

From: [redacted]

Sent: 10 October 2021 21:22

To: Consultation <consultation@lgbc-ni.org.uk>

Cc: <redacted>

Subject: Amendment to my 21 Sept 2021 submission to Northern Ireland Local Government boundaries commission : re adjusting boundary (at City of Derry airport) between Causeway/Glens and Derry/Strabane councils

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I wish to **add an additional** email as **updated commentary** to the email re-printed further below

that i sent to the boundary commission on **21st September 2021** (**submitted within** deadline).

Both this commentary and my original submission refer to a small change i suggest, involving hardly any population,

(2 houses at most)

in the boundary **between Derry City / Strabane and Causeway Coast / Glens councils.**

[I do use a "colour code" to facilitate more precise meaning in my words, as shown below :-

- **green** is **very good**,

blue is **good or medical or chronological or administrative**,

yellow is ok or a bit worrying,

orange is fairly bad,

red is **bad**]

I send this additional commentary now so that it reaches you **prior to** the **two relevant** boundary review hearings,

namely **Derry City and Strabane on 12 October 2021** and **Causeway Coast and Glens on 13th October 2021.**

I remotely "sat in" via zoom on **the Belfast boundary review hearing on 5th October 2021.**

While obviously that is a different council area, the legal counsel for Belfast council mentioned **principles which would apply in other council areas too.**

Namely

(a) Boundaries should **where possible follow natural lines** such as roads, rivers etc.

(b) Boundaries should be drawn **where possible to facilitate access**, in for example fields split between two councils.

As points (a) and (b) above **may be used at review to argue that my original proposal would be too much in breach** of (a) and (b) above,

and to more closely align with the principles in (a) and (b) above, i have drawn a **new map (Oct 2021, attached)**

which **somewhat extends** the area for transfer.

Basically i propose **extending my original proposed area** (for transfer from Causeway to Derry)

slightly South to now run along the main A2 (Londonderry to Limavaddy road).

That would satisfy point (a) above re **natural** lines, for as much a distance as feasible along the **A2** road

[which in this case is half way from Eglinton roundabout to Greysteel, just where the **A2** road bends towards Greysteel,

as shown by the **dotted blue / red line** 

on the attached **Oct 2021 map.**

Where the A2 bends towards Greysteel at that half way mark, **my proposed new boundary bends the other way, arcing towards the coastline.**

This is **to avoid any fields** potentially of use in **the future Greysteel bypass**, though of course any new road could,

if need be, cross two council boundaries anyway, as the **A5** and **A6** road widening schemes do in this same North West region.

This new extended area would also, **for most or all of the fields** in question which i propose should be transferrred **from Causeway to Derry,**

facilitate access to those fields without crossing council boundaries.

I do not know if all the fields in question to be transferred will all belong to one landowner, or indeed if my proposal will result in

any farmland being divided between the two councils, but **i believe this extra section of land for transfer may be**

more to the liking of the commission in terms of being complaint with the commissioners own terms of reference,

as perhaps partly indicated in (a) and (b) above.

As i am just an individual **i have not the resources to determine these points myself regarding who owns what field** but understand that

the boundary commission and / or other interested parties such as solicitors for councils **might be able to so determine.**

I would also, in total up-front transparency, note that the extended area will include **transfer of one or two dwelling houses.**

However this is **simply to facilitate access to the farmland around those two houses** by having all of that farmland, where possible,

within the same council area.

I wish **to strongly re-iterate and emphasise** the following sentence

As per my original email to the commission review, re-forwarded below this new email,

i do not ever see any need, nor would i support, that the land occupied by these two dwelling houses

ever need be used for actual runway expansion.

Of course the commissioner might take the view that my original proposal **sent 21st September 2021** has **the most merit,**

despite my amended points (a) and (b) from the Belfast hearing, above.

Thats fine with me.

But **let me end with a**

final, central, point.

This submission i make is about **the**

proper long-term strategic positioning

of the North West region.

That airport at Eglinton / City of Derry is

vital for the needs of Derry / Londonderry, Limavady AND Coleraine,

going in to the future.

My amended proposals involve the transfer of, at most, 1 or 2 dwelling houses.

Not their demolition.

(I would **always oppose** the demolition of those dwellings, though considering they are **immediately adjacent to the main A2 road,**

no planner is ever going to suggest that area be used for runway extension anyway.)

My (amended) proposal simply involves the transfer of those 2 dwellings **from one council to another.**

i believe,

proportionally balancing the priorities of us ALL,

that **the airport is the highest priority,** particularly as in no way will my proposal involve demolishing those two dwellings.

Therefore it is **right and proper that,** either my **original** proposed area, or today's **amended,** slightly extended, proposed area

that i outline above, be transferred **from Causeway to Londonderry City,**

for ALL our long term benefit in the North West.

The slightly extended area to be transferred has now a proposed boundary line on the map marked :-

— — — —

in **blue** and **red** mix starting along the A2 road at Eglinton and going East.

That extended area for transfer is **shown on the attached, amended map today,** titled :-

"2021 Oct extra strip link to A2 for access, natural lines.png".

and that amended area **can itself be tweaked by the commission** around various fields

based on any **local knowledge not available to me** as one individual.

I am happy that this email is **circulated to anyone else that made a submission, or any other relevant interested parties,**

for both **the Derry City and Strabane review on 12th October and the Causeway Coast and Glens review on 13th October.**

I myself will circulate it to those i am aware of, **that is councillors** in the two councils **of Derry and Causeway.**

The email below, **of 21st September 2021,** is simply **for reference,** it has already been sent to the boundaries commission.

And obviously i am NOT re-sending the other 3 emails (b) to (d) mentioned below that were sent

with my **original, 21st September 2021, submission** to you.

As "yahoo" has a **25 mb file limit size,** in order to **attach the new Oct 2021 map** with extended transfer strip below,

i have had to remove **the original Sept 2021 proposed transfer strip map** from **THIS email.**

However, **for the convenience of reference (of councillors),**

i will forward an email containing **the Sept 2021 original map** just after this email.

Yours sincerely

redacted

----- Forwarded message -----

From: redacted>

To: consultation@lgbc-ni.org.uk <consultation@lgbc-ni.org.uk>

Cc: redacted

Sent: Tuesday, **21 September 2021,** 14:58:29 BST

Subject: (a) Northern Ireland Local Government boundaries commission : submission request to adjust boundary (at City of Derry airport) between Causeway/Glens and Derry/Strabane councils

Name : redacted

Email : [redacted](#)

Telephone :

Address :

This is a submission to the Northern Ireland Local Government Boundary **review 2021**.

This email set has 4 emails, **(a)** to **(d)**, but all of the actual submission is **in this email**, email **(a)**.

The other three emails, (b), (c) and (d) are for reference.

They are corroborating proof that **i have some "expertise" in trend spotting**,

hence this **may add to "standing" i would have to make suggestions** to the Boundary commission

Though frankly, as a long-standing **S.D.L.P.** supporter, believing in **civil and religious liberty** and **equality**,

i think that **submissions from ANY member of the public** should be treated with the **utmost respect** and **seriousness**.

A lifetime of dealing with people who, like myself, have letters such as **BSc** or **MSc** after their name, has **NOT engendered in me** any particular belief that

their advice is necessarily worthy of **any more** weight than the **rest of the rpublic who do NOT have fancy letters after their name**.

This submission is a suggested amendment to provisional council boundaries set out by the commission six weeks ago, namely :-

The **Transfer of a 2,000 metre by 500 metre coastal strip** of land **along Lough Foyle**,

currently **in Causeway Coast and Glens council, to Derry City and Strabane council** because

it is precisely adjacent to

City of Derry airport.

The area recommended to be transferred is **marked by a dotted red line** 

on the map

"**2021 Sept strip to transfer to Londonderry for poss.(ible) future airport use (Marked in red)**"

which is **attached** to this email [as is the **unmarked** version of the Google map, called :-

"**2021 (unmarked) Derry airport Coast strip transfer to Londonderry**"]

The current council boundaries **between Derry City and Strabane council and Causeway Coast and Glens council**

are marked by a **solid red line**  on the same map in that first attachment to this email.

[I have a text code to add a further layer of clarification,

specificity and focus to my sentences / phrases :-

Green = Very Good,

Blue = Good or Medical or Scientific or Chronological or Administrative

(Though i, like **60 years** of boundary commissions, use **red** to outline council boundaries)

Yellow = OK, a bit worrying

Red = Bad]

Note, both the **coastline** and the main **Londonderry to Greysteel** road run (approximately) due **EAST**,

but are **distant** from each other **by 1,000 metres, (1 kilometre)** approximately.

I did email **Derry City and Strabane** councillors on this matter.

In that email i had inadvertently (prior to exactly measuring it !) stated that the distance from

the airports Eastern boundary to the Western edge of Greysteel village **was 900 metres,**

(**wheras the actual distance is 2,000 metres or 2 kilometers)**

and that the **strip recommended for transfer** would be **the area along the coast,** as a **Northern** boundary,

with a **Southern** boundary line **running parallel to both the coastline and the Londonderry to Greysteel road,**

and **that Southern boundary** of the strip **would be MIDWAY** between those two,

but, in the area of strip to be transferred,

ensuring that it did not include

ANY fields likely to be **used for the planned Greysteel by-pass** in coming years.

It remains true that the strip i recommend is that Northern area along the coast,

and **the strip "curves Northwards"** in an arc away from Greysteel as **it gets nearer** Greysteel,

(as you can clearly see on my attached map in the first attachment below to this email)

to ensure it does not encroach on

land needed for the (eventual) Greysteel bypass.

Obviously the latter by-pass will not run too near the coast **given inevitable oncoming sea level rise**

this century and the **need for fairly expensive sea defences** to guard **any bypass road**

if

it was built **too near** the coast,

particularly when it can **be comfortably built 1 kilometre back from** the coast

without disturbing even a single existing structure on the western side of Greysteel

In contrast, given the **profound strategic significance** of the airport, it is **much more in the interests**

of Derry City & Strabane councillors to defend the coastline that **would border any airport runway.**

What is the Reason for my suggested transfer **of 2,000 metre long strip** of land ?

(width of strip varies **from 600 metres** near the **airport**

down **to 350 metres, at the other, Greysteel end** of the strip)

Answer = Strategic Planning :-

For City of Derry airport a.k.a Eglinton airport, its current land "footprint"

is entirely within **Derry City and Strabane council**, and **the airport**

is 100% owned by Derry City and Strabane council.

That strip of coastal land is the **logical next** area for any **future airport expansion,**

as it has no family homes.

Such expansion, when world aviation recovers, will **also provide**

hundreds of good, permanent, paying jobs

in Limavady, Greysteel, Eglinton and Derry, and further afield.

I have **closely studied** the aviation sector for **over 40 years** as

(a) I have a **degree in Planetary Physics** (**1988, University of Manchester**),

BUT I am acutely aware of

(i) The **need to NOT over-expand aviation** due to the **"extinction event"** that is **Global warming**

which we are **CURRENTLY** living through

(ii) The **only exception** is that sub-set of the aviation industry which is **travel between islands**.

Why ? - Because **some form of travel** for commerce and leisure between **Ireland and Great Britain IS required**,

but **the alternative** to travel between islands, like Ireland & Great Britain, **if air travel was removed**,

would be EXTREMELY heavy car ferries, 40,000 to 70,000 tonnes,

filled with cars which each weigh **1,200 kg**, the weight of **15 passengers EACH**.

So its **actually MORE carbon saving** to use **air travel** between say **Derry and London**.

[Albeit only just, and only if they are almost all economy flights - stats available on request)

However long term, air travel **between**

In-island destinations,

e.g. **Derry to Cork**,

should be **phased out** because **land based travel** would be **less carbon emitting than in-island flights**.

[a typical **train** of **1,000** passengers has a **TENTH the weight** of a typical **car ferry** of **1,000** passengers,

and thats NOT including the weight of trucks / cars]

(b) My father was a **councillor** on Derry City council **from 1973 to 1988**, and **took a close interest in developing the airport**

(c) I worked in one of the **largest financial institutions in the British Isles**, a **Fortune 500 company**,

for 14 years including **7 years as database manager** ("**Big data**" before the term had been coined) in **the 2000s**.

As such i had an "**access all areas**" pass to the various finance functions be it **personnel, factors, leasing, treasury, corporate**,

insurance, finance, audit and risk, retail banking etc, and so i have **knowledge of each** of these sectors.

Based on (a) to (c) above, including **knowledge of government** from

my fathers time on council in **the 1970s and 1980s,**

i am aware of **the u.s.p.** (unique selling point) that having your own airport **can give to** a locality.

I would add that as **my health is not good** i had a **vested interest in combatting / containing the covid pandemic.**

[Though obviously, as my fathers constituency **secretary in the 1980s** which included

anything from arranging **street lights to be fixed** to arranging **housing** for **needy families,**

i therefore **also** have **long experience in,** and a **strong track record of, trying to help** my local community]

I mention both the above,

AND the more recent information below **on Covid**

to **highlight**

that i have

a track record in spotting trends

from statistics and

so i have "**standing**" to bring the **NEED** and **suitability** for **the 2,000 metre** coastal strip i mention

to be transferred (**to Derry City and Strabane** council) **to the Boundary commissions attention.**

With 40 years knowledge of China and the above qualifications and work experience,

i spotted the covid **danger early on**

and, **at my request,** had a series of **hour long meetings** with **4 local parties** in

Londonderry from 27th January 2020, which was a **full 2 months** before the first Northern Ireland **covid lockdown.**

I have also, in the last **18 months**, sent **covid trend warnings** to many **councils** and other officials

in the UK, Ireland, US, Europe and Asia.

[In emails on **1st and 4th March 2020** to **US and UK leaders** respectively,

i warned of the **danger** of the **Wuhan "Wild"** strain of covid.

To UK leaders, i **begged that Cheltenham races**, with 250,000 attendees, be **cancelled in advance**.

To US leaders, **at that time** when there was, in the US on **1st March 2020**,

only a handful of covid cases, **easily containable** by local **lockdown**, and **NO deaths** in America,

i warned them **they had 5 days to shut down** their **airspace before a covid flood started**

[**See email #3 and #4 to follow, for reference / proof, if required**]

In email in **October 2020** [when there was **hardly ANY** cases] to 1,000s of councillors,

I warned of the **Alpha / Kent variant** "tidal wave",

so my email was 2 months before the Christmas covid crisis **caused by that Alpha / Kent variant** cases .

I also warned, in email to 1,000s of councillors in England, of the **Delta / Indian** variant in **April 2021**,

so **that** email of mine was **3 months before** our **current covid crisis**,

and was at a time when, **in all of the UK**, there was **less than 100 Delta** cases,

compared to **millions** of **UK Delta** cases today]

I have **been thanked by** many local officials, and **leading national researchers on covid**,

for my advice during **these last 18 months**.

[see email **#9** to follow, for reference / proof]

The current **worldwide slump in aviation** is , in my view, a **temporary, short to medium term** phenomenon.

However the experience of the covid pandemic is **likely to benefit mid sized cities** such as **Derry**

in terms of people wishing to re-locate from the largest conurbations,
progressively in a **15 year time horizon, beginning 3 years** from now

(though estate agents already are reporting returnees into Northern Ireland from London)

Therefore it is very likely that **air traffic** to City of Derry airport will **progressively increase**

in the **2025 to 2040** time period.

Eventually that would indicate

the need for an additional run-way.

The last time the airport runway was expanded, in my view,

a serious error was made

in terms of public consultation.

That mistake was that the airport expansion route chosen entailed **the demolition of a dozen family homes**

in the Longfield areato the west of the airport.

I strongly **believe** and would **urge** that **any further airport expansion should have as a pre-requisite**

that the route should **NOT involve demolishing family homes.**

There is **only ONE** direction where the airport **could in future be expanded**

which would **be consistent with NOT demolishing** family homes.

That direction **is exactly the one i specify for transfer** in this submission,
namely EAST, approximately parallel to,

but some tens of metres inland from the existing rail track,

Currently **in that direction**, apart from one commercial timber yard, as earlier stated, **there is NO family homes**,

for a distance of **2,000 metres**.

However effectively **every metre** of that distance would be **currently**

contained within **Causeway Coast and Glens council**,

as **the council** boundary is also the **current airport** boundary.

Now **some might argue** that it would be **time enough**, until a runway expansion was actually authorised, to acquire

that 2,000 metre strip of land.

Some of those voices might be genuine.

Others i contend would be **part of the same long term foes** of ANY expansion or strategic development

in the North West of Ireland, given for **generations the history** of :-

- the **glacially slow** pace of expansion of **Magee University**
- The **equally slow** pace of dual carriageway construction in the **A6** from **Londonderry**, past **Dungiven**, to **Belfast**.

[I have a government document **dated early 1960s** envisioning a **by-pass of Dungiven**.

That by-pass, as i write, is **STILL** not complete as of now, nearly **SIXTY years later and wont be this year, 2021.**]

Further, the lesson of the **horrendous delays** in the dual carriageway upgrade to **the A5 road**

from Londonderry to Dublin is a salutary warning that when a major project is required,

the **fewer** potential **obstacles** in its way, **the better**.

Each boundary commission review happens **at very long intervals**,

and has been a **gap of** at least **10 years** between reviews in the last **50 years**.

If

the strategic strip of land i specify

[the **2,000 metre** strip along the coast, for a width of **350 to 600 metres inland**,
running from the current eastern boundary of City of Derry airport]

is not transferred to **Derry City and Strabane council**

via **this CURRENT review**,

the **opportunity would be lost**

for AT LEAST another 10 years.

It is **incontestably true that**, if in not too many years to come, the airport **DOES seek to**

expand along the **western part** of the **2,000 metre strip** i mention,

it would be **FAR BETTER to have already removed the clear potential obstacle** (remembering the **A5 experience**)

that **such expansion would be split across TWO independent council boundaries.**

NOW is the time to transfer that coastal land strip.

I have spoken to people within the **Causeway area**, specifically the Greysteel area,

which is that part of Causeway immediately adjacent to city of Derry airport

(who i would confirm gave no commitment either way regarding their attitude to

my idea of transferring these fields near the airport to **Derry City and Strabane council**)

That was **when** was pointed out to me that there is a **planned bypass of Greysteel village.**

Now the distance between the Eastern boundary of **City of Derry** airport and **Greysteel** is **some 2,000 metres.**

It would therefore be wise, and i have so specified as can be seen from **my dotted red line** in the attached map,

that any coastal strip transfer **from Causeway / Glens council**

to **Derry / Strabane** council should "veer away" to the **North and West** from the route of **the Greysteel bypass**,

though the latter by-pass also is **at least a number of years in the future**.

Yours sincerely,

redacted

MSc redacted

BSc redacted

To Follow, for reference, are corroborating emails

#3 My email of **1st March 2020** to about **15 United States Congressional** leaders

#4 My email of **4th March 2020** to **6** senior backbench British MPs, **3 Conservative** and **3 Labour**

#9 An email containing **various thanks and / or reference** for and to **my covid research analysis**, dated **from February 2020** and soon after,

from **several** parties in **Northern Ireland** and from a **very senior**, very **well known UK / Irish epidemiologist Professor**.