



Minutes

St. Margaret's Community Liaison Group

Date: Tuesday, 7 February 2023
Time: 7.00pm
Location: Radisson Blu Hotel, Dublin Airport
Meeting No: 42

Attendees:

Name	Organisation	Initial
Danny O'Hare	Chair	Chair
Janine Davidson	Secretariat	JD
Michelle Molloy	daa	MM
Grainne O'Reilly	Dunbro Lane Residents Group	GOR
Brendan O'Donoghue	Dunbro Lane Residents Group	BOD
Matthew McAleese	Fingal County Council	MMA
Mary Grogan	St. Margaret's and The Ward Residents Group	MG
Pearse Sutton	St. Margaret's and The Ward Residents Group	PS
Liam O'Gradaigh	St. Margaret's GAA Club	LOG
Ian Carey	Fingal County Council	IC
Jim Scully	Irish Farming Association	JS

Apologies and Absences:

None



Introduction	Action
Meeting started at 7.10pm to allow all members to join. Chair welcomed attendees and suggested that the daa update precede the FCC update to allow MMA to join.	
1. Apologies and Absences	Action
No absences to record.	
2. Approval of Minutes	Action
Previous meeting minutes were approved.	
3. Matters Arising	
No matters raised.	
5. daa Update – presented by MM	Action
<p>MM presented daa’s update including the actions from the previous meeting, Dublin Airport update including January 2023/2022 full year passenger numbers and temporary Noise Monitoring Terminals.</p> <p>IC advised that he believed daa has to conduct public meetings in relation to Aarhus. MM said that daa believes it is adhering with all with its environmental responsibilities and if IC would like to revert with further information, daa will review.</p> <p>PS asked when the NMT report will be available, and MM advised it will be sent when data has been validated and analyzed. PS requested that it be sent as soon as possible. BOD queried if one of the NMTs can be placed on Dunbro Lane. MM advised that Dunbro Lane was not one of the nominated locations put forward by the CLG, but it could be included in the future mobile monitoring schedule. BOD requested it be added and MM advised she will put in the request.</p> <p>JS queried if insulation works can be brought forward. MM advised that works would take place after the biennial reviews. JS asked how long after the review could works take place and MM advised that the process could take up to a year. PS asked what noise mitigations are available and MM advised that relevant measures were offered to eligible residents in relevant contours.</p> <p>MM advised the North Runway westerly departure flight path indicative illustration will be provided as soon as available following completion of flight simulations. MG stated that local communities needed the illustration in order to understand the noise impact of the new flight paths. LOG expressed frustration that simulations are only taking place after the SIDs are designed. MM advised that the SID is publicly available and has been sent to all community group members, elected representatives, and local residents, and while the illustration is not a requirement, daa is voluntarily producing it to aid the communities’ understanding. MM again said it will be provided as soon as available.</p> <p>LOG stated that members believe the 30-degree divergence is against the 2007 planning permission and asked that a request for a written response from daa be recorded in the minutes. MM stated that all relevant information has been provided to date and daa cannot comment further on issues that are subject to statutory planning</p>	daa



<p>processes. MM reiterated that the revised SIDs will be operational on 23 February and that the indicative illustration will be provided as soon as available.</p> <p>MG presented a document to the Chair and advised that it was signed by the members of the CLG. Chair noted that he had not seen the document in advance of the meeting and MM confirmed likewise for daa. Chair advised that as per usual meeting procedure this should have been sent in advance to allow for review and distribution to all members for discussion at the meeting. Chair advised that he will take it away and respond.</p> <p>Chair asked that members return to the agenda and MM continued the daa update with information on daa’s charities of the year and the next round of Dublin Airport’s Community Fund.</p> <p>LOG queried if the passenger numbers can be categorised per Irish/international/tourists travelling, etc. MM will revert with available information.</p> <p>PS advised that he had sent noise complaint information to daa’s CEO outlining aviation noise in his area and how it is not feasible for all the noise issues to be submitted as complaints, therefore there are more instances than are being recorded.</p>	<p>Chair</p> <p>daa</p>
<p>4. FCC Update (including Planning Applications)</p>	<p>Action</p>
<p>MMA advised that the Fingal Development Plan is in its final stage and meetings with elected members are taking place next week and the development plan is expected to come into effect six weeks after.</p> <p>Regarding the planning enforcement, MMA advised that following FCC’s request for further information on 9 December, daa requested and was granted an extension of time until 6 February, on which date it submitted its response. The submitted information is currently being review and the planning enforcement investigation is ongoing. Members queried what the next steps will be, if FCC have engaged with noise consultants, and if new planning enforcement will be required after the revised SIDs are in place on 23 February. MMA advised that a full review of the information submitted must be taken in the first instance, the planning authority is aware of the impact on communities, and it will expedite the process as quickly as possible.</p> <p>LOG requested that MMA comment on the insulation scheme compliance with the 2007 planning. MMA advised that the planning report and all related documentation is publicly available on the FCC website and that FCC would not give an interpretation of compliance on a condition of planning. MG asked how FCC conduct their investigation and does it include separate noise monitoring. MMA explained that as part of the planning enforcement investigation they review the information received and decide the next steps required. IC noted that documentation would be publicly available in due course but asked if members could get a copy of daa’s response of 18 October. MM advised that daa’s response would be publicly available at the appropriate juncture as part of the planning enforcement process.</p> <p>LOG referenced his previous request for the environmental corridors relating to current and future North Runway use. MM advised that environmental corridors for the current North Runway flight paths are not available as the variance in flight paths was not expected and so corridors were not built for those flight paths. LOG explained his request for current environmental corridors was for the planned flight paths and not the flight paths that are in current use. LOG requested information relating to</p>	



<p>environmental corridors for the expected flight paths for North Runway prior to 24 August and the revised flight paths on 23 February. MM will revert.</p> <p>JS asked if the IAA have been contacted regarding flight paths. Chair advised that CLG had requested the IAA to attend a meeting and that following the change in staff, which was highlighted at the last CLG meeting, he had reissued the CLG's request to the IAA in December, and he has yet to receive a response. GOR advised she had met an IAA manager who said he would attend. JS asked if the Chair could invite him directly to the next meeting. Chair suggested that IAA attendance would be decided at senior management level and that he will follow up on this for members.</p> <p>BOD queried easterly departures off North Runway, and MM advised that whilst there are SIDs in place for such operation, the south runway would remain the preferred runway for departures in easterly operations.</p> <p>LOG noted that daa has introduced environmental charges on older aircraft and asked what the expected revenue is and how will the resulting funds be allocated. MM advised she will ask and revert.</p>	<p>daa</p> <p>Chair</p> <p>daa</p>
<p>6. Residents Update</p>	<p>Action</p>
<p>PS presented a detailed summary of the Future of St. Margaret's document that was previously distributed to all members for discussion at a CLG meeting. PS outlined further the concerns of local residents for the future of St. Margarets, The Ward and surrounding areas. Addressing items including the proposed new road, the sale of the parish hall, the difficulties facing St. Margaret's GAA Club, the requirement for a relocation option, Rivermeade's lack of amenities, Coolquay's need for development and upgrades required for the footpaths and cycle lanes in the area, PS reiterated their request for an international advisory panel to contribute to consultations with FCC, daa and the St. Margaret's communities and the need for plans to be put in place for these communities to continue to grow near the airport.</p> <p>MMA advised that the aims of the CLG was based on the Fingal Development Plans in 2005 & 2011 and to create a forum for discussions and exchanges of information between daa, FCC and St. Margaret's in preparation for a strategy for the area. Extensive consultations took place with the community to form the 2020 Dublin Airport Local Area Plan. There was good engagement with the CLG and the wider St. Margaret's community and this led to the preparation of the Strategy for St. Margaret's Special Policy Area, found at Appendix 1 of the adopted Dublin Airport LAP. In relation to buyout and insulation schemes, they are managed through the planning consent process. Regarding Rivermeade, there is a Local Area Plan in place, and the infrastructure deficits outlined by the community are contained in the Fingal Development Plan and Rivermeade LAP. The requirement for a Local Area Plan for Coolquay is provided for in the current Fingal Development Plan and a planning application for development in Coolquay is currently with An Bord Pleanala. The proposal for an international panel of experts was proposed but is not in the draft plan as it was felt that CLG and DAEWG were the appropriate forums for FCC to engage with daa and the communities and there are no policies for setting up an additional panel.</p> <p>Chair stated that it sounds like the issues being raised are being treated by FCC as part of the County Development Plan and planning applications. MMA advised that while</p>	



<p>these areas were identified for future development, there may be some infrastructure constraints for those developments and Coolquay needs a Local Area Plan to develop at an appropriate pace. Chair queried if Coolquay Local Area Plan is in development or does it require further action. MMA advised that a priority listing of Plans will be brought back to Councillors following the adoption of the Development Plan.</p> <p>PS wanted to confirm that this would be the fourth Development Plan to include Coolquay and Rivermeade and while Coolquay waits for a LAP and Rivermeade has a LAP, the deficiencies in both those areas still exist. PS reiterated that the local community's frustration stems from thirty years of planning and people feeling that St. Margaret's and the surrounding areas cannot move forward. LOG suggested that this should not be a local council matter but a national issue and as in similar style to Poulaphuca where the area was sacrificed for national infrastructure. LOG further explained that having an external group that can draw on best international practices and would view St. Margaret's with a national interest lens would be best.</p> <p>Chair noted the extent of CLG's remit and suggested the residents draft a short letter to be reviewed for agreement with all members at the next meeting and Chair can then send to FCC directly. Chair advised it would not be appropriate to send via MMA as a member of the CLG. PS asked that MM revert to daa also. PS also wished to invite the CEO to visit the St. Margaret's area. MM advised that she is aware that an invite has been received by the CEO's office and will extend the invitation on CLG's behalf.</p> <p>LOG stated that in relation to the future of St Margaret's, while St. Margaret's GAA Club had received the lease from daa Property, they were disappointed with the additional conditions in the contract. LOG advised he has reverted to daa Property and asked MM to seek an update. MM will revert.</p> <p>LOG asked if MMA could provide an update on ANCA review. MMA advised he could not provide an update on ANCA, and members should write to ANCA to request this. LOG advised he will provide information to Chair who agreed to write to ANCA to request an update.</p>	<p>daa</p> <p>daa</p> <p>Chair</p>
<p>7. Chairperson Meeting</p>	<p>Action</p>
<p>The Chair advised that he had no meetings.</p>	
<p>8. AOB</p>	<p>Action</p>
<p>BOD queried if the Community Fund was open to support scholarships. MM advised that daa supports up to 20 local students per annum via DCU's Access programme; daa is not involved in the application/selection process which is conducted independently by DCU.</p> <p>IC requested if an update was available on ALSAA. MM will revert.</p> <p>IC advised he had received queries regarding noise barriers on the grounds of the airport. MM advised that queries may refer to the jet blast fences which are there to stop the blasts from the jets on adjacent taxiways near the public roads. GOR asked if further consideration had been given to earth berms as in Schiphol Airport. MM explained that mitigation was very limited from a continuous earth berm, as previously</p>	<p>daa</p>



queried, but consultants were looking into the interlocking version and if a similar scheme to Schiphol was employed what the benefits, if any, could be. daa will advise as soon as an update is available.	
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Meeting concluded at 9.00pm

Next Scheduled CLG Meeting:

18 April 2023 via Zoom

5th February 2023 |

Danny O'Hare, a Chara,

On behalf of community representatives on the Community Liaison Group (CLG) which was set up as a condition of planning (Condition 28) for the North Runway, we would like to make the following statement to you as Chair of the CLG.

Regarding operations on the North Runway, the community and their representatives have been very badly let down by the Dublin Airport Authority (DAA). Contrary to public announcements by the DAA, its level of engagement has been nothing short of atrocious. There has been no effective engagement on the flight paths issue, only to say that a review is under way. DAA has been asked on numerous occasions to attend community meetings but have declined each time. The last major public event attended by the DAA was back in 2016. Furthermore, the statements made to the Oireachtas Transport Committee on their community engagements have been misleading, disingenuous and disappointing, to say the least. It took the DAA almost two weeks from the beginning of the operation of the North Runway, until Sep 7th, to write a letter to the Irish Aviation Authority (IAA) in response to concerns raised about the flight paths. These concerns were raised immediately upon operation of the runway as it was very clear that the DAA was not adhering to the planning conditions.

The DAA's public comments also continuously fail to acknowledge that it is not adhering to the 2007 planning permission. On January 12th, 2023, the DAA announced new Standard Instrument Departures (SIDs) to come into effect on February 23rd. The DAA stated that it would produce an indicative illustration of the new flight paths. Over 3 weeks later and nothing has been shared or explained to community groups. Community groups have had to invest and obtain their own aviation expertise to analyse the SIDs with a view of trying to inform their communities. This has caused and continues to cause significant stress for the neighbourhood.

The DAA is in breach of Condition 28 as there is no effective communication and engagement on serious matters concerning the health and well-being of the community. We, the community representatives, request the Chair to write to the CEO of the Dublin Airport Authority outlining our serious concerns with the lack of engagement and to immediately arrange a meeting with the group. A letter should also be sent to the Chair of the Oireachtas Committee outlining our concerns over statements made to the Committee.

28. A Community Liaison Group shall be established, involving representation of the Saint Margaret's Community, Fingal County Council and the Dublin Airport Authority. The composition of the committee and any variation thereof shall be subject to the prior agreement of the planning authority. The committee shall facilitate consultation with the existing community in accordance with the policies and objectives of the Fingal County Development Plan, 2005-2011 in relation to Saint Margaret's.

Reason: To provide for ongoing communication, dissemination of information and consultation with the local community affected by the proposed runway.

In conclusion, we, the undersigned, are requesting that in your position as Chair of the CLG you urgently convene a meeting with representatives of the DAA. We await your response.

Community Representatives:

St Margaret's The Ward Residents Group

Mary Grogan

Pearse Sutton

Dunbro Lane Residents:

Grainne O'Reilly

Brendan O'Donoghue

St Margaret's GAA:

Liam O'Gradaigh

Irish Farmers' Association (IFA):

Jim Scully

Fingal County Council:

Ian Carey