



Strategic Environmental Assessment Scoping Report

Dublin Port Masterplan Review 2017

Stakeholder Consultation



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APPENDIX E	Report on the Dublin Port Company Masterplan Review Consultation Process	13 Pages

ABBREVIATIONS

AA	Appropriate Assessment
ABR Project	Alexandra Basin Redevelopment Project
CFRAM	Catchment Flood Risk Assessment and Management
DAERA	Department of Agriculture, Environment and Rural Affairs
DAFM	Department of Agriculture, Food and the Marine
DCC	Dublin City Council
DCCA	Department of Communications, Climate Action and the Environment
DCHG	Department of Culture, Heritage and the Gaeltacht
Defra	Department for Environment, Food and Rural Affairs
DHPLG	Department of Housing, Planning and Local Government
DPC	Dublin Port Company
DTTAS	Department of Transport, Tourism and Sport
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
GSI	Geological Survey of Ireland
IFI	Inland Fisheries Ireland
IROPI	Imperative Reasons of Overriding Public Interest
Lo-Lo	Lift-on Lift-off
NIS	Natura Impact Statement
NPWS	National Parks and Wildlife Service
NTA	National Transport Authority
OPW	Office of Public Works
OSPAR	(Oslo Paris) Convention on the protection of North-East Atlantic marine environment
Ro-Ro	Roll-on Roll-off
SEA	Strategic Environmental Assessment
SPAR	South Port Access Road
SFRA	Strategic Flood Risk Assessment
TII	Transport Infrastructure Ireland
UNESCO	United Nations Educational, Scientific and Cultural Organisation

1 INTRODUCTION

1.1 BACKGROUND

This Strategic Environmental Assessment (SEA) Scoping Report has been prepared in accordance with the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 [S.I. 435/2004] and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 [S.I. 436/2004], and their recent amendments of European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 [S.I. 200/2011] and the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011 [S.I. 201/2011].

The purpose of this Scoping Report is to provide sufficient information on the Dublin Port Masterplan Review 2017 to enable the consultees to form an opinion on the appropriateness of the scope, format, level of detail, methodology for assessment and the consultation period proposed for the Environmental Report.

The Dublin Port Masterplan Review 2017 and the SEA of the Review are being completed on behalf of Dublin Port Company (DPC).

The views and opinions of the consultees are sought on the following questions:

- 1) Is there any information missing from the key plans and programmes listed, relevant to the Dublin Port Masterplan Review 2017, that you think should be included, and why?
- 2) Do you agree with the geographical and temporal scope of the assessment?
- 3) Do you agree with the scoping of the environmental assessment topics?
- 4) Have we identified the key environmental issues relevant to the Dublin Port Masterplan Review 2017?
- 5) Are we proposing the most appropriate data and scale of data to be used?
- 6) Can you propose any other data to be used in the SEA and why it would be beneficial?
- 7) Do you agree with the approach to the assessment?
- 8) Do you agree with the draft SEA objectives?

- 9) Do you agree with the proposed project timescales and proposed consultees in the SEA process?

1.2 STRATEGIC ENVIRONMENTAL ASSESSMENT

The SEA Directive requires that certain Plans and Programmes, prepared by statutory bodies, which are likely to have a significant impact on the environment, be subject to the SEA process. The SEA process is broadly comprised of the steps shown in **Figure 1.1**, which are given a summary description in **Table 1.1**.

Table 1.1 Summary Description of Main Steps in SEA Process

Step	Description	Status
Screening	Determines whether SEA is required for a Plan / Programme, in consultation with the designated statutory consultees.	Completed Q2 2017 (see Appendix A)
Scoping	Determines the scope and level of detail of the assessment for the SEA, in consultation with the designated statutory consultees.	Current Stage
Environmental Assessment	Formal and transparent assessment of the likely significant impacts on the environment as a result of implementing the Plan / Programme, including all reasonable alternatives. The output from this is an Environmental Report which must go on public display along with the draft Plan.	Anticipated Q4 2017
SEA Statement	Summarises the process undertaken and identifies how environmental considerations and consultations have been integrated into the final Plan / Programme.	Anticipated Q1 2018

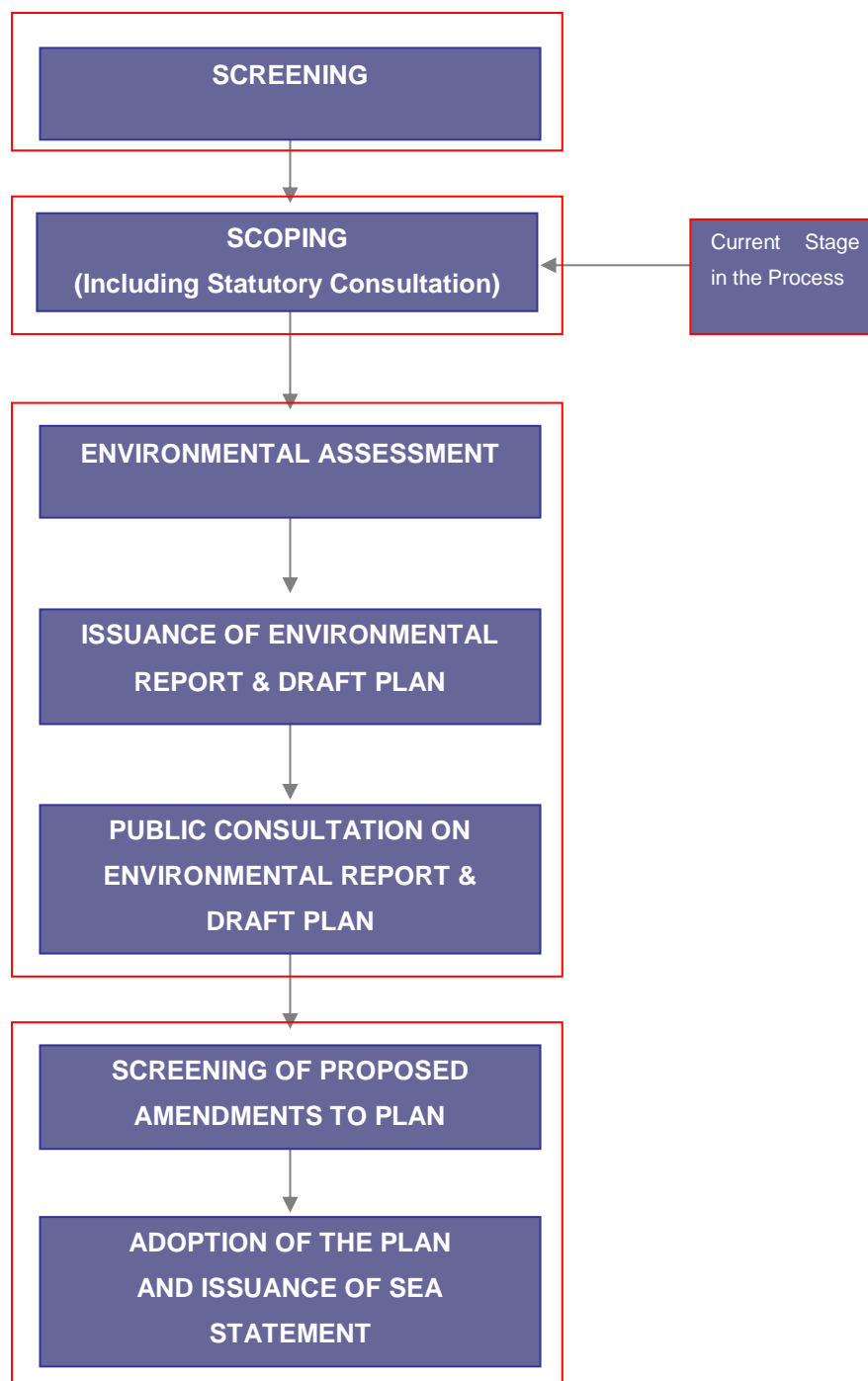


Figure 1.1 Overview of SEA Process

1.3 SCREENING FOR SEA

DPC carried out a SEA Screening in May 2017 for the Dublin Port Masterplan Review 2017 and determined that SEA of the Dublin Port Masterplan Review 2017 would be required due to the following reasons:

- The outcome of the pre-screening check (details of which are in the Screening Report) indicate that SEA is required.

- The infrastructure development options for Dublin Port included within the Dublin Port Masterplan Review 2017 have the potential to result in significant effects on the environment. Carrying out a SEA will allow for the early consideration of environmental issues.
- The Dublin Port Masterplan Review 2017 will form a framework for future projects and allocation of resources concerning the development of Dublin Port into the future.
- The Dublin Port Masterplan Review 2017 will influence spatial plans at both regional and local level.
- The Dublin Port Masterplan Review 2017 may require an assessment under Article 6 of the EU Habitats Directive.

A copy of the SEA Screening Report that was produced in May 2017 can be found in **Appendix A** of this report. The SEA Screening Report was sent to the five statutory authorities listed in **Section 1.6**. The received responses are recorded and are found in **Appendix B**.

A response from the Environmental Protection Agency (EPA) was received in June 2017. It includes an acknowledgement that a full SEA will be carried out, along with the likely requirement of an Appropriate Assessment (AA) under Article 6 of the Habitats Directive and the consideration of a Strategic Flood Risk Assessment (SFRA). DPC has confirmed the need for both an AA and SFRA.

A response from the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA) was received in June 2017. It reiterated its response to the Consultation on the First Review of Dublin Port Company Masterplan 2012-2040 report, which included a recommendation that a Heritage Conservation Plan be commissioned in order to identify and assess the likely impact of proposed developments on known heritage sites and areas of such potential. It also highlighted the requirement to include a discussion of the issues concerning the nesting terns at Dublin Port. DPC has confirmed the need for a Heritage Conservation Plan to be commissioned and for issues relating to nesting terns to be discussed within the Environmental Report of the SEA.

1.4 SCOPING FOR SEA

This SEA Scoping Report is presented as part of the scoping phase of the SEA for the Dublin Port Masterplan Review 2017. The purpose of this Scoping Report is to provide sufficient information on the Dublin Port Masterplan Review 2017 to enable the consultees to form an opinion on the appropriateness of the scope, format, level of detail, methodology for assessment and the consultation period proposed for the SEA Environmental Report.

A scoping workshop was held in September 2017 to allow for statutory consultees to participate in the scoping phase of the Dublin Port Masterplan Review 2017. This Scoping Report has been amended where applicable to incorporate comments received from this workshop as well as those received during the statutory consultation period.

1.5 SEA GUIDANCE

Key guidance documents that are to be used in the SEA for the Dublin Port Masterplan Review 2017 are listed in **Appendix C** of this SEA Scoping document.

1.6 STATUTORY CONSULTEES FOR SEA

Under Article 6 of the SEA Directive, the competent authority preparing the Plan or Programme (in this case DPC) is required to consult with specific environmental authorities (statutory consultees) on the scope and level of detail of the information to be included in the SEA Environmental Report. Under S.I. 200 of 2011 these five statutory consultees are established as being the:

- Environmental Protection Agency (EPA);
- Department of Housing, Planning and Local Government (DHPLG);
- Department of Agriculture, Food and the Marine (DAFM);
- Department of Communications, Climate Action and the Environment (DCCAE); and
- Department of Culture, Heritage and Gaeltacht (DCHG).

Non-statutory stakeholders relevant to and included in the Dublin Port Masterplan Review 2017 consultation process are listed in **Section 6.1** of this Scoping Report.

In addition, transboundary effects have the potential to arise from the implementation of the Dublin Port Masterplan Review 2017. Currently 60% of trade through Dublin Port is with Great Britain. Given the transboundary impacts of port activities, this scoping report will be consulted with the relevant authorities for SEA in the UK, as detailed below in **Table 1.2**.

Table 1.2 Statutory Stakeholders within the UK

Locality	Relevant Authorities
England	Natural England Environment Agency Historic England
Scotland	Scottish Environmental Protection Agency Scottish Natural Heritage Historic Scotland
Wales	Cadw Environment Agency Natural Resources Wales
Northern Ireland	Northern Ireland Environmental Agency

1.7 APPROPRIATE ASSESSMENT

The Habitats Directive (Council Directive 92/43/EEC) on the conservation of natural habitats and of wild fauna and flora obliges member states to designate, protect and conserve habitats and species

of importance in a European Union context. Article 6(3) of the Habitats Directive requires that “*Any plan or project not directly connected with or necessary to the conservation of a site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.*” This Directive was initially transposed into Irish Law through several pieces of legislation; however these have now been consolidated into the European Communities (Birds and Natural Habitats) Regulations 2011. Any proposed plan or project in Ireland that has potential to result in a significant effect on a designated European Site will require an AA. Case law has determined that the likelihood need not be great, merely possible, and that the precautionary principle must apply as set out in European Commission Guidance and as required by CJEU case law (i.e. C 127/02 ‘*Waddenzee*’).

AA for the Dublin Port Masterplan Review 2017 is being carried out in parallel with the SEA process. The findings of the AA will be used to guide the development of the alternatives to be considered as part of the Masterplan Review and SEA. The first stage of the AA process is Screening, which is to determine whether implementation of the Dublin Port Masterplan Review 2017 has the potential to have a significant effect on designated European Sites. **Figure 1.2** demonstrates inter-relationships between the Dublin Port Masterplan Review 2017, SEA and AA.

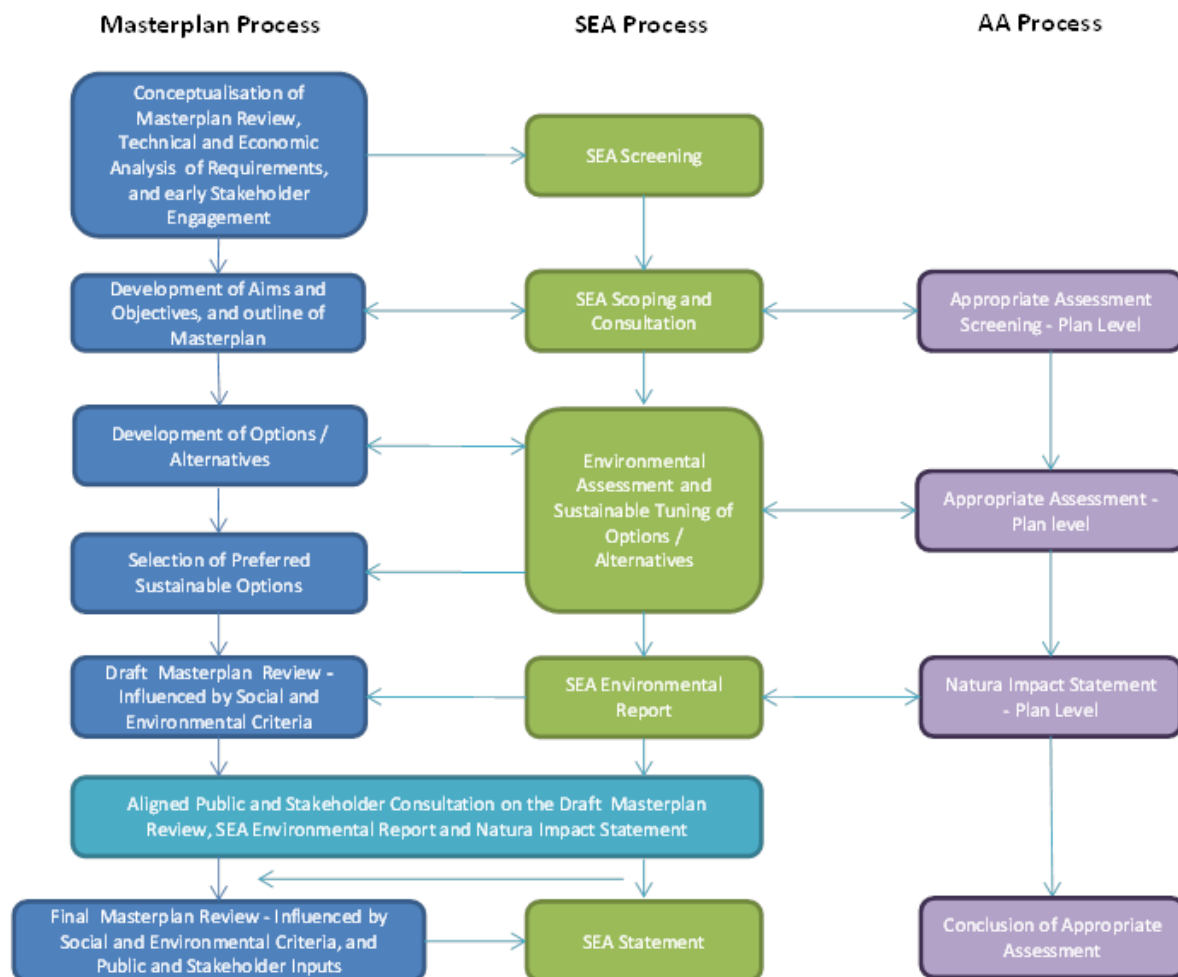


Figure 1.2 Inter-relationships between the Dublin Port Masterplan Review 2017, SEA and AA processes

2 DUBLIN PORT MASTERPLAN REVIEW 2017

2.1 DUBLIN PORT

Dublin Port is the largest port on the island of Ireland and is an essential link for the country's international trade and transport requirements. The Port is owned and operated by DPC, a State-owned commercial company responsible for facilitating the movement of goods and people in an efficient and cost effective manner. Dublin Port is unique in Ireland as all cargo handling activities are provided by private sector companies in competition with each other. This blend of public ownership and private operation ensures that the competing requirements of economic necessity and environmental sustainability are managed to the benefit of the city and its citizens.

The type of goods and the manner in which they are transported fall into the following main categories:

- **Roll-on Roll-off (Ro-Ro):** Shipping services and activities where vehicles are driven on and off ferries or other specialised ships. Dublin Port handles 86% of Ireland's Ro-Ro freight traffic. Some services are freight only; others carry a combination of freight and passengers.
- **Lift-on Lift-off (Lo-Lo):** Containers carrying all types of goods. These are short sea vessels that link Ireland with ports mainly in northern Europe (including Rotterdam and Antwerp) but also ports in the UK, and the Mediterranean.
- **Bulk Liquid:** Dublin Port handles many different bulk liquid products including petrol, diesel and kerosene, but also non-petroleum liquids such as molasses. The liquid petroleum products are discharged from tanker ships at four dedicated berths in the north port area of the Port and then pumped through a pipeline system, to their storage tanks within the Port..
- **Bulk Solid:** Refers to the materials that are handled in bulk (such as grain, animal feeds, fertilizer, peat moss, cement, petroleum coke, furnace slag and scrap metals). Such commodities are handled on both the north and south sides of the Port. The materials are mostly loaded and discharged by grabs operated by dock mobile cranes.
- **Trade Vehicle Imports:** Refers to new and pre-owned cars, trucks and other vehicles. These vehicles are transported both on specifically designed large Ro-Ro ships and (increasingly) on Ro-Ro freight ferries alongside other freight (such as trailers and containers).
- **Project Cargoes:** This has included the structural components for the Aviva Stadium and mainline and suburban rail carriages.

As well as being the country's largest cargo port, Dublin is also the largest passenger port with a large passenger ferry and cruise business. As a passenger gateway, for example, Dublin Port is larger than Shannon Airport.

2.2 MASTERPLAN 2012 TO 2040

The Dublin Port Masterplan was prepared to guide the development of Dublin Port for the period from 2012 to 2040. It presents a vision for the future operations at the Port and critically examines how the existing land use at Dublin Port can be optimized for the merchandise trade purpose. The Dublin Port Masterplan was adopted on 26th January 2012 following an extensive public consultation, stakeholder engagement and environmental assessment process.

The Masterplan was prepared by DPC in order to:

- Plan for future sustainable growth and changes in facilitating seaborne trade in goods and passenger movements to and from Ireland and the Dublin Region in particular.
- Provide an overall context for future investment options.
- Reflect and provide for current national and regional policies, local guidelines and initiatives.
- Ensure there is harmony and synergy between the plans for the Port and those for the Dublin Docklands Area, Dublin City and neighboring counties within the Dublin Region.
- Give some certainty to customers of DPC about how the Port will develop in the future to meet their requirements.

Since its introduction, the Masterplan has played a significant role in providing guidance and strategic context on the future of the Port not only to DPC but also to National and Local Government, statutory agencies and planning and development agencies. The Masterplan has informed the National Ports Policy, Transport Policy and guided the Planning and Permitting Authorities in determining policies and specific proposals concerning Dublin Port.

2.3 DUBLIN PORT MASTERPLAN REVIEW 2017

The 30 year time period covered by the Masterplan is long and therefore requires periodic review. Economic conditions have improved since the Dublin Port Masterplan was first published and with the economic recovery the demand for port infrastructure is already greater than first envisaged in 2012. Accordingly, it was recognised that the Dublin Port Masterplan needed to be kept under review to ensure that it would remain relevant and achieve its central objective of providing a clear vision for the development of the Port into the future.

Since the Dublin Port Masterplan was published in 2012, there have been a number of significant developments which support its timely review, including:

- Economic recovery leading to a return to annual compounding growth in port volumes.

-
- Commencement of the Alexandra Basin Redevelopment (ABR) Project which, in itself, includes about one-third of the infrastructure development options originally identified in the Masterplan.
 - Recovering control over 11.2 ha of Port lands making them available for redevelopment.
 - Completion of a number of site redevelopments in Dublin Port to provide an additional 16.1 ha of accessible port lands.
 - Redevelopment of 720 m of quay walls.
 - Purchase by DPC of a 44 ha site adjacent to Dublin Airport for the development of a new Dublin Inland Port facility.
 - Publication of the National Ports Policy, March 2013.
 - Publication by the Competition Authority of its report Competition in the Irish Ports Sector, November 2013.
 - Publication of DPC's Franchise Policy, May 2014.
 - Publication by the National Transport Authority (NTA) of its Transport Strategy for the Greater Dublin Area, 2016 to 2035.
 - Creation of the Dublin Bay Biosphere in June 2015 as a joint initiative by:
 - DPC
 - Dublin City Council (DCC)
 - Fingal County Council
 - Dun Laoghaire Rathdown County Council
 - Department of Arts, Heritage Regional, Rural and Gaeltacht Affairs
 - Fáilte Ireland
 - Creation of the Poolbeg West Strategic Development Zone (SDZ), May 2016.
 - Publication by DCC of the Dublin City Development Plan 2016 to 2021.
 - Changes in the international trading environment, including Brexit.

Changes in the demand levels for port infrastructure were recognised as the key element impacting on the timing of a review of the Dublin Port Masterplan. At this juncture in 2017 it is clear that the level of demand for port infrastructure will likely be greater than initially anticipated due to a higher than originally envisaged level of growth in cargo volumes for the period to 2040. The Dublin Port Masterplan originally estimated that annual growth in cargo volumes would average 2.5% from 2010

to 2040 leading to a doubling to 60m gross tonnes by 2040. However on the basis of trade levels to date, DPC currently believes that volumes will double by 2032 and that by 2040 will have grown to 77m tonnes, equating to a revised annual average growth rate of 3.3%. In addition, it is expected that passenger volumes will continue to grow to 2040, both from ferry passenger traffic and cruise vessels.

The Dublin Port Masterplan was originally produced in order to provide all of the Port's stakeholders with a clear view as to how the Port would be developed in the long-term. Now, five years on, there is more clarity as to how Dublin Port should be developed in order to meet the objectives set out in the Dublin Port Masterplan.

The Dublin Port Masterplan Review 2017 is intended to update and refine the infrastructure development options for Dublin Port and, in doing this, to ensure that the Dublin Port Masterplan continues to provide the best solution for the future sustainable development of Dublin Port through to 2040.

The Dublin Port Masterplan Review 2017 relates to DPC land in the core Dublin Port Estate in Dublin City and at the Dublin Inland Port on the northern fringes of the City, part of county Dublin. The Local Authorities within this area are DCC and Fingal County Council. The land areas covered in this Masterplan review are shown in **Figure 2.1** and comprise:

- Port lands on the North Side of the River Liffey.
- Port lands on the Poolbeg Peninsula.
- Recently acquired lands adjacent to Dublin Airport to be developed as Dublin Inland Port.
- The road connections linking these three separate land areas, including the Dublin Port Tunnel and the last mile connection between it and the south port area, to be developed as part of the NTA's Transport Strategy for the Greater Dublin Area 2016-2035, that is, the South Port Access Road (SPAR).

The SEA aims to review the entire Dublin Port Masterplan Review 2017, and not just the changes between the original and the revised Masterplan. This will allow for environmental considerations to be fully integrated into the entirety of the Dublin Port Masterplan Review 2017 in order to provide for a high level of protection to the environment and the promotion of sustainable development.

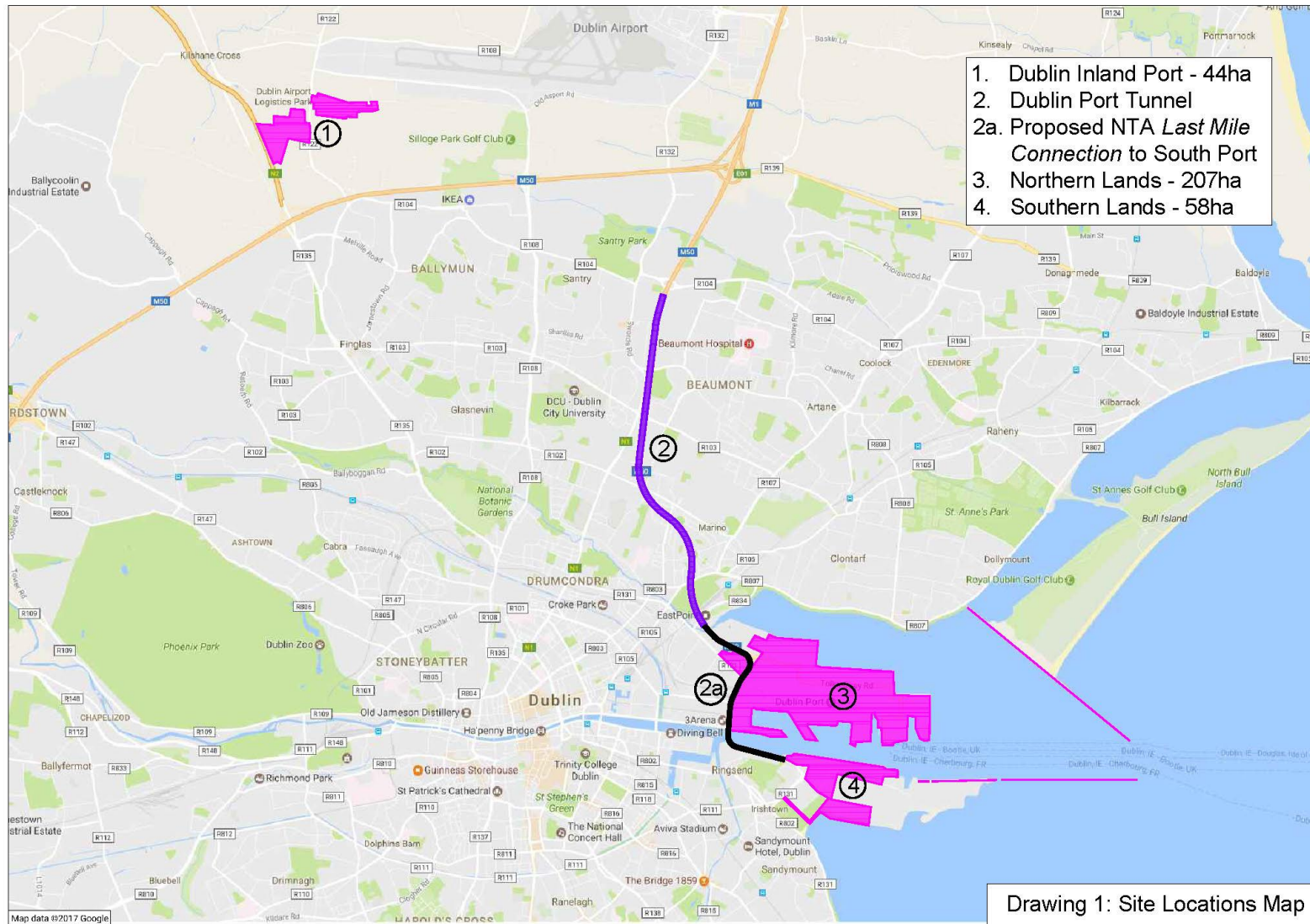


Figure 2.1 Land areas covered in the Dublin Port Masterplan Review 2017

2.4 OVERVIEW OF POLICY CONTEXT

As part of the SEA process the context of the Dublin Port Masterplan Review 2017 must be established with regard to other plans and programmes that have been adopted at International, European and National levels. In particular the interaction of the environmental protection objectives and standards included within these plans and programmes with the Dublin Port Masterplan Review 2017 requires consideration.

Table 2.1 identifies the main significant environmental plans, programmes and legislation, adopted at International, European Community or Member State level, which would be expected to influence, or be influenced by the Dublin Port Masterplan Review 2017. While it is recognised that there are many plans, programmes and legislation that will relate to the Review it is considered appropriate to only deal with those significant texts, to keep the assessment at a strategic level. More information on these plans, programmes and legislation, along with their potential interaction with the Dublin Port Masterplan Review 2017 is given in **Appendix D**.

Table 2.1 Summary of Key Plans, Programmes and Legislation Relevant to the Dublin Port Masterplan Review 2017

Level	Plan / Programme / Legislation
EU Level	<ul style="list-style-type: none"> • The Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC) • Bathing Water Directive [2006/7/EC] • Birds Directive [2009/147/EC] • Bonn Convention [L210, 19/07/1982 (1983)] • Convention of Wetlands of International Importance especially as Waterfowl Habitat (1971) [UN Treaty Series No. 14583]EIA Directive [85/337/EEC] [2014/52/EU] • Environmental Liability Directive [2004/35/EC] • Environmental Noise Directive [2002/49/EC] • Environmental Quality Standards Directive [2008/105/EC] • EU Biodiversity Strategy to 2020 [COM(2011)244] • EU Floods Directive [2007/60/EC] • EU Green Infrastructure Strategy (COM(2013) 249 final) • EU Shellfish Directive (2006/ 113 / EC) • European Landscape Convention [ETS No. 176] • Groundwater Directive [80/68/EEC] and Daughter Directive [2006/118/EC] • Habitats Directive [92/43/EEC] • Marine Strategy Framework Directive [2008/56/EC] • Maritime Spatial Planning [2014/89/EU]SEA Directive [2001/42/EC] • Second European Climate Change Programme [ECCP II] 2005. • Soils Thematic Strategy [COM(2006) 231] • Waste Framework Directive [2008/98/EC] • Water Framework Directive [2000/60/EC] • World Heritage Convention [WHC-2005/WS/02]
	<ul style="list-style-type: none"> • All-Ireland Pollinator Plan 2015-2020

National Level	<ul style="list-style-type: none"> • Adaption Planning, Developing Resilience to Climate Change in the Irish Transport Sector (DTTAS, 2017) • Architectural Heritage Protection – Guidelines for Planning Authorities (DAHG, 2011) • Draft National Adaptation Framework (DCCAIE 2017) • Draft National Biodiversity Plan (3rd Revision 2017-2021) (DAHRRGA, 2017) • Draft National Planning Framework 2040 • Draft 2nd River Basin Management Plan 2018-2021 • European Communities (Birds and Natural Habitats) Regulations 2011 to 2015 • Flora (Protection) Order, 2015, S.I. No. 356 of 2015 Fisheries Acts 1959 to 2007 (S.I. No. 14 of 1959 and No. 17 of 2007) • Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland (Inter-Departmental Marine Coordination Group 2012) • Irish Geological Heritage (IGH) Programme (GSI 1998-) • Marine Strategy Framework Directive, Programme of Measures (SEAS, 2015) • National Climate Change Strategy 2007-2012 (DEHLG, 2007) • National (Climate) Mitigation Plan (DECLG, 2012) • National Heritage Plan 2002-2007 (DAHG, 2002) • National Hazardous Waste Management Plan 2014 - 2020 • National Landscape Strategy for Ireland 2015 – 2025 (DAHG, 2015) • National Mitigation Plan, 2017 • National Monuments Acts (1930 to 2004) (S.I. No. 2 of 1930 & No. 22 of 2004) • National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland - 2017 to 2030 • National Strategic Plan for Sustainable Aquaculture Development (DAFM, 2015) • National Spatial Strategy for Ireland 2002-2020 (DEHLG, 2002) • Proposed National Clean Air Strategy (DCCAIE, under consultation, 2017) • UK Marine Policy Statement (DEFRA, 2011) • Wildlife Acts 1976 to 2012
Regional Level	<ul style="list-style-type: none"> • Draft Transport Strategy for the Greater Dublin Area 2016-2035 (NTA, 2015) • Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (to commence) • Eastern Midlands Region Waste Management Plan 2015 – 2021 • Eastern River Basin District Management Plan 2009-2015 (DEHLG, 2010) • Greater Dublin Strategic Drainage Study (GDSDS) (2005). • Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (2010)
Sub-Regional	<ul style="list-style-type: none"> • Airport Local Area Plan (Fingal County Council, 2015) • Bog of The Ring Groundwater Protection Scheme (GSI and Fingal County Council, 2005) • Draft Flood Risk Management Plan for UoM 9: Liffey and Dublin Bay (OPW, 2016) • Dublin City Biodiversity Action Plan 2015-2020 • Dublin City Development Plan 2016-2022 • Dublin City Heritage Plan 2002-2006 (Dublin City Council, 2002) • Dublin City Housing Strategy 2011-2017 Appendix 2 (Dublin City Council, 2011)

	<ul style="list-style-type: none"> • Dublin City Local Economic and Community Plan 2016-2021 (Dublin City Council, 2015) • Dublin Noise Action Plan 2013-2018 • Dublin Port Masterplan Review 2017 • Fingal County Development Plan 2017-2023 • Fingal Development Plan 2011-2017 (Fingal County Council, 2011) • Fingal Heritage Plan 2011-2017 (Fingal County Council, 2012) • Fingal Housing Strategy 2017-2023 Appendix 1 (Fingal County Council, 2016) • Fingal Local Economic and Community Plan 2016-2021 (Fingal County Council, 2015) • Greater Dublin Area Cycle Network Plan (National Transport Authority, 2013) • George's Quay Local Area Plan (Dublin City Council, 2012) • Landscape Assessment Guidance (Fingal County Council, 1999) • Malahide Shellfish Pollution Reduction Programme (DEHLG, 2009) • North Bull Island Special Amenity Area Order (Dublin City Council, 1994) • Poolbeg West SDZ 2017 • Ringsend Irishtown Local Environment Improvement Plan
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Proposed Scoping Question

- 1) Is there any information missing from the key plans and programmes listed in Table 2.1 or Appendix D, relevant to the Dublin Port Masterplan Review 2017, that you think should be included, and why?

3 SCOPING FOR THE DUBLIN PORT MASTERPLAN REVIEW 2017

The following section outlines the proposed scope of the SEA for the Dublin Port Masterplan Review 2017 including the geographic and temporal scope of the assessment, the likely significant impacts arising from implementation of the Review and what elements of the Review will be part of the assessment.

3.1 SCOPE OF THE PLAN

As part of the SEA scoping process decisions need to be made as to what parts of the Dublin Port Masterplan Review 2017 should be assessed and to what level of detail. The purpose of the SEA is to provide a meaningful assessment of those parts of the plan that may lead to significant environmental effects, in order to contribute to more transparent decision making and to ensure the objective of integrating environmental considerations into plan making is realised.

The objectives of the Dublin Port Masterplan Review 2017 are given in **Section 2.2** of this report. **Table 3.1** below sets out the proposed elements of the Dublin Port Masterplan Review 2017 and identifies those to be assessed as part of the SEA and why. This information is provided to generate discussion during the consultation process and is subject to change based on the comments received.

Table 3.1 Proposed Elements of the Dublin Port Masterplan Review 2017 to be Assessed

	Draft Dublin Port Masterplan Review 2017 Section	Will this be assessed in the SEA?
1	Foreword of the Dublin Port Masterplan Review 2017 detailing the role of DPC, the background of the Dublin Port Masterplan and relevant stakeholders.	No – This provides factual background information on DPC, the Dublin Port Masterplan and stakeholders.
2	An executive summary of the Dublin Port Masterplan Review 2017.	No – This provides a summary of the key points discussed in the later sections relating to Dublin Port, the Dublin Port Masterplan, environmental assessment, and future projects. Although these projects will be assessed, this will be in a later section.
3	The rationale for the Masterplan.	Yes – This provides a discussion about the purpose, consultation, status, objectives, SEA and AA, policy context, and a background to the development options detailed in a later section.
4	Details the economic forecasts relevant to DPC.	No – This provides factual information about the economic outlook for the Irish economy and how it links into anticipating future trends (and requirements) at Dublin Port.
5	Sets out the infrastructure proposals.	Yes – The infrastructure development options that are available will be assessed within the environmental report.
6	Describes the port lands in terms of its value, nature of the development on the	Yes – This is a description of how the land areas included within the Dublin Port

	Draft Dublin Port Masterplan Review 2017 Section	Will this be assessed in the SEA?
	land, intensification of land use and safeguarding of the lands.	Masterplan Review 2017 are used and will be used by DPC. The changes in land use will be assessed within the environmental report.
7	Details the transport and inland connectivity concerning the operation of Dublin Port.	Yes – The options related to transport within the Port will be assessed within the environmental report.
8	Outlines the social community and economic impacts of Dublin Port	No – This section describes the societal integration of the Port with Dublin City and its people, and the economic impact of the Port. Although there is a summary of potential methods allowing for an increase in the access of the Port to the public, the infrastructure options are considered in Section 5.
9	Sets out the safety and security in place at Dublin Port	No – This describes safety and security procedures at Dublin Port
10	Describes the environmental assessments undertaken to ensure that the Dublin Port Masterplan Review 2017 complies with relevant environmental legislation and to inform the process of identifying the suitable strategies that will, where possible, enhance the environment.	No – This is a statement about the environmental assessments undertaken for the Review. This should however include guarantees that the Review will comply with recommendations from the environmental assessments.
11	Outlines the necessary steps in the implementation of the Masterplan 2017	No – This provides an outline of what is needed to be done in order to implement the Dublin Port Masterplan Review 2017 in a successful manner.
12	Outlines how the implementation of the Dublin Port Masterplan Review 2017 will be monitored and reported, and then reviewed and updated at regular intervals.	No – This is a statement about future monitoring, data collection and reporting for the Dublin Port Masterplan Review 2017. This should include mitigation and monitoring recommendations from the environmental assessments.

3.2 GEOGRAPHIC SCOPE

The land areas covered within the Dublin Port Masterplan Review 2017 are summarised in **Section 2.2** and illustrated in **Figure 2.1**. The Dublin Port Masterplan Review 2017 will be limited geographically to activities occurring within the functional area of the port estate, which includes both DPC land in the core Dublin Port Estate and DPC land in the Dublin Inland Port, and activities occurring in the marine environment including the navigation channel, berths and the approach channel.

The geographic scope of the environmental assessment within the SEA will however have to be flexible, dependent upon the geographic extent of potential impacts (zone of influence) from implementing the measures proposed in the Dublin Port Masterplan Review 2017. More information on potential environmental impacts from implementing the Dublin Port Masterplan Review 2017 is given in **Section 5** of this Scoping Report.

3.3 TEMPORAL SCOPE

The Dublin Port Masterplan covers the period from 2012 to 2040 with periodic reviews to be undertaken, as required. This scoping report relates to the first of its revisions – The Dublin Port Masterplan Review 2017. Phasing of the proposed developments in the Masterplan will take place in anticipated timeframes throughout the Plan period. These timeframes within the Masterplan have currently been broken as follows:

- 2017 – 2019 (2 years)
- 2019 – 2021 (2 years)
- 2021 – 2026 (5 years)
- 2031 – 2036 (5 years)
- 2036 – 2040 (4 years)

For the purposes of the SEA these phases will be described as the short (2017 - 2021), medium (2021 - 2031), and long (2031+) term timeframes of the Dublin Port Masterplan Review 2017.

In addition to the timeframe of the development phasing, in line with the SEA Directive; there will be the consideration of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) during the assessment of the Dublin Port Masterplan Review 2017. The short term defines the construction of a developmental option, the medium term will be the immediate operational years (e.g. 0 – 10 years) following the construction / installation of an option, while the long term will be the long term operation of an option (e.g. 10 years onwards).

The baseline information to be included in the assessment of an option will change, depending on the timeframe stage of the Dublin Port Masterplan Review 2017. In this way, the short, medium and long term impacts of an option will depend on the year the option is to be developed and the development that has preceded it, as this determines the baseline state of Dublin Port at that time. For example, development in the short term of the timeframe of the Dublin Port Masterplan Review 2017 will be concentrated on Northern Port Lands, resulting in the baseline information of this area differing between the short term and the medium term, when construction in this area will be complete.

3.4 SCOPING OF STRATEGIC ENVIRONMENTAL ASSESSMENT TOPICS

In accordance with S.I. 435 of 2004 as amended, consideration has been given to the type of environmental effects, both positive and negative, that could be expected to arise from implementation of the Dublin Port Masterplan Review 2017. It is anticipated that **Table 3.2** will evolve as the Dublin Port Masterplan Review 2017 develops and as a clearer picture of the types of measures being considered and the receiving environment becomes fully apparent.

Table 3.2 Scoping of SEA Issues

SEA Topics	Scoped In / Out	Environmental Awareness Issues
Biodiversity, Flora & Fauna	In	<ul style="list-style-type: none"> • Effects on protected areas: European (SACs, SPAs) e.g South Dublin Bay and River Tolka Estuary SPA. • Effects on flora and fauna, (including marine mammals and nesting terns within the Port). • Effects on salmonids, other protected fish and shellfish species. • Effects on Ramsar sites, UWWTD sensitive waters, NHAs, pNHAs e.g. Dolphins, Dublin Docks pNHA. • Effects on sensitive habitats and marine habitats. • Effects and opportunities on refuge for fauna. • Effects on habitat quality. • Potential introduction and spread of alien species and invasive species. • Control and management of alien species and invasive species. • Potential for habitat loss and fragmentation. • Potential for interaction with Habitats Directive, i.e. Article 6.
Population & Human Health	In	<ul style="list-style-type: none"> • Recreational use of land (walking, cycling, bird watching etc.). • Recreational use of water (e.g. bathing, fishing, sailing, rowing, and kayaking). • Effects on connectivity of communities, both physical links and communications. • Possible effects on tourism (e.g. increased numbers of cruise ships and ferries). • Impacts on community amenities and facilities to local residents. • Effects on disadvantaged communities. • Improving transport connections to and from Dublin Port. • Disturbance and nuisance impacts from traffic and cargo handling. • Health impacts from emissions and disturbance. • Impacts on employment and training opportunities.
Geology, Soils and Landuse	In	<ul style="list-style-type: none"> • Land vulnerable to erosion (e.g. coastal areas). • Erosion and soil function. • Effects on geomorphology (i.e. river channels, landforms). • Change in land use. • Effects on access to lands. • Management of soil arisings during excavation works. • Management of contaminated sediments.
Water	In	<ul style="list-style-type: none"> • Impacts on WFD status. • Wastewater volumes and treatment. • Impact of construction works in close vicinity to coastal waters. • Pressures and impacts on ecological status of water bodies. • Effects on groundwater table and contamination of groundwater. • Morphological impacts on water bodies. • Impacts on water supply (including potable) and water conservation. • Impacts on water usage at the Port per unit of freight and passenger throughput. • Flood risk.

SEA Topics	Scoped In / Out	Environmental Awareness Issues
Air, Noise & Vibration	In	<ul style="list-style-type: none"> • Effects on ambient air quality. • Noise and vibration management. • Construction and operational emissions. • Effects of noise and vibration on humans and wildlife (including marine) in surrounding areas.
Climatic Factors	In	<ul style="list-style-type: none"> • Carbon performance / footprint of DPC activities and operations within the Port. • Climate change mitigation and adaptation. • Climate change exacerbated flooding.
Material Assets & Infrastructure	In	<ul style="list-style-type: none"> • Protection of water-related assets. • Effects on shipping and Dublin Port; traffic and transportation, roads, railways lines, light houses, airports. • Effects on waste generation within Dublin Port. • Effects on rates of reuse and recycling at the Port. • Effects of increased cargo volumes. • Effects of traffic levels accessing and exiting the port estate. • Effects on existing and proposed utilities and infrastructure, e.g. for transport, energy and communications.
Cultural, Architectural & Archaeological Heritage	In	<ul style="list-style-type: none"> • Effects on designated sites and monuments. • Effects on water-based archaeological features. • Effects on cultural heritage features within the study area, in particular local maritime and industrial heritage. Dockland heritage. • Effects on historic landscapes. • Effects on cultural-scapes. • Effects on industrial and engineering archaeology. • Potential for disturbance of previously undiscovered archaeological remains near or within water bodies during development of water-related infrastructure. • Effects on areas of architectural significance. • Effects on locally important buildings.
Landscape & Visual Amenity	In	<ul style="list-style-type: none"> • Effects on areas of designated landscape quality and scenic views. • Effects on the general landscapes and seascapes. • Potential for positive impacts (such as an enhancement to local amenities and historic buildings) should be considered and targets of improvement set. • Effects on historic landscapes. • Effects on amenity value of natural environment.

Table 3.3 highlights the potential inter-relationships between the SEA topics at a strategic Plan level. These potential interactions will be taken into account in the assessment of options / alternatives.

Proposed Scoping Questions

- 2) Do you agree with the geographical and temporal scope of the assessment?
- 3) Do you agree with the scoping of the environmental assessment topics?
- 4) Have we identified the key environmental issues relevant to the Dublin Port Masterplan Review 2017?

Table 3.3 Potential Inter-Relationships between SEA Topics

Environmental Topic	Air	Biodiversity, Flora & Fauna	Climatic Factors	Cultural Heritage*	Geology, Soils & Land use	Landscape & Visual Amenity	Material Assets & Infrastructure	Population & Human Health	Water
Air									
Biodiversity, Flora & Fauna	Y								
Climatic Factors	Y	Y							
Cultural Heritage*	N	Y	N						
Geology, Soils & Land Use	Y	Y	Y	Y					
Landscape & Visual Amenity	Y	Y	N	Y	Y				
Material Assets & Infrastructure	Y	Y	Y	Y	Y	Y			
Population & Human Health	Y	Y	Y	Y	Y	Y	Y		
Water	N	Y	Y	Y	Y	Y	Y	Y	

4 BASELINE AND ENVIRONMENTAL PROBLEMS

In line with the SEA Directive, an environmental baseline will be compiled for each of the SEA topics of the Dublin Port Masterplan Review 2017. This will include: a description of the state of the environment at present; a discussion of the key problems/ issues currently being faced in the area; and a description of the expected evolution of the environment should the Dublin Port Masterplan Review 2017 not be implemented, i.e. in the absence of the plan.

4.1 OVERVIEW OF CURRENT STATE OF THE ENVIRONMENT

The SEA Environmental Report will contain a full description of the environmental baseline data within the study area. The key baseline information intended to be used is detailed in **Table 4.1**. It is proposed that much of the baseline information will be presented in the form of maps, diagrams and graphs, with supporting text in the Environmental Report.

Table 4.1 Summary of Proposed Environmental Baseline Data and Sources

Environmental Baseline Data	Data Sources
Biodiversity, Flora and Fauna	
Location and Condition of Designated Sites	NPWS, DCC & EPA data: <ul style="list-style-type: none"> • SACs • SPAs • NHAs & pNHAs • Ramsar Sites • UNESCO Biosphere Reserves • Sensitive Areas • Marine Environment • Nature Reserves • Nutrient Sensitive Areas • Shellfish Areas • Salmonid Lakes and Rivers Birdlife International: <ul style="list-style-type: none"> • Important Bird Areas OSPAR data: <ul style="list-style-type: none"> • Marine Protected Areas
Habitat and Species Information	DPC data: <ul style="list-style-type: none"> • Dublin Bay bird data National Biodiversity Data Centre Inland Fisheries Ireland BirdWatch Ireland data Bat Conservation Ireland DCC data NPWS
Current Threats to Biodiversity	Biodiversity Ireland data: <ul style="list-style-type: none"> • Invasive Species records • Biodiversity, habitats and species information

Environmental Baseline Data	Data Sources
Marine Mammal Information within Dublin Bay	DPC & IWDG data: <ul style="list-style-type: none"> Marine mammal data
Population & Human Health	
Numbers of Population , Occupancy and Perceived Health	CSO data: <ul style="list-style-type: none"> Census Small Areas Local authority predictions
Geology, Soils & Landuse	
Soil and Geological Features, Erosion and Contamination	GSI, DPC, OPW & EPA data: <ul style="list-style-type: none"> Bedrock & Aquifers Soil & Subsoil type/permeability/vulnerability Geological Heritage Sites Landslide locations Coastal Erosion Soil Contamination
Landuse	NPWS, EPA & GSI data: <ul style="list-style-type: none"> CORINE landcover
Water – Surface water, Groundwater, Coastal & Estuarine	
Locations, Status and Risk of Water Bodies	EPA & WFD data: <ul style="list-style-type: none"> Ecological status and risk of surface, coastal and transitional water bodies Rivers, coastal waters and lakes River Basin Management Plan
Flood Risk and Coastal Management	DCC data: <ul style="list-style-type: none"> Flood risk Coastal flooding projects Draft Flood Risk Management Plan for UoM 9: Liffey and Dublin Bay: <ul style="list-style-type: none"> Flood risk Data collected for Dublin Port Masterplan Review 2017.
Water Quality within Dublin Bay	EPA, DPC & DCC data: <ul style="list-style-type: none"> Water quality
Water Usage	DPC data: <ul style="list-style-type: none"> Water consumption within the Port
Air	
Noise and Vibration Information	DPC & EPA data: <ul style="list-style-type: none"> Noise and vibration levels
Air Quality	DPC, DCC & EPA data: <ul style="list-style-type: none"> Air quality
Climate	
General Climatic Summary	Met Éireann regional information.
Carbon Emissions	DPC data
Material Assets & Infrastructure	

Environmental Baseline Data	Data Sources
Number and Type of Infrastructure	TII data: <ul style="list-style-type: none"> • Roads DAFFT, Iarnrod Eireann & IAA data: <ul style="list-style-type: none"> • Ports and Harbours • Rail • Airports EPA & WFD data: <ul style="list-style-type: none"> • IED Sites • Water Treatment and Waste Water Treatment Plants • Drinking Water BGE, Eirgrid, Eir & ESB data: <ul style="list-style-type: none"> • Telephone Exchanges • Communication Cables • Power stations and Substations • Powerlines • Gas lines Data collected for Dublin Port Masterplan Review 2017 Study
Waste Management Information	DPC data: <ul style="list-style-type: none"> • Dublin Port recycling data
Cultural, Archaeological & Architectural Heritage	
Location and Status of Protected Sites	DAHRRGA, NIAH, DCC & NPWS data: <ul style="list-style-type: none"> • Record of Monuments • NIAH Buildings • UNESCO World Heritage Sites • Register of Protected Structures INFOMAR data: <ul style="list-style-type: none"> • Shipwrecks The Wreck Inventory of Ireland: <ul style="list-style-type: none"> • Wrecks
Landscape & Visual Amenity	
Landscape Character Areas and Sensitive Landscapes	Information from CDPs: <ul style="list-style-type: none"> • Landscape Conservation Areas • Landscape Character Areas • Sensitive Landscapes • Seascapes

DPC undertakes a number of monitoring programmes in order to maintain its high environmental standards and is committed to the publication of periodic environmental reports to address corrective actions if adverse impacts are identified. Part of this monitoring has resulted from recommendations within the monitoring programme detailed in the SEA Environmental Report of the Dublin Port Masterplan. DPC monitors air quality, noise, water, recycling rates and energy consumption within the Port. DPC has also commissioned annual bird surveys and analysis of sediment samples for dredged material. In addition, a monitoring programme was initiated with the commencement of the ABR project, which includes the recording of live-stream water quality, noise and vibration data, and air quality within the Port.

It is key that the current state of the environment be described using the most recent and up-to-date environmental data, information and reports. Where updates of significant environmental data and associated reports become available during the SEA process, consideration will be given to incorporating the new information into the description of the current state of the environment. Where data gaps are found for particular aspects of the current state of the environment, the significance of these data gaps will be clearly stated. In addition, it will be stated whether these gaps can be reasonably and realistically addressed during the SEA process. The environmental baseline information will form the indicators which the infrastructure development options will have the potential to impact upon. Future variation in these indicators due to the Dublin Port Masterplan Review 2017 will be monitored as part of the Plan and SEA review.

Proposed Scoping Questions

- 5) Are we proposing the most appropriate data and scale of data to be used?

- 6) Can you propose any other data to be used in the SEA and why it would be beneficial?

5 FRAMEWORK FOR ASSESSING ENVIRONMENTAL EFFECTS

5.1 SEA APPROACH

For the Dublin Port Masterplan Review 2017 there will be an associated SEA Environmental Report and Natura Impact Statement (output of AA). The Natura Impact Statement (NIS) will feed into and influence the SEA Environmental Report and both environmental reports will feed into and influence the Dublin Port Masterplan Review 2017 as they evolve. Following completion of all three documents there will be a consultation period to allow statutory and non-statutory consultees, along with the public, to comment on the Plan and Reports produced.

5.2 ASSESSMENT, ALTERNATIVES AND SEA OBJECTIVES

The development of the Dublin Port Masterplan Review 2017 will include the consideration of alternative approaches/options to the planning of the ports future. This consideration will include a 'no port expansion' scenario, as the basis for comparison with alternative options that prepare for potential further future growth in port demand, as detailed in **Table 5.1**. The driver for expansion is increased port capacity. A technical assessment is used to determine the growth that any potential option can accommodate. The target for expansion is to achieve a throughput of 77 Million tonnes by 2040 (the predicted cargo volumes by this year). This value is utilised as a pass/fail criteria to screen and short list the options.

Shortlisted options (detailed in **Table 5.1**) within the Dublin Port Masterplan Review 2017 will be assessed against the SEA objectives (**Table 5.2**) to examine each option's likely significant environmental impacts. In accordance with 'best practice', the Dublin Port Masterplan Review 2017 objectives have not been defined too narrowly, allowing all reasonable alternatives to be considered. The assessment of options/alternatives as part of the SEA process will inform decision making. It is a requirement of SEA that the likely significant effects are identified in relation to "reasonable alternatives taking into account the objectives and the geographical scope of the plan" (EU SEA Directive, Article 14). Only alternatives which are identified as being reasonable toward achieving the objectives of the Dublin Port Masterplan Review 2017, and which are within the timescale and remit of DPC to deliver will be considered.

This assessment will be strategic, with the aim of reporting likely impacts at a level to reflect the scale at which the Dublin Port Masterplan Review 2017 is set.

Table 5.1 Details of how the Options were identified

Long List of Options	Achieves Throughput of 77 M Tonnes (Technical Screening – Pass / Fail)	Achieves Throughput of 77 M Tonnes (Technical Screening – Reasoning)	Short List of Reasonable Options	Short Description
DO NOTHING				
No port expansion	Fail	Does not provide adequate expansion	No further Port Expansion once projects through the planning process are completed (baseline)	The existing port lands continue the present day/ <i>status quo</i> operations and facility use, the ABR development, and other smaller projects (DPC internal roads, demolitions and associated upgrade works, and yards upgrades) which have been approved and are under construction form part of this regime (this option is carried forward for assessment to provide a baseline for consideration of alternatives).
OPTIMISE MAIN PORT LANDS				
Optimise throughput of existing facilities	Fail	Does not provide adequate expansion	Not Applicable	Increased capacity is provided by relatively minor improvements to the existing operations and facilities, towards maximising efficiencies and capacity use of brownfield sites.
Optimise throughput of existing facilities and increase berthage in North Port lands	Fail	Does not provide adequate expansion	Not Applicable	Increased capacity is provided by an additional eastern jetty and further quay development within the North Port area alongside relatively minor improvements to the existing operations and facilities, towards maximising efficiencies and capacity use of brownfield sites.
Optimise throughput of existing facilities and increase berthage in North Port and South Port lands	Fail	Does not provide adequate expansion	Not Applicable	Increased capacity is provided by an additional eastern jetty and further quay development within the North Port area and development of new quays within the South Port lands, alongside relatively minor improvements to the existing operations and facilities,

Long List of Options	Achieves Throughput of 77 M Tonnes (Technical Screening – Pass / Fail)	Achieves Throughput of 77 M Tonnes (Technical Screening – Reasoning)	Short List of Reasonable Options	Short Description
				towards maximising efficiencies and capacity use of brownfield sites, using existing road infrastructure linkages.
OPTIMISE MAIN PORT LANDS AND INCREASE PORT LANDS				
Rationalise existing facilities, increase berthage in the North Port and South Port lands, improve road infrastructure and infill adjacent to Port (part of Tolka Estuary).	Fail	Provides adequate expansion, however, the Art 6(4) process of the Habitats Directive (IROPI) would require no better alternative to exist (regardless of cost)	Not Applicable	Increased capacity is provided by infilling adjacent to the North Port lands (part of Tolka Estuary) and development of quays within the North Port and South Port lands, alongside rationalisation/relocation of the existing operations and facilities, towards maximising efficiencies and capacity use of brownfield sites, using enhanced road infrastructure linkages including new bridge across the River Liffey.
Rationalise facilities, increase berthage in North Port and South Port lands, improve road infrastructure and develop Inland Port.	Pass	Provides adequate expansion, within 2040 timescale	OPTION 1 - Rationalise facilities, increase berthage in North Port and South Port lands, improve road infrastructure and develop Inland Port.	Increased capacity is provided by the creation of a new Dublin Inland Port, and development of quays within the North Port and South Port lands, alongside rationalisation/relocation of the existing operations and facilities, towards maximising efficiencies and capacity use of brownfield sites and enhancing road infrastructure linkages including new bridge across the River Liffey.
Rationalise facilities, increase berthage in North Port and South Port lands, improve road infrastructure and develop additional Coastal Port Facility external to Dublin Port.	Fail	Provides adequate expansion, but not technically feasible within 2040 timescale and inconsistent with current national Ports Policy	Not Applicable	Increased capacity is provided by developing an additional coastal facility, and development of quays within the North Port and South Port lands, alongside rationalisation/relocation of the existing operations and facilities, towards maximising efficiencies and capacity use of brownfield sites and enhancing road infrastructure linkages including new bridge across the River Liffey..

Table 5.2 Draft SEA Environmental Objectives

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets		
Biodiversity, Flora and Fauna	1	Avoid damage to, and where possible enhance, the biodiversity, flora and fauna within and in the vicinity of Dublin Port.	A	Preserve, protect, maintain and where possible enhance Natura 2000 network, protected species and their key habitats.	Status, condition, area and number of European sites and species.	To maintain or enhance European sites and species, in line with conservation objectives.
			B	Preserve, protect, maintain and where possible enhance nature conservation sites/biospheres and protected species or other known species of conservation concern.	Status, condition, area and number of international, national and local conservation designations and their species.	To maintain or enhance sites of international, national or local importance, in line with conservation objectives.
			C	Preserve, protect, maintain and where possible enhance undesignated fauna, flora and habitats.	Status and condition of undesignated known fauna, flora and habitats.	To maintain or enhance the status and condition of undesignated known fauna, flora and habitats.
Population & Human Health	2	Minimise the risk to and provide benefit for the community and human health.	A	Minimise risk to human health and risk to life within the local community.	Perceived health/disturbance to the local community and number of port-related accidents.	No negative impacts on the health of the community from port-related activities. No increase in number of complaints relating to disturbance from port activities and operations.
			B	Provide social infrastructure and amenity facilities for the local community.	Numbers and quality of social infrastructure and amenity facilities in the area.	Greater numbers of and improved social infrastructure and amenity facilities in the area.
			C	Provide employment for the local community.	Direct and indirect employment created by DPC.	Long-term increase in employment opportunities associated with Dublin Port.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets		
Geology, Soils & Landuse	3	Protect the coastline and soils / sediments.	A	Protect the coastline from erosion.	Areas and rates of coastal erosion rates within the port estate.	Protection of the coastline from erosion, with no wider impacts on coastal processes.
			B	Protect the soil and sediment from contamination.	Potential contamination and sterilisation of soils and sediments.	No contamination or sterilisation of soils and sediments in port lands and the vicinity of the port.
Water	4	Minimise impacts on water quality, water resource and flood risk.	A	No negative impacts on the status of coastal waters, surface waters and groundwater, and to provide no impediment to the achievement of water body objectives under the WFD.	Surface, groundwater and coastal waterbody status.	Contribute to achieving the WFD objectives.
			B	Reduce water usage and wastewater generated at the port per unit of freight and passenger throughput.	Water usage and wastewater generated at the port per unit of freight and passenger throughput.	Reduced water consumption and waste water generation from port activities.
			C	No negative impacts on flood risk management activity, and to provide no impediment to the implementation of the Floods Directive.	Flood risk in the area of port activities.	No flood risk at port facilities, with no transferred flood risk to the local area.
Air, Noise and Vibration	5	Minimise impacts on air quality, noise and vibration.	A	Minimise impacts on air quality in the area.	Predicted emissions and air quality from port activities.	No breaches of legislative standards or limits resulting from port development and activity.
			B	Minimise noise impacts in the area.	Predicted noise levels from port activities.	No breaches of legislative standards or limits resulting from port development and activity.
			C	Minimise vibration impacts in the area.	Predicted vibration levels from port activities.	No breaches of legislative standards or limits resulting from port development and activity.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets
Climatic Factors	6 Minimise emissions of greenhouse gases and port carbon footprint	A Minimise emissions of greenhouse gases and port carbon footprint from development and activity	Predicted greenhouse gas emissions. Carbon emissions	No increase in GHG emissions and carbon footprint from port development and activity per unit of freight and passenger throughput.
		B Adaptation to potential climatic change.	Climate change influenced flood risk in the area of port activities.	No risk from climate change influenced flooding at port facilities with no transferred risk to the local area.
Material Assets & Infrastructure	7 Protect existing and develop new material assets and infrastructure. Minimise wastes from DPC activities.	A Protect existing and develop new material assets and infrastructure.	Area of DPC facilities. Energy and transport infrastructure. Freight and passenger throughput.	Development of new port infrastructure with minimal disruption to existing material assets and infrastructure.
		B Reduce waste generation and increase the rates of reuse and recycling at the Port.	Tonnages of waste being directed to landfills from port activities. Tonnages materials being recycled or reused.	No increase in percentage of waste being directed to landfill and increase in percentage of reuse and recycling from port development and activity.
Cultural, Architectural & Archaeological	8 Avoid loss of or damage to heritage features and where possible incorporate heritage features into the port estate	A Avoid loss of or damage to heritage features and where possible incorporate heritage features into the port estate, with particular regard to local maritime and industrial heritage.	Potential loss of or damage to identified heritage sites and features, or their setting. Heritage features incorporated into the port estate.	No loss of or damage to identified heritage sites and features, or their setting, from port development and activity. Incorporation of heritage features into the port estate.
Landscape & Visual Amenity	9 Protect, and where possible enhance, the landscape / seascape character and	A Protect, and where possible enhance, landscape / seascape character and visual amenity in the vicinity of the Port	Landscape / seascape quality, designated views, and scenic amenity.	No negative impacts on the local landscape / seascape, views and visual amenity designations.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets
	visual amenity in the vicinity of the Port			

5.3 ASSESSMENT OUTPUTS

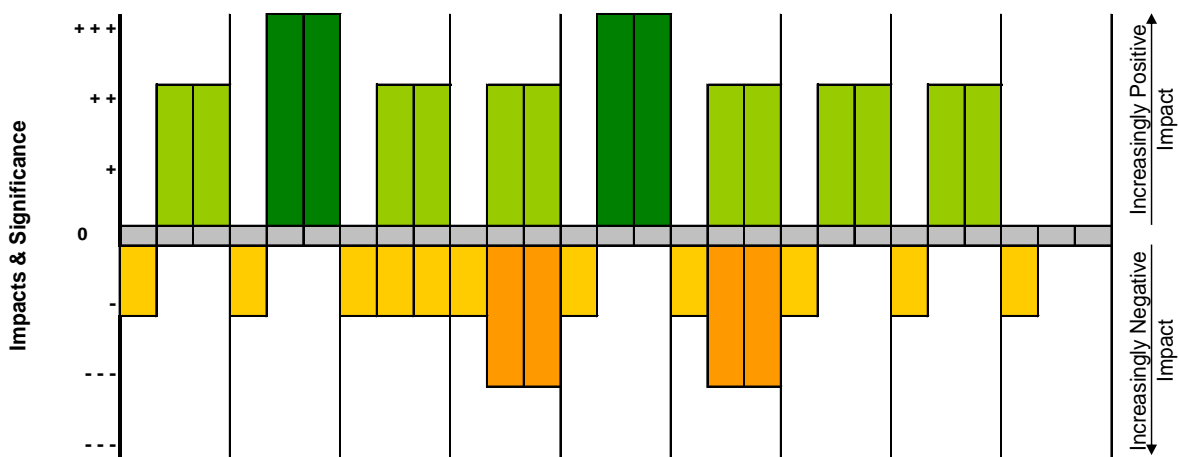
The SEA Environmental Report will be concerned with the assessment of alternatives against the objectives detailed in **Table 5.2**. Quantitative scoring will be used within the SEA Environmental Report and expanded upon to provide a wider qualitative assessment of all environmental topic areas to ensure the requirements of the SEA Directive are met. Expert judgement will be used in both methods of assessment. The scorings of the alternatives range from +3 to -3. Some options will have the potential for positive and negative impacts on the environmental targets. Both positive and negative impacts will be described qualitatively. **Table 5.3** demonstrates the SEA language to be used to describe the SEA scores in the discussion of impacts. A proposed example output of the environmental assessment is given in **Figure 5.1**, which demonstrates both the quantitative and qualitative appraisal, along with summarising graphics to make the outputs more easily understandable.

Table 5.3 Description of SEA Environmental Impact Scores

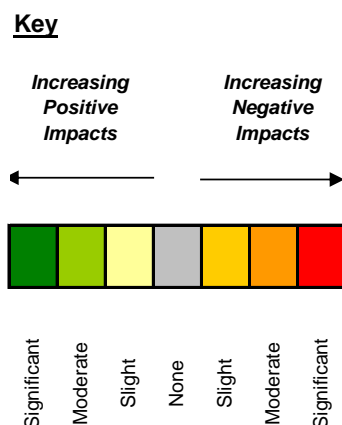
Score	Description
+ 3	Significant positive environmental impacts
+ 2	Moderate positive environmental impacts
+ 1	Slight positive environmental impacts
0	No environmental impacts
- 1	Slight negative environmental impacts
- 2	Moderate negative environmental impacts
- 3	Significant negative environmental impacts

Figure 5.1 Example Output of Environmental Assessment – Option 1 new Inland Port

Receiving Environment			
Environment Issues <ul style="list-style-type: none"> Description of environmental issues relevant to this area that have the potential to be impacted upon by the Dublin Port Masterplan Review 2017. 			
Proposed Option			
Description of the preferred Option			
Environmental Assessment (Example)			
Environmental Topic	Short Term Impacts	Medium Term Impacts	Long Term Impacts
Biodiversity, Flora & Fauna (BFF)	-1	+2	+2
Population & Human Health (PHH)	-1	+3	+3
Geology, Soils and Landuse (S)	-1	+2 / -1	+2 / -1
Water (W)	-1	+2 / -2	+2 / -2
Air (A)	-1	+3	+3
Climatic Factors (C)	-1	-2 / +2	-2 / +2
Material Assets & Infrastructure (MA)	-1	+2	+2
Cultural, Architectural & Archaeological Heritage (H)	-1	+2	+2
Landscape & Visual Amenities (L)	-1	0	0
Summary Chart of Impacts (Example)			



Time	S	M	L	S	M	L	S	M	L	S	M	L	S	M	L	S	M	L	S	M	L	S	M	L			
Topic	Biodiversity, Flora and Fauna			Population & Human Health			Geology, Soils & Land Use			Water			Air			Climatic Factors			Material Assets			Cultural Heritage			Landscape & Visual Amenities		



Discussion of Impacts
<p>Biodiversity, Flora & Fauna</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Population & Human Health</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Geology, Soils & Landuse</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Water</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Air</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Climatic Factors</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Material Assets & Infrastructure</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>
<p>Cultural, Architectural & Archaeological Heritage</p> <p>Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of <i>Measure</i> on this environmental topic.</p>

Landscape & Visual Amenity

Description of short, medium and long-term impacts (including reference to secondary, cumulative, synergistic, permanent and temporary, positive or negative effects) of *Measure* on this environmental topic.

Additional Impacts

Additional secondary, cumulative, synergistic, permanent and temporary, positive or negative effects.

5.3.1 Mitigation

Mitigation measures will be recommended where an option arising from the Dublin Port Masterplan Review 2017 is predicted to have any negative impacts on any environmental topic area. The mitigation measures will aim to prevent, reduce and as fully as possible offset any significant adverse effects on the environment due to implementation of the Dublin Port Masterplan Review 2017.

5.3.2 Monitoring

The SEA Directive requires that the significant environmental effects of the implementation of a Plan are monitored in order to identify at an early stage unforeseen adverse effects and in order to undertake appropriate remedial action. This monitoring programme will be based on the Targets and Indicators established in the SEA Objectives (given in **Table 5.2**). This programme will aim to be realistic and achievable, with existing monitoring arrangements being used where possible. Examples of likely monitoring to be proposed are:

- Reported conservation status of designated sites within and in the vicinity of the land areas covered by the Dublin Port Masterplan Review 2017 following implementation of Options, to gauge impacts on Biodiversity, Flora and Fauna.
- Consultations with local residents to gauge the effects felt by the implementation of the Dublin Port Masterplan Review 2017.

Proposed Scoping Questions

- 7) Do you agree with the approach to the assessment?
- 8) Do you agree with the draft SEA objectives?

6 CONSULTATION AND NEXT STEPS

6.1 PRE ASSESSMENT CONSULTATIONS

DPC undertook a comprehensive pre-assessment consultation process with the objective of identifying the technical and environmental issues that DPC should address at the commencement of the Masterplan Review 2017 process and, most importantly, to encourage early participation and submissions.

A report on this early consultation phase of the Dublin Port Masterplan Review 2017 was published in April 2017 and is presented in **Appendix E**. It included a public information campaign which consisted of advertisements, door to door leaflet drops, an information briefing published for local residents and stakeholders, and a series of events including local community briefings in Clontarf, East Wall and Ringsend.

The report presents the issues raised during the consultation process which have been used to inform the screening of technical options and this SEA Scoping Report.

6.2 SEA CONSULTATIONS

Under Article 6 of the SEA Directive (and Article 11 of SI 435 of 2004), the competent authority, (in this case DPC), preparing the plan or programme is required to consult with specific “environmental authorities” (statutory consultees) throughout the SEA process. These statutory consultees are established as being the:

- Environmental Protection Agency (EPA);
- Department of Housing, Planning, and Local Government (DHPLG);
- Department of Agriculture, Food and the Marine (DAFM);
- Department of Communications, Climate Action and the Environment (DCCA); and
- Department of Culture, Heritage and the Gaeltacht (DCHG)

Non-statutory stakeholders relevant to and included in the Dublin Port Masterplan Review 2017 consultation process include:

- Department of Transport, Tourism and Sport (DTTAS);
- Dublin City Council (DCC);
- Office of Public Works (OPW) including the Eastern CFRAM Project;
- Electricity Supply Board (ESB);
- National Transport Authority (NTA);
- Inland Fisheries Ireland (IFI);
- Transport Infrastructure Ireland (TII);

- Bird Watch Ireland;
- Local Residents Associations;
- Local Amenity Groups;
- Dublin Port Tenants;
- Local Business Community The Heritage Council;
- An Taisce; and
- Irish Nautical Trust.

This SEA Scoping Report will be sent to the five statutory bodies, listed above, seeking their input to the scope of the SEA. It will also be sent to the relevant authorities for SEA in the UK, as detailed below in **Table 6.1**.

Table 6.1 Statutory Stakeholders within the UK

Locality	Relevant Authorities
England	Natural England Environment Agency Historic England
Scotland	Scottish Environmental Protection Agency Scottish Natural Heritage Historic Scotland
Wales	Cadw Environment Agency Natural Resources Wales
Northern Ireland	Northern Ireland Environmental Agency

This Scoping Report will also be advertised on the DPC website seeking comments and feedback from all interested parties including the general public. Notification will be sent to all other stakeholders, listed above, to alert them to the SEA Scoping Report and to invite submissions. Comments and submissions received on the report will be logged, reviewed and applied to the SEA process, where relevant. Scoping is a dynamic process and is expected to continue throughout the SEA process, up to the publication of the Environmental Report.

The Environmental Report, once completed will also be sent to the statutory consultees and will be issued for public consultation along with the NIS and the draft Dublin Port Masterplan Review 2017. Stakeholders will have the opportunity to comment on the Plans and Environmental Reports. Comments and submissions received on the reports will be logged, reviewed and applied where relevant.

6.3 NEXT STEPS

The key milestones for the Dublin Port Masterplan Review 2017, SEA and AA are presented in **Table 6.2**.

Table 6.2 Draft Anticipated Milestones

Dublin Port Masterplan Review 2017	Dates	Strategic Environmental Assessment / Appropriate Assessment
Development of draft Dublin Port Masterplan Review 2017	July - Dec 2017	Production of SEA Environmental Report and Natura Impact Statement.
Consultation on draft Dublin Port Masterplan Review 2017	Jan-March 2018 (12 weeks)	Consultation on SEA Environmental Report and Natura Impact Statement
Publication of final Dublin Port Masterplan Review 2017	Early 2018	SEA Environmental Statement and Natura Impact Statement, amended as required

The proposed timescale for the SEA process is outlined in **Table 6.3**.

Table 6.3 Overall Timescale for the SEA Process

Actions	Timescales
SEA Screening Report	Submitted May 2017
SEA Scoping Report	Submitted Aug 2017
SEA Scoping Report Consultation Phase	Aug–Sept 2017 (6 weeks)
Development of SEA Environmental Report & NIS	Aug-Dec 2017
SEA Environmental Report & NIS Public Consultation Phase	Jan-March 2018 (12 weeks)
Environmental Statement and NIS, amended as required	Early 2018

Scoping is a dynamic process and is expected to continue throughout the SEA process, up to the publication of the Environmental Report. This Scoping Report will be available on the DPC website (<http://www.dublinport.ie/masterplan/related-documents/>) with the purpose of engaging the wider public in the ongoing consultation on the Dublin Port Masterplan Review 2017.

The contact for any information regarding the SEA of the Dublin Port Masterplan Review 2017 is as follows:

By post	Alan Barr RPS 74 Boucher Road Belfast BT12 6RZ UK
By email	Alan.Barr@rpsgroup.com

Proposed Scoping Question

- 9) Do you agree with the proposed project timescales and proposed consultees in the SEA process?

APPENDIX A

Dublin Port Masterplan Review 2017 SEA Screening



Strategic Environmental Assessment Screening Report

Dublin Port Masterplan Review 2017



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1 INTRODUCTION

Dublin Port Company (DPC) is undertaking a review of its Masterplan 2012 to 2040 to ensure that it remains relevant and achieves its central objective of providing a clear vision for the development of the Port into the future.

This report is the screening statement for the Strategic Environmental Assessment (SEA) of the Dublin Port Masterplan Review 2017. The screening statement outlines the Purpose of the Masterplan, providing a Task 1.1 Pre-Screening Check and a Task 1.2 Environmental Significance Screening in accordance with EPA guidance contained in Schedule 1 of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. No. 435 of 2004).

This report also presents a proposed timetable and approach for the SEA and contact information and closes with the conclusion of the SEA screening process.

2 PURPOSE OF THE MASTERPLAN

Dublin Port Company (DPC) adopted the Masterplan 2012 to 2040 on 26th January 2012 following an extensive public consultation, stakeholder engagement and environmental assessment process.

The Masterplan provided a vision as to how Dublin Port could be developed to cater for an anticipated doubling in port volumes over the 30 years from 2010 to 2040. It provided strategic guidance and direction on land use within Dublin Port recognising that the optimal use of a scarce land and quayside resource remains an important factor against which future development of Dublin Port must be carefully planned.

Since its introduction, the Masterplan has in fact played a significant role in providing guidance and strategic context on the future of the Port not only to DPC but also to National and Local Government, statutory agencies and planning and development agencies. The Masterplan has informed National Ports Policy, Transport Policy and guided the Planning and Permitting Authorities in determining policies and specific proposals concerning Dublin Port.

It was recognised that the Masterplan needed to be kept under review to ensure that it would remain relevant and achieve its central objective of providing a clear vision for the development of the Port into the future.

Changes in the demand levels for port infrastructure were recognised as the key element impacting on the timing of a review of the Masterplan. At this juncture in 2017 it is clear that the level of demand for port infrastructure will likely be greater than originally anticipated due to a higher than originally envisaged level of growth in cargo volumes for the period to 2040.

Since the Masterplan was published in 2012, there have been a number of significant developments which support the timely review of the Masterplan. These developments include:

- Economic recovery leading to a return to annual compounding growth in port volumes.
- Commencement of the Alexandra Basin Redevelopment (ABR) Project which, in itself, includes about one-third of the infrastructure development options originally identified in the Masterplan.
- Recovering control over 11.2 ha of Port lands making them available for redevelopment.
- Completion of a number of site redevelopments in Dublin Port to provide an additional 16.1 ha of accessible port lands.
- Redevelopment of 720 m of quay walls.
- Purchase by DPC of a 44 ha site adjacent to Dublin Airport for the development of a new Dublin Inland Port facility.
- Publication of the National Ports Policy, March 2013.
- Publication by the Competition Authority of its report Competition in the Irish Ports Sector, November 2013.

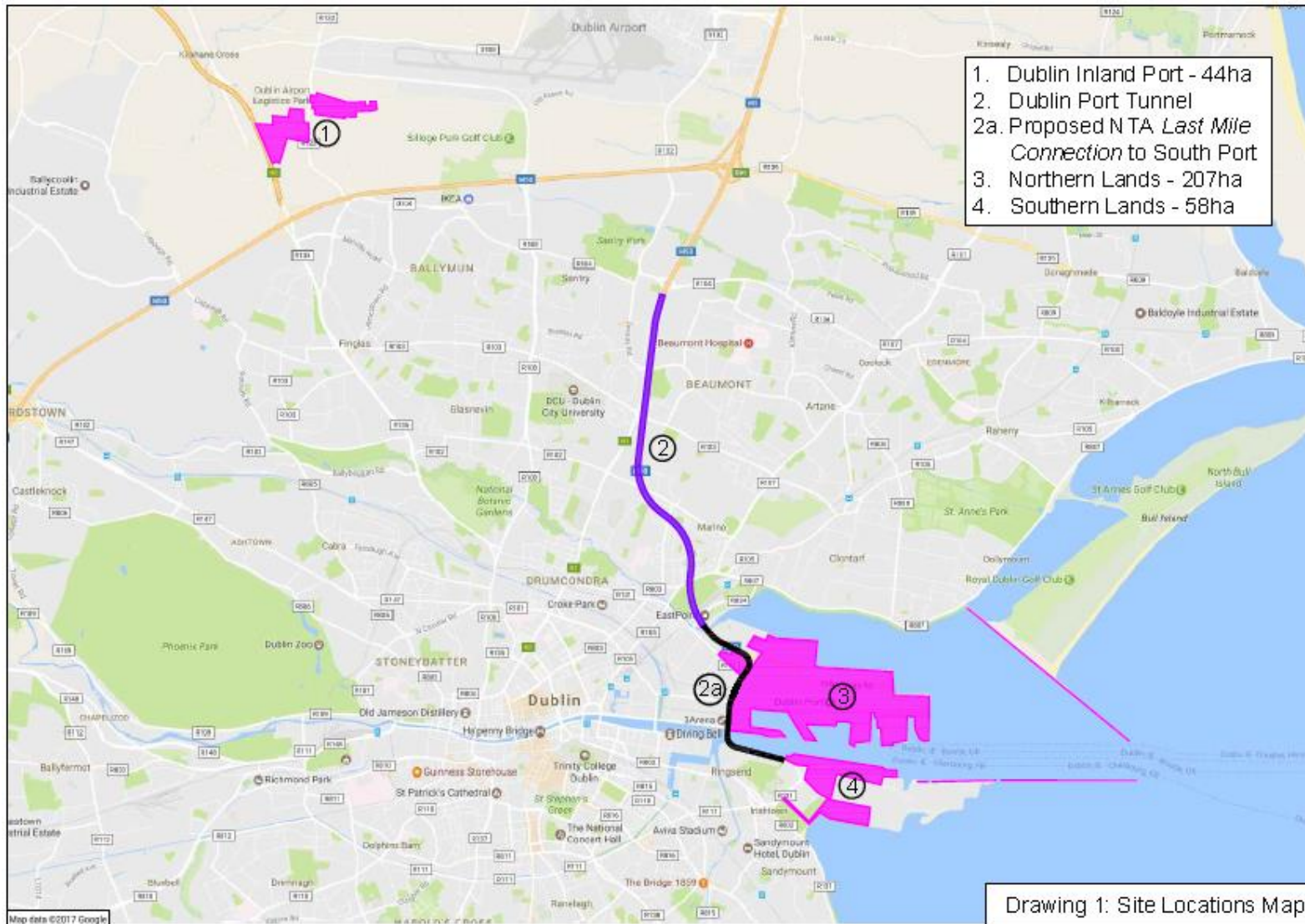
- Publication of DPC's Franchise Policy, May 2014.
- Publication by NTA of its Transport Strategy for the Greater Dublin Area, 2016 to 2035.
- Creation of the Dublin Bay Biosphere in June 2015 as a joint initiative by:
 - DPC
 - Dublin City Council
 - Fingal County Council
 - Dun Laoghaire Rathdown County Council
 - Department of Arts, Heritage and the Gaeltacht
 - Fáilte Ireland
- Creation of the Poolbeg West Strategic Development Zone (SDZ), May 2016.
- Publication by Dublin City Council of the Dublin City Development Plan 2016 to 2021.

The Masterplan was originally produced in order to provide all of the Port's stakeholders with a clear view as to how the Port would be developed in the long-term. Now, five years on, there is more clarity as to how Dublin Port should be developed in order to meet the objectives set out in the Masterplan.

This review is intended to update and refine the infrastructure development options for Dublin Port and, in doing this, to ensure that the Masterplan continues to provide the best solution for the future sustainable development of Dublin Port through to 2040.

The land areas covered in this review are shown in **Drawing 1** and comprise:

- Port lands on the North Side of the River Liffey.
- Port lands on the Poolbeg Peninsula.
- Recently acquired lands adjacent to Dublin Airport to be developed as Dublin Inland Port.
- The road connections linking these three separate land areas including the Dublin Port Tunnel and the last mile connection between it and the south port area to be developed as part of the NTA's Transport Strategy for the Greater Dublin Area 2016-2035, that is, the South Port Access Road (SPAR).



Drawing 1 Land areas covered in the Masterplan Review 2017

3 TASK 1.1 PRE-SCREENING CHECK

Under the EPA Guidance the first step of the SEA Screening Process, Task 1.1, is a pre-screening check. This step involves the use of the decision tree presented in Figure 2 of the EPA publication *“Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland”*. This decision tree allows for rapid screening-out of those plans and programmes that are clearly not going to have any environmental impact and screening-in of those that definitely do require SEA. Using this tree as a guide it was found that a SEA is required for the Masterplan Review 2017 for the following reasons:

- The Masterplan Review 2017 is subject to preparation and adoption by an authority (DPC is considered to be an “authority” in this case) (Article 20 of S.I. 122 of 2010).
- Although the Masterplan Review 2017, as a voluntary plan, is not required by legislative, regulatory or administrative purposes, a SEA may still be required where the adoption of a plan such as this is regulated by national legislative provisions.
- The Masterplan Review 2017 does not have a sole purpose of serving national defence or civil emergency, nor is it co-financed by EU funding.
- The revision of the Masterplan is prepared for industry and transport, and will impact on town and country planning, and land use.
- The Masterplan Review 2017 forms the framework of future applications for development consent at Dublin Port which is likely to result in non-minor modifications to the Masterplan.

4 TASK 1.2 ENVIRONMENTAL SIGNIFICANCE SCREENING

The pre-screening process indicated that a SEA is required for the Masterplan Review 2017. The Review was further assessed by querying the plan against the environmental criteria contained in Schedule 1 of the Planning and Development (Strategic Environmental Assessment) Regulations 2004. (S.I. No. 435 of 2004). This step is described as Task 1.2 in the previously referred to EPA publication.

4.1 THE CHARACTERISTICS OF THE MODIFICATION TO A PLAN HAVING REGARD, IN PARTICULAR, TO

4.1.1 Criteria No. 1

The degree to which the plan or programme, or modification to a plan or programme, sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources.

The objective of the Masterplan Review 2017 is for it to be utilized as a framework for investment and growth based on the Port's projected demand forecast. It will contain details of future developments to be carried out at DPC-owned land (both at Dublin Port and the Dublin Inland Port), which will result in further projects within these areas.

4.1.2 Criteria No. 2

The degree to which the plan or programme, or modification to a plan or programme, influences other plans including those in a hierarchy.

The Masterplan Review 2017 sets out to identify both how Dublin Port might be developed to cater for growth in port volumes over the period to 2040, and also how the Port can be better integrated with Dublin City and the natural environment of Dublin Bay. The Masterplan Review 2017 is a local plan in the context of spatial plans. Dublin Port has been identified as a Tier 1 Port of National Significance. This status, along with the proposed inclusion of Dublin Port into the TEN-T CORE NETWORK (a European network of ports with significant volumes of freight and/or passenger traffic, a high level of international connectivity, and an established connection to the core European rail and road network by 2030) highlight the national and European importance of the Masterplan Review 2017.

The Masterplan Review 2017 takes account of and in turn plays a key role in informing national, regional and local planning frameworks. **Table 1** below contains a list of documents that are relevant to the Masterplan Review 2017. These documents have either cited the Masterplan or are likely to once their review/successor has been published.

Table 1 List of Spatial Planning Documents relevant to the Masterplan Review 2017

Scale	Documents
National	National Ports Policy 2013 National Transport Authority Rail Review 2016 National Spatial Strategy 2002
Regional	Dublin City Development Plan 2016-2022 Regional Planning Guidelines (2010)
Local	Article 4 (c) of SI279 of 2016, which establishes Poolbeg West as a Strategic Development Zone

4.1.3 Criteria No. 3

The relevance of the plan or programme, or modification to a plan or programme, for the integration of environmental considerations in particular with a view to promoting sustainable development.

The infrastructure development options for Dublin Port included within the Masterplan Review 2017 will be assessed against a range of criteria including Technical, Economic, Social and Environmental criteria. The environmental criteria will include: minimising the risk of environmental pollution; the natural environment (including the need to comply with the EU Water Framework Directive); the landscape; and, the built and cultural heritage.

By assessing the infrastructure development options for Dublin Port against these criteria, the integration of environmental considerations in the plan will be achieved with a view to promoting sustainable development.

In addition, the Masterplan Review 2017 infrastructure development options must be consistent with planning frameworks and with a range of national policies. It is an objective of DPC for port development projects to be formulated in line with the principles of proper planning and development and to provide the best solution for the future sustainable development of Dublin Port through to 2040.

4.1.4 Criteria No. 4

Environmental problems relevant to the plan or programme, or modification to a plan or programme

There is the potential that some environmental issues will result from the infrastructure development options arising from the Masterplan Review 2017, without appropriate mitigation measures. Whilst the precise nature of the environmental issues will be dependent on the projects arising from the Masterplan Review 2017, they are likely to include potential water quality issues, habitat degradation and loss, spread of invasive alien species, and potential impacts on ambient noise and air quality. Transport and land use changes resulting from the Masterplan Review 2017 also have the potential to cause environmental impacts on landscapes, cultural heritage and human health.

Measures will be proposed to avoid, reduce and mitigate against the environmental issues arising from the Masterplan Review 2017.

4.1.5 Criteria No. 5

The relevance of the plan or programme, or modification to a plan or programme, for the implementation of European Union Legislation on the Environment (Plans linked to Waste-management or Water Protection)

The Masterplan Review 2017 does not have the direct purpose of implementing EU legislation. However it has the potential to influence the implementation of EU environmental policies and legislation at a regional level.

4.2 CHARACTERISTICS OF THE EFFECTS AND OF THE AREA LIKELY TO BE AFFECTED, HAVING REGARD, IN PARTICULAR, TO

4.2.1 Criteria No.1

The probability, duration, frequency and reversibility of the effects

Implementation of the Masterplan Review 2017 may have a high probability of long term, irreversible effects on the environment, if not well planned. However mitigation measures will be proposed to either avoid the negative effects, or (if this is not possible) to reduce the scale, duration and nature of these effects. An objective of the selection process of measures within the SEA will promote the recommendation of infrastructure development options that also have positive environmental and other broader effects. In addition, appropriate assessment of proposed developments will be undertaken on a case-by-case basis.

4.2.2 Criteria No. 2

The cumulative nature of the effects

Implementation of the Masterplan Review 2017 may have cumulative effects on the environment, along with other plans and developments in the area, if not well planned and timed. However for the reasons set out under Criteria 1 above, it is envisaged that in general, any negative cumulative environmental effects will be mitigated against and hence, reduced or negated. As part of the SEA process the cumulative effects of the Masterplan Review 2017 in combination with the effects of other plans and programmes will also be examined.

4.2.3 Criteria No. 3

The transboundary nature of the effects

It is likely that transboundary effects will arise from the implementation of the Masterplan Review 2017. Currently 60% of trade through the Dublin Port is with Great Britain. Hence, Great Britain (and Northern Ireland) will be consulted with to determine the likelihood of significant effects.

4.2.4 Criteria No. 4

The risks to human health or the environment (e.g. due to accidents)

Implementation of the Masterplan Review 2017 has the potential for increased risks to the environment and human health from construction activities and significantly greater materials handling and storage at the Port.

4.2.5 Criteria No. 5

The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected)

The land areas covered in this review are illustrated above in **Drawing 1** (page 4) and comprise:

- Port lands on the North Side of the River Liffey.
- Port lands on the Poolbeg Peninsula.
- Recently acquired lands adjacent to Dublin Airport to be developed as Dublin Inland Port.
- The road connections linking these three separate land areas including the Dublin Port Tunnel and the proposed SPAR.

Implementation of the Plan also has the potential for wider impacts on the environment into Dublin Bay and on the Greater Dublin Area from activities at the Port, and coming to and from the Port.

4.2.6 Criteria No. 6

The value and vulnerability of the area likely to be affected due to:

a) Special natural characteristics or cultural heritage

There are a number of Natura 2000 sites, Natural Heritage Areas (NHAs) and proposed Natural Heritage Areas (pNHAs) within the geographic area covered in the Masterplan Review 2017. There are also a number of historic shipwrecks that have been identified within the Dublin Bay area, protected structures listed on the Record of Protected Structures, cultural heritage sites and features listed on the Records of Monuments and Place, conservation areas, and industrial heritage sites located within the geographical area covered in the Masterplan Review 2017. It is difficult to determine potential effects on specific areas at this stage, however, it is recognised that there is potential for some effects, which will be fully investigated as part of the SEA process. Appropriate Assessment (AA) will be undertaken for the Masterplan Review 2017. Therefore, consultations with the National Parks and Wildlife Service in the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs and other relevant environmental stakeholders will be carried out throughout the studies.

b) Exceeded environmental quality standards or limit values

The SEA will include strategic assessment of noise and air quality, and will make comparisons with the relevant EU and national quality standards.

c) Intensive land-use

The Masterplan Review 2017 proposes the intensification of existing land uses with regard to port functions at Dublin Port. DPC is committed to undertaking this intensification in a sustainable manner. It is likely that an environmental assessment would be necessary to evaluate these effects once the full extent, nature and intensity of the land uses have been determined.

4.2.7 Criteria No. 7

The effects on areas or landscapes which have a recognised national, European Union or international protection status

The Masterplan Review 2017 study areas include a range of areas or landscapes that have varying levels of protection under EU and National Law. Any projects arising from the Masterplan Review 2017 that require development consent under planning legislation will be required to comply with land use and environmental policy of the Dublin City Development Plan 2016-2022 (and subsequent versions of this Plan post-2022). Determining potential effects on specific areas or landscapes is difficult at this stage, however, the potential for effects cannot be ruled out.

5 PROPOSED TIMETABLE AND APPROACH FOR THE SEA

The SEA process comprises of three parts:

- **Screening of Masterplan Review 2017:** This stage establishes whether the Masterplan Review 2017 must undergo a SEA. It comprises of firstly, a consideration of the overall characteristics of the Review to establish whether it falls within the requirements of the SEA Directive, and secondly, an assessment of the potential environmental significance of implementing the Review. The output of this stage is this screening report.
- **Scoping the SEA:** The purpose of the scoping stage is to decide the content and level of detail of the SEA, including the key environmental issues, likely significant environmental effects and alternatives which need to be considered, the assessment methods to be employed, and the structure and contents of the Environmental Report (output of third stage of the process). The output of this stage – the scoping report – aims to generate comment from stakeholders on the scope and approach to the SEA and on the Masterplan Review 2017.
- **Identification, Prediction, Evaluation and Mitigation of Potential Impacts:** The purpose of this stage is to identify and address the likely environmental impacts of the Masterplan Review 2017. This stage will involve obtaining an understanding of the existing state of the environment, predicting how that environment is expected to change as a consequence of the Masterplan Review 2017, evaluating the significance of these changes, considering how the Masterplan Review 2017 can be revised or revised to mitigate against adverse effects, and maximising any benefits arising from the Masterplan Review 2017. The output of this stage – the SEA Environmental Report – is the main output of the SEA process and will be the document that most stakeholders will review.

Table 2 outlines a summary of the expected timescale for each of the three stages.

Table 2 Timescale for each stage of the Masterplan Review 2017 SEA process

Document	Expected Date of Publication
Screening Report	May 2017
Scoping Report	June 2017
Environmental Report	November 2017

6 CONCLUSION

Following the screening process, where the context of the Masterplan Review 2017 has been assessed against the screening check and the environmental significance criteria as set out in Schedule 1 of the Regulations, it is clear that a full SEA is required for the following reasons:

- The outcome of the Task 1.1 pre-screening check indicates that SEA is required.
- The infrastructure development options for Dublin Port included within the Masterplan Review 2017 will have the potential to result in a significant effect on the Environment. Carrying out a SEA will allow for the early consideration of environmental issues.
- The Masterplan Review 2017 will form a framework for future projects and allocation of resources concerning the development of Dublin Port into the future.
- The Masterplan Review 2017 will influence spatial plans at both regional and local level.
- The Masterplan Review 2017 is likely to require an assessment under Article 6 of the EU Habitats Directive.

As the responsible authority for the Masterplan Review 2017, DPC determines that the Review requires SEA.

7 CONTACT

The contact for any information regarding the SEA of the Masterplan Review 2017 is as follows:

By post	Alan Barr RPS 74 Boucher Road Belfast BT12 6RZ UK
By email	Alan.Barr@rpsgroup.com

APPENDIX B

Responses from the Dublin Port Masterplan Review 2017 SEA Screening



Dr Alan Barr
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LoCall: 1890 33 55 99

20th June 2017

Our Ref: 170104.2

Re. Dublin Port Masterplan Review 2017

Dear Mr Barr,

The Environmental Protection Agency (EPA) acknowledges your notice, dated the 25th May 2017, regarding the above and notes its contents.

SEA Determination

We acknowledge your determination that a full Strategic Environmental Assessment (SEA) of the Dublin Port Masterplan Review 2017 (the Plan) will be carried out, following the SEA screening of the Plan. This determination reflects the nature and extent of the proposed revised infrastructure development options, and the potential for significant effect on the receiving environment.

It is noted that the Plan Review 2017 is likely to require an assessment under Article 6 of the Habitats Directive. The requirements for Strategic Flood Risk Assessment should also be considered.

The recognition that the SEA process will allow for the early consideration of environmental issues is noted and welcome. In particular SEA, AA and SFRA processes will provide opportunities to avoid, reduce and mitigate any potential significant adverse environmental impacts identified. They will also provide opportunities for environmental enhancement. Integration of the Plan Review and the assessment processes with will be important to realising these opportunities.

Specific Comments on the Plan

The initial submission made by the Agency, dated the 28th February 2017, should be taken into account in preparing the Plan and associated SEA, and is attached for reference purposes.

Further input will be provided by way of a scoping submission following receipt of the SEA Scoping Report at the next stage of the SEA process.

Available SEA Guidance / Resources

Guidance on the SEA Process, including an SEA Pack, Integration Guidance, SEA Checklist, List of SEA Spatial Information Sources and guidance on *Integrating Climate Change into SEA* (EPA, 2015) and *Developing and Assessing Alternatives in SEA* (EPA, 2015) , is available on the EPA website and should be considered in the preparation of the SEA. This can be consulted at the following address: <http://www.epa.ie/pubs/advice/ea/>

EPA State of the Environment Report 2016

The EPA 'State of the Environment Report' - *Ireland's Environment 2016 – An Assessment* (EPA, 2016) identifies recommendations, key issues and challenges that should be taken into account, as relevant and appropriate to the Plan. This report can be consulted at: <http://www.epa.ie/irelandsenvironment/stateoftheenvironmentreport/>

SEA WebGIS Search and Reporting Tool

The EPA WebGIS Search and Reporting application is an online GIS based web application that allows users to explore, interrogate and produce an indicative report on key aspects of the environment in specific geographic areas. These reports are indicative and will provide an overview of key aspects of the environment within a specific plan area. This may be used to inform the SEA screening and scoping stages for Plans and Programmes with particular reference in the first instance to the land use sector, though it is also applicable to other sector plans. It may be accessed via www.edenireland.ie

Future Modifications to the Plan

Dublin Port Company should determine whether or not any future proposed modifications would be likely to have significant effects on the environment. This assessment should take account of the criteria in Schedule I of the SEA Regulations (S.I. No. 435 of 2004).

Infrastructure Planning

In proposing the Plan, and any related modifications to the Plan, and in implementing the Plan, adequate and appropriate infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the Plan.

Environmental Authorities

Under the SEA Regulations (*S.I. No. 435 of 2004*, as amended by *S.I. No. 200 of 2011*), notice should also be given to the following:

- The Minister for the Environment, Community and Local Government (now the Minister for Housing, Planning, Community and Local Government),
- The Minister for Agriculture, Food and the Marine, and the Minister for Communications Energy and Natural Resources (now the Minister for Communications, Climate Action and Environment), where it appears to the competent authority that the plan or programme, or modification to the plan or programme, might have significant effects on fisheries or the marine environment, and
- where it appears to the competent authority that the plan or programme, or a modification to the plan or programme, might have significant effects in relation to the architectural or archaeological heritage or to nature conservation, the Minister for Arts, Heritage and the Gaeltacht (now the Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs).

A copy of your decision regarding the determination should be made available for public inspection at your offices, website and should also be notified to any Environmental Authorities already consulted.

Should you have any queries or require further information in relation to the above please contact the undersigned. I would be grateful if an acknowledgement of receipt of this submission could be sent electronically to the following address: sea@epa.ie.

Yours sincerely,



Dr Tara Higgins
Inspector,
SEA Section,
Office of Evidence and Assessment
Environmental Protection Agency
PO Box 3000
Johnstown Castle Estate
Wexford



An Roinn Ealaíon, Oidhreachta,
Gnóthaí Réigiúnacha, Tuaithe agus Gaeltachta

Department of Arts, Heritage,
Regional, Rural and Gaeltacht Affairs

Our Ref: **FP2017/002**

(Please quote in all related correspondence)

30 June 2017

Dublin Port Company,
Port Centre,
Alexandra Road,
Dublin 1

Via email: masterplan@dublinport.ie cc: Alan.Barr@rpsgroup.com

Re: SEA Screening Report for Dublin Port Masterplan Review 2017

A Chara,

On behalf of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, I refer to correspondence received in relation to the above.

Outlined below are heritage-related observations/recommendations of the Department under the stated headings.

Nature Conservation

This Department notes that as a result of Strategic Environmental Assessment (SEA) screening an SEA will be required. Please note that in the response of this Department dated 9/3/17, our Ref FP2017/002, scoping information was provided for Plan, SEA and Appropriate Assessment (AA) screening/Natura Impact Statement (NIS). These comments should be referred to at scoping stage by Dublin Port and its consultants.

You are requested to send further communications to this Department's Development Applications Unit (DAU) via **eReferral**, where used, or to manager.dau@ahq.gov.ie; if emailing is not possible, correspondence may alternatively be sent to:

The Manager,
Development Applications Unit (DAU),
Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs,
Newtown Road,
Wexford
Y35 AP90

Is mise, le meas

Sinéad O' Brien
Development Applications Unit



An Roinn Ealaíon, Oidhreachta,
Gnóthaí Réigiúnacha, Tuaithe agus Gaeltachta

Department of Arts, Heritage,
Regional, Rural and Gaeltacht Affairs

Our Ref: **FP2017/002**

(Please quote in all related correspondence)

09 March 2017

Dublin Port Company,
Port Centre,
Alexandra Road,
Dublin 1

Via email: masterplan@dublinport.ie

Re: First Review of Dublin Port Masterplan 2012 – 2040

A Chara,

On behalf of the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, I refer to correspondence received in relation to the above.

Outlined below are heritage-related observations/recommendations of the Department under the stated headings.

Archaeology

Having reviewed the submitted documentation and further to the meeting held with Dublin Port on 17th February attended by officers from this Department, it is noted that the area covered by the proposed Masterplan includes an area of significant archaeological potential, both terrestrial and underwater. The Dublin Port Masterplan encompasses a large bank of reclaimed land which has the potential to retain significant archaeological features including wrecks, intertidal features such as fish traps, as well as artefacts reflecting the history of the development of the port and city over many centuries.

The Wreck Inventory of Ireland lists over 600 wrecks for the Dublin Harbour area, which are subject to statutory protection under section 3 of the 1987 National Monuments (amendment) Act.

It is also noted that the Masterplan area is large in scale and includes a number of recorded monuments such as the South Bull Wall, Recorded Monument DU019-029--- & DU018-066---, which are subject to statutory protection in the Record of Monuments and Places, established under section 12 of the National Monuments (Amendment) Act 1994.

As was mentioned at the meeting with Dublin Port on 17th February, it is recommended that a Heritage Conservation Plan be commissioned in order to identify and assess the likely impact from the proposed developments on known heritage sites and areas of such potential (including wrecks, and recorded monuments) within the Masterplan area. The Heritage Conservation Plan should identify and describe the archaeological significance of each site; setting out a framework for the long term protection to be afforded to each one or the likely negative impact that might arise as a result of the proposed developments, should that information be currently available. As part of this assessment the Conservation Plan should seek to identify where gaps exist in the current understanding of the potential for archaeological sites to exist within the Port area in order to

safeguard against damage occurring inadvertently as developments proceed beyond the planning stage. The Heritage Conservation Plan should anticipate the likely impact of any specific development proposal contained in the Port's Masterplan so that it can be fully assessed in advance in order to establish whether the impact will allow for the retention or enhancement of significant known or potential archaeological sites and wrecks that may be affected, i.e. preservation in situ, by record or presentation of known or newly uncovered features within the Masterplan area. The compilation of such a Conservation Plan will help ensure that Dublin Port is operating from an informed position with regard to future development plans and that it is as fully aware as it can be at this early juncture of the potential for such plans to impact on material cultural heritage in the locations proposed for development in the Masterplan.

The initiative to create a Port Heritage Trail is to be welcomed. As suggested at our meeting with Dublin Port on 17th February, the inclusion of a series of information boards at various locations along the Trail would undoubtedly be much appreciated by the people of Dublin and visitors alike. Information to be presented in the information boards could include following:

The development of the port over time

- Overview of shipwrecks generally within the port area
- Important wrecks in the area
- History of the South Bull Wall
- History of the North Bull Island
- History of reclamation in the Port
- Ships and shipping over time.

Architectural Heritage

The Department wishes to acknowledge the presentation made by representatives of Dublin Port to officials representing the architectural heritage strand on 17th February and to state that, further to the meeting, it will be happy to liaise with Dublin Port Company and its representatives on any issues arising, including the on-going survey work of architectural heritage in the port area by the National Inventory of Architectural Heritage.

Nature Conservation

The Dublin Port Company and its consultants have forwarded two consultation papers to this Department for review, one consultation paper for the Masterplan Review and one for the Strategic Environmental Assessment (SEA) Environmental Report. This Department also notes the offer of a meeting with the National Parks and Wildlife Service (NPWS) of this Department in advance of a response. However, it is also noted that Dublin Port and its consultants are happy to take comments on the consultation papers without a meeting, as per your email from Ms. Ruth Barr on the 21st of February last. As per the email to Ms. Ruth Barr on the 24th of February from Ms. Siobhan Ryan of this Department, NPWS are responding on the Natural Heritage in writing as part of this Department's submission. Please find below the comments on the Natural Heritage from this Department.

Nesting Terns

This Department notes that the 21 ha infill will no longer be necessary during the lifetime of this Masterplan. Therefore, the main issue of concern regarding the Natural Heritage at this scoping stage is the issue of the nesting terns. At present there are two tern nesting sites designated at Dublin Port, one designated as a Special Protection Area (SPA) designated under the EC Birds Directive (Directive 2009/147 EC) and both designated as a proposed Natural Heritage Area (pNHA) designated under the Wildlife Acts 1976 to 2012. The two sites are the South Dublin Bay and River Tolka Estuary SPA (site code 004024) and the Dolphins, Dublin Docks pNHA (site code 00201). This issue had previously been discussed with this Department at a meeting in September 2014 to discuss the Dublin Port Company Tern Colony Management Plan. It will be essential to include in any new Masterplan a discussion of the issues concerning the nesting terns and the

procedures under articles 6.3 and 6.4 of the Habitats Directive, in particular the issue of examining alternatives that must be followed before proceeding to Imperative Reasons of Overriding Public Interest (IROPI). In addition, care should be taken to distinguish between mitigation measures and compensation measures in any such discussion.

Biodiversity

In reviewing the Masterplan there may be opportunities to create areas for biodiversity which should be availed of. This Department notes the work to date by the Dublin Port Company on creating and monitoring nesting sites for Black Guillemots and welcomes the fact that this work will continue.

It is noted that references to the UNESCO Biosphere Reserve have been abbreviated to the word Biosphere which has been widely adopted. For reasons of clarity, this abbreviation should be explained.

Implementation

It is noted by this Department that table 7.1 of the Masterplan Review Consultation Document refers to the phasing of the Masterplan implementation and refers to the different phases as “strategic plans”. It should be clarified as to whether these are implementation phases of the Masterplan or will be future standalone Plans, and whether, if they are to be standalone Plans, they will have SEA applied.

In addition to the above, please find below some general scoping comments for the review of the Dublin Port Company Masterplan, the SEA Environmental Report and the Natura Impact Statement (NIS).

Masterplan

Legislation

The Masterplan and SEA should take account of the Biodiversity Convention, the Ramsar Convention, the EC Habitats Directive (Council Directive 92/43/EEC), the EC Birds Directive (Directive 2009/147 EC), the Wildlife Acts of 1976 to 2012, and the European Communities (Birds and Natural Habitats) Regulations 2011 to 2015. Dublin Port should also refer to the relevant circular letters, in particular “Circular Letter SEA 1/08 & NPWS 1/08 Appropriate Assessment of Land Use Plans” which is available at www.npws.ie/guidance-appropriate-assessment-planning-authorities.

Designated sites

The Masterplan should include a natural heritage section. All designated sites within or adjoining the Masterplan area should be listed and mapped, including, if applicable, Special Areas of Conservation (SAC) designated under the Habitats Directive, Special Protection Areas (SPA) designated under the Birds Directive, Natural Heritage Areas (NHA), Proposed Natural Heritage Areas (pNHA), Nature Reserves, and Refuges for Fauna, designated under the Wildlife Acts. Details of these sites are available on www.npws.ie/.

Protected species

The proposed Masterplan should recognise that protected species also occur outside designated sites and should take note of the National Biodiversity Plan and the need to protect the County’s biodiversity. Examples of protected species include protected plants listed in SI 355 of 2015 and protected under the Wildlife Acts, and bat species and otters, protected under the Wildlife Acts and listed on Annexes II and IV of the Habitats Directive. All birds are protected under the Wildlife Acts and some, such as the peregrine falcon (*Falco peregrinus*) and kingfisher (*Alcedo atthis*), are listed on annex I of the Birds Directive.

The Dublin Port Company should note that where there are impacts on protected species and their habitats, resting or breeding places, licenses may be required under the Wildlife Acts or derogations under the Habitats Regulations.

Article 10 of Habitats Directive

In accordance with Article 10 of the Habitats Directive, Plans should include provisions to encourage the management of features of the landscape which are of major importance to wild fauna and flora. This includes linear landscape features which act as ecological corridors, such as watercourses (rivers, streams, canals, ponds, drainage channels, etc.), woodlands, hedgerows and road and railway margins, and features which act as stepping stones, which include marshes and woodlands. These provide pathways for the dispersal and genetic exchange of wild species and can help improve the coherence of the Natura 2000 network. Such features should be maintained and, where possible, enhanced.

Marine

Information on the marine environment is available at <http://www.npws.ie/marine/>. This section also contains a working document on Marine Natura Impact Statements in SACs downloadable from <https://www.npws.ie/sites/default/files/general/Marine%20Assessment%20Working%20Document.pdf>.

Rivers and wetlands

Wetland habitats such as rivers are an important source of biodiversity and contain species such as otters (*Lutra lutra*), Salmon in freshwater (*Salmo salar*), kingfishers (*Alcedo atthis*), crayfish (*Austropotamobius pallipes*) and Lamprey species, all protected under the Wildlife Acts of 1976 to 2012 and/or listed on the annexes of the EC Habitats Directive and Birds Directive. It is important that the proposed Masterplan should recognise the importance of these wetland habitats.

Water

Ground and surface waters should be protected from pollution, and, if applicable, the Dublin Port Company should ensure that adequate sewage treatment facilities are, or will be, in place prior to any development proposed in the Masterplan. The Dublin Port Company should also ensure that adequate water supplies are present prior to development. Care should be taken to ensure that any proposed water abstractions or waste water discharges do not negatively impact on Natura 2000 sites.

Roads

Where roads are listed for improvement and upgrading in the Masterplan, if applicable, the opportunity should be taken to address inadequate existing mitigation measures or impeded passage (e.g. include mammal underpasses or dry ledges where there is poor culvert design). In making provision at plan level for transport, including reserving lands and integrating or upgrading routes, this should be based on information on ecological constraints, and should allow sufficient flexibility for impacts to be avoided or mitigated.

Alien invasive species

Alien invasive species such as Japanese Knotweed and Giant Hogweed can be damaging to local biodiversity. The Masterplan should have a policy to protect against the accidental introduction of such species during development. Information on alien invasive species in Ireland can be found at <http://invasives.biodiversityireland.ie/> and at <http://invasivespeciesireland.com/>.

Amenity developments

Negative impacts on biodiversity and designated sites, particularly by the coast and along rivers, can occur as a result of development such as walking routes, cycleways, seating, lighting, canoe trails, loss of riparian zone and mowing of riparian zone, and can lead to habitat loss, erosion and added disturbance by humans and dogs. Such developments along waterways, for example, could impact on species such as otters and bats which are strictly protected under the Habitats Directive and Kingfishers listed on Annex I of the Birds Directive. One of the main threats identified in the threat response plan for otter is habitat destruction (see http://www.npws.ie/sites/default/files/publications/pdf/2009_Otter_TRP.pdf).

In general, pedestrian and cycle routes need ecological assessment in their planning and design and should not target sensitive ecological sites or parts of sites, as such routes have potential for disturbance to habitats and species, including as a result of noise, lighting, etc., otherwise their

development may not be consistent with nature conservation objectives and legal compliance requirements.

Green Infrastructure

From a biodiversity point of view it is important to take note of the EU Green Infrastructure Strategy. Further information on this can be found in the EU commission's document of 2013 which can be accessed at

http://ec.europa.eu/environment/nature/ecosystems/docs/green_infrastructure_broc.pdf.

Care should be taken to ensure that green infrastructure involves greening existing infrastructure rather than adding built infrastructure to existing biodiversity corridors.

Pollinators

It is recommended that where possible the natural heritage section of the Masterplan should also contain a policy on implementing the All-Ireland Pollinator Plan 2015-2020. In particular, uncut road verges, where safety allows it, can provide wild flowers as food for pollinators, and should be encouraged.

SEA

Integrated assessment

In line with the Environmental Protection Agency (EPA) publication on integrated biodiversity impact assessment (IBIA) it is particularly important that the SEA process should take place in consultation with the teams working on the draft Masterplan and appropriate assessment, as each process can help inform the other to ensure that the objectives and policies in the draft Masterplan will have no significant effects on the natural heritage. The SEA should examine the effects of policies, objectives and any indicative maps or zonings, as well as cumulative impacts with other plans and projects both within and outside of the Masterplan area.

Legislation

The SEA should take account of the Biodiversity Convention, the Ramsar Convention, the Birds and Habitats Directives, the Wildlife Acts of 1976 to 2012, and the European Communities (Birds and Natural Habitats) Regulations, 2011 to 2015. A revised (consolidated) version of the Wildlife Act 1976 (in PDF and HTML) is now available on the Law Reform Commission website <http://revisedacts.lawreform.ie/eli/1976/act/39/front/revised/en/html>. It is annotated to show the source of all changes, and for convenience an un-annotated PDF is also available.

Baseline data

With regard to the scope of baseline data, details of designated sites can be found at www.npws.ie/. For flora and fauna in the SEA, the data of the National Parks and Wildlife Service (NPWS) should be consulted at www.npws.ie/. Where further detail is required on any information on the website, such as the locations of the protected plants for example, a data request form should be submitted. This can be found at

www.npws.ie/sites/default/files/general/Data%20request%20form.doc.

Other sources of information relating to habitats and species include that of the National Biodiversity Data Centre (www.biodiversityireland.ie), Inland Fisheries Ireland (www.fisheriesireland.ie), BirdWatch Ireland (www.birdwatchireland.ie) and Bat Conservation Ireland (www.batconservationireland.org). Data may also exist at a County level within the Planning Authority.

Strategic Environmental Objectives (SEOs)

It is recommended that the Biodiversity SEOs in the SEA cover habitats and species both within and outside of designated sites as below where applicable;

- Natura 2000 sites, i.e. Special Areas of Conservation (SAC) designated under the EC Habitats Directive (Council Directive 92/43/EEC) and Special Protection Areas designated under the EC Birds Directive (Directive 2009/147 EC),

- Other designated sites, or sites proposed for designation, such as Natural Heritage Areas and proposed Natural Heritage Areas, Nature Reserves and Refuges for Fauna or Flora, designated under the Wildlife Acts 1976 to 2012,
- Species protected under the Wildlife Acts including protected flora,
- ‘*Protected species and natural habitats*’, as defined in the Environmental Liability Directive (2004/35/EC) and European Communities (Environmental Liability) Regulations, 2008, including Birds Directive – Annex I species and other regularly occurring migratory species, and their habitats (wherever they occur) and Habitats Directive – Annex I habitats, Annex II species and their habitats, and Annex IV species and their breeding sites and resting places (wherever they occur),
- Important bird areas such as those as identified by Birdlife International,
- Features of the landscape which are of major importance for wild flora and fauna, such as those with a “stepping stone” and ecological corridors function, as referenced in Article 10 of the Habitats Directive,
- Other habitats of ecological value in a national to local context (such as those identified as locally important biodiversity areas within Local Biodiversity Action Plans and County Development Plans),
- Red data book species,
- And biodiversity in general.

With regard to the SEOs for Water in the SEA it is important that the needs of protected species, where applicable, such as crayfish, salmon and lamprey species, all protected under the Wildlife Acts of 1976 to 2012 and/or listed on the annexes of the EC Habitats Directive, are considered in relation to water quality. The SEOs and targets should be also compatible with the relevant River Basin Management Plans.

Water issues and wetland habitats

The impact of any water abstraction and wastewater discharge schemes, if any, that result from the Masterplan should be fully assessed.

When considering cumulative impacts on surface water or groundwater, this should be assessed on a catchment or aquifer basis.

Indicators, targets and monitoring

Indicators, targets and monitoring should be realistic, measurable and achievable.

Appropriate Assessment Screening/NIR

Guidance

Guidance on appropriate assessment (AA) is available in the Departmental guidance document on Appropriate Assessment, which is available on the NPWS website at http://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf and in the EU Commission guidance entitled “*Assessment of plans and projects significantly affecting Natura 2000 sites. Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC*” which can be downloaded from http://ec.europa.eu/environment/nature/natura2000/management/docs/art6/natura_2000_assess_en.pdf

However CJEU and Irish case law have clarified some issues and should also be consulted.

Conservation objectives

In order to carry out the appropriate assessment screening, and/or prepare a Natura Impact Report (NIR), information about the relevant Natura 2000 sites including their conservation objectives will need to be collected. Details of designated sites and species and conservation objectives can be found on <http://www.npws.ie/>. Site-specific, as opposed to generic, conservation objectives are now available on the website for some sites. Each conservation objective for a qualifying interest

(QI) is defined by a list of attributes and targets and is often supported by further documentation. Where these are not available for a site, an examination of the attributes that are used to define site-specific conservation objectives for the same QIs in other sites can be usefully used to ensure the full ecological implications of a proposal for a site's conservation objective and its integrity are analysed and assessed. It is advised, as per the notes and guidelines in the site-specific conservation objectives that any reports quoting conservation objectives should give the version number and date, so that it can be ensured and established that the most up-to-date versions are used in the preparation of Natura Impact Statements and in undertaking appropriate assessments.

Integrated assessment

In line with the EPA publication on integrated biodiversity impact assessment (IBIA) it is particularly important that the appropriate assessment procedure, commencing with stage 1 screening, should take place in consultation with the teams working on the draft Masterplan and SEA as each process can help inform the other to ensure that the objectives and policies in the draft Masterplan will have no significant effects on any Natura 2000 site. The appropriate assessment should examine the effects of policies, objectives and any indicative maps or zonings, as well as cumulative impacts with other plans and projects both within and outside of the Masterplan area.

Cumulative and ex-situ impacts

Other relevant Local Authorities should be consulted to determine if there are any projects or plans which, in combination with this proposed Masterplan, could impact on any Natura 2000 sites. In particular, the Poolbeg West Strategic Development Zone (SDZ) and the NTA Greater Dublin Area Cycle Network Plan are relevant in this regard.

A rule of thumb often used for plans is to include all Natura 2000 sites within a distance of 15km. It should be noted, however, that this will not always be appropriate and a source receptor approach would be better. Where there are hydrological connections a whole river catchment and/or a groundwater aquifer should be considered. Similarly, where bird flight paths are involved the impact may be on an SPA more than 15km away. As noted on page 43 of the Dublin Port Masterplan Review 2017 Environmental Report Consultation Paper, birds at Dublin Port with rings were found to use a variety of intertidal and inland sites from Kilcoole Marshes in County Wicklow to Baldoyle Bay in Dublin. Similar findings were found by Benson (2009) where it was found that Brent Geese that roosted in Dublin flew to Kilcoole, County Wicklow each day, which is 30km each way (Lorraine Benson. unpublished MSc Thesis 2009 UCD). In addition, bird migrations over the east coast will include birds from Wexford.

You are requested to send further communications to this Department's Development Applications Unit (DAU) via **eReferral**, where used, or to manager.dau@ahg.gov.ie; if emailing is not possible, correspondence may alternatively be sent to:

The Manager, Development Applications Unit (DAU),
Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs,
Newtown Road, Wexford, Y35 AP90

In addition, please acknowledge receipt of these observations by return.

Is mise, le meas



Sinéad O' Brien
Development Applications Unit

APPENDIX C

SEA Guidance

Ireland

Article 8 (Decision Making) of EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA) as amended. DoECLG Circular (PL 9/2013).

Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland. Synthesis Report. 2001. Environmental Protection Agency.
https://www.epa.ie/pubs/advice/ea/EPA_development_methodology_SEA_synthesis_report.pdf

Further Transposition of EU Directive 2001/42/EC on Strategic Environmental Assessment (SEA). DoECLG Circular (PSSP 6/2011).

Implementation of SEA Directive (2001/42/EC). Assessment of Certain Plans and Programmes on the Environment. Guidelines for Regional Planning Authorities. November 2004. Department of Environment, Heritage and Local Government.
<http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,1616,en.pdf>

SEA Scoping Guidance Document. 2016. Environmental Protection Agency.
<http://www.epa.ie/pubs/advice/ea/seascopingguidance.html>

Strategic Environmental Assessment (SEA) Checklist - Consultation Draft. January 2008. Environmental Protection Agency.
http://www.epa.ie/downloads/consultation/strategic_environmental_assessment_jan086.pdf

Other

Strategic Environmental Assessment DRAFT Practical Guidance for Practitioners on How to Take Account of Air. June 2008. Scotland & Northern Ireland Forum for Environmental Research.

Strategic Environmental Assessment DRAFT Practical Guidance for Practitioners on How to Take Account of Soil. June 2008. Scotland & Northern Ireland Forum for Environmental Research.

Strategic Environmental Assessment DRAFT Practical Guidance for Practitioners on How to Take Account of Water. June 2008. Scotland & Northern Ireland Forum for Environmental Research.

APPENDIX D

Plans, Programmes and Legislation

PRELIMINARY REVIEW OF LEGISLATIONS, PLANS, POLICIES AND PROGRAMMES

The draft tables below provide a summary of the relevant EU Directives, the transposing regulations and/or the regulatory framework for environmental protection and management arising from them. The information is not exhaustive and it is recommended to consult the Directive, Regulation, Plan or Programme to become familiar with the full details of each. These tables will be updated accordingly following the receipt of scoping responses and will be presented in the SEA Environmental Report later in the process.

EUROPEAN

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevant Legislation in Ireland	Relevance to Dublin Port Masterplan Review 2017
The Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	<p>This Directive replaces the air framework directive and the first three daughter directives.</p> <p>It sets down air quality standards in Ireland and the other member states for a wide variety of pollutants.</p>	<p>Sets targets for the following air pollutants:</p> <ul style="list-style-type: none"> • Sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter (PM10 and PM2.5) and lead • Carbon monoxide and benzene • Ozone • Arsenic, Cadmium, Nickel and Benzo(a)pyrene 	Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011)	The Dublin Port Masterplan Review 2017 should aim to achieve the air quality standards set out in this Directive.
Bathing Water Directive [2006/7/EC]	<p>The overall objective of the revised Bathing Water Directive remains the protection of public health whilst bathing. It:</p> <ul style="list-style-type: none"> • imposes stricter standards for water quality and the implementation of new method of assessment. • establishes a more pro-active approach to the assessment of possible pollution risks, and to the 	<ul style="list-style-type: none"> • Updates the way in which water quality is measured, focusing on fewer microbiological indicators, and setting different standards for inland and coastal bathing sites. • Reduces the health risks linked to bathing by setting scientifically based minimum water quality standards. • Makes changes to monitoring and 	Bathing Water Quality (Amendment) Regulations 2008 (S.I. No. 79/2008) (as amended)	The Dublin Port Masterplan Review 2017 should consider the contribution that measures could make towards the attainment of bathing water quality standards. Coastal outfalls, discharges and flooding events can be linked with bathing water pollution.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevant Legislation in Ireland	Relevance to Dublin Port Masterplan Review 2017
	<p>management of bathing waters; and</p> <ul style="list-style-type: none"> places considerable emphasis on promoting increased public involvement, and for improved dissemination of information on bathing water quality to the general public. 	<p>sampling frequency.</p> <ul style="list-style-type: none"> Allows a limited number of water samples to be disregarded during short term pollution incidents, if the event is predicted and the public warned beforehand. Provides better information to the public, allowing more informed choices to be made about the risk of bathing. Improves the overall management of bathing water quality by requiring an assessment of potential sources of pollution. Is compatible with other EU water related legislation, in particular the Water Framework Directive. 		
Birds Directive [2009/147/EC]	<p>Protects all wild birds, their nests, eggs and habitats within the European Community. It gives EU member states the power and responsibility to classify Special Protection Areas (SPAs) to protect birds which are rare or vulnerable in Europe, as well as all migratory birds which are regular visitors.</p>	<ul style="list-style-type: none"> Preserve, maintain or re-establish a sufficient diversity and area of habitats for all the species of birds referred to in Annex I. Preserve, maintain and establish biotopes and habitats to include the creation of protected areas (Special Protection Areas); ensure the upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones, re-establish destroyed biotopes and creation of biotopes Measures for regularly occurring migratory species not listed in Annex 	European Communities (Birds and Natural Habitats) Regulations 2011 to 2015	<p>The Dublin Port Masterplan Review 2017 should ensure that European Sites are suitably protected from loss or damage.</p> <p>The developmental infrastructure options are expected to require a screening for Appropriate Assessment, following which there may be requirement for a Natura Impact Statement to ensure that any options proposed do not adversely affect SPAs and</p>

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevant Legislation in Ireland	Relevance to Dublin Port Masterplan Review 2017
		<p>I is required as regards their breeding, moulting and wintering areas and staging posts along their migration routes. The protection of wetlands and particularly wetlands of international importance.</p>		SACs.
Bonn Convention [L210, 19/07/1982 (1983)]	<p>The Bonn Convention focuses on preserving the habitats used by migratory species and aims to enhance the conservation of terrestrial, marine and avian species on a global scale throughout their range.</p>	<ul style="list-style-type: none"> Establishes a legal foundation for internationally coordinated conservation measures throughout a migratory range. Migratory species threatened with extinction are listed on Appendix I of the Convention. CMS Parties strive towards strictly protecting these animals, conserving or restoring the places where they live, mitigating obstacles to migration and controlling other factors that might endanger them. In Europe, legislation to ensure that the provisions of the Bonn convention are applied includes the Birds Directive and the Habitats Directive. 		<p>The Dublin Port Masterplan Review 2017 should have regard for any implications on migratory species.</p>
(Ramsar) Convention of Wetlands of International Importance especially as Waterfowl Habitat (1971)	<p>Framework for international cooperation in relation to the conservation and wise use of wetlands through local and national actions as a contribution towards achieving sustainable development throughout the world.</p>	<p>Contracting Parties commit to:</p> <ul style="list-style-type: none"> Work towards the wise use of all their wetlands; Designate suitable wetlands for the list of Wetlands of International Important (the "Ramsar List") and ensure their effective management; Cooperate international on 		<p>The Dublin Port Masterplan will have regard for the protection of wetlands and shall seek to, at very least, prevent negative impacts to wetlands.</p>

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevant Legislation in Ireland	Relevance to Dublin Port Masterplan Review 2017
		transboundary wetlands, shared wetland systems and shared species.		
EIA Directive [85/337/EEC] [2014/52/EU]	<ul style="list-style-type: none"> Requires the assessment of the environmental effects of public and private projects which are likely to have significant effects on the environment. Aims to assess and implement avoidance or mitigation measures to eliminate environmental effects, before consent is given of projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects. 	<ul style="list-style-type: none"> All projects listed in Annex I are considered as having significant effects on the environment and compulsorily require an EIA. For projects listed in Annex II, a "screening procedure" is required to determine the effects of projects on the basis of thresholds/criteria or a case by case examination. The competent authority may give a decision on whether a project requires EIA. Requirement for identification, description and assessment in an appropriate manner, in the light of each individual case, on the direct and indirect effects of a project on the following factors: human beings, fauna and flora, soil, water, air, climate and the landscape, material assets and the cultural heritage, the interaction between each factor. Requirement for consultation with relevant authorities, stakeholders and public allowing sufficient time to make a submission before a decision is made. Establishment of a recognised structure and content for the Environmental Impact Statement, which is the document submitted as 	<p>European Communities (Environmental Impact Assessment) Regulations 1989 (S.I. No. 349/1989) (as amended)</p> <p>European Union (Environmental Impact Assessment) (Flood Risk) Regulations 2012 (S.I. No 470/2012)</p>	Project and developments that come from the Dublin Port Masterplan Review 2017 may need to have regard of the EIA regulations.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevant Legislation in Ireland	Relevance to Dublin Port Masterplan Review 2017
		<p>a written account of the EIA.</p> <ul style="list-style-type: none"> Inclusion of proposed flood risk management schemes in EIA screening process 		
Environmental Liability Directive [2004/35/EC]	<ul style="list-style-type: none"> Establishes a framework for environmental liability based on the 'polluter-pays' principle, to prevent and remedy environmental damage. Relates to environmental damage caused by occupational activities (listed in Annex III), and to any imminent threat of such damage occurring by reason of any of those activities; damage to protected species and natural habitats caused by any occupational activities other than those listed in Annex III, and to any imminent threat of such damage occurring by reason of any of those activities, whenever the operator has been at fault or negligent. 	<ul style="list-style-type: none"> Describes procedures for circumstances where environmental damage has occurred. Requires the polluter to take all practicable steps to immediately control, contain, remove or otherwise manage the relevant contaminants and/or any other damage factors in order to limit or to prevent further environmental damage and adverse effects on human health or further impairment of services and the necessary remedial measures. Establishes measures for cases where environmental damage has not yet occurred, but there is an imminent threat of such damage occurring. The regulations make the polluter financially liable and allow the competent authority to initiate cost recovery proceedings where appropriate. 	European Communities (Environmental Liability) Regulations 2008 [S.I. No. 547/2008]	The Dublin Port Masterplan Review 2017 will be obliged to comply with the requirements of the regulations, which are to prevent and remedy water damage, land damage and damage to natural habitats and protected species.
Environmental Noise Directive [2002/49/EC]	The directive relates to the assessment and management of environmental noise.	<p>The Environmental Noise Directive focuses on three action areas:</p> <ul style="list-style-type: none"> the determination of exposure to environmental noise ensuring that information on 	Environmental Noise Regulations, 2006 (S.I. No. 140 of 2006)	The Dublin Port Masterplan Review 2017 should consider the Ports current and future contribution to environmental noise in the area and measures that could be made towards the assessment and management of

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		<p>environmental noise and its effects is made available to the public</p> <ul style="list-style-type: none"> preventing and reducing environmental noise where necessary and preserving environmental noise quality where it is good 		environmental noise.
Environmental Quality Standards Directive [2008/105/EC]	<ul style="list-style-type: none"> Establishes environmental quality standards (EQS) for priority substances and certain other pollutants as provided for in Article 16 of the Water Framework Directive and aims to achieve good surface water chemical status in accordance with the provisions and objectives of Article 4 of the Water Framework Directive. 	<ul style="list-style-type: none"> Apply the EQS laid down in Part A of Annex I to this Directive for bodies of surface water. Determine the frequency of monitoring in biota and/or sediment of substances. Monitoring shall take place at least once every year, unless technical knowledge and expert judgment justify another interval. Notify the European Commission if the substances for which EQS have been established if a deviation of the monitoring is planned along with the rationale and approach. Establish an inventory, including maps, if available, of emissions, discharges and losses of all priority substances and pollutants listed in Part A of Annex I to this Directive for each river basin district. 	<p>European Communities Environmental Objectives (Surface Waters) Regulations 2009 (S.I. No. 272/2009)</p> <p>European Communities (Water Policy) Regulations 2003 (S.I. No. 722 of 2003)</p>	Impacts on water quality are of relevance to the Dublin Port Masterplan Review 2017 as the infrastructure development options and future operations of the Port have the potential to be linked to water pollution.

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EU Biodiversity Strategy to 2020 [COM(2011)244] "Our life insurance, our natural capital"	<p>Aimed at reversing biodiversity loss and speeding up the EUs transition towards a resource efficient and green economy. Primary objectives of the strategy include:</p> <ul style="list-style-type: none"> • Conserving and restoring nature; • Maintaining and enhancing ecosystems and their services; • Ensuring the sustainability of agriculture, forestry and fisheries; • Ensuring the sustainable use of fisheries resources • Combating invasive alien species; and • Addressing the global biodiversity crisis. 	<ul style="list-style-type: none"> • To mainstream biodiversity in the decision making process across all sectors. • To substantially strengthen the knowledge base for conservation, management and sustainable use of biodiversity. • To increase awareness and appreciation of biodiversity and ecosystems services. • To conserve and restore biodiversity and ecosystem services in the wider countryside. • To conserve and restore biodiversity and ecosystem. • Services in the marine environment • To expand and improve on the management of protected areas and legally protected species. • To substantially strengthen the effectiveness of International governance for biodiversity and ecosystem services. 		The Dublin Port Masterplan Review 2017 should have regard for this strategy and look for opportunities to conserve, and, where possible, restore or enhance biodiversity.
EU Floods Directive [2007/60/EC]	This Directive provides a framework for the assessment and management of flood risks, aiming to reduce the adverse consequences associated with flooding for human health, the environment, cultural heritage and economic activity.	<p>Member States must:</p> <ul style="list-style-type: none"> • assess the risk of flooding of all water courses and coast lines, • map the flood extent and assets and humans at risk in these areas at River Basin level and in areas covered by Article 5(1) and 13(1); 	<p>European Communities (Assessment and Management of Flood Risks) Regulations 2010</p> <p>European Union (Environmental Impact Assessment) (Flood Risk) Regulations 2012</p>	The Dublin Port Masterplan Review 2017 should consider the implications of the flood risk arising from developmental options, being located along the coast and in the vicinity of a number of rivers.

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		<p>and</p> <ul style="list-style-type: none"> implement flood risk management plans and take adequate and coordinated measures to reduce this flood risk. <p>Member States are required to first carry out a preliminary assessment by 2011 to identify the river basins and associated coastal areas at risk of flooding. For such zones they would then need to draw up flood risk maps by 2013 and establish flood risk management plans focused on prevention, protection and preparedness by the end of 2015. The public must be informed and allowed to participate in the planning process.</p>	(S.I. No. 470/2012)	
EU Green Infrastructure Strategy (COM(2013) 249 final)	Aims to develop, preserve and enhance healthy green infrastructure to help stop the loss of biodiversity and enable ecosystems to deliver their many services to people and nature. The greater the scale, coherence and connectivity of the green infrastructure network, the greater its benefits. The EU Strategy on green infrastructure aims to outline how to deploy such a network and encourages action at all levels.	<p>The Green Infrastructure strategy is made up of four main elements:</p> <ul style="list-style-type: none"> Promoting Green Infrastructure in the main EU policy areas Supporting EU-level GI projects Improving access to finance for GI projects Improving information and promoting innovation. 		The Dublin Port Masterplan Review 2017 should have regard for Green infrastructure planning.
EU Shellfish Directive (2006/ 113 / EC)	Aimed at detailing the quality required of shellfish waters in order to protect shellfish.	<ul style="list-style-type: none"> To protect and improve shellfish waters in order to support shellfish life and growth. 	European Communities (Quality of Shellfish Waters) Regulations 2006 (SI 268/2006) (as	The Dublin Port Masterplan Review 2017 should have regard to this Directive in order to minimise adverse impacts on

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		<ul style="list-style-type: none"> It is designed to protect and maintain the aquatic habitats of bivalve and gastropod molluscs, which include oysters, mussels, cockles, scallops and clams. The Directive sets physical, chemical and microbiological requirements that designated shellfish waters must either comply with or endeavour to improve 	amended) and requirement of Shellfish Waters Directive 2009 (SI 55/2009) and (SI 464/2009) for designated shellfish waters	water quality and shellfish life and growth.
European Landscape Convention [ETS No. 176]	<ul style="list-style-type: none"> Promotion of the protection, management and planning of European landscapes and organising European co-operation on landscape issues. Applies to the entire territory of the Parties and covers natural, rural, urban and peri-urban areas. Inclusion of landscapes that might be considered outstanding as well as everyday or degraded landscapes. Aimed at the protection, management and planning of all landscapes and raising awareness of the value of a living landscape. Complements the Council of Europe's and UNESCO's heritage conventions. 	<ul style="list-style-type: none"> Respond to the public's wish to enjoy high-quality landscapes and to play an active part in the development of landscapes. Each administrative level (national, regional and local) should draw up specific and/or sectoral landscape strategies within the limits of its competences. These are based on the resources and institutions which, when co-ordinated in terms of space and time, allow policy implementation to be programmed. The various strategies should be linked by landscape quality objectives. 		The Dublin Port Masterplan Review 2017 could potentially have implications on landscapes and visual amenity. The plan should aim to achieve sustainable development based on a balanced and harmonious relationship between social needs, economic activity and the environment.
Groundwater Directive [80/68/EEC] and Daughter Directive [2006/118/EC]	<ul style="list-style-type: none"> Aims to protect groundwater from pollution by controlling discharges and disposals of certain dangerous substances to groundwater. 	<ul style="list-style-type: none"> Establishment of criteria for assessing good groundwater status and for the identification of significant and sustained upwards 	European Communities Environmental Objectives (Groundwater) Regulations, 2010 (S.I.	The Dublin Port Masterplan Review 2017 should, where possible, contribute to the protection of groundwater from

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	<ul style="list-style-type: none"> Made under the Water Framework Directive, the Daughter Directive aims to prevent and limit inputs of pollutants to groundwater. 	<p>trends and the starting points for trend reversal.</p> <ul style="list-style-type: none"> Threshold values adopted for the pollutants, groups of pollutants and indicators of pollution which have been identified as contributing to the characterisation of bodies or groups of bodies of groundwater as being at risk. 	No. 9/2010)	point source and diffuse pollution that could be caused or exacerbated by developmental options.
Habitats Directive [92/43/EEC]	The Habitats directive protects natural habitats and other species of wild plants and animals. Together with the Birds Directive, it underpins a European network of protected areas known as Natura 2000: Special Protection Areas (SPAs, classified under the Birds Directive) and Special Areas of Conservation (SACs, classified under the Habitats Directive).	<ul style="list-style-type: none"> Propose and protect sites of importance to habitats, plant and animal species. Establish a network of Natura 2000 sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, to enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range. Carry out comprehensive assessment of habitat types and species present. Establish a system of strict protection for the animal species and plant species listed in Annex IV. 	European Communities (Birds and Natural Habitats) Regulations 2011 to 2015 The Wildlife Act 1976 to 2012	<p>The Dublin Port Masterplan Review 2017 should ensure that European Sites are suitably protected from loss or damage.</p> <p>The developmental infrastructure options are expected to require a screening for Appropriate Assessment, following which there may be requirement for a Natura Impact Statement to ensure that any options proposed do not adversely affect SPAs and SACs.</p>
Marine Strategy Framework Directive [2008/56/EC]	<ul style="list-style-type: none"> Establishes a framework whereby the necessary measures are undertaken to achieve or maintain good environmental status in the marine environment by the year 	<ul style="list-style-type: none"> Preparation of an assessment of the current environmental status of the waters concerned and the environmental impact of human 	European Communities (Marine Strategy Framework) Regulations 2011 (S.I. No. 249/2011)	The Dublin Port Masterplan Review 2017 may have implications on the environmental status of marine

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	<p>2020.</p> <ul style="list-style-type: none"> Requires the development and implementation of marine strategies in order to protect and preserve the marine environment, prevent its deterioration or, where practicable, restore marine ecosystems in areas where they have been adversely affected. It aims to prevent and reduce inputs in the marine environment, with a view to phasing out pollution as defined in Article 3(8), so as to ensure that there are no significant impacts on or risks to marine biodiversity, marine ecosystems, human health or legitimate uses of the sea. 	<p>activities.</p> <ul style="list-style-type: none"> Establishment of a series of environmental targets and associated indicators. Development of a programme of measures designed to achieve or maintain good environmental status, by 2020. Establishment of a monitoring programme for ongoing assessment and regular updating of targets. Cooperation with transboundary Member States to implement these measures. 		<p>waters.</p>
<p>Maritime Spatial Planning Directive [2014/89/EU]</p>	<ul style="list-style-type: none"> The Directive sets down the EU common approach to planning of Maritime areas. It seeks to enable public authorities to organise human activities in the marine area to meet various ecological, economical and social objectives. Maritime spatial planning (MSP) works across borders and sectors to ensure human activities at sea take place in an efficient, safe and sustainable way. It also requires EU countries to draw up Marine Spatial Plans that should map existing human activities in their marine waters and identify their most 	<ul style="list-style-type: none"> Reduce conflicts between sectors and create synergies between different activities. Encourage investment – by creating predictability, transparency and clearer rules. Increase cross-border cooperation – between EU countries to develop energy grids, shipping lanes, pipelines, submarine cables and other activities, but also to develop coherent networks of protected areas. Protect the environment – through early identification of impact and opportunities for multiple use of 	<p>European Union (Framework for Maritime Spatial Planning) Regulations 2016 (S.I. No. 352/2016)</p>	<p>The Dublin Port Masterplan Review 2017 should have regard to their implications for the Marine Spatial Planning in Ireland.</p>

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	effective future spatial development.	space.		
SEA Directive [2001/42/EC]	<ul style="list-style-type: none"> Seeks to integrate environmental considerations into the preparation of plans and programmes as a means of ensuring a high level of protection for the environment whilst also promoting sustainable development. 	<ul style="list-style-type: none"> Requires an SEA for plans/programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste/ water management, telecommunications, tourism, town & country planning or land use and which set the framework for future development consent of projects listed in the EIA Directive 	European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (SI 435/2004) and the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI 436/ 2004) as amended by SI 200/2011 and SI 201/2011.	The Dublin Port Masterplan Review 2017 is required to have regard to the SEA regulations. SEA means that plans and programmes must be assessed for their environmental effect before they are adopted.
Second European Climate Change Programme [ECCP II] 2005.	<p>Objectives seek to develop the necessary elements of a strategy to implement the Kyoto protocol.</p> <p>The climate and energy package is a set of binding legislation which aims to ensure the European Union meets its ambitious climate and energy targets for 2020. These targets, known as the "20-20-20" targets, set three key objectives for 2020:</p> <ul style="list-style-type: none"> A 20% reduction in EU greenhouse gas emissions from 1990 levels; Raising the share of EU energy consumption produced from renewable resources to 20%; 	<ul style="list-style-type: none"> Develop a framework for a low carbon economy which will be achieved through a National Mitigation Plan (to lower Ireland's level greenhouse emissions) and a National Adaptation Framework (to provide for responses to changes caused by climate change). This includes: <ul style="list-style-type: none"> Reform of the EU Emissions Trading System (EU ETS) to include a cap on emission allowances in addition to existing system of national caps Agreement of national targets for non-EU ETS emissions from countries outside the EU 		The Dublin Port Masterplan Review 2017 should aim to contribute towards climate change mitigation. There is an onus on Dublin Port to limit their greenhouse gas emissions through careful management and mitigation measures.

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	<ul style="list-style-type: none"> A 20% improvement in the EU's energy efficiency. 	<ul style="list-style-type: none"> Commitment to meet the national renewable energy targets of 16% for Ireland by 2020 Preparation of a legal framework for technologies in carbon capture and storage 		
Soils Thematic Strategy [COM(2006) 231]	<p>Highlights a need for action to prevent the ongoing deterioration of Europe's soils.</p> <p>The Soil Thematic Strategy would seek to:</p> <ul style="list-style-type: none"> Establish common principles for the protection and sustainable use of soils; Prevent threats to soils, and mitigate the effects of those threats; Preserve soil functions within the context of sustainable use; and Restore degraded and contaminated soils to approved levels of functionality. 	<ul style="list-style-type: none"> Objective of integrating soil protection into other EU policies, including agriculture and rural. Promotion of rehabilitation of industrial sites and contaminated land. 		<p>The provisions of the European Strategy should form a framework for soil protection and improvement that the Dublin Port Masterplan Review 2017. It should take into account the following principles:</p> <ul style="list-style-type: none"> Preventing further soil degradation and preserving its functions and Restoring degraded soils to a level of functionality consistent at least with current and intended use
Waste Framework Directive [2008/98/EC]	<ul style="list-style-type: none"> Sets the basic concepts and definitions related to waste management, such as definitions of waste, recycling, recovery. Explains when waste ceases to be waste and becomes a secondary 	<ul style="list-style-type: none"> The Directive requires that: Waste is managed without endangering human health Waste is managed without harming 	Environmental Protection Agency (Industrial Emissions) (Licensing) Regulations 2013 S.I. 137 of 2013	The Dublin Port Masterplan Review 2017 should consider the implications of this Directive with developmental infrastructure options within the Plan which are likely to result in

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	raw material (so called end-of-waste criteria), and how to distinguish between waste and by-products.	<p>the environment.</p> <ul style="list-style-type: none"> Waste is managed without harming water, air, soil, plants or animals. Waste does not cause a nuisance a nuisance through noise or odours, or to countryside or places of special interest. 	Waste Management Act 1996 and 2001	waste being generated.
<p>The EU Water Framework Directive (2000/60/EC), (as amended by Decision 2455/2001/EC and Directives 2008/32/EC, 2008/105/EC and 2009/31/EC.</p>	<p>Aims to improve water quality and quantity within rivers, estuaries, coasts and aquifers.</p> <p>Aims to prevent the deterioration of aquatic ecosystems and associated wetland by setting out a timetable until 2027 to achieve good ecological status or potential.</p> <p>Member States are required to manage the effects on the ecological quality of water which result from changes to the physical characteristics of water bodies.</p> <p>Action is required in those cases where these “hydro-morphological” pressures are having an ecological impact which will interfere with the ability to achieve WFD objectives.</p> <p>The following Directives have been subsumed into the Water Framework Directive :</p> <ul style="list-style-type: none"> The Drinking Water Abstraction Directive 	<ul style="list-style-type: none"> Identification and establishment of individual river basin districts. Preparation of individual river basin management plans for each of the catchments. These contain the main issues for the water environment and the actions needed to deal with them. Establishment of a programme of monitoring water quality in each RBD. Establishment of a Register of Protected Areas (includes areas previously designated under the Freshwater Fish and Shellfish Directives which have become sites designated for the protection of economically significant aquatic species under WFD and placed on the Protected Areas register). Promotion of sustainable management of the water environment by carefully considering current land use and future climate scenarios, minimising the effects of flooding and drought events and 	<p>European Communities (Water Policy) Regulations, 2003 (S.I. No. 722/ 2003)</p> <p>European Communities Environmental Objectives (Surface Waters) Regulations, 2009 (S.I. No. 272/2009)</p>	<p>The Dublin Port Masterplan Review 2017 will need to consider the requirements of the WFD and ensure that it does not compromise its objectives, and that it contributes to achieving its aims.</p> <p>The Dublin Port Masterplan Review 2017 should promote sustainable management of the water environment by carefully considering current land use and future climate scenarios, to facilitate long term improvements in water quality, including the protection of groundwater.</p>

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	<ul style="list-style-type: none"> • Sampling Drinking Water Directive • Exchange of Information on Quality of Surface Freshwater Directive • Shellfish Directive • Freshwater Fish Directive • Groundwater (Dangerous Substances) Directive • Dangerous Substances Directive 	<p>facilitating long term improvements in water quality, including the protection of groundwater near landfill sites, as well as minimising agricultural runoff.</p>		
World Heritage Convention [WHC-2005/WS/02]	<p>Objectives seek to ensure the identification, protection, conservation, presentation and transmission to future generations of cultural and natural heritage and ensure that effective and active measures are taken for these.</p> <p>The Convention recognises the way in which people interact with nature and encourages signatories to</p> <ul style="list-style-type: none"> • integrate the protection of cultural and natural heritage into regional planning programmes, • set up staff and services at their sites, • undertake scientific and technical conservation research and • adopt measures which give this heritage a function in the day-to-day life of the community. 	<ul style="list-style-type: none"> • Establishment of measures for the protection of monuments of national importance by virtue of the historical, architectural, traditional, artistic or archaeological interest attaching to them. Includes the site of the monument, the means of access to it and any land required to preserve the monument from injury or to preserve its amenities. • World Heritage Sites in Ireland are specific locations that have been included in the UNESCO World Heritage Programme list of sites of outstanding cultural or natural importance to the common heritage of humankind. Two such sites in Ireland have been designated 		<p>The Dublin Port Masterplan Review 2017 should consider sites of cultural and natural heritage and ensure they are protected from loss or damage resulting from developmental infrastructure plans.</p>

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All-Ireland Pollinator Plan 2015-2020	<ul style="list-style-type: none"> Aims to build a solid foundation to bring about a landscape where pollinators can flourish. 	<ul style="list-style-type: none"> Making Ireland pollinator friendly Raising awareness of pollinators and how to protect them Managed pollinators – supporting beekeepers and growers Expanding knowledge on pollinators and pollination service Collecting evidence to track change and measure success 	The Dublin Port Masterplan Review 2017 should have regard to the importance of pollination opportunities within the port estate.
Adaption Planning, Developing Resilience to Climate Change in the Irish Transport Sector (DTTAS, 2017)	<ul style="list-style-type: none"> Climate Change Adaptation refers to how we plan for the negative effects of climate change and take suitable action to prevent or minimise damage it causes. This Strategy's objective is to identify options for transport infrastructure and services that will help to build resilience against the impacts of climate change. 	<ul style="list-style-type: none"> It is focussed on assessing our vulnerability to key climate variables and their likely impacts on our transport system and covers the five transport sectors of road, rail, aviation, ports and bus services. The impacts were identified on the basis of infrastructure, modes, staff and passengers. 	The Dublin Port Masterplan Review 2017 should have regard for this strategy particularly the possible adaption measures and impacts.
Architectural Heritage Protection - Guidelines for Planning Authorities (DAHG, 2011)	<ul style="list-style-type: none"> Sets out guidelines for planning authorities to abide by in order to protect the architectural heritage within Ireland. 	<ul style="list-style-type: none"> Protect structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social, or technical interest Preserve the character of architectural conservation areas 	The Dublin Port Masterplan Review 2017 should consider sites of architectural heritage, and ensure they are protected from loss or damage resulting from the development of infrastructure at the Port.

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Draft National Biodiversity Action Plan 2017 - 2021, Ireland's 3 rd National Biodiversity Plan (DAHRRGA, 2017)	<ul style="list-style-type: none"> National strategy for the maintenance and enhancement of biological diversity, which should be integrated across other policy sectors. 	<ul style="list-style-type: none"> Identification and protection of key biological resources and the monitoring of potentially damaging processes and activities. Preparation of Local Biodiversity Action Plans by Local Authorities to protect, enhance and promote local biodiversity 	The Dublin Port Masterplan Review 2017 should look for opportunities to conserve, and where possible restore, biodiversity in line with local biodiversity plans.
Draft 2 nd River Basin Management Plan 2018-2021 (2017)	<ul style="list-style-type: none"> Aims to set out river basin management planning in Ireland. This leads on from the 1st Cycle River Basin Management Plans: 2009-2014. 	<ul style="list-style-type: none"> Details the most recent water quality results and the outcomes of the risk characterisation process. Informs on the significant pressures for at-risk water bodies. Sets out the environmental objectives of the WFD and the priorities. Outlines the key measures aimed at meeting our environmental objectives. Outlines measures to be taken to improve stakeholder engagement. 	<p>The Dublin Port Masterplan Review 2017 will have regard to this plan and will need to consider the requirements of the WFD and ensure that it does not compromise its objectives, and that it contributes to achieving its aims.</p> <p>The Masterplan should promote sustainable management of the water environment and to facilitate long term improvements in water quality, including the protection of groundwater.</p>
European Communities (Birds and Natural Habitats) Regulations 2011 to 2015	<ul style="list-style-type: none"> Transposes the EU Habitats Directive and EU Birds Directive into Irish law. All Natura 2000 sites in Ireland are given legal protection. 	<ul style="list-style-type: none"> Any proposed plan or project in Ireland that has potential to result in a significant effect on a designated European Site will require an Appropriate Assessment (AA). 	The Dublin Port Masterplan Review 2017 should ensure that European Sites are suitably protected from loss or damage.
Flora (Protection) Order 2015, S.I. No. 356 of 2015	<ul style="list-style-type: none"> Enforces the protection of rare and endangered plants. 	<ul style="list-style-type: none"> Derived from Section 21 of the Wildlife Act, objectives include it being illegal to alter, damage or interfere in any way with named flora species or their habitats. This protection applies wherever the plants are found and is not confined to sites designated for nature conservation. 	The Dublin Port Masterplan Review 2017 should have regard to the protection any of the species listed in the Order, it is also an offence to alter or damage the habitats these plants are found in and this is not confined to designated sites.

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The Fisheries Acts, 1959 to 2007 (S.I. No. 14 of 1959 and No. 17 of 2007) and the Inland Fisheries Act 2010 (No. 10 of 2010)	<ul style="list-style-type: none"> • These acts provide for the efficient and effective management, conservation, protection, development and improvement of fisheries, hatcheries and fish farms. The species protected include all freshwater fish, sea bass and certain molluscs. 	<ul style="list-style-type: none"> • Inland Fisheries Ireland which replaced the Fisheries Boards following the Inland Fisheries Act (2010) must ensure the suitability of fish habitats, including taking consideration of the conservation of biodiversity in water ecosystems. • The Act also requires those involved in aquaculture to obtain a licence. • As well as enforcing provisions of the Fisheries Acts, Inland Fisheries Ireland is empowered to enforce the Water Pollution Acts 1977 & 1990, and at fisheries sensitive locations where industrial, local authority and agricultural discharges have resulted in a serious deterioration in water quality, including fish kills, successful prosecutions have been taken. 	The Dublin Port Masterplan Review 2017 should take into account any potential significant impacts on fisheries resources from Port development and operation, and identify measures to minimise any significant adverse impacts.
Harnessing Our Ocean Wealth: An Integrated Marine Plan for Ireland (The Inter-Departmental Marine Coordination Group (MCG), 2012)	<ul style="list-style-type: none"> • Aims to build on Ireland's rich maritime heritage and increase engagement with the sea. • Strengthen maritime identity increase awareness of the value (market and nonmarket), opportunities and social benefits of engaging with the sea 	<ul style="list-style-type: none"> • Establishes two targets: <ul style="list-style-type: none"> ◦ Double the value of our ocean wealth to 2.4% of GDP by 2030 ◦ Increase the turnover from Ireland's ocean economy to exceed €6.4bn by 2020 • Focuses on creating a thriving maritime economy, whereby Ireland harnesses the market opportunities to achieve economic recovery and socially inclusive, sustainable growth. • Sets out to achieve healthy ecosystems that provide monetary and non-monetary goods and services 	The Dublin Port Masterplan Review 2017 will have regard to this plan and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. The three high level goals of this plan are: a thriving maritime economy, healthy ecosystems and engagement with the sea.
Irish Geological Heritage (IGH) Programme (GSI 1998-)	<ul style="list-style-type: none"> • Programme to raise awareness about geological heritage and to recognise and protect geological heritage (or geoheritage). 	<ul style="list-style-type: none"> • Establishment of county geological sites and integration of these into the planning system. • Preparation of guidelines to aid the extractive industry in addressing geological heritage, particularly in the end usage of quarries. 	The Dublin Port Masterplan Review 2017 should take into consideration areas of geological heritage, in planning for developments that may arise from the masterplan.

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		<ul style="list-style-type: none"> • Targeted mapping to provide more detail in priority areas and areas of low data coverage • Designation of three UNESCO-supported Global Geoparks – Copper Coast (Waterford), Marble Arch Caves (Fermanagh-Cavan) and Burren & Cliffs of Moher (Clare). 	
National (Climate) Mitigation Plan (DECLG, 2012)	<ul style="list-style-type: none"> • The focus of the plan is to identify sector based mitigation measures to be adopted by the various government departments to mitigate greenhouse gas. The plan will also track the implementation of measures already underway and identify additional measures in the longer term to reduce GHG and progress the overall national low carbon transition agenda to 2050. 	<p>It focuses on identifying further mitigation measures in four sectors:</p> <ul style="list-style-type: none"> • agriculture and forest sector • electricity • transport • built environment 	The Dublin Port Masterplan Review 2017 will have regard to this plan. It should remain conscientious of the need to limit the emission of CO ₂ with regard to the measures it proposes.
National Climate Change Strategy 2007-2012 (DEHLG, 2007)	<ul style="list-style-type: none"> • Establishes a framework for action to reduce Ireland's greenhouse gas emissions 	<p>Sets out principles and actions for the reduction of CO₂ emissions in Ireland in the following areas:</p> <ul style="list-style-type: none"> • energy supply • transport • waste management • industry, commercial and services sector • agriculture • residential • public sector 	The Dublin Port Masterplan Review 2017 will have regard to this strategy. It should remain conscientious of the need to limit the emission of CO ₂ with regard to the measures it proposes.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
National Strategic Plan for Sustainable Aquaculture Development (DAFM, 2015)	The vision of this plan for 2020 is to develop a sustainable and competitive aquaculture sector, where production will grow according to market and consumer demands and in balance with nature and society	<p>The following actions are proposed to be undertaken:</p> <ul style="list-style-type: none"> • Build capacity and scale in the industry • Dedicated supports to new entrants to the sector • Support organic certification of aquaculture production • Aid shellfish producers significantly affected by biotoxin closures 	The Dublin Port Masterplan Review 2017 should have regard for this plan to help sustain and grow the production of Aquaculture.
National Heritage Plan 2002-2007 (DAHG, 2002)	<ul style="list-style-type: none"> • Aims to set out a clear and coherent strategy and framework for the protection and enhancement of Ireland's heritage. 	<ul style="list-style-type: none"> • Place heritage at the heart of public life. • Protect Ireland's heritage. • Acquire knowledge of Ireland's heritage. • Promote awareness and enjoyment of Ireland's heritage. • Participate in Cross-Border and International Heritage Protection. • Support the Plan through improved structures and resources. • Enhance the protection of heritage by ensuring that organisations charged with heritage protection have the appropriate structures to fulfil their responsibilities. 	The Dublin Port Masterplan Review 2017 should consider sites of archaeological, architectural, cultural and natural heritage and ensure they are protected from loss or damage resulting from the development of infrastructure and to promote awareness of port heritage.
National Hazardous Waste Management Plan 2014 - 2020	This plan sets priorities to be pursued to improve the management of hazardous waste	<p>This plan sets out the priority actions that should be undertaken in relation to:</p> <ul style="list-style-type: none"> • the prevention of hazardous waste; • improved collection rates for certain categories of hazardous waste; • steps that are required to improve Ireland's self-sufficiency in hazardous waste management and the 	The Dublin Port Masterplan Review 2017 should consider the implications of this plan with developmental infrastructure options which are likely to result in waste materials being generated both development and operational wastes.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		continued identification and regulation of legacy issues (e.g. identification, risk assessment and regularisation of historic unregulated waste disposal sites).	
National Landscape Strategy for Ireland (2015 – 2025 (DAHG, 2015)	<ul style="list-style-type: none"> • Strategy for the provision of a framework for the protection of the many cultural, social, economic and environmental values embedded in the landscape. 	<ul style="list-style-type: none"> • To be implemented by the State, working in co - operation with public authorities, stakeholders, communities and individuals. • Objectives include to establish and to implement, through a series of actions, policies aimed at understanding, managing, protecting and planning the landscape. • Sets out specific measures to integrate and embed landscape considerations in all sectors which influence the landscape and improve and enhance the quality of decision - making by those who have an impact on it. 	The Dublin Port Masterplan Review 2017 should protect all cultural, social, economic and environmental values embedded in the landscape.
The National Monuments Acts (1930 to 2004) (S.I. No. 2/1930 & No. 22/2004)	<ul style="list-style-type: none"> • Objectives seek to ensure the identification, protection, conservation, presentation and transmission to future generations of cultural and natural heritage and ensure that effective and active measures are taken for these. • Establishment of measures for the protection of monuments of national importance by virtue of the historical, architectural, traditional, artistic or archaeological interest attaching to them. Includes the site of the monument, the means of access to it and any land required to preserve the monument from injury or to preserve its amenities. 	<ul style="list-style-type: none"> • Establishment of a National Inventory of Architectural Heritage (NIAH). The objective of the NIAH is to aid in the protection and conservation of the built heritage, especially by advising planning authorities on the inclusion of particular structures in the Record of Protected Structures (RPS). • Sites included in the RPS are awarded automatic protection and may not be demolished or materially altered without grant of permission under the Planning Acts. • Policy created on licensing of excavations and guidelines for licensees on strategies and method statements, reports and publications. 	The Dublin Port Masterplan Review 2017 should consider sites of archaeological, architectural, cultural and natural heritage and ensure they are protected from loss or damage resulting from the development of infrastructure.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
National Mitigation Plan, 2017	<ul style="list-style-type: none"> The National Mitigation Plan represents an initial step to set us on a pathway to achieve the level of decarbonisation required The measures that we implement through this Plan will lay the foundations for transitioning Ireland to a low carbon, climate resilient and environmentally sustainable economy by 2050. 	<ul style="list-style-type: none"> an aggregate reduction in carbon dioxide (CO₂) emissions of at least 80% (compared to 1990 levels) by 2050 across the electricity generation, built environment and transport sectors; and in parallel, an approach to carbon neutrality in the agriculture and land-use sector, including forestry, which does not compromise capacity for sustainable food production. 	The Dublin Port Masterplan Review 2017 will have regard to this plan. It should remain conscientious of the need to limit the emission of CO ₂ with regard to the measures it proposes.
National Policy Framework on Alternative Fuels Infrastructure for Transport in Ireland - 2017 to 2030	<ul style="list-style-type: none"> The aim was to establish a long-term policy framework to guide technological development and investment in the deployment of alternative fuels. 	<p>This policy set out to achieve five key goals in transport:</p> <ul style="list-style-type: none"> Reduce overall travel demand Maximise the efficiency of the transport network Reduce reliance on fossil fuels Reduce transport emissions Improve accessibility to transport 	The Dublin Port Masterplan Review 2017 will have regard to this plan. It should remain conscientious of the need to limit the emission of CO ₂ and should consider the deployment of alternative fuels.
Draft National Planning Framework 2040	The National Planning Framework will provide the framework for future development and investment in Ireland, providing a long-term and place-based aspect to public policy and investment, and aiming to coordinate sectoral areas such as housing, jobs, transport, education, health, environment, energy and communications, into an overall	<ul style="list-style-type: none"> Facilitate improvements to people's quality of life and well-being; Prevent further overdevelopment and sprawl; Encourage population growth closer to where employment is located and is likely to be; Identify and support employment potential throughout Ireland, including greater regional employment growth; Identify measures to encourage both rural and urban 	The Dublin Port Masterplan Review 2017 should consider landuse factors and changes to infrastructure, in its strategies and should limit over development and sprawl.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
	coherent strategy.	<p>regeneration to address decline; Achieve effective regional development;</p> <ul style="list-style-type: none"> • Relieve development pressure on the Eastern part of the Country whilst protecting the key role played by Dublin; • Ensure good environmental stewardship by avoiding any further deterioration and addressing existing deficiencies; • Reduce carbon emissions; • Prioritise the development of infrastructure that can deliver national benefit – including renewable energies; • Harness the planning system in order to maximise the role it can play in relation to climate change; • Manage the planning and development process so that the right development occurs in the most suitable places and at the right time, ensuring sustainability and best use of scarce resources. 	
Draft National Adaptation Framework (DCCAE 2017)	<ul style="list-style-type: none"> • The National Adaptation Framework will specify the national strategy for the application of adaptation measures in different sectors and by local authorities in order to reduce the negative effects of climate change and to avail of any positive effects that may occur. 	<p>The purpose of the NAF is to:</p> <ul style="list-style-type: none"> • provide the policy context for a strategic adaptation response, at all levels, to climate change; • strengthen and develop policies, working in partnership with all relevant stakeholders; • integrate adaptation considerations to all relevant policy areas; • promote dialogue and understanding of adaptation issues; • promote and support the development of scientific evidence relating to adaptation; 	The Dublin Port Masterplan Review 2017 will have regard to this plan. It should remain conscientious of the need to limit the emission of CO ₂ with regard to the measures it proposes.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		<ul style="list-style-type: none"> • identify sectors for adaptation actions; and • commit to actions to support the adaptation process. 	
National Spatial Strategy for Ireland 2002-2020 (DEHLG, 2002)	<ul style="list-style-type: none"> • Aims to achieve a better balance of social, economic, physical development and population growth between regions. 	<ul style="list-style-type: none"> • Achieves balanced regional development by taking the following into consideration: <ul style="list-style-type: none"> ○ Economic role of Dublin and of other regions ○ Quality of Life ○ Existing settlements ○ Planning ○ implementation 	The Dublin Port Masterplan Review 2017 will have regard to this strategy and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. This is a 20-year coherent national planning framework for Ireland that aims to achieve a better balance of social, economic and physical development across Ireland, supported by more effective and integrated planning.
Marine Strategy Framework Directive, Programme of Measures (SEAS, 2015)	<ul style="list-style-type: none"> • The MSFD requires that European Union (EU) Member States take necessary cost effective measures to achieve or maintain Good Environmental Status (GES) by 2020. Following the first cycle of management which ends in 2020, new programmes of measures will be set on a six-yearly basis • The main purpose of the PoMs is to put in place actions and measures which will support the meeting of the environmental targets set out under Article 10 of the MSF Directive, leading to the achievement (or maintenance) of Good Environmental Status (GES). 	<p>Summary of measures:</p> <ul style="list-style-type: none"> • Biological diversity is maintained. The quality and occurrence of habitats and the distribution and abundance of species are in line with prevailing physiographic, geographic and climatic conditions. • All elements of the marine food webs, to the extent that they are known, occur at normal abundance and diversity and levels capable of ensuring the long-term abundance of the species and the retention of their full reproductive capacity • Sea-floor Integrity is at a level that ensures that the structure and functions of the ecosystems are safeguarded and benthic ecosystems, in particular, are not adversely affected. • Non-Indigenous Species (NIS) introduced by human activities are at levels that do not adversely alter the ecosystem. • Populations of all commercially exploited fish and 	The Dublin Port Masterplan Review 2017 may have implications on the environmental status of marine waters and it therefore should consider the PoMs to ensure that it does not have a negative effect on the environmental status of the marine waters.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		<p>shellfish are within safe biological limits, exhibiting a population age and size distribution that is indicative of a healthy stock.</p> <ul style="list-style-type: none"> • Human-induced eutrophication is minimised, especially adverse effects thereof, such as losses in biodiversity, ecosystem degradation, harmful algae blooms and oxygen deficiency in bottom waters. • Permanent alteration of hydrographical conditions does not adversely affect marine ecosystems. • Concentrations of contaminants are at levels not giving rise to pollution effects. • Contaminants in fish and other seafood for human consumption do not exceed levels established by Community legislation or other relevant standards. • Properties and quantities of marine litter do not cause harm to the coastal and marine environment. • Introduction of energy, including underwater noise, is at levels that does not adversely affect the marine environment. 	
UK Marine Policy Statement (DEFRA, 2011)	<ul style="list-style-type: none"> • Marine Policy Statement (MPS) is the framework for preparing Marine Plans and taking decisions affecting the marine environment. It will contribute to the achievement of sustainable development in the United Kingdom marine area 	<ul style="list-style-type: none"> • Promote sustainable economic development; • Enable the UK's move towards a low-carbon economy, in order to mitigate the causes of climate change⁴ and ocean acidification and adapt to their effects; • Ensure a sustainable marine environment which promotes healthy, functioning marine ecosystems and protects marine habitats, species and our heritage assets; and • Contribute to the societal benefits of the marine area, 	The Dublin Port Masterplan Review 2017 should have regard to this statement, which should help address any transboundary issues, as there maybe potential within the Masterplan to have to have far reaching environmental impacts.

Directive/ Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		including the sustainable use of marine resources to address local social and economic issues.	
Proposed National Clean Air Strategy (DCCA, under preparation, 2017)	<ul style="list-style-type: none"> Aims to promote clean air policies to enhance and protect the quality of the air we breathe. 	<ul style="list-style-type: none"> Provides the strategic policy framework necessary to identify and promote the integrated measures across government policy that are required to reduce air pollution and promote cleaner air while delivering on wider national objectives. 	The Dublin Port Masterplan Review 2017 will have regard to this strategy. The consideration of air quality will be a major part of the decision making and planning process throughout the development of the Masterplan Review 2017. In addition, in line with this Strategy, DPC aims to reduce any specific air quality problems identified in Dublin Port.
Wildlife Acts 1976 to 2012	<ul style="list-style-type: none"> These acts provide the principal national legislation providing for the protection of wildlife and the control of some activities that may adversely affect wildlife 	<ul style="list-style-type: none"> The Acts outline strict protection for species that have significant conservation value. The Acts protect species from injury, disturbance and damage to breeding and resting sites. All species listed in the Acts must be a material consideration in the planning process. 	The Dublin Port Masterplan Review 2017 should look for opportunities to conserve, and where possible restore, biodiversity in future developments.

REGIONAL/SUB-REGIONAL

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
County Landscape Character Assessments <ul style="list-style-type: none"> Landscape Assessment Guidance (Fingal) 	<ul style="list-style-type: none"> Characterises the geographical dimension of the landscape. 	<ul style="list-style-type: none"> Identifies the quality, value, sensitivity and capacity of the landscape area. Guides strategies and guidelines for the future development of the landscape. 	The Dublin Port Masterplan Review 2017 will have regard to these plans and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. This assessment provides a framework for the

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
County Council, 1999)			identification, assessment, protection, management and planning of the landscape
Draft Flood Risk Management Plan for UoM 9: Liffey and Dublin Bay (OPW, 2016)	<ul style="list-style-type: none"> Aims to set out a range of proposed measures and actions to manage and reduce flood risk within the area. 	<ul style="list-style-type: none"> Outlines flood risk management options over an area of Co. Dublin including the Dublin Port estate. 	The Dublin Port Masterplan Review 2017 will have regard to this plan and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. This plan sets out the strategy, including a set of measures, for the cost-effective and sustainable, long-term management of flood risk
Dublin City Development Plan 2016 to 2021 (DCC, 2016) Fingal County Development Plan 2017-2023	<ul style="list-style-type: none"> Outlines planning objectives for the areas. Strategic framework for planning and sustainable development including those set out in National Spatial Strategy and Regional Planning Guidelines 	<ul style="list-style-type: none"> Identifies future infrastructure, development and zoning required Protects and enhances amenities and environment. Guides planning authority in assessing proposals. 	The Dublin Port Masterplan Review 2017 study will have regard to these plans and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. The development plan sets the agenda for the development of the local authority's area over its six year lifespan. Development, whether it be residential, industrial, commercial or amenity, must generally take place in accordance with the development plan.
Dublin City Biodiversity Action Plan 2015-2020	<ul style="list-style-type: none"> Aims to conserve the biodiversity within the City. 	<ul style="list-style-type: none"> Strengthen the knowledge base of decision-makers for the conservation and management of biodiversity, and protect species and habitats of conservation value within Dublin City. Strengthen the effectiveness of collaboration between all stakeholders for the conservation of biodiversity in the greater Dublin region. 	The Dublin Port Masterplan Review 2017 study will have regard to this plan and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. The overall aim of this plan is the conservation of biodiversity within the City.

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		<ul style="list-style-type: none"> • Enhance opportunities for biodiversity conservation through green infrastructure, and promote ecosystem services in appropriate locations throughout the City. • Develop greater awareness and understanding of biodiversity, and identify opportunities for engagement with communities and interest groups. 	
<p>Economic Development Plans</p> <ul style="list-style-type: none"> • Dublin City Economic and Community Plan 2016-2021 (Dublin City Council, 2015) • Fingal Local Economic and Community Plan 2016-2021 (Fingal County Council, 2015) 	<ul style="list-style-type: none"> • Promotes and supports economic development and local and community development. 	<ul style="list-style-type: none"> • Outline the existing demographic, community and economic context of the county. • Preparation of an indicator suite. • Provide data mapping and visualisation. • Identify opportunities to support business growth and competitiveness, and create new employment and investment opportunities. • Identify key priorities for the development of the county's strategic direction and future economic and community policy. 	<p>The Dublin Port Masterplan Review 2017 study will have regard for these plans in order to take into consideration the local community. These plans set goals, objectives and actions needed to promote and support economic development and local and community development over the next six years.</p>
<p>Dublin Noise Action Plan 2013-2018</p>	<ul style="list-style-type: none"> • The key objective is to avoid, prevent and reduce, where necessary, on a prioritised basis the harmful effects, including annoyance, due to long term exposure to environmental noise from road traffic, rail and aircraft. • This will be achieved by taking a strategic approach to managing environmental noise and undertaking a balanced approach in the context of sustainable development. 	<p>The key actions are as follows:</p> <ul style="list-style-type: none"> • Traffic Noise reduction and prevention measures • Rail reduction and prevention measures • Planning Process • Protecting 'Quiet Areas' 	<p>The Dublin Port Masterplan Review 2017 should consider the contribution that measures could be made towards the assessment and management of environmental noise including traffic and rail noise reduction, prevention measures and protecting quiet areas.</p>

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
Eastern Midlands Region Waste Management Plan 2015 - 2021	<ul style="list-style-type: none"> Provides a framework for the prevention and management of waste in a sustainable manner in 12 local authority areas. 	<ul style="list-style-type: none"> Prevent waste: a reduction of one per cent per annum in the amount of household waste generated over the period of the plan. More recycling: increase the recycle rate of domestic and commercial waste from 40 to 50 per cent by 2020. Further reduce landfill: eliminate all unprocessed waste going to landfill from 2016. 	The Dublin Port Masterplan Review 2017 will have regard to this plan and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. The main aims being to prevent waste and/or increase recycling.
Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (to commence)	<ul style="list-style-type: none"> The objective of regional spatial and economic strategies shall be to support the implementation of the National Spatial Strategy and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the region for which the strategies are prepared which shall be consistent with the National Spatial Strategy and the economic policies or objectives of the Government. The Eastern and Midland Regional Assembly, has twelve constituent local authorities split into three Strategic Planning Areas 	<ul style="list-style-type: none"> 	The Dublin Port Masterplan Review 2017 will have regard to this strategy
Eastern River Basin District Management Plan 2009-2015 (DEHLG, 2010)	<ul style="list-style-type: none"> Establish a framework for the protection of water bodies at River Basin District (RBD) level Preserve, prevent the deterioration of water status and where necessary improve and maintain "good status" of water bodies in that RBD 	<ul style="list-style-type: none"> Aims to improve water quality and quantity within inland surface waters (rivers and lakes), transitional waters coastal waters and groundwater and meet the environmental objectives outlined in Article 4 of the Water Framework Directive Identifies and manages water bodies in the RBD Establishes a programme of measures for monitoring 	The Dublin Port Masterplan Review 2017 should promote sustainable management of the water environment by carefully considering current land use and future climate scenarios, minimise the effects of flooding and drought events and to facilitate long term improvements in water quality, including the protection of

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
	<ul style="list-style-type: none"> Promote sustainable water usage 	<p>and improving water quality in the RBD</p> <ul style="list-style-type: none"> Involves the public through consultations RBMPs are prepared and reviewed every six years. The first RBMPs covered the period 2010 to 2015. 	groundwater.
Greater Dublin Strategic Drainage Strategy (2005)	<ul style="list-style-type: none"> Identifies policies, strategies and projects for the development of a sustainable drainage system for the Greater Dublin Region. 	<ul style="list-style-type: none"> To develop an environmentally sustainable drainage strategy for the Region consistent with the EU Water Framework Directive. This strategy should outline the requirements for foul and stormwater drainage capable of meeting the demands of the Region in the context of current Development Plans, the Regional Planning Guidelines and the longer term development potential of the region; To provide a consistent policy framework and standards which will apply throughout the Region, and promote the requirements of environmental legislation and the recommendations of the GSDSDS itself; To develop tools for the effective management of the drainage systems including Geographical Information Systems (GIS), network models and digital mapping; and To develop the optimum drainage solution from a range of alternative scenarios having regard to whole-life cost and environmental performance, the solution to be broken down into a set of implementation projects which can be prioritised and put in place 	The Dublin Port Masterplan Review 2017 will have regard to this strategy and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives to develop an environmentally sustainable drainage.
Greater Dublin Area Cycle Network Plan (National Transport Authority, 2013)	<ul style="list-style-type: none"> This plan sets out a ten year strategy for Counties Dublin, Kildare, Meath and Wicklow to increase the cycle network 	<ul style="list-style-type: none"> The cycle network outlined in the Plan will treble the existing network in urban areas from 500 kilometres to 1,485 kilometres in length, and will provide over 1,300 kilometres of new connections between towns in the rural areas of the Greater Dublin Area. In all, a network of 2,840 kilometres is envisaged compared to 	The Dublin Port Masterplan Review 2017 study will have regard to this plan, due to the proximity of the proposed River Liffey Way cycle route to the Port.

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
		today's 500 kilometres. The planned network, which consists of primary and secondary routes as well as Greenway routes (through parks, along waterways etc), comprises a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments.	
<p>Transport Strategy</p> <p>Draft Transport Strategy for the Greater Dublin Area 2016-2035 (NTA, 2015)</p>	<p>The Draft Transport Strategy for the Greater Dublin Area 2016-2035, sets out a cohesive and integrated transport framework to support and sustain the region's development.</p>	<p>The Strategy proposes:</p> <ul style="list-style-type: none"> • New Core Bus Network • Luas to Poolbeg / Finglas / Lucan • Metro South – from St Stephens Green to Brides Glen • Rail-based Park and Ride facilities • expand cycling network to 1,485 km 	<p>The Dublin Port Masterplan Review 2017 will have regard for this strategy and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives to have a cohesive and integrated transport framework to support the Greater Dublin Area's development.</p>
<p>Groundwater Protection Schemes</p> <ul style="list-style-type: none"> • Bog of The Ring Groundwater Protection Scheme (GSI and Fingal County Council, 2005) 	<ul style="list-style-type: none"> • Preserve and prevent deterioration in quality and identify the status of groundwater. • Protect groundwater quality for drinking water purposes. • Provides a framework for and informs planning authorities. 	<ul style="list-style-type: none"> • Assess and identify the vulnerability, aquifer potential and source protection of groundwater. • Map Groundwater Protections Zones. • Identify groundwater protection responses for existing and potential environmental risks. • Integrate Groundwater Protection Schemes into County Development Plans. 	<p>Impacts on water quality are of relevance to the Dublin Port Masterplan Review 2017 as development of infrastructure can be linked with water pollution. Therefore, assessment of vulnerability and risks to groundwater should be identified, as well as responses to potential risks.</p>
<p>Heritage Plans</p> <ul style="list-style-type: none"> • Fingal Heritage Plan 	<ul style="list-style-type: none"> • Aim to highlight the importance of heritage at a strategic level. 	<ul style="list-style-type: none"> • Manage and promote heritage as well as increase awareness. 	<p>The Dublin Port Masterplan Review 2017 will have regard to these plans and will (in combination with other users and bodies)</p>

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
2011-2017 (Fingal County Council, 2012) <ul style="list-style-type: none"> Dublin City Heritage Plan 2002-2006 (Dublin City Council, 2002) 		<ul style="list-style-type: none"> Aim to conserve and protect heritage. 	cumulatively contribute towards the achievement of its objectives by aiming to conserve and protect heritage.
Local Area Plans <ul style="list-style-type: none"> Airport Local Area Plan (Fingal County Council, 2015) George's Quay Local Area Plan (Dublin City Council, 2012) 	<ul style="list-style-type: none"> Statutory document which provides detailed planning policies to ensure proper planning and sustainable development of area. Sets out objectives for future planning and development. 	<ul style="list-style-type: none"> Identifies issues of relevance to the area and outlines principles for future development of area. Is consistent with relevant County/Town Development Plans, National Spatial Strategy and Regional Planning Guidelines 	The Dublin Port Masterplan Review 2017 will have regard to these plans and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives considering the planning policies at local level.
Poolbeg West Strategic Development Zone (SDZ) 2017	<ul style="list-style-type: none"> An area of land designated by the Government to contain specified developments of economic or social importance to the State. Aims to create sustainable communities under a master plan to facilitate the requirements by which it was acquired by the State. 	<ul style="list-style-type: none"> Development includes necessary infrastructural and community facilities and services. 	The Dublin Port Masterplan Review 2017 will have regard to this SDZ. This development zone is in close proximity to Dublin Port.
Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (2010)	<ul style="list-style-type: none"> Aims to direct the future growth of the Greater Dublin Area over the medium to long term 	Guides future growth, development and investment within the Greater Dublin Area.	The Dublin Port Masterplan Review 2017 will have regard to these plans and will (in combination with other users and bodies) cumulatively contribute towards the

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
			<p>achievement of its objectives.</p> <p>Planning strategies at the regional level provide the link between the national and local planning frameworks, which work within the overall approach taken in the NSS, while providing more detail and establishing a development and spatial framework that can be used to strengthen local authority development plans and other planning strategies at county, city and local level.</p>
Ringsend Irishtown Local Environment Improvement Plan	<p>Outlines the potentials of the area and the possible ways that those potentials may be realised with an end goal to enhance the physical environment, improve the socio-cultural aspects of the community and stimulate the local and wider business community to invest back into the community.</p>	<ul style="list-style-type: none"> • Generate new or enhance existing cycle / pedestrian links to improve the study areas permeability and foster the idea of a walkable village/s • Contribute to the creation of a strong village centre, that will in turn generate a sense of place • Identify specific projects that will benefit the community in the context of the public realm • Address & improve the relationship between the pedestrians, cyclists and the vehicular traffic passing through the area • Improve the physical and visual connection between the community and Ringsend Park and enhance the park to cater for all sectors of the community • Generate connections with the Liffey, docklands and the Dodder. Promote and draw on the maritime heritage 	<p>The Dublin Port Masterplan Review 2017 will have regard to this improvement plan. The areas outlined within the improvement plan are in close proximity to Dublin Port.</p>

Plan/Programme	High Level Description	Key Objectives, Actions etc.	Relevance to Dublin Port Masterplan Review 2017
Special Amenity Area Orders <ul style="list-style-type: none"> • North Bull Island Special Amenity Area Order (Dublin City Council, 1994) 	<ul style="list-style-type: none"> • Aims to protect special areas of landscape, environmental or amenity value 		The Dublin Port Masterplan Review 2017 will have regard to these orders and will (in combination with other users and bodies) cumulatively contribute towards the achievement of its objectives. The proximity of the North Bull Island to Dublin Port is of considerable relevance.
Shellfish Pollution <ul style="list-style-type: none"> • Malahide Shellfish Pollution Reduction Programme (DEHLG, 2009) 	<ul style="list-style-type: none"> • Aims to improve water quality and ensure the protection or improvement of designated shellfish waters in order to support shellfish life and growth and contribute to the high quality of shellfish products directly edible by man. 	<ul style="list-style-type: none"> • Identifies key and secondary pressures on water quality in designated shellfish areas. • Outlines specific measures to address identified key and secondary pressures on water quality. • Addresses the specific pressures acting on water quality in each area. 	Impacts on water quality are of relevance to the Dublin Port Masterplan Review 2017 to ensure the protection and improvement of the designated shellfish waters.

APPENDIX E

Report on the Dublin Port Company Masterplan Review Consultation Process



Report on the Dublin Port Company Masterplan Review Consultation Process

25 April 2017 | www.dublinport.ie/masterplan



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Introduction

The Dublin Port Masterplan 2012 – 2040 (the Masterplan) set out a vision for the development of Dublin Port for the next 30 years. The Masterplan provided that it would be subject to periodic reviews, based primarily on changes in the demand for the use of port facilities.

The first review of the Masterplan will take account of changes in port operations, logistics, trade developments and relevant policies impacting on Dublin Port as it continues to plan for the future. The review is intended to update and refine the infrastructure development options for Dublin Port and in doing so, to ensure that the Masterplan continues to provide the best solution for the future sustainable development of Dublin Port through to 2040.

To inform the review of the Masterplan, Dublin Port Company (DPC) undertook a public consultation process. The process was aimed at soliciting views from a wide circle of stakeholders whose perspectives on the operations and future of the port are important.

The consultation process involved:

- The publication of a detailed Masterplan Review 2017 Consultation Paper (Masterplan Review Paper) outlining the issues that are being taken into consideration in the context of the review of the Masterplan.
- The initiation of a formal consultation process to secure submissions on the Masterplan Review.
- Extensive face to face briefings with key stakeholders prior to the launch of the Masterplan Review Paper.
- Presentations to the Central and South East Local Area Committees of Dublin City Council on the review of the Masterplan.
- A comprehensive media information campaign surrounding the Masterplan Review designed to generate interest and encourage participation in the Masterplanning process.
- A public information campaign including advertisements, door to door leaflet drops, and an information briefing published for local residents and stakeholders.
- A social media campaign to drive awareness, engagement and attendance across Facebook and Twitter channels.
- A street team active over two days in areas directly adjacent to Dublin Port distributing 6,000 flyers, placing 300 posters and visiting over 260 individual commercial premises.
- Initiation of a distinct consultation process around the preparation of Environmental Assessments to inform the Masterplan Review.
- A series of events including:
 - Local community briefings in Clontarf, East Wall and Ringsend.
 - Direct briefings with a selection of community and environmental groups.
- The publication of a Masterplan Review 2017 Environmental Report Consultation Paper (Masterplan Review Environmental Paper) by RPS Consultants.

The objective of the consultation process was to identify the issues that DPC should address in the Masterplan Review and, most importantly, to encourage participation and submissions.

The responses to the Consultation Process

The consultation process secured a high level of participation from stakeholders.

The community briefings attracted over 130 people from Clontarf, East Wall and Ringsend.

In addition, the consultation process secured 67 formal responses from a range of participants categorised as follows:

- Commercial - 14 respondents
- Environmental/Recreational/Amenity - 6 respondents
- Submissions by individuals – 18 respondents
- Submissions by residents/ residents groups - 21 respondents
- Submissions by public representatives – 1 respondent
- Submissions by governmental/statutory bodies – 5 respondents
- Submissions by trade and representative groups – 2 respondents

It was a feature of the submissions that none was of a pro forma nature and each was individually composed to represent the perspective of the participant although some were more detailed on specific issues of particular concern to the respondents.

“The community briefings attracted over 130 people from Clontarf, East Wall and Ringsend.”

Issues raised during the Consultation process

A number of common themes emerged from the responses submitted as part of the consultation process:

- There was general support for Dublin Port and recognition of the important role that the Port plays in the commercial, economic and socio-cultural life of the City.
- There was a general recognition of the importance of the Masterplan and a welcome for the Review, although some respondents were keen to secure greater detail about specific projects identified in the Masterplan and the Review Paper.
- There was a welcome for closer integration between Dublin Port and Dublin City with recognition of progress on some initiatives identified in the Masterplan when first published in 2012.
- There is concern at the potential impact of overlapping development proposals, especially on the Poolbeg Peninsula, where residents and local groups fear increased traffic congestion, together with additional noise and air pollution.
- A number of respondents requested better connectivity between public transport services on the north port area and the ferry terminals. There was also a number of submissions seeking better pedestrian and cycle access and permeability within the port estate.
- There was general support for DPC's approach of developing brownfield sites as distinct from new infill and for regaining control over port lands used for non-core purposes.
- Some commercial enterprises with interests in the Port Estate expressed concerns that any new developments advanced under the Masterplan should take due account of their business interests.
- A number of submissions expressed concern about the impact of possible new developments on the sea faring clubs and those with moorings close to the Tom Clarke Bridge.
- Some statutory stakeholders recognised the need to plan for additional port capacity in a manner consistent with the National Ports Policy and to ensure that the appropriate port infrastructure is in situ to meet future demand. They also emphasised that any new capacity must comply with relevant planning, regulatory and environmental concerns.
- The consistency of the Masterplan with statutory plans was noted by some statutory stakeholders with requests for further detailed consultation before specific projects are brought forward from the Masterplan.
- A large number of respondents referenced a desire for greater public access to the port area and for the maximum possible public access to heritage assets within the Port Estate.
- There was strong demand for investment to support significant levels of community regeneration – a number of respondents recognised the strong benefits that existing DPC CSR initiatives have created for the local community.
- There was one submission supporting the location of a film studio in the Port Estate. This submission was lodged by the project promoters and comprised a copy of the submission lodged by them with Dublin City Council in relation to the Poolbeg West SDZ Draft Planning Scheme.
- Some submissions suggested that DPC needs to address future capacity issues beyond 2040 and examine new locations outside the core port area for the delivery of additional capacity.
- Some statutory agencies requested screening of modifications to the Masterplan for Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) purposes.

Additional reports required as a consequence of the Consultation Process

Arising from the Consultation Process and the responses to the Masterplan Review Paper there are a number of additional reports and studies that need to be considered in the context of finalising the review of the Masterplan.

The key additional studies that might be undertaken include:

- A Strategic Environmental Assessment (SEA) and an Appropriate Assessment (AA) of the proposed modifications to the Masterplan.
- A transport study to determine enhanced connectivity between the North and South Port areas and to explore connectivity for different transport modes within the Port estate in a context that is compatible with existing transportation strategies.
- An updated Soft Values programme to enhance accessibility and integration between the Port and the City.
- A cultural heritage and leisure assessment of Dublin Port to determine how heritage assets within the Port Estate and leisure elements adjacent to the Port can be facilitated in future port development projects.



Additional Meetings

Arising from the submissions made by respondents to the Masterplan Review Paper there are a number of further meetings that should be arranged with some specific stakeholders before the review of the Masterplan is finalised. These include:

- ESB - concerning future generating activities at Dublin Port
- BirdWatch Ireland – relating to ecological and habitats impacts
- TII – concerning the Southern Port Access Route
- Poolbeg Yacht, Boat Club & Marina
- Stella Maris Rowing Club



Strategic Environmental Assessment

As a consequence of the consultation process a full Strategic Environmental Assessment and Appropriate Assessment is being conducted to inform, shape and assess the matters that will be reflected in the review of the Masterplan. This process involves an additional round of consultations and engagement with key stakeholders and will be fully integrated with the Masterplanning review process. Additionally any individual planning applications arising from the Masterplan will be subject to the full rigour of relevant environmental assessments and appraisals required by EU and national law.



Matters to be considered in the review of the Masterplan

With the benefit of the considerable feedback and reaction to the Masterplan Review Paper there are some issues that need to be addressed in the revised Masterplan:

1. There is strong support for an efficient port integrated successfully with the City as a resource to help Dublin and the region to compete in a global market. The specific references to Dublin Port in the Dublin City Development Plan 2016 to 2022 should be considered and addressed as part of the Masterplan Review.
2. The Masterplan Review also needs to take due account of the significance of Dublin Bay as an economic, recreational and ecological strategic asset and the constraints presented by growth given the direct proximity of Natura 2000 sites to the Port.
3. An initiative to outline the Port's investment in green and soft infrastructure needs to be referenced in the reviewed Masterplan.
4. The revised Masterplan should identify how the uses of Port lands on the Poolbeg Peninsula will be sustainably balanced with other potentially competing land uses. It is also important that DPC, as a significant stakeholder on the Poolbeg Peninsula, takes active steps to facilitate co-ordination between different agencies and groups concerned about future development on the Peninsula. It is of vital importance that the concerns of residents and groups from the area about increased noise, traffic and pollution, as well as feared loss of amenity services are proactively addressed.
5. In particular, the revised Masterplan will need to commit that traffic and transport proposals for DPC owned lands on the Poolbeg Peninsula will be actively addressed by DPC with relevant statutory agencies and local communities. This will include consideration of the linkages between the Port Estate on the North and South sides of the River Liffey. A transport assessment will be required to evaluate the proposals in the revised Masterplan.
6. Proposed modifications to the Masterplan following the Masterplan Review will be subject to a SEA and an AA.
7. The Masterplan should commit to the commissioning of a Heritage Conservation Plan early in the period following the conclusion of the Review.
8. The Masterplan will need to address issues concerning nesting terns and the procedures to be followed under Articles 6.3 and 6.4 of the Habitats Directive with care taken to distinguish between mitigation and compensation measures.
9. There is strong support for the development of Dublin Port as a centre for cruise tourism. The Masterplan should identify issues that need to be addressed to support investment in cruise tourism particularly given the broader benefits that are generated for the regional economy.
10. The revised Masterplan should provide clear guidance to customers on how non-core port activities will be impacted by the land use and development proposals advanced to 2040.
11. No submissions were advanced which advocated the transfer or surrender of port lands for non-port purposes. Specifically there were no third party submissions advocating the development of a film studio on port lands in the Poolbeg Peninsula. The submission lodged by the promoters of the film studio proposal provided no detail or information on how their proposed project could be reconciled within the context of the issues identified within the Masterplan Review Paper. Consequently DPC will continue to use these lands for core port purposes as an alternative to additional infill proposals.
12. The Masterplan will need to emphasise that the achievement of the development options outlined in the original Masterplan, as refined by the Masterplan Review Paper, will dictate the pattern, scale and location of the Port's operations to 2040. Beyond this, the Masterplan will need to highlight the consequences of a possible future failure to secure the necessary consents for any of the projects identified. These consequences include the need to explore other options to deliver the required infrastructure (including infill, reconfiguration of existing operations and the development of additional facilities in other locations).

DPC wishes to acknowledge the participation of the various stakeholders who took the time to engage with the consultation process on the Masterplan Review. All submissions made have been reviewed by DPC and will be taken into consideration in the finalisation of the review of the Masterplan.

