

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 Natalie Creevey 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-002956

### Online Observation Details

Contact Name  
Natalie Creevey

Lodgement Date  
14/12/2023 10:19:05

Case Number / Description  
314485

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
Natalie Creevey

Payment Amount  
€50.00

### Processing Section

S.131 Consideration Required

☐

Yes — See attached 131 Form

☐

N/A — Invalid

Signed

EO

Date

### 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\_3ONC0TB1CW0EN5FC1Ojdlfzo

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

Dear An Board Pleanála,

I am contacting you with this planning appeal, having previously contacted both the DAA and Fingal CC aircraft noise dept and garnered no response.

Since the opening of the new north runway in Dublin airport we have suffered a significant increase in low flying aircraft over our property for extended hours of the day.

Flights can be heard as early as 4.30am and as late as 11.30pm, sometimes later.

From watching flight tracker applications, it is evident that a significant number of these flights are traveling to the USA and UAE and are larger aircraft which are producing significant noise levels.

On busy days during summer months, we have experienced flights directly over our home approximately every 2-3 minutes, the level of disruption and noise pollution caused is entirely unacceptable and unfair.

During non-summer months we have continued to experience significant aircraft fly over on a daily basis and the frequency of which can vary and be entirely unpredictable.

As individuals who work from home and complete shift work, we are experiencing significant sleep disruption and anxiety, on a daily basis.

The impact of this increased aircraft noise also negatively impacts the rate of work completion as the noise level is so significant it breaks concentration.

I have lodged two complaints to the DAA through their web-based option but have been unable to access any response and have had no contact.

I have highlighted in my correspondence with the DAA that as residents being directly affected by these new flight paths, we received no communication or consultation. We have been resident in our home for 10 year and have never been consulted re these changes.

In addition, I have reviewed the sound counter maps available, and these do not indicate that we should be subjected to this level of disruption in our daily lives.

On a sample day in June this year the following flights moved directly over our home causing significant distress. I have noticed since this date that flights have become even more frequent from June to Dec 23.

19.06.23

15.09 AT90 Paris to Miami.

15.16 AAL 133 Dublin to Dallas.

15.37 EIN 953 Dublin to Seattle.

15.52 EIN98K Dublin to Cleavland.

15.59 EI169 Dublin to LA. 16.40 Tom1 Newcastle to Gran Canaria.

16.52 ICL 785 Amsterdam to Willemstad.

17.07 FR3100 Dublin to Amsterdam.

17.18 FR4501 Dublin to Cologne.

17.19 FR156 Dublin to Leeds.

17.21 FR 288 Dublin to London.  
 17.22 FR120 Dublin to London.  
 17.27 EI656 Dublin to Frankfurt.  
 17.37 XQ887 Dublin to Izmir.  
 17.38 FR4844 Dublin to Milan.  
 17.44 RK272 Dublin to London.  
 17.46 FR 1818 Dublin to Paris.  
 17.51 FR 1958 Dublin to nice.  
 17.55 BA 829 Dublin to London.  
 18.01 Tk 1978 Dublin to Istanbul.  
 18.06 FR1616 Dublin to Warclow.  
 18.08 LH 981 Dublin to Frankfurt.

20.06.23

8.36 Vancouver to Dublin circling for landing.  
 8.38 EI 627 Dublin to Budapest.  
 8.51 FR3257 Birmingham to Shannon.  
 8.52 RyR10 Nottingham to Shannon.  
 8.56 FR662 Dublin to Birmingham.  
 8.58 FR114 Dublin to London.  
 9.02 FR204 Dublin to London  
 9.39 W8347 Cincinnati to Leipzig  
 9.31 EI3231 Glasgow to Dublin  
 10.26 EI 3252 Dublin to Edinburgh  
 11.03 private jet Dublin to Shannon  
 11.16 DL45 Dublin to JFK  
 11.31 XQ532 Antalya to Dublin  
 11.55 EI3502 Dublin to Donegal

We strongly object to the current planning changes requested by DAA under case 314485 on the following grounds:

1. **The changes in nighttime flying hours from 7am-11am to be changed to 6am – midnight.**  
 The DAA have already commenced flights at numerous nighttime hours without permission, which has significantly impacted our sleep patterns. Prior to the north runway opening I always slept fully through the night, now all parties within our home are regularly awakened at 4am. The level of impact on our physical and mental health cannot be allowed.
2. **Removal of nighttime flight cap –** similar to the above we strongly object, we have no faith in the proposed noise management systems as they have proven to be ineffective in the past. In addition, the supposed noise contour maps issued with this planning application show no indication that our property on Channel Road Rush, should be experiencing the level of noise disruption which it currently is. There is no consideration to noise levels in our area and in fact shows we should experience safe non disruptive impact; this has not been the case.
3. **“Retention of existing flight paths”.** These flight paths which are currently being used are not approved or environmentally tested. As noted above we are resident in our home for 10 years and were never made aware of new flight paths directly over our home, in addition to the disruption, stress and anxiety caused on a daily basis, the DAA by flouting planning laws have caused an undoubted devaluation of our property.

We simply cannot continue to experience and put up with this level of noise disruption, particularly on unapproved, untested flight paths.

We object to this planning application and request that An Bord Pleanála and Fingal CC, compel the DAA to adhere to planning regulations, and the permissions originally granted.

If they seek to make such significant changes to the permissions granted the DAA should conduct full and comprehensive environmental impact studies for all parties effected. We certainly were not advised of the impact the north Dublin runway would have on our daily lives.

Kind Regards

Natalie Creevey.

Dolmond Cottage  
Channel Road  
Rush  
Co Dublin  
K56EH57

0851478454.