

File With

## SECTION 131 FORM

Appeal No

ABP— 314455-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 09/12/23  
from Ciaran McCreary 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 issues

Section 131 not to be invoked at this stage.

☒

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

☐

Signed

Pat B

Date

20/12/2023

EO

Signed

Date

SEO/SAO

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002857

BP40 - Task No. 364765-23  
15/12

### Online Observation Details

Contact Name  
Ciaran McCreary

Lodgement Date  
09/12/2023 23:11:45

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Ciaran McCreary

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

*Aisling Kelly*  
EO

Date

14/12/23

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068560-23

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\_3OLZgTB1CW0EN5FC0PXXbtcB

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

## **Planning Observation**

**Observer:** Ciaran McCreary

**Address:** *The Old School House, Castlefarm, Kilsallaghan, K67WC62*

**Case:** 314485

**Description:** A proposed development comprising the taking of a relevant action only within the meaning of Section 34C of the Planning and Development Act 2000, as amended, which relates to the night-time use of the runway system at Dublin Airport

The tranquillity of my home, the serenity of my garden, and my love for recording music in my home recording studio have all been profoundly disrupted since the North Runway opened. What I had anticipated, based on the 2007 planning permission, vastly differs from the current flight paths in use.

The ongoing operations have brought distress and turmoil to my family. The incessant aircraft noise not only intrudes upon our daily lives but also disturbs our sleep at night, causing fragmented sleep patterns and various health issues for us all.

Furthermore, this constant noise disturbance detrimentally affects my children's ability to concentrate on their homework, hindering their learning and academic progress. Given these challenges, the proposal to increase daytime and night-time flights appears insensitive and impractical.

Considering the significant impact on our lives and well-being, an urgent oral hearing is necessary to address these pressing concerns and seek a resolution that safeguards the quality of life for me and my family.

And Furthermore I would like to note the below point of observation;

- Well documented negative health effects and illness which can be attributed to excessive aircraft noise.
- Constant Aircraft Noise: With regards my home recording studio. The loud sounds of airplanes taking off and landing can interfere with the clarity of recordings, leading to unwanted background noise and interruptions. Disturbance to Creativity and Focus: The constant disturbance of aircraft noise can affect the creative process and concentration of musicians and recording professionals. It might be difficult to maintain focus and creativity in such an environment, impacting the overall productivity and quality of the recordings.

- Flightpaths in use bear no resemblance to what was approved in 2007 planning and people have built their lives around that.
- Straight out flightpaths will largely improve the noise issue.
- Extending day hours for residents is only going to cause more noise exposure it doesn't make any sense given how serious the current noise situation is.
- Unlimited night flights using a pure noise quota system is only going to cause more sleep disturbance for residents. Night flights should be banned as is the case in many other major airports.
- Flight Path Changes - the proposed changes are "based on actual routes flown". The applicants are basing their plans on an assumed acceptance of their illegal, unauthorised flightpaths. There is a total democratic deficit in asserting their assumption. Local residents are being seriously harmed by these flights Yet, despite this, the applicant is assuming their current flight paths are a basis for modelling their future routes. The IAA was consulted prior to the North Runway completion. The IAA thus share liability for the deleterious health effects on Fingal residents. Minutes of these meetings should be made available in the interests of due diligence, transparency, and corporate accountability.
- FCC 2007 planning stipulations have been absolutely flouted. There is a raw arrogance in this assertion. It flies in the face of WHO and all academic research on harm done by air traffic.

The EIAR supplement 2023 within the significant additional information is prepared for the DAA and thus, is not independent of potential bias.

Again, their report is based on the illegal flightpaths from the NR. The authorised flightpaths as per 2007 planning permission have been ignored. Thus, their future projections are not valid.