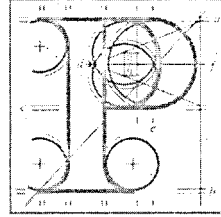


Our Case Number: ABP-318802-24



An
Coimisiún
Pleanála

Cork County Council
c/o Tracy O'Callaghan
County Hall
Carrigrohane Road
Cork
Co. Cork

Date: 12 December 2025

Re: Proposed development of a resource recovery centre (including waste-to-energy facility)
in Ringaskiddy, County Cork.

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter.

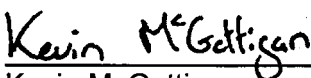
The Commission will revert to you in due course with regard to the matter.

Please be advised that copies of all submissions / observations received in relation to the application will be made available for public inspection at the offices of the local authority and at the offices of An Coimisiún Pleanála when they have been processed by the Commission.

More detailed information in relation to strategic infrastructure development can be viewed on the Commission's website: www.pleanala.ie.

If you have any queries in the meantime please contact the undersigned officer of the Commission. Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,



Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

PA04

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

* Hard Copy Received * 17.11.25

From: Tracy OCallaghan <Tracy.OCallaghan@CorkCoCo.ie>
Sent: Thursday 13 November 2025 15:52
To: Kevin McGettigan <k.mcgettigan@pleanala.ie>; SIDS <sids@pleanala.ie>
Subject: RE: ABP-318802-24

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Good Afternoon,
Please find for your attention. Please be advised that 2no. hard copies will follow by post as required.
Kind Regards,

Tracy Ní Cheallacháin | Oifigeach Sinsearach Foirne | Oifig an Phríomhfheidhmeannaigh

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tracy.ocallaghan@corkcoco.ie | www.corkcoco.ie
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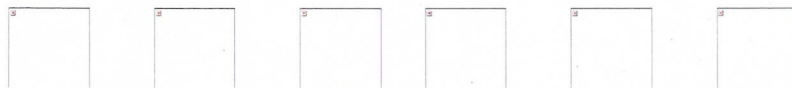
Tracy O' Callaghan | Senior Staff Officer | Chief Executive's Office

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www.corkcoco.ie



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Comhairle Contae Chorcaí Cork County Council

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Mr. Kevin McGettigan,
An Coimisiún Pleanála,
64 Marlborough Street,
Dublin 1.
D01 V902.

By Email: k.mcgettigan@pleanala.ie, sids@pleanala.ie
& By Post

13th November 2025

RE: Strategic Infrastructure Development Ref No ABP-318802-24

A Chara,

Please find attached Cork County Council Planning Report that has been prepared in response to the public notice (dated 6th October 2025) of significant additional information having been furnished to An Coimisiún Pleanála (ACP) by Indaver NV t/a Indaver Ireland in respect of a Strategic Infrastructure Development.

File reference number ABP-318802-24 refers.

Notice was given of the furnishing of the information in accordance with sub-section 2(b) of 37F of the Planning and Development Act 2000, as amended.

The purpose of the attached Planning Report is to identify and highlight material matters that ACP should consider during its assessment of the application.

Is mise le meas,

Moira Murrell,
Chief Executive.

Designated Public Official under the Regulation of Lobbying Act 2015

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PROPOSED RINGASKIDDY RESOURCE RECOVERY CENTRE ABP - 318802-24

1. Purpose

This report has been prepared in response to the public notice (6th October 2025) of significant additional information to ACP in respect of a Strategic Infrastructure Development under reference number ABP-318802-24 in accordance with sub-section 2(b) of 37F of the Planning and Development Act 2000, as amended. The purpose of this report is to identify and highlight material matters that ACP should consider during its assessment of the application.

2. Context

An Coimisiún Pleanála (ACP) have previously decided this application by order dated 29th May 2018 under reference number 04.PA0045. The decision was subject of a legal case.

By order of the High Court, that decision was quashed and remitted back to ACP to determine the planning application.

ACP, in accordance with section 37(F)(1) of the Planning and Development Act 2000, as amended, has requested Indaver NV t/a Indaver Ireland to furnish further information in relation to the effects on the environment of the proposed development. This includes:

- Planning Report
- Updated Landscape Design Report
- Updated Planning Drawings
- An updated Environment Impact Statement
- An updated Natura Impact Statement

On 6th October 2025 the applicant published notice of its furnishing of additional information to ACP in respect of Strategic Infrastructure Development ABP - 318802-24. The notice advises submissions or observations in relation to the significant additional information may be made in writing to ACP by 5:30PM on 17th November 2025.

3. Proposed Development

Indaver proposes to develop a Resource Recovery Centre in Ringaskiddy, Co. Cork. The main elements of the waste-to-energy facility are described below and include:

- Main process building, with a stack extending to 75mOD
- Turbine hall and aero-condenser structure
- Security building/gate house and weighbridges
- Administration building
- Firewater storage tank and pump house
- Surface water attenuation tank and firewater retention tank

- Light fuel oil storage tank, aqueous ammonia storage tank and unloading area
- Aqueous waste storage tank and tanker unloading area
- Electricity substation, compound and grid connection
- Emergency access
- Site lighting

The other elements of the proposed development include:

- Public amenity footpath
- L2545 road upgrade
- Increase in levels on site
- Coastal protection measures
- Diversion of services

The proposed development will consist principally of a waste-to-energy facility (waste incinerator) for the treatment of up to 240,000 tonnes per annum of residual household, commercial and industrial non-hazardous and hazardous waste and the recovery of energy. Of the 240,000 tonnes of waste, up to 24,000 tonnes per annum of suitable hazardous waste will be treated at the facility. The proposed development will maximise the extraction and recovery of valuable material (in the form of ferrous and non-ferrous metals) and energy (in the form of 21 megawatts of electricity) resources from residual waste.

In addition to the provision of the waste-to-energy facility, the proposed development will include an upgrade of a section of the L2545 road, a connection to the national electrical grid, an increase in ground levels in part of the site, coastal protection measures above the foreshore on Gobby Beach and an amenity walkway towards the Ringaskiddy Martello tower

The site occupies an area of approximately 13.55 hectares and is located within the development boundary of Ringaskiddy. A 10-year planning permission is sought with a 30-year operational life from the completion of the construction of the proposed development.

The applicant states that the design of the proposed development which was submitted as part of the planning application to the Commission in 2016 ((ref. no. PA04.PA0045) has remained the same, with the exception of:

- alterations to the design of the interface with the public road, to integrate the proposed development with the recently completed public realm/ active travel improvements on the L2545 local road.
- alterations to the proposed design at the interface of the proposed development with the coastal zone, to reflect the passing of time and updated information in relation to coastal erosion.
- An additional electrical power connection option to the site.
- The gas transmission main located within the site has been decommissioned and as such there is no requirement to divert this gas transmission main. However, due to the nature of the works, sections of the in-situ grouted gas main will require removal.

4. Planning History

3.1 2016 Application (ref. no. PA04.PA0045) – (reactivated under ABP Ref. No. ABP-318802-24)

An application for permission under section 37E of the 2000 Act, as amended, for a Resource Recovery Centre development was submitted to ACP on 13th January 2016 (ref. no. PA04.PA0045). An EIS and NIS accompanied the planning application. Permission was granted by ACP on 29th May 2018.

An Coimisiún Pleanála (ACP) have previously decided this application by order dated 29th May 2018 under reference number 04.PA0045. By order of the High Court, that decision was quashed and remitted back to ACP to determine the planning application, and this has been reactivated under ABP Ref. No. ABP-318802-24.

3.2 2008 Application - ref. no PL04 .PA0010

An application was submitted directly to ACP on 28th November 2008 under section 37E for a 10-year planning permission for a waste to energy facility for hazardous and non-hazardous waste and a transfer station facility. On 9th June 2011, ACP decided to refuse permission.

3.3 2001 Application - (register reference 01/6215)

On 13th November, 2001, Indaver made a planning application to Cork County Council for permission for development (register reference 01/6215) comprising the construction of a waste management facility a waste transfer station and a community recycling park, incorporating a main building, turbine building, office buildings, sampling building, warehouse, storage tanks, security buildings, electricity substation, service yards, carparks, roads, landscaping and site works including sewage treatment plants to treat sanitary effluent.

Cork County Council decided to refuse permission on 27th May 2003. On appeal, on 15th January 2004, ACP granted permission (under ref. no. PL04.131196).

5. Material Changes

This section highlights material changes that have occurred between 04.PA0045 (the 2016 application) and the reactivated ABP 318802-24. One of the more significant changes is the development of the M28 Cork to Ringaskiddy Project and the Public Realm enhancement of Ringaskiddy Village which was undertaken as part of the M28 Cork to Ringaskiddy Project

4.1 Ringaskiddy Relief Road

The route of the Ringaskiddy Relief Road is approximately 1.5km of single carriageway road from the proposed Barnahely Roundabout on the R613 to the existing N28 to the east of Ringaskiddy Village. The location of the Ringaskiddy Roundabout transects the proposed Ringaskiddy Resource Recovery Centre's planning boundary as can be seen in the submitted Proposed Composite Site Layout Plan, drawing no. 1434-106. See Figure 1 below:

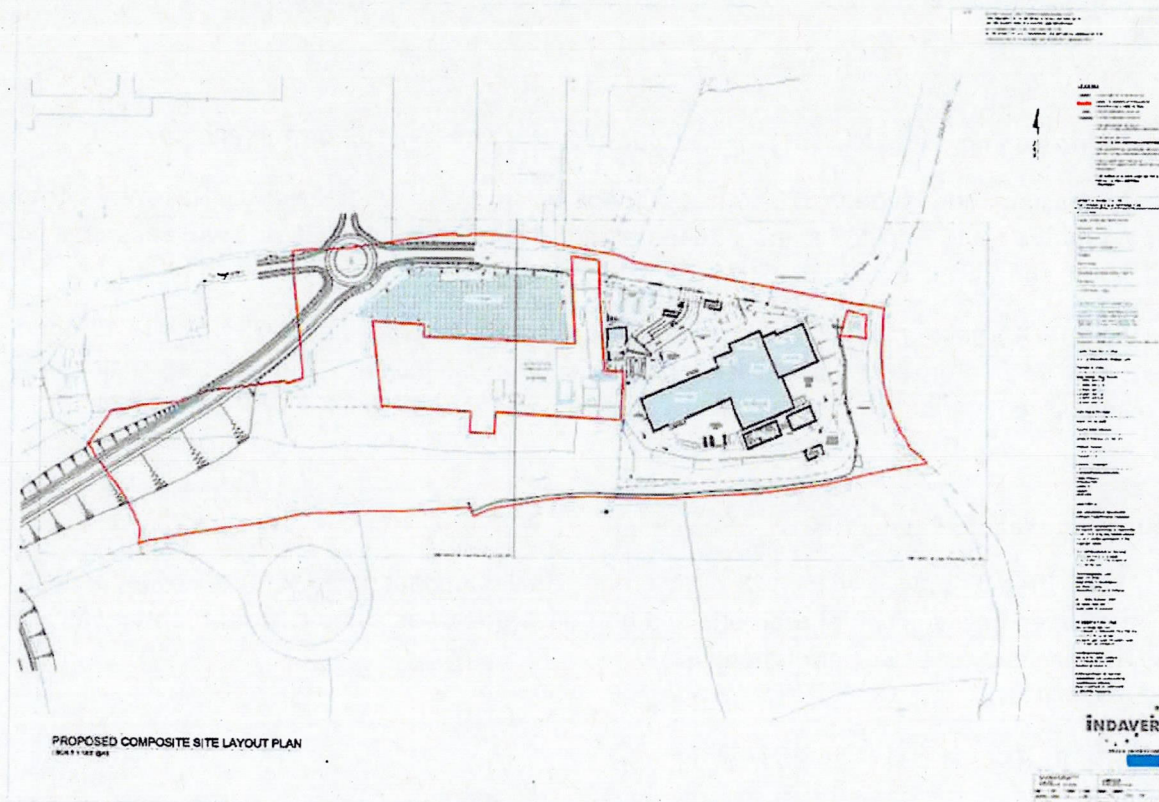


Figure 1: Proposed Composite Site Plan with Ringaskiddy Relief Road within planning boundary.

Significant earthworks to reduce the ground level were undertaken in the roadway within the planning boundary. A large number of services were installed and others diverted as part of the project within the planning boundary. See Figure 2 below:

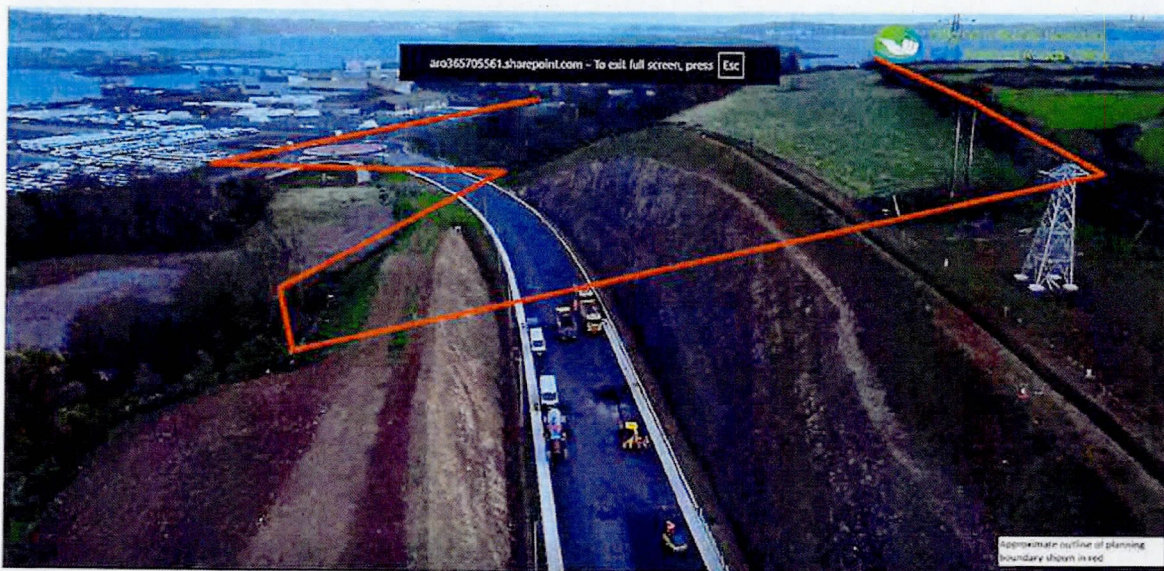


Figure 2: Approximate line of planning boundary relative to M28 project

Appendix A (Ringaskiddy Resource Recovery Centre's Potential Interactions on the M28 Project and Ringaskiddy Urban Realm Project) has been included to provide further detail and background.

4.2 Local Planning Policy

The site is located predominantly within the northern sections of the Industrial zonings RY-I-15 (located on the western side of the subject site) and RY-I-09 (located on the eastern side of the subject site). It is noted that part of the western boundary of the site falls partially within Green Infrastructure zoning RY-GC-08, which is currently under works to develop the M28. The north-eastern boundary is located partially within Green Infrastructure zoning, RY-GC-09, Gobby Beach.

The following objectives in Table 1 and 2 relate to the proposed site.

Table 1: Cork County Development Plan 2022, Volume 4 South Cork, Chapter 1 Carrigaline Municipal District:

Zoning:	Objective:
RY-I-15 (western side of subject site)	<p>Suitable for large stand alone industry with suitable provision for appropriate landscaping and protection of the access points and provision for open space buffer to the Martello Tower and its associated pedestrian accesses. Any development proposals will need to protect the special function and integrity of the setting of the Martello Tower and maintain the existing line of sight from the Martello Tower to the other four fortifications in the Harbour (Fort Camden Meagher, Carlisle Davis, Westmorland and the Martello Tower on Haulbowline Island).</p>
RY-I-09 (eastern side of subject site)	<p>Suitable for the extension of the Third Level Educational campus and enterprise related development including marine related education, enterprise, research and development.</p> <p>Consideration will also be given to established operators in Ringaskiddy for the provision of ancillary office accommodation and for Research and Development facilities.</p> <p>This site is considered inappropriate for any short or full time residential accommodation.</p> <p>Any existing access to the nearby Martello tower which crosses this site should be protected and provision for an open space buffer to any existing access will need to be provided.</p> <p>Areas within this zone may be used by Special Conservation Interest bird species for which the Cork Harbour SPA is designated. Account will be taken of this when considering new development proposals in this area.*</p>

* Flood Risk.

Table 2: Cork County Development Plan 2022, Volume 1 Main Policy Material:

Objective for Industrial Zonings:	
ZU 18-16 Industrial Areas	<p>Promote the development of industrial areas as the primary location for uses that include heavy industry, manufacturing, repairs, medium to large scale warehousing and distribution, biomedical, pharmaceutical, bioenergy plants, open storage, waste materials treatment, port related facilities and port related activities and recovery and transport operating centres. The development of inappropriate uses, such as office based industry and retailing will not normally be encouraged. Subject to local considerations, civic amenity sites and waste transfer stations may be suitable on industrial sites with warehousing and/or distribution uses.</p> <p>The provision of strategic large scale waste treatment facilities including waste to energy recovery facilities will be considered in 'Industrial Areas' designated as Strategic Employment Locations in this Plan subject to the requirements of National Policy, future Regional Waste Management Plans and the objectives set out in this Plan.</p>
Appropriate Uses in Industrial Areas	<p>Medium to large scale warehousing and distribution, bioenergy plants, open storage, recovery and transport operating centres, strategic large scale waste treatment facilities including waste to energy recovery facilities*(as per objective above), port facilities and port related activities, logistics, heavy industry, offices ancillary to permitted use, laboratories, food related industry, marine related development, general industry, civic amenity site, plant storage, sustainable energy installation, heavy vehicle park, fuel depot/fuel storage, telecommunication structures, biomedical, pharmaceutical, data centres, childcare facilities, commercial film studio facilities.</p>

Under the Cork County Development Plan 2014 and Carrigaline Electoral Area Local Area Plan 2011, the subject site was located predominately within the northern section of the former zoning I-15. A smaller section of the subject site included lands zoned O-08 which characterised an area of open space that would act as a buffer between proposed industry and established uses. The following objectives in Table 3 and 4 relate to the proposed site at the time of Cork County Council submission dated 5th of April 2016.

Table 3: Carrigaline Electoral Area Local Area Plan 2011

Zoning:	Objective:
I-15	<p>Suitable for large stand alone industry with suitable provision for appropriate landscaping and access points and provision for open space buffer to the Martello Tower and its associated pedestrian access.</p> <p>This area may be used as a feeding ground by bird species for which Cork Harbour SPA is designated. Any development proposals on this land are likely to require the provision of an ecological impact assessment report to determine the importance of the area for such species and the potential for impacts on these.</p>

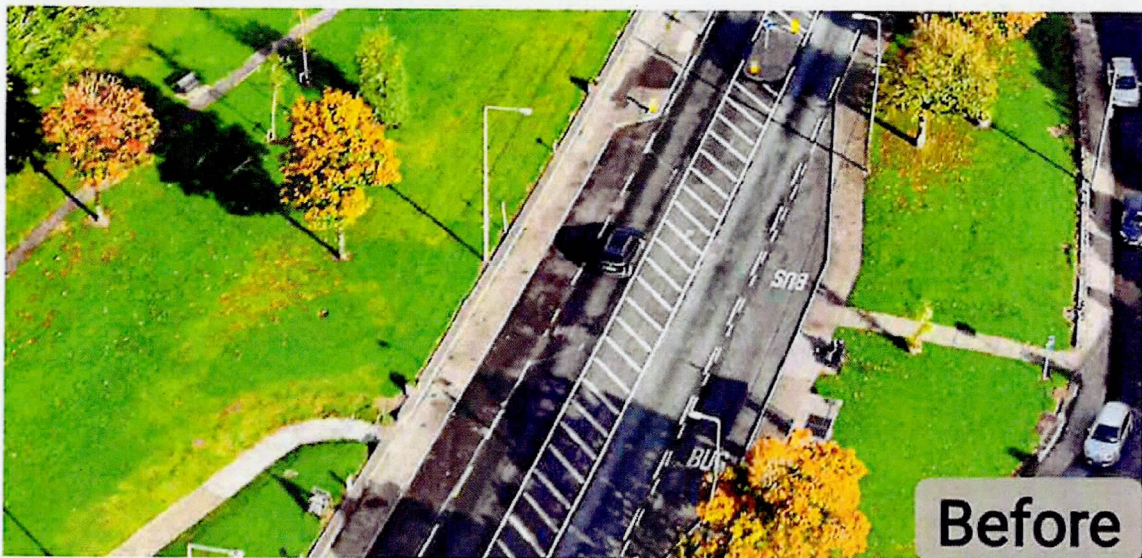
Table 4: Cork County Development Plan 2014, Volume 1:

Objective for Industrial Zonings:	
<p>County Development Plan Objective ZU 3-7: Appropriate Uses in Industrial Areas</p>	<p>a) Promote the development of industrial areas as the primary location for uses that include manufacturing, repairs, medium to large scale warehousing and distribution, bioenergy plants, open storage, waste materials treatment, and recovery and transport operating centre's. The development of inappropriate uses, such as office based industry and retailing will not normally be encouraged. Subject to local considerations, civic amenity sites and waste transfer stations may be suitable on industrial sites with warehousing and/or distribution uses.</p> <p>b) The provision of strategic large scale waste treatment facilities including waste to energy recovery facilities will be considered in 'Industrial Areas' designated as Strategic Employment Areas in the local area plans subject to the requirements of, National Policy, future Regional Waste Management Plans and the objectives set out in local area plans.</p>

Accordingly stated there has been changes to the provision of land use zoning to the subject site in the period between Cork County Council's submission dated 5th of April 2016 and the current period.

4.3 Placemaking: the development of Public Realm enhancement and community facilities in Ringaskiddy Village

The Public Realm enhancement of Ringaskiddy Village was undertaken as part of the M28 Cork to Ringaskiddy Project. The scheme provides an active travel route along the existing N28, through the village of Ringaskiddy and on to the L2545 between the signalised junction with the R613 and the car park at Gobby Beach. A new shared use pedestrian/cycle facility was provided on the north side of the N28. Public Realm improvements to the village centre were undertaken, and include new paving, landscaping and junction improvements. Speed reduction measures in the form of gateway features and raised pedestrian crossings are also included.





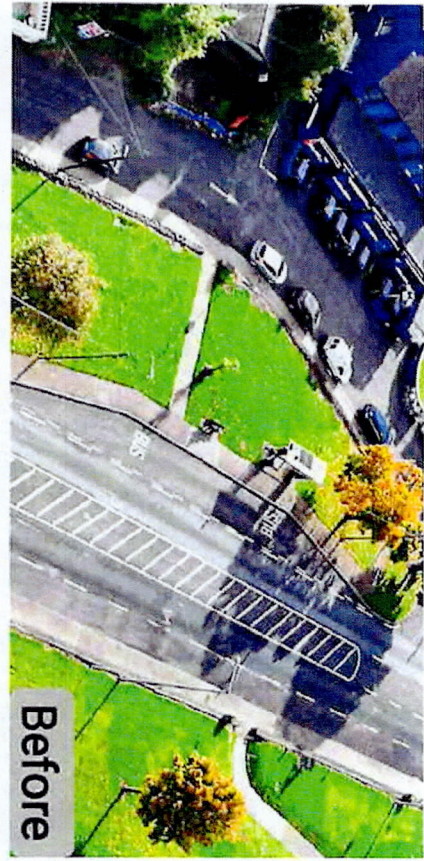
After



Before



After



Before



Figures 3, 4, 5 and 6: Public Realm enhancement and community facilities in Ringaskiddy Village. Before and after images.

This is a significant placemaking scheme which has been undertaken in the period between 04.PA0045 and the current ABP 318802-24. A significant portion of the Ringaskiddy Urban Realm Project footprint overlaps with the Ringaskiddy Resource Recovery Centre planning boundary, approximately 345m of the recently completed 3.5m wide footway/cycleway to the north of the L2545 road is within the planning boundary. It is suggested appropriate that ACP assess the impacts of the application with works that have been completed as part of the Public Realm enhancement of Ringaskiddy and provide clarity on any implications on these community facilities. Cork County Council has identified where these interactions are likely to occur:

- The submitted drawing Overall Foul Drainage layout Drawing no. C000-020, indicates that the proposed Ringaskiddy Resource Recovery Centre's foul rising main will be installed from the entrance to the facility, travelling west to an existing public sewer. It appears that

this pipe network would travel under the recently laid surfacing for the road upgrade to the L2545 undertaken on both the Ringaskiddy Urban Realm Project and the Ringaskiddy Relief Road. The proposed rising main is also designed to be installed under the newly constructed Ringaskiddy Roundabout, including its paved central island.

- The submitted drawing Proposed L2545 Road Raising Typical Sections Drawing no. C000-007 indicates a 3m minimum shared use footpath with a 1m wide wildflower verge to the northern side of the L2545.
- Many of the existing services on the L2545 road including storm water drainage were upgraded as part of the Ringaskiddy Urban Realm Project, it is unclear what impact the increase in elevation of the L2545 road would have on these services.
- There is an existing ESB 220kV circuit on the southern side of the L2545 road to Gobby strand and under the west channel to Whitegate, it is unclear the implications if any on this significant circuit of increasing the elevation of the L2545 road.
- The L2545 road is currently drained by a 450mm diameter storm water runoff pipe. This was recently replaced as part of the Ringaskiddy Urban Realm Project due to being in a poor state of repair. The existing 450mm diameter storm water runoff pipe currently serves the Hammond Lane facility as well as the Haulbowline Road. The Ringaskiddy Resource Recovery Centre's drainage design shows 2 no. proposed 1,500mm diameter storm water runoff pipes discharging into the existing 450mm pipe to the west of Gobby strand. This arrangement may surcharge the existing network.
- Establishing the impact and implications of this development on this new Placemaking initiative for the local community.

4.4 Transportation Implications for Carrigaline

In documentation submitted to ACP it is evident that no traffic analysis has been undertaken for Carrigaline town. This is an important consideration for ACP as some vehicles serving the proposed facility will originate from here. Rush hour flows around Carrigaline are significant with frequent delays generated both at morning and evening rush hour periods. It is submitted to ACP that trip generation from locations west of Carrigaline that encompasses Waste Vehicles, be factored into calculations.

It is also submitted to ACP since 2016, there has been an escalation in the State's attempts to drive modal shift from the private motor car to more sustainable transportation options, such as active travel and public transport. This is reflected in grant funding allocated by the NTA to Cork County Council for investment, starting in 2021 at €2,573,812 and rising since to €20,900,000 in 2025. It is submitted that ACP consider key areas where this modal shift can be achieved, with the following now typically being considered under Development Management since 2016:

- Mobility management plans
- Traffic and transport assessments
- Accessibility audits
- Active travel connectivity
- Access to public transport

- DMURS compliance if located within the 60kph speed limit (DMURS obligatory since 2013)
- Restrictions on the number of car parking spaces
- Provision being made for EV parking and charging facilities
- Provision being made bicycle parking and charging facilities

4.5 Coastal Erosion and Cliff Retreat

The previous application to ACP noted the potential for coastal erosion to the east of the proposed site, south of Gobby Beach. In 2016, ACP commissioned an independent marine hydrodynamic consultant (Aqua Vision BV) to carry out a review of the proposed marine works as detailed in the pre application consultation (refer to Appendix 13.5 Coastal Expert Review of Arup Coastal Erosion Study of Ringaskiddy Resource Recovery of the updated EIS). This report also addressed the conclusions and recommendations of the independent review of the proposed works associated with the development as presented by ACP.

Appendix 13.3 forms part of the updated EIS and builds on previous submissions by incorporating the 2016 Coastal Erosion Study where new data and findings have been collected up to 2025.

Key updates include:

- A new topographic survey of cliffs and beach at the site and adjoining coastal areas was carried out on the 3rd March 2025
- A site walkover conducted in May 2025.
- A revised assessment of cliff evolution, including an updated estimate of retreat rates based on historical records, additional topographic surveys, and most recent site walkover.

The findings confirm that cliff retreat at Gobby Beach is an active and ongoing process, influenced by a combination of cliff toe erosion, softening of the weaker till in the upper cliff section due to water seepages, overland surface water flow, and weathering of the cliff due to rain, wind and freeze thaw action.

The applicant intends placing over 1,000m³ of shingle material by means of protection for any potential further erosion. It should be noted that erosion has occurred here in the recent past, particularly during periods of strong easterly and southerly winds. It is submitted that ACP should consider the impacts of this measure during construction and operational stages.

4.6 Biodiversity Considerations

We refer to the revised Natura Impact Statement (NIS) and material matters arising. The proposed development will be concentrated in the eastern part of the subject site. This area which previously supported grassland communities (in 2001 and 2008), is now almost entirely dominated by a scrub and immature woodland mosaic. Over the past 10 years, trees within the scrub have become more established leading the classification of a woodland mosaic. This habitat has developed through natural succession in the absence of grazing or other forms of agricultural management. Willow is dominant, with White Willow, Grey Willow and Goat Willow. Other species noted include Gorse, Bramble, Bracken, Hawthorn, Blackthorn, Crack Willow,

Pedunculate Oak, Ash, Beech Sycamore and Elder. The encroachment of scrub has resulted in the loss of most of the grassland within this area although some tracks remain within this habitat.

Previously (2014/2015) classified as improved agricultural grassland, this area has developed into dry meadow and grassy verge habitat in the absence of agricultural management. This is a more diverse grassland than was previously recorded with species including Red fescue, Cocksfoot, Yorkshire fog, False oat grass, Common bent, Creeping buttercup, Curled dock, Broadleaved dock, Hogweed, Nettle, Bracken, Meadow vetchling, Suckling clover, Buttercup, Sorrel, Ragweed, Knapweed, Clover, Hawkweed and Sow thistle. Some encroachment of scrub is evident along the boundary, largely Bramble, Bracken and immature Elm. A field on the lower ground along the L2545 Ringaskiddy road has also developed into this semi-natural grassland habitat in the absence of agricultural management.

Grey Sedge (*Carex divulsa*), which is classified as having an occasional occurrence in Ireland (Webb et al., 1996), was recorded within the proposed development site on previous occasions (2001 and 2008) but was not recorded on the proposed development site during 2024 and 2025 surveys. Bee Orchid (*Ophrys apifera*) has a scattered distribution in Ireland and was recorded in the study area in 2014/2015. This species was not recorded during the 2024/2025 surveys.

Mammal surveys in 2024 and 2025 identified mammal tracks within the proposed development site and it was determined that a badger sett, previously unoccupied in 2014/2015, was being used sporadically. ACP will be aware that works close to Badger setts or removal of Badgers from a site may only be carried out under the supervision of a qualified expert under licence from the NPWS.

In terms of Coastal Protection and Cliff Retreat, it is suggested appropriate that ACP include the impact on the physical structure of the upper shore above the high tide line and on any flora/fauna occupying this zone. Some of this material could impact on the intertidal zone if the material moves position during storm surges. Depending on the chemical composition of the deposited material and its similarity to the existing beach material, ACP should assess any potential changes in floral communities.

It is noted that, during the recent bird surveys, a Red List species i.e. Oystercatcher, was recorded foraging along the shoreline of Gobby Beach. Should the soft engineering shingle nourishment proceed, it is considered that ACP assess existing habitats and species occupying the habitat and or utilising it for foraging purposes. It is considered that beach nourishment material should be in keeping with existing on-site natural material.

4.7 Flood Risk Assessment (FRA)

Executive summary of the Flood Risk Assessment notes that “small areas of the site are also below the predicted 1 in 200-year design tidal level (2.87mOD) but these are not proposed for development”. However, we draw your attention to the following:

- The existing levels of the section of the L2545 to be raised as part of this project are all below 2.87m, and in some cases are being raised by as much as 872mm.
- A review of the topographical survey would indicate that a significant width of the northern extents of the site which is below the 2.87m OD Contour is proposed for development Proposed Site Levels of 4.55mOD and an ESB substation is also included in this area.

The October 2004 tidal surge event resulted in flooding of a section of the site known as the western fields. The high tide was estimated at 2.76mOD for this event according to the report, which it indicates is between a 1 in 50 and a 1 in 100 year flood event. There are various references in the report used to identify the 1:200 year design tidal level ranging from the Lee CFRAM at 2.66mOD and the 2008 EIS as prepared by Arup at 3.04mOD. As noted above, the Report assumes 2.87mOD to be the 1 in 200 year flood level. In any case, there are sections of the site at 2.66mOD, which makes them below the 1:200 year design tidal level. It has also been proven through the 2004 flood event that the site is susceptible to flooding in what is stated in the FRA as between a 1 in 50 and a 1 in 100 year flood event.

The Flood Risk Assessment indicates that the site is classified as Flood Zone C. This is correct according to the County Development Plan mapping. However, as it is demonstrable that parts of the site are below the 1:200 year tidal flood level, ACP should consider if the site should be considered as within Flood Zone A. ACP should therefore consider requesting a Site-Specific Flood Risk Assessment to be undertaken in accordance with the OPW Planning System and Flood Risk Management Guidelines. As noted above, development is proposed below the 1:200 tidal flood level. There is no evidence in the documentation that a Site-Specific Flood Risk Assessment has been undertaken, including the identification of any increased flood risk to third party lands as a consequence of the proposed development.

4.8 Clarification of Waste Acceptance Times

Proposed waste acceptance times are 06.00-20.00 weekdays and 09.00-14.00 on Saturdays. No mention is made of deliveries on Sundays. It is submitted that ACP should clarify this matter and confirm if this facility works on a 24 hour basis, 7 days a week basis. If this is not the case, it is considered that ACP should clarify if material processed on Sunday would have to be stockpiled on previous days. ACP should assess any associated implications.

4.9 Cork City, Harbour and East Cork Destination and Experience Development Plan (Cork DEDP)

ACP should note the publication of the Cork City, Harbour and East Cork Destination and Experience Development Plan (Cork DEDP) since the last application received. The **Cork City, Harbour and East Cork DEDP** was launched in November 2024, aims to position the region as Ireland's gastronomy capital and enhance the harbour experience, with key projects including a new visitor attraction and development of tourism trails.

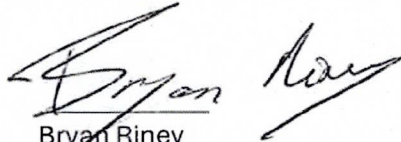
Cork DEDP is a five-year sustainable tourism development plan developed by Fáilte Ireland in collaboration with local stakeholders, including Cork City Council and Cork County Council. The Cork DEDP focuses increasing the value of tourism in Cork City, Cork Harbour and East Cork by growing the appeal of the destination, reducing seasonality and increasing visitor spend. The plan has been created through a programme of research and consultation guided by the V.I.C.E. (Visitor, Industry, Community, Environment) model for sustainable tourism development.

Consideration should be given on the impact of the sustainable tourism initiative as set out on DEDP and the collective goals of creating a world class Cork Harbour experience which will assist in developing the appeal of this area as a vibrant leisure destination.

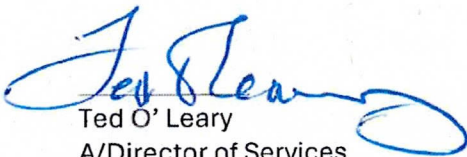
6. Conclusion

This report has been prepared in response to the public notice (6th October 2025) of *Significant Additional Information to ACP in respect of a Strategic Infrastructure Development under reference number ABP-318802-24 in accordance with sub-section 2(b) of 37F of the Planning and Development Act 2000, as amended*. The purpose of this report is to identify and highlight material matters that ACP should consider during its assessment of the application.

Having regard to the extent of material changes outlined in this report, it is important that ACP gives careful consideration to each change, both individually and collectively, and to assess their cumulative impact in order to determine the potential implications and the appropriateness of this proposed development.



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13/11/2025



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Appendix A:

Ringaskiddy Resource Recovery Centre's Potential Interactions on the M28 Project and Ringaskiddy Urban Realm Project

M28 Cork to Ringaskiddy Project

The M28 Cork to Ringaskiddy Project comprises a motorway route from the Interchange with the N40 (Bloomfield Interchange) to the R613 Carrigaline to Ringaskiddy Road at Barnahely. From Barnahely, it comprises a single carriageway which will link to the east side of Ringaskiddy Village.

The Public Realm enhancement of Ringaskiddy Village was also undertaken as part of the M28 Cork to Ringaskiddy Project. The scheme provides an active travel route along the existing N28, through the village of Ringaskiddy and on to the L2545 between the signalised junction with the R613 and the car park at Gobby Beach. A new shared use pedestrian/cycle facility was provided on the north side of the N28. Public Realm improvements to the village centre were undertaken, and include new paving, landscaping and junction improvements. Speed reduction measures in the form of gateway features and raised pedestrian crossings are also included.

M28 Cork to Ringaskiddy Project – Current scheme status

M28 Cork to Ringaskiddy project entities	Current scheme status
M28 Motorway Project	Proposed completion date – 2028
Ringaskiddy Relief Road (Protected Road)	Proposed completion date – Q1 2026
Ringaskiddy Urban Realm Project	Substantially complete.

M28 Project interaction with the Ringaskiddy Resource Recovery Centre

M28 Motorway

The M28 motorway route from the Interchange with the N40 (Bloomfield Interchange) to the R613 Carrigaline to Ringaskiddy Road at Barnahely does not interact with the Ringaskiddy Resource Recovery Centre.

Ringaskiddy Relief Road (Protected Road)

The route of the Ringaskiddy Relief Road, an approximately 1.5km of single carriageway road from the proposed Barnahely Roundabout on the R613 to the existing N28 to the east of Ringaskiddy Village. The location of the Ringaskiddy Roundabout transects the proposed Ringaskiddy Resource Recovery Centre's planning boundary as can be seen in the submitted Proposed Composite Site Layout Plan, drawing no. 1434-106. See Figure 1 below.

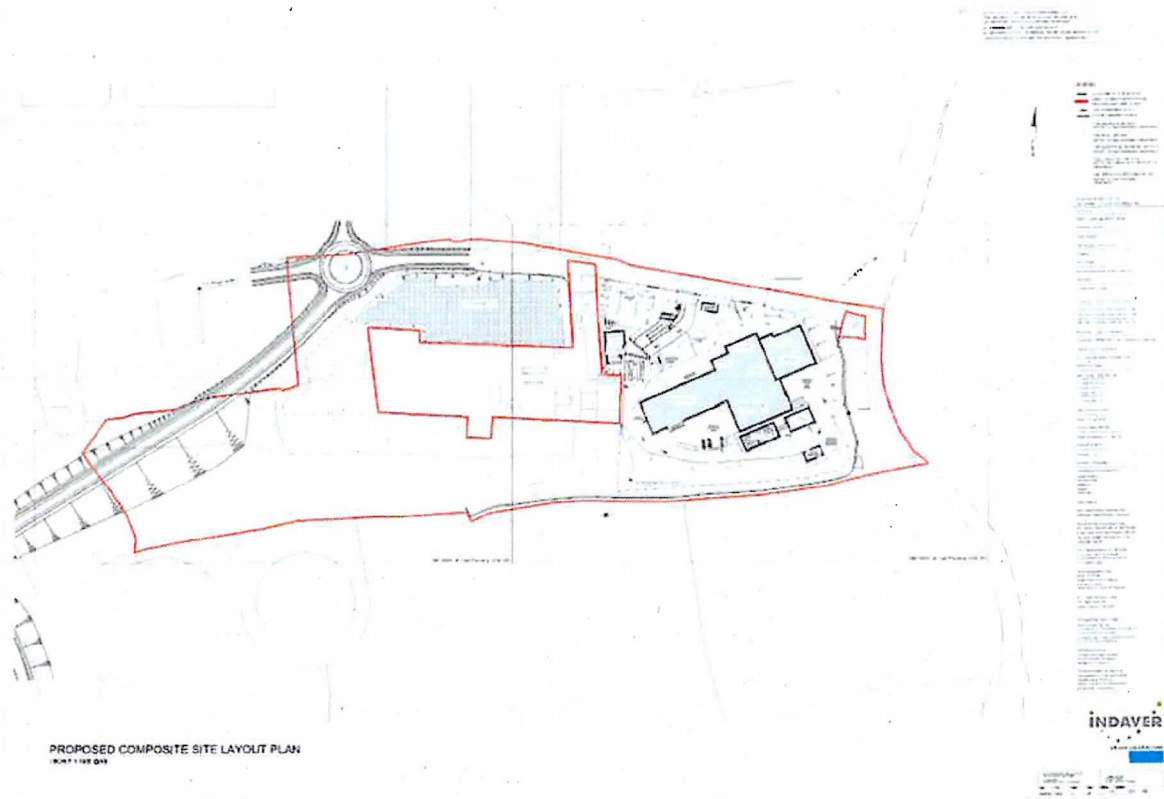


Figure 1: Proposed Composite Site Plan with Ringaskiddy Relief Road within planning boundary.

Significant earthworks to reduce the ground level were undertaken in the roadway within the planning boundary. A large number of services were installed and others diverted as part of the project within the planning boundary. See Figure 2 below:

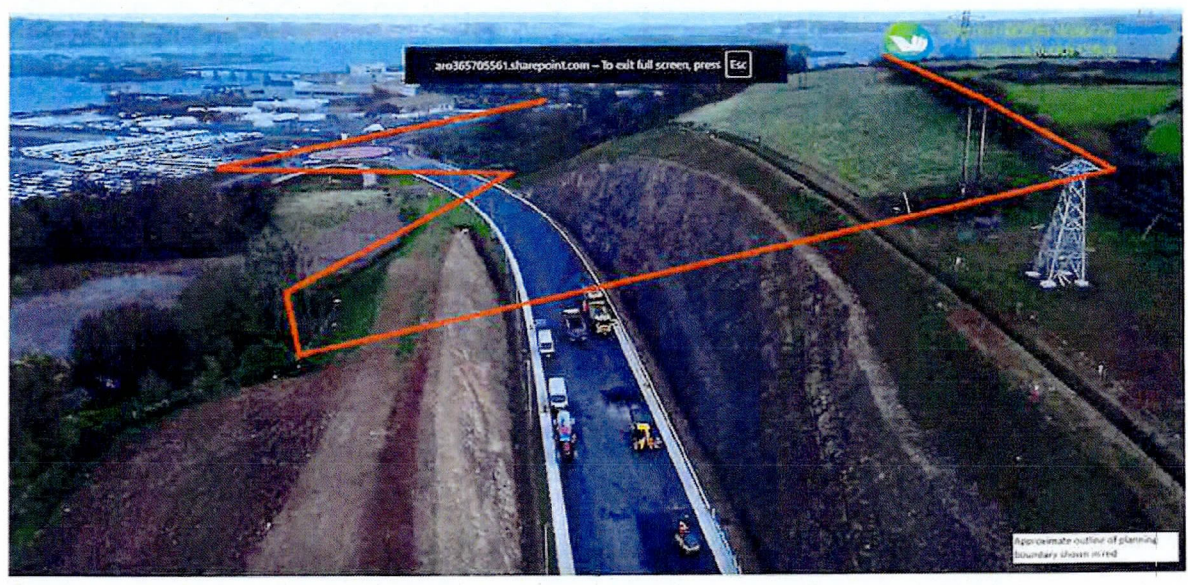


Figure 2: Approximate line of planning boundary relative to M28 project

The submitted drawing *Overall Foul Drainage layout* Drawing no. C000-020, indicates that the proposed Ringaskiddy Resource Recovery Centre's foul rising main will be installed from the entrance to the facility, travelling west to an existing public sewer. It appears that this pipe network would travel under the recently laid surfacing for the road upgrade to the L2545 undertaken on both the Ringaskiddy Urban Realm Project and the Ringaskiddy Relief Road. The proposed rising main is also designed to be installed under the newly constructed Ringaskiddy Roundabout, including its paved central island. See Figures 3 & 4.

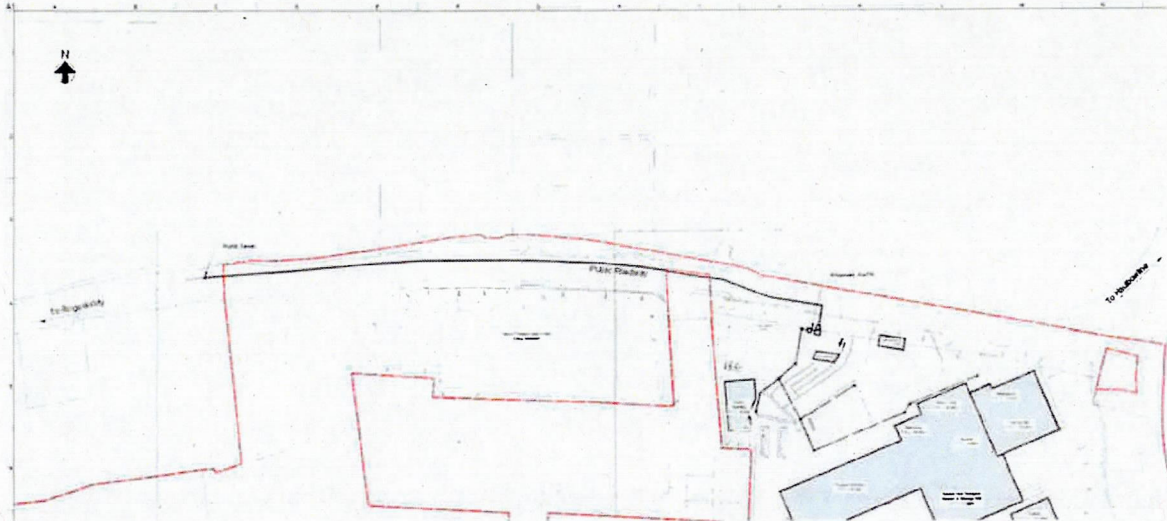


Figure 3: Overall foul drainage layout (excerpt from drawing C000-020)



Figure 4: Proposed foul drainage horizontal alignment relative to M28 project

Ringaskiddy Urban Realm Project

The scheme provides an active travel route along the existing N28, through the village of Ringaskiddy and on to the L2545 between the signalised junction with the R613 and the car park at Gobby Beach. A new shared-use pedestrian/cycle facility was provided on the north side of the N28. Public Realm improvements to the village centre were undertaken, and include new paving, landscaping and junction improvements. Speed reduction measures in the form of gateway features and raised pedestrian crossings are also included.

A large portion of the Ringaskiddy Urban Realm project footprint coincides with the Ringaskiddy Resource Recovery Centre planning boundary, approximately 345m of the recently completed 3.5m shared footway/cycleway to the north of the L2545 road is within the planning boundary.

The submitted drawing *Raised Section of L2545 Road Plan & Longitudinal Profile Drawing no. C000-004*, indicates that the existing road elevation is to be increased from chainages 50 -220m approx., see Figure 5. It appears that the maximum increase in elevation occurs at chainage 150m, the road elevation is to increase by 872mm, from 2.605m to 3.477m. The implication that the increase in elevation of the existing roadway from chainage 50-220m approx. on the shared/footway and the existing services is unclear.

The submitted drawing *Proposed L2545 Road Raising Typical Sections Drawing no. C000-007* indicates a 3m minimum shared use footpath with a 1m wide wildflower verge to the northern side of the L2545.

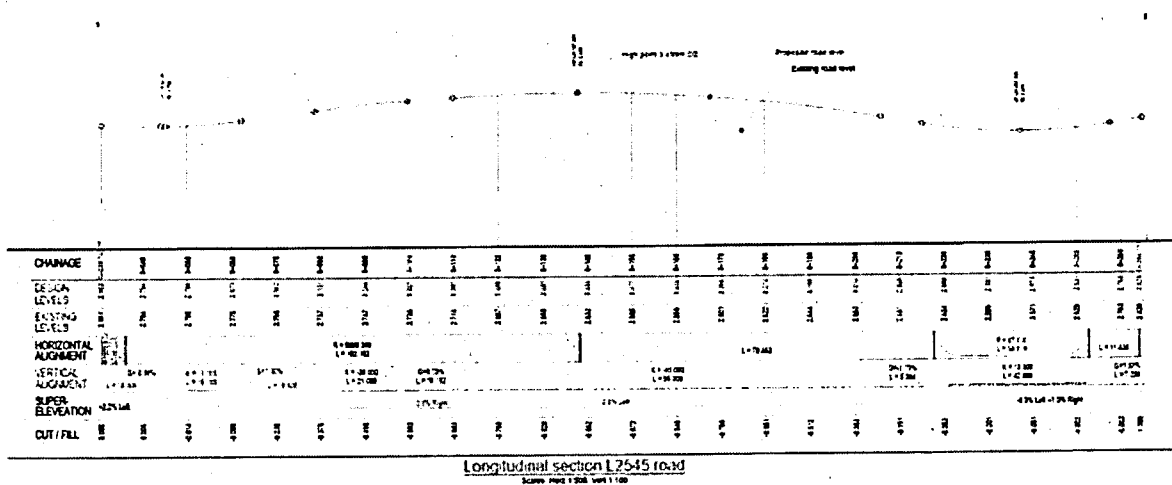


Figure 5: Proposed longitudinal section L2545 road (excerpt from drawing C000-004)

Existing underground services

Many of the existing services on the L2545 road including storm water drainage were upgraded as part of the Ringaskiddy Urban Realm Project, it is unclear what impact the increase in elevation of the L2545 road would have on these services.

There is an existing ESB 220kV circuit on the southern side of the L2545 road to Gobby strand and under the west channel to Whitegate, it is unclear the implications if any on this significant circuit of increasing the elevation of the L2545 road.

Existing 450mm diameter storm water runoff pipe

The L2545 road is currently drained by a 450mm diameter storm water runoff pipe. This was recently replaced as part of the Ringaskiddy Urban Realm Project due to being in a poor state of repair. The existing 450mm diameter storm water runoff pipe currently serves the Hammond Lane facility as well as the Haulbowline Road. The Ringaskiddy Resource Recovery Centre's drainage design shows 2no. proposed 1,500mm diameter storm water runoff pipes discharging into the existing 450mm pipe to the west of Gobby strand. This arrangement may surcharge the existing network.