

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 23 / 12 / 24  
from

Andrew Anderson 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: \_\_\_\_\_

File With \_\_\_\_\_

**CORRESPONDENCE FORM**Appeal No.: ABP 314485Please treat correspondence received on 23/12/24 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. VachyasDate: 21/12/25Date: 21/12/25

## Dillon Corcoran

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**From:** Andy Anderson <andyabcanderson@gmail.com>  
**Sent:** Monday 23 December 2024 15:22  
**To:** Appeals2  
**Subject:** ABP 314485  
**Attachments:** An Bord Pleanala Letter 23 December 2024.pdf

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.

Andy Anderson  
0872863747

Ashdale  
Clonmethan  
Oldtown  
Co. Dublin  
A45 CD98

23 December 2024

An Bord Pleanála  
64 Marlborough St.  
Dublin 1  
D01 V902

**RE: Case Number ABP- 314485 Relevant Action Application Dublin Airport**

Dear Sir/Madam

Further to your correspondence to me on the above case I wish to make the following observations/submissions:

As a resident of Oldtown, I would agree with the Inspectors report, that the impact of the Relevant Action on this village and surrounding communities, would be too severe to warrant permission.

**As at today's date, there is still no noise monitoring in the Oldtown area, despite the planes flying over our village at low altitudes.**

Whilst it is unbearable dealing with the aircraft noise during the day due to the beach in planning permission by the DAA, the proposed operations on the north runway from 6am to midnight presents unacceptable risks to health and quality of life, and in particular will cause further catastrophic and unreasonable sleep disruption for residents and families already suffering due to north runway flightpaths.

The following summary points highlights the inadequacies of the DAA application:

**Unauthorised Flight Paths and Breach of Planning Conditions**

- The DAA has implemented flight paths that deviate significantly from those approved in the Environmental Impact Statement (EIS). These unauthorised deviations expose previously unaffected areas to significant noise impacts, creating unassessed risks.
- The deviations breach Condition 1 of the planning permission, which requires adherence to the originally assessed flight paths. No updated Environmental Impact Assessment (EIA) or planning application has been submitted for these changes.
- Affected communities have and are experiencing unreasonable noise levels without proper consultation or mitigation measures. Local schools have been impacted. The impact has been devastating for communities with families now feeling like they have no option but to sell their homes.

- The unauthorised flight paths undermine the planning system's integrity, setting a dangerous precedent for future projects. Granting permission under these conditions violates planning laws and obligations under the EIA Directive.
- There are multiple possible means of compliance with the pertinent ICAO regulations. IAA has received and approved only the one chosen by DAA as Aerodrome Operator.
- Any inference or implication that IAA instructed or caused DAA to deviate from the route approved in their planning permission is **not correct**.
- Why have the noise contours grown? St Margarets/The Ward residents carried out noise monitoring on the north runway flight path and found the noise levels to be far beyond those PREDICTED by DAA. Their noise predictions are not accurate and unfounded and they are trying to obtain permission by manipulating numbers. **Why can they not submit actual noise results along the flight path which has been in operation since August 2022.**
- Reference is made to the noise zones on Fingal development plan. These noise zones must now be revised due to the proposed flight path over our area. **Fingal County Council consider that there should be no residential development allowed in noisezone A as it is considered harmful to health or otherwise considered unacceptable due to the high levels of aircraft noise.** However, the flight path now being operated by DAA is putting many existing residences in Noise Zone A and B which is just not acceptable from a health point of view.

#### Inadequacy of DAA Application

- The Dublin Airport Authority (DAA) application fails to assess or mitigate the adverse effects of night-time noise adequately. Average metrics like % Highly Sleep Disturbed (HSD) and  $L_{night}$  fail to capture acute impacts such as awakenings, which have immediate and long-term health consequences<sup>1</sup>.
- The inspector has defined that more than 1 additional awakening per night as a result of aircraft noise is a significant adverse impact<sup>2</sup>.
- I note that the DAA have never carried out significant test criteria within any of the EIAR they have submitted and therefore they have not met with the EIA directive. This is a fundamental flaw in the assessment as the EIA directive is clear, **all significant impact on environment must be identified, quantified and mitigation proposed**. That has not happened to date. For areas under the North Runway this involves comparing the scenario with no flights from the North Runway to a scenario where there will be night flights. This has not been done either.

#### Necessity of the Movement Limit and Rejection of the Additional North Runway Operating Hours:

- The proposed additional operating hours from 6am to 7am and from 11pm to midnight on the north runway are completely unacceptable. The flightpaths in operation from north runway are causing huge suffering, distress and sleep disturbance for tens of thousands of people in Fingal and Meath.

<sup>1</sup> [https://www.europarl.europa.eu/RegData/etudes/STUD/2020/650787/IPOL\\_STU\(2020\)650787\\_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2020/650787/IPOL_STU(2020)650787_EN.pdf)

<sup>2</sup> The inspector has concluded "in conjunction with the board's independent acoustic expert that the information contained in the RD and the RA does not adequately demonstrate consideration of all measures necessary to ensure the increase in flights during the nighttime hours would prevent a significant negative impact on the existing population."

- Adding a further two hours to the schedule when most people are trying to sleep only makes and unreasonable situation even worse. The flightpath issue must be solved firstly before any other changes can be considered. For context, there were 40 departures between 6am and 7am on Monday 16 December 2024. This is the busiest hour of each day at the airport. It would be disastrous if these 40 departures were switched to the North Runway because they would now be taking a divergent turn and flying low (on full power while turning) over communities who should not be under or near to a flightpath. The volume and frequency would be much greater in the summer period.

#### **Night Flight Restrictions in Europe and Implications for Dublin**

- Major airports like Schiphol, Dusseldorf, Heathrow, and Frankfurt enforce strict caps or curfews on night-time flights. Dublin's proposed 31,755 annual night-time flights far exceed these airports' limits relative to passenger numbers.
- European airports prioritize reducing noise exposure to mitigate sleep disruption, cardiovascular risks, and stress.
- Adopting the 13,000-flight cap aligns Dublin with international best practices, ensuring proportional and sustainable operations.
- Without the movement limit the Noise Abatement Objective (NAO) set by ANCA for Dublin Airport cannot be fully achieved.

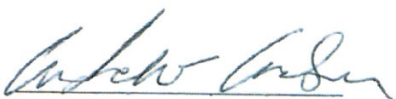
#### **Recommendations**

- **Immediately halt unauthorised deviations and revert to the flight paths approved under the original EIS.**
- No increase in night-time flights.
- Implement the Noise Quota System to incentivize quieter aircraft and ensure proportional operations.
- Reject the proposed additional hours of operation on the north runway for reasons outlined.

#### **Conclusion**

For the DAA it would appear that planning permission is an afterthought. Their actions show that they do not respect planning legislation or the decisions of An Bord Pleanála. This application must be refused. In the week prior to Christmas the DAA have, once again, lodged various planning applications, thus giving the general public a limited opportunity to view and respond, which is unfair at best.

Yours faithfully,



Andrew Anderson