



An tOifig Náisiúnta um Sláinte Chomhshaoil
Feidhmeannacht na Seirbhíse Sláinte,
Urlár 2, Teach na Darach, Ascaill na Teile
Páirc na Mílaoise, An Nás, Co. Chill Dara.

National Office for Environmental Health Services
2nd Floor, Oak House, Lime Tree Avenue
Millennium Park, Naas, Co. Kildare
Eircode: W91KDC2

Clarification on the content of this submission should be made to:

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Planning Register Reference Number:

F20A/0668

Date 24th February 2022

The relevant action pursuant to Section 34C (1) (a), seeks:

To amend condition no. 3(d) of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19). Condition 3(d) and the exceptions at the end of Condition 3 state the following: '3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.

Permission is being sought to amend the above condition so that it reads: 'Runway 10L-28R shall not be used for take-off or landing between 0000 hours and 0559 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L-28R length is required for a specific aircraft type.'

The relevant action also is:

To replace condition no. 5 of the North Runway Planning Permission (Fingal County Council Reg. Ref. No. F04A/1755; ABP Ref. No.: PL06F.217429 as amended by Fingal County Council F19A/0023, ABP Ref. No. ABP-305289-19) which provides as follows: 5. On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007.

Reason: To control the frequency of night flights at the airport so as to protect residential amenity having regard to the information submitted concerning future night time use of the existing parallel runway'.

With the following:

'A noise quota system is proposed for night time noise at the airport. The airport shall be subject to an annual noise quota of 7990 between the hours of 2330hrs and 0600hrs'.

In addition to the proposed night time noise quota, the relevant action also proposes the following noise mitigation measures:

A noise insulation grant scheme for eligible dwellings within specific night noise contours

A detailed Noise Monitoring Framework to monitor the noise performance with results to be reported annually to the Aircraft Noise Competent Authority (ANCA), in compliance with the Aircraft Noise (Dublin Airport) Regulation Act 2019

The following are the observations of the Environmental Health Service (EHS)

Draft Regulatory Decision

Condition 1

The rationale given is not a rationale for revoking condition 5 of the current planning permission, but is a rationale for the Noise Quota Scheme proposed.

The Draft Regulatory Decision should give a clear rationale for revoking the existing planning condition 5.

Condition 2

The rationale given is not for amending the existing conditions is not given. The reasons given are for the new controls, which are less stringent than existing.

The Draft Regulatory Decision should give a clear rationale for amending the existing planning condition 3.

As the existing Planning Conditions are in place to protect public health, it is important that the reasons for a change in this protection are clearly stated. In its current format the Draft Regulatory Decisions states reasons for the new conditions but not reasons why they should be changed. If the rationale is from the supporting report, then it should be stated and referenced as to which part of the 'balanced' approach has influenced the decisions that have resulted in the Draft Regulatory Decisions.

From the report:

The ultimate responsibility for deciding whether a planning application for development at Dublin Airport should be granted or refused is the function of the planning authority of FCC. ANCA can only direct refusal of planning permission if inadequate provision has been made to deal with any noise problem identified and associated with the proposed development. Otherwise, it must identify the operating restrictions and/or noise mitigation measures that should be included in any decision to grant permission by FCC.

The operating restrictions already exist and the Draft Regulatory Decision is to revoke and amend them, there should therefore be a clear rationale for this and clear evidence that the mitigation measures proposed will ensure there is not a diminishing of health protection that is compliant with the existing operating restrictions.

The EHS has made previous submissions to the Planning Authority with regard to the application on the 27th January 2021 and the 29th September 2021 as follows:

The Conditions 3(d) and 5 were put in place to protect public health so if the planning authority are going to increase the hours of operation they must ensure all who are significantly impacted have the opportunity of mitigation.

Reference is made to the WHO Noise Guidance 2018 for European Regions. Section 3.3 Aircraft Noise

<https://www.euro.who.int/en/health-topics/environment-and-health/noise/publications/2018/environmental-noise-guidelines-for-the-european-region-2018>



3.3 Aircraft noise

Recommendations

For average noise exposure, the GDG **strongly** recommends reducing noise levels produced by aircraft below **45 dB L_{den}** , as aircraft noise above this level is associated with adverse health effects.

For night noise exposure, the GDG **strongly** recommends reducing noise levels produced by aircraft during night time below **40 dB L_{night}** , as aircraft noise above this level is associated with adverse effects on sleep.

To reduce health effects, the GDG strongly recommends that policy-makers implement suitable measures to reduce noise exposure from aircraft in the population exposed to levels above the guideline values for average and night noise exposure. For specific interventions the GDG recommends implementing suitable changes in infrastructure.

It should be noted that this is a strong recommendation based on a complete review of the health research around aircraft noise.

Table 26 of the Guidance summarises the adverse health outcomes from exposure to excessive aircraft noise.

It is therefore important that the noise mitigation measures are made available to all parties that are significantly impacted by the proposal to ensure the protection of health.



Andrew Sulley
Senior Environmental Health Officer

