



**Comhairle Cathrach Chorcaí  
Cork City Council**

# **Environmental Impact Assessment Screening Report & Screening Determination**

## **Cork North Docks Public Realm and Transport Infrastructure**

**May 2025**

## **Executive Summary**

This Environmental Impact Assessment (EIA) Screening Report has been prepared to consider the requirement or otherwise of carrying out an EIA in respect of the Cork North Docks Public Realm and Transport Infrastructure.

This screening exercise was undertaken in two stages. The first stage considered the requirement for a mandatory EIA. The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended. A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out. The proposed development is a type set out in Part 2 Class 10 (b)(iv) of Schedule 5 but it does not exceed the relevant quantity, area or other limit specified in that Part. As such the project does not fall under the Mandatory EIA Thresholds.

The second stage considered the requirement or need for a sub-threshold EIA. As part of the sub-threshold screening exercise, the potential for impacts on environmental sensitivities was considered in addition to the interrelationship between those environmental sensitivities. Following on from this, the formal EIA Screening Exercise was completed, having regard to the criteria set out in the Roads Act, as amended and in the EIA Directive (2014/52/EU).

This report concludes that this is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects.

### **Legislative context**

EIA legislation sets down the types of projects that may require an EIA. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an EIA and Annex II lists projects which can be subject to case-by-case analysis or thresholds to be determined by member states.

### **Mandatory requirements**

The proposed scheme has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU and the Roads Act 1993 - 2016. It is considered that the proposed road scheme is not one which falls within the scope of this category. It should be noted that mandatory EIA requirements for non-road type development have also been considered and discounted in this instance. As part of this, infrastructure type projects listed in the Planning and Development Regulations 2001, as amended and in Annex I and II of the EIA Directive as amended were considered.

### **Sub-threshold requirement for an Environmental Impact Statement**

#### **Legislative context and screening methodology**

While the mandatory requirements for EIA for road schemes are straight forward, being based on type and scale, the discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed road development. Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. The key issue, in the context of the possible need for EIA of sub-threshold development, is whether such development is likely to have significant effects on the environment.

The 2014 amending EIA Directive (2014/52/EU) contains guidance for Member States in terms of deciding whether a development is likely to have "significant effects on the environment". The guidance is provided by way of criteria set out in Annex III of the Directive. The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria for determining whether a development would or would not be likely to have significant effects on the environment are taken from Annex III of the Directive and are grouped under the following three headings: -

1. Characteristics of proposed development
2. Location of proposed development
3. Type and characteristics of the potential Impacts

#### **Sub threshold development assessment**

The aim of the following section is to address likely impacts, if any on the environment by the implementation of the proposed development having regard to the criteria set out in the EIA Directive, as amended. Criteria for determining whether the project would or would not be likely to have a significant effect on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001 and subsequent amendments.

I/We have carefully reviewed and considered the attached EIA Screening Report prepared by OCSC and accept, agree with and adopt the assessment and conclusions therein. These are summarised hereunder:

<b>1. CHARACTERISTICS OF PROPOSED DEVELOPMENT</b>	
Size of Proposed Development	<p>The proposed development will consist of the following:</p> <ul style="list-style-type: none"> <li>• Realignment of the N8 national road between Lower Glanmire Road and Alfred Street to a new alignment closer to the rear of Kent Station, removing road traffic from Horgan's Quay. The realigned road will be approximately 720m long and will comprise two traffic lanes, a bus lane, footpaths and planted verges.</li> <li>• Demolition of single-storey dockside shed on Horgan's Quay (Dowdall Building).</li> <li>• Part-demolition of single-storey railway shed in Kent Station yard.</li> <li>• Creation of a new promenade on the waterfront along Horgan's Quay. The new promenade will be approximately 690m long and will include pedestrian and cycling infrastructure along the waterfront. The promenade will comprise new surface finishes, feature structures, recreational amenities, seating areas and planted landscape areas.</li> <li>• Creation of a new public park of 6000m<sup>2</sup> in area. The new public park will comprise new surface finishes, a water feature, recreational amenities, seating areas, feature structures and planted landscape areas.</li> <li>• Creation of a new gateway public park along Water Street, providing a landscaped pedestrian link from Lower Glanmire Road to the new waterfront promenade.</li> <li>• Other associated works, including public lighting, surface water drainage, signage and road markings.</li> </ul> <p>The study area of the scheme is between 3.4 and 3.5 hectares. The Cork City Development Plan (2022-2028) shows six different zoning types within the study area and the scheme</p>

	<p>predominantly affects four of these: 'ZO02 New Residential Neighbourhoods', 'ZO14 Public Infrastructure and Utilities', 'ZO15 Public Open Space' and 'ZO18 Quayside Amenity Area'.</p> <p>The proposed development does not affect 'ZO05 City Centre', and as such, it does not fall under the classification of 'business district'. Therefore, a mandatory EIA is not required under this class.</p> <p>The proposed scheme is located within an area where the predominant land use is not retail nor commercial use. It is zoned in the Cork City Development Plan 2022 - 2028 as 'ZO02 New Residential Neighbourhoods', 'ZO14 Public Infrastructure and Utilities', 'ZO15 Public Open Space' and 'ZO18 Quayside Amenity Area'. It is therefore located in "other parts of a build-up area" as classified under Part 2 of Schedule 5 of the Planning and Development Regulations 2001. The proposed development area in the "other parts of a built-up area" is less than 10ha. Thus, a mandatory EIA is not required under this class.</p>
Cumulation with other Proposed Development	<p>Proposed and granted planning applications within 1km of the site dating back to 2020 were reviewed. Seven projects were identified which could have a potential cumulative effect along with the proposed development:</p> <ul style="list-style-type: none"> <li>• Planning Ref:1636704 - Demolition of Warehouse</li> <li>• Planning Ref:1636952 – Extension of Graveyard</li> <li>• Planning Ref: 1938589 – Redevelopment of Customs House</li> <li>• Planning Ref:2342494 – Retention of Roof Configuration – Southern Milling</li> <li>• Planning Ref: 2342106 - Residential Development Goulding's Site</li> <li>• Cork Dockland Junction Scheme</li> <li>• Pathfinder Scheme</li> </ul> <p>Full consideration of the potential cumulative effects is included in Section 5.2, the EIA Screening Report prepared by OCSC.</p> <p>Having fully considered the information therein it is clear that due to the minor nature of the works and the minimal environmental effects associated with the proposed development along with the absence of significant environmental effects associated with the aforementioned permitted developments, significant cumulative effects are not envisaged.</p>
Nature of Any Associated Demolition Works	<p>The proposed project does not require significant demolition works. Most of the works will entail building up level rather than demolition. Therefore, given the nature and the scale of the proposed works, the demolition impacts are considered to be temporary and unlikely.</p>

Use of Natural Resources	<p>There will be long-term use of any natural resources in association with the project. The water supply and foul drainage shall be in accordance with the requirements and resources of (Uisce Éireann) Irish Water for the proposed site. It is proposed that construction material would be sourced locally from licensed suppliers, and where possible cut/fill would be balanced so the sedimentation and/or run-off effect is not likely to be significant subject to the implementation of measures provided in the future Construction Environmental Management Plan (CEMP). It is assumed a water supply will be required during the construction phase. Should the water mains be utilised, all relevant permissions should be sought prior to construction, such as written agreement from Irish Water and/or relevant stakeholders. At no point will water be abstracted from rivers or streams.</p> <p>Therefore, the use of natural resources for this development will have unlikely and not significant impacts on the resources required to maintain European and Irish designated sites and their associated species and habitats.</p>
Production of Waste	<p>The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No.291 of 2013).</p> <p>Any waste generated during the construction will be reused on-site where possible, e.g., topsoil generated will be reused for landscaping, and excavated material will be reused for backfill where this material meets acceptable construction criteria. If offsite disposal of material is required, it will be managed in accordance with all relevant waste management legislation, as will all wastes generated during the operations phase of the project. A future CEMP will be put in place to manage all waste on-site during the construction phase. As a result, the production of wastes associated with this development is not likely to give rise to a significant effect on the environment.</p>
Pollution and Nuisances	<p>Potential impacts resulting from the construction phase of the proposed construction of the new road relate primarily to chemicals and oils spills, traffic, dust, noise, vibrations, lighting, and sedimentation. Noise, vibration, and lighting levels will not exceed levels typical of construction works. There will be a slight increase in traffic disturbance during the construction activities, i.e., bringing supplies to the site and removal of material if required. Some dust will likely be generated during the works; however, this nuisance will be managed in line with best practice as will nuisances related to vibrations and lighting. Potential impacts related to chemicals, oils, and sedimentation are unlikely and will be managed in line with best practice with outline measures provided in the future CEMP. There will be no pollution, or nuisance impacts during the operational phase other than those related to noise and traffic resulting from the normal use of the completed development.</p>
Risk of Accidents/Disasters caused by Climate Change	<p>A "Project Supervisor for Construction Stage" will be appointed to manage safety issues during construction. Any risks of accidents during the construction phase are associated with typical construction activities including working with machinery and will be mitigated by use of best management practices,</p>



	<p>compliance with Safety, Health &amp; Welfare at Work (Construction) Regulations, and the implementation of a site-specific Construction Environmental Management Plan (CEMP), which will clearly detail all necessary environmental control measures. A Health and Safety Plan will be in place during the construction phase. It is anticipated this will be communicated to all site staff through communication pathways such as site inductions and toolbox talks.</p> <p>In terms of flood risk, the Catchment Flood Risk Assessment and Management (CFRAM) map indicates that the site location is located within medium to low probability of fluvial flood events. A Flood Risk Assessment (FRA) was carried by OCSC, 2025. The Stage 1 Flood Risk Identification which identified the presence of flooding hazards at the subject site, necessitating the need for a Stage 2 Initial Flood Risk Assessment. The Stage 2 Initial Flood Risk Assessment was comprised in the report and concluded that a Stage 3 Detailed Flood Risk Assessment was not required.</p>
Risk to Human Health – Water Contamination/Air Pollution	<p>Given that the undertaking of works is in accordance with best practice, and the nature of the operations phase, it is not anticipated that the works will pose a significant risk to groundwater or surface water quality during either the construction or operations phase of the works.</p>

<b>2. LOCATION OF PROPOSED DEVELOPMENT</b>	
Existing Land Use	<p>The Proposed Development is located within a predominantly industrial site with roadways. The existing carriageway bisects the industrial lands under CIE ownership and the PoC quayside.</p> <p>The Proposed Development site has the Lee River Estuary to the south of the site boundary. Directly north of the site is a Cork Kent train station, and to the west are Penrose Quay and commercial land use, to the east are residential housing estates and the River Lee Estuary.</p> <p>The land use across the area of the proposed development is generally classified as 'Artificial Surfaces' according to the EPA Corine (Coordination of Information on the Environment) land cover classification.</p> <p>The land use within the red line boundary will change from generally 'industrial with a carriageway' to generally 'quayside amenity, public open space and a carriageway'.</p>
Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area	<p>Limited natural resources will be required to complete the work. It is proposed that any material generated during the works will be reused on site or removed from site for recycling or reuse where possible. Thus, significant effects on the relative abundance, quality and regenerative capacity of natural resources in the area are not predicted.</p>
Absorption Capacity of the Natural Environment	<p>The works associated with this development are predominantly in industrial lands and construction work is frequent throughout the area. The wider area is under regeneration and significant</p>

	<p>commercial developments have taken place immediately west of the site. This, along with the fact that the development area is not of significant ecological importance, means the absorption capacity of this environment is high, making it less sensitive to works of this kind. The site boundary is not located close to any of the following:</p> <ul style="list-style-type: none"> <li>• Wetlands, Riparian Areas and River Mouths</li> <li>• Coastal Zones and the Marine Environment</li> <li>• Mountain and Forest Parks</li> <li>• Nature Reserves and Parks</li> </ul> <p>There is one surface water feature located immediately adjacent to the southern site boundary; Lee (Cork) Estuary Lower located on the southside of the site boundary. Lee (Cork) Estuary Lower flows in a south-easterly direction, discharging to the Lough Mahon which eventually discharging into Cork Harbour which discharges into the Western Celtic Sea.</p> <p>An Architectural Heritage Impact Assessment was carried out by ACP 2025 outlining the architectural heritage features within and nearby the site. The assessment proposed repair and maintenance works as well as mitigation measures for the historical sites.</p>
Areas Classified or Protected Under Legislation	<p>There are two SACs within 15km of the site: the Great Island Channel SAC (7.28km east), and the Blackwater River (Cork/Waterford) SAC (14.6km north). There is no spatial overlap or hydrological link between the site and any of the SACs.</p> <p>There is one SPA within 15km of the site: the Cork Harbour SPA (2.26km east and southeast). There is no spatial overlap between the site and either of the SPAs. However, there is a hydrological link between the site and the Cork Harbour SPA.</p> <p>There are no Natural Heritage Areas (NHAs) and 18 proposed Natural Heritage Area (pNHAs) within 15km of the site. The nearest is the Cork Lough pNHA located 2.10km southwest of the site.</p> <p>However, there is no hydrological connectivity or physical connectivity in the form of hedgerows, treelines, or woodlands between the area of the proposed works and any of the pNHAs.</p>
<b>3. TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS</b>	
Magnitude and Spatial Extent of Impact	<p>This project relates to the proposed construction of a new roadway and public amenity space east of Cork City centre, County Cork. There is no special overlap with Irish or European designated sites. There is a hydrological connection to the Cork Harbour SPA via the adjacent River Lee. Therefore, subject to the implementation of design and construction measures, no significant negative impacts are anticipated because of this development.</p>
Nature of Impact	<p>It is not anticipated that there will be any significant, negative effects from the proposed development during the construction or operational stage on Population and Human Health; Water; Land and Soils; Air Quality and Climate; Noise and Vibration; Cultural Heritage; Biodiversity; Landscape; Material Assets.</p>



The Transboundary Nature of the Impact	Due to the scale and nature of the works and the site location, transboundary impacts are extremely unlikely.
The Intensity and Complexity of the Impact	The majority of the impacts are associated with the construction phase of the proposed development. Any potential intense and complex impacts to the existing environment are predicted to be unlikely and temporary.
The Probability of the Impact	Due to the nature of the proposed development and the sensitive receptors in the surrounding environment, there is a high degree of certainty in the magnitude, intensity, duration, and consequences of the predicted potential impacts associated with the project. The likelihood of significant impact from the project on the receiving environment is predicted to be low subject to the implementation of best practice construction methods and mitigation measures. Operation phase impacts are predicted to be unlikely and not significant.
Expected Onset, Duration, Frequency and Reversibility of the Impact	<p>Predicted local impacts, including those from noise, dust, and traffic, will occur concurrently with the construction phase (18 months), primarily during working hours, and are unlikely during the operations phase. Subject to implementation of mitigation measures, impacts will be temporary and transient in nature during the construction phase and will be reversible over time.</p> <p>It is anticipated that the positive impact from the Proposed Development to the local population during the operational phase would be long term and permanent.</p>
The Possibility of Effectively Reducing the Impact	project involves a work area which has been limited to that required for the construction of the proposed road and public amenity space. While the potential exists during the construction stage for impacts related primarily to chemicals, oils, debris, noise, vibrations, lighting, and sedimentation, a CEMP considering all site works and detailing all required mitigation measures will be prepared and implemented by the appointed contractor.
Interaction Between Areas of Potential Impact	There are no factors which are anticipated to be significantly affected by the proposed development. In addition, no significant interactions between these factors are predicted to result from the proposed development.

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

**Screening Checklist to determine if EIA is required based on the characteristics of a project and its environment**

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – the Proposed Development will result in land use change. Areas of previous transport and industrial land use will be lost with the Proposed Development to construct new and improved transport network.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes – It is assumed building materials will require natural resources during construction.	No – all imported materials will be sourced from licensed suppliers, so the impact is not likely to be significant.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes – During construction only.	No – A Health and Safety Plan will be in place and all site staff will be briefed on the Health and Safety Plan prior to commencing works.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes – During construction phase only.	No – Waste management shall form part of the overall CEMP for the construction phase and contain a number of control measures for the management of waste generated on the Proposed Development site.
5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	No - the construction phase will produce limited air pollutants.	N/A
6. Will the project cause noise and vibration or	Yes – During construction and operational phases.	No – with appropriate mitigation measures in place, no significant effects are anticipated.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
release of light, heat energy or electromagnetic radiation?		
7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes – During construction only.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes – During construction only.	No- Health and Safety Plan will be in place during the construction phase. It is anticipated this will be communicated to all site staff through communication pathways such as site inductions and toolbox talks.  A "Project Supervisor for the Construction Stage" will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes – it is anticipated that the Proposed Development will generate a public space for the locals to gather in the area.	Yes – Significant positive effects are anticipated.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes – there will be temporary and transient impacts from noise, traffic and dust associated with construction of the Proposed Development in combination with the surrounding developments.	No – Potential effects are considered to be not significant and temporary.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	No - the Proposed Development is located within an urban brownfield area.	No – Significant effects are not anticipated.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands,	Yes - the Proposed Development is located beside the River Lee Estuary.	No – with appropriate mitigation measures in place, no significant effects are anticipated.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?		
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	See AA Screening and EclA	See AA Screening and EclA
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?	No – the Proposed Development is at a safe distance from any described area that could be affected.	No – Significant effects are not anticipated.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No – the Proposed Development is located within an urban brownfield area.	No – Significant effects are not anticipated.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	No - the Proposed Development will include upgrading the existing footpaths in the area and will, therefore, improve connectivity in the area	No – Significant effects are not anticipated.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes - the Proposed Development plans to change the N8 Horgan's Quay Road to improve the transport area.	No – Significant effects are not anticipated. A traffic management plan will be put in place during the construction phase.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes – It is anticipated that potential localised significant visual effects may result from the clearing of existing road and commercial land uses.	No - at completion of construction works, residual visual effects are generally considered to be not significant during the operational phase. The existing landscape character will remain largely unaltered, and the Proposed Development will fit into the

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
		existing setting resulting in no change to the landscape character.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes – the Proposed Development has two historic features within its site boundary.	No – with appropriate mitigation measures in place, no significant effects are anticipated.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No – the Proposed Development is in previously developed land.	No – Significant effects are not anticipated.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes – the Proposed Development will result in the loss of the existing road and area around it. However, the road is planned to move locate and improve the area.	No – Significant effects are not anticipated.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No.	N/A.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes – The Proposed Development is located in an urban setting. The site is located within Cork City.	No – During the construction phase, it is anticipated that there may be potential noise, vibration and traffic impacts; however, effects will be temporary and of short duration and therefore are not likely to cause significant effects to sensitive receptors in the area. During the operation, it is anticipated that the Proposed Development will likely results in a positive and long term effect to communities in the area.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	No - the Proposed Development is not located near any occupied sensitive land uses.	No – Significant effects are not anticipated.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes – the Proposed Development is located beside the River Lee.	No – with appropriate mitigation measures in place, no significant effects are anticipated. The public realm and access will be enhanced.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No – no areas, including waterbodies located close to the Proposed Development site and existing air quality conditions, have exceeded existing legal environmental standards.	N/A
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes – the Proposed Development is located beside the River Lee.	No – the Proposed Development plans to decrease flood levels to reduce the risk of flooding. See Flood Risk Assessment.



### SCREENING CONCLUSION STATEMENT

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Schedule 5 of the Planning and Development Regulations, 2001 as amended. A review of the project types listed in the aforementioned Schedule 5, as amended has been carried out.

The proposed development is a type set out in Part 2 Class 10 (b)(iv) of Schedule 5 as described previously but it does not exceed the relevant quantity, area or other limit specified in that Part. Therefore, it is a sub-threshold development and has been screened for EIA.

The information provided in this report and the EIA Screening Report prepared by OCSC on behalf of Cork City Council provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It also provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations, 2001, as amended.

Based on the information provided in this report, and the attached EIA Screening Report prepared by OCSC on behalf of Cork City Council, it is determined that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required.

Name:	<i>J. Gleeson</i>
Position:	Director of Services, Infrastructure Development on behalf of Cork City Council.
Date:	26/5/25

*J. Gleeson SE Infrastructure Dev 26/5/25.*

