

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated/received 12/12/2023
from Paul Doolan 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 D

EO

Date

19/12/2023

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-002892

LDG - 068692-23

Online Observation Details

Contact Name
Paul Doolan

Lodgement Date
12/12/2023 14:55:39

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Paul Doolan Doolan

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

Pat B

EO

Date

19/12/2023

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_3OMXN1B1CW0EN5FC1abz8Jt5

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

Paul Doolan

Malabracha,
Lagore Big,
Ratoath,
Co Meath
A85N257

An Bord Pleanála Case reference: PL06F.314485

Planning Authority Case Reference: F20A/0668

To whom it concerns,

My family and I are some of the 30,000 people impacted by the illegal flight paths being run off the north runway at Dublin airport. I am living on the outskirts of Ratoath directly under a flight path which bears no resemblance to the planning permission granted.

This has seen all flights going to southern Europe and north America flying directly over Ratoath before banking south or west at altitudes of between 3000ft and 6000ft.

The noise maps and environmental report submitted as part of the 2007 planning application are based on flight paths not being operated. None of the noise maps provided in the planning application show Ratoath to be impacted by aircraft noise yet I have recorded noise in excess of 80 dB from aircraft in the area.

Excluding the fact that the applicant is not compliant with the planning permission that was granted. To attempt to loop around Ratoath and under Dunshaughlin is totally nonsensical, as the towns, even now (without future expansion) are too close together to avoid housing estates, schools, nursing homes and creches being directly overflown and the general noise pollution that this creates.

To plot a noise preferential route directly at a heavily populated town like Ratoath is baffling, considering Dunshaughlin, Ratoath and Ashbourne are surrounded on all sides by thousands of acres of low density farmland. The long term effects of excessive aircraft noise pollution are now well documented. To intentionally expose over 30,000 people to the effects of this without any prior consultation and in breach of planning conditions is wrong. This flight path would never of been permitted had it gone through the required regulatory procedure.

Prior to buying our home in the area in 2019, I checked the flight paths for the North runway, multiple times in both the 2007 planning application and the 2016 noise consultation documents, as we have a six year old in the house with sensory issues. Everyday now we have issues with aircraft noise. How can flight paths be imposed on people without any warning or consultation, without the option to plan whether to live in an affected area or not? Planning laws exist to prevent this behaviour.

The EIAR contained within this application has been commissioned by the DAA and so is not independent of potential bias. This report is based on the illegal flight paths operating off the North

runway not the flight paths that the DAA have permission for and so the future projections contained within are not valid or admissible.

The proposed change in this application is based on "actual routes flown" not the routes that were submitted as part of the 2007 planning application. The "permitted" noise zones in this submission do not match the noise mapping contained within the 2007 planning application. This was one of the most important aspects of the original planning application and is being ignored. This is a clear case of non compliance of planning permission and is illegal.

Over the past sixteen years, since the 2007 application was granted, much development has been granted and restricted according to these flight paths and noise models. It is because aircraft noise is so detrimental to communities, Fingal County Council have sought to mitigate this impact. For the DAA to ignore this now, is not only illegal but fundamentally wrong.

To compound this, it has been disgusting to watch how the DAA have handled this over the past eighteen months. Both in the media, by pedalling disinformation, fear mongering and blatant lies and on the ground through complete non engagement with affected parties. A semi state body, that has no meaningful commercial competition should hold itself and be held to a higher standard then this.

In relation to the extension of operating hours from 11.00pm to 7am to midnight to 6am. This was a stipulation on the original planning application to protect people from the effects of aircraft noise and should remain in place. Please do not underestimate the difference an hour each side of a sleep cycle makes. As soon as the first transatlantic flight passes over the area both of my children are woken typically around 7.20am, while the first transatlantic flight out of the airport off the south runway is typically 05.40am. As I have said above, prior to buying our home in the area in 2019, I checked the flight paths for the North runway multiple times in both the 2007 planning application and the 2016 noise consultation as we have a six year old in the house with sensory issues. Please do not underestimate the effect this has on people and families on a daily basis.

Regards,

Paul Doolan