

Minutes

St. Margaret's Community Liaison Group

Date: Thursday, 20th September 2018
Time: 7.00pm
Location: Radisson Hotel, Dublin Airport
Meeting No: 15

Attendees:

Name	Organisation	Initial
Danny O'Hare	CLG Chairperson	DOH
Bernie McNally	CLG Secretariat (daa)	BMcN
Siobhan Killion	St Margarets The Ward Residents Group	SK
Deirdre Kennedy	St Margarets The Ward Residents Group	DK
AnnMarie Farrelly	Fingal County Council	AMF
Cllr. Joe Newman	Fingal County Council	JN
John Daly	Fingal County Council	JD
Cathaldus Harten	Fingal County Council	CH
Simon Shilton	Fingal County Council Noise Consultant	SS
Grainne O'Reilly	Dunbro Lane Residents Group	GOR
Raymond Fox	Irish Farmers Association	RF
Sean Costello	St Margaret's N.S.	SC
Siobhan O'Donnell	daa	SOD
Miriam Ryan	daa	MR
Martin Doherty	daa	MD
Emer Tierney	daa	ET

Apologies:

Brendan O'Donoghue, Dunbro Lane Residents Group
Paddy Finnegan, St Margaret's GAA Club



Introduction	Action
Chair welcomed attendees to meeting.	
1. Approval of Minutes	Action
<p>Chair requested approval of Meeting Minutes of 26th July 2018.</p> <p>GOR queried the planting that would take place along the St Margarets Bypass; MR stated that daa would plant similar vegetation to what was previously in the area, likely to be in November during the planting season.</p> <p>DK stated that as part of item 3, the daa update, she had noted that the group are not happy with the progress and that they have compiled a list of items that they would like to see addressed and this will be communicated under AOB</p> <p>Minutes signed and approved by Chair.</p>	
2. Fingal County Council Update	Action
<p>SS presented the Dublin Airport Noise Action Plan; a number of queries were raised in response:</p> <p>DOH queried the EPA role in the process e.g. did it have a reporting or a regulatory role; SS stated that the Noise Action Plan is the responsibility of FCC and Dublin Airport is the noise mapping body. The EPA provides oversight of the process and reports on the various Action Plans and noise data to Europe. SS stated that the draft NAP will be issued to EPA although in general they do not provide comments on the draft NAP.</p> <p>DK queried if the submissions will be publicly available; SS stated that the final plan will give details of submissions made as well as any changes as a result of those submissions.</p> <p>DK queried if a copy of the presentation could be circulated to the group; JD stated that this information had been taken from the draft Noise Action Plan which was publicly available; DOH stated that BMCN would send to the group.</p> <p>JN queried if aircraft fines could be introduced; SS and MD noted that this is not possible at present as there are no regulations in place to facilitate it; MD noted that a league table could be introduced first in order to communicate to airlines how they are doing and that this had been implemented in Heathrow with Aer Lingus performing well; SS noted that there are different regulatory regimes in different jurisdictions because they all have different local conditions, therefore it is not appropriate to compare them. The new noise Bill will set out the Irish framework for the future.</p> <p>GOR queried if Heathrow have noise charges at night and how long this would take to introduce at Dublin; MD stated that it would take some time to carry out economic and environmental studies and that additional notice would have to be provided to airlines and the Regulator prior to any changes to charges; that while some airports do, others don't have these charges in place.</p>	<p>FCC to provide a copy of the presentation to the secretariat for distribution</p>



<p>DK noted that aircraft are incentivised to arrive pre 7am; MR noted that this discount had been removed.</p> <p>SK queried if the worst-case scenario could be used instead of average noise levels; SS noted that EU regulations determine metrics used in the NAP, that the purpose is to gain a level of understanding of noise exposure across the EU and that information is used to influence legislation for example the banning of Chapter 2 aircraft in the EU. In addition to that he noted that there are no noise limits imposed in Irish legislation.</p> <p>GOR asked if aircraft could be held at the terminal rather than taxiing in a queue; MD said IAA directed aircraft once the pushed back from the stands.</p> <p>RF stated that the community wanted an independent noise consultant to advise it. He also noted that it was stated by a noise expert on Prime Time recently that Dublin Airport’s noise contours were flawed; MD noted that daa had not been given an opportunity to review the consultant’s calculations so could not comment on the veracity of this claim, but that the daa contours went through a rigorous validation process and had been independently reviewed.</p> <p>SC queried why LAeq were used for contours for North Runway while Lden and Lnight are used for the END process; MD stated that the Lden and Lnight measurements were only introduced under END legislation after the planning permission for North Runway was granted.</p> <p>JN queried if all noise measurements could be compared; SS stated that this was not possible as they are completely different readings; Laeq provides an average noise level over a 92-day summer period, which Lden and Lnight are noise indicators that are weighted for evening and night.</p> <p>DK requested an update on the WebTrak system; MD stated that discussions were ongoing with the IAA, who own the radar feed, access to which is required to facilitate the implementation of the system, that Dublin Airport are very supportive of implementing it and that the group would be updated on its progress. MD stated that the introduction of WebTrak or similar is an Action within the draft NAP</p> <p>DK queried if a public consultation on the NAP could be held in St Margarets; AMF stated that due to the availability of the expert team, they were limited to the number of days; SK asked if FCC would organise a bus from St Margarets to the two FCC offices; GOR noted that people would likely want to attend at different times; DOH noted that people could possibly arrange to share cars in order to attend the consultations.</p> <p>RF noted that the use of the cross wind runway reduced aircraft movements over his area and asked if this could happen more often; MD stated that as outlined in the Aeronautical Information Publication AIP, Dublin has preferential runway usage in place which uses runway 10/28 to ensure noise abatement over Dublin city; the cross wind runway is not ideal for all aircraft and will only be used for safety reasons when North Runway commences operations.</p>	
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<p>AMF presented an update:</p> <ul style="list-style-type: none"> • The rubbish had been removed from Bay Lane. (SK said more had been dumped since) • Additional litter picking and verge cutting had taken place. • The roadway had been resurfaced on Dunbro Lane. • The drainage on Dunbro Lane had been checked and was working appropriately. • Road surfacing at the Boot Inn had started and would be complete in the next month or so. • The trees remain close to the road at Corrstown Lane, FCC will again liaise with the landowner to get them addressed. • The footpath at the R108 was completed. • Road repairs at Dubber were taking place. • Development Plan Maps were made available at the meeting. • 50 submissions had been received to the Issues paper for the Local Area Plan, which would be published at the end of Q1 2019 and the transport study would feed into the draft Local Area Plan also. <p>A query was raised in response:</p> <p>GOR stated that there are gaps between the Boot Inn road and Dunbro Lane; AMF stated that this work would be completed within the next fortnight.</p>	
<p>3. daa Update</p>	<p>Action</p>
<p>SOD presented an update on behalf of daa. Several queries were raised in response:</p> <p>RF noted the importance of planning weed management for spring 2019; MR noted that works had been carried out this year in line with the ecologists' report, that the local farmers had been directly corresponded with; that the lands on the NR footprint had been sprayed and that we would reiterate the importance of timely weed management to daa colleagues with responsibilities in that area.</p> <p>GOR queried if a mobile noise monitoring terminal could be fitted on Dunbro Lane; MD stated that a review of noise management and monitoring at Dublin Airport is currently underway, and that additional noise monitoring equipment may be installed if recommended from the review.</p> <p>Further to a query at the last meeting, MD presented on Air Quality at Dublin Airport. A number of queries were raised:</p> <p>GOR noted that there is no air quality monitor on Dunbro Lane, close to where the aircraft are taxiing; MD stated that monitors are located along the airport boundary and due to prevailing winds they would be picking up readings for Dunbro Lane but that this could be reviewed.</p> <p>SC queried why there is only 1 monitor measuring particulate matter; MD stated this</p>	



<p>monitor is located downwind of prevailing wind conditions; that the statutory authorities for air quality are Fingal County Council and the EPA who were satisfied that the location is appropriate, that PM10 levels for the whole country are available on the EPA website; that the air quality results for Dublin Airport are available on our website and reports are produced on a quarterly basis and that air quality is very good.</p> <p>GOR referred to new research indicating the effects of air pollution on the brain; MD noted that the report quoted was likely to be the recently reported study relating to Chinese cities where there are huge air quality challenges with concentrations far in excess of anything experienced in Ireland. MD noted that although air traffic movements have increased in last 5 years there has not been a discernible change in air quality at the on-site station. There have been some increases at locations close to main roads and this is in line with expectation that road traffic is the primary source of air pollution.</p> <p>DOH noted that air quality regulations limited the numbers of spikes as well as setting average limits and that this might be a useful precedent to use for noise metrics also.</p> <p>ET presented the Low Emission Vehicle (LEV) strategy at Dublin Airport. A number of queries were raised:</p> <p>SC queried if the airports activities would assist with meeting the ICAO agreement for reducing carbon by 50% by 2050; MD stated that while the installation of Fixed Electrical Ground Power (FEGP) will assist with aircraft ground emissions, the ICAO scheme is focused on aircraft emissions and road vehicles are not part of this.</p> <p>JH queried whether action could be undertaken to encourage car hire companies to increase their fleet of electric cars; ET stated that we are leading by example and becoming advocates for change by communicating what we are doing with our own fleet.</p>	
<p>4. Update from Residents</p>	<p>Action</p>
<p>SK noted that, while she could not reveal her source, she understood that arrangements had been made to pay compensation to the residents of the Halting Site when they move, she stated that it was from a reliable source; DOH noted that this was the second time it was mentioned and it was not to be raised again until evidence could be provided; SOD and AMF both categorically stated that no compensation has been paid and there are no plans to do so.</p> <p>GOR queried that if any further information was available regarding the soil surveying that was taking place on Lot 54; BMcN stated that enquiries were being made internally to understand this and as soon as any further information was available, she would be informed.</p>	<p>daa to email GOR re soil sampling</p>
<p>5. Dublin Airport Planning Permissions</p>	
<p>Dublin Airport Planning Permissions document circulated; no queries raised.</p>	



6. Chairperson Meetings	Action
<p>Chair advised that there have been no additional meetings with individual members of the CLG or third parties.</p>	
7. AOB	Action
<p>SC noted that at the Board Meeting last week it was stated that FCC had not been in contact re the roads in the area; AMF mentioned that she would raise this point again.</p> <p>DK pointed out that at a recent local community meeting criticism was levelled at the perceived lack of progress being made at the CLG Meetings and by the SMTW Committee and daa in dealing with community issues. DK presented a detailed 16 point list raised with daa/FCC over the last two years which included the principal request for daa to fund an Independent Noise Consultant to advise and act on behalf of the community in deciphering the very complicated noise contours and emissions data. MR noted that many of these points had previously been raised and answers provided to members of the group; DOH stated that this item will be added as Agenda point two at the next meeting. He also stated that any other items be communicated by the 14th Oct, so that there is sufficient time to review before the next meeting; MR also asked that some of the questions be clarified e.g. what data is being referred to in Q4.</p> <p>SK noted that item 16 (re compensation for St Margarets householders) had been included on the basis that compensation had been agreed for the residents of the Halting Site; DOH asked if this was the basis of the inclusion of point 16, now that these claims had been refuted, would it be withdrawn from the list; SK said that she would withdraw the linkage but retain the point.</p> <p>JN asked why there are large trucks parking at the viewing area; GOR noted that these are for works associated with the IAA tower and that they had not been parking as often lately.</p> <p>JN queried if there were any plans to develop cycle lanes and foot paths in the area; AMF stated that approximately a year ago, the Council did commit to spending more in the St Margarets area, that those works were complete, that there is a continued investment programme in place and will take some time to implement.</p>	<p>AMF to ask FCC engineers to make contact with St Margarets School Board of Management</p> <p>Final list to be submitted to secretariat from residents by 14th Oct.</p> <p>Post meeting note: This 16-point plan has subsequently been updated with a 20-point plan and is appended to this document.</p>

Next Scheduled CLG Meeting:
6th December 2018
7.00pm – 9.00pm
Radisson Blu Hotel, Dublin Airport



St Margarets/The Ward Action Plan Requirements

DAA - Noise

1. DAA to fund an independent noise consultant to review DAA Noise Data. The consultant appointed to be managed by, and deal directly with the community and assimilate questions/issues raised by the community with a view to engaging directly with the DAA on noise related issues regarding the existing and north runway. The consultant to be engaged for an agreed time frame between DAA and residents.
2. The independent noise consultant to benchmark existing Lden noise exposure for both daytime and night-time from the northern runway and additional reports on Lden noise exposure when the new Southern Runway before and after sign off as operational and for a period thereafter. The consultant to compare existing noise mapping against new noise maps and include obvious exclusions of properties where appropriate to do so.
3. Placement of additional permanent noise monitors in agreed locations by 1st Quarter of 2019. Monitors to be placed in 'no mans land' (locations to be agreed with the community) between the proposed runways in 1st Quarter of 2019 to enable accurate current noise levels to be captured and to accurately ascertain the potential increased noise levels in the community when the Southern Runway is operational.
4. The DAA is requested to provide noise data which has been requested over the last 18months following the completion of the court cases.
5. The voluntary buy out scheme to be extended to 5 years post the north runway becoming fully operational to allow residents a realistic opportunity to make informed decisions regarding their future in their homes.
6. DAA to provide clarification of the selection criteria for the 9 houses selected by Anderson Acoustics for noise investigation following their initial property survey.
7. A health survey to be undertaken of residents in the St Margarets/The Ward area following the guidelines of the new World Health Organisation regulations on noise pollution.
8. It is an urgent requirement that DAA/Fingal County Council adhere to the safe noise recommendation levels as published in the 'Environmental Noise Guidelines for the European Region' WHO, 2018.

DAA Buy Out Scheme

9. The Voluntary buy out scheme needs to be altered to adhere to the CPO mechanism. The purpose of this is to ensure that the buy out allows for the replacement of existing housing standards within the necessary catchment area required by home/land/business owners in the area. The voluntary buy out scheme using the CPO mechanism to be expanded to include the purchase of all lands/businesses attached to family homes. This ensures the ability of residents to replace like with like.
10. The voluntary buy out scheme (using the CPO mechanism) to be extended to householders in the Newtown area. At present the scheme applies to the Kilreesk residents who at present are not affected by noise from the new runway. Newtown residents are currently living with traffic from the existing runway. The buy out scheme is providing advantage to one group of residents in the community and disadvantaging another.



DAA Air Pollution

11. DAA to provide a more detailed report on current air quality at Dublin Airport and the surrounding areas. DAA also to provide an impact report on current air quality levels based on their projected growth figures for Dublin Airport.

DAA Insulation Package

12. An agreed heat exchange system to be provided in all houses approved for insulation.
13. All mechanical ventilation products to be hardwired in keeping with interior decoration within dwellings. All finishes to be made good following installation. Mechanical ventilation running costs to be agreed with the DAA and a subsidy paid to each householder opting for this method.
14. All dwellings to be insulated in accordance with the Fingal Action Plan 2019-2023. Dwellings within the first round of insulation provision to be upgraded to the new guidelines as a matter of urgency.

DAA Flight Movements

15. Agreement by the DAA that propeller planes adhere to direct flight paths in and out of Dublin airport between the hours of 11.00pm and 06.00am to avoid unnecessary disturbance presently experienced as the number of flights at night should not justify early turn off.

Fingal County Council

16. Review road structure and get feedback from communities before progressing with any future developments. There is an urgent requirement for footpaths/cycle lanes from St Margarets village and Rivermeade to St Margarets GAA club, St Margarets to Keelings (Roislin Food Park), path from Kilshane cross from airport roundabout (pathway stops midway along route), Ward Cross to Newpark Nursing home, From R135 Roundabout at the Brock Inn to The Cherryhound Connection Under the N2. The provision of cycle ways from St Margarets to Dubber Cross along R122 and from St Margarets to Swords road along R108.
17. Fingal County Council to ensure that any proposed road infrastructure developments do not break openings for future roads/access until the developments are signed off for development. Presently the N2/N3 link road has road access completed for a number of years particularly at roundabouts which are continually being used as locations for temporary halting sites and fly tipping. To prevent such use Fingal County Council have installed unsightly boulders to keep these areas secure. A commitment from FCC is sought in this regard as a matter of urgency.
18. Fingal County Council Noise maps are larger than DAA noise maps, so FCC noise maps are the terms of reference being used by St Margarets/The Ward Residents Group. Page 381 of the Fingal County Development plan shows that that the St Margarets area is fundamentally blocked from future development but does not give consideration to residents who wish to move due to the noise or other fallout from Airport Developments. A number of remedies are sought from FCC in this regard. The establishment of a working group to look at the St Margarets/The Ward area with a view to agreeing a sustainable plan. These solutions could include limited development for residents who wish to remain, FCC to agree to extend planning permission guideline restrictions to encompass the complete Fingal area rather than the present 5 mile radius from the end of the runway ruling to enable residents of the



St Margarets/The Ward to re-locate in the wider Fingal area as residents are finding it difficult to secure alternative sites within the current restrictive criteria, extension of the buyout scheme (using the CPO mechanism) to include the whole of the St Margarets/The Ward area for those who wish to leave.

DAA/Fingal County Council Compensation Package

19. A team from St Margarets/The Ward residents, Fingal County Council, DAA and local councillors to be formed to agree a compensation package for residents of St Margarets/The Ward for the lack of utility from their homes and gardens.

DAA Further Education and Development

20. DAA to sponsor TWO nominated members of the St Margarets/The Ward committee to attend worldwide/European conferences on aircraft noise and emissions reduction with a view to the local community representative being fully informed on best practices and developments going forward.