

SECTION 131 FORM

File With _____

S. 37

Appeal NO: ABP 314485

TO: SEO

Defer Re O/H ☐

Having considered the contents of the submission dated/ received 22/12/24
from

Darragh Butler

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

E.O.: [Signature]

Date: 21/1/25

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: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

S. 37

File With _____

CORRESPONDENCE FORMAppeal No: ABP 314485Please treat correspondence received on 22/12/24 as follows:

. Update database with new agent for Applicant/Appellant _____

. Acknowledge with BP 23. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐

Amendments/Comments

Resp Recd

4. Attach to file

(a) R/S ☐(b) GIS Processing ☒(c) Processing ☒(d) Screening ☐(e) Inspectorate ☐RETURN TO EO ☐Plans Date Stamped ☐Date Stamped Filled in ☐EO: [Signature]AA: F. WhistlerDate: 21/1/25Date: 4/1/25

Daragh Cassells

James

From: Darragh Butler <Darragh.Butler@cllr.fingal.ie>
Sent: Sunday 22 December 2024 22:45
To: Appeals2
Subject: ABP CASE 314485

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear An Bord Pleanála,

Planning rules do not appear to apply to Dublin Airport. Whenever there is a breach, go to the Courts, get a stay pending a new application or a new appeal and everything will be okay. Dublin Airport should be held to the same planning rules that every other person or entity in this state is held accountable to.

No one appears to take the side of the residents. Whether it be the Irish Aviation Authority (IAA) or Aircraft Noise Competent Authority (ANCA), there needs to be a state entity that better considers the concern of local residents, as I believe would happen in other jurisdictions. The IAA state that they are "the single civil aviation regulator for Ireland. We are responsible for the regulation of safety, security and consumer interests". It would be nice of somewhere in there that there was a second line stating that they'd also consider the safety and concerns of residents living by airports and close to and underneath flight paths. Unfortunately, in this jurisdiction, no state agencies appear to seriously consider the plight of the resident.

There needs to be a meaningful night-time flight numbers cap imposed on Dublin Airport.

There also needs to be a meaningful night-time noise quota cap imposed on Dublin Airport.

Residents are rightly concerned that they will only get this 6-hour sleep window if this DAA application is approved. Residents also believe that the Noise Quota System will only work if it includes a flight limit. Changing the Night-time Hours from 7am - 11pm to 6am to midnight is a big change, reducing this window to just 6 hours. There needs to be additional conditions imposed here, possibly restricting the new runway over the use of the old runway. There needs to be innovative ways to better use the old versus new runway to provide relief to residents greater than 6 hours.

The Retention of the Divergent Flight Paths is a major issue for local residents and is something that should have never happened. Unbelievable after all the years of public information meetings and planning that when the new runway opened, that the flight paths were not operating as planned. Unbelievable that this could happen and then that this could continue. ABP should not approve this divergent flight path through mitigation measures. DAA should follow the flight path that was granted permission in 2007. The unapproved divergent flight path off NR currently in use, is causing incredible suffering, distress and sleep disturbance to families that were never to be flown over.

So far, all the changes that have been approved or look like that they are going to be approved are all take, take, take and all the residents seem to do is give, give and give. There needs to be some sort of mediator or agency appointed that could have genuine and meaningful communication with resident groups and come back to ABP and allow some better and meaningful compromises that would help approve in some way the plight of residents. Whether it has been the divergent flight paths, suspended flight caps or airport operating hours, it has been give, give and give from the residents and we do not appear to be seeing any effective compromises or mitigations coming from the daa, the iaa or Dublin Airport.

Thank you for taking the time to consider my submission.

Best regards,

Darragh

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Designated Public Official under the Regulation of Lobbying Act 2015