

File With

SECTION 131 FORM

Appeal No

ABP— 314685-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 14/12/2023
 from Cllr Daraugh Butler and others 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 issues

Section 131 not to be invoked at this stage.

☒

Section 131 to be invoked — allow 2/4 weeks for reply.

☐

Signed

Pat Bu

Date

21/12/2023

EO

Signed

Date

SEO/SAO

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference
NPA-OBS-002988

Online Observation Details

Contact Name
Darragh Butler

Lodgement Date
14/12/2023 14:50:56

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Darragh Butler

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Darragh Butler

EO

Date

21/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068870-23

Reason for Refund

Documents Returned to Observer

☐ Yes ☐ No

Request Emailed to Senior Executive Officer for Approval

☐ Yes ☐ No

Signed

EO

Date

Finance Section

Payment Reference

ch_3ONGFYB1CW0EN5FC0vymyjB7

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board
Member

Date

Date

Submission on behalf of the eight Fianna Fáil – Fingal County Council Councillors

We believe that the existing night-time restrictions on flights at Dublin Airport should remain as is and any change to these should be refused. Other airports around Europe have much greater restrictions and this can be seen when you check flight departures from other European airports. The last flight will almost certainly be a flight to Dublin Airport. East Midlands for example, the flight back to Dublin has moved later and later at the weekend and is usually 2 plus hours or so after the last previous flight departure.

There should be no change made or removal of the nighttime movement cap and the daa should be asked to live within these limits. There should be no need for flights landing for pre-clearance reasons or re-fuelling reasons only. There is no reason why flights like these cannot move to other airports such as Shannon, who don't have such constraints. It appears to us that the daa is grabbing every piece of business going, business and profit being number one, but as a semi-state company should not be acting in this regard and over-night business that does not need to come to Dublin Airport, should not come to Dublin Airport and should move to Shannon or other regional airports instead. Restrictions at other European airports should be investigated as part of this as there is no doubt that the current restrictions on Dublin Airport are very relaxed as is compared to other jurisdictions.

Dublin Airport was ranked Ireland's Number 1 Green House Gas Emitter by Climate Trace at COP28, and this important issue needs to be considered as part of this application. Passenger caps and the 65 nighttime flight limits are already being breached and the North Runway remains in breach of planning as the divergent flight paths were never approved. The existing caps and limits need to remain as is and the need to be adhered to.

The insulation scheme approved for the North Runway were based on straight out routes. Flight paths should not be changing at the stroke of a pen, going against all the presentations and planning permissions displayed and agreed before the second runway opened, discommoding many residents and businesses that had not expected to be impacted. If changes are being made, there must be additional obligations placed on the daa to expand noise insulation zones and buy-out schemes and where there are disputes, there should be an independent review group that will lean more in the resident's favour and have the powers to force insulation obligations and buy-outs on the daa where there is a clear demonstration that this is fair and deserved.

SUBMITTED IN THE NAMES OF:

Councillor Darragh BUTLER	darragh.butler@cllrs.fingal.ie
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Councillor Adrian HENCHY	adrian.henchy@cllrs.fingal.ie
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Councillor JK ONWUMEREH	jk.onwumereh@cllrs.fingal.ie

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