

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 11/12/2023
from Karl Cassidy 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

13/12/2023

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

DW 19/12.

LDG - 068630 - 23

**Planning Appeal Online Observation****Online Reference**
NPA-OBS-002880**Online Observation Details****Contact Name**
Karl Cassidy**Lodgement Date**
11/12/2023 21:27:26**Case Number / Description**
314485**Payment Details****Payment Method**
Online Payment**Cardholder Name**
Karl Cassidy**Payment Amount**
€50.00**Processing Section****S.131 Consideration Required**☒ Yes — See attached 131 Form☐ N/A — Invalid**Signed**
EO**Date**

13/12/2023

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_3OMH0cB1CW0EN5FC1kLpwPRc

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**

Name: Karl Cassidy

Address: Rosewood, Coolquay, The Ward, Co. Dublin, D11Y89X

Planning Authority Reference Number: F20A/0668

ABP Case Number: ABP-314485-22

Planning Authority: Fingal County Council

Re: 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 relevant action if approved would be extremely damaging for the families and communities which are already affected by the DAA's unauthorised development of low flying aircraft and illegal flight paths from the recently opened North Runway. It would mean a worsening of the current situation which itself is unlawful and would provide unlimited night flights and an extension to the permitted day hours from 6am to midnight. How can families be expected to have only 6 hours of uninterrupted sleep time per day. The relevant action if allowed would worsen the situation and make it intolerable for people to live in their communities if the DAA are allowed to increase the number of night flights and extend the North Runway flight times to midnight and from 6am.

The DAA has no appreciation for the local communities or the environment when it comes to compliance with the permitted 2007 planning permission for the north runway, and they don't care what misery they inflict on the local population and communities. The DAA's focus is maximising the full potential of the new North Runway with no consideration of its impact on the local communities or the environment.

The 2007 planning permission is the basis that people have planned and established their lives in the local communities such as St Margarets and Coolquay, and since the opening of the North Runway in August 2022 the lives of everyone in these communities have been devastated because the DAA are not complying with the permission they received in 2007 for the North Runway with respect to the flight paths and heights. The flight paths and heights are totally different to what was permitted and in no way resembles what was applied for and granted in the 2007 planning permission. The relevant planning authorities must appreciate the negative impact that the current flight paths are having on the affected communities notwithstanding that they are illegal and they must compel the DAA to comply with the 2007 planning permission (the extant permission).

Having examined the recent documents submitted by the DAA it is evident that they have used the current flight paths (unauthorised development/ illegal flight path) as the baseline for their submission. This is wrong and unethical. They are hoping that An Board Pleanála will fail to carry out planning due diligence and ignore or dismiss the planning permission granted in 2007 for the unauthorised development that the DAA are currently applying.

The current flight paths are a very important issue and should be considered as part of the relevant action submission. The current flight paths the DAA are applying today were not considered in the 2007 planning permission nor were any noise modelling along these unpermitted routes currently

being operated. The noise modelling for the routes currently being operated (the unauthorised development) did not appear until the DAA's 2023 submission. There are no noise monitors located under the current flight path in the Coolquay area and there is no reference to this area in any noise reports up to the 2023 submission.

The DAA submission continually refers to "passage of time" in their 2023 submission, as if the DAA believes that it is acceptable to make changes later, as and when they see fit, no matter what the consequences are or whether it is compliant with planning and legislative acts and the government's climate plan. The DAA seems to be a law to themselves and are happy to ignore their responsibility to planning, environmental, health and legislative matters and do not care about their neighbours and particularly their health and wellbeing.

The proposed increase in passenger numbers is counterproductive to the government's climate action plan. The DAA seems to be ignoring the fact that increasing aircraft means increasing CO2 emissions both in the air and on the ground. The DAA seems to ignore emissions in the air when reporting on their CO2 target plan. What is also ignored by the DAA is the increase in road traffic and car parking that will happen if the airport capacity increases. The only modes of traffic to get passengers and airport staff/ contractors to and from the airport are cars and buses, and the road infrastructure is reported to be at capacity. How can putting more planes in the air, having more cars and buses on the roads, building more car parks, and increasing the capacity of the roads network for the airport be sustainable? If anything, I say that the DAA is moving in the opposite way and ignoring its obligations to climate control and the government's climate action plan which targets 50% reduction by 2030 and carbon neutral by 2050. The transport infrastructure is not in place to facilitate further passenger numbers in Dublin Airport and the proposed new Metrorail system will not be delivered and operational before the end of this decade.

Our enjoyment of our home has been taken away from us, whereby we cannot enjoy the use of our outside space and garden when planes are flying overhead (noise levels recorded at c. 80db, flight height 2000 ft- 2400ft every 90 seconds during busy periods) and inside in our home (noise levels of c.60db recorded). The current operation is causing huge disturbance and stress to our family and the thousands of others in the local communities impacted by the DAA's illegal development/flight activity. The DAA's illegal development/ flight activity is having a negative impact on the local community's health and wellbeing attributed by the excessive aircraft noise levels and air pollution and is being ignored by the DAA.

The 2023 supplementary EIAR submitted by the DAA within the significant additional information is prepared by consultants employed by the DAA and is not independently checked so open to scrutiny. It is biased, and based on the DAA's current, illegal flight path so cannot be relied upon. For instance, one of the more critical issues and concerns is the current flight paths impact on the local school at Kilcoskan. This school is not referred to in the DAA's reports yet is one of the institutions most affected. The reason it is not referred to in the DAA planning and reports is because the flight paths were not previously planned to take this route. However, the school is now directly under the current flight path, and this is being ignored just like its surrounding community. This school has over 100 children enrolled and caters also for autistic children. How can the DAA ignore the plight of this school permitting aircraft to fly its illegal route directly over the school, enduring the children and staff to exorbitant noise levels and air pollution. The height of aircraft flying over the Kilcoskan school and the Coolquay area is extremely low at c.2000ft – 2400ft with noise levels reaching 80 db. These heights are well below those proposed in the planning permission for c. 6km travelled and the noise levels are far in excess of all guidelines both national and the WHO.

We request that An Bord Pleanála act within the limits of its powers and compel the DAA to comply with the 2007 planning permission, restrict the DAA to the current nighttime cap and the current annual passenger cap.

We propose that an oral hearing is critical given the gravity of the situation.