

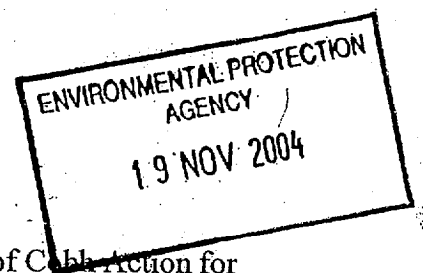
DJ (3) 186-1

Gort na Fleur
High Road
Cobh
Co Cork

18 November 2004

Licensing and Control Division
EPA Headquarters
P.O. Box 3000
Johnstown Castle Estate
County Wexford

RE: Registration Number WL 186-1
Draft Licence – Indaver Ireland



Dear Sir/Madam

With regard to the above application I wish to register on behalf of Cork Action for Clean Air our objections to the granting of the Draft Licence to Indaver Ireland.

Our objections are as follows:-

1. Flooding
2. Health
3. Climatic conditions of Cork Harbour

FLOODING

On 27 October 2004 severe flooding occurred in the Cork region. In particular the Great Island was completely cut off from the mainland. Its main exit route, Belvelly Bridge, a small narrow hump back bridge was completely impassable. Routes to and from the Island were completely blocked due to flooding on both sides of the bridge. The impact of this meant that for three hours no entry to and exit off the Island was possible. The only other exit route, the Cross River Ferry at Carrigaloe, was unable to run due to adverse weather conditions. The flooding and tidal levels were such that the ferry would have landed in the carpark if the service continued to operate. Spring tides are well known to happen in the area and together with the torrential rain this made the problem even worse. So on the 27 October 2004 (ironically the date the Draft Licence issued) 16,000 could not get on or off this Island. This is a major residential area with ongoing residential development with very limited infrastructure to and from the Island.

HEALTH


Dr Kelly, Director of the EPA, raised concerns about the monitoring of the health of people living near waste sites. She said she would support the implementation of systems which would help alleviate the concerns of people about the health impacts of these facilities. We would like to know what reassurances Dr Kelly received from the Dept of Health in relation to this matter.

CLIMATIC CONDITIONS OF CORK HARBOUR

Due to the inversions in the Harbour and the close proximity of Cobh to the incinerator site why were results of air modeling from Cork Airport which is over 500ft over sea-level submitted as suitable. Do the EPA consider that Cork Airport and Cork Harbour are comparable with regard to air modeling?

In conclusion, we want an opportunity to present our concerns at an Oral Hearing given that very significant matters were raised at the An Bord Pleanala Oral Hearing and these matters remain unresolved and we believe materially affect the granting of this licence. Therefore, I enclose a cheque to the amount of 253.95 Euro to cover the fee involved.

Yours faithfully,


MARY HURLEY
On behalf of Cobh Action for Clean Air

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