3 Clonmult Terrace
Belvelly,
Cobh,
Co. Cork.

10th March 2022.

An Bord Pleanála,

REF 20/06955.

Dear Sir or Madam,

AN BORD PLEANÁLA
LDG- 050201 - 22
ABP-
11 MAR 2022
o K
Fee: € 220 Type: Bank Draft
Time: By: Negpost

Please find enclosed:

1. Full planning appeal including cover letter within 85 pages.
2. Digital hardcopy of above. CD DISC.
3. Two of Original letters of acknowledgement.
4. Cheque for €220 - third party appeal fee.
5. Cheque for €50 - Oral Hearing fee.

Yours Sincerely.

Ken Bell.

Comhairle Contae Chorcaí
Cork County Council

Pleanáil agus Forbairt,
Halla an Chontae,
Bóthar Charraig Ruacháin,
Corcaigh T12 R2NC.
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Planning & Development,
County Hall,
Carrigrohane Road, Cork T12 R2NC.
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Email: planninginfo@corkcoco.ie
Web: www.corkcoco.ie

ACKNOWLEDGEMENT OF RECEIPT OF SUBMISSION OR OBSERVATION ON A PLANNING APPLICATION

THIS IS AN IMPORTANT DOCUMENT

KEEP THIS DOCUMENT SAFELY. YOU WILL BE REQUIRED TO PRODUCE THIS ACKNOWLEDGEMENT TO AN BORD PLEANÁLA IF YOU WISH TO APPEAL THE DECISION OF THE PLANNING AUTHORITY. IT IS THE ONLY FORM OF EVIDENCE WHICH WILL BE ACCEPTED BY AN BORD PLEANÁLA THAT A SUBMISSION OR OBSERVATION HAS BEEN MADE TO THE PLANNING AUTHORITY ON THE PLANNING APPLICATION.

PLANNING AUTHORITY NAME **Cork County Council**

PLANNING APPLICATION REFERENCE NO. 20/06955

A submission/observation, in writing, has been received from:

Eoin Bell
3 Clonmult Terrace
Belvelly
Cobh
Co. Cork
P24V651

ON 26/01/2022 in relation to the above planning application.

The appropriate fee of €20 has been paid.

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 and will be taken into account by the Planning Authority in its determination of the planning application.

Shane Mc Carthy

Planning Department
Cork County Council
County Hall
Cork

Shane McCarthy
Clerical Officer

Local Authority Stamp

Date: 28/01/2022

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Cork County Council

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PLANNING AUTHORITY NAME **Cork County Council**

PLANNING APPLICATION REFERENCE NO. 20/06955

A submission/observation, in writing, has been received from:

Eoin Bell
3 Clonmult Tce
Belvelly
Cobh
Co. Cork P24 V651

ON 03/02/2021 in relation to the above planning application.

The appropriate fee of €20 has been paid.

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 and will be taken into account by the Planning Authority in its determination of the planning application.

Planning Department
Cork County Council
County Hall
Cork

Peter Owens
Clerical Officer

Local Authority Stamp

Date: 04/02/2021

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An Bórd Pleanála

Planning Appeal

File No: 206955

Submitted

by

Eoin Bell

An Bórd Pleanála Ref: CCC Planning Application no. 20/06955.

3 Clonmult Terrace,

Belvelly

Cobh,

Co. Cork. P24V651

An Bórd Pleanála,

64 Marlborough Street,

Dublin 1

V902

Planning Reference: 20/06955

Date: 9th March 2022

To An Bórd Pleanála,

Please find within my appeal against planning application 20/06955. I include within this document as requested copies of both validations letters within. I also include separately the two original official Acknowledgment's I received from the CCC planning office that I must submit to make this a valid appeal.

I make this appeal as a private individual however, I am also the current Secretary of the Belvelly Residents Association (68 Houses), and residents share my views.

I enclose a cheque for the third-party fee of €220 to make my appeal.

I also request an Oral Hearing and enclose the separate check for the €50 fee

9th March 2022

Eoin Bell
3 Clonmult Terrace,
Belvelly,
Cobh,
Co. Cork.
P24V651
[redacted]

Attached:

1. Original Acknowledgement of Receipt of Submission (qty 2 of) by the Planning Authority of valid objections dated 28/01/2022 & 04/02/2021.
2. Two Cheques of €220 and €50 respectively.

Comhairle Contae Chorcaí
Cork County Council

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Eoin Bell
3 Clonmult Tce
Belvelly
Cobh
Co. Cork P24 V651

04/02/2021

APPLICANT: Goulding Chemicals Limited , Belvelly Marino Development Company DAC

DEVELOPMENT: The construction of a new agricultural fertiliser facility for use by Goulding Chemicals Limited; and additional port operational use of the jetty to facilitate cargo vessels. The agricultural fertiliser facility will be constructed to the north of the site and will comprise: i. A bulk storage building for the storage of granular fertiliser, ii. A building accommodating a bagging and palletising facility and staff facilities, iii. External paved product storage areas for the storage of bagged fertiliser, iv. Weighbridge, ESB substation and switch room, and office building, v. Vehicle store, vi. Surface water drainage system and water retention tank, vii. Truck parking, staff and visitor parking, fertiliser waste storage tank and all ancillary site works. An Environmental Impact Asseessment Report (EIAR) has been prepared and will be submitted to the planning authority with the application. A Natura Impact Statement (NIS) will be submitted to the planning authority with the application. The proposed development comprises the provision of an establishment to which the Major Accident Directive applies.

AT: Belvelly Port Facility Marino (Townland) Marino Point Cobh, Co. Cork

FOR: Permission

PLANNING REGISTRATION NO: 20/06955

A Chara,

I wish to acknowledge receipt of your submission/observation on 03/02/2021 concerning this application. I enclose herewith receipt no. PLG31907 in respect of correct fee paid. I wish to confirm that your submission/observation has been received within the period of five weeks beginning on the date of registration of the application and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be requested.

Your letter will form part of the documentation available for inspection by the public. You will be notified when a decision is made on the application.

This letter should be retained. If you wish to appeal such decision a copy of this acknowledgement together with the attached official document must accompany your appeal to An Bord Pleanála.

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Yours faithfully,

Peter Owens
Clerical Officer

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Eoin Bell
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Belvelly
Cobh
Co. Cork P24 V651

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The appropriate fee of €20 has been paid.

The submission/observation is in accordance with the appropriate provisions of the Planning and Development Regulations, 2001 and will be taken into account by the Planning Authority in its determination of the planning application.

Planning Department
Cork County Council
County Hall
Cork

Peter Owens
Clerical Officer

Local Authority Stamp

Date: 04/02/2021

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Eoin Bell
3 Clonmult Terrace
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Cobh
Co. Cork
P24V651

28/01/2022

APPLICANT: Goulding Chemicals Limited, Belvelly Marino Development Company DAC

DEVELOPMENT: The construction of a new agricultural fertiliser facility for use by Goulding Chemicals Limited; and additional port operational use of the jetty to facilitate cargo vessels. The agricultural fertiliser facility will be constructed to the north of the site and will comprise: i. A bulk storage building for the storage of granular fertiliser, ii. A building accommodating a bagging and palletising facility and staff facilities, iii. External paved product storage areas for the storage of bagged fertiliser, iv. Weighbridge, ESB substation and switch room, and office building, v. Vehicle store, vi. Surface water drainage system and water retention tank, vii. Truck parking, staff and visitor parking, fertiliser waste storage tank and all ancillary site works. An Environmental Impact Asseessment Report (EIAR) has been prepared and will be submitted to the planning authority with the application. A Natura Impact Statement (NIS) will be submitted to the planning authority with the application. The proposed development comprises the provision of an establishment to which the Major Accident Directive applies.

AT: Belvelly Port Facility Marino (Townland) Marino Point Cobh, Co. Cork

FOR: Permission

PLANNING REGISTRATION NO: 20/06955

A Chara,

I wish to acknowledge receipt of your submission/observation on 26/01/2022 concerning this application. I wish to confirm that your submission/observation has been received within the prescribed period and is therefore considered a valid submission/observation.

Copies of site map/plans and particulars submitted in connection with the application will be available for inspection at this department during office hours (9.00 a.m. to 4.00 p.m., Monday to Friday) until the application, or any appeal thereon, is finally determined. The applicant shall be given your name and content of the submission/observation should it be requested.

Your letter will form part of the documentation available for inspection by the public. You will be notified when a decision is made on the application.

This letter should be retained. If you wish to appeal such decision a copy of this acknowledgement together with the attached official document must accompany your appeal to An Bord Pleanála.

Yours faithfully,

Shane McCarthy.

Shane McCarthy
Clerical Officer

Comhairle Contae Chorcaí
Cork County Council

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Shane Mc Carthy.

Planning Department
Cork County Council
County Hall
Cork

Shane McCarthy
Clerical Officer

Local Authority Stamp

Date: 28/01/2022

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Acknowledgements

I have never made an appeal to An Bórd Pleanála and therefore I hope this appeal is how an appeal should be drafted and submitted. I would like to acknowledge and to express my extreme thanks and gratitude to the staff of An Bórd Pleanála for taking the time to assist me on the few occasions I have rang your office to ask for assistance regarding this planning application appeal. While your staff couldn't give me advice on how to draft an appeal. Your staff members have been extremely helpful, professional and polite with their explanations on how to navigate your website.

I also appreciate the opportunity given to me, to formally lodge my appeal to you An Bórd Pleanála against Planning Application File No: 206955. Supporting my appeal on substantive photographic evidence, policy documents, published documents, newspaper reports and leglislation duly referenced when appropriate within.

I am compelled to make this appeal as I feel that the Cork Planning Office did not take onboard my objections. I also make this appeal as a private individual. However, as Secretary of our Belvelly Residents Association I also echo the sentiments of the community.

Finally, we request an Oral Hearing. Also please find included the fee of €220 as a third-party appeal and the separate fee of €50 for our Oral Hearing request.

Subject Matter

I make this appeal on the grounds that my objections were not noted. To prove with supportive evidence the R624 road is perilous and the proposed development will Endanger Public Safety by the hazards created from the additional volume of HGVs proposed. I dispute some parts of the traffic and transport engineers internal report to the planner, some parts of the senior planners report 16th February 2022. The proposed development will damage and take from a beautiful rural designated scenic route with far too numerous industrial signs.

I ask An Bórd Pleanála the following; To make an order to rectify the new proposed development Port's name. The proposed noise readings will be constant and elevated from the norm however, present readings are not constant and sporadic. To protect Belvelly residents from noise emissions, dust, PM emissions and to make an order to compel the developer/council to soundproof our houses as per previous An Bórd Pleanála rulings. To investigate and clarify, how the initial proposed HGV volume has reduced in the RFI when the quantity of cargo ships have remained the same. To investigate possible 'Project Splitting'. To uphold the preservation Heritage order on Belvelly Bridge. To clarify if the R624 road meets the minimum EU road safety standards for a road network servicing a Ten-T corridor Port. To order an independent road assessment. To protect our scenic route. To afford Belvelly and its residents their duly and lawful protection to carry out their lives and go for walks without risk to their safety. New planning developments laws protect rural communities NDP. To include Belvelly residents in all emergency plans going forward Seveso. To investigate the legitimacy of a private developer making a planning application to alter an architectural and historic heritage monument, without adhering to the correct public consultation process.

All the above will be explained in full within the following pages. With supporting policy and legislation where appropriate. With numerous illustrative photos clearly highlighting the unsafe R624 Belvelly road. The proposed development will Endanger Public Safety by the hazards created from the additional volume of HGVs to us Belvelly residents, cyclists and motorists alike.

Foreword & Port name clarification

As a Belvelly resident I was actually shocked and appalled with CCC Traffic and Transport Engineer's Report to the Planning department re this planning application where he states; "...***the port facilities at Belvelly***...". (Report - Traffic & Transport Further Information Report, p6, 16-02-2022). The planning Traffic and Transport Engineer should be conversant with the various townlands within their remit otherwise how can appropriate and sound planning decisions be formalised. There are two townlands adjacent to the proposed development at Marino Point, in the townland of Marino and these townlands are as follows; Belvelly, and Carrigaloe.

I would like to correct the incorrect engineer's statement and go so far as to say it is a gross injustice and an actual insult to Belvelly and its residents. Belvelly is a beautiful scenic heritage village and also a designated protected SPA and SAC. With ever-changing views as the tidal estuary ebbs and flows. Belvelly is also of great National historic heritage with its triple stone arched Belvelly Bridge c1803 (RPS No. 02988 CDP 2022-2028), overlooking the recently fully restored (at immense private expense) Belvelly Castle c13th Century (RPS No. 00507) and Belvelly Martello Tower (RPS No. 00505).

So maybe as clarification for you AN Bórd Pleanála who may not be acquainted with our beautiful village and the townland of Belvelly. The Port facility within this planning application 206955 is situated in Marino Point on the Marino Peninsula and within the townland of Marino. The port facility is **NOT** even within the townland of Belvelly. The site in Marino Point as you may know was the site of the previous IFI fertiliser company closed in 2002 (originally called NET). NET & IFI both had a bumpy history, as a commercially entity and with environmental complaints lodged against them. Therefore Marino Point acquired for obvious reasons a poor reputation and name. I'm assuming Port of Cork, BMDC and its Subsidiaries again for obvious reasons took it upon themselves to trade on the good clean name of Belvelly. By subsequently naming their new proposed port facility at Marino Point, on the Marino Peninsula in the townland of Marino, The 'Belvelly Port Facility'.

Therefore, I ask you An Bórd Pleanála to please acknowledge the strain on the residents of Belvelly, with the Port's naming of their new proposed facility. I also implore with AN Bórd Pleanála to make an additional ruling concurrent with this planning appeal and to rectify this abomination and insult to the historic and tranquil scenic tidal estuary of Belvelly, and it's residents. To rectify this injustice and force a ruling for Port of Cork, BMDC and its subsidiaries and to call the new proposed site by its actual and justified name as Marino Point Port Facility and **NOT** Belvelly Port Facility.

While Ten-T network corridor ports need to grow and expand to service an economy, it should not be allowed to happen to the detriment of local communities. Belvelly village and its residents will be adversely affected by the proposed relocation of Goulding Fertiliser and Port operations to the proposed new site of Marino Point. The proposed HGV traffic volumes and generated noise will create and add to a non-functioning and dangerous road as highlighted and referenced within. The added noise, fumes and dangerous hazards on our narrow road for pedestrians and cyclists from additional HGV numbers pose a serious concern to the welfare of Belvelly residents.

As I am not familiar with planning laws, I also ask An Bórd Pleanála to investigate what appears to be in my humble opinion Project Splitting. The applicant made a previous planning application for the demolition of the proposed Marino Point site, and the removal of all redundant structural infrastructure. However, within that planning application they also included alterations to the Historic Belvelly Bridge by suggesting mounting a steel cantilever boardwalk to the West facing side of the Bridge. Also including alterations to the pavement and removing the footpath on the Bridge to increase carriageway lane widths. This was submitted in a separate planning application but referenced within the planning application numerous times. I would also like An Bórd Pleanála to make a ruling additionally as to the legality of how a private developer can apply to make alterations to a Public Structure of National Heritage, Architectural and Historical Importance without the proper adherence to any public consultation process.

The applicant suggested in their planning application an approximate of 40 import/export Cargo Ships related to Port activities and an additional 50 Fertiliser Cargo ships are proposed to dock at the new facility in Marino Point. Totalling a proposed approx. of 90 ships and all cargo to be transported by HGV on the R624 road. Rail links are not available at present. Unless there is an unpublished agreement in private between the applicant and the CCC regarding a reduction in proposed Cargo vessel numbers. The numbers submitted in RFI appear to be too few as opposed to their Initial planning EIAR proposed numbers. The applicant also suggests a reduction in HGV volumes during peak times and for HGVs to travel outside peak hours. Additionally, the applicant suggests fertiliser operating times up to 12midnight. With Port related vessels docking, when possible, at any time. However, residents are also afforded the protection of European Noise Directive (END) (Directive 2002/49/EC and updated to COMMISSION DIRECTIVE (EU) 2015/996 of 19 May 2015), which safeguards residents quiet times.

The increased Volumes in HGV traffic will make an already unsafe and narrow road more dangerous and unsafe for children, Cyclists and pedestrians in Belvelly. Despite the applicant's claim of safe clear passage for HGVs on the R624 through Belvelly. There is **Insufficient room** on sections of the R624 for HGVs to pass safely and unobstructed. Therefore HGVs have to actually stop on the main artery R624 road serving Cobh and the new proposed Port facility. On one particular section of the R624 directly outside my house, due to constriction in laneway widths two HGVs **cannot pass at all**. One must stop and allow the oncoming truck to pass the section first before continuing themselves on their journey. The photos in following pages will support this statement unambiguously with clear photographic evidence.

Cobh is an Island with only one precarious road access namely the R624. Any accident on the R624 and or the Historic Belvelly Bridge will render all the residents of the whole of the Island of Cobh inaccessible to emergency road access. Despite the suggested road pavement alterations by the applicant on the Historic Belvelly Bridge. A fundamental health and safety aspect cannot be rectified or overlooked with the removal of the footpath to increase the carriageway lane widths. And this profound Safety concern of residents is the turning radius capacity is not sufficient when entering or exiting the Belvelly Bridge northbound or southbound on to the R624 road. It is not sufficient to allow safe passage of passing HGVs. Therefore, all HGVs cross the centre line and enter the lanes of oncoming traffic. Again this is clearly depicted with photographic evidence in within this appeal.

While the applicant makes a compelling supportive argument with strategically placed carriageway lane width measurement locations in their road report. The photos on following pages will clearly refute their report. The planning application if granted will Endanger Public Safety by the hazards created from the additional volume of HGVs proposed onto the R624 road. The R624 road alignment and carriageway lane restrictions are also too severe and meandering to allow this road to serve a TenT Corridor Network Port.

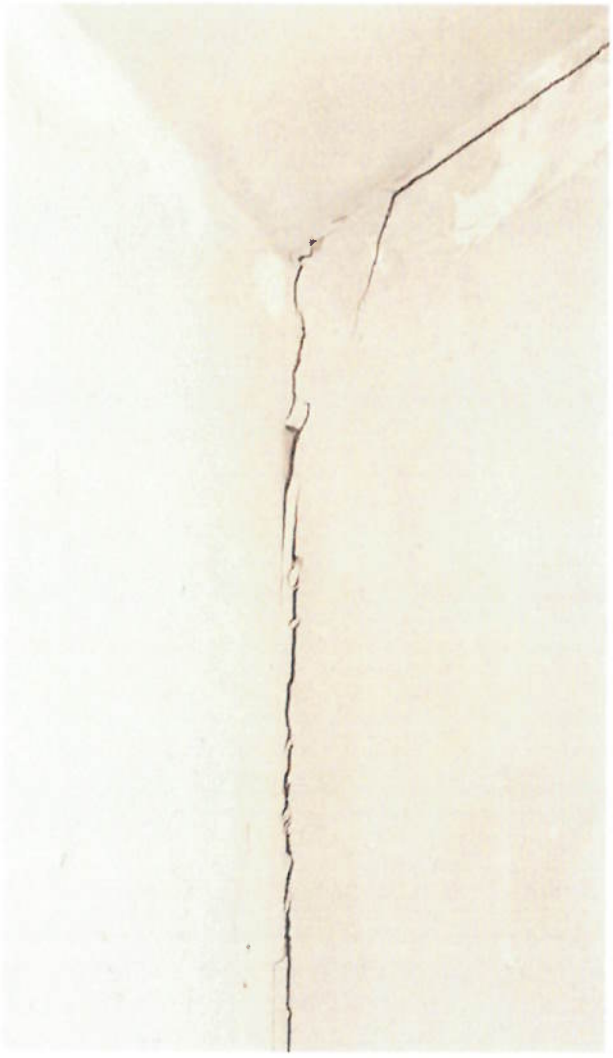
I ask An Bórd Pleanála does the R624 in it's present from meet the minimum road safety requirements of a TenT corridor network Port?

Traffic in Belvelly also entering/exiting Belvelly Bridge is already congested daily, and has also far surpassed its load carrying capacity as stated by numerous referenced published Gov. policies within. Increased delays and congestion will be inevitably caused with this planning application as the applicant BMDC has also stated HGVs carrying Port of Cork cargo will inevitably have oversized loads. Their own specific referenced loading and unloading HGV the LH60 is also photographed within as being ridiculously oversized for the R624 in its present form.

I understand that this planning application may be aligned with current government policies with the rezoning and rejuvenating of cork city docklands for houses and recreational areas. Nevertheless, this planning application is premature in nature because the R624 road is not fit for purpose and clearly illustrated in the following pages. This planning application will also Endanger Public Safety by reason of traffic hazard or obstruction to road users.

1. Noise and Vibrations

It is an unfortunate phenomenon and safety hazard to pedestrians and residents in Belvelly village that the poor alignment has caused increased speed on the R624 road through Belvelly village. Motorists including HGVs increase speed so as to basically traverse the poor alignment sections as quickly as possible so as to avoid having to slow or actually stop when passing oncoming traffic. Subsequently, when HGVs meet oncoming HGVs, their brakes and gear changing whilst decelerating and or accelerating causes ongoing increased noise and the resonance vibrations emitted can be felt within the houses fronting the R624. This noise nuisance has a considerable profound effect on the welfare of residents fronting the R624. When HGVs traverse during the night this noise and resonance vibration also contributes to noise related disturbance in our sleep patterns. I am also concerned about structural integrity of houses fronting the R624, including my own house. HGVs cannot pass each other unobstructed outside my house therefore, the resonated vibrations from their braking, gear changing and accelerating which can be felt throughout the house has resulted in structural cracks to my house and some of my neighbours houses. The photos blow display some of the cracks within my house as resonant vibrations can be felt as HGVs brake and accelerate rapidly.



Belvelly village is directly downwind from the proposed site and directly in the path of all airborne noise pollution and general dirt and dust pollution. It should be compulsory that the developers pay for the soundproofing of all Houses fronting the R624 and Belvelly village, Marino, Carrigaloe and Passage West as per An Bórd Pleanála's ruling referenced within.

The applicant states Construction and Operational noise emissions estimated between 65 and 75dB. But *"....during intensive operations....they may exceed 75dB levels..."* They also state about their proposed noise emissions as; *"... these noise levels to be in keeping with local noise levels generated by the R624 traffic, running Trains and overhead airplanes..."*. However, I make a significant point to An Bórd Pleanála from the residents in Belvelly. The operational and port noise emissions from the proposed site will be constant. But, Traffic noises in Belvelly are alternating and generally traffic volumes diminish and are infrequent from 8pm onwards, trains don't operate after 11.30pm and airplanes overhead are not constant either.

In An Bórd Pleanála ruling D302580.doc (pleanala.ie) a developer has been restricted to more reasonable decibel readings of 55dB during working hours. As follows; *"7. (a) During the operational phase of the proposed development, the noise level arising from the development, as measured at the nearest dwelling, shall not exceed: (i) An Leq,1h value of 55 dB(A) during the period 0800 to 2200 hours from Monday to Saturday inclusive. (ii) An Leq,15 min value of 45 dB(A) at any other time. The noise at such time shall not contain a tonal component."* https://www.pleanala.ie/anbordpleanala/media/abp/cases/orders/302/d302580.pdf?r=554967599720

Another An Bórd Pleanála ruling against the DAA regarding the protection of residents from noise exposure is as follows in condition 7; *"Prior to commencement of development, a scheme for the voluntary noise insulation of existing dwellings shall be submitted to and agreed in writing by the planning authority. The scheme shall include all dwellings predicted to fall within the contour of 63 dB LAeq 16 hours within 12 months of the planned opening of the runway for use. The scheme shall include for a review every two years of the dwellings eligible for insulation."* Microsoft Word - D217429.DOC (pleanala.ie) https://archive.pleanala.ie/api/documents/Order/217/D217429.pdf https://archive.pleanala.ie/en-ie/case/217429

As a precedent is already in effect the residents of Belvelly should also have the entitlement to get their houses sound proof insulated and paid for in full by the developer or state, against the harmful effects of the traffic noise pollution we endure on a daily basis.

A fundamental factor also when assessing and calculating the accumulated noise dB levels emitted appears to have been overlooked. This is "The Geographical Area" of the Marino peninsula within the narrow confines of Lough Mahon Valley within Cork Harbour. More importantly, the proposed site's position at the base of the Lough Mahon valley will thus act as an amphitheatre's stage. Consequently, all noises emitted from the Jetty and proposed site will be amplified further and reverberated over water and throughout the Lough Mahon Estuary, up the steep sides of the receiving neighbouring Passage West hills, north and south throughout the valley, SPA, SAC and the Belvelly Estuary. It is a well-known and established fact also that Sound waves are amplified when travelling over water. Because the water cools the air above its surface. Cool air slows down the sound waves near the surface, causing refraction or bending of the sound waves, resulting in more sound reaching neighbouring shores. Additionally, when the water is calm this intensifies sound amplification even further. And as the planning application states the mean average wind of the past 30 years is South-westerly, Belvelly village is also directly down wind and receptive of this unwanted noise pollution.

Belvelly residents are entitled to quiet evenings and nights and are protected by a constitutional right as EU citizens to *"...quite time in the evenings and night..."* as defined by the EU's The Environmental Noise Directive (END) (https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32002L0049&from=EN) also as updated in 2015, (COMMISSION DIRECTIVE (EU) 2015/ 996 - of 19 May 2015 - establishing common noise assessment methods according to Directive 2002/ 49/ EC of the European Parliament and of the Council (fao.org)) and transposed into Irish Law in 2006 S.I. No. 140/2006 - Environmental Noise Regulations 2006 (irishstatutebook.ie)

"Available data on long-term average exposure show that 65 % of Europeans living in major urban areas are exposed to high noise levels (1), and more than 20 % to ***night time noise levels at which adverse health effects occur frequently****.". "High noise levels' are defined as noise levels above 55dB Lden and 50dB Lnight"*, General Union environment action programme to 2020 - Publications Office of the EU (europa.eu) https://op.europa.eu/en/publication-detail/-/publication/1d861dfb-ae0c-4638-83ab-69b234bde376/language-en

Irish Statute Book states in Objective and Scope no. 4: *"(1) These Regulations provide for the implementation in Ireland of a common approach within the European Union intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise."*

NKI$$$$XML (irishstatutebook.ie) https://www.irishstatutebook.ie/eli/2018/si/549/made/en/pdf S.I. No. 549/2018 - European Communities (Environmental Noise) Regulations 2018 (irishstatutebook.ie)

Additionally, the noise generated by HGVs passing in such close proximity to the houses of Belvelly has a serious negative health implication to the residents and their families with disturbed sleep patterns. The health risk is especially well documented during the sleep stages. *"It has been estimated that at least 25% of the EU population experience a reduced quality of life due to environmental noise-induced annoyance and that between 5% and 15% of the population suffers serious noise-induced sleep disturbance.",* (untitled (europa.eu) https://ec.europa.eu/environment/archives/enlarg/handbook/noise.pdf)

EPA States; *"In 2018, the WHO published guidance to policymakers on noise levels above which it considers that adverse effects on health and sleep occur."* Noise guidelines | Environmental Protection Agency (epa.ie) https://www.epa.ie/our-services/monitoring--assessment/noise/noise-guidelines/#:~:text=The%20Environmental%20Noise%20Directive%20(END,of%20exposure%20to%20environmental%20noise.

WHO Stated *"Sleep disturbance is one of the most common complaints raised by noise-exposed populations, and it can have a major impact on health and quality of life.",* Burden of disease from environmental noise : Quantification of healthy life years lost in Europe (who.int) https://www.who.int/quantifying_ehimpacts/publications/e94888.pdf?ua=1

"Over 1.6 million healthy years of life are lost each year due to noise pollution - the second biggest environmental disease burden in Europe after air pollution.... . The WHO recommends reducing noise exposure to levels below those associated with adverse health effects, providing limits for road (53dB Lden, 45dB Lnight) 7 , rail (54dB Lden, 44dB Lnight), and aviation (45dB Lden, 40dB Lnight),", The future of road noise policy in Europe (eurocities.eu) https://eurocities.eu/wp-content/uploads/2020/09/EUROCITIES_statement_noise_policy_in_Europe_2020.pdf

EPA does not permit tonal noises at night and the applicant states Fork trucks as tonal emitters. However, remedies are put in place to rectify and eliminate tonal noise. Nonetheless, docked cargo ships during unloading and loading will have their engines and generators running which do emit tonal noises. This is not addressed when assessing cumulative noise sources. Will the docked cargo ships run from 3phase power and have their engines and generators switched off?

I ask the An Bórd Pleanála to include the residents in Belvelly village as additional Noise Sensitive Receptors, when assessing the cumulative impacts the new proposed development will have when in the construction and operational phases. I ask An Bórd Pleanála to make an order and also include Belvelly village for designated noise monitoring going forward.

As a precedent is already in effect, I ask An Bórd Pleanála to make an order to include the residents of Belvelly to get their houses sound proofed against the harmful effects of the traffic noise pollution we endure on a daily basis and the costs borne by the developers.

2. Belvelly Bridge c.1803 (Policies & History)

Belvelly Bridge is located in the picturesque Belvelly tidal estuary, traversing the north channel of the Great Island of Cobh. The Belvelly tidal estuary is also protected by the European Union (EU) Council designated Habitats Directive 92/43/EEC of 21 May 1992. (https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31992L0043&from=EN)

Belvelly Bridge (RPS No. 02988 CDP 2022-2028, volume-2-heritage-amenity.pdf (corkcoco.ie)) is a prominent period-design gateway to the great Island of Cobh, built in 1803. It consists of period stone and the triple arch humpback design has vast impressive arches viewed from the east and west. It overlooks the Belvelly estuary and its design is also in keeping with its surroundings. Namely the Belvelly Castle c13th Century recently fully restored at gargantuan private expense (RPS No. 00507), the Belvelly Martello Tower (RPS No. 00505) and to its north the periodic Fota estate guard house.

As you enter the bridge southbound you leave Fota Wildlife park entrance behind. Which also has its beautiful period ornate wrought iron gates and large period pillars. Set into a recessed section of the old Fota House estate wall encompassing the Fota Guard House. As you drive over the humpbacked Belvelly bridge southbound, you are treated to the scenic beauty of Belvelly, with Belvelly Castle viewed to your front left, the Martello Tower directly to your front and the picturesque Belvelly tidal estuary to your left and right (or East and West). The designated Cobh Coastal and protected Scenic Route namely the A53, lists Belvelly Bridge as its starting point, and proceeds as you exit the bridge turning right on the R624 and southbound on into Cobh.

There is no mention within the applicants EIAR of any assessment or appraisal either Historical or Architectural of the Belvelly Bridge c1803, (RPS No. 02988 CDP 2022-2028). I recognise that Belvelly Bridge is outside of the foot print of the proposed site. Nonetheless, the proposed planning development will have a serious negative impact on the Bridge with the proposed HGV traffic volumes and oversized Port traffic loads. Additionally, Belvelly Bridge is within the EIAR catchment area of the SPA, SAC and also listed on the NIAH. The applicant should be obliged to undertake a full appraisal within the EIAR and under the guidelines of Architectural Heritage Protection.

It appears to me a layman that the applicants also have project split their planning application, I ask An Bórd Pleanála is this allowed? By way of submitting proposals to alter the bridge in a previous planning application in 2019 (which I wasn't aware of), and only referring to that previous proposal within this planning application. Additionally, we were genuinely shocked when finding this information out when reading the traffic and transport engineers report. Where he states the private developer made a previous planning application to alter Belvelly Bridge but was discussing to it within this application. Nonetheless, no public consultation process has been undertaken as per required planning legislation to alter the Bridge.

Also Belvelly is linked through National Architectural History to Cobh, as the Belvelly Bridge architect Abraham Hargrave Senior was also commissioned by James Hugh Smith Barry (Fota Estate) to build Cobh House and Cobh Town Quay.

Project Ireland 2040, National Development Plan 2021-2030 NSO 7 Chapter 12 States the following;

"Investment in our heritage has the dual benefit of protecting our natural and historic built environment while improving health, wellbeing and providing a catalyst for the economy through the development of recreational activities and the expansion of tourism as appropriate within heritage sites." (p113, NDP 2021-2030)

Strategic Investment Priorities - Heritage " *Conservation and Preservation of National Monuments*", (p114, NDP 2021-2030).

County Cork has a rich and diverse heritage that includes our countryside, rivers, lakes, woodlands, seas and offshore islands, our ancient sites, villages and townscapes and the buildings within them. Heritage is our history, language, folklore, customs and traditions. It is those special elements of our landscape that make us feel connected to our home place and County. Protection of our heritage not only has environmental benefits and benefits for the quality of life of the people of Cork, but it also brings economic benefits to the County by providing

attractive towns, villages and countryside for visitors to enjoy. Key aspects of this heritage are protected by legislation, and by policies and objectives in the County Development Plan (2022-2028), the Cork County Heritage Plan (2005) and the Cork County Biodiversity Action Plan (2009).

"Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape that make Ireland's rural areas authentic and attractive as places to live, work and visit...", (p161, National Policy Objective 14, NPF, Project-Ireland-2040-NPF.pdf)

Built, Natural Heritage and Policies

The renown Irish Architectural Historian Mr. Kevin V. Mulligan, who was commissioned by the Irish Government to carry out many architectural heritage research papers on national monuments and protected sites throughout the country. Wrote a white paper for the Irish Heritage Trust on Fota House named *"Fota House Architectural History"*. Within this document he states; *".....Abraham Hargrave (1755-1808). Hargrave, originally from Yorkshire, was the first of three generations of architects associated with Cork. He was first recorded in Ireland in 1791 when he was employed on St. Patrick's Bridge in Cork. He built up an extensive practice in the region and as well as building bridges he designed a number of country houses in Cork, including Castle Hyde and Lota Beg. According to his biographer 'he effected some alterations' at Fota for James Hugh Smith-Barry, presumably before the latter's death in 1801;* ***other works for Smith-Barry included the quay and market house at Cobh as well as the elegant three-arch bridge at Belvelly.***", (p54, Kevin V. Mulligan, Fota House Architectural History, April 2008).

"Bridges are an integral part of our landscape, and our daily lives. Yet we rarely take time to look at them, or think about their rich history and meaning.", (Heritage Bridges (corkcoco.ie)) https://www.corkcoco.ie/sites/default/files/2017-04/Heritage%20Bridges%20Text.pdf

Granada Convention

The Council of Europe, in Article 2 of the 1985 Convention for the Protection of the Architectural Heritage of Europe (Granada Convention), states that 'for the purpose of precise identification of the monuments, groups of structures and sites to be protected, each member State will undertake to maintain inventories of that architectural heritage.' The Granada Convention emphasises the importance of inventories in underpinning conservation policies.

The NIAH was established in 1990 to fulfil Ireland's obligations under the Granada Convention, through the establishment and maintenance of a central record, documenting and evaluating the architectural heritage of Ireland. The National Inventory of Architectural Heritage (NIAH) is a state initiative under the administration of the Department of Culture, Heritage and the Gaeltacht and established on a statutory basis under the provisions of the Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act 1999.

Belvelly Bridge is listed within The National Inventory of Architectural Heritage (NIAH Reg No: 20907578)

https://www.buildingsofireland.ie/buildings-search/building/20907578/belvelly-bridge-belvelly-cork

"The purpose of the NIAH is to identify, record, and evaluate the post-1700 architectural heritage of Ireland, uniformly and consistently as an aid in the protection and conservation of the built heritage. NIAH surveys provide the basis for the recommendations of the Minister for Culture, Heritage and the Gaeltacht to the planning authorities for the inclusion of particular structures in their Record of Protected Structures (RPS)." (About Us - Buildings of Ireland, NIAH)

The Council of Europe's definition of architectural heritage allows for the inclusion of structures, groups of structures and sites which are considered to be of significance in their own right, or which are of significance in their local context and environment. (About Us - Buildings of Ireland, NIAH)

Recognising that the architectural heritage constitutes an irreplaceable expression of the richness and diversity of Europe's cultural heritage, bears inestimable witness to our past and is a common heritage of all Europeans; (CETS 121 - Convention for the Protection of the Architectural Heritage of Europe (coe.int),)

UNESCO defines cultural heritage broadly as *'the legacy of physical artefacts and intangible attributes of a group or society that are inherited from past generations, maintained in the present and bestowed for the benefit of future generations'*.(Convention for the Safeguarding of the Intangible Cultural Heritage (unesco.org),)

Cultural heritage can be an economic asset, a tourist attraction and an identity factor, and it can also contribute to social cohesion. (Cultural heritage in EU policies (europa.eu), p3, par4)

"However, it is endangered by various human induced threats, such as urban development…."

Article 1 of the Granada Convention establishes the parameters of this work by defining 'architectural heritage' under three broad categories of Monument, Groups of Buildings, and Sites.

1. Monument: all buildings and structures of conspicuous historical, archaeological, artistic, scientific, social or technical interest, including their fixtures and fittings;

2. Group of buildings: homogeneous groups of urban or rural buildings conspicuous for their historical, archaeological, artistic, scientific, social or technical interest, which are sufficiently coherent to form topographically definable units;

3. Sites: the combined works of man and nature, being areas which are partially built upon and sufficiently distinctive and homogenous to be topographically definable, and are of conspicuous historical, archaeological, artistic, scientific, social or technical interest.

The Council of Europe's definition of architectural heritage allows for the inclusion of structures, groups of structures and sites which are considered to be of significance in their own right, or which are of significance in their local context and environment. The NIAH believes it is important to consider the architectural heritage as encompassing a wide variety of structures and sites as diverse as post boxes, grand country houses, mill complexes and vernacular farmhouses.

NIAH County Surveys

The NIAH County Surveys form a baseline of information. The Core Data Index to Historic Buildings and Monuments of the Architectural Heritage was recommended by the Council of Europe in 1992 to identify categories of information necessary to record structures and sites of historic and architectural interest. The Core Data Index and the practice and methodologies of other member states of the Council of Europe were reviewed and adapted to suit an Irish context. Thus the County Surveys have the minimum information necessary to uniquely identify, record, and evaluate a representative sample of the range of structures that merit protection. The survey methodology is set out in the NIAH Handbook (Edition July 2012) .

legislation (National Monuments Acts 1930-2004). Under the Heritage Act 1995 (as amended) (also referred to as the Heritage Council Acts 1995 and 2018) architectural heritage is defined to include 'all structures, buildings, traditional and designed, and groups of buildings including street-scapes and urban vistas, which are of historical, archaeological, artistic, engineering,

scientific, social or technical interest, together with their setting, attendant grounds, fixtures, fittings and contents…'. A heritage building is also defined to include 'any building, or part thereof, which is of significance because of its intrinsic architectural or artistic quality or its setting or because of its association with the commercial, cultural, economic, industrial, military, political, social or religious history of the place where it is situated or of the country or generally'. Full list (coe.int) https://www.coe.int/en/web/conventions/full-list?module=treaty-detail&treatynum=121

To Build Belvelly Bridge

Belvelly Bridge Architect

Architect Abraham Hargrave (b. 18 Apr 1756, d. 20 Mar 1808) was commissioned by James Hugh Smith-Barry (1748-1801). The Smith-Barry family derive from the younger sons of James Barry (1667-1748), 4th Earl of Barrymore. Additionally the Smith-Barry estates encompassed Marbury Hall, Belmont Hall, Fota Island and Ballyedmond.

Hargrave was only 24, when he started working as a foreman on Skerton Bridge [1782 – 1787] Skerton Bridge, Lancaster - 1005109 | Historic England . After coming over to Ireland one of his first commissions was the rebuilding of St Patricks Bridge in Cork. An act of parliament, authorising the raising of funds for the building of the bridge, was passed in 1786. Michael Shanahan was chosen as the architect, and the foundation stone of the bridge was laid on 25 July 1788. A flood swept away the partially completed bridge on 17 January 1789. However, later that year, Shanahan returned from London with a colleague named Abraham Hargrave and the bridge was rebuilt.

Hargrave, had built up a prominent architectural practice in Cork by the beginning of the19th century. When the Napoleonic wars brought an economic boom to Cork, orders flooded into the Hargrave office from many of the landed families of the county who were desirous of improving their living conditions. Dunkathel House at Glanmire, Ashgrove House on Great Island, Castle Bernard (c.1810) and a house called The Island, on Little Island, all date from this time. (This last house has also been ascribed to Davis Ducart, of whom the Hargrave's were followers). [M. Craig, p. 255, attributes it to Hargrave; M. Bence-Jones, p. 189, to Davis Ducart, dating it 1780]. A house named Gortigrenane, at Minane Bridge, a seat of the Daunt family, is also thought to be by Hargrave. In addition, he designed churches; at Bandon, Doneraile and Skibbereen.

Abraham Hargrave also designed around the turn of the century an extensive military barracks overlooking Cork city (1806 Victoria Barracks). These barracks extended in 1849 and named after Queen Victoria who visited Cork in that year In 1922, they were renamed 'Collins Barracks'. Hargrave's designs included long ranges of buildings which could accommodate over 2000 men. [T. F. McNamara, p. 69]

The Barracks building is important from an architectural point of view as an example of perfect scale and proportion, in Georgian Architecture. The Barracks is organized around a large square parade ground which is considered to be one of the finest in the country.

In the Dictionary of Irish Architects (DIA) 1720 – 1940, there are 24 listings of Abraham Hargrave's architectural design constructions in Ireland. Most of these are National Monuments protected architectural heritage structures. HARGRAVE, ABRAHAM ADDISON [1] - Dictionary of Irish Architects (dia.ie), additionally the DIA's record of Abraham Hargrave states the following;

"Architect and building contractor, of Cork. Abraham Hargrave, who was named after his father,(1) was born near Horsforth, Leeds, England, in 1755.(2) According to the Architectural Publication Society's Dictionary, he 'was with his relative and countryman T[homas] Harrison at the erection of some of his works at Lancaster' and 'then went over to Ireland to superintend the erection in 1791 of St Patrick's bridge over the river Lee at Cork.'(3) West's Cork Directory (1810), states that Hargrave and MICHAEL SHANAHAN were responsible for the bridge, while Childe-Pemberton says that Hargrave was recommended by Harrison to Frederick Hervey, Earl of Bristol, to help Michael Shanahan build a bridge at Newferry.(4) Hargrave became 'an extensive contractor' in the Cork area(5) and was employed on several projects in Fermoy by the town's enlightened proprietor, John Anderson. He died at Camden Place, Cork, on 20 March 1808(6) aged fifty-three, survived by his wife Jannette, who died in 1824 aged sixty-two, and four sons. He is commemorated by a monument in St Anne's church, Shandon.(7) Another monument to the memory of husband and wife and their granddaughter Sarah was erected in Ballynoe Church by his eldest son ABRAHAM HARGRAVE [2]. (8) JOHN HARGRAVE was his third son, HENRY HARGRAVE and JOSHUA HARGRAVE his grandsons and JOSHUA HARRISON HARGRAVE his great-

grandson, as was probably also WILLIAM HARRISON HARGRAVE.", (HARGRAVE, ABRAHAM ADDISON [1] - Dictionary of Irish Architects (dia.ie))

References:

(1) www.familysearch.org. His second name, Addison, was the surname of his grandmother (information from Hector Deane).

(2) The date of his birth is given as 18 April 1756 in www.familysearch.org but as 1755 in the article by W.H. (probably William Hargrave, M.D., 4th son of Abraham Hargrave[1]) on Abraham Hargrave[1] and other members of the Hargrave family in APSD, Part 14 (1864), H, 22-3.

(3) APSD, loc. cit.

(4) W.S. Childe-Pemberton, The Earl Bishop (London, 1924), ? .

(5) See note 1, above.

(6) Cork Mercantile Chronicle, 21 Mar 1801 (information from R. ffolliott).

(7) Information from Hector Deane.

(8) Journal of the Irish Memorials Association 12 (1926-27), 30, gives the text and a photograph of this monument.

HARGRAVE, ABRAHAM ADDISON [1] - Dictionary of Irish Architects (dia.ie)

Abraham Hargrave's has 24 listed entries in the record of Works in the DIA in the following link;
https://www.dia.ie/architects/view/815/HARGRAVE-ABRAHAMADDISON%5B1%5D#tab_works

Abraham Hargrave died March 20th 1808. There is a stone commemorative inscription in Shandon Church Cork stating "*Sacred to the memory of Abraham Hargrave of this city ESQ who died March 20th 1808 In the 53rd year of his age.*".

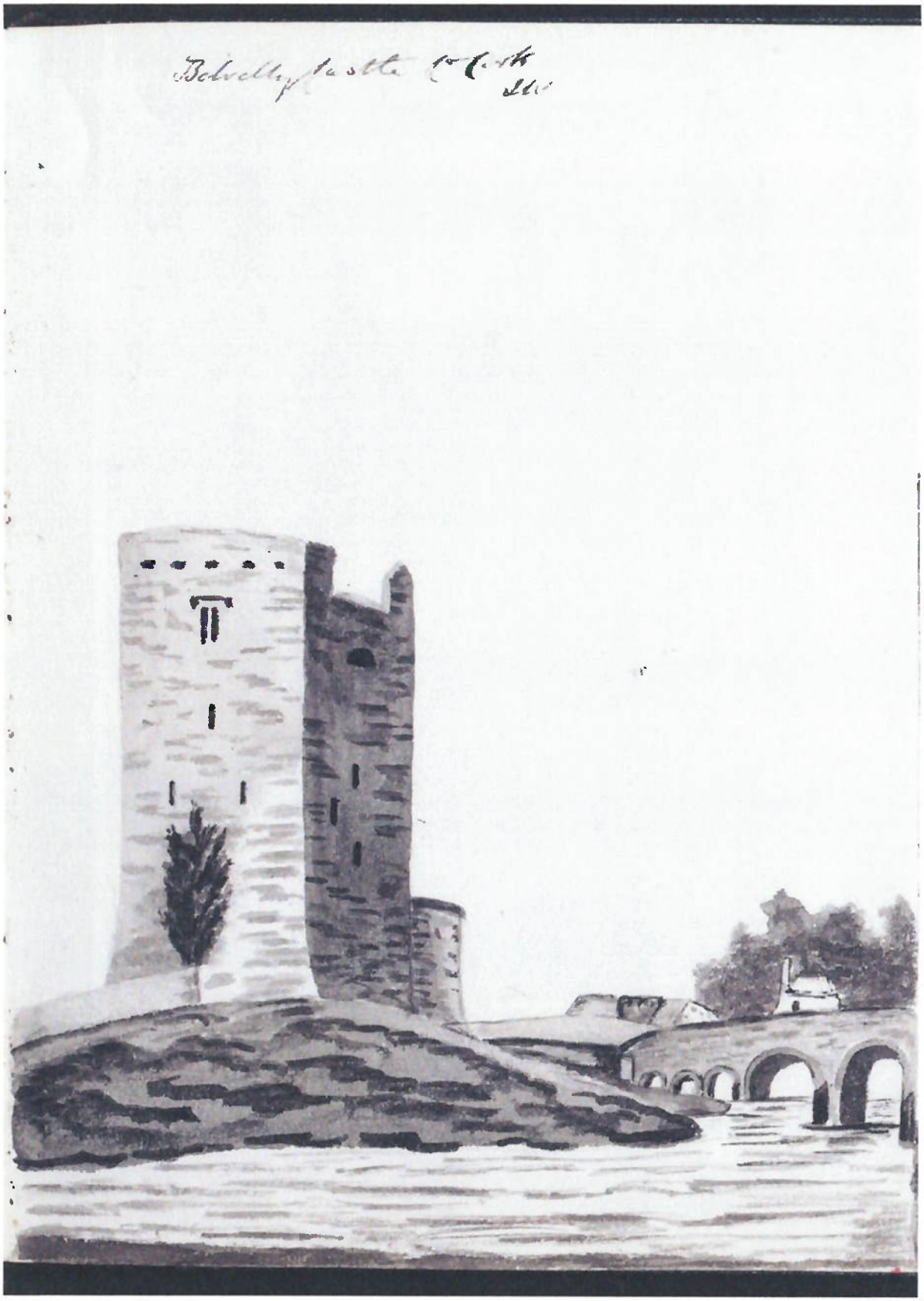
Photos and Pen and Ink wash images of Belvelly Bridge

Belvelly Bridge, BELVELLY, CORK - Buildings of Ireland

Reg No: 20907578.

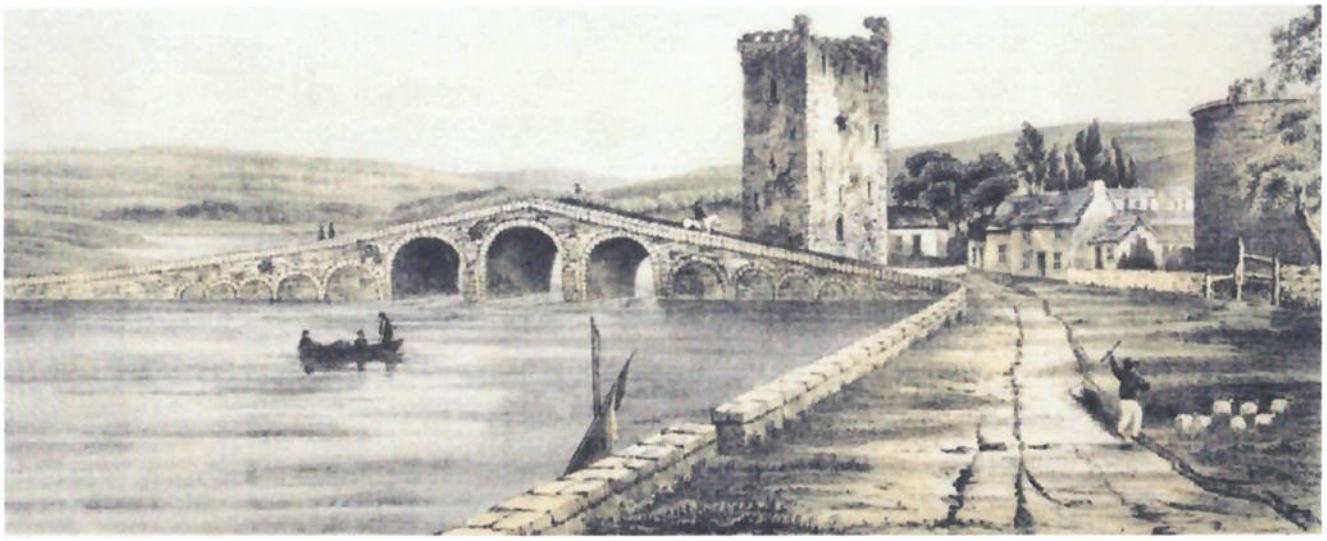
https://www.buildingsofireland.ie/buildings-search/building/20907578/belvelly-bridge-belvelly-co-cork

View of the ruins of a male figure overlooking the ruins of Belvelly Castle and Belvelly Bridge, County Cork. Image courtesy of National Library of Ireland (NLI). Fleming, J. S. (James Stark), 1834-1922, artist has 585 listings in the NLI. Fleming, J. S. (James Stark), 1834-1922, artist



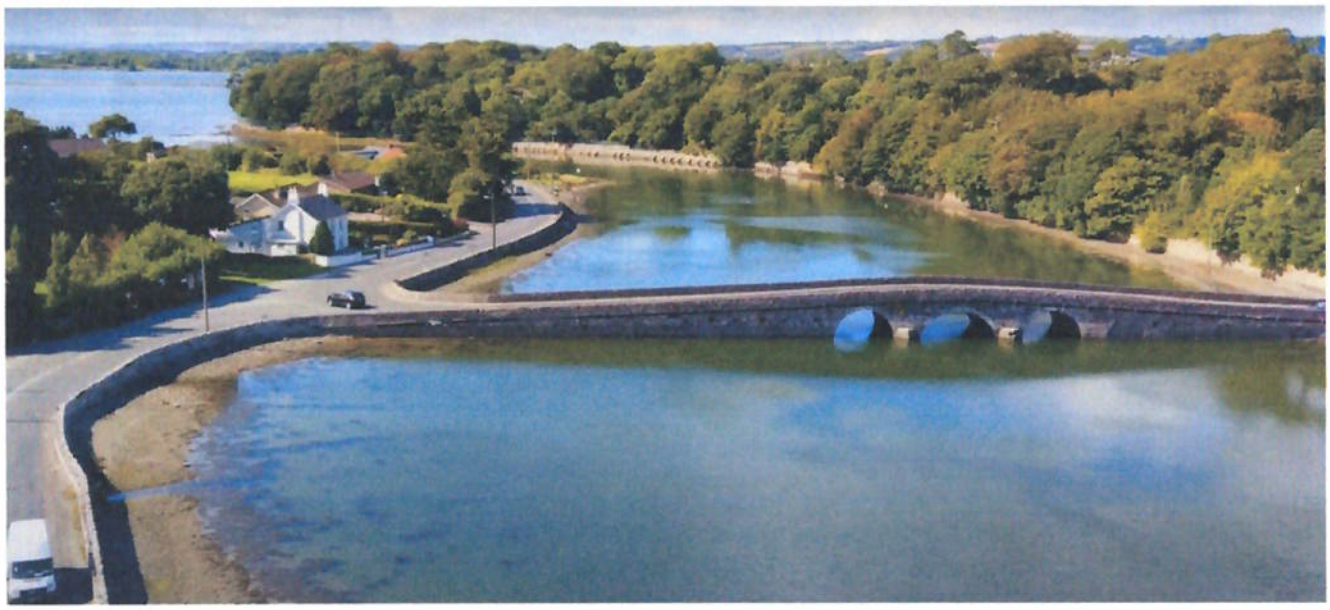
Views of Belvelly Castle, Cobh, Co. Cork. Image courtesy of National Library of Ireland (NLI). Pen and ink wash. Artist Frazer William d. 1905. Artist has 2950 listings in the NLI. Frazer, William, d. 1905, artist.

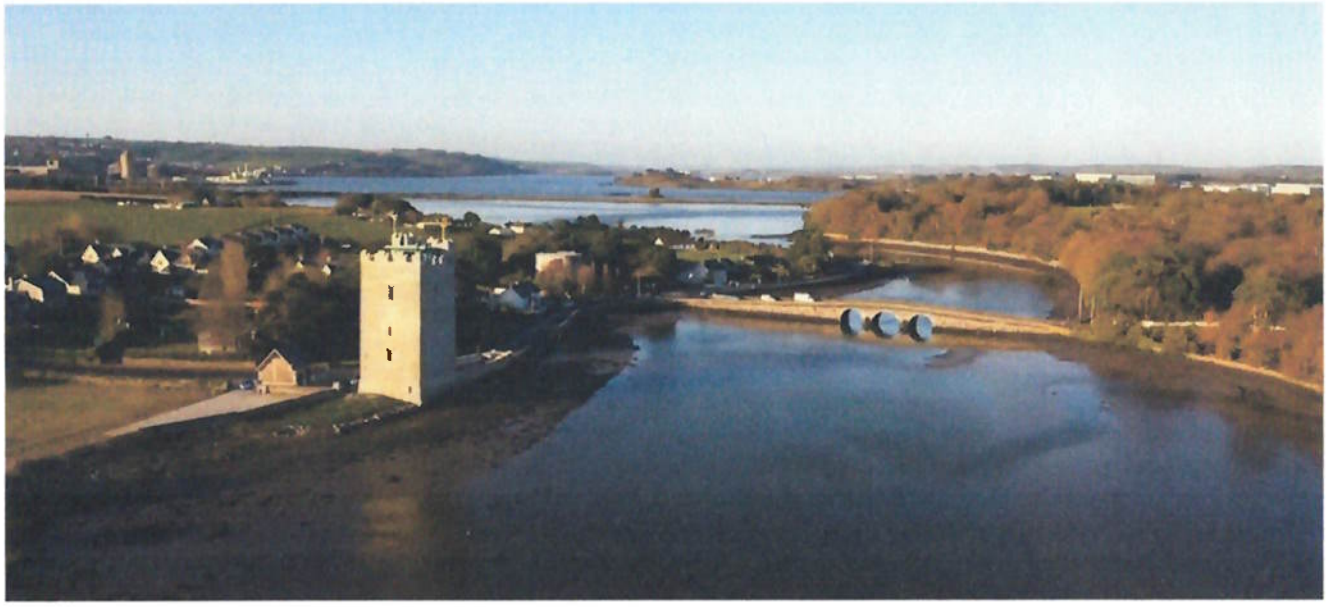
Belvelly bridge designed by Abraham Hargrave in late eighteenth century (pen & ink wash from a view of Belvelly Castle by Henry Hill, c.1830, Cork Public Museum).



Picture Courtesy of Cobh Museum [untitled (buildingsofireland.ie)](https://www.buildingsofireland.ie/app/uploads/2019/10/East-Cork.pdf)

https://www.buildingsofireland.ie/app/uploads/2019/10/East-Cork.pdf





Military History

The Bureau of Military History has as record of was a failed attempt to blow up Belvelly bridge during the troubled times of 1921. With last year 2021 being the centenary year of this infamous historic anniversary.

".....In May, 1921, we noticed that three British sloops and three trawlers were moored at Carrigaloe.....", (p24), *"...In or about this period I asked the battalion to send me about fourteen pounds of gelignite to blow up Belvelly Bridge, which was the only land communication between Cobh and the mainland. I got the stuff alright and a few of us tackled the job at night, but we discovered that we couldn't manage to dislodge the keystone in the short time at our disposal. However, I placed about three pounds of detonated gelignite in the water traps at each side of the bridge and fired them, badly damaging the bridge and destroying the water main. Having a considerable lot of gelignite left, I cast around for somewhere to use it to the best advantage and eventually decided to use it to mine a British destroyer under repair at the time in Haulbowline dockyard.....",* (p25, Bureau of Military History, Statement By Witness, Document No. W.S. 1424, 1913-21, BMH.WS1424.pdf (militaryarchives.ie))

Belvelly Bridge is of great national importance to the residents of Belvelly both aesthetically as a piece of high valued period architectural construction. With the renowned prominent architect designer, with local links to Fota House and Estate and Cobh heritage town and nationally the architect designed 23 additional listed pieces of national architectural heritage.

The National Heritage of Belvelly must be protected by all relevant authorities who have the authority and expertise to do so.

I ask An Bórd Pleanála to uphold the protection order and continue the protection of the Architectural Heritage and Historical significance of Belvelly bridge as per statuary requirements.

3. Tourism

Cobh is heavily reliant on the tourism industry and this is ultimately serviced by its only road and Bridge access and Cobh's main artery namely the R624. Irish Times reported, "*.... Cork's harbour town of Cobh has been named one of the 25 most beautiful small towns in Europe by the international travel bible Condé Nast Traveler. The only Irish town to make the list....*" (Irish Times, June 19th 2019). https://www.irishtimes.com/life-and-style/travel/ireland/cobh-named-one-of-the-25-most-beautiful-small-towns-in-europe-1.3930752

Spike Island (accessed from Kennedy Pier, Cobh town) named "*Top European Tourist Attraction*" at the 24th Annual World Travel Awards held in St. Petersburg, Russia on September 30th 2017 last, in the Russian Museum of Ethnography.
"*Spike Island in County Cork scoops World Travel Award...Move over Eiffel Tower and Buckingham Palace - a former prison in County Cork has usurped some of the biggest sites in global tourism by being named Europe's latest tourist attraction. Fortress Spike Island was given the accolade at the World Travel Awards 2017 in St Petersburg, Russia.*" Spike Island in County Cork scoops World Travel Award - BBC News https://www.bbc.com/news/world-europe-41472151

"*..The former prison site beat off competition from Buckingham Palace, The Eiffel Tower, the Colosseum and the Acropolis in the top ten sites chosen to compete for the European category...*" (*Irish Times, October 1st 2017*) Spike Island named Europe's leading tourist attraction (irishtimes.com) https://www.irishtimes.com/news/ireland/irish-news/spike-island-named-europe-s-leading-tourist-attraction-1.3239959

"*.... According to Cork County Council, which runs the tourist attraction, there were **81,000** visitors to Spike in 2019, marking a 15 per cent increase on the previous year's figures and ahead of projected growth. The increase in visitor numbers has prompted Cork County Council to increase access to the island with opening being extended to seven days a week from April to October and weekends in February, March and November.....*" (*Irish Times, January 1st 2020*). https://www.irishtimes.com/news/ireland/irish-news/spike-island-visitor-numbers-treble-in-three-years-1.4128325

As stated, above Spike Island is accessed from Cobh, the staggering visitor numbers quoted in the Irish Times of 81,000 would all have had to pass over Belvelly Bridge and the R624. Any delays on the R624 will reflect poorly on the tourists as they recount their experience! While also seriously impacting the Spike Island and other tourist visitors.

Irish Times reported "*...According to Port of Cork chief executive Brendan Keating, 2019 has proven a record cruise season for the port with over 243,000 passengers and crew including many first-time visitors coming aboard* ***100 cruise liners*** *to visit Cork. Mr Keating pointed out that in 2019 Cobh was recognized as one of the best cruise destinations in the world, winning in the Top-Rated British Isles & Western Europe Cruise Destination category...". (Irish Times, November 12th 2019).* https://www.irishtimes.com/news/ireland/irish-news/cork-reaping-benefit-of-cruise-liner-environment-measures-1.4080299

"*Plans to open a second cruise terminal in Cobh will help enhance the expansion of the tourism product within the town as it will include passenger embarking facilities which may encourage a greater number of visitors to stay locally before or after their cruise.*", (par 3.1.3, Background document no 5 Urban Capacity Study.pdf (corkcoco.ie))
"*Cobh's history, heritage and townscape offer a world class visitor experience. The expansion of tourism attractions and cruise ships to the town has significantly increased the numbers of day trippers to the town.*", (par 3.11.1, Background document no 5 Urban Capacity Study.pdf (corkcoco.ie))

"*The Leisure Services sector reflects the important tourist and service role of the town. The town has a number of tourist attractions such as Titanic Experience, Cobh Heritage Centre, is the access point to Spike Island and has a growing number of cruise ship visitors which have steadily increased the number of day trippers to the town.*", (par 3.3.5, Background document no 5 Urban Capacity Study.pdf (corkcoco.ie))

"*Tourism is a significant sector for the Southern Region .....The RSES identifies tourism as a significant economic activity.....Good quality international connectivity provides opportunities in the growing market.*" Economy and Employment Background Document (corkcoco.ie) , par 2.2.24)

On such a large-scale proposed development such as the proposed new Fertilizer and Port Facility and without an adequate road servicing infrastructure this will seriously undermine the vitality and commercial productivity of the Port but more importantly of Cobh town itself. The proposed development by BMDC will have a negative effect on Cobh tourism as tourists will be displaced and displeased by traffic congestions due to excessive volumes of HGVs heading to the proposed Marino Point site. Any delays in the R624 will reflect poorly on the tourists as they recount their experience affecting the tourism industry of Cobh.

4. Seveso

The applicant states; "*.....The main advantage from a safety point of view is that the site would be moving from being in close proximity to a populated city centre area to an industrialised location.....*". This statement gives a reader who may not be familiar with the site's geographical nature the impression that the new proposed site isn't heavily populated and is surrounded by industry. Whereas the truth is quite the contrary to that. Therefore, I ask An Bórd Pleanála to note the exact geographic site area of the protected Lough Mahon Valley region, and the populations within unobstructed 400m of open water to the proposed site's West and Cobh Island to its South-East. Also that the site is precariously situated within the protected narrow confines of the protected Lough Mahon Estuary a designated SPA and SAC. Also the site borders the Cobh designated Scenic route (*the S53 from Belvelly Bridge to the centre of the town,* (Section 3.2.52, Cobh MD LAP 1-1.indd (corklocalareaplans.com)), Belvelly townland and the site is also overlooked by the Passage West Scenic route (*the S54 scenic route located across the harbour running from Passage-West, on to Monkstown and ending in Ringaskiddy*). (Section 3.2.52, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

Belvelly residents also have health and safety concerns regarding the proposed siting of another Seveso site. In such close proximity alongside an already operational Upper Tier Seveso site, and in such close proximity to Belvelly. Not only because we are a meagre 900m from the site but also because we are directly downwind from the proposed additional Seveso site. Consequently, because of its geographical nature already discussed in the noise chapter within. In a worst-case scenario, any explosion shock waves from Marino Point, could have a detrimental consequence from one Seveso site to the other. Creating a domino effect and create catastrophic explosion shock waves. Which again would be amplified within the narrow confines of the lough Mahon Valley region. Across the water a mere 400m to the steep confines of the heavily populated Passage West community as it nearest receptors. With shock waves seeking the least path of resistance they would then head north and south along the channel and also reverberate back to Belvelly.

I ask An Bórd Pleanála to include Belvelly residents in all emergency plans and drills. This was normal routine when the original NET and thereafter IFI were in operation. Belvelly residents were continuously kept informed with regular flyers posted in our letter boxes. Containing information explaining why smells, or airborne dust was visible, variations in the chimney flame and when alarms were sounded and for what reason. Including being notified prior to all emergency alarms and drills.

5. Dust, Fumes and Particulate Matter

The applicant suggests that the proposed development will not have a material effect on GHG emissions at either regional or national scale. I agree the proposed facility may not actually increase GHG. Nonetheless, a fundamental concern of ours that appears overlooked in the planning grant, is whilst GHG emissions may not increase, they are ultimately now proposed to be relocated to a new location that was otherwise free from those emissions. The geographical nature of the Lough Mahon valley place Belvelly directly downwind from these new PM emissions both diesel fume and airborne dust particles released from operations pose a serious concern to all Belvelly residents. *"According to the OECD, urban air pollution is set to become the primary environmental cause of mortality worldwide by 2050"*, (EU Document, General Union Environment Action Programme to 2020, p46.) https://op.europa.eu/en/publication-detail/-/publication/1d861dfb-ae0c-4638-83ab-69b234bde376

Our concerns for our health are also augmented with the proposed new development, as presently the air quality in the locality of Belvelly is not monitored. Belvelly is a protected scenic amenity and more importantly a built-up community area where the residents walk and play and generally go about their lawfully protected lives. Residents have witnessed a significant decline in air quality due to diesel and petrol emissions linked with vehicular traffic. This was extremely evident when during Covid lockdown restrictions, our air quality and the general aroma from the vicinity was superbly improved. In view of the additional proposed high HGV vehicles counts and the nature of the proposed developments operational industries within this planning application, particulate matter parameters should be monitored and recorded. What are the maximum and median values of PM 2.5 and PM 10 that Belvelly residents are exposed too on a daily basis? (*There is no public information available to us*). Additionally, the RFI planning application states the prevailing wind as recorded for the past 30 years is South Westerly. This puts the 68 houses of Belvelly village directly downwind and in the path of any and all smoke emissions, air borne particulate matter (PM), chemicals (Seveso Site) and dust.

The planning application states no vacuum hopper, for the unloading of bulk granular cargo, as initially requested by CCC is necessary. They also state this is not required in their present Cork City unloading facility. The reason given for not installing a vacuum hopper as stated; within their RFI; *"... it will restrict additional Jetty space for the unloading of other ships..."*. The applicant also states that; *"granular sizes are too large to create dust"*. Nonetheless, the first two of the following five photos taken by myself overleaf on page 30 illustrates a typical expelling into the atmosphere on a normal calm no wind day. When unloading in their Cork City facility using the method of *"Clam Shell Grab"* as described in their application. Additionally, the applicant states *"Miscellaneous Dry Cargo"* will be unloaded in the new proposed port facility and the succeeding three photos are in the public domain. Taken by photographer David Creedon, on 28/12/2018, 14/06/2020 & 14/06/2020 respectively.

I ask An Bórd Pleanála to include Belvelly's residents as sensitive receptors to airborne PM and ask for air quality monitoring to be conducted regularly by the EPA in Belvelly.

The following photos below were recorded and are in the public domain by photographer David Creedon capturing the unloading of planning applicants *Miscellaneous Dry Cargo*, at Kennedy Quay Cork City. The photographs are documented and published at the following links;

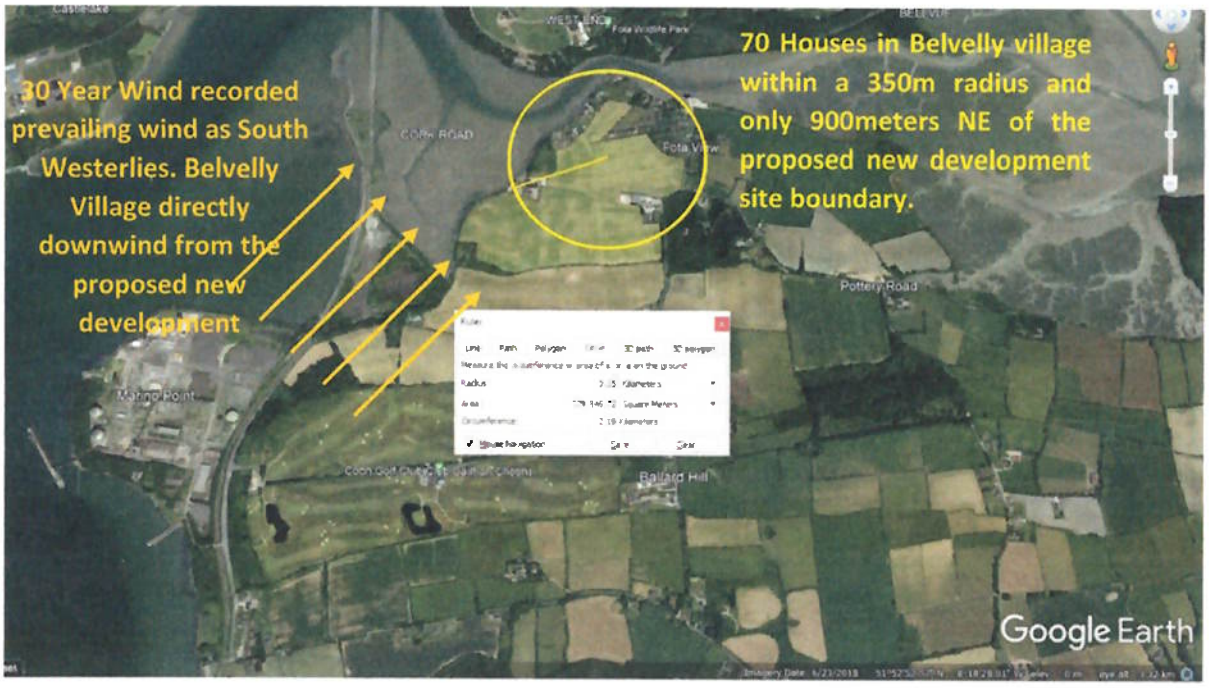
Cork City, Cork, Ireland. 28th Dec, 2018. Cargo ship Brufjell offloading animal feed on Kennedy Quay, Cork, Ireland. Credit: David Creedon/Alamy Live News Stock Photo - Alamy

Kennedy Quay, Cork, Ireland. 14th July 2020. A cloud of dust is created from a cargo of Calcium Magnesium that is being offloaded from the vessel Hav Merlin on Kennedy Quay in Cork City, Ireland. - Credit; David Creedon / Alamy Live News Stock Photo - Alamy

Kennedy Quay, Cork, Ireland. 14th July 2020. A cloud of dust is created from a cargo of Calcium Magnesium that is being offloaded from the vessel Hav Merlin on Kennedy Quay in Cork City, Ireland. - Credit; David Creedon / Alamy Live News Stock Photo - Alamy

Ultimately, the five photos including the two overleaf on the next page, clearly illustrate airborne particulate matter and dust is always generated as a direct consequence of friction generated between granules during loading and unloading ships. This raises a serious concern for Belvelly residents because the placing of commerce before human health subjects Belvelly and all Lough Mahon residents directly at risk to ingesting and breathing in hazardous particulate matter and airborne dust. This airborne dust and PM will also constitute soiling/damaging the protected SPA and SAC waters and habitats.

In the image courtesy of Google Earth below, Belvelly Village is directly downwind from all airborne Particulate Matter emissions arising from the new proposed development. Belvelly village is less than 900m from the site boundaries.



I ask the An Bórd Pleanála to note to our concerns and to include Belvelly village as a designated site for Particulate Matter and Air Quality testing going forward and indefinitely. With continuous testing carried out regularly, with all costs to be borne and shared by Port of Cork, BMDC and its tenants. With air quality monitoring to be carried out by the EPA and not conducted by the applicant or its subsidiaries.

To determine the impact of the growing levels of diesel particulate emissions in Ireland on public health, exposure and health impact assessments must be carried out to determine exposure both in the transport microenvironment and in critical indoor locations, such as the home and workplace. Research_Report_367.pdf (epa.ie)
https://www.epa.ie/publications/research/air/Research_Report_367.pdf

6. Policy

In the senior planners report of the 16/02/2022 he states; *"The principle of the development is therefore supported at all levels of the planning system. With all outstanding issues now addressed..."*. I strongly disagree with the senior planners concluding statement *"...With all outstanding issues now addressed..."*. I make this appeal to An Bórd Pleanála as I feel a fundamental safety aspect which I raised within my objection of the planning application has not been addressed. The meagre and inadequate infrastructure of the R624 road that will service the proposed new port site is not suitable. It really is as blatantly obvious as this, you cannot fit a square peg into a round hole. There are sections of the R624 through Belvelly, where road alignment and restrictions in carriageway lane widths. **Do not allow** for two oncoming HGVs to pass unrestricted. Not to mention no room for pedestrians. The health and safety concerns I raised within my objections, for the residents of Belvelly, pedestrians, cyclists and motorists alike have not been addressed. The increased volumes of traffic and HGVs proposed will Endanger Public Safety by reason of traffic hazard or obstruction of us road users.

Whilst the proposed planning application maybe consistent and aligned with strategic planning policies and objectives and the rezoning of the Cork city docklands. Nonetheless, at present it is unsustainable and premature in nature until the new Cobh road is built. **This was agreed by CCC in 2006/07 which went as far as CPO stage** but with the economic crisis of 2008 unfortunately went no further. A fundamental health and safety concern of residents of Belvelly with this new planning application is that a hazard will be created by HGVs obstructing a road that has poor alignment and far too many narrow sections of road to cater for HGVs. Also that has far surpassed its load carrying capacity as stated as far back in the CASP 2003. Transport is a key enabler of all economic and social activities and it is closely linked to quality of life, health and wellbeing. The NPF also states that, rural communities are also facing challenges. These range from urban generated pressures in some locations. I submit some Government, EU and Council policy extracts in support of my appeal to An Bórd Pleanála.

Additionally, there is no mention within the EIAR of the serious Health and Safety concerns of us pedestrians walking in Belvelly and displaced by the construction traffic for 18 months or the disruption in our lives ongoing throughout the production and operation of the new proposed Fertilizer and Port Facility.

Government strategic planning policies also support and protect communities from poor planning decisions. The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040 states; *"It is a framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment - from our villages to our cities, and everything around and in between."* (p10, NPF, 31f2c0e4ba744fd290206ac0da35f747.pdf (assets.gov.ie))

"...As a framework document it sets in train a process by which more detailed planning documents must follow: spatial planning, infrastructure planning, social and economic planning. It also outlines certain principles that these plans will have to follow, for example around sustainability, creativity and community...". (p10, NPF, 31f2c0e4ba744fd290206ac0da35f747.pdf (assets.gov.ie))

"...If we fail to plan for this growth and for the demands it will place on our built and natural environment, as well as on our social and economic fabric, then we will certainly fail in our responsibility to future generations of Irish men and Irish women...." (P10, NPF, 31f2c0e4ba744fd290206ac0da35f747.pdf (assets.gov.ie))

NPF National Policy Objective number 23; *" Facilitate the development of the rural economy.....while at the same time noting the importance of maintaining and protecting the natural landscape and built heritage which are vital to rural tourism."*, (p78. NPF, 31f2c0e4ba744fd290206ac0da35f747.pdf (assets.gov.ie))

CCC should be eligible to apply for EU grant funding for core Ten-T corridor network servicing road infrastructure projects like the new Cobh road. Under the Connecting Europe Facility (CEF) established by Regulation (EU) No 1316/2013 which aims to provide Union financial assistance to trans-European networks in order to support projects of common interest in the sectors of transport.

Nonetheless, there is also a guaranteed additional state fund allocated for strategic planning outlined within the NPF for the new Cobh road;

"...As part of this investment, a dedicated €3 Billion Regeneration and Development Fund will be put in place to drive and support the aims of the National Planning Framework, for both urban and rural areas.....The Regeneration and Development Fund will support the key principles of strategic growth and renewal across our communities.", (p12, 31f2c0e4ba744fd290206ac0da35f747.pdf (assets.gov.ie))

https://assets.gov.ie/7338/31f2c0e4ba744fd290206ac0da35f747.pdf

What Will Happen if We Do Nothing? (*Shaping Ireland Towards 2040*); *"...The hard evidence and trends tell us is that, if we don't plan to do anything differently and continue as we have been, we are almost certain to get more of the same with congested roads and under-utilised potential regionally..."*, Shaping-Ireland-towards-2040.pdf (npf.ie)

Additionally, by doing nothing It leaves us Belvelly residents to fight the battle for fundamental rights to safety, connectivity, and counteract the severe effect that can be caused by poorly planned new developments. By doing nothing Port of Cork, may grow in Marino Point, but not at the scale needed. But at the detriment of our local community.

Without the required infrastructure investment in altering the route of the R624 growth will be limited. Without proper planning, growth will add to a potentially unsafe and dangerous road for Belvelly residents. *Transport and planning must work in tandem with each other to ensure that the infrastructure exists for a safe sustainable living, working and commuting environment. (Shaping Ireland Towards 2040)*

Government Sustainable Mobility Policy Review, Background Paper 4, Congestion states; *"...Local authorities are also statutorily responsible for traffic management within their areas of responsibility..."*, (p16, par 3.2.4) https://assets.gov.ie/42953/ab7627da239c40e0b5dde436bb5d480f.pdf

"Within the framework of a balanced and integrated transport policy, it is imperative for the State to provide for the safe, efficient and cost-effective movement of people and goods by road.....

- *ensure the provision of a safe and efficient network of regional, local and national roads*
- *ensure the optimal and safe use of the public road network*
- *consider the needs of all road users including cyclists and pedestrians in the construction of any road infrastructure"*, gov.ie - Transport (www.gov.ie)

On page 13 of the planners 1st report on 23/02/2021 he stated Marino Point is designated as 'Other Locations' with a specific objective to facilitate the development of Marino Point for port related industrial development in the Cobh Municipal District Local Area Plan (LAP) 2017. I would like to clarify to An Bórd Pleanála that whilst the wording of that statement appears that Cobh MDLAP supports the relocation, they specifically state in Objective X-01 That if the development of this site is for port related industrial development, *"Improved road access between N25 and Cobh subject to full ecological assessment."*, must be carried out.

Extracts on the following pages taken from the Cobh Municipal District Local Area Plan 2017 in support of my appeal state;

"In this Local Area Plan, Cobh is identified as a Main Settlement in the Cobh Municipal District while retaining its status as a Metropolitan town in the County Metropolitan Strategic Planning Area…", (p41, Par 3.2.2, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Both the original Cork Area Strategic Plan 2001 and CASP Update 2008 refer to the development potential of Marino Point, if present industry installations were to close, for major medium to high---density mixed---use redevelopment. The potential redevelopment of Marino Point raises a number of important issues. It is recognised that Marino Point may well have development potential along the lines suggested in CASP to provide for a 'flagship' mixed---use rail---based 'brownfield' development. ***However, the continued existence of the hazardous production facility effectively precludes the consideration of these concepts at this time.****"*, (p239, par 5.3.105, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Existing road access to Marino Point is via the R624 regional road and the capacity of this road would not be sufficient to cater for ***any traffic intensive use, port or otherwise****. Extensive upgrading of the road in both the direction of Carrigtwohill and the N25, including Belvelly and Slatty Bridges, and back to Cobh, would need to be carried out to accommodate any large-scale development proposals."*, (p240, par 5.3.109, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Investment in roads infrastructure is a significant issue for Cobh in order to facilitate the sustainable growth of the town. The town is solely dependent for road access on the R624 and Belvelly Bridge to connect Great Island to the national road network and the lack of an alternative road access route raises concerns over emergency services access should this route become blocked. This section of the route from Carrigtwohill to Belvelly (to which there is no alternative) requires significant upgrading and there are difficulties in other parts of the route network also", (p43, par 3.2.9, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"The 2011 Census shows that Great Island has a working population of 5,335 employees of whom 1,421 work in Cobh and 211 elsewhere on Great Island, with the majority of the working population ***(3,703 persons) commuting out of the town for work****……"*. (p45, par 3.2.23, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Great Island and the town of Cobh are accessed via the R624……This is the only fixed link to the mainland and the road experiences serious capacity issues at peak times, is poorly aligned in many parts and also contends with flooding problems at Belvelly Bridge. Road access to the town therefore requires significant upgrading while the road infrastructure within the town also needs to be improved to facilitate development." (p47, par 3.2.36, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

General Objectives of CMDLAP: *CH-GO-05; "Seek to improve access from the N25 to Cobh, subject to ecological assessment. In the absence of significant progress on these road improvements, new development will be limited."*, (p57, par 3.2.90, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Infrastructural deficits……road access, are key considerations for future development proposals in the town. In the absence of an upgrade of the R624 along its entire length to Cobh and the replacement or upgrading of both Slatty and Belvelly Bridges, the existing road network will not be capable of supporting the level of traffic associated with the target growth for the town……", (p51, par 3.2.66, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"The capacity of the local road network is a key issue in relation to the delivery of future residential development both for the Ballynoe area and the town of Cobh in general. The critical access issue is its island nature with a single, narrow, historic bridge functioning as the only road link to the Mainland. Belvelly Bridge is a stone arch bridge with a carriageway width of only 5.5m leading to capacity issues and has been subject to periodic flooding. The R624 is poorly aligned in parts and experiences serious capacity issues at peak commuting times.", (p52, par 3.2.72, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

".....Significant improvements are required to the local road network in order to accommodate the leve l of growth anticipated in the Ballynoe area. The most pressing upgrades involve improvements to B elvelly Bridge and the R624, which will require State funding for the necessary upgrade.", (p53, par 3.2.81, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Belvelly is located approximately five kilometres north of Cobh on the approach to Great Island and is situated within the Metropolitan Green Belt, as designated in the Cork County Development Plan 2014, where it is an objective to preserve the largely undeveloped nature of the lands that lie within it and to reserve those lands generally for agriculture, open space or recreation uses.", (p227, par 5.3.51, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Belvelly has an attractive harbour setting and some important natural and built heritage, including Belvelly Castle and Martello Tower, which are entered in the Record of Protected Structures.", (p227, par 5.3.52, Cobh MD LAP 1-1.indd (corklocalareaplans.com)). Belvelly Bridge has since been added to the RPS within the 2022-2028 CDP.

"The area directly adjoins the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area, which is a wetland of international importance, as it supports large numbers of birds. Development in this area shall be designed to ensure that water resources and the natural environment are protected, as per GO---01(a).", (p227, par 5.3.53, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

"Belvelly is currently limited in terms of infrastructure provision, particularly with regard to road access. The loss of the areas unique character resulting from insensitive large-scale development could seriously undermine the attractiveness of the area. In light of the above, Belvelly will continue to form an important component of the Metropolitan Green Belt.", (p227, par 5.3.56, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

Whitegate and Marino Point *"the R624 (Cobh Road to Marino Point) and the R630 (Midleton to Whitegate) road network will require safeguarding in their function and form to facilitate existing and **future** port related uses."* (CMATS, Cork metropolitan area transport strategy - National Transport , Section 13 p90)

In their submissions to the draft consultation stage of CMATS Port of Cork made several statements agreeing with my assertion that the R624 road isn't suitable in its present state to suffice as a Port servicing infrastructure. *"Port of Cork also noted that the current designation of Marino Point as an industrial port facility, the commercial cargo operations in Cork Dockyard (import and export), and the existing cruise vessel visits in Cobh (over 100 per year) now mean the upgrade of the R624 is required to realise the potential of the Great Island as a Core Port under TEN-T guidelines".* (p60, par 5) [MAIN HEADING] (nationaltransport.ie)

They suggested that port related operations will remain in the city docklands until the upgrading of another relocated port facility site's road serving infrastructure is completed. Therefore, this planning application is also premature in nature as the road infrastructure isn't suitable.
"Port of Cork also stated regarding Ringaskiddy, that "the future development of the port facility at this location is dependent on the delivery of the M28,..... Port of Cork noted that these restrictions mean that Tivoli and City Quays may have to continue to operate as a port facility until these road schemes are in place"..... (p64, par 2) [MAIN HEADING] (nationaltransport.ie)

"Port of Cork requested that additional bullet points are added to the section on HGVs stipulating that supporting land-use planning policies and road infrastructure upgrades that will facilitate the relocation of freight-based operations from Cork City Centre, to lower harbour locations and that "road infrastructure upgrades to new port facilities in Cork's lower harbour ***will need to be in place to facilitate the transition*** *of port related HGV traffic from the City Centre to sustainable lower harbour locations. i.e. the M28 to Ringaskiddy, and an upgrade to the R624 and Belvelly Bridge to access Great island and Cobh."* (p64, par 7) [MAIN HEADING] (nationaltransport.ie)

CMATS also supports my claim that this planning application is premature as stated in column 4, paragraph 2; *".....The R624 (Cobh Road to Marino Point) and the R630 (Midleton to Whitegate) road network will require safeguarding in their function and form to facilitate existing and* ***future*** *port related uses..."* (p94, Cork_Met_Area_Transport_Stategy_web.pdf (nationaltransport.ie))

More recently the Southern RSES Cork MASP identified the upgrade of R624 linking Marino Point and Cobh among infrastructural priorities for Marino Point and suggests it 6 times within the RSES document Regional Spatial Economic Strategy for the Southern Region_4.pdf (corkcity.ie)

CDP 2022-2028 states; *"Additionally, strategic road infrastructure investment projects are necessary to unlock certain development opportunities. This plan therefore facilitates improvements in road infrastructure and safeguards efficiency in the network."*

County Development Plan Objective TM 12.13: Freight

d) Encourage development that is heavily dependent on road freight to locate where goods vehicles can access the national road network without traversing urban areas.

County Development Plan Objective TM 12.14: Port of Cork and Other Ports

a) Ensure that the strategic port facilities at Ringaskiddy, Whitegate and Marino Point have appropriate road transport capacity to facilitate their sustainable development in future years.
b) Ensure delivery of the upgrading and realignment of the N28 Cork to Ringaskiddy Road and the upgrading of the R624 Regional Road linking N25 to Marino Point and Cobh and designation to National Road Status to provide appropriate road transport capacity to facilitate sustainable development of port facilities at Ringaskiddy, Whitegate and Marino Point.

"HGV movement can also have significant impacts on traffic operations, noise, air pollution and the safety of other road users, particularly within urban environments.", (Section 14 p95, Cork_Met_Area_Transport_Stategy_web.pdf (nationaltransport.ie))

Transport and planning must work in tandem with each other to ensure that the infrastructure exists for a safe sustainable living, working and commuting environment. (Shaping Ireland Towards 2040)

"We have made mistakes in the past and we have allowed the country to sprawl and develop without a coherent plan, and to the detriment of many of our places and our people.", (p5, par 4, NPF, Project-Ireland-2040-NPF.pdf)

"This is to protect and manage the strategic capacity of transport infrastructure and to ensure that the distinctiveness of settlements and rural areas is maintained.", (p34, NPF, Project-Ireland-2040-NPF.pdf)

NPF, National Policy Objective 15 *"In support of the overall pattern of rural and small-town development in Ireland, this Framework seeks to protect areas that are under strong urban influence from unsustainable over-development."*, (p71, chapter 5.3, NPF, Project-Ireland-2040-NPF.pdf)

The National Planning Framework supports the sustainable development of rural areas by encouraging growth however **not at the cost of the detriment of rural communities**.

"Road links are fairly circuitous" (*CASP 2001-2020 p126*) CASP-2001-2020.pdf (corkcocoplans.ie)

NPF National Strategic Outcome 2 (NSO): "A core priority under the NPF is the essential requirement to enhance and upgrade accessibility between urban centres of population and their regions...This has a crucial role to play in maximising the growth potential of the regional urban centres and the economy as a whole." (Project Ireland 2040, National Development Plan 2018-2027, p39.)

The Cork Area Strategic Plan of 2008 stated; *"The Port of Cork relies heavily on HGV traffic to deliver and distribute goods by the national roads network and is thus strategically reliant on the provision of a high-quality national road network in the CASP area."*. (p117, par 3, Microsoft Word - Final CASP Strategy Update 3rd July.doc (localenterprise.ie))

https://www.localenterprise.ie/SouthCork/Enterprise-Development/Cork-Area-Strategic-Plan-2001-2020/CASP-Update-2008.pdf

Transport Infrastructure Ireland states; *"Proper planning is central to ensuring road safety"* (p4, Layout 1 (tii.ie)). They also state Traffic and Transport Assessment (TTA) as tools to mitigate against creating unsafe road capacity issues; *"This could, in some circumstances, necessitate changes to the road and/or junction layout in order to address capacity and road safety concerns and maintain a satisfactory level of service for road users.....Traffic and Transport Assessment (TTA) is a methodology used to assess the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development remain fit for purpose and encourage a shift towards sustainable travel modes."*. (p27, Chapter 3.4, Layout 1 (tii.ie))

https://www.tii.ie/tii-library/land-use-planning/Spatial%20Planning%20and%20National%20Roads.pdf

"will have to take into account the specific needs of vulnerable road users and of different user groups" resource.html (europa.eu) https://eur-lex.europa.eu/resource.html?uri=cellar:0e8b694e-59b5-11e8-ab41-01aa75ed71a1.0003.02/DOC_2&format=PDF

It will become mandatory to take **systematic account of pedestrians, cyclists and other vulnerable road users** in road safety management procedures. These road users accounted for almost half of the road fatalities in the EU in 2017. pdf (europa.eu) https://data.consilium.europa.eu/doc/document/PE-69-2019-INIT/en/pdf

"The Port of Cork relies heavily on HGV traffic to deliver and distribute goods by the national roads network and is thus strategically reliant on the provision of a high-quality national road network in the CASP area." (CASP 2001-2020) https://www.localenterprise.ie/SouthCork/Enterprise-Development/Cork-Area-Strategic-Plan-2001-2020/CASP-Update-2008.pdf

7. Scenic Route

Belvelly residents are concerned with this planning application, which will ultimately, Endanger Public Safety by reason of traffic hazard or obstruction of us road users. We are entitled to, and have a right to walk as pedestrians in our beautiful townland and take in the views without having to fear for our lives or our safety. We are also concerned with the number of proposed signposts by the applicant within their planning application. That the proposed quantity of signs will take from the beauty of our designated scenic route.

"The regional road R624 is a designated scenic route, the S53 from Belvelly Bridge to the centre of the town.....", (p49, Section 3, par 3.2.52, Cobh MD LAP 1-1.indd (corklocalareaplans.com))

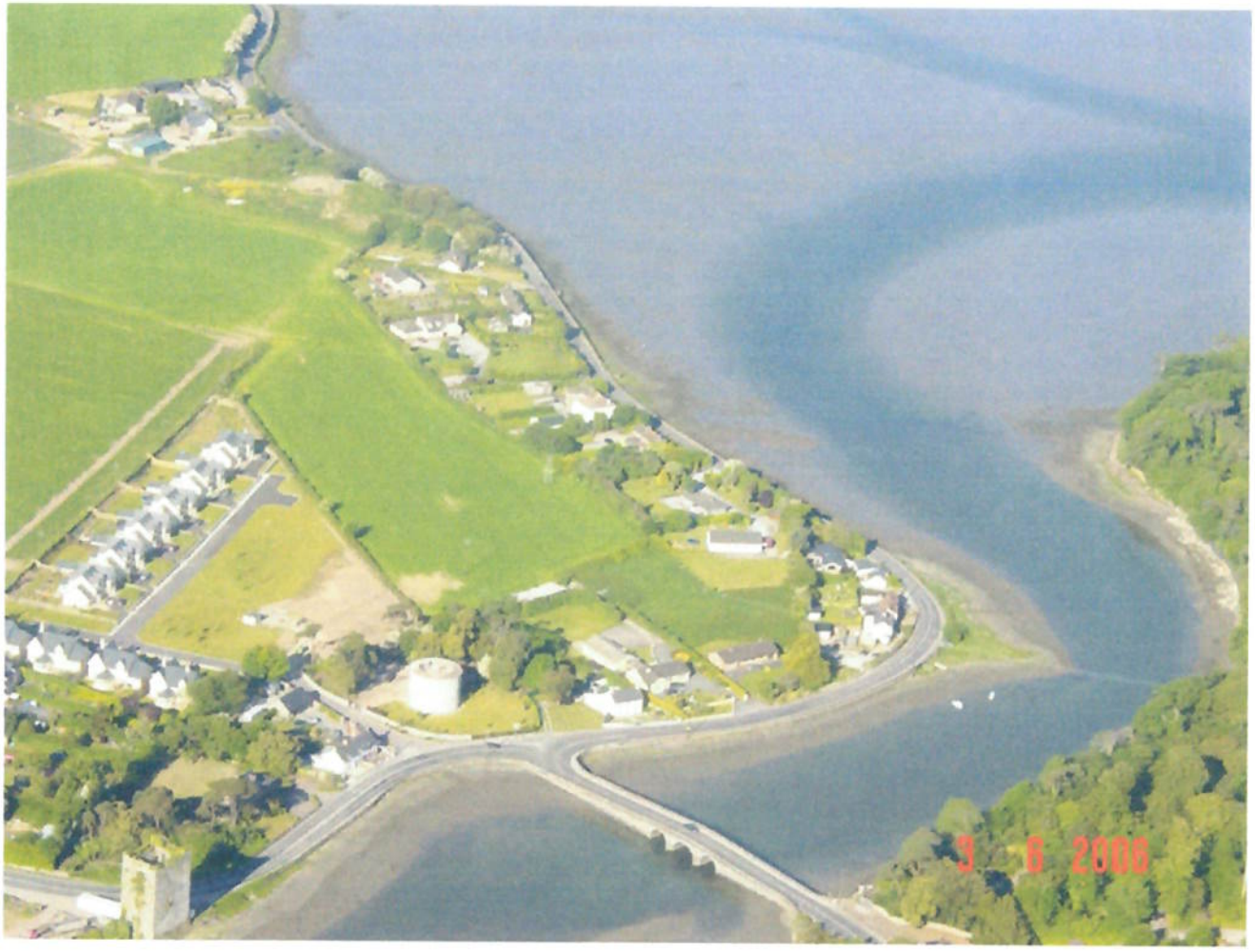
Cork County Development plan sates; *"The County contains many vantage points from which views and prospects of great natural beauty may be obtained over both seascape and rural landscape. This scenery and landscape are of enormous amenity value to residents and tourists and constitutes a valuable economic asset. The protection of this asset is therefore of primary importance in developing the potential of the County. Therefore, the Plan identifies specific Scenic Routes consisting of important and valued views and prospects within the County."* (CDP 2022-2028)

ENV 3-4: "It is a general objective to preserve the character of all-important views and prospects, particularly sea views, river or lake views, views of unspoilt mountain, upland or coastal landscapes, views of historical or cultural significance (including buildings and townscapes) and views of natural beauty.", (p99, 2nd Edition 2006, CDP-2nd-Edition-Volume-2.pdf (corkcocoplans.ie))

ENV 3-5: "It is a particular objective to preserve the character of those views and prospects obtainable from scenic routes identified in this plan. These routes are shown on the scenic amenity maps in volume 4 and listed in volume 2 of this plan." (p99, 2nd Edition 2006 CDP-2nd-Edition-Volume-2.pdf (corkcocoplans.ie)

Belvelly's scenic views alternate continuously as the Tidal Estuary rises and falls with the tide. Belvelly is a major attraction for Bird Watchers. One can listen to, and hear the thousands of different wildlife that flock to the tidal mud flats at seasonal times. Additionally, as we are adjacent to Fota (*Ireland's national Wildlife park),* one can hear the sounds of the wild animals resonating throughout the day and night. But these sounds can ***only*** be heard during ***lulls*** of traffic noise. However, these magnificent sounds could be heard almost continuously during Covid 19 restrictions. Which only emphasis the beauty of Belvelly, and demonstrates to us the elevated noise levels that Belvelly residents are subjected to from traffic.

I include some photographic views taken from the R624 (S53) scenic route.



The photo above taken by myself portraits the beauty of Belvelly, its Bridge, it's national monuments and the coastal scenic route. However, it also highlights the acute angle between Bridge and Island road.

Photo below taken from Belvelly bridge facing East towards Belvelly Castle.

8. Potential Impacts on R624 Road through Belvelly

The R624 is more than a conduit for traffic, it is a road where families live, work and play. While Cobh may be the end destination it is a 5-mile strength of road from Belvelly Bridge to Cobh town. Where families have received planning permission to live and enjoy a quality of life outlined in Cork County lawfully and protected by *Irish and EU law*. The current road infrastructure in Belvelly including the historic Belvelly Bridge is not capable of sustaining the current level of traffic. Not to mind the additional proposed HGV traffic. This has been clearly stated even as far back as the 2003 CASP and CDP.

During 2006/7 CCC unveiled plans to construct a new road for Cobh Island to replace the R624. Consultant engineers Mott Mac Donald were contracted by CCC and conducted surveys and entered the public consultations process (*see pages 63-68*). As part of their summation in 2007 Mott Mac Donald stated *"The present volume of traffic already exceeds the capacity of the existing road. In addition, the present bridge, built in the early 19th century is the only road bridge access to the Great Island rendering the Island and its inhabitants vulnerable if anything should happen to existing bridge"*.

Port of Cork Company in their comments on the Draft National Planning Framework (NPF) Stated; *"Further, the R624 road to Cobh requires upgrading* ***before the full potential of future*** *port locations at Marino and Cobh can be achieved."*, (p15, 0935-Port-of-Cork.compressed.pdf (npf.ie))

I would like to ask An Bórd Pleanála, does the R624 road infrastructure serving the Marino Point facility meet the 2019 EU Road Safety Directive? To ascertain if the R624 road meets the minimum safety requirements for a road servicing a Ten-T Port. Has a Road Infrastructure Safety Management (RISM) report been carried out as per EU regulations? On the stretch of road from Belvelly Bridge to the Marino Point main entrance? In November 2019, a revision of the 2008/96 directive was published, and EU Member States had two years to transpose the updates into national regulations. *"Member States shall ensure that the needs of vulnerable road users are taken into account in the implementation of the procedures"*. *"...'Vulnerable road users' are defined in article 2 point 10 as "non-motorised road users, including, in particular, cyclists and pedestrians, as well as users of powered two-wheelers..."*.

The applicant made the following statements in their RFI report; *"...R624 has one quantified alignment deficiency..."*, there are *"...no other alignment deficiencies along the R624..."* and they state *"...HGVs can pass with clear widths between vehicles and within the existing total road pavement widths...."*. Additionally, despite on paper the R624 may appear to have sufficient road pavement lane widths. Nonetheless, because of the severity of the misalignment in the road, HGVs have no alternative <u>but</u> to cross into oncoming lanes as you cannot physically bend a HGV trailer.

I was genuinely disappointed to read the traffic and transport engineer's internal report to the planners, on the RFI where he referred to the applicant's road report, as a definitive document without verifying its authenticity. I asked the CCC planning department within my objection to conduct an independent road analysis and not take a private vested interested parties submission as definitive. I ask An Bórd Pleanála now to request CCC to carry out their own independent road survey as the photos I include on the following pages within this appeal should be evidence enough to justify my request .

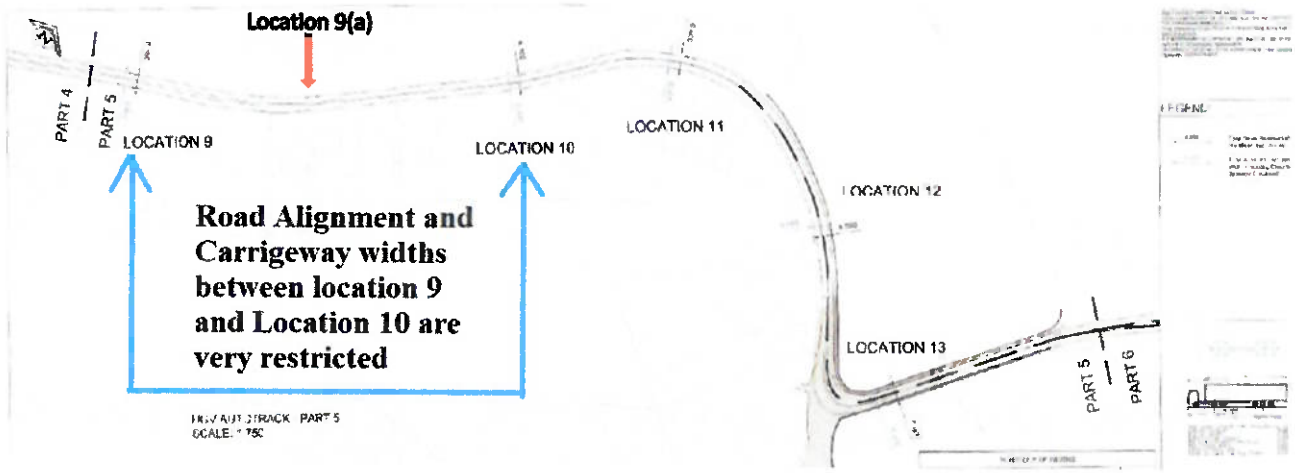
I also disagree to the aforementioned "one" quantified alignment deficiency as there are numerous choke points, blind corners and bends on the R624 in Belvelly. I submit numerous photographs on the following pages, to highlight the appalling alignment and traffic chaos witnessed daily within Belvelly. These photos are taken on various dates and on various sections of the R624 in Belvelly, and displayed on the following pages. Additionally, two HGVs **cannot pass at all outside my house fronting the R624**, because of poor road alignment and narrow lanes. If oncoming HGVs meet outside my property, one must actually stop to allow the oncoming HGV safe passage. The applicant has submitted no location carriageway lane width measurement at Clonmult Terrace in their RFI road report. Where resulting stop start traffic as HGV's cannot traverse safely and must reduce speed to a snail's pace as they traverse each other. Yet this road is deemed suitable to now serve as a Ten-T corridor network port.

In the photos above and below regular daily occurrences outside 3 Clonmult Terrace, Belvelly. HGVs must stop due to poor road alignment and the road is too narrow on the main R624 road to allow oncoming HGVs to pass safely, as seen in photo below. Two HGVs **CANNOT PASS** each other outside the boundary of my house.

Image below courtesy of Google Maps street view, with Carriageway Width dimensions inserted. This image illustrates this section of R624 outside the boundary of two houses in Clonmult Terrace, Belvelly. This area was omitted by applicant as a location for lane width dimensions. This section reflects another quantified alignment deficiency.

While I admit I am not a roads engineer, I am however, a Coded Pipe Welder with 30+ years' experience on projects in the following; Offshore Gas platform and onshore construction of the Pharmaceutical and Petro-Chemical industry, Gas and Oil Pipelines both overseas and in Ireland. So I think I should be afforded the integrity and allowed to submit credible measurements as in the image I submit below.

The section of R624 road above adjacent to 3 Clonmult Terrace, Belvelly is Highlighted as Location 9(a) below. image below as extract from applicants submitted drawing



The photos below and on the following pages also highlight the narrowness and severity of the acute alignment corners of the R624 road and daily traffic jams in Belvelly.

Photo above another daily occurrences as traffic comes to a standstill because the bus seen in the distance cannot leave Cobh and drive onto the bridge due to oncoming traffic coming over Belvelly bridge.

Photo below typical proposed Goulding Fertiliser HGV getting loaded that will be using the R624 through Belvelly. This is the exact fertilizer delivery HGV stated in their pre planning public consultation process that will be traversing the R624 through Belvelly and Belvelly Bridge.

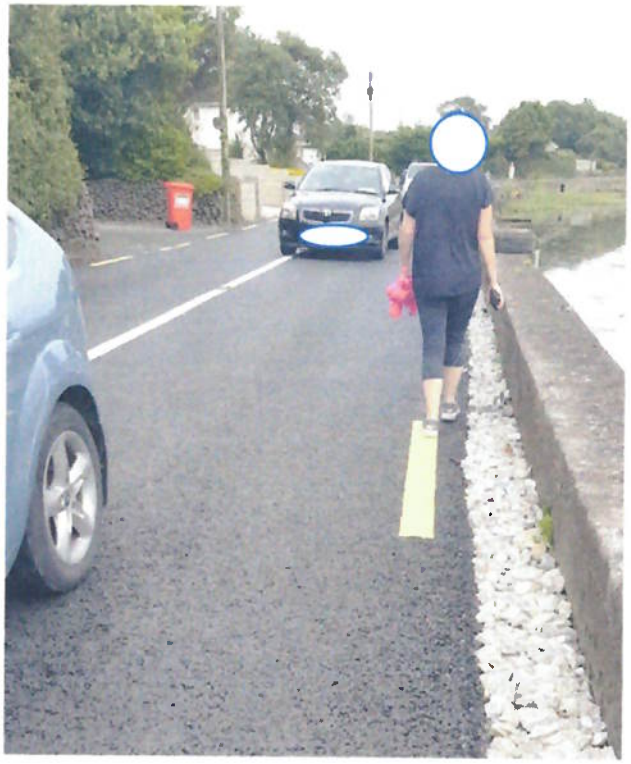
The road is extremely narrow in sections, with continuous near misses daily and stop start traffic as HGV's progress at snails' pace while passing each other in Belvelly on the main R624 Cobh Road.

The road alignment prohibits coaches and HGVs from remaining within their own lanes.

Installing automatic High-Speed Weigh-In-Motion (WIM) as suggested by National Roads Authority for lots of situations. Would allow for the monitoring of HGV speed and weight while HGVs pass through Belvelly.

Photo above Weight in Motion Traffic cameras and weigh sensors installed in the road National Roads Authority.

"Within the framework of a balanced and integrated transport policy, it is imperative for the State to provide for the safe, efficient and cost-effective movement of people and goods by road.",
(https://www.gov.ie/en/policy/e9ec84-transport/)



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UP TO 40 SERVICES DAILY
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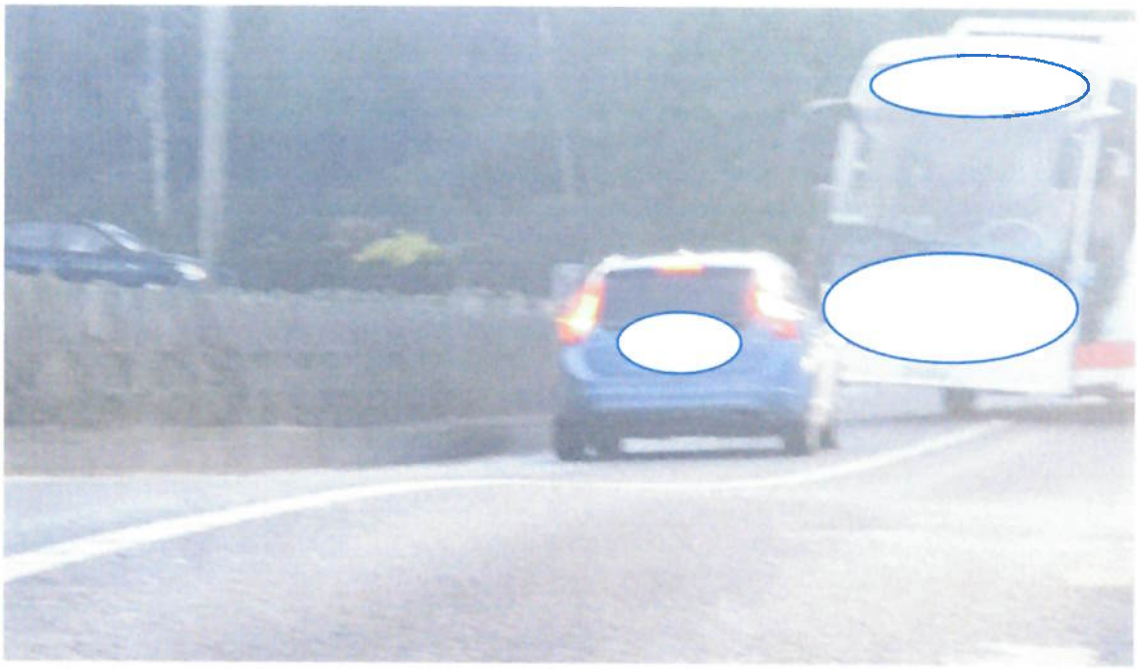


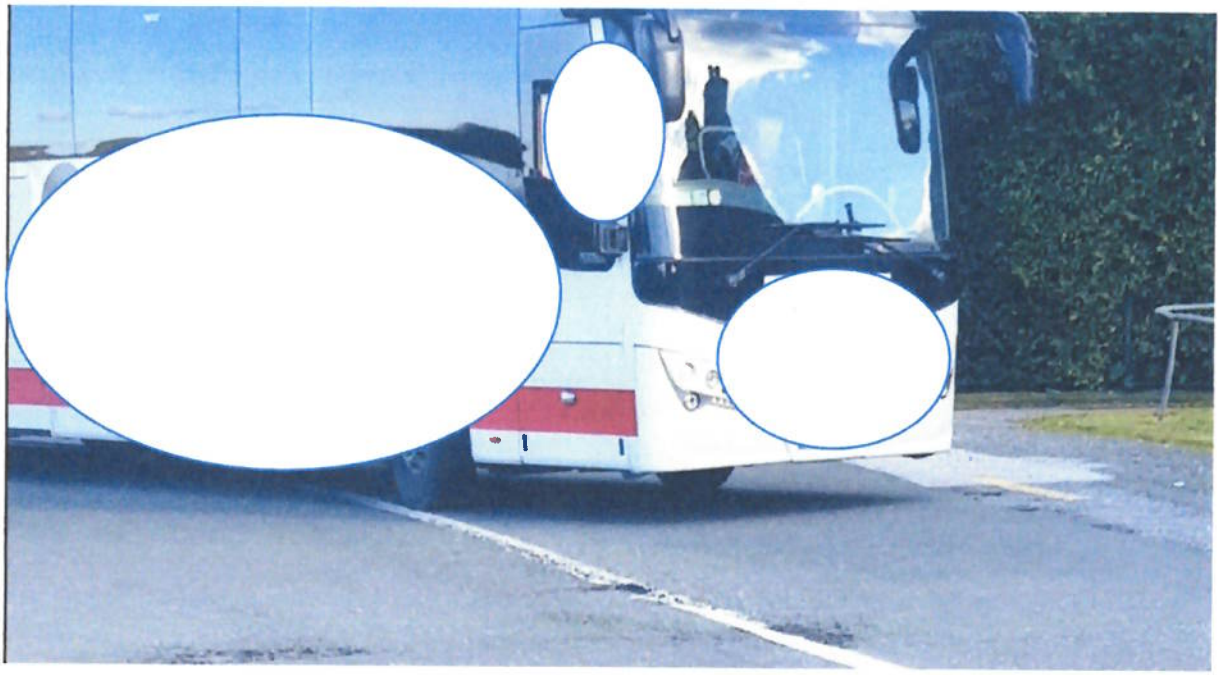
In the photo Bove the car narrowly misses a head on collision the bus has no alternative but to cross into the oncoming lane.

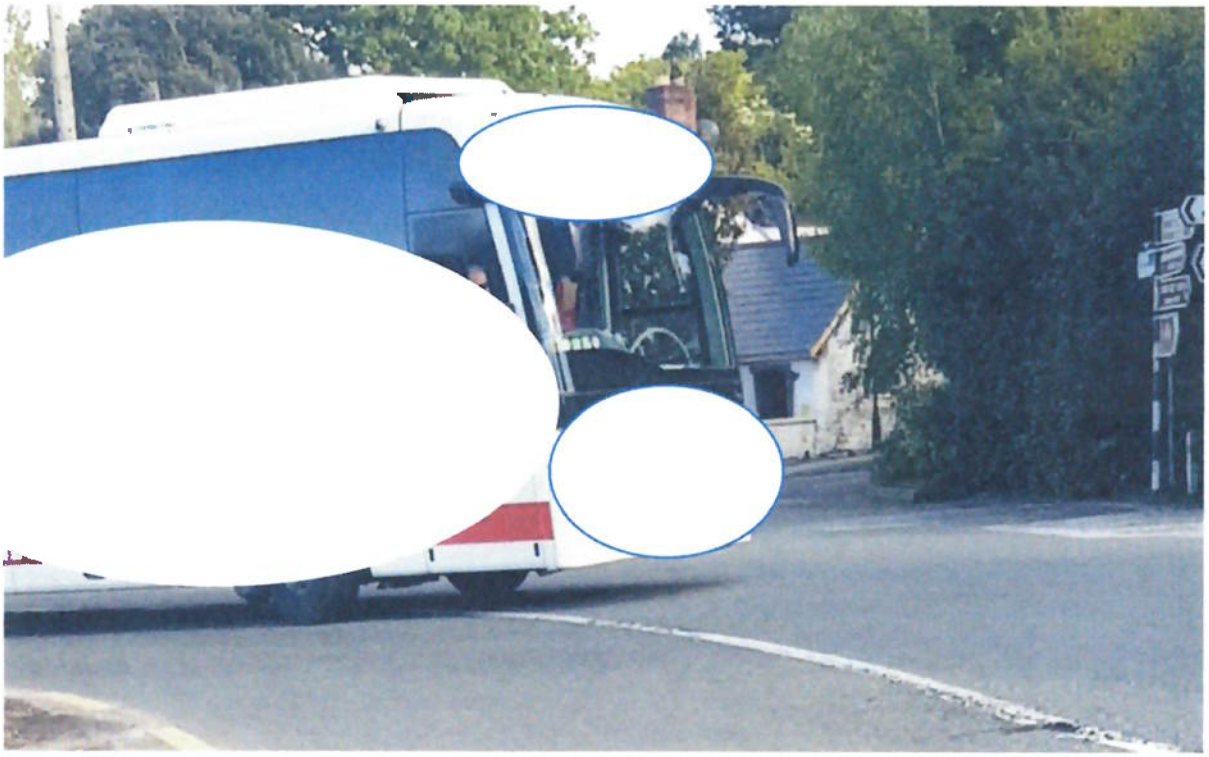
The major traffic congestion currently experienced on a daily basis in Belvelly demonstrates how imperative that the road infrastructure and main serving artery of Cobh is planned for adequately.

Photo below bus cannot exit the island as oncoming traffic permits the bus from entering Belvelly Bridge. All traffic has to stop again until oncoming traffic ceases or a courteous driver stops on the bridge to allow the bus to cross the oncoming lane.

Photo below the white van stopped and actually had to reverse backwards to allow the HGV to enter Belvelly bridge.

Photos below and photos overleaf, a coach physically cannot negotiate exiting the bridge without traversing into the oncomming traffic lane. Nonetheless, planning application suggests this road is suitable as a Ten-T corridor serving road.





In the photos below frequent daily occurances as HGVs have to cross over into the oncomming lane. Because the corner is too acute to avoid this, when heading north from cobh on the R624 and onto Belvelly Bridge.

Again as on the previous page the photo below displays that the turning radius capacity IS NOT sufficient for HGVs. The historic Belvelly Bridge was not designed for the HGV traffic currently on our roads today.

On this particular day traffic was held up and stopped again as the agricultural tractor and trailer seen exiting the bridge on the right-hand edge of the photo below. Was on the bridge when the log HGV persevered and entered onto the bridge.

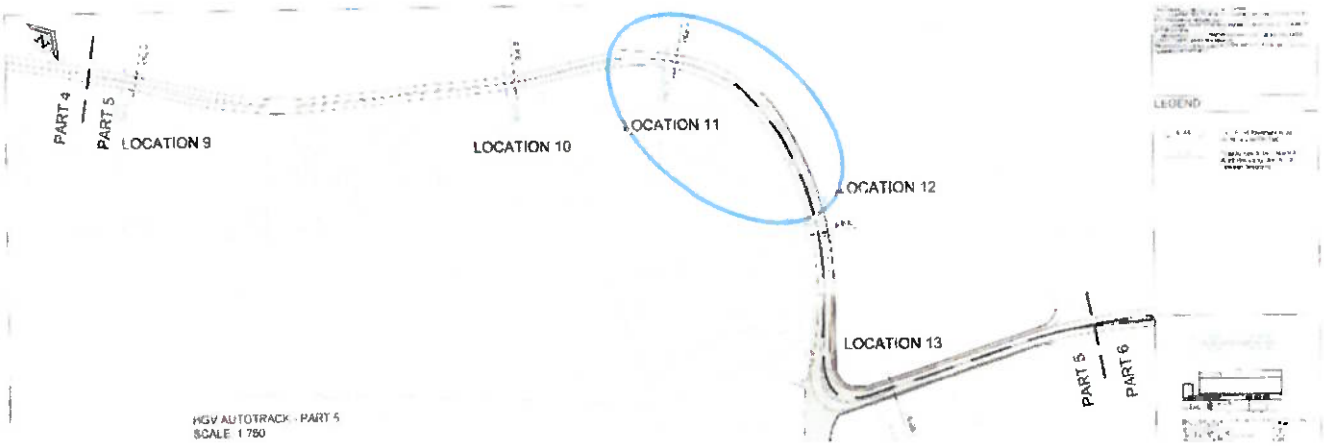


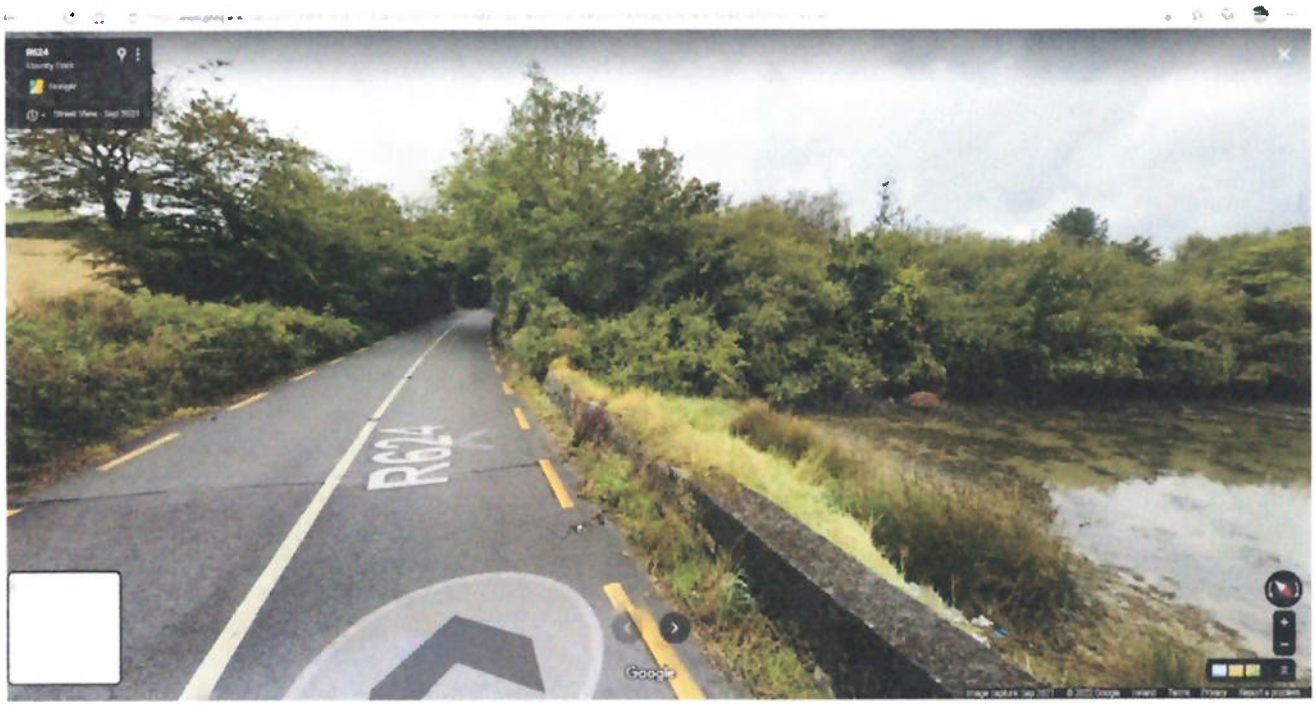
Image below courtesy of Google maps illustrates the blind bend as highlighted within the blue circle in the image above taken from the applicants submitted drawings.

The images below and on the following pages illustrate the six more blind bends and corners on the meandering R624 road through Belvelly. Each image is reflected as per a specific location on the applicants submitted drawings.

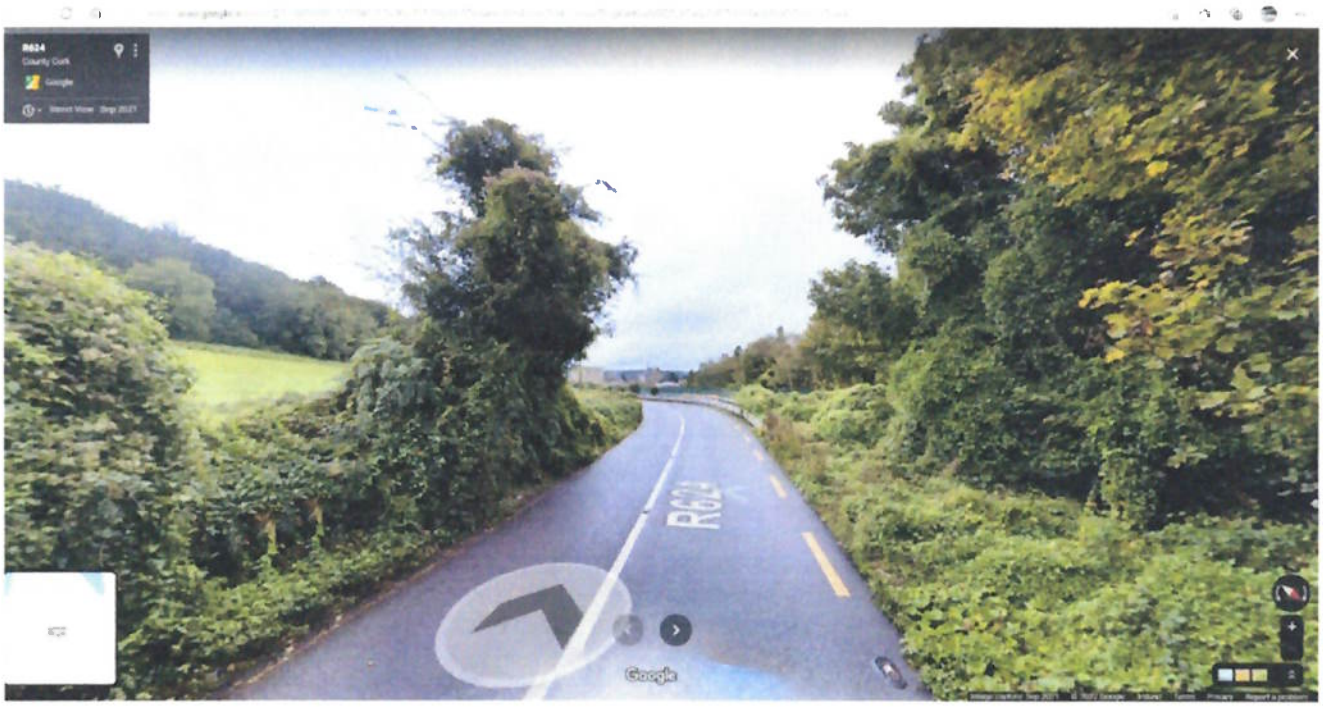
Blind Corner above at Between Locations 8-9 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5111

Blind Corner above at Location 7 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5111

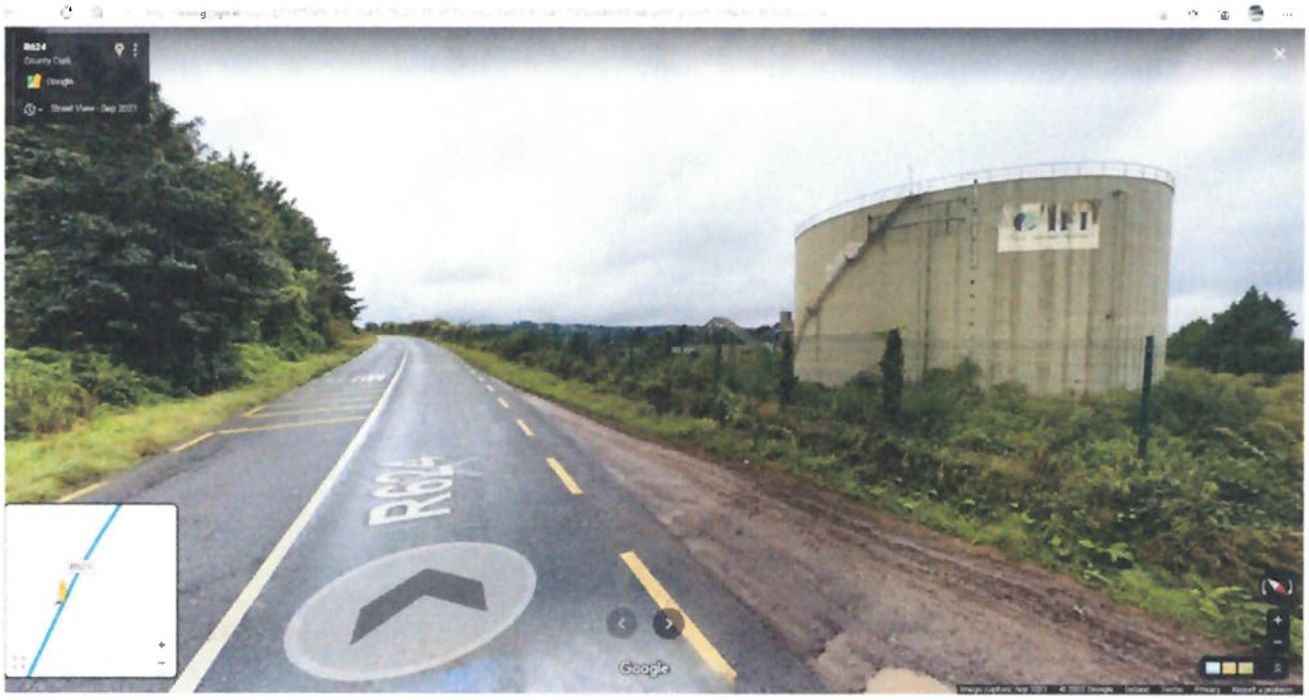
Blind Corner above at Location 6 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5111



Blind Corner above at Location 3 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5111



Blind Corner above at Location 2 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5110



Blind bend above at Location 1 applicant DWG No. POC03-MWP-ST-ZZ-DR-C-5110

Port of Cork in their Comments on the Draft National Planning Framework (NPF) stated they require their ports to have a road network with : "*suitable road access for oversize loads such as wind turbine blades, transformers, etc.*" 0935-Port-of-Cork.compressed.pdf (npf.ie)

Consultants Mott Mac Donald were contracted by CCC in 2006/2007, conducted surveys and public consultations. The public document drafted between CCC and Mott Mac Donald and then distributed illustrates the New Cobh Road layout and New Bridge to service the Great island Environ and Marino Point, is highlighted in the following pages. As part of their summation (2007) they specifically stated "*.....The present volume of traffic already exceeds the capacity of the existing road. In addition, the present bridge, built in the early 19th century is the only road bridge access to the Great Island rendering the Island and its inhabitants vulnerable if anything should happen to existing bridge*".

The process went as far as the CPO stage but the 2008 economic crises put an end to the PPP venture. The blue line in the image below represents the chosen route the new road would take. There is also is a greenway cycle track highlighted in red dotted line.

R624, Cobh Road

Preferred Route Public Exhibition

November 2007

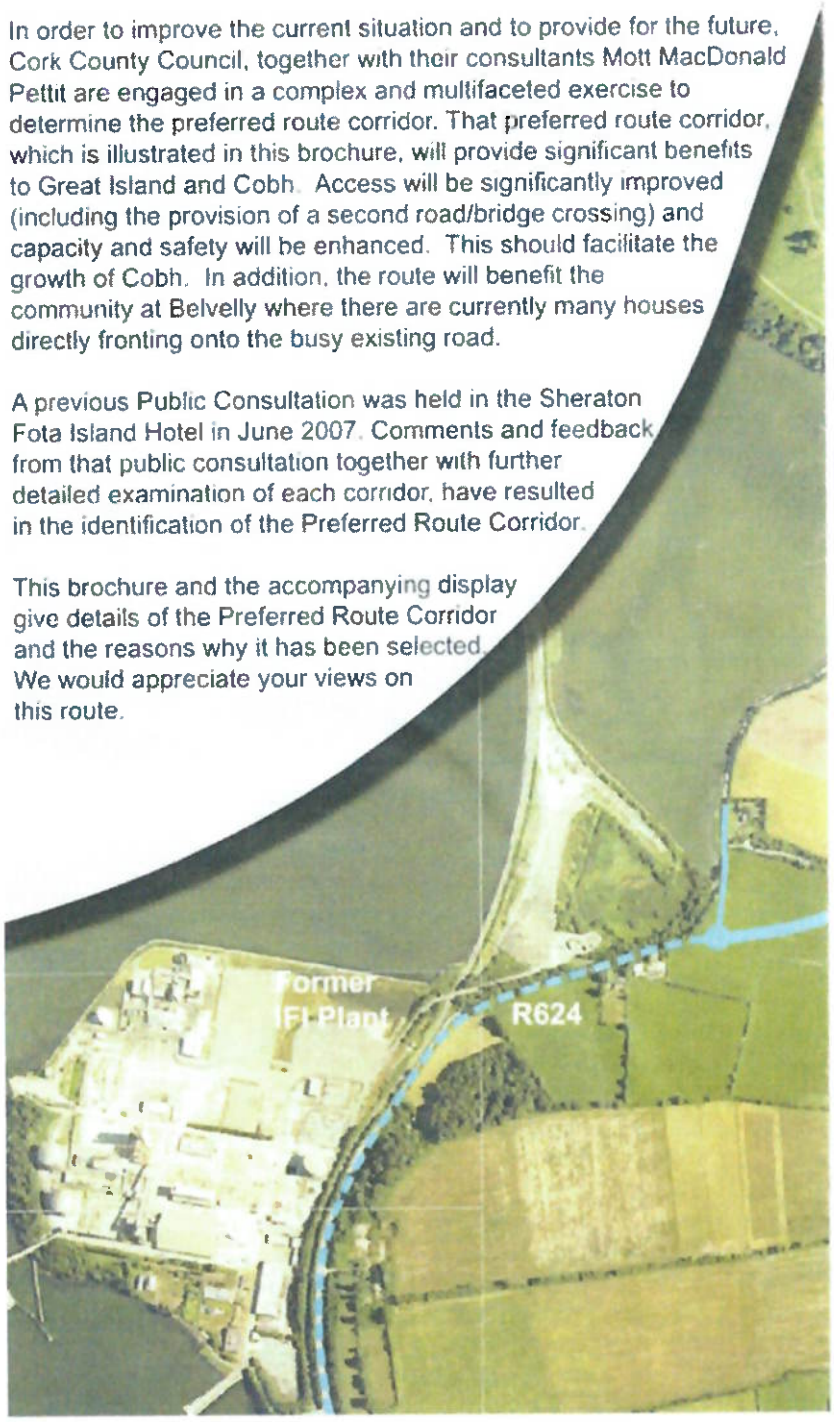
Introduction

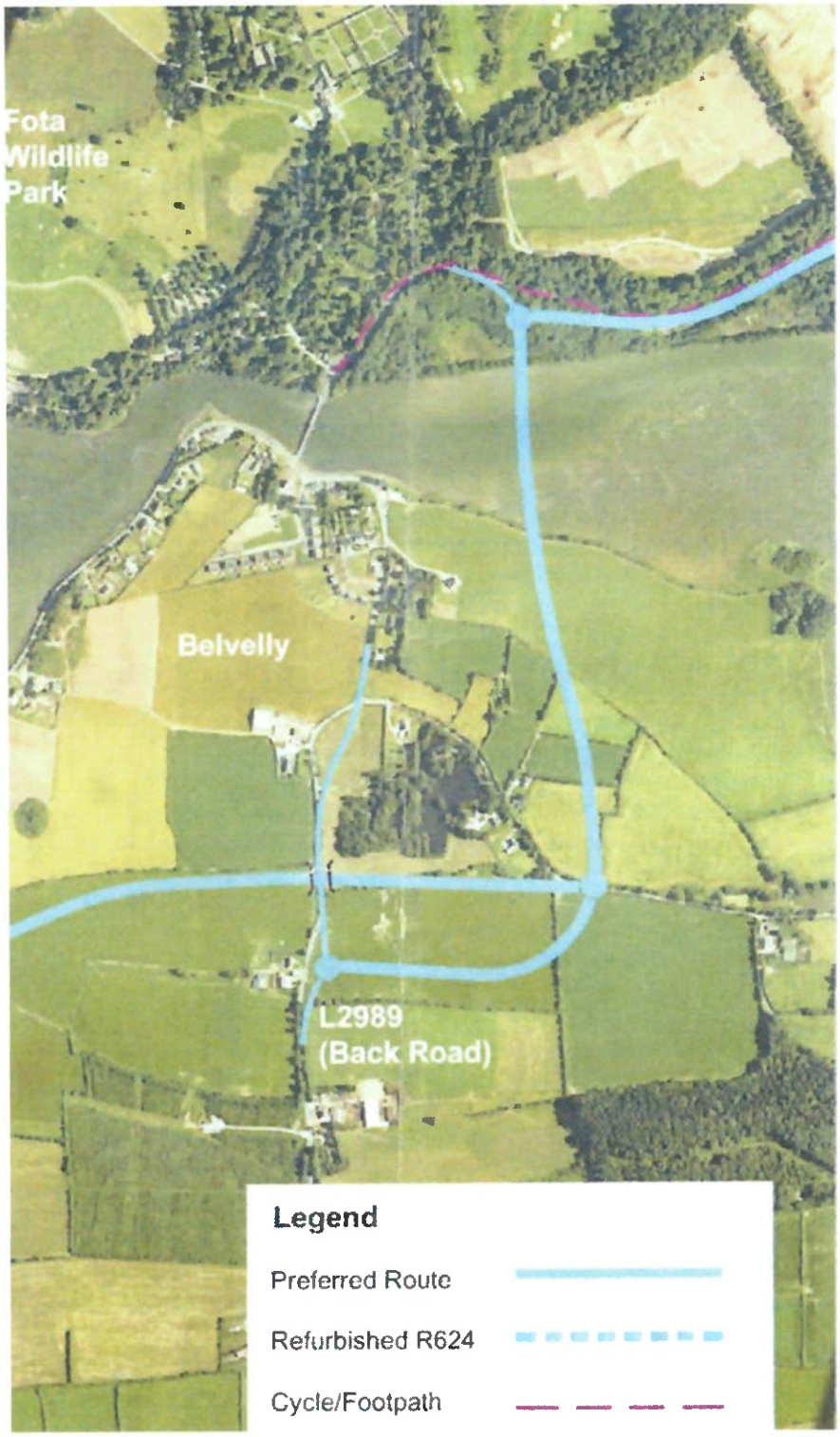
The Cork Area Strategic Plan (CASP) and the Cork County Developmen Plan (CDP) 2003 have identified Cobh as a major area for growth. CASF highlights the need to improve the existing infrastructure, thereby encouraging sustainable growth in residential, industrial and tourist developments. The County Development Plan (CDP) states *"Road acce: to the town (Cobh), requires upgrading. In particular, the R624 has poor alignment and capacity problems."* (2003 Cork County Development Plan – ref. 10.1.2)

In order to improve the current situation and to provide for the future, Cork County Council, together with their consultants Mott MacDonald Pettit are engaged in a complex and multifaceted exercise to determine the preferred route corridor. That preferred route corridor, which is illustrated in this brochure, will provide significant benefits to Great Island and Cobh. Access will be significantly improved (including the provision of a second road/bridge crossing) and capacity and safety will be enhanced. This should facilitate the growth of Cobh. In addition, the route will benefit the community at Belvelly where there are currently many houses directly fronting onto the busy existing road.

A previous Public Consultation was held in the Sheraton Fota Island Hotel in June 2007. Comments and feedback from that public consultation together with further detailed examination of each corridor, have resulted in the identification of the Preferred Route Corridor.

This brochure and the accompanying display give details of the Preferred Route Corridor and the reasons why it has been selected. We would appreciate your views on this route.





"A 2km greenway, opened in 2019, linking Clonakilty town to the technology park outside the town is an example of how appropriately located, relatively small-scale projects have the potential to achieve significant gains.", (Background Document No. 8, CDP, Transport and Mobility, 3.7.1)

Your views are important

Throughout all of the route selection process your opinions are most welcome and important. We would like to hear your views on the Preferred Route Corridor described in this brochure. All comments received will be given due and full consideration during the Preliminary Design Stage.

Why this project is necessary ?

The upgrading of the road is required to serve the needs of Cobh and environs up to and beyond the year 2020. Currently in 2007, the annual Average Daily Traffic (AADT) crossing the Belvelly Bridge is in excess of 13,000 vehicles per day and it is predicted that by 2027 this figure will increase to over 24,000 vehicles per day.

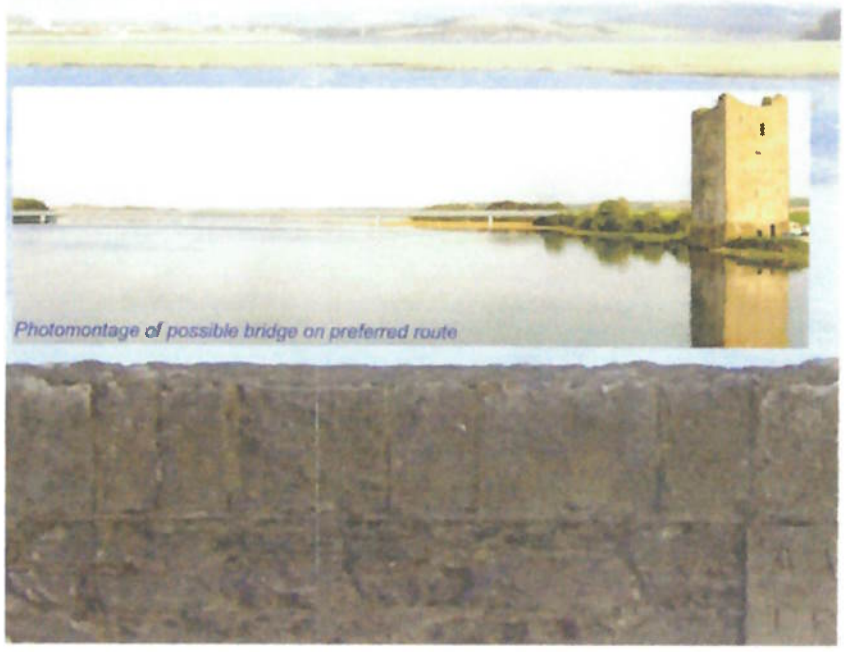
The present volume of traffic already exceeds the capacity of the existing road. A dual carriageway access to Cobh and the Great Island is therefore warranted.

In addition, the present bridge, built in the early 19th century, is the only road bridge access to Great Island rendering the island and its inhabitants vulnerable if anything should happen to existing bridge

What Happens Next?

Your views expressed during this public exhibition will be carefully considered as the design of the scheme is developed. Whilst the preferred route shown has been designed sufficiently to ensure it is a practical scheme, further design work, (including possible adjustments resulting from receipt of comments at this consultation), may result in minor changes in the precise line of the route.

The next stage will involve an Environmental Impact Assessment and preliminary design of the preferred route. This stage will include various necessary Statutory Procedures (including Compulsory Purchase Orders). These Statutory Procedures will include the normal public consultation/participation.



Photomontage of possible bridge on preferred route

In the image below courtesy of Google Maps another alternative new road highlighted in blue would serve the new Port facility in Marino Point. Directing all port HGVs directly from the N25 and into the new proposed port facility. Additionally this proposed route would also service the huge volumes of HGV traffic into and out of Little Island.

The arial view in the photo below taken be me 16 years ago, only emphasises the breath-taking natural Beauty of Belvelly. Highlighting the beauty and simplistic Historic Belvelly Stone arched bridge, Belvelly Village and Townland, the SPA and SAC, recently restored Belvelly Castle, Martello Tower, Scenic route Cobh coast road R624 (protected A53).

Nonetheless, the photo unambiguously highlights the Acute corner angle of the junction between Belvelly bridge and the island. Also highlighting the totally inadequate meandering road infrastructure alignment which is completely unsuitable for a major Ten-T corridor network port.

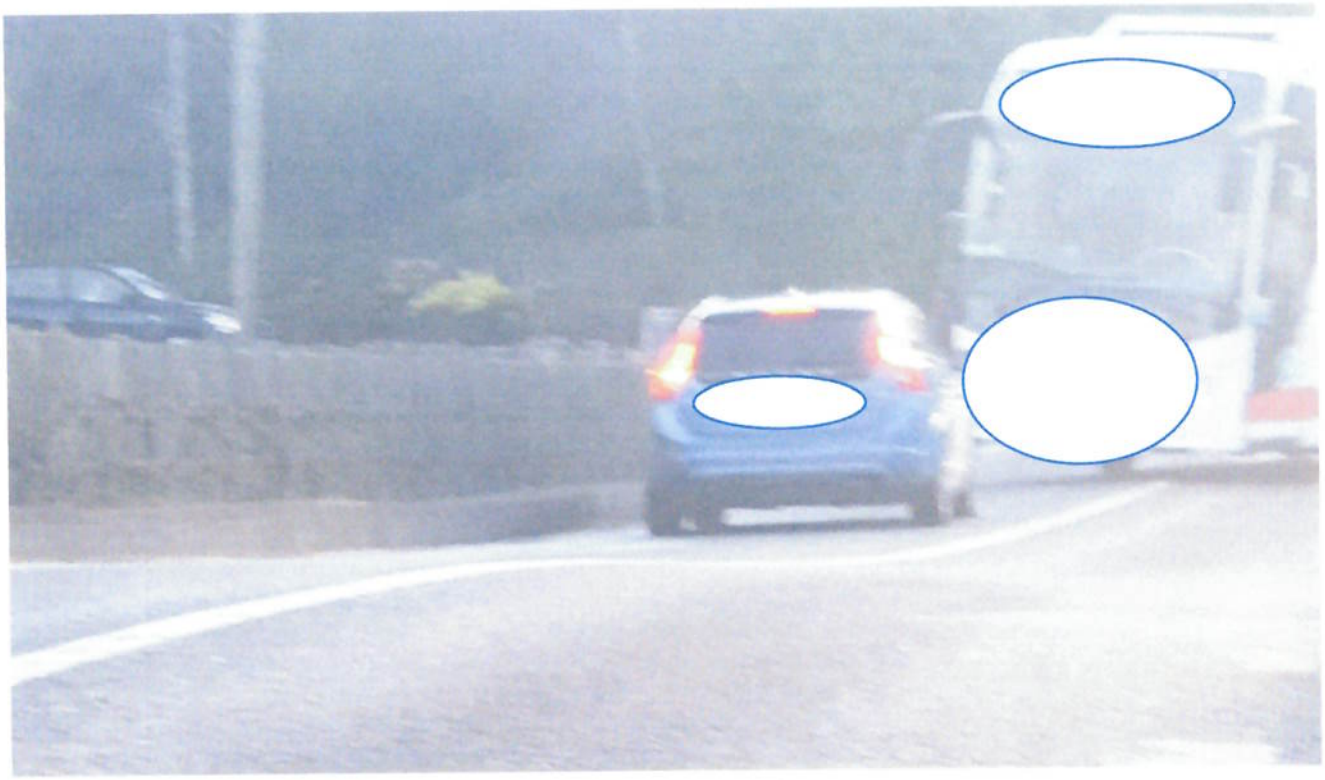
The applicants have compiled in writing a plausible and convincing document regarding the suitability for Port use of the supplying R624 road infrastructure network. Stating that road alignment and carriageway lane widths are suitable, and the applicant has supplied proposals to mitigate and reduce road safety hazards within their planning proposals. However, the strategically placed locations for laneway width measurements submitted by the applicant, that appear random and equidistant, give the impression to suggest the R624 is suitable in its present state to service the new proposed Port operations. Nonetheless, the photos in preceding and following pages reflect the actual reality of the road infrastructure.

Photo below taken on 11/01/2021, and on following pages, are of another serious HGV accident on Belvelly Bridge that rendered the Great Island of Cobh completely inaccessible.

The ambulance seen in the left in the photo below entering Great Island on Belvelly bridge. Had to TURN AROUND and drive back through the Jack Lynch Tunnel towards Passage West and wait to cross over on the Cross River Ferry towards its patient in need in Cobh. The total time wasted was just short of an hour. All we can say is thankfully the ambulance was not called on at that particular time in a case of dire emergency.

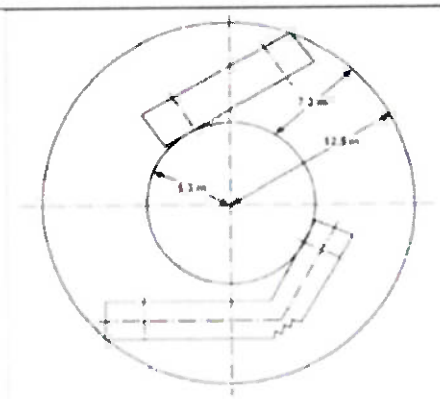
Traffic then built up on the R624 approach Fota road, back through neighbouring Carrigtwohill and out onto the adjacent main N25 Cork Waterford motorway. Traffic was held up for 50 Mins approx.
Cobh Island was completely cut off by road access. Thankfully there were no fatalities as the fast response cardiac was not required on Cobh Island during that particular time. The fast response team for Cobh is dispatched from neighbouring Carrigtwohill town. This accident highlights the fragile R624 road network serving the 14,000+ population of Cobh Island.

In the photo below another near miss as a Volvo car brakes hard and then has to reverse backwards on the main R624 on Belvelly Bridge to avoid a head on collision as the Bus continues to enter onto the bridge.



Does the junction between Belvelly Bridge and Cobh on the R624 meet the minimum turning radius capacity when exiting Belvelly Bridge onto the Great Island in the direction of Marino Point to meet HGV traffic safely?

RSA

Manoeuvrability Criteria - Turning Circle Requirements	
DESCRIPTION	**IMAGE**
All vehicle combinations A mechanically propelled vehicle, an articulated vehicle and a combination of vehicles must be capable of being driven within an area contained between concentric circles with radii of 12 50 metres and 5.30 metres such that no part of the vehicle or the combination of vehicles projects outside the area contained between these two circles.	

RSA.ie - Weights & Dimensions Weights and Dimensions Leaflets March 2020.pdf (rsa.ie)

The photo below depicts yet another incident, where Port of Cork's own LH60 which is their stated HGV Port unloading vehicle. Being transported to Cobh holds up traffic as it negotiates the precarious junction at Belvelly Bridge. The HGV had to stop and reverse a couple of times as it had serious difficulty negotiating the corner.

Photo above taken on 30/11/2020

Then in the Photos below and the following two pages the same Port of Cork LH60 HGV was being transported northbound on the R624 and leaving Cobh Island on 06/01/2021. It actually collided with another Port of Cork empty log HGV heading southbound. Both HGVs actually got "stuck solid" against each another outside my house.

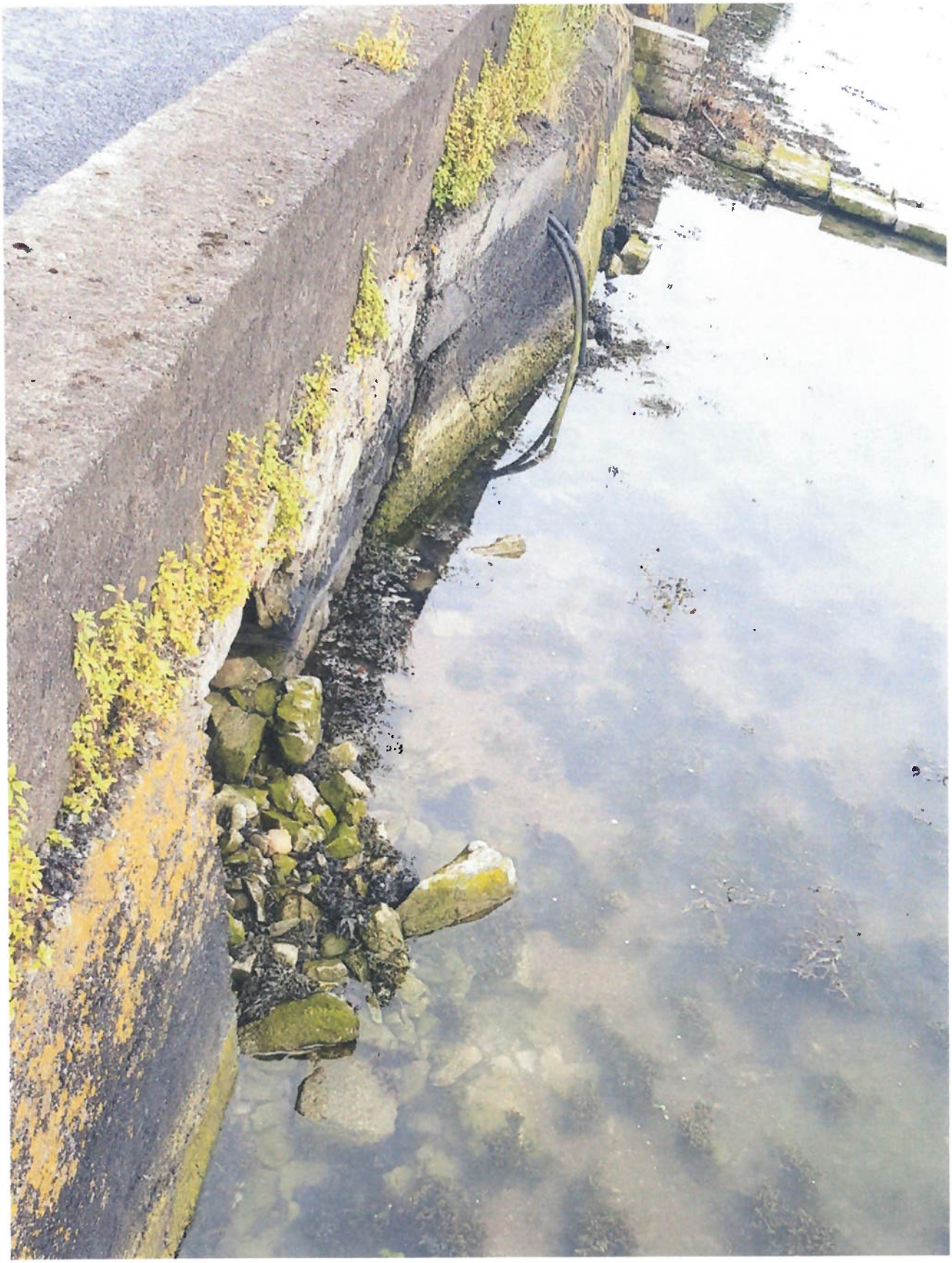
Photo below the LH60 Port HGV transport driver looks on in disbelief at the two HGVs wedged against each other.

In the Photo below taken in Belvelly two HGVs have collided again whilst passing. The driver of the closest HGV in the photo can be seen trying to dislodge his trailer hinges from the 2nd red HGV trailer.

This is a gross breach of Health and Safety measures. Port of Cork acknowledge the inadequacies of the R624 infrastructure but still push on with a planning application for port relocation. These photos unquestionably highlight a serious breach of public safety whilst Endangering Public Safety by reason of traffic hazard or obstruction of us road users. These Hazards are daily occurrences witnessed in Belvelly by residents and passing motorists.

".....little more than winding country lanes. Since these roads cannot be upgraded by widening (known as online upgrade), a new route would have to be built on a greenfield site anyway....." (Irish Motorway Info, par 5, L.3)

The Belvelly road has *far surpassed its load carrying capacity* as stated in the Mott Mac Donald report. But more importantly the vibrations from passing HGVs are also causing a catastrophic demolition to its precarious foundations, as can be seen below and on the following pages. These photos were again taken by myself outside Clonmult Terrace.



This could have resulted in a road FATALITY in Belvelly, HGV struck the front wall of a resident's house. If a child or mother with a buggy, or lady walking her dog was walking here at the time one can only guess as to the outcome!

Front wall struck by an HGV 23/01/2019

Conclusion

I appeal to An Bórd Pleanála to take note of all 14 specific concerns and objections raised within. It was remiss of the CCC to not enter before now the Belvelly Bridge in the RPS. Nonetheless, the Belvelly Bridge is a national monument and now listed in the CDP 2022-2028 and will be duly entered in RPS in due course. As stated, and referenced within this appeal, Port of Cork acknowledge that another of their proposed Port relocation sites is held up with unsuitable road infrastructure. Therefore, resulting in the Port remaining at their city facilities until the road improvement delays are rectified. Subsequently, this planning application should be postponed until the new Cobh road is also built

Port of Cork's acquisition of Marino Point, Cobh, has re-emphasised the urgency for Cork County Council to prioritise as immediate the new road infrastructure project into Cobh. The R624 in it's present form is totally inadequate to service its current requirements as stated within the numerous referenced government policies. The R624 is unsafe for pedestrians and cyclists at present, and HGVs only add to Endangering Public Safety by reason of traffic hazard or obstruction to road users. The R624 is most definitely unsuitable to service as a port road not to mention a Ten-T corridor network infrastructure servicing road. It is imperative that the current road infrastructure and main serving artery of Cobh is safeguarded in its form. As exhibited in the photos earlier any accident on the bridge or R624 road through Fota ultimately cuts off road access to the Island of Cobh. Rendering it's residents vulnerable and cut off from road emergency access.

Ultimately this planning application is premature in nature and we appeal to you An Bórd Pleanála to take account of our health and safety concerns as HGVs only add to Endangering Public Safety by reason of traffic hazard or obstruction to road users.