

S.37

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 14/12/2023  
from Fiona Irwin 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 S.

EO

Date

21/12/2023

Signed

SEO/SAO

Date

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002994

LDG-068897-23

### Online Observation Details

Contact Name  
Fiona Irwin

Lodgement Date  
14/12/2023 15:35:57

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Fiona Irwin

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

*Pat B...*

EO

Date

21/12/2023

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

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\_3ONGx7B1CW0EN5FC0zdbFuZV

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

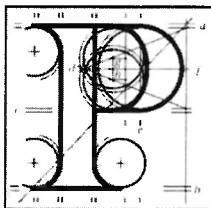
SEO (Finance)

Authorised By (2)

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

Date

Date



An  
Bord  
Pleanála

## Observation on a Planning Appeal: Form.

### Your details

#### 1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Fiona Irwin

(b) Address

Tobergregan, Garristown, Co. Dublin, A42 YA97

### Agent's details

#### 2. Agent's details

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

NOT APPLICABLE

(b) Agent's address

Click or tap here to enter text.

## Postal address for letters

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

You (the observer) 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 appeal you wish to make an observation on. If you want, you can include a copy of the planning authority's decision as the observation details.

**(a) Planning authority**

(for example: Ballytown City Council)

Fingal County Council

**(b) An Bord Pleanála appeal case number (if available)**

(for example: ABP-300000-19)

PL06F.314485

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

(for example: 18/0123)

F20A/0668

**(d) Location of proposed development**

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

Dublin Airport

## Observation details

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

Observation on planning appeal PL06F.314485

I would like to address the issue of flightpaths first, as I feel it has a major knock-on effect on the two other issues.

Prior to August 2022, no flight take-offs into a westerly wind flew low over Fingal or East Meath. Any background noise came from planes at higher altitude, and were low-impact. This is a quiet, rural area, with little through traffic noise. We live 20km from Dublin airport.

When, in August 2022, we heard the first flight that was bound for North America come directly over our house, we thought it was a mistake. It was loud enough to muffle conversation. Subsequent observations using the flightradar24 app have shown that most North American flights now use this route and are still ascending to approx. 5,000 feet when they fly over us. They are large, powerful aircraft, and very loud.

However, what was worse, we soon learned that take-offs to all destinations, in a westerly wind, from the North runway would now be taking a route towards us. (In daytime, the South runway seems to take landings only.) As the westerly wind prevails for most of the time in Ireland, this means all day, every day. When flights take off from the North runway, instead of following flight paths applied for and presumably approved in the 2007 planning permission and continuing for 5 miles in a straight course, they bank sharply at 30 degrees, and regardless of ultimate destination, head north for Fingal. They track a route parallel to the N2, but then take one of two routes:

Using the flightradar24 tracking app, we can see that flights for London and all UK cities, flights for many European cities such as Prague, Paris, Venice, Pisa, Berlin, Budapest, Chania, as well as places like Abu Dhabi, take a route over Oldtown and Ballyboughal and head East. (Flights for NY, Philadelphia, San Francisco, Boston etc keep flying due north to pass over Garristown.)

Flights destined for other European cities, to Madrid, Zurich, Malaga, Milan, Corfu seem to mostly take a route towards Ashbourne and onto Ratoath, then turn south. As we live about equidistant from Ashbourne and Oldtown, 7 or so km from both, there is sadly a constant drone of flights in both directions. UK flights, especially those heading to London, are very frequent. In summer, the drone is non-stop.

The DAA has maintained, in recent communications, that the flight paths are 'as intended'. This may mean, as they themselves intended. But it begs the question: for what flight paths did they get planning permission? This is a fundamental change to the rural environment we live in, and if we'd had the least inkling, we would have raised a strong objection.

The question also arises: why do DAA have the vast majority of flights out of Dublin airport taking off from the North runway? The flights are mostly southbound ultimately, so why do we have to endure a constant circle of flights which have to turn and fly over us, only to fly south afterwards. Surely, they should take off from the South runway and not have to travel in a big circle over Fingal for no apparent reason? The North runway could be used for landings, or for flights that are northbound. I understand that DAA transfer those questions to Aviation bodies, but

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

Dublin airport has operated with all flights taking off from the South runway for all of its previous lifetime.

I have intense sympathy for those residents who live under the immediate flight path from the North runway. I travel by the North runway on my route to work and experience at firsthand how noisy and frequent flights are. When an Airbus or other large aircraft takes off, it is an immense, vibratory noise. As flights are every few minutes at busy times like early morning, the noise of one flight has not subsided before the next revs up. These residents are being exposed to the most intense noise, and that has well-documented negative effects on health.

I believe that the current flightpaths are making life intolerable for so many of us, and I appeal to you to engage with the tens of thousands of people affected.

Please do not endorse the flightpaths which DAA have persisted in using, and attempted to normalise, despite the original planning permission.

In relation to the extension of hours of operation of flights, it is obvious that it will just extend the misery of being woken or being kept awake from current flights, increasing the risk of ill-health, and impacting the lives of so many of us.

To switch to a noise quota system would simply mean that there would be constant noise throughout the night, just calculated and presented differently. I would seriously question whether increasing night flights is to satisfy the demands of user airlines, rather than by necessity.

I feel very strongly that, due to this departure from original Fingal County Council planning permission for flightpaths, Fingal and East Meath are taking the noise burden of all the growth and projected growth at Dublin airport. We have unwittingly been placed in a situation whereby, by protesting at the intolerable change to our quality of life, it is implied that we are impeding the progress of the country, and the development of the airport. I agree that connectivity in an island nation is very important, and we certainly do need good cargo transport and tourist infrastructure, as well as being able to efficiently leave Ireland ourselves. However, our part of Dublin and Meath is being required to take the 'noise dump' for this.

DAA have conducted a very public campaign to get their aims over the line, over the airwaves, on TV, and in correspondence with politicians. They have flouted passenger caps and operated illegal flightpaths, and neglected to consider the noise impacts on local communities, whom they have treated with contempt. They have sought to create an atmosphere whereby their development plans will be accepted as a foregone conclusion with the general public. In doing this they have also created the expectation that we as citizens can expect to fly at will, as often as we like, to an infinite number of destinations. I believe that, in this week when COP28 has struggled to get agreement on fossil fuels and worldwide emissions, that we in Ireland will be sending a message that it is business as usual here.

Additionally, if their current plans are conceded, there is a momentum in DAA's favour to disregard any considerations of future impact on communities, or any impact on the environment.

Please bear our future quality of life in mind in this decision. We are individuals and communities with limited voice against an immensely influential organisation that is growth and profit driven.

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

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## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

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

## Fee

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

This document has been awarded a Plain English mark by NALA.

Last updated: April 2019.

