

File With _____

SECTION 131 FORM

Appeal NO: ABP 314085

TO: SEO

Defer Re O/H ☐Having considered the contents of the submission dated/ received 23/12/24
fromClare Kiernan 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 w 18.50E.O.: [Signature]Date: 30/12/24

To EO: _____

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: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP _____

M _____

Please treat correspondence received on _____ as follows:

1. Update database with new agent for Applicant/Appellant _____

2. Acknowledge with BP _____

3. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐

Amendments/Comments

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐

EO:

Plans Date Stamped ☐Date Stamped Filled in ☐

AA:

Date:

Date:



SID Online Observation

Online Reference
SID-OBS-002549

James
BP23

Online Observation Details

Contact Name
Claire Kiernan

Lodgement Date
23/12/2024 17:38:58

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Collette Gleeson

Payment Amount
€50.00

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—077226-25.

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_3QZFaoB1CW0EN5FC1H0arQkM

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

Claire Kiernan

21 The Road

Foxlodge Woods

Ratoath

Co Meath

A85 HD28

Observations on Dublin Airport seeking approval for increasing night time operations at Dublin Airport

The DAA continuously breach planning regulations in relation to airport operations without consequence, to give more autonomy to the DAA would be reckless endangerment of communities impacted by airport operations. The DAA do not honour the existing planning permission given for North Runway 28R. This flight path was never assessed, there are now up to 300 flights per day at climbing speed overhead which has already caused disturbed sleep, inability to enjoy outdoors and as I run a healthcare company in the locality where we have witnessed increased behavioural and mental health challenges with children and older people. No mitigations have been made, while the DAA continually report the opposite. Noise pollution has been dumped into Meath so that the DAA can avoid raising noise levels in the Dublin Area – Meath is not part of the **Dublin Agglomeration Noise Action Plan 2024 - 2028**, <https://www.dublincity.ie/news/dublin-agglomeration-noise-action-plan-2024-2028> which is a clear loophole in noise and environmental mitigation process which appears to be exploited so that the airport can do what it wants. The plan refers to Dublin, Wicklow and Kildare. Considering over 70% of airport departing flights are now from the new runway into Meath. It could be considered censorship of communities. The noise plan for Dublin Airport is in Fingal which does not reference Meath, there is no noise plan for Meath which includes the airport. The arrangements I mention when combined, it is easy to see that the people impacted have had their voice strategically removed from the public processes that are in place to ensure that we do not see reckless commercial gains.

The management group at DAA cannot make a decision in good faith as to the operation of the airport and the communities that surround due to their personal and professional conflicts of interest. There is no ombudsman – the IAA and ANCA are DAA set up organisations. The board of the DAA continually decline meeting communities' group and lie about the activity. This is leading to confused information and ultimately no cause for DAA to act, to correct or to comply with any responsibilities they have beyond their shareholders such as the law or human rights. There is no economical value for Meath from the airport. Since the opening of the new runway, we have only seen a reduction in quality of life, alongside excessive Solar farms and data centres. Please refuse this planning permission on the basis of

- A) Too much strategic infrastructure development impacting the environment – noise, air and living without protected quiet spaces / time or way to enforce mitigations with the DAA.

- B) Use of illegal flights paths and noise routes (never assessed or consulted with Public) from Northrunway
- C) No governance or implementation of required actions by DAA and the board
- D) No economic benefit to the communities of East Meath
- E) Reckless commercialisation and monopoly of DAA within the Industry
- F) Silencing / Abuse of communities affected by ignorance and failure of county councils both Fingal and Meath to hold the DAA to account.
- G) Meath is not part of the **Dublin Agglomeration Noise Action Plan 2024 - 2028**,
<https://www.dublincity.ie/news/dublin-agglomeration-noise-action-plan-2024-2028>.
- H) Meath Noise Action Plan does not include Airport noise, therefore no mitigations no assessment and no voice for communities impacted
- I) Night flights are not necessary and can be avoided for commercial growth, while maintaining peace for communities.