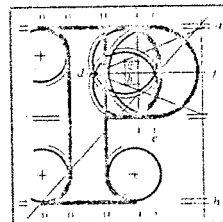


Our Case Number: ABP-318802-24

Planning Authority Reference Number:



**An
Coimisiún
Pleanála**

Irene Lynch Fannon & Tom Fannon
1 Mount Carmel
High Road
Cobh

P24 TW59

Date: 19 November 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. Please accept this letter as a receipt for the fee of €50 that you have paid.

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

Kevin McGettigan
Executive Officer
Direct Line: 01-8737263

PA04

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Ríomhphost

Tel
LoCall
Fax
Website
Email

(01) 858 8100
1890 275 175
(01) 872 2684
www.pleanala.ie
communications@pleanala.ie

64 Sráid Maoilbhríde
Baile Átha Cliath 1
D01 V902

64 Marlborough Street
Dublin 1
D01 V902

1 Mount Carmel, High Road, Cobh P24 TW59

15 November 2025.

Re: PAO4 318802 Indaver Incinerator Plan

A Chara,

We write regarding the above application. Indaver has intended to build a waste incinerator plant at this site in Ringaskiddy for over 20 years (an entire generation). Following many years of applications, objections from residents and groups based in the lower harbour and finally, the quashing of its original application in 2021 by the High Court on the grounds of objective bias of some of the actors because of their connections to both the planning authority and to Indaver, this company has now resuscitated this application.

The character of Cork Harbour has changed completely in the intervening period.

Irish Steel closed in 2001. During its time in Cork Harbour Irish Steel was considered to be a major source of employment and an 'industry' for the area. In hindsight, the disadvantages to this industrial activity far outweighed the benefits.

Between 2011 and 2021 the Irish state was forced to carry the cost of the clean-up of this so-called corporate benefactor. The cost totalled €61 million.

In 2021, the Cork Lower Harbour Main Drainage Project was completed at a cost of €144 million, a project undertaken by Uisce Eireann and Cork County Council. This successful project led to the "elimination of the equivalent of 40,000 wheelie bins of raw sewage being dumped into the harbour every day" (Uisce Eireann)

These are two significant state funded projects costing €200million. Other strategically significant developments are the Maritime College, an increased emphasis on naval security and aviation safety.

Furthermore, in the intervening period, tourism and heritage have become significant aspects of harbour activities. As examples, Spike Island has become a major European tourist attraction and Port of Cork has generated a significant tourist industry with over 90 cruise liners welcomed to Cobh and to Ringaskiddy in 2025 bringing nearly 200,000 tourists to the area.

Clean industry in the area has led to significant population growth, many attracted by the considerable natural beauty of the harbour and the amenities available for swimming, sailing, rowing and other sports in the lower harbour. This reality is echoed in the National

Planning Framework Project Ireland 2040 which describes Cork Harbour as “a strategic location of natural amenities, port activities, industry, marine sector research and development, tourism, heritage, and harbour settlements.” (1.2) and continually refers to Cobh and Passage West, amongst other towns as significant ‘metropolitan towns’ which will support the growth plans for Cork. Rail services are to be upgraded to support the growth of Cobh in its relationship to the growth of Cork city as “as an international centre of scale ...well placed to complement Dublin but [which] requires significantly accelerated and urban focused growth to more fully achieve this role”. (2040, 1.0).

It is difficult to see how in light of these significant changes, considerable infrastructure investment in the intervening 20 years by the Irish state, and ambitious plans for further growth, that a corporate entity such as Indaver can seriously claim that this particular activity, in this particular location is now in keeping with any of the following:

Attaining the objectives of the national planning and framework policies.

Complementing the state’s regional spatial and economic strategy.

It is quite simply the wrong site, the wrong time, (a site acquired over a quarter of a century ago), and the wrong plan for an incinerator of this size and capacity.

Professor Irene Lynch Fannon, Tom Fannon.