



An
Coimisiún
Pleanála

Inspector's Report

PL-501284-CC-26

Development	Demolition of existing extensions and subdivision of existing warehouse into 6 separate units.
Location	Dosco Industrial Estate, South Douglas Road, Cork, T12EA8X
Planning Authority	Cork City Council
Planning Authority Reg. Ref.	2544419
Applicant(s)	Dosco ULC
Type of Application	Permission
Planning Authority Decision	Grant Permission + Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Residents Association Kilcolman Lawn & Palaceanne Lawn
Observer(s)	None
Date of Site Inspection	17 th July 2026
Inspector	Irené McCormack

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1.0 Site Location and Description

- 1.1. The appeal site is located to the west of the entrance to the Dosco Industrial Estate, which is on the South Douglas Road, Cork and has a stated site area of 0.856ha. Dosco Industrial Estate is c. 2km south of Cork City Centre and c. 1.5km from Douglas village.
- 1.2. The industrial estate comprises a number of buildings that are occupied by a range of uses including light industrial, commercial, retail, catering, performance studio and a rehab centre.
- 1.3. Surface car parking is provided either side of the main internal access road. There are residential properties adjoining to the south on South Douglas Road and to the west in Woodlawn. The Park Avenue apartment complex is located to the east of the site. The premises the subject of this application is currently vacant.

2.0 Proposed Development

- 2.1. The application comprises permission for:
 - (1) Demolition of existing office block extension to the east (front) elevation and
 - (2) Demolition of existing workshops extensions to the west (rear) elevation of the existing light industrial warehouse,
 - (3) Permission to subdivide the existing light industrial warehouse into 6 individual light industrial/wholesale warehouse/commercial units.
 - (4) Permission for associated alterations to all elevations.
 - (5) Permission for alterations to existing car park layout and associated ancillary site works.
- 2.2. The existing building has a stated floor area of 5277.83sqm. Demolition works are identified at 482.12sqm. Therefore, the gross floor area of the proposed development is stated as 4795.71sqm.
- 2.3. Further Information was requested on 20th February 2026 relating to the design of the access junction and the provision of a pedestrian crossing, bike and EV parking.

3.0 Planning Authority Decision

3.1. Decision

By Order dated 15th April 2026, Cork City Council issued notification of a decision to GRANT permission for the proposed development subject to 16 no. conditions

3.1.1. Conditions

Condition no. 2 requires details of the single use occupants to be agreed prior to occupation.

Condition no. 3 relates to pedestrian crossing at the access junction on the South Dougals Road. All costs to be borne by the applicant.

Condition no. 5 relates to Stage 1/2 Road Safety Audit. A stage 3 /4 Audit shall be undertaken if necessary.

Condition no. 7 relates to Cr parking and the provision of a maximum of 38 car parking spaces inclusive of 6 disabled spaces.

Conditions 8,9, 10, 11 and 12 relate to construction management measures.

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The initial PA report (19/2/2026) determined having regard to the established light industrial use of the site that it was considered that the proposed development is open for consideration. It was noted that the proposed development will result in an intensification of this use, where concerns arise relating to the existing junction design and pedestrian safety. On site bicycle parking and EV charging points/parking were also required to be provided in accordance with requirements of the Cork City Development Plan 2022-2028 standards. The applicant was therefore requested to submit further information relating to the access junction, pedestrian safety including measures to reduce the exposure of pedestrians on the carriageway crossing the junction. Bike parking and EV parking also requested to be addressed.
- Subsequent to RFI response and internal reports received, the PA report dated 13/04/2026 recommended a grant of planning permission.

3.2.2. Other Technical Reports

Contributions Section - No objection

Drainage Section - No objection subject to conditions.

Traffic Section (10/4/20236) - Grant recommended. Construction Traffic Management Plans (CTMP) to be submitted.

Urban Roads & Street Design (10/04/2026)- Subsequent to response received to Further Information submitted 19th February 2026 in response to the Clarification of Further Information request letter issued on the 20th February 2026 a grant of permission was recommend subject to the applicant agreeing details of line marking for both drivers and pedestrians at the junction mouth and landscaping that incorporates SUDs features prior to commencement of development.

Environment Section – Grant recommended.

3.3. **Prescribed Bodies**

None

3.4. **Third Party Observations**

The PA note the two no. submission were raised. In brief, the following concerns were raised:

- Zoning .
- Intensification.
- Traffic impacts and lack of assessment of impacts.
- Car parking and overspill concerns.
- Capacity of local infrastructure and street network.
- Cumulative impacts with other developments not assessed.

4.0 **Planning History**

CCC 22/41065 – Retention application granted for 5 years for an existing telecommunications support structure (previously granted under Plan Ref No. 10/34652) together with associated ground equipment within a fenced compound at the north end of the Dosco Industrial Estate.

CCC 17/37640 – Application granted for (a) construct a two storey extension to side (South Elevation) consisting of entrance lobby and lift (55sq.m); (b) extension and alterations to elevation of existing single storey entrance lobby to front & side (west/north elevations - 29sq.m.); (c) Construction of a roof over existing escape stairs

to rear (East Elevation); (d) Internal alterations on first floor; (e) Proposed 2 no. signs. (f) Alterations to all elevations. (g) Alterations to existing Car Park and all associated site works.

CCC10/34652 – Application granted for retention permission for a 20m high monopole with associated equipment at Dosco Industrial Estate, Vernon View, South Douglas Road, Cork which forms part of their 3G communications network. This was previously granted under An Bord Pleanála planning reference number PL 28.206256 (Local Authority reference number: TP 03/27864). The Planning Authority gave a temporary permission for the structure for 5 years

5.0 Policy Context

5.1 Development Plan

Cork City Development Plan 2022-2028

Zoning - The site is located in an area zoned ZO 01 Sustainable Residential Neighbourhoods.

Chapter 7 – Economy and Employment

Section 7.57 sets out that ‘The general strategy will be to retain the majority of these light industrial areas and where possible, provide for their expansion where there is limited capacity in existing facilities or zoned areas.’

Objective 7.15 - Light Industry -To protect areas zoned for light industry for such uses in order to maintain an adequate supply of light industrial space and employment in order to help ensure a diverse range of employment opportunities in the city.

Chapter 11 – Placemaking and Manufacturing Development

Warehouses, Industrial Uses & Business Parks

Section 11-176 -The following shall also be taken into consideration:

1. The compatibility with adjoining uses;
2. Site layout and the quality of urban design, and building design including materials and reflectivity;
3. A comprehensive landscaping plan;
4. Each proposed warehouse / industrial / business park unit must be provided with

adequate space for loading and unloading goods (including fuels) in areas clear of the public road;

5. Be supported by a travel plan having regard to public transport accessibility;
6. Where possible, a variety of unit sizes shall be provided to cater for the differing needs of potential occupants;
7. Maximise opportunities to incorporate climate mitigation and action measures in accordance with Objectives contained in Chapters 5 and 6.

Table 11.13 Maximum Car Parking standards

The appeal site is located in Zone 2

Land Use Category	Zone 1	Zone 2	Zone 3	Zone 4
	City Centre & Inner City	Accessible to mass transit (existing / committed public transport)	City Suburbs and Urban Towns	Hinterland Villages and Hinterland
Maximum Standards: 1 space for each unit of gross floor area sq m unless otherwise indicated				
EMPLOYMENT: Including Offices, Industry Light and General				
Industry	200	140	100	50
Offices, Enterprise & Employment	200	100	50	50
Docklands	These areas have different car parking standards. Please refer to Chapter 10.			
Tivoli				
Warehouse	450	300	200	200

Traffic and Transport Assessments

11.19 - In accordance with national guidelines, development proposals should account for sustainable transportation requirements at the earliest stages of development design. Traffic and Transport Assessments (TTAs) may be requested by Cork City Council on development proposals where it is considered that there may be an excessive impact on the road or transport network. Any development proposal which would directly access or indirectly cause some impact on the national road network must be accompanied by a TTA. The thresholds which determine if a TTA is required are outlined in the Department of Transport's 'Traffic Management Guidelines' and the

NRA 'Traffic and Transport Assessment Guidelines' 2014. Development proposals should comply with the "Design Manual for Urban Roads and Streets". Road Safety Impact Assessments and Road Safety Audits may also be required in certain situations.

Chapter 12 – Land Use Zoning Objectives

Zoning Objective 1: To protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses.

ZO 1.1 The provision and protection of residential uses and residential amenity is a central objective of this zoning. This zone covers large areas of Cork City's built-up area, including inner-city and outer suburban neighbourhoods. While they are predominantly residential in character these areas are not homogenous in terms of land uses and include a mix of uses. The vision for sustainable residential development in Cork City is one of sustainable residential neighbourhoods where a range of residential accommodation, open space, local services and community facilities are available within easy reach of residents.

ZO 1.2 Development in this zone should generally respect the character and scale of the neighbourhood in which it is situated. Development that does not support the primary objective of this zone will be resisted.

ZO 1.3 Primary uses in this zone include residential uses, crèches, schools, home-based economic activity, open space and places of public worship.

ZO 1.4 Uses that contribute to sustainable residential neighbourhoods are also acceptable in principle in this zone provided they do not detract from the primary objective of protecting residential amenity and do not conflict with other objectives of this Development Plan. Such uses include but are not limited to small-scale local services including local convenience shops; community facilities; cultural service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals.

Non-conforming Uses

12.8 Land use zonings are used as a tool to shape the City's development strategy and therefore may not always reflect established land uses. As a result, there are uses throughout the City that do not conform with the land use zoning objective for the area.

12.9 Where such non-conforming uses are legally established, their reasonable expansion or improvement within their curtilage will be considered on their own merits provided there is no serious detrimental impact on the primary land use zoning objective for the area or environment, having regard to other relevant objectives of this Plan.

5.4 Natural Heritage Designations

- 5.1.1. There are no Natura 2000 sites within the boundary of the appeal site nor are there any Natura 2000 sites directly abutting the appeal site or within the immediate context of the site. The closest European site to the proposed development is Cork Harbour SPA (Site code: 004030), situated c. 1.6km to the east at its nearest point.

6.0 EIA Screening

- 6.1.1. The proposal is for the demolition of existing extensions and subdivision of existing warehouse into 6 separate units and all associated site works. The proposed development has been subject to preliminary examination for environmental impact assessment, please refer to Appendix 1: Form 1 of this report. Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required

7.0 The Appeal

7.1. Grounds of Appeal

- 7.1.1. One no. appeal was received from the Residents Association, Kilcolman Lawn and Palaceanne Lawn. The appeal can be summarised as follows:
- Material contravention of zoning objective ZO 01 (Sustainable Residential Neighbourhoods), where light industrial uses are not permitted. The PA incorrectly rely on non-conforming use policy. The proposal will introduce six commercial/light industrial units and is a major intensification and therefore not permissible.
 - No assessment of the intensification of use was carried out and this is contrary to Section 34(3) of the Planning and Development Act, 2000 (as amended). The cumulative impact of overdevelopment not assessed noting recent expansion of

high traffic uses in the area.

- No Traffic Impact Assessment (TIA) or Road Safety Audit (RSA), despite which planning was granted and contrary to DM Standard 16, Section 4.3.3 Transport Assessment Requirements (*the referenced standard and sections do not correspond to the CCDP 2022-2028) and Section 34 (2)(a) public safety (*it is unclear what the appeal is refereeing to here).
- Concerns around junction design and pedestrian safety – including single access point, peak-hour gridlock, proximity to local school.
- Car parking capacity and potential for overspill into residential areas. Expansion of high traffic uses.
- Concerns relating to emergency vehicle access.
- The PA failed to adequately address third party objections.

7.2. **Planning Authority Response**

None

7.3. **Observations**

None

8.0 **Assessment**

8.1. Introduction

- 8.1.1. Having inspected the site and examined the application details and all other documentation on file, including all the submissions received in relation to the appeal, and having regard to relevant local/national policies and guidance, I consider that the main issues in this appeal can be addressed as follows:

- Principle of Development
- Traffic and Transportation
- Other Matters

8.2. **Principle of Development**

Proposed Development

- 8.2.1. The site is located with the existing Dosco Industrial Estate. The development comprises the demolition of front and rear extension to the existing industrial unit and

the subdivision of the units into 6 no. individual units ranging from 548sqm to 942sqm. with associated car parking and elevational changes. The proposal will reduce the overall floor area from 5277.83sq to 4795.71sqm. The elevational changes provide for the insertion of additional glazing to the front façade, doors and roller doors with each units containing it is own reception/office space. The external treatment is typical of the established character of the industrial estate and acceptable, in my opinion.

8.2.2. The development description indicated that the units will be used to accommodate individual light industrial/wholesale warehouse/commercial units.

8.2.3. Demolition works are identified at 482.12sqm. In this instance, the demolition relates to minor structures to the front and rear of the main building. These structures are not of architectural merit and I have no objection to their demolition.

Zoning

8.2.4. The appeal site is zoned ZO 01 (Sustainable Residential Neighbourhoods) in the Cork City Development Plan 2022. The appellants contend that the light industrial uses are not permitted within this zoning and that the PA incorrectly rely on non-conforming use policy. The proposal will introduce six commercial/light industrial units and this is a major intensification and therefore not permissible.

8.2.5. The ZO 01 Zoning Objective 1 seeks to *'protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses'*, ZO 1.1 also sets out that this zone covers large areas of Cork City's built-up area, including inner-city and outer suburban neighbourhoods. While they are predominantly residential in character these areas are not homogenous in terms of land uses and include a mix of uses. In this regard the CCDP recognises non-conforming uses and establishes the land use zonings are used 'as a tool to shape the City's development strategy and therefore may not always reflect established land uses. As a result, there are uses throughout the City that do not conform with the land use zoning objective for the area' (section 12.8). Section 12.9 goes on to state that 'Where such non-conforming uses are legally established, their reasonable expansion or improvement within their curtilage will be considered on their own merits provided there is no serious detrimental impact on the primary land use zoning objective for the area or environment, having regard to other relevant objectives of this Plan.' In this instance the site forms part of an established industrial estate and consistent with Section 12.9

of Chapter 12 – Land Use Zoning Objectives of the CCDP the continued use of the site for light industrial/commercial use is acceptable and in accordance with the zoning provisions for the site.

8.2.6. Furthermore, the Commission will note that this is an existing Industrial Estate. In this regard section 7.57 of the CCDP sets out that ‘The general strategy will be to retain the majority of these light industrial areas and where possible, provide for their expansion where there is limited capacity in existing facilities or zoned areas’. This is supported by Objective 7.15 - *Light Industry* -To protect areas zoned for light industry for such uses in order to maintain an adequate supply of light industrial space and employment in order to help ensure a diverse range of employment opportunities in the city. As regards commercial uses ‘small scale local services’ are permitted within the ZO 01 Zoning.

8.2.7. Having regard to the above I am satisfied that the proposed development is not a material contravention of the zoning objectives of the site.

Intensification of Use

8.2.8. I note the third party concerns raised as regards the intensification of use owing to the provision of 6 no. industrial units to replace the existing. In the first instance the development will result in an overall reduction in floor area. In any case the development plan policies as set out above promote the retention of established light industrial areas within the city and the accommodation of a ‘diverse range of uses’ within these areas. The provision of 6 no. smaller units will provide for an increase in the range of uses and this is consistent with the CCDP.

8.2.9. The third party argues that no assessment of the intensification of use was carried out and this is contrary to Section 34(3) of the Planning and Development Act, 2000 (as amended). The cumulative impact of overdevelopment was not assessed having regard to recent expansion of high traffic uses in the area.

8.2.10. I draw the commission’s attention to the PA’s assessment where it was noted that the proposed development will result in an intensification of use and where concerns arise relating to the existing junction design and pedestrian safety. The applicant was requested by way of further information to submit additional details relating to the access junction and pedestrian safety including measures to reduce the exposure of pedestrians on the carriageway crossing the junction. I refer the Commission to

section 8.3 of this report, the Commission will note that the PA were satisfied that car parking, pedestrian safety and access were acceptable subject to compliance with conditions.

- 8.2.11. The Commission will note that the development description refers to 6 individual light industrial/wholesale warehouse/commercial units. While this is a broad range of potential uses as noted in section 8.2.6 small scale local services are permitted within the ZO 01 Zoning. The Planning and Development Regulations 2001 (as amended) defines light industrial building as 'an industrial building in which the processes carried on or the plant or machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit'. Wholesale warehouse means 'a structure where business, principally of a wholesale nature, is transacted and goods are stored or displayed but only incidentally to the transaction of that business.' This does not include retail warehousing.
- 8.2.12. In this regard and while I note the concerns raised as a result in the increase in the number of units, the use of the proposed units will be required to adhere to the definitions as set out in Planning and Development Regulations 2001 (as amended) including that future light industrial uses would not be detrimental to adjoining residential amenities. In any case, I am satisfied that future uses can be controlled by way of condition. In the event the Commission is minded to grant planning permission full details as regards the nature and extent of the occupier for each of the units to include hours of operation, no. of staff etc can be submitted prior to occupation of each unit for agreement to ensure the use is in accordance with the requirements of the Development Plan and relevant use definitions as set out in the Planning and Development Regulations 2001 (as amended).
- 8.2.13. Regarding reference made to overdevelopment and cumulative impacts, I would reiterate that the proposed development does not provide for an increase in floor area and the management and control of uses within the wider Industrial Estate is not a matter for the Commission.

Conclusion

- 8.2.14. Having regard to the established use/s at this location within Dosco Industrial Estate and the land use zoning objectives as set out in Chapter 12 of the CCDP 2022-2028,

I am satisfied that the proposed development is acceptable in principle and in accordance with the zoning objectives for the site and no material contravention issues arise. Similarly, I am satisfied that the subdivision to provide for 6 no. units is acceptable and in accordance with section 7.57 and Objective 7.15 of the development and any intensification of use acceptable subject to normal planning criteria including details of car parking, future occupants and uses and connection to services (adequate capacity). I am further satisfied that the development is consistent with the CCDP 2022-2028 which seeks to promote compact growth at the right locations primarily through regeneration, consolidation and re-intensification (section 2.44) and generally in compliance with Section 11-176 *Warehouses, Industrial Uses & Business Parks*.

8.3. Traffic and Transportation

- 8.3.1. The third party raise concern regarding the absence of a Traffic Impact Assessment (TIA) or Road Safety Audit (RSA), car parking capacity and potential for overspill and emergency vehicle access. Concerns around junction design and pedestrian safety – including single access point, peak-hour gridlock, proximity to local school.

Traffic Impact Assessment (TIA) or Road Safety Audit (RSA)

- 8.3.2. The Commission will note that the appeal refers to standards and policies which do not appear to relate to the CCDP 2022-2028.
- 8.3.3. In any case as regards traffic impact, I refer the Commission to the Urban Roads & Street Design (Planning) Report dated 10/02/2026 which sought RFI to address the junction design including measures to address pedestrian safety and driver speed when accessing and egressing the development by reducing junction corner radii. Similarly, the Traffic Report dated 17/02/2026 endorsed the comments of the Urban Roads & Street Design (Planning) Report and set out that a Construction Traffic Management Plan is required.
- 8.3.4. In response the applicant revised the entrance design to reduce the exposure of pedestrians on the carriageway crossing by providing pedestrian priority at the entrance (provision of a designated pedestrian crossing) and the introduction of a raised ramps and reduced junction radii through site landscaping at the entrance in order to reduce driver speed. Internally it is proposed to provide pedestrian priority walkways on both sides of the estate road. The Traffic Report subsequent to the RFI response notes the addition of the walkway outside the parking spaces may increase

conflicts between pedestrian and vehicular traffic and as such a Road Safety Audit was recommended. The Urban Roads & Street Design (Planning) Report were generally satisfied that the development was acceptable. The request for the submission of a RSA would not be unusual where some potential hazards have been identified and require further analysis and site specific details. The PA condition also includes a two part safety check -Stage 3/4 Road Safety Audit. Owing to the internal and relatively minor nature of the concerns raised, I am satisfied that the use of a condition in this instance is acceptable, should the Commission be minded to grant planning permission.

8.3.5. Section 11.19 *Traffic and Transport Assessments* of the CCDP states that Traffic and Transport Assessments (TTAs) may be requested by Cork City Council on development proposals where it is considered that there may be an excessive impact on the road or transport network and that Road Safety Impact Assessments and Road Safety Audits may also be required in certain situations. In this instance the PA did not consider it necessary to requested a TTA. On this basis of the relatively minor nature of the application within an established industrial estate, I would agree.

8.3.6. Similarly, owing to the established use as an industrial estate, the overall reduction in floor area and the provision of a condition (in the event the Commission is minded to grant planning permission) ensuring future uses are in accordance with the use class definitions as per the Planning and Development Regulations 2001 (as amended) and Development Plan zoning objectives, any traffic generated would be reflective of the already established use and therefore unlikely to exasperate peak-hour gridlock or impact adjoining school traffic. I note the PA raised no concerns in this regard.

8.3.7. *Car Parking*

8.3.8. Concerns were raised about the expansion of high traffic uses and the associated car parking capacity and potential for overspill into residential areas.

8.3.9. Table 11.13 *Maximum Car Parking standards* sets out the car parking standard for City. CC Traffic Department determined that the proposed 38 no. car parking spaces including 6 no. disabled spaces acceptable to accommodate the proposed 6 no. units. The appeal site is located in Zone 2 table 11.13 establishes the following requirements:

- Industry – 1 space per 140sqm

The application has a stated floor area of 4795.71sqm, this equates to 34 no. spaces. The proposed 39 no. spaces exceeds the maximum requirement as set out in Table 11.13. However, in the context of the overall site and noting that not all car parking is assigned within the industrial and having regard to concerns raised as regards overspill into adjoining residential areas, I am satisfied that the proposed car parking is acceptable and any oversupply will be absorbed by the industrial estate and as such is unlikely to result in an overspill into adjoining residential estates.

- 8.3.10. The Commission will note that 6 no. EV parking spaces have been provided, 4 no. motorcycle spaces and 22 no. bicycle spaces in accordance with development plan standards. The PA were satisfied in this regard.

Emergency Vehicles

- 8.3.11. Concerns were raised relating to emergency vehicle access. I note the principal access point and internal access road and layout will not be altered by the proposed development in a manner that would prevent emergency vehicles accessing the site. The PA raised no concerns in this regard.

Conclusion

- 8.3.12. Having regard to the above, the nature and extent of the proposed development within an established industrial estate, the provision of additional safety measures at the vehicular entrance including speed controls and pedestrian crossing, I am satisfied that the proposed development is acceptable in terms of traffic and pedestrian safety. I am further satisfied that parking provisions are in accordance with Development Plan standards.

8.4. Other Matters

- 8.4.1. Regarding concerns raised that the PA did not adequately address the third party concerns in accordance with the requirements of Section 34(3) of the Planning and Development Act 2000 (as amended) which requires authorities to consider all submitted documents, including the application, further information requests, and any written submissions or observations made by the public or prescribed. The assessment and preparation of the planning report by CCC is not a matter for the Commission.

9.0 AA Screening

- 9.1. I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 as amended.
- 9.2. The closest European site to the proposed development is Cork Harbour SPA (Site code: 004030), situated c. 1.6km to the east at its nearest point.
- 9.3. The proposed development comprises the demolition of existing extensions and subdivision of existing warehouse into 6 separate units and all associated site works.
- 9.4. No nature conservation concerns were raised in the planning appeal.
- 9.5. Having considered the nature, scale, and location of the project, I am satisfied that it can be eliminated from further assessment because it could not have any effect on a European Site. The reason for this conclusion is as follows:
- Scale and nature of the development
 - lack of direct connections to nearest European site
- 9.6. I conclude, on the basis of objective information, that the proposed development would not have a likely significant effect on any European Site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore Appropriate Assessment (under Section 177V of the Planning and Development Act 2000) is not required.

10.0 Water Framework Directive

- 10.1. Please refer to Appendix 2 of this report. The Lee (Cork) Estuary Upper IE_SW_060_0950 (Moderate Status) is located c.1.2km northeast of the site, Lough Mahon transitional waterbody IE_SW_060_0750 (Moderate Status) is located c. 1.6km southwest of the site and the groundwater body is Ballincollig IE_SW_G_002 (good water body status).
- 10.2. As noted in Appendix 2 below, it appears that based on the information available to me that there is sufficient capacity within the WWTP and public water supply serving the Cork City. The site is removed from the River Lee separated by established urban development with no direct hydrological connection. I further note surface water will be disposed of via existing connection to the public network. Therefore, I am satisfied that the proposed development would not result in a deterioration in water quality or

aquatic habitats degradation arising from an overall increase in biological loading from treated effluent discharges.

10.3. I have assessed the proposed development and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

10.4. The reason for this conclusion is as follows:

- The small-scale nature of the development, and
- lack of direct hydrological connections to the River Lee.

10.5. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

11.0 Recommendation

I recommend that planning permission is granted for the proposed development in accordance with the following reasons and considerations.

12.0 Reasons and Considerations

Having regard to the provisions of the Cork City Development Plan 2022-2028, to the nature and scale of the proposed development and to the pattern of existing development in the area, it is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential or visual amenities of the area or of property in the vicinity and would not result in a traffic hazard. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area

13.0 Conditions

1. The development shall be carried out in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by the planning authority, on the 19th March 2026, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2.
 - a) The individual units shall be limited to light industrial/ wholesale warehouse/ commercial units only. No retail warehousing is hereby permitted.
 - b) Full details of the individual occupiers of the proposed units inclusive of the nature and extent of proposed use/s, hours of operations and signage shall be submitted to and agreed with the Planning Authority before any unit is occupied.

Reason: In the interest of proper planning and orderly development.

3. Prior to the commencement of development, the developer shall submit for the written agreement of the Planning Authority:
 - a) full details of the proposed pedestrian crossing and ramp at the access to the industrial estate on the South Douglas Road. All costs associated with the provision and maintenance of the pedestrian crossing and ramp shall be borne by the applicant.
 - b) Details of proposed hard (kerbing etc) and soft (species to be planted) landscaping at the entrance to include the incorporation of SUD's features.

Reason: In the interest of clarity and orderly development.

4. Prior to the commencement of development, a Stage 1/2 Audit shall be submitted to the Local Authority for written agreement. All findings of the Road Safety Audit shall be closed out, signed off and incorporated into the development. A Stage 3 /4 Road Safety Audit shall be undertaken if appropriate at the appropriate stage,

closed out, signed off and the recommendations incorporated into the development.

All costs associated with this condition shall be borne by the applicant.

Reason: In the interest of traffic safety.

5. A detailed construction traffic management plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site.

Reason: In the interest of sustainable transport and safety

6. All service cables associated with the proposed development such as electrical, telecommunications and communal television shall be located. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity

7. Drainage arrangements including the attenuation and disposal of surface water shall comply with the requirements of the Planning Authority for such works and services.

Reason: In the interest of public health and surface water management

8. Prior to the commencement of development, the developer or any agent acting on its behalf, shall prepare a Resource Waste Management Plan (RWMP) as set out in the EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The RWMP shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness; these details shall be placed on the file and retained as part of the public record. The RWMP must be submitted to the planning authority for written agreement prior to the commencement of development. All records (including for waste and all resources) pursuant to the agreed RWMP shall be made available for inspection at the site office at all times.

Reason: In the interest of proper planning and sustainable development.

9. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development.

Reason: In the interest of environmental protection, residential amenities, public health and safety, and environmental protection.

10. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Friday inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the amenities of property in the vicinity.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Irené McCormack
Senior Planning Inspector
24th July 2026

Appendix 1: Form 1 EIA Pre-Screening

Case Reference	PL-501284-CC-26
Proposed Development Summary	Demolition of existing extensions and subdivision of existing warehouse into 6 separate units.
Development Address	Dosco Industrial Estate, South Douglas Road, Cork, T12EA8X
	In all cases check box /or leave blank
1. Does the proposed development come within the definition of a 'project' for the purposes of EIA?	☒ Yes, it is a 'Project'. Proceed to Q2.
	☐ No, no further action required.
2. Is the proposed development of a CLASS specified in <u>Part 1</u>, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, it is a Class specified in Part 1 . EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
☒ No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	
☒ No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994.	<i>Not of a Class</i>

☐ Yes, the proposed development is of a Class and meets/exceeds the threshold.	
☐ Yes, the proposed development is of a Class but is sub-threshold.	

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes ☐	Screening Determination required (Complete Form 3)
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Appendix 2 - Water Framework Directive Screening Determination

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Coimisiún Pleanála ref. no.	PL-501284-CC-26	Townland, address	Dosco Industrial Estate, South Douglas Road, Cork, T12EA8X
Description of project		Demolition of existing extensions and subdivision of existing warehouse into 6 separate units.	
Brief site description, relevant to WFD Screening,		The Lee (Cork) Estuary Upper IE_SW_060_0950 (Moderate Status) is located c.1.2km northeast of the site, Lough Mahon transitional waterbody IE_SW_060_0750 (Moderate Status) is located c. 1.6km southwest of the site and the groundwater body is Ballincollig IE_SW_G_002 (good water body status).	
Proposed surface water details		connection to the public network identified.	
Proposed water supply source & available capacity		connection to the public network identified. The Commission will note that a review of the Uisce Eireann Capacity website on 09/07/2026 indicated Capacity Available - LoS improvement required = Capacity Available to meet 2035 population targets - Level of service (LoS) improvement required.	
Proposed wastewater treatment system & available capacity, other issues		connection to the public network identified. The Commission will note that a review of the Uisce Eireann Capacity website on 09/07/2026 indicated Spare Capacity Available.	

Others?			N/A			
Step 2: Identification of relevant water bodies and Step 3: S-P-R connection						
Identified water body	Distance to (m)	Water body name(s) (code)	WFD Status	Risk of not achieving WFD Objective e.g.at risk, review, not at risk	Identified pressures on that water body	Pathway linkage to water feature (e.g. surface run-off, drainage, groundwater)
Transitional Waterbody	1.2km north of site	Lee (Cork) Estuary Upper IE_SW_060_0950	Moderate	At risk	Urban Wastewater	Not hydrologically connected to surface watercourse
Transitional Waterbody	1.6km southwest of site	Lough Mahon IE_SW_060_0750	Moderate	At Risk	Urban Wastewater	Not hydrologically connected to surface watercourse
Groundwater body	Underlying Site	Ballincollig IE_SW_G_002	Good	Not at Risk	No pressures	No –Low permeability due to conditions -Man made subsoils.

Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage.

CONSTRUCTION PHASE

No.	Component	Water body receptor (EPA Code)	Pathway (existing and new)	Potential for impact/ what is the possible impact	Screening Stage Mitigation Measure*	Residual Risk (yes/no) Detail	Determination** to proceed to Stage 2. Is there a risk to the water environment? (if 'screened' in or 'uncertain' proceed to Stage 2.
1.	Clearance works/ Construction	Lee (Cork) Estuary Lower IE_SW_060_0900) Lough Mahon IE_SW_060_0750	No pathway exists	Siltation, pH (Concrete), hydrocarbon spillages	Standard construction practices/conditions	No	Screened out

OPERATIONAL PHASE

2.	Surface water run-off	Lee (Cork) Estuary Lower IE_SW_060_0900 Lough Mahon IE_SW_060_0750	No direct pathway exists.	None	Standard construction practices/conditions	No	Screened out
3.	Discharges to ground	Ballincollig IE_SW_G_002	Surface water disposal	None	SUDs features	No	Screened out
DECOMMISSIONING PHASE							
4.	NA	NA	NA	NA	NA	NA	NA