

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐

Having considered the contents of the submission dated received 26/03/2024
from

Gareth O'Brien 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 land

E.O.: [Signature]Date: 4/4/24

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 2/3/4weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 314485-22

M _____

Please treat correspondence received on 26/03/2024 as follows:

1. Update database with new agent for Applicant/Appellant _____	
2. Acknowledge with BP <u>23</u>	1. RETURN TO SENDER with BP _____
3. Keep copy of Board's Letter <input type="checkbox"/>	2. Keep Envelope: <input type="checkbox"/>
	3. Keep Copy of Board's letter <input type="checkbox"/>

Amendments/Comments <u>Gareth O'Brien response to S.131</u>
<u>12/03/24: 02/04/24 ✓</u>

4. Attach to file (a) R/S <input type="checkbox"/> (d) Screening <input type="checkbox"/> (b) GIS Processing <input type="checkbox"/> (e) Inspectorate <input type="checkbox"/> (c) Processing <input type="checkbox"/>	RETURN TO EO <input type="checkbox"/>
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	Plans Date Stamped <input type="checkbox"/>
	Date Stamped Filled in <input type="checkbox"/>
EO: <u>Pat B</u>	AA: <u>Anthony McNally</u>
Date: <u>04/04/2024</u>	Date: <u>25/04/2024</u>

Patrick

Fergal Ryan

From: Gareth O'Brien <gobrien@yupon.com>
Sent: 26 March 2024 15:43
To: Appeals2
Subject: ABP-314485-22 invited supplementary submission
Attachments: PL06F.314485_GarethOBrien_Further_Observation_2024-04.docx.pdf

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Attn: Patrick Buckley

Dear Patrick,

Please find attached by supplementary submission in response to your letter of 12 March. I would appreciate it if you could acknowledge receipt ahead of the 2/April deadline.

Kind regards,

Gareth

--

Gareth O'Brien
+353-87-277-9281 Mobile

Gareth O'Brien
24 White Ash Park
Ashbourne, A84 H563
Co. Meath

26/03/2024

An Bord Pleanála via online submission

Bord Pleanála Case Number: ABP-314485-22

Planning Authority Case Reference: F20A/0668

Observations relating to Bord Pleanála Case reference ABP-314485-22 subsequent to the receipt of additional information from daa.

To Whom it may concern,

I have reviewed the new information supplied by daa. It underscores further that daa continues to fundamentally ignore the planning permission granted in 2007 and cements the company's intention to do as they please and their expectation that they may do so with impunity.

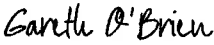
If the Bord were to allow a relaxation of the planning conditions 3(d) and 5 as the applicant wants with this relevant action it will give tacit support to the daa's strategy and undermine the system of planning permission.

DAA persists in pretending that the flight paths are entirely unconnected to the planning permission and is now on the fourth set of routes since 2005, while nowhere near compliant with the original Environmental Impact Statement (EIS).

To be clear; there is no safety, regulatory or technical reason that prevents daa from complying with the original noise footprint from the 2005 EIS. DAA's spin that the current flight paths are required for reasons of safety is simply not true.

Please see the individual charts below for a comparison of the planning permission the Bord granted to the submissions from daa showing their flagrant disregard for planning law.

Regards,

DocuSigned by:

570056140FC3454

Gareth O'Brien

ADSB transponder data captured from aircraft departing DUB over a 24 hour period was used to show the paths actually flown. Note about 50% fly directly over 12,000 people in Ratoath and 100% fly within 2km of Ashbourne while at climb power, the noisiest most disruptive phase of flight.

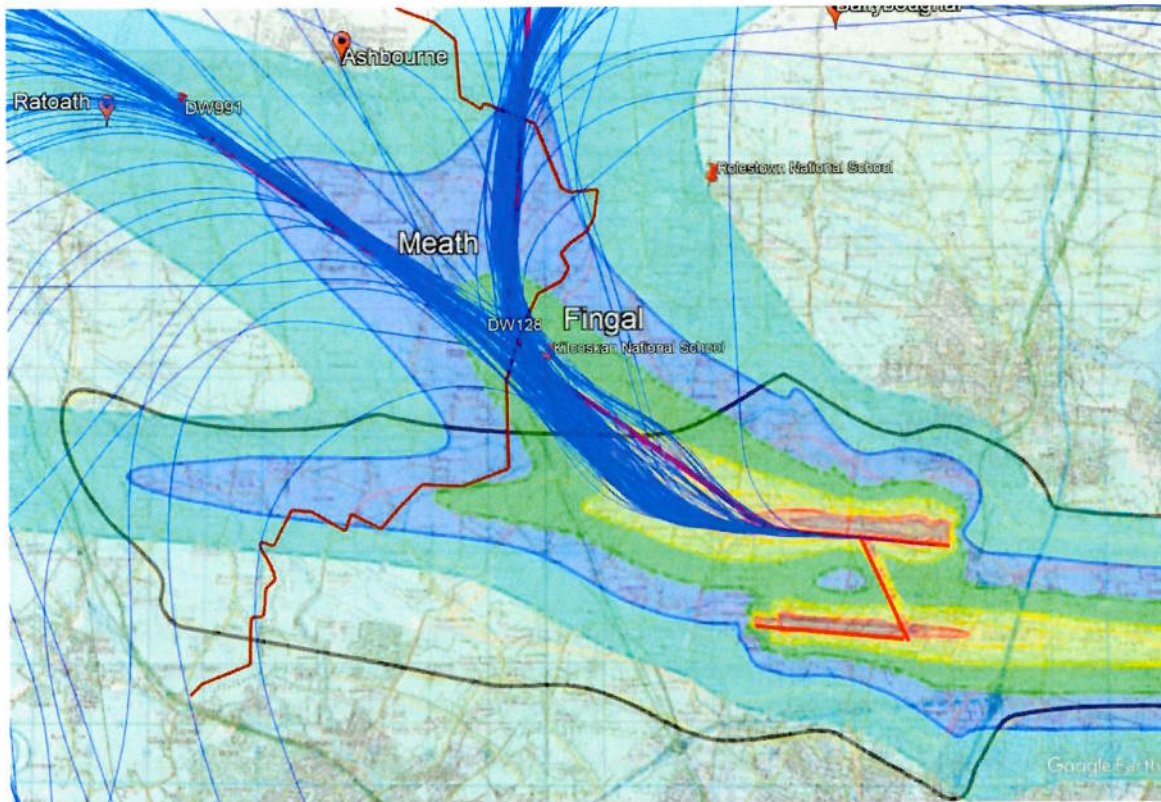


Figure 1 The present EIAR claims the coloured area as the "permitted" scenario.

In Figure 1, daa's Forecast Lday Noise Contours 2035 Permitted Scenario Figure 13C-23 are overlaid with the current traffic. The magenta tracks currently in use form the 4th flight-path design so far by daa/AirNav and only went into operation in February of 2023.

Examination of the original EIS demonstrates that the Noise Contours in Figure 1 are nowhere near the noise contours claimed as permitted in the current EIAR. Simple logic dictates that it is impossible that these noise contours are the "Permitted Scenario".

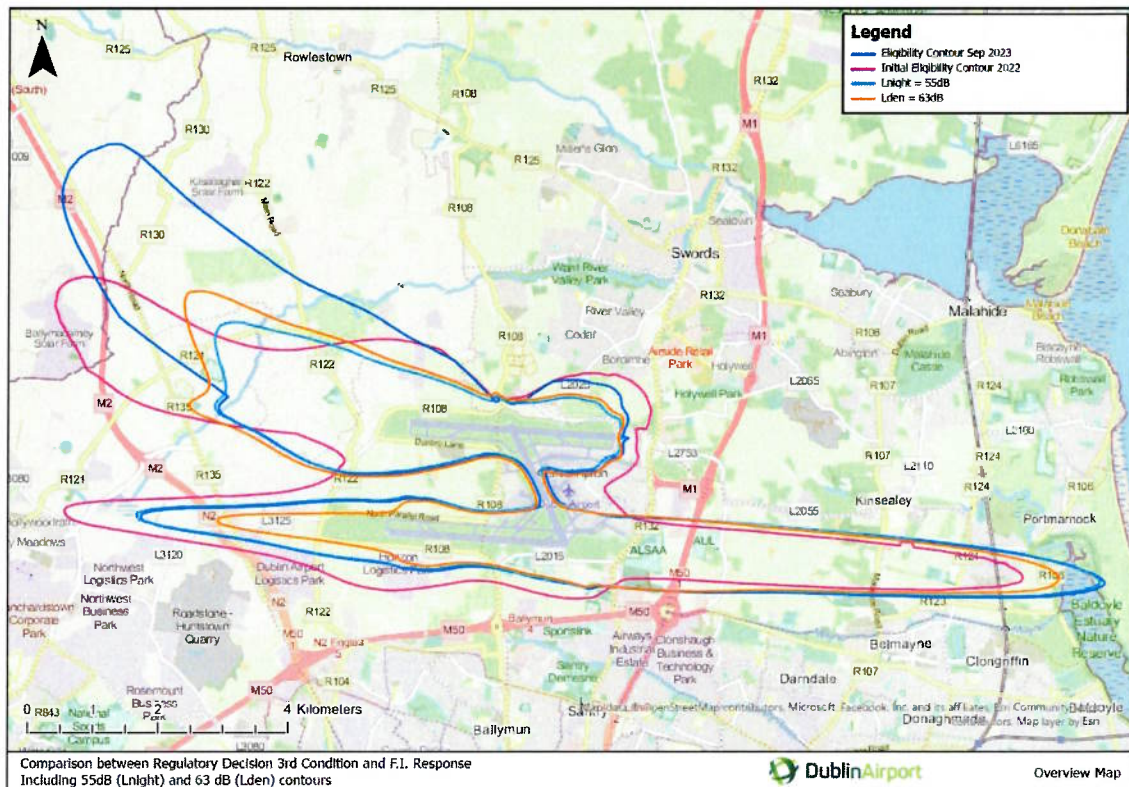


Figure 2 supplied by daa shows that the RWY28R SID is in clear breach of Condition 1 of the granted permission.



Once again, daa's new submission demonstrates their casual disregard for condition 1 of the only planning permission in force for the north runway.

