

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

Having considered the contents of the submission dated received 14/12/2023
from Edel Whyte 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

21/12/2023

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-003022

LDG-068923-23

Online Observation Details

Contact Name
Edel Whyte

Lodgement Date
14/12/2023 17:27:31

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Michel Delaney

Payment Amount
€50.00

Processing Section

S.131 Consideration Required



Yes — See attached 131 Form



N/A — Invalid

Signed

Pat B.

EO

Date

21/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

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_3ONlh5B1CW0EN5FC0W9uxa7x

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

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

13th December 2023

OBSERVATION

Re Observation on Application for grant of permission for the proposed Relevant Action by DAA
Dublin Airport, Co Dublin

An Bord Pleanála Ref: PL06F.314485

Planning Authority Case: F20A/0668

Dear Sir/Madam,

I would like to make a formal observation regarding the above application. I am pleading with the Council to reject the application for several reasons as outlined below.

Night-Flight Bans / Restrictions

Night-flight bans and / or night-flight restrictions are commonplace across Europe and the rest of the world. These flight bans start and end times across Europe vary marginally however, they mainly operate from 11pm to 6pm. The sole purpose of these restrictions is to PROTECT communities living in the vicinity of the airports from significant noise pollution generated from airport operations and to ensure these communities **CAN SLEEP AT NIGHT**.

Within other jurisdictions, these night-time restrictions on aircraft operations are strictly adhered to and where necessary legally enforced by the relevant authorities. The Irish Authority responsible for the monitoring and enforcing of these restrictions should ensure adherence to the law in this area also.

I am objecting to the application by the DAA to change the day-time hours of operations from 7am- to 11pm to the new proposed time of 6am to midnight. The 2007 planning permission granted by Fingal County Council on the new north runway included for good reason this important condition on night-time flight. The DAA in their application has detailed how their operations has increased over time and that they want to now maximise the potential of this new piece of infrastructure (new north runway). When the DAA were planning for the new North runway, they were aware of the night-flight restrictions imposed within the grant of planning permission. There are no grounds for the expansion of day-time flight hours. The DAA's statement on the so called robust and thriving Irish economy,

driven in part, by the aviation-led global connectivity should be supported within the 16 hours of daytime flight.

In their Relevant Action application, the DAA is **ATTEMPTING TO REDUCE SLEEP TIME BY 25%** for the local community by changing night-time from 8 hours back to 6 hours. Research proves that good sleep is necessary for good physical and mental health. A significant body of evidence suggests that insufficient sleep cause host of adverse medical and menta problems. They fail to mention this within their Relevant Application.

Since the new North Runway opened and flight were redirected over our family home in contravention of planning laws, I have become only too well aware of the noise pollution from aircraft and my kids have been awaked from sleep on many occasions are the aircraft fly over our home. I am very concerned for my family health given the adverse effects of **INSUFFICIENT SLEEP**.

Removal of nighttime Cap on Flight Numbers in favour of a Noise Quota System

The DAAs relevant action is seeking to remove the night-time cap of currently 65 flights per night to a system of a nighttime 'Noise Quota System'. On examining the restrictions on 10 of the largest airports in Europe 9 out of the 10 airports are operating to flight numbers. One airport recently introduced the noise quota system. There is not enough sufficient data available on this methodology and it may prove overtime to be unworkable and may require the airport conversed to revert to the cap on flight numbers. Flights numbers are easy to determine and monitored independently however on the other hand Noise Quota systems will be subjective and self-regulated by the DAA and leave a lot of room for dispute. Given the performance of the DAA to date, I for one do not place any trust in this organisation to do the right thing.

Aircraft noise is a significant by-product of airport operations. Without question it has a massive impact on the surrounding environment. Is will have a further **IMPACT ON SLEEP QUALITY AND QUANTITY**.

New Flight Paths

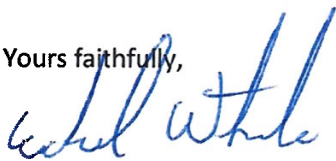
Since August 2022 the DAA has made the conscious decision to **DEVIATE SIGNIFICANTLY** from the flightpaths as granted in their 2007 panning permission by Fingal County Council. This is clearly an intentional breach of the planning laws and an illegal action by the DAA. The decision to proceed without planning permission was also made with complete disregard to the impact on the communities living near the airport and on the environment in terms of air pollution and noise levels.

This aviation industry is a significant contributor of global CO2 emissions. However, it continues to receive special dispensation from the world and is excluded for the carbon credits system. This may be some of the reason why they airport operators think they can operate with a level of impunity when it comes to the environment.

The current unauthorised flightpath where aircraft from runway 2 in a westerly direction is having major impact on the health and quality of life for my families. The noise levels are simple unbearable, and we must constantly pause our conversation while in the garden or indoors with windows open. With aircraft passing over our residence every 3 minutes or so on certain time of the day, it is next to impossible to engage in any meaningful conversation. Nighttime flights up to 11pm and early morning 7am flights are having a major impact on patterns and quality of sleep especially the children. The addition level emissions and whether they are within acceptable limits are an unknown. Also, an unknown is the long-term negative health effects on my family from the noise and air pollution.

Thank you for your time in considering this observation

Yours faithfully,



Edel Whyte

Newtown, The Ward, Co Meath D11 HP08

087 2361448