



Submission: Dublin Airport Local Area Plan

Date	18 th September 2018
Body	Fingal PPN Planning and Transport Linkage Group
Contact for this Submission	Kathleen McCann, Linkage Group Facilitator, C/O: Fingal PPN, Community Office, Civic Offices, Grove Road, Blanchardstown, Dublin 15.
Community Groups contributing to this submission	<ol style="list-style-type: none"> 1. Aer Lingus Swim Club 2. Briarswood Huntstown Lawn Woodlands Residents Association 3. Donabate Portrane Community Council 4. Dublin 15 Community Council 5. Fingal Environment Network 6. Fingal Orienteers 7. Huntstown Summer Camp 8. Kirkpatrick Rockfield Coolmine Residents Association 9. Malahide Yacht Club 10. Meakstown Community Council 11. NIFTI 12. Portmarnock Community Association 13. Prosper Fingal 14. Revival Group

	<p>15. Rivervalley & Rathingle Residents Association</p> <p>16. Rolestown Community</p> <p>17. Rush Community Council</p> <p>18. Skerries Cycling Initiative</p> <p>19. St Margarets Concerned Residents Group</p> <p>20. Sursargam Musical society</p> <p>21. Suttonians Rugby Football Club</p> <p>22. Swords Bridge Club</p> <p>23. Swords Mens Shed</p> <p>24. Swords Tidy Towns</p> <p>25. Torcaill residents association</p>
<p>Context</p>	<p>The members of the Fingal PPN Planning and Transport Linkage Group met on 4th September 2018 to consider the Dublin Airport Local Area Plan issues paper.</p> <p>The Planning and Transport Linkage Group is made up of volunteer led Community Councils, Residents Associations, Sports Clubs, Social Clubs, etc.</p> <p>This document reflects the views of those members.</p>

1. Sound / Noise Pollution

In the preparation of the Local Area Plan for Dublin Airport, the Fingal PPN Planning and Transport Linkage Group feel the following should be considered in relation to **sound and noise pollution**:

- Night-time noise restrictions should be comprehensive.
- Priority should be given to essential flights night time flights but not leisure / holiday flights.
- Other European Airports have curfew and/or penalty charges such as Zurich and Frankfurt.

- Noise Quotas should be kept to a minimum
- WHO Night Noise Guidelines for Europe should be considered in setting noise limits and quotas:
http://www.euro.who.int/_data/assets/pdf_file/0017/43316/E92845.pdf
- Supports that could be provided to communities affected by noise pollution should include:
 - House Purchase Scheme
 - Recreate Community
 - Noise Insulation for each house affected.
 - School insulation
- In relation to monitoring noise, the following provisions should be made:
 - More Noise Monitors
 - More Noise Monitors in areas of dense population
 - Live Noise Monitoring, traceable/trackable online
 - Independent Noise Monitoring should be transparent, accountable to the public and free of vested interests.

2. Infrastructure

In the preparation of the Local Area Plan for Dublin Airport, the Fingal PPN Planning and Transport Linkage Group feel the following should be considered in relation to the **supporting infrastructure** surrounding the Dublin Airport area:

Given the rising number of people using the airport, working in the surrounding area, and commuting past the surrounding area, a continuous upgrade of infrastructure is required.

- Upgrade of surrounding roads: local, regional, national, flyovers, slip roads, and motorways. These roads are currently operating at capacity with the morning and evening 'rush hours' getting longer all the time.
- Cycleway and footpaths to access airport from local urban areas.

- All bus services operating in the area, both public and private, those provided by the Airport itself or local businesses (including hotels, etc.) should be Electric. This will also help to reduce air pollution.
- Plan in the context of Metro North or a future Dart connection to the Airport.

3. Environment

In the preparation of the Local Area Plan for Dublin Airport, the Fingal PPN Planning and Transport Linkage Group feel the following should be considered in relation to the **Environment**:

- Air Quality
 - Monitoring, and
 - Non-polluting auxillary power for aircraft
- Sustainable energy
 - Reduce energy consumption
 - Increase water harvesting
- Better use of spaces
 - Long term car parks both public and private are predominantly single surface. Any new car parking should be required to be multi-storey.

4. Local Community

In the preparation of the Local Area Plan for Dublin Airport, the Fingal PPN Planning and Transport Linkage Group feel the following should be considered in relation to the **Community**:

There is widespread acknowledgment from the community that Dublin Airport

and it surrounds will continue to grow and develop – whether this is runways, terminal buildings, business parks, etc. However, communities also have widespread concerns that need to be addressed, this includes:

- Quality of Life
- Social Cohesion
- Balance of Common Interest, Public Good and Appropriate Development.
- Buy in needs to be created between the Community, Businesses and State Services.
- Acknowledgement of impact on the local community on how this may be redressed.