Muirin Gowen

From: LAPS
Sent: Monday 5 October 2026 09:08
To: 'EIAPlanning'
Subject: RE: ACP-324637-26 from Environmental Protection Agency
Attachments: 05.10.26 -Valid Lodgement Confirmation Letter - EPA.pdf

A Chara,

Please find attached letter from the Commission in relation to the above-mentioned case, a hard copy of which will also issue by post.

Kind regards,
Muirín

Our Case Number: ACP-324637-26

An Coimisiún Pleanála

Environmental Protection Agency
EIA Planning
Water, Energy & Business Support Programme
PO Box 3000
Johnstown Castle Estate
Co. Wexford
Y35 W821

Date: 05 October 2026

Re: Minister for Transport EIAR scoping request in relation to the Dublin Airport passenger cap, Swords, County Dublin

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above-mentioned case. The contents of your submission have been noted.

If you have any queries in relation to the matter, please contact the undersigned officer of the Commission at laps@pleanala.ie.

Please quote the above-mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Muirin Gowen
Executive Officer
Direct Line: 01-8049323

CH08

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64 Marlborough Street
Dublin 1
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Muirin Gowen

From: EIAPlanning <eiaplanning@epa.ie>
Sent: Friday 2 October 2026 17:02
To: LAPS
Subject: ACP-324637-26 from Environmental Protection Agency
Attachments: ACP-324637-26 from Environmental Protection Agency.pdf

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An Coimisiún Pleanála Reference: ACP-324637-26
Minister for Transport Environmental Impact Assessment Report scoping request regarding the Dublin Airport passenger cap, Swords, Co. Dublin

Dear Sir/Madam,

Please see attached observations regarding correspondence received by the Environmental Protection Agency on 16th September 2026 in relation to the above.

For all further queries and correspondence relating to planning matters, please contact eiaplanning@epa.ie.

Yours faithfully,

Tara Gillen, Senior Programme Officer
Business Support, Administration & Environmental Assessment Team
Water Regulation and Business Support Programme
Office of Environmental Sustainability
An Clár um Cheadúnú Comhshaoil
Oifig um Inbhuanaitheacht Chomhshaoil

Environmental Protection Agency

053-916 0600 (Switch)
eiaplanning@epa.ie
www.epa.ie

From: LAPS <laps@pleanala.ie>
Sent: Wednesday 16 September 2026 12:13
To: EIAPlanning <eiaplanning@epa.ie>
Subject: ACP-324637-26 - Request for submission or observation

Good afternoon,

Please find attached letter from the Commission in relation to the above-mentioned EIAR scoping request, a hard copy of which will also issue by post.

Kind regards,
Muirín

Fógra Rúin: Tá an ríomhphost seo agus aon chomhaid atá nasctha leis faoi rún agus dírithe amháin don seolaí. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bainisteoir an chórais.

Tabhair faoi deara led thoil: aon tuairimí nochtaithe san ríomhphost seo is iad tuairimí an tseoltóra féin agus níl sé intuigthe gurb iad tuairimí An Coimisiún Pleanála nó go gcloíonn siad le polasaithe ráite An Coimisiún.

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Please Note: any views expressed in this email are those of the individual sender and may not necessarily reflect the views or accord with the stated policies of An Coimisiún Pleanála.

Environmental Protection Agency

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02 October 2026

An Coimisiún Pleanála Reference: ACP-324637-26
Minister for Transport Environmental Impact Assessment Report scoping request regarding the Dublin Airport passenger cap, Swords, Co. Dublin

Dear Ms Gowen,

I refer to your correspondence received on 16th September 2026 requesting submissions or observations from the EPA in relation to the information to be contained in an Environmental Impact Assessment Report (EIAR) for the above proposal.

It is noted that this consultation is under Section 12(3(b)) of the Dublin Airport (Passenger Capacity) Act 2026 (hereafter referred to as the Act). It is also noted that the Minister for Transport received an application from daa public limited company, seeking the making of an Order to address the passenger cap at Dublin Airport. The Minister for Transport subsequently requested An Coimisiún Pleanála for an opinion on the scope and level of detail to be included in an EIAR associated with the making of that Order.

The Agency is of the opinion that the scope and level of detail to be included in the EIAR for the above proposal should:

(i) identify, describe and assess the direct and indirect and cumulative significant effects on each of the factors listed in Article 3 of the EIA Directive;

(ii) include an assessment of effects on environmental factors with reference to relevant environmental objectives and standards;

(iii) include a description of the reasonable alternatives considered, which are relevant to the proposal;

(iv) In relation to the following environmental factors:

Climate: Under the EIA Directive regarding climate, information to be contained in an EIAR includes an assessment of the impact of a project on climate (e.g. due to greenhouse gas (GHG) emissions) and the vulnerability of the project to climate change. The description of the baseline for GHG emissions should refer to current emissions and trends, drawing on latest EPA greenhouse gas inventories as baseline (Ireland's Final Greenhouse Gas Emissions 1990-2024) and on EPA greenhouse gas projections (Ireland's Greenhouse Gas Emissions Projections 2025-2030) for future trends.

The expected future impact on domestic aviation emissions (IPCC category 1.A.3.a.i) should be reported against the 1990–2024 baseline in Table 3.2 of Annex 3.1 of Ireland's National Inventory Document to the United National Framework Convention on Climate Change: Ireland's National Inventory Submissions 2026. Similarly, the expected impact on international aviation emissions (IPCC category 1.A.3.a.ii) should be reported against Table 3.1.2 of Annex 3.1 of Ireland's National Inventory Document. The definition of domestic versus international aviation is as per IPCC 2006 Guidelines, Volume 2: Energy, Chapter 3: Mobile Combustion, Table 3.6.1 (IPCC website).

Information should be set out in the context of relevant international, national and sectoral emissions targets as given in relevant agreements, policies and objectives such as those in the EU Emissions Trading Scheme, EU Effort Sharing Regulation, National Climate Change Policies and the National Climate Action Plan.

Noise: Consideration should be given to the Environmental Noise Directive and associated national regulations, relevant noise maps and action plans, including the current Round 4 Noise Action Plan for Dublin airport - Noise Action Plan for Dublin Airport 2024 -2028 | Fingal County Council. Information on strategic noise mapping, technical mapping guidance, and noise action plans are available on the EPA website. The EPA made a submission to the Aircraft Noise Competent Authority | Fingal County Council (ANCA) on the Draft Regulatory Decision and Amended Noise Abatement Objective for Dublin Airport on 2nd September 2026. ANCA monitors and regulates for the management of aircraft noise in the communities around Dublin Airport.

Air: Air quality assessment should consider both current and emerging regulatory requirements, including the existing ambient air quality limit values and objectives, as well as the stricter limit values established under the revised EU Ambient Air Quality Directive (2024/2881/EU), which comes into force on 11th December 2026, with limits to be attained by 2030. The assessment should also have regard to the objectives of Ireland's Clean Air Strategy and other relevant National and European air quality policies.

The air quality baseline should be described in terms of compliance with ambient air quality standards and guideline values. The effects of the proposal on air quality should be assessed in terms of the predicted changes in the concentrations of air

pollutants. The assessment methodology will typically involve air dispersion modelling. The assessment should include nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and any other pollutants considered relevant.

Water: Effects on water should be assessed with reference to Water Framework Directive (WFD) objectives and the relevant standards. Regard should be made to the Water Action Plan: A River Basin Management Plan for Ireland 2022–2027, including the relevant Programme of Measures.

The EIAR should consider the relevant surface water and groundwater bodies potentially affected by the proposal, taking account of their current WFD status and applicable environmental objectives. The assessment should consider relevant pressures and protected areas, where applicable, together with the potential effects on relevant WFD quality elements. In particular, consideration should be given to whether the proposal could result in deterioration in water-body status or prevent the achievement of the applicable WFD environmental objectives.

Consideration should also be given to the relevant objectives and measures set out in the Water Action Plan 2024: A River Basin Management Plan for Ireland, noting that the Ward, Sluice, Santry and Mayne rivers (adjacent to Dublin Airport) and the downstream Mayne estuary are currently not meeting their WFD environmental objectives.

Supporting information on the current water body environmental objectives, water quality status, significant pressures causing the environmental objectives not to be met and water quality data are available on www.catchments.ie and EPA Water Maps at https://gis.epa.ie/EPAMaps/Water

Material Assets: Consideration should be given to any likely significant effects of the proposal on water and wastewater infrastructure, e.g. due to any increase in demand. A waste water discharge licence for Dublin North agglomeration (Register No. D0553-01) issued by the Agency on 28th September 2026. This licence authorises waste water discharges from the planned new 500,000 population equivalent (p.e.) waste water treatment plant at Clonshaugh, Co Dublin.

Land and Soil: The assessment of likely significant effects of the proposal should take account of existing land and soil conditions. It is noted that PFOA/PFOS[1] contamination at a site in Dublin Airport has been included in the '*Report from Ireland on the monitoring of the implementation of Regulation (EU) 2019/1021 on persistent organic pollutants (POPs Regulation)*' link to ECHA website. Regulatory investigation of this contamination is being led by Fingal County Council.

[1]PFAS/PFOA/PFOS: Per– and Polyfluoroalkyl Substances/Perfluorooctanoic Acid/Perfluorooctane Sulfonate.

(v) the EIAR should have regard to the EPA's *Guidelines on the information to be contained in Environmental Impact Assessment Reports* which are available online.

(vi) the EIAR prepared must satisfy the full requirements of the EIA Directive.

There are two EPA licenced installations within the boundary of Dublin Airport (Figure 1 in scoping document provided): these are Dublin Aerospace Limited, Register No. P0480-02 and Eirtech Aviation Limited, Register No. P0921-01. Information on all EPA licensed installations is available on the EPA's Licensing and Enforcement Access Portal (LEAP Online).

Should An Coimisiún Pleanála wish to request the Agency to make observations on the application and EIAR, the contact address for correspondence is eiaplanning@epa.ie.

Yours faithfully,

Tara Gilley

Senior Programme Officer
Business Support, Administration & Environmental Assessment Team
Water Regulation and Business Support Programme
Office of Environmental Sustainability