

Parnell Place Bus Stops

Appropriate Assessment Screening Report

National Transport Authority

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Table of contents

1.	Introduction.....	1
1.1	Background	1
1.2	Legislative context.....	1
1.3	Overview of the Appropriate Assessment process	2
2.	Relevant European sites	4
3.	Test of likely significant effects.....	6
3.1	Considering the Development alone	6
3.2	In-combination effects	7
4.	AA Screening statement.....	12
5.	References	13

Figure

Site location and European sites within the potential Zol.

Table

Table 1. European sites which could potentially be connected to the Development.....4

1. Introduction

1.1 Background

AECOM Ireland Limited ('AECOM') was commissioned by National Transport Authority (NTA) to carry out an Appropriate Assessment (AA) Screening of the Parnell Place Bus Stops (hereafter referred to as the 'Development') in Cork City. The extent of the Development, as shown on **Figure 1**, is hereafter referred to as the 'Site'.

The Site is located in Cork City on Parnell Place and is surrounded by industrial, and commercial premises, within Cork city centre. The approximate Irish Central Grid Reference of the Site is W 67878 71929. There are no watercourses within the Site. The nearest watercourse to the Development is the River Lee, which is approximately 19 m to the south of the Site, and 56 m to the north.

As part of the BusConnects Cork programme, the bus network in Cork has been comprehensively redesigned to provide over 50% more service than the current existing one. The bus network aims to serve additional areas, provide more 24-hour operations and make services more accessible for a greater number of people within walking distance of a high frequency bus. A detailed operational review of the new bus network has identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus network. Following detailed planning and public consultations in 2021, it has been agreed that most bus services from the southwestern suburbs will run along Parnell Place / Clontarf Street instead of South Mall. The Development will form part of the new bus network redesign and the two new bus stops at Parnell Place will be the primary access to the heart of the City Centre.

The proposed Development works are summarised as follows:

1. Provision of two bus stops on the southern section of Parnell Place accessed via a boarding island.
2. Relocation of loading bays to north of bus stops and to eastern side of road with associated removal of on street parking in the southern section.
3. Alterations to lane designations to suit above.
4. Existing disabled parking and cycle provision retained as current.
5. Realignment / allocation of traffic lanes in the northern section of the Site.
6. Kerbed build-out and footway widening between the entrance / exit to Merchants Quay Car park.
7. Renewal/replacement of other road drainage, road signage and road markings as might be necessary.
8. All other associated ancillary works.

1.2 Legislative context

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as the 'Habitats Directive', requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate Special Areas of Conservation (SACs) for habitats listed in Annex I and for species listed in Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds, which is more commonly known as the 'Birds Directive', provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify Special Protection Areas (SPAs) SPAs for rare or vulnerable species listed in Annex I of the Birds Directive, as well as for certain regularly occurring migratory species. Collectively, SACs and SPAs are known as 'European sites'.

In the Republic of Ireland, the habitats and/or species which are the reason(s) for designation of an SAC are referred to as 'Qualifying Interests' (QI). The bird species for which particular SPAs are designated are referred to as 'Special Conservation Interests' (SCI).

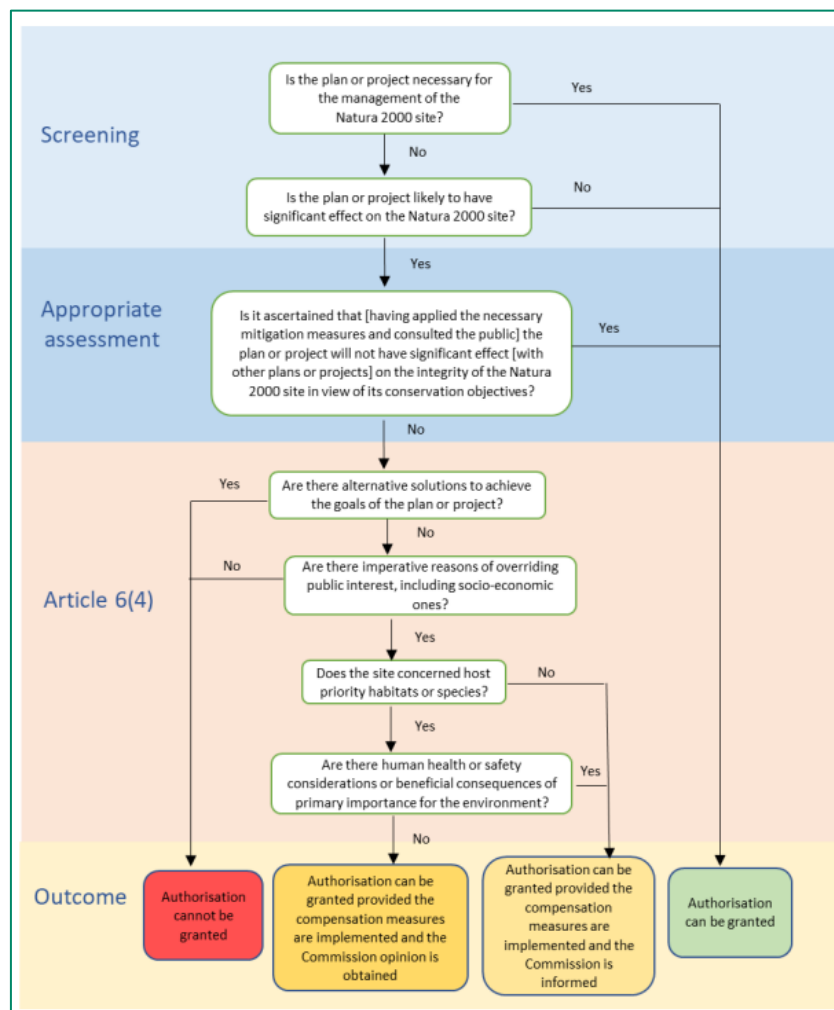
Under Article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site, but would result in likely significant effects on such a site, either individually or in-combination with other plans or projects, must be subject to an Appropriate Assessment (AA) of its implications for the SAC / SPA in view of the relevant site Conservation Objectives.

The requirements of Article 6(3) are transposed into national law through Part XAB of the Planning and Development Act 2000 (as amended) (hereafter abbreviated to the 'PDA') for planning matters, and by the European Communities (Birds and Natural Habitats) Regulations 2011 in relation to other relevant approvals / consents. The legislative provisions for Appropriate Assessment Screening for planning applications are set out in Section 177U of the PDA.

1.3 Overview of the Appropriate Assessment process

The process required by Articles 6(3) and 6(4) of the Habitats Directive is stepwise and must be followed in sequence. Image 1 below outlines the stages of AA according to current European Commission (EC) guidance (European Commission, 2021). The stages are essentially iterative, being revisited as necessary in response to more detailed information becoming available, recommendations incorporated, and any relevant changes to the plan or project being made until no significant adverse effects remain.

Image 1. The stages in assessment of plans and projects in relation to European sites (taken from European Commission (2021))



The first step in the sequence of tests is to establish whether an AA is required. This is often referred to as 'AA Screening'. The purpose of AA Screening is to determine, in view of best available scientific knowledge, whether a plan or project, either alone or in-combination with other plans or projects, could have likely significant effects on a European site, in view of that site's Conservation Objectives.

Whilst the various steps involved in the AA process must be carried out by a Competent Authority, under Section 177U(3) of the Planning and Development Act 2000 (as amended), project proponents or their consultants may undertake a form of screening to establish if an AA is required and provide advice, or may submit the information necessary to allow the Competent Authority to conduct a screening of an application for consent. Specifically, Section 177U(3) states that "*in carrying out a screening for appropriate assessment of a proposed development a competent authority may request such information from the applicant as it may consider necessary to enable it to carry out that screening, and may consult with such persons as it considers appropriate...*".

This document therefore considers the potential for likely significant effects from the Development on European sites, both alone and in-combination with other plans or projects, and provides the information needed for Cork City Council to undertake an AA Screening of the Development, as well as giving AECOM's own opinion on the requirement for further AA.

2. Relevant European sites

A search of the Environmental Protection Agency (EPA) maps website was carried out to identify European sites within at least 15 km of the Development. This was extended to search for sites further afield which may be hydrologically connected to the Development, or for sites designated for wide-ranging QI / SCI such as migratory fish species, otter *Lutra lutra*, and certain non-breeding geese species. This search identified four European sites which could potentially be connected to the Development: Cork Harbour SPA, Great Island Channel SAC, Blackwater River (Cork/Waterford) SAC, and The Gearagh SAC. Distances quoted are cited as the shortest boundary to boundary distance 'as the crow flies', unless otherwise specified. Details of each site are given in **Table 1**.

Table 1. European sites which could potentially be connected to the Development

Site name [site code]	Summary of Qualifying Interests / Special Conservation Interests	Relationship to the Development
Cork Harbour SPA [004030]	<ul style="list-style-type: none"> • Little grebe <i>Tachybaptus ruficollis</i> [A004] • Great crested grebe <i>Podiceps cristatus</i> [A005] • Cormorant <i>Phalacrocorax carbo</i> [A017] • Grey heron <i>Ardea cinerea</i> [A028] • Shelduck <i>Tadorna tadorna</i> [A048] • Wigeon <i>Anas penelope</i> [A050] • Teal <i>Anas crecca</i> [A052] • Pintail <i>Anas acuta</i> [A054] • Shoveler <i>Anas clypeata</i> [A056] • Red-breasted merganser <i>Mergus serrator</i> [A069] • Oystercatcher <i>Haematopus ostralegus</i> [A130] • Golden plover <i>Pluvialis apricaria</i> [A140] • Grey plover <i>Pluvialis squatarola</i> [A141] • Lapwing <i>Vanellus vanellus</i> [A142] • Dunlin <i>Calidris alpina</i> [A149] • Black-tailed godwit <i>Limosa limosa</i> [A156] • Bar-tailed godwit <i>Limosa lapponica</i> [A157] • Curlew <i>Numenius arquata</i> [A160] • Redshank <i>Tringa totanus</i> [A162] • Black-headed gull <i>Chroicocephalus ridibundus</i> [A179] • Common gull <i>Larus canus</i> [A182] • Lesser black-backed gull <i>Larus fuscus</i> [A183] • Common tern <i>Sterna hirundo</i> [A193] • Wetland and waterbirds [A999] 	Approximately 2.7 km to the south-east of the Development, with a potential hydrological connection as the River Lee flows into Cork Harbour SPA approximately 4.6 km, along the river course, downstream of the Development. The River Lee does not flow through the Development but the River Lee (South Channel) is located approximately 19 m to the south of the Site and the River Lee (North Channel) is located 56 m to the north of the Site.
Great Island Channel SAC [001058]	<ul style="list-style-type: none"> • Mudflats and sandflats not covered by seawater at low tide [1140] • Atlantic salt meadows <i>Glauco-Puccinellietalia maritima</i> [1330] 	Approximately 8.9 km to the south of the Development, with a potential hydrological connection as the River Lee flows into Great Island Channel SAC approximately 9.6 km, along the river course, downstream of the Development. The River Lee does not flow through the Development but the River Lee (South Channel) is located approximately 19 m to the south of the Site and the River Lee (North Channel) is located 56 m to the north of the Site.

Site name [site code]	Summary of Qualifying Interests / Special Conservation Interests	Relationship to the Development
Blackwater River (Cork/Waterford) SAC	<ul style="list-style-type: none"> • Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Perennial vegetation of stony banks [1220] • Salicornia and other annuals colonising mud and sand [1310] • Atlantic salt meadows <i>Glauco-Puccinellietalia maritima</i> [1330] • Mediterranean salt meadows <i>Juncetalia maritimi</i> [1410] • Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation [3260] • Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] • Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> <i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i> [91E0] • Freshwater pearl mussel <i>Margaritifera margaritifera</i> [1029] • White-clawed crayfish <i>Austropotamobius pallipes</i> [1092] • Sea lamprey <i>Petromyzon marinus</i> [1095] • Brook lamprey <i>Lampetra planeri</i> [1096] • River lamprey <i>Lampetra fluviatilis</i> [1099] • Twaite shad <i>Alosa fallax fallax</i> [1103] • Salmon <i>Salmo salar</i> [1106] • Otter [1355] • Killarney fern <i>Trichomanes speciosum</i> [1421] 	<p>Approximately 15.2 km to the north of the Development, with a potential weak hydrological connection.</p> <p>The Blackwater River is located approximately 32 km, along the river course, upstream of the River Lee. The Blackwater River flows into a number of tributaries including Clyda, Manin, and Shournagh before reaching the River Lee, that then splits at Victoria Cross into the River Lee (South Channel) which is located approximately 19 m from the Site, and the River Lee (North Channel) located approximately 56 m from the Site.</p>
The Gearagh SAC [000108]	<ul style="list-style-type: none"> • Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitricho-Batrachion</i> vegetation [3260] • Rivers with muddy banks with <i>Chenopodion rubri</i> p.p. and <i>Bidention</i> p.p. vegetation [3270] • Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] • Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> <i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i> [91E0] • Otter [1355] 	<p>Approximately 34 km westerly of the Development, with a potential weak hydrological connection.</p> <p>The Gearagh SAC is located 42 km, along the river course, upstream of the Development along the course of the River Lee. The River Lee splits at Victoria Cross into the River Lee (South Channel) which is located approximately 19 m from the Site, and the River Lee (North Channel) located approximately 56 m from the Site.</p>

3. Test of likely significant effects

3.1 Considering the Development alone

The Development will retain existing street trees and involves some minor road works including the provision of two new bus stops, a pedestrian crossing and a new bus boarding island, as well as the relocation of loading bays, traffic lane adjustments, and footpath widening. These minor road works will occur entirely on hard-standing, along the existing road, cycleway and path on Parnell Place. There are no habitats present which could be used by the SCI species of Cork Harbour SPA or the QI / SCI of any other European sites. According to Cutts *et al* (2013) disturbance of waterbirds can occur at distances of up to 300 m from construction works. Cork Harbour SPA, and any habitats outside of the boundary of this Site which could be used by its SCI, are located at greater distance than 300 m. Moreover, the Development will likely not change the baseline conditions within the area because the Development lies in a busy urban location with substantial existing disturbance sources.

Otter are a QI species of Blackwater River (Cork/Waterford) SAC and The Gearagh SAC which are hydrologically linked to the River Lee. Otters are not particularly sensitive to disturbance, and the construction works involved as part of the Development are highly unlikely to prevent them from commuting or foraging in the area. Considering these facts and that the closest hydrological connection from the Development to the Blackwater River (Cork/Waterford) SAC is approximately 32 km upstream and approximately 42 km upstream to The Gearagh SAC, no likely significant effects to otter is possible. There is no direct hydrological connection between the Site and the River Lee and the closest hydrological pathway from the Development to the Blackwater River (Cork/Waterford) SAC is weak and distant from the Site, located approximately 32 km upstream. There will be no in-stream works for the Development as works will be restricted to the terrestrial environment and noise and vibration levels which could otherwise be generated will be limited. In addition, the works will be temporary. Thus, noise and vibration caused by construction works are highly unlikely to transfer into the River Lee and cause harm to QI species of any hydrologically linked European site.

The works associated with the construction of the Development are very minor, and the potential for waterborne pollution to be generated is very low. While there are some minor works to drainage with some existing gullies to be removed and relocated to areas on the existing carriageway and cycle track within the Site, run-off from the works will enter the existing urban drainage system and would be subject to the same level of treatment as existing surface water flows. There are no watercourses within the Site and there is no direct hydrological pathway between the Site and the River Lee and subsequently no direct hydrological connection to any European sites. The River Lee (South Channel), lies approximately 19 m to the south and is separated from the Site by the South Mall road / Lapp's Quay. The River Lee (North Channel) is located 56 m from the Site and is separated by Merchant's Quay. The Development is unlikely to cause significant waterborne pollution as any pollution generated during the construction phase is likely to be minor in nature. This combined with the distances upstream to Blackwater River (Cork/Waterford) SAC and The Gearagh SAC (32 km and 42 km, respectively) and the distances downstream to Cork Harbour SPA and Great Island Channel SAC (2.7 km and 8.9 km, respectively), as well as the dilution effect from the River Lee and Cork Harbour mean that in the extremely unlikely case of a pollution event, there will be no effect on the European sites from waterborne pollution.

Guidance published by the Institute of Air Quality Management (IAQM) advises that consideration should be given to construction-related air quality impacts on nature conservation sites within 50 m of works, including any access routes, extending to 500 m from the entrance to the construction site (Holman *et al*, 2014). As discussed in **Table 1**, the closest European site to the Site, as the crow flies, is Cork Harbour SPA. The European site is over 2.7 km south-easterly of the Development with an intervening highly urban area. Construction-generated dust and vehicular emissions would be minimal for the minor works required and given the distance to the closest European site (over 2.7 km) no impact is possible.

The operation of the Development will not differ in any material way to the current baseline environment. Thus, in terms of potential impact sources, there will be no increase in disturbance of QI / SCI, and there will be no increase in emissions of waterborne or airborne pollutants). The urban drainage system will remain unchanged, and there will be no increase in run-off of water or possible inputs of pollutants.

3.2 In-combination effects

Cumulative effects can result from individually insignificant but collectively significant actions taking place over a period of time or concentrated in a location (CIEEM, 2022). Effects which arise in-combination with other projects or plans must be considered as part of AA Screening. In accordance with Office of the Planning Regulator (OPR) guidance, the assessment of in-combination effects must examine (OPR, 2021):

- completed projects;
- projects which are approved but not completed;
- proposed projects (i.e., for which an application for approval or consent has been made, including refusals subject to appeal and not yet determined);
- proposals in adopted plans; and,
- proposals in finalised draft plans formally published or submitted for consultation or adoption.

A review of the National Planning Application Database (NPAD) was carried out to identify any planning applications from the last five years within close proximity (i.e., 1 km) of the Development. Most recent planning applications are small scale domestic, industrial and commercial applications.

As discussed above, no effects are considered possible from the Development itself. Where there is no possibility of any effect (as opposed to a small but insignificant effect, or a significant effect), there cannot be any in-combination effect with other projects or plans as there will be no addition from the Development. While some of the identified applications have the potential to cause impacts on European sites (e.g., through waterborne pollution), such effects will not arise from the Development and there is no potential for in-combination effects. For completeness, planning applications within 1 km which were not small scale domestic industrial, or commercial applications are discussed below.

McCurtain Street Public Transport Improvement Scheme, located on MacCurtain Street and adjoining streets including Lower Glanmire Road, Summerhill North, Brian Boru Bridge and Brian Boru Street, Merchants Quay, Penrose Quay, St Patrick's Quay, St Patrick's Hill, St Patrick's Place and Wellington Road, Devonshire Street and Pine Street, Leitrim Street, Christy Ring Bridge and Lavitt's Quay, Camden Quay, North Link Road (N20) and Mulgrave Road, Cathedral Walk, MacCurtain Street and Harley's Street and Coburg Street and Bridge Street in Cork City: The proposed development is a road network and public realm improvement works and includes the following key features: Upgrade of footpaths, provision of enhanced cycling infrastructure, changes in traffic management to include additional bus priority facilities, upgrade to junctions including upgrades to traffic signal system, resurfacing of streets within the project area, provision of additional street furniture and trees, provision of set down spaces, disabled parking and loading areas, new and upgraded public lighting and improved street signage and road markings. It is intended to reduce the speed limits to 30kph on MacCurtain Street, Bridge Street and Coburg Street alongside the traffic changes in the area. The findings of the AA screening noted that no significant effects on any Natura 2000 sites is likely and it was not necessary to undertake any further stage of the Appropriate Assessment process. In addition, the proposed development has been screened to determine whether an Environmental Impact Assessment (EIA) is required and it has been concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required.

Planning Application Reference 1838009: Located on Parnell Place, Deane Street, & Oliver Plunkett Street Lower, Cork, adjacent to the Site. The proposed development will consist of the partial demolition, redevelopment and extension of 7/8 and 9 Parnell Place (Protected Structures Ref: PS271, PS272 and PS273): the demolition of existing structures to the rear of 7/8 and 9 Parnell Place on Deane Street, Cork, excluding a red brick chimney: and the demolition of existing structures on Deane Street, Cork, including the demolition of a habitable house, to facilitate a hotel-development of 165 no. bedrooms of between 3-7 storeys plus rooftop plant, principally accessed from Deane Street, as well as Parnell Place, with ground floor reception area, restaurant/bar, retail unit, food hall and café/retail unit. The development includes a new skylight to the roof of 7/8 Parnell Place and a new roof extension and rooflight to 9 Parnell Place: a link bridge on 3 levels connecting 7/8 Parnell Place to the new building fronting Deane Street; green roofs; rooftop plant enclosures; signage; bin stores; ESB substation; and all associated ancillary services. The proposed development also includes the re-opening of an historic laneway connecting Parnell Place with Deane Street, a set down area on Deane Street and all associated site development, elevational treatment, and landscaping works.

Planning Application Reference 1837894: Located on Clontarf Street, Deane Street, and Oliver Plunkett Street Lower, approximately 48 m from the Site. The construction of an office building which will comprise of fifteen (15) storeys and a gross floor area of circa 5,985m² on a triangular site which is bounded by Clontarf Street, Deane Street and Oliver Plunkett Street Lower. The proposed ground floor use will comprise of lobby, office rooms and building services and the first to fourteenth floors will comprise of office use and building services. A roof top terrace will be provided for staff above the fourteenth floor and will include a canopy structure that will oversail the public footpath adjoining Clontarf Street. A glass canopy oversails Deane Street at the third floor level. From the third floor up to the roof terrace the proposed building will overhang the public footpaths along Clontarf Street and Oliver Plunkett Street Lower by approximately 2 metres. The proposed development will also include a double basement with ancillary plant and equipment and a water tank. The main pedestrian access to the building will be via Clontarf Street and the existing electricity substation will be relocated within a secure room on the ground floor of the proposed building with secure access from Deane Street.

Planning Application Reference 303247: Located on Morrison's Island, Cork City, approximately 100 m from the Site. Remedial works to the existing quay walls, construction of public realm improvement works and flood defence works between Parliament Bridge and Parnell Bridge along Morrison's Quay and Fr. Matthew Quay and a short section along Union Quay close to Trinity Footbridge.

Planning Application Reference 1938589: Located on North Custom House Quay and, South Custom House Quay, Custom House Street, Cork City, approximately 143.5 m from the Site. Planning permission is sought by Tower Development Properties Ltd for: Redevelopment of the Custom House site at North Custom House Quay and South Custom House Quay, Custom House Street, Cork City to provide a 240-bedroom hotel, 25 no. hotel serviced suites, and a range of commercial uses including retail, office, food and beverage, distillery, tourism and leisure. The redevelopment will have a gross floor area of approximately 31, 604m². The proposed development consists of the carrying out of works to Protected Structures PS060, PS818 and PS163. An EIAR and NIS will be submitted to the Planning Authority with the application.

Planning Application Reference 2039165: Located on MacCurtain Street and Brian Boru Street, Cork, approximately 148 m from the Site. Permission for the redevelopment of the Leisureplex site 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.

Planning Application Reference 1938338: Located on Alfred Street, Penrose Quay, Penrose Dock, approximately 262 m from the Site. Permission for development on a site bound by Alfred Street to the north, Penrose Quay to the south, the under construction Penrose Dock development to the east, and Penrose Wharf to the west, Cork. The development will consist of the demolition of all buildings and structures; the construction of a two building office development, consisting of a six storey over ground floor building to Penrose Quay (Building 01), with part rooftop terrace, rooftop photovoltaic solar panel array, and rooftop plant; a seven storey over ground floor building to Alfred Street plus rooftop photovoltaic solar panel array, and rooftop plant, including a café at ground floor level fronting onto Alfred Street (Building 02). The proposed development also includes the construction of two basement levels for car parking, cycle spaces, motorbike spaces and services; pedestrian accesses from Penrose Quay and Alfred Street; the omission of the existing vehicular accesses from Penrose Quay and the repositioning of the existing vehicular access from Alfred Street. The proposed office buildings are designed for single and/or multiple office users and provides for general offices and /or business and technology uses and/or office based industry uses and/or educational services uses. The planning application is accompanied by a Natura Impact Statement (NIS). The planning application and NIS may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy.

Planning Application Reference 1837909: Located on Railway Street, Alfred Street and Penrose Quay, approximately 222.5 m from the Site. Permission for development including the demolition of buildings bounded by Railway Street, Alfred Street and Penrose's Quay on a site of 0.68 Ha (excluding the footpath areas and public realm works). The proposed development provides for demolition of structures to the rear of the former City of Cork Steampacket Offices (Penrose House) listed as Record of Protected Structures Ref PS281 and the construction of a two building office development including the construction of a six storey over ground floor building to Penrose's Quay and Railway Street and an eight storey over ground building to Alfred Street and Railway Street (total overall floor area of 39,992 sq.m GFA inc. basement areas). The proposed development will

allow for the construction of two basement levels of ancillary car parking and services, a gym area and associated facilities including access and vehicular access/egress to Alfred Street and two no. sub stations. EIAR and NIS included with application. The NIS concluded that the *“detailed and specific mitigation measures set out in Section 6.2 of this report fully address the potential impacts arising from the proposed development such that it will not give rise to significant impacts either alone or in combination with other potential impact sources”*.

Planning Application Reference 2241614: Located on Copley Street, South Terrace, Union Quay, and Stable Lane Cork City, approximately 307 m from the Site. Permission for development at Copley Street, South Terrace, Union Quay and Stable Lane, Cork City. The redevelopment of the site comprises of demolition, construction and change of land use from builder’s providers/storage to educational use and change of use from residential to café and study space and includes the following: Demolition of the former Brooks Houghton Builder’s NMerchant’s buildings, structures, and boundary walls. Construction of a new Cork University Business School (CUBS) building ranging from 3 storeys to 6 storeys. The building will include foyer with coffee dock, lecture theatres, academic offices, study and teaching areas, restaurant, service rooms, bin storage area, bike storage, roof top plant and associated screening, ESB sub-station, rooftop photovoltaic panels and rooftop water tank. Renovation of 18 and 19 South Terrace to provide for a café and study space, including demolition of the two-storey rear extension and boundary wall at 18 South Terrace. Provision of a new pedestrian laneway from Copley Street to South Terrace, with gated access which will be open to the public during CUBS operational hours. Landscaping, including provision of a courtyard garden accessed via South Terrace, roof top terrace and roof top garden. Temporary landscaping of a future expansion area to the east of the site, to provide a temporary pocket park, with 2.1m-2.6m high fencing to South Terrace, Copley Street and Stable Lane. Works to the public realm, including widening of a footpath on Copley Street, the provision of a pedestrian crossing at the western end of Copley Street, and the realignment of existing car parking spaces on Copley Street to include provision for a mobility access space and loading bay, and footpath restoration at South Terrace. All ancillary site development works, and signage, including the provision of services, access, lighting and basement area to provide for plant. A NIS will be submitted to the Planning Authority with the application. The NIS will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during office hours at the office of the Planning Authority.

Planning Application Reference 1737563: Located on Horgan’s Quay, Railway Street, Lower Glanmire Road, Cork, approximately 401.4 m from the Site. Application for permission for the redevelopment of a site at Horgan’s Quay, Railway Street, Lower Glanmire Road, Cork to provide for a mixed use residential, office, hotel, and retail development with ancillary creche, landscaping and public realm works resulting in the creation of 4 no. public spaces with an area of 5,080 m², services and site development works. The proposed development makes provision for the conservation, refurbishment, alteration and change of use of the Old Railway Station (Station Master’s Building), Carriage Shed and the Goods Shed which are Protected Structures to facilitate their integration into the proposed development and for the demolition of structures, including the existing wall to Horgan’s Quay which forms part of their curtilage. An Environmental Impact Assessment Report (EIAR, formerly known as an EIS) has been prepared was submitted to the Planning Authority with the Application. The biodiversity chapter concluded *“Overall the proposed developed will impact primarily on low value and highly modified habitats. No impact on aquatic habitats is predicted.”* Furthermore *“No adverse impact on designated sites or their conservation objectives will occur”*.

Planning Application Reference 1938200: Located on Sidney Hill, Wellington Road and 7A St. Patrick’s Hill, approximately 419 m from the Site. Permission for development on a site comprising Christian Brothers College, Sidney Hill, Wellington Road, Cork T23FY09 and 7A, St. Patrick’s Hill, Cork, T23DT32. The development will consist of the construction of a new 5 storey schoolhouse (comprising 8 no. classrooms, library, digital suite, 4 no. offices, toilets, stores, plant accommodation, school hall and associated facilities, in a single structure measuring 2435m² (gross floor area) and an overall height of 21.1m (to ridge of roof). The site for this building has frontage onto St. Patrick’s Hill, Cork. An existing vehicular entrance from St. Patrick’s Hill is upgraded to include a pedestrian gate. The proposed works involves the addition of a new 12.8m² entrance porch to the existing main school building; a covered seating area to the all-weather sports pitch; the upgrading of various pedestrian routes within the site; hard and soft landscaping and associated site excavation works above and below ground. The development also includes works to the CBC Preparatory School also at Sidney Hill, Wellington Road, Cork, T23FY09, consisting of the demolition of a 13m² plantroom and 61.1m² library with the construction of a new 64.9m² library and a fire escape stair.

Planning Application Reference 2140713: Located on Kennedy Quay, Victoria Road, and Docklands of Cork City, approximately 427 m from the Site. 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 EIAR and NIS prepared in respect of the proposed development and the neighbouring proposed mixed-use development accompany this planning application. The NIS concluded *“that with the implementation of best practice and the recommended mitigation measures there will be no potential for direct, indirect or cumulative impacts arising from the proposed Gateway Rehabilitation Hospital, Cork City either alone or in combination with any other plans or projects. The integrity of Great Island Channel SAC or Cork Harbour SPA will not be adversely affected. No reasonable scientific doubt remains as to the absence of such adverse effects”*.

Planning Application Reference 2140702: Located on lands between Kennedy Quay, (North) Marina Walk (South), Victoria Road (West) and Mill Road (East), South Docks Cork City approximately 427 m from the Site.

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 bed). EIAR and NIS included with application. The NIS concluded *“that with the implementation of best practice and the recommended mitigation measures there will be no potential for direct, indirect or cumulative impacts arising from the proposed Kennedy Quay Mixed Use Development, Cork City either alone or in combination with any other plans or projects. The integrity of Great Island Channel SAC or Cork Harbour SPA will not be adversely affected. No reasonable scientific doubt remains as to the absence of such adverse effects”*.

Planning Application 2241299: Located at Kent (Cheannt) Station, Lower Glanmire Road, Cork City.

Permission for development at Kent (Cheannt) Station, Lower Glanmire Road, Cork City, approximately 577 m from the Site. The proposed upgrade works at Kent Station, comprises extension and alterations to the existing station, across approximately 13,725.8m². The proposed development works to the Protected Structure of Kent Station to facilitate the through running of commuter services comprise: (A) Doubled sided 220m long, 6m wide extension to existing Platform 5 to create an extended platform 5 and new platform 6. (B) A Y-shaped, steel canopy (on the extended platform), c.3.5m in height and c.6m wide. (C) A new 113m long retaining wall structure, between 0.5m-2.1m in height, with a 1m handrail atop, between the existing mainline and the adjoining depot sidings. (D) The removal of 945m and reinstatement of approximately 1,110m of track. (E) Reinstatement of the disused eastern access subway to the existing station subway from Platform 5, via the construction of a new

staircase. (F) Extension of existing stormwater (SW) network. (G) Removal of redundant signal cabin adjacent to existing track 6 and demolition of c.30m of existing platform 5. (H) Installation of lighting and platform furniture. (I) All associated enabling and ancillary works including site investigations and temporary c. 800m² construction compound. A NIS has been completed for the proposed development and concluded *“that the Proposed Development, whether individually or in-combination with other plans or projects, beyond reasonable scientific doubt that there will be no adverse effect on any European site”*.

Planning Application Reference 2342106: Located on The Gouldings Site, Centre Park Road, and Monahan Road, Cork City, approximately 678 m from the Site. For a 10-year planning permission for a Large-Scale Residential Development (LRD) at the Goulding’s Site, Centre Park Road and Monahan Road, Cork. The proposed development consists of the demolition of the existing on-site buildings and structures and site clearance to facilitate the construction of 1325 no. residential units including apartments and duplexes in 10 no. buildings. A standalone 2 storey creche of 665 sq.m with associated outdoor amenity space is also proposed. The development ranges in height from 2 to 14 storeys over a single basement. There are some mixed uses proposed at ground floor level across the development including: 4 no. cafes/ restaurants with outdoor seating areas (c. 631 sq.m); 5 no. service retail units (c. 561 sq.m); 1 no. convenience retail store which will provide for the sale of alcohol (c. 286 sq.m); and 4 no. offices/ retail offices (c. 323 sq.m). It is requested that where the ground floor uses across the proposed development are indicated as either café or restaurant/ service retail/ retail/ office/ retail office, the use be confirmed subject to first occupation. The development will provide 658 no. 1 bed units, 465 no. 2 bed units and 202 no. 3 bed units, as follows: Block G1 is a 5-8 storey block comprising 182 units (87 no. 1 bedroom units; 62 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G2 is a 5-8 storey block comprising 273 units (134 no. 1 bedroom units; 95 no. 2 bedroom units; and 44 no. 3 bedroom units). Block G3A is a 6-8 storey block comprising 103 units (63 no. 1 bedroom units; 24 no. 2 bedroom units; and 16 no. 3 bedroom units). Block G3B is a 7-8 storey block comprising 77 units (44 no. 1 bedroom units; 20 no. 2 bedroom units; and 13 no. 3 bedroom units). Block G4A is a 3-7 storey block comprising 115 units (52 no. 1 bedroom units; 46 no. 2 bedroom units; and 17 no. 3 bedroom units). Block G4B is a 7-storey block comprising 60 units (21 no. 1 bedroom units; 39 no. 2 bedroom units). Block G5 is a 3-7 storey block comprising 162 units (75 no. 1 bedroom units; 54 no. 2 bedroom units; and 33 no. 3 bedroom units). Block G6 is a 3-7 storey block comprising 172 units (83 no. 1 bedroom units; 58 no. 2 bedroom units; and 31 no. 3 bedroom units). Block G7 is a 3-7 storey block comprising 91 units (50 no. 1 bedroom units; 26 no. 2 bedroom units; and 15 no. 3 bedroom units). Block G8 is a 14-storey block comprising 90 units (49 no. 1 bedroom units; 41 no. 2 bedroom units). EIAR and NIS included with application. The NIS concluded *“that with the implementation of best practice and the recommended mitigation measures there will be no potential for direct, indirect or cumulative impacts arising from the proposed Goulding’s Large Scale Residential Development at Centre Park and Monahan Road, South Docklands, Cork City either alone or in combination with any other plans or projects. The integrity of Great Island Channel SAC or Cork Harbour SPA will not be adversely affected. No reasonable scientific doubt remains as to the absence of such adverse effects”*.

Planning Application Reference 1838082: Located on Evergreen Road, approximately 791.1 m from the Site. Permission for the construction of a residential development consisting of 26 no. apartments and 5 no. townhouses and all ancillary site development works. The proposed development will comprise 2 blocks; Block A will range in height from between 3 and 4 storeys and will consist of 7 no. 1-bedroom apartments, 15 no. 2-bedroom apartments and 4 no. 2-bedroom Duplex Apartments. Block B will consist of 5 no. 2 storey, 2-bedroom townhouses. Ancillary site works to include landscaping, provision of bin storage area, covered bicycle storage and surface car parking. Access to the site will be provided from an existing entrance to Evergreen Road.

4. AA Screening statement

In view of best available scientific knowledge and on the basis of objective information, likely significant effects from the Development on European sites, either alone or in-combination with other plans or projects, can be excluded.

Based on the information provided in this Report, there is no requirement to proceed to the next stage of AA or for a Natura Impact Statement (NIS) to be produced.

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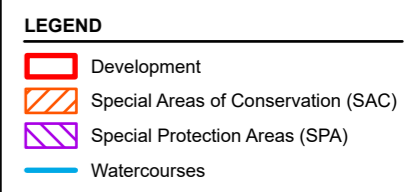
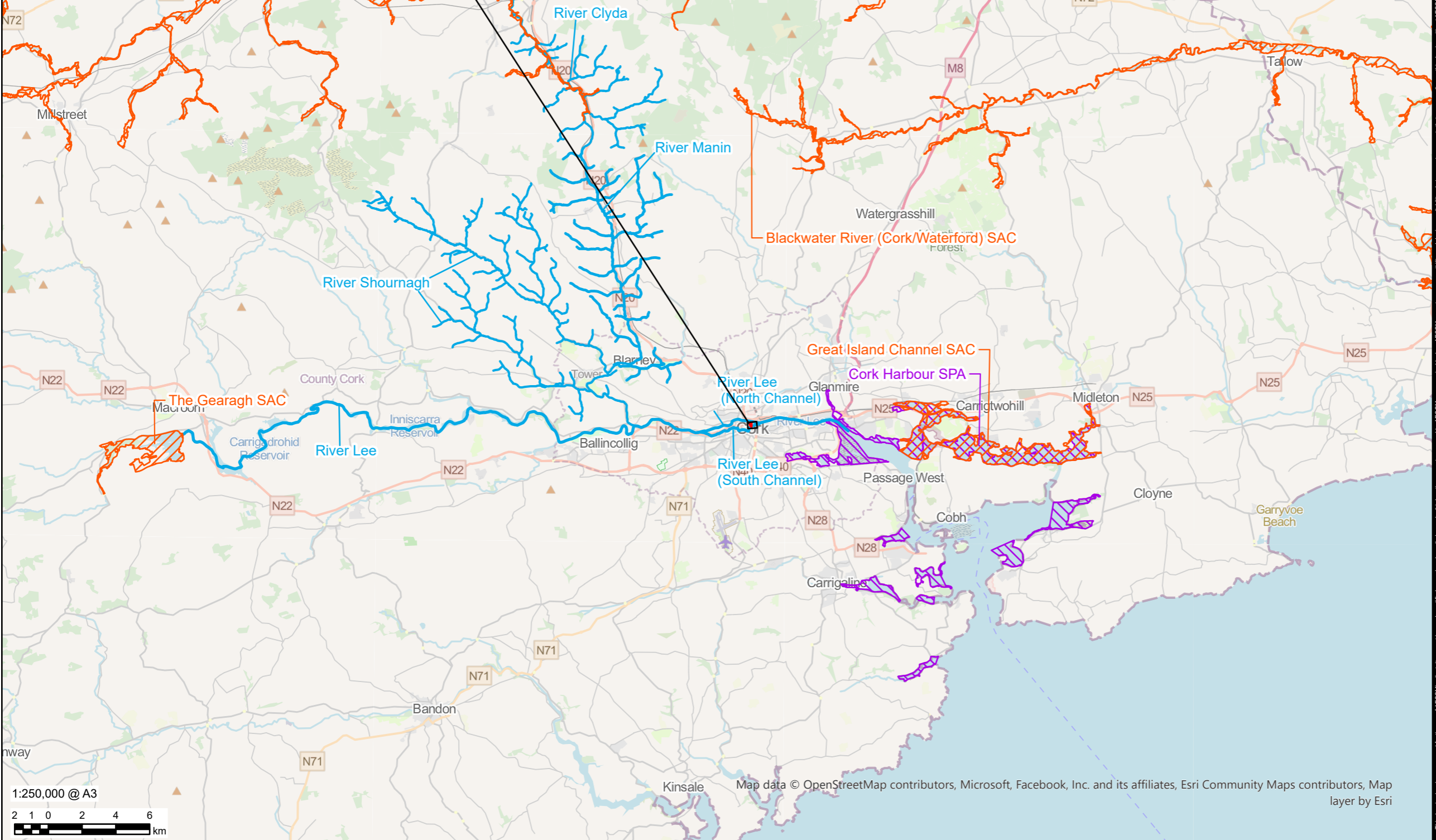
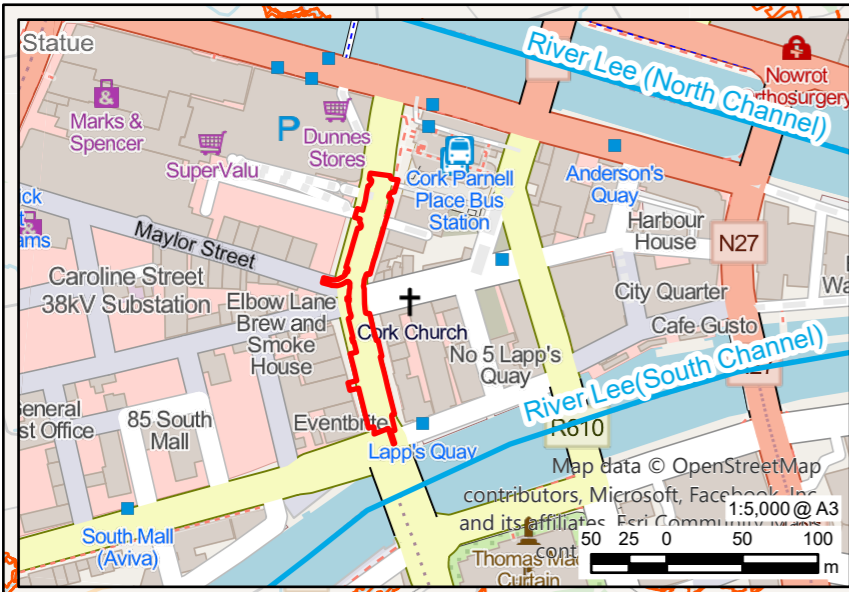
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NOTES

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ISSUE PURPOSE
 FINAL

PROJECT NUMBER
 60693986

FIGURE TITLE
 Site location and European sites within the potential Zol

FIGURE NUMBER
 Figure 1

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