

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
fromShelly Barron 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 <u>23</u>	1. RETURN TO SENDER with BP _____
3. Keep copy of Board's Letter <input type="checkbox"/>	2. Keep Envelope: <input type="checkbox"/>
	3. Keep Copy of Board's letter <input type="checkbox"/>

Amendments/Comments <u>Shelly Barron 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"/>
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	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO: <u>Pat B</u>	AA: <u>Anthony Mc Nally</u>
Date: <u>18/04/2024</u>	Date: <u>25/04/2024</u>

Alfie Staunton

From: Bord
Sent: Wednesday 3 April 2024 09:07
To: Appeals2
Subject: FW: Shelly Barron An Bord Pleanála Ref. PL06F.314485
Attachments: Shelly Barron_sub to ABP ref. PL06F.314485.pdf

From: Shelly Barron <barron.shelly@gmail.com>
Sent: Tuesday, April 2, 2024 5:19 PM
To: appeals@plenala.ie; Bord <bord@pleanala.ie>
Subject: Shelly Barron An Bord Pleanála Ref. PL06F.314485

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.

Dear Pat,

Please find attached my submission with regards to **An Bord Pleanála Ref. PL06F.314485**

Thank you
Best Regards
Shelly Barron

Mr. Patrick Buckley
An Bord Pleanála
64 Marlborough Street
Dublin 1

By email: appeals@plenala.ie

2nd April 2024

RE: A proposed development comprising the taking of a “relevant action” only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport.

Fingal County Council Ref. F20A/0668

An Bord Pleanála Ref. PL06F.314485

Dear Mr. Buckley,

Thank you for your letter dated the 12th of March 2024 that informed of the submission of further information on the 4th of March 2024 by the applicant in respect of the above proposal.

I have previously made a submission to object to the granting of planning permission for the “relevant action” which is an increase in flight time window for the sole reason that already the noise impact from the new ‘north runway’, opened on 24th August 2022, on me and my home is already severely negative and disruptive. My quality of life from this impact has erased my ability to quietly enjoy my home and significantly negatively impacts the residential amenity and value of my home to an unacceptable extent.

Despite my efforts to engage with the applicant’s representatives, Fingal County Council, and the dedicated Aircraft Noise Competent Authority branch of Fingal County Council (ANCA) since 2022, no solutions to the existing near unbearable noise impact have been offered. This is a personal disappointment and, I believe, further evidence of a serious breach of statutory responsibilities of relevant authorities and responsibilities under development and aviation consents and permits already held by the DAA.

I have continuously set out my understating of the necessity for Dublin Airport and support its development in order it contribute to the competitiveness of the country. However, my support is contingent on development being undertaken in a manner to minimises environmental impacts, especially noise. The serious negative noise impacts on me and my home are not being acknowledged never mind addressed in accordance with the commitments in the existing permission for the ‘north runway’ originally permitted in August 2007 (appeal ref. PL 06F.217429 (Reg. Ref. F04A/1755) and I therefore utterly oppose an increase in flights and flight time window for that runway as is currently proposed in this appeal.

My previous submission to this appeal had regard to the information then submitted by the applicant that did not identify my home as being impacted by noise from the north runway and appeared to have describe the noise environment of the airport as if it were without an operational north runway and then went on to predict noise impacts from an expanded flight-time window from that runway. In this way, the current application and appeal did not appear to include actual (real) noise monitoring results and predictions from the operational north runway.

This absence of assessment of real noise impact from the Airport, which has fundamentally changed with the opening of the 'north runway' in August 2022, persisted until the submission the subject of your latest letter dated the 12th March 2024. This information is not only significant, it is monumental, as for the first time it appears that, thanks to further information request by An Bord Pleanála on 14th February 2024, noise monitoring data from after the opening of the north runway is being reported.

An Bord Pleanála may be aware that the current applicant in December 2023 made an application, Fingal County Council Reg. Ref. F23A/07891, for the increase in annual throughput of passenger numbers through Dublin Airport. That applicant appears to rely on the granting of the current appeal and increasing passenger throughput (and associated increased number of flights) sooner than without the granting of the current appeal where throughput will increase at a slower rate. In January 2024, I made a submission objecting to that application as it too appeared to rely on out of date noise monitoring information and any person's ability to try to identify up to date noise monitoring and mitigation was further frustrated by a failure of both ANCA and the DAA to provide any real time noise monitoring information at the time that application was being considered by Fingal County Council.

While I welcome the opportunity to comment on the information submitted, the time afforded to do so is so short as to frustrate my ability to understand and digest the information, never mind put it in context of the proposal the subject of appeal itself originally submitted on the same day as the north runway opened: 24th August 2022. This is exacerbated by the only very recent publication of both the "Annual Report of the Aircraft Noise Competent Authority 2023" on 20th March 2024 and Dublin Airport aircraft noise contours for 2023 published on 22nd March 2024 by ANCA. It is submitted that my ability and entitlement to engage the decision making process for this development has been frustrated and that it should be refused for falling short of adequate and transparent public participation.

The information submitted with the current application on appeal is out of date, inconsistent and unclear. The mapping submitted as further information is fundamentally different, identifying a larger spatial area which is and will be negatively impacted by noise from the "relevant action" than originally identified in the appeal. My home appears to be within a contour for a 2023 eligibility scheme, the terms of which are not set out in the cover letter, I would also like to note that homes on these maps have been subject to strict noise insulation guidelines prior to planning being granted. How can this both a condition of planning and yet be not necessary for the DAA to provide provision for homes already in existence prior to the North Runway development. In particular, the cover letter submitted with the information is obtuse and refers to matters like land use management referring to the designation of noise zones with the Fingal County Development Plan as effective noise management measures that having regard to the mapping submitted with the information and the "Dublin Airport aircraft noise contours" for 2023 by ANCA are entirely out of date.

Obviously, the airport needs to exist, and it absolutely needs to expand, perhaps the *DAA who is a state agency* should focus on supporting the community that it has infringed upon, in a meaningful way, as a part of their commitments to development already granted permission and operated outside the terms of those consents as opposed to focusing on new developments.

I absolutely stand by my assertion that the terrace of 8 homes in Rivermeade, of which mine is part, that run directly parallel to the airport are acting as a noise barrier for the airport. Both the elevation and the variation of the winds can move the flights from 1.2-1.6kl from my home and very low altitude (in a non-moving square meter contour line) The change in the atmospheric pressure also plays a role in how the noise affects the sound within my home and subsequently affects my health. It is not possible to be outside my home without ear protection. Rainfall and the cloud ceiling must also play

a role in how the sound changes, I note that on Heathrow Webtrak system there is additional information, such as rainfall that is available to view. <https://webtrak.emsbk.com/lhr4>

I absolutely understand that Flight path deviations on any given day is clearly necessary to ensure the safety for the aircraft. However, a deviation on a flight path that are already 30% off what was originally proposed and granted permission for presents significant impact on the present noise contours. The noise contours clearly do not move; therefore, they should have been considered with all the deviations that are necessary to ensure safe travel and not undermine the health and safety of those people living in those contours. If the DAA are not currently meeting their obligations, then it appears to me highly unlikely they will do so under this appeal.

The constant public rhetoric by both Michael O'Leary and Kenny Jacobs, about the local population of "cranks" holding up the development of the airport is highly offensive. I reiterate that there is an opportunity, through collection of up to date noise monitoring data from locations all around airport, including my home, to establish the real noise baseline for Dublin Airport and put in place mitigation measures that will redress impacts putting Dublin Airport and Fingal as best in class for aviation stakeholder management.

This latest submission is a missed opportunity that through the absence of a clear delineation of noise impact and clear, simple schedule of mitigation measures fails to redress the out of date information grounding the current application on appeal and does not provide any clarity or confidence that the applicant intends to meet its current or future noise mitigation responsibilities. A benchmark international airport is capable of gathering and taking amelioration action on real time noise monitoring data. Permission for the development should be refused in the interests of environmental protection, public participation and the proper planning and sustainable development of the area and our national airport.

Yours faithfully,

Shelly Barron

**18 Toberburr Avenue
Rivermeade
St. Margert's
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K67 W211**