

File With

SECTION 131 FORM

Appeal No

ABP— 314485 -22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 09/12/17
from Adrian Curran 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 Bane

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

BL40- Task No. 364758-23
HB 15/12.



Plannin gAppeal Online Observation

Online Reference
NPA-OBS-002855

Online Observation Details

Contact Name
Adrian Curran

Lodgement Date
09/12/2023 16:42:36

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Adrian Curran

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Aisling Reilly
EO

Date

14/12/23

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 088569-23.

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_3OLTbsB1CW0EN5FC0OJn9RLt

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

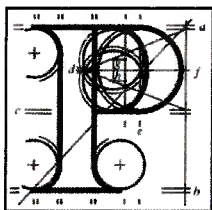
SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date



An
Bord
Pleanála

Observation on a Planning Appeal: Form.

Your details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.

If you are an agent completing the observation for someone else, write the observer's details:

Your full details:

(a) Name

Adrian Curran

(b) Address

71 Clonkeen, Ratoath, Co. Meath A85V209

Agent's details

2. Agent's details

If you are an agent and are acting for someone else **on this observation**, please **also** write your details below.

If you are not using an agent, please write "Not applicable" below.

(a) Agent's name

Click or tap here to enter text.

(b) Agent's address

Click or tap here to enter text.

Postal address for letters

3. During the appeal process we will post information and items to you or to your agent. For this observation, who should we write to? (Please tick ✓ one box only.)

You (the observer) at the address in Part 1

☒

The agent at the address in Part 2

☐

Details about the proposed development

4. Please provide details about the appeal you wish to make an observation on. If you want, you can include a copy of the planning authority's decision as the observation details.

(a) Planning authority

(for example: Ballytown City Council)

Fingal County Council

(b) An Bord Pleanála appeal case number (if available)

(for example: ABP-300000-19)

PL06F.314485

(c) Planning authority register reference number

(for example: 18/0123)

F20A/0668

(d) Location of proposed development

(for example: 1 Main Street, Baile Fearainn, Co Abhaile)

Dublin Airport

Observation details

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

I am living in Ratoath, a community that in my serious opinion has been severely affected by the flight paths currently being used by Dublin Airport. When we purchased our house in 2012 we did not expect to be under a flight path and have been horrified by the new flight path selected by the DAA. This is having a significant effect on our household, the effects I will detail below.

- A few minutes after 6 am each morning our household is awoken by the first of the large aircraft flying over or close to our home. The noise regularly reaches over 50db in our bedrooms as these aircraft pass over at 5,000 ft or less.
- This continues throughout the day and only ends after 10 pm at night. Thankfully we can get our young children and ourselves to sleep at that point. Night flights should be banned as it is in many other major airports.
- In the spring/summer when we are in our garden it is difficult to relax outside due to the constant overflights by large aircraft. The noise in our garden from these flights, which I have measured, are regularly more than 60db.
- Our conservatory also rattles from these overflights.

The following are the reasons I strongly believe an oral hearing as a matter of urgency is necessary to resolve this matter:

5. Please describe the grounds of your observation (planning reasons and arguments). You can type or write them in the space below or you can attach them separately.

- The sleep health of my family is being interfered with by the current flight path adopted by Dublin Airport, which may I re-iterate was not the intended flight path.
- Extending flight hours will worsen the health of my family with sleep deprivation and noise pollution.
- Retaining the flight paths used by these large aircraft will mean that we will have no peace in our back garden during the small time we get to relax there in the spring/summer.
- Meath is a large county with a significant amount of non-occupied space, there is no need for the flight paths to be directly over both Ratoath and Ashbourne. Straight out flight paths would largely improve the noise issue. This should be resolved as a priority.
- Extending hours of operation will allow growth in flights at the airport. It is contrary to Government policy for two reasons. (a) Government policy is regional development, not focussing growth in one airport. If extra hours are to be given it should be to Cork, Shannon and Waterford airports. (b) Extra flights will mean significantly more CO2 and other greenhouse gases being released into the environment of both Ratoath and Ashbourne, however, government policy is to reduce these emissions.
- These flight paths and potential extra hours of flight will reduce the value of my home. No one wants to live in an area of increased noise pollution. My private property rights are being violated by the current operated flight

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paths. We would not have purchased our home if we had known the flight paths that would differ from the original 2007 planning permission granted to the DAA.

- Airlines using quieter aircraft will not have a materially positive impact as they are only a few db quieter than the current planes that fly out of/ into Dublin.
- There is no official noise monitoring in Ratoath, the population centre directly under this flight path.
- My household has not been offered any noise mitigation measures by the DAA
- We have made a decision as a family to take down our conservatory and put up an extension. In part this is due to putting solid walls and roof to mitigate the noise entering our home. We will be installing noise reducing triple glaze windows at our own cost. This is putting financial pressure on our young family, but we have no choice.

Finally, I would like to state that the attitude of the DAA has been appalling in this matter. In my opinion they have effectively disregarded the views of the citizens impacted by their decisions. Their constant drive for more business is adversely affecting the health and wellbeing of the people and the environment.

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