

LOG-068570-23

BP 40 to issue ✓

S.37

File With

SECTION 131 FORM

Appeal No

ABP— 314485-23

Defer Re O/H

☐

Having considered the contents of the submission dated/received 8/12/2023
from John Chalkley 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

EO

Date

14/12/2023

Signed

SEO/SAO

Date

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



Planning Appeal Online Observation

Online Reference
NPA-OBS-002846

Online Observation Details

Contact Name
John Chalkley

Lodgement Date
08/12/2023 09:48:55

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
John Chalkley

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☐

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

EO

Date

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068570 - 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_3OL0fzB1CW0EN5FC1rekUrC7

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

Communities directly affected by aircraft movements

What are we advocating for:

1. All communities should have the opportunity to have 8 hours of night-time during which they can normally expect to be able to sleep without being woken by loud noise reasoning behind this I live in Portmarnock and travel to work in Kildare and the nature of my work require me to be in the office at 06:00 Monday to Friday meaning I must get up at 04:30 to get ensure I arrive at my work place on time meaning I need to be in my bed at least by 21:00 to gain some sleep currently this is virtually impossible some nights particularly during the summer as the volume of flights was endless and there was nights I got very little sleep and then have to face a difficult journey on the M50 half asleep this is totally unacceptable it is a health risk driving to work not to mention my overall health as I am near my mid 60's, also there are times I attempt to put the pillow over my head to help try and avoid the noise also not to mention not been able to open your bedroom windows in the summer for fresh air when in bed trying to sleep.

Ways to help the situation

- . By not scheduling flights to arrive or depart between the hours of 11pm and 7am
 - . By ensuring that any night aircraft movements are not allowed to generate noise levels above the WHO prescribed 45db limit and that limit applies to Lmax as experienced by affected communities
1. **Communities should only be exposed to aircraft noise levels during daytime that will not cause significant adverse impact on expected health for residents, everybody should be entitled to sit out their back garden in the summer without been bombarded with continuous aircraft noise having to stop conversation until a plane goes over to soon having to go through the same process over and over not to mention the overall effect this is having on our health as in deafness, cardiac problems and not to mention inhaling the dangerous fumes generated from the aircraft, also what's the point of having flight paths when the planes can decide to take their own routes by totally deviating from the flight paths at will, also god forbid this was ever to happen think about a situation in the event of an aircraft flying low over a residential area and got into trouble think of what carnage it may cause.**

How is this achieved:

- . By routing aircraft movements away from built up residential areas
 - . By requiring that aircraft are at a sufficient height and applying appropriate flying protocols to reduce the noise impact to within WHO guidelines on the ground over residential areas
1. **Communities should be entitled to breathe clean air with minimal levels of carcinogenic materials consistent with air standards found in similar communities in Ireland that are not close to an airport, there have been times I have gone out my back garden or for a walk on the beach to be hit with very high levels of airline fuel lingering around the area this is totally unacceptable as like noise this is a total health hazard and when contacting various organisations to complain about it nobody seems to want to own the problem , god for bid**

How is this achieved:

By forbidding aircraft to generate high levels of fuel or micro particles pollution through use of 'dirtier' engines, high 'revving' of engines, releasing fuel or any other source over affected communities below a height of 5000ft (?)

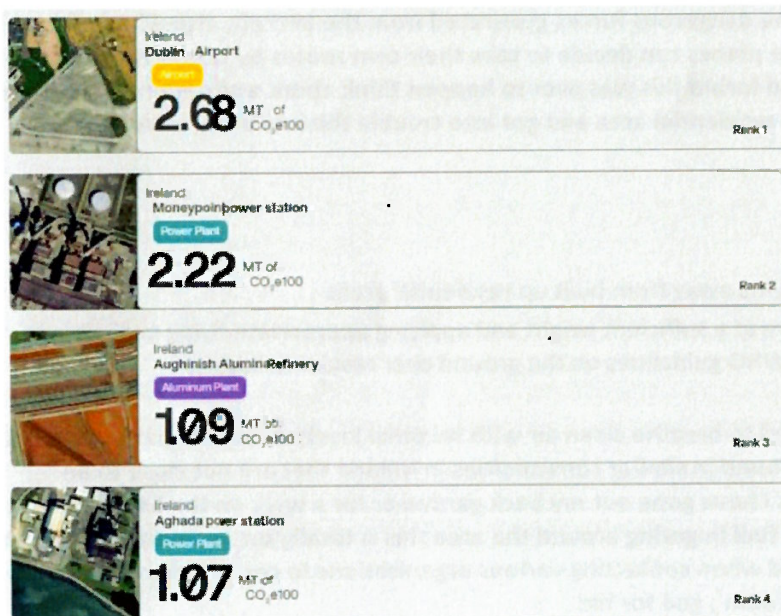
In general nobody is asking for the airport to be shut down we are only asking that the airport fully comply with the guidelines set out during the initial planning but no they could not adhere to this they have taken the law fully into their own hand by breaking these rules which is fully unacceptable and they were willing to remain breaking the law until the residents of Fingal fully noticed what was going on as in:

- Breaking the 65 night flights to over 100 or greater between 23:00-07:00.
- Not adhering to the flight paths agreed to.
- Way exceeding the decibels permitted
- Exceeding the passenger quota

No matter who you are or who you think you are the law has to be adhered to and obviously the DAA failed to adhere to the planning set out and how could anybody trust them going forward and we have no trust in them as they really took liberties here they totally tried pulling the wool over people's eyes not only our eyes but An Bord Pleanála and the Fingal County Council.

We know the airport must operate but breaking the rules they got in good faith so how can we have any faith in them to me the law was broken due to greed by the DAA and Airlines within the airport no concern about people health or wellbeing.

Information from the COP28 conference Green House Gases



John Chalkley 24 Beach Park Portmarnock Co Dublin