

Cork County Council
**Carrigaline Transportation and
Public Realm Enhancement Plan**
Appropriate Assessment Screening
Report

Issue 2 | 17 September 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

1.1 Introduction

Arup has been commissioned by Cork County Council (CCC) to prepare a report for the purposes of Screening for Appropriate Assessment (AA) of the Transportation and Public Realm Enhancement Plan (referred to hereinafter as the TPREP or the Plan) for Carrigaline, Co. Cork. The TPREP is an integrated transportation framework addressing the transportation infrastructure and public realm enhancement required to support the sustainable development of Carrigaline.

The Carrigaline TPREP by its very nature has adopted transport infrastructure proposals identified in other Plans and Strategies relevant to the study area. These transport infrastructure proposals have been subject to Appropriate Assessment (AA) Screenings and in some cases Stage 2 AA as part of the preparation and finalisation of the relevant Plans and Strategies. We have reviewed these Appropriate Assessment Screenings and any Stage 2 mitigation associated with proposals that have originated from other plans and strategies and consider that the Carrigaline TPREP does not provide any further detail that would necessitate further assessment. Therefore, this AA screening report has focused on the particular transport infrastructure proposals that have emanated directly from the formation of this Plan and not those resultant from previous Plans or Strategies.

This AA Screening Report provides information to CCC, as the competent authority, to make a determination as to whether likely significant effects on any Natura 2000 sites arising as a result of the transport proposals emanating from this Plan can be excluded or screened out. This report provides a documented record of the screening of the proposed Plan

1.2 Proposals Assessed in Other Plans/Strategies

Proposals referenced within the Carrigaline TPREP that have been assessed as part of other Plans and Strategies include the following:

- The **Cork Metropolitan Area Cycle Network Plan (January 2017)** was subject to an Appropriate Assessment Screening which concluded that there will be no significant effects from the Plan to the designated sites in the study area, namely the Great Island Channel Special Area of Conservation (SAC); and the Cork Harbour Special Protection Area (SPA). The key transport infrastructure proposals adopted from this Plan include the following:
 - The Carrigaline to Passage West Strategic Cycle Route
 - Carrigaline to Crosshaven Greenway (between Main Street and the R612 (Fountainstown Road))

- Kilmoney Road Route (between Castleheights and Captain's Boreen)
- Mountain Road Route
- Ballea Road Route
- Ballinrea Road Route (between the new school campus and Waterpark)
- Cork Road Route (between Janeville and Foster's Cross)
- Fernhill Route (between Cogan's Lane and Church Road)
- Forrest Hill Route
- Lower Kilmoney Route
- Waterpark Route
- Westwood –Glenwood Route
- Heron's Wood Route (between Cork Road and Rock Road)
- Janeville Route (between Cork Road and Rock Road)
- The Southern Amenity Walk
- The Weston Link
- The Dún Eoin Link
- The Rock Road Link
- **The Cork County Council Ballincollig Carrigaline Municipal District Local Area 2017** was subject to both a Strategic Environmental Assessment Statement and a Habitats Directive Screening Report. The key transport infrastructure proposals adopted from this Plan include the following:
 - The Carrigaline to Passage West Strategic Cycle Route (between the Owenabue car park and the Ringaskiddy Road)
 - Carrigaline to Crosshaven Greenway (between Main Street and Ballea Road)
 - The Southern Amenity Walk
 - Janeville Route (between Cork Road and Rock Road)
 - The Western Distributor Road (between Ballea Road and Ballinrea Road)
 - The Southern Distributor Road (between Ballea Road and Forrest Road)
- **The Cork Metropolitan Area Transport Strategy 2040** was also subject to a Natura Impact Report and a Strategic Environmental Assessment

Environmental Report. The key transport infrastructure proposals adopted from this Plan include the following:

- The cycle proposals identified for the Carrigaline area as presented in the Cork Metropolitan Area Cycle Network Plan
- The provision of bus services along Cork Road, Main Street, Lower Kilmoney Road, Upper Kilmoney Road, Kilnageary Road, Crosshaven Road, Church Road, Ringaskiddy Road, Bothar Guidel and Ballinrea Road.
- The M28 Cork to Ringaskiddy Road
- The provision of additional road network infrastructure and public realm improvements within Carrigaline a designated Urban Expansion Area

1.3 Proposals directly associated with the Carrigaline Transportation and Public Realm Enhancement Plan

The following section presents the proposals resulting directly from the preparation of the Carrigaline Transportation and Public Realm Enhancement Plan.

- **Pedestrian and Cycle Networks**
 - Section of the Kilmoney Road Route between Kilmoney Road and Ballea Road
 - Section of the Cork Road Route between Foster's Cross and Forrest Hill
 - Section of the Ballinrea Road Route between Waterpark and the Rock Road
 - Section of the Fernhill Road contained within the Fernhill Expansion Area
 - Dún Eoin Route
 - Carrigcourt Route
 - Section of the Heron's Road Route contained within the Fernhill Expansion Area
 - Section of the Janeville Route contained within the Fernhill Expansion Area
 - The Maple Hill Link
 - The Mount Rivers Link(s)
 - The Old Waterpark Link(s)

- Additional Bicycle Parking throughout the study area
- Provision of enhanced permeability (where possible) within the existing built-up area and within any new development zones
- Alternations to the management and control of junctions within the town centre
- Provision of speed reduction measures within the study area
- Enhanced on-street parking enforcement
- **Public Transport Provision**
 - Provision of bus lanes in both directions along Cork Road between the Shannonpark roundabout and Ballinrea Road
 - Provision of an outbound bus lane on Cork Road between Glenwood and Ballinrea Road
 - Provision of a bus only section of Main Street between Ballea Road and Strand Road (southbound only)
 - Provision of a local mobility hub within the Owenabue Car Park
 - Provision of a Local Park and ride to the north of Carrigaline
 - Provision of high quality bus shelters including seating, information panels and real-time information displays.
- **Traffic Management**
 - The introduction of an active travel priority zone within the centre of Carrigaline to include a reduction in posted speed limit
 - One-way traffic northbound on Main Street between Strand Road and Ballea Road
 - One-way westbound traffic on Crosshaven Road approaching Main Street
 - One-way southbound on Church Hill
 - New and upgraded traffic signal controls within the active travel priority zone
 - Modifying the number and regulation associated with the existing on-street parking provision within the study area.
 - The strengthening and resurfacing of the Ballea Road as part of the delivery of the Western Outer Distributor Road along with enhanced safety measures at key junctions along this route
 - In tandem with the delivery of the Fernhill Expansion Area provide a new distributor road to the north of the lands running parallel to the proposed M28 Motorway

- The strengthening and resurfacing of the Rock Road and Coogan's Lane (part of) to complete the delivery of the Eastern Outer Distributor Road along with enhanced safety measures at key junctions along this route.
 - The alignment of the Southern Distributor Road to the west of the built area around Mountain Road and its tie in with Kilmoney Road to the south of Wheatfields.
 - The provision of enhanced safety measures along the Central Distributor Road (i.e. Cork Road – Bothar Guidel – Crosshaven Road)
 - The creation of an Urban Traffic Management Centre for Carrigaline to include the active management of traffic signals through a combination of CCTV, detection and fault monitoring at various junctions within the town
 - The provision of new access points both pedestrian and vehicular serving the Town Centre Expansion Area.
- **Public Realm Enhancement**
 - Main Street between Church Hill and Ballea Road
 - Crosshaven Road between Main Street and Bothar Guidel
 - Lower Kilmoney Road between Main Street and the entrance to the Co-op.

1.4 The Requirements for Habitats Directive Assessment

Habitats Directive Assessment (HDA), also known as AA, is a requirement under the Habitats Directive 92/43/EEC. The Habitats Directive indicates the need for plans and projects to be subject to AA if the plan or project is not directly connected with or necessary to the management of a European site but is likely to have a significant effect either individually or in combination with other plans or projects on European sites.

1.5 The Purpose of Appropriate Assessment

The purpose of AA is to identify the possible effects of implementing a plan or project on the conservation status of designated European sites within the sphere of influence of the plan or project.

The Habitats Directive provides legal protection for habitats and species of European importance. Article 2 of the Habitats Directive requires the maintenance or restoration of habitats and species of interest to the EU in a favourable condition. The Directive was transposed into Irish law by the European Communities (Natural Habitats) Regulations, SI 94/1997.

Under Article 6(3) of the Habitats Directive an AA must be undertaken for any plan or project that is likely to have a significant effect on the conservation objectives of a European site. Article 6 paragraph 3 states:

“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.

In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.”

Therefore, an AA is an evaluation of the potential impacts of a plan/project on the conservation objectives of a European site, and the development, where necessary, of mitigation or avoidance measures to preclude adverse effects. In a situation where it is not possible to fully demonstrate that adverse effects on the site integrity would occur, options must be explored so that any risk of damaging designated sites is avoided.

Plans/projects can only be adopted after having ascertained that there will be no significant adverse effect on the integrity of the sites in question. Components within a plan/project can be adjusted or removed to avoid significant adverse impacts prior to implementation. The plan/project may also proceed if sufficient mitigation or compensation measures are in place to ensure the overall integrity of the European site.

1.6 Habitats Directive Assessment Process in Relation to the Preparation of the Carrigaline Transportation and Public Realm Enhancement Plan

In the preparation of this report to inform AA by the competent authority the following documents have been reviewed:

- Department of the Environment Heritage and Local Government (DoEHLG) Circular letter SEA 1/08 & NPWS 1/08 dated 15 February 2008.
- "Managing European sites- The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC" (EC Environment Directorate-General, 2018).
- Assessment of Plans and Projects Significantly Affecting European sites: Methodical Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission Environment Directorate-General, 2001).
- Guidance Document on Article 6(4) of the Habitats Directive 92/43/EEC. (European Commission, 2007).

- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (Department of Environment, Heritage and Local Government, 2010 revision).
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPW 1/10 and PSSP 2/10.
- Guidelines for Good Practice Appropriate Assessment of Plans under Article 6(3) Habitats Directive (International Workshop on Assessment of Plans under the Habitats Directive, 2011).
- Guidelines for Ecological Impact Assessment in the UK and Ireland, Terrestrial, Freshwater, Coastal and Marine. Chartered Institute of Ecology and Environmental Management (CIEEM) Version 1.1, updated September 2019.

This screening report is based on available ecological information and an adequate description of the plan and its likely environmental effects. It also takes into account any policies or proposals that will set the terms for future development.

In any case where, following screening, it is found that the plan may have a significant effect on the conservation objectives of a European site or that such an impact cannot be ruled out, adopting a precautionary approach a Stage 2 AA of the plan must be carried out.

When the results of the Stage 2 AA under Article 6(3) are negative or uncertain then the provisions of Article 6(4) of the Habitats Directive apply. That is:

The plan or project will adversely affect the integrity of the site; and,
Doubts remain as to the absence of adverse effects on the integrity of the site linked to the plan or project concerned.

The European Commission's Methodological Guidance recommends a four-stage approach to AA (Figure 1).

There are a number of methodologies in use for the characterisation and assessment of potential impacts and effects. This assessment broadly follows the approach specified by the professional association for ecologists, the Chartered Institute of Ecology and Environmental Management (CIEEM), which encourages a case by case assessment and description of impacts rather than relying on a strictly defined set of characters. This acknowledges the variation in the effects of impacts depending on the receptors involved. Guidance highlights the iterative nature of the assessment process:

“As with other forms of impact assessment, the AA process is an iterative one and the information gathered in respect of Natura 2000 sites, their conservation objectives, environmental sensitivities and existing environmental problems, should be used to guide the policies and objectives of the plan and to avoid impacts on the sites” (DoEHLG, 2010). Where later work has allowed a clear and unambiguous screening out of an impact, beyond reasonable scientific doubt, the screening section has been revised to account for this.

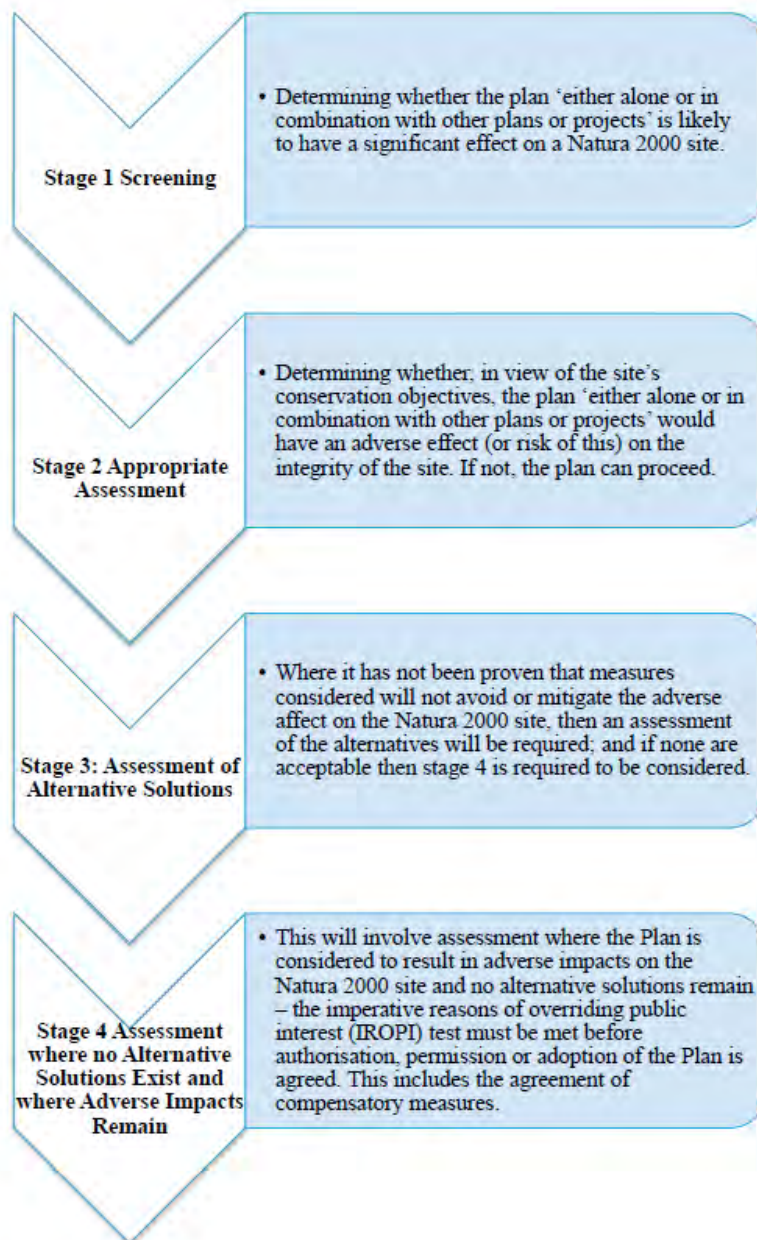


Figure 1: Four-stage approach to AA.

1.7 Overview of Stage One Screening

Stage 1 Screening Stage is used to identify whether the Plan, either alone or in combination with other plans or projects, is likely to have a significant effect on a European site. This report follows European Commission (2001) guidance which recommends that screening should follow a four-step process as outlined below:

- determine whether the plan is directly connected with or necessary to the management of a European site. If it is, then no further assessment is necessary;

- describe the plan and other plans and projects that, ‘in combination’, have the potential to have significant effects on a European site;
- identify the potential effects on the European site; and
- assess the significance of any effects on the European site.

The key to deciding if an AA of a plan would be required is determined by an assessment of whether the plan and its policies and objectives are likely to have a significant effect on a European site. The decision should not be determined by the size of the plan area alone. It will also be influenced by the nature and extent of the development likely to be proposed in the plan, and the plan areas in situ, ex situ and in combination relationship to adjoining European sites and the wider European network.

When screening the plan, its policies and objectives there are two possible outcomes:

- the plan poses no risk of a significant effect and as such requires no further assessment; or
- the plan has potential to have a significant effect (or this is uncertain) and AA of the plan is necessary.

Screening can be used to establish which policies and objectives have potential to have significant effects, and therefore the ones that require further attention at the AA stage.

An important element of the AA process is the identification of the “Conservation Objectives”, “Qualifying Interests” (QIs) and/ or “Special Conservation Interests” (SCIs) of European sites requiring assessment. QIs are the habitat features and species listed in Annexes I and II of the Habitats Directive for which each European site has been designated and afforded protection. SCIs are bird species listed within Annexes I and II of the Birds Directive.

It is also vital that the threats to the ecological/environmental conditions that are required to support QIs and SCIs are considered as part of the assessment.

Site-Specific Conservation Objectives have been designed to define favourable conservation status for a particular habitat or species at that site. According to the European Commission interpretation document ‘Managing European sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC’, paragraph 4.6(3) states:

“The integrity of a site involves its ecological functions. The decision as to whether it is adversely affected should focus on and be limited to the site’s conservation objectives.”

The screening stage of the AA takes account of the elements as relevant with regard to the details and characteristics of the Plan to determine if potential for significant effects on European sites are likely.

1.8 Data sources

This AA screening report of the draft TPREP for potential significant effects on a European site is based on a review of information relating to these sites and to the habitats and species that they support. Information relied upon from the following information sources, which includes maps, ecological and water quality data:

- Google aerial photography (viewed in June 2021);
- Ordnance Survey of Ireland mapping and aerial photography¹;
- National Parks and Wildlife Service (NPWS) online data on European sites and on protected flora and fauna²;
- Information on the status of EU protected habitats and species in Ireland³;
- National Biodiversity Data Centre Mapviewer⁴;
- Information on environmental quality data available from the Environmental Protection Agency (EPA)⁵;
- Information on soils, geology and hydrogeology in the area⁶;
- Ballincollig Carrigaline Municipal District Local Area Plan 2017-2023 Habitats Directive Screening Report⁷;
- Cork Metropolitan Area Transport Strategy 2040 Natura Impact Report⁸; and
- Draft South Cork County Development Plan 2022 – 2028 Habitats Directive Screening Assessment Report And Natura Impact Report April 2021⁹.

1.9 Consultation

The TPREP has been placed on public display and will be referred to Government Departments. Submissions will be taken into consideration in the drafting of the final plan and accompanying environmental reporting including AA and Strategic Environmental Assessment (SEA) reporting.

¹ Available at www.osi.ie Accessed June 2021.

² Available at www.npws.ie Accessed June 2021.

³ NPWS (2019). Article 17 reporting available at <https://www.npws.ie/publications/article-17-reports/article-17-reports-2019>

⁴ Available at <https://maps.biodiversityireland.ie/Map> Accessed June 2021.

⁵ EPA Online Environmental Map Viewer available at <http://www.epa.ie/monitoringassessment/assessment/spatial/webmapping/>. Accessed February 2021.

⁶ Available at www.gsi.ie. Accessed February 2021.

⁷ Available at: <http://corklocalareaplans.com/ballincollig-carrigaline-municipal-district/>.

⁸ Available at https://www.nationaltransport.ie/wp-content/uploads/2020/04/1.Final_CMATS_AA_NIR.pdf

⁹ Available at <https://www.corkcoco.ie/sites/default/files/2021-05/volume-6-environmental-assessment.pdf>

2 Description of the Plan

2.1.1 Objective

The aim of the Carrigaline TPREP is to ensure that there is an integrated approach to public realm enhancement and transportation planning that will achieve the following:

- Create a vibrant town centre, a place where people can meet, shop and do business;
- Provide the built environment to assist rejuvenating business within the town centre;
- Encourage greater number of residents to walk and cycle in the town; and
- Improve access to educational, social and employment opportunities.

A transport hierarchy focussed on pedestrians, cyclists and public transport has been developed. There will be an increase in the number of people walking/ cycling and taking public transport in Carrigaline along with a reduction in traffic flow on Main Street with traffic provided with routes on the outskirts of town.

2.1.2 Plan Area

The plan is for Carrigaline, a town 14km south of Cork City situated on the River Owenabue. The plan area includes the urban area of Carrigaline, strategic routes linking into town and links that skirt the periphery of the town. The plan area also includes lands adjacent to built-up areas where potential urban growth may take place.

The study area includes the built up area of Carrigaline as well as strategic routes linking into town and those that travel around the periphery of it. The study area also includes the areas adjacent to the existing built up area where potential urban growth may take place.

2.1.3 Plan Process

The Carrigaline TPREP is developed in five stages:

- Stage 1: Baseline Review
- Stage 2: 1st Round of Public Consultation
- Stage 3: Strategy Development
- Stage 4: 2nd Round of Public Consultation
- Stage 5: Final Report

Stage 5 is awaiting final completion. The TPREP is expected to be finalised in Q3 of 2021.

A review of the current transportation infrastructure and travel characteristics within Carrigaline was complete prior to the first round of public consultation.

As part of the public consultation, inputs from residents, businesses and interest groups were used to inform the transportation strategy options in order to address existing and future issues.

A consistent message that emerged from the first round of public consultation was that there is a call for change and a recognition that persisting with the status quo is not sustainable.

The transportation strategy options were evaluated based on a range of criteria to arrive at the most appropriate and preferred option, which constitutes the current TPREP.

2.1.4 Strategy Development

A number of Transportation Strategies were developed for Carrigaline to take advantage of opportunities and to address transportation issues. Eight transportation strategies were evaluated. The resulting preferred strategy provides the best framework to develop a sustainable transportation solution at a reasonable cost and limited social and environmental impact. The Strategy aligns with planning policy and optimises available existing transportation infrastructure to achieve its goals.

2.1.5 Cycle and Pedestrian Network

In order to meet the objectives of the TPREP, the identification of a hierarchy of pedestrian and cycle routes was required. Previous Plans and Strategies for the study area were reviewed as part of the preparation of the TPREP and previously proposed cycle and pedestrian infrastructure proposals were adopted as part of the TPREP. This network of cycle and pedestrian facilities provides a safe, inviting and comfortable environment for pedestrians/ cyclists and supports an increase in the number of local trips to be carried out by active modes. The Plan includes two strategic cycle ways connecting with Main Street. The two strategic cycle ways are supported by a range of primary and secondary cycle routes and feeder routes.

These connections will provide a key destination for cyclists and walkers to avail of the amenities and services in the town.

2.1.6 Public Transport Network

There are opportunities to expand the overall modal share for public transport within the town and as part of this Plan the key public transport objectives include:

- Improve pedestrian accessibility to the existing bus services;
- Provide bus priority within Carrigaline where possible;
- Ensure that public transport services retain access to key destinations and support improvements in public realm; and

- Provide good quality bus stop infrastructure.

2.1.7 Traffic Management

The TPREP aims to encourage longer distance trips away from the central corridor (i.e. Cork Road and Main Street) within the town and avail of upgraded outer distributor roads to the east and west of Carrigaline. This Plan will ensure that active travel modes are provided with sufficient capacity within the central corridors of the town and that essential vehicle trips along the central corridors are provided for.

2.1.8 Complementary Measures

The TPREP identifies the need to further embrace technology as travel demand in Carrigaline grows using Intelligent Transport Solutions (ITS) to increase efficiency, safety and co-ordination across transport networks.


School travel is a critical factor affecting transport in Carrigaline. School trips by car are a substantial contributor to local congestion. The TPREP aims to provide the right environment to allow these trips to transfer to active travel modes safely and conveniently.

The reduction in car dependency will deliver considerable benefits in terms of reduced congestion, reduced greenhouse gas emissions, enhanced health and wellbeing and has benefits for the public realm. The TPREP includes measures for the targeted promotion of public transport, walking, cycling and car sharing as alternatives to single occupancy private car use.

2.1.9 Implementation

Section 5 of the Plan details the various proposals that will be implemented over short-, medium- and long-term timeframes. These are also listed in Table 1 below with indicative maps showing where each proposal is located within the Plan area. These proposals will be reviewed within this AA Screening for their potential to cause likely significant effects on any Natura 2000 sites.

Table 1: TPREP Implementation Proposals

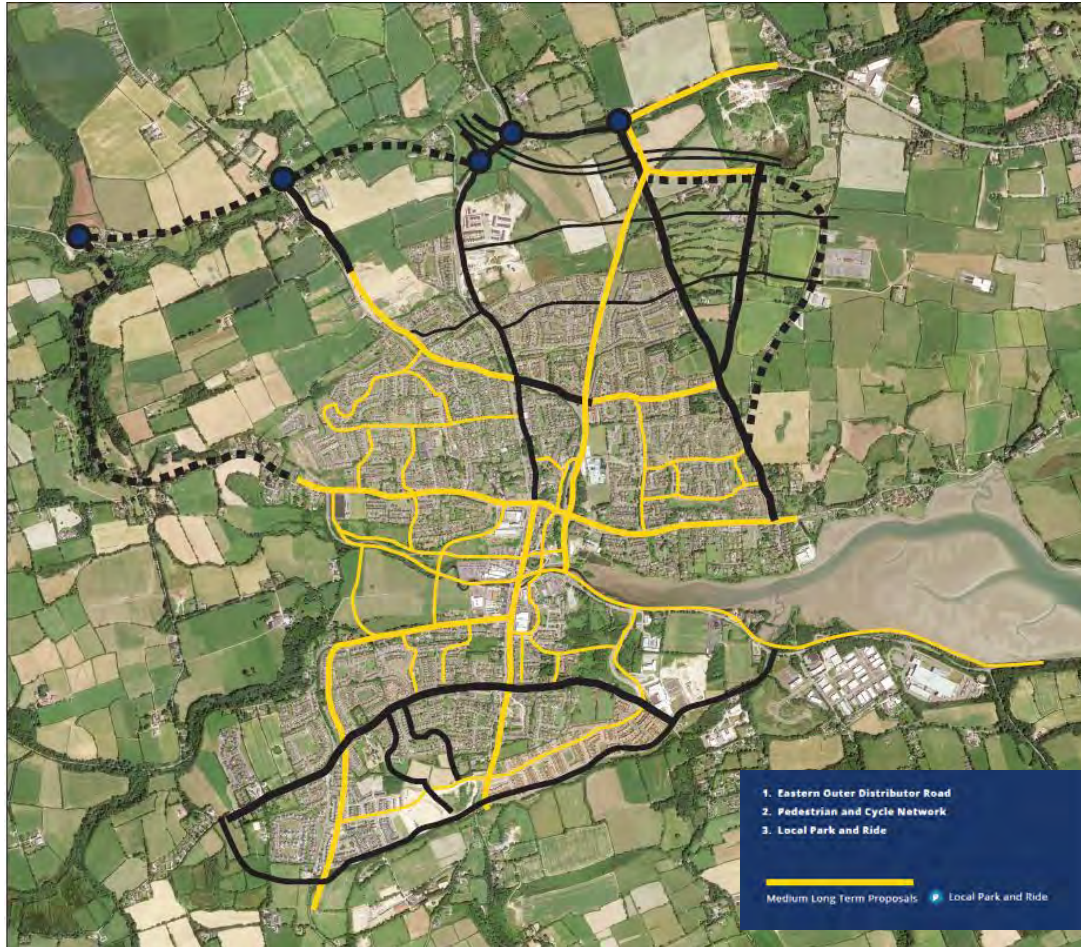
TPREP Proposal	Detailed description of TPREP Proposal
	<p>Short Term – The overarching proposals listed under short term are detailed in text below.</p> 

TPREP Proposal	Detailed description of TPREP Proposal
Main Street Public Realm Enhancement Plan	<p>The delivery of the Main Street Public Realm Enhancement Project is the primary catalyst to rejuvenate the town centre, encourage a greater uptake of active travel modes and provide a community focal point for the entire town. Ideally the construction works would begin following the opening of the Inner Western Relief Road.</p> <p>Should there be any unforeseen delays in the delivery of the public realm works it is suggested that elements of the traffic management plan such as the proposed Main Street bus lane, changes in access into Crosshaven Road and down along Church Hill should be introduced in an interim basis before the delivery of the entire upgrade to the street.</p> <p>To support the delivery of the Main Street Public Realm Enhancement Project the following pedestrian and cycle network proposals are proposed to be delivered at the same time:</p> <p>The Local Mobility Hub within the existing Owenabue car park</p> <p>The Parking Management Strategy</p>
Inner Western Relief Road	The Inner Western Relief Road is currently under construction and its delivery includes new dedicated pedestrian and cycle facilities as part of the project.
Pedestrian and Cycle Network	<p>The following sections of the pedestrian and cycle network are proposed to be delivered in the short term.</p> <ul style="list-style-type: none"> • Cork Road Route [the section along Church Hill/ Rose between Main Street and Forrest Hill]; • Ballea Road Route; • Lower Kilmoney Route; • The Ballinrea Road Route which has obtained Part VIII planning permission and is required to support the opening of the new educational campus located here. This upgrade includes the section of the route between the Cork Road and the educational campus itself; • The section of the Ballinrea Road Route which runs through Bridgemount in addition to the Waterpark Route and the other upgrade proposals required within the Waterpark estate;

TPREP Proposal	Detailed description of TPREP Proposal
	<ul style="list-style-type: none"> • The upgrade of the existing Westwood –Glenwood Route from Ballea Road to Cork Road and the delivery of the Dún Eoin Link; • The upgrade of the existing Dún Eoin Route; • The Weston Link, including the new link to the Owenabue Road (the disused road to the rear of the soccer club), subject to obtaining agreement with landowners and addressing any development proposals for the lands north of the Owenabue Road; • The upgrade to the existing Abbey View Link including improvements to the public realm and accessibility to this link from Lower Kilmoney Road; • The upgrade to Liosbourne Link; • Old Waterpark Link; • The completion of the Forrest Hill Route subject to the finishing of the Maple Hill housing estate and the completion of the new road link between Rose Hill and Kilmoney Road; and • The upgrade to the Mount Rivers Link(s) to include the new connection to the Kilnagleary Road and the upgrade of the existing junction near Edmund Rice Catholic College.
Carrigaline to Crosshaven Greenway	<p>The delivery of this Greenway combined with the public realm works on Main Street will provide the platform for change within Carrigaline with respect to mobility, increased use of active travel modes and a sense of an improved community environment. Main Street will benefit in terms of vitality and business as it becomes a people centric destination served by a high quality, safe greenway building on the success of the existing Crosshaven greenway. The enhanced pedestrian and cycle network will also include a short section of the Carrigaline to Passage West Cycleway over the Owenabue River to provide improved access to the local schools on Bóthar Guidel.</p>
Carrigaline to Passage West Cycleway:	<p>The delivery of the Carrigaline to Passage West Cycleway further enhances the active travel access to Main Street strengthening its destination potential for visitors outside the town. It provides the possibility to create a safe and direct cycle route to Ringaskiddy which will provide an alternative commuting route to employment opportunities. In addition, this route provides great access to local schools and the growing population to the north of the town.</p>

TPREP Proposal	Detailed description of TPREP Proposal
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Medium to Long Term – The overarching proposals listed under medium to long term are detailed in the text below.



TPREP Proposal	Detailed description of TPREP Proposal
Outer Distributor Routes	The safety enhancement works along the Rock Road, Ballea Road, and Ballinrea Road which form part of the outer distributor routes will facilitate the delivery of active and sustainable mode investment along the Central Distributor Route providing enhanced access to Main Street and the wider pedestrian and cycle network.
Pedestrian and Cycle Network	<p>The following sections of the pedestrian and cycle network are proposed to be delivered in the medium term.</p> <p>The remaining sections of Cork Road Route from the Shannon Park Interchange to Main Street. The section of Cork Road to the north of the town centre will also include upgrades to the bus priority along this route;</p> <ul style="list-style-type: none"> • The section of the Ballinrea Road Route between Cork Road and Bridgemount; • The upgrade to the Janeville Route; • The Carrigcourt Route; • The upgrade to the Heron’s Wood Route between Cork Road and Rock Road; • The remaining section of the Fernhill Route which will be delivered in tandem with the development of the Fernhill Expansion Area; • The Mountain Road Route to include the proposed upgrade to Foster’s Cross; • The Maple Hill Link and Hillcrest Link, the delivery of both will require alignment with the completion of the Maple Hill housing estate; and • The Southern Amenity Walk.
Local Park and Ride	It is proposed to deliver the Local Park and Ride site to the north of the town in tandem with the proposed improvements to the bus priority measures along Cork Road. This park and ride site will also include drop off facilities, bicycle parking, electric charging stations and good quality waiting facilities for bus passengers.

3 Identification of relevant European sites

Table 2 below sets out the Natura 2000 sites which have been screened as part of the AA. It includes Natura 2000 sites within the boundary of the proposed plan and those Natura 2000 sites up to 15 km from the boundary. The habitats and species for which the sites have been designated and distance from the Plan area are listed. Site extents are shown in Figure 1, Appendix A.

Whilst designated sites located further than 15km from the boundary of a plan area can in some instances be subject to likely significant effects, the nature and scale of this plan was considered not to have the potential for likely significant effects and therefore sites greater than 15km from the plan area were not considered.

Table 2: Natura 2000 sites within 15km of the plan boundary

Site Code	Site Name	Qualifying Interests	Distance from Plan area and Conservation Objectives
1058	Great Island Channel SAC	Mudflats and sandflats not covered by seawater at low tide [1140] Atlantic salt meadows (<i>Glaucopuccinellietalia maritima</i>) [1330]	~8km To maintain the favourable conservation condition of the following habitats for which the Great Island Channel SAC is designated.
4030	Cork Harbour SPA	Little Grebe (<i>Tachybaptus ruficollis</i>) [A004] Great Crested Grebe (<i>Podiceps cristatus</i>) [A005] Cormorant (<i>Phalacrocorax carbo</i>) [A017] Grey Heron (<i>Ardea cinerea</i>) [A028] Shelduck (<i>Tadorna tadorna</i>) [A048] Wigeon (<i>Anas penelope</i>) [A050] Teal (<i>Anas crecca</i>) [A052] Pintail (<i>Anas acuta</i>) [A054] Shoveler (<i>Anas clypeata</i>) [A056] Red-breasted Merganser (<i>Mergus serrator</i>) [A069] Oystercatcher (<i>Haematopus ostralegus</i>) [A130] Golden Plover (<i>Pluvialis apricaria</i>) [A140]	Immediately adjacent to the Plan area. To maintain the favourable conservation condition of the bird species for which Cork Harbour SPA is designated. To maintain the favourable conservation condition of the wetland habitat in Cork Harbour SPA as a resources for the regularly-occurring migratory birds that utilise it as defined by attributes and targets set out in Conservation Objectives Cork Harbour SPA Dec 2014 and the Cork Harbour SPA Conservation Objectives Supporting

Site Code	Site Name	Qualifying Interests	Distance from Plan area and Conservation Objectives
		Grey Plover (<i>Pluvialis squatarola</i>) [A141] Lapwing (<i>Vanellus vanellus</i>) [A142] Dunlin (<i>Calidris alpina</i>) [A149] Black-tailed Godwit (<i>Limosa limosa</i>) [A156] Bar--tailed Godwit (<i>Limosa lapponica</i>) [A157] Curlew (<i>Numenius arquata</i>) [A160] Redshank (<i>Tringa totanus</i>) [A162] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Common Gull (<i>Larus canus</i>) [A182] Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183] Common Tern (<i>Sterna hirundo</i>) [A193] Wetland and Waterbirds [A999]	Document which are available at www.NPWS.ie

3.1 Zone of Influence

The Zone of Influence (ZoI) comprises the area within which the plan may potentially affect the conservation objectives, QI's, or SCIs of a European site. There is no recommended zone of influence. Guidance from the NPWS recommends that the distance should be evaluated on a case-by-case basis with reference to the nature, size and location of the plan or project, the sensitivities of the ecological receptors and the potential for in-combination (cumulative) effects.¹⁰ A distance of 15 km is currently recommended in the case of plans.

Thus, the potential ZoI for the TPREP AA is considered to be 15km.

European sites are only at risk from significant effects where a source-pathway-receptor link exists between a proposed activity and a European site(s). This can take the form of a direct effect (e.g. where construction works associated with a proposed development are located within the boundary of the European site) or an indirect effect (e.g. activities resulting in changes to water quality, which can affect riparian habitats at a distance from the impact source).

¹⁰ Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities. Available at: https://www.npws.ie/sites/default/files/publications/pdf/NPWS_2009_AA_Guidance.pdf. Accessed February 2021.

Consideration is therefore given to the source-pathway-receptor linkage and associated risks between the proposed Plan and any European site.

4 Assessment of the Significant of Impacts on Natura 2000

4.1 Introduction and Conservation Objectives

Part of Cork Harbour SPA is located within the plan area with the boundary of the site immediately east of the existing Bothar Guidel Bridge.

The plan area is located approximately 8km from the Great Island Channel Habitats SAC.

The Cork Harbour Special Protection Area (SPA) is an estuarine complex which is primarily comprised of intertidal habitats, mainly mudflats and other coastal and marine habitats. These habitats support high numbers of wintering waterfowl. The Harbour regularly supports over 20,000 wintering birds, making it an internationally important site.

The conservation objectives of the site are as follows:

Objective 1: To maintain the favourable conservation condition of the non-breeding waterbird Special Conservation Interest species listed for Cork Harbour SPA.

This objective is defined by the following attributes and targets:

To be favourable, the long-term population trend for each waterbird Special Conservation Interest species should be stable or increasing. Waterbird populations are deemed to be unfavourable when they have declined by 25% or more, as assessed by the most recent population trend analysis.

To be favourable, there should be no significant decrease in the range, timing or intensity of use of areas by the waterbird species of Special Conservation Interest, other than that occurring from natural patterns of variation.

Factors that can adversely affect the achievement of Objective 1 include:

Habitat modification: activities that modify discrete areas or the overall habitat(s) within the SPA in terms of how one or more of the listed species use the site (e.g. as a feeding resource) could result in the displacement of these species from areas within the SPA and/or a reduction in their numbers.

Disturbance: anthropogenic disturbance that occurs in or near the site and is either singular or cumulative in nature could result in the displacement of one or more of the listed waterbird species from areas within the SPA, and/or a reduction in their numbers.

Ex-situ factors: several of the listed waterbird species may at times use habitats situated within the immediate hinterland of the SPA or in areas outside of the SPA but ecologically connected to it. The reliance on these habitats will vary from species to species and from site to site.

Significant habitat change or increased levels of disturbance within these areas could result in the displacement of one or more of the listed waterbird species from areas within the SPA, and/or a reduction in their numbers

Objective 2: To maintain the favourable conservation condition of the wetland habitat at Cork Harbour SPA as a resource for the regularly occurring migratory waterbirds that utilise it.

This objective is defined by the following attributes and targets:

To be favourable, the permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 2,587 ha, other than that occurring from natural patterns of variation.

Given the status of common tern as a breeding bird within the Cork Harbour SPA there is a separate conservation objective for this species “To maintain the favourable conservation condition of Common Tern in Cork Harbour SPA, which is defined by the following list of attributes and targets:”

Attribute	Target
Breeding population abundance: apparently occupied nests	No significant decline
Productivity rate: fledged young per breeding pair	No significant decline
Distribution: breeding colonies	No significant decline
Prey biomass available	No significant decline
Barriers to connectivity	No significant increase
Disturbance at the breeding site	Human activities should occur at levels that do not adversely affect the breeding common tern population

Great Island Channel SAC comprises the north-eastern part of Cork Harbour. It includes all of the Great Island Channel, the intertidal areas between Fota Island and Little Island, the estuary of the Dungourney and Owennacurra Rivers as far as Midleton. The North Channel is on average 1 km wide but extends for about 9 km from east to west. The area is well sheltered, and the intertidal sediments are predominantly fine muds. In addition to the estuarine habitats, the site includes some wet grassland areas which are used by roosting birds, as well as some broad-leaved woodland at Fota Island. Compared to the rest of Cork Harbour, the Great Island Channel is relatively undisturbed, with aquaculture the main activity.

The site is of ecological importance for its examples of intertidal mud and sand flats, and Atlantic salt meadows of the estuarine type. Both habitats are fairly extensive in area and of moderate to good quality. The site has high ornithological importance, supporting regularly c.50% of the wintering waterfowl of Cork Harbour. Significant proportions of the internationally important populations of *Limosa limosa* and *Tringa totanus* which winter in Cork Harbour utilise the site and it supports nationally important populations of a further 12 species, including *Pluvialis apricaria* and *Limosa lapponica*, both listed on Annex I of the EU Birds Directive.

The conservation objectives of the site are as follows:

Objective 1: To maintain the favourable conservation condition of Mudflats and sandflats not covered by seawater at low tide in Great Island Channel SAC

Objective 2: To restore the favourable conservation condition of Atlantic salt meadows (*Glauco-Puccinellietalia maritima*) in Great Island Channel SAC

4.2 Data Sources, Consultation, Gaps and Limitations

The screening of likely significant effects on Natura 2000 sites is based on a desktop review of literature, existing and relevant NPWS Natura 2000 Site Synopses Data, Qualifying Interests, Conservation Management Plans and the Site-Specific Conservation Objectives and generic Conservation Objectives.

A review was also carried out of Habitats Directive Assessments/Natura Impact Assessments recently carried out in relation to plans /projects in the area, with particular attention paid to:

Report in Support of Appropriate Assessment (AA) Screening - Proposed Bóthar Guidel Pedestrian and Cycle Bridge¹¹; and

Habitats Directive Screening Report for the Ballincollig Carrigaline Municipal District Local Area Plan¹².

Further, the recent publication from the Office of the Planning Regulator Practice Note PN01 - Appropriate Assessment Screening for Development Management¹³ was also consulted. Whilst this note applies to AA screening during the planning application process, the principles involved are a useful guide for the process.

The primary issue relating to data gaps and limitations was identified as the high level nature of the Plan and therefore the lack of specific detail on some of the construction and operational activities associated with the Plan.

¹¹ Report currently in draft form.

¹² <http://corklocalareaplans.com/wp-content/uploads/2017/08/Ballincollig-Carrigaline-Environmental-Report-MD-LAP.pdf>

¹³ <https://www.opr.ie/wp-content/uploads/2021/03/9729-Office-of-the-Planning-Regulator-Appropriate-Assessment-Screening-booklet-15.pdf>

4.3 Aspect of the Plan which Could Give Rise to Potential Effects

The potential for effects on European sites arising from the implementation of the draft TPREP are discussed below.

Given the scale and nature of the Plan, the relevant qualifying habitats and the distance of 8km from the Plan area, no elements of the draft Plan are considered to have likely significant effects on the Great Island Channel SAC; further the Plan will not require any resources from within the Great Island Channel SAC. Therefore, it is considered reasonable to immediately exclude the potential for likely significant direct or indirect effects on Great Island Channel SAC.

Given the proximity of Cork Harbour SPA to the Plan area, this site is considered in more detail below.

4.4 Assessment of likely significant effects on relevant European sites - Cork Harbour SPA

The only Natura 2000 site in the area which necessitates further assessment for likely significant effects is the Cork Harbour SPA.

SPA Description and Key Concerns

Cork Harbour SPA is large site which is made up of a number of discrete sheltered river estuarine systems discharging to Cork Harbour. The primary habitats of the SPA are intertidal mudflats which are of very high importance for the high numbers and variety of wintering waterfowl species which occur here. The SPA also has a nationally important breeding colony of Common Tern.

Cork Harbour is a large, sheltered bay system, with several river estuaries - principally those of the Rivers Lee, Douglas, Owenabue and Owennacurra. The SPA site comprises most of the main intertidal areas of Cork Harbour, including all of the North Channel, the Douglas River Estuary, inner Lough Mahon, Monkstown Creek, Lough Beg, the Owenabue River Estuary, Whitegate Bay, Ringabella Creek and the Rostellan and Poul nabibe inlets.

Owing to the sheltered conditions, the intertidal flats are often muddy in character. These muds support a range of macro-invertebrates, notably *Macoma balthica*, *Scrobicularia plana*, *Hydrobia ulvae*, *Nephtys hombergi*, *Nereis diversicolor* and *Corophium volutator*.

The site is a Special Protection Area (SPA) under the E.U. Birds Directive, of special conservation interest for the following species: Little Grebe, Great Crested Grebe, Cormorant, Grey Heron, Shelduck, Wigeon, Teal, Mallard, Pintail, Shoveler, Redbreasted Merganser, Oystercatcher, Golden Plover, Grey Plover, Lapwing, Dunlin, Black-tailed Godwit, Bar-tailed Godwit, Curlew, Redshank, Greenshank, Blackheaded Gull, Common Gull, Lesser Blackbacked Gull and Common Tern. The site is also of special conservation interest for holding an assemblage of over 20,000 wintering waterbirds. The E.U. Birds Directive pays particular attention to wetlands and, as these form part of this SPA, the site and its associated waterbirds are of special conservation interest for wetland and waterbirds.

Cork Harbour is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl. Cork Harbour has a nationally important breeding colony of Common Tern (102 pairs in 1995). The birds have nested in Cork Harbour since about 1970, and since 1983 on various artificial structures, notably derelict steel barges and the roof of a Martello Tower. The birds are monitored annually, and the chicks are ringed.

The key concerns for this assessment, having regard to the Conservation Objectives which apply to this SPA are to ensure that:

- Proposals in the plan will not affect the extent or quality (loss of habitat) of available feeding and roosting habitats or sites in the estuary – i.e. protect water quality and natural hydrological processes within the harbour area;

- proposals in the plan will not cause disturbance to qualifying birds species or have the potential to affect food availability for this species – primary risks associated with port activities and possible risks to ecological receptors associated with emissions during construction;
- proposals in the plan do not support recreational / amenity uses or other activities within or near the SPA which would have a high risk of causing disturbance to species for which the SPA is designated.

4.4.1 Assessment of Potential Effects

The implementation measures listed in the Plan are considered in Table 3 below in the context of the targets set out for Cork Harbour SPA. In particular, the activities which might give rise to the following effects were considered:

- direct loss of habitat within the SPA;
- indirect impacts which could affect quality of wetland habitat within the SPA;
- disturbance to wintering and breeding birds for which the SPA is designated;
- a reduction in richness or density of species for which the SPA is designated;
- negative changes in indicators of conservation value (e.g. water quality) within the SPA.

Any effects, as listed above, which could arise from activities associated with the implementation of the Plan, have the potential to interfere with the achievement of the conservation objectives which have been set for the Cork Harbour SPA.

Proposals listed in the implementation section of the Plan are split into short term, and medium to long term. Each proposal is described in Table 1 of this document and an assessment of the potential to give rise to likely significant effects as listed above is provided in Table 3 below.

Table 3: Detailed Assessment of Potential for Likely Significant Effects

TPREP Proposal	Assessment of potential for likely significant effects
Short term - Main Street Public Realm Enhancement Plan	<p>The main street public realm enhancements entail works within the town centre and therefore there is sufficient distance to Owenboy River Estuary to avoid any effects relating to direct loss of habitat or disturbance to qualifying species, or indirect effects such as those that could affect wetland habitat within the SPA.</p> <p>Notwithstanding as stated above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p> <p>It is assessed that any impacts can be clearly avoided with the implementation of standard construction pollution prevention measures, due to the distance from relevant ecological receptors.</p>

TPREP Proposal	Assessment of potential for likely significant effects
Short term - Inner Western Relief Road	The Inner Western Relief Road is currently under construction and appropriate mitigation measures are being implemented for the scheme.
Short term - Pedestrian and Cycle Network	<p>The Primary Pedestrian and Cycle Network along with the Greenway Network provides the core of the network serving Carrigaline and is focussed primarily on the main roadways and streets in the study area along with a number of off-line connections. In total, 6 Primary Routes have been identified, as listed in Table 1, the majority of these routes have been identified in previous Plans and Strategies and have been part of previous AA screenings. No further detail is provided in this plan which would necessitate further assessment.</p> <p>With respect to the transport proposals emanating independently from this Plan there is sufficient distance to the Owenboy River Estuary to avoid any effects relating to direct loss of habitat or disturbance to qualifying species, or indirect effects such as those that could affect wetland habitat or birds within the SPA.</p> <p>No works which could generate significant noise above already occurring background levels would be required during the construction phase, therefore no noise related disturbance to birds are predicted.</p> <p>Notwithstanding as stated above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p> <p>It is assessed that any impacts can be clearly avoided with the implementation of standard construction pollution prevention measures, due to the distance from relevant ecological receptors.</p>
Short term - Carrigaline to Crosshaven Greenway	<p>An AA Screening was previously carried out for this transport infrastructure proposal under the Cork Metropolitan Area Cycle Network Plan (January 2017) which concluded that there will be no likely significant effects from the Plan on the designated sites in the study area, including the Cork Harbour SPA.</p> <p>Notwithstanding the above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p>
Short term - Carrigaline to Passage West Cycle way	An AA Screening was previously carried out for this transport infrastructure proposal under the Cork Metropolitan Area Cycle Network Plan (January 2017) which concluded that there will be no significant

TPREP Proposal	Assessment of potential for likely significant effects
	<p>effects from the Plan to the designated sites in the study area, including the Cork Harbour Special Protection Area (SPA).</p> <p>There is an active proposal to deliver a new pedestrian/ cycle bridge to the east of existing Bothar Guidel Bridge as part of the delivery of the Cork Metropolitan Area Cycle Network Plan (January 2017) which was subject to an Appropriate Assessment Screening at the time. The details of this project have been screened for Appropriate Assessment and a Stage 2 Natura Impact Statement is currently been prepared which will identify suitable mitigation.</p> <p>As noted previously, any other works along this cycleway which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p>
Medium to Long term - Outer Distributor Routes	<p>The Western Outer Distributor Road follows along the existing Ballea Road as it travels west from the existing roundabout adjacent to the Carrigaline soccer club. The road will be strengthened, and resurfaced as required and realigned to improve safety, taking account of the constraints along the route.</p> <p>Activities associated with the construction of the Western Outer Distributor Road could have the potential to give rise to the release of toxic contaminants and/or sediments to water courses linked to Cork Harbour site.</p> <p>The accidental release of toxic contaminants including fuels and/or cementitious materials could have negative effects on marine invertebrate communities and vegetation communities associated with intertidal mudflats and saltmarsh areas, were any such releases of significant scale. The intertidal habitats in the adjacent sections of the SPA are naturally silty environments, therefore runoff of suspended solids will not have adverse impacts on habitats, or the species that they support, other than if they were at a very significant scale.</p> <p>However, activities associated with the construction of the proposed road upgrade scheme are assessed to be at low risk of causing significant releases of pollutants to water as the majority of works would be located in existing road carriageway or immediately adjacent to the carriageway and standard pollution control measures, not specified for protection of Cork Harbour SPA, would be sufficient to avoid any pollution incidents.</p> <p>Both the Eastern Outer Distributor Road and the Southern Distributor Road are located sufficiently distant from the Owenabue Estuary that any likely significant effects could be excluded. Both schemes could however interact with the surface water environment and standard pollution control measures, not specified for protection of Cork Harbour SPA, would be sufficient to avoid any pollution incidents.</p>

TPREP Proposal	Assessment of potential for likely significant effects
	<p>Notwithstanding as stated above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p> <p>It is assessed that any impacts can be clearly avoided with the implementation of standard construction pollution prevention measures, due to the distance from relevant ecological receptors.</p>
Medium to Long term - Pedestrian and Cycle Network	<p>With respect to the transport proposals emanating independently from this Plan there is sufficient distance to the Owenboy River Estuary to avoid any effects relating to direct loss of habitat or disturbance to qualifying species, or indirect effects such as those that could affect wetland habitat or birds within the SPA.</p> <p>No works which could generate significant noise above already occurring background levels would be required during the construction phase, therefore no noise related disturbance to birds are predicted.</p> <p>Notwithstanding as stated above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p> <p>It is assessed that any impacts can be clearly avoided with the implementation of standard construction pollution prevention measures, due to the distance from relevant ecological receptors.</p>
Medium to Long term - Local Park and Ride	<p>The park and ride will be of sufficient distance, approximately 1.7km, from Cork Harbour SPA to have no potential for direct impacts.</p> <p>Notwithstanding as stated above, any works which take place either through planning submission or subject to Part 8 of the Planning and Development Regulations, 2001 (as amended), will be subject to AA screening and therefore will further scrutinise specific projects for the potential to give rise to likely significant effects.</p> <p>It is assessed that any impacts can be clearly avoided with the implementation of standard construction pollution prevention measures, due to the distance from relevant ecological receptors.</p>

4.5 In-Combination Effects

In-combination effects refer to a series of individual effects that may, in combination, produce a significant effect. The underlying intention of this in-combination provision is to take account of in-combination effects from existing or proposed plans and projects and these will often only occur over time.

Plans have been identified, which have the potential to interact with the implementation proposals for the Plan and thereby result in in-combination effects. Projects have not been considered here as these are more appropriately considered at assessment for each individual project.

None of the plans listed below are considered to have potential for in-combination likely significant effects with the Plan which would necessitate mitigation to avoid adverse impacts on the integrity of any European site. Relevant plans include, inter alia:

- National Spatial Strategy (Department of Environment, Heritage and Local Government) 2002- - 2020
- National Development Plan (Department of Environment, Heritage and Local Government) 2007- - 2013
- National Climate Change Adaptation Framework (2012)
- A Resource Opportunity – Waste Management Policy in Ireland (2012)
- Smarter Travel - A Sustainable Transport Future 2009- - 2020
- National Cycle Policy Framework 2009
- People, Place and Policy – Growing Tourism to 2025
- Tourism Development and Innovation - A Strategy for Investment 2016- - 2022
- Realising Our Potential Action Plan for Rural Development 2016
- National Renewable Energy Action Plan 2010
- Harvest 2020 - A Vision for Irish Agri- - Food and Fisheries, Forests, Products and People - Irelands forest policy a renewed vision
- 2014 Regional Planning Guidelines (South West Regional Authority) 2010- - 2022
- Cork County Development Plan (Cork County Council) 2014 Cork City Development Plan (Cork City Council) 2015
- Cork Area Strategic Plan (Cork County and City Councils) 2008
- Cobh Municipal District Local Area Plan (Cork County Council) 2017
- East Cork Municipal District Local Area Plan (Cork County Council) 2017
- Bandon Kinsale Municipal District Local Area Plan (Cork County Council) 2017
- Port of Cork Strategic Development Plan (Port of Cork) 2010
- Middleton Town Development Plan (Middleton Town Council) 2013
- Cobh Town Development Plan (Cobh Town Council) 2013
- Development Strategy for Marine Leisure Infrastructure (Marine Institute) 2015

- Port of Cork Marine Leisure Recreation Strategy (Port of Cork) 2009
- Marine Leisure Infrastructure Strategy for South Cork (Cork County Council) 2010- - 2020
- Cork Cycle Network Plan (Cork City and County Councils) 2016
- Flood Relief Schemes for Lee Catchment (in prep) including Lower Lee
- Cork City Flood Relief Scheme; and Douglas Flood Relief Scheme
- Cork Cycle Network Plan (Cork City and County Councils) 2016
- Tourism Statement of Strategy and Work Programme for County Cork 2017- - 2022
- Growing Tourism in Cork - - A Collective Strategy 2016- - 2020
- Trails for Tourism – A Policy to Maximise the Economic Benefit to Cork County 2015

5 Screening Statement and Conclusions

There are two Natura 2000 sites within 15km of the Carrigaline TPREP area: The Cork Harbour SPA is in the immediate vicinity of the Plan boundary, and Great Island Channel SAC is approximately 8km from the Plan boundary.

An initial screening exercise has shown that the Plan will not have an effect on the Great Island Channel SAC due to the distance from the site.

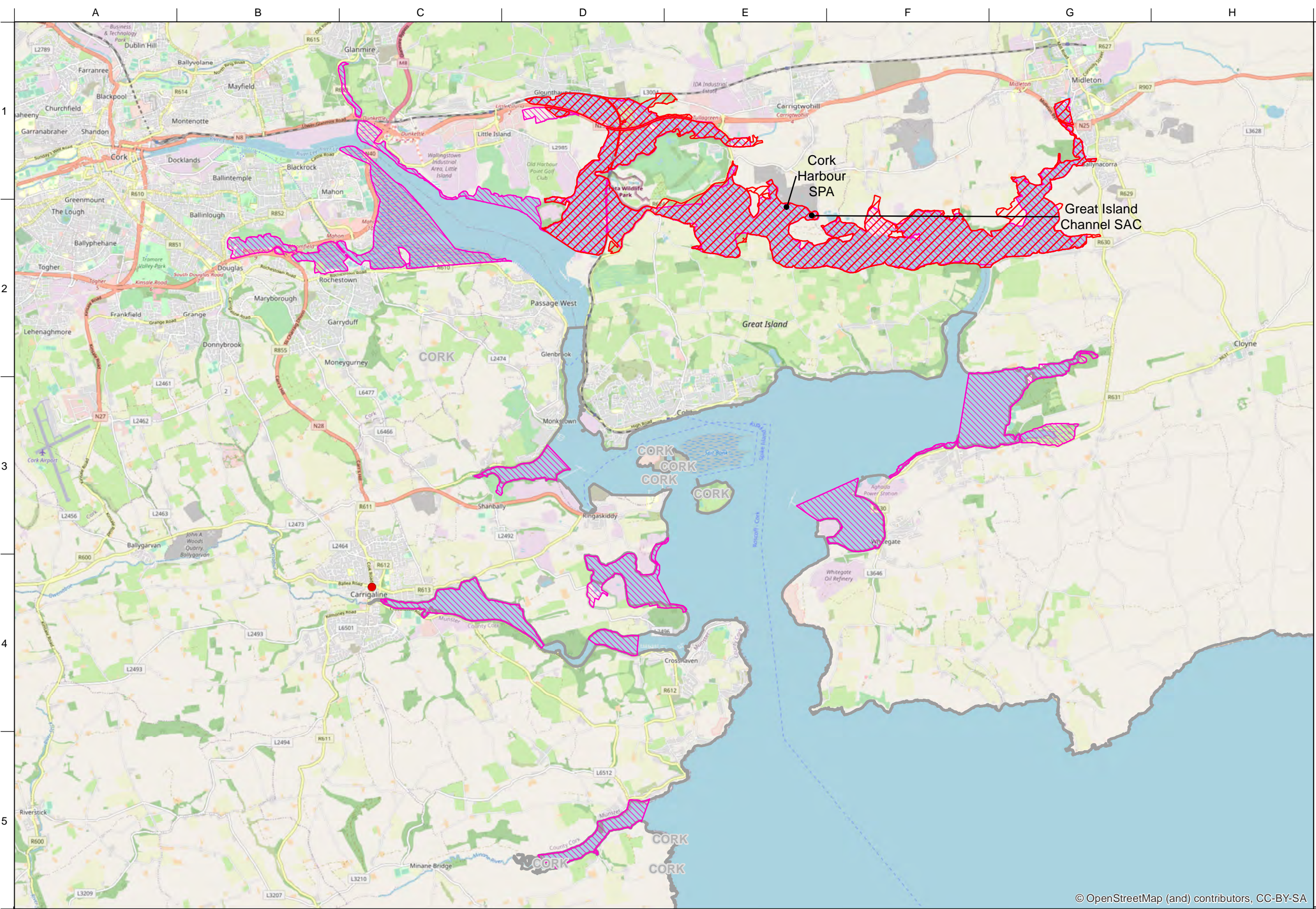
Further assessment considered the possibility of likely significant effects of the Plan on Cork Harbour SPA.

Given the strategic level of detail provided in the plan, and the local area plan objectives and policies in place for the protection of Natura 2000 sites, it is considered that further assessment of the Plan would not provide any further level of detail and that any appropriate assessment screening is best carried out at project stage.

With respect to the transport proposals emanating independently from this Plan, it is considered appropriate at this stage to conclude that the Carrigaline TPREP will not have any likely significant effects on any Natura 2000 site, including Cork Harbour SPA. However, if during further development of design of any of the proposals identified in this plan it is identified that there is potential for likely significant effects then Stage 2 Appropriate Assessment with any necessary mitigation would be required to avoid impacts on the integrity of any Natura 2000 site.

Appendix A

Natura 2000 Sites



- Legend**
- Town
 - ▨ Special Area of Conservation
 - ▨ Special Protection Areas
 - ▭ County Boundary

Note: Associated datasets and digital information objects connected to this resource were acquired from the National Parks and Wildlife Service viewable at <https://dahg.maps.arcgis.com/apps/webappviewer/>

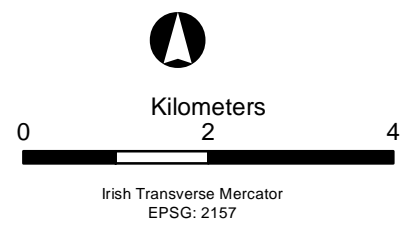


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Issue	Date	By	Chkd	Appd
I1	01/07/2021	LM	LG	DM

Project Title
Carrigaline Transport and Public Realm Enhancement Plan

Scale
1:120,000

Date
July 2021

Drawing Title
Natura 2000 Sites

Drawing Status
Issue

Figure No. 1	Issue I1
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