

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

## SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission (dated) received 02/04/2024  
fromCarol Oppermann 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 material issuesE.O.: Pat BDate: 19/04/2024

For further consideration by SEO/SAO

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 2/3/4 weeks – BP \_\_\_\_\_

EO: \_\_\_\_\_

Date: \_\_\_\_\_

AA: \_\_\_\_\_

Date: \_\_\_\_\_

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

## CORRESPONDENCE FORM

Appeal No: ABP 314485-22

M \_\_\_\_\_

Please treat correspondence received on 02/04/2024 as follows:

- |   |   |
|---|---|
| 1. Update database with new agent for Applicant/Appellant _____ | 1. RETURN TO SENDER with BP _____                       |
| 2. Acknowledge with BP <u>23</u>                                | 2. Keep Envelope: <input type="checkbox"/>              |
| 3. Keep copy of Board's Letter <input type="checkbox"/>         | 3. Keep Copy of Board's letter <input type="checkbox"/> |

Amendments/Comments Civil Opperman response to S.13112/03/24 - 02/04/24 /

## 4. Attach to file

- |   |   |
|---|---|
| (a) R/S <input type="checkbox"/>            | (d) Screening <input type="checkbox"/>    |
| (b) GIS Processing <input type="checkbox"/> | (e) Inspectorate <input type="checkbox"/> |
| (c) Processing <input type="checkbox"/>     |   |

RETURN TO EO ☐

	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO: <u>Pat S</u>	AA: <u>Anthony McNally</u>
Date: <u>19/04/2024</u>	Date: <u>25/04/2024</u>

An Bord Pleanála  
64 Malborough St  
Dublin 1  
D01V902

01 April 2024

Dear Sir/Madam,

Re: Case Number ABP-314485-22 -

"Kenilworth",  
Streamtown,  
Malahide Co Dublin

<b>AN BORD PLEANALA</b>	
LDG-	_____
ABP-	_____
<b>02 APR 2024</b>	
Fee: €	Type: _____
Time: 12.06	By: Courier

We acknowledge receipt off ABP letter dated 12th March 2024 and wish to present the following observations and submissions:

The Tom Phillips Associates submission dated 4th March 2024 is written from the comfort of an office in Harcourt Street in the centre of Dublin City - it is not representative of what is actually happening on the ground or to be more precise 'in the air'. We have serious reservations in terms of the noise impact mapping submitted with this application - it is either wildly incorrect or the DAA are ignoring the flight patterns submitted with the original application or both.

An Bord Pleanala should not grant planning permission on this application because it is now becoming clear that the original planning application was granted based on inaccurate, false or misleading information submitted with the original application. This cannot be ignored.

1. Discrepancies in Noise Contours:

We bring to your attention the disparity between the originally submitted noise contours maps and the actual situation on the ground. The designated "Permitted Noise Zones" do not align with the Environmental Impact Statement for the granted permission. Notably, residents of Streamstown, Malahide, including ourselves, have been omitted from any Eligibility Contour Map. What is actually happening on the (new) North runway and the (original) South runway in terms of planes landing and taking off in both directions is identical; the only thing that is different is the frequency of the take offs and landings - it is that therefore incomprehensible to us that the noise contours end almost directly after the east end of the new south runway - see Fig 1 attached. Based on the actual flight activity the contours to the east of the original South runway should be replicated on the south runway. Fig1 is inaccurate; Fig 2 - the area overmarked coloured orange is more representative of what is actually happening. The black dot is where our house is located. Postcode K36N244. The red dotted line is what we are witnessing daily in terms of flightpaths on a daily basis with resultant noise and disturbance contrary to what is shown on the DAA mapping ( Fig 1).

Attached are 'Flight Radar' printouts over a random period on the 26th March 2024. The flight time is indicated on the printout. The printouts clearly show take offs and landings in the vicinity of our house with resultant noise, nuisance and vibration contrary to what is shown on the DAA mapping referred to at Fig 1 above

These flight movements were never indicated on previous DAA submissions. As previously stated the drawings are wholly inaccurate.

We have numerous video recordings on which the noise generated by the planes is more tan clearly audible. A number of the recordings are on the attached memory stick. Further recordings are available on request.





*The unexpected consequences on us following the opening of the new North runway are*

- Disrupted sleep due to the unexpected and excessive noise from planes taking off in rapid succession in the morning. Planes normally start just before 6 AM and are constant every few minutes. Once awake you can never go back to sleep as the constant noise is so bad even with ear plugs in. This is so detrimental to our health and is causing us so much stress, anxiety and frustration. Writing complaints on the DAA noise complaints form has made absolutely no impact and is a waste of time.
- Disrupted sleep through out the night with excessive amounts of Planes passing overhead on a regular basis until the early hours of the morning. Because there are so many planes passing you wake up and we have great difficulty getting back to sleep because of the high noise levels.
- Disrupted sleep due to "Pressure over Air" from the planes causing significant *Vibrations* that rattle our windows and even rattle our paintings on the walls. So much so we took the paintings off the walls in our bedroom as the rattle was so annoying and would wake us up.
- Take offs and Landings that were never expected for example : South Runway maintenance procedures where the planes are transferred to use the North run way to land - this was shocking to experience as the planes are almost over head and are so loud.
- We have seen an increase in pollution in our direct vicinity. An example of this is our garden patio bricks are now very black and need to be steam cleaned every couple of months. This was never the case before.

Furthermore, the increasing use of the north runway for nighttime operations, due to closures or maintenance on the south runway, has led to significant disturbances further disrupting our sleep patterns. The resultant noise pollution exceeds permissible levels. Also the Dublin Airport Authority (DAA) appear to consistently exceed the 65 movement cap per night. Despite these disruptions becoming routine, there has been no acknowledgment or attempt by the DAA to mitigate these impacts.

## 2. Inadequate Assessment of Environmental Impact:

The noise contours fail to accurately reflect the effects of north runway operations on our locality, particularly regarding noise and air pressure disturbances. The absence of significant testing criteria within the Environmental Impact Assessment Report (EIAR) violates the EIA directive, which mandates the identification, quantification, and mitigation of all significant environmental impacts. Notably, assessments under the north runway scenario have neglected to compare noise levels and disturbances with and without flights (and in particular night time flights), thus overlooking crucial impacts.

## 3. Inaccurate Noise Predictions and Insufficient Mitigation Measures:

The DAA's noise predictions lack credibility and appear to manipulate data to secure permission. Residents have been excluded from noise zones and insulation grant schemes, despite experiencing significant disturbances post-runway opening. The proposed flight paths necessitate a revision of noise zones, and the DAA must outline plans to support affected residents adequately. Accurate independent post opening of the south runway surveys (light patterns and noise) must be carried out.

Despite our own efforts to mitigate noise through insulation, the disturbances persist, exceeding recommended levels outlined in the Fingal Development Plan and posing risks to our health.

In summary, the DAA's disregard for planning legislation and An Bord Pleanála decisions necessitates the refusal of this application.



Attached are flight radar printouts illustrating the frequency and proximity of flights to our residence, along with video recordings demonstrating the severity of disturbances.

Thank you for considering our objections.

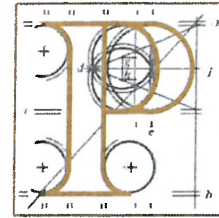
Yours sincerely,

  
Carol Oppermann



**Our Case Number:** ABP-314485-22

**Planning Authority Reference Number:** F20A/0668



An  
Bord  
Pleanála

Carol Oppermann  
"Kenilworth"  
Streamstown  
Malahide  
Co. Dublin  
K36 N244

**Date:** 12 March 2024

**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,

I have been asked by An Bord Pleanála to refer to the above mentioned appeal.

The Board is of the opinion that, in the particular circumstances of this appeal, it is appropriate in the interests of justice to request you to make submissions or observations in relation to the submission dated 4th March 2024 received from Tom Phillips and Associates on behalf of DAA plc.

The submission has been posted on the website of An Bord Pleanála at <https://www.pleanala.ie/en-ie/case/314485>.

In accordance with section 131 of the Planning and Development Act, 2000, (as amended), you are requested to make any submissions or observations that you may have in relation to this submission **on or before 2nd April 2024**. The Board cannot consider comments that are outside the scope of the matter in question. Your submission in response to this notice must be received by the Board not later than **5:30pm on the date specified above**.

If no submission or observation is received before the end of the specified period, the Board may proceed to determine the appeal without further notice to you, in accordance with section 133 of the 2000 Act.

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

Yours faithfully,

Patrick Buckley  
Executive Officer  
Direct Line: 018737167

BP70 Registered Post

Teil  
Glao Áitiúil  
Facs  
Láithreán Gréasáin  
Riomhphost

Tel  
LoCall  
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Website  
Email

(01) 858 8100  
1800 275 175  
(01) 872 2684  
[www.pleanala.ie](http://www.pleanala.ie)  
[bord@pleanala.ie](mailto:bord@pleanala.ie)

64 Sráid Maoilbhríde  
Baile Átha Cliath 1  
D01 V902

64 Marlborough Street  
Dublin 1  
D01 V902



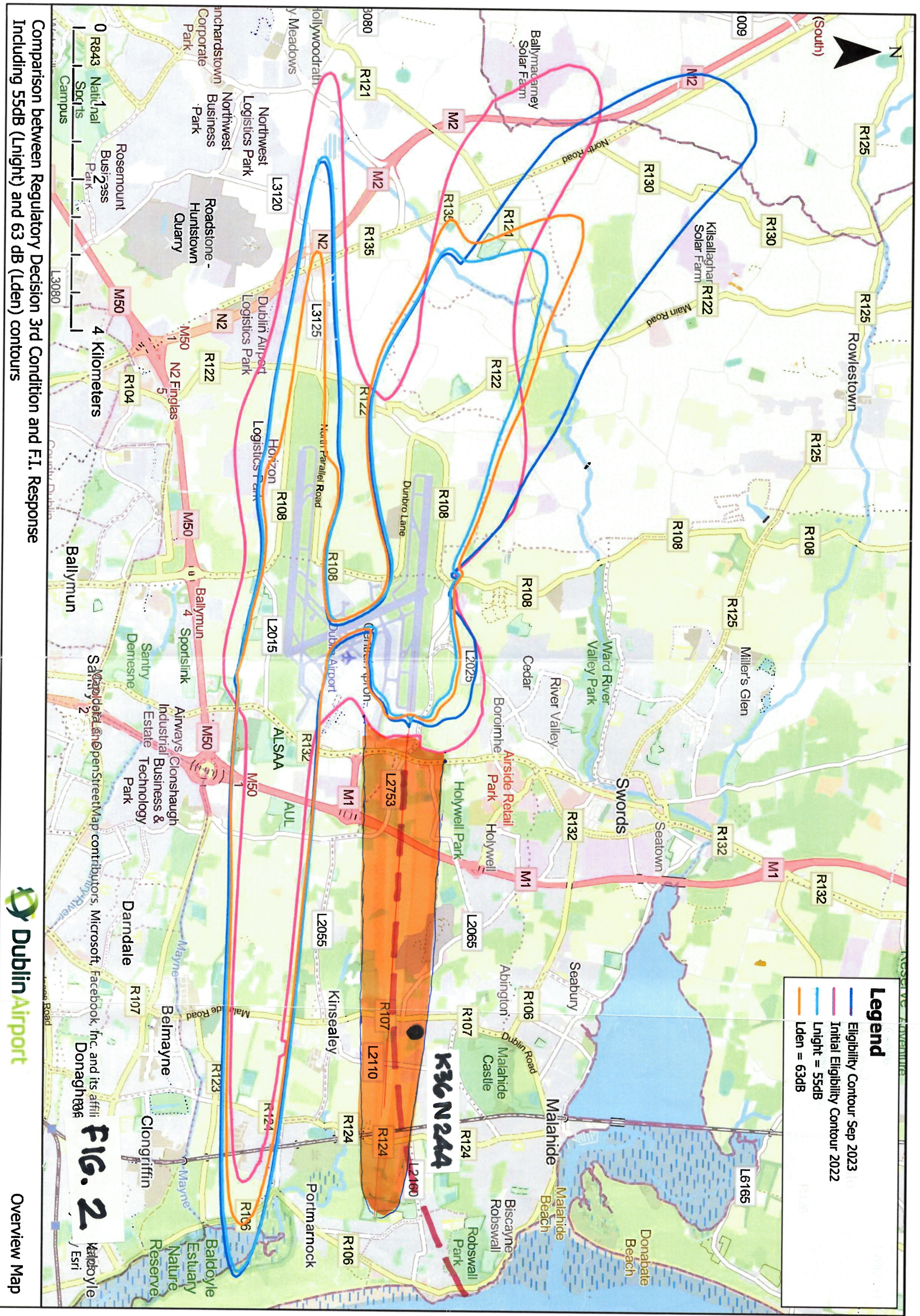




















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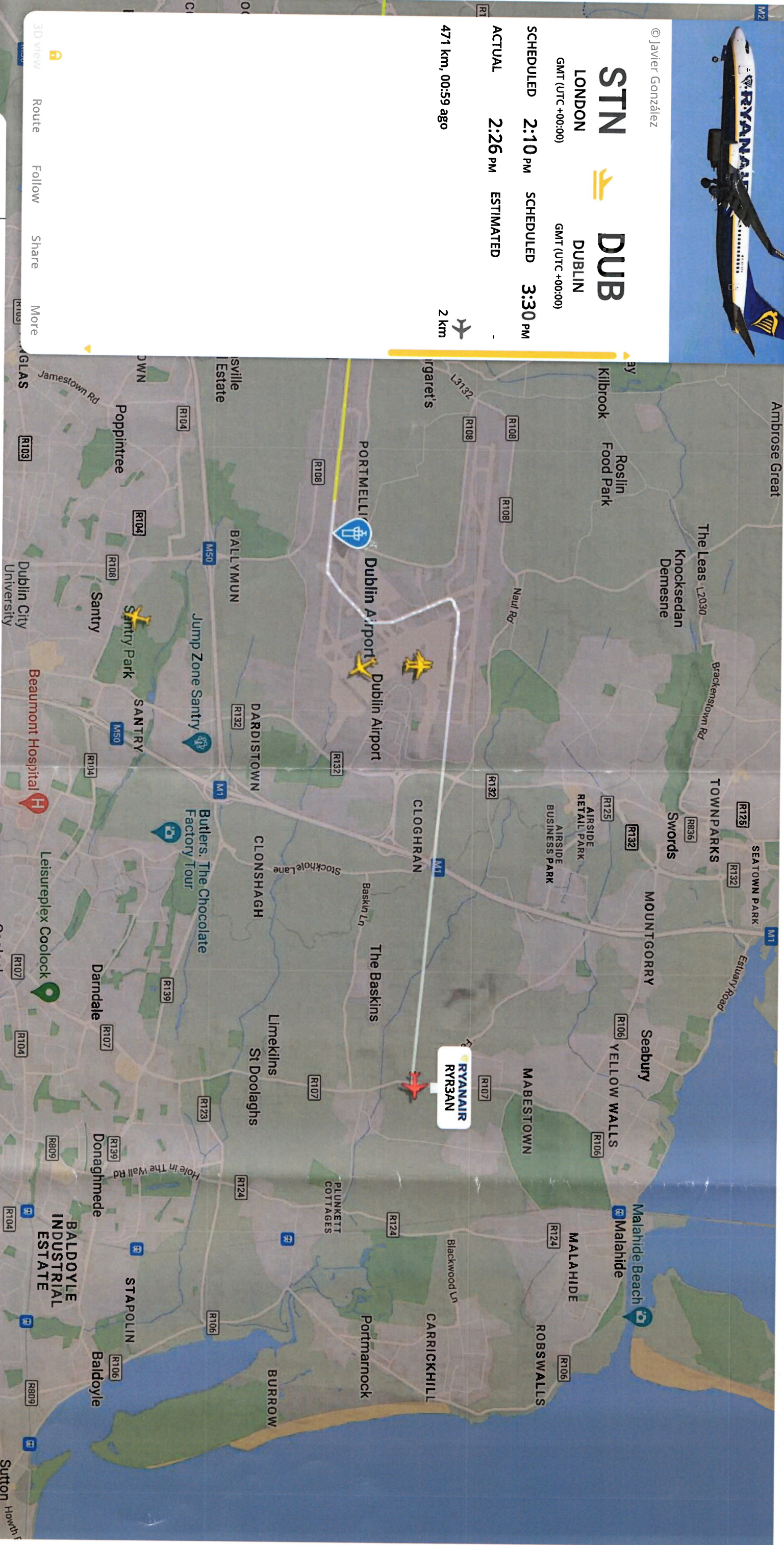
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ESTIMATED

471 km, 00:59 ago



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3D view

Route

Follow

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SELECT DATE

PLAYBACK TIMELINE

26 Mar, 2024

15:37:43 UTC

ZOOM TIMELINE ?

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ACTUAL 7:37 AM ESTIMATED

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3D view Route Follow Share More

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26 Mar, 2024 08:24:47 UTC

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ZOOM TIMELINE

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Ballyboggan Rd

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Santry Park

Jump Zone Santry

Butlers, The Chocolate Factory Tour

Limekilns

St Doolaghs

Portmarnock

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PORTMELLON

Dublin Airport

Dublin Airport

CLOGHRAN

The Baskins

Seabury

YELLOW WALLS

MALAHIDE

ROBBSWALLS

Roslin Food Park

The Leas

Knocksedan Demesne

TOWNPARKS

Swords

MOUNTGARRY

Seabury

Malahide Beach

Malahide

Naui Rd

AIRSIDE RETAIL PARK

AIRSIDE BUSINESS PARK

SEATOWN PARK

Estuary Road

FEELING RD

PLUNKETT COTTAGES

CARRICKHILL

Portmarnock

BALLYMUN

DARDISTOWN

CLONSHAGH

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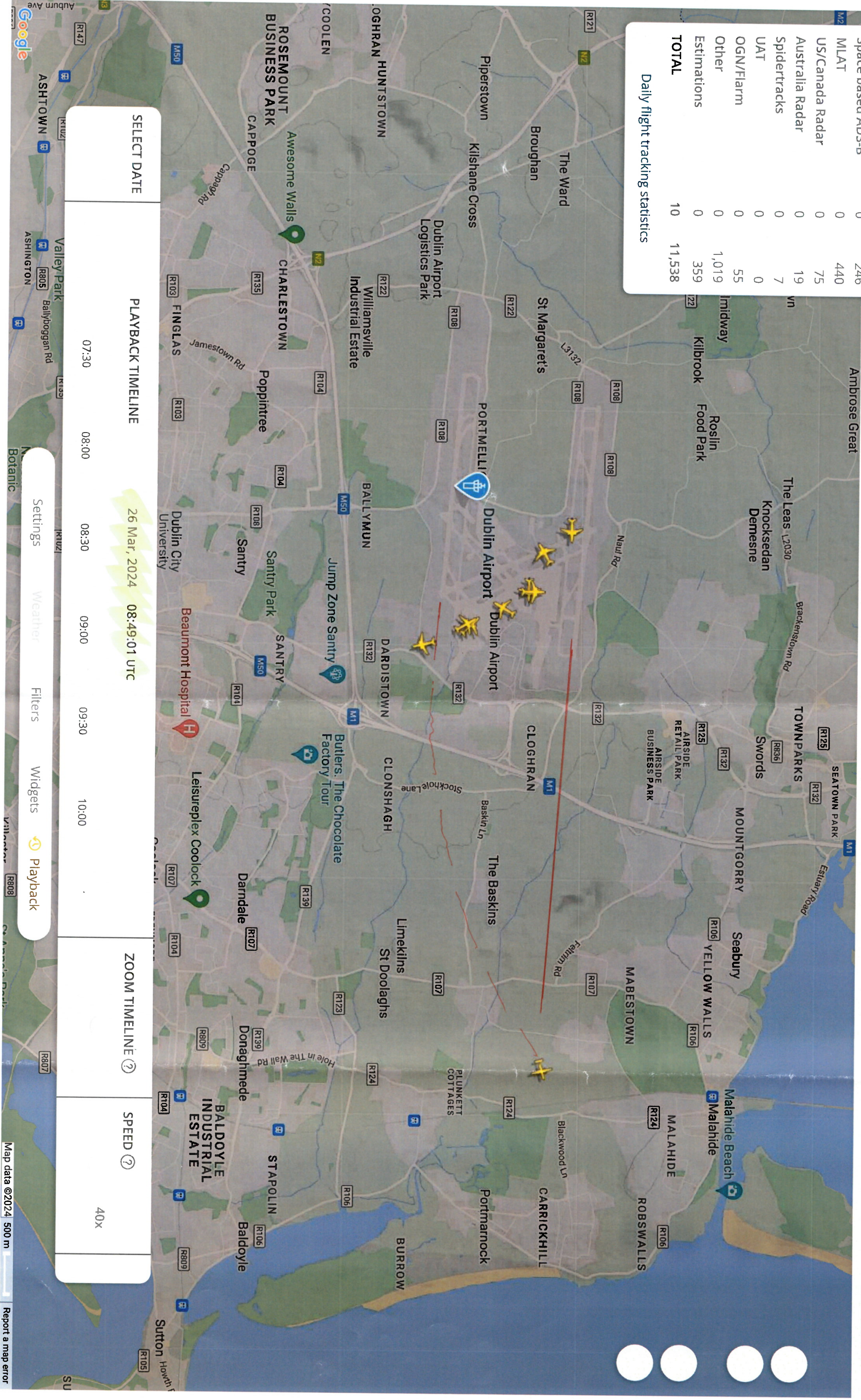






DATA SOURCE	VIEW	GLOBAL
ADS-B	10	9,318
Space based ADS-B	0	246
MLAT	0	440
US/Canada Radar	0	75
Australia Radar	0	19
Spidertracks	0	7
UAT	0	0
OGN/Flarm	0	55
Other	0	1,019
Estimations	0	359
TOTAL	10	11,538

Daily flight tracking statistics



SELECT DATE

PLAYBACK TIMELINE

26 Mar, 2024 08:49:01 UTC

ZOOM TIMELINE ?

SPEED ?

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EA12GL EI3220 AT76

Aer Lingus Regional

Operated by Emerald Airlines

24



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3D view

Route Follow Share More

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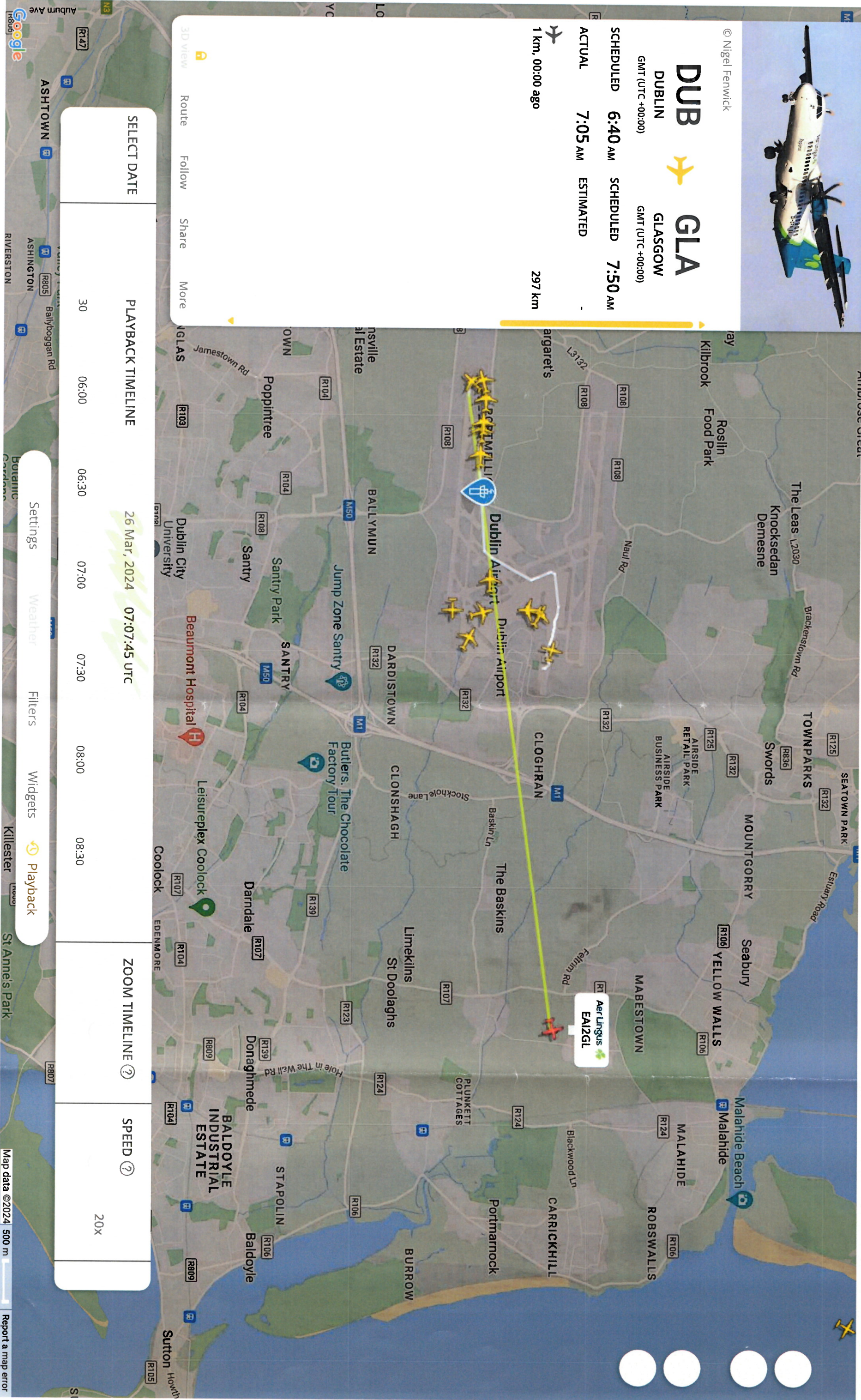
26 Mar, 2024 07:07:45 UTC

ZOOM TIMELINE ?

SPEED ?

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Aer Lingus Regional  
Operated by Emerald Airlines



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16:56 UTC

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GMT (UTC +00:00)

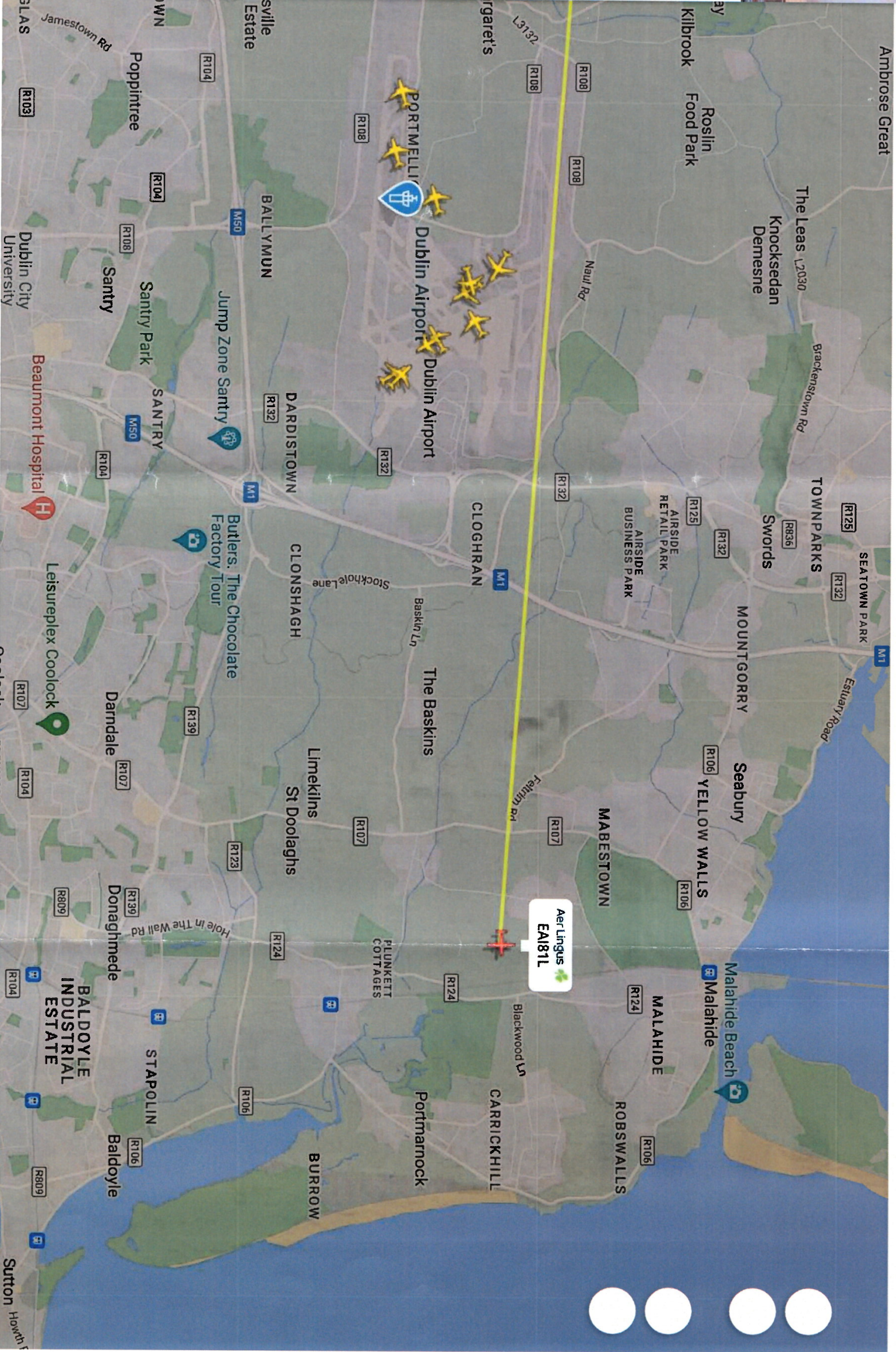
SCHEDULED 8:05 AM SCHEDULED 9:20 AM

ACTUAL 8:07 AM ESTIMATED

334 km, 00:57 ago



3 km



3D view Route Follow Share More

SELECT DATE

PLAYBACK TIMELINE

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Map data ©2024 500 m

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EA141P AT76



Aer Lingus Regional  
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24

24

16:50 UTC

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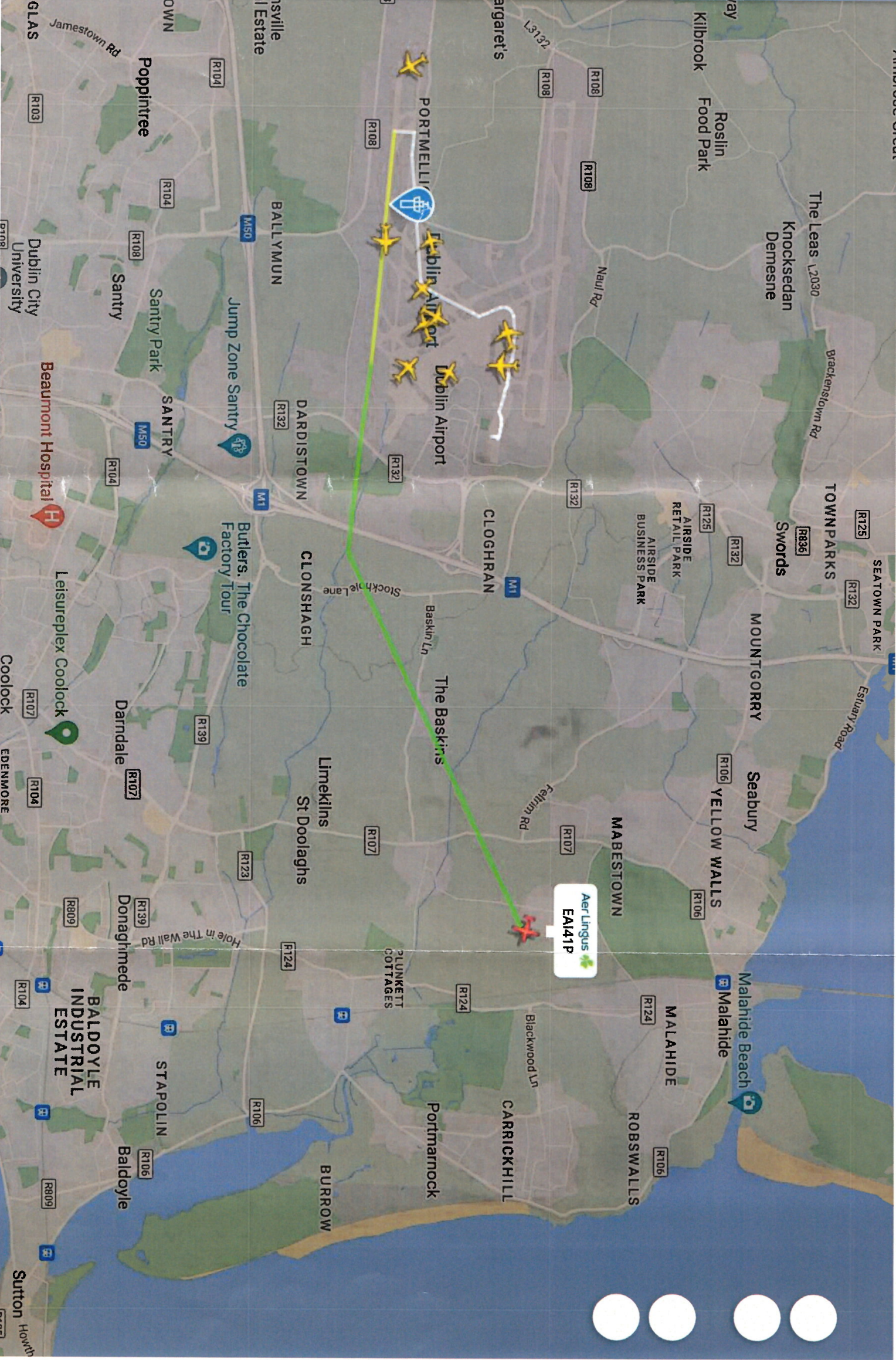
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GMT (UTC +00:00) GMT (UTC +00:00)

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ACTUAL 7:16 AM ESTIMATED -

4 km, 00:01 ago 135 km



3D view Route Follow Share More

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PLAYBACK TIMELINE

26 Mar, 2024 07:18:43 UTC

ZOOM TIMELINE

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06:00

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Settings

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Map data ©2024 500 m Report a map error



