



Strategic Environmental Assessment Screening Report

Dublin Port Masterplan Review 2017



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1 INTRODUCTION

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

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

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

2 PURPOSE OF THE MASTERPLAN

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

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

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

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

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

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

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

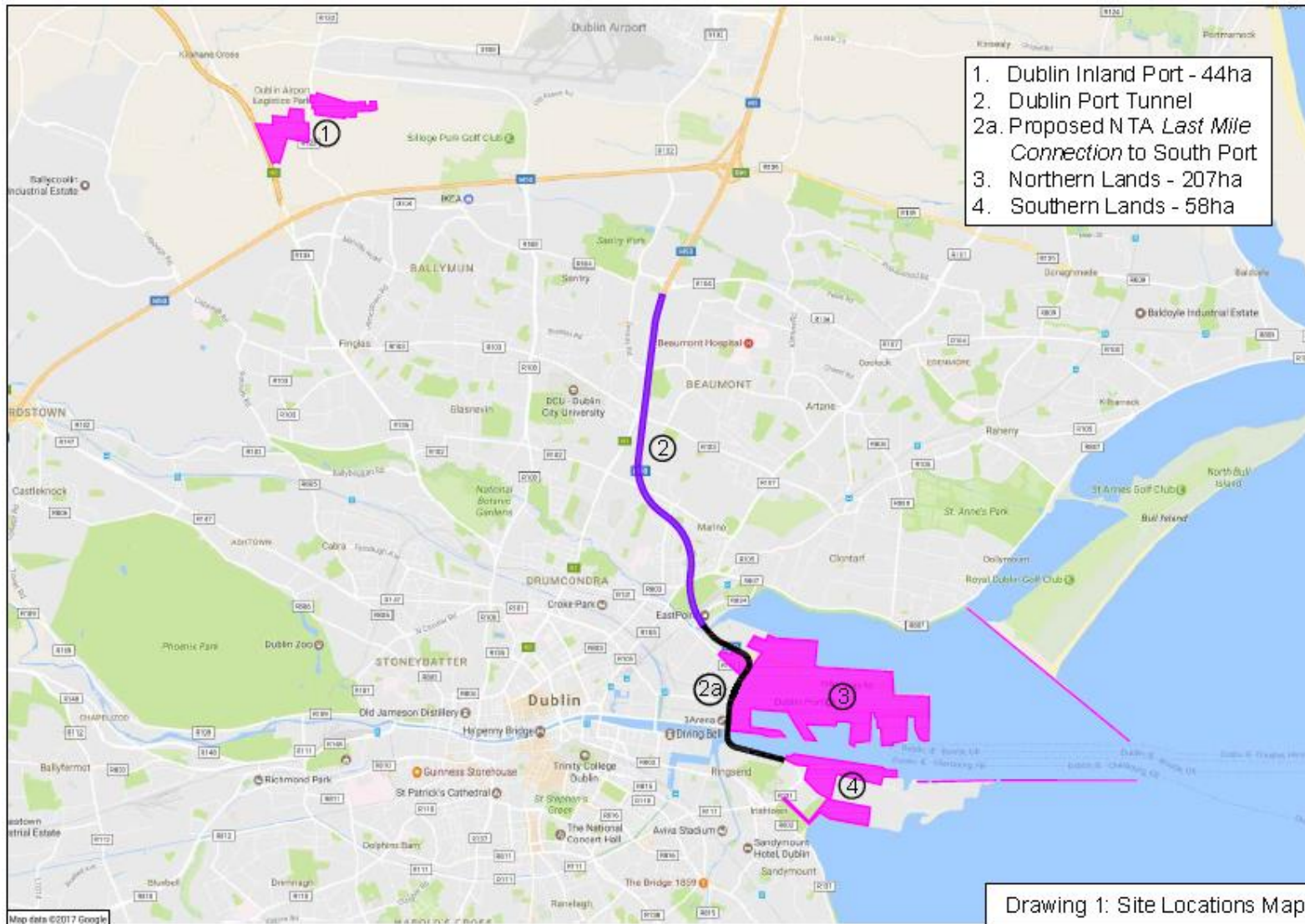
- Publication of DPC's Franchise Policy, May 2014.
- Publication by NTA of its Transport Strategy for the Greater Dublin Area, 2016 to 2035.
- Creation of the Dublin Bay Biosphere in June 2015 as a joint initiative by:
 - DPC
 - Dublin City Council
 - Fingal County Council
 - Dun Laoghaire Rathdown County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

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

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

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

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



Drawing 1 Land areas covered in the Masterplan Review 2017

3 TASK 1.1 PRE-SCREENING CHECK

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

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

4 TASK 1.2 ENVIRONMENTAL SIGNIFICANCE SCREENING

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

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

4.1.1 Criteria No. 1

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

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

4.1.2 Criteria No. 2

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

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

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

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

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

4.1.3 Criteria No. 3

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

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

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

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

4.1.4 Criteria No. 4

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

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

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

4.1.5 Criteria No. 5

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

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

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

4.2.1 Criteria No.1

The probability, duration, frequency and reversibility of the effects

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

4.2.2 Criteria No. 2

The cumulative nature of the effects

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

4.2.3 Criteria No. 3

The transboundary nature of the effects

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

4.2.4 Criteria No. 4

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

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

4.2.5 Criteria No. 5

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

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

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

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

4.2.6 Criteria No. 6

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

a) Special natural characteristics or cultural heritage

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

b) Exceeded environmental quality standards or limit values

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

c) Intensive land-use

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

4.2.7 Criteria No. 7

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

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

5 PROPOSED TIMETABLE AND APPROACH FOR THE SEA

The SEA process comprises of three parts:

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

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

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

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

6 CONCLUSION

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

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

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

7 CONTACT

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

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