

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 11/12/27
from Loreto O'Byrne 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

20/12/2023

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

B140 - Task NO: 36436-23
FB 15/12



Planning Appeal Online Observation

Online Reference
NPA-OBS-002866

Online Observation Details

Contact Name
Loreto O'Byrne

Lodgement Date
11/12/2023 13:14:16

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Loreto O'Byrne

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

EO 

Date

12/12/23

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068605-23

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_3OM9JMB1CW0EN5FC1UFLCWc9

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

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 residents 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 Ireland 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