

LDC-068573-23

BP 40 to issue ✓

S.37

File With

SECTION 131 FORM

Appeal No

ABP- 314485-23

Defer Re O/H

☐

Having considered the contents of the submission dated (received) 7/12/2023  
from IBEC (Fergal O'Brien) 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.

EO

Date

14/12/2023

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-002838

### Online Observation Details

Contact Name  
Fergal O'Brien

Lodgement Date  
07/12/2023 12:09:12

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Lynne Hackett

Payment Amount  
€50.00

### Processing Section

#### S.131 Consideration Required

☐ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

EO

Date

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€ 50

Lodgement No

LDG— 068573-23

Reason for Refund

Valid - Overpaid / no fee required

Documents Returned to Observer

☐ Yes ☒ No

Request Emailed to Senior Executive Officer for Approval

☒ Yes ☐ No

Signed

EO

Date

14/12/2023

### Finance Section

Payment Reference

ch\_3OKgOBB1CW0EN5FC1mh1BdKF

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

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

5 December 2023

Current appeal in respect of night-time use of Dublin Airport North Runway (ABP-314485-22)

Dear Sir / Madam,

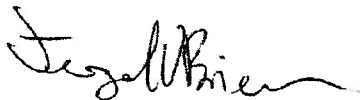
I am responding to the notice recently published by the Board regarding significant additional information relating to the planning application originally lodged in December 2020, which we understand is still subject to the appeal that was launched in August 2022.

Ibec made a written submission to the Board in September 2022 in respect of that appeal. I wish to confirm that Ibec continues to stand over the key point made in that submission, namely that we strongly support the original decisions of Fingal County Council, and of the Aircraft Noise Competent Authority in respect of the North Runway.

For your convenience, I attach a copy of the previous Ibec submission. It highlights the considerable potential for long-lasting damage to the country's economy unless the North Runway is allowed to operate efficiently. An Economic Impact Study recently conducted by InterVISTAS on behalf of daa includes new quantitative modelling data which further reinforces our concern.

We understand that the additional information provided by daa includes inputs from technical and medical experts that fully address the questions of clarification that have been put to daa by the Board. We therefore recommend that the Board should uphold the original decisions without undue delay.

Yours sincerely



Fergal O'Brien

Executive Director, Lobbying and Influence

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1

30 September 2022

**Reference ABP-314485-22 (Dublin Airport North Runway)**

Dear Sir/Madam,

I am writing on behalf of Ibec in respect of the appeals to the Board against the consent recently granted by Fingal County Council to daa in respect of revised planning conditions for operation of Dublin Airport North Runway (Fingal register reference F20A/0688).

Ibec is Ireland's largest business representation organization with thousands of member companies throughout the country, including in Fingal. We work with government and policymakers locally, nationally, and internationally to shape business conditions and drive economic growth.

Our members have long been concerned that the conditions attached to the original planning permission would impact adversely on overall passenger and cargo capacity once the new runway was operational. Given that these conditions were imposed more than 11 years ago, there was a clear case for reviewing them, bringing them into line with ICAO's Balanced Approach to Aircraft Noise Management, and taking due account of the substantial improvement in aircraft noise performance over the intervening period.

More recently, we formed the view that planning conditions 3(d) and 5 were incompatible with the Eastern and Midlands Regional Authority's Regional Planning Objective 8.17, in that they impose unnecessary constraints on Dublin Airport's ability to compete effectively against other EU and British hub airports, several of which have already implemented noise-management regimes based on ICAO guidance.

Ibec understands that the original planning conditions could have resulted the cumulative loss of at least 4.4 million passenger journeys over the period to 2025 as passenger volumes returned to pre-pandemic levels or higher. The early morning shoulder period (6.00am to 7.00am) is of particular importance to the two main airlines operating out of Dublin Airport, and now relies in part on dual runway availability. Given the time zone difference between Ireland and continental Europe, it could prove difficult, if not impossible, for the 'red-eye' passengers to reschedule to a flight later in the day without needing an overnight stay. The original restrictions would therefore have adversely impacted on the cost-effectiveness of routes operating out of Dublin.

Moreover, our members consider night-time arrivals into Dublin Airport to be of particular importance to the efficient movement of 'just in time' freight such as pharmaceuticals and medical technology. Ibec understands that inward and outbound night flights support international trade that is worth approximately €19 Billion per annum. Ibec therefore believes that the overall employment impact of reduced night and shoulder period flights would have been compounded by indirect adverse effects on Irish supply chains across a range of high value industry sectors other than aviation if the planning conditions had not been amended.

For these reasons, we strongly support the recent decisions of Fingal County Council, and of the Aircraft Noise Competent Authority in respect of the North Runway.

Yours sincerely

*Neil Walker*

Dr Neil Walker  
Head of Infrastructure, Energy and Environment