

# Submission

From

- **Householder 1: Elizabeth McDonnell**
- **Householder 2: Deirdre & Peter Colgan**
- **Householder 3: Joscelyn & Declan McDonnell**
- **Householder 4: Elizabeth & Pdraig Rooney; and**
- **Householder 5: Adrienne McDonnell**

**Residing at: Kilreesk Lane, St. Margaret's, Co. Dublin**

**To**

## Aircraft Noise Competent Authority (ANCA)

**Dated: 26 February 2022**

North Runway Proposal to Change Permitted Operations

On

Planning consent, subject to 31 conditions, was granted in August 2007 (An Bord Pleanála Ref. PL06F.217429 and Fingal County Council Reg. Ref. F04A/1755).

**Objection to amendments of Conditions 3 (d) & 5** [F20A/0668]

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## **1. Introduction**

The above named and their families (all McDonnell's) reside on Kilreesk Lane, St. Margaret's, North County Dublin. Each family were given full planning permission by Fingal County Council to build homes on the McDonnell family farm over the past 20 – 45 years. Our late father, John Joseph McDonnell resided in Sandyhill, and subsequently Kilreesk, St. Margaret's for almost 70 years. Indeed we have a large number of wider relations living in the St. Margaret's Community to this day. We were all part of the original group of objectors to the North Runway Project in 2007; St. Margaret's Concerned Residents Group (SMCRG), and represent almost 25% of the homes identified in the Voluntary Buyout Scheme, i.e. within the 69dB noise zone.

It is a well-known fact, that St. Margaret's - in-particular, Kilreesk Lane residents, will be the most affected individuals from the new North runway at Dublin Airport.

The McDonnell family have strong roots in St. Margaret's, and will be, by far, the most affected family (five households) who will be severely and materially impacted by the major infrastructural development that is, the New Northern Runway and it's ancillary roads network. Our houses are deemed in the 69db range and have already been identified as included in the proposed voluntary buyout scheme. We are extremely concerned, as to what will happen to our homes as a result of the recent move by daa to apply for amend the night-time flights, and appeal to An Bord Pléanála and ANCA to respect the planning permission granted per F04A/1755. PL06F217429 per An Bord Pléanála, August 2007.

We strongly object to any alteration, amendments, or removal of the above listed planning conditions for the reasons stated by An Bord Pleanála in their decision to grant planning permission in August 2007.

As mentioned, we were part of the original group of homeowners, i.e. St. Margaret's Concerned Residents Group (SMCRG), who objected to the planning application for the North Runway, and secured 31 conditions attached to the planning, notably conditions no. 3 (d) & 5 to protect us homes. These conditions were set by An Bord Pleanála, following the long and protracted Oral Hearing and as an outcome of this Oral Hearing these conditions were agreed to, by Dublin Airport Authority (DAA). We expect Dublin Airport Authority to fully honour its commitment as the grant of planning permission was based on the protection afforded to residents by the two planning conditions which the Dublin Airport Authority are now seeking to have amended/removed. In the following submission, we provide our observations on the Environmental Impact Assessment

Report dated September 2021, and draw on our recent engagement of Mr Karl Searson, Acoustic Engineer, who has conducted noise monitoring at the house of Adrienne McDonnell's residence: Kilreesk Lane, Eircode K67 AD79 (which is directly beside the other houses within this submission).

## **2. Background and history**

The following is a sequence of events and timelines since the 2004 planning application by Dublin airport for a new northern runway. Since the planning application, our families' lives have been put on hold, not knowing if we will lose our homes which lie between the flight paths of the two runways at Dublin Airport. The fight to protect our human health, quality of life and our homes, from the impact of noise because of the grant of planning permission for the new northern runway at Dublin Airport is detailed anon.

The last 58 years have seen the continuous growth of the airport, with the construction of the current runway 10R-28L in 1989, and this runway did not require planning permission.

In December 2004 DAA (formerly Aer Rianta) applied to Fingal County Council for planning permission to construct a new parallel runway, which required planning permission. This was granted by the council and subsequently appealed by the residents directly impacted to the appeals board, An Bord Pleanála in 2006.

In August 2007, planning was granted for the project, by the board of An Bord Pleanála after the inspector recommended refusal due to incorrect and insufficient data provided for her consideration. This was August 2007.

As no Judicial review followed the decision in August 2007, the 31 Conditions were deemed accepted by DAA.

It is worth noting that the residents had spent a considerable and significant amount of their own funds to fund the oral hearing and engage legal and noise consultants.

Despite due process having already taken place, DAA (Aer Rianta) in August 2008, lodged a request to An Bord Pleanála to have two conditions removed from the 31 conditions imposed by the Bord of Bord Pleanála, specifically input to protect the neighbouring community, in the interest of health and the avoidance of sleep deprivation. Condition 3 & 5 indicated that the new runway should not be used between 11pm – 7am and current runway should only have 65 movements from the hours of 11pm – 7am in the morning

While the DAA and Fingal County Council (FCC) used tax payers money to fund their oral hearing expenses, we as residents, spent our hard-earned money, as well as countless hours and days preparing and attending the hearing which lasted for 12 working days. (26<sup>th</sup> Sept – 12<sup>th</sup> Oct 2006)

DAA did not accept the conditions in total and chose to lodge a submission to remove condition 3 & 5 under SID (Strategic Infrastructure Development) but were refused, as the development had been submitted prior to the SID legislation.

In April 2016, DAA announced their intention to proceed with the construction of the new parallel runway.

All pre-commencement conditions were to be agreed and signed off by Fingal County Council prior to commencement of the runway and with any issues to be appealed to An Bord Pleanála as part of the implementation of the full 31 conditions.

A Voluntary buy-out scheme and Voluntary insulation scheme were agreed with other conditions, as part of the pre-commencement requirement, without meaningful engagement with our families; - the affected homeowners. In fact, natural justice should have allowed for all parties to formulate an agreed buy-out scheme, however THE MOST affected residents were ignored in the valuation methodology of their homes.

DAA applied for a 5 year extension on 21<sup>st</sup> January 2017; this was granted the following March.

As part of the SMCRG our family, took our case to the High Court in October 2017, and lost the case, being told by Justice Max Barrett that “ while he had sympathy for the residents and they were right to take the case, laws were laws but mistakes happen”.

The introduction of the new EU Directive (Regulation 598/2014<sup>1</sup>) took effect on June 13, 2016, aligning with the International Civil Aviation Organization’s “balanced approach” – between airport operations and the local community. DAA have managed to lobby the government and transpose this EU Directive to now alter/tailor the planning conditions 3 & 5 to suit their needs (even though at the oral hearing in 2007 these conditions were put in place to protect the community).

Fingal County Council, the relevant Local Authority, have been appointed the competent authority, and established as ANCA, ‘Aircraft Noise Competent Authority’ to legislate, interpret and set the standards; the avenue of appeal will be An Bord Pleanála. This arrangement conflicts with both the existing Planning Permission and, furthermore, is likely to breach current Planning Laws.

DAA have now applied to alter with the 31 conditions, namely Condition 3(d) and Condition 5 of the 2007 Grant of Planning Permission. These Conditions were expressly inserted to protect the local residents and community.

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<sup>1</sup> EU Directive 598/14: <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0598&from=EN>

At the time of the Oral Hearing in 2006, there were various noise contour maps submitted by daa, and these were found to be inaccurate by the St. Margaret's noise consultant, Mr Karl Searson of Searson & Associates. The SMCRG sought clarification on exactly which map is being aligned to these conditions? However, EIS Addendum Map with 7B Option was submitted as an addendum to the planning permission by daa. In our court case, in October 2017, daa's Barrister voiced that the SMCRG were not in the 69dB level, despite this map showing us clearly within the 69dB contour).

Meanwhile, Mr Searson, on behalf of the SMCRG conducted further noise monitoring in a number of SMCRG homes, including Adrienne McDonnell's in 2016 to work out the predicted noise levels based both the existing and new runway. This method of measurement considered the longitudinal noise measurements, which essentially gives a more robust and accurate prediction as to what the true levels of noise will be, once the new runway is operational. These predicted measurements show that all residents will be living with 90 – 100 dB over their homes, which deems their homes uninhabitable, and their quality of life and amenities severely diminished.

As all avenues had been exhausted and due process had taken place, one would ask why this is being re-visited 14 years later? Especially as nothing has changed, in fact if anything, with the increased volumes of aircraft using the airport, there has been a significant increase in noise, fuel emissions traffic and from the resident's perspective, matters residents have got far worst. Despite this, daa now wish to amend the actual conditions which were inserted to protect the residents. All of this is being pushed by daa, who have made no effort to address or adequately compensate the residents most affected.

### **3. Observations on ANCA' Public Consultation on amendments of Conditions 3 (d) & 5 [F20A/0668]**

As recently as last month (January 2022), up to date noise monitoring measurements were taken by Karl Searson at the home of Adrienne McDonnell (See attached report from Karl Searson dated 5 February 2022), incredibly the noise measurements were as bad if not worst, then those taken in 2016, despite the fact the noise monitoring measurements included newer aircraft, which daa would lead you to believe, are a lot quieter. Also, attached is a second-by-second trace of the event 11 from within the bedroom of Adrienne McDonnell's home, with the window ajar (See attached event graph, dated 5 February 2022).

To our astonishment, at the recent ANCA public consultation webinars, confirmation was provided that the predicted noise measurements are still being calculated by computer generated programmes, and no actual field measurements/monitoring was ever initiated or conducted by daa. Based on our reported monitoring measurements, it is clear the daa's noise measurement methodology is severely flawed and not fit for purpose.

Similarly, the St. Margaret's Ward Residents Group has recently had independent noise consultants conduct noise monitoring in homes that have only recently been insulated by the daa, as part of the noise/sound insulation scheme. We understand that the readings taken from these recently insulated homes have proved higher than what the WHO recommends as providing adequate mitigation from Aircraft noise.

The WHO studies carried out in relation to the effects of noise on Human Health identifies the following decibel levels which should be achieved in a residential dwelling which is 30db at night and 35db during the day.

Why is there not any provision for protection against vortex damage as part of the works? There is a regular occurrence of off-track flight patterns with the existing runway and due to the increased proximity to the proposed new runway, vortex damage will be a real risk and represents a major concern to the homeowners.

The target noise levels identified in the Noise Insulation Scheme document refers to an improvement of 5-10db. To make such a statement indicated that the approach to this scheme is less than scientific and to issue such generalisations shows a very haphazard approach to this issue. All properties should be properly sound proofed to ensure the Human Health of the occupants is adequately protected. daa states that the existing condition of a given property may dictate



effectiveness of the proposed works which would clearly indicate that the bare minimum of sound proofing will be carried out throughout the homes affected. This will not be tolerated or accepted by our families, and all homes must be insulated to achieve the minimum standard as set out by the WHO there can be no deviation from this.

Given the very big decisions our families required to make regarding Condition 7 & 9 how confident are ANCA and daa that the proposed noise levels from the proposed new runway will be in line with the information lodged with Fingal County Council in 2007. We are concerned about the accuracy of the data furnished to date and would therefore insist that the level of sound proofing must be to an exceptionally high standard (above and beyond what is proposed) in order that we can make a clear decision upon which route we choose in the future.

Therefore, this is of grave concern to us as families in the buyout scheme – and leaves us in a very unpredictable situation.

**Key asks:**

- The new EIS quantifies CO<sub>2</sub> emissions, detail mitigation measures and provides verifiable independent data to ensure that the human health of residents of St. Margaret's is prioritised;
- ANCA conduct noise monitoring in Kilreesk lane, using the longitudinal noise methodology, which gives a more robust and accurate prediction as to what the true levels of noise will be, once the new runway is operational;
- ANCA redevise the Buyout Scheme in consultation with Kilreesk lane residents (the most affected group);
- ANCA redevise the Noise and Sound Insulation schemes to reflect an exceptionally high standard (above and beyond what is proposed) in order that we can make a clear decision upon which route we choose in the future.

We would like to point out the following observations drawn from the EIAR 'Dublin Airport North Runway Relevant Action Application', which we deem important as THE MOST materially affected residents perspective, as follows: -

The World Health Organisation (WHO) is the United Nations agency that connects nations, partners and people to promote health, keep the world safe and serve the vulnerable – so everyone, everywhere can attain the highest level of health".

For average noise exposure, the Guideline Development Group (GDG) strongly recommends reducing noise levels produced by aircraft below 45dB  $L_{den}$ , as aircraft noise above this level is associated with adverse health effects.

For night exposure, the GDG strongly recommends reducing noise levels produced by aircraft during night-time below 40 dB  $L_{night}$ , as night-time aircraft noise above this level is associated with adverse effects on sleep. To reduce health effects, the GDG strongly recommends that policymakers implement suitable measure to reduce noise exposure from aircraft in the population exposed to level above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure.

According to the EIAR submitted by daa, as part of the planning and development acts 2000, As amended Register reference: F20A/0668. Under the legislation, policy, technical guidelines, and assessment criteria relevant to air noise and vibration page. 13A-5, 13A.23 the daa state, 'The WHO Guidelines could not be adopted as thresholds without imposing very significant restrictions on the current permitted operations of most major airports'.

According to the EIAR submitted by daa, 'Dublin Airport Operating Restrictions – Quantification of Impacts of Future Growth – Updated analysis in response to the ANCA RFI, June 2021 – version 1.3.1 (Final), page 5: Annual Traffic Impact'; a number of scenarios are set out in terms of the Impact of Operating Restrictions, i.e. Scenarios A – F.

Scenario C referenced Option 7b as per the original planning application, this was deemed as the optimum approach. In the 2007 An Bord Pleanála Oral Hearing Assessment Volume 1, it is stated, "*The modelling for the preferred mode of operation - Option 7B - is given in the **further information submission** and in Figures 16.1 and 16.2 of the EIS Addendum. This approach has the aim of limiting the numbers of people affected by operations on the proposed northern parallel runway. The 57dB contour would extend over the southern part of Portmarnock. St. Margaret's and the area to the north around Kilreesk will be within the 69dB contour.*"

This is extremely concerning to us as residents of Kilreesk, given that the WHO Noise Guidelines for night-time are set below 40 dB  $L_{night}$ , which the daa have stated that they cannot work within these parameters. Moreover, the in-bedroom levels, at night (which commences throughout Europe) at 23:00 hours to terminate at 07:00 hours the next morning, with fresh air admission must not exceed an  $L_{AFmax}$  level of 45 dB(A), an  $L_{ASmax}$  level of 42 dB(A). The other relevant metric is the SEL and this metric, in relation to a given fly pass will be addressed later in this submission. The challenge facing the daa is to ensure that these in -bedroom metrics are achieved. Insofar as the SEL metric is

concerned, the 8-hour in-bedroom night-time level must remain below 30 dB(A). This metric, subject to the maxima levels above being complied with, will determine the 8-hour night-time overall in-bedroom level.

The daa wish to have the conditions altered in their favour, for their best interest claiming they are not workable. At the same time, they are also claiming THE most recognised health organisation in the world, who have set out acceptable noise level guidelines, that these are also not workable. It is obvious that An Bord Pleanála by including these conditions recognised the effect of night-time flights would have on the residents of Kilreesk, St. Margaret's by attaching these conditions to the planning permissions. For natural justice, to alter these conditions in the favour of daa, it would be only fair to afford us the residents the opportunity to amend the two conditions that materially affect us, i.e. Conditions 7 - Voluntary noise Insulation for existing dwellings and Condition 9 - Voluntary buy-out scheme for residents.

**Conditions 7 - Voluntary noise Insulation for existing dwellings:** The Insulation Scheme is not fit for purpose and should be revised to include proper ventilation adhering to WHO night-time noise guidelines. Hard-core Engineering speciality techniques and enlightened design are required to achieve these in-bedroom night-time noise levels, with fresh air being admitted.

**Condition 9 - Voluntary buy-out scheme for residents:** The McDonnell, Rooney and Colgan residents demand that Condition 9 is amended, providing absolute clarity and removing ambiguity, such as 'voluntary buyouts' when in fact, this would lead to a forced/constructed situation and will render our homes uninhabitable from a human health perspective.

It is concerning to read in the EIAR, the Aircraft Noise Information Reporting under The Airport Noise (Dublin Airport) Regulation Act, 2019 – Draft Version 2, May 2020, sub-section 4.8 Noise Mitigation Feasibility Report, the reference to 'Land Use Management detailing 'Noise Insulation Schemes and 'Relocation Schemes', rather than, under, Noise Abatement Measures – and more concerning that there is no reference to the Buyout Scheme?? The McDonnell, Rooney and Colgan's would like to know, why has the Buyout Scheme not been mentioned, and where has the 'relocation scheme' come from and what does this entail?

We demand that 'the Voluntary Buyout Scheme should be revised in its entirety, with full input from all parties, with final agreement from those most affected, i.e. the residents. In any normal sale of a property, the owner has full participation in the process. To exclude us, the vulnerable party, in this forced buyout situation, is grossly inequitable and equally unacceptable. We as residents need to be treated fairly, i.e. with replacement value for our homes and adequate compensation for

displacement. The 'red book'/market value, plus 30% uplift proposed by daa/Fingal County Council in the past is simply an unacceptable and derisory sum. We all know, that the property market is buoyant at present, and our homes are located only 7 miles from Dublin City Centre, close access to M50, and in a unique setting, which most would only dream of. We as a family will simply not be able to replace our individual homes, nor will we be able to replicate the current 'family-set-up' with 5 houses beside each other. Material is one thing (and at that, this has not even been achieved in the current offer by daa) and secondly, if we were in a position to accept a revised offer, this would have not compensate for the injurious affliction on our loss (quality and way of life, etc.).

In Figure 13.1 and 13.2 of the 'EIAR Volume 3. – Figures', the proposed noise contours are indicated on the map as 65 db  $L_{den}$  and 55 db  $L_{night}$  respectively. This represents 62.5% above the acceptable recommended WHO day-time noise levels, and 37.5% noise level above what the WHO Noise Guidelines recommend per night. To consider changing the time curfew from 0700 hours to 0600 hours, this will generate a 67.5% increase in noise levels deemed acceptable by the WHO. An

It is important to note, in August 2007, the findings of Searson Associates were used in the original decision made by An Bord Pleanála, which resulted in Condition 3 (d) and 5 being added to the planning permission granted. Unlike DAA, Karl Searson, Chartered Engineer specialising in Acoustics, compiled his Report from [measurements by] actual field measurements, at the home of Adrienne McDonnell (which clearly provides factual, as opposed to computer generated readings). Had the DAA sought to engage with Mr Searson, the co-operation of private householders and adjacent (relevant) lands could have been made available for testing in a participative and cooperative fashion. It is with some regret that we observe that no such endeavour was attempted by the DAA.

It should be duly noted that, as members of the St. Margaret's Concerned Residents Group, the McDonnell, Rooney and Colgan families engaged Searson Associates to conduct a full noise monitoring exercise at the home of Adrienne McDonnell. In his assessment, Karl Searson points out that the Single Event Level (SEL) metric is another metric of relevance in relation to aircraft fly by. Firstly, measurements taken inside Adrienne McDonnell's home indicate the SEL daytime measurements ranged from 78 dB(A) to 91 dB(A) – these figures represent 72.5% and 127.5% above the recommended WHO Noise Guidelines respectively. An increase of +3 decibels represents a doubling of acoustical energy with an increase of +10 decibels representing of perceived loudness.

Ironically, in the EIAR, Appendix 13A.3.23, daa state, *"even as single Airbus A320 or Boeing 737-800 aircraft operating once per night could expose hundreds of people to noise levels in excess of the guideline 40 dB  $L_{night}$  value at an airport in a relatively rural location. 10 aircraft events during the*

*daytime (07:00 – 19:00) period (or smaller numbers in the evening and night periods) could expose a similar number of people to noise levels in excess of the 45 dB Lden parameter”.*

On average, an aircraft is operable for about 30 years before it has to be retired. Therefore, the prediction that the current G1 Aircraft types will be largely replaced on a phased basis by next generation G2 types by 2020, as stated in the EIAR, Mott MacDonald Global Aviation, Fleet Modernisation is [completely] wholly aspirational.

Despite the fact, that the daa have referenced their inability to achieve WHO Noise guidelines, they make no effort or attempt to recognise the material effect these noise levels will have on our family homes, our health & wellbeing, and our quality of life. Suffice to say, the alteration of conditions 3(d) and 5 are inextricably linked to Conditions 7 - Voluntary noise Insulation for existing dwellings and 9 - Voluntary buy-out scheme for residents.

We as a family, are in a unique situation of living on the family farm, alongside each other, which is simply impossible to replicate.

#### **Condition 5**

On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours ) when measured over the 92 modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5<sup>th</sup> day of March 2007.

**Reason: To control the frequency of night flights at the airport to protect residential amenity having regard to the information submitted concerning future night-time use of the existing parallel runway.**

The daa's most recent proposal is to; a) increase the volume of flights by 34%, i.e. on average 87 flights per night, coupled with b) reducing the curfew period by 2 hours 1 minute (from 2300 hours – 0700 hours to 0000 hours – 0559 hours). Secondly, daa have also proposed modifying the modelling period from 92 to an annual average modelling period. WHY? This certainly is not in keeping with the 'balanced approach' of the EU Directive 598/14, or to specifically protect the neighbouring community, in the interest of health, and sleeping at night.

The group also requested a meeting, with the FCC and daa to discuss without prejudice, how they propose to deal with this condition, namely material loss which will be suffered as a result. This meeting was not forthcoming, and daa contacted each SMCRG member individually to say that due to the downturn in the economy it would scheduled, the project was put on hold and they would be in

contact at a future date. However, the group meeting to discuss the ambiguity of condition 9, however this never happened.

In 2016, SMCRG engaged private consultants to value our homes and properties and negotiate on our behalf. A proposed methodology for disturbance of displaced residents was submitted to daa, FCC, however this effort was dismissed. We further requested that market value plus 30% was not a fair way to value displaced families, who were giving up their homes in the national interest, and that the proposed valuation method, i.e. red book value, would not result in our group members receiving adequate replacement value for our homes, livelihoods, amenities and way of life. It is clear to us that using this methodology in the current property market in Dublin, would result in our members being left worse off entering the process, as existing the process – in particular, given that it is a forced situation and injurious affliction applies. Despite our pleas, and intervention via our legal team daa and FCCs signed off on the voluntary buyout, applying market value, plus a 30% uplift.

At the time of the Oral Hearing in 2006, there were various noise contour maps submitted by daa, and these were found to be inaccurate by the St. Margaret's noise consultant, Mr Karl Searson of Searson Associates. The SMCRG sought clarification on exactly which map is being aligned to these conditions? However, EIS Addendum Map with 7B Option was submitted as an addendum to the planning permission by daa. In our Court case, in October 2017, daa's Barrister voiced that the SMCRG were not in the 69dB level, despite this map showing us clearly within the 69dB contour).

Meanwhile, Mr Searson, on behalf of the SMCRG conducted further noise monitoring in SMCRG residents' homes to work out the predicted noise levels based both on the existing and new runway. This method of measurement considered the longitudinal noise measurements, which essentially gives a more robust and accurate prediction as to what the true levels of noise will be, once the new runway is operational. These predicted measurements show that all residents will be living with 90 – 100 dB over their homes, which deems their homes uninhabitable, and their quality of life and amenities severely diminished.

#### **4. Conclusion**

We implore ANCA, as the Competent Authority on Aircraft Noise, to provide openness and transparency as regards data and computation methodologies, which daa have neglected for some time. We expect ANCA to provide the longitudinal noise measurements, which has been long

requested, and has been withheld by the Minister and daa, citing that we were in legal proceedings – which is in our opinion **absolutely irrelevant in respect to a human health issue.**

In 2016, SMCRG engaged private consultants to value our homes and properties and negotiate on our behalf. A proposed methodology for disturbance of displaced residents was submitted to daa, and FCC, however this effort was dismissed. We further requested that market value plus 30% was not a fair way to value displaced families, who were giving up their homes in the national interest, and that the proposed valuation method, i.e. red book value, would not result in our group members receiving adequate replacement value for our homes, livelihoods, amenities and way of life. It is clear to us that using this methodology in the current property market in Dublin, would result in our families being left worse off entering the process, as exiting the process – in particular, given that it is a forced situation and injurious affliction applies. Despite our pleas, and intervention via our legal team, the daa and Fingal County Council signed off on the voluntary buyout, applying market value, plus a 30% uplift.

Our family looks forward to Fingal County Council and ANCA, making human health a first priority in relation to their adjudication of this process, and with that, adhere to the premise of the balanced approach within EU Directive 598/14.

In the EIAR, in the Dublin Airport North Dublin Relevant Application, page 11, under 'Potential Impacts and Effects; Mitigation and Residual Effects, it is stated that “while 9 residents (*less than 0.01 % of the population of Fingal*) would experience significant adverse effects at night-time, in 2025 and 2035 as a result of the proposed relevant action”. Given the noise measurement taken by our Acoustic Engineer, Karl Searson, this is clearly a gross misrepresentation and underestimation of the number of people affected.

The daa cannot amend the criteria by which the planning was originally granted, without seeking to afford the residents MOST Materially affected by these changes the opportunity to have the insulation and buyout options addressed with the full and open participation of said residents. This application and the entire process historically has and continues to be unfair and cannot be weighted favourably towards the applicants while ignoring the residents depicted as the “*0.01 % of Fingal population*” (per EIS report). This shows the blatant disregard for our human health and that of our neighbours.

We understand the relevance and importance of the expansion of Dublin Airport and realise that the building of a new runway at Dublin airport is the right thing to do for Ireland's economy and categorically state, we are not against progress. However, what we are against, is progressing without paying due consideration and fairness for the people who will be forced out of their homes via a so-called “voluntary buyout scheme”, which doesn't allow us to replicate what we already have

or the injurious affliction which will be caused by our loss. We strongly object to the Irish Government and Dublin Airport Authority (daa), who are effectively strategically evicting the residents of Kilreesk Lane – (five households whom are our family), through manipulating the regulations and revisiting a legal planning process which has been completed.

In light of the magnitude of this project, which has been deemed to be ‘in the national interest’, it is without doubt, due to have a severe material impact on all 16 members of our families - causing injurious affliction on our homes, livelihoods, relationships and amenities currently enjoyed.

**Key demands by the McDonnell (x 3 households), Rooney (1 household) and Colgan (1 household) families:**

- Please do the right thing by Fingal Citizens and engage in a meaningful way with our family to find a resolution to this sorry situation that has thrown a cloud of doubt on our futures for the past 15+ years.
- We deserve to be treated fairly, and that the Irish Government, daa and FCC/ANCA reconsider the methodology used to determine the Voluntary Buyout Scheme for residents within the 69dB noise levels – paying due consideration to the injurious affliction caused as a consequence of the building of Dublin Airports expansion and new north runway;
- To be justly compensated, in terms of the enormity of their loss, i.e. be provided with Replacement value for their homes, plus disturbance compensation, and special damages, that allow for them to live as they are accustomed;
- While we are aware that the St. Margaret’s-Ward Residents group have proposed that the Thornton Hall site of 150 acres be provided for displaced residents subjected to buyout scheme – this does not reflect all views and every individual in this position should be entitled to relocate to an area of their own preference, and duly compensated in this regard;
- Similarly, should residents chose to stay in their existing premises, they should be provided with bespoke noise mitigation and sound insulation (not capped at €20,000, as every household is different in size and location), along with proper ventilation/ air conditioning to ensure that their human health is adequately provided for ;
- Also, no planning limitations or restrictions should be imposed to residents that wish to remain in their own households after the runway is up and running – especially if the buyout scheme does not equate to their replacement value of their homes; plus disturbance compensation, and special damages, that allows for them to live as they are accustomed;



- To be afforded meaningful engagement, with regard to the noise and buyout schemes, with ultimate approval and agreement given with and by Individual households affected, daa and FCC/ANCA;
- Any noise mitigation measures relating to the night-time flights to be made according to the Directives intent, i.e. balanced and with all stakeholders involved in the discussions;
- Night-time flight restrictions remain in place to protect the residents per the Oral hearing outcome and 31 conditions attached to the original runway planning permission.

Signed by: *Adrienne McDonnell*

On behalf of family members (and neighbours):

- Mrs Elizabeth McDonnell
- Mr Pdraig & Mrs Elizabeth (nee McDonnell) Rooney
- Mr Peter & Mrs Deirdre (nee McDonnell) Colgan
- Mr Declan & Mrs Joscelin McDonnell; and
- Ms Adrienne McDonnell