



Dublin Agglomeration Noise Action Plan (2024 – 2028)

Background

The Noise Action Plan 2024 – 2028 has been prepared in accordance with Environmental Noise Directive (END) (2002/49/EC) and the Environmental Noise Regulations 2006 (S.I. 140/2006), as revised by the European Communities (Environmental Noise) Regulations 2018 (S.I. 549/2018) and amended through the European Communities (Environmental Noise) (Amendment) Regulations 2021 (S.I. 663/2021) to address environmental noise in the Agglomeration of Dublin (as defined in the above regulations) and prepared jointly by Dublin City Council, Fingal County Council, South Dublin County Council, Dun Laoghaire Rathdown County Council, Kildare County Council and Wicklow County Council [Action Planning Authorities (APAs)]. The Regulations require Strategic Noise Maps and Noise Action Plans to be made or revised every five years.

The Dublin City Council team also acted as Project Managers.

The Noise Action Plan has been informed by and is based on the Strategic Noise Maps which were modelled in 2022 and published in 2023 and which cover transport (road and rail) and industry related environmental noise sources.

Consultation

The draft Noise Action Plan 2024 – 2028 was issued for public consultation for a period of six weeks from the 12th April 2024 to the 24th May 2024 inviting the public and interested parties to view and submit any observations on the Draft Noise Action Plan. The consultation included;

- Notices in both English and Irish were published by Dublin City Council in the Times newspapers on Thursday 11th April 2024, with other agglomerations placing their own notices.
- Notices were also placed on Dublin City Council social media accounts.
- Draft Noise Action Plan and notices were published on the Dublin City consultation portal at consultation.dublincity.ie.
- Draft Noise Action Plan and notices were available for inspection at Dublin City Council offices at Civic Offices, Wood Quay, Dublin 8 and also in a selection of Dublin City Council Libraries.
- Letters were issued to 19 stakeholders informing them of the draft Noise Action Plan and inviting submissions.
- Four statutory environmental authorities were consulted in respect of Screening for a Strategic Environmental Assessment report, which was completed on the Noise Action Plan.

Submissions

A total of 83 public submissions were received for the entire agglomeration with 14 public submissions/observations received for Dublin City Council during the course of the consultation period. A further 5 submissions were received from stakeholders for the agglomeration as a whole.

A summary of the themes/submissions/observations from the Public are given below together with a response and proposed amendment for the Noise Action Plan, where required, in the tables provided as Appendices to this report.

The themes identified, based on 14 Dublin City Council submissions, are listed below along with the number of responses for DCC shown in brackets in each case:-

- Matters raised that do not come within the remit of the END (5)
- Road Noise (7)
- Heavy Rail Noise (1)
- Aviation (4)
- Policy & Planning Guidance (1)
- Quiet Areas (2)
- Health Effects (1)
- Noise Mitigation at Source (1)
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Themes were also identified for the 5 Stakeholder Responses:-

- Policy and Planning Guidance (4)
- Roles and Responsibilities (2)
- Scope of END (1)
- Noise Management Framework and Mitigation Measures (1)
- Mitigation Measures Consent & Funding (1)
- Matters raised to do with Quiet Areas (1)
- Matters raised to do with MIA and PIA Verification (1)

Next steps & Timelines

A timetable of the key activities for the development and implementation of the Noise Action Plans for Round 4, and delivery to the European Environment Agency (EEA) by the Authority, is set out below:

18 July 2024: Deadline to amend Draft Noise Action Plan and prepare final Noise Action Plan.

18 August 2024: Deadline for publishing final Noise Action Plans

18 August 2024: Summaries of noise action plans submitted to the EPA

18 January 2025: Noise actions plans to be reported to the EEA by the EPA.

Resolution:

That Dublin City Council notes the contents of report No. 143/2024.

Derek Kelly
Executive Manager

20th June 2024

Acronyms

NAP	Noise Action Plan	APA	Action Planning Authority [Local Authorities]
NMB	Noise Mapping Body [Local Authorities, Transport Infrastructure Ireland, Iarnród Éireann]		
PIA	Priority Important Area	MIA	Most Important Area
PCQA	Potential Candidate Quiet Area	CQA	Candidate Quiet Area
DCC_M#	Dublin City Council Measure	RA_#	Responsible Aims

Appendix A

Overview of the themes, responses and actions taken from the submissions through the Public Consultation on the Dublin Agglomeration Noise Action Plan (Dublin City Council 14 Responses)

Theme	Response	Action
<p>Matters raised that do not come within the remit of the END <u>5 submissions in Dublin City Council</u> Fireworks (4) Dogs Barking (4, 11) Emergency Services Sirens (4,19) Remote Control Car Racing (9) Construction (19) Outdoor Events/Concerts (9) Fog-horns at football matches (19) Seagulls (19) Emphasis on intense noise (82)</p>	<p>The matters raised under this theme are not covered by the Environmental Noise Directive in respect of noise modelling and mitigation measures.</p> <p>These matters should be addressed through the following,</p> <ol style="list-style-type: none"> 1 Noise complaints procedures of the relevant Local Authority or the EPA as appropriate. 2 Planning review process. <p>Dublin City Council has included the following measures within the NAP which will be used to address these issues as required; DCC_M5: Continued Investigation and Management of Noise Complaints DCC_M8: Planning Advice, Conditioning and Enforcement.</p>	<p>No amendment to the Noise Action Plan required</p>
<p>Matters raised to do with Road noise <u>7 submissions in Dublin City Council</u> These cover traffic volumes, lack of noise barriers, HGV traffic, waste trucks and road surfaces. (3, 8, 11, 12, 19, 37, 38)</p>	<p>The location of these submissions have been mapped and compared with the PIAs, MIAs, Noise Monitor locations and noise maps.</p> <p>3 of the 7 DCC submissions are located within or adjacent to PIAs and will be considered as part of the evaluation of the relevant PIAs during the NAP Implementation.</p> <p>3 of the 7 DCC submissions are located within or adjacent to MIAs and these will be reviewed and may be prioritised subsequent to the completion of the PIAs evaluation, subject to resources and funding.</p> <p>1 of the 7 submissions relate to other road noise related issues should be addressed through the noise complaints procedures of DCC in accordance with Measure DCC_M5 of the NAP.</p>	<p>No specific amendment to the Noise Action Plan required</p> <p>Where road noise concerns raised can be addressed through the proposed PIA evaluation process this will be done.</p> <p>All other road related issues should be addressed through DCC's noise complaints procedures.</p>

Theme	Response	Action
<p>Matters raised to do with Heavy Rail noise <u>1 submission in Dublin City Council</u> This covers late night rail movements in Ballybough area. (19)</p>	<p>The END covers normal operational rail conditions and not maintenance or construction activity that may happen at night. Night work must be undertaken in accordance with best practice and notification provided in advance. The matter raised should be dealt with through DCC's noise complaints procedure and will be raised by the Noise Control Unit when next meeting Irish Rail.</p>	<p>No amendment to the Noise Action Plan required.</p>
<p>Matters raised to do with Aviation <u>4 submissions in Dublin City Council</u> Deviation from flight paths, noise contours do not cover cross wind runway, 3rd terminal, more emphasis on intense noise, i.e. aviation (2, 19, 25, 82)</p>	<p>Dublin Airport is a Major Airport as defined by the END, and a separate Noise Action Plan is required to be prepared for it. This is being prepared by Fingal County Council. As such, aviation related noise in the context of mitigation measures is not covered by this Dublin Agglomeration Noise Action Plan.</p> <p>All submissions received relating to aviation noise from Dublin Airport have been forwarded to Fingal County Council for consideration as part of their Dublin Airport Noise Action Plan.</p> <p>The Dublin Airport Noise Action Plan will also be subject to a period of public consultation.</p>	<p>No amendment to the Noise Action Plan required.</p>
<p>Matters raised to do with Policy & Planning Guidance <u>1 submission in Dublin City Council</u> Funding established for noise mitigation, more capacity for noise complaints investigation (82)</p>	<p>At present, there is no national policy relating to noise or adopted guidance or approach for Local Authorities to apply in evaluating noise issues at planning stage. The NAP includes a commitment to work with relevant parties and Government Departments to develop such guidance, see Responsible Aim, RA_1 – Policy and Guidance Development.</p> <p>Dublin City Council has included the following measure within the Noise Action Plan which will be used to address aspects of policy relating to noise;</p> <p>DCC_M1: Support the Development of National Noise and Other related Policy and Guidance.</p>	<p>No amendment to the Noise Action Plan required</p>

Theme	Response	Action
<p>Matters raised to do with Quiet Areas <u>2 submissions in Dublin City Council</u> Existing Quiet Area affected by dogs barking, parks not included on CQA list, (11, 12)</p>	<p>Dogs barking cannot be considered within the methodology to identify CQAs. This used the results of the strategic noise mapping for road, rail and industry noise sources. The evaluation of each CQA at the NAP implementation stage will include an evaluation, which may include; sound measurements, stakeholder & public engagement, visitor experience through soundwalks etc.</p> <p>Many of the parks raised by members of the public where included on the Potential Candidate Quiet Areas (PCQA) list but did not meet the criteria used for shortlisting as Candidate Quiet Area (CQA).</p>	<p>No amendment to NAP required.</p> <p>No amendment to NAP required.</p>
<p>Matters raised to do with Health Effects <u>1 submission in Dublin City Council</u></p> <p>More health effects than IHD, HA & HSD, Questions how the impacts of health are measured to produce the figures presented in the NAP, several submissions refer to health impacts of noise. (8)</p>	<p>The health effects associated with noise appear to be well understood and were raised by a number of submissions. The APAs acknowledge that a wider range of health effects relating to noise exist beyond the three [IHD, HA & HSD] used for assessing health effects for this NAP. The Environmental Noise Regulations 2021 requires the assessment of IHD, HA and HSD when considering the effects of noise and the reporting of statistics for each. The statistics are based on the procedures set out on the Regulations using WHO evidence and experience and not on measured data. The analysis is statistical based on the whole population and using the results of the strategic noise mapping and are aimed at giving a holistic assessment of the possible numbers of people who may be exposed in each category rather than a definitive number of people exposed at any given location.</p>	<p>No amendment to NAP required.</p>
<p>Matters raised to do with Noise Mitigation at Source <u>1 submission in Dublin City Council</u> Comments that plan does not consider noise mitigation at source, i.e. reduced traffic (38)</p>	<p>The Noise Action Plan addresses noise through three key policy principle aims, which include prevention, protection and mitigation. These are supported through eight responsible aims, with specific measures by a number of the APAs. It is acknowledged that much of the focus of the Noise Action Plan will be through mitigation. However, many of the aims and measures will provide support and inputs to noise mitigation at source through National, Regional and Local Policies, Strategies, Plans and Projects which support a transition to more sustainable modes of transport including reduction of traffic. An example includes the Greater Dublin Area Transport Strategy 2022-2042.</p>	<p>No amendment to the Noise Action Plan required.</p>

Appendix B

Overview of the themes, responses and actions taken from the 4 submissions through Stakeholder Consultation on the Dublin Agglomeration Noise Action Plan

Theme	Response	Action
<p>Policy and Planning Guidance <i>4 submissions</i></p> <p>Association of Acoustic Consultants of Ireland (AACI) highlights confusion around appropriate guidance for day to day noise and planning related issues and refers to the AACI guidance on this issue for reference in the NAP.</p> <p>Transport Infrastructure Ireland (TII) note that the TII guidance referred to in the NAP was updated in 2014.</p> <p>Iarnród Éireann note that APAs should have regard for existing operational railway and future expansion in line with National, Regional and Local Transport Policy and welcomes the Measure to support implementation of the DART+ Programme.</p> <p>Iarnród Éireann note that the NAP should be integrated into the Planning System to ensure that future developments adjacent to pre-existing rail lines give due regard to noise assessment and that Iarnród Éireann are a notifiable body for planning applications where development might have an impact on rail based transport.</p>	<p>At present there is no national policy relating to noise or adopted guidance or approach for Local Authorities to apply in evaluating noise issues at planning stage. The NAP includes a commitment to work with relevant parties and Government Departments to develop such guidance. The APAs note the reference to the AACI guidance and will make reference to it within the NAP.</p> <p>Noted</p> <p>Noted. The Noise Action Plan makes note of relevant National, Regional and Local policies, strategies and projects many of which deal with sustainable transport including rail.</p> <p>Noted. The Noise Action Plan includes as one of its policy principle aims “<i>Prevention</i>”, which seeks to manage the risk of additional members of the community being exposed to undesirable noise levels. The Noise Action Plan includes the following responsible aim and Dublin City Council measure relating to planning;</p> <p>RA_5 - Prevention – Evaluate and condition planning proposals for noise sensitive development near major noise sources.</p> <p>DCC_M8: Planning Application Advice, conditioning and Enforcement.</p>	<p>AACI guidance to be referenced within the NAP in section 2.</p> <p>Reference to TII guidance in Section 2 will be updated.</p> <p>No change to the NAP required.</p> <p>No change to the Noise Action Plan required.</p>

Theme	Response	Action
<p>Department of Transport is supportive of the draft NAP and suggest it take note of various Sustainable Mobility Policy, Plans and Strategies which are currently being developed and some of which highlight noise as a key indicator.</p>	<p>Noted.</p>	<p>The Noise Action Plan will be amended to include in Section 2 details of the various Sustainable Mobility Policies, Strategies and Plans currently being prepared by the Department of Transport.</p>
<p>Roles and Responsibilities <i>2 submissions</i></p> <p>Transport Infrastructure Ireland note that they have no role in evaluating PIAs or implementing their associated noise mitigation measures beyond that of a consultee. Furthermore, they suggest that their remit does not permit them “to be intrinsically linked with measures in the context of noise action planning”.</p> <p>Iarnród Éireann acknowledge the constructive co-operation with the APAs to date and are agreeable to further consultation and collaboration with implementation a joint exercise subject to consent and funding being secured by the APAs.</p>	<p>The APAs acknowledge, under the Environmental Noise Regulations, that they are responsible for making and approving Noise Action Plans and that this must be done in consultation with the Noise Mapping Bodies of which TII are the body responsible for major National Roads. The Regulations do not explicitly state that measures contained within the NAP, and the implementation of same, are exclusively the responsibility of the APAs.</p> <p>The APAs recognise that the competencies and responsibilities required for successful implementation of the NAP extend beyond their sole jurisdiction. Therefore, collaboration and consultation are essential for the development and implementation of noise mitigation measures, where necessary.</p> <p>The APAs acknowledge Iarnród Éireann commitment to on-going consultation and collaboration on the evaluation and implementation of mitigation measures subject to consent and funding being secured by the APAs. However, while it does not fall within the remit of the APAs to secure or provide funding for all or any rail related mitigation measures the APAs will commit to working with Iarnród Éireann to explore funding opportunities, from a range of sources, where appropriate mitigation measures have been identified and agreed with Iarnród Éireann.</p>	<p>Changes to text in Section 4, Table 5 and other relevant parts of the NAP have been made. However, the message that effective collaboration from Noise Mapping Bodies including, where appropriate, support for implementation and funding of mitigation measures, remains while making the point that the APAs are committed to exploring all future support and funding opportunities with the Noise Mapping Bodies.</p> <p>Specifically Table 5 text amended as follows;</p> <p><i>As part of the detailed evaluation of PIAs conducted by the APAs; consult and collaborate with the APAs to agree noise mitigation measures for locations within TII’s areas of competence and responsibility (National Roads) and agree the strategy for implementation of same in respect of resources, timelines and budget.</i></p> <p>Minor change to text made to reflect the need to agreed joint approach. Specifically in Table 5 text amended as follows;</p> <p><i>As part of the detailed evaluation of PIAs conducted by the APAs; consult and collaborate with the APAs to agree noise mitigation measures for locations within Iarnród Éireann’s area of competence and responsibility (National Rail) and agree with the APAs the strategy for implementation of same in respect of resources, timelines and budget.</i></p>

Theme	Response	Action
<p>Scope of END <u>1 submission</u> Iarnród Éireann note that maintenance and construction work are not covered by the scope of the END and this should be made clear in the NAP.</p>	<p>Noted. The Noise Action Plan will be reviewed to ensure this point is clear.</p>	<p>The Noise Acton Plan will be reviewed and it clearly stated that noise relating to maintenance and construction work are not covered by the Environmental Noise Directive/Regulations.</p>
<p>Noise Management Framework and Mitigation Measures <u>1 submission</u> Iarnród Éireann express concern that the Noise Management Framework may be seen as a menu of options. Not all are appropriate and would require detailed consultation with Iarnród Éireann and consideration in the context of existing transport policy and project requirements.</p>	<p>Noted. The text within the Noise Action Plan will be reviewed to make it clear that the framework presents an indicative list of possible measures which may not always be appropriate or reasonable when considered against a wider range of criteria. Any measure would require detailed evaluation and discussion with Iarnród Éireann and their approval.</p>	<p>The text in Section 9 of the Noise Action Plan will be amended to make this clear. Title of Figure 15 will be amended to Railway Traffic Indicative Noise Management Framework.</p>
<p>Mitigation Measures Consent & Funding <u>1 submission</u> Iarnród Éireann note that implementation of any mitigation measures is subject to agreement with Iarnród Éireann and consent and funding being secured by the APAs.</p>	<p>Noted. Dublin City acknowledge Iarnród Éireann commitment to on-going consultation and collaboration on the evaluation and implementation of mitigation measures. However, while it does not fall within the remit of the APAs to secure or provide funding for all or any rail related mitigation measures the APAs will commit to working with Iarnród Éireann to explore funding opportunities, from a range of sources, where appropriate mitigation measures have been identified and agreed with Iarnród Éireann.</p>	<p>Changes to text in Section 4, Table 5 and other relevant parts of the NAP have been made. The message that effective collaboration from Noise Mapping Bodies including, where appropriate, support for implementation and funding of mitigation measures, remains while making the point that the APAs are committed to exploring all future support and funding opportunities with the Noise Mapping Bodies.</p>
<p>Matters raised to do with Quiet Areas <u>1 submission</u> Iarnród Éireann request that consideration of Quiet Areas should give due regard to National, Regional and Local Transport Policy to ensure that such designations do not negatively impact sustainable transport.</p>	<p>The evaluation to identify the shortlist of Candidate Quiet Areas included within the Noise Action Plan has used the results of the strategic noise mapping for road and rail. The evaluation of each CQA at the NAP implementation stage may include sound measurements, stakeholder & public engagement, visitor experience through soundwalks etc. This can also include a review of transport policy.</p>	<p>Section 7.4 of the Noise Action Plan will be amended to state that the evaluation of CQAs should include a review of relevant National, Regional and Local Transport policy, plans and projects.</p>

Theme	Response	Action
<p>Matters raised to do with MIA and PIA Verification <u>1 submission</u> Iarnród Éireann note that it is important to verify the PIAs through surveys and measurements as part of the evaluation process.</p>	<p>Section 8.4 of the Noise Action Plan set out the steps to be considered as part of the evaluation of PIAs and included noise measures at these areas as one element of the process.</p>	<p>No amendment to the Noise Action Plan required.</p>