

File With \_\_\_\_\_

## SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission (dated) received 26/03/2024from Peter Coyle 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 issuesE.O.: Pat BDate: 07/04/2024

For further consideration by SEO/SAO

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: \_\_\_\_\_ Task No: \_\_\_\_\_

Allow 2/3/4 weeks – BP \_\_\_\_\_

EO: \_\_\_\_\_

Date: \_\_\_\_\_

AA: \_\_\_\_\_

Date: \_\_\_\_\_

File With \_\_\_\_\_

## CORRESPONDENCE FORM

Appeal No: ABP 314485-22

M \_\_\_\_\_

Please treat correspondence received on 26/03/2024 as follows:

1. Update database with new agent for Applicant/Appellant \_\_\_\_\_

2. Acknowledge with BP 233. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP \_\_\_\_\_

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐Amendments/Comments Peter Coyle response to S.13112/03/24: 02/04/24

## 4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐EO: Pat BPlans Date Stamped ☐Date Stamped Filled in ☐AA: Anthony McNallyDate: 07/04/2024Date: 25/04/2024

<b>AN BORD PLEANÁLA</b>	
LDG-	_____
ABP-	_____
<b>26 MAR 2024</b>	
Fee: €	Type: _____
Time: _____	By: <i>PC</i>

**Peter Coyle,**  
 8 Burrow Court,  
 Portmarnock,  
 Co Dublin,  
 D13 T295

The Secretary,  
 An Bord Pleanála,  
 64 Marlborough Street,  
 Dublin 1, D01 V902

25 March 2024

**Re Case Number:** ABP-314485-22  
**Planning Authority Ref. :** F20A/0668  
**Applicant:** Dublin Airport Authority  
**Location:** Dublin Airport

A Chara,

Following on your letter to me on 12 March 2024 informing me of the clarification of Additional Information received from Dublin Airport Authority (DAA) I wish to make some observations to that Additional Information.

I fully acknowledge that in your original request for Additional Information in 2023 you stated:

*“aircraft noise is not experienced in an “average” fashion. It consists of periods of comparative quiet when there are no aircraft flying near or over a receptor interspersed with relatively short periods of noise when an aircraft approaches a receptor, builds to a peak at its closest approach and then decays as the aircraft moves away from the receptor”.*

and

*“You are requested to assess the probability of additional awakening due to the peak L<sub>dn</sub> of ATMs at night between 2300 and 0700 hrs.....and for the likelihood of additional awakenings for the overall annual average number of ATMs at night, based on the approach described in the review supporting the WHO ENG 2018”.*

I fully agree with your request at that time, it was precise and to the point.

The Additional Information recently received does not in any way address the question that you raised. The maps supplied only indicate where DAA propose to support areas where household insulation may be eligible. The measurements shown were just annual averages. They were not allowing for extra seasonal pressure dependent on wind direction e.g. if the spring time measurements were sought with a lot of easterly winds, then the whole of Portmarnock would have a high reading. Night time awakenings are considerable during this period.

I can quote a number of awakenings and wakefulness that I have had with aircraft. Some of these are on DAA’s complaint records.

I live directly under the flight path of the Northern Runway. I personally invested €12,500 last year in putting in sound proof secondary glazing on top of the high quality double glazing that I had in the windows. However, this did not deter being

often awakened during the night time hours by aircraft going to and from Dublin Airport. Dublin Airport regularly do night-time maintenance of the southern runway. This means that during these periods that we are not able to get to sleep until after 1.00 AM because of continuous noise of aircraft flying overhead. I have also recorded many instances of loss of sleep by aircraft overhead including being awakened at 04.30 in the morning. I could not go back to sleep for over half an hour because other aircraft were passing overhead every 4 minutes, Webtrak showed that there were **seven** planes landed at Dublin Airport between 04.30 and 05.00 AM. Checking on the website shows that this number of flights takes place almost every night impacting on residents east and/or west of Dublin Airport.

When the wind is from an easterly direction we are awakened every morning about and often before 06.00 AM by the noise of departing aircraft.

Being awakened by aircraft noise is quite common in areas not included for any noise insulation. The maps supplied bear no relationship to your own statement “ ***aircraft noise is not experienced in an “average” fashion.*** “

In my earlier submission I pointed to the fact that DAA wanted to operate early morning flights to tie in with Central European Time. They should however ask the Government to introduce Central European Time in Ireland! They should not ask that discrimination operate for Fingal residents alone to live by Central European Time.

Unlike other European airports that control night-time flights Dublin Airport operate a refuelling stop-over service to airlines at night-time. This may be good for DAA's finances, but they are obviously a major disruption to the lives of thousands of people living near the flight paths.

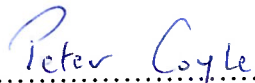
The fact is that if someone or company made similar noise as aircraft do on the street at night-time they would be arrested. The Planning Authority give a regular standard Planning Condition to builders not to carry out works at night-time. Why is DAA allowed to prevent people having a recommended night's sleep and not comply with WHO guidelines.

An Bord Pleanála should effectively ban all night-time flights.

### **Conclusion.**

A night's undisturbed sleep is critical for the general health of people, as recommended by the World Health Organisation. It is also not just a Human Right but also a **Civil Right**. I hope that An Bord Pleanála will support that Civil Right in its judgement for the protection of the night-time sleep for Fingal residents

Is mise le meas,

  
.....  
**Peter Coyle**

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