

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

Patrick Hofer 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 issues

E.O.: [Signature]

Date: 2/1/25

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: _____

S. 37

File With _____

CORRESPONDENCE FORMAppeal No: ABP 314485Please treat correspondence received on 22/12/24 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. Whelan</u>
Date: <u>21/1/25</u>	Date: <u>21/1/25</u>


Daragh Cassells

James

From: Patrick Hughes <hughespjfilm@gmail.com>
Sent: Sunday 22 December 2024 22:47
To: Appeals2; Patrick Hughes
Subject: ABP Case Number: ABP-314485-22

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.

ABP Case Number: ABP-314485-22
Reference Number: F20A/0668

To An Bord Pleanála Board,

Has the DAA complied with ALL previous Planning and Development conditions? If not the DAA should NOT be granted any Nighttime Planning permission. Is this still before the Justice system?

We are continuing to be harmed by aircraft movements, aircraft blasts, aircraft rumbles, aircraft high pitched aircraft engines during the nighttime and early morning hours. It continues to cause inability to sleep, sleep disturbance, awoken from sleep, inability to go back to sleep, damaging our health and enjoyment of our home inside and out at night time.

In the An Bord Pleanála draft it states the following statements:

"In the absence of additional operation restrictions and mitigation measures it is considered the the proposed development would give rise to significant direct or indirect impacts of the population and human health".

"Population and Human Health will be mainly impacted by the number of people Highly Annoyed (HA)".

"The number of people Highly Sleep Disturbed (HSD) will increase in both assessment years."

I strongly ask for the An Bord Pleanála Board to **REFUSE** permission to any amendment of two additional hours of aircraft landing/take-off, refuse any amendment to condition 3(d) and refuse any amendment to condition number 5 by reason of the **harm** these amendments will bring to the residential amenity and basic ambience of the areas, towns and communities in North County Dublin, North Dublin and County Meath.

Please do not remove Condition 3(d)

'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.'

Reason: Please keep the above condition in the interest of residential amenity and basic ambience of the areas and communities at night time. Our night time residential amenity and our areas basic ambience has been destroyed by aircraft noise since at least November 2019. Please note we had never complained about aircraft noise pre 2019. The aircraft night time noise we have experienced since 2019 is not proper Planning and Development within The Planning and Development Act 2000.

Please do NOT amend the above condition to read: '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.'

Reason: We ask for there to be no additional hours of take-off or landing in the interest of residential amenity and basic ambiance of areas with native and existing residents. If an aircraft needs a longer length of runway it is a bigger heavier aircraft and a louder aircraft.

North Runway Planning Permission condition number 5

5. On completion of construction of the runway hereby permitted, the average number of night time aircrafts 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'.

An Bord Pleanála in the above condition number 5 shows regard for residential amenity in March 2007. Why would An Bord Pleanála not have regard for residential amenity in 2024 onwards? We ask there not be minimisation, dismissing and ignoring of our residential amenity.

The above number 5. Condition replaced with '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.'

The mitigation measures are limited to noise insulation grant for **only** specific night noise contours and a Noise Monitoring Framework to monitor the noise performance. This is not suitable for the destruction of the residential amenity and basic ambiance of the widespread surrounding area at night time.

The DAA state the proposed relevant action does not seek any amendment of permitted annual passenger capacity of the terminals at Dublin Airport yet they are currently seeking an increase of passenger capacity from 32 million to 40 million from Fingal County Council. This means any forecasted aircraft numbers, aircraft movements, annual aircraft noise quota and aircraft noise within F20A/0668 could become **void**.

I ask An Bord Pleanála Board to think of the definition of residential amenity within the The Planning and Development Act and how aircraft noise significantly negatively impacts the residential amenity and ambiance of an area at night time.

The above amendments will cause loss of residential amenity, loss of ability to sleep, loss off enjoyment of our home and surrounding area, devaluation of property.

Night time flights, refuelling, stopovers and cargo should be spread more evenly to Shannon airport and other regional airports to not saturate Dublin and Meath areas with aircraft noise.

I ask An Bord Pleanála to **REFUSE** permission under The Planning and Development Act 2000 (as amended) as we will be harmed.

The use of the North Runway **is** and **has seriously** injured the residential amenity of our property and area since 2019 with excessive noise disturbance at night and is NOT in accordance with proper planning and sustainable development of our native area.

We want our peace restored.

Yours sincerely,

Patrick Hughes
42 Rathbeale Road,
Swords,
Co. Dublin