

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

3/10/22

from I.T.I.C.

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

EO

Date

14/10/22

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

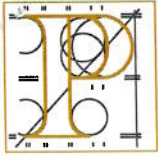
EO

Date

Signed

AA

Date



An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference

NPA-OBS-001352

Online Observation Details

Contact Name
Arlene Woods

Lodgement Date
03/10/2022 10:22:39

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Arlene Woods

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒

Yes — P.T.O.

☐

N/A — Invalid

Signed

The Secretary
An Bord Pleanála
61-64 Marlborough Street
Dublin 1
D01 V902

October 3rd 2022

Reference ABP-314485-22 (Dublin Airport North Runway)

Dear Sir/Madam,

I am writing on behalf of ITIC in respect of the appeals to the Board against the consent recently granted by Fingal County Council (FCC) to daa in respect of revised planning conditions for operation of Dublin Airport North Runway (Fingal register reference F20A/0688).

The Irish Tourism Industry Confederation (ITIC) is the representative body for inbound tourism and hospitality stakeholders in the country.

ITIC strongly supports the FCC consent in respect of North Runway which made necessary amendments to the two onerous decisions attached to the original grant of planning.

Two of these conditions would severely reduce the future operational capacity of Dublin Airport at peak periods - Condition 3(d) states that North Runway cannot be used for landings or take-offs between 11pm and 7am, whilst Condition 5 places a 65 movement cap right across the airfield, within the same 11pm to 7am period.

The two conditions, if unchanged, would have negatively impacted Ireland's connectivity and reduced its competitiveness given the drastic reduction in capacity during peak holiday season, from over 100 flight movements (in the time period from 11pm to 7am - mainly occurring at the 6am and 11pm peak hours) to just 65.

This would have meant that Dublin Airport would have substantially less capacity at peak hours with two runways than it had with one, having invested €320m on a project sought and supported by policy makers and the travelling public.

International access is the lifeblood of the tourism industry and it is critical that this is protected. The recovery of the sector remains fragile given the volatile and challenging geopolitical and macroeconomic context, together with the risk of a new outbreak of COVID, threatening continued recovery. Dublin Airport is in direct competition with other European airports such as Copenhagen, Barcelona and Vienna for route development and implementing restrictive conditions which hamper its ability to provide flexibility at key peak hours, would curtail its ability to compete with other airports and secure new services to support the Irish economy and Irish tourism.

FCC, informed by best international practice and EU directives designed to minimise noise impacts, announced its decision in respect of night time aircraft activity at Dublin Airport as follows:

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- To revoke Condition 5 (65 cap) and replace with an Annual Quota Count [QC] for the full night period (23:00 to 07:00).
- That North Runway shall not be used for take-off or landing between 00:00 and 05:59 (from 23.00 to 07.00 previously)

ITIC believes that this decision strikes an appropriate balance between safeguarding the needs of local residents, while also meeting the needs of the Irish economy and its key indigenous sector, the Irish tourist industry, for continued connectivity to key markets.

Yours sincerely,



Eoghan O'Mara Walsh
CEO