ARUP

Cork City Council

Cork Docklands to City Centre Road Network Improvement Scheme

Screening for Appropriate Assessment Report

Reference: 260711-00 Report for Screening for Appropriate Assessment_Issue

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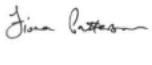
		Signature			
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1. Introduction

1.1 Overview

This report contains the information required for the competent authority, Cork City Council (CCC) to undertake a screening for Appropriate Assessment (AA) for the proposed Cork Docklands to City Centre Road Network Improvement Scheme (hereafter referred to as the '*proposed development*').

The proposed development functions as an improvement to both the transportation network and public realm in the Cork Docklands to city centre area. The main aims of the proposed development are to:

- Provide a network for the optimum movement of all modes of transportation between Cork Docklands and the city centre; and
- Provide a high-quality public realm consistent with the overall ambition for the Cork Docklands area as a vibrant, innovative, mixed-use, sustainable, socially inclusive, new urban quarter.

Article 6(3) of the Habitats Directive requires that any plan or project, which is not directly connected with, or necessary to the management of a European site, but would be likely to have a significant effect, either alone or in-combination with other plans or projects, should be subject to an Appropriate Assessment (AA).

The proposed development is subject to such an assessment. This means that, in line with the precautionary principle, the proposed development can only be approved once it has been determined, following an assessment, that it will not result in the potential for likely significant effects upon European sites.

1.2 Basis for Appropriate Assessment

The Habitats Directive on the conservation of natural habitats and wild fauna and flora (92/43/EEC) (the 'Habitats Directive') provides the legal protection for habitats and species, with Articles 3 to 9 providing legal protection to the EU wide network of sites known as the Natura 2000 site. Natura 2000 is a network of protected sites which comprises Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), and proposals for such sites (referred to as European sites within this report). The definitions of both SACs and SPAs are provided in Section 2.

Articles 6(3) and 6(4) of the Habitats Directive set out the decision-making tests for plans and projects likely to affect European sites. Article 6(3) establishes the requirement for AA whilst Article 6(4) sets out the Alternative Solutions, Imperative Reasons of Overriding Public Interest (IROPI) and Compensatory Measures where adverse effects on the integrity of European sites cannot be excluded.

The Habitats Directive has been transposed in Ireland by the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011) (as amended), and by Part XAB of the Planning and Development Act, 2000 (as amended). In the context of the proposed development, the governing legislation is principally the Planning and Development Act, 2000 (as amended), with an application made under section 177AE of the Planning and Development Act, 2000 (as amended).

Under the Planning & Development Act 2000 (as amended), prior to submitting for approval a project or plan that is not directly connected with or necessary to the management of either a candidate SAC, proposed SPA, SPA or SAC, competent authorities are required to consider whether the plan may have a significant effect on such a site; and where this is the case, that an AA of the implications of the project or plan must be carried out.

The assessment presented in this report has not taken into account any measures intended to avoid or reduce any harmful effects of the proposed development on any European site(s). It is also important to note that any mitigation measures referenced in the EIA Screening Report (which is included in this planning package) are not relevant to the management of European sites and address potential impacts entirely separate from, and unrelated to, the consideration of potential effects on European sites.

1.3 Report Aim

This report has been prepared by Arup on behalf of CCC and contains the information required for CCC to undertake screening for AA for the proposed development.

The aims of this report are to:

- Determine whether the proposed development is directly connected with, or necessary to, the conservation management of a Natura 2000 sites (hereafter referred to as European sites):
- Provide information on, and assess the potential for the proposed development to result in a likely significantly effect on Natura 2000 Sites; and
- Determine whether the proposed development, alone or in combination with other projects and plans, is likely to result in a significant effect(s) on European sites in view of their conservation objectives.

1.4 Statement of Competency

This report has been prepared by Fiona Patterson and Hannah Sheridan of Arup. Fiona has over 20 years' experience as an Environmental Consultant. She holds a BSc in Earth Science, a MSc in Environmental Engineering, a Diploma in Field Ecology and a Diploma in Planning and Environmental Law. Fiona primarily manages the environmental aspects of major projects through the planning process including EIA scoping and EIA screening, environmental constraints and route/site options analysis, Environmental Impact Assessment Reports (EIAR) and Appropriate Assessment (AA). Fiona has carried out many ecological surveys and prepared NISs for projects and has presented expert witness evidence at the An Bord Pleanála oral hearings.

Hannah is an ecologist with over four years' experience based in the Belfast office. Hannah undertakes ecological surveys for birds, bats, mammals and habitats and applies the information collated to inform various ecological and environmental reports (including Reports for Screening for Appropriate Assessment). Hannah has worked on projects across the UK, Northern Ireland and the Republic of Ireland for private developments, public plans and conservation programmes. In addition to her ecological experience, Hannah holds two degrees with the marine sphere and had contributed to a variety of marine based projects including nature-based solutions, foreshore consent licensing, offshore wind and marine restoration projects.

1.5 Report Layout

The information presented in this Screening for AA report is as follows:

- Section 2 sets out the Methodology, Guidance and Data Sources.
- Section 3 provides the characteristics of the proposed development.
- Section 4 outlines the baseline ecology
- Section 5 provides the Screening assessment including the identification of relevant European sites within the zone of influence and the assessment of likely significant effects; and
- Section 6 presents summary and conclusions.

See also Appendix B for the relevant planning drawings which outline the proposed development.

2. Methodology, Guidance and Data Sources

2.1 Definitions

2.1.1 European Sites

European sites, as defined under the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 477/2011) (as amended) are part of the Natura 2000 network and include those designated as Special Areas of Conservation (SACs), candidate SACs (cSACs), Special Protection Areas (SPAs) or proposed SPAs (pSPAs). These are sometimes referred to as Natura 2000 sites.

SACs are selected for the conservation of Annex I habitats[1] (including priority types which are in danger of disappearance) and Annex II species[2] (other than birds).

SPAs are selected for the conservation of Annex I birds and all migratory birds and their habitats.

The Annex habitats and species, for which each site is selected, are termed the Qualifying Interests (QI) for SACs and termed Special Conservation Interests (SCI) for SPAs of each site.

2.1.2 Conservation Objective

Conservation Objectives (COs) for the European sites are defined for the relevant QIs and SCIs. In its most general sense, a CO is the specification of the overall target for the species and/or habitat types for which a site is designated in order for it to contribute to maintaining or reaching favourable conservation status[3].

2.1.3 Source-Pathway-Receptor Model

The Source-Pathway-Receptor model is used to assess where a potential effect may result by examining the source, its pathway and the receptor. As per guidance from the OPR[4] these can be defined as follows:

- **Source**: The origin of a potential effect which may include characteristics of a plan or project that have the potential to result in effects e.g. direct impacts such as loss of habitat.
- **Pathway**: How the potential effect may occur on the source. These are identifiable through linkages that may occur through the plan or project and European sites e.g. direct pathways such as physical proximity, hydrological connections or indirect pathways such as disturbance to migrating species; and
- **Receptor**: The European site network and respective QIs/SCIs, their ecological condition and sensitivities e.g. freshwater pearl mussel is sensitive to siltation in water.

2.1.4 Zone of Influence

A Zone of Influence (ZoI) within any assessment of projects and/or plans considers the area over which ecological features may be affected by biophysical changes as a result of the proposed plan/project and associated activities.

2.1.5 Screening vs Scoping

For the purposes of this Screening for AA, the terms screening and scoping are described as:

- **Screening –** Screening shall refer to the screening (stage 1 Appropriate Assessment) of the project only.
- **Scoping –** Scoping shall refer to the activity of identifying European sites and their respective QI/SCIs that are being considered for assessment within the report.

[1] Annex I habitats are habitats shoes conservation requires the designation of Special Areas of Conservation
[2] Annex II species are animal and plant species whose conservation requires the designation of Special Areas of Conservation
[3] Commission Note on Setting Conservation Objectives for Natura 2000 Sites (November 2012) European Commission, Doc. Hab.12-04/06. Accessed at: http://ec.europa.eu/environment/nature/natura2000/management/docs/commission_note/commission_note2_EN.pdf
[4] OPR (2021) Appropriate Assessment Screening for Development Management. OPR Practice Note PN01. Accessed at .ie/wp-content/uploads/2021/03/9729-Office-of-the-Planning-Regulator-Appropriate-Assessment-Screening-booklet-15.pdf November 2023.

2.2 Guidance

The following guidance was used in carrying out the Assessment:

- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (Department of Environment, Heritage and Local Government, 2010 revision).
- Appropriate Assessment under Article 6 of the Habitats Directive; Guidance for Planning Authorities. Circular National Parks and Wildlife Service (NPWS) 1/10 and PSSP 2/10.
- Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodical Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission Environment Directorate-General, 20214).
- Communication from the Commission on the precautionary principle. European Commission (2000);
- Conservation Objectives: Cork Harbour SPA 004030. Version 1.0 National Parks and Wildlife Service, Department of Arts Heritage and the Gaeltacht (2014); and
- Conservation Objectives: Great Island Channel SAC 001058. Version 1.0 National Parks and Wildlife Service, Department of Arts Heritage and the Gaeltacht (2014).
- Guidance Document on Article 6(4) of the Habitats Directive 92/43/EEC (European Commission, 2007);
- Guidance for Public Authorities on the Application of Articles 12 and 16 of the EU Habitats Directive to development/works undertaken by or on behalf of a Public Authority (National Parks and Wildlife Service, 2021);
- Guidelines for Good Practice Appropriate Assessment of Plans under Article 6(3) Habitats Directive (International Workshop on Assessment of Plans under the Habitats Directive, 2011).
- Chartered Institute of Ecology and Environmental Management (CIEEM). Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine (September 2018).
- Managing Natura 2000 Sites: The Provision of Article 6 of the Habitats Directive 92/43/EEC (EC Environment Directorate-General, 2018).
- Office of the Planning Regulator Practice Note PN01 - Appropriate Assessment Screening for Development Management (OPR, 2021); and
- Review of Management Unit Boundaries for cetaceans in UK waters (JNCC, 2023)[5].

2.3 Data Sources

The ecological data reviewed to inform this document comprises:

- Catchments.ie
- Cork County Development Plan 2022-2028[6]
- Cork County Planning Application Map[7]
- Environmental Protection Agency – Ireland's Environment. An Integrated Assessment 2020 Article 12 web tool. Species trends at Member State level. Legislative Background
- Environmental Protection Agency (EPA) Map Viewer[8]

[5] IAMMWG. 2023. Review of Management Unit boundaries for cetaceans in UK waters (2023). JNCC Report 734, JNCC, Peterborough, ISSN 0963-8091

[6] Cork County Council. Available https://www.corkcoco.ie/en/resident/planning-and-development/cork-county-development-plan-2022-2028

[7] Cork County Council. Available https://corkcoco.maps.arcgis.com/apps/webappviewer/index.html?id=03a3b83db76c46fd9b66178f8d407e0d

[8] EPA Maps Web Viewer. Accessed at https://gis.epa.ie/EPAMaps/ on 14/11/2024

- Flood Maps IE: Layer - Past Flood Events. https://www.floodinfo.ie/map/floodmaps/ (Viewed November 2024).
- Invasive Alien Species in Ireland – www.invasives.ie (Viewed November 2024)
- National Biodiversity Data Centre (NBDC) Map Viewer[9]
- National Parks and Wildlife Service (NPWS) Designations web viewer[10]
- National Parks and Wildlife Service (NPWS) Protected Sites in Ireland[11]
- National Parks and Wildlife Service (NPWS) The Status of EU Protected Habitats and Species in Ireland Web Viewer[12].

2.4 Methodology

In line with the relevant guidance and case law, the Screening for AA consists of the following steps, which are iterative in nature:

- **Impact Prediction:** Identify the aspects of the proposed development likely to affect the COs of European Sites. The more general classification of impacts can include direct and indirect effects; short and long-term effects; construction, operational and decommissioning effects; and isolated, interactive and cumulative effects. A Source-Pathway-Receptor model has been used to identify the zone of influence.
- **Assessment of Potential Likely Significant Effects:** The potential impacts of the proposed development are assessed as to whether they are likely to result in potential likely significant effects thereby undermining the COs for a European site. This requires understanding of relevant QIs/SCIs and associated COs.

2.4.1 Impact Prediction: Identifying the Zone of Influence

The ZoI is established using the SPR method and takes into consideration the scale of the elements of the proposed scheme. There is no overarching recommended ZoI, and guidance from the National Parks and Wildlife Service (NPWS) recommends that the distance should be evaluated on a case-by- case basis with reference to the nature, size and location of the plan/project, the sensitivities of the ecological receptors, and the potential for in-combination effects (cumulative).

For an effect to occur there must be a risk enabled by having a source (e.g. construction works at a proposed scheme site), a 'receptor' (e.g. QI or SCI of a European site), and a pathway between the source and the receptor (e.g. a watercourse which connects a project area to an SAC, ex situ foraging habitat for SCI birds).

The identification of the European sites within the ZoI has been carried out by utilising GIS datasets from National Parks and Wildlife Service (NPWS). The sites have been determined through the identification of the potential sources of the impacts of the proposed development and their pathways for effect to European sites.

2.4.2 Assessment of Effects

2.4.2.1 Understanding the Conservation Objectives of European Sites

The COs of European sites are focused primarily on maintaining or restoring the favourable conservation status of the habitats and species of interest (i.e. the QIs and SCIs). European sites have Site-Specific Conservation Objectives (SSCOs), which focus on the specific populations of the qualifying habitat or species at that site by setting targets for appropriate attributes.

[9] NBDC Map Viewer. Accessed at https://maps.biodiversityireland.ie/ on 14/11/2024
[10] NPWS Designations Viewer. Accessed at https://dahg.maps.arcgis.com/apps/webappviewer/index.html?id=8f7060450de3485fa1c1085536d477ba on 14/11/2024
[11] NPWS Protected Sites in Ireland. Accessed at https://www.npws.ie/protected-sites on 14/11/2024
[12] The Status of EU Protected Habitats and Species in Ireland. Accessed at https://storymaps.arcgis.com/collections/1a721520030d404f899d658d5b6e159a on 14/11/2024

The detailed SSCOs area available from the NPWS website[13] and outline the attributes and targets for respective QIs and SCIs of European sites. Consideration of the implications of the proposed development against the SSCOs (where relevant) of European sites supports the assessment of whether the proposed development would have a likely significant effect or an adverse effect upon the integrity of such sites. For example, where it can be demonstrated that the proposed development would not impede any achievement of any SSCOs for a particular site, it would support a conclusion that the proposed development would not have a likely significant or adverse effect on the integrity of the relevant site.

2.4.2.2 Assessment of Effects of the Proposed Development

Guidance documents (Section 2.2) provide proposed criteria to determine if a proposal is likely to have likely significant effects. These criteria are particularly suited to Screening for AA of individual projects, as detail on the receiving environment will be available for analysis when project locations are known.

2.4.2.3 In-Combination Assessment of Effects

The consideration of in-combination effects discusses the potential for other projects and/or plans that may spatially or temporally overlap with the proposed development.

3. Characteristics of the Proposed Development

3.1 Introduction

The proposed development will consist of the following:

- conversion of the existing Victoria Road Roundabout to a signalised four-arm junction
- introduction of an inbound contraflow bus lane on Victoria Road North from the new signalised four-arm junction (replacing the Victoria Road Roundabout) to Albert Quay East, continuing west along Albert Quay East through the Albert Quay/Albert Street/Eamon De Valera Bridge Junction and terminating at the Eglinton Street/Albert Quay West/ Clontarf Bridge Junction.
- introduction of an outbound bus lane on Albert Quay East from the Albert Quay/Albert Street/Eamon De Valera Bridge Junction to the proposed new signalised four-arm junction (replacing the Victoria Road Roundabout).
- introduction of a 2-way cycle track starting at Terence MacSwiney Quay and running along Albert Quay West and Albert Quay East and connecting into Victoria Road North (to replace existing temporary outbound cycle track on Terence Mac Swiney Quay and inbound/outbound cycle track on Albert Quay West), as far as the new signalised four-arm junction (replacing the Victoria Road Roundabout) where it will continue as single direction cycle tracks for a short distance down Centre Park Road to connect to the existing outbound cycle track and also down Victoria Road South toward Monahan Road to allow for future connectivity;
- re-alignment of Monahan Road/Victoria Road Junction to keep the traffic movement between the proposed signalised four-arm junction (replacing the Victoria Road Roundabout) and Monahan Road the priority, with Victoria Road South becoming a minor arm of Monahan Road.
- re-alignment of the Old Blackrock Road/Victoria Road South Junction

[13] NPWS Conservation Objectives. Accessed at https://www.npws.ie/protected-sites/conservation-management-planning/conservation-objectives November 2023.

- public realm improvements to Albert Quay East – this quay will act as the ‘gateway’ to the South Docks from the city centre. This will include a sustainable drainage system (SuDS) with planting strips and new trees, raised planting areas with public seating, walkways and bike parking including a public bike sharing docking station.
- the existing wharf edge and vehicular carriageway on Albert Quay East will be regraded. A 1.2m high railing will be provided at the edge of the wharf.
- public realm improvements to Victoria Road North, Albert Road, Monerea Terrace and Marina Terrace including trees, planting, street furniture, public lighting, reverse-in car parking and set-down area at Victoria Road, etc; and
- creation of a new residential access link between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill).

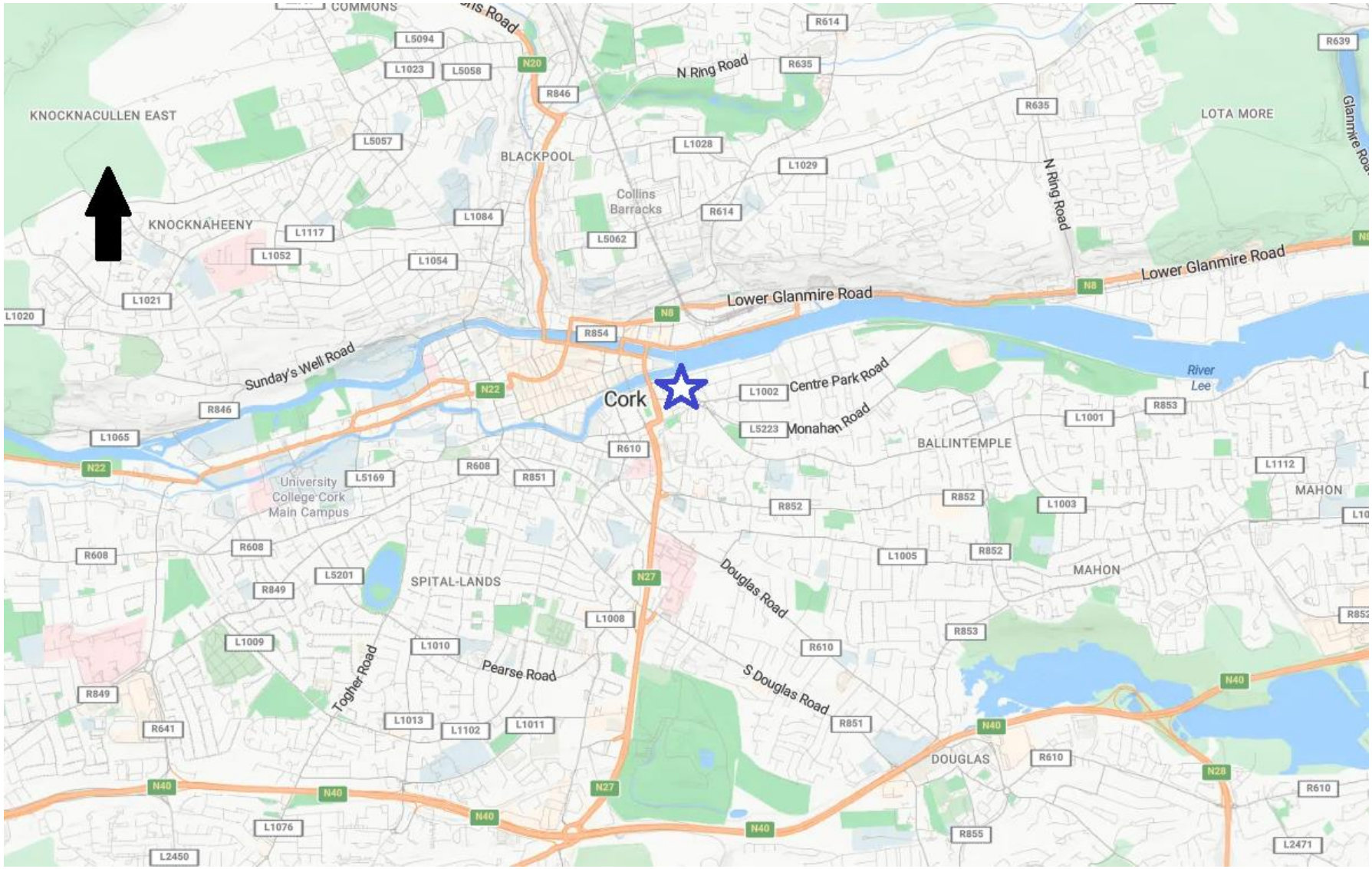


Figure 3.1: The proposed development in the context of the wider Cork City area (indicated by purple star) | Background Mapping © Google Maps | not to scale

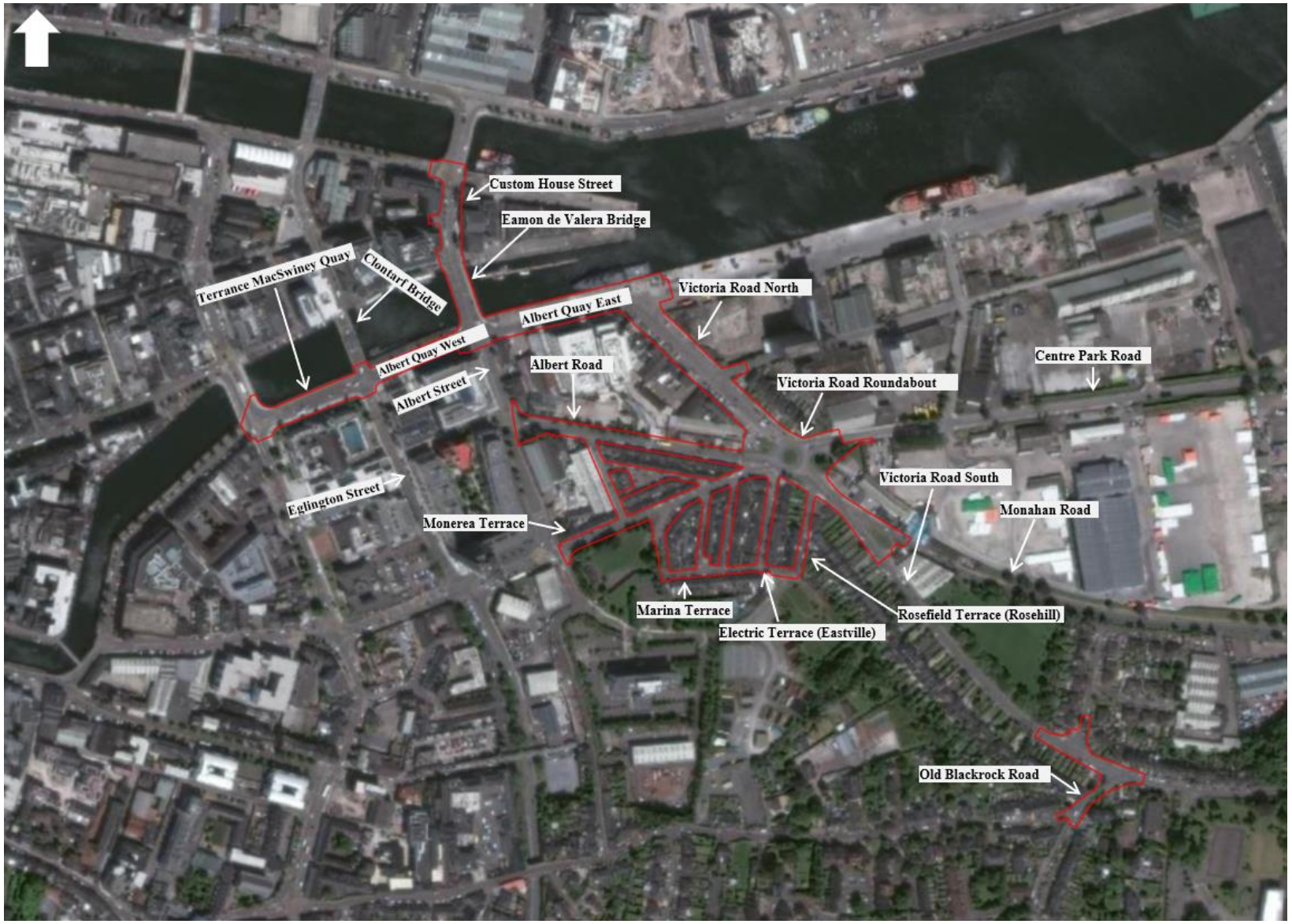


Figure 3.2: Proposed development boundary (indicated by redline). Refer to Appendix B for the planning drawings | Background Mapping © Bing Maps | not to scale

Further details of the proposed development are presented below. Refer also to the drawings provided in the planning package and replicated in Appendix B of this report.

3.2 Location of the proposed development and existing land-use

The majority of the area in which the proposed development will be located, consists of existing publicly owned hardstanding of mostly road surface, cycle lane and footpath and pockets of landscaped planting along streets. A small area of Ervia owned land (176.8m^2) will be acquired to facilitate the construction of the new residential link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville). Small areas of private residential gardens will also be acquired to facilitate the re-alignment of the Old Blackrock Road/Victoria Road Junction; approximately 83.4m^2 will be required at the residence on the western side of the Blackrock Road Junction whilst approximately 23.32m^2 and 8.6m^2 will be required at two residences on the eastern side of the Blackrock Road Junction.

The River Lee flows through Cork city centre by means of two channels between the weir near Western Road and Custom House Quay. The North Channel is the main channel and the South Channel is a later cut which travels alongside Western Road and through the city before re-joining the main channel just beyond Custom House Quay.

No works are required in the River Lee. Therefore, instream works will not occur as any part of the proposed development.

Further details of the proposed development are presented below, including a detailed description of the proposed development along each street. The planning drawings and photomontages are referenced throughout and should be viewed in conjunction with this section. Refer to Appendix B of this report.

3.3 Detailed Description of the proposed development

3.3.1 Albert Quay West, Terence MacSwiney Quay and Custom House Street areas

Refer generally to Drawing Nos PL100-08 and PL100-09 in Appendix B. Refer also to Drawing No PL100-13 (Section H-H Terence Mac Swiney Quay).

The main elements of proposed development along these quays and streets will consist of:

- introduction of an inbound contraflow bus lane on Victoria Road North from the new signalised four-arm junction (replacing the Victoria Road Roundabout) to Albert Quay East, continuing west along Albert Quay West through the Albert Quay/Albert Street/Eamon de Valera Bridge Junction and terminating at the Eglinton Street/Albert Quay West and Clontarf Bridge Junction. This bus lane is shown on Drawing No PL100-08.
- introduction of a 2-way cycle track from Terance Mac Swiney Quay to Albert Quay West (to replace existing temporary outbound cycle track on Terence Mac Swiney Quay and inbound/outbound cycle track on Albert Quay West) running along Albert Quay East and connecting into Victoria Road North which will continue as single direction cycle tracks for a short distance down Centre Park Road to connect to the existing outbound cycle track and also down Victoria Road South toward Monahan Road to allow for future connectivity. This cycle track is shown on Drawings No PL100-08, PL100-01, PL100-02 and PL100-03.
- improvements to footpaths on Albert Quay East, existing pedestrian and cycle crossings to be upgraded, new paving finishes, public realm improvements including trees, planting, street furniture, public lighting etc. Refer to Drawing Nos PL100-08 and PL100-09.

3.3.2 Albert Quay East

Refer generally to Drawing Nos PL100-01, PL100-02 and PL100-03 (General Arrangement Plan Albert Quay/Victoria Road). Refer also to Drawing No PL100- 10 (Section A-A and B-B Albert Quay East). Refer also to the photomontages presented in Drawing Nos PL100-14 and PL100-15 showing Existing and Proposed Views along Albert Quay East and Victoria Road.

The elements of proposed development along Albert Quay East will consist of:

- introduction of an inbound contraflow bus lane on Victoria Road North from the new signalised junction to Albert Quay West, continuing west along Albert Quay East through the Albert Quay/Albert Street/Eamon De Valera Bridge Junction and terminating at the Eglinton Street/Albert Quay West/Clontarf Bridge Junction.

- introduction of an outbound bus lane on Albert Quay East from the Albert Quay/Albert Street/Eamon De Valera Bridge Junction to the proposed new signalised four-arm junction (replacing the Victoria Road Roundabout). There are no dedicated bus lanes along Albert Quay East at present. Refer to View 3 of Drawing No PL100-15 which shows the new bus lanes along Albert Quay East. Refer also to Drawing No PL100-10 (Section A-A and B-B Albert Quay East which shows the section layout of the proposed bus-lanes).

- introduction of a 2-way cycle track starting at Terence Mac Swiney Quay and running along Albert Quay West and Albert Quay East and connecting into Victoria Road North (replacing temporary inbound and outbound single-way cycle track at Albert Quay East and Victoria Road) which will continue as single direction cycle tracks for a short distance down Centre Park Road to connect to the existing outbound cycle track and also down Victoria Road South toward Monahan Road to allow for future connectivity. There is no dedicated cycle track along Albert Quay East at present. Refer also to photomontage Views 1 and 2 of Drawing No PL100-14 and View 3 of Drawing No PL100-15 which shows the new cycle track along Albert Quay East separated from the vehicular/bus traffic by dedicated landscaping. Refer also to Drawing No PL100-10 (Section A-A and B-B Albert Quay East).

- introduction of a 2-metre landscaped planting strip which will separate the public realm space and cycle track from vehicular/bus traffic. The planting strip will be designed as part of a sustainable drainage system, allowing surface water to filter through the soil before entering the existing drainage network. Planting will consist of semi-mature specimen trees and ornamental grasses and shrubs. Refer to Drawing Nos PL100-01 and PL100-02 for details. Refer also to Drawing No PL100-10 (Section A-A and B-B Albert Quay East) which shows the 2m planting strip. See also photomontage Views 1 and 2 of Drawing No PL100-14 and View 3 of Drawing No PL100-15 which shows the proposed planting along Albert Quay East.

- public realm improvements to Albert Quay East – this quay will act as the ‘gateway’ to the South Docks from the city centre. This will include SuDS with planting strips and new trees, raised planting areas with public seating, walkways, a new two-way cycle track and bike parking including a public bike share docking station. A high-quality paving finish will be installed along the public realm area. Refer to Drawing Nos PL100-01 and PL100-02. Refer to also photomontage Views 1 and 2 of Drawing No PL100-14 and View 3 of Drawing No PL100-15. Refer also to Drawing No PL100-10 (Section A-A and B-B Albert Quay East).

- the existing wharf edge and vehicular carriageway on Albert Quay East will be regraded. A 1.2m high railing will be provided at the edge of the wharf. The area on the corner of Eamon de Valera Bridge and Albert Quay will be regraded in line with the wharf to tie-in to the railing on the bridge. The existing corner currently has an unsightly appearance, is fenced off and is not attractive for public use (See photomontage views 1 and 2 of Drawing No PL100-14 and Photo 2 below). The existing wharf tends to be used on a temporary basis for parking. Further along at Kennedy Quay, the existing wharf is used by the Port of Cork for docking and unloading of ships (Refer to Photo 1 below).

- vehicular access to Kennedy Quay from Albert Quay East and egress from Kennedy Quay to Victoria Road North will be removed. Access/Egress will be via Marina Walk and/or Mill Road.

Photograph 1: Existing wharf on Albert Quay east looking upstream. Navigation Square is on left hand side of picture. River Lee is on right hand side. The wharf will be regraded and public realm improvements installed at this location

3.3.3 Victoria Road/Old Blackrock Road/Monahan Road

Refer generally to Drawing Nos PL100-02, PL100-03 (General Arrangement Plan Albert Quay East/Victoria Road North) and PL100-04 (Victoria Road South/Monahan Road) and PL100-05 (Old Blackrock Road). Refer also to Drawing No PL100-11 (Section C-C and D-D Victoria Road North). Refer also to the photomontages presented in Drawing No PL100-15 showing Existing and Proposed Views along Albert Quay East and Victoria Road North.

The elements of proposed development along Victoria Road will consist of:

- conversion of the existing Victoria Road Roundabout to a signalised four-arm junction (Refer to Drawing No PL100-03).
- introduction of an inbound contraflow bus lane on Victoria Road North from the new signalised junction to Albert Quay West, continuing west along Albert Quay East through the Albert Quay/Albert Street/Eamon De Valera Bridge Junction and terminating at the Eglinton Street/Albert Quay West/Clontarf Bridge Junction.
- introduction of an outbound bus lane on Albert Quay East from the Albert Quay/Albert Street/Eamon De Valera Bridge Junction to the proposed new signalised four-arm junction (replacing the Victoria Road Roundabout).
- introduction of a 2-way cycle track starting at Terence MacSwiney Quay and running along Albert Quay West and Albert Quay East and connecting into Victoria Road North which will continue as single direction cycle tracks for a short distance down Centre Park Road to connect to the existing outbound cycle track and also down Victoria Road South toward Monahan Road to allow for future connectivity.

- modifications to existing pedestrian crossings and additions of new pedestrian crossings, improvements to footpaths, introduction of electric vehicle charging, bus shelter and ambulance set-down parking bay along Victoria Road. New paving finishes along Victoria Road (Refer to Drawing No PL100- 02 and PL100-03 and View 4 of PL100-15)
- modification of existing parking layout via introduction of reverse herring-bone parking (See Sections C-C and D-D in Drawing No PL100-11)
- introduction to ambulance set-down area and loading/set down area at Victoria Road (Refer Drawing No PL100-02
- introduction of a 2-metre landscaped planting strip which will separate an extended footpath from the contra-flow bus lane. A "rain garden" will enhance the existing planted area on the corner of Centre Park Road and Victoria Road. The planting strip and rain garden will be designed as part of a sustainable drainage system, allowing surface water to filter through the soil before entering the existing drainage network. Planting will consist of semi-mature specimen trees and ornamental grasses and shrubs (Refer to Drawing No PL100-02 and PL100-03)
- vehicular access to Kennedy Quay from Albert Quay East and egress from Kennedy Quay to Victoria Road North will be removed. Access/Egress will be via Marina Walk and/or Mill Road.
- re-alignment of Monahan Road/Victoria Road South Junction (refer to Drawing No PL100-04) Planting will also be included in this area.
- re-alignment of the Old Blackrock Road/Victoria Road Junction (refer to Drawing No PL100-05). This will require the acquisition of a small area of private lands from three properties. Planting will also be included in this area.
- public realm improvements to Victoria Road North including trees, planting, street furniture, public lighting etc.

3.3.4 Marina Terrace, Albert Road and surrounding residential areas

Refer generally to Drawing Nos PL100-03 (Victoria Road/Albert Road) and PL100-06 and PL100-09 (Marina Terrace & surrounding residential areas) and PL100-07 (Albert Road). Refer also to Sections E-E and F-F on PL100-12 (Marina Terrace) and Section G-G (Albert Road) on PL 100-13. Refer also to the photomontages presented in Drawing No PL100-16 showing existing and proposed views of Albert Road and Marina Terrace.

The main elements of the proposed development in this area will consist of:

- creation of a new residential access link between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill) (refer to Drawing No PL100-06).
- modifications to existing pedestrian crossings and additions of new pedestrian crossings, entry treatments and improvements to footpaths. New paving finishes.
- introduction of landscaped planting strip/islands/rain garden. These landscaped planting areas will be designed as part of a sustainable drainage system, allowing surface water to filter through the soil before entering the existing drainage network. Planting will consist of semi-mature specimen trees and ornamental grasses and shrubs.
- most of the on-street parking spaces will be retained in this area however some on street parking on Albert Road and Marina Terrace will be removed to facilitate landscaping; and
- public realm improvements including trees, planting, street furniture, public lighting etc.

3.4 Overall Benefits of the Proposed Development

Following construction, there will be an increase in public transport dependability, a reduction in public transport journey times, improved facilities for pedestrians and cyclists, higher modal shares for walking and cycling, increased safety for vulnerable road users, improved public realm including trees, planting, street furniture, etc, less dependence on the private motor car, promoting the Cork Docklands as a location to both live and work and economic benefits to residents, business owners and local government.

The proposed development will provide a network for the optimum movement of all modes of transportation between Cork Docklands and the city centre and will provide a high-quality public realm consistent with the overall ambition for the Cork Docklands area as a vibrant, innovative, mixed use, sustainable, socially inclusive, new urban quarter. These changes will result in a positive impact by making the area more attractive in which to live, work and visit. The changes to the road layout and loss of some on-street parking along Victoria Road North, Marina Terrace and Albert Road will have a potential impact on businesses and residents in the area, but this will be counter-balanced by the public realm improvements.

3.5 Changes in traffic flows

During the operational phase, there will be minimal changes in traffic movements when compared to the existing scenario. The Victoria Road Roundabout will be replaced with a signalised crossroads junction. A new contra-flow bus lane will be installed from this junction to Terence MacSwiney Quay; to facilitate this, the existing inbound, contra-flow cycle track will be removed on Victoria Road North, Albert Quay East and Albert Quay West with cyclist facilitated with the new two-way cycle track on the quayside of the carriageway. The existing phasing of the traffic signals along this contra-flow bus lane will be altered to allow the bus to pass through these junctions. A new outbound bus lane will be installed on Albert Quay East and Victoria Road North; to facilitate this, one of the two existing general traffic outbound lanes will be removed. During the operational phase, there will be a slight increase in traffic along some routes where there will be a reconfiguration of the road however these increases will not be significant. There will be an addition of six bus trips per hour as a result of the contra-flow bus lane.

Residences adjacent to the new residential access link between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill) (Rosefield Terrace is located at the bottom of an existing cul de sac) which are not accustomed to significant traffic movements will only experience, at peak times, an additional 20 traffic movements per hour. HGVs will not use this access link due to the narrow design of the link.

Along Albert Quay East, street furniture and bollards will be used to restrict vehicle access to the quayside. The bollards can be removed by the emergency services, should they need access.

3.6 Drainage and Landscaping

Modifications to the existing drainage network are required at Albert Quay East and Victoria Road North – new gullies will collect surface water from these streets and connect into existing gravity outfalls discharging into the River Lee at Albert Quay East and Kennedy Quay.

The proposed drainage system for the development area will incorporate non-return valves to minimise the risk of sewer flooding or of floodwaters backing up through sewers. Hardstanding areas will be designed to drain away from the proposed development to minimise the risk of overland flows resulting in flooding of roads. Further details on flood risk are presented in the Flood Risk Assessment report which accompanies the planning package.

As discussed above, a number of Sustainable Drainage Systems (SuDS) will be implemented via landscaped strips and rain gardens where the surface water will drain through the plants and soil before entering the existing road gullies. Two no. trees will be removed during the construction of the proposed development, while approximately 83 new trees will be planted (semi-mature trees) along with ornamental grasses and shrubs throughout the proposed development area. Refer to the sections above and the drawings in Appendix B for specific details in each location.

3.7 Construction Stage

3.7.1 Construction Phasing and Methodology

It is expected that construction will commence in Q3 2025, subject to approval. The expected duration of the construction works will be approximately 15-18 months. These types of works are very straightforward, well understood, are carried out in the city on a regular basis and can be easily undertaken.

Given that Albert Quay, Eamon de Valera Bridge and Albert Street are already heavily trafficked roads and that existing traffic will need to be facilitated during the works, the Contractor will be required to develop and implement a detailed Construction Traffic Management Plan (CTMP) at the outset to ensure that traffic disruption is kept to a minimum. An overview of the construction works, and phasing required for the proposed development is outlined below –

Phase 1A - This phase will consist of the removal of existing footpaths along Terence MacSwiney Quay and Albert Quay West. The kerbs will be broken out at this location and the footpath widened. This area will then be repaved to create a raised two-way cycle track alongside the footpath. The duration of this phase is approximately 6 weeks.

Phase 1B - This phase will consist of regrading the existing wharf and vehicular carriageway at Albert Quay East. A 1.2m high railing will be provided at the edge of the wharf.

The existing quay wall is fronted by steel sheet piles with intermittent timber fenders (protecting the sheet pile wall from boats/ships and vice versa). Refer to Photo 2 below. The top of the existing sheet pile is capped by a reinforced concrete (RC) retaining wall, 700mm thick, which is what can be seen running along the edge of the wharf. The existing timber fenders will not need to be removed to facilitate the works. As previously stated, no in-stream works are necessary for the proposed development.

In order to regrade the wharf, a reinforced concrete (RC) extension to the wharf edge will be cast in-situ, integral to the existing RC wharf edge. Firstly, the top face of the quay wall will be scabbled. Reinforcement bar will be dowelled vertically into the top of the existing wall at the edge of the wharf, which will act as starter bars for the extension. Shuttering will be drilled to the front face of the capping beam. The back/inside face of the existing RC wharf edge will be exposed and shuttering will be formed in line with the back of the existing wall. Re-bar will be installed with 50mm cover and side panels will be installed for intermittent pours. The inside of the riverside shutter will be sealed at the top of the existing quay wall with a silicon seal. Concrete will be poured from a concrete chute of a concrete truck into the formwork. The concrete truck will park on the wharf at a safe distance from the edge. A gutter will be attached to the quay wall beneath the shuttering for each pour. EPDM (bonded tape) will act as a flashing along the top of the gutter. Any concrete that does get captured in the gutter will be disposed of to a licenced facility. Once the concrete has been cured, the shuttering will be removed.

There will also be milling of existing asphalt as part of this phase of works. A new kerb line and planting strip on the northern side of the carriageway will be constructed as well as a new cycle track and public plaza (public realm area). There will be temporary traffic management works employed to facilitate this phase of works. The duration of this phase is approximately 10 weeks.

Phase 1C - The area to the west of Albert Quay East, Custom House Street and Eamon de Valera Bridge will undergo works during this phase. The works will involve the breaking out of existing kerbs and footways in this area. New kerbs will then be laid, new footpath constructed, and a raised entry treatment added to both entrances to the Custom House and Lower Oliver Plunkett Street. The duration of this phase is approximately 5 weeks.

Phase 2A - The area of Victoria Road North (north of the Victoria Road Roundabout) will be upgraded during this phase. This will involve the breaking out of existing kerbs and footways in this area. New kerbs will then be laid, new footpath constructed, a raised two-way cycle track built, and a raised entry treatment added across the junction of Marina Walk. The duration of this phase is approximately 8 weeks. As for Phase 1 above, the types of construction works proposed for Phase 2 are very straightforward, well understood, are carried out in the city on a regular basis and can be easily undertaken.

Phase 2B - The Victoria Road Roundabout will be converted to a signalised junction during this phase. This will involve the breaking out of existing kerbs and footways in this area as well as the roundabout itself. The existing Main Drainage access chamber currently located in the roundabout, will be lowered to match the levels of the new junction. New kerbs will then be laid, new footpath constructed, and ducting for the signalised junction will be installed. Traffic signals and a controller will then be added to the junction. The duration of this phase is approximately 6 weeks.

Phase 2C – The area of Victoria Road South and Monahan Road will be upgraded/re-aligned during this phase. This will involve the breaking out of existing kerbs and footways in this area. New kerbs will then be laid, new footpath constructed, a new cycle track built, and a raised entry treatment added to the entrance to Monahan Road at its junction with Victoria Road. The duration of this phase is approximately 3 weeks.

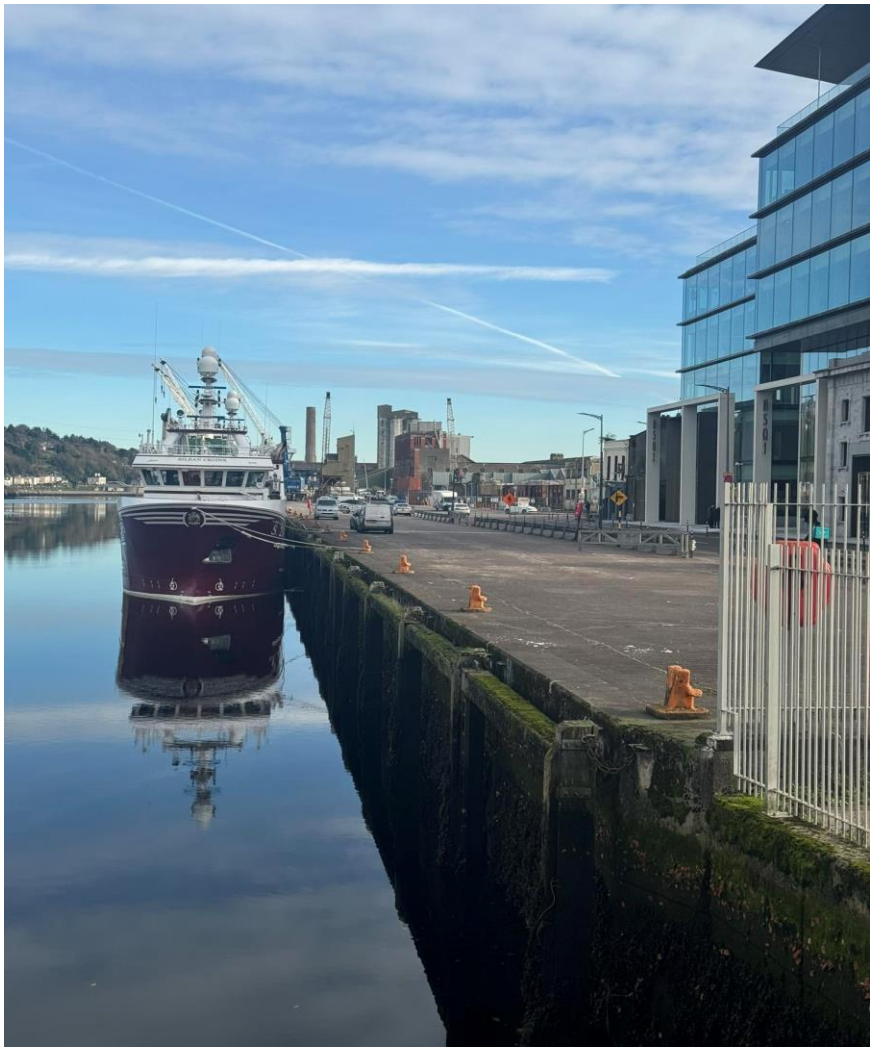
Phase 2D – The area along Albert Road will be upgraded during this phase. This will involve the breaking out of existing kerbs and footways in this area. New kerbs will then be laid, new footpath constructed, and a raised entry treatment added to the entrance to the Hibernian Buildings. The duration of this phase is approximately 4 weeks.

Phase 2E - The area of Monerea Terrace and Marina Terrace will be upgraded during this phase (between Victoria Road and Gasworks Road). This will involve, the breaking out of existing kerbs and footways in this area along the road. New kerbs will then be laid, new footpath constructed, and a raised entry treatment added to the entrance to the various residential side streets. The new residential access link between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill) (approximately 28m in length) will be constructed during this phase. An area of approximately 176.8m^2 of Ervia owned land will be required for the construction of this road, along with the demolition of approximately 14.5m of boundary wall in this area (6.5m on the west and 8m on the east). The duration of this phase is approximately 8 weeks.

Phase 2F – The junction of Victoria Road, Blackrock Road and Old Blackrock Road is to be upgraded/re-aligned. The junction is to be realigned resulting in the compulsory purchase order (CPO) of small areas of three properties' gardens. Boundary walls will be demolished and set back.

The properties affected are 1 Woolacomb Place with approximately 83.4m^2 of lands (which will be compulsorily purchased (CPO) and approximately 29.2m of wall to be demolished, Ardville with approximately 23.32m^2 of CPO lands with approximately 18.3m of wall to be demolished and Lochinvar with approximately 8.6m^2 of CPO and approximately 6.4m of wall to be demolished. New kerbs are to be laid and property boundaries constructed.

The above phasing is an outline and will be subject to review once a contractor has been appointed by the works. A number of these construction phases will run concurrently. As noted previously, the types of construction works proposed for Phases 1 and 2 are very straightforward, well understood, are carried out in the city on a regular basis and can be easily undertaken. Excavations throughout the proposed development area will not be significant with a maximum of depth of 1,200mm required for the installation of the storm drainage systems (which are only required within a small area of the proposed development). A maximum 100mm depth will be encountered when milling the various surfaces within the rest of the proposed development area.



Photograph 2: Existing wharf on Albert Quay East looking downstream. The existing RC quay wall is fronted by steel sheet piles with intermittent timber fenders.

3.7.2 Demolition Works

There are only minor demolition works required as part of the proposed construction works. These demolition works include boundary walls of residential properties to the west and east of Blackrock Road Junction – 29.2m of wall at Woolacombe Place to the west of the junction and 18.3m and 6.4m at Ardville and Lochinvar respectively. Walls will have to be demolished in order to facilitate the construction of the proposed residential access link between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill) including 6.5m of wall to the west of the proposed residential access link and 8m to the east.

3.8 Summary

The proposed development is not directly connected to or necessary to the management of any European site and is therefore subject to the provisions of Article 6(3) of the Habitats Directive. Therefore, a Screening for AA is necessary to assess the potential for likely significant effects to arise from the proposed development. To inform the assessment, the activities contained within the proposed development have been identified and summarised below. This will inform the identification of the sources of impact which can be found in Section 5.

Table 1: Summary of activities arising from the proposed development and associated impacts that could originate from them

Project Aspect	Activities Identified	Potential Impacts originating from them
Roundabout conversion	Construction works including machinery and personnel Minor excavation works to facilitate traffic lighting columns.	Noise and visual disturbance
Adaptation of existing road carriageways to include a bus lane and 2-way cycle lane.	Construction works including machinery and personnel	Noise and visual disturbance
Road works to include improvements, realignment and regrading.	Construction works including machinery and personnel Minor excavation works.	Noise and visual disturbance
Public realm improvements including landscape planting.	Construction works including machinery and personnel Minor excavation works. Planting	Noise and visual disturbance
Road works to include the construction and operation of a new access link	Construction works including machinery and personnel Minor excavation works.	Noise and visual disturbance Surface water run-off/dust
Minor drainage improvement works to include SUDS.	Construction works including machinery and personnel Minor construction works to existing drainage channels to improve operation. Installation of SuDS feature.	Noise and visual disturbance
Regrading the wharf and vehicular carriageway on Albert Quay East	Construction works including machinery and personnel Concrete pouring, settlement and curing	Noise and visual disturbance Surface water run-off/dust entering River Lee Accidental pollution event

4. Ecological Baseline

4.1 Habitats

The proposed development works are located within a highly urbanised setting within Cork City. The existing land predominantly comprises of existing publicly owned hardstanding on existing streets of mostly road surface, cycle track and footpath and pockets of existing landscaped planting along streets.

A number of habitat types are within proximity of the proposed development, which include Buildings and Artificial Surfaces (BL3), Treelines (WL2), Amenity Grassland (improved) (GA2), Flower beds and borders (BC4), Scattered trees and parkland (WD5), Tidal Rivers (CW2), Sea walls, piers and jetties (CC1) and Spoil and bare ground (ED2).

The River Lee runs through Cork City east towards Cork Harbour with several tributaries adjacent.

Approximately ten tributaries join the River Lee throughout Cork City, namely: Hop Island, Rochestown, Douglas, Kilcoolishal, Rowgarrane, Glashaboy, Kiln, Glasheen, Curragheen and Shournagh. All tributaries drain into the River Lee and flow outwards to Cork Harbour and the Atlantic Ocean.

The River Lee is located immediately adjacent to the proposed development redline boundary.

The EPA GIS Map Viewer[14] was used to review Natura 2000 Habitat Types i.e., Annex I habitats that are QIs for Natura 2000 Sites in November 2024. There were no Annex I habitat types that are QIs for European sites within the proposed development boundary. The River Lee is a large watercourse and is tidal at this location and is subsequently subject to significant dilution. Therefore, any contaminated run-off and is anticipated to be subject to significant dilution, both withing the surface water run-off in which it is suspended and within the waters of the River Lee.

4.2 Species

4.2.1 Desk Study

Species records from the National Biodiversity Data Centre (NBDC) were reviewed in November 2024. Any records over ten years old were omitted from analysis as these were not considered to reflect the current species assemblage of the proposed development boundary and surrounding area. The proposed development boundary is located within two 1km grid squares – W6871 and W6771 and data on these squares was downloaded from the website on 15th November 2024. It is noted that this list is not exhaustive, and an absence of records does not imply that they are not present within the given area. A report was generated to search for further records of mobile QI or SCI species, such species are listed in Table 2.

4.2.2 Protected Species

Species records from NBDC were reviewed for the presence of species which represent QIs or SCIs of nearby European sites. Two species which are SCI of the Cork Harbour SPA were identified within the search area (Table 2).

Table 2: QIs and SCIs of European Sites

Grid Reference	Species name	Record Count	Date of last record
W6871	Lesser Black-backed Gull (*Larus fuscus*)	1	26/05/2023
	Bottle-nosed Dolphin (*Tursiops truncates*)	1	03/09/2021
W6771	Black-headed Gull *(Larus ridibundus)*	2	16/02/2020
	Lesser Black-backed Gull	1	22/10/2009
	Peregrine Falcon (*Falco peregrinus*)	1	25/05/2023
	Grey Seal (*Halichoerus grypus*)	1	31/08/2022
	European Otter *(Lutra lutra*)	14	28/04/2021

[14] Environmental Protection Agency (2023) EPA Maps Viewer. Available at https://gis.epa.ie/EPAMaps/ (accessed 21/08/2023)

4.2.3 Invasive Species Records

Japanese knotweed (*Fallopia japonica*) was recorded approximately six times within the proposed development boundary. The most recent record dated from 15/08/2017. Japanese knotweed is listed on the Third Schedule list of the European Communities (Birds and Natural Habitats) Regulations 2011[15].

4.2.4 Irish Wetland Bird Survey Records

The Irish Wetland Bird Survey (I-WeBS) is a long-term monitoring program that tracks the status and trends of waterbird populations across Ireland. Conducted by BirdWatch Ireland, the survey involves monthly counts of waterbirds at various wetland sites during the winter months. The data collected contributes to national and international conservation efforts, including the International Waterbird Census (IWC), and helps assess the effectiveness of protected areas and the impacts of climate change on waterbird populations[12]. The survey's findings are crucial for informing conservation policies and ensuring the protection of vital wetland habitats[3].

The Irish Wetland Bird Survey (I-WeBS) data indicates that peak counts at the I-WeBS count site of Cork Harbour (0L403) of waterbirds occur during the autumn and winter months, from September to February. Notable declines have been observed in species such as the bar-tailed godwit (*Limosa lapponica*), common gull (*Larus canus*), common tern (*Sterna hirundo*), curlew (*Numenius arquata*), dunlin (*Calidris alpina*), golden plover (*Pluvialis apricaria*), grey plover (*Pluvialis squatarola*), lapwing (*Vanellus vanellus*), and shelduck (*Tadorna tadorna*). Conversely, there is a minor increasing trend in the populations of the great crested grebe and lesser black-backed gull. Meanwhile, the populations of black-headed gull (*Chroicocephalus ridibundus*), cormorant (*Phalacrocorax carbo*), black-tailed godwit (*Limosa limosa*), grey heron (*Ardea cinerea*), little grebe (*Tachybaptus ruficollis*), oystercatcher (*Haematopus ostralegus*), pintail (*Anas acuta*), red-breasted merganser (*Mergus serrator*), redshank (*Tringa totanus*), shoveler (*Spatula clypeata*), teal (*Anas crecca*), and wigeon (*Mareca penelope*) have remained stable.A summary of the peak counts between 2013 and 2021 can be found in Appendix A.

5. Screening Assessment

5.1 Overview

As per the methodology stated in Section 2.4, the potential connectivity between the proposed development and European sites and their respective QIs/SCIs is identified via the SPR method. This identifies the potential impact pathways such as land, air, hydrological pathways etc which may support direct or indirect connectivity. Where connectivity exists between the proposed development and receptors, these receptors are taken forward to the screening assessment of likely significant effects.

This section of the report establishes the ZoI of the proposed development, and the potential effects of its implementation with respect to relevant European sites and their QIs/SCIs, considering the CO.

5.2 Screening Criteria

The European sites which are identified for consideration within the screening assessment have been identified following the below criteria:

- Projects within, or within 2km of a European site or functionally linked land i.e. land that is used by mobile QI/SCI species.

[15] Irish Statutory Book. Third Schedule list of the European Communities (Birds and Natural Habitats) Regulations. Available on S.I. No. 477/2011 - European Communities (Birds and Natural Habitats) Regulations 2011. (irishstatutebook.ie) Accessed 15th November 2024.

- Hydrological linkage - crosses or lies adjacent to, upstream of, or downstream of, a watercourse which is designated in part or wholly as a European site.
- Has a potential hydrogeological linkage to a European site
- Air Quality - any European sites within 200m of the proposed development with relevant QIs/SCIs which may be impacted by changes in air quality; and
- Marine mammals[16] – European sites within a Marine Management Unit (MMU) that have a marine mammal as a qualifying feature will only be considered if the proposed development overlaps with these sites and contains suitable habitat to support such a qualifying interest. The relevant MMU for the proposed development is the Celtic and Irish Seas[5] (CIS) management unit.

Following the above criteria, European sites have been identified and are presented in Table 3 below. The SPR method is utilised to assess whether the potential for likely significant effects upon those European sites exists. The SPR method establishes the ZoI for the proposed development and focuses the assessment to identify those relevant QIs and/or SCIs which are at risk of likely significant effects following the screening assessment.

Table 3: QIs and SCIs of European Sites

European Site	QIs/SCIs	Distance from proposed Development Boundary (approximate)	Potential linkage between the proposed development and European site/screening criteria met
Cork Harbour SPA	Little Grebe (*Tachybaptus ruficollis) [A004]* Great Crested Grebe (*Podiceps cristatus*) [A005] Cormorant (*Phalacrocorax carbo*) [A017] Grey Heron (*Ardea cinerea)* [A028] Shelduck (*Tadorna tadorna*) [A048] Wigeon (*Anas penelope*) [A050] Teal (*Anas crecca*) [A052] Pintail (*Anas acuta*) [A054] Shoveler (*Anas clypeata*) [A056] Red-breasted Merganser (*Mergus serrator)* [A069] Oystercatcher (*Haematopus ostralegus*) [A130] Golden Plover (*Pluvialis apricaria*) [A140] Grey Plover (*Pluvialis squatarola*) [A141] Lapwing (*Vanellus vanellus*) [A142] Dunlin (*Calidris alpina*) [A149] Black-tailed Godwit (*Limosa limosa*) [A156]	1.68km straight line distance to the east or 4km downstream on the River Lee.	Hydrological linkage

[16] As marine mammal records were present following examination of desktop records, the screening criteria includes the identification of SACs that are designated for both bottlenose dolphin and harbour porpoise. This has been carried out in conjunction with the guidance provided by the Inter-Agency Marine Mammal Working Group (IAMMWG)

European Site	QIs/SCIs	Distance from proposed Development Boundary (approximate)	Potential linkage between the proposed development and European site/screening criteria met
	Bar-tailed Godwit (*Limosa lapponica*) [A157] Curlew (*Numenius arquata*) [A160] Redshank (*Tringa totanus*) [A162] Black-headed Gull (*Chroicocephalus ridibundus*) [A179] Common Gull (*Larus canus*) [A182] Lesser Black-backed Gull (*Larus fuscus*) [A183] Common Tern *(Sterna hirundo*) [A193] Wetland and Waterbirds [A999]		
Great Island Channel SAC	Mudflats and sandflats not covered by seawater at low tide [1140] Atlantic salt meadows (*Glauco-Puccinellietalia maritimae)* [1330]	7.7km straight line distance to the east or 9km downstream on the River Lee.	Hydrological linkage
Roaringwater Bay and Islands SAC	Harbour porpoise (*Phocoena phocoena)*	115km south west (via Atlantic ocean)	Weak hydrological linkage
Blasket Islands SAC		Approximately 260km west (via Atlantic ocean)	
Lower River Shannon SAC	Bottlenosed dolphin (*Tursiops truncatus)*	Approximately 350km north west (via Atlantic ocean)	
Bristol Channel Approaches SAC (UK)	Harbour porpoise	Approximately 222km east	
North Anglesey Marine SAC (UK)		Approximately 320km north east (via Atlantic ocean)	
West Wales Marine SAC (UK)		Approximately 200km east (via Atlantic ocean)	
Cardigan Bay SAC (UK)	Bottlenosed dolphin	Approximately 250km north east (via Atlantic ocean)	
Nord Bretagne DH (France)	Harbour porpoise Bottlenosed dolphin	Approximately 400km south east (via Atlantic ocean)	
Récifs du talus du golfe de Gascogne (France)		Approximately 460km south west (via Atlantic ocean)	

5.3 Source Pathway Receptor Identification

In identifying the potential impacts of the implementation of the proposed development, it is important to note that this risk is an estimation based on scientific evidence and best practice. It does not constitute confirmation that an impact will occur or that it will result in ecological or environmental damage resulting in significant effects on European sites within the ZoI. The significance of the effect is dependent upon factors such as duration, magnitude and intensity of the proposed development and the existence of a credible S-P-R link. It is also determined by the extent of the exposure to the risk and the characteristics of the receptor.

By establishing a credible source and pathway, the receptors i.e. the QI habitats and species are only considered where links are identified to be credible. Factors including distance between receptors and sources and the means by which the pathway through air, water, ground etc., occurs.

5.3.1 Identification of Potential Sources of Impact

As stated in Section 3 and summarised in Table 1, the proposed development will occur in phases over 15-18 months (some phases will occur concurrently) and shall incorporate excavation works required to install the storm drainage system, breaking out of footpaths and kerbs, road re-alignment and regrading of the wharf and vehicular carriageway at Albert Quay East. The potential impacts of the construction phase of the proposed development are anticipated to be:

- Accidental pollution events
- Noise related disturbance; and
- Surface water run-off/dust carrying suspended silt or contaminants to freshwater environments.

5.3.1.1 Accidental Pollution Event

An accidental pollution event occurs when unforeseen incidents result in the release of harmful substances into the environment, posing significant risks to ecosystems, species and habitats. The temporal and spatial scale of the pollution event is directly connected to the magnitude of the source, in addition to the type of pollution emitted to the environment.

Direct and indirect sources of pollution may disperse via aerial or hydrological means, from the release of chemicals and aerial emissions, fuels, oils and wastewater sources, amongst others.

Potential impacts on aquatic habitats which can arise from surface water emissions associated with the construction phase of the proposed development may occur during construction through the movement of personnel, machinery and materials. The potential for an accidental release of hydrocarbons, oils and/or fuels from construction machinery may occur during the construction stage should there be a failure within machinery integrity. Surface water run-off during the construction phase could potentially be contaminated with silt, hydrocarbons or other chemicals.

The proposed development is located within an urbanised area containing several buildings, streets and existing drainage features. The proposed development consists of activities limited to minor excavation works, movement of machinery and personnel and concrete works for the regrading of the wharf and vehicular carriageway at Albert Quay East (Table 1). It is very unlikely that an accidental pollution event will occur as part of the proposed development. The machinery anticipated to be used in the project is expected to be in excellent working condition. Additionally, the inclusion of spill kits on-site is a standard construction design measure and a best practice in all construction projects. Concrete pouring will be conducted slowly and carefully to prevent the loss of valuable material. Therefore, considering these measures, the risk of an accidental pollution event is negligible.

The scale of the potential impact is directly proportional to the temporal scale of the construction works and its proximity to a European site. It is anticipated that the construction stage will last for approximately 15 months but will be carried out in phases in a number of different locations (as outlined in Section 3.7). Any such impacts arising from the construction works that may give rise to an accidental pollution event are therefore anticipated to be temporary, short term and localised.

It is not considered that the operation or decommissioning of the proposed development would have potential to give rise to any accidental pollution events.

5.3.1.2 Noise Related Species Disturbance

Noise related species disturbance can occur though natural or human induced means, where the natural regime or conditions of an ecosystem is disturbed. This can lead to changes in spatial distribution of species and impact the structure of populations, composition, behaviour and abundance. The only potential QIs/SCIs which could potentially be impacted during construction in proximity to the proposed development are described and discussed in Section 5.3.3 .

Noise related disturbance is anticipated through construction, which may have a direct effect upon relevant species which may be located within a zone of influence of the site e.g. waterfowl within proximity to the proposed development boundary may be temporarily displaced during construction. The noise and vibrations from machinery can disrupt communication calls and feeding patterns of species, potentially contributing to stress and displacement. Where species have to travel further for foraging, this can have a direct impact on a species energy levels. Repeated and prolonged instances of disturbance can have an impact upon population dynamics.

The construction of the proposed development will involve the movement of machinery and personnel to facilitate works such as road-realignment, installation of storm drainage network and the breaking out of roads and footpaths. It is anticipated that the construction stage will last for approximately 15 months but will be carried out in phases in a number of different locations (as outlined in Section 3.7). It is anticipated that noise arising from construction will largely be in keeping with the background level of noise within Cork City, but there will be at times short periods of higher levels of noise e.g. during excavation works where machinery is used to remove the former road surface. Any such impacts arising from the construction works that may give rise to noise related species disturbance are therefore anticipated to be temporary, short term and highly localised to the construction period.

There are no potential sources of noise related disturbance associated with operation of the proposed development.

5.3.1.3 Surface water run-off/dust carrying suspended silt or contaminants to freshwater environments

Changes in water quality waterbodies can pose a threat to local ecosystems and biodiversity where the level of change begins to directly or indirectly affect a dependent habitat and/or species. Arising from point source pollution or through the accumulation of nutrients over time, water quality degradation can originate[17] from agricultural run-off, industrial discharges, urban wastewater and from isolated incidents/accidents such as an accidental leakage or spill from a hydrocarbon source.

The construction of the proposed development will involve minor excavation and fill works during the installation of the storm drainage system and the breaking out of footpaths and kerbs. Such works are anticipated to be localised and short term in nature thereby limiting any risk of surface water run-off or dust carrying suspended silt or contaminants spreading to the supporting habitats of a European site in the ZoI.

There are no potential sources of surface water run-off and associated suspended silt or contaminant deposition within freshwater environments anticipated during the operation of the proposed development.

Sustainable drainage systems (SuDs) will be implemented as part of the proposed development which is anticipated to incur a positive impact to the wider environment as it is designed to improve water quality. Whilst there will be minor excavation works required to install the SuDS feature, embedded design measures will contain any potential for spills or surface water run-off at this time.

5.3.2 Pathways for Effect

The pathways for effect in respect of the identified sources of impact are identified below.

5.3.2.1 Direct Proximity

As per the screening criteria presented in Section 5.2, there are no European sites within 200m of the proposed development. The nearest European site is Cork Harbour SPA located approximately 1.68km east (straight line distance). Between both the proposed development and this European site, there is an abundance of buildings, road networks, footpaths and green areas which would act as barriers for impacts e.g. noise originating from the proposed development would be absorbed and dissipated by the wider built environment.

Therefore, in accordance with this element of the screening criteria, it is not anticipated that direct proximity would therefore act as a viable pathway for effect.

[17] EPA (2022) Water Quality in Ireland 2016-2021. Accessed at https://www.epa.ie/publications/monitoring--assessment/freshwater--marine/EPA_WaterQualityReport2016_2021.pdf August 2024

5.3.2.2 Hydrological

The identification of any hydrological connectivity considers the potential for any surface water pathways and adjoining watercourses to act as a viable pathway for effect. A potential hydrological connection between the proposed development and European sites exists where stormwater drains empty into the River Lee and ultimately flows into Cork Harbour, with associated links to wetland habitats of Cork Harbour SPA.

Surface water pathways may originate from rainfall events generating surface water run off during construction works which has the potential to enter stormwater drains and indirectly spread to habitats of European sites. During construction stage, the accidental spill of or leakage of hydrocarbons, oils or fuel from any of the construction machinery may also enter storm water drains and spread to European sites which share a hydrological connection with the proposed development. In addition, the regrading of the wharf and vehicular carriageway at Albert Quay East will require shuttering works and the pouring of concrete which could result in the accidental spillage of small quantities of cement into the River Lee.

The potential for a hydrological connection to act as a pathway for effect is limited by the limited geographical and temporal scale of the proposed development. Construction works will involve minimal machinery on-site. No generators shall be required on-site. Construction activities will last approximately 15 months and will be carried out in phases at different locations within the redline boundary. Any dust/silt/hydrocarbons/cement spillages/run off shall be limited to within the timeline of construction, at a given location.

Such contaminated run-off is also anticipated to be subject to significant dilution, both within the surface water run-off in which it is suspended and within the waters of Cork Harbour and subsequently the Atlantic. Furthermore, no in-stream works are proposed as part of the proposed development, thereby limiting and narrowing the potential for a hydrological pathway for effect.

The potential for hydrological connectivity to provide a pathway for effect is therefore limited to construction activities only and is further limited by the scale of the construction type. Hydrological connections between the proposed development and European sites are therefore considered to be very weak and indirect. In consideration of this detail, the urban environment of the proposed development and the types of construction activities involved, it is not anticipated that this weak and indirect pathway for effect would give rise to a likely significant effect.

No hydrological pathways for effect during the operation or decommissioning of the proposed development are anticipated.

Therefore, a viable pathway for effect via hydrological connections does not exist and is not anticipated to give rise to a likely significant effect.

5.3.2.3 Aerial - Noise disturbance to mobile species

Noise emissions will be generated during the construction phase. Aquatic fauna and birds identified in Table 2 above are anticipated to be habituated to the baseline levels of noise emanating from Cork City which includes the movement of vehicles, construction noise from development projects in the environs, road improvement works, visual presence and noise of people and the operation of vessels entering in and out of Cork city. It is anticipated that the proposed works may incur the temporary displacement of certain species should they be in close proximity to the source of noise. However, such displacement is anticipated to be short term, temporary and highly localised to within 100m of the construction level activities. Given that the nearest European site is 1.68km east and contains species which are highly mobile, it is not anticipated that a likely significant effect would arise via this pathway.

Therefore, noise is not considered to be a viable pathway for effect and no likely significant effects are anticipated to occur via this.

5.3.3 Receptors

Three sources of impacts were identified arising from the proposed development and two potential pathways were identified - hydrological connectivity and noise disturbance to mobile species. It has been determined that these connections are weak and indirect pathways and in combination with the identified impacts, these pathways would not give rise to a likely significant effect.

With the sources of impacts being short term, highly localised and temporary in combination with very weak and indirect pathways, it has been determined that likely significant effects would not arise as a result of the proposed development and therefore no potential receptors can be identified within this SPR assessment.

5.4 In-Combination Assessment

The purpose of the in-combination assessment is to ascertain whether the proposed development may give rise to effects in-combination with other plans and/or projects. In the application of the S-P-R method, this report has found that no viable pathways for effect exist for the proposed development and as such, no receptors are at risk of impacts. Arising from this, the consideration of in-combination effects is not required given that the proposed development alone, shall not result in LSE.

5.5 Conclusion of Screening Assessment

The SPR method was utilised to assess the potential for likely significant effects arising from the proposed development in this AA Screening report. Two European sites, Cork Harbour SPA and Great Island Channel SAC were scoped in for consideration at this early stage of the assessment. Table 4 below provides a summary of the SPR assessment.

Section 5.3.1 identified that potential impacts arising from construction of the proposed development were an accidental pollution event, noise related species disturbance and surface water run-off/dust carrying suspended silt or contaminants to freshwater environments.

Section 5.3.2 assessed the potential for a viable pathway for effect to European sites through a hydrological linkage. A pathway for likely significant effect does not exist due to nature of the construction works being short-term, temporary and minor and as such, in consideration of the COs of Cork Harbour SPA and Great Island Channel SAC, the potential for likely significant effects does not exist.

As a viable pathway for effect does not exist, relevant receptors could not be identified.

As a result, the potential for likely significant effects to European sites, alone or in-combination, does not exist.

Table 4: Summary of SPR assessment of the proposed development

Impact	Potential Source of Impact	Description of Effect Pathway	Receptor
Accidental pollution event	Localised, temporary and short-term impact arising from accidental release of hydrocarbons, oils and/or fuels from construction machinery.	Very weak and indirect hydrological connection to European sites via surface water run-off and storm water outfalls.	Given the minor nature of the impact and the weak hydrological/aerial linkages, a pathway for effect does not exist and a receptor is not identified.
Noise related species disturbance	Localised, temporary and short-term impact arising from the operation of machinery and presence of personnel present during construction activities.	Very weak and indirect pathway as a result of noise disturbance to mobile QI species.	Given the minor nature of the impact and the weak linkage, a pathway for effect does not exist and a receptor is not identified.
Surface water run-off/dust carrying suspended silt or contaminants	Localised, temporary and short-term impact arising from surface water run-off intercepting dust and other silt and suspended materials generated from construction activities.	Very weak and indirect hydrological connection to European sites via surface water run-off and storm water outfalls.	Given the minor nature of the impact and the weak hydrological/aerial linkages, a pathway for effect does not exist and a receptor is not identified.

6. Summary and Conclusion

6.1 Summary

Cork City Council is currently proposing the Cork Docklands to City Centre Road Network Improvement Scheme. A Screening for AA has been carried out in line with Part XAB of the Planning & Development Act 2000 (as amended). The Source-Pathway-Receptor method has been used to carry out the screening assessment.

Three potential impacts were determined, an accidental pollution event, disturbance to mobile QI species and surface water run-off/dust carrying suspended silt or contaminants to freshwater environments.

No viable pathways for effect in the process. This was because of factors including distance and hydrological connectivity between the proposed development and European sites.

Therefore, no receptors could be identified.

As a result, there is no risk of likely significant effects to any European site as a result of the proposed development.

6.2 Conclusion

Following an examination, analysis and evaluation of the best available information, and applying the precautionary principle, it can be concluded that the possibility of any significant effects on any European sites, whether arising from the proposed development alone or in combination with other plans and projects, can be excluded, for the reasons set out in Section 5 above. In reaching this conclusion, the nature of the proposed development and its potential relationship with all European sites within the ZoI, and their conservation objectives, have been fully considered.

Therefore, it is the professional opinion of the authors of this report that this proposed development does not require an AA.

Appendix A

I-WeBS Data

A.1 I-WeBS Peak Count Data Cork Harbour

Species	1% national	1% international	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Mean	Peak Months
Unidentified duck										1*		0	Jan, Feb, Dec
Unidentified tern			60*									0	Sep
Hybrid shelduck							1					0	Nov
Mute Swan	90	100	36	40*	41*	52	55*	55*	44	47	40*	48	Dec
Whooper Swan	150	340							2*			0	Oct
Pink-footed Goose			1						1*	1*		0	Mar
Canada Goose			14	10	7*	7	7*	5	4*	6*		4	Nov
Barnacle Goose	160	810		1*								0	Jan, Feb, Dec
Light-bellied Brent Goose	350	400	60	28	27	39*	102*	35	16	151*	4	62	Jan
Shelduck	100	2500	911*	1241*	776*	628*	715*	953	924*	670	601	773	Feb
Wigeon	560	14000	929	1503*	1297	1140	1498	1848	1242*	1141	980	1342	Jan
Gadwall	20	1200	12*	15*	36	25	11*	13	12	9*	1*	9	Jan, Feb
Teal	360	5000	1112	1225	1060	898	1142*	1340	1791	1316	1329	1384	Jan
Mallard	280	53000	270	275	336*	337*	338	305	386*	425*	253*	341	Sep
Pintail	20	600	8	15	1*	3	36*	1	51*	20	26	27	Dec
Shoveler	20	650	15*	24*	17*	9*	23*	29	20	12	4*	18	Jan, Feb

Species	1% national	1% international	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Mean	Peak Months
Pochard	110	2000	1									0	Jan
Tufted Duck	270	8900	51	27*	13*	13*	13*	14*	43*	36*	15	24	Feb, Mar
Scaup	25	3100	1*									0	Oct, Nov
Long-tailed Duck				1*			1			1		0	Jan
Eider	55	9800	1	1*								0	Feb, Nov
Common Scoter	110	7500	1		1*			1	2	4		1	Nov
Goldeneye	40	11400	7*	8*	2*	6*	1*	3	4	5		3	Feb
Red-breasted Merganser	25	860	38*	55	36*	43*	68*	77	62	60	24	58	Dec
Red-throated Diver	20	3000							1	1		0	Jan, Nov
Black-throated Diver									1*			0	Mar
Great Northern Diver	20	50	5*	4*	3	5*	2*	18	11	12		9	Jan
Little Grebe	20	4700	56	63	87	52	89	86	78*	116	6	75	Nov, Dec
Great Crested Grebe	30	6300	73	71	69	66*	159	174	62	249		129	Jan
Slavonian Grebe			1						1	1*		0	Nov
Cormorant	110	1200	347*	228	291*	281*	427*	300	189*	337	26	256	Sep, Nov
Shag			4	8*	7	4*	8	12	12	5	3	8	Dec
Little Egret	20	1100	55*	76*	127*	131*	147*	61*	120*	125*	145*	120	Sep
Grey Heron	25	5000	42*	70*	97*	93*	92*	115	99*	96*	102	101	Sep
Water Rail			1*	2*	2*		3*	2*	2*	2	1	2	Feb

Species	1% national	1% international	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Mean	Peak Months
Moorhen			13	28*	26*	22*	29*	13*	16*	22*	15*	19	Sep
Coot	190	15500	11	1*	1*	2*	4*	3*	1*	4*		2	Mar, Sep
Oystercatcher	610	8200	1052*	1417*	2260*	742*	1397	1074	1239*	956*	1014*	1136	Sep
Ringed Plover	120	540	29*	15*	38*	36*	43	31*	27*	28*	62*	38	Sep
Golden Plover	920	9300	6900	2602	3650	1970	144*	1450	2650*	27*	36*	861	Nov
Grey Plover	30	2000	19*	19	40	8*	7*	10	22	10	9	12	Jan
Lapwing	850	72300	1157	1750*	1942	1740	919	1350	1384	1058	857	1114	Dec
Knot	160	5300	230*	125*	136*	42*	24	83	78*	67*	26	56	Feb
Little Stint							1*					0	Sep, Nov
Curlew Sandpiper							2*					0	Oct
Dunlin	460	13300	6789*	3113*	3647	2777	763	3166	3965	4248	1550	2738	Dec
Ruff			1			1*						0	Nov
Snipe			55	32	56*	44	62*	98	133	23	31	69	Dec
Black-tailed Godwit	200	1100	2273*	2669*	3277*	2536*	2146*	3074	2559*	3153*	2976*	2782	Sep
Bar-tailed Godwit	170	1500	351	300*	290	249	172*	241	430*	490	154	297	Jan
Whimbrel			51*	7*	2*	3*	6*	1*	5*	5*	2	4	Sep
Curlew	350	7600	1193*	1055*	1934*	987*	993	849*	1142*	1078*	650*	942	Sep
Spotted Redshank			4	1*	2*	1*	2*	2	1	1*		1	Feb, Mar, Nov
Redshank	240	2400	1634*	1415*	1682*	989*	1521*	1653	1493	1528*	1392	1517	Oct

Species	1% national	1% international	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Mean	Peak Months
Greenshank	20	3300	61*	75	109*	85*	125*	87	103	100*	72*	97	Oct
Green Sandpiper			1		1	2*	2	1*		1*		1	Sep, Dec
Common Sandpiper				1*	1*	1*	2	2	2*	2*		2	Sep
Turnstone	95	1400	168*	104	88	91*	80	84	85	124*	100	95	Nov
Kingfisher			1	2*	2*	2*	1*	2*	1*	2*	1*	1	Sep
Black-headed Gull			1449*	3221*	3939*	2895*	3586*	3011*	3955*	3649*	4356*	3711	Sep
Common Gull			195	436*	165*	283*	283	203	252*	243	111	218	Nov
Lesser Black-backed Gull			166*	89	138*	88	106*	217*	220	122	153*	164	Sep, Nov
Herring Gull			65*	60*	171*	128*	152*	149	127*	176*	249*	171	Sep
Great Black-backed Gull			105*	103*	245*	107*	154*	92*	179*	134*	94*	131	Sep
Mediterranean Gull			43*	44	145*	97	114*	91	152	56*	237*	130	Sep
Sandwich Tern			84*	38*	255*	56*	3*	40*	199*	110*	5*	71	Sep
Common Tern			1*	1*	26*				15*			3	Sep
Arctic Tern			5*									0	Apr
Ruddy Shelduck			2	2	1		1					0	Jan
American Wigeon					1							0	Dec
Green-winged Teal						1*						0	Mar
Surf Scoter												0	Nov
Black-necked Grebe			1*								1	0	Feb, Dec

Species	1% national	1% international	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	Mean	Peak Months
Wilson's Phalarope												0	Sep
Kittiwake							1*					0	Sep
Little Gull												0	Oct
Ring-billed Gull					1*		3*		2	1*		1	Mar
Glaucous Gull							1*					0	Mar
Yellow-legged Gull			2*	1*				1*	1*	3*	1*	1	Sep
Glossy Ibis						2*						0	Feb
Cattle Egret							9*		4	2*		3	Mar, Oct, Dec
Great White Pelican						2*			2*		2*	1	Oct

Notes:

The mean is based only on available survey data from the most recent 5-season period, i.e. for the period 2016/17 - 2020/21, using I-WeBS core counts.

Blank columns indicate seasons when no counts were carried out, while blank cells show that a species was absent, where other counts are in the same column.

Counts that are poor quality are excluded from these tables, with the exception of known underestimates of individual species.

Where peak counts were recorded outside the midwinter period (Nov, Dec, Jan) these are marked with an asterisk (*). This may indicate that higher numbers occurred during passage periods, or may be due to a lack of counts in the midwinter months.

The 'Peak Months' column indicates the months when the highest number of peak counts were recorded.

Appendix B

Planning Drawings

B.1 Planning Drawings

Site Boundary Works

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
	For Planning			

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre
Road Network Improvement Scheme

Scale at A1: 1:1000 @ A1 (1:2000 @ A3)
Discipline: Transport Planning Group 1

ARUP

Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
Tel +353 (0)21 422 3200 Fax +353 (0)1 668 3169
www.arup.ie

Drawing Title
Proposed Road Layout
Site Location Plan
Keyplan

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	PL100-00	P1

Do not scale

N

- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
- Proposed Tree Planting
- Landscaped areas
- Cycle lane: buff and red coloured tarmac surface
- Granite Setts to main crossings
- Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry
- Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
- Project Wide High Quality Paving: Natural stone slabs and setts
- Albert Road- Footpath to be provided as part of Navigation Square Project
- Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
- Coloured Tarmac to parking bays and controlled crossing points
- Standard carriageway resurfacing
- Insitu concrete path
- Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking
- Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
- Quay Wall Edge With Handrail
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

Refer to Drg. No. PL100-08

Matchline

A

B

New Uncontrolled Pedestrian Crossing

Albert Quay

LANA BUS

3.3m
2m
3m
3m
3.25m
5.0m
4.0m

Footpath Provided Under Navigation Square Project

Navigation Square 1

Navigation Square 2

Signalised Pedestrian Crossing

Idle Hour

Victoria Road

CYCLE

BUS SHELTER

3.3m

Matchline

Refer to Drg. No. PL100-02

Main Features

1. Road Carriageway
2. 3.3m, 2 way dedicated cycle lane
3. Planting buffer
4. Main circulation area paved in natural stone
5. Pedestrian Crossing
6. Cycle Stands
7. Informal Seating & Soft Area
8. Bike Stand

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

ARUP
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Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 01 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-01**	**P1**

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A1

- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
- Proposed Tree Planting
- Landscaped areas
- Cycle lane: buff and red coloured tarmac surface
- Granite Setts to main crossings
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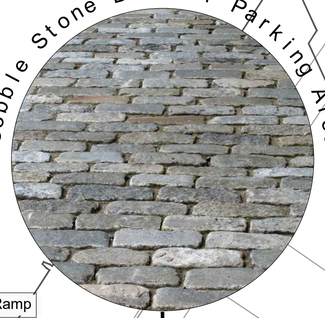
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

Cobble Stone Back of Parking Area



Coloured Tarmac to Cycle Lane

Buff Coloured Tarmac to Parking Bays

N

Wide Ramp

WB

Vehicular Access to Kennedy Quay from Victoria Road will be Removed. Access will be via Marina Walk and/or Mill Road

Marina Walk

New Uncontrolled Pedestrian Crossing

C

D

Victoria Road

BUS SHELTER

LOADING / SET-DOWN

STOP

3.3m

4.13m

5.9m

4.0m

3.00m

3.25m

2.0m

6.7m

LANA BUS

Albert Quay

Idle Hour

Signalised Pedestrian Crossing

Goldbergs

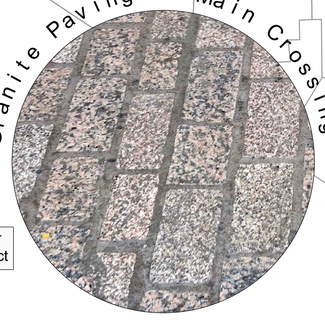
Matchline

Refer to Drg. No. PL100-02

Refer to Drg. No. PL100-03

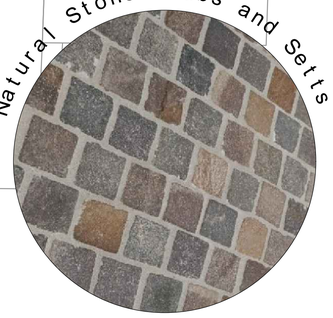
Footpath Provided Under Navigation Square Project

Granite Paving to Main Crossings



Planting Strip/Sustainable Drainage

Natural Stone Slabs and Setts



Granite Paving to Main Crossings

Main Features

1. Road Carriageway
2. Footpath
3. 3.3m, 2-Way Dedicated Cycle Lane
4. Bus Lane
5. Reverse In Car Parking
6. Raised Table Junction
7. Landscaped areas
8. Bus Shelter
9. Ambulance Set-down Parking Bay

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

ARUP

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www.arup.ie

Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 02 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-02**	**P1**

Do not scale

A1

Natural Stone Slabs and Setts

Buff Coloured Tarmac to Parking Bays

Matchline

See This Drawing

New Proposed Footpath

Proposed cycle lane to merge seamlessly with existing

New Pedestrian Crossing

Existing Pedestrian Crossing to be Upgraded

Refer to Drg. No. PL100-02

Refer to Drg. No. PL100-04

Centre Park Road

Victoria Road

Monahan Road

Ramped Access to Existing Petrol Station

Existing Pedestrian Crossing to be Removed

New Uncontrolled Pedestrian Crossing

Tree planted in mini rain garden

Tramline Tactiles

Albert Road

Sonny's Deli

Raingarden

Eastville

Refer to Drg. No. PL100-06

Rosehill

Refer to Drg. No. PL100-07

Footpath to be Provided Under Navigation Square Project

Matchline

Refer to Drg. No. PL100-06

Main Features

1. New Realigned Junction
2. Footpath
3. 3.3m, 2-Way Dedicated Cycle Lane
4. Bus Lane
5. Reverse In Car Parking
6. Entry Treatment
7. Landscaped Areas
8. SUDS / Raingarden
9. Entrance to Filling Station

Existing Kerbline - Refer to topographical survey for detailed information

Cobble Stones Deterrent Paving

Disabled parking bay - Blue coloured tarmac surface

Bike Stands

Land Acquisition

Belisha Beacon

Site Boundary Works

Existing tree to be protected and retained

Existing tree to be removed to facilitate development

Proposed Tree Planting

Landscaped areas

Cycle lane: buff and red coloured tarmac surface

Granite Setts to main crossings

Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry

Albert Quay High Quality Paving: Natural stone setts i.e. porphyry

Project Wide High Quality Paving: Natural stone slabs and setts

Albert Road- Footpath to be provided as part of Navigation Square Project

Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.

Coloured Tarmac to parking bays and controlled crossing points

Standard carriageway resurfacing

Insitu concrete path

Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road markir

Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

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Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 03 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	PL100-03	P1

Do not scale

- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
- Proposed Tree Planting
- Landscaped areas
- Cycle lane: buff and red coloured tarmac surface
- Granite Setts to main crossings
- Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry
- Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
- Project Wide High Quality Paving: Natural stone slabs and setts
- Albert Road- Footpath to be provided as part of Navigation Square Project
- Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
- Coloured Tarmac to parking bays and controlled crossing points
- Standard carriageway resurfacing
- Insitu concrete path
- Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking
- Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
- Quay Wall Edge With Handrail
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

Main Features

1. Junction Treatment
2. Footpath
3. Landscaped areas

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

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Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 04 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-04**	**P1**

\\globaleurope\Cork\Jobs\260000\260711-00\4. Internal\4-02 Drawings\4-02-11 Planning\Cad Planning Files 05.06.19\PL100-00_260711-00_Layouts - StandardPL100-00_260711-00_ - 03 Layouts.dwg

A1

Refer to Drg. No. PL100-04

Matchline

Marina Park

Victoria Road

New Uncontrolled Pedestrian Crossing

Signalised Controlled Crossings

Existing Parking on Victoria Road to be Retained

Existing Parking on Blackrock Road to be Retained

Blackrock Road

Land Acquisition

Existing Access Gate to be Relocated

Old Blackrock Road

New Uncontrolled Pedestrian Crossing

Victoria Ave

3.0m

1.8m

6.0m

5.5m

STOP

N

Tree planted in mini rain garden

- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
- Proposed Tree Planting
- Landscaped areas
- Cycle lane: buff and red coloured tarmac surface
- Granite Setts to main crossings
- Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry
- Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
- Project Wide High Quality Paving: Natural stone slabs and setts
- Albert Road- Footpath to be provided as part of Navigation Square Project
- Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
- Coloured Tarmac to parking bays and controlled crossing points
- Standard carriageway resurfacing
- Insitu concrete path
- Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking
- Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
- Quay Wall Edge With Handrail
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

Main Features

1. Junction Treatment
2. Footpath
3. Landscaped areas
4. Entry Treatment

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

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Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 05 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-05**	**P1**

Site Boundary Works	Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
Existing tree to be protected and retained	Project Wide High Quality Paving: Natural stone slabs and setts
Existing tree to be removed to facilitate development	Albert Road- Footpath to be provided as part of Navigation Square Project
Proposed Tree Planting	Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
Landscaped areas	Coloured Tarmac to parking bays and controlled crossing points
Cycle lane: buff and red coloured tarmac surface	Standard carriageway resurfacing
Granite Setts to main crossings	Insitu concrete path
Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry	Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking

Disabled parking bay - Blue coloured tarmac surface	Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
Bike Stands	Quay Wall Edge With Handrail
Land Acquisition	Existing Kerbline - Refer to topographical survey for detailed information
Belisha Beacon	Cobble Stones Deterrent Paving

Main Features

1. Entry Treatment
2. Footpath
3. Car Parking
4. Landscaped Areas
5. Suds / Raingarden
6. Residential Access Link

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
	For Planning			

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1 1:250 @ A1 (1:500 @ A3)

Discipline Transport Planning Group 1

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Drawing Title
General Arrangement Plan
Proposed Road Layout
Sheet 06 of 09

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	PL100-06	P1

Do not scale


Buff Coloured Tarmac to Parking Bays
Planting Strip
N
Existing Pedestrian Crossing to be upgraded by O'Callaghan Properties as Condition of Planning for Navigation Square
Existing Pedestrian Crossing to be Upgraded
Footpath to be provided as part of Navigation Square Project
Refer to Drg. No. PL100-03
Albert Road
Albert Road
STOP
Parking Bays
New Uncontrolled Pedestrian Crossing
New Uncontrolled Pedestrian Crossing
Matchline
Hiberian Buildings
Hiberian Buildings
Refer to Drg. No. PL100-06
Existing Parking at Hiberian Buildings to be Retained
Marina Terrace
Matchline
Refer to Drg. No. PL100-09
Matchline
Site Boundary Works
Existing tree to be protected and retained
Existing tree to be removed to facilitate development
Proposed Tree Planting
Landscaped areas
Cycle lane: buff and red coloured tarmac surface
Granite Setts to main crossings
Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry
Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
Project Wide High Quality Paving: Natural stone slabs and setts
Albert Road- Footpath to be provided as part of Navigation Square Project
Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
Coloured Tarmac to parking bays and controlled crossing points
Standard carriageway resurfacing
Insitu concrete path
Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking
Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
Quay Wall Edge With Handrail
Existing Kerbline - Refer to topographical survey for detailed information
Cobble Stones Deterrent Paving
Disabled parking bay - Blue coloured tarmac surface
Bike Stands
Land Acquisition
Belisha Beacon

Main Features

1 Entry Treatment
2 Footpath
3 Car Parking
4 Landscaped Areas

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
	For Planning			

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1 1:250 @ A1 (1:500 @ A3)
Discipline Transport Planning Group 1

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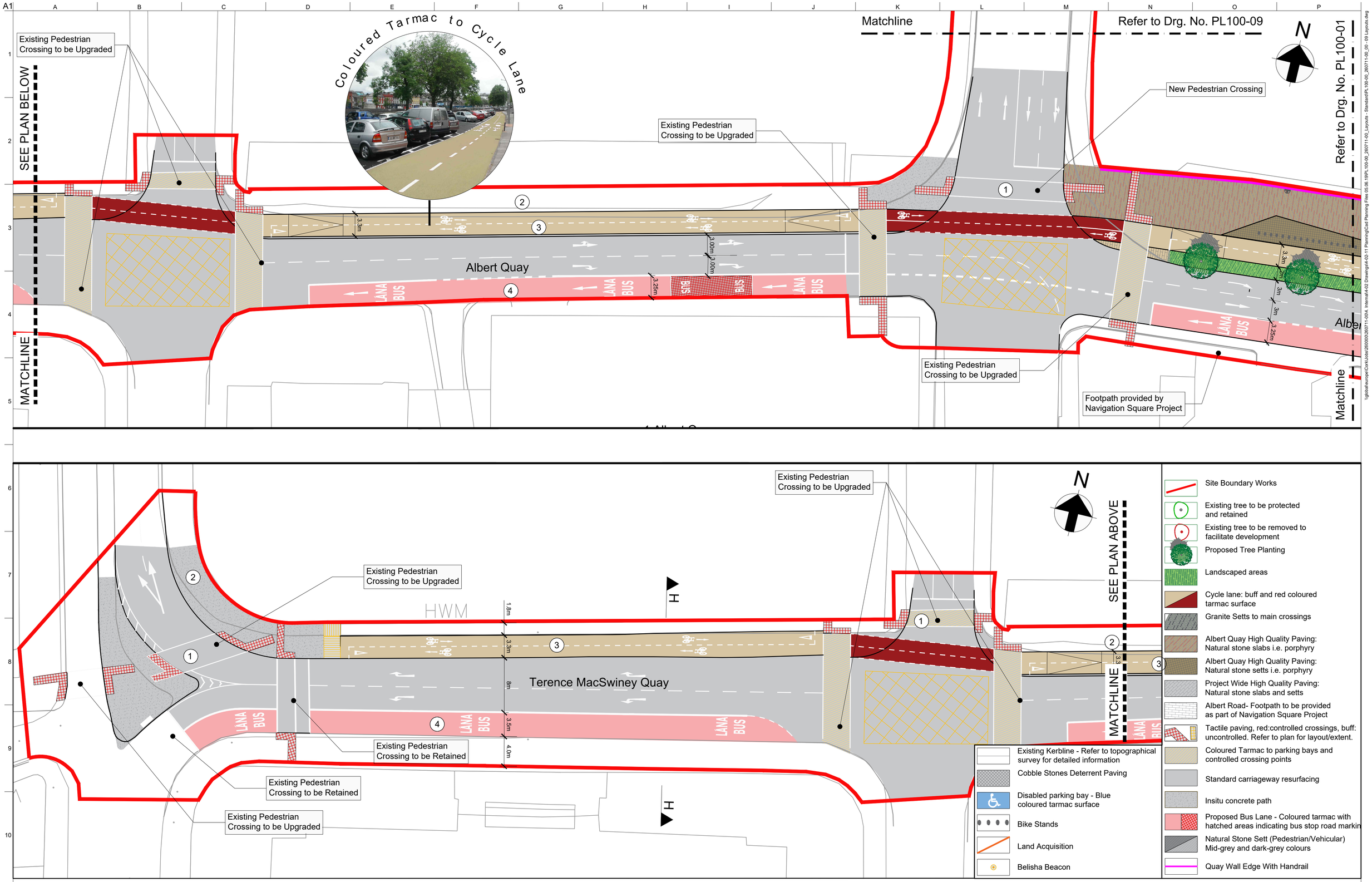
Drawing Title
General Arrangement Plan
Proposed Road Layout
Sheet 07 of 09

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	PL100-07	P1

Do not scale



Main Features

1. Crossing Upgrade
2. Footpath
3. 3.3m, 2-Way Dedicated Cycle Lane
4. Bus Lane

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

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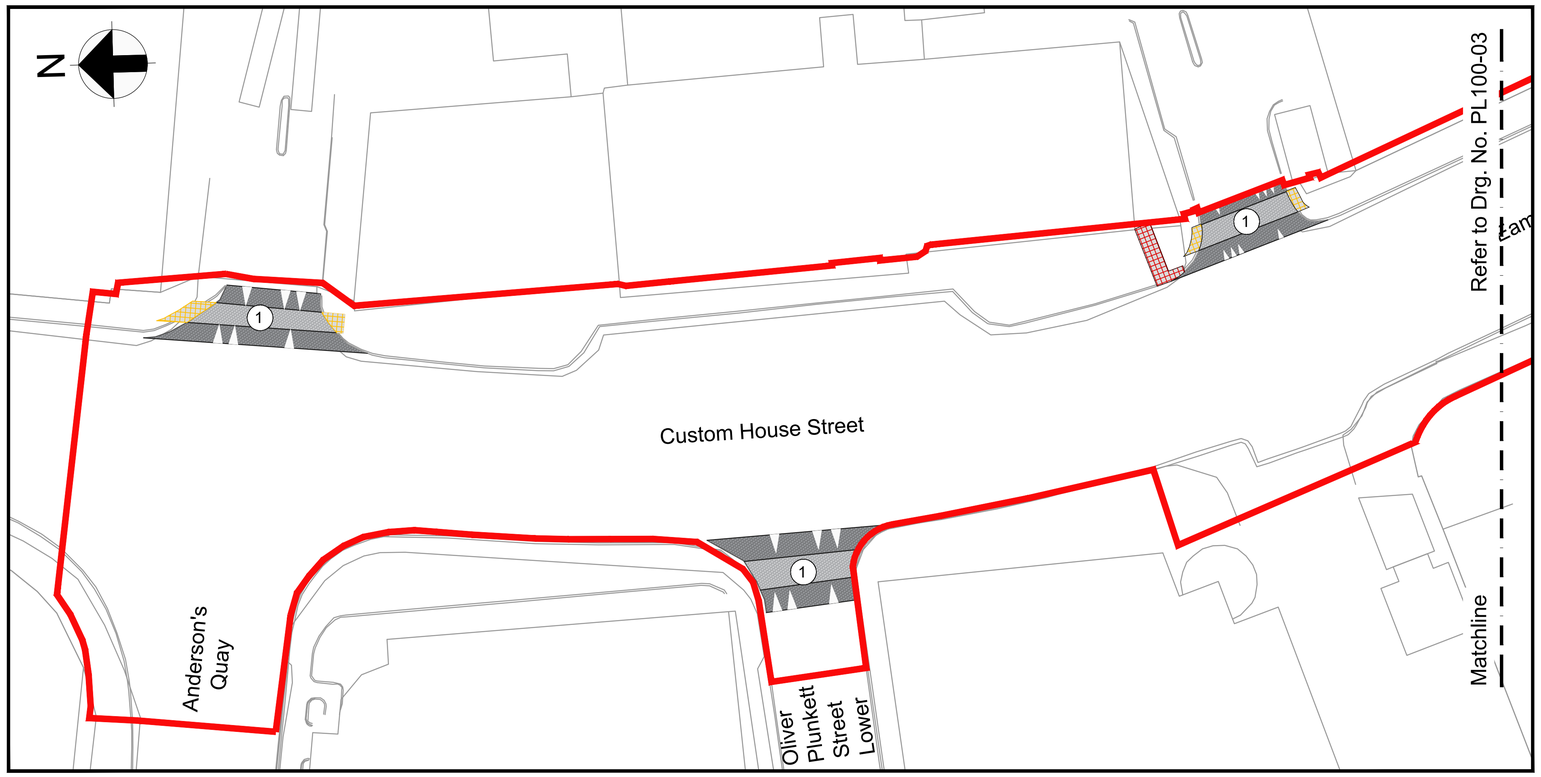
Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 08 of 09

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	PL100-08	P1



- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
- Proposed Tree Planting
- Landscaped areas
- Cycle lane: buff and red coloured tarmac surface
- Granite Setts to main crossings
- Albert Quay High Quality Paving: Natural stone slabs i.e. porphyry
- Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
- Project Wide High Quality Paving: Natural stone slabs and setts
- Albert Road- Footpath to be provided as part of Navigation Square Project
- Tactile paving, red:controlled crossings, buff: uncontrolled. Refer to plan for layout/extent.
- Coloured Tarmac to parking bays and controlled crossing points
- Standard carriageway resurfacing
- Insitu concrete path
- Proposed Bus Lane - Coloured tarmac with hatched areas indicating bus stop road marking
- Natural Stone Sett (Pedestrian/Vehicular) Mid-grey and dark-grey colours
- Quay Wall Edge With Handrail
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

Main Features

1. Entry Treatment
2. Footpath

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: 1:250 @ A1 (1:500 @ A3)

Discipline: Transport Planning Group 1

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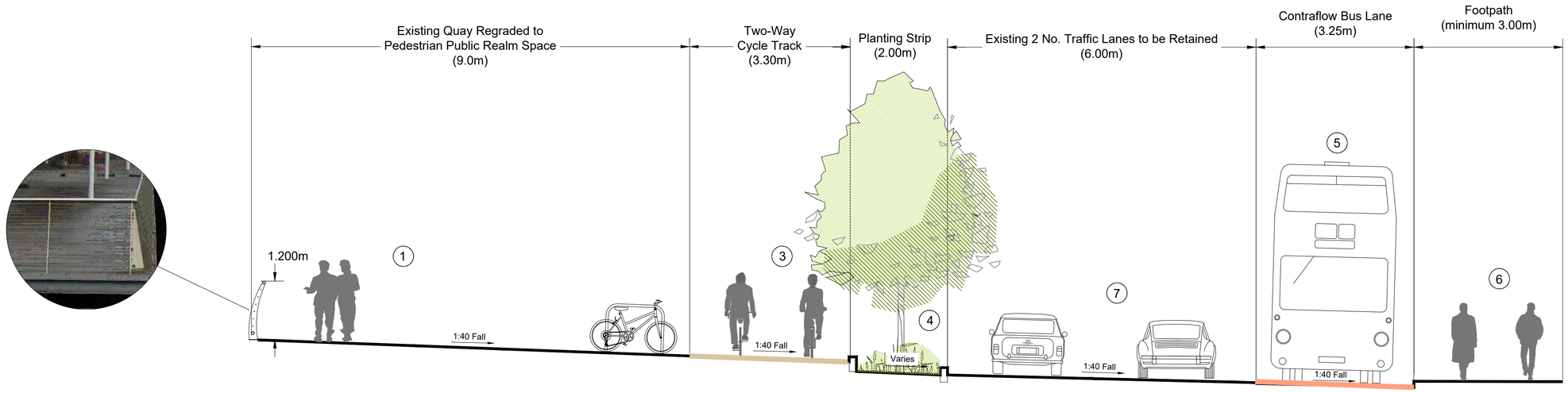
Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 09 of 09

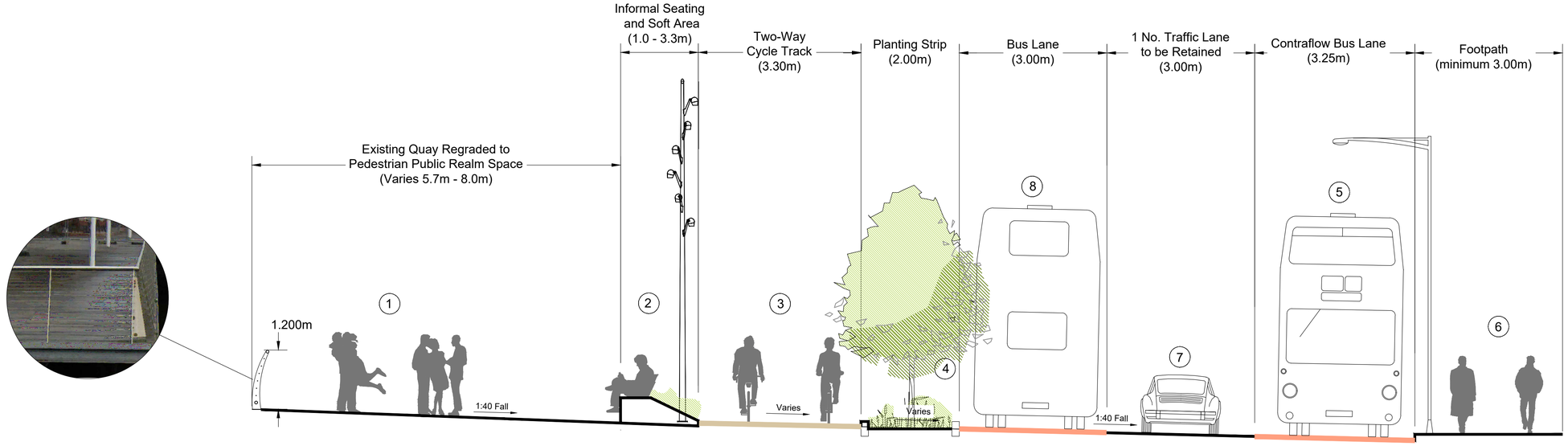
Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	PL100-09	P1



Section A - A
Albert Quay East

Scale 1:50 @ A1, 1:100 @ A3



Section B - B
Albert Quay East

Scale 1:50 @ A1, 1:100 @ A3

For Sections on Plan - Refer to Drawing No. PL100-01

Main Features

1. Main circulation area paved in natural stone
2. Informal Seating & Soft Area
3. 3.3m, 2-Way Dedicated Cycle Track
4. Planting buffer / SUDS
5. Contra-Flow Bus Lane
6. Footpath
7. Road Carriageway
8. Bus Lane

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: As Shown

Discipline: Transport Planning Group 1

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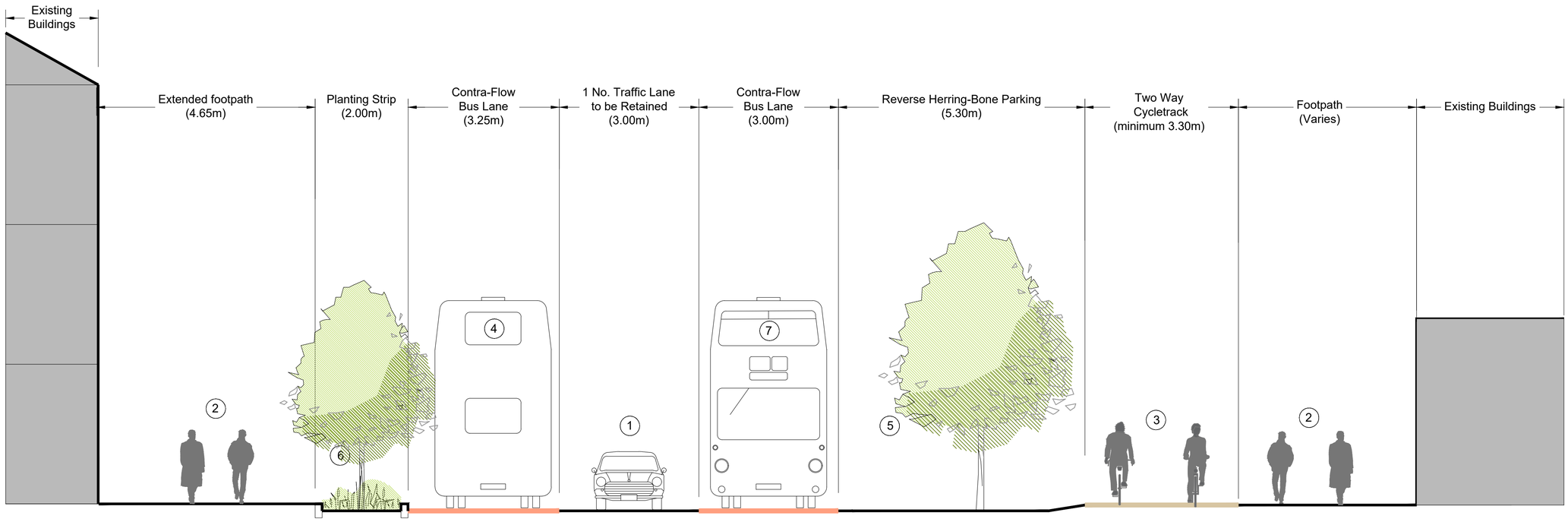
Drawing Title: Proposed Sections

Sheet 01 of 04

Drawing Status: **For Planning**

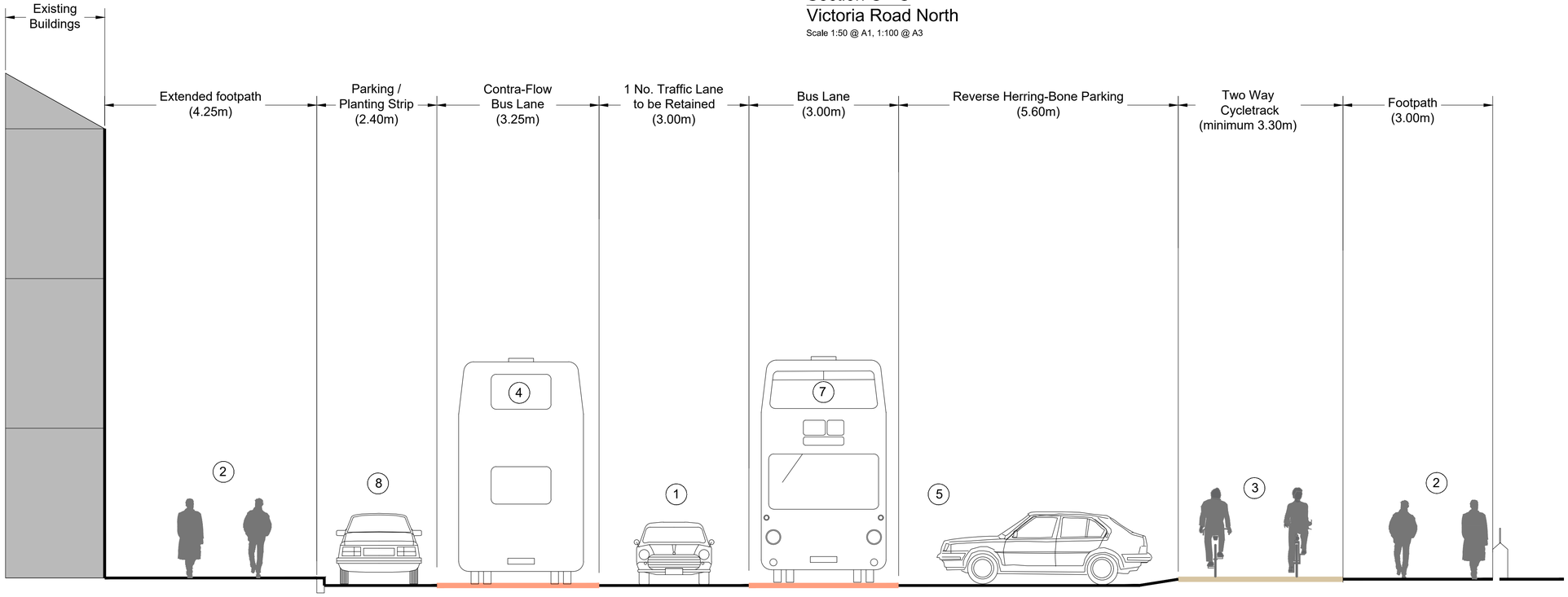
Job No	Drawing No	Issue
260711-00	**PL100-10**	**P1**

Do not scale



Section C - C
Victoria Road North

Scale 1:50 @ A1, 1:100 @ A3



Section D - D
Victoria Road North

Scale 1:50 @ A1, 1:100 @ A3

For Sections on Plan - Refer to Drawing No. PL100-02 & PL100-03

Main Features

1. Road Carriageway
2. Footpath
3. 3.3m, 2-Way Dedicated Cycle Track
4. Contra-Flow Bus Lane
5. Reverse Herring-Bone Car Parking
6. Low Level Planting Areas
7. Bus Lane
8. Parking / Planting Strip

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: As Shown

Discipline: Transport Planning Group 1

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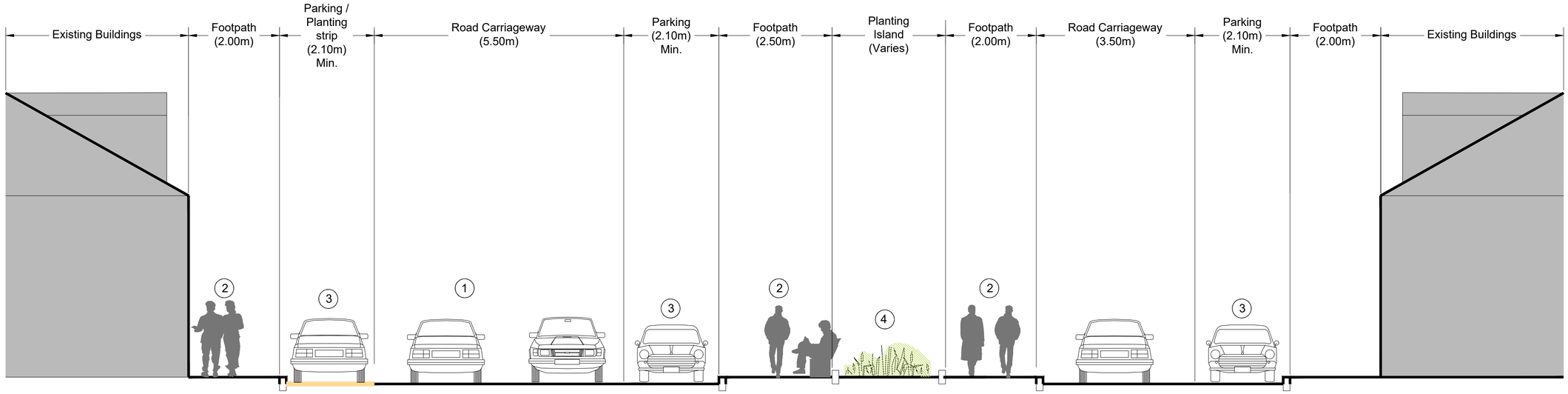
Drawing Title: Proposed Sections
Sheet 2 of 4

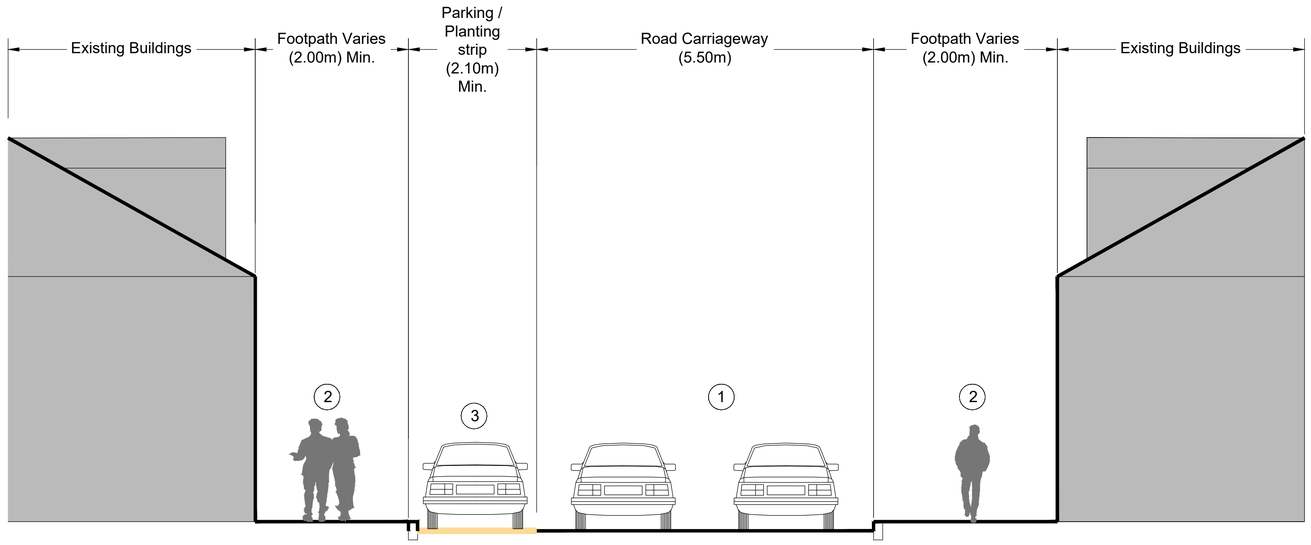
Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-11**	**P1**



Section E - E
Marina Terrace

Scale 1:50 @ A1, 1:100 @ A3



Section F - F
Marina Terrace

Scale 1:50 @ A1, 1:100 @ A3

For Sections on Plan - Refer to Drawing No. PL100-06

Main Features

1. Road Carriageway
2. Footpath
3. Car Parking/ Planting Strip
4. Landscape Area / SUDS

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: As Shown

Discipline: Transport Planning Group 1

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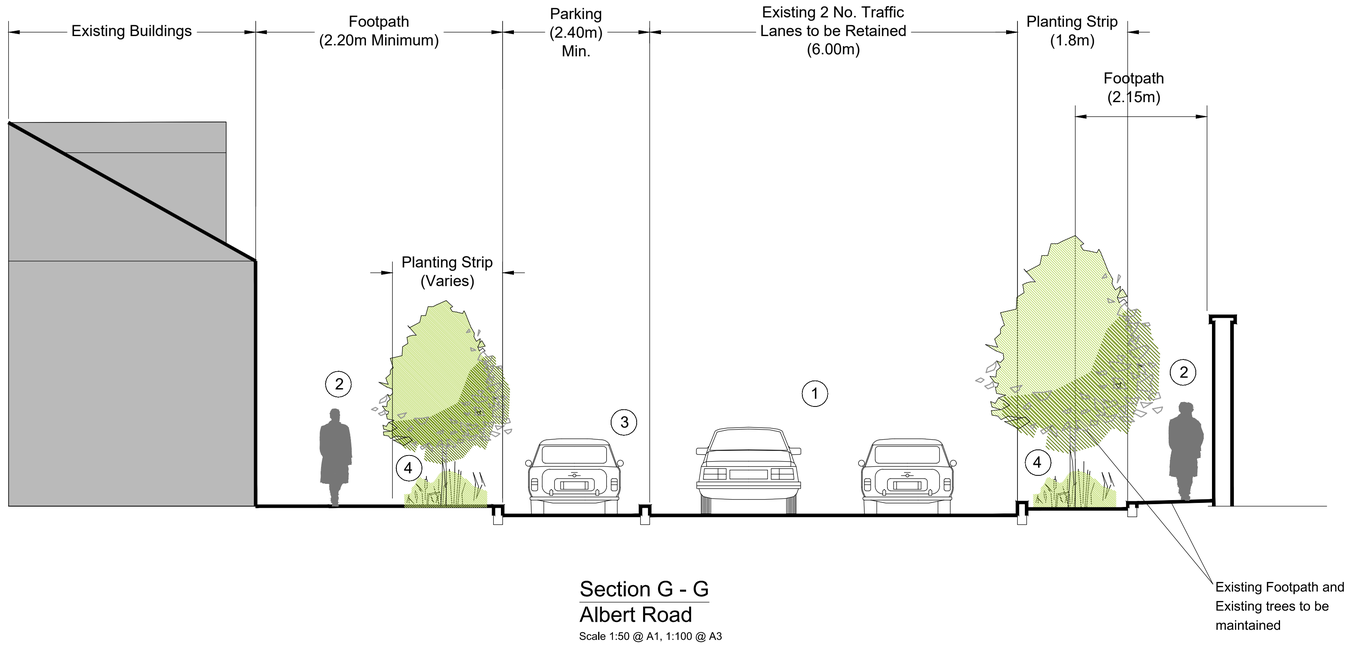
Drawing Title: Proposed Sections

Sheet 03 of 04

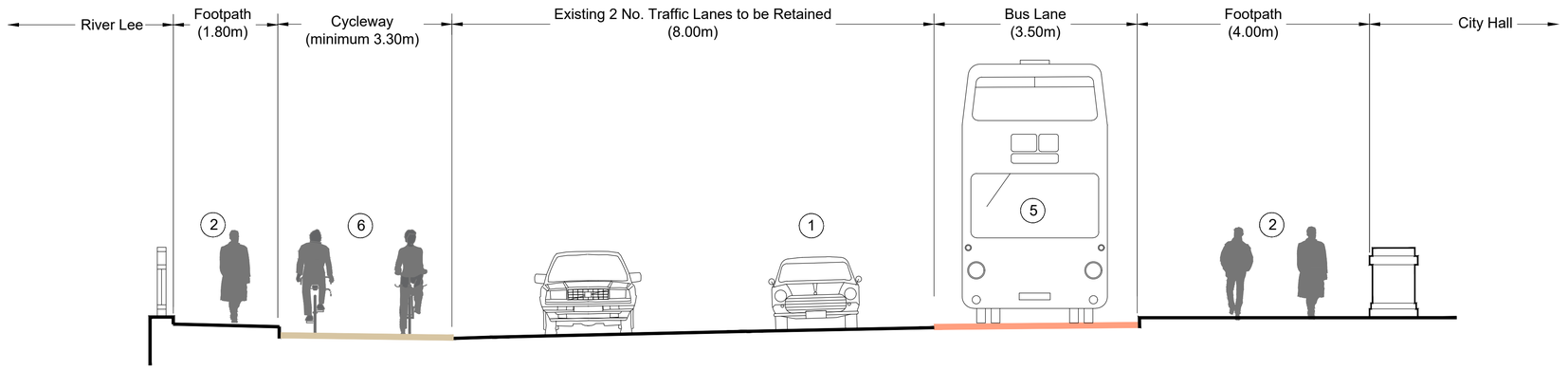
Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-12**	**P1**



Section G - G
Albert Road

Scale 1:50 @ A1, 1:100 @ A3



Section H - H
Terrence Mac Swiney Quay

Scale 1:50 @ A1, 1:100 @ A3

For Sections on Plan - Refer to Drawing No. PL100-07 & PL100-08

Main Features

1. Road Carriageway
2. Footpath
3. Car Parking
4. Low Level Planting Areas
5. Bus Lane
6. 3.3m, 2-Way Dedicated Cycle Track

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client: Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title: Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1: As Shown

Discipline: Transport Planning Group 1

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Drawing Title: Proposed Sections

Sheet 04 of 04

Drawing Status: **For Planning**

Job No	Drawing No	Issue
260711-00	**PL100-13**	**P1**

VIEW 1 : Existing Albert Quay

VIEW 1 : Proposed Albert Quay

VIEW 2 : Existing Albert Quay

VIEW 2 : Proposed Albert Quay

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre
Road Network Improvement Scheme

Scale at A1 As Shown

Discipline Transport Planning Group 1

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Drawing Title
Existing and Proposed Views
Sheet 1 of 3

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	**PL100-14**	**P1**

VIEW 3 : Existing Albert Quay

VIEW 3 :Proposed Albert Quay

VIEW 4 : Existing Victoria Road

VIEW 4 : Proposed Victoria Road

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre
Road Network Improvement Scheme

Scale at A1 NTS

Discipline Transport Planning Group 1

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Drawing Title
Existing and Proposed Views
Sheet 2 of 3

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	**PL100-15**	**P1**

VIEW 5 : Existing Albert Road

VIEW 5 : Proposed Albert Road

VIEW 6 : Existing Marina Terrace

VIEW 6 : Proposed Marina Terrace

Issue	Date	By	Chkd	Appd
P1	19/12/24	TA	SV	NH
For Planning				

Client
Cork City Council

Cork City Council
Comhairle Cathrach Chorcaí

Job Title
Cork Docklands to City Centre Road Network Improvement Scheme

Scale at A1 NTS

Discipline Transport Planning Group 1

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Drawing Title
Existing and Proposed Views
Sheet 3 of 3

Drawing Status
For Planning

Job No	Drawing No	Issue
260711-00	**PL100-16**	**P1**

Do not scale