

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated received 30/03/2024
fromJames Ryan 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: 07/04/2024

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 314485-22

M _____

Please treat correspondence received on 30/03/2024 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 Ryan 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 ☐Date Stamped Filled in ☐EO: Pat BAA: Anthony McNallyDate: 07/04/2024Date: 25/04/2024

Dan Wigglesworth

From: Bord
Sent: Tuesday 2 April 2024 10:00
To: Appeals2
Subject: FW: Planning Authority Ref No. F20A/0668
Attachments: 240328 ABP Submission.doc

From: Jim Ryan <lizjim2020@gmail.com>
Sent: Saturday, March 30, 2024 1:02 PM
To: Bord <bord@pleanala.ie>
Subject: Planning Authority Ref No. F20A/0668

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.

Please find attached, my submission in relation to An Bord Pleanála Case Number: ABP-314485-22 Planning Authority Case Reference: F20A/0668

I trust that all is in order.

Many Thanks,

James Ryan

James Ryan
Wotton
The Ward.
Co. Meath

30/03/2024

An Bord Pleanála
64 Marlboro Street
Dublin 1
D010 V902

An Bord Pleanála Case Number: ABP-314485-22
Planning Authority Case Reference: F20A/0668

To Whom it may concern.

When the new north runway was opened at Dublin Airport, we were shocked to discover that departing aircraft were being routed directly over our homes or very close by. We were given no notice of this, either directly or in an Environmental Impact Study. The study that was carried out in advance of the planning application and noise measurements was done for operations in a westerly direction of the airport and within Fingal county. Aircraft are now being routed over Co Meath, where no EIS was carried out. There was no notice of this in advance. And so, the people living within the new noise contours were not given the opportunity to voice their concerns in advance of the current operations and now are unable to do so because they were unaware that they would be so impacted. DAA have never carried out noise studies in these affected areas. This, I understand, is in contravention of the Aarhus Convention.

Noise tests carried out locally have proven that levels greatly exceed those predicted by DAA. In fact it appears that DAA repeatedly publish inaccurate, misleading and false noise level reports not taken in this locality and are using these manipulated figures in order to obtain planning permission. Their figures related to the Fingal area but now they include an area in Co Meath and are impacting the health of 30,000 people living in The Ward, Ashbourne, Ratoath and Dunshaughlin.

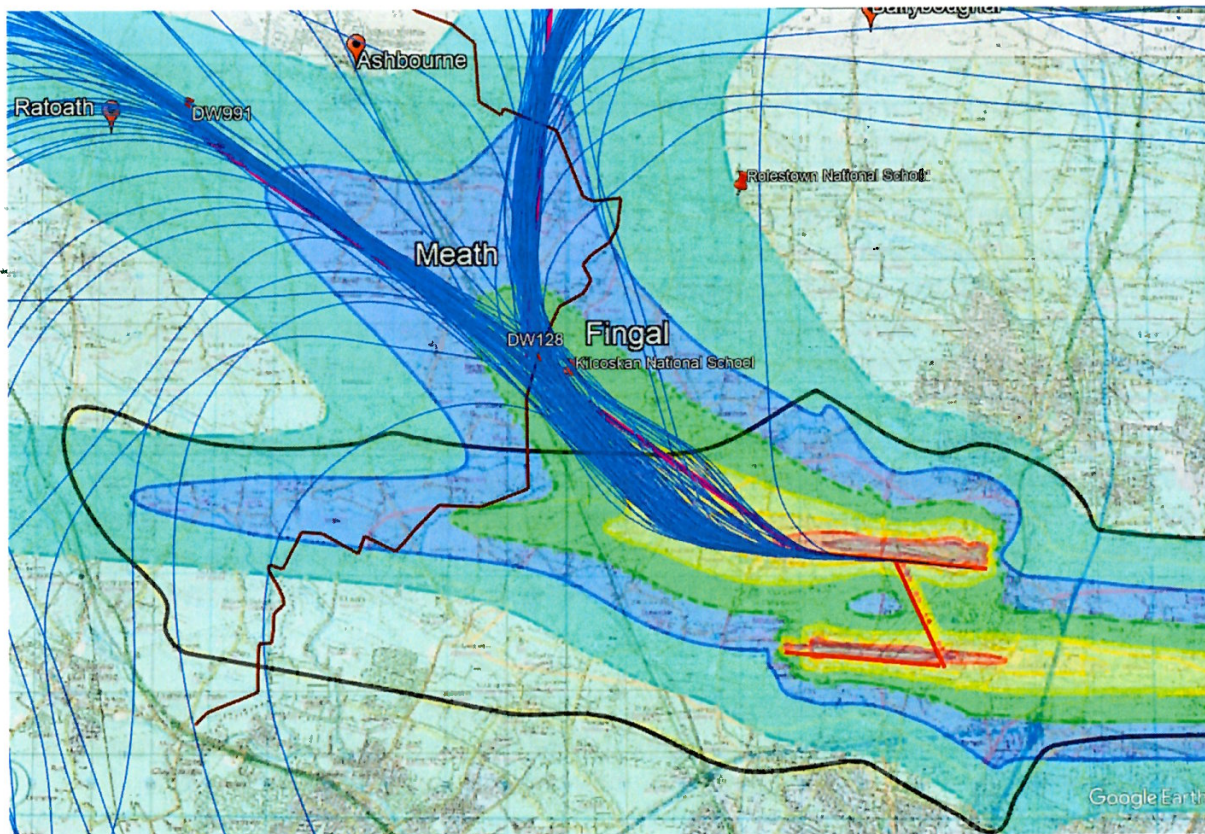
The new information that has been supplied by DAA clearly proves that they have scant and a paradigm disregard for the planning process. They ignore the permission that was granted in 2007 and this indicates that it is their intention that they can act with impunity and are undermining the whole planning permission system. The effects of current operations at Dublin Airport are not even near to being in keeping with the original Environment Impact Statement. Added to this, they continue to exceed the permitted level of passenger numbers.

I am a pilot, and am now retired and am familiar with airport operations. I and others familiar with such operations, can prove that there would be no conflict with safety, nor any technical details nor any regulations, with operations as laid down in the original planning permission. DAA repeatedly say otherwise. They repeatedly state that their present operations are necessary due to safety requirements. This is completely untrue. There are other systems that DAA can employ in order to attain the higher passenger numbers to which they aspire. London Gatwick Airport, which handled 40 million passenger in 2023, do not operate at night and do so on *one* runway. They also have very strict criteria in respect of noise limits and aircraft found to be in breach of such limits, face heavy penalties.

We are not opposed to the future development of Dublin Airport. It is a major source of employment in this part of the country. What we are, however, very much opposed to is the manner in which the daa manage this vital resource. It should also be noted that, as I understand it, there is no member of the board in daa who is experienced in the operations of airports. They are all of a commercial, marketing and financial background.

To those who argue that if we do not want aircraft noise then we should not have bought a house so close to the airport. I purchased my property in 1971, many years before even the Soith Runway was installed and we live no closer to Dublin Airport than do the residents of Ringsend and Sandymount. Ashbourne is no closer than Ballinteer is. I am sure that people living in Ballinteer do not consider that they live close to Dublin Airport. In normal day-to-day life, if any individual were in breach of the planning regulations they would be compelled to adhere to them. Yet, in my opinion, daa clearly consider themselves to be beyond the law and are now applying to ABP to legitimise their unlawful actions.

The chart below illustrates aircraft flight paths, as they departed Dublin Airport, over a recent 24hr period.



They are clearly in breach of the conditions of planning permission. The DW128 waypoint location is very close to our house. Almost all aircraft pass overhead in the noisiest phase of flight, on full climb power, sometimes as low as 2,200 ft. We have regularly recorded noise levels in excess of 95dB and on one occasion as high as 105dB. If aircraft were routed as required by the 2007 planning permission, they would be flying over mainly open countryside, solar farms and the Ballycoolin Industrial Estate. Without the early turn that they are presently required to take, they would climb much more quickly and overfly these localities at up to 7,500ft, ie, 3 times the height that they overfly us and the consequent noise experienced on the ground would reduce by a factor of up to 9.

For this very reason, a court in The Netherlands recently rejected an application by Schiphol Airport, for nighttime operations, due to the impact on people living under their flight paths. Many European airports do likewise. In fact, airlines are reluctant to overfly German airspace at night because only emergency and security services can operate out of their airspace at night. In the event of a medical emergency on a flight within their airspace, aircraft would be permitted to land but not to depart until daytime hours. This would have an obvious impact on flight schedules, air crew and passengers alike.

To have any of these flights operating out of Dublin Airport during night-time hours is completely unacceptable and would add to the sense of injustice that is felt by residents of this locality. As matters stand, we are awoken as soon as departures begin at 7.00 every morning, on weekdays, Saturdays, Sundays and Bank Holidays. To say that houses can be insulated from this noise is completely untrue. An open window at night cannot be insulated. Conversations are interrupted by the noise of overflying aircraft when we are out in our gardens. This already is having an adverse impact on the health and well-being of myself and my neighbours.

And so, it is clear that planning and the welfare of local communities is of little concern to the daa. Their actions show that they have scant regard for the planning process, legislation or the decisions of An Bord Pleanala. I therefore urge you to reject this application.

Regards,

James Ryan

087 9974734

Email: lizjim2020@gmail.com

