

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated (received) 13/12/2022
from Peter and Deirdre Goodman 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 Bu

Date

20/12/2023

EO

Signed

Date

SEO/SAO

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



Planning Appeal Online Observation

Online Reference
NPA-OBS-002913

Online Observation Details

Contact Name
Peter Goodman

Lodgement Date
13/12/2023 14:23:08

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Peter Goodman

Payment Amount
€50.00

Processing Section

S.13 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Pat B.

EO

Date

20/12/2023

Fee Refund Requisition

Please Arrange Refund of Fee of

€

Lodgement No

LDG— 068735-23.

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_3OMtL6B1CW0EN5FC0j1mptms

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

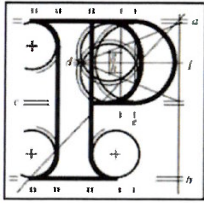
SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date



An
Bord
Pleanála

Observation on a Planning Appeal: Form.

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

Peter and Deirdre Goodman

(b) Address

7, Back Road, Mabestown, Malahide, Co. Dublin,
K36X990.

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

Not applicable

(b) Agent's address

Not applicable

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**

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**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)

Fingal County Council

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

(for example: ABP-300000-19)

PL06F.314485

(c) Planning authority register reference number

(for example: 18/0123)

F20A/0668

(d) Location of proposed development

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

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.

We have lived in Malahide for over 25 years. We have enjoyed living in the Fingal locality, raised 4 children, and have contributed to the local and national economies including many contributions to Dublin Airport over the years. While we have had ample opportunity to move abroad, we decided on more than one occasion to stay in Ireland and to continue contributing to the local and national economies. We have built our home in Malahide; we have attracted other family members to live in the locality and we are part of a part of a law-abiding community.

We are requesting that you object to the latest request by the DAA to;

- (a) Operate increased/unlimited night time flights,
- (b) Change of the day time hours to 6 am to midnight and
- (c) Retention of the existing flight paths which differ from the planning permission granted in 2007.

We have several issues in our objection to the appeal by the DAA, namely:

1. Noise and Health. The suggestion by the DAA and ANCA that the increased noise level for nighttime operations is acceptable is not true. On several occasions since the new Northern Runway has been in operation there have been flights operating on the Northern Runway through the night, the DAA have publicly advised that these nighttime flights are necessary because of essential maintenance having to be carried out on the Southern Runway. The reality is that we have not been able to sleep while the aircraft have been flying over our house at nighttime. It is a basic human requirement to sleep in one's home. I also suspect that to date that when the winds are coming from the east and there is a need to take off in an easterly direction that the DAA have cancelled essential maintenance on

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.

the southern runway as they do not want to draw attention to the large population living in Malahide and Portmarnock that would be directly impacted by aircraft taking off in an easterly direction from the northern runway, especially at night time. In addition, ANAC are suggesting that the "day time" period of flying can be moved to between midnight and 6 am every day, that leaves just 6 hours to sleep, which in any case is not an issue as the DAA in effect want to allow operations on both runways in either an westerly or easterly direction 24 hours a day.

If the DAA requests are allowed, they will have the ability to run flights 24 hours a day on both the northern and southern runways in either direction on any day of the year. We are on the flight path for the Northern Runway, we face major sleep disruption no matter if it is for a landing flight or a flight taking off. If the DAA requests are allowed they will have the ability to allow an aircraft to take off or land every 2 minutes, 24 hours a day and they have a development plan in the background to do a lot more flights. There are very few, if any, main city airports in Europe that would allow such operations and any downtown city airports completely ban nighttime operations.

One of the DAAs main arguments is that the noise levels are acceptable using the new noise quota system, this is not true and misleading. The noise study has been requested and commissioned by the DAA, not an independent authorised body. The DAA pay for the study, does it not seem wrong? Does the fact that they pay for the study not bring into question the finding of that study? In addition, noise measurements are not being carried out under/in the flight paths and are not based on factual noise levels, but are modelled using various assumptions. This is not acceptable.

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I would appeal to any of the Fingal Councillors and any of the senior management of the DAA or ANAC to stay and try to sleep at our house with nighttime operations from the northern runway, it is just not possible. In addition to the disturbance to one's sleep the planned constant repetitive increase in noise during both the day and night is akin to that experienced

on persons under interrogation. There has been no proper study carried out by any competent authority on the impact of this repetitive noise on people health in the actual Fingal and Meath areas. There are several well documented studies that have highlighted the negative health effects and illness that can be attributed to excessive aircraft noise. What the DAA are proposing will result in excessive noise.

The assumptions in the noise studies that are used in the first instance to measure noise are in effect an "average" of the "average", and with a second runway, a larger catchment area and thus a bigger distribution the "average" is reduced. More people will be impacted by the increased noise than the DAA have suggested.

One thing to note is that even with the newer technology aircraft the "peak" decibel measurement is higher than that approved by WHO, the World Health Organisation. If the increased nighttime and daytime operations are allowed, not only will our sleep be completely disrupted, but our quality of daily life and health will be vastly impacted. As residents of Ireland for over 60 years and as contributors to the local and national economies we deserve better.

There is also an argument being put forward by the DAA that with newer technology aircraft and engines the noise level will be less, so overall the noise level is not as bad as before, I must stress that the peak decibel level

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of the newer technology aircraft on approach/landing or taking off still exceed the WHO recommended acceptable level. Noise is measured in decibels, and it is important to note that it is not a linear scale/measurement, it is an exponential curve. While a measurement of 50 decibels may be +10 over 40 decibels, it is in effect a near doubling of the noise level when you go from 40 to 50 decibels. In addition, all the newer technology aircraft programmes from the main suppliers at Airbus, Boeing and Embraer are all delayed due mainly to problems with the availability of the supposedly quieter engines, thus the availability of these quieter aircraft are more and more delayed.

2. Economic impact. In addition to the impact on our health and wellbeing, economically the value of our home and all our neighbours' homes will be reduced by this request. Why should that be allowed to happen?

3. Planning Permission. In the past where people have gone against planning permission, such as the case of the KBC bank building in Sandwith Street Upper in 1999, when there was the unauthorised demolition by a developer without planning permission, they were required to rebuild the building, which they completed in 2004. This was because they broke the planning laws and permission. In effect the DAA is today breaking the existing planning permission by using the flightpaths today that are in contravention to the planning granted in 2007, why are they being allowed to do that?

What the DAA are doing today is illegal and is causing untold stress to the local communities.

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.

4. The effects on the environment are huge and Ireland is one of the worst countries in the world in terms of GHG emissions. The increased use of aircraft in today's "green initiatives" is ludicrous.

As a long-time resident of the community we are hugely impacted by the planned development. We have lived close to Dublin airport for over 25 years and growing up in Finglas before that we were also close to the airport noise and operations. Over the years the airport has expanded to allow more flights and operations with resulting increased noise and other environmental impacts, however this latest planned expansion is a step too far.

We have appealed to our local councillors, TDs and even ministers in Fingal, you in Board Pleanála are our last hope to stop this request. As ordinary citizens of the state we do not have access to the funding or studies that the DAA have commissioned, we do not have access to personal and private meetings with the Fingal local councillors as the DAA do. You are our last hope, we believe you will consider our issues seriously and request that you insist on an oral public hearing to discuss and debate the merits and negative aspects of this case.

Thank you and regards,

Peter and Deirdre Goodman

7, Back Road, Mabestown, Malahide, Co. Dublin.

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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.

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

Last updated: April 2019.

