

# Dublin Airport Residential Sound Insulation Grant Scheme (RSIGS) overview. DRAFT

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Author: Andy Knowles

Reviewed: Robin Monaghan

Authorised: Robin Monaghan



# Land Use Planning. Residential Sound Insulation Grant Scheme.

## Minimising the potential for significant adverse effects arising from Scenario 2.

- Consistent with the application of the ICAO Balanced Approach, daa is proposing a Residential Sound Insulation Grant Scheme (RSIGS) as part of the package of measures submitted in support of the planning application and associated EIA (Relevant Action) to amend Condition 3(d) and replace Condition 5 of the existing planning permission for the North Runway.
- The RSIGS will make available a grant of up to €20,000 for the installation of noise insulation measures for eligible dwellings.
- Dwellings are considered eligible if they meet either of the following noise related criteria:
  1. Dwellings forecast to be exposed to “high” night-time noise levels in 2025 - at least 55dB  $L_{night}$ .
  2. Dwellings with a “very significant” rating arising from forecast noise levels of at least 50dB  $L_{night}$  in the first full year when the Relevant Action comes into operation, with a change of at least +9dB when compared with the current permitted operation in the same equivalent year.
- These proposals are additional to the North Runway Insulation Scheme (NRIS) from Condition 7 of the North Runway Planning Permission.
- Properties that have received noise insulation measures through the existing HSIP scheme would not be eligible for the RSIGS. Upon operation of the Relevant Action the current HSIP scheme will come to an end - the NRIS and the RSIGS will form the noise insulation scheme offers for Dublin Airport.
- It is also proposed that dwellings approved for construction after the December 2020 Relevant Action Application that fall within any of the noise insulation areas would not be eligible for either scheme.

Initial Criteria 1 eligibility for the grant scheme will be based on the initial 2025 forecast presented in the revised EIAR.

Bi-annual, retrospective reviews that align with the reviews of the existing North Runway scheme are proposed. At each review, the actual historic contours will be compared with the forecast for 2025.

Criteria 2 eligibility is based on forecasts for the first year of operation of the Relevant Action. For the purposes of the application and the assessment this has been assumed to be 2022. However, if that year is later than 2022, the +9dB area will be reviewed for the revised first year and adjusted accordingly. It is proposed that the area of eligibility will be reviewed in the year after the Relevant Action comes into operation by comparing the actual +9dB change area with that included as part of the application and will be adjusted accordingly. As this area is only applicable to the change in the first year, this review will happen once.

Final details of the scheme will be finalised and agreed with the Competent Authority in due course, but the approach will utilise the experiences gained on the existing insulation scheme in terms of products and specifications that would be recommended for installation.

The following slides presents the areas of eligibility for each of the criteria.

Consistent with the Environmental Impact Assessment for the Relevant Action Planning Application all analysis is based on GeoDirectory data for 2019 Q2. It is recognised that there maybe some dwellings that have been built since that data was compiled. Prior to finalisation of the scheme details the eligible dwellings will be reviewed to ensure all that all those eligible are included.



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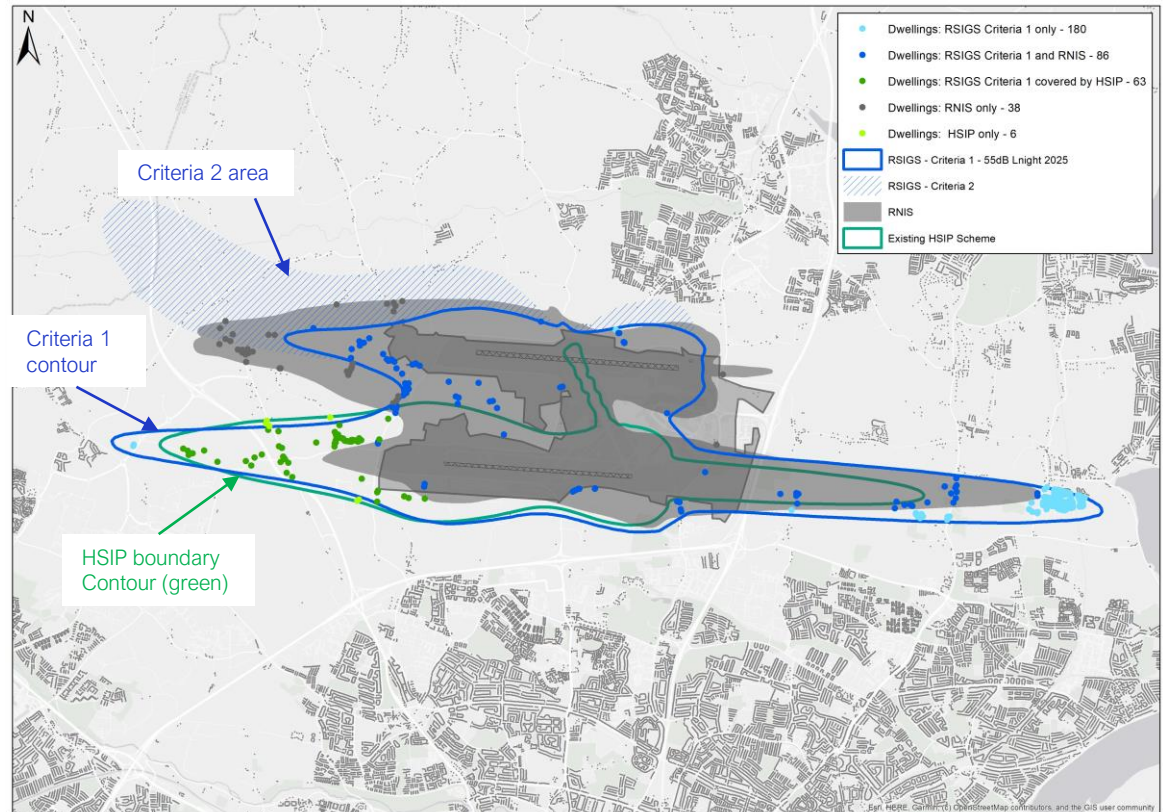
Minimising the potential for significant adverse effects arising from Scenario 2.

Dwellings are eligible for RSIGS if they are not eligible for insulation under the existing HSIP and RNIS schemes, and satisfy either of the following noise-based criteria:

- **Criteria 1:** Dwellings forecast to be exposed to “high” night-time noise levels in 2025 - at least 55dB  $L_{night}$  (dark blue contour line in figure); **OR**
- **Criteria 2:** Dwellings with a “very significant” rating arising from forecast noise levels of at least 50dB  $L_{night}$  and a change of at least +9dB in the first full year when the Relevant Action comes into operation when compared with the permitted operation in the same equivalent year (area indicated by blue hatched area in the figure).

Analysis indicates the following dimensions of the proposed RSIGS.

- **Criteria 1:** Approximately 335 dwellings in total are forecast to be exposed to noise levels greater than 55 dB  $L_{night}$ . Approximately 90 of these are already included as part of the RNIS (dark blue dots in the grey shaded area) and 63 as part of the HSIP (green contour and dots) which leaves approximately 180 dwellings eligible as a result of Criteria 1 only (bright blue dots).
- **Criteria 2:** Approximately 67 dwellings in total meet this criteria - located predominantly to the north-west of the airport (blue hatched area). Of these, approximately 13 are already included as part of the RNIS (overlap of grey and blue hatched area) and none included in the HSIP. This leaves approximately 54 dwellings in the area identified for RSIGS criteria 2.



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## Consideration of Drumnigh

Of the dwellings eligible through Criteria 1, around 160 (88%) are in the Drumnigh area (indicated in the figure to the right). These dwellings are forecast to experience a change of 0-1 dB compared to 2018 - which could be considered as no change.

Most of these properties were constructed after the introduction of the Dublin Airport Noise Zones within the Fingal County Development Plans and Dublin Airport Local Area Plans. As such, their grant of planning permission by Fingal County Council would have included a condition for appropriate sound insulation. It can be reasonably assumed that these dwellings would therefore already be insulated to a high standard. It is also possible that residents of these dwellings are unlikely to want to consider disruption to, what are, new dwellings, for what is likely to be of minimal if any benefit.

Installation of new sound insulation measures would not give the same level of benefit to those properties compared to dwellings exposed to night-noise levels >55 dB which were built before the introduction of noise zones and FCC's associated planning requirements.

ANCA may wish to consider eligibility of dwellings to the proposed scheme for newly developed areas within the Dublin Airport Noise Zones, such as Drumnigh, where a high standard of noise insulation would already have been required as part of planning approvals, and where little change is forecast compared to their planning application. This could provide an opportunity to focus grant scheme funding on properties which do not currently benefit from high standards of sound insulation.

