



# Report on the Dublin Port Company Masterplan Review Consultation Process

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# Introduction

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

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

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

The consultation process involved:

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

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

# The responses to the Consultation Process

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

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

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

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

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

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# Issues raised during the Consultation process

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

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

# Additional reports required as a consequence of the Consultation Process

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

The key additional studies that might be undertaken include:

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



# Additional Meetings

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

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



# Strategic Environmental Assessment

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



# Matters to be considered in the review of the Masterplan

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

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

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



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