

4.0 SCREENING EXERCISE

The purpose of this Screening exercise is to establish whether or not the 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) are likely to have a significant effect on any European site.

4.1 POTENTIAL IMPACTS ON GREAT ISLAND CHANNEL SAC

It is considered that there are three mechanisms by which a significant effect on the Conservation Objectives of the SAC might potentially occur as a result of the proposed alterations to the permitted development, as follows:

- Smothering of habitats within the SAC by hydrological linkage as a result of deposition of increased suspended sediments arising from dredging or disposal operations;
- Deterioration of habitats within the SAC by hydrological linkage as a result of pollution incidences arising from construction or operation of the project; and
- Introduction of invasive plant species to Ringaskiddy Port, which could result in their spread to locations within the SAC.

No direct habitat loss or habitat disturbance is predicted to the Great Island Channel SAC, located 4.8km up the Cork Harbour main channel (River Lee) from Ringaskiddy Port, as a result of the proposed alterations to the permitted development.

4.2 POTENTIAL IMPACTS ON BALLYCOTTON BAY SPA

It is considered that there are two mechanisms by which an adverse effect on the Conservation Objectives of the SPA might potentially occur as a result of the proposed alterations to the permitted development, as follows:

- Smothering of habitats within the SPA by hydrological linkage as a result of deposition of increased suspended sediments arising from dredging or disposal operations associated with the proposed works; and
- Deterioration of habitats within the SPA by hydrological linkage as a result of pollution incidences arising from construction or operation of the proposed works.

No direct habitat loss or habitat disturbance in the SPA is predicted 15.2km northeast of the disposal at sea site, nor 26km around the coastline from Ringaskiddy Port as a result of the proposed works.

4.3 POTENTIAL IMPACTS ON CORK HARBOUR SPA

It is considered that there are five mechanisms by which an adverse effect on the Conservation Objectives of the SPA might potentially occur as a result of the proposed alterations to the permitted development, as follows:

- Smothering of habitats within the SPA by hydrological linkage as a result of deposition of increased suspended sediments arising from dredging or disposal operations associated with the proposed works;
- Deterioration of habitats within the SPA by hydrological linkage as a result of pollution incidences arising from construction or operation of the proposed works.
- Long term deterioration of habitats within the SPA as a result of the new built elements within Ringaskiddy Port altering the natural coastal processes and extant sediment transport regime in the area;
- Direct noise and visual disturbance; and
- Unintentional installation of additional perches for predators.

4.4 SCREENING MATRIX

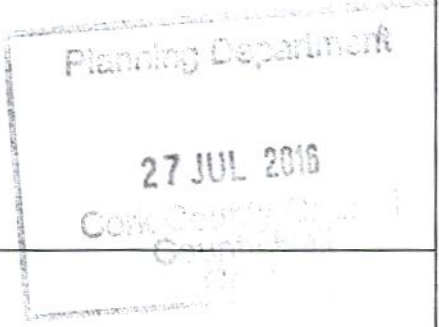
Tables 6 and 7 provide a summary of the likely effects of the proposed development on the European Sites identified in Table 1. These effects are predicted having applied the precautionary principle set out in Commission Guidance and as required by the Court of Justice of the European Union in Cases C-127/02 (Waddenzee).

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Table 6: Screening Matrix of potential effects of the Port redevelopment on European Sites

Site Code	Site Name	Qualifying Interests	Description of potential effect	Predicted Magnitude of Effect
001058	Great Island Channel SAC	<ul style="list-style-type: none"> • Estuaries • Mudflats and sandflats not covered by seawater at low tide • Spartina swards (Spartinion maritimae) • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) 	<ol style="list-style-type: none"> 1) Pollution incident may result in deterioration of habitats within the SAC by hydrological linkage arising from construction or operation of the proposed works. 2) Suspended sediment transported by dredge or disposal plume may result in habitat smothering within the SAC by hydrological linkage arising from construction or operation of the proposed works. 3) Introduction of invasive plant species to Ringaskiddy Port, which could result in their spread to locations within the SAC. 	<ol style="list-style-type: none"> 1) The risk of a pollution incident affecting the SAC is very low as the site is 5km up the channel. The predicted magnitude of effect is <i>de minimis</i> or non-significant. 2) The risk of elevated suspended sediment reaching the SAC as a result of dredging has been shown by hydrodynamic and sedimentation model associated with the scientific assessment conducted as part of the previously permitted Port redevelopment (ABP Ref. 04.PA0035) to be very low. The predicted magnitude of effect is <i>de minimis</i> or non-significant. 3) Port of Cork has strict controls of discharges and waste from vessels, in accordance with Ballast Water Management (BWM) Convention, with ballast water exchange only occurring mid ocean. The predicted magnitude of effect is <i>de minimis</i> or non-significant.
004022	Ballycotton Bay SPA	<ul style="list-style-type: none"> • 11 species of overwintering birds • Wetlands & Waterbirds 	<ol style="list-style-type: none"> 1) Smothering of habitats within the SPA by hydrological linkage as a result of deposition of increased suspended sediments arising from dredging or disposal operations associated with the proposed works. 2) Deterioration of habitats within the SPA by hydrological linkage as a result of pollution incidences arising from construction or operation of the proposed works. 	<ol style="list-style-type: none"> 1) A hydrodynamic and sedimentation model associated with the scientific assessment conducted as part of the previously permitted Port redevelopment (ABP Ref. 04.PA0035) has shown that the depth of the deposited material which is likely to be deposited outside the dump site area will be less than 50 mm and that no measurable amounts of material will be deposited further away than about 4km from the centre of the licenced site. The predicted magnitude of effect is <i>de minimis</i> or non-significant. 2) The risk of polluting substances migrating from Cork Harbour to the Ballycotton Bay SPA 26km around the coastline from Paddy's Point in sufficient concentration to induce an effect upon overwintering bird species directly or via their prey items is extremely low due to distance and dispersion. The predicted magnitude of effect is <i>de minimis</i> or non-significant.

Site Code	Site Name	Qualifying Interests	Description of potential effect	Predicted Magnitude of Effect
004030	Cork Harbour SPA	<ul style="list-style-type: none"> • 22 species of overwintering birds • 1 species of breeding bird • Wetlands & Waterbirds 	<p>1) Smothering of habitats within the SPA by hydrological linkage as a result of deposition of increased suspended sediments arising from dredging or disposal operations associated with the proposed works.</p> <p>2) Deterioration of habitats within the SPA by hydrological linkage as a result of pollution incidences arising from construction or operation of the proposed works.</p> <p>3) Long term deterioration of habitats within the SPA as a result of the new built elements within Ringaskiddy Port altering the natural coastal processes and extant sediment transport regime in the area.</p> <p>4) Direct noise and visual disturbance.</p>	<p>1) A hydrodynamic and sedimentation model associated with the scientific assessment conducted as part of the previously permitted Port redevelopment (ABP Ref. 04.PA0035) has shown that beyond the immediate vicinity of the redevelopment, the resulting sedimentation depths are a fraction of a millimetre, which are not discernible. The largest proportion of the sediment, mainly sand and coarser material, will be deposited at the dredge site itself and be removed by successive dredging operations. The finer material remains in suspension for longer and is dispersed more widely through the area, however subsequent deposition depths are inconsequential. The predicted magnitude of effect is <i>de minimis</i> or non-significant.</p> <p>2) A water quality assessment associated with the 2014 EIS and NIS conducted as part of the previously permitted Port redevelopment (ABP Ref. 04.PA0035) and allied hydrodynamic and sedimentation model has shown that the likelihood is very low. The predicted magnitude of effect is <i>de minimis</i> or non-significant.</p> <p>3) The hydrodynamic and sedimentation model has shown that the long term alteration in the natural coastal processes and extant sediment transport regime is very low. The predicted magnitude of effect is <i>de minimis</i> or non-significant.</p> <p>4) The storm bollard is the nearest structure to be removed, 120m (and partially shielded) from the deepwater berth dolphins upon which the Common Tern colony nest. A clear view occurs from the middle dolphin, at 135m. The furthest seaward dolphin is 150m from the nearest nesting dolphin. The replacement dolphins and walkway infrastructure will be, at their closest point, 110m from the nearest nesting dolphin, and with an unobscured view. The new dolphins will be located at 110m, 130m and 155m from the nearest nesting dolphin. That being so, two of the new structures shall be</p>



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Site Code	Site Name	Qualifying Interests	Description of potential effect	Predicted Magnitude of Effect
				<p>located further away from the nearest nesting dolphin than their equivalent existing structures. The approved design quay wall of Ringaskiddy East is 150m from the nearest nesting dolphins. The proposed alteration design quay wall of Ringaskiddy East is 130m from the nearest nesting dolphins.</p> <p>The area where replacement dolphins are to be located is part of the main feeding area for terns within the dredged deepwater port basin, but equally feeding also occurs widely beyond the basin in the wider harbour.</p> <p>Construction of the main berth is considered to be sufficiently screened from the nesting dolphins by existing infrastructure including the ferry terminal building, passenger gangway and mooring infrastructure, which results in obscured views to and from Ringaskiddy East. The proposed alterations require marine disassembly and construction in full view of the tern colony.</p> <p>The conservation objective for Common Tern in Cork Harbour SPA is to "maintain the favourable conservation condition of Common Tern in Cork Harbour SPA", which is defined by a list of attributes and targets as described in Section 3.1 above. Of these, the target for two attributes (breeding population abundance and productivity rate) is "no significant decline". For disturbance at the breeding site, the target is that "human activities should occur at levels that do not adversely affect the breeding common tern population". Having been subject to significant predation for the past two years, Common Tern is under a degree of pressure in Cork Harbour. The species is however very resilient, and it is of note that the colony is located in and adjacent to an operational Port. The colony currently co-exists alongside the Port's operations including daily human and shipping presence on the quayside, periodic maintenance dredging, and the amenity and commercial use of the shoreline, basin and channel.</p> <p>Works in relation to the permitted access road are screened from the colony. The proposed alterations require marine disassembly and construction in full view of the tern colony,</p>

Site Code	Site Name	Qualifying Interests	Description of potential effect	Predicted Magnitude of Effect
			<p>5) Unintentional installation of additional perches for predators.</p>	<p>as described above. It is possible that if these marine works were to be undertaken within the Common Tern breeding season, a loss of attractiveness of the nest site would occur. This will not however occur as the works will be undertaken outside the breeding season.</p> <p>All permitted dredging and disposal of dredged material at sea is restricted to the period between September and April inclusive. Additional dredging under the proposed alterations will also occur in this period, increasing the total quantum of dredging from 305,000m³ to 320,000m³. The removal of existing and construction of new marine structures will also occur in the period between September and April inclusive. The breeding tern colony will not be present. No appreciable or permanent effects will occur.</p> <p>Once construction is completed, potential effects relate only to operational port activity. The proposed main berth and mooring dolphins are located 600m south of the ADM Liquids Jetty, the intertidal mussel bank and 800m south of the Training Wall and Cork Harbour SPA. These locations are where the overwintering population of waterbirds are chiefly recorded roosting and feeding. The predicted magnitude of operational effect is <i>de minimis</i> or non-significant.</p> <p>5) The permitted development including the proposed alterations will introduce tall structures (quayside cranes, lighting columns and the proposed maintenance office and customs building). The permitted development includes predator (gull and heron) perching deterrents on new lighting columns. The proposed maintenance office and customs building is located 450m from the Common Tern nesting dolphins, and 1.3km from Cork Harbour SPA. No appreciable or permanent effects are predicted. The predicted magnitude of operational effect is <i>de minimis</i> or non-significant.</p>

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Table 7: Summary Table of potential direct, indirect and secondary effects of the Port redevelopment on European Sites

Site Name	Direct Impacts	Indirect/ Secondary	Resource Requirements (Drinking Water Abstraction Etc.)	Emissions (Disposal to Land, Water or Air)	Excavation Requirements	Transportation Requirements	Duration of Construction, Operation, Decommissioning
Great Island Channel SAC	No direct impacts	Potential effects of pollution or contaminant release is <i>de minimis</i>	No requirement, and no impact on qualifying habitats	Potential effects of suspended sediment due to dredging and disposal operations have been considered. There is no significant effect upon qualifying habitats.	No requirement, and no impact on qualifying habitats	No requirement, and no impact on qualifying habitats	No impact on qualifying habitats
Ballycolton Bay SPA	No direct impacts	Potential effects of pollution or contaminant release is <i>de minimis</i>	No requirement, and no impact on qualifying species	Potential effects of suspended sediment due to dredging and disposal operations have been considered. There is no significant effect upon qualifying species.	No requirement, and no impact on qualifying species	No requirement, and no impact on qualifying species	No disturbance effects on qualifying species.
Cork Harbour SPA	No direct impacts	Potential effects of pollution or contaminant release is <i>de minimis</i> . Noise and Visual disturbance has been considered. There will be no significant disturbance effects on qualifying species	No requirement, and no impact on qualifying species	Potential effects of suspended sediment due to dredging and disposal operations have been considered. There is no significant effect upon qualifying species. Potential effects of suspended sediment depositing in SPA is <i>de minimis</i> and nor significant.	No requirement, and no significant impact on qualifying species	No requirement, and no impact on qualifying species	No significant disturbance effects on qualifying species

4.5 IN-COMBINATION WITH OTHER PLANS AND PROJECTS

Article 6(3) of the Habitats Directive requires that in-combination effects with other plans or projects are considered. On this basis, other plan and projects were assessed for their potential to have in-combination effects with the proposed alterations (ABP Ref. PC0216) to the previously permitted redevelopment of the Port and associated disposal at sea of dredged material.

4.5.1 Permitted Redevelopment of Ringaskiddy Port

The possible effects of the Ringaskiddy Port Redevelopment on European sites was assessed by An Bord Pleanála in the reports and decisions of the Board (Ref: 04.PA0035) and by the applicant in the EIS, NIS and responses to requests for further information contained at the dedicated website <http://www.ringaskiddyportredevelopment.ie>, in addition to oral and written submissions made to the Board. The possible effects of the proposed alterations were considered in the context of the parameters of assessment conducted previously for the permitted development. No appreciable additional, additive, incremental, associated or connected effects resulting in synergistic impacts not previously identified in the appropriate assessment conducted by the Board or the NIS compiled by the applicant were identified.

There is thus no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of the proposed alterations and the permitted Ringaskiddy Port Redevelopment and the associated disposal at sea of dredged material.

4.5.2 Carrigaline Electoral Area Local Area Plan 2011

The Plan provides the planning policy and zoning objectives for Ringaskiddy, with the aim of reaffirming its strategic industrial and port related roles and seeking to promote its potential for large scale stand alone industry, which are in line with the strategic objectives for the settlement. The majority of land around Ringaskiddy is zoned for industrial use, although the village core is zoned for town centre / neighbourhood uses and there is some provision made for open space and amenity use.

The Natura Impact Report associated with the Plan was reviewed, which took into consideration the development also provided for in the Midleton, Blarney and Bandon Electoral Area Local Area Plans 2011 and the Cork City Development Plan 2009-2015. No significant negative effects upon Cork Harbour SPA are predicted as part of the assessment associated with that Plan.

The planning authority has called for a review to Local Area Plans and ran a consultation in December 2015 and January 2016. The Ballincollig Carrigaline Municipal District Local Area Plan Review document acknowledges appropriate assessment but does not contain a screening for appropriate assessment. The Natura Impact Report of the 2011 LAP remains the most recent assessment.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that Plan and the proposed alterations to permitted port redevelopment.

4.5.3 IMERC Masterplan

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A Masterplan for the Irish Maritime and Energy Resource Cluster (IMERC) adjacent to the National Maritime College of Ireland (NMCI) aims to deliver research and enterprise campus in Ringaskiddy, Cork. The Beaufort Laboratory is currently under construction by UCC. It is proposed to expand the campus and to develop a marine and energy cluster focussing on research, development, commercialisation and innovation. CIT / UCC intend to prepare a masterplan for the layout and design of this future campus development. The location of this planned development is at the eastern end of Ringaskiddy East. No significant negative effects upon Cork Harbour SPA are predicted as part of the assessment associated with that application.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that Plan and the proposed alterations to permitted port redevelopment.

4.5.4 Spike Island Masterplan

Spike Island is 2km east of Ringaskiddy East and 700m east of Paddy's Point. The Spike Island Masterplan envisages use of Spike Island for public events, concerts etc. In the long-term it is hoped that the island could attract 300,000 visitors per annum. The Masterplan also identifies Haulbowline as a possible future ferry access point. The Masterplan has considered many options and is broad in its approach requiring more detailed design work. It promotes Cork Harbour as a Green Infrastructure asset. This would likely give rise to an increase in coastal recreational activity and boating which would have the potential to increase disturbance to the qualifying features and conservation objectives of Cork Harbour SPA.

The development of a number of ferry trails within the harbour together with a substantial network of new recreational berthing facilities at a number of locations around the harbour would increase boating traffic and disturbance in proximity to component parcels of the SPA. The SPA itself comprises the shallow intertidal areas and boat traffic is not likely to enter into the SPA with any recurring frequency. The development of the harbour as a facility for water based sport and leisure activity would also increase disturbance. The Cork Harbour Cycle Trail is proposed adjacent to parts of the SPA. The transport strategy presents a series of options to facilitate access to Spike Island including a floating bridge, half-tide causeway, cable cars, passenger ferry or roll-on roll-off ferry.

The proposed redevelopment of Spike Island considers extensive works to the entire Island. Defined effects of Spike Island Masterplan are difficult to predict with accuracy in the absence of fixed and defined proposals. The thrust of any increased pressure on Cork Harbour SPA conservation objectives is likely to be as a result of an increase in recreational use of the harbour by people and vessels. The magnitude of this effect is not predicted to be significant across the SPA.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that Plan and the proposed alterations to permitted port redevelopment.

4.5.5 Ringaskiddy Resource Recovery Centre

In 2016, a strategic infrastructure development application was submitted to An Bord Pleanála by Indaver. The proposed development will include a waste-to-energy facility for the treatment of up to 240,000 tonnes per annum of residual household, commercial and industrial, non-hazardous and suitable hazardous waste. Of the 240,000 tonnes of waste, up to 24,000 tonnes per annum of suitable hazardous waste will be treated at the facility. The proposed development will maximise the extraction and recovery of valuable material and energy resources from residual waste. 21MW of electricity generation capacity is proposed. A NIS was prepared and reviewed. No likely significant effects are predicted for Great Island Channel SAC, Ballycotton Bay SPA and Sovereign Islands SPA. Cork Harbour SPA was brought forward to a stage 2 appropriate assessment. The project is located to the south of the N28 opposite the National Maritime College of Ireland and a 31 month construction window is anticipated.

Following a comprehensive evaluation of the potential direct, indirect and cumulative impacts on the qualifying interests and conservation objectives for the Cork Harbour SPA including disturbance, predator pressure, stack collision, emissions to the marine environment (including potential accidental releases from fire during operation), bioaccumulation and disposal of ash, the applicant concluded that the proposed development will not have an adverse effect on the integrity of the Cork Harbour SPA.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.6 Port of Cork Maintenance Dredging

Port of Cork submitted an application to the EPA in February 2014 for a maintenance dredging programme. That application was accompanied by a Natura Impact Statement (NIS) which was

reviewed as part of this analysis. The dredging campaign extends from the City Quays and Tivoli Docks in Cork City, out to Roche's Point. Coastal hydrodynamic modelling was undertaken as part of that assessment to help determine the spread of the dredge plume. The NIS concluded that all of the potential impacts identified will be avoided, and that the proposed maintenance dredging would not have a significant negative impact on either European Site being considered here.

The permit was issued by the EPA and the 2014 maintenance dredging and related disposal at sea campaign was completed in the autumn of 2014. The proposed dredging and disposal at sea of dredged material associated with the permitted Port redevelopment and proposed alterations will not occur until 2017.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.7 Monkstown Marina

Proposals for a new marina at Monkstown were submitted for planning permission and that application included a NIS. The project is located 750m north of Ringaskiddy West, being separated by Monkstown Creek. The project received planning approval in 2010 subject to 77 no. conditions. It includes for a 285 berth marina at the location of the existing marina that has 82 berths. The project additionally comprises car-parking, retail, office and landscaping, with a requirement to dredge part of the seabed in the shallower parts of the marina and in a band paralleling the shore to enable safe access by craft during all states of the tide.

A coastal process modelling assessment submitted with that application showed that there would be no effect on the coastal processes with no change in tidal levels and the effect on the tidal currents restricted to the project area with changes of not greater than 0.04m/s. The coastal processes chapter author for this EIS has confirmed that the marina development will not have a cumulative effect with coastal processes as a result of implementing the proposed Ringaskiddy Port Redevelopment. The marina NIS concluded that the marina at Monkstown will not result in the loss of any feeding areas or roosting sites for wintering waterfowl or waders, and that the marina would be principally used outside of the overwintering season, and consequently no impact on the qualifying interests for Cork Harbour SPA.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.8 East Tip Remediation Project, Haulbowline Island

The East Tip on Haulbowline Island is 550m northeast of Paddy's Point. The primary objective of this project is to remediate the East Tip thereby ensuring that potential risks to humans and the wider environment are minimised. It is proposed the waste at the site will be contained by constructing an engineered capping system on top of the waste and a perimeter engineered structure around the waste body. The project additionally seeks to widen the access road and construct a slipway and floating pontoon.

An EIS and NIS were prepared for that application. That assessment concluded after screening that two potential pathways of effect upon the qualifying interests of Cork Harbour SPA remained, and Stage 2 assessment was undertaken. It concluded that there was no potential for significant negative impacts upon the integrity of Cork Harbour SPA arising either alone or in combination with any other plans or proposals, from the proposed East Tip Remediation Project at Haulbowline Island.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.9 Hammond Lane Metal Company

Planning permission was granted in 2012 for demolition, new build, upgraded facilities, new processing plant etc at the Hammond Lane Metal Company located adjacent to the N28 opposite the proposed eastern entrance to Port lands at Ringaskiddy. The ecological impact assessment prepared for this project was reviewed. No significant negative impacts upon the integrity of Cork Harbour SPA were predicted.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.10 Cork Lower Harbour Energy Group

Five large single turbines being developed by the Cork Lower Harbour Energy Group have been given planning permission. The structures are being developed on existing industrial zones land within the facilities of a group of healthcare manufacturing sites in the Ringaskiddy and Currabinny areas. The EIA and NIS documents prepared for these turbine applications were reviewed which included an assessment on avifauna. That analysis concluded that there would be no displacement of any species which is a qualifying interest of the SPA, and no significant impact on the integrity of Cork Harbour SPA was predicted.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.11 Marina at Whitepoint, Cobh

The permitted scheme includes for a 74 berth marina at Whitepoint, Cobh and is located 1.1km to the northeast of Ringaskiddy East across the harbour. The NIS for the marina was reviewed and concludes no significant impact on European sites given the small footprint of the proposed project, the use of a point anchoring system, the principal use of the development outside of the overwintering season and no resulting increase in boating activity in the harbour.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

4.5.12 Cobh Cruise Berth Moorings

This project is located 2.2km northeast of Ringaskiddy East, and across the Harbour at Cobh. Cruise liners currently berth at the deepwater quay in Cobh. The NIS Screening Assessment of the Cobh Cruise Terminal Upgrade was reviewed. It concluded no significant negative direct or indirect effects on the European sites assessed given the distance between the proposed project and the European sites; the size and scale of the proposed project in the context of existing activity within Cork Harbour, the principal use of the development outside of the overwintering season and absence of the qualifying features within the area of study.

There is no pathway of additive effect for significant cumulative or in-combination effects which can be considered to adversely affect the qualifying interests of conservation objectives of the European sites being considered as a result of that project and the proposed alterations to permitted port redevelopment.

5.0 CONCLUSION

The Screening exercise was completed in compliance with the relevant European Commission and national guidelines. The potential impacts during the construction and operation of the proposed alterations to Ringaskiddy Port Redevelopment and the associated disposal at sea of dredged material have been considered in the context of the European Sites potentially affected, their Qualifying Interests and conservation objectives.

From the findings of the Screening exercise, it is concluded that the proposed project (as described in Section 2;

- Is not directly connected with or necessary to the management of any Natura 2000 site;
- Will not give rise to likely significant effects on the qualifying interests of Ballycotton Bay SPA; Great Island Channel SAC and Cork Harbour SPA; and
- Will not give rise to in-combination or cumulative effects with the other plans and projects considered.

Adopting the logic of Inspector Stephen Kay in his 04.PA0035 Addendum Report on Response to Further Information Request under the Headings of Coastal Processes, Ecology and Appropriate Assessment, dated 8th May 2015, and specifically at paragraphs 5.3.9 and 5.3.10, this screening exercise concludes that the proposed alterations, individually or in combination with other plans or projects, and other elements of the approved development, would not be likely to have a significant effect on European sites No. 004022 (Ballycotton Bay SPA), No. 004030 (Cork Harbour SPA) or No. 001058 (Great Island Channel SAC), in view of the sites' conservation objectives.

Further, and in our view, the Stage 2 Appropriate Assessment undertaken by An Bord Pleanála as part of the assessment contained in their report dated 1st December, 2014, as amended by Inspector Conor McGrath in his addendum report dated 12th May 2015 does not require revision or addition. The conclusion of that assessment, noted below, remains valid.

The overall proposed development either individually or in combination with other plans or projects would not adversely affect the integrity of the following European sites,

- Great Island Channel SAC (site code 001058)
- Cork Harbour SPA (site code 004030), and

Or any other European site, in view of the site's conservation objectives.

