

File With

SECTION 131 FORM

Appeal No

ABP— 314485-22

Defer Re O/H

☐

Having considered the contents of the submission dated received 04/12/2023
from Randolph Taylor 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



Hann ng Appeal O nline Observation

Online Reference
NPA-OBS-002801

Online Observation Details

Contact Name
Randolph Taylor

Lodgement Date
04/12/2023 10:45:33

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Randolph Taylor

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Si gred

Pat B

EO

Date

15/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— *068675-23*

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_30JZebB1CW0EN5FC1L2R4I2c

Checked Against Fee Income Online

EO/AP (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

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

Date

Date

Bord Pleanála Case reference: PL06F.314485
Planning Authority Case Reference: F20A/0668

4th December 2023

I am one of over 30,000 people who are now living under an illegal flightpath since the opening of the North Runway. The 2007 planning condition documentation includes flightpath assumptions which many people have built their lives around. The flightpaths in the 2007 planning permission are totally different to the ones in use today and since it opened. The original flight paths were planned and planning granted to be straight out for 5 nautical miles or 9 kilometers which would have meant that the heights reached by all aircraft before making the right hand turn would have been much greater and consequently the noise levels passing over our properties would have been significantly reduced.

The noise from the current flightpaths is intolerable. No further changes can be considered until this crucial issue is addressed first. There is a major health risk to tens of thousands of people due to excessive aircraft noise.

Having read through the DAA newly submitted documents, it is clear in the submission from DAA, that they are using the current unplanned/unsanctioned flight paths for their "permitted" drawings instead of the permitted noise zones from the original 2007 planning permission. It would appear that DAA are expecting that **An Bord Pleanála** will grant this on the basis of what they consider to be the relatively small difference between before and after with respect to night flights. **If that occurs, An Bord Pleanála would effectively be granting retention to the current flight paths which are currently illegal and causing continued untold distress for tens of thousands of people. This means that flightpaths are now a very important element of this relevant action submission and must be considered within it.** It also appears to the public generally that DAA believe they can ride rough shod over everyone including **An Bord Pleanála**.

These flightpaths must be changed back to what was proposed in 2007.

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