

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 14/12/2023  
from Robert J. Beyer 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



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002954

### Online Observation Details

Contact Name  
ROBERT BEYER

Lodgement Date  
14/12/2023 10:09:36

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Bernadette Conaty-Beyer

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

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

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

Kilcoskan,

The Ward, Co.Dublin

14<sup>th</sup> December 2023

ABP Ref: PL06F.314485

Planning Authority Case: F20A/0668

Dublin Airport, Co. Dublin

To Whom It Concerns:

Please REFUSE PERMISSION to DAA Relevant Action.

My family have had their lives negatively impacted since the opening of the North Runway. This is due to the DAA following flights paths contrary to planning approved paths and noise zones, and excess night-time flights above planning approved quotas.

For the DAA to continue to operate contrary to the approved planning and the Irish government, other governing bodies, and planning authorities to do nothing to remedy is a huge disappointment. It is as if there is two-tier planning in Ireland. One set of rules for the powerful and connected, and another for ordinary citizens and residents.

**Residents have planned their lives and made choices that impact their family's health and finances based on the approved paths.**

Based on the 2007 noise contour maps sourced from the DAA's approved planning application, my residence is in what Fingal County Council described as noise zone D. I now have flights directly over my residence at circa 1500 feet producing in excess of 70 decibels. Based on the DAA noise contour map this would place my residence in noise zona A. At peak times, the current path can produce 20 seconds of 70+ decibels beginning every 60 to 90 seconds. This can go on for hours at a time in a rural setting that has 30 decibel baseline. At times, the flights are so low and loud you can feel the ground and home vibrate. No amount of insulation will remedy this.

As I understand it, the original 2007 DAA application and permission included environmental impact assessments and remuneration for the area and the residents impacted in the planned and approved flight path. No such thing has occurred for the area and the residents within the currently used paths.

The DAA is now applying for "retention" of these flight paths that are not in accordance with 2007 planning approved paths. An application for retention could be considered an implicit admission of operating contrary to approved plans. Granting approval to such a request has the feel of flouting environmental regulations and due process. Given the gravity of the situation an oral hearing is necessary.

Sincerely,

Robert J. Beyer

