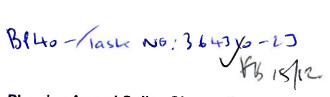
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SECTION 131 FORM

Appeal No ABP— 3144 85	-22	Defer Re O/H
Having considered the cor from Loceto O and Development Act, 200	ntents of the submiss	ecommend that section 131 of the Planning at this stage for the following reason(s):
Section 131 not to be invo	-	for reply.
Signed Pat B		Date 20/12/20 23
Signed		Date
SEO/SAO		
M		
Please prepare BP		enclosing a copy of the attached submission.
То	Task No	Allow 2/3/4 weeks BP
Signed		Date
EO		
Signed		Date
ΔΔ		





Planning Appeal Online Observation

Online Reference NPA-OBS-002866

Online Observation Deta	ils	
Contact Name Loreto O'Byrne	Lodgement Date 11/12/2023 13:14	Case Number / Description :16 314485
Payment Details		
Payment Method Online Payment	Cardholder Name Loreto O'Byrne	Payment Amount €50.00
Processing Section S.131 Consideration Required Yes — See attache Signed		N/A — Invalid Date
Fee Refund Requisition Please Arrange a Refund of Fee of € Reason for Refund		Lodgement No LDG— 068605-23,
Documents Returned to Observer Yes Signed	No	Request Emailed to Senior Executive Officer for Approv Yes Date
Finance Section Payment Reference		Checked Against Fee Income Online
ch_3OM9JMB1CW0EN5FC1UFLCWc9		EO/AA (Accounts Section)
Amount		Refund Date
€		
Authorised By (1)		Authorised By (2)
	i 1	
SEO (Finance)		Chief Officer/Director of Corporate Affairs/SAO/Board Member

Loreto O'Byrne 210 Seapark, Malahide, Co. Dublin K36 VH24

Observation details:

Planning Authority: Fingal County Council

An Bord Pleanála appeal case number: PL06F.314485

Planning Authority Case Reference: F20A/0668 Location of Planned Development: Dublin Airport

Reference URL: https://www.pleanala.ie/en-ie/case/314485

Observation arguments:

I am one of over 30,000 people who are now living under an illegal flightpath since the opening of the Northern Runway. The 2007 planning condition documentation includes flight paths on which the planning permission was granted however the flightpaths in the 2007 planning permission are different to the ones being operated and in use since the opening of the Northern Runway.

Having read through the daa newly submitted documents it is clear in the submission from daa that they have used the current flight paths for their drawings instead of the permitted noise zones from the original 2007 planning permission. It appears that daa believe that ABP will approve these 'alterations'. It also would appear that daa do not respect the decision of ABP and are actually seeking to have ABP ratify and condone their breaking the planning permissions granted in 2007 by ABP. This would not be tolerated by any other company or individual breaking an approved planning permission. Acceptance of the relevant action by ABP and thus retention of the flightpaths would set a precedent that ABP conditions should be ignored and dismissed if inconvenient.

The daa are breaching their current planning permission and flightpaths as per below:

- Daa breached the passenger cap in 2019 and will most likely do so again this year
- Daa are consistently breaching the 65 movements cap per night
- Daa are not using the flightpaths they submitted in their 2007 planning permission and which were approved by ABP. Straight out flightpaths will largely improve the noise issue.
- FCC 2007 planning stipulations have been absolutely flouted. The current operation at Dublin Airport is seriously injurious enough to the

health of the resident of Fingal and Meath but what is being proposed by daa flies in the face of WHO and all academic health research on the harm caused both mentally and physically to residents subjected to continuous noise particularly during the night. At the very least night time hours between 11pm and 7am should be safeguarded to allow for proper rest.

- Unlimited night time flights using a pure noise quota system (which
 measures noise after the fact when the damage is done) will only
 cause more sleep disturbances for residents. Night time flights
 should be banned as is the case in many other major airports
 (including Heathrow).
- In addition the effects on the environment are monumental and lreland is one of the worst countries in the world in terms of GHG emissions. Increasing aircraft activity to the extent being proposed by daa in the midst of a climate crisis is completely wrong and should not be condoned by a state body such as ABP.

Given the gravity of the situation an Oral Hearing is absolutely necessary.

Please do not let the residents of Fingal and Meath down. We appreciate that Dublin Airport is important to the economy but this should not be at a cost to the health of residents and citizens of the state. What daa is now proposing is injurious to our health and mental well-being.

Yours sincerely,

Loreto O'Byrne