

0Submission on behalf of Sheila & Paddy Hand

[REDACTED]
Kilreesk Lane
St Margarets
Co Dublin. [REDACTED]

Aircraft Noise Competent Authority

ANCA

Fingal County Council , County Hall, Swords Co Dublin.

25th February 2022.

Attention :Ethne Fenton & ANCA TEAM

RE: Submission to Draft Regulatory Decision on Planning Application
F20A/0668 lodged on 21st December 2020 – Consultation Process.

A Chara

I attach our submission in relation to the above. We are very concerned as our home and Stud Farm is located directly under the new runway, due to open in August and part of the Noise Consultation process. I also attach our last submission for your information.

This is our home, and as part of a group of 22 households, we raised our concerns, by attending as participants in the Oral Hearing in 2006, on the original planning permission F04A/1755 and PL06F.217429. The Inspector recommended refusal of the planning for the new runway based on the health implications for those in the flight paths. This was eventually granted in August 2007 with 31 conditions by the Bord of An Bord Pleanala subject to night time restrictions.

Condition 3(d) and 5 stated:

There would be no night time flights on the new runway 10L-28R between 11pm and 7am (night time hours 8 hours per the WHO)

And

The current runway air traffic movements shall not exceed 65 aircraft movements between 11pm and 7am

Reason: To control the frequency of night flights at the airports at the airport so as to protect residential amenity.

In 2016, after the runway was shelved for 9 years due to economic reasons, Daa announced the intension to commence the construction , and at the same time, also, to remove the night time restrictions , that were imposed, by ABP in the interest of the flight path residents and their health and well-being, to an entitlement to a nights sleep every night.

Our group were not permitted to make a submission to the planning authority, when Daa requested a time extension on the planning permission from 10 to 15 years in December 2016. This was the first condition changed. This led to legal action taken by our residents.

Today we find ourselves, with the applicant lodging a planning application , using the original conditions, but seeking to remove the night time safe guards for residents to have a nights sleep and having wider health consequences.

We see from the Draft Regulatory Decision that ANCA have granted more than what was requested by daa with 16,260 so called AQC's with no equitable comparison figure as to, how many actual Air Traffic movements that will be , per annum, per week, per night.

Much research has proven that sleep deprivation has major cascading health consequences for those under the flight path.

The Voluntary Insulation on offer, agreed to by daa and FCC , as part of the planning conditions, will not be adequate or attainable to achieve under 40db at night and 45db Lden.

This was confirmed by Daa's own noise consultants at a roadshow meeting in St Margarets GAA complex, on the Flight Paths , on viewing where our home was. Please view the Longitudinal data as the true noise levels Kilreesk Lane will experience on operation of the runway.

The other mitigation put forward to ANCA is the VDPS which again was agreed with the applicant, Daa and the planning Authority , excluding those adversely affected by this VDPS. The scheme has been rejected by those included in the scheme to date. This demonstrates this scheme does not go far enough in considering the lives, community identity, loss of quality of life, and any incentive to have a real choice. Our community has been disregarded by Daa in the past number of Development plans and swallowed up in the development for the future plan.

We have been left in limbo with mitigation solutions put forward, that consider us insignificant, disregarded in any meaningful sense.

The contours used do not reflect the real time aircraft noise . These contours have been changed three times over the course of this planning application.

There is one contour missing, the Flight path Corridor, and this should be included in the contours to show the difference in the aircraft take offs and landings under the flight paths along with the other contours used for residents further out.

The fact this flight path contour is missing, hides the true noise impact on those adversely affected. These are the measures that should be considered in relation to. Document attached as Appendices 2 to this submission.

We are appealing to ANCA to listen to us, and to place yourselves in our kitchens, our bedrooms, our living rooms and imagine 24 flights on two runways on the western side of the airport, where 70% of flights take off. We are in a limbo state, excluded from consultation in the Insulation the Home buy out scheme and feel left out of this decision to remove night time restrictions as an economic entitlement to the detriment of the health of those adversely affected.

The stress and anxiety has been with us , every day and continues to cause unnecessary worry that continues to hang over us and has already impacted on our lives and mental health. We have been unable to plan ahead and enjoy our daily lives with the uncertainty on our minds every day.

We are not insignificant – our health and well being must be priority in this planning permission, as per its original status. No night time flights from 11pm – 7am on the new runway and reduced take offs and landings to 65 on the current runway must remain in place , for our health and well-being and permit us to get on living and enjoying our lives.

There has been proposals put forward to align the summer time hours with Europe, as we are 1 hour ahead in the summer time here in Ireland. DAA claim due to this summer time change every year, the 6-7am is necessary for European airports and business.

Should this become EU legislation be ratified , this will mean, DAA and Dublin Airport will gain those extra hours - 6am – 7 am will then be 5am – 6am and 11pm – 12pm will become 12pm – 0100am into the next day. This legislation is currently in the early and discussion stages.

To conclude, these night time restrictions must be adhered to , per the planning permission PL06F. 217429 to entitle us to a full nights sleep and rest, from 11pm to 7am - night time hours – as recognised by the EU and WHO.

Is Mise le Meas

Sheila & Paddy Hand

Attachments: Submission to Fingal County Council on F20A/0668

Appendix 1

Longitudinal data received from BAP – DAA Consultants

Appendix 2.