

File With

## SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 14/12/2023  
 from Alan Fitzpatrick 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

EO

Date

Signed

SEO/SAO

Date



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

To

Task No

Allow 2/3/4 weeks

Signed

EO

Date

Signed

AA

Date



## Planning Appeal Online Observation

Online Reference  
NPA-OBS-002997

LDG-068888-23

### Online Observation Details

Contact Name  
Alan Fitzpatrick

Lodgement Date  
14/12/2023 16:00:33

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Alan Fitzpatrick

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

*Pat B.*

EO

Date

21/12/2023

### 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\_3ONHKvB1CW0EN5FC030LIiA

Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

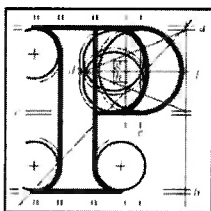
SEO (Finance)

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

Alan Fitzpatrick

(b) Address

1 Cairn Manor  
Ratoath  
A85 PK12

### 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.

After 20 years of design, development, getting planning permission and building the runway, at the last minute DAA changed the departure flight path so departures fly, while climbing with full power and maximum noise, over where 30,000 people live. The planning permission granted to DAA, which they accepted when they built the runway, included several conditions. These conditions were put in place to ensure a balance between allowing the project to be completed while also respecting the local community/society and environment.

The DAA noted that flight paths would be in an entirely different place anywhere from 2km to 10km away from where they built them. If it was indeed a road that was built, it would be utterly unacceptable, and illegal, to put it somewhere other than where the planning permission stated. The same principle should be applied by An Bord Pleanála in this hearing as the same rules should apply for flight paths.

Aircraft departing off the new runway (28R) don't climb straight ahead (as was probably assumed during planning and perhaps even presented that way by the DAA) rather, they make a very early turn to the northwest, less than a mile from the end of the runway. They then turn almost immediately back to a West/ Northwest heading and continue climbing towards Ashbourne/Ratoath before turning to their en route direction. This turn occurs directly over Ratoath. Taking off, gaining altitude while turning is one of the noisiest parts of an aircraft's flight.

Therefore, communities who are not directly under the flight path straight out from 28R, and weren't expecting to be under the departure path under the original planning permission terms, have since been subjected to incessant departing aircraft flying low right over their houses. If the DAA adhered to the planning permission granted, these flights would be operating a few miles away from these communities.

- 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 noise from the aircraft differs depending on where on the track you live. No matter where you live the noise is not constant, it ranges from near silence to loud (in some cases 100dB) over the course of 45 seconds and then back to silence, just in time to start all over again as planes take off every 90-120 seconds for hours on end. This is not a constant drone in the background as some have referred to it being no different from traffic or noise in the city centre. Should An Bord Pleanála grant permission for the DAA to continue operating these unauthorised flight paths over



Regarding the issue of night flights. This appeal is not directly link to this problem. However, redirecting the departing aircraft onto a route that overflies solar farms and other agricultural or industrial sites, instead of 30,000+ people, the number of night flights could be increased from the current 65 in line with the DAA's request thus allowing for the continued growth of the airport. A key argument put forward by the DAA.

I have chosen to make this appeal as a resident of Ratoath, a concerned parent of a three-year-old boy and as a member of the broader society. Planning permission

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You can type or write them in the space below or you can attach them separately.

laws are to be adhered to. It is my hope that An Bord Pleanála will listen to concerned residents. The DAA have already shown that there are alternative flight path routes which do not impact community health and wellbeing. We hope that An Bord Pleanála will ensure that the DAA remain a good neighbour and that the integrity of the planning permission process is maintained.

Thank you for taking the time to read my appeal.

Kind regards,

Alan Fitzpatrick



## Supporting materials

6. If you wish, you can include supporting materials with your observation.

Supporting materials include:

- photographs,
- plans,
- surveys,
- drawings,
- digital videos or DVDs,
- technical guidance, or
- other supporting materials.

## Fee

7. You **must** make sure that the correct fee is included with your observation. You can find out the correct fee to include in our Fees and Charges Guide on our website.

This document has been awarded a Plain English mark by NALA.

Last updated: April 2019.

