

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 Georgina Gaughan 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 B.

Date

15/12/2023

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



Planning Appeal Online Observation

Online Reference
NPA-OBS-002977

~~Invalid oral hearing request~~

Online Observation Details

Contact Name
Georgina Gaughan

Lodgement Date
14/12/2023 13:54:41

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Georgina Gaughan

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

EO

Date

15/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068815-23

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_3ONFN7B1CW0EN5FC1KUZK2Uc

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

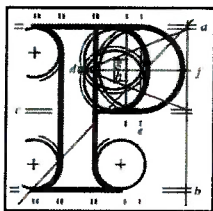
SEO (Finance)

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

Georgina Gaughan

(b) Address

Rath Lane, The Rath, Rolestown, Co Dublin,
K67EF80

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

Not applicable

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, Co Dublin

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.

We support the current appeals lodged with An Bord Pleanála and wish to add the following comments listed below.

Dear Sir or madam

I am writing to you to object to the DAA relevant action Planning reference 314485.

Flight Paths

The DAA have already misled An Bord Pleanala, Fingal County Council and the public in seeking approval to build and most importantly operate the New North Runway. They have made a mockery of the planning process, hoodwinked Fingal County Council and out maneuvered each and every one of the conditions that An Bord Pleanala put in place to protect the community in the past. They have in effect put their two fingers up to the Irish planning laws and used cowboy tactics to operate as they please without consequence.

To secure planning permission for the construction of the North Runway the DAA made out that flight paths would fly straight out for 9 KM before turning to head east to Europe on a similar flight path that was used by the south runway. They created an environmental impact assessment on these flight paths. Fingal County Council believed the DAA and since the approval of the runway in 2007 by An Bord Pleanala ensured that all land on this straight out trajectory was used only for commercial warehouses and purposes. This area is void of homes because the FCC genuinely believed the DAA would follow what they proposed in their planning permission application. I am a lay person and I even found that to operate a dual runway, there needs to be a 30 degree divergence in some form between the runways. Clearly the DAA misled you, An Bord Pleanala, FCC and the public by stating that the flight paths would be straight out.

In this Relevant Action, there is no mention of the fact that the DAA are radically changing the flight path they used to get approval for the North Runway. They have slipped this detail into the document as if it is not an issue. This flight path is completely different to that which the North Runway was given approval on originally and it is causing my family and I great stress, anxiety and upset on a daily basis. We live in a quiet area with no traffic as ambient noise. The roar of the engines every 2 mins, as they try to turn and gain altitude at the same time is tortuous. As the DAA have cut the straight out distance, it means now that my home is surrounded by the noise in a tight U shape so that we have no reprieve from the jet engines. This flight path means I can no longer use my garden at all. I worry for my very young children. I regularly find that I have to close all the windows and doors as the smell of aviation fuel is so strong. I live more than 10K from the airport. This should not be something I have to worry about.

I was not informed that the DAA would use different flight paths from what they were given permission to use for operating the North Runway. I bought my house **only** after checking the approved 2007 planning permission for the North Runway and understood that Jets would be at least 10,000 ft high by the time they would be passing near Rolestown to go east. I was misled and feel a strong sense of injustice has been carried out here.

Again in this additional information the DAA are using noise models and predictions on noise. The North Runway has been in operation since August 2022. The noise predictions are not the actual noise experienced by the communities under the flight paths. The DAA are once again trying to mislead and misinform An Bord Pleanala with these manufactured noise contours. Please call out to all the areas affected by the noise

from these new divergent flight paths and see for yourself that absolute disregard the DAA have for the entire planning process.

Noise Quota

In relation to the relevant actions, request to remove the caps and only use an outrageous high noise quota system, I beg you to reject this request. Why would Ireland be the only outlier in Europe not use a cap. Heathrow has a cap of 15 movements per night !!! Why have the DAA asked for a noise quota that's greater than Heathrow, Stansted and Gatwick put together. They are once again chancing their arm and hoping they can get away with it. Even the lay person on the street can see that the DAA are requesting an outrageous ask. The DAAs argument that the planes are getting quieter is again misleading. Noise is measured on the log scale and so a 50% reduction in aircraft noise, as claimed by DAA , is equivalent to 3db at 86db levels. A 3dB reduction for the people near these flight paths is absolutely meaningless. Once again the DAA are trying to mislead you, An Bord Pleanala, Fingal County Council and the public. How can an entity that continues to lie and misled actually be allowed to make any more planning requests!

Increase Hours of Operation

The current hours of operation 7am until 11pm at night are already causing a huge amount of stress on the family. The children find it very hard to get to sleep with the roar of the jet engines and everyone is awake every single morning at 7am as the first flights take off from the North Runway. This is affecting the family a great deal. We are not greatly dictitated to as to when we must get rest and we cannot rest outside these hours. To increase the hours of operation by 2 hours (an hour either side of 7am and 11pm) would be unbelievably impactful and have a profound effect on my young family's sleep, which will in turn affect their health and cognitive well being. I beg you to please consider not approving the extension in the hours of operation for the airport.

Summary

All of these changes proposed by the DAA have displayed the DAAs absolute disregard for our climate, even with COP28 just having taken place and the community in North County Dublin.

I believe that this case should be afforded an oral hearing.

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.

