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MULTIDISCIPLINARY CONSULTING ENGINEERS

C1071: CORK NORTH DOCKLANDS PUBLIC REALM AND TRANSPORT INFRASTRUCTURE

EIA SCREENING ASSESSMENT

For
Cork City Council

26 May 2025

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DOCUMENT CONTROL & HISTORY

OCSC Job No: C1071	Project Code	Originator	Zone Volume	Level	File Type	Role Type	Number	Status / Suitability Code	Revision
	C1071	OCSC	ZZ	ZZ	RP	YE	801	S2	P07

Rev.	Status	Authors	Checked	Authorised	Issue Date
P07	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	26/05/2025
P06	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	23/05/2025
P05	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	23/05/2025
P04	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	9/05/2025
P03	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	9/05/2025
P02	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	1/05/2025
P01	S2	Aideen O'Rourke	Glenda Barry	Eleanor Burke	3/04/2025

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1 INTRODUCTION

1.1 PROJECT CONTRACTUAL BASIS & PARTIES INVOLVED

This report has been prepared by O'Connor Sutton Cronin & Associates Ltd. (OCSC) at the request of their Client, Cork City Council. The Cork City Docklands are undergoing a regeneration scheme with the aim to support the predicted population growth in Cork City in the coming years. The redevelopment of the City Docklands area aims to create a new sustainable neighbourhood in the centre of Cork City. This project specifically relates to a new road and public realm. The regulatory authority for the site is Cork City Council.

The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). This report documents the screening completed to provide a summarised overview of the potential impacts on the receiving environment whilst taking cognisance of the relevant statutory requirements.

1.2 QUALIFICATIONS AND EXPERIENCE

The author, Aideen O'Rourke, has a Bachelor's degree in Environmental Bioscience and over two years' experience in environmental consultancy. Ms. O'Rourke has completed many EIA Screening reports and is, therefore, suitably qualified and experienced to undertake this assessment. The report was reviewed by Glenda Barry, (BSc, MSc, PGeo, EurGeol, Associate Consultant) with 25 years' experience, and approved by Eleanor Burke, (BSc, MSc, DAS, MIEnvSc, CSci, OCSC Director (Environmental)) with over 20 years' experience.

1.3 LIMITATIONS

This Environmental Impact Assessment Screening Report has been prepared for Cork City Council ("the Client"), as part of a Part 8 planning application. No other warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by OCSC.

This assessment is based on a review of available historical information, environmental records, consultations, relevant guidance information, and reports from third parties. All information received has been taken in good faith as being true and representative.

This report has been prepared in line with best industry standards. The methodology adopted and the sources of information used by OCSC in providing its services are outlined in this Report. The assessment undertaken by OCSC and described was conducted in February and March 2025 and is based on the information

contained in this report and the services. The scope of this Report and the services are accordingly factually limited by these circumstances.

OCSC disclaim any undertaking or obligation to advise any person of any change in any matter affecting the Report which may come or be brought to OCSC's attention after the date of the Report.

The conclusions presented in this report represent OCSC's best professional judgement based on review of the relevant information available at the time of writing. While a full and thorough assessment of this project has been undertaken in line with applicable legislation, the opinion and conclusions presented are valid only to the extent that the information provided was accurate and complete.

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However, it is ultimately the responsibility of the relevant planning authority to determine as to whether an EIAR is required for a particular project.

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The site is located within Cork City, County Cork as shown in Figure 2.1. The subject site is located to the east of Cork City centre and extends from the eastern approach to the junction with the N8 Lower Glanmire Road and Water Street, to the junction Alfred Street of to the west, and from the quayside along Horgan's Quay to the existing Iarnród Éireann lands north of the current N8 Road alignment.

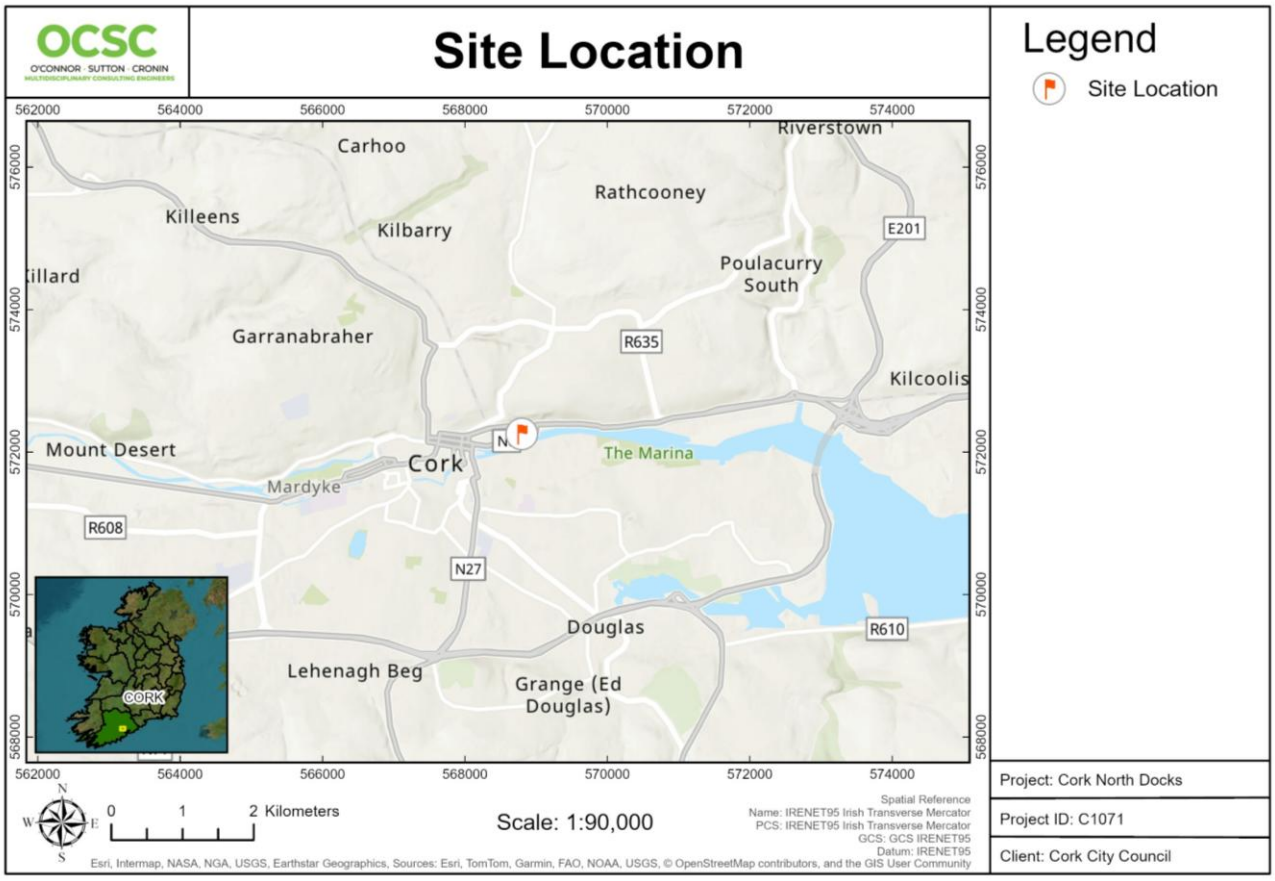

Figure 2.1: Site Location (Source: OCSC, 2025).

2.2 SURROUNDING LAND USE

The site is located in a busy area of Cork City with numerous commercial and industrial buildings in the vicinity of the site and well as nearby residential dwellings as shown in Figure 2.2. Kent Railway Station is located immediately to the north of the site boundary with Penrose Wharf and Horgan's Quay located to the west. To the south is the River Lee with McMahons Building Providers to the east. See Table 2.1 for adjacent land uses.

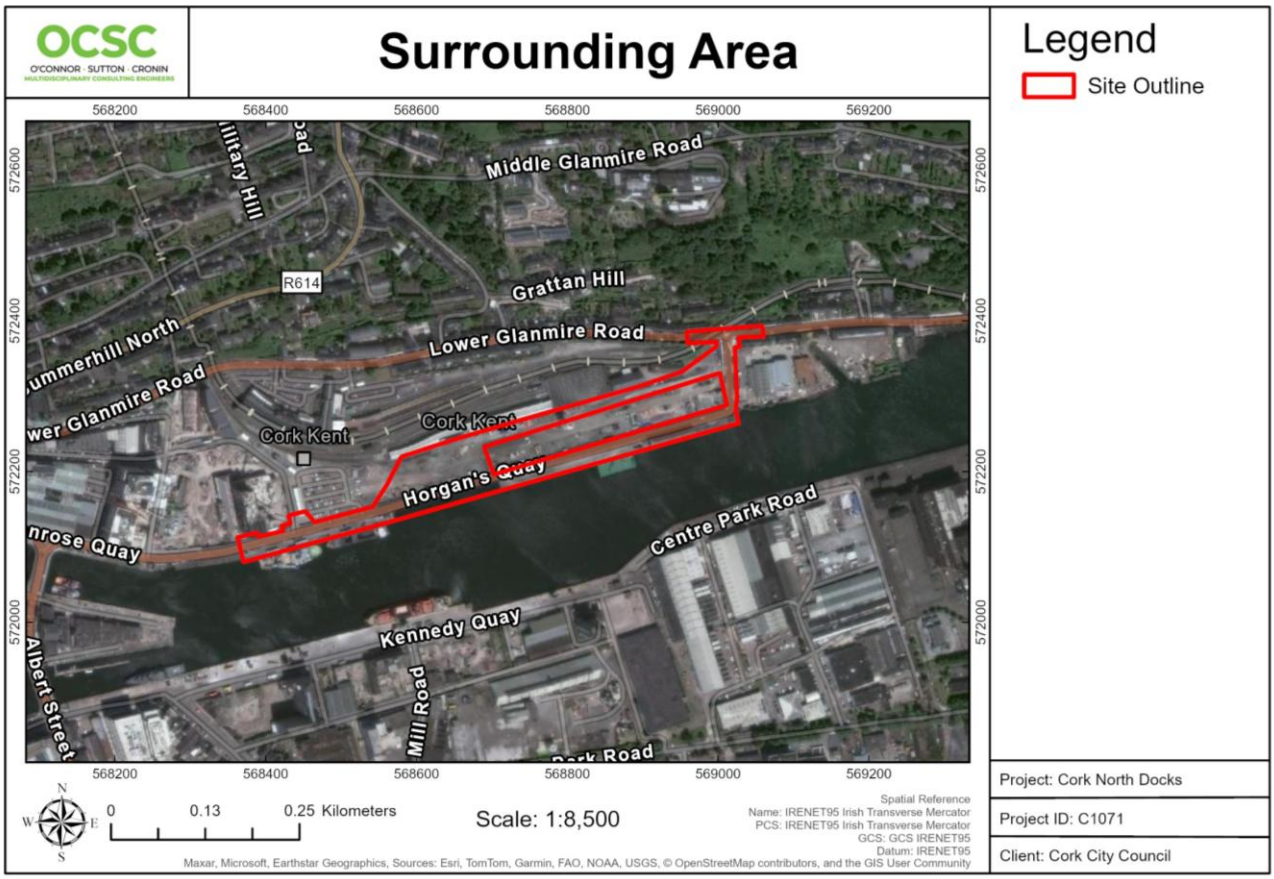

Figure 2.2: Surrounding Area, (Source: OCSC, 2025).

Table 2.1: Adjacent Land Uses

Boundary	Land Use
North	Kent Railway Station, residences, and scattered commercial premises.
South	River Lee, residences, and scattered commercial premises.
East	McMahons Building Providers, residences, and scattered commercial premises.
West	Penrose Quay, residences and scattered commercial premises.

2.3 PROJECT DESCRIPTION

This Environmental Impact Assessment Screening Report has been prepared for the proposed works to Cork City North Docks. The Cork City Docks (comprising the North Docks, South Docks, Marina Park, Custom House and the River Channel) are undergoing a regeneration scheme with the aim to support the predicted population growth in Cork City. The redevelopment of the City Docks area aims to create a new sustainable neighbourhood in the centre of Cork City. This report relates solely to the proposed works at Cork North Docklands.

The proposed development consists of the following:

- 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 of two traffic lanes, a bus lane, footpaths and planted verges.
- Demolition of single-storey dockside shed on Horgan's Quay (Dowdall Building).
- The partial demolition of the single-storey shed in Kent Railyard.
- 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 of new surface finishes, feature structures, recreational amenities, seating areas and planted landscape areas.
- Creation of a new public park of 6000m^2 in area. The new public park will comprise of new surface finishes, a water feature, recreational amenities, seating areas, feature structures and planted landscape areas.
- The water feature will require a recirculation tank and pump equipment. It will be in underground chamber 4.5m x 2.5m x 2.4m deep, which will require excavation.
- Creation of a new gateway public park along Water Street, providing a landscaped pedestrian link from Lower Glanmire Road to the new waterfront promenade.
- Other associated works, including public lighting, surface water drainage, signage, and road markings.

3 EIA SCREENING PROCESS

3.1 INTRODUCTION

This section of the report sets out the legislative basis for screening used to decide if the proposed project requires the preparation of an EIAR.

3.2 RELEVANT LEGISLATION AND GUIDANCE

The Environmental Impact Assessment (EIA) Directive 85/337/EEC has been in force across the European Union since 1985 and applies to a wide range of defined public and private projects which are defined in Annexes I (Mandatory EIA) and II (Screening-Discretion of Member States) of the directives. The EIA Directive of 1985 has been amended three times: 97/11/EC, 2003/35/EC, and 2009/31/EC. These amended directives have been coded and replaced by Directive 2011/92/EU of the European Parliament and Council on the assessment of the effects of certain public and private projects on the environment (and as amended by Directive 2014/52/EU). Directive 2014/52/EU has been transposed in 2018 in Irish law under the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI 296 of 2018). Further information on EIA screening thresholds under the Irish Planning and Development Regulations are discussed in Section 4 of this report.

3.3 EIA SCREENING UNDER ROADS LEGISLATION

The proposed development as summarised in Section 2.3 above, comprises a combination of alterations to the existing road and cycle track layout such as changing the location of the existing road, and the introduction of bus and new cycle tracks, footpaths as well as public realm improvement works. Given the nature of the proposed development, it can be interpreted to be a "*road*" development as defined under Section 2 of the Roads Act (1993), as amended. Therefore, it was also considered appropriate to screen the proposed development under the Roads Act 1993, as amended.

3.3.1 RELEVANT DEFINITIONS

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

> *"(a) any street, lane, footpath, square, court, alley or passage,*
> *(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,*
> *(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median,*

central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and –

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or

(ii) prescribed by the Minister."

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

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

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

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

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

3.3.2 REQUIREMENT FOR EIA UNDER THE ROADS ACT 1993, AS AMENDED AND ROADS REGULATIONS 1994, AS AMENDED

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

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

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

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

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

> *"(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Act shall be –*
>
> *a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.*
>
> *b) the construction of a new bridge or tunnel which would be 100 metres or more in length".*

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

The proposed development involves the realignment of sections of existing roads in an urban area however it will not result in the realignment of an existing road, so as to result in four or more lanes exceeding 500m in length in an urban area. The proposed development does not involve the construction of a new bridge or tunnel. The proposed development does not meet the mandatory thresholds detailed in Section 50 (1)(a) of the Roads Act (1993), as amended, nor the Road Regulations (1994), as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required.

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

3.4 METHODOLOGY

This EIA Screening has been undertaken in accordance with the following methodology and has specifically assessed items contained in the Screening Checklist from the Environmental Impact Assessment of Projects: Guidance on Screening (EC, 2017) which is included in Appendix A:

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports, Irish Environmental Protection Agency (EPA), May 2022
- OPR Guidance Note PN02 Environmental Impact Assessment Screening, June 2021
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing Planning and Local Government's (DHPLG), 2018
- Environmental Impact Assessment of Projects: Guidance on Screening, (European Commission (EC), 2017)
- Preparation of guidance documents for the implementation of EIA directive (Directive 2011/92/EU as amended by 2014/52/EU) – Annex I to the Final Report (COWI, Milieu; April 2017)

- European Commission (2015) Environmental Impact Assessment – EIA, Overview, Legal Context. European Council Directive (EU) 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
- Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licensing Systems – Key Issues Consultation Paper (2017; DoHPCLG)
- European Union EIA Directive (85/337/EEC) and its amendments in 1997, 2003, and 2009
- Environmental Impact Assessment of National Road Schemes – A Practical Guide' (TII 2008)
- Environmental Impact Assessment – Guidance for Consent Authorities regarding Sub-threshold Development (2003; DoEHLG)
- Planning and Development Regulations 2001 (as amended)
- Planning and Development Act 2000 (as amended)

An understanding of the site setting and history was gained by undertaking a review of the following primary sources:

- A review of available extracts of historical Ordnance Survey of Ireland (OSI) maps;
- National Monuments Service (NMS) viewer;
- A review of information held by the Environmental Protection Agency (EPA) EnVision online Mapping;
- Aerial images available of the site (OSI and Google);
- The Geological Survey of Ireland (GSI) and GeoHive online mapping tools;
- The National Parks and Wildlife Service (NPWS) online map tool;
- Heritage Maps online; and
- Environmental Sensitivity Mapping online.

4 EIA REQUIREMENTS

4.1 REQUIREMENT FOR MANDATORY EIA

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011 and S.I. No 296 of 2018). on the assessment of the effects of certain public and private projects on the environment. The purpose of this Environmental Impact Assessment Screening Report is to determine whether this proposed development will require full Environmental Impact Assessment.

The Directive outlines in Article 4 (1) 21 Annex 1 projects that require mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case-by-case examination or through thresholds and criteria established by Member States. Projects requiring mandatory EIA are listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Where developments are under the relevant EIA threshold, planning authorities are required under Article 103 of the 2001 Regulations, as amended, to request an EIA where it considers the proposed development is likely to have a significant effect on the environment. In these cases, the significant effects of the project are assessed relative to the criteria contained in Schedule 7a of the regulations, principally:

- The projects characteristics,
- Sensitivity of the project location, and
- Characterisation of potential impacts.

In addition, where the development would be located on or in an area, site, etc. set out in Article 103(2), the planning authority shall decide whether the development would or would not be likely to have significant effects on the environment for such site, area, or land, etc., the implication being that if it decides that it would be likely to have significant effects on the environment, it can invoke its powers to request an EIA. Article 103(2) sites comprise the following:

a) A European Site;
b) An area which is the subject of a notice under section 16(2) (b) of the Wildlife (Amendment) Act, 2000;
c) An area designated as a Natural Heritage Area under section 18 of the Wildlife (Amendment) Act, 2000;
d) Land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976, as amended by sections 26 and 27 of the Wildlife (Amendment) Act, 2000; or
e) Land designated as a refuge for flora or as a refuge for fauna under section 17 of the Wildlife Act, 1976, as amended by section 28 of the Wildlife (Amendment) Act, 2000.

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. The proposed project is not listed in Annex I; therefore, it is not mandatory for an EIA to be carried out.

Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

4.2 MANDATORY EIA THRESHOLDS

4.2.1 ROAD DEVELOPMENT

Annex I of the European Communities (EIA) Directive lists the activities for which an EIA is required. In the context of Active Travel Initiatives, all of the categories set out in Annex I to the EIA Directive and Part 1 of Schedule 5 to the 2001 Regulations must be considered.

An EIA is also mandatory in respect of projects listed in Annex II of the EIA Directive which equal or exceed a specified threshold. Those thresholds are set out in Part 2 of Schedule 5 to the 2001 Regulations with thresholds in relation to “road development” set out in the Roads Act 1993 and Road Regulations 1994 and are listed in Table 3.1. Where a project is listed on Annex II or is a development that is not exempted, the national authorities of the member state must decide whether an EIA is needed for a proposed project. This is done by the "screening procedure", which determines the effects of project on the basis of thresholds/criteria or a case-by-case examination.

The proposed project is not listed in Annex I or in Annex II; therefore, it is not mandatory for an EIA to be carried out. The proposed road enhancement is also not on the list of road projects requiring an EIA as outlined in Section 50 of the Roads Act, 1993 (as amended) and in Article 8 of the Roads Regulations, 1994.

Table 4.1: Roads Projects Requiring Mandatory EIA

MANDATORY THRESHOLD	REFERENCE
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007

MANDATORY THRESHOLD	REFERENCE
Prescribed type of proposed road development: **(a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.** **(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.**	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993

4.2.2 URBAN DEVELOPMENT

Section 172 of the Planning & Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states:

"An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

a) the proposed development would be of a class specified in –

v. Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either – I. Such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

vi. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either – I. such development would exceed any relevant quantity, area or other limit specified in that Part, or II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or b (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and (ii) the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment."

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

Further to the above, Schedule 5 of the Planning & Development Regulations 2001, as amended sets out a number of classes and scales of development that require EIA.

Under Part 2 of Schedule 5, in relation to Infrastructure projects, Class 10(b)(iv) of Part 2 refers to urban development as follows:

10. Infrastructure projects

(a) …….

(b) (i) Construction of more than 500 dwelling units.

(ii) Construction of car-parks providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.

(iii) Construction of shopping centres with a gross floor space exceeding 10,000 square metres.

(iv) Urban development which would involve an area greater than 2 hectares in the case of a Business District, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere. (In this paragraph "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

The subject site is not classified as a 'business district'. According to the Cork City Development Plan 2022-2028, the Proposed Development area has five different Land Use Zoning categories none which fall into the 'business district' category. See Section 7.2.8. In addition, the subject site area is less than 10 hectares and 20 hectares therefore it does not fall into the threshold for 'built-up areas' or 'elsewhere'. Therefore, an EIA is therefore not mandatory for the proposed development.

4.3 SUB-THRESHOLD DEVELOPMENT

Projects which are listed in Annex II to the EIA Directive, but which do not meet or exceed certain thresholds must be subject to EIA Screening.

Annex III of the Directive outlines the specific criteria that must be considered when a sub-threshold project is being examined for Environmental Impact Assessment. The screening procedure investigates whether the project has a significant potential negative impact on the environment using different criteria including:

- Characterisation of the proposed development
- Location of the proposed development
- Type and Characteristics of the potential impact

Information to be provided for the purposes of screening sub-threshold development for Environmental Impact Assessment include:

1. A description of the proposed development, including in particular—
   a) A description of the physical characteristics of the whole proposed development and, where relevant, of demolition works and
   b) A description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment, resulting from—
   a) The expected residues and emissions and the production of waste, where relevant, and
   b) The use of natural resources, in particular soil, land, water, and biodiversity.
4. The compilation of the information in paragraphs 1 to 3 shall consider, where relevant, the criteria set out in Schedule 7 of the Directive". (Schedule 7 states 'Criteria for determining whether a development listed in Part 2 of Schedule 5 should be subject to an environmental impact assessment)".

5 CHARACTERISTICS OF PROPOSED DEVELOPMENT

Schedule 7 of SI 296 of 2018 requires that the characteristics of a proposed development are identified. In particular, it references the following sections:

5.1 SIZE AND DESIGN

This project relates to the proposed Cork North Docklands Public Realm & Transport Infrastructure Project, County Cork. The study area is between 3.4 and 3.5 hectares. The project aims to transform the quayside of the North Docks from a traffic-dominated area into a high-quality, legible, accessible and connected public amenity space with an activated and engaged waterfront. The project details are outlined in Section 2.3.

5.2 CUMULATION WITH OTHER EXISTING DEVELOPMENTS/DEVELOPMENT THE SUBJECT OF A CONSENT

Proposed and granted planning applications within 1km of the site and dating back to 2020 were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. Based on information provided on the MyPlan.ie 'National Planning Application' database, Cork City Council (CCC) planning application portals, and the An Bord Pleanála (ABP) online database, there were five planning grants of larger than a single domestic scale identified.

Grants of planning in the vicinity of the site were reviewed to identify works of a significant scale which may produce in-combination effects with the proposed works. The following planning grants of larger than single domestic scale were identified:

- **Planning Application Reference: 1636704** - For the demolition of the warehouse (c.4,000m2) and conveyor and ship loading system (c.250m) that were developed under planning Ref. No. 97/21738 for the storage and transhipment of lead and zinc ore concentrate
- **Planning Application Reference: 1636952 -** extension to existing graveyard and associated works, located at Ardfoyle Convent Ballintemple.
- **Planning Application Reference: 1938589 -** Planning permission is sought by Tower Development Properties Ltd for: Redevelopment of the Custom House site at North Custom House Quay and South Custom House Quay, Custom House Street, Cork City to provide a 240-bedroom hotel, 25 no. hotel serviced suites, and a range of commercial uses including retail, office, food and beverage, distillery, tourism and leisure. The redevelopment will have a gross floor area of approximately 31, 604m2. The proposed development consists of the carrying out of works to Protected Structures PS060, PS818 and PS163. An Environmental Impact Assessment Report will be submitted to the Planning Authority with the application. A Natura Impact Statement will be submitted to the Planning Authority with the application.

- **Planning Application Reference: 2342494 -** For retention of alterations to the permitted roof configuration and elevations at Southern Milling, Marina Mills in the City Docklands, Cork City consisting of (1) Raising the roof over the warehouse area by 8.1 metres; (2) Raising the roof over the blending bins by 10.55 metres; (3) Extending the roof over the bulk out loading bins by 4.9 metres to facilitate structural, mechanical and electrical alterations and improvements within the permitted building footprint.
- **Planning Application Reference: 2342106 –** For a 10-year planning permission for a Large-Scale Residential Development (LRD) at the Goulding's Site, Centre Park Road and Monahan Road, Cork. The proposed development consists of the demolition of the existing on-site buildings and structures and site clearance to facilitate the construction of 1325 no. residential units including apartments and duplexes in 10 no. buildings. A standalone 2 storey creche of 665 sq.m with associated outdoor amenity space is also proposed. The development ranges in height from 2 to 14 storeys over a single basement. There are some mixed uses proposed at ground floor level across the development including: 4 no. cafes/ restaurants with outdoor seating areas (c. 631 sq.m); 5 no. service retail units (c. 561 sq.m); 1 no. convenience retail store which will provide for the sale of alcohol (c. 286 sq.m); and 4 no. offices/ retail offices (c. 323 sq.m). It is requested that where the ground floor uses across the proposed development are indicated as either café or restaurant/ service retail/ retail/ office/ retail office, the use be confirmed subject to first occupation. The development will provide 658 no. 1 bed units, 465 no. 2 bed units and 202 no. 3 bed units, as follows: Block G1 is a 5-8 storey block comprising 182 units (87 no. 1 bedroom units; 62 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G2 is a 5-8 storey block comprising 273 units (134 no. 1 bedroom units; 95 no. 2 bedroom units; and 44 no. 3 bedroom units). Block G3A is a 6-8 storey block comprising 103 units (63 no. 1 bedroom units; 24 no. 2 bedroom units; and 16 no. 3 bedroom units). Block G3B is a 7-8 storey block comprising 77 units (44 no. 1 bedroom units; 20 no. 2 bedroom units; and 13 no. 3 bedroom units). Block G4A is a 3-7 storey block comprising 115 units (52 no. 1 bedroom units; 46 no. 2 bedroom units; and 17 no. 3 bedroom units). Block G4B is a 7-storey block comprising 60 units (21 no. 1 bedroom units; 39 no. 2 bedroom units). Block G5 is a 3-7 storey block comprising 162 units (75 no. 1 bedroom units; 54 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G6 is a 3-7 storey block comprising 172 units (83 no. 1 bedroom units; 58 no. 2 bedroom units; and 31 no. 3 bedroom units). Block G7 is a 3-7 storey block comprising 91 units (50 no. 1 bedroom units; 26 no. 2 bedroom units; and 15 no. 3 bedroom units). Block G8 is a 14-storey block comprising 90 units (49 no. 1 bedroom units; 41 no. 2 bedroom units).
- **Cork Docklands to City Centre Road Network Improvement Scheme:** The projects primary objectives are as follows:
    - To improve access between South Docklands and the City Centre in terms of convenience, safety and capacity across all modes but with emphasis on sustainable modes of transportation (walking, cycling and public transport).
    - To provide a high-quality public realm aligned with the ambitious redevelopment plans for the area and respectful of the existing community within Docklands. The public realm will seek to achieve the correct balance between hard & soft landscaping, uniqueness and sustainability while also embracing the riverside amenity potential of the area.

- The findings of the AA screening noted that no significant effects on any Natura 2000 sites is likely, and it was not necessary to undertake any further stage of the Appropriate Assessment process. The finding from the EIA Screening has been concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and an EIA is not required.

- **Glanmire to City Cycle Route (Phase 2):** Glanmire to City Cycle Route (Phase 2) is a proposed 4.9km scheme with 1.4km of two-way segregated cycle track and 3.5km of shared areas. It's facilities will provide on the southern side of the roadway from Penrose Quay to the entrance to the Port of Cork. From here the facility crosses to the northern side of the Port of Cork Tivoli Estate Road before crossing the railway line and terminating at the Dunkettle roundabout. Minimum two-way cycle track width of 2.75m. The proposed facility will provide a safe pedestrian and cycle route that extends from the City Centre to Glanmire, Little Island, Carrigtwohill and the surrounding area. The proposed facility will eventually form part of the Inter-urban greenway that will link Cork and Waterford cities.

  The findings of the AA screening noted that no significant effects on any Natura 2000 sites is likely, and it was not necessary to undertake any further stage of the Appropriate Assessment process. The finding from the EIA Screening has been concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and an EIA is not required.

None of the large grants of planning identified above, or any other significant projects are proposed or currently under construction that could potentially cause in-combination effects on European sites, have all been examined. Therefore, it is considered that in-combination effects with other existing and proposed works in proximity to the application area would be unlikely, neutral, not significant, and localised. It is concluded that effects on European sites as a result of the project, either alone or combination with other projects, are predicted to be negligible and unlikely.

5.3 THE NATURE OF ANY ASSOCIATED DEMOLITION WORKS

The proposed project does not require significant demolition works. The majority of the works will entail raising levels rather than demolition. Therefore, given the nature and the scale of the proposed works, the demolition impacts are considered to be temporary and unlikely.

5.4 THE USE OF NATURAL RESOURCES, IN PARTICULAR LAND, SOIL, WATER AND BIODIVERSITY

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.

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.

5.5 PRODUCTION OF WASTE

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.

5.6 POLLUTION AND NUISANCES

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.

5.7 THE RISK OF MAJOR ACCIDENTS OR DISASTERS INCLUDING THOSE CAUSED BY CLIMATE CHANGE

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, compliance with Safety, Health & 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.

Disasters caused by climate change as well as naturally occurring phenomenon such as extreme weather events or ground-related hazard events such as subsidence, landslide, or earthquake which may impact human health or welfare, or the environment are not likely given the scale and duration of the proposed construction works.

There may be minor emissions of greenhouse gases from truck movements and the operation of site construction equipment during the construction phase; however, the risks are considered low given the type and scale of the development. There will be a small number of emissions to the air during operational phase as the proposed development will have deliveries for supplies and services for heating cooling the store and products.

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. Further information can be found in the FRA report. See Figure 5.1 below.

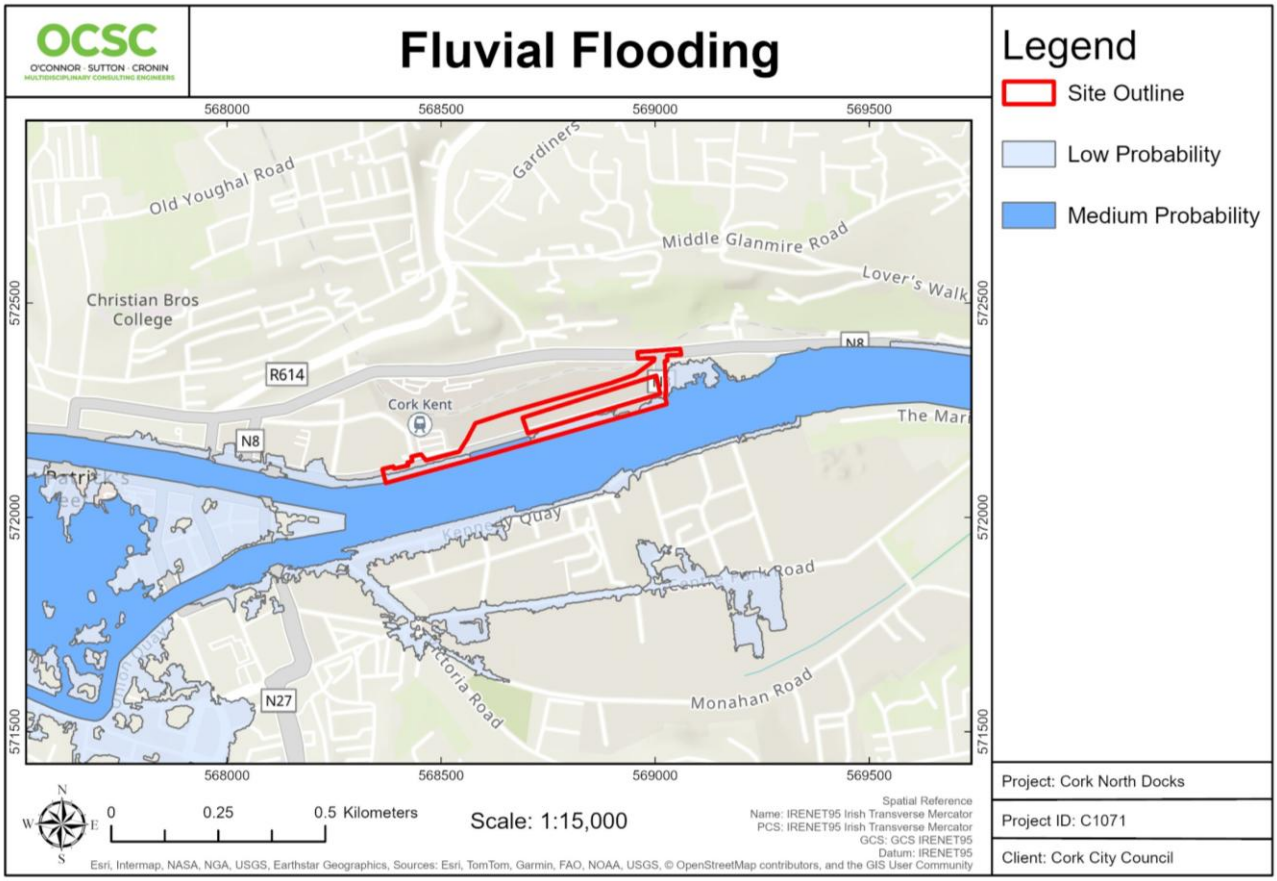

Figure 5.1: Fluvial Flooding Probability, (Source: OCSC, 2025)

5.8 RISKS TO HUMAN HEALTH – E.G., WATER CONTAMINATION/ AIR POLLUTION

Based on the GSI Groundwater Well database, the nearest borehole is located 268m south from the site: 1407SEW093 was drilled on 1st March 1998 to 14.8m for an industrial use. There are a further one well or spring within 1km of the site. See Figure 5.2.

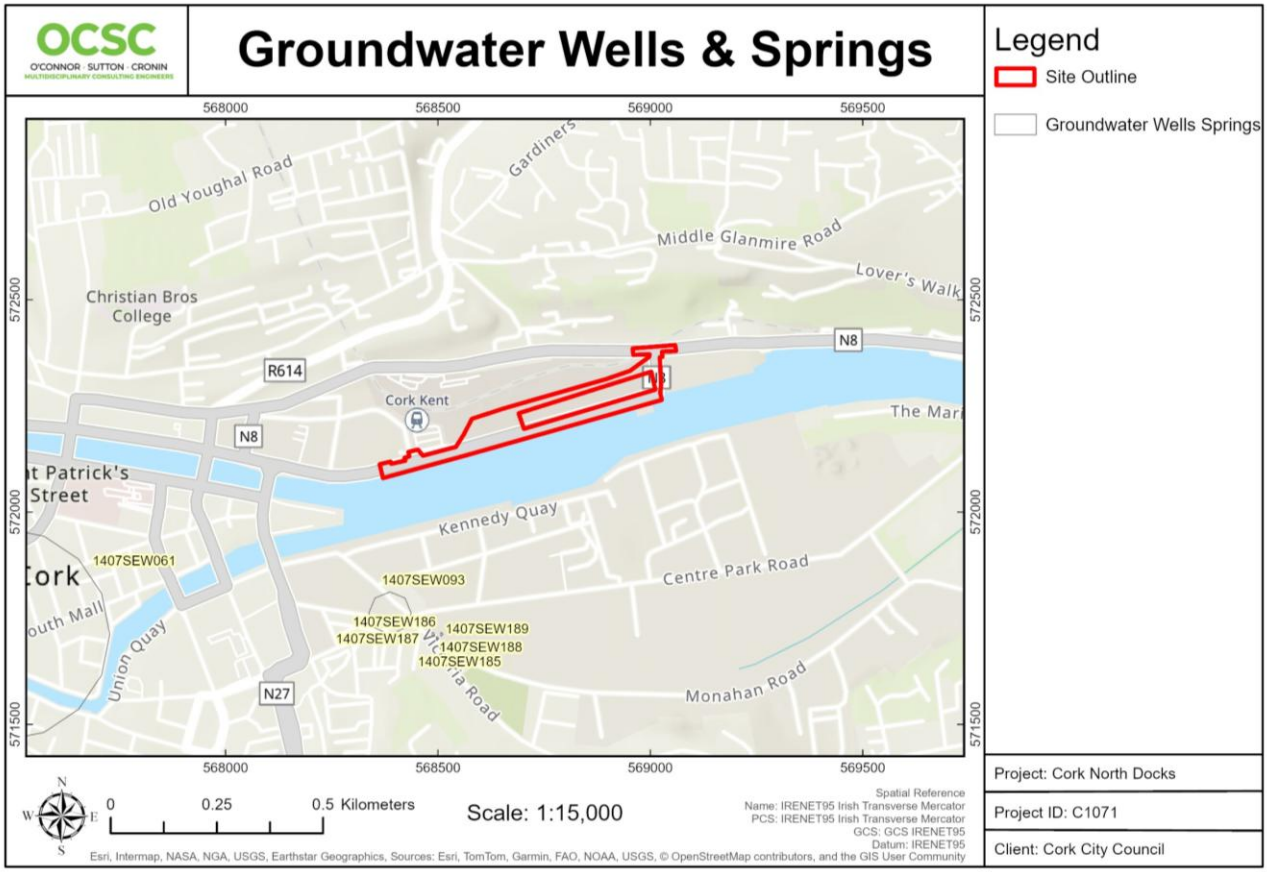

Figure 5.2: Groundwater Wells and Springs; (Source: OCSC, 2025)

The GSI database provides information on groundwater source protection zones (SPZs) (e.g., areas of contribution to water supply bores). SPZ delineation provides an assessment of the land area that contributes groundwater to a borehole or spring. The purpose of SPZs is to provide additional protection to safeguard drinking water quality through constraining the proximity of an activity that may impact upon a drinking water abstraction. The nearest SPZ is the Carraignabhfear Public Water Scheme, which is located 9.81km northwest of the site. As such, fuel and chemical storage and use on the site is unlikely to pose a risk to water of groundwater contamination within this SPZ. However, the risks to groundwater and surface water will be minimised via engineering design and construction in line with best practice. Contractors will prepare and implement a site-specific CEMP which will address the mitigation of risks to groundwater.

Given that the undertaking of works are 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. As part of the works proposed a climate-adaptive public space through water sensitive design will help prevent flooding, harvest rainwater, reuse and delay discharge and enhance the water experience in the area. In addition, air pollution will be limited to typical construction nuisance such as dust. Best practice guidelines will be applied to noise and dust nuisance mitigation. Overall, the risk to human health is low, subject to the implementation of mitigation measures in the CEMP.

6 EXISTING AND APPROVED LAND USE

6.1 THE RELATIVE ABUNDANCE, AVAILABILITY, QUALITY, AND REGENERATIVE CAPACITY OF NATURAL RESOURCES

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. The relevant natural resources have been looked at in more detail in the following sections.

6.2 THE ADSORPTION CAPACITY OF THE NATURAL ENVIRONMENT

This section describes the adsorption capacity of the natural environment, specifically:

- Wetlands, riparian areas, and river mouths;
- Coastal zones and the marine environment;
- Mountain and forest areas;
- Nature reserves and parks;
- Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
- Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;
- Densely populated areas; and
- Landscapes and sites of historical, cultural, or archaeological significance.

6.2.1 OVERVIEW

The Proposed Development is located within a predominantly industrial site with roadways. 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 Hogan's Quay and commercial land use, to the east are residential housing estates and the Lee River Estuary.

6.2.2 WETLANDS, RIPARIAN AREAS, AND RIVER MOUTHS

The nearest wetland to the Proposed Development is the Atlantic Pond located 1.22km southeast of the site location. The River Lee Estuary is located on the southside of the site boundary.

6.2.3 COSTAL ZONES AND THE MARINE ENVIRONMENT

The Proposed Development is located inland and is not located close to any coastal zone or marine environment. The nearest coastal zone is the Cork Harbour located 9.42km southeast of the site.

6.2.4 MOUNTAIN AND FOREST PARKS

There are no mountain parks close to or within the Proposed Development site. The nearest is the Garryduff Woods Forest Recreational Area located 5.43km southeast of the site.

6.2.5 NATURE RESERVES AND PARKS

There are no Nature Reserves or National Parks located within the Proposed Development site. The nearest is the Clochar na gCon/Bealacooan Bog Nature Reserve approximately 15.27km northeast of the site.

6.2.6 AREAS CLASSIFIED OR PROTECTED UNDER LEGISLATION

There are two SACs within 15km of the site as shown on Figure 6.1: 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.

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 as shown in Figure 6.1 and Figure 6.2.

There are no Natural Heritage Areas (NHAs) and 18 proposed Natural Heritage Area (pNHAs) within 15km of the site as shown on Figure 6.1. The nearest is the Cork Lough pNHA located 2.10km southwest of the site. 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.

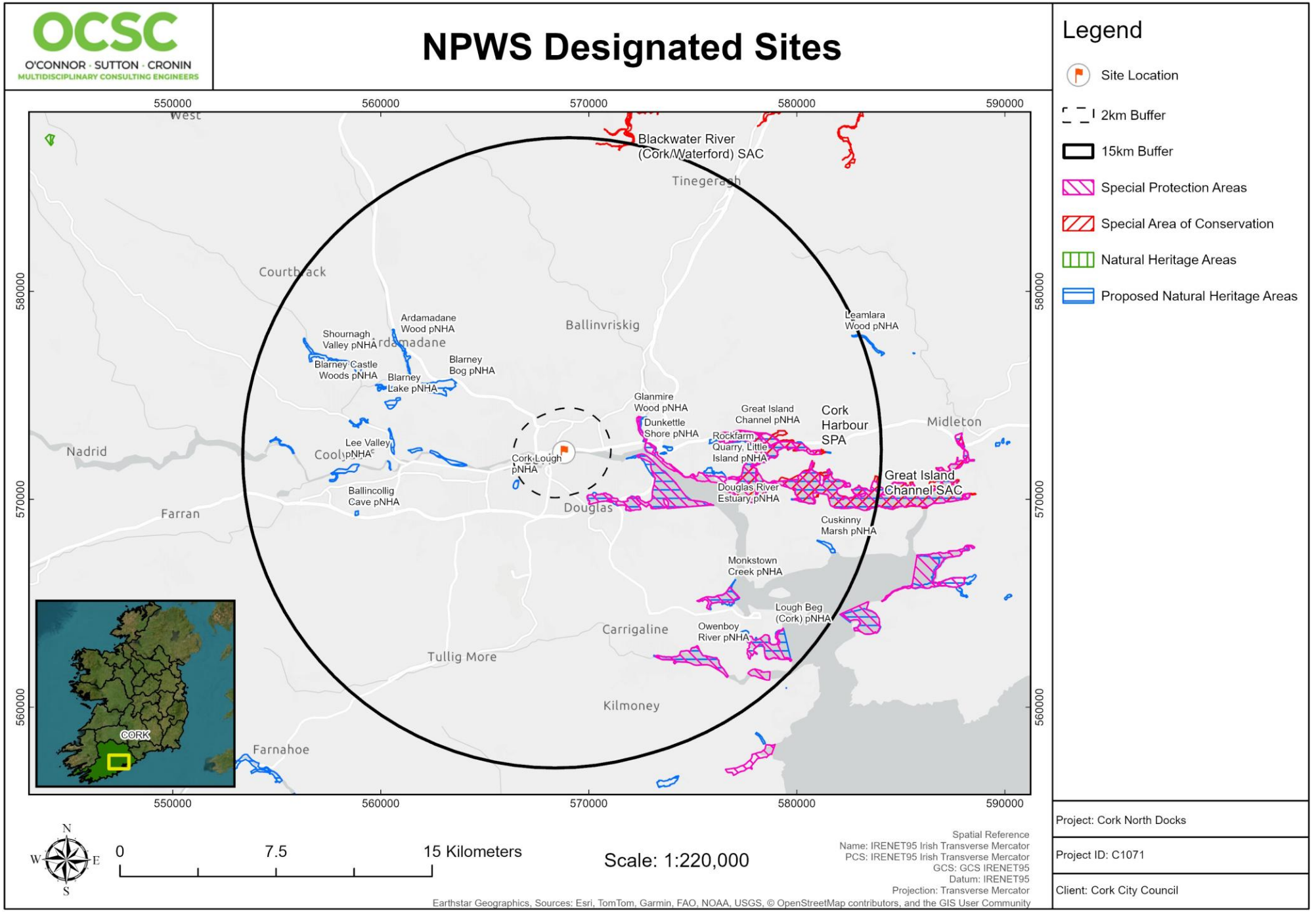

Figure 6.1: NPWS Designated Sites (Source: OCSC, 2025)

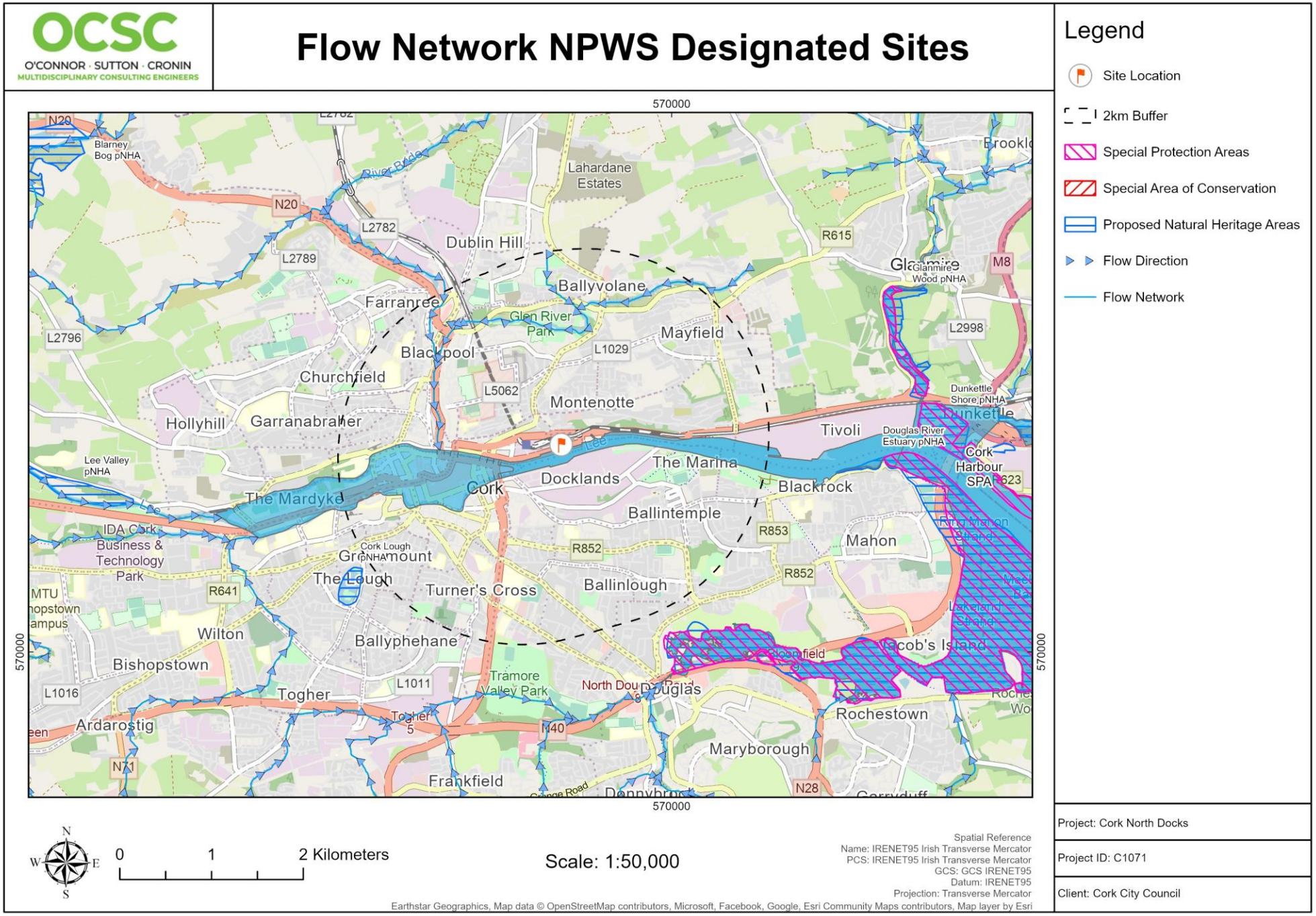

Figure 6.2: Designated Sites and EPA Rivers near the Study Area (Source: OCSC, 2025)

6.2.7 HYDROLOGY

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.

Based on the most recent water quality information (2016-2021), the Lee (Cork) Estuary Lower has an overall Water Framework Directive (WFD) status of 'Moderate' in the vicinity of the site, as shown Figure 6.3.

The EPA spatial dataset indicates that the risk of Lee (Cork) Estuary Lower is 'at risk' failing to meet its WFD objectives by 2027 (EPA 2025). See Figure 6.4. WFD summary information for this waterbody is summarised in Table 6.1.

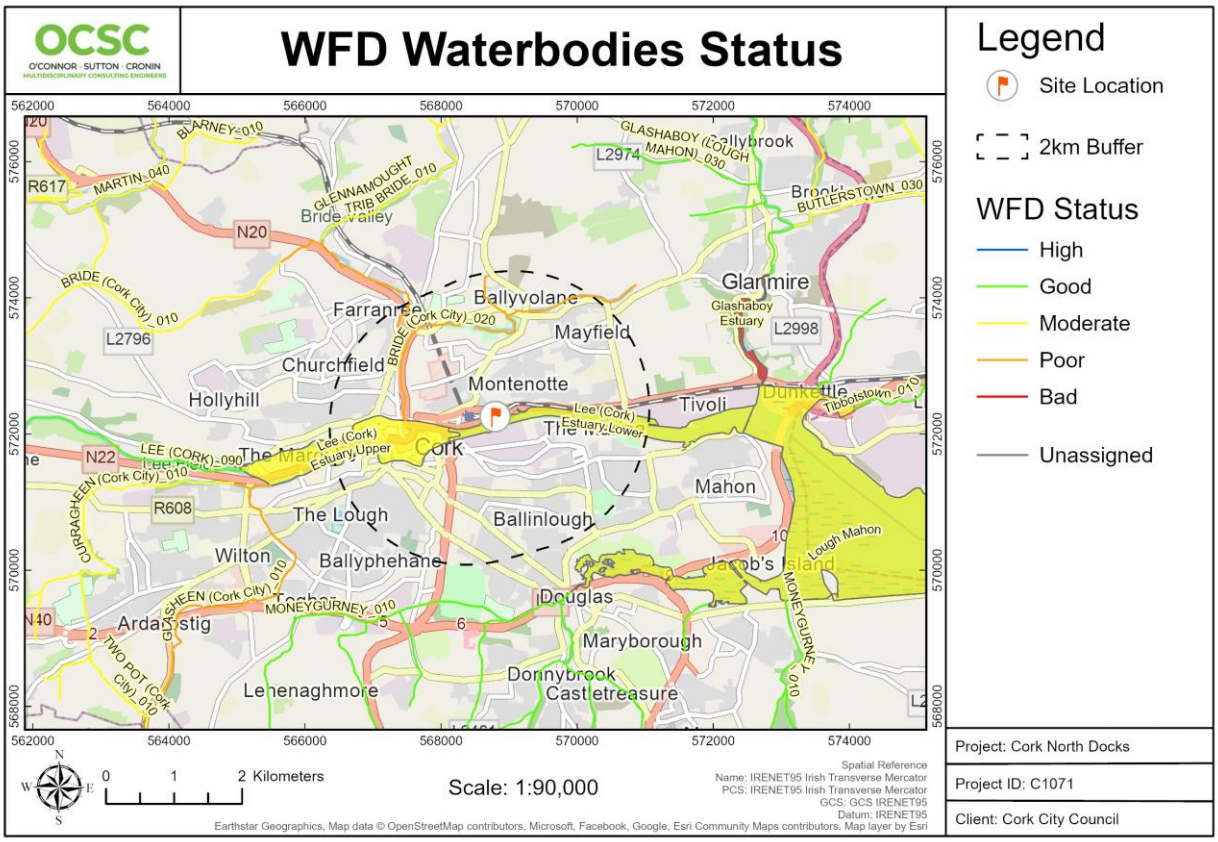

Figure 6.3: River Waterbody WFD Status, (Source: OCSC, 2025).

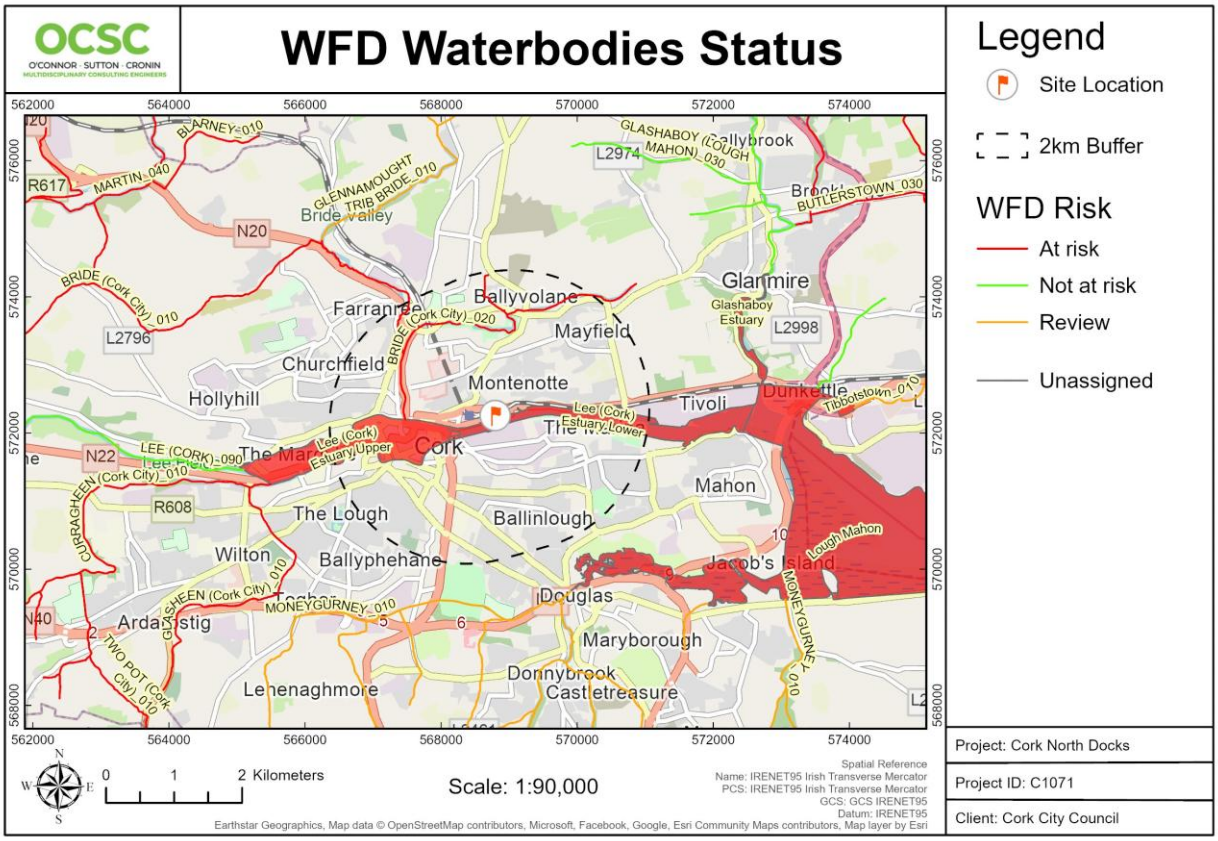

Figure 6.4: River Waterbodies Risk, (Source: OCSC, 2025)

Table 6.1: WFD Summary Information

Name	Lee (Cork) Estuary Lower
Waterbody Code	IE_SW_060_0900
Waterbody Name	Lee (Cork) Estuary Lower
Waterbody Type	Transitional
Iteration	SW 2016-2021
Status	Moderate
Risk	At Risk

6.2.8 LANDSCAPES AND SITES OF HISTORICAL, CULTURAL OR ARCHAEOLOGICAL SIGNIFICANCE

Architectural Conservation Areas

The National Monuments Service (NMS) maps shows that there are over 90 sites on the National Inventory of Architectural Heritage within 500m of the site. There are five sites on the National Inventory of Architectural Heritage within 100m of the site. The two nearest are within the site boundary (20506358 and 20507082). An Architectural Heritage Impact Assessment was carried out. It recommended that repair and maintenance works

should be carried out to the NIAH present within the site boundary. The assessment also proposed some mitigation measures for the historical sites. See the Architectural Heritage Impact Assessment for further details. See Figure 6.5 for locations of nearby National Inventory of Architectural Heritage sites and Table 6.2 for information regarding these sites.

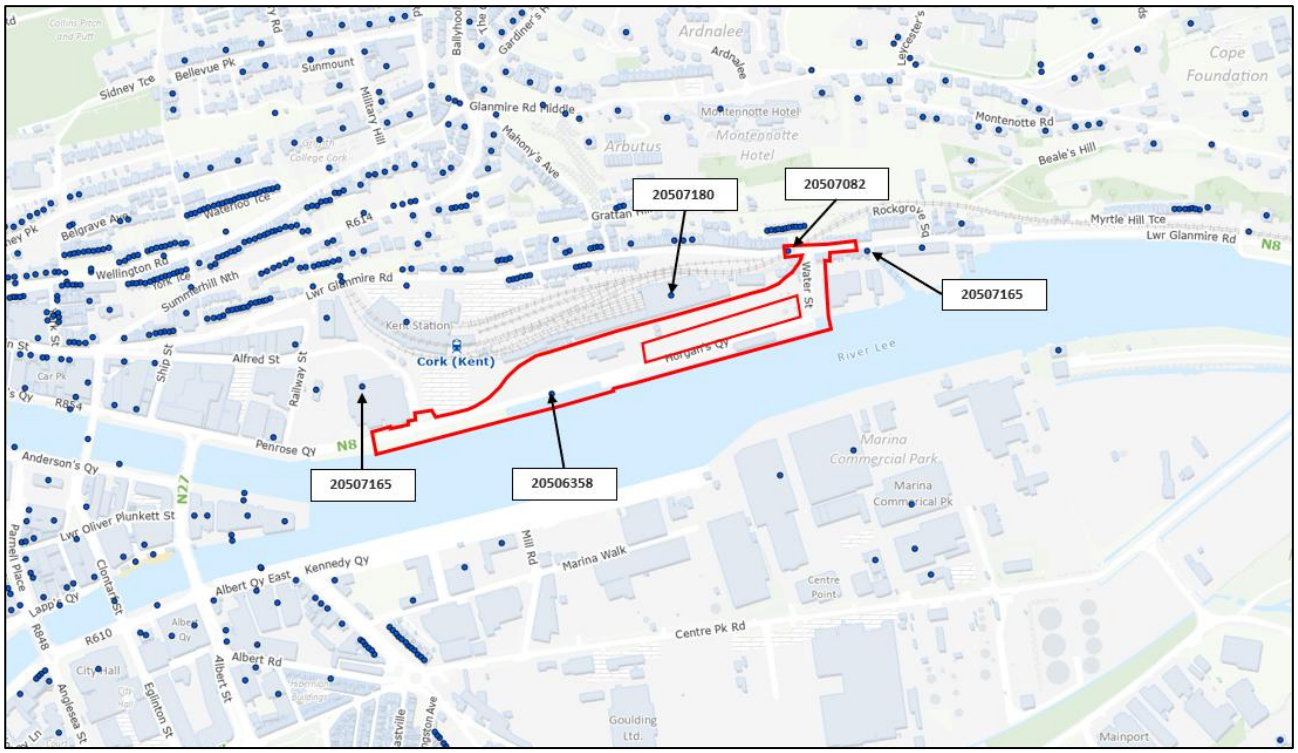

Figure 6.5: National Inventory of Architectural Heritage sites and Protected Structures in the vicinity of the proposed site; approximate site location indicated by the red outline (Source: NMS, 2025)

The NMS maps also shows that there are eight sites on the Sites and Monuments Records within 500m of the site. The closest feature (CO074-117----) is located approximately 97.2m northwest of the site. See Figure 6.6 for locations of nearby Sites and Monuments Records and Table 6.3 for information regarding these sites.

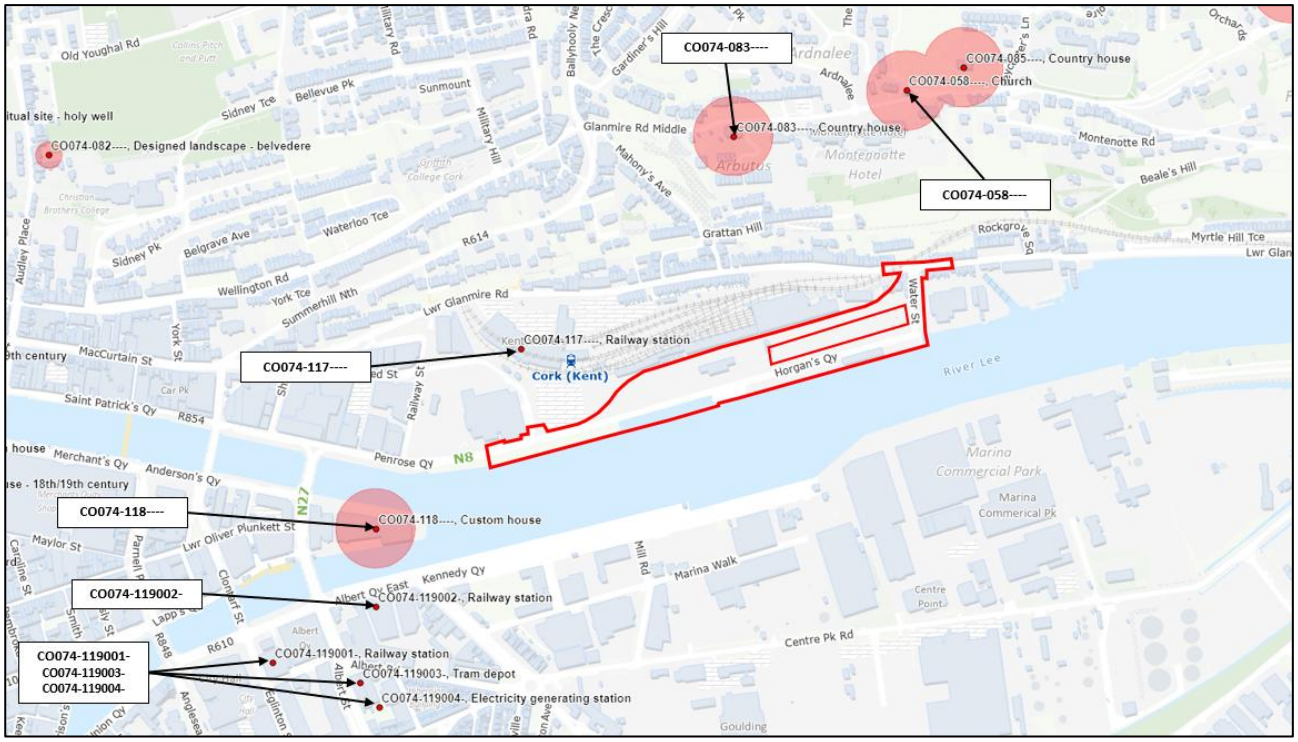

Figure 6.6: Sites and Monuments Records in the Vicinity of the Proposed Site; approximate site location indicated by the red outline (Source: Source: NMS, 2025)

Table 6.2: Summary of National Inventory of Architectural Heritage Sites and Record of Protected Structures Near the Site

NIAH Ref.	Name	Location	Description	Distance from site
20506358	quay/wharf	Horgan's Quay, Cork City, Cork.	Limestone quay running along north bank of river Lee, c. 1860, having set of limestone steps. With later concrete wharf extension.	0m within site boundary
20507082	Bridge	Lower Glanmire Road, Cork City, Cork	Single span iron truss railway bridge, c. 1895, with rusticated limestone support.	0m within site boundary
20507180	Locomotive shed	Water Street, Cork City, Cork	Detached railway engine shed, c. 1880, consisting of single and double height spaces, possessing cut-stone entrances and various small single storey buildings around yard. Pitched roof with apex glazing. Saw tooth roof with corrugated asbestos sheeting. Buff coloured brick with arched grid construction; articulated by blind open arcading. Round headed windows to recessed arches. Double height openings to eastern gable. Within railway yard. Limestone and sandstone perimeter all with red brick dressing.	1m N
20506289	Store/ warehouse	Kent Railway Station	Nine-bay single-storey railway goods store, c. 1855, having squared limestone façade with cut limestone details; red brick to some of the arches; extended, c. 1950.	1m NW
20507165	House	11 Lower Glanmire Road, Cork City, Cork	Terraced two-bay two-storey house with dormer attic, c. 1830. Pitched roof with rooflight and flat roofed dormer. Painted render finish. Retaining eight over eight, six over six without horns; three over three timber sash windows to dormer. Round-headed door opening with timber door case, segmental fanlight and timber panelled entrance door. Small area with cast-iron railing to front, annexe and enclosed area to rear.	62.5m E

Table 6.3: Summary of Sites and Monuments Records Near the Site

NIAH Ref.	Name	Location – Townland	Description	Distance from site
CO074-117----	Railway Station	Ballinamought West / Montenotte	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	100.6m N
CO074-118----	Custom House	Cork City	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	234m SW
CO074-058----	Church	Ballinamought West / Montenotte	On high ground overlooking Lee river, on N side of Glanmire road, above former docks. Known as sailor's church; its tithes were at one time appropriated to leper hospital of 'Glenmaggyr' (Glanmire?) and 'its burial ground continued in use long after the church itself had fallen into	258.1m N

NIAH Ref.	Name	Location – Townland	Description	Distance from site
			decay' (Bolster 1972, 301). Not marked on 1842 and 1902 OS 6-inch map; 'site of' on 1950 map now part of entry to 19th century house. According to Whyte (1986, 19), 'the only remaining relic is a small circular mound of stones' on the W boundary of garden, c. 100m to N; 'overgrown. believed to be part of the chancel of the early church.' No structural remains visible.	
CO074-119002	Railway Station	Cork City	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	264.1m SW
CO074-083----	Country House	Ballinamought West / Montenotte	Late 18th century 2-storey L-shaped house, named Arbutus Lodge on 1842 OS 6-inch map, extensively modified in mid-late 19th century. Entrance front (W) of 3 bays, now of mid-19th century appearance; at ground floor level 3-bay bows flank pillared entrance porch; roof of main block hipped, with modillion cornice (Bence-Jones 1978, 7). Stairway addition to NE; late 19th century ballroom added to E. Interior with 18th century plasterwork. Recent additions to E incorporate former outbuildings, also 2-storey former lodge of neighbouring Trafalgar House. Now an hotel.	301.1m NW
CO074-085----	Country House	Ballinamought West / Montenotte	Rectangular early-mid 18th century house, 2-storey over basement, probably built c. 1716-24 by Elias Voster, a Dutchman settled in Cork, with alterations carried out in 1860s (Meagher forthcoming). Entrance front (N) of 5 bays; central 1-bay breakfront with wide 25-light sash window over fanlight door with coupled engaged Doric columns (Bence-Jones 1978, 28). View front (S) has central 2-bay bow. House 2 bays deep, with round-headed stairway window on E elevation. Roof hipped with Victorian dormers; 18th century staircase and plasterwork in interior. Blocked-up alcove in retaining wall of garden on Middle Glanmire Road marks remains of formerly extensive ornamental waterworks; possible site of St. Brandon's church (CO074-058---) in W side of garden.	301.7m NE
CO074-119003	Tram Depot	Cork City	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	393.5m SW
CO074-119004	Electricity generating station	Cork City	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	417m SW
CO074-119001	Railway Station	Cork City	The Archaeological Survey of Ireland (ASI) is in the process of providing information on all monuments on The Historic Environment Viewer (HEV). Currently the information for this record has not been uploaded.	450.3m SW

ZoN: Zone of Notification

All information taken from the Ordnance Survey Ireland website

7 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

The likely effects on the environment of the proposed development in relation to specified criteria described in Section 5 are assessed below with reference to the individual disciplines in the following sections.

7.1 MAGNITUDE AND SPATIAL EXTENT OF IMPACT

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 as a result of this development.

7.2 THE NATURE OF THE IMPACT

7.2.1 POPULATION AND HUMAN HEALTH

Given that there is likely to be some level of contamination associated with the historic use of the site by Irish Rail, it is not anticipated that there will be any significant, negative effects from the Proposed Development to human health during the construction phase.

During operational phase, the Proposed Development will provide a new roadway and public amenity space, which will serve as a new transport link for the residential areas on the east side of Cork City centre.

7.2.2 WATER

Potential water quality impacts from the proposed construction of the road and amenity space include increased siltation and turbidity to surface runoff as well as pollution from surface runoff and infiltration to groundwater due to accidental spillages of oils or fuels from machinery, concrete/cement, paint, etc. during the construction phase. As there is a surface water body is located immediately south of the site boundary, the primary risks of impact are associated with surface water runoff directly into the River Lee, infiltration to groundwater and discharge to the local storm sewer network. During the construction phase it is anticipated the implementation of industry best practice pollution prevention measures, and the production and implementations of a CEMP will reduce the potential for a pollution incident in the area and reduce the risk of accidents from polluting substances entering surface water and groundwater. Due to the small scale and short

duration of the proposed construction phase, impacts are predicted to be unlikely and not significant subject to implementation of mitigation measures.

The operational phase is not likely to contribute to additional surface water discharge significantly above existing volumes as the drainage for the project has been designed in accordance with Uisce Eireann, Code of Practice for Wastewater Infrastructure. The Sustainable Drainage, or SuDS, will be put in place to manage rainfall so that it flows in a natural, slow drainage process and filters the run-off Therefore, impacts to designated sites due to surface water runoff and groundwater recharge during the operations phase are predicted to be unlikely and not significant.

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 relevant stakeholders. At no point will water be abstracted from rivers, streams, lakes, or reservoirs.

7.2.3 LAND AND SOILS

There may be some potential impacts to land and soils as a result of excavation during the construction phase; however, these are not anticipated to be significant. The project will be designed to balance cut/fill where possible, thereby minimising the generation of waste soils.

The risk of potential negative effects occurring during the construction phase of the Proposed Development can arise from activities such as weathering and erosion of the surface soils, increased silt levels or pollutants from the construction processes, accidental spills and impacted runoff. However, best practice standards, environmental guidelines, and mitigation measures will be defined in the CEMP and adhered to in order to avoid impacts on soil quality. As a result, no significant negative effects on land and soils are predicted during the construction and operational phases of the Proposed Development.

It is widely known that there is contamination associated with the historic use of the Irish Rail Lower Yard area due to historical industrial land use and fuel storage. Assuming that this will be remediated in advance of development, there will be no impact from contaminated material.

7.2.4 AIR QUALITY AND CLIMATE

The main air quality impacts will be associated with dust generation during site preparation and construction works including earthworks, construction activities, and the transfer of dust-making materials from the site onto the local road network.

The implementation of appropriate mitigation measures and best management practices in accordance with the CEMP will minimise the generation of dust during the construction phase. Dust is unlikely to result in a significant effect on the environment subject to implementation of mitigation measures.

Climatic impacts are expected to include minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment; however, a significant effect is not considered likely given the scale and size of the Proposed Development.

During the operational phase, the Proposed Development will have minor of emissions to the air as there will be vehicles using the roadway as a transport link into the city centre from the docklands. These however are consistent with the existing road that is being replaced as part of this development.

7.2.5 NOISE AND VIBRATION

The construction phase of the Proposed Development has the potential to increase noise levels at noise sensitive locations surrounding the Proposed Development site. Impact from the construction phase will depend on the number and type of equipment employed during the works. There is potential for ground vibration due to the construction phase works which will mainly be derived from groundworks associated with the creation of the building and the car park.

In Ireland, noise limits for construction activities are generally controlled by local authorities and commonly refer to limiting working hours to prevent a noise nuisance. Works will be undertaken in accordance with industry best practice, including the National Roads Authority's (NRAs) 'Guidelines for the Treatment of Noise and Vibration in National Road Schemes' (NRA, 2004) and the World Health Organisation's (WHOs) 'Community Noise Guidelines' (Berglund et al., 2003), and the site-specific CEMP.

There will be minor noise and vibration effects during the construction phase to the nearby residences and commercial areas. However, there will be no significant noise and vibration effects during the operations phase other than traffic related noise associated with the use of the development. Due to the distance to the nearest designated sites, impacts are predicted to be unlikely, temporary, and imperceptible during the construction phase with no impacts during the operational phase.

7.2.6 CULTURAL HERITAGE

The historic maps showed that the study area has been used for industrial and transport, since the 18th century. Given the distance to the nearest historical sites and archaeological heritage, impacts are predicted to be unlikely, temporary, and imperceptible during the construction phase with no impacts during the operational phase.

7.2.7 BIODIVERSITY

An EcIA and AA have been carried out for the Proposed Development (OCSC, 2025) and should be read in conjunction with this report. Both concluded that there will be no direct impacts on designated sites as a result of the project. Localised loss of habitat was of minor adverse significance. Due to the small scale and short duration of the proposed construction works, the nature of the site operations, the distance to the nearby designated site Cork Harbour SPA, impact to the designated site is predicted to be unlikely and not significant.

An Ecological Impact Assessment (EcIA) Report including a detailed survey of the proposed work area has been undertaken and includes recommended mitigation measures. Further information on the mitigation measures can be found in the EcIA report.

7.2.8 LANDSCAPE

The Proposed Development will comprise of the construction of a new road and public amenity space in Cork North Docklands. In terms of landscape designations, the Proposed Development site and surrounding environs have five different Land Use Zoning categories within the Landscape Category Map as contained within the Cork City Development Plan 2022-2028. The Land Use Zoning categories within the site boundary are; ZO 02 New Residential Neighbourhoods, ZO 15 Public Open Space, ZO 14 Public Infrastructure and utilities, ZO 04 Mixed Use Development and ZO 18 Quayside Amenity Area. The Proposed Development is unlikely to adversely alter the established landscape character of this area.

Permanent, localised landscape and visual effects will arise as a result of construction phase, which will involve the clearing of existing features within the site location, the construction of the road and public amenity space, and upgrades to the existing infrastructure which include footpaths, traffic islands, lights, and associated signage. Following completion of construction works, changes to the local environment will be clearly recognisable. However, due to the overall extent and scale of the Proposed Development and the urbanising nature of the surrounding area, the development will not significantly alter the existing landscape character and rather enhance the overall public realm.

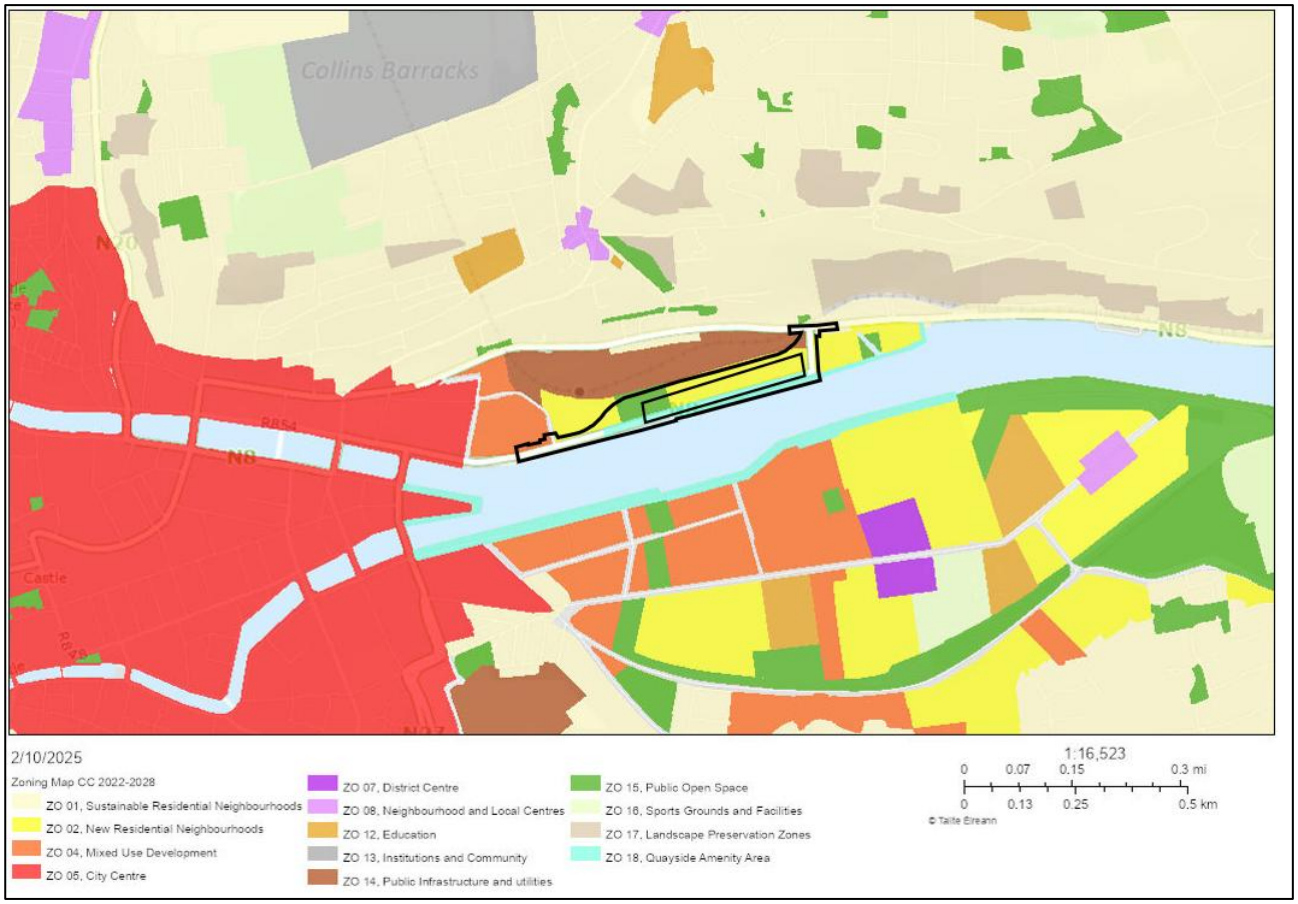

Figure 7.1: Landscape Zoning Map, approximate site location indicated by the black outline (Source: CCDP, 2025).

7.2.9 MATERIAL ASSETS

Waste

As outlined in Section 5.5, it is not envisaged that there will be a need to remove large quantities of excavated material from within the Proposed Development site boundary. Other wastes generated during the construction phase will be consistent with similar projects. Industry best practice pollution prevention measures will be implemented during construction along with the project Construction and Demolition Waste Management Plan (CDWMP). Any waste produced as part of the project will be dealt with in a sustainable manner and in accordance with Waste Regulations.

There will be no waste generated during the operational phase.

Traffic and Transport

The surrounding roads include the N8 Lower Glanmire Road, Alfred Street, and Horgan's Quay Road. The transport assessment examined the traffic and transportation system in the vicinity of the Proposed Development and examined and assessed potential impacts associated with the construction and operation of the Proposed Development in relation to traffic. A new roadway link is being constructed for the Proposed

Development and the road network can satisfactorily accommodate the increase in traffic associated with both the construction and operational phases of the Proposed Development.

7.3 THE TRANSBOUNDARY NATURE OF THE IMPACT

Due to the scale and nature of the works and the site location, transboundary impacts are extremely unlikely.

7.4 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.

7.5 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.

7.6 EXPECTED ONSET, DURATION, FREQUENCY AND REVERSIBILITY OF THE IMPACT

Predicted local impacts, including those from noise, dust, and traffic, will occur concurrently with the construction phase (12 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.

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.

7.7 THE POSSIBILITY OF EFFECTIVELY REDUCING THE IMPACT

The 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.

7.8 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.

8 CONCLUSION

This EIA screening process has considered potential effects which may arise during the construction and operation phases as a result of the implementation of the project. Based on the duration, nature, and scale of the proposed construction of the new road and public amenity space at Cork North Docklands, it is considered that the overall impact on the receiving environment will be minimal, temporary, and not significant subject to implementation of all mitigation measures detailed in the CEMP. In addition, an AA Screening Report prepared by OCSC concluded that the proposed project is not likely to give rise to adverse effects on any designated European sites, alone or in combination with other plans or projects.

Based on this assessment, the preparation of an EIA is not required for the Proposed Development. However, the final determination with regard to the need for an EIA will be undertaken by the competent authority.

Please refer to the completed Screening Checklist identified in the European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017) and included in Appendix A.

9 VERIFICATION

This report was compiled by Aideen O'Rourke, BSc, AMIEnvSc, Environmental Consultant; reviewed by Glenda Barry, BSc, MSc, PGeo, EurGeol, Associate Consultant; and approved by Eleanor Burke, BSc, MSc, DAS, MIEnvSc, CSci, OCSC Director (Environmental).

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Appendix A Screening Checklist

EIA Screening Checklist

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that 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 the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are 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 the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to 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 the releasing of light, heat	Yes – During construction and operational phases.	No – with appropriate mitigation measures in place, no significant effects are anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
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 that 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.
9. Will the Project result in environmentally related 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 that should be considered such as consequential development which could lead to environmental impacts 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 that are important or sensitive for reasons of their ecology, e.g. wetlands, watercourses, or other waterbodies, the coastal zone, mountains,	Yes - the Proposed Development is located beside the River Lee Estuary.	No – with appropriate mitigation measures in place, no significant effects are anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
forests, or woodlands, that could be affected by the Project?		
13. Are there any areas on or around the location that 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 EcIA	See AA Screening and EcIA
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 in 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 that 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 in which 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

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
		the Proposed Development will fit into the 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 that 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 within 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, that 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 within or around the location that could be affected by the Project?	No	N/A
23. Are there areas within or around the location, which are densely populated or built-up, that 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 within or around the location which are occupied by sensitive land uses, e.g.	No - the Proposed Development is not located near any occupied sensitive land uses.	No – Significant effects are not anticipated.

Questions to be Considered	Yes / No /? Briefly describe.	Is this likely to result in a significant impact? Yes/No? – Why?
hospitals, schools, places of worship, community facilities, that could be affected by the Project?		
25. Are there any areas within or around the location which contain important, high quality or scarce resources, e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that 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 within or around the location which are already subject to pollution or environmental damage, e.g. where existing legal environmental standards are exceeded, that 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.
Summary of features of Project and of its location indicating the need for EIA: See Section 2.3.		

EU (2017), *Preparation of guidance documents for the implementation of EIA Directive*

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