

File With \_\_\_\_\_

## SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated/ received 12/12/2023  
fromStephen Devine 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 issuesE.O.: Pat BenDate: 15/12/2023

For further consideration by SEO/SAO

Section 131 not to be invoked at this stage. ☐Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: \_\_\_\_\_

Date: \_\_\_\_\_

S.A.O.: \_\_\_\_\_

Date: \_\_\_\_\_

M \_\_\_\_\_

Please prepare BP \_\_\_\_\_ - Section 131 notice enclosing a copy of the attached  
submission

to: \_\_\_\_\_ Task No: \_\_\_\_\_

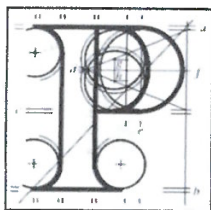
Allow 2/3/4weeks – BP \_\_\_\_\_

EO: \_\_\_\_\_

Date: \_\_\_\_\_

AA: \_\_\_\_\_

Date: \_\_\_\_\_



An  
Bord  
Pleanála

## Observation on a Planning Appeal: Form.

**AN BORD PLEANÁLA**  
LDG- 068660-23  
ABP- \_\_\_\_\_  
12 DEC 2023  
Fee: € 50 Type: CHG  
Time: 10:12 By: HAND

### 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

Click or tap here to enter text.

STEPHEN DEVINE

(b) Address

Click or tap here to enter text.

NEWTOWN CROSS, THE WARD.  
W. DUBLIN. D11 KH 7W

### 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

Click or tap here to enter text.

(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)

Click or tap here to enter text.

FINGAL COUNTY COUNCIL

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

(for example: ABP-300000-19)

Click or tap here to enter text.

PL06F, 314485

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

(for example: 18/0123)

Click or tap here to enter text.

F20A/0668

**(d) Location of proposed development**

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

Click or tap here to enter text.

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.

PLEASE SEE ATTACHED OBSERVATIONS

## Supporting materials

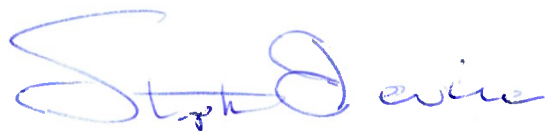
6. If you wish, you can include supporting materials with your observation.

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.

  
\_\_\_\_\_  
STEPHEN DEVINE.

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

Last updated: April 2019.



Newtown Cross,  
The Ward,  
Co. Dublin.  
D11 KH7W.  
087-3248152  
085-7260960

11 Dec 2023.

**Please find my Observations on a Planning Appeal, Reference PL06F.314485.**  
**Fingal County Council Reference F20A/0668.**

We wish to highlight the intolerable disruption that we are experiencing as a result of flights departing from the new Runway 28 Right (Northerly Runway) at Dublin Airport. Since the introduction of the revised Standard Instrument Departure (SID) on or about 26<sup>th</sup> February 2023, departing aircraft are transiting directly over our home at heights as low as 2300' with maximum climb power applied.

Runway 28 Right operates between the hours of 0700hrs and 2300hrs daily and these aircraft generate levels of noise which pervades the community within their path. Such noise precludes us from ever enjoying an outdoor life in our garden or the prospect of retiring to bed prior to 2300hrs. On the following morning these aircraft wake us immediately on their resumption at 0700hrs. Our homelife has become intolerable as a result.

We have two children aged six years and four years who are constantly impacted by the noise generated by the aircraft passing directly overhead. Having been awakened by the aircraft in the morning, it is impossible to settle them down and return them to sleep. We too are affected by this intrusion and with this constant ongoing disturbance, a state of mind develops which precludes any possibility of a return to sleep. A tense anticipation of the arrival of the next aircraft becomes the focal point long before the noise ever reaches our ears. We have resorted to using ear plugs when in bed at night and again in the morning however, this has proved ineffective as the noise from the aircraft

remains extreme and cannot be blocked out. It is life changing. We have measured the noise levels on our phones and have recorded levels reaching into the low 80's dB range. We have tried to accustom ourselves to this intrusion of our home and our environment but at this point have conceded the battle. As for our children, they are too young to understand the implications while being subjected to interrupted sleep leading to irritation and tiredness throughout the day. What has been imposed upon us are flights appearing over our heads at two minute intervals and despite our efforts to adjust, this has now become intolerable and unbearable. It is this constant plague of aircraft which affects our lives to the greatest extent.

The peace we heretofore have enjoyed inside our home and in our garden is no longer possible. In our garden, conversation halts every few minutes while the next aircraft passes overhead. No longer can we entertain the enjoyment of inviting family and friends to join us for a BBQ or other garden activities. This aspect of our lives no longer exists and as for our children, it is pointless to even suggest we organise birthday parties at home. These departing aircraft are proving to be an utter nuisance and are proving injurious to our daily lives, to our health and to our children's health and enjoyment of life. This airborne activity is causing enormous personal stress and sleep deprivation throughout the household.

Each night when we watch the news our prime focus is the weather forecast specifically to check the wind direction. The prevailing wind over Ireland is Westerly to South Westerly for approx. 70% of the time and as a consequence, this airflow results in the aircraft using Runway 28 Right for take-off. One of the SID turning point coordinates is adjacent to our home with the result that we are in the firing line for each departure. Heavy aircraft by their nature generate even greater noise levels due to their more powerful engines, larger airframe and reduced climb performance. Due to their size and weight, they pass overhead at levels as low as 2300'.

As for the impact on property values, they have been enormously affected as a consequence of the action of the Dublin Airport Authority (DAA). Low flying, noisy aircraft is certainly not considered an

attractive attribute when offering a property for sale. With this in mind, the DAA have made no effort and taken no action to ameliorate the financial consequences resulting from Runway 28 Right operations.

A further personal point relates to our local national School, Kilcoskan which is even closer to Dublin Airport. This school is also directly under the flight path of these departing aircraft and our six year old daughter, who attends this school, has her education constantly interrupted by these low flying, noisy, aircraft. This is a matter which requires immediate and effective addressing in order to ensure that our daughter and the children attending Kilcoskan National School are not disadvantaged as they endeavour to make their way in life. The DAA have a responsibility to protect our child and the other children in the school and ensure that they, the DAA, are not complicit in damaging the health, education and future potential of these wonderful, innocent children.

Dublin Airport as it currently stands, fully and adequately serves the strategic needs of Ireland and any further expansion by the DAA will be entirely DAA centric and solely designed with profitability at its heart. Should the DAA be allowed to further develop their operations and demonstrate total disregard for the local community, it will mean that what we are currently experiencing may just be the tip of the iceberg.

The DAA relevant action seeks to:

- a. Increase the number of passengers passing through Dublin Airport beyond the limit of 32 million passengers annually.
- b. Increase the number of night flights beyond the limit of 65 flights pe night.
- c. Extend the duration of unlimited flight operations from the current 0700hrs - 2300hrs to 0600hrs – 2359hrs.



- d. Such authorisation will completely destroy any prospect of a normal lifestyle for us, our neighbours and all the children who have the misfortune to live and be subjected forever to this new noise source.

In the era of Cop28, the application by the DAA is at variance with the goals of COP28 and only serves to increase the detrimental effects on our environment with the obvious consequences for climate change, not just in Ireland, but world-wide. Reference to yesterday's tornado in Leitrim Village is a prime example of what lies ahead.

Furthermore, the EIAR supplement 2023 contained within the "significant additional information" is prepared for the DAA and thus, is not independent and may be subject to potential bias.

It is noteworthy, that in the original planning permission application the matter was adjudicated upon by An Bord Pleanála (ABP) (PL06F.217429) and subjected to conditions. Restricted night hours of operation and restricted night movements were imposed having due cognisance to the impact on the local population. It is our request that ABP refuses to grant the DAA's entire application and that ABP reaffirms its original decision and not accede to the DAA's efforts to trample upon our human and environmental rights.

Yours sincerely,



Stephen Devine.