

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 Observation. 26/9/22
 from

Peter Wayne 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

E.O.: Carry OnDate: 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. ☐

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 2/3/4weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP _____

M _____

Please treat correspondence received on _____ as follows:

1. Update database with new agent for Applicant/Appellant _____

2. Acknowledge with BP _____

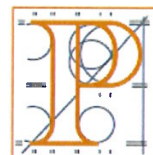
3. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐**Amendments/Comments****4. Attach to file**(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐**RETURN TO EO** ☐

	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO:	AA:
Date:	Date:

Validation Checklist



An
Bord
Pleanála

Lodgement Number : **LDG-057502-22**
Case Number: **ABP-314485-22**
Customer: **Peter Coyle**
Lodgement Date: **26/09/2022 10:24:00**
Validation Officer: **Garry Dorgan**
PA Name: **Fingal County Council**
PA Reg Ref: **F20A/0668**
Case Type: **Normal Planning Appeal PDA2000**
Lodgement Type: **Observation / Submission**

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

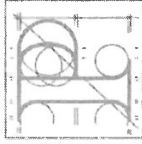
Run at: 26/09/2022 12:26

Run by: Garry Dorgan



Lodgement Cover Sheet - LDG-057502-22

314485



An Bord Pleanála

Details

Lodgement Date	26/09/2022
Customer	Peter Coyle
Lodgement Channel	Post
Lodgement by Agent	No
Agent Name	
Correspondence Primarily Sent to	
Registered Post Reference	

Lodgement ID	LDG-057502-22
Map ID	
Created By	Gillian Brogan
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	

Categorisation

Lodgement Type	Observation / Submission
Section	Processing

PA Name	Fingal County Council
Case Type (3rd Level Category)	

Fee and Payments

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

Observation/Objection Allowed?	
Payment	PMT-044766-22
Related Payment Details Record	PD-044659-22

Observation

Run at: 26/09/2022 10:27
Run by: Gillian Brogan

PA Case Number	
PA Decision Date	
County	
Development Type	
Development Address	
Appellant	
Supporting Argument	

Development Description	
Applicant	
Additional Supporting Items	

Peter Coyle,

8 Burrow Court,
Portmarnock,
Co Dublin.
D13 T295

AN BORD PLEANÁLA	
LDG- <u>057SD2-22</u>	
ABP- _____	
26 SEP 2022	
Fee: € <u>80</u>	Type: <u>Cheque</u>
Time: _____	By: <u>post</u> 20 September 2022

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1. D01 V902

OBSERVATION

Bord Pleanála Ref: ABP-314485-22
Planning Application : F20A/0668
Applicant: DUBLIN AIRPORT AUTHORITY
Location: Dublin Airport

Dear Sir/Madam,

I, as a local resident and a former Fingal County Councillor (representing the Howth/Malahide Electoral Area), wish to lodge my Observation to the the Appeal to the Planning Application F20A/0668:

1. An Bord Pleanála dealt comprehensively with the issue in its decision in 2007 (Planning ref. F04A/1755 / PL06F.217429)

Extensive and comprehensive consideration was made in all submissions and discussions at the oral hearing. Ironically the ABP Inspector recommended Refusal. However the Board gave major consideration and recommended the Conditions, particularly relating to night-time noise and activity. Those Conditions are just as relevant today as when the Decision was made.

2. Do DAA want Ireland to operate in Central European Time?

The applicants state in their application:

"The demand for these flight times is partly as a result of Dublin Airport's geographical location and the one-hour time difference between it and mainland Europe, meaning that flights need to leave Dublin before 0700 hours to arrive at their destination for the start of the working day. This results in Dublin based aircraft having longer days than competing European hubs."

DAA should be addressing this matter to the Irish Government and the EU. It is obvious that the DAA would wish to be operating in the Central European Time Zone. Having one standardized Time Zone is an upcoming issue in the EU. **It is not one for the Planning Authority to rule on.** In following DAA's wishes, the

Planning Authorities would be placing Fingal residents, impacted by aircraft noise, to live by the European Time Zone. This is of course a matter of legal **discrimination**. Hence it will lead to a Judicial Review if ABP accepts the change.

3. Night Period is Eight Hours

'Night Period' is accepted internationally as an eight hour period, giving people around airports and under flight paths the opportunity to have a full night's sleep consistent with international health guidelines. DAA in its application only wish to acknowledge night as a six and half hour period. This is a contrast to international guidelines and the rights of Fingal citizens.

4. Air Traffic projections are unrealistic.

The projections made were carried out, not taking into account a number of major environmental issues:

The predicted impact of the non-availability of carbon fuel for the aviation industry into the future was not considered. To date, no alternative fuel is available, and aviation fuel has the 'benefit' of no tax, which of course is not sustainable. The growth in passenger numbers presented by DAA assumes that the industry will carry on as in the past.

5. Health Implications

The importance of the World Health Organisation is well recognised. Although their guidance was referred to in the ABP consideration in 2006/2007, it was not seen as a Planning requirement at that point. However their guidelines are more likely to be introduced at European level in future. Many studies have shown the adverse impact of aircraft noise on sleep and general health. E.g. one German study stated:

"that aircraft noise clearly and significantly impairs health. For example, a day-time average sound pressure level of 60 decibels increasing coronary heart disease by 61% in men and 80% in women. As another indicator, a night-time average sound pressure level of 55 decibels increased the risk of heart attacks by 66% in men and 139% in women. Statistically significant health effects did however start as early as from an average sound pressure level of 40 decibels."

Conclusion.

An Bord Pleanála gave comprehensive and detailed consideration back in 2007 to the issues now raised in this new Planning Application by the DAA.

The European Central Time cannot be discriminately introduced to operate in Fingal. 'Night Period' is accepted internationally as eight hours, and not six and half hours, as requested in this application. An Bord leaves itself open to legal challenge if it acknowledges the DAA definition.

The applicants want to introduce discriminatory night-time flying, impacting on major Fingal areas. This will impact on the sleep requirements and health of local residents. As well stated in an international report:

“Night should be defined to mean an eight hour period, giving people around airports and under flight paths the opportunity to have a full night’s sleep consistent with health guidelines”

I am recommending that this Planning Application be refused by An Bord Pleanála

Yours sincerely,

.....
Peter Coyle