

File With

SECTION 131 FORM

Appeal No

ABP—314485-22

Defer Re O/H

☐

To

SEO

Having considered the contents of the submission dated/received 4/09/2022 from Breda and Francis Murray 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 issues raised

Signed

[Signature]

EO

Date

13/10/22

To

EO

Section 131 not to be invoked at this stage.

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

☐☐

Signed

SEO

Date

Signed

SAO

Date

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference

NPA-OBS-001216

Garry

Online Observation Details

Contact Name
Breda Murray

Lodgement Date
04/09/2022 13:08:19

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Breda Murray

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒

Yes — P.T.O.

☐

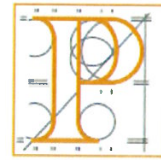
N/A — Invalid

Signed

Karen Byrne

Validation Checklist

Lodgement Number : **LDG-056959-22**
Case Number: **ABP-314485-22**
Customer: **Breda and Francis Murray**
Lodgement Date: **04/09/2022 11:47:00**
Validation Officer: **Garry Dorgan**
PA Name: **Fingal County Council**
PA Reg Ref: **F20A/0668**
Case Type: **Normal Planning Appeal PDA2000**
Lodgement Type: **Observation / Submission**



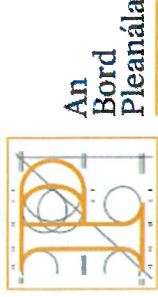
An
Bord
Pleanála

Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Not Applicable
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes

BP40 to issue to Breda and Francis Murray and enclose a copy of the receipt.

✓ 6/9/22

Lodgement Cover Sheet - LDG-056959-22



Details

Lodgement Date	04/09/2022
Customer	Breda and Francis Murray
Lodgement Channel	Web Portal
Lodgement by Agent	No
Agent Name	
Correspondence Primarily Sent to	
Registered Post Reference	

Lodgement ID	LDG-056959-22
Map ID	
Created By	Karen Byrne
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	F20A/0668

Categorisation

Lodgement Type	Observation / Submission
Section	Processing

PA Name	Fingal County Council
Case Type (3rd Level Category)	Normal Planning Appeal PDA2000

Fee and Payments

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Value	50.00
Refund Amount	0.00

Observation/Objection Allowed?	Yes
Payment	PMT-044367-22
Related Payment Details Record	PD-044260-22

Observation

PA Case Number	F20A/0668
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Development Description	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of
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the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing. The proposed relevant action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs to 2400hrs and 0600 hrs to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or

landing at Dublin Airport between 2300 hrs and 0700 hrs over and above the number stipulated in condition no. 5 of the North Runway Planning Permission, in accordance with the annual night time noise quota. The relevant action pursuant to Section 34C (1) (a) is: To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.' Permission is being sought to amend the above condition so that it reads: 'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.' The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs to 0600 hrs to 0000 hrs. The relevant action also is: To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.:

PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'. With the following: A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs. In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures: - A noise insulation grant scheme for eligible dwellings within specific night noise contours; - A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019. The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any

PA Decision Date	08/08/2022
County	
Development Type	
Development Address	Dublin Airport, Co. Dublin
Appellant	
Supporting Argument	

	<p>amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum. The planning application will be subject to an assessment by the Aircraft Noise Competent Authority in accordance with the Aircraft Noise (Dublin Airport) Regulations Act 2019 and Regulation (EU) No 598/2014. The planning application is accompanied by information provided for the purposes of such assessment. An Environmental Impact Assessment Report will be submitted with the planning application. The planning application and Environmental Impact Assessment Report may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours of 9.30 - 16.30 (Monday – Friday) at Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin.</p>
Applicant	
Additional Supporting Items	Yes

Crestwood
Kilcoskan
Kilsallaghan
Co. Dublin
K67 AP93

4th September 2022

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902.

Case Ref: PL06F.314485 (F20A/0668)
Location: Dublin Airport, Co. Dublin

Dear Sir/Madam,

The fee of 50 euros has been paid in respect of this observation.

We are writing to object to the present flight paths of aircraft from the North Runway which contravenes planning permission granted by Fingal County Council 2007.

Planes have started taking off from North Runway and turning north (hard right) before reaching the sound monitor at Bishopswood, west of North Runway immediately once airborne and proceed northwards towards Kilsallaghan. It can be observed on WebTrak website that South Runway planes taking off westward fly over the sound monitor at Bay Lane prior to turning either north or south. Should flights from North Runway fly over the sound monitor at Bishopswood also and therefore turn north or south as shown on flight path maps of 2016? It is our understanding that all flights should travel for 1.5 nautical miles westward before turning north or south, as that would get them 4000 feet in the air as in planning permission was granted in 2007, whereas in fact, they are turning immediately once airborne bringing low flying flights over Kilsallaghan and other areas north of new runway which is not supposed to be on a flight path.

The flights from North Runway are flying over our home for the first time ever since 25th August 2022, at a height of 2000ft or less every day to date. This is effecting the quality of our home life which we were not expecting or informed about. A World Health Organisation's report "Environmental Noise Guidelines for the European Region" at the behest of the EU in 2018 states clearly 'that aircraft noise at the levels projected by the DAA is associated with adverse health affects'.

Professor Munzel, Chief of the Department of Cardiology at the University Medical Centre, Johannes Gutenberg University, Mainz, Germany and is rated the World's foremost expert on noise by Expertscape, (www.expertscape.com/ex/noise) is studying the damage to the human body as a result of exposure to aircraft noise and especially night-time aircraft noise. There is evidence of damage to the cardiovascular system in relation to aircraft noise. These flights can be every 2 minutes during day-time hours for a substantial part of the day. The flight path maps were shown to the St. Margaret's Community in 2016 are very different to the present reality of air traffic. It makes a nonsense of the noise contours maps of 2016 and compensation scheme for householders in the community affected and the planning system.

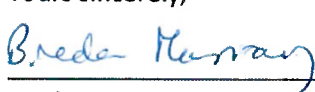

We are objecting to the changing of restrictions regarding night-time flights from the South Runway and the North Runway. Night-time flights are detrimental to health and wellbeing of local residents and communities.

The additional flights from North Runway and proposed increase in air traffic will substantially increase carbon emissions and a greener approach should be taken in relation to travel. Aviation is one of the fastest growing sources of greenhouse gas emissions and the most climate-intensive form of transport. Unless measures are taken, growth in aviation emissions will result in them amounting to all or nearly all the annual global CO2 emissions budget by 2050. There is a climate and biodiversity emergency. Now is a time to reduce rather than increase the number of flights through Dublin Airport. The Irish Government, major corporations and international agencies are committed to reducing their carbon footprint.

The submission by the Dublin Airport Authority of the current Planning Application F20A/0668 was on 18th December 2020, not allowing much time for the communities to consider the application and allow for submissions to be forwarded to Fingal County Council. This application was submitted in the midst of a major pandemic when people were advised to stay indoors and to avoid meeting people outside their homes. This would appear to be Dublin Airport Authority's intention to submit the planning application to Fingal County Council just before Christmas 2020. This also raises the question of a conflict of interest between the planning authority and the applicant as Dublin Airport Authority are the biggest contributors of rates to Fingal County Council, who are also the planning authority.

We trust you will give due consideration to the issues raised in our submission and observation of the proposed North Runway. Quality of life of residents in the surrounding communities must be taken into account by Dublin Airport Authority, Fingal County Council and An Bord Pleanála. Please refuse to grant the amendments to the planning permission granted in 2007 and to ensure the operation of North Runway is adhering to the planning permission granted.

Yours sincerely,

 
Breda and Francis Murray