

File With _____

SECTION 131 FORM

Appeal NO: ABP - 3/4485-22

Defer Re O/H



TO:SEO

Having considered the contents of the submission dated/ received 27/9/22
fromDAAI 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 raisedE.O.: [Signature]Date: 18/10/22

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: _____

CORRESPONDENCE FORM

File With _____

Appeal No: ABP -314485-22

M S. McCormack

Please treat correspondence received on 27/9/22 as follows:

<p>1. Update database with new agent for Applicant/Appellant _____</p> <p>2. Acknowledge with BP <u>20</u></p> <p>3. Keep copy of Board's Letter <input type="checkbox"/></p>	<p>1. RETURN TO SENDER with BP _____</p> <p>2. Keep Envelope: <input type="checkbox"/></p> <p>3. Keep Copy of Board's letter <input type="checkbox"/></p>
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Amendments/Comments
DAA response to Trevor Redmond Appeal

<p>4. Attach to file</p> <p>(a) R/S <input type="checkbox"/> (d) Screening <input type="checkbox"/></p> <p>(b) GIS Processing <input type="checkbox"/> (e) Inspectorate <input type="checkbox"/></p> <p>(c) Processing <input type="checkbox"/></p>	<p>RETURN TO EO <input checked="" type="checkbox"/></p> <p><i>Cross</i></p>
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	<p>Plans Date Stamped <input type="checkbox"/></p> <p>Date Stamped Filled in <input type="checkbox"/></p>
EO: <i>Cross</i>	AA: <i>Cara Teeling</i>
Date: <u>27/9/22</u>	Date: <u>29/09/22</u>

G. Dorgan

Patricia Buckley

From: Bord
Sent: Tuesday 27 September 2022 15:50
To: Appeals2
Subject: FW: ABP Ref. 314485-22 -1st Party Response to 3rd Party Appeal
Attachments: Trevor Redmond.pdf; Response to ABP Ref. PL06F.314485_Trevor Redmond_27.09.2022.pdf

From: Eirene Varghese <eirene@tpa.ie>
Sent: Tuesday, September 27, 2022 3:28 PM
To: Bord <bord@pleanala.ie>
Cc: Brian Minogue <brian@tpa.ie>
Subject: ABP Ref. 314485-22 -1st Party Response to 3rd Party Appeal

To whom it concerns,

Please find attached submission on behalf of daa relating to a 1st Party Response to 3rd Party Appeal - ABP Ref. 314485-22.

Also attached for your reference is a copy of the relevant 3rd party Appeal along with ABP Letter.

We would appreciate confirmation of receipt of this submission.

Thanks in advance for your time and consideration.

Kind regards,

Eirene Varghese

Planner

Tom Phillips + Associates

Town Planning Consultants





80 Harcourt Street

Dublin 2

D02 F449

T +353 1 478 6055

F +353 1 478 6054

w www.tpa.ie

e info@tpa.ie



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Tom Phillips and Associates Limited. Registered in Ireland No. 353333, 80 Harcourt Street, Dublin 2, D02 F449.

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

27, September 2022
[By email – appeals@pleanala.ie]

Dear Sir/Madam,

Re: Proposed relevant action (S.34C of P&D Acts) to amend/replace operating restrictions set out in conditions no. 3(d) & no. 5 of the North Runway Planning Permission (ABP Ref. No.: PLO6F.217429) as well as proposing new noise mitigation measures at Dublin Airport, Co. Dublin

**First Party Response to Third Party Appeal
ABP Ref. 314485-22; Fingal County Council Reg. Ref. F20A/0668.**

1.0 Introduction

daa plc have retained Tom Phillips + Associates¹ to prepare this First Party Response to a Third-Party Appeal by Trevor Redmond (the Appellant) against a Notification of a Decision to Grant Permission by Fingal County Council (FCC) dated 8th August 2022. We note that a number of other appeals have also been received and these will be responded to in due course.

2.0 Executive Summary

The appeal submitted by Trevor Redmond relates to a notice of decision by FCC to grant an application made on behalf of daa plc for a proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport, Co. Dublin. The proposed relevant action is to amend/replace operating restrictions set out in conditions no. 3(d) & no. 5 of the North Runway Planning Permission (ABP Ref. No.: PLO6F.217429) as well as proposing new noise mitigation measures at Dublin Airport.

It is considered that FCC's notice of decision to grant the proposed relevant action should be upheld as the proposed relevant action will:

¹ 80 Harcourt Street, Dublin 2, D02 F449.



- Deliver a balance that facilitates Dublin Airport's mandate to efficiently return to its permitted capacity and maximise international connectivity and therefore provide the benefits to the Irish economy referred to below, whilst respecting local communities through proposed appropriate mitigations and safeguards;
- Support Dublin Airport's ability to remain competitive in line with National Policy direction, facilitate the demand for global flight connectivity and allow Ireland's globalised economy to continue to prosper;
- Ensure that Dublin Airport's future growth² is safeguarded in a manner that complies with the Balanced Approach as prescribed by the National Aviation Policy;
- Safeguard the operational needs of Dublin Airport's short haul based airline services, which make up the majority of services at the airport;
- Limit overall noise effects to no greater than those in 2019;
- Mitigate noise impacts on those potentially significantly impacted by the proposed Relevant Action;
- Have negligible air quality impacts;
- Result in a significant economic stimulus to the Irish economy in the post COVID 19 recovery which would otherwise be foregone, thus recognising the importance of Dublin Airport in the national economic post COVID 19 recovery;
- Have a negligible impact on the local road network;
- Have no significant effects on water, cultural heritage, visual impact and soils;
- Not result in negative impacts on any Natura 2000 sites; and
- Be fully consistent with the *Fingal Development Plan 2017-2023* and the Dublin Airport Local Area Plan 2020.

3.0 Context of the application

3.1 Summary of the Proposed Development / Relevant Action

An application seeking permission for the proposed relevant action was submitted to FCC on 18th December 2020. A Request for Further Information (RFI) was issued by FCC on 19th February 2021 and subsequently responded to by the applicant on 13th September 2021.

The proposed development constitutes a 'Relevant Action' only within the meaning of Section 34C of the Planning and Development Act 2000. The proposed Relevant Action seeks to amend/replace two operating restrictions currently imposed as conditions through the relevant planning permission³ for the North Runway. These operating restrictions currently restrict the operation of the permitted North Runway (10L/28R) between the hours of 23:00 and 07:00 as well as limit the operation of the runway system including the existing Southern Runway (10R/28L) between the hours of 23:00 and 07:00.

² Re-growth to the combined permitted capacity of Terminal 1 and Terminal 2 of 32 million passengers per annum

³ (FCC Reg. Ref.: F04A/1755; ABP Ref: PL06F.217429)

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-305298-19), as well as proposing new noise mitigation measures.

The proposed Relevant Action, as issued as notice of grant by FCC will remove the numerical cap on the average number of flights permitted between the hours of 23:00 and 07:00 (as measured over the 92 day modelling period) and replace it with an annual night-time noise quota limit of 16,260 between the hours of 23:00 and 06:59 (inclusive, local time) 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. 23:00 hrs to 00:00hrs and 05:59 hrs to 06:59 hrs. Overall, this will allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 23:00 hrs and 07:00 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-305298-19). 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.'

The Notice of Decision issued by FCC amends 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 (inclusive, local time) 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 this change is a change in the normal operating hours of the North Runway from the 07:00hrs to 23:00 hrs to 06:00 hrs to 11:59 hrs.

The Relevant Action also is:

To revoke and 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-305298-19) 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 (as per the Notice of Decision issued by FCC):

The Airport shall be subject to a Noise Quota Scheme (NQS) with an annual limit of 16,260 between 23:00 and 06:59 (inclusive) with noise-related limits on the aircraft permitted to operate at night. The NQS shall be applied as detailed below⁴.

In addition to the proposed night-time noise quota, the Relevant Action as outlined in the Notice of Decision issued by FCC includes noise mitigation measures by way of a voluntary residential sound insulation grant scheme (RSIGS) for eligible residential dwellings (condition no. 5).

The proposed Relevant Action does not include 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 night-time use,) or any 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. F06A/1248; 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 permitted capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum.

It is considered that the proposed Relevant Action will deliver a balanced approach that will both serve the needs of a developing international airport, whilst respecting local communities by proposing appropriate mitigations, safeguards and monitoring.

The above referenced operating restrictions were imposed through Conditions 3(d) and 5 of the 2007 determination⁵ of An Bord Pleanála (ABP). Since then, further evidence and understanding on the impact of the restrictions has become available and it is evident that they will impact significantly on Dublin Airport's ability to meet the foreseeable need for aviation travel and safe expansion of air traffic at the airport as the airport continues to recover from the impacts of COVID 19. As such, it is considered that the operating restrictions are particularly limiting and will have the effect of unduly hindering the ability of the Airport to reach its potential, and deliver the benefits set out in this response (Section 2.0) and detailed within the application material in line with the relevant Strategic Objectives of National, Regional and Local policies.

⁴ Refer to Notification of Decision to Grant Permission as issued by FCC, dated 8th August 2022

⁵ ABP Ref. No.: PL06F.217429

3.2 Appeal Context

This First Party Response on behalf of the applicant relates to an appeal by Trevor Redmond on planning application FCC Reg. Ref. F20A/0668. FCC issued a notification to grant permission for the proposed application on the 8th August 2022 with 5 conditions attached.

4.0 Response to Items Raised in Third Party Appeal

The 3rd Party appeal submitted by Trevor Redmond does not appear to include any specific grounds of appeal. Nonetheless and in the interest of clarity we have sought to respond, where possible, to the claims made by the appellant under the following headings:

4.1 What's changed since the Grant of Permission for the North Runway?

The appellant states that nothing has changed since the original grant of the North Runway permission (ABP Ref. No.: PL06F.217429), which would allow daa to apply to amend the operating restrictions imposed by conditions 3(d) and 5 of the parent permission. This statement is factually incorrect.

Since the issue of planning permission in 2007, further evidence and understanding on the impact of the restrictions has become available. Further to this, the Aircraft Noise (Dublin Airport) Regulation Act 2019 has been enacted, implementing EU Regulation 598/14 (the "Regulation") and the Aircraft Noise Competent Authority (ANCA) has come into being, with part of its responsibility being to ensure that noise generated by aircraft at Dublin Airport is assessed in accordance with the relevant EU and Irish legislation and that the introduction of operating restrictions follows the specific processes set out in the Act and the Regulation. Additionally, there has been an advancement in aircraft technology which has seen the introduction of quieter aircraft and an overall improvement in the level and clarity of information available to make informed decisions when determining appropriate operating restrictions. As such, it is considered that the existing situation and evidence available now make it appropriate to revisit the restrictions imposed on the night-time operation of the runway system. Further to this, we must highlight that since the original grant of planning permission and the enactment of the Aircraft Noise (Dublin Airport) Regulation Act 2019, the Planning and Development Act 2000 has been amended to introduce Section 34C which, as outlined within the Planning Reports submitted with the application and response to FCC's further information request, specifically allows for an application (the Relevant Action application) to be made to review Operatingon Restrictions as defined in that Act. As such, it is factually incorrect to claim nothing relevant has changed since the grant of permission for the North Runway.

We direct ABP to the material submitted with the planning application and response to FCC's Request for Further Information (including TPA Planning Report September 2021) for further information and rationale as to changes that have occurred since the initial grant of planning permission.

4.2 Unsubstantiated claims

The appellant makes a broad unsubstantiated claim against daa, suggesting that the approach to date by the applicant has been disingenuous. We disagree with this claim and note that the applicant has followed due process in preparing a full and complete planning application to the



planning authority, that has undergone thorough consultation and review by the public, the planning authority and the Aircraft Noise Competent Authority (ANCA). As such, we consider these claims by Trevor Redmond to be vexatious and unsubstantiated and should be disregarded by ABP.

5.0 Conclusion & Recommendations

As indicated in the above submission and the material submitted with the application, it is considered that the proposal as determined by the planning authority and competent authority (ANCA) is appropriate. The proposed Relevant Action is fully in compliance with multi-governmental strategic objectives and policies that seek to facilitate the re-growth⁶ of Dublin Airport and foster the airport's connectiveness to the UK, Europe and wider global environment. By comparison, the operating restrictions which this application seeks to amend/replace run contrary to these strategic objectives and policies.

In this regard the proposed Relevant Action is fully in accordance with the proper planning and sustainable development of the area and we respectfully request that Board not allow the appeal by Trevor Redmond.

Yours sincerely

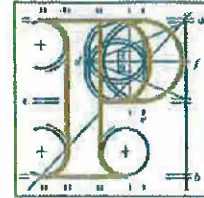
Gavin Lawlor
Director
Tom Phillips + Associates

⁶ Re-growth to the combined permitted capacity of Terminal 1 and Terminal 2 of 32 million passengers per annum

Our Case Number: ABP-314485-22

Planning Authority Reference Number: F20A/0668

Your Reference: DAA PLC



**An
Bord
Pleanála**

Tom Phillips & Associates
80 Harcourt Street
Dublin 2
D02 F449

Tom Phillips & Associates	
Action:	GL
Date Rec'd:	01 SEP 2022
Project Ref & Planner:	PR19-2816

Date: 31 August 2022

Re: A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport
Dublin Airport, Co. Dublin

Dear Sir / Madam,

Enclosed is a copy of an appeal under the Planning and Development Act, 2000, (as amended).

As a party to the appeal under section 129 of the Planning and Development Act, 2000, (as amended), you may make submissions or observations in writing to the Board within a **period of 4 weeks** beginning on the date of this letter.

Any submissions or observations received by the Board outside of that period shall not be considered and where none have been validly received, the Board may determine the appeal without further notice to you.

Please quote the above appeal reference number in any further correspondence.

Yours faithfully,

Yvonne McCormack

Yvonne McCormack
Administrative Assistant
Direct Line: 01-8737151

BP05

Tell
Glao Áitiúil
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Láithreán Gréasáin
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Tel
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(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
bord@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

Comhairle Contae Fhine Gall
Fingal County Council

**An Roinn um Pleanáil agus
Infrastruchtúr Straitéiseach**
Planning and Strategic
Infrastructure Department



Trevor Redmond
Spring Cottage
Shallon Lane
The Ward
Co Dublin
D11P582

AN BORD PLEANÁLA	
LDG-	056493-22
ABP-	
24 AUG 2022 a.r.	
Fee: €	270 Type: card
Time:	11:59 By: hand

Date: 22 October, 2021

ACKNOWLEDGEMENT of RECEIPT of SUBMISSION or OBSERVATION on a PLANNING APPLICATION

THIS IS AN IMPORTANT DOCUMENT!

KEEP THIS DOCUMENT SAFELY, YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN BORD PLEANALA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE **ONLY** FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN BORD PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

PLANNING AUTHORITY NAME –

FINGAL COUNTY COUNCIL

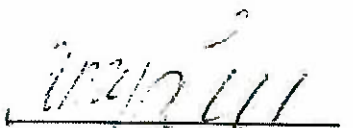
PLANNING APPLICATION REFERENCE NO. –

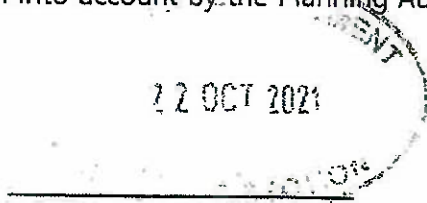
F20A/0668

A submission/observation in writing, has been received from Trevor Redmond, in relation to the above planning application.

The appropriate fee of €20.00 has been paid. (Fee not applicable to prescribed bodies).

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 -2013 and will be taken into account by the Planning Authority in its determination of the planning application.


For Senior Executive Officer


Fingal County Council Stamp

Area: Swords

Development: A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of 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 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.

AI received 13/09/21

AI deemed significant

Revised public notices(SAI) received 21/09/21

Location: Dublin Airport, Co. Dublin.

Applicant: daa plc

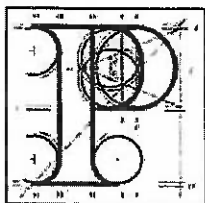
Application Type: Permission

Date Received: 21 September, 2021

THIS IS AN IMPORTANT DOCUMENT!

KEEP THIS DOCUMENT SAFELY, YOU WILL BE REQUIRED TO PRODUCE THIS
ACKNOWLEDGEMENT TO AN BORD PLEANALA IF YOU WISH TO APPEAL THE DECISION OF THE
PLANNING AUTHORITY.

Please note that all planning applications, including submissions/objections will be published on the Council's website.



An
Bord
Pleanála

Planning Appeal Form

Your details

1. Appellant's details (person making the appeal)

Your full details:

(a) Name

Trevor Redmond

(b) Address

Spring cottage
Shallon lane
The ward
Co. Dublin
D11p582

Agent's details

2. Agent's details (if applicable)

If an agent is acting for you, please **also** provide their details below. If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's address

--

Postal address for letters

3. During the appeal we will post information and items to you **or** to your agent. For this appeal, who should we write to? (Please tick ✓ one box only.)

You (the appellant) at the
address in Part 1

☒

The agent at the address in
Part 2

☐

Details about the proposed development

4. Please provide details about the planning authority decision you wish to appeal. If you want, you can include a copy of the planning authority's decision as the appeal details.

(a) **Planning authority**

) (for example: Ballytown City Council)

Fingal co council

(b) **Planning authority register reference number**

) (for example: 18/0123)

F20a/0668

(c) **Location of proposed development**

) (for example: 1 Main Street, Baile Fearainn, Co Ballytown)

Dublin airport
swords

Appeal details

5. Please describe the grounds of your appeal (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

To the credit of An Bord Pleanála, it imposed restrictions regarding noise mitigation / night flights when making its decision on the original planning process for the new runway at Dublin airport. *

These restrictions are valid and meaningful and give us, the community, which will be forced to live with the enormous negative effects of the new runway at Dublin airport, a tiny degree of protection for our future miserable existence living in our own homes if forced to do so.

Nothing has changed which should allow the applicant, DAA, to alter these few restrictions. If An Bord Pleanála should chose to permit the altering of its previous decisions, it is making a mockery of the entire system and undermining The Boards credibility.

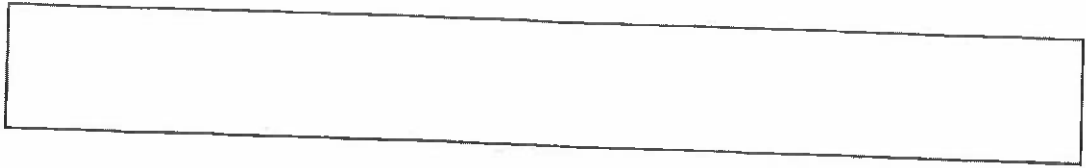
The applicant, DAA, have been disingenuous throughout the whole process to date regardless of what T's have been crossed and I's dotted in order to make them appear compliant to their obligations. Fingal Co. Council, equally so.

Our community is not against progress, nor is it against strategic national infrastructural projects.

The solution to the inconvenience of a tiny number of homes in St. Margaret's standing in the way of full operational capacity at Dublin airport is simple and has been communicated directly to DAA and Fingal Co. Council. The problem is no one is listening.

An account of what has happened to date needs to be heard in order that The Board makes the morally correct decision in this appeal.

* SEE CONDITIONS 3 (d) and 5 on An Bord Pleanála reference number PL 06F.217429



Supporting material

6. If you wish you can include supporting materials with your appeal.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

Acknowledgement from planning authority (third party appeals)

7. If you are making a third party appeal, you **must** include the acknowledgment document that the planning authority gave to you to confirm you made a submission to it.

Fee

8. You **must** make sure that the correct fee is included with your appeal. You can find out the correct fee to include in our Fees and Charges Guide on our website.

Oral hearing request

9. If you wish to request the Board to hold an oral hearing on your appeal, please tick the "yes, I wish to request an oral hearing" box below.

Please note you will have to pay an **additional non-refundable fee** of €50. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

Yes, I wish to request an oral hearing

☒

No, I do not wish to request an oral hearing

☐

NALA has awarded this document its Plain English Mark
Last updated: April 2019.

Planning Appeal Form
April 2019



