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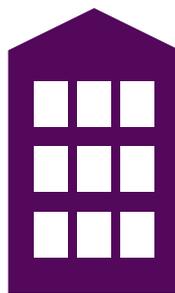
Comhairle Contae
Fhine Gall
Fingal County
Council



Proposed Variation No. 1 to the Fingal Development Plan 2017 – 2023 Section 13 of the Planning and Development Acts 2000 (as amended)

September 2019

Fingal Development Plan 2017-2023



fingal.ie



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Proposed Variation No. 1 to the Fingal Development Plan 2017 – 2023 under Section 13 of the Planning and Development Acts 2000 (as amended)

1.0 INTRODUCTION

Fingal County Council (FCC) is proposing to make a new Local Area Plan (LAP) for Dublin Airport under Section 20 of the Planning and Development Act 2000 (as amended). As part of this LAP review, FCC has reviewed the noise zones associated with Dublin Airport. Under Section 19(2) of the Planning and Development Act 2000 (as amended), a Local Area Plan must be consistent with the objectives of the Development Plan. In order to ensure consistency between the objectives of the Fingal Development Plan and objectives of the Draft Dublin Airport Local Area Plan, it is proposed to vary the Fingal Development Plan 2017 – 2023.

Objective DA02 of the Fingal Development Plan 2017-2023 (FDP) seeks to:

‘Prepare and implement a new Local Area Plan for Dublin Airport which will accommodate the future sustainable growth and development of the airport lands while also facilitating the efficient and effective operation of Dublin Airport in accordance with the requirements of the Local Area Plan and proper planning and sustainable development.’

Strategic Environmental Screening

SEA Screening has been undertaken on the Proposed Variation in consultation with environmental authorities. In complying with SEA Directive (2001/42/EC) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 to 2011, Fingal County Council has carried out Strategic Environmental Assessment Screening and determined that a SEA is not required. A copy of the SEA Determination and SEA Screening Report are available for public inspection with the proposed Variation.

Appropriate Assessment:

A Screening for Appropriate Assessment pursuant to Article 6 of the EU Habitats Directive 92/43/EEC has been carried out and Fingal County Council has determined that a full Appropriate Assessment is not required. The SEA Determination and Screening Report is included in Appendix 2 of this proposed Variation.

Appropriate Assessment Screening

An Appropriate Assessment Screening has been undertaken of the Proposed Variation in accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC). The Screening Report for AA is included in Appendix 3 of this proposed Variation.

2.0 REASONS FOR THE VARIATION

In the context of Objective DA02 and the need for the Local Area Plan to be consistent with the objectives of the Development Plan, the Planning Authority considers that it is appropriate to propose a number of amendments to the Fingal County Development Plan, 2017 – 2023 (FDP). The timing of this variation is also appropriate to address additional amendments proposed below.

The reasons for the proposed Variation are to provide for revised Airport Noise Zones and revisions to the Rural Housing Policy to ensure consistency between the objectives of the Fingal Development Plan 2017-2023 and the draft Dublin Airport Local Area Plan and in accordance with Objective DA11 of the Fingal Development Plan 2017-2023; to provide for consideration of environmental noise from other sources and ensure consistency with the Dublin Agglomeration Environmental Noise Action Plan 2018-2023; and to remove Red Approach Zones to take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.

2.1 Noise

2.1.1 Noise from Aircraft

The 2005 FDP introduced two ‘noise zones’ named the ‘Inner Noise Zone’ and ‘Outer Noise Zone’. These noise zones were based on a forecast of possible future runway operations at the airport which included the proposed North Runway. The purpose of the ‘noise zones’ was to control inappropriate development, to require noise insulation where appropriate within the Outer Noise Zone, and to resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone. The zones also served to promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the existing and anticipated environmental impacts of aircraft movements.

Since the current noise zones were introduced, planning permission has been granted for the Airport’s North Runway proposal with construction expected to be completed by 2022. Furthermore, the noise zones themselves were based on UK research and policy regarding aircraft noise annoyance available at that time, which has since been updated. More broadly since the introduction of the existing noise zones, a weight of evidence has emerged in relation to aircraft noise and health effects, typically demonstrating that community annoyance due to aircraft noise exposure has increased, even if noise exposure has not. Finally, other drivers such as the Environmental Noise Regulations 2006, and EU Regulation 598/2014, are placing greater emphasis on the management of aircraft noise, within which land-use planning and management has a role.

A review of the effectiveness and appropriateness of the existing noise zones has been undertaken. This review has concluded that the zones had been effective with respect to their objectives, however when considering more up to date evidence in relation to aircraft noise, it has been concluded that the noise zones should be updated to take into account increased annoyance to aircraft noise at lower noise exposure levels, and to account for night-time aircraft noise exposure which is not currently considered. Based on the outcome of this review the ‘inner’ and ‘outer’ noise zones have been reviewed to set out four zones, A to D. Zone A reproduces the policy of the existing ‘inner’ zone whilst Zones B and C are consistent with the objectives of the current ‘outer’ zone. In addition, an assessment area has been introduced to help identify potentially large noise sensitive developments in the vicinity of the flight paths serving the Airport.

Lands to the south of Swords which were previously within the Inner Noise Zone are no longer within Noise Zone A and as such it is proposed to remove Local Objective 54 which no longer applies to these lands.

It is within this context that the noise zones for Dublin Airport have been reviewed and a proposed Variation to the FDP is set out.

2.1.2 Noise from Road and Rail

Objective NP01 of the FDP already provides for the implementation of the recommendations and actions contained in the Noise Action Plan (NAP) by seeking to: *“Implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 (or any subsequent plan), working in conjunction with relevant statutory agencies”*. The changes proposed by the Variation will further contribute towards this implementation.

The NAPs include the following actions *“To integrate Noise Action Plans into the County Development Plans”* and to *“Review planning guidance regarding noise assessment and control and develop a programme of action to meet any shortfalls”*.

Having regard to the links between environmental noise and health and in recognition of the significant and disruptive effect noise from sources other than aircraft can have on everyday life it is proposed to further integrate environmental noise considerations into the planning processes to further ensure that new developments give cognisance to environmental noise pollution and noise mitigation.

It is within this context that a proposed Variation to the FDP is proposed to consider environmental noise, primarily from road traffic as this is the dominant noise source, but also from rail where required.

2.2 Rural Housing Policy

Rural housing is constrained by the inner airport noise zone where provision for new housing is actively resisted with the exception of those who are actively engaged in farming.

To acknowledge the restrictions faced by those not involved in farming and who have family homes in the rural area within the inner airport noise zone, the Variation proposes an increase in the area outside the inner noise zone where housing can be considered for those who qualify under the rural housing policy, from the current two kilometres to an extended five kilometres.

Proposals for development under the rural housing policy will continue to be required to comply with other relevant Plan provisions that are already in force, including various measures relating to environmental protection, environmental management and sustainable development as well as demonstrating a rural housing need.

2.3 Removal of Red Approach Areas

IAA has advised FCC that the Red Approach Areas contained in the FDP no longer hold any aviation significance. There does however remain a need to control the height of structures in the environs of Dublin Airport. Impact of height on airport operations becomes less onerous with increasing distance from the airport. An aerodrome operator’s safeguarding map has been prepared in this regard which will form part of the development management process within the planning department for referring applications to the IAA as required under Article 28(1)(h) of the Planning

and Development Regulations 2001 (as amended). (Since 1st January 2018, the aerodrome is subject to certification under European regulation.)

It is within this context that a variation to the FDP is sought in relation to obstacle limitations surrounding the airport and removal of Red Approach Areas from Development Plan maps. A copy of the aerodrome operator's safeguarding chart is included in Appendix 1.

3.0 PROPOSED AMENDMENTS TO FINGAL DEVELOPMENT PLAN 2017-2023

Text proposed to be deleted is shown ~~crossed through~~ and text proposed to be included is shown underlined.

3.1 Aircraft Noise

Change Section 7.1, pg 264 Written Statement by insertion of additional text and amendments as follows:

Noise

Noise Zones have been prepared in relation to aircraft noise associated with Dublin Airport as outlined in Table 7.1 below and supported by the following objectives. The approach taken in preparing these noise zones is considered to be supportive of National Policy Objective 65 set out in the Department of Housing Planning and Local Government (DHPLG) National Planning Framework 2040, February 2018, to:

“Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans”.

This approach also has regard for land use planning which is a component of the ICAO Balanced Approach to Aircraft Noise Management, as set out under EU Regulation 598/2014. This approach is therefore considered also to align with the key objective set out in the Dublin Airport Noise Action Plan 2019, which is to:

“to avoid, prevent and reduce, where necessary, on a prioritised basis the effects due to long term exposure to aircraft noise, including health and quality of life through implementation of the International Civil Aviation Organisation’s ‘Balanced Approach’ to the management of aircraft noise as set out under EU Regulation 598/2014”

There is a need to minimise the adverse impact of noise without placing unreasonable restrictions on development and to avoid future conflicts between the community and the operation of the airport. ~~Two~~ Three noise zones are shown in the Development Plan maps, Zones B and C within which the Council will continue to restrict inappropriate development, and ~~an Inner Zone~~ Zone A within which new provisions for residential development and other noise sensitive uses will be actively resisted. An additional assessment zone, Zone D is also proposed to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment.

Table 7.1 presents the four aircraft noise zones and the associated objective of each zone along with an indication of the potential noise exposure from operations at Dublin Airport. The zones are based

on potential noise exposure levels due to the airport using either the new northern or existing southern runway for arrivals or departures.

The noise zoning system has been developed with the overarching objective to balance the potential impact of aircraft noise from the Airport on both external and internal noise amenity. This allows larger development which may be brought forward in the vicinity of the Airport's flight paths to be identified and considered as part of the planning process. The focus of the noise zones is to ensure compatibility of residential development and ensuring compatibility with pertinent standards and guidance in relation to planning and noise, namely:

- National Planning Framework 2040, DHPLG, February 2018;
- ProPG: Planning & Noise – New Residential Development, May 2017;
- British Standard BS8233:2014 'Guidance on sound insulation and noise reduction for buildings'; and
- ICAO guidance on Land-use Planning and Management in Annex 16, Volume I, Part IV and in the ICAO Doc 9184, Airport Planning Manual, Part 2 – Land Use and Environmental Control.

Where development includes other non-residential noise sensitive receptors, alternative design guidance will need to be considered by the developer. Non-residential buildings and uses which are viewed as being noise sensitive within the functional area of FCC include hospitals, residential care facilities and schools.

Table 7.1: Aircraft Noise Zones

Zone	Indication of Potential Noise Exposure during Airport Operations	Objective
D	<p>≥ 50 dB $L_{Aeq,16hr}$ and</p> <p>< 54 dB $L_{Aeq,16hr}$</p> <p>and</p> <p>≥ 40 dB L_{night}</p> <p>and < 48 dB L_{night}</p>	<p>To identify noise sensitive developments which could potentially be affected by aircraft noise and to identify any larger residential developments in the vicinity of the flight paths serving the Airport in order to promote appropriate land use and to identify encroachment.</p> <p><i>All noise sensitive development within this zone is likely to be acceptable from a noise perspective. An associated application would not normally be refused on noise grounds, however where the development is residential-led and comprises non-residential noise sensitive uses, or comprises 50 residential units or more, it may be necessary for the applicant to demonstrate that a good acoustic design has been followed.</i></p> <p><i>Applicants are advised seek expert advice.</i></p>
C	<p>≥ 54 dB $L_{Aeq,16hr}$ and</p> <p>< 63 dB $L_{Aeq,16hr}$</p> <p>and</p> <p>≥ 48 dB L_{night}</p> <p>and</p> <p>< 55 dB L_{night}</p>	<p>To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development</p> <p><i>Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed.</i></p> <p><i>The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures.</i></p> <p><i>An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels.</i></p> <p><i>Applicants are strongly advised to seek expert advice.</i></p>
B	<p>≥ 54 dB $L_{Aeq,16hr}$ and</p> <p>< 63 dB $L_{Aeq,16hr}$</p> <p>and</p> <p>≥ 55 dB L_{night}</p>	<p>To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure noise insulation is incorporated within the development.</p> <p><i>Noise sensitive development in this zone is less suitable from a noise perspective than in Zone C. A noise assessment must be undertaken in order to demonstrate good acoustic design has been followed.</i></p> <p><i>Appropriate well-designed noise insulation measures must be incorporated into the development in order to meet relevant internal noise guidelines.</i></p> <p><i>An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the developments design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels.</i></p>

		<i>Applicants must seek expert advice.</i>
A	<p>≥ 63 dB $L_{Aeq,16hr}$</p> <p>and/or</p> <p>≥ 55 dB L_{night}</p>	<p><u>To resist new provision for residential development and other noise sensitive uses.</u></p> <p><i>All noise sensitive developments within this zone may potentially be exposed to high levels of aircraft noise, which may be harmful to health or otherwise unacceptable. The provision of new noise sensitive developments will be resisted.</i></p>
<p><u>Notes:</u></p> <ul style="list-style-type: none"> • <u>'Good Acoustic Design' means following the principles of assessment and design as described in ProPG: Planning & Noise – New Residential Development, May 2017;</u> • <u>Internal and External Amenity and the design of noise insulation measures should follow the guidance provided in British Standard BS8233:2014 'Guidance on sound insulation and noise reduction for buildings'</u> 		

List of Townlands to Which Assessment Zone D applies:

Allenswood, Annfield, Astagob ,Balcultry, Balcurris, Baldoyle, Baldurgan, Balheary Demesne, Ballyboghil, Ballycoolen, Ballyhack, Ballymun, Baleskin, Barberstown, Barnanstown, Barnhill, Barrysparks, Belinstown, Blakestown, Boggyheary, Brackenstown, Brazil, Broomfield, Browns Cross, Burrow, Burrow, Buzzardstown, Cabragh, Cappoge, Castaheany, Castlefarm, Castlefarm, Charlestown, Cloghran, Clonmethan, Clonsilla, Coldblow, Coldwinters, Commons East, Commons West, Cookstown, Coolatrath East, Coolmine, Coolquoy Common, Corballis, Corduff, Cornstown, Corrstown, Cottrelstown, Cremona, Crowscastle, Cruiserath, Damastown, Deanestown, Dooroge, Drinan, Drishoge, Drishoge, Dubber, Dunmucky, Fieldstown, Folly, Forestfields, Forrest Great, Glebe, Glebe, Glebe, Grange, Grange, Grange, Greenfields, Hansfield Or Phibblestown, Hartstown, Hilltown, Howth, Howth Demesne, Huntstown, Jamestown Little, Jordanstown, Kellystown, Kilbarrack Lower, Kilbarrack Upper, Kilcoskan, Kilcrea, Kildonan, Killeek, Killeen, Killossery, Kilmore Big, Kilsallaghan, Knockaneek, Knocksedan, Laraghcon, Laurestown, Leas, Leastown, Lispopple, Littlepace, Macetown Middle, Macetown South, Malahide, Malahide Demesne, Mantua, Meakstown, Miltonsfields, Mitchelstown, Mooretown, Moortown, Mountambrose Great, Mountambrose Little, Mountgorry, Murragh, Newbarn, Newtown, Oldtown, Outlands, Palmerstown, Parslickstown, Part Of Balcurris, Part Of Clonmethan, Part Of Clonmethan, Part Of Grange, Part Of Grange, Part Of Huntstown, Part Of Huntstown, Part Of Newtown, Part Of Oldtown, Part Of Oldtown, Part Of Swords Glebe, Part Of Westereave, Part Of Westereave, Passifyoucan, Poppintree, Porterstown, Quarry, Rath, Rathbeal, Rathingle, Rowlestown East, Rowlestown West, Santry, Santry Demesne, Scatternagh, Seatown East, Seatown West, Silloge, Skephubble, Skidoo, Snugborough, St. Catherine's Park, Stapolin, Surgalstown North, Surgalstown South, Swords Demesne, Swords Glebe, Thorntown, Toberburr, Townparks,

Tyrrelstown, Warblestown, Westereave, Westmanstown, Westpalstown, Whitestown, Windmill Lands, Wolganstown, Woodlands, Wyanstown, Yellow Walls

Amend Objective DA07 as follows:

‘Strictly control inappropriate development and require noise insulation where appropriate in accordance with table 7.1 above within the Outer Noise Zone B and Noise Zone C and where necessary in Assessment Zone D, and actively resist new provision for residential development and other noise sensitive uses within ~~the Inner Noise~~ Noise Zone A, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.’

Change Appendix 6: Map Based Local Objectives, pg 132 as follows:

Delete Local Objective 54 which is no longer relevant in the context of revised noise zones from Appendix 6 and Map Sheet No. 8:

Local Objective 54 ‘Development on these lands, if any, shall be subject to the following restrictions:

• ~~Under no circumstances shall any dwelling be permitted within the predicted 69 dB LAeq 16 hours noise contour.~~

• ~~Comprehensive noise insulation shall be required for any house permitted under this objective.~~

~~Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment report.’~~

Amend Development Plan Maps to reflect proposed amendments to noise zones and removal of Local Objective 54.

3.2 Noise from Road and Rail

Change Section 7.6, page 300 and 301 as follows:

There are now two Noise Action Plans for Fingal in accordance with the requirements of the Environmental Noise Regulations 2006, S.I. 140 of 2006 which give effect to the EU Directive 2002/49/EC relating to the assessment of noise. Fingal County Council together with the other Dublin Local Authorities prepared the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 2018-2023. Fingal County Council also prepared the Noise Action Plan for Dublin Airport 2019-2023. The key objective of the Noise Action Plans is to avoid, prevent and reduce where necessary on a prioritised basis the harmful effects including annoyance due to long term exposure to environmental noise.

Insert new text as follows in Section 7.6 on page 301:

Noise from road and rail

The National Planning Framework includes National Policy Objective 65 which seeks to “Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans”.

The Noise Action Plan for Fingal County 2018-2023, is aimed at managing Environmental Noise from Road, Rail and Industrial sources within the Fingal County Council administrative area.

The key objective of the Noise Action Plan is to-

“avoid, prevent and reduce, where necessary, on a prioritised basis the harmful effects, including annoyance, due to longterm exposure to environmental noise. This will be achieved by taking a strategic approach to managing environmental noise and following a balanced approach within the context of sustainable development.”

Strategic Noise Maps identifying the most significant sources of noise exposure from road and rail have been identified under the Environmental Noise Regulations and are presented in the Noise Action Plan for Fingal County 2018-2023. These maps can be used to identify the main areas where noise may be considered relevant to planning applications associated with noise-sensitive development. The FDP supports the objective of the NAP to identify noise sources and supports the integration of the Noise Action Plan into the FDP.

In order to give effect to National Policy Objective 65 in respect of the management of noise and to prevent members of the community being exposed to undesirable noise levels in new developments, the Council will take a strategic approach to managing environmental noise within its functional area.

This will be undertaken through ensuring that appropriate noise assessments are carried out in respect of planning applications for residential and other noise sensitive developments within the relevant noise contours presented by the Strategic Noise Maps in the Noise Action Plan or any other noise contour maps prepared by Fingal County Council. Noise assessments should follow the principles of good acoustic design in line with “Professional Practice Guidance on Planning & Noise: New Residential Developments” (2017) (ProPG)¹ so that development is designed to achieve acceptable internal noise levels. Predicted internal and external noise levels should be in keeping with BSI Standards Publication BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings*, table 4: Indoor ambient noise levels for dwellings while external noise should be in accordance with section 7.7.3.2 Design Criteria for external noise.

Where there is the likelihood of an adverse noise impact planning applications should be supplemented by an Acoustic Design Statement carried out by appropriately qualified competent persons demonstrating that the general principles of good acoustic design have been followed (refer to footnote 1 below).

Objective NP06: Developments for noise sensitive uses shall have regard to any future national planning guidance, or in the interim any local planning guidance developed under the Noise Action Plan.

Objective NP07: Developments for noise sensitive uses shall have regard to the noise exposure maps contained within the Fingal Noise Action Plan 2018 – 2023 or any

¹ ProPG: Planning & Noise for New Residential Development Supplementary Document 2 Good Acoustic Design in section 3 outlines general principles of Good Acoustic Design which should be followed in this regard <https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Supplementary%202.pdf>

supplementary mapping prepared by Fingal County Council, and developers shall be required to produce a noise impact assessment and mitigation plans, where necessary, for any new noise sensitive development within these areas.

Amend the following objective on page 300:

Objective NP01

Implement the relevant spatial planning recommendations and actions of the *Dublin Agglomeration Environmental Noise Action Plan 2019-2018* ~~2018-2023~~ and the *Noise Action Plan for Dublin Airport 2019-2023* (or any subsequent plan), working in conjunction with relevant statutory agencies.

3.3 Rural Housing Policy

Change Chapter 5 Rural Fingal as follows:

Section 5.2 Fingal's Rural Settlement Strategy

Housing within the Airport Noise Zones (page 164)

The development of new housing for those who are not involved in farming will be actively resisted within the area delineated by ~~the inner noise zone~~ noise zone A for Dublin Airport. However, consideration will be given to the development of new housing for those not involved in farming but who have family homes within ~~the inner noise zone A~~, in locations on suitable sites outside ~~the inner noise zone A~~ but within ~~two five~~ kilometres from that noise zone. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 will provide an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.

Objective RF40

Apply the provisions of the Rural Settlement Strategy, only with regard to 'New Housing for Farming Families' as set out within this chapter, within the Airport ~~Inner~~-Noise Zone A, and subject to the following restrictions:

- Under no circumstances shall any dwelling be permitted within the predicted 69dB LAeq 16 hours noise contour.
- Comprehensive noise insulation shall be required for any house permitted under this objective.
- Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise acceptance report.

Objective RF41

Apply the provisions of the Rural Settlement Strategy as it applies to "New Housing for the Rural Community other than for those who are actively engaged in farming" for rural community members located within ~~the Inner~~ Noise Zone A on suitable sites located within ~~two five~~ kilometres outside ~~the Inner~~ Noise Zone A. For those living to the east of the M1, only suitable sites located to the east of the M1 will be considered, and for those living to the west of the M1, only suitable sites located to the west of the M1 will be considered.

Objective RF61 (Page 171)

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative impact on the amenities of the original house. Where this arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, in the case of applications made under Objective RF41 within ~~two~~ five kilometres outside ~~the Inner~~ Noise Zone A and subject to the East/West of the M1 stipulation.

Change Chapter 12, Section 12.6, Page 429 as follows:

Amend Objective DMS51

Encourage new dwellings in the rural area to be sited at a location in close proximity to the family home where the drainage conditions can safely accommodate the cumulative impact of such clustering and where such clustering will not have a negative visual and amenity impact on the original house. Where such an arrangement is clearly demonstrated not to be available, permit the new dwelling to be located on an alternative site which is within two kilometres from the family home, or, in the case of applications made under Objective RF40 and RF41, within ~~two~~ five kilometres outside ~~the Inner~~ Noise Zone A.

3.4 Removal of Red Approach Areas

Change Section 7.1 Transportation, page 265 as follows:

Dublin Airport

Safety

Insert new objective as follows:

Objective DA18

To refer planning applications for any proposals that may be developed in the environs of the airport to the Irish Aviation Authority and daa in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139 / 2014 (EASA Certification Specifications), previously required under ICAO Annex 14, and which are depicted on the aerodrome operator's map.

Amend Development Plan Maps to reflect removal of Red Approach Areas.

4.0 MAKING A SUBMISSION

The proposed Variation No. 1 to the Fingal Development Plan 2017-2023 along with accompanying planning report, SEA screening report and AA screening report are being placed on public display and may be inspected from **Tuesday 10th September 2019 to Tuesday 15th October 2019** (both dates inclusive) during normal opening hours (Monday to Thursday 9am to 5pm and Friday 9am to 4.30pm) at Fingal County Council Offices at County Hall, Main Street, Swords, Co. Dublin, at Fingal County Council Civic Offices, Grove Road, Blanchardstown, Dublin 15 and Fingal County Council's Offices, George's Square, Balbriggan, Co. Dublin, and in Fingal Branch Libraries during normal opening hours for each library. See www.fingalcoco.ie for local library opening hours.

The documents may also be viewed on Fingal County Council's website at <https://consult.fingal.ie/en/browse>

Public Information Evenings:

Members of the public and other interested groups are invited to attend the following drop-in public information sessions regarding the content of the proposed Variation:

Date	Venue	Time
Wednesday 18 th September 2019	Fingal County Council, County Hall, Swords	4.30 p.m. - 8p.m.
Tuesday 01 st October 2019	Radisson Blu Hotel, Corbalis Way, Dublin Airport	4.30 p.m. - 8p.m.

Written submissions or observations with respect to this proposed Variation can be made in writing no later than **5.00pm on 15th October 2019**.

Submissions should be in **ONE** medium only i.e. in hard copy or online or E-mail. Submissions should include the full name and address of the person making the submission, details of organisation, community group or company represented where relevant. Children or groups or associations representing the interests of children are entitled to make submissions or observations to the proposed Variation.

Submissions should be clearly marked – Proposed Variation No. 1 Fingal County Development Plan 2017-2023.

Submissions or observations can be made as follows:

- Online at <https://consult.fingal.ie/en/browse> or
- Email to devplan@fingal.ie
- By post to: Senior Executive Officer, Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main St., Swords, Co. Dublin, K67X8Y2.

LATE SUBMISSIONS WILL NOT BE ACCEPTED

Any written submissions or observations made to the Planning Authority from 10th September 2019 to **5.00pm 15th October 2019** in respect of the proposed Variation and associated screening for Strategic Environmental Assessment and Screening for Appropriate Assessment will be taken into consideration before the making of the Variation.

Written submissions or observations received by the Planning Authority in relation to the proposed Variation may be published on the website of the planning authority. The details including the names of those making submissions may be shared with relevant Council Departments or their agents involved in the making of the Variation and may form part of reports linked to the making of the Variation. The Chief Executives Report on submissions and observations received will include the names of those who made submissions or observations and will be included in the minutes of that meeting and subsequently published on Fingal County Council's website.