

# Dundalk Bay to Carlingford Greenway

## Public Consultation No. 2 Feedback Report

D2CG-RODA-PMM-SW\_AE-RP-ZH-200001

February 2025



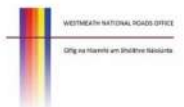
Rialtas na hÉireann  
Government of Ireland  
2040



An Roinn Iompair  
Department of Transport



Dundalk Bay to  
Carlingford  
Greenway





# Dundalk Bay to Carlingford Greenway

## Public Consultation 2 Feedback Report

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## 1. INTRODUCTION

This public consultation feedback report has been prepared to assess and then summarise the feedback received from Public Consultation No. 2, Route Corridor Options, held between 19<sup>th</sup> of June 2024 and the 6<sup>th</sup> of September 2024 in person and online through the project website at [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie).

The in person public consultation event was held at the Ballymascanlon hotel, on the 19<sup>th</sup> of June 2024 between 3pm and 8pm with members of the Louth County Council, Westmeath National Roads Office and Roughan and O'Donovan – AECOM Alliance available to present the options and guide the public through the presented material, the proposed route corridor options and answer queries from the public. The purpose of the non-statutory public consultation event was to:

- build upon the information gathered in the first non-statutory consultation;
- present the route corridor options for the greenway to the public;
- inform the public of the process and the programme for the project;
- invite the public to submit comments and observations on the information presented so as to inform the refinement of the Route Corridor Options and to highlight issues and opportunities to be considered as part of the option selection process and future design development of the project; and
- gather relevant local information which may not have been previously known to the Project Team.

## 2. METHODOLOGY

Submissions from the public and interested parties were invited and feedback forms were available at the in-person event, on the Dundalk Bay to Carlingford Greenway project website for completion and submission online, via email or for download and submission via post. The feedback form contained a series of questions in relation to the Scheme and Route Corridor Options. The response to these questions and other issues raised was collated and analysed to inform the decision-making process.

### 2.1 Publicity

Members of the public were notified in advance of the Public Consultation Event by Louth County Council (LCC) with advertisements via the following channels:

- **Newspaper**

Advertisements for the public consultation were published in local newspapers on the week commencing 10<sup>th</sup> June 2024. The Dundalk Leader advertisement appeared on their 19<sup>th</sup> June edition. The notice stated the purpose of the Public Consultation, as well as the location and time of the event itself, a copy of the notice is included in Figure 2.1 overleaf. Copies of all newspaper notices are provided in Appendix A. The newspapers where the notice appeared are listed below.

The Dundalk Democrat

The Drogheda Independent

The Argus

The Dundalk Leader

# Council launch LEC Plan for Louth

**Donard McCabe**  
donard.mccabegundalkdemocrat.ie

Louth County Council has welcomed the official launch of the Louth Local Economic & Community Plan (LECP) which is set to shape the development of County Louth over the coming years.

The LECP was officially launched by members of the Louth Local Community Development Committee (LCDC) and members of the Louth Economic Strategic Policy Committee (ESPC).

The launch of the six-year plan follows a comprehensive public consultation process and subsequent consultation with economic and community development stakeholders.

The plan aims to guide economic and community development in the county.

Five high-level goals were adopted as part of the plan, including:

- Louth will work with all communities to help them reach their full economic and social potential.
- Louth will continue to develop entrepreneurship and the economic opportunities afforded by the county's strategic location.
- Louth will foster healthy, inclusive, diverse, creative and resilient neighbourhoods.
- Louth will actively lead on increasing the county's climate resilience, sustainability and biodiversity.
- Louth will have engaged, empowered, dynamic, resourced and connected communities.

A copy of the plan can be viewed at Louth County Council Customer Services Desks, copies are also available in all libraries, and can be viewed online at [www.louthcoco.ie](http://www.louthcoco.ie)



# Councillors slam Uisce Éireann

**Donard McCabe**  
donard.mccabegundalkdemocrat.ie

Councillors at the final Dundalk Municipal District meeting ahead of the local elections, slammed Uisce Éireann (formerly known as Irish Water) for its failure to respond to queries and its lack of communication.

Cllr Emma Coffey was first to raise the matter at the June meeting, commenting on "the state of the water in Dundalk", which she said was "a lovely range of browns".

Cllr Coffey said that as far as she was aware, the issue was affecting areas from Dromiskin and as far as Killeerley.

The Flanna Fáil councillor added that she has written to and rung Uisce Éireann, on the matter but is still waiting on an update.

Cllr Maeve Yore put forward that they as a collective write to the Minister to say that Uisce Éireann is "not fit for purpose".

"We're not getting any replies as elected reps never mind people who are trying to ring them", she added.

Cllr Yore further added



**Cllrs slammed Uisce Éireann for its failure to respond to queries**

that she has concerns over sewage capacity in Dromiskin, as well as a sink hole on Distillery Lane, that she has reported in the past four weeks, and that it was getting bigger.

Cllr Liam Reilly put forward that there needs to be a contact "that can at least respond" to queries, adding that he knows it is no longer a council responsibility but Uisce Éireann were "not responding at all".

Cllr Reilly added that "yet they will send out a bill to a local man for €3.5 million" to connect to the water supply, in relation to a housing development taking place in the area.

"It's ridiculous", he continued, "they communicate when they want to in relation to money. A €3.5 million bill exceeds all expectations."

In relation to the sewage works in Dromiskin, the Dundalk Carlingford councillor added that there was tankers of sewage leaving the plant "every single day."

**Comhairle Contae Lú**  
Louth County Council

**Temporary Closure of Road Section 75 Roads Act, 1993 (Roads Regulations 1994)**

Louth County Council hereby gives notice of its intention to close the South Dang, Marsh Road, R150 to vehicular traffic to facilitate main Water installing a new sewer pipeline.

The extent of the road closure will be from the South Dang/Marsh Bridge to Mill Road/R150 junction.

The road closure will be from 8.00hrs on Monday 08th July 2024 to 17.00hrs on Friday 19th July 2024.

Local access/emergency services will be maintained at all times.

Diversion for westbound traffic will be via Dublin Road (R132, Coibe Road, M1 Road). End Of Detour 8.2km

Diversion for eastbound traffic will be via B01 Road, Coibe Road, Dublin Road (R132). End Of Detour 8.2km

Any person who wishes to object to any of the closures should lodge an objection in writing (envelope clearly marked "Road Closure objection") to the undersigned not later than 12 noon on Friday 21st June.

Mr. William Walsh, Senior Executive Officer, Planning & Physical Development, Louth County Council  
11th June 2024

County Hall, Millstream Centre, Dundalk, County Louth A91 KFM5 | 042 9334657 | [www.louthcoco.ie](http://www.louthcoco.ie) | [info@louthcoco.ie](mailto:info@louthcoco.ie)  
Newspaper: [www.pressreader.ie/louth](http://www.pressreader.ie/louth)

**Comhairle Contae Lú**  
Louth County Council

**Dundalk Bay to Carlingford Greenway**

**Public Consultation No. 2 – Route Corridor Options**

Louth County Council (LCC) with the support of Transport Infrastructure Ireland (TII) invite the residents, property/landowners of Dundalk, Carlingford, and the surrounding areas, members of the public and other interested parties to participate in the second non-statutory public consultation (Option Selector) for the proposed Dundalk Bay to Carlingford Greenway project.

The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the corridor options and selecting the emerging preferred route corridor. The submissions in relation to the material presented at this consultation should be made by the 2nd August 2024.

This Route Corridor Options public consultation will take place in:

**Ballymacanor Hotel, Carlingford Road, Dundalk, Co. Louth, A91 PFS7**  
on  
**Wednesday, 19th June 2024**  
Between the hours of 10:00 and 20:00

Louth County Council staff and their Design Consultants will be available to discuss any queries or concerns regarding the project.

For additional project information, or to complete the feedback form online, please visit the project website at [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie)

County Hall, Millstream Centre, Dundalk, County Louth A91 KFM5 | 042 9334657 | [www.louthcoco.ie](http://www.louthcoco.ie) | [info@louthcoco.ie](mailto:info@louthcoco.ie)  
Newspaper: [www.pressreader.ie/louth](http://www.pressreader.ie/louth)

# Watters welcomes plans for works at Aghameen

**Donard McCabe**  
donard.mccabegundalkdemocrat.ie

Dundalk-Carlingford's Cllr Aotóin Watters has welcomed news that Louth County Council is to carry out safety works at Aghameen on the Jenkinstown Road.

Cllr Watters told the Dundalk Municipal District June meeting, the final meeting before the upcoming local elections, that on the road, up past the Magic Hill, there is a stretch of the road where there is no bank to stop cars going over the edge.

The Sinn Féin councillor advised the meeting that motorists might not be aware of the potential danger at the location and requested that safety works be carried out.

Replying to Cllr Watters, Senior Engineer Paddy Connolly told the meeting that it was one of the locations where Louth County Council intends to install a vehicle restraint barrier.



**Cllr Watters at Aghameen on the Jenkinstown Road**

Cllr Watters welcomed the news, commenting afterwards on social media that he was "delighted to receive confirmation that a vehicle restraint system has been approved at Aghameen on the Jenkinstown Road."

"I have been campaigning to address this dangerous stretch of road for some time now."

Figure 2.1 Public Consultation 2 Newspaper notice – Dundalk Democrat

- **Louth County Council Website**

On Louth County Council's web page, a notice for the public consultation was posted on the Council's Online Consultation Portal <https://consult.louthcoco.ie/en>

- **Radio**

The public consultation event was advertised on LMFM radio from the 7<sup>th</sup> June to the 19<sup>th</sup> June. There were three adverts per day from the 7<sup>th</sup> June to 10<sup>th</sup> June, increasing to six adverts per day between the 11<sup>th</sup> and 18<sup>th</sup> June and 3 adverts on the day of the public consultation event. The public consultation event advert was also advertised on the LMFM website.

- **Project Website**

The notice of the date and location of the consultation event was posted on the project website on the 11<sup>th</sup> of June 2024. The information presented at the public consultation event was available for viewing form 12:00 pm on the 18<sup>th</sup> of June.

## 2.2 Pre-Consultation Briefing of the Elected Members

It was not possible to hold a briefing session in advance of the public consultation event on the 19<sup>th</sup> June 2024 for the local councillors due to the timing of the local elections. A briefing was held during the consultation period on the 26<sup>th</sup> June following the consultation event.



### 3. PUBLIC CONSULTATION EVENT

The in person Public Consultation event was held at the Ballymascanlon Hotel on the 19<sup>th</sup> of June 2024 from 3 pm to 8 pm. Members of the project team from Louth County Council, Westmeath National Roads Office and Roughan & O'Donovan-AECOM were available to explain the process and provide clarification on the material presented.

The material presented included a series of display boards, which included maps and posters. These were also available to download from the project website. The display boards consisted of 8 posters explaining the proposed project development and 5 maps setting out the key constraints and Route Corridor Options. Figures 3.1 to 3.3 overleaf show the display board setup at the public consultation. These are listed below:

- Poster 1 - Introduction, What is a Greenway
- Poster 2 - Need for the Project – Benefits and Opportunities
- Poster 3 - Need for the Project – Objectives
- Poster 4 – The Process
- Poster 5 – Progress to Date
- Poster 6 - Route Corridor Options Assessment
- Poster 7 – Next Steps, Landowner Engagement
- Poster 8 - Have Your Say, Get in Touch
- Map 1 - Initial Route Corridor Options
- Map 2 - Feasible Route Corridor Options
- Map 3 - Key Ecological Constraints
- Map 4 - Key Hydrological Constraints
- Map 5 - Key Architectural, Archaeological and Cultural Heritage Sites

A copy of these display boards is provided in Appendix B of this Report and are available to download on the project website at <https://www.dundalkcarlingfordgreenway.ie/publications-pc2>.

Brochures outlining the consultation process including a plan showing the feasible route corridor options along with feedback forms, were available for all who attended to take away. Copies of the brochure and feedback form are included in Appendices B and C.

In addition to the public consultation material being available on the project website, an interactive map was also provided on the project website. This incorporates a search function that allows users to enter their address/Eircode to zoom in on their property. Figure 3.4 overleaf shows a snip of the interactive map.

Additional copies of the Feasible Route Corridor Option maps were laid out on tables in the venue for the public to view and discuss with the project team.

In total 205 people signed the attendance register, with many more in attendance who chose not to sign in, or only one member of a household signed the register. The design team estimate that the number of attendees was approximately 400.



**Figure 3.1 – Public Consultation 2 Display Board Setup**



**Figure 3.2 – Display Boards**



**Figure 3.3 – Display Boards**





### 3.1 Website

The Public consultation information was published on the website in advance of the in person public consultation event to include the display material for the public consultation, brochure and feedback form.

Included on the website was a GIS [Interactive Map](#), showing the feasible route corridor options and study area, overlaid on aerial mapping and the constraints on layers that could be tuned on or off to view the various constraints in the area relative to the options. A set of instructions on how to use the map were also included following initial feedback.

#### Dundalk Bay to Carlingford Greenway | Interactive Map



[Click here to view in Full Screen](#)

ArcGIS Online map hosted by Esri.

**Figure 3.4** Extract of the Interactive Map

Links to the project website were also provided on Louth County Councils Consultation Portal website <https://consult.louthcoco.ie/>.

### 3.2 Initial Feedback

Feedback received at the public consultation event, contact with Elected Representatives, feedback to the Council and to the Project Liaison Officer, indicated that there was a high level of concern that those potentially impacted had not been informed of the public consultation.

In response to this the time period for the public consultation was extended from the 2<sup>nd</sup> August to the 6<sup>th</sup> of September to allow for an extended period for submissions. This extension was advertised in the following newspapers on the week ending 3<sup>rd</sup> of August:

- Dundalk Leader
- Drogheda Leader
- Dundalk Democrat
- Argus
- Drogheda Independent
- Drogheda Life

The project website along with the Louth County Council consultation portal on their website were updated to reflect the extended consultation period.



During the consultation period a number of requests for the Feasibility Report were made, which had initially not been published on the project website. Following the request, the Feasibility Report was published on the 2<sup>nd</sup> July 2024 within the Publications section of the project website under [Reports](#).

### 3.3 Submission of Feedback

Comment feedback forms were made available to members of the public at the public consultation event, via the project website and were provided to Councillors for distribution following requests for additional feedback forms during the consultation period. Interested parties were given the option of:

- completing the online feedback form on the public consultation website;
- downloading the feedback form and submitting it to the project email address;
- Sending an email with feedback to the project email address;
- downloading the feedback form and posting a printed version; and
- completing the hardcopy feedback form issued at the public consultation event.

As noted on the project website, on the Louth County Council website, and the revised newspaper notices, all submissions were requested to be submitted by Friday 6<sup>h</sup> September 2024.

### 3.4 Public Response

Following the initial public consultation submission period and extension of the public consultation submissions period, the project gained significant coverage in local and national press and on broadcast media, with billboards erected on the main roads within the study area objecting to the greenway.

A number of public meetings were also arranged by the Peninsula Community Alert initially on the 8<sup>th</sup> and 9<sup>th</sup> of July with further follow up meetings to highlight the potential impacts of the project on residents within the study area.



Figure 3.5 Adverts for local meetings

A protest was organised on Friday 30<sup>th</sup> August to object to the greenway (see Figure 3.6 below), where over 1,300 submissions were delivered to County Hall, together with a petition with more than 2,300 signatures was presented to the elected members of Louth County Council.



Figure 3.6 – Protest at County Hall (source RTE.ie)



## 4. CONSULTATION FEEDBACK

### 4.1 Introduction

From the 8700 residential properties within the study area, a total of 1,601 individual submissions were received by Louth County Council, including a small number from outside of the study area. The following is a summary of how the submissions were received:

- 23 Postal submissions
- 127 Email submissions
- 27 Online submissions
- 16 filled out feedback forms at the public consultation event
- 1,408 submissions were hand delivered to Louth County Council and emailed to the project email address from the Protect Cooley Peninsula Group
- A petition with over 2,300 signatures from the Protect Cooley Peninsula Group

A number of people made individual submissions and also made a submission under the Protect Cooley Peninsula Group. These submissions have been treated as two separate submissions.

#### 4.1.1 Project feedback form

A hardcopy and an online version of the feedback form was provided which requested the publics' contact details (optional), their relationship to the project (Owner/occupier/other), if their property was located within any of the proposed feasible route options, and if they had any comments or concerns regarding the feasible route corridor options and the option selection process. A copy of the feedback form is included in Appendix C.

#### 4.1.2 Protect Cooley Peninsula Group feedback form

A feedback form was created by the Protect Cooley Peninsula Group which requested the publics' contact details (optional) and asked whether they support or object to the proposed greenway project. The last field of the feedback form was for questions.

The form contained the following questions under the 'Have Your Say' section

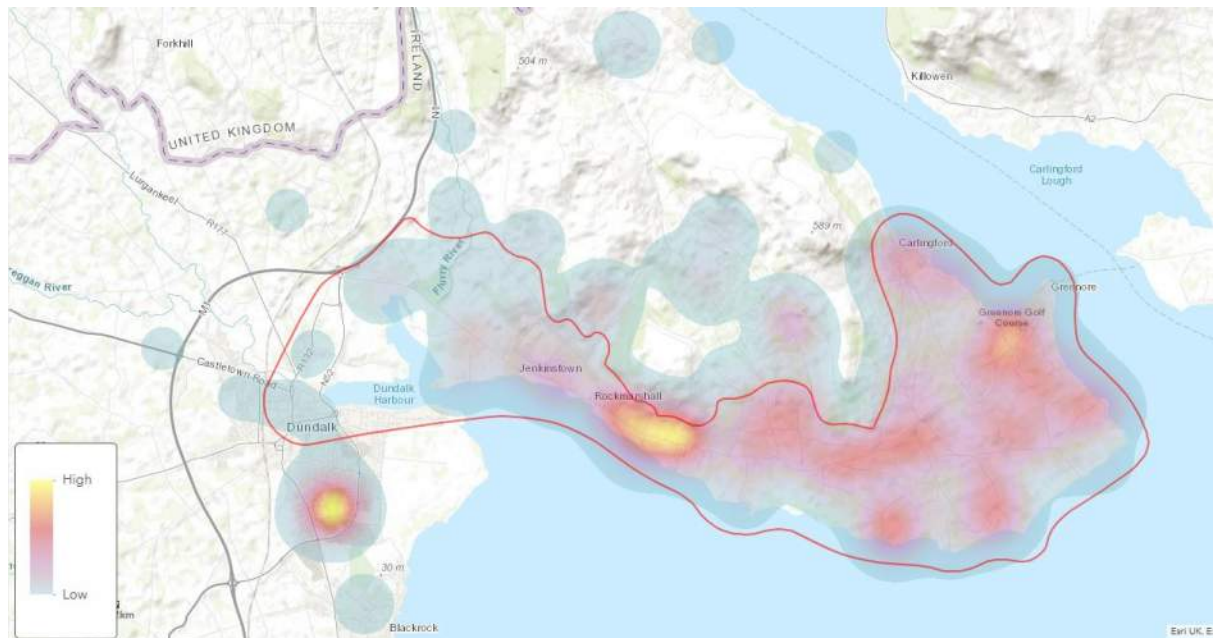
**I support the proposed Dundalk Bay to Carlingford Greenway and would allow it to go through my land / garden backyard; or**

**I object to ALL proposed routes for the Dundalk Bay to Carlingford Greenway**

A copy of the Protect Cooley Peninsula Group feedback form is included in Appendix C.

### 4.2 Overview of Submissions Received

An analysis of the submissions received has been undertaken by the project team including those completed on the Protect Cooley Peninsula Group format feedback form. Approximately 57% of the submissions provided their Eircode. The Eircode's have been mapped to see the distribution of the submissions as shown in Figure 4.1 below.



**Figure 4.1 – Heatmap of Submission Locations**

As can be seen from Figure 4.1 above, there is a greater concentration of submissions from the central and eastern portion of the study area, in-part reflecting the higher density of properties in these areas compared to the western portion of the study area, however there is a high distribution of submissions throughout the study area.

A small number of submissions were received that are remote from the study area, from areas such as Dublin, the UK and other European countries.

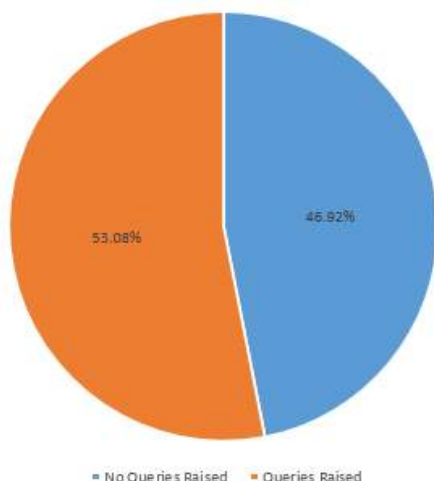
#### **4.3 Assessment Methodology**

All submissions received whether by post, completed at the public consultation event, online feedback form or email were analysed by the project team. Each submission was categorised under the headings detailed in Section 4.5 and logged into a searchable database before being reviewed in detail. The detail review then recorded the specific issues/comments/suggestions contained within the submission. Where the submission provided information relevant to a certain discipline, that information was passed to the appropriate relevant specialist undertaking the option assessment (e.g. Community, Agricultural, Property, Biodiversity, Water, etc.). The professional judgement of the various experts will be applied to determine whether aspects of the submissions will influence the option selection assessment process and where appropriate factored into the appraisal process. It should also be noted that issues raised during the in-person public consultation event were also taken into consideration and the participants were encouraged to submit formal submission through the communication channels provided.

#### **4.4 Overview of Submissions**

Of the 1,601 submissions received the majority of submissions received were opposed to the development of the greenway.

Of the submissions opposing the development of the greenway, almost 47% of submissions did not raise any queries, concerns or highlight any issues as shown in Figure 4.2 below. Those that did not raise any issues either only ticked the “I object to ALL proposed routes for the Dundalk Bay to Carlingford Greenway” box on the Protect Cooley Peninsula Group feedback form, or wrote a single statement opposing the greenway on the feedback form provided.



**Figure 4.2 – Number of Submissions that raised queries**

#### 4.5 General Themes Raised During the Consultation Process

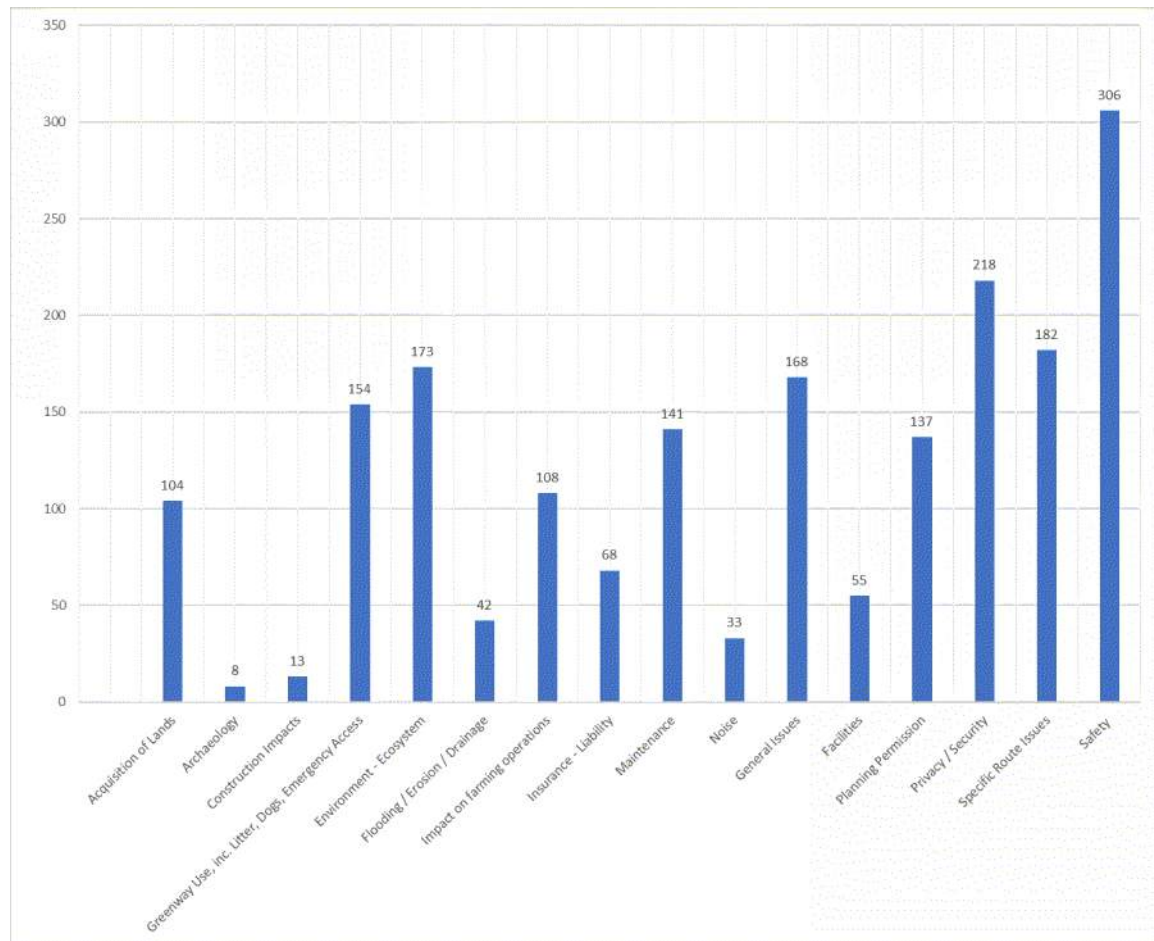
Where the submissions received did raise issues/concerns, these were assessed and the points within the submission categorised as outlined in Table 4.1 below. It should be noted that a large number of submissions raised concerns on multiple topics and have been counted separately under each theme raised within the submission.

**Table 4.1 Categorisation of Submissions**

Theme	No. of submissions
Acquisition of Lands	104
Archaeology	8
Construction Impacts	13
Greenway Use, including Litter, Dogs, Emergency Access	154
Environment (including Feasibility Study, Environmental Assessment, Biodiversity, Landscape and Visual)	173
Flooding / Erosion / Drainage	42
Impact on farming operations	108
Insurance - Liability	68
Maintenance	141
Noise	33
General Issues	168
Facilities	55
Planning Permission	137
Privacy / Security	218
Specific Route Issues	182
Safety	306



Figure 4.3 below shows the above table graphically to highlight the issues that have generated the greatest concern.



**Figure 4.3 – Issues Raised**

As can be seen from Table 4.1 and Figure 4.3 above, the issues/concerns most commonly raised are:

- Safety;
- Privacy and loss there-of and Security;
- Concerns regarding specific route options and the impact on Farm/property;
- Impacts on the Environment;
- General Issues;
- Greenway Use, such as Litter, Dogs, Emergency Access;
- Maintenance of the Greenway;
- Planning Permission;
- Impact on Farming Operations;
- Acquisition of Lands.



## 5. THE OPTION SELECTION AND DESIGN PROCESS

### 5.1 General

A large number of submissions queried the process of developing a scheme such as the Dundalk Bay to Carlingford Greenway. They have queried what criteria are used for assessment or have requested documents that will be prepared in later phases of the project development. This Section 5 has been included to provide greater detail on the process, assessment criteria, detailing when certain reports/documents will be prepared.

At the public consultation event, a display board outlined a high-level roadmap for the process. This display board is reproduced as Figure 5.1 below.

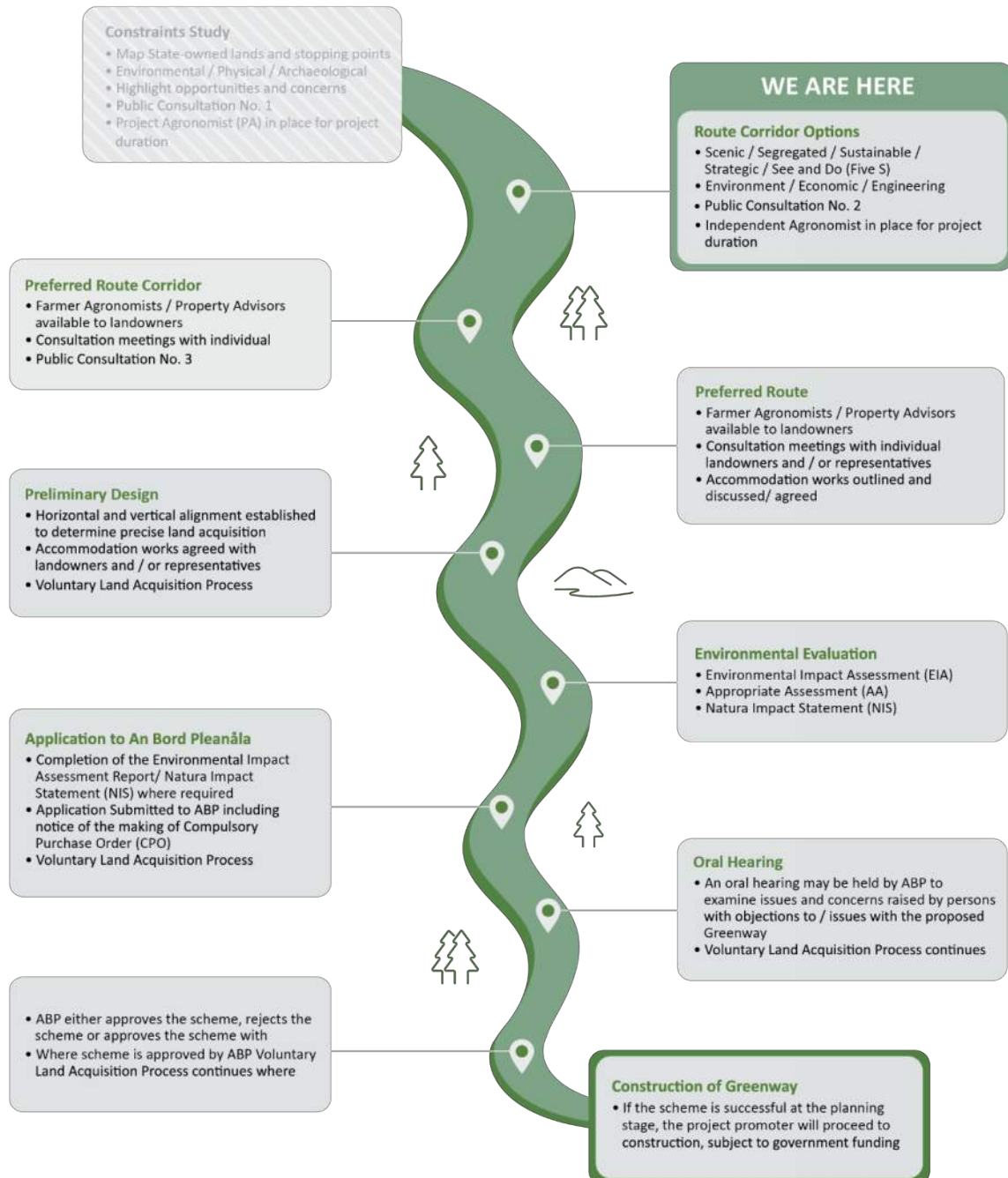


Figure 5.1 – The Process Roadmap





The process is governed by a number of documents, four of the main documents are:

- TII Project Management Guidelines (PMG);
- TII Project Appraisal Guidelines (PAG)
- Department of Transport (DoT) - Transport Appraisal Framework (TAF); and
- Code of Best Practice for National and Regional Greenways.

In this chapter, we have highlighted the processes and deliverables prepared during the lifecycle of a project, from inception through to construction. The project website will be updated as the project progresses, detailing the progress and what is happening next.

## **5.2 Phase 0 – Scope and Pre-Appraisal - Complete**

The project has progressed through this phase. The purpose of Phase 0 is to ensure that the project is aligned with strategic policies and plans. This stage identifies the need/problem and develop project objectives that are designed to address the deficiencies identified, whilst aligning with government policies and plans.

## **5.3 Phase 1 – Concept and Feasibility - Complete**

At Phase 1, the project is further developed to investigate in further detail the feasibility of the project and implement a project management structure.

Roughan O'Donovan – AECOM Alliance (RODA) were appointed in September 2023 by Louth County Council following a tender competition. RODA's commission takes the project development from Phase 1, through to completion of the statutory process (Phase 4).

In accordance with the code of practice, and the EIA directive, RODA have supplemented the project team with experts in their field from external organisations where in-house capability to undertake these specialist assessments is not available. There are specialists (internal and external) covering the following disciplines that form part of the project team:

- Project Agronomist,
- Ecologists;
- Archaeology and Cultural Heritage;
- Air Quality;
- Noise;
- Climate;
- Hydrology and Hydrogeology;
- Soils and Geology;
- Landscape and Visual.

During Phase 1, the Study Area was defined, mapping collated, any previous studies examined and the constraints and opportunities identified.

Following the identification of constraints and opportunities, the first public consultation is held. Public Consultation 1 – Constraints and Opportunities was held in the Carlingford Heritage Centre on the 7<sup>th</sup> December 2023. Details of what was presented to members of the public are available on the project website.

Following a detailed review of the submissions received in response to Public Consultation 1, the route corridor options were developed in reference to the Five 'S' Criteria, namely:

- Scenic;
- Sustainable;
- Strategic;
- Segregated; and
- With lots to See and do.



These options that were initially developed are known as the Strategic Options. These options are assessed in a pass/fail assessment to determine whether the option accomplishes the project objectives and a feasibility assessment undertaken against the three E's of Engineering, Environment and Economy.

The results of this assessment against the project objectives and feasibility (under the three E's) is detailed in the Feasibility Study report (published on the project website). This will identify the feasible long list of options to be taken forward to the more detailed Phase 2 assessment. All routes that were deemed to accomplish the project objectives and were deemed feasible are those that were presented at the second public consultation (Public Consultation 2) at the Ballymascanlon Hotel on the 19<sup>th</sup> June 2024.

## **5.4 Phase 2 – Option Selection – We Are Here**

The Option Selection process commences in Phase 2. The aim of this process is to refine the number of options, either through a two stage or a three stage assessment process. Ultimately this will lead to the identification of a Preferred Route Corridor.

For the Dundalk Bay to Carlingford Greenway, a three stage assessment process is being used due to the high number of route corridors options and potential combinations of options. The three stage process allows for a preliminary options assessment to be undertaken through a direct comparison of discreet sections of certain options to arrive at a more manageable number of options to be taken forward into the Project Appraisal Matrix stage, before selecting an emerging preferred route corridor.

This is the stage that the project is currently at. The Stage 1 assessment of options will commence following the publication of this Public Consultation No. 2 Feedback Report.

### **5.4.1 Phase 2 – Stage 1 – Preliminary Options Assessment**

In Phase 2 – Stage 1, this process is covered by TII PAG Unit 13 – Appraisal of Active Modes and PAG Unit 7.0 – Multi-Criteria Analysis, in combination with and the Transport Appraisal Framework Module 4 and Module 7.

At Stage 1, discreet sections of routes are assessed between two nodes to determine whether one option has a comparative advantage or disadvantage when compared to the alternative option.

Each option will be assessed under the three E's (Engineering, Environment and Economy) to sift the long list of options to a shortlist of options that progress to the Phase 2 – Stage 2 Project Appraisal Matrix.

### **5.4.2 Phase 2 – Stage 2 – Project Appraisal Matrix**

At this stage, each of the shortlisted feasible route corridor options will be developed and further refined. The route and assumptions taken during that development will be detailed to allow for a full assessment of impacts on the surrounding environment.

The appraisal of route options will be carried out in accordance with the Department of Transport's Transport Appraisal Framework (TAF) (July 2024):

The assessment will consist of a Transport Accessibility Appraisal (TAA) and a Cost Benefit Analysis (CBA) prepared for each option.

The following sections detail the various processes/assessments that will be undertaken:



### 5.4.2.1 Transport Accessibility Appraisal (TAA)

The assessment will consist of a Multi-criteria analysis (MCA) of the quantifiable and non-quantifiable impacts of options, known as the Transport Accessibility Appraisal (TAA) under the seven TAF Criteria of:

1. Transport User Benefits and Other Economic Impacts
2. Accessibility Impacts
3. Social Impacts
4. Land Use Impacts
5. Safety Impacts
6. Climate Change Impacts
7. Local Environmental Impacts

The sub-criterion under each of the TAA appraisal criteria headings have been developed to provide a differentiation between the options being assessed. The criteria are in line with TII's PAG Unit 13, whilst also taking into consideration TII PAG Unit 7.0, TAF Module 7 and the CoBP, as detailed in Table 5.2 below

**Table 5.2 – TAA Appraisal Criteria**

Criteria	Sub-Criteria	Content
Transport User Benefits and Other Economic Impacts	Journey Quality	Other components of journey quality, such as width, gradient, surface type of setting, that influence users' journey quality and likeliness to use infrastructure
	Household Impacts	Impacts on household costs associated with owning and operating vehicles
	Tourism	Potential for increased tourism and spending from overseas visitors
	Wider Economic Impacts	Other wider economic impacts that may be relevant, such as agglomeration effects, imperfect competition and labour market imperfections.
Accessibility Impacts	Access to Key Services: Jobs, Residential Areas and Retail Centres	Improved connectivity between population, employment and retail centres
	Access to Key Services: Educational Facilities	Improved connectivity to schools and third-level facilities
	Access to International Transport Gateways	Improved connectivity to major transport interchanges, such as rail, bus and ferry stations
	Access to Recreational Facilities: Tourism Sites	Improved connectivity to 'things to see and do', such as tourism sites, attractions or activities
Social Impacts	Disadvantaged Geographic Areas	Accessibility for users in disadvantaged areas, usually as identified in the Pobal Deprivation Index
	Vulnerable Groups	Addressing the transport needs of women, girls and those with reduced abilities, for all users of all ages
	Social Inclusion	Improving the potential for interaction and participation in community life and reducing the risk of isolation



Criteria	Sub-Criteria	Content
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation
Land Use Impacts	Non-Agricultural Property Impacts	Direct impact on residential, commercial, community facilities/sites with planning permission.
	Agricultural Impacts	Impact on individual agricultural properties.
	Existing Transport Network	Integration and impact on land use planning policy at local, regional and national level
		Improved connectivity to other local, regional and national cycling facilities
Safety Impacts	Collisions and Related Impacts	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure
	Other Safety Impacts	Sense of personal security and safety while using active travel
Climate Change Impacts	Climate Action Impact	Impact on GHG and GHGe emissions from transport and climate adaptation.
Local Environmental Impacts	Air Quality	Impact on non-greenhouse gas emissions from transport that have a negative impact on human health, such as nitrous oxides and particulate matter.
	Noise	Impact on local noise levels from transport
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.
	Landscape & Visual Quality	Impact on local landscapes and viewpoints
	Water Resources	Impact on surface waters, ground waters and coastal resources.
	Soils and Geology (incl. Waste)	Soft ground conditions, impact on geological heritage and specific geomorphological features, contaminated land and economic geology.
	Material Assets	Impact of Option on Roads/Traffic, Built Services and Waste
	Cultural and Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings, structures and Demesnes', or culturally significant landscapes

The assessment is undertaken based on a seven point scale relative to the baseline environment. The seven point scale is shown in Table 5.3 overleaf.



**Table 5.3 – TAF Impact Assessment Scoring Matrix**

Score	Description
7 - Highly Positive Impact	The option is likely to significantly improve conditions in the relevant criteria.
6 – Positive Impact	The option is likely to improve conditions in the relevant criteria.
5 - Low Positive Impact	The option is likely to somewhat improve conditions in the relevant criteria.
4 – Neutral Impact	The option will result in no changes to conditions in the relevant criteria.
3 – Low Negative Impact	The option is likely to somewhat worsen conditions in the relevant criteria.
2 – Negative Impact	The option is likely to worsen conditions in the relevant criteria.
1 – Highly Negative Impact	The option is likely to significantly worsen conditions in the relevant criteria.

In accordance with the TII Project Appraisal Guidelines and Transport Appraisal Framework, whilst an overall score for each criterion will be recorded, these scores will be considered independently of one another and are not intended to lead to a numerical total across criteria for a given option.

#### **5.4.2.2 Cost Benefit Analysis (CBA)**

A cost benefit analysis will be undertaken for each option as a quantitative assessment. This will utilise TII's 'Tool for Economic appraisal of Active Modes' (TEAM Tool). This will detail the benefits of each option, based on predicted usage, health benefits and transference of journeys from private vehicles to active modes.

In addition to the benefits, this will also consider the costs of the project. A cost estimate of each option will be developed (known as an Option Comparison Estimate) in accordance with the TII Cost Management Manual. This cost estimate will include costs for the following elements:

- Main Construction Cost;
- Main Contract Supervision;
- Archaeology;
- Advance Works and other Contracts
- Public Transport Connectivity / Asset Renewal;
- Land and Property;
- Planning and Design.

The cost estimates will also include for inflation and project risk.

#### **5.4.3 Phase 2 – Stage 3 – Preferred Option**

Following the completion of the TAA and CBA, an Emerging Preferred Corridor will be selected.

A Road Safety Audit will be undertaken at this stage on the Emerging Preferred Route Corridor.

The 'Draft' Options Report will be prepared documenting the assessments from Phase 2 – Stage 1, Stage 2 and Stage 3 clearly documenting the rationale and justification behind the selection of the Emerging Preferred Route Corridor. This will include the economic appraisal process (previously known as the Business Case) and the Project Appraisal Balance Sheet.

An Option Selection Peer Review will be undertaken with a peer review panel appointed by TII. This will challenge the decisions taken and ensure that the most appropriate option is proposed to be brought forward.



Following the Peer Review, the third public consultation is held. This will present the Emerging Preferred Route Corridor to members of the public and interested parties. This will allow members of the public to provide feedback on the Emerging Preferred Corridor.

Following this public consultation, feedback will be reviewed and assessed to determine whether any improvements to the Emerging Preferred Route Corridor can be made to minimise the impacts.

Following any amendments to the Emerging Preferred Route Corridor, the corridor will be finalised and the changes documented in the 'Draft' Option Selection Report. The Preferred Route Corridor and Option Selection Report will then be published.

## **5.5 Phase 3 – Design and Environmental Evaluation**

Phase 3 – Design and Environmental Evaluation is where the alignment is developed within the preferred route corridor. This will include developing details of the horizontal and vertical alignment for the greenway, details of parking areas and associated facilities.

As the design is being developed, surveys will be undertaken, these will include, but may not be limited to, detailed topographical surveys, ground investigation, archaeological and ecological surveys. These surveys will be used to develop the design. Landowners will be entitled to compensation for any ground investigation works and archaeological testing works undertaken on their land in accordance with the Code of Best Practice for National and Regional Greenways.

Following the development of the initial design, consultation will be undertaken with affected landowners to determine whether there is any optimisation of the design that can be implemented to minimise the impacts on the landowner. We will work continuously throughout Phase 3 with landowners to identify where crossings, gates, access tracks, water troughs and other accommodation works are required to minimise the impact on the farming operations and properties.

The landowner will be able to avail of the independent agronomist during this phase to advise what accommodation works would benefit the landowner and how the design could be optimised to minimise the impact on their landholding.

Once the design is developed, please note that this is an iterative process and will take a number of months to develop and refine the design, the 'Red-Line Boundary' will be developed. The 'Red-Line Boundary' is the boundary of the lands that will be required to construct and operate the greenway. The voluntary land acquisition process, including extensive consultation with the affected landowners will have been ongoing during the design development. Where agreement is reached, these will be processed by law agents and once executed, an early sign-on payment will be made to the landowner.

Once the design is completed, the design will be subject to a Stage 1 Road Safety Audit and any issues highlighted addressed within the design where appropriate.

As the design is developed, an Appropriate Assessment (AA) Screening and Environmental Impact Assessment (EIA) screening will be undertaken. These screening reports will determine whether an Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) is required in the form of a Natura Impact Statement (NIS) and an Environmental Impact Assessment Report (EIAR). At this stage of the project, it is expected that the scheme will screen in for EIA and AA and will require the preparation of an NIS and EIAR.

A Design Report will be prepared once the design is finalised. This will document all the details of the design, ranging from alignment, boundary fencing types, drainage proposals, diversions of utilities, structures, earthworks, pavement, signage, lighting, ancillary infrastructure, such as trail heads, rest areas, picnic areas, toilet facilities and



the like. The report will consider the construction and operational phases and document the potential traffic impacts of the project on the surrounding road network.

As part of the design, a Maintenance Plan will be developed, in conjunction with outline Construction Environmental Management Plans (CEMP) and Construction Erosion Sediment Control Plans (CESCP) documenting how the project is envisaged to be constructed without impacting on the surrounding environment and how the project will be maintained in the operational phase.

An EIAR and NIS will be prepared, and these will document the environmental impacts of the project on the surrounding environment (EIAR) or Natura 2000 sites (NIS) and the protected species therein. The EIAR and NIS will also document the mitigation measures incorporated into the design to ameliorate the impacts of the greenway on the receiving environment.

The land acquisition mapping, Orders, Schedules and notices will be prepared to acquire the necessary lands whether by voluntary agreement in accordance with the Code of Best Practice or through the use of Compulsory Purchase Order powers. These plans and schedules will document the permanent acquisition and temporary acquisition, including all lands necessary to construct the scheme and provide the mitigation measures contained within the EIAR and NIS.

As the planning documentation is being prepared, the Preliminary Business Case is also prepared, with cost estimates updated to reflect the final design and submitted to TII for approval. The Preliminary Business Case will document the costs and anticipated benefits of the scheme, in addition to providing a summary of the option selection process.

## **5.6 Phase 4 – Statutory Process**

This phase of the project will commence once permission to submit the planning application is received, through to the completion of the planning process.

The planning application will be collated and will comprise the following documentation:

- EIAR
- NIS
- Land Acquisition Mapping, Orders, Schedules and appropriate Notices, Voluntary Acquisition / agreements

Once permission to submit the planning application has been granted, a letter of intent will be issued to all affected landowners and the planning application will be submitted to the competent authority. In the case of Dundalk Bay to Carlingford Greenway the competent authority is An Bord Pleanála (ABP). Once the documents have been lodged and the notices issued, a statutory consultation period will commence.

The planning application is put on public display for a minimum period of 6 weeks, where hardcopies can be viewed and will be available to purchase. Electronic copies will be available to download free of charge from the project website.

During this statutory consultation stage, interested parties have the opportunity to provide submissions or observations to ABP whether supporting or objecting to the project. The voluntary land acquisition process will continue through this phase, including accommodation works agreements. Where agreement is reached and executed, the landowner will receive the early sign-on payment, where this occurs in advance of ABP's planning determination in accordance with the CoBP.

Following the statutory consultation period, ABP may request further information from the local authority and/or may choose to hold an Oral Hearing. If an Oral Hearing is held, an Inspector from ABP will preside over the hearing. At an Oral Hearing, the local authority will present its case as to why planning permission should be granted, whilst addressing the submissions received. Objectors will have the opportunity to present the reasons why planning permission should not be granted.



Following an Oral Hearing (if held), or written submissions and responses, ABP will publish its determination, together with the inspectors' report. ABP can choose to grant permission, grant permission with modifications/conditions, grant permission in respect of part of the proposed development or refuse to grant planning permission.

Following a grant of planning from ABP, a notice will be published in local newspapers within 12 weeks of the decision and become operative 3 weeks from the date on which notice of the decision was first published. A Notice to Treat will then be required to be served on affected landowners within 18 months of the order becoming operative. The Notice to Treat may be served in Phase 4 or in Phase 5.

## **5.7 Phase 5 – Enabling and Procurement**

Following permission to proceed to Phase 5, the local authority may appoint technical advisors to progress the project through the preparation of contract documents, construction supervision and handover of the project.

The design team will also seek to finalise outstanding accommodation works agreements and land agreements with the affected landowners in accordance with the CoBP, taking cognisance of the approved Schedule of Environmental Commitments and any approval conditions.

During this phase, technical approvals, applications of permits and licences, departures and relaxations from standards will be sought and a Stage 2 Road Safety Audit undertaken. The Construction Environmental Management Plan (CEMP) prepared in Phase 3, will be updated to ensure it takes cognisance of the approved Schedule of Environmental Commitments and any planning conditions.

During this phase, the Tender Documents will be prepared to appoint a main works contractor. Once the tender documents are prepared, approval will be sought from TII requesting approval to proceed to tender. If approval to proceed to tender is received, the appropriate notices will be issued on eTenders and the Official Journal of the European Union and tender documents available for download by interested parties.

On receipt of tender submissions from the prospective contractors, a tender assessment will be undertaken in accordance with the methodology outlined in the Instructions to Tenderers. Following approval of the tender assessment, the contract will be awarded to the successful tenderer. At this point the Notice to Enter is issued to all affected landowners. This notice will be issued a minimum of 14 days prior to the Contractor taking possession of the lands.

## **5.8 Phase 6 – Construction and Implementation**

During Phase 6, the Contractor will undertake the construction of the project. The contractor will update the Environmental Operating Plan, Construction Environmental Management Plan, Construction Erosion and Sediment Control Plan to reflect their working practices. These plans will be reviewed by the supervision team to ensure that they conform with the approved Schedule of Environmental Commitments and planning conditions.

During the construction phase, the project agronomist working on behalf of the local authority and the independent agronomist on behalf of the landowners will ensure that the Code of Best Practice for National and Regional Greenways is implemented, in particular in relation to facilitating reasonable access to retained lands during the construction and implementation of the accommodation works.

During this phase, outstanding land agreements and accommodation works are finalised and monies paid. Please see response in Section 6.6.2 for further details regarding the agreement and compensation mechanisms.





## **5.9 Phase 7 – Close Out and Review**

In Phase 7, the Contractor will undertake repairs to the project as part of the defects period for the construction works. The Employer's Representative will prepare a snag list outlining the outstanding items for the Contractor to address during the defects period.



## 6. ISSUES / CONCERNS RAISED AND RESPONSES

The concerns / issues raised in the submissions broadly followed similar issues, with the query or concern raised in a slightly different way. These were grouped into the categories detailed in Section 4.5 above. A number of very specific concerns were also raised. These typically related to a specific issue of a route corridor option on the individual land/property owner and have been grouped under the Specific Route Issues theme.

In responding to the submissions we have looked at the general concerns being raised in addition to specific queries. The responses have been prepared to respond to the general concern and respond directly to a selection of specific questions raised that broadly cover all the questions being raised under that theme. The project website also contains a Frequently Asked Questions (FAQ) section with additional responses to general queries regarding the project.

The subsequent sections 6.1 to 6.19 will detail the general concerns being raised under each theme, together with a selection of specific queries. Where necessary, the specific queries have been slightly amended to ensure that it is not possible to identify the individual that made the submission for GDPR reasons..

Some submissions generally had a particular story of a personal nature. It is not possible to put these sentiments and stories into context within this document, nor is it possible to elaborate on them; however, each submission has been reviewed a number of times by the project team and the effects, stress and anxiety which a new greenway development presents to communities and those personally affected are realised and appreciated.

In this regard, although they are considered in the Preliminary Options Assessment from an impartial objective perspective (under a range of different headings), inference is not made within this document to specific impacts, on for example:

- Homes;
- Business and Farms;
- Sensitive personal issues such as those in society who are more vulnerable to change;

However, the project team are aware of these instances and as the design process evolves, a continuous effort will be made to reduce effects on those affected via the principal of an iterative and dynamic design process.

### 6.1 General Queries

#### 6.1.1 Concerns Raised

A number of queries have been raised which do not fall into the categories highlighted in Section 4.5 above. These queries are as follows:

- Will landowners and householders be consulted before final route is announced?
- What does a node mean, what will a node at the beginning and the end of a route look like? What is a Node and what is a Node Corridor? Please define and describe as I was unable to find a clear definition/ description of this in the report? Will there be building construction work at a Node? If so, what will it consist of?
- What is the expected opening date? / What is the expected timeline for construction and completion?
- Has an analysis been carried out to examine the impact more visitors will have on our local area?
- Has there been an impact study on increased traffic?
- Why is the interactive map to show the routes not accurate as the Eircodes on it are incorrect?



- Are you going to listen to the feedback from the community and adjust your plans accordingly?
- Did any of your team members actually walk the route corridor options?
- Does the Council have to make a financial contribution to the construction of the greenway and have they made provisions in their budget for the upkeep of the greenway?
- Has there been surveys done relating to permanent population in the area and visitor/tourists' numbers counted?
- Can you confirm who has been appointed as the project agronomist and who's the independent agronomist?
- If the Greenway is to run uninterrupted along the Cooley Peninsula, will walkers / cyclists use the entire stretch? If not, will it be a limited / unconnected greenway? Please advise
- can you confirm that all submissions questions made on either your "Feedback" forms / individual emails will be replied to?
- What resolutions and zoning laws does this project comply with and will they be any changes to local zoning laws due to the greenway?
- Is there a legislation prohibiting the greenway being changed to be used as a road in the future and what type of powered vehicles will be permitted to use the greenway. If eScooters are allowed, will there be a speed limit for these machines?
- Would drones be banned? The use of them on the greenway when behind or through person property would be a major security risk, invasion of privacy.
- Will there be any laws or provisions about supervised control of dogs on the greenway? E.g. will dogs have to be on a lead or will there be any restriction on the breed of dog allowed access to the greenway?
- How is this project adhering to EU directive 2014/24/eu?
- It is particularly troubling that, while private residents are often restricted from developing on their land, this project is being pushed forward, seemingly disregarding the rights of those who own and depend on this land. This inconsistency in land use policy is both unfair and alarming.

### 6.1.2 Response

The process is fully documented in Section 5 of this feedback report, however following the completion of Phase 2 Option Selection process, an emerging preferred route corridor will be identified. Once this has been identified, the team will hold a further public consultation event where we will present the emerging preferred route corridor.

Following feedback from that public consultation event, the design team will review the feedback received and finalise the Preferred Route Corridor. In accordance with Section 2.4 of the Code of Best Practice for National and Regional Greenways (CoBP), we will publish the Preferred Route Corridor, together with the Option Selection Report that will document the decision making process and the assessments that were undertaken to identify the Preferred Route Corridor.

Nodes and node corridors, shown on the feasible route corridor options drawings are common points between the route corridor options. This does not denote any specific infrastructure planned for these locations, but is a way of assessing discreet sections of route corridors between two node locations to assist in identification of an emerging preferred route corridor option.

For example, we have three corridors A4, A4-1 and A4-2 (as shown in Figure 6.1 overleaf) that run between Node 2 and Node 3. We can undertake an assessment of



this discreet section of these three corridors and determine the best performing option to proceed to the next stage of option selection process. The process is fully detailed in Section 5.4 of this report.



**Figure 6.1 – Assessment of Route Corridor Alternatives**

We are at the start of Phase 2 of the project. The envisaged timeline for the project will see the Preferred Route Corridor being published in Q4 2025/Q1 2026 prior to proceeding to Phase 3.

Phase 3 – Design and Environmental Evaluation – will take approximately two years to complete, at which point the planning application will be submitted to An Bord Pleanála along with all associated planning documents. The timeline for remaining phases of the project will be subject to planning approval being granted and funding being made available to proceed with the project. The earliest that the project could potentially be completed would be by the end of 2030. This is based on planning approval (if received) taking between 6 to 18 months from lodging the planning application (although this can be longer) and a minimum of a year to refine the design and appoint a contractor to undertake the works. The construction period is envisaged to be approximately 18 months in duration.

Usage surveys of other greenway projects undertaken by AECOM on behalf of Transport Infrastructure Ireland (TII) have been recently published. This survey data is published on the MOVE website <https://uk.planengage.com/tii/page/Power-BI>. The surveys show that the local usage of the five greenways accounts for the highest percentage of all users, with only 7% of users being classed as domestic tourists and 3% international tourists. This trend is expected to be broadly similar on the Dundalk Bay to Carlingford greenway, as such the facility will be primarily for the communities in the vicinity of the greenway. Predicted usage and the traffic that the greenway generates will be fully assessed as the design is developed in Phase 3 – Design and Environmental Evaluation.



Traffic and parking surveys will be undertaken in 2025, including throughout the summer months and at weekends to assess the existing traffic demand on the peninsula. As the scheme is further developed, these surveys will be used to inform the locations of the trail heads, which will be access points to the greenway and comprise parking, seating, litter bins, toilet facilities and the like. The size and location of the trail heads will be determined following the surveys and predicted usage demands allowing an assessment of future traffic on the surrounding road network.

The interactive mapping provided on the project website is prepared using Environmental Systems Research Institute (ESRI) ArcGIS. The search function is held by ESRI Ireland and it's not possible to amend this functionality. The ESRI search function had an error within it covering all Eircodes within Ireland, however this was rectified by ESRI.

The design team welcome feedback on the corridors presented and in future phases of the project as the design is being developed and refined. The feedback is invaluable to ensure that the design developed is to the highest standard, but whilst minimising the impacts on the surround environment, people and property. All feedback received, whether during public consultation events, from submissions during the option selection and design development or from one to one meetings/calls have been passed to the design team and reviewed. As the design is developed further in Phase 3 – Design and Environmental Evaluation, the design team will work with affected landowners, adjusting the design where possible to minimise the impact of the scheme on their property/farming enterprise.

Following the identification of the strategic corridor options, the design team visited the site over a number of days to assess the suitability of the proposals developed. These site visits were used to inform the feasibility assessment of the corridor options. Details of the feasibility assessment are contained in the Feasibility Report published on the project website.

Transport Infrastructure Ireland (TII) are the funding authority for the development. As part of the development of the greenway, Louth County Council (LCC) will be required to prepare a maintenance plan for the greenway. The responsibility for the maintenance of greenway infrastructure in the County rests with Louth County Council, and as such, falls within the Council's annual Revenue Budget to fund an ongoing maintenance plan for the upkeep of the greenways in the County, including any new greenway infrastructure that may be developed in the future.

The design team have assessed the census 2022 data for local population demographics and consulted the 2016 census data to determine whether there are any emerging trends in population that need to be considered as part of the development of the greenway. Once the emerging preferred route corridor is identified, predicted usage of the greenway will be developed and quantified. The MOVE survey data (referenced above) provides an invaluable insight into the breakdown of the people and types of journeys being undertaken on other greenways in the country. This data will be considered when developing the usage projections for this project, as the Waterford Greenway and Great Western Greenway has some similarities as to population and tourism potential for this greenway.

An independent agronomist has been appointed to the project. The independent agronomist is Declan Phelan of Philip Farrelly & Co. Mr Phelan's contact details are on the project website under the contact section at the following link <https://www.dundalkcarlingfordgreenway.ie/contactus> .

It is envisaged that the greenway will be a continuous route between Dundalk and Carlingford. The route however will require crossings of the road network where the route intersects these. Appropriate crossing points will be provided at these intersections. The design team will also develop an access strategy to determine where trail heads will be located. At present, we would envisage that major trail heads will be provided close to the termination areas at either end of the greenway, with minor



trail heads located at suitable intervals where the route intersects the existing public road network. The TII MOVE survey indicates that an average (across the five greenways surveyed) of 52% of users will use the greenway for over an hour. This increases to 70% for the Waterford greenway and 69% for the Great Western Greenway. If a walker used the greenway for 1 hour, this would equate to approximately 2.5km section of the greenway being utilised (assuming return journey by the same route) increasing to approximately 7.5km for cyclists.

This report has been prepared to address the submissions and queries made via the feedback forms and individual email and postal submissions. The submissions are grouped into themes as outlined in Section 4.5 and we have endeavoured to respond to the general sentiment of submissions provided, whilst responding to a number of specific queries under these themes that broadly cover the nature of the queries under that theme. We will write/email to all those who made a submission and provided either their email address or postal address highlighting which sections of this Public Consultation Feedback Report responds to their particular queries raised.

Zoning within the County Development Plan (CDP) will not be affected by the development of the greenway. This will remain a function of Louth County Council (LCC) and updates to the CDP will undergo a formal consultation process in accordance with Section 28 of the Planning and Development Act 2000 (as amended).

A greenway is defined as “A cycleway, or other, that caters for people walking, wheeling and cycling in a mainly recreational environment”. Under the Roads Act a cycleway is defined as “a public road or proposed public road that is reserved for the exclusive use of pedal cyclists, or a combination of pedal cyclists and either both people driving powered personal transporters and pedestrians”. In this instance, it would therefore not be possible to change the use from that defined as above to a ‘Roadway’. The use of personal transporters are defined under the Road Traffic and Roads Act 2023 and provides that eBikes and eScooters would be permitted provided that they have a maximum design speed of no less than 6 kilometres per hour and no greater than 25 kilometres per hour for eScooters or the output of which cuts off when those physical exertions stop, and is otherwise progressively reduced and finally cut off before the bicycle reaches the speed of 25 kilometres per hour for eBikes.

The Road Traffic (Electric Scooters) Regulations 2024 states that “*The ordinary speed limit prescribed for an electric scooter in respect of all public roads is 20 kilometres per hour, or such other speed that applies to the road on which the electric scooter is being driven where that speed limit is less than 20 kilometres per hour*”.

At present, there are no laws that would prohibit the use of drones from a greenway once located outside of the restricted zones, such as proximity to airports, buildings and the like once operated in accordance with EU Regulations 2019/947 and 2019/945.

The Control of Dogs Act 1986 as amended, requires that dogs must be kept under control, however it does not require them to be on a lead and does not restrict the breed of dogs, albeit that some breeds are required to be kept on a lead and muzzled. As part of this project Louth County Council will erect signs on the greenway that dogs must be kept on a lead at all times. LCC may implement byelaws to this effect and have Louth County Council dog warden supervise compliance with this.

The Consultancy Services Contract, under which the design team of Roughan & O’Donovan AECOM Alliance (RODA) are appointed, was tendered as an Open Procedure tender on the 2<sup>nd</sup> May 2023, with a tender return date of 7<sup>th</sup> June 2023. This was advertised on the Official Journal of the European Union Tenders Electronic Daily and eTenders websites in accordance with the EU directive 2014/24/EU. This tender competition required that consultants met certain minimum criteria to be able to be considered. Following the submission of tenders, an assessment of the tenders received was undertaken and RODA were deemed the most economically



advantageous tenderer and were subsequently appointed, with the letter of acceptance issued on the 18<sup>th</sup> September 2023.

The greenway being developed is in line with the National Cycle Network Plan and the NTA's CycleConnects plan. These plans identify an overarching objective to develop active travel facilities in urban areas and connect these urban areas through a network of greenways.

The Louth County Development Plan (CDP) 2021-2027 (Section 7.6.12) contains the policy objective MOV32 *"To plan and develop a Louth Coastal Way along the east coast subject to appropriate environmental considerations"*. The CDP specifically referenced the Great Eastern Greenway stating *"The Great Eastern Greenway currently runs from Carlingford to Omeath along the shore of Carlingford Lough. It was constructed largely along the former railway line. It is proposed to extend this greenway firstly to Newry and then to Dundalk incorporating Greenore and Templetown which would increase the length of the trail to approx. 55km and significantly improve the recreational infrastructure and cross border links along this unique coastline"*.

The development of this project broadly follows the corridors outlined in national policy, which highlight that the exact route will be subject to the option selection process which is currently being undertaken and supports the development of a greenway between Dundalk and Carlingford as identified in the Louth CDP.

## **6.2 Environmental Assessment**

### **6.2.1 Themes Raised**

A number of submissions were received that related to environmental assessments that will be undertaken and what assessments have been undertaken by the project team. A number of the assessments queried are to be undertaken at later stages of the project (such as Environmental Impact Assessment Report). A number of the specific questions raised relating to this topic are listed below.

- Has an environmental impact assessment been carried out? What were the results? And what will be done regarding the protection of local wildlife and environment?
- Have you identified the number of plant and animal species that are affected by such infrastructure? And where can I access this study
- Have you calculated the amount of carbon that will be released in the atmosphere with the construction of the greenway?
- Designation of areas as either SAC or SPA and how does the council plan to avoid negatively impacting the local wildlife during the construction and operation of the greenway?

### **6.2.2 Response**

The project is currently at the start of Phase 2 Option Selection, as such a number of the reports and studies highlighted in submissions have not been carried out at this stage. Section 5.4 of this report details the current Phase 2 stage of works, highlighting the process for refining the number of options to a single 'Emerging Preferred Route Corridor'. Subsequent Sections 5.5 to 5.9 detail the process going forward after the Preferred Route Corridor is identified.

At phase 3, the design will be further developed and refined to minimise the impact on the receiving environment, with additional surveys undertaken to identify any protected species. These will include, but not be limited to walkover surveys, wintering bird surveys, breeding bird surveys, habitat (flora and Fauna) surveys, and bat surveys. Where submissions have highlighted specific species and locations, these will be targeted in the surveys to ensure that these are fully documented and considered as part of the assessments.



Where impacts cannot be eliminated, mitigation measures will be developed to ameliorate the impacts on the environment, including flora and fauna and these will be clearly documented in the subsequent planning documentation.

As part of the planning application, An Environmental Impact Assessment Report (EIAR) will be prepared to identify, describe and assess the direct, indirect and cumulative effects of the preferred option on the environment as defined under Directive 2011/92/EU (as amended by Directive 2014/52/EU).

A Natura Impact Statement (NIS) will also be prepared to assess the potential adverse impacts on the Natura 2000 designated sites, namely Special Areas of Conservation and Special Protection Areas (SPAs) in accordance with the Council Directive 92/43/EEC (the 'Habitats Directive').

## **6.3 Feasibility Study**

### **6.3.1 Themes Raised**

A number of submissions querying elements of the feasibility study, as listed below.

- On your feasibility study you say there is no dairy farms, there are 7 to my knowledge, so is there now going to be a completely new study conducted?
- I note the feasibility studies carried out to date has many incorrect/false information, will this be re-done, and the process recommenced in order to show true and correct information for the Cooley peninsula particularly with regards to industry and agriculture within the area?
- Why was the feasibility study containing significant errors used as a basis to proceed? / When will a new feasibility study be conducted as there are errors in the original ones?
- What alternative routes were considered and why were they rejected?
- As per your Feasibility Report May 2024, Route C5 "almost entirely follows the coast, overlapping with Carlingford Shore SAC and Carlingford Lough SPA and pNHA, and runs adjacent to these sites for most of its length. Route C5 is also adjacent to the Annex I habitats Large shallow inlets and bays (1160) and Tidal mudflats (1140), which are within Carlingford Shore SAC. This creates the potential for negative impacts to Annex I habitats through pollution, habitat degradation, and habitat loss during the construction phase of the proposed development. More specifically, this route creates the risk of impacting protected habitats such as mudflats Qualifying Interests of the Roughan & O'Donovan – Aecom Alliance Dundalk Bay to Carlingford Greenway Louth County Council Feasibility Report D2CG-RODA-EGN-SW\_AE-RP-EN-100001 May 2024 Page 239 Dundalk Bay SAC. The construction of this route may also cause significant impacts to wintering bird species, the Qualifying Interests of Dundalk Bay SPA. Why is this corridor considered feasible given the potential significant ecological impact as a result of the construction of this amenity? What analysis has been carried out on the medium and long-term impact of increased vehicular traffic on this corridor?

### **6.3.2 Response**

The constraints identified as part of the feasibility study are prepared from desktop based and windshield survey information available to the design team at that time. As the options are developed, on-site surveys will be undertaken to further refine the constraints to accurately determine the impacts and therefore allow the selection of the emerging preferred route corridor. One of the key parts of the public consultation process is also to seek feedback from members of the public that have greater local knowledge of potential errors or omissions in the constraints identified, such that the design team can therefore consider these as part of the option selection process.





The Feasibility Study used the 'Census of Agriculture 2020' to identify the farm types within Electoral Divisions (EDs) located wholly or partially within the study area. According to the 2020 Census, and as listed in Table 5.2.4.4 of the Feasibility Study, 8 no. dairy farms were identified within Dundalk Rural ED. Our Project Agronomist however identified that these were not contained wholly within the Dundalk Rural ED and are aware that these dairy farms are in fact spread across the study area, rather than located entirely within Dundalk Rural ED as reported in the 2020 Census. As part of the option selection process, the Project Agronomist will undertake further windshield surveys to identify the location and size of all high sensitive farm enterprises (such as dairy farms), as well as taking on board feedback received from the public in relation to farming enterprises along the proposed feasible route corridor options. The updated information on farm types will be presented in the Option Selection Report.

The outcome of the feasibility study is documented in the Feasibility Report. The Feasibility Report details the constraints identified, route corridor options developed and the assessments undertaken. The Route Corridor Options were assessed for compliance with the project objectives and for feasibility under the headings of Engineering, Environment and Economy. The route corridor options were discounted for a variety of reasons as documented in the feasibility report. All options that were assessed as being potentially feasible progressed through to the next stage of the option selection process. All of these options were presented at the public consultation event held in June 2024 and will be further assessed and appraised during the option selection process (as detailed in Section 5.4) to determine the emerging preferred route corridor.

Route C5 has been considered feasible despite the potential for significant ecological impacts on the qualifying interests of the designated sites. As detailed above, the project is currently at Phase 2 Option Selection. The constraints and feasibility assessments were based predominantly on desktop searches and windshield surveys. As the option selection phase progresses, site surveys will be undertaken to further inform the option selection process as part of the detailed appraisal of options, under the heading of Local Environmental Impact. This assessment will rank the option ranging from Highly Positive Impact to Highly Negative Impact under the biodiversity heading which will form part of the overall assessment of Option C5.

## **6.4 Biodiversity**

### **6.4.1 Themes Raised**

A number of submissions raised the impact of the scheme on the EU designated Special Areas of Conservation, Special Protection Areas, general biodiversity and highlighting locations of specific species of birds, bats, badgers, foxes and the like. A number of the specific queries raised are provided below.

- We have two buzzards which are a protected species along with many more wildlife.
- On two of our fields we have habitats which contain badgers, foxes, puffins, owls, guillemots, kestrels, buzzards and cormorants.
- There are numerous Badger Setts located along the proposed route, if disturbed they will move to a new area and spread the disease.
- I have a natural roosting site for bats - Criminal offence to take, injury or kill / damage / destroy / disturb roosts.
- The Rathcor coastline is a special area for birds' species, including but not limited to, Reed bunting, Sedge Warbler and Sand Martins who use the sand banks to nest. The greenway would interfere and negatively impact the nesting and breeding of these birds.



- We are blessed to have a variety of wildlife in the area foxes/pine martins/badgers/hares/rabbits/bats/birds of prey and owls. Their habitat will be in danger should Route C2 be used as the preferred route option.
- All breeding birds are protected under the wildlife order, and it is an offence to disturb birds in or on a nest containing eggs or young, or disturb dependent young of a protected species which go on land for feeding. (NI HAP Coastal Saltmarsh EHS 2005).
- Coastal birds, waders, wintering waders and breeding waders have the highest risk of all birds, the habitat of these birds are the fields adjoining the coast. The Cooley peninsula coastline harbours these birds and should be protected. an extended project covering the entire feeding area is an issue.
- Proposed route C10 is located directly adjacent to Carlingford Lough with designations mandated by EU legislation in the form of the Birds Directive (Special Protection Area (SPA)) and the Habitats Directive (Special Area of Conservation (SAC)). There is a further designation under the Irish Wildlife Act as amended in 2000, namely Natural Heritage Areas (NHA). Carlingford Lough is also a Ramsar Site under the Convention on Wetlands of International Importance
- I strongly object to the proposed Carlingford/Dundalk Greenway particularly along the blue route on the sea front which is adjacent to the Special protection area. This area is legally designated through an EU directive. This area on the blue route that is directly beside the SPA is used by many of the endangered birds in Ireland for nesting, feeding and protection from extreme weather
- We have annual visits from Curlews here on our family land as well as many buzzards who nest in our trees.
- There are wild hedgehogs who habitat in our rear garden and the adjoining lands. Hedgehogs are now classed as Vulnerable to Extinction in Britain and it is assumed the same in Ireland. There are also protected species such as Buzzards on Slievenaglogh mountain.
- I wanted to ensure you were fully aware of the importance of the secondary feeding grounds adjacent to the Carlingford Lough SPA. These comprise the fields along the south side of Carlingford Lough, between Carlingford Harbour & Ballagan Point. A proposed route is on or adjacent to a SPA protected under the E.U. Birds Directive with a special conservation interest for Light-bellied Brent Goose. The SPA and adjoining fields supports an internationally important population of Light-bellied Brent Goose and Bar-tailed Godwit, peaking from November to May, they remain common to the area all year round and would be detrimentally affected by greenway traffic.
- Corridor A6 in particular is home to protected species including red squirrel, pine martens, buzzards and more and development and ongoing traffic along this and other routes will disturb these vital habitats.
- The proposed greenway on any of the 3 proposed corridors presents a significant risk of interference with natural landscape, wildlife habitats, fauna and local biodiversity.
- We note there is an EU special area of conservation on the shore side of our property. It is also Special Protection Area designated by the National Parks and Wildlife Service (Dundalk Bay SAC).
- The route C3 runs adjacent to a stream and would affect the nature habitat and flora/fauna. The river is home to eels, frogs and many badgers, hares and hedgehogs along the banks.



- My main concern about the proposed Greenway is the impact which it could have on the local environment and particularly Dundalk Bay and the Ballymascanlon Estuary which are of international importance for wildlife. On-going disturbance during nesting season could lead to birds leaving the area.

#### 6.4.2 Response

We would like to thank those who have made submissions highlighting specific protected species and the locations therein. We have passed this information to our team of ecologists to inform the surveys and assessments of options they are undertaking and will be undertaking going forward.

The constraints were identified from a series of desktop and windshield surveys. These are detailed in the Feasibility Report which is available on the project website <https://www.dundalkcarlingfordgreenway.ie/>. As the project progresses through Phase 2 Option Selection and beyond, these constraints are further refined through on-site surveys, including habitat surveys, wintering bird surveys, bat roost potential surveys, bat surveys, multi-disciplinary habitat (flora and fauna) surveys and breeding bird surveys. The wintering bird surveys are currently being undertaken to identify the locations and species of wintering birds. These surveys will feed into the biodiversity assessment as part of the option selection process which is included under the heading of Local Environmental Impacts in accordance with the Transport Appraisal Framework as the options become more refined.

At Phase 3 – Design and Environmental Evaluation ecological surveys will continue and be used to inform an assessment of the impacts of the project on the receiving environment, including all protected species. This will include impacts such as the construction of the greenway and operation of the greenway, including the presence of people walking, cycling and walking with dogs in areas that are currently subject to low levels of activity. These impacts will be clearly documented in the EIAR and the mitigation measures to ameliorate those effects also clearly identified. This will be published as part of the planning application submission to An Bord Pleanála.

The design team and ecological specialists are aware of the proximity of the EU Designated Natura 2000 sites (SAC's & SPA's), in conjunction with the nationally designated sites (NHA/pNHA's) and Northern Ireland designated RAMSAR sites to the proposed greenway development and have been in consultation with stakeholders such as National Parks and Wildlife Service (NPWS) regarding the project. An Appropriate Assessment screening will be undertaken to determine whether there is the potential for the proposed greenway development to significantly effect the qualifying interests of these Natura 2000 sites in accordance with the obligations under Article 6(3) of the Council Directive 92/43/EEC, more commonly known as the Habitats Directive. Given the proximity of the greenway to the Natura 2000 sites, it is expected that the project will screen in for Appropriate Assessment and therefore require a Natura Impact Statement (NIS) to be prepared to support the planning application.

For the majority of species, the multi-disciplinary habitat surveys will identify the protected species present. These will be supplemented with additional specific surveys targeting specific species and will be undertaken at different times of the year. As a general rule, where protected species are identified, or the presence of these species in the area is evident through the identification of their habitat, such as a bat roost, the alignment of the greenway will be adjusted to avoid direct impacts and minimise the indirect impacts on that location. Where this is not possible, then either appropriate mitigation measures will be implemented, or relocation of the protected species will be undertaken under a licence in advance of any construction commencing.

As part of the multidisciplinary surveys, the project team will identify all badger setts along the route, in conjunction with their foraging habitat. Where possible, the setts will be retained and the route of the greenway adjusted to avoid direct impacts on the sett. Where the route crosses between the sett and foraging habitat, mitigation



measures will be implemented, such as mammal proof fencing and provision of badger underpasses to facilitate the continued use of the sett. In some instances this may not be possible. Where this isn't possible, a new artificial sett may be created for the badgers at an alternative suitable location use under licence from the National Parks and Wildlife Service (NPWS) and Department of Housing, Local Government and Heritage.

## **6.5 Insurances / Liability**

### **6.5.1 Concerns Raised**

A number of queries were raised under the general theme of insurance/liability. These submissions highlighted concerns relating to liability of landowners and what the insurance covers. Below are a number of specific queries raised that broadly cover the range of queries received under this heading.

- How will the council address any potential liability issues related to greenway?
- Insurance wise, what is covered?
- Is the landowner liable for damage/loss to any user of the greenway? Who's responsible for the safety of walkers on the Greenway?
- Do other Councils have a public liability policy on greenways passing through their areas?
- Who is responsible if there is an accident or if someone is injured on the greenway?
- Can the residents claim off council for any damage done to residents' properties, livestock or farmland?
- If an animal chokes on these bags of waste who will be responsible and compensate us?

### **6.5.2 Response**

Louth County Council will indemnify the landowner against all actions, claims and demands arising from advanced surveys, investigation works and its acquisition of the land for the Greenway. This will cover both the construction and operational phases of the scheme, other than claims arising from negligence or neglect on the part of the landowner. This is in accordance with the Code of Best Practise for National and Regional Greenways (CoBP).

If there is an accident, or injury to a greenway user, the adjacent landowner is indemnified against all claims, unless the accident/injury is as a result of negligence or neglect by the landowner. The nature/cause of the accident/injury will dictate liability.

Louth County Council will ensure that the design of the scheme is fenced appropriately to prevent unauthorised access to people's property or farmland. In the event of a member of the public using the greenway causing damage to a resident's property, livestock or farmland, these will be a matter for An Garda Síochána.

As part of the maintenance plan for the greenway, Louth County Council will provide a regime for collection of litter/refuse from the greenway. Where a build-up of litter is identified, this should be reported to the council for removal. Louth County Council will provide refuse facilities at suitable locations and will provide signage along the greenway to remind users to 'leave no trace'.



## 6.6 Land Acquisition / Accommodation Works

### 6.6.1 Concerns Raised

A large number of submissions objected to the use of Compulsory Purchase Orders (CPO) to acquire the lands and that they would be opposed to the use of CPO to acquire these lands. In addition, a number of submissions had specific queries relating to the use of CPO powers, the payment mechanism, lateness of payments and size of payments have also been queried. Submissions have also raised the topic of accommodation works, and what accommodation works would be included as part of the project. Below are a number of specific submissions that raised these topics.

- Please advise if the Council are going to pay the landowners legal bills or will they have to get new maps drawn for their lands and folios provided? Will all monies be paid to landowners when CPO is used to require lands for the Greenway before any works starts.
- LCC have stated previously they have no jurisdiction over private land and cannot enter private land, yet they are now planning to take over land for unnecessary greenway. According to the Code of Practice and Guidelines for greenways published in 2021, greenways should be built on state owned lands in order to minimise the impact on private property.
- It is stated in Law that CPO's are legally only to be used for purchasing land for essential road network upgrading. The greenway does not fall into this category.
- CPO's are often used to allow a public infrastructure project to go ahead for the common good. With such opposition against the proposed Greenway in Cooley, it is not incorrect to say that the Greenway is not for the common good.
- Further CPO is an unjustified and unlawful interference with our property rights for a non-essential infrastructure (Greenway) and offers no real benefit to the community, which is already adequately resourced in terms of recreational facilities.
- Compensation for property owners and farmers who were subject of previous CPO or Voluntary acquisition have still to be resolved in many cases along the Carlingford Greenway, some years after the opening of the greenway and we have no confidence in any compensatory scheme which could remotely compensate us for the impact of the proposed greenway.
- Concerns over the CPO process and payment on other greenways being delayed as well as claims for compensation.
- Will you compensate the extra expense on farmers to supply water to fields where streams have been disrupted?
- Are the extra manhours and costs to farming enterprises being quantified if a greenway would divide land parcels?
- How will the boundary between the greenway and homeowners' gardens be safely erected to protect both injuries and children escaping/getting access to the greenway. On nearby greenways barbed wire has been erected in some locations which is a major concern.

### 6.6.2 Response

It is proposed that lands would be acquired through voluntary land acquisition to construct, maintain and operate the greenway in accordance with the Code of Best Practice (CoBP). Where voluntary land acquisition is not agreeable, Louth County Council may be required in some instances to compulsorily acquire the lands required for the greenway using its powers under the Roads Act 1993 (as amended). Under the Roads Act, Louth County Council have the legal powers to acquire lands for the development of infrastructure projects. A greenway is defined as a "A cycleway, or



*other, that caters for people walking, wheeling and cycling in a mainly recreational environment". A "cycleway" is defined under the Roads Act as "a public road or proposed public road reserved for the exclusive use of pedal cyclists or a combination of pedal cyclists and either or both people driving powered personal transporters and pedestrians."*

In relation to the use of state owned lands, the Strategy for the Future Development of National and Regional Greenways acknowledges *"that whilst there are significant amounts of land in State ownership around the country that are suitable for the construction of Greenways or sections of Greenways, there are also likely to be a small number of proposed Greenways that also traverse land that is in private ownership. In these cases the proposals and routes will be developed in a consultative and proactive manner with the potentially affected landowners, that is sensitive to their needs, that maximises their support for, and goodwill towards, the proposed Greenway and is in line with an agreed code of practice"*. If the route is located within private lands, this will endeavour to follow the field boundary to minimise severance, where possible, whilst also complying with the design requirements of TII Standards.

Louth County Council will pay all reasonable expenses associated with the acquisition of lands, including legal costs, independent advisors and land registration costs. Louth County Council will prepare all necessary mapping for the registration of lands with Tailte Éireann.

Section 3.3.3 of the CoBP details the voluntary land acquisition agreement process. The voluntary land acquisition process commences in Phase 3. Where agreement is reached in Phase 3 or 4 (Refer to Section 5.5 and 5.6) this agreement will be executed and early sign-on payment made to the landowner (up until ABP has issued its Decision). The compensation does not only include the costs of the lands, but also includes payments to cover the costs for changes to farming operations (additional length of journey to access severed lands and the like) and loss of productivity of those lands going forward. Where agreement on amount of compensation to be paid between LCC and the landowner is not possible, the matter may be referred for conciliation in accordance with the CoBP (see Section 3.3.5 of the CoBP). The costs of the conciliation are borne by LCC.

Where landowners do not agree to enter the voluntary land acquisition process, and lands are acquired through the compulsory purchase order (CPO) mechanism, compensation will be agreed between the landowner and Louth County Council following the serving of the notice to treat. The notice to treat has to be served within 18 months of planning approval by An Bord Pleanála becoming operative (See Section 5.6). Following the serving of the notice to treat, the notice to enter may be served after providing 14 days notice to the landowner.

Where the compensation is agreed in a timely manner, these monies will be paid without delay in conjunction with the transfer of the legal title to the land. Where compensation is agreed and payment is delayed, the compensation package will start to accrue interest from the date of the serving of the notice to treat. The conciliation process described above is also available to those people whose lands are being acquired through the CPO process.

It is possible for LCC to take possession of the lands (following the serving of the notice to treat and notice to enter) and commence construction of the project without the title to the land having transferred to LCC. In the majority of cases, the construction duration will be sufficient that the compensation package is agreed with the landowner and title is transferred prior to opening. In some instances however, in particular where conciliation is required, this can delay proceedings and result in the completion of construction in advance of the transfer of the property title. In this event, LCC will indemnify the landowner against any actions from users of the greenway, other than claims arising from negligence or neglect on the part of the landowner.



In terms of accommodation works, all works necessary will be documented and agreed with the landowner as part of the overall compensation agreement. This may include the provision of new gates within the remaining landholding, access tracks, the provision of cattle pens, water facilities and the like. Where existing watercourses are being crossed by the project, these will normally be retained and culverted under the proposed greenway. In some instances, the watercourse may be diverted and where that occurs, a separate water supply would be provided as part of the accommodation works, if required. The accommodation works are normally installed/constructed as part of the construction of the greenway, however depending on the nature of the accommodation works, compensation may be paid to the landowner to undertake these works themselves.

All lands necessary will be acquired (whether by agreement or by CPO powers) for the works. This will include temporary lands necessary to construct the works, such as working space to construct bridges / culverts and the like, which will be returned to the landowner following completion of the works. This temporary landtake may require temporary fencing until the permanent boundary is completed.

Where existing walls are impacted by the works, particularly at properties, these will usually be replaced on a like for like basis i.e. if a rendered blockwork wall is impacted, a new rendered blockwork wall will be provided. The type and nature of the walls will be agreed with the individual property owners as part of the accommodation works agreements.

Fencing provided on the project will be stock proof fencing generally in accordance with TII Publication Standards. The exact type of fencing provided will be determined during Phase 3 and will be dependent on the farming operation of the lands through which the greenway passes.

## **6.7 Planning Permissions**

### **6.7.1 Concerns Raised**

A number of submissions have highlighted that planning permissions in the region have been refused, and that the greenway will likely impact on potential future planning permissions being sought. Below are some specific concerns raised by residents/landowners.

- The greenway construction jeopardises this long-standing aspiration to construct a dwelling and would likely impede future planning applications.
- There are a considerable number of families who have land adjoining their homes and who cannot get planning permission for their children to build houses beside them. This has led to a huge amount of emigration from the area to foreign countries. Yet these same families are now potentially facing a compulsory purchase order to take some of this same land off them for a greenway. The greenway has therefore become a lightning rod for people to air their very justified grievances over these planning regulations.
- Many people cannot get planning permission to build houses on their family land but you can take a plot of said land for people to walk on. We are in the middle of a massive housing crisis and people having a place to live is much more important than having a place to walk.
- Why are there many people along the peninsula being rejected for planning permission to build a family home even though they qualify under the Louth County Development Plan 2021-2027 but they can have part of the very same land taken off them by CPO for a greenway that they never wanted or asked for?
- A few years ago I applied for planning permission to build my family home in this area (Section A), I was not allowed to build close to this protected area as it would disturb the natural habitat. The construction of a greenway and the

pollution which would follow (noise, litter, dog waste to name but a few) would certainly have a negative impact on this same area.

### 6.7.2 Response

Planning policy at local level is informed by a hierarchy of national and regional plans. Project Ireland 2040 which comprises the National Planning Framework 2040 and the National Development Plan sets out the overall national objectives and includes key objectives:

- achieving compact growth
- enhanced regional accessibility strengthened rural economies communities and
- sustainable mobility.

Greenways are specifically mentioned in the NPF as a means of achieving enhanced amenities in rural areas which would promote activity-based tourism. There is a specific national policy objective which seeks to facilitate tourism development and in particular develop national greenways. The NPF recognises that due to the extensive reach and elements of land take associated with the land take associated with a national greenway, that support and buy-in of local communities, landowners, local authorities, State agencies is critical to its successful implementation.

As with any project there may be instances where individual development proposals that fall within the preferred route may be considered premature pending the selection of the final corridor/route for a project that is considered to have significant tourism and wider community benefits. Development proposals which fall outside this route will continue to be assessed in accordance with the current County Development Plan policies.

At present, all planning applications submitted that are within the study area are provided to the project team to assess the potential impact of the planning application on the development of the greenway. Where a planning application falls within one of the route corridors, this is likely to be recommended by the project team as premature with regard to planning due to the potential for impacts from the proposed development on the planning and development of the greenway. Once the emerging preferred route is announced, the options will be reduced to a single corridor and may result in planning applications that were previously deemed premature being able to be resubmitted. Planning may at all stages be rejected for reasons other than the greenway, at the discretion of planning authority.

The planning application for the development of a greenway considers all environmental impacts on the surrounding environment in accordance with the EU Directive 2014/52/EU (the 'EIA Directive') and Council Directive 92/43/EEC (the 'Habitats Directive') such that the impacts can be quantified and appropriate mitigation measures implemented. This will be clearly documented in the Environmental Impact Assessment Report and Appropriate Assessment (Natura Impact Statement). It will then be for the competent authority, in this case An Bord Pleanála, to assess the planning application, together with submissions made regarding the project. ABP may choose to convene an oral hearing to hear the issues raised in the submissions before planning permission may be granted, or not.





## 6.8 Flooding / Impact on Watercourses

### 6.8.1 Themes Raised

With the recent (2023) flooding experienced on the peninsula, there have been a number of submissions that have raised concerns regarding the potential for impact on flooding, highlighting areas that currently flood, the impact on watercourses and water quality. Specific concerns raised covering this topic include the following:

- Would all water systems be tested before / during / after construction of the greenway? Since 2010, our water has been severely contaminated with e. coli + heavy metals, to which a geographical surveyor has told us it was caused by environmental charges + plain erosion. Given the fact that pesticides are used in large scale to curtail weeds on council projects, this has another potential of polluting homeowners' water systems due to overuse of pesticides, what precautions or preventions being considered to protect our water systems?
- The pipe under the bridge is not big enough to cope with the volume of water from the stream during times of high rainfall. This leads to a considerable amount of flooding in the field, on the road and it even flows over the bank and into my garden and laneway. unless works are undertaken to upgrade the pipe under the road, if a greenway was located here it would be subject to a lot of flood damage and would be impassible while flooded
- The Greenway project can cause the floods of October 2023 to happen again because of the re-directing of water pipes. Has an assessment been carried out on the potential flood risk for locals due to the construction of the greenway?
- And what solution is proposed for flood plan at entrance to our property which could not be accessed at times by vehicles due to excessive flooding?
- Have the recent flooded areas along the proposed routes been considered? If so, how it will be dealt with?
- The route that is passing my house are not suitable as they flood at least 2-3 times a year and have damaged the roads
- Will removal of trees, hedgerows, digging up farmland, pouring concrete cause less soakage and more flooding ?

### 6.8.2 Response

The Office of Public Works (OPW) Flood mapping (CFRAMS) and National Indicative Fluvial Mapping (NIFM) has been consulted in the development of the Constraints, which is detailed in the Feasibility Report. The potential impacts of feasible route corridor options on flood risk and their susceptibility to flooding will be considered under the Local Environment criteria during the option selection process in accordance with the Transport Appraisal Framework.

In Phase 3 – Design and Environmental Evaluation, watercourse crossings will be subject to OPW approvals (known as Section 50 Approval) to ensure that the culverts/bridges are of appropriate size to accommodate the flood flows within those watercourses, with additional spare capacity (known as freeboard) and with an allowance for the potential impacts of climate change. In addition, where the preferred route is contained within an area of known flood extent, a flood risk assessment will be undertaken to determine the impact of the scheme on the flooding. Where necessary, measures will be implemented to ameliorate those effects. This may include the provision of flood connectivity culverts, such that the route does not form a barrier to flood waters mitigating upstream flooding. Where downstream flooding is an issue, the throttling of watercourses to limit the flow rates through to the downstream side of the project can reduce the downstream flooding. Another form of mitigation is to provide flood compensatory storage areas, which can accommodate the displaced flood water.



As the Preferred Route Corridor has not yet been determined, it is premature at this stage to have determined the drainage solutions that may be implemented at specific locations. The drainage solution and design of same will take place during Phase 3 once the Preferred Route has been determined. As a general rule, the project will generally not improve the existing flooding regime, although it may improve some discreet areas currently subject to flooding where intersected by the route, it will however ensure that existing flooding is made no-worse by the project.

The greenway will incorporate a drainage system, which will typically be in the form of drainage ditches/swales or drainage pipes. This will collect the run-off from the greenway and discharge this to the receiving watercourse. As the greenway will be paved, this will result in run-off entering the drainage system quicker than if the land were greenfield, with existing vegetation, hedgerows, trees and the like. Where necessary, attenuation systems will be provided upstream of the outfall from the drainage system such that the watercourse does not become inundated due to the shorter time of concentration and not exacerbate the peak flows of the existing watercourses ensuring the watercourse capacity is not exceeded in high rainfall events.

Where watercourses are in proximity to or being crossed by the greenway, the hydrologists will determine the requirement for water quality testing to be carried out in Phase 3. This data will then be used to determine whether any treatment systems are required as part of the design of the greenway. Treatment systems typically include Petrol-Oil interceptors, or vegetated wetland systems with shut-off valves that can be closed in the event of a spillage event. It is envisaged that these would only be required at trail head car-parks due to the low levels of pollution generated from the greenway itself. These systems will be incorporated into the design where necessary and clearly documented in the EIAR/NIS as part of the planning application.

During construction, it would be standard practice for the contractor to take water quality readings of all watercourses impacted/crossed by the scheme in advance of construction commencing and during construction. Greenways typically do not impact on groundwater sources as they do not have deep cuttings and the run-off is not polluted to the same extent as road run-off. This results in minimal impacts on groundwater and the wells utilising this groundwater for drinking and supplies. The hydrologist and hydrogeologists will assess the potential for construction or operational impacts on water quality of watercourses and wells and develop mitigation measures to ensure no impact on water quality as a result of the project. This will be clearly documented within the EIAR.

With most linear infrastructure construction, there is usually a prohibition on storing materials within proximity of watercourses, in particular fuelling facilities and the like which may pollute a watercourse. At Phase 3 an outline Construction Environmental Management Plan (CEMP) and a Construction Sediment and Erosion Control Plan (CESCP) will be developed at Phase 3, detailing the works being undertaken and the mitigation measures the contractor would have to install to avoid impacts on the surrounding environment, including the potential for silt laden run-off from the site entering the watercourses. This monitoring allows the quality of the water to be checked regularly throughout the construction period and in the event of pollution being detected, works will be halted in the vicinity of the watercourse until additional mitigation measures are implemented to address the issue.



## **6.9 Noise Impact**

### **6.9.1 Themes Raised**

A number of submissions raised noise as a concern. This included noise pollution from the greenway on the surrounding area from people, dogs, use of personal powered transporters and construction noise impacts. Below are a sample of the specific queries that have been raised that cover the broad range of queries relating to noise.

- Was there a Noise impact assessment?
- How has the impact of the noise pollution and the antics of dogs being walked been addressed as to how this will disrupt the wildlife and natural habitats within the specified areas of conservation
- How does the council plan to reduce noise levels for locals living along the greenway?"
- What impact will the noise have on disabled children?

### **6.9.2 Response**

An assessment of the potential noise impacts will be undertaken as part of the option selection process, when selecting the emerging preferred route corridor. This will be considered as part of the Local Environment Impacts within the Transport Accessibility Appraisal as documented in Section 5.4.

At Phase 3 – Design and Environmental evaluation, as the route within the Preferred Route Corridor is refined, noise impacts will be further assessed and clearly documented within the EIAR. This will consider both the impact of noise on the surrounding properties and the impact/disturbance to protected species. Where necessary noise mitigation measures, such as noise bunds, noise fencing and the like will be implemented to ameliorate the noise impacts in accordance with the TII guidelines. These mitigation measures will assist in reducing noise levels from the greenway. It should be noted however that greenway facilities are generally for recreational use, as such night-time usage is expected to be very low, minimising the noise pollution at night when sensitive receptors are most vulnerable to noise.

The population and human health chapter of the EIAR which will be prepared during Phase 3 – Design and Environmental Evaluation will consider the impact of the project as a whole on the local population.

## **6.10 Archaeology / Cultural Heritage**

### **6.10.1 Themes Raised**

A number of submissions raised the impact of the project on archaeological and cultural heritage sites as a concern. Below are a sample of the queries received regarding archaeological / cultural heritage.

- How will the greenway impact local cultural and historical sites?
- Will there be a team of archaeologists assigned to look at proposed routes that may have historical burials?
- How will these historical sites such as souterrains along route C4 be protected under the national monument act?
- Numerous proposed routes go over monuments and sites protected under the national monuments act. How do they propose to ensure these important archaeological sites remain preserved and protected?

### **6.10.2 Response**

The options selection process, and future phases of the project, consider the potential for impacts on archaeological and cultural heritage sites. Archaeology and cultural



heritage is one of the criterion on which options are assessed under the heading of Local Environmental Impacts in accordance with the Transport Appraisal Framework. Wherever possible, archaeological / cultural heritage features will be avoided by routing the options away from known sites. However with greenways, there is also a desire for these to be close to points of interest, such as archaeological and cultural heritage sites, showcasing these features to the wider public. This is in line with the five 'S' criteria of providing a greenway that is Scenic, Sustainable, Substantially Segregated, offers lots to See and do and is Strategic.

As part of the design team, a specialist archaeological advisor has been brought in to assess the options as part of the option selection process. This archaeological advisor will also continue through Phase 3 – Design and Environmental Evaluation and assess the impacts of the project from an archaeological/cultural heritage perspective, suggesting alternative designs that may avoid impacts and where this is not possible, identify appropriate mitigation measures necessary to ameliorate those impacts.

In Phase 3, more intensive archaeological surveys will be undertaken to identify any unknown archaeological sites along the line of the preferred option. These surveys may take the form of microtopography mapping, geophysical surveys and potentially slit trenching and archaeological resolution. Where unknown archaeological sites are identified, this may necessitate an alteration to the route to avoid impacts on these sites.

## **6.11 Landscape and Visual Impact**

### **6.11.1 Themes Raised**

A small number of submissions highlighted concerns regarding the impact of the greenway on the surrounding landscape, together with specific questions regarding the visual impact on their properties/lands. Other submissions raised points regarding the removal of vegetation/trees together with queries regarding proposed planting. A number of specific queries are detailed below.

- Will Trees, bushes and flowers be planted along the greenway?
- The removal of trees to facilitate the construction of the greenway will have an impact on the landscape and visual amenity of the area. How will this be mitigated?
- The proposed greenway on any of the 3 proposed corridors presents a significant risk of interference with natural landscape, wildlife habitats, fauna and local biodiversity.

### **6.11.2 Response:**

The construction of the greenway will require the removal of some existing hedgerows, trees, scrub and the like. This will be minimised as far as possible. As part of the design of the project, fencing and hedgerows will be installed/planted to compensate for this loss of important habitat and landscape features, with the aim to provide a biodiversity net gain, i.e., more trees/shrubs etc will be planted than removed. The Louth County Development Plan has a requirement that where trees are impacted outside of Drogheda and Dundalk, replacement planting will be provided at a ratio of ten new trees per single tree removed. This reduces to five new trees per single tree removed in Dundalk and Drogheda.

The greenway will undergo a landscape and visual assessment in both Phase 2 – Option Selection and Phase 3 – Design and Environmental Evaluation. This will consider the impacts of the greenway on the surrounding landscape as whole, together with considering the impact on individual receptors (houses/properties) and detail the mitigation measures to be implemented to ameliorate those impacts.

Landscape mitigation measures can take a number of forms. This could include lowering the level of the greenway to make it less visible to the surrounding area,



ideally in a cutting to be lower than the surrounding ground level. Other mitigation measures could include visual bunding, where an earth mound is created adjacent to the greenway to block visibility, close boarded fencing or screen planting. Screen planting is an area of dense planting of trees and shrubs that over time will grow to form a visual screen between the greenway and the adjacent lands. This is typically in the range of 10-20m in depth (perpendicular to the greenway) over a suitable length to minimise these impacts.

## **6.12 Impact on Farming Operations**

### **6.12.1 Themes Raised**

A number of submissions received raised concerns regarding bio-security of their farming operations and the impact of the greenway on the animals kept on the farm, in particular during breeding seasons. Below are a selection of specific queries that broadly cover the range of queries received.

- What impact assessment has been carried out on livestock welfare as regards constant disturbance and anxiety e.g. during the breeding season.
- Farmers are required to maintain strict bio security measures to prevent the spread of diseases to crops and livestock. How is the increased risk of introducing diseases on farm lands due to the greenway going to be addressed?
- The health risks to my stock is my main concern as there will be dogs on this greenway who carry a lot of diseases which would be harmful to my cattle as dogs will always find a post or fence to go up against and the cattle could lick it, main disease is Neosporosis which causes abortions in cows and fertility problems.
- in 2001, all the animals with foot and mouth were buried alongside one of the proposed routes (thousands of animals), not a wise decision to use this route and may disturb this big burial ground. Could you please advise on this?
- We also have sheep & I worry about the effect a constant stream of dogwalkers will have on our farm during lambing season.
- Will there be any restrictions as regards what livestock can be grazed in fields along the greenway, e.g. Bulls, Rams etc?

### **6.12.2 Response:**

As part of the project team, a specialist agronomist will undertake detailed assessments of each landholding impacted by the preferred route in Phase 3. The agronomist will advise the design team as to what mitigation measures are necessary to minimise the impact on the adjacent farms. The assessments and mitigation measures will be clearly documented in the Environmental Impact Assessment Report (EIAR).

Fencing provided on the project will be stock proof fencing generally in accordance with TII Publication Standards. The exact type of fencing provided will be determined during Phase 3 and will be dependent on the farming operation of the lands through which the greenway passes. The hedging provided is typically consists of a mix of hawthorn, whitethorn and blackthorn, such that the hedge will form a stockproof barrier once matured. The exact hedgerow mix will be determined during the detailed design.

The fencing provided will prevent dogs being able to access the adjacent lands from the greenway and provide a buffer to the adjacent agricultural lands and minimise the transmission of disease from dogs on the greenway and the adjacent landholdings.

The alignment of the greenway will seek to avoid known burial sites. Where LCC do not have records of such a site, our project liaison officer will be in contact with the people who raised this concern to ascertain its location and this will form part of the option selection assessment criteria under the heading of contaminated land.



There will be no restrictions on the type of livestock that may be grazed in the lands adjacent to the greenway. Louth County Council will be responsible for the maintenance of the boundary, which will provide a stock-proof boundary between the landholding and the greenway.

## 6.13 Facilities

### 6.13.1 Concerns Raised

A number of submissions raised queries regarding what facilities would be provided as part of the greenway. This included in particular toilet facilities and provision of litter bins, with others raising topics such as lighting, fencing, emergency telephones. Below are a number of specific concerns raised that broadly cover the queries raised.

- What lighting will be on the path? If possible, it would be great to see the greenway lit up at night to increase safety and further extend its usefulness for locals in the darker winter months. Or sections of the greenway at least.
- Where will the toilet facilities be on the greenway and how far apart will they be? If this were to go ahead who would be expected to provide toilet facilities along the route ?
- Are people with reduced mobility considered? And will toilets and other facilities along the corridor be accessible for wheelchair people?
- Will there be emergency phones along the route?
- Are there any plans to have defibrillators located along the greenway?
- Is seating provided on the route for older persons?
- Will there be litter bins? If so how often will they be emptied? Need to prevent litter getting into fields with animals.
- We also believe bins for dog waste should be strategically positioned along the greenway route. We walk our own dog on greenways and always take bags, but it's rare we don't see a full bag left on a fence or gate. This is because there are no bins in which to put said bags, and people leave them there with the intention of collecting them later.
- what investigations are proposed to the route where the Greenway meet a local road in a point that is considered a blackspot with high accident rates?

### 6.13.2 Response

Greenways are classed as a recreational facility and with low usage during the hours of darkness. Lighting will be provided in accordance TII Publication Standard DN-GEO-03047, Rural Cycle Design (Offline and Greenways), which states that *“Generally, cycleways will not be illuminated”*. However, this needs to be considered on a case by case basis, with particular attention paid at road/cycle crossings and sections of the greenway close to built-up areas. The lighting proposals will be developed taking cognisance to minimise the impact of lighting on the surrounding environment once the preferred route has been identified in Phase 3 – Design and Environmental Evaluation phase of the project and clearly documented in the planning application.

The provision of ancillary infrastructure, such as seating, litter bins, toilet facilities, picnic benches, CCTV and defibrillators and the like will be provided in accordance with the Department of Transport “Greenways and Cycle Routes Ancillary Infrastructure Guidelines” and TII Publication Standards DN-GEO-03047.

The proposals for this infrastructure will be developed during Phase 3 once the preferred route has been selected. At present, we would envisage that major trail heads will be provided close to the termination areas at either end of the greenway, with minor trail heads located at suitable intervals where the route intersects the



existing public road network. Parking would be provided at these locations, in conjunction with other facilities, which is likely to include toilets, bins and seating. We would envisage that the trail heads would be illuminated, however this will have to be determined in consultation with the environmental specialists to minimise the impact of lighting on the surrounding environment. It would be proposed to provide rest areas with seating at suitable intervals along the route at no more than 2km intervals, and/or at the top of steeper sections of the greenway. These rest areas will be accompanied with bike parking. Louth County Council will develop a Maintenance Plan as part of the project, which will cover items, such as refuse collection, toilet cleaning and general maintenance, such as hedgerow maintenance, grass cutting and the like.

Traffic and parking surveys will be undertaken in 2025, including throughout the summer months and at weekends to assess the existing traffic demand on the peninsula. As the scheme is further developed, these surveys will be used to inform the locations of the trail heads, which will be access points to the greenway and comprise parking, seating, litter bins, toilet facilities and the like. The size and location of the trail heads will be determined following the surveys and predicted usage demands allowing an assessment of future traffic on the surrounding road network.

Where the greenway intersects the existing road network, crossings of the road will be incorporated into the design. These crossing locations need to be carefully selected to ensure the safety of users of the greenway to minimise the potential for collisions with vehicles on the road. Each access point will be reviewed to ensure that appropriate visibility will be provided to both pedestrians and cyclists on the greenway and for the vehicular traffic approaching the crossing point. TII Publication Standards DN-GEO-03047 provides details of the requirements at these crossing points and Figure 6.2 of this standard reproduced below shows the typical detail for an at-grade crossing of a local road.

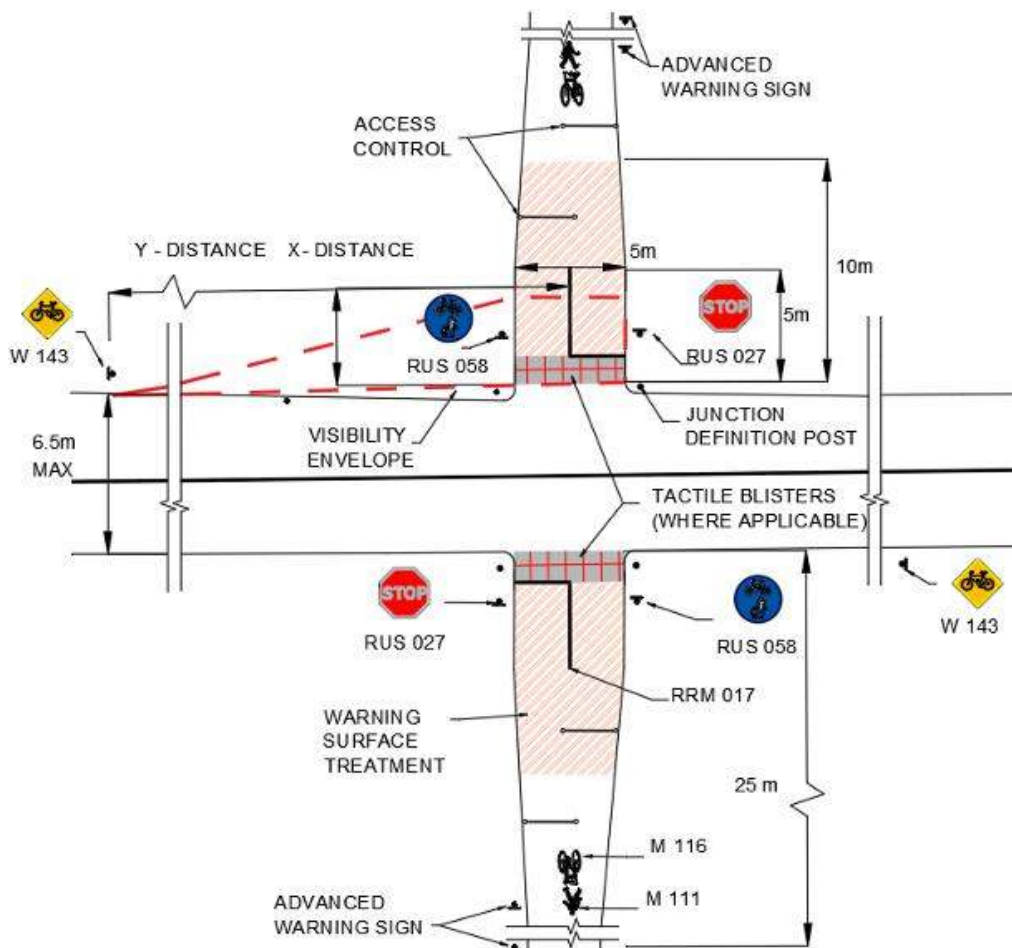


Figure 6.2 – Typical Road Crossing Detail from TII Publication DN-GEO-03047



## 6.14 Greenway Use

### 6.14.1 Themes Raised

A number of submissions raised concerns regarding the use of greenways. This included topics, such as parking, speed limits, signage, connection details with the local road network, emergency access and upkeep of the greenway. Below are a number of the specific concerns raised that broadly cover the issues highlighted in submissions:

- Will parking be provided on minor roads where the greenway links to existing road network so there will be no disruption to farmers carrying out normal work? Where will the parking zones be? Will there be designated parking areas for greenway users?
- We have a concern that the introduction of the proposed Greenway in the absence of appropriate parking provision (absent in the plans) will lead to dangerous parking on the hard shoulder or blocking single lane access roads.
- Are there plans for clear signage / management / planning regarding cyclists and walkers use of the greenway? Is there signage alerting users to keep dogs on a lead at all times?
- In event of a callout, how will Emergency Service Vehicles safely access all areas needed, including homes, businesses, and greenway callouts? and will access to homes be impacted in such a case because of the greenway
- Are there any planned access points for emergencies along the greenway?
- At what points along these proposed routes will emergency services have access in case of an incident, emergency or assault ?
- Will there be any restrictions on access to the greenway? Will there be a limit to the number of people using the greenway at any given time?
- Are there any entry/Exit gates along the proposed greenway, if so, where will they be? How many entrances are planned for the greenway?
- Will the greenway be open 24/7
- Is the route wide enough at all areas to accommodate persons walking/cycling in both directions at the same time?

### 6.14.2 Response

The proposals for infrastructure and facilities will be developed during Phase 3 once the preferred route has been selected. Section 6.13.2 details the facilities envisaged to be provided as part of the greenway development.

Signage requirements will be determined in Phase 3 following the selection of the preferred route. Signage is envisaged at this stage of the project to include, “Leave no Trace” signage regarding litter and “Keep Dogs on Lead” signage. Directional signage will be provided to direct people to the greenway and to direct greenway users to local amenities and attractions.

The greenway will be designed to accommodate emergency service vehicles to access all points of the greenway network. The greenway will not restrict access for emergency services or residents to property and this shall remain operational at all times. As part of the design, it may be necessary to reconfigure an access (e.g. a property access) to be able to safely cross the greenway with appropriate visibility to ensure the safety of all users. These will be developed in the next stage Phase 3 – Design and Environmental Evaluation in consultation with the land/property owner and clearly documented in the Environmental Impact Assessment Report.

Access to the greenway will be restricted through physical access control measures to prevent unauthorised access for vehicles onto the greenway. These will be provided





in accordance with TII Publication Standard DN-GEO-03047 and the NTA's Access Control of Active Travel facilities. These are typically demountable or moveable obstructions, such that maintenance and emergency vehicles can access the greenway when required.

The greenway will be open 24/7 without any restriction on the number of users per day. As with all greenway infrastructure, some sections will be busier than others, in particular where in close proximity to urban centres and areas of interest. These areas where higher demand is envisaged will be designed to accommodate the increased numbers of users. TII Publication Standard DN-GEO-03047 recommends a minimum width of 3.0m for low usage and 5.0m where high volumes are expected. Low volumes are where the facility is expected to attract less than 300 users per hour, with high use greater than 300 users per hour. It is therefore expected that sections close to Dundalk and Carlingford could exceed this threshold, and other locations such as near Templetown or Whitestown Beach may also exceed this threshold. Once the emerging preferred option is identified, the usage requirements will be detailed and the greenway designed accordingly in accordance with the design standards.

Access to the greenway will be provided at suitable locations throughout the length of the greenway. These locations will be determined once the preferred route corridor has been identified. It is likely that access will be possible at all locations where the greenway intersects the existing local road network.

## 6.15 Maintenance

### 6.15.1 Themes Raised

A number of submissions raised queries regarding the maintenance of the greenway, some citing other greenways where vegetation growth which restricts the use of the greenway.

Below are a number of the specific concerns raised.

- The Omeath greenway isn't being maintained. It is covered in dog mess.
- Who is responsible for the upkeep and cleanliness of the Greenway?
- Posts for fencing for greenway need to be cement post not just wooden post, as they need to be strong enough to withstand animals like cattle. Who is responsible for maintaining the posts?
- Who is responsible for removing the litter that these walkers/cyclists will leave behind. Currently the local community are continuously cleaning up after people each weekend, this includes walkers, cyclists and campers. There is no one to enforce or police this and situation will be only get worse.
- Have an assessment been conducted on the cost of maintaining the greenway and what exactly are the strategies involved in maintenance?
- What are the plans for winter maintenance?
- The existing greenway from Carlingford to Omeath is not fit for purpose and is not maintained to a suitable standard and has very little car parking facilities.
- we think it's important to emphasise that there is no point spending money putting in a greenway (or any other facility) if it is not going to be maintained. I attach two recent pictures we took while walking on the existing greenway between Carlingford and Omeath. This greenway is supposed to be 3m wide. In some places there is only 1m of gravel to walk on due to the overgrowth on both sides. The fencing isn't even visible in one of the pictures.



### 6.15.2 Response

A number of the submissions have raised concerns regarding the maintenance of the greenway, with a number highlighting the lack of maintenance on the Carlingford to Omeath greenway. It is a requirement of TII funded greenway projects that a maintenance plan be developed and implemented by Louth County Council for the greenway. The Maintenance Plan will also include an inspection regime and cover items, such as defects to the paved surface, vandalism/damage to signs, walls, fences, gates etc, maintenance of verges, trees and hedges and cleanliness of the greenway. The greenway will be included in the regular and ongoing winter maintenance programme undertaken by LCC. The Maintenance Plan will consider which sections of the greenway are high demand areas, requiring a higher frequency of refuse collection/cleaning compared to other areas on the greenway where a lower number of users would be expected. All infrastructure provided as part of the project will be inclusive of all users and accommodate those with disabilities. The greenway itself will have a paved surface with shallow gradients suitable for wheelchair users.

'Leave no Trace' signage will be erected at suitable intervals along the greenway to encourage users to take refuse with them, in conjunction with litter bins provided at suitable locations.

The responsibility for the maintenance of greenway infrastructure in the County rests with Louth County Council, and as such, falls within the Council's annual Revenue Budget to fund an ongoing maintenance plan for the upkeep of the greenways in the County, including any new greenway infrastructure that may be developed in the future.

Fencing provided on the project will be stock proof fencing generally in accordance with TII Publication Standards. The exact type of fencing provided will be determined during Phase 3 and will be dependent on the farming operation of the lands through which the greenway passes. Where existing boundaries are impacted by the project, these will normally be replaced on a like for like basis. i.e. if a stone wall is to be removed, a stone wall would be constructed as a replacement.



## 6.16 Construction Impacts

### 6.16.1 Concerns Raised

A number of submissions have highlighted the potential for significant impacts during the construction phase of the project. These include impact on farming operations and impact of construction traffic on the surrounding road network. A number of specific queries are detailed below:

- Has there been a traffic management survey completed for both the construction of the Greenway works and the anticipated traffic management for the completed Greenway? If so, what were the findings of this?
- A proposed Greenway would involve an extensive excavation and construction in the area where many protected species live, breed and feed. How will the construction process affect local traffic and road conditions, particular along the road to Templetown Beach?
- Templetown Beach is a Special Area of Conservation. How does the council plan to avoid negatively impacting the local wildlife during the construction and operation of the greenway?
- Construction of the greenway would disrupt daily farming activities. Noise, dust, and increased traffic could disturb livestock, affect crop yields, and create safety hazards
- How will the construction process effect adjacent farmland?

### 6.16.2 Response

At this stage of the project, it is too early to determine the construction works that will be required as these are option dependent. In Phase 3 – Design and Environmental Evaluation following the identification of the preferred route corridor, as the design is developed, the construction of the works will be considered and assessed.

The following details typical construction practices on a linear development such as the greenway. Where the greenway is offline of the existing road network, the lands will be fenced and traffic will have suitable access points onto the road network to access the site. The greenway will typically try to follow the existing topography, which will minimise the extent of earthworks (cuttings and embankments) being formed. Where necessary, temporary lands will be included to facilitate construction, such as for bridges/culverts and the like. Where the greenway is adjacent to an existing road, temporary traffic management is likely to be required to provide a safe working zone for the contractor and facilitate the safe movement of people and traffic past the work site.

The construction of the greenway should have a minimal impact on the adjacent farmland following the fencing of the work site. The contractor will be responsible for ensuring that the site is secure from access by people and animals during the works, as such there should be no restriction on farming operations outside of the fenced work site.

The envisaged construction sequencing of the works and access points will all be clearly identified within the EIAR, but as stated above, are not able to be determined at this stage of the project. The impact of the construction, in terms of traffic, dust, noise pollution and carbon will be assessed as part of the EIAR and where necessary mitigation measures included to ameliorate these effects on the surrounding population and environment.

There will be a requirement for the contractor who undertakes the works to prepare a traffic management plan, construction environmental management plan, environmental operating plan and construction erosion and sediment control plan. Outline versions of these plans will be prepared by the design team as part of the EIAR and included within same as part of the planning application. The mitigation measures



included within the EIAR and any additional commitments given during the statutory process will be documented in a schedule of environmental commitments. The schedule of environmental commitments together with any planning conditions will be incorporated into the contract requirements for the construction phase of the works. Louth County Council will have a site based supervision team ensuring the Contractor complies with these contract requirements.

## **6.17 Privacy and Security**

### **6.17.1 Concerns Raised**

A number of submissions raised queries regarding privacy concerns potentially leading to a reduction of security for their property/farm. In general, these submissions object to the proximity of the greenway to their property highlighting that the greenway will bring people into areas where there is the potential for views into gardens/farm yards. The majority of submissions then go on to state that this will lead to an increase in criminal activity at the properties. Below are a selection of the concerns raised that broadly cover the issues highlighted.

- People walking past my back garden there will be no privacy. I live in the country for a reason.
- I don't want to be looking at a fenced off area from my back door and garden. This greenway will disrupt my privacy.
- one of the proposed plans is running right up the side of our house. We would absolutely not want this to go ahead as it would mean we would have absolutely no privacy in our garden.
- Where walkway is close to houses what security or privacy is offered.
- How will the greenway affect the privacy of residents who's properties back onto it? There is more than enough privacy concerns at the front of properties from the adjoining roads for residents, never-mind worrying about the rear of the properties now being exposed to further eyes now too.
- The greenway would bring increased foot traffic and cyclists close to our home and farm buildings. This intrusion compromises our privacy and raises security concerns.
- The proposed route drastically decreases the privacy for many residential properties which increases the risk of theft, burglary, criminal damage and vandalism.
- I've been informed by your design team that the Greenway will run behind the multiple houses built along the road C5. This will impact residents by breaching their privacy and increasing the risk of crime (in particular burglary).
- The route will affect the privacy of a number of residential properties, how will this be addressed?
- What I can see it would go across properties of elderly, vulnerable residents in my area. I am concerned that this would bring undue stress and potential dangers to these people - having strangers passing so close to their houses.
- if the chosen route goes through my property it would need to be at the extremity of the property. At least 200m from the house. We have two young girls and would require a fence, return of the hedge and stone walls in keeping with the property alongside suitable payment for the land.
- Has a research been carried out into the number of robberies and attempted robberies on homes along greenway routes already established in other areas such as Athlone, Mullingar, Waterford etc?



## 6.17.2 Response

In the first instance, the options developed seek to avoid being near residential properties so far as is possible and the potential noise and visual impacts of the options will form part of the assessment criteria when undertaking the option selection process to identify the emerging preferred route corridor.

At present the corridors shown are generally 50m in width, whereas the width of the greenway itself will be typically 5.0m-10m in width. Once the emerging preferred route corridor has been identified, we will work with property and landowners to optimise the route to minimise the potential impacts on their farms and on properties where the route is close to those properties.

In Phase 3 – Design and Environmental Evaluation, our Landscape, Noise, Air Quality, and Agronomy specialists will provide input into the design development to enable the design team to optimise the route and minimise the impacts. Where impacts are identified, mitigation measures will be installed to ameliorate the impacts on the farms/properties.

Landscape mitigation measures can take a number of forms. This could include lowering the level of the greenway to make it less visible to the surrounding area, ideally in a cutting (lower than the surrounding ground level). Other mitigation measures could include visual bunding, where an earth mound is created adjacent to the greenway to block visibility, close boarded fencing or screen planting. Screen planting is an area of dense planting of trees and shrubs that over time will grow to form a visual screen between the greenway and the adjacent lands. It should be noted that bunding and screen planting will require additional lands over and above that required for the greenway.

The design will ensure that the greenway is fenced so as not to not allow for easy access to lands/property adjacent to the scheme. Hedging will be planted along significant lengths of the greenway, likely in the form of hawthorn, blackthorn and whitethorn hedging, which will also discourage egress from the greenway. In the next phase, Phase 3 - Design and Environmental Evaluation, where a specific concern is identified, the design team will work with the land/property owner to develop possible solutions that will address the concerns as far as possible.

There is no specific research available that covers crime rates in relation to greenways in Ireland, however a number of studies have been carried out in America<sup>1</sup>. These studies show that the majority of homeowners close to the greenways perceived a positive or neutral impact on the saleability and value of their property and were positive about the impact of greenways on their community.

## 6.18 Safety

### 6.18.1 Concerns Raised

The submissions highlight a number of concerns regarding safety. These cover the safety of the greenway users, in particular women using the greenway, people accessing the greenway through the public road network and the presence of the Garda to police the greenway. Other safety concerns have also been highlighted regarding the potential safety impact of livestock and farming operations on the users of the greenway. Below are a selection of specific queries raised that cover the broader spectrum of submissions.

- Has the local community and alert Garda been consulted about the proposed Greenway? Will there be extra Garda assigned to this area?

<sup>1</sup> Impact of the Bush Creek Trail on Property Values and Crime (April 1992)  
Fox River Trail Development Plan – Brown County Planning Commission  
Perceptions of how the presence of greenway trails affect the value of proximate properties (Journal of Park and Recreation Administration)



- We only have a part time Garda presence, the nearest Garda Station is 27km away, the streets are crowded, anti-social behaviour is prevalent.
- It was previously proposed to Louth County Council by councillor Antoin Watters that a Greenway Ranger be employed. This was rejected, but in our opinion this decision should be reconsidered. A greenway stretching from Dundalk to the border is quite a distance, and it needs someone to be responsible and have ownership for it's upkeep and maintenance.
- About using the greenway, would you be informing people of the dangers of slurry spreading, spraying and smoking as this is mainly a tillage area?
- The proposed route traverses some of the best arable farmland in Co. Louth, where active farming operations, including crop spraying, are regularly conducted. This area is inherently unsuitable for a greenway, as the presence of pedestrians on these lands poses risks to both the public and the agricultural activities. The introduction of a greenway in such a setting could lead to conflicts between farming operations and recreational use, potentially compromising crop safety and yield as well as health risks to those using the route.
- There has been an attempted rape on the Carlingford to Omeath Greenway in broad daylight. What are the safety measures being put in place for users of the greenway?
- I stopped using the Carlingford to Omeath Greenway when Ashling Murphy was brutally murdered along a greenway in Co. Offaly. I felt unsafe running along a pathway that was fenced in. Unfortunately, a woman was attacked on the Carlingford to Omeath Greenway not long after this. Recently there was another attack on a greenway in Dundalk along the Castletown river. It has not been considered that women are unlikely to use this facility on their own.
- The R173/5 and indeed many of the minor roads on the peninsula are both dangerous and unpleasant for walkers and cyclists due to the volume and speed of traffic - hence the need for traffic calming measures at local schools.
- It would be great to see more signage on the local road network alerting vehicles to the presence of cyclists. If possible also on the local road network, it would be great also to see some more priority given to cyclists/pedestrians on certain roads
- There have also been several fatal dog attacks documented recently on greenways around the country what plan is in place to ensure dog control compliance?
- How are we supposed to protect livestock and also protect the public from cattle getting out after people leave gates open which happens time and time again on the Omeath greenway.
- We are beef farmers and there is a bull on this property for the majority of the year. I could not guarantee the walkers safety beside a bull in the mating season. Flimsy fences will not stop a 2 ton bull. Also a new mother cow is far more dangerous protecting her newborn than the large bull. We also have sheep & I worry about the effect a constant stream of dogwalkers will have on our farm during lambing season. For safety reasons a greenway is not safe on a working farm.



## 6.18.2 Response

The project is still in its early stages, as such consultation with An Garda Síochána (AGS) has not yet been carried out. This will be carried out once the emerging preferred route corridor has been identified. Garda staffing levels are not within the remit of TII or the local authority and will be a matter for AGS.

The provision of a greenway ranger or similar will be considered by Louth County Council as part of the maintenance plan for the greenway that will be developed by LCC.

The development of the greenway will seek to follow existing boundaries were passing through land holdings to minimise the impact on farming operations. In some instances, it may be necessary to cross the greenway with farm machinery and/or livestock. Where this is required, dedicated crossing points will be provided on the greenway in consultation with the landowners. Where activities of crop spraying, slurry spreading and the like are being undertaken, these will have to be carried out in a safe manner so as to not affect the users of the greenway as is currently done when spraying adjacent to the public road or properties.

We acknowledge the sentiment and feeling regarding safety when using greenways and at Phase 2 Option Selection safety is one of the assessment headings, with the specific context of a “sense of personal security and safety while using the greenway”. In addition to the safety assessment, the gender impact of the greenway will also be assessed under the heading of social impacts, building on the TII research and subsequent guidance “Travelling in a Woman’s Shoes”. The remoteness of the greenway is a key consideration in this regard, as such a greenway that is closer to properties will likely receive a higher ranking under this heading as they will benefit from passive surveillance than those options that are distant from properties.

In Phase 3 – Design and Environmental Evaluation, the design team will develop the design to minimise the potential for attack. This will extend to the maintenance plan, where setback of planting from the paved surface of the greenway is important to maximise visibility. We will ensure that where seating is provided, this is in an open area with good visibility, and that all sections of the greenway have long sight lines so that users can see people approaching from a safe distance. The trail heads will include parking facilities and other amenities such as picnic benches / seating, toilets and the like. It is envisaged at this stage of the project that these trail heads will be lit during the hours of darkness and CCTV provided in accordance with TII Publication Standard DN-GEO-03047 and the Department of Transport document “Greenways and Cycle Routes Ancillary Infrastructure Guidelines”. Both of these guidelines cover guidance on the installation of CCTV.

As part of the option selection process, access to community facilities, education, sports facilities, employment are considered, with those options that improve access to a greater extent being ranked higher in that regard. Where direct access is not provided, consideration will be given to providing connectivity between these facilities and the greenway to provide safe access route for all users. This will include signage to direct people to the greenway and from the greenway to these facilities/communities.

Please refer to Section 6.1.2 regarding the control of dogs on the greenway.

Where access is required across the greenway, gates will be provided on either side of the greenway. These gates will be for the landowners use, with the landowner having the power to lock these gates if necessary. There will be no public right of way through the adjacent lands, provided one does not already exist. Where a public or private right of way exists across the lands, these may be reconfigured as part of the project and an alternative access route provided. Until we have identified the emerging preferred option, it is not possible to identify these locations and potential access arrangements agreed with the appropriate landowner.



Fencing provided as part of the project will be stockproof fencing in accordance with the TII Publication Standards. This fencing is in use throughout the country on road and greenway projects and has been effective at containing cattle from road/greenway users. Where the greenway is adjacent to sensitive farms, an additional buffer between the greenway and landholding will be considered, with mitigation measures included to minimise the disturbance to the adjacent lands.

## **6.19 Route Specific Issues**

### **6.19.1 General Concerns Raised**

This section responds to specific concerns or comments in relation to specific route corridor options. A number of submissions raise specific issues regarding those topics that have already been addressed under Sections 6.1 to 6.18 of this report and have therefore not been responded to in Section 6.19.

The majority of the specific submissions relate to a specific route corridor, either stating an objection to one or more corridors or a preference for a certain corridor. As an example, many submissions make statements such as “I think it should be the coastal route”, “I think it should be on the existing road” or “I don’t think it should be corridor X”. We have not re-produced these specific queries, as a large number allow for identification of the person who made the submission. In some instances, reasons are provided for the objection to a specific corridor. Where specific items are identified, such as protected species, proximity of designated sites, as to why a certain corridor should not be selected, these constraints have been passed to the appropriate specialist to ensure this is considered as part of the Option Selection process.

### **6.19.2 Response to General Concerns Raised**

We are aware of the designated sites that exist within the study area, and the qualifying interests of these protected sites, such as the bird species and habitats. Our ecological specialists will fully assess the impacts of the corridor options on these sites when undertaking their assessments and these will be considered in conjunction with other impacts. This will include a review of the submissions that have highlighted any protected species within the area of any corridor option.

Full details of the option selection process are contained in Chapter 5.4 of this report, including the criteria that will be used to identify the ‘Emerging Preferred Route Corridor’.

### **6.19.3 Specific Concerns Raised**

The following submissions are responded to directly beneath each query raised. Where necessary, the text has been amended to avoid identification of the party/parties that made the submission, but the sentiment of the submission retained. Where a number of submissions have been made on a very similar topic/basis, these have been grouped together and responded to as a whole.

#### **Observations**

- You **MUST** cross the Flurry River by rebuilding the railway viaduct. Remember that this route is for cyclists. They **CANNOT** and **WILL NOT** follow long, pointless diversions. **NOR** will they climb steep hills like that out of Carlingford Marina (rather than the old railways line).
- The shortest route into the town would be my preference. A bridge from Bellurgan Point across the water would be a great feature. This would encourage tourists and locals to use the greenway more often. I am mostly in favour of the following.





### **Response**

A route corridor crossing the Flurry Estuary at the existing (dismantled) railway bridge was considered as part of the feasibility study. This however was deemed not feasible due to the cost of providing a bridge spanning approximately 320m, in conjunction with the likelihood of loss of the qualifying interest habitat within the Special Area of Conservation. Where routes were assessed for feasibility, those that considerably exceeded 5% longitudinal gradients for long lengths were deemed not feasible. This is specifically to exclude those routes which could not be made to comply with TII Standards, where a maximum of a 5% gradient is permitted for a length of 150m.

### **Observation**

As much as the coastal route being very scenic the vastness of the erosion problem would likely be prohibitive so maybe the option of reusing the old railway line?

### **Response**

The design team are aware of the high rates coastal erosion on the Cooley Peninsula, with EU mapping (based on satellite data) indicating rates of up to 10m per decade on some sections of the coastline, based on satellite data. The design team is aware that the OPW and Louth County Council are developing coastal protection schemes at Bellurgan Point and Ballagan. As part of the development of the greenway route corridor options, the corridor are of sufficient width to either not be within the erosion zone of influence, or the costs of erosion protection have been included as part of the cost estimate for that option. However, the costs associated with erosion protection could make these options prohibitively expensive in comparison to other options.

Options have been presented that broadly follow the disused railway corridor, with deviations where development has occurred on the line of the disused railway. These options are shown in the Feasibility Report and will be assessed in accordance with the criteria outlined in Section 5.4.

### **Observation**

I have a question about a section of one of the planned routes which I hope you can answer. In section C the corridor polygon expands to include areas behind houses. Are you currently exploring a route that goes behind houses? If so, could I request further information please? Some of my neighbours seem to have extra info that suggests this but I can't tell if it's just rumours spreading like wildfire or if it's actually based on actual information.

### **Response**

The Corridors developed are typically of a 50m width, however where there are potential alternative route options within the corridor, the corridor has been widened to allow for these potential routes to be further explored. In the location identified (text of observation amended to anonymise the query), there are a number of potential options, one of which could involve the greenway being located behind the properties.

During the Phase 2, Option Selection, we will develop the options further to allow the identification of the emerging preferred route corridor. Once the Preferred Route Corridor is selected, we will be able to provide further information regarding the actual line of the greenway within that corridor.

### **Observation**

I have a property on the route and talked to others effected. Most everyone is opposed to one or other of the 5 options presented. The map is incoherent at pinch points (particularly in section B). Various people have told me it is "going through their house, yard, land etc". This cannot be correct. The map with 5 options is the confusion and has fuelled community opposition.

### **Response**



We understand that at this stage with multiple corridors on display that this can lead to confusion and a misunderstanding of the potential impacts on properties / landholdings. We have prepared the online mapping to assist people in being able to more accurately determine the potential impacts relative to their own properties. At this early stage in the project, only indicative Route Corridors of typically 50m width are developed. Unfortunately this is a function of the early stage of development that the project is at. As the option selection progresses the number of options will reduce to a single corridor, and then in Phase 3 – Design and Environmental Evaluation, the route alignment will be developed which will typically be 5-10m in width within the preferred route corridor.

As a general rule, we will try to avoid impacts on properties wherever possible and will where possible align the route (within the corridor) to follow existing field boundaries, or be adjacent to the road to minimise the impact on landholdings.

#### **Observation**

Why is it considered feasible to propose the relatively extensive civil works necessary to align the ground level of any Greenway route passing through the Railway Village greenspace with the existing land surface levels currently associated with agricultural activity at either side of Railway Village?

#### **Response**

The development of the greenway through the greenspace associated with the Railway Village development was considered feasible, as the greenway would be able to be developed largely at existing ground level, with only minor earthworks envisaged, without introducing longitudinal gradients in excess of those within the TII Publication Standards. The provision of a greenway that is largely at-grade would minimise the extent of work needed to construct the greenway, minimising the cost and environmental impacts of the construction works on the environment and surrounding properties.

#### **Observation**

What feasible arrangements are envisaged for any Greenway route through the Railway Village green space to safely cross the vehicular access road into Railway Village?

What feasible arrangements have been considered as a means of preventing the R173 main road access and internal roads within Railway Village being used for public vehicular access to any Greenway route through Railway Village?

Have these potential arrangements been assessed in relation to road safety on the R173? Where can this assessment be found and examined?

#### **Response**

As detailed in Figure 6.2, an at-grade crossing of the access road to the Railway Village would be incorporated into the design of the greenway. The access road into the Railway Village is a cul-de-sac serving a relatively small number of properties which would minimise the interaction with traffic. The horizontal and vertical alignment of the access, in combination with the proximity of the R173 junction will also have the effect of limiting vehicle speeds at the crossing point and therefore make this crossing safe.

As detailed in section 6.13, designated parking will be provided at trail heads along the greenway. The location of these parking areas have yet to be determined and will be done so in the Phase 3 – Design and Environmental Evaluation phase of the project. The provision of this parking should eliminate the need for anyone to use the access road for parking to access the greenway.

As part of the option selection process, a road safety audit will be undertaken on the route corridor options and again on the emerging preferred route corridor. This is known as a Stage F Part 1 and Stage F Part 2 audit. As the scheme progresses, the Phase 3 design will be subject to a Stage 1 Road Safety Audit, with subsequent road



safety audits carried out in advance of construction commencing and following completion of construction prior to opening.

#### **Observation**

The local roads pertaining to routes C3, C4, C5 nodes 25, 26, 27, 28 are not equipped to take an increase in such traffic. The roads on this route suggested are effectively single lane and will contribute further to traffic issues. At present traffic is managed by having to pull into ditches and letting others pass.

Can you please clarify how these routes will cope with a greenway also?

Have the routes been examined in depth? What factors were taken into place that would suggest that C3, C4 and C5 were feasible routes?

#### **Response**

At present, the corridors for options C3, C4 and C5 are approximately 50m in width. These cover the existing road (where present) and the adjacent lands. It would be envisaged that the existing roads would be widened to incorporate a segregated greenway, or that the greenway would be in the agricultural lands adjacent to the existing road. The exact route of this will not be determined until the emerging preferred option has been selected. As such, the existing roads will not be accommodating additional pedestrians and cyclists, as these will be using the dedicated facilities provided. The parking locations will be carefully selected once the emerging preferred corridor has been selected to ensure that appropriate access is provided to these parking facilities, such that the existing road is not over capacity.

At this stage, as detailed in Section 5, the design development is at an early stage, with a feasibility assessment having been undertaken to date to arrive at the feasible options displayed at the public consultation event. The scheme will progress through Phase 2 – Option Selection, where detailed assessments will be undertaken to identify an emerging preferred route corridor.

The feasibility assessment is documented in the Feasibility Report that is published on the project website at the following link

<https://www.dundalkcarlingfordgreenway.ie/reports>.

#### **Observation**

With respect to route C5, I have been informed by your design team that the Greenway will not run along the coast road but rather will run behind the multiple houses built along the road. This will impact residents by breaching their privacy and increasing the risk of crime (in particular burglary). It is also not clear how the Greenway will cut across driveways and farmland. Is the proposed route going to cut across fields and render land useless? How will farmers access both sides of what is not an entire field?

If the design team walked the proposed route C5, they will learn that this is a multi-use and safe roadway. Walkers, cyclists, motorists and farmers use this road daily and it is entirely safe. As a runner/walker, I would choose the seafront. Therefore millions will be spent constructing a Greenway which will not be used. The same issue arises with proposed route C11. Those wishing to enjoy the sights of Carlingford Lough and the Mourne mountains are not going to walk through farmland when they can choose to walk on a quaint country road by the coast.

#### **Response**

At this stage of the design development, we have developed corridors, and as the scheme progresses through design development, routes will be developed within these corridors. From a site visit by the design team, it is considered possible that the existing road will be re-purposed as a shared facility for pedestrians, cyclists and motorists, but it is also possible that a segregated route could be in the agricultural lands adjacent to the road. If the route is located within the agricultural lands, this will



endeavour to follow the field boundary to minimise severance, whilst also complying with the design requirements of TII Standards.

If the route is in the agricultural lands, crossings of the greenway will be provided to allow farmers to access the lands across the greenway in accordance with TII Publication Standard DN-Geo-03047 Figures 4.9 and 4.10 reproduced below as Figure 6.3.

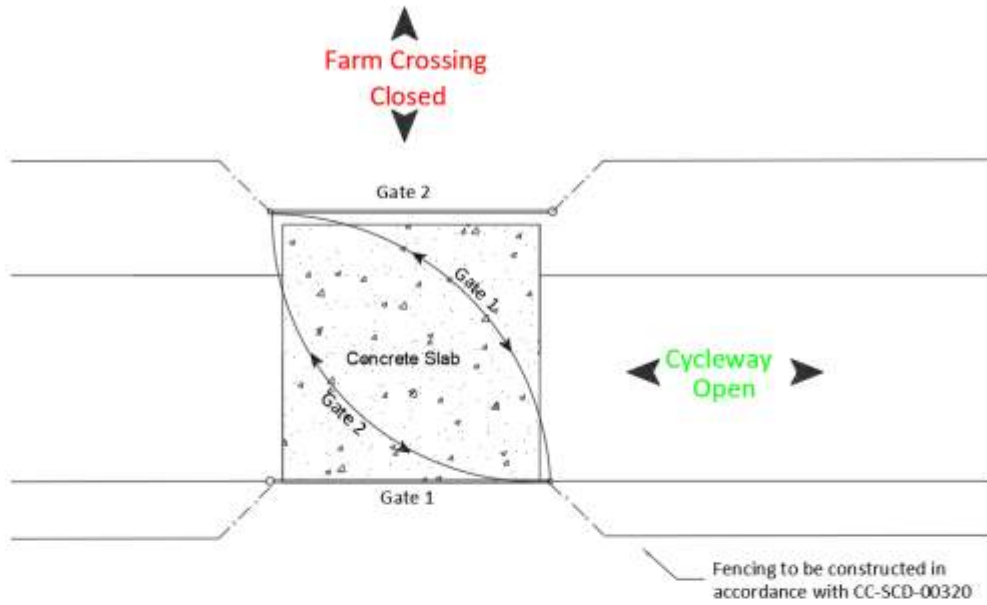


Figure 4.9 Farm Crossing Gate Detail (Open for Greenway Users)

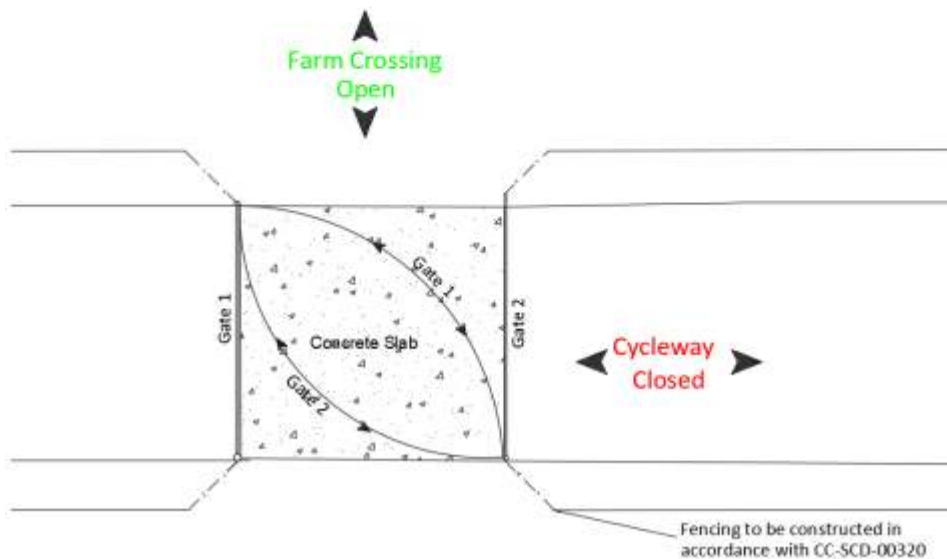


Figure 4.10 Farm Crossing Gate Detail (Closed for Greenway Users)

Figure 6.3 – Typical Farm Crossing Details



### **Observation**

- Routes A1 & A4 are in the coastal flood plain and the construction of a greenway would exacerbate the issue of flooding because of the use of impermeable surface materials.
- Routes A1 & A4 are shown with and next to the Dundalk Bay SAC and SPA - has an Environmental Impact Assessment report been carried out?

### **Response**

As these options are located immediately adjacent to the coast, it is not expected that the use of impermeable materials will have any effect on coastal, fluvial and pluvial flooding. However the greenway will include a drainage system incorporating attenuation where necessary to ensure that the drainage does not exacerbate any existing flooding. A more detailed response to the drainage / flooding queries are included in Section 6.8.

At present, a feasibility assessment of the options has been undertaken. During the option selection process, the potential impacts of Options A1 and A4 (and indeed all options) will be assessed, in particular on the Natura 2000 designated sites, and form part of the assessment criteria for the identification of the emerging preferred route corridor. In Phase 3 – Design and Environmental Evaluation, once the design has been further developed, an Environmental Impact Assessment Report and Natura Impact Assessment Report prepared as part of the planning application. Further details of the process are contained in Section 5 of this report.



## 7. NEXT STEPS

Following the publication of this Public Consultation Feedback Report, the design team will assess the route corridor options to identify the Emerging Preferred Route Corridor using the criteria outlined in Section 5.4.

Once the Emerging Preferred Route Corridor has been identified, we will contact all landowners impacted by the proposed corridor and hold Public Consultation 3 to present this to all members of the public and interested parties.

Regular updates will be posted on the project website  
[www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie)



## APPENDIX A NEWSPAPER NOTICES

# Council launch LEC Plan for Louth

**Donard McCabe**

donard.mccabe@dundalkdemocrat.ie

Louth County Council has welcomed the official launch of the Louth Local Economic & Community Plan (LECP) which is set to shape the development of County Louth over the coming years.

The LECP was officially launched by members of the Louth Local Community Development Committee (LCDC) and members of the Louth Economic Strategic Policy Committee (SPC).

The launch of the six-year plan follows a comprehensive public consultation process and subsequent consultation with economic and community development stakeholders.

The plan aims to guide economic and community development in the county.

It will shape the development of County Louth over the next number of years with the aim of making Louth a vibrant, sustainable, progressive, and climate-resilient county underpinned by inclusive, healthy, empowered communities and a dynamic economy.

The LECP fully aligns with and supports existing strategies at the local, regional and national level. At a local level this includes the Louth Local Biodiversity Action Plan, Culture and Creativity Strategy and County Louth Volunteering Framework.

The plan is also fully aligned with the County Development Plan (as varied), the Eastern and Midlands Regional Assembly's Regional Spatial & Economic Strategy 2019-2031 (EMRA RSES) and national plans such as the National Planning Framework (NPF) (2018), and the National Climate Action Plan 2023.

The Louth LECP sets out the objectives and actions needed to promote and support the economic development and the local and



community development of Louth, both by Louth County Council directly and in partnership with other economic and community development stakeholders.

Five high-level goals were adopted as part of the plan, including:

Louth will work with all communities to help them reach their full economic and social potential.

Louth will continue to develop entrepreneurship and the economic opportunities afforded by the county's strategic location

Louth will foster healthy, inclusive, diverse, creative and resilient neighbourhoods.

Louth will actively lead on increasing the county's climate resilience, sustainability and biodiversity.

Louth will have engaged, empowered, dynamic, resourced and connected communities.

A copy of the plan can be viewed a Louth County Council Customer Services Desks, copies are also available in all libraries, and can be viewed on line at [www.louthcoco.ie](http://www.louthcoco.ie)

# Councillors slam Uisce Éireann

**Donard McCabe**

donard.mccabe@dundalkdemocrat.ie

Councillors at the final Dundalk Municipal District meeting ahead of the local elections, slammed Uisce Éireann (formerly known as Irish Water) for its failure to respond to queries and its lack of communication.

Cllr Emma Coffey was first to raise the matter at the June meeting, commenting on "the state of the water in Dundalk", which she said was "a lovely tinge of brown".

Cllr Coffey said that as far as she was aware, the issue was affecting areas from Dromiskin and as far as Kilkierley.

The Fianna Fáil councillor added that she has written to and rung Uisce Éireann, on the matter but is still waiting on an update.

Cllr Maeve Yore put forward that they as a collective write to the Minister to say that Uisce Éireann is "not fit for purpose".

"We're not getting any replies as elected reps never mind people who are trying to ring them", she added.

Cllr Yore further added



Cllrs slammed Uisce Éireann for its failure to respond to queries

that she has concerns over sewage capacity in Dromiskin, as well as a sink hole on Distillery Lane, that she has reported in the past four weeks, and that it was getting bigger.

Cllr Liam Reilly put forward that there needs to be a contact "that can at least respond" to queries, adding that he knows it is no longer a council responsibility but Uisce Éireann were "not responding at all".

Cllr Reilly added that "yet they will send out a bill to a

local man for €1.5 million" to connect to the water supply, in relation to a housing development taking place in the area.

"It's ridiculous", he continued, "they communicate when they want to in relation to money. A €1.5 million bill exceeds all expectations."

In relation to the sewage works in Dromiskin, the Dundalk Carlingford councillor added that there was tankers of sewage leaving the plant "every single day".

# Watters welcomes plans for works at Aghameen

**Donard McCabe**

donard.mccabe@dundalkdemocrat.ie

Dundalk-Carlingford's Cllr Antóin Watters has welcomed news that Louth County Council is to carry out safety works at Aghameen on the Jenkinstown Road.

Cllr Watters told the Dundalk Municipal District June meeting, the final meeting before the upcoming local elections, that on the road, up past the Magic Hill, there is a stretch of the road where there is no bank to stop cars going over the edge.

The Sinn Féin councillor advised the meeting that motorists might not be aware of the potential danger at the location and requested that safety works be carried out.


Replying to Cllr Watters, Senior Engineer Paddy Connolly told the meeting that it was one of the locations where Louth County Council intends to install a vehicle restraint barrier.



Cllr Watters at Aghameen on the Jenkinstown Road

Cllr Watters welcomed the news, commenting afterwards on social media that he was "delighted to receive confirmation that a vehicle restraint system has been approved at Aghameen on the Jenkinstown Road.

"I have been campaigning to address this dangerous stretch of road for some time now."

 Comhairle Contae Lú  
Louth County Council

**Temporary Closure of Road Section 75 Roads Act, 1993 (Roads Regulations 1994)**

Louth County Council hereby gives notice of its intention to close the **South Quay, Marsh Road, R150** to vehicular traffic to facilitate Irish Water installing a new sewer pipeline.

The extent of the road closure will be from the **South Quay/St Marys Bridge to Mill Road/R150 junction**.

The road closure will be from **8.00hrs on Monday 08th July 2024 to 17.00hrs on Friday 19th July 2024**.

**Local access/emergency services will be maintained at all times.**

Diversions for eastbound traffic will be via Dublin Road R132, Colpe Road, Mill Road. **End Of Detour 6.2km**


Diversions for westbound traffic will be via Mill Road, Colpe Road, Dublin Road R132. **End Of Detour 6.2km**

Any person who wishes to object to any of the closures should lodge an objection in writing (envelope clearly marked "Road Closure objection") to the undersigned not later than **12 noon on Friday 21st June**.

**Mr. William Walsh, Senior Executive Officer, Placemaking & Physical Development, Louth County Council**

11th June 2024

County Hall, Millennium Centre, Dundalk, County Louth A91 KFW6 t 042 9335457 w [www.louthcoco.ie](http://www.louthcoco.ie) e [info@louthcoco.ie](mailto:info@louthcoco.ie)  
View Alerts at [www.mapalserter.ie/louth](http://www.mapalserter.ie/louth)

 Comhairle Contae Lú  
Louth County Council

**Dundalk Bay to Carlingford Greenway**

**Public Consultation No. 2 – Route Corridor Options**

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII) invite the residents, property/landowners of Dundalk, Carlingford, and the surrounding areas, members of the public and other interested parties to participate in the second non-statutory public consultation (Option Selection) for the proposed Dundalk Bay to Carlingford Greenway project.





The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the corridor options and selecting the emerging preferred route corridor. The submissions in relation to the material presented at this consultation should be made by the 2nd August 2024.

This Route Corridor Options public consultation will take place in:

**Ballymascanlon Hotel, Carlingford Road, Dundalk, Co. Louth, A91 PF57**  
on  
**Wednesday, 19th June 2024**  
Between the hours of 15:00 and 20:00

Louth County Council staff and their Design Consultants will be available to discuss any queries or concerns regarding the project.

For additional project information, or to complete the feedback form online, please visit the project website at [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie)

County Hall, Millennium Centre, Dundalk, County Louth A91 KFW6  
t 042 9335457 w [www.louthcoco.ie](http://www.louthcoco.ie) e [info@louthcoco.ie](mailto:info@louthcoco.ie)  
View Alerts at [www.mapalserter.ie/louth](http://www.mapalserter.ie/louth)



# Unsafe 18th century building in West Street to be demolished

By ALISON COMYN



Masonry has been falling off the top floor of the former Brady's Department store building in Narrow West Street. Inset, Brady's in its former glory.



Comhairle Contae Lú  
Louth County Council

## Temporary Closure of Road Section 75 Roads Act, 1993 (Roads Regulations 1994)

Louth County Council hereby gives notice of its intention to close the **South Quay, Marsh Road, R150** to vehicular traffic to facilitate Irish Water installing a new sewer pipeline.

The extent of the road closure will be from the **South Quay/St Marys Bridge to Mill Road/R150 junction**.

The road closure will be from **8.00hrs on Monday 08th July 2024 to 17.00hrs on Friday 19th July 2024**.

**Local access/emergency services will be maintained at all times.**

Diversions for eastbound traffic will be via Dublin Road R132, Colpe Road, Mill Road. **End Of Detour 6.2km**

Diversions for westbound traffic will be via Mill Road, Colpe Road, Dublin Road R132. **End Of Detour 6.2km**

Any person who wishes to object to any of the closures should lodge an objection in writing (envelope clearly marked "Road Closure objection") to the undersigned not later than **12 noon on Friday 21st June**.

**Mr. William Walsh,**  
Senior Executive Officer, Placemaking & Physical Development,  
Louth County Council

11th June 2024

County Hall, Millennium Centre, Dundalk, County Louth A91 KFW6  
t 042 9335457 w www.louthcoco.ie e info@louthcoco.ie  
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Louth County Council has taken emergency action to close the road around one of the many derelict buildings in Narrow West Street, Drogheda, which appears in serious danger of collapse, with falling masonry already littering the path below.

The 18th century former Brady's Department store building, which latterly housed an Abrakebabra restaurant as well as a Toymaster store, at the bottom of Scholes Lane has been vacant for years and has now fallen into a desperate state of disrepair.

Louth County Council have been engaging with the property owner, who only took possession in March of last year, noting the worryingly deteriorating condition of the building and commissioning independent technical advice.

As the advice given raised grave concerns, and with public safety of paramount importance, Louth County Council issued a revised Dangerous Structure Notice to the building owner instructing that immediate measures to demolish are required.

Road closures and foot path closures have been instigated and diversions are in place in the area of the Dangerous Structure. These are expected to remain in place until the

works are complete and the area made safe. The public are asked to please adhere to road and pedestrian diversions.

Louth County Council acknowledges that the diversions may cause some disruption and thanks the public for their cooperation while the area is made safe.

Road and footpath closures will remain in place until Friday June 14th at 5pm to facilitate emergency works to be carried

out on Narrow West Street as follows:

Road closed along Narrow West St from the junction of Narrow West/Father Connolly Way to Narrow St West junction with Patrickswell Lane.

Diversion in place via Father Connolly Way, Dominick St & Patrickswell Lane then back on to Narrow West St.

Footpath closed along Scholes Lane from Fair St down to Narrow West St.

Footpath closed on both sides of Narrow West St from junction with Scholes lane to Patrickswell St.

Number 75-76 West Street once housed a thriving department store called Brady's, in what had once been a mid-eighteenth century residence. The shop front was added in the late 1800s but the shops have been vacant for many years, with the entire building falling into decay.

## Demolition of 260-year-old building 'shame and disgrace'

By ALISON COMYN

"They have seen nothing yet, let me tell you; we are only getting started!"

**Dom Gradwell of the Drogheda Dereliction Action Group**

A stern warning from the Drogheda dereliction taskforce that enough is enough.

The planned demolition of a 260-year-old building in Drogheda's main street has sent waves of shock and anger through the town, with a further call for further action at a national and local level.

The words shame and disgrace have been used by multiple local organisations in describing this situation, which has long been predicted, but it was hoped would never be let happen.

Others have pointed out that it is a miracle someone wasn't killed by falling masonry, or by the building collapsing from decay.

"It's an absolute shame, and I have tears in my eyes looking at it, it's crazy that it has gotten to the stage," says Dom, who

appeared on RTE's Nationwide to discuss the problem. "The worst part is it was allowed to get to this point; that didn't happen overnight, or over two years or five years or 10 years; it's happened for a very, very long time on this street."

Ann McVeigh, who has documented 100 town centre derelict buildings in the town centre is hoping this drastic action will spur change.

"To sacrifice that building is really awful, but finding the hope out of it, it could be a catalyst for action," she says, emotion cracking her voice. "This is the first building and there could be more, and I really hope that Louth County Council completely throw the book at the owner, and make him accountable and pay through the nose for every bit of destruction that's going to happen here."

Meanwhile, the looming demolition of the former Brady's Drapery store building would not be happening if Drogheda had its own city administration, the Drogheda City Status Group has said.

"This unforgivable situation

is a symptom of the rot and neglect of Drogheda caused by years of inaction and indifference by property owners and Louth County Council to the plight of our city," according to Drogheda City Status Group (DCSG) Chairperson Anna McKenna. "The neglect, indecision and apathy has to stop; nothing short of a declaration that Drogheda is a city and the establishment of a city administration, with its own city manager and directly elected representatives, will rectify the appalling situation that has been allowed to develop over a long number of years."

Dom Gradwell of Derelict Drogheda will give a lecture talk at Governor House in Millmount Fort this Wednesday 12th June at 8pm, where he will speak about Drogheda's heritage buildings and what's causing the demise of our historic buildings.

The Old Drogheda Society is hosting the event, admission is free and all are welcome, but come early to guarantee your seat.



Comhairle Contae Lú  
Louth County Council

## Dundalk Bay to Carlingford Greenway

### Public Consultation No. 2 – Route Corridor Options

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII) invite the residents, property/landowners of Dundalk, Carlingford, and the surrounding areas, members of the public and other interested parties to participate in the second non-statutory public consultation (Option Selection) for the proposed Dundalk Bay to Carlingford Greenway project.

The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the corridor options and selecting the emerging preferred route corridor. The submissions in relation to the material presented at this consultation should be made by the 2nd August 2024.

This Route Corridor Options public consultation will take place in:

**Ballymascanlon Hotel, Carlingford Road,  
Dundalk, Co. Louth, A91 PF57**

on  
**Wednesday, 19th June 2024**  
Between the hours of 15:00 and 20:00

Louth County Council staff and their Design Consultants will be available to discuss any queries or concerns regarding the project.

For additional project information, or to complete the feedback form online, please visit the project website at [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie)



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Dundalk musician Shane Clarke of Elephant playing an in-store gig in Classified Records to mark the launch of his debut album shortly after the shop opened in 2015. Picture: Elephant/ Facebook

# Popular Louth record store announces that it's closing down

By MARGARET RODDY

DUNDALK'S last record store which had gained cult status among music lovers is closing after nine years.

"It is with a heavy heart that we announce the closure of Classified Records," proprietor Neil Waters announced in a social media post.

The shop, which stocked both new vinyl releases and classic, vintage and rare releases as well as CDs and even cassettes, had a loyal fanbase of customers, many of whom travelled from out of town to see what carefully curated gems they find.

The store was more than just a business for Neil who has an encyclopedic knowledge of music and the decision to pull down the shutters on the shop at The Demesne for a final time on Friday June 14 isn't one that he has taken lightly.

"We opened in back in August 2015 and can proudly say we tried to make the world a better place. Seems like a long time ago but eco-systems were different back then. The town had a buzz. There was a thrill in the air. We were the new thing," he wrote.

The shop was much more than somewhere that people could buy music and soon became the centre of an alternative community of musicians, artists and creatives in Dundalk and was the home of the Repeal the Eighth campaign.

"The ethos of the shop included a venue for many different types of instore entertainment," Neil recalled. "Live gigs and performances, intimate acoustic shows, gluhwein-fuelled xmas parties, radio tal shows, multiple Record Store Days, poetry and spoken word events, artist interviews, Wanda the famous cat, Rumours (the new cat), art exhibitions, my daily sermons, the Yes vote, DJ parties, stray dogs, OC's Day, and featured in music videos and documentaries... we really gave it 100%, most of the time."

The shop had opened at a

time when the economy was bouncing back from the demise of the Celtic Tiger and there was a renewed interest in all things retro, from vinyl to film cameras as a new generation discovered the novelty of old technology.

The economic downturn of 2020 following the prolonged lockdowns during the COVID-19 pandemic, however, proved extremely difficult for the retail sector, and especially so for small independent shops that faced increased competition from online stores.

Neil admits that the past four years have been tough for the business, even though it launched a website in November 2020 in a bid to remain viable.

"Life has been difficult for the vast majority during this 'great reset'. Money is tight and anxiety is everywhere. The quaintness of life (aka the atmosphere) has been diminished severely so it is no longer possible to run an independent business like ours," says Neil.

"What kind of work matters now?" he muses. "The answer to that used to be knowledge-based work. But now, we have to reassess that question. Knowledge doesn't matter anymore. In this age of generative AI, it matters what kind of prompt you can create. People used to interact. Now it's about content creation, digital platforms, a 5D existence. The very nature of work has been redefined."

He thanked everybody who contributed to the shop for the last nine years. "Your custom and craic supported us and put us on the map. We consider it an honour to have served the fine people of Dundalk, the county and beyond. It was an amazing experience, a magical time (well, maybe not the last four years) but this sadly is the

end of Classified Records."

Customers shared their recollections of the store and wished Neil all the best for the future.

"Neil Waters you created so much more than a shop, it will be a great loss to Dundalk, but well done on all you achieved," wrote Paul Hayes, Director of An Táin Arts Centre.

"Ah that's a heartbreaker Neil, so sorry to hear that. The town won't be the same without Classified Records," local musician Mark Durnin commented, adding that he always enjoyed going into the shop for a chat.

Jim O'Donoghue Martin of Video Blue said "So sorry to see this Neil. You made a hub in the town. Always looked forward to popping in for a chat every time I was home. You were the first shop to stock Video Blue's first cassette and it was a pleasure to DJ instore. That 9 year stint in Dundalk will reverberate for generations."

"Know that while open you added a source of inspiration and joy to the town. I always said we were very lucky to have a record shop in town," wrote a local customer, while another wrote "Massive congratulations on the institution that you built, such a community, such a hub, such a platform. We appreciate so much what you created."

The shop had many customers who travelled there in knowledge that they could find something special, and they recalled the joy of rummaging through the racks to see what they could find.

Classified record is open until Friday June 14 with a clearance sale in operation til then.

"All gift vouchers are still valid, please do get them used. We'll be giving away various random props and pieces of the shop if anyone wants a heartbroken memento or two," said Neil.

# Local chef hoping to reign in Spain

Page 1  
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bank, Dundalk and The Merrion Hotel, Dublin. Five years ago he and his wife Sarah decided to go out on their own and opened the Townhouse on Jocelyn Street, which has become a firm favourite for cuisine lovers in Dundalk.

According to John he is very excited to have made the final twenty in the world but he would

love nothing more than to make it through to the final eight and get to travel to Valencia for the final stages of the competition.

"I'm the only Irish chef and indeed the only European chef left in the competition so I'm hoping people will get behind me and vote for me to help me reach the final eight. It's a public vote so I'm relying on people to get me into that final eight," explained John.

"I first heard about the competition maybe three months ago when a friend of mine, who I worked with in Shana-



John and Sarah Kenwright.

han's Restaurant, Robert Curley suggested I enter. He is also a chef and he took part in the

first staging of the event in 2001. I said I'd give it a go and I had to enter a preliminary round

online to show I could cook paella. They whittled down the numbers over the course of a

month and last week I received an email to say I had made it into the final 20.

"I've got in contact with Brehon Brewhouse in Inniskeen. They are making a beautiful sour for me which will be infused with juniper berries, lemons and sloe gin. So I will be using that in my stock and bring a bit of home flavours to my dish. I'll be using rabbit, pork and a bit of duck fat on the day if I manage to make the finals so it's a case of wait and see now if I can get the votes before the deadline on June 23rd,"

added John.

From June 10th to the 23rd, the public will be able to vote for their favorite chef and if John is successful he will travel to Valencia for five days in September before battling it out with the seven other finalists on September 20th to see if he can win the competition outright. You can help John get to Valencia by voting for him at the following link:

[vote.worldpaellaaday.org/voteme/979264/716864157?lc=eng](http://vote.worldpaellaaday.org/voteme/979264/716864157?lc=eng)

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## Ó Murchú seeks assurances for local workers as PayPal announce further job cuts

PAYPAL need to provide workers connected to their Irish operations with assurance that the latest round of job cuts will be the last, Sinn Féin TD Ruairí Ó Murchú has said.

The Dundalk TD was reacting to this morn-



ing's announcement that up to 85 redundancies are being sought by the payments giant, which comes on top of job cuts in February.

Deputy Ó Murchú said he had been speaking to the company this afternoon and was advised that there will be a 30-day consultation period with affected workers, with no redundancies taking effect before July 26, and the process being completed by August 9.

He said he understood that up to 85 positions would be affected, across a number of departments, and is part of a worldwide look at PayPal's operations. Around half the jobs affected relate to workers connected with the Dundalk operation, while the other half is at the company's Dublin site.

He said he hoped it

would be less than 85 and hoped the company would work to ensure it was 'as low as possible'.

PayPal had told him it was part of a process by new leadership the firm to make it more 'efficient and productive' and while the company had reassured him that they remain committed to Ireland, stating it is a 'critical hub for its operations', he said 'workers are very worried'.

Deputy Ó Murchú said: 'People are very worried about what is happening, with significant redundancies being announced today, just four months after another announcement which saw other people losing their jobs.'

'This is a terrible blow for the affected workers and their families and I would hope that all arms of the State are used to assist them in finding new employ-

ment and carrying out a skills audit for those who are facing redundancy.

'There needs to be engagement at a governmental level about what is happening in PayPal

and the company itself needs to reassure the remaining workforce of its commitment to them.'

to everyone that  
 and trusted me. I  
 appreciate. I will continue  
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and remember Together We Can  
 Build A Thriving Community.  
 United We Stand.  
 Together We Can.  
 Thank you once again may God  
 bless you. Go raibh maith agat,  
 Ese, Gracias, Dalu.  
 To reach out to me use:  
**P: 0871460980**  
**E: [votestatiroko@gmail.com](mailto:votestatiroko@gmail.com)**  
 Your Girl,  
**Seun Grace Atiroko,**  
**Independent Candidate,**  
**Dundalk South.**

TII  
 Comhairle Contae Lú  
 Louth County Council  
 IROD  
 AECOM

Louth County Council

**Dundalk Bay to Carlingford Greenway**

**PUBLIC CONSULTATION NO. 2  
 - ROUTE CORRIDOR OPTIONS**

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII) invite the residents, property/landowners of Dundalk, Carlingford, and the surrounding areas, members of the public and other interested parties to participate in the second non-statutory public consultation (Option Selection) for the proposed Dundalk Bay to Carlingford Greenway project.

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This Route Corridor Options public consultation will take place in:

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**APPENDIX B**

**PUBLIC CONSULTATION 2 MATERIAL**



## Introduction

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII), have commissioned a technical engineering consulting team, Roughan and O'Donovan – AECOM Alliance (RODA) to assist in progressing the Planning and Design of the Dundalk Bay to Carlingford Greenway project.

The first non-statutory public consultation was held on Thursday, 7th December 2023. The aim of that public consultation was to receive feedback on the Study Area, the constraints identified and any other features/opportunities that the Project Team should consider.

Following the feedback received during the first non-statutory public consultation, initial Route Corridor Options were developed. Following an assessment process, feasible Route Corridor Options have been identified to advance to the next phase (Phase 2 Option Selection). The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the route corridor options and selecting the emerging preferred route corridor.

Phase 1 (Concept and Feasibility) of the project has now been completed and the project has now commenced Phase 2 Option Selection. This involves the development and assessment of these feasible route corridor options to ultimately determine an Emerging Preferred Route Corridor.

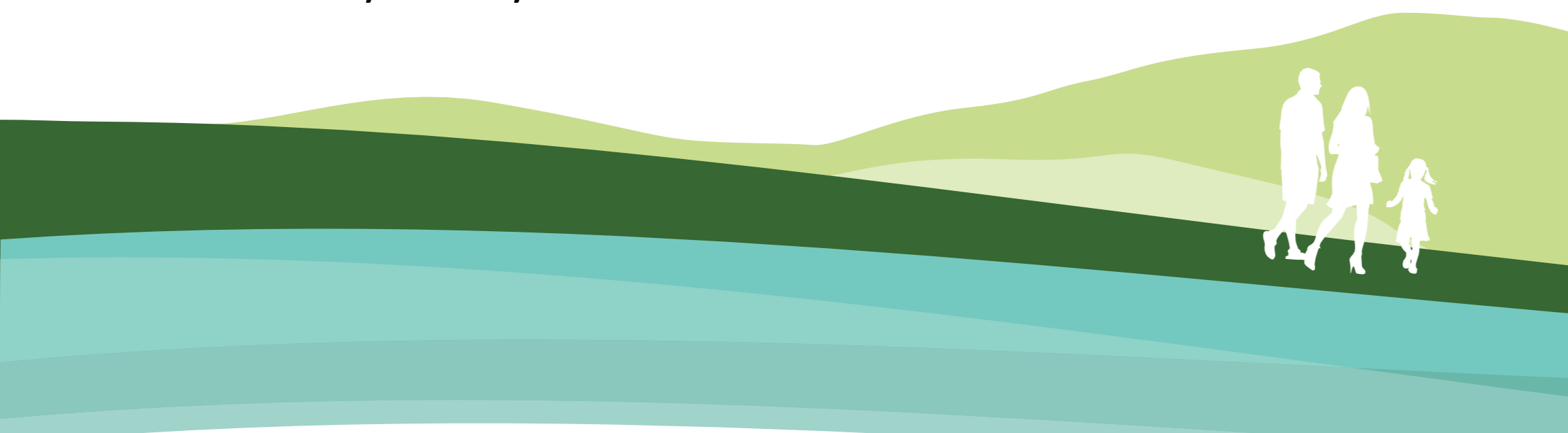
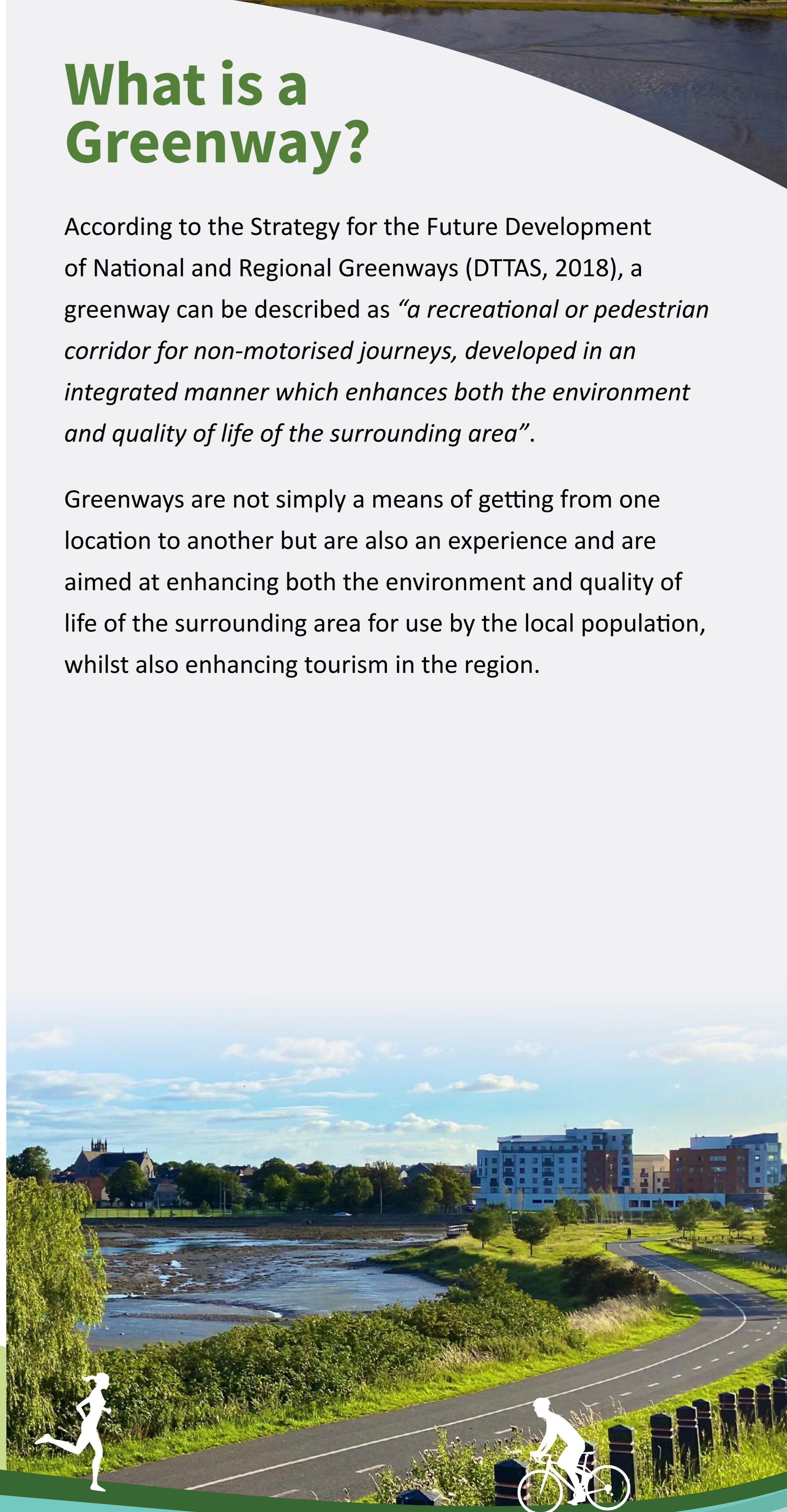
Your participation in this consultation is important and we value any feedback which you think should be considered by the Project Team to help inform the development of the project.

Please see the subsequent panels for further information on the project, and information on how to have your say.

## What is a Greenway?

According to the Strategy for the Future Development of National and Regional Greenways (DTTAS, 2018), a greenway can be described as *“a recreational or pedestrian corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area”*.

Greenways are not simply a means of getting from one location to another but are also an experience and are aimed at enhancing both the environment and quality of life of the surrounding area for use by the local population, whilst also enhancing tourism in the region.





Dundalk Bay to  
Carlingford  
Greenway

# DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.2  
June 2024

## Need for the Project

The Louth County Development Plan 2021-2027 states that greenways are a “valuable recreational amenity that promote an active and healthy lifestyle and are also an important tourism asset”.

Within the study area of the proposed greenway, almost all of the roads have limited dedicated pedestrian and cyclist facilities. This lack of provision, as well as narrow road widths and high vehicle speeds, particularly along the R173, means that there is limited opportunity for vulnerable road users (pedestrians, cyclists, persons with disability or reduced mobility) to utilise the road network other than by car.

The proposed greenway will provide dedicated pedestrian and cycle facilities within the study area catering for vulnerable road users. The greenway will seek to connect to the existing Carlingford Lough Greenway, facilitating a continuous cross-border greenway from Dundalk in Co. Louth to Newry in County Down, which is consistent with the National Cycle Network Plan.

## Project Benefits and Opportunities

The proposed greenway will bring benefits / opportunities to the area, which may include the following:

- Provide the local population and tourists with a safe and attractive recreational facility that is accessible by all vulnerable road users.
- Provide enhanced active travel connectivity to critical services such as education, healthcare, community facilities and employment.
- Promote a modal shift towards active and sustainable mobility for routine trips.
- Provide access to attractions within Carlingford, Dundalk and enroute, giving members of the public a greater appreciation of the natural environment, scenic landscape and archaeological / cultural heritage sites in the area.
- Provide opportunities for existing and new businesses to support users of the greenway.



## Need for the Project

The objectives for the proposed greenway have been developed in accordance with the seven headings identified in the Department of Transport's "Transport Appraisal Framework (TAF) (June 2023)".



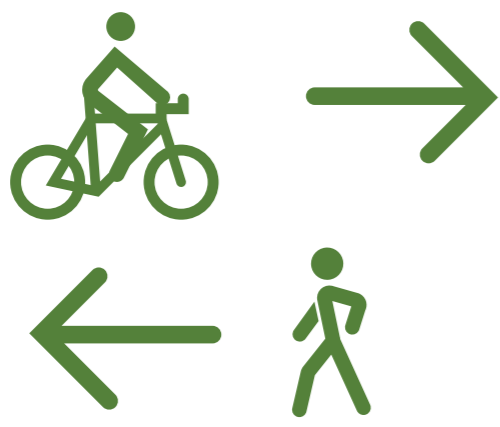
### Transport User Benefits and Other Economic Impacts

- To increase the economic contribution of tourism to the local economy
- Increase in sustainable transport usage within the study area compared to current day scenario for leisure and non-leisure journeys



### Accessibility Impacts

- Provide alternative means of access to tourism and cultural and heritage sites
- Encourage greater community participation in physical activity and outdoor activities



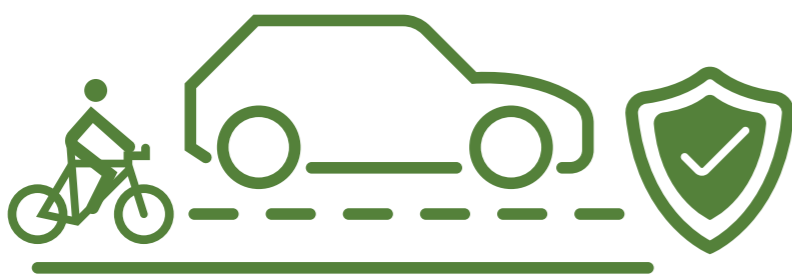
### Social Impacts

- Improve accessibility to/from and within the rural communities along the corridor compared to the existing scenario
- Enhance sustainable transport access to opportunities and services for disadvantaged groups



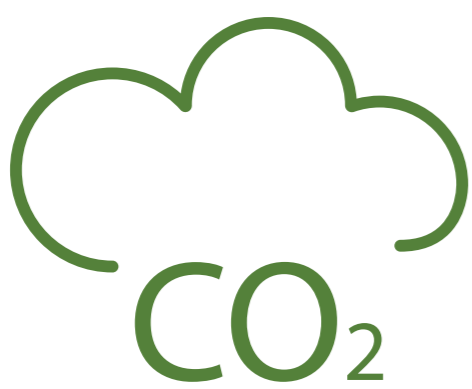
### Land Use Impacts

- Enable Project Ireland 2040 through the delivery of a National Greenway
- Minimise impact on land holdings



### Safety Impacts

- Protect and enhance the safety and security of the vulnerable road users



### Climate Change Impacts

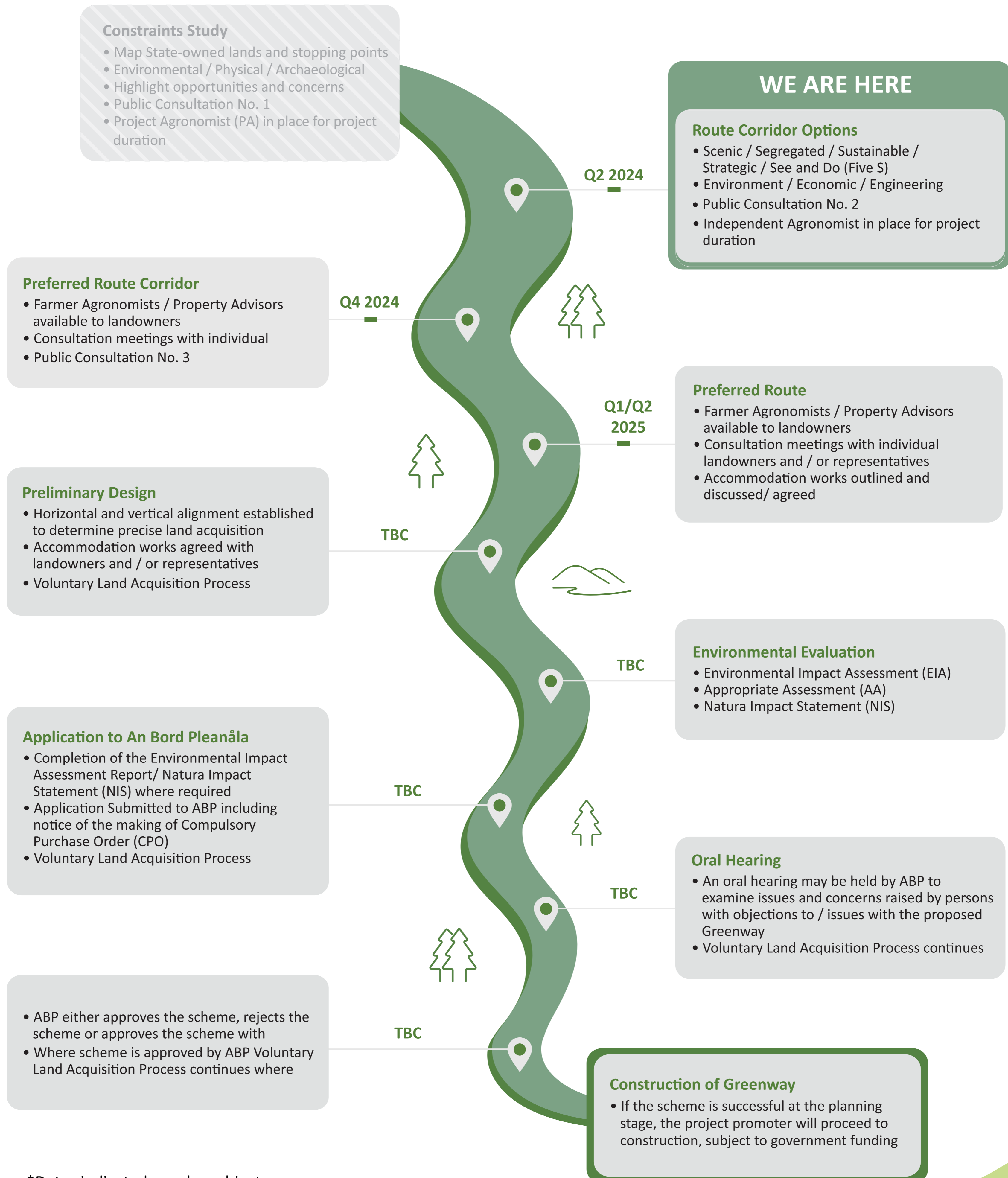
- Reduce reliance on the private car within the study area
- Minimise construction related emissions
- Reduce vehicle related transport emissions in the region compared existing scenario



### Local Environmental Impacts

- To protect and enhance the natural assets and biodiversity of the local area
- Provide a route that increases the public appreciation of the scenic nature of the area
- Increase public appreciation of the natural environment by encouraging people to experience the countryside

# The Process



\*Dates indicated may be subject to change.





## Progress on the Project to Date

During Phase 1 Concept and Feasibility, the project team defined the study area and identified the potential constraints, key features and opportunities that may influence the development of route corridor options of the proposed greenway.

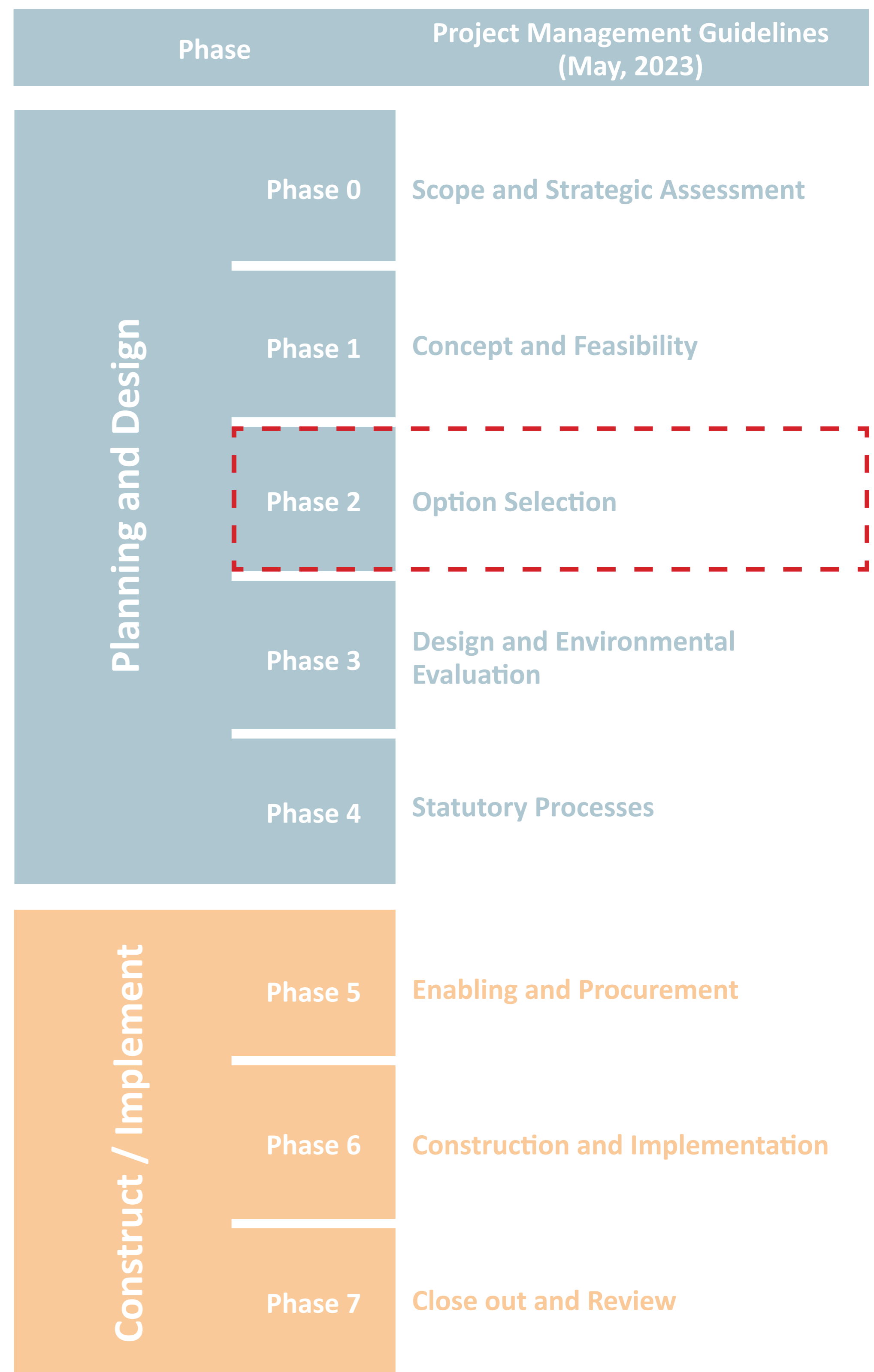
The constraints and opportunities presented at the first Public Consultation have been further refined and supplemented with the information/comments received from members of the public and other stakeholders following this consultation. This has formed the basis for the development of the initial route corridor options.

### The key constraints identified include:

- European, Nationally and Internationally designated sites within and adjacent to the study area.
- Annex I habitats, wintering birds, and protected mammals within the study area.
- Areas within the study area that are liable to fluvial, pluvial and coastal flooding.
- Archaeological, Architectural, and Cultural Heritage sites, such as Protected Structures, buildings and structures listed in the National Inventory of Architectural Heritage (NIAH), Demesnes, and National Monuments.
- Restrictive mountainous and hilly landscape within and to the north of the study area for greenway routes to achieve compliance with design standards.
- Coastal erosion of the low-lying coastal plain.
- Residential and agricultural properties.

The key opportunities and benefits of the proposed greenway are detailed in earlier panel.

Phase 1 Concept and Feasibility has been completed and Phase 2 Option Selection has commenced. The project phases are detailed below.





## Route Corridor Options Assessment

The study area for the proposed Dundalk Bay to Carlingford Greenway project has been divided into three sections to assist in the development of the route corridor options.

These sections are broadly split as follows:

- Section A: Dundalk to Rockmarshall.
- Section B: Rockmarshall to The Bush.
- Section C: The Bush to Carlingford.

The sections highlighted above, the initial route corridor options and the feasible route corridor options are shown on subsequent panels/display boards.

Each route corridor option within sections A to C has been appraised against the project objectives to determine which options best meet these objectives. The feasibility of each option was also assessed under the headings of Engineering, Environment and Economic (the 'three Es'). Only those options determined as feasible have advanced to Phase 2 (Option Selection). Where only a section of an option has been deemed not feasible, that option still progressed to Phase 2 with the unfeasible section omitted.

Several route corridor options have been discounted at the feasibility stage for either not meeting the project objectives, and/or because the options were deemed to not be feasible under the 'three Es' and have therefore not progressed to Phase 2 Option Selection.

The discounted routes are summarised as follows and shown on display board titled 'initial route corridor options':

### Section A

- Route A1 (Node 2 to 9)
- Route A2 (Node 1 to 9)
- Route A5 (Node 6 to 12)
- Link L1 (Node 5 to 7).

### Section C

- Route C1 (Node 23 to 44)
- Route C12 (Node 45 to 43).



## Next Steps

The feedback and submissions received through this public consultation will assist the project team in the decision making process as part of Phase 2 (Option Selection) and when further refining the route corridor options and selecting the emerging preferred route corridor.

During Phase 2, additional surveys will be undertaken to inform the options assessment. These surveys include, but are not limited to, ground investigations, topographical surveys, ecological walkovers, architectural surveys, archaeological and cultural heritage surveys, landscape and visual amenity surveys.

The appraisal of the route corridor options will be carried out in accordance with the Transport Appraisal Framework (TAF), TII Project Appraisal Guidelines and the TII Project Managers Manual for Greenways. The assessment will consist of a Multi-criteria analysis (MCA) of the quantifiable and non-quantifiable impacts of options, known as the Transport Accessibility Appraisal (TAA) under the six TAF Criteria of:

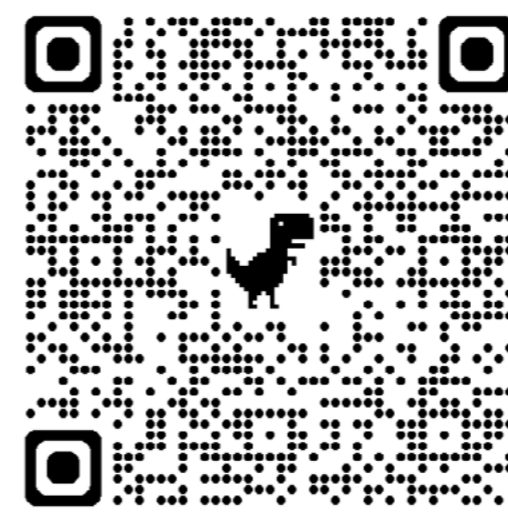
- Local Environment;
- Climate;
- Safety;
- Land Use;
- Social; and
- Accessibility.

Firstly, the feasible route corridor options will be assessed to develop a shortlist of options. These shortlisted Options will then be subjected to further assessment using a Project Appraisal Matrix and an emerging preferred route corridor identified. This process will include the TAA, a Cost Effectiveness Analysis (CEA) and a Cost Benefit Analysis (CBA). The CEA is a measure of how well an option achieves the project objectives whilst considering cost e.g., A very expensive scheme that meets all the project objectives will rank poorly compared to a less expensive scheme that meets the majority of the objectives.

## Landowner Engagement

TII and the local authorities worked with the farming representatives and other stakeholders to develop the Code of Best Practice which was published in December 2021. The Code sets out the process for the delivery and management of greenways.

The Project Liaison Officer (PLO) will be available to meet with landowners by appointment. The PLO will also be available to talk on the phone. The PLO will be the main point of contact for the landowner and will ensure that the landowner's interests and concerns are considered when refining the route corridor options. An independent agronomist will also be made available to landowners to provide advice on the proposals being presented.



scan to access  
Code of Best  
Practice

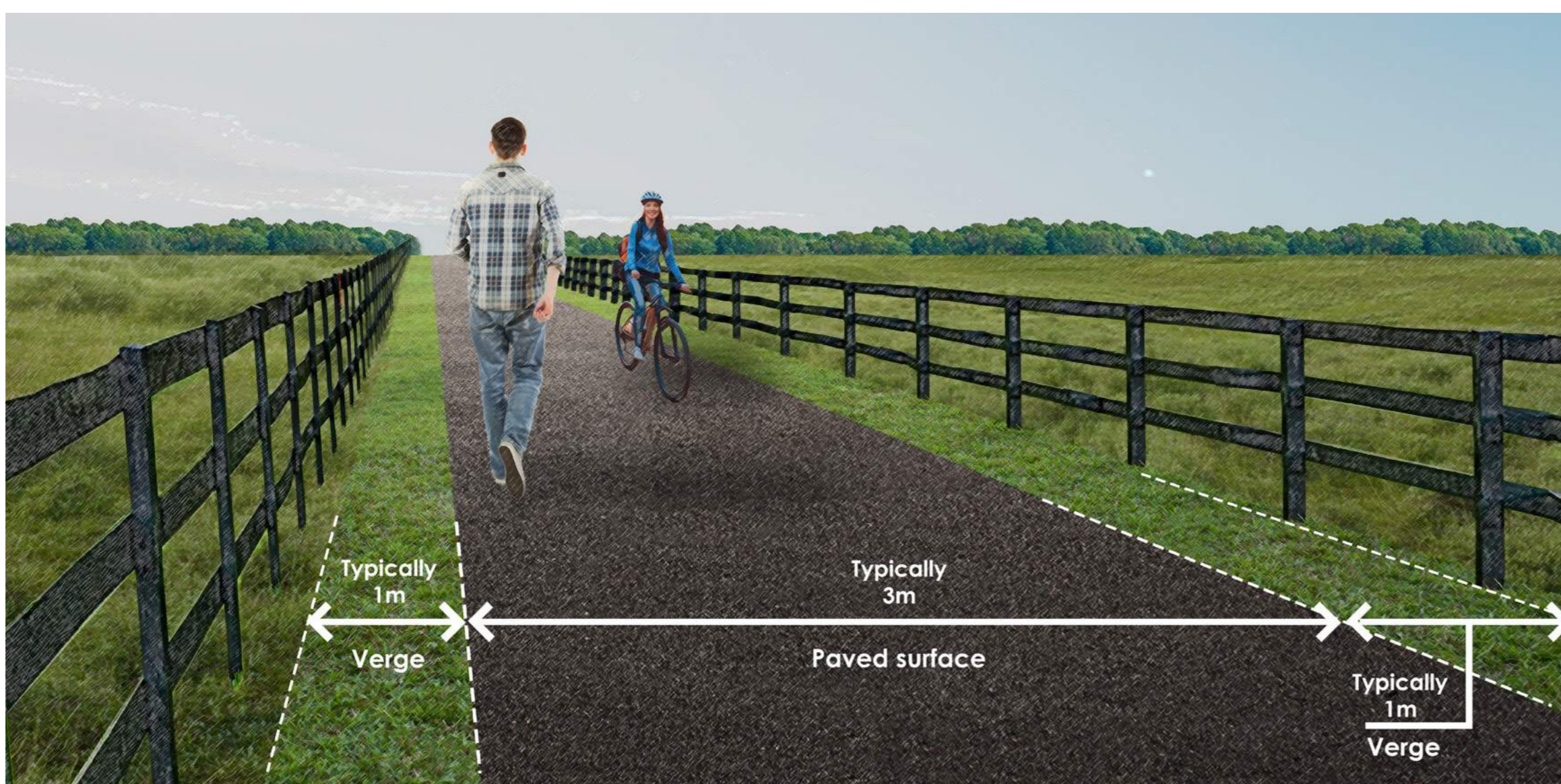
A third Public Consultation is proposed in Q4 of 2024 to inform the public on the Emerging Preferred Route Corridor.



## Have Your Say!

We would now ask you to review the information provided for Public Consultation No. 2 and submit your comments on the Route Corridor Options presented herein. An interactive map is available on the project website.

It should be noted that these corridors do not represent the actual width of the proposed greenway development or the lands to be acquired – the corridors simply indicate the lands within which a greenway alignment could feasibly be developed. Currently, the corridors are approximately 50m in width (although wider in a number of locations) and the proposed greenway will typically be 5-10m in width.



Typical Greenway Layout

The feedback form will provide you with an opportunity to have your say and to provide feedback to the project team. Feedback forms can be completed electronically and submitted or alternatively downloaded and emailed or posted to the contact details provided below.

We would like to hear the views of interested parties, members of the public, in particular those with landholdings, properties or interests in proximity to the route corridor options being displayed.

The closing date for submissions is **Friday, 2nd of August**. For project information, please visit [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie).

## Get in touch

Options for submitting the feedback form are as follows:



[DundalkCarlingfordGreenway@rod.ie](mailto:DundalkCarlingfordGreenway@rod.ie)



Dundalk Bay to Carlingford  
Greenway Design Team

Roughan and O'Donovan  
Arena House,  
Arena Rd,  
Sandyford Business Park,  
Sandyford, Dublin



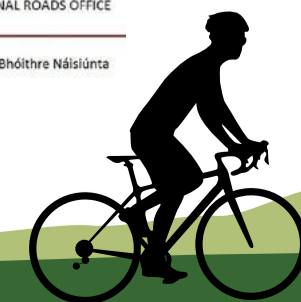
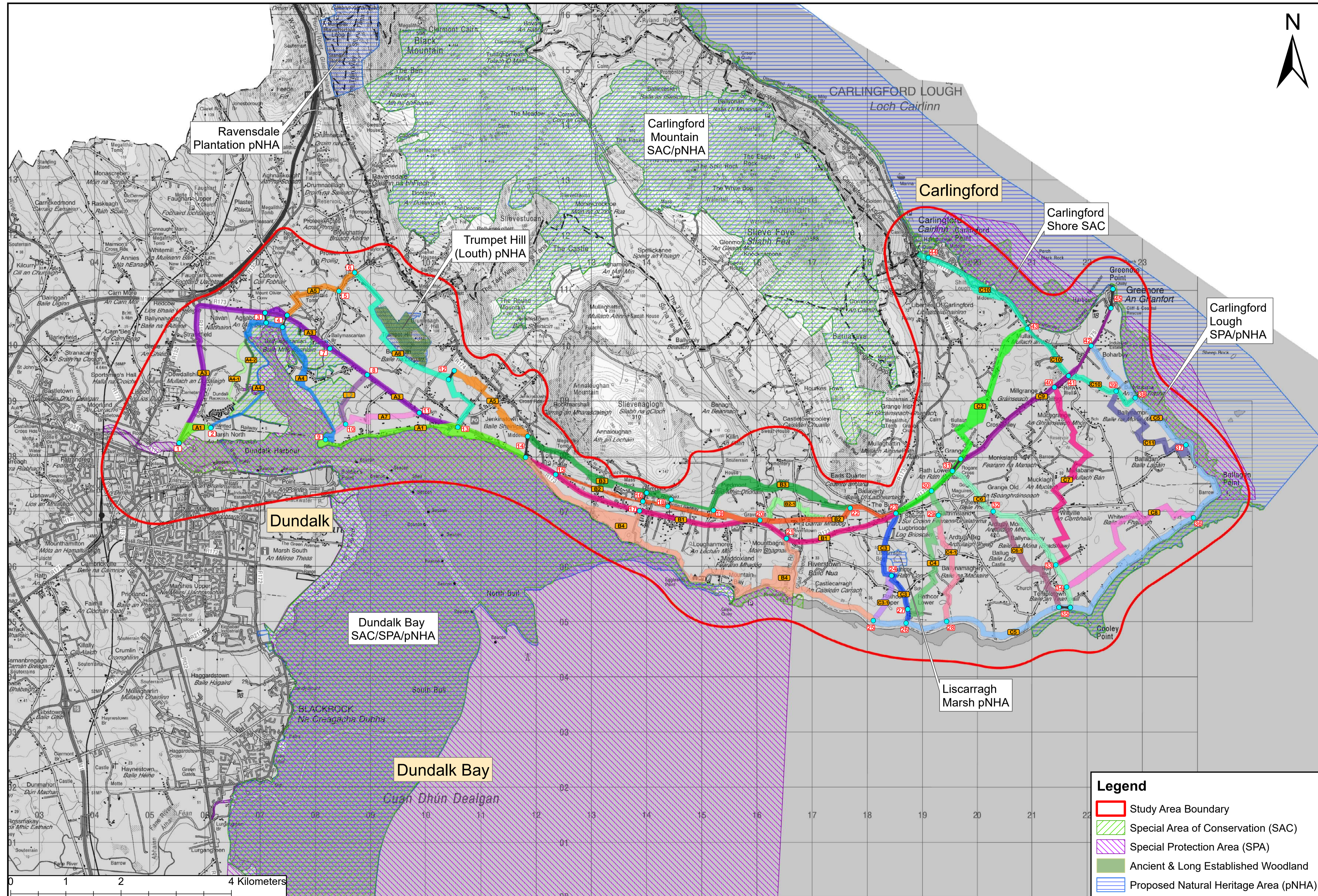
Project Liaison Officer  
087 601 1384



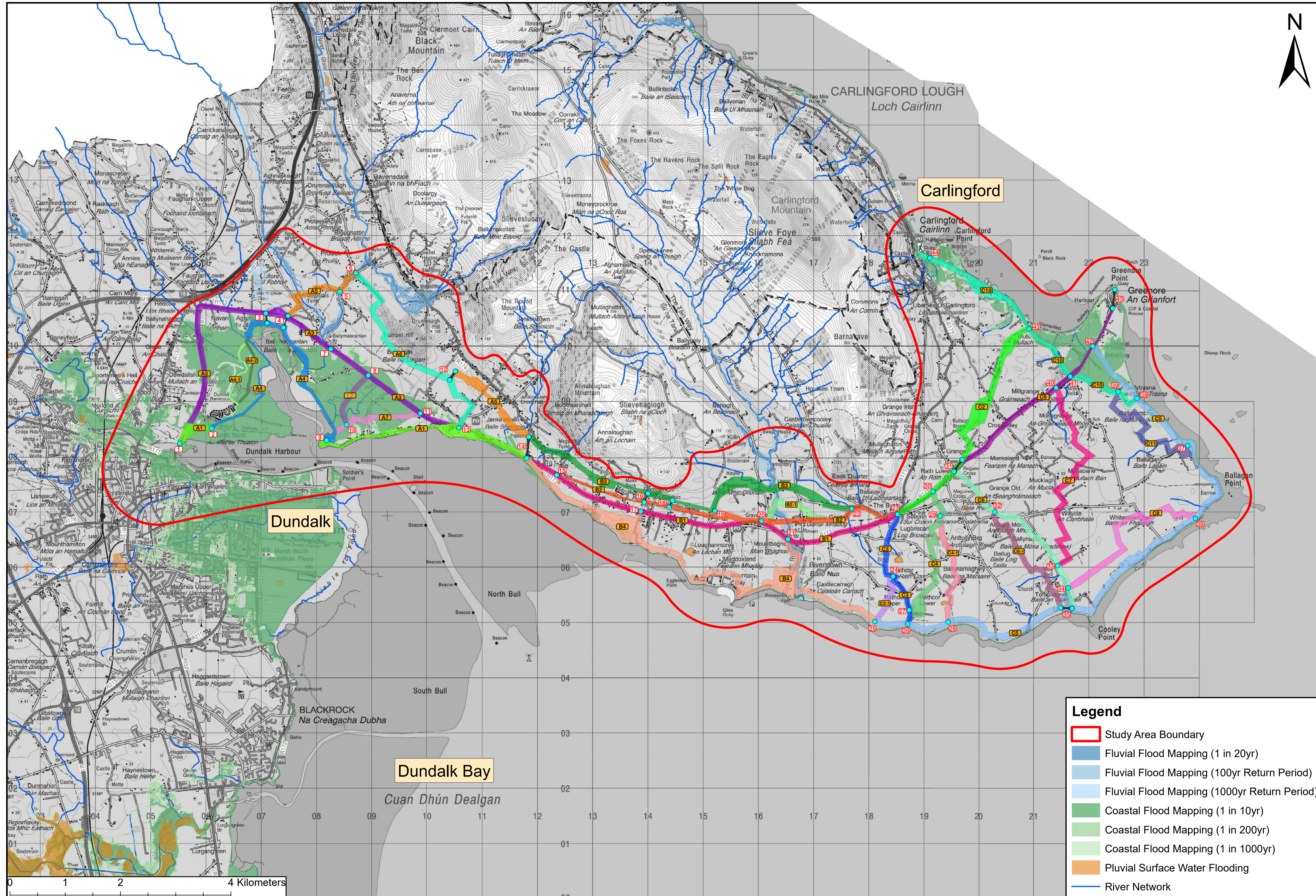
[www.dundalkcarlingfordgreenway.ie/contactus](http://www.dundalkcarlingfordgreenway.ie/contactus)



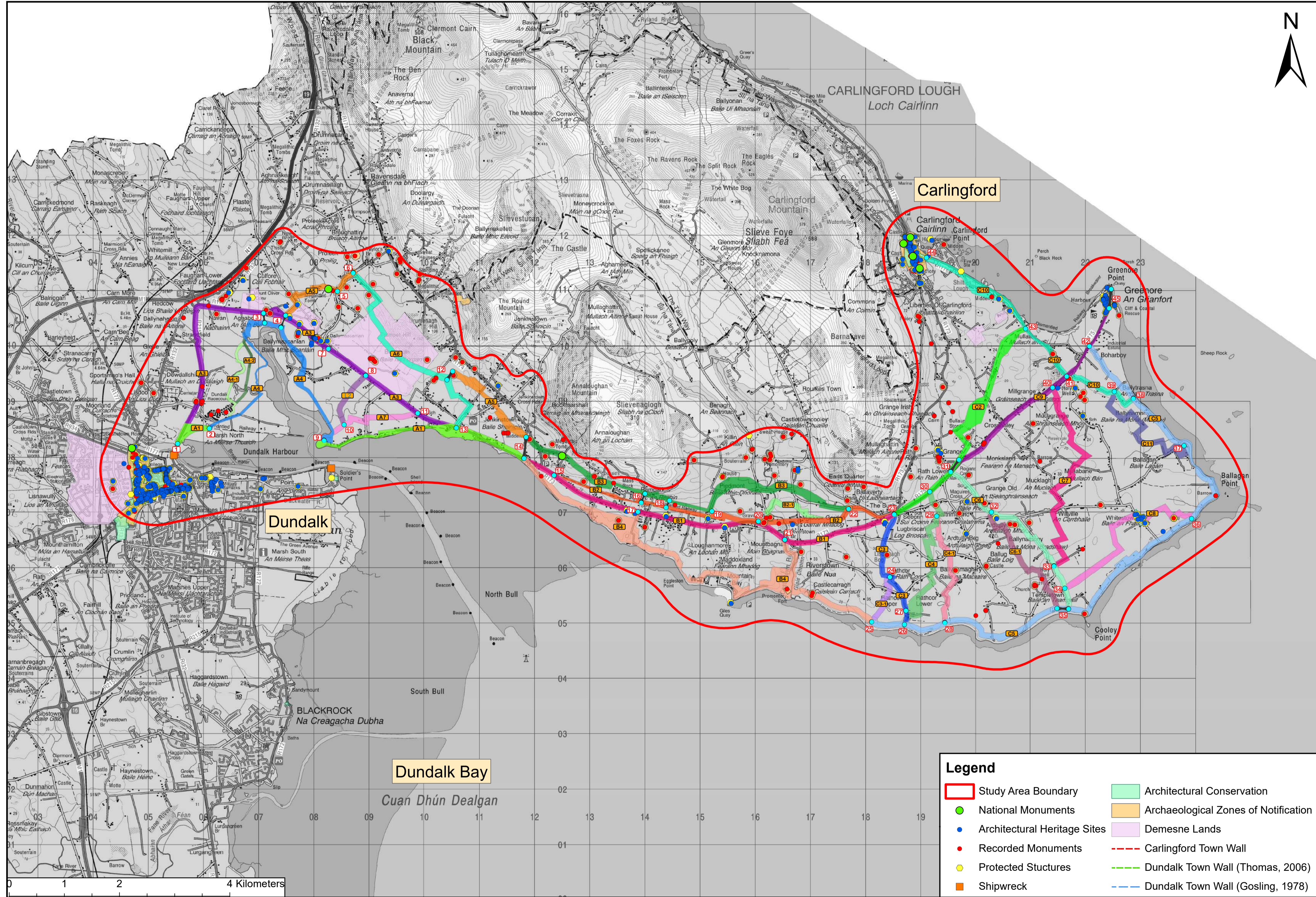
## Key Ecological Constraints



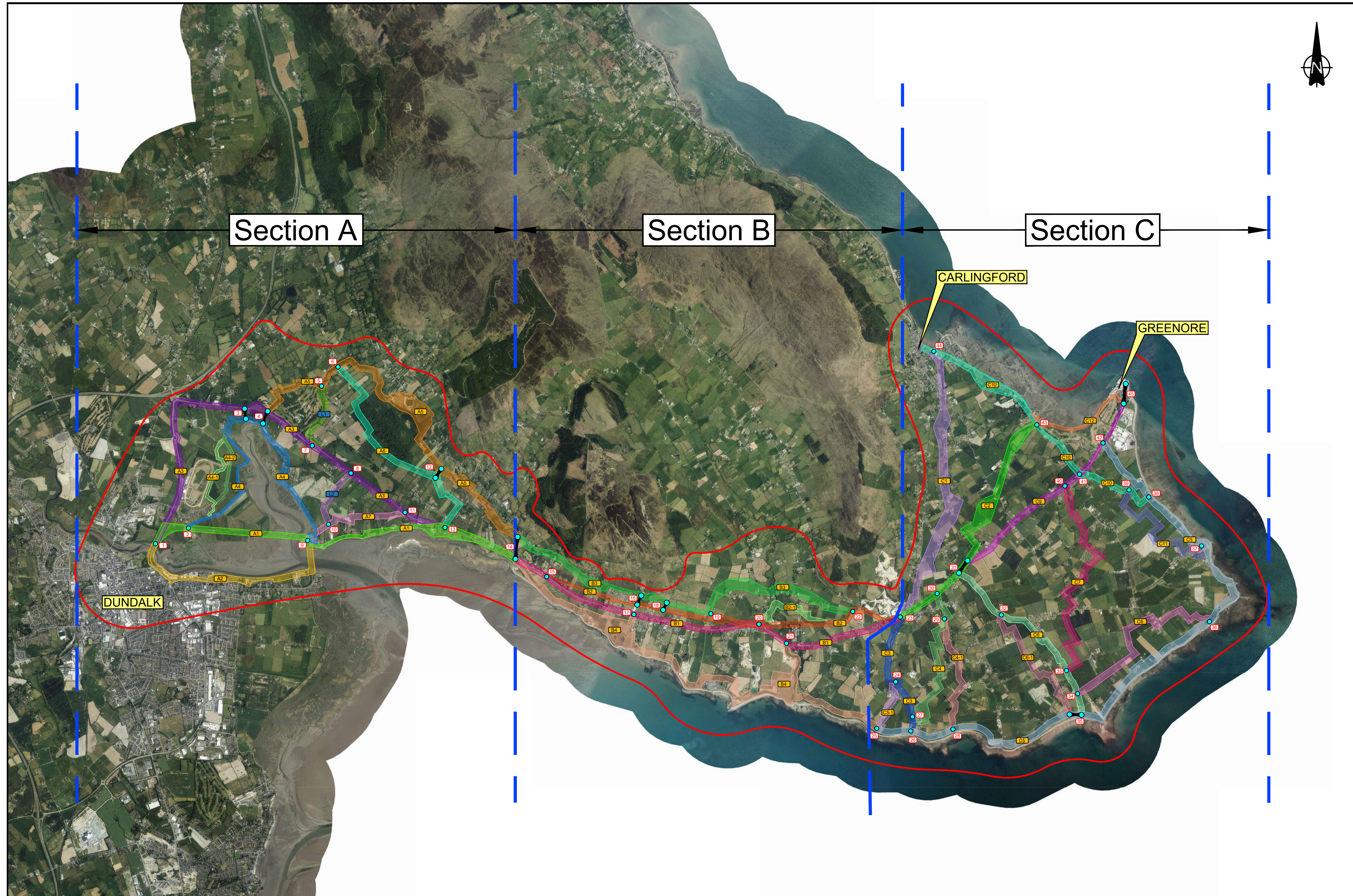
## Key Hydrological Constraints



## Key Architectural, Archaeological and Cultural Heritage Sites

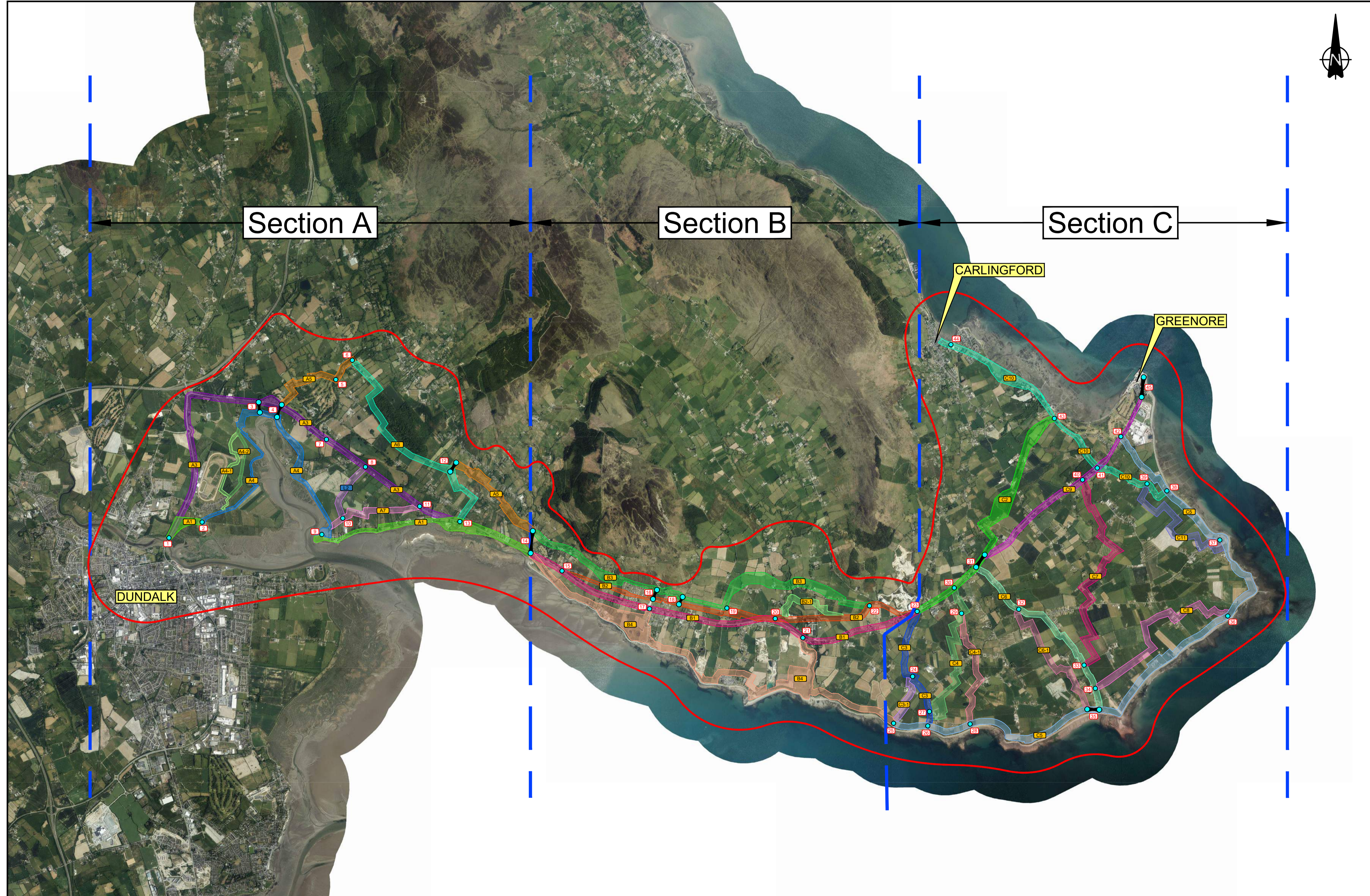


## Initial Route Corridor Options





## Feasible Route Corridor Options



## Public Consultation

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII), have commissioned a technical engineering consulting team, Roughan and O’Donovan – AECOM Alliance (RODA) to assist in progressing the Planning and Design of the Dundalk Bay to Carlingford Greenway project.

The first non-statutory public consultation was held on Thursday, 7th December 2023. The aim of that public consultation was to receive feedback on the Study Area, the constraints identified and any other features/ opportunities that the Project Team should consider.

Following the feedback received during the first non-statutory public consultation, initial Route Corridor Options were developed. Following an assessment process, feasible Route Corridor Options (shown overleaf) have been identified to advance to the next phase (Phase 2 Option Selection). The aim of this public consultation is to receive feedback on the Route Corridor Options to assist the project team in the decision-making process when further refining the corridor options and selecting the emerging preferred route corridor.

Phase 1 (Concept and Feasibility) of the project has now been completed and the project has now commenced Phase 2 Option Selection. This involves the development and assessment of these feasible route corridor options to ultimately determine an Emerging Preferred Route Corridor.

## Route Corridor Options Assessment

The study area for the proposed Dundalk Bay to Carlingford Greenway project has been divided into three sections to assist in the development of the route corridor options.

These sections are broadly split as follows:

- Section A: Dundalk to Rockmarshall.
- Section B: Rockmarshall to The Bush.
- Section C: The Bush to Carlingford.

The sections highlighted above and the feasible route corridor options are shown on the map overleaf.

Each route corridor option within sections A to C has been appraised against the project objectives to determine which options best meet these objectives. The feasibility of each option was also assessed under the headings of Engineering, Environment and Economic (the ‘three Es’). Only those options determined as feasible have advanced to Phase 2 (Option Selection). Where only a section of an option has been deemed not feasible, that option still progressed to Phase 2 with the unfeasible section omitted.

## Next Steps

The feedback and submissions received through this public consultation will assist the project team in the decision making process as part of Phase 2 (Option Selection) and when further refining the corridor options and selecting the emerging preferred route corridor.

The appraisal of the route corridor options will be carried out in accordance with the Transport Appraisal Framework (TAF), TII Project Appraisal Guidelines and the TII Project Managers Manual for Greenways. The assessment will consist of a Multi-criteria analysis (MCA) of the quantifiable and non-quantifiable impacts of options, known as the Transport Accessibility Appraisal (TAA) under the six TAF Criteria of:

- Local Environment;
- Climate;
- Safety;
- Land Use;
- Social; and
- Accessibility.

Firstly, the feasible options will be assessed to develop a shortlist of options. These shortlisted Options will then be subjected to further assessment using a Project Appraisal Matrix and an emerging preferred route corridor identified.

## Landowner Engagement

TII and the local authorities worked with the farming representatives and other stakeholders to develop the Code of Best Practice which was published in December 2021. The Code sets out the process for the delivery and management of greenways.

The Project Liaison Officer (PLO) will be available to meet with landowners by appointment. The PLO will also be available to talk on the phone. The PLO will be the main point of contact for the landowner and will ensure that the landowner’s interests and concerns are considered when refining the route corridor options. An independent agronomist will also be made available to landowners to provide advice on the proposals being presented.

## Have Your Say

We would ask you to review the information provided for Public Consultation No. 2 and submit your comments on the Route Corridor Options presented therein.

We would like to hear the views of interested parties, members of the public, in particular those with landholdings, properties or interests in proximity to the route corridor options being displayed.

The feedback form will provide you with an opportunity to have your say and to provide feedback to the project team. Feedback forms can be completed electronically and submitted or alternatively downloaded and emailed or posted to contact details provided below.

The closing date for submissions is **Friday, 2nd of August**. For project information, please visit [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie).

### Options for submitting the feedback form are as follows:



DundalkCarlingfordGreenway@rod.ie



[www.dundalkcarlingfordgreenway.ie/contactus](http://www.dundalkcarlingfordgreenway.ie/contactus)



Dundalk Bay to Carlingford Greenway Design Team  
Roughan and O’Donovan  
Arena House,  
Arena Rd,  
Sandyford Business Park,  
Sandyford, Dublin



Project Liaison Officer  
087 601 1384



# DUNDALK BAY TO CARLINGFORD GREENWAY

## Public Consultation No.2

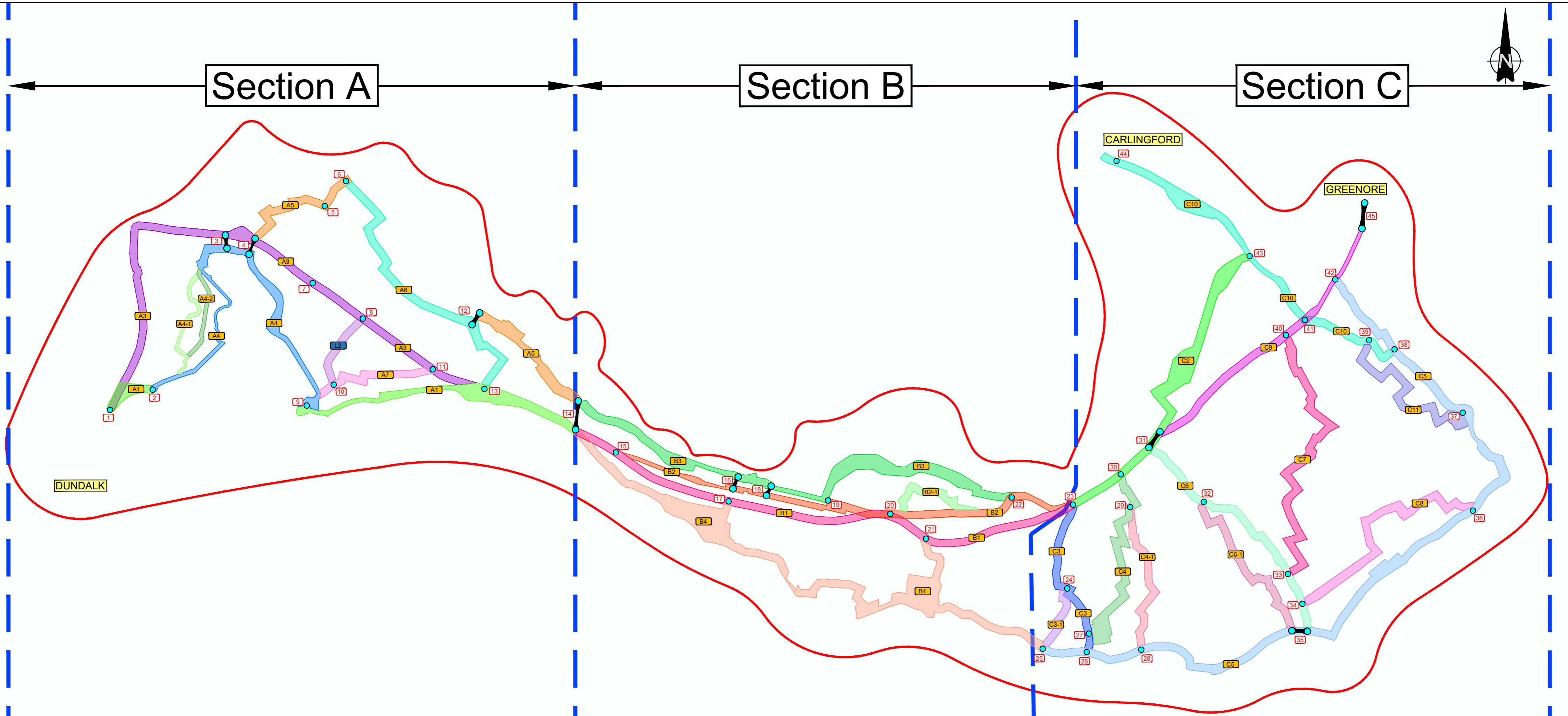


### Route Corridor Options June 2024

Section A

Section B

Section C





## **APPENDIX C**

### **FEEDBACK FORMS**

## Feedback Form

### Personal Information

*Name*  
*(Optional)*

*Email*  
*(Optional)*

*Address*  
*(Optional)*

*Telephone*  
*(Optional)*

*Eircode*  
*(Optional)*



### Have Your Say

Please tell us your views and provide any information that would inform us by either completing this form or online by visiting the project website at [www.dundalkcarlingfordgreenway.ie](http://www.dundalkcarlingfordgreenway.ie) or by scanning the QR code.



Please use additional paper and include supporting documents/images/maps if you wish. We specifically would like to hear your views on the following (also see further questions at the back of the form):

Q1 Do you have any comments regarding the Feasible Route Corridor Options in Section A, B, or C?


Please return the feedback form by either email at [DundalkCarlingfordGreenway@rod.ie](mailto:DundalkCarlingfordGreenway@rod.ie), or post it to Dundalk Bay to Carlingford, Greenway Design Team, Roughan and O'Donovan, Arena House, Arena Rd, Sandyford Business Park, Sandyford, Dublin.

## Feedback Form

### Have Your Say (continued)

Q2 Do you have any other relevant information you think should be shared and/or considered in relation to the Option Selection Process or any of the Route Corridor Options?


Q3 Do you have any concerns or issues at this stage?


Please return the feedback form by either email at [DundalkCarlingfordGreenway@rod.ie](mailto:DundalkCarlingfordGreenway@rod.ie), or post it to Dundalk Bay to Carlingford, Greenway Design Team, Roughan and O'Donovan, Arena House, Arena Rd, Sandyford Business Park, Sandyford, Dublin.



## Proposed Dundalk Bay to Carlingford Greenway

### Residents of Cooley Peninsula Feedback Form

<b>Personal Information</b>	
<b>Name</b> <i>(Optional)</i>	<b>Email</b> <i>(Optional)</i>
<b>Address</b> <i>(Optional)</i>	
<b>Telephone</b> <i>(Optional)</i>	<b>Eircode</b> <i>(Optional)</i>

### Have Your Say

- I support the proposed Dundalk Bay to Carlingford Greenway and would allow it to go through my land/garden/backyard
- I object to ALL proposed routes for the Dundalk Bay to Carlingford Greenway

### Questions