

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
fromRobert J. Beyer 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 314485-22

M _____

Please treat correspondence received on 02/04/2024 as follows:

1. Update database with new agent for Applicant/Appellant _____	1. RETURN TO SENDER with BP _____
2. Acknowledge with BP <u>23</u>	2. Keep Envelope: <input type="checkbox"/>
3. Keep copy of Board's Letter <input type="checkbox"/>	3. Keep Copy of Board's letter <input type="checkbox"/>

Amendments/Comments <u>Robert J. Beyer response to S.131</u>
<u>12/03/24: 02/04/24 ✓</u>

4. Attach to file (a) R/S <input type="checkbox"/> (d) Screening <input type="checkbox"/> (b) GIS Processing <input type="checkbox"/> (e) Inspectorate <input type="checkbox"/> (c) Processing <input type="checkbox"/>	RETURN TO EO <input type="checkbox"/>
--	---------------------------------------

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

Alfie Staunton

From: Bord
Sent: Wednesday 3 April 2024 08:58
To: Appeals2
Subject: FW: Robert Beyer Submission ABP Dublin Airport
Attachments: Robert Beyer An Bord Pleanala Letter 2nd April 2024.docx

From: B BEYER <bbeyer2021@gmail.com>
Sent: Tuesday, April 2, 2024 4:51 PM
To: Bord <bord@pleanala.ie>; Robert Beyer <robertbeyer12@gmail.com>
Subject: Robert Beyer Submission ABP 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.

Hi,

Please find the submission attached for Robert Beyer regarding Dublin Airport Noise Contour Maps.

Thank you,

An Bord Pleanála

64 Marlborough St.

Dublin 1

D01 V902

2nd April 2024

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

Dear Sir/Madam

After reviewing the new noise contour maps it is clear that the DAA has been misleading the general public since the opening of new runway in August 2022. They are so different than the original maps.

The approved flight path from 2007 should not have aircrafts any closer than 2 miles from my home and they should not be turning until 4 miles from my home. What is happening in reality is that they are flying and turning over my home at 1,000ft. As soon as they take-off they are turning and over my home at 1,000ft.

This is not normal noise -- the low frequency penetrates walls and causes the ground to shake.

To deviate from the approved flight paths without due process for the environment and the affected communities is unconscionable.

These new noise contour maps are unnecessary if the DAA would adhere to the approved planning permission in 2007 and fly dependent mode off the north runway. No new noise contours would be required. Communities in Meath are now affected by these new contour maps which is outrageous.

An independent 3rd party noise contour external company should be hired to do noise contour maps. It should not be left in the hands of the DAA as DAA got it wrong before, and they will get it wrong again.

I also would like to point out the following concerns to you:

1. We 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.

2. 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.
3. 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).
4. 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.
5. 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. Meath County Council development plan would also need to be redone if these new noise contours are permitted.
6. 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.

7. 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.

I have also been asked by the Coolquoy Residents Alliance to include a letter on their behalf below for your attention.

Regards,

Robert Beyer, Kilcoskan The Ward, Co.Dublin.

Robert Beyer
Kilcoskan
The Ward
Co Dublin
2nd April 2024

RE: An Bord Pleanála reference ABP-314485-22 Relevant Action at Dublin Airport
Dear Robert,

After reviewing the new noise contour maps, we are very concerned about the future of Coolquoy Rural Village.

Our community in Coolquoy Rural Village had previously understood that the new altered flight path off the new North runway which commenced in August 2022 would not interfere with our home and lands in Coolquoy and the Kilcoskan area. However, we now understand from these new contour maps that it indicates that the proposed flight paths will have such an effect on our home, that homes in the area will qualify for a noise insulation grant under their proposal. This is absolutely horrendous for our area.

This is most upsetting to us that many local residents were never notified that this planning application involved the changing of flight paths that would affect their homes and lands. All public maps until now excluded Coolquoy and Kilcoskan from any noise zone change. How can this happen without a public notice being provided to warn our community? We were never consulted or briefed in anyway by DAA that this was happening.

We have therefore not submitted any observation or submission on this matter previously and understand that it is such we cannot now write to ABP.

We would like to ask for your help and request that you submit this letter with your submission/observation notifying them of this very unjust situation so that they may right this wrong and notify all concerned about this significant additional information that has revised the planning application and to allow us to submit formally to ADP.

I note that whilst the area under the noise contour has got larger there is no specific significance criteria analysis for the impact on this area, how significant the impact is and no proposals to show how this impact is to be mitigated on homes in our area to ensure our health is being protected from such noise.

Kilcoskan National School is another major concern for us with these new noise contour maps. The children are surrounded by large decibels up to 80dB per day at school and this is not healthy and concerning for their development. School staff also have to work in these noisy conditions.

Up until the opening of the North Runway we had no aircraft noise or issues in our area and now the elevation is very significant and profound. There was very little noise in this rural location of Coolquoy zone C and Kilcoskan zone D.

Thank you for your help

Yours Sincerely,

Coolquoy Residents Alliance
Coolquoy The Ward, Co.Dublin
2nd April 2024