



# Second Runway Permission

## Noise Mitigation Issues

November 2016

Presentation - CLG Meeting 10 November 2016

# Second runway Permission granted under ABP ref. no. PL 06F.217429 (FCC Reference F04A/1755)



## Background

- The 10 year permission was granted by An Bord Pleanála for the second runway at Dublin Airport on 29 August 2007 - An Bord Pleanála Reference PL 06F.217429 (FCC Reference F04A/1755).
- The permission granted for the second runway is subject to 31 conditions.
- There are six specific noise related conditions
- Three of the six specific noise related conditions , numbers 6,7, and 9 are required to be agreed with FCC prior to the commencement of development.
- FCC has commissioned **AMEC Foster Wheeler** [ noise consultants] to advise FCC in relation to the determination of the noise mitigation conditions of the permission .

# Specific Noise Mitigation Conditions



The following 5 no. Specific Noise Conditions, conditions numbers 6, 7,8, 9, and 10 are in focus:

**Condition 6** provides for a scheme for the **voluntary noise insulation of schools**. The scheme shall include all schools and registered pre-schools predicted to fall within the contour of 60 dB LAeq 16 hours within twelve months of the planned opening of the runway for use

**Condition 7** provides for a scheme for the **voluntary noise insulation of dwellings**. The scheme shall include all dwellings predicted to fall within the contour of 63 dB LAeq 16 hours within 12 months of the planned opening of the runway for use. The scheme must provide for a review every two years of the dwellings eligible for insulation.

**Condition 9** provides for a scheme for the **voluntary purchase of all dwellings** predicted to fall within the contour of 69 dB LAeq 16 hours within twelve months of the planned opening of the runway for use.

# Specific Noise Mitigation Conditions *[continued]*



**Condition 8** provides that the **runway shall not be brought into use** until the insulation for schools and dwellings approved under conditions numbers 6 and 7 above has been installed where a voluntary offer has been accepted.

# Specific Noise Mitigation Conditions *[continued]*



Condition 10 provides for strict **ongoing noise and flight track monitoring** to ensure verification of the proposed noise mitigation measures.

It provides for:

An annual report on noise contours to be submitted to the Planning Authority.

A noise and flight track monitoring report to be submitted to the Planning Authority on a quarterly basis.

This information shall be used to re-evaluate noise impacts and the application of mitigation measures, including (a) the noise insulation scheme (including residences and schools) and (b) the property buy-out scheme, biannually.

Noise consultants AMEC Foster Wheeler will advise FCC on an ongoing basis in accordance with the monitoring requirements on condition 10



## Pre - Commencement Compliance Submissions Relating to Noise Mitigation condition 6,7,9

- Schemes for the voluntary noise insulation of schools and existing dwellings and for the voluntary purchase of dwellings in accordance with Conditions 6, 7 and 9 have yet to be formally submitted to and agreed in writing by the Planning Authority [ prior to the commencement of development]
- FCC noise consultants Amec Foster Wheeler will assess these submissions when formally submitted and will issue a report on them to FCC, prior to any determinations being made by FCC on the compliances.

# Noise Contour Evaluation Relating to conditions 6,7 and 9 - Update



Noise Consultants **AMEC Foster Wheeler** will give FCC independent advice to address compliance requirements. There are two primary tasks involved.

## 1. Robustness of the predicted 2022 noise contours :

- The first task set by FCC to AMEC Foster Wheeler is to determine the robustness and accuracy of the predicted 2022 noise contours for 60, 63 and 69 dB LAeq 16 hours .
- This task involves rigorous assessment of the methodology used by the DAA in establishing shape and spacial extent of the land areas within the contours.
- Contour shapes for the 60, 63 and 69 dB LAeq 16 hours will be determined by forecast modelling for the first operational year of the runway .
- Thereafter the contours will be reassessed having regard to the actual operational noise levels.
- operational noise levels and any changes to the shape of the contours will be evaluated under the provisions of condition 10 of the permission .

# Noise Contour Evaluation Relating to conditions 6,7 and 9 Update *[continued]*



## 2. The three Schemes [schools and house insulation and the house buyout scheme ]

- The second task involves evaluation of the proposed school and house noise insulation schemes as well as the proposed voluntary house purchase scheme.
- This evaluation is ongoing and when concluded the DAA will be advised to lodge the formal compliance s in relation to conditions 6, 7 and 9





## Appendix - Noise Conditions[ 6, 7, 8, 9, 10 and 11]



6. Prior to commencement of development, a scheme for the voluntary noise insulation of schools shall be submitted to and agreed in writing by the planning authority (in consultation with the Department of Education and Science). The scheme shall include all schools and registered pre-schools predicted to fall within the contour of 60 dB LAeq 16 hours within twelve months of the planned opening of the runway to use and, in any event, shall include Saint Margaret's School, Portmarnock Community School, Saint Nicholas of Myra, River Meade and Malahide Road schools. The scheme shall be designed and provided so as to ensure that maximum noise limits within the classrooms and school buildings generally shall not exceed 45 dB LAeq 8 hours (a typical school day). A system monitoring the effectiveness of the operation of the scheme for each school shall be agreed with the planning authority and the results of such monitoring shall be made available to the public by the planning authority.

**Reason:** To protect the amenities of schools in the area.

7. Prior to commencement of development, a scheme for the voluntary noise insulation of existing dwellings shall be submitted to and agreed in writing by the planning authority. The scheme shall include all dwellings predicted to fall within the contour of 63 dB LAeq 16 hours within 12 months of the planned opening of the runway for use. The scheme shall include for a review every two years of the dwellings eligible for insulation.

**Reason:** In the interest of residential amenity.

# Noise Conditions



8. The runway hereby permitted shall not be brought into use until noise insulation approved under conditions numbers 6 and 7 above has been installed in all cases where a voluntary offer has been accepted within the time limit of the scheme.

**Reason:** In the interest of the amenities of residences and schools in the area.

9. Prior to commencement of development, a scheme for the voluntary purchase of dwellings shall be submitted to and agreed in writing by the planning authority. The scheme shall include all dwellings predicted to fall within the contour of 69 dB LAeq 16 hours within twelve months of the planned opening of the runway for use. Prior to the commencement of operation of the runway, an offer of purchase in accordance with the agreed scheme shall have been made to all dwellings coming within the scope of the scheme and such offer shall remain open for a period of 12 months from the commencement of use of the runway.

**Reason:** In the interest of residential amenity.

# Noise Conditions



10. Noise and flight track monitoring shall be operated at all times as detailed in the Environmental Impact Statement Addendum received by the planning authority on the 9th day of August, 2005 and in accordance with the recommendations of ECAC.CEAC.Doc 29. An annual report on noise contours shall be submitted to the planning authority. A noise and flight track monitoring report shall be submitted to the planning authority on a quarterly basis and shall be made available for public inspection. The results of the noise and flight track monitoring shall be used to re-evaluate noise impacts and the application of mitigation measures, including (a) the noise insulation scheme (including residences and schools) and (b) the property buy-out scheme, biannually.

**Reason:** To protect the amenities of the area and to ensure ongoing monitoring and verification of the proposed noise mitigation measures.

11. Prior to commencement of construction of the new runway, aircraft engine testing at the northern end of the airfield shall cease and shall be relocated away from populated neighbouring areas to a sound-controlled area in accordance with the objectives of the Dublin Airport Local Area Plan, 2006.

**Reason:** In the interest of residential amenity.