



Our ref. ANCA\_F19A/0449\_RF01

Ms Yvonne Dalton, Head of Planning  
daa Plc.,  
Head Office,  
Old Central Terminal Building,  
Dublin Airport,  
County Dublin.

9<sup>th</sup> April 2020

Copy to:  
Mr Gavin Lawlor, Tom Phillips & Associates,  
80 Harcourt Street, Dublin D02 F449.

Copy to:  
Planning Authority  
Fingal County Council.

**Re: Aircraft Noise Competent Authority Notice arising from application for planning permission at Dublin Airport (ref. F19A/0449) – Proposed change of use to provide for an increased combined passenger capacity for all passenger buildings from 32 million passengers per annum (mppa) to 35 mppa (of which 3 mppa will be connecting passengers).**

Dear Ms Dalton

We refer to correspondence from Tom Phillips & Associates on behalf of Dublin Airport Authority (daa) dated 31st March 2020, containing sample data in connection with the Aircraft Noise Competent Authority's (ANCA) request for information dated 19<sup>th</sup> December 2019 (**Information Request**).

Following examination of the information attached to the above correspondence, and having regard to current circumstances, ANCA has approved your request for a six-month extension to the Information Request response.

In general, the content and structure of the sample report satisfies ANCA's requests however, we would like to point you to the following observations:

1. We would expect further information be provided to demonstrate the process undertaken to validate the noise model, both in terms of the development of custom flight profiles and the adjustment of noise-power-distance information;
2. ANCA queries the suitability of the dispersion assumptions adopted within the noise modelling and would request that the modelling report demonstrates whether these are appropriate both in terms of the current situation and over the longer term;
3. Some demonstration of how population and dwelling counts have been undertaken is required;
4. It is not necessarily appropriate to consider approved developments and zoned lands as part of the same permitted developments dataset. Ideally these should be split into permitted developments and zoned lands as this is required to meet requirements of Reg598 Annex I (2.4);
5. An analysis of the existing SAPS dwelling-people density should be presented underpin assumptions with regards to the average density of dwellings per hectare;






6. We would stress the importance of scenarios to be described in the context of the terminology used within Reg598 Annex I, i.e. 'situation', 'forecast without measures', 'forecast with new measures';
7. The sample presents and states that "*emphasis will be placed on the UK noise metrics, i.e. LAeq,16h for daytime noise and LAeq,8h for night-time noise*". It is reminded that the Act and Reg598 primarily rely upon  $L_{den}$  and  $L_{night}$  whilst providing scope to include other objective measures. The focus should be on  $L_{den}$  and  $L_{night}$  with  $L_{Aeq,16hr}$  considered as an additional objective indicator. Section 4.2 should therefore be reconsidered in the context of EU regulation and not the UK position;
8. The 2006 Local Area Plan has recently been replaced and we would advise that this be taken into account;
9. The Environmental Noise Regulations 2006 were repealed and replaced in 2018 and hence the report should reference the current legislation;
10. When considering the impacts on non-residential noise sensitive receptors, it is advised that some consideration is given to short-term noise levels, particularly for schools and healthcare facilities.
11. The noise assessment reporting thresholds should have regard for the WHO Environmental Noise Guidelines 2018;
12. Ground noise impact criteria should be clearly presented and justified.

Accordingly, the information requested in our correspondence dated 19<sup>th</sup> December 2019 shall now be lodged on or before Monday 29<sup>th</sup> June 2020.

Yours sincerely



Joe Mahon

**Aircraft Noise Competent Authority**

