Appendix 1-4: Notices to State Bodies

From: Alan Pettit
Sent: Friday 23 October 2026 20:18
To: info@fisheriesireland.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with IFI
Attachments: Dublin Airport Passenger Capacity – EIAR – Biodiversity Baseline Data.pdf

Dear Dr. Kelly,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum .The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that "Efforts should be made to agree baseline datasets with relevant consultation bodies".

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The attached baseline data demonstrates how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to IFI, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

The current Ministerial programme anticipates that the EIAR will be submitted to ACP on 6 November 2026. We would therefore be grateful to receive any comments identifying a material omission as soon as possible and no later than ***5pm on Friday 30 October 2026***. Given the limited period between receipt of the Scoping Opinion and the anticipated submission date, comments should focus on any material matter within your remit that is not addressed in the attached information. We will assess any such matter promptly and incorporate any necessary update before submission.

Nothing in this engagement is intended to prejudge or constrain ACP's process or your participation in the formal consultation on the EIAR.

We would be happy to discuss the schedule with your relevant technical contacts and to continue working constructively with you as the statutory process progresses.

Kind regards,
Alan Pettit

Associate Director | Ireland Aviation Business Leader
MEngSc BEng(Hons) CEng MIEI

Arup
Hartstonge House, Upper Hartstonge Street, Limerick, V94 F8XE Ireland

arup.com

Follow me

From: Alan Pettit
Sent: Friday 23 October 2026 20:17
To: info@epa.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with the EPA
Attachments: Dublin Airport Passenger Capacity – EIAR – Biodiversity Baseline Data.pdf

Dear Dr. Cotter,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum .The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that "Efforts should be made to agree baseline datasets with relevant consultation bodies".

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The attached baseline data demonstrates how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to the EPA, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

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We would be happy to discuss the schedule with your relevant technical contacts and to continue working constructively with you as the statutory process progresses.

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arup.com

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From: Alan Pettit
Sent: Monday 26 October 2026 20:15
To: ceo.office@hse.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with the HSE
Attachments: Dublin Airport Passenger Capacity – EIAR – Population and Human Health Baseline Data.pdf

Dear Ms. O'Connor,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum.

The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that "Efforts should be made to agree baseline datasets with relevant consultation bodies".

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The attached baseline data demonstrates how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to the HSE, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

The current Ministerial programme anticipates that the EIAR will be submitted to ACP on **6 November 2026**. We would therefore be grateful to receive any comments identifying a material omission as soon as possible and no later than ***5pm on Monday 2 November 2026***. Given the limited period between receipt of the Scoping Opinion and the anticipated submission date, comments should focus on any material matter within your remit that is not addressed in the attached information. We will assess any such matter promptly and incorporate any necessary update before submission.

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Arup
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arup.com

From: Alan Pettit
Sent: Friday 23 October 2026 20:18
To: info@npws.gov.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with the NPWS
Attachments: Dublin Airport Passenger Capacity – EIAR – Biodiversity Baseline Data.pdf

Dear Mr. Ó Donnchú,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum .The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that "Efforts should be made to agree baseline datasets with relevant consultation bodies".

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The attached baseline data demonstrates how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to the NPWS, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

The current Ministerial programme anticipates that the EIAR will be submitted to ACP on 6 November 2026. We would therefore be grateful to receive any comments identifying a material omission as soon as possible and no later than ***5pm on Friday 30 October 2026***. Given the limited period between receipt of the Scoping Opinion and the anticipated submission date, comments should focus on any material matter within your remit that is not addressed in the attached information. We will assess any such matter promptly and incorporate any necessary update before submission.

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Kind regards,
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Follow me

From: Alan Pettit
Sent: Monday 26 October 2026 19:57
To: info@nationaltransport.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with the NTA

Dear Ms. Shaw,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum.

The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that there should be consultation with the NTA *"with regards to establishing the correct baseline, future development (and traffic) pressure surrounding the airport, transport modal shift, and in agreeing the appropriate modelling framework for future scenarios."*

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The table below outlines how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to the NTA, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

Information included within ACP Scoping Opinion	**Proposal for addressing within the EIAR**
The EIAR should provide a robust assessment of the traffic impacts arising from the proposed increase in passenger numbers which includes a detailed and thorough analysis and assessment of the existing (2023 and 2025) and future traffic and transport environment (2029 and 2040).	The assessment will consider two observed years of assessment, including 2023 observed 32mppa, plus 2025 as the most recent observed year. In addition, a 2029 forecast year will be considered, assessing the impact of proposed airport growth from 32mppa to 40mppa. Qualitative narrative is proposed to consider the impacts on the airport beyond 2029. For the proposed EIAR Chapter 6, we suggest including the following approach in the context of 2040: • A specific 2040 assessment is not proposed, although additional qualitative narrative will be included on how surface access will be considered, reviewed, monitored, and adapted if required, beyond 2029, in the context of how the Dublin Airport Surface Access Monitoring Framework will be used to sustainably manage surface access impacts beyond 2029; • Narrative will be included to note how surface access is expected to change in the medium term as MetroLink is constructed and delivered (noting key dates relevant to MetroLink). [Linked to MetroLink item below] • Narrative to note that the introduction of future planned surface access changes, including MetroLink, will provide a positive impact on mode shares and airport travel.

The applicant shall ensure that the most up-to-date information is included to establish the current baseline environment in accordance with recognised standards and guidance, where available and relevant.	The assessment will use recently collected and collated data from a comprehensive data collection exercise undertaken in October 2025, plus additional summary Summer 2025 surveys. The assessment will also makes use of data from daa's continuous traffic monitoring data sites. This approach will ensure the use of the most up to date information for the assessment.
	The key baseline data that we propose to use to inform the assessment of surface access impacts, in summary, comprises of:
	
	• 2025 surveys that included:
	  o Automatic traffic counts (ATCs) were undertaken on key road links, both on the internal airport network and on the external public road network within the assessment area. The ATCs recorded daily and weekly traffic profiles, in hourly periods, during the week-long survey period;
	  o Junction turning counts for key junctions, including Airport Roundabout and Corballis Road South (Data was collected for an extended AM peak period (04:00 – 10:00) and PM peak period (16:00 – 19:00) on a neutral weekday for background traffic to capture both the background peak and airport demand)
	  o Pedestrian crossing counts were also undertaken at key crossing points within the airport's internal network
	  o Kerbside surveys were undertaken at Terminal 1 (T1) arrivals and departures kerbs and at Terminal 2 (T2) departures kerb. Data was collected for an extended AM peak period (04:00 – 10:00) and PM peak period (15:00 – 19:00) on a neutral weekday
	  o Automatic number plate recognition (ANPR) surveys were undertaken on the approach roads to the airport and at various locations within the airport to determine the origins and destinations for various types of trips to/from the airport. The survey was undertaken over a 24-hour period on a neutral day, with data recorded in 15-minute intervals
	  o Bus surveys were undertaken at the T1 and T2 kerbside drop off and pick-up areas, in the GTC, and in the Coach Park, over a 24-hour period on a neutral day. The surveys recorded the arrival time, operator, service number, departure time, dwell time, and the number of passengers boarding/alighting for each bus
	  o Cyclist surveys were undertaken at the three access points to the main airport campus and recorded the number of cyclists entering and exiting over the period 04:00 to 19:00
	• TII Traffic Monitoring Units (TMUs):
	  o existing traffic flows on external road links with TMUs have been collated for time periods to align with October 2025 surveys
	• daa collated data:
	  o daa permanent traffic counters at all three entrance points to the main airport campus. These counters record the volume and type of vehicles entering and exiting the campus in 15-minute intervals

	○ Barrier data for the passenger and staff car parks - The data records the number of entries to and exits from car parks controlled by daa - Collated for October 2025 ○ daa Insights surveys - daa undertakes regular ongoing surveys of passengers and staff with the aim of gaining a comprehensive picture of how both groups travel to and from the airport. Relevant information taken from the 2025 and previous survey results includes time of travel, mode choice (and reason for same).
The assessment should be carried out with direct consultation with TII, the NTA and the HSA, with regards to establishing the correct baseline, future development (and traffic) pressure surrounding the airport, transport modal shift, and in agreeing the appropriate modelling framework for future scenarios.	The Dublin Airport Surface Access Monitoring Framework was previously developed with LAPSF02 stakeholders (including TII, NTA, and FCC). This is a key document/approach to how airport growth will be sustainably reviewed and managed and maintained at 40mppa. This approach reflects previous stakeholder views and feedback in the consideration of a sustainable approach to surface access into the future. It is proposed that the approach for the Dublin Airport passenger cap will also follow this approach. In particular, the assessment will include narrative to define and explain previous engagement with key stakeholders (Dublin Airport Surface Access Stakeholder/Monitoring Group) and how the monitoring framework will form the basis of reviewing the sustainable growth of the airport to 40mppa.
Future scenarios should include both an operational Metrolink and the period prior to its opening.	The assessment will primarily focus on the period prior to the operation of MetroLink through the inclusion of a 2029 core scenario of assessment. In addition, a qualitative consideration of longer term impacts on surface access will be included to reflect how surface access will be managed and maintained at 40mppa beyond the 2029 forecast year. To address the above point, we propose to include the following within the consideration of Traffic impacts: • Inclusion of qualitative narrative on how the Monitoring Framework and Working Group will be key to managing surface access impacts into the longer term. • Noting that this will include the period prior to MetroLink operation – where bus-based public transport will play an important role to sustainably manage an airport operating at 40mppa; • Explain how the operation of Metrolink will deliver a step change in public transport travel to/from the airport – and we will include a qualitative narrative to reflect on this – noting expected opening date for Metrolink of mid/late 2030s and beyond.

The current Ministerial programme anticipates that the EIAR will be submitted to ACP on **6 November 2026.** We would therefore be grateful to receive any comments identifying a material omission as soon as possible and **no later than 5pm on Monday 2 November 2026.** Given the limited period between receipt of the Scoping Opinion and the anticipated submission date, comments should focus on any material matter within your remit that is not addressed in the below table We will assess any such matter promptly and incorporate any necessary update before submission.

Nothing in this engagement is intended to prejudge or constrain ACP's process or your participation in the formal consultation on the EIAR.

We would be happy to discuss the schedule with your relevant technical contacts and to continue working constructively with you as the statutory process progresses.

From: Alan Pettit
Sent: Monday 26 October 2026 19:55
To: info@tii.ie
Cc:
Subject: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with TII

Dear Mr O'Connor,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum.

The Scoping Opinion was received from ACP on the evening of 21 October 2026. Among other matters, it states that there should be consultation with TII *"with regards to establishing the correct baseline, future development (and traffic) pressure surrounding the airport, transport modal shift, and in agreeing the appropriate modelling framework for future scenarios."*

We are contacting you at this stage as daa is aiming to ensure that the assessments are as robust as possible. The issues raised in your submission to ACP (where applicable), and matters otherwise identified through the scoping process, have been taken into account in preparing the EIAR. The table below outlines how environmental matters relevant to your remit have been addressed in the EIAR and supporting assessments. We would appreciate it if there are particular issues of concern to TII, not addressed that it would be useful if they could be notified to daa so that they can be considered in the preparation of the environmental reports.

Information included within ACP Scoping Opinion	**Proposal for addressing within the EIAR**
The EIAR should provide a robust assessment of the traffic impacts arising from the proposed increase in passenger numbers which includes a detailed and thorough analysis and assessment of the existing (2023 and 2025) and future traffic and transport environment (2029 and 2040).	The assessment will consider two observed years of assessment, including 2023 observed 32mppa, plus 2025 as the most recent observed year. In addition, a 2029 forecast year will be considered, assessing the impact of proposed airport growth from 32mppa to 40mppa. Qualitative narrative is proposed to consider the impacts on the airport beyond 2029. For the proposed EIAR Chapter 6, we suggest including the following approach in the context of 2040: • A specific 2040 assessment is not proposed, although additional qualitative narrative will be included on how surface access will be considered, reviewed, monitored, and adapted if required, beyond 2029, in the context of how the Dublin Airport Surface Access Monitoring Framework will be used to sustainably manage surface access impacts beyond 2029; • Narrative will be included to note how surface access is expected to change in the medium term as MetroLink is constructed and delivered (noting key dates relevant to MetroLink). [Linked to MetroLink item below] • Narrative to note that the introduction of future planned surface access changes, including MetroLink, will provide a positive impact on mode shares and airport travel.

The applicant shall ensure that the most up-to-date information is included to establish the current baseline environment in accordance with recognised standards and guidance, where available and relevant.	The assessment will use recently collected and collated data from a comprehensive data collection exercise undertaken in October 2025, plus additional summary Summer 2025 surveys. The assessment will also makes use of data from daa's continuous traffic monitoring data sites. This approach will ensure the use of the most up to date information for the assessment.
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	  o Automatic number plate recognition (ANPR) surveys were undertaken on the approach roads to the airport and at various locations within the airport to determine the origins and destinations for various types of trips to/from the airport. The survey was undertaken over a 24-hour period on a neutral day, with data recorded in 15-minute intervals
	  o Bus surveys were undertaken at the T1 and T2 kerbside drop off and pick-up areas, in the GTC, and in the Coach Park, over a 24-hour period on a neutral day. The surveys recorded the arrival time, operator, service number, departure time, dwell time, and the number of passengers boarding/alighting for each bus
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	  o existing traffic flows on external road links with TMUs have been collated for time periods to align with October 2025 surveys
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	  o daa permanent traffic counters at all three entrance points to the main airport campus. These counters record the volume and type of vehicles entering and exiting the campus in 15-minute intervals

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From: Alan Pettit
Sent: Monday 26 October 2026 19:59
To: contactus@hsa.ie
Cc:
Subject: RE: Dublin Airport Passenger Capacity – EIAR scoping requirements and engagement with the HSA

Dear Mr. Cullen,

I am writing in relation to the proposed Ministerial Order under the Dublin Airport (Passenger Capacity) Act 2026 and the proposed amendment of the passenger-cap conditions at Dublin Airport to 40 million passengers per annum.

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Kind regards,
Alan Pettit

Associate Director | Ireland Aviation Business Leader
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Arup
Hartstonge House, Upper Hartstonge Street, Limerick, V94 F8XE Ireland

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