

LOG-068557-23

BP 40 to issue

S.37

File With

SECTION 131 FORM

Appeal No

ABP— 314485-23

Defer Re O/H

☐

Having considered the contents of the submission dated/received 8/12/2023 from Cedars Ridgewood Management 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 issues

Section 131 not to be invoked at this stage.

☒

Section 131 to be invoked — allow 2/4 weeks for reply.

☐

Signed

Pat B.

Date

14/12/2023

EO

Signed

Date

SEO/SAO

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



Planning Appeal Online Observation

Online Reference
NPA-OBS-002849

Online Observation Details

Contact Name
Noel Wilson

Lodgement Date
08/12/2023 13:50:29

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Noel Wilson

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☐ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

EO

Date

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068557-23

Reason for Refund

Documents Returned to Observer

☐ Yes ☐ No

Request Emailed to Senior Executive Officer for Approval

☐ Yes ☐ No

Signed

EO

Date

Finance Section

Payment Reference

ch_30L4RIB1CW0EN5FC0UanJfDa

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

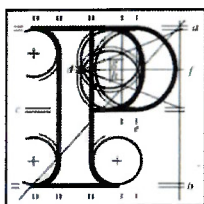
SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date



An
Bord
Pleanála

Observation on a Planning Appeal: Form.

Your details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Cedars Ridgewood Management GLC

(b) Address

C/O
Purple Property Management
3 Glebe View House, River-mall
Swords,
Co. Dublin
K67 A3E7

Agent's details

2. Agent's details

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Mr. Noel Wilson
Company Director
Cedars Ridgewood Management GLC

(b) Agent's address

8 Cedar Lawn Ridgewood Forrest Road Swords Dublin K67 E229

Postal address for letters

3. During the appeal process we will post information and items to you **or** to your agent. For this observation, who should we write to? (Please tick ✓ one box only.)

**You (the observer) at the
address in Part 1**

☐

**The agent at the address
in Part 2**

☒

Details about the proposed development

4. Please provide details about the appeal you wish to make an observation on. If you want, you can include a copy of the planning authority's decision as the observation details.

(a) Planning authority

(for example: Ballytown City Council)

Fingal County Council

(b) An Bord Pleanála appeal case number (if available)

(for example: ABP-300000-19)

PL06.314485

(c) Planning authority register reference number

(for example: 18/0123)

F20A/0668

(d) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Dublin Airport, County Dublin

Observation details

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

We, the residents of *The Cedars*, strongly oppose any extension of the Dublin Airport North runway operating hours which will allow the proximity noise pollution emanating from the Airport to encroach further on our lives and health.

At present the proximity noise pollution coming from the new North Runway already has a substantial impact on us during the day and up to 11pm each night. Working from home is impacted, kids' sleep is impacted, peaceful enjoyment of our homes and gardens is impacted. While the noise pollution levels are variable and highly dependent on the weather and wind-direction (more on that later) the effects are extremely disruptive and annoying to us and our neighbours. On impacted days we hear an almost constant droning, whistling, revving and thundering of aircraft as they take-off from the North Runway every 60-90 seconds at peak times. Dublin Airport is already dictating bedtimes and rising times here, as we know that the current 11pm - 7 am reprieve does always indeed end at 7am! This allows the bare minimum of 8 hours noise-reduced sleep, which is the recommended sleep duration for health, each night. Although the North Runway is generally not in use until 7am, some are frequently awoken by aircraft manoeuvring and preparing to take off from it from as early as 6am! The proposal by DAA (and ANCA) to extend the operation hours of the North Runway to 6am thru 12 midnight is unacceptable to us as it effectively "burns the candle at both ends", reducing our quiet period from 8 hours to 6 hours and beyond, considering that ground manoeuvring noise impacts would then presumably start from 5am! Those leaves an inadequate <6 hours without airport related proximity noise pollution each night, which is unacceptable on both a health and peaceful occupation of our home's basis. We know already how disruptive these night-time operations can be, because the DAA frequently already use the North Runway at night multiple times per year while performing "essential" maintenance on the main southern runway. By our calculation the North Runway was used at night for 6 weeks in total during 2023 (one week each two months) under this convenient excuse.

To be clear, the Dublin Airport North Runway is too close to the conurbation of Swords and should not have gone ahead while the suburbs of Swords simultaneously expanded southward. Ultimately, thousands of people are impacted by this issue. While the daytime impacts are bad enough already, we are dismayed that the original planning restrictions relating to the night-time quiet period are now also up for review. No account was ever made of the windborne effects of the North Runway proximity noise on the surrounding neighbourhoods. This is exacerbated by the DAA's own insistence of using the North Runway as the primary take-off runway for westerly operations in almost all circumstances.

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The noise pollution we experience is particularly bad when the wind direction is from the Southwest and the North Runway is being used for westerly operations (take-offs). This causes an astonishing level of constant windborne background, thunderous noise in the neighbourhoods downwind of the North Runway. We invite any observer to come and experience this troubling level of noise pollution for themselves when the above conditions are in place (which they are 40-50% of the time!). We are appalled that the DAA & ANCA would consider extending this level of noise pollution until midnight each night and then to start again from 6am EACH morning, without reprieve. This is unacceptable to us.

Numerous noise complaint submissions have been made to the DAA on this issue with no response at all, or no adequate response. This summer we contacted ANCA with an escalatory complaint, and while we did receive an ANCA acknowledgement, nothing has been done to mitigate the noise impact on our members. We now consider both the DAA and ANCA noise compliant processes to be dysfunctional and not fit for purpose. We are now left with no option but to appeal to the planning authority.

On various occasions, to both DAA and ANCA, we have called for the simple mitigations such as:

- Screening to be used at the "Blast-off" area on the North Runway to shield residents from noise impacts. These screens are standard at many international airports and there is no logical reason why they can't be deployed at Dublin.
- Disperse westerly operations between the two main Runways, allowing residents a reprieve on alternate days or weeks etc.
- Level-load flight operations more throughout the day, and thus avoiding a disruptive rush-hour noise impact in the early mornings. This would make a real difference in the noise pollution profile experienced by local communities.
- User the southern (main) Runway for very large (transatlantic) aircraft take-offs, especially if the wind is from the Southwest. This is entirely possible and indeed was the standard situation at Dublin Airport before the opening of the North Runway in August 2022.
- After fully studying and understanding the substantial downwind noise effect, potentially, the North Runway *could* be used more when the wind conditions permit. E.g., a North-westerly or North-easterly wind would permit the North Runway to be used for both Take-offs and landings (even at night) without any noticeable noise impact on our members.

All our suggestions have been ignored unfortunately. Therefore, we now oppose all extension of the existing night-time runway operations until such time as

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meaningful community engagement is undertaken and studies on the highly granular effect of windborne proximity noise are understood and clear.

We entreaty you to:

- Preserve the existing planning arrangements for the North Runway in full. Specifically, the prohibition on night-time operations between 11pm and 7am.
- Enforce the 65/night aircraft movement quota across all airport runways and taxiways.
- Investigate and identify where possible to reduce the so-called "essential" maintenance windows related to North Runway operations. This is currently running at approx. 6 weeks per year which is not credible given that the same infrastructure was adequately maintained without any North Runway alternative prior to August 2022.
- Retain the annual passenger cap on Dublin Airport overall, as to increase this cap would inevitably put pressure on the airport capacity and shift demand to night-time operations which have such a deleterious effect on communities as outlined.

We have taken the time to review the documentation supplied by the DAA in connection to their case and we feel several points need to be clarified re same.

- While it may be true that technological improvements on aircraft have reduced noise *relatively*, jet aircraft remain extremely noisy (in fact deafening) in *absolute* terms. There are no quiet Jet aircraft! This point is so self-evident that it hardly bears repeating, except that the DAA seem to not openly acknowledge this fact. There are no quiet jet aircraft, all are noisy, and to claim otherwise is not credible in our view.
- We observe that the DAA has commissioned many reports on various noise impacts, but they never included residents in any of their reports. Reports commissioned (and paid for) by the DAA are less credible in our view since they could present a very one-sided view of the situation. In effect, they would say that wouldn't they!?
- Also, we believe that the DAA may have been selective in which reports they have placed before the planning authorities; possibly to paint the best possible picture from their perspective. As we already know, they don't acknowledge or respond to complaints received and their processes are evidently broken in that area.

The impacted residents have been selectively ignored, marginalised and denied a voice on this matter. We are attaching a personal impact statement from just one of our residents explaining how the night-time noise pollution originating from Dublin Airport is affecting her. (Attachment 1- Personal Statement Ms Colette Murray, 1 Cedar Grove, Ridgewood, Dublin) (2 pages)

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

Thank you very much for taking the time to read and consider our planning observation. We'd be very happy to answer any follow-up questions that may arise. Please feel free to visit our area and experience for yourself the serious proximity noise pollution impacts as described. The greatest impact is when the wind is from the Southwest and the North Runway is being used for westerly operations. (Aircraft taking -off into the west).

Le Meas,

Noel Wilson, Director

087-6856201

On behalf of the Cedars Ridgewood Management GLC

CRO Number: **440414**

Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

Fee

7. You **must** make sure that the correct **fee** is included with your observation. You can find out the correct fee to include in our [Fees and Charges Guide](#) on our website.

This document has been awarded a Plain English mark by NALA.

Last updated: April 2019.



1.

Friday Dec 8th 2023.

To share at my concern

I write to you to support the decision that there will be no Air Traffic on the New Runway between the hours of 11pm and 7am. This is having a traumatic effect on us here in Ridge Wood but also in all surrounding areas also. myself have Parkinsons Disease and also legally Blind I don't sleep very much at night anyway, but if this appeal goes ahead and is passed I will not sleep at all. I have been living in Sweden almost 40 yrs and the DAA have been a huge factor in the work, they have employed local people

(20)

all over the year and has helped a one
time small village into the successful
small town it has become, but
somewhere there has to be a line drawn
in the sand and this is it for us.

We appeal to you to keep the right
subscriptions as they are

Collette Murray.

1 Ridgewood Grove

Swords

K67 R125

Co Dublin