

S.37

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 Deirdre McNamara 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-002916

Online Observation Details

Contact Name
Deirdre McNamara

Lodgement Date
13/12/2023 15:42:15

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Deirdre McNamara

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— 0687 22-23

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_30MuZfB1CW0EN5FC0Bk5SRfE

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

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1, D01 V902

OBSERVATION. Case. Number 314485. Deirdre McNamara.
An Bord Pleanála Case No. PL06F 314485
Planning Authority Case Reference. F20A/0668
Location of Planned Development. Dublin Airport.
An Objection.

Dear Sir/Madam,

The purpose of this submission is to object to the above for the reasons as set out below.

1) Day Hours Change from 7am -11pm to 6 am to 12 midnight

Current definition of night time flights is reasonable, extending this by 1 hour in the morning and a further hour in the evening assumes there is no impact on local residents which is not the case. The disruption from excessive noise later at night and earlier in the mornings will impact local residence, waking people earlier and preventing them going to sleep until later at night. This over a protracted period of time will lead to worsening sleep deprivation, with all the negative impacts on health and quality of life. The opening of the north runway, by definition has already increased flight capacity at peak hours, by allowing take offs and landings to different runways to run simultaneously. This essentially has doubled Dublin airports flight capacity. Why at the expense of local residents sleep this is now deemed insufficient warrants serious examination and in my opinion is not justified.

2) Removal of night time movement cap from 65 / night to a noise quota system.

The cap of 65 flights during the night is in place in recognition that aircraft in close proximity to residential areas do cause noise which can and does interrupt sleep. The idea that a more frequent slightly less intense more continuous noise pollution is favourable to only slightly louder sporadic noise events is simply unjustified and untrue. Ideally with more modern and efficient air craft coming on line there should be even quieter sporadic events which is only to be welcomed. As such by far the more beneficial way forward is to continue to maintain a limit on flight numbers rather than introduce a noise quota.

Thank you for considering my submission

Signed.

Date.