

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 Andrew Anderson 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...

Date

15/12/2023

EO

Signed

Date

SEO/SAO

M

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

To

Task No

Allow 2/3/4 weeks

BP

Signed

Date

EO

Signed

Date

AA



Planning Appeal Online Observation

Online Reference
NPA-OBS-002978

Online Observation Details

Contact Name
Andrew Anderson

Lodgement Date
14/12/2023 13:56:06

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Andrew Anderson

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Pat B

EO

Date

15/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068819-23

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_3ONFOUB1CW0EN5FC0uS1ZKcM

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

**Andrew Anderson
Ashdale
Clonmethan
Oldtown
Co. Dublin**

12 December 2023

The Secretary
An Bord Pleanála
64 Malborough Street
Dublin 1
D01 V902

**Re: Further information provided to An Bord Pleanála by the DAA
Planning Application F20A/0668
Bord Pleanála PL06F : 314485**

Dear Sir/Madam

I refer to the above and refer to above and set out below my observations:

Pre-planning to date, Clonmethan Oldtown A45CD98 was never identified as an area that would be flown over at low altitude. On opening of the new runway the average overfly altitude was €3,000ft, when the new SIDS were introduced in February 2023 the average overfly altitude was circa €4,000ft. We live in a dormer bungalow and from earlier morning our sleep is disturbed with the constant sound of jet engines constantly roaring overhead at 90 second intervals. By mid-afternoon the transatlantic jets are overhead at a significantly lower altitude and noisier engines. We can no longer enjoy our beautiful garden and local amenities that the village of Oldtown has to offer, due to the constant thunder in the air.

Public Consultation

- There was no public consultation in the Oldtown area.
- No public meetings
- No leaflet drops
- The Oldtown area was not highlighted on departure noise routes
- The Oldtown area was not highlighted on noise contour maps
- There was no contact from the DAA Community Liaison Team.
- The Village was not included in the DAA Community Fund, as the Village was not going to be impacted.
- Oldtown was not identified in any DAA documents as an area which would be effected by aircraft noise.

Noise Pollution

- To my knowledge as a lay person, no noise monitors were installed in the Oldtown area.
- Noise impact surveys were not conducted in the Clonmethan or Oldtown village area for either the 2007 planning permission or current applications.
- Noise is subjective, the same noise level in the centre of a city is completely different to a quite rural village.
- As mentioned earlier this has had an extreme impact on my family and our enjoyment of our home.

Environmental Impact

- No environment impact studies have been conducted in the Clonmethan area for any DAA proposals.
- An example is we have noticed a vast reduction of Red Kite and Buzzards flying over our area, since the new north runway has opened. It was common to see 3 or 4 Red Kite flying overhead at a high altitude, gliding – but no longer!
- It is not environmentally sustainable to have jets engines flying passengers for day trips at reduced prices, increasing the country's carbon footprint, while on the other hand our Farmers are being told to reduce production to save the environment. I wonder how many of the increased numbers through Dublin Airport are these day trippers?
- We were not afforded the opportunity to have a public hearing, which could have put in place a development plan for Dublin airports future, taking into account the need for intelligent growth with cognisance of the environmental impact it would have.

In Conclusion

The DAA did mention Oldtown in early September 2022, “on commencement of operations, an issue regarding departure flight paths was identified which resulted in **some local communities being unexpectedly overflowed**, for which the DAA sincerely apologises” this statement made reference to Oldtown and Ballyboughal. Yet over 15 months later they still continue.

This would imply that the DAA never envisaged aircraft over flying Oldtown and certainly not at a low altitude. The DAA did not comply with their obligations under the planning acts for the area of Clonmethan, Oldtown.

We rely on the institution of the state, An Bord Pleanála, to uphold the planning laws which were put in place to protect the citizens.

Yours faithfully

Andrew Anderson