

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

## SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐

Having considered the contents of the submission dated received 13/12/2023  
 from

Bernadette Conaty-Beyer 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

E.O.: Pat BuserDate: 28/12/2023

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 2/3/4 weeks – BP \_\_\_\_\_

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

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

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

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

# Validation Checklist

Lodgement Number : **LDG-069009-23**  
Case Number: **ABP-314485-22**  
Customer: **Bernadette Conaty-Beyer**  
Lodgement Date: **13/12/2023 12:31:00**  
Validation Officer: **Patrick Buckley**  
PA Name: **Fingal County Council**  
PA Reg Ref: **F20A/0668**  
Case Type: **Normal Planning Appeal PDA2000**  
Lodgement Type: **Observation / Submission**



An  
Bord  
Pleanála

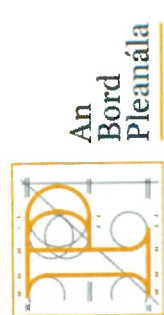
Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Not Applicable
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes

✓  
CF  
28.12.23.

Run at: 28/12/2023 11:15

Run by: Patrick Buckley

Lodgement Cover Sheet - LDG-069009-23



Details

Lodgement Date	13/12/2023
Customer	Bernadette Conaty-Beyer
Lodgement Channel	Email
Lodgement by Agent	No
Agent Name	
Correspondence Primarily Sent to	
Registered Post Reference	

Lodgement ID	LDG-069009-23
Map ID	
Created By	Karen Byrne
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	F20A/0668

Categorisation

Lodgement Type	Observation / Submission
Action	Processing

PA Name	Fingal County Council
Case Type (3rd Level Category)	Normal Planning Appeal PDA2000

Fees and Payments

Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Value	50.00
Refund Amount	

Observation/Objection Allowed?	Yes
Payment	
Related Payment Details Record	

Observation

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	A proposed development comprising the taking of a 'relevant action' only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, at Dublin Airport,
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Co. Dublin, in the townlands of Collinstown, Toberbunny, Commons, Cloghran, Corballis, Coultry, Portmellick, Harristown, Shanganhill, Sandyhill, Huntstown, Pickardstown, Dunbro, Millhead, Kingstown, Barberstown, Forrest Great, Forrest Little and Rock on a site of c. 580 ha. The proposed relevant action relates to the night-time use of the runway system at Dublin Airport. It involves the amendment of the operating restriction set out in condition no. 3(d) and the replacement of the operating restriction in condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19), as well as proposing new noise mitigation measures. Conditions no. 3(d) and 5 have not yet come into effect or operation, as the construction of the North Runway on foot of the North Runway Planning Permission is ongoing. The proposed relevant action, if permitted, would be to remove the numerical cap on the number of flights permitted between the hours of 11pm and 7am daily that is due to come into effect in accordance with the North Runway Planning Permission and to replace it with an annual night-time noise quota between the hours of 11.30pm and 6am and also to allow flights to take off from and/or land on the North Runway (Runway 10L 28R) for an additional 2 hours i.e. 2300 hrs to 2400hrs and 0600 hrs to 0700 hrs. Overall, this would allow for an increase in the number of flights taking off and/or landing at Dublin Airport between 2300 hrs and 0700 hrs over and above the number stipulated in condition no. 5 of the North Runway Planning

	Development Description
	<p>Permission, in accordance with the annual night time noise quota. The relevant action pursuant to Section 34C (1) (a) is: To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19).</p> <p>Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.'</p> <p>Permission is being sought to amend the above condition so that it reads: 'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.' The net effect of the proposed change, if permitted, would change the normal operating hours of the North Runway from the 0700hrs to 2300 hrs to 0600 hrs to 0000 hrs. The relevant action also is: To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night</p>

F20A/0668

Case Number



all aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007. Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'. With the following: A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs. In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures: - A noise insulation grant scheme for eligible dwellings within specific night noise contours; - A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019. The proposed relevant action does not seek any amendment of conditions of the North Runway Planning Permission governing the general operation of the runway system (i.e., conditions which are not specific to nighttime use, namely conditions no. 3 (a), 3(b), 3(c) and 4 of the North Runway Planning Permission) or any amendment of permitted annual passenger capacity of the Terminals at Dublin Airport. Condition no. 3 of the Terminal 2 Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No. PL06F.220670) and condition no. 2 of the Terminal 1 Extension Planning

<p>Permission (Fingal County Council Reg. Ref. No. F06A/1843; ABP Ref. No. PL06F.223469) provide that the combined capacity of Terminal 1 and Terminal 2 together shall not exceed 32 million passengers per annum. The planning application will be subject to an assessment by the Aircraft Noise Competent Authority in accordance with the Aircraft Noise (Dublin Airport) Regulations Act 2019 and Regulation (EU) No 598/2014. The planning application is accompanied by information provided for the purposes of such assessment. An Environmental Impact Assessment Report will be submitted with the planning application. The planning application and Environmental Impact Assessment Report may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the Planning Authority during its public opening hours of 9.30 - 16.30 (Monday – Friday) at Fingal County Council, Fingal County Hall, Main Street, Swords, Fingal, Co. Dublin.</p>	
Applicant	
Additional Supporting Items	Yes

PA Decision Date	08/08/2022
County	
Development Type	
Development Address	Dublin Airport, Co. Dublin
Appellant	
Supporting Argument	

*Palmer*

**Mary Tucker**

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**From:** Bord  
**Sent:** Wednesday 13 December 2023 09:03  
**To:** Appeals2  
**Subject:** FW: Observation Dublin Airport ref 314485  
**Attachments:** Bernadette Conaty Beyer Observation December 2023.docx

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**From:** B BEYER <bbeyer2021@gmail.com>  
**Sent:** Wednesday, December 13, 2023 2:17 AM  
**To:** Bord <bord@pleanala.ie>  
**Subject:** Observation Dublin Airport ref 314485

To Whom It May Concern,

Please find attached my updated submission to the Dublin Airport Relevant Action:

ABP Ref: PL06F.314485  
Planning Authority Case: F20A//0668  
Dublin Airport, Co.Dublin.

I am an existing participant in this appeal (received a letter from you) so I do not need to pay any further amount.

Many thanks,

Bernadette Conaty-Beyer  
085-8640064.



**Coolquoy, The Ward,**

**Co.Dublin.**

**12<sup>th</sup> Dec 2023**

*Bord Pleanala Case Ref: PL06F.314485*

*Planning Authority Case Ref: F20A/0668*

*Dublin Airport, Co.Dublin.*

Dear An Bord Pleanala,

I am writing to with regard the Relevant Action at Dublin Airport. Please REFUSE permission to DAA on this relevant action for the following reasons:

#### **FLIGHT PATH:**

Flight path being used today is not the same flight path that was in their approved application in 2007.

DAA got approved planning permission for the north runway based on the additional information they submitted in 2007 application that clearly illustrated that they would be flying straight out off north runway for 5 nautical miles / or until reach 3,000 feet. Following the approval in 2007, in the years to follow – Older homes were insulated with new windows and sound proofing in preparation for flightpath from the new north runway, new homes being built (such as Hollystown) were aware that they were in the flight path for the new runway.

Under no circumstances did any of us know in my area of Coolquoy, Kilcoskan, Kilsallaghan, Corrstown, that the DAA had been secretly plotting to fly over our communities without warning or consultation.

SIDS were changed in February 2023, and it has made our area worse. The SIDS are in no way near the 2007 planning permission flight path.

#### **NIGHT-FLIGHTS:**

We cannot go to bed in our home before 11pm. Noisy aircrafts going over our house every 2mins. I am a mother of three young children (aged 2 years, 5 years and 7 years) and WHO recommends my children must get up to 13 hours sleep per night to help with better motor and cognitive development, psychosocial and cardiometabolic health to name but a few. How can my children possibly achieve a good night sleep with high decibel aircraft noise levels in their bedrooms? It's can be frightening for my children at times as the aircraft noise is so loud.

#### **Evidence Below:**

- 1: WHO guidelines on Physical Activity, Sedentary Behaviour and Sleep.
2. Photos from my children's bedroom and you can see the aircrafts flying over the bedroom day and night.

An Bord Pleanala Case Ref: PL06F.314485      Planning Authority Case Ref: F20A/0668      Dublin Airport, Co.Dublin.

# GUIDELINES ON PHYSICAL ACTIVITY, SEDENTARY BEHAVIOUR AND SLEEP

## FOR CHILDREN UNDER 5 YEARS OF AGE

summary



Early childhood is a period of rapid physical and cognitive development and a time during which a child's habits are formed and family lifestyle habits are open to changes and adaptations.

The WHO *Guidelines on physical activity, sedentary behaviour and sleep for children under 5 years of age* provide recommendations on the amount of time in a 24-hour day that young children, under 5 years of age, should spend being physically active or sleeping for their health and wellbeing, and the maximum recommended time these children should spend on screen-based sedentary activities or time restrained. They were developed using the best available evidence, expert consensus and consideration of values and preferences, acceptability, feasibility, equity and resource implications.

To meet daily physical activity time recommendations, particularly in children, the pattern of overall activity across a 24-hour period needs to be considered, since every day is made up of sleep time, sedentary time and light-, moderate- or vigorous-intensity physical activity.

Young children should have opportunities to participate in a range of developmentally-appropriate, safe, enjoyable play-based physical activities. The quality of sedentary time matters and interactive non-screen-based activities, such as reading, storytelling, singing and puzzles are important for social and cognitive development as well as recreation and relaxation. Regular sleep and wake-up times can help to ensure adequate, good quality sleep.

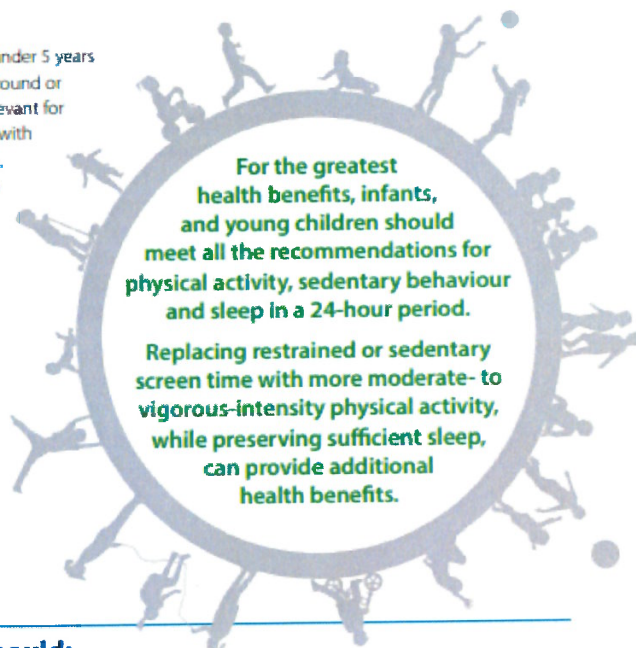


## RECOMMENDATIONS FOR 24-HOUR PHYSICAL ACTIVITY, SEDENTARY BEHAVIOUR AND SLEEP FOR CHILDREN UNDER 5 YEARS OF AGE

These guidelines are for all healthy children under 5 years of age, irrespective of gender, cultural background or socio-economic status of families and are relevant for children of all abilities; caregivers of children with a disability or those with a medical condition, however, may seek additional guidance from a health professional.



In a 24-hour day,

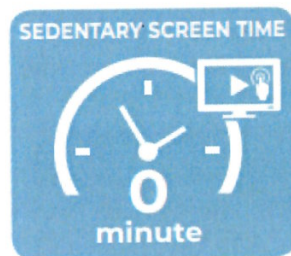


### infants (less than 1 year) should:

Be **physically active** several times a day in a variety of ways, particularly through interactive floor-based play; more is better. For those not yet mobile, this includes **at least 30 minutes in prone position** (tummy time) spread throughout the day while awake.

**Not be restrained** for more than **1 hour at a time** (e.g. prams/strollers, high chairs, or strapped on a caregiver's back). Screen time is not recommended. When sedentary, engaging in reading and storytelling with a caregiver is encouraged.

Have **14–17 hours** (0–3 months of age) or **12–16 hours** (4–11 months of age) of **good quality sleep**, including naps.



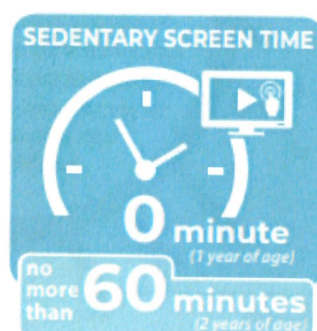


## children 1–2 years of age should:

Spend at least **180 minutes** in a variety of types of physical activities at any intensity, including moderate- to vigorous-intensity physical activity, spread throughout the day; more is better.

Not be restrained for more than **1 hour at a time** (e.g. prams/strollers, high chairs or strapped onto a caregiver's back) or sit for extended periods of time. For **1-year-olds**, sedentary screen time (such as watching TV or videos, playing computer games) is not recommended. For those aged **2 years**, sedentary screen time should be no more than **1 hour**; less is better. When sedentary, engaging in reading and storytelling with a caregiver is encouraged.

Have **11–14 hours** of good quality sleep, including naps, with regular sleep and wake-up times.

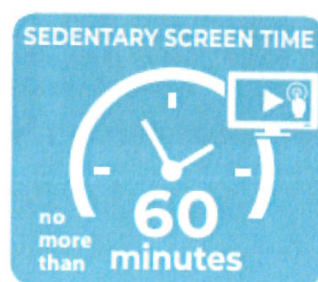


## children 3–4 years of age should:

Spend at least **180 minutes** in a variety of types of physical activities at any intensity, of which at least **60 minutes** is moderate- to vigorous-intensity physical activity, spread throughout the day; more is better.

Not be restrained for more than **1 hour at a time** (e.g. prams/strollers) or sit for extended periods of time. Sedentary screen time should be no more than **1 hour**; less is better. When sedentary, engaging in reading and storytelling with a caregiver is encouraged.

Have **10–13 hours** of good quality sleep, which may include a nap, with regular sleep and wake-up times.





*Guidelines on physical activity, sedentary behaviour  
and sleep for children under 5 years of age*

<https://apps.who.int/iris/handle/10665/311664>

Following the recommendations in these guidelines during the first 5 years of life is associated with better motor and cognitive development, psychosocial (emotional regulation) and cardiometabolic health, bone and skeletal health and reduced risk of injuries. Time spent restrained should be limited. Over the course of a day, a combination of more physical activity, less sedentary screen time and longer sleep duration results in the greatest benefits.

These guidelines are intended to assist all countries in the development of national plans and programmes aimed at increasing levels of physical activity, reducing sedentary time and improving time spent sleeping in young children.

The development of these new WHO guidelines was a recommendation of both the Commission on Ending Childhood Obesity<sup>1</sup> and the Global Action Plan on Physical Activity 2018–2030.<sup>2</sup>

<sup>1</sup> [www.who.int/end-childhood-obesity/en](http://www.who.int/end-childhood-obesity/en)

<sup>2</sup> [www.who.int/ncds/prevention/physical-activity/gappa](http://www.who.int/ncds/prevention/physical-activity/gappa)



World Health  
Organization

WHO/NMH/PND/2019.4

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An Bord Pleanála Case Ref: PL06F.314485    Planning Authority Case Ref: F20A/0668    Dublin Airport, Co.Dublin.

#### **MY PLANNING PERMISSION:**

I was granted planning permission by Fingal County Council for my new home in July 2021. For my planning submission -- I did endless amounts of research, hired planning consultants and experienced architects and not one of us found any evidence or documentation to suggest that my potential new home in Kilcoskan, The Ward would be on the flight path for the new North Runway. Why is this -- because no documentation existed. Fingal County Council were totally unaware and it seems the DAA using underhanded tactics without going through the proper planning process. If there was evidence of my area Kilcoskan//Coolquoy/Kilsallaghan being on the new flight path, we would have found it, but there was no evidence.

My home is over 5km from Dublin Airport. As you can see in the decision letter from Fingal County Council -- they state that I am located in Noise Zone D and that is in accordance with the Development Plan 2017-2023. Surely, DAA need to follow the Fingal Development plan like everyone else? Fingal County Council created the 2017-2023 development plan under the assumptions that DAA would follow their agreed 2007 planning permission when the north runway opened as per straight out. This is currently not happening and is opening the door for other developments/developers to have a "do as we want" attitude that the DAA have.

#### **Evidence Below:**

#1: Notification of Decision Letter from Fingal County Council

#2: Various photos of aircrafts flying over my new home

**Comhairle Contae Fhine Gail**  
Fingal County Council

**An Roinn um Pleanáil agus  
Infrastruchtúr Straitéiseach**  
Planning and Strategic  
Infrastructure Department



Kevin Hughes,  
Hughes Planning and Development Consultants  
85 Merrion Square  
Dublin 2  
D02 FX60

**NOTIFICATION OF DECISION TO GRANT PERMISSION**  
**PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED**

Decision Order No. PF/1666/21	Decision Date 29 July, 2021
Register Ref. F21A/0317	Registered 4 June, 2021

**Area:** Swords

**Applicant:** Bernadette Conaty-Beyer

**Development:** A development comprising : (i) construction of a detached, part single, part two-storey, four-bedroom dwelling and a domestic garage with on-curtilage car parking and private amenity space; (ii) provision of on-site wastewater treatment system, percolation area and surface water soakaway to serve the proposed dwelling (iii) provision of new vehicular entrance; and (iv) permission is also sought for all landscaping, boundary treatments and all ancillary site works necessary to facilitate the development.

**Location:** Lands at Killooskan, The Ward, Co. Dublin

**Floor Area:** 474 Sq Metres

**Time extension(s) up to and including**

**Additional Information Requested / Received /**

Swords Office: Anas an Chonae Sord, Fine Gail, Co. Bhaile Átha Cliath / County Hall, Swords, Fingal, Co. Dublín K67 X8YA  
Blanchardstown Office: Bóthar an Gharráin, Baile Bhlanséir, Átha Cliath 15 / Grove Road, Blanchardstown, Dublin 15, D15 W638  
Contact Details: Registry (01) 850 5541 / Decisions (01) 890 5670 / Appeals (01) 850 5724  
e: [planning@fingal.ie](mailto:planning@fingal.ie) www.fingal.ie



Reg. Ref: F20A/0668

- d) The vehicular entry-splay and ditch to be piped (i.e. the paved area lying between the edge of road carriageway and the gates/piers of the site entrance or, if no gate is provided, to a point 6m from the edge of road carriageway) shall be constructed in a bound road material or other suitable material and pipe size agreed to a detail approved in writing by the Area Engineer, Operations Section.
- e) Entrance gates shall be recessed a minimum of 6.0m from carriageway edge with wing walls/fence/hedgerow splayed at 45°. Any entrance gates shall open inwards to the site.
- f) All stormwaters shall be disposed of to soak pits or natural watercourse within the site and shall not discharge onto the public road.
- g) All underground or overhead services and poles shall be relocated, as may be necessary, to a suitable location adjacent to the boundary at the developer's expense.
- h) All the above works shall be carried out at the developer's expense according to the specification and conditions of the Planning Authority Fingal County Council.

Reason: In the interests of traffic & pedestrian safety

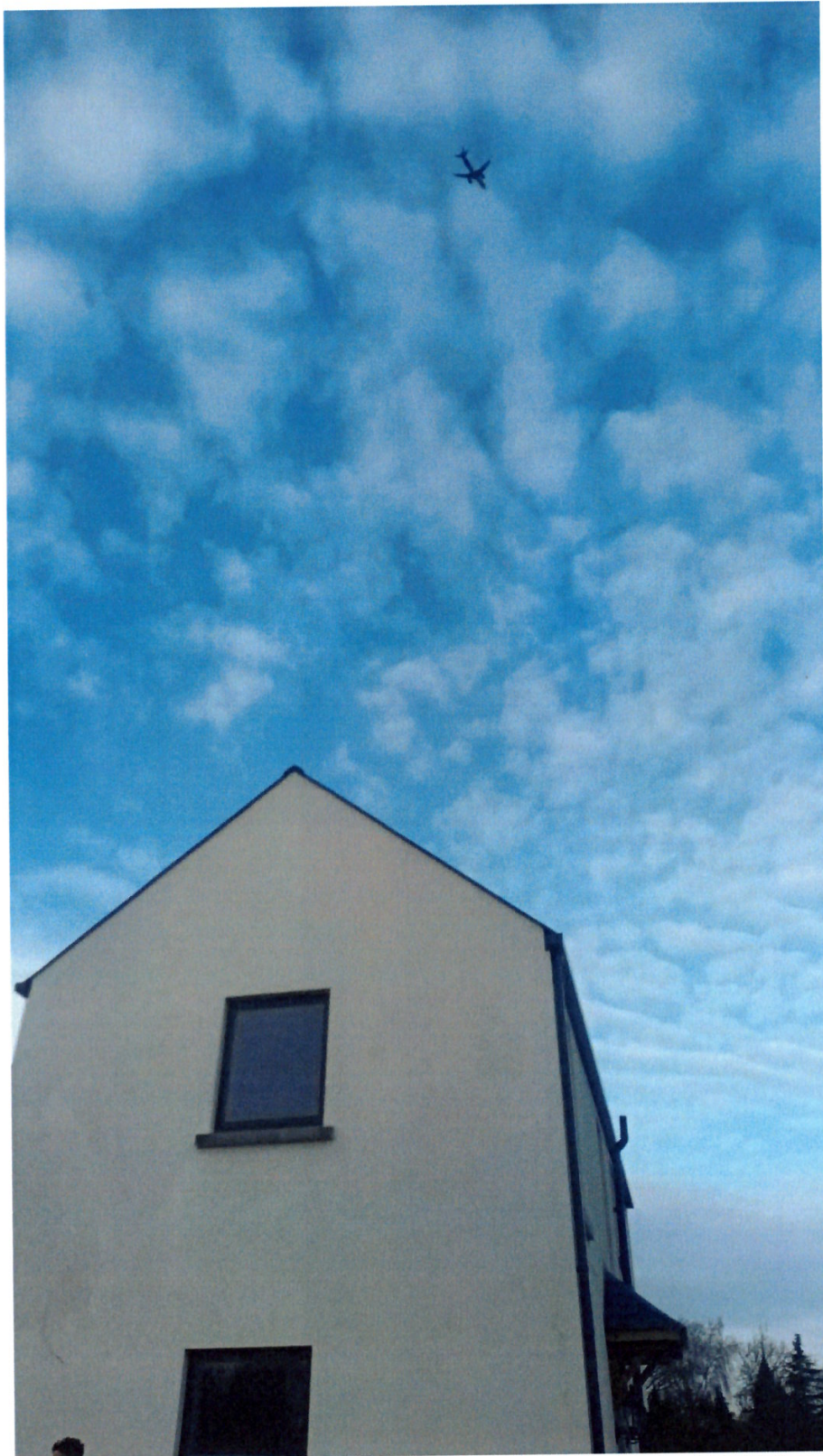
- 7. a) The applicant shall sign a connection agreement with Irish Water prior to commencement of development and adhere to the standards & conditions set out in that agreement. All development shall be carried out in compliance with Irish Water standards, codes & practices. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Irish Water for written approval prior to commencement of works. Separation distances between existing Irish Water assets and proposed structures, other services, trees etc. shall be in accordance with Irish Water Codes of Practice & Standard Details.
- b) Supervision of construction of the on-site waste water treatment system shall be carried out by a suitably qualified (Fetac / QQI), experienced and competent professional.
- c) No foul drainage shall discharge into the surface water system under any circumstances. The foul drainage shall be in compliance with the 'Regional Code of Practice for Drainage Works Version 6.0' FCC April 2006, or the EPA Code of Practice for Wastewater Treatment and Disposal Systems Serving Single dwellings (October 2009), whichever is applicable.
- d) No surface water/rainwater shall discharge into the foul water system under any circumstances. The surface water drainage shall be in compliance with the 'Greater Dublin Regional Code of Practice for Drainage Works', Version 6.0, FCC, April 2006.

Reason: In the interest of public health.

- 8. The proposed dwelling shall be provided with noise insulation to an appropriate standard as required by the Fingal Development Plan 2017-2023.

Reason: In the interests of residential amenity having regard to the location of the site within Dublin Airport Noise Zone D.

- 9. The entire premises shall be used as a single dwelling unit apart from such use as may be exempted development for the purposes of the Planning and



An Bord Pleanála Case Ref: PL06F.314485

Planning Authority Case Ref: F20A/0668

Dublin Airport, Co.Dublin.





An Bord Pleanála Case Ref: PL06F.314485

Planning Authority Case Ref: F20A/0668

Dublin Airport, Co.Dublin.





An Bord Pleanála Case Ref: PL06F.314485    Planning Authority Case Ref: F20A/0668    Dublin Airport, Co.Dublin.

### **MYCOM MUNITY**

So now with the new additional information that DAA has submitted, regarding noise contours etc...my area could possibly be thrown into noise zone B by DAA – overnight, without any consultation with the residents or Fingal County Council. Right now – the Fingal Development Plan for our area shows Coolquoy Rural Village is in Noise Zone C and Kilcoskan, Corrstown, Kilsallaghan is in noise zone D. This would have serious consequences for the local people including: Sterilization of land, decrease value of our land and homes, and future planning applications being refused among many other factors. It is legally unfair to expect our communities to just wake up one morning unannounced, blindsided by DAA and for us to be hit with all these life changes especially for our future generations growing up in the area.

While we don't expect the airport to close down, we do expect the airports to be a good neighbour and follow planning laws. Airport growth must to be sustained and done in a manner that is not based on greed and profiteering at the expense of communities around it,

### **ENVIRONMENT:**

I am seriously concerned that no new EIAR was completed by DAA even though they are now proposing new flight paths that is different to the paths agreed in 2007. The old EIAR is based on 2007 flight path. I am concerned that DAA has not shown any new noise measurement since the runway opened.

The new information submitted by DAA fails to meet the Noise Abatement Objective sent by ANCA which is very serious.

WHO want us to reduce noise levels across the world so why are we adding more noise?

I am also concerned about contaminated soil and air pollution around Dublin Airport. Cop28 just finished today and Dublin Airport was voted #1 polluter in Ireland. It's all about profits and maximizing at the expense of local communities.

### **Evidence Below:**

1. Letter Kenny Jacobs sent to An Bord Pleanala
2. COP28 Dublin Airport #1 Polluter

Maximising the potential of this important piece of strategic infrastructure is now essential. Ease of air travel, cost competitiveness, and trade facilitation are vitally important drivers of the Irish economy, and the importance of high-quality international connectivity is recognised at the highest levels of national planning and aviation policy. A grant of permission for the proposed Relevant Action would ensure these important objectives can be delivered. It would provide the right operating environment to safeguard the ongoing and future success of the Irish Aviation industry as modern, internationally competitive and dynamic to external challenges. Importantly, it would also ensure that the North Runway, an critical strategic national investment, can be used to its full potential while balancing local concerns through a new Noise Quota System.

We appreciate the complex and technical nature of the information provided in this response will take time to assess. However, we respectfully ask that a decision is made as soon as practically possible. This would allow us to address uncertainty around the ability of Dublin Airport to support the goals outlined in national policy and give confidence to our airlines partners and other regulatory agencies.



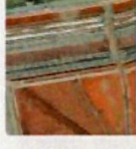

Should you require any further information to support your assessment of this case, please do not hesitate to contact us, and we will expedite the provision of that information as a critical priority.

We look forward to a decision in due course.

Yours faithfully,



**Kenny Jacobs**  
Chief Executive

	<div>Ireland Dublin Airport</div> <div>Airport</div> <div>2.68 MT of CO<sub>2</sub>e/100</div> <div>Rank 1</div>
	<div>Ireland Moneypoint power station</div> <div>Power Plant</div> <div>2.22 MT of CO<sub>2</sub>e/100</div> <div>Rank 2</div>
	<div>Ireland Aughinish Alumina Refinery</div> <div>Aluminum Plant</div> <div>1.09 MT of CO<sub>2</sub>e/100</div> <div>Rank 3</div>
	<div>Ireland Aghada power station</div> <div>Power Plant</div> <div>1.07 MT of CO<sub>2</sub>e/100</div> <div>Rank 4</div>

## **KLCOSKAN NATIONAL SCHOOL**

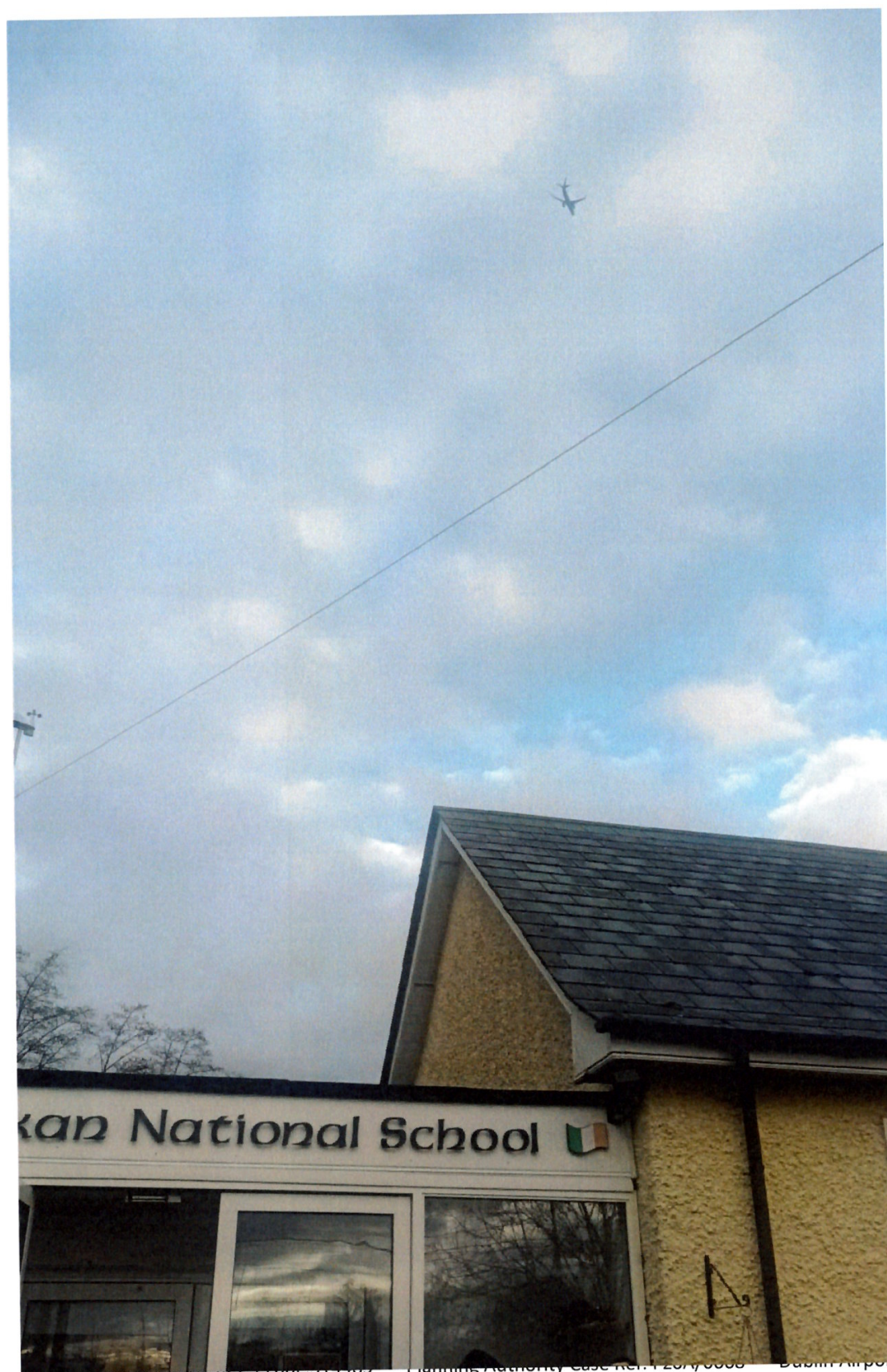
My children currently attend Kilcoskan National School. Myself and many of the parents are extremely concerned about the impact low flying aircraft noise is having on the pupils in the school. My children never get a break from aircraft noise, they are at home it's in the sitting room, bedroom, kitchen, garden and then they go to school and aircraft noise follows them to the classroom and school yard. We as parents, living in the community were never told that we were going to be on a flight path. No amount of insulation inside the school or outside the school will help with the loud aircraft noise.

### **EVIDENCE BELOW:**

Photo 1: Aircraft flying across the classrooms in Kilcoskan National School (November 2023)

Photo 2: Aircraft flying across the school yard in Kilcoskan National School (November 2023)





At Dora McQuinn case ref. 12001521103 - Planning Authority case ref. 120170000 - Dublin Airport, Co. Dublin.



An Bord Pleanála Case Ref: PL06F.314485

Planning Authority Case Ref: F20A/0668

Dublin Airport, Co.Dublin.



#### OTHER CONCERNS:

- 1: The DAA is mismanaged and their behavior, especially as a semi state government is outrageous
2. DAA have not held a public meeting with the communities in Fingal since 2016.
3. Noise Insulation scheme is not good enough especially now with inflation costs gone up
4. Development plan 2017-2023 was planned on the basis that DAA got permission in 2007 for the north runway flights to go straight
4. ANCA is not doing their job properly. They need to be the responsible agent for noise complaints about Dublin Airport. It is ridiculous to think that the public is told they must contact DAA to complain about DAA. Of course the DAA are hiding complaints – it looks bad on them.
5. I request an Oral hearing on this matter
6. Concerned about impact of emissions on our environment and the amount of fuel dumping DAA is doing around Dublin Airport
7. How come the DAA has never raised the issue about these conditions until now?
8. Other airports across Ireland, Shannon, Kerry, Cork, Knock are screaming out looking for business – why does Dublin Airport get 84% of Irish Aviation business..
9. Ireland 2030 is not on target and Elements of that plan Ireland INC 2040 have been ignored by DAA will weaken us as a country.
10. Climate is another area where DAA failing us all..
11. The modelling done across the 500+ pages submitted by DAA is totally incorrect and only appeases their agenda. It's dishonest modelling and everyone knows it.
12. On 15<sup>th</sup> April 2023, USA President Joe Biden on Airforce 1 departed Dublin Airport on North runway at 1:10am. Airforce 1 flew straight out. Exactly the way all flights should go as per 2007 planning permission. So why is the straightout flightpath suitable then for president Biden but not for everyone else?

#### EVIDENCE BELOW:

# State urged to end Dublin Airport's 'unsustainable dominance'

Dublin Airport handles 84% of all flights into Ireland.



James Wilson

09 06 22 NOV 2023

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Dublin Airport is 'unsustainably dominant' and there should be more flights from regional airports, a Clare TD has claimed.

Currently, the airport has an annual passenger cap of 32 million a year but the DAA is lodging a planning application to increase that number to 40 million

**Dublin Airport is ‘unsustainably dominant’ and there should be more flights from regional airports, a Clare TD has claimed.**

Currently, the airport has **an annual passenger cap of 32 million a year** but the DAA is lodging a planning application **to increase that number to 40 million**.

The Taoiseach Leo Varadkar has voiced support for the move warning that there is a “real risk” that Ireland will lose out on business from airlines unless the cap is increased.

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Speaking to **Newstalk Breakfast**, Clare TD Cathal Crowe said the cap is not “feasible in the long-term” but said the State must do more to encourage airlines to explore alternatives to Dublin Airport until it is increased.

“There’s also airports on the other side of Ireland,” he said.

“And my view today... is of course we need to do something in the context of Dublin but we can’t be blind to the fact that there are four airports in the other half of Ireland, all vying for a 10% market share.”

Deputy Crowe is a member of the Oireachtas Transport Committee and said other European countries have experienced a similar dependence on a single airport.

## Dublin Airport noise levels impacting 30,000 Meath residents, TD claims



Fears have emerged over how noise levels from Dublin Airport is affecting the daily lives of homeowners in county Meath.

**Liam Cosgrove**

Fri 1 Dec 2023 at 13:31



Concerns have been expressed over how noise levels at Dublin Airport are affecting the daily lives of tens of thousands of homeowners in county Meath.

It comes on foot of recent figures released by DAA, the operator of Dublin Airport, which revealed over

Concerns have been expressed over how noise levels at Dublin Airport are affecting the daily lives of tens of thousands of homeowners in county Meath.

It comes on foot of recent figures released by DAA, the operator of Dublin Airport, which revealed over 70 per cent of noise related complaints came as a result of night time flight journeys.

The issue was raised in the Dáil on Thursday by Meath East TD Darren O'Rourke, who cited a lack of adequate scrutiny of aircraft concerning the airport's north runway.

"Flight paths on the north runway at Dublin Airport have not been appropriately assessed in terms of noise pollution and mitigation," he said.

"Since the runway opened, more than 138,000 flights have departed and landed. In Ratoath, Ashbourne and surrounding areas, 30,000 people are being impacted.

My final note on this observation is that the message from me, my family and everyone I speak to in our communities in Fingal and Meath is that all we want is for the DAA to follow their planning permission that you granted them in 2007 with conditions. That's it.

Thank you for taking the time to read my observation. I trust that An Bord Pleanala will do the right thing and REFUSE PERMISSION to the relevant action.

I am an existing participant in this appeal, I am not required to pay an additional fee.

Best Wishes,

Bernadette Conaty-Beyer

Coolquoy, The Ward, Co.Dublin.

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