

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
fromJames Humphreys 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 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 314485

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 James Humphreys response to S.13112/03/2024 02/04/24 ✓

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐EO: Pat SPlans Date Stamped ☐Date Stamped Filled in ☐AA: Anthony McNallyDate: 18/04/2024Date: 25/04/2024

Stephen Sutton

From: James Humphreys <James.Humphreys@cllrs.fingal.ie>
Sent: Tuesday 2 April 2024 15:52
To: Appeals2
Subject: RE: Case Number ABP- 314485-22 Relevant Action Application Dublin Airport
Attachments: An Bord Pleanala Letter 2nd April 2024.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.

Afternoon,

Please find attached observation on Case Number ABP- 314485-22 Relevant Action Application Dublin Airport

Regards
James

An Bord Pleanála
64 Marlborough St.
Dublin 1
D01 V902

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

Dear Sir/Madam,

In response to your recent communication regarding the aforementioned case, I wish to present the following observations and submissions on behalf of Deputy Duncan Smith, Cllr Robert O'Donghoue, Cllr Brian McDonagh and myself :

- We are deeply concerned by the significant expansion of noise contours affecting our community, including a substantial number of residences now enveloped within these contours. This expansion was not adequately communicated in any prior planning notices for this application. Many residents, previously unaware of their inclusion, only became informed through a public meeting held by the St Margarets/The Ward residents' group. The failure to notify affected individuals and provide them with the opportunity to submit observations is unacceptable and unjust.
- It has come to my attention that the change in noise contours, as indicated by Tom Phillips & Associates, is attributed to the ANCA Regulatory Decision concerning eligibility for the noise insulation scheme. However, it is essential to note that the DAA has not conducted significant testing criteria in any of their Environmental Impact Assessment Reports (EIARs), thus failing to comply with the EIA directive. This omission undermines the assessment's credibility, as all significant environmental impacts must be identified, quantified, and mitigated, which has not been adequately addressed.
- While Tom Phillips continually references the regulatory decision by ANCA, it is crucial to highlight that the proposed scenario for 2025 does not meet the Noise Abatement Objective (NAO) set by ANCA for future years. The anticipated increase in population and development surpasses the NAO threshold established in 2019, indicating a failure to comply with regulatory standards.
- The expansion of noise contours raises questions about the accuracy of DAA's noise predictions. Independent noise monitoring conducted by residents along the north runway flight path revealed noise levels far exceeding DAA's projections. The discrepancy between predicted and actual noise levels calls into question the validity of the proposed plans and underscores the need for accurate data to inform decision-making

- Additionally, the proposed flight path over our area necessitates a revision of noise zones outlined in the Fingal development plan. Existing residences are now situated in Noise Zones A and B, contradicting Fingal County Council's stance against residential development in these zones due to potential health risks associated with high levels of aircraft noise.
- The proposed noise insulation grant fails to adequately address the issue of night noise, with measurements in insulated housing indicating noise levels that exceed recommendations outlined in the Fingal Development Plan. This insufficient protection poses risks to human health and well-being.
- In reviewing this matter, it's essential to conduct a comprehensive Community Impact Assessment, considering broader effects on property values, quality of life, and community cohesion. The lack of transparency and meaningful public engagement throughout the planning process undermines public trust and confidence in the outcomes.
- Health and well-being concerns stemming from increased exposure to aircraft noise, particularly at night, must be taken seriously. The World Health Organization (WHO) has highlighted the detrimental effects of nighttime noise on health in its report and recommendations. The WHO guidelines for night noise recommend less than 40 dB(A) of annual average (L_{night}) outside of bedrooms to prevent adverse health effects from night noise. Noise pollution has been linked to various health issues, including sleep disturbance, stress, and cardiovascular problems. Given the findings and recommendations of the WHO report, it is imperative that measures are taken to mitigate nighttime noise levels to safeguard the health and well-being of residents affected by airport operations.
- Exploration of alternative solutions, such as adjusting flight paths, implementing noise abatement measures, or investing in more effective noise insulation programs, should be pursued to mitigate the negative impacts on the community while still allowing for necessary airport development.
- Long-term planning considerations must be taken into account beyond immediate development needs. Sustainable development requires careful consideration of environmental, social, and economic factors to ensure the well-being of current and future generations.

In conclusion, the actions of the DAA suggest a disregard for planning legislation and decisions made by An Bord Pleanála. Given the inadequacies and discrepancies highlighted above, we urge the refusal of this application.

Yours sincerely,

Sign: James Humphreys

Date: 2nd April '24

Address: 8 Castlevue Way, Swords, Co. Dublin

CC. Duncan Smith

Rob O'Donoghue
Brian McDonagh

