

S.37

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 Leo Reilly 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

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



Planning Appeal Online Observation

Online Reference
NPA-OBS-002987

Online Observation Details

Contact Name
Leo Reilly

Lodgement Date
14/12/2023 14:50:14

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Leo Reilly

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

EO

Date

20/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 068872-23

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_3ONGEsB1CW0EN5FC1F9qV2gn

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

Ardlea,
Mabestown,
The Ward,
Co. Meath
D11R963

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902

Ref: Case number 314485 – Dublin Airport

14th December 2023

Dear Sir or Madam:

I wish to submit an objection to this development on the following ground:

1. Since the North runway has become operational the approved flight plans have yet to be held. Noise maps were produced and submitted to the local community for original planning and are inaccurate with regards to the flights that are departing from the airport. My family have been farming the land in Mabestown for over 100 years and we have never had an issue with noise until last year. Our home is not insulated to the required standard to cope with the current flight route that the DAA are allowing the planes to depart. Once planes are departing West on the North runway we are seriously effected and would be constantly issuing noise complaints to the DAA, however we were just get a generic response as a reply *"I have now investigated your complaints on our noise and flight track monitoring system and have found that there was aircraft in your vicinity at that time. The aircraft was a turbo prop type aircraft which departed Dublin Airport's Runway 10/28. This type of aircraft is a category a,b aircraft and is not subject to the same strict noise abatement procedures that govern heavier jets (Category c,d aircraft) and so is permitted to operate in this manner."* However, if we complain about aircrafts in the category c and d we never receive a reply. At my home the average height a plane in these category is approximately **2200 feet**. Internally the windows shake and night when trying to get kids to sleep and during the day it can be impossible to sit in our garden due to the noise levels.
2. If DAA are permitted to keep breaking the planning conditions flying routes and are successful in their application to increase operational hours from 6am, our kids health will be in jeopardy. This requested 6am departure will only increase the profits of the budget airlines looking to gain additional flights from their planes during the day.
3. If the removal of night time movement cap is successful our homes will be uninhabitable as we will never get a rest bite from the noise. Many of the worlds biggest airports have night time bans including Heathrow. This is because they have a proper management system in place to utilise their runways. The DAA has requested a noise quota system but who will manage this.

Also their newly located monitors are not in the correct locations for planes departing West on the North runway. Internal flight from the West are getting monitored but the external flights are the loudest.

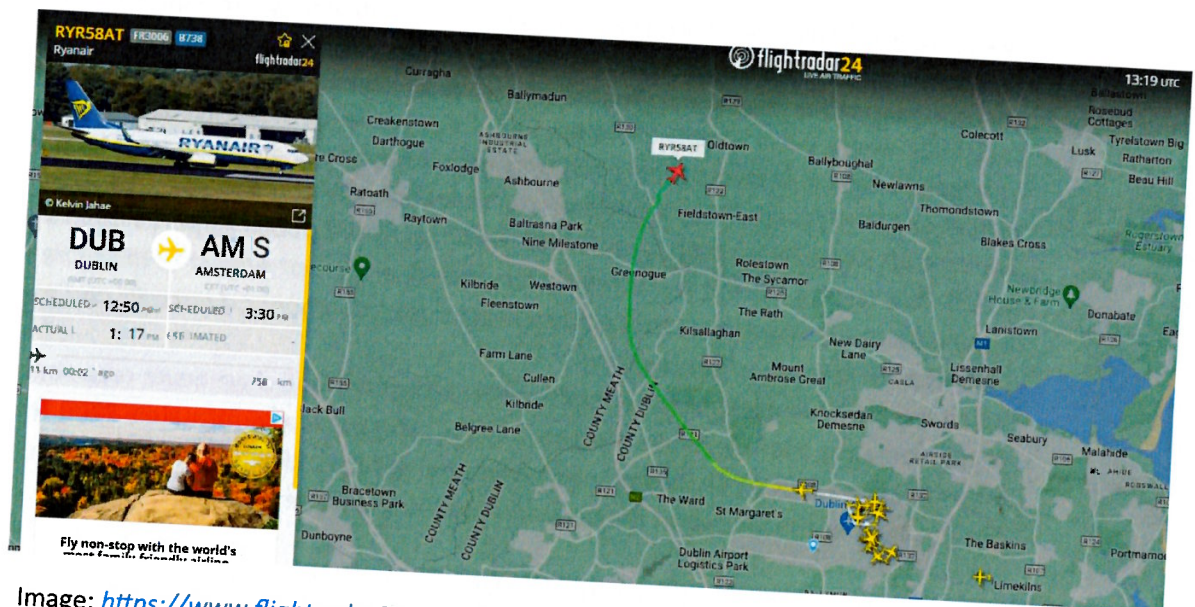


Image: <https://www.flightradar24.com/RYR58AT/33394bec> 14/12/23 13.23

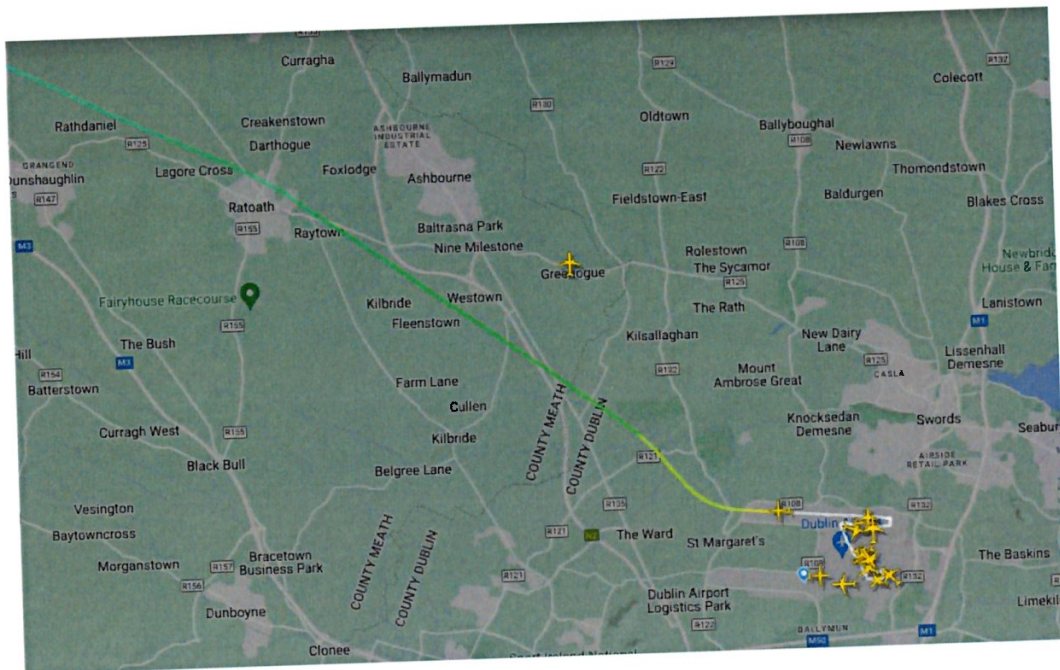


Image: <https://www.flightradar24.com/RYR58AT/33394bec> Dublin to New York 09.00 flight 14/12/23

4. Finally, if the DAA are successful in getting retention of the flight path, they have proven that the planning system is broken in Ireland. They have broken their planning permission from day one of operation in the belief they are bigger than the system and that they can have their own way over the health of the surrounding community. As previously mentions my family come from the surrounding area well before the DAA was established, I am not against the airport but I am against them breaking the planning rules. They under sold the community with their insulation policy to try and save money.

Regards

Leo Reilly