Comhairle Contae Fhine Gall
Fingal County Council

An Roinn um Pleanáil agus Infrastruchtúr Straitéiseach
Planning and Strategic Infrastructure Department

AN BORD PLEANÁLA
LDG- 056 817-22
ABP-
01 SEP 2022 GB
Fee: € 270 Type: Cheq
Time: 15:35 By: hand

Brian Murphy
Commons Cottage
Chapel Midway
St Margarets
St Margarets Dublin

Date: 8 August, 2022

Re: Decision of the planning authority relating to planning application F20A/0668 containing a regulatory decision of the Aircraft Noise Competent Authority

Dear Sir/ Madam,

On 18 December 2020, daa as airport authority for Dublin Airport submitted a planning application seeking changes to planning conditions attached to the grant of planning permission for the new north runway. This application (planning reference F20A/0668) was referred to the Aircraft Noise Competent Authority (ANCA) for an assessment of the aircraft noise impacts of the application.

Following a process of public consultation between 11 November 2021 and 28 February 2022, ANCA made a regulatory decision on 20 June 2022 containing the noise mitigation measure and operating restrictions to be included in the decision of the planning authority.

On 8th August, 2022, the Planning Authority made a decision to GRANT permission (with conditions). These conditions include the regulatory decision by ANCA. This decision of the planning authority, containing the regulatory decision of ANCA, may be appealed to An Bord Pleanála.

You are receiving this correspondence because you made a submission to ANCA during the above public consultation. For the purposes of an appeal under Section 37 of the Planning and Development Act as read with Section 37R, any person that made a submission or observation to the ANCA public consultation on the draft regulatory decision is entitled to appeal the decision of the planning authority.

Yours faithfully,

Caroline Kelly

for **Senior Executive Officer**

An Bord Pleanála

Planning Appeal Check List

(Please read notes overleaf before completing)

1. The appeal must be in writing (e.g. not made by electronic means).

2. State the –
   - name of the appellant (not care of agent) — BRIAN MURPHY
   - address of the appellant (not care of agent) — Common Cottage, Chapel Midway, St. Margarets, Dublin K67HE67.

3. If an agent is involved, state the –
   - Name of the agent
   - Address of the agent

4. State the Subject Matter of the Appeal *
   - Brief description of the development — Appealing Decision to Review amendments of Condition 3(d) and replacement of Conditions of North Runway Planning form (Fingal Co.Co. F19A/0023, ABP Ref. ABP-305281-19)
   - Location of the development — Dublin Airport
   - Name of planning authority — Fingal County Council
   - Planning authority register reference number — F20A/0668

** Alternatively, enclose a copy of the decision of the planning authority as the statement of the Subject Matter of the Appeal.*

5. Attach, in full, the grounds of appeal and the reasons, considerations and arguments on which they are based.

6. Attach the acknowledgement by the planning authority of receipt of your submission or observations to that authority in respect of the planning application, the subject of this appeal. (Not applicable where the appellant is the applicant).

7. Enclose/Pay the correct fee for the appeal and, if requesting an oral hearing of same, the fee for that request see "Guide to fees Payable" under heading of Making an Appeal on Home Page of this website for current fees.

8. Ensure that the appeal is received by the Board in the correct manner and in time.

Signed: _____ Date: 1/9/22

A format similar to the above may also be used where a person is making submissions or observations on an appeal in accordance with section 130 of the Planning and Development Act 2000 as amended.. Substitute 'observer' for 'appellant' and 'submission/ observation' for 'appeal' at each reference. Item 6 and that part of 7 concerning an oral hearing request are not applicable to the making of submissions or observations.

Notes (See Check List)

1. **Rules for Making Appeals**
   You are advised to check the latest version of **'A Guide to Making a Planning Appeal'** issued by the Board. It is available from the Board, telephone (01) 858 8100 and on our website www.pleanala.ie. It may also be available from your planning authority.

   A significant number of appeals are invalid because they are not made in accordance with the statutory rules.

2. **Appeal Fees**
   You are advised to check the appropriate fee for making an appeal. Different fees apply depending on the nature of the appeal. A leaflet "Guide to Fees payable to the Board" is available from the Board, telephone (01) 858 8100 and on our website www.pleanala.ie. It may also be available from your planning authority. Note that appeal fees may change from time to time.

   A significant number of appeals are invalid either because no fee or an incorrect fee is included.

3. **Time Limits**
   The time limit for making an appeal is, except where the appeal is made following a successful application for leave to appeal, four weeks beginning on the date of the planning authority decision (not the day it is sent or received). Day one is the day the planning authority decision is made. For example, if the decision of a planning authority is made on Wednesday 2nd of a month, the last day for receipt of the appeal is Tuesday 29th of the same month, NOT Wednesday 30th. There are special rules where the last day falls on a day the Board's offices are closed or where the appeal period falls over the Christmas/ New Year period. See calendar facility on the Board's home page.

   A significant number of appeals are invalid because they are late – sometimes, just one day late.

4. **Delivering the Appeal**
   - Send the appeal by post to *The Secretary, An Bord Pleanála, 64 Marlborough Street, Dublin 1,*

   Or,

   - Deliver it by hand, to an employee of the Board (not a security person), during office hours (9.15 a.m. to 5.30 p.m. on Monday to Friday, so that the appeal reaches the Board by the last day for making an appeal.

   Do not place the appeal in the Board's letterbox. A significant number of appeals are invalid because they are incorrectly delivered.

5. **Completeness**
   The appeal must be fully complete from the start. You are not permitted to submit any part of it at a later time, even within the time limit. Neither are you permitted to clarify, elaborate or make further submissions either for the purposes of complying with the rules for making an appeal or otherwise, unless invited by the Board.

   This document is issued as an aid to making a valid planning appeal to the Board. It may be used as a 'cover page' in making such an appeal but there is no legal or other requirement to do so. The document should be read in conjunction with the latest versions of the Board's publications "Guide to Making a Planning Appeal under the 2000 Planning Act" and "Guide to Fees payable to the Board".

   This document does not purport to be a legal interpretation of the law in relation to making a planning appeal – you should consult the appropriate legislation, including sections 37 and 127 of the Planning and Development Act 2000 for the statutory rules governing the making of appeals.

An Bord Pleanála

Planning Appeal Form (After receiving Leave to Appeal)

Your details

1. **Appellant's details (person making the appeal)**

Your full details:

(a)	Name	Brian Murphy
(b)	Address	Common cottage, Chapel Midway, St. Margarets, Co. Dublin K67HE62

Agent's details

2. **Agent's details (if applicable)**

If an agent is acting for you **on this appeal**, please **also** provide their details below. If you are not using an agent, please write "Not applicable" below.

(a)	Agent's name	Not applicable
(b)	Agent's address	Click or tap here to enter text.

An Bord Pleanála

Planning Appeal Form
(After receiving Leave to Appeal)

Your details

1. **Appellant's details (person making the appeal)**

Your full details:

(a) Name | Eoin Murphy

(b) Address | Common cottage, Chapel Midway, St. Margarets, Co. Dublin K67H6P2

Agent's details

2. **Agent's details (if applicable)**

If an agent is acting for you on this appeal, please also provide their details below. If you are not using an agent, please write "Not applicable" below.

(a) Agent's name | Not applicable

(b) Agent's address | [illegible]

Postal address for letters

3. During the appeal, we will post information and items to you **or** to your agent. For this appeal, who should we write to? (Please tick ✓ one box only.)

You (the appellant) at the address in Part 1 ☑

The agent at the address in Part 2 ☐

Planning Appeal Form
(After receiving Leave to Appeal): July 2020

Details about the proposed development

4. Please provide the An Bord Pleanála Leave to Appeal case number. You can also provide details of the planning authority decision you wish to appeal. If you want, you can include a copy of An Bord Pleanála's or the planning authority's decision as the appeal details.

(a) **An Bord Pleanála Leave to Appeal case number**
(for example: ABP-300000-20)

Click or tap here to enter text.

(b) **Planning authority**
(for example: Ballytown City Council)

Fingal County Council

(c) **Planning authority register reference number**
(for example: 18/0123)

F20A/0668

(d) **Location of proposed development**
(for example: 1 Main Street, Baile Fearainn, Co Ballytown)

North Runway, Dublin Airport

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F20A/0668

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North Runway, Dublin Airport

Appeal details

5. Grounds

Please describe the grounds of your appeal (planning reasons and arguments). You can type or write them in the space below, or you can attach them separately.

I, like all local residents I have spoken to are genuinely not against progress, development, and the betterment of the airport's infrastructure in the national interest. It is an airport not only for Dublin, but for the island of Ireland. It provides important trade and travel links to the rest of the world which clearly are particularly vital given we are an island nation.

We initially moved to the area in 2014, well aware of the proximity to the airport and the future plans for the new runway. We spoke to a Fingal planning officer at the time for an insight into the future implications to the area and were given reassurance that our location put us outside the anticipated flight paths for the planes. Our home is 20mt from a busy junction. We are used to noise. In 2018 we secured planning permission for a replacement dwelling to be built and moved into our home in December 2020. I have included the grant of planning in this submission for your reference (Decision order no PF/1501/18, Register ref F18A/0307). No part of this document discusses any measure of noise assessment or included mitigation measures required for the house's construction. We discussed the proximity with our architects (JEA Architecture, Donabate) during design and given our location within the 40-45dB contour lines, modern insulation practices were anticipated to be sufficient for this.
In the 2016 'daa Consultation on Flight Paths and Change to Permitted Operations Information Booklet October 2016', the variety of 'Departure Noise Preferential Routes' are detailed, with page 10 incorporating a schematic of the mapped routes planned. Further, in 'Dublin Airport North

Appeal details

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Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)', a report prepared by Ricondo & Associates, an international airport advisory consultancy and commissioned by the DAA there are maps and descriptions of both the flight plans and trajectories for the new Dublin north runway and the anticipated noise contour maps. It describes, amongst other aspects, detail of flight trajectories from the runways. Noise abatement measure 2 (NA-2) includes "*Departures from all runways (except easterly departures on the existing Runway 10/28) must maintain course straight out for 5 nautical miles (1 nautical mile = 1,852 metres) after take-off before commencing a turn, unless otherwise cleared by IAA-ATC*". The maps on pg 18 detail the flight tracks for class A+B (jet) and C+D (propeller) aircraft (see attached). It is from these flight tracks that anticipated noise contour maps can be generated and subsequent regulatory decisions can be made.

The north runway has opened in the past week for limited hours that will expand over the next number of months. The flights, when taking off at the western end of the runway have generally taken paths that bear no relation to the flight tracks as detailed in the daa Information Booklet or Ricondo reports. I have attached a small sample of paths actually taken by planes as recorded using a phone app (Flight Radar) via screen shot. You will note that these planes are deviating drastically from the flight tracks that were planned and published prior to the runway opening. The level of noise both outside and within our newly built home is extraordinary. Aircraft that have landed at the western end of the runway however are adhering to the flight track, and are having no impact on our quality of life.

The relevance of all this is that the initial Conditions of Planning were based upon a requirement to ameliorate the disamenity of the new runway to local residents and communities as a reasonable balance between national and

Runway Regulation 5/2021 (Aircraft Noise Regulation) Proposed Variant New Measures and Additional Measures Assessment Report (Revision 1 – July 2021), a report prepared by Ricardo & Associates, an international airport advisory consultancy and commissioned by the DAA there are maps and descriptions of both the flight plans and tracks for the new 12/30 north runway, and the anticipated noise contour maps. It describes, amongst other aspects, detail of flight trajectories from the runways. Noise abatement measure 2 (NA-2) includes "Departures from all runways except easterly departures on the existing Runway 10/28 to turn right courses or right out for 5 nautical miles ("nautical mile = 1,852 metres) after take-off before commencing a turn, unless otherwise cleared by ATC". The maps on pg. 14 detail the flight tracks for class A–B (jet) and C–D (propeller) aircraft (see attached). It is from these flight tracks that anticipated noise contour maps can be generated and subsequent regulatory decisions can be made.

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The relevance of all this is that the Initial Conditions of Planning were based upon a requirement to ameliorate the disamenity of the new runway to local residents and communities as a reasonable balance between national and

local interests. When the Aircraft Noise Competent Authority considered the DAA requires with regards to Conditions 3(d) and 5 it based its decision on flight plans and the anticipated mitigation measures required including sound insulation to areas within the 55 dB flight contour area. However, it is clear that significant deviation is already occurring when planes are taking off from the western end of the north runway and as a result the I believe the basis on which the regulatory decisions were made is flawed. Far many more homes are now being overflown by planes at much lower levels than the daa had reported would be. As some measure to ameliorate the significant impacts of the new runway on communities who never anticipated being under flight paths, I hope you will consider the information provided in the appeals process.

Supporting material

6. If you wish, you can include supporting materials with your appeal. Supporting materials include:

   - photographs,
   - plans,
   - surveys,
   - drawings,
   - digital videos or DVDs,
   - technical guidance, or
   - other supporting materials.

Fee

7. You **must** make sure that the correct fee is included with your appeal. You can find out the correct fee to include in our Fees and Charges Guide on our website.

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Oral hearing request

8. If you wish to request the Board to hold an oral hearing on your appeal, please tick the "Yes, I wish to request an oral hearing" box below.

Please note you will have to pay an **additional non-refundable fee** of €50. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

Yes, I wish to request an oral hearing ☑

No, I do not wish to request an oral hearing ☐

The National Adult Literacy Agency (NALA)
has awarded this document its Plain English Mark.
Last updated: July 2020.

Plain English
Approved by NALA

Oral hearing request

6. If you wish to request the Board to hold an oral hearing on your appeal, please tick the "Yes, I wish to request an oral hearing" box below.

Please note you will have to pay an additional non-returnable fee of £60. You can find information on how to make this request on our website or by contacting us.

If you do not wish to request an oral hearing, please tick the "No, I do not wish to request an oral hearing" box.

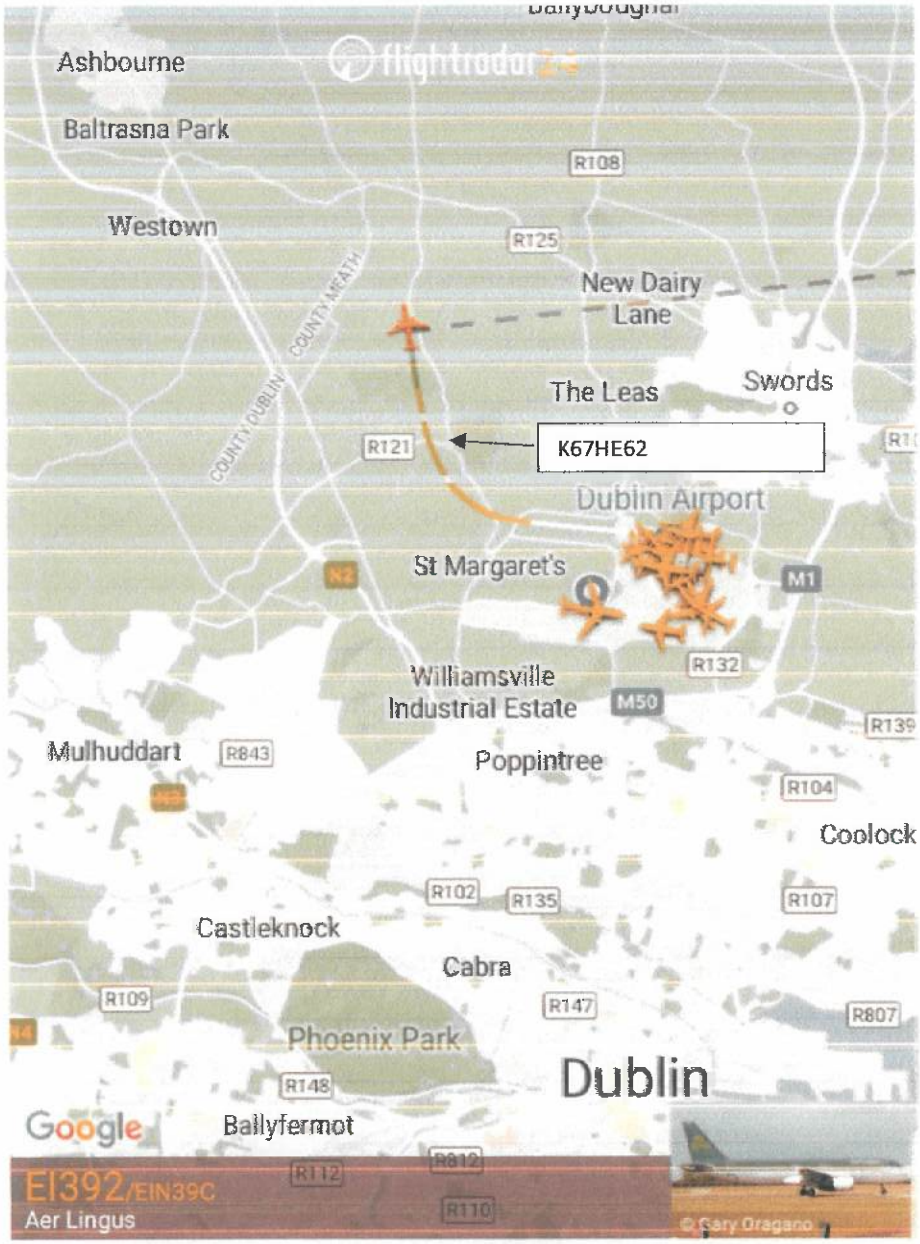
Yes, I wish to request an oral hearing. ☐

No, I do not wish to request an oral hearing ☐

SMALL SELECTION OF FLIGHTS FROM 26&27 AUG & 1ST SEPT 22 DEPARTING FROM WESTERN END OF NORTH RUNWAY. RECORDED VIA SCREENSHOT OF MOBILE PHONE APP – 'FLIGHT RADAR'

NOTE 1st IMAGE IS DUPLICATED WITH 1ST AMENDED TO SHOW LOCATION OF HOME

07:41 92%



DUB
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CALIBRATED ALT.
2,398 ft
GROUND SPEED
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Airbus A320-216

REG EI-FNJ

3D view | Route | More info | Follow | Share

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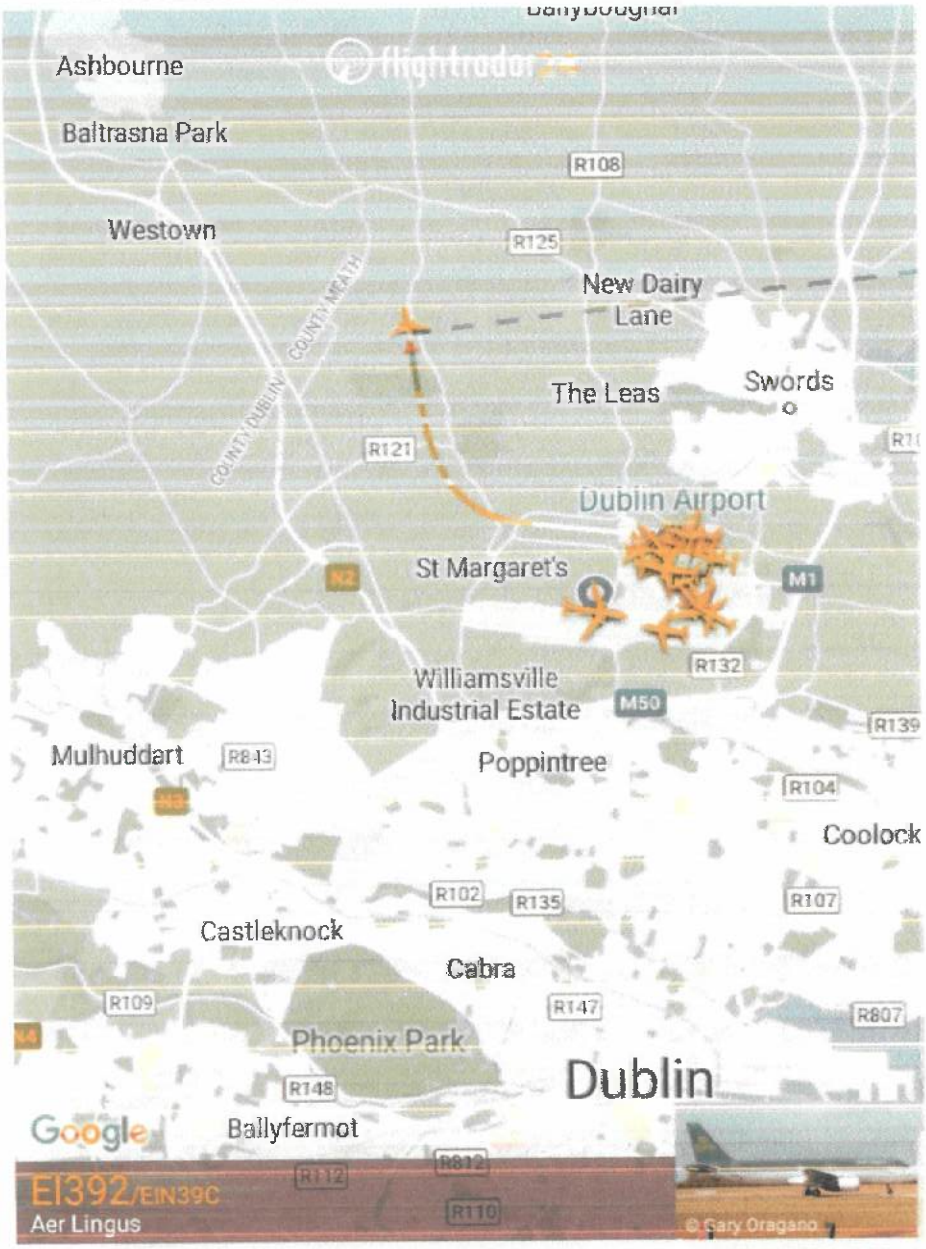

DUB
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CALIBRATED ALT.
2,398 ft
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Airbus A320-216

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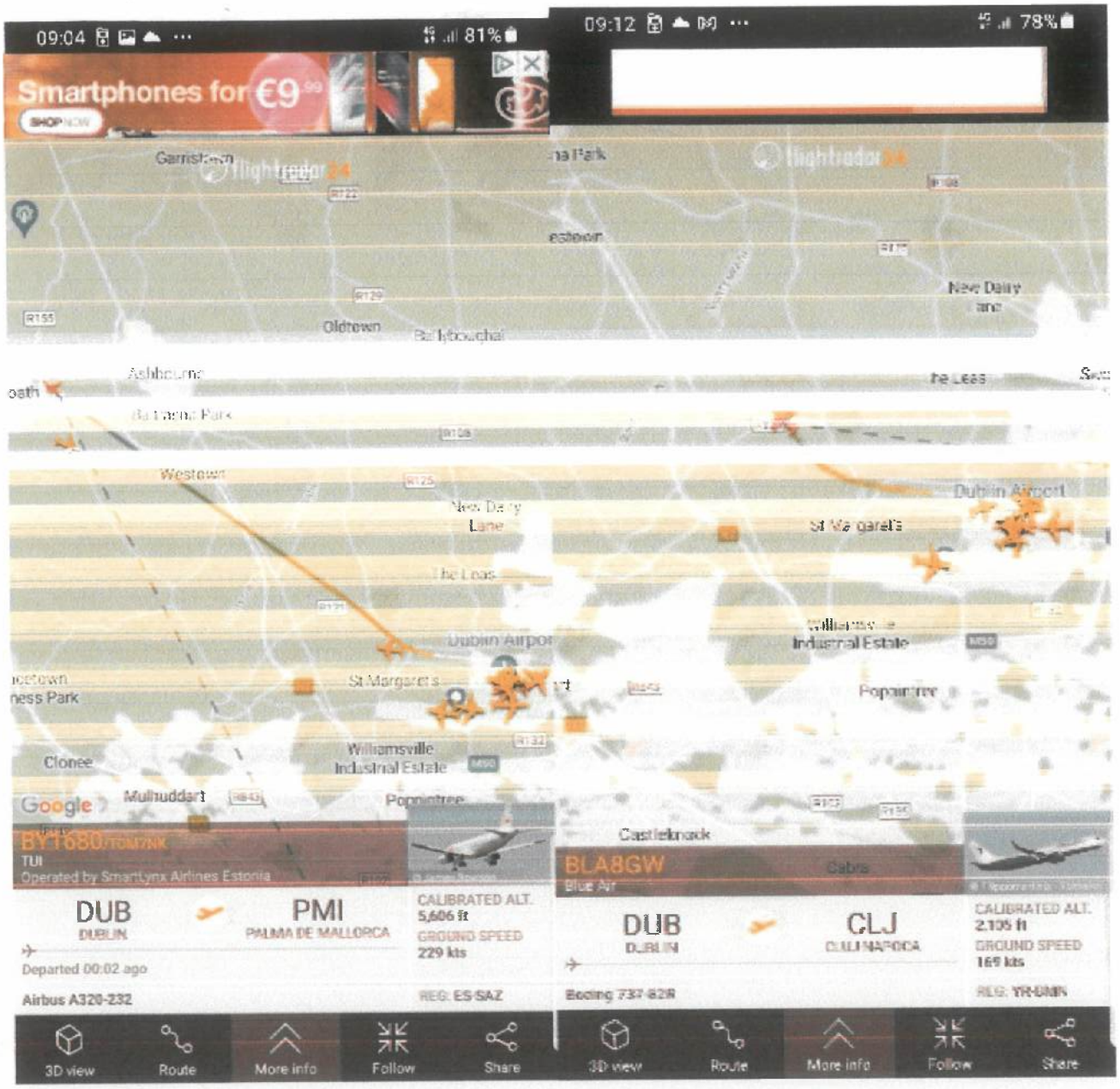
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81%
Smartphones for €9.99
SHOP NOW
Garristown
Oldtown
Ballyboughal
Ashbourne
Westown
New Dairy Lane
The Leas
Dublin Airport
St Margaret's
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Mulhuddart
Williamsville Industrial Estate
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Rolestown
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Whitecross
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Dublin Airport
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Share

Comhairle Contae Fhine Gall
Fingal County Council

An Roinn um Pleanáil agus Infrastruchtúr Straitéiseach
Planning and Strategic Infrastructure Department

JEArchitecture
Park House, Ballisk Court
Donabate
Co. Dublin.

NOTIFICATION OF DECISION TO GRANT PERMISSION

PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED

Decision Order No. PF/1501/18	Decision Date 1 October, 2018
Register Ref. F18A/0307	Registered 5 September, 2018

Applicant Brian & Niamh Murphy

Development Alterations and extension to existing bungalow comprising of first floor extension over existing with new garage to side to create new replacement barn house and new replacement septic tank, percolation area and soakaways.

Additional Information received 5th September 2018.

Location Common Cottage, Chapel Midway, St Margaret's, Co Dublin

Floor Area 115 Sq Metres

Time extension(s) up to and including

Additional Information Requested / Received 25-Jul-2018 / 05-Sep-2018

Áras an Chontae, Sord, Fine Gall, Co. Bhaile Átha Cliath / County Hall, Swords, Fingal, Co. Dublin \K67 X8Y2
Swords Office t: Registry (01) 890 5541 Decisions (01) 890 5670 Appeals (01) 890 5724
e: planning@fingal.ie www.fingal.ie

Bóthar an Gharráin, Baile Bhlainséir, Átha Cliath 15 / Grove Road, Blanchardstown, Dublin 15 D15 W638
Blanchardstown Office t: (01) 870 8434 e: blanch.planning@fingal.ie

In pursuance of its functions under the above mentioned Act, as Planning Authority, the County Council for the County of Fingal did by Order dated as above make a decision to GRANT PERMISSION in respect of the above proposal.

Subject to the (13) conditions on the attached Pages.

Conditions and Reasons

1. The development shall be carried out in its entirety in accordance with the plans; particulars and specifications lodged with the application on 1st June 2018 and the additional information received on 5th September 2018 save as may be required by the other conditions attached hereto.

   Reason: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.

2. Prior to the commencement of development, full details of the external finishes to the extended house shall be submitted for the written agreement of the Planning Authority. Details shall be submitted in the form of trade brochures and photographs with RAL codes etc. clearly indicated.

   Reason: In the interest of visual amenity and in the interest of the proper planning and sustainable development of the area.

3. The developer shall carry out the following in full:

   a) The developer shall engage the services of a suitably qualified archaeologist (licensed under the National Monuments Acts 1930-2004) to carry out pre-development testing at the site. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.

   b) The archaeologist shall notify the Department of Culture, Heritage and the Gaeltacht in writing at least four weeks prior to the commencement of site preparations. This will allow the archaeologist sufficient time to obtain a licence to undertake the work.

   c) The archaeologist shall carry out relevant documentary research and may excavate trenches at locations chosen by the archaeologist having consulted the development plans.

   d) On completion of work the archaeologist shall submit a written report to the Planning Authority and to the National Monuments Service, Department of Culture, Heritage and the Gaeltacht for consideration. Where archaeological material is shown to be present, avoidance, preservation in situ, or preservation by record (excavation) may be required and the National Monuments Service, Department of Department of Culture, Heritage and the Gaeltacht will advise the Applicant/Developer with regard to these matters.

e) No site preparation works shall be carried out until the archaeologists report has been submitted and permission to proceed has been received in writing from the Planning Authority in consultation with the National Monuments Service, Department of Culture, Heritage and the Gaeltacht.

Reason: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

4. That the drainage arrangements including the disposal of surface water shall be in accordance with the requirements of Fingal County Council. In particular, the following conditions shall be complied with
:

a) No foul drainage shall discharge into the surface water system under any circumstances.

b) The foul drainage shall be in compliance with the 'EPA Code of Practice for Wastewater Treatment and Disposal Systems Serving Single Dwellings (October 2009)'.

c) No surface water/ rainwater shall discharge into the foul sewer system under any circumstances.

d) The surface water drainage shall be in compliance with the 'Greater Dublin Regional Code of Practice for Drainage Works Version 6.0' FCC April 2006.

Reason: In the interests of public health and pollution control and to comply with the Sanitary Services Acts.

5. Prior to commencement of construction the developer shall apply for and sign a connection agreement with Irish Water, where it is proposed to connect to a public water/ wastewater network operated by Irish Water. The developer shall adhere to the standards and conditions set out in said agreement.

Note: In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and proposed connections to the Water and Waste Water Infrastructure will be subject to the constraints of the Irish Water Capital Investment Programme.

Reason: In the interests of public health and in order to ensure adequate drainage provision.

6. The site and building works required to implement the development shall only be carried out between 0800 hours and 1800 hours Monday to Friday and between 0830 hours and 1400 hours on Saturdays and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of the area.

7. The developer shall comply in full with the following:

a) All necessary measures shall be taken by the applicant/developer to prevent the spillage or deposit of any materials including clay rubble or other debris on adjoining roads during the course of development. In the event of any such spillage or deposit, immediate steps shall be taken to remove the material from the road surface at the applicant/developers own expense.

b) The applicant/ developer shall be responsible for the full cost of repair in respect of any damage caused to the adjoining public road arising from the construction work and shall either make good any damage to the satisfaction of Fingal County Council or pay the Council the cost of making good any such damage upon issue of such a requirement by the Council.

Reason: To protect the amenities of the area.

8. All road lighting and external lighting on proposed buildings should be of a type that ensures the deflection of lighting downwards and such lighting on buildings should be cowled.

REASON: In the interest of air safety and to prevent light pollution.

9. That all public services to the proposed development, including electrical, telephone cables and associated equipment be located underground throughout the entire site.

REASON: In the interest of amenity.

10. All bathroom/ en suite windows shall be fitted and permanently maintained with obscure glass. The use of film is not acceptable.

REASON: In the interests of residential amenity.

11. That the entire premises be used as a single dwelling unit apart from such use as may be exempted development for the purposes of the Planning and Development Regulations.

REASON: In the interest of clarity and to ensure proper planning and sustainable development.

12. Prior to commencement of development, the applicant shall provide details of landscaping and boundary treatments for the written agreement of the Planning Authority.

Reason: In the interest of visual amenity.

13. The developer shall pay the sum of €5,672 (updated at date of commencement of development, in accordance with changes in the Tender Price Index) to the Planning Authority as a contribution towards expenditure that was and/or that is

proposed to be incurred by the planning authority in respect of public infrastructure and facilities benefiting development in the area of the Authority, as provided for in the Contribution Scheme for Fingal County made by the Council. The phasing of payments shall be agreed in writing with the planning authority prior to the commencement of development.

REASON: It is considered reasonable that the payment of a contribution be required in respect of the public infrastructure and facilities benefiting development in the area of the Planning Authority and which is provided, or which is intended to be provided by, or on behalf of the Local Authority.

Note on above Condition:
Please note that with effect from 1st January 2014, Irish Water are now the Statutory Body responsible for both water and waste water services (excluding surface water). Accordingly, the contribution payable has been reduced by the amount of the contribution associated with these services. A separate charge will be levied by Irish Water in relation to the provision of water and/or wastewater treatment infrastructure and connections to same. Further details are available on the Irish Water website www.water.ie, Tel. (01) 6021000.

Note 1: The applicant is advised that under the provisions of Section 34(13) of the Planning and Development Act 2000 a person shall not be entitled solely by reason of a permission to carry out any development.

Note 2: The applicant is advised that the onus is on them to comply in full with the Building Control Regulations.

Reg. Ref. F18A/0307

Signed on behalf of the Fingal County Council

1 October, 2018

for Senior Executive Officer

NOTES:

A number of the conditions attached to the planning permission may need compliance submissions to be lodged and agreed prior to commencement of development. Failure to comply with a condition of the planning permission is an offence under Section 151 of the Planning and Development Act 2000. Copies of each compliance submission should be made in triplicate.

The applicant is required to remove Site Notice on receipt of Notification from Planning Authority of decision.

Please note all observations/submissions have been taken into consideration when making this decision.

Please also note that consent under the above Planning legislation does not imply consent under the Building Control Regulations. The onus is on all practitioners to ensure full compliance with the Building Control Regulations (In certain circumstances design changes may require planning permission).

It should be further noted that planning permission is required in respect of changes to a Protected Structure or the exterior of a building in an Architectural Conservation Area which materially affects the character of the building/ structure.

Reg. Ref. F18A/0307

Information Note - Public Water and Waste Water Networks

Connections

On the 1st of January 2014 Irish Water became the statutory body with the responsibility for all water services, both water and waste water. The provision of a water services connection will be carried out by Irish Water in partnership with each Local Authority.

Any persons seeking a connection to any of Irish Water's networks should make an application in the first instance to their Local Authority who will act on behalf of Irish Water in processing the application.

A Connection Agreement between Irish Water and the applicant will be required, prior to any connection being agreed, and will set out the conditions and charges to be applied to the connection. Details, including availability of application forms, are to be found on each Local Authority website.

It should be noted that Planning Authorities can no longer levy water and wastewater development charges and that these will now be incurred as part of the connection charge, if applicable.

Under the provisions of Section 55(1)(a) of the Water Services Act 2007 (the Act) it is an offence for a person to cause or permit the connection of a premises to the public water supply network , either directly or indirectly, or to otherwise take a water supply without the agreement of Irish Water.

Similarly under the provisions of Section 61(1) (a) of the Act, it is an offence for a person to cause or permit the connection of a premises to the public waste water collection network, either directly or indirectly, without the agreement of Irish Water.

3. Your drawings must show details of how your Building will comply with the Building Regulations - drawings submitted for planning permission purposes are not typically building control compliance drawings.

4. The commencement notice and accompanying documentation must be filed electronically via the online Building Control Management System. Where notices and documentation are submitted in written format, the building control authority will arrange for scanning and uploading of same for which an administrative charge will apply and statutory deadlines relating to such notices may be delayed by up to seven days.

(Note: Statutory approvals relating to fire safety and disabled access continue to apply where relevant and are not affected by the above changes).

For more information; http://www.environ.ie/en/DevelopmentHousing/BuildingStandards/

3. Construction Products Regulations (CPR) (Regulation (EU) No. 305/2011)

CE MARKING of construction products covered by harmonised European Standards is mandatory, when the construction product is placed on the market.
You need to ensure that you appoint competent professionals.
Whilst the CPR concerns itself with the conditions which apply when placing a construction product on the market, clients, specifiers, designers and builders etc. should be aware of the following when incorporating construction products into building works:

1. When drawing up specifications, refer to the harmonized technical specifications and specifically to the performance requirements of individual characteristics when necessary,
2. When choosing the products most suitable for their intended use in construction works, review the manufacturer's Declaration of Performance,
3. Check National Annexes or Standard Recommendations which give guidance on appropriate minimum performance levels for specific intended uses of the product in Ireland. NSAI host this information at www.nsai.ie, and

NOTE; All works should be carried out using "proper materials...which are fit for the use for which they are intended and for the conditions in which they are to be used" to ensure compliance with the Building Regulations. For further information on the Building Regulations see http://www.environ.ie/en/DevelopmentHousing/BuildingStandards/

Building Control Information

NOTES

(A) REFUND OF FEES SUBMITTED WITH A PLANNING APPLICATION
Provision is made for a partial refund of fees in the case of certain repeat applications submitted within a period of twelve months where the full standard fee was paid in respect of the first application and where both applications relate to developments of the same character or description and to the same site. An application for a refund must be made in writing to the Planning Authority and received by them within a period of eight weeks beginning on the date of Planning Authority's **decision** on the second application. For full details of fees, refunds and exemptions the Planning & Development Regulations, 2001 should be consulted.

(B) APPEALS

1. An appeal against the decision may be made to An Bord Pleanála by the applicant or ANY OTHER PERSON who made submissions or observations in writing to the Planning Authority in relation to this planning application within four weeks beginning on the date of this decision. (N.B. Not the date on which the decision is sent or received). A person who has an interest in land adjoining land in respect of which permission has been granted may within the appropriate period and on payment of the appropriate fee apply to the Board for Leave to Appeal against that decision.

1. Every appeal must be made in writing and must state the subject matter and full grounds of appeal. It must be fully complete from the start. Appeals should be sent to:
The Secretary, An Bord Pleanála, 64 Malborough Street, Dublin 1.

2. An appeal lodged by an applicant or his agent or by a third party with An Bord Pleanála will be invalid unless accompanied by the prescribed fee. A schedule of fees is at 7 below. In the case of third party appeals, a copy of the acknowledgement of valid submission issued by F.C.C. must be enclosed with the appeal.

3. A party to an appeal making a request to An Bord Pleanála for an oral Hearing of an appeal must, in addition to the prescribed fee, pay to An Bord Pleanála a further fee (see 7 (f) below).

4. Where an appeal has already been made, another person can become an "observer" and make submissions or observations on the appeal. A copy of the appeal can be seen at the Planning Authority's office.

5. If the Council makes a decision to *grant permission/ retention/ outline/ permission consequent on the grant of outline* and there is no appeal to An Bord Pleanála against this decision, a final grant will be made by the Council as soon as may be after the expiration of the period for the taking of such an appeal. If every appeal made in accordance with the Acts has been withdrawn, the Council will issue the final grant as soon as may be after the withdrawal.

6. Fees payable to An Bord Pleanála from 5th September 2011 are as follows:

Case Type
Planning Acts

(a) Appeals against decisions of Planning Authorities	
Appeal	
(i) 1st party appeal relating to commercial development where the application included the retention of development	€4,500 or €9,000 if an EIS or NIS involved
(ii) 1st party appeal relating to commercial development (no retention element in application	€1,500 or €3,000 in EIS or NIS involved
(iii) 1st party appeal non-commercial development where the application included the retention of development.	€660
(iv) 1st party appeal solely against contribution condition(s) – 2000 Act Section 48 or 49	€220
(v) Appeal following grant of leave to appeal (An application for leave to appeal is also €110)	€110
(vi) An appeal other than referred to in (i) to (v) above.	€220
(b) Referral	€220
(c) Reduced fee for appeal or referral (applies to certain specified bodies)	€110
(d) Application for leave to appeal (section 37(6)(a) of 2000 Act	€110
(e) Making submission or observation (specified bodies exempt).	€50
(f) Request for oral hearing under Section 134 of 2000 Act	€50

NOTE: the above fee levels for planning appeals and referrals remain unchanged from those already in force since 2007 (but note the addition of NIS in (i) and (ii) above).

Fees apply to: All third party appeals at 7(a)(iv) above except where the appeal follows a grant of leave to appeal; First party (section 37 appeals) planning appeals not involving commercial or retention development, an EIS or NIS. All other (non section 37) first party appeals.

These bodies at 7(c) above are specified in the Board's order which determined fees. They include planning authorities and certain other public bodies e.g. National Roads Authority, Irish Aviation Authority.

Reg. Ref. F18A/0307

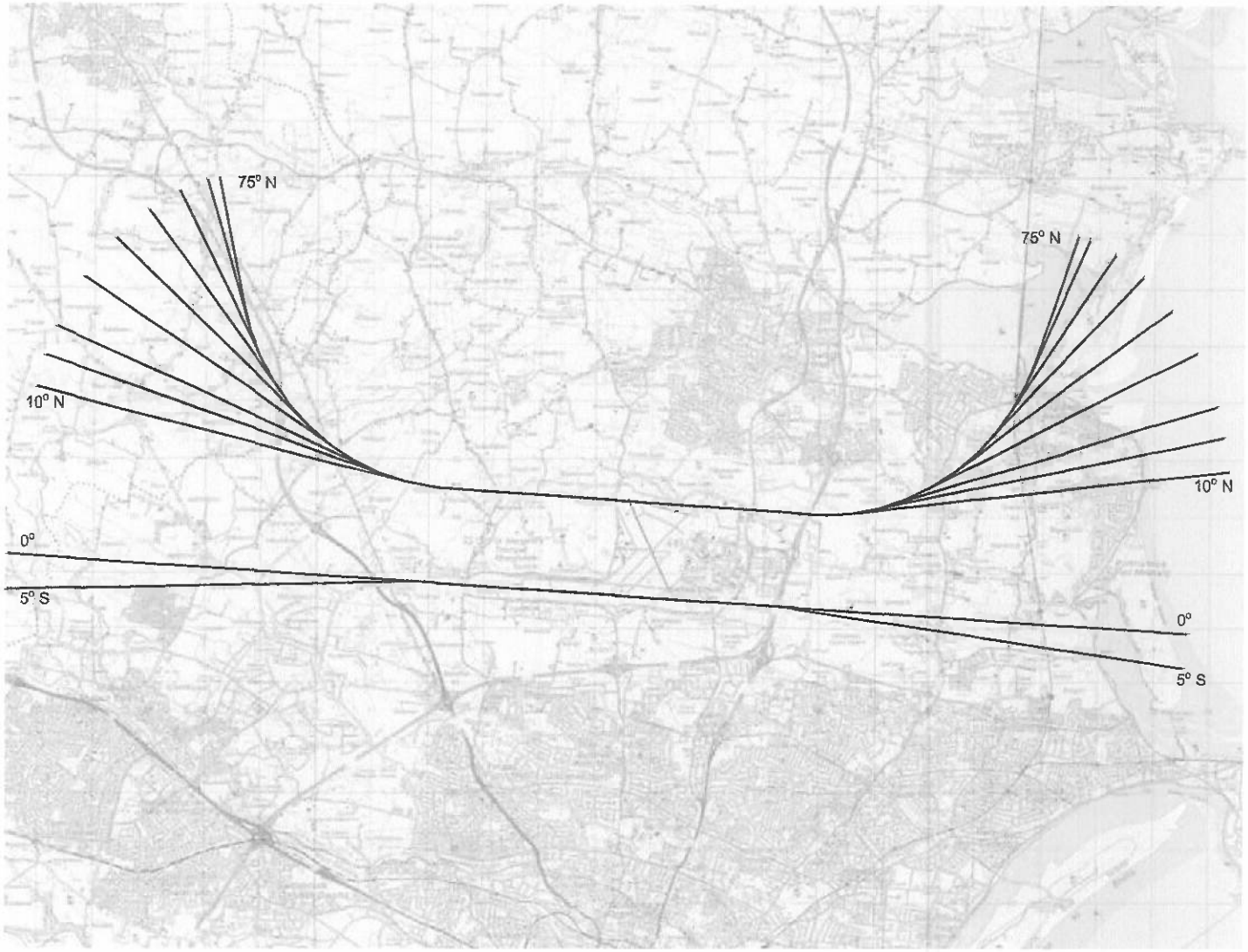
NB. This guide does not purport to be a legal interpretation of the fees payable to the Board. A copy of the Board's order determining fee under the Planning Act is obtainable from the Board. Further information about fees under other legislation may be found in the appropriate legislation and is also available from the Board.

If in doubt regarding any of the above appeal matters, you should contact An Bord Pleanála for clarification at **(01) 8588 100.**

Departure Noise Preferential Routes

For safety reasons, a divergence of at least 15° will be required to allow independent departures on both runways.

Several options within the range 75°N to 5°S were considered by daa, as outlined below.



RICONDO®

July 2021

Dublin Airport

Dublin Airport North Runway, Regulation 598/2014 (Aircraft Noise Regulation) Forecast Without New Measures and Additional Measures Assessment Report (Revision 1 – July 2021)

Prepared for:

daa

Prepared by:

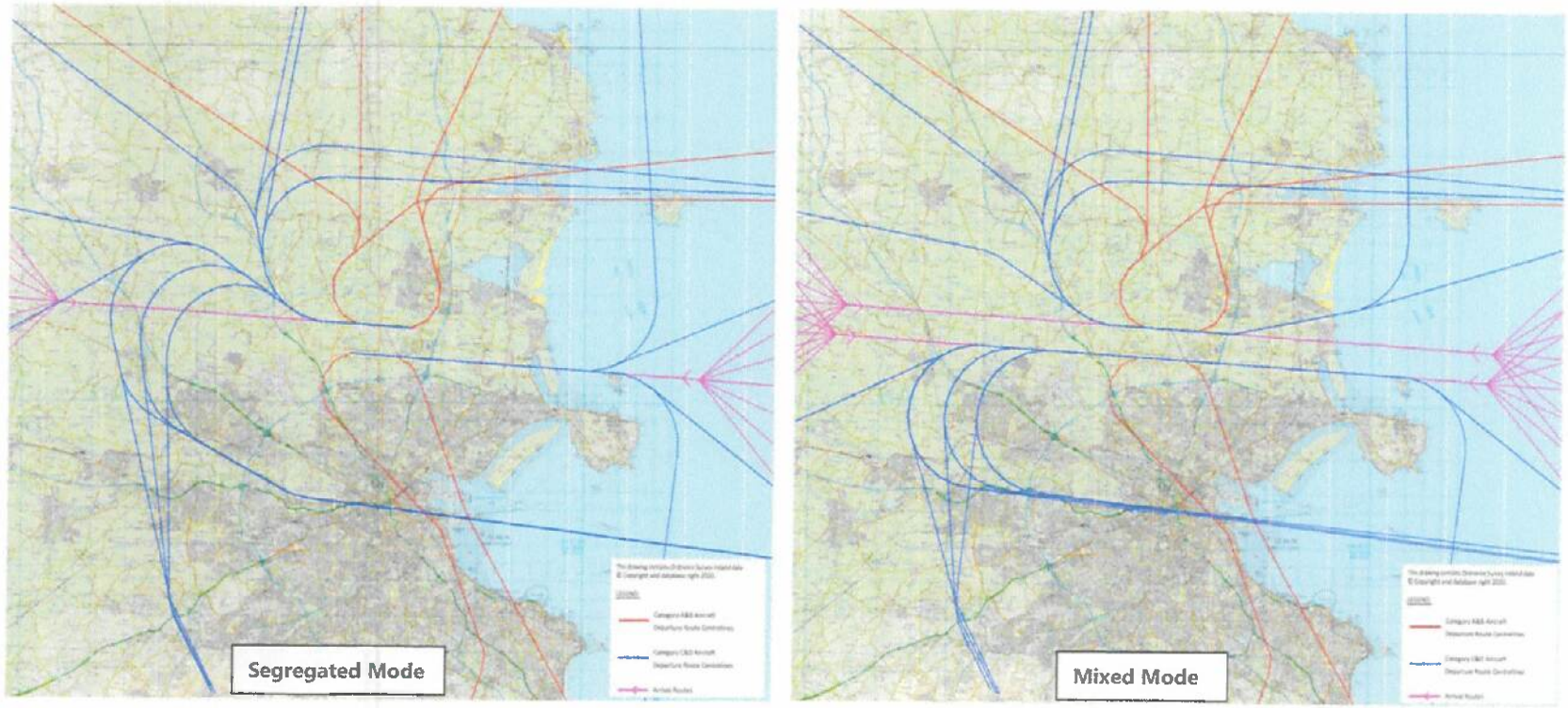
RICONDO

Document Classification: Class 1 - General

TABLE 2-1 (1 OF 3) EXISTING AND PLANNED NOISE MANAGEMENT MEASURES

MEASURE ID	SOURCE	MEASURE DESCRIPTION	2018	2025
Reduction of Noise at Source (NS)				
NS-1	FCC NAP	Promote quieter aircraft through incentives such as FlyQuiet programmes. This programme is expected to be in place by 2022.	✗	✓
NS-2	FCC NAP	Work with airline partners to introduce quieter aircraft, particularly at night, including consideration of incentives. Approaches to incentives under development and expected to be in place by 2022.	✗	✓
Noise Abatement (NA) Operating Procedures				
NA-1	FCC NAP; daa NMP; Dublin Airport Aeronautical Information Publication	*Two-Runway Preferential Runway Programme* – Intent of measure is to utilise whenever possible the runways that enable aircraft to avoid noise-sensitive areas during the initial departure and final approach phases of flight. Runway 10 or Runway 28 is the required runway between 0600 and 2300HR local time when the crosswind component is 20KT or less. Runway 28 will be the preferential runway when the tailwind component is 10KT or less and braking action is assessed as good. Aircraft will be required to use these runways except when operational reasons dictate otherwise. If the crosswind component on Runway 10 or Runway 28 is greater than 20KT, Runway 16 or Runway 34 may become the active runway. If the forecast crosswind component on Runway 10 or 28 is greater than 20KT, Runway 16 or 34 may become the active runway. The use of Runway 16-34 will be kept to an absolute minimum subject to operational conditions. Runways will be prioritised for noise abatement purposes between 2300 and 0600HR local time, subject to the same wind calculation method and values as used between 0600 and 2300HR local time (see Section 5). When weather conditions and flight movements permit, runway usage will be prioritised as follows: Arrivals: #1 (Runway 10), #2 (Runway 16), #3 (Runway 28), #4 (Runway 34); Departures: #1 (Runway 28), #2 (Runway 34), #3 (Runway 10), #4 (Runway 16).	✓	✗
NA-2	FCC NAP; daa NMP; Dublin Airport Aeronautical Information Publication	*Two-Runway Noise Preferential Routes (NPRs) and Track Keeping* – Intent is to minimise disruption by routing aircraft away from built-up areas, where possible. Unless directed otherwise by IAA-ATC, all aircraft taking off from Dublin Airport are required to follow specific NPRs. To minimise impact, NPRs are designed to avoid overflight of built-up areas, where possible. An NPR is a path or corridor (1.8 kilometres at its widest point) that aircraft follow from take-off until being directed by IAA-ATC onto their main air traffic routes, typically at 3,000 feet altitude above mean sea level. Aircraft flying inside the NPR corridor are flying on-track. Departures from all runways (except easterly departures on the existing Runway 10/28) must maintain course straight out for 5 nautical miles (1 nautical mile = 1,852 metres) after take-off before commencing a turn, unless otherwise cleared by IAA-ATC. Easterly departures on the existing southern runway must maintain course straight out for 5 nautical miles before commencing a turn to the north, or to 6 nautical miles before commencing turn to the south. Once an aircraft reaches the end of the NPR, or at an altitude of 3,000 feet, IAA-ATC will turn it onto a more direct heading to its destination. IAA-ATC can turn aircraft off NPRs below 3,000 feet for safety reasons, for example to avoid storms.	✓	✗
NA-3	FCC NAP; daa NMP; Dublin Airport Aeronautical Information Publication	*Noise Abatement Departure Procedures (NADP) Climb Profile* – Based on noise-abatement departure climb guidance contained in the ICAO's Procedures for Air Navigation Services Aircraft Operations Document 8168 Volume 1, Flight Procedures Appendix to Chapter 3 – NADP2, with thrust cutback at 1,500 feet.	✓	✓
NA-4	Dublin Airport Aeronautical Information Publication	*Visual Approach* – Jet aircraft (Cat C/D) on visual approach to Runways 28, 10, 16, and 34 must join final approach no closer than 6 nautical miles from touchdown. Aircraft must follow a descent path that will not result in being at any time lower than the approach path, which would otherwise be followed using the ILS glide path.	✓	✓
NA-5	FCC NAP	*Continuous Decent Approach (CDA)* – Operates a CDA that reduces the noise experienced on the ground by reducing the overall thrust required during the initial descent and keeping aircraft at higher altitudes for a longer period of time.	✓	✓

EXHIBIT 2-2 GENERALISED NOISE MODEL FLIGHT TRACKS FOR SEGREGATED AND MIXED MODE



NOTE: The Irish Aviation Authority Air Navigation Services Provider has developed instrument flight procedures (IFPs) for all runways. Air Traffic Control operational procedures will accommodate whatever mode/time operation is decided upon for the runways.

SOURCE: Bickerdike Allen Partners LLP, *Dublin Airport North Runway Relevant Action Application – Noise Information ANCA Request*, June 2021.

The following sections provide an overview of the noise model tracks developed for the three-runway condition. The noise model tracks are applicable to the Forecast without New Measures and to all other scenarios. Utilisation of the tracks will vary based on runway use assumptions for individual scenarios. Refer to the *Dublin Airport North Runway Relevant Action Application – Noise Information ANCA Request* report by Bickerdike Allen Partners LLP for more details related to the noise model flight track development and assumptions for the Forecast without New Measures scenario.

2.1.5.1 ARRIVAL TRACKS

Arrival traffic has been modelled as approaching along a glide slope of 3 degrees. Arrivals routes for the existing South Runway have been modelled using the current routes. Arrival routes have been created for the North Runway which broadly replicate those for the South Runway.

2.1.5.2 DEPARTURE TRACKS

To achieve a safe minimum separation between flights from the two main runways when both are in operation, departure noise model tracks are designed to include a course divergence of at least 15 degrees. This means that the departure routes from the two main runways differ in course (head in different directions) by at least 15 degrees. This and the NPR corridors previously described are considered when developing the noise model departure tracks.

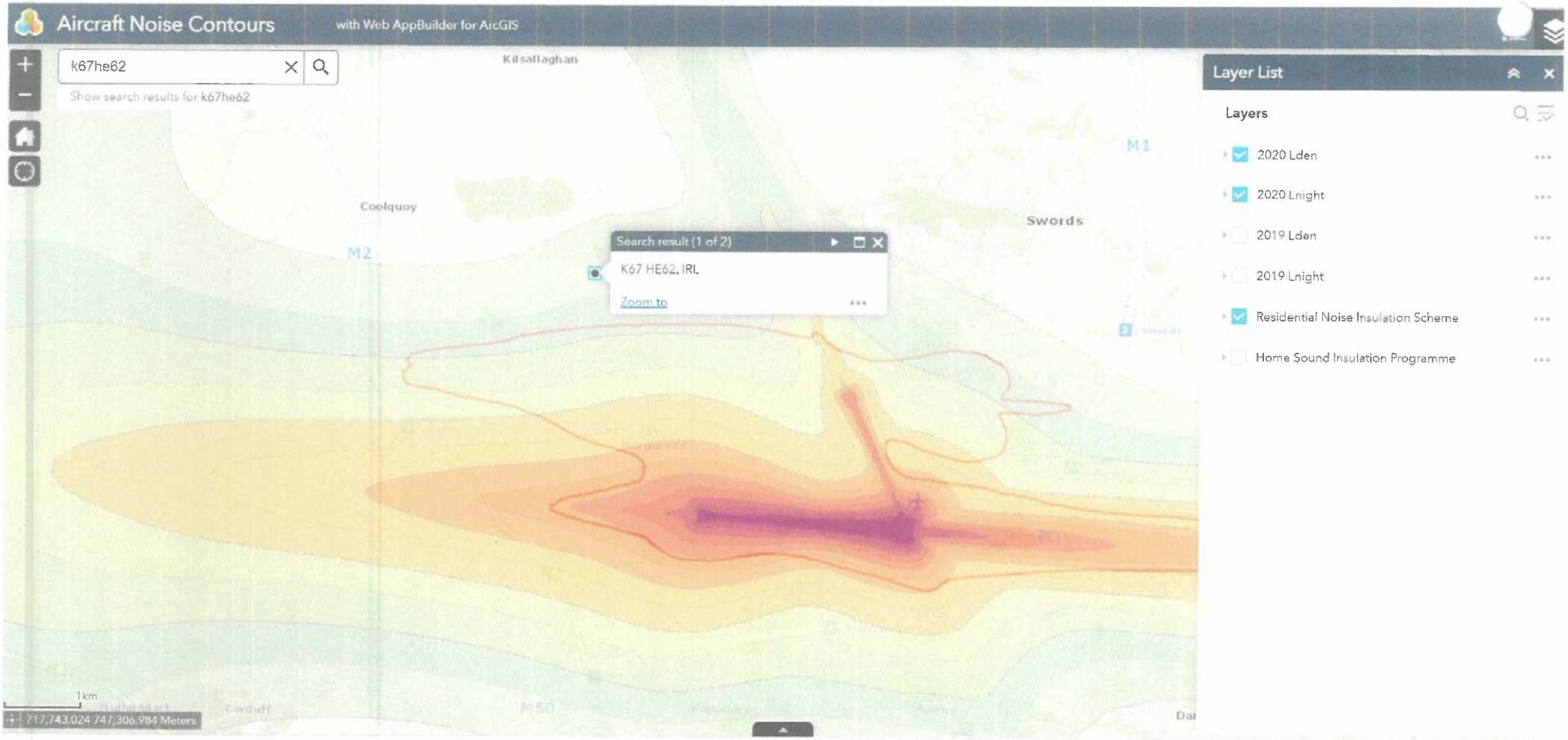
Category A and B aircraft[33] will turn off the extended runway centreline shortly after the departure end of the runway, along a bearing that diverges away from the other parallel runway. The current routes from the South Runway would be maintained with the exception of turns to the north. From the North Runway the noise model tracks are designed to replicate the current routes from the South Runway to a large extent but with no turns to the south.

As previously described, the departure noise model tracks for Categories C and D aircraft[34] are developed to represent the preferred NPR corridors. For the easterly runway operating configuration, departures from the South Runway would stay on runway heading and departures from the North Runway would turn left 15 degrees. Departures from both would not begin to turn until just over one nautical mile from the runway end. Under the westerly runway operating configuration, departures from the North Runway assigned to DEXEN, INKUR, NEPOD, PELIG and SUROX waypoints[35] or airspace fixes would turn 30 degrees to the right, while those to ABBEY and ROTEV location points would turn 75 degrees to the right, all at just over one nautical mile from the end of the runway. Departures on the South Runway would continue along the extended runway centreline before turning. Because there are no restrictions to runway use under the Forecast without New Measures scenario, all the noise model tracks shown on Exhibit 2-2 can be used during all times of the average annual day modelled.

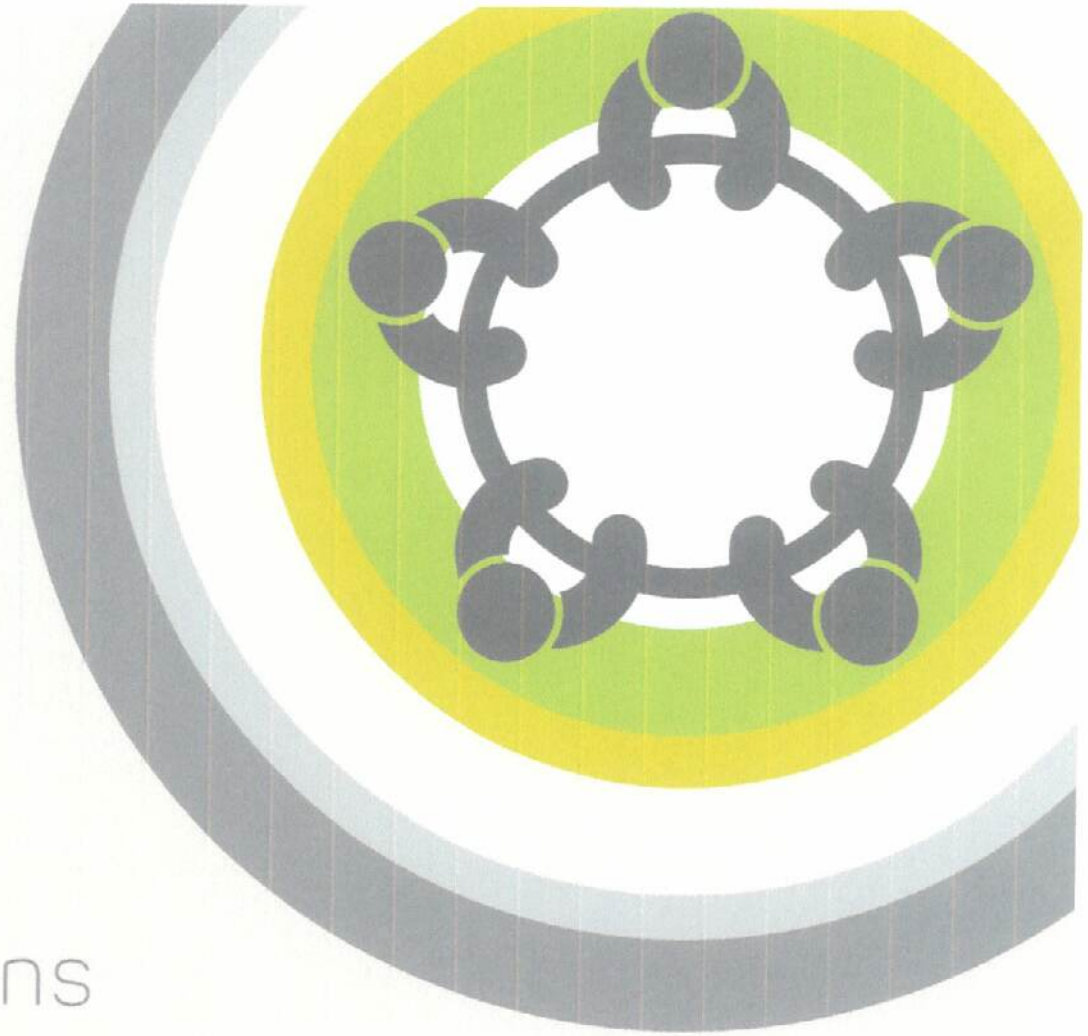
[33] The International Civil Aviation Organization designates aircraft into categories based on approach speeds. Category A aircraft are small single engine aircraft with initial approach speeds between 90 and 150 knots. Category B aircraft are small multi-engine aircraft with initial approach speeds between 120 to 180 knots.

[34] The International Civil Aviation Organization designates aircraft into categories based on approach speeds. Category C aircraft are jet aircraft with initial approach speeds between 160 and 240 knots. Category D aircraft are large jet aircraft with initial approach speeds between 185 to 250 knots.

[35] A waypoint is a specified geographical location used to define an area navigation route or the flight path of an aircraft employing area navigation. It is most often used to indicate a change in direction, speed, or altitude along the desired path.


Aircraft Noise Contours
with Web AppBuilder for ArcGIS
k67he62
Show search results for k67he62
Kilsallaghan
Coolquoy
M2
M1
Swords
Search result (1 of 2)
K67 HE62, IRL
Zoom to
Layer List
Layers
2020 Lden
2020 Lnight
2019 Lden
2019 Lnight
Residential Noise Insulation Scheme
Home Sound Insulation Programme
1 km
717,743.024 747,306.984 Meters
Corduff
M50

North Runway



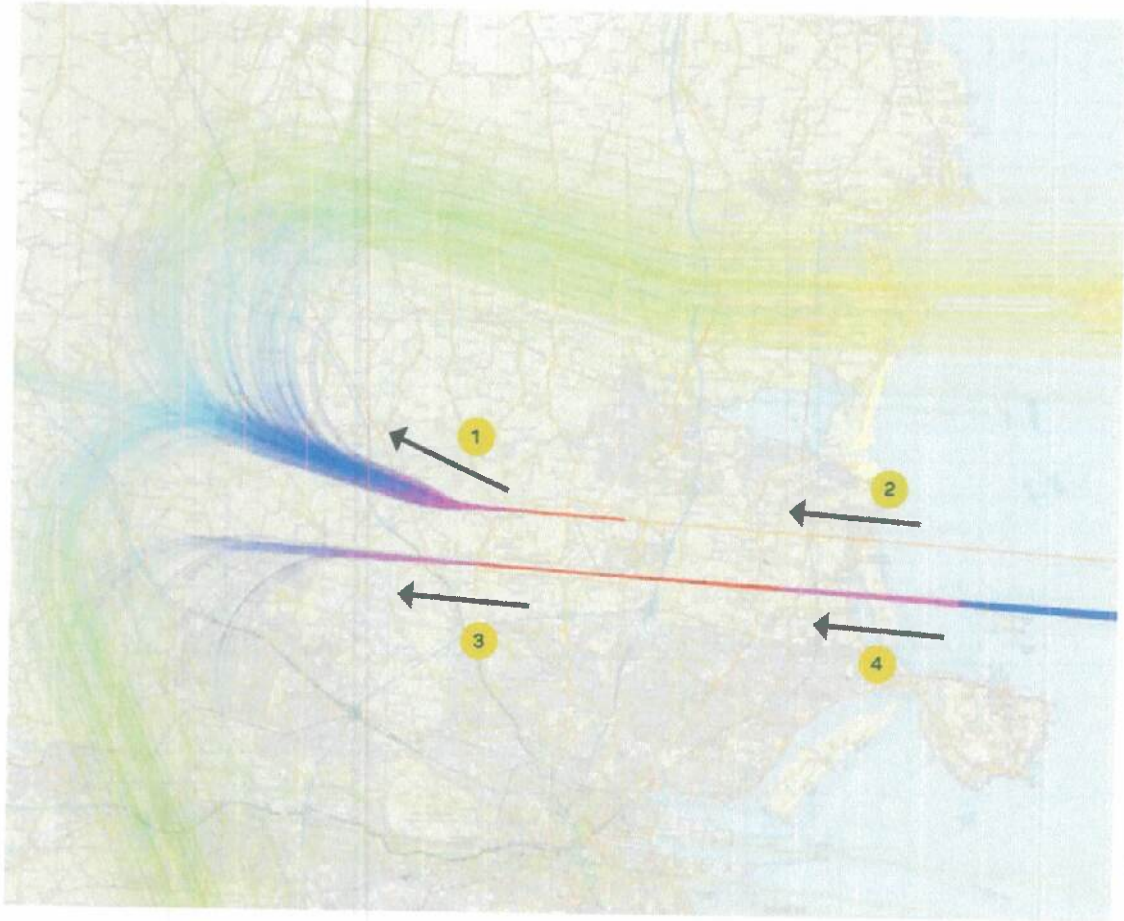
daa Consultation on Flight Paths and Change to Permitted Operations

Information Booklet

October 2016

DublinAirport

Aircraft Altitudes and Flight Movements in Westerly Operations (approx. 70% of the time) on a Representative Summer's Day



Legend

Aircraft Altitudes (above airport level)

0-1000 ft | 1000-2000 ft | 2000-3000 ft | 3000-4000 ft | 5000-10000 ft | >10000 ft

1. NORTH RUNWAY DEPARTURES

Time	2016	2022		2037	
	Current Operations	With Existing Planning Conditions	With Proposed Operations	With Existing Planning Conditions	With Proposed Operations
	No. Flights	No. Flights	+/- No. Flights	No. Flights	+/- No. Flights
0400-0500	N/A	0	0	0	0
0500-0600	N/A	0	0	0	0
0600-0700	N/A	0	+16	0	+19
0700-2200	N/A	311	+22	378	+11
2200-2300	N/A	6	0	12	-3
2300-0000	N/A	0	0	0	0
0000-0400	N/A	0	0	0	0

2. NORTH RUNWAY ARRIVALS

Time	2016	2022		2037	
	Current Operations	With Existing Planning Conditions	With Proposed Operations	With Existing Planning Conditions	With Proposed Operations
	No. Flights	No. Flights	+/- No. Flights	No. Flights	+/- No. Flights
0400-0500	N/A	0	0	0	0
0500-0600	N/A	0	0	0	0
0600-0700	N/A	0	0	0	0
0700-2200	N/A	12	-12	25	+6
2200-2300	N/A	0	0	0	0
2300-0000	N/A	0	0	0	+6
0000-0400	N/A	0	0	0	0

3. SOUTH RUNWAY DEPARTURES

Time	2016	2022		2037	
	Current Operations	With Existing Planning Conditions	With Proposed Operations	With Existing Planning Conditions	With Proposed Operations
	No. Flights	No. Flights	+/- No. Flights	No. Flights	+/- No. Flights
0400-0500	0	0	0	0	0
0500-0600	6	3	+2	3	+2
0600-0700	37	25	-1	25	+8
0700-2200	284	39	-15	55	+26
2200-2300	4	0	0	0	0
2300-0000	1	0	0	0	+2
0000-0400	2	1	0	1	+2

4. SOUTH RUNWAY ARRIVALS

Time	2016	2022		2037	
	Current Operations	With Existing Planning Conditions	With Proposed Operations	With Existing Planning Conditions	With Proposed Operations
	No. Flights	No. Flights	+/- No. Flights	No. Flights	+/- No. Flights
0400-0500	4	3	+2	3	+6
0500-0600	6	7	+5	7	+8
0600-0700	3	4	+3	4	+5
0700-2200	265	310	+15	379	+17
2200-2300	16	29	-9	33	-5
2300-0000	22	12	+15	13	+20
0000-0400	18	10	+1	9	+3

For safety reasons, a divergence of at least 15° will be required to allow independent departures on both runways.

Several options within the range 75°N to 5°S were considered by daa, as outlined below.