

File With _____

SECTION 131 FORM

Appeal NO: ABP - 314485-22

Defer Re O/H

TO: SEO

Having considered the contents of the submission dated/ received 17/10/22
fromNoel + Brenda Deegan 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 issues raisedE.O.: C. O'LearyDate: 19/10/22

To EO: _____

Section 131 not to be invoked at this stage. ☐Section 131 to be invoked – allow 2/4 weeks for reply. ☐

S.E.O.: _____

Date: _____

S.A.O.: _____

Date: _____

M _____

Please prepare BP _____ - Section 131 notice enclosing a copy of the attached
submission

to: _____ Task No: _____

Allow 2/3/4 weeks – BP _____

EO: _____

Date: _____

AA: _____

Date: _____

CORRESPONDENCE FORM

File With S. 37

Appeal No: ABP -314485-22

M S. McInnaeth

Please treat correspondence received on 17/10/22 as follows:

- | | |
|---|---|
| <p>1. Update database with new agent for Applicant/Appellant _____</p> <p>2. Acknowledge with BP <u>20</u></p> <p>3. Keep copy of Board's Letter <input type="checkbox"/></p> | <p>1. RETURN TO SENDER with BP _____</p> <p>2. Keep Envelope: <input type="checkbox"/></p> <p>3. Keep Copy of Board's letter <input type="checkbox"/></p> |
|---|---|

Amendments/Comments

Noel + Brenda Deegan response to appeals

4. Attach to file

- | | |
|---|---|
| (a) R/S <input type="checkbox"/> | (d) Screening <input type="checkbox"/> |
| (b) GIS Processing <input type="checkbox"/> | (e) Inspectorate <input type="checkbox"/> |
| (c) Processing <input type="checkbox"/> | |

RETURN TO EO ☒

Caan

Plans Date Stamped ☐
Date Stamped Filled in ☐

EO: 18/10/22 *Caan*

AA: Kate Ben

Date: 19/10/22

Date: 21/10/22

Eoin O'Sullivan

From: Bord
Sent: Monday 17 October 2022 11:53
To: Appeals2
Subject: FW: addition information on apeal ref 20a/0668
Attachments: Noel & Breda Deegan - Additional Information - F20-0668 - Decision order No. PF 1692 - 22 (2).docx

From: NOEL DEEGAN <noeldeegan31@gmail.com>
Sent: Monday, October 17, 2022 11:50 AM
To: Bord <bord@pleanala.ie>
Subject: addition information on apeal ref 20a/0668

A Chara

please find attached additional information TO our appeal ref 20a/0668
decision order noPF /1692/22.

CAN YOU PLEASE COMFIRM RECEIPT OF SAME

Additional Information on Appeal

On Behalf of

1. Noel and Breda Deegan
2. Patrick and Sheila Hand
3. Fergus Rice
4. Val and Valeria Salagean

Residents of Kilreesk Lane, St Margarets Co Dublin.

Friday 14th October 2022Re: Appeal to AN Bord Pleanála ref: 20A/0668 - Decision order no PF/1692/22

A Chara

We wish to add this additional information to our appeal , for your urgent attention.

DAA commissioned AIRBIZ to produce their Carbon Reduction Strategy

Ref: Document Towards Net Zero Carbon Emissions -Version 03. May 2021.

On page 11 the following is stated and paraphrased as follows.

Third Party Emissions

In 2019 Scope 3 emissions generated by third party activities accounted for more than 93% of Dublin Airports total carbon footprint with 387,853tCO₂e. As shown above, the 5 largest sources of emissions are responsible for 94% of the airports scope 3 footprint.

These are

1. Aircraft LTO cycle – 258,832tCO₂e
2. Passenger commute – 41,444tCO₂e
3. Shuttle buses – 27,381tCO₂e
4. Aircraft APU use – 23,668tCO₂e
5. Staff Commute – 11,993tCO₂e.

While we are not directly responsible for Scope 3 emissions, we are committed to working closely with our business partners to help them reduce their emissions on the ground.

When one looks at the difference in Aircraft LTO Cycle V Passenger Commute , the difference is astonishing and alarming in climate action terms.

1. Aircraft LTO cycle – 258,832tCO₂.e V Passenger Commute - 41, 444tCO₂.e

217,388tCO₂.e - in the difference - this is staggering - and the impact not considered on communities in terms of Aircraft noise on mental health, and Fume emissions ingested in the lungs and bloodstream.

This cannot be overlooked.

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On Page 15 -Fingal County Council state certain CA (Climate Action) Objectives but none refer to emissions from aircraft or APU Activity.

They state the following

With Dublin Airport (FCC) , we operate a critical piece of infrastructure, not just for Fingal County but for all of Ireland. The way we operate the airport could have major consequences on a wide range of activities around the airport. Hence, FCC has developed the Dublin Airport Local Area Plan (LAP) to ensure consistency between the airport activities and the best interest of local communities.

We see this report commissioned and produced AFTER Planning Application F20A/0668 was lodged with Fingal County Council in December 2020.

The DAA objectives in conjunction with FCC on the Dublin Airport Local Area Plan does not include the impact of aircraft activity. Note per our appeal document, that Runway 10L will be used 70% of the time for flights taking off.

So the Scope 3 emissions which includes the LTO of Aircraft and APU activity is not addressed . So where is the best interest of local communities in this latest application F20A/0668.?

The use of the new north runway will increase LTO – Aircraft ATMs by 50 % from 2019 figures. .

DAA in this application F20A//0668 want to increase the LTO ATMs, further using the runways at night

in the direct vicinity of the runways (with aircraft noise and Harmful Particles)

We ask ABP to address the total disregard to the omission of the biggest polluter, Aircraft and APU harmful emissions , as part of this appeal

It is simply not acceptable to pass Scope 3 off to ICAO and purchase of carbon credits , compromising the health of communities, in the vicinity of Dublin Airport.

The Harmful emissions must be addressed appropriately, in conjunction with Aircraft noise and the consequences of health to the local population.

DATA TAKEN FROM :

DUBLIN AIRPORT

TOWARDS NET Zero Carbon Emissions - May 2021.

Consultant Airbiz.

Is Mise le Meas

Noel & Breda Deegan

Sheila & Paddy Hand

Fergus Rice

Val and Valeria Salagean

Residents from Kilreesk Lane , St Margarets, Co Dublin.

Dated 14th October 2022.