

S.37

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

Having considered the contents of the submission dated/received 23/12/24
from Ivan Taylor 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 ~~reason~~

Section 131 not to be invoked at this stage.

Section 131 to be invoked — allow 2/4 weeks for reply.

Signed



EO

Date

31/12/24

Signed



SEO/SAO

Date

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

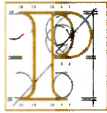
EO

Date

Signed

AA

Date



An
Bord
Pleanála

Planning Appeal Online Observation

Online Reference
NPA-OBS-004152

BP40 to issue
✓ FR 31/12

Online Observation Details

Contact Name
Ivan Taylor

Lodgement Date
23/12/2024 13:57:02

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Ivan Taylor

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Cathy Conlon
EO

Date

31/12/24

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 076 888 -24

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_3QZC82B1CW0EN5FC1CgV4wfP

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

Ivan Taylor
Craignuir House
Taylors Grange
Rathfarnham
Dublin 16

Dear Planners

Please note my submission pertaining to Case 314485 Dublin Airport.

My main concern is the proposed increase in night flights (between 24:00hrs to 06:00hrs) and associated operations at Dublin Airport and specifically the outgoing flights. It should be noted that day-time noise levels are regularly in excess of those figures purported by the DAA for any given noise contour on the original plans.

It should be noted that excessive noise from day time flights, which in most noise sensitive areas exceeds those limits set out by the DAA, would only produce higher tonal impulses at night due to atmospheric air flux cause by cooling and an increase in air density within the lower troposphere .

Such tonal impulses at night would present an egregiously high contrasting noise nuisance which alone would cause much physiological annoyance to any entities subjected to it.

In summary, its easy to see that affected families and residencies with the respective zones of influence of these proposed night flights, as mapped by the DAA, will in most instances lead to a reduce quality of life. It is therefore inevitable that such areas will be sterilized as many families will be forced to move.

It is wholly unacceptable that planes are permitted to take off at such times which in effect make these passages/transits detrimental to the health of the masses and in truth this and other prohibitions on night time operations should be ubiquitous would wide.

Now is the time for Ireland to take the lead on environmental issues and protect its citizens from these misaligned corporate goals

Regards Ivan Taylor