

File With _____

SECTION 131 FORM

Appeal NO: ABP 314485-22Defer Re O/H ☐Having considered the contents of the submission dated/(received) 02/04/2024
fromSerena 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 issuesE.O.: Pat BDate: 18/04/2024

For further consideration by SEO/SAO

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: _____

File With _____

CORRESPONDENCE FORM

Appeal No: ABP 314485-22

M _____

Please treat correspondence received on 02/04/2024 as follows:

1. Update database with new agent for Applicant/Appellant _____

2. Acknowledge with BP 233. Keep copy of Board's Letter ☐

1. RETURN TO SENDER with BP _____

2. Keep Envelope: ☐3. Keep Copy of Board's letter ☐Amendments/Comments Seena Taylor response to S.13102/03/24 - 02/04/24 ✓

4. Attach to file

(a) R/S ☐(d) Screening ☐(b) GIS Processing ☐(e) Inspectorate ☐(c) Processing ☐RETURN TO EO ☐Plans Date Stamped ☐Date Stamped Filled in ☐EO: Pat BAA: Anthony Mc NallyDate: 18/04/2024Date: 25/04/2024

Alfie Staunton

From: Bord
Sent: Tuesday 2 April 2024 16:19
To: Appeals2
Subject: FW: Case Number ABP 314485-22
Attachments: ABP_24_1.docx

From: Serena Taylor <serenamptaylor@yahoo.ie>
Sent: Tuesday, April 2, 2024 4:17 PM
To: Bord <bord@pleanala.ie>; Serena Taylor <serenamptaylor@yahoo.ie>
Subject: Case Number ABP 314485-22

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Serena Taylor,
Macepool,
Kilsallaghan,
Co. Dublin,
K67TX89

C/O Mr. Patrick Buckley,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1.
D01 V902

31st March 2023

Re ; Case ABP-314485-22 Planning Reference Number F20A/0668

FAO ; Chairperson Mr. Peter Mullan, Deputy Chairperson Mr. Chris McGurry /Adjudicating
Board Members of An Bord Pleanála

Dear Sirs / Madams,

Having reviewed the calibre and qualifications of the current board of An Bord Pleanála I encourage a swift refusal of this entire planning application acknowledging the depth of the inadequacies in the procedural planning processes encountered thus far as well as the serious ongoing negative health impacts inflicted on nearby communities.

Evidence suggests that Dublin Airport Authority flagrantly breaches planning conditions set by An Bord Pleanála and that Fingal County Council is not robust nor eagerly responsive to enforce these serious breaches. It is with this background that public discourse is simmering patently in the background and I have no doubt should regulatory bodies not step up to their positions shortly fierce public anger will emerge and threaten to derail niceties. It is in this context that I strenuously and politely request a thorough evaluation of this inept planning application. Please be under no illusion that there has been immense turmoil and upset amongst people in the community with respect to the current application and what is perceived to be an underhanded attempt by Dublin Airport Authority to secure a new Environmental Impact Assessment but passing it as one would pass a Trojan's horse muddled in the disguise of this Relevant Action application.

I have no doubt that litigation will reign down heavily on state bodies and semi state bodies that collude to damage the health and well-being of its own citizens. As a scientist who has worked extensively in both respiratory and sleep medicine I am aghast as to the current state of affairs with regards to the current operations of the Dublin Aerodrome. I am conscious that your file is well endowed with medical literature relating to the impacts of aviation pollution be that of noise, air or light varieties and with this in mind it is my intention to keep my correspondence short and light.

An Bord Pleanála should be aware that community groups have recently met with the Irish Aviation Authority and it has been confirmed by this authority that there is no safety issue preventing Dublin Airport Authority from abiding by a dependent mode operational system and/or other Standard Instrument Departures that would see Dublin Airport Authority achieving and complying fully with their 2007 planning application.

Historically, Dublin Airport Authority suggested at an Oireachtas Transport Committee that the reasoning behind the surprise new flight paths was primarily 'safety', thus, it has taken the efforts of the communities to blow this reasoning out of the water. I believe there are vested interests at play, most probably, air line carriers encouraging this dangerous banking of aircraft at 30 degrees trajectory from Dublin's North Runway. Are there plans to create a second airport south of the runways and would these be part of the reason why a south missed departure is not being given ample consideration especially due to the infrequency of such an event. Do aircraft carriers have regular weekly meetings with AirNav that would be influential in their decision making process? Are there indeed political barriers to the south missed departure possibility? In any case, be under no illusion flight paths are fully capable of following a trajectory that allows them to comply fully with the environmental noise corridors as per original planning conditions granted.

I have spoken to many people in the community who are simply at a loss as to what is happening, they cannot believe the lack of community engagement by the Department of Transport and Dublin Airport Authority. I would specifically advocate for the sick and vulnerable in these communities who have unlike me have not the ability to put pen to paper to voice their concerns and what about the children, their voices on this matter are silent, they are not heard except via their mothers who are advocating hard on their behalf. Our children's health and well-being is most certainly impacted, the noise is a constant disruption to the freedom of carefree play and thought, it will create barriers in their education and imbalances in their exam performance as they progress through life stages. Why is little or arguably no consideration given to our local resident children? I note that many nearby schools remain silent in voicing these arguments and because of that I must question the local community funding opportunities they receive. Transparency is what is required.

Why is it that the polluter is self-monitoring? Why has the Dublin Airport Authority not yet acquired real time data like the community have, after all Dublin's North Runway has been in operation since August 2022. Perhaps at this stage it would be useful to ascertain a medical study to determine whether there have been increased incidences of newly diagnosed blood pressure cases, strokes, myocardial infarctions in the impacted communities after all there was no pre warning as to the deviation from the approved noise boundaries, people had no opportunity to remove themselves from the environmental dangers that literally landed above their heads one sunny day in August 2022. To-date, there has been absolutely no conversation around medical monitoring for communities.

Why is it that flight paths seem to be so variable, is it to dampen the true expression of the noise data and confuse the real impact of noise on communities. We have been constantly led astray by Dublin Airport Authority, it is time to stop providing them with opportunities to mislead us but rather insist on an independent assessment of the whole matter.

I have four young children ranging in age from five years to thirteen years and they have been impacted by current operations (Fig. 1). The most distressing interruption is the manner in which we are awoken as a family each morning to battery of continuous take off's circa 7am. We simply cannot lie in at our own discretion. I see the impact of this physically on the faces of my family and neighbours who are quite literally exhausted by what they are having to live through. The original Environmental Impact Assessment clearly showed a noise boundary that was both significantly and literally miles from my home. Under no circumstances would I have considered setting out my life plan under the impact of a direct flight path. Four children where primary schools and secondary schools have been carefully selected, relationships forged in communities, financial contribution to the development of my home are all now about to disintegrate for me. This is trickery at its finest and I will ensure that no stone is left unturned in my retaliation on the matter. Should this application be accepted I will be left with no choice but to uproot my entire family and vacate.

I endorse the fine reports that you will simultaneously receive from the communities representative bodies in particular the Fingal Organised Residents Movement (FORUM) and St Margaret The Ward Residents group (SMTW) on these matters. I would point out that it is shameful that communities must go to such extremes to liaise to counteract the fluff and bright lights of these applications. Any half educated buffoon will be aware now of Climate break-down and bio diversity loss and yet here we are having a conversation about how to put more planes in the skies. Let us get real. Sustainable aviation fuel, sustainability at airports, off-setting carbon emissions are simple green washing attempts at allowing big industry to have their way. Ireland must be a leader in the world stage right now, we must take brave steps that reduce flight travel not increase it. We must avoid and reduce night time flying to promote health and wellbeing. I have no doubt that the bright engineering minds that sit on the board will not hesitate in seeing through the fanfare and recognise the important long term strategic position that we must reach together as a country.

Yours sincerely,

Serena Taylor BSc MSc (Phys. Sci. in Med) PGradDip (Gastroenterology)

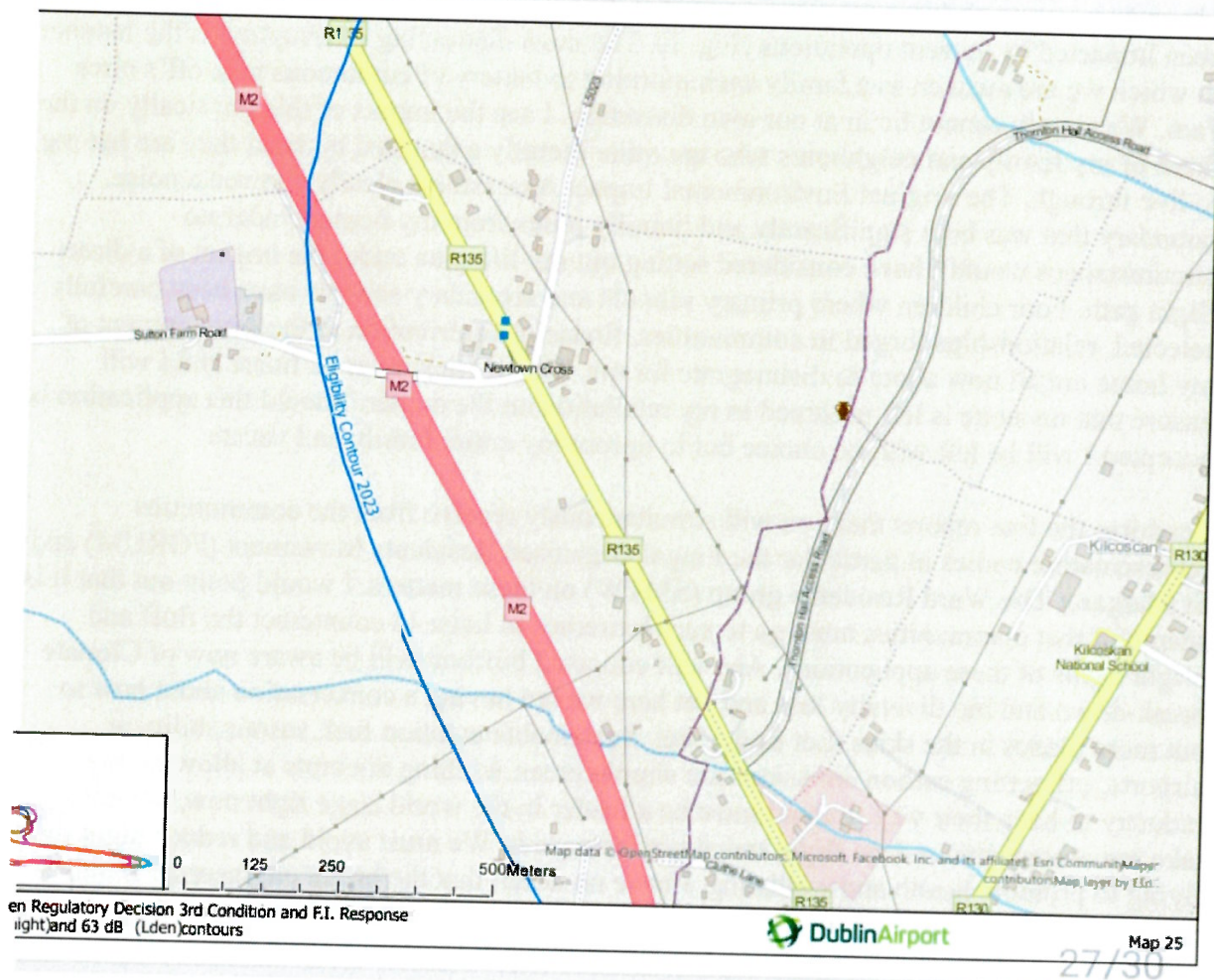


Fig. 1. Macepool, Kilsallaghan, Co Dublin – 6th house on LHS off Newtown Cross Junction heading north on R135