

DUBLIN AIRPORT LOCAL AREA PLAN

JANUARY 2020

APPENDIX 4 STRATEGIC ENVIRONMENTAL ASSESSMENT STATEMENT



Table of Contents

Section 1	Introduction	1
1.1	Introduction and Legislative Context	1
1.2	Content of the SEA Statement	1
1.3	Implications of SEA for the Plan.....	1
Section 2	How Environmental Considerations were integrated into the Plan ..	2
2.1	Introduction.....	2
2.2	Consultations	2
2.3	Communication of environmental sensitivities throughout the SEA process	2
2.4	Appropriate Assessment.....	2
2.5	Strategic Flood Risk Assessment	3
2.6	Consideration of Alternatives	3
2.7	Integration of individual measures into the LAP and Fingal Development Plan	3
Section 3	Environmental Report and Submissions/ Observations.....	15
3.1	Introduction.....	15
3.2	SEA Scoping Notices and Submissions.....	15
3.3	Submissions on the Environmental Report for the Draft Plan	15
3.4	SEA documents including SEA Environmental Report	15
Section 4	Summary of Alternatives considered.....	16
4.1	Introduction and Limitations in Available Alternatives	16
4.2	Available Reasonable Alternatives	16
4.3	Summary Evaluation of Alternatives	18
4.4	The Reasons for choosing the Plan in the light of the other Reasonable Alternatives dealt with	21
Section 5	Monitoring Measures	22
5.1	Introduction.....	22
5.2	Indicators and Targets.....	22
5.3	Reporting and Responsibility	22
Appendix I	SEA Scoping Submissions and Responses.....	25
Appendix II	SEA Consideration of Non-Material Alterations.....	31

Section 1 Introduction

1.1 Introduction and Legislative Context

This is the Strategic Environmental Assessment (SEA) Statement for Dublin Airport Local Area Plan 2020-2026.

SEA is a systematic process of predicting and evaluating the likely environmental effects of implementing a 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 and social considerations.

Directive 2001/42/EC of the European Parliament and of the Council of Ministers, of 27th June 2001, on the Assessment of the Effects of Certain Plans and Programmes on the Environment, referred to hereafter as the SEA Directive, introduced the requirement that SEA be carried out on plans and programmes which are prepared for a number of sectors, including land use. The SEA Directive was transposed into Irish Law through the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 and the Planning and Development (Strategic Environmental Assessment) Regulations 2004. The Regulations have been amended by the European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011 and the Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011.

1.2 Content of the SEA Statement

Where SEA is undertaken, the Regulations require that a Statement is made available to the public and the competent environmental authorities after the making of the Plan.

This Statement is referred to as an SEA Statement.

The SEA Statement is required to include information summarising:

- a) how environmental considerations have been integrated into the Plan;
- b) how the following have been taken into account during the preparation of the Plan:
 - the environmental report,
 - submissions and observations made to the planning authority on the Draft Plan and Environmental Report, and
 - any transboundary consultations (these are not relevant to this SEA).
- c) the reasons for choosing the Plan in the light of the other reasonable alternatives dealt with; and
- d) the measures decided upon to monitor the significant environmental effects of implementing the Plan.

1.3 Implications of SEA for the Plan

SEA has been undertaken on the Plan and the findings of the SEA are expressed in an Environmental Report, the first published version of which accompanied the Draft Plan on public display. The Environmental Report was updated in order to take account of both: recommendations contained in submissions; and non-material changes that were made to the original Draft Plan following public display.

Fingal County Council have taken into account the findings of the SEA Environmental Report and other related SEA output during their consideration of the Draft Plan and before its adoption. This SEA Statement summarising how environmental considerations have been integrated into the Plan has been prepared at the end of the process.

Section 2 How Environmental Considerations were integrated into the Plan

2.1 Introduction

Environmental considerations were presented to the Council for its consideration through:

1. Consultations;
2. Communication of environmental sensitivities throughout the SEA process;
3. Screening for Appropriate Assessment;
4. Strategic Flood Risk Assessment;
5. Early work undertaken by the Council that will contribute towards environmental protection and sustainable development;
6. Consideration of alternatives; and
7. Integration of individual measures into the Local Area Plan and the existing Fingal Development Plan.

2.2 Consultations

As environmental authorities identified under the Planning and Development (SEA) Regulations, as amended, the following were sent SEA scoping notices indicating that submissions or observations in relation to the scope and level of detail of the information to be included in the Environmental Report could be made to the Council: Environmental Protection Agency; Department of Communications, Climate Action and Environment; Department of Agriculture, Food and the Marine; Department of Culture, Heritage and the Gaeltacht; Meath County Council; Kildare County Council; South Dublin County Council; and Dublin City Council.

Detail on submissions made on foot of the SEA scoping notice is provided under Section 3.2.

Detail is also provided, at Section 3.3, on submissions that were made on the Draft Plan and/or the SEA Environmental Report while they were on public display.

2.3 Communication of environmental sensitivities throughout the SEA process

Environmental considerations were integrated into the Plan before it was placed on public display. Individual sensitivities that were considered by the Planning Team preparing the Plan included the following:

- European Sites (Special Areas of Conservation and Special Protection Areas);
- Status of Surface Waters;
- Status of Ground Waters;
- Flood Risk;
- Noise Zones;
- Groundwater Vulnerability;
- Greenhouse gas emissions;
- Water Services;
- Landscape Designations; and
- Cultural heritage (archaeological and architectural).

2.4 Appropriate Assessment

Screening for Appropriate Assessment has been undertaken alongside the preparation and adoption of the Plan. The requirement for AA is provided under the EU Habitats Directive (Directive 1992/43/EEC).

The conclusion of the Screening for AA is that that the Plan will not give rise to any effect on the ecological integrity of any European Sites, alone or in combination with other plans or projects.

The preparation of the Plan and Screening for AA has taken place concurrently and the findings of the Screening for AA have informed the SEA.

2.5 Strategic Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) has been undertaken alongside the Plan. The requirement for SFRA is provided under 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (Department of Environment, Heritage and Local Government and Office of Public Works, 2009).

The preparation of the Plan, SEA and SFRA has taken place concurrently and the findings of the SFRA have informed both the Plan and the SEA.

i.e. a measure providing for the protection of biodiversity, flora and fauna could beneficially impact upon the minimisation of flood risk and the protection of human health, for example.

2.6 Consideration of Alternatives

As part of the Plan preparation/SEA process, the Council considered a number of alternatives for the Plan (see Section 4). These alternatives were assessed by the SEA process and the findings of this assessment informed the selection of preferred alternatives, facilitating an informed choice with respect to the type of Plan that was prepared, placed on public display and adopted.

2.7 Integration of individual measures into the LAP and Fingal Development Plan

Various provisions have been integrated into the text of the Dublin Airport Local Area Plan over multiple iterations through the Plan-preparation and SEA process.

In addition to the mitigation measures that have been integrated into the Plan, all development is required to demonstrate compliance with relevant Fingal Development Plan provisions relating to sustainable development and environmental protection.

Table 2.1 links key mitigation measure(s) from both the Dublin Airport Local Area Plan and the existing Fingal Development Plan to the potential adverse effects of implementing the Plan, if unmitigated. The measures generally benefit multiple environmental components

Table 2.1 Integration of Environmental Considerations

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
All	Objective DMS02 Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.	<p>Key Strategic Objective Sustainability: Adopt a sustainable approach to airport development which responds to important environmental constraints associated with future development and includes mitigation where necessary and appropriate.</p> <p>Key Strategic Objective Environment: To accelerate a transition to a low carbon economy by providing a reduction in CO2 emissions. Reduce environmental impacts, build climate resilience and promote quality of life for neighbouring communities. All development proposals at Dublin Airport shall have regard to the requirement for environmental assessment including screening for Appropriate Assessment, Environmental Impact Assessment and Flood Risk Assessment in accordance with relevant legislation and guidelines. All proposals for development shall demonstrate compliance with relevant Fingal Development Plan provisions relating to sustainable development and the protection of the environment. Maintain and improve surface water quality at the Airport.</p>
Biodiversity and Flora and Fauna	<p><i>Also, see measures related to soil, water quality, air and material assets.</i></p> <p>Objective NH01 Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Natural Heritage.</p> <p>Objective NH02 Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.</p> <p>Objective NH03 Implement the Fingal Biodiversity Action Plan 2015 and any revisions thereof in partnership with all relevant stakeholders.</p> <p>Objective NH04 Undertake necessary ecological surveys and complete habitat mapping for the County during the lifetime of the Plan, prioritising sensitive coastal areas.</p> <p>Objective NH05 Raise awareness in relation to biodiversity across the community.</p> <p>Objective NH06 Consider developing a Natural Heritage Trail or Trails to support raising awareness about these natural assets amongst the public.</p> <p>Objective NH07 Actively support the aims and objectives of the All Ireland Pollinator Plan 2015-2020 by encouraging bee keeping and other measures to protect and increase the population of bees and other pollinating insects in Fingal.</p> <p>Objective NH08 Ensure that the management of the Council's open spaces and parks is pollinator-friendly, provides more opportunities for biodiversity, and does not introduce or lead to the spread of invasive species.</p> <p>Objective NH09 Support the National Parks and Wildlife Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, in the maintenance and, as appropriate, the achievement of favourable conservation status for the habitats and species in Fingal to which the Habitats Directive applies.</p> <p>Objective NH10 Ensure that the Council takes full account of the requirements of the Habitats and Birds Directives, as they apply both within and without European Sites in the performance of its functions.</p> <p>Objective NH11 Ensure that the Council, in the performance of its functions, takes full account of the objectives and management practices proposed in any management or related plans for European Sites in and adjacent to Fingal published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.</p> <p>Objective NH12 Undertake field studies and map invasive species throughout the County and initiate control programs with all relevant stakeholders and landowners to control the key invasive species.</p> <p>Objective NH13 Ensure that proposals for development do not lead to the spread or introduction of invasive species. If developments are proposed on sites where invasive species are or were previously present, the applicants will be required to submit a control and management program for the particular invasive species as part of the planning process and to comply with the provisions of the European Communities Birds and Habitats Regulations 2011 (S.I. 477/2011).</p> <p>Objective NH14 Protect inland fisheries within and adjacent to Fingal and take full account of Inland Fisheries Ireland Guidelines in this regard when undertaking, approving or authorising development or works which may impact on rivers, streams and watercourses and their associated habitats and species.</p> <p>Objective NH15 Strictly protect areas designated or proposed to be designated as Natura 2000 sites (i.e. Special Areas of Conservation (SACs) and Special Protection Areas (SPAs); also known as European sites) including any areas that may be proposed for designation or designated during the period of this Plan.</p> <p>Objective NH16 Protect the ecological integrity of proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, and Habitat Directive Annex I sites.</p> <p>Objective NH17 Ensure that development does not have a significant adverse impact on proposed Natural Heritage Areas (pNHAs), Natural Heritage Areas (NHAs), Statutory Nature Reserves, Refuges for Fauna, Habitat Directive Annex I sites and Annex II species contained therein, and on rare and threatened species including those protected by law and their habitats.</p> <p>Objective NH18 Protect the functions of the ecological buffer zones and ensure proposals for development have no significant adverse impact on the habitats and species of interest located therein.</p> <p>Objective NH19 Develop Ecological Masterplans for the Rogerstown, Malahide and</p>	<p><i>Also, see measures related to soil, water quality, air and material assets.</i></p> <p>Natural Heritage Objectives</p> <p>Objective NH1 Require that any development proposal involving significant removal of trees, hedgerow or which otherwise might impact on existing ecology including wildlife habitat, shall be accompanied by proposals for compensatory habitat either within the LAP boundary or on alternative lands in the general vicinity of the Airport.</p> <p>Objective NH2 Mitigation should take place within the LAP area, wherever possible, and where this is not possible, outside this area but within the local area. Mitigation will include, inter alia, the provision of compensatory habitat, and should be aimed at ensuring there is no net loss of habitats and those populations of species of conservation concern are maintained.</p> <p>Objective NH3 All development proposals shall have regard to the Fingal Heritage Plan 2018-2023 and the Fingal Biodiversity Plan 2010-2015 and any subsequent plan(s) where appropriate.</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>Baldoyle Estuaries focusing on their ecological protection and that of their surrounding buffer zones.</p> <p>Objective NH20 Maintain and/or enhance the biodiversity of the Nature Development Areas indicated on the Green Infrastructure maps.</p> <p>Objective NH21 Develop a demonstration site for each Nature Development Area.</p> <p>Objective NH22 Explore the development of a small grants scheme to assist landowners with the management of their lands within the ecological network for nature conservation purposes.</p> <p>Objective NH23 Protect the ecological functions and integrity of the corridors indicated on the Development Plan Green Infrastructure Maps.</p> <p>Objective NH24 Protect rivers, streams and other watercourses and maintain them in an open state capable of providing suitable habitat for fauna and flora, including fish.</p> <p>Objective NH25 Provide for public understanding of and public access to rivers, waterway corridors and wetlands, where feasible and appropriate, in partnership with the National Parks and Wildlife Service, Waterways Ireland and other relevant stakeholders, while maintaining them free from inappropriate development and subject to Ecological Impact Assessment and screening for Appropriate Assessment as appropriate.</p> <p>Objective NH26 Promote the use of watercourses, rivers and lakes for the pursuit of angling, through working with Inland Fisheries Ireland to improve water quality, to improve fish stocks and to provide safe access to fishing, where appropriate, taking full account of the requirements of the Habitats Directive and other relevant legislation.</p> <p>Objective NH27 Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their protection and management.</p> <p>Objective NH28 Consider the use of Tree Preservation Orders (TPOs) to protect important trees, groups of trees or woodlands.</p> <p>Objective NH29 Promote, encourage and support NeighbourWood Schemes by identifying suitable areas and support other initiatives that aim to establish and enhance woodlands for recreational purposes in partnership with local communities.</p> <p>Objective GI10 Develop and implement a Green Infrastructure Strategy for Fingal in partnership with key stakeholders and the public, taking an ecosystem services approach to strategy development and public consultation.</p> <p>Objective GI11 Ensure the Green Infrastructure Strategy for Fingal protects existing green infrastructure resources and plans for future green infrastructure provision which addresses the five main themes identified in this Plan, namely: • Biodiversity, • Parks, Open Space and Recreation, • Sustainable Water Management, • Archaeological and Architectural Heritage, • Landscape.</p> <p>Objective GI15 Ensure the protection of European Sites is central to Fingal County Council's Green Infrastructure Strategy.</p> <p>Objective GI18 Require all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner addressing the five GI themes set out in the Development Plan – Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape.</p> <p>Objective GI19 Set targets for the provision of green infrastructure elements such as trees and green roofs as part of the preparation of Local Area Plans.</p> <p>Objective GI20 Require all new development to contribute to the protection and enhancement of existing green infrastructure and the delivery of new green infrastructure, as appropriate.</p> <p>Objective GI21 Require all new development to address the protection and provision of green infrastructure for the five GI themes set out in the Development Plan (Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape) in a coherent and integrated manner.</p> <p>Objective GI22 Require all proposals for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres to submit a Green Infrastructure Plan as an integral part of a planning application.</p> <p>Objective GI23 Investigate the development decision-support tools based on existing models, such as the Seattle Green Factor, to assist in the integration of different green infrastructure elements into development proposals.</p> <p>Objective GI24 Ensure biodiversity conservation and/or enhancement measures, as appropriate, are included in all proposals for large scale development such as road or drainage schemes, wind farms, housing estates, industrial parks or shopping centres.</p> <p>Objective GI25 Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SuDS) where possible and appropriate.</p> <p>Objective MT14 The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and the mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA Plan.</p> <p>Objective LP01 Require that the design of lighting schemes minimises the incidence of light spillage or pollution into the surrounding environment. New schemes shall ensure that there is no unacceptable adverse impact on neighbouring residential or nearby properties; visual amenity and biodiversity in the surrounding areas.</p> <p>Objective LP02 Establish a hierarchy of light intensities on lands that are subject to Local Area Plans, Masterplans and larger tracts of lands subject to comprehensive developments in order to ensure that environmental impacts are minimised as far</p>	

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>as possible through the designation of Environmental Zones.</p> <p>Objective DMS01 Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.</p> <p>Objective DMS17 Promote and encourage the use of green walls and roofs as part of an integrated approach to green infrastructure provision.</p> <p>Objective DMS71 Provide green corridors in all new developments where the opportunity exists.</p> <p>Objective DMS72 Encourage the use of green roofs as amenity space.</p> <p>Objective DMS77 Protect, preserve and ensure the effective management of trees and groups of trees.</p> <p>Objective DMS78 Ensure during the course of development, trees and hedgerows that are conditioned for retention are fully protected in accordance with 'BS5837 (2012) Trees in relation to the Design, Demolition and Construction – Recommendations' or as may be updated.</p> <p>Objective DMS79 Require the use of native planting where appropriate in new developments in consultation with the Council.</p> <p>Objective DMS80 Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated where appropriate into the design of developments.</p> <p>Objective DMS81 Consider in tree selection the available rooting area and proximity to dwellings or business premises particularly regarding shading of buildings and gardens.</p> <p>Objective DMS82 Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.</p> <p>Objective DMS83 Ensure roadside verges have a minimum width of 2.4 metres at locations where large trees are proposed and where necessary provide for constructed tree pits as part of the landscape specification. Road verges shall be a minimum of 1.2 metres wide at locations where small canopy trees are proposed.</p> <p>Objective DMS150 Proposals for new lighting shall ensure there is no dazzling or distraction to road users including cyclists, equestrians and pedestrians, and road and footway lighting meets Council standards.</p> <p>Objective DMS151 Establish a hierarchy of light intensities on lands that are subject to Local Area Plans, Masterplans and larger tracts of lands subject to comprehensive developments in order to ensure that environmental impacts are minimised as far as possible through the designation of Environmental Zones.</p> <p>Objective DMS152 A site assessment should be carried out prior to starting any design work to help inform and direct the layout, form and architectural treatment of the proposed development and identify issues that may need to be avoided, mitigated or require sensitive design and professional expertise. The site assessment should evaluate: Character of the site in its setting (including existing buildings), Access to the site, Services, Protected Designations, Rare and protected species (such as bats).</p> <p>Objective DMS168 Ensure that proposals for developments involving works to upstanding archaeological sites and features or works to the historic building stock include an assessment of the presence of bats in any such sites or structures and, where appropriate, ensure that suitable avoidance and/ or mitigation measures are proposed to protect bats in consultation with the National Parks and Wildlife Service.</p>	
Population and Human Health	<p><i>Also, see measures related to soil, water (quality and flooding) and material assets.</i></p> <p>Objective DA26 Restrict housing development in order to minimize the potential for future conflict between Airport operations and the environmental conditions for residents.</p> <p>Objective DA27 Permit improvement and extensions to existing properties in the area where it can be demonstrated that such works do not represent significant intensification of development, and that appropriate consideration of potential noise impacts are incorporated within the proposals.</p> <p>Objective DA28 Prepare a strategy for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the Dublin Airport Authority.</p> <p>Objective DA13 Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.</p> <p>Objective DA14 Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.</p> <p>Objective DA15 Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.</p> <p>Objective DA16 Continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof.</p> <p>Objective DA17 Have regard to the safety and environmental impacts of aircraft movements associated with Weston Aerodrome in the assessment of any relevant development proposal</p> <p>Objective GI13 Ensure the Green Infrastructure Strategy for Fingal protects the County's natural coastal defences, such as beaches, sand dunes, salt marshes and estuary lands, and promotes the use of soft engineering techniques as an alternative to hard coastal defence works wherever possible.</p> <p>Objective DMS180 Have regard to the provision of the 'Major Accident Directive' (Seveso III) (European Council Directive 2012/18/EU) and impose restrictions in consultation with the HSA, on developments abutting or within proximity of a</p>	<p><i>Also, see measures related to soil, water (quality and flooding), material assets, air and climatic factors.</i></p> <p>Operational Safeguarding Objective</p> <p>Objective OS1</p> <p>Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority) in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>Seveso site. The extent of restrictions on development will be dependent on the type of risk present and the quantity and form of the dangerous substance present or likely to be present.</p> <p>Objective DMS181 Permit new Seveso development only in low risk locations away from vulnerable residential, retail and commercial development.</p> <p>Objective DMS182 Prohibit new extensions to long-established Seveso sites where they are a non-conforming use and where they pose an unacceptable accident risk to the public.</p> <p>Objective DMS183 In areas where Seveso sites exist in appropriate locations with low population densities, ensure that proposed uses in adjacent sites do not compromise the potential for expansion of the existing Seveso use and in particular the exclusion of developments with the potential to attract large numbers of the public.</p> <p>Objective DMS184 Attach to any grant of permission for new warehouses or similar industrial buildings, a condition to exclude use/storage of SEVESO substances (or require a separate planning permission for it).</p> <p>Objective DMS185 Have regard to the advice of the Health and Safety Authority when proposals for new Seveso sites are considered and for all planning applications within the consultation distances stated in Table 12.13.</p> <p>Objective DMS186 Require developers to submit a detailed consequence and risk assessment with all Environmental Impact Statements and/or legislative licence applications for all Seveso sites.</p>	
Soil	<p><i>Also, see measures related to biodiversity, flora and fauna and water and material assets.</i></p> <p>Objective NH30 Protect and enhance the geological and geomorphological heritage of the County Geological Sites listed in Table GH01 and indicated on Green Infrastructure Maps.</p> <p>Objective NH31 Protect and promote safe and sustainable public access to County Geological Sites where appropriate and feasible subject to the requirements of Article 6 of the Habitats Directive.</p> <p>Development Management 12.14 In all cases involving contaminated land, it is the policy of Fingal County Council to require the highest standards of remediation and where appropriate to consult with the Environmental Protection Agency and other relevant bodies to resolve the environmental pollution created by contaminated land. Decontamination activities should ensure there is no off-site migration of contaminants via runoff, soils or groundwater and the area is available for use.</p>	<p><i>See measures related to biodiversity, flora and fauna and water and material assets.</i></p>
Water	<p><i>Also, see measures related to soil, biodiversity, flora and fauna, human health and material assets.</i></p> <p>Objective DA19 Ensure that every development proposal in the environs of the Airport takes into account the impact on water quality, water based-habitats and flooding of local streams and rivers and to provide mitigation of any negative impacts through avoidance or design and ensure compliance with the Eastern River Basin District Management Plan.</p> <p>Objective WQ01 Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the Eastern River Basin District Management Plan 2009-2015 and the associated Programme of Measures (first cycle) and to cooperate with the development and implementation of the second cycle national River Basin Management Plan 2017-2021.</p> <p>Objective WQ02 Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme.</p> <p>Objective WQ04 Protect existing riverine wetland and coastal habitats and where possible create new habitats to maintain naturally functioning ecosystems whilst ensuring they do not impact negatively on the conservation objectives of any European Sites.</p> <p>Objective WQ05 Establish riparian corridors free from new development along all significant watercourses and streams in the County. Ensure a 10 to 15 metre wide riparian buffer strip measured from the top of the bank either side of all watercourses, except in respect of the Liffey, Tolka, Pinkeen, Mayne, Sluice, Ward, Broadmeadow, Corduff, Matt and Delvin where a 30m wide riparian buffer strip from top of bank to either side of all watercourses outside urban centres is required as a minimum.</p> <p>Objective WQ06 Minimise the impact on surface water of discharges from septic tanks, proprietary effluent treatment systems and percolation areas by ensuring that they are located and constructed in accordance with the recommendations and guidelines of the EPA and Fingal County Council.</p> <p>Objective NH68 Protect bathing waters, including those listed in the Water Framework Directive Register of Protected Areas for the Eastern River Basin District, at Sutton, Portmarnock, Malahide, Donabate, Portrane, Rush, Loughshinny, Skerries and Balbriggan in order that they meet the required bathing water standards and implement the findings and recommendations of the Quality of Bathing Water in Ireland reports as published.</p> <p>Objective NH69 Protect the quality of designated shellfish waters off the Fingal coast.</p> <p>Objective NH70 Ensure that the Council, in the performance of its functions, complies with the requirements of the Shellfish Directive (2006/113/EC), statutory regulations pursuant to the Shellfish Directive and the Department of the Environment, Heritage and Local Government's Pollution Reduction Programmes for the Balbriggan/Skerries Shellfish Area and the Malahide Shellfish Area.</p> <p>Objective GI31 Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal</p>	<p><i>Also, see measures related to soil, biodiversity, flora and fauna, human health and material assets.</i></p> <p>Surface Water Quality Objectives</p> <p>Objective SWQ01 Applications for development shall demonstrate that they comply with the Water Framework Directive. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.</p> <p>Objective SWQ02 The Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan should strive to achieve 'good status' in all its associated waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans.</p> <p>Ground Water Objectives</p> <p>Objective WQ01 Strive to achieve 'good status' in all waterbodies in compliance with the Water Framework Directive, the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and in cooperation with the development and implementation of the third cycle River Basin Management Plan 2022-2027.</p> <p>Objective WQ02 Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the River Basin Management Plan for Ireland 2018-2021 and the associated Programme of Measures (second cycle) and to cooperate with the development and implementation of the third cycle River Basin Management Plan 2022-2027 and any subsequent plans.</p> <p>Objective WQ03 Implement the recommendations of the Groundwater Protection Scheme.</p> <p>Flood Risk Management Objectives</p> <p>Objective FRM01 Have regard to The Planning System and Flood Risk Management, Guidelines for</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate. Objective GI32 Seek the creation of new wetlands and/or enhancement of existing wetlands through provision for Sustainable Drainage Systems (SuDS). Objective GI33 Seek the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.</p> <p>Objective SW02 Allow no new development within floodplains other than development which satisfies the justification test, as outlined in the Planning System and Flood Risk Management Guidelines 2009 for Planning Authorities (or any updated guidelines).</p> <p>Objective SW03 Identify existing surface water drainage systems vulnerable to flooding and develop proposals to alleviate flooding in the areas served by these systems.</p> <p>Objective SW04 Require the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risks.</p> <p>Objective SW05 Discourage the use of hard non-porous surfacing and pavements within the boundaries of rural housing sites.</p> <p>Objective SW06 Encourage the use of Green Roofs particularly on apartment, commercial, leisure and educational buildings.</p> <p>Objective SW07 Implement the Planning System and Flood Risk Management-Guidelines for Planning Authorities (DoEHLG/OPW 2009) or any updated version of these guidelines. A site-specific Flood Risk Assessment to an appropriate level of detail, addressing all potential sources of flood risk, is required for lands identified in the SFRA, located in the following areas: Courtlough; Ballymadun; Rowlestown; Ballyboghil; Coolatrath; Milverton, Skerries; Channell Road, Rush; Blakescross; Lanestown/Turvey; Lissenhall, Swords; Balheary, Swords; Village/Marina Area, Malahide; Streamstown, Malahide; Balgriffin; Damastown, Macetown and Clonee, Blanchardstown; Mulhuddart, Blanchardstown; Portrane; Sutton; and Howth, demonstrating compliance with the aforementioned Guidelines or any updated version of these guidelines, paying particular attention to residual flood risks and any proposed site specific flood management measures</p> <p>Objective SW09 Assess and implement the recommendations of the Eastern CFRAMS when complete.</p> <p>Objective SW10 Require the provision of regional stormwater control facilities for all Local Area Plan lands and Strategic Development Zones with a view to also incorporating these control facilities in currently developed catchments prone to flooding.</p> <p>Objective DMS16 Promote and encourage the use of green walls and roofs for new developments that demonstrate benefits in terms of SuDS as part of an integrated approach to green infrastructure provision.</p> <p>Objective DMS73 Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of open space provision shall be taken up by SuDS. The Council will give consideration to the provision of SuDS on existing open space, where appropriate.</p> <p>Objective DMS74 Underground tanks and storage systems will not be accepted under public open space, as part of a SuDS solution.</p>	<p>Planning Authorities (DoEHLG/OPW 2009) and Circular PL2/2014, through the use of the sequential approach and application of the Justification Tests for Development Plans and Development Management.</p> <p>Objective FRM02 Protect existing flood risk management infrastructure and safeguard planned future infrastructure.</p> <p>Objective FRM03 Implement and comply fully with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.</p> <p>Objective FRM04 Ensure that a Flood Risk Assessment is carried out for any development proposal, in accordance with The Planning System and Flood Risk Management, Guidelines for Planning Authorities (DoEHLG/OPW 2009) and the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan. This assessment should be appropriate to the scale and nature of risk to the potential development.</p> <p>Sustainable Urban Drainage Objectives</p> <p>Objective SW01 Require all applications for development at Dublin Airport to demonstrate compliance with the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan.</p> <p>Objective SW02 Introduce SUDS to new greenfield and brownfield development sites by adoption of the SUDS Management train approach.</p> <p>Objective SW03 That Dublin Airport examine the feasibility of incorporating SUDS features into existing areas for the flooding and water quality benefits of same.</p> <p>Objective SW04 Recharge the ground and reduce storm volumes by the use of suitable SUDS measures.</p> <p>Objective SW05 Alleviate local flooding issues within the LAP area by providing positive drainage to affected areas. Proposals should take into account objective FRM04 and that an Flood Risk Assessment is also conducted to ensure no increase in risk to third parties.</p> <p>Objective SW06 Reduce risk of bird strike when developing new sites and implementing SUDS measures.</p> <p>Objective SW07 Establish riparian corridors free from new development along all significant watercourses and streams. Ensure a riparian buffer strip either side of all watercourses within the LAP lands.</p> <p>Objective SW08 Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts.</p> <p>Objective SW09 Develop a policy on sustainable drainage systems in proximity to the Airport, to ensure aircraft safety.</p> <p>Objective CG2</p> <p>Facilitate the relocation and expansion of new cargo facilities and potential consolidation of air cargo operations, subject to site specific flood risk assessment and transport assessment.</p>
Material Assets	<p>Objective DA22 Control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport by workers and passengers and to secure the efficient use of land.</p> <p>Objective DA23 Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.</p> <p>Objective DA24 Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.</p> <p>Objective DA25 Maintain and protect accessibility to the Airport as a priority.</p> <p>Objective GI14 Ensure the Green Infrastructure Strategy for Fingal safeguards important agricultural and horticultural lands in the County.</p>	<p>Water Supply Objectives</p> <p>Objective IW1 Liaise with Irish Water to ensure that an adequate supply of drinking water is available for the sustainable development of the Airport.</p> <p>Objective IW2 Liaise with and work in conjunction with Irish Water during the lifetime of the plan for the provision, extension and upgrading of waste water collection and treatment systems necessary to facilitate the sustainable development</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>Objective MT24 Support and advise the NTA and TII on the planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements, including environmental sensitivities.</p> <p>Objective MT25 Support TII and the NTA in developing a revised design of the proposed new Metro North that addresses the needs of the Swords-Airport-City Centre corridor, environmental sensitivities and securing permission from An Bord Pleanála.</p> <p>Objective MT26 Support TII and the NTA in a possible future extension of the proposed new Metro North finishing point to connect with the Northern Line in Donabate, with a view to securing permission from An Bord Pleanála.</p> <p>Objective MT27 Support TII in progressing the design of a Light Rail Corridor that addresses the needs of Fingal, in particular the Blanchardstown area, with a view to securing permission from An Bord Pleanála.</p> <p>Objective MT34 Work with public transport providers and State agencies to create bus connectivity between Dublin 15 and Dublin Airport/Swords.</p> <p>Objective DW01 Liaise with and work in conjunction with Irish Water during the lifetime of the Plan to develop and identify an additional sustainable water source serving the Eastern and Midlands Region and the existing population of Fingal while also facilitating the sustainable development of the County, in accordance with the requirements of the Settlement Strategy and associated Core Strategy.</p> <p>Objective DW02 Liaise with Irish Water to ensure that an adequate supply of drinking water for domestic, commercial, industrial and other uses is available for the sustainable development of the County.</p> <p>Objective DW03 Protect both ground and surface water resources and work with Irish Water to develop and implement Water Safety Plans to protect sources of public water supply and their contributing catchment.</p> <p>Objective DW04 Support the development of a new sustainable Water Source for the Greater Dublin Area.</p> <p>Objective DW06 Promote the sustainable use of water and water conservation in existing and new development within the County and encourage demand management measures among all water users.</p> <p>Objective WT02 Liaise with Irish Water to ensure the provision of wastewater treatment systems in order to ensure compliance with existing licences, EU Water Framework Directive, River Basin Management Plans, the Urban Waste Water Directive and the EU Habitats Directive.</p> <p>Objective WT03 Facilitate the provision of appropriately sized and located waste water treatment plants and networks including a new Regional Wastewater Treatment Plant and the implementation of other recommendations of the Greater Dublin Strategic Drainage Study, in conjunction with relevant stakeholders and services providers, to facilitate development in the County and Region and to protect the water quality of Fingal's coastal and inland waters through the provision of adequate treatment of wastewater.</p> <p>Objective WT05 Seek the best available technology in all waste water treatment plants proposed for the County.</p> <p>Objective WT07 Require all new developments to provide separate foul and surface water drainage systems and to incorporate sustainable urban drainage systems.</p> <p>Objective WT08 Prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems.</p> <p>Objective WT09 Promote the appropriate development and use of Integrated Constructed Wetlands within the County.</p> <p>Objective WM02 Facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy.</p> <p>Objective WM03 Implement the provisions of the Eastern Midlands Region Waste Management Plan 2015 -2021 or any subsequent Waste Management Plan applicable within the lifetime of the Development Plan. All prospective developments in the County will be expected to take account of the provisions of the Regional Waste Management Plan and adhere to the requirements of that Plan.</p> <p>Objective WM04 Facilitate the transition from a waste management economy to a green circular economy to enhance employment and increase the value recovery and recirculation of resources.</p> <p>Objective WM18 Ensure that construction and demolition Waste Management Plans meet the relevant recycling / recovery targets for such waste in accordance with the national legislation and regional waste management policy.</p> <p>DMS146 Ensure all new large-scale residential and mixed-use developments include appropriate facilities for source segregation and collection of waste.</p> <p>Objective DMS147 Ensure all new developments include well designed facilities to accommodate the three bin collection system.</p> <p>Objective DMS148 Ensure all new developments make provision for bring bank facilities where appropriate.</p> <p>Objective DMS149 Require that construction and demolition waste management plans be submitted as part of any planning application for projects in excess of any of the following thresholds: • New residential development of 10 units or more. • New developments other than above, including institutional, educational, health and other public facilities, with an aggregate floor area in excess of 1,250sqm. • Demolition / renovation / refurbishment projects generating in excess of 100m3 in volume of C&D waste. • Civil engineering projects in excess of 500m3 of waste materials used for development of works on the site.</p>	<p>of the Airport.</p> <p>Objective IW3 Collaborate with Irish Water to ensure the delivery of their Capital Investment Plan or any other relevant investment works programme to ensure both foul and water capacity constraints are not a deterrent to sustainable development.</p> <p>Supporting Objectives Utility Infrastructure</p> <p>Objective UT1</p> <p>Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure.</p>
Air and Climatic Factors	<p>Objective DA01 Facilitate the operation and future development of Dublin Airport, in line with Government policy, recognising its role in the provision of air transport, both passenger and freight.</p> <p>Objective DA02 Prepare and implement a new Local Area Plan for Dublin Airport which will accommodate the future sustainable growth and development of the</p>	<p>The LAP seeks to pursue climate mitigation in line with global and national targets and support the transition towards a low carbon economy by seeking to reduce CO₂ emissions at the Airport in particular through:</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>airport lands while also facilitating the efficient and effective operation of Dublin Airport in accordance with the requirements of the Local Area Plan and proper planning and sustainable development.</p> <p>Objective DA03 Safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development within a sustainable development framework, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.</p> <p>Objective DA06 Continue to participate in the Dublin Airport Stakeholders Forum, St Margaret's Community Liaison Group and other public stakeholder forums involving representatives from Local Authorities, airport operators, community and other stakeholders, providing a forum for discussion of environmental, community and other issues.</p> <p>Objective DA07 Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.</p> <p>Objective DA08 Notwithstanding</p> <p>Objective DA07, apply the provisions with regard to New Housing for Farming Families only, as set out in Chapter 5 Rural Fingal, within the Inner Noise Zone subject to the following restrictions: • Under no circumstances shall any dwelling be permitted within the predicted 69 dB Laeq 16 hours noise contour, • Comprehensive noise insulation shall be required for any house permitted under this objective, • Any planning application shall be accompanied by a noise assessment report produced by a specialist in noise assessment which shall specify all proposed noise mitigation measures together with a declaration of acceptance of the applicant with regard to the result of the noise assessment report.</p> <p>Objective DA09 Ensure that aircraft-related development and operation procedures proposed and existing at the Airport consider all measures necessary to mitigate against the potential negative impact of noise from aircraft operations (such as engine testing, taxiing, taking off and landing), on existing established residential communities, while not placing unreasonable, but allowing reasonable restrictions on airport development to prevent detrimental effects on local communities, taking into account EU Regulation 598/2014 (or any future superseding EU regulation applicable) having regard to the 'Balanced Approach' and the involvement of communities in ensuring a collaborative approach to mitigating against noise pollution.</p> <p>Objective DA10 Restrict development which would give rise to conflicts with aircraft movements on environmental or safety grounds on lands in the vicinity of the Airport and on the main flight paths serving the Airport, and in particular restrict residential development in areas likely to be affected by levels of noise inappropriate to residential use.</p> <p>Objective DA11 Review the operation of the Noise Zones on an ongoing basis in line with the most up to date legislative frameworks in the area, the ongoing programme of noise monitoring in the vicinity of the Airport flight paths, and the availability of improved noise forecasts.</p> <p>Objective DA12 Restrict the Crosswind Runway to essential occasional use on completion of the second eastwest runway.</p> <p>Objective DA18 Ensure that every development proposal in the environs of the Airport takes account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.</p> <p>Objective DA20 Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation ICAO as mandated in the Kyoto Protocol when evaluating any proposals to significantly increase the use of Dublin Airport.</p> <p>Objective MT01 Support National and Regional transport policies as they apply to Fingal. In particular, the Council supports the Government's commitment to the proposed new Metro North and DART expansion included in Building on Recovery: Infrastructure and Capital Investment 2016-2021. The Council also supports the implementation of sustainable transport solutions.</p> <p>Objective MT02 Support the recommendations of the National Transport Authority's Transport Strategy for the Greater Dublin Area 2016-2035 to facilitate the future sustainable growth of Fingal.</p> <p>Objective MT03 Implement Smarter Travel – A Sustainable Travel Future policy and work to achieve the Key Goals set out in this policy.</p> <p>Objective MT10 Facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards.</p> <p>Objective MT11 Support the growth of Electric Vehicles and EBikes, with support facilities, through a roll-out of additional electric charging points in collaboration with relevant agencies at appropriate locations.</p> <p>Objective MT15 Investigate and avail of the opportunities provided by new Metro North and any other public transport infrastructure to provide new cycle and pedestrian links including crossings of the M50 which currently represents a major barrier to active transport modes.</p> <p>Objective MT24 Support and advise the NTA and TII on the planning and implementation of public transport infrastructure, in particular by providing an understanding of Fingal's policies, objectives and requirements, including environmental sensitivities.</p>	<ul style="list-style-type: none"> • Providing for specific proposals to reduce carbon emissions associated with surface access; • Requiring proposals for carbon reduction to be addressed in planning applications including proposals for clean energy; and • Support the transition towards a net zero target by 2050. <p>The LAP includes various provisions that will contribute towards the objectives of the wide policy framework relating to climate mitigation and adaptation, alternative energy use and energy/fuel efficiency, including:</p> <ul style="list-style-type: none"> • The Emissions Trading Scheme Directive; • The Alternative Fuels Infrastructure Directive • The Energy Efficiency Directive; • The Climate Action and Low Carbon Development Act 2015; • The National Mitigation Plan 2017; • The Action Plan for Aviation Emissions Reduction 2019; and • The Climate Action Plan 2019. <p>Air Quality Objectives</p> <p>Objective AQ1 Implement the provisions of EU and National legislation relating to air quality, as appropriate and in conjunction with all relevant stakeholders.</p> <p>Objective AQ2 Implement the recommendations of the Dublin Regional Air Quality Management Plan or any subsequent plan(s) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.</p> <p>Objective AQ3 Ensure that development proposals in the Dublin Airport LAP area take account of the current and predicted changes in air quality, greenhouse emissions and local environmental conditions.</p> <p>Objective AQ4 Take account of the global and local impacts of aviation as well as the likelihood of international action to limit greenhouse gas emissions from aviation through action at the International Civil Aviation Organisation (ICAO) as mandated in the Kyoto Protocol when evaluation any proposals to significantly increase the use of Dublin Airport.</p> <p>Objective AQ5 Undertake a review of existing air quality monitoring (and associated appropriate remedial action in the case of breaches) within and surrounding the Airport (including changes in Particulate Matter (PM) at relevant locations). Where relevant, such a review should identify additional monitoring proposals, remedial actions and implementation systems – such needs shall be provided for by Fingal County Council and/or the daa.</p> <p>South Fingal Transport Study 2019</p> <p>Objective SF01</p> <p>Implement the recommendations of the South Fingal Transport Study in relation to Dublin Airport in order to ensure that a balanced response to the expansion of Dublin Airport occurs. It shall be a requirement that any planning applications to increase passenger numbers or that result in an increased demand for travel, shall clearly demonstrate the required transport infrastructure and measures to accommodate the proposed increase in line with the recommendations of the South Fingal Transport Study.</p> <p>Objective SF02</p> <p>Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>Objective GI28 Provide attractive and safe routes linking key green space sites, parks and open spaces and other foci such as cultural sites and heritage assets as an integral part of new green infrastructure provision, where appropriate and feasible.</p> <p>Objective GI30 Develop a Cycle/Pedestrian Network Strategy for Fingal that encompasses the Fingal Way and other proposed routes which will be screened for Appropriate Assessment and Strategic Environmental Assessment.</p> <p>Objective GI12 Ensure the Green Infrastructure Strategy for Fingal reflects a long-term perspective, including the need to adapt to climate change.</p> <p>Objective MT38 Maximise capacities of junctions by using traffic management measures thereby reducing congestion.</p> <p>Objective MT40 Implement a programme of road construction and improvement works closely integrated with existing and planned land uses, taking into account both car and non-car modes of transport whilst promoting road safety as a high priority. Major road construction and improvement works will include an appraisal of environmental impacts.</p> <p>Objective MT41 Seek to implement the Road Improvement Schemes indicated in Table 7.1 within the Plan period, subject to assessment against the criteria set out in Section 5.8.3 of the NTA Transport Strategy for the GDA, where appropriate and where resources permit. Reserve the corridors of the proposed road improvements free of development</p> <p>Objective MT42 Protect the strategic transport function of national roads, including motorways through the implementation of the DoECLG 'Spatial Planning and National Roads – Guidelines for Planning Authorities'.</p> <p>Objective CC01 Comply with the recommendations of the GDSDS Climate Change Policy with regard to the provision and management of drainage services in the County and recognise that climate mitigation and adaption measures are evolving and comply with new national measures as presented in National Plans and Frameworks.</p> <p>Objective CC02 Implement the specific recommendations of Table CC1 of the GDSDS Regional Policy Volume 5 Climate Change Policy for all housing, commercial and industrial developments within the County.</p> <p>Objective CC03 Continue to reduce energy and chemical consumption within the Council's treatment plants and pumping stations.</p> <p>Objective CC04 Mitigate the causes of climate change as per COP21 also known as the 2015 Paris Climate Conference.</p> <p>Objective EN05 Prepare a Climate Change Mitigation and Adaptation Strategy and a Local Authority Renewable Energy Strategy (LARES), Spatial Energy Demand Analysis (SEDA) and a Sustainable Energy Action Plan (SEAP).</p> <p>Objective EN06 Encourage and facilitate the development of renewable energy sources, optimising opportunities for the incorporation of renewable energy in large scale commercial and residential development.</p> <p>Objective EN07 Support the implementation of the 'Strategy for Renewable Energy 2012-2020' Department of Communications, Energy and Natural Resources (now Department of Communications, Climate Action and Environment) and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP).</p> <p>Objective EN08 Work with relevant stakeholders to carry out a Spatial Energy Demand Analysis (SEDA) of the County within the Plan period as resources permit.</p> <p>Objective EN09 Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 243 of 2012 European Communities (Energy Performance of Buildings) to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.</p> <p>Objective EN23 Establish a Climate Change Adaptation Team within Fingal County Council to prepare a Climate Change Mitigation and Adaptation Strategy with relevant stakeholders, Dublin Local Authorities and various interest groups. The Climate Change Mitigation and Adaptation Strategy will include targets for emissions reduction from the County; provision for reporting on progress in reducing emissions; and a process of engagement with citizens, businesses and civil society in relation to the changes required.</p> <p>Objective AQ01 Implement the provisions of EU and National legislation on air, light and noise and other relevant legislative requirements, as appropriate and in conjunction with all relevant stakeholders.</p> <p>Objective AQ02 Implement the recommendations of the Dublin Regional Air Quality Management Plan (or any subsequent plan) and any other relevant policy documents and legislation in order to preserve good air quality where it exists or aim to improve air quality where it is unsatisfactory.</p> <p>Objective NP01 Implement the relevant spatial planning recommendations and actions of the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 (or any subsequent plan), working in conjunction with relevant statutory agencies.</p> <p>Objective NP02 Continue to promote appropriate land use patterns in the vicinity of Dublin Airport to minimise the amount of residents exposed to undesirable noise levels.</p> <p>Objective NP03 Require all developments to be designed and operated in a manner that will minimise and contain noise levels.</p> <p>Objective NP04 Ensure that future developments are designed and constructed to minimise noise disturbance and take into account the multi-functional uses of streets including movement and recreation as detailed in the Urban Design Manual (2009) and the Design Manual for Urban Roads and Streets (2013).</p> <p>Objective NP05 Ensure that development complies with the NRA's design goal for sensitive receptors exposed to road traffic noise or as updated by any subsequent guidelines published by Transport Infrastructure Ireland.</p>	<p>consistency with the overall Dublin Airport Mobility Management Plan in order to prioritise public transport, appropriately phase transport infrastructure requirements and the appropriate provision of car-parking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport..</p> <p>Mobility Management Objectives</p> <p>Objective MM1</p> <p>Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area, to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of the adoption of this LAP.</p> <p>Objective MM2</p> <p>Identify and implement measures to maximise non-motorised and public transport use while minimising the use of the private car.</p> <p>Objective MM3</p> <p>Increase emphasis on the promotion of public transport usage among staff and passengers.</p> <p>Objective MM4</p> <p>Require that all organisations operating within the Dublin Airport LAP area implement the over-arching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the Development Management process through submission of MMPs with planning applications.</p> <p>Cycling Objectives</p> <p>Objective CY1</p> <p>Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice.</p> <p>Objective CY2</p> <p>All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice.</p> <p>Public Transport Objectives</p> <p>Objective PT1</p> <p>Encourage and facilitate the provision of an integrated public transport network to serve Dublin Airport.</p> <p>Objective PT2</p> <p>Require the development of a transport interchange including a MetroLink station at the centre of the Dublin Airport campus, in accordance with the implementation of MetroLink by 2027 by the National Transport Authority and Transport Infrastructure Ireland.</p> <p>Objective PT3</p> <p>Ensure that the proposed MetroLink station and interchange in Dublin Airport campus is undertaken to best international standards for public transport interchanges.</p> <p>Objective PT4</p> <p>Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term.</p> <p>Objective PT5</p> <p>Facilitate the development of bus priority facilities from the western side of the Dublin Airport campus to the terminal buildings, as a means of easing congestion on the existing road network. This will include the facilitation of car parking facilities on the western periphery and the implementation of bus priority facilities as needed, such as on the Collinstown Lane approach to the R132 Swords Road.</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>Objective DMS116 Require that all new developments with over 100 employees and all new schools shall have a Mobility Management Plan. Existing schools that apply for planning permission to accommodate expansion will also be required to provide a Mobility Management Plan. Require new developments to be designed in accordance with DMURS. In particular they shall have layouts and designs which reflect the primacy of walking and cycling by providing safe, convenient and direct access to local services, employment and public transport. The promotion of cycling as a sustainable mode of transport depends on providing sufficient parking at places of employment and education. Bicycle parking standards, which are norms, are set out in Table 12.9.</p> <p>Objective DMS118 Ensure that all new employment and education developments include adequate, secure and dry bicycle parking, in accordance with the standards set out in Table Objective DMS119 Support public transport improvements by reserving the corridors of planned routes free from development. Provide setbacks along public transport corridors to allow for future improvement to enable the provision of a safe and efficient network of public transport infrastructure.</p>	<p>Objective PT6 Investigate and provide for connections from the western parts of the airport campus to MetroLink, in the context of potential future planned development to the west of the existing terminals.</p> <p>Objective PT7 Identify and protect an alignment for the Orbital Metro (Metro West) and to ensure connectivity between Metro West and Dublin Airport.</p> <p>Objective PT8 Support the provision of new and/or improved bus routes through and around the airport campus including bus lanes, shelters, access points and interchange facilities.</p> <p>Objective PT9 Prioritise public transport and taxis on the external and internal road network.</p> <p>Objective PT10 Facilitate provision of stronger connectivity between Dublin Airport and the heavy rail/DART network along existing roads, and to prioritise public and sustainable transport provision along any future East-West Link Road through development lands at Clonsillaugh and Clongriffin.</p> <p>Objective PT11 Provide real time information, wayfinding, directional and scheduling information regarding public transport services to allow passengers and staff to optimally use the public transport facilities available</p> <p>Objective PT12 Provide for high quality bus priority on approach roads to Dublin Airport as required.</p> <p>Objective PT13 Support the provision of improved taxi facilities.</p> <p>Objective DS5 Encourage sustainable development through energy end use efficiency and increasing the use of renewable energy in all extensions and new buildings by requiring the following criteria be applied to ensure design and assembly of low-energy buildings:</p> <ul style="list-style-type: none"> (i)Responsible environmental management in construction; (ii)A menu of superior design and specification towards sustainable construction options to include the following: (iii)Site layout and associated bio-climatic/ passive solar design measures (iv)Use of daylight where to reduce energy consumption (v)Use of healthy and controllable ventilation systems (vi) Use of heat recovery systems including Combined Heat and Power (vii) Promotion of water conservation measures (viii)Use of building materials with lower embodied energy use in manufacture (ix)Use of lower energy efficient lighting systems (x)Incorporation of renewable energy systems, e.g. active solar, heat pumps, etc in all buildings (xi)Optimising the use of Building Energy Management Systems (xii)Use of Monitoring and Targeting systems to monitor best practice in energy consumption towards reducing CO2 emissions to the greatest extent practicable. <p>A statement of consistency shall be required to be submitted with all planning applications for extensions and new buildings indicating measures proposed to comply with i – xii.</p> <p>Engine Testing Objectives</p> <p>Objective ET1 Minimise the noise from engine testing activities by seeking to locate site engine ground running in suitable locations to reduce impact on populated residential areas. Any future planning proposals shall include a noise impact assessment and noise mitigation measures to ameliorate noise.</p> <p>Improving Linkages (Appendix I Strategy for St. Margaret's Special Policy Area)</p> <p>Objective IL1 Examine the feasibility of improved pedestrian linkages and circulation routes within</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
		<p>St. Margaret's.</p> <p>Objective IL2 Promote and facilitate a connecting pedestrian link between Dunsoghly Castle Complex and St. Margaret's policy area.</p> <p>Objective IL3 Support and encourage public transport providers to enhance the provision of public transportation services to St. Margaret's and to support and facilitate rural community transport initiatives where possible, aimed at providing new services through the area, enhancing and expanding existing services.</p> <p>Various Plan provisions relating to External Road Network Access</p>
Cultural Heritage	<p>Objective GI34 Ensure, wherever possible and appropriate, that elements of the archaeological and architectural heritage are fully integrated into proposals for new developments at the project design stage.</p> <p>Objective GI35 Seek to provide and/or enhance access to archaeological and architectural heritage assets in a sustainable manner, where appropriate, thus facilitating opportunities for education and understanding.</p> <p>Objective CH01 Support the implementation of the Fingal Heritage Plan in relation to the promotion and protection of Fingal's Cultural Heritage.</p> <p>Objective CH02 Favour the preservation in situ or at a minimum preservation by record, of archaeological sites, monuments, features or objects in their settings. In securing such preservation the Council will have regard to the advice and recommendations of the National Monuments Service of the Department of the Arts, Heritage, Regional, Rural and Gaeltacht Affairs.</p> <p>Objective CH03 Protect all archaeological sites and monuments, underwater archaeology, and archaeological objects, which are listed in the Record of Monuments and Places and all sites and features of archaeological and historic interest discovered subsequent to the publication of the Record of Monuments and Places, and to seek their preservation in situ (or at a minimum, preservation by record) through the planning process.</p> <p>Objective CH04 Encourage and promote the appropriate management and maintenance of the County's archaeological heritage, including historical burial grounds, in accordance with conservation principles and best practice guidelines.</p> <p>Objective CH05 Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage.</p> <p>Objective CH06 Require that proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.</p> <p>Objective CH07 Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature, and is sited and designed appropriately.</p> <p>Objective CH08 Develop a policy in relation to the treatment of archaeological monuments within open space of developments. A different designation from that of open space will be applied where subsurface archaeological remains are incorporated to differentiate the area.</p> <p>Objective CH09 Recognise the importance of archaeology or historic landscapes and the connectivity between sites, where it exists, in order to safeguard them from developments that would unduly sever or disrupt the relationship and/or inter-visibility between sites.</p> <p>Objective CH10 Co-operate with other agencies in the assessment of the potential for climate change to impact on coastal, riverine, inter-tidal and sub-tidal sites and their environments including shipwreck sites.</p> <p>Objective CH11 Encourage reference to or incorporation of significant archaeological finds into development schemes, where appropriate and sensitively designed, through layout, displays, signage, plaques, information panels and by using historic place names and the Irish language where appropriate.</p> <p>Objective CH12 Promote best practice for archaeological excavation by ensuring that they are undertaken according to best practice as outlined by the National Monuments Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, The National Museum and the Institute of Archaeologists of Ireland.</p> <p>Objective CH13 Actively support the dissemination of the findings of archaeological investigations and excavations through the publication of excavation reports thereby promoting public awareness and appreciation of the value of archaeological resources.</p> <p>Objective CH14 Identify Zones of Archaeological Notification that contain clusters of Recorded Monuments or have a significant history of the discovery of archaeological sites, features and objects in order to allow for their designation, protection of their setting and environs.</p> <p>Objective CH15 Raise public awareness of the cultural heritage and improve legibility by providing appropriate signage or interpretation in areas, sites, villages, and buildings of archaeological and historic significance.</p> <p>Objective CH16 Develop and implement the findings of the Community Archaeology Strategy for Fingal.</p> <p>Objective CH17 Support the growth of cultural tourism in the County, including the potential for niche heritage based tourism products by facilitating the development of heritage events, infrastructure such as heritage trails, walkways and cycleways etc. and activities such as community excavation.</p> <p>Objective CH18 Manage the archaeological sites and monuments that Fingal County Council owns or is responsible for according to best practice and according</p>	<p>Design Objectives</p> <p>Objective DS1 Ensure that all development at Dublin Airport will be of high quality design and finishes to reflect Dublin Airport's status as an international gateway airport.</p> <p>Objective DS2 A design framework shall be undertaken by daa along with other relevant stakeholders, which shall identify materials, design themes and structural typologies for built form within the Airport campus for completion within six months of the adoption of the Dublin Airport Local Area Plan for agreement with the Planning Authority. Each planning application for development of built form within the Airport eastern campus shall comply with the material use and design themes established in the design framework.</p> <p>Objective DS3 Any proposals for development of terminal extensions, or for new terminals shall adhere to the requirements of the design framework, unless alternatives are expressly agreed with the Planning Authority.</p> <p>Objective DS4 Require that all planning applications be accompanied by a design statement to demonstrate the key principles for Airport design as set out in Fig. 7.2 of this LAP along with the requirements of the agreed design framework.</p> <p>Archaeology Objectives</p> <p>Objective AR1 Ensure archaeological remains within the LAP area are identified and fully considered at the very earliest stages of the development process and that schemes are designed to avoid impacting on the archaeological heritage.</p> <p>Objective AR2 Protect the archaeological resource by favouring the preservation in situ or at a minimum, preservation by record of archaeological sites, monuments, features or objects in their settings.</p> <p>Objective AR3 Require proposals for linear development over one kilometre in length; proposals for development involving ground clearance of more than half a hectare; or developments in proximity to areas with a density of known archaeological monuments and history of discovery; to include an Archaeological Impact Assessment and refer such applications to the relevant Prescribed Bodies.</p> <p>Architectural Heritage Objectives</p> <p>Objective AH1 Have particular regard to the conservation and protection of the 1937 Old Central Terminal Building and its setting.</p> <p>Objective AH2 Ensure as far as is consistent with the development of necessary airport facilities, the conservation of the architectural heritage within the LAP area and in the areas immediately adjoining the plan area.</p> <p>Objective AH3 Seek the reuse and retention of the Protected Structures within the LAP lands.</p> <p>Cultural Heritage Objectives (Appendix I Strategy for St. Margaret's Special Policy Area)</p> <p>Objective CH1 Preserve, protect and enhance the natural, built and cultural heritage features that form the basis of local attractions for St. Margaret's.</p> <p>Objective CH2 Protect those buildings and structures of archaeological, architectural or</p>

Environmental Component	Mitigation already in force – from the Fingal Development Plan	Mitigation from the Local Area Plan
	<p>to Conservation Plans where they exist</p> <p>Objective CH20 Ensure that any development, modification, alteration, or extension affecting a Protected Structure and/or its setting is sensitively sited and designed, is compatible with the special character, and is appropriate in terms of the proposed scale, mass, height, density, layout, materials, impact on architectural or historic features, and junction with the existing Protected Structure.</p> <p>Objective CH21 Seek that the form and structural integrity of the Protected Structure is retained in any redevelopment and that the relationship between the Protected Structure and any complex of adjoining buildings, designed landscape features, or designed views or vistas from or to the structure is conserved.</p> <p>Objective CH22 Encourage the sympathetic and appropriate reuse, rehabilitation and retention of Protected Structures and their grounds including public access seeking that the Protected Structure is conserved to a high standard, and the special interest, character and setting of the building preserved. In certain cases the relaxation of site zoning restrictions may be considered in order to secure the preservation and conservation of the Protected Structure where the use proposed is compatible with the existing structure and this will only be permitted where the development is consistent with conservation policies and the proper planning and sustainable development of the area</p> <p>Objective CH25 Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.</p> <p>Objective CH26 Prevent the demolition or inappropriate alteration of Protected Structures.</p> <p>Objective CH28 Carry out an audit and assess the condition of all Protected Structures within the Council's ownership and devise a management/maintenance plan for these structures.</p> <p>Objective CH29 Ensure that measures to up-grade the energy efficiency of Protected Structures and historic buildings are sensitive to traditional construction methods and materials and do not have a detrimental physical, aesthetic or visual impact on the structure. They should follow the principles and direction given in the Department of Arts, Heritage and the Gaeltacht's publication Energy Efficiency in Traditional Buildings.</p>	<p>historic importance and the settings thereof, which are indicated on the Record of Monuments & Places, Record of Protected Structures and in the current Fingal Development Plan 2017-2023.</p> <p>Objective CH3 Retain, appreciate and revitalise appropriately the vernacular heritage of St. Margaret's by deterring the replacement of good quality vernacular buildings with modern structures and by protecting (through the use of ACAs, the RPS and in the normal course of development management) vernacular buildings where they contribute to the character of the area.</p> <p>Objective CH4 Promote and facilitate the preservation of Dunsoghly Castle Complex and the appropriate and sympathetic development of this important heritage asset as a future heritage attraction having regard to the special significance of the site, in consultation with the appropriate heritage bodies and other relevant stakeholders.</p> <p>Objective CH5 Support and facilitate the interpretation of important archaeological, architectural and historic features of the area.</p> <p>Objective CH6 Support the appropriate and sympathetic provision of noise insulation to St. Margaret's Church in consultation with relevant church and heritage bodies.</p> <p>Objective CH7 Promote the conservation, enhancement, public access and enjoyment of the archaeological, natural and built heritage as important elements in the enhancement of the area.</p> <p>Environmental Enhancement Objectives (Appendix I Strategy for St. Margaret's Special Policy Area)</p> <p>Objective EE1 Encourage and facilitate environmental improvements to the physical fabric of the policy area.</p> <p>Objective EE2 Prepare a set of design principles for the public realm as part of the 'Local Enhancement Action Plan' to guide environmental improvements in the area.</p>
Landscape	<p>Objective NH32 Support the aims and objectives of the European Landscape Convention by implementing the relevant objectives and actions of the National Landscape Strategy 2015-2025.</p> <p>Objective NH33 Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.</p> <p>Objective NH34 Ensure development reflects and, where possible, reinforces the distinctiveness and sense of place of the landscape character types, including the retention of important features or characteristics, taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, settlement pattern, historic heritage, local vernacular heritage, land-use and tranquility.</p> <p>Objective NH37 Ensure that new development meets high standards of siting and design.</p> <p>Objective NH38 Protect skylines and ridgelines from development.</p> <p>Objective NH48 Participate in and actively support the work of the Dublin Bay Biosphere Partnership.</p> <p>Objective NH49 Develop and implement a Biosphere work programme within the County in support of the work of the Dublin Bay Biosphere Partnership.</p> <p>Objective GI26 Maximise the use and potential of existing parks, open space and recreational provision, both passive and active, by integrating existing facilities with proposals for new development and by seeking to upgrade existing facilities where appropriate.</p> <p>Objective GI27 Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.</p> <p>Objective GI36 Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.</p>	n/a

Section 3 Environmental Report and Submissions/ Observations

3.1 Introduction

This section details how both the Environmental Report and submissions and observations made to Fingal County Council on the Environmental Report and SEA process have been taken into account during the preparation of the Plan and the SEA.

3.2 SEA Scoping Notices and Submissions

As part of the scoping process for preparation of the Plan, environmental authorities¹ were notified that a submission or observation in relation to the scope and level of detail of the information to be included in the Environmental Report could be made to the Council.

Submissions were made by the Department of Culture, Heritage and the Gaeltacht, Environmental Protection Agency, Inland Fisheries Ireland (operating under the Department of Communications, Climate Action and Environment) and Meath County Council during the SEA Scoping/ Plan preparation process. Responses to these submissions and how they have been taken into account during preparation of the SEA is provided at Appendix I "SEA Scoping Submissions and Responses" to this SEA Statement.

3.3 Submissions on the Environmental Report for the Draft Plan

Various submissions were made on the Draft Plan and/or associated environmental assessment documents while these documents were on public display. Certain submissions

resulted in non-material amendments being made to the Plan.

Updates made to the SEA Environmental Report on foot of submissions are detailed towards the end of the Table provided as Appendix II "SEA Consideration of Non-Material Alterations and Updates to the SEA Environmental Report on foot of submissions".

3.4 SEA documents including SEA Environmental Report

The Draft Plan and accompanying documents (including SEA Environmental Report, SFRA and Screening for AA documents) were placed on public display from 3rd September to 15th October 2019, having integrated various recommendations arising from the environmental assessment processes.

Following public display of the Draft Plan and associated environmental documents, a Chief Executive's Report, including responses to submissions and recommendations for non-material alterations to the Draft Plan, was prepared. This report was informed by SEA responses to submissions and SEA and AA advice on emerging recommendations.

All of the Chief Executive's recommendations were included as part of the Plan when the Councillors adopted the Plan in December 2019. In addition, three non-material recommendations from Councillor motions were adopted as part of the Plan.

An SEA consideration of non-material alterations that were adopted as part of the Draft Plan is provided at Appendix II.

On adoption of the Plan, the Environmental Report that had been placed on public display alongside the Draft Plan was updated to become a final Environmental Report that is consistent with the adopted Plan, taking into account non-material changes that were made to the original Draft Plan that was placed on public display.

¹ The following authorities were notified: Environmental Protection Agency; Department of Communications, Climate Action and Environment; Department of Agriculture, Food and the Marine; Department of Culture, Heritage and the Gaeltacht; Meath County Council; Kildare County Council; South Dublin County Council; and Dublin City Council.

Section 4 Summary of Alternatives considered

4.1 Introduction and Limitations in Available Alternatives

The SEA Directive requires that reasonable alternatives (taking into account the objectives and the geographical scope of the plan or programme) are identified, described and evaluated for their likely significant effects on the environment.

The alternatives available for the Dublin Airport Local Area Plan (LAP) are significantly limited by the robust policy framework in place at national, regional and local level supporting the continued development, growth and expansion of Dublin Airport, including for the first time its development as a secondary European hub airport².

4.2 Available Reasonable Alternatives

4.2.1 Alternative Growth Scenarios for Passenger Numbers

In 2016, Dublin Airport handled 28 million passengers per annum (mppa), 216,000 air traffic movements and 134,000 tonnes of cargo. The growth of Dublin Airport is set out in two principal higher-level documents. These are the National Aviation Policy (Department of Transport, Tourism and Sport, 2015), which establishes the growth of the airport and its development as a secondary hub as national policy, and the Oxford Economic Review of the State Airports (Department of Transport, Tourism and Sport, 2018), which details the levels of annual passenger numbers and aviation transport movements for Irish airports, including Dublin. Both documents were prepared by personnel with aviation expertise, utilising recently available passenger information. Taking into account that these documents inform and underpin the Local Area Plan, it is considered that the 'baseline', 'downside' and 'upside' growth scenarios identified within Section 2.4 "Dublin" of the Oxford Economic Review form a reasonable and informed basis for the development alternatives required under the SEA Directive. The Oxford Economic Review indicates that 38 mppa is expected at 'baseline' growth to 2027, with a higher figure expected under the 'upside' growth scenario and a lower figure expected under the 'downside' growth scenario.

Extrapolated from the Review, and as detailed within Chapter 3 "Forecasts and Capacity Constraints" of the Plan, projected passenger figures for the 'baseline' growth scenario for 2030 would amount to 40 mppa by 2030 and 54 mppa by 2050. Under the 'baseline' scenario, air traffic movements would amount to approximately 265,000 by 2030 and 365,000 by 2050; cargo would amount to approximately 165,000 tonnes by 2030 and 218,000 tonnes by 2050.

The 'downside' scenario forecast in the Review simulates two near term global risks scenarios: a "cliff-edge" Brexit leading to WTO trading arrangements between the UK and EU and a more protectionist attitude towards international trade and investment by the US. These factors are compounded by weaker demographic growth in Ireland and higher oil prices. Under this scenario passenger numbers would reach 36 mppa by 2030 and 49 mppa by 2050. Under the 'downside' scenario, air traffic movements would amount to approximately 250,000 tonnes by 2030 and 329,000 by 2050; cargo would amount to in excess of 150,000 tonnes by 2030 and 202,000 tonnes by 2050.

Under the 'upside' scenario the Review simulates the effects of a positive near-term boost to Ireland's economy as part of the global upturn, together with three longer-term characteristics for on-going improvements in outlook, faster population growth, faster productivity growth, and greater trade openness. Under this 'upside' scenario, Dublin is forecast to reach 42 mppa by 2030 and 61 mppa passengers by 2050. Under the 'upside' scenario, air traffic movements would amount to

² This policy framework is described in full in Chapter 2 of the Plan.

approximately 280,000 by 2030 and 409,000 by 2050; cargo would amount to approximately 170,000 tonnes by 2030 and 247,000 tonnes by 2050.

Taking into account the above, the alternative growth scenarios available for assessment by the SEA are as follows:

- Growth Scenario A 'Baseline';
- Growth Scenario B 'Downside'; and
- Growth Scenario C 'Upside'.

4.2.2 Alternatives for Managing Airport Service Levels

Two options were considered with respect to where in the planning hierarchy airport service levels are to be managed at:

Alternative A. More flexible approach to managing airport service levels

Alternative A seeks to manage airport service levels at both LAP and planning application levels. Provision of the relevant infrastructure may not be required in the event of improved modal shift or re-organisation of airport landside and/or airside processes. The LAP under this alternative would outline further transport assessment required to identify proposals to be specifically included in planning applications so that the infrastructure required can be provided to facilitate expansion based on available capacity in the surface access network (as identified by the South Fingal Transport Study), including upgrades to the airport roundabout, core bus corridor and provision of a western access. This option provides flexibility regarding the phasing of infrastructure provision over the life of the Plan. The approach provided by Alternative A would be more coordinated than that under Alternative B and less likely to result in surface access infrastructure capacity issues or unnecessary constraints to airport expansion, thus affecting Ireland's international connectivity.

Alternative B. Less flexible approach to managing airport service levels

Alternative B would focus on managing airport service levels by introducing a provision for specific infrastructure requirements to be phased with identified airport passenger numbers throughput in the LAP. The LAP under this alternative would not provide flexibility in relation to the levels and timing of infrastructure to be provided over the life of the plan and include criteria limiting expansion within the timeframe of the LAP to infrastructural provision. The approach provided by Alternative B would provide less flexibility than that under Alternative A and would be more likely to result in surface access infrastructure capacity issues or refusals of planning permissions over the life of the Plan - resulting in constraints to airport expansion, thus affecting Ireland's international connectivity.

4.2.3 Alternatives for a Community Strategy for St. Margaret's

St. Margaret's has experienced low levels of recent development because of its location adjacent to Dublin Airport and restrictions on new residential development. Objective DA28 from the Fingal Development Plan requires that a Strategy is prepared for 'St. Margaret's Special Policy Area' involving consultation between the existing community, Fingal County Council and the daa. It does not however address the content of such a Strategy or require the Strategy to be prepared now as part of the Airport LAP preparation process.

Alternative A. Include a Community Strategy for St. Margaret's

Alternative A would include a Community Strategy for St. Margaret's in the LAP, outlining, among other things, environmental and community enhancements. Such a Strategy would set out a context to widen the rural area within which residents within the inner noise zone might be considered for one off rural housing so that they can move further away from the inner noise zone (addressed by Variation No. 1 to the Fingal Development Plan).

Alternative B. Do not include Community Strategy for St. Margaret's

Alternative B would not include a Community Strategy for St. Margaret's in the LAP.

4.3 Summary Evaluation of Alternatives

4.3.1 Alternative Growth Scenarios for Passenger Numbers

Of all three Growth Scenarios, C 'Upside' would result in the greatest extent and degree of potential significant adverse environmental effects arising sooner from both:

- The need to construct greater amounts of airport and supporting infrastructure and facilities with more capacity sooner. This would lead to effects including those relating to biodiversity and flora and fauna, human health, soil, ground and surface and ground water, climate adaptation, material assets, cultural heritage and landscape.
- The need to operate the airport and supporting infrastructure at higher capacities and frequencies sooner – leading to increased levels of emissions to air and water. These emissions include:
 - Increases in greenhouse gas emissions, including from aviation and surface access, leading to increased potential conflicts with local, national and European environmental objectives aiming to reduce greenhouse gas emissions³.
 - Increase in the emissions of Nitrogen Dioxide and particulate matter to air, especially adjacent to main roads around the airport and at the bus depot at the airport, Ireland's busiest bus depot⁴.
 - Increases in the frequency of noise emissions, including from aircraft⁵.
 - Increases in emissions to water – including from run-off and treated waste water⁶.

Of all three Growth Scenarios, B 'Downside' would result in the least extent and degree of potential significant adverse environmental effects (described above for Growth Scenario C 'Upside') arising later.

Growth Scenario, A 'Baseline' would result in potential significant adverse environmental effects (described above for Growth Scenario C 'Upside') that would be less in extent and degree and arising later than those for Growth Scenario C 'Upside') and greater in extent and degree and arising sooner than those for Growth Scenario B 'Baseline'.

By facilitating the continued development of lands that have relatively low levels of environmental sensitivities and are served by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the County and beyond, each of the scenarios would contribute towards the protection and management of various environmental components, including biodiversity and flora and fauna, human health, soil, ground and surface and ground water, climate adaptation, material assets, cultural heritage and landscape.

A Summary Assessment of Alternative Growth Scenarios against Strategic Environmental Objectives⁷ (SEOs) is provided at Table 4.1.

³ Objectives and Plan provisions in relation to greenhouse gas emissions are described in the main SEA Environmental Report that accompanies the adopted Plan and this SEA Statement.

⁴ Various Air Quality Objectives have been integrated into the Plan.

⁵ The planning framework for the airport and surrounding areas includes various provisions in relation to the management of noise, including those relating to Noise Zones.

⁶ These emissions are required to comply with the objectives of the Water Framework Directive and/or the relevant EPA issued license, as relevant.

⁷ Strategic Environmental Objectives used in the assessment: **B1** Preserve, protect, maintain and where appropriate restore the terrestrial, aquatic and soil biodiversity, particularly EU and nationally designated sites and protected species **PHH1** Provide high quality residential, working and recreational environments with access to sustainable transport options **PHH2** Protect human health **S1** Safeguard the soil resources within Fingal in recognition of the strong agricultural and horticultural base **W1** Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater, in compliance with the requirements of the Water Framework Directive objectives and measures **AC1** Minimise emissions of pollutants to air associated with transport **AC2** Minimise contribution to climate change by adopting adaptation and mitigation measures **CH1** Protect places, features, buildings and landscapes of cultural, archaeological and/ or architectural heritage from impact as a result of development in Fingal **M1** Make best use of existing infrastructure and promote the sustainable development of new infrastructure to meet the needs of Fingal's population **L1** Protect and maintain the special qualities of the landscape character, including coastal character within Fingal

Table 4.1 Assessment of Alternative Growth Scenarios against SEOs

Alternative Scenario	Likely to Improve status of SEOs			Potential Conflict with status of SEOs - likely to be mitigated by complying with other measures included within the Plan		
	to the Greatest degree	to a Moderate degree	to a Lesser degree	to a Lesser degree	to a Moderate degree	to a Greater degree
Growth Scenario A 'Baseline'		B1 PHH1 PHH2 S1 W1 AC1 AC2 CH1 M1 L1			B1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1	
Growth Scenario B 'Downside'		B1 PHH1 PHH2 S1 W1 AC1 AC2 CH1 M1 L1		B1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1		
Growth Scenario C 'Upside'		B1 PHH1 PHH2 S1 W1 AC1 AC2 CH1 M1 L1				B1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1

4.3.2 Alternatives for Managing Airport Service Levels

The approach provided by Alternative A would be more coordinated than that under Alternative B and less likely to result in surface access infrastructure capacity issues and/or unnecessary constraints to airport expansion, thus supporting Ireland's international connectivity. The approach provided by Alternative B would be less coordinated than that under Alternative A and more likely to result in surface access infrastructure capacity issues and/or unnecessary constraints to airport expansion, thus potentially affecting Ireland's international connectivity.

Alternative A would allow for a flexible approach that would help to avoid the unnecessary development of infrastructure (the provision of relevant infrastructure may not be required in the event of improved modal shift or re-organisation of airport landside and/or airside processes). This would help to avoid unnecessary potential significant adverse effects on environmental components such as biodiversity and flora and fauna, human health, soil, water, air and climatic factors, material assets, cultural heritage and landscape.

Alternative B would focus on managing airport service levels by introducing a provision for specific infrastructure requirements to be phased with identified airport passenger numbers throughput in the LAP – this would not allow for a flexible approach that would help to avoid the unnecessary development of infrastructure (the provision of relevant infrastructure may not be required in the event of improved modal shift or re-organisation of airport landside and/or airside processes). This would have the potential to result in unnecessary potential significant adverse effects on environmental components such as biodiversity and flora and fauna, human health, soil, water, air and climatic factors, material assets, cultural heritage and landscape.

Alternative A would facilitate the sustainable development of Dublin Airport to a greater degree than Alternative B, including with respect to making the best use of existing infrastructure, promoting the sustainable development of new infrastructure and promoting access to sustainable transport options.

By facilitating the continued development of lands that have relatively low levels of environmental sensitivities and are served by infrastructure and services, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere in the County and beyond, each of the alternatives would contribute towards the protection and management of various environmental components, including biodiversity and flora and fauna, human health, soil, ground and surface and ground water, climate adaptation, material assets, cultural heritage and landscape.

By facilitating the continued development of the airport, each alternative would result in the potential significant adverse environmental effects arising from both: construction of airport and supporting infrastructure and facilities; and operation of the airport and supporting infrastructure.

A Summary Assessment of Alternatives for Managing Airport Service Levels against SEOs⁸ is provided at Table 4.2.

Table 4.2 Assessment of Alternatives for Managing Airport Service Levels against SEOs

Alternative	Likely to Improve status of SEOs			Potential Conflict with status of SEOs - likely to be mitigated by complying with other measures included within the Plan		
	to the Greatest degree	to a Moderate degree	to a Lesser degree	to a Lesser degree	to a Moderate degree	to a Greater degree
Alternative A. More flexible approach to managing airport service levels	PHH1 M1	B1 PHH2 S1 W1 AC1 AC2 CH1 L1		B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1		
Alternative B. Less flexible approach to managing airport service levels		B1 PHH2 S1 W1 AC1 AC2 CH1 L1	PHH1 M1			B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1

4.3.3 Alternatives for a Community Strategy for St. Margaret's

Alternative A would include a Community Strategy for St. Margaret's in the LAP that would provide for community and environmental enhancements. These enhancements would be likely to contribute towards:

- The protection of biodiversity and flora and fauna, human health, water and soil by contributing towards the protection of natural heritage;
- The protection of the population of St. Margaret's by contributing towards higher quality residential, working and recreational environments with access to sustainable transport options;
- Climate mitigation measures (including those arising from linkages and potential enhancement of public transport);
- The continued use and development of existing public assets and infrastructure, thereby helping to avoid the need to develop more sensitive, less well-served lands elsewhere; and
- The protection of the area's cultural heritage and character.

The Strategy would set out a context to widen the rural area within which residents within the inner noise zone might be considered for one off rural housing so that they can move further away from the inner noise zone – the Council provides for this issue through Variation No. 1 to the Fingal Development Plan. As identified by the SEA Screening for the Variation, any potential interactions arising from changes to the rural housing provisions under the Development Plan would be in the context of the various environmental protection and management provisions that have been integrated into that Plan, including those detailed at Section 9 of this report, and adverse effects would be mitigated to the extent that any residual effects would not be significant. This situation would apply under both Alternatives A and B.

Works involved in the development of community and environmental enhancements would be likely to present potential significant adverse environmental effects on various components. By complying with appropriate mitigation measures – these are identified at Section 6 of this report – potential

⁸ Strategic Environmental Objectives used in the assessment: **B1** Preserve, protect, maintain and where appropriate restore the terrestrial, aquatic and soil biodiversity, particularly EU and nationally designated sites and protected species **PHH1** Provide high quality residential, working and recreational environments with access to sustainable transport options **PHH2** Protect human health **S1** Safeguard the soil resources within Fingal in recognition of the strong agricultural and horticultural base **W1** Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater, in compliance with the requirements of the Water Framework Directive objectives and measures **AC1** Minimise emissions of pollutants to air associated with transport **AC2** Minimise contribution to climate change by adopting adaptation and mitigation measures **CH1** Protect places, features, buildings and landscapes of cultural, archaeological and/ or architectural heritage from impact as a result of development in Fingal **M1** Make best use of existing infrastructure and promote the sustainable development of new infrastructure to meet the needs of Fingal's population **L1** Protect and maintain the special qualities of the landscape character, including coastal character within Fingal

adverse environmental effects that could arise as a result of implementing these scenarios would be likely to be avoided, reduced or offset.

Alternative B would not include a Community Strategy for St. Margaret's in the LAP and would not result in the aforementioned interactions at this time; however, the Development Plan provides for such a Strategy and it is likely that one would be prepared eventually, eventually resulting in these interactions.

A Summary Assessment of Alternatives for Managing Airport Service Levels against SEOs⁹ is provided at Table 4.3.

Table 4.3 Assessment of St. Margaret's Community Strategy Alternatives against SEOs

Alternative	Likely to Improve status of SEOs			Potential Conflict with status of SEOs - likely to be mitigated by complying with other measures included within the Plan		
	to the Greatest degree	to a Moderate degree	to a Lesser degree	to a Lesser degree	to a Moderate degree	to a Greater degree
Alternative A. Include a Community Strategy for St. Margaret's	B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1					B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1
Alternative B. Do not include Community Strategy for St. Margaret's			B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1	B1 PHH1 PHH2 S1 W1 AC1 AC2 M1 CH1 L1		

4.4 The Reasons for choosing the Plan in the light of the other Reasonable Alternatives dealt with

The Plan was developed by the Planning Team and adopted by the Elected Members of Fingal County Council taking into account both:

1. Environmental considerations that were identified by the SEA, including those detailed above; and
2. Planning - including social and economic - effects that were also considered by the Council.

The alternatives that were selected for the Local Area Plan are follows:

- For **Alternative Growth Scenarios for Passenger Numbers**, the Plan utilises forecasts from **all Alternative Scenarios**, the 'Baseline', 'Upside' and 'Downside' Scenarios, to provide the framework for development.
- For **Alternatives for Managing Airport Service Levels**, the Plan has selected **Alternative A: 'More flexible approach to managing airport service levels'**.
- For **Alternatives for a Community Strategy for St. Margaret's**, the Plan follows Alternative A and integrates such a strategy.

By complying with appropriate mitigation measures potential adverse environmental effects which could arise as a result of implementing these scenarios would be likely to be avoided, reduced or offset.

⁹ Strategic Environmental Objectives used in the assessment: **B1** Preserve, protect, maintain and where appropriate restore the terrestrial, aquatic and soil biodiversity, particularly EU and nationally designated sites and protected species **PHH1** Provide high quality residential, working and recreational environments with access to sustainable transport options **PHH2** Protect human health **S1** Safeguard the soil resources within Fingal in recognition of the strong agricultural and horticultural base **W1** Protect and where necessary improve and maintain water quality and the management of watercourses and groundwater, in compliance with the requirements of the Water Framework Directive objectives and measures **AC1** Minimise emissions of pollutants to air associated with transport **AC2** Minimise contribution to climate change by adopting adaptation and mitigation measures **CH1** Protect places, features, buildings and landscapes of cultural, archaeological and/ or architectural heritage from impact as a result of development in Fingal **M1** Make best use of existing infrastructure and promote the sustainable development of new infrastructure to meet the needs of Fingal's population **L1** Protect and maintain the special qualities of the landscape character, including coastal character within Fingal

Section 5 Monitoring Measures

5.1 Introduction

The SEA Directive requires that the significant environmental effects of the implementation of plans and programmes are monitored. This section details the measures that will be used in order to monitor the likely significant effects of implementing the Plan.

Monitoring can enable, at an early stage, the identification of unforeseen adverse effects and the undertaking of appropriate remedial action.

5.2 Indicators and Targets

Monitoring is based around indicators that allow quantitative measures of trends and progress over time relating to the Strategic Environmental Objectives identified in Section 4 and used in the evaluation. Each indicator to be monitored is accompanied by the target(s) that were identified with regard to the relevant strategic actions.

Table 5.1 overleaf shows the indicators and targets to be used for monitoring the likely significant environmental effects of implementing the Plan, if unmitigated. The measures selected are those that were developed through the SEA process for the Fingal Development Plan and finalised in 2017.

The Monitoring Programme may be updated to deal with specific environmental issues - including unforeseen effects - as they arise. Such issues may be identified by the Council or identified to the Council by other agencies.

5.3 Reporting and Responsibility

A stand-alone Monitoring Report on the significant environmental effects of implementing the Plan will be prepared during implementation of the Plan, in advance of the beginning of the review of the Plan. This report will address the indicators set out below.

The Council is responsible for the implementation of the SEA Monitoring Programme including 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.

If the monitoring identifies unforeseen significant adverse impacts during the implementation of the Plan, Fingal County Council will ensure that suitable and effective remedial action is taken as relevant and appropriate.

Table 5.1 Selected Indicators, Targets and Monitoring Sources

Environmental Component	SEO No.	Selected Indicator(s)	Selected Target(s)	Source(s)	Frequency(ies)
Biodiversity, Flora and Fauna	1	Number of programmed actions achieved in Development Plan period (2017-2023)	Update the Biodiversity Action Plan (2010-2015) with a clear programme for delivery of actions	Fingal Biodiversity Section (yearly reporting)	Yearly
		Not available (n/a)	Develop a Green Infrastructure Strategy within the lifetime of the Development Plan		Yearly
Population and Human Health	2	Number of people living and working in Fingal	Increase the number of people living and working in Fingal compared to the 2016 Census base findings	Census 2016 and 2021 (to be calculated in line with available Census data)	Census data – every six years
		The 2 nd Fingal Development Plan SEA Monitoring Indicator and Target under this SEO are not directly relevant to the Airport LAP area; no additional measures are required		Fingal Planning Department	n/a
	3	Number of breaches of air quality limits	Compliance with air quality legislation	EPA Air Quality Monitoring Annual Report (nearest stations applicable to Fingal) (yearly reporting)	Yearly
				The EPA-managed network of air quality monitoring stations (including in Fingal and Swords)	Constant; real-time
		Number of measures implemented (Fingal Environment Department, Noise Section, yearly reporting)	Undertake a review as per the Dublin Agglomeration Noise Action Plan of the areas within Fingal identified as being exposed to high levels of noise and develop a programme of implementation of the mitigation measures within the lifetime of the Development Plan	Fingal Planning Department (Noise Section) (yearly reporting) Annual progress report relating to European Communities (Environmental Noise) Regulations 2018	Yearly
Soil	4	Percentage of development within brownfield and infill compared to greenfield	Higher rate of brownfield and infill development as opposed to greenfield development	Fingal Planning Department (yearly reporting)	Yearly
Water	5	% increase in waters achieving and maintaining at least 'good status'	Implementation of the Programme of Measures in the ERBD River Basin Management Plan	EPA and DECLG National River Basin District 2017 Programme of Measures (reporting in line with EPA available data)	

Environmental Component	SEO No.	Selected Indicator(s)	Selected Target(s)	Source(s)	Frequency(ies)
		Comply with the recommendations of the Fingal Groundwater Protection Scheme	No. of planning permissions granted in areas identified as vulnerable under Groundwater Protection Scheme	Fingal Water Department and Planning	Data collected per permission; to be collated at monitoring analysis/reporting
Air and Climatic Factors¹⁰	6	Percentage increase in walking, cycling and public transport modes	To increase the proportion of journeys to and from the airport that are taken on public transport or walked or cycled over the Plan period	National Travel Survey 2014 Census 2016 and Fingal Transport Department	Census data – every six years
	7	No. of high vulnerable development applications permitted within lands in the 1% AEP and 0.1% AEP	No new high vulnerable development applications, as defined by the OPW the Planning System and Flood Risk Management Guidelines (2009), within lands that fall within the 1% AEP and 0.1% AEP	Fingal Water Department and Planning (yearly reporting)	Yearly
		The 3 rd Fingal Development Plan SEA Monitoring and Target under this SEO are not directly relevant to the Airport LAP area; no additional measures are required		Fingal Planning and SEAI (yearly reporting)	Yearly
Cultural Heritage	8	n/a	Develop a code of practice for the management of architectural heritage in private ownership		When code of practice is developed
Material Assets	9	Percentage of planning permissions within 500m of a bus stop and 1km of a railway	Require all new residential planning permissions to be within 500m of bus stop and 1km of railway station.	Fingal Planning Department (Both distances to be calculated by road and reported yearly)	Yearly
		Available capacity for treatment of phased development	Phased development in line with wastewater capacity	Fingal Planning & Water Services Department (yearly reporting)	Yearly
Landscape	10	Number of programmed objectives and policies achieved in Development Plan period	Fingal Development Plan SEA Monitoring Targets for Landscape are not directly relevant to the Airport LAP area; no additional targets are required	Fingal Planning Department	n/a

¹⁰ Note that since the start of 2012, emissions from all flights from, to and within the European Economic Area are included in the EU Emissions Trading System (ETS). Airlines are required to monitor, report and verify their emissions and to surrender allowances against those emissions. Airlines receive tradable allowances covering a certain level of emissions from their flights per year and must purchase allowances to cover any shortfall between their allocated sum of free emissions allowances and their actual emissions, as reported annually. The Department of Communications, Climate Action and Environment and the Department of Transport, Tourism and Sport work collaboratively to address the environmental impact of aviation. Both Departments are fully committed to pursuing an agenda in favour of reducing emissions and have worked to ensure that Ireland makes an informed contribution to discussions relating to development of the EU ETS.

Appendix I SEA Scoping Submissions and Responses

SEA Scoping submissions received from the following environmental authorities are responded to below: Department of Culture, Heritage and the Gaeltacht (DCHG); Environmental Protection Agency (EPA); Inland Fisheries Ireland, operating under the Department of Communications, Climate Action and Environment (DCCA); and Meath County Council (MCC).

Ref.	Submission Text	Response
Submission from DCHG		
DCHG 1	<p><u>Nature Conservation</u></p> <p>Comments on SEA Scoping Report This Department notes that in table 4.2, under the heading of "Biodiversity and flora and fauna", that protected species have not been mentioned under the heading of "positive effects likely to occur". This Department recommends this is changed to reflect species protected under the Wildlife Acts of 1976 to 2018, as well as species listed on the annexes of the Birds and Habitats Directives. This Department also notes that bats, if they are on site, are likely to be negatively impacted by lights. This Department recommends that mitigation measures are proposed for bats, should they occur on site.</p>	The description of effects provided by the SEA takes account of this part of the submission. The Fingal Development Plan includes various provisions relating to the protection of bats including, for example, Objectives DMS152, DMS168, NH08 and NH09.
DCHG 2	<p><u>Please find below some general comments on SEA scoping.</u></p> <p>Context of submission This submission is made in the context of this Department's role in relation to nature conservation, including as an environmental authority under SEA legislation. The observations primarily concern the issues of biodiversity, fauna and flora, and are offered to assist the Local Authority and its consultants in meeting its obligations in relation to nature conservation, and relevant Directives and national legislation and obligations in these regards when preparing the plan or programme and the SEA Environmental Report. The observations are not exhaustive and are made without prejudice to any observations or recommendations that may be made by the Minister and this Department in the future.</p> <p>General outline General points on obligations relating to nature conservation below, which are relevant to the plan/programme/SEA, are followed by text on components of biodiversity, relationships with other environmental issues, sources of information, etc. Appendices.</p> <p>Links with appropriate assessment This Department notes that in the absence of a draft Plan, appropriate assessment (AA) screening cannot be carried out at this stage. However, SEA must also include consideration of the likely significant effects on European sites whether or not an appropriate assessment is required.</p> <p>Integration of Biodiversity, Flora and Fauna, and associated obligations, into the Plan SEA must assess the likely significant effects on biodiversity, flora and fauna. Biodiversity is generally defined as the variety of life on earth. An outline of key elements of biodiversity of potential relevance to the plan and plan area is given in Appendix 1, and includes sites, habitats, species of includes flora and fauna and ecological networks. There are interrelationships between biodiversity, flora and fauna and most other environmental issues, including population, human health, water, soil, air, climatic factors, landscape, and possibly architectural and archaeological heritage, and the potentially significant effects of the plan on these interdependencies should be explored and assessed in the SEA. The plan or programme should be developed to integrate biodiversity considerations in a positive, proactive and precautionary way, and this should be reflected in the text and content of the plan, including its aims, objectives and policies, as well as in maps, e.g. land use zonings, and suitability categorisations or preferential areas or routes for infrastructural components and interconnections, and for certain developments or land use types. In general, no areas should be identified or targeted for future development or changes in land use without the availability of basic information on the ecological sensitivities of the lands in question, such as a habitat or ecological constraints map, i.e. the precautionary principle should apply. This will serve to ensure that plan-making is robust, informed and evidence-based, and that the expectations or concerns of various parties are better managed, particularly in relation to the likely or realistic development potential of certain areas.</p>	Noted.
DCHG 3	<p>The Plan The Plan should include objectives to conserve and maintain key elements of biodiversity within the Plan area and its zone of influence, and to ensure it does not contribute to biodiversity losses or deterioration.</p>	Environmental protection and management measures within the LAP area may have beneficial effects on environmental protection and management beyond the Plan area. The provisions of the Fingal Development Plan, including those relating to environmental protection and management, are in force within the Plan area and beyond. Impacts upon biodiversity, including any losses, will be mitigated by provisions contained within

Ref.	Submission Text	Response
DCHG 4	If a Plan/Programme contains measures that involve the use of new technologies, the implications of which for biodiversity are unclear or unknown, authorities are advised to include commitments to undertake scientific research to improve and expand understanding of the significant effects that may arise.	both the LAP and the Development Plan. Measures contained within the Plan have been considered by the SEA process and this involved the identification of effects and appropriate mitigation where relevant.
DCHG 5	<p>Your particular attention is drawn to Regulation 27 of the European Communities (Birds and Natural Habitats) Regulations, 2011-2015 (referred to as the 2011 Regulations), as this places particular duties on all public authorities in relation to European sites that should be reflected in the plan commitments and the associated assessments. Among other things, this includes a duty to exercise all functions, including consent functions, in compliance with, and so as to secure compliance with, the requirements of the Habitats and Birds Directives and the 2011 Regulations. Public authorities are obliged, when exercising their functions, to take appropriate steps to avoid in European sites the deterioration of natural habitats and the habitats of species, as well as disturbance of species for which a site has been designated insofar as this disturbance could be significant in relation to the objectives of the Habitats Directive (see also Section 177S of the Planning and Development Act, 2000 as amended. All public authorities are advised to incorporate such obligations into their plans and programmes, and associated assessments, as required and relevant.</p> <p>The Department would also like to draw attention to Part 5 of the Birds and Natural Habitats Regulations (and to S177AE of the Planning and Development Acts) and the obligations these place on public authorities, including local authorities that are planning authorities, whether in its capacity as a planning authority or in any other capacity, in relation to screenings for appropriate assessment, and appropriate assessment as may be required. Plans/Programmes should modify commitments or incorporate mitigation measures to ensure compliance with the requirements of Article 6 of the Habitats Directive, and all relevant aspects of the transposing legislation. This includes, for example, obligations in relation to the retention of all records of or in relation to AA screenings, AA conclusions and the reasons therefore, amongst other things (Regulation 61 Retention of Records of the 2011 Regulations).</p> <p>Authorities should also pay particular attention to the requirements of the relevant national legislation when undertaking screenings, Natura Impact Statements or Reports, and appropriate assessments, as these set out or clarify particular standards and processes that are not yet fully reflected in some national guidance documents. In order to assist authorities in the preparation of a Natura Impact Statement¹, some key requirements and clarifications in relation to NIS are set out later in this submission.</p>	Noted.
DCHG 6	<p>Implications of the Plan/Programme, or modification thereof, for Biodiversity, Flora and Fauna</p> <p>Plans and programmes may significantly affect nature conservation, biodiversity, flora and fauna in a number of ways, depending on the measures to be included within the Plan and the methods of implementation. It should be considered whether the Plan will give rise to some or all of the impacts and effects listed below. This is not an exhaustive list and additional effects may arise that will need to be considered in the assessments required.</p> <ul style="list-style-type: none"> - Permanent and/or temporary habitat loss - Permanent and/or temporary habitat fragmentation - Habitat deterioration - Vegetation or community changes (e.g. from land use change as well as direct changes to the environment, e.g. through emissions, fertilisation, lighting etc.) - Changes to soil nutrient status - Changes to physical structure of habitats (e.g. creeks and pans in salt meadows) - Disturbance or damage to breeding, roosting, feeding areas - Changes to distribution of species - Introduction or expansion of barriers to movement, dispersal, migration - Introduction or increase of collision risk - Other impacts that may affect productivity and breeding success - Changes to water quality, such as eutrophication, sedimentation etc. - Changes to natural processes of sedimentation and erosion - Changes to drainage, hydrology, hydromorphology, sub-surface flows, flooding regimes etc. - Changes to ecosystem services and functions, such as pollination, water attenuation and flood mitigation, climate change mitigation and adaption (such as carbon storage and sinks etc.) - Introduction or spread of invasive species. <p>Competent authorities and consultants acting on their behalf are also advised to undertake reviews of peer-reviewed and grey literature to enhance their understanding of the implications for nature conservation of their proposed Plan/Programme and to ensure that they have identified the full range of potential effects that should be considered in the assessment. They are also advised to review the publications on the NPWS website for this purpose (details are provided below).</p>	Effects considered by the SEA encompass such issues.

Ref.	Submission Text	Response
DCHG 7	<p>Scope of the Strategic Environmental Assessment</p> <p>The Biodiversity, Flora and Fauna section, and related sections (such as water, soil <i>etc.</i>) of the Environmental Report should be undertaken by or in conjunction with a suitably qualified ecologist(s) and other specialists as necessary, and in conjunction with the Natura Impact Statement (or Natura Impact Report, in the case of a land-use plan being prepared pursuant to the Planning and Development Acts). This will facilitate full integration of biodiversity issues and concerns, particularly in relation to nature conservation sites, protected species, and ecological corridors and stepping stones. The EPA's <i>Integrated Biodiversity Impact Assessment Practitioner's Manual</i> is of particular relevance in this regard.</p> <p>The Environmental Report is required by the SEA Directive (2001/42/EC) to contain information on the environmental characteristics of the areas likely to be significantly affected by the plan or programme, or modification thereof.</p>	Noted. The SEA is being informed by relevant expertise, including ecological. The SEA will follow elements of Integrated Biodiversity Assessment as detailed in the cited publication.
DCHG 8	<p>Strategic Environmental Objectives</p> <p>The Environmental Report is required to contain environmental protection objectives. For biodiversity, flora and fauna, these should integrate with the objectives and obligations of other Directives, legislation, plans and policies such as, but not only, the following:</p> <ul style="list-style-type: none"> • Birds and Habitats Directives, • Water Framework Directive and the Floods Directive, • Environmental Liabilities Directive • Wildlife Acts, 1976-2018 • European Communities (Birds and Natural Habitats) Regulations 2011 (SI 477/2011) and amendments (SI 290 of 2013, SI 499 of 2013 and SI 355 of 2015) • European Union Biodiversity Strategy 2020 • National Biodiversity Plan 2017-2021 • National Peatlands Strategy • All-Ireland Pollinator Plan 2015-2020 <p>Regard should also be had to other key national policies and commitments made to resolve legal proceedings taken against the State by the European Court of Justice, such as the Programme of Measures to resolve "the Birds Case" (Case C418/04)².</p> <p>Strategic Environmental Objectives should be included for all nature conservation sites (not only European sites), protected species, and ecological corridors and stepping stones as outlined in this submission (Appendix 1), and to address key threats arising from the Plan, such as the spread of invasive species.</p>	Noted. The SEOs used by the SEA encompass such legislation, plans, programmes etc.
DCHG 9	<p>Scope of Environmental Report</p> <p>Elements of biodiversity, flora and fauna of potential relevance to the SEA are set out in Appendix 1. The scope of the SEA should include data gathering, analysis and assessment of the implications for each of the elements listed, paying particular attention to the likely and realistic effects of the plan.</p>	Biodiversity, flora and fauna considerations for the SEA encompass such elements.
DCHG 10	Data/information sources	Data/information sources listed in the submission are used as relevant.
DCHG 11	SEA Guidance	SEA Guidance listed in the submission is used as relevant.
DCHG 12	<p>SEA Monitoring</p> <p>The monitoring programme should be clearly set out and developed in such a manner as to ensure it will identify the effects on the environment that are likely to arise, or will arise, and to monitor the effectiveness of any mitigation on which the assessment relies. While it may be considered efficient to use monitoring programmes that are already in place and run by other authorities, it is important to establish that these are in fact designed in such a way that they will identify the effects anticipated from the particular plan in question. As such, it is important to understand the objectives, methodologies, parameters, assumptions <i>etc.</i> of any existing monitoring programme that is proposed to be used in such a way.</p> <p>It is advisable to clearly set out where responsibilities for monitoring programmes lie, their frequency, their reporting/publication arrangements, as well as the procedures that will be put in place to ensure that there is a response mechanism to any unforeseen or undesirable negative effects/results and an undertaking of remedial action, if necessary.</p>	Noted.
DCHG 13	<p>Plan Specific Issues</p> <p>This Department previously commented on the draft Implementation Plan 2013-2018. Similar issues will no doubt arise when drafting the new plan. In particular, proposed objectives that could have a negative impact on the natural heritage would include the proposed electrification of the line north of Malahide and any continuing development or modification of the GDA Cycle Network Plan of December 2013. In addition any proposal for the twin tracking of the rail lines north and south of Dublin, in order to increase capacity, has the potential to have a negative impact on the natural heritage. With regard to greenways, reference should be made to the proposed new National Greenway Strategy currently being drafted.</p> <p>Issues such as those listed above will most likely result in the Plan screening in for AA and a NIS will need to be produced.</p> <p>It is advised that where a policy or issue is being addressed in the Plan that is likely to have a significant effect on a European site, this should be clearly noted and the proposal should:</p> <ul style="list-style-type: none"> • be a statement of the problem that needs to be addressed • state what issues may arise under Article 6.3 of the Habitats Directive that will require assessment and that alternative solutions may need to be considered to avoid such an impact • stress that in deciding on a solution, it will be necessary to comply fully with Article 6.3 (and, if warranted, Article 6.4, including compensatory measures) of the Habitats Directive • and refer to the accompanying AA screening and/or NIS. <p>It is recommended that the final version of the Plan should highlight any changes made to the Plan as a result of the findings of the SEA Environmental Report and AA screening/NIS.</p>	These "Plan Specific Issues" appear to relate to a different Plan and may have been included in error. Nonetheless, these issues have been taken into account as relevant.

Ref.	Submission Text	Response
DCHG 14	Natura Impact Statement and Appropriate Assessment	These issues are considered by the AA screening process as relevant.
Submission from EPA		
EPA 1	<p>The Environmental Protection Agency (EPA) acknowledges your notice, dated the 26th June 2018, regarding the above and notes its contents.</p> <p>We are one of the five environmental authorities specified in the SEA Regulations. Our role as an SEA environmental authority focuses on promoting full integration of the findings of the SEA into the plan and advocating that the key environmental challenges for Ireland are addressed. The EPA's functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.</p> <p>As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a 'self-service approach' via our guidance document 'SEA of Land Use Plans – EPA Recommendations and Resources'. This document is updated regularly, and is attached for your consideration.</p> <p>Where we provide specific comments on plans and programmes, our comments will focus on the EPA's remit and areas of expertise (in particular water, air, climate change, waste, resource efficiency, noise, radon and the inter-relationships between these and other relevant topics e.g. biodiversity), as appropriate and relevant to the particular plan or programme.</p>	Noted.
EPA 2	SEA Determination We note that the SEA will be carried out for the Draft Dublin Airport Local Area Plan (the Plan).	Noted.
EPA 3	Comments on the Plan Some noise-specific comments to consider are provided in Appendix I of this submission.	Noted – these issues are taken into account by the Plan-preparation and SEA process as relevant.
EPA 4	<p>Available Guidance Guidance on the SEA Process, including an SEA Pack, Integration Guidance, SEA Checklist, List of SEA Spatial Information Sources and guidance on Integrating Climate Change into SEA, is available on the EPA website and should be considered in the preparation of the SEA. This can be consulted at the following address: http://www.epa.ie/pubs/advice/ea/</p> <p>Guidance on <i>Developing and Assessing Alternatives in SEA</i> (EPA, 2015) is also available at: http://www.epa.ie/pubs/advice/ea/developingandassessingalternativesinsea.html</p>	This guidance has been considered and will be kept on file for reference throughout the SEA process.
EPA 5	<p>EPA State of the Environment Report 2016 The EPA has published our latest 'State of the Environment Report' - <i>Ireland's Environment 2016 – An Assessment</i> (EPA, 2016). The recommendations, key issues and challenges described within this report should be taken into account, as relevant and appropriate to the Plan area.</p>	This report has been considered and will be kept on file for reference throughout the SEA process, as relevant and appropriate to the Plan.
EPA 6	<p>SEA WebGIS Search and Reporting Tool The EPA WebGIS Search and Reporting application is an online GIS based web application that will allow users to explore, interrogate and produce an indicative report on key aspects of the environment in specific geographic areas. These reports are indicative and will provide an overview of key aspects of the environment within a specific plan area. This may be used to inform the SEA screening and scoping stages for Plans and Programmes with reference in the first instance to the land use sector, though it is also applicable to other sector plans. It may be accessed via www.edenireland.ie</p>	EPA maps have been considered and will be considered throughout the SEA process.
EPA 7	<p>River Basin Catchment Management Tool The EPA WFD Application provides a single point of access to catchment data which will be useful for a range of catchment science and management purposes, not just those that are specific to the Water Framework Directive. The Application is accessible through EDEN https://wfd.edenireland.ie/ and is available to public agencies.</p>	EPA WFD data has been considered and will be considered throughout the SEA process.
EPA 8	Infrastructure Planning In proposing the Plan, and any related amendments, variations etc. of the Plan, and in implementing the Plan, adequate and appropriate infrastructure should be in place, or required to be put in place, to service any development proposed and authorised during the lifetime of the Plan.	Noted.
EPA 9	<p>Appropriate Assessment The requirements of Article 6 of Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, the Habitats Directive should be taken into account. Appropriate Assessment, in accordance with the Directive is required for:</p> <p><i>“Any plan or project not directly connected with or necessary to the management of the site (Natura 2000 sites) but likely to have significant effect thereon, either individually or in combination with other plans or projects, shall be subject to Appropriate Assessment of its implications for the site in view of the sites conservation Objectives...”</i></p> <p>The National Parks and Wildlife Service (NPWS) should be consulted regarding screening of the Plan for Appropriate Assessment. Where Appropriate Assessment is required, any findings or recommendations should be incorporated into the SEA and Plan, as appropriate.</p>	These issues are considered by the AA process as relevant.
EPA 10	<p>Environmental Authorities Under the SEA Regulations (S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011), notice should also be given to the following:</p> <ul style="list-style-type: none"> • The Minister for Housing, Planning and Local Government • Minister for Agriculture, Food and the Marine, and the Minister for Communications, Climate Action and Environment, where it appears to the planning authority that the 	Notice has already been given to the relevant authorities.

Ref.	Submission Text	Response
	<p>plan or programme, or modification of the plan or programme, might have significant effects on fisheries or the marine environment</p> <ul style="list-style-type: none"> where it appears to the competent authority that the plan or programme, or amendment to a plan or programme, might have significant effects in relation to the architectural or archaeological heritage or to nature conservation, the Minister for Culture, Heritage and the Gaeltacht, and any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan. 	
EPA 11	A copy of your decision regarding the determination, including, as appropriate, the reasons for not requiring an environmental assessment, should be made available for public inspection at your offices, on your website and should also be notified to any Environmental Authorities already consulted.	The SEA Determination is included within the SEA Environmental Report and made available as required.
EPA 12	Should you have any queries or require further information in relation to the above please contact the undersigned. I would be grateful if an acknowledgement of receipt of this submission could be sent electronically to the following address: sea@epa.ie .	Noted.
Submission from Inland Fisheries Ireland, operating under the DCCAE		
IFI 1	The LAP must recognise that protection of the aquatic environment/habitat not only requires the protection of water quality but also necessitates the protection and maintenance of physical habitat and hydrological processes and regimes.	The SEA highlights LAP/ Development Plan provisions that contribute towards environmental protection and management, including provisions that will contribute towards the protection of water quality, habitats and hydrological processes and regimes.
IFI 2	<p>To insure that impacts from development do not interfere with the aquatic environment it is essential that those areas adjacent to waterways (riparian buffer zones) are managed in a manner which will lessen impacts to these habitats. A riparian/buffer zone is a vegetated area near a stream, which helps shade and partially protect a stream from the impact of adjacent land uses. It is a discrete ecological and geographical entity. It is the point of contact between the land (i.e. the terrestrial ecosystem) and the freshwater body (i.e. the aquatic ecosystem). It plays a key role in protecting/improving water quality in associated watercourses (streams, rivers, and lakes), thus providing environmental benefits. All of the watercourses within the LAP are under considerable pressure from urbanisation. The riparian/buffer zone must be sufficiently wide to protect the watercourse. Riparian buffers in addition to water quality benefits (bank stabilisation, interception of nutrients, sediments and pesticides) also provide habitat benefits in terms of providing shade, enhancing instream diversity (overhanging vegetation creates niches and supplies invertebrates and leaf-litter into the aquatic zone) and help mitigate habitat fragmentation by providing connectivity i.e. as linear features in the landscape. Riparian zones can reduce fragmentation by connecting isolated habitats, thereby creating greater structural diversity and critical mass. Protection of aquatic zones can require riparian/buffer zones of up to 50m. The width of the riparian/buffer zone will depend on factors such as land use, land topography (e.g. slope), soil type, channel width/gradient and critical habitats to be protected.</p> <p>There appears to be an over prominence on protected areas and species in the SEA scoping report.</p> <p>The 1997 Habitats Regulations and Special Areas of Conservation (SAC) Directive <u>does not extend</u> to the inclusion of all aquatic habitats of fish bearing importance or of amenity value. Therefore the reliance of the SEA on these area designations solely will exclude significant numbers of waterways which are in need of protection. The LAP and SEA must provide for the maintenance and improvement of all watercourses and riparian habitats.</p> <p>The impacts of poorly designed river/stream crossing structures can be serious in terms of habitat loss. Prevention of the free upstream migration of fish species Salmon Trout, Eel and Lamprey effectively results in the loss of spawning habitat upstream of the barrier to migration. This could have serious implications for the populations of fish species concerned and contravenes the legal obligation under the Water Framework Directive to protect the ecological status of river catchments and channels. Indeed, it is an offence under the Fisheries Acts to prevent the free passage of fish. When crossings are being designed for crossing fisheries waters, consideration must be given to the following biological criteria: species of fish required to safely pass; size of fish required to pass (life stage); time of year in which fish passage is required; and, high and low design passage flows etc. Bridges and bottomless culverts have the least impact on fish passage. IFI recommends that the LAP should include a clear policy on the use of clear span structures on fisheries waters and that IFI should be consulted on any such proposed developments. Where existing structures are providing an obstacle to the passage of fish a fish friendly retrofit should be installed.</p> <p>As stated in the draft scoping report the LAP contains a number of watercourses, the Ward supports an important population of Atlantic salmon in addition to Sea trout and Brown trout populations.</p> <p>The Mayne River and tributaries including the Cuckoo are currently non salmonid however this was historically a salmonid system and lost its status primarily because of poor water quality as a result of urbanisation. Water quality remains moderately polluted however we are confident that salmonid status could be restored. IFI are currently working with Fingal County Council on a project to reintroduce salmonids naturally to the system.</p> <p>The Sluice supports a resident population of Brown trout.</p>	<p>This information is considered by the SEA process.</p> <p>The description of the baseline and effects included in this SEA Environmental Report have provided relevant emphasis to aquatic habitats and flora and fauna, including non-designated habitats and flora and fauna.</p> <p>The specific information provided on the Ward, Mayne, Cuckoo and Sluice rivers/streams has been included in this SEA Environmental Report.</p>
Submission from MCC		
MCC 1	Please find hereunder the comments of Meath County Council in respect of the Draft Strategic Environmental Assessment Scoping Report for the Dublin Airport Local Area Plan. Meath County Council welcomes the opportunity to comment on the process and looks forward to continued co-operation with and between both Authorities; with particular reference to social, cultural and economic development and the protection of the environment.	Noted. These issues are taken into account during the Plan-preparation and/or SEA processes as relevant.
MCC 2	There is a cross-county dimension to many environmental issues such as water quality, habitat and species loss and cross-county cooperation is therefore vital to protect the environment across the two counties and the wider region. It is important that both Local Authorities have the same high standards with regard to the protection of the environment. A divergence of standards would be detrimental to the conservation of our shared natural heritage for future generations. It is therefore considered necessary that there should be a good level of consistency between Plans in adjoining authorities. In this regard it is important that cognisance should be taken of the policies and objective of the Meath County Development Plan 2013-2019 as amended, with particular reference to: Core Strategy, Settlement Strategy and Housing, Economic Development Strategy, Social Strategy, Transport, Water Drainage and Environmental Services, Energy, Cultural and National Assets, Rural Development, Development Management Guidelines and Standards, and Strategic Flood Risk Assessment.	Noted. These issues are taken into account during the Plan-preparation and/or SEA processes as relevant.
MCC 3	<p>Cognisance should also be had to a number of important sites designated for nature conservation and geological sites which straddle the County boundaries including the Laytown Dunes / Nanny Estuary pNHA, Nanny Estuary SPA and the Boyne Coast and Estuary SAC.</p> <p>Invasive species is also an important environmental cross border issue. Cooperation on invasive species has been, and will continue to be necessary.</p>	The SEA and AA Screening take into account relevant designations. The SEA highlights LAP/ Development Plan provisions that contribute towards environmental protection and management, including those relating to invasive species.

Ref.	Submission Text	Response
MCC 4	<p>In general terms, the following are also considered to be amongst the main environmental issues of particular importance to be considered in the preparation of the SEA.</p> <p>The measures set out in the recently adopted River Basin Management Plan 2018-2021.</p> <p>To work with the EPA and other stakeholders in implementing the National Ambient Air Quality Monitoring Programme 2017 – 2022.</p> <p>To work with the OPW and other Stakeholders in managing flood risk at County and Regional level and particularly in assisting with the implementation of the measures set out in the Flood Risk Management Plans published by the Government in May 2018.</p> <p>To liaise, support and work with Irish Water in the development and upgrade of water supply systems and waste water systems so as to ensure that the County has an adequate, sustainable and economic supply of suitable quality piped water and waste water for all users.</p> <p>That in accordance with the provisions of the National Mitigation Plan 2017, and the National Adaptation Framework 2018 that the Local Authorities working with all other stakeholders implement the necessary measures, that sets Ireland on a pathway to achieve the level of decarbonisation required, to implement climate resilience actions and ensuring climate adaptation considerations are mainstreamed into all local, regional and national policy making.</p> <p>To ensure that appropriate developments receive planning and licensing approval in accordance with the Regional Waste Management Plan 2015 -2021</p> <p>The need to continue to promote awareness of and promote an increase in the amount of waste that is re-used and recycled to reflect the objectives of the waste hierarchy.</p>	<p>The SEA takes into account these issues and highlight LAP/ Development Plan provisions that contribute towards environmental protection and management, including provisions relating to these issues.</p>
MCC 5	<p>Strategic Transport links</p> <p>The Dublin – Belfast Economic corridor is acknowledged within the National Planning Framework as the 'largest economic agglomeration on the island of Ireland'. This corridor is the national entry point to the island and it is a policy of the NPF to support and 'promote the economic potential of the corridor and develop it as a distinct spatial area'. Dublin Airport is strategically located directly adjacent to the M1 national motorway and the N2 national primary Dublin – Derry route both of which are strategically important routes for the future growth of Meath. It is therefore important that economic strategies in corresponding council areas recognise the role of the corridor and the business bases located within this corridor. It may be beneficial to recognise in the Local Area Plan the joint approach taken to date to development in the M1 economic corridor and the potential benefits of this approach for the successful development of the area.</p> <p>Meath County Council views the N2 corridor as a vital economic artery which is essential to facilitate strategic traffic movement and to maintain and improve accessibility to employment areas. The importance of this North-South route and its role in opening up the island economy post Brexit is recognised within both the National Development Plan 2018-2027 and the NPF. The recently approved NTA Strategy for the Greater Dublin Area 2016-2035 includes an objective to provide enhancements of the N2/M2 national route inclusive of a bypass of Slane and to provide for <i>inter alia</i> additional capacity on the non-motorway sections of this route and to address safety issues in Slane village associated with, in particular, heavy goods vehicles. The National Development Plan makes particular reference to and prioritises the upgrade of the N2 from Rath Roundabout to Kilmoon Cross section of road. While the delivery of these improvements is welcomed by Meath County Council it is considered prudent that a full strategy for the N2 is outlined in order to fully deliver upon the economic potential of the region.</p> <p>In light of the above, Meath County Council have asked the TII to set out their strategy for upgrading the N2 route. Given that the future growth of Dublin Airport will be intrinsically linked to the carrying capacity of the surrounding strategic road network we suggest that FCC give consideration to including an objective in their Local Area plan supporting the N2 upgrade and indicating their willingness to co-operate with TII and Meath County Council to secure its delivery.</p> <p>When reviewing the Dublin Airport Local Area Plan, regard must be had to the zoning objectives of the Ashbourne Local Area Plan. MCC consider that Ashbourne is intrinsically linked to the development of Dublin Airport as a European Hub as it is part of the overall eco-system that can absorb the relocation of existing businesses that are no longer suited to their location at the Airport. Ashbourne can provide suitable sites in close proximity to allow these businesses to relocate and expand if required.</p>	<p>Noted. The Fingal Development Plan with which the LAP must be consistent provides full recognition to the Dublin-Belfast Economic Corridor and its importance. This information is considered in the preparation of the Plan.</p>
MCC 6	<p>Conclusion</p> <p>Meath County Council respectfully requests that the relevant issues raised above are fully considered in the Strategic Environmental Assessment for the Dublin Airport Local Area Plan. Please do not hesitate to contact us if you require clarification of any of the issues raised in this submission or any further information on Meath County Council policies or strategies which is necessary for the finalisation of the Strategic Environmental Assessment.</p>	<p>Noted.</p>

Appendix II SEA Consideration of Non-Material Alterations

This appendix provides an SEA consideration of non-material alterations that were adopted as part of the Draft Plan. SEA Screening for non-material alterations is not mandatory under the Planning and Development Act 2000 (as amended). Nonetheless, an SEA consideration of non-material alterations that were adopted as part of the Draft Plan is provided below. Non-material alterations to the environmental assessment documents on foot of submissions are also included.

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
1 Introduction	Section 1.3 Public Consultation re. Last paragraph within this section.	Editorial change	The findings of the public consultation were have been used to guide the preparation of this LAP. and will be used to guide and support further public consultation in relation to the LAP. This Plan incorporates the extensive feedback gathered from the first public consultation, as well as from continuous engagement with local communities, the Irish Aviation Authority, daa, environmental stakeholders and other interested parties. Responses to public consultation in relation to the draft plan will continue to inform the adopted Local Area Plan.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
3 Forecasts and Capacity Constraints	3.2.1.3	Chief Executive's recommendation	Delete the following in Section 3.2.1.3 Apron as follows: The apron is the area between the runways/taxiways and terminal gates and where aircraft are parked, unloaded or loaded, refuelled, or boarded. Replace with the following: Section 3.2.1.3 Apron means a defined area intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking, or maintenance.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
5 Transition to a Low Carbon Economy	5.1	Chief Executive's recommendation	Amend section 5.1 (and corresponding text of SEA ER) to replace "At COP21 in Paris 2015, the parties reached a legally binding and universal agreement to limit global warming to 1.5°C above pre-industrial levels" with the following text: At COP21 in Paris 2015, the parties agreed to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit global warming to 1.5°C above pre-industrial levels.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	5	Councillor's Motion	Include the following in the LAP: Fingal County Council is committed to the goals of the Paris Agreement and will take them into account in all decisions in relation to the Airport, including in considering the impact on the climate of emissions from aviation. All predictions of aviation demand offered to or undertaken by the Council will be evaluated and adjusted to be compliant with credible global aviation scenarios consistent with the goals of the Paris Agreement.	This amendment further contributes to various, existing Draft Plan and other provisions and requirements relating to climate mitigation and adaptation to the extent that potential effects arising from the proposed addition are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
6 Economic Impact of Dublin Airport	ED02	Chief Executive's recommendation	Amend the wording of Objective ED02 as outlined below: In order to protect the core aviation function of Dublin Airport, no further non-air transport related office development shall be permitted at the HT zoned lands within the Airport until such time as required roads infrastructure is in place and public and sustainable transport such as the Swords CBC and Metro Link are operational. Any planning application for further phases of development at Dublin Airport Central shall be accompanied by a traffic and transport impact assessment setting out the impact of development on core airport function and shall include mobility management plans which shall comply with the Surface Access and Transport objectives in Chapter 8 of this LAP.	This amendment further contributes to various, existing Draft Plan and other provisions relating to mobility management plans, traffic assessments, transport and sustainable mobility to the extent that potential effects arising from the proposed changes are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	EA12	Chief Executive's recommendation	Amend objective EA12 as outlined below: To maintain and protect accessibility of freight to and from Dublin Airport as a priority in particular with respect to accessibility from the M1, M50 and the TEN-T network for freight movements. Any planning applications for new or expansion of freight and cargo operations within the DA zoned lands shall be accompanied by a traffic and transport impact assessment, specific proposals for the	This amendment further contributes to various, existing Draft Plan and other provisions relating to mobility management plans, traffic assessments, transport and sustainable mobility to the extent that potential effects arising from the proposed changes

SEA Statement for the Dublin Airport Local Area Plan 2020-2026

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
			application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan.	are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
7 Airport Infrastructure	UT1	Chief Executive's recommendation	Amend Objective UT1 as follows: Support and facilitate the development and upgrade of strategic information telecommunications technology, electricity network and other required utilities infrastructure.	Given the previous reference already included in Objective UT1 to "other required utilities infrastructure", this amendment does not change the meaning of this objective that was originally considered by the SEA – as relating to infrastructure including electricity infrastructure. Consequently, it would not result in significant environmental effects.
	OS1	Chief Executive's recommendation	Amend Objective OS1 as follows: Control the type and height of any structures that may be developed in the environs of the Airport (in consultation with the Irish Aviation Authority and Dublin Airport in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139/2014 (EASA Certification Specifications), previously required under ICAO Annex 14 and which are depicted on the aerodrome operator's safeguarding map.	Consultation with Dublin Airport is already provided for under the Fingal Development Plan (see Variation No. 1, Objective DA18). Consequently, it would not result in significant environmental effects.
	7.2.1	Chief Executive's recommendation	Insert Figure 78 from DTTAS Review (2018) into Section 7.2.1. To be identified as Fig. 7.1 'Potential Locations for a future Third Terminal' as per the DTTAS 'Review of Future Capacity Needs at Ireland's State Airports' August 2018 within Section 7.2.1 Terminals.	This amendment reproduces a Figure from another report without changing the provisions of the Draft Plan. Consequently, it would not result in significant environmental effects.
8 Surface Access and Transport	SF02	Chief Executive's recommendation	It is proposed to amend the wording of Objective SF02 as outlined below: Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan in order to prioritise public transport , appropriately phase transport infrastructure requirements and the appropriate provision of car-parking as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.	This amendment further contributes to various, existing Draft Plan and other provisions relating to mobility management plans, traffic assessments, transport and sustainable mobility to the extent that potential effects arising from the proposed changes are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	MM1	Chief Executive's recommendation	Amend Objective MM1 as follows- Facilitate, with the relevant stakeholders, the coordination and/or amalgamation of all Mobility Management Plans within the Dublin Airport LAP area campus , to provide an over-arching MMP for submission to Fingal County Council for approval every three years. This will include the designation of a mobility manager for the Airport by daa who should co-ordinate, engage and review the MMP. The first co-ordinated MMP should be delivered within 2 years of this LAP.	This amendment does not change the meaning of this objective that was originally considered by the SEA – as relating to the LAP area. Consequently, it would not result in significant environmental effects.
	MM4	Chief Executive's recommendation	Objective MM4: Require that all organisations operating within the Dublin Airport LAP area campus implement the overarching Mobility Management Plan, either as part of regular stakeholder liaison or incorporation within the development management process, through submission of MMPs with planning applications .	The part of this amendment replacing "campus" with "LAP area" does not change the meaning of this objective that was originally considered by the SEA – as relating to the LAP area. Consequently, it would not result in significant environmental effects. The part of this amendment relating to MMPs further contributes to various, existing Draft Plan and other provisions relating to mobility management plans to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	CY1	Chief Executive's recommendation	Amend Objective CY1 and CY2 as follows- Objective CY1: Provide for cycle paths separated from traffic along the R132 between Pinnock Hill Roundabout and the boundary with Dublin City Council as part of the Swords Core Bus Corridor. Cycle paths shall comply with the National Cycle Manual and shall be designed in accordance with best practice .	This amendment further contributes to various, existing Draft Plan and other provisions relating to sustainable mobility and cycling infrastructure to the extent that potential effects arising from the proposed

SEA Statement for the Dublin Airport Local Area Plan 2020-2026

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
				change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	CY2	Chief Executive's recommendation	Objective CY2: All development proposals within the LAP shall be required to demonstrate provision of high quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice.	This amendment further contributes to various, existing Draft Plan and other provisions relating to sustainable mobility and cycling infrastructure to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	CY3	Councillor's Motion	Insert the following Objective: Objective CY3 Provide the Santry River Greenway as far as the boundary with Dublin City Council. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.	This amendment further contributes to various, existing Draft Plan and other provisions relating to greenways and cycling infrastructure to the extent that potential effects arising from the proposed addition are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	CY4	Councillor's Motion	Insert the following Objective Objective CY4 Provide quality walking and cycling access between Ballymun and the Airport consistent with Objective MT15 of the County Development Plan. The design shall comply with the National Cycle Manual and shall be designed in accordance with best practice.	This amendment further contributes to various, existing Draft Plan and other provisions relating to walking and cycling infrastructure and access to the extent that potential effects arising from the proposed addition are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	8.2.3	Chief Executive's recommendation	Provide appropriate levels of bus priority to serve existing and proposed long-term car parking facilities to the south and west of the Airport campus to be considered in the context of the need to cater for higher frequency bus services on the proposed R132 Swords Road Core Bus Corridor, and this will require careful consideration in any future scheme proposals.	This amendment further contributes to various, existing Draft Plan and other provisions relating to car parking facilities to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	EA6	Chief Executive's recommendation	Amend Objective EA 6 as follows: Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term and in advance of MetroLink.	This amendment further contributes to various, existing Draft Plan and other provisions relating to transport infrastructure to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	PT 4	Chief Executive's recommendation	Amend Objective PT4 as follows: Facilitate the delivery of the R132 Swords Road Core Bus Corridor and to seek its prioritisation as a scheme of strategic national importance in enabling sustainable growth of Dublin Airport in the short-term and in advance of MetroLink.	This amendment further contributes to various, existing Draft Plan and other provisions relating to transport infrastructure to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	8.4.6	Chief Executive's recommendation	Amend 8.4.6 as follows: The use of the Dublin Airport taxi rank is controlled by means of a permit system operated by daa. This inherently appears to reduces the number of taxis by placing an additional restriction on use, thereby possibly reducing the number of taxis by placing an additional restriction on use.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.

SEA Statement for the Dublin Airport Local Area Plan 2020-2026

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
	8.6.1	Chief Executive's recommendation	Amend Section 8.6.1 Short Term Air Passenger Car Parks as follows: Delete in total there are around 3,400 short term spaces available to passengers.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	8.6.1	Chief Executive's recommendation	Amend text as follows: The provision of park and ride outside the DA zoning could be considered as part of an overall parking strategy noting that this would need more detailed consideration in terms of how such a measure would be managed within any overall Dublin Airport Mobility Management Plan.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	8.6.1	Chief Executive's recommendation	Amend text as follows: The provision of park and ride outside the DA zoning could be considered as part of an overall parking strategy noting that this would need more detailed consideration in terms of how such a measure would be managed within any overall Dublin Airport Mobility Management Plan.	This amendment relating to the overall mobility management plan further contributes to various, existing Draft Plan and other provisions relating to mobility management plans to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
9 Environment and Community	Section 9.1 Noise Re. 3rd and 4th paragraph within this section	Editorial change	<p>The mitigation and control of aircraft noise is currently determined by legislation set out by a UN organisation called the ICAO and the EU, including:</p> <ul style="list-style-type: none"> • The Reduction of Noise at Source (ICAO Noise standards); • The ICAO 'Balanced Approach' to noise management, • EU Regulation 598/14, which enshrines the 'balanced approach' into EU Law; • The Aircraft Noise (Dublin Airport) Regulation Act 2019. <p>The 'balanced approach' sets out a method of noise management that favours reduction of noise at the locations affected, through land-use planning and noise reduction measures. To comply with the EU noise management Regulation, the Aircraft Noise (Dublin Airport) Regulation Act 2019 designates Fingal County Council as the 'Competent Authority' for the purposes of monitoring Aircraft Noise levels at Dublin Airport. This legislation also introduces a new set of procedures for noise assessment and management.</p> <p>The Dublin Airport LAP is a land use plan for the purposes of effective land-use planning and safeguarding the use of the Airport. Noise zones relating to Dublin Airport have been in place for many years to aid land use planning. with the current noise zones first contained in the Fingal Development Plan 2005-2011. The current noise zones are based on noise exposure from an expanded Dublin Airport including a new north runway. The basis of the noise zones was underpinned by relevant guidance in relation to aircraft noise and its effects available at that time. Since the publication of these previous noise zones in 2005, and over the last decade, further evidence has emerged that has updated understanding of how aircraft noise can affect health and quality of life. With the north runway set to become operational in 2022, updated information is available relating to aircraft noise performance and flight paths. For these reasons, it is was considered appropriate to update the noise zones for Dublin Airport to allow for more effective land use planning for development within airport noise zones.</p> <p>The proposed updated noise zones are set out in Fig. 9.1. Proposed Dublin Airport #Noise #Zones and policies relating to development in #Noise #Zones are set out in the proposed Variation No. 1 to the Fingal Development Plan 2017 - 2023.</p>	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	9.4.1	Chief Executive's recommendation	<p>Insert the following new text into Section 9.4.1 'Foul Drainage' of the draft LAP:</p> <p>Multiple projects are currently being progressed by Irish Water to deliver the infrastructure and capacity necessary for predicted population growth within the Dublin Region. Any increased water demand or foul discharge from the plan lands will be contingent on the constraints of the Irish Water Capital Investment Programme and the approval of Irish Water as part of the statutory approval process within any planning application. The growth of Dublin Airport will be subject to the progress of the various improvement works and subject to the agreement of Irish Water. Planning consent will be dependent on capacity within waste water treatment infrastructure.</p> <p>In particular, the following key projects are applicable to Dublin Airport.</p> <p>1. Ringsend Wastewater Treatment Plant upgrade – The Ringsend Wastewater Treatment Plant is currently overloaded. An application for the upgrade was lodged with An Bord Pleanála in June 2018</p>	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.

SEA Statement for the Dublin Airport Local Area Plan 2020-2026

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
			and granted permission in April 2019. Upgrade works are scheduled to increase the treatment capacity from 1.64 million p.e. to 2.4 million p.e. This upgrade is currently programmed to be complete in 2025. 2. Greater Dublin Drainage Project – Planning application lodged with An Bord Pleanála in 2018, oral hearing held in March 2019 and consent granted in November 2019.	
	9.5	Chief Executive's recommendation	Amend Text within Section 9.5 as follows; 2. Future development should comply with the Dublin Airport Local Area Plan and Surface Water Management Plan objectives to ensure any impacts on water quality will be positive. All discharges to surface water and to ground water must support compliance with the European Communities European Objectives (Surface Waters) Regulations 2009 and with the European Communities (Groundwater) Regulations 2010 respectively, both of which give effect to the Water Framework Directive. Improvement of surface water quality is expected through implementation of SuDS Objectives.	This amendment further contributes to various, existing Draft Plan and other requirements relating to compliance with the Water Framework Directive to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	SWQ01	Chief Executive's recommendation	Amend Objective SWQ01 as follows; Applications for development shall demonstrate that they comply with the Water Framework Directive will not deteriorate the status of either surface or ground water bodies. Where appropriate, permissions shall be conditioned to require the developer to undertake actions in order to improve the status of water bodies, in line with the Water Framework Directive.	This amendment further contributes to various, existing Draft Plan and other requirements relating to compliance with the Water Framework Directive to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	9.8.2	Chief Executive's recommendation	Delete Section 9.8.2 Architectural Heritage as follows: Three of the structures (1937 Terminal Building, Castlemoate House, and the Church of Our Lady Queen of Heaven) are in the ownership of daa and are located within the current airport campus. Replace with the following: Two of the structures (1937 Terminal Building and Castlemoate House) are in the ownership of daa while the Church of Our Lady Queen of Heaven is in the ownership of the St. Laurence O'Toole Trust. These structures are located within the Airport campus.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	SW03	Chief Executive's recommendation	Amend Objective SW03 as follows: Introduce SUDS measures to existing paved/developed areas that do not currently have any SUDS features. That Dublin Airport examine the feasibility of incorporating SUDS features into existing areas for the flooding and water quality benefits of same.	This amendment further contributes to various, existing Draft Plan and other requirements relating to Sustainable Urban Drainage Systems to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	SW08	Chief Executive's recommendation	i)Amend Objective SW08 as follows: 'Develop a robust surface water management system in compliance with the recommendations of the Dublin Airport Local Area Plan Strategic Flood Risk Assessment and Surface Water Management Plan associated with this LAP, to meet future development needs and providing resilience to the effects of climate change. This will entail a full review of the current surface water system at Dublin Airport including a review of drain down times, attenuation volumes, discharge rates, and opportunities for the retrofit of SUDS. The implementation of these plans and policy documents shall have regard to the outcomes of drainage studies undertaken for Dublin Airport, and any site specific, or industry specific information and requirements that may occur including consideration of upstream or downstream impacts. ii) Amend Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) in this regard	This amendment further contributes to various, existing Draft Plan and other requirements relating to drainage to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).
	SW05	Chief Executive's recommendation	Amend objective SW05 as follows: i) Alleviate local flooding issues within the study area by providing positive drainage to affected areas. Proposals should take into account objective FRM04 and that an Flood Risk Assessment is also conducted to ensure no increase in risk to third parties. ii) Amend Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) in this regard.	This amendment further contributes to various, existing Draft Plan and other requirements relating to flood risk management to the extent that potential effects arising from the proposed change are either present already or would be mitigated by measures that have been already integrated into the existing Plan so as not to be significant (residual adverse).

SEA Statement for the Dublin Airport Local Area Plan 2020-2026

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
	9.8.1	Chief Executive's recommendation	Recommendation It is recommended that the following paragraph be amended at Section 9.8.1 as follows: 9.8.1 Archaeology The principal mechanism for the protection of the archaeological resource is through the implementation of the National Monuments Acts 1930-2004, in accordance with relevant international conventions. The Record of Monuments and Places (RMP) with and sites and monuments listed in the Sites and Monuments Record (SMR) (see www.archaeology.ie) and shown on Figure 9.2 Cultural Heritage. Table 9.1 lists the archaeological sites and monuments within the Airport lands. There are also extensive archaeological remains adjacent to the boundaries of the LAP lands. It is important that future development proposals for the LAP lands are cognisant of the potential for the discovery of further archaeological remains.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
Appendix 1 Strategy for St. Margaret's Special Policy Area	Section 1.7 HOUSING AND ST. MARGARET'S SPECIAL POLICY AREA Re Paragraph 1 in this section	Editorial change	One of the foremost concerns identified during feedback relates to the current housing restrictions as they relate to the Airport Inner Noise Zone [Noise Zone A] where new housing for non-farm family members is actively resisted. Options identified by the community in view of these current restrictions include, (i) designating a new alternative location within the rural zoned lands of the north County to cater for the future housing needs of St. Margaret's as well as (i) an increase in the area where housing can be considered for non-farm family members outside the Airport Inner Noise Zone [Noise Zone A] .	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	Re Paragraph 8 & 9 in this Section 1.7 of Appendix 1	Editorial change	Housing provision in the 'Special Policy Area' of St. Margaret's is guided by Fingal's Rural Settlement Strategy as set out in Section 5.2 of the FDP 2017- 2023 and specifically under Objectives RF40 and RF41 in the context of the rural zoning objectives of the area and its location within Noise Zone A (ie. the Airport Inner Noise Zone) where new housing provision is actively resisted with the exception for those who are actively engaged in farming. This is to ensure the avoidance of conflict between airport operations and land uses and to ensure that new developments will not be subject to unacceptable levels of aviation generated noise and unduly impact on residential amenity. In this regard, the current housing provisions are considered appropriate. As an alternative, consideration is currently given to the development of new housing for those not involved in farming but who have family homes within Noise Zone A (i.e. the Airport Inner Noise Zone) in locations on suitable sites outside the Airport Inner Noise Zone but within two five kilometres [in accordance with adopted Variation 1 of the FDP 2017-2023] from that noise zone and subject to an M1 east/west stipulation. To ensure that the need to live as close as possible to the existing family is met and to avoid undue pressure on certain areas of the Greenbelt, the M1 provides an east-west boundary, with those living to the east being considered for housing on suitable sites to the east, and those living to the west being considered for housing on suitable sites to the west. Site selection should ensure that the rural character of the area is maintained and that multiple sites on single landholdings are avoided.	This is a change to contextual text that does not change Plan provisions. Consequently, it would not result in significant environmental effects.
	Re Paragraph 10 in this Section 1.7 of Appendix 1	Editorial change	To acknowledge the restrictions faced by those not involved in farming and have family homes in Zone A (ie. Airport Inner Noise Zone) an increase in the area where housing can be considered is appropriate. In this regard, the current two kilometres requirement from the Airport Inner Noise Zone to an extended 5 kilometres is proposed. This will allow those outside farming to avail of a greater choice of alternative lands outside the Airport Inner Noise Zone to accommodate their housing need. In this regard, Fingal County Council propose a variation to the Fingal Development Plan 2017-2023.	This issue is already provided for by Variation No. 1 to the Fingal Development Plan. Consequently, the amendment would not result in significant environmental effects.
SEA	4.9.1.1	Non-Plan Update	Amend Section 4.9.1.1 to replace At COP21 in Paris 2015, the parties reached a legally binding and universal agreement to limit global warming to 1.5°C above pre-industrial levels. with the following text: At COP21 in Paris 2015, the parties agreed to combat climate change and to accelerate and intensify the actions and investments needed for a sustainable low carbon future. The Paris Agreement central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2°C above pre-industrial levels and to pursue efforts to limit global warming to 1.5°C above pre-industrial levels.	This is a non-plan related update and consequently would not result in significant environmental effects.

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
	4.9.3	Non-Plan Update	<p>Replace text in Section 4.9.3 relating to EPA's (2018) Air Quality in Ireland 2017 Report with the following text which relates to the EPA's (2019) Air Quality in Ireland 2018 Report:</p> <p>The EPA's (2019) Air Quality in Ireland 2018 identifies that:</p> <ul style="list-style-type: none"> o Levels at monitoring sites in Ireland were below the EU legislative limit values in 2018; o Ireland was above World Health Organization (WHO) air quality guideline value levels at a number of monitoring sites for fine particulate matter, ozone and nitrogen dioxide; o Ireland was above the European Environment Agency reference level for Polycyclic Aromatic Hydrocarbon (PAH), a toxic chemical, at three monitoring sites. <p>Problem pollutants identified by the EPA include particulate matter from burning of solid fuel and nitrogen dioxide from transport emissions in urban areas. Indications that Ireland will exceed EU limit values for nitrogen dioxide in the near future.</p> <p>With regards to solutions, the report identifies that:</p> <ul style="list-style-type: none"> o To tackle the problem of particulate matter, clean ways of heating homes and improve energy efficiency of homes can be progressed; and o To reduce the impact of nitrogen dioxide, transport options in the Government's Climate Action Plan can be implemented and transport choices can be considered by individuals. 	This is a non-plan related update and consequently would not result in significant environmental effects.
	Table 5.1	Non-Plan Update	<p>Table 5.1 Strategic Environmental Objectives (SEOs), Indicators and Targets: include the following footnote after Environmental Component Population and Human Health:</p> <p>Population and Human Health has the potential to interact with various environmental components – including "Soil", "Water", "Air and Climatic Factors", "Material Assets" and "Landscape". Various indicators and targets are provided for these components on this table.</p> <p>In selected targets for Air and Climatic factors AC1, replace the following text</p> <p>10% increase in the number of people using sustainable transport modes (rail, bus, cycling walking) against current 2011 Travel to Work Modes. (target also linked to No. 3 PHH2 above)</p> <p>with</p> <p>To increase the proportion of journeys to and from the airport that are taken on public transport or walked or cycled over the Plan period</p> <p>Table 5.1, to replace the following indicator and target under SEO No. 7:</p> <p>Percentage of new residential buildings granted planning with A3 or higher BER; All new buildings to have an A3 or higher BER</p> <p>With the following text:</p> <p>The 2nd Fingal Development Plan SEA Monitoring Indicator and Target under this SEO are not directly relevant to the Airport LAP area; no additional measures are required.</p>	
	Table 8.3	Non-Plan Update	<p>Table 8.3 Overall findings, amend table heading as follows:</p> <p>Likely Residual Adverse Significant Effects</p> <p>Insert the following text in relation to Air and Climatic Factors under sub-heading Likely Residual Adverse Significant Effects:</p> <p>New Footnote:</p> <p>As detailed under Section 8.2, greenhouse gas emissions associated with flights operating in the EEA are covered by the EU ETS and airlines are required to monitor, report and verify their emissions, and to surrender allowances against those emissions. The scope of aviation in the EU ETS is limited to flights within the EEA. CORSIA will come into effect in 2021 and aims to stabilise global aviation emissions at 2020 levels by requiring airlines to offset any emissions growth after 2020 by purchasing eligible emission units generated by projects that reduce emissions in other sectors. As Ireland is a member of ICAO, Irish aircraft operators will have to offset any emissions growth after 2020 by purchasing eligible emission units, i.e. pay full carbon price. Greenhouse gas emissions from surface access will be limited by the wide policy framework relating to climate mitigation and adaptation, alternative energy use and energy/fuel efficiency, including provisions relating to the Metro, Swords Road Core Bus Corridor and increasing usage of electric cars.</p> <p>The onsite and offsite data collected since implementation of the local air quality monitoring programme at Dublin Airport has been generally found to be well within the limit values mandated in the Air Quality Standards Regulations. There are a number of local, existing air quality issues that would be made worse in the absence of progressing more sustainable surface access (which is provided for the Plan) and Air Quality Objectives AQ1 to AQ5. Air quality issues are likely to improve</p>	This is a non-plan related update and consequently would not result in significant environmental effects.

Chapter	Objective/Section	Type of Alteration	Non-Material Alteration (Note: Text that was omitted in strike through and new text in green)	SEA Consideration
			<p>in the medium to longer term.</p> <p>An increase in the frequency of noise emissions. This has been mitigated for new development by management techniques including by the application of Noise Zones. The extent of areas affected by varying noise ranges is shown on Figure 4.13. Areas where noise levels are highest are indicated by Noise Zone A. Various provisions have been integrated into the Plan and wider framework to ensure that noise levels at sensitive receptors will be minimised.</p> <p>Risks remain due to uncertainty with regard to climate and interactions with issues including flooding and material assets. However, flood risk has been mitigated in compliance with relevant legislative requirements and areas identified as being at elevated levels of flood risk have been provided for appropriately.</p>	
	Table 10.1	Non-Plan Update	<p>Table 10.1, insert additional sources as follows:</p> <p>The EPA-managed network of air quality monitoring stations (including in Fingal and Swords); Annual progress report relating to European Communities (Environmental Noise) Regulations 2018; and insert relevant monitoring frequencies.</p> <p>In selected targets for Air and Climatic factors, replace the following text</p> <p>100% increase in the number of people using sustainable transport modes (rail, bus, cycling walking) against current 2011 Travel to Work Modes. (target also linked to No. 3 PHH2 above)</p> <p>with</p> <p>To increase the proportion of journeys to and from the airport that are taken on public transport or walked or cycled over the Plan period</p> <p>Replace the following text</p> <p>Percentage of new residential buildings granted planning with A3 or higher BER All new buildings to have an A3 or higher BER</p> <p>with</p> <p>The 2nd Fingal Development Plan SEA Monitoring Indicator and Target under this SEO are not directly relevant to the Airport LAP area; no additional measures are required</p>	This is a non-plan related update and consequently would not result in significant environmental effects.
	Appendix II	Non-Plan Update	To make reference to The emerging Clean Air Strategy (currently being prepared) in Appendix II to the SEA Environmental Report "Relationship with Legislation and Other Plans and Programmes".	This is a non-plan related update and consequently would not result in significant environmental effects.
Strategic Flood Risk Assessment and Surface Water Management Plan	6.2	Non-Plan Update	Amend paragraph 3 in Section 6.2 of the Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) as follows: 'Whereas, it is not part of the current brief, the daa should review the performance of all stormwater infrastructure, both within the subject study area and also the receiving watercourses downstream. JBA understands that there are ongoing surface water management studies a Drainage Masterplan is currently being written conducted by a third party consultant for the daa. The ongoing studies will include important information on the surface water management system and flood risk for daa lands. This information is currently not available and is unlikely to be available prior to the adoption of the Dublin Airport LAP. Any subsequent updated relevant information regarding drainage or flooding that becomes available post adoption of the LAP will be considered at that time. As there are known flooding issues areas of predicted flooding downstream of Dublin Airport (as referenced by the CFRAM flood mapping), there is an opportunity to potentially reduce both the rate and volume of stormwater from the Airport lands which would be advantageous for all concerned.	This is a non-plan related update and consequently would not result in significant environmental effects.
	6.4	Non-Plan Update	Amend Section 6.4 Surface Water Management Strategy within Appendix 6 as follows: 'Fingal Co Council / daa should also look to retro-fit SuDS where feasible, to'	This is a non-plan related update and consequently would not result in significant environmental effects.
	Page 28 of SFRA and SWMP	Non-Plan Update	Insert the following at the end of the third and sixth bullet point at page 28 of the Strategic Flood Risk Assessment and Surface Water Management Plan (Appendix 6) as follows: 'Evidence provided by FCC after consultation with local residents'. 'Any adjustment to the pipe sizing would need to be accompanied by a suitably detailed FRA'.	This is a non-plan related update and consequently would not result in significant environmental effects.