

SECTION 131 FORM

File With _____

S. 37

Appeal NO: ABP 314485

TO: SEO

Defer Re O/H ☐

Having considered the contents of the submission dated/ received 23/12/24
from

Hilary Shearn 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 issues

E.O.: [Signature]

Date: 21/1/25

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 314485Please treat correspondence received on 23/12/24 as follows:

. Update database with new agent for Applicant/Appellant _____

. Acknowledge with BP 23. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

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

Amendments/Comments

Resp Recd

4. Attach to file

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

	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO: <u>[Signature]</u>	AA: <u>F. Khodjave</u>
Date: <u>21/1/25</u>	Date: <u>21/1/25</u>

Dillon Corcoran

From: John Keevey <keeveys@yahoo.com>
Sent: Monday 23 December 2024 15:18
To: Appeals2
Subject: Comment on appeal: F20A/0668
Attachments: Hilary Comments on DAA Appeals.docx

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Our case no: ABP-314485-22

Dear Sir/Madam

I refer to your letter of the 16 Sept regard the appeal by DAA on previous planning permission.

Please find attach, my comment in this regards

Many thanks

Hilary Shearman

Our Case Number: ABP-314485-22

Planning Authority Ref No: F20A/0668

To Whom It May Concern

As a member of the public who lives very close to the flight path for the Northern Runway, I wish to once again voice my objection to the DAA's appeal with regards to night time flights and as an aside it's requested to increase the cap on passenger numbers.

I would like to cite the following reasons:

- (1) Noise Pollution. The appeal by DAA in relation to night flights if allowed will have huge detrimental impact on the people of north county Dublin. There is ample, scientific evidence available to show that the impact of noise on sleep is considerable and has extremely serious consequences for the health of people under or near the flight paths. Disrupted sleep can lead to the risk of multitude of health, including high blood pressure and other cardiovascular conditions. In addition, it can effect a person's ability to function during the day. This will be most evident in school children whose ability to concentrate will be adversely affected.
- (2) Climate Change. An Bord Pleanala report stated that the effect of the increased flights on emissions would be minor but this fails to take into account the requirement of all countries including Ireland to make major reductions in their carbon emissions between now and 2034. Therefore, the continued increase in the number of flights and the subsequent failure of DAA to reduce the carbon emissions in its area of responsibility will be at odds with the overall national requirements to reduce its carbon footprint in all areas (including transport).
- (3) The track record of DAA. DAA has clearly shown that it is unable or unwilling to meet it's obligations with regards to planning permission. It has breached passenger number caps and has already manifestly failed to comply with its own flight path plans (which it submitted in the planning application). The latter has resulted in a very severe degradation in the quality of life of people living in Fingal and beyond. The failure to comply with stipulations and regulations clearly demonstrates that DAA are not to be trusted to comply with any further stimulations or to comply with its own undertakings.
- (4) The increase in the passenger numbers as requested by the DAA can only be achieved by the increase in the number of flights that DAA operates. This would inevitably lead to an increase in the number of day and nighttime flights. DAA has a clear policy of achieving its goals by using a leap frogging type of strategy. Once it gets one concession, it then uses this concession as an argument to achieve another concession. If the passenger cap is increased, it will use this concession to impress upon the media and the population outside of the affected areas of the "absurdity" of the flight restrictions. This cynical approach needs to be recognised for what it is and stopped now.

In conclusion, I would like to thanks An Bord Pleanala for its consideration of my points and I hope that the Bord as an independent body will consider all comments not only in relation to

economic matters but also in relation to the issues around quality life, climate protection and the understanding that the economy is not an end in itself but rather as a tool to allow people to have a good quality of live.

Many thanks

Hilary Shearman