

Dublin Port Company

Dublin Port Masterplan

Strategic Environmental Assessment:

Post Adoption Statement


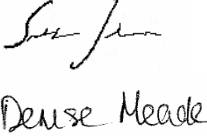


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Contents

Glossary	1-2
1 Introduction	1
1.1 Background	1
1.2 Summary of the SEA Process	2
1.3 The Post Adoption Statement	2
1.4 Information for the Public	3
2 Overview of the SEA Process Undertaken	4
2.1 Introduction	4
2.2 Key SEA Stages of Influence	4
3 Consultation	7
3.1 Introduction	7
3.2 Consultation Scoping	8
3.3 Consultation – SEA Report and Draft Masterplan	8
4 Selecting Preferred Alternatives	11
4.1 Introduction	11
4.2 Alternatives Considered by the SEA	11
4.3 Results of Options Assessment	14
4.4 Conclusions – Reasons for Choosing the Masterplan as Adopted	15
5 Assessment of the Masterplan	16
5.1 Introduction	16
5.2 Changes Made to the Masterplan as a Result of Assessment	16
6 Monitoring the Effects of the Masterplan	18
6.1 Introduction	18
Conclusions	23
Appendix A Consultation Comments	24

Glossary

Below is a glossary of terms used in the Post Adoption Statement.

DCC	Dublin City Council
DPC	Dublin Port Company
EPA	Environmental Protection Agency
Lo-Lo	Load-on Load-off
NTA	National Transport Authority
PAS	Post Adoption Statement
Ro-Ro	Roll-on Roll-off
SEA	Strategic Environmental Assessment
sNIS	Strategic Natura Impact Statement
Options	The proposals within the Masterplan which will be taken forward on an 'as needed' basis – see Section 1.1.
Alternatives	During the development of the Masterplan, alternatives were considered. Some were dropped, while the 'preferred alternatives' are now options within the Masterplan – see Chapter 4.

1 Introduction

1.1 Background

- 1.1.1 This Post Adoption Statement (PAS) has been prepared to support the strategic Environmental Assessment (SEA) undertaken as part of the Dublin Port Masterplan produced by Dublin Port Company (DPC).
- 1.1.2 This document is a requirement under the Environmental Assessment of Plans and Programmes Regulations 2004 and Amendments (2011) (The SEA Regulations). An objective of the PAS is to describe the influence that the Strategic Environmental Assessment (SEA) process has had on the development of the Masterplan.
- 1.1.3 The Masterplan addresses DPC's question: How will Dublin Port handle 60 million tonnes of freight by 2040? It does not contain a definitive schedule of developments that will be carried out in Dublin Port. Rather, it is a list of possible **options** that need to be assessed by reference to issues of demand and capacity, and that will only be progressed if they can comply with relevant planning and environmental consent requirements.
- 1.1.4 Despite there being no legal requirement for the application of SEA to the Masterplan, a non-statutory, voluntary SEA Report was conducted. A Strategic Natura Impact Statement (sNIS) was also produced, which was included as an accompanying document to support the Masterplan and SEA Environmental Report. The sNIS is also referred to in Section 8 of the SEA Environmental Report.
- 1.1.5 This PAS therefore refers to both the SEA Report and the sNIS. The two assessments are detailed below.
- SEA – assesses the Masterplan for effects across a range of environmental, social and socio-economic issues.
 - sNIS – assesses the Masterplan to identify the principles/measures that are to be addressed by DPC at a later stage, in the event that individual developments/projects are developed (i.e. future monitoring requirements for project NIS's.) The sNIS will also assist in ensuring that relevant stakeholder's issues/concerns are adequately addressed if and when projects are taken forward from the Masterplan.
- 1.1.6 The SEA and sNIS were commissioned by DPC to be conducted in conjunction with the development of the Masterplan. The SEA process allows environmental, social and socio-economic issues and opportunities to be fully considered throughout the Masterplan process.
- 1.1.7 The purpose of the SEA is to ensure that any likely significant environmental impacts of the preferred Masterplan options and their future development are identified. It is considered that development of the SEA in conjunction with the Masterplan, will demonstrate how environmental considerations and sustainable development decisions have been integrated into the Masterplan development process.

1.2 Summary of the SEA Process

- 1.2.1 The SEA 'screening' stage, which was applied to the Masterplan, concluded that there was no legal requirement for the application of SEA to the Masterplan. However, it was considered that the development of an SEA in conjunction with the Masterplan would provide a recognisable mechanism for demonstrating how environmental considerations and sustainable development decisions are being integrated into the Masterplanning process.
- 1.2.2 On this basis, a non-statutory, voluntary SEA has been produced following the regulations and guidelines of a statutory SEA. The SEA has been prepared to comply with the provisions of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 and the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 (S.I 200 of 2011).
- 1.2.3 The SEA comprised the following key stages of a statutory SEA:
- **Scoping** of the SEA and development of the SEA Scoping Report, including an evidence base, a proposed method of assessment and a spatial and temporal scope;
 - **Consultation on the Scope** of the SEA allowed the statutory stakeholders to confirm whether or not it is appropriate to the Masterplan;
 - **Assessment** of the Masterplan and its alternatives (and development of the SEA Environmental Report) to evaluate the significant environmental effects of the Masterplan, and to identify mitigation and monitoring measures towards improving the Masterplan and its implementation;
 - **Consultation** to facilitate final review of the SEA Environmental Report by relevant stakeholders, public, business, political and community groups;
 - Development and publication of the **Post Adoption Statement**, which documents how the SEA, its Environmental Report and consultation have been taken into account during the Masterplanning process; and
 - **Monitoring** of the plan against the requirements of the SEA.

1.3 The Post Adoption Statement

- 1.3.1 The purpose of the PAS is to provide transparency in illustrating how decisions were taken relative to the SEA. The PAS includes the following information:
- A description of how environmental and social considerations have been integrated into the Masterplan;
 - A description of how the assessment and SEA Environmental Report has been taken into account;
 - A description of how the consultation responses on the SEA have been taken into account;
 - Reasons for choosing the adopted proposals / measures (which in this case are known as 'options') in the Masterplan, in light of other reasonable alternatives considered; and
 - Measures that are to be undertaken to monitor the significant effects of implementing the Masterplan.

1.4 Information for the Public

- 1.4.1 The SEA Regulations state that the PAS should be made available as soon as is practical after the Plan has been adopted. Access to this PAS is available via the DPC website: <http://www.dublinport.ie/Masterplan/>.
- 1.4.2 Over the course of the Masterplan process, DPC has undertaken a comprehensive media campaign detailing the background to the Masterplan process. There have also been a number of public information notices including advertisements, leaflet drops and local information briefing evenings for local residents and stakeholders. Further details of how information has reached the public can be found in Chapter 3 of this PAS, which describes the consultation process.

2 Overview of the SEA Process Undertaken

2.1 Introduction

2.1.1 The main aim of the SEA has been to assess and inform the master planning process in terms of sustainability and its effects on the environment. This section outlines how the Masterplan has evolved and at what stages the SEA has influenced the Masterplan. In accordance with best practice, the SEA work began at an early stage in the development of the Masterplan.

2.2 Key SEA Stages of Influence

2.2.1 The SEA process has influenced and improved the development of the Masterplan in a number of different ways. It has brought together and encouraged communication between teams, and so has facilitated better integration, awareness and understanding of their respective needs and aspirations. The SEA has ensured that an understanding of environmental and social assets, issues and opportunities have been incorporated into the development of options for modernising the existing port layout in order to increase efficiency and throughput capacity.

Evidence-Gathering (as part of Scoping)

2.2.2 At the scoping stage, evidence was gathered in the form of relevant environmental and social data, following which an SEA Scoping Report was produced. This report identified the scope of the SEA assessment in terms of the environmental aspects that may be significantly affected as a result of the Masterplan's implementation. As part of this exercise, it included a set of SEA Objectives to help in guiding the later assessment stage of the SEA.

2.2.3 The Scoping Report made use of the initial engineering options proposed by DPC, and identified the environmental aspects relevant to the implementation of these options. This scope and evidence remained relevant throughout the development of the Masterplan.

2.2.4 The evidence, or 'baseline', was a critical element in decision-making during the development of the Masterplan and for informing the constraints and opportunities available to DPC.

Consultation on the Scope

2.2.5 The Scoping Report and baseline evidence was provided to stakeholders during an early phase in the Masterplan development process and a Masterplan "Issues Paper" was also circulated for consultation. This consultation process allowed stakeholders to supply comments in the context of the emerging Masterplan, which provided direction in terms of areas of focus for the remainder of the SEA. Chapter 3 of this Post Adoption Statement provides greater detail on the role and influence of consultation on the Masterplan process.

Assessment: Appraisal of Masterplan Objectives

- 2.2.6 A 'compatibility appraisal' was undertaken to compare the Masterplan Objectives against the SEA Objectives. This identified where the two sets of objectives supported or conflicted with each other. The purpose of compatibility appraisal is to highlight to decision-makers any risks of negative socio-economic or environmental effects that could require consideration as the plan is developed, as well as opportunities for positive effects. The results of the Masterplan Objectives appraisal are included in the final SEA Environmental Report.
- 2.2.7 Appraisal of Masterplan Objectives is a 'snapshot' which does not take into consideration the remainder of the Masterplan content and proposals. This is because the purpose of having plan objectives is to serve as the high-level direction towards which the plan is developed and written. One should find that a plan's objectives are relatively independent of the rest of its content, as they set the direction the plan is going, but not how to get there.
- 2.2.8 The SEA recommended issues to be mindful of during the development of the Masterplan. Consultation on the SEA also led to ways to refine and supplement the Masterplan Objectives, which led to some minor improvements in the compatibility 'scoring'.
- 2.2.9 The key result of the exercise was that, viewed in isolation, the Masterplan Objectives which promote development and support larger ships, greater throughput, and new facilities and services may lead to a negative effect on certain relevant environmental features / receptors. Even if achieved in accordance with environmental licensing requirements or in the most sustainable way possible at the time of design, this may present the potential to have indirect and secondary cumulative effects on a wider scale. However, the Masterplan includes other environmental-led objectives which serve to counteract these potential issues. These objectives aim to assist in preventing, reducing or to offset potential negative impacts. However, this will be dependent on how the Masterplan is implemented and on the implementation and maintenance of the mitigation and monitoring requirements identified in the SEA Environmental Report.

Assessment of Alternatives

- 2.2.10 The development of the Masterplan has involved the consideration of a number of alternative approaches to the planning of the Port's future. In accordance with regulatory requirements, the SEA has only considered those alternatives that were identified as being 'reasonable' in terms of achieving the objectives of the Masterplan, and that are within the remit of DPC to deliver. In accordance with 'best practice', the Masterplan objectives were not defined too narrowly, allowing all reasonable alternatives to be considered.
- 2.2.11 In order to inform decision-making for the preferred alternatives, each 'reasonable' alternative has undergone a proportionate and appropriate level of assessment. Following this assessment, a preferred alternative was chosen. These have been incorporated into the final Masterplan as 'options', as described in Section 1.1.
- 2.2.12 This assessment of alternatives is discussed further in Chapter 4 of this Post Adoption Statement.

Assessment of the Masterplan

- 2.2.13 A key purpose of SEA is to ensure that any likely significant environmental effects of a plan and its future implementation are identified, including any measures regarding mitigation and monitoring of those effects. The SEA of the Masterplan was integrated into plan development, which allowed mitigation to be incorporated into the Masterplan at an early stage in order to avoid, reduce or offset negative effects, and increase beneficial ones. Further mitigation was also recommended for the later implementation stages of the Masterplan, including further documents to accompany the Masterplan such as an Integrated Environmental Management Plan for the Port. The Masterplan commits DPC to the implementation of the recommendations of the SEA Environmental Report and sNIS.
- 2.2.14 Refer to Chapter 5 for more information on this stage of the SEA.

3 Consultation

3.1 Introduction

3.1.1 Consultation through the engagement and participation of stakeholders are a central part of SEA. The SEA consultation process had the following aims:

- Enhance transparency in decision-making, by providing information which allows for early identification and mitigation of impacts;
- Provide a more comprehensive understanding of the baseline environment and relevant key individual and community issues and values (so more comprehensive data can be integrated into the preparation of the Masterplan);
- Obtain information about potential environmental effects at an early stage of the SEA process; and
- Increase understanding of the Masterplan process and its integration of environmental and socio-economic considerations (EPA, 2003).

3.1.2 The overall consultation process for the Masterplan began in March 2011. The aim of the process was to collate the views of a wide circle of stakeholders (statutory and non-statutory) regarding the operations and future of Dublin Port.

3.1.3 The consultation process included the following elements:

- Publication and invitation for feedback on the Masterplan “Issues Paper”, outlining the issues that were being taken into consideration in the context of the Masterplan;
- A comprehensive media information campaign, including dedicated micro website, email address and You Tube video, detailing the background to the Masterplan process, to assist in increasing interest and awareness of the Masterplanning process;
- Public information notices including advertisements, leaflet drops and local information briefing evenings (East Wall, Ringsend and Clontarf areas) for local residents and stakeholders;
- Publication and consultation on the SEA Scoping Report with statutory and non-statutory stakeholders;
- A seminar addressing soft values pertaining to Ports as well as a conference hosted by DPC with the theme “Dublin Port 2040: facilitating trade at the heart of the city and national economy”; and
- Publication and consultation on the SEA Environmental Report and draft Masterplan with the public, statutory and non-statutory stakeholders.

3.1.4 Additionally, consultation on the Scoping Report was complemented by a number of face to face meetings and workshops with stakeholders to review and discuss the Masterplan process.

3.2 SEA Scoping Report

- 3.2.1 Under the SEA Regulations 2004 and Amendments 2011, designated environmental authorities must be consulted in relation to the scope and level of detail to be included in the Environmental Report.
- 3.2.2 The following statutory authorities were consulted on the Scoping Report in accordance with the SEA Regulations:
- Department of the Environment, Community and Local Government;
 - Department of Arts, Heritage and the Gaeltacht (National Parks and Wildlife Service);
 - Department of Communications, Energy and Natural Resources: Inland Fisheries Ireland;
 - Environmental Protection Agency (EPA);
 - Department of Agriculture, Marine and Food (Marine Institute and Federation of Irish Fishermen); and
 - Dublin City Council (DCC) including representatives from: Planning, Biodiversity, Archaeology and Heritage.
- 3.2.3 The statutory consultees were invited to comment on the Scoping Report over a five-week period in summer 2011. The Report presented the scope and methodology for undertaking the SEA and included relevant environmental data. Responses to consultation on the SEA Scoping Report can be found in Appendix A of this PAS, alongside DPC's response. The table summarises the comments and outlines how they are addressed in the SEA Environmental Report.
- 3.2.4 In summary, comments on the SEA Scoping Report were received on a variety of matters such as the assessment of alternatives; data gaps for some environmental receptors, maps and figures; SEA and Masterplan Objectives; mitigation measures; monitoring programme and certain specific detail within the report. These comments have been considered, and a number of them were incorporated / addressed within the SEA Environmental Report.
- 3.2.5 In terms of the SEA Objectives, the comments have given rise to the following revisions to the biodiversity SEA Objective. The second indicator for the biodiversity SEA Objective ("protect and enhance the biodiversity levels in general...") has been rephrased to also take into account wider biodiversity aspects. In addition, the text of the biodiversity objective has also been broadened to include species both within and outside of designated sites.
- 3.2.6 The Environmental Report was developed whilst taking into consideration the findings of this initial stage of consultation.

3.3 Consultation – SEA Report and Draft Masterplan

- 3.3.1 The publication of the SEA Draft Environmental Report in November 2011 for consultation, alongside the Draft Masterplan and sNIS, provided an opportunity for stakeholders to have a say on environmental and socio-economic matters related to the Port. A formal consultation process provided the opportunity for expression of opinions on these documents. The consultation responses received on the SEA Draft Environmental Report were taken into account before the final form of the Masterplan was published, and a final Environmental Report has been prepared in order to fully align these documents.

3.3.2 The requirements of the SEA Regulations were followed regarding the consultation process for the Masterplan and SEA Draft Environmental Report. Consultation involved:

- Issue of the Draft Masterplan and SEA Draft Environmental Report to statutory consultees for response within four weeks;
- A notice advising and publicising the preparation of the Draft Masterplan and SEA Draft Environmental Report in a newspaper with a sufficiently large circulation in the Dublin Port area;
- Placement of a copy of the Draft Masterplan and SEA Draft Environmental Report for public inspection at DPC offices and on the DPC website for four weeks; and
- A written submission with respect to the Draft Masterplan and SEA Draft Environmental Report to DCC.

3.3.3 A detailed summary of the comments received can be found in Table A-2 of Appendix A, alongside the formal response. In summary, the comments mainly related to:

- Clarifications regarding the SEA and/or Masterplan;
- Relatively minor amendments to the SEA (not changing the fundamental material content of predicted impacts and mitigation);
- The level of detail used in considering alternatives and arguments against the Port's growth estimations;
- Greater reference to the SEA within the Masterplan;
- Opportunities to improve sustainability by:
 - reintroducing Dublin as a 'Port City';
 - using local labour;
 - promoting tourism;
 - preparing a detailed Transport Plan;
 - further commitment to community gain / education;
 - both Irish and English in all port signage;
 - better integration with surrounding areas (visual and transport);
 - combine landscaping with ecological improvement;
 - making use of the Dublin Port Maritime Museum as an alternative to a visitor centre;
 - using surplus lands as community gardens; and
 - improving the culture of the Port's tenants to be more in line with the 'good neighbour' drive of the Port Company.
- Much stakeholder support for the Masterplan, including offers for further involvement, cooperation and consultation;
- In contrast to the above, a few statements of direct opposition to any proposed infill / reclamation;
- Despite the sNIS, the potential for negative effects of the infill/reclamation on the South Dublin Bay SPA and River Tolka Estuary SPA;
- Despite the SEA, concern over the potential negative effects of Masterplan options on such issues as noise, heritage conservation, nature conservation (including fish), water quality, transport / traffic, visual impact, safety and flood risk;
- The level of engagement with stakeholders; and

- Environmental monitoring.
- 3.3.4 Under the remit of the SEA (sNIS) and Masterplan respectively, the comments have all been reviewed and given thorough consideration. Wherever appropriate, further clarifications or amendments have been included in the revised and final SEA Environmental Report and/or the final Masterplan.
- 3.3.5 The Masterplan has been updated to make greater reference to the SEA including proposed mitigation, as well as to commit to such accompanying studies and documents as a Transport Plan for the port (in conjunction with the National Transport Authority), Integrated Environmental Management Plan and Port-Wide Biodiversity / Flora and Fauna Audit.
- 3.3.6 All of the opportunities proposed have been considered, and most of these taken forward to the extent appropriate to the masterplanning level. Others will be subject to ongoing consideration and review during the future implementation of the Masterplan.
- 3.3.7 With regard to continued stakeholder concerns regarding the risks of potential negative effects which exist, the continued implementation of the Masterplan and monitoring of this implementation, in conjunction with the recommendations of the SEA ER and sNIS will provide a focussed and transparent mechanism for addressing these issues.
- 3.3.8 The SEA and sNIS have provided recommendations which are being taken forward and which can avoid or reduce significant negative effects. The specific details of a number of these measures will be defined at the individual project development stage.
- 3.3.9 DPC is committed to facilitating sustainable development of the Port in line with its responsibilities.

4 Selecting Preferred Alternatives

4.1 Introduction

- 4.1.1 This SEA PAS is required (as part of the SEA Regulations) to provide reasons for adopting the plan in light of other 'reasonable' alternatives considered. The term 'reasonable' can generally be interpreted as being feasible within the limits of physical constraints, policy / procedure, budgets and engineering capability.
- 4.1.2 In response to the projected increase in demand at the Port over the next 30 years, the development of the Masterplan has involved the consideration of certain alternative approaches to reconfigure and expand Dublin Port. These are described in the following sections of this chapter.
- 4.1.3 The SEA has only considered those alternatives that were identified as being 'reasonable' in terms of achieving the objectives of the Masterplan and that are within the remit of the DPC to deliver. In order to inform the decision-making for the preferred alternatives, each 'reasonable' alternative has undergone a proportionate level of assessment to the strategic level of detail of that alternative. The aim of the assessment was to identify the likely significant environmental effects of these alternatives such that they could be compared, and a decision made as to which one to take forward as a 'preferred alternative', and thus a Masterplan 'option' (refer to Section 1.1).

4.2 Alternatives Considered by the SEA

- 4.2.1 The development of the Masterplan has involved the consideration of a number of alternative approaches to the planning of the port's future.
- 4.2.2 One of the key 'reasonable alternatives' which was considered was whether or not to expand Dublin Port's capacity in attempting to keep up with market demand. Understanding the environmental and socio-economic effects of this alternative has been relevant within the Masterplan itself, particularly when any alternative which may have prevented the Port from meeting its capacity target was considered.
- 4.2.3 The flow diagram on the following page illustrates how the different reasonable alternatives were systematically assessed.

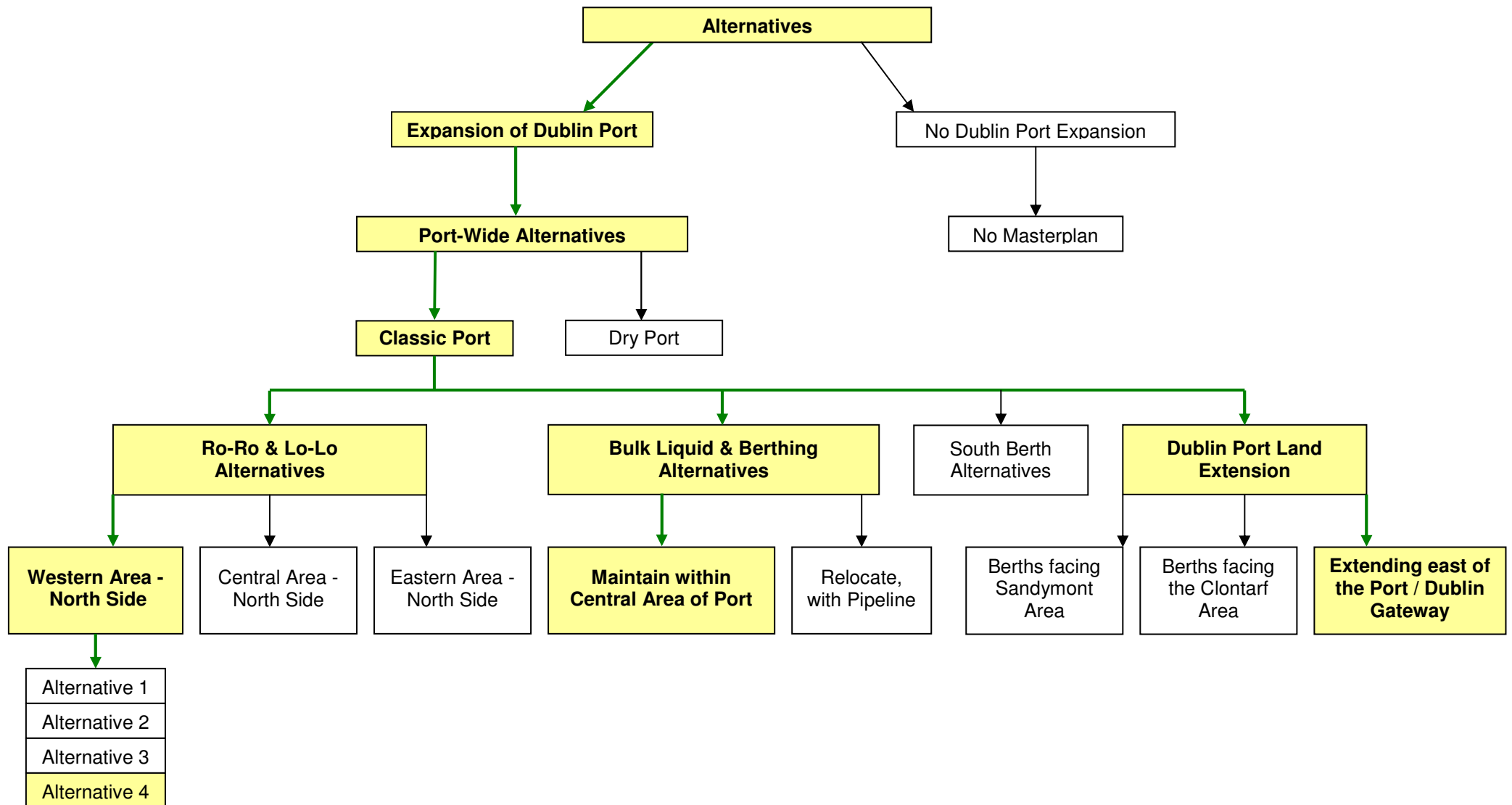


Figure 1: Illustration of the Systematic Assessment of Port Alternatives

4.2.4 The SEA made an initial and important comparison to determine how the anticipated increase in demand would be catered for under a 'No Port Expansion' versus a 'Dublin port expansion' scenario. The scenarios are defined as follows:

- No Dublin Port Expansion: DPC does not prepare a Masterplan, but the projected increase in sea freight and passenger demand would still occur. If Dublin Port fails to accommodate this increasing demand, provision will be required in Ireland for additional physical capacity including suitable infrastructure such as deep water berthage to meet this growth in demand.
- Dublin Port Expansion: DPC prepares a Masterplan, and sets out a series of developments aimed at accommodating increasing demand in freight and passenger throughput. This could involve a combination of redevelopment of existing facilities, dredging to create deeper berths and land reclamation to expand the port.

4.2.5 In response to the conclusions of the assessment, the 'Dublin Port Expansion' scenario was selected as the preferred alternative. The assessment determined that this scenario offers a number of advantages when compared to the 'No Dublin Port Expansion' scenario. In addition, the potential disadvantages of the 'Dublin Port Expansion' scenario are expected to be broadly equivalent to the 'No Dublin Port Expansion' option. The assessment recognised that any scenario selected would involve certain 'trade-offs' of disbenefits in exchange for benefits. However, in addition to this recognition, it is considered that the potential negative impacts at Dublin Port are well understood and can be either avoided or reduced to an acceptable level.

4.2.6 Following on from the conclusions of the 'No Port Expansion' versus a 'Dublin Port Expansion' scenario, the SEA then went on to assess a number of different engineering alternatives. In accordance with 'best practice', the objectives contained within the Masterplan were not defined too narrowly, allowing all reasonable engineering alternatives to be considered by the SEA. These alternatives considered were as follows:

- Dry Port Configuration vs. Classic Port Configuration;
- Roll-on Roll-off (Ro-Ro) Configuration Alternatives;
- Load-on Load-off (Lo-Lo) Configuration Alternatives;
- Bulk Liquid Berthing and Handling Alternatives; and
- Dublin Gateway Extension Alternatives.

4.2.7 A number of alternatives to the existing proposals concerning Ro-Ro and Lo-Lo configurations have been proposed. It was determined that these alternatives should not be considered separately or in isolation from the rest of the port. As a result, a compatibility appraisal was undertaken that considered the following four options:

- Infill / Reclaimed Area in Alexandra Basin West;
- Ro-Ro Berth in North Wall Extension and Within Alexandra Basin West (ABW);
- Ro-Ro Switched With Lo-Lo (South Side) (Ringsend area); and
- Expanded Ro-Ro, 2x Cruise Ship Berths and Bulk Handling Upgrade.

- 4.2.8 There were two main alternatives considered for the handling of bulk liquids and associated berthing currently located in the centre of the port, between the Lo-Lo areas. These were:
- Relocate berthing facilities to the south of the port and construct sub-sea pipelines beneath the fairway to connect to existing bulk liquid storage facilities on the north side of the port; or
 - Maintain facilities for bulk liquid berthing and storage within the central area of the port.
- 4.2.9 Three options for the Dublin Gateway Extension were initially considered, and included for completeness. However, on review, the first and second of these options were not actually considered to be 'reasonable'. The options are outlined below:
- Development with berths facing the Sandymount area;
 - Development with berths facing the Clontarf area; and
 - Eastern Extension - extending the current area of the proposed Dublin Gateway.

4.3 Results of Options Assessment

Dry Port Configuration vs. Classic Port Configuration

- 4.3.1 The compatibility appraisal determined that the 'Classic Port Configuration' option has a number of advantages over the 'Dry Port Configuration' option. The latter is likely to have a negative effect on the majority of the SEA Objectives. The potential benefits of this option were identified as being limited. In contrast, the assessment determined that the 'Classic Port Configuration' option has a number of potential benefits with very limited potential negative effects. Therefore, the 'Classic Port Configuration' option has been taken forward into the Masterplan.

Ro-Ro and Lo-Lo Configuration Alternatives

- 4.3.2 The assessment identified that the option for new Ro-Ro, Cruise Berths and Bulk Handling on the north side of the port would be the most sustainable of the four options. This option would also give rise to more acceptable environmental impacts that could be more easily managed through mitigation and on-going implementation of 'best practice' during port operation. Therefore, the option concerning the new Ro-Ro, Cruise Berths and Bulk Handling on the north side of the port has been taken forward into the Masterplan.

Bulk Liquid Berthing and Handling Alternatives

- 4.3.3 The assessment determined that the option that maintained the bulk liquid berthing and storage facilities within the central area of the port would have negligible effects on all of the objectives outlined in the SEA. The alternative option, which involves the relocation of the berthing facilities to the south of the port and the construction of sub-sea pipelines, would give rise to operational economic benefits as well as benefits in terms of transportation. However, this option is also likely to result in negative effects on a number of the SEA Objectives, including risks to water quality and thereby designated nature conservation sites. Consequently, the option of

retaining the existing bulk liquid storage and berthing arrangements has been taken forward into the current Masterplan options.

Dublin Gateway Extension Alternatives

- 4.3.4 The first option, concerning the development of berths facing the Sandymount area, was not considered to be viable for reasons of economics and because of the potential for significant negative impacts on internationally designated biodiversity sites. The latter is likely to occur because this option would require the construction of a second channel. Further potential disadvantages of this option include negative impacts on amenity, water quality, noise, air quality, carbon emissions, waste production, heritage features, landscape and transport.
- 4.3.5 The second option, concerning the development facing the Clontarf area, also had the potential to have negative impacts on internationally designated biodiversity sites because of the need to build a second channel. Given the likely very large and expensive mitigation requirement, this option could similarly be considered non-viable.
- 4.3.6 It was concluded that the option involving the extension of the current area proposed for the Dublin Gateway would be the most suitable of the three identified options. This option provides the additionally required landside capacity required for Ro-Ro operations, which the other two options cannot provide. However, there remains the risk of a negative impact on an internationally designated SPA. However measures have been identified that would determine the potential significance of these impacts and how they can be addressed and mitigated appropriately. The report has also recognised that there is a risk of potential negative impacts on air quality at the port, on the historic environment and on the landscape. However, it is considered that any impacts can be mitigated to within acceptable levels.

4.4 Conclusions – Reasons for Choosing the Masterplan as Adopted

- 4.4.1 As part of the SEA process, a high-level assessment has been conducted to identify the risks and opportunities that would result from a number of alternative approaches to the provision of future capacity at Dublin Port. This assisted a key decision early in the masterplanning process, concerning whether or not to accommodate the predicted increase in demand at Dublin Port. The outcome of this initial assessment has led to the selection of the 'Dublin Port Expansion' scenario rather than the alternative, a 'No Dublin Port Expansion' scenario.
- 4.4.2 The Masterplan then went on to consider a number of development options that could meet the objectives of the Masterplan. In addition, a number of specific planning and engineering alternatives have been considered. These various options have been assessed as part of the SEA process in order to inform the decision-making process. This has given rise to the development of preferred options for the future of the port, which were then selected for inclusion within the Masterplan.
- 4.4.3 The preferred development options that have arisen from this process do not form a definitive list of developments to be carried out in Dublin Port. Instead, they are a set of possible options that need to be assessed before being developed by reference to issues of demand, capacity, and compliance with relevant planning and environmental consent requirements.

5 Assessment of the Masterplan

5.1 Introduction

- 5.1.1 The SEA has included an assessment of the draft Masterplan and also, following consultation in November 2011, the final Masterplan. As a result of consultation on the draft Masterplan and SEA Environmental Report (refer to Chapter 3), relatively minor amendments to the SEA and Masterplan have been made, which have not required substantial re-assessment or re-consultation on the SEA. A final Environmental Report has been prepared in order to have the SEA and Masterplan sit together as fully aligned documents.
- 5.1.2 The purpose of the assessment has been to evaluate the significant environmental effects of implementing the Masterplan, identify and recommend mitigation measures to improve the environmental and sustainability performance of the Masterplan, and to identify measures to monitor this performance while the Masterplan is implemented. Monitoring is discussed in Chapter 6 below.
- 5.1.3 The following sections summarise how this assessment has influenced the Masterplan.

5.2 Changes Made to the Masterplan as a Result of Assessment

- 5.2.1 The SEA and consultation on the Environmental Report identified relatively few material changes required of the Masterplan document itself. Reasons for this are that DPC have developed the Masterplan firstly alongside the SEA, and secondly, with recognition of their environmental responsibilities (including legislation and regulatory requirements), environmental policies and practices already in existence. Ongoing consultation at key stages in the development of the Masterplan also ensured that potential concerns were identified and means of addressing these were incorporated into the Masterplan proposals. The SEA records a number of measures integrated into the Masterplan as mitigation, including (for example) increased use of rail freight, and the relocation of the mooring structures (Dolphins) on which breeding tern colonies are located.
- 5.2.2 The amendments to the Masterplan document itself as a result of the SEA and consultation has included the strengthening of commitments relating to the following:
- Consulting with National Transport Authority on any proposed projects;
 - Provision of supporting infrastructure, including wastewater treatment, water supply, surface and storm water drainage and waste management;
 - Consideration of the key sensitivities associated with specific developments, including the natural environment, built heritage and visual amenity;
 - Consideration towards protection against flood risk and protection of water resources.
 - In terms of the development framework for the Masterplan, in addition to the SEA ER and sNIS, appropriate consideration will also be given to other relevant plans.

- Monitoring and addressing (as required and practicable) the impact that Port developments have on residential amenity on properties directly adjacent to the Port in a spirit of cooperation; and
- Taking forward the remaining outcomes of the SEA and the sNIS.

5.2.3 The SEA made a number of recommendations for initiatives to be taken alongside the implementation of the Masterplan, all of which DPC have committed to. These include:

- an Integrated Environmental Management Plan for the port area (working with relevant statutory and non-statutory stakeholders);
- a Dredging Mitigation Strategy;
- a biodiversity / flora and fauna audit of DPC lands; and
- a Port Wide Landscape Plan.

5.2.4 Other SEA recommendations deal with how future developments will be designed and constructed. These include future project-level environmental assessments and data collection (e.g. Habitats Regulations Assessments, flood risk assessments), sustainable design measures (e.g. landscaping, habitat provision, sustainable drainage systems, emerging new technologies such as 'green walls'), integration with Dublin City and surrounding areas, good construction site practice measures, and continued operational controls and environmental management.

5.2.5 This is not a comprehensive description of the mitigation proposed. For a full description, please refer to either the SEA Environmental Report (final version of 2012) or the adopted Masterplan.

6 Monitoring the Effects of the Masterplan

6.1 Introduction

- 6.1.1 The SEA Regulations require the Post Adoption Statement to document the “measures that are to be taken to monitor significant environmental effects of the implementation of the plan or programme”. This allows any unforeseen adverse effects to be identified at an early stage and remedial and adaptive management action to be taken if required. Also, the effects of the Masterplan predicted by the SEA could be compared with the actual effects that are found to occur during the implementation of the plan. Finally, monitoring will provide appropriate baseline information for use by the next plan and other plans requiring SEA. Existing monitoring arrangements will be used where possible to avoid duplication.
- 6.1.2 Guidance on SEA states that monitoring measures must be clearly linked to the SEA process. It states that this can be done in a number of ways including:
- Through the SEA objectives and indicators;
 - Linked to the baseline;
 - Based on the likely significant effects; and / or
 - Considering the mitigation measures to reduce / offset significant adverse effects.
- 6.1.3 The monitoring programme for the Masterplan aims to encapsulate all of the above. The adopted monitoring for the Masterplan period is outlined in the Table 6-1 on the following pages.

Table 6-1: SEA Monitoring Framework

Environmental Aspect	SEA Objectives	Indicators	Targets	Proposal	When should Remedial Action be considered?	What remedial Action should be Taken?	By Whom
Population / Human Health and Deprivation	To improve the strength of the Irish and Dublin City economy, whilst positively attracting business and allowing for the retention and expansion of existing businesses.	Throughput of cargo and passengers at DPC, measured in million tonnes / annum and passengers / annum'	Increase the level of efficient land use to assist Dublin Port in maintaining its key economic importance on a national and international basis.	Monitoring and analysis of DPC throughput and trade data.	Decline in throughput of cargo and passengers at DPC.	Review failing aspects of the Plan and make amendments.	Dublin Port Company
	To improve the accessibility of community amenities and facilities to local residents.	Numbers of amenities provided which have benefits for the local communities	Increase in the number of amenities and facilities available to local residents.	Individual development planning applications and associated environmental impact assessments will consider additional amenities and facilities.	No new planning applications for new amenities and facilities in vicinity of port.	Review failing aspects of the Plan and make amendments.	Dublin Port Company
Biodiversity – Flora and Fauna	Protect and enhance the biodiversity levels in general with particular regard for the nationally and internationally protected sites in vicinity of the port.	Reported conservation status of the designated areas. Number of species / species population numbers present within the designated areas.	Assist in achieving the conservation objectives of the internationally and nationally designated conservation sites.	Flora and Fauna surveys to monitor any changes in current conditions. Monitoring in requirements as identified in Section 7.0 of the Strategic Natura Impact Statement in Appendix C.	Declining number of flora and fauna in the vicinity of the port, particularly those within the designated sites.	Review of plan and develop a proposal of mitigation measures to reverse decline. Make amendments to plan where required.	Dublin Port Company NPWS, Inland Fisheries
Flood Risk and Coastal Management	To enhance the management of flood risk and coastal erosion, whilst taking account of other flood protection developments in the vicinity of the port.	Increase in the number of areas reporting flooding incidents.	Contribute to the management of flood risk within the port estate and adjacent vicinity.	Flood Risk Management Plans (FRMPs) which encompass Dublin. Flood protection schemes, including Clontarf Flood Defence project, Dollymount Promenade and Flood	If increased reporting of flooding incidents occur.	Review of Flood Risk Assessments and the Masterplan and make amendments to any areas which are failing. Propose	Dublin Port Company, OPW, DCC

Environmental Aspect	SEA Objectives	Indicators	Targets	Proposal	When should Remedial Action be considered?	What remedial Action should be Taken?	By Whom
				Protection Project and Sandymount Promenade and Flood Protection Project Flood Risk Assessment at the planning application and environmental impact assessment stage.		mitigation measures where required.	
Water Quality (Surface and Ground)	To improve water quality of the surface and ground water bodies and support the achievement of the WFD objectives.	Number of designated waterbodies which are reported to be at risk of not achieving the WFD objectives.	Contribute to achieving the WFD objectives detailed in the programme of measures in the ERBD Management Plan.	Monthly programme of surface water drainage monitoring as part of the DPC Environmental Management System Water quality monitoring surveys	If there is reduction in water quality over a sustained period as identified through the monthly monitoring programme and water quality surveys.	Review of aspects of the plan which may be failing and propose mitigation measures to improve quality.	Dublin Port Company Eastern River Basin Management Plan (ERBMP) under the WFD.
	To reduce the rate of water usage at the port per unit of freight and passenger throughput.	Increase in mains water usage detected.	Significant contribution to the reduction in mains waters consumption within Dublin.	Mains Water District Branch Monitoring	In the event of no reduction in mains waters consumption or where an increase occurs.	Re-assess aspects of the Plan which may be failing.	Dublin Port Company
Noise	To improve the management of noise impacts and avoid any new significant noise impacts on people or the environment.	Increase in number of complaints relating to noise emissions from port activities and operations.	No significant increase in the impacts resulting from port generated noise emissions on sensitive receptors.	Monitor noise complaints logged with the DPC Public Relations Department. Noise monitoring within the Port Estate Individual developments, planning applications and associated environmental assessments to consider noise levels.	If there is a sustained increase in the number of noise emission complaints from port activities and operations.	Proposal of mitigation measures to reduce noise levels and re-assess the plan and make amendments where required.	Dublin Port Company

Environmental Aspect	SEA Objectives	Indicators	Targets	Proposal	When should Remedial Action be considered?	What remedial Action should be Taken?	By Whom
Air Quality	To avoid any significant air quality impacts on people or the environment.	Increases in the number of reported non-compliances with legislated Air Quality Standards.	Contribute to achieving compliance with legislated Air Quality Standards.	Monitor air quality surveys undertaken in Dublin City Individual developments, planning applications and associated environmental assessments to consider air quality.	Increases in pollutants monitored.	Re-assess the Plan and establish if any mitigation measures would be required.	EPA DCC Dublin Port Company
Climate Change	To improve the carbon performance of DPC activities and operations within the port.	Increases in the carbon footprint relating to DPC activities and operations.	To contribute to the reduction of greenhouse gases (carbon emissions) in Ireland.	Ongoing development and maintenance of carbon calculator assessment for DPC activities.	When the carbon calculator assessment indicates a rise in carbon emissions for DPC activities.	Identify through the carbon calculator the failing areas and make amendments to the Plan if necessary.	Dublin Port Company
Waste Management	To increase the rate of reuse and recycling at the port, and the amount of reused and recycled materials in construction against industry averages	Increases in the level of waste being directed to landfills.	Contribute to the achievement of the DCC Waste Management Plan objectives - to prevent waste generation with the options of waste minimisation, reuse and recycling being practised where waste generation cannot be avoided.	Monitoring of waste and recycling rates through the DPC Environmental Management System.	Where the DPC Environmental Management System indicates a decline in recycling rates and a corresponding rising waste to landfill.	Identify areas of the Plan which are failing and make amendments where required.	Dublin Port Company
Archaeological and Architectural Heritage	To enhance the conservation of archaeological/architectural heritage, and improve our understanding of this heritage, with particular regards to local maritime and industrial heritage	Increase in the risk of damage to identified archaeological/architectural heritages sites within the port.	Enhance the physical context of the identified archaeological/architectural heritages sites within the port	Desk based assessment, detailed design and preservation in situ/preservation by record of heritage sites during individual developments planning applications and associated	Lack of preservation or recording of heritage sites during individual developments planning applications and associated	Review EIA level assessments and consider if the Masterplan can be amended to improve / enhance cultural heritage assets.	Dublin Port Company

Environmental Aspect	SEA Objectives	Indicators	Targets	Proposal	When should Remedial Action be considered?	What remedial Action should be Taken?	By Whom
				environmental assessments.	environmental assessments.		
Landscape	To avoid significant negative impacts of existing and future port development on the landscape character of the area, and achieve benefits where possible.	Decrease in the quality of amenity/ recreational areas in the vicinity of the port estate.	Contribute to the enhancement of views into and from the port estate.	Environmental enhancements proposals. Individual development planning applications and associated impact assessments.	If no enhancement in views into and from the port estate is noted. Individual development planning applications and associated impact assessments not sufficiently including for landscape enhancements.	Re-assessment of planning applications and review of Masterplan to identify if any areas are failing. Propose mitigation measures where required.	Dublin Port Company
Transport	To avoid significant negative impacts in terms of traffic levels accessing and exiting the port estate.	Increase in the level of intermodal transport options within the port estate.	Enhance the provision of a sustainable and integrated transport network within Dublin City.	Travel and Traffic Surveys at individual planning application level.	Where travel and traffic surveys at individual planning application level identify increasing traffic levels within the port estate.	Review of the Masterplan and identify potential failing areas. Propose mitigation measures to help reduce traffic levels.	Dublin Port Company

7 Conclusions

- 7.1.1 The purpose of this Post Adoption Statement has been to demonstrate how the SEA process has influenced the development of the Dublin Port Masterplan. Full integration of the SEA with the Masterplan has ensured that environmental and socio-economic benefits will be realised and that potential adverse effects will be subject to appropriate action as Dublin Port Masterplan options are implemented.
- 7.1.2 Consultation comments have been taken into consideration throughout the development of the SEA and these have been incorporated where appropriate. These comments and concerns have contributed to the production of a robust suite of proposals and requirements articulated through the Masterplan and the accompanying SEA documentation.
- 7.1.3 Monitoring of the significant effects resulting from implementation of the Masterplan will be undertaken as specified in the previous section of this PAS. Regular reviews will be undertaken by DPC to be informed by available data to be obtained from the monitoring activities to which DPC is committed, as well as from bodies such as the Environmental Protection Agency, DCC and the National Parks and Wildlife Service. This process will ensure that unforeseen adverse effects are identified at the earliest opportunity and remedial action undertaken as appropriate. It will also be important to compare the results of detailed, project-level assessments with the results of the SEA as a form of supplementary monitoring and to determine whether further SEA work and/or revisions to the Masterplan may be required.

Appendix A Consultation Comments

Table A-1: Summary of Consultation Responses on the SEA Scoping Report

Statutory Consultee	Response Submitted with Regard to the Masterplan	How Responses were Addressed
Department of Environmental Community and Local Government	<p>Correspondence received from the Department with regard to the SEA Scoping Report.</p> <p>This correspondence related to whether the uses of different ports under the control of DPC had been considered.</p>	<p>This response was considered in the development of Section 6: Assessment and Selection of Alternatives.</p>
Department of Arts Heritage and the Gaeltacht : National Parks and Wildlife Service	<p>Reponses received with observations on the Masterplan and SEA Scoping Report.</p> <p>Main observations are summarised and included:</p> <ol style="list-style-type: none"> 1. The Masterplan should not adversely impact on designated sites or protected species. All development proposals shall comply with Article 6(3) + (4) of the Habitats Directive. 2. The Masterplan should take into account the need to protect, retain and enhance biodiversity in general as per the National Biodiversity Plan. 3. All designated sites within the Masterplan should be listed and mapped. 4. Recommendations were made with regard to the SEA Biodiversity Objective. It is indicated that the Objective should be revised to account for habitats and species within and outside of the designated sites. 5. The Draft Plan should be screened for AA in accordance with Departmental Guidance. 6. Appropriate consultation should be undertaken for the appropriate assessment process. 7. It is identified that a proposed reclamation within the designated areas and relocation of the tern colonies would be considered significant and therefore Article 6(4) of the Habitats Directive would need to be complied with. 	<p>As part of the Masterplan, a strategic Natura Impact Statement was developed (sNIS).</p> <p>The purpose of the sNIS is to confirm if the Masterplan is likely to have significant impacts and to explain the strategic approach to mitigation including providing a framework within which Appropriate Assessments for individual options can be undertaken in the event that development / construction of that option progresses in the future – sNIS details were given in Appendix C of the Environmental Report.</p> <p>Additionally, the SEA biodiversity objective was revised to account for the NPWS recommendations with regard to habitats and species outside of the designated sites.</p> <p>The SEA classified the international (Natura 2000) sites, national sites (NHAs) and also non-designated terrestrial flora and fauna as receptors and the potential impacts of the Masterplan are assessed against these accordingly.</p>
Department of Communications, Energy and Natural	<p>Reponses received with observations on the Masterplan Issues Paper and SEA Scoping Report.</p>	<p>The SEA classified aquatic ecology and fisheries as a receptor and the potential impact of the Masterplan was assessed on this receptor.</p>

Statutory Consultee	Response Submitted with Regard to the Masterplan	How Responses were Addressed
<p>Resources: Inland Fisheries Ireland</p>	<p>Main observations are summarised and included:</p> <ol style="list-style-type: none"> 1. Developments within the port have the potential to impact directly on aquatic ecology in the Liffey, Dodder + Tolka catchments. 2. Appropriate measures are required to ensure the protection of local aquatic ecological integrity. 3. The issue of fisheries habitat loss through reclamation is considered a significant one. 4. There is a requirement for real time fish surveys for areas where information is not extensive at present. 5. Details provided with regard to potential for construction based impacts from development and the requirement for appropriate habitat and water quality monitoring to be undertaken 	<p>In undertaking the assessment, the potential for impacts resulting from such causes as loss of habitat and construction activities were considered.</p>
<p>Environmental Protection Agency</p>	<p>Reponses received with observations on the Masterplan Issues Paper and SEA Scoping Report.</p> <p>Relevant EPA SEA Guidance was attached to the submission</p> <p>Main observations are summarised and included:</p> <ol style="list-style-type: none"> 1. Reference was made regarding the integration of the Greater Dublin Area Regional Planning Guidelines 2010-2022 and the Offshore Renewable Energy Development Plan into Section 5: Review of Other Plans + Programmes 2. Consideration should be given to the establishment of an Integrated Environmental Management Plan 3. An integrated approach to the management of habitats and species within the zone of influence of Dublin Port should be adopted in association with relevant bodies. 4. DPC should consider establishing a baseline carbon footprint for existing port activities to be monitored during the lifetime of the Masterplan. 5. SEA Objectives should incorporate an adherence to the Flood Risk Management Guidelines, protection of nationally designated sites and appropriate mitigation for the remediation of material. 	<ol style="list-style-type: none"> 1. The Review of Plans and Programmes found in Appendix A of the Environmental Report was updated to include for the additional guidelines and plans outlined by the EPA. 2. The development of an Integrated Environmental Management Plan was incorporated into the proposed mitigation for the Masterplan. 3. The sNIS identifies the proposed strategic approach with regard to the Masterplan and Natura 2000 designated sites. 4. DPC are in the process of developing a Carbon Footprint tool relating to DPC activities and operations. It is considered that this will continue to be monitored and developed in future years. 5. The SEA Objectives were revised to reflect a commitment to adhere to the Flood Risk Management Guidelines. The SEA ER assessment section refers to the requirements to ensure that dredging material is appropriately managed.

Statutory Consultee	Response Submitted with Regard to the Masterplan	How Responses were Addressed
Dept. of Agriculture, Marine and Food : Marine Institute Federation of Irish Fishermen	No response received at this stage.	N/A
Dublin City Council including representatives from: Planning, Biodiversity, Archaeology and Heritage	Responses received with observations on the Masterplan Issues Paper and SEA Scoping Report. Main observations are summarised and included: 1. Visual improvements within the port from land and sea side – including how new reclamations would look when viewed from the water and can the heritage value of the south side contribute to the ports attractiveness. 2. The proposal to provide access to walkers and cyclists will improve the amenity value of the port. 3. Improvements could be made to the amenity value of the Poolbeg area and subsequent access to this area. 4. Provision of easy connection to the city from the port is required. 5. Use of existing Dublin Port archives to inform future tourist /information initiatives. 6. Phasing of the Masterplan must be addressed. 7. Development of the Masterplan giving recognition of Dublin’s historic position as a maritime city. 8. Improvement of public transport links into and through the port 9. Appropriate integration and linkage with the city and the port 10. The Masterplan should take account of the Water Framework Directive and it’s associate targets + objectives 11. The built heritage and history of the port needs to be valued and protected. 12. Appropriate consideration needs to be given to potential flood risks + impacts from sea level rise 13. All developments shall give appropriate consideration to incorporating sustainable drainage requirements.	It was considered that the observations identified in the DCC submission are addressed in Chapters 8 – 18 of the Environmental Report, the SEA assessment chapters. Additionally, mitigation requirements which were incorporated as part of the Masterplan or which were identified as part of the SEA process for incorporation are also discussed.

Table A-2: Summary of Consultation Responses on the SEA Environmental Report

Stakeholder	SEA Reference	Consultation Comment	Response
Environmental Protection Agency (Master Plan)		The inclusion of Appendix I SEA Impact Assessment Summary is noted. To further strengthen the Plan, the full suite of mitigation measures recommended in the SEA Environmental Report (ER) should be reflected as clear specific commitments in the main text of final Plan.	Additional confirmation has been added to the revised MP which confirms the commitments to implementing the necessary mitigation measures from the SEA ER.
		The commitment to create/implement “shorter term (rolling 5 year) strategic plans from which individual projects will be brought forward, planned and developed”, as set out in Section 11 Monitoring and Review of the Masterplan is noted and welcomed. The recommendations and commitments included in the Plan and SEA/AA should be fully incorporated and reflected in these strategic plans. The requirements of the SEA, EIA, Habitats and Floods Directives should be fully integrated in the development of these strategic plans. This is of particular relevance in the context of further assessment of alternatives for the proposed reclamation options as referred to in Figure 7 of the Plan.	A statement has been added to this effect in the MP.
		In order to ensure water quality is adequately protected, the Eastern River Basin District Management Plan and associated Programme of Measures should be integrated as appropriate in the Plan by means of a specific Plan Objective.	The MP first environmental objective has been revised to account for the protection of water resources.
		It should also be ensured that appropriate management practices are implemented for refuelling and maintenance operations within the Port to minimise potential for spillages/accidents.	A statement to this effect has been added to the SEA ER. The MP has committed to implementing the measures outlined in the SEA ER.
		It should be ensured that water quality (riverine, coastal, marine and groundwater) is protected in implementing the Plan in line with the requirements of the Water Framework Directive. Clarification should be given to whether a programme / schedule for dredging is proposed for the Plan area. In addition, potential risk associated with excavation of contaminated sediment should be taken into account in the preparation and subsequent implementation of the Plan.	The SEA + sNIS mitigation both make reference to the proposed Dredging Mitigation Strategy (DMS). A reference has been included in the MP to the DMS and that all dredging will be undertaken in accordance with licensing/legal requirements i.e. The Foreshore and Dumping at Sea Act (Amendment) 2009
		Your attention is brought to the Designated Shellfish Waters to the North of the Plan area (Malahide, Balbriggan & Skerries) and associated Pollution Reduction Programme/Characterisation Reports. It should be ensured that in implementing the Plan, these shellfish waters are protected from activities associated with the	Reference to this legislation + PRP reports has been added to the EU Directives and Policy Section of the MP.

Stakeholder	SEA Reference	Consultation Comment	Response
		<p>Port and its on-going operation and development. With regard to flood risk, consideration should be given to including a specific Plan Objective to integrate the relevant aspects of the Eastern, Dodder and Fingal East Meath CFRAMS into the Plan. Clarification should also be given, on the status of flood risk assessment for the Plan. The findings of this assessment should be reflected in the preferred options for the long-term development of the Port.</p>	
		<p>With regard to flood risk, consideration should be given to including a specific Plan Objective to integrate the relevant aspects of the Eastern, Dodder and Fingal East Meath CFRAMS into the Plan. Clarification should also be given, on the status of flood risk assessment for the Plan. The findings of this assessment should be reflected in the preferred options for the long-term development of the Port.</p>	<p>The first environmental objective of the MP has been revised to make reference to protection against flood risk.</p>
		<p>In terms of infrastructure provision, in implementing the Plan consideration should be given to the requirement under The Waste Water Discharge (Authorisation) Regulations for all wastewater discharges, including storm water discharges which come within the scope of these Regulations to be licensed (for agglomerations over 500pe) or certified (for agglomeration below 500p.e).</p>	<p>A statement to this effect has been added to the SEA ER. The MP has committed to implementing the measures outlined in the SEA ER.</p>
		<p>You are referred to Dublin City Biodiversity Plan, which should be referred to and incorporated into the Plan, to ensure that biodiversity outside of the Plan area is taken into account in association with Dublin City Council.</p>	<p>A reference to this Plan has been added to the MP. It is noted that the Biodiversity Plan is included in the SEA ER Review of Plans and Programme's.</p>
		<p>A clear commitment should be given which requires Appropriate Assessment Screening for all Plans/programme's arising out of implementation of the Plan with potential to impact on adjacent Natura 2000 sites in consultation with the NPWS.</p>	<p>This has been further clarified in the revised MP.</p>
		<p>The Plan should promote the implementation of measures to control and manage relevant alien/invasive species and noxious weeds within the Plan area according to best practice (as per the new Birds and Habitats Regulations).</p>	<p>Comment noted and a statement has been added to this effect in the SEA ER.</p>
		<p>Landscape Character Assessment: Consideration should also be given to promoting the requirement for an appropriate "Visual Impact Assessment" for proposed development with potential to impact adversely on significant landscape features</p>	<p>The revised MP identifies that environmental assessments and measures to abate visual impacts will be undertaken as required in co-operation with residents and port users.</p>

Stakeholder	SEA Reference	Consultation Comment	Response
		(river/coastal/estuarine) within and adjacent to the Plan area. The Plan should promote the application of standard impact assessment methodology for all such development.	
		<p>Infrastructure planning: The Plan should promote the provision of adequate and appropriate infrastructure, including, wastewater treatment, water supply, surface and storm water drainage, transport, waste management etc. on a planned and phased basis within the Plan area.</p>	A statement has been added to this effect in the MP.
		<p>Waste Management : It should be ensured that dredging activities associated with the operation of the port are undertaken in accordance with the relevant environmental legislation. Your attention is brought to the requirements of 'The Foreshore and Dumping at Sea (Amendment) Act 2009' which should be referenced and integrated into the Plan, in relation to capital and maintenance dredging activities associated with the on-going development and maintenance of the Port.</p>	A statement has been added to this effect in the MP.
		<p>EIA: The Plan should highlight that under the EIA and Planning and Development Regulations certain projects that may arise during the implementation of the Plan may require an Environmental Impact Assessment.</p>	There is reference made to this directive in the MP and that future projects/developments will need EIA's.
		<p>Obligations With Respect To National Plans and Policies and EU Environmental Legislation: The Plan should refer to Dublin Port Company's responsibilities and obligations in accordance with all national and EU environmental legislation. It is a matter for Dublin Port Company to ensure that, when undertaking and fulfilling their statutory responsibilities; they are at all times compliant with the requirements of national and EU environmental legislation.</p>	<p>DPC are committed to operating in accordance with all legislation. A comprehensive review of plans/programmes and legislation was undertaken in conjunction with the MP as part of the SEA and is presented in the ER.</p>
		<p>Executive Summary: It is noted in page 6 that the Plan will largely have "negligible" effects. The potential impact on Natura 2000 sites should be reflected in the Plan. Consideration should also be given to including a reference to the relevant guidance including the European Sea Port Organisation (ESPO) Codes of Practice specifically, to highlight the overall framework in which the Plan area is being developed.</p>	<p>The MP refers on a number of occasions of the requirement for implementation of the Appropriate Assessment process with regard to future developments - giving appropriate regard to the Natura 2000 sites. Reference is also made to the sNIS which has been developed in conjunction with the MP. A statement relating to the ESPO Codes of Practise has been added to the MP...</p>

Stakeholder	SEA Reference	Consultation Comment	Response
		Chapter 2 – The Rationale for the Masterplan Consideration should be given to amending the first bullet point to refer to “Plan for future sustainable growth and changes in facilitating seaborne trade...”	Comment noted and text amended
		Under ‘Environment and Heritage’ the Plan should also include objectives to protect water resources and to fully implement SEA and AA recommendations for the protection of natural resources.	Comment noted and text amended
		The inclusion of Appendix I SEA Impact Assessment Summary is noted. To further strengthen the Plan, the mitigation measures recommended in the SEA Environmental Report (ER) should be reflected as clear specific commitments in the main text of final Plan.	Additional confirmation has been added to the revised MP which confirms the commitments to implementing the necessary mitigation measures from the SEA ER.
		Chapter 11 – Monitoring and Review of the Masterplan Under ‘Data to be Collected Annually’ and ‘Data to be Collected on a Five Year Basis’ other relevant indicators identified in SEA/AA should be included. The commitment to publishing five year environmental monitoring reports is noted and welcomed. In addition, the commitment to take appropriate corrective action if adverse impacts are identified is noted. SEA related monitoring should be linked with plan implementation review and associated monitoring.	Reference has been added to the MP to link the monitoring requirements of the SEA ER with this section of the MP.
		The proposed periodic review (no later than ten years) of the Masterplan should be undertaken in accordance with the requirements of the SEA and Habitats Directives.	Comment noted and text amended
		Masterplan Objectives Consideration should also be given to amending Port Function Objective PF1 as follows “Ensure the safe operation and sustainable development of the port and its approach...” Additionally, Port Function Objectives PF4 and PF7 should be refined to include the following “...subject to environmental/licensing requirements”. The Masterplan objectives should take into account protection of water resources, fisheries, designated and non-designated sites under ‘Environment and Heritage’. Consideration should be given to amending EH1 to also refer to non-designated sites, as well as including additional strategic objectives to protect natural resources. Future Review Objective FR1, should be amended to highlight that a commitment is given to reviewing and monitoring the Plan at regular intervals to assess how the Masterplan is achieving its objectives and targets as set out in the Plan and the SEA.	Comment noted and text amended
		The Masterplan should consider the inclusion of an objective to	It is considered that the SEA ER has identified

Stakeholder	SEA Reference	Consultation Comment	Response
		ensure that no significant noise increase occurs (as per paragraph 7.6.5).	suitable mitigation measures with regard to the management of noise issues. DPC are committed implementation of the recommendations of the SEA ER.
		In the context of strengthening the Plan, consideration should be given to moving the specific "Commitments" as provided in each Table into the Plan, as they reflect specific recommendations which should be catered for in the Plan	Additional confirmation has been added to the revised MP which confirms the commitments to implementing the necessary mitigation measures from the SEA ER.
		The Plan should include a clear commitment to implement the proposed mitigation measures set out in Chapter 20. Summary of Mitigation and Monitoring Proposals	
		The actions listed under the "Mitigation Recommended" heading for each "Feature or Performance Indicator/Area" given in Appendix B should be reflected where relevant in the Plan.	
Environmental Protection Agency (SEA ER)	Introduction	The Agency notes the extensive consideration of alternatives / development options; however it should be ensured that the assessment of each proposed alternative is subject to a consistent level of assessment. Given the large number of alternatives under consideration, there is a need to have a clear, standardised and systematic integrated assessment of all options.	A flow diagram has been drawn up within the 'Alternatives' section to illustrate the approach taken to the assessment. Text has also been added at various points within Chapter 7, and the combination shows how DPC's approach is both appropriate to this particular Masterplan, and also systematic. We have also mentioned alternatives which were not considered "reasonable" and which therefore did not require assessment under the SEA Regulations.
		The lack of planning detail for some alternatives should be reviewed.	We have considered the level of detail extensively. It is considered that it is not always appropriate to provide a consistent level of detail across all of the alternatives i.e. when some alternatives are considered as 'concepts', these can be ruled out before designing any specifics for that alternative.
		The need to examine issues further at EIA level should be more clearly stated throughout the ER.	We have reviewed our existing references to the EIA level, and a section has been added to Chapter 20, (Section 20.3) to specify what issues should be examined further at EIA level.
		It should be clarified, whether flood risk assessment has been carried out for the Plan, in accordance with the Flood Risk Management Guidelines (DoEHLG/OPW, 2009), and if so, its current status should be clarified. The findings of any FRA undertaken should inform the appraisal of alternatives and should	The FRA is not undertaken at this stage. This has been clarified in Section 9.2.7 of the revised Environmental Report

Stakeholder	SEA Reference	Consultation Comment	Response
		be reflected in the Plan.	
		The SEA ER notes a number of data gaps throughout the document for some but not all of the environmental receptors (e.g. flood risk, management plans, etc.). There would be merits in incorporating a specific section on data gaps (or structuring the description of each environmental receptor in such a way to include a clear sub-section on data gaps).	Where data gaps have been identified, a sub-section has been added to the topics detailed within Chapter 6.
	Non Technical Summary	The Non-Technical Summary (NTS) should be expanded / completed to provide a more descriptive and comprehensive outline of the environmental baseline, assessment findings and main impacts, mitigation measures, indicators, targets and monitoring arrangements. A more detailed overview of the existing environment should be provided, including any existing environmental problems and the likely evolution of the environment in the absence of the Plan.	The NTS has been amended to provide a more detailed description of baseline information, assessment findings, mitigation measures and the monitoring programme.
		Maps should be included to summarise/highlight what environmental vulnerabilities /sensitivities exist within and adjacent to the Plan area. The inclusion of a cumulative environmental sensitivity map, outlining environmental vulnerabilities such as water quality/biodiversity/flood risk/noise etc. would be useful in this regard. This would highlight those areas where specific measures need to be afforded significant protection in implementing the Plan, and any plans arising out of its implementation.	Comment noted. The existing maps are considered suitable, and have been made available for download separately with the NTS.
		It should also be ensured that the dredging activities associated with the operation of the Harbour are appropriately managed in line with the relevant environmental legislation and adjacent environmental sensitivities.	A Dredging Mitigation Strategy is included as a commitment in the Environmental Report. Please refer to Sections 8.2.8 - 10.2.7 for more information.
		It should be ensured that the alternative development scenarios have been assessed against the Strategic Environmental Objectives within the Environmental Report, rather than the Plan Objectives, in the selection of preferred alternative development scenarios. This should be clarified in the Plan.	Within the NTS, the description of alternatives and their assessment has been clarified..
		There would be merits in including an overview of the mitigation and monitoring measures proposed. The commitments provided in Chapter 20: Summary of Mitigation and Monitoring Proposals would prove useful to highlight environmental concerns and how	An overview of the mitigation and monitoring measures proposed has been added to the NTS.

Stakeholder	SEA Reference	Consultation Comment	Response
		the Plan proposes to mitigate issues identified.	
		Consideration should also be given as to whether any material assets have been identified (Schedule 2(f) of S.I. No 435 of 2004), such as dredging materials. Additionally, any difficulties encountered or data gaps should also be acknowledged in accordance with the SEA Regulations.	Effects of dredging including materials have been considered in all relevant topics. A summary of data gaps identified through Chapter 6 has been included in the NTS.
	Chapter 2 – SEA Approach and Methodology	There would be merits in including in Paragraph 2.5.7, a reference to the assessment of other Plans and Programmes, as detailed in Appendix A.	Paragraph 2.5.7 has been amended to reference the assessment of other Plans and Programmes as detailed in Appendix A.
	Chapter 3 – Consultation	The biodiversity SEA objective in Paragraph 4.5.2 page 27 should reflect the feedback from the NPWS regarding wider biodiversity interests. (Refer to the Departments Comments included below)	The biodiversity SEA Objective covers the feedback from the NPWS including for protection of all levels of biodiversity. The assessment of options has taken into consideration all aspects of biodiversity including wider biodiversity interests. However, the objective has not been amended further.
	Chapter 4 – The Key Objectives of the Dublin Port Masterplan	There would be merits in adopting a consistent approach to the reference to the types of objectives within the document e.g. strategic, Plan and SEA.	We have checked for consistency throughout the report and are content that referencing of objectives is consistent throughout.
		It should also be ensured that the SEA Objectives are fully reflected in the Plan objectives as appropriate, to highlight the integration between the SEA and the Plan.	The role of SEA objectives is to identify the strengths and weaknesses of the plan objectives. If identified early, these weaknesses can be addressed in a variety of ways, and not necessarily by amending the plan objectives. However, the SEA compatibility appraisal has led to certain improvements in the Masterplan objectives.
		Where conflicts have been identified between Plan and SEA objectives, these should be resolved where possible prior to finalising the Plan.	The purpose of the compatibility assessment is to identify areas of compatibility / incompatibility and suggest changes where appropriate. Conflict may still remain in some areas but other plan objectives can counteract the incompatibility.
		Section 4.4.2 refers to “Dublin Port Company studies” which show that additional lands will be required for the development of the Port. Consideration should be given to documenting and taking into account the key findings of these studies in the Environmental	The terms "studies" refers to the projected growth estimate that DPC have detailed in their Masterplan which will require the port to handle 60m tonnes by 2040. On the basis of this estimate,

Stakeholder	SEA Reference	Consultation Comment	Response
		Report. This should include a description of all development alternatives including development in the absence of land reclamation. The justification for choosing the land reclamation option as the preferred alternative should also be included and taking into account the SEA Objectives set out.	the port estate will require additional area to support the increase in trade through the port. The paragraph has been amended to clarify this comment.
		Consideration should be given in paragraph 4.4.3 to whether the “options” referred to, reflect development alternatives as already assessed within the SEA. If not, they should be subject to the same level of assessment to ensure the likely significant effects (including cumulative effects) of all options are carried out.	These options are those assessed in Chapter 8-18. Sentence re-worded to clarify.
		Consideration should also be given to amending Port Function Objective PF1 as follows “Ensure the safe operation and sustainable development of the port and its approach...” Additionally, Port Function Objectives PF4 and PF7 should be refined to include the following “...subject to environmental/licensing requirements”. The Masterplan objectives should take into account protection of water resources, fisheries, designated and non-designated sites under ‘Environment and Heritage’. Consideration should be given to amending EH1 to also refer to non-designated sites, as well as including additional strategic objectives to protect natural resources. Future Review Objective FR1, should be amended to highlight that a commitment is given to reviewing and monitoring the Plan at regular intervals to assess how the Masterplan is achieving its objectives and targets as set out in the Plan and the SEA. Masterplan implementation review and monitoring should be linked to SEA related monitoring.	These amendments have been made to the MP.
		For the SEA Objectives, consideration should be given to the development of an additional SEA Objective and associated Target and Indicator for assessing energy conservation.	An SEA objective for energy conservation has not been included as this has been considered under the climate change SEA objective.
		Objectives EH1 to EH4 are included in the list of Plan Objectives, however the subsequent text (Paragraph 4.5.9) refers to objectives EH1 through EH6. This should be clarified.	Comment noted. This has been addressed in the revised ER.
	Chapter 5 – Review of Other Relevant Plans	There would be merits in summarising the key significant Plans/Programmes as described in Appendix A: Review of Relevant Plans and Programmes - Tables	A review of Plans and Programmes is detailed in Chapter 5 and includes the key findings of the review. We feel that by leaving the table in the

Stakeholder	SEA Reference	Consultation Comment	Response
	and Programmes	in the main body of the text.	Appendix, we make the main body of the Environmental Report more concise and therefore more reader-friendly.
		You are referred to Irelands Offshore Renewable Energy Development Plan, which highlights the recommended renewable energy technologies for the East and South East areas. The Plan (or future reviews thereof) should consider how these may be integrated into port related activities and taking into account environmental sensitivities.	This Plan is reviewed in Appendix A, p182 of the Environmental Report.
		The Plan should seek to promote the co-ordination/communication of marine movements with other users of the port, such as fishing/trawling, leisure, communications infrastructure and dredging (including construction / maintenance activities) with potential to impact on marine based activities.	An addition has been made to the Transport Chapter (Section 17.2.6) to reflect the comment.
Chapter 7 – Characterisation of the Existing Environment of Dublin Port		Consideration should be given to moving this section before the Chapter on the selection of the preferred alternatives, to provide the overview of environmental baseline available prior to the selection process being discussed. There would also be merits in providing a larger scale map(s) highlighting environmental vulnerabilities adjacent to the Plan area which have been considered in the SEA.	Chapter 7 has been moved to Chapter 6 with the alternatives chapter following on as Chapter 7.
		The likely evolution of each of the environmental factors (e.g. biodiversity, water, air etc.) in the absence of the Plan should also be discussed under the Future Trends sections of this chapter, or in each of the following chapters referring to the environmental factors	A future trends section is present in this chapter for each topic.
		In addition, the use of a table to summarise the assessment of environmental effects as set out in the SEA Directive and Regulations, i.e. “secondary, cumulative, synergistic, short, medium and long–term, permanent and temporary, positive and negative effects” should be considered.	Additional clarity on how each type of effect has been dealt with has been added to the Environmental Report. Please refer to Section 2. A summary of the effects of the Masterplan is presented in Table 21.1, with cumulative effects taken into account but described in Chapter 19.
		The Dodder Water Management Unit should also be included in	This has been included (see Section 6.3.12 and

Stakeholder	SEA Reference	Consultation Comment	Response
		Section 7.4.6 and should be taken into account in the SEA and Masterplan. The status of the CFRAMS studies currently underway should be referred to, as these will inform the evolution of the Plan (and future revisions) when relevant flood risk data becomes available during the lifetime of the Plan.	6.4.6 of Environmental Report).
		With regard to Section 7.6 Noise and Vibration, there would be merits in including a noise sensitivity map for the area, using the existing noise data available. This would also allow for the assessment of and provision of mitigation measures in sensitive locations and for different receptors. It is noted and acknowledged that Noise Data from Dublin City Council is currently being taken into account where available.	Sensitive receptors are identified in the noise figure provided for in the Environmental Report.
		A more detailed noise assessment should be undertaken prior to development / expansion / intensification of port related activities which may arise in implementing the Plan.	This commitment is provided in Chapter 12 (noise).
		Consideration should be given in Section 7.9 Landscape to including a map highlighting areas of particular landscape character, including both seascape and coastscape, to be utilised in determining whether visual impact assessment may be required for certain activities.	Comment noted. However, a map is not included at this stage. However proportionate landscape and visual assessments will be required of each future development proposal at the Port, which would likely supply such maps.
		Consideration should be given in Section 7.12 - Waste Management to referring to the requirements of the Environmental Liabilities Directive to be incorporated into Port operation and on-going development activities.	A section has been added to Chapter 6.12 (Waste Management) referring to the requirements of the Directive.
	Chapter 6 – Assessment and Selection of Alternatives	Consideration should be given to including a summary of the development alternatives prior to identifying a preferred alternative evaluated as referred to in Paragraph 6.1.7.	The addition of an alternatives diagram and additional text provide greater clarity on the alternatives, and there is already suitably detailed descriptions at appropriate places in the report.
		The methodology applied in the evaluation of alternatives should be clearly described. An overall integrated assessment of all alternatives considered for the on-going development of the Port should be provided in this section.	A section has been added to Chapter 2 (section 2.6) to clarify the methodology used for the alternatives assessment.
		It should also be clarified how the Appropriate Assessment and Flood Risk Assessment have influenced the selection of preferred alternative development scenarios and land uses.	An FRA has not been conducted at this stage. All the alternatives are part and parcel of a package of capacity-increasing measures which

Stakeholder	SEA Reference	Consultation Comment	Response
			will potentially require reclamation / infill to meet the Masterplan objectives - The sNIS addresses the potential future requirements with regard to the Appropriate Assessment process for the preferred engineering options.
		There would be merits in including maps of the Bulk Liquid Berthing and Handling options, the South Berth Handling options and the Dublin Gateway Extension options, and for the Central Area – North Side and Eastern Area – North Side. Figure 6 illustrates the preferred option for the North West side of the port, the inclusion of relevant additional maps of the remaining areas of the port would illustrate how the preferred options in Figure 2 Summary of Engineering Options were decided upon.	Maps showing the alternatives which are difficult to visualise have been provided.
		It is noted that under paragraph 6.6.1 that the South Berth alternative was abandoned. The reason for rejecting this alternative should be clarified.	More detail has been added to this section. It was abandoned as being inappropriate even before the environmental assessment could be completed, however the environmental assessment concurs with its abandonment.
	Chapter 8 – Biodiversity – Flora and Fauna	Clear objectives should be included in the Plan to ensure protection of the rare and protected species noted in this section. These should be cross referenced against the Dublin City Biodiversity Plan to ensure compatibility and recognition is given to wider biodiversity outside the Plan area. Similarly, the potential to effect non-designated sites and species (through direct disturbance/removal or water contamination) should be examined in more detail.	The biodiversity SEA Objective included for protection of all levels of biodiversity. The assessment of options has taken into consideration all aspects of biodiversity including wider biodiversity interests. It is therefore considered that no new objectives are required.
		In terms of proposed construction / operation activities associated with implementing the Plan, it should be ensured that these activities take into account breeding activities, salmonid spawning etc. to ensure development / operations adjacent to the most sensitive locations are controlled, in order to minimise disturbance. This should also be taken into account in the proposed relocation of the “Dolphins” mooring structures and associated tern colonies.	Details have been included within Section 8.2.14 and take into account the proposed relocation of the 'Dolphins' mooring structures and associated tern colonies.
		The second indicator for the Biodiversity SEA Objective (“protect and enhance the biodiversity levels in general...”) in Table 8.1	The biodiversity Objective has been altered to take

Stakeholder	SEA Reference	Consultation Comment	Response
		should be rephrased to also take into account wider biodiversity aspects.	into account wider biodiversity aspects (see p92).
		For proposed mitigation measures, the commitment in Section 8.2.14 should be strengthened as follows: “DPC shall consider working work with relevant statutory and non-statutory stakeholders to create an Integrated Environmental Management Plan for the Port area and environs”	Comment noted. Section 8.2.14 has been altered to make stronger the commitment to an Integrated Environmental Management Plan.
	Chapter 9 – Flood Risk	The indicator should reflect the need to consider the “number of areas reporting flooding incidents” (rather than increase in the number as this reflects a trend not an indicator). The target should also include “No additional flood risk”.	The Flood Risk indicator and associated target has been modified as per comment.
	Chapter 10 – Water - Surface Water	Consideration should be given to relevant EPA Q-values as an additional indicator to WFD risk status in Table 10.1.	Comment noted. An additional indicator has been added to the WFD risk status in Table 10.1 to include relevant EPA Q-values.
		There would be merits in strengthening the commitment to prepare an Integrated Environmental Management Plan for the Plan area The scope of this plan should include provisions to ensure the on-going protection of water quality, habitats (in particular Natura 2000 sites), and associated species including fisheries from the on-going operation and future development of Dublin Port.	The commitment to prepare an Integrated Environmental Management Plan has been reinforced in the Environmental Report.
	Chapter 11 – Water – Groundwater	Consideration should be given to amending Table 11.1 as for Table 10.1 mentioned above.	Comment noted. An additional indicator has been added to the WFD risk status in Table 11.1 to include relevant EPA Q-values.
		The Plan should provide a commitment for coordinated integrated site investigation to determine the nature and extent of any ground contamination within the Plan area. Mitigation proposed includes a commitment to identify “areas and sites historically contaminated with free phase product...” An objective should be included in the Masterplan to prepare and implement an integrated remediation programme for any contaminated areas identified.	This action has been undertaken and can be found within Section 11.2.5.
		Section 11.2.4 - Mitigation Proposed, consideration should be given to amending as follows “The employment of It will be a requirement to carry out good construction and operational site management practices...” This could be included in an Environmental Management System linked with any	Section 11.2.4 has been amended as per the comment.

Stakeholder	SEA Reference	Consultation Comment	Response
		construction/development/maintenance works.	
	Chapter 12 Noise and Vibration	The indicator for noise should be “number of complaints (...)” (rather than increase in the number as this reflects a trend not an indicator).	The noise indicator has been amended to 'number of comments...'
		The Masterplan should consider the inclusion of an objective to ensure that no significant noise increase occurs (as per paragraph 7.6.5).	The SEA ER has identified mitigation measures with regard to the management of noise issues and DPC are committed to the implementation of the recommendations of the SEA ER
	Chapter 13 – Air Quality and Climate	Mitigation measures in Section 13.2.7 could be strengthened by rephrasing as follows: “Routes can will be regularly damped down... appropriate speed limits can will be established...wheel washing facilities can will be installed...”	The mitigation measures in Section 13.2.7 have been altered in accordance with the comment.
	Chapter 17 – Transport	There would be merits in including a map showing the key transport networks existing within and adjacent to the Plan area which will influence / be influenced by the Plan.	Comment noted. It is felt that this information is explained in the baseline section (6.11), as well as Chapter 16. The Masterplan has committed to the development of a Transport Management Plan in conjunction with relevant authorities which will address the key transport networks.
	Chapter 18 – Waste Management	The indicator in Table 18.1 should be rephrased as follows: “Increases in the level quantity of waste being directed to landfill...”	The indicator in Table 18.1 has been rephrased in accordance with the comment made.
	Chapter 20 – Summary of Mitigation and Monitoring Proposals	The abbreviations in the Stage column in each mitigation table should be defined.	Comment noted. The abbreviations have been defined in each mitigation table.
		In the context of strengthening the Plan, consideration should be given to moving the specific “Commitments” as provided in each Table into the Plan, as they reflect specific recommendations which should be catered for in the Plan.	The Masterplan has been amended to make a stronger connection to the mitigation proposed.
		The Plan should include a clear commitment to implement the proposed mitigation measures set out in Chapter 20. Summary of Mitigation and Monitoring Proposals.	The Masterplan states that the mitigation measures identified in both the SEA and sNIS will be reviewed and implemented in the context of future development proposals. It also lists these measures within the Masterplan itself.
		In the development of the monitoring programme, consideration	Comment noted. The monitoring programme has

Stakeholder	SEA Reference	Consultation Comment	Response
		<p>should be given to the following:</p> <ul style="list-style-type: none"> The addition of appropriate corrective action thresholds for unauthorised development, illegal waste activity and water pollution incidents not involving oil spills. The inclusion of monitoring frequencies. Monitoring of both positive and negative effects, where they occur. Inclusion of the on-going review of environmental targets and indicators in the monitoring programme. Responsibility for this role should be clearly defined. 	<p>been amended in light of this comment with two additional columns to Table 20.2 to include when and what remedial action should be undertaken. Text has also been added to detail monitoring of both positive and negative effects. The responsibility for the role of monitoring was already provided in the table.</p>
		<p>The Monitoring Programme should be flexible to take account of the various stages of the Plan and should be able to deal with specific environmental issues as they arise. The programme must be able to deal with the possibility of cumulative effects.</p>	<p>Comment noted. It is felt that the monitoring programme reflects this comment.</p>
		<p>The monitoring programme should set out the various sources of data, and the actual departments responsible for collecting, collating and analysing the data should be identified as soon as possible after the Plan has been adopted. The Monitoring Programme should include information on how the monitoring proposed will allow unforeseen adverse effects to be identified and responded to as appropriate. Who has responsibility for this? What will trigger appropriate remedial action?</p>	<p>Comment noted. See above comments for response.</p>
	Chapter 22 – Conclusion	<p>Table 21.1 has some entries, for instance moderate/long term positive effect on biodiversity flora and fauna. These effects should reflect the findings of the AA.</p>	<p>A summary of the findings of the Natura Statement has been added within Chapter 22.</p>
		<p>Table 21.2 should reflect all of the mitigation measures identified in Tables 20.1 to 20.11 to ensure clarity and consistency and reflect the key findings of the SEA to be included in the Plan.</p>	<p>Comment noted. The consistency between Tables 20.1 to 20.11 and Table 21.2 has been checked and text has been amended / added to Table 21.2 where appropriate.</p>
	Appendix A- Review of Relevant Plans and Programmes -	<p>The list is very comprehensive and contains a good summary of the relevance of each plan/programme and legislative instrument.</p>	<p>Comment noted and appreciated.</p>

Stakeholder	SEA Reference	Consultation Comment	Response
	<p>Tables</p> <p>Appendix B – Assessment Tables</p>	<p>The actions listed under the “Mitigation Recommended” heading for each “Feature or Performance Indicator/Area” given in Appendix B should be reflected where relevant in the Plan.</p>	<p>The Masterplan states that the mitigation measures identified in both the SEA and sNIS will be reviewed and implemented in the context of future development proposals. It also lists these measures within the Masterplan itself.</p>
<p>Department of Arts Heritage and Gaeltacht: National Parks and Wildlife Service</p>		<p>With regard to the SEA we had requested that the Biodiversity objectives in the SEA cover habitats and species both within and outside of designated sites as below:</p> <ul style="list-style-type: none"> • Natura 2000 sites, i.e. Special Areas of Conservation (SAC) designated under the EC Habitats Directive (Council Directive 92/42/EEC) and Special Protection Areas designated under the EC Birds Directive (Council Directive 79/409 EEC); • Other designated sites, or sites proposed for designation, such as Natural Heritage Areas, Nature Reserves and Refuges for Fauna or Flora, designated under the Wildlife Acts of 1976 and 2000; • Habitats listed on annex I of the Habitats Directive; • Species listed on Annexes II and IV of the Habitats Directive; • Habitats important for birds; • Birds listed on Annex I of the EC Birds Directive; • Species protected under the Wildlife Acts including protected flora; • Habitats that can be considered to be corridors or stepping stones for the purpose of article 10 of the Habitats Directive; • Red data book species; and • biodiversity in general. <p>Therefore the Department recommended that there should be more than just the one SEA Biodiversity Objective which was proposed on page 60 of the draft SEA scoping report. The draft SEA however has only one Objective for biodiversity flora and fauna and the wording of the Objective differs in different parts of</p>	<p>The text of the Biodiversity Objective has been revised in all the locations of the ER now - "Protect and enhance the biodiversity levels in general with particular regard for the nationally and internationally protected sites in vicinity of the port."</p> <p>It is not felt that any additional objectives are required as the assessment has covered all aspects of the comment.</p>

Stakeholder	SEA Reference	Consultation Comment	Response
		the SEA Draft Environmental Report (see pages 35, 91 and 149). Without specific mention of protected species and biodiversity outside of designated sites the Objective may not be comprehensive enough.	
		These include species such as Otters, marine mammals, salmon, lamprey species and birds protected under the Wildlife Acts and/or listed on annex IV of the Habitats Directive. During our site visit we had discussed seals, salmon and the possibility of creating black guillemot nest sites.	Comment noted. The assessment has taken into consideration the potential for effects on these species.
		Table 8.1 concentrates solely on the designated sites. The bottom part of Table 8.2 on page 93 of the SEA draft Environmental Report is confusing as the Performance Indicator refers to non-designated terrestrial flora and fauna but the Rationale for Categorisation states it may include protected species such as bats and breeding birds. We recommend therefore that section 8 should be amended to address the concerns above.	Noted and the text has been clarified.
		We note that table 7.4 has omitted grey plover from the Special Conservation Interests for the SPA.	Grey plover has been added to Table 7.4 (now Table 6.4)
Department of Arts Heritage and Gaeltacht		Suggests the Architectural Conservation Areas are referred to in the Masterplan and not just the SEA.	The Masterplan has been updated to include stronger links back to the SEA and local features. Conservation Areas are referred to.
		Suggests the Architectural Conservation Areas are referred to in the Masterplan and not just the SEA.	The Masterplan has been updated to include stronger links back to the SEA and conservation areas are referred to
		Lack of discussion in the sNIS of the new bridge across the Liffey as discussed during consultation meetings	The proposed interconnector bridge has been considered in the updated sNIS
		The eastern bypass should be considered in the sNIS in addition to the SEA	The Dublin Eastern Bypass has been considered in the updated sNIS

Stakeholder	SEA Reference	Consultation Comment	Response
		<p>NIS (A) for measurement H1 and H2 the term "mitigation" should be replaced with "compensation". (B) The eastern bypass should be considered in the sNIS in addition to the SEA. (C) Lack of discussion in the sNIS of the new bridge across the Liffey as discussed during consultation meetings (D) Section 7.4.5 on re-designation of existing habitat needs clarification.</p>	<p>No actual adverse effects on the Natura 2000 sites have been determined with the engineering options still being at the Masterplan stage. It is not confirmed at this stage which engineering options will be developed.</p> <p>DPC are committed to undertaking Appropriate Assessments for individual projects which will determine whether adverse effects are predicted (under Article 6(3)).</p> <p>Article 6(4) discusses alternative solutions, the test of "imperative reasons of overriding public interest" (IROPI) and compensatory measures which is the next stage.</p> <p>Since we haven't discussed these stages including development of IROPI, as adverse effects have not been determined, it is considered that using the term compensation could lead to a misinterpretation of whether adverse impacts have been identified at this stage of the process.</p>
		<p>MP (A) recommendation to include the Bird Directive page 9 under point 1 (B) Page 10 SPA name is incorrect.</p> <p>The findings of the NIS with regard to IROPI should be included in the MP Exec Summary and the SEA NTS.</p>	<p>Amendments have been made.</p>
<p>National Transport Authority (NTA)</p>		<p>Expressed support for the Masterplan.</p> <p>Make a number of suggestions with regards to the Transport Plan, environmental related is the provision of a pedestrian and cycle movement along East Wall Road and to and from the Port.</p>	<p>Support accepted and appreciated.</p> <p>These detailed considerations will be taken into account for a future Transport Plan, as referred to in the updated Masterplan, to be developed in conjunction with the National Transport Authority and Dublin City Council.</p>
<p>National Roads</p>		<p>Requested that the MP ensures any proposal does not pose a potential risk to the future capacity, stability, structural stability and</p>	<p>Transport impacts and issues are discussed in Chapter 17 of the Environmental Report. Such</p>

Stakeholder	SEA Reference	Consultation Comment	Response
Authority		structural safety of the Dublin Port Tunnel.	risks will be suitably managed on a project-by-project basis, particularly as the transport network changes up to 2040. DPC will continue to consult the NTA, NRA and DCC as appropriate and required, and such emphasis has been increased in the final revision of the Masterplan.
		Recommend transport modelling exercise to be undertaken to identify impact of increased HGV movements on both the road and rail transport network.	Proportionate levels of transport assessment will be required and undertaken on a project-by-project basis. At least for certain projects, this may involve transport models.
		Concern about the apparent absence of relevant policy to support future requirements of Eastern Bypass. Eastern Bypass proposal is not recommended for development during Strategy period, however the retention of a route corridor is recommended for possible future transport provision.	The proposed future developments will be evaluated in light of plans for development of the proposed Eastern Bypass, which may be implemented by 2030. In this context Dublin Port Company will consult with the National Transport Authority among other stakeholders before specific projects are brought forward for development.
Dublin Docklands Development Authority (DDDA)		Support for the DPC Draft Masterplan. The positive initiatives of 'Integrating either the City' and 'Recreation and Amenity' and the objective to increase public transport links received positively. DDDA will cooperate with the proposals for the North Wall Quay and Sir John Rogersons Quay. It is requested that DPC work closely with DDDA on the development options which are located on lands within the DD Masterplan area.	Support noted.
		Concern expressed over potential under-utilisation of to Site 5 (Bulk Solid) in the south of the Port.	Comment noted. The Masterplan presents a possible list of options that will be evaluated at the appropriate time (by reference to such issues as demand and capacity) and subjected to the completion of the relevant business case, environmental assessments, planning and consent requirements.

Stakeholder	SEA Reference	Consultation Comment	Response
		The improvement in the transport links with the construction of the Luas Line to the Point Depot has made the port area more accessible, but on the north side of the city there remains an area of land that is undeveloped and unappealing in its current form. In the immediate future, it is unlikely that this scenario will change and accordingly new and innovative ways of bridging the gap between the City and the Port need to be embraced.	Comment noted. Future development options will be reviewed on a project-by-project basis in order to identify potential synergies with any transport or other improvements to improve this integration.
Railway Procurement Agency		RPA welcome the DPC Masterplan and would be supportive on the proposed shuttle bus service to the Luas stop.	Support noted.
Inland Fisheries Ireland		The IFI agree with the designation of the importance and sensitivity of the aquatic ecology, fisheries and biodiversity as "Very High".	Comment noted.
		The IFI make reference to the following report "Status of Irish Salmon Stocks in 2006 and precautionary catch advice for 2007" where it states that in applying the Habitats Directive consideration must be given to all populations of salmon and not just those in the 26 SAC sites. The IFI state that such a precautionary approach should be extended to all designated and non-designated sensitive species in the area.	Chapter 8 of the SEA Environmental Report details the assessment of potential impacts on fisheries. It provides a proportionate assessment for the Masterplan. Further detailed considerations and assessments will be required on a project-by-project basis.
		The submission lists a number of aspects that should be considered when undertaking impact assessment in the formal planning process.	Comment noted.
		Future development should prioritise in the first instance avoidance and then mitigation via reduction and/or remedy.	Comment noted.
		Any habitat loss due to reclamation is a significant issue and IFI recommends that DPC should consult with the IFI as early as possible in the planning process.	Comment noted.
		The IFI have recorded up to 28 species of fish and crustaceans at the Poolbeg water intake. The IFI have stated that there should be no negative impact on these species as a result of any plans/projects associated with the MP. The IFI have stated that real time fish survey will be required and should be included in the monitoring programmes in SEA Section 8 and 20. The IFI are to be consulted on this if formal planning processes are initiated.	DPC will review the requirement for fish surveys in areas where information is not extensive at present with the Inland Fisheries Ireland.

Stakeholder	SEA Reference	Consultation Comment	Response
		The removal of hard substratum will have an impact on fish species and appropriate mitigation and agreement with the relevant authorities will be required.	Comment noted.
		The IFI highlight the link between bird and fish species and consider that any quantifiable loss of foreshore habitat can be relevant to the fish species and should be considered in any AA or related reporting.	Comment noted.
		Water and habitat quality should be monitored during and subsequent for any future engineering purposes.	Comment noted. – detailed proposals will be agreed alongside future planning applications.
Dublin City Council		Expressed support for the Masterplan.	Support noted.
		Concern raised over the new quay wall and deep water berthage; the full extent of the infill needs to be reconsidered and/or reduced due to potential impacts on the heritage and natural environment.	At present, in its assessment (Chapters 8 – 19 of the Environmental Report), the SEA does not identify any impacts which cannot be suitably addressed and minimised at the project level. Further detailed considerations and assessments will be required on a project-by-project basis.
		The Lo-Lo facilities at Poolbeg - no reference is made to the possibility of the environmental enhancements, including noise screening.	Specific enhancements (whether for landscape, nature conservation or noise, etc.) will be considered as part of the future recommended Integrated Environmental Management Plan.
		More detail on the environmental enhancement should be included in the Masterplan with regard to possible approaches to enhancements.	The MP outlines plans and commitments with regard to the visual integration of the port with the city. Further detailed consideration will be undertaken on a project-by-project basis.
		The proposed environmental enhancement at the East Wall Road should be developed in consultation with DCC.	Comment noted and agreed.
Non-Governmental Environmental Stakeholder: Dublin Bay Watch		Dublin Bay Watch stated that they will oppose and infill plans if and when they arise.	The sNIS identifies a strategy for ensuring the integrity of the Sites and mitigation requirements needed to achieve this which could be delivered at the future project stages. Any future infill proposals will be undertaken in accordance with planning and legal requirements.

Stakeholder	SEA Reference	Consultation Comment	Response
			It is acknowledged that further detailed considerations and assessments will be required at project level.
		Concern over the inclusion of proposed reclaimed areas/infill site not being noted in Masterplan drawings, and giving the impression they are already part of the port.	The MP figures have been revised to provide clarification in this regard.
Non-Governmental Environmental Stakeholder: Irish Georgian Society		<p>The submission relates to the proposal for a Public Amenities Area on the site of Pigeon House Hotel, Power Station and Fort remnant - Designated as Pigeon House Conservation Area.</p> <p>The IGS believes that amore robust actions need to be provided to ensure sustainable reuse of this assemblage of buildings. The IGS strongly recommends that the Draft SEA ER be amended with the provision that, "at detailed design stage the protected structures of the Public Amenity Area be targeted for sensitive sustainable development, and where possible incorporation features associated with their original functions while providing comprehensive cultural heritage interpretation."</p> <p>The formal proposals of the conservation plan and re-use study (June 2011) undertaken by a Grade IRIAI conservation architect, should form the basis of this action.</p>	<p>This area of the port estate has been designated as for future use as a "public amenity area" to be developed in conjunction with DCC.</p> <p>A reference to the future Dublin Electricity Generating Station, Pigeon House Hotel, Harbour and Fort Remnants Conservation Plan has been added to the SEA ER.</p>
Dublin South East Green Party		<p>The following potential negative effects / impacts were noted in the Green Party submission:</p> <ul style="list-style-type: none"> • The negative impact of the infill/reclamation on the South Dublin Bay SPA and River Tolka Estuary SPA including loss of wetland habitat, long term changes in morphology, sediment regime and benthic food resource, hydrometric changes, and use of the development sites by bird species such as the Brent Geese; • Traffic generation at the south side of the Port; • Community Impact of the Masterplan and the level of consideration to the interaction of the community and impact on surroundings, in particular the specific considerations of the Coast Guard Residents Group; and • Flood risk – including coastal change / erosion, climate change; sustainable protection measures, and the development of a 	The SEA (Chapters 8-18) has dealt with these issues in a way that is proportionate to the options set forth by the Masterplan, which as stated, are not definitive proposals and will be subject to further assessment and consultation.

Stakeholder	SEA Reference	Consultation Comment	Response
		hydraulic model of Dublin Bay and Liffey Estuary System.	
		The submission mentioned the need for increased sustainable public transport such as a Luas Line (tram) tie in.	DPC are committed to the provision of suitable public transport route to serve passengers and those working within the Port to improve the current modal transport split. Additionally, the MP outlines the commitment to develop a transport plan for the Port Estate in conjunction with the National Transport Authority and Dublin City Council.
		The submissions suggest that failure to consider alternatives in detail and the optimizing and enhancing of existing lands rather than the requirement for further lands by reclamation.	Alternatives are discussed in Chapter 7 of the final SEA Environmental Report (note, this chapter was Chapter 6 in the draft report). This chapter has been further amended to clarify the results of the SEA. Based on the projected growth estimates, even with optimised lands, there will not be enough capacity within the current land extents to meet expected increases in demand.
		The submission feels that little effort or consideration has been given to engage stakeholders regarding better use of waterside lands.	As discussed in Chapter 3 of the SEA Environmental Report and in the Post-Adoption Statement, significant effort has gone into the stakeholder engagement process with regard to future plans for the port estate up to 2040.
		The expansion of the port Southside without development of rail freight will result in heavy vehicle traffic, contrary to planning and sustainable development of the area.	The MP aims to promote the provision of future transport infrastructure that facilitates shipping and related Port activities. In the event of future development at the port Southside, appropriate consideration and assessment will be required at project level.
Councillor Niall Ring (Independent)		Councillor Ring stated his support for the Masterplan.	Comment noted.
		Two main areas commented on as follows: 1. Local Labour - the MP should contain a socio-economic objective and this should include a local labour charter were an agreed percentage of jobs created would be offered to residents in the area first.	Comment noted. However, the MP identifies that new development proposals will be subject to specific economic assessment at project stage. It is expected that while modern technological innovations and developments in freight logistics

Stakeholder	SEA Reference	Consultation Comment	Response
		2. Community Gain - (A) The MP should reiterate the Ports commitment to community gain and specify that distribution of funds should be on a more equitable and transparent. He suggests that an independent monitoring/ review committee is set up. (B) A specific reference should be made to funding of educational opportunities for the section of the community that are unable to access 3rd level education and that a specific proportion of funds is allocated for such purposes.	will increase efficiencies within the port, there will be a significant net employment gain from the development of new projects envisaged in this MP. Additionally the Port's existing programme of support for community education will be maintained. In particular, programmes to meet the potential skill set required for people who wish to seek employment in the Port Estate will be addressed in conjunction with local education interests.
		The submission suggests that DPC have an obligation to be involved with city flood defence plans.	Comment noted. DPC have consulted with and will continue to liaise with DCC and/or OPW on flood risk management issues and measures in the area.
		The benefit to the community if consideration is given to 'a Port without walls' that's enables integration with the adjoining areas without compromising security	The MP has included a focus on boundary softening and integration (also referred to as part of 'soft values') which includes additional measures regarding boundary softening, including a 'green boulevard'.
Residents: 3 residents groups 8 individual residents 1 local group		The following background information was supplied: <ul style="list-style-type: none"> • Flooding concerns in the Irishtown and Ringsend area; • Nitrogen Dioxide being observed as a brown haze over the Port on frosty mornings; • Sandblow forming a crescent shape within the strand, which may form a future feature/reef; The following potential negative effects / impacts were noted in the submissions: <ul style="list-style-type: none"> • Noise levels currently and as a result of the Masterplan developments and associated traffic; 	Our environmental baseline section for the SEA ER which informed the Masterplan can be found in Chapter 6 of the final Environmental Report. In the general sense, these issues have been taken into account throughout the SEA – refer to Chapters 8 through 18 of the SEA Environmental Report. The final Masterplan is considered equipped to

Stakeholder	SEA Reference	Consultation Comment	Response
		<ul style="list-style-type: none"> • Intrusiveness of the Northern Port Perimeter; • Long-term safety of the Seveso sites within the Port; • Disturbance of seabed contaminants due to dredging and disposal and its impact on water users in the Bay; • Underestimation of the negative impacts in relation to Noise and Vibration, Air Quality, Landscape and Traffic Congestion; and • Impacts from new / enhanced travel and transport links in the south of the Port, in particular HGV bulk solid & liquid fuels. 	<p>address these issues, however they require further investigation and addressing on a project-by-project basis.</p> <p>Sustainable development under the Masterplan can be achieved which avoids or minimises significant negative impacts, whilst creating and maximising positive ones.</p>
		<p>The following potential opportunities were noted in the submissions:</p> <ul style="list-style-type: none"> • the "waste land" site located off Sean Moore Road be excavated to hold flood waters and could be also used as an amenity area; • Landscaping of the boundary, need to be ecologically friendly; • Dublin Port Maritime Museum as an alternative to a Visitor centre; • Reintroduction of Dublin as a Port City; • Docklands Workers Preservation Society and the promotion of the docklands for tourism; • Surplus lands requested to be used as community gardens; • Education and the targeting of skills to Port employment sought. 	<p>These opportunities will be considered during the ongoing development of supporting initiatives and implementation of the Masterplan.</p>
		<p>Submission requesting mention of the High Court Injunction 2001/26MCA and 2011/7518P and DPC's response.</p>	<p>Reference to these proceedings was identified in Chapter 12.of the SEA Draft and Final ER.</p>
		<p>Objection to the proposed expansion of the Port by Reclamation and Vessel Turning Area and berths.</p>	<p>Comment noted.</p>
		<p>Inflated projections of growth contained with the Masterplan.</p>	<p>Comment noted. However, the estimates are considered reasonable.</p> <p>Again, it is noted that the Masterplan presents a possible list of options that will be evaluated at the appropriate time (by reference to such issues as</p>

Stakeholder	SEA Reference	Consultation Comment	Response
			demand and capacity) and subjected to the completion of the relevant business case, environmental assessments, planning and consent requirements
		A submission queried the timing of the Masterplan in relation to the DCC flood defence scheme at Clontarf, and detrimental effects to flooding from the 21 hectares reclamation.	There is no direct relationship between the timing of the Masterplan and this scheme. Included in the mitigation relating to flood risk in Chapter 9 of the SEA ER, it is outlined that individual projects will be subject to a Flood Risk Assessment at the planning application stage. These assessments will be developed in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities November 2009, DoEHLG.
		Querying if a marine ecologist was consulted with regards the relocation of tern colonies, and the presence of black guillemots in the south port area.	Appropriately qualified ecologists were procured for the development of the sNIS. Appropriate expertise will continue to be drawn upon in order to plan and implement any potential future project specific mitigation measures.
		Request that Cupressus Macrocarpa are not excessively planted due to soil acidification issues. Request not to plant Yucca trees	Comment noted and will be given consideration in the future.
		Publishing of real-time environmental monitoring data is requested.	Comment noted and will be given consideration in the future.
		It was requested that DPC tenants and their agreements be reflective of the Port's positive 'good neighbour' sentiments.	Comment noted and will be given consideration in the future
		Maximisation of current Port lands sought before infill/reclamation is pursued.	Comment noted. The Masterplan presents a possible list of options that will be evaluated at the appropriate time (by reference to such issues as demand and capacity) and subjected to the completion of the relevant business case, environmental assessments, planning and consent requirements
Businesses		Proposals submitted for the Development of the proposed Port Centric area, including office development to be on the western	This submission will be taken into consideration during the future implementation of the Masterplan.

Stakeholder	SEA Reference	Consultation Comment	Response
		boundary of that area.	
		Submission of a proposal for environmental enhancements at the port.	
		Treatment of the western boundary of the port proposed environmental enhancements does not "show any vision or an appropriate intervention at a human scale" and softening works proposed for the areas is not adequate.	DPC does not agree, and detailed proposals for boundary treatments are yet to be developed as part of a future Port-Wide Landscape Plan.
		Infrastructure proposals and zoning objectives are in contradiction with the Dublin City Council Development Plan.	DPC is committed to working with DCC with regard to the appropriate future development plans for the port estate.
		Absence of reference to the Poolbeg Framework Plan and A Vision for Dublin Bay	Both the Poolbeg Framework Plan and A Vision for Dublin Bay are referenced in Appendix A of the SEA ER.
		The submission states that no proper review of the existing congestion of the adjoining road network has been undertaken. Traffic Impact Assessment required for development proposals.	<p>Commented noted.</p> <p>The Masterplan presents a possible list of options that will be evaluated at the appropriate time (by reference to such issues as demand and capacity) and subjected to the completion of the relevant business case, environmental assessments, planning and consent requirements.</p> <p>The MP outlines the commitment to develop a transport plan for the Port Estate in conjunction with the National Transport Authority and Dublin City Council</p>