

## Non-Technical Summary

### The purpose of the EIAR Supplement

- 1.1.1 This document has been prepared on behalf daa plc (hereafter referred to as 'the Applicant') as a supplement to the Environmental Impact Assessment Report (EIAR) submitted to Fingal County Council (FCC) in September 2021.

### Changes addressed by the EIAR Supplement

- 1.1.2 The Applicant has identified a number of changes that have taken place since September 2021 that could affect the findings of the environmental assessments presented in the September 2021 EIAR. These changes include:

- actual flightpaths from North Runway upon commencement differing from assumed flightpaths used for modelling/assessment purposes in the EIAR;
- updated air traffic forecast data;
- earlier fleet modernisation;
- the North Runway becoming operational in August 2022; and
- other 'passage of time changes' that include changes to the environmental baseline conditions and changes to relevant aviation, planning and environmental legislation, policy, guidance and best practice.

- 1.1.3 These changes are described further in Chapter 1: Introduction of the EIAR Supplement.

- 1.1.4 For the majority of EIAR chapters the changes do not materially affect the assessments reported in September 2021. Where the changes do materially affect the assessments, updates have been undertaken and replacement chapters are presented in the EIAR Supplement. Replacement chapters are provided as follows:

- Chapter 7: Population and Health
- Chapter 11: Climate and Carbon
- Chapter 13: Aircraft Noise and Vibration
- Chapter 14: Ground Noise and Vibration
- Chapter 22: Future Development Plans

- 1.1.5 The updates to Chapter 21: Interactions and Cumulative Effects were not sufficient to warrant a replacement chapter, but an addendum has been provided at Appendix 1B of the EIAR Supplement. An addendum to the Appropriate Assessment Screening Report (September 2021) has also been provided at Appendix 1B.

- 1.1.6 A non-technical summary of the updated assessments is presented in the following sections, with a focus on any key changes to the results presented in the 2021 EIAR.

### Population and Health

- 1.1.7 The Population and Health assessment has been updated to reflect the changes since the 2021 EIAR and, in particular the updated Air Noise and Ground Noise assessments presented in replacement Chapters 13 and 14 respectively. The overall residual effects in terms of impact on Amenity and Local Communities and Health Determinants (Air Quality, Noise and Vibration and Neighbourhood Amenity and Climate Change) remain unchanged from those reported in the 2021 EIAR.

## Climate and Carbon

- 1.1.8 The Climate and Carbon assessment has been updated to take account of the change in air traffic forecasts. It also takes account of updated guidance presented in IEMA's (the Institute of Environmental Management and Assessment) 'Guidance on Assessing Greenhouse Gas Emissions and Evaluating their Significance' (dated February 2022). In addition, the Climate Action and Low Carbon Development (Amendment) Act 2021 has made changes to section 15 of the Climate Action and Low Carbon Development Act 2015 and the Government has published its latest Climate Action Plan 2023. Account is taken of both the legislative and policy changes.
- 1.1.9 As in the 2021 EIAR, the assessment concludes that the magnitude of effect of the GHG emissions impact of the proposed Relevant Action considering the receptor's sensitivity (global climate) will be minor adverse. The IEMA guidance specifies that minor adverse means that the project has complied with existing and emerging policy requirements and is fully in line to achieve Ireland's trajectory towards net zero and therefore not significant.

## Aircraft Noise and Vibration

- 1.1.10 The Aircraft Noise and Vibration assessment has been updated to reflect various changes since the 2021 EIAR, including using updated air traffic forecast data and reflecting the actual flight paths from North Runway by using radar data to determine the future modelled tracks.
- 1.1.11 The conclusions of the updated assessment are:
- In terms of the assessment of vibration, the outcome remains the same, which is that there are no significant effects.
  - In relation to the numbers highly annoyed, the update finds an improved situation in 2025 and a similar situation in 2035.
  - In relation to the numbers highly sleep disturbed, the update finds an improved situation in 2025 and a similar situation in 2035.
  - After allowing for mitigation, the numbers experiencing significant residual effects remain limited when considering the overall situation. When considering the situation at night there is a reduction in 2025 but an increase in 2035.
  - For non-residential receptors, some significant effects are now found at night.

## Ground Noise and Vibration

- 1.1.12 The Gound Noise and Vibration assessment has been updated to reflect the air traffic forecast data. It has also been updated to correct an error in the 2021 assessment. The 2021 predictions did not have the required 'A weighting' applied. A-weighting is an adjustment applied to sound measurement to reflect how a noise is perceived by the human ear. For more distant locations in particular this reduces the value noticeably.
- 1.1.13 As the changes since 2021 will not materially affect the conclusions of the Traffic and Transport assessment, which is that there is no significant effect on the local highway network, there was no requirement to update the road traffic noise assessment. The focus of the update was therefore on aircraft ground noise (principally aircraft taxiing and aircraft using Auxiliary Power Units when on stands).
- 1.1.14 For aircraft ground noise, using the  $L_{den}$  metric, which considers the overall situation, there are no forecast significant effects as a result of the proposed Relevant Action. This is the same conclusion as reported in the 2021 EIAR.
- 1.1.15 For aircraft ground noise, using the  $L_{night}$  metric, which considers the night-time situation, there are 6 people exposed to significant adverse effects in 2025 and 2035. This is a slight reduction from the 9 people reported in the 2021 EIAR.

## Future Development Plans

- 1.1.16 Chapter 22 of the 2021 EIAR provides an overview of future development plans so that, consistent with the purpose of the EIA Directive and case law, account be taken of those future plans in the context of the assessment of the environmental effects of the proposed Relevant Action.
- 1.1.17 Since 2021, the Applicant's intended Infrastructure Application which will seek planning permission for future airport growth to 40 mppa has evolved and the infrastructure designs have been advanced in preparation for a planning application in Q4 of 2023. Whilst the EIAR for the Infrastructure Application is still work in progress, it is now possible to provide more certainty around the likely impact of this and other future development plans which have also progressed in the last two years. Chapter 22 has been updated to reflect the more detailed information now available.