ARUP

Cork City Council

Cork Docklands to City Centre Road Network Improvement Scheme

EIA Screening Report

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Ove Arup & Partners Ireland Limited
One Albert Quay
Cork
T12 X8N6
Ireland
arup.com

ARUP

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			Prepared by	**Checked by**	**Approved by**
		Name	Debbie Flynn	Fiona Patterson	Niall Harte
		Signature			
		Filename			
		Description			
			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			
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			Prepared by	**Checked by**	**Approved by**
		Name			
		Signature			

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1. Introduction

Arup was commissioned by Cork City Council to prepare an Environmental Impact Assessment (EIA) Screening Report to determine whether an EIA is required for the proposed Cork Docklands to City Centre Road Network Improvement Scheme (hereafter referred to as the 'proposed development') in Cork City. This document sets out the results of the EIA Screening and provides the competent authority (in this case Cork City Council) with the information necessary to undertake the EIA Screening assessment in respect of 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 the 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.

The proposed development (Refer to Figures 1.1 and 1.2) 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, 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.
- 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).

Further details on the proposed development are provided in Section 4 of this report and in the drawings provided in the planning package.

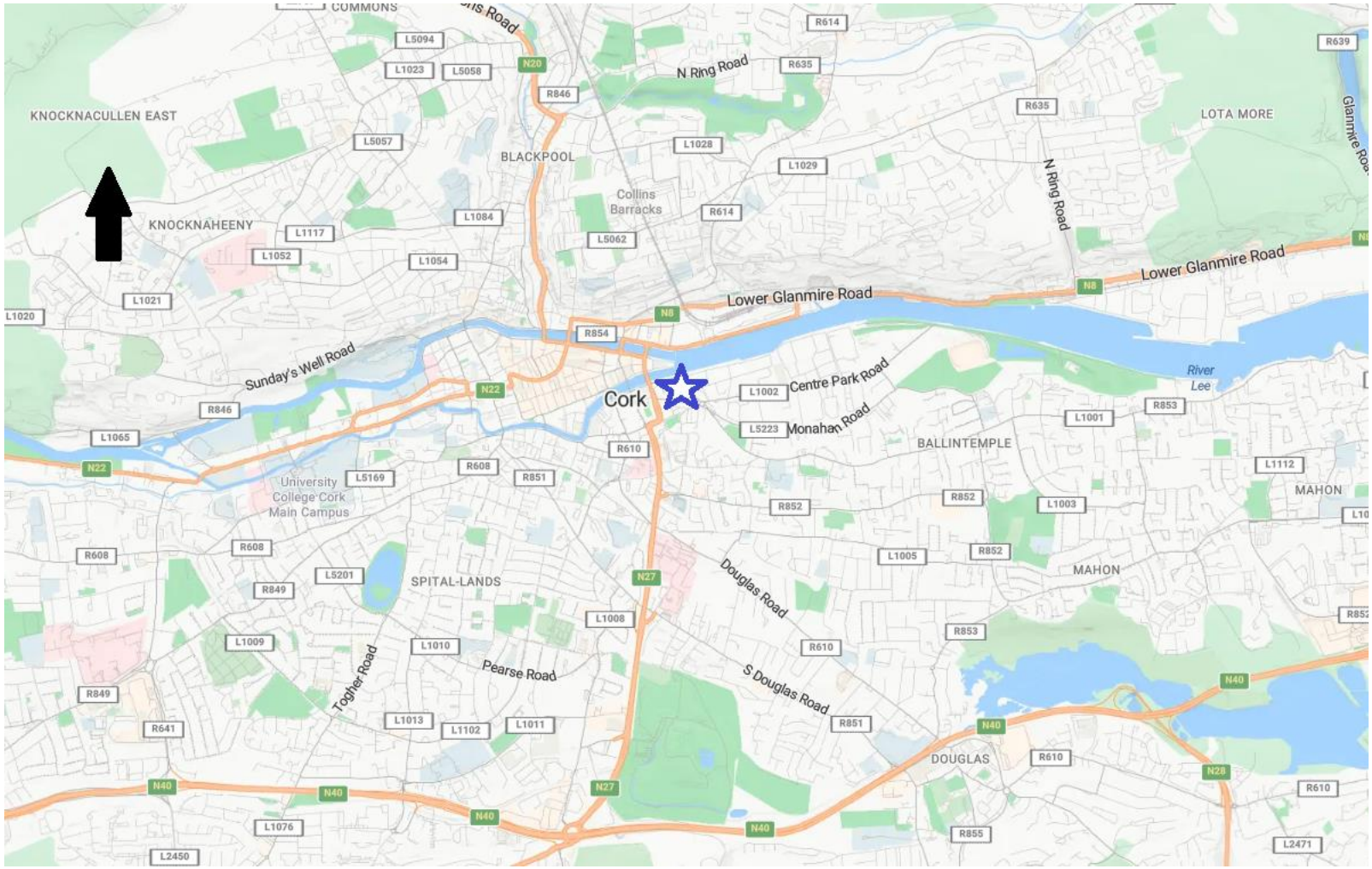


Figure 1.1: The proposed development location in the context of the wider Cork City area (indicated by purple star) | Background Mapping © Bing Maps not to scale

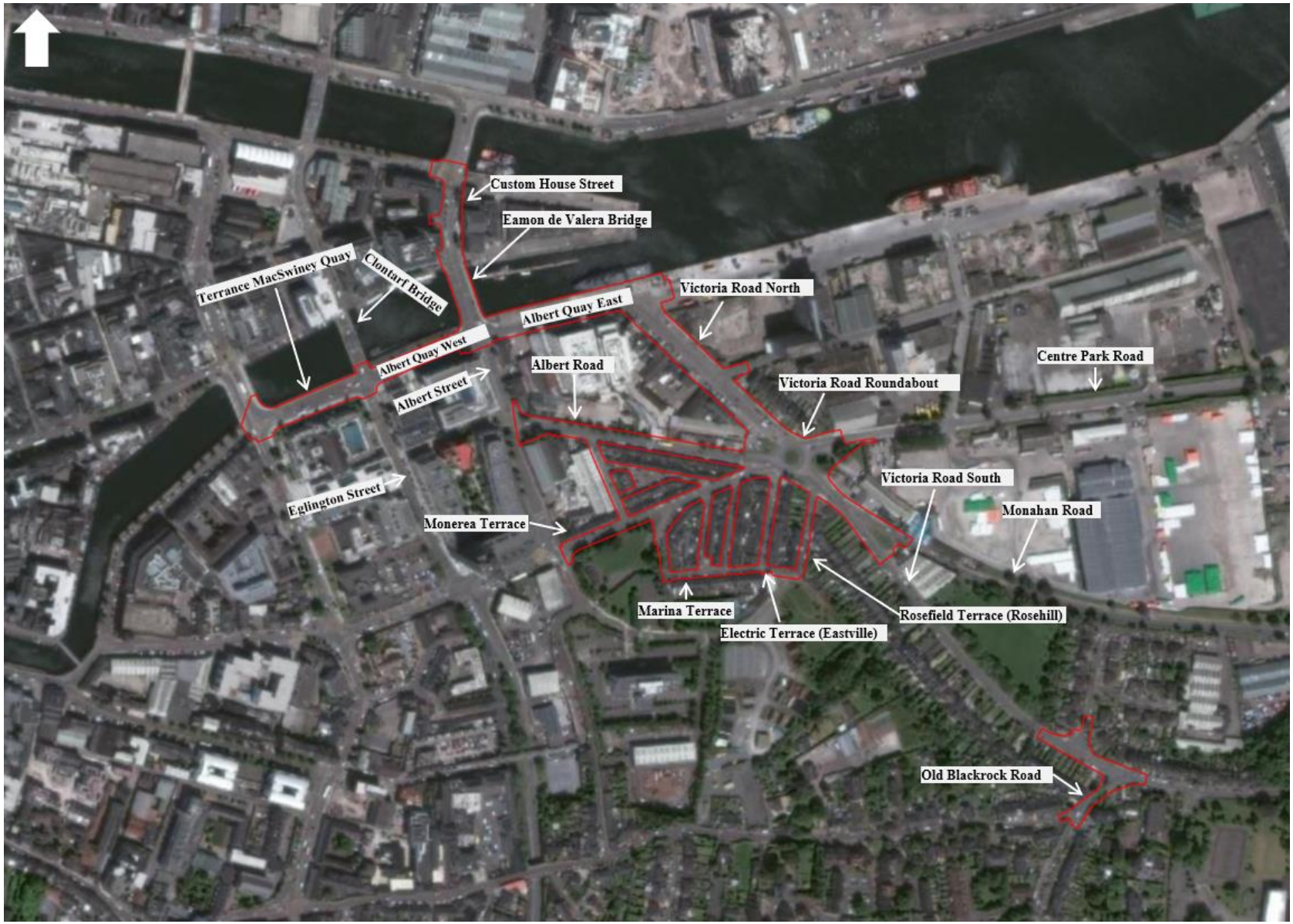


Figure 1.2: Proposed development boundary (indicated by redline). Refer to Appendix A for the planning drawings | Background Mapping © Bing Maps not to scale

2. EIA Screening Methodology, Legislation and Guidance

2.1 Introduction

This section describes the methodology used in the preparation of this EIA Screening report. The relevant legislation which has been used to screen the proposed development is detailed in this section. The guidance which has informed the preparation of the EIA Screening report is also listed in this chapter.

In terms of decision making, it is worth noting that the proposed development delivers on the policy context set out in the Cork City Development Plan (CCDP) 2022-2028 and the strategic transport objectives therein. The CCDP 2022-2028 was subject to Strategic Environmental Assessment (SEA).

The SEA Directive (Directive 2001/42/EC) on the assessment of the effects of certain plans and programmes on the environment - requires that an environmental assessment is carried out on certain plans and programmes which are likely to have significant effects on the environment. It provides the framework to influence decision-making at an earlier stage when plans and programmes (which provide the policy context for this proposed development) are being developed.

2.2 Directive 2014/52/EU (the EIA Directive)

This EIA Screening report has been prepared in compliance with Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment as amended by Directive 2014/52/EU (the EIA Directive).

The EIA Directive requires that public and private projects that are likely to have significant effects on the environment are subject to an environmental impact assessment prior to development consent being given. The EIA Directive sets out the requirements of the EIA process, including screening the need for an EIA.

Projects listed in Annex I of the EIA Directive require a mandatory EIA whilst projects listed in Annex II require screening to determine as to whether an EIA is required.

Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects as follows:

Articles 4(4) and 4(5) of the EIA Directive:

"4(4) Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

4(5) The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:

a. *where it is decided that an environmental effect assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or*

b. *where it is decided that an environmental effect assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment."*

This EIA Screening report contains all of the information prescribed by the relevant provisions of Annex IIA and Annex III to the EIA Directive.

The requirements of the EIA Directive have been transposed into Irish law with the enactment of a number of implementing legislative measures, including:

- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296/2018); and
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (S.I. No. 279/2019)

The relevant provisions of the Planning and Development Act 2000, as amended ("the Planning Acts") and the Planning and Development Regulations 2001, as amended (the "Planning Regulations") have been amended by S.I. No. 296/2018.

The relevant provisions of the Roads Act 1993, as amended and the Roads Regulations 1994 (S.I. No. 119/1994), as amended have been amended by S.I. No. 279/2019.

Given the nature of the proposed development, a review of the above legislation (Planning and Roads) was undertaken for the purpose of this EIA screening report (Refer to Section 2.4 below).

2.3 Guidance

This EIA Screening report has been prepared with due regard to the following overarching Environmental Protection Agency (EPA) and European Commission guidance on EIAR:

- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022); and
- European Commission (2017) Guidance on EIA Screening.

This EIA Screening report has also been prepared with due regard to the following guidance:

- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018).
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems.
- Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition.
- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development.
- Office of the Planning Regulator (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening (June 2021).

2.4 Analysis of requirement for mandatory EIA under Planning and Roads legislation

Given the nature of the proposed development, a review of both Irish Planning and Roads legislation was undertaken for the purpose of this EIA screening report. The proposed development is a local authority own development (as defined under Section 179 of the Planning and Development Act 2000, as amended) as it is being proposed by Cork City Council.

2.4.1 EIA Screening under Planning Legislation

Section 172 of the Planning and Development Act 2000, as amended, sets out the requirement for Environmental Impact Assessment as follows:

"[172 (1) An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either—

(a) the proposed development would be of a class specified in—

(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—

(I) such development would equal or exceed any relevant quantity, area or other limit specified in that Part, or

(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either—

(I) such development would equal or exceed any relevant quantity, area or other limit specified in that Part, or

(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(b)(i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed the relevant quantity, area or other limit specified in that Part, and

(ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.]"

The prescribed classes of development and thresholds that trigger a mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in Schedule 5 against the proposed development has been carried out to determine whether mandatory EIA is required.

Schedule 5 Part 1

The proposed development is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, a mandatory EIA is not required under Schedule 5 Part 1.

Schedule 5 Part 2 Class 10

The proposed development as summarised in Section 1 above, comprises a combination of alterations to the existing road layout such as changes in traffic flows, the introduction of bus and cycle tracks, road and footpath regrading and public realm improvement works. Most of the proposed development constitutes the improvement of existing *infrastructure.*

The project types that are relevant to the proposed development in Schedule 5 Part 2 are listed below;

10. Infrastructure

10(b)(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

The total area of the proposed development is approximately 4.33 hectares (ha) and is located both within a "*business district*" and in "*other parts of a built-up area*".

A business district is defined in the Planning and Development Regulations 2001, as amended, as "*a district within a city or town in which the predominant land use is retail or commercial use*". Approximately 1.45ha of the proposed development is located within an area where the predominant land use is retail or commercial.

This area is zoned in the Cork City Development Plan 2022-2028 as "*City Centre*" and this area is therefore interpreted as a "*business district*". The proposed development area in the "*business district*" is less than 2ha. Thus, a mandatory EIA is not required under this class.

The remaining area (approximately 2.88ha) is located within an area in the city where the predominant land use is not retail nor commercial use. It is located in the following areas zoned in the Cork City Development Plan 2022-2028 as "*Mixed-Use Development*" (0.32ha), "*Quayside Amenity*" (0.48ha), "*Sustainable Residential Neighbourhoods*" (1.74ha) and unzoned lands (0.34ha). It is therefore located in ""*other parts of a built-up area*". The proposed development area in the "*other parts of a built-up area*" is less than 10ha. Thus, a mandatory EIA is not required under this class.

In conclusion, the proposed development is of a class set out in Schedule 5, Part 2 (Class 10(b)(iv)) but does not meet or exceed the relevant threshold, therefore it is a sub-threshold development and must be screened for EIA.

2.4.2 EIA Screening under Roads Legislation

The proposed development as summarised in Section 1 above, comprises a combination of alterations to the existing road layout such as changes in traffic flows, the introduction of bus and cycle tracks, road, footpath and wharf regrading and public realm improvement works. Most of the proposed development constitutes the improvement of existing infrastructure. Given the nature of the proposed development, it could be interpreted to be a "*road*" development as defined under Section 2 of the Roads Act (1993), as amended. Therefore, it was also considered appropriate to screen the proposed development under the Roads Act 1993, as amended.

2.4.2.1 Relevant Definitions

A "*road*" is defined under Section 2 of the Roads Act (1993) as amended as:

> *"(a) any street, lane, footpath, square, court, alley or passage,*
>
> *(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*
>
> *(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and*
>
> *(d) any other structure or thing forming part of the road and –*
>
> *(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or*
>
> *(ii) prescribed by the Minister."*

A road authority is defined under Section 2 of the Roads Act (1993), as amended as:

> *""road authority", except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban distract".*

A "*public road*" is defined under Section 2 of the Roads Act (1993), as amended as:

> *""public road" means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.*

It is the view of Arup that the proposed development could be interpreted to be a "*road*" development as defined under Section 2 of the Roads Act (1993), as amended. Similarly, Cork City Council (CCC) could be interpreted to be a "*road authority*" and the proposed development could be interpreted as works to a "*public road*" as defined under Section 2 of the Roads Act (1993) as amended. Therefore, it is considered appropriate to screen the project for EIA under the Roads Act 1993, as amended.

2.4.2.2 Requirement for EIA under the Roads Act 1993, as amended and Roads Regulations 1994, as amended

Section 50(1) of the Roads Act (1993) (as amended by S.I. No. 279/2019) relates to road developments subject to Environmental Impact Assessment. The threshold for mandatory EIA of road development is set out in Section 50(1)(a) which states:

"50. (1)(a) A road development that is proposed that comprises of any of the following shall be subject to an environmental impact assessment:

i. *The construction of a motorway*
ii. *The construction of a busway*
iii. *The construction of a service area; and*
iv. *Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road."*

The proposed development does not include the construction of a motorway, busway nor service area.

The '*prescribed types of road development*' Section 50(1)(a)(iv) are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994) (as amended) which states the following:

"(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Act shall be –

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length".

The proposed development does not involve the construction of a new road of four or more lanes.

The proposed development involves the realignment of sections of existing roads in an urban area however it will not result in the realignment of an existing road, so as to result in four or more lanes exceeding 500m in length in an urban area.

The proposed development does not involve the construction of a new bridge or tunnel.

The proposed development does not meet the mandatory thresholds detailed in Section 50 (1)(a) of the Roads Act (1993), as amended, nor the Road Regulations (1994), as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required.

In conclusion, the proposed development is of a class set out in the Roads Act 1993, as amended, (50(1)(a)(iv)) but does not meet or exceed the relevant threshold, therefore it is a sub-threshold development and must be screened for EIA.

3. Preliminary Examination of the Proposed Development

In order to determine if the proposed development is likely to have significant effects on the environment, and in accordance with the OPR guidance, a preliminary examination is required (Step 2 of the OPR Practice Note). This sets out this preliminary examination.

3.1 Preliminary Examination

In the Practice Note, Form 2 allows the preliminary examination to be recorded.

Tables 3.1 and 3.2 below, based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in Section 1 of this report, on the nature, size and location of the proposed development.

Table 3.1: Preliminary Examination

Preliminary Examination		
	Comment	**Yes/No/Uncertain**
Nature of the development: Is the nature of the proposed development exceptional in the context of the existing environment?	The proposed development includes improvement to both the transportation network and public realm in a city centre area, to provide better access and safety for pedestrians, more efficient public transport and a high-quality public realm.	No
Will the development result in the production of any significant waste, or result in significant emissions of pollutants?	The proposed development will result in the production of construction and demolition waste as well as emissions during the construction phase.	Uncertain
Size of the development: Is the size of the development exceptional in the context of the existing environment?	The proposed development is a road realignment and public realm scheme in an urban area.	No
Are there cumulative considerations having regard to other existing and/or permitted projects?	The proposed development is in an urban area within the south docklands area of Cork city centre. There are other planned and proposed developments in the vicinity which need to be considered.	Uncertain
Location: Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?	The proposed development is located adjacent to the River Lee. The closest European site (Natura 2000 site) to the proposed development is Cork Harbour SPA, located 1.68km as the crow flies or approximately 4km downstream. The River Lee is also an important wildlife corridor. A separate Report for Screening for Appropriate Assessment has been prepared to address potential impact on European sites.	Uncertain
Does the proposed development have the potential to affect other significant environmental sensitivities in the area?	The area of the proposed development is generally commercial and industrial in nature (with some residential areas) within a city centre environment. The area is highly trafficked with a number of busy routes which have associated air quality and noise effects. The purpose of the proposed development is to improve the public realm and increase access to public transport, walking and cycling, while also increasing safety for cyclists and pedestrians. The works will reduce the capacity of traffic in the area, promoting a shift from cars to public transport, walking and cycling. The provision of the proposed development is not expected to significantly increase congestion or increase pollution concentrations and noise levels at this location.	Uncertain

Table 3.2: Conclusion of Preliminary Examination

Conclusion of Preliminary Examination		
Based on a preliminary examination of the nature, size or location of the proposed development: **(Tick as appropriate)**		
There is no real likelihood of significant effects on the environment. EIA is not required.	There is real likelihood of significant effects on the environment. An EIAR is required.	There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Information specified in Schedule 7A required for the purposes of a screening determination. Proceed to Screening Determination.
		X

3.2 Conclusion of the Preliminary Examination

The preliminary examination has concluded that there is a significant realistic doubt regarding the likelihood of significant effects on the environment. Therefore, information specified in Schedule 7A is required for the purposes of a screening determination. The competent authority (in this case, Cork City Council) will make the final determination in this regard.

3.3 EIA Screening of sub-threshold development

EIA screening is required to determine the potential for the proposed development to have significant effects on the environment as a sub-threshold development.

Under Section 50(1)(c) of the Roads Act (1993), as amended, where consideration is being given as to whether a road development would be likely to have significant effects on the environment, the relevant selection criteria specified in Annex IIA and III to the EIA Directive is taken into account.

The criteria outlined in Annex IIA of the EIA Directive (i.e. for determining the information that is required from the developer to enable the competent authority to determine the need for an EIA) have been transposed into Irish legislation through Schedule 7A of the Planning and Development (Amendment) Regulations 2001 – 2019. Table 3.3 identifies the criteria outlined in Schedule 7A and demonstrates where these requirements have been addressed in this screening report.

Table 3.3: Criteria outlined in Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended

Schedule 7A requirements	Relevant section of this screening report
1. A description of the proposed development, including in particular: (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.	Section 4
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.	Section 5
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from: (a) the expected residues and emissions and the production of waste, where relevant; and (b) the use of natural resources, in particular soil, land, water and biodiversity.	Section 5

The criteria outlined in Annex III of the EIA Directive, (i.e., for determining whether a development is likely to have significant effects on the environment) have been transposed into Irish legislation through Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended. Table 3.4 identifies the criteria outlined in Schedule 7.

Table 3.4: Criteria outlined in Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended

Characteristics of proposed development
The characteristics of proposed development, in particular-
(a) the size and design of the whole of the proposed development,
(b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of Section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,
(c) the nature of any associated demolition works,
(d) the use of natural resources, in particular land, soil, water and biodiversity,
(e) the production of waste,
(f) pollution and nuisances,
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and
(h) the risks to human health (for example, due to water contamination or air pollution).
Location of proposed development
The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—
(a) the existing and approved land use,
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground,
(c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths (ii) coastal zones and the marine environment (iii) mountain and forest areas (iv) nature reserves and parks (v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and (vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure. (vii) densely populated areas
Type and characteristics of the potential impacts
The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in Section 171A of the Act, taking into account -
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
(b) the nature of the impact,

Characteristics of proposed development
(c) the transboundary nature of the impact,
(d) the intensity and complexity of the impact,
(e) the probability of the impact,
(f) the expected onset, duration, frequency and reversibility of the impact
(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of Section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and
(h) the possibility of effectively reducing the impact.

For the purpose of this EIA Screening Report, the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001, as amended are grouped under the following three headings, which are individually addressed in the following sections:

1. Location of development (**Section 4**).
2. Characteristics of development (**Sections 5**); and
3. Characteristics of potential effects (**Section 5**).

4. Characteristics of the Proposed Development

4.1 Introduction

The first criterion included in Schedule 7A of the Regulations relates to a description of the whole development (and where relevant, of demolition works), and a description of the location of the proposed development with particular regard to the environmental sensitivity of the geographical areas likely to be affected (refer to Table 3.3 above). The compilation of the above information also takes into account, where relevant, the criteria set out in Schedule 7 of the Regulations (refer to Table 3.4 above).

4.2 Overview of the Proposed Development

As described previously in Section 1, 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.
- 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, a new two-way cycle track 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).

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

4.3 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 (approximately 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, in-stream 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 A of this report.

4.4 Detailed Description of the proposed development

4.4.1 Albert Quay West, Terence MacSwiney Quay and Custom House Street area

Refer generally to Drawing Nos PL100-08 and PL100-09 in Appendix A. 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 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 Terence MacSwiney 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.

4.4.2 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 MacSwiney 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. This 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

4.4.3 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.

4.4.4 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.

4.5 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.

4.6 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.

4.7 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 (these trees are immature and not of significant ecological value), 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 A for specific details in each location.

4.8 Construction Stage

4.8.1 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.

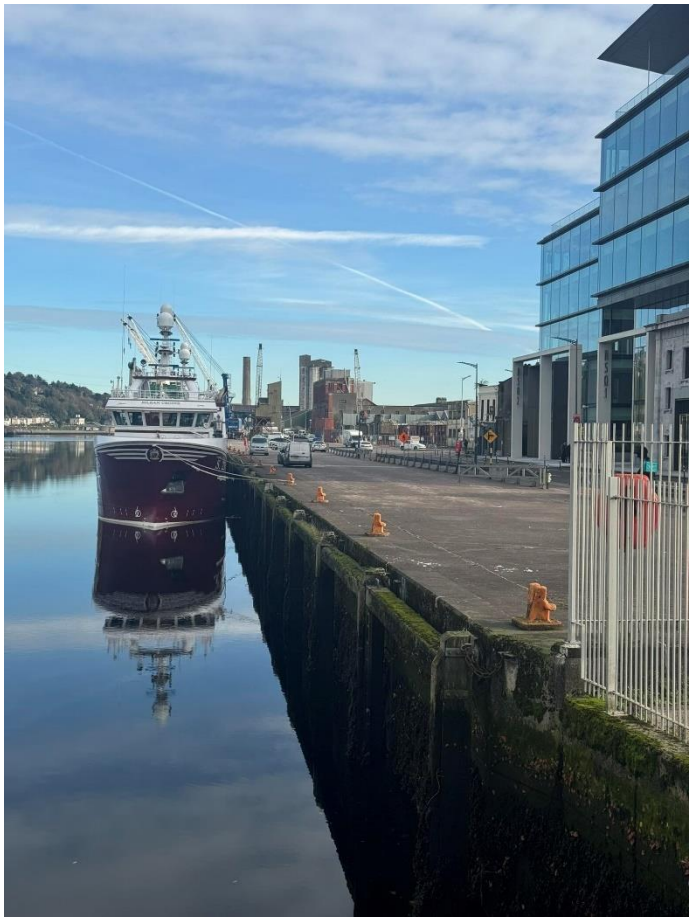
Phase 2C – The area of Victoria Road South and Monahan Road will be upgraded/re-aligned during this phase. This will involve the breaking out of existing kerbs and footways in this area. New kerbs will then be laid, new footpath constructed, a new cycle track built, and a raised entry treatment added 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 23.3m^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.

4.8.2 Nature of 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.

5. Existing Environment and Likely Significant Effects

5.1 Overview

The second criterion included in Schedule 7A of the Regulations relates to a description of the aspects of the environment likely to be significantly affected by the development. This description is divided into the sub-headings below, which are based on the environmental factors specified in paragraph (b)(i)(I) to (V) of Section 171A of the Planning and Development Act 2000, as amended.

S.171 of Planning and Development Act 2000, as amended.

(i) an examination, analysis and evaluation, carried out by the planning authority or the Board, as the case may be, in accordance with this Part and regulations made thereunder, that identifies, describes and assesses, in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of the proposed development on the following:

(I) population and human health

(II) biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.

(III) land, soil, water, air and climate

(IV) material assets, cultural heritage and the landscape

(V) the interaction between the factors mentioned in clauses (I) to (IV), and

(ii) as regards the factors mentioned in subparagraph (i)(I) to (V), such examination, analysis and evaluation of the expected direct and indirect significant effects on the environment derived from the vulnerability of the proposed development to risks of major accidents or disasters, or both major accidents and disasters, that are relevant to that development;

This section also addresses the third criterion included in Schedule 7A of the regulations which relates to a description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:

The expected residues and emissions and the production of waste, where relevant; and

- The use of natural resources, in particular soil, land, water and biodiversity
- The compilation of the information in this section also takes into account, where relevant, the criteria set out in Schedule 7 of the Regulations.

There will be no transboundary impacts associated with the proposed development.

5.2 Population and Human Health and Risk of Major Accidents and Disasters

Overall, as described in Section 4.4.5 (Overall Benefits of the Proposed Development) there will be a positive impact for people due to the proposed development.

The proposed development will provide a network for the optimum movement of all modes of transportation between Cork Docklands and the city centre. 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 installation of the public realm area along Albert Quay East will significantly enhance the area both in terms of a positive visual impact for users but also as a public space to enjoy compared to the existing scenario along this quay. This high-quality public realm is 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. Similarly, the public realm improvements (albeit at a smaller scale) along the residential areas and other streets will improve the appearance and setting of these areas. 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 negative impact on businesses and residents in the area, but this will be counter-balanced by the public realm improvements. As described previously in Section 4.6 there will be some changes in traffic flows, but these will not cause significant negative impacts for the residents and general population in the area.

During the construction stage, there will be some minor disruption and noise, dust emissions experienced by nearby residents, road users and pedestrians however these will be minor and temporary and will not cause significant negative impacts. Noise and dust emissions are further detailed below in Sections 5.8 and Section 5.9.

Access to residential areas, businesses etc will be maintained for the duration of the works. Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused. The extent of the works within a highly urbanised area are relatively small.

A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas. There will be some construction traffic associated with the construction of the proposed development; however, this traffic will be managed appropriately via the construction traffic management plan, in particular, with regard to hours of delivery and construction staff arrivals and departures in order to minimise effects on the operation of the local road network. It is not envisaged that significant negative effects will arise.

Standard construction materials will be used throughout, the use of which is well understood and subject to standard controls and protocols to minimise any risk to the surrounding environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.

There is a low probability that accidents will occur as the construction works are standard in nature and well understood. Normal good construction practice and construction mitigation measures (with regards to safety) will ensure that the risk of accidents will be low. The nearest Seveso site in proximity to the proposed development is Goulding Chemicals Ltd.

In accordance with the Regulations operators of a ‘Lower Tier Establishment’ are likely to develop a site-specific Major-Accident Prevention Policy (MAPP) which is implemented by site specific procedures and systems. Due to the nature of the proposed development, it is not predicted that it will interact with the activities at Goulding’s and no accidents are likely to occur.

Objective 9.21(b) of the Cork City Development Plan states that the local authority is seeking to relocate these facilities to alternative sites outside of the city. Consultation with operators of the sites, statutory bodies and Cork County Council are ongoing.

Given the type of development proposed, the vulnerability of the project to cause a major accident or disaster is extremely low. The proposed development area is not susceptible to earthquakes, subsidence, landslides or erosion. Some areas are susceptible to flooding but given the type of development involved – street improvements and the regrading of the wharf significant negative impacts are not envisaged compared to the existing scenario. Significant negative impacts due to the vulnerability of the project from major accidents and disasters will not arise.

5.2.1 Conclusion

An overall positive impact on population and human health is predicted due to the proposed development. Whilst there are likely to be minor impacts experienced by people during the construction phase (noise dust, disturbance etc), these are temporary and will not be significant.

The proposed development will have a positive effect on the population of Cork City, visitors and commuters in the area, in that the proposed development will provide employment during the construction phase and benefit businesses in the community through spending.

Also, following construction of the proposed development, 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.

5.3 Biodiversity

5.3.1 Overview

As described previously in Section 4.3 above, the majority of the area in which the proposed development will be located consists of existing publicly owned hardstanding on existing streets of mostly road surface, cycle track and footpath and pockets of existing landscaped planting along streets. Small areas of private land will be acquired to facilitate the construction of the new residential link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville) (approximately 176.8m^2) and to facilitate the re-alignment of the Old Blackrock Road/Victoria Road Junction (approximately 115m^2 in total over three residences). The baseline information for this section was gathered by desktop research and an ecological site walkover survey carried out during November 2024. The habitats and species identified during the desktop study and walkover survey are described in detail below. Given that no in-stream works are proposed in the River Lee, it was not deemed necessary to undertake an aquatic survey.

5.3.1.1 Habitats

Habitats within the proposed development area were identified during a site walkover survey and during desktop reviews. Habitat mapping was carried out in line with the methodology outlined in the Heritage Council Publication, Best Practice Guidance for Habitat Survey and Mapping (Heritage Council, 2011). The terrestrial and aquatic habitats within or adjacent to the proposed development site was classified using the classification scheme outlined in the Heritage council publication A Guide to Habitats in Ireland (Fossitt, 2000) and cross referenced with Annex 1 Habitats where required. The survey results are representative of the habitats within the proposed development site and include the dominant and characteristic species of flora. A description of these habitats is described below. No rare plant species were recorded within the works area during the site survey.

The ecological value of habitats has been defined using the classification scheme outlined in the Guidelines for Ecological Impact Assessment in the UK and Ireland – Terrestrial, Freshwater, Coastal and Marine (Chartered Institute of Ecology and Environmental Management (2024) and the Guidelines for Assessment of Ecological Impacts of National Road Schemes (National Roads Authority, 2009). It should be noted that the value of a habitat is site specific and will be partially related to the amount of that habitat in the surrounding landscape. Habitats that are considered to be good examples of Annex I and Priority habitats are classed as being of International or National Importance. Semi-natural habitats with high biodiversity in a county context and that are vulnerable, are considered to be of County Importance. Habitats that are semi-natural, or locally important for wildlife, are considered to be of Local Importance (higher value) and sites containing small areas of semi-natural habitat or which maintain connectivity between habitats are considered to be of Local Importance (lower value).

Buildings and Artificial Surfaces – BL3

This habitat covers the majority of the proposed development area and includes all of the existing roadways and streets, footpaths, paved, tarmac and cement areas. This is a highly modified and disturbed habitat, with low species diversity and minimal ecological value. The majority of the proposed development is located on existing roadways and pathways. Thereby falling under the BL3 category. The modification of this habitat due to the proposed development will not result in significant impacts on biodiversity.

Treelines – WL2

This habitat covers some of the trees along Albert Road. This habitat type consists of a treeline that is a narrow row or single line of trees that is greater than 5m in height and includes tree-lined roads or avenues, narrow shelter belts with no more than a single line of trees, and overgrown hedgerows that are dominated by trees. Most treelines are planted and trees are often regularly spaced. They commonly comprise a high proportion of non-native species. The trees located to the east-end of Albert Road fall into this category and include lime (Tilia x europaea), alder (Frangula alnus) and poplar (populus). The ecological value of this habitat is defined as local importance (higher value). All bar one of these trees will be retained. This tree is immature and is not of significant ecological value. Approximately 83 new trees will be planted (semi-mature trees) along with ornamental grasses and shrubs throughout the proposed development area. The introduction of new planting will result in an overall positive impact on biodiversity.

Amenity Grassland (improved) – GA2

This habitat covers the grass verges along some of the streets. This type of grassland is improved, or species-poor, and is managed for purposes other than grass production. It includes amenity, recreational or landscaped grasslands, but excludes farmland. Most areas of amenity grassland have been reseeded and are regularly mown to maintain very short swards. There are three areas of such amenity grassland within the proposed development boundary, two are located at the roundabout to the south of Victoria Road while the other area is located to the west of Old Blackrock Road. This amenity grassland is regularly maintained by Cork City Council. The ecological value of this habitat is defined as local importance (lower value). These areas will be modified and enhanced to facilitate the proposed development. Significant negative impacts on biodiversity will not arise.

Flower beds and borders – BC4

This habitat covers some of the landscaped areas located along Victoria Road. This category is used for ornamental flower beds and borders where herbaceous plants or dwarf shrubs, rather than shrubs, dominate. Such features occur in gardens and parks, on roadsides and roundabouts, and in the grounds of various buildings and institutions. The majority originate from planting, usually for the purpose of decoration or landscaping, and most are regularly maintained and managed. The ecological value of this habitat is defined as local importance (lower value). This area will be further enhanced and landscaped during the construction phase. Significant negative impacts on biodiversity will not arise.

Scattered trees and parkland – WD5

This category can be used in situations where scattered trees, standing alone or in small clusters, cover less than 30% of the total area under construction but are a prominent structural or visual feature of the habitat.

There are five trees located in a cluster immediately to the south of Centre Park Road, consisting of two oak trees (*Quercus robur*), one willow tree, one sycamore (*Acer pseudoplantanus*) and one maple specimen (*Acer campestre*). These trees are being retained. The ecological value of this habitat is defined as local importance (higher value).

Sea Walls, piers and jetties – CC1

This area within the proposed development area represents the quay wall along Albert Quay. This category is used for all coastal constructions that are partially or totally inundated by sea water at high tide, or subject to wetting by sea spray or wave splash. It includes sea walls, piers, jetties, slipways, causeways and other structures associated with ports and docks in urban or rural areas.

Albert Quay East forms a sea wall within a brackish section of the River Lee at this location. The quay wall, is of recent construction, consisting of reinforced concrete. Wooden fenders are attached to the quay wall. A number of plants communities have developed on the wall and these vary due to inundation/exposure to salt water. The lower sections of the wall are dominated by fucoids. Channel Wrack and abundant *Ulva sp*. were observed during the site survey along the water line. The upper sections of the wall that are less exposed to salt water and wave splash are dominated by more terrestrial species. Nettle (*Urtica dioica*), Japanese Rose (*Rosa rugosa*), Butterfly Bush (*Buddleja davidii*) and sapling Alder (*Alnus glutinosa*) were observed. No rare species were noted.

An existing floating pontoon and berthing facility for recreational usage is located on the opposite side of the channel at Custom House Quay. Ecological surveys were carried out within Cork City as part of the main drainage scheme. The subsequent EIS (OPW, 2016) noted that '*There are no known nationally-protected plant species present on the Cork City quay walls. Pennyroyal was recorded at Tivoli Docks, however was most likely adventive in origin and was not refound during a 2013 survey. Little Robin is not known to occur on the quay walls and is unlikely that it is present in this type of habitat (Tony O'Mahony pers. comm.).*' This is an artificial, highly modified and disturbed habitat, with low species diversity and limited ecological value. The top of quay wall/wharf will be regraded during the construction phase of the proposed development. The wooden fenders will not be removed. The seaward side of the quay walls will not be altered.

Overall, any loss of habitats associated with the proposed development, will have at most a negative effect at a local level.

Spoil and bare ground – ED2

This category includes heaps of spoil and rubble, and other areas of bare ground that are either very transient in nature or persist for longer periods of time because of ongoing disturbance or maintenance.

The proposed residential link access road between Electric Terrace (Eastville) and Rosefield Terrace (Rosehill) currently consists primarily of rubble. This is an artificial, highly modified and disturbed habitat, with low species diversity and limited ecological value. Removal of this habitat will not result in significant negative impacts on biodiversity.

Tidal Rivers – CW2

While no works take place directly in the River Lee, this habitat is located immediately adjacent to the redline boundary along Albert Quay.

According to Fossitt, this category should be used for the lower reaches of rivers or streams, and any artificial watercourses, that are tidal and where there are regular fluctuations in salinity and turbidity, and in the rate and direction of water flow. The River Lee in this area is subject to large diurnal tidal flows and experiences regular fluctuations in salinity and turbidity and in the rate and direction of river flow. Floating river vegetation is absent along the south channel at this location. There are no natural banks along the south channel in this area. Albert Quay east is on the south "*bank*" whilst Custom House Quay is along the north "*bank*" of South Channel.

The River Lee flows eastwards into Cork Harbour approximately 5km to the east of the proposed development. Downstream of the site, on both sides of the River Lee, the land is very industrialised. To the north, the land is occupied by Shipping & Transport Cork, Tivoli Docks and Industrial Estate, Flogas Ireland, National Seaways (Freight), Nutribio and O'Connell Transport. To the south is Marina Commercial Park. The proposed development is also in close proximity to the Port of Cork at Kennedy Quay.

The River Lee acts as a natural wildlife corridor. Whilst not observed during the site survey, it is noted that signs of Otter (Habitats Directive Annex II species) and individual Grey Seals (Habitats Directive Annex II & Annex V) have been observed by the author of this report along the River Lee on previous occasions. Further downstream, the River Lee also forms part of Great Island Channel SAC and Cork Harbour SPA which occur in Cork Harbour downstream of the proposed development site. The section of River Lee along the Albert Quay area is not designated under the Habitats Directive.

The River Lee main channel from source to Cork City waterworks at Lee Road is a designated salmonid fishery under the EC (Quality of Salmonid Waters) Regulations of 1988 (SI 84 of 1988), implementing the Freshwater Fish Directive (78/659/EEC). Further upstream, beyond the city, the Lee is also known to contain populations of Lamprey (*Lampetra sp. & Petromyzon sp*.), Freshwater Pearl Mussel (*Margaritifera margaritifera*) and European eel *(Anguilla anguilla*) (OPW,2016).

River lamprey and Sea Lamprey exhibit an anadromous life cycle (i.e. where anadromous fish spend most of their adult lives in salt water, and migrate to freshwater rivers and lakes to reproduce). The sea lamprey is the largest of the Irish lampreys. Sea lamprey is listed in Appendix II, while River lamprey is listed in both Appendices II and IV of the Habitats Directive (92:43:EEC). Both species are listed in Appendix III of the Berne Convention Sea lamprey have been recorded within the River Lee. A recent survey found that the numbers of sea lamprey redds present in the Lower River Lee are very low and indicate a small adult population size. The most important area of the River Lee for adult sea lamprey is downstream of the County Hall Weir (upstream of the city) and most notably between the fisheries conservation area and the turbine channel to the north (OPW, 2016).

Atlantic salmon is listed under Annexes II and V of the EU Habitats Directive and Appendix III of the Berne Convention. The River Lee contains 1.01% of the fluvial accessible habitat for Atlantic salmon (Salmo salar), ranking it 22nd nationally according to the Quantification of the Freshwater Salmon Habitat Asset in Ireland (OPW, 2016).

As European Eel, Sea Lamprey, River Lamprey and Atlantic Salmon are anadramous they migrate through Cork Harbour and therefore are likely to migrate in proximity to the proposed development.

Tidal Rivers have links to the Annex I habitat '*Tidal Rivers*' which correspond approximately to the annexed habitat, '*estuaries (1130)*''. Given the importance of the river, the ecological value of this habitat is defined as of national importance.

There will be no direct effects to this habitat during the construction or operation of the proposed development.

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 enter the River Lee. In addition, the regrading of the existing wharf edge and vehicular carriageway on Albert Quay East will be regraded. 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.

Construction works will involve minimal machinery 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 the River Lee (which is tidal at the quays at the location of the proposed development), Cork Harbour and subsequently the Atlantic. Furthermore, no in-stream works are proposed as part of the proposed development.

Therefore, no significant indirect effects on this habitat are predicted during the construction or operation of the proposed development.

5.3.1.2 Records of Protected and Invasive Species

The National Biodiversity Data Centre (NBDC) website (www.biodiversity.ie) contains a mapping tool that indicates known records of legally protected species within a selected OS Grid Square. The proposed development site is located within two 1km grid squares – W6871 and W6771 and data on these squares was downloaded from the website 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. 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.

The following protected species have been recorded in these 1km grid squares – Black-headed Gull (*Larus ridibundus*), Common Sandpiper (*Actitis hypoleucos*), Common Swift (*Apus apus*), House Martin (*Delichon urbicum*), Peregrine Falcon (*Falco peregrinus*), Rock Pigeon (*Columba livia*), Sand Martin (*Riparia riparia*), Common Dolphin (*Delphinus delphis*), Grey Seal (*Halichoerus grypus*), European Otter (*Lutra lutra*) and West European Hedgehog (*Erinaceus europaeus*), Common Starling (*Sturnus vulgaris*), Lesser Black-backed Gull (*Larus fuscus*), Bottle-nosed Dolphin (*Tursiops truncatus*) and Soprano Pipistrelle (*Pipistrellus pygmaeus*).

The following invasive species were also recorded within these 1km grid squares - Indian Balsam (*Impatiens glandulifera*), Japanese Knotweed (*Fallopia japonica*), *Rhododendron ponticum*, Sycamore (*Acer pseudoplatanus*), Three-cornered Garlic (*Allium triquetrum*), Traveller's-joy (*Clematis vitalba*), Harlequin Ladybird (*Harmonia axyridis*), House Mouse (*Mus musculus*), Narrow-leaved Ragwort (*Senecio inaequidens*) and Butterfly-bush (*Buddleja davidii*). No invasive alien species were recorded during the site walkover.

5.3.1.3 Fish

The River Lee is a designated salmonid watercourse under S.I. No. 293/1988 – European Communities (Quality of Salmonid Waters) Regulations, 1988. Atlantic salmon is listed on Annex II of the EU Habitats Directive. The designation extends from source to upstream of the works at Albert Quay East. No spawning potential for fish is present in proximity to the proposed development area. Fish species prefer to spawn in well-oxygenated, gravelly and shallow areas. The section of River Lee located adjacent to the proposed development is in a tidal area and therefore is not suitable for fish spawning. Fish using the area include salmon and lamprey moving upstream and downstream, minnow, roach, gudgeon, perch, stone loach and European eel. Numerous estuarine species are known to occur. According to data to obtained from Ireland's Open Data Portal, the closest designated Margaritifera area is approximately 12.7km upstream (as the crow flies), however as previously noted, no works directly take place within the river.

The type of habitat present – i.e. tidal slow flowing river is not suitable habitat for freshwater pearl mussel (*margaritifera margaritifera*), therefore its presence has been ruled out.

Significant impacts on fish will not arise from the proposed development given its location and nature of the works and the absence of works within the river itself. This information is based on desktop research.

5.3.1.4 Natura 2000 Sites

The closest European site (Natura 2000 site) to the proposed development is Cork Harbour SPA, located 1.68km as the crow flies or approximately 4km downstream. Further details are available in the Report for Screening for Appropriate Assessment which is included as part of this planning application package. It has been determined by Arup that 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*'. The final AA Screening determination will be made by Cork City Council.

5.3.1.5 Birds

The bird species observed within the proposed development area are generally typical of garden habitats. Feeding Grey heron (*Ardea cinerea*) has been observed upstream on the River Lee south channel along Sullivan's Quay. Dipper (*Cinclus hibernicus*) and Grey wagtail is also known to occur on the River Lee, however the proposed development area which consists predominantly of existing streets and hardstanding is not of significant importance for these species.

Cork Harbour SPA is an important site for wintering birds and the River Lee is an important foraging location for some QI species of Cork Harbour SPA who fly upstream to forage. During bird surveys carried out for Custom House Quay Development (Planning Ref. No. 1938589) in June 2019, which is located approximately 50m to the north of the proposed development site, the following species were recorded.

A number of gulls, primarily Herring Gulls, were noted during that 2019 survey loafing on the roof of the bonded warehouse on Custom House Quay. No gulls were noted nesting on Custom House Quay. The presence of gulls within the urban environment is largely due to their opportunistic behaviour as scavengers is an increasingly important feeding strategy. Sand martin were noted within the limestone quay walls along Custom House Quay. They are classified as an Amber listed species by Birds of Conservation Concern in Ireland (BOCCI) and are of a medium conservation concern.

Sand martin were not observed along Albert Quay East during the site walkover survey for this development (November 2024) as the quay wall consists of reinforced concrete rather than limestone and the opportunities for nesting in crevices and cracks are few.

Four species listed as Special Conservation Interest (SCI) for the Cork Harbour SPA were recorded during the 2019 site survey for Custom House Quay, namely, Grey Heron, Cormorant, Lesser Black-backed Gull, Black-headed gull and Grey Heron. All four species are listed as Special Conservation Interest (SCI) species for Cork Harbour SPA based on their wintering populations. None of these species have been recorded in the South Channel area in high abundance i.e. levels which would be considered important at a national level. The area of river channel along Albert Quay East does not provide habitat that would support any concentrations of foraging or roosting SCI bird species. Any temporary disturbance from the area due to construction activities would not impact on these species.

Overall, the proposed development site is of local value for terrestrial bird species that are relatively common in the urban cities and in the Irish countryside. There are no terrestrial features or habitats of particular value, which would differentiate the proposed development site from large areas of similar habitat in the surrounding landscape. Similarly, the proposed development site does not provide important foraging or nesting habitat for any QI species.

This information is based on desktop research.

5.3.1.6 Mammals

Otter

Otters, along with their breeding and resting places are protected under the provisions of the Wildlife Act 1976, as amended by the Wildlife (Amendment) Act, 2000. Otters have additional protection because of their inclusion in Annex II and Annex IV of the Habitats Direct which is transposed into Irish law in the European Communities (Natural Habitats) Regulations (S.I 94 of 1997), as amended. Otters are also listed as requiring strict protection in Appendix II of the Berne Convention on the Conservation of European Wildlife and Natural Habitats and are included in the Convention on International Trade of Endangered species (CITES). The species is considered vulnerable given their reliance on fish food supplies, sensitivity to disturbance and pollution in addition to their short life cycle and small litter, sizes (Channin, 2003).

Although rare in parts of Europe they are widely distributed in the Irish countryside in both marine and freshwater habitats. Otters are solitary and nocturnal and as such are rarely seen. Thus, surveys for otters rely on detecting signs of their presence. These include spraints (faeces), anal gland secretions, paths, slides, footprints and remains of prey items. Spraints are of particular value as they are used as territorial markers and are often found on prominent locations such as grass tussocks, stream junctions and under bridges. In addition, they are relatively straightforward to identify.

Otters occasionally dig out their own burrows but generally they make use of existing cavities as resting placing or for breeding sites. Suitable locations include eroded riverbanks, under trees along rivers, under fallen trees, within rock piles or in dry drainage pipes or culverts etc. If ground conditions are suitable the holt may consist of a complex tunnel and chamber system. Otters often lie out above ground especially within reed beds where depressions in the vegetation called "*couches*" are formed. (NRA, 2005).

Otters also use man-made structures for holting which include culverts, large crevices, bridge aprons and even abandoned buildings. Generally, holts or resting areas can be located by detecting signs such as spraints or tracks. In contrast natal holts which are used by breeding females can be extremely difficult to locate. They are often located a considerable distance from any aquatic habitats and otters may also use habitats adjoining small streams with minimal or no fish populations. In addition, natal holts are usually carefully hidden and without obvious sprainting sites. Otters do not have a well-defined breeding season. It is noted that otters are largely nocturnal, particularly in areas subject to high levels of disturbance as evidenced by the presence of otters in the centre of Cork and Limerick City. Thus, otters are able to adapt to increased noise and activity levels; however, breeding holts are generally located in areas where disturbance is lower. The River Lee is known as an important habitat for Otter (*Lutra lutra*) and the species are found from the upper reaches of the River Lee as far downstream as Cork Harbour. Otter are known to utilise habitats within both the freshwater and estuarine areas of Cork Harbour. The Cork Urban Otter Survey was conducted between 2011 and 2012 identified a minimum population of 11 otters in the city area. Otter records are abundant from the County Hall Salmon Weir on the River Lee (Carrigrohane) downstream on both the north and south channels as far as the port of Cork (OPW,2016).

On the south channel between the College of Commerce at Morrison's Island and Custom House Quay, otters are occasionally seen foraging / commuting. Otter spraints are regularly observed on the quayside steps at Port of Cork, Georges Quay and Union Quay.

Otter spraints were also observed during a site survey in 2019 carried out for a proposed development on Custom House Quay (Planning Ref. No. 1938589). In particular otter spraint was noted on the existing pontoon just opposite Albert Quay East. Separately, otter spraint has been previously observed by the author of this report on the limestone steps at the end of Custom House Quay.

An otter survey was carried out as part of the walkover survey for this proposed development. A comprehensive survey within 150m of the proposed site works was carried out for otters with higher search effort focused in areas that typically have higher probability of otter activity (such as along Albert Quay East). There are no steps along Albert Quay East. No otter spraints nor otter holts or couches were detected within the proposed development area during the site survey. Nevertheless, the presence of otter using the South Channel is assumed given previous records.

The Gearagh SAC is located approximately 33.7km upstream of the proposed development (as the crow flies, further by water) which is designated for Otter (*Lutra lutra*). The conservation objective is '*to maintain the favourable conservation condition of Otter in The Gearagh SAC*.' However, otters from the Gearagh

population are not present in the vicinity of the proposed development given the large distance between the Gearagh and Cork city. Typically, the territory of female otters is approximately 7.5 ± 1.5km in length, while the territory of male otters is approximately 13.2 ± 5.3km in length.

There is a target within the conservation objectives of the Gearagh SAC that states there is to be '*no significant decline*' in fish biomass available for otters. Significant impacts on fish will not arise from proposed development. Significant impacts on otters will not arise from the proposed development given its location and nature of the works. It is possible that there will be temporary disturbance impacts experienced by otters during the wharf re-grading along Albert Quay East but these will not be significant given the temporary nature of the works.

5.3.1.7 Bats

According to the National Biodiversity Data Centre 1km grid squares in which the proposed development will be located, two bat species have been recorded - Common Pipistrelle (*Pipistrellus pipistrellus*) and Soprano Pipistrelle (*Pipistrellus pygmaeus*). However, the opportunity for suitable habitats is very limited at Albert Quay and Environs.

The River Lee itself is an important habitat for bats. It acts as a vegetated corridor along which bats can commute from the wider countryside into the urban environment. Elsewhere along the river and estuary riparian habitat provides sheltered foraging areas, a breeding site for invertebrate prey and, at night, screening from the surrounding artificial lighting of the surrounding urban environment. The bank (quay wall) of the River Lee in the immediate vicinity of the proposed development site, however, is lacking any vegetative cover as it is used for docking ships.

The proposed development site lacks any favourable features such as sheltering vegetation, hedgerows, significant treelines or cover from predators and the weather. It is also noted that due to the location of the proposed development site, which is situated within a heavily urbanised area, it is lit by street lighting, amenity lights and passing vehicle headlights, which is a known barrier to commuting bats. The proposed development does not include the demolition of any buildings/structures which may be used as a roosting site for bats.

Marine Mammals

In Ireland, there are two groups of mammals almost exclusively inhabit the marine environment, namely cetaceans and seals. There are two records for grey seal (*Halichoerus grypus*) and bottlenose dolphin (*Tursiops truncatus*) from the two 1km grid squares W6771 and. The species are listed on Annex II and V of the EU Habitats Directive.

Significant impacts on marine mammals will not arise from the proposed development given its location and nature of the works. It is possible that there will be some temporary disturbance impacts experienced by seals during the wharf re-grading along Albert Quay East but these will not be significant given the temporary nature of the works. This information is based on desktop research.

Other

There are also records for Badger (*Meles meles*), Irish stoat (*Mustela erminea*), Red Squirrel (*Sciurus vulgaris*), Eurasian pygmy shrew (*Sorex minutus*) and Irish Hare (*Lepus timidus*) within Cork City, however the proposed development area has limited habitat suitability. This information is based on desktop research. Due to the absence of green space, ongoing city centre noise and disturbance and the influence of lighting, it is unlikely that the proposed development site is of any interest to other species.

5.3.2 Assessment of Effects/Conclusions

It is important to note that any mitigation measures referenced throughout this EIA Screening Report are not relevant to management of the Natura 2000 sites and have not been relied upon in the Report for Screening for Appropriate Assessment which is included as part of this planning application package. Potential effects on biodiversity have been considered under the following headings:

5.3.2.1 Habitat loss and habitat severance

The following habitats as described in the sections above will be directly affected by the proposed development: BL3, WL2, ED2, BC4 and CC1. No treelines (WL2) will be removed as part of the proposed developments The majority of the habitats to be removed are of low ecological value. Indirect impacts on downstream habitats will not arise due to the scale and nature of the proposed development. Overall, any loss of habitats associated with the proposed development, will have at most a negative effect at a local level.

5.3.2.2 Disturbance to Fauna

Some localised temporary dust, surface-water and noise emissions may be generated during the construction works within the road network. The area of the proposed development is of not of ecological importance and impacts will not be significant.

The Wildlife Act 1976, as amended, provides that it is an offence to cut, grub, burn or destroy any vegetation on uncultivated land, or any such growing in any hedge or ditch from the 1st of March to the 31st of August. Exemptions include the clearance of vegetation in the course of road or other construction works or in the development or preparation of sites on which any building or other structure is intended to be provided. Nonetheless, any vegetation to be removed will be removed outside of the breeding season.

As discussed previously, the river is of significance for a number of faunal species. The presence of the above species indicates potential for the species to occur in the main River Lee and to use the channel for migration. In addition, the river provides habitat for Otter (Annex II, Habitats Directive) and although no breeding sites have been identified in proximity to the proposed development area, otter do use the area for foraging and commuting.

Some noise emissions during the works along Albert Quay East are expected during the construction phase. Aquatic fauna such as fish, otter, seals, cetaceans and birds etc. will already be accustomed to a certain level of disturbance along the river channel at this location due to the existing traffic noise, ongoing construction projects and urban nature of the area. Therefore, disturbance impacts will not be significant.

5.3.2.3 Impacts on Water Quality

The type of construction works proposed are not complex in nature and they are well understood. Thus, the risk of spillages is extremely low. As noted previously in Section 4, concrete will be required for the regrading of the wharf at Albert Quay East. In the unlikely event of a concrete spillage, whilst there would be a minor impact on water quality locally, the concrete would quickly settle to the bottom of the riverbed and any suspended solids and pollutants would dilute very quickly given the tidal nature of the river at this location.

The river at this location is not extremely sensitive to sediment loading as it is located within a tidal area close to Cork Harbour which is subject to large diurnal tidal flows carrying substantial volumes of sediment. As such any minor spillages would be quickly diluted. This area of the river is already subject to shipping activity such as Kennedy Quay which is a working quay and is likely to be already subject to a certain level of minor diesel/oil spillages. Further the river channel downstream is subject to regular dredging for navigation. Thus, it is unlikely that the habitats and fauna in this section of the river are highly sensitive.

Similarly, there is a low risk of fuel spillage from construction equipment or vehicles during the construction stage given the nature of the proposed works. Again, any spillages, if they did arise in the river would be very minimal. Thus, significant impacts on the biodiversity and water quality of the river due to accidental spillages are not predicted to arise.

The risk of accidental pollution events arising during the operational phase will not change from the current scenario and may even reduce at some locations. In the current scenario, uncontrolled car parking arises along Albert Quay, close to the river edge. This parking will be permanently removed to facilitate the public realm improvements. Further, street furniture and bollards are incorporated into the design of the project which restricts vehicle access to the quayside. The bollards can be removed by the emergency services, should they need access. As such, a significant pollution event due to traffic in the area is unlikely.

Thus, significant impacts on the biodiversity and water quality of the river due to accidental spillages during operational phase are not predicted to arise.

5.3.3 Conclusion

The type of construction works proposed as described in Section 4 above are not complex in nature and are well understood. Emissions will be localised, temporary and minor. Habitat removal will not result in significant effects during operation or construction stages. The potential for significant disturbance effects on fauna will not arise due to the small scale, duration and location of the proposed works.

Significant effects on water quality and water quality dependant habitats are not predicted due to the small scale and nature of the proposed works, the low risk of a significant pollution event arising and the large capacity of the River Lee estuary to dilute and disperse sediments.

The habitats within the proposed development site are not significant foraging or breeding or commuting habitat for any mobile QI species.

In light of the information presented above, it is not expected that there will be a significant effect on habitats, water quality nor fauna as a result of the proposed development.

5.4 Cultural Heritage

5.4.1 Architectural Conservation Areas

The proposed development is located within two Architectural Conservation Areas (ACA). ACA – Albert Quay, Albert Road and Victoria Road is bounded by Albert Quay, Victoria Road and Albert Street. It is contiguous within the Albert Road ACA to the south. The area is located within the South Docks immediately to the east of the city centre.

It contains extensive areas of both undeveloped lands and under—used low-rise buildings, mainly single storey, and is likely to be redeveloped during the life of the current Cork City Development Plan. It is part of an area identified in "*Cork City Harbour – Unlocking Cork Docklands*" and the city centre strategy as an appropriate location for large floor plate offices, which are of strategic importance for Cork.

In the 19th Century the ACA – Road, a considerable population of Lithuanian Jews settled in Albert Road area that subsequently became known as 'Jewtown'. The area consists of a collection of six terraces comprising a total of 99 two-bay single storey with attic houses called Hibernian Buildings.

Given the nature of the proposed development works (i.e. realignment of roads, breaking out of footpaths etc), significant negative effects from the proposed development will not arise.

5.4.2 National Inventory of Architectural Heritage (NIAH)

There are two structures listed on the NIAH within the proposed development boundary. These structures are listed below –

- Reg No. 20506390 – Inscribed mooring posts on Albert Quay
- Reg No. 20506391 – Limestone Quay Wall (1860) and later timber wharf extension

The limestone quay wall/wharf in question has already been reconstructed in 1986 (See Figure 5.1 and 5.2 below). A modern reinforced concrete wall and wooden fender now form the existing quay wall in this area. As discussed previously in Section 4.4, 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 existing wooden fenders will not be removed. The mooring posts were moved during the 1986 reconstruction and are now present on the modern quay. The mooring posts will be carefully removed and stored during the construction phase and appropriately reinstated following completion of the works. None of the above NIAH structures are listed under the List of Protected Structures in the Cork City Development Plan 2022-2028. Significant negative effects on the above structures from the proposed development will not arise.

Figure 5.1: Albert Quay East 1980 prior to reconstruction, limestone wall and wharf were visible

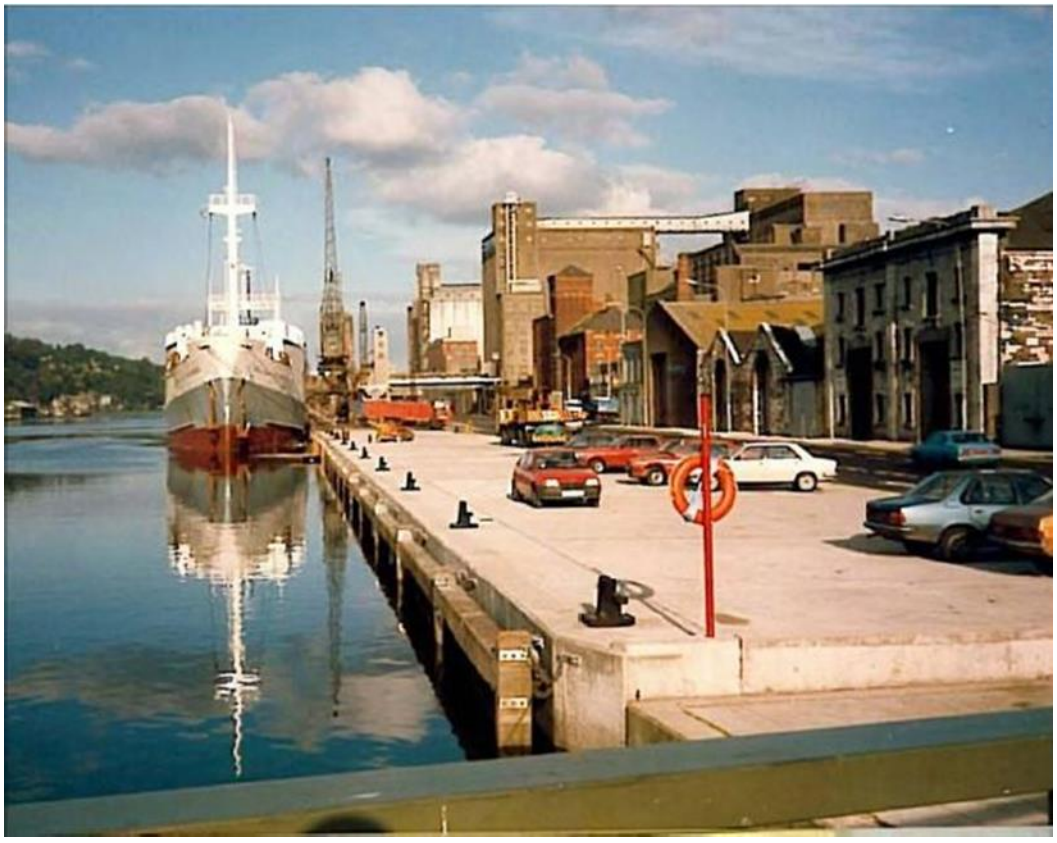


Figure 5.2: Albert Quay East 1986 after reconstruction

5.4.3 National Monuments Service (NMS) – Sites and Monuments Record (SMR)

No archaeological features listed on the SMR are located within the footprint of the proposed development.

5.4.4 Conclusion

Due to the nature of the works and the fact that the works will take place in the public footprint within the road/footpath, significant negative effects archaeological, architectural and cultural heritage will not arise from the proposed development.

5.5 Landscape and Visual

The proposed development is located within an existing built-up area which is surrounded by a number of high-rise developments and construction sites. The only structures which will be placed above ground will be a number of traffic lights, street lighting columns, benches and a railing edge protection similar to structures currently on Lapps' Quay. The proposed lighting will replicate the existing lighting in the area and these structures will be approximately 10m high. For the proposed public realm proposals on Albert Quay, there will be an element of feature lighting (uplighters, led strips to underside of railing and seating). Both standard height (4m) and double height (6m) traffic poles will be installed. Similar signal poles are already in place at existing junctions within the development red line boundary.

The proposed development would be in keeping with the existing '*docklands*' townscape character of the site by use of appropriate materials that reflect its context. The setting of existing heritage features along Albert Quay will be enhanced allowing for a more legible space. Proposed wayfinding and a sensitive use of materials and planting would allow for a better interpretation of the site and its history. The visual amenity of key receptors along Albert Quay East is expected to be improved from what is currently used as a car park. New planting will be used to frame and enhance views, creating key vistas both along Albert Quay and over the River Lee and Custom House. All of the aforementioned proposals will have a significant positive effect on the landscape and visual experience of the area. Refer to Drawings PL100-01 to PL100-09.

The visual amenity of the remaining streets within the redline boundary will be improved through planting of trees, the provision of low planting including ornamental grasses and shrubs and the upgrading of footpaths.

As such, it can be concluded that there will not be a significant negative effect on sensitive receptors as a result of the proposed development, but rather that the proposed measures to improve the public realm and provide place-making will have a positive effect.

5.6 Soils and Geology

The bedrock in the proposed works areas are classified as '*Ballysteen Formation*', '*Waulsortian Formation*' and '*Cork Marble Formation*' as outlined in Figure 5.3 below according to the Geological Groundwater Data Viewer. The underlying soils are classified as '*made ground*' according to the GSI Groundwater Data Viewer. The groundwater aquifer in the area is classified as a '*locally important aquifer – bedrock which is moderately productive only in local zones*' for the majority of the proposed development and classified as a '*regionally important aquifer – karstified*' in the vicinity of Old Blackrock Road. The groundwater vulnerability within the red line boundary ranges from moderate to high to extreme.

No significant excavations or milling will be required (maximum depth 1200mm for excavations in limited locations and 100mm required for milling) during the construction of the proposed development. No dewatering will be required during the excavation process or during the operational phase. The Contractor will send any excavated material which cannot be re-used/recycled for disposal to a suitable licenced facility. The contractor will ensure that any interim storage or waste management facilities for excavated material have the appropriate waste licences or waste facility permits in place.

The proposed development will not result in significant effects on soils and geology.

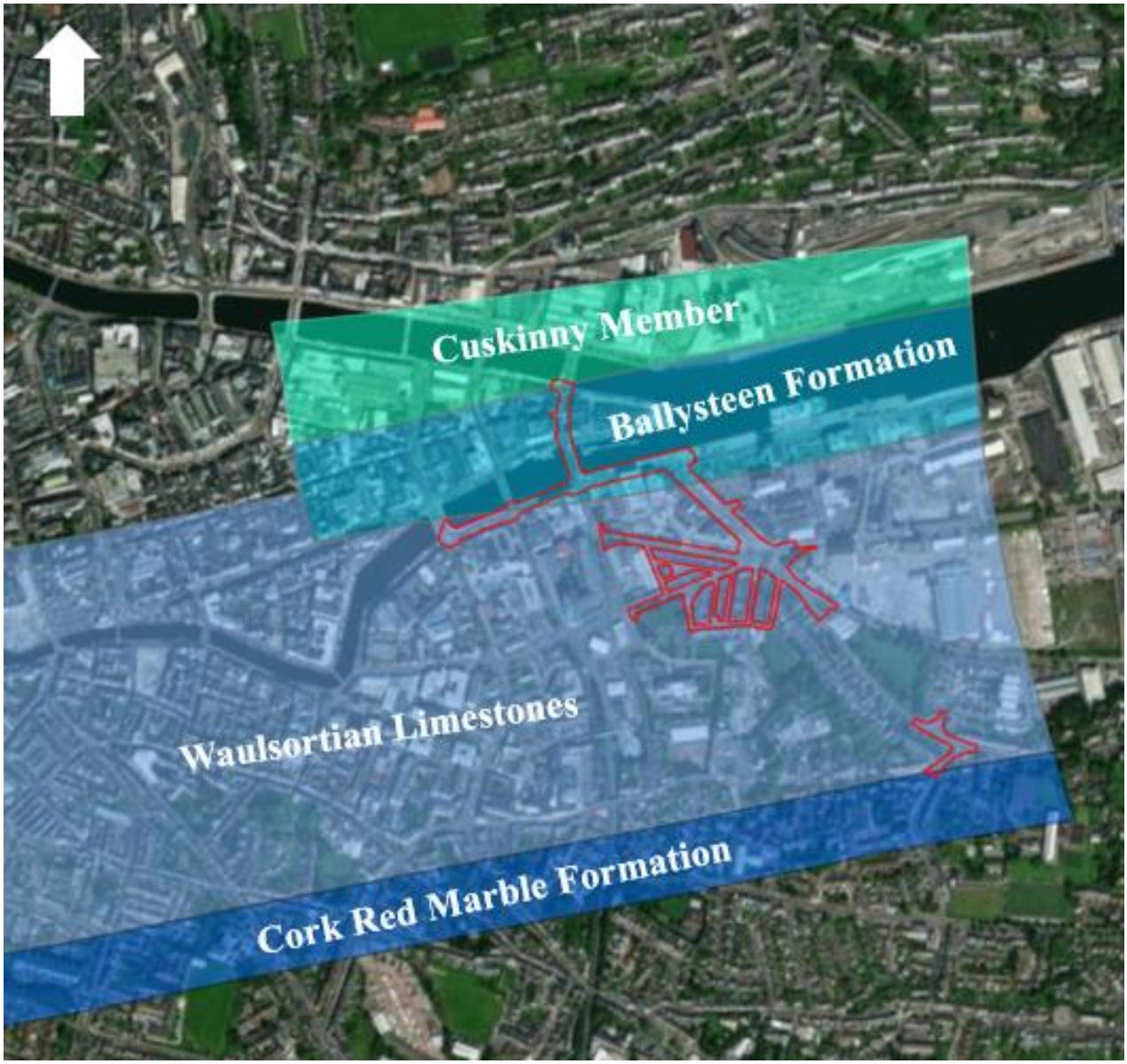


Figure 5.3: Bedrock geology within the proposed development area | Source © gsi.ie

5.7 Water Quality, Hydrology and Hydrogeology

The primary water feature within the proposed development boundary of the proposed development is the River Lee. The risk status of the River Lee is classified as '*at risk*' according to the Transitional Waterbodies Risk, while it has a '*moderate*' Transitional Waterbody WFD Status 2010-2015.

According to Flood Maps (www.floodinfo.ie), the River Lee has a high probability of flooding. (See the **Flood Risk Assessment** which has been submitted as part of this planning package). The existing wharf edge and vehicular carriageway on Albert Quay East will be regraded to deliver a flood defence level of 3.5mOD. Refer to the FRA for further details on flooding.

Surface water within the proposed development boundary currently enters the existing surface water drainage network and enters the River Lee.

As described previously in **Section 5.3.2.3** above, there is the possibility of minor spillages during construction, but these are highly unlikely and if they did arise, would not result in significant water quality effects.

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.

5.8 Air Quality and Climate

During the construction phase, the potential for dust emissions will arise in respect of excavations/milling in dry weather and during such activities the levels of dust are likely to be small. Dust may be raised by wind from dry surfaces and stockpiles. Air emissions from the exhausts of construction plant, machinery and haulage trucks will also be elevated during construction but are not expected to be significant. No odour emissions are envisaged from the proposed construction works. The employment of good construction management practices for the proposed development will serve to minimise the risk of dust emissions. Examples of measures to be employed include the spraying of exposed earthworks during dry periods, the provision of wheel washes and sweeping of roads. A full list of proposed measures will be proposed and implemented by the Contractor in advance of the construction works.

During the operational phase, there will be no significant air emissions from the proposed development. As discussed previously in **Section 4.6** above, there will be beneficial decreases or negligible increases in traffic flows. As such, it is not envisaged that there will be a significant negative effect on sensitive receptors due to air emissions from a change in traffic flows during the operational phase, nor will there be a significant negative effect on climate as a result of the operational phase of the proposed development.

5.8.1 Conclusion

There will be no significant negative air or climate effects as a result of the proposed development.

5.9 Noise and Vibration

Noise will be generated during the construction of the proposed development due to construction traffic, construction machinery, excavation works etc. The effect of construction noise on sensitive receptors (residential dwellings) in the immediate vicinity of the site will be temporary due to the short duration of the construction works. Construction hours will be limited to 07:30-18:00 Monday to Friday. Night time works or works at the weekends or on bank holidays are not envisaged, save in exceptional circumstances, such as essential working relating to public safety and/or to minimise possible impacts on traffic flow. Any works which are required to be carried out during these times will be agreed with Cork City Council in advance.

Noise emissions will be controlled by the implementation of best construction practice. Examples of measures to be employed include the selection of quiet plant, not leaving plant idling and maintenance of plant to minimise noise generation. A full list of proposed measures will be proposed and implemented by the contractor in advance of the construction works.

Rock breaking will be required in order to install services such as storm drainage along a limited area within the red line boundary. The main vibration source during the construction phase will be from the proposed excavation works. A variety of potential vibration-causing items of plant are likely to be used such as excavators, lifting equipment and dumper trucks.

Vibration effects will be controlled by the implementation of best construction practice. Examples of measures to be employed include the use of suitable vibration isolators in equipment mountings and ensuring that materials are lowered rather than dropped from heights. A full list of proposed measures will be proposed and implemented by the contractor in advance of the construction works.

5.9.1 Conclusion

There will be no significant negative noise or vibration effects as the result of the proposed development.

5.10 Land Use and Materials

The proposed development area consists of hardstanding – road surface, cycle track and footpath with limited greenfield space. The proposed development spans an area that is zoned for multiple uses.

The area along Albert Quay is zoned as a '*City Centre*, the area to the north of Victoria Road the land is zoned as '*City Centre*' '*mixed use development'* and also as a '*quayside amenity*'.

The area along Centre Park Road, Monahan Road and the south section of Victoria Road is also zoned as an area suitable for '*mixed use development*'. Monerea and Marina Terrace are located within an area zoned as an '*Sustainable Residential Neighbourhoods*'. The eastern section of Albert Road is zoned as '*Sustainable Residential Neigbourhoods*', while the western end is zoned as '*City Centre*'.

There will be no major change of land use within the red line boundary with the exception of a small area of disused land (approximately 176.8m^2) which will be required to construct a new residential access link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville). Small areas of a 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 while approximately 23.32m^2 and 8.6m^2 will be required at two residences on the eastern side of the Blackrock Road Junction.

Services will be diverted within the road as required and surface water run-off will be managed via a network of road gullies and a number of Sustainable Drainage Systems within the red line boundary. The regrading of the wharf will also ensure that any surface water run-off will be diverted back to the gullies rather than entering directly into the River Lee.

There will be no disruption to existing water supplies during the proposed works.

The affected landowners have all been contacted and consulted with and are supportive of the proposed development. The process of acquisition of land is moving forward.

Therefore, no significant negative effects on land use or material assets are predicted during the construction of operational phases of the proposed development.

5.11 Interaction between the above factors

The interaction of the above factors has been considered in this screening assessment. For example, noise and vibration impacts have been considered in terms of effect on people. Water quality impacts in the River Lee have also been considered in terms of effects on biodiversity. In particular, the construction stage has many interactions such as movement of machinery on land, the management of construction materials (i.e. concrete) the level of intensity of construction activities and consequent disturbance effects on biodiversity and water quality. Significant effects due to these interactions are not predicted.

5.12 Existing Land Use and Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources and Production of Waste

The land use across the area of the proposed development is classified as '*artificial surfaces*' according to the EPA Corine (Coordination of Information on the Environment) land cover classification.

The majority of the proposed development area consists of hardstanding of mostly road surface, cycle lane and footpath, with the exception of the small area of land to be taken to facilitate the construction of the new residential link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville) (approximately 176.8m^2). Small areas of a 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 while approximately 23.32m^2 and 8.6m^2 will be required at two residences on the eastern side of the Blackrock Road Junction. The main natural resources in the vicinity of the proposed development area consists of the River Lee which flows into Cork Harbour. There will be no significant effects on the natural environment in the immediate vicinity of the development area (Refer to Section 4.8 on construction methodology).

Construction materials will include concrete, support structures, pipework, signage etc. It is not considered that there will be a significant use of these resources during these works. Surplus construction materials which are not required for use on site will be reused, recovered or disposed off-site. An appropriate waste collection permit holder will be used for removal of wastes from site. All by products and wastes removed from site will be reused, recovered or disposed of in accordance with the Waste Management Act, 1996, as amended.

There may be short term, minor effects on the environment during construction on land due to noise or dust emissions depending on the activity involved and the ambient conditions at the time. However, these effects will not be significant due to short duration of the works, the low level of construction vehicles, plant and construction staff required to carry out the works, the nature of the works proposed and narrow construction footprint along busy trafficked roads. The type of construction works proposed are not complex in nature, they are well understood, therefore significant environmental emissions are not predicted. Examples of measures to be implemented for noise and dust emissions can be seen in Section 5.9 and Section 5.8 respectively.

Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused.

Thus, significant negative effects on the relative abundance, quality and regenerative capacity of natural resources in the area are not predicted.

5.13 Cumulative Effects with other planned/permitted developments

The Cork City Council Online planning records were consulted in November 2024.

The following projects were identified which could have a potential cumulative effect along with the proposed development are outlined in Table 5.1 below.

In relation to the three projects which have received planning permission (outlined below), it was concluded in their respective environmental assessments submitted with the planning applications that no likely significant residual effects on the environment are predicted. The relevant competent authorities also stated in their respective conditions that '*having regard to the nature location and context of the site and surrounding area, the policies and objectives of the Cork City Development 2015-2021 and the nature and scale of the proposed development, it is considered that subject to compliance with the conditions set out in the Second Schedule, the proposed development would not seriously the residential or visual amenities of the area, and is in accordance with the proper planning and sustainable development of the area*'.

Therefore, due to the absence of likely significant effects on the environment as a result of the works associated with the projects outlined below and the proposed development, significant cumulative effects are not predicted.

Table 5.1: Cumulative Projects

Development (Planning Ref. No.)	Description	Planning Status
2140713	For a 10-year planning permission for a proposed rehabilitation hospital on a triangular planning application site area of 0.249 Ha bounded by Kennedy Quay to the north and Victoria Road to the west in the South Docklands of Cork City. Development proposed consists of: (A) Site clearance consisting of the remainder of former administration buildings (part single and two storey on Kennedy Quay with associated weighbridge), and existing boundary treatments. (B) The construction of one 7 storey building over a double basement of 11,332 sq.m. to be used as a rehabilitation hospital. The proposed rehabilitation hospital is to hold 130 no. individual patient rooms over 5 floors (2nd to 6th floors) with associated first and ground floor uses. First floor uses include; offices, consulting and treatment rooms. Ground floor uses include; reception, café/restaurant, pharmacy, offices and therapy pool. (C) The double basement proposed is to provide car, motorcycle and bicycle parking, patient intake and services areas. (D) Vehicular access to the double basement is to be from Marina Walk. This access is the subject of a concurrent planning application. The proposed development includes all associated and ancillary development and servicing works, including storage, plant and management facilities. This proposal is concurrent with another by the same applicant for a mixed-use development, proposed to be located to the immediate east of this application site.	Granted
2140702	For a 10-year planning permission for a proposed mixed-use development comprising 4 no. new buildings and the conversion of the Odlum's Building (Record of Protected Structures (RPS) ref. PS856) over a total planning application site area of 1.437 Ha bounded by Kennedy Quay to the north, Marina Walk to the south, Victoria Road to the west and Mill Road to the east, all in the South Docklands of Cork City. The application area is in two parts consisting of a site adjoining Victoria Road to the west and a site adjoining Mill Road to the east. Development proposed in the western part of the planning application area consists of new development to a maximum of 12 no. storeys: (a) Site clearance including the demolition of existing structures consisting of 2 no. silo buildings (R & H Hall) with associated covered conveyors and ancillary single storey buildings, and existing boundary treatments. (b) The construction of 4 no. buildings ranging in height from 9 to 12 storeys over a double basement: Block B of approx. 8,381 sq.m. and 11 no. storeys to hold ground floor convenience retail and entrance to overhead 80 no. apartments (30 no. one bed; 40 no. two bed and 10 no. three bed).Block C1 of approx. 12,169 sq.m. and 9 no. storeys to hold ground floor café and office space, upper floors to be used as office space. The office spaces have been designed to be suitable for a single user or multiple users with subdivisions.Block C2 of approx. 10,633 sq.m. and 9 no. storeys to hold ground floor café and office space, upper floors to be used as office space. The office spaces have been designed to be suitable for a single user or multiple users with subdivisions. Block C3 of approx. 16,212 sq.m. and 12 no. storeys to hold ground floor whole foods convenience store and entrance to office space. Upper floors to be used as office space, the office spaces have been designed to be suitable for a single user or multiple users with subdivisions. Development proposed in the eastern part of the planning application area consists of reuse of the Odlum's building and new development to a maximum of 9 no. storeys as follows: (c) Conservation works including part demolition, alterations, extension and change of use of the Odlum's Building (RPS ref. PS856) to provide for; retail and/or café use, office space, conference facilities, food and beverage space, a cinema including a bar/ dining area, a bar/restaurant and 84 no. apartments (35 no. one bed; 35 no. two bed, and 14 no. three)	Granted
2342106	For a 10-year planning permission for a Large-Scale Residential Development (LRD) at the Goulding's Site, Centre Park Road and Monahan Road, Cork. The proposed development consists of the demolition of the existing on-site buildings and structures and site clearance to facilitate the construction of 1325 no. residential units including apartments and duplexes in 10 no. buildings. A standalone 2 storey creche of 665 sq.m with associated outdoor amenity space is also proposed. The development ranges in height from 2 to 14 storeys over a single basement. There are some mixed uses proposed at ground floor level across the development including: 4 no. cafes/ restaurants with outdoor seating areas (c. 631 sq.m); 5 no. service retail units (c. 561 sq.m);	Granted

Development (Planning Ref. No.)	Description	Planning Status
	1 no. convenience retail store which will provide for the sale of alcohol (c. 286 sq.m); and 4 no. offices/ retail offices (c. 323 sq.m). It is requested that where the ground floor uses across the proposed development are indicated as either café or restaurant/ service retail/ retail/ office/ retail office, the use be confirmed subject to first occupation. The development will provide 658 no. 1 bed units, 465 no. 2 bed units and 202 no. 3 bed units, as follows: Block G1 is a 5-8 storey block comprising 182 units (87 no. 1 bedroom units; 62 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G2 is a 5-8 storey block comprising 273 units (134 no. 1 bedroom units; 95 no. 2 bedroom units; and 44 no. 3 bedroom units). Block G3A is a 6-8 storey block comprising 103 units (63 no. 1 bedroom units; 24 no. 2 bedroom units; and 16 no. 3 bedroom units). Block G3B is a 7-8 storey block comprising 77 units (44 no. 1 bedroom units; 20 no. 2 bedroom units; and 13 no. 3 bedroom units). Block G4A is a 3-7 storey block comprising 115 units (52 no. 1 bedroom units; 46 no. 2 bedroom units; and 17 no. 3 bedroom units). Block G4B is a 7 storey block comprising 60 units (21 no. 1 bedroom units; 39 no. 2 bedroom units). Block G5 is a 3-7 storey block comprising 162 units (75 no. 1 bedroom units; 54 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G6 is a 3-7 storey block comprising 172 units (83 no. 1 bedroom units; 58 no. 2 bedroom units; and 31 no. 3 bedroom units). Block G7 is a 3-7 storey block comprising 91 units (50 no. 1 bedroom units; 26 no. 2 bedroom units; and 15 no. 3 bedroom units). Block G8 is a 14 storey block comprising 90 units (49 no. 1 bedroom units; 41 no. 2 bedroom units).	

6. Screening Checklist

The potential environmental effects associated with the proposed development have been outlined in the previous sections of this report.

The EC Guidance on EIA Screening (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 6.1.

Table 6.1: Screening Checklist to determine if EIA is required based on the characteristics of a project and it's environment

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No -- Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. There will be no major change of land use within the red line boundary with the exception of a small area of disused land (approximately 176.8m^2) which will be required to construct a new residential access link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville). Small areas of a 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 while approximately 23.32m^2 and 8.6m^2 will be required at two residences on the eastern side of the Blackrock Road Junction.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No Services such as water and power will be required during the construction phase. Mobile generators may be used during the construction phase whilst a permanent power supply will be required during the operational phase of the proposed development. Construction materials will include natural stone, concrete, support structures, pipework, signage etc. It is not considered that there will be a significant use of these resources as part of the proposed development. A Report for Screening for Appropriate Assessment was prepared by Arup. It is the opinion of Arup that it is possible to rule out likely significant effects on any Natura 2000 sites.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. Standard construction materials will be used throughout, the use of which is well understood and subject to standard controls and protocols to minimise any risk to the surrounding environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No. Construction waste generated will be tested, removed from the site areas and disposed of at a suitable licensed facility. The production of waste will be managed in accordance with the relevant waste legislation.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No -- Why
5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 200No 8/50/EC and 2004/107/EC?	No	No. It is expected that dust will be emitted during the construction works. Emissions from construction plant and vehicles will arise during the construction phase, but these will be minimal.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. Standard construction noise is expected during construction activities. No significant rock breaking will likely be required.
7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	Yes	No. The extent of the works on land are relatively small, excavations are not significant with a maximum depth of approximately 1,200mm required for the installation of storm drainage systems and a maximum of 100mm depth encountered when milling the road surface. Any construction run off will enter the existing surface water drainage system and will be diluted before entering the River Lee. During the regrading of the wharf, there is potential for minor concrete spills to occur. However, due to the nature of the works, the limited potential for a significant spill and the extent of the River Lee and tidal flows, any minor spillage will be diluted quickly.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	No. A “Project Supervisor for the Construction Stage” will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No. The proposed development will have a positive effect on people living, working and visiting the area as there will be improved facilities for pedestrians and cyclists and improved access between the South Docks and Cork city Centre.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	No. See Section 5.13 above. No significant cumulative effects are envisaged.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes	No. The proposed development is partially located within the River Lee which is designated as a salmonid watercourse under S.I. No. 293/1988 – European Communities (Quality of Salmonid Waters) Regulations, 1988. As there will be no significant effects on water quality during the proposed development, there will be no significant negative effects on salmon species within the river. A Report for Screening for Appropriate Assessment was prepared by Arup. It is the opinion of Arup that it is possible to rule out likely significant effects on any Natura 2000 sites.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No	No

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No -- Why
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	No	No
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?	Yes	No. The extent of the works on land are relatively small, excavations are not significant with a maximum depth of approximately 1,200mm required for the installation of storm drainage systems and a maximum of 100mm depth encountered when milling the road surface. Any construction run off will enter the existing surface water drainage system and will be diluted before entering the River Lee. During the regrading of the wharf there is potential for minor concrete spills to occur. However, due to the nature of the works, the limited potential for a significant spill and the extent of the River Lee and tidal flows, any minor spillage will be diluted quickly.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No – there will be no significant impact on operational traffic levels. The proposed development is designed to promote active and public travel. A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	No The proposed development is concerned with the reconfiguration of a road and therefore there will be no structures of significant height. The only above ground permanent structures to be installed are new traffic lights, street lighting columns general street furniture including inter alia benches.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes	No. There are three protected structures listed on the National Inventory of Architectural Heritage (NIAH) within the development boundary – inscribed mooring posts on Albert Quay West and Albery Quay East and a limestone quay wall and timber wharf extension. None of these structures are listed under the List of Protected Structures in the Cork City Development Plan 2022-2028. The mooring posts on Albert Quay East will be carefully removed and stored during the construction phase and appropriately reinstated following completion of the works. The mooring posts on Albert Quay west will not be affected during the construction of the proposed development. The protected limestone quay wall/wharf in question has already been reconstructed in 1986 and therefore will not be significantly affected by the regrading of the wharf.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No -- Why
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	Yes	No There will be no major change of land use within the red line boundary with the exception of a small area of disused land (approximately 176.8m^2) which will be required to construct a new residential access link between Rosefield Terrace (Rosehill) and Electric Terrace (Eastville). Small areas of a 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 while approximately 23.32m^2 and 8.6m^2 will be required at two residences on the eastern side of the Blackrock Road Junction.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	No. There are a number of facilities in close proximity to the proposed development including One Albert Quay, Navigation Square and a number of residential dwellings. Access to residential properties and commercial properties will be maintained during the construction phase. Air emissions will be generated during the construction phase however these will be minimal. The proposed development is already located in a built – up busy environment and therefore, noise emissions are not expected to be significant.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	Yes	No – any plans for future land uses on or around the project location will not be affected by the proposed development.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No There are a number of facilities in close proximity to the proposed development including One Albert Quay, Navigation Square and a number of residential dwellings. Access to these facilities will be maintained during the construction phase. Air emissions will be generated during the construction phase however these will be minimal. There will be no significant air quality effects during operation. The proposed development is already located in a built – up busy environment and therefore, noise emissions are not expected to be significant during either construction or operation.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	No	No
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes	No The extent of the works on land are relatively small, excavations are not significant with a maximum depth of approximately 1,200mm required for the installation of storm drainage systems and a maximum of 100mm depth encountered when milling the road surface. Any construction run off will enter the existing surface water drainage system and will be diluted before entering the River Lee. During the regrading of the wharf there is potential for minor concrete spills to occur. However, due to the nature of the works, the limited potential for a significant spill and the extent of the River Lee and tidal flows, any minor spillage will be diluted quickly.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No -- Why
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes	No The River Lee upstream of the proposed development area has been subject to flooding in the past. The proposed development is being protected to a flood defence level of 3.5mOD. Refer to the FRA for further details.

Appendix A

Planning Drawings

A.1 Planning Drawings

Cork Docklands to City Centre Road Network Improvement Scheme

N

PL100-09

PL100-01

PL100-08

PL100-02

PL100-03

PL100-04

PL100-07

PL100-06

PL100-09

PL100-05

Kennedy Quay

Victoria Road

Albert Quay West

Terence MacSwiney Quay

Old Blackrock Road

Albert Road

Albert Quay

Crone Rail

N27

Sholom Park

Site Boundary Works

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

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**

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

\\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 - Standard\PL100-00_260711-00_ - 03 Layouts.dwg

A1

- Site Boundary Works
- Existing tree to be protected and retained
- Existing tree to be removed to facilitate development
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- Landscaped areas
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- Albert Quay High Quality Paving: Natural stone setts i.e. porphyry
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- Insitu concrete path
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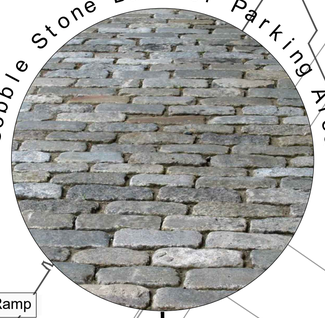
- Quay Wall Edge With Handrail
- Existing Kerbline - Refer to topographical survey for detailed information
- Cobble Stones Deterrent Paving
- Disabled parking bay - Blue coloured tarmac surface
- Bike Stands
- Land Acquisition
- Belisha Beacon

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

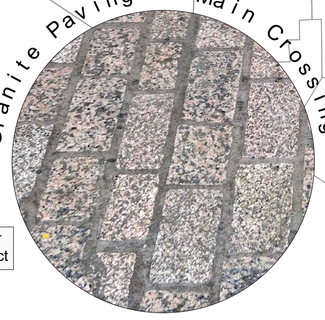
Matchline

Refer to Drg. No. PL100-02

Refer to Drg. No. PL100-03

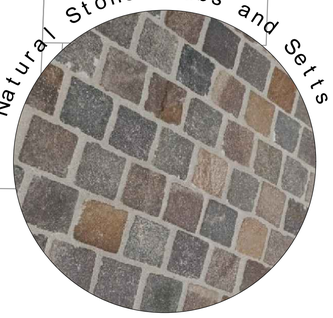
Footpath Provided Under Navigation Square Project

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

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: 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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Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
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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**

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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
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- 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**

A1

Refer to Drg. No. PL100-09

Matchline

Refer to Drg. No. PL100-07

Matchline

Refer to Drg. No. PL100-03

MATCHLINE

Marina Terrace

Geraldine Mews

Geraldine Place

Eastville

Rosehill

Sonny's Deli

New Controlled Pedestrian Crossing

New Uncontrolled Pedestrian Crossing

New Uncontrolled Pedestrian Crossing

New Uncontrolled Pedestrian Crossing

New Uncontrolled Pedestrian Crossing

Existing Parking on Geraldine Mews to be Retained

Existing Parking on Eastville to be Retained

Existing Parking on Geraldine Street to be Retained

Existing Parking on Marina Terrace to be Retained

Existing Parking on Rosehill to be Retained

Land Acquisition

Upright Habit Street Tree with Light Foliage

Buff Coloured Tarmac to Parking Bays

Raingarden

NO ENTRY

STOP

3.3m

4.8m

3m

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

Disabled parking bay - Blue coloured tarmac surface

Bike Stands

Land Acquisition

Belisha Beacon

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

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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Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
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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**

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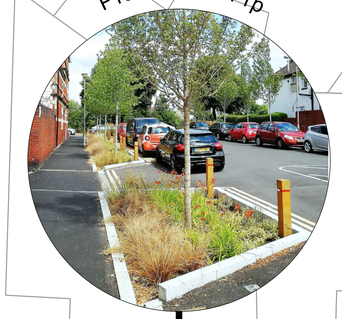

Existing Pedestrian Crossing to be upgraded by O'Callaghan Properties as Condition of Planning for Navigation Square

Existing Pedestrian Crossing to be Upgraded

Footpath to be provided as part of Navigation Square Project

Albert Road

Albert Road

STOP

Parking Bays

New Uncontrolled Pedestrian Crossing

New Uncontrolled Pedestrian Crossing

Hiberian Buildings

Hiberian Buildings

Existing Parking at Hiberian Buildings to be Retained

Marina Terrace

Refer to Drg. No. PL100-03

Refer to Drg. No. PL100-06

Refer to Drg. No. PL100-09

Matchline

Matchline

latchline

N

G

G

m

E

Main Features

1. Entry Treatment
2. Footpath
3. Car Parking
4. Landscaped Areas

- 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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- 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

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)

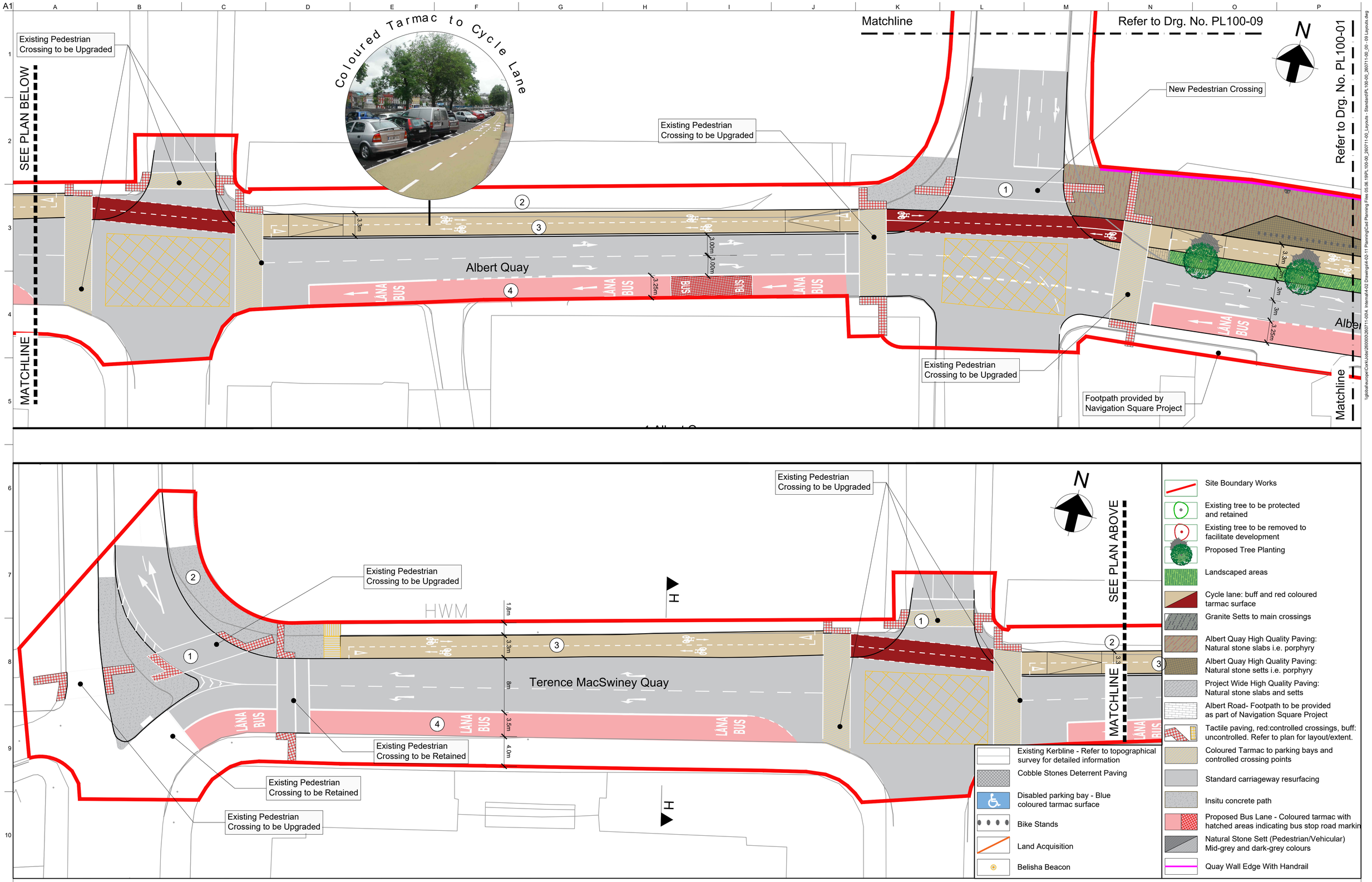
Discipline: Transport Planning Group 1

ARUP
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: General Arrangement Plan Proposed Road Layout Sheet 07 of 09

Drawing Status: **For Planning**

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



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

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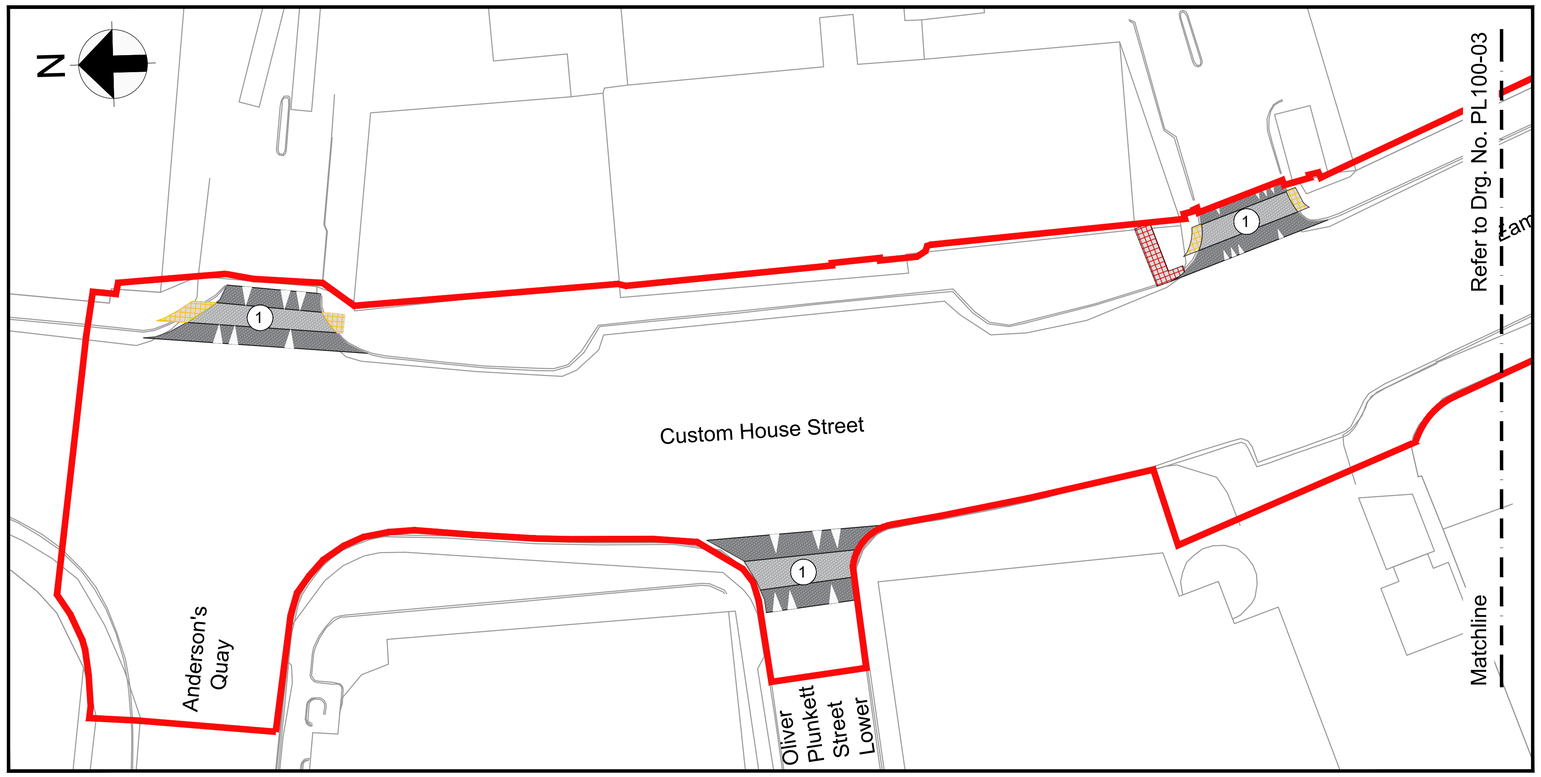
Cork, T12 X8N6, Ireland
Tel +353 (0)21 422 3200 Fax +353 (0)1 668 3169
www.arup.ie

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

ARUP
Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
Tel +353 (0)21 422 3200 Fax +353 (0)1 668 3169
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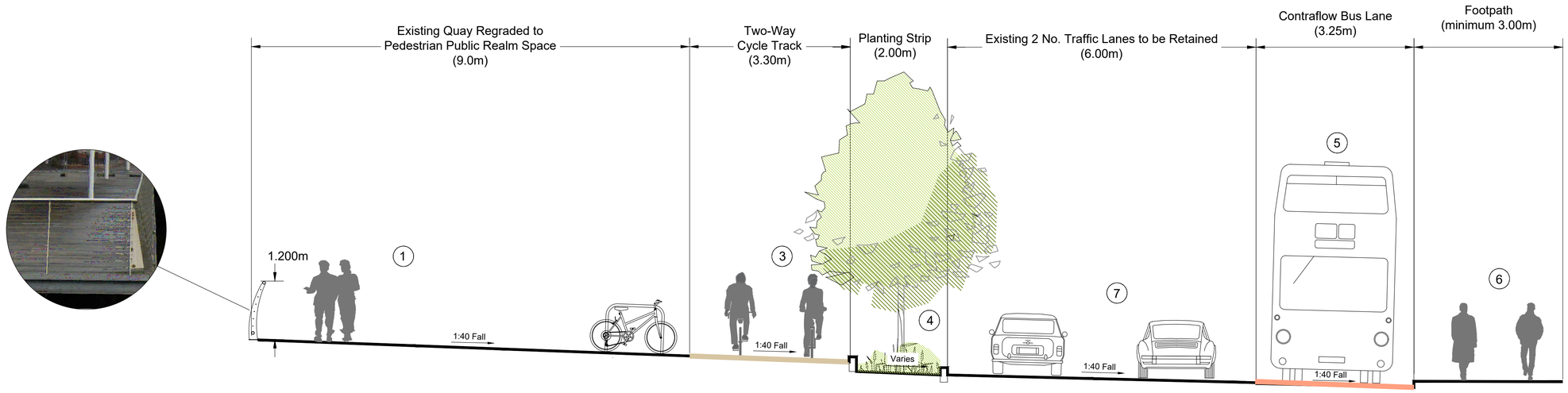
Drawing Title: General Arrangement Plan Proposed Road Layout Sheet 09 of 09

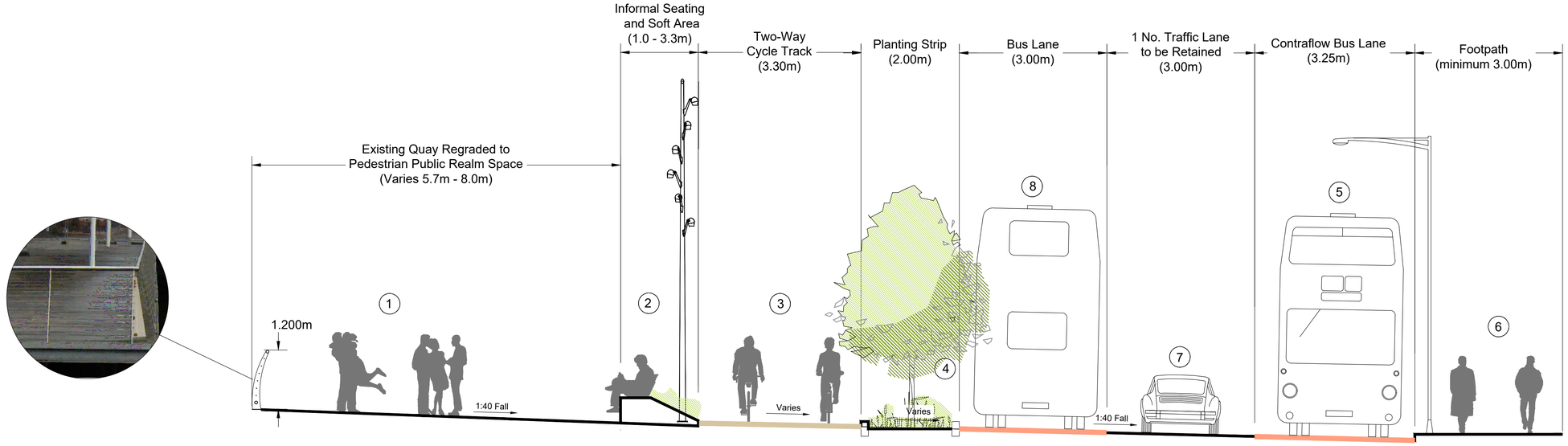
Drawing Status: **For Planning**

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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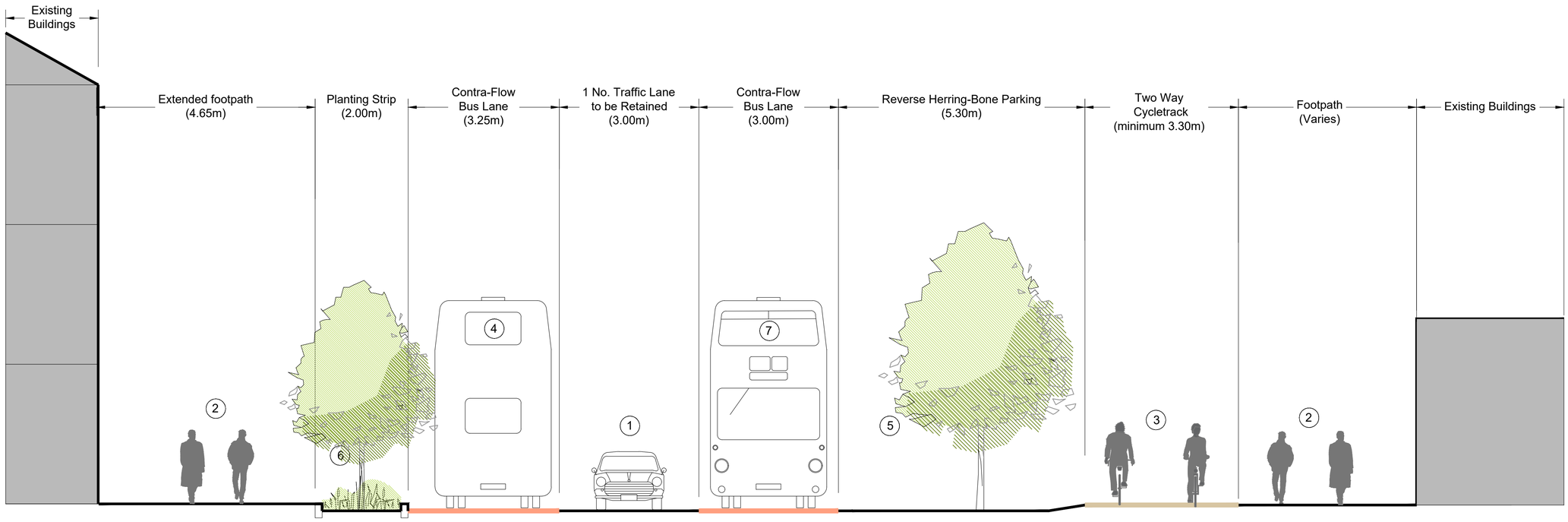
Drawing Title: Proposed Sections

Sheet 01 of 04

Drawing Status: **For Planning**

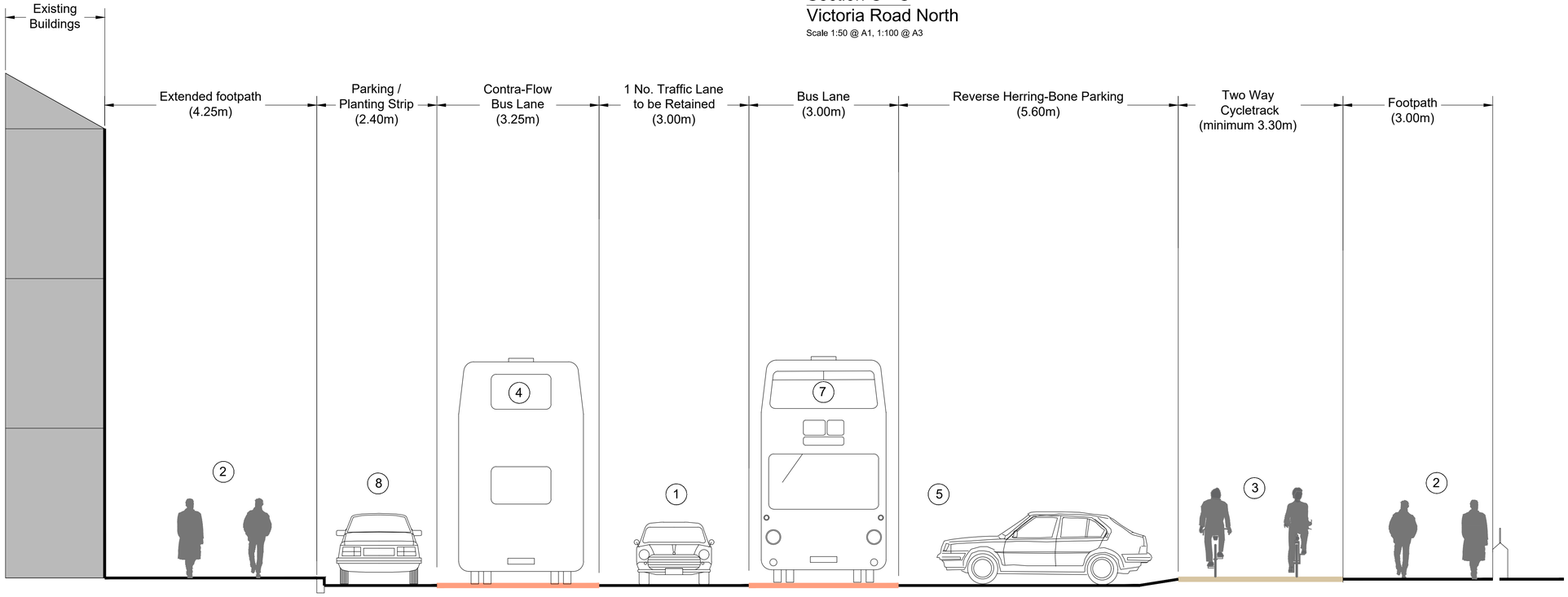
Job No	Drawing No	Issue
260711-00	**PL100-10**	**P1**

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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Cork, T12 X8N6, Ireland
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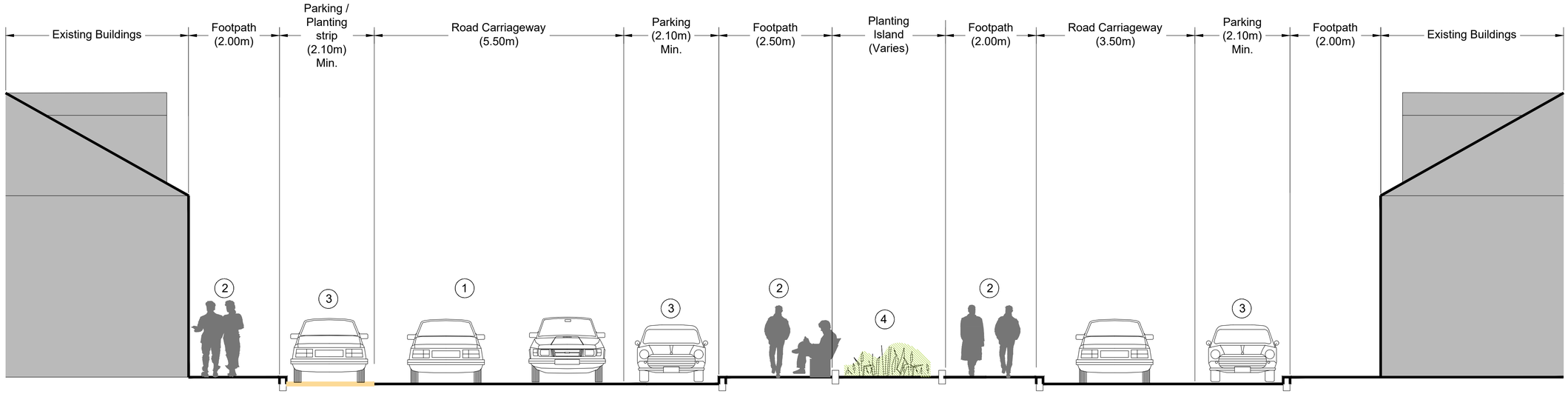
Drawing Title: Proposed Sections
Sheet 2 of 4

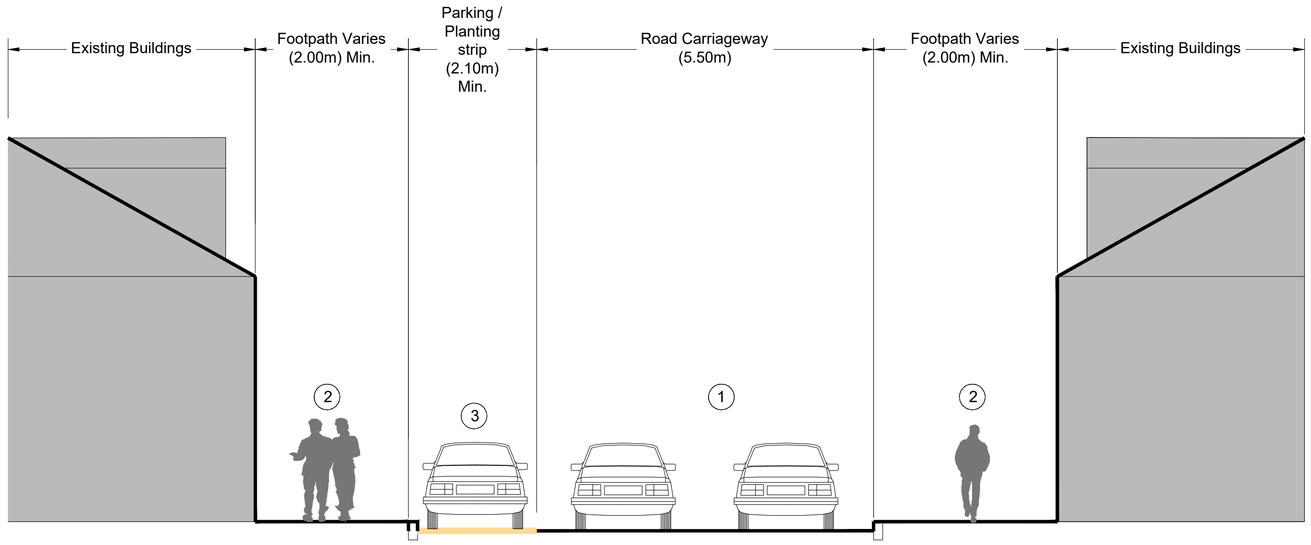
Drawing Status: **For Planning**

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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Cork, T12 X8N6, Ireland
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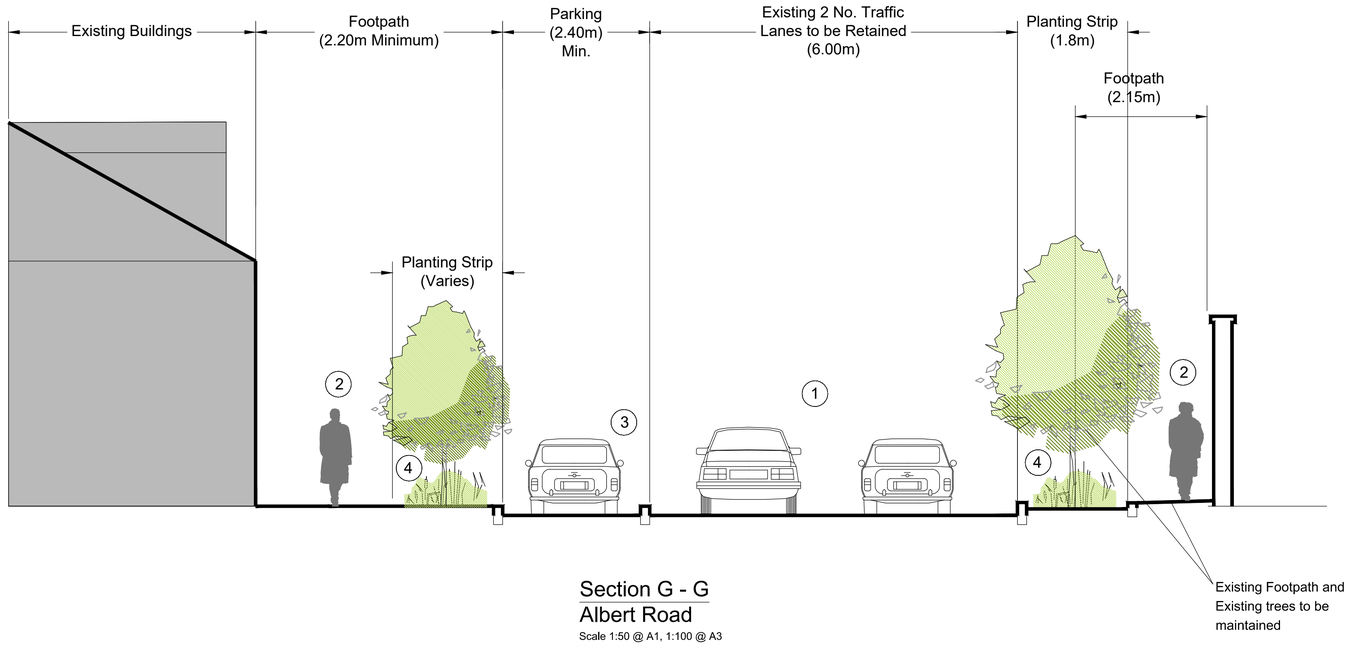
Drawing Title: Proposed Sections

Sheet 03 of 04

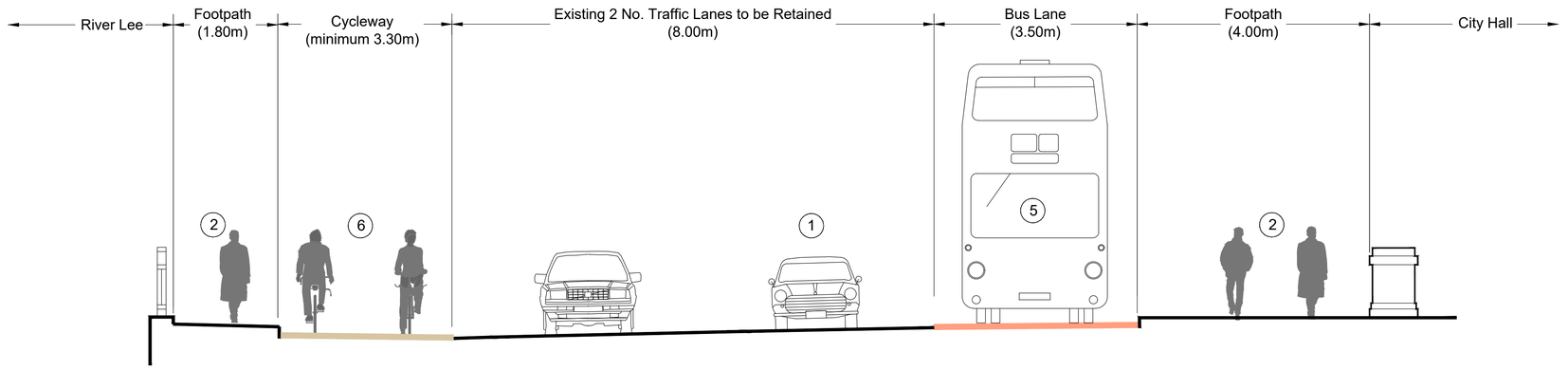
Drawing Status: **For Planning**

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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Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
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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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Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
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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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Arup, One Albert Quay,
Cork, T12 X8N6, Ireland
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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