

File With

## SECTION 131 FORM

Appeal No

ABP— 314685-22

Defer Re O/H

Having considered the contents of the submission dated/received 13/12/2023  
 from Conor Skerritt 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



## Plannin gA pped Online Observation

Online Reference  
NPA-OBS-002932

## Online Observation Details

Contact Name  
Conor SkerrittLodgement Date  
13/12/2023 21:39:08Case Number / Description  
314485

## Payment Details

Payment Method  
Online PaymentCardholder Name  
Conor SkerrittPayment Amount  
€50.00

## Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form☐ N/A — Invalid

Signed

EO

Date

20/12/2023

## Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

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\_3ON092B1CW0EN5FC0s4BgWs7

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 to planning appeal  
Bord Pleanála Case reference: PL06F.314485  
Planning Authority Case Reference: F20A/0668

Observation made by Conor Skerrett  
Coolquay Common,  
The Ward,  
Co. Dublin  
D11P446  
[skerrettc@tcd.ie](mailto:skerrettc@tcd.ie)

To whom it concerns,

My family and I moved in to Coolquay in February 2021. We are now a family of 4, with two little girls (3 and 2 years). We decided to take a chance on moving out of the city, in part to give our girls the opportunity to enjoy a more rural, peaceful life, similar to what my wife had grown up in. This is our first house. Before making the decision to move to Coolquay, we extensively investigated the area (researching the locations both ourselves, and through friends who undertook investigations on our behalf) and based on those investigations, we were under the impression (correctly) that no flight paths would bring noisy aircraft over our house (either the pre-existing south runway, or the proposed north runway).

Since the opening of the North runway in August 2022, we have been beset with frequent and intrusive noise pollution, from aircraft flying over our house. Within the house, this has resulted in difficulties hearing people on the phone (and vice versa), difficulties concentrating on work (some of my work can be done from home), and has made it very difficult to feel at peace in our own home. Outside, the noise is deafening. What was once a place of solace and retreat has now become a source of unease and anxiety – normally we look forward to the longer evenings in springtime, but this year I'm nearly afraid to use the garden because of the constant noise; in short the garden is unusable. I worry for my daughters' and our health. Our 3 year old has started to demonstrate signs of anxiety related to loud noises (covering her ears). I myself (37 years of age) was diagnosed with high blood pressure in November 2022, and am now on 2 different medications – the link between aircraft noise pollution and health issues is well established. All these problems have become SIGNIFICANTLY worse since the alteration of flight paths in the last months.

We performed our due diligence before we purchased this house and are now being punished because the DAA have moved their goalposts. Had we known there would be low flying aircraft directly over our family home, we wouldn't have moved here.

**I object to the DAA's plan to extend the hours of departures from 6am to midnight (currently 7am – 11pm). Our family is already woken both in the mornings, and at night with these intrusive flights, and with extended hours of operation, this will only get worse. In addition to this, the degree of arousal (rather than awakening) from sleep will clearly increase, leading to a further reduction in quality of sleep. In fact, in the DAA's supporting document ("*independent Opinion by Dr. T. Penzel regarding the use of Awakenings as a method for assessment of noise impacts on sleep disturbance*") the author clearly highlights the detrimental effects of early morning flights "Because of the natural sleep structure the morning hour between 6:00 and 7:00 is more vulnerable to awakenings".**

**I object to the DAA's plan to remove the night-time movement cap on flights (in favour of the so-called "noise quota system"). This system does not take into account the fact that regular high decibel noise events (even though they may be reduced by a decibel or two, with "quieter planes") interfere with normal brain function (sleep) but may, on paper, seem to be within the "noise quota". The World Health**

Organisation is very clear on the matter (WHO Guidelines for Community Noise, Executive Summary, p2.) when they state that *"when there are distinct events to the noise, as with aircraft or railway noise, measures of individual events such as the maximum noise level (LA Max) or the weighted sound exposure level (SEL) should also be obtained in addition to LAeq,T."* This clearly highlights the inadequacy of using a noise quota scheme in the guise currently suggested by DAA, and, as well as depriving citizens of restful sleep, would surely leave the door open for civil actions in the future.

Most strenuously, I object to the current flight paths being used from the north runway, over my house, which were not granted by the original planning application. This is the crux of the matter, and I urge you to hold the DAA to the same level of accountability that you would any other citizen.

Yours faithfully,

A handwritten signature in dark ink, appearing to read 'CS', with a long horizontal stroke extending to the right.

Conor Skeritt