



Minutes

St. Margaret's Community Liaison Group

Date: Thursday, 7th February 2019
Time: 7.00pm
Location: Radisson Hotel, Dublin Airport
Meeting No: 17

Attendees:

Name	Organisation	Initial
Danny O'Hare	CLG Chairperson	DOH
Angela Flynn	CLG Secretariat (daa)	AFN
AnnMarie Farrelly	Fingal County Council	PL
Cllr. Joe Newman	Fingal County Council	JN
Mary Grogan	St Margarets The Ward Residents Group	MG
Alvean Finnegan	St Margarets The Ward Residents Group	AF
Grainne O'Reilly	Dunbro Lane Residents Group	GOR
Brendan O'Donoghue	Dunbro Lane Residents Group	BOD
Paddy Finnegan	St Margaret's GAA Club	PF
Raymond Fox	Irish Farmers Association	RF
Maura Cassidy	daa	MC
Miriam Ryan	daa	MR
Martin Doherty	daa	MD
Sean Court	daa	SC
Other Attendees		
John Daly	Fingal County Council	JD
Gerard Healy	daa	GH
Vicky Bow	Arup	VB



Introduction	Action
<p>Chair welcomed attendees to meeting</p> <p>Chair stated that Siobhan Killion and Michael Quinn have resigned from the group; Chair expressed thanks to both former members for their contribution to the group and welcomed MG and AF as the new St. Margaret's The Ward residents group representatives</p>	
<p>1. Approval of Minutes</p>	<p>Action</p>
<p>Chair requested approval of Meeting Minutes of 6th December 2018; Minutes approved and signed by Chair</p>	
<p>2. Fingal County Council Update</p>	<p>Action</p>
<p>JD provided a response to the issues outlined in a written query received by St. Margaret's The Ward group on 1st February 2019 (appended below); MG requested that JD provide a formal written response to the queries; JD advised that he would provide a written summary response (<i>post meeting note: written responses received from both Fingal County Council and daa are appended to these Minutes</i>)</p> <p>AMF provided an update:</p> <ul style="list-style-type: none"> As part of the development of the Local Area Plan, Fingal County Council are currently reviewing the inner and outer noise contours The draft Local Area Plan (LAP) is on target to be presented to the Council in quarter two of this year The draft LAP will be presented to the CLG once available There will be a further workshop held with the St. Margaret's group, most likely in April The technical studies for the LAP are nearing completion <p>AMF presented information on the South Fingal Transport Study and advised that a Council engineer can attend the next CLG meeting if further information is required on this issue; Chair advised that this item should be added to the Agenda for the next meeting, so that the meeting attendees would have ample time to review the study and submit any substantive questions to the CLG Secretariat before the next meeting: http://www.fingal.ie/planning-and-buildings/development-plans-and-consultations/studies-and-reports/southfingaltransportstudy2019</p> <p>AMF stated that the 2019 operational work programme will be reviewed by the Council next week and is proposed to include works in St. Margarets; GOR stated that road works on Dunbro Lane had not been completed; AMF advised that she would follow up on this issue</p>	<p>FCC to follow up on completing Dunbro Lane road works</p>
<p>3. daa Update</p>	<p>Action</p>
<p>MR and MD presented the update from daa</p>	
<p>MG queried how noise was monitored at the Engine Test Site (ETS); MD advised that</p>	



<p>noise modelling was conducted for the ETS area and the runways remained the dominant source of noise; there are limitations on the times the ETS is used e.g. no use at night and tighter limitations around use at the weekends; the number of engine tests carried out at Dublin Airport has been reducing in recent years.</p> <p>GOR queried if there were plans to move the ETS to the north of the airport again as per the Capital Investment Programme documents available online; MD and MR stated that there were no immediate plans to do so and that the new location will continue to be at the centre of the airfield</p> <p>PF requested that the airlines be consulted about the amount of fuel being consumed, particularly during taxiing and take off; PF stated that Dublin Airports passenger numbers have risen substantially over the past number of years, however the air quality results are only showing minor increases in certain levels which doesn't make sense to him; calculating the fuel consumption of airlines will provide accurate figures for air quality monitoring</p> <p>MD stated that there were three types of methodologies that can be used for air quality assessment: emissions inventories, dispersion modelling and ambient measuring. Ambient measuring (used at Dublin airport) is used by most airports and bodies such as the EPA.; Results show that road traffic is a primary contributory source of oxides of nitrogen (NOx) emissions. Studies from other airports show that on average the airport contributes c.10 - 20% of ambient NOx concentrations in the surrounding area; Concentrations measured at and around Dublin Airport are well below the national standards; MD stated that emissions inventories do not provide information on concentrations or dispersion but are used for calculating carbon emissions and can be used for NOx and particulates also; daa will take PF's query on board for further consideration</p> <p>GOR stated that air quality monitoring was supposed to be arranged for Dunbro Lane; MD stated that he will request an update on this matter but there has been a delay addressing GOR's initial request due to an internal resource change</p> <p>MD advised that further discussion is required with the local community on the location of temporary noise monitors; GOR stated that she has two potential locations available; MC stated that she would arrange a site visit with GOR and daa to review these locations</p> <p>MG advised that residents will revert to daa regarding a potential secure location for a noise monitor in the Bishopswood area</p>	<p>daa to arrange site visit to Dunbro Lane with GOR</p> <p>MG/AF to revert to daa with proposed locations for a noise monitor in Bishopswood area; MC to arrange suitable dates for site location reviews</p>
<p>4. Dublin Airport Permitted Passenger Capacity Increase</p>	<p>Action</p>
<p>GH presented information on the proposal to increase passenger capacity at Dublin Airport</p> <p>PR queried at what stage of passenger growth would a western satellite campus be</p>	



<p>required: GH stated that the two terminals have enough capacity for a substantial rise in passenger numbers, so there is no need for the development of another terminal in the foreseeable future</p> <p>PF queried if the proposed increase in passenger capacity would speed up the implementation of the western access road plan as presented earlier; AMF stated that there is an immediate need to address the road network and begin construction; implementation will take at least 18 months to plan however, consultants will be appointed almost immediately</p> <p>AMF re-iterated that the development of the Western Airport Access Route is not driven by a requirement to facilitate a third terminal at the airport</p>	
<p>5. Planning Application to Amend Layout to North Runway</p>	
<p>MD presented information on the recently submitted planning application to amend the layout of North Runway</p> <p>MG queried if the amended layout affected the tendering price for the construction of the runway; MD stated that the contract is based on compliance with the planning permission.</p> <p>GOR stated that they had been asking for banking to be included and are glad to see it in the proposed layout for North Runway; GOR queried if there could be banking placed around the current 10/28 runway, similar to the proposed banking for North Runway; MD stated that there were no plans to add banking to the current runway; opportunities are limited as there are strict waste management and disposal regulations which limit flexibility in this. However, MD stated that he would raise this issue internally so that it could be kept under consideration</p> <p>PF queried if there were going to be metal noise buffers installed; MD stated that there would be blast fences installed</p>	
<p>6. Update from Residents</p>	
<p>MG requested an update on the roll out of the insulation packages; MR advised that the tender for installations work for Phase 1 participants is currently being evaluated and once the tenderer is appointed the works will commence; the Phase 2 surveys have been conducted, Statements of need will be issued to residents in coming weeks and information meetings will then be scheduled to discuss any queries the residents may have</p> <p>BOD queried if the signpost for Dunbro Lane on the new R108 could be made luminous; GOR queried if a street light could be placed at the Dunbro Lane junction on the R108 road; AMF stated that she would investigate this measure</p> <p>BOD stated that weed control on the lands of the new runway would need to be addressed by the end of March and requested that daa meet with the landowners about this issue; RF stated that the local landowners know what sprays to use, so it would be useful to all concerned if daa were to meet with the landowners to discuss</p>	<p>FCC to investigate if street light could be installed at Dunbro Lane junction</p> <p>daa to investigate weed control on North Runway footprint</p>



<p>this issue; MR stated that she would follow this issue up on behalf of daa</p> <p>GOR queried if there would be CCTV placed on the traffic lights based at the R108 junction onto the St. Margaret's Bypass; AMF stated that she would investigate the timeline for the installation of CCTV and confirmed that the CCTV is not linked to the Gardaí</p> <p>RF noted his appreciation and thanks to daa for installing gates at Dukes Farm</p>	<p>FCC to confirm installation of CCTV on traffic lights at R108 junction</p>
<p>7. Chairperson Meetings</p>	
<p>Chair advised that there have been no additional meetings with individual members of the CLG or third parties.</p>	
<p>8. AOB</p>	<p>Action</p>
<p>Chair expressed thanks to former CLG Secretariat Bernie McNally for her contribution and work on behalf of the group</p> <p>Post-meeting note: GOR contacted MR to query if broadband for Dunbro Lane could be installed using the internet connection from the new North Runway construction site compound; MR advised that she would investigate this query</p>	<p>daa to investigate if broadband connection to Dunbro Lane is feasible</p>

Next Scheduled CLG Meeting:
9th April 2019
7.00pm – 9.00pm
Radisson Blu Hotel, Dublin Airport



Appendix 1: St. Margaret's The Ward Residents Group Queries (received 01st February 2019)

Please find below Questions which we would like discussed at the next CLG meetings and attached and the appendix's related to the questions.

As per meeting last night below are proposed questions.

1. With reference to the attached Page 1 is Table 7 and Table 8 of Fingal's Noise Action Plan for Dublin Airport 2019-2023. Note the startling statistic of a 450% increase in population affected by Aircraft noise above 50dB between 2011 and 2016 at night. Page 2 is an extract from Dublin Agglomeration Environmental Noise Action Plan December 2013 to 2018 which identifies the four measures to be put in place in order to REDUCE noise at Dublin Airport in 2013. Note that item d. "Imposing noise related operating restrictions (such as night time ban on flights)" was not used and despite the assertions of the measures did not improve the environmental performance but seriously allowed the noise to spiral and affect another 450% of the population than previously. Page 3 is an extract from the newly adopted Noise Action Plan for Dublin Airport with the same proposed measures to reduce Noise but WITHOUT a ban on night time flights. How can it be expected to reduce noise performance if serious measures are not put in place. The measures in place for the last 6 years have failed miserably and noise affects are spiraling Will Fingal and DAA please outline in detail how they intend to reduce the noise below the 2011 levels immediately?
2. Page 4 attached are the STRONG recommendations for night time noise exposure to protect health from the World Health Organisation (WHO). The Environmental Noise directive at page 5 attached indicate that the EU are taking the WHO recommendations on board. Can Fingal and DAA therefore reissue the Noise Contours particularly at night that reflect the population exposed to 45dBA Lnight so that the citizens can be informed whether or not they are being exposed to Health damaging Noise?
3. When the Airport Noise Action Plan was introduced to Fingal Council members following the public consultation period Mr John Daly of Fingal County Council stated that there were 589 submissions and that many of these related to the new runway which was outside the scope of the plan. We refer to an article by Fingal County Council attached at page 6 and confirm we reviewed the recorded footage of the meeting and confirm the report is an accurate record of what Mr Daly said. We refer to [page7 attached which is a copy of the Eu directive 2002/49/EC which indicate the MINIMUM requirements for strategic Noise Mapping for the production of a Noise Action Plan. At item 6 it is quite clear that both the existing situation is compared with various possible future situations. The DAA have produced numerous noise contour maps for the proposed new Northern Runway and Fingal have failed to inform the citizens of the possible affects as required by the European Directive. Can Fingal and DAA please confirm when they are going to properly carry out the Noise Action plan in accordance with the Statutory legislation and inform the citizens of the future proposed noise problems to be caused by the new runway? In the opinion of the Community of St Margarets this is a serious attempt to



withhold information and they are in touch with the EU and the EPA on this matter.

4. Can Fingal please explain the statement by Mr Daly that "while drafting the plan was compulsory there is not very much compulsory about the actions" ? This clearly shows the lip service being paid to the people of St Margarets and that Fingal have no interest enforcing actions that can and will reduce Environmental Noise from the Airport. Why is night time flight bans being abandoned as a form of action?
5. Due to the huge increase in households affected particularly due to night time flights over the period to 2016 as per page 1 attached of Fingal's own document and which they knew about 3 years ago in 2016, what measures have Fingal or DAA put in place to either offer voluntary purchase of housing or protect these people from the health effects of the exposure above WHO recommendations?
6. Is the contract for the construction of the north runway on the existing plans for which the permission was granted for or is for the change in the design which has been submitted Fingal County Council last week.



Appendix 2: Response from Fingal County Council to St. Margaret's The Ward Resident Group Queries (received 25th February 2019)

- 1. With reference to the attached Page 1 is Table 7 and Table 8 of Fingal's Noise Action Plan for Dublin Airport 2019-2023. Note the startling statistic of a 450% increase in population affected by Aircraft noise above 50dB between 2011 and 2016 at night. Page 2 is an extract from Dublin Agglomeration Environmental Noise Action Plan December 2013 to 2018 which identifies the four measures to be put in place in order to REDUCE noise at Dublin Airport in 2013. Note that item d. "Imposing noise related operating restrictions (such as night time ban on flights)" was not used and despite the assertions of the measures did not improve the environmental performance but seriously allowed the noise to spiral and affect another 450% of the population than previously. Page 3 is an extract from the newly adopted Noise Action Plan for Dublin Airport with the same proposed measures to reduce Noise but WITHOUT a ban on night time flights. How can it be expected to reduce noise performance if serious measures are not put in place. The measures in place for the last 6 years have failed miserably and noise affects are spiraling Will Fingal and DAA please outline in detail how they intend to reduce the noise below the 2011 levels immediately?***

The statement on the ICAO "Balanced Approach" was included for information purposes and was not an action of the Plan. The Council does not have the legal authority under the enabling legislation for Noise Action Plans – Environmental Noise Regulations 2006 (END) – to require or implement such a restriction. The relevant legislation dealing with the regulation of aircraft noise is EU Regulation 598/2014, which is currently being transcribed into Irish Law by the Oireachtas, reference Aircraft Noise (Dublin Airport) Regulation Bill 2018.

- 2. Page 4 attached are the STRONG recommendations for night time noise exposure to protect health from the World Health Organisation (WHO). The Environmental Noise directive at page 5 attached indicate that the EU are taking the WHO recommendations on board. Can Fingal and DAA therefore reissue the Noise Contours particularly at night that reflect the population exposed to 45dBA Lnight so that the citizens can be informed whether or not they are being exposed to Health damaging Noise?***

This information is not available to the Council for the current round of noise mapping. It should be noted that the Council is not the noise mapping authority. The daa is the designated noise mapping authority for the END Regulations. In relation to the WHO Report it is stated in Section 2.2 of the Noise Action Plan that "It is considered that National and/or EU led policy guidance is required following consideration of the issues raised in the 2018 WHO Report."

- 3. When the Airport Noise Action Plan was introduced to Fingal Council members following the public consultation period Mr John Daly of Fingal County Council stated that there were 589 submissions and that many of these related to the new runway which was outside the scope of the plan. We refer to an article by Fingal County Council attached at page 6 and confirm we reviewed the recorded footage of the meeting and confirm the report is an accurate record of***



what Mr Daly said. We refer to [page7 attached which is a copy of the Eu directive 2002/49/EC which indicate the MINIMUM requirements for strategic Noise Mapping for the production of a Noise Action Plan. At item 6 it is quite clear that both the existing situation is compared with various possible future situations. The DAA have produced numerous noise contour maps for the proposed new Northern Runway and Fingal have failed to inform the citizens of the possible affects as required by the European Directive. Can Fingal and DAA please confirm when they are going to properly carry out the Noise Action plan in accordance with the Statutory legislation and inform the citizens of the future proposed noise problems to be caused by the new runway? In the opinion of the Community of St Margaret's this is a serious attempt to withhold information and they are in touch with the EU and the EPA on this matter.

Section 11 of the END Regulations is an action for the noise mapping authority which is daa. The noise maps have been reviewed by the EPA and no issue was raised by them. Our advice from our consultants is that this is the general practice throughout Europe for this process.

- 4. Can Fingal please explain the statement by Mr Daly that "while drafting the plan was compulsory there is not very much compulsory about the actions" ? This clearly shows the lip service being paid to the people of St Margarets and that Fingal have no interest enforcing actions that can and will reduce Environmental Noise from the Airport. Why is night time flight bans being abandoned as a form of action?***

The END Regulations do not confer any additional statutory powers on the Council to the existing powers in our general area of competence. The relevant legislation dealing with the regulation of aircraft noise is EU Regulation 598/2014, which is currently being transcribed into Irish Law by the Oireachtas, reference Aircraft Noise (Dublin Airport) Regulation Bill 2018. The Bill provides for the regulation.

- 5. Due to the huge increase in households affected particularly due to night time flights over the period to 2016 as per page 1 attached of Fingal's own document and which they knew about 3 years ago in 2016, what measures have Fingal or DAA put in place to either offer voluntary purchase of housing or protect these people from the health effects of the exposure above WHO recommendations?***

daa has the direct responsibility for voluntary purchase and noise insulation schemes.

- 6. Is the contract for the construction of the north runway on the existing plans for which the permission was granted for or is for the change in the design which has been submitted Fingal County Council last week.***

DAA Contract.



Appendix 3: Response from daa to St. Margaret's The Ward Resident Group Queries (received 6th March 2019)

- 1. With reference to the attached Page 1 is Table 7 and Table 8 of Fingal's Noise Action Plan for Dublin Airport 2019-2023. Note the startling statistic of a 450% increase in population affected by Aircraft noise above 50dB between 2011 and 2016 at night. Page 2 is an extract from Dublin Agglomeration Environmental Noise Action Plan December 2013 to 2018 which identifies the four measures to be put in place in order to REDUCE noise at Dublin Airport in 2013. Note that item d. "Imposing noise related operating restrictions (such as night time ban on flights)" was not used and despite the assertions of the measures did not improve the environmental performance but seriously allowed the noise to spiral and affect another 450% of the population than previously. Page 3 is an extract from the newly adopted Noise Action Plan for Dublin Airport with the same proposed measures to reduce Noise but WITHOUT a ban on night time flights. How can it be expected to reduce noise performance if serious measures are not put in place. The measures in place for the last 6 years have failed miserably and noise affects are spiraling Will Fingal and DAA please outline in detail how they intend to reduce the noise below the 2011 levels immediately?***

Passenger and aircraft movements at Dublin airport in 2011 were 18.7 million passengers per annum (mppa) and 160,664 Air Traffic Movements (ATM) respectively. Due to the recession, activity had reduced significantly since the Round 1 mapping in 2006, when the numbers were 21.2mppa and 196,641 ATM. The 2008-2013 Noise Action Plan (NAP) contours and population exposure information was produced based on these movements and the NAP focussed on continued application of the land-use planning measures by Fingal County Council (FCC), enhancement of the Noise Monitoring and Tracking capability of the airport and greater communication with the community. These elements of the NAP were the responsibility of the airport and the local planning authority and were delivered in line with the NAP.

It was not until 2015 that activity at the airport returned to close to 2006 levels. In line with requirements under the Environmental Noise Directive (END) daa undertook noise mapping for the year 2016 in 2017. The noise maps were published in July 2017 as required under END. The population assessment was completed in Q4 2017 and issued to FCC and EPA by December 2017. The Noise Action Plan was produced by FCC in 2018. The increase comes from a very low baseline in 2011 during the recession. The recovery in airport activity, aligned with increased population within Fingal, has resulted in increased populations within the contours further from the airport. Effective land-use planning has meant that high density developments are not permitted very close to the airport and the implementation of the airport noise insulation scheme means that mitigation is offered to those most affected by aircraft noise. The increase in population further from the airport demonstrates the continued need for good land-use planning around the airport and the implementation and enforcement of good land-use planning policy.



- 2. Page 4 attached are the STRONG recommendations for night time noise exposure to protect health from the World Health Organisation (WHO). The Environmental Noise directive at page 5 attached indicate that the EU are taking the WHO recommendations on board. Can Fingal and DAA therefore reissue the Noise Contours particularly at night that reflect the population exposed to 45dBA Lnight so that the citizens can be informed whether or not they are being exposed to Health damaging Noise?**

In line with Annex III of the END the noise mapping body (daa) carried out noise mapping for the appropriate noise bands and to the levels specified which are for night noise, 50L_{night} and the 24 hour period 55L_{den}. The EU is currently undertaking a review of Annex III of the END and will take account of all relevant information, including the WHO Noise Guidelines as part of this review. Should the EU review result in a change to the mapping requirements set out under Annex III, all mapping bodies will be required to comply with this. daa as a noise mapping body will fully comply with any requirements set out under END for subsequent rounds of noise mapping.

- 3. When the Airport Noise Action Plan was introduced to Fingal Council members following the public consultation period Mr John Daly of Fingal County Council stated that there were 589 submissions and that many of these related to the new runway which was outside the scope of the plan. We refer to an article by Fingal County Council attached at page 6 and confirm we reviewed the recorded footage of the meeting and confirm the report is an accurate record of what Mr Daly said. We refer to [page7 attached which is a copy of the Eu directive 2002/49/Ec which indicate the MINIMUM requirements for strategic Noise Mapping for the production of a Noise Action Plan. At item 6 it is quite clear that both the existing situation is compared with various possible future situations. The DAA have produced numerous noise contour maps for the proposed new Northern Runway and Fingal have failed to inform the citizens of the possible affects as required by the European Directive. Can Fingal and DAA please confirm when they are going to properly carry out the Noise Action plan in accordance with the Statutory legislation and inform the citizens of the future proposed noise problems to be caused by the new runway? In the opinion of the Community of St Margaret's this is a serious attempt to withhold information and they are in touch with the EU and the EPA on this matter.**

As the noise mapping body, daa has undertaken the noise mapping in accordance with the EPA Guidelines. The noise mapping is carried out for each mapping round using the appropriate year. The three rounds of noise mapping were 2006, 2011 and 2016. Comparisons between each round were made in the most recent NAP. The future noise situation is assessed as part of the statutory planning process and is not undertaken under END. As far as daa is aware this is the case for all transport modes under END (road, rail and air) and is the standard practice throughout Europe for airports. There has been no attempt to withhold information by daa in the END process and we have provided, and will continue to provide, information on future noise situations as part of our North Runway project.



- 5. *Due to the huge increase in households affected particularly due to night time flights over the period to 2016 as per page 1 attached of Fingal's own document and which they knew about 3 years ago in 2016, what measures have Fingal or DAA put in place to either offer voluntary purchase of housing or protect these people from the health effects of the exposure above WHO recommendations?***

As previously stated, the noise mapping was completed in July 2017 and population exposure information was available in late 2017 (not 2016 as stated here).

daa currently has two insulation schemes for those most affected by aircraft noise – the Home Sound Insulation Programme and the Residential Noise Insulation Scheme. Taking both schemes together means that over 200 local houses are now eligible for free insulation and implementation of the Schemes is underway. The introduction of the Airport Noise Regulation, 2019 will provide an opportunity for all stakeholders to share their views on how noise is managed at the airport. In the meantime, daa will continue to manage noise in accordance with the Balanced Approach and we will deliver on our commitments in relation to insulation and buy-out schemes.

- 6. *Is the contract for the construction of the north runway on the existing plans for which the permission was granted for or is for the change in the design which has been submitted Fingal County Council last week.***

The contractor delivering North Runway must comply with planning permission.