



Dublin Port Masterplan 2040

Reviewed 2018

Strategic Environmental Assessment Statement

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Dublin Port Masterplan 2040

Strategic Environmental Assessment

Statement

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ABBREVIATIONS

AA	Appropriate Assessment
ABP	An Bord Pleanála
ABR Project	Alexandra Basin Redevelopment Project
BAT	Best Available Technique
CFRAM	Catchment Flood Risk Assessment and Management
CSO	Combined Sewer Overflow
DAFM	Department of Agriculture, Food and the Marine
DCCAE	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
EU	European Union
EIA	Environmental Impact Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESB	Electricity Supply Board
GSI	Geological Survey of Ireland
IFI	Inland Fisheries Ireland
IROPI	Imperative Reasons of Overriding Public Interest
IWDG	Irish Whale and Dolphin Group
LBAP	Local Biodiversity Action Plan
Lo-Lo	Lift-on Lift-off
MMO	Marine Mammal Observer
NHA	Natural Heritage Area
NIEA	Northern Ireland Environment Agency
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
PAM	Passive Acoustic Monitors
Ro-Ro	Roll-on Roll-off
SAC	Special Area of Conservation
SAM	Static Acoustic Monitors
SDZ	Strategic Development Zone
SEA	Strategic Environmental Assessment
SEO	Strategic Environmental Objective
SFRA	Strategic Flood Risk Assessment
SPA	Special Protection Area
SPAR	South Port Access Road
TII	Transport Infrastructure Ireland
UNESCO	United Nations Educational, Scientific and Cultural Organisation
WFD	Water Framework Directive

1 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

This Strategic Environmental Assessment (SEA) Statement has been prepared as part of the SEA for the Dublin Port Masterplan 2040. This document provides information on the decision-making process and further details the way in which environmental considerations, the views of consultees, the recommendations of the Environmental Report and the assessment carried out under Article 6 of the Habitats Directive have influenced and been taken into account by the Dublin Port Masterplan 2040.

The SEA of the Dublin Port Masterplan 2040 has been developed on behalf of Dublin Port Company (DPC). DPC proposed to guide the development of Dublin Port for the period from 2012 to 2040 with the Dublin Port Masterplan. The 30 year time period covered by the Masterplan is long, and therefore it requires periodic reviews to ensure that it remains relevant and to achieve its central objective of providing a clear vision for the development of the Port into the future. The Dublin Port Masterplan 2040 is the first of these reviews (conducted in 2017/2018). Changes in the economy, the commencement of projects originally identified in the Dublin Port Masterplan 2012, new national and local policies and strategies prepared by statutory agencies, and changes in the international trading environment since 2012 have all supported this timely review. Changes in the demand levels for port infrastructure were recognised as the key element impacting on the timing of the review of the Dublin Port Masterplan. 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 77 million tonnes, equating to a revised annual average growth rate of 3.3%. The Masterplan 2040 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.

This SEA Statement 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].

2 SUMMARY OF SEA PROCESS

The SEA Directive requires that certain Plans and Programmes, prepared by statutory bodies, which are likely to have a significant impact on the environment, are subject to the SEA process. The SEA process is broadly comprised of the stages shown in **Figure 2.1**, which are given a summary description in **Table 2.1**.

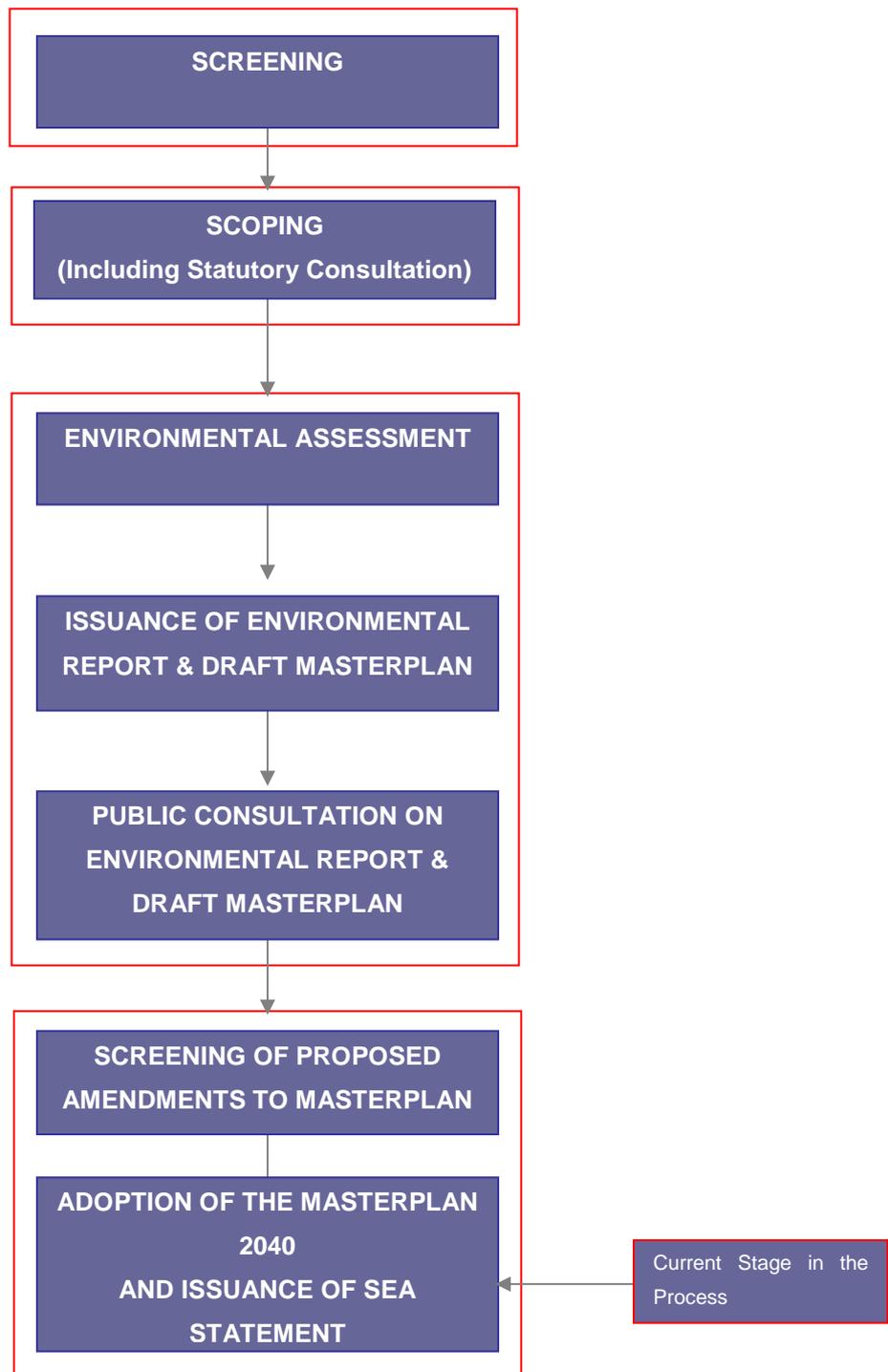


Figure 2.1 Overview of the SEA Process

Table 2.1 Summary Description of Main Stages in the SEA Process

Stage	Description	Status
Screening	Determines whether SEA is required for a Plan / Programme, in consultation with the designated statutory consultees.	Completed in May 2017
Scoping	Determines the scope and level of detail of the assessment for the SEA, in consultation with the designated statutory consultees.	Completed in December 2017
Environmental Assessment	Formal and transparent assessment of the likely significant impacts on the environment arising from the Plan / Programme, including all reasonable options. The output from this is an Environmental Report which must go on public display along with the Masterplan 2040.	Completed May 2018
SEA Statement	Summarises the process undertaken and identifies how environmental considerations and consultations have been integrated into the final Plan / Programme.	Current Stage

2.1 SEA SCREENING

On behalf of DPC, RPS carried out an SEA Screening in May 2017 for the Masterplan 2040 and determined that SEA of the Masterplan 2040 was 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 projects for Dublin Port included within the Masterplan 2040 have the potential to result in significant effects on the environment. Carrying out an SEA will allow for the early consideration of environmental issues.
- The Masterplan 2040 will form a framework for future projects and allocation of resources concerning the development of Dublin Port into the future.
- The Masterplan 2040 will influence spatial plans at both regional and local level.
- The Masterplan 2040 may require an assessment under Article 6 of the European Union (EU) Habitats Directive.

2.2 SEA SCOPING

An SEA Scoping Report for the Masterplan 2040 was completed and circulated on the 3rd August 2017 to the statutory consultees. The purpose of the Scoping Report was to provide sufficient information on the Masterplan 2040 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.

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. These statutory consultees are established within the national legislation as being:

- 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).

In addition, as currently 60% of trade through Dublin Port is with Great Britain there is the potential for transboundary impacts. The statutory consultees for SEA in the UK were therefore also consulted with, on a transboundary basis. These relevant authorities for SEA in the UK are detailed in **Table 2.2**.

Table 2.2 Statutory Stakeholders within the UK

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

2.3 ENVIRONMENTAL ASSESSMENT AND ENVIRONMENTAL REPORT

An SEA Environmental Report was completed which detailed the environmental assessments undertaken on the Draft Masterplan 2040. The preparation of an Environmental Report on the likely significant effects on the environment of the Masterplan 2040 included consideration of:

- Baseline data relating to the current state of the environment.
- Links between the Masterplan 2040 and other relevant strategies, policies, plans, programmes and Environmental Protection Objectives.
- Key environmental issues in the area of the Masterplan 2040.
- Alternatives available.

- The likely significant positive and negative effects of a number of reasonable alternatives on the environment.
- Measures envisaged for the prevention, reduction and mitigation of any significant adverse effects.
- Monitoring measures to ensure that positive and negative environmental effects will be identified, allowing for appropriate remedial action to be taken if necessary.

2.4 CONSULTATIONS

Environmental factors have been taken into account throughout the development of the Masterplan 2040 and the supporting environmental assessments. The SEA Screening Report was produced in May 2017 and was sent to the five Irish statutory authorities listed in **Section 2.2**. Responses were received from the Environmental Protection Agency (EPA) and the DCHG, as given in Appendix 1 of the SEA Environmental Report.

An SEA Scoping Report for the Masterplan 2040 was circulated in August 2017 to both the Irish and UK statutory consultees listed in **Section 2.2**. In addition, a scoping workshop was held in September 2017 to allow for statutory consultees to participate further in the scoping phase of the Masterplan 2040. A revised scoping report was created to incorporate comments received from this workshop as well as those received during the statutory consultation period.

Non-statutory stakeholders were provided with the revised Scoping Report on the 24th November 2017 and all information was made publically available on the DPC website. The non-statutory stakeholders included in this consultation were as follows:

- Department of Transport, Tourism and Sport (DTTAS);
- Dublin City Council;
- Office of Public Works (OPW) including the Eastern Catchment Flood Risk Assessment and Management (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.

Comments on the SEA Scoping Report were welcomed until the 22nd December 2017. Responses to the Scoping Report were received from the EPA, DCHG, TII, Northern Ireland Environment Agency (NIEA), Scottish Environmental Protection Agency (SEPA), Historic Environment Scotland, Historic England, Natural England, and Natural Resources Wales (NRW). All responses received during the consultation period have been incorporated into the environmental assessments where feasible. These responses are detailed in Appendix 2 of the SEA Environmental Report.

The SEA Environmental Report on the draft Masterplan 2040 was completed and circulated in April 2018 to the Irish and UK statutory consultees listed in **Section 2.2**. A public notice was placed in the Irish Times and on the DPC's website to notify the public about the Draft Masterplan 2040, SEA Environmental Report and NIS, and to welcome comments. The consultation phase was open to responses for six weeks. All responses received during this public consultation phase, and any subsequent action taken, are summarised in **Appendix A** of this SEA Statement.

2.5 APPROPRIATE ASSESSMENT

In addition to the SEA process, and in accordance with the EU Habitats Directive (92/43/EEC), the potential for the Masterplan 2040 to impact negatively on Natura 2000 sites, including Special Protection Areas (SPAs) for birds and Special Areas of Conservation (SACs) for habitats and species, was assessed. 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.”

An Appropriate Assessment (AA) Screening (Stage 1 of the AA process) was undertaken for the Masterplan 2040 during the summer of 2017 in order to identify the potential European sites that may be negatively impacted by development arising from the Masterplan 2040. A Natura Impact Statement (NIS) (AA Stage 2) was undertaken in parallel with the SEA process. The NIS investigated the potential direct and indirect impacts of the proposed works on the integrity and interest features of European sites, alone and in-combination with other plans and projects, taking into account the sites' structure, function and conservation objectives. The findings of the NIS were used to guide the development of the options to be considered as part of the Masterplan 2040 and SEA.

2.6 SEA STATEMENT

The main purpose of this SEA Statement is to provide information on the decision-making process for the Masterplan 2040 in order to illustrate how decisions were taken and how the environment has been considered in the development of the Masterplan. In doing so the SEA Statement documents how the recommendations of the SEA Environmental Report and NIS, as well as the views of the statutory consultees and other submissions received during consultation have influenced the preparation of the Masterplan 2040. The SEA Statement also provides information on the

arrangements put in place for monitoring and mitigation. The SEA Statement is available to the public, along with the adopted Dublin Port Masterplan 2040.

The SEA Statement includes the following information:

- Summary of how environmental considerations have been integrated into the Masterplan 2040;
- Summary of how submissions received during consultation have been taken into account in the Masterplan 2040;
- Reasons for choosing the recommended option, in light of other reasonable alternatives considered; and,
- Measures that are to be undertaken to monitor and mitigate the significant environmental effects of implementing the Masterplan 2040.

2.7 ADOPTION OF THE MASTERPLAN 2040

The Masterplan 2040 was finalised in June 2018. This, along with the SEA Environmental Report and SEA Statement will be used for the purpose of informing further studies and the detailed design of the proposed options within the Masterplan 2040.

3 INFLUENCE OF SEA ON THE MASTERPLAN 2040

The Masterplan 2040 has been developed to outline the development that is available to increase efficiencies and to provide additional throughput capacity at the Port to cater for the projected growth in port tonnage for the period from 2017 to 2040. The Masterplan 2040 and environmental teams worked closely throughout the Masterplan 2040 development process. The SEA Environmental Report and NIS for the Masterplan 2040 were produced to assess the environmental impacts of the development options proposed by the Masterplan 2040 and to provide environmental guidance to help create a more sustainable Masterplan.

The development of the Masterplan 2040 includes the consideration of alternative options to the planning of the Port's future. This consideration includes a scenario of "The Evolution of the Environment in the Absence of the Masterplan 2040" which comprises of the continued implementation of the Masterplan 2012. This is the basis for comparison with alternative options that prepare for potential further future growth in port demand, as detailed in **Table 3.1**. A technical assessment was used to determine the growth that any potential option can accommodate. The target for expansion was to achieve a throughput of 77 million tonnes by 2040 (the predicted cargo volumes by this year). This value was utilised as a pass/fail criteria to screen and short list the strategic options available to the Masterplan.

Table 3.1 Details of how the Options were identified in Technical Assessment

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
NO PORT EXPANSION				
No port expansion	<i>Fail</i>	Does not provide adequate expansion	No further Port Expansion once projects through the planning process are completed	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.
OPTIMISE MAIN PORT LANDS				
Optimise throughput of existing facilities	<i>Fail</i>	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	<i>Fail</i>	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	<i>Fail</i>	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, towards maximising efficiencies and capacity use of

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
				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).	<i>Fail</i>	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 OPTION 1	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.	<i>Pass</i>	Provides adequate expansion, within 2040 timescale	OPTION 2 - 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.	<i>Fail</i>	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.

3.1 ENVIRONMENTAL ASSESSMENT OF DEVELOPMENT OPTIONS

As illustrated in **Table 3.1**, there was one technically feasible option (Option 2) available to the Masterplan 2040 in order to meet a throughput of 77 million tonnes per annum by 2040, which is made up of several proposed, phased developments. The scenario of “The Evolution of the Environment in the Absence of the Masterplan 2040” was also assessed. This is considered to be Option 1, which is also made up of a number of proposed, phased developments, as described in the Dublin Port Masterplan 2012. Consequently, two options were assessed within the SEA Environmental Report - Option 1 and Option 2. These options were assessed in terms of their potential positive and negative impacts, and the significance of these impacts on the environment against the SEA objectives. The purpose of this was to predict and evaluate, as far as possible, the environmental effects of these proposed developments, highlighting any significant environmental problems and / or benefits that are likely to arise from their implementation. Where possible, this assessment was quantitative, with a graphical output to aid public appreciation and understanding of the implications of the Plan.

The options were assessed via a Baseline Led Assessment. This method involved the assessment of the proposed developments which make up the options against each of the following topics:

- Biodiversity, Flora & Fauna (BFF).
- Population & Human Health (PHH).
- Geology, Soils and Landuse (S).
- Water (W).
- Air, Noise & Vibration (ANV).
- Climatic Factors (C).
- Material Assets & Infrastructure (MA).
- Cultural, Architectural & Archaeological Heritage (H).
- Landscape & Visual Amenity (L).

The Dublin Port Masterplan covers the period from 2012 to 2040 with periodic reviews to be undertaken, as required. Phasing of the proposed developments in the Masterplan takes place in anticipated timeframes throughout the Plan period. These timeframes within the Masterplan have currently been split up as follows:

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

For the purposes of the SEA these phases of the Masterplan 2040 were described as the short (2017 - 2021), medium (2021 - 2031), and long (2031+) term timeframes.

In addition to the timeframe of the development phasing, in line with the SEA Directive; there was the consideration of short, medium and long-term impacts (including reference to secondary, cumulative,

synergistic, permanent and temporary, positive or negative effects) during the assessments of Option 1 and Option 2.

The baseline information included in the assessment of an option changed, depending on the timeframe stage of the Masterplan. In this way, the short, medium and long term impacts of the projects making up an option depends on the year the project 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 Masterplan 2040 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.

The scores assigned to impacts were from +3 to -3, as demonstrated in **Table 3.2**. The purpose of adding numerical scores is to assist in the ranking of the options and for potential incorporation of the environmental and social criteria into future decision making by the planning team, as this can easily be tied into a multi-criteria analysis of options if desired. Like the assessment, the scores demonstrate both the positives and the negatives, and are not conveyed in terms of net benefit or net loss, which can sometimes be misleading.

Table 3.2 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

3.1.1 SEA Objectives

The two options were assessed against the SEA Objectives to examine the likely significant environmental impacts of their implementation. These are referred to as the Strategic Environmental Objectives (SEOs). This assessment is relatively strategic, with the aim of reporting likely impacts at the regional level to reflect the scale at which the options are being planned. The SEOs, Sub-Objectives, Indicators and Targets used are given in **Table 3.3**.

Table 3.3 Strategic 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.
			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.
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.	There is the 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.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets		
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 water body 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.
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.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Targets	
Material Assets & Infrastructure	7	Protect existing and develop new material assets and infrastructure.	<p>A</p> <p>Protect existing and develop new material assets and infrastructure.</p>	<p>Area of DPC facilities.</p> <p>Energy and transport infrastructure.</p> <p>Freight and passenger throughput.</p>	Development of new port infrastructure with minimal disruption to existing material assets and infrastructure.
		Minimise wastes from DPC activities.	<p>B</p> <p>Reduce waste generation and increase the rates of reuse and recycling at the Port.</p>	<p>Tonnages of waste being directed to landfills from port activities.</p> <p>Tonnages materials being recycled or reused.</p>	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	<p>A</p> <p>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.</p>	There is the 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 visual amenity in the vicinity of the Port	<p>A</p> <p>Protect, and where possible enhance, landscape / seascape character and visual amenity in the vicinity of the Port</p>	Landscape / seascape quality, designated views, and scenic amenity.	No negative impacts on the local landscape / seascape, views and visual amenity designations.

3.1.2 Dublin Port Masterplan 2040 Objectives

The Masterplan 2040 was prepared to meet a number of strategic objectives identified by Dublin Port Company (DPC) as necessary to facilitate the effective operation of the Port in the period to 2040. The key objectives are set out in Section 3.4 of the SEA Environmental Report and Section 3 of the Masterplan, and are grouped under the following headings:

- ***Port Functions (PF1 – PF7)***
- ***Investment and Growth (IG1 – IG2)***
- ***Integrating with the City (IC1 – IC3)***
- ***Movement and Access (MA1 – MA6)***
- ***Environment and Heritage (EH1 – EH6)***
- ***Recreation and Amenity (RA1 – RA3)***
- ***Security (S1)***
- ***Future Review (FR1)***

A compatibility appraisal was also undertaken in Section 3.4 of the SEA Environmental Report to demonstrate the links and similarities of the Masterplan Objectives and the Strategic Environmental Objectives.

4 REASONS FOR CHOOSING THE FINAL DUBLIN PORT MASTERPLAN 2040

4.1 ALTERNATIVES CONSIDERED

As detailed in **Section 3.1**, two options were assessed within the SEA Environmental Report - Option 1 (Masterplan 2012) and Option 2 (the one technically feasible option which makes up the Masterplan 2040).

4.1.1 Option 1: Dublin Port Masterplan 2012

In the absence of the Masterplan 2040 the development projects outlined in the first iteration of the Dublin Port Masterplan 2012 will go ahead. These will take place in the short (2017 – 2021), medium (2021 – 2031) and long (2031 - 2040) term timescales of the Dublin Port Masterplan 2012. The development projects within the timescales are described below with maps of the areas to be developed illustrated in **Figure 4.1** and **Figure 4.2**. Port operations will be ongoing in tandem with the proposed developments throughout the period of the Masterplan.

4.1.1.1 Short Term: 2017 – 2021

Development within the short term timescale of the Dublin Port Masterplan 2012 will be concentrated within the Northern Port Lands. Construction of the ABR Project will continue throughout this time. In summary the main proposed developments are:

- Development of the ABR Project including infilling of Berths 52/53 and the development of Alexandra Basin West. Non-ABR related development within the Alexandra Basin West will include the development of a new bulk solid conveyor system and partial demolition of existing buildings to extend Ocean Pier multi-purpose area.
- Commencement of a capital dredging programme to deepen the Alexandra Basin West and navigation channel to a depth of -10 mCD as part of the ABR Project.
- Construction of public realm and greenway.
- Construction of revised road network in Northern Port Lands.

4.1.1.2 Medium Term: 2021 – 2031

Development within the first five years (2021-2026) of the medium term will be concentrated within the Northern Port Lands. Development within the last five years (2026-2031) of the medium term will be concentrated in the Southern Port Lands. The completion of the ABR Project and the Dublin Gateway Project will take place in the medium term. In summary the main proposed developments are:

- Completion of the capital dredging programme as part of the ABR Project.

- Completion of the ABR Project with the demolition of North Quay Wall.
- Completion of the Dublin Gateway Project including an eastward extension of approximately 21 ha, development of two new river berths and development of a multi-user check in area for Ro-Ro traffic. This development will provide a new Ro-Ro facility in the Northern Port Lands.
- Public realm works including the conservation of a graving dock and pump house in Northern Port Lands, and the provision of the North Quay Wall Light House and Stoney Blocks interpretative zone.
- Creation of a 400 m manoeuvring space at the eastern entrance to the Port's working quays.
- Development of a bridge over the River Liffey and upgrading of the road network in the Southern Port Lands. Reclaiming of 12.6 ha for development of a multi-purpose berth in front of the Poolbeg Power Station. Development of new quay wall and berth directly west of reclaimed land for bulk solid.
- Extension/upgrade of Southern Greenway.

4.1.1.3 Long Term: 2031+

All Dublin Port Masterplan development will be completed by the long term stage, with infrastructure at the Port capable of handling a throughput of 60 million tonnes per annum. This infrastructure is capable of handling the required throughput of Dublin Port until 2032.

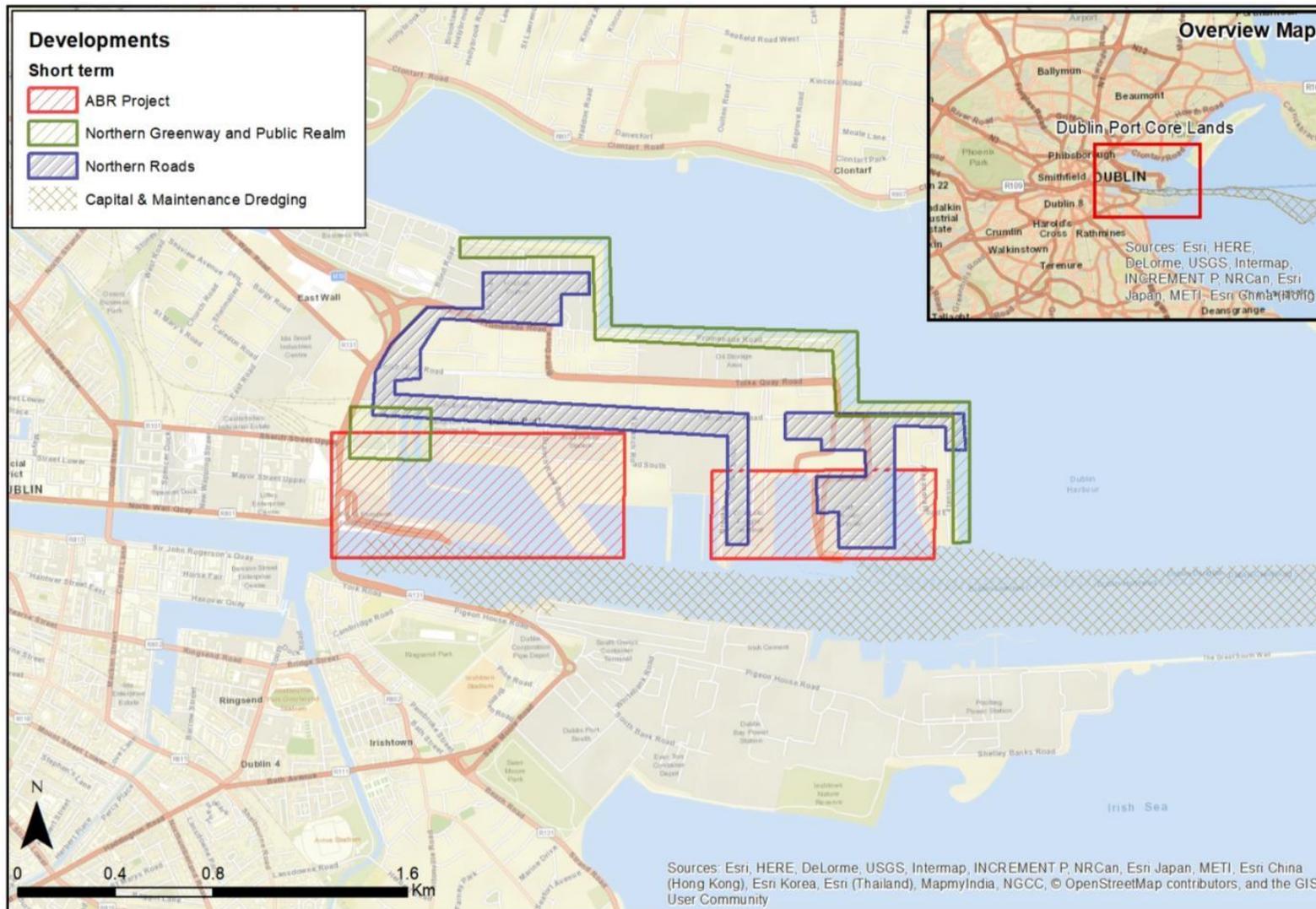


Figure 4.1 Areas of Development within the Short Term of Option 1

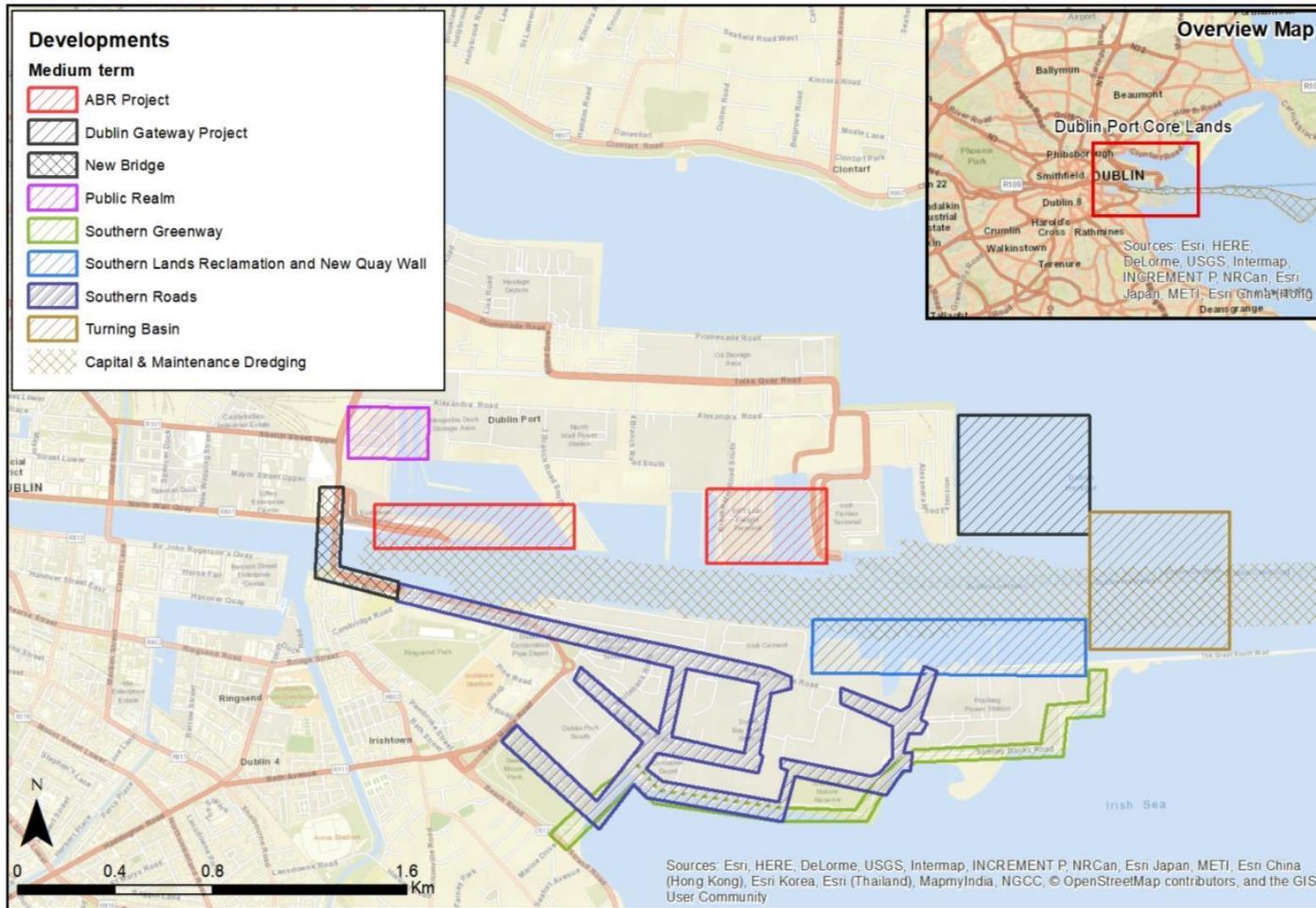


Figure 4.2 Areas of Development within the Medium Term of Option 1

4.1.2 Option 2: Dublin Port Masterplan 2040

With the implementation of the Masterplan 2040 the development projects outlined in the Masterplan 2040 will take place in the same timescales as in Option 1. The development projects within the timescales are described below with a map of the area to be developed illustrated in **Figure 4.3** and **Figure 4.4**. Port operations will be ongoing in tandem with proposed developments throughout the timescale of the Masterplan 2040.

4.1.2.1 Short Term: 2017 – 2021

Development within the short term timescale of the Masterplan 2040 will be concentrated within the Northern Port Lands, with the exception of development of the Dublin Inland Port. Construction of the ABR Project will continue throughout the short term. In summary the main proposed developments are:

- Development of the ABR Project including infilling of Berths 52/53, development of a new river berth and the development of Alexandra Basin West. Non-ABR related development within the Alexandra Basin West will include the development of a new bulk solid conveyor system and partial demolition of existing buildings to extend Ocean Pier multi-purpose area.
- Commencement of a capital dredging programme to deepen the Alexandra Basin West and navigation channel to a depth of -10 mCD as part of the ABR Project.
- Construction of public realm and greenway.
- Construction of revised road network in Northern Lands.
- Development of the Dublin Inland Port including the construction of roads, buildings and yards, and the relocation of non-core users to Dublin Inland Port.

4.1.2.2 Medium Term: 2021 – 2031

Development within the first five years (2021-2026) of the medium term will be concentrated within the Northern Port Lands. Development within the last five years (2026-2031) of the medium term will be concentrated in the Southern Port Lands. The completion of the ABR Project and the MP2 Project within the medium term are two milestone infrastructure project completions which will allow for growth to be accommodated. In summary the main proposed developments are:

- Completion of the capital dredging programme as part of the ABR Project.
- Completion of the ABR Project i.e. demolition of North Quay Wall and development of washwall on Southern side of Liffey.
- Completion of the MP2 Project i.e. construction and operation of UFT and neighbouring container terminal including demolition and reclamation of berths, construction of a new jetty

requiring land reclamation, demolition and construction of buildings and creation of a 400 m at the eastern entrance to the Port's working quays.

- Public realm works including the conservation of a graving dock and pump house in Northern Port Lands, and the provision of the North Quay Wall Light House and Stoney Blocks interpretative zone.
- Development of the SPAR (requiring construction of a bridge over the River Liffey and partial infill of the southern foreshore of the Inner Liffey Channel) and upgrading the road network in the Southern Port Lands. Reclaiming and redevelopment of 13.8 ha for deepwater Lo-Lo and multi-purpose berths, relocating Lo-Lo operations east towards Poolbeg Power Station away from the Poolbeg SDZ West scheme. This relocation will allow for development of Ro-Ro operations adjacent to the Poolbeg SDZ West scheme.
- Extension/upgrade of Southern Greenway, reopening of section of Great South Wall adjacent to ESB generating station as public realm and allocation of 4 ha public realm to create buffer between Southern Port Lands and the Poolbeg SDZ West scheme.
- Development of the Dublin Inland Port including the construction of roads, buildings, yards and a road juncture, and the relocation of non-core users to Dublin Inland Port.

4.1.2.3 Long Term: 2031+

Within the last nine years of the Masterplan only small plots on the Northern Lands currently utilised by the Bulk Liquid may be acquired and redeveloped for unitised freight. Otherwise the focus during this latter 10 year period will be on the provision of projects to provide capacity post 2040. The infrastructure in place at this juncture will allow for the throughput of 77 million gross tonnes per annum, equating to a growth rate of 3.3% per year.

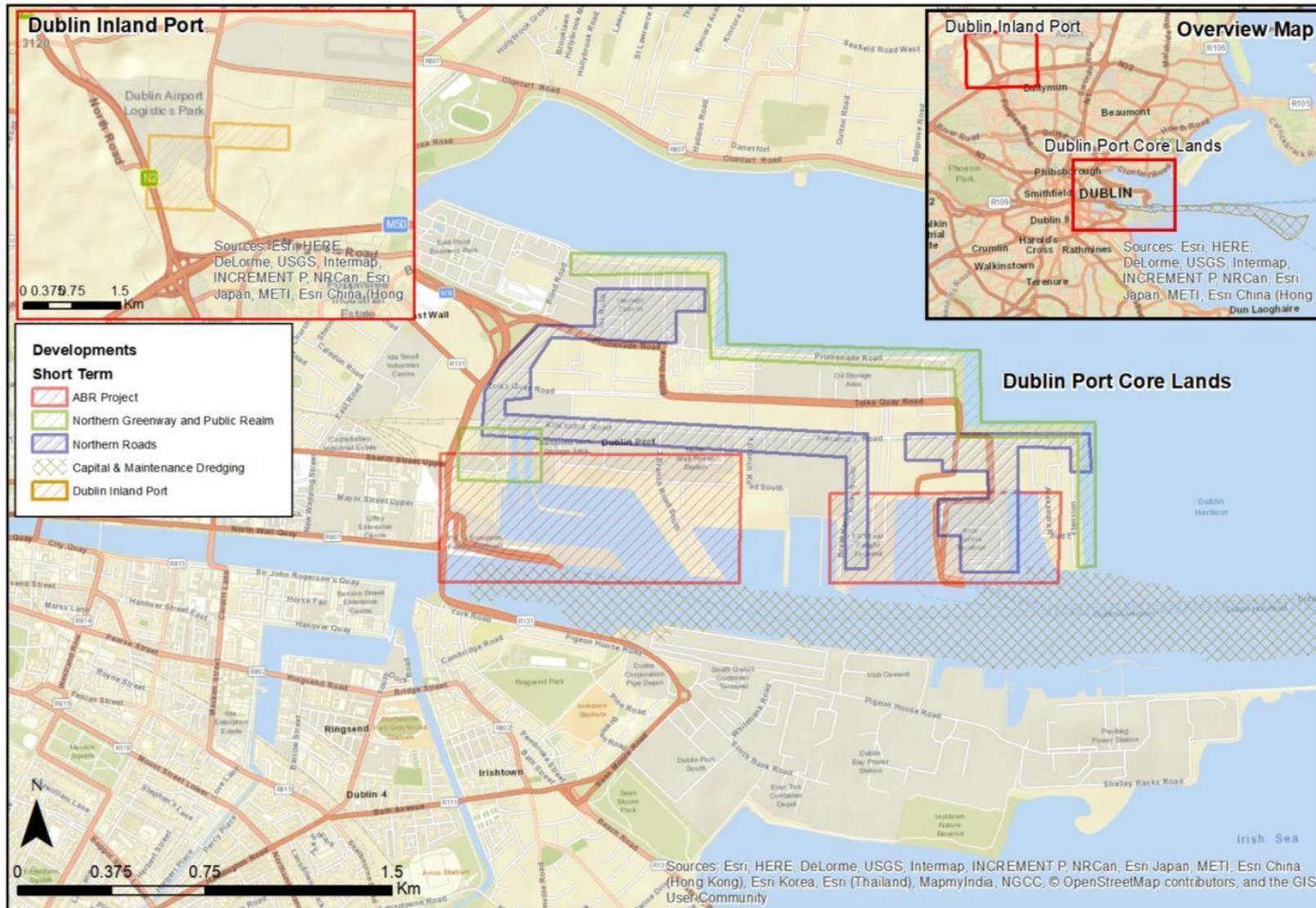


Figure 4.3 Areas of Development within the Short Term of Option 2

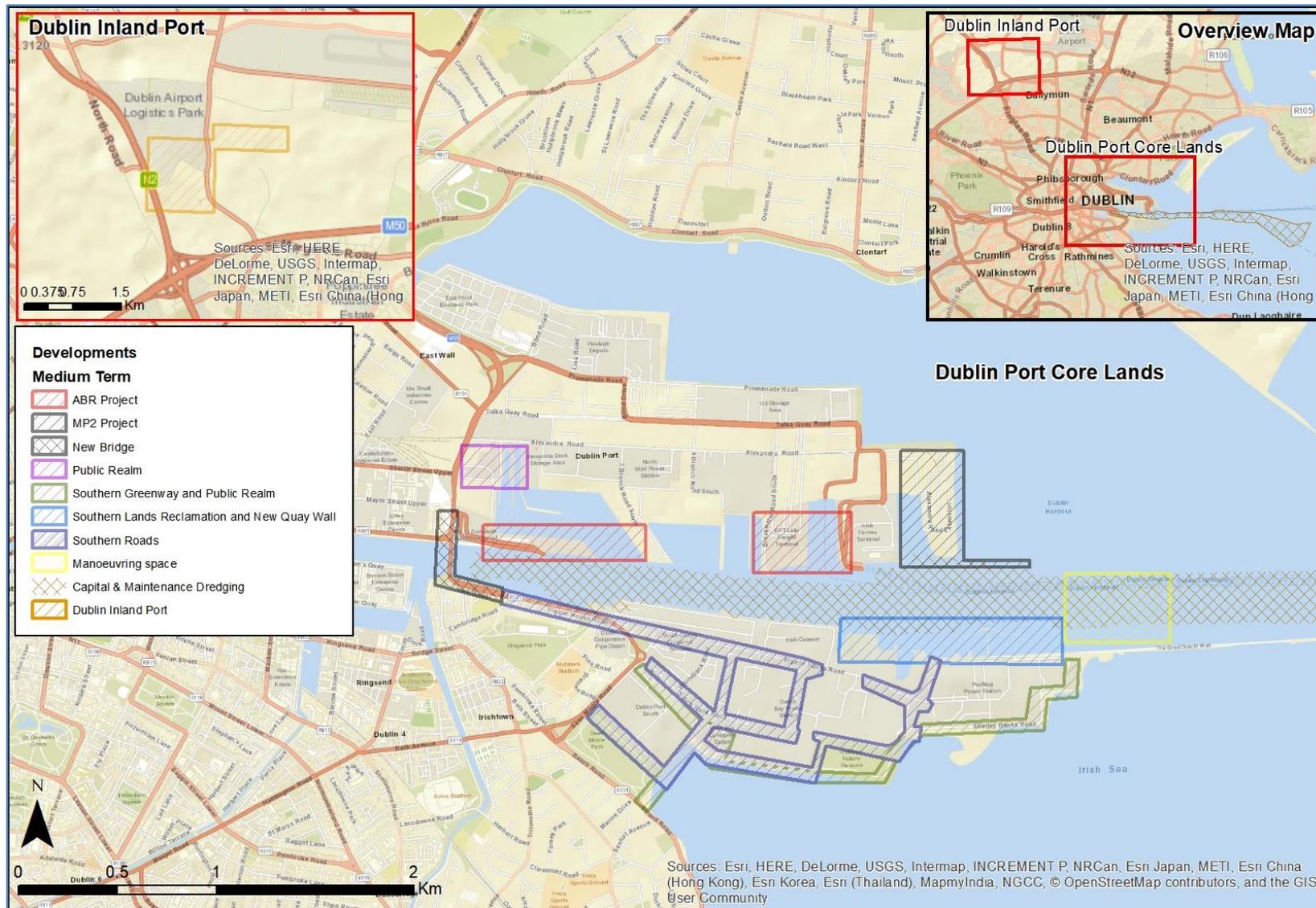


Figure 4.4 Areas of Development within the Medium Term of Option 2

4.2 OPTION SELECTION

The two alternatives available to Dublin Port were assessed against the SEOs. A regional perspective of the potential main issues and impacts of each option are detailed by environmental topic area. All potential positive and negative impacts were presented individually, with a text description, and then a summary graphic. In addition, a summary of the overall balanced potential effect was presented for each environmental issue area. The options were assessed in the short, medium and long term for likely effects, whether they are positive or negative effects, and the significance of the effects. Both positive and negative impacts may occur at the same time. Impacts assessed for significance also included secondary effects, cumulative effects, synergistic effects, temporary and permanent effects, and the inter-relationship of effects. The assessment of the two options was also undertaken post-mitigation. Mitigation measures taken into account in the assessment are those committed to in the Plan and those that have come from detailed planning requirements from consented activities at the Port.

It was found that the implementation of the Masterplan 2040 will result in a greater number of positive impacts and less negative impacts when compared to the impacts resulting from the Masterplan 2012. The following information relates to the main differences between the two Masterplans:

- The Masterplan 2012 proposes to infill 21 ha of land, part of which located within the South Dublin Bay and River Tolka Estuary SPA. The omission of this project within the Masterplan 2040 results in long term positive impacts to the designated and undesignated biodiversity of this area, with no loss in their habitat, and an improvement in the landscape of the Dublin Bay Biosphere with no eastward extension of land.
- The Masterplan 2040 proposes to develop the Dublin Inland Port and complete the MP2 Project. Although there are likely to be environmental impacts resulting from these developments, these impacts are likely to be less than those arising from the Dublin Gateway Project, with no designated biodiversity sites likely to be as significantly affected, and the natural landscape designated in the Dublin Bay Biosphere remaining unaltered.
- The Masterplan 2040 proposes to relocate Lo-Lo operations on southern lands away from the Ringsend SDZ and Poolbeg SDZ. This is likely to result in medium and long term reductions in noise and vibration impacts to the area and to the local community.
- The Masterplan 2040 proposes to develop the SPAR link with the aim of keeping port traffic within the Port Estate. This is likely to reduce long term impacts on the public road network, thereby reducing negative impacts to material assets, and reduce long term disturbance impacts and air emissions to the local communities.
- The Masterplan 2040 proposes to install shore-side electricity facilities at new berths. This will result in permanent reductions in local air emissions, reducing negative air, noise and climatic factor impacts associated with port operations.
- The Masterplan 2040 proposes to design future development for flood risk and climate change. This is likely to reduce negative impacts resulting from flooding to material assets owned by DPC in the long term, and improve climatic factor and water impacts.

- The Masterplan 2040 proposes to reopen a section of the Great South Wall as public realm and allocate 4 ha public realm. These will result in an increase of social amenity areas available to the local communities, and an improvement of the landscape in the medium and long term with areas of public realm blocking views of industrial port activity.
- The Masterplan 2040 proposes to design screening for the greenways and public realm areas to ensure views of industrial port activity are partially blocked to the public, resulting in benefits to the landscape in the medium and long term.
- The Masterplan 2040 proposes to design screening into the greenways to ensure the public and the industrial port activity is partially blocked to the waterbird species in the South Dublin Bay and River Tolka Estuary SPA, resulting in benefits to the biodiversity in the medium and long term through reduced disturbance.
- The NIS concluded that development in the locality of the tern dolphins in the South Dublin Bay and River Tolka Estuary SPA can only go ahead if certain conditions are met at the detailed project level to maintain the integrity of the SPA. As a result, this process is likely to decrease the potential negative impacts to biodiversity in the medium and long term.

Overall the Masterplan 2040 is a more sustainable development programme which allows for the achievement of the required 77m gross tonnes throughput per annum. As a result, Option 2 – the Masterplan 2040 – was selected as the preferred option.

4.3 RECOMMENDED MITIGATION MEASURES

Section 9.1 of the SEA Environmental Report demonstrates the proposed mitigation measures which were included within Section 10 and Appendix 1 of the Final Masterplan 2040. These measures are recommended where potential negative impacts resulting from construction and operation of a development have been identified. These mitigation measures aim to prevent, reduce and as fully as possible offset any significant adverse effects on the environment due to the implementation of the Masterplan 2040. Mitigation has been further enhanced following consultation on the draft Masterplan 2040 which is reflected in the following section below.

4.3.1 General Mitigation

The principal mitigation recommendation is that the predicted negative effects should be considered further during the next stage of detailed planning and design, when the specifics of the development infrastructure options can be optimised through detailed feasibility studies and design in order to limit the potential impacts on sensitive receptors. It is recommended that the consents and monitoring in place for the ABR Project are brought forward for all large-scale projects undertaken by DPC.

Further environmental studies based on the more detailed designs and construction methodologies should be undertaken as appropriate. These studies may involve, but are not limited to, marine, aquatic and terrestrial ecology surveys, ornithological and bat surveys, fish surveys, landscape and visual assessments, WFD assessments, geotechnical investigations and heritage surveys. Further Appropriate Assessment, to meet the requirements of the Habitats Directive, of the preferred option

detailed design and construction methodology will be required at the project level, where potential impacts have been identified in this SEA and accompanying NIS for the Masterplan 2040.

Before any works are carried out, detailed method statements and management plans (construction and environmental) should be prepared, including timing of works, information on the specific mitigation measures to be employed for each works area, and mechanisms for ensuring compliance with environmental legislation and statutory consents.

The timing of construction and maintenance works should be planned to avoid any potential for negative cumulative impacts or inter-relationships with other schemes, plans or projects, yet look to optimise any potential positive cumulative impacts or inter-relationships.

Contractors should be required to prepare Construction Environmental Management Plans (CEMPs), which would include a requirement for related plans to be prepared, as appropriate, for project implementation, such as Erosion and Sediment Control, Invasive Species Management, Emergency Response, Traffic and Safety Management, Dust and Noise Minimisation, Dredging Mitigation Strategies and Stakeholder Communication Plans.

Works should only be carried out once the method statements have been consulted on with competent authorities such as the EPA, NPWS and the DCHG. At the project level it will not be sufficient to defer the production of construction method statements. These should be completed in the detailed design stage and may be subject to further Appropriate Assessment where potential impacts have been identified in this SEA and accompanying NIS for the Masterplan 2040. Where there may be unavoidable impacts on protected habitats and/or species the necessary derogation licences should be applied for prior to seeking planning permission or approval for a scheme.

Marine construction and in stream works, such as quay wall construction or dredging have the greatest potential for negative impacts during spawning / breeding and early nursery periods for aquatic and marine protected species. No marine or instream works should occur during restricted periods for relevant species and consultation should be undertaken with the appropriate authorities in this regard.

Monitoring of project-level mitigation measures should be undertaken during and after works, to ensure effectiveness.

All works and planning of works should be undertaken with regard to all relevant legislation, licensing and consent requirements, and recommended best practice guidelines. An ecological clerk of works should be appointed for environmental management of each infrastructure development, and where specific sensitive species may be impacted, an appropriate expert should also be appointed.

4.3.2 Mitigation by Environmental Impact

Table 4.1 demonstrates environmental impact specific mitigation measures adopted in Appendix 1 of the Masterplan 2040 to minimise the potential for any negative effects on the wider environment of

implementing the preferred option. These mitigation measures will be implemented and further developed at the next detailed design stage and project level study stage.

Table 4.1 SEA Mitigation Measures

Impact	Proposed Mitigation
1 - Temporary disturbance and destruction of existing habitats and flora, and the displacement of fauna.	<p>Good planning and timing of works to minimise footprint impacts. An Integrated Environmental Management Plan could be created with relevant consultees for the port area, with a flora and fauna audit developed as part of this, including combined sensitivity mapping. Where applicable, prior to any vegetation clearance an appropriately qualified ecologist should be contracted to undertake a 'pre-vegetation clearance' survey for signs of nesting birds and protected and important species e.g. terns etc. This would feed into the flora and fauna audit. Should important species be found during surveys the sequential approach of avoid, reduce or mitigate should be adopted to prevent significant impacts with advice from appropriately qualified professional. Vegetation and tree clearance should be minimised and only occur outside the main bird nesting season from February to August. Where there are over-wintering birds, to avoid disturbance, works should not be undertaken between September and March. Dredging should occur only in winter months so as not to disturb migrating fish and nesting birds. MMOs should be employed during piling and dredging activities. Sediment transport modelling and coastal process modelling should be undertaken for all marine development to ensure there are no significant impacts on species and habitats during the construction phase and after. Following construction, replanting, landscaping, natural revegetating and habitat enhancement, should be undertaken in line with appropriate guidelines that aim to improve local biodiversity and wildlife. This is likely to provide for medium and long term benefits to the biodiversity, flora and fauna near the working areas. Where possible, original sediment/soil should be reinstated to original levels to facilitate natural restoration and recolonisation of habitat. Consider integration of blue/green infrastructure plans and habitat enhancement into development design where possible. It is recommended that current project-level monitoring being undertaken by DPC including the employment of MMOs, deployment of hydrophones and passive acoustic monitoring, Dublin Bay Birds Project, and undertaking benthic, river lamprey and bat surveys is continued for future projects, as required.</p>
2 - Temporary displacement of seals, birds, fish and other fauna during the construction period.	<p>Good planning, good timing of works and sensitive construction methods are essential. Adherence to best practice construction guidelines.</p>
3 - Impact on European sites, habitats and species from construction or	<p>Good planning and timing of works, and good construction and management practices to keep impacts to a minimum. Site and species specific mitigation provided in the NIS for the Masterplan</p>

Impact	Proposed Mitigation
operation of Dublin Port.	2040 including site specific surveys, timing of works etc. Provide local, connected, compensatory habitat if loss of area of Natura site is unavoidable.
4 - Spread of invasive species during construction.	Pre-construction survey for invasive species. Cleaning of equipment and machinery along with strict management protocols to combat the spread of invasive species. Preparation of invasive species management plan for construction and maintenance-related activities, if invasive species are recorded during the pre-construction surveys. Any imported materials will need to be free from alien invasive species. Post-construction survey for invasive species.
5 - Dredging impacts on biodiversity, flora and fauna.	Minimise requirement for in-water works through good planning. A Dredging Mitigation Strategy, a Dredging Management Plan and good dredging practices should be implemented, along with consultation with environmental bodies on methodology and appropriate timing to cause the least amount of damage, habitat loss, and sedimentation. Scoping or relevant specialist ecological surveys during the detailed planning stage and prior to any construction works. Dredging should occur only in winter months so as not to disturb migrating fish and nesting birds.
6 - Construction and operation disturbance to the local communities.	Disturbances should be kept to a minimum with good working practices, planning and timing. Noise-producing activities such as piling should only take place during daylight hours and monitoring of these activities should be ongoing. Adoption of Construction Best Practice and measures outlined in the CEMP, and implementation of traffic and pedestrian management planning during construction. Continued liaison with local communities is advised with regard to complaints concerning air, noise and vibration emissions resulting from port construction and operations. The DPC ISO14001 EMS facilitates the recording and management of complaints. Complaints issued to DPC are logged and communicated to relevant DPC personnel and/or tenants by the DPC Public Relations Department. This same procedure should also be applicable to enquiries. Continued liaison with local communities should also ensure that concerns raised are addressed in a spirit of co-operation. Moving Lo-Lo operations on southern lands away from Ringsend community and Poolbeg SDZ will reduce noise and vibration impacts in the long term to these potentially sensitive receptors. Provided there are traffic management measures employed to ensure the SPAR is solely used for Port related traffic, this road link will keep port traffic within the Port Estate, reducing disturbance and air emissions to the local communities in the long term.
7 - Impacts on employment opportunities	Encouragement of employment from the local community should be ongoing.
8 - Health and Safety risk to the local population during	Good construction management practices and planning of works. Adoption of Construction Best Practice and measures outlined in

Impact	Proposed Mitigation
construction works.	the CEMP. Recording of all accidents occurring at Dublin Port by DPC should be continued into the future.
9 - Disturbances to local amenity, community and social infrastructure during the construction phase, e.g. shops and amenity areas.	Good site management practices, traffic and construction management plans and consultation with the competent and statutory authorities prior to any works should enable all impacts to be kept to a minimum over a short timescale. Adoption of Construction Best Practice. Noise-producing activities such as piling should only take place during daylight hours and monitoring of these activities should be ongoing.
10 - Permanent contamination of soils and sediments	Good management and planning to minimise contamination of soils and sediments. Development and consenting of environmental management plan prior to works and operation. Strict regulation of port activities. Regular sediment analysis should be continued into the future.
11 - Removal of soil and rock material via dredging and excavation works during construction.	Re-use material where possible on site.
12 - Temporary disturbances of water quality during the construction phase.	Good management and planning to keep water quality disturbance to a minimum. Any potential water quality issues from construction should be contained and treated to ensure no damage to natural waterbodies. Dredging and construction will have to be planned appropriately, using Best Available Techniques / Technology (BAT) at all times, to ensure water quality issues are kept to a minimum, with no significant adverse effects. Adherence to best practice guidelines, such as CIRIA Document C532 - Control of Water Pollution from Construction Sites. Development of erosion and sediment control plans. Development and consenting of environmental management plan prior to commencement of works. Continued monthly water sampling of surface water effluent and potable water, with reports issued detailing the results. Drainage from bunded and waste storage areas will be treated as contamination. It is recommended that current project-level monitoring being undertaken by DPC including the deployment of four real-time water quality monitoring stations within the Liffey Estuary and four real-time monitoring stations within Dublin Bay is continued for future projects, as required.
13 - Potential for pollution incidents during and after the construction phase.	Minimise requirement for in-water works through good planning. Storm water emissions and emissions to the surface water from installations should be controlled and monitored. Strict management and regulation of construction activities. Drainage from bunded and waste storage areas will be treated as contamination. Visual inspections and proper maintenance of these areas will be provided. Waste water discharges will be compliant with requirements of the European Communities Environmental Objectives (Surface Water) Regulations 2009. Modelling of waste water and storm water discharges from treatment areas will be

Impact	Proposed Mitigation
	undertaken to ensure that there is no measureable impact on the environment. Provision of good facilities in construction areas including improved dockside facilities to minimise potential for discharges and runoff. Preparation of emergency response plans and accident prevention procedures. Good work practices including; construction of silt traps, hydrocarbon interceptors installed at sensitive areas, appropriate storage of fuel, oils and chemicals, refuelling of plant and vehicles on impermeable surfaces away from drains / waterbodies, provision of spill kits, installation of wheel wash and plant washing facilities, implementation of measures to minimise waste and ensure correct handling, storage and disposal of waste and regular monitoring of surface water quality. Identification of historically contaminated areas and sites to prevent further contamination.
14 - Requirement for maintenance and capital dredging.	Development of a Dredging Mitigation Strategy / Dredging Management Plan to address the potential effects of an increase in ship movements, sediment re-suspension, contaminated sediments, and potential for changes to the hydrodynamic regime. Design should aim to ensure WFD objectives are not compromised and all detailed options will be subject to a WFD Assessment. All dredging activities are subject to planning, licensing and permitting, and then subsequent conditions of operation. Conditions included in dumping at sea permits for dredging activities to be maintained. Any negative impact on the status of a water body will only be permitted under the WFD if the strict conditions set out in WFD Article 4 are met. Adhering to good work practices. If a channel is maintained on an as-required basis, using good planning, timing and BAT, there should be only minimal temporary disturbance to the local water quality.
15 - Alterations to coastal processes.	Detailed surveys and hydrodynamic modelling to inform detailed design of coastal works to ensure no negative impacts on coastal processes.
16 - Potential for increase in wastewater generated with associated pollution incidences and increase in water usage.	Waste water discharges will be compliant with requirements of the European Communities Environmental Objectives (Surface Water) Regulations 2009. Modelling of waste water and storm water discharges from treatment areas should be undertaken to ensure that there is no measureable impact on the environment. Modern drainage system to ensure no contaminated discharges or runoff, with no combined sewers. Continued implementation of water usage reduction programmes by DPC.
17 - Potential for flood risk.	Individual developments to be subject to detailed Flood Risk Assessment at the planning application stage. Future port development will be designed for flood risk, reducing risk to assets at the Port.
18 - Breaches of air quality thresholds.	Development of dust minimisation plans. Dust suppression measures in place during construction to include regular dampening down of stock piles, regular dampening down of routes

Impact	Proposed Mitigation
	using water bowsers during dry weather, establishing appropriate speed limits over unmade surfaces and establishing wheel washing facilities on construction sites. Shore-side electricity facilities will be provided at all new berths, reducing air emissions. It is recommended that current project-level monitoring being undertaken by DPC including the deployment of two dust monitoring stations in the vicinity of sensitive receptors is continued for future projects, as required.
19 - Breaches of noise and vibration levels.	Development of noise minimisation plans. Good management and planning to ensure cumulative increase in noise levels and vibration levels generated in the vicinity of sensitive receptors are minimised. Noise-producing activities such as piling should only take place during daylight hours and monitoring of these activities should be ongoing. Noise barriers to be installed where necessary. Shore-side electricity facilities will be provided at all new berths, reducing noise emissions. It is recommended that current project-level monitoring being undertaken by DPC including the deployment of two noise monitoring stations and a vibration monitor in the vicinity of sensitive receptors is continued for future projects, as required.
20 - Medium and long term sustainability impacts.	<p>Potential to reduce GHG emissions with greater rail transport to and from Dublin Port, increase car sharing, initiate shore-side electricity at new berths to reduce diesel emissions, provide pedestrian and cycle links within Dublin Port, improve public transport connections to the Port Estate etc. Continued monitoring by DPC of total CO₂ emissions and energy performance at Dublin Port.</p> <p>DPC to commit to contributing to the relevant goals, targets and indicators of The Sustainable Development Goals National Implementation Plan 2018 – 2020, in particular - <i>Goal 14 - Conserve and sustainably use the oceans, seas and marine resources for sustainable development. (e.g. 14.1, 14.2 and 14.a)</i></p>
21 - Adaptation to potential climatic change.	Individual developments to be subject to detailed Flood Risk Assessment at the planning application stage. Future port development will be designed for climate change, reducing risk to assets at the Port. DPC to develop a Climate Change Adaptation Plan.
22 - Disturbances to local infrastructure during and after the construction phase, e.g. traffic, water and electricity.	Good site management practices, traffic and construction management plans and consultation with the competent and statutory authorities prior to any works should enable all impacts to be kept to a minimum over a short timescale. Adoption of Construction Best Practice. Provided there are traffic management measures employed to ensure the SPAR is solely used for Port related traffic, this road link will keep port traffic within the Port Estate, reducing impacts on the local public road network in the long term. It is also anticipated that the Dublin Inland Port could reduce vehicular movements in the port tunnel and at the port, through the relocation of non-core port users reducing the need to

Impact	Proposed Mitigation
	collect and deposit empty containers.
23 - Changes in operational waste generation	The current waste management programme should be reviewed in light of the Masterplan 2040 in order to assess how best to accommodate additional predicted waste outputs. Monitoring by DPC of recycling rates and percentage of waste being directed to landfill should be continued as part of the waste management programme.
24 - Construction damage to heritage features.	Where necessary a heritage impact assessment should be prepared in respect of any works to architectural or archaeological features in advance of any works being carried out to feed into detailed design. Consultation and agreement with the DCHG in advance of any works taking place in respect of protected archaeological or architectural features. Construction supervision by qualified project archaeologists, combined with sensitive construction methods and restoration to minimise potential for damages. Heritage features damaged could be restored / preserved. Statutory consents and notices may be required prior to works taking place.
25 - Medium and long term impacts on the setting of heritage features	Impacts could be kept to a minimum through sensitive design and planning. Planning and design advice from qualified archaeologists. Statutory consents may be required prior to works. The Port Heritage Trail will provide permanent protection to the cultural heritage of the area.
26 - Potential for undiscovered heritage to be impacted upon by construction and dredging operations.	Interpretation of side-scan sonar and bathymetry information, along with supervision of construction and dredging operations by qualified archaeologists will minimise any impacts or the possibility of destruction of underwater and undiscovered heritage features in areas of heritage potential. Discovered heritage features could be restored / preserved and incorporated into Port Heritage Trail.
27 - Construction phase impacts on landscape and visual amenity.	Impacts could be kept to a minimum through good site practice and planning (e.g. screened laydown areas and traffic management). Adoption of Construction Best Practice.
28 - Operational phase impacts on landscape and visual amenity.	Impacts could be kept to a minimum through sensitive design and planning (e.g. vegetative screening and landscape management planning). Landscape and visual assessment and advice during detailed design. Public consultation on draft designs. A Port Wide Landscape Plan could be developed and appropriate landscaping commissioned for future landscape enhancement proposals. Design of the greenways and the buffer between Southern Port Lands and the Poolbeg SDZ West scheme will include screening to ensure that views of industrial port activity are partially blocked to the public by these natural areas.
29 - Restricted access to waterbodies for recreational	Sensitive design of the shoreline works. Potential to improve recreational access, safety of access and improve local recreational

Impact	Proposed Mitigation
activities.	and ecological linkages in the detailed design. Public and stakeholder consultation on draft designs.

In addition to the proposed SEA mitigation **Table 4.2** demonstrates the NIS mitigation measures adopted within the Masterplan 2040 to minimise the potential for any negative impacts on the European sites as arising from Option 2.

Table 4.2 Proposed NIS Mitigation Measures

Impact	Proposed Mitigation
1 - Impact on European sites, habitats and species from construction or operation of Dublin Port.	Construction phase and regular operational phase activities during the overwintering season adjacent to SPAs will be screened to prevent waders and waterbirds being disturbed. Design of the greenways will include screening to ensure that amenity users do not disturb or displace waterbirds from continuing to use intertidal areas of the South Dublin Bay and River Tolka Estuary SPA for feeding.
2 - Habitat loss affecting the integrity of European sites	Development in the locality of the tern dolphins in the South Dublin Bay and River Tolka Estuary SPA can go ahead only if certain conditions are met to maintain the integrity of the SPA. This will be assessed at a project level.

4.4 SCREENING AND CHANGES TO FINAL DUBLIN PORT MASTERPLAN 2040

Following public and statutory consultation on the draft Masterplan 2040, SEA Environmental Report and NIS, DPC looked to reduce the potential for impacts on the South Dublin Bay and River Tolka Estuary SPA from development of the deepwater Lo-Lo and multipurpose berths at Poolbeg in the medium term. The berths at Poolbeg are now reduced in length so the mooring dolphin will not need to be removed. For the purposes of SEA and AA, the maintaining of this mooring dolphin may reduce the potential for direct impacts on the tern colony. **Figure 4.5** demonstrates the revised layout as given in the Final Masterplan 2040.

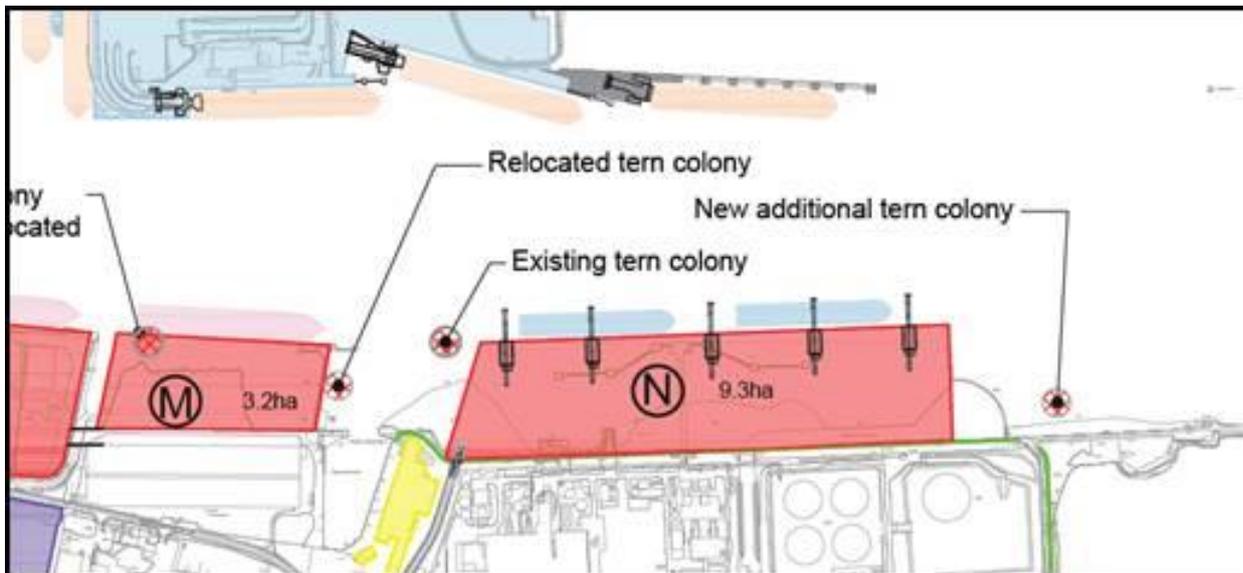


Figure 4.5 Revised Layout at deepwater Lo-Lo and multipurpose berths

This revised layout may reduce the potential for impacts to the tern colony, and may even negate them; however there still remains the potential for direct and indirect impacts that cannot be ruled out at this strategic stage. Although this amendment to the proposed strategic design is undoubtedly an environmental improvement on the initial Option1 and Option 2 from the draft Masterplan 2040 the future assessment requirements of this issue still remain the same and the potential need for IROPI cannot currently be ruled out. The findings of the assessment undertaken within the NIS and incorporated within the SEA Environmental Report therefore also remain the same. No other significant amendments were made to the Final Masterplan 2040.

4.5 HOW CONSULTATION FEEDBACK HAS INFLUENCED THE FINAL MASTERPLAN 2040

The draft Masterplan 2040 issued for public consultation was accompanied by the SEA Environmental Report and NIS. Several submissions were received on these documents. All submissions relating to the Masterplan 2040 and environmental reports have been addressed as comprehensively as possible. A summary of the submissions received and how they were actioned are provided in **Appendix A** of this SEA Statement. The main themes of the comments received can be summarised as follows:

- Ideas for future development of the Port to incorporate more public use and amenity.
- More contact / liaison requested between DPC and local interest groups, to help with detailed designs.
- Further acknowledgement of environmental issues and further commitments to sustainable working by DPC.

Following the public consultation of the Draft Masterplan 2040, Environmental Report and NIS, the following main amendments were made to the Final Masterplan 2040:

- Alteration of strategic design in the southern port lands to reduce the potential for environmental impacts on the South Dublin Bay and River Tolka Estuary SPA.
- Incorporation of all mitigation measures into the Masterplan 2040.
- Incorporation of all monitoring measures into the Masterplan 2040.
- Further commitments to the environment in future working at Dublin Port.

5 MEASURES TO MONITOR SIGNIFICANT ENVIRONMENTAL EFFECT OF IMPLEMENTING THE MASTERPLAN 2040

Article 10 of the SEA Directive requires that monitoring be carried out in order to identify, at an early stage, any unforeseen adverse effects due to the implementation of a plan or programme, and to be able to take remedial action. Monitoring is carried out by reporting on a set of indicators, which enable positive and negative impacts on the environment to be measured. The Environmental Monitoring Programme is based on these indicators and is discussed in more detail below. The proposed monitoring programme from the SEA Environmental Report is given in **Table 5.1** and is based on the Targets and Indicators established in the SEA Objectives. This proposed monitoring has been adopted into Section 10 and Appendix 2 of the Final Masterplan 2040 and will be undertaken during development of the Masterplan 2040. DPC will monitor progress in the development of options. Such monitoring will take place on an on-going basis. Detailed monitoring for specific policies proposed will be re-scoped in consultation with the appropriate authorities at the detailed feasibility and design stages. This agreed detailed monitoring should then be undertaken before, during and after construction, where and when appropriate.

DPC is also committed to establishing the true Natural Environmental Capital of the port, with a view to monitoring this capital in the future as an essential set of indicators for sustainable port operation and development. There is a growing appreciation across many sectors of the dependency on natural capital as being crucial to ensuring the sustainability of the business, which is demonstrated by the initiatives currently in development with many of the world's leading corporations. Dublin Port, as the 'gateway' to the island of Ireland and a key contributor to the Irish economy, has consistently demonstrated thought leadership in terms of its strategic planning. Dublin Port plan to incorporate the concept of natural capital within its vision, policies and practices. The most appropriate way to explore this is to adopt a recognised Protocol, such as that developed by the Natural Capital Coalition, as a framework. The concept of natural capital would be incorporated within the future vision of Dublin Port, at the highest level, and then within existing policies and procedures, including the adoption of natural capital accounting.

Table 5.1 Environmental Monitoring of the Masterplan 2040

Environmental Topic	Objectives	Sub-Objectives	Indicators	Possible Data and Responsible Authority	
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. NPWS – Conservation Action Plans NPWS reporting on Irelands Habitats and Species – Article 17 Reports. NPWS reporting on the status of Irelands Birds – Article 12 Reports. DPC monitoring and reporting
			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. Local Authority – Local Area Plans and County Development Plans. NPWS - Status of Protected Sites and Species in Ireland Reporting DPC monitoring and reporting
			C	Preserve, protect, maintain and where possible enhance undesignated fauna, flora and habitats.	Status and condition of undesignated known fauna, flora and habitats. Local Authority – Local Area Plans and County Development Plans. DPC monitoring and reporting
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. DPC, Local Authority and Emergency Services Reporting CSO statistics
			B	Provide social infrastructure and amenity facilities for the local community.	Numbers and quality of social infrastructure and amenity facilities in the area. DPC, Local Authority

Environmental Topic	Objectives	Sub-Objectives	Indicators	Possible Data and Responsible Authority	
		C Provide employment for the local community.	Direct and indirect employment created by DPC.	DPC & CSO statistics	
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.	EPA - CORINE landcover mapping. Local Area Plans and County Development Plans – myplan.ie OPW Coastal Protection Strategy Reviews
			B Protect the soil and sediment from contamination.	Potential contamination and sterilisation of soils and sediments.	DPC monitoring and reporting EPA
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.	EPA – RBMP / WFD status reporting and updates. DPC monitoring and reporting
			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.	DPC monitoring and reporting
			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.	DPC reporting OPW FRMP for UoM09 - Reviewed every 6 years
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.	EPA reporting DPC monitoring and reporting
			B Minimise noise impacts in the area.	Predicted noise levels from port activities.	DPC monitoring and reporting
			C Minimise vibration impacts in the area.	Predicted vibration levels from port activities.	DPC monitoring and reporting

Environmental Topic	Objectives	Sub-Objectives	Indicators	Possible Data and Responsible Authority		
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	DPC monitoring and reporting
			B	Adaptation to potential climatic change.	Climate change influenced flood risk in the area of port activities.	DPC and Local Authority reporting OPW FRMP for UoM09 - Reviewed every 6 years
Material Assets & Infrastructure	7	Protect existing and develop new material assets and infrastructure.	A	Protect existing and develop new material assets and infrastructure.	Area of DPC facilities. Energy and transport infrastructure. Freight and passenger throughput.	DPC, Local Authority, ESB, Eirgrid, Eircom, BGE, Irish Water and EPA reporting.
			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.	DPC monitoring and reporting
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.	DPC, Local Authority and DCHG reporting.
Landscape & Visual Amenity	9	Protect, and where possible enhance, the landscape / seascape character and visual amenity in	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.	Local Authority – Landscape Character Assessments, County Development Plans and Local Area Plans. EPA - CORINE Landcover.

Environmental Topic	Objectives	Sub-Objectives	Indicators	Possible Data and Responsible Authority
	the vicinity of the Port			

6 CONCLUSIONS AND NEXT STEPS

The SEA and AA processes carried out during the preparation of the Masterplan 2040 have ensured that the potential significant environmental impacts associated with implementation of the Masterplan 2040 have been identified and that they have been given appropriate consideration. Consultation on the draft Masterplan 2040 and environmental reports has further contributed to the development and finalisation of the Final Masterplan 2040.

The implementation of the Final Masterplan 2040 is intended to update and refine the infrastructure development options for Dublin Port, ensuring that the Dublin Port Masterplan continues to provide the best solutions for the future sustainable development of Dublin Port through to 2040.

It is envisaged that the Second Review of the Masterplan will take place no earlier than 2023 and no later than 2028, as determined by reference to significant external events which may significantly alter the views of the future set out in the Masterplan 2040.

APPENDIX A

PUBLIC CONSULTATION SUBMISSIONS

Source	Pg / Para	Comment	Action
Public	Pg1/Para1	Recommends Dun Laoghaire as the future cruise terminal.	DPC noted for future planning.
	Pg1/Para2	Recommendations for rail shuttle at Port.	DPC noted for future planning.
DCHG		In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU) on behalf of the Department.	No action.
Wales CADW		No comments to make.	No action.
Natural England		No comments to make.	No action.
Dublin City Council	Pg1-2	DCC comment on development plans and planning policies that Masterplan should be cognisant of.	DPC noted comment and reviewed policies.
	Pg3/Para1	Recommends consultation on the road network with the Environment and Transport Department of Dublin City Council and the National Transport Authority/National Roads Authority where relevant.	DPC noted for future planning.
	Pg3/Para1	Query on the new bridge over Alexandra Road, it may be useful to clarify whether this is planned as a vehicular or pedestrian/cycle bridge.	DPC noted for future planning.
	Pg3/Para2	Query on Masterplan map (Fig3) not showing eastern bypass from Dublin Port Tunnel to Poolbeg.	DPC noted comment and reviewed.
	Pg3/Para3	Comment that Dodder Bridge adjoining the River Liffey and referred to in the Poolbeg SDZ has not been referred to in the masterplan.	DPC noted comment and reviewed.
	Pg3/Para4	Comment that the Masterplan should indicate how the port lands will integrate with and connect to the city's strategic cycle network	DPC noted comment and reviewed.
	Pg3/Para5	Comment that northern greenway should go further.	DPC noted for future planning.
	Pg3/Para6	Recommends DPC do more to encourage a shift to more sustainable forms of travel by staff.	DPC noted for future planning.
	Pg4/Para2	Heritage and Conservation Offices of Dublin City Council should be consulted in regard to any works to structures of heritage value.	DPC noted for future sustainable working.

	Pg4/Para4	Specific comment on encroachment into Pigeon House Harbour.	DPC noted for future planning.
	Pg4/Para4	Specific comment on Poolbeg SDZ planning scheme.	DPC noted for future planning.
	Pg4/Para4	Specific comment on intended future use for the dock at Alexandra Harbour recently used for refurbishing the Jeanie Johnston.	DPC noted for future planning.
	Pg5/Para1	DCC would like to see Dublin District Heating System included in Masterplan. Meet to discuss.	DPC noted for future planning.
	Pg5/Para2	Comment on using the Port to test smart mobility options.	DPC noted for future sustainable working.
	Pg5/Para3	The masterplan should take the necessary steps to protect, conserve and manage the environmental sites of Dublin Bay.	DPC noted for future planning.
Public_Swimmers	Pg1	Requests more reference to swimming in the Masterplan. Proposed preservation of a swimming area off the North Bull Wall.	DPC noted for future planning.
DAERA (NI)	Pg1	No transboundary impacts anticipated.	No action.
HES (Scotland)	Pg1	No comments to make.	No action.
Public	Pg1	Supports urban farm idea, but would like to see it in a larger scale at the Port.	DPC noted for future planning.
SEA Gateway (Scotland)	Pg1	No transboundary impacts anticipated.	No action.
SLR Consulting	Pg1	Consultation timeframe query.	No action.
Tom Philips Associates	Pg2	In summary Lens Media are concerned that Masterplan fails to recognise the potential for the provision of a film studio in the Poolbeg West SDZ area of the Dublin Port Masterplan. Note that Poolbeg West SDZ scheme, if adopted, will be a statutory plan. How is this to be reconciled?	DPC noted for future planning.
	Pg3 - 8	Note limited reference to previous submission on the Masterplan review in April 2017. Lens Media are available to meet DPC to reconcile differences. Would like to see a more flexible approach taken to the use and development of lands in Poolbeg area.	DPC noted for future planning.

Clontarf Residents Association	Pg1	<p>Glad to see Tolka reclamation option dropped, but concerned it will appear again in the future. Recommends another port on the east coast is investigated. Urge the Port Company to take cognisance of the UNESCO Biosphere in planning and operation of the Port. Request that late night operation be located well within the Ports boundaries and, as far as reasonably practicable, away from residential areas. Ask that if the petroleum facilities are redeveloped the Port profile in terms of height should be maintained, that storage areas should not be allowed to become giant advertising hoardings and that street and work lighting should be sympathetic to the receiving environment. Encourage ongoing local consultation in respect of each project. Comment that DPC need to actively engage in communications with the neighbouring communities. Inform CRA of consultations.</p>	DPC noted for future planning.
DHPLG	Pg1/Para3	<p>Note that there are a number of relevant statutory plans that relate to the port area including the Dublin City Development Plan 2016-22, the North Lotts and Grand Canal Basin SDZ Planning Scheme (2012) and the Poolbeg West SDZ Planning Scheme (2017). The various infrastructural facilities required to underpin the future growth of the port, including the Proposed Southern Port Access Route, the Dodder Bridge and the LUAS extension to Poolbeg, will also appropriately be assessed through the statutory planning process.</p>	DPC noted for future planning.
	Pg2/Para2	<p>The Department would advise that the Dublin Port Company continue to actively engage with Dublin City Council and the other stakeholders and agencies involved in the provision of enabling infrastructure in order to effectively deliver on the vision and strategy of the masterplan and ensure the continued growth of Dublin Port as a strategic national infrastructural asset.</p>	DPC noted for future sustainable working.

Diageo	Pg1	As a significant user of the port would appreciate the opportunity to discuss this plan and the potential impact to our export operation – particularly in relation to the proposed movement of container depots to the ICD.	DPC noted for future planning.
Irish Cement		Irish Cement seeks to ensure that the continued operation of their lands at Pigeon House Road is not compromised or undermined by the masterplan review. Irish Cement requires that the purpose and zoning of the lands they currently reside and operate within at South Quay, remains unchanged, to ensure continuity of their strategically important cement business. Irish Cement intends to operate out of its existing site on the South Quay for the foreseeable future. We trust that Irish Cement Ltd.'s submission is addressed in this consultation process and that the company's strategically important site and operations at Pigeon House Road will not be adversely affected by any measures contained in the draft masterplan.	DPC noted for future planning.
SNH (Scotland)	Pg1	Note that no significant transboundary impacts in our area of interest have been identified and can therefore confirm that we have no comments to offer.	No action.
Public	Pg1	East Wall resident with recommendations on cycle and pedestrian access improvements.	DPC noted for future planning.
EPA - Main Text	Pg1	Align Masterplan with National Planning Framework	DPC noted for future planning.
	Pg2/Para1	Acknowledge environmental plans in Masterplan	DPC noted for future planning.
	Pg2/Para7	Rename Section 10 of Masterplan - "Environmental Protection, Monitoring and Reporting.	Comment reviewed, however title not amended in Final Masterplan.
	Pg3/Para4	Amend reference to RBMP.	Amended in Final SEA Environmental Report
	Pg6/Para1	Masterplan to reference upcoming Marine Spatial Plan (2020)?	DPC noted for future planning.
	Pg6/Para2	Amend Figure 2 of Masterplan to include dredge and dump areas.	Comment reviewed, however not amended in Final Masterplan.

	Pg6/Para5	Check reference to dredging and dumping at sea permitting and licencing.	DPC noted for future planning.
	Pg6/Para7	Update SEA Assessment text in Masterplan, more expected.	Final Masterplan text amended in Section 10.
	Pg7/Par5a	Remove reference to Shellfish Directive.	Amended in Final SEA Environmental Report
EPA - Summary Table	Pg5&8 / Plan Obj	1 - The objective to implement all necessary mitigation arising from the SEA and AA processes should be strengthened to include any necessary remedial action. This commitment should also be clearly stated in the Executive Summary.	Mitigation text included in Appendix 1 of Final Masterplan.
	Pg5&8 / Plan Obj	2 - Population and human health considerations should be reflected in the Environment and Heritage objective.	DPC noted for future planning.
	Pg8 / Plan Obj	3 - Where conflicts have been identified between Masterplan and SEA objectives, these should be addressed in the SEA and resolved, where possible, prior to finalising the Masterplan	Text added to explain compatibility of objectives in Final SEA Environmental Report. Recommendation for review of Masterplan Objectives at next review period.
	Pg8 / Plan Obj	4 - The Masterplan Strategic Objectives should be appropriately coded or numbered, to allow for monitoring and reporting on implementation and performance.	Mitigation text included in Appendix 1 of Final Masterplan.
	Pg8 / Plan Obj	5 - The following additional Masterplan key strategic objectives should be considered (See Page 5 also): a. Preparation (and implementation) of an Integrated Environmental Management Plan (IEMP) for the Masterplan area.	Mitigation text included in Appendix 1 of Final Masterplan.
	Pg8 / Plan Obj	b. Separate objective(s) addressing climate change mitigation and adaptation;	Mitigation text included in Appendix 1 of Final Masterplan.
	Pg8 / Plan Obj	c. Separate objective(s) relating to minimising adverse air pollution/noise/vibration/dust impacts on local communities;	DPC noted for future planning.

Pg8 / Plan Obj	d. Preparation (and implementation) of an overall Critical Infrastructure Strategic Plan, to ensure critical infrastructure to support individual projects arising from the Masterplan are rolled out on a planned and phased basis;	DPC noted for future planning.
Pg8 / Plan Obj	e. Preparation (and implementation) of a Dredge Management Plan, to address the Port's short, medium and long term capital and maintenance dredging requirements and identifying suitable management options for the disposal, or where possible re-use of the dredged sediments;	Mitigation text included in Appendix 1 of Final Masterplan.
Pg8 / Plan Obj	f. Preparation (and implementation) of an integrated remediation programme for contaminated areas within the Masterplan area;	DPC noted for future planning.
Pg8 / Plan Obj	A commitment to carrying out appropriate landscape and visual impact assessments for proposed developments.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg8 / Integration	6 - All relevant and appropriate mitigation measures and recommendations, including monitoring proposals, arising from the SEA and AA processes should be reflected in the Masterplan.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg8 / Integration	7 - Mitigation measure should be coded/numbered and prioritised to allow for tracking and reporting in terms of delivery and performance. Listing them in a table in the Masterplan, by category, with timelines assigned where appropriate, would be useful.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg8 / Integration	8 - An additional table/column in the SEA Environmental Report could be included to indicate where in the Masterplan the mitigation measures are reflected. If certain mitigation measures put forward in the SEA are not included in the Masterplan, the reasoning for this should be provided.	Reference added to SEA Mitigation Section 9 and Masterplan Appendix 1.

Pg8 / Integration	9 - A clear distinction should be made between environmental obligations (e.g. waste water discharges being compliant), mitigation measures arising from the SEA/AA, and high level recommendations	Text added to SEA Environmental Report pg98 to highlight Plan specific mitigation. Note pg76 and 77 demonstrate this.
Pg8 / Integration	10 - NPWS should be consulted with regard to any mitigation and/or compensatory measures for protected species or habitats.	DCHG previously responded.
Pg8 / Integration	11 - Additional supporting text should be provided in SEA Environmental Report – Assessment in the Masterplan to support some of the statements and conclusions reached.	Note full assessment text in Appendix F of Env Report
Pg8 / Integration	12 - A combined environmental sensitivity map would be a useful addition to the Masterplan.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg9 / Monitoring	13 - Provide a fixed timeframe for periodic reviews (every 5 or 6 years); ensure SEA, Habitats, Floods and WFD Directives requirements are taken into account in future reviews.	Pg 84 of the Masterplan references this for Plan review and environmental monitoring.
Pg9 / Monitoring	14 - Clarify the relationship between the Masterplan and the proposed five year strategic plans; include a graphic or flow diagram illustrating the different levels in the planning/decision-making hierarchy, and parallel environmental assessment processes.	DPC noted for future planning.
Pg9 / Monitoring	15 - Incorporate the relevant UN SDGs and associated targets / indicators into the monitoring programme, where relevant and appropriate.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg9 / CC	16 - Include a commitment to proactively reduce the Port's carbon footprint and promote low carbon alternatives throughout the supply chain; consider preparing a separate climate mitigation plan for the Port.	Mitigation text included in Appendix 1 of Final Masterplan.

Pg9 / CC	17 - Expand the commitments in relation flood-proofing future port development to include promoting resilience to other types of extreme weather and to include existing infrastructure and operations; consider preparing a separate climate adaptation plan for the Port.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg9 / Alternative	18 - Provide further supporting information on constraints and the site selection process for the Inland Port.	Comment reviewed, however no changes to Final Masterplan.
Pg9 / Heritage	19 - Cultural heritage and recreation/amenity initiatives should be planned, coordinated, developed and managed in a sustainable and integrated manner; specific aspects to consider include: the planting of native species with high biodiversity potential; measures to control and manage relevant alien/invasive species and noxious weeds; the potential for citizen science initiatives.	Addressed in Section 8 of Masterplan.
Pg9 / Plans	20 - The UN 2030 Agenda for Sustainable Development and Ireland's Sustainable Development Goals (SDGs) National Implementation Plan 2018–2020 should be referred to and considered. The Environmental Liability Directive and Regulations (SI No. 547 of 2008) should also be taken into account.	Mitigation text included in Appendix 1 of Final Masterplan.
Pg9 / SEA NTS	21 - The 'Executive Summary' in the SEA Environmental Report should be updated to a Non-Technical Summary (NTS); further detail should be included to provide a more meaningful summary of the key environmental issues for the Masterplan area, the impacts identified, the measures proposed to mitigate these and the proposed monitoring.	Amended in Final SEA Environmental Report

Dublin Cycle Campaign	Welcomes the proposal to ensure that more sustainable modes of transport are facilitated and encouraged over the Masterplan period. Welcome the proposed Greenway on the Northern shore which will facilitate access to the ferry terminals. However it's not clear what cycling provision is planned for people who need to move around the Port by bicycle to access their workplace or to visit businesses in the Port area. Also not clear what cycle and pedestrian access will be provided for passengers on cruise ships. Safe infrastructure important and the current environment is very hostile for cycling and walking. Happy to comment further when more detailed plans are drawn up for cycling and walking infrastructure.	DPC noted for future sustainable working.
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