

File With \_\_\_\_\_

## SECTION 131 FORM

Appeal NO: ABP 314485Defer Re O/H ☐Having considered the contents of the submission (dated) received 12/12/2023  
fromTeresa Kavanagh 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 issuesE.O.: Pat BDate: 15/12/2023

## For further consideration by SEO/SAO

Section 131 not to be invoked at this stage. ☐Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: \_\_\_\_\_

Date: \_\_\_\_\_

S.A.O.: \_\_\_\_\_

Date: \_\_\_\_\_

M \_\_\_\_\_

Please prepare BP \_\_\_\_\_ - Section 131 notice enclosing a copy of the attached  
submission

to: \_\_\_\_\_ Task No: \_\_\_\_\_

Allow 2/3/4 weeks – BP \_\_\_\_\_

EO: \_\_\_\_\_

Date: \_\_\_\_\_

AA: \_\_\_\_\_

Date: \_\_\_\_\_

The secretary, An Bord Pleanála

9, Hillcourt, Portmarnock, Co. Dublin

64, Marlborough St D.1

8-12-23

Dear Sir/ Madam,

Case Number ;ABP -314485 -22

Having already submitted an appeal against FCC's granting of permission to amend conditions 3d & 5 of D. Airport new runway i want to comment on the documentation lodged by daa on " The Relevant Action " by removing the 65 cap on night flight movements and extending the operational hours at the airport by 2 hours.

Revoking condition 5 & replacing it with a Nighttime Noise Quota Scheme means that according to ANCA ( the regulatory authority ) there would be " an increase in aircraft activity at night " & " which may result in higher levels of human exposure to aircraft noise " pg.9 ANCA Regulatory Decision. The Noise Quota Scheme daa proposes to use is an average of averages and is therefore meaningless & diluted, thus doesn't reflect individual high noise instances, peak noise events or noise frequency. Changing conditions 3d & 5 has far reaching consequences for the health & welfare of people living & trying to sleep at night under flightpaths. Daa do not adequately address the queries posed for clarification in their recent additional information to ABP. Who validates the models used by daa in their measurements & their choice of Matrices used ??

An Bord Pleanála's Inspector having heard all sides at the oral hearing in 2007 rejected the planning application for the new runway but the Board itself allowed it & let it go through while inserting conditions like 3d & 5 as some protection for residential amenity & quality of life, daa agreed to this publicly at the hearing in order to get the runway passed.

WHO recommends 40 decibels as a nighttime noise limit, it states that over 40db could cause high sleep disturbance , daa wants 55db at night & 65db during the day in contrast to WHO's 45db daytime & 40db at night.

An Oral Hearing is the very least ABP can give the public of Fingal at this stage so that the unacceptable impact of additional aircraft noise and pollution on public health & residential amenity can be fully addressed.

A new EIA is needed & under EU Law a public Consent Process is mandatory .

I've been told that daa intend to submit a new planning application to FCC on 15<sup>th</sup> December 2023 to increase the passenger limit ( set by ABP 2007 ) of 32m. to a limit initially of 40m., rising to 50m. There's no consent in place for this increase and it's in total breach of planning given by ABP.

COP 28 sees Europe and the World striving to reduce the harm to life on our planet caused by toxic pollution & climate change while Kenny Jacobs and his merry band in daa are busy Empire Building a Dublin Airport from which in the last few weeks 100 tons of contaminated polluted soil was sent /exported overseas for treatment !!!! Enough is Enough !!! please do the right thing ABP ? Thank you,

Yours sincerely , Teresa Kavanagh .

*Teresa Kavanagh*

<b>AN BORD PLEANÁLA</b>	
LDG-	068884-23
ABP-	
12 DEC 2023	
Fee: €	Type:
Time:	By: POST.