. The Environmental Impact Assessment studies have been commenced. Territorial Impact Assessments are being completed. The proposal is approximately 6 months away from a complete planning submission.

Preliminary discussions with Irish Rail have supported the proposal in principle.

The inclusion of objectives with the Regional Planning Guidelines and the Offaly County Development Plan support the development of an airport within the Region.

Significant interest from FDI companies and indigenous companies support the proposed development.

The project investors are now looking for Governmental comment in support of the private investment being made. The project will create in excess of 5200 jobs and add €0.5billion per annum to the regional economy.

CONCLUSION

The Midlands Airport development is a solid investment in critical infrastructure that will improve and enhance Ireland's ability to compete in the international markets. The potential gains from such a significant development will be the creation of jobs, improved competitiveness, increase access to international markets and above all sustainable development.

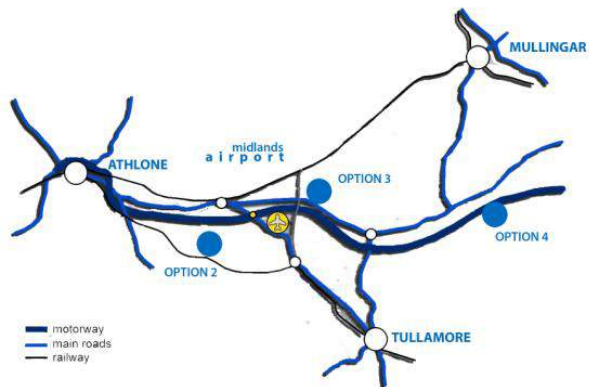
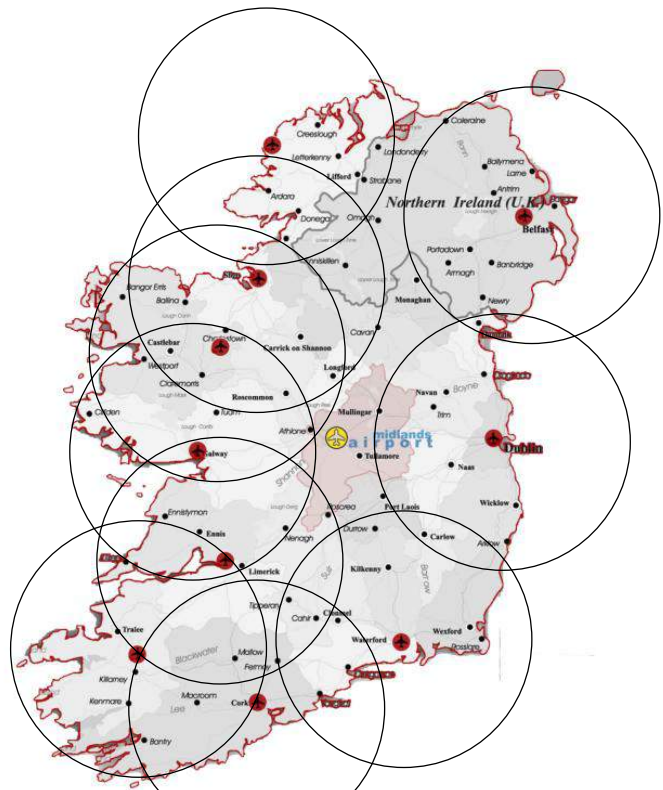
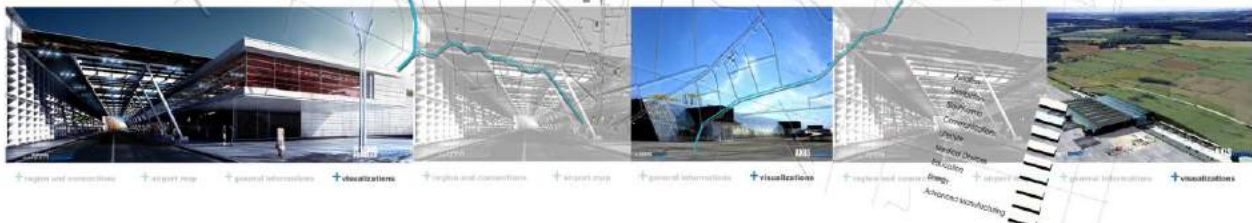


Figure1.1- Site Location



Existing Airports with 100km catchment





Introduction



**Ireland's First Carbon Neutral
International Multimodal Passenger
and Freight Logistics & Distribution
Hub**



**Irish Economy is on a path to
Recovery & Growth**

With a Globalisation Index of 91.3
Ireland is the **most Globalised**
economy in the world





Transport infrastructure is an
essential part of this growth

Access to **Aviation** infrastructure is
Vital

Market Analysis



0 2,000,000 4,000,000 6,000,000 8,000,000 10,000,000 12,000,000 14,000,000 16,000,000



**Leinster has
39% of population**



**Leinster has
8% of Airports**

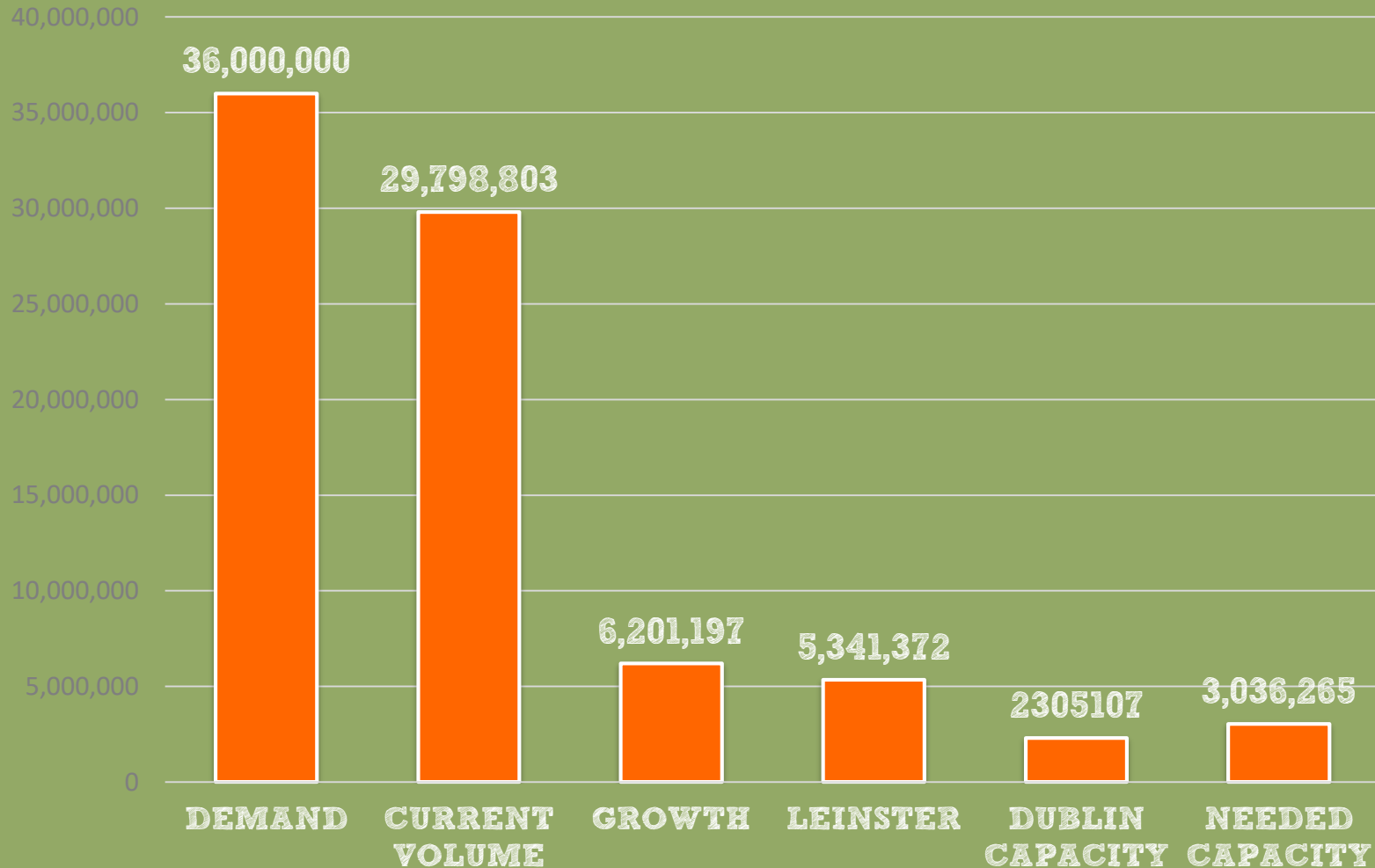


**Leinster has
62% of passengers**

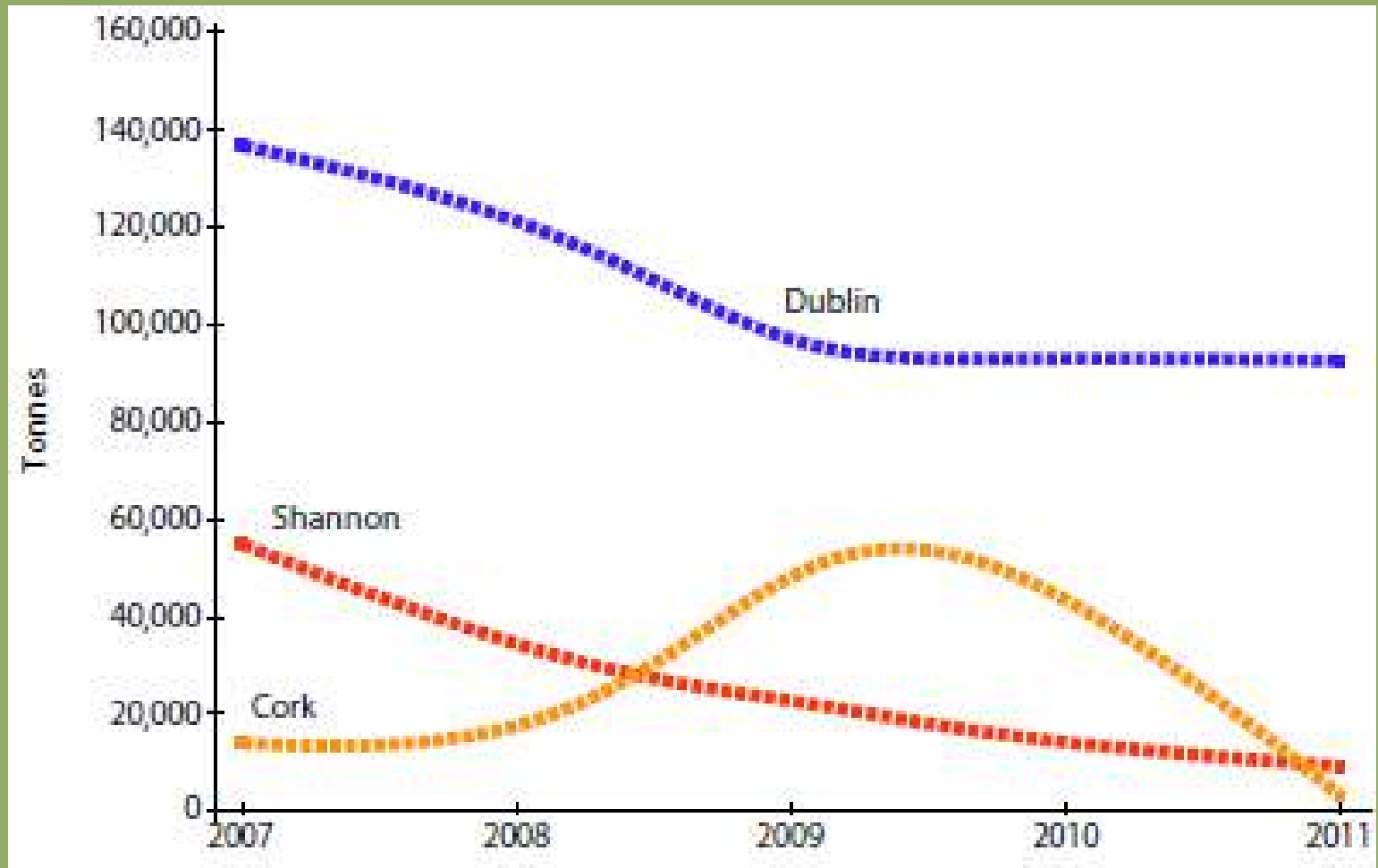
- Sligo
- Galway
- Donegal
- Derry
- Waterford
- Kerry
- Knock
- Shannon
- Cork
- Belfast City
- Belfast Int
- Dublin

0% 10% 20% 30% 40% 50% 60% 70%

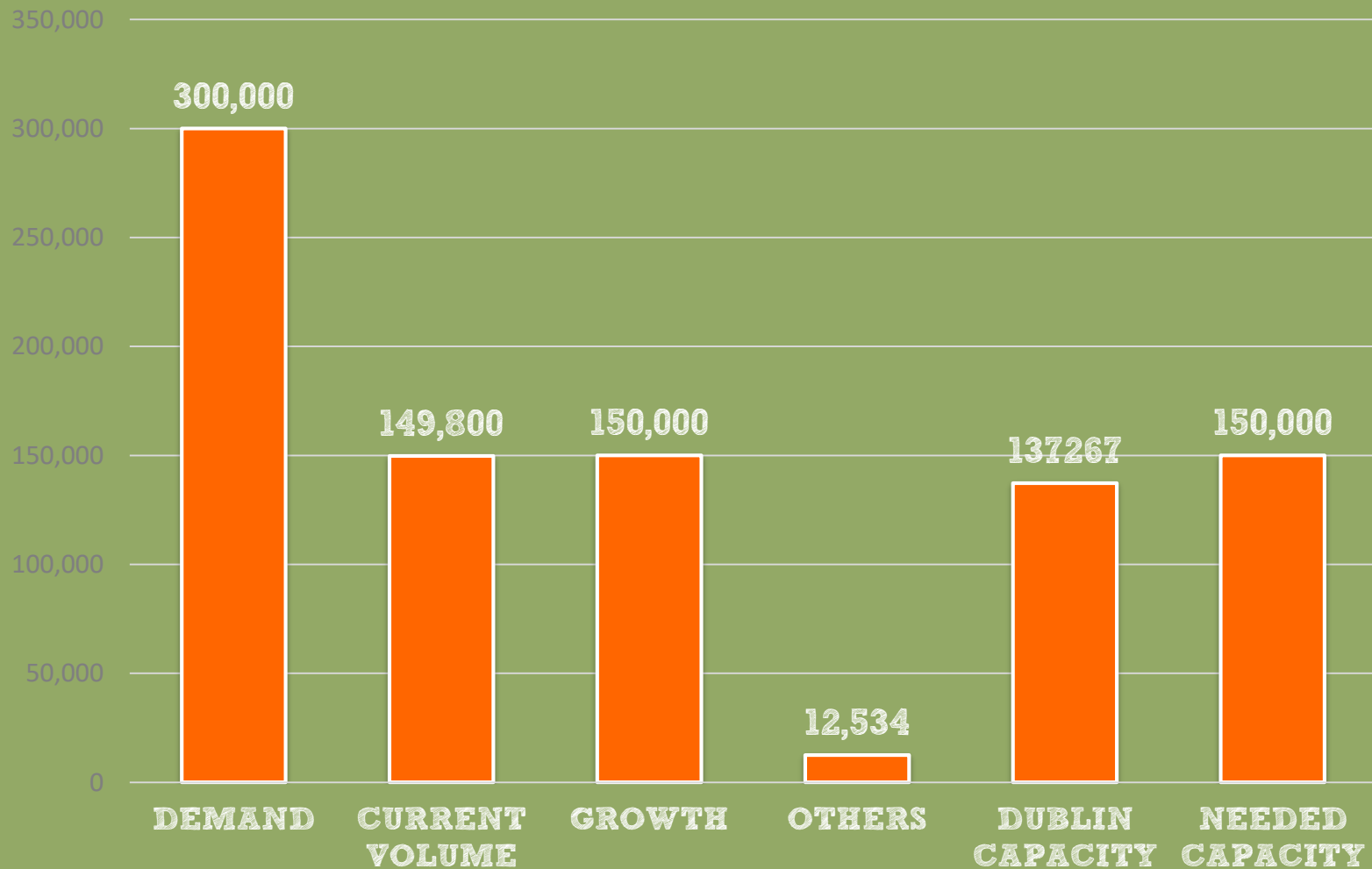
PASSENGER DEMAND V CAPACITY



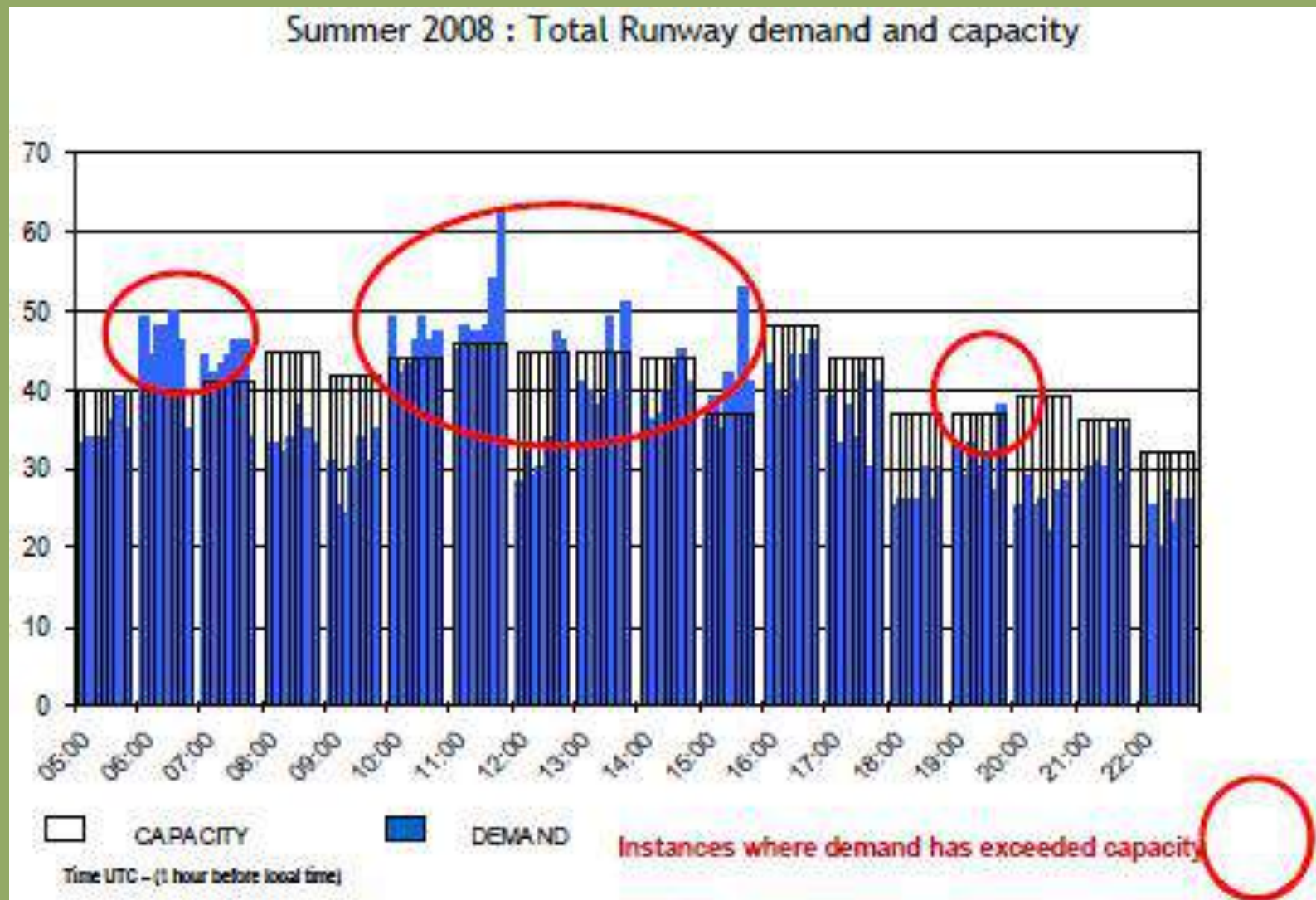
Existing Cargo Capacity



CARGO DEMAND V CAPACITY



Dublin is already over capacity



So How do we best solve
the **Capacity Crisis?**

4th July 2016 – Department of
Transport publish
independent Indecon Report

More Competition
Competing terminals
Or
New Airport

The 2011 OECD Report
recommends investment in
lower performing regions to
achieve a **greater return** for
investment



EU 2007:2092(INI) recommends
where congestion exists then a
reliever airport should be
constructed in an adjoining area
to maximise economic benefit



...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



DUBLIN 2.1M

...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION

WATERFORD 0.8M



...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



SHANNON 1.2M

...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



GALWAY 0.9M - **CLOSED**

...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



KNOCK 0.6M

...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION

SLIGO 0.6M



...WHERE IS THE
CATCHMENT
FOR NEW
CAPACITY??...

AIRPORT
CATCHMENT
POPULATION



MIDLANDS 2.4M

1hr to Dublin on Mo

45min on rail

AIRPORT

CATCHMENT

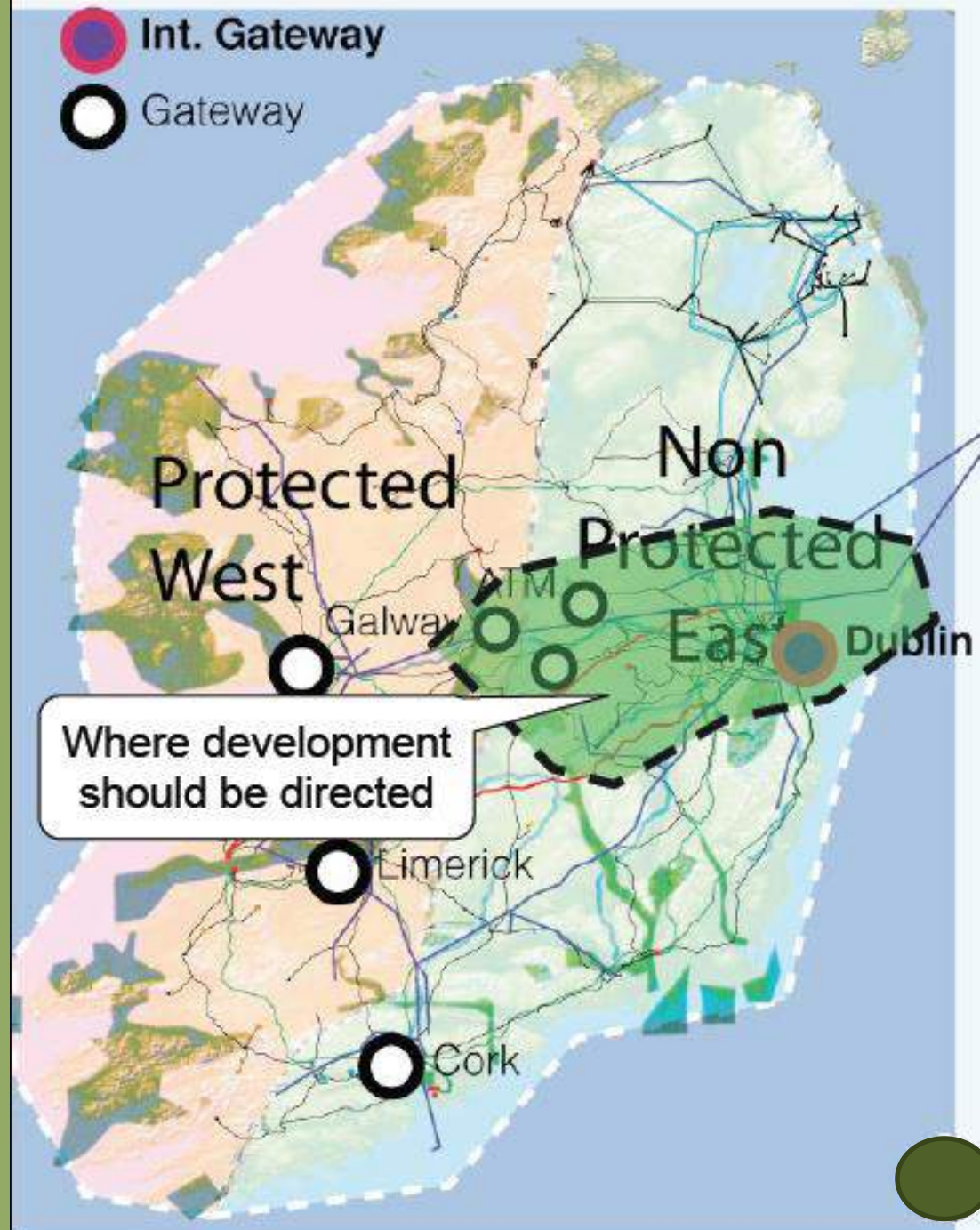
POPULATION

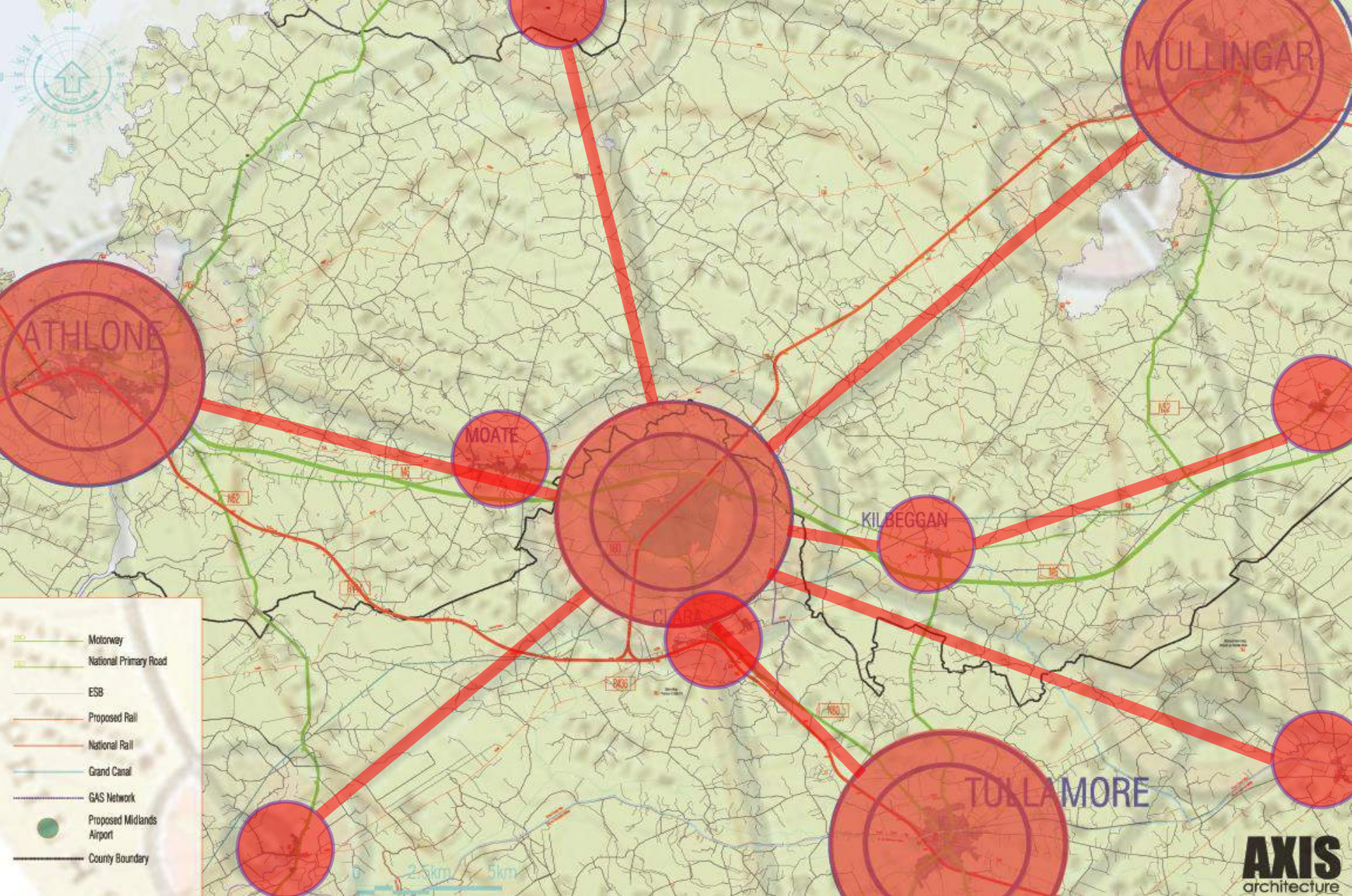


MIDLANDS 2.4M

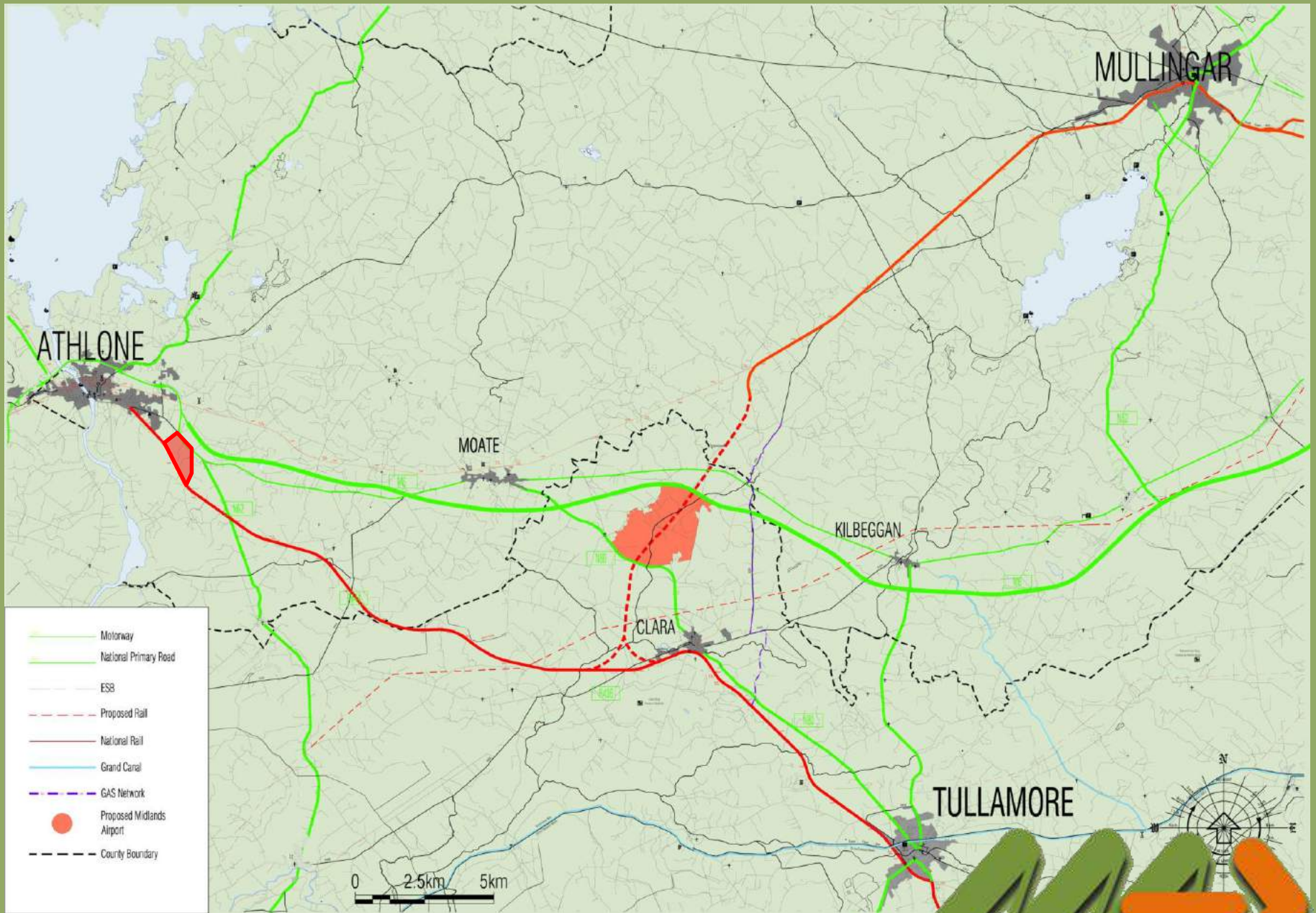
Location

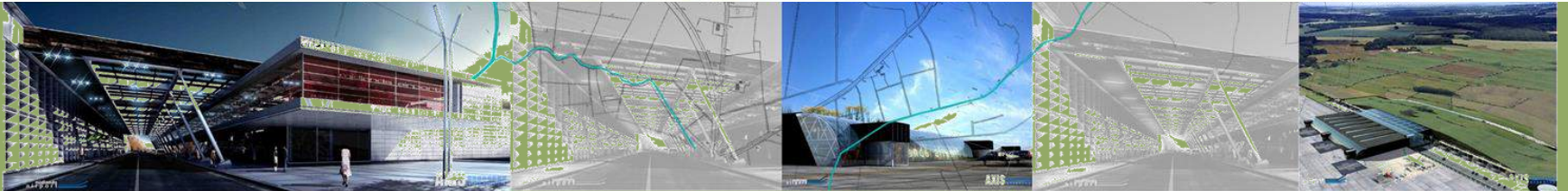
- **Maximum Infrastructure**
- **Minimum designated sites**





A polycentric gateway





+ region and connections

+ airport map

+ general informations

+ visualizations

+ region and connections

+ airport map

+ general informations

+ visualizations

+ region and connections

+ airport map

+ general informations

+ visualizations



Cluster 1

Aviation hub





Cluster 2

Logistics hub





Cluster 3

Medi/Pharma hub





Cluster 4

Advanced Manufacturing





Cluster 5

Conference & Leisure hub

Hotels & International Conference venue, Theme park





Cluster 6

ICT Cluster

Communication & Data Centres for R&D and support services





Cluster 7

Green Economy hub

Green IFSC, Green R&D, Energy supply



Smarter Cities SCAN





Cluster 8

Education hub

Eng. tech & International students facility





Cluster 9

Residential

3000 residential units in community land trust





- 1. All areas of land are shown in green.
- 2. All areas of land are shown in green.
- 3. All areas of land are shown in green.
- 4. All areas of land are shown in green.
- 5. All areas of land are shown in green.
- 6. All areas of land are shown in green.
- 7. All areas of land are shown in green.
- 8. All areas of land are shown in green.
- 9. All areas of land are shown in green.
- 10. All areas of land are shown in green.

NOISE



CONSTRUCTION

ROADS

RAILWAY

Site Location

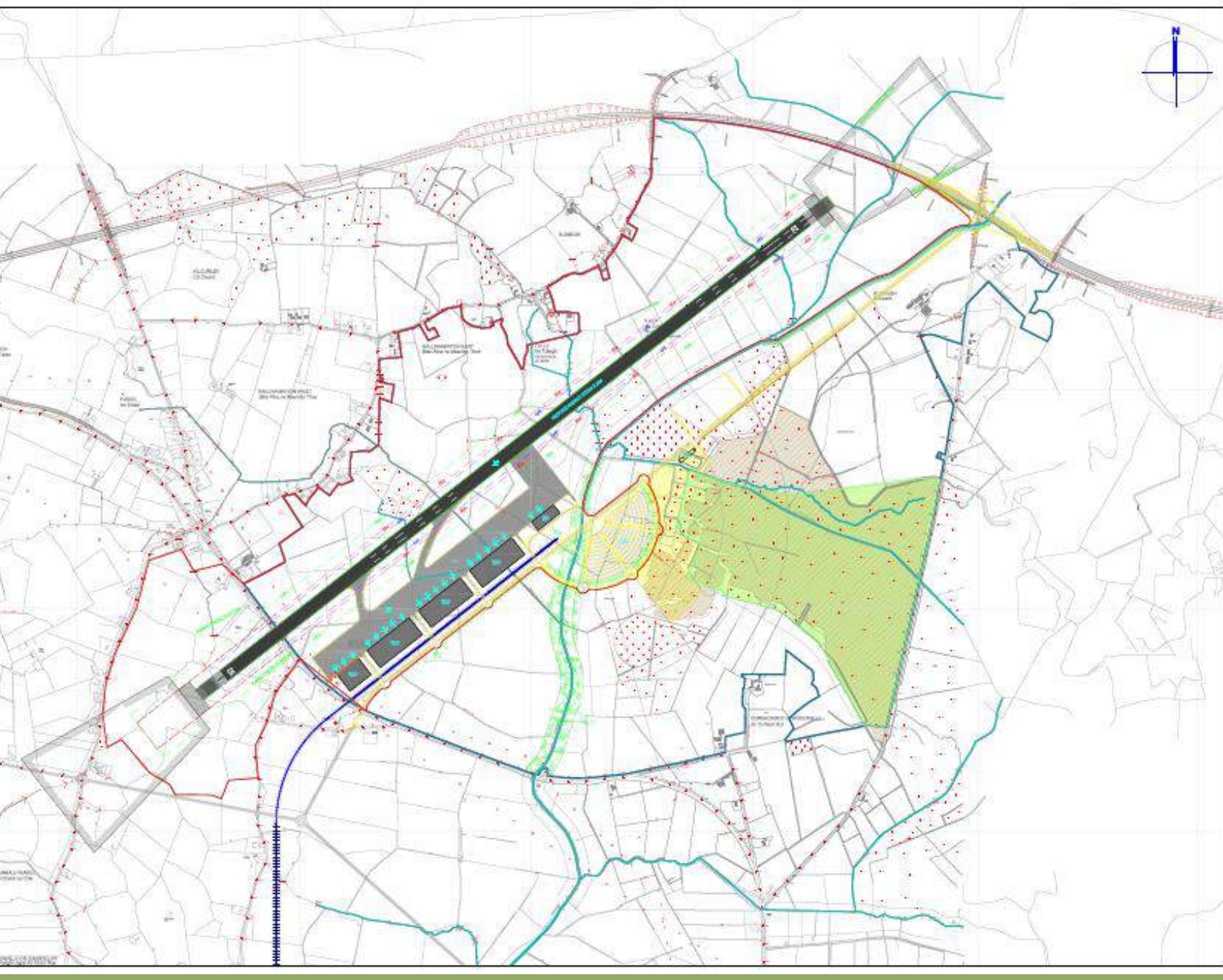
Site	Location	Date	Scale

MAPPING

Client
Midlands Airport Development Ltd
Project
Airport
Address
London, UK
Drawing
Proposed Runway Plan

Authoring	Scale	Sheet
JAB	1:10,000	7
Scale	1:10,000	Sheet 7
Drawn	1:10,000	Sheet 7
Check	1:10,000	Sheet 7

AXIS
architecture



Year	1	2	3	4	5	6	7	8	9	10
Passenger nos ('000s)	1000	2060	2122	2185	2251	2251	2318	2388	2460	2533
Total Revenue (£m)	27	40	47	50.5	53.8	58	60	64.8	67	70
Net Profit Margins	<u>18%</u>	<u>44%</u>	<u>54%</u>	<u>59%</u>	<u>61%</u>	<u>70%</u>	<u>75%</u>	<u>80%</u>	<u>80%</u>	<u>74%</u>



Investment Returns



1. Increase in Site value
2. Passenger Charges
3. Cargo Charges
4. Turnaround Charges
5. Refueling
6. Maintenance
7. Aircraft painting
8. Aircraft parking
9. Car Parking
10. Terminal Shopping
11. Duty Free
12. Land leases
13. Services & Utilities
14. Naming Rights
15. Advertising



SUPPORT

European Transport Policy

Civil Aviation Policy

Indecon report

Support from Offaly Co co

•Support from M regional Authroity

•Chambers of Commerce

•Political support letters

•IAA

•An Bord Pleanala

•Irish rail

•ISIF

•Strabag / Zublin

•Gleneagles

•Coldmove

•Corrib Oil

Patrick Little

From: Barry Cowen [Barry.Cowen@Oireachtas.ie]

Sent: 26 June 2012 12:35

To: Patrick Little

Subject: Midlands Airport Project

Mr. Patrick Little,
Midlands Airport Developments Ltd,
19 High Street,
Tullamore,
Co. Offaly.

Dear Patrick,

I write to you to express my full support to Midlands Airport Developments Ltd in their endeavour to develop an airport in the midlands region.

I welcome the private investment being made by the Midlands Airport Developments Ltd, The resulting jobs to be created are essential to the midland economy and will be of great benefit to the region. Please be assured of my full support to you or this endeavour and should I be of any assistance to you please do not hesitate to contact me.

Kindest Regards,

Barry Cowen TD
Spokesperson on Social Protection



SUPPORT

European Transport Policy

Civil Aviation Policy

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Patrick Little

From: Barry Cow

Sent: 26 June 20

To: Patrick Litt

Subject: Midlands A

Mr. Patrick Little,
Midlands Airport Dev
19 High Street,
Tullamore,
Co. Offaly.

Dear Patrick,

I write to you to expres
an airport in the midl

I welcome the private
to be created are ess
assured of my full su
hesitate to contact m

Kindest Regards,

Barry Cowen TD
Spokesperson on So



CHARLIE FLANAGAN TD
Leois/Offaly Constituency

Constituency Office:
Lismard Court, Portlaoise, Co. Laois.
Tel: 057 8620232
E Mail: charlie.flanagan@tdi.ie
Web: www.charlieflanagan.ie
Dail Eireann, Leinster House,
Kildare Street, Dublin 2.

9th July 2012

Mr Patrick Little
AXIS Architecture
19 High Street
Tullamore
Co Offaly

Re: Midlands Airport

Dear Patrick

Over the past number of years I have been meeting with interested parties regarding a proposed airport for Midlands.

The advantages of an airport in the Midlands area are numerous but in particular it will act as a primary marketing tool for the Midlands Region opening up the Counties of Longford, Westmeath, Offaly, Laois and surrounding areas to new markets and new opportunities. The construction phase of this major infrastructure project will create many jobs in the area.

I understand that a feasibility study has taken place and it is possible that the airport facility will cater for up to two million passengers per year and could transship in excess of 250,000 tons of freight. With an improved road and rail network from the Midlands, the airport will serve the rapidly growing conurbation of West Dublin and with it's central location near Athlone, rapid motorway access to the West of Ireland, South of Ireland and Dublin is now a reality.

I understand that no National State funding will be required in respect of this operation.

I am fully supportive of this venture and if you would like to meet me and discuss matters further, please do not hesitate to contact me.

Kind regards,

Yours sincerely,

CHARLIE FLANAGAN TD



Office: Lismard Court, Portlaoise, Wick. Rd. 90.9, Sp. 8,
Offaly Street, Portlaoise, Co. Laois.

Division: Shallowally Road,
Portlaoise, Co. Laois.



SUPPORT

European Transport Policy

Civil Aviation Policy

Indecon report

Support from Offaly Co co

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Patrick Little

From: Barry Cow

Sent: 26 June 20



CHARLIE FLANAGAN TD
Leois/Offaly Constituency

Constituency Office:
Lismard Court, Portlaoise, Co. Laois.
Tel: 057 8630232
E Mail: charlie.flanagan@tdi.ie
Web: www.charlieflanagan.ie
Dail Eireann, Leinster House,
Kildare Street, Dublin 2.

Comhairle Chontae Uíbhí, Fhaid

Tel: 057 9346800 • Fax: 057 9346868

Website: www.offaly.ie

email: secret@offalyco.ie

Patrick Little,

Axis Architecture,

Tullamore

Offaly

Offaly County Council

Aras an Chontae,
Charleville Road,
Tullamore,
Co. Offaly.



19th June 2012

To whom it may concern,

Re: Midland Airport

County Offaly has the huge advantage of being strategically located in the Midlands, right in the centre of Ireland, a Gateway county with modern primary road networks that connect it – east and west, north and south – to all the major cities and towns in Ireland. This makes it a prime location to grow and develop a business nationally and internationally.

Offaly County Council is delighted with the prospect of developing a Midlands airport that could potentially create employment in the region of 2,000 direct jobs, 2,600 indirect jobs and 600 induced jobs by 2020 and would increase the region's GVA by €525 million by 2020. This would be an extremely welcome development.

The airport, located in Tubber, would be considered a Strategic Infrastructure Development, meaning permission will be sought directly from an Bord Pleanala with only permission for the ancillary commercial development within the airport campus being sought from Offaly County Council. However, we would look forward to working with the applicant at the pre-planning stage to ensure all planning issues were considered and resolved early.

If you or any of your team require any assistance or further support please let me know

Regards

David Minton

Economic Development Officer



offaly.ie - your community online

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Civilian, Sheshally Road,
Portlaoise, Co. Laois.



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Patrick Little

From: Barry Cow

Sent: 26 June 2012



Comhairle Chontae Uíbhí, Phailí
Tel: 057 9346800 • Fax: 057 9346868
Website: www.offaly.ie
email: secret@offalycoco.ie

Offaly County Co

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Chathair
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Patrick Little,

Axis Architecture,

Tullamore

Offaly

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If you or any of your team require any assistance or further support please let me know

Regards



David Minton

Economic Development Officer



offaly.ie - your community online



Midlands Gateway
CHAMBER
IN BUSINESS FOR BUSINESS

Midlands Gateway Chamber,
C/o Peter Sullivan,
Clonmitch Hi Tech Park,
Clonmitch,
Tullamore,
Co. Offaly,
info@midlands.gatewaychamber.ie

27/06/2012

Mr. Patrick Little,
Midlands Airport Development,
19 High Street,
Tullamore,
Co. Offaly

Dear Mr. Little,

The Midlands Gateway Chamber Board members would like to express their support for the Midlands Airport Development. The Midlands Gateway Chamber serves as the representative lobby group that supports issues and projects that are critical to enhancing business growth in the Midlands region.

Following the publication of the National Spatial Strategy and the designation of Athlone, Tullamore and Mullingar as the linked gateway, Offaly and Westmeath Local Authorities jointly commissioned Indecon International Economic Consultants and Keith Simpson Associates to prepare a Strategic Development Framework for the Midlands Gateway, which was published in November 2006. The Gateway Implementation Forum was established on an inter agency basis to implement the recommendations of the Indecon Report. The Gateway Implementation Forum comprises of Offaly and Westmeath Local Authorities, Midland Regional Authority, IDA Ireland, Enterprise Ireland, the Midland Gateway Chamber of Commerce, Department of Environment, Heritage and Local Government, Health Service Executive, Athlone Institute of Technology, FÁS Ireland and FÁS.

Representing Athlone, Tullamore and Mullingar as a single entity, the Midlands Gateway Chamber was formed in 2007 by forward thinking members of the town Chambers who recognised the need for one regional voice representing the midlands.

Our vision is to create a business community that is engaged in building a better future for the Midlands Region, to that end our aim is to identify and support projects and issues, communicate information and create opportunities to promote business growth for the entire region that represents Athlone, Mullingar and Tullamore. The board of the Midlands Gateway Chamber comprises of regional business professionals from both the public and private sectors as well as representatives from the local chambers in Athlone, Mullingar and Tullamore.


Midlands Ireland
gateway to growth

Circular, Shallowly Road,
Portlaoise, Co. Laois.



MIDLANDS AIRPORT DEVELOPMENTS

SUPPORT

European Transport Policy

Civil Aviation Policy

Indecon report

Support from Offaly Co co

•Support from M regional Authority

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•IAA

•An Bord Pleanála

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•Strabag / Zublin

•Gleneagles

•Coldmove

•Corrib Oil

Patrick Little

From: Barry Cow

Sent: 26 June 2012



Comhairle Chontae Uíbh Rátha

Tel: 057 9346800 • Fax: 057 9346868

Website: www.offaly.ie

email: secret@offalycoco.ie

Patrick Little,

Axis Architecture,

Tullamore

Offaly

19th June 2012

To whom it may concern,

Re: Midland Airport

County Offaly has the huge advantage of being a Gateway county, a centre of Ireland, a Gateway county and west, north and south – to all directions. It is a location to grow and develop a business.

Offaly County Council is delighted with the proposal and potentially create employment in the region. It is a location to grow and develop a business. It is an extremely welcome development.

The airport, located in Tubber, would mean permission will be sought for ancillary commercial development by Council. However, we would look forward to ensure all planning issues were resolved.

If you or any of your team require any further information, please contact me.

Regards

David Minton

Economic Development Officer



Chief Executive, Connolly Station, Dublin 1.
Pádraig MacDonagh, Station Uí Chongaire, Baile Átha Cliath 1
01 451 2454 • 01 702 2628 • info@dnairail.ie • www.dnairail.ie



Mr. Patrick Little
Axis Architecture
Penthouse suite
Castle Buildings
Tullamore
Co. Offaly

20th January 2010

Further to our meeting in July last I wish to confirm our interest in your plans to provide a rail connection to the proposed Midlands Airport from the existing Dublin-Galway mainline near Clara.

As discussed in our meeting, your proposal could form the basis of a viable proposition based on the short length of track required. I can confirm that, if the rail connection to the proposed airport was constructed, Iarnród Éireann would plan to provide regular services to and from the airport with its new InterCity railcar fleet based in the Midlands at the Portlaoise traincare depot. These services could also improve connectivity between the Midlands Gateway region and the Capital to help make the services more sustainable.

The new infrastructure required is similar in scale to a number of recent Iarnród Éireann projects and we would be able to assist in the design and cost estimates for your proposition. However the total capital funding for the proposal, and any future operational and maintenance cost subsidies where necessary, would have to be provided by your clients as you suggested.

Iarnród Éireann recognise that this proposal could provide an excellent opportunity to create a viable air/rail intermodal hub which would offer an alternative to car usage for access to and from the proposed new Midlands Airport.

I would welcome the opportunity to discuss these plans in more detail and to assist you and your clients in the development of the proposals.

Yours sincerely,

Richard Feen
Chief Executive



Midlands Gateway
CHAMBER
OF COMMERCE

Midlands Gateway Chamber,
C/o Peter Sullivan,
Clonmitch HI Tech Park,
Clonmitch,
Tullamore,
Co. Offaly.
info@midlands.gatewaychamber.ie

27/06/2012

express their support for the
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offaly.ie - your community online



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Patrick Little

From: Barry Cow

Sent: 26 June 20



Chief Executive, Connolly Station, Dublin 1.
Prionnaíocht Meánach, Stáisiún Uí Chongair, Baile Átha Cliath 1
01 451 2454 01 702 2626 info@ndrail.ie www.ndrail.ie

Mr. Patrick Little

Comhairle Chomairle Uidh, Fhaid

Tel: 057 9346800 • Fax: 057 9346868

Our Ref: 19.PC0074

Your Ref: Midlands Airport Development

Axis Architecture,
Penthouse Suite,
Castle Buildings
Tullamore,
Co. Offaly.

11th August 2010

Re: Proposed International Airport and associated buildings, international modal distribution centre, commercial technology R & D and education campus, energy park, rail link and motorway interchange in the Tubber/Horseleap area, County Offaly.

Dear Sir/Madam,

Please be advised that following consultations under section 37B of the Planning and Development Act, 2000 as amended, the Board hereby serves notice under section 37B(4)(a) that it is of the opinion that the proposed development falls within the scope of paragraphs 37A(2)(a) and (c) of the Act. Accordingly, the Board has decided that the proposed development would be strategic infrastructure within the meaning of section 37A of the Planning and Development Act, 2000, as amended. Any application for permission for the proposed development must therefore be made directly to An Bord Pleanála under section 37E of the Act.

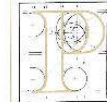
Further to the above, please be advised that the Board is of the opinion that the proposed airport only constitutes strategic infrastructure. In this regard, the Board is of the opinion that the ancillary commercial development within the airport campus is not strategic infrastructure and any planning application for this element should be made in the first instance to Offaly County Council.

Please also be informed that the Board considers that the pre-application consultation process in respect of this proposed development is now closed.

Attached is a list of prescribed bodies to be notified of the application of the proposed development.

In accordance with section 146(5) of the Planning and Development Act, 2000 as amended, the Board will make available for inspection and purchase at its offices the documents relating to the decision within 3 working days following its decision. This information is normally made available on the list of decided cases on the website on the Wednesday following the week in which the decision is made.

An Bord Pleanála



Midlands Gateway
CHAMBER
OF COMMERCE AND INDUSTRY

Midlands Gateway Chamber,
C/o Peter Sullivan,
Clonmitch HI Tech Park,
Clonmitch,
Tullamore,
Co. Offaly.
info@midlands.gatewaychamber.ie

Iarnród Éireann

27/06/2012

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64 Sall MacShuibhne,
Baile Átha Cliath 1.

tel: 01 451 2454

fax: 01 702 2626

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www.ndrail.ie

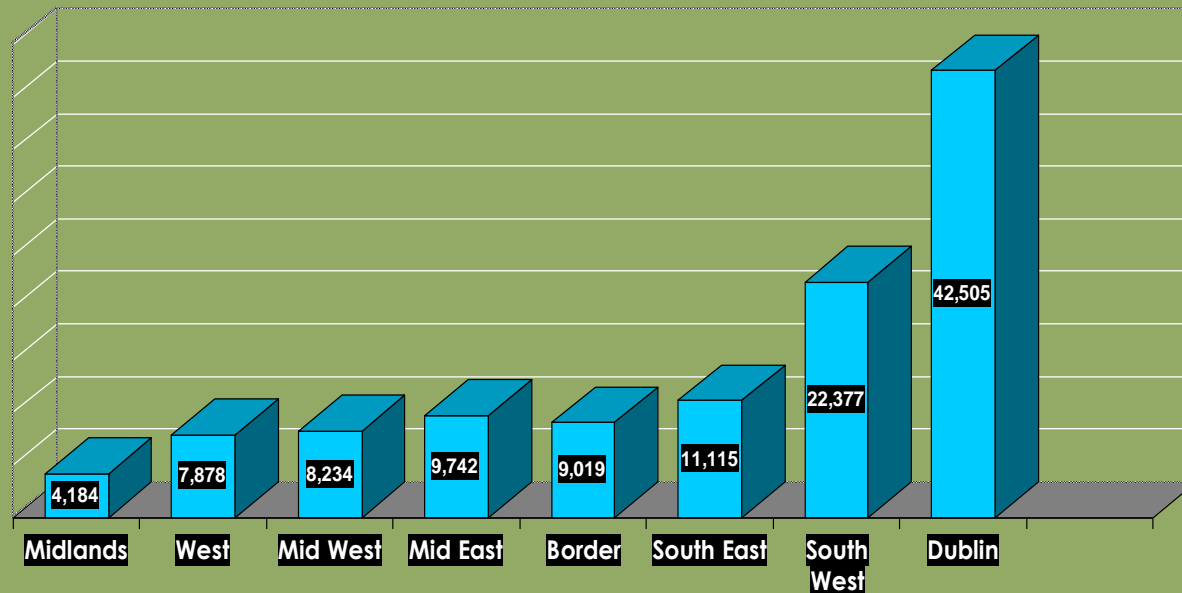
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Baile Átha Cliath 1.



MIDLANDS AIRPORT DEVELOPMENTS

GVA at €4.2 bn is almost half of the
next lowest region

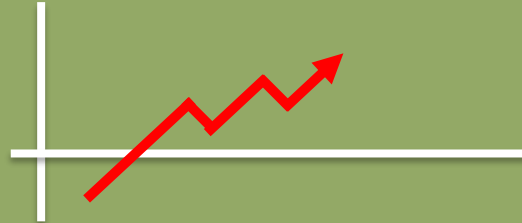
GVA at 4.2 bn is almost half of the next lowest region



Investment Purpose



1 Irish Economy is in Recovery & Growth



2 OECD Regional Development Policy
Smaller regions greatest Potential for Growth



3 Midlands Region represents great opportunity



4 2.4m Population within 100km. Is the largest Catchment area in the Country



5 Can Create 5200 Jobs
€500 m GVA per annum



Status

- Ready to prepare EIS
- Planning Application in 6 months
- Planning Approval 6 Months
- Expressions of interest from Tenants

Status

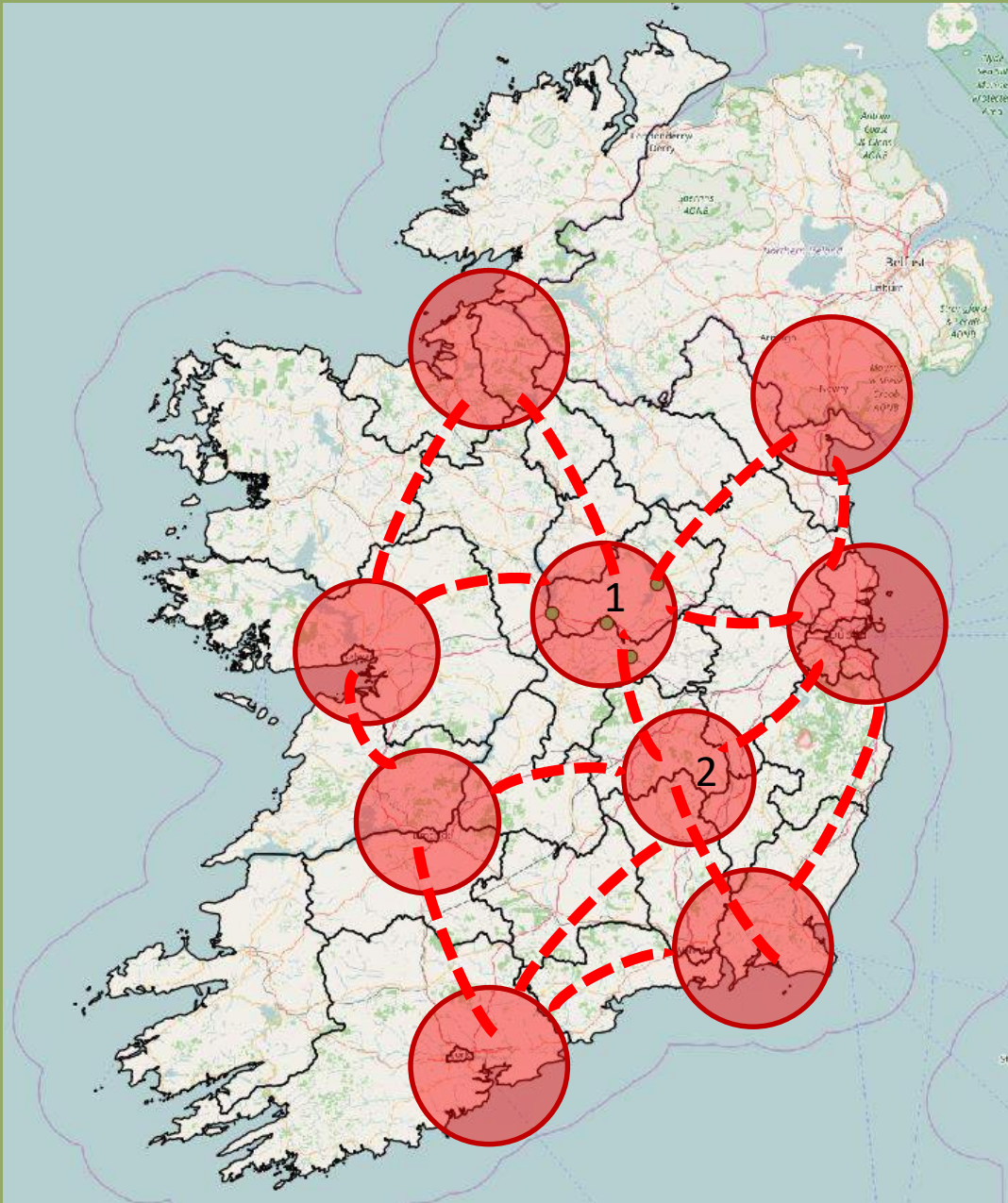
- We would like the Minister to welcome our privately funded proposal
- We would like the Minister to welcome the competition that our proposal will bring
- We would like the Minister to consider our application for TEN – T Funding in the next call for investment.

Urban Cities & Super Rural Cities

Two new polycentric “Super Rural” cities

1. Athlone/Mullingar/Tullamore
2. Portlaoise/ Carlow/Kilkenny

NPF Spatial Plan



Contact



Patrick Little
Midlands Airport Developments
19 High Street
Tullamore
Co. Offaly
Tel [REDACTED]