SUB THRESHOLD EIA SCREENING REPORT
***PROPOSED DEVELOPMENT:* Anglesea Terrace, Cork**

Criteria for determining whether a development would or would not be likely to have significant effects on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001 as amended

1. CHARACTERISTICS OF PROPOSED DEVELOPMENT	
Size of Proposed Development	The development site area is approximately 0.4552Ha The proposed development comprises of: The construction of 147 No. residential units including • 72 no. 1 bed apartment and • 75 no. 2 bed apartment, In a building that ranges from 4 – 16 storeys • The demolition of all existing structures including 4 no. existing buildings, boundary walls, removal of an existing car park and all associated site clearance works; • The construction of a 4 to 16 storey building comprising of 147 no. apartments (72 no. 1 bedroom and 75 no. 2 bedroom units) and 1 no. café/restaurant and 2 no. offices/retail units and all associated signage, plant rooms and bin stores; • The provision of communal open space for the residents to include an external courtyard, a linear western park and a rooftop terrace on the 7th floor; • Ancillary bicycle parking; • Upgrade works to the footpath at Old Station Road, an eastern pedestrian link which includes the provision of a new footpath along the South Link Road and a set down delivery area at Anglesea Terrace; • All ancillary site development works include upgrade works including boundary treatments, public lighting and landscaping.
Cumulation with other Proposed Development	An assessment of recently permitted projects identified on Cork City Councils online planning system has concluded that there is no potential for the Proposed Development to combine with other existing and/or approved projects to result in cumulative impacts to the environment.
The nature of any associated demolition works (* see article 8 of SI 235 of 2008)	The proposed development involves the demolition of all existing structures including 4 no. existing buildings, boundary walls, removal of an existing car park and all associated site clearance works. There are no significant impacts that will arise from the demolition works on any adjacent sensitive receptors. The works will be carried out as per the outline Construction Environmental Management Plan and Resource Waste Management Plan to be agreed with Cork City Council prior to commencement of the development.
Use of Natural Resources	The footprint of the proposed development is restricted to an existing brownfield site. Construction related activities will be restricted to the footprint of the proposed development site, as well as the adjacent public road. Works on the public road will be coordinated with Cork City Council and the adjacent businesses and residents of the area. Material from the site will be disposed of an approved facility in accordance with the outline Construction Environmental Management Plan Report. Energy including electricity and fuels will be required during the construction phase. No out of the ordinate use of natural resources is likely during the constriction process. Water required for the construction phase and operational phase of the proposed development will be supplied by the existing mains water supply. Uisce Eireann have confirmed there is adequate water to meet the future needs of the proposed development. Water, consumption of electricity and energy related to the residential occupation of the completed development. No out of the ordinary use of natural resources is likely during the operational phase. The proposed natural resources required will be typical of those required for the development and operation of a residential development and their provision will not have the potential to result in significant effects on the environment.
Production of Waste	It is proposed that all excavated material will be removed from the site to an appropriately licenced facility. The construction waste generated on site will be processed In line with requirements set out in the outline Construction Environmental Management Plan Report. Asbestos is known to be present within the site as outlined in the Asbestos Survey Report by Phoenix Environmental Safety Ltd. The approach to the removal of asbestos containing material is set out in the Resource Waste Management Plan for the project. Removal of asbestos will be carried out by a suitably qualified contractor and will only be removed from site by a suitably permitted/licenced waste contractor. It is considered that the implementation of the prescribed asbestos removal approach will ensure that the emission of asbestos to air, in the form of dust, will be eliminated. Operational waste generated will be domestic waste which will be subject to a domestic licence waste contractor. No significant negative impacts area likely.
Pollution and Nuisances	The construction process may potentially result in nuisance impacts such as noise, dust, and vibration. The Outline Construction Environmental Management Plan (CEMP) outlines various mitigation measures to minimise these impacts in line with best practice standards. Construction activities will be subject to standard working hour restrictions to protect residential amenity in the surrounding area.

	During the construction phase, the use of best practice noise control measures, hours of operation, scheduling of works within appropriate time periods and noise monitoring during this phase will be implemented. With the proposed mitigation measures in place, no significant negative environmental impacts are expected during the construction phase of the development. During the operational phase, for traffic, given the fact that no car parking is proposed as part of the operational phase of the project, there will be no potential for changes to the baseline traffic patterns to arise from the operational phase of the project. The surface water management infrastructure comprises SuDS that will reduce surface water flows and treat surface water generated at the project site via a nature-based solution e.g. green roofs and permeable paving. In addition, On-site attenuation storage will be provided to cater for a 1-in-100-year storm event, with an additional 20% capacity to account for the predicted effects of climate change. For noise and vibration, there will be no significant noise impacts from the proposed development on any of the identified adjacent noise sensitive receptors. This conclusion is underpinned by previous scientific investigations and noise impact assessment by AWN Consultants. With these measures in place, no significant negative environmental effects are expected during the proposed development's operational phase.
Risk of Major Accidents	The proposed development has been designed to safeguard the proposed development against flood impacts during the operational phase, which has achieved a minimum floor level of 3.80AOD. The proposed building will be subject to standard regulatory management requirements during the operation phase, the effective impactions of which will avoid the potential for a major accident event to occur.
Risk to Human Health	All best practise and inherent mitigation measures will be implemented. As part of the proposed development, B-Fluid Ltd., undertook a computational fluid dynamics (CFD) wind microclimate assessment to evaluate pedestrian comfort and safety across the development. The study concluded that the proposed scheme complies with the Lawson Comfort Criteria. No areas were identified as unsafe or distress-inducing for pedestrians, including vulnerable users such as the elderly or cyclists. There is no potential for the proposed development to cause any significant effect on human health.

2.	**LOCATION OF PROPOSED DEVELOPMENT**
Existing Land Use	The proposed development will result in the construction of a residential development on an existing brownfield site. The existing site is occupied by buildings and a car park occupied for Cork City Council.
Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area	The proposed development site is situated on a brownfield location within Cork City, currently occupied by buildings and a car park. This area has been previously developed and does not contain significant natural resources such as forestry, agricultural land, or sensitive biodiversity habitats. The underlying ground conditions comprise artificially made ground over layers of gravel, silt, and Waulsortian limestone bedrock, which are typical of Cork's urban core. A portion of the site is situated within Flood Zone B with the remainder of the site in Flood Zone C, which indicates a moderate to low risk of flooding, primarily from tidal sources. While groundwater flooding is not considered a significant risk, the potential for flood risk has been recognised and addressed through mitigation measures, including setting Finished Floor Levels above predicted flood levels with additional freeboard. An Appropriate Assessment Screening Report has been prepared to consider the potential for adverse impacts on qualifying interests, arising from the construction phase. It concludes that the proposed development either alone or in combination with other plans and/or projects, does not have the potential to significantly effect any European Site, in view of their conservation objectives and on the basis of best scientific evidence. No significant negative impacts on land, soil, water, or biodiversity are anticipated during construction. During the operational phase, the development will connect to existing public infrastructure for water supply and foul drainage. A Sustainable Drainage System (SuDS) strategy will be adopted, incorporating attenuation tanks, permeable paving, and green roofs to manage surface water runoff and enhance groundwater recharge. The development is not anticipated to exert undue pressure on local natural resources or create any significant environmental impacts. No significant adverse effects on the abundance or regenerative capacity of natural resources are anticipated during the operational phase.

2.	LOCATION OF PROPOSED DEVELOPMENT
Absorption Capacity of the Natural Environment	The proposed development is located on a brownfield infill site within Cork City and does not lie within or directly adjacent to any of the following sensitive areas: • (a) Wetlands • (b) Coastal zones • (c) Mountain and forest areas • (d) Nature reserves and parks However, the site is hydrologically connected via surface water and wastewater pathways to the Cork Harbour SPA and the Great Island Channel SAC, which are Natura 2000-designated sites under the EU Habitats and Birds Directives. The hydrological pathway connecting the project to the Great Island Channel SAC is considered to be very tenuous given the distance to this SAC from the project site and the distance to this SAC from the Carrigrennan wastewater treatment plant outfall at Cork Harbour to which wastewater generated at the project site will be directed. Mitigation measures, including a Surface Water Management Strategy and Sustainable Drainage Systems (SuDS), will be implemented to prevent adverse effects on water quality and biodiversity. Wastewater from the site will be directed to the Carrigrennan WWTP, which has confirmed capacity and no observable impact on receiving water quality. The AA Screening Report concludes that, based on these measures and the nature of the site's pathways, the project will not result in likely significant effects on the Cork Harbour SPA or Great Island Channel SAC, either alone or in combination with other plans or projects. No records indicate that the site lies within an area that has failed to meet EU environmental quality standards. The swift boxes, green roof and bee hotel are enhancement measures and do not introduce new impact pathways to European sites. The site is located in a densely populated urban area, but it is well-served by infrastructure and capable of absorbing the scale of development proposed without significant pressure. An Archaeological Assessment has been undertaken, and although the site is in an urban area of historical interest, no protected structures or recorded archaeological features are located within the site boundary. Archaeological monitoring will be conducted during groundworks to mitigate any unforeseen impacts. During the construction phase, potential visual impacts would be associated with the temporary works, site activities and vehicular movements to and from the subject site. The impacts from these works will be low and temporary in nature. Potential visual impacts during the construction phase would be associated to temporary works, site activity and vehicular movements to and from the application site. Temporary works such as fencing, gates, machinery and plant equipment will be required for the construction of the development. All of these impacts will be temporary in nature. Given the above, the natural environment is considered capable of absorbing the construction impacts, and no significant adverse effects are likely. During operation, the development will be served by existing urban infrastructure, and SuDS measures will effectively manage surface water runoff. Implementing mitigation measures, including proper stormwater treatment and pollution control, ensures no adverse impacts on downstream designated sites such as the Cork Harbour SPA or Great Island Channel SAC. There will be no impacts on wetlands, coastal zones, forests, or mountains. The site's operational use will not interfere with nature reserves, protected landscapes, or cultural heritage. A Visual Impact Assessment (VIA), prepared by Urban Initiatives, evaluated 30 viewpoints across Cork City, covering short-, medium-, and long-range views from key locations such as St Patrick's Hill, Shandon, The Lough, Montenotte, Douglas Street, and the South Link Road. This city-wide assessment confirmed that the development would result in neutral or beneficial visual effects in 28 of the 30 views, with only two experiencing minor adverse impacts, both of which were deemed non-strategic and of low sensitivity. A detailed VIA has demonstrated the proposal's visual integration within the urban landscape. It found that the development would result in neutral to beneficial impacts in the majority of assessed views, confirming the landscape's capacity to absorb the proposed scale. The design also responds to guidance set out in the separate Tall Building Statement, incorporating measures such as stepped building heights near heritage assets, retention of existing trees, and high-quality landscaped courtyards and roof terraces. These features collectively reduce visual prominence, support a coherent skyline, and ensure a positive contribution to Cork City's evolving urban form, particularly in relation to existing tall buildings such as the Elysian. A wind microclimate assessment by B-Fluid Ltd. evaluated the potential for wind-related impacts on pedestrian comfort. The assessment confirmed that the development complies with the Lawson Comfort Criteria and will not give rise to adverse wind conditions at pedestrian level, including for vulnerable users such as the elderly and cyclists. Additional landscape design measures, including tree retention and terrace planting, further mitigate residual wind effects. The development is in a dense urban area and replaces underutilised land, aligning with national policy on urban infill and regeneration. No significant operational impacts are expected on the surrounding environment's absorption capacity.

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
Extent of the Impact	The site is located in an urban area. The site size is 0.45ha. The site is in a built-up area well served by public transport. A Construction Traffic Management Plan is incorporated in the outline Construction Environmental Management Plan by CS Consulting which will be implemented to mitigate adverse impacts on traffic flow. Once operational, the development will deliver 147 residential units in a well-connected urban setting. The magnitude of operational impacts is considered moderate in terms of population increase, but these will be positive in nature, contributing to housing supply in Cork City. Impacts will be localised and fully supported by existing infrastructure, including public transport, water supply, and foul drainage networks. The development aligns with national policy for urban consolidation and regeneration, and no significant adverse impacts of regional or wider spatial extent are expected.
Transfrontier nature of the Impact	The impacts arising from the construction phase will be confined to the development site and its immediate urban surroundings within Cork City. There are no international boundaries nearby, and the scale and nature of the development are such that no transboundary environmental effects are expected. The geographical extent and population likely to be affected are limited, and with mitigation measures in place, significant environmental effects are unlikely. The operational phase of the development will not result in any transboundary impacts. The site is situated in an urban area, well served by existing infrastructure, and the residential use is suitable for its setting. The effects of the development will be local in scale and nature.
Magnitude and Complexity of the Impact	During the construction phase, impacts such as noise, dust, and traffic are anticipated to be temporary, intermittent, and localised. These effects are typical of urban construction projects and are not deemed intense or complex in nature. Mitigation measures outlined in the Construction Environmental Management Plan (CEMP) will be implemented to minimise disruption and manage potential nuisances effectively. No elements of the development are unusually complex or of abnormal magnitude. The anticipated impacts are consistent with those arising from construction projects of similar scale and setting. The operational phase involves the management and use of a 147-unit residential development in a central urban location. The scale of use is moderate and will be supported by existing infrastructure and public services. The development will be actively managed and is expected to integrate well into the urban environment without giving rise to complex or high-intensity impacts.
Probability of the Impact	Some construction impacts are probable, but these will be short-term and not significant. The CEMP will mitigate any impacts with best standards practise techniques. The operational phase will inevitably alter the local environment; however, this change will align with emerging trends in the area. Measures are in place to avoid, reduce, or mitigate potential negative impacts.
Duration, Frequency and Reversibility of the Impact	The construction impacts will commence within approximately 6 months of planning approval; they will be short-term, over a period of c. 1 year, and restricted by planning conditions (if applicable) in terms of the hours of operation. No permanent negative impacts are anticipated as a result of the construction phase of the project. No significant adverse impacts are likely. Once operational the development will be occupied all year round, and the impacts will be irreversible.

SCREENING CONCLUSION STATEMENT
The proposed development is deemed a sub-threshold development and has been screened to determine whether an Environmental Impact Assessment (EIA) is required. 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. *Please refer to Appendix A for report titled; Environmental Impact Assessment Screening Report prepared by* McCutcheon Halley Planning Consultants *dated* October *2025.*

Name:	Micky Canell
Position:	A/Director of Services - Housing
Date:	20/10/25

Appendix A

EIAR Screening Report

EIA Screening Report

For Anglesea Terrace Part 8 Development at Anglesea Terrace, Cork

on behalf of LDA

October 2025

McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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Contents

1. Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared by McCutcheon Halley Chartered Planning Consultants on behalf of the Land Development Agency (LDA) in conjunction with Cork City Council. The development proposes the demolition of 4 no. existing buildings and construction of 147 no. residential units and 3 mixed-use units located at Anglesea Terrace, Cork. Please refer to the description of development in the Architects Design Statement and public notices for further details. This EIA Screening should be read in conjunction with the accompanying supporting documents including relevant plans and details.

Environmental Impact Assessment (EIA) requirements derive from EU Directives. Council Directive 2014/52/EU amended Directive 2011/92/EU and is transposed into Irish Law by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Proposed developments which fall within one of the categories of development specified in Schedule 5 of the Planning and Development Regulations 2001, as amended, which equal or exceed a limit, quantity or threshold prescribed for that class of development must be accompanied by an Environmental Impact Assessment Report (EIAR). Where a project is of a specified type but does not meet or exceed the applicable threshold, then the likelihood of the project having significant effects (adverse and beneficial) on the environment needs to be considered.

The purpose of this EIA Screening Report is to provide supporting information to assist the competent authority, in this instance, Cork City Council, in determining whether an Environmental Impact Assessment of the proposed development is required as required under Section 120 of the Planning and Development Regulations 2001 (as amended).

1.1 Evidence of Technical Competence

Aida Vaisvilaite

Aida Vaisvilaite of McCutcheon Halley Chartered Planning Consultants has prepared this EIA Screening Report. Aida holds a Bachelor's Degree in Arts, majoring in English, and a Master's in Planning and Sustainable Development, both of which were awarded by University College Cork.

Aida has over 3 years' experience working with multi-disciplinary teams and has provided input on various projects. In particular, Aida has experience in the preparation of EIA Screening reports.

Majella O'Callaghan

This EIA Screening Report has been reviewed by Majella O'Callaghan of McCutcheon Halley Planning Consultants. Majella holds an MSc in Urban and Regional Planning awarded by the Heriot Watt University, Edinburgh, a BA in Geography and Economics awarded by University College Cork and a Diploma in Project Management awarded by Central Institute of Technology, Perth, Australia.

Majella has over 13 years of practical experience preparing Environmental Impact Assessments, EIA Screening and Scoping Reports and AA Screening Reports for a range of industries including mixed-use development and residential development.

2. Legislative Context

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment (EIA), including the screening for an EIA. The objective of the Directive is *"to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA), prior to development consent being given, of public and private developments that are likely to have significant effects on the environment."*

Projects requiring an EIA are defined in Article 4 and set out in Annexes I and II of Directive 2014/52/EU. These provisions are in turn transposed into domestic Irish legislation through Schedule 5 of the Planning and Development Regulations 2001, as amended. In determining the requirements for EIA, Schedule 5 differentiates between different types of projects in the context of 'project types'. The listed project types in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required.

Having regard to the this, the first step in the EIA projects is to undertake a screening exercise to determine whether or not an EIA is required for a particular project. The purpose of this report is to provide information to the planning authority to enable that competent authority to determine whether or not this project has the potential to have significant effects on the environment.

The subject development does not fall within the development classes set out in Part 1 of Schedule 5. The relevant class/scale of development is set out in Class 10 of Schedule 5 (Part 2) of The Regulations:

> *10. Infrastructure projects*
>
> *(b)(i) Construction of more than 500 dwelling units*
>
> *(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area, and 20 hectares elsewhere*

The development proposes the demolition of existing structures and construction of 147 no. residential units and 3 mixed-use units on a site of approximately 0.45ha located at Anglesea Terrace, Old Station Road, Cork.

The proposed project does not meet the thresholds as prescribed by Class 10(b) of the 2001 Regulations, and therefore, the project does not require a mandatory EIAR as set out in Schedule 5.

2.1 Screening for Sub-Threshold EIA

In cases where a project is mentioned in Schedule 5, Part 2 but is classed as 'sub-threshold development', it is necessary for a planning authority to undertake a case-by-case examination about whether the development is likely to be associated with significant effects on the environment. In other words, screening for whether EIA is needed must be undertaken.

While it is clearly demonstrated above that the subject proposal does not trigger mandatory EIA, it is considered prudent to establish that the proposed project would not have significant effects on the environment and therefore does not require a sub-threshold EIA.

Article 4(4) of the Directive 2014/52/EU introduced Annex IIA to be used in the case of screening determinations. Annex IIA of Directive 2014/52/EU requires that the following information be provided by a developer in respect of projects listed in Annex II:

1. *A description of the project, including in particular:*
    a. *A description of the physical characteristics of the whole project and, where relevant, of demolition works;*
    b. *A description of the location of the project, with particular regard to the environment sensitivity of geographical areas likely to be affected.*
2. *A description of the aspects of the environment likely to be significantly affected by the project.*
3. *A description of any likely significant effects, to the extent of the information available on such effects, or the project on the environment resulting from:*
    a. *The expected residues and emissions and the production of waste, where relevant;*
    b. *The use of natural resources, in particular soil, land, water and biodiversity.*
4. *The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.*

Schedule 7 of the Regulations details the criteria the planning authority must consider in determining whether a sub threshold EIA should be undertaken. The Directive amends Annex III 'Selection Criteria referred to in Article (4)3'. The details to be considered in the new Annex III are as follows:

1. *Characteristics of the Proposed Development*

    The characteristics of the proposed development, in particular:

- *The size of the proposed development*
- *The cumulation with other proposed developments*
- *The use of natural resources*
- *The production of waste*
- *Pollution and nuisance*
- *The risk of accidents, having regard to substances or technologies used.*

2. *Location of Proposed Development*

   The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:

   a. *The existing land use;*
   b. *The relative abundance, quality and regenerative capacity of natural resources in the area;*
   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 national legislation, Natura 2000 areas designated by Member States pursuant to Directive 92/42/EEC and Directive 2009/147/EC.*
      vi. *Areas in which there has already been a failure to meet environmental quality standards laid down in Union Legislation and relevant to the project, or in which it is considered that there is such a failure;*
      vii. *Densely population areas;*
      viii. *Landscapes and sites of historical, cultural or archaeological significance.*

3. *Types and Characteristics of Potential Impacts.*

   The likely significant effects on the environment from the proposed development in relation to criteria set out under paragraphs 1 and 2 of this Annex with regard to the impact of the project on the factors specified in Article 3(a), taking into account:

   - *The magnitude and spatial extent of the impact (for example geographical areas and size of the population likely to be affected);*
   - *The nature of the impact;*
   - *The transboundary nature of the impact;*
   - *The intensity and complexity of the impact;*
   - *The probability of the impacts;*
   - *The expected onset, duration, frequency, and reversibility of the impact;*
   - *The cumulation of the impact with the other existing and/or approved projects;*

– *The possibility of effectively reducing the impact.*

In compliance with the requirements of the 2014 Directive, this Screening Report provides details of the information specified in Annex IIA, taking account of the criteria in Annex III, and provides the information required under Schedule 7A of the 2001 Regulations. This ensures that all of the information required under Schedule 7A has been furnished. It also presents the information to facilitate the competent authority in its screening assessment.

3. Information Required by Annex II(A) of 2014/52/EU

3.1 Physical Characteristics of the Whole Project

The overall project site is 0.4552 ha in area. The site is centrally located in Cork City and is bound by the South Link Road to the east, Old Station Road to the north and Anglesea Terrace to the south and Saint Joachim and Anne's (a former asylum) to the west.

St. Joachim and Anne's is a Protected Structure (PS004) and is also on the National Inventory of Architectural Heritage (Ref: No. 20508384). St. Joachim and Anne's is located within the South Parish Architectural Conservation Area which begins immediately to the west of the site.

The site is accessed by Anglesea Terrace via Anglesea Street. Situated diagonally opposite the site is the existing Elysian building, which stands at 17 storeys in height.

The development proposes the demolition of 4 no. existing buildings and the existing stone walls on site and the construction of 147 no. residential units and 3 mixed-use units located at Anglesea Terrace, Old Station Road, Cork.

The site is an infill land parcel and is zoned '*ZO 05 – City Centre'* within the Cork City Development Plan 2022-2028 where it is an objective *'to consolidate and facilitate the development of the central area and to promote its role as a dynamic mixed used centre for community, economic, civic, cultural and residential growth.'*

The site benefits from excellent public transport connectivity. It is 500 metres from Cork City Bus Station (Parnell Place), which provides local, regional, and national bus services, and 1.4km from Cork (Kent) train station.

Currently, the site is occupied by a warehouse, sheds, and a car park.

3.2 Location of the Project, with regard to Environment Sensitivities of Geographical Areas likely to be affected.

The site is situated in an established urban context. The surrounding area is undergoing significant redevelopment, with notable nearby permitted and under construction projects including:

- A mixed-use development (ranging in height from 9-12 storeys) at Kennedy Quay to the northeast (CCiC Ref: 21/40702) which is currently under construction;
- A permitted 34-storey hotel development to the north at the Custom House Site (CCiC Ref: 19/38589, ABP Ref: 308596), which received a recent extension of duration permission; and
- A recent approval from Cork City Council for a 24-storey residential development (Railway Apartments) for 217 no. apartments recently approved at Albert Quay under a Part 8 Development.

These projects reflect Cork's urban renewal efforts and align with the city's expansion and densification strategy.

The proposed development is on an infill site of low ecological value in terms of habitat. Doherty Environmental Consultants Ltd has carried out an Appropriate Assessment Screening, which concludes that the proposed development will not significantly impact the qualifying interest and conservation objectives for Natura 2000 sites and that the integrity of these sites will not be adversely affected.

The Site-Specific Flood Risk Assessment (SSFRA) by CS Consulting evaluates the flood risk to the site and surrounding area and assesses whether the proposed development will impact flooding. The site is located within Flood Zones B and C, indicating a moderate to low risk of flooding.

The most environmentally sensitive aspect of the geographical area is the amenity of existing residential units. As part of the SSFRA, a justification test was carried out, which confirmed that the development would not increase the risk of flooding elsewhere. In addition, the report sets out Climate Change Adaptation Measures and mitigation measures to reduce any environmental impacts of stormwater runoff by using Sustainable Drainage Systems (SuDS). These mitigation measures include:

- Green roofs to intercept and reduce runoff;
- Attenuation tanks sized for a 1-in-100-year storm event with an added 20% climate change allowance;
- Restricted outflow rates to alleviate pressure on the public drainage network.

Additional flood risk mitigation and climate adaptation measures include:

- A Finished Floor Level (FFL) of 3.80m AOD for residential units to protect against tidal flooding;
- Flood-resistant and resilient construction techniques (e.g. tanking, raised services, flood barriers);
- A Flood Warning and Evacuation Plan to ensure preparedness in the event of an extreme flood event;
- Use of less vulnerable ground floor uses and careful internal layout design to minimise flood impacts.

These measures collectively reduce the risk of both onsite and offsite flooding and ensure that the development can respond to predicted climate change impacts.

The proposed landscaping strategy for the Anglesea Terrace development focuses on delivering high-quality open spaces that enhance amenity, support biodiversity, and integrate with the urban context. At ground level, a semi-enclosed courtyard area is located to the south of the development, featuring specimen trees, pockets of recreational lawn, and wrap-around seating. Dense planting provides screening for adjoining residences and provides a sense of enclosure and comfort.

Planting throughout the scheme comprises a layered mix of native grasses, low- and mid-rise hedging, and trees such as *Betula Populiflia, Prunas Padus*, and *Amelanchier*, selected for their resilience and seasonal interest.

A communal roof terrace on Level 7 provides additional amenity space for residents, designed with ornamental grasses, evergreen shrubbery, and a protective glass screen to create a sheltered environment. This terrace offers a series of flexible-use areas, connected by pathways and furnished with durable, powder-coated steel elements.

Across the site, a consistent material palette ensures continuity between the courtyard, roof terrace, and adjacent streets. Granite aggregate paving, precast concrete steps, and modular steel edges create a cohesive and legible public realm. The landscaping approach promotes sustainable urban living through ecological design, safe access routes, and social spaces.

The scheme embeds green infrastructure in the form of a green roof and ground-cover vegetation mixes, increasing on-site vegetation cover and delivering slight positive effects for urban biodiversity. In addition, swift nesting boxes and an invertebrate shelter (bee hotel) are incorporated. These measures are set out in the Ecological Impact Assessment Report submitted with the application and will be delivered as part of the works.

Urban Initiatives assessed and guided the visual impact of the proposed development. Working in collaboration with Henry J Lyons Architects and the wider design team, Urban Initiatives carried out a comprehensive visual appraisal to inform the design response. As part of this process, they prepared a Zone of Theoretical Visibility (ZTV) and assessed 30 viewpoint locations across Cork City, covering a range of distances and orientations.

The assessment considered the environmental sensitivity of the surrounding area, particularly the proximity of Protected Structures, such as SS Joachim & Anne's, and the South Parish Architectural Conservation Area (ACA). To mitigate visual effects on these heritage assets, the building massing was stepped down near sensitive edges, and landscaped buffers were introduced. The tallest element of the scheme was strategically placed at a corner of the site already characterised by larger-scale urban form, minimising its prominence and preserving the character of neighbouring streetscapes.

These measures reduce the development's potential for adverse visual impact and ensure it integrates appropriately into the existing urban environment. The landscaping strategy enhances streetscape continuity and supports a more coherent public realm. Overall, the proposal's visual effects are considered neutral to positive from the majority of views, contributing to the consolidation of taller buildings in the city centre while respecting the established character of its more sensitive edges.

3.3 Description of Aspects of the Environment Likely to be Significantly Affected by the Project

The most likely significant adverse effects on the environment, without appropriate mitigation measures in place, are:

- Construction traffic resulting in traffic congestion to local or strategic road networks;
- Population growth resulting in increased foul and storm water discharges to the public sewers and municipal sewage treatment plant waste infrastructure, incapable of meeting demand;
- Increased water usage from the development impacting on water supply resources;
- Potential impacts on the amenities of adjoining properties.

A range of measures have been or are being developed to avoid, reduce or mitigate likely significant adverse effects on the environment, including:

- Development of a Construction Environmental and Waste Management Plan to mitigate construction-related impacts;
- The proposed stormwater drainage will be constructed in accordance with the Greater Dublin Strategy Drainage Study (GDSDS) and British Standards (BS EN 727:2000) for drains and sewer systems. On-site stormwater attenuation is designed to cater for the possibility of tidal lock for of 6 hours which allows additional storage within the design;
- Uisce Eireann has issued a Confirmation of Feasibility (COF) connection;
- Water-efficient fittings and layouts will reduce consumption and minimise demand on potable water resources.
- Design of landscaping and planting to incorporate high quality recreational and amenity services;
- Zero car parking on site and generous cycle parking to encourage sustainable modes of transport.

During the operational phase, no emissions are anticipated that would negatively impact human health. A wind microclimate assessment, prepared by B-Fluid Ltd., confirmed that the development meets the Lawson Comfort Criteria and will not result in unsafe or distressing wind conditions for pedestrians, including vulnerable users such as older persons and cyclists. Additional mitigation through landscaping, including tree planting and

terrace gardens, will further ensure a safe and comfortable pedestrian environment.

The most significant positive effects on the environment will be the provision of residential units to meet the housing demands of a growing population.

3.4 Expected Residues and Emissions, and the Production of Waste

Any residues and emissions will primarily arise from construction activities and machinery during the construction phase. No unusual emissions or waste are expected at this stage. A dedicated environmental, construction, and waste management plan will be implemented to address and minimise potential environmental effects.

In terms of construction waste, it is proposed that all excavated material will be removed from the site to an appropriately licenced facility. Soil for disposal from the site is classified as waste, and accordingly, soil for disposal will be processed in accordance with all applicable waste management legislation. During the construction of the project, there will be construction waste generated, which will be processed in the manner identified in the Resource Waste Management Plan by AWN Consulting.

Asbestos is known to be present within the site as outlined in the Asbestos Survey Report by Phoenix Environmental Safety Ltd. The approach to the removal of asbestos containing material is set out in the Resource Waste Management Plan for the project. Removal of asbestos will be carried out by a suitably qualified contractor and will only be removed from site by a suitably permitted/licenced waste contractor. It is considered that the implementation of the prescribed asbestos removal approach will ensure that the emission of asbestos to air, in the form of dust, will be eliminated.

No significant residues are anticipated in the operational phase.

Waste produced during operation will consist of typical household refuse from the residential units, managed by an authorised waste disposal service.

3.5 The User of Natural Resources, in Particular Soil, Land, Water and Biodiversity

The development is located on an infill site with limited ecological value. It will be linked to the public mains water supply and the existing foul sewer network.

The project involves the demolition of 4 no. buildings and the construction of 147 no. residential units and associated facilities, and no water-intensive activities are planned for the site. Construction related activities will be restricted to the footprint of the project site, as well as adjacent public road. Works on the public road will be coordinated with Cork City Council and the adjacent residents. Materials that will be excavated within the project site will be disposed of at an approved facility in accordance with C&D Waste Management procedures. While natural materials such as stone, gravel, and

water may be used during construction, the operational phase will not involve any unusual or excessive use of natural resources.

In terms of biodiversity, baseline habitats comprise of urban hardstanding and ornamental planting of low ecological value. Consistent with the ecologist's assessment the design incorporates green roofs and ground-cover vegetation mixes, which will increase vegetation cover on the site and provide additional foraging and shelter opportunities. Targeted biodiversity enhancements are also embedded, including the provision of swift nesting boxes and an invertebrate shelter.

The swift boxes will comprise Schwegler Type 17A triple-cavity built-in units (Product Code 613-IRL), positioned more than 5 metres above ground and away from obstructions, bright spotlights, and plate glass. They will be oriented south where feasible (east/west acceptable, north least desirable). Each box has a reduced entrance hole (29 mm) to prevent use by non-target species. An attraction call system will also be operated to increase the likelihood of uptake, in line with Swift Conservation Ireland (2025) guidance.

The bee hotel will be located at the south-west of the site, adjacent to new hedgerow planting providing shelter and nesting space for invertebrates and pollinators.

Water required for the construction phase and operational phase of the project will be supplied by the existing water supply. Uisce Eireann has confirmed that there is adequate water to meet the future needs of the project.

3.6 Water Framework Directive

The EU Water Framework Directive established a framework for the protection, improvement and management of surface water and groundwater. Information on water features, water quality and Water Framework Directive (WFD) status of watercourses in proximity to the site was determined from the EPA website and interactive map viewer https://gis.epa.ie/EPAMaps and www.catchments.ie.

The River Lee to the north of the project site represents the closest sensitive biodiversity receptor. The site is separated from the south channel of the River Lee, which in this area forms part of the Lee Estuary Lower transitional water body (WFD Code: IE_SW_060_0900). This section of the River Lee to the north of the project site is tidal and forms part of the Lee Estuary Lower transitional water body.

Under the WFD 200/60/EC, the EPA classifies the status and risk of not achieving a good water quality status for all waterbodies in Ireland. According to the WFD, it states 2016-2021, the most up to date data at the time of writing this report, the surface quality of the River Lee has been assessed by the EPA to be of Intermediate status and 'at risk' Waste Framework Directive status and is currently failing to meet the objectives of the Water Framework Directives. At the same time, it has an 'intermediate' Transitional Waterbody WFD Status 2018- 2020 under the following headings – biological status,

dissolved oxygen saturation, fish status, general conditions, nutrient conditions and oxygenation conditions.

The River Lee is a transitional water body and ultimately discharges into Cork Harbour, which lies downstream of Cork City and connects to two European Sites: The Cork Harbour SPA and the Great Island Channel SAC. The Cork Harbour SPA is designated for its nationally and internationally important waterbird populations, while the Great Island Channel SAC contains priority habitats such as Tidal Mudflats and Sandflats and Atlantic Salt Meadows. The SAC is located in the upper part of Cork Harbour, north of Great Island. These sites represent the relevant Natura 2000 designations in the wider surrounding area.

Groundwater may be encountered during excavation and piling works. As detailed in the Ecological Impact Assessment and AA Screening Report, any groundwater or surface water collected on site during the construction phase will be treated through an on-site settlement and filtration system prior to discharge to the public combined sewer. Monitoring will be undertaken daily for Total Suspended Solids (TSS), pH, and turbidity to ensure compliance with discharge thresholds.

Although initial site investigations confirm uncontaminated made ground, further pre-construction investigations will verify this. Should contaminated groundwater be identified, it will either be treated on site or removed to a licensed treatment facility. These measures are particularly important given the site's classification as having high to extreme groundwater vulnerability. With the implementation of these standard best practice measures, no significant impact to groundwater quality or downstream European Sites is anticipated.

During the operational phase of the project, wastewater will be treated at the Carrigrennan Wastewater Treatment Plant. A review of the 2024 Annual Environmental Report (AER) for the Carrigrennan wastewater treatment plant has been completed. The 2024 AER concluded that the discharge from the wastewater treatment plant does not have an observable impact on the water quality of the receiving water body and that the discharge from the wastewater treatment plant does not have an observable negative effect on the Water Framework Directive status.

Uisce Éireann has confirmed that the plant has sufficient capacity to accommodate the proposed development and that its discharges do not have an observable effect on the WFD status of Cork Harbour. As such, there is no potential for the project to combine with other developments to result in cumulative negative impacts on water quality or the conservation objectives of the Cork Harbour SPA or the Great Island Channel SAC.

Mitigation measures have been developed to protect these sites, including a surface water management strategy and pollution control measures detailed in the Outline Construction Environmental Management Plan (OCEMP). The AA Screening Report, prepared by Doherty Environmental Consultancy Ltd, confirms that the proposed development is not expected to result in significant effects on either the Cork Harbour SPA or the Great Island Channel

SAC. The AA Screening report concludes that the risk of a direct release of polluted surface waters to the River Lee is considered to be low and not significant, given that the project site is buffered from the river by c. 250m.

In summary, although a hydrological pathway exists via the site's surface water and wastewater infrastructure, the AA Screening concludes that, due to appropriate mitigation and treatment measures, there is no risk of significant adverse effects on European Sites.

4. Screening Statement with Reference to Annex II EU Directive 2014/52/EU and Schedule 7 and 7A of the Regulations.

4.1 Characteristics of the Proposed Development

4.1.1 The Size and Design of the Whole Project.

The proposed development site is located at Anglesea Terrace, Cork City, at the junction of South Link Road and Old Station Road, with access provided via Anglesea Terrace from Anglesea Street. The site is currently occupied by 4 no. existing buildings, including a warehouse, sheds, and a car park, which is used by Cork City Council.

The site is bounded to the north by Old Station Road and to the east by the South Link Road, placing it within a highly accessible urban environment. It is positioned opposite the Elysian building. The surrounding area is undergoing significant redevelopment, with nearby projects including a mixed-use development at Kennedy Quay, a permitted 34-storey hotel scheme to the north at the Custom Site, and a recently approved Part 8 Development for a 24-storey residential development (Railway Apartments) at Albert Quay all of which are outlined in Section 4.1.3 below.

The site is well-served by public transport, located 500 metres from Cork City Bus Station at Parnell Place, which offers local, regional, and national bus services, and 1.4km from Cork (Kent) train station. The development will enhance the walkability and connectivity of the area, integrating with Cork's sustainable transport strategy through improved pedestrian and cycling infrastructure.

The development will require demolishing the existing warehouse, sheds, and car park. Before demolition, a pre-demolition audit will be conducted to assess materials for reuse and recycling, in line with the Resource & Waste Management Plan (RWMP).

Size and Design

The proposed site, approximately 0.45 hectares in size, is located at Anglesea Terrace in Cork City, at the junction of South Link Road and Old Station Road. It is a centrally located site currently occupied by a warehouse, sheds, and a surface car park used by Cork City Council.

The development proposes the demolition of existing structures and construction of 147 no. residential units and 3 mixed-use units located at

Anglesea Terrace, Old Station Road, Cork. The site benefits from strong public transport links, located just 500 metres from Parnell Place Bus Station and 1.4 kilometres from Kent Train Station.

4.1.2 Infrastructure and Services

An Engineering Report has been prepared by CS Consulting to accompany this submission. The proposed development will connect to the existing networks.

Surface Water Network

The proposed development surface water strategy options have been discussed with Cork City Council and outlined in the Engineering Report by CS Consulting. All storm water from the proposed development will be collected in 2 no. attenuation tanks. The southwestern tank shall only cater for the western pathway and has only been proposed due to the site level constraints. The storm water will be pumped via a rising main into the main attenuation tank. Within option 1, it is proposed be then discharged into an existing 450mm storm sewer along Old Station Road via

gravity. For option 2, the storm water from the main attenuation tank along the southern boundary shall be pumped again via a rising main to the proposed standoff manhole located along the north-eastern boundary of the development site to ultimately discharge into the existing storm water manhole along the north-eastern boundary of the site via gravity.

A Pre-Connection Enquiry (PCE) was submitted to Uisce Éireann, and a Confirmation of Feasibility (CoF) was issued, stating that a wastewater connection is feasible without requiring infrastructure upgrades. The proposed surface water drainage system will include attenuation tanks, with outflow restricted to 2 litres per second using flow control devices or restrict the stormwater runoff to greenfield run off rates, whichever is the greater.

The development will incorporate Sustainable Drainage Systems (SuDS), including green roofs, permeable paving, and tree pit drainage systems. These measures aim to improve water quality, reduce runoff, and ensure compliance with the Greater Dublin Strategic Drainage Study and Cork City Council requirements. In accordance with Uisce Éireann policy, no surface water will be discharged into the foul or combined sewers.

Foul Sewer Network

The proposed plan involves connecting the foul drainage from the development to the existing 300mm diameter combined sewer located along Anglesea Terrace. Foul flows will be collected through a gravity drainage network. For the lower ground floor areas, the flows will be pumped to a stand-off manhole at ground floor level, from which they will discharge by gravity into the public sewer.

A Pre-Connection Enquiry was submitted to Uisce Éireann, and a Confirmation of Feasibility stating that a wastewater connection is feasible and that no upgrades to the existing infrastructure are required. In accordance with Uisce Éireann's policy, no surface water will be discharged

into the foul or combined sewer system. Additionally, a site investigation has been conducted to guide the design of the proposed drainage system.

Water Supply

As confirmed by Uisce Éireann, capacity is available to connect to the public water supply network. It is proposed to provide a 100mm internal diameter HDPE pipe connection to the existing 100mm diameter water main located along Anglesea Terrace. Water supply to the development will be distributed internally to serve each unit, with metered connections provided in accordance with Uisce Éireann requirements. The proposed layout and connection details are designed in line with the current Irish Water (Uisce Éireann) Code of Practice and Standard Details.

4.1.3 Cumulation with Other Existing and/or Proposed Development

A review of recent planning activity in the surrounding area of the proposed development at Anglesea Terrace, Cork City, indicates a high level of redevelopment and urban regeneration. Notable applications within a 700-metre radius include large-scale residential, office, hotel, and mixed-use developments. These include a permitted 34-storey hotel, a recently approved 24-storey residential scheme at Albert Quay, and a mixed-use regeneration plan for Cork's South Docklands featuring over 1,300 residential units. The scale and variety of these developments reflect Cork City's strategic densification goals and the area's transformation into a vibrant, high-density urban quarter.

Given the location of the site, it is likely that there will be on-going residential development proposals in proximity to the site. Any proposed development will need to be carried out in line with the environmental policies and objectives of the Cork City Development Plan 2022 and will be subject to screening for both EIA and AA by the local authority.

A list of some of these developments are outlined in the below figure and table.

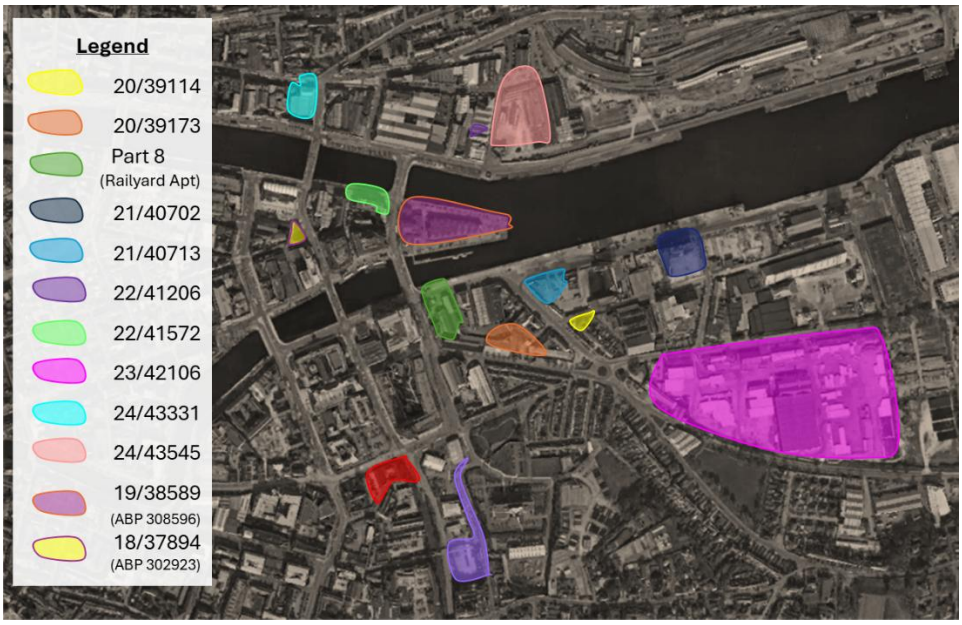

Figure 1 Location of Neighbouring Planning Applications

Ref. No.	Development	Decision	Address	Distance from Site
18/37894 **(ABP-302923-18)**	Permission has been granted for the construction of an office building comprising 15 storeys above ground, a rooftop terrace, and a double basement accommodating ancillary plant, equipment, and a water tank. Cork City Council has recently issued an Extension of Duration, extending the validity of this permission until 29th August 2029.	26/03/25	Clontarf Street, Deane Street, and Oliver Plunkett Street Lower, Cork	c. 248.
20/39114	Retention of material change of use of building, office accommodation to be retained in lieu of previous residential use and permission to build new 2.0m high block boundary wall with new pillars and gates at existing 2 no. entrances including the removal of existing wall approx. 2.3 m high and existing	06/04/21	No.1 Parkview, Victoria Road, With side access from Marina Walk, Cork	c. 402m

	hedge/fence approx. 1.8m high			
20/39173	Modifications to office Block D permitted under Cork City Council ref 16/36773 at the navigation Square Development (currently under construction). Modifications seek to provide an additional floor of office accommodation (5 to 6 storeys) also includes for terraces at fifth floor level, alterations to elevations and internal layout, permission for retention of car parking and associated site development works.	02/11/20	Navigation Square, Site bordered by Albert Quay to the North	c. 289m
Part 8 – Railyard Apartments	Construction of 217 no. apartments, comprising 25 no. studio units; 92 no. 1-bedroom units; 88 no. 2-bedroom units; and 12 no. 3-bedroom units, all apartments in a building that ranges in height from 8 to 11 to 24 storeys over ground floor.		Albert Quay, Cork.	c. 320m
21/40702	A 10-year plan for a mixed-use development in Cork's South Docklands includes four new buildings (9-12 storeys) and the conversion of the protected Odlum's Building. It features 164 apartments, office spaces, retail, cafés, a cinema, and a bar/restaurant. The project involves demolishing two silo buildings and repurposing Odlum's for mixed commercial and residential use.	30/05/23	Lands between Kennedy Quay, (North) Marina Walk (South), Victoria Road (West) and Mill Road (East), South Docks Cork City	c. 603m
21/40713	A 10-year planning application proposes a 7-storey rehabilitation	30/05/23	Site bounded by Kennedy	c. 400m

	hospital in Cork's South Docklands, with 130 patient rooms, offices, treatment rooms, a therapy pool, a café, and a pharmacy. It includes a double basement for parking and services, with vehicular access from Marina Walk. The project involves site clearance and is submitted alongside a related mixed-use development. An Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) are included.		Quay, to the north and Victoria Road, to the west in the South, Docklands of Cork City	
22/41206	Permission is sought to convert a single-storey retail unit into office space at the rear of Penrose House, Cork City. The project includes internal changes such as a mezzanine floor, lift, bike store, welfare facilities, and escape stairs. External alterations involve new doors, glazing, feature bands, a brise soleil, a rooflight, and a lift overrun. The site is within the curtilage of the protected Penrose House (PS281).	21/11/22	Site to the rear of Penrose House bounded by, Penrose Quay Railway Street &, Penrose Dock Cork City	c. 565m
22/41572	Permission for development of this site at Jury's Inn, Anderson's Quay, Centre, Cork, T12DCR9. The development will consist of the erection of new hotel signage	07/03/23	Jurys Inn, Andersons Quay, Centre , Cork	c. 449m
23/42106	A 10-year plan for a Large-Scale Residential Development (LRD) at the Goulding's Site, Cork, includes 1,325 apartments and duplexes (2-14 storeys), a 2-storey	05/10/23	The Gouldings Site, Centre Park Road, and Monahan	c. 685m

	crèche, and mixed-use ground-floor spaces. The project features cafés, retail units, offices, and a convenience store.		Road, Cork City	
24/43331	A planning application proposes a hotel development at the Leisureplex site, MacCurtain Street and Brian Boru Street, Cork. It includes demolishing existing buildings, retaining and modifying the façade of the protected former postal sorting offices, and constructing a 1-7 storey hotel with 173 bedrooms, a bar, restaurant, and facilities. The project includes bicycle parking, drainage works, landscaping, and sustainability features like green roofs and solar panels.	F.I.	Leisureplex Site, 1 MacCurtain Street and , Brian Boru Street, Cork	c. 632m
24/43545 **(Amendment to SHD Ref: 305278)**	A planning application seeks amendments to a permitted 302-unit residential development at Horgan's Quay, Cork. Changes include converting the permitted Tenant Amenity/Management Suite in the protected Station Master's Building (PS178) and Block B2 into office space, along with internal and external modifications. The project also includes a sloped access ramp, revised external stairs, outdoor seating, bike stands, internal roller shutters, bin/bike store adjustments, reallocation of one parking space, rooftop solar panels, and ancillary works.	24/02/25	Horgans Quay and, Railway Street, Cork	c. 630m

19/38589 (ABP-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.	22/03/21	North Custom House Quay and, South Custom House Quay, Custom House Street, Cork City	c.447m

Table 1 Neighbouring Planning Applications

Given the nature of recent granted permissions for residential developments in the immediate vicinity of the site, which would have been subject to their own EIA Screening Assessments and EIARs, it is not considered likely that the construction of the proposed development will result in significant cumulative impacts.

Operational Phase

The proposed development comprises 147 no. residential units and is located within a built-up city centre area, surrounded by existing residential, commercial, and mixed-use developments. The site is positioned at a strategic junction near Anglesea Street and South Link Road, with excellent access to public transport and local services. While the development will alter the sites immediate visual context, it has been outlined in the Visual Impact Assessment (VIA) that the visual effects associated with the proposed development both individually and cumulatively are predominantly of beneficial impact. The two local views (06 and 07) outlined in the VIA that have adverse effects are neither of strategic or distinctive value, and the visual impact should be considered in the context of the future development of the area which resolves the fragmented nature of this area and would leave little residual impact of neutral quality.

The Engineering Services Report confirms that existing infrastructure is adequate to accommodate the proposed development. Uisce Éireann has issued a Confirmation of Feasibility (COF) confirming the viability of connections to both the public water supply and foul sewer network. The COF states that water connection is feasible subject to upgrades which will require approximately 110m of local network upgrades and wastewater connection is feasible without infrastructure upgrades. . Therefore, no cumulative water or foul drainage effects are anticipated during the operational phase.

The development does not include on-site car parking, in line with sustainable transport principles and Cork City's development objectives. A Mobility Management Plan prepared by CS Consulting supports this approach and confirms the availability of high-quality public transport within walking distance, including Parnell Place Bus Station (500m) and Kent Train Station (1.4km). Accordingly, cumulative traffic impacts are not expected during the operational phase.

The proposal aligns with the 2018 Urban Development and Building Heights Guidelines for Planning Authorities, which advocate for increased height and density on urban infill sites well served by public transport. The proposed buildings range from 4 to 16 storeys in height and are consistent with emerging high-density developments in the Docklands and wider city centre area.

While the development will alter the site's visual context, it is considered consistent with ongoing regeneration trends in the area. The Architectural Design Statement and Landscape Plan demonstrate that the scheme will contribute positively to the evolving cityscape, incorporating contemporary materials, landscaped public spaces, and enhanced urban frontage.

Overall, the proposed development will provide high-quality housing on an central city centre site, supporting Cork City's population growth targets, enhancing urban density, and promoting sustainable living. Given the mitigation measures and the context of surrounding development, no significant cumulative environmental impacts are expected during the operational phase.

4.1.4 The Nature of any associated demolition works

There are no significant impacts that will arise from the demolition phase of the project on any adjacent sensitive receptors. The contractor will be obliged to implement all the best practice measures contained in the Outline Construction, Environmental Management Plan [CEMP] to be finalised prior to the commencement of development once a contractor is appointed. These measures will include all the proposed measures set out in the Resource Waste Management Report, submitted with the pre-planning submission, which has been prepared in line with the specifications set out in Section 11.272 of the Cork City Development Plan 2022–2028.

In addition, where groundwater is encountered during demolition or enabling works, appropriate treatment measures will be implemented in accordance with the CEMP. These include on-site settlement and filtration prior to discharge to the combined sewer and daily monitoring of Total Suspended Solids pH and turbidity. If contaminated water is identified, it will be treated or removed to a licensed facility. These measures are considered sufficient to ensure no significant impacts arise in relation to groundwater quality, particularly given the site's high to extreme groundwater vulnerability classification.

4.1.5 The Use of Natural Resources, in Particular Land, Soil, Water and Biodiversity

Construction Phase

Energy, including electricity and fuels, will be required during the construction phase. The construction process will include the use of various raw materials. No out-of-the-ordinary use of natural resources is likely during the construction process.

No sensitive biodiversity receptors are located within the footprint of the project site. The River Lee to the north represents the only sensitive

biodiversity receptor in the vicinity of the site. The potential impact to the River Lee that could arise as a result of the project is the discharge of polluted waters generated at the site to the river. The risk of a release of polluted surface waters to the River Lee is considered to be low and not significant given that the project site is buffered from the river by c. 250m. This buffer distance exceeds standard set back requirements set out in a range of best practice guidance documents. For instance, the Inland Fisheries Ireland (IFI) guidance document Protection and conservation of fisheries habitat with particular reference to road construction (IFI, 2016) specifies a setback distance of 5m from a watercourse, whilst the Working at Construction and Demolition Sites: PPG6 Pollution Prevention Guidelines (Environment Agency, Northern Ireland Environmental Agency and Scottish Environment Protection Agency, 2012) specifies a setback distance of 10m from a watercourse. Furthermore, it is noted that standard best practice measures are identified in the Construction and Demolition Report, the implementation of which shall provide further protection against any potential pollution being generated at the project site. The measures set out in the Construction and Demolition Report are consistent with Objective 9.5(b), Objectives 9.6 and Objectives 9.7 of the Cork City Development Plan 2022 – 2028 and their full implementation will in turn protect the River Lee against pollution during the construction phase of the project.

Works will be confined to the site footprint. Standard controls in the CEMP will prevent pollution, dust and noise impacts on urban fauna. Installation of biodiversity features will follow specifications as set out in the EcIA, including siting of swift boxes (built-in, more than 5m above ground, correctly oriented and separated, away from lights/windows/obstructions) and the bee hotel at the south-west hedgerow location.

No significant adverse impacts are likely.

Operational Phase

During the operational phase, it is assumed that water, electricity consumption, and energy related to the residential occupancy of the completed development will be utilised. No out-of-the-ordinary use of natural resources is likely during the operation phase.

The project has been designed such that the operational phase will not pose a risk to the water quality of the River Lee. These design measures include the surface water management infrastructure that will be provided for the project, including SuDS measures, and the provision of on site attenuation.

Operational design also embeds green roof planting and ground-level vegetation mixes, swift boxes and a bee hotel. Avoidance of bright spotlights near swift boxes is incorporated into the external lighting specification. Collectively these measures deliver minor beneficial biodiversity effects with no significant adverse effects.

The scale of natural resources used in both construction and operation is not such that would cause concern in terms of significant likely impacts on the environment. As outlined in the Appropriate Assessment screening, there is no likelihood of significant impacts on the nearest European sites

No significant adverse impacts are likely.

4.1.6 The Production of Waste

Construction Phase

Waste will be generated during the development's construction phase, including materials such as concrete, metals, timber, plasterboard, and general construction waste. An Outline Construction Environmental Management Plan (CEMP), including a Resource and Waste Management Plan (RWMP), will be implemented to ensure that all waste is managed in accordance with best practices and current regulations.

Good site management practices will be employed to minimise waste production, and opportunities to reuse and recycle materials will be optimised. A pre-demolition audit has identified materials suitable for recovery, supporting the project's sustainability objectives.

Waste will be segregated on-site into suitable streams, such as metals, wood, concrete, and general waste, and stored in designated areas before being removed to licensed waste facilities. All waste will be managed by an authorised contractor holding the necessary permits.

No unusual or hazardous emissions are expected during the construction phase apart from those typical of standard construction activities. The mitigation measures detailed in the RWMP and CEMP will ensure that waste-related impacts are minimised, leading to a positive environmental outcome through reduced reliance on landfill.

Asbestos is known to be present within the site as outlined in the Asbestos Survey Report by Phoenix Environmental Safety Ltd. The approach to the removal of asbestos containing material is set out in the Resource Waste Management Plan for the project. Removal of asbestos will be carried out by a suitably qualified contractor and will only be removed from site by a suitably permitted/licenced waste contractor. It is considered that the implementation of the prescribed asbestos removal approach will ensure that the emission of asbestos to air, in the form of dust, will be eliminated.

It is unlikely that any significant adverse environmental impacts will occur during the construction phase.

Operational Phase

Operational waste generated will comprise typical domestic refuse from the residential units. Waste management during the operational phase will adhere to the Operational Waste Management Plan (OWMP), with all waste collected and disposed of by a licensed waste contractor. The development will feature suitable waste storage facilities to support segregation and recycling.

Wastewater generated during the operation phase will be directed to the existing Carrigrennan WWTP. A pre-connection enquiry has been submitted to Uisce Éireann, which has responded with a Confirmation of Feasibility. An examination of treated wastewater discharges from the Carrigrennan WWTP to Cork Harbour and its implication for the water quality of the harbour has

been completed through a review of the latest Annual Environmental Report (AER) for the WWTP. The latest AER concluded that the treated discharges from the WWTP are not having an observable effect on water quality.

No significant adverse environmental impacts are considered likely during the operational phase.

4.1.7 Pollution and Nuisance

Construction Phase

The construction process may potentially result in nuisance impacts such as noise, dust, and vibration. The Outline Construction Environmental Management Plan (CEMP), prepared by CS Consulting, outlines various mitigation measures to minimise these impacts in line with best practice standards. Construction activities will be subject to standard working hour restrictions to protect residential amenity in the surrounding area.

The effects to surface waters (i.e. the River Lee) that could arise during the construction phase include:

- Spills/leaks during construction could result in surface water contaminated with suspended solids or hydrocarbons entering the River Lee via the existing drainage system on site, which would, if they occurred, lead to a negative effect on water quality; and
- During limited dewatering, excess water, which may contain silt/sediment could potentially enter the River Lee and possibly affect water quality.

These potential effects are typical of any construction site and best practice measures will be put in place and the effective implementation of these measures will ensure that spills/leaks are eliminated, whilst standard measures to treat surface water during the limited dewatering of excavations will be carried out throughout the construction phase. Where groundwater is encountered, water will be collected and treated on-site using a settlement and filtration system before discharge to the public combined sewer. Daily monitoring for Total Suspended Solids (TSS), pH, and turbidity will be undertaken. If contaminated groundwater is identified, it will either be treated to meet discharge standards or removed off-site to a licensed facility. Given the site's classification as having high to extreme groundwater vulnerability, these measures are considered sufficient to ensure there are no significant impacts on surface or groundwater quality during the construction phase.

During the construction phase, works on site will have the potential to generate dust as a result of demolition, earthworks, general construction works and the movement of plant and construction vehicles. The most common impacts are dust soiling and increased ambient PM10 concentrations due to dust arising from activities on the site. Dust impacts are more likely to occur during drier periods as rainfall acts as a natural dust suppressant. Under such conditions dust could be a potential nuisance off site if not adequately mitigated against. However, standard best practice

measures will be implemented such that the potential for dust to be generated during the construction phase, and act as a nuisance offsite, is mitigated so that significantly residual nuisance effects is eliminated.

Asbestos is known to be present on site, as identified in the Asbestos Survey by Phoenix. The approach to the removal of asbestos-containing material is set out in the Construction and Demolition Report for the project and the effective the implementation of the prescribed asbestos removal measures will ensure that the risk of emission of asbestos to air, in the form of dust, will be eliminated.

During the construction phase, the use of best practice noise control measures, hours of operation, scheduling of works within appropriate time periods and noise monitoring during this phase will be implemented. With the proposed mitigation measures in place, no significant negative environmental impacts are expected during the construction phase of the development.

Operational Phase

During the operational stage, the proposed development due to its urban location and residential use is not anticipated to cause pollution or nuisance impacts. Waste will be managed in accordance with the Operational Waste Management Plan, which outlines procedures to prevent environmental harm arising from domestic waste generation.

The operational phase of the project will represent a negligible risk of generating contaminated surface water runoff. No car parking is to be provided and as such there will be no risk of fuel leakage that can arise from car parking.

The surface water management infrastructure comprises SuDS that will reduce surface water flows and treat surface water generated at the project site via a nature-based solution e.g. green roofs and permeable paving. In addition, On-site attenuation storage will be provided to cater for a 1-in-100-year storm event, with an additional 20% capacity to account for the predicted effects of climate change. For noise and vibration, there will be no significant noise impacts from the proposed development on any of the identified adjacent noise sensitive receptors. This conclusion is underpinned by previous scientific investigations and noise impact assessment by AWN Consultants.

For traffic, given the fact that no car parking is proposed as part of the operational phase of the project, there will be no potential for changes to the baseline traffic patterns to arise from the operational phase of the project.

With these measures in place, no significant negative environmental effects are expected during the proposed development's operational phase.

4.1.8 The Risk of Major Accidents and/or Disasters which are Relevant to the Project Concerned, Including those Caused by Climate Change, in Accordance with Scientific Knowledge

Construction Phase

No major accidents or disasters are foreseen during the construction phase, provided that all activities are carried out in strict compliance with relevant building regulations, health and safety legislation, and environmental controls.

The project has been designed to safeguard the proposed development against flood impacts during the operational phase, which has been achieved by setting a minimum floor level of 3.8m AOD. All residential units located on the ground floor level will have an FFL of 3.8m AOD, however the bicycle storage area, mixed areas located along the north and northeastern boundary are lower to allow access via Old Station Road. However, mitigation measures are outlined in the SSFRA by CS Consulting to mitigate potential flood risks. Also, the design of the main surface water attenuation tank includes a provision for a tidal lock and additional volume that caters for a tidal lock in duration of 6 hours has been provided within the attenuation tank.

With these safeguards in place, no significant negative impacts are considered likely during construction.

Operational Phase

No major risks are anticipated during the operational phase of the development, subject to full compliance with current building and fire safety regulations. The proposed design and construction will incorporate measures to ensure long-term resilience, including those relevant to climate-related risks.

With appropriate mitigation measures in place, no significant negative impacts are likely during the operational phase.

4.1.9 The Risk to Human Health (for example, due to water contamination or air pollution)

Construction Phase

Construction sites can present potential risks to public health and safety. However, access to the site by the public will not be permitted, and any such access would be considered trespassing on private property. Therefore, no health or safety impacts to the general public are anticipated under normal circumstances. In addition to this, best practice and inherent measures will be implemented to ensure the project does not result in nuisance generated by noise, vibration, air emissions and traffic.

To minimise health and safety risks, the developer will require all contractors to prepare and adhere to a site-specific Health and Safety Plan before the commencement of works. This plan will include emergency procedures and will be maintained throughout the construction phase.

Operational Phase

The proposed development will connect the existing public water supply and foul sewer infrastructure. No emissions are expected during operation.

B-Fluid Ltd. undertook a computational fluid dynamics (CFD) wind microclimate assessment to evaluate pedestrian comfort and safety across the development. The study concluded that the proposed scheme complies with the Lawson Comfort Criteria. No areas were identified as unsafe or distress-inducing for pedestrians, including vulnerable users such as the elderly or cyclists.

To further enhance pedestrian comfort and mitigate any residual wind effects (such as downwash or corner acceleration), a series of measures will be implemented, including:

- Retention of existing trees along the northeastern walkway;
- Additional planting at entrances and on the northwestern edge;
- Terrace gardens on the 4th and 7th floors to mitigate wind acceleration and improve comfort.

These measures will ensure that the development maintains a safe and comfortable environment for residents and visitors, avoiding adverse wind-related health impacts during the operational phase.

Provided the development operates in accordance with applicable environmental legislation, no significant emissions or risks to human health are anticipated during the operational phase.

Conclusion: No potential for significant effects on the environment to arise from the characteristics of the proposed development.

The scale and extent of the proposed works represent a project that is in keeping with recent and recently consented developments in the vicinity and is consistent with Cork City Council land use policy.

The site is located in an area of low ecological value, characterised by urban land cover and high levels of human activity. Design measures incorporated into the development will ensure protection of the receiving environment. These include the implementation of stormwater management systems and SuDS, informed by a Site-Specific Flood Risk Assessment. A wind microclimate study was also undertaken, confirming that the development will not give rise to adverse wind conditions at pedestrian level, with further mitigation—such as landscaping and terrace planting—ensuring comfort and safety for future users. In addition, best practice measures to manage noise, vibration, and dust emissions at sensitive receptors will ensure that the project does not cause a nuisance to the receiving population.

4.2 Location of the Proposed Development

4.2.10 The Existing and Approved Land Use

Construction Impacts

The site is within a primary residential and commercial area and is identified as suitable for the provision of residential development in the Cork City

Development Plan 2022. The proposed development will involve the construction of a residential scheme on an infill site located within Cork City. Under the Cork City Development Plan 2022, the site is zoned as 'ZO 05 –City Centre' where it is an objection *'to consolidate and facilitate the development of the central area and to promote its role as a dynamic mixed used centre for community, economic, civic, cultural and residential growth.'*

The zoning also supports complementary uses such as retail, community facilities, educational institutions, and civic or institutional activities. This zoning encourages the development of sustainable, walkable communities within the City.

The proposed development is consistent with the zoning objective and represents appropriate redevelopment of underutilised land to support sustainable residential growth within the city.

Operational Impacts

The completed development will provide residential units and ancillary services in an urban setting. The proposed use aligns well with the current land use.

No significant adverse impacts are likely.

4.2.11 The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground.

Construction Impacts

The proposed development site is situated on a brownfield location within Cork City, currently occupied by buildings and a car park. This area has been previously developed and does not contain significant natural resources such as forestry, agricultural land, or sensitive biodiversity habitats. The underlying ground conditions comprise artificially made ground over layers of gravel, silt, and Waulsortian limestone bedrock, which are typical of Cork's urban core.

A portion of the site is situated within Flood Zone B with the remainder of the site in Flood Zone C, which indicates a moderate to low risk of flooding, primarily from tidal sources. While groundwater flooding is not considered a significant risk, the potential for flood risk has been recognised and addressed through mitigation measures, including setting Finished Floor Levels above predicted flood levels with additional freeboard.

An Appropriate Assessment Screening Report has been prepared to consider the potential for adverse impacts on qualifying interests, arising from the construction phase. It concludes that the proposed development either alone or in combination with other plans and/or projects, does not have the potential to significantly effect any European Site, in view of their conservation objectives and on the basis of best scientific evidence.

No significant negative impacts on land, soil, water, or biodiversity are anticipated during construction.

Operation Impacts

During the operational phase, the development will connect to existing public infrastructure for water supply and foul drainage. A Sustainable Drainage System (SuDS) strategy will be adopted, incorporating attenuation tanks, permeable paving, and green roofs to manage surface water runoff and enhance groundwater recharge. The development is not anticipated to exert undue pressure on local natural resources or create any significant environmental impacts.

No significant adverse effects on the abundance or regenerative capacity of natural resources are anticipated during the operational phase.

4.2.12 The absorption capacity of the natural environment, paying particular attention to the following areas;

a) Wetlands

b) Coastal Zones

c) Mountain and Forest Areas

d) Nature Reserves and Parks

e) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and;

f) Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure;

g) Densely populated areas;

h) Landscapes and sites of historical, cultural or archaeological significance.

Construction Impacts

The proposed development is located on a brownfield infill site within Cork City and does not lie within or directly adjacent to any of the following sensitive areas:

- (a) Wetlands
- (b) Coastal zones
- (c) Mountain and forest areas
- (d) Nature reserves and parks

However, the site is hydrologically connected via surface water and wastewater pathways to the Cork Harbour SPA and the Great Island Channel SAC, which are Natura 2000-designated sites under the EU Habitats and Birds Directives. The hydrological pathway connecting the project to the Great Island Channel SAC is considered to be very tenuous given the distance to this SAC from the project site and the distance to this SAC from the Carrigrennan wastewater treatment plant outfall at Cork Harbour to which

wastewater generated at the project site will be directed. Mitigation measures, including a Surface Water Management Strategy and Sustainable Drainage Systems (SuDS), will be implemented to prevent adverse effects on water quality and biodiversity. Wastewater from the site will be directed to the Carrigrennan WWTP, which has confirmed capacity and no observable impact on receiving water quality. The AA Screening Report concludes that, based on these measures and the nature of the site's pathways, the project will not result in likely significant effects on the Cork Harbour SPA or Great Island Channel SAC, either alone or in combination with other plans or projects. No records indicate that the site lies within an area that has failed to meet EU environmental quality standards.

The swift boxes, green roof and bee hotel are enhancement measures and do not introduce new impact pathways to European sites.

The site is located in a densely populated urban area, but it is well-served by infrastructure and capable of absorbing the scale of development proposed without significant pressure.

An Archaeological Assessment has been undertaken, and although the site is in an urban area of historical interest, no protected structures or recorded archaeological features are located within the site boundary. Archaeological monitoring will be conducted during groundworks to mitigate any unforeseen impacts.

During the construction phase, potential visual impacts would be associated with the temporary works, site activities and vehicular movements to and from the subject site. The impacts from these works will be low and temporary in nature. Potential visual impacts during the construction phase would be associated to temporary works, site activity and vehicular movements to and from the application site. Temporary works such as fencing, gates, machinery and plant equipment will be required for the construction of the development. All of these impacts will be temporary in nature.

Given the above, the natural environment is considered capable of absorbing the construction impacts, and no significant adverse effects are likely.

Operational Impacts

During operation, the development will be served by existing urban infrastructure, and SuDS measures will effectively manage surface water runoff. Implementing mitigation measures, including proper stormwater treatment and pollution control, ensures no adverse impacts on downstream designated sites such as the Cork Harbour SPA or Great Island Channel SAC.

There will be no impacts on wetlands, coastal zones, forests, or mountains. The site's operational use will not interfere with nature reserves, protected landscapes, or cultural heritage.

A Visual Impact Assessment (VIA), prepared by Urban Initiatives, evaluated 30 viewpoints across Cork City, covering short-, medium-, and long-range views from key locations such as St Patrick's Hill, Shandon, The Lough, Montenotte, Douglas Street, and the South Link Road. This city-wide assessment

confirmed that the development would result in neutral or beneficial visual effects in 28 of the 30 views, with only two experiencing minor adverse impacts, both of which were deemed non-strategic and of low sensitivity. A detailed VIA has demonstrated the proposal's visual integration within the urban landscape. It found that the development would result in neutral to beneficial impacts in the majority of assessed views, confirming the landscape's capacity to absorb the proposed scale. The design also responds to guidance set out in the separate Tall Building Statement, incorporating measures such as stepped building heights near heritage assets, retention of existing trees, and high-quality landscaped courtyards and roof terraces. These features collectively reduce visual prominence, support a coherent skyline, and ensure a positive contribution to Cork City's evolving urban form, particularly in relation to existing tall buildings such as the Elysian.

A wind microclimate assessment by B-Fluid Ltd. evaluated the potential for wind-related impacts on pedestrian comfort. The assessment confirmed that the development complies with the Lawson Comfort Criteria and will not give rise to adverse wind conditions at pedestrian level, including for vulnerable users such as the elderly and cyclists. Additional landscape design measures, including tree retention and terrace planting, further mitigate residual wind effects.

The development is in a dense urban area and replaces underutilised land, aligning with national policy on urban infill and regeneration. No significant operational impacts are expected on the surrounding environment's absorption capacity.

4.3 Types and Characteristics of Potential Impacts

The likely significant effects of projects on the environment must be considered in relation to the criteria set out under paragraphs 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

4.3.13 The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)

Construction Impacts

The site is located in an urban area. The site size is 0.45ha. The site is in a built-up area well served by public transport. A Construction Traffic Management Plan is incorporated in the outline Construction Environmental Management Plan by CS Consulting which will be implemented to mitigate adverse impacts on traffic flow.

With mitigation measures in place, no significant adverse impacts are likely.

Operational Phase

Once operational, the development will deliver 147 residential units in a well-connected urban setting. The magnitude of operational impacts is considered moderate in terms of population increase, but these will be positive in nature, contributing to housing supply in Cork City. Impacts will be

localised and fully supported by existing infrastructure, including public transport, water supply, and foul drainage networks. The development aligns with national policy for urban consolidation and regeneration, and no significant adverse impacts of regional or wider spatial extent are expected.

4.3.14 The Nature of the Impact

Construction Impacts

The construction phase has the potential to generate temporary nuisance impacts such as noise, dust, vibration, and increased traffic in the immediate area. These are typical of construction activity within an urban environment. A Construction Environmental Management Plan (CEMP) by CS Consulting has been prepared to address these issues, outlining mitigation measures including dust suppression, noise control, and traffic management.

With the implementation of the CEMP, no significant negative impacts are likely during the construction phase.

Operational Phase

The operational phase will see the delivery of 147 residential units in a high-density urban setting. The nature of the proposed use is residential, which is fully compatible with the site's zoning and its proximity to public transport, local services, and existing infrastructure. The development supports national objectives for compact growth and sustainable urban regeneration.

No significant negative impacts are likely during the operational phase.

4.3.15 Transboundary Nature of the Impact

Construction Impacts

The impacts arising from the construction phase will be confined to the development site and its immediate urban surroundings within Cork City. There are no international boundaries nearby, and the scale and nature of the development are such that no transboundary environmental effects are expected. The geographical extent and population likely to be affected are limited, and with mitigation measures in place, significant environmental effects are unlikely.

Operational Impacts

The operational phase of the development will not result in any transboundary impacts. The site is situated in an urban area, well served by existing infrastructure, and the residential use is suitable for its setting. The effects of the development will be local in scale and nature.

4.3.16 The Intensity and Complexity of the Impact

Construction Impacts

During the construction phase, impacts such as noise, dust, and traffic are anticipated to be temporary, intermittent, and localised. These effects are typical of urban construction projects and are not deemed intense or complex in nature. Mitigation measures outlined in the Construction

Environmental Management Plan (CEMP) will be implemented to minimise disruption and manage potential nuisances effectively.

No elements of the development are unusually complex or of abnormal magnitude. The anticipated impacts are consistent with those arising from construction projects of similar scale and setting.

No significant negative impacts are likely.

Operational Impacts

The operational phase involves the management and use of a 147-unit residential development in a central urban location. The scale of use is moderate and will be supported by existing infrastructure and public services. The development will be actively managed and is expected to integrate well into the urban environment without giving rise to complex or high-intensity impacts.

No significant negative impacts are likely.

4.3.17 The Probability of the Impact

Construction Impacts

Some construction impacts are probable, but these will be short-term and not significant. The CEMP will mitigate any impacts with best standards practise techniques.

Operational Impacts

The operational phase will inevitably alter the local environment; however, this change will align with emerging trends in the area. Measures are in place to avoid, reduce, or mitigate potential negative impacts.

4.3.18 The Expected Onset, Duration, Frequency and Reversibility of the Impacts

Construction Impacts

The construction impacts will commence within approximately 6 months of planning approval; they will be short-term, over a period of c. 1 year, and restricted by planning conditions (if applicable) in terms of the hours of operation. No permanent negative impacts are anticipated as a result of the construction phase of the project.

No significant adverse impacts are likely.

Operational Impacts

The development will be occupied all year round, and the impacts will be irreversible.

4.3.19 The cumulation of the impact with the impact of other existing and/or approved projects

Construction Impacts

No other major construction projects are known to have an impact on the proposed development.

No significant adverse impacts are likely

Operational Impacts

The development is located near several other residential projects and aligns with the overall pattern of development in the area.

4.3.20 The Possibility of Effectively Reducing the Impact

Construction Impacts

The enclosed CEMP mitigates, reduces, or avoids construction impacts related to noise, dust, and traffic.

Operational Impacts

The design and layout of the proposed development have been carefully considered to minimise and mitigate potential negative impacts. Landscape design, building orientation, and massing have been developed to avoid impacts on adjoining residential amenity, including overlooking and overshadowing. Wind, daylight/sunlight, and visual impact assessments submitted with the application confirm that no significant adverse effects are anticipated. The integration of Sustainable Drainage Systems (SuDS) and high-quality materials also contributes to reducing long-term environmental impacts.

5. Summary and Conclusion

Development of the site for residential use is appropriate in the context of its zoning as 'ZO 05 – City Centre' and in accordance with both local and national planning policy, which promotes compact growth and the efficient use of land within urban centres.

The proposed project does not meet the thresholds set out in Part 1 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) and therefore does not require a mandatory Environmental Impact Assessment Report (EIAR). A detailed screening has been undertaken in accordance with Schedule 7 and 7A of the Regulations.

The scale and nature of the proposed development are suitable to its context. With standard and well-established mitigation measures in place, no likely significant environmental effects are expected to arise during either the construction or operational phases, whether considered in isolation or in combination with other existing or permitted developments. The findings of the AA Screening Report, SSFRA, and VIA confirm that no aspect of the development will result in significant effects on protected habitats, flood regimes, or sensitive urban character. As such, a sub-threshold EIAR is not required.

The project includes embedded biodiversity enhancements (green roof and ground-cover mixes, built-in swift boxes to Swift Conservation Ireland 2025 specifications, and a bee hotel at the southwest hedgerow), yielding minor positive effects for urban biodiversity.

The development will deliver 147 new residential units on a centrally located, underutilised site in Cork City, helping to meet housing demand and contributing positively to the regeneration of the area. The proposed design reflects the evolving urban character of its surroundings and is supported by accessible public transport and infrastructure.

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