

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated/ (received) 02/04/2024
fromCl/r. 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 material issuesE.O.: Pat BDate: 18/04/2024

For further consideration by SEO/SAO

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: _____ Task No: _____

Allow 2/3/4weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 314485-22

M _____

Please treat correspondence received on 02/04/2024 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 Clfr. Ian Carey response to S.13112/03/24: 02/04/24

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐

	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO: <u>Pat B</u>	AA: <u>Anthony McNally</u>
Date: <u>18/04/2024</u>	Date: <u>25/04/2024</u>

Stephen Sutton

From: Bord
Sent: Tuesday 2 April 2024 14:23
To: Appeals2
Subject: FW: Case Number ABP- 314485-22 Relevant Action Application Dublin Airport

From: Ian Carey <Ian.Carey@cllrs.fingal.ie>
Sent: Tuesday, April 2, 2024 2:15 PM
To: Bord <bord@pleanala.ie>
Subject: RE: Case Number ABP- 314485-22 Relevant Action Application Dublin Airport

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.

An Bord Pleanála

64 Marlborough St.

Dublin 1

D01 V902

RE: Case Number ABP- 314485-22 Relevant Action Application Dublin Airport

Dear Sir/Madam

Further to your correspondence to us on the above case we wish to make the following observations/submissions:

- It is shocking to see for the first time the area impacted by what is being proposed. I live within the new eligibility area and I have been following this process closely for many years and this is the first time it has been made clear to me that my family will face significant from night noise. The planning process is designed to give clarity, transparency, and due process around development. To only reveal the true impact of development so late in the process is an abuse of planning law and fundamentally denies the community their right to due process. I urge you to reject this development on this basis.
- These contours differ entirely from what was originally proposed in planning for the North Runway. Fingal County Council has been managing development along the proposed flight paths for two decades to change them significantly with no clear explanation for the reason for that change is to undermine land management as an effective tool to manage noise and environmental impact of aviation. Land management is a key pillar of the 'Balanced Approach' to managing aviation noise. Flight paths can change but homes and buildings cannot. Any such significant changes being proposed should go back and seek full planning permission.

- The reason for the change in the flight path is for ease of operation for those running the airport and the goals of expanding passenger numbers and sticking to the original planning permission is proven to be possible. The reason for the change in the flight path is to allow for the separation necessary between aircraft when both runways are being run independently. If the two runways are run in a 'dependent mode' then the flight paths contained in the 2007 planning permission. This is a mode where on parallel runways flights wait for aircraft to land on one runway before taking off from the other. This is operated at Gatwick airport in London and in that mode they aim to achieve passenger numbers in excess of 75m pa, this is far in excess of the 40m pa planned for at Dublin Airport. The reason for the unwillingness to operate such a mode is that it would require more training of air traffic control staff and that it offers a lower operational capacity overall. However the operational limitation on the dependent mode does not occur until passenger numbers reach far in excess of what is planned for under this current expansion. Given these facts the changes in the eligibility contours being proposed should be rejected by An Bord Pleanála. This proposal exposed the rural village of Coolquay to a level of noise that is known to damage health, given that it is entirely avoidable it should be rejected.
- Local residents are shocked to see that the noise contours have extended hugely into our community and that a very significant number of dwellings are now included within the noise eligibility contours. Firstly, we note that there was no notice of this fact in any of the planning notices for this application to date. Many of our neighbours who thought they were not affected by this application are now inside these contours but yet were never publicly notified until they attended a public meeting held by St Margarets /The Ward residents' group who explained this to all of us. None of the newspaper or site notices informed the public. Secondly, the people who now know they are within the contours have not been given the opportunity to make a submission/observation as they do not qualify because they did not make a submission previously as they thought they were unaffected. An Bord Pleanála did not give a public notice of this significant additional information. The above is totally unacceptable and unjust to the communities affected.
- We note that the correspondence from Tom Phillips & Associates refers to the ANCA Regulatory Decision regarding eligibility to the noise insulation scheme and suggest that the change in contours is as a result of their assessing that the increased area is as a result of them considering this new area which contains dwellings to having "very significant" effects. We note that the DAA have never carried out significant test criteria within any of the EIAR they have submitted and therefore they have not met with the EIA directive. This is a fundamental flaw in the assessment as the EIA directive is clear, all significant impact on environment must be identified, quantified and mitigation proposed. That has not happened to date. For areas under the North Runway this involves comparing the scenario with no flights from the North Runway to a scenario where there will be night flights. This has not been done.
- Tom Phillips refers continuously to the regulatory decision by ANCA in his correspondence. However, what is not contained in his correspondence but is within the EIAR relating to these noise contours is that the proposal does NOT meet the Noise Abatement Objective of ANCA in future years. The proposed 2025 Scenario will fail the NAO when compared to 2019 when the total of the existing population, permitted developments and zoned developments are summed together. "2025 exceeds 2019 by 4,541 people (1533 v 6074).
- Why have the noise contours grown. St Margarets The Ward residents carried out noise monitoring on the north runway flight path and found the noise levels to be far beyond those PREDICTED by DAA. Their noise predictions are not accurate and unfounded and they are trying to obtain permission by manipulating numbers. Why can they not submit

actual noise results along the flight path which has been in operation since August 2022. The community could.

- Reference is made to the noise zones on Fingal development plan. These noise zones must now be revised due to the proposed flight path over our area. Fingal County Council consider that there should be no residential development allowed in noise zone A as it is considered harmful to health or otherwise considered unacceptable due to the high levels of aircraft noise. However, the flight path now being operated by DAA is putting many existing residences in Noise Zone A and B which is just not acceptable from a health point of view.
- The noise insulation grant as proposed is not fit for purpose and is totally insufficient to protect for night noise. Measurements of noise in bedrooms of housing already insulated indicate that the noise levels exceed the recommendation in Fingal Development Plan are not sufficient to protect human health.
- In summary planning is an afterthought for DAA. Their actions show that they do not respect planning legislation or decisions of An Bord Pleanála. This application must be refused.

Yours Sincerely,

Sign: 

Ian Carey

Date: 02/04/2024

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

Cllr Ian Carey / Green Party Swords

Green Party / Comhaontas Glas

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