

Joe Mahon
Aircraft Noise Competent Authority
County Hall
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Friday, 30th July 2021
[By email & courier]

Dear Joe,

RE: Direction 01 by the Competent Authority in relation to planning application F02A/0668 under Section 9(10) of the Aircraft Noise (Dublin Airport) Regulation Act 2019 to provide information and assessments for the purposes of the Noise Situation at the Airport.

ANCA Ref: ANCA-F20/0668-D01

Further to our recent correspondence dated 29th July 2021, we hereby provide additional information in response to the remaining points as set out in the Appendix A to ANCA's Direction 01, dated 24th February 2021.

We note that ANCA's Direction 01, dated 24th February 2021 sets out the date of 24th July 2021 as being 'reasonably practicable' to provide all the information identified in Appendix A to ANCA's Direction. It should be noted that a revised Environmental Impact Assessment Report (EIAR) is being prepared in response to Fingal County Council's (FCC) request for Further Information dated 19th February 2021. The revised EIAR includes the assessment of some of the information provided to ANCA to date and will be finalised and issued to the Planning Authority in due course.

As advised in our correspondence of 29th July 2021, we can confirm that the information issued to date and including the information issued today can be considered final for the purposes of the ANCA assessment, with the exception of RFI #106 which is being prepared and will be issued as soon as it is ready.

What follows is the contents of this submission:

TOWN PLANNING CONSULTANTS

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SPECIFIC INFORMATION REQUESTS

The following responses are provided and will be incorporated into the previously provided *Initial Response to ANCA Request for Further Information Report, AECOM, June 2021*, in the full and final submission. These can be considered final for the purposes of the ANCA assessment.

These responses are set out in the below table:

Request No.	Document Reference	Request
12	EIAR Chapter 17	The Applicant is requested to clarify whether effects on tranquillity in important designated landscapes have been considered. If so, the Applicant should clarify whether the additional overflying generally, and the additional overflying at night, create any tranquillity issues.
Response: See attached technical memo - RFI 12 & 13 Technical Memo: Landscape and Tranquillity		

Request No.	Document Reference	Request
13	EIAR Chapter 17	The Applicant is requested to clarify whether there would be any change to lighting at night with the change to the Conditions, and if so, whether impacts of additional lighting have been considered.
Response: Lighting of the runway is not considered in the EIAR because the net change between the Permitted and Proposed Scenarios is considered insignificant. The Project Description within the revised EIAR has been updated to clarify that the proposed change would be minimal. See attached technical memo - RFI 12 & 13 Technical Memo: Landscape and Tranquillity		

Request No.	Document Reference	Request
14	EIAR Chapter 20	The Applicant is requested to clarify whether additional overflying of Dunsink Observatory (Protected Structure RPS No. 0687) at night has been considered. Furthermore, the Applicant is requested to clarify whether the effect of increased overflying of other sensitive cultural heritage receptors has been considered.
Response: See attached technical memo - RFI 14 Technical Memo: Cultural Heritage		

Request No.	Document Reference	Request
128	Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report Table 3-1 (6 of 6) Noise Reduction Mitigation Measures Screening Matrix (There is an existing land acquisition and relocation measure in place for Dublin Airport. Approved in 2016, this measure provides voluntary acquisition of eligible dwellings located within the predicted 69dB LAeq,16hr contour. The scheme is voluntary and places no obligation on any property owner to participate. Offers to purchase will include a 30 percent premium on the current market value of the residence. Property valuations will be based on current movements at Dublin Airport and accordingly valuations will not be affected by the new runway. The scheme will remain available for three years after North Runway is operational (2025). Because this is an existing measure, no further consideration was required.)	It is noted that the application does not propose an equivalent to the current daytime voluntary purchase scheme. The Applicant is requested to demonstrate how the eligibility boundaries for the existing voluntary purchase scheme align with the night time noise exposure levels calculated for 2025 in Scenarios 2 to 9 as ANCA wishes to understand whether the existing voluntary purchase scheme remains adequate in the context of this Application and forecast night-time noise exposure from Dublin Airport.
Response: See attached technical memo - RFI 128 Technical Memo: A11267_12_MO028_2.0		



ATTACHMENTS

In support of the responses provided above, please find 1 No. hard copy of the below additional information. 1 no. electronic copy has also been provided.

- RFI 12 & 13 Technical Memo: Landscape and Tranquillity
- RFI 14 Technical Memo: Cultural Heritage
- RFI 128 Technical Memo: A11267_12_MO028_2.0

In addition to the above, a revised Regulation 598 package has been provided as follows:

- 00: 598 Pack Contents Cover letter
- 01: Non-Technical Summary
- 02: Forecast Without New Measures & Additional Measures Assessment
- 03: Cost Effectiveness Analysis

CONCLUSION

In accordance with Section 34C(3)(b) of the Planning and Development Act 2000 [as amended], copies of this information have been provided to the Planning Authority.

Please feel free to contact the undersigned if you have any queries on the above.

Yours faithfully

Gavin Lawlor

Director

cc. Planning Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin and via email planning@fingalcoco.ie