

# SEA ENVIRONMENTAL REPORT

## APPENDIX III – NON-TECHNICAL SUMMARY

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FOR THE

### DUBLIN DOCKLANDS VISITOR EXPERIENCE DEVELOPMENT PLAN

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# Section 1 Introduction and Terms of Reference

This is the Non-Technical Summary of the Environmental Report for the Dublin Docklands Visitor Experience Development Plan (hereafter referred to as 'the Plan'). The purpose of the Environmental Report is to provide a clear understanding of the likely environmental consequences of decisions regarding the adoption and implementation of the Plan. The Environmental Report has been prepared as part of a Strategic Environmental Assessment (SEA) process that is being undertaken by CAAS Ltd. on behalf of Fáilte Ireland.

## What is an SEA?

SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a proposed plan, or other strategic action, in order to ensure that these effects are appropriately addressed at the earliest appropriate stage of decision-making on a par with economic, social and other considerations.

## Why is it needed?

The SEA has been carried out in order to comply with the provisions of the Planning and Development (SEA) Regulations, as amended, and in order to contribute towards sustainable development and environmental protection and management. The output of the process is an Environmental Report that should be read in conjunction with the Plan.

## How does it work?

All of the main environmental issues in the area were assembled and considered by the team who prepared the Plan. This helped them to devise a Plan that contributes towards the protection and management of environmental sensitivities. It also helped to identify wherever potential conflicts between the Plan and the environment exist and enabled these conflicts to be mitigated.

The SEA was scoped in consultation with designated environmental authorities.

## What is included in the Environmental Report that accompanies the Plan?

The Environmental Report contains the following information:

- A description of the environment and the key environmental issues;
- A description and assessment of alternatives for the Plan;
- An assessment of the provisions of the Plan; and,
- Mitigation measures, which will avoid/reduce the environmental effects of implementing the Plan and will contribute towards compliance with important environmental protection legislation.

## Difficulties Encountered during the SEA process

No significant difficulties were encountered in undertaking the assessment.

## What happens at the end of the process?

An SEA Statement is prepared which summarises, inter alia, how environmental considerations have been integrated into the Plan.

## Section 2 The Plan

### 2.1 Overview

The **focus** of the Dublin Docklands Visitor Experience Development Plan (VEDP) is on creating a strongly integrated tourism proposition for the area.

The structure of the Plan is based around the **Destination Promise** and two **Experience Development Themes**. The Experience Development Themes provide the basis for a coherent industry approach to experience development. The themes have been developed to deliver a consistent destination narrative to be applied to local experience development and influence future 'product' development.

The **Destination Promise** is:

*"Explore the energy of the Docklands canals, river and port where history, the pulse of innovation and generations of creativity create the daily vibe in Dublin's urban village."*

The **Experience Development Themes** are:

1. **Water** - Dockland Waters, Dublin's Maritime Tapestry
2. **Innovation** - Local Traders, Global Traders

The opportunity to further enhance each of these two themes is supported by a series of **experience development recommendations**, some of which are **Catalyst Projects**. The Plan includes **10 Catalyst Projects**, projects designed to be transformative for the destination and motivating for the international visitor. Many of these are already in planning or feasibility phase and will be supported by the Plan. They are as follows (these are accompanied by specific **Actions** in Appendix I "Delivering the Plan"):

1. Development of the Custom House Visitor Centre
2. CHQ Irish Food Market
3. Assess the feasibility of establishing a White Water Rafting / Water Centre at George's Dock
4. Assess the feasibility of the development of the Port Line and Dublin Port Odium's Quarter
5. Docklands WaterLine
6. Iconic Docklands Gateways
7. Increase Water Animation on the Liffey
8. Grand Canal Docks Floating Markets
9. Trinity's Innovation Campus
10. Techplex delivering Technology /Science Innovation

**Other, Supporting Experience Development Recommendations** are provided under each of the Plan's two themes, Water and Innovation. These are supported by Experience Development Projects in Appendix I "Delivering the Plan".

**Destination Enabling Initiatives** are projects that will enhance the broader tourism infrastructure enabling the Docklands to build its existing tourism base. This will be through collaboration, product development, adoption of a consistent narrative and enhancing the area as a visitor destination. These also represent destination differentiators, leveraging the culture and heritage of the Docklands. **Destination Enabling Initiatives** identified by the Plan are as follows (these are accompanied by specific **Actions** in Appendix I "Delivering the Plan"):

- VEDP Management: The creation of the structures that will support the implementation of the Docklands VEDP.
- Tourism Social Responsibility: Harness the potential of the commercial base within the Docklands to create a social responsibility project with tourism outputs through local community investment.
- Tourism Industry Network: The creation of a formal tourism industry network to become the focal point for sustained collaboration and destination development.
- Destination Festivals and Events: The creation of the internationally appealing festivals and events that contribute to the placemaking of the Docklands.
- Arts and Culture Focus: The enhancement of the current level of provision in arts and culture and build on the existing heritage of arts and culture across the destination.
- Added Value Focus: The creation of a focus around the evening economy to develop tourism opportunities to capitalise on the volume of business tourists staying within the destination during the week.
- Technology and Living History: The creation of a system to review the incorporation of technology to bring alive the living history stories of the Docklands in an interesting way for visitors.

- Urban Adventure Hub: The positioning of Docklands as the base for all urban adventure that supports existing activity and promotes new enterprise development through the adventure theme.
- Destination Visitor Orientation: The creation of a sense of destination throughout the Docklands linking both sides of the River Liffey, fostering and encouraging increased levels of visitor flows between both sides of the river.
- Evening Economic Innovation: Develop the evening economy proposition across the Docklands to attract and retain visitors into the destination in the evening time.
- Water Animation: The creation of activity on the River Liffey and the Grand Canal that will act as a catalyst for further engagement with the water and contribute to the Urban Adventure theme.

Implementing the Plan will involve Fáilte Ireland helping to facilitate, promote, support and coordinate stakeholders (including local authorities, other government agencies, tourism operators, communities and visitors) in their activities in a way that is consistent with existing and emerging plans that have been subject to environmental assessment. The Plan does not provide consent, establish a framework for granting consent or contribute towards a framework for granting consent.

The Plan is situated alongside a hierarchy of statutory documents setting out public policy for, among other things, land use development, tourism, infrastructure, sustainable development, environmental protection and environmental management.

Fáilte Ireland provides funding for sustainable tourism projects that emerge as part of specific, competitive, themed and time-bound grant schemes or as part of wider strategic partnerships. These include projects relating to land use, infrastructural development and land use activities and attractions. Reference made to such projects included in the Plan does not guarantee funding. While funding is provided to certain projects, Fáilte Ireland is not the developer.

In order to achieve funding (including promotion) for land use or infrastructural development or land use activities from Fáilte Ireland, Fáilte Ireland's stakeholders shall be required to demonstrate compliance<sup>1</sup> with measures relating to sustainable development, environmental protection and environmental management contained within the following Fáilte Ireland published documents:

- Wild Atlantic Way Operational Programme Appendix 5 "Site Maintenance Guidelines" and other relevant measures from the Fáilte Ireland visitor and habitat management guidelines series (and any subsequent replacements); and
- Wild Atlantic Way Operational Programme Appendix 6 "Environmental Management for Local Authorities and Others" (and any subsequent replacements).

## **2.2 Relationship with other relevant Plans and Programmes**

The Plan sits within a hierarchy of statutory documents setting out public policy for, among other things, land use development, tourism, infrastructure, sustainable development, environmental protection and environmental management. These documents have been subject to their own environmental assessment processes, as relevant, and form the decision-making and consent-granting framework.

The National Planning Framework (NPF) sets out Ireland's planning policy direction for the next 22 years. The NPF is to be implemented through Regional Spatial and Economic Strategies (RSEs) and lower tier Development Plans and Local Area Plans. The Eastern and Midlands RSE sets out objectives relating to tourism development that have been subject to environmental assessment. The RSE will inform the review of existing, assessed Development Plans and Local Area Plans, which already include various provisions relating to land use, tourism and infrastructure. Such reviews will also be subject to environmental assessments.

Implementation of the Plan shall be consistent with and conform with the NPF, RSEs and lower-tier land use plans, including provisions relating to sustainable development, environmental protection and environmental management that have been integrated into these documents including through SEA and AA processes. In order to be realised, projects included in the Plan (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework, of which the Plan is not part and does not contribute towards.

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<sup>1</sup> Demonstration of compliance may be supported by monitoring undertaken by the beneficiary.

## Section 3 The Environmental Baseline

### 3.1 Introduction

The summary of the environmental baseline of the Dublin Docklands<sup>2</sup> is described in this section. This baseline together with the Strategic Environmental Objectives, which are identified in Section 3.11, is used in order to identify, describe and evaluate the likely significant environmental effects of implementing the Plan and in order to determine appropriate monitoring measures.

### 3.2 Likely Evolution of the Environment in the Absence of the Plan

The likely evolution of the environment in the absence of a plan would resemble the environmental effects that are described for Alternative 1 (Business as Usual).

### 3.3 Biodiversity and Flora and Fauna

Despite its location surrounded by a city, Dublin Bay is an internationally significant wildlife reserve, principally on account of wading birds that over-winter in the area. These birds have complex requirements that include feeding areas and areas to roost (rest) when the strands are covered by high tide. The shore areas and Irishtown Nature Park also contain locally significant bird and wildlife resources that have additional significance on account of their location at the heart of the City.

Key ecological sensitivities across Dublin Docklands include those relating to:

- Aquatic ecology associated with the Rivers Liffey, Dodder and Tolka and/or their estuaries;
- Coastal areas and marine waters in Dublin Bay and associated aquatic ecology of Dublin Bay; and
- Potential locations for bat roosts across the Docklands area, including in older or abandoned buildings and railway embankments.

Part of the Dublin Docklands, its coastline and its surrounding waters are designated as European Sites (mapped on Figure 3.1). European Sites comprise:

- Special Areas of Conservation<sup>3</sup> (SACs), including candidate SACs; and
- Special Protection Areas<sup>4</sup> (SPAs).

There are number of SACs designated in the Docklands and wider Bay area, including North Dublin Bay SAC, South Dublin Bay SAC, Baldoyle Bay SAC, Howth Head SAC and Rockabill to Dalkey Island SAC. There are number of SPAs designated in the Docklands and wider Bay area, including North Bull Island SPA, Baldoyle Bay SPA, Ireland's Eye SPA, Dalkey Island SPA and Howth Head Coast SPA.

North Bull Island and the Dublin Bay are designated United Nations Educational, Scientific and Cultural Organisation (UNESCO) Biosphere Reserve. The Dublin Docklands are located within the outer Transition Zone of the Biosphere, which is adjacent to areas that form the Core Zone of the Biosphere (areas of high natural value with key areas including the Tolka and Baldoyle Estuaries, Booterstown Marsh, Howth Head, North Bull Island, Dalkey Island and Ireland's Eye).

<sup>2</sup> The area to which the Plan relates covers part of the Dublin Docklands in the Dublin City.

<sup>3</sup> SACs have been selected for protection under the European Council Directive on the conservation of natural habitats and of wild fauna and flora (92/43/EEC) due to their conservation value for habitats and species of importance in the European Union. The Habitats Directive seeks to establish Natura 2000, a network of protected areas throughout the EU. It is the responsibility of each member state to designate SACs to protect habitats and species, which, together with the SPAs designated under the 1979 Birds Directive, form Natura 2000. The European Communities (Birds and Natural Habitats) Regulations 2011 consolidate the European Communities (Natural Habitats) Regulations 1997 to 2005 and the European Communities (Birds and Natural Habitats)(Control of Recreational Activities) Regulations 2010. The Regulations have been prepared to address several judgments of the Court of Justice of the European Union (CJEU) against Ireland, notably cases C-418/04 and C-183/05, in respect of failure to transpose elements of the Birds Directive and the Habitats Directive into Irish law.

<sup>4</sup> SPAs have been selected for protection under the 1979 European Council Directive on the Conservation of Wild Birds (79/409/EEC) - referred to as the Birds Directive - due to their conservation value for birds of importance in the EU.

### **Existing Fáilte Ireland Environmental Monitoring**

Fáilte Ireland regularly engages with environmental research that is used to make informed management decisions and produce robust guidelines to facilitate the protection of the environment. From its inception in 2014, the Wild Atlantic Way (WAW) Operational Programme Monitoring Programme (undertaken to date by CAAS on behalf of Fáilte Ireland guided by relevant stakeholders) has been conducting research into the impacts of tourism on the receiving environment. To date the surveys have covered 43 sites and monitored the activities and effects of over 20,000 visitors to WAW discovery points.

This extensive database demonstrates that over 85% of visitors observed at WAW discovery points are having low or no effects on the ecological features or processes at these sites.

## **3.4 Population and Human Health**

Using the 2016 Census data, the total population of Dublin City was 554,554 persons, while the population of the two Local Electoral Areas that encompass the Dublin Docklands (North Inner City and Pembroke – South Dock) and other City areas was estimated to be 144,401 persons.<sup>5</sup>

Human health has the potential to be impacted upon by environmental vectors (i.e. environmental components such as air, water or soil through which contaminants or pollutants, which have the potential to cause harm, can be transported so that they come into contact with human beings). Hazards or nuisances to human health can arise as a result of exposure to these vectors arising from incompatible adjacent land uses for example. These factors have been considered with regard to the description of: the baseline of each environmental component; and the identification and evaluation of the likely significant environmental effects of implementing the Plan.

Major industrial accidents involving dangerous substances pose a significant threat to humans and the environment. The purpose of the COMAH Regulations is to lay down rules for the prevention of major accidents involving dangerous substances, and to seek to limit as far as possible the consequences for human health and the environment of such accidents, with the overall objective of providing a high level of protection in a consistent and effective manner. There are number of SEVESO III sites within the area to which the Plan relates and in the wider city area.

## **3.5 Soil**

Parts of the Docklands area comprise man-made fill placed over estuarine deposits.

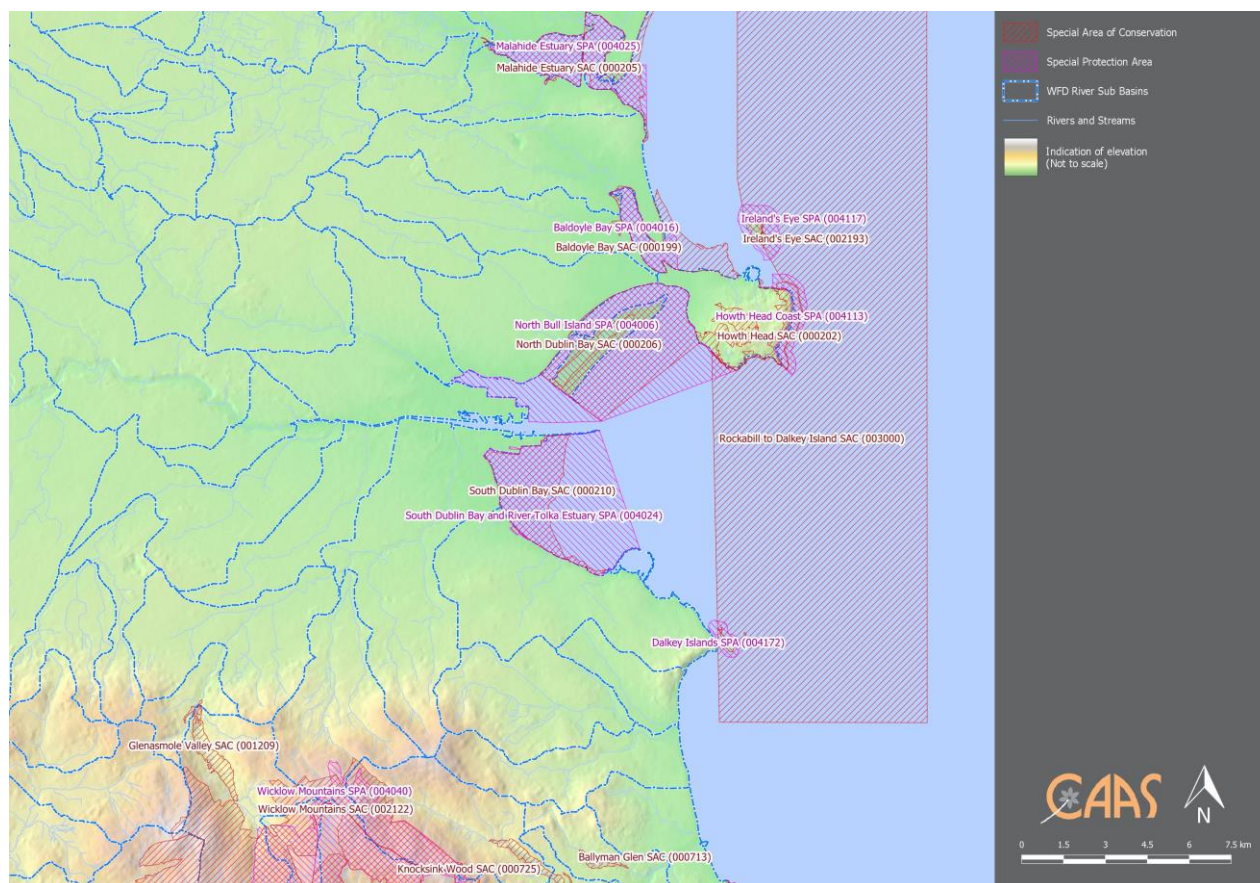
There are some historic landfill sites within and adjacent to the area to which the Plan relates. Some of these sites have been resolved, while some are still used for, or are adjacent to, potentially contaminating activities.

There are 12 Geological Sites within the administrative region of Dublin City Council area. These Sites do not receive statutory protection like Natural Heritage Areas but receive an effective protection from their inclusion in the planning system. One of the audited sites is adjacent to the area to which the Plan relates - North Bull Island in Dublin Bay County Geological Site (CGS) (Site code: IGH13).

More details on soils and geology across the area to which the Plan relates are available in the main SEA Environmental Report.

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<sup>5</sup> Total population was estimated using the interactive Census 2016 mapping tool for Small Area Population Statistics (SAPMAP)  
CAAS for Fáilte Ireland



**Figure 3.1 European Sites in the Docklands and wider area**

## 3.6 Water

### Surface and Ground Water Status

The main rivers within/adjacent to the Plan area are the Liffey, Tolka, and Dodder Rivers. The surface water from the area to which the Plan relates drains into the Liffey and Dublin Bay catchment. The rivers draining the area to which the Plan relates vary in status. The Liffey is a transitional waterbody adjacent to the Plan area and is identified as being of *moderate* status. The Dodder is identified as being of *moderate* status when it enters Grand Canal Dock. The nearest stretch of the Tolka River (to the north of the Plan area) is transitional and identified as being of *moderate* status. The coastal water status of Dublin Bay is identified as *good*. The WFD surface water status (2010-2015) of rivers, lakes, coastal and transitional waters, within and surrounding the area to which the Plan relates is shown on Figure 3.2. The WFD status (2010-2015) of all groundwater underlying the area to which the Plan relates is identified as being of *good status*, meeting the objectives of the WFD.

### Aquifer Vulnerability and Productivity

The aquifers underlying most the area to which the Plan relates are generally classified as being of *low vulnerability* and *moderate vulnerability*. Areas with no vulnerability classification identified are likely to be reclaimed lands.

### Bathing Waters

The most recent available data from the EPA<sup>6</sup> shows that the bathing waters quality adjacent to the area to which the Plan relates varies from *good* (Dollymount Strand) to *poor* (Sandymount Strand and Merrion Strand).

### Flooding

Certain areas across the Dublin Docklands are at risk of flooding from various sources including coastal and fluvial. The Dublin City Development Plan 2016-2022 Strategic Flood Risk Assessment indicates that the area of Dublin Docklands is partially located within Flood Zones A and B. Predictive flood risk mapping is also available from the Office of Public Works (OPW) for rivers and coastal areas across the Docklands.

<sup>6</sup> EPA Report on *Bathing Water Quality in Ireland 2018*  
CAAS for Fáilte Ireland





**Figure 3.2 Surface Water Status (2010-2015)**

### 3.7 Air and Climatic Factors

Various provisions relating to climatic factors have been integrated into the Plan, compliance with which will need to be demonstrated by those seeking or maintaining funding from Fáilte Ireland. Such measures include those relating to:

- Walking and cycling; and
- Contribution towards European and national objectives for climate adaptation and mitigation, taking into account a wide range of detailed measures including those relating to resilience.

Interactions with climatic factors are also present with other environmental components including water/flooding (see Section 3.6).

Total emissions of greenhouse gases by humans come from various sectors including transport, agriculture, energy industries, manufacturing combustion, industrial processes, residential developments, commercial services developments, waste management processes and fluorinated gases equipment (such as refrigeration and fire protection systems). Ireland's National Policy position is to reduce CO<sub>2</sub> emissions in 2050 by 80% on 1990 levels across the Energy Generation, Built Environment and Transport sectors, with a goal of Climate neutrality in the Agriculture and Land-Use sector. For 2017, total national greenhouse gas emissions are estimated to be 0.9% lower than emissions in 2016.

The National Mitigation Plan (Department of Communications, Climate Action and Environment, 2017), represents an initial step to set Ireland on a pathway to achieve the level of decarbonisation required. It is a whole-of-Government Plan, reflecting in particular the central roles of the key Ministers responsible for the sectors covered by the Plan – Electricity Generation, the Built Environment, Transport and Agriculture, as well as drawing on the perspectives and responsibilities of a range of other Government Departments. The National Adaptation Framework (Department of Communications, Climate Action and Environment, 2018), sets out the national strategy to reduce the vulnerability of the country to the negative effects of climate change and to avail of positive impacts. The National Adaptation Framework outlines a whole of government and society approach to climate adaptation. Under the Framework, a number of Government

Departments will be required to prepare sectoral adaptation plans in relation to a priority area that they are responsible for.

The National Climate Action Plan 2019 is an all of Government plan to tackle climate change and bring about a step change in Ireland's climate ambition over the coming years. The plan sets out an ambitious course of action over the coming years to address the diverse and wide-ranging impacts climate disruption is having on Ireland's environment, society, economic and natural resources. The Climate Action Plan sets out clear 2030 targets for each sector with the ultimate objective of achieving a transition to a competitive, low-carbon, climate-resilient, and environmentally sustainable society and economy by 2050.

In order to apply with European Directives relating to air quality, the EPA manages the National Ambient Air Quality Network and measures the levels of a number of atmospheric pollutants at locations across the country. The current air quality in the Plan area is identified by the EPA as being *good*<sup>7</sup>.

The Noise Directive, relating to the assessment and management of environmental noise - is part of an EU strategy setting out to reduce the number of people affected by noise in the longer term and to provide a framework for developing existing EU policy on noise reduction from source. The Noise Action Plan for the Agglomeration of Dublin addresses the agglomeration of Dublin and major roads, railways and airports. The Action Plan includes noise mapping and is required to include measures to manage noise issues and effects, including noise reduction if necessary.

### 3.8 Material Assets

#### Waste Water

The area to which the Plan relates is served by the waste water treatment plant at Ringsend, which caters for the Dublin Region. It serves an average population equivalent to 1.9 million, which can increase up to 2.3 million during busy periods. Ringsend WWTP is currently identified by the EPA as one of two priority urban areas in the Dublin region, where improvements are needed to resolve the environmental issues. Waste water discharges from Ringsend are also identified by the EPA as contributing factor to poor quality of bathing waters at Merrion Strand and Sandymount Strand and the sole significant pressure on water bodies at risk of pollution: Liffey Estuary Lower, Liffey Estuary Upper and Tolka Estuary. Irish Water, working in partnership with Dublin City Council, is planning to invest over €1.3 million to upgrade the sewer network in the Dublin's North Docklands Area. Capacity improvements will help to support new development in these areas, including tourism related development.

#### Water Supply

Drinking water supply in the area to which the Plan relates is provided by Public Water Supply Schemes, including the Stillorgan Water Supply Scheme. Irish Water has already invested €3.4 million in a new system to improve the disinfection of drinking water stored in the Stillorgan Reservoir. The long-term solution to upgrade the reservoir is now being progressed. The most recent published EPA Remedial Action List (Q2 of 2019) does not list any drinking water supply in the area to which the Plan relates as being in need of improvement.

#### Public Assets and Infrastructure

Dublin City, including the Docklands, is served by rail, trams, bus and national, regional and strategic roads. The Dublin Docklands are also strategically positioned at the centre of coastal network of towns in the eastern coast of Ireland, running from Dún Laoghaire in the south to Howth in the north. Dublin Port facilitates industrial, employment and recreational uses, including transport, fuel storage, marine leisure and tourism. Dublin City is also served by the Dublin Airport, located approximately 15 km to the north-west of the Dublin Docklands.

#### Waste Management

Waste management across the Dublin Docklands is guided by the Eastern and Midlands Region Waste Management Plan 2015-2021. The Eastern and Midlands Waste Region comprises 12 local authority areas of Dublin City, Fingal, Dún Laoghaire-Rathdown, Kildare, Laois, Longford, Louth, Offaly, Meath, Wicklow, Westmeath and South Dublin.

<sup>7</sup> 15/11/2019 (<http://www.epa.ie/air/quality/>)  
CAAS for Fáilte Ireland

## 3.9 Cultural Heritage

### Archaeological Heritage

Archaeological heritage is protected under the National Monuments Acts (1930-2004), Natural Cultural Institutions Act 1997 and the Planning Acts. The Record of Monuments and Places (RMP) is an inventory, put on a statutory basis by amendment to the National Monuments Act 1994, of sites and areas of archaeological significance, numbered and mapped.

Dublin is an ancient city with many sites of archaeological importance. The Dublin Docklands is partially in the archaeological zone for Dublin City DU018-020. There are number of listed archaeological sites and monuments within and surrounding the area to which the Plan relates, including entries to RMP. These monuments are mapped on Figure 3.4. This archaeological zone extends eastwards from the City centre along North Wall Quay.

There are a number of historically recorded shipwrecking events located in vicinity of the Dublin Bay. Therefore, coastal waters, tidal estuaries and rivers surrounding the area to which the Plan relates, may contain many features and finds associated with maritime/riverine heritage such as shipwrecks, piers, quay walls, fords, stepping stones and associated archaeological objects and features.

### Architectural Heritage

Records of Protected Structures are legislated for under Section 12 and Section 51 of the Planning and Development Act 2000 as amended. Protected structures are defined in the Planning and Development Act 2000 as amended as structures, or parts of structures that are of special interest from an architectural, historical, archaeological, artistic, cultural, scientific, social or technical point of view.

There are currently over 9,000 structures in Dublin City listed for protection in the Record of Protected Structures. Protected structures designated across the Dublin Docklands are mapped on Figure 3.3.

In addition to Protected Structures, the Planning and Development Act, 2000 provides the legislative basis for the protection of Architectural Conservation Areas (ACAs). The ACA designation requires that planning permission must be obtained before significant works can be carried out to the exterior of a structure in the ACA that might alter the character of the structure or the ACA.

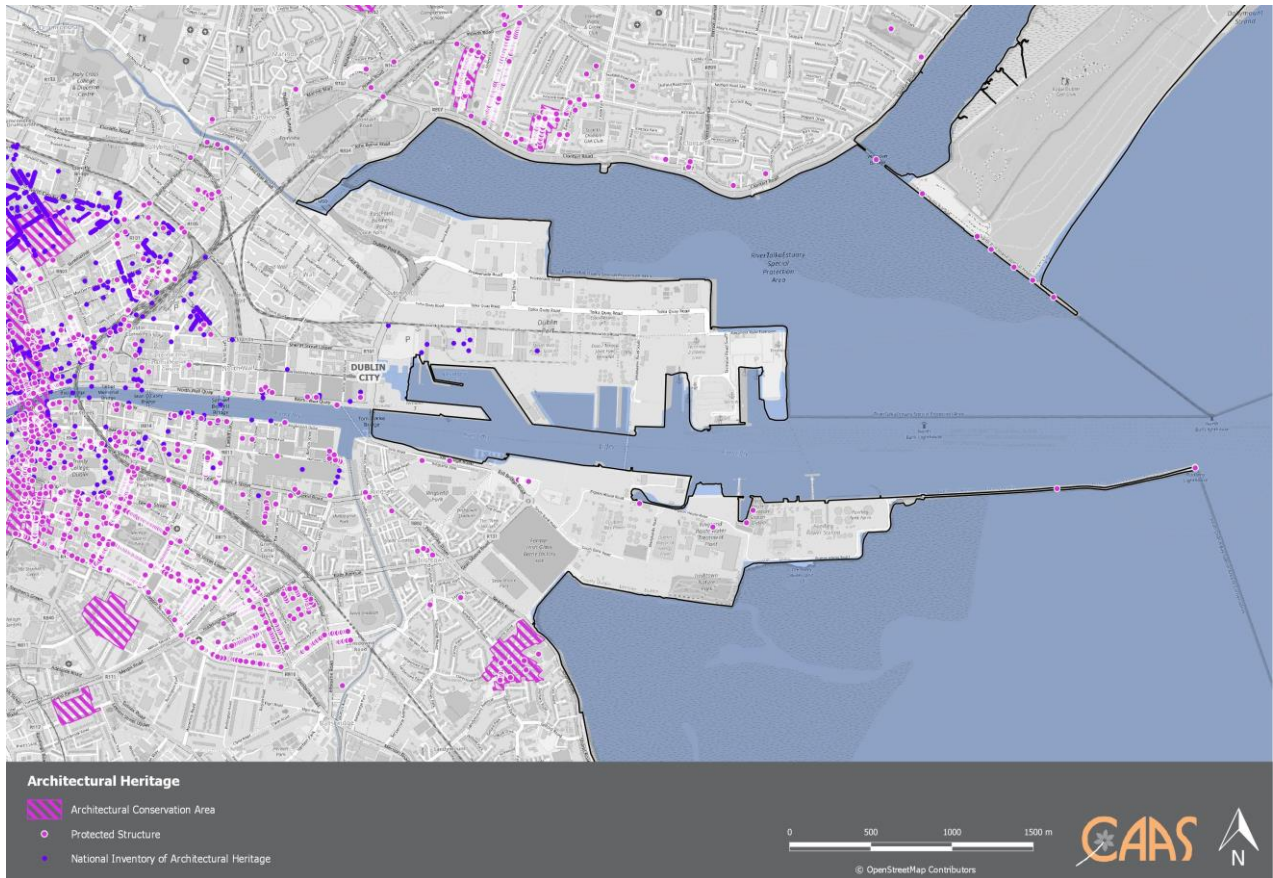
There are presently 23 Architectural Conservation Areas designated within Dublin City and none of these are located within the Dublin Docklands area.

## 3.10 Landscape

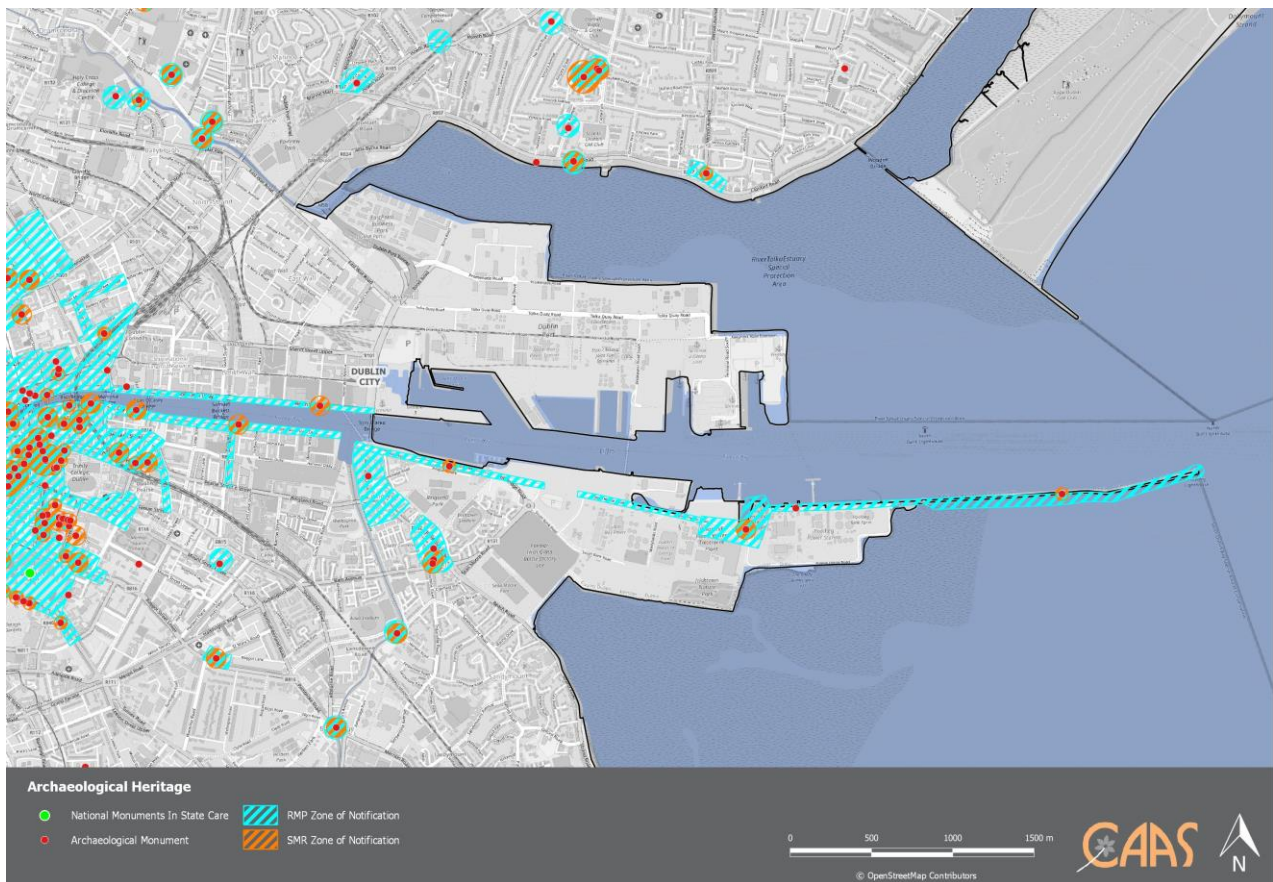
Dublin Docklands are located at the lowest point of the River Liffey valley, in the centre of Dublin City and at the entrance to Dublin Bay. The surrounding hinterland offers views towards Dublin Mountains to the south, and gradually rising landscape to the north.

The River Liffey forms the central spine of the Docklands and Dublin City, connecting city's amenity spaces and tourist attractions.

The Dublin Docklands area is defined by a number of historic waterways and its associated setting and amenity including rivers Liffey, Dodder, Grand Canal, Royal Canal, and the canal docks and locks. The area has also a strong character deriving from its industrial heritage (including maritime, rail and canal transport and power generation).



**Figure 3.3 Architectural Heritage**



**Figure 3.4 Archaeological Heritage**

### 3.11 Strategic Environmental Objectives

Strategic Environmental Objectives (SEOs) are methodological measures developed from policies that generally govern environmental protection objectives established at international, Community or Member State level e.g. the environmental protection objectives of various European Directives that have been transposed into Irish law and that are required to be implemented. The SEOs are set out under a range of topics and are used as standards against which the provisions of the Plan and the alternatives are evaluated in order to help identify which provisions would be likely to result in significant environmental effects and where such effects would be likely to occur, if - in the case of adverse effects - unmitigated.

**Table 3.1 Strategic Environmental Objectives**

<b>Environmental Component</b>	<b>Strategic Environmental Objectives</b>
<b>Biodiversity, Flora and Fauna</b>	B1: To contribute towards compliance with the Habitats and Birds Directives with regard to the protection of European Sites and Annexed habitats and species <sup>8</sup>
	B2: To contribute towards compliance with Article 10 of the Habitats Directive with regard to the management of features of the landscape which - by virtue of their linear and continuous structure or their function act as stepping stones (designated or not) - are of major importance for wild fauna and flora and essential for the migration, dispersal and genetic exchange of wild species
	B3: To contribute towards avoidance of significant impacts on relevant habitats, species, environmental features or other sustaining resources in designated sites including Wildlife Sites <sup>9</sup> and to ensure compliance with the Wildlife Acts 1976-2010 with regard to the protection of species listed on Schedule 5 of the principal Act
<b>Population and Human Health</b>	PHH1: To contribute towards the protection of populations and human health from exposure to incompatible landuses
<b>Soil</b>	S1: To minimise land take and loss to extent of soil resource
<b>Water</b>	W1: To contribute towards the maintenance and improvement, where possible, of the quality and status of surface waters
	W2: To contribute towards maintaining and improving, where possible, the chemical and quantitative status of groundwaters
	W3: To contribute towards compliance with the provisions of the Flood Risk Management Guidelines
<b>Air and Climatic Factors</b>	AC1: To contribute towards climate adaptation and mitigation
<b>Material Assets</b>	M1: For development to be served with adequate and appropriate critical infrastructure with sufficient capacity (drinking water, waste water, waste and transport)
	M2: To contribute towards the protection of public assets and infrastructure, including that relating to recreation and leisure, transport, utilities and marine areas and fisheries
	M3: To reduce waste volumes, minimise waste to landfill and increase recycling and reuse
<b>Cultural Heritage</b>	CH1: To contribute towards the protection of archaeological heritage including entries to the Record of Monuments and Places and/or their context
	CH2: To contribute towards the protection of architectural heritage including entries to the Records of Protected Structures, Architectural Conservation Areas and Conservation Areas and their context
<b>Landscape</b>	L1: To avoid conflicts with the appropriate protection of statutory designations relating to the landscape, including those included in land use plans of Dublin City Council

<sup>8</sup> 'Annexed habitats and species' refer to those listed under Annex I, II & IV of the EU Habitats Directive and Annex I of the EU Birds Directive.

<sup>9</sup> The definition of a 'wildlife site' provided by the Planning and Development Act 2000, as amended, includes Natural Heritage Areas (NHAs) and proposed NHAs.

## Section 4 Alternatives

### 4.1 Description of Alternatives

#### Current Situation (Alternative 1: Business as Usual)

Dublin welcomed 7.7 million tourists in 2018 and received €2,395 million in tourist spend during the same period. Tourism brings huge benefits to Dublin city and the wider county; however, it is acknowledged that currently most of the tourist activity is concentrated in the epicentre of the city.

With respect to the current situation, Fáilte Ireland's research has identified that:

- The existing experience supply side conditions within the Docklands do not reflect the capacity of the area to deliver new experiences that will increase dwell time within the area. New experience development and expansion of existing experiences is required to provide a wider range of opportunities for the visitor to engage with the destination.
- The focus of local hospitality businesses is largely on the local business market without recognising the value of tourism growth to extend their business reach into the evening economy and weekend business.
- The destination is home to great expanses of water with low levels of engagement to animate and bring the 'waters alive'.
- There is a lack of a common unifying theme for the Docklands with most international visitors unaware that they are visiting a Docklands destination
- The evening economy represents a major challenge, despite two of the country's largest entertainment venues located within the Docklands. The current level of provision in the evening time is limited and restricts the ability of the area to retain visitors in the locality for sustained periods of time. Equally, the weekend economy poses similar challenges to address.
- A product imbalance exists between both sides of the destination defined by the areas on either side of the River Liffey.

This current situation presents **Alternative 1 (Business as Usual)** to be considered by the SEA. Numbers of visitors would continue to increase under this scenario – consistent with the development of tourism over many decades. However, because of the constraints and challenges of the current situation listed above, the full and sustainable tourism potential of the Docklands would not be achieved.

#### Prepare a Plan (Alternatives 2 A and 2B: Prepare a Plan)

The constraints and challenges posed by the current situation (see Alternative 1 above) establish a potential need for a plan that seeks to sustainably increase the economic benefit of tourism to the area; facilitating, promoting, supporting and coordinating stakeholders (including local authorities, other government agencies, tourism operators, communities and visitors) in their activities in a way that is consistent with existing and emerging plans that have been subject to environmental assessment. Such a plan would not provide consent, establish a framework for granting consent or contribute towards a framework for granting consent (such frameworks fall under the remit of other public authorities). Any projects would continue to be required to comply, as relevant, with the various provisions of documents that form the statutory decision-making and consent-granting framework.

Features of such a Plan (in combination with the wider and extensive policy and planning framework) would include:

- Recognition, in pursuing a sustainable tourism agenda by Fáilte Ireland, of the importance of constantly developing and expanding the Dublin tourism product to host and welcome tourists with a world class destination offering, helping to ensure that both visitors and locals continue to thrive and enjoy the city together.
- An enhanced visitor proposition with the objective of increasing visitor flow into the Docklands.
- The unlocking of economic growth potential of the Docklands by developing existing products and creating new experiences that would motivate tourists to visit and stay longer.
- Reference to the huge amount of development already underway in the Docklands and an aim to help harness the potential of this development.

It would deliver a collective vision for the area and deliver a unified destination proposition that will attract more visitors.

Under Alternative 2 there are two separate alternatives:

### **Alternative 2A: A Plan with Additional Requirements for Environmental Protection and Management**

Fáilte Ireland provides funding sustainable tourism projects including land use and infrastructural development and land use activities. In order to achieve funding (including promotion) for land use or infrastructural development or land use activities from Fáilte Ireland, **Alternative 2A** would require Fáilte Ireland's stakeholders to demonstrate compliance with measures relating to sustainable development, environmental protection and environmental management contained within the following Fáilte Ireland published documents:

- Wild Atlantic Way Operational Programme Appendix 5 "Site Maintenance Guidelines" and other relevant measures from the Fáilte Ireland visitor and habitat management guidelines series (and any subsequent replacements); and
- Wild Atlantic Way Operational Programme Appendix 6 "Environmental Management for Local Authorities and Others" (and any subsequent replacements).

In order to be realised, projects included in the Plan (in a similar way to other projects from any other sector) would have to demonstrate compliance, as relevant, with various provisions of legislation, policies, plans and programmes that form the statutory decision-making and consent-granting framework, of which the Plan is not part and does not contribute towards.

Further environmental requirements would be integrated into the Plan under Alternative 2A, relating to infrastructure capacity, visitor management and green infrastructure and ecosystem services.

### **Alternative 2B: A Plan without Additional Requirements for Environmental Protection and Management**

Alternative 2B would not include the requirements for environmental protection and management described under Alternative 2A. Projects would continue to be required to comply, as relevant, with the various provisions of documents that form the statutory decision-making and consent-granting framework.

## **4.2 Detailed Consideration of Alternatives**

### **Alternative 1: Business as Usual**

Sustainable development, environmental management and environmental protection under Alternative 1 is provided through the existing statutory planning and consent framework. These measures would contribute towards positive effects on the protection and management of all environmental components.

Tourism related development would continue to be planned for and consented through the existing statutory planning and consent framework. Potential adverse effects would continue to be mitigated through that process.

In the absence of a Plan, there would continue to be an increase in tourist numbers – consistent with the development of tourism over many decades. However, because of the constraints and challenges of the current situation listed above, the full and sustainable tourism potential of the Docklands would not be achieved.

Under this alternative, there would be no additional visitor management or additional requirements for environmental protection and management as a result of a Plan.

Contributions towards an increase in travel related greenhouse gas and other emissions to air, including from aviation, would not occur as a result of seeking to lengthen dwell time and grow visitor numbers, however; increases in tourist numbers would occur. Similarly, the positive mitigatory effects as a result of provisions of a Plan, such as those relating to public transport, cycling, walking and

further requirements to comply with climate adaptation and management plans/strategies would not be provided for.

There would be one layer of mitigation under Alternative, through the existing statutory planning and consent framework.

### **Alternative 2A: A Plan with Additional Requirements for Environmental Protection and Management**

In addition to the measures relating to sustainable development, environmental protection, environmental management, which are provided under all alternatives this alternative would provide additional requirements for environmental protection and management, including those taken from the Wild Atlantic Way Operational Programme and those relating to infrastructure capacity, visitor management and green infrastructure and ecosystem services. In order to be realised, projects included in the Plan (in a similar way to other projects from any other sector) would have to demonstrate compliance, as relevant, with various provisions of legislation, policies, plans and programmes that form the statutory decision-making and consent-granting framework, of which the Plan is not part and does not contribute towards.

Tourism related development would continue to be planned for and consented through the existing statutory planning and consent framework. Potential adverse effects would continue be mitigated through that process.

A Plan would have the potential to increase numbers of tourists – and associated potential adverse effects – to a greater degree than would be the case if there was no Plan. This would be likely to contribute towards in an increase in travel related greenhouse gas and other emissions to air, including from aviation. These increases would be mitigated by the wider planning framework and by provisions that have been integrated into the Plan, including those relating to public transport, cycling, walking and compliance with the Climate Action Plan 2019, the National Climate Change Adaptation Framework (2018 and any subsequent versions) and the National Mitigation Plan (2017 and any subsequent versions).

A Plan would also help to promote new experiences – including those relating to land use activities and developments. These would also have the potential to increase adverse effects.

Notwithstanding this, there would be three layers of mitigation, through:

- The existing statutory planning and consent framework;
- Visitor management strategies; and
- Additional environmental requirements for environmental protection and management, under this alternative.

### **Alternative 2B: A Plan without Additional Requirements for Environmental Protection and Management**

Certain measures relating to sustainable development, environmental management and environmental protection are provided under all alternatives.

Tourism related development would continue to be planned for and consented through the existing statutory planning and consent framework. Potential adverse effects would continue be mitigated through that process.

A Plan would have the potential to increase numbers of tourists – and associated potential adverse effects – to a greater degree than would be the case if there was no Plan. This would be likely to contribute towards in an increase in travel related greenhouse gas and other emissions to air, including from aviation. These increases would be mitigated by the wider planning framework.

A Plan would also help to promote new experiences – including those relating to land use activities and developments. These would also have the potential to increase adverse effects.

Notwithstanding this, there would be one layer of mitigation, through the existing statutory planning and consent framework.



Table 4.1 below provides a comparative evaluation of alternatives against SEOs (for detailed SEOs please refer to Table 3.1).

**Table 4.1 Comparative Evaluation of Alternatives against SEOs**

	Likely to <b>Improve</b> status of SEOs		<b>Potential Conflict</b> with status of SEOs - likely to be mitigated by complying with other measures included within the Plan			Probable <b>Conflict</b> with status of SEOs
	to a <b>Greater</b> degree	to a <b>Lesser</b> degree	to a <b>Lesser</b> degree	to a <b>Moderate</b> degree	to a <b>Greater</b> degree	unlikely to be fully mitigated
Alternative 1: Business as Usual		✓	✓			
Alternative 2A: A Plan with Additional Requirements for Environmental Protection and Management	✓			✓		
Alternative 2B: A Plan without Additional Requirements for Environmental Protection and Management		✓			✓	

### 4.3 Selected Alternative for the Plan

Taking into account the environmental effects detailed above and the challenges and opportunities present to achieve the full and sustainable potential of the Docklands for tourism, Fáilte Ireland have proceeded with Alternative 2A "A Plan with Additional Requirements for Environmental Protection and Management".

## Section 5 Summary of Effects arising from Plan

**Table 5.1 Overall Findings – Environmental Effects arising from Plan Provisions**

Environmental Component	Environmental Effects, in combination with the existing statutory planning/decision-making and consent-granting framework <sup>10</sup>		
	Significant Positive Effect, likely to occur	Potential Significant Adverse Effect, if unmitigated	Residual Adverse Non-Significant Effects
<b>Biodiversity and flora and fauna</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection and management of biodiversity and flora and fauna (in designated sites, including European Sites and Wildlife Sites, and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats) including through: <ul style="list-style-type: none"> <li>Visitor management strategies; and</li> <li>VEDP requirements for environmental protection and management.</li> </ul> </li> <li>Contributes towards the maintenance of existing green infrastructure and its ecosystem services.</li> <li>Contribution towards protection of biodiversity and flora and fauna as a result of contributing towards the protection of environmental vectors, air, water and soil.</li> </ul>	<p>Arising from both construction and operation of tourism related development/activities:</p> <ul style="list-style-type: none"> <li>Loss of/damage to biodiversity in designated sites (including European Sites and Wildlife Sites) and Annexed habitats and species, listed species, ecological connectivity and non-designated habitats; and disturbance to biodiversity and flora and fauna;</li> <li>Habitat loss, fragmentation and deterioration, including patch size and edge effects; and</li> <li>Disturbance (e.g. due to noise and lighting along transport corridors) and displacement of protected species such as birds and bats.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of non-protected habitats and species arising from the replacement of semi-natural land covers with artificial surfaces arising from projects consented through the statutory planning/consent-granting framework.</li> <li>Losses or damage to ecology (these would be: in compliance with relevant legislation; and mitigated as projects would demonstrate compliance with various environmental protection and management measures)</li> </ul>
<b>Population and human health</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of human health including through VEDP requirements for environmental protection and management.</li> <li>Contribution towards the protection of human health as a result of not directing additional tourists towards specific locations in instances where significant problems with critical infrastructure (drinking water, waste water, waste and transport) have been identified.</li> <li>Contribution towards the protection amenity usage and access.</li> <li>Contribution towards the sustainable growth of tourism and associated sustenance and growth of communities in the Docklands.</li> </ul>	<ul style="list-style-type: none"> <li>Potential interactions if effects upon environmental vectors such as water are not mitigated.</li> <li>Potential interactions if additional tourists are directed towards specific locations in instances where significant problems with critical infrastructure (drinking water, waste water, waste and transport) have been identified.</li> </ul>	<ul style="list-style-type: none"> <li>Potential interactions with residual effects on environmental vectors. This has been mitigated by provisions that have been integrated into the Plan, including those relating to sustainable development, environmental protection and environmental management.</li> </ul>
<b>Soil</b>	<ul style="list-style-type: none"> <li>Various provisions help to minimise land-take and loss of extent of soil resource.</li> <li>Contribution towards the protection of the environment from contamination.</li> <li>Contributes towards protection of designated sites of geological heritage.</li> </ul>	<ul style="list-style-type: none"> <li>Adverse impacts upon the hydrogeological and ecological function of the soil resource.</li> <li>Adverse effects on designated geological heritage sites.</li> <li>Potential for increase in coastal /river bank erosion.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of an extent of soil function arising from the replacement of semi-natural land covers with artificial surfaces and from sea level rise/coastal erosion.</li> </ul>

<sup>10</sup> Effects include in-combination effects – those arising from services, infrastructure and other development (to service development, including tourism) that are planned for and consented through the statutory framework including the NPF, RSES and lower-tier land use plans. Examples may include developments/operation of developments relating to water services, transport, access or accommodation. Mitigation includes that which has been integrated into the Plan.

Environmental Component	Environmental Effects, in combination with the existing statutory planning/decision-making and consent-granting framework <sup>10</sup>		
	Significant Positive Effect, likely to occur	Potential Significant Adverse Effect, if unmitigated	Residual Adverse Non-Significant Effects
<b>Water</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of water resources (including the status of surface and groundwaters), bathing water quality and water-based designations including through integrating requirements for environmental protection and management into the Plan.</li> <li>Contribution towards flood risk management and appropriate drainage.</li> </ul>	<ul style="list-style-type: none"> <li>Adverse impacts upon the status of water bodies and entries to the WFD Register of Protected Areas (ecological and human value), arising from changes in quality, flow and/or morphology.</li> <li>Increase in flood risk.</li> </ul>	<ul style="list-style-type: none"> <li>Increased loadings as a result of development to comply with River Basin Management Plan.</li> <li>Flood related risks remain due to uncertainty with regard to extreme weather events – however such risks will be mitigated by: measures that have been integrated into the Plan; and the statutory planning/consent-granting framework.</li> </ul>
<b>Air and climatic factors</b>	<ul style="list-style-type: none"> <li>Contribution towards climate adaptation and mitigation through measures relating to: <ul style="list-style-type: none"> <li>Walking and cycling; and</li> <li>Contribution towards European and national objectives for climate adaptation and mitigation, taking into account a wide range of detailed measures including those relating to resilience.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Potential conflict, in combination with plans and programmes from all sectors including transport and land use planning, between increases in visitors (which is likely to result in an increase in greenhouse gas emissions and other emissions to air, including from aviation, with associated interactions with climatic factors) and local, national and European objectives to reduce carbon emissions.</li> <li>Potential conflicts between transport movements, including car movements, and air quality.</li> </ul>	<ul style="list-style-type: none"> <li>An increase in travel related greenhouse gas and other emissions to air, including from aviation. This has been mitigated by provisions that have been integrated into the Plan, including those relating to sustainable mobility and compliance with the Climate Action Plan 2019, the National Climate Change Adaptation Framework (2018 and any subsequent versions) and the National Mitigation Plan (2017 and any subsequent versions).</li> <li>Risks remain due to uncertainty with regard to climate and interactions with issues including flooding and material assets.</li> </ul>
<b>Material Assets</b>	<ul style="list-style-type: none"> <li>Contributes towards protection and allows for continued use of public assets and infrastructure.</li> <li>Contribution towards compliance with national and regional water services and waste management policies.</li> </ul>	<ul style="list-style-type: none"> <li>Increased number of visitors have the potential to increase traffic levels.</li> <li>The need to provide adequate and appropriate water services (it is the function of Irish Water to provide for such needs).</li> <li>Increases in waste levels and residual wastes from visitors and construction of developments.</li> <li>Potential impacts upon public assets and infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Residual wastes to be disposed of in line with higher level waste management policies.</li> <li>Increased loading on infrastructure (drinking water, waste water, waste and transport).</li> <li>Any impacts upon public assets and infrastructure to comply with statutory planning/consent-granting framework.</li> </ul>
<b>Cultural Heritage</b>	<ul style="list-style-type: none"> <li>Contribution towards the long-term protection of archaeological and architectural heritage by encouraging greater levels of awareness and appreciation through, use, interpretation and access, in line with the requirements relating to the protection of cultural heritage including: entries to the Record of Monuments and Places and/or their context; and entries to the Records of Protected Structures, Architectural Conservation Areas and Conservation Areas and their context.</li> </ul>	<ul style="list-style-type: none"> <li>Potential effects on designated and unknown archaeological heritage.</li> <li>Potential effects on architectural heritage.</li> </ul>	<ul style="list-style-type: none"> <li>Potential alteration to the context and setting of architectural heritage however, these will occur in compliance with legislation.</li> <li>Potential alteration to the context and setting of archaeological heritage however, this will occur in compliance with legislation.</li> <li>Potential loss of unknown archaeology however, this loss will be mitigated by measures integrated into the Plan.</li> </ul>
<b>Landscape</b>	<ul style="list-style-type: none"> <li>Contribution towards the protection of landscape designations as a result of facilitating compliance with relevant plans.</li> </ul>	<ul style="list-style-type: none"> <li>Occurrence of adverse visual impacts, especially in marine, island and ridge areas where, and conflicts with the appropriate protection of statutory designations relating to the landscape.</li> <li>Changes in the appearance of the landscape/seascape/City-scape.</li> </ul>	<ul style="list-style-type: none"> <li>Residual visual effects (these would comply with landscape designation provisions).</li> </ul>

## Section 6 Mitigation and Monitoring Measures

### 6.1 Mitigation

Mitigation measures are measures envisaged to prevent, reduce and, as fully as possible, offset any significant adverse impacts on the environment of implementing the Plan. Various environmental sensitivities and issues have been communicated to Fáilte Ireland through the SEA and Appropriate Assessment (AA) processes.

By integrating all SEA and AA recommendations into the Plan, Fáilte Ireland is helping to ensure that:

- The potential significant adverse effects of implementing the Plan are avoided, reduced or offset; and
- The beneficial environmental effects of implementing the Plan are maximised.

Mitigation was achieved through the following:

- Establishing the status of the Plan and its interrelationship with the Statutory Decision-Making and Consent-Granting Framework; and
- Integrating Requirements for Environmental Compliance into the Plan.

The SEA and AA team worked with the Plan-preparation team at Fáilte Ireland in order to integrate requirements for environmental protection and management into the Plan.

Fáilte Ireland provides funding for sustainable tourism projects that emerge as part of specific, competitive, themed and time-bound grant schemes or as part of wider strategic partnerships. These include projects relating to land use, infrastructural development and land use activities and attractions. Reference made to such projects included in the Plan does not guarantee funding. While funding is provided to certain projects, Fáilte Ireland is not the developer.

In order to achieve funding (including promotion) for land use or infrastructural development or land use activities from Fáilte Ireland, Fáilte Ireland's stakeholders shall be required to demonstrate compliance<sup>11</sup> with measures relating to sustainable development, environmental protection and environmental management contained within the following Fáilte Ireland published documents:

- Wild Atlantic Way Operational Programme Appendix 5 "*Site Maintenance Guidelines*" and other relevant measures from the Fáilte Ireland visitor and habitat management guidelines series (and any subsequent replacements); and
- Wild Atlantic Way Operational Programme Appendix 6 "*Environmental Management for Local Authorities and Others*" (and any subsequent replacements).

In order to be realised, projects included in the VEDP (in a similar way to other projects from any other sector) will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier Appropriate Assessment, Environmental Impact Assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework, of which the VEDP is not part and does not contribute towards. Such legislation, policies, plans and programmes include:

- Requirements for lower-tier environmental assessment, including EIA and AA;
- The Dublin City Development Plan 2016-2022 (as varied), the George's Quay Local Area Plan 2012 (as extended), the North Lotts and Grand Canal Dock SDZ Planning Scheme 2014 and the Poolbeg West SDZ Planning Scheme 2019, including various provisions relating to sustainable development, environmental protection and environmental management; and
- The Climate Action Plan 2019, the National Climate Change Adaptation Framework (2018 and any subsequent versions), the National Mitigation Plan (2017 and any subsequent versions) and the Dublin City Council Climate Change Action Plan 2019-2024.

Further measures relating to infrastructure capacity, visitor management and green infrastructure and ecosystem services have been integrated into the Plan.

<sup>11</sup> Demonstration of compliance may be supported by monitoring undertaken by the beneficiary.

## 6.2 Monitoring

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. Monitoring is based around indicators that allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified at Table 3.1 and used in the evaluation.

### Sources

Confirmation of compliance with relevant environmental measures (see Section 9) will be a source of information for the Monitoring Programme. This documentation may include monitoring undertaken by beneficiaries to demonstrate compliance with the environmental requirements.

Other existing monitoring sources will be used, including:

- Sources maintained by Dublin City Council (such as those arising from the SEA of land use plans) and the relevant authorities e.g. the Environmental Protection Agency, the National Parks and Wildlife Service and the Central Statistics Office; and
- Lower-tier environmental assessment and decision making – including a review of project approvals granted and associated documents – will also be utilised as part of the Monitoring Programme.

### Reporting and Responsibility

Reporting on environmental monitoring will address the indicators set out below. Fáilte Ireland is responsible for the ongoing review of indicators and targets, collating existing relevant monitored data, the preparation of monitoring evaluation report(s), the publication of these reports and, if necessary, the carrying out of corrective action, in combination with the relevant authorities.

Environmental monitoring for the VEDP and other existing/future Fáilte Ireland plans, programmes, etc. may be undertaken and reported on at the same time. The findings of monitoring will be reported on periodically with frequencies to be determined during implementation.

Table 6.1 overleaf shows the current indicators and targets that have been selected for monitoring the likely significant environmental effects of implementing relevant Fáilte Ireland Plans, Programmes, etc. These monitoring measures are updated on an ongoing basis.

**Table 6.1 Selected Indicators, Targets and Monitoring Sources**

<b>Environmental Component</b>	<b>Indicators</b>	<b>Targets</b>	<b>Source and (where available) Frequency</b>
<b>Biodiversity, Flora and Fauna</b>	B1: Conservation status of habitats and species as assessed under Article 17 of the Habitats Directive	B1: Maintenance of favourable conservation status for all habitats and species protected under National and International legislation to be unaffected by implementation of the Plan <sup>12</sup>	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Department of Culture, Heritage and the Gaeltacht report of the implementation of the measures contained in the Habitats Directive - as required by Article 17 of the Directive (every 6 years)</li> <li>• Department of Culture, Heritage and the Gaeltacht's National Monitoring Report for the Birds Directive under Article 12 (every 3 years)</li> <li>• Consultations with the NPWS</li> <li>• CORINE mapping resurvey (every c. 5 years)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>
	B2: Percentage loss of functional connectivity without remediation resulting from Plan	B2: No significant ecological networks or parts thereof which provide functional connectivity to be lost without remediation resulting from the Plan	
	B3i: Number of significant impacts on relevant habitats, species, environmental features or other sustaining resources in designated sites including Wildlife Sites resulting from the Plan  B3ii: Number of significant impacts on the protection of listed species	B3i: Avoid significant impacts on relevant habitats, species, environmental features or other sustaining resources in designated sites including Wildlife Sites resulting from the Plan  B3ii: No significant impacts on the protection of listed species resulting from the Plan	
<b>Population and Human Health</b>	PHH1: Occurrence (any) of a spatially concentrated deterioration in human health arising from environmental factors resulting from the Plan, as identified by the Health Service Executive and Environmental Protection Agency	PHH1: No spatial concentrations of health problems arising from environmental factors as a result the Plan	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Consultations with the HSE and EPA</li> <li>• Input from any other Fáilte Ireland monitoring programmes</li> </ul>
<b>Soil</b>	S1: Artificial surfaces land cover extent	S1: Contribute towards the target of the National Planning Framework's SEA (2018) to "Maintain built surface cover nationally to below the EU average of 4%."	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• CORINE mapping resurvey (every c. 5 years)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>

<sup>12</sup> Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be: (a) No alternative solution available; (b) Imperative reasons of overriding public interest for the programme to proceed; and (c) Adequate compensatory measures in place.

SEA Environmental Report Appendix III: Non-Technical Summary

Environmental Component	Indicators	Targets	Source and (where available) Frequency
<b>Water</b>	<p>W1i: Classification of Overall Status (comprised of ecological and chemical status) under the European Communities Environmental Objectives (Surface Waters) Regulations 2009 (SI No. 272 of 2009)</p> <p>W1ii: Mandatory and Guide values as set by the EU Bathing Water Directive and transposing Bathing Water Quality Regulations (SI No. 79 of 2008)</p> <p>W2: Interactions with Groundwater Quality Standards and Threshold Values under Directive 2006/118/EC resulting from development adhering to the Plan</p> <p>W3: Compliance of relevant lower tier assessments and decision making with the Flood Risk Management Guidelines</p>	<p>W1i: No deterioration in the status of any surface water or adverse effect upon the ability of any surface water to achieve 'good status' as a result of the Plan</p> <p>W1ii: No deterioration in the value of bathing waters or adverse effect upon the ability of any bathing water to achieve Mandatory values and, where possible, Guide values as a result of the Plan</p> <p>W2: Not to affect the ability of groundwaters to comply with Groundwater Quality Standards and Threshold Values under Directive 2006/118/EC, subject to exemptions provided for by Article 4 of the WFD</p> <p>W3: For lower tier assessments and decision making to comply with the Flood Risk Management Guidelines</p>	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• Data issued under the Water Framework Directive Monitoring Programme for Ireland (multi-annual)</li> <li>• EPA <i>The Quality of Bathing Water in Ireland</i> reports</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>
<b>Air and Climatic Factors</b>	<p>AC1: Demonstration of compliance with provisions relating to climate adaptation and mitigation have been integrated into the Plan</p>	<p>C1: To maximise the amount of measures relating to climate adaptation and mitigation being implemented</p>	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>
<b>Material Assets</b>	<p>M1: Number of new developments granted permission that can be adequately and appropriately served with waste water treatment over the lifetime of the Plan</p> <p>M2: Number of significant adverse effects on the use of or access to public assets and infrastructure</p> <p>M3: Preparation and implementation of construction and environmental management plans</p>	<p>M1: All new developments granted permission to be connected to and adequately and appropriately served by waste water treatment over the lifetime of the Plan</p> <p>M2: No significant adverse effects on the use of or access to public assets and infrastructure</p> <p>M3: For construction and environmental management plans to be prepared and implemented for relevant projects</p>	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Consultations with the partners such as the EPA, Irish Water and/or Dublin City Council</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>

SEA Environmental Report Appendix III: Non-Technical Summary

Environmental Component	Indicators	Targets	Source and (where available) Frequency
<b>Cultural Heritage</b>	CH1: Percentage of entries to the Record of Monuments and Places protected from significant adverse effects arising from the Plan	CH1: No unauthorised adverse effects on archaeological heritage resulting from implementation of the Plan	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>
	CH2: Percentage of entries to the Records of Protected Structures, Architectural Conservation Areas and Conservation Areas and their context protected from significant adverse effects arising from the Plan	CH2: No unauthorised adverse effects on architectural heritage resulting from implementation of the Plan	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>
<b>Landscape</b>	L1: Number of unmitigated conflicts with the appropriate protection of statutory designations relating to the landscape, including those included in land use plans of Dublin City Council	L1: No unmitigated conflicts with the appropriate protection of statutory designations relating to the landscape, including those included in land use plans of Dublin City Council	<ul style="list-style-type: none"> <li>• Documentation demonstrating compliance with "Requirements for Environmental Protection and Management" – see Section 6.1</li> <li>• Lower tier environmental assessment and decision making by local authorities</li> <li>• SEA Monitoring Programme reports for the land use plans of relevant local authorities (as required, monitoring reports published on various timescales and frequencies)</li> <li>• Input from any other existing or replacement Fáilte Ireland monitoring programmes</li> </ul>