ATKINS

Member of the SNC-Lavalin Group

# Carrigaline Urban Design Framework and Public Realm

## Environmental Impact Assessment Screening Report

Cork County Council

September 2023

# Notice

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## Document history

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## Client signoff

| Client | Cork County Council |
|---|---|
| Project | Carrigaline UDF and Public Realm |
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## Tables

# 1. Introduction

WS Atkins Ireland Limited (Atkins) have been commissioned by Cork County Council (CCC) to prepare a Screening for Environment Impact Assessment report as part of the Part 8 planning application for the Carrigaline Urban Design Framework (UDF) and Public Realm project . Hereafter referred to as the 'proposed project' for the purposes of this report.

## 1.1. The Proposed Project

In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended), Cork County Council proposes to develop the Carrigaline Village Public Realm and Waterfront River Park project along the north side of the Owenboy River between Main Street R611 and Bothar Guidel R612. Refer To Figure 1.1 for the proposed project location. The proposed development consists of the following:

- Environmental improvement works and enhancement of public realm and outdoor living to provide 'a civic identity to the new public realm strongly connected with the water and the river ecology';
- New waterfront public space (reclaimed from the existing car park) will encourage community activities and connection to the water;
- Enhanced public space to include inclusive street furniture (universal), waterfront seating, rain gardens, trees and shrubs and a covered pavilion;
- High quality urban design and material finishes are proposed include Biodiversity/Pollinator Planting and Sustainable Urban Drainage systems;
- Enhanced pedestrian connectivity and accessibility;
- A multifunctional Public Pavilion will provide a sheltered performance stage for community events, connected to the waterfront;
- Upgrade of public lighting and other ancillary works;
- Additional carparking near the Bothar Guidel / Lidl Roundabout to replace parking reclaimed from the existing Owenabue car park; and,
- Alteration of entrance to the carpark near the Bothar Guidel / Lidl Roundabout to increase pedestrian safety.

## 1.2. Purpose of this Report

This report has been prepared to support a Part 8 planning application by CCC in relation to the proposed Carrigaline UDF and Public Realm project .The purpose of this report is to determine whether the proposed project requires the preparation of an Environmental Impact Assessment Report (EIAR). The proposed project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

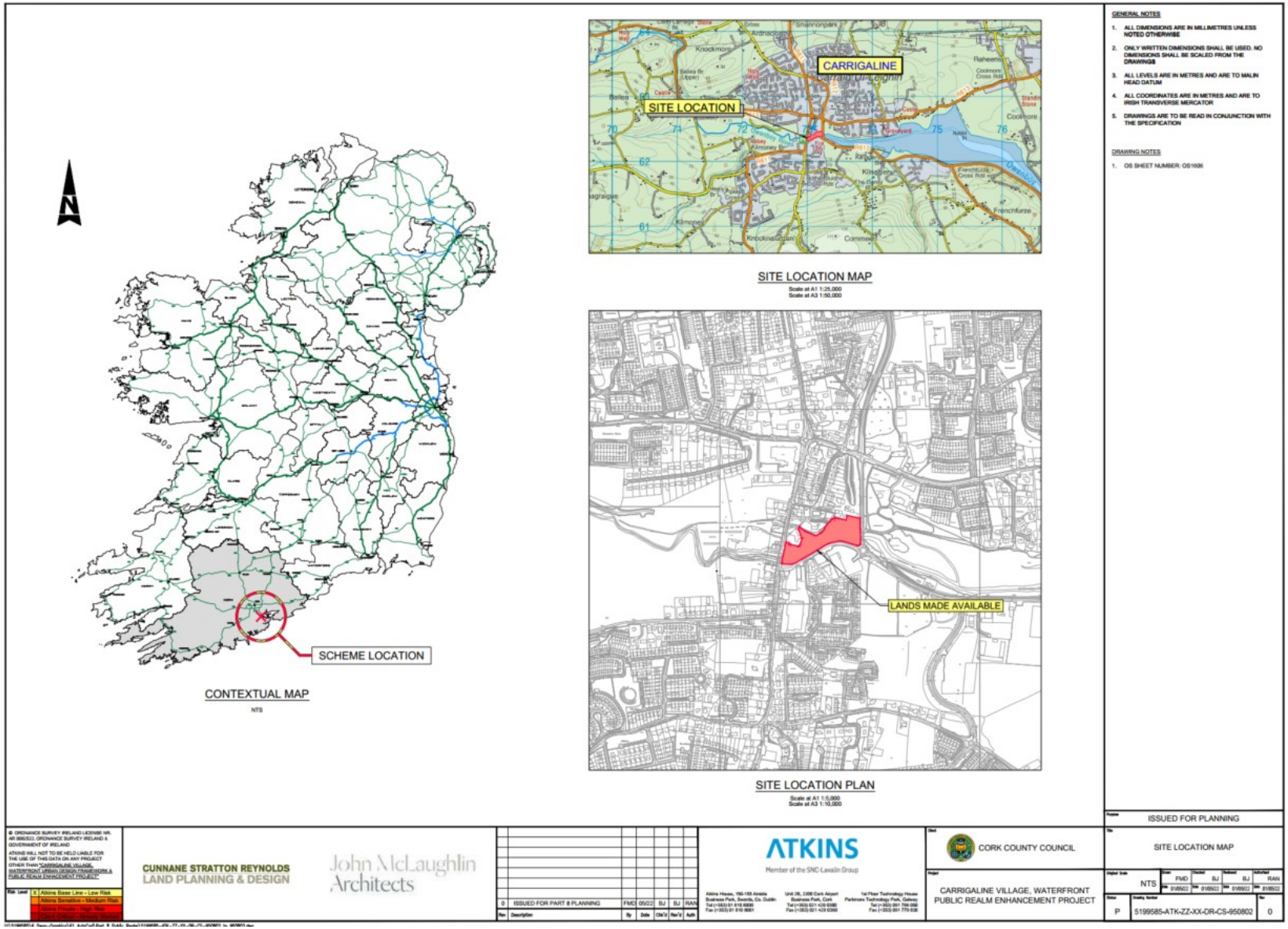


**Figure 1-1 – Proposed Site Location (showing the red-line boundary of the application site)**

# 2. Methodology

The Environmental Impact Assessment (EIA) screening has been undertaken for this project based on the following methodology. The project has been screened in accordance with the '*Guidelines on the information to be contained in Environmental Impact Assessment Reports'* (EPA, 2022), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, Planning and Development Regulations (2001-2023), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 and The Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHPLG, 2018).

As set out under the relevant legislation (detailed further in Section 2.1 of this report), there are three key steps when carrying out EIA screening for a particular project;

- **Step 1** is to determine if the proposed development works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II of the Directive and Planning and Development Regulations (2001-2023), specifically Schedule 5, Part 1 – Development for the purposes of Part 10.
- **Step 2** is to determine whether the project exceeds a specific threshold as set out in Planning and Development Regulations (2001-2023) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of project to which thresholds do not apply are those considered to always be likely to have significant effects and therefore require an EIAR).
- **Step 3 (if required)** is to determine if the project is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the project; location of the project and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold development for an EIA, all of the relevant information as presented within the EIA Planning and Development Regulations 2018 (Schedule 7A) has been provided on behalf of the applicant, Cork County Council. The potential of this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations (2001-2023), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the competent authority to make a determination as to whether an EIAR is required for a particular project. Figure 2-1 provides a summary of the main steps involved in the EIA Screening Process.

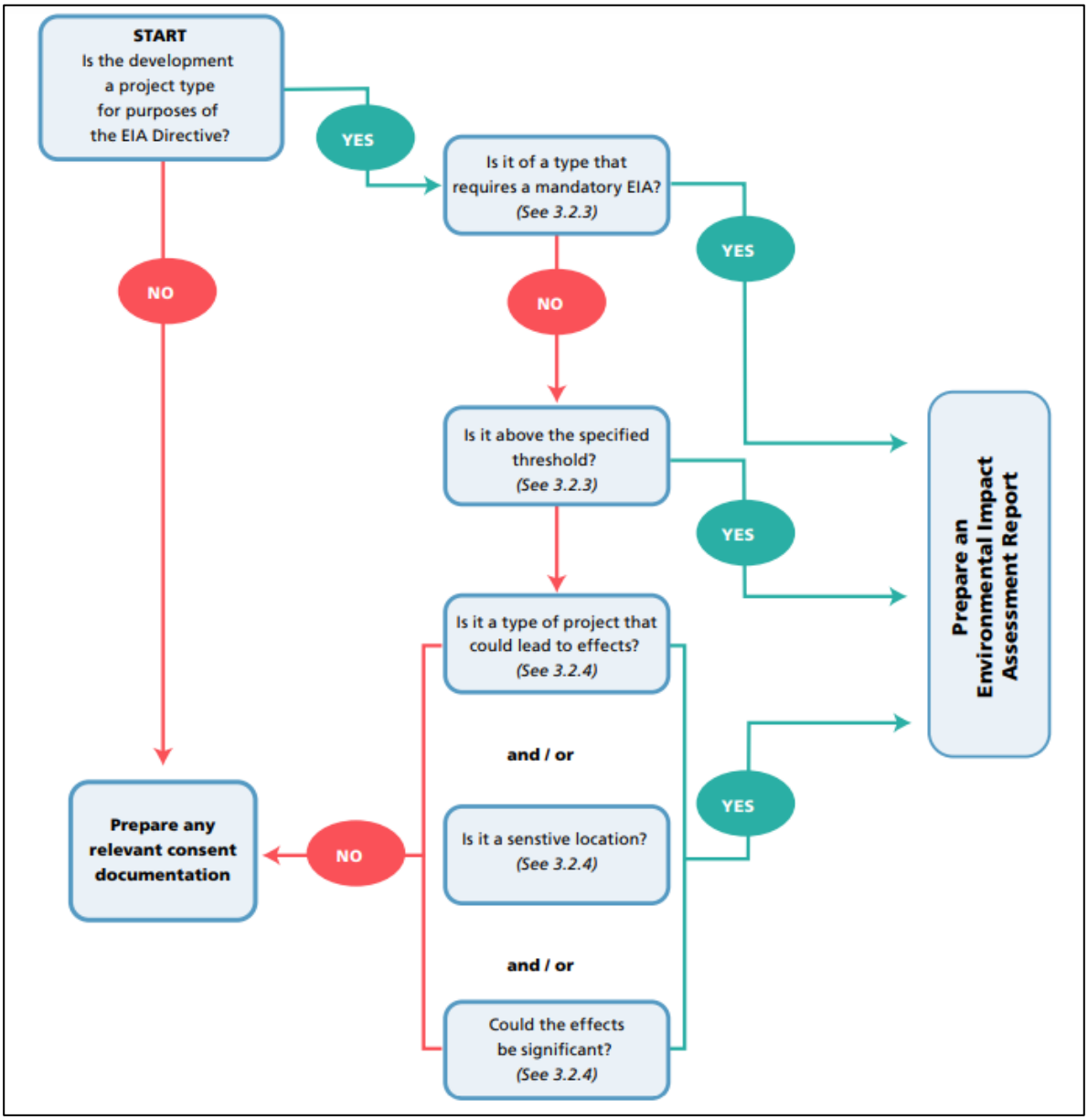


**Figure 2-1 - EIA Screening Process (Source: 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022)).**

## 2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government Planning and Development Act 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public.

EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2010 (S.I No. 296 of 2018)) transposing the 2014 EIA Directive were recently adopted and came into operation on 1st September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows:

- An EIAR is a mandatory requirement on specified large-scale projects, which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2023), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to various processes and activities. These projects are listed in full within the Planning & Development Regulations (2001-2023), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states "*'sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development".* Any sub-threshold development should be evaluated to determine if the project is likely to have a significant impact on the environment.
- Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the Planning & Development Regulations (2001-2023). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below:

    1. A description of the proposed development, including in particular:

        (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and,

        (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

    2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
    3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:

        (a) the expected residues and emissions and the production of waste, where relevant: and,

        (b) the use of natural resources, in particular soil, land, water and biodiversity.

    4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

# 3. Environmental Impact Assessment Screening

## 3.1. Step 1 - Mandatory Screening for EIA

The Carrigaline UDF and Public Realm development has been screened against the list of developments, which have a high likelihood of impacting the receiving environment and therefore require the mandatory preparation of an EIA, under Schedule 5 Part 1 of the Planning and Development Regulations as amended, 2001-2023. This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

## 3.2. Step 2 - Threshold Screening for EIA

The proposed development has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations as amended 2001-2023. The proposed project may fall within the following categories[1], which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

***10. Infrastructure projects***

(b)(ii)

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

(b) (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.

***14. Works of Demolition***

*Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.*

***15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.***

### 3.2.1. Infrastructure Projects

The proposed project will not exceed 400 car parking spaces, therefore an EIAR is not required to be produced in accordance with Schedule 5 Part 2 (10) (b) (iv).

The proposed project is considered to be an urban development within other parts of a built-up area. The proposed development is 1.6 hectares (ha) which is below the 10 hectares threshold in other parts of a built up area, therefore an EIAR is not required to be produced in accordance with Schedule 5 Part 2 (10) (b) (iv).

### 3.2.2. Works of Demolition

It is proposed that 0.5540ha of existing asphalt paving and concrete footpath will be removed to accommodate the proposed development. Based on the nature and scale of such demolition works, it is not anticipated to have *significant effects on the environment, having regard to the criteria set out in* Schedule 7. Therefore, an EIAR is not required to be produced in accordance with Schedule 5 Part 2 (14).

### 3.2.3. Sub-threshold Development Likely to Have Significant Effects on the Environment

Having regard to the scale and nature of the project and based on a considered assessment as outlined in Section 3.3 and 3.4 of this report, taking account of all available information including proposed standard, routine control measures, the overall probability of impacts on the receiving

[1] Pursuant to Schedule 7(A) of the Planning and Development Regulations as amended 2001-2023

environment arising from the proposed development (during the demolition, construction, or operational phases) is considered to be low.

## 3.3. Step 3 - Determining if the project is likely to have significant effect on the receiving environment.[2]

### 3.3.1. Description of the Proposed Development (Schedule 7A (1))

*A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))*

The project involves the construction of a Carrigaline UDF and Public Realm project in Carrigaline.

The proposed development consists of the following:

- Environmental improvement works and enhancement of public realm and outdoor living to provide 'a civic identity to the new public realm strongly connected with the water and the river ecology';
- New waterfront public space (reclaimed from the existing car park) will encourage community activities and connection to the water;
- Enhanced public space to include inclusive street furniture (universal), waterfront seating, rain gardens, trees and shrubs and a covered pavilion;
- High quality urban design and material finishes are proposed including Biodiversity/Pollinator Planting and Sustainable Urban Drainage systems;
- Enhanced pedestrian connectivity and accessibility;
- A multifunctional Public Pavilion will provide a sheltered performance stage for community events, connected to the waterfront;
- Upgrade of public lighting and other ancillary works;
- Additional carparking near the Bothar Guidel / Lidl Roundabout to replace parking reclaimed from the existing Owenabue car park; and,
- Alteration of entrance to the carpark near the Bothar Guidel / Lidl Roundabout to increase pedestrian safety.

Much of the proposed project area is hardstanding in nature which is in use as a car park. It is intended that there will be a net reduction of 10 no. existing car parking spaces in this area, with replacement parking proposed near the Bothar Guidel / Lidl Roundabout. The total area of the site is 1.6ha. The site is relatively flat and is bounded to the east and west by the R611 and R612 respectively, the south by the R162 and retail, and commercial units to the north. The Owenboy River flows through the site in an easterly direction.

Based on the landscaping plan, both the northern and southern edges of Owenboy River are zones of proposed lower riparian planting. The north-eastern portion of the proposed project site will remain as a carpark but, parking paving will be laid out to mark each parking space, while the area which cars travel across will be remain as asphalt paving. Native trees are proposed to be planted in the area surrounding this car park, situated on pollinator friendly grasses and perennials.

An area of grass mounds, native trees and informal pathways are planned to the west of the car park. This area of land is currently the site of a car park. The western area of the site is due to become a pedestrian zone, with a number of proposed rain gardens, shrubs and groundcover planned for this area, along with 3no. pavilions structures.

It is proposed that 0.5540 ha of asphalt paving and concrete footpath will be demolished as part of the proposed development.

The construction methodology for the proposed development will be as follows:

Access:

The site compound will act as a storage centre for construction materials. The location of the site compound will be selected to avoid any potential impacts to environmental receptors and to reduce any potential for impact on sensitive human receptors. The location of the compound will be selected to be outside the area at high or medium risk of flooding. No materials or equipment will be stored in any areas at risk of flooding. The exact location of the site compound must be agreed with CCC. Site access for all personnel and visitors will be strictly controlled and all visitors will report to the site compound prior to entering the construction area. The site compound will be fenced to keep public

out of working area and should be secured. Regular inspections of the hoarding will be undertaken to ensure that the safety of any vehicles or personal are not compromised. Storage of materials will be minimal. No large materials will be stored on site until such times as they are required. At no time during the project will materials or other items be placed outside the hoarding line. Where possible already established construction entrances, parking, lay down area will be used during construction phase. The Contractors Traffic Management Plan will include construction site offices. Staff parking arrangements will need to form part of the Contractor's Traffic Management Plan, and this will also be subject to agreement with CCC.

Construction Methodology:

The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health, and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). The probability of accidents or pollution spillages occurring are very low as the construction works are standard in nature and are minor, such as removal of hardcore, resurfacing, some limited service excavations, landscape ground works and landscape planting.

During construction, normal pattens of surface water run-off will be managed using the existing drainage systems, though it will be necessary to relocate a number of gullies within site as part of the works. These will be relocated and connected to the existing surface water drainage network, which ultimately outfalls to the Owenboy River; this does not require the construction of any new outfalls or work close to the river. The existing surface water drainage area is 5,540m².

All areas which will be stripped will be reinstated immediately and that no areas will be left exposed. No earthworks will be carried out during periods of adverse weather conditions.

During the construction phase the compound will be located outside the area which is at high or medium risk of flooding. All construction materials and waste materials will be stored outside the area which is at high or medium risk of flooding.

While it is proposed to construct river side seating in the plaza, the stepped seating will be pre-cast concrete elements in order to minimise the need to pour concrete on site, as well as to avoid any damage to the riverbank and any spillage runs into the river.

In this area the first step will be to remove any debris, vegetation, and topsoil. This will include the felling of between 15-20 riverside trees. Replacement planting is set out in the accompanying Landscape Plan (*Landscape Design Rationale* prepared by Cunnane Stratton Reynolds (CSR, 2023) which accompanies this application). Excavation will be to a depth of ca. 300mm. This will be followed by the pouring of a 150mm concrete base onto 150mm of hardcore. Oversized shuttering will be used in order to prevent any spillage of wet cement. This will be poured from a truck parked above the river bank; using a man at both the truck and on the pipe, which will also be equipped with an emergency shut-off, in order to prevent any spillage of wet cement. When set, the precast concrete or stone seating units will be bolted in place.

Operation Surface Water:

Within the proposed site, surface run-off from the Plaza will be collected via the existing storm water drainage system. The surface water flow route will need to be repositioned to suit the new works including landscaping but will at least replicate if not potentially improve existing surface water drainage systems. Operational stage surface water drainage will involve less emissions to drainage systems than existing as there will be less vehicles on the road and more bicycles. As can be seen on the landscape plan (see Figure 3.1) a number of Sustainable Drainage Systems (SuDS) measures have been incorporated into the design in order to maximise infiltration of rainwater. This includes rain gardens (in the plaza area); infiltration channels bordering the amenity grassland (centre of the site) as well as along the north-western boundary of the redesigned parking; and permeable resin bound gravel paths. Resin bound gravel is a permeable design solution which is SuDS compliant; it should not however be confused with resin bonded gravel surfaces which are not permeable. Further infiltration of rainwater is provided by the area of amenity grassland and proposed planting schemes (which also include e.g. tree pits around trees to help retain water). This is set out in more detail in the accompanying *Landscape Design Rationale* prepared by Cunnane Stratton Reynolds (CSR, 2023) which accompanies this application.

Labour and Resources:

The number of construction staff on site will vary throughout the works. Typically, crews would have 4-5 members, plus the operator of an excavator and/or mini-excavator. For paving, a typical crew would consist of 3-4 members plus associated plant, and delivery trucks. At any one time on a typical day no more than 5-6 staff would be on site.

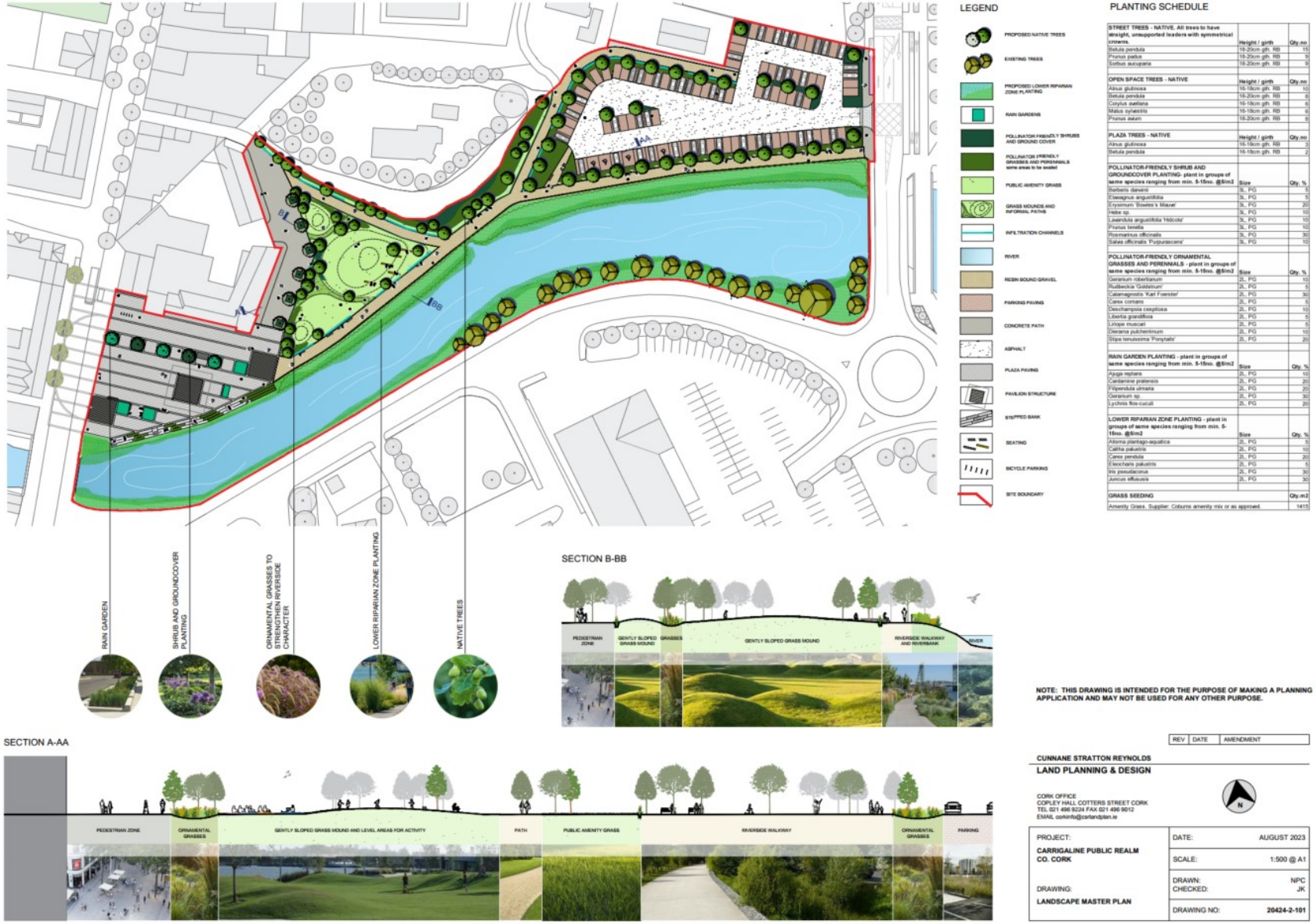


**Figure 3-1 - Proposed Site Plan (Source: Cunnane Stratton Reynolds Landscape, 2023)**

*A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A (1)(b)).*

Much of the proposed project area is hardstanding in nature which is currently used as a car park for road traffic. The area of the site is 1.6ha. In the 1990s much of the site was a greenfield area, with car parking spaces in the western section. In the early 2000s more car parking spaces were formed in the eastern section, which has developed further to the present day (GeoHive, Google Map, 2023). Millhouse Lane connects these car parks to the R611 and R612 (GeoHive, 2023).

The site is relatively flat and is bounded to the east and west by the R611 and R612 respectively, the south by the R162 and retail, and commercial units to the north. The Owenboy River flows through the site in an easterly direction. According to the Cork County Council Development Plan 2022-2028 the proposed site is land use zoned as 'TC - town centre'. Land just outside the eastern border is land use zoned as 'green infrastructure' which contains a public park, playground, and a local community centre. Much of the land to the north and south of the site, is land use zoned as 'existing residential/mixed residential and other uses'(CCC, 2023).

The following objectives apply to these land use zonings:

- TC – '*Promote the development of town centres and neighbourhood centres as the primary locations for retail and other uses that provide goods or services principally to visiting members of the public….*'; and,
- ER - *'…conserve and enhance the quality and character of established residential communities and protect their amenities*' (CCC, 2022).

The environmental sensitivity of geographical areas, which could potentially be affected by the proposed development is evaluated in the following section.

### Hydrology and European Sites

The Owenboy River is located within the Lee, Cork Harbour and Youghal Bay catchment (19) and further the sub catchment Owenboy[Cork]_SC_010. The Owenboy flows for approximately 32km eastwards from its source to where it joins Cork Harbour. The proposed project does not lie within any Natura 2000 site; Cork Harbour SPA is located 25m from the proposed development. Cork Harbour is also designated as a Ramsar Convention site due to its status as a wetland of international importance, and section of Cork Harbour SPA is designated as a Wildfowl Sanctuary by the NPWS.

The Owenboy Estuary (IE_SW_060_1200) which is within the proposed development has been assigned a "*Moderate*" water quality status under the WFD, and "*at risk*" of not attaining 'Good' good quality status under the WFD.

Upstream, the Owenboy River (IE_SW_19O011400) has been assigned a "*Moderate*" water quality status under the Water Framework Directive (WFD) and with the nearest Q-value sampling point at Ballea Bridge, ca. 2.3km upstream. The river has also been determined as being "*at risk*" of not attaining 'Good' good quality status under the WFD.

The river adjoining the proposed site is tidal in character. As well as the Owenboy River to the south of the site, there is also a small tidal channel which runs through the middle of the site. While not assigned a code on EPA Maps, it is illustrated as rising west of Main Street; it flows east under Main Street and is culverted under Mill House Lane from where it enters the Owenboy River.

The 'zone of influence' (ZoI) for a project is the area over which ecological features may be subject to significant effects as a result of the proposed project and associated activities. There are two European designated sites potentially within the zone of influence of the proposed project; Cork Harbour SPA (004030), and Great Island Channel SAC (001058). Cork Harbour SPA is comprised of a number of discrete elements distributed throughout the harbour. The nearest elements are Owenboy Estuary, which is immediately downstream of the proposed project within 25m via the Owenboy River. There is suitable habitat within the proposed site which could support the qualifying interests of the SPA within the Owenboy River channel. Great Island Channel is located just over 8.5km to the north on the eastern side of Lough Mahon and to the north of Great Island. Atkins completed an Appropriate Assessment (AA) Screening Report (2023) for the proposed development. The AA Screening report concluded that '*beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Cork Harbour SPA or Great Island Channel SAC or any other Natura 2000 site, in view of their conservation objectives'.*

There are no Natural Heritage Areas (NHA) within 15km of the proposed project site. There is 1no.proposed Natural Heritage Areas(pNHA) within the proposed development site: Owenboy River

(001990). Apart from Owenboy River, the closest pNHA to the proposed project site is Monkstown Creek pNHA (Site Code: 001979) which is located 3.4km northeast of the site, and is not hydrologically connected (EPA, 2023).

There are no Geological Heritage Areas within the site. The closest Geological Heritage Area to the site is '*Ballygarvan Quarry'* (IGH 8) which is located ca. 3.7km west of the site (GSI, 2023). There is no hydrological link between the site and this Geological Heritage Area.

A site visit was undertaken on the 12th of July 2023 by Atkins ecologists. The purpose of this visit was to compile a photo essay of the site, and to identify key habitats and associated species. The site is currently in use as a public car park which connects the R611 and the R612 regional roads. Areas of grassy verge that have been landscaped are present, as is a planted treeline along the border of the river and footpath. The habitat composition within the red line boundary of the site is primarily composed of artificial surfaces (BL3), flower beds and borders (BC4), scrub (WS1), dry meadows and grassy verges (GS2), and ornamental/non-native shrub (WS3) (Fossitt, 2000). There are no derelict buildings in the vicinity of the red line boundary – all are in use. The boundaries of the site comprise of concrete walls, fencing, hedging, and riverbanks.

From the site visit there are no invasive plant species listed on the 3rd Schedule of the Natural Habitats Regulations S.I (477/2011) were recorded within the red line boundary. However, an infestation of young Japanese Knotweed (*Fallopia japonica*) is present immediately adjacent to the eastern boundary in the verge along Bóthar Guidel road ('Do not cut' sign present). Other invasives present at the site include Butterfly bush (*Buddleja davidii*), Winter heliotrope (*Petasites pyrenaicus*), Cherry laurel (*Prunus laurocerasus*) and Traveller's Joy (*Clematis vitalba*); Cherry laurel is classed as a High Impact invasive; Butterfly bush and Traveller's Joy are classed as Medium Impact invasives while Winter heliotrope is a Low Impact invasive. All of the aforementioned species are noted to be prevalent within the red line boundary, along the riverbanks and within hedgerows. A single area of Medium Impact invasive, Himalayan Honeysuckle (*Leycesteria formosa*) was recorded on the southern bank of the Owenboy, approximately 1.5m x 1.5m close to the south-eastern corner of the red line boundary.

From the site visit there was no evidence of mammal activity at the site (mammal tracks, spraint, paths) and given the nature of the site and the high level of disturbance associated with its current use as a public car park and walkthrough area, the site does not provide suitable resting or breeding places for animals. The bridges at either end of the red line boundary (bridge ID CC-R612-001.00 at the eastern boundary and the bridge on Main Street at the western boundary) are concrete structures with little to no potential for roosting bats. Along the lower banks of the Owenboy River within the red line boundary of proposed works, there is, as noted above, some potential within vegetation and loose stonework for mammals such as otter and rodents.

At the western end of proposed works site at the bridge, a kingfisher (*Alcedo atthis*) was recorded, as where two foraging mute swans (*Cygnus olor*). A grey wagtail (*Motacilla cinerea*) was also seen at the water's edge. Within the channel of the Owenboy within the red line boundary, other bird species identified include little egret (*Egretta garzetta*), mallard (*Anas platyrhynchos*), magpie (*Pica pica*), herring gull (*Larus argentatus*), grey heron (*Ardea cinerea*) and black headed gull (*Larus ridibundus*); the latter two of which are species of Qualifying Interest for Cork Harbour SPA.

An unmanaged area along the northern boundary of the site towards the northeast corner contained habitat GS2 (Dry meadows and grassy verges) which was noted to support several pollinator and invertebrate species including Red Admiral (*Vanessa atalanta*), 14-Spot Ladybird (*Propylea quatuordecimpunctata*), Red-Tailed Bumblebee (*Bombus lapidaries*), Cinnabar Moth Caterpillar (*Tyria jacobaeae*), Brown-Lipped Snail (*Cepaea nemoralis*), Green-Veined White (*Pieris napi*), Seven-Spot Ladybird (*Coccinella septempunctata*), White-Tailed Bumblebee (*Bombus lucorum*), Small Copper (*Lycaena phlaeas*), and Small Tortoishell (*Aglais urticae*).

Within the river channel, there was no floating river vegetation identified. However, the area of the Owenboy River within the red line boundary is tidal and therefore estuarine in nature and in water composition.

### Hydrogeology

There are 2no. boreholes (GSI Ref. 1705NWW047 & 1705NWW020) located within the site, reported to a 2km and 5km locational accuracy respectively. These boreholes are reported as having unknown use. The exact locations of these wells are unknown at this stage.

There are no reported Public Drinking Water Supply or Source Protection Zones within 2km of the proposed development (GSI, 2023). The closest Public Supply Source Protection Area is Minane Bridge Public Water Supply (PWS), which is located ca. 5.2km south of the site. The closest Group

Scheme Preliminary Source Protection Area is 'Walterstown' which is located ca.11.3km northeast of the site (GSI, 2023). Taking account of the distance of these public water supplies there is no residual risk to regional potable supplies.

Information on aquifers and groundwater vulnerability was not available within the GSI database for the site location (GSI, 2023), however the land to the north and west of the site is classed as 'high' groundwater vulnerability (GSI, 2023).

### Geology

The bedrock beneath the proposed development comprises sandstone and interbedded pyritic mudstone of the White Strand Formation in the southern portion and massive and crinoidal fine limestone of the Little Island Formation in the northern portion (GSI, 2023). The quaternary sediment is not defined at the proposed site but the lands to the north are reported as 'urban', with lands to the south of the river reported as 'till derived from Namurian Sandstone and Shale' (GSI, 2023). A geological fault trends in an east-northeast to west-southwest direction to the north of the site. A second geological fault trends in a northwest to southeast direction to the east of the site.

There is no evidence of any karst features being present within the general vicinity of the proposed development. The closest karst landform (GSI Reference: 1705NWK002) is a cave located ca. 3km north-east (GSI, 2023).

There are no historic landslide events or designated landslide susceptibility issues in the vicinity of the proposed site (GSI, 2023). The nearest landslide event (GSI LS12-0327) is located ca. 4km to the north-west of the site.

### Flooding

The site has been screened with regard to potential flood risk associated with both baseline conditions, and the proposed development. According to the relevant guidance document; 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DOEHLG, 2009), one of the guiding principles of flood risk assessment is that assessments should be '*proportionate to the risk scale, nature and location of the development*'. In the first instance flood risk identification is carried out; identification is the process for deciding whether a plan or project requires a flood risk assessment and is essentially a desk-based exercise based on existing information (DOEHLG, 2009).

The site is within the extents of Flood Zone A as noted by the Ballincollig Carrigaline Municipal District Local Area Plan, 2017. Numerous past flooding events are reported within the vicinity of the proposed development (OPW, 2023).

Atkins (2023) completed a Flood Risk Assessment (FRA) for the proposed development. Atkins (2023) stated that '*based on the Stage 1-Flood risk identification findings, the proposed site was identified as being potentially at risk of tidal flooding from the River Owenabue, and therefore a Stage 2-Initial Flood Risk Assessment was required.*

*In relation to the proposed development, the levels of proposed development are higher than the 1 in 100-year fluvial flood event (1% AEP) and 27mm lower than the 1 in 200-year tidal flood event (0.5% AEP). Also, as the proposed development is a water compatible development, no justification test is required.*

*It is deemed that all criteria of the Stage 2 have been addressed and satisfied and therefore a Stage 3-Flood Risk Assessment is not required.*

The FRA stated the following recommendations.

- *'The design for the proposed storm-water drainage is to take into consideration all other standards for drainage design, from the 'Greater Dublin Strategic Drainage Study Volume 2 – New Developments.'*
- *The final detail design of the proposed development is to ensure that the proposed ground levels should remain as a minimum at the same level of the existing ground levels in order to avoid any impact on the surrounding areas'* (Atkins, 2023).

### Archaeology and Cultural Heritage

There are no National Inventory of Architectural Heritage (NIAH) or National Monuments Services 'Sites and Monuments Records' (SMR) features within the proposed site boundary. There is a mill (CO087-033----) located ca.35m north of the site boundary, described by the National Monuments Service (NMS) as:

> *'Late 18th/early 19th century flour mill in Carrigaline town. Shown as L-shaped structure on 1842 OS 6-inch map. Rectangular 4-storey mill (long axis N-S), now used as a store.*

*Roof double-half-hipped. Wooden floor intact; also remains of hoist system and winnower. Courtyard to N enclosed on three sides by additional buildings'* (NMS, 2023).

The Zone of Notification (ZoN) surrounding this mill is intercepted by the northern site boundary.

The closest NIAH feature also listed in the Cork County Council Record of Protected Structures (RPS) is a warehouse (RPS Ref. 00579) situated ca. 47m to the north of the northern site boundary.

The *Archaeological and Cultural Heritage Impact Assessment* carried out by Tobar Archaeological Services (2023) concludes that '*no direct or indirect impacts on archaeological or cultural heritage have been identified and therefore, no mitigation measures are deemed necessary.*'

The environmental sensitivity of geographical areas likely to be affected by the proposed project are evaluated further within Section 3.3.6 of this report ('Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development') as required under Schedule 7 of the relevant regulations.

### 3.3.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed project site does not lie within any European sites, or nature reserves. (Details in Section 3.3.1 of this report). There are two European designated sites potentially within the zone of influence of the proposed project; Cork Harbour SPA is located to the east of the R612, adjacent to the site. There will be no works within the SPA and hence no direct impacts, such as through habitat loss or alteration, within the SPA. The works area is located approximately 8.5km from Great Island Channel SAC. There will be no direct impacts to the SAC or to habitats or species within it. Atkins completed an Appropriate Assessment (AA) Screening Report (2023) for the proposed development. The AA Screening report concluded that '*beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Cork Harbour SPA or Great Island Channel SAC or any other Natura 2000 site, in view of their conservation objectives'.*

As outlined previously in Section 3.3.1 the proposed development is unlikely to have any significant effects during the construction phase on identified archaeological or architectural features within the proposed site area.

During the construction phase of the project, a construction compound will be established within the site boundary in agreement with CCC. It will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors (watercourses etc) so as to avoid potential impacts to the environment and the general public. The compound will not be located in proximity to any drains or surface water features through which sediment or other pollutants such as hydrocarbons could be discharged to the Owenboy River and ultimately to Cork Harbour.

The only other relevant aspects of the environment (including human health), which could potentially be significantly affected by the proposed development are receiving groundwater environment, surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase.

GSI (2023) have reported a '*high'* groundwater vulnerability beneath land to the north and west of the site (GSI, 2023). Shallow groundwater may be encountered during construction work and dewatering may be required. However, given the nature of the proposed development, and the current site setting, it is expected that any potential dewatering required would be minimal and would not have a significant impact on local or regional groundwater resources.

The works area is currently characterised as built land with areas of planting / amenity grassland. It will be necessary to remove vegetation and fell a number of trees along the waterfront. These are mostly non-native species and form part of landscape planting along the river front. Landscape Plans, including plans for replacement planting are set out in the accompanying Landscape Plan. The scheme will not involve the demolition of any buildings. Excavation of the proposed site will involve the removal of the existing hardstanding material. Excavated material will be temporarily stored at suitable locations only (not within 20m of the river bank) and then removed from site to appropriately licenced waste facilities. No negative impacts to European sites are anticipated from these activities. As excavations are not anticipated to be more than 1m in depth and are within the urban fabric of Carrigaline negative impacts to ground water are not anticipated.

The works area is bordered by the Owenboy River, which downstream of the R612 discharges to the Owenboy Estuary, which is part of Cork Harbour SPA. The river is tidal in this area. There will be no works within the river or in the intertidal habitats it supports. The riverbank is formed by a low stone

wall which as noted is backed by amenity grassland and landscape planting – this will not be impacted. Throughout much of the scheme, while existing landscape planting will be impacted, replacement planting is set out in the accompanying Landscape Plan. All areas which will be stripped will be reinstated immediately and that no areas will be left exposed. No earthworks will be carried out during periods of adverse weather conditions.

An exception is the north-west corner where it is proposed to construct a series of tiered seats along the waterfront. There will be no pouring of concrete to create the steps as precast units are to be used in construction. Following ground preparation, an area of shuttering will be built. This will receive 150mm of base material, followed by the pouring of 150mm of cement (with the truck parked on the road above the works). The precast steps will then be craned into position and bolted in place. The steps will run down to the top of the riverbank. There will be no works to alter the low stone riverbank wall – all works will be located behind this wall and in the area of riverbank above and behind it. Strict adherence to good work practice when working close to water will be used to prevent loss of any wet cement to the river (see e.g. IFI, 2016[3], 2021[4]). However, given the tidal character of the river at this location small scale loss of silty waters, were this to occur, would not negatively impact on European sites within Cork Harbour or the River.

During the construction phase of the project, and as set out above, a construction compound will be established within the development site; this will not be located in proximity to any drains or surface water features through which sediment or other pollutants such as hydrocarbons could be discharged to the Owenboy River and ultimately to Cork Harbour. Where any such connections are identified during works, these will be isolated from the works area for the duration of any tasks that might result in silt laden waters entering such drains.

Should it be necessary to store any fuels on site or to undertake refuelling these activities can only take place within the Site Compound, which must be located at a minimum of 20m from the riverbank and outside the area at high or medium risk of flooding. Any fuels or other chemicals to be stored on site will also be appropriately bunded.Within the proposed site, surface run-off from the Plaza will be collected via the existing storm water drainage system. The surface water flow route will need to be repositioned to suit the new works including landscaping but will at least replicate if not potentially improve existing surface water drainage systems. Operational stage surface water drainage will involve less emissions to drainage systems than existing as there will be less vehicles on the road and more bicycles. No impacts are therefore anticipated during the operational phase of the proposed project as this project will not significantly affect water quality or the hydrological regime of the Owenboy River. Existing water drainage systems will be used. There will be a small-scale reduction in existing quantity of hard standing areas through the proposed increase in areas of soft landscaping (e.g., lawns, flower beds etc.) which could result in a reduction in surface water emissions to the drainage network.

The AA Screening Report states that '*In summary, due to the nature of proposed works, i.e., no in-stream works within the Owenboy River; the distance between the proposed works and Cork Harbour SPA, as well as the extent and duration of the proposed works; no negative impacts to European sites, notably Cork Harbour SPA through surface waters or via disturbance are anticipated during operation of this scheme'* (Atkins, 2023).

Due to the nature and scale of the project, it is anticipated that the construction and operation of the proposed development will not have a significant impact on surface water quality. Accordingly no significant adverse impacts are anticipated with respect to surface quality, levels or flow.

Biosecurity protocols shall be implemented during the construction phase of the proposed project to prevent the introduction of invasive species listed on the 3rd Schedule of the 2011 Natural Habitats Regulations (S.I 477 of 2011) to site.

There were no invasive species listed on the 3rd Schedule of the Natural Habitats Regulations (SI 477 of 2011) recorded on site. However, Japanese knotweed (*Reynoutria japonica*) is present adjacent to the footpath on Bóthar Guidel road to the east of the red line boundary. Proximity to site works will be confirmed as part of an Invasive Species Survey of the site, which is to be undertaken, and any management measures required will be implemented.

[3] IFI (2016). Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters. Inland Fisheries Ireland, Dublin.

[4] IFI (2021). *Planning for Watercourses in the Urban Environment. A Guide to the Protection of Watercourses through the use of Buffer Zones, Sustainable Drainage Systems, Instream Rehabilitation, Climate / Flood Risk and Recreational Planning*. A Guideline Developed by Inland Fisheries Ireland.

Biosecurity measures are required to avoid the spread of species within the site by machinery and operatives on site. The location of the proposed works overlaps with several non-3rd Schedule invasive alien species (IAS) records, recorded in May and July 2020 by Atkins ecologists (Atkins, 2020).

In relation to 3rd Schedule species, but notably Japanese knotweed, the following general biosecurity and containment measures shall be undertaken during the investigative works, where appropriate: -

- Identify and mark out areas of infestation close to works areas.
- Fence or tape off areas of infestation in advance of and during construction of new access link.
- Erect signage identifying restricted areas.
- Avoid, where possible, using plant and machinery in areas of IAS infestation.
- Plant and equipment used within areas if IAS infestation should be inspected post works and washed down in a contained area.
- Site staff should be aware that root zones / control zones for knotweed extends a minimum of 7m from the extent of IAS surface vegetation.

For non-3rd Schedule species, but notably Winter heliotrope (*Petasites pyrenaicus*), Himalayan honeysuckle (*Leycesteria formosa*), Butterfly bush (*Buddleja davidii*), Cherry laurel (*Prunus laurocerasus*) and Traveller's Joy (*Clematis vitalba*) the following recommendations are given: -

- Site staff should be familiarised with the identification of the above-mentioned species, so avoidance can be undertaken.
- Plant and equipment should not encroach onto verges or area infested with Winter heliotrope, Himalayan honeysuckle, or Butterfly bush.
- Winter heliotrope, Himalayan honeysuckle, or Butterfly bush vegetation (both surface and rhizome materials) should not be unknowingly transported around or off-site.
- If verges infested with any of the above listed invasives are to be excavated, the disposal of material should be undertaken with due caution to prevent accidental spread of the plant.

The nearest potential dust sensitive receptors are retail properties to the north, users of amenity lands located on the opposite side of the R612 road in the east and Cork Harbour SPA. Dust may be generated during the construction phase. Construction will require the use of machinery such as dump trucks, loading shovels etc. and the presence of such machines may result in a temporary increase of noise and dust. Some localised dust emissions may be generated as a result of the construction works listed above. Any airborne concentrations of particulate matter arising from construction would be small and very local to the construction activity. The air quality at the proposed development is *'good'* (EPA, 2023). However, management of dust will be in line with relevant best practice measures such as those set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011). Due to the nature and scale of the project it is anticipated that the demolition, construction and operation of the proposed development will not have a significant impact on air quality.

Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014). No works will be conducted during night-time hours. There will be some localised noise emissions generated by construction works. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed development will not have a significant impact on noise. The Contractor will prepare a Light Pollution Control Plan to control light pollution emanating from the proposed works. The plan will require the dimming or switch off of lights when tasks are finished, managing the direction of light projection, use of shields and baffles and measures to minimise the upward spread of light. There will be no significant impact from light pollution.

Excavation works during the Construction Phase should be monitored and in the event that contaminated materials are encountered these will need to be segregated from all uncontaminated soils, temporarily stored (any stockpiles should be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta

Disposal Suite). Any contaminated soils must be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC) and classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils must be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation.

It is expected that the project will commence upon receipt of planning consent and the estimated duration of the construction phase is 6 months. There will be a slight increase in traffic during construction, but this will be temporary and standard traffic signs and lights will be in place. There will likely be a slight increase in footfall during the operational stage, with minimal / no increase in traffic. It is anticipated that the construction and operation of the proposed development will not have a significant impact on traffic.

### 3.3.3. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Scheme on The Environment (Schedule 7A(3)).

*The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).*

The proposed development may give rise to air, noise, water emissions and waste. However, the development will be designed in order to minimise any potential impacts as a result of these emissions during the operational phase. Standard mitigation measures will be implemented by the Contractor to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance *'C532 - Control of Water Pollution from Construction Sites'.*

The construction phase of the development may generate waste such as construction and demolition waste, plastic wrapping, wooden pallets, windows, glass and materials from building fabric, metals (copper & steel piping steel and re-bar), electrical cable, reinforcing steel waste, soil arisings or waste electrical and electronic equipment (WEEE), concrete and asphalt. All waste will be removed, segregated, and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility. The demolition waste, which comprises of 0.5540ha of existing asphalt paving and concrete footpath, will be removed, segregated, and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility. All waste generated during the proposed development will be disposed of by the Contactor in accordance with all relevant waste management legislation. No waste will be stored or stockpiled within areas at high or medium risk of flooding.

*The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).*

The landscaping masterplan for the proposed development have been developed by Cunnane Stratton Reynolds (2023) in the report titled Landscape Design Rational which will be submitted as part of this planning submission. The proposed landscaping plan as created by Cunnane Stratton Reynolds includes the following:

- All existing trees and vegetation on the southern bank of the proposed project are to be retained;
- Lower Riparian Zone planting is proposed along the lower banks of the Owenboy River within the red line boundary of the proposed project;
- Native trees to be planted along the treeline/ within open spaces/ on the plaza. Species include *Betula pendula*, *Prunus padus*, *Sorbus aucuparia*, *Alnus glutinosa*, *Corylus avellana*, *Malus sylvestris*, and *Prunus avium*;
- Pollinator friendly shrub and groundcover planting as well as pollinator friendly ornamental grasses and perennials will occur;
- Lower Riparian Zone will be planted with species including *Alisma plantago-aquatica*, *Caltha palustris*, *Carex pendula*, *Eleocharis palustris*, *Iris pseudacorus* and *Juncus effusus*;
- Enhanced public space includes the inclusion of a pavilion, rain garden and amenity grassland; and,

- A stepped bank area down to the Owenboy River is proposed on the northern bank at the northwest corner. These steps comprise of precast concrete elements to create steps down to the area adjacent to the water.

This is set out in more detail in the accompanying *Landscape Design Rationale* prepared by Cunnane Stratton Reynolds (CSR, 2023) which accompanies this application.

During the construction phase of the project, and as set out above, a construction compound will be established within the development site; this will not be located in proximity to any drains or surface water features through which sediment or other pollutants su.ch as hydrocarbons could be discharged to the Owenboy River and ultimately to Cork Harbour. The compound will located outside areas which are of high or medium risk of flooding Where any such connections are identified during works, these will be isolated from the works area for the duration of any tasks that might result in silt laden waters entering such drains.

Due to the nature of proposed works, i.e., no in-stream works within the Owenboy River; the distance between the proposed works and Cork Harbour SPA, as well as the extent and duration of the proposed works; no negative impacts to European sites, notably Cork Harbour SPA through surface waters or via disturbance are anticipated during operation of this scheme.

The proposed development will involve a maximum excavation depth of 1m bgl. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant WAC, the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.

The demolition waste, which comprises of 0.5540ha of existing asphalt paving and concrete footpath, will be removed, segregated, and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility.

Construction waste generation will be minimised during the proposed construction works. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed construction.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed project other than standard construction materials, the proposed project (during both construction and operational phases) will not have a significant impact on natural resources.

### 3.3.4. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.4 ('*Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA*') of this screening report.

During the preparation of Sections 3.3.1 to 3.3.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.4).

## Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA[5]

### 3.3.5. Characteristics of proposed development (Schedule 7(1))

*T*he size and design of the whole of the proposed development (Schedule 7(1)(a))

Refer to Section 3.3.1 under '*A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))*'.

[5] Pursuant to Schedule 7 of the Planning and Development Regulations as amended 2001-2023

*Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b))*

### Committed Development

A search of Cork County Council Planning Applications has been undertaken for applications submitted within the last 5 years in the vicinity of the proposed development (last reviewed 10/07/2023)[6]. Some of the granted applications have already been completed and of those which are not completed, most are generally of small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential extensions) were not looked at in greater detail. Listed in Table 3-1 are 6no. developments, which have not yet been built or are currently under construction. These developments have been further evaluated for the potential of cumulative impacts.

[6] https://www.myplan.ie/national-planning-application-map-viewer/

**Table 3-1 - Committed Development in the vicinity of the proposed development**

| Planning Ref | Decision Date | App. Name | Location | Description | Assessment |
|---|---|---|---|---|---|
| 215966 | 04/10/2022 | Lidl Ireland GmbH. | The existing Carrigaline Lidl Licenced Discount , Foodstore & Council Yard/Circus Field, Kilnaglery, R612, Crosshaven Road and Roundabout, Carrigaline, Co. Cork | The development to total 2,540.42 sq m gross floor space will consist of: The demolition of the existing Lidl Licenced Discount Foodstore (1,768 sqm gross floor space with 1,334 sqm net retail sales area), removing/closing of the existing entrance to the Lidl Foodstore at the R612 Crosshaven Road Roundabout, and the construction of a public town car park facility to comprise the following: 212 no. surface car parking spaces (8 no. disabled and 204 no. regular) and 20 no. bicycle parking spaces; site lighting and new electricity substation (32.71 sqm); primary vehicular and pedestrian access to the proposed public car park will be via an enhanced access/new access from the R612 Strand Road; secondary vehicular and pedestrian access to the proposed public car park will be via a controlled road access link to a proposed replacement Licenced Discount Foodstore; and dedicated pedestrian access from the R612 Crosshaven Road Roundabout will further enhance pedestrian permeability through the site. | This development is located approximately 20m south of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed commercial development on the receiving environment are unlikely |
| 225205 | 04/11/2022 | Dwellings Developments Carrigaline Limited | Garrán Ferney (Ferney Grove), Kilnaglery, Carrigaline, Co Cork | Construction of Garran Ferney Phase 2, consisting of 33 no. dwelling houses (8 no. house type A, 4 bed semi-detached units; 2 no. house type A1, 4 bed detached units; 9 no. house type B, 3 bed terrace units; 4 no. house type C, 3 bed terrace units and 10 no. house type D, 3 bed semi-detached units) landscaping, boundary treatments, lighting, services, pedestrian access onto Ferney Road and vehicular access via the entrance of Garran Ferney permitted and constructed under Pl.Reg.No 18/5993 and all associated development works. | This development is located approximately 730m south of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed residential development on the receiving environment are unlikely. |
| 217464 | 19/05/2022 | Aldi Stores Ireland | Carrigaline Town Centre, Carrigaline, Carrigaline West, Carrigaline, Co. Cork, | The construction of a single storey discount food store (1,819sq/m gross floor area, 1,315 sq/m net floor area) including the sale of alcohol for consumption off the premises; loading bay; rooftop solar panels; external plant enclosure; bin store; trolley bay; signage; single storey café unit; single storey DRS unit; substation; plaza areas; sculpture; security barriers; 119 no. car parking spaces (including EV, disabled and parent and child spaces), of which 30 no. spaces will function as a public car park; new junction with the Carrigaline | This development is located approximately 110m northwest of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed commercial development on the receiving environment are unlikely. |

| | | | | | |
|---|---|---|---|---|---|
| | | | | Western Relief Road (under construction) and internal access road; pedestrian and cycle connection to Main Street; and all associated boundary treatment, landscaping, drainage and site development works. | |
| 226505 | 3/1/2023 | Ruden Homes Ltd. | Mill Farm, Carrigaline West, Carrigaline, Co. Cork | Permission for retention and completion of 72 number dwelling houses currently under construction and permitted under planning reference no. 15/6753 and extended under planning reference no. 21/4818. The development is located on land at Mill Farm, Carrigaline West, Carrigaline, Co. Cork. and is accessed via Ballea roundabout and Mill Road (LS6572). The modifications include alterations to the type, design, size, elevations and materials of the proposed dwellings including changes to the finished floor levels, eaves and ridge heights of same and all ancillary site development works. | This development is located approximately 520m west of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed residential development on the receiving environment are unlikely. |
| 195761 | 23/10/2019 | Carrigaline Muin Ltd. | Carrigaline GAA Club, Carrigaline Road, Kilnaglery, Carrigaline, Co. Cork | To demolish 1 no. existing portacabin, and install 2 no. new portacabins, for use as a preschool, together with all associated site development works. | This development is located approximately 540m southeast of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed recreational development on the receiving environment are unlikely. |
| 185993 | 27/03/2019 | Emlod Limited | Kilnagleary (Kilnaglery), Carrigaline, Co. Cork | Construction of 58 no. dwelling units comprising of 8 no. 4 bed semi detected units, 32 no. 3 bed terraced/end of terrace units and 18 no. 3 bed duplex units [across 3 no. 3 storey blocks]. The existing vehicular and pedestrian access serving the site is being moved eastwards and is located to the north of the site onto Ferney Road. A new vehicular access onto Ferney Road is also proposed to facilitate the existing dwelling known as 'The Meadows'. Permission is sought for the demolition of the existing farming related structures/sheds comprising a total area of 790.9sq.m. Permission is also sought for 128 no. car parking spaces. Permission is sought for the development outlined herein including but not limited to associated landscaping, play areas, bicycle parking, drainage, and associated site works. | This development is located approximately 560m south of the proposed site. Based on the location, scale and nature of this project, cumulative impacts associated with the proposed residential development on the receiving environment are unlikely. |

*The nature of any associated demolition works (Schedule 7(1)(c))*

It is proposed that 0.5540 ha of existing asphalt paving and concrete footpath will be demolished. Refer to Section 3.3.1 under '*A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))*'.

*The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))*

Refer to Section 3.3.3 under '*The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).*

*The production of waste (Schedule 7(1)(e))*

Excavation works during the Construction Phase should be monitored and in the event that contaminated materials are encountered these will need to be segregated from all uncontaminated soils, temporarily stored (any stockpiles should be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils must be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC) and classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils must be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation.

The demolition waste, which comprises of 0.5540ha of existing asphalt paving and concrete footpath, will be removed, segregated, and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility.

Refer to Section 3.3.3 under '*The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).'*

*Pollution and nuisances (Schedule 7(1)(f))*

Refer to Section 3.3.2 under *'Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))'.*

Atkins completed an Appropriate Assessment (AA) Screening Report (2023) for the proposed development. The AA Screening report concluded that '*beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Cork Harbour SPA or Great Island Channel SAC or any other Natura 2000 site, in view of their conservation objectives'.*

Any onsite waste should be removed firstly before the demolition phase occurs onsite. The demolition and construction phases of the development may generate waste such as pavement, metals, construction and demolition waste, plastic wrapping, wooden pallets, soil arisings or waste electrical and electronic equipment (WEEE). As outlined previously (under '*The production of waste (Schedule 7(1)(e)*)), appropriate robust waste management procedures will be implemented by the Contractor to ensure that any minimal volumes of waste which will be generated during the construction phase do not pose a pollution / nuisance risk to the receiving environment.

Excavation works during the Construction Phase and Demolition Phase should be monitored and in the event that contaminated materials are encountered these will need to be segregated from all uncontaminated soils, temporarily stored (any stockpiles should be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils must be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC), and classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils must be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation.

It is proposed that 0.5540 ha of asphalt paving and concrete footpath will be demolished as part of the proposed development, all excavated materials of the proposed development will be appropriately characterised, managed and disposed of in accordance with all relevant waste management legislation.

There were no invasive species listed on the 3rd Schedule of the Natural Habitats Regulations (SI 477 of 2011) recorded on site. However, Japanese knotweed (*Reynoutria japonica*) is present adjacent

to the footpath on Bóthar Guidel road to the east of the red line boundary. Proximity to site works will be confirmed as part of an Invasive Species Survey of the site, which is to be undertaken, and any management measures required will be implemented.

Biosecurity measures are required to avoid the spread of species within the site by machinery and operatives on site. The location of the proposed works overlaps with several non-3rd Schedule invasive alien species (IAS) records, recorded in May and July 2020 by Atkins ecologists (Atkins, 2020).

In relation to 3rd Schedule species, but notably Japanese knotweed, the following general biosecurity and containment measures shall be undertaken during the investigative works, where appropriate: -

- Identify and mark out areas of infestation close to works areas.
- Fence or tape off areas of infestation in advance of and during construction of new access link.
- Erect signage identifying restricted areas.
- Avoid, where possible, using plant and machinery in areas of IAS infestation.
- Plant and equipment used within areas if IAS infestation should be inspected post works and washed down in a contained area.
- Site staff should be aware that root zones / control zones for knotweed extends a minimum of 7m from the extent of IAS surface vegetation.

For non-3rd Schedule species, but notably Winter heliotrope (*Petasites pyrenaicus*), Himalayan honeysuckle (*Leycesteria formosa*), Butterfly bush (*Buddleja davidii*), Cherry laurel (*Prunus laurocerasus*) and Traveller's Joy (*Clematis vitalba*) the following recommendations are given: -

- Site staff should be familiarised with the identification of the above-mentioned species, so avoidance can be undertaken.
- Plant and equipment should not encroach onto verges or area infested with Winter heliotrope, Himalayan honeysuckle, or Butterfly bush.
- Winter heliotrope, Himalayan honeysuckle, or Butterfly bush vegetation (both surface and rhizome materials) should not be unknowingly transported around or off-site.
- If verges infested with any of the above listed invasives are to be excavated, the disposal of material should be undertaken with due caution to prevent accidental spread of the plant.

The nearest potential dust sensitive receptors are retail properties to the north, users of amenity lands located on the opposite side of the R612 road in the east and Cork Harbour SPA. Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011).

Construction will require the use of machinery such as excavators and road saws etc. and the presence of such machines may result in a temporary increase of noise. Noise barriers will be installed to minimise noise impact on sensitive receptors. The contractor will be required to avoid leaving machinery idling and required to change reverse indicators beepers. Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014).

There will be no additional pollution or nuisance issues from the operational stage of the development.

*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 (Schedule 7(1)(g))*

Atkins (2023) completed a Flood Risk Assessment (FRA) for the proposed development. Atkins (2023) stated that '*based on the Stage 1-Flood risk identification findings, the proposed site was identified as being potentially at risk of tidal flooding from the River Owenabue, and therefore a Stage 2-Initial Flood Risk Assessment was required.*

*In relation to the proposed development, the levels of proposed development are higher than the 1 in 100-year fluvial flood event (1% AEP) and 27mm lower than the 1 in 200-year tidal flood event (0.5% AEP). Also, as the proposed development is a water compatible development, no justification test is required.*

*It is deemed that all criteria of the Stage 2 have been addressed and satisfied and therefore a Stage 3-Flood Risk Assessment is not required.*

The FRA stated the following recommendations.

- *'The design for the proposed storm-water drainage is to take into consideration all other standards for drainage design, from the 'Greater Dublin Strategic Drainage Study Volume 2 – New Developments.'*
- *The final detail design of the proposed development is to ensure that the proposed ground levels should remain as a minimum at the same level of the existing ground levels in order to avoid any impact on the surrounding areas'* (Atkins, 2023).

The compound and storage areas will be located outside areas of high and medium risk of flooding. No earthworks will be carried out during periods of adverse weather conditions. The area of concrete and asphalt stripping will be kept to a minimum and resurfaced immediately

There are 18no. Seveso (Control of Major Accident Hazards Regulations (COMAH)) establishments within 15km of the proposed development as shown in Table 3-2, the closest of which; Portfolio Concentrate Solutions UL is an Upper Tier Site and is located ca. 1.8km from the proposed development.

**Table 3-2 - Seveso Establishments Within 15km of the proposed development**

| Facility | Tier | Location | Distance from Site |
|---|---|---|---|
| BASF Ireland Ltd | Upper | Little Island Industrial Estate, Little Island, Co. Cork | 9.4 km |
| Calor Teoranta | Upper | Tivoli Docks, Co. Cork | 10.1 km |
| Flogas Ireland Ltd | Upper | Tivoli Industrial Estate, Tivoli, Co. Cork | 10 km |
| Grassland Agro | Upper | Carrigrohane Road, Cork | 13.1 km |
| Portfolio Concentrate Solutions UL | Upper | Kilnagleary, Carrigaline, Co. Cork | 1.8 km |
| Novartis Ringaskiddy Ltd | Upper | Ringaskiddy, Co. Cork | 3.5km |
| Pfizer Ireland Pharmaceuticals | Upper | Ringaskiddy API Plant, Ringaskiddy, Co. Cork | 4km |
| Thermo Fisher Scientific Cork Ltd | Upper | Currabinny, Carrigaline. Co. Cork | 5.2km |
| Marinochem Irl Ltd | Upper | Marino Point, Cobh, Co. Cork | 8.5km |
| Hovione Limited | Lower | Loughbeg, Ringaskiddy, Co. Cork | 5.7km |
| BOC Gases | Lower | Little Island Co. Cork | 9.3 km |
| Chemical Bulk Storage Ltd | Lower | Unit 19,Tivoli Industrial Estate, Tivoli, Co. Cork | 9.9 km |
| Goulding Chemicals Ltd. | Lower | Centre Park Road, Cork | 10.2 km |
| Irish Oxygen Company Ltd | Lower | Waterfall Road, Co. Cork | 11.9 km |
| Janssen Pharmaceutical Sciences UC | Lower | Little Island, Cork | 9.7 km |
| Upjohn Manufacturing Ireland ULC | Lower | Little Island Active Pharmaceutical Ingredients Plant, Little Island Co. Cork | 9.8 km |
| Carbon Chemicals Group Ltd | Lower | Raheens, Ringaskiddy, Co. Cork | 3.6km |

| Facility | Tier | Location | Distance from Site |
|---|---|---|---|
| Merck Millipore Ltd. | Lower | Tullagreen, Carrigtwohill, Co. Cork | 12.5km |

Due to the distance of these Seveso sites from the proposed development, the proposed works are not located in a high-risk area with respect to major accidents/ disasters. Due to the nature, scale and location of the proposed project, there will be no impact on any of these Seveso sites.

The contractor will be required to design and implement traffic plans as required in accordance with the '*Guidance for the Control and Management of Traffic at Road Works'* (TII, 2010).

*The risks to human health (for example, due to water contamination or air pollution (Schedule 7(1)(h))*

Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Refer to section 3.3.2 *Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).*

Noise levels, during the construction phase, will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes*' (NRA, 2014). Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the development (GSI, 2023).

Given the location, nature and scale of the proposed project, the overall risk to human health is low.

### 3.3.6. Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed scheme (Schedule 7(2))

*The existing and approved land use (Schedule 7(2)(a))*

The proposed development site lies between the R611 and the R612, encompassing part of the Owenbue River and the parking area of the existing shopping centre. There is existing riparian vegetation along the riverside. The area of the site situated south of Owenboy River is dominated by vegetation, lying along the edge of the R612. North of the river is a large car park, with a number of shops, cafes and a physiotherapy and sports injury clinic just north of the proposed project site boundary.

> The Owenboy River flows through the site in an easterly direction. Under the Cork County Development Plan 2022-2028, the location for this development is predominantly zoned as '*TC -Town Centre / Neighbourhood Centres'* with the eastern most portion zoned as '*ER - Existing Residential / Mixed Residential and Other uses*' (CCC, 2022).

The location of the proposed development has been detailed previously in Section 3.3.1 under Schedule 7A (1)(a).

*The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))*

Refer to Section 3.3.3 under *The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).* The proposed development is not likely to have a significant environmental effect with regard to the use of any natural resources.

*The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):*

(i) Wetlands, riparian areas, river mouths

The proposed project does not lie within any Natura 2000 site; however, it does lie adjacent the boundary of Cork Harbour SPA. Cork Harbour is also designated as a Ramsar Convention site due to its status as a wetland of international importance, and section of Cork Harbour SPA is designated as a Wildfowl Sanctuary by the NPWS. The AA Screening report concluded that '*beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Cork Harbour SPA or Great Island Channel SAC or any other Natura 2000 site, in view of their conservation objectives'.* No significant impacts on wetlands or riparian areas are anticipated based on the nature and scale of the proposed development.

(ii) Coastal zones and the marine environment.

No significant impacts on coastal zones or the marine environmental are anticipated based on the nature and scale of the proposed development.

(iii) Mountain and forest areas.

There are no mountain or forested area within 2km of the proposed development.

(iv) Nature reserves and parks

There are no nature reserves or national parks within 15km of the proposed development

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

Refer to Section 3.3.3 under '*The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b))'*

Atkins completed an Appropriate Assessment (AA) Screening Report (2023) for the proposed development. The AA Screening report concluded that '*beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on Cork Harbour SPA or Great Island Channel SAC or any other Natura 2000 site, in view of their conservation objectives'.*

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

**Water Quality**

Ringaskiddy (IE_SW_G_072) groundwater body underlies within the majority of the site and has '*good*' water quality status under the Water Framework Directive (WFD) and is *'not at risk'* of failing to achieve the relevant WFD objectives by 2027 (EPA, 2023). Ballinhassig East (IE_SW_G_004) groundwater body underlies within a small southern portion of the site and has '*good*' water quality status under the WFD and is *'not at risk'* of failing to achieve the relevant WFD objectives by 2027 (EPA, 2023).

Due to the nature and scale of the works the proposed project is not likely to significantly impact groundwater quality.

The Owenaboy River and Estuary is designated "*moderate"* water quality status and is *'at risk'* of failing to achieve the relevant WFD objectives by 2027 (EPA, 2023). Cork Harbour has '*moderate'* water quality status under the WFD and is deemed *'at risk'* of failing to achieve the relevant WFD objectives by 2027 (EPA, 2023). Outer Cork Harbour has '*good'* water quality status under the WFD and is deemed *'At risk'* of failing to achieve the relevant WFD objectives by 2027 (EPA, 2023). Status relates to the condition of the water in the waterbody as defined by its chemical status and its ecological status, whichever is worse.

It is considered that due to the nature and scale of the project, the proposed drainage arrangements as outlined in Section 3.3.3 the proposed development will not have a significant impact on baseline surface water or groundwater quality.

**Air Quality**

Air quality in the area is reported as '*good*' (EPA, 2023). Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road*

*Schemes'* (NRA, 2011). Due to the nature and scale of the project it is anticipated that there will be no significant impact on air quality.

**Noise Quality**

It is anticipated that during construction there may be an increase in noise volumes. Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014). It is considered that due to the nature and scale of the works there will be no significant impact on noise from the proposed development.

(vii) Densely populated areas

The proposed scheme is located within Carrigaline settlement. Carrigaline has a population of 18,239 from the 2022 census (CSO, 2022). The development will be constructed on an existing site which is surrounded by existing commercial buildings and urban landscape. It is considered that the proposed development will not significantly impact densely populated areas.

(viii) Landscapes and sites of historical, cultural or archaeological significance

Refer to 3.3.1 under '*A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).* The landscaping masterplan for the proposed development have been developed by Cunnane Stratton Reynolds (2023) in the report titled Landscape Design Rational which will be submitted as part of this planning submission. Refer to Section 3.3.3 for the proposed landscape plan for the proposed development. The masterplan lists out a plant schedule with native trees, pollinator-friendly shrub and groundcover plants, rain garden plant, lower riparian planting and grass seeding which will be sown as part of the proposed development.

It is considered that due to the nature and scale of the works there will be no significant impact on landscapes and sites of historical, cultural or archaeological significance from the proposed development.

## 3.3.7. Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed development have been evaluated taking into account the following specific criteria.

*The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))*

The spatial extent of potential impacts is limited to the localised footprint of the proposed development (refer to Figure 1-1). Based on the location, current site setting, and the nature of the proposed development, any potential impacts (during the demolition, construction, and operational phases) are not likely to be significant in magnitude.

*The nature of the impact (Schedule 7(3)(b))*

There will be no significant impact on the receiving environment arising from the proposed development (during the demolition, construction, or operational phases).

*The transboundary nature of the impact (Schedule 7(3)(c))*

There is no potential for transboundary impacts because of the proposed development (during the demolition, construction or operational phases).

*The intensity and complexity of the impact (Schedule 7(3)(d))*

There will be no significant impact on the receiving environment arising from the proposed development (during the demolition, construction, or operational phases).

*The probability of the impact (Schedule 7(3)(e))*

The probability of such impacts on the receiving environment is low given the following considerations;

- The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project; and,
- The Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed development including all environmental control measures

for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

*The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))*

The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this development (during the demolition, construction, or operational phases).

*The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(3)(g))*

As previously detailed no significant cumulative impacts associated with the project (during the demolition, construction, or operational phases) have been identified, arising from other existing and/or approved projects. Refer to Section 3.4.1 under '*Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1)(b)).'*

*The possibility of effectively reducing the impact (Schedule 7(3)(h))*

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed development (during the demolition, construction or operational phases phases).

## 3.4. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf Cork County Council and is presented within this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations (2001-2023) (Schedule 7), as presented within Section 3.2 of this screening report.

Based on the information provided within Section 3.3 and 3.4 of this report, and summarised below, it is considered that due to the size, nature, and characteristics of the proposed development, no significant effects on the receiving environment are expected; hence a sub-threshold EIAR is not required.

## 3.5. Screening Conclusion

This EIA screening assessment has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2023 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed development in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed project, it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Part 1 or Part 2 of Schedule 5). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impact.
- Waste will be generated during demolition and construction phases however this is not anticipated to have a significant effect.
- There will be no significant impact on the receiving biodiversity, surface water, groundwater or traffic environment.
- There will no significant adverse impacts as a result of flooding.
- There will be no impact on recorded monuments or historic features.

- In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed scheme.

Accordingly, we consider that the preparation of an EIAR is not required for the proposed development. However, the competent authority will ultimately determine whether an EIA is required or not.

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