

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 13/12/2023  
from Aaron Glynn 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

EO

Date

20/12/2023

Signed

SEO/SAO

Date

M

Please prepare BP — Section 131 notice enclosing a copy of the attached submission.

To

Task No

Allow 2/3/4 weeks

BP

Signed

EO

Date

Signed

AA

Date



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002918

### Online Observation Details

Contact Name  
Aaron Glynn

Lodgement Date  
13/12/2023 16:36:28

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Aaron Glynn

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required



Yes — See attached 131 Form



N/A — Invalid

Signed

*Pat B.*

EO

Date

20/12/2023

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 06 8723-23.

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\_3OMvQ7B1CW0EN5FC1Pbh3aXc

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

RE: <https://www.pleanala.ie/en-ie/case/314485>

To Whom it may concern,

I am one of over 30,000 people who are now living under what I understand to be illegal flightpath since the opening of the North Runway at Dublin Airport. 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 it opened.

Our enjoyment of our home and garden has been severely impacted since the opening of the North Runway. Everyone expected something different in terms of flightpaths based on the 2007 planning permission and what has happened is completely different. The current operation is causing huge distress and disturbance for tens of thousands of people not to mention the negative health effects and illnesses which can be attributed to excessive aircraft noise.

The prospect of granting further changes to increase the day hours and night flights seems ludicrous when there is a major noise issue already in place. 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.

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:

- I believe that the DAA breached the passenger cap in 2019 and will most likely do so again this year.
- I understand that the DAA are consistently breaching the 65 movement cap per night.
- I am concerned that the DAA are not using the flightpaths they used in their 2007 planning permission.

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

Yours sincerely

Aaron Glynn  
Apt 6, 11 the meadow  
Robswall  
Malahide  
Co Dublin  
K36 WF82