

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  
fromTony Gray 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 _____	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>Tony Gray response to S.131</u>
<u>12/03/2024 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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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>

## Stephen Sutton

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**From:** Bord  
**Sent:** Tuesday 2 April 2024 15:36  
**To:** Appeals2  
**Subject:** FW: ABP case number: 314485-22 / F20A/0668  
**Attachments:** Tony\_Gray\_final\_myhouse\_has\_no\_value.pdf

-----Original Message-----

From: Tony <tony.gray@binarynetworks.net>  
Sent: Tuesday, April 2, 2024 12:01 PM  
To: Bord <bord@pleanala.ie>  
Cc: Tony <t0ny.gr4y@gmail.com>  
Subject: ABP case number: 314485-22 / 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.

Hi,  
Please find attached and signed observation on the extended maps submitted by the DAA.  
Tony Gray

Tony Gray  
Hickey's Lane  
Baltrasna  
Co. Meath  
A84NY00

27/03/2024

An Bord Pleanála

Bord Pleanála Case reference: PL06F.314485

Planning Authority Case Reference: F20A/0668

My reference: NPA-OBS-002780

ABP case number: 314485

ABP case number: 314485-22

**To Whom it may concern,**

Further to your recent information, whereby you updated me on the proposed extension to the noise corridor by the DAA, I wish to submit the follow detailed technical observation.

**Problem Statement:**

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The DAA are asking you to modify the edges of the EIS to suit their new flight paths, despite your original planning permission being based on the premise of the original EIS.

Below are the maps of the noise contours provided by the DAA's acoustician and the one they provided when ABP requested more information. On the left is the noise contour in the submission to update the flight paths, on the right is the updated map ABP requested.

We can see a massive change in 63dBLden, between their original submission and their updated information which you requested. The 65/63dBLden was halfway to Ashbourne, now it is beside the airport!

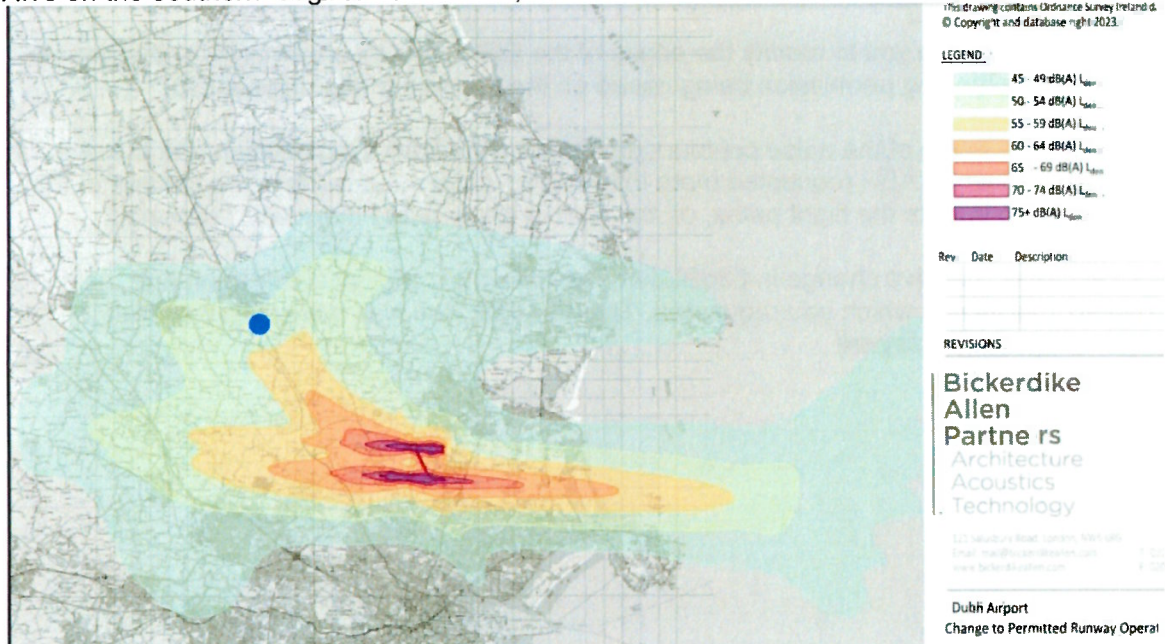


The DAA are using the power of mathematical averages to make the  $L_{den}$  values look better. This, compounded with the fact that they do not take into account wind speed or real world conditions is making a mockery of your authority.

E.g. even when the winds are **easterly and less than 10knots** they still take off in a westerly direction, this negatively impacts altitude gain and causes an increased sound impact on the ground.

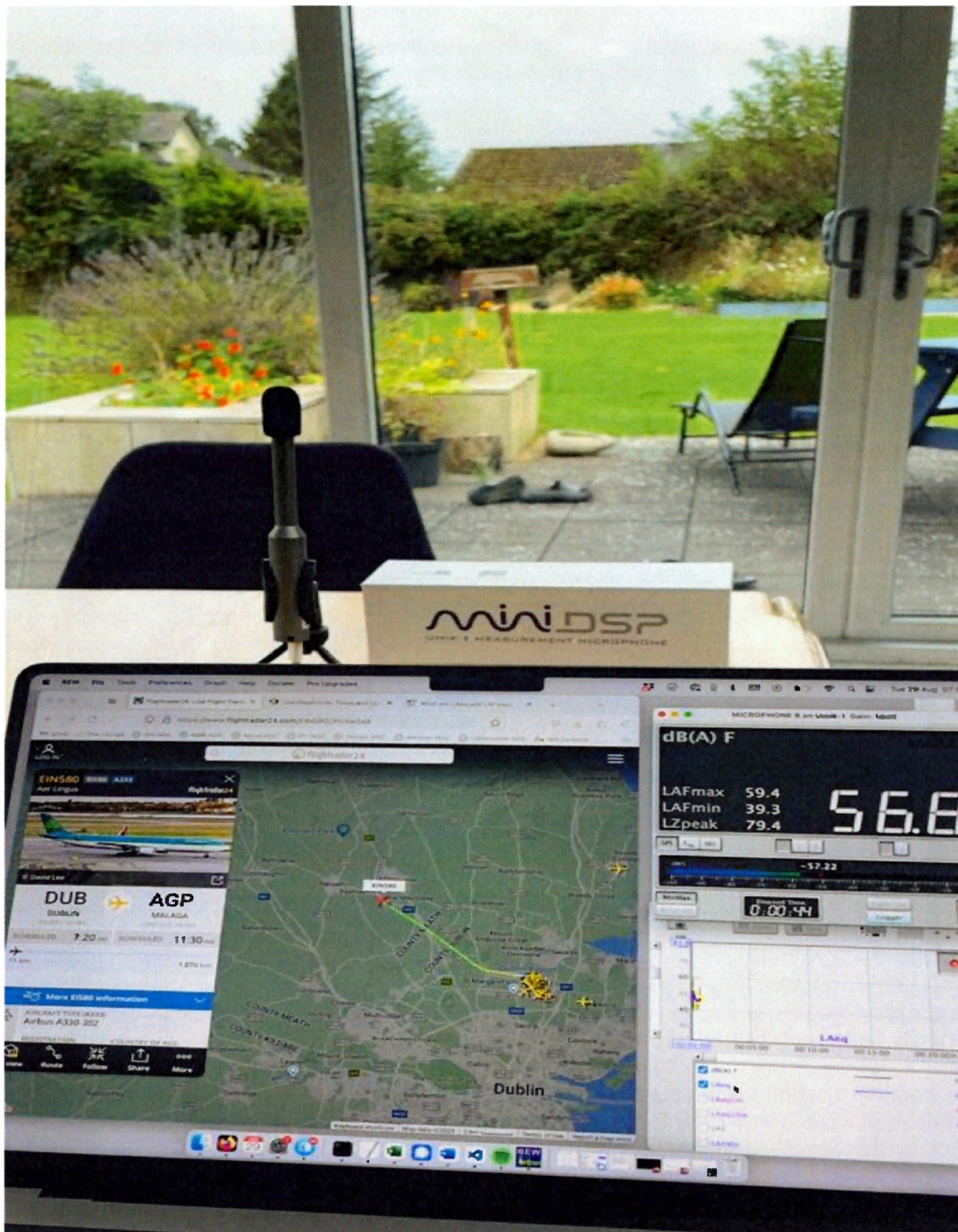
**ABP are taking their sound metrics at face value!**

I live on the southern edge of Ashbourne, which is meant to be in 54dB $L_{den}$  area:



Yet when a A330 or 737-8AS goes past my house we experience **56dB(A)** inside our house and it is **74dB(A)** outside measured on calibrated professional equipment.





The DAA/Bickerdike figures are meant to be outside, even with averaging there is no way the current flight paths for my area are going to massage 74dB Lden into 54dB Lden. This is **miles from what they are saying to you** in the revised noise contours based on their own data, let alone mine.

I am using professional grade \*calibrated\* equipment.  
It is like standing beside the edge of a busy road inside my house even though it is B3 rated with significant amount of insulation.

I urge you to complete an independent sound evaluation, during the summer months, with a 'sensible day' average. I am happy to assist with this.

### Solutions:

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It is unacceptable for ABP to take the path of least resistance and modify the EIS sound boundary to suit the DAA, at the expense of thousands of residents in Ashbourne and Ratoath.

If ABP direct the DAA to request AirNav to re-design the current flight paths **to be within the original EIS**, this problem will go away. Why will it go away?

There are 2 options:

1. **Dependant Mode of operation for the runways:** This was the initial mode of operation envisioned and what the EIS was built upon. This means straight out flight paths from the North runway. The DAA will say this is not possible and will cost too much, but in fact dependant mode requires less ATC!  
This is what they have permission for.  
**Gatwick has permission for 75 million passengers a year** on dependant mode proposed which is way above what the DAA need.
2. **Parallel Mode, with new flight path for missed approach for South runway:**  
This means the flights off the North run will take a 10degree turn and head out over the dense solar fields. **Solar panels are asleep at night**, unlike humans with planes going past. The DAA will say this is not possible due to Baldonnell(military) and Weston airspace. This is not the case as is detailed in this video.

<https://youtu.be/v6pCTfXS0Cw?si=OpwYmzQDZaaNFe96>

I plead you to watch this, to get a quick detailed understanding of this complex issue, which directly relates to the **Noise contours the DAA are asking you to extend**.

This video **includes international flight separation** regulation, the **missed approach**, and a **simple solution**, which you can enforce the DAA and AirNav to implement in order to comply with **your original planning permission**.

You will also be enforcing your power as planning authority for the greater good of the Irish people, which is to minimise the impact of planning and growth. The current solution seeks to maximise the health impact on as many people as possible.

**AirNav took the easy design option**, rather than design flight paths **over solar fields**, instead they chose to aggravate thousands of homes.

### Solutions which are not solutions:

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#### **20K Grant for bedroom only insulation:**

I am far outside the noise insulation grant proposed by the DAA in this new addendum. Yet, I have spent 10K installing **sound proof laminate glass** windows in

our bedroom along with sound bloc plasterboard and attic insulation, this pales into insignificance when an A330 or 737-8AS(Ryanair) flies past.

We still have over the order of **52dB** inside our bedroom which is **wholly unacceptable for an Irish asset that was built with state money to be inflicted on a subset of Irish people**, even more so, when there are **simple alternative solutions over solar fields!** The rest of our house is still experiencing 56dB+ of noise **INSIDE** when a plane flies past!

#### **Complementary Solutions:**

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With 2 runways, in other EU airports e.g. Heathrow they swap the take off and landing runways to give **residents a break**, in the case of Dublin they want to move **ALL** take offs to the **North runway and none off the South.**

People under the old flight path of the south runway already have insulated houses, compared with people under the north, who don't.

This isn't logical under any circumstances.

#### **Final Thought:**

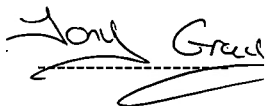
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As the adjudicator, with the final say, you need to create **a functional airport with ability for growth for the Irish state**, yet adhere **to your planning requirements.**

I have **distilled the subterfuge by the DAA, into plausible solutions which would keep everyone happy, even the solar panels.** Please enforce a solution which is the correct solution for everyone.

Yours faithfully

Tony Gray

A handwritten signature in black ink, appearing to read 'Tony Gray', with a horizontal line drawn underneath it.