Appendix 9-6: Ministerial Order Residential Sound Insulation Grant Scheme (MO SIGS)

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9-6.1 Introduction

9-6.1.1 This appendix of the Environmental Impact Assessment Report (EIAR), prepared by Bickerdike Allen Partners LLP (BAP), discusses the MO SIGS and sets out the proposed form of the condition and the scheme.

9-6.1.2 This is based on the scheme proposed by ANCA in their Draft Regulatory Decision on the Infrastructure Application, with daa's proposed amendments applied.

9-6.1.3 An indicative eligibility contour for the MO SIGS, based on the 2029 Proposed Operation, is shown on Figure 9-6-001 alongside the equivalent eligibility contour for the Residential Noise Insulation Scheme (RNIS) and the initial eligibility contour for the Residential Sound Insulation Grant Scheme (RSIGS) which forms part of the NRRA Permission.

9-6.2 MO Sound Insulation Grant Scheme Commitment

9-6.2.1 daa commits to fund and implement a Ministerial Order Residential Sound Insulation Grant Scheme (MO SIGS) if the Proposed Order is made. This commitment forms part of the proposal presented to An Coimisiún Pleanála (ACP) for environmental assessment and to the Minister for determination. It is not conditional on a grant of permission for any other application currently under consideration. Implementation will commence as soon as reasonably practicable following the making of the Proposed Order, and in accordance with a delivery programme outlined below. The assurance is provided to enable ACP and the Minister to have appropriate regard to the MO SIGS, by noting it within the decision as a volunteered and committed mitigation measure. This approach recognises the statutory functions of the competent noise authority under the Aircraft Noise (Dublin Airport) Regulation Act 2019 and Regulation (EU) No 598/2014.

9-6.2.2 This commitment is offered on a voluntary and *ex gratia* basis and without prejudice to the finding in this Chapter that no significant noise effects will arise as a result of the Proposed Order. That conclusion is reached without reliance on the MO SIGS. The commitment is not intended to reflect any requirement arising from a noise assessment under Regulation (EU) No 598/2014 or any conclusion that such mitigation is necessary. Rather, it is proposed as a voluntary measure to provide additional protection within eligible homes and to support an orderly and coordinated approach to residential sound insulation pending completion of the separate aircraft noise regulatory process.

9-6.3 MO SIGS: Proposed Terms

9-6.3.1 The MO SIGS adopts the terms of the Draft IA Sound Insulation Grant Scheme (IA SIGS) proposed in the Aircraft Noise Competent Authority's (ANCA) May 2026 Draft Regulatory Decision, incorporating the refinements proposed in daa's September 2026 submission. The principal terms are described below:

- **Noise Insulation Grant:** Grant of up to €40,000 per eligible dwelling, index-linked, for sound insulation works to habitable rooms. This retains ANCA's draft grant provision. As proposed by daa on the IA SIGS, the MO SIGS includes contractor and acoustic consultant costs, including surveys, Statements of Need and technical reviews, but excludes scheme administration costs, which will be borne separately by daa.
- **Eligibility Contour:** Eligibility will be based on aircraft-noise exposure at or above 60 dB L_{den}, an annual average noise measure covering the day, evening and night. Performance of ≥5 dB improvement where feasible; BS8233:2014 levels targeted. This retains ANCA's draft exposure eligibility threshold and performance targets.

- **Eligibility Exclusions:** Dwellings granted planning permission after 9 December 2019, or which have previously benefited from an airport insulation scheme, will not be eligible. These exclusions reflect ANCA's draft. The MO SIGS will also exclude dwellings where construction commenced after 9 December 2019 under a planning permission requiring noise insulation. This is consistent with the refinements proposed by daa in its 2026 September submission on the IA SIGS.
- **Coordination Refinements:** daa will apply clear procedures for verifying eligibility against the scheme criteria. Coordination with existing and approved airport insulation schemes will avoiding duplicate offers or funding for equivalent works, subject to the final applicable scheme requirements.
- **Governance and Delivery Refinements:** The offer will be supported by a detailed scheme schedule, setting out funding, technical standards, ventilation, delivery priorities and phasing, administration, reporting, complaints and review arrangements.
- **Implementation Programme:** daa's September submission to the ANCA's Draft RD proposes to agree a detailed programme with ANCA post planning. In the present case, daa propose that the MO SIGS will be subject to the following detailed programme (which is informed by timelines in ANCA's Draft RD):
    - **Initial Eligibility Report and Delivery Programme:** Publish within 3 months of the making of the Proposed Order.
    - **Homeowner Notification:** Within 6 months of determining eligibility.
    - **Building Surveys:** Reasonable endeavours to arrange within 18 months of determining eligibility.
    - **Statements of Need:** Following surveys (no fixed deadline).
    - **Homeowner Acceptance:** In writing within 6 weeks of receiving the Statement of Need.
    - **Delivery of Agreed Works:** Reasonable endeavours to have works undertaken within 12 months of homeowner acceptance.
    - **Updated Eligibility and Progress Reports:** Eligibility will be reviewed biennially in August and coordinated with the review cycles of other Dublin Airport Insulation schemes where practicable (daa refinement).

9-6.3.2 The proposed MO SIGS is given below in Sections **Error! Reference source not found.** to **Error! Reference source not found.**. For the sake of completeness, Condition 1 and Schedule A of ANCA's May 2026 Draft Regulatory Decision, setting out the full draft IA SIGS, and daa's September 2026 submission, setting out its proposed modifications, are included at Appendices 9-7 and 9-8, respectively. These documents are to be read together. For the purposes of the MO SIGS daa's proposed modifications take precedence over the corresponding IA draft provisions and the express MO-specific adaptations in this section take precedence over daa's proposed modifications.

9-6.4 Transitional Approach

9-6.4.1 daa proposes a single, continuous approach to residential sound insulation to ensure transparency and clarity for qualifying residents. If the Proposed Order is made, daa will commence the MO SIGS on the terms described above. The MO SIGS would operate on a transitional basis only as an interim scheme and would cease to operate on the making of any final decision by ANCA and/or An Coimisiún Pleanála to impose a residential noise insulation scheme following any noise regulatory process (subject to the proviso that any homeowner who has provided Homeowner Acceptance under MO SIGS may elect to remain with MO SIGS or accept insulation under any replacement scheme).

9-6.5 Distinguishing Assessment carried out from EU Regulation 2014/598 Noise Assessment

9-6.5.1 ACP will be aware that noise assessment processes as required by the Aircraft Noise (Dublin Airport) Regulation Act 2019 have been completed or are ongoing for the purposes of applications made by daa under the Planning Acts. The assessment in this Chapter has been carried out for the purposes of ACP

conducting its environmental impact assessment of the Proposed Order, which is required before the Minister can make an order under section 25 of the Dublin Airport (Passenger Capacity) Act 2026. As set out in this chapter, the assessment in this chapter includes a prediction of the number of people who will be "highly annoyed" or "highly sleep disturbed" in accordance with the method set out in the World Health Organisation's Environmental Noise Guidelines 2018 as endorsed by the European Commission through Directive 2020/367. The 2026 Act does not require the carrying out of a noise assessment under Regulation (EU) No 598/2014 of the European Parliament and of the Council or the 2019 Act before the Minister makes an order under section 25.

9-6.5.2 ANCA as competent authority under the 2019 Act is responsible for monitoring the noise situation at Dublin Airport including after the making of any order by the Minister and, in that context, taking such steps within its statutory powers as it considers necessary.

9-6.6 MO SIGS Commitment

9-6.6.1 Where daa commits to implementing the MO SIGS as set out in this Appendix if the Proposed Order is made, and where the finding in this Chapter that no significant noise effects will arise as a result of the Proposed Order does not rely on the MO SIGS, daa does not consider that it is necessary for the MO SIGS to be conditioned to the Proposed Order. However, if ACP considers that this MO SIGS should be recommended to the Minister to be specified as an environmental condition, daa suggests that the wording of that environmental condition could be as set out in 9-6.6.2 – 9-6.6.5 below.

9-6.6.2 Initial eligibility to the scheme shall apply to residential dwellings forecast to be exposed to aircraft noise at or above 60 dB L_{den} within the first calendar year following the making of the Ministerial Order.

9-6.6.3 Eligibility to the scheme shall be reviewed biennially, in August, with residential dwellings situated in the 60 dB L_{den} contour for the preceding calendar year being eligible under the scheme. Scheme to be aligned with the biennial review of other Dublin Airport sound insulation schemes (as appropriate).

9-6.6.4 The scheme shall not apply to properties where works have been undertaken under any other existing noise insulation scheme or properties where a planning permission was granted after 09 December 2019, this being the date of adoption of the policies relating to development within Aircraft Noise Zones which are in Variation No 1 to the Fingal Development Plan 2017-2023 and retained in the Fingal Development Plan 2023 – 2029. The scheme shall also not apply to dwellings where construction commenced after 09 December 2019 pursuant to a planning permission containing a condition requiring aircraft-noise insulation or other aircraft-noise mitigation measures. This scheme shall be delivered in accordance with the requirements set out in the rest of this Appendix.

9-6.6.5 Reason: To improve environmental outcome and having regard to the recognised health-based indicators, including those related to annoyance and sleep disturbance, in the interest of residential amenity.