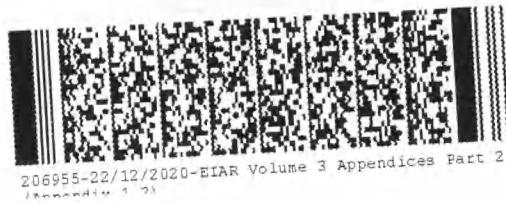

**Appendix 1.3
Public Consultation
Presentation**





**BELVELLY
PORT
FACILITY**

Belvelly Marino Development Company DAC

This presentation provides an overview of proposed development at Belvelly Port Facility, Marino Point, Cobh, Co. Cork. The proposed development will be the subject of a joint planning application between Goulding and Belvelly Marino Development Company (BMDC)

Public Consultation Information

Proposed Planning Application
at Belvelly Port Facility,
Marino Point, Cobh, Co. Cork

Structure of Presentation

- | | |
|---|--|
| 1 | Introduction |
| 2 | Overview of Applicants |
| 3 | 2019 Planning Application for Site Development Works |
| 4 | Description of Proposed Development |
| 5 | Goulding's Proposed Operations |
| 6 | BMDC's Proposed Operations |
| 7 | Preparation of planning application |
| 8 | Next Steps |

1 Introduction



Purpose of Presentation

- This presentation provides an overview of the proposed development at Belvelly Port Facility, Marino Point, Cobh, Co. Cork.
- It also outlines the Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) that are being prepared in support of the application.
- The proposed development will be the subject of a joint planning application between Goulding and Belvelly Marino Development Company (BMDC).
- This application relates to:
 - The relocation of the Goulding fertiliser facility from the south docklands in Cork City to the Belvelly Port Facility, and
 - Additional BMDC port operational use of the existing jetty to facilitate general dry cargo vessels at the Belvelly Port Facility.
- An application for site development works at the Belvelly Port Facility has already been submitted to Cork County Council (Ref: 19/6783) by BMDC.

Public Consultation Approach & Covid-19

- It had been intended to hold public meetings to discuss the information provided in this presentation, but this is now not possible, due to the restrictions applied by the Covid-19 measures on public gatherings.
- This presentation is being made available on-line to inform people of the planning application currently being prepared. It is intended to submit the planning application to Cork County Council in early May.
- You may email any comments you have on the proposed application to the design team at info@belvellyportfacility.ie Comments received will be addressed as appropriate in the EIAR and NIS which will be submitted with the application.
- You will have the opportunity to make a formal observation to Cork County Council when the application has been lodged.
- The Government has announced emergency planning measures, which will protect the rights of people to comment on planning applications submitted during the timeline of Covid-19 restrictions. Details on these measures can be found here – <https://www.housing.gov.ie/>

Background to Joint Application

- The former Irish Fertiliser Industries (IFI) site at Marino Point was acquired by Belvelly Marino Development Co. DAC (BMDC) in 2017.
- BMDC is a Public Private Partnership between Lanber Holdings and the Port of Cork Company (POCC). BMDC acquired the land with a view to redeveloping the site in line with the existing port-related industrial zoning objective for Marino Point.
- Since 2017, BMDC have developed an overall master plan for the site, referred to as the **Belvelly Port Facility**.
- An application for site development works at Belvelly Port Facility has been lodged with Cork County Council (Ref 19/6783).
- Goulding wish to relocate their operations currently located at Cork Docklands to the Belvelly Port Facility.
- In parallel with the relocation of Goulding's operations, BMDC are proposing additional use of the existing jetty at the Belvelly Port Facility for general dry cargo vessels.
- As Goulding's relocation and BMDC additional use of the jetty are to happen within the same timeline, a joint planning application, EIAR and NIS are being prepared.

The Belvelly Port Facility

- The Belvelly Port Facility site is located on a small peninsula on Great Island, approximately 5km north of Cobh, County Cork. It includes an area of approximately 46 hectares. It is a predominantly flat site situated adjacent to Lough Mahon in Cork Harbour.
- The northern boundary is adjacent to intertidal mudflats and sandflats which form part of the Natura 2000 network; the Great Island Channel SAC and the Cork Harbour SPA.
- There are three recorded monuments located to the south of the site.
- The site is of particular value for Port-related industry as it is served by a jetty measuring approximately 210m x 20m with a shore access viaduct.
- The site has an industrial history, with Irish Fertiliser Industries (IFI) operating a facility on the site up until 2002.
- MarinoChem (formerly Dynea Ltd) is currently the only facility operating at the Belvelly Port Facility, located at the north-western corner of the site.



2 Overview of Applicants

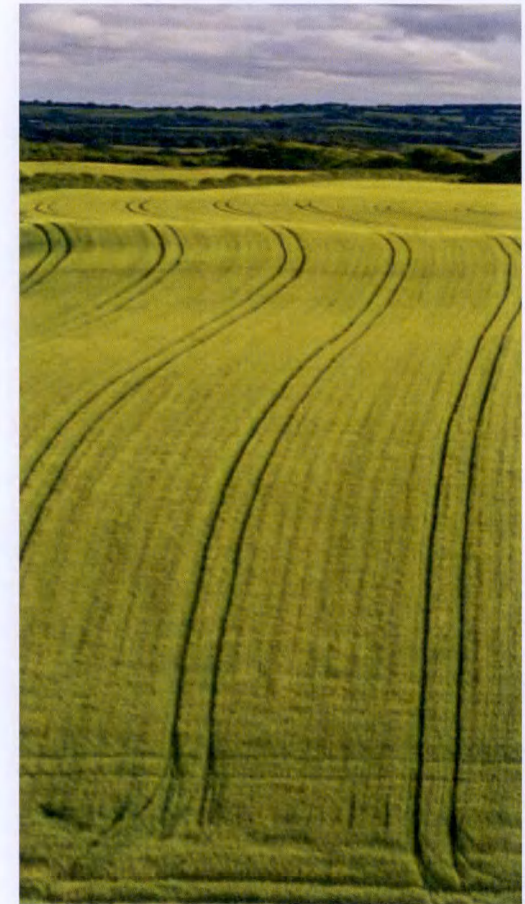


Goulding



Goulding's Company Background

- Goulding was founded in 1856 in Cork.
- Operating from its city centre location at Centre Park Road, Cork since 1955.
- Ireland's leading wholesaler of agricultural fertilisers:
 - Import, Blend, Package, Wholesale of Granular Fertilisers
 - 5 blending facilities in Ireland (Cork, Askeaton, New Ross, Ardee, Derry [NI])
 - Customer Base includes Co-Op's and Agriculture Merchants
 - Average Employees in Ireland c.100 employees (Cork c. 20)
- Goulding is a 100% subsidiary of Origin Enterprises Plc:
 - Origin (formerly IAWS plc) traces back to 1890
 - Acquired Goulding in 1985
 - International Agri Services Group, headquartered in Ireland



Goulding

Origin Enterprises Plc



- » Origin Plc is an International Agri Services Group
- » Supplies Crop Inputs (e.g. Fertiliser, Seeds, Chemicals) , Technologies and Agronomical Advice to Distributors and Farmers
- » Operates across Ireland, UK, Europe and Brazil



Customers
50,000 +



Locations
7 Countries



Employees
2,500 +



Customer
Profile
100-10,000 ha

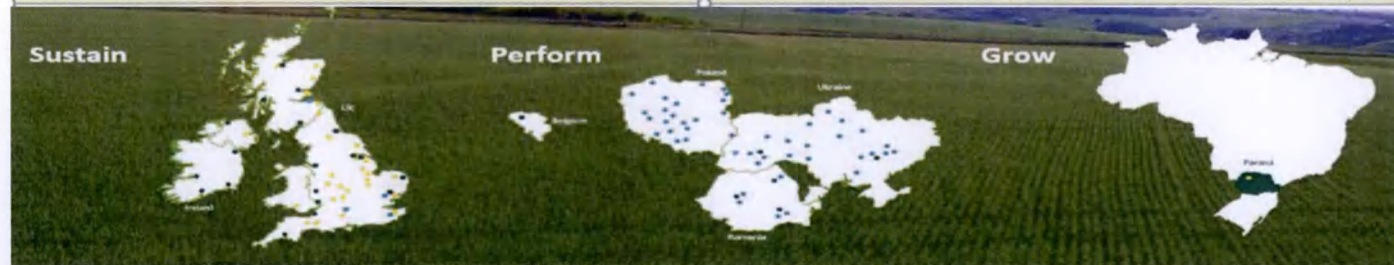


Revenue
€1.8bn

Sustain

Perform

Grow



Goulding Origin – Main Businesses



Fertiliser



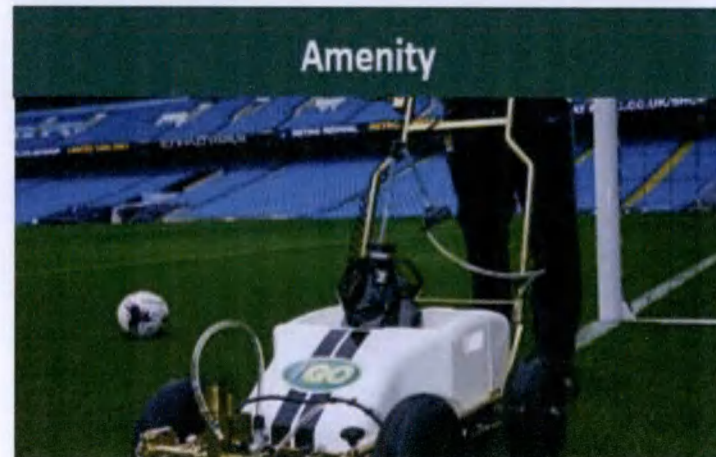
Direct Farm



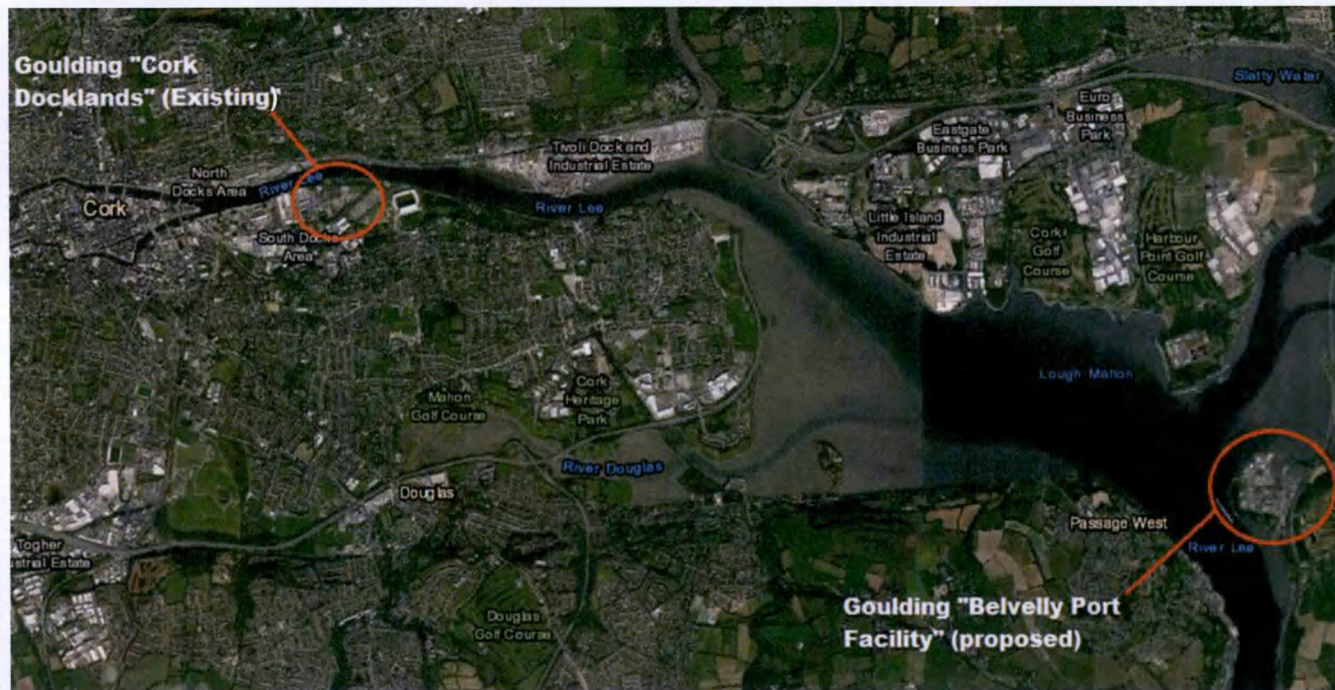
Feed Ingredients



Amenity



Goulding's Relocation from Cork City



- Goulding has operated from their city centre location at Centre Park Road, Cork since 1955.
- The proposed relocation is vital to free up the city quays for future mixed-use developments and is in accordance with the City Docks Local Area Plan currently being developed by Cork City Council.
- The relocation is also in keeping with the Cork County Development Plan and the Cork Area Strategic Plan which highlight the strategic potential of Marino Point for the development of Cork Harbour.

Belvelly Marino Development Company



BMDC – Company Background

- BMDC is a Public Private Partnership between Lanber Holdings and the Port of Cork Company. Marino Point was acquired by Belvelly Marino Development Company in 2017.
- The Port of Cork is the key seaport in the south of Ireland and is one of only two Irish ports which service the requirements of all six shipping modes i.e. Lift-on Lift-off, Roll-on Roll-off, Liquid Bulk, Dry Bulk, Break Bulk and Cruise.
- BMDC have prepared a masterplan which sets out the strategic approach of BMDC towards realising the potential of the Belvelly Port Facility as a dynamic industrial hub within the Port of Cork.
- An application for site development works at the Belvelly Port Facility has already been submitted to Cork County Council by BMDC (Ref. 19/6783).



3

2019 Planning Application for Site Development Works



- An application for site development works at the Belvelly Port Facility was submitted in November 2019 to Cork County Council (Ref: 19/6783). An EIAR and NIS were prepared in support of that application. A public consultation event to present the project was undertaken by BMDC as part of the application process.
- The proposed site development works included demolition, site infrastructure improvements, and utility upgrade works to stabilise the existing site and to provide capacity for future industrial development proposals at the Belvelly Port Facility, Marino Point, Cobh.
- Demolition will comprise site clearance and demolition of the existing derelict super structures, sub structures redundant services. Site infrastructure improvements will include new internal roadways, site lighting, widening of the jetty access road, infilling of the lagoon, site levelling works, and development of a new railway connection.
- Utility upgrades will include new surface and foul water drainage, including wastewater treatment plant and provision of site services including a new 10kv substation.
- The current joint application does not involve any changes to the application submitted to Cork County Council in 2019.


2019 Site development works application at Belvelly Port Facility



4

Description of Proposed Development

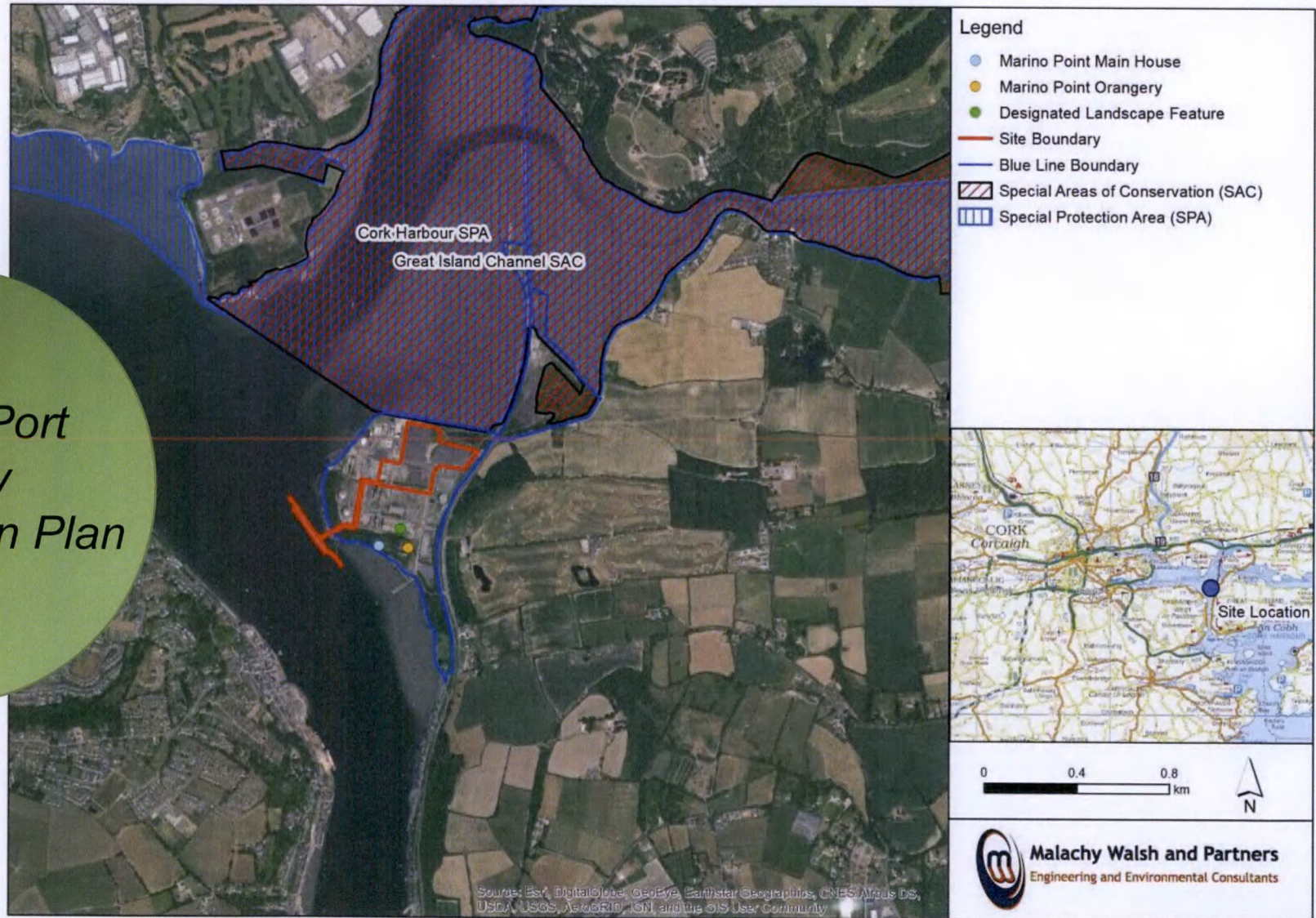




*Description of
Proposed
Development*

- The proposed development at the Belvelly Port Facility will consist of two main elements; the construction and operation of a fertiliser blending and bagging facility, and additional port operational use of the jetty to facilitate general dry cargo.
- The proposed fertiliser facility will consist of:
 - Importation of bulk granular fertiliser at the existing jetty.
 - A storage warehouse;
 - A bagging and palletising facility;
 - An office building to support customer service and weighbridge operations;
 - Outside paved storage area, weigh-bridges, access control and security facilities
- Cargo types proposed in the additional port operational use of the jetty will include.
 - Timber logs, woodchip, machinery parts, deep sea maintenance & exploratory vessel engineering cargo, project cargo / breakbulk, berths for laid –up vessels and/or other miscellaneous dry cargo.
 - There will be no construction works associated with the additional port operational use of the jetty.
- It is projected that the average number of ships using the existing jetty will be approximately 90 per year (50 ships for Goulding operations and 40 ships for BMDC operations). This will average at approximately 2 ships per week.
- A site location plan and layout of the proposed development are provided in this presentation.

*Belvelly Port
Facility
Site Location Plan*



Goulding Proposed Site Layout Plan



5 Goulding's Proposed Operations



Goulding: Operations - Shipments

- Raw material (Bulk Granular Fertiliser) will be shipped into the existing jetty at Belvelly Port Facility.
- Granular fertiliser is a dry, dust-free material.
- Typically vessels carry 3kTn-5KTn.
- Operations will require approximately 50 ships per annum.
- The fertiliser will be offloaded using mobile cranes with a grab.
- The grab ensures that wind borne loss of fertiliser is kept to a minimum.
- The grab will be lowered into a hopper and the fertiliser transferred into covered trailers for delivery to our store.



Goulding: Operations - Storage

- Fertiliser is held in individual bays within our stores to ensure segregation of the different analyses of fertiliser that are shipped.
- The fertiliser is transferred directly from the trailer into the relevant bay or via a conveyor system which mechanically transfers the fertiliser from the trailer into the designated bay.
- All of these activities are undertaken within our covered store.



Goulding: Operations - Blending

- Business operates a batch blending system to ensure quality and accuracy of finished product.
- Blending is a physical process and does not involve any chemical process.
- Each finished product has a specific analysis in terms of nutrients. This translates into a specific formulation or bill of materials.
- Raw materials are transferred from the individual bays into a hopper and then to a mixer unit. Blending process is undertaken and the finished product transferred for bagging.
- All the operations are conducted within the production building.
- There are multiple formulations to produce different analyses.



Goulding: Operations - Packaging

- Fertiliser supplied in various packs
 - 50kg
 - 500kg
 - Bulk
- The packaged fertiliser is palletised and wrapped with protective hooding.
- The fertiliser is transported by forklift from the production line to the yard outside for storage.




Goulding: Operations – Storage and Distribution

- Finished Product is stored outside and is protected from the weather.
- Distribution organised by Goulding or collected by the Customer.
- Customers include Co-Ops and Merchants located principally in Co. Cork and adjoining counties of Tipperary and Waterford.



6 BMDC Proposed Operations





BMDC – Proposed Operations

- The jetty at the Belvelly Port Facility site is currently used to export dry cargo (wooden logs), as a lay-by berth for Port work vessels and to moor occasional vessels for safe harbour or minor maintenance work .
- In addition to shipping associated with Goulding's operations, it is proposed that a maximum of 40 ships will berth at the jetty each year, carrying dry bulk and break-bulk material. (In general, 15 – 20 vessels are anticipated each year.)
- The cargo types proposed will include logs, woodchip, machinery parts, deep sea maintenance & exploratory vessel engineering cargo, and/or other miscellaneous dry cargo.
- The capacity of the ships will range from approximately 1,000 to 15,000 tonnes.
- The frequency of cargo vessels will be variable and be subject to the various customers' needs.
- On average, ships will be berthed for 1 to 2 days to offload / load cargo but may be longer depending on weather conditions.

- Dry and break-bulk material will be imported and exported using cargo vessels and will be offloaded and loaded at the jetty.
- The following procedures will be employed for the exportation of dry bulk cargo e.g. Timber logs:
 - Dry bulk cargo (logs or similar) will be transported to the Belvelly Port Facility in the weeks prior to the arrival of the vessel and stored in a laydown area.
 - The logs will then be loaded onto the vessel over a period of two days using two no. LH60 Material Handling Machines cranes (or similar) on the jetty.
 - Pre-checks and loading sequence will be undertaken and agreed prior to all loading/unloading operations. All loading/unloading of cargo on the jetty will adhere to the operational management plan.
 - The material handling machines will utilise 360-degree grab attachments to load the cargo onto the vessel. The material handling machine will lower the cargo into the hull of the vessel before opening the grab to release the cargo. This process will be repeated until all of the cargo has been loaded.
 - Road sweepers and manual sweeping will be undertaken on a continual basis as required throughout the loading/unloading procedure.
 - Once the vessel is fully loaded, the jetty will then be fully swept of any debris and any waste collected and sent to the appropriate waste facility.
- The importation procedure will be the reverse of above. Cargo will be unloaded, laid down and subsequently repackaged in varying load sizes for distribution by trucks.

BMDC – Operational Practices



Dry bulk cargo handling: e.g. Woodchip

- Two LH60 Material Handling Machines cranes and hoppers will be installed on the jetty. Pre-checks and unloading sequence will be undertaken and agreed prior to discharge.
- Truck drivers will take particular care to park in a central position under the hopper chute.
- Cranes will utilise clamshell grabs with spill plates installed to unload the cargo from the vessel. Grabs will be lowered fully into the hopper before opening to discharge cargo.
- Cargo is then released into the back of trucks via the hopper.
- Once trucks are loaded, cargo is transported along the site's internal roads to the exit gate for dispatch to receiving facilities off-site.
- Road sweepers and manual sweeping will be undertaken on a continual basis as required.
- The procedures for the export of bulk cargo will be the reverse of that described above.



General cargo handling: e.g. Machinery parts


- The cargo will either be bagged, crated or loose project cargo. This cargo could be both imported and exported from the site.
- In the case of importation, this cargo will be lifted off onto the jetty via a mobile crane or the ships own Hi-Ab crane. Cargo will then be loaded onto a curtain sided or flatbed trucks via a forklift or crane and transported off site.
- In the event of such cargo being exported, the reverse will occur.



7

Preparation of Planning Application





Planning Application Process

- A joint planning application is currently being prepared by Goulding and BMDC. It is intended that this application will be submitted to Cork County Council (CCC) in early May 2020.
- Consultation with statutory bodies, such as CCC and the National Parks and Wildlife Service (NPWS) has been undertaken as part of the EIA and Appropriate Assessment process.
- The application will include the following documentation:
 - Planning Statement
 - Screening for Appropriate Assessment and Natura Impact Statement
 - Flood Risk Assessment
 - Stage 1 Road Safety Audit
 - Environmental Impact Assessment Report (Volumes 1-3)
 - Infrastructure and Architectural Drawings
- Public observations to the planning application can be made to Cork County Council when the application is lodged. In line with emergency planning measures, due to Covid-19, the timeline for public consultation will be extended. For further information on these measures see <https://www.housing.gov.ie/>

Environmental Impact Assessment Report

- An Environmental Impact Assessment Report (EIAR) is being prepared to accompany the planning application.
- The EIAR will be available for review along with all other planning documentation when the application is submitted.
- Comments to the design team on issues to be considered in the EIAR should be forwarded to: info@belvellyportfacility.ie by Tuesday 30th April 2020.

EIAR Study and Assessment Areas	Specific topics
Potential Impacts on Population and Human Health	Noise and Vibration Landscape and Visual Major Accidents and Natural Disasters Traffic Air Quality and Climate Land, Soils and Water
Potential Impacts on Landscape and Visual Resources	Changes in character and views Visual Impacts
Potential Impacts on Hydrology and Hydrogeology	Water Quality Water courses and Drainage regime Surface water run-off and Control Flood Risk Assessment
Potential Impacts on Material Assets	Utilities Archaeology and Cultural Heritage Waste Management
Potential Impacts on Biodiversity and Natura 2000 Sites	Aquatic Ecology Terrestrial Ecology Appropriate Assessment Bird populations
Potential Impacts on Roads and Infrastructure	Traffic and Transport Traffic Management Visual Impacts

Appropriate Assessment (AA)

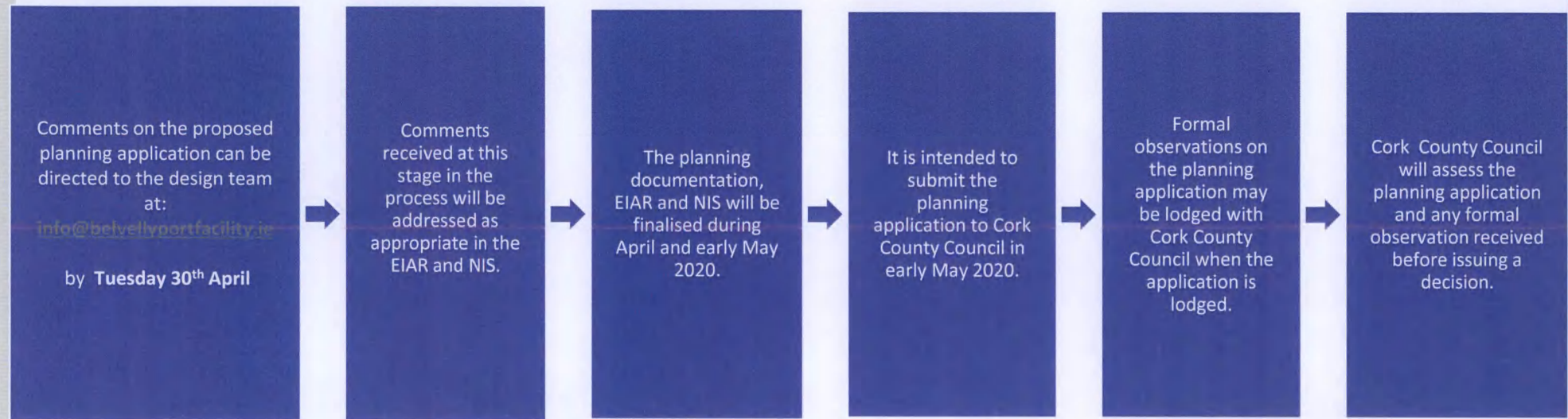
- An Appropriate Assessment (AA) is an evaluation of the potential impacts of a plan or project on the conservation objectives of a Natura 2000 site.
- The northern boundary of the site is adjacent to intertidal mudflats and sandflats which form part of the Natura 2000 network; the Great Island Channel SAC and the Cork Harbour SPA.
- A Stage 2 Natura Impact Statement (NIS) is being prepared to support the planning application.
- Consultation with the NPWS and CCC has been undertaken as part of this assessment.
- The competent authority, in this case, Cork County Council carries out the AA, based on the NIS and any other information it may consider necessary.



8 Next Steps



Next Steps...



For further information on emergency planning measures refer to <https://www.housing.gov.ie>

Thank you for taking the time to review this presentation.

Please email any comments to the Design Team on info@belvellyportfacility.ie by Tuesday 30th April 2020.

