

SK

S. 37

File With _____

SECTION 131 FORM

Appeal NO: ABP 314488

TO: SEO

Defer Re O/H ☐

Having considered the contents of the submission dated/ received 18/12/24
from

Breftm + Orla
Conaty I recommend that section 131 of the Planning and Development Act, 2000
be/not be invoked at this stage for the following reason(s): no w 1880

E.O.: [Signature]

Date: 20/12/24

To EO: _____

Section 131 not to be invoked at this stage. ☐

Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: _____

Date: _____

S.A.O.: _____

Date: _____

M _____

Please prepare BP _____ - Section 131 notice enclosing a copy of the attached
submission

to: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 314455

VI _____

Please treat correspondence received on 18/12/24 as follows:

1. Update database with new agent for Applicant/Appellant _____

2. Acknowledge with BP 233. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐

Amendments/Comments

Resp Rec Breffm Geny

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☒(e) Inspectorate ☐(c) Processing ☒RETURN TO EO ☐EO: [Signature]Plans Date Stamped ☐Date Stamped Filled in ☐AA: F. HestonDate: 24/12/24

Tracy

Derek Kelly

From: Breffni Conaty <breffniconaty1@gmail.com>
Sent: Wednesday 18 December 2024 11:31
To: Appeals2
Subject: appeal against draft decision daa
Attachments: Observation appeal ABP.pdf

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Hello,

Please find our submission of appeal to this decision. If there is an issue with case number please let me know.

Thank you,

Breffni Conaty

To: An Bord Pleanála

Re: Appeal of Relevant Action Draft Decision

Case: 314485

From: Breffni & Orla Conaty

Drumord House, Coolquoy

The Ward, Co Dublin

Dear Board,

Unauthorised Flight Paths

The noise has had a devastating impact on the quality of our lives. We built this house having consulted with the original plans by the daa and approved planning. FCC (Fingal County Council) did not even suggest we would need to install any noise insulation as part of condition of planning. Now we cannot open a window because of the noise. As a consequence, during the summer months we suffering from extreme heat in the house due to solar gain and are having to spend a fortune on fans & electricity.

Impact on Kilcoskan National School

I serve on the Board of Management on our local school (Kilcoskan National School). The school children and staff are now suffering from the impact of the noise due to the divergent flight paths. Mr Jacobs is incorrect in statements he has made that he has 'worked things out'. The board reluctantly accepted an offer from the daa to insulate the school as we felt we had no choice. The position will always remain that in the interests health for the children in the school & their ability to play outside in relative peace, flight paths should revert to what was granted in the original planning. The schools own observation to this planning should highlight this fact as they have continued to fight against the daa.

Sleep deprivation

We are very concerned about the suggestion the night time flight cap will be lifted and day time operating hours are to be extended. The daa are already breaching this planning condition. We need our sleep yet our family are woken by the planes every morning at 7am. A noise quota system is hugely flawed and should only be used in

conjunction with the 65 night time flight cap. This situation is exacerbated when the north runway is out of operation and flights from the south runway come over us, resulting in us being woken up at 3 or 4 am. It is very difficult to get back to sleep haven been awoken at this time and it impacts on our entire day.

Corporate Governance concerns

The daa have been poorly led in recent years. They continue to break planning conditions like the passenger cap willingly and constantly push their agenda through the media on the loss of jobs if they do not get the cap lifted. This is an unfair narrative to paint and appalling behaviour from a semi state body. They have also misled the public and an Oireachtas committee by claiming these are the only flight paths they are allowed based on safety. The IAA have clearly stated that these were the only flight paths presented for them to approve and by default they had no other choice. Hopefully the IAA will submit an observation confirming as much and stop this lie being spread further.

The daa are out of control and agreeing to this will reinforce the notion that they are above the law of the land and sets a dangerous precedent for other large organisations to follow. A rejection would send a message that planning must be taken seriously in this country regardless of who you are.

Above are our personal opinions. I have attached a list of other concerns raised at public consultations which are appropriate to this case and I agree with all of them. Finally, I would like to add that the daa have permission to switch and use the north runway for departures in the opposite direction. We have suffered for over two years now. A decision can be made that forces the daa to switch runway departure operations (therefore abiding by planning permission). The daa will no longer be breaking the law and will meet all aerodrome safety requirements.

Kinds Regards,

Breffni & Orla Conaty

Additional information on why daa should not be granted permission

The Inspector's Report has rightly concluded that the adverse impact of the Relevant Action on the surrounding communities would be too severe to justify granting permission. The proposal's projected increase in night-time activity would result in significant additional awakenings, which are well-documented to cause substantial health and well-being consequences, including increased risks of cardiovascular disease, mental health disorders, and sleep-related cognitive impairments. These impacts underscore the urgent need for stringent controls to protect affected communities.

Given these findings, it is essential that any current or future expansion of airport activity during night-time hours be strictly limited by a movement cap of 13,000 annual night-time flights, as proposed. However, the severity of the projected health and environmental impacts suggests that a complete ban on night-time flights may ultimately be necessary to ensure the well-being of affected communities. Night-time operations present unacceptable risks to health and quality of life, and the evidence strongly supports minimising or eliminating such activity to meet public health and sustainability goals.

Without such measures, the application should have been refused outright by the planning authorities, as the adverse impacts clearly outweigh any potential benefits. Therefore, the application must now be rejected to protect the integrity of the planning process, uphold public health standards, and ensure that the needs of the local community are prioritised over operational convenience.

The following expanded summary highlights the inadequacies of the DAA application, the breaches of planning conditions, and the need for a comprehensive approach to managing night-time flights, which includes the retention of the movement cap as an immediate measure and consideration of a full ban on night-time operations to safeguard public health and community welfare.

1.0 Inadequacy of DAA Application and Necessity of Movement Limit

- **Failure to Address Noise Impacts:**
 - The Dublin Airport Authority (DAA) application fails to assess or mitigate the adverse effects of nighttime noise adequately.
 - Average metrics like % Highly Sleep Disturbed (HSD) and L_{night} fail to capture acute impacts such as awakenings, which have immediate and long-term health consequences.
- **Health Implications of Nighttime Noise:**
 - Chronic sleep disruption contributes to cardiovascular disease, mental health disorders, and reduced cognitive performance.
 - The WHO highlights that even one additional awakening per night represents a significant adverse health impact, ignored in the DAA's proposals.
- **Projected Impacts:**

- The inspector has defined that more than 1 additional awakening per night as a result of aircraft noise is a significant adverse impact.
- The inspector has concluded “in conjunction with the board’s independent acoustic expert that the information contained in the RD and the RA does not adequately demonstrate consideration of all measures necessary to ensure the increase in flights during the nighttime hours would prevent a significant negative impact on the existing population.”
- **Insulation Limitations:**
 - Insulation measures cannot fully mitigate nighttime noise due to factors like open windows, low-frequency noise, and peak noise events.
 - The WHO average insulation value of 21 dB assumes windows are open 20% of the year, making insulation less effective.
 - The introduction of a new insulation criteria of 80dB L_{ASMax} is welcomed, however, without a detailed set of maps indicating who qualifies for this the decision is incomplete.
 - Furthermore, the grant value of €20,000 is considered inadequate to fully insulate those homes that qualify. Comparisons to other EU countries are incomplete and do acknowledge the fact that construction costs in Ireland and particularly Dublin are close to the highest in the EU.
 - It is fundamentally wrong that anybody who is so significantly affected by the negative impacts of noise from the proposed development should have to carry the cost of any mitigation works needed.
 - The scheme should be redesigned to cover the full cost of insulation.
- **Necessity of the Movement Limit:**
 - The movement cap of 13,000 nighttime flights is critical to reducing noise impacts and protecting public health.
 - Without this cap, noise exposure levels will rise significantly, endangering the well-being of nearby residents.
- **Conclusion on Permission:**
 - The permission should be denied due to the DAA’s insufficient noise mitigation measures and failure to address core public health risks.

2.0 Unauthorised Flight Paths and Breach of Planning Conditions

- **Deviation from Approved Flight Paths:**
 - The DAA has implemented flight paths that deviate significantly from those approved in the Environmental Impact Statement (EIS).
 - These unauthorised deviations expose previously unaffected areas to significant noise impacts, creating unassessed risks.
- **Failure to Seek Updated Permissions:**
 - The deviations breach Condition 1 of the planning permission, which requires adherence to the originally assessed flight paths.
 - No updated Environmental Impact Assessment (EIA) or planning application has been submitted for these changes.
- **Community Impacts:**
 - Affected communities have experienced noise levels without proper consultation or mitigation measures.
 - Local schools have been impacted.

- The impact has been devastating for communities with families now feeling like they have no option but to sell their homes.
- Trust in the DAA has been severely eroded due to a lack of transparency and accountability.
- **Legal and Procedural Concerns:**
 - The unauthorised flight paths undermine the planning system's integrity, setting a dangerous precedent for future projects.
 - Granting permission under these conditions violates planning laws and obligations under the EIA Directive.
- **Conclusion on Permission:**
 - Permission should be unequivocally denied until unauthorised flight paths cease and comprehensive reassessments are completed.

3.0 Right of Appeal in the Aircraft Noise Act 2019

- **Legal Framework:**
 - Section 10 of the Aircraft Noise Act permits appeals of Regulatory Decisions (RDs) by relevant persons who participated in the consultation process.
 - SMTW (St. Margaret's The Ward Residents Group) qualifies as a relevant person under this framework.
- **Inappropriate Refusal of Appeal:**
 - SMTW's appeal against noise-related RDs was inappropriately denied by An Bord Pleanála, despite clear legislative provisions supporting it.
 - Denial of appeal prevents critical scrutiny of noise mitigation measures and exacerbates community disenfranchisement.
- **Importance of Appeals:**
 - Appeals are vital for maintaining transparency, ensuring accountability, and balancing airport operations with community welfare.
- **Conclusion:**
 - Denying appeals undermines public trust and violates the Aircraft Noise Act's intent to provide affected parties a voice.

4.0 Noise Quota System in the Fingal Development Plan

- **Policy Objectives:**
 - Objective DAO16 supports a Noise Quota System (NQS) to reduce aircraft noise impacts, particularly during nighttime operations.
 - The policy prioritizes community health, sustainability, and the use of quieter aircraft.
- **Challenges in Implementation:**
 - Without a cap on nighttime flights, cumulative noise impacts will persist despite efforts to incentivize quieter aircraft.
 - Current plans increase noise exposure above 2019 levels, violating noise abatement objectives.
- **Recommendations:**
 - Enforce a movement limit alongside the NQS to ensure it effectively reduces noise disturbances.
 - Align the system with best practices observed at major European airports.

5.0 Night Flight Restrictions in Europe and Implications for Dublin

- **European Comparisons:**
 - Major airports like Schiphol, Heathrow, and Frankfurt enforce strict caps or curfews on nighttime flights.
 - Dublin's proposed 31,755 annual nighttime flights far exceed these airports' limits relative to passenger numbers.
- **Health and Environmental Alignment:**
 - European airports prioritize reducing noise exposure to mitigate sleep disruption, cardiovascular risks, and stress.
 - Adopting the 13,000-flight cap aligns Dublin with international best practices, ensuring proportional and sustainable operations.
- **Conclusion:**
 - The proposed number of flights is disproportionate and poses unacceptable health and environmental risks.
 - Without the movement limit the Noise Abatement Objective (NAO) set by ANCA for Dublin Airport cannot be fully achieved.

6.0 Inadequacy of Insulation in Mitigating Aircraft Noise-Induced Awakenings

- **Technical Limitations of Insulation:**
 - Insulation does not address critical noise issues, such as low-frequency noise penetration and sharp peaks triggering awakenings.
 - Dormer-style housing near the airport is particularly susceptible to noise, rendering insulation largely ineffective.
- **Existing Schemes Are Insufficient:**
 - Residential Noise Insulation Scheme (RNIS) and Home Sound Insulation Program (HSIP) do not meet modern health protection standards.
 - Insulation is unsuitable for nighttime impacts and cannot substitute for operational restrictions like movement caps.
- **Alternative Mitigation Measures:**
 - Voluntary purchase schemes for residents in high-noise zones should be expanded to address the most severe impacts effectively.
- **Conclusion:**
 - Insulation alone cannot mitigate nighttime noise impacts; operational restrictions must remain central to mitigation strategies.

7.0 Health and Environmental Impacts

- **Noise-Induced Health Risks:**
 - Chronic exposure to nighttime aircraft noise increases the risks of cardiovascular disease, hypertension, and mental health issues.
 - Children's cognitive development is adversely affected, impairing memory, learning, and overall performance.
- **Economic Costs:**
 - Health-related costs, including healthcare expenses and reduced productivity, are substantial and long-term.
 - For example, Brussels Airport's health cost analysis suggests similar impacts at Dublin could reach €750m annually.

- **Population Exposed:**
 - The DAA analysis has not used the correct population datasets in determining the impacts. This underestimates the impact on the communities around the airport.
- **Public Health Submissions:**
 - Evidence from health agencies emphasizes that noise-induced sleep disturbance is a significant environmental health risk.
 - Ignoring these risks contravenes principles of sustainable development and public health protection.

8.0 Other Environmental Impacts

- **Use of Outdated Surveys:**
 - The Appropriate Assessment (AA) relied on outdated ecological surveys that do not accurately reflect current environmental conditions.
 - Failure to update surveys undermines the validity of the assessment and risks overlooking critical impacts on local habitats and species.
- **No AA on Full North Runway Development:**
 - The AA did not assess the full scope of the North Runway development, focusing only on limited aspects of the proposal.
 - Significant components of the development were excluded, leaving major potential impacts unexamined.
- **No Cumulative or In-Combination Assessment:**
 - The AA failed to consider cumulative impacts arising from the interaction of the North Runway with other existing and planned projects in the vicinity.
 - The absence of an in-combination assessment violates key legal requirements and risks underestimating the overall environmental impact of the development.
- **Non-Compliance with Legal and Regulatory Standards:**
 - The failure to provide an accurate, comprehensive, and up-to-date AA breaches obligations under the EU Habitats Directive.
 - The planning process has been compromised by this omission, exposing the development to potential legal challenges.
- **Potential Environmental Risks:**
 - The lack of thorough assessment could lead to significant unmitigated impacts on protected habitats and species, including cumulative degradation of local ecosystems.

9.0 Recommendations and Final Position

- **Cease Unauthorised Flight Paths:**
 - Immediately halt unauthorised deviations and revert to the flight paths approved under the original EIS.
 - Conduct a new EIA to assess the impacts of any proposed deviations.
- **Retain Movement Limit:**
 - Maintain the cap of 13,000 nighttime flights to prevent further degradation of community health and well-being.
 - Implement the Noise Quota System to incentivize quieter aircraft and ensure proportional operations.
- **Refuse Permission:**
 - Granting permission under these circumstances undermines planning integrity and public trust.
 - Upholding planning law and ensuring transparent, evidence-based assessments are essential for future airport operations.