



# Consultation Report

## Social Perspectives on the future of Dublin Airport

**March 2019**

Conducted by CiviQ on behalf of Fingal County Council in preparation of the Draft Dublin Airport Local Area Plan

**CiviQ**

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# SUMMARY

Fingal County Council is preparing a new Local Area Plan for Dublin Airport. As part of the preparation process, Fingal County Council launched the first phase of a public engagement process between 26<sup>th</sup> June 2018 and 18<sup>th</sup> September 2018. The purpose of this engagement was to gather information relevant to the development of the Plan, and to understand stakeholder's views and perspectives on the future of the airport. When views were gathered, Fingal County Council initiated a second phase to inquire into shared perspectives on the issue among stakeholders. This document reports on the perspectives identified during a follow-up survey that engaged 32 stakeholders holding broad diversity of viewpoints, in survey-based interviews.

The engagement process started on the 26<sup>th</sup> June 2018 during which the Council invited public comment on a Strategic Issues Paper<sup>1</sup>. This outlined the key issues to be explored and addressed in the Plan. In parallel the Council also launched a Visioning process<sup>2</sup>, which invited people to share their beliefs and aspirations for the future of Dublin Airport. In addition, to those views submitted by participants in the process, views were also gathered from the broader national public sphere where the issue of the Airport's future had been discussed by stakeholders<sup>3</sup> since 2014. These channels included the media, social media, submissions to related consultations, formal reports and other channels.

Following this process, and in order to gain a deeper understanding of *shared* views among stakeholders, Fingal County Council invited stakeholders who responded to the engagement process to take part in a follow-up study. The purpose of this study was to provide an additional and deeper level of understanding of shared perspectives regarding the future of Dublin Airport. A shared perspective is defined as a common set of beliefs, attitudes and opinions on an issue, in simple terms it defines how people think in similar (or different) ways. It is worth noting that social perspectives are *how*

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<sup>1</sup> Available at: <https://consult.fingal.ie/en/consultation/dublin-airport-strategic-issues-paper>

<sup>2</sup> Views shared during the Visioning engagement process are available on <https://yourairportviews.fingal.ie>

<sup>3</sup> A stakeholder is any person or organisation affected by the organisation's actions, objectives and policies. For the airport, stakeholders include, members of the public who use the airport and its facilities, businesses, residents, staff etc.

*people think in totality about an issue.* There may be disagreement between proponents of different perspectives on values, preferences and beliefs regarding facts. A dialogue can often assist in exploring these differences with the aim of reaching common understanding.

The study was conducted, using Q-methodology<sup>4</sup>, with those stakeholders who participated by making a submission, or sharing a view on the future of Dublin airport. These stakeholders represented the range of different views that were publicly available since 2014 on the issue<sup>5</sup>. Stakeholders were asked to sort a representative sample of opinions from all gathered during the engagement process according to how important those opinions were from their perspective. This enables all views to be distilled to their essence, revealing the most important shared views regarding the future of Dublin Airport.

The following report outlines the findings of the study. It provides detailed insight into four perspectives that emerged between stakeholders, as well as an overview of how respondents relate to each. The shared perspectives emerged as: *Maximise Opportunity* (focused on the value of the airport); *Protect & Engage* (focused on the need to engage with and protect communities from noise); *Night restrictions* (focused on night flights and climate); and *Climate Action* (focused on the implications of climate change).

These perspectives provide insight into the thinking that informs stakeholders' policy preferences. The broad policy options for the future of the airport include the following:

- Maximise Growth: Growth in aircraft movements and passenger numbers.
- Managed Growth: Imposition of limitations on movements and support for a balanced approach to managing growth over time in line with infrastructure provision and access etc.
- Status Quo: Maintain operations at current levels
- Reversal of Growth: Impose more restrictive limitations than are currently in place in terms of airport growth.

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<sup>4</sup> See method section below for a high-level overview

<sup>5</sup> See Appendix D for information on the sampling methodology

It is important to note that the study does not include information on the extent to which each perspective is held within the national population. Rather this report focuses only on those perspectives expressing the range of public opinion statements shared publicly since 2014.

## Process

These findings, on the shared perspectives underlying the range of views on the question of the future of Dublin Airport, will be used by Fingal County Council to supplement the opinions received during the statutory public consultation process. The Council will use the findings to guide the preparation of the Draft Dublin Airport Local Area plan, including the preparation of planning policy responses.

As part of the preparation of the draft Dublin Airport LAP, Fingal County Council will hold a public information meeting. This will be held after the draft LAP has been placed on public display later in 2019 and during which time submissions will be invited from members of the public and interested parties. This public meeting provides an opportunity to clarify and further expand on the perspectives identified in this report, as well as issues or questions.

## Method

The survey was conducted by CiviQ<sup>6</sup> on behalf of Fingal County Council using Q-methodology. This method required participants to rank order a sample of 48 opinion statements on a grid ranging from +5 to -5 based on the extent to which they agree or disagree with each statement. The statements represent a comprehensive range of diverse views on the future of Dublin Airport<sup>7</sup> that were shared through various public channels since 2014.

The survey was conducted with a researcher, where the participant could explain his/her reasoning. This method enables participants to fully express their thinking on the issue.

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<sup>6</sup> <https://www.civiq.eu>

<sup>7</sup> The list of statements is included in Appendix B and are published at [yourairportviews.fingal.ie](http://yourairportviews.fingal.ie).

Figure 1: Survey grid on which stakeholders ranked 48 statements

[illegible]

The responses were statistically analysed and interpreted to find patterns of similarity and difference and identify shared perspectives.

Eighty-five respondents were invited to take part in the survey which was carried out in between December 8<sup>th</sup> and January 22<sup>nd</sup> 2019, of which 32 participated. Thirty-two participants took part in the interview process. Of these, 31 completed the survey<sup>8</sup>. To facilitate maximum participation Fingal provided a range of options for times, locations and methods of participation. Participants could choose to complete the survey online using Zoom or Skype online meeting, or in person in the Atrium of Fingal County Council's offices in Swords. In one case, the survey was conducted in person at their location. A fully flexible range of times were also provided, with stakeholders having the choice of day, evening and week-end times. The consultation period was also extended to the end of January to accommodate participation before and after the holiday period.

*Table 1: Method of engagement of stakeholders*

Participants	Online	In person	Interview only	Total
Individuals	16	9	-	25
Organisations	4	2	1	7
Total				32

<sup>8</sup> Details on the sampling method are available in Appendix D.

# FINDINGS

## Shared perspectives

All survey responses were statistically analysed and interpreted based on participants' interview comments. This process finds an 'average' response for people who have ranked their statements in a similar way. For example, where five people think in a similar way, their individual survey responses are combined in the way that reflects the closest way of representing their combined views.

Using this method, four distinct shared perspectives emerged: *Maximise Opportunity*, *Protect & Engage*, *Night restrictions*, and *Climate Action*.

The following narratives are a summary of the combined survey response for each perspective. These summaries were developed from an interpretation of the data as well as comments provided during interviews. The numbers in brackets indicated show how the opinion statement was ranked for that perspective<sup>9</sup>. Some additional context for these perspectives is provided in Appendix A.

### Perspective 1: Maximize value

This perspective is focused on maximising the functional value and operation of the airport. It strongly believes in the economic benefit of the airport and the need for expansion in order to increase connectivity for Ireland, drive future prosperity [+5]<sup>10</sup> and create jobs [+4]. Ireland is seen as having a unique commercial opportunity given its location in Europe and the planned withdrawal of Britain from the EU. Therefore, it supports all development of the airport and additional business facilities relevant to its operations because of its strategic importance [+4]. This perspective wants the LAP to

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<sup>9</sup> For example [+5] means a statement of that view was ranked at +5 on the survey response grid.

<sup>10</sup> This number indicates that a statement of this view "Dublin Airport is a key enabler for our economy, and the expanded international connectivity opportunities & markets afforded are vital to future prosperity, particularly in a post-Brexit era is placed at +5 on the grid. With regard to jobs 'The growth of Dublin Airport has the potential to create many new jobs, which will be needed for the large population growth forecast for North County Dublin' this statement is placed at [+4]



prioritise policies for airside and in particular landside infrastructure to deal with capacity constraints [+5]. In this regard it places an emphasis on future generations [+3]. It also agrees that the blind pursuit of unconstrained expansion without consideration of the negative effects must be challenged [+2].

In terms of operations, an important aspect of development for this perspective is ensuring safety, efficiency and security [+3]. Accordingly, expansion must be well-planned and development should be done in a way that attends to safety and resilience. This is of particular importance for some proponents in the context of changing weather patterns.

To support development a major road upgrade is required [+3]. Public transport links and an improved pedestrian network are important [+2], and there is support also for a heavy rail link [+1]. While the main focus is on infrastructure, capacity and development it also recognizes the importance of the airport as an amenity and that habitats, ecologies and heritage should be protected.

Proponents of this perspective disagree that increasing capacity at Dublin Airport is at odds with Ireland's obligation to reduce greenhouse emissions targets and that both objectives cannot be reconciled [-3]. It sees that all new developments can contribute to reducing the airport's carbon footprint [+1]. Climate change considerations would be built into site-specific projects.

There is a shared belief in the potential of new technologies to mitigate some of the negative impacts of development. For example, proponents of this perspective do not believe that noise is going to continually get worse over the next 25 years [-4]. Rather, proponents believe that aircraft of the future will be quieter [+3] and accordingly, increases in capacity will not result in a linear increase in noise. With respect to climate impact, technology and planning will also assist with reducing the airport's carbon footprint according to this perspective.

Night flights are seen as an important factor for the commercial operation of the airport. Proponents believe that reduced capacity resulting from restricting night flights will have some negative impact on the airport, airlines and the broader Irish economy [+2].



According to this perspective, it is not reasonable to provide a second runway and then restrict its use [+4]. Therefore, it supports the lifting of restrictions [+2] as a broad principle although the extent to which they should be lifted is open.

With respect to impacts on residents, proponents of this perspective see the necessity for expansion and development in terms of the common good of citizens of Ireland. Proponents also believe that impacts are inevitable but measures should be taken to alleviate these impacts such as compensation [-1] and land-use planning to avoid noise-sensitive development in the future. The perspective strongly disagrees that expansion is an attack on the health of residents [-5] and that no more development should take place on lands that the DAA own [-5]. It also holds that residents should not take priority over business and the economy [-3] because proponents see a greater common good to the population of Ireland from further development of the airport. This perspective also rejects development of the regional airports as it is regarded that there are economies of scale with concentrating development in Dublin airport.

Overall, this perspective's focus is on the airport's commercial functioning; the benefits for the common good and national interest; safe operations; and maximization of its value at a broad level (economic, amenity, connectivity). It looks outwards to the future and to new envisaged economic opportunities and benefits.

*Stakeholder profile:* Stakeholders whose responses most strongly define this perspective, are six members of organisations (large and medium sized enterprises, associations) and two are individuals.

## Perspective 2: Protect & Engage

This perspective is focused on the need for controlled growth in a way that protects people, children and communities. It is driven by experiences of living near the airport. The key focus is that residents mental and physical health, and in particular children, are protected from the effects of noise pollution [+4]. The perspective holds that the airport needs to adopt best practice in maintaining night time restrictions as well as limiting aircraft noise and movement patterns [+5]. Proponents feel that residents and their families are living with high noise levels already and this is impacting their quality

of life. There is concern for residents and children's mental and physical health as a result of greater noise levels which they see as increasing and getting worse over the next 25 years [+4].

Proponents are against the lifting of night flights restrictions [-5] and disagree that future generations will solve adverse impacts of the airport [-5]. They are concerned about the prospect of lifting night flight restrictions [+3] and do not support the view that night flights will have a significant negative effect on the airport, airlines and broader Irish economy [-4]. This perspective does not agree that technology will see improvements in the noise levels of aircraft engines [-2], because it is believed by proponents that a completely new technology is needed to have a meaningful impact on noise.

Proponents of this perspective feel unprotected. In their view, there is a lack of transparency and meaningful engagement on the development of Dublin Airport. Some map and noise contouring data presented as part of the process were not perceived to be accurate. Proponents feel that profit should not be put before their health [+4]. For this reason, a key pillar of this perspective is the need for independent bodies to provide the data and oversight that is free of vested interests. For example, this perspective supports an environmental and noise monitoring body where citizens can also submit measurements [+4]. Furthermore, it is believed that noise investigations should be done independently, not by a body that has so much to gain from the airport, be transparent, accountable and free of vested interests [+5]. Also, this perspective holds that noise control should follow best practice as in Europe, particularly with regard to planning around night restrictions [+3].

According to this perspective, those instruments designed to protect residents are threatened to be lifted (i.e. planning conditions in the case of night-restrictions); are not enforced (e.g. planning conditions); or guidelines are not adhered to (e.g. WHO/ European Noise Emission Guidelines guidelines). It is believed that allowing night-flights would not be in keeping with Fingal's Duty of Care [+2].

In comparison to other perspectives proponents of this view do not feel that the Local Area Plan will hear their voices and allow meaningful engagement [-3]. Rather, proponents do not feel they can influence the future of Dublin Airport [-1]. The

perspective is characterized by issues regarding engagement, trust and security with regard to compliance with legal protections.

In addition to adherence to protective instruments and best practice, compensation is also important for this perspective. For proponents, compensation should reflect the impact of noise on people. Specifically, this view holds that significant compensation (>€100k) needs to be provided to minimize negative impacts on quality of life and enable options such as relocation [+3].

This perspective supports controlled growth of the airport and LAP policies providing for delivering airside and landside access [+2]. It regards a major road infrastructure upgrade as important [+3] in a way that also manages the noise of the M50. In addition, no further capacity increase should happen until landside access issues are resolved [+2]. The perspective does not see an opportunity for the heritage and history of St. Margaret's to be developed [-4]. It believes that public transport links, and an improved cycle and pedestrian network, are essential and should be a main focus of the LAP [+2]. Proponents want the airport to expand in a controlled way that accounts for the human factors and people's daily lives.

Overall, the perspective is concerned with protection from the impact of noise on physical and mental health. It is also focused on issues of engagement and power to influence development. Proponents seek independent sources of data, and noise monitoring as well as commitments to guidelines and planning conditions that can support protection of their mental and physical health, children's health, properties and communities. Meaningful compensation is also important for this perspective as an instrument to protect with insulation or other options to maintain a quality of life.

*Stakeholder profile:* Stakeholders whose responses most strongly define this perspective are five residents, from different geographical areas.

### Perspective 3: Night restrictions

This perspective is concerned about the potential lifting of restrictions on night flights. It is driven by experiences of living near the airport as well as environmental issues. The perspective is highly concerned with proposals to extend operating hours through the night [+5]. Proponents regard night flights as excessive because of the expected impact on residents' mental health, well-being, quality of life and ability of residents to live in their community. Proponents of this view are firmly against lifting restrictions on night flights [-5]. They see noise levels getting continuously worse over the next 25 years [+4] and do not believe that technological developments will see significant improvements in the noise levels of engines [-3]. This perspective holds that night flights should be restricted as per the original planning conditions [+5] and profit should not come before people's health [+4]. In addition, the airport needs to adopt best practice in maintaining night time restrictions as well as limiting aircraft noise and movement patterns [+3]. Proponents believe that residents should take priority over business and economy [+3] and allowing unrestricted night flights would not be in keeping with Fingal County Council's duty of care [+3].

While this perspective welcomes development of the airport it rejects the blind pursuit of unconstrained expansion without proper consideration of the negative effects [+4]. It supports expansion of the airport's capacity and the benefits it can bring, but sees that this can happen without night flights. The perspective rejects the idea that reduced capacity resulting from restricting night flights will have a significant negative impact on the airport, airlines and the broader Irish economy [-5]. It believes that the suggestion of additional night time flights being necessary for the economic development of the country is a fallacy [+3]. Proponents support the view that expanding regional airports would be one way to manage expansion [+2]. With regard to noise monitoring, this perspective holds that all noise investigations should also be carried out by an independent body [+2].

This concern with Night restriction is also reflected in the perspective's interest in climate change. Proponents believe that airport expansion is not only intrusive into people's way of life now but also in the future. For this reason, this viewpoint believes that the airport should be built with climate change adaptation and resilience in mind. It

agrees with the view that Dublin Airport is fundamentally at odds with Ireland's obligation to reduce greenhouse emissions by 80% by 2050. [+2]. In response, there should be independent assessment of the climate-change, health impact, built heritage and noise impacts of any proposals [+1]. Proponents hold the view that new developments can contribute positively towards reducing the airport's carbon footprint and achieving carbon neutrality [+1]. With regard to residents, this perspective disagrees with the suggestion that St. Margaret's community be moved to an area of 150 acres outside the affected noise zones [-4].

Unlike the Protect & Engage perspective, this perspective does not believe that compensation is relevant for the level of expected impact associated with the proposed developments. It sees that the airport can grow, without night-flights, distributing some capacity needs to the regional airports, and ensuring the airport plans for climate resilience.

*Stakeholder profile:* Stakeholders whose responses most strongly define this perspective are three residents, from different geographical areas.

#### Perspective 4: Climate Action

This perspective is concerned about climate change and the potential contribution of an expanded airport to significantly increased carbon emissions [+5]. It disagrees with the statement that Dublin Airport is a key enabler for our economy, and the expanded international connectivity opportunities & markets afforded are vital to future prosperity, particularly in a post-Brexit era [-3]. This perspective's key focus is the impact of aviation on climate change and environmental pollution and holds that these are a major threat to economies. It also holds that future generations must not be expected to solve any adverse impacts of the airport [-4]. Rather, the statement 'we need to think of future generations in planning for the airport' [+3], is regarded from a sustainability rather than an expansion perspective.

Proponents of this perspective believe that climate monitoring and climate change adaptation measures should be a focus of the LAP [+5]. Accordingly, the LAP should

prioritise safety and security [+2]. It sees that airport expansion cannot be reconciled with meeting Ireland's carbon targets and obligations [+4]. Proponents oppose all development at Dublin Airport [-5].

This perspective is also characterised by a focus on community well-being with human and environmental values at its core. It holds that residents' mental and physical health must be protected from noise and air pollution and that profit should not be put before the health of people [+4]. Rather, an independent analysis should consider what institutional considerations should be put in place for climate change and human health, independently of economic interests. For proponents an independent assessment of the climate-change, health impact, built heritage and noise impacts of any proposals is essential [+4]. Similarly, an independent noise and environmental body should be set up where citizens can also contribute measurements [+2]. The perspective also supports an independent noise regulator [+3].

If expansion does occur, according to this perspective, then it should be coupled with technological improvement or other ways to reduce climate and environmental impact. It holds that the environment of habitats, ecologies and heritage must be protected [+3] and there should be a focus on public transport and an improved cycle and pedestrian network [+2].

In line with its focus on human health and the environment this perspective is also against lifting restrictions on night flights [-4]. It does not agree with the claim that reduced capacity as a result of night-time restrictions have a significant negative impact on the airport, airlines and the broader Irish economy. [-2]. It holds that the airport needs to adopt best practice in maintaining night time restrictions as well as limiting aircraft noise and movement patterns [+2].

Proponents of this perspective, have some expectation to be heard and that the process will allow for meaningful engagement [+1]. They disagree that it is not possible to stop progress [-5] interpreted as growth following the logic of the market.

*Stakeholder profile:* Stakeholders whose responses most strongly define this perspective are two individuals, from different geographical areas.

# RELATIONSHIPS BETWEEN PERSPECTIVES

## Consensus views

For all four perspectives, the following statements were ranked in a similar way, demonstrating a level of consensus on these views.

The labels P1-P4 represent the Perspective number. Perspective 1 represents 'Maximum Opportunity'; Perspective 2 'Protect & Engage'; Perspective 3 'Night restrictions'; Perspective 4 'Climate Impact'.

The table shows the 'average' ranking of that statement (-5 - +5) for each perspective.

Participants	P1	P2	P3	P4
Dairy, beef farming and agriculture will be materially adversely affected by the developments envisaged in the draft local area plan.	-2	0	+1	-2
Public transport links, and an improved cycle and pedestrian network, are essential and should be a main focus of the LAP	+2	+2	+2	+2
It is possible for me to have an influence on the future development of Dublin Airport.	0	-1	+1	+1



## Defining statements for 'Maximise Opportunity'

These are a sample of views that most strongly define this perspective.

Views	P1
Dublin Airport is a key enabler for our economy, and the expanded international connectivity opportunities & markets afforded are vital to future prosperity, particularly in a post-Brexit era.	+5
It is critical that the LAP makes adequate policy provision to support the delivery of significant landside and airside infrastructure at Dublin Airport to deal with capacity constraints.	+5
I am in favour of all development at Dublin Airport, which is of strategic national importance to the island of Ireland.	+4
Expansion is an attack on the health of residents	-5
To suggest the additional night time flights are necessary for the economic development of the country is a fallacy.	-4

## Defining statements for 'Protect & Engage'

These are a sample of views that most strongly define this perspective.

Views	P1
An independent environmental and noise monitoring body should be set up where citizens can also submit measurements.	+4
Significant compensation (>€100k) needs to be provided to fund insulation upgrades for homes and buildings including schools as well as for loss of value	+3
I am very concerned that they are going to extend operating hours through the night.	+3
We expect this plan will respect and hear our voice and allow meaningful engagement.	-3
I see a real opportunity for the rich heritage and history of St. Margaret's to be brought to life and developed, for tourists as well as Irish people.	-4

## Defining statements for 'Night restrictions'

These are a sample of views that most strongly define this perspective.

Views	P1
I am very concerned that they are going to extend operating hours through the night.	+5
Dublin airport is of strategic importance, and further expansion is necessary, but the blind pursuit of unconstrained expansion without proper consideration of the negative effects must be rigorously challenged.	+4
I am concerned about climate change and how it will be impacted by expansion of Dublin airport.	+2
Modern aircraft are quieter and developments in technology will see the further improvements in the noise levels of engines.	-4

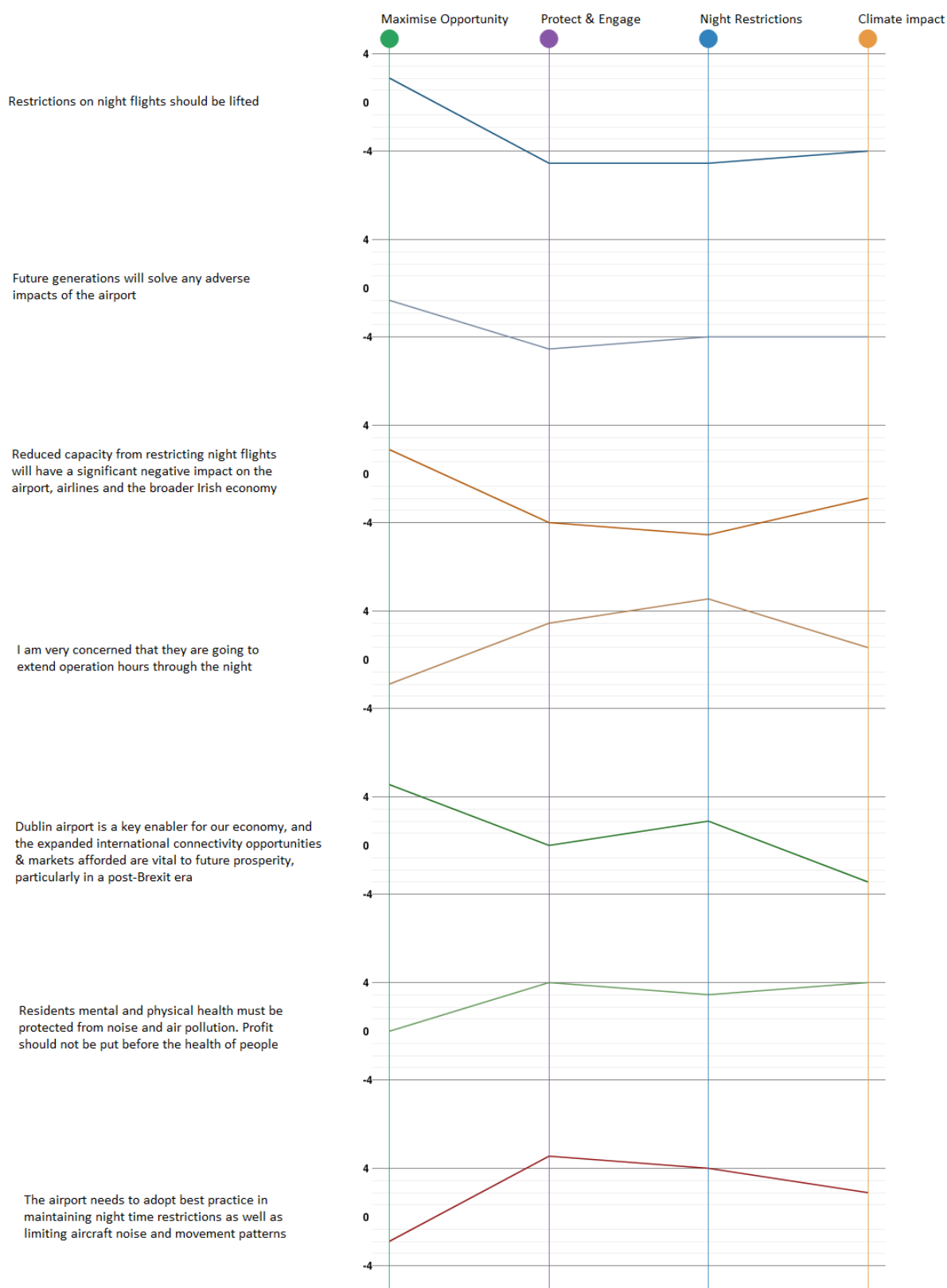
## Defining statements for 'Climate action'

These are a sample of views that most strongly define this perspective.

Views	P1
Climate change will impact the operation of the airport. Therefore, climate monitoring and climate change adaptation measures must be prioritised in future planning.	+5
I am concerned about climate change and how it will be impacted by expansion of Dublin airport.	+5
There should be a serious, independent assessment of the climate-change, health impact, built heritage and noise impacts of any proposals.	+4
You can't stop progress.	-5
I am in favour of all development at Dublin Airport, which is of strategic national importance to the island of Ireland.	-5

## Opinion ranking for each perspective

The following diagram illustrates graphically the ways in which different opinions were ranked across the perspectives. This is an excerpt of the full report of statements that is available in Appendix C.



# STAKEHOLDERS' POSITIONS

The following graphs shows the extent to which each participant identifies with or 'agrees' with a particular perspective. The vertical axis shows the participant number. The horizontal axis shows participant's scores on a range from 0 to 1 indicating agreement or 0 to -1 indicating disagreement.

*Figure 1: Participants positions for the perspective 'Maximise Opportunity'.*

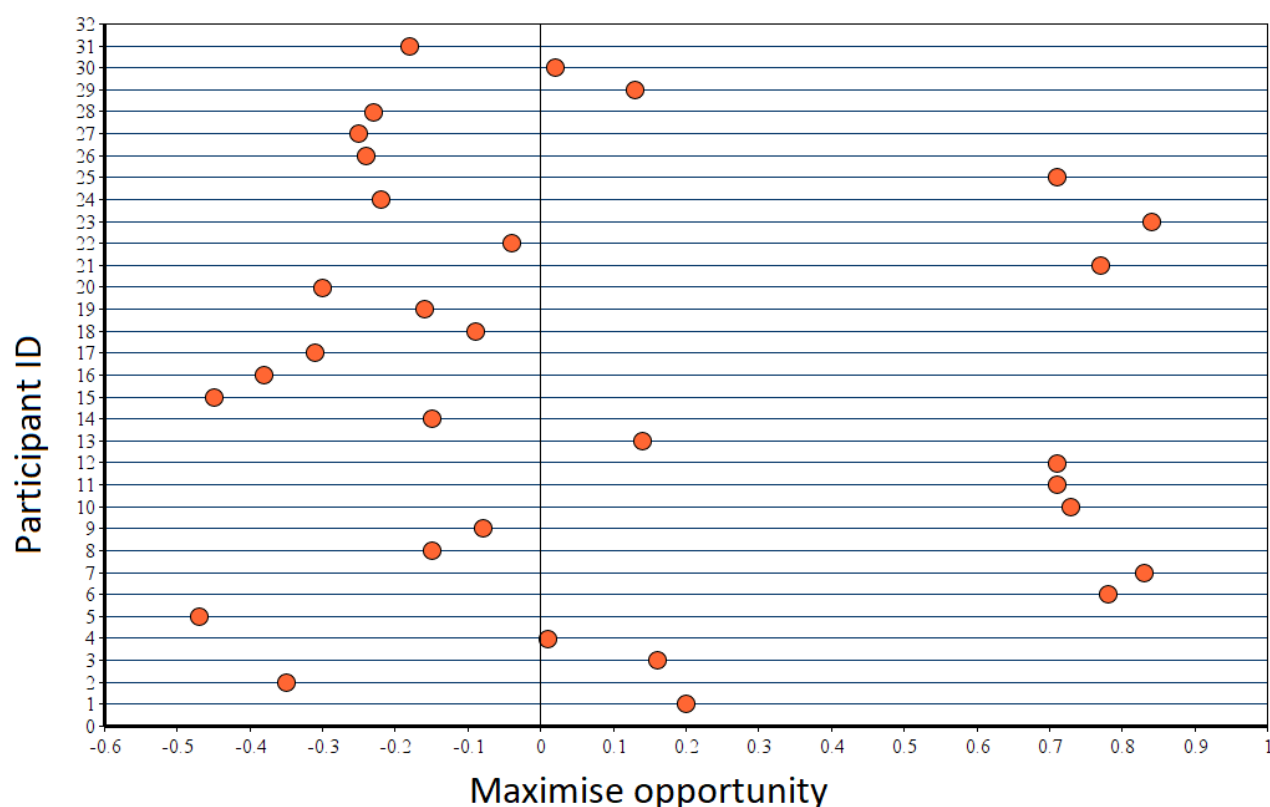


Figure 2: Participants positions on the 'Protect & Engage' view

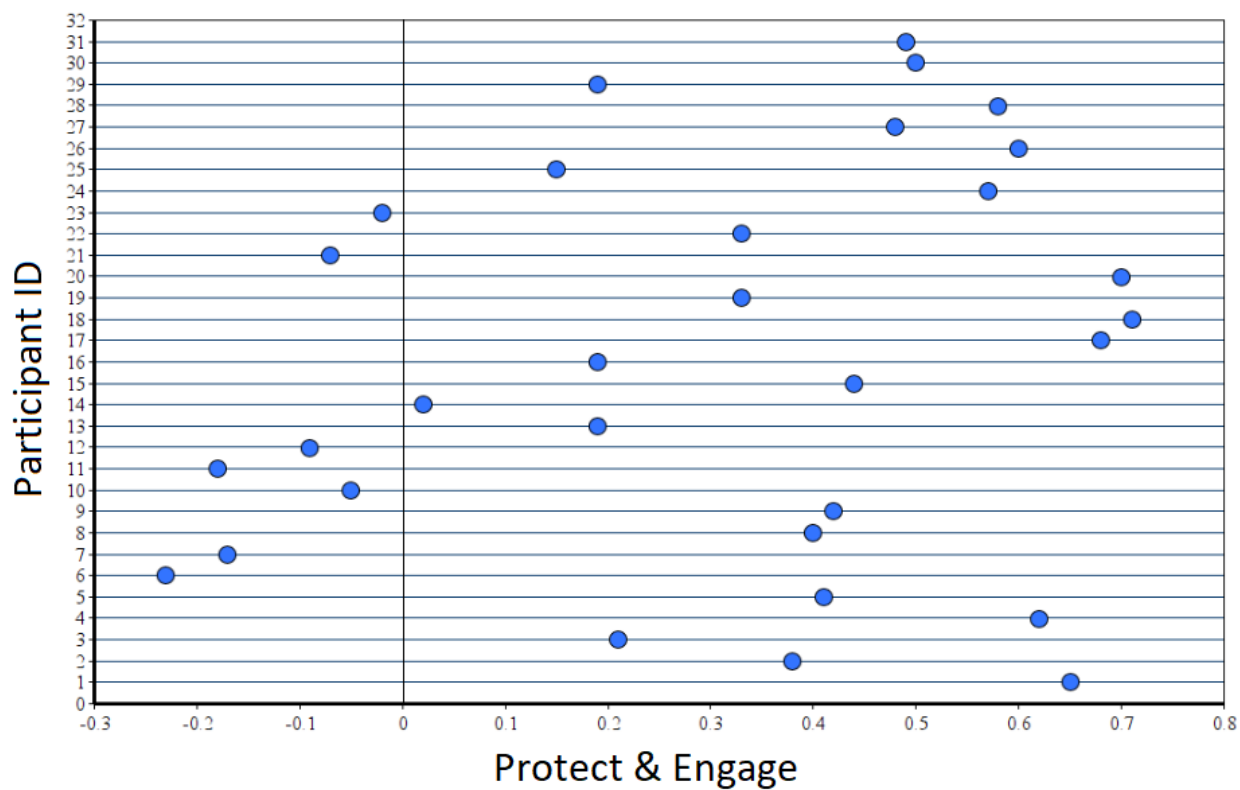


Figure 3: Participants positions on the 'Night restrictions' view

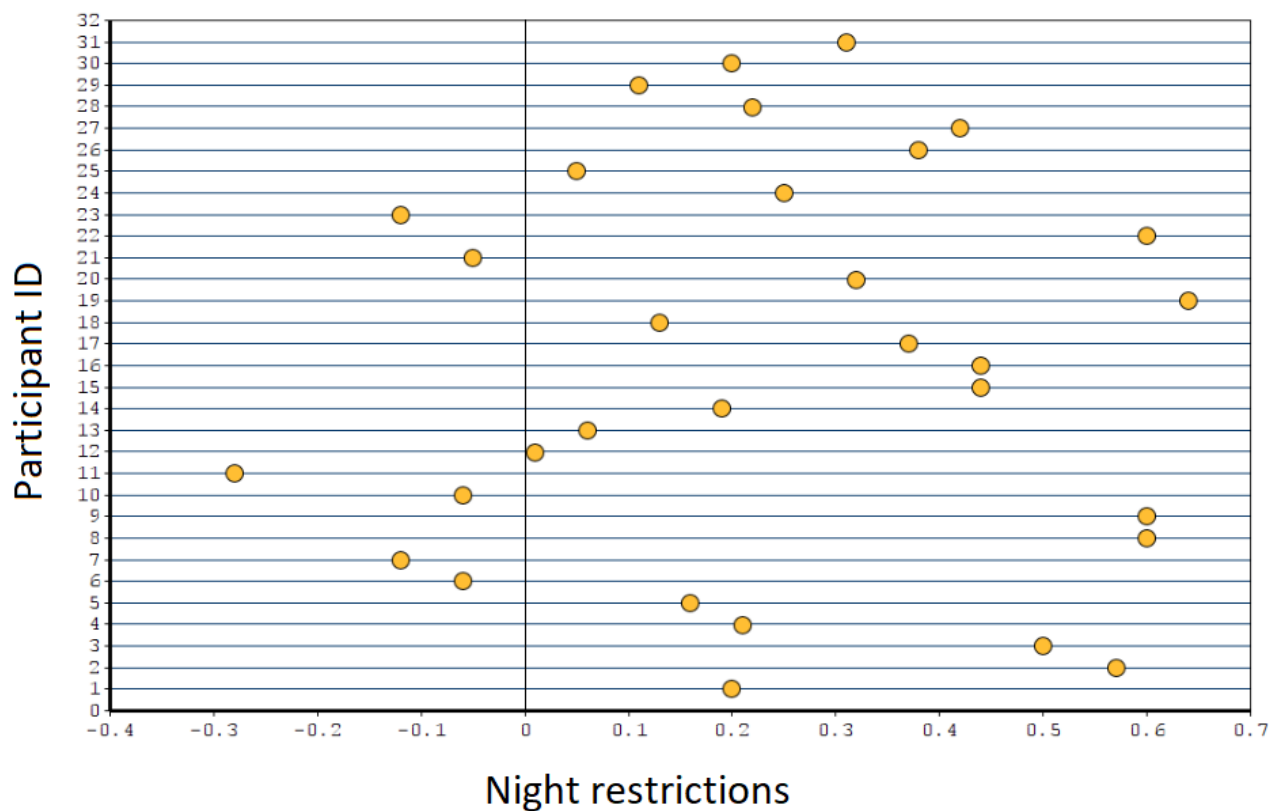
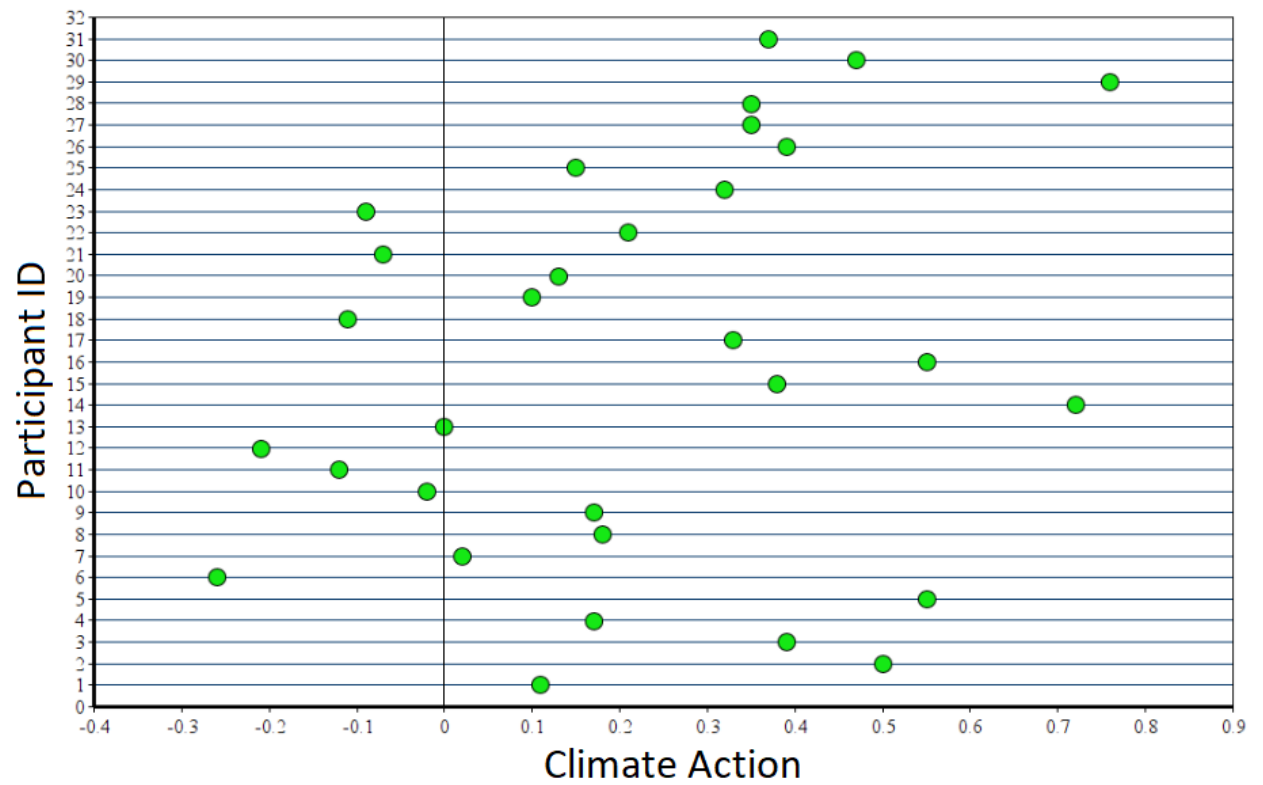


Figure 4: Participants positions on the 'Climate Action' view



# CONCLUSION

The above report has outlined four social perspectives on the future of Dublin Airport that emerged from participants responses to the survey and interview process. It provides information on shared perspectives between all stakeholders when the full range of opinions on the issue are considered.

To ensure no views were missed during the survey/interview process, participants were asked after completing the survey, if they felt that the set of statements which they were asked to rank was comprehensive, or if there were views missing. Overall, the majority of participants responded that the views were comprehensive. Some participants suggested additional statements or rewordings. A sample of these are as follows:

- 'DAA genuinely listens and contributes to the local community'
- 'Insofar as residents are affected by changes to the airport, they should be fully compensated'
- 'There should be more engagement between Council, people and DAA where we can get more information and have more communication'

It was felt that there should be a statement about helping people not currently affected by noise to understand the potential impact of expansion.

A participant suggested a statement regarding timing as timing is a crucial issue affecting planning.

Finally, a common view shared by all perspectives and emerging from interviews, was the need for the competent authority for noise regulation to be independent.



# APPENDIX A

## Interview commentary

Outlined below is a sample of comments from participant interviews that provide additional context to perspectives identified regarding the new Dublin Airport Local Area Plan (LAP). It is intended as a high-level window on subjective experiences, beliefs and attitudes underlying the social perspectives.

As mentioned in the report, social perspectives are *how people think in totality about an issue*. There may be disagreement between proponents of different perspectives on values, preferences and beliefs regarding facts.

In the following short overview, quotes are included for the purpose of more directly giving voice to the subjective views shared during the interview process.

### Maximise Opportunity

This perspective is held by individuals and organisations that promote the value and development of the airport. The key driver of this perspective is a belief in the greater common good for all the people of Ireland. One participant summarized this view as follows: “There is an element of the greater good - looking at the country as a whole. The airport serves the whole island of Ireland. As an island, international connectivity is vital to our economy as well as providing for cultural connectivity.” This value of the airport economically, culturally and socially, and support for its development and expansion, is strongly supported by all stakeholders who define this viewpoint.

To enable this common good, proponents prioritized ways the LAP can enable the delivery of this common good. For example, the airport’s infrastructure and processes for safety and efficiency must develop. Specific proposals regarding development of the Western Campus and the layout of the zoning and runway systems are important to some proponents. The airport is also seen as well as an environment and public amenity that contributes to the common good in specific way. According to some

proponents, the environment of the airport should be protected, support recreational use such as plane-spotting and cycling, and be accessible.

With regard to noise and night flights, it was regarded that 'There needs to be best practice such as the Balanced Approach to airport growth and the airport also needs to be a good neighbor'. It is seen that technological developments and runway layouts will reduce the noise impact.

## **Protect & Engage**

There was commonality among stakeholders holding this view. In general, most supporters of this view state that they are affected by or will be affected by an increase in noise levels resulting from airport development. They share a concern that as, 'already lives are impacted by noise', this will get worse. There is concern at the level of noise potentially reaching 80-90 decibels and consensus that lifting of the night-flight restrictions is not acceptable.

There is a strong interest in deeper engagement with DAA and Fingal. A participant suggested that this would be helpful as 'the airport can expand in a way that accommodates people'. With regard to the perceived zero-sum thinking around the issue of night-flights it was suggested that with engagement a balance could potentially be found.

## **Excessive Impacts**

There was commonality among stakeholders aligning with this perspective that night-flight restrictions should not be lifted. In general, there is support for the airport's development, recognizing benefits. However, development 'should not happen at any cost', particularly regarding health and well-being. Proponents see that 'other airports deal with restrictions' and there is a concern that that 'money will win out and our voice will not be heard'. The environmental aspect of this perspective included concerns around airport waste.

## Climate Action

For proponents of this view, climate change is the key focus. The idea that a society should expand without attention to climate change is regarded as short-sighted as 'there is also a human impact on health and well-being'. The perspective has a specific focus on the concept of progress. It does not agree with the idea of growth and expansion as progress where it is contributing to climate change. Progress is seen as broader, encompassing values and the environment. For example, 'This is not progress. There's no value system'. In this way the idea of progress is specifically contested by this perspective.

## APPENDIX B

### Statements used in the survey

1 Dublin Airport is a key enabler for our economy, and the expanded international connectivity opportunities & markets afforded are vital to future prosperity, particularly in a post-Brexit era.	2 Residents should take priority over business and economy.
3 The growth of Dublin Airport has the potential to create many new jobs, which will be needed for the large population growth forecast for North County Dublin.	4 Dairy, beef farming and agriculture will be materially adversely affected by the developments envisaged in the draft local area plan.
5 The LAP should prioritise policies protecting airport safety and security.	6 The airport should support the development of additional business facilities such as logistics and retail facilities, relevant to the operations of the airport.
7 No further capacity increase should be permitted unless landside access problems are comprehensively addressed and resolved.	8 I do not want any more land development to take place on lands the DAA own in our area on health, safety and economic grounds.
9 It is critical that the LAP makes adequate policy provision to support the delivery of significant landside and airside infrastructure at Dublin Airport to deal with capacity constraints.	10 We need to think of future generations in planning for the airport.

<p>11</p> <p>Residents mental and physical health must be protected from noise and air pollution. Profit should not be put before the health of people.</p>	<p>12</p> <p>To suggest the additional night time flights are necessary for the economic development of the country is a fallacy.</p>
<p>13</p> <p>Reduced capacity resulting from restricting night flights will have a significant negative impact on the airport, airlines and the broader Irish economy.</p>	<p>14</p> <p>The airport needs to adopt best practice in maintaining night time restrictions as well as limiting aircraft noise and movement patterns.</p>
<p>15</p> <p>Airports are part of a global industry. It's ludicrous to concede on one hand that we need a second runway and then think it will improve the situation if we restrict the times that it can be used.</p>	<p>16</p> <p>Modern aircraft are quieter and developments in technology will see the further improvements in the noise levels of engines.</p>
<p>17</p> <p>The airport and flight paths cause massive noise pollution and this is going to continually get a lot worse over the next 25 years &amp; beyond.</p>	<p>18</p> <p>In the future there should be facilities for people to safely watch planes.</p>
<p>19</p> <p>All new developments can contribute positively towards reducing the airport's carbon footprint and achieving carbon neutrality.</p>	<p>20</p> <p>Increasing air traffic capacity at Dublin Airport is fundamentally at odds with Ireland's obligation to reduce greenhouse emissions by 80% by 2050. The two objectives are inimical and cannot be reconciled.</p>

<p>21</p> <p>Climate change will impact the operation of the airport. Therefore, climate monitoring and climate change adaptation measures must be prioritised in future planning.</p>	<p>22</p> <p>Ecologies, habitats, biodiversity and heritage must be protected in any expansion plan.</p>
<p>23</p> <p>Over reliance on a single airport makes the country vulnerable should it be disabled for any reason.</p>	<p>24</p> <p>I am concerned about climate change and how it will be impacted by expansion of Dublin airport.</p>
<p>25</p> <p>Expansion is an attack on the health of residents.</p>	<p>26</p> <p>I am very concerned that they are going to extend operating hours through the night.</p>
<p>27</p> <p>I am in favour of all development at Dublin Airport, which is of strategic national importance to the island of Ireland.</p>	<p>28</p> <p>Dublin airport is of strategic importance, and further expansion is necessary, but the blind pursuit of unconstrained expansion without proper consideration of the negative effects must be rigorously challenged.</p>
<p>29</p> <p>Reduce carbon by activities such as a carbon tax on traffic on the second runway, generating sustainable energy, water capture, recycling waste, and banning diesel in favour of electric buses</p>	<p>30</p> <p>An independent environmental and noise monitoring body should be set up where citizens can also submit measurements.</p>
<p>31</p> <p>Develop the regional airports. De-centralising the aviation activity will give a more balanced approach countrywide as well as reduce the demand and pressure on Dublin airport.</p>	<p>32</p> <p>Public transport links, and an improved cycle and pedestrian network, are essential and should be a main focus of the LAP.</p>

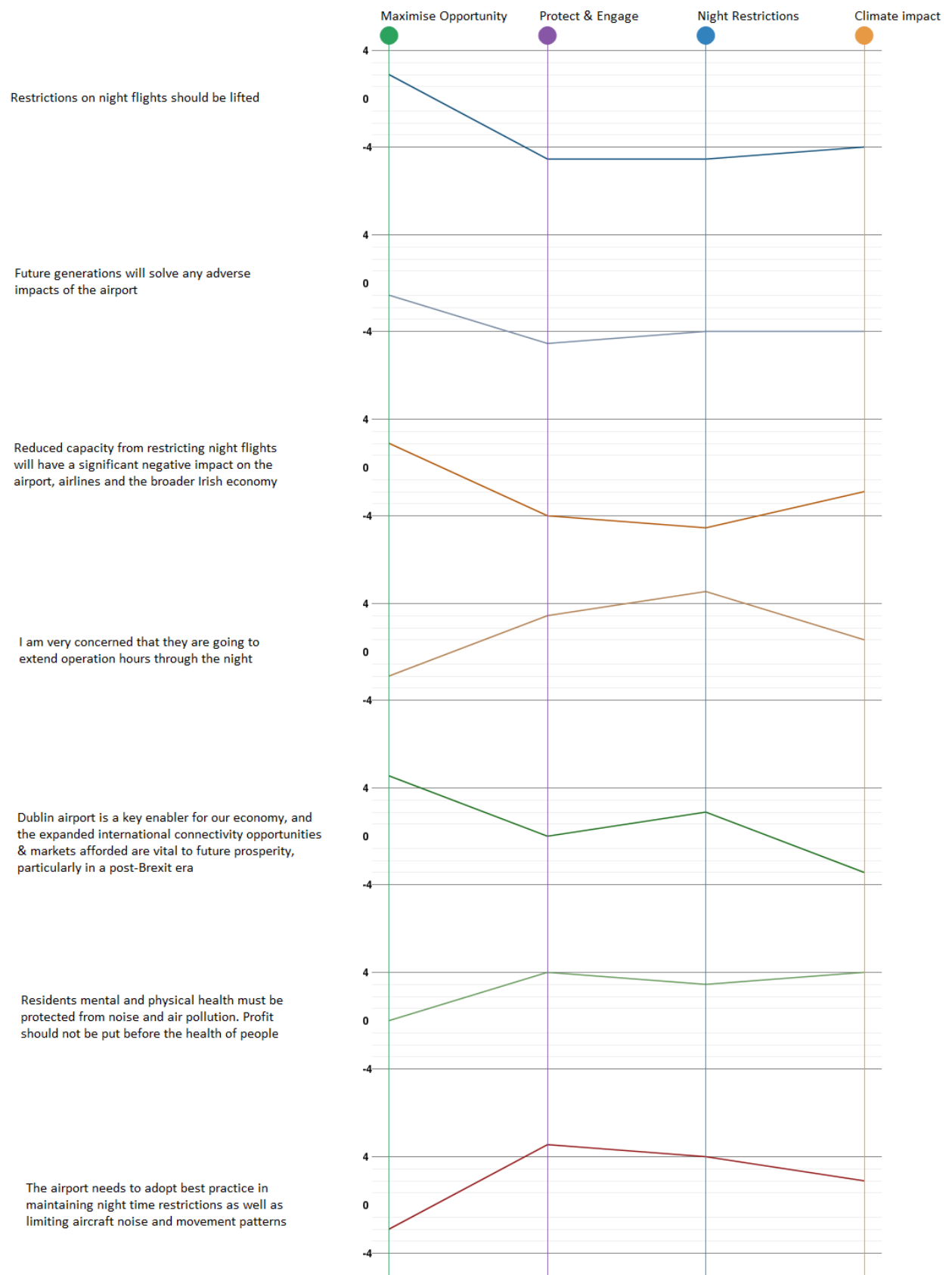
<p>33</p> <p>I would like to see a heavy rail link connecting Dublin Airport to the core rail network would enhance local regional and national access including a direct connection into the Dublin Belfast Economic Corridor.</p>	<p>34</p> <p>My opinion is that a major road infrastructure upgrade is needed to accommodate the number of people entering and leaving Dublin Airport.</p>
<p>35</p> <p>Restrictions on night flights should be lifted.</p>	<p>36</p> <p>Night flights should be restricted as per the original planning conditions and in line with best practice around the busiest airports across Europe. Plan around your restrictions. Be a good neighbour!</p>
<p>37</p> <p>I see a real opportunity for the rich heritage and history of St. Margaret's to be brought to life and developed, for tourists as well as Irish people.</p>	<p>38</p> <p>Significant compensation (&gt;€100k) needs to be provided to fund insulation upgrades for homes and buildings including schools as well as for loss of value.</p>
<p>39</p> <p>One solution is to move affected residents to an area outside the affected noise zones. 150 acres of land adjacent to St. Margaret's is a perfect opportunity.</p>	<p>40</p> <p>If people bought houses in the area in the last 20 years they will have to put up with the noise.</p>
<p>41</p> <p>There should be a serious, independent assessment of the climate-change, health impact, built heritage and noise impacts of any proposals.</p>	<p>42</p> <p>We expect this plan will respect and hear our voice and allow meaningful engagement.</p>



<p>43</p> <p>The democratic process is not being adhered to, given the projected economic benefits.</p>	<p>44</p> <p>It is possible for me to have an influence on the future development of Dublin Airport.</p>
<p>45</p> <p>Any noise investigations should be done independently, not by a body that has so much to gain from the airport, and be transparent, accountable and free of vested interests.</p>	<p>46</p> <p>Allowing unrestricted night flights would not be in keeping with Fingal County Council's duty of care.</p>
<p>47</p> <p>Future generations will solve any adverse impacts of the airport.</p>	<p>48</p> <p>You can't stop progress.</p>

# APPENDIX C

Full list of statement rankings by perspective.



Airports are part of a global industry. It is ludicrous to concede on the one hand that we need a second runway and then think it will improve the situation if we restrict the times that it can be used

I am in favour of all development at Dublin Airport, which is of strategic national importance to the island of Ireland.

Night flights should be restricted as per the original planning conditions and in line with best practice around the busiest airports across Europe. Plan around your restrictions. Be a good neighbour!

The airport and flight paths cause massive noise pollution and this is going to continually get a lot worse over the next 25 years and beyond.

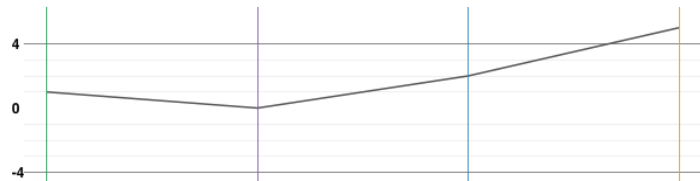
I am concerned about climate change and how it will be impacted by expansion of Dublin airport.

Modern aircraft are quieter and developments in technology will see further improvements in the noise levels of engines

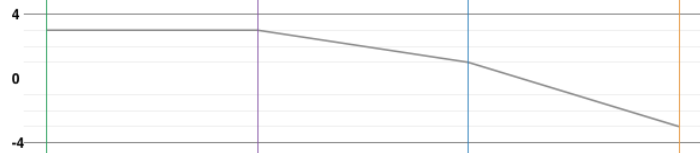
If people bought houses in the area in the last 20 years they will have to put up with the noise.



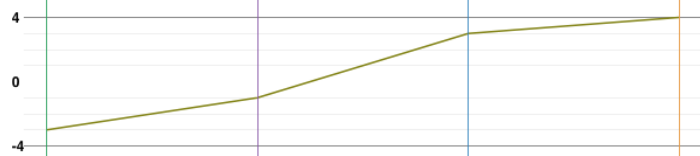
Climate change will impact the operation of the airport. Therefore climate monitoring and climate change adaptation measures must be prioritised in future planning



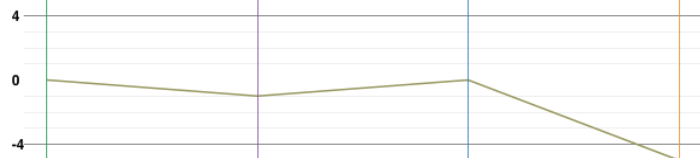
My opinion is that a major road infrastructure upgrade is needed to accommodate the number of people entering and leaving Dublin Airport



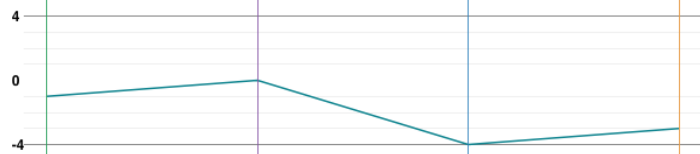
Increasing air traffic capacity at Dublin Airport is fundamentally at odds with Ireland's obligation to reduce greenhouse emissions by 80% by 2050. The two objectives are inimical and cannot be reconciled



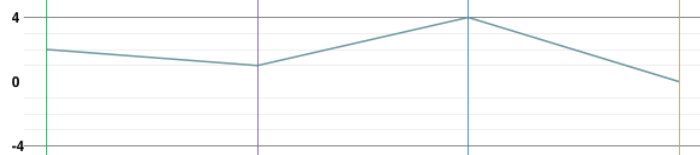
You can't stop progress



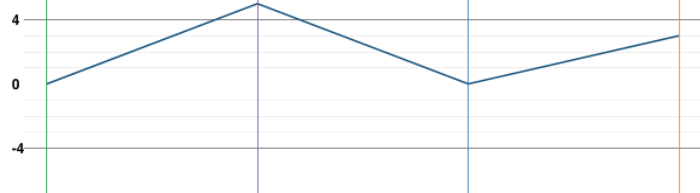
One solution is to move affected residents to an area outside the affected noise zones. 150 acres of land adjacent to St. Margaret's is a perfect opportunity



Dublin airport is of strategic importance, and further expansion is necessary, but the blind pursuit of unconstrained expansion without proper consideration of the negative effects must be rigorously challenged.



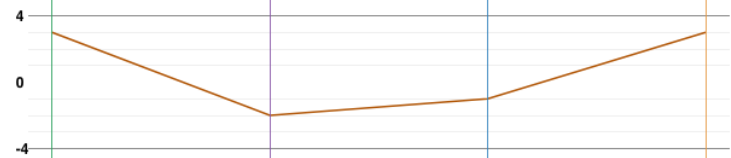
Any noise investigations should be done independently, not by a body that has so much to gain from the airport, and be transparent, accountable and free of vested interests



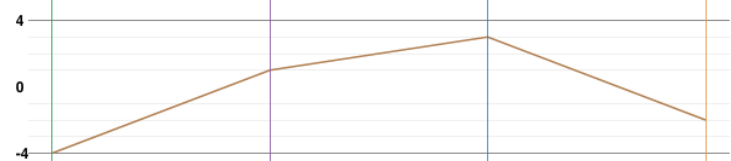
It is critical that the LAP makes adequate policy provision to support the delivery of significant landside and airside infrastructure at Dublin Airport to deal with capacity constraints



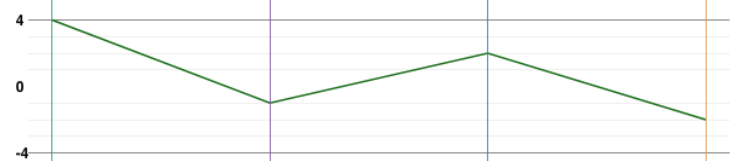
We need to think of future generations in planning for the airport



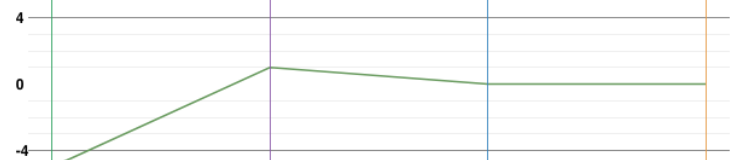
Develop the regional airports. De-centralising the aviation activity will give a more balanced approach countrywide as well as reduce the demand and pressure on Dublin airport.



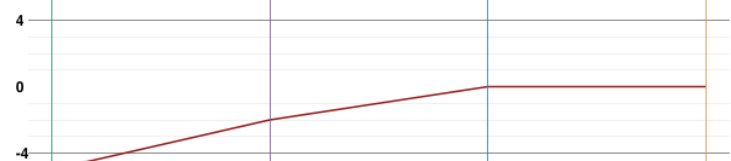
The growth of Dublin Airport has the potential to create many new jobs, which will be needed for the larger population growth forecast for North County Dublin



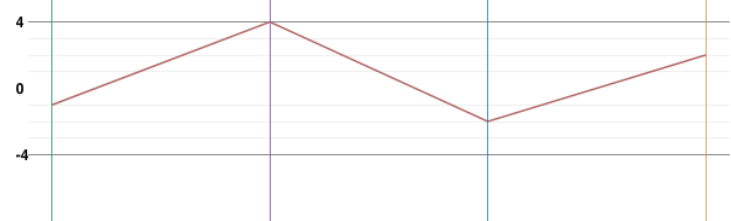
Expansion is an attack on the health of residents



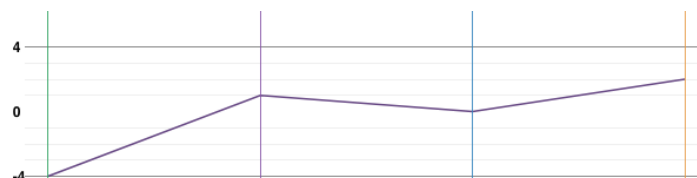
I do not want any more land development to take place on lands the DAA own in our area on health, safety and economic grounds



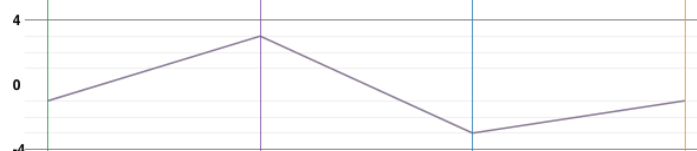
An independent environmental and noise monitoring body should be set up where citizens can also submit measurements



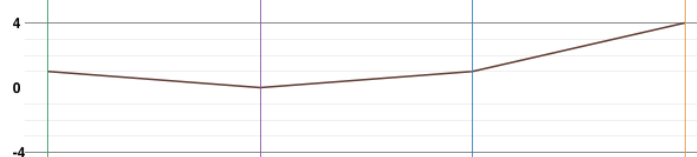
To suggest additional night time flights are necessary for economic development of the country is a fallacy



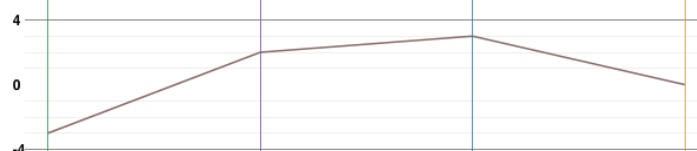
Significant compensation (>100K) needs to be provided to fund insulation upgrades for homes and buildings including schools as well as for loss of value



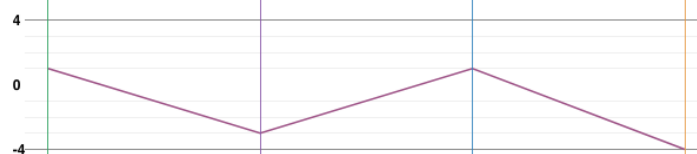
There should be a serious, independent assessment of the climate-change, health impact, built heritage and noise impacts of any proposals



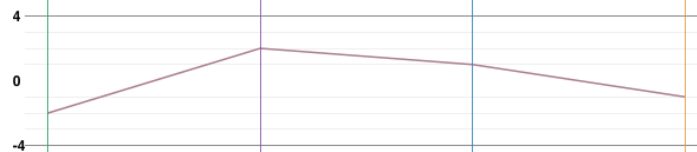
Residents should take priority over business and economy



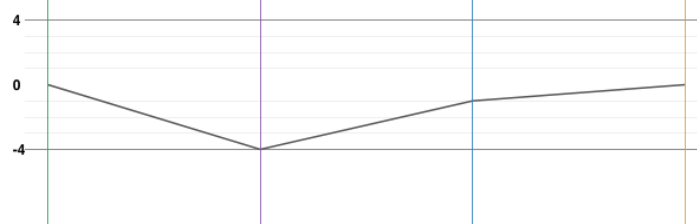
All new developments can contribute positively towards reducing the airport's carbon footprint and achieving carbon neutrality



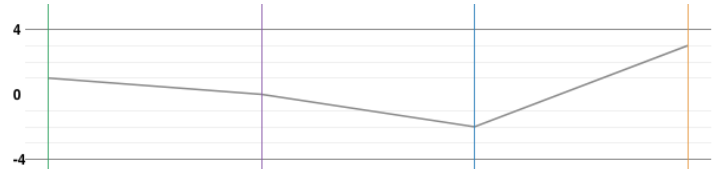
Allowing unrestricted night flights would not be in keeping with Fingal County Council's duty of care



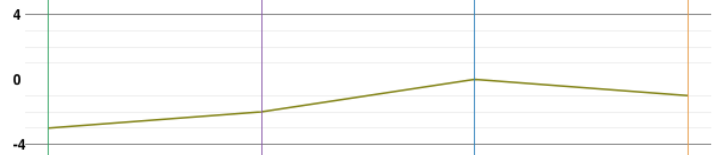
I see a real opportunity for the rich heritage and history of St. Margaret's to be brought to life and developed, for tourists as well as Irish people



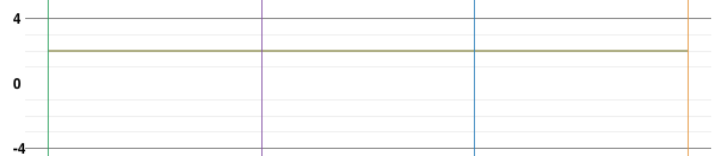
Ecologies, habitats, biodiversity and heritage must be protected in any expansion plan



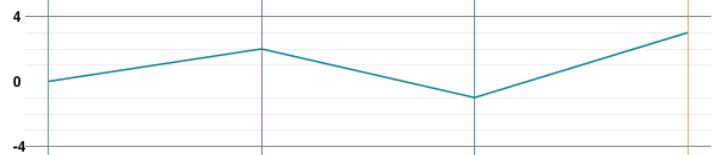
Over-reliance on a single airport makes the country vulnerable should it be disabled for any reason



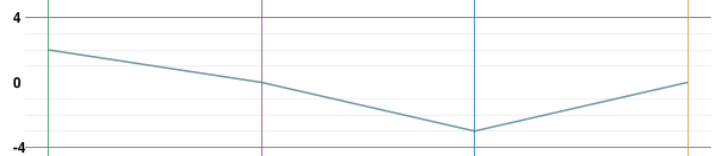
Public transport links, and an improved cycle and pedestrian network, are essential and should be a main focus of the LAP



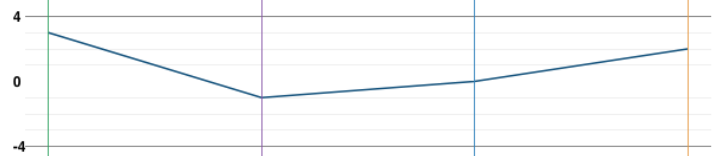
No further capacity increase should be permitted unless landside access problems are comprehensively addressed and resolved



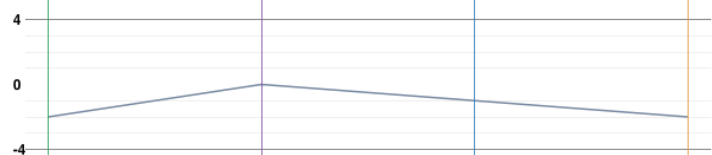
The airport should support the development of additional business facilities such as logistics and retail facilities, relevant to the operations of the airport



The LAP should prioritise policies protecting airport safety and security

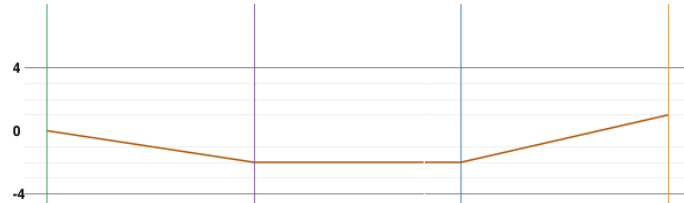


Dairy, beef farming and agriculture will be materially adversely affected by the developments envisaged in the draft Local Area Plan

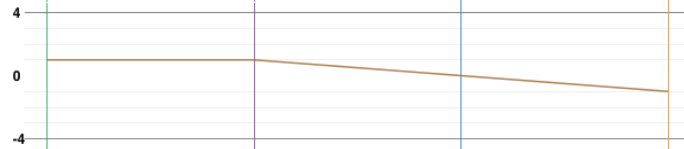




In the future there should be facilities for people to safely watch planes



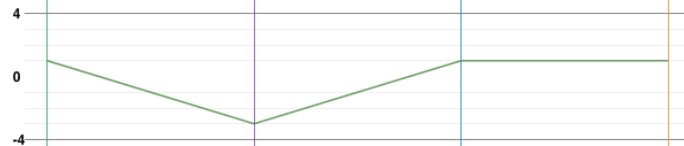
I would like to see a heavy rail link connecting Dublin Airport to the core rail network as it would enhance local, regional and national access including a direct connection into the Dublin Belfast Economic Corridor



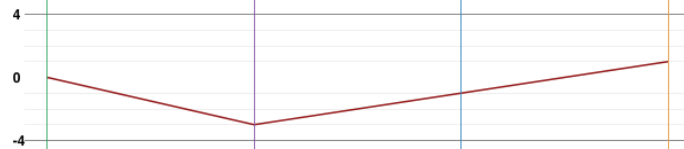
The democratic process is not being adhered to given the projected economic benefits



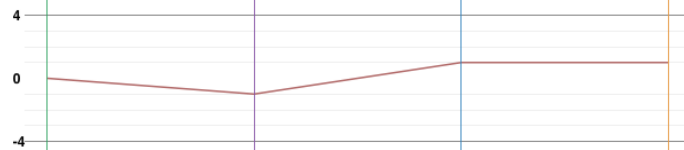
We expect this plan will respect and hear our voice and allow meaningful engagement



Reduce carbon activities such as a carbon tax on traffic on the second runway, generating sustainable energy, water capture, recycling waste, and banning diesel in favour of electric buses



It is possible for me to have an influence on the future development of Dublin Airport



# APPENDIX D

## Summary of sampling methods

This section outlines the sampling process for the statements and respondents according to Q-methodology. As social perspectives are a statement of how people think about an issue, the methodology focuses on sampling by the diversity of views on an issue and diversity of stakeholders. It does not use random sampling of a population. It also does not indicate how much of the population holds each of those perspectives. This could be measured separately.

The 31 participants who took part in the interview process reflected the diversity of views that were shared in public communications on the issue of the future of Dublin Airport and the Local Area Plan over the past five years. The process for capturing this diversity was as follows:

The first step involved gathering a comprehensive range of views on the issue of the future of Dublin Airport. The public consultation of the Dublin Airport Local Area Plan, was a national consultation where members of the general public were invited to make submissions or share their views. The consultation was promoted through Public Participation Networks; the DAA; residents' associations; Government departments; advertisement in national newspapers; Fingal County Council's website and social media channels.

Opinions were collated from submissions to the Dublin Airport Local Area Plan consultation as well as from; social media; traditional media sources; drop-in meetings as part of the LAP consultation process; formal reports; Fingal County Development Plan (2017-2023); and Dublin Airport Authority public consultation reports. Members of the public could also share their views directly on [yourairportviews.fingal.ie](http://yourairportviews.fingal.ie).

The collation process resulted in a set of 225 opinions. Statements were gathered until there no further difference in views could be identified. The sample of views are published on [yourairportviews.fingal.ie](http://yourairportviews.fingal.ie) and in Appendix B.

This dataset was reduced to 48 representing the most diversity in the range of views, based on a structured sample of the themes that emerged. The frame was based on the following structure: Policy statements (26 statements); Concerns (5); Proposed actions (12); Engagement process (12) and Authorities (2).

A structured sample was also developed to achieve diversity of respondents in contributing views or submissions during the consultation process, and in participating in the survey exercise. The sample was based on the dimensions of potential interest (e.g. local residents, industry/economic interest, experts, Ireland residents, airport staff); age, gender and region (airport environs or beyond)<sup>11</sup>. Eight-four individuals and organisations/associations that responded to the public consultation on the Dublin Airport LAP were invited to participate.

Each of the statements included in the sample was matched with a corresponding stakeholder who has expressed that or a similar view. On this basis there is a comprehensive diverse sample of statements and stakeholders with respect to public communications on the issue of the future of Dublin Airport.

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<sup>11</sup> Further details on the technical sampling process is available on request.