

File With

SECTION 131 FORM

Appeal No

ABP—314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 10/12/23
from Jan Bosch 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 S

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

BPL - Task No 364771-23
VBIS/12.



Planning Appeal Online Observation

Online Reference
NPA-OBS-002859

Online Observation Details

Contact Name
Jan Bosch

Lodgement Date
10/12/2023 11:24:31

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Jan Bosch

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— 068 555-23.

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_30LI7bB1CW0EN5FC1VtcOnfP

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

Case Number: 314485

Jan Bosch,
1 Chapel Farm Close,
Lusk, Co Dublin.

Dear Sir/Madam

I wish to make several points in this observation on the planning application by the DAA.

The climate crisis has begun to severely impact our world and our country and cannot be ignored. There can be no justification for increasing air travel and all measures must be taken to reduce air travel among a number of other initiatives.

1. As has been widely documented that the DAA and the airlines using the airport are not in compliance with the planning permission granted (flight paths and restricted hours operations). No further consideration to change the planning consent should be entertained until the airport and airlines operate in full compliance of the current planning permissions for a number of years.
2. The reports on awakenings do not seem to cover the effect of multiple awakenings over a very short period of time. I have screenshots of aircraft passing overhead on Sunday 14th May at 07:28, 07:31, 07:34, 07:39, 07:42, 07:45, 07:50, 07:54, 07:56, and 08:02. For the Bank Holiday Monday 10th April I have screenshots of aircraft overhead at 06:16, 06:17, 06:19, 06:25, 06:27, 06:47, 06:48, 06:52. I obviously had been fully awakened in order to record these aircraft. The result of the proposed change to the hours will be all this occurring one hour earlier and throughout the night.
3. If the flight path for which planning permission was obtained was utilised then many of the noise complaints would be nullified as aircraft would be at a significantly higher altitude passing overhead.
4. There should be no need to model aircraft noise at this stage as data on actual movements should be available.
5. The use of average noise levels in the modelling is disingenuous as it is the maximum noise levels that will cause disturbance.
6. The modelling does not distinguish between weekdays and weekends (incl. Bank Holiday weekends). If this was for instance a building site no work could take place over the weekend as part of the planning permission.
7. The report by Intervistas on the economic impact of operating restrictions has a very significant figure for "Catalytic Impact". This figure seems to be unidirectional and does not seem to cover outbound tourism and what the loss to the Irish economy of this is. I am not certain how many inbound tourists would be arriving during the proposed revised operating hours? Perhaps you could ask?
8. Noise complaints that have been made to DAA have been dismissed and suggested referral be made to the Irish Aviation Authority who then refer on to another public body. The Noise Regulator does not accept complaints about individual aircraft and I have been told is in addition engaged in a study at the moment and this gives another reason to not consider the DAA application at this point.

The result of all these issues is that my health and well-being is being badly impacted and I urge you therefore to refuse this application.

Regards

Jan Bosch