

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 Nianh Cronin 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

15/12/2023

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

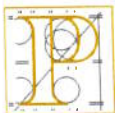
Date

EO

Signed

Date

AA



An  
Bord  
Pleanála

## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002875

### Online Observation Details

Contact Name  
Niamh Cronin

Lodgement Date  
11/12/2023 15:05:52

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
niamh cronin

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

*Pat B*

EO

Date

15/12/2023

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068679-23

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\_3OMB3LB1CW0EN5FC0ukF6zml

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

**Bord Pleanála Case reference: PL06F.314485**  
**Planning Authority Case Reference: F20A/0668**

Observation made by

Niamh Cronin

Maryville

Coolquay

The Ward

Co Dubolin

D11 NP 59

I am one of over 30,000 people who are now living under the illegal flightpath since the opening of the North Runway. The 2007 planning condition documentation includes flightpath assumptions which many people have built their lives around. The flightpaths in the 2007 planning permission are much different to the ones in use today and since its opening.

The noise from the current flightpaths is unbearable and intolerable. We cannot go into or enjoy our garden at all as the flights are so frequent and the noise is unbearable. When flights go by, we have to pause or turn up the television. The family sleep pattern is greatly disturbed. My son as ASD and is sensitive to noise and this is greatly affecting his sleep and ability to study for this leaving cert. We feel violated and feel that the planning laws are not serving the local people. These flightpaths must be changed back to what was proposed in 2007. No further changes should be considered until this crucial issue is addressed first. There is a major health risk to tens of thousands of people due to the excessive aircraft noise. An oral hearing is absolutely necessary given the gravity of the situation.

Everyone expected something different in terms of flightpaths based on the 2007 planning permission and what has happened is completely different. This current operation is causing significant distress and disturbance to tens of thousands of people. There are significant negative health effects and illnesses which can be attributed to excessive aircraft noise. Had the flightpaths that are now being used had been on the 2007 I would have put in an observation and had a platform to voice my concerns and those concerns would have been taken into consideration by An Bord Pleanála. However, the residents did not have this opportunity as the flight paths in use were not mooted in original application.

A straight out flightpath would largely improve the noise issue.

Having read through the DAA newly submitted documents, it is clear in the submission from DAA, that they have used the current flight paths for their "permitted" drawings instead of the permitted noise zones in the original 2007 planning permission. They seem to be hoping that ABP grants this on the basis of the relatively small difference between before and after with respect to night flight. If that occurs, ABP would effectively be accidentally granting retention to the current flight paths which are currently illegal and causing continued untold distress for tens of thousands of people. This means that flightpaths are now a very important element of this relevant action submission and must be considered within it.

My major areas of observation and concerns are so called "permitted noise zones in this submission do not match the Environmental Impact statement for the only granted permission. The effects of these flightpaths on the environment are monumental and Ireland are one of the worst countries in the world in terms of GHG emissions. Increasing aircraft activity in the midst of a climate crisis seems counterintuitive. Extending day hours for residents is only going to cause more noise exposure which does not make sense given the current noise exposure. It will cause further sleep disturbances for residents. Any noise quota system must be accompanied with a cap to ensure residents get a night sleep.

The proposed changes are not based "actual routs flown" . The applicant are basing their plans on an assumed acceptance 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 routs. The IAA was consulted prior to the North Runway Completion. The IAA thus shares liability for the deleterious health effects in Fingal residents. Minutes of these meetings should be made available in the interest of due diligence transparency and corporate accountability.

FCC 2007 planing stipulations have been absolutely flouted.

The EIAR supplement 2023 within the significant additional information is prepared for the DAA and therefore is not independent of potential bias. Report is based on illegal flights paths for the North runway. The authorised flightpaths as per the 2007 planning permission has been ignored. Thus future projections are not valid. Acceptance of the relevant action by ABP and thus retention of the flightpaths would set a precedent that ABP conditions should be ignored if inconvenient. The DAA are breaching their current planning permission and flightpaths as per below:-

DAA have breached the passenger cap in 2019 and will most likely do so again this year

DAA are consistently breaching this 65 movement cap per night

I request an oral hearing which is absolutely necessary given the gravity of the situation.