

File With

SECTION 131 FORM

Appeal No

ABP— 314485 -22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 09/12/23
from Olubhe Ni Bhraonain 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

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



An
Bord
Pleanála

Planning Appointed Online Observation

Online Reference
NPA-OBS-002856

BPL40 - Task No: 364825 - 27
15/12

Online Observation Details

Contact Name
Olibhe Ni Bhraonain

Lodgement Date
09/12/2023 17:49:43

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Olibhe Bhraonain

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Aisling Reilly
EO

Date

15/12/23

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—068568-23

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_3OLUepB1CW0EN5FC02y0DuB8

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

Observation on An Bord Pleanála Appeal Case Number: PLO6F.314485

My name is Olibhe Ni Bhraonain, I reside at "Aine", Mabestown, The Ward, Co. Dublin, D11P206. I live under the Coolquoy Waypoint. I did not realize when the daa were looking for permission for the North Runway that I would end up living under the waypoint for all flights taking off on this new Runway. I had thought that the flights would fly straight out and that they would not affect us. I used to go to sleep and wake to the sound of birdsong. Now I wake at 7am (and sometimes at 4am) and I cannot return to sleep due to the colossal sound of plane engines overhead. There is no going back to sleep. There is no lie in. There is no birdsong. I cannot sit in my garden and enjoy a conversation. I have to go inside to speak on the phone. The house beside me is up for sale and the owners have only lived there, a year. The thought of unlimited night flights and the extension of day hours from 6am to midnight fills me with despair.

The flight paths in the 2007 planning permission are much different to the ones in use now. The daa are using the current flight paths for their "permitted" drawings instead of the permitted noise zones from the original 2007 planning permission. The daa seem to be hoping that ABP grants this on the basis of the relatively small difference between before and after with respect to night flights. If that occurs, ABP would effectively be accidentally granting retention to the current flight paths which are currently illegal. This means that the flightpaths are now a very important element of this relevant action submission and must be considered within it.

The so called "permitted" Noise zones in this submission do not match the Environmental impact for the only granted permission. The EIAR supplement 2023 within the significant additional information is prepared for the the daa and thus, is not independent of potential bias. Acceptance of the relevant action by ABP and thus retention of the flight paths would set a precedent that ABP conditions should be ignored if inconvenient.

The effects on the environment are monumental and Ireland is one of the worst countries in the world in terms of GHG emissions. Increasing aircraft activity and the byproduct of increased road traffic in the midst of a climate crisis seems counterintuitive. Dublin is top heavy as regards industrial development. Why not spread the aircraft and road traffic load and in so doing, increase the development to the regions surrounding other airports?

The daa are breaching their current planning permission and flightpaths in that they have breached the passenger cap in 2019 and will most likely do so again this year, they are consistently breaching the '65 movement cap' per night and they are not using the flightpaths used in their 2007 planning permission. There is a total democratic deficit in the daa's assumed acceptance of their illegal, unauthorized flightpaths.

An oral hearing is absolutely necessary given the gravity of the situation.