

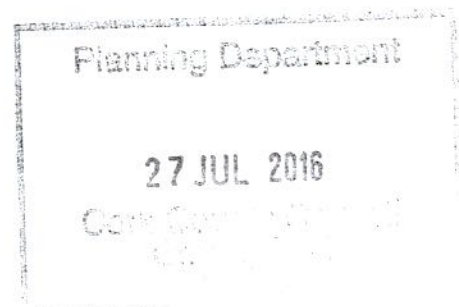
RPS



Proposed Alterations to Ringaskiddy Port Redevelopment

Screening for Appropriate Assessment

July 2016



**Co-financed by the European Union
Trans-European Transport Network (TEN-T)**

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Note:

This screening for appropriate assessment report has been prepared in July 2016 to take account of proposed alterations (ABP Ref. 04.PC0216) to the previously permitted redevelopment of existing port facilities at Ringaskiddy Deepwater Port and Ferry Terminal, Ringaskiddy (ABP Ref. 04.PA0035).

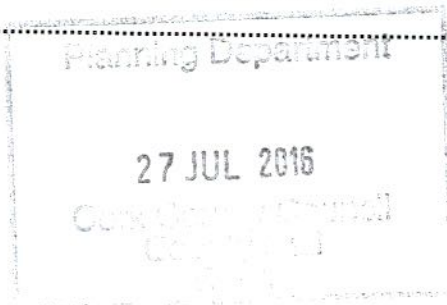


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1.0 INTRODUCTION

This report has been prepared by RPS on behalf of the Port of Cork (POC). The purpose of this report is to document the evaluation and analysis that RPS has undertaken on behalf of POC to establish whether or not the proposed alterations (ABP Ref. PC0216) to the previously permitted redevelopment of existing port facilities at Ringaskiddy Deepwater Port and Ferry Terminal, Ringaskiddy (ABP Ref. 04.PA0035) are likely to have a significant effect on any European site.

This exercise considers the proposed alterations individually and in combination with the previously permitted redevelopment and other relevant plans or projects, and has been undertaken in view of best scientific knowledge and in view of the conservation objectives of the site(s) concerned.

An Bord Pleanála has been furnished with this report along with an allied Environmental Report to assist the competent authority in fulfilling its duties in accordance with Part XAB of the Planning and Development Acts 2000 to 2015 which transposes certain aspects of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC.

1.1 GUIDANCE DOCUMENTS

Appropriate Assessment Guidelines for Planning Authorities have been published by the Department of the Environment Heritage and Local Government (DEHLG, 2010a). In addition to the advice available from the Department, the European Commission has published a number of documents which provide a significant body of guidance on the requirements of Appropriate Assessment, most notably including, 'Assessment of Plans and Projects Significantly Affecting Natura 2000 sites - Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC' (EC, 2001), which sets out the principles of how to approach decision making during the process.

These principal national and European guidelines have been followed in the preparation this screening for appropriate assessment report. The following list identifies these and other pertinent guidance documents:

- Communication from the Commission on the Precautionary Principle., Office for Official Publications of the European Communities, Luxembourg (EC, 2000a);
- Managing Natura 2000 Sites: the provisions of Article 6 of the 'Habitats' Directive 92/43/EEC, Office for Official Publications of the European Communities, Luxembourg (EC, 2000b);
- Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Articles 6(3) and (4) of the Habitats Directive 92/43/EEC. Office for Official Publications of the European Communities, Brussels (EC, 2001);
- Guidance document on Article 6(4) of the 'Habitats Directive' 92/43/EEC – Clarification of the concepts of: alternative solutions, imperative reasons of overriding public interest, compensatory measures, overall coherence, opinion of the commission; (EC, 2007);
- Estuaries and Coastal Zones within the Context of the Birds and Habitats Directives - Technical Supporting Document on their Dual Roles as Natura 2000 Sites and as Waterways and Locations for Ports. European Commission (EC, 2009);
- Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities. Department of the Environment, Heritage and Local Government, Dublin (DEHLG, 2010a);
- Department of Environment Heritage and Local Government Circular NPW 1/10 and PSSP 2/10 on Appropriate Assessment under Article 6 of the Habitats Directive – Guidance for Planning Authorities (DEHLG, 2010b);
- Guidance document on the implementation of the birds and habitats directive in estuaries and coastal zones with particular attention to port development and dredging. European Commission (EC, 2011a);

- European Commission Staff Working Document 'Integrating biodiversity and nature protection into port development' (EC, 2011b);
- Marine Natura Impact Statements in Irish Special Areas of Conservation: A working document, National Parks and Wildlife Service, Dublin (NPWS, 2012);
- Interpretation Manual of European Union Habitats. Version EUR 28. European Commission (EC, 2013); and

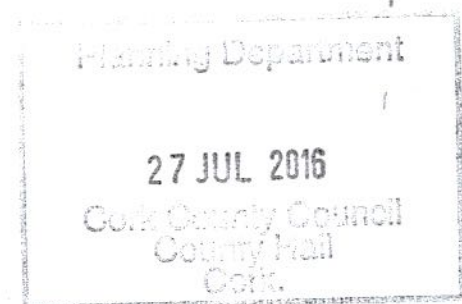
1.2 APPROACH USED IN THIS REPORT

Full advantage has been taken of the comprehensive body of survey, research and evaluation completed in preparing the EIS and NIS for the previously permitted redevelopment of existing port facilities at Ringaskiddy Deepwater Port and Ferry Terminal, Ringaskiddy (ABP Ref. 04.PA0035). This has facilitated best and most up-to-date scientific knowledge being used in this evaluation and analysis. Likely pathways of effect can be considered without any notable impediment.

The threshold for a likely significant effect is treated in the screening exercise as being above a *de minimis* level. A *de minimis* effect is a level of risk that is too small to be concerned with when considering ecological requirements of an Annex I habitat or a population of Annex II species present on a European site necessary to ensure their favourable conservation condition. If low level effects on habitats or individuals of species are judged to be in this order of magnitude and that judgment has been made in the absence of reasonable scientific doubt, then those effects are not considered to be likely significant effects.

As provided in the previously permitted development, marine works are to be restricted to a certain time of year, as discussed further in this report.

The most up-to-date Conservation Objectives (COs) available have been applied to the assessment conducted in this report and are clearly identified by their date of publication (or otherwise) on a site-by-site basis in this report.



2.0 THE PROPOSED DEVELOPMENT

The proposed development comprises a series of changes to the permitted development. All of the proposed changes described relate to the Ringaskiddy East area of the Planning Application. The changes required to the originally submitted application are illustrated on drawing, IBM0575-PL-0001, Overall Site Location Plan submitted and they are considered in turn below.

2.1 LANDSIDE CONTAINER HANDLING

The primary driver for the alterations to the container handling operations is the introduction of the "Ringaskiddy Mobility Management Plan" (RMMP) as required by Condition 5 of the grant of permission. The main impact on container operations is the change in the landside container handling system from the originally proposed Rubber Tyre Gantry Cranes (RTG's) to a Straddle Carrier (SC) operation. This is a more flexible system in regard to the management of truck movements and will ensure the most efficient use of the capacity on the national road network during off-peak hours.

The use of SC's would also allow Port of Cork to transition across from their existing facilities, using existing equipment, and then expand in line with demand. Ultimately to meet the permitted 330,000 TEU /annum demand, within the confines of the agreed traffic management plan, two Rail Mounted Gantry (RMG) modules will be constructed on the site to supplement the SC's.

A straddle carrier based operation will mean that the containers are stacked 3 high over the majority of the site, as opposed to 5 high stacks in the RTG modules. However, the lower stacking height will require an increased footprint. This increased footprint is largely contained within the original planning boundary as the area required has been accommodated within the footprint originally allocated to general cargo operations at the South of the terminal site. The increase in area is 31,187 m², which represents a 7% increase from the original area. This will require alterations to positions of lighting columns and noise barriers. Two RMG modules, each with 2 cranes, will be required in the future to achieve the permitted container throughput of 330,000 TEU/annum.

A revised site layout for the container yard, drawing IBM0575-PL-0002 and elevations showing the change in the height of the container stacks; drawings IBM0575-PL-0003 and IBM0575-PL-0004 have been submitted.

2.2 MAIN BERTH AND MOORING DOLPHINS

Condition 4 specifies that the permitted link-span bridge and berth shall not become operational until such time as the N28 and Dunkettle road upgrade schemes are completed. It is therefore proposed to defer construction of the link span bridge until the road upgrade works have been commenced.

In order to facilitate the phased introduction of the proposed Ro-Ro link span and to maximise the utilisation of the main berth in the interim, some minor alterations have been made to the geometry at the Southern end of the main berth. While this creates a marginally longer berth in the interim, it is achieved without any net increase in quay wall construction or area of quay behind the main berthing line. The overall increase in berth length is 46 m, which is 9% more than originally permitted. However this is only 16 m, representing 3%, beyond the berth length including the linkspan portion. An aggregate reduction in combi wall length of 36 m is achieved by not constructing the wall around the linkspan approaches. For the future installation of the linkspan, a further 25 to 30 piles will be installed in front of the new quay line. To allow the full length of the berth to be utilised the dredge pocket has been extended to the South along the full length of the quay wall. Additional dredge material of approximately 15,000 m³ will be generated. This represents an increase of approximately 18% on the permitted dredge quantity at Ringaskiddy East and a 5% increase on the total permitted dredge, in the Dumping at Sea License.

When the design of the main berth was being developed it became apparent that the proximity of two existing mooring dolphins associated with the Ferry terminal imposed some restrictions both on the future construction of the future Ro-Ro link span and the use of the main berth in the interim. In addition, the requirement to maintain an existing storm mooring, currently located behind the proposed quay, would impose restrictions on the use of the main berth. The replacement of the two mooring bollards and the landside storm bollard with three new mooring bollards allows the Ferry Terminal and Container

terminal operations to be separated, avoids restrictions on the use of the main berth and facilitates future construction operations associated with the Ro-Ro link span. The three proposed mooring dolphins will be similar in scale and massing to the existing dolphins. The two mooring dolphins to be removed contain 9 piles each, a total of 18 piles. The three proposed dolphins will require 8 piles each, a total of 24 piles.

A revised site layout showing the alterations to the mooring dolphins; drawing IBM0575-PL-0005 and the interim and final configurations of the main berth; drawing IBM0575-PL-0006 have been submitted.

2.3 ENTRANCE AND INTERCHANGE AREA

The development of the design, including incorporation of the SC operation required the entrance and exit areas to be moved and realigned with the separation between the entrance and exit areas increased to facilitate improved circulation and separation at the interchange area. The current design of the entrance and exit gates does not impact on original proposals for vehicular access to and from the site. This design affords the opportunity for additional queuing capacity, both external to and internally within the container terminal.

A revised site layout showing the permitted and proposed layouts for the entrance and circulation areas; drawing IBM0575-PL-0007 has been submitted.

2.4 MAINTENANCE, OFFICE AND CUSTOMS BUILDINGS

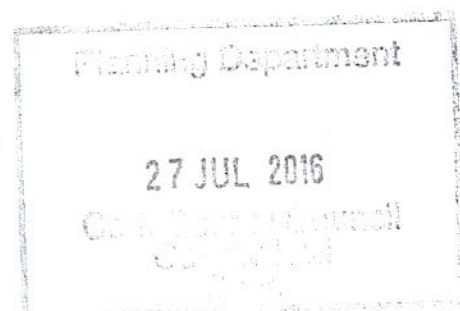
The originally proposed maintenance building is unfit for the purpose of maintaining the Straddle Carriers to be employed on the site as part of the landside operations. It is proposed to locate a new building, within a dedicated compound, to the South of the existing Ferry Terminal access road. The new steel framed structure will comprise a maintenance hall and all facilities required for maintenance and operation personnel, customs and border control offices and facilities for shipping agents. Much of this accommodation was previously proposed as separate buildings located at the South of the Terminal Site. Allowance will be made for car parking associated with the new facilities within a dedicated compound.

The single storey building previously proposed as a maintenance building within the terminal area has been relocated to the South of the terminal site, adjacent to the proposed terminal entrance and following discussions with the relevant stakeholders will be used as a combined Customs, Border Control and Agriculture Inspection Facility. The double stacked port-a-cabin offices will no longer be required.

As the gates will be managed remotely the requirement for kiosks at the entrance and exit to the terminal will be reduced to a single kiosk at each location to allow for manned operations and to accommodate data infrastructure associated with the vehicle management systems.

The creation of a standalone maintenance and office compound requires some alterations to the existing entrance to the Ferry Terminal check in.

Revised site layout; IBM0575-PL-0002 shows the position of the proposed buildings and sketch drawings for these structures has been submitted.



3.0 EUROPEAN SITES CONSIDERED

Three European Sites are described in Table 1 and illustrated in Figure 1.

Table 1: European Sites located within 15km Buffer zone of Ringaskiddy Port and Disposal at Sea site

Code	Site	Distance
SPA Code 004030	Cork Harbour SPA	Monkstown Creek component of SPA is 60m northwest of Ringaskiddy West. Loughbeg component of SPA is 11.9km north of disposal at sea site.
SPA Code 004022	Ballycotton Bay SPA	The SPA is 15.2km northeast of the disposal at sea site, and 26km by sea around the Cork coastline from Paddy's Point.
SAC Code 001058	Great Island Channel SAC	Lough Mahon component of SAC is 4.8km north of Ringaskiddy West. Ballynacorra River component of SAC is 9km northeast of Paddy's Point. Ballynacorra River component of SAC is 19.5km north of disposal at sea site.

The permitted redevelopment at Ringaskiddy Port is located 60m from Cork Harbour SPA and 25m from the Deepwater berth Common Tern nesting colony.

The proposed alterations are located 600m from Cork Harbour SPA and 100m from the Deepwater berth Common Tern nesting colony.

The proposed licenced disposal at sea site is off Roche's Point and is located 8 nautical miles from Ringaskiddy Deepwater Port, and 8.9km from the nearest European site (Loughbeg component of Cork Harbour SPA). Great Island Channel SAC is 4.8km upstream of Ringaskiddy Port (at Lough Mahon and Marino Point).

Details in relation to the qualifying features of the Cork Harbour SPA, Ballycotton Bay SPA and Great Island Channel SAC are described in Tables 2 – 4 respectively. The information contained in these tables is based on publicly available data on these European Sites, sourced from NPWS. Site specific Conservation Objectives for Cork Harbour SPA were published in December 2014; for Ballycotton Bay SPA in August 2014 and for Great Island Channel SAC in June 2014. Natura 2000 Standard Data Forms for these European sites were also reviewed. This information is further supplemented by the findings in Ireland's Article 17 Report to the European Commission's 'The Status of EU Protected Habitats and Species in Ireland' (NPWS, 2013) as summarised in Table 5, and by the Cork Harbour SPA Conservation Objectives Supporting Document (v1) published in November 2014.

3.1 CORK HARBOUR SPA (SITE CODE 004030)

The site has twenty-four qualifying interests as noted in Table 2.

Table 2: Cork Harbour SPA Qualifying Features

Cork Harbour SPA [IE0004030] SCIs		Season	Qualifying Population ¹
[A004]	Little Grebe <i>Tachybaptus ruficollis</i>	Wintering	68 individuals
[A005]	Great Crested Grebe <i>Podiceps cristatus</i>	Wintering	218 individuals
[A017]	Cormorant <i>Phalacrocorax carbo</i>	Wintering	620 individuals
[A028]	Grey Heron <i>Ardea cinerea</i>	Wintering	47 individuals
[A048]	Shelduck <i>Tadorna tadorna</i>	Wintering	1426 individuals
[A050]	Wigeon <i>Anas penelope</i>	Wintering	1750 individuals
[A052]	Teal <i>Anas crecca</i>	Wintering	807 individuals
[A056]	Pintail <i>Anas acuta</i>	Wintering	84 individuals
[A065]	Shoveler <i>Anas clypeata</i>	Wintering	135 individuals
[A069]	Red-breasted Merganser <i>Mergus serrator</i>	Wintering	90 individuals
[A130]	Oystercatcher <i>Haematopus ostralegus</i>	Wintering	791 individuals
[A140]*	Golden Plover <i>Pluvialis apricaria</i>	Wintering	805 individuals
[A141]	Grey Plover <i>Pluvialis squatarola</i>	Wintering	66 individuals
[A142]	Lapwing <i>Vanellus vanellus</i>	Wintering	3614 individuals

Cork Harbour SPA [IE0004030] SCIs		Season	Qualifying Population ¹
[A149]	Dunlin <i>Calidris alpina</i>	Wintering	4936 individuals
[A156]	Black-tailed Godwit <i>Limosa limosa</i>	Wintering	412 individuals
[A157]*	Bar-tailed Godwit <i>Limosa lapponica</i>	Wintering	45 individuals
[A160]	Curlew <i>Numenius arquata</i>	Wintering	1345 individuals
[A162]	Redshank <i>Tringa totanus</i>	Wintering	1614 individuals
[A179]	Black-headed Gull <i>Larus ridibundus</i>	Wintering	948 individuals
[A182]	Common Gull <i>Larus canus</i>	Wintering	2630 individuals
[A183]	Lesser Black-backed Gull <i>Larus fuscus</i>	Wintering	261 individuals
[A193]*	Common Tern <i>Sterna hirundo</i>	Breeding	69 pairs
[A999]	Wetlands & Waterbirds		2,587 ha (NPWS estimate)
Key to Table			
¹ As obtained from Standard Natura Data Form.			

Cork Harbour is a large, sheltered bay system, with several river estuaries (Rivers Lee, Douglas, Owenboy 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 Owenboy River Estuary, Whitegate Bay and the Rostellan and Poul nabibe inlets.

Conservation objectives for the 22 no. wintering species are to maintain the favourable conservation conditions of the species in Cork Harbour SPA as measured by two attributes and targets.

Population Trend: The long term population trend is stable or increasing.

Distribution: No significant decrease in the range, timing or intensity of use of areas by the species, other than that occurring from natural patterns of variation.

The conservation objectives for the wetlands is to maintain the favourable conservation conditions of the wetland habitat in Cork Harbour SPA as a resource for the regularly-occurring migratory waterbirds that utilise it, as measured by the following attribute and target.

Habitat Area: The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 2,587 hectares, other than that occurring from natural patterns of variation.

Conservation objectives for the breeding Common Tern are to maintain the favourable conservation conditions of the species in Cork Harbour SPA as measured by the following six attributes and targets.

Breeding population abundance: apparently occupied nests (AONs): 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 breeding site: Human activities should occur at levels that do not adversely affect the breeding common tern population.

3.2 BALLYCOTTON BAY SPA (SITE CODE 004022)

The site has twelve qualifying interests as noted in Table 3.

Table 3: Ballycotton Bay SPA Qualifying Features

Ballycotton Bay SPA [IE0004022] SCIs		Season	Qualifying Population ¹
[A052]	Teal <i>Anas crecca</i>	Wintering	903 individuals
[A056]	Ringed Plover <i>Charadrius hiaticula</i>	Wintering	167 individuals
[A140]*	Golden Plover <i>Pluvialis apricaria</i>	Wintering	2383 individuals
[A141]	Grey Plover <i>Pluvialis squatarola</i>	Wintering	124 individuals
[A142]	Lapwing <i>Vanellus vanellus</i>	Wintering	2782 individuals
[A156]	Black-tailed Godwit <i>Limosa limosa</i>	Wintering	136 individuals
[A157]*	Bar-tailed Godwit <i>Limosa lapponica</i>	Wintering	175 individuals
[A160]	Curlew <i>Numenius arquata</i>	Wintering	853 individuals

Ballycotton Bay SPA [IE0004022] SCIs		Season	Qualifying Population ¹
[A162]	Turnstone <i>Arenaria interpres</i>	Wintering	179 individuals
[A182]	Common Gull <i>Larus canus</i>	Wintering	584 individuals
[A183]	Lesser Black-backed Gull <i>Larus fuscus</i>	Wintering	1293 individuals
[A999]	Wetlands & Waterbirds		281ha (NPWS estimate)
Key to Table			
¹ As obtained from Standard Natura Data Form.			

Ballycotton Bay is an east-facing coastal complex. The site comprises two sheltered inlets which receive the flows of several small rivers. The principal habitat within the site is inter-tidal sand and mudflats. The inter-tidal flats provide the main feeding habitat for the wintering birds. Sandy beaches are well represented, and salt marshes fringe the flats in the sheltered inlets and these provide high tides roosts.

Conservation objectives for the 11 no. wintering species are to maintain the favourable conservation conditions of the species in Ballycotton Bay SPA as measured by two attributes and targets.

Population Trend: The long term population trend is stable or increasing.

Distribution: No significant decrease in the range, timing or intensity of use of areas by the species, other than that occurring from natural patterns of variation.

The conservation objective for the wetlands is to maintain the favourable conservation conditions of the wetland habitat in Ballycotton Bay SPA as a resource for the regularly-occurring migratory waterbirds that utilise it, as measured by the following attribute and target.

Habitat Area: The permanent area occupied by the wetland habitat should be stable and not significantly less than the area of 281 hectares, other than that occurring from natural patterns of variation.

3.3 GREAT ISLAND CHANNEL SAC (SITE CODE 001058)

The site has four Features of Interest¹ as noted in Table 4.

Table 4: Features of Interest within the Great Island Channel SAC

Code	Feature
[1130]	Estuaries
[1140]	Mudflats and sandflats not covered by seawater at low tide
[1320]	Spartina swards (<i>Spartinion maritimae</i>)
[1330]	Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)

The Great Island Channel stretches from Little Island to Midleton, and is an integral part of Cork Harbour. Great Island Channel forms the eastern stretch of the river basin and, compared to the rest of Cork Harbour, is relatively undisturbed. Within the site is the estuary of the Owennacurra and Dungourney Rivers. These rivers, which flow through Midleton, provide the main source of freshwater to the North Channel.

The conservation objective for Great Island Channel SAC is to maintain or restore the favourable conservation condition of two Annex I habitat types; being 'Mudflats and sandflats not covered by seawater at low tide', and 'Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*)'. The attributes and targets are defined in the Great Island Channel SAC Conservation Objectives document noted in the footnote below.

Planning Department

27 JUL 2016

Cork County Council
County Hall
Cork

¹ NPWS (2014c) Conservation objectives for Great Island Channel SAC [001058]. Version 1. Department of Arts, Heritage & the Gaeltacht.

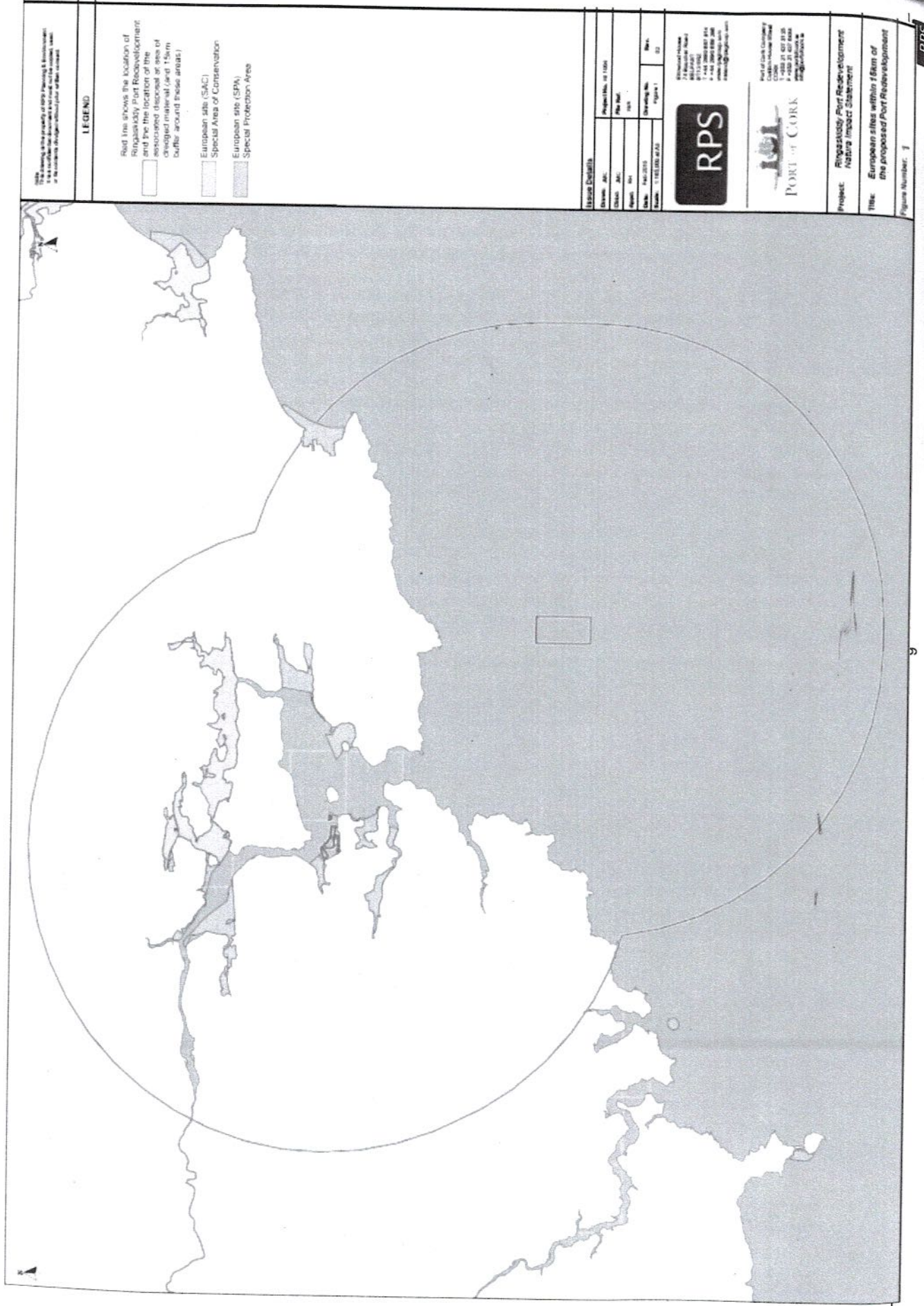


Table 5: Conservation Status, Sensitivity and Threats to SAC and SPA Qualifying Interests screened in this assessment

Qualifying Interest	Site Sensitivity	Conservation Status, Trend in Conservation Status ²	Threats ³
Little Grebe Great Crested Grebe Cormorant Grey Heron Shelduck Wigeon Teal Pintail Shoveler Red-breasted Merganser Oystercatcher Ringed Plover Golden Plover Grey Plover Lapwing Dunlin Black-tailed Godwit Bar-tailed Godwit Turnstone Curlew Redshank Black-headed Gull Common Gull Lesser Black-backed Gull Common Tern Wetlands & Waterbirds	Recreational activities are high in some areas of the harbour, including jet skiing which causes disturbance to roosting birds.	The favourable conservation status of a species is achieved when: <ul style="list-style-type: none"> • population dynamics data on the species concerned indicate that it is maintaining itself on a long term basis as a viable component of its natural habitats, and • the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and • there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long term basis. 	Extensive areas of estuarine habitat have been reclaimed since about the 1950s for industrial, port-related and road projects, and further reclamation remains a threat. As Cork Harbour is adjacent to a major urban centre and a major industrial centre, water quality is variable, with the estuary of the River Lee and parts of the Inner Harbour being somewhat eutrophic. However, the polluted conditions may not be having significant impacts on the bird populations. Oil pollution from shipping in Cork Harbour is a general threat. The Natura 2000 Standard Data Form for Cork Harbour SPA notes that there are no serious imminent threats to the wintering birds even though the intertidal areas receive polluted water. Oil pollution from shipping in Cork Harbour is a general threat. Aquaculture occurs though it is not known if this has significant impacts on the birds. Recreational activities are high in some areas, including jet skiing which causes disturbance to roosting birds. Extensive areas of estuarine habitat have been reclaimed since about the 1950s for industrial, port-related and road projects, and further reclamation remains a threat. The Natura 2000 Standard Data Form for Ballycotton Bay SPA notes that past drainage and

² <http://www.npws.ie/en/Publications/Literature/ConservationStatusReport/>

³ <http://www.npws.ie/publications/euconservationstatus/>

Qualifying Interest	Site Sensitivity	Conservation Status, Trend in Conservation Status ²	Threats ³
Estuaries	Surface and marine water dependent. Moderately sensitive to hydrological change. Moderate sensitivity to pollution. Sensitive to changes in salinity and tidal regime as well as coastal development	Inadequate Improving (+)	land-claim have damaged this wetland site and remains a continued threat; and also that increasing visitor pressure may cause disturbance to the birds as this site is part of a Wildfowl Sanctuary. Pollution to surface waters (limnic & terrestrial, marine & brackish); nautical sports Fishing and harvesting aquatic resources; estuarine and coastal dredging; other outdoor sports and leisure activities; bottom culture suspension culture; piers / tourist harbours or recreational piers; slipways
Mudflats and sandflats not covered by seawater at low tide	Surface and marine water dependent. Moderately sensitive to hydrological change. Moderate sensitivity to pollution. Sensitive to changes in salinity and tidal regime as well as coastal development.	Inadequate Improving (+)	Pollution to surface waters (limnic & terrestrial, marine & brackish); Fishing and harvesting aquatic resources; Bottom culture; Hand collection; Estuarine and coastal dredging; Nautical sports; Other outdoor sports and leisure activities
Spartina swards (Spartinion maritimae)	Marine water dependent. Medium sensitivity to hydrological changes. As Spartina is considered to be an invasive species in Ireland, it is assessed in a different way to other habitats. Increases in the area and extent of Spartina swards are actually considered to be unfavourable and as future expansion is considered likely, the overall conservation status of this habitat is rated as poor.	Poor	n/a
Atlantic salt meadows (Glaucopuccinellietalia maritimae)	Marine and groundwater dependent. Medium sensitivity to hydrological change. Sensitive to changes in salinity and tidal regime as well as overgrazing, erosion and accretion	Inadequate Stable (=)	Climate Change; Intensive cattle grazing; intensive sheep grazing; paths, tracks, cycling tracks; disposal of household / recreational facility waste; disposal of industrial waste reclamation of land from sea, estuary or marsh; polderisation; Modification of hydrographic functioning; general; Erosion; invasive non-native species