

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

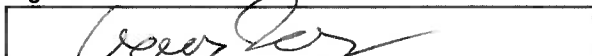
☐

To

SEO

Having considered the contents of the ^{observation} submission dated/received 3/10/22
 from Cllr Ian Carey 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 new issues raised

Signed



EO

Date

14/10/22

To

EO

Section 131 not to be invoked at this stage.

☐

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

☐

Signed

SEO

Date

Signed

SAO

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

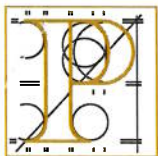
EO

Date

Signed

AA

Date



An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference

NPA-OBS-001380

Online Observation Details

Contact Name

Ian Carey

Lodgement Date

03/10/2022 17:01:47

Case Number / Description

314485

Payment Details

Payment Method

Online Payment

Cardholder Name

Ian Carey

Payment Amount

€50.00

Processing Section

S.131 Consideration Required

☒

Yes — P.T.O.

☐

N/A — Invalid

Signed

Rowan House,
Newtown Cross,
The Ward,
Co Dublin
D11C623

Observation: Case reference: PL06F.314485

03/10/2022

To whom it may concern,

Please accept the following observations in relation to the above case.

1. Health impact of the changes is not sufficiently studied

Neither ANCA nor the daa have evaluated the serious health effects and costs associated with such health effects of their proposed modification to the current restrictions in place at Dublin Airport. This has serious health implications for the impacted communities. The WHO guidelines relating to Noise published in 2018 detail growing evidence of the health impact of aircraft noise. As this application seeks to increase exposure to aircraft noise detailed studies of the impact should be carried out so that it can be more effectively mitigated.

2. Current operations at odds with proposed changes

Since August, when the North Runway opened under the existing planning conditions, it has operated in a way that is not consistent with projections in the planning documents. The noise contour mapping, the maps relating to the insulation programme, and the EIAR maps are no longer correct. Aircraft taking off from the north runway have take divergent routes 308 and 339 degrees after 650ft and this is not consistent with the impacts mapped under the EIAR. The EIAR has analysed the impact of divergent flight routes that happen after 1.2 nautical miles not 650ft in altitude. If this operational approach continues it will render all planning documents incorrect.

3. Change will have significant climate impact

Aviation will need to achieve significant reductions in GHG emissions in the medium term to stay on a pathway to net zero by 2050. The EIAR uses the Permitted Scenario as the baseline for the GHG emissions assessment. By using the Permitted Scenario as the baseline, the EIAR is giving the impression that the Permitted Scenario is acceptable. This is not the case as even with the Permitted Scenario, GHG emissions will rise. This conflicts with the Government policies to reduce GHG emissions by 51% by 2030. The EIAR should take account of future reduction targets and use methodologies that take that into account. Based on the analysis of ATM differences between the Proposed and Permitted scenarios in 2035 and 2040 with the passenger cap removed, it is a safe assumption to say that GHG emissions will rise between 8.5 – 10% as a result of the Relevant Action. The documents also disregard the impact of non-CO2 forcing. There is no legitimate reason to

disregard the impact of this. The UK CCC advises that 'globally, non-CO2 effects contribute around two-thirds of the total aviation effective radiative forcing – twice as much as historical CO2 emissions from aviation'.

I believe that the issues raised here and those outlined in the appeal are of national significance and importance and an oral hearing to air these would be appropriate.

Yours Sincerely,

A handwritten signature in black ink that reads "Ian Carey".

Cllr Ian Carey