

Derry City and Strabane District / Causeway Coast and Glens – received 21st September 2021

From: Redacted

Sent: 21 September 2021 14:58

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

Cc: Redacted

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

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

From: Redacted

To: Redacted

Sent: Tuesday, 21 September 2021, 14:47:51 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 : Redacted

Address : Redacted

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

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.**
