

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 13/12/2023
from Patrick and Louise Goodman 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-002920

Online Observation Details

Contact Name
Patrick Goodman

Lodgement Date
13/12/2023 17:44:49

Case Number / Description
314485

Payment Details

Payment Method
Online Payment

Cardholder Name
Patrick Goodman

Payment Amount
€50.00

Processing Section

S.131 Consideration Required

☒ Yes — See attached 131 Form

☐ N/A — Invalid

Signed

Pat G

EO

Date

20/12/2023

Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG— 0687 25-23.

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_30MwUHB1CW0EN5FC0xsCVAKC

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

Patrick & Louise Goodman
Kinard
Kinsaley lane
Malahide
Co. Dublin.
K36 T850

Dear Sir, Madam,

We are writing to you in relation to case #314485 and the proposed changes to the already granted planning permission for Dublin Airport who wishes to extend the night-time use of the runway systems at Dublin airport, Cloghran, Co. Dublin.

The requested amendments will result in the continuation of nighttime operations past the maximum approved 65/night across the entire airport (between 23:00 hours and 0700 hours) when measured over the 92-day modelling period. This limit was a pre-condition to the planning authorities granting of the building and construction of the new runway.

The reason for this limit at the time on the application and grant was as follows:

"To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future nighttime use of the existing parallel runway."

Currently the airport operations contravene a number of conditions of the planning application F04A/1755 and of the An Bord Pleanála permission which was granted PL06F.217429.

We understand that Dublin airport now wishes to further impose additional aircraft movements past the already limited operations which it fails to adhere to.

This is simply not acceptable.

We purchased our house in September 2015 in full knowledge of the North runway construction and planned operation.

We were fully aware of the planned operations and were acutely aware of our proximity to the new runway flight path and to the airport, our house would have.

We were also fully aware of the approved and limited nighttime operational limits proposed and advised by the DAA on the original planning application and subsequently approved by the granting of the approvals.

What we were not aware of, nor expecting was that the DAA would subsequently operate outside of the limitations imposed, disregard all limitations imposed and then a number of years later as soon as the runway became operational submit a new proposal to change all of the conditions set. I would also note that this will have a residual value impact on our homes which is really not acceptable and, in a time, when we have a housing crisis, this is a kick to the people that went ahead and purchased in the local areas.

The requested changes will seriously hamper the health and wellbeing of the residents within the entire surrounding area. Considering we are already surrounded by numerous approved developments on Kinsealey and Kinsaley lanes where and developments on Church Street, the additional volume of cars and households will seriously impact the area on both a physical and noise pollution perspective.

This proposed change will most definitely lead to disrupted sleep and health issues for everyone in the area. We would presume the previous applications all had environmental impact studies

accomplished and I presume a complete revised report and impact evaluation would be required to cover extended nighttime operations?

We believe An Bard Pleanala need to uphold the current limitations imposed by the original planning board and also insist that DAA adhere to them into the future without change.

We do hope you do the right thing here for everyone in the area.

Please do not hesitate in contacting us should you wish to discuss any of the above points raised.

Regards,
Patrick Goodman
E: paddygoodman@hotmail.com
P: 086 8192111
