

National Mobility Hubs Pilot – Cork City Council

Environmental Impact Assessment Screening Report

National Transport Authority and Cork City Council

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Quality information

| Prepared by | Checked by | Verified by | Approved by |
|-----------------------------------------------|--------------------------------------------|------------------------------------|-----------------------------------|
| Kaitlyn McNicholl Environmental Consultant | Katie Thompson Environmental Consultant | John Halsall Associate Director | George Lunt Technical Director |

Revision History

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| 0 | 16/03/26 | For Issue | GL | George Lunt | Technical Director |
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Prepared for:

National Transport Authority & Cork City Council

Prepared by:

AECOM Ireland Limited
4th Floor
One Burlington Plaza
Burlington Road
Dublin 4
D04 RH96
Ireland

T: +353-1-696-6220
aecom.com

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Executive Summary

Based on the small scale of the proposed works, their location either within existing hardstanding areas with minimal vegetation loss required, and the screening assessment showing no likely significant environmental effects—particularly given the low risk of pollution, limited resource use, and temporary construction impacts (which will be addressed via mitigation measures by the Contractors Construction Environmental Management Plan (CEMP), the Proposed Development does not require an Environmental Impact Assessment Report (EIAR).

1 Introduction

1.1 National Mobility Hubs Pilot Overview

The Department of Transport (DoT) and the National Transport Authority (NTA) are working with five local authorities (Carlow, Cork, Dún Laoghaire-Rathdown (DLR), Louth and Sligo) to deliver the National Mobility Hubs Pilot (NMHP). Each site has been strategically selected to ensure accessibility, visibility, and integration with existing transport networks, while minimising environmental and infrastructural impacts.

The pilot aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland. The Mobility Hub Sites will deliver convenient access to shared mobility services including e-bikes, e-scooters, EV car sharing, and e-cargo bikes. The Mobility Hub Sites will be positioned within easy walking distance of where people live and work, as the project supports short urban trips, first/last mile connectivity and aims to reduce the dependency on private car ownership. The approximately 270 Mobility Hub Sites will be located across five candidate areas in Ireland: Carlow, Cork, Dún Laoghaire-Rathdown, Dundalk and Sligo, as shown in Figure 1.1.



Figure 1-1: Mobility Hub Network Map

The Proposed Development is located in Cork city representing one of the pilot locations selected to test the effectiveness of Mobility Hubs in distinct urban context. There are a total of 12 mobility hub sites throughout Cork City, with six of these located on council-owned land and included in this application (Phase 1). Each site has been carefully selected to ensure accessibility, visibility, and seamless integration with existing transport networks, while also minimizing environmental and infrastructural impacts. Additionally, there are six private sites distributed across the city which will advance through planning in a separate Part 8 (Phase 2). The phased approach for the NMHP in Cork City is due to ongoing development and agreement on design details for the sites proposed on private land with the respective landowners.

1.2 NMHP Objectives

The following objectives have been set for the pilot:

- 1 By 2030, contribute to the goals of the Climate Action Plan by increasing active travel journeys and decreasing private car journeys, targeting reduced CO2 emissions within the NMHP areas.
- 2 By 2030, increase the number of trips accessing education, healthcare, community, retail and leisure sites by sustainable modes within the NMHP areas.
- 3 By 2030, contribute to improved health and wellbeing by increasing physical activity within the NMHP areas.
- 4 By 2030, foster the development of more liveable, accessible neighbourhoods and enhance urban vitality and densification within NMHP areas by reducing car use and reallocating space to improve connectivity for sustainable travel modes.
- 5 On completion of the NMHP in 2030, report real-life, on the ground learnings of the pilot to inform the future delivery and roll-out of mobility hubs across Ireland.

1.3 Purpose of this Report

This Environmental Impact Assessment (EIA) Screening Report, to help inform the EIA Screening Determination, has been prepared by AECOM Ireland Limited (AECOM), on behalf of the National Transport Authority (hereafter referred to as the 'Applicant' or 'NTA') for the delivery of the NHMP located in the administrative area of Cork City Council (CCC).

This Screening report, to help inform the EIA Screening Determination, aims to establish whether the Proposed Development necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and considers the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

This report contains:

- a) A plan sufficient to identify the land;
- b) A description of the Proposed Development, including in particular:
 - i. A description of the physical characteristics of the Proposed Development and, where relevant, of demolition works;
 - ii. A description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- c) A description of the aspects of the environment likely to be significantly affected by the Proposed Development;
- d) To the extent the information is available, a description of any likely significant effects of the Proposed Development on the environment resulting from:
 - i. The expected residues and emissions and the production of waste, where relevant; and
 - ii. The use of natural resources, in particular soil, land, water, and biodiversity.
- e) Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development, or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

1.4 Qualifications and Experience

This report has been prepared by an AECOM EIA Consultant who supports the delivery of a diverse range of projects throughout Ireland.

This report has been reviewed by an AECOM Environmental Consultant with 4 years of experience, including the preparation of EIARs in high-profile schemes within the water, transportation, commercial and energy sectors.

This report has been lead verified by a Technical Director with AECOM Ltd with over 25 years' experience in EIA related infrastructure, rail, highways, residential, water and energy and power. They are a chartered environmental practitioner and full member of Institute of Sustainability and Environmental Professionals (ISEP).

2 Legislation and Guidance

2.1 Legislation

EIA requirements derive from Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment as amended by Council Directive 97/11/EC of 3 March 1997, Directive 2003/35/EC of 26 May 2003 and Directive 2009/31/EC of 23 April 2009, which were codified in Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU was subsequently amended by Directive 2014/52/EU of the European Parliament and the Council of 16 April 2014. Together these comprise the EIA Directive.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether a full EIA is required.

Under the Planning and Development Regulations 2001 (as amended), EIA development fall into two Schedules. EIA is mandatory for developments listed within Schedule 5, Part 1, while Schedule 5, Part 2 developments require EIA if they are a development of a type set out in Part 2 of Schedule 5 which equal or exceed, a limit specified within Schedule 5 Part 2 in respect of the relevant class of development.

Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). A list of the relevant information to be provided by an applicant or development for the purposes of sub-threshold EIA Screening is presented in Schedule 7A of the Regulations.

Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive in line with the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amended) Regulations 2019. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when identifying any potential likely significant environmental effects of a project.

2.2 Relevant Guidance

This report is cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA), '*Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*' (EPA, 2022);
- Office of the Planning Regulator (OPR) (2021), '*OPR Practice Note PN02 Environmental Impact Assessment Screening*';
- Department of Housing, Local Government and Heritage (DHLGH) (2020), '*Guidance for Consent Authorities Regarding Sub-threshold Development*';
- DHLGH (2018), '*Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment*'; and
- European Commission (EC) (2017), '*Environmental Impact Assessment of Projects: Guidance on Screening*'.
- NTA (2023), '*Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA*'.

3 Methodology

There are three key steps when carrying out an EIA Screening for a proposed development, as follows:

- **Step 1** is to determine if the proposed works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out in Annex I and II of the Directive, Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) where applicable.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in the Planning and Development Regulations 2001 (as amended) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant environmental effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes “significant” in terms of environmental effects. The responsibility is on the Planning Authorities to carefully examine every aspect of the development in the context of characterisation of the development, location of the development and type and characteristics of potential effects. It is generally not necessary to provide specialist studies or technical reports to complete the EIA screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

4 Site

4.1 Site Location

The Proposed Development has a total area of approximately 0.15 (ha) and is located in Cork, under the administrative area of CCC. In this Phase 1 EIA Screening, there are six council owned sites in CCC, each site has been strategically selected to ensure accessibility, visibility, and integration with existing transport networks, while minimising environmental and infrastructural impacts.

4.2 Site Description and Surroundings

There are several types of sites within the Proposed Development, these are determined by the type of land they are on. These include: on existing grass verges, on existing greenspace, in existing parking bays, within the road boundary, in existing car parks and on footpaths or buildouts. The location and context of the surrounding environs of the Proposed Development sites are illustrated in Figure 4-1.

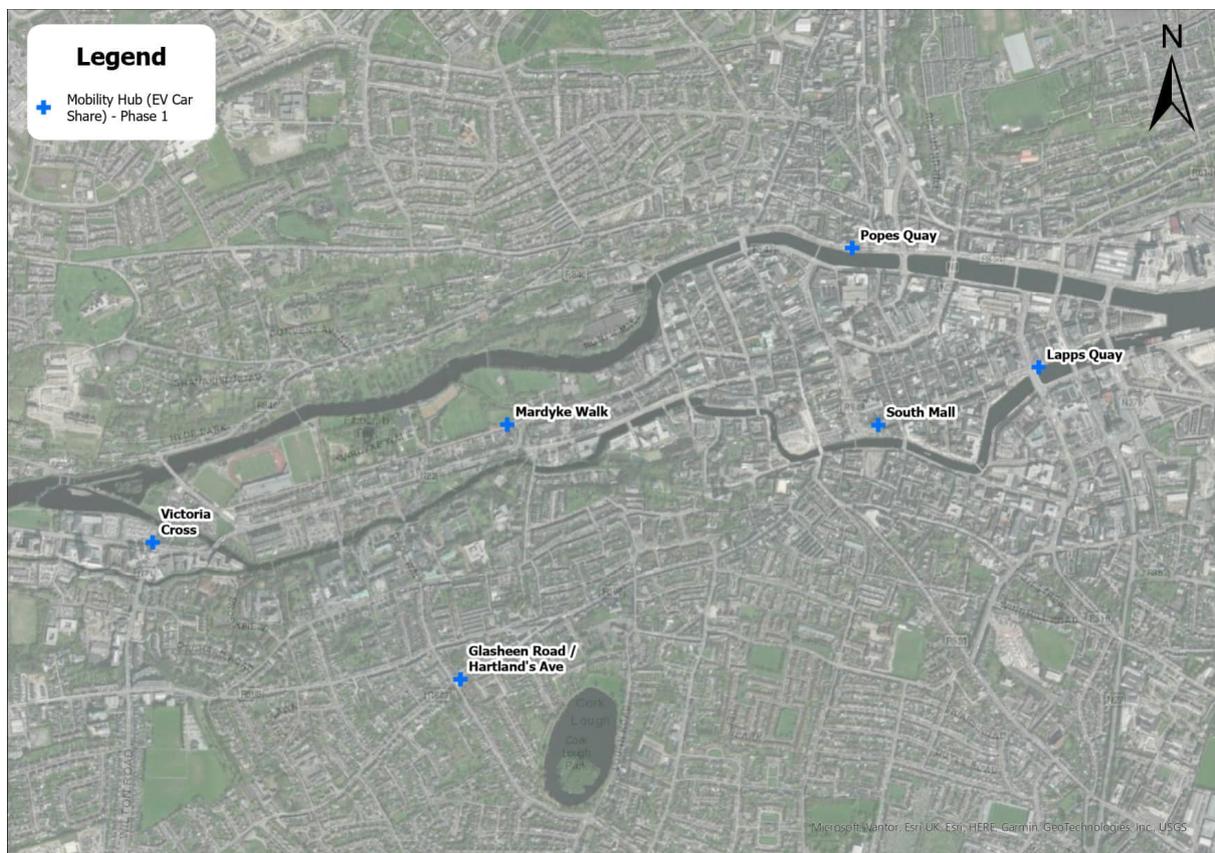


Figure 4-1: CCC Mobility Hub Locations

5 Proposed Development – CCC Mobility Hubs

5.1 Overview

The Mobility Hub Sites will be constructed from conventional street furniture “components”. All six Mobility Hub Sites propose EV car bays, which would include some or all of the infrastructure noted above with the following additional works:

- Road markings to demarcate the Mobility Hub Sites.
- Installation of information poles and relocation of existing traffic signs.
- Provision of dropped kerbs, where required.
- Earthworks, where required.
- Additional drainage channel in only few locations.
- Proposed footpath/ traffic islands.
- Installation of 1 to 2 No. EV charger (max 2 x 22kw).
- Installation of a mini pillar.
- Associated ducting and utilities.

The artist’s impression in Figure 5-1 below presents a typical layout of a mobility hub with EVs



Figure 5-1: Artist's Impression of a typical mobility hub layout

Across the region there 12 22kW EV charging stations, along with the proposed ancillary works.

Existing trees and vegetation within the sites are retained wherever possible, with no removal of trees anticipated as part of the works.

The Proposed Development has been designed in line with the National Transport Authorities “Cycle Design Manual” (CDM) 2023 and the Department of Transport’s ZEV Universal Design guidance for Electric Vehicle Charging Infrastructure.

5.2 Individual Site Description

A matrix has been produced detailing the infrastructure proposed and any ancillary works for each individual site within the Proposed Development for the Cork Mobility Hub Network. This matrix is shown in Appendix A of this report.

Preliminary Designs for each site are included in Appendix B of this report. All layouts and details are indicative and may be subject to change during the detailed design phase. Unless any future design alterations are considered significant, no further screening is anticipated.

5.3 Drainage

Existing gullies at each site will be retained. Minimal changes to the existing drainage network are anticipated. Most sites within the Proposed Development maintain the existing drainage arrangement. Where pavement is proposed on existing grass verge a desirable 2% crossfall is proposed to maintain existing drainage patterns. Further detail on drainage design will be developed during detailed design.

5.4 Utilities

Disruption of services, such as electricity outages or water supply interruptions, is not anticipated during construction works. Contractors will conduct utility surveys prior to commencing works to identify any local services. In the unlikely event that disruptions become necessary, these will be temporary, with local residents and businesses notified well in advance.

Where an EV charging station and mini pillar are proposed, associated ducting to connect the mini pillar to the charging station and to the power supply will be required. The exact location and length of this ducting is currently unknown and is subject to liaison with ESB during the next phase of design.

5.5 Construction Phase

Construction phase activities include, amongst others, trimming of overhanging vegetation, removal of road marking, provision of information poles, kerbs and footways, pavement, road markings, bollards, and other elements of the road network, construction activities include installation of an EV charging station, mini pillar and associated ducting.

The duration of the construction phase is currently uncertain; however, given the type of works proposed, it is anticipated to be short in duration (e.g., less than two months). The assumption is that the contractor would be able to construct several sites in close proximity concurrently. It is likely that construction will be phased geographically within the Local Authority.

A key mechanism for managing potential noise and vibration impacts during the construction phase will be through adherence to site working hours as agreed with CCC, which are anticipated to be:

- 07:00 – 19:00 Monday to Friday;
- 08:00 – 14:00 Saturday; and
- No works to take place on Sundays or bank holidays.

Where especially noisy works are to take place, the appointed contractor (hereafter referred to as the ‘Contractor’) will contact CCC and local residents who may be affected by noise and vibration to inform them of the intended location and the duration of the works.

The construction works will be undertaken in accordance with safeguards included in a CEMP which will ensure that construction is undertaken in line with industry best practices. The CEMP will set out a range of measures to

avoid and mitigate potential adverse environmental effects associated with the construction phase of the Proposed Development. Such measures will be in accordance with relevant standards and specifications, as well as best practice pollution prevention guidance and monitoring techniques. The CEMP will include measures such as controls over the routing of construction vehicles, construction noise levels, drainage, and the handling and disposal of potentially contaminated soil and materials. The Contractor will be responsible for preparing, implementing, and reviewing the CEMP throughout the construction phase of the Proposed Development.

Waste and materials management during the construction phase will be managed in accordance with a Resource and Waste Management Plan (RWMP), which will form part of the CEMP. The RWMP will include consideration of opportunities to design out waste and improve materials efficiency, with efforts made to maximise on-site reuse and off-site recycling and recovery of any waste construction material generated. The Contractor will be responsible for preparing, implementing, and reviewing the RWMP through the construction phase, including the management of all suppliers and sub-contractors.

A Construction Traffic Management Plan (CTMP) will also be prepared as part of the Contractor's CEMP and agreed with CCC. The CTMP will adhere to relevant guidelines and requirements, such as the Department of Transport's 'Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Sign Roadworks' (2019) and Safety, Health & Welfare at Work legislation including the 2005 Act, the Safety, Health and Welfare (Construction) Regulations 2013, and any amendment to them (the Construction Regulations).

5.6 Operational Phase

The Proposed Development is a part of a national pilot which will run over a 4-5 year period. The pilot aims to accelerate the transition towards sustainable, shared, and integrated transport options across Ireland through the provision of e-bikes, e-scooters, and EV charging points positioned through the local authorities.

Throughout the operational lifetime of the Proposed Development, the operation and maintenance will be the responsibility of CCC and the service providers. The majority of the sites are on or next to public roads and therefore emergency service and maintenance vehicles should be able to access the facility.

The potential environmental effects associated with the Proposed Development's operational phase maintenance activities will be similar in nature, but smaller in scale and shorter in duration, as compared to those of the construction phase. As such, the environmental effects of the Proposed Development operational phase maintenance activities will be similar and are not considered separately herein.

The decommissioning phase is not considered as part of this EIA Screening Report as the Proposed Development is envisioned to become a permanent addition to the network. In the event of the decommissioning of the sites at the end of the trial period, impacts will be minor and similar to that of the construction phase.

6 EIA Screening

It is necessary to determine whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended) and the Roads Act 1993 (as amended).

6.1 Roads Act 1993 (as amended), Section 50

It is necessary to determine whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended) and the Roads Act 1993 (as amended).

Table 6.1: Screening Criteria under the Roads Act 1993 (as amended)

| Criteria | Comment | Is EIA Required on this Basis? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <i>S. 50.- (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:</i> | | |
| <i>(i) Construction of a motorway</i> | The Proposed Development does not include the construction of a motorway. | No |
| <i>(ii) Construction of a busway¹</i> | The Proposed Development does not include the construction of a busway. | No |
| <i>(iii) Construction of a service area</i> | The Proposed Development does not include the construction of a service area. | No |
| The prescribed types are given in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act 1993 (as amended) as: | | |
| <i>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</i> | The Proposed Development does not include 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. | No |
| <i>(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.</i> | The Proposed Development does not include the construction of a bridge or tunnel. | No |
| <i>S. 50. – (1) (b) to (d) require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.</i> | The potential for likely significant effects has been considered further under Section 6.4 of this report. | No |

6.2 Planning and Development Regulations 2001 (as amended)

The following elements should be considered in determining whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended):

- If the proposed development is of a type listed in Schedule 5, Part 1;
- If not, whether:
 - it is listed in Schedule 5, Part 2; and
 - any part of it is located within a sensitive area; or
 - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/or
 - it would be likely to have significant effects on the environment.

¹ "A busway means a public road or proposed public road specified to be a busway in a busway scheme approved by the Minister under section 49." Source: Roads Act 1993 (as amended), Part 4, 44(1).

6.2.1 Schedule 5, Part 1

EIA is mandatory for developments listed in Schedule 5, Part 1 of the EIA Regulations. Schedule 5, Part 1 developments are large scale developments for which significant environmental effects would be expected and comprise developments such as new airports and power stations.

The Proposed Development is not a type listed in Schedule 5, Part 1.

6.2.2 Schedule 5, Part 2

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) sets out specified limits for proposed developments for which an EIA culminating in the preparation of an EIAR is required, should a proposed development exceed the specified limits.

The screening of the Proposed Development against Part 2 of the Planning and Development Regulations 2001 (as amended) is contained in Table 6.2.

Table 6.2: Screening Against Relevant Threshold under Schedule 5, Part 2

| Criteria | Regulatory Reference | Comment | Is EIA Required on this Basis? |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|
| <i>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.)</i> | Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended). | The total area of the Proposed Development is approximately 0.15 hectares (ha). Each site within the development is defined by its own red line boundary, with the largest individual site covering a maximum area of 0.0337 ha. | No |
| <i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7</i> | Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended). | The potential for likely significant environmental effects has been considered in Section 6.4 of this report. | No, refer to Section 6.4 of this Report. |
| <i>Source: Planning and Development Regulations 2001 (as amended)</i> | | | |

As the Proposed Development is not a type of development identified in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001 (as amended), there is no automatic requirement under the EIA Directive for the Proposed Development to be subjected to EIA. Notwithstanding this, the Applicant is a responsible developer and is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7 of the Planning and Development Regulations 2001 (as amended).

As noted in Section 1.1, the current EIA Screening Report focuses on Phase 1 with future phases (Phase 2) to be assessed in a subsequent EIA Screening as more information becomes available. The cumulative impacts of the NMHP network in Cork including future phases, have been considered to the extent possible based on the available information. The Phase 2 EIA Screening report will consider the cumulative impacts of the network further once designs are developed for all sites.

It should be noted that both phases are functionally independent, with each phase capable of functioning on their own and does not require the entire overall project to be complete to allow them to function.

6.3 Selection Criteria for Screening Schedule 5 Development

Schedule 7 of the Planning and Development Regulations 2001 (as amended) sets out the selection criteria for screening Schedule 5 developments. These relate to specific matters, including the characteristics of the development; the location of the development; and the characteristics of the potential environmental impact. These factors need to be taken into account as part of the EIA screening process and are set out below.

6.3.1 Characteristics of Proposed Development

The characteristics of developments must be considered, with regard to:

- a) The size and design of the whole development;
- b) Cumulation with other existing development and/or approved development;
- c) The nature of any associated demolition works;
- d) The use of natural resources, in particular land, soil, water and biodiversity;
- e) The production of waste;
- f) Pollution and nuisances;
- g) The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- h) The risks to human health.

6.3.2 Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by developments must be considered, with particular regard to:

- a) The existing and approved land use;
- b) The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c) The absorption capacity of the natural environment, paying particular attention to the following areas:
 - i. wetlands, riparian areas, river mouths;
 - ii. coastal zones and the marine environment;
 - iii. mountain and forest areas;
 - iv. nature reserves and parks;
 - v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
 - vi. 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 development, or in which it is considered that there is such a failure;
 - vii. densely populated areas; and
 - viii. landscapes and sites of historical, cultural or archaeological significance.

6.3.3 Types and Characteristics of Potential Impacts

The likely significant effects on the environment of a proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development on the factors specified in paragraph (b)(i)(l) to

(V) of the definition of 'environmental impact assessment report' in section 171A of the Planning and Development Act 2000 (as amended), take into account:

- a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected);
- b) The nature of the impact;
- c) The transboundary nature of the impact;
- d) The intensity and complexity of the impact;
- e) The probability of the impact;
- f) The expected onset, duration, frequency and reversibility of the impact;
- g) The cumulation of the impact with the impact of other existing and/ or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/ or development the subject of any development consent for the purposes of the EIA Directive by or under any other enactment; and
- h) The possibility of effectively reducing the impact.

A review of the above criteria and requirements specifically addressing the six hubs are set out in Appendix D. The following section sets out a summary of the findings/conclusions of Appendix D for the Proposed Development.

6.4 Summary of Schedule 7 Criteria Table

6.4.1 Summary of Characteristics of the Proposed Development

Appendix D illustrates that, given the location of the Proposed Development, it will not constitute EIA development. Given the limited extent of the Hubs, in the context of the surrounding land uses, the limited likely use of natural resources, the low volume of waste likely to arise, the preparation of a CEMP, CTMP, and RWMP to mitigate the effects of construction activities, the Proposed Development is not likely to give rise to significant environmental effects during construction. Similarly, given the characteristics of the Proposed Development, its operation is not anticipated to give rise to significant environmental effects.

6.4.2 Summary of Location of the Proposed Development

Appendix D illustrates that, given the location of the Proposed Development, it does not constitute EIA development. The Hubs will be located on existing road curtilage, pavements and existing grassland, and will not be out of place with the approved land uses for the area. The land surrounding the immediate area consists of residential areas, mixed use and general community areas, as well as open space grassland. Given the existing use of land, there are limited natural resources in terms of soil, land and water that could be affected by the Proposed Development during the construction or operational phases. With suitable control measures in place (as relevant during construction or operation), significant environmental effects are not likely to occur. According to Appendix D, Site 64 is within a Sites and Monuments Record (SMR) Zone (also known as a Zone of Notification (ZoN)). For sites with trenching and extensive earthworks that are directly within a ZoN associated with a recorded archaeological site, the National Monument Service (NMS) acting on behalf of the Minister for the Department of Housing, Local Government and Heritage, must be notified of these works within the ZoN at least 2 months in advance of the proposed start date. The Project archaeologist, acting on behalf of the client, will ensure that all proposed excavation works are carried out under appropriate archaeological supervision minimising the potential risk to any archaeological features present by preparing a method statement for archaeological watching brief.

This method statement for archaeological watching brief will outline the required scope of works including details of required mitigation measures, along with the locations of where these mitigation measures are to be implemented.

Details of required mitigation measures will be incorporated into the CEMP – through this inclusion, the sites and their significance will be flagged to the principal contractor, who is obliged to implement suitable mitigation measures to prevent inadvertent impacts including appointing an experienced archaeological contractor prior to the commencement of the construction stage. The archaeological contractor will be responsible for obtaining the required license from the NMS and notifying the appropriate authorities prior to archaeological supervision commencing. As directed by Project Archaeologist, excavation works within the ZoN will be supervised by the appointed archaeologist and any recommendations for further work arising from this implemented as required in agreement with the NMS.

6.4.3 Summary of Types and Characteristics of Potential Impacts

Appendix D illustrates that, based on the assessment of types and characteristics of the potential impacts likely to arise due to the Proposed Development, it will not constitute EIA Development. With the implementation of the control measures included in the Contractor's CEMP, RWMP, CTMP, as well as appropriate Proposed Development design, significant environmental effects on the receiving environment resulting from the Proposed Development are unlikely to occur during its construction and operation. Should any impacts arise, they will be temporary and restricted to the Proposed Development site and a limited area in proximity to the site. During operation, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise and air emissions.

Appendix E includes the planning applications submitted to An Coimisiún Pleanála (ACP) and CCC. All planning applications submitted to CCC were inherently considered within the extensive design and site-selection work for each Mobility Hub Site location.

7 Conclusion

The prescribed classes of development and thresholds that trigger a full EIA 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, using the steps set out in Section 3 of this report.

The Proposed Development is not a type of development listed in Schedule 5, Part 1 and as the Proposed Development does not equal or exceed a development of a type listed in Part 2 of Schedule 5, an EIA culminating in the preparation of an EIAR is not required. In addition, the Proposed Development is not a type of development requiring a mandatory EIA under the Roads Act 1993 (as amended).

The Proposed Development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)), but does not meet or exceed the relevant threshold. The Proposed Development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended). No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

Based on the small scale of the proposed works, their location either within existing hardstanding areas or small grass verges with minimal vegetation loss required, and the screening assessment showing no likely significant environmental effects—particularly given the low risk of pollution, limited resource use, and temporary construction impacts (which will be addressed via mitigation measures by the Contractors CEMP), the Proposed Development does not require an EIAR.

A screening checklist is provided in Appendix C for the Proposed Development as a whole, referencing individual sites only where notable characteristics or sensitives occur.

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Appendix A Site Description Matrix

| Site ID (ACC) | Road name/ Hub name | Proposed Layout | Area m2 (Red Line) |
|---------------|-----------------------------------|-----------------|--------------------|
| 17 | Lapps Quay | EV Car Share | 337.5 |
| 22 | Victoria Cross | EV Car Share | 217.4 |
| 62 | Mardyke Walk | EV Car Share | 182.3 |
| 63 | South Mall | EV Car Share | 212.8 |
| 64 | Popes Quay | EV Car Share | 227.4 |
| 66 | Glasheen Road / Hartland's Avenue | EV Car Share | 161.7 |

Appendix B Drawings

Appendix C Screening Checklist

| Questions to be Considered | | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? 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 require minor breakout of existing road and kerb and will introduce minor changes such as an information pole and E-Scooter and E-Bike stands. Some locations have also got EV car charging stations which may involve more earthworks to occur. | No - taking into consideration the size, type and location of the Proposed Development, no likely 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 – the Proposed Development would likely require materials such as concrete, stone, and asphalt. It is presumed a water supply will be required during construction as well. During operation, materials will be needed during maintenance only such as paint to re-fill car parking spaces. | No – given the size and type of the Proposed Development, large amounts of natural resources are not anticipated to be required. |
| 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 – substances such as concrete, paint for road markings, oil, petrol, diesel, etc., will be required, mostly during the construction phase. During operation, materials will be needed during maintenance only such as paint to re-fill car parking spaces. | No – the Contractor will produce a CEMP for the Proposed Development which will include mitigation measures for the storage of chemicals and materials which have the potential to cause harm to human health and/ or the environment. |
| 4 | Will the Project produce solid wastes during construction, operation, or decommissioning? | Yes – most waste generated by the Proposed Development will result from the Construction Phase and maintenance works during the operational phase. | No – given the scale and type of Proposed Development, large quantities of waste are not anticipated to be produced. In addition, a RWMP will be produced by the Contractor for the Proposed Development and waste will be removed from the site by a licenced haulier to a licenced waste facility. |
| 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)? | Yes – the construction phase would produce limited air pollutants, such as GHG emissions from construction machinery and dust. During operation, the Proposed Development will help reduce GHG emissions as the Hubs encourage a modal shift from private vehicles to active travel. | No – given the scale and type of Proposed Development, air emissions from construction works and machinery will not be significant. |
| 6 | Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation? | Yes - there is potential for noise and vibration to occur during the construction phase. No lighting is proposed for any of the Proposed Development Sites however, some will retain existing lighting columns. | No - potential noise and vibration effects will be temporary in nature and limited to the construction phase. In addition, appropriate mitigation measures will be in place as part of the Contractor's CEMP to avoid or reduce noise and vibration effects on sensitive receptors. The retention of the existing light columns is also unlikely to result in significant effects. |
| 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 the construction phase. | No – with appropriate mitigation measures in place as part of the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on sensitive receptors 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 the construction phase. | No – the Contractor's CEMP and CTMP will include measures to avoid or reduce the risk of accidents during the construction phase. |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9 <i>Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?</i> | Yes – the Proposed Development aims to promote the use of public transport by improving the available services in the area. | No – the Proposed Development will not result in significant social changes. |
| 10 <i>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?</i> | Yes – there is potential for cumulative impacts between the Proposed Development and projects listed in Criteria (b) of Table 6-3 of Appendix D of this report, such as short-term impacts from noise, road traffic and dust. | No – cumulative impacts with these projects would be managed and minimised through the implementation of individual CEMPs and appropriate control measures. |
| 11 <i>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?</i> | Yes – the Proposed Development is not within a High Scenic Value Landscape or Scenic Route. In addition, the closest European site is South Dublin Bay and River Tolka Estuary SPA. Some of sites are also located within an Architectural Conservation Area. | No - impacts associated with construction works will be short-term and reversible upon completion of the works. The risk of pollution events that could impact Cork Harbour will be managed through the implementation of the Contractor's CEMP. Changes introduced into the landscape by the Proposed Development are unlikely to result in significant impacts given the size and type of the proposed structures. |
| 12 <i>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, forests or woodlands, that could be affected by the Project?</i> | Yes – refer to response to Question 11. | No – refer to response to Question 11. |
| 13 <i>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?</i> | Yes – refer to response to Question 11. | No - refer to response to Question 11. |
| 14 <i>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?</i> | No – the nearest coastal zone and marine environment is Dublin Bay located approximately 1km away from the closest site. | No - refer to response to Question 11. |
| 15 <i>Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?</i> | No – refer to response to Question 11. | No – refer to response to Question 11. |
| 16 <i>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?</i> | Yes – the majority of Sites have a footpath immediately adjacent to the site. | No – access to this route will not be impacted by the Proposed Development. A CTMP will be prepared to manage traffic impacts which will be limited to construction phase. Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP such that no significant construction effects on construction works, residents and the environment will arise. |
| 17 <i>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?</i> | No – based on currently available information, congestion is not known to occur at the location on the Proposed Development Sites. Nonetheless, a CTMP will be prepared for the Proposed Development to manage traffic. | No - due to the nature and the short-term duration of the construction phase, and the implementation of the CTMP. |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 18 <i>Is the Project in a location in which it is likely to be highly visible to many people?</i> | Yes – the Proposed Developments are located surrounding a mix of different land zones such as residential, community use and open space. Construction activities will be visible by users/ residents travelling to and from these areas. | No – potential impacts will be transient and limited to the short-term construction phase. Impacts during the operational phase will be similar to the construction phase but shorter in duration and limited to maintenance works. |
| 19 <i>Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?</i> | No – there are multiple NIAH sites within 500m of the sites (refer to Criteria (c)(viii) of Table 6-4 of this report). | N/A |
| 20 <i>Is the Project located in a previously undeveloped area where there will be loss of greenfield land?</i> | No – the Proposed Development is located within existing hardstanding surfaces and requires minor earthworks on the road verge. | N/A. |
| 21 <i>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?</i> | Yes – the Proposed Developments are located surrounding a mix of different land zones such as residential, community use and open space. Construction activities will be visible by users/ residents travelling to and from these areas. | No – potential impacts will be transient and limited to the short-term construction phase. Impacts during the operational phase will be similar to the construction phase but shorter in duration and limited to maintenance works. |
| 22 <i>Are there any plans for future land uses within or around the location that could be affected by the Project?</i> | No – the Proposed Development is located within existing hardstanding surfaces and does not require a change in land use zoning, nor will it affect future land uses or access to surrounding lands. | N/A. |
| 23 <i>Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?</i> | Yes – refer to response to Question 18. | No – refer to response to Question 18 |
| 24 <i>Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?</i> | Yes – refer to response to Question 18. | No – refer to response to Question 18 |
| 25 <i>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?</i> | Yes – the site extends over multiple ground water bodies. All described as an area categorised as having 'High - Moderate' vulnerability to groundwater contamination. South Dublin Bay and River Tolka Estuary SPA is the closest European site to the Proposed Development.. | No – no water abstraction or major excavations are required for the completion of the works. The risk of pollution events will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills, |
| 26 <i>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?</i> | Yes – the sites are located close to multiple surface waterbodies | No – refer to response to Question 25. |
| 27 <i>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?</i> | No - the site is not within an area susceptible to major weather events or natural disasters. A review of the Office of Public Works (OPW) Flood Maps shows that some of the Proposed Development sites are located within a Catchment Flood Risk Assessment Management (CFRAM) river or coastal flood extent, or within National Indicative Fluvial Mapping (NIFM) flood extents. Refer to Appendix D for more detail on individual sites. | No – taking into consideration the scale and type of Proposed Development, the short-term construction phase, and the implementation of mitigation measures to be detailed in the Contractor's CEMP, no significant effects associated with extreme weather events or natural disasters are likely to occur. |

| Questions to be Considered | Yes/No/? - Briefly Describe | Is it Likely to Result in a Significant Effect? Yes/No/? - Why |
|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| 28 Summary of features of Project and of its location indicating the need for EIA | No likely significant effects have been identified during the EIA Screening process. A full EIA culminating in the preparation of an EIAR is not required. | |
| <i>Source: European Commission's 'Environmental Impact Assessment of Projects: Guidance on Screening' (EC, 2017)</i> | | |

Appendix D Schedule 7 Criteria

Appendix E Cumulative Planning Search

| Planning Authority | Application Number | Development Description | Development Address | Grant Date | Distance (m) |
|--------------------|--------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------|------------|--------------|
| CCC | 2140441 | Planning Permission for the change of use from the existing multi-purpose Dominican Centre building (which lies within the curtilage of a Protected Structure/s within an Architectural Conservation area) to a private Primary School and Secondary School. | The Dominican Centre , Popes Quay , Cork | 2022-02-21 | 57 |
| ACP | 310105 | Demolition of existing structures. construction of 243 no. student bedspaces and associated site works. | Kellehers Auto Centre, Wilton Road, Victoria Cross, Bishopstown, Co. Cork. (www.shdstudentvictoriacross.ie) | 2021-08-18 | 64 |
| CCC | 2039762 | Permission for the demolition of an existing structure and construction of a 5-storey apartment building consisting of 10 no. 1-bedroom apartments and 4 no. 2-bedroom apartments and all ancillary site works | 1 Daltons Avenue , Commarket Street | 2021-10-11 | 113 |
| CCC | 2039643 | Permission for change of use of former Finbarr Cahill Menswear shop to incorporate extension of existing licensed premises "Barbarossa at ground floor level and food preparation kitchen off "Voodoo Rooms" at first floor level, together with new shop front and signage. | 74A Oliver Plunkett Street , Cork | 2021-02-15 | 116 |
| CCC | 2442903 | Change of use of former offices located in a Protected Structure (ref.PS085) to facilitate the provision of 4 apartments (1x1 Bed & 3x2 Bed), communal space, and all associated site works all on a site of approximately 0.01 hectares | 7 Father Mathew Quay , Cork | 2025-05-19 | 137 |
| CCC | 2241598 | Permission for development of this site at Crawford Art Gallery, Emmet Place, Cork City for a period of 7 years. The development will consist of the redevelopment, refurbishment and extension of Crawford Art Gallery (a Protected Structure) at an overall application site area measuring 0.39 hectares. The proposal consists of: Alterations, renovation, repurposing and enhancement of the existing buildings (listed as Protected Structure PS076 in Volume 3 (Built Heritage Objectives) of the Cork City Development Plan 2022-2026) and on the Record of Monuments and Places (Co074-057); The partial localised demolition (c. 299 sq.m.) of existing single storey structures to the north-western corner of the site and 20th century structure at third floor; A new 7 storey over ground floor extension (c.1919 sq. m. | Crawford Art Gallery Cork , Emmet Place , Cork | 2023-03-15 | 144 |

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|-----|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------|-----|
| | | gross floor area new build) to provide new public exhibition areas, circulation, 1 no. café at ground floor (c. 94 sqm) and coffee shop (c.11 sq.m.), collection storage spaces, learn and explore studio, WC facilities, staff and back of house facilities and plant space; Works to existing building include Internal reordering to incorporate new Electrical Substation room (c14 sqm), new generator room (12.9 sqm) and switch room (9.4 sqm) at ground floor level with new openings onto Half Moon Street. Removal of internal partitions to reorder existing plan form and circulation at each level, including the modification of existing openings and the provision of new openings at each level. Alteration repair and replacement of internal joinery. Relocation of 16th century fireplace surround. Alteration to internal stairs and steps. Provision of new partitions to reorder existing plan form including new entrance lobby. Provision of new opening connections to the new extension at each level. Works to external envelope to consist of replacement and refurbishment, alteration and thermal upgrade of windows, curtain wall glazing system upgrade, replacement of external panelled doors, pointing renewal, brick cleaning and repair, stonework cleaning and repair including weathering protection flashing. Roof renewal/upgrade works, gutter refurbishment, renewal of flat roofs and thermal upgrade of roofs. Removal of two roof lights and replacement of two patent glazing lanterns and all roof lights with thermally efficient system. Replacement & upgrade of mechanical and electrical services including provision of new risers, horizontal and vertical distribution routes. | | | |
| CCC | 2140301 | Permission for the redevelopment of the site of the current Hickey's retail store. The proposed development comprises of the change of use of a portion of the ground floor of the existing Hickey's retail store from retail to residential (to facilitate entrance lobby, plant room, covered bin store and bike store) accessed from Maylor Street comprising 173.15m2, and the consequent reconfiguration of a portion of the ground floor retail element retaining 980.44m2 of the Hickeys store (916.87m2 shop access). Access to the Hickeys retail Store will be retained from Maylor Street as well as from nos. 123 and 124 Oliver Plunkett Street. The existing apartments above accessed at no. 125 Oliver Plunkett Street are not included in this development. Proposed above the retail on the Maylor Street side is 6 no storeys of residential development proposing the construction of 32 no. apartments comprising 9 no. studio apartments, 11 no. 1 bed apartments and 12 no. 2 bed apartments. The development also includes the demolition of 1916.41.2m2 of the site, mainly to the north east to facilitate an access to the residential units from Maylor Street site, and also includes drainage, landscaping and surface treatments including a podium garden, and all ancillary site development works. | Site of the current Hickey's Retail Store at , nos. 9-12 Maylor Street , Cork City | 2021-12-23 | 156 |
| CCC | 2241112 | Permission for alteration/modification of the 191 no. bedroom hotel permitted under registered reference 21/40018. The proposed development consists of (1) The omission of the rooftop restaurant, bar waiting area, kitchen, store, toilets and services areas and their replacement with 10 no. long-stay suites. (2) At ground floor the omission of the previously permitted access to rooftop restaurant from Camden Place and the relocation of the entrance serving the ground floor cafe also from Camden Place. (3) Internal | The former McKenzies , /Circuit Courthouse , Camden Quay Camden Place | 2022-10-13 | 195 |

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|-----|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|------------|-----|
| | | alterations at ground floor level comprising the increase in floor area of the cafe, omission of 2 no. meeting rooms and the reconfiguration of lobby areas, service areas, gym, kitchen, staff welfare and administrative floor space. (4) Associated elevational changes to fenestration and building treatments and the provision of additional signage. (5) And all ancillary site development works. The proposed development will increase the total hotel accommodation on site to 201 no. bedrooms comprising 148 no. hotel bedrooms and 53 no. long stay suites. The proposed development consists of or comprises the carrying out of works to a Protected Structure. | | | |
| CCC | 2241667 | Permission for alteration/modification of the 201 no. bedroom hotel permitted under registered reference 22/41112 at the former McKenzies/Circuit Courthouse, Camden Quay, Camden Place and Pine Street, Cork. The proposed development consists of (1) At ground floor the relocation of the entrance serving the cafe from Camden Place, and the inclusion of an additional exit door onto Camden Place; (2) Associated elevational changes to fenestration and building treatments/materials; (3) All ancillary site development works. the proposed development consists of or comprises the carrying out of works to a Protected Structure (ref no: PS020). | The former McKenzies /Circuit , Courthouse Camden Quay , Camden Place and | 2023-10-23 | 195 |
| CCC | 2342492 | Permission for alteration/modification of the 201 no. bedroom hotel permitted under registered reference 22/41667 at the former McKenzies/Circuit Courthouse, Camden Quay, Camden Place and Pine Street, Cork. The proposed development consists of (1) Omission of café, and associated signage, resulting in increased Moxy bar area and additional back of house offices and meeting room; (2) Increased first floor area within the Protected Structure (ref no: PS020) to include 5no. additional bedrooms (206 no. bedrooms in total); (3) Omission of door on the east elevation; (4) All ancillary site development works. The proposed development consists of or comprises the carrying out of works to a Protected Structure (ref no: PS020) | McKenzies/Circuit Courthouse , Camden Quay , Camden Place | 2024-03-11 | 195 |
| CCC | 2140435 | Permission for the redevelopment and amalgamation of retail units at St. Patrick's Street, Cook Street, Oliver Plunkett Street and Robert Street, Cork City. The proposed works comprise the following: (1) Reconfiguration and alterations to the existing layout to provide for 2 floors of retail, with ancillary storage, office and staff uses, and plant and equipment on the 2nd and 3rd floors; (2) Change of use of 1 Cook Street and 3 Cook Street from restaurant use to retail use; (3) Change of use of 33-34 St. Patrick's Street from commercial use to retail use; (4) Demolition works to 33-34 St. Patrick's Street and 1-3 Cook Street to facilitate the reconfiguration of the retail space including demolition of existing floors and roofs and partial demolition if internal party walls; (5) Partial demolition of Elbow Lane, integrating the northern part of the laneway into the retail floor area. The southern part of Elbow Lane will remain as private access and yard space for independent retails units; (6) Demolition of southern wall of 31-34 St. Patrick's Street and partial demolition of western façade of 27-30 St. Patrick's Street to incorporate Elbow Lane; (7) Alterations to the facades of St. Patrick's Street (Protected Structures PS414, PS415, | No.s 27-34 St.Patricks Street , No.s 99-102 Oliver Plunkett , Street No.s 1-4 Cook Street & | 2022-05-18 | 220 |

| | | | | | |
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| | | PS416 and PS417), Cook Street, Oliver Plunkett Street and Robert Street, including signage, adjustment to shopfront plinths, glazing, parapet detailing and site entrances; (8) Widening of existing entrance at No.2 Cook Street to form a secondary entrance; (9) Provision of underground sprinkler tank; (10) Provision of new link corridor at second floor of 27-30 St. Patrick's Street, connecting the existing bridge over Robert's Street with the stock room at second floor level of 4-7 Robert Street; (11) Provision of new signage panels on facades of St. Patrick's Street, Oliver Plunkett Street and Cook Street; (12) Construction of new electricity substation at ground floor level with access onto Robert Street; (13) Construction of new storm sewer under the footprint of 4 Cook Street (Protected Structure PS027); and (14) All associated ancillary site development works including drainage. The proposed development consists of the carrying out of works to Protected Structures PS414, PS415, PS416, PS417 and PS027. | | | |
| CCC | 2140598 | Permission for a new 3-storey building at Carmelite Place, Western Road, Cork. The residential development comprises of a total of 14 dwellings in a mix of 5 no. 1-bed and 2 no. 2-bed ground floor apartments, and 5 no. 3-bed and 2 no. 4-bed duplexes. Site development works includes 40 bicycle parking spaces, plantroom, waste and recycling storage, and external shared amenity areas. Pedestrian and cycling access will be from Mardyke Walk. | Carmelite Place , Western Road , Cork | 2022-05-23 | 228 |
| ACP | 308596 | Redevelopment of the Custom House site. 240-bedroom hotel, and a range of commercial uses including retail, office, food and beverage, distillery, tourism and leisure. An EIAR and NIS accompany the application. Includes work to a protected structure | North Custom House Quay and, South Custom House Quay, Custom House Street, Cork City | 2021-03-22 | 230 |
| CCC | 2241592 | Permission is sought for 20 sheltered housing apartment units. The development is split into two adjoining 3-storey blocks comprised of 18 no. 1 bedroom apartments, and 2 no. 2 bedroom apartments and associated external amenity, car parking and all other associated site development and ancillary works. | Farranree Sheltered Housing Association CLG , Ard Na Ri , Closes Green | 2023-05-11 | 243 |
| ACP | 310020 | Residential development of 3 no. 2 storey detached dwellings. | Site to rear of, No. 18 St. Finbarrs Park, The Lough, Cork City. | 2021-08-24 | 244 |
| CCC | 2342069 | Permission for development to facilitate the change of use of the upper floors of a commercial premises to use as a 12 bedroom boutique hotel (Total gross floor area 357.1 sqm), including: (1) Alterations to elevations to form new windows (fronting Drawbridge Street and Perry Street) to allow for bedrooms (2) Office space to the third floor/attic (3) Ancillary site works. | 23-25 Drawbridge Street , Cork | 2023-11-02 | 256 |
| ACP | 309974 | Demolition of building and change of use from residential to student accommodation | Hawthorn House, fronting onto Western Road and Mardyke Walk, Cork. | 2021-10-13 | 291 |

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| CCC | 2240929 | Permission for alterations to the student accommodation building permitted by An Bord Pleanala Reference ABP 307605-20 (as amended by ABP-309858-21) and all ancillary site development works. At ground floor level, the proposed alterations include: (I) The amalgamation of 2 no. permitted ground floor retail units into 1 no. retail unit, (II) Reconfiguration of footprint of permitted cafe and adjacent ESB substation/switch room, (III) The construction of a new single storey tank room on northern elevation, (IV) Relocation of permitted external bicycle parking stand to internal courtyard and larger bicycle store at ground floor, (V) Internal alterations to permitted building including increased administrative/reception areas, relocation of laundry room and reduction in floor area of permitted cinema. At roof level the proposed development provides for additional rooftop plant, external maintenance stairs and the omission of previously permitted brise soleil on western elevation. The proposed development also provides for elevational changes to the permitted building including the provision of new signage, alterations to permitted building façade treatments/openings and all other ancillary site works. | Nos. 92-96 , North Main Street , Cork | 2022-06-20 | 301 |
| CCC | 2240868 | Permission to install a rooftop photovoltaic solar panel array consisting of approximately 753 sqm of solar panels and associated fall arrest system fixed to the southern roof slope of existing building. | John F. Connelly Road , Churchfield , Cork City | 2022-05-19 | 303 |
| CCC | 2140068 | Permission for development of a new research facility at the site at: University College Cork, Distillery Fields, North Mall, Cork T23XA50. The proposed development will consist of: Construction of a new purpose-built research facility comprising of approximately 16,135 sqm (GIA) rising from 4 storeys at the east to 7 storeys at the west. This comprises a mix of research laboratories, with support accommodation of seminar rooms, offices, exhibition space and café. Construction of a separate stand-alone two storey utilities building of approximately 190 sqm which incorporates a new sub-station (relocating an existing sub-station on the site). Construction of a new walled enclosure to contain a central gas store, water tanks, bins and general storage areas. Construction of two single storey secure bike parking structures, 60.5 sqm and 80.5 sqm. Relocation and rationalisation of the existing 154 car parking spaces into a new central car park. All ancillary development including site wide landscaping. In order to facilitate the above proposals, which are in line with the National Planning Framework and Cork City Development Plan 2015-21 objectives (refer to the Urban Design Framework Section 2), the former Irish Distillers Bottling Plant, associated parking, hard standing and existing utility buildings are to be demolished. The equipment, processes and operations in the new laboratory building will be subject to a Trade Effluent Licence and biannual testing on emissions to atmosphere for several parameters to ensure that the stated limits are not exceeded. This will be an extension of Tyndall's current licensing agreements. The development will involve works adjacent to Alderman Reilly's Bridge (PS814) and will be within the curtilage of Distillery House and Chimney (PS813), which are protected structures identified on the Record of Protected Structures of the Cork City Development Plan 2015-2021. An Environmental Impact Assessment Report (EIAR) has been prepared and will be submitted to the | University College Cork , Distillery Fields , North Mall | 2023-12-13 | 312 |

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| | | planning authority with the application. A Natura Impact Statement (NIS) will be submitted to the planning authority with the application. | | | |
| ACP | 313328 | Construction of new purpose-built research facility. An EIAR and NIS accompany this application. | University College Cork, Distillery Fields, North Mall, Cork | 2023-12-13 | 312 |
| CCC | 2039165 | Permission for the redevelopment of the Leisureplex site, No.1 MacCurtain Street and Brian Boru Street, Cork to provide for a 171-bedroom hotel. The proposed development consists of: the demolition of existing structures; retention of and modifications to the existing façade of the Former Postal Sorting Offices (Protected Structure PS007); the construction of a 5-7 storey hotel including a bar and restaurant at ground floor level, roof top plant at 5th floor level, a new service vehicle access onto MacCurtain Street, a service yard including an external plant area and generator enclosure, all ancillary signage and all associated site development works. The proposed development consists of the carrying out of works to Protected Structure PS007. | Leisureplex site , No.1 MacCurtain Street , and Brian Boru Street | 2021-01-13 | 319 |
| CCC | 2442796 | Permission for a Large-Scale Residential Development comprising amendments to a permitted Strategic Housing Development of 265 no. units (An Bord Pleanála Ref: 308923- 20) on the site of the Former St Kevin's Hospital and Grounds, Shanakiel, Cork (A Protected Structure, 'Saint Kevin's Hospital' RPS Ref. PS1154). The proposed amendments include Replacement of the permitted Block G (A c. 1072.5sq m, 3 no. storey apartment building comprising 5 no. two bedroom duplex apartments and 5 no. four bedroom duplex apartments) with 6 no. two storey townhouses (4 no. three bedroom, 2 no. four bedroom townhouses, cumulatively c. 675.2sq m) including associated private amenity space. The proposed development will also comprise of the internal reconfiguration and change of use of the permitted ground floor creche within the Former St Kevin's Hospital building (c. 440 sq m; RPS ref. no. PS1154) to provide 6 no. apartments (4 no. one bedroom, 2 no. two bedroom), with no associated changes to elevations of the building; and the change of use and internal reconfiguration of the permitted office/enterprise space within the Chapel to a creche (630 sqm) including the necessary internal servicing and associated outdoor play area. The proposed amendments provide an overall increase of 2 no. additional units on site. The proposed development also includes for all associated site development and excavation works above and below ground as well as necessary refurbishment and repair works. This application for the proposed amendments to the consented Strategic Housing Development (ABP Ref: 308923-20), is a Large-scale Residential Development as defined under Section 2 of the Planning & Development Act 2000, as amended. LRD Website: www.stkevinslrd.com | Former Saint Kevins Hospital , and grounds , Shanakiel | 2024-07-01 | 321 |

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| ACP | 308923 | Demolition of former hospital building and associated outbuildings, construction of 266 no. residential units (46 no. houses, 220 no. apartments), childcare facility and associated site works. | Former St. Kevin's Hospital Grounds, Shanakiel, Co. Cork. (www.stkevinsshd.com) | 2021-04-15 | 321 |
| CCC | 2039455 | Permission for the proposed renovation and change of use of 4 Adelaide Street and 13 Angel Lane from retail storage and derelict yard to 8 no. 1 bed and 4 no. 2 bedroom apartments including the demolition of rear of 4 Adelaide Street and construction of new 4 storey apartment block. | 4 Adelaide Street and , 13 Angel Lane , Cork City | 2021-11-03 | 326 |
| CCC | 2140746 | For permission and retention permission for development at Nos. 27-29 Washington Street, Cork (Protected Structure PS 1096/1097). The development will consist of permission for retention of 7 no. flagpoles on the Washington Street elevation. The development will also consist of the removal of 5 no. existing awnings and replacement with 7 no. new awnings, to the exterior of the structure on Little Cross Street elevation and the removal of 2 no. existing awnings and replacement with 5 no. new awnings to the exterior of the structure on the Washington Street elevation and all associated ancillary structures required to facilitate outdoor dining, including screens and heaters, directly adjoining the building on Little Cross Street and Washington Street. No internal works are proposed to the building. | Dwyers of Cork , 27-29 Washington Street , Cork | 2022-06-08 | 336 |
| CCC | 2039528 | Permission for development at Nos. 27-29 Washington Street, Cork (Protected Structure PS 1096/1097) The development will consist of a change of use from Licensed Restaurant (Ground and First Floor), with ancillary bar to bar/restaurant (762 sqm.). No external works are proposed to the building. | Dwyers of Cork , 27-29 Washington Street , Cork | 2020-12-14 | 337 |
| CCC | 2039436 | Permission...for the development of the protected structure (N0.462)... at 18 White Street, Cork City. The development will consist of: (1) The remodelling and decoration of the existing commercial office space over all 4 floors. (2) External alterations to the existing facades consisting of one replacement window to the side elevation and reworking of fascias, soffits, rainwater goods, and signage to front elevation. (3) Zinc clad dormer addition to front of existing roof including glazed sunscreen, set-back terrace, zinc balustrades, high level brises-soleil and planting and adjustments to existing roof. (4) All associated site services, drainage, lighting to be carried out in conjunction with works. | Cluid Housing Association , Cluid House , 18 White Street | 2021-03-08 | 340 |
| CCC | 2240823 | Permission for the refurbishment and extension of an existing dwelling and the construction of 6 no. dwellings at 30 St. Finbarr's Place, Proby's Quay, Cork. The refurbishment of the existing dwelling includes the demolition of 2 no. two-storey extensions and other ancillary structures associated with the existing house and the construction of 1 no. replacement two-storey extension. The proposed 6 no. dwellings comprise of 3 no. 1-bed single-storey dormer townhouses, 1 no. 1-bed single-storey dormer detached house and 2 no. 2-bed 1.5 storey townhouses with associated bicycle parking, bin storage, | 30 St. Finbarrs Place , Proby's Quay , Cork | 2022-10-18 | 381 |

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| | | landscaping and all ancillary site development works. Pedestrian access to the proposed development will be via an existing entrance off St. Finbarr's Place (also known as Bennetts Hill). | | | |
| CCC | 2140384 | Permission for construction of a residential apartment scheme on a site at Old Market Place and Blarney Street in Cork City. The proposed scheme will consist of the construction of 27 no. residential apartment units in two blocks ranging in height from 2 to 4 storeys, comprising 17 no. 1 bed apartment units and 10 no. 2 bed apartment units. The development includes the demolition of 489.5m ² of the existing vacant and derelict structures while maintaining 50.5m ² of existing buildings. Part of the existing structure is on the National Inventory of Architectural Heritage. The development also includes, landscaping and boundary treatments, surface treatments, drainage, footpaths and all ancillary site development works. | Old Market Place , Gurrabraher Cork City and , Blarney Street | 2023-08-09 | 406 |
| CCC | 2140713 | For a 10-year planning permission for a proposed rehabilitation hospital on a triangular planning application site area of 0.249 Ha bounded by Kennedy Quay to the north and Victoria Road to the west in the South Docklands of Cork City. Development proposed consists of: (A) Site clearance consisting of the remainder of former administration buildings (part single and two storey on Kennedy Quay with associated weighbridge), and existing boundary treatments. (B) The construction of one 7 storey building over a double basement of 11,332 sq.m. to be used as a rehabilitation hospital. The proposed rehabilitation hospital is to hold 130 no. individual patient rooms over 5 floors (2nd to 6th floors) with associated first and ground floor uses. First floor uses include; offices, consulting and treatment rooms. Ground floor uses include; reception, café/restaurant, pharmacy, offices and therapy pool. (C) The double basement proposed is to provide car, motorcycle and bicycle parking, patient intake and services areas. (D) Vehicular access to the double basement is to be from Marina Walk. This access is the subject of a concurrent planning application. The proposed development includes all associated and ancillary development and servicing works, including storage, plant and management facilities. This proposal is concurrent with another by the same applicant for a mixed-use development, proposed to be located to the immediate east of this application site. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) prepared in respect of the proposed development and the neighbouring proposed mixed-use development accompany this planning application. | Site bounded by Kennedy Quay , to the north and Victoria Road , to the west in the South | 2023-05-30 | 406 |
| ACP | 313237 | Construction of 27 apartments | Old Market Place, Gurrabraher Cork City and Blarney Street, Gurrabraher, Cork City | 2023-08-09 | 406 |
| CCC | 2443086 | Permission for the redevelopment of 2 of their existing soccer playing fields, the works consists of the following, (1) Replace the existing grass pitches No.1 and No.2 with an all weather playing surface, (2) Replace the existing 4 no. floodlights to Pitch No. 1 with LED floodlighting (15m high), (3) Install 6 no. | Castlevew AFC , J.F. Connolly Road , Churchfield | 2025-03-05 | 414 |

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| | | new 15m high LED flood lights to pitch No.2, (4) Construct a car parking area to the East and South East of pitch No.2, (5) Construct a spectator stand to the south of pitch No.2, (6) Construct a walkway around pitch No.2, (7) Install 2.3m high fencing around both pitches, (8) Realign the road entrance to pitch No.2, (9) Install 12 no. 6m high LED lights to the walkway and the carpark area, (10) Drainage works and all associated site works. | | | |
| CCC | 2240799 | Permission for the demolition and removal of existing structures and the construction of a residential development up to 5-storeys in height comprising 23 no. apartments (which will include 22 no. 1-bed and 1 no. 2-bed apartments) and all ancillary site development works including access, plant, bike/bin storage and amenity areas (including 2 no. roof terraces). | Site fronting onto , York Street and , Wellington Road | 2023-08-09 | 455 |
| CCC | 2443485 | Permission for the construction of 4 no. residential units and all associated ancillary site development works including landscaping boundary treatments drainage and vehicular access. | Buxton Hill , adjacent to Upper Janemount Terrace , Sundays Well Road | 2025-08-20 | 471 |
| CCC | 2241338 | Permission for the change of use of a public house to residential, namely; 2 no. 1 bedroom apartments and 1 no. 2 bedroom apartment along with associated elevation alterations, the construction of an open courtyard within the existing building footprint, and a new access gate as part of the Protected Structure Stone Archway to Former St. John's Market. All works to the ground floor of the building only. | 18/19 Douglas Street , Cork City | 2022-11-21 | 474 |
| CCC | 2039416 | Permission...for the demolition of an existing garage premises and the construction of 45 no. apartments (4 no. 3 bed, 29 no. 2 bed and 12 no. 1 bed) in one no. five storey building and one no. six storey building, and associated external works. | Site formerly known as , 'Dennehys Cross Garage' , Model Farm Road | 2021-02-17 | 477 |
| CCC | 2543847 | "A 10-year planning permission for the following Large Scale Residential Development (LRD) comprising 274 no. student accommodation apartments and a total of 957 no. bed spaces. The proposed LRD includes the following works: i) the partial demolition, conservation, redevelopment and extension of the existing former Good Shepherd Convent buildings for student accommodation use; ii) modifications (including the removal of a glasshouse extension) to the former Bake House/Coach House building to provide a community / amenity space; iii) the conservation, redevelopment and extension of the existing Gate Lodge to provide a café, co-working space and security/administrative office use; iv) the demolition of the former hostel building (known as Well House) and demolition of sheds, glasshouses and other ancillary structures on site; v) the construction of 8 no. new student accommodation apartment blocks ranging in height from 3 to 5 storeys; vi) the construction of a 3 storey mixed-use building with commercial/retail use at groundfloor level and student accommodation on the upper floors; and vii) all associated ancillary development works including vehicular/pedestrian access and pedestrian crossing on to Convent Avenue, new footpaths and raised table at the junction of Convent Avenue and Sunday's Well Road, landscaping, amenity and open space areas, boundary | The Former Good Shepherd Convent , Convent Avenue and , Buckston Hill | 2025-11-06 | 477 |

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| | | treatments, bicycle and car parking, bin storage, 2 no. ESB substations, public lighting and all other ancillary development at the Former estate. | | | |
| CCC | 2342429 | Good Shepherd Convent, Convent Avenue and Buckston Hill, Sunday's Well, Cork. The proposed development consists of works to and within the curtilage of the former Good Shepherd Convent, which is a protected structure (Ref. No. PS721). The proposed development also consists of works to the exterior of structures which are located within the Sunday's Well Architectural Conservation Area. An Environmental Impact Assessment Report (EIAR) has been submitted to the planning authority with the application. The Environmental Impact Assessment Report will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the offices of the Local Authority. The application may be inspected online at the following website set up by the applicant: www.goodshepherdld.ie | 29 Coach Street , Cork | 2024-08-26 | 482 |
| CCC | 2241203 | Permission for the construction of a 5 storey building to accommodate the provision of 15 No. apartments consisting of 14 No. one bedroom apartments and 1 No. studio apartment, all with integrated private open space. The development will include the provision of bicycle and bin storage located to the rear of the existing residential building on the site and accessed off a private lane that runs along the rear of the site. The development will include all the necessary ancillary site works including the provision of footpaths and rear entrance, the disposal of waste and storm water to public sewers and the provision of a potable water supply from a public main. The development will also include alterations to the existing residential building on the site to accommodate access to the new development. It will also include the construction of access and ancillary accommodation over the (on top of) the existing residential building on the site. | Thomond , Shanakiel Road , Sundays Well | 2022-11-21 | 495 |
| ACP | 308640 | Partial demolition of mews structure, and construction of 3 apartments. | 10 Marguerita Villas, Dean Street, Cork. | 2021-04-26 | 503 |
| ACP | 307995 | Permission for the construction of 4 no. two-storey detached five-bedroom dwelling houses along with all associated site development works including demolition of existing garden sheds, new site access onto Shanakiel Road (lower), new private access through site, and service connections. | 21 Washington Street including laneway west , of No.23 Washington Street and to the side of Litt , and Gravel Lane, Cork City | 2021-02-04 | 509 |
| CCC | 2039739 | Permission to construct a rear extension at ground and first floor and associated site works. | The Mardyke Entertainment Complex , Anne Street , Little Hanover Street | 2021-10-14 | 514 |
| CCC | 2140076 | Demolish Kino Cinema, and construction of ground floor art house consisting of cinema and performing arts space, supporting caf?/bar with a student accommodation residence overhead. | Corner of Alfred Street , and Railway Street , Cork | 2022-05-19 | 515 |

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| CCC | 2039419 | Permission for the installation of solar photovoltaic panels on the pitched roofs of the existing building at the Mardyke Entertainment Complex, Anne Street, Little Hanover Street and Sheares Street, Cork, by Leevale Leisure Ltd. The building is a protected structure (Cork City Council Ref: PS327), and is in close proximity to national monument no. CO10782. | 22 Washington Street West , Cork | 2021-03-22 | 531 |
| CCC | 2342107 | Permission for demolition of existing warehouse buildings and construction of a residential apartment building ranging in height between 1 and 10 storeys and consisting of 78 no. units with ground floor café/retail unit and all ancillary site works at the corner of Alfred Street and Railway Street, Cork. The proposed development will consist of 6 no. 2-bedroom apartments, 43 no. 1-bedroom apartments, 29 no. studio apartments. The proposed ground floor will consist of a reception area, communal area, concierge desk and security office, kitchen, staff welfare facilities, meeting room, café/retail unit and secure bicycle parking area. Ancillary site works to include provision of communal open space roof terraces at first and seventh floor levels, residents lounge at first floor level , landscaping, ESB substation, generator room, LV room, sprinkler tank room, water meter room, comms room and storage. | 4 Nicholas Well Lane , Blarney Street , Gurrabraher | 2024-03-04 | 534 |
| CCC | 2342481 | Permission for renovation and extension to existing building (in which part of the curtilage contains a protected structure) to provide 5 no. apartments. Proposed works consist of: 1) Internal alterations to existing building to provide 5 no. apartments, 2) Alterations to south and north elevations of non-completed development facing Little Hanover Street, 3) Single storey extension to end of building on north elevation to provide covered ground floor parking and private external communal amenity space over, 4) Demolition of third floor roof and construction of new contemporary flat roof to increase head height internally and create top floor private external amenity space at 22 Washington Street West, Cork (A Protected Structure) | Mercy University Hospital , Grenville Place , Cork | 2024-03-11 | 561 |
| CCC | 2342499 | Permission for the construction of 7 no. new dwellings (consisting of 2-3 storeys in height) and for the conversion of an existing 2-storey dwelling into 2 no. dwellings with repairs, restoration and alterations of the existing dwelling and the addition of a new two-storey extension to side of existing dwelling and all ancillary site works including off-street parking. | Former Saint Josephs Convent , Model Farm Road , Cork | 2024-06-12 | 601 |
| CCC | 2443455 | Permission for retention is sought for a hospital extension providing for ward accommodation (30 no. beds) and two number theatres with all associated ancillary accommodation constructed under the Covid-19 Crisis. Ward accommodation is provided across two floors (2nd and 3rd floor) with associated accommodation. Two number theatres and all associated accommodation is provided across the 4th floor. The building block is linked into the adjoining ward blocks via a series of bridge links to the north and west on the upper 2nd, 3rd and 4th floors. Mattress evacuation stairs links the upper floor accommodation to ground level. The wards and theatres sit on a two-storey steel podium (area circa 2433.7sqm). BOC Medical Gas Services (area circa 67sqm) at ground level off Sheare's Street. | Former St Josephs Convent , Model Farm Road , Cork | 2025-06-09 | 601 |

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| | | Demolition of oxygen tanks enclosure, 3 no. workshops, service area gateway (71 sqm) and part brick boundary wall on Sheare's Street together with all associated site development works at Grenville Place, Cork T12WE28, by The Board of Governors Mercy University Hospital, Cork Ltd. The development is within the curtilage of a protected structure (Mansion House). | | | |
| CCC | 2241530 | Permission for a Large Scale Residential Development (LRD) at a site located at the Former St. Josephs Convent, Model Farm Road, Cork. The development will consist of: The demolition of the former St. Josephs convent to provide for the construction of a 450 bed Purpose-built Student Accommodation development and all ancillary site development works. The proposed development will be provided in 3 no. apartment blocks ranging in height from 2-5 storeys including 42 no. apartments ranging in size from 3-6 bedrooms (226 bedspaces) and 224 studio apartments, all served by open space, internal student amenities, bin stores, bike store, ESB substation and roof mounted plant. The proposed development will be accessed from Model Farm Road by a new vehicular/pedestrian access and provides for cycle and car parking spaces. LRD Website: www.stjosephslrd.ie | Nido Student Accommodation , Curraheen Point , Farranlea Road | 2023-11-20 | 618 |
| CCC | 2241533 | Planning permission for a Large-Scale Residential Development at a site located at the Former St. Josephs Convent, Model Farm Road, Cork. The development will consist of: The demolition of the former St. Josephs convent to provide for the construction of a 408 bed Purpose-built Student Accommodation development, café and all ancillary site development works. The proposed development will be provided in 2 no. apartment buildings, 2-5 storeys in height, which include 57 no. apartments ranging in size from 3-7 bedrooms (335 bedspaces) and 73 no. studio apartments, all served by open space, internal student amenities, bin stores, bike stores, ESB substation with a tank room and plant room at basement level. The proposed development will be accessed from Model Farm Road by a new vehicular/pedestrian access and provides for cycle and car parking spaces. LRD Website: www.stjosephslrd2.ie | Nido Student Accommodation , Curraheen Point , Farranlea Road | 2023-11-20 | 618 |
| CCC | 2442901 | Permission for development at Nido Student Accommodation, Curraheen Point, Farranlea Road, Cork, T12AY95. The development will consist of the installation of telecommunications equipment on the rooftop including antennas, Remote Radio Units (RRU's), a dish, a cabinet and all other associated site development works. The development will provide high speed wireless broadband and data services. | 12 Woodlawn , Model Farm Road , Cork | 2024-08-02 | 633 |
| CCC | 2140702 | Permission for development at Nido Student Accommodation, Curraheen Point, Farranlea Road, Cork T12AY95. The development will consist of the installation of telecommunications equipment on the rooftop including antennas, Remote Radio Units (RRU's), a dish, a cabinet and all other associated site development works. The development will provide high speed wireless broadband and data services. | Lands between Kennedy Quay , (North) Marina Walk (South) , Victoria Road (West) and Mill Road (East) | 2023-05-30 | 646 |

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| ACP | 309414 | Permission for the following works to existing two storey dwelling: 1) demolish existing single storey porch, garage and domestic extension to front, side and rear of existing dwelling, 2) construct two storey and single storey extension to side and rear of dwelling, 3) internal and external alterations and 4) all associated works | No. 62 Blarney Street, Cork and Leeview Terrace, Blarney Street, Cork. | 2021-08-17 | 647 |
| CCC | 2241252 | For a 10-year planning permission for a proposed mixed-use development comprising 4 no. new buildings and the conversion of the Odlum's Building (Record of Protected Structures (RPS) ref. PS856) over a total planning application site area of 1.437 Ha bounded by Kennedy Quay to the north, Marina Walk to the south, Victoria Road to the west and Mill Road to the east, all in the South Docklands of Cork City. The application area is in two parts consisting of a site adjoining Victoria Road to the west and a site adjoining Mill Road to the east. Development proposed in the western part of the planning application area consists of new development to a maximum of 12 no. storeys: (a) Site clearance including the demolition of existing structures consisting of 2 no. silo buildings (R & H Hall) with associated covered conveyors and ancillary single storey buildings, and existing boundary treatments. (b) The construction of 4 no. buildings ranging in height from 9 to 12 storeys over a double basement: Block B of approx. 8,381 sq.m. and 11 no. storeys to hold ground floor convenience retail and entrance to overhead 80 no. apartments (30 no. one bed; 40 no. two bed and 10 no. three bed).Block C1 of approx. 12,169 sq.m. and 9 no. storeys to hold ground floor café and office space, upper floors to be used as office space. The office spaces have been designed to be suitable for a single user or multiple users with subdivisions.Block C2 of approx. 10,633 sq.m. and 9 no. storeys to hold ground floor café and office space, upper floors to be used as office space. The office spaces have been designed to be suitable for a single user or multiple users with subdivisions. Block C3 of approx. 16,212 sq.m. and 12 no. storeys to hold ground floor whole foods convenience store and entrance to office space. Upper floors to be used as office space, the office spaces have been designed to be suitable for a single user or multiple users with subdivisions. Development proposed in the eastern part of the planning application area consists of reuse of the Odlum's building and new development to a maximum of 9 no. storeys as follows: (c) Conservation works including part demolition, alterations, extension and change of use of the Odlum's Building (RPS ref. PS856) to provide for; retail and/or café use, office space, conference facilities, food and beverage space, a cinema including a bar/ dining area, a bar/restaurant and 84 no. apartments (35 no. one bed; 35 no. two bed, and 14 no. three apartments). | Rear of Annerville , 121 Pouladuff Road , Cork | 2024-03-07 | 647 |
| ACP | 317005 | Conversion of house to 2 apartments and construction of 7 residential units. | Rear of Annerville , 121 Pouladuff Road , Cork | 2024-03-07 | 647 |

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| CCC | 2140215 | Permission is sought for the construction of a 3 storey building consisting of 6 no. 2 bedroom apartments, 6 no. car parking spaces and a private shared rear garden. Works include the demolition of the existing boundary wall at Woodhall Road to provide access and parking from Woodhall Road. | Parkhurst , Victoria Road , Cork City | 2022-01-10 | 657 |
| CCC | 2443105 | The construction of a 3 storey building consisting of 6 no. 2 bedroom apartments and associated site works. | Flannerys Public House , 15/16 Glasheen Road , Cork | 2025-01-30 | 662 |
| CCC | 2241159 | Permission for the construction of a residential development consisting of 6 no. three storey, 4-bedroom terraced semi-detached dwelling houses with associated bicycle parking, refuse storage, landscaping and all ancillary site development works to the rear of Parkhurst, Victoria Road, Cork T23WTX3. The proposed development also includes the demolition of an existing 1-2 storey side extension, garage and outbuilding to the existing dwelling house and the construction of a new two storey extension to the rear of the dwelling. Access to the proposed residential development will be provided via an upgraded vehicular entrance from Victoria Road. | Greenmount National School , Green Street , Cork | 2022-11-29 | 667 |
| CCC | 2342106 | Retention permission for the retention of the construction of a covered outdoor seating area comprising 83.33m ² to the side and rear of the existing Flannerys Bar Glasheen, retention for the construction of ground floor entrance and ground floor and first floor toilets and laundry room. Retention permission is also sought for a retractable canopy/roof in the existing beer garden, a storage container as well as provision of a number of small structures for storing glass, refuse, fuel etc. Planning permission is also sought for the rationalisation of on-site activities and operations and all associated site development works. | The Gouldings Site , Centre Park Road , and Monahan Road | 2023-10-05 | 679 |
| ACP | 309100 | Permission for the construction of a 452 sq.m single storey extension to the existing school at Grenmount National School, Green Street which contains a Protected Structure Ref: 1245. The development will consist of two new classrooms, a multi-sensory room, staff office, staff bathrooms, store room and central activity space. The proposed development also includes for alterations to the existing pedestrian access gates onto Green Street, construction of new ramped access footpaths, the replacement of the existing boundary palisade fencing on Green Street with new railings, provision of four new parking spaces and all associated site development works. | 'Avoca', Boreenmanna Road, Cork. | 2021-04-23 | 684 |
| CCC | 2140732 | "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 | Fairfield Meadows , Upper Fairhill , Commons | 2022-05-19 | 736 |

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| | | 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. | | | |
| CCC | 2039659 | 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). | Lands off Fairfield Road , Fairfield , Blackpool | 2022-08-29 | 740 |
| ACP | 309372 | 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. | Lands off Fairfield Road, Fairfield, Blackpool, Cork | 2022-08-29 | 740 |
| CCC | 2241335 | The development will provide 658 no. 1 bed units, 465 no. 2 bed units and 202 no. 3 bed units, as follows: | The former St. Finbarrs Seminary , Building Farranferris Education and , Training Campus Redemption Road | 2023-02-01 | 763 |
| CCC | 2342249 | 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). | 6 Newenham Terrace , Infirmary Road , Cork | 2024-07-29 | 796 |
| CCC | 2342074 | 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). | Roger Casement Park , Glasheen , Cork | 2024-07-12 | 825 |
| CCC | 2039427 | 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). | 31/35 Evergreen Road , Turner's Cross | 2021-05-26 | 864 |
| CCC | 2342126 | 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). | Kilbrian , The Ridgeway , Bishopstown Avenue | 2023-10-03 | 901 |
| CCC | 2140286 | 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). | 11 Broad Lane , off Great William O'Brien Street , Cork | 2022-04-06 | 922 |
| CCC | 2140710 | Block G4B is a 7 storey block comprising 60 units (21 no. 1 bedroom units; 39 no. 2 bedroom units). | Laurel Bank House , Laurel Bank , Model Farm Road | 2022-03-21 | 959 |
| CCC | 2140747 | 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). | Cork University Hospital , Bishopstown Road , Wilton | 2022-09-08 | 959 |

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| CCC | 2039633 | 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). | 86-86 Geat William O'Brien St , Blackpool | 2021-06-23 | 975 |
| CCC | 2240891 | 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). | Mile Stream , Shanakiel , Cork City | 2022-05-31 | 996 |
| CCC | 2140499 | Block G8 is a 14 storey block comprising 90 units (49 no. 1 bedroom units; 41 no. 2 bedroom units). | Mile Stream , Shanakiel , Cork City | 2022-02-02 | 999 |

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