

Dundalk Bay to Carlingford Greenway

Options Report – Volume 3 – Appendix D – Public Consultation Feedback Reports

September 2026

AECOM ROD

TII

Comhairle Contae Lú Louth County Council

Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040

An Roinn Iompair Department of Transport

Greenway

Dundalk Bay to Carlingford Greenway

Westmeath National Roads Office

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Dundalk Bay to Carlingford Greenway



Public Consultation No. 1 Study Area & Constraints







P02 S5 | February 2024

ROD ROUGHAN & O'DONOVAN AECOM

Dundalk Bay to Carlingford Greenway

Public Consultation No. 1 Study Area & Constraints

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1. INTRODUCTION

1.1 Introduction

This public consultation feedback report has been prepared to summarise and assess the feedback received from Public Consultation No. 1 on Study Area, Constraints and Opportunities, held on 7th December 2023 in Carlingford Heritage Centre, Carlingford, Co. Louth.

At this public consultation event, display boards and mapping were displayed introducing members of the public to the project and the identified constraints and opportunities within the study area. The purpose of the non-statutory public consultation event was to:

- Inform the public of the project.
- Present the study area to the public.
- Present the constraints study to the public.
- Invite the public to submit comments and observations regarding constraints or barriers in their area, and any locations, attractions or facilities in their localities beneficial for the project and its users.
- Take feedback regarding any concerns or issues with the project at this stage.
- Gather relevant local information which may not have been previously known to the Project Team.

2. METHODOLOGY

A submission feedback form was provided during the public consultation. A downloadable version of the form was also available on the project website. This contained a number of specific questions regarding the greenway and a general comment section to give feedback. The responses were collated and analysed. Given that the project is currently in Phase 1 Concept and Feasibility, the comments will be taken into consideration when developing the route corridor options.

2.1 Publicity

As is the normal process in relation to a Public Consultation, members of the public were notified in advance of the event by Louth County Council (LCC) via the below channels. A presentation was also given to the Elected Members in advance of the event to brief them on the proposed development.

2.1.1 Newspaper

Notices publicising the event were published in the Dundalk Democrat, Dundalk Leader (local newspapers serving Co. Dundalk), and Independent, in their edition published on the week commencing 28th November 2023. The notice stated the purpose of the Public Consultation, the location and time of the event itself, and directed the readers to the project website where they could find more information on the project.

2.1.2 Louth County Council Website

A notice publicising the event (with the same content as the newspaper notice) was posted on the 'Consultations' page of the LCC website (www.consult.louthcoco.ie). Figure 2.1 below shows the web capture image of the public consultation notice.



Dundalk Bay to Carlingford Greenway

Public Consultation No.1 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 first non-statutory public consultation (Study Area and Constraints) for the proposed Dundalk Bay to Carlingford Greenway project.

The aim of this public consultation is to receive feedback on the Project Study Area, the constraints identified and any other features/opportunities within the study area that the Project Team should consider. The feedback and submissions received through this public consultation will be considered by the Project Team and will help to inform the development of the project.

This public consultation will take place in Carlingford Heritage Centre, Old Church Road, Carlingford on Thursday 7th December 2023 between the hours of 3:00pm and 8:00pm. Louth County Council staff and their Design Consultants will be available to listen to and register your views.

"For additional project information, or to complete the comment form online, please visit the project webpage at www.dundalkcarlingfordgreenway.ie"

Figure 2.1 Public Consultation online notice by Louth County Council

2.1.3 Dundalk Bay to Carlingford Greenway Website

A dedicated project website (https://www.dundalkcarlingfordgreenway.ie/) was set up by Roughan and O'Donovan – AECOM Alliance to provide online links to the public consultation material and comment form.

2.1.4 Radio

The public consultation event was advertised on LMFM radio, by broadcasting over the radio station between 1st and 6th of December (inclusive) multiple times a day.

3. PUBLIC CONSULTATION EVENING

The Public Consultation event was held at Carlingford Heritage Centre, Old Church Road, Carlingford, Co. Louth, between 3pm – 8pm on the 7th of December 2023. Seven representatives of the project team from Louth County Council, RODA, and Westmeath NRDO were present to assist members of the public in understanding the project and constraints study presented and respond to any queries. Eleven A1 size display posters were set-up to display information on the following:

Plan 1: Project Study Area

Plan 2: Key Architectural, Archaeological and Cultural Heritage Sites

Plan 3: Key Ecological Constraints

Plan 4: Key Hydrological Constraints

Plan 5: Area's of Interest

Poster 1: Introduction to Project

Poster 2: Project Description

Poster 3: Project Objectives

Poster 4: Greenway Guide to Process

Poster 5: Next Steps and What's Happening Now section.

Poster 6: Have Your Say and Get in touch section.

A copy of the posters and display boards are provided in Appendix A.



Figure 3.1 Display board station

3.1 Attendees

Approximately 50 individuals attended the public consultation event, with 30 persons entering their names on the sign-in sheet at the welcome desk.

3.2 Submission of Feedback

Comment submission forms were made available to attendees of the event, where interested parties were given the options of:

- submitting comments/feedback at the Public Consultation event via feedback forms available at the welcome desk, or posting the feedback from to the project team;
- sending comments/feedback directly to LCC or RODA via email, or
- by completing the online feedback form available on the Dundalk Bay to Carlingford Greenway official website.

A copy of the feedback form is included in Appendix B.

As noted on the brochure, all submissions were requested to be submitted by Friday 19th January 2023.

In addition to the written submissions, opinions, comments, and observations on the proposed development which was expressed by members of the public at the Public Consultation Event were noted by Project Team representatives.

4. ANALYSIS OF SUBMISSIONS AND ADDITIONAL FEEDBACK

4.1 Submissions

A total of 12 submissions were received through email in the form of submission forms and emails. Below are summary statistics of the submissions made. A summary table of all submissions can also be found in Appendix C.

The following conclusions were drawn from the analysis of the submissions:

- 12 submissions support the proposal and / or will use the greenway;
- Three (3 no.) submissions prefer a coastal route option selection;
- Seven (7 no.) submissions discussed potential route options;
- Two (2 no.) submissions discuss the information displayed in the public consultation material;
- Five (5 no.) submissions highlight the potential impacts on residential properties;
- Five (5 no.) submissions highlight the flood risk associated with areas along the route options;
- Three (3 no.) submissions query the potential impacts on SACs and SPAs and/or biodiversity;
- Three (3 no.) submissions highlight the potential impacts on businesses; and
- Nine (9 no.) submissions suggest how the greenway can support local businesses, tourism, schools and other services as well as any other recommendations.

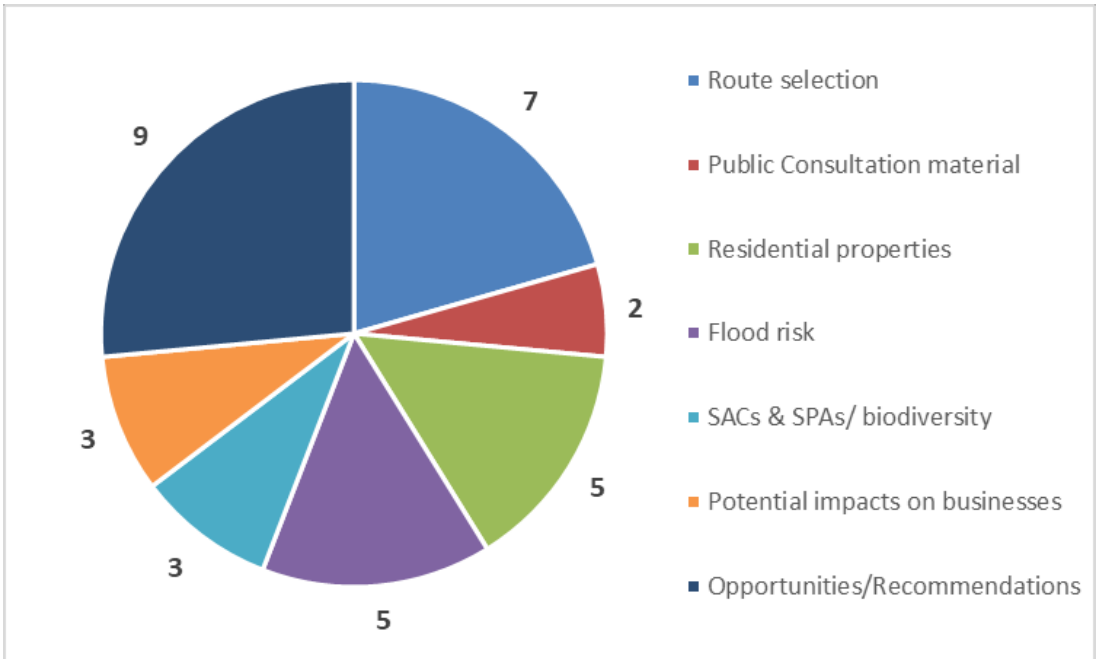


Figure 4.1 Number of submissions based on main themes

4.2 Analysis of Submissions

The following is an analysis of the above issues and observations raised by the public:

4.2.1 Support for the project

All 12 submissions support the Dundalk Bay to Carlingford Greenway project referring to its benefits on the environmental, population health, and enhanced accessibility for both the local population and visitors. Submissions indicating an intention to use the greenway were considered as support for the project. There were no submissions that were opposing the overall project, but rather, concerns were raised regarding specific route options, as discussed in section 4.2.2 below. Two (2 no.) submissions emphasised the benefits of establishing a connection between Carlingford and Dundalk, resulting in the development of an 85km+ greenway from Portadown to Dundalk, creating a greenway of international appeal.

4.2.2 Route Selection

Seven (7 no.) submissions proposed route options for the greenway which can broadly be categorised under four categories, namely:

- Following the coastline;
- An inland route;
- Follow the alignment with the existing disused railway line; and
- Avoidance of the existing disused railway line.

Three (3 no.) of these submissions proposed two route option preferences each within their submission (for example, following a coastal route and aligning with the existing disused railway line), with the remaining four (4 no.) submissions proposing one (1 no.) preferred route option each.

Among the seven (7 no.) submissions, only one (1 no.) expressed support for the greenway to follow the railway line. This submission emphasised the opportunity to use the existing railway infrastructure, specifically highlighting the railway abutments at River Flurry near Ballymascanlan. Three (3 no.) submissions, however, were against the use of the alignment of the existing disused railway line, highlighting that in doing so, there will be impacts on their residences. The concerns related to the proximity of the greenway if it were to follow the existing disused railway line, identifying numerous constraints to their livelihoods as a result (as discussed in section 4.2.4 below, under *Residential Properties*).

For the remaining route options, three (3 no.) submissions favoured a coastal route and three (3 no.) submissions favoured an inland route for the proposed greenway. The coastal route option, specifically between Greenore and Ballagan, was highlighted due to the scenic sea views. However, the constraint in the form of coastal erosion was discussed, which should be considered.

Submissions recommending an inland route option proposed starting from Carlingford along the R176, turning right through to Grange, or taking a route through Carlingford village, connecting to the R173, passing the Skypark, and arriving at Grange. Another suggestion for an inland route recommended starting from Dundalk to Jenkinstown, or through Rooskey Loop and Carlingford Commons, with the latter supported for its historical sites and views of Mourne mountains.

4.2.3 Public Consultation Material

There were two (2 no.) submissions that discussed the Public Consultation material. The following comprises a list of points and recommendations outlined in the submissions, covering the material presented during the public consultation:

- Difficulty distinguishing all the built and cultural heritage on the map due to the abundance of dots at the given scale.
- Consider including the former railway (industrial) heritage track on all maps.
- Concern regarding the flood risk colour shading on the Hydrological Constraints map.
- Concerns about the clarity of the consultation and labelling of maps.
- A number of local facilities not included on the areas of interest map, such as restaurants, pubs, National Monuments and scenic routes.

4.2.4 General Environmental Constraints

Respondents expressed concerns for the proposed development under the following topics:

Residential Properties

Five (5 no.) submissions raised concerns regarding the proposed greenway in relation to its potential proximity to residential properties and the subsequent impacts on the residences; namely on the following:

- the potential impact on home life,
- a lack of privacy due to increased footfall,
- the noise impact from the general public walking and cycling past,
- security and safety due to proximity of public with homes,
- disruption during construction,
- restricting access to residences,
- separating houses from gardens,
- the visual impact on the residence, including potential effects on views of the sea and mountains, which will possibly be replaced by walkers, cyclists, or high fences.

Flood Risk

There were five (5 no.) submissions that raised flood risk as a potential constraint to the proposed development. Two (2 no.) submissions specifically referred to the pluvial flood event that occurred at the end of October 2023 in Carlingford, Greenore, and Grange areas. The remaining three (3 no.) submissions highlighted the observed impact of heavy rainfall and flooding on existing greenways, making them unusable and requiring maintenance.

SACs and SPAs/Biodiversity

Three (3 no.) submissions raised concerns regarding the potential impacts of the proposed greenway on biodiversity, particularly in relation to the Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). One (1 no.) submission recommended the project team to consult with the Wetlands and Geological Heritage Surveys for protected natural heritage sites. Another submission noted that detailed ecological surveys should be carried out by specialists, expressing concerns about potential impacts on the SACs and SPAs.

Potential impacts on businesses

There were three (3 no.) submissions which raised concerns about route options potentially affecting nearby businesses, particularly related to restricting access. This included concerns about impacting a respondent's farming enterprise and the concern

about the greenway running along the Ballagan shore road, restricting access between a respondent's owned oyster farm and the shore. Additionally, two (2 no.) submissions highlighted concerns about heavy traffic from the oyster production industry on the eastern end of the study area (the peninsula) and the increase of these adverse impacts on traffic with the introduction of the greenway.

4.2.5 Opportunities

Numerous opportunities and recommendations were contained in the submissions received which have the potential to enhance the proposed greenway project. The themes covered topics such as the integration of cultural heritage and historical sites, connections to local public transport and other key services, and suggestions on greenway safety. The following bullet points outline these opportunities and recommendations in more detail:

- Consider former railway (industrial) cultural heritage for tourism.
- Suggest connecting to Cooley Kickhams GAA.
- Improve public transport for one-way rides/walks, extend to Clarke Railway station in Dundalk.
- Connect greenway to essential services (toilets, dustbins, food/drink, bicycle parking).
- Connect to a submitted pre-planning application for mobile homes/tourist accommodation with facilities benefiting greenway users.
- Explore opportunities for tourism and educational on-site oyster farm visits.
- Link greenway with Carlingford to Newry Greenway and Narrow Water Bridge for the national East Coast Trail project.
- Inland route offers more historical sites, attractions, and stop-off points.
- Passing through Grange provides access to shops, Templetown beach, Kilwirra Graveyard, pubs, and a historic Catholic Church.
- Passing through Carlingford village offers access to shops, cafes, facilities, restaurants, and medieval monuments.
- Recommend extending the greenway through Dundalk after the Dundalk Flood Relied Scheme completion and continue to reach as far as Drogheda.
- Complete the greenway surface with a high standard of Blacktop.
- Implement a segregated traffic route on Carlingford to Dundalk Road.
- Establish access points along the entire route, not just at the beginning and end.
- Create access points and spurs to schools, sporting facilities, and areas of high population.
- Ensure safety with traffic segregation.
- Ensure user-friendliness with multiple entry/exit points.
- Integrate into a greater national cycling network for increased active travel growth.

5. SUMMARY

The Public Consultation event was held at Carlingford Heritage Centre, Old Church Road, Carlingford, Co. Louth, between 3pm – 8pm on the 7th of December 2023.

The Project Team assisted members of the public in understanding the project information including constraints presented and respond to any queries. The summary of the event and the feedback received from the public is summarised below:

- Approximately 50 members of the public attended the public consultation.
- In total, 12 submission feedback forms were returned to LCC at the event via email. In general, the public's view towards the Project was as follows:
    - All twelve 12 submissions support the development of the proposed greenway.
    - Both coastal and inland route options have three (3 no.) submissions each.
    - There was a greater preference to avoid an alignment following the existing disused railway line.
    - For the main environmental constraints, respondents expressed concerns regarding proximity to residential properties and the subsequent impacts on the residences, flood risk, potential impacts on SACs and SPAs, and potential impacts on businesses.
    - The key opportunities identified relate to accessibility and safety for the greenway users, emphasising on connecting the greenway to essential services and establishing access points along the route.

6. NEXT STEPS

The feedback from the non-statutory public consultation has been, and will continue to be, considered in the next phases of the project, particularly when developing route options for the greenway.

A second public consultation will be held at Phase 2 Option Selection. At this public consultation, the shortlisted route options that made it through the feasibility study will be presented to the public.

APPENDIX A
PUBLIC CONSULTATION DISPLAY BOARDS

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1

December 2023



Welcome

Public Consultation is an integral element of the planning and design process, and as such, the Project Team would like to invite interested parties, property/landowners of Dundalk, Carlingford, and the surrounding areas, members of the public and other stakeholders to participate in this first non-statutory public consultation for the proposed Dundalk Bay to Carlingford Greenway project.

The purpose of this public consultation is to inform the public of the project and to invite feedback on the Study Area, the constraints identified and any other features/opportunities that the Design Team should consider.

Your participation in this consultation is important and we would value any feedback which you think should be reviewed 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.



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DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1
December 2023

Project Description

Louth County Council (LCC), with the support of Transport Infrastructure Ireland (TII), has recently 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.

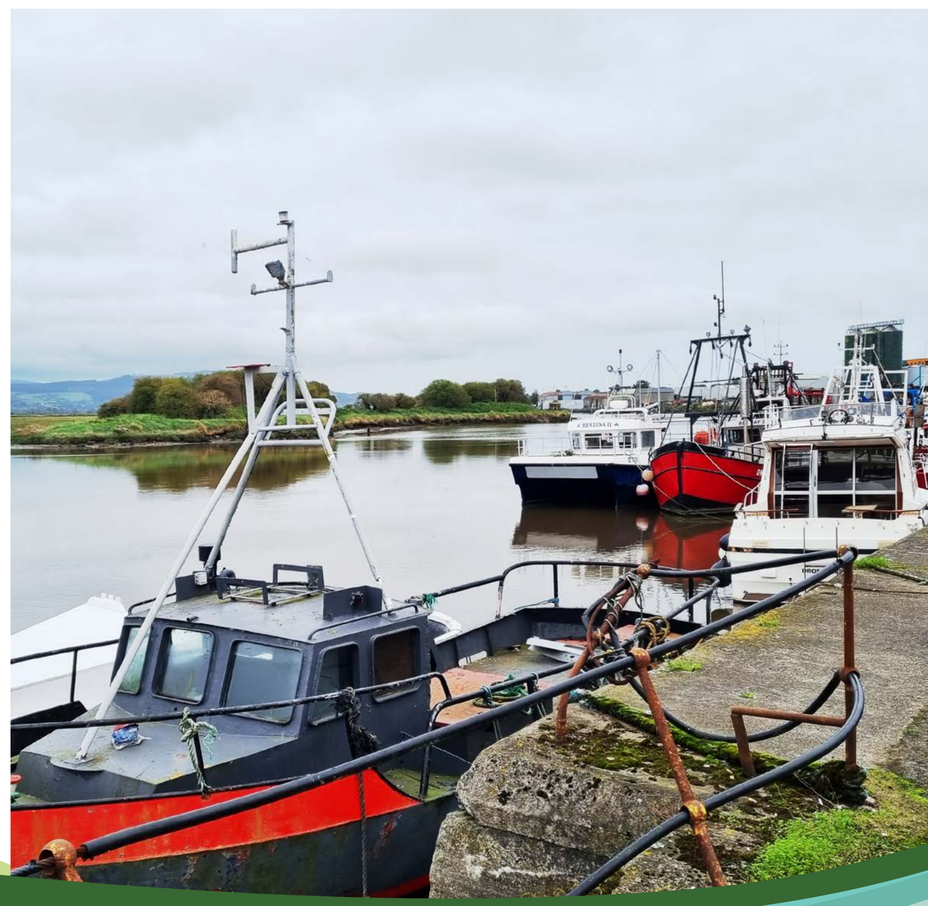
Dundalk is the County town and administrative centre for Louth. The landscape character of Dundalk is defined by its built environment, its coastal location and the views extending to the Cooley and Mourne Mountains. Carlingford is found in the heart of the Cooley Peninsula and is an important tourist destination as it possesses the greatest concentration of heritage and natural assets within County Louth.

The R173 Regional Road is the main route connecting Dundalk with Carlingford. The R173, along with other regional and local roads in the study area have no provision for pedestrians and cyclists. High vehicle speeds, narrow road widths and lack of segregated facilities make the road network unattractive for pedestrians and cyclists. The existing Carlingford Lough Greenway highlights the strong demand for a high quality segregated facility to be provided serving this region.

The proposed greenway will seek to connect with the existing Carlingford Lough Greenway, facilitating a continuous cross-border greenway from Dundalk in Co. Louth to Newry in County Down. The proposed greenway provides the local population and tourists to the area with an attractive recreational facility and a potential active travel alternative for routine trips.







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Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1
December 2023

Project Objectives

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



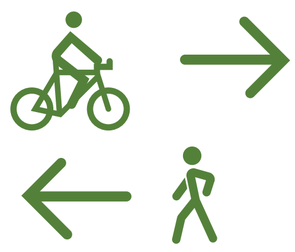
Transport User Benefits and Other Economic Impacts

- 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



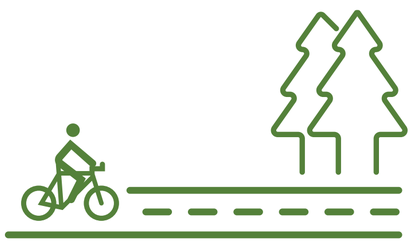
Accessibility Impacts

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



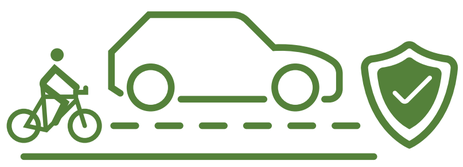
Social Impacts

- 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



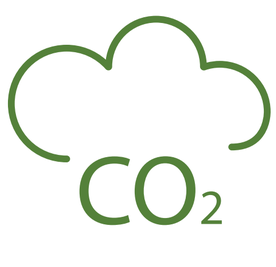
Land Use Impacts

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



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



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DUNDALK BAY TO CARLINGFORD GREENWAY | Public Consultation No.1

December 2023

Greenway Guide to Process

WE ARE HERE

Constraints Study

- Map State-owned lands and stopping points
- Environmental / Physical / Archaeological
- Highlight opportunities and concerns
- Public Consultation No. 1
- Project Agronomist (PA) in place for project duration

Route Corridor Options

Q2 2024

- Scenic / Segregated / Sustainable / Strategic / See and Do (Five S)
- Environment / Economic / Engineering Public Consultation No. 2
- Independent Agronomist in place for project duration

Preferred Route Corridor

Q3 2024

- Farmer Agronomists / Property Advisors available to landowners
- Consultation meetings with individual landowners
- Public Consultation No. 3

Preferred Route

Q3/Q4 2024

- Farmer Agronomists / Property Advisors available to landowners
- Consultation meetings with individual landowners and / or representatives
- Accommodation works outlined and discussed/ agreed

Preliminary Design

Q4 2024 - Q4 2025

- Horizontal and vertical alignment established to determine precise land acquisition requirements
- Accommodation works agreed with landowners and / or representatives
- Voluntary Land Acquisition Process commences

Environmental Evaluation

Q4 2024 - Q1 2026

- Environmental Impact Assessment (EIA)
- Appropriate Assessment (AA)
- Natura Impact Statement (NIS)

Application to An Bord Pleanåla

Q2 2026

- Completion of the Environmental Impact Assessment Report/ Natura Impact Statement (NIS) where required
- Application Submitted to ABP including notice of the making of Compulsory Purchase Order (CPO)
- Voluntary Land Acquisition Process continues

Oral Hearing

Q3 2026

- An oral hearing may be held by ABP to examine issues and concerns raised by persons with objections to / issues with the proposed Greenway
- Voluntary Land Acquisition Process continues

ABP Decision

Q4 2026

- ABP either approves the scheme, rejects the scheme or approves the scheme with modifications
- Where scheme is approved by ABP Voluntary Land Acquisition Process continues where applicable

Construction of Greenway

- If the scheme is successful at the planning stage, the project promoter will proceed to construction, subject to government funding

* Dates Indicated may be subject to change

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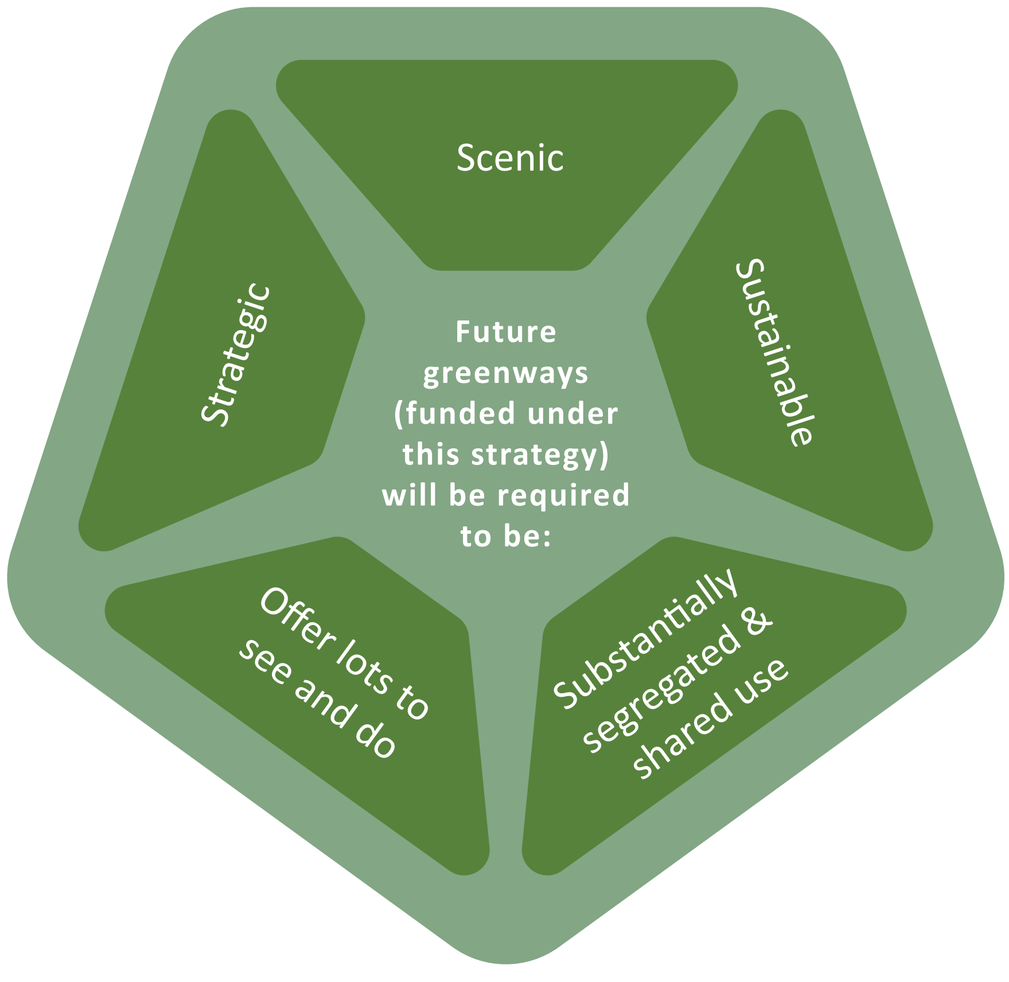
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Next Steps

The feedback and submissions received through this public consultation will be considered by the project team as part of Phase 1 (Concept and Feasibility) and will help to inform the development of the project.

The next step of the process involves the development of reasonable route options, developed in line with the 'Five S' Criteria outlined in the Strategy for the Future Development of National and Regional Greenways (DTTAS, July 2018):

- Scenic
- Strategic
- With Lots to See and Do
- Sustainable
- Segregated

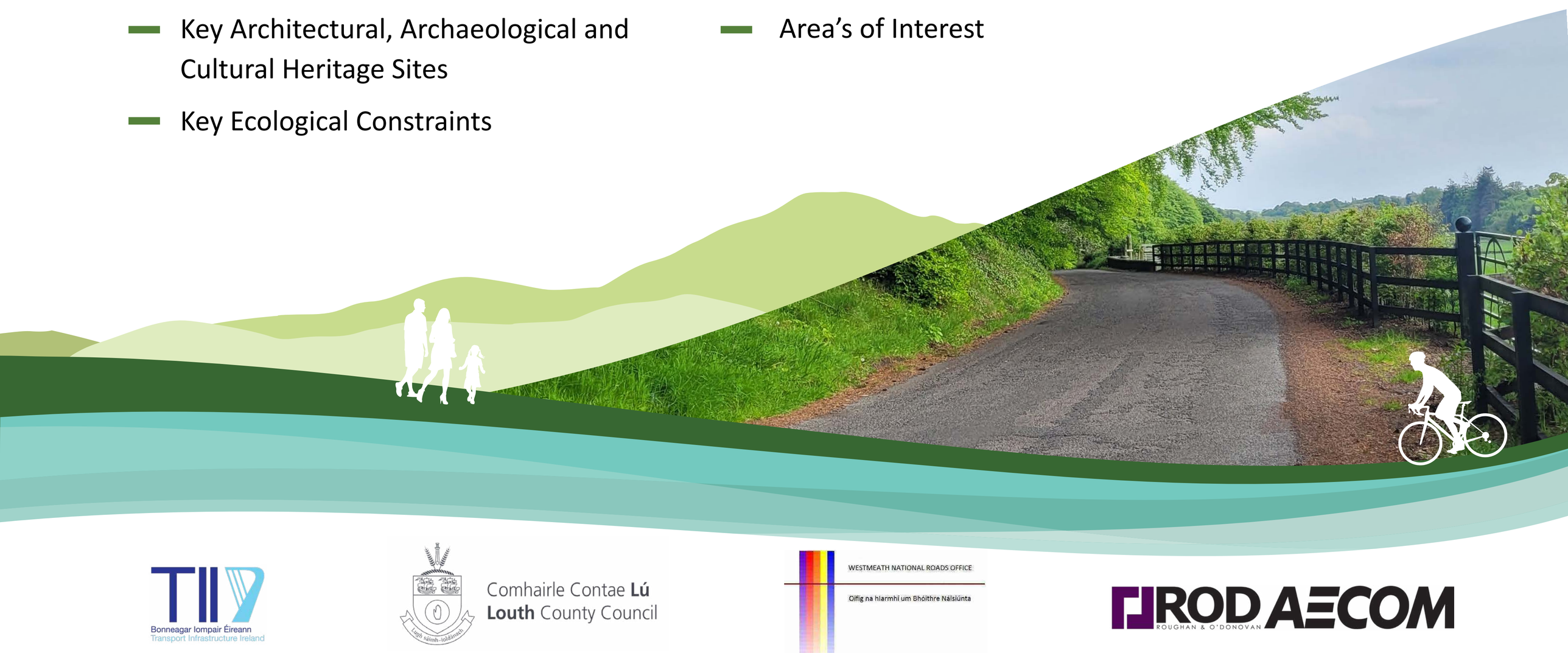


What's Happening Now?

During Phase 1 (Concept and Feasibility), the project team have defined the study area and are currently identifying potential constraints that may impact the development of a feasible Greenway. They are also looking into key features and opportunities to create a more attractive user experience.

The subsequent panels include drawings illustrating the following:

- Project Study Area
- Key Architectural, Archaeological and Cultural Heritage Sites
- Key Ecological Constraints
- Key Hydrological Constraints
- Area's of Interest



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December 2023

Have Your Say!

We would ask you to review the information provided at the public consultation event and submit your comments on the Study Area, the constraints identified therein and any other features/ opportunities that the project team should consider using the feedback form provided.

We specifically would like to hear your views on the following:

- Demand for the project;
- Locations, attractions, or facilities in your locality that could benefit the greenway and / or be attractive to Greenway users;
- Constraints or barriers to a Greenway in your area; and
- Any concerns or issues you may have at this stage.

The feedback form will provide you with an opportunity to have your say and to provide feedback to the project team. Alternatively, you can download or submit the form at **www.dundalkcarlingfordgreenway.ie.**

Closing date for submissions is **Friday 19th January 2024.** For project information, please visit **www.dundalkcarlingfordgreenway.ie.**



Get in touch

Options for submitting the feedback form are as follows:

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

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WESTMEATH NATIONAL ROADS OFFICE
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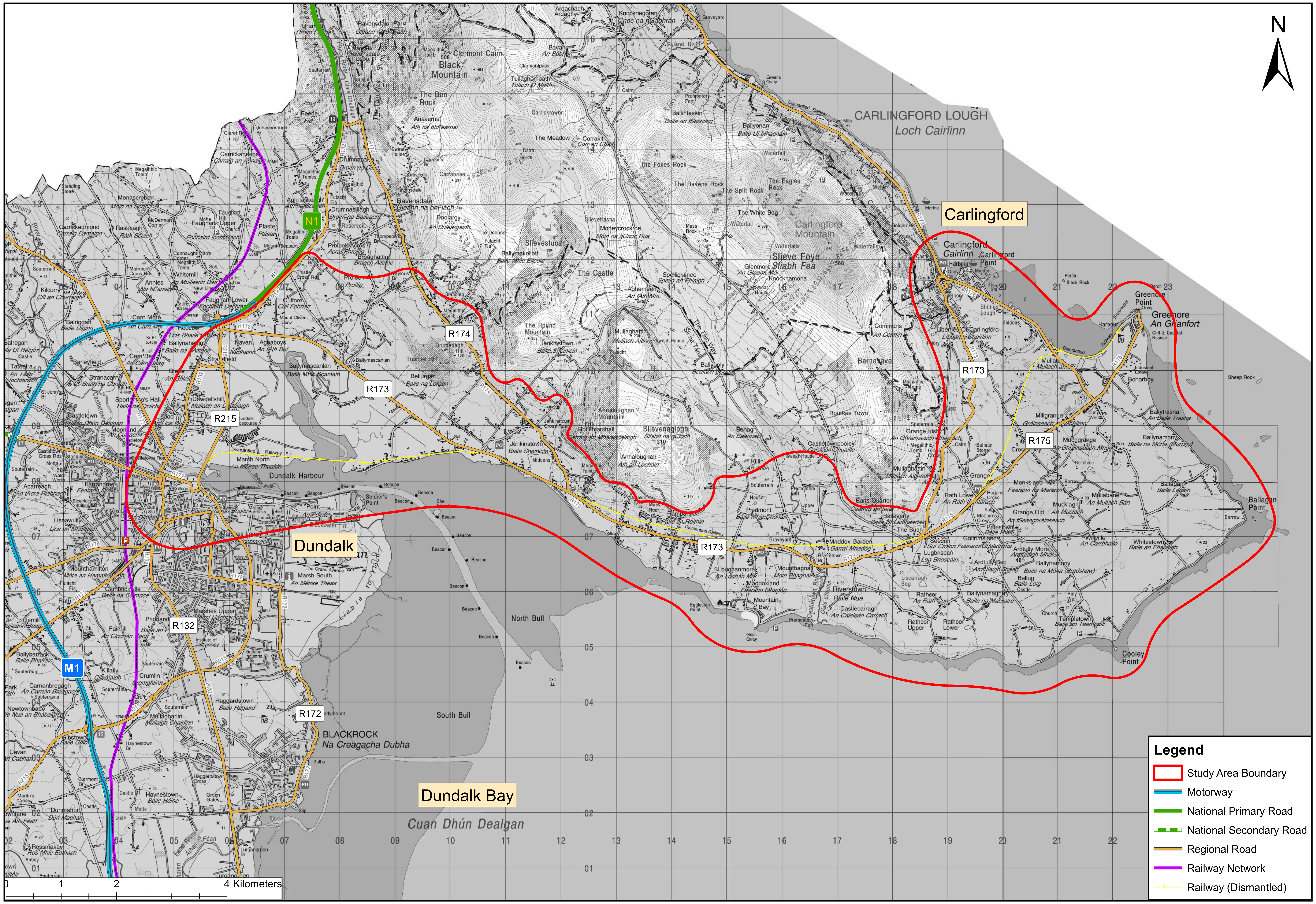
ROD AECOM
ROUGHAN & O'DONOVAN

Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1
December 2023

Project Study Area



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Comhairle Contae Lú
Louth County Council

WESTMEATH NATIONAL ROADS OFFICE
Oifig na hIarmhí um Bhóithre Náisiúnta

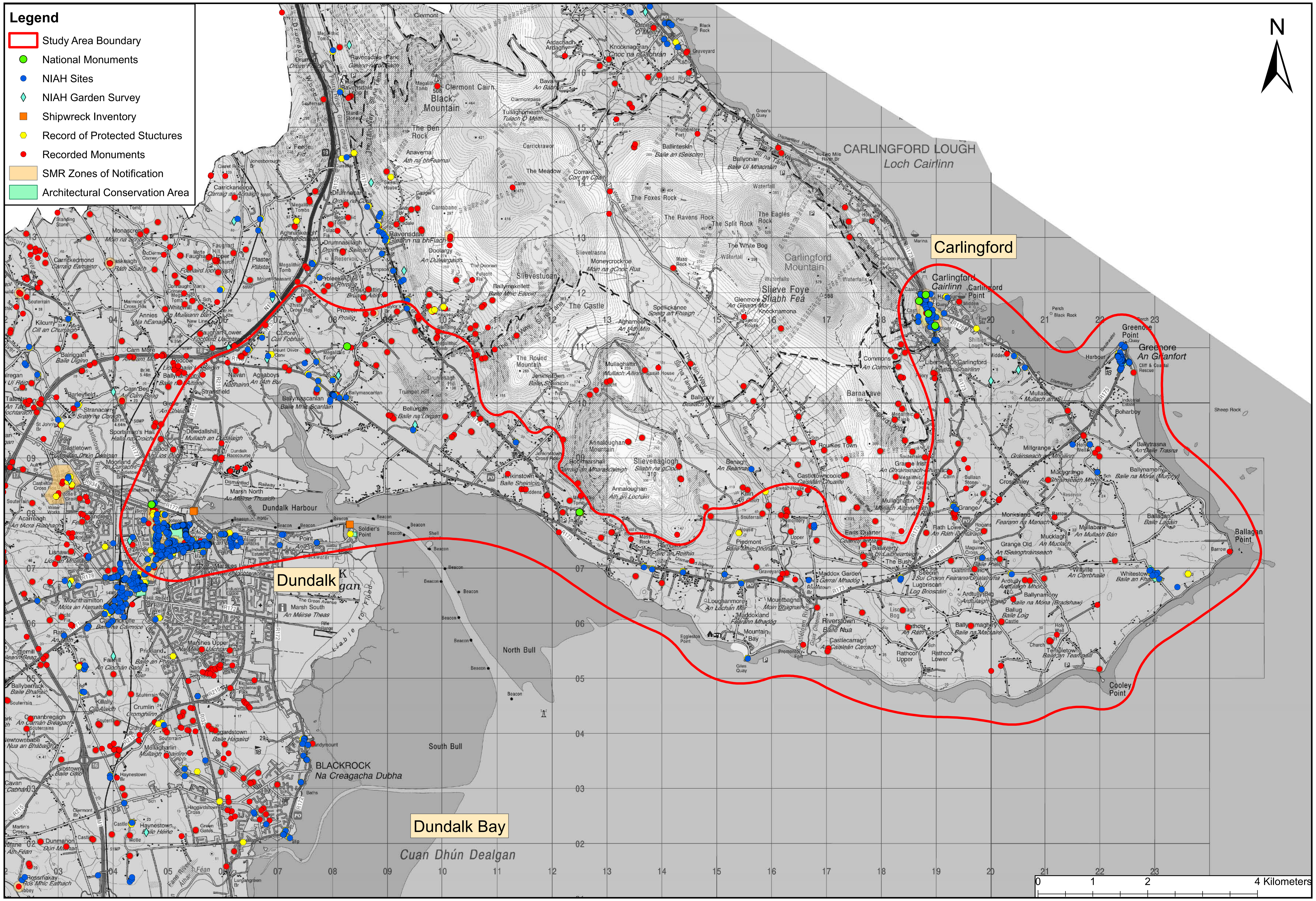
ROD AECOM
ROUGHAN & O'DONOVAN

Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1
December 2023

Key Architectural, Archaeological and Cultural Heritage Sites



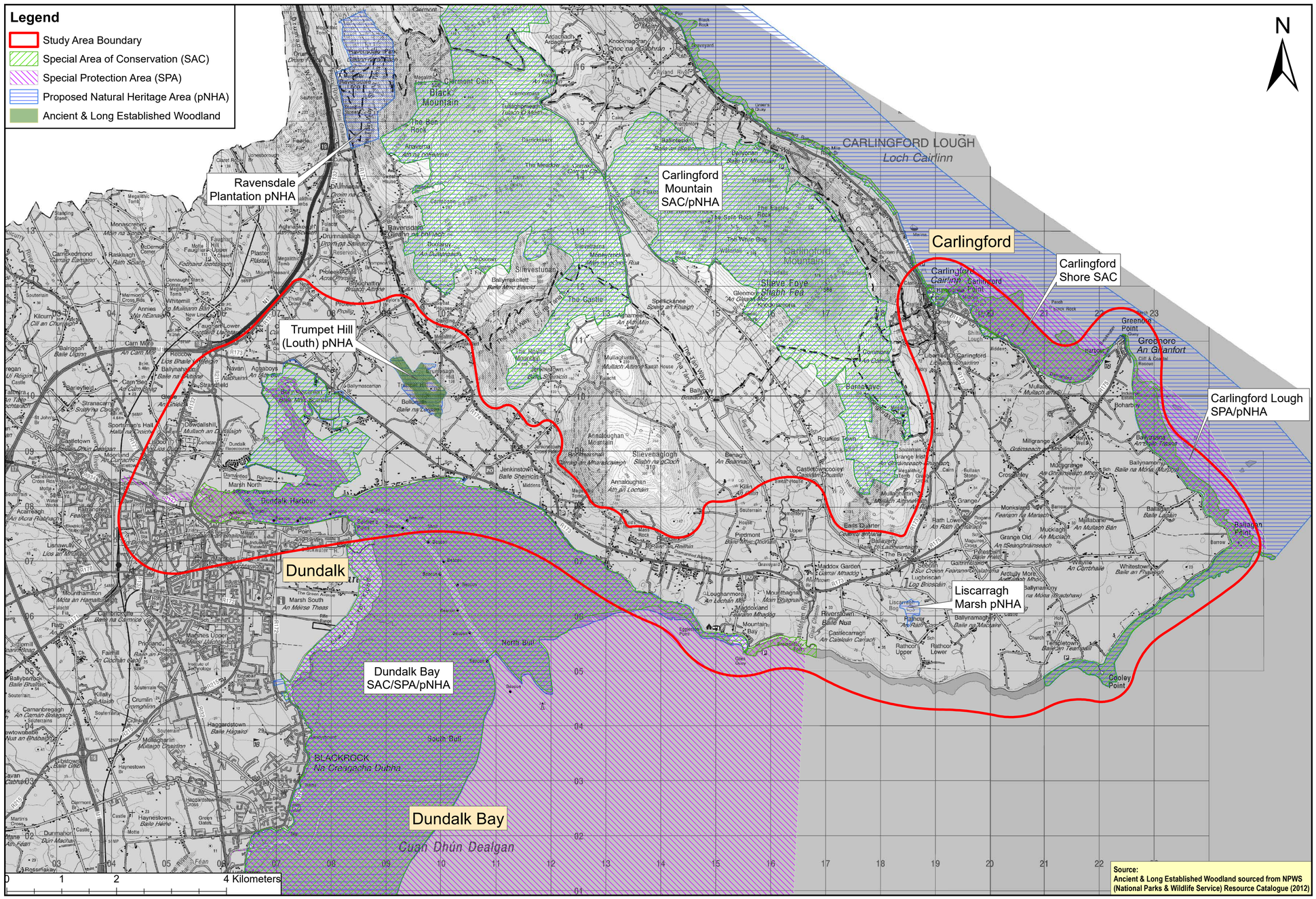
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Transport Infrastructure Ireland

Comhairle Contae **Lú**
Louth County Council

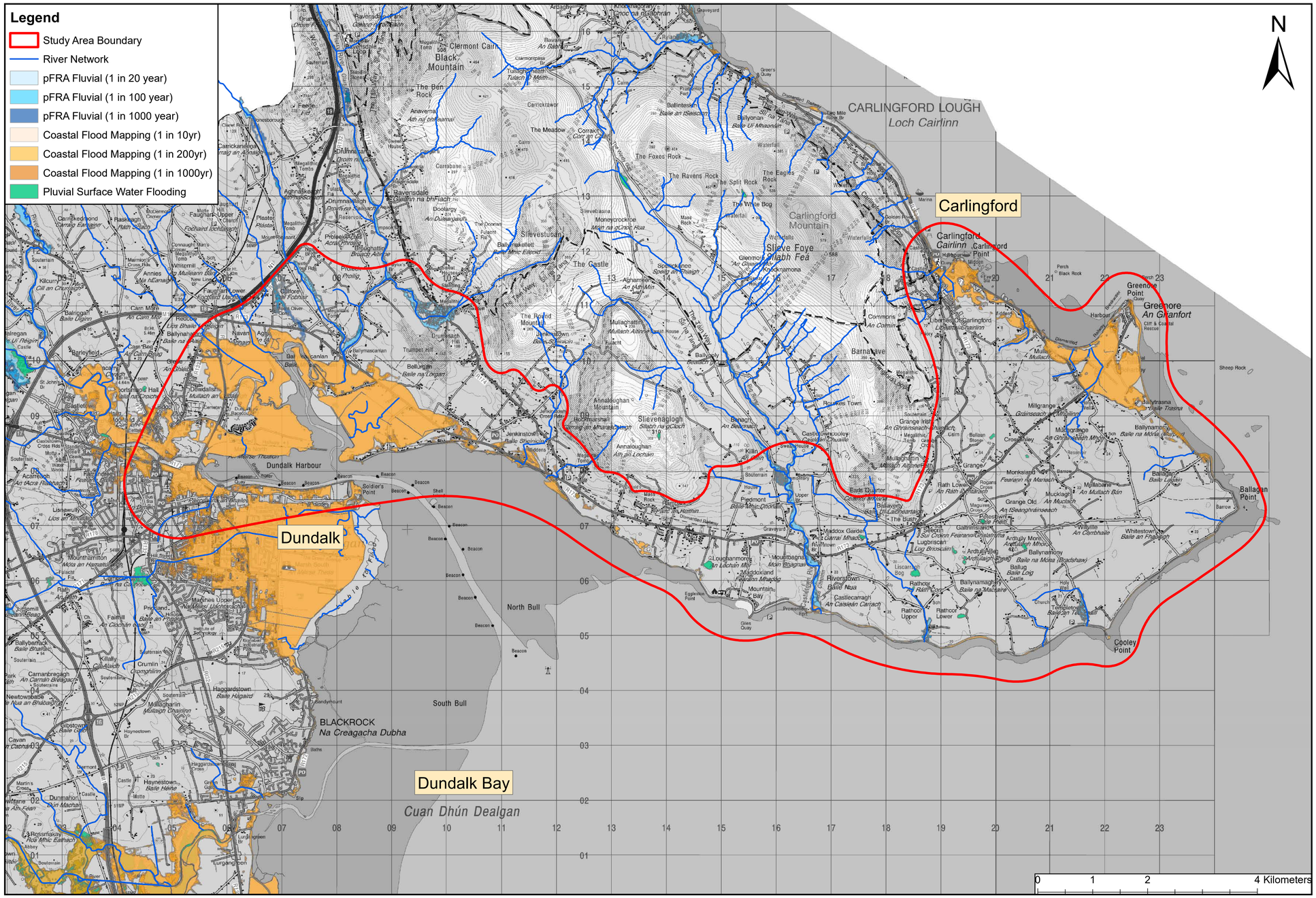
WESTMEATH NATIONAL ROADS OFFICE
Oifig na hIarmhí um Bhóithre Náisiúnta

ROD AECOM
ROUGHAN & O'DONOVAN

Key Ecological Constraints



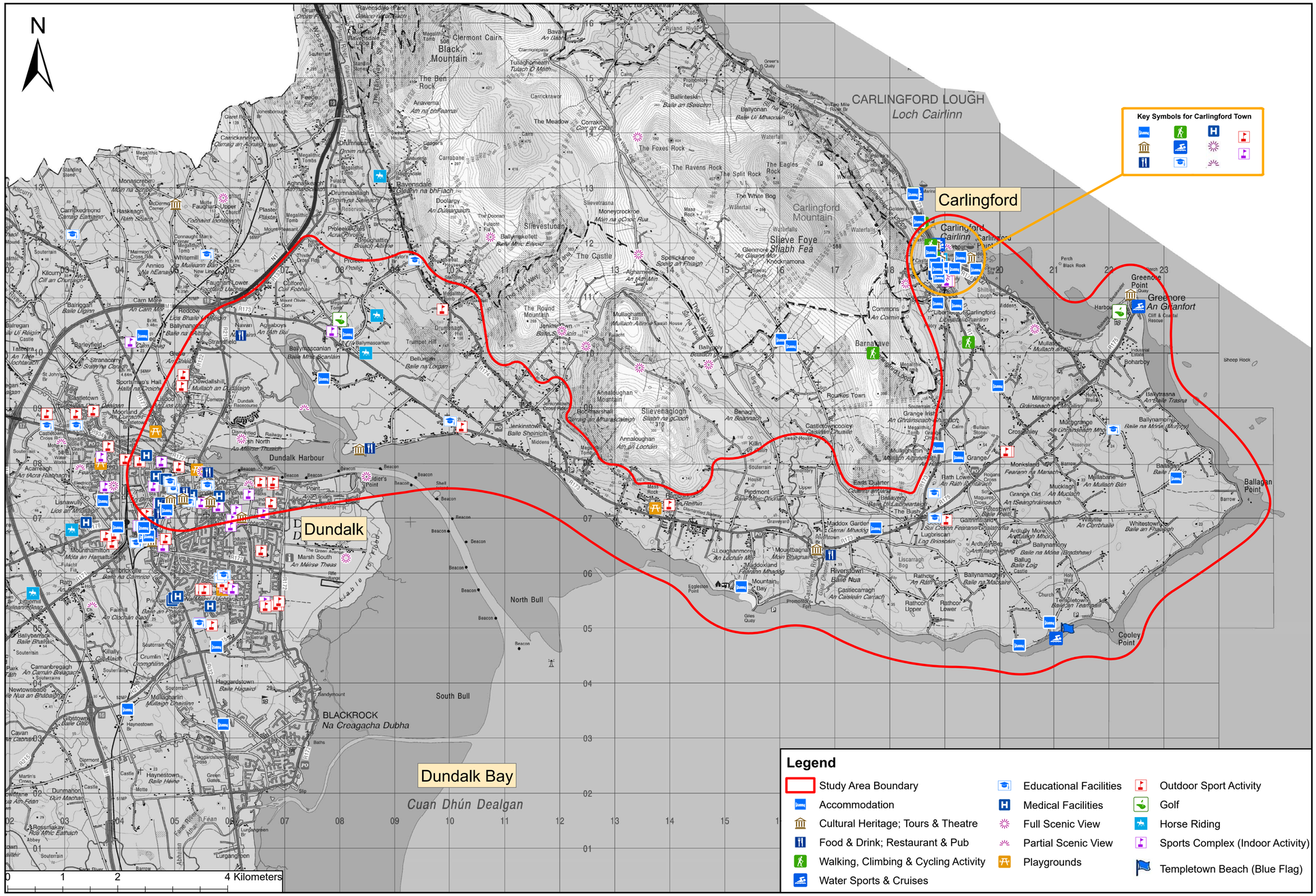
Key Hydrological Constraints



DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.1
December 2023

Area's of Interest



APPENDIX B
FEEDBACK FORM

Feedback Form

Personal Information

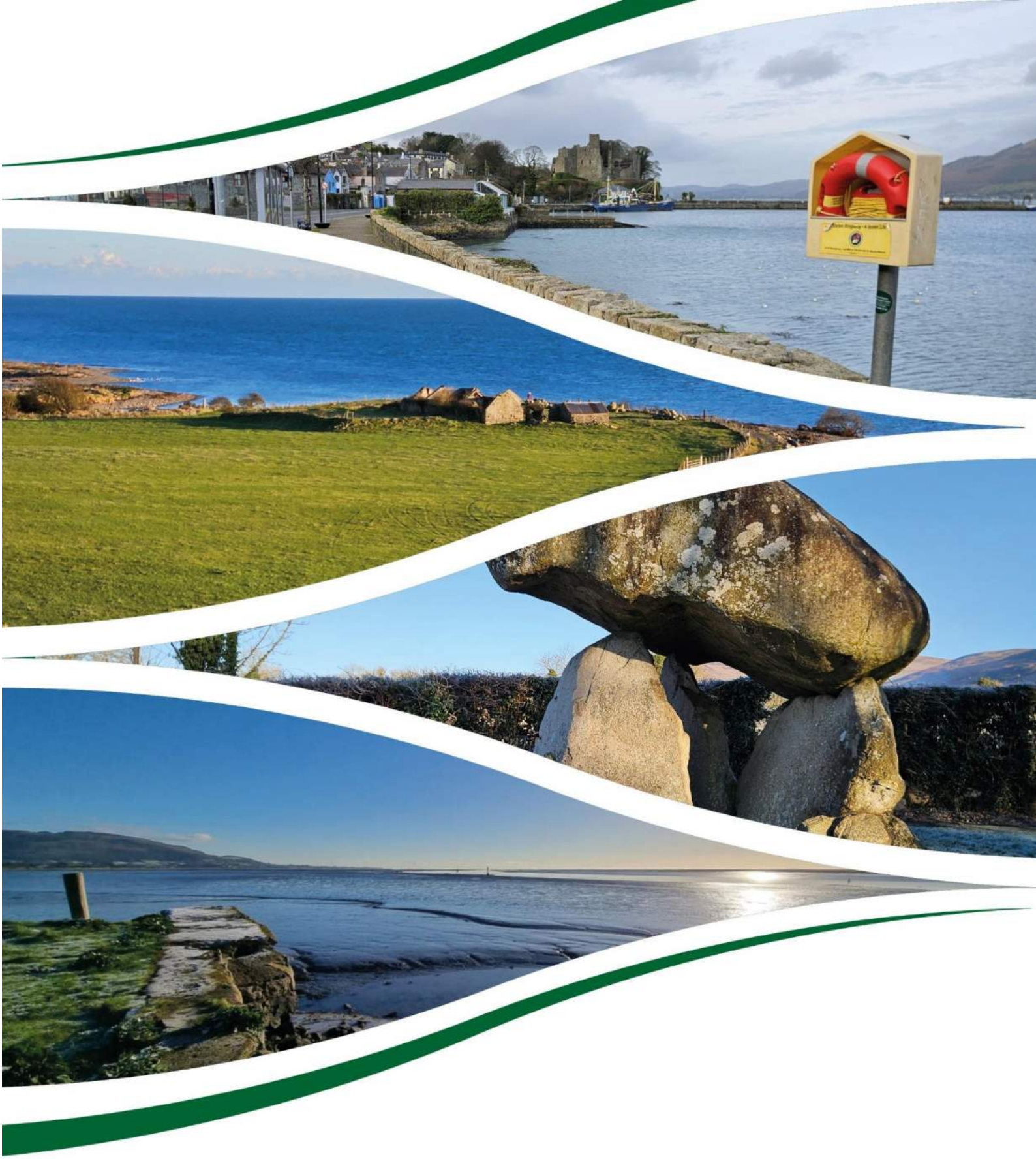
Name (Optional)	*Email (Optional)*
Address (Optional)	*Telephone (Optional)*
	Eircode (Optional)
Do you live or own property within the study area? Yes ☐ No ☐	*Would you use the Greenway?* Yes ☐ No ☐

Have Your Say

Please tell us your views and provide any information that would inform us. Please use additional paper and include supporting documents/images/maps if you wish.
We specifically would like to hear your views on the following:

- Locations, attractions, or facilities in your locality that could benefit the greenway and / or be attractive to Greenway users;
- Constraints or barriers to a Greenway in your area; and
- Any concerns or issues you may have at this stage.

Please return the feedback form by either email at 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.



Dundalk Bay to Carlingford Greenway

Public Consultation No. 2 Feedback Report

D2CG-RODA-PMM-SW_AE-RP-ZH-200001

February 2025

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 19th of June 2024 and the 6th of September 2024 in person and online through the project website at www.dundalkcarlingfordgreenway.ie.

The in person public consultation event was held at the Ballymascanlon hotel, on the 19th 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 10th June 2024. The Dundalk Leader advertisement appeared on their 19th 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



DUNDALK DEMOCRAT www.dundalkdemocrat.ie Tuesday, June 11, 2024

10 NEWS

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

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 Kilkerley.

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 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".

Cllrs slammed Uisce Éireann for its failure to respond to queries

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
View Alerts at www.mapalerter.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

TII AECOM

County Hall, Millennium Centre, Dundalk, County Louth A91 KFW6
t 042 9335457 w www.louthcoco.ie e info@louthcoco.ie
View Alerts at www.mapalerter.ie/louth

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's 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 7th June to the 19th June. There were three adverts per day from the 7th June to 10th June, increasing to six adverts per day between the 11th and 18th 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 11th of June 2024. The information presented at the public consultation event was available for viewing form 12:00 pm on the 18th 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 19th June 2024 for the local councillors due to the timing of the local elections. A briefing was held during the consultation period on the 26th June following the consultation event.

3. PUBLIC CONSULTATION EVENT

The in person Public Consultation event was held at the Ballymascanlon Hotel on the 19th 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, overlayed 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.

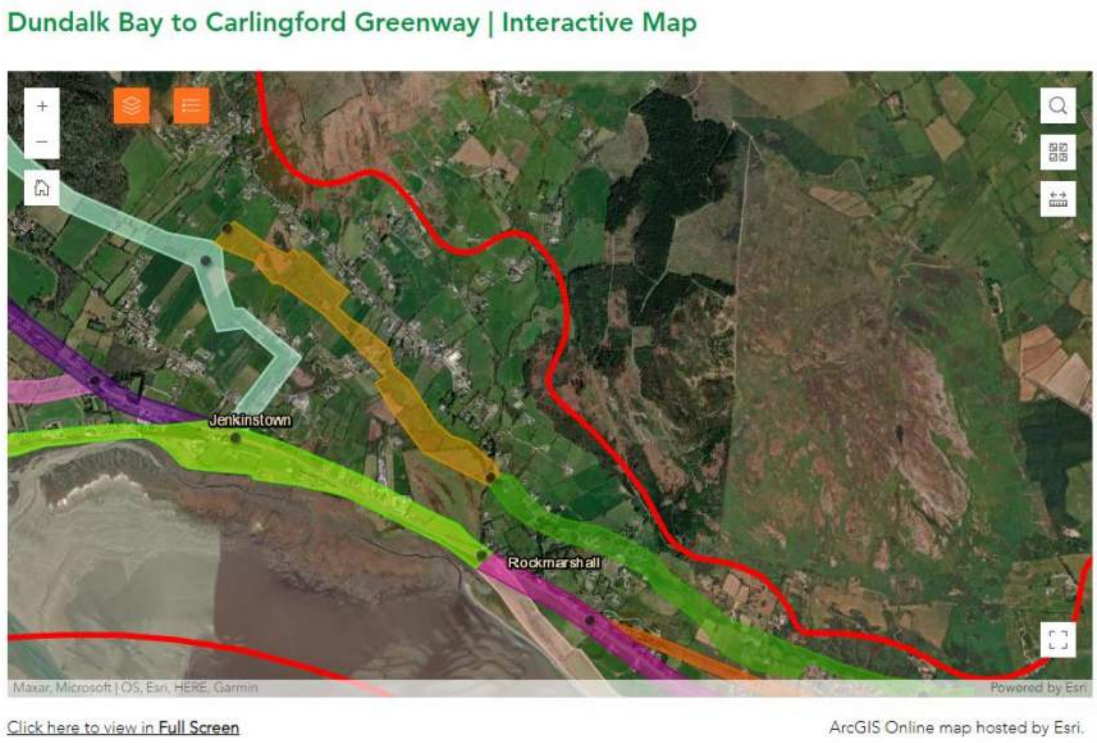


Figure 3.4 Extract of the Interactive Map

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 2nd August to the 6th of September to allow for an extended period for submissions. This extension was advertised in the following newspapers on the week ending 3rd 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 2nd 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 6h 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 8th and 9th 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 30th 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.

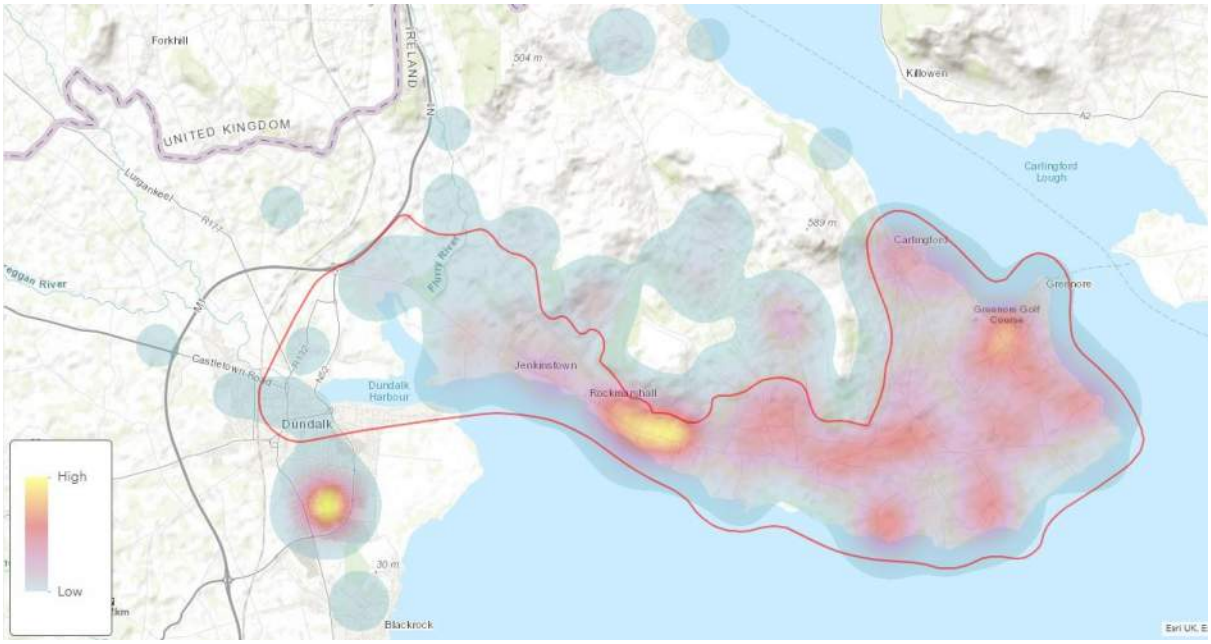


Figure 4.1 – Heatmap of Submission Locations

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.

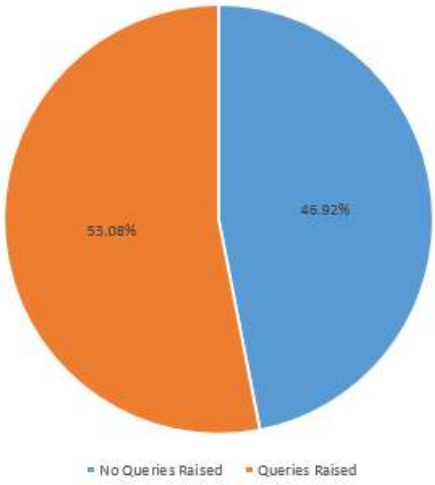


Figure 4.2 – Number of Submissions that raised queries

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.

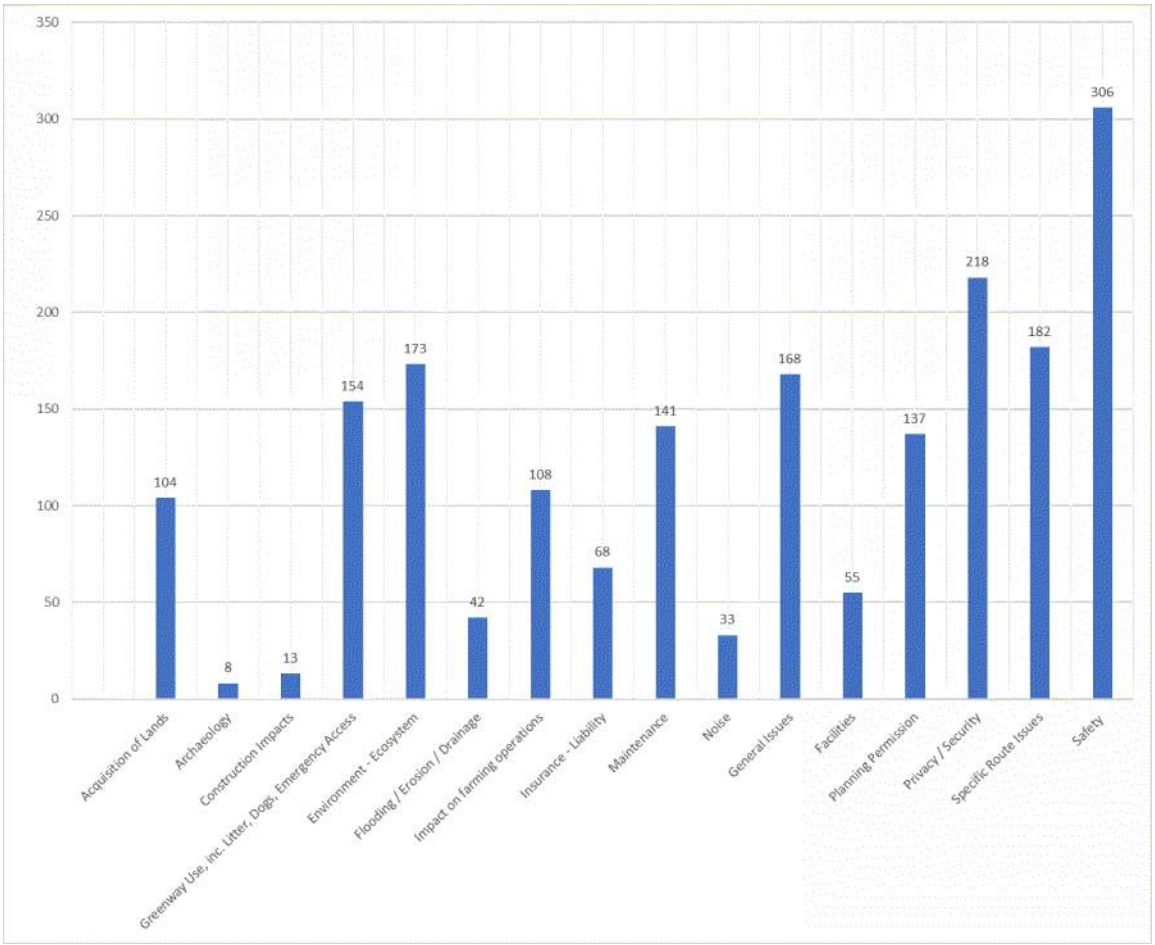


Figure 4.3 – Issues Raised

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.

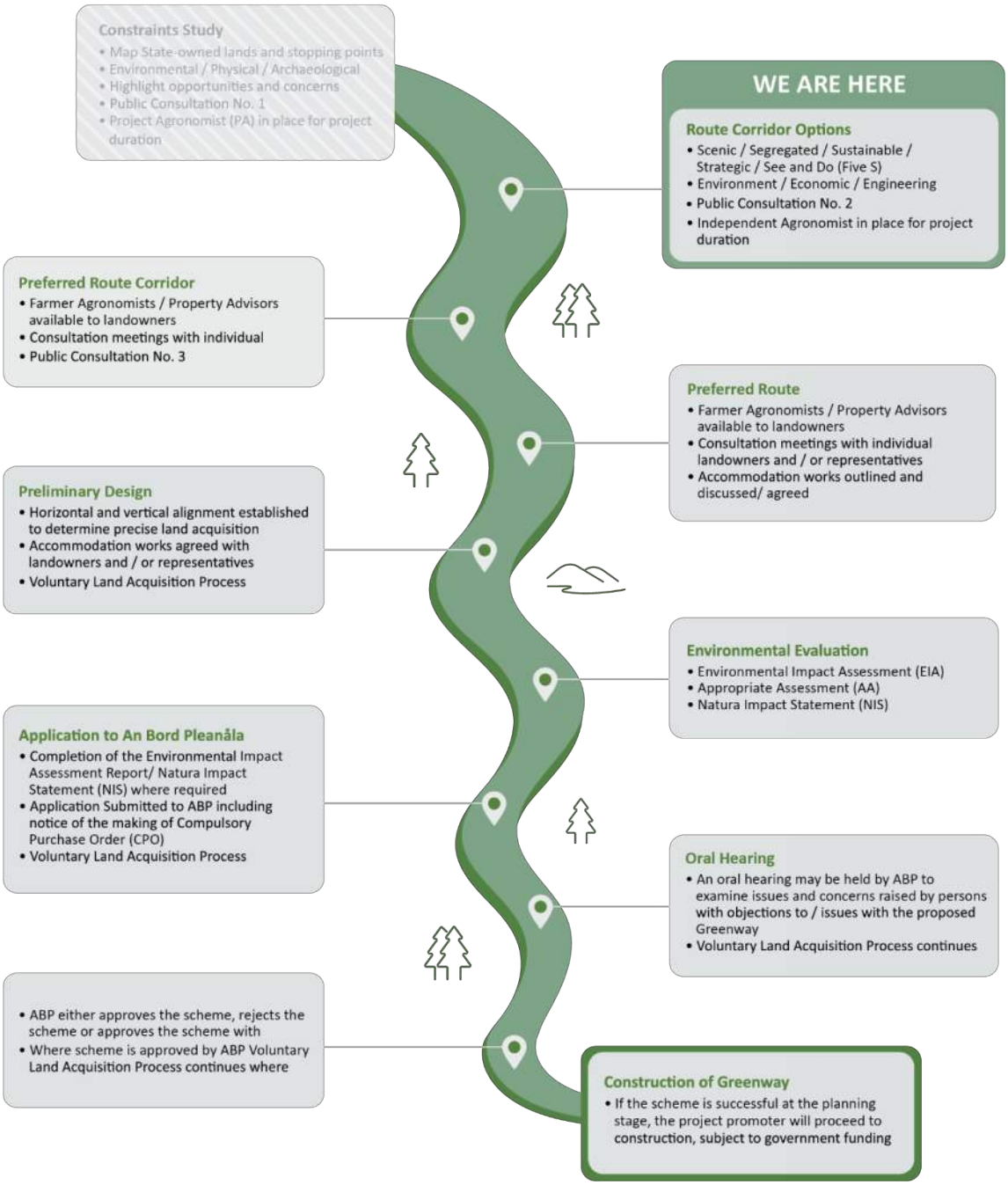


Figure 5.1 – The Process Roadmap

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 7th 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 19th 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 2nd May 2023, with a tender return date of 7th 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 18th 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 un-necessary 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 a 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 or 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 sits 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.

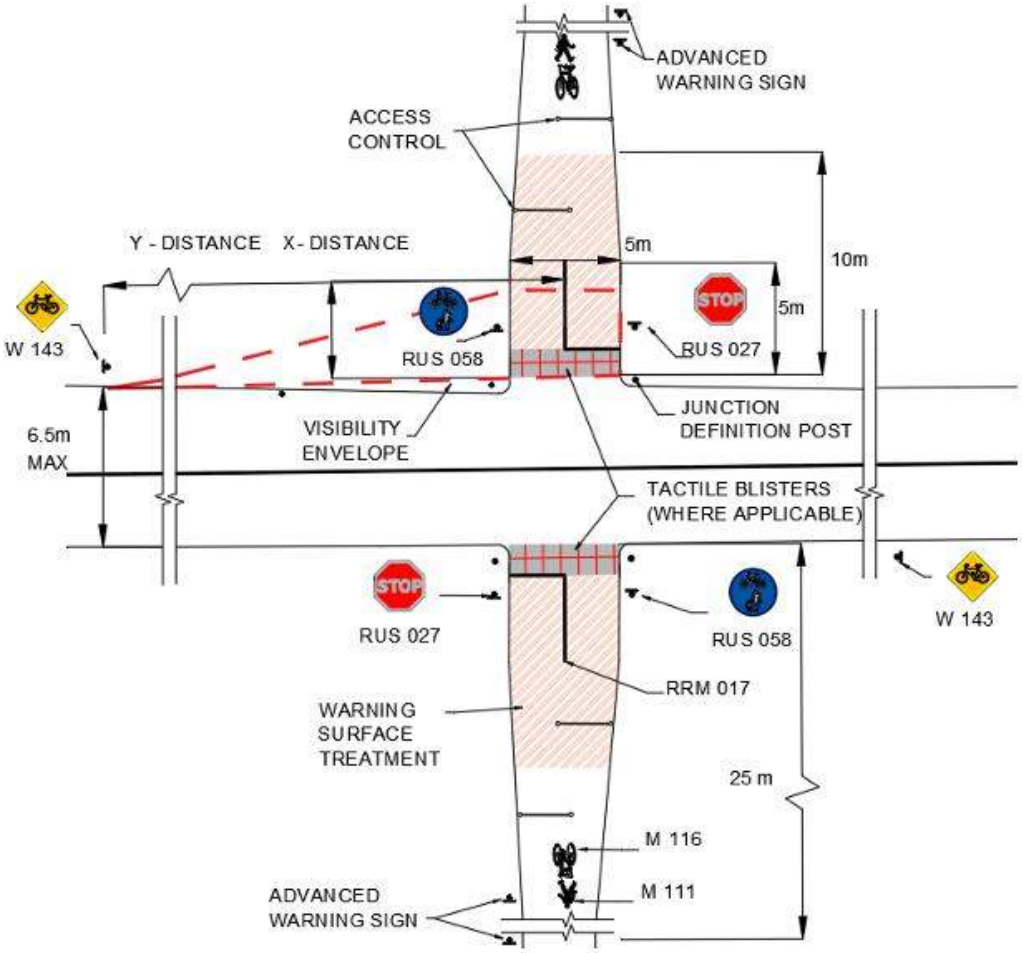


Figure 6.2 – Typical Road Crossing Detail from TII Publication DN-GEO-03047

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, tress 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[1]. 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?

[1] 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.

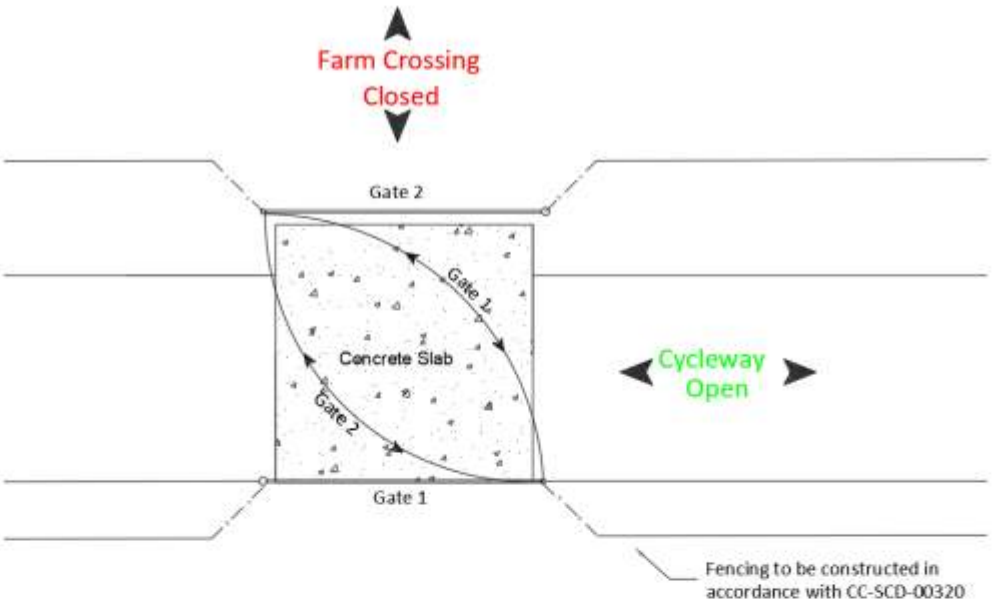


Figure 4.9 Farm Crossing Gate Detail (Open for Greenway Users)

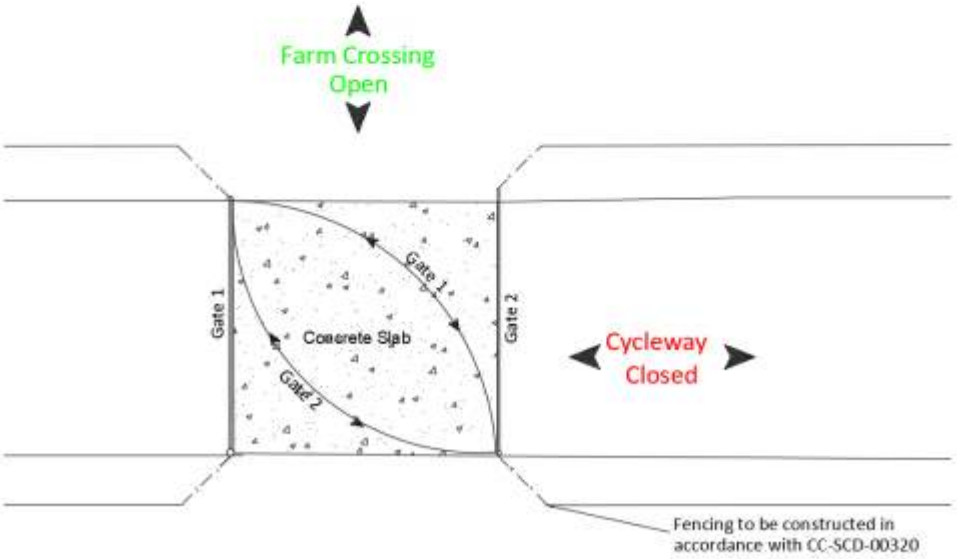


Figure 4.10 Farm Crossing Gate Detail (Closed for Greenway Users)

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 show 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

APPENDIX A
NEWSPAPER NOTICES

Council launch LEC Plan for Louth

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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

Councillors slam Uisce Éireann

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Cllrs slammed Uisce Éireann for its failure to respond to queries

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 Kilkerley.

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 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".

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**

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

11th June 2024

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Comhairle Contae Lú
Louth County Council

Dundalk Bay to Carlingford Greenway

Public Consultation No. 2 – Route Corridor Options

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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.

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Watters welcomes plans for works at Aghameen

Donard McCabe
donard.mccabe@dundalkdemocrat.ie



Cllr Watters at Aghameen on the Jenkinstown Road

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 welcomed the news, commenting afterwards on social media that he was "delighted to receive confirmation that's 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."

Unsafe 18th century building in West Street to be demolished

By ALISON COMYN

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.



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.

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 Connoly 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.

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**

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Mr. William Walsh,
Senior Executive Officer, Placemaking & Physical Development,
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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 unforgiveable 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' is 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.

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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 quintessence 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 fine.

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.

ocal chef hoping to reign in Spain

n Page 1

as over 20 xperience in n and has th, and for, e best chefs try, in some ry's top res- mely, Shan- the Green, Metropoli- enny, The Hotel, Car- The Left-

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 Shanahan'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.



John and Sarah Kenwright.

"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 the 23rd, the public w be able to vote for the favorite chef and if Jo is successful he w travel to Valencia f five days in Septemb before battling it o with the seven othe finalists on Septembe 20th to see if he ca win the competitio outright. You can hel John get to Valencia b voting for him at the following link:

vote.worldpael- laday.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 morning'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 employment 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.'



o everyone that nd trusted me. I eciate. I will continue community and r, inclusive, nmunity for us all. ut on my page for e information.

ns to all of those ed. For those who om their previous nk you for all your !

ought it well!

ing your voice 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: **votesgatiroko@gmail.com**

Your Girl,

Seun Grace Atiroko,
Independent Candidate,
Dundalk South.

TII
Comhairle Contae Lú
Louth County Council
AECOM

Louth County Council

Dundalk Bay to Carlingford Greenway

PUBLIC CONSULTATION NO. 2 – ROUTE CORRIDOR OPTIONS

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APPENDIX B

PUBLIC CONSULTATION 2 MATERIAL

DUNDALK BAY TO CARLINGFORD GREENWAY | Public Consultation No.2

June 2024



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.

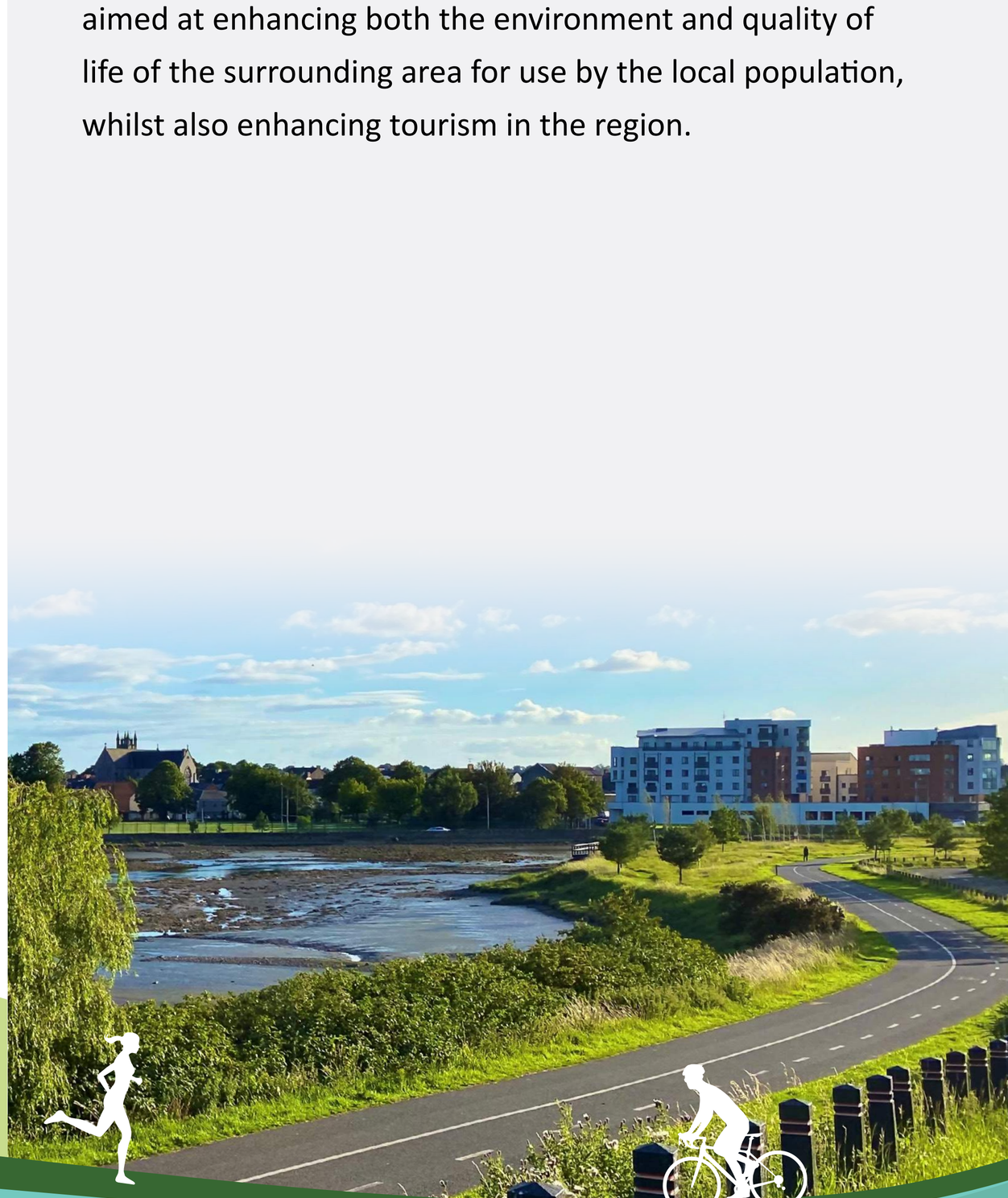
Your participation in this consultation is important and we value any feedback which you think should be considered by the Project Team to help inform the development of the project.

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.



AECOM ROD ROUGHAN & O'DONOVAN
TII Bonneagar Iompair Éireann Transport Infrastructure Ireland
Comhairle Contae Lú Louth County Council
Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040
An Roinn Iompair Department of Transport
WESTMEATH NATIONAL ROADS OFFICE Oifig na hIarmhí um Bhóithre Náisiúnta

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".*

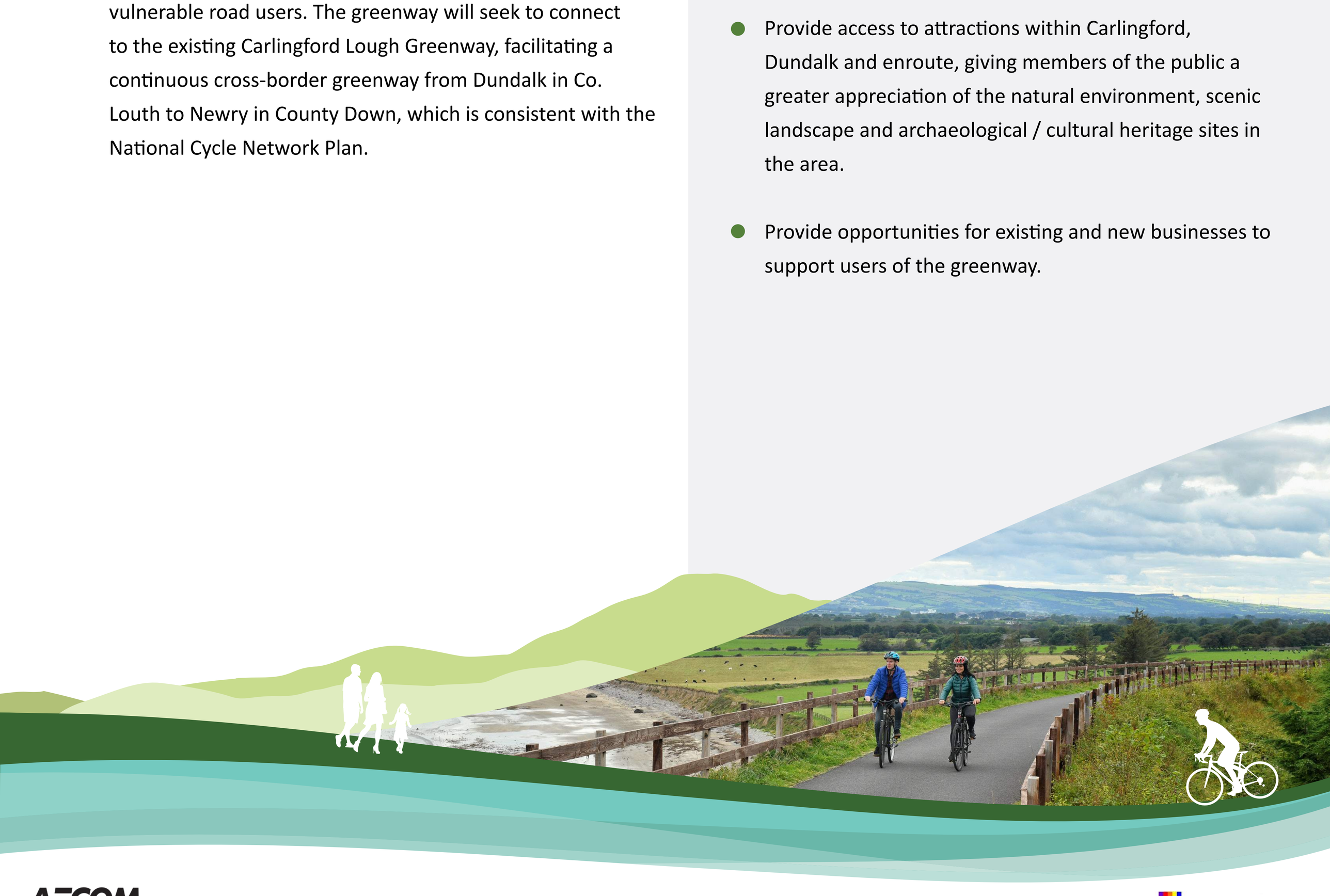
Within the study area of the proposed greenway, almost all of the roads have limited dedicated pedestrian and cyclist facilities. This lack of provision, as well as narrow road widths and high vehicle speeds, particularly along the R173, means that there is limited opportunity for vulnerable road users (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)".



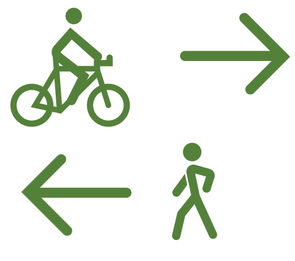
Transport User Benefits and Other Economic Impacts

- 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



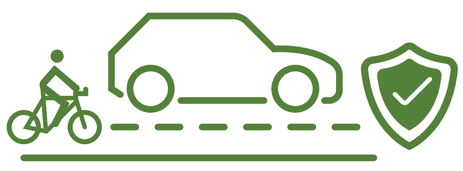
Social Impacts

- 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



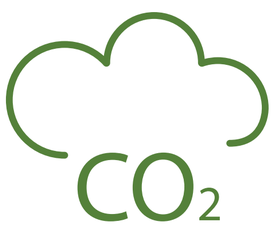
Land Use Impacts

- 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

Dundalk Bay to Carlingford Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY | Public Consultation No.2

June 2024

The Process

Constraints Study
- Map State-owned lands and stopping points
- Environmental / Physical / Archaeological
- Highlight opportunities and concerns
- Public Consultation No. 1
- Project Agronomist (PA) in place for project duration

WE ARE HERE

Route Corridor Options
Q2 2024
- Scenic / Segregated / Sustainable / Strategic / See and Do (Five S)
- Environment / Economic / Engineering
- Public Consultation No. 2
- Independent Agronomist in place for project duration

Preferred Route Corridor
Q4 2024
- Farmer Agronomists / Property Advisors available to landowners
- Consultation meetings with individual
- Public Consultation No. 3

Preferred Route
Q1/Q2 2025
- Farmer Agronomists / Property Advisors available to landowners
- Consultation meetings with individual landowners and / or representatives
- Accommodation works outlined and discussed/ agreed

Preliminary Design
TBC
- Horizontal and vertical alignment established to determine precise land acquisition
- Accommodation works agreed with landowners and / or representatives
- Voluntary Land Acquisition Process

Environmental Evaluation
TBC
- Environmental Impact Assessment (EIA)
- Appropriate Assessment (AA)
- Natura Impact Statement (NIS)

Application to An Bord Pleanála
TBC
- Completion of the Environmental Impact Assessment Report/ Natura Impact Statement (NIS) where required
- Application Submitted to ABP including notice of the making of Compulsory Purchase Order (CPO)
- Voluntary Land Acquisition Process

Oral Hearing
TBC
- An oral hearing may be held by ABP to examine issues and concerns raised by persons with objections to / issues with the proposed Greenway
- Voluntary Land Acquisition Process continues

TBC
- ABP either approves the scheme, rejects the scheme or approves the scheme with
- Where scheme is approved by ABP Voluntary Land Acquisition Process continues where

Construction of Greenway
- If the scheme is successful at the planning stage, the project promoter will proceed to construction, subject to government funding

*Dates indicated may be subject to change.

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An Roinn Iompair Department of Transport
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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.

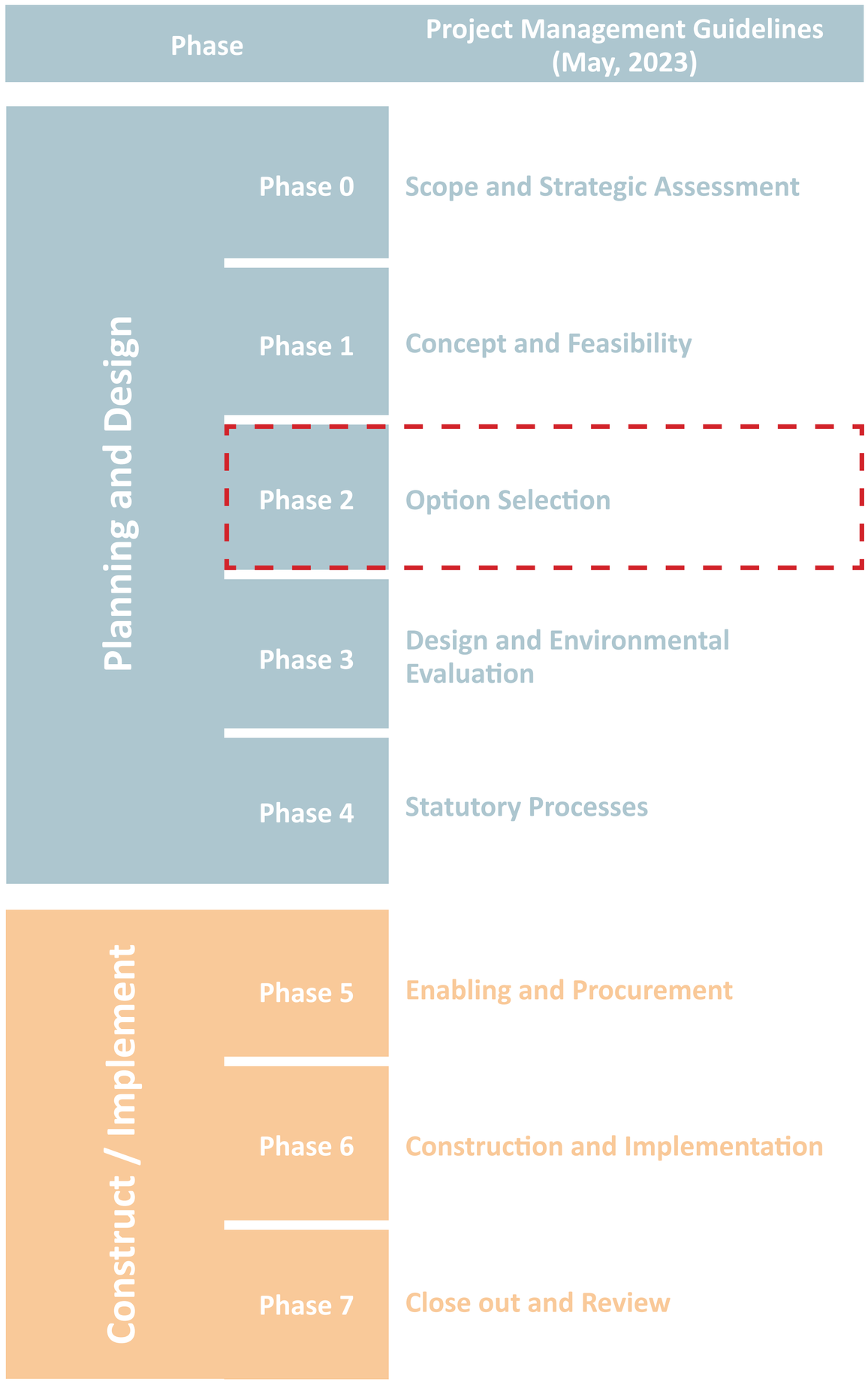
The constraints and opportunities presented at the first Public Consultation have been further refined and supplemented with the information/comments received from members of the public and other stakeholders following this consultation. This has formed the basis for the development of the initial route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



Dundalk Bay to Carlingford Greenway

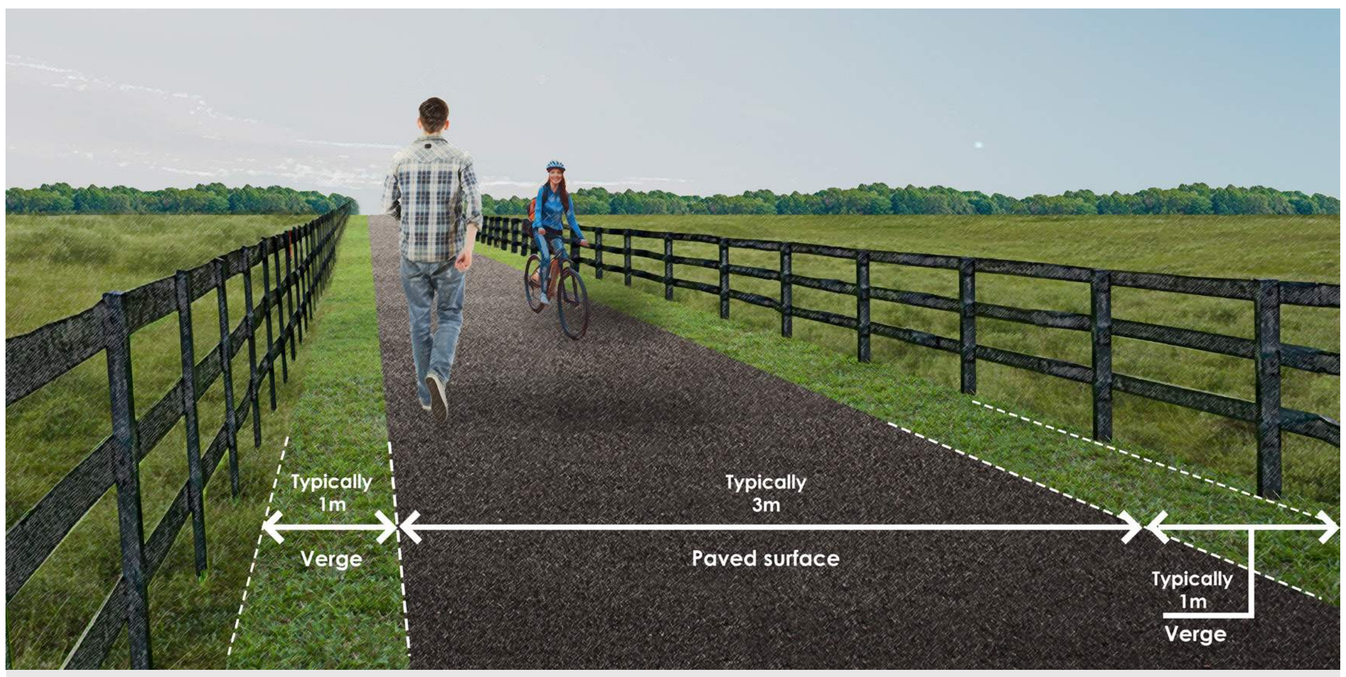
DUNDALK BAY TO CARLINGFORD GREENWAY | Public Consultation No.2

June 2024

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**.



Get in touch

Options for submitting the feedback form are as follows:

DundalkCarlingfordGreenway@rod.ie

Dundalk Bay to Carlingford Greenway Design Team

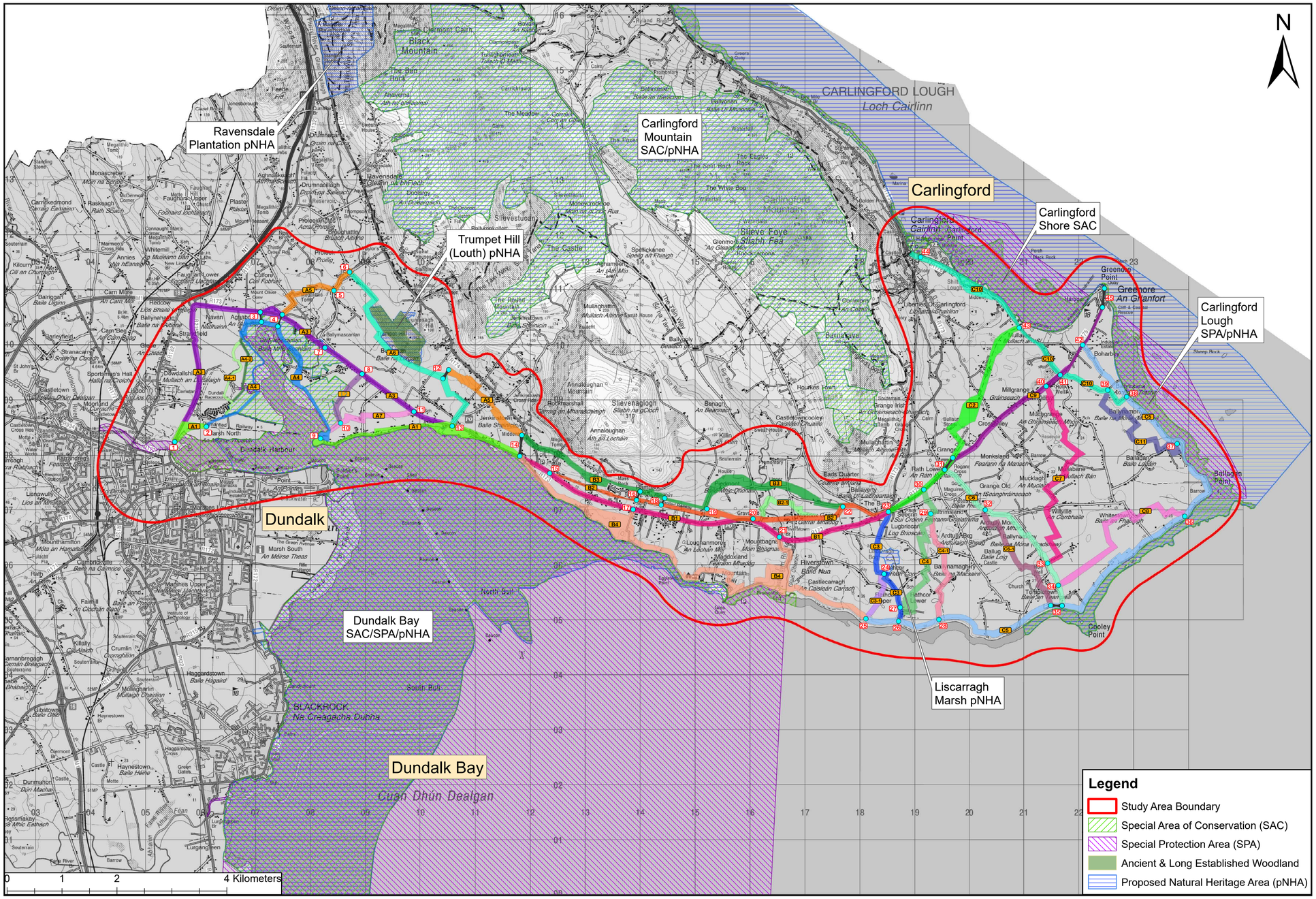
Roughan and O'Donovan
Arena House,
Arena Rd,
Sandyford Business Park,
Sandyford, Dublin

Project Liaison Officer
087 601 1384

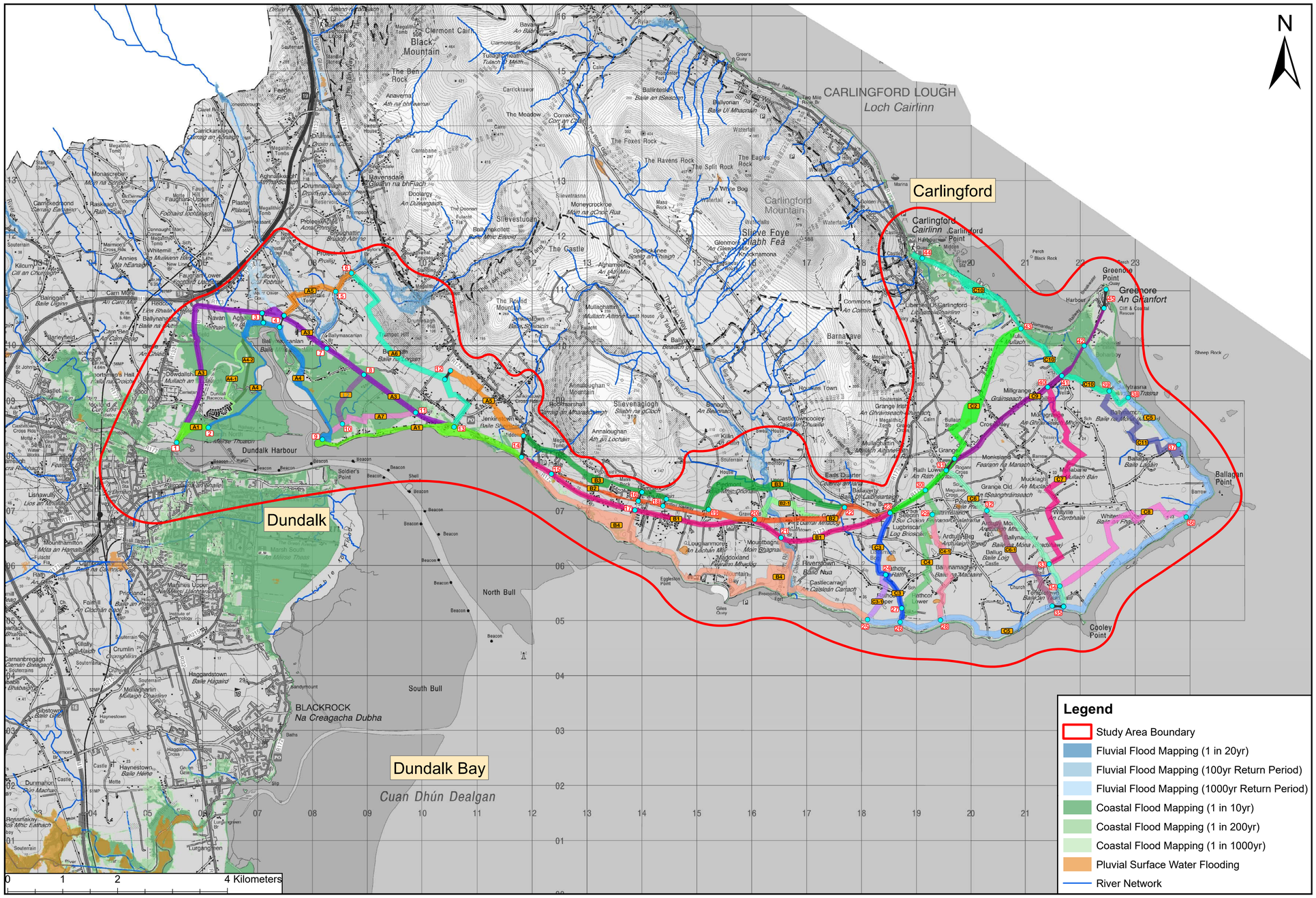
www.dundalkcarlingfordgreenway.ie/contactus

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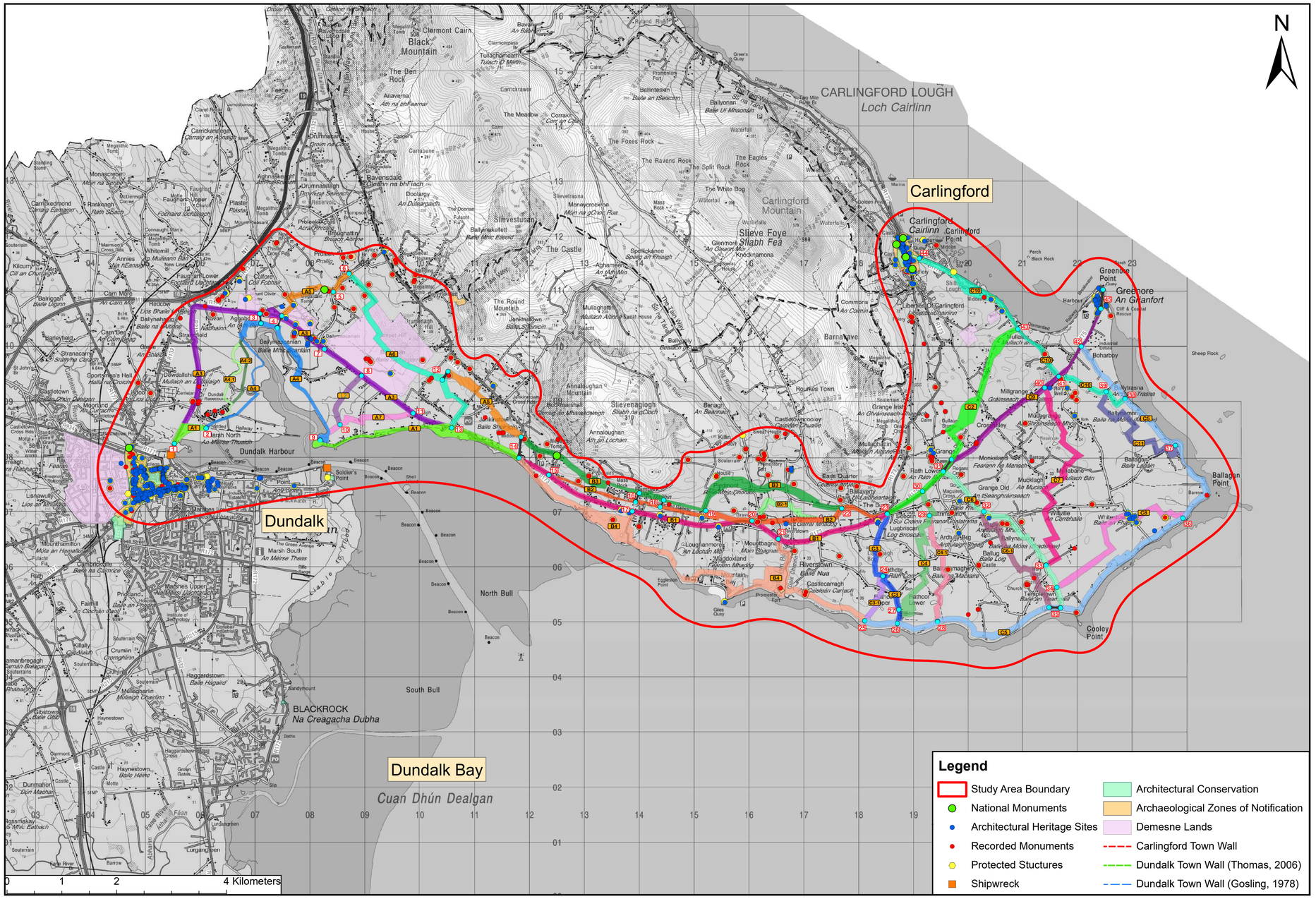
Key Ecological Constraints



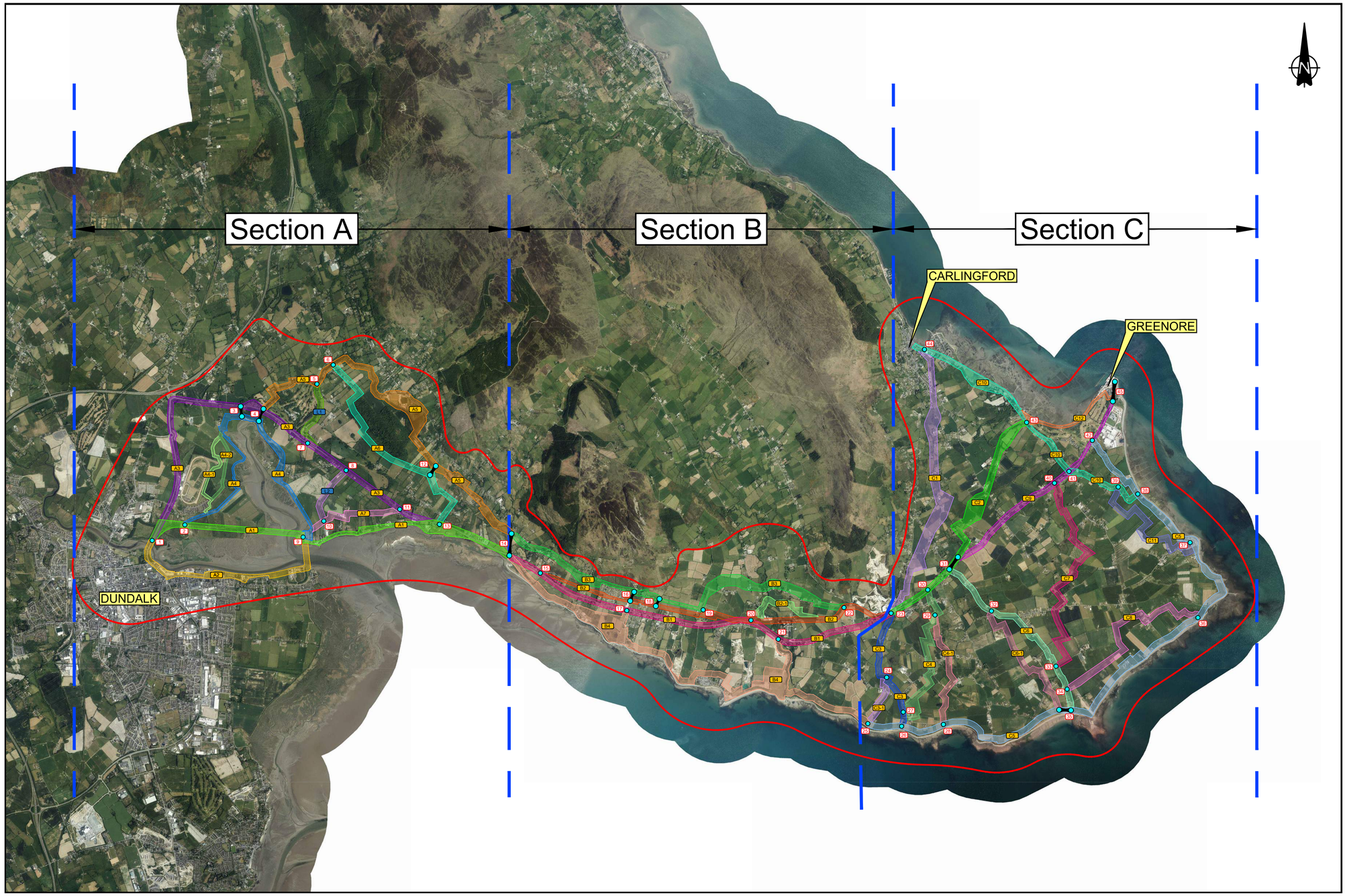
Key Hydrological Constraints



Key Architectural, Archaeological and Cultural Heritage Sites

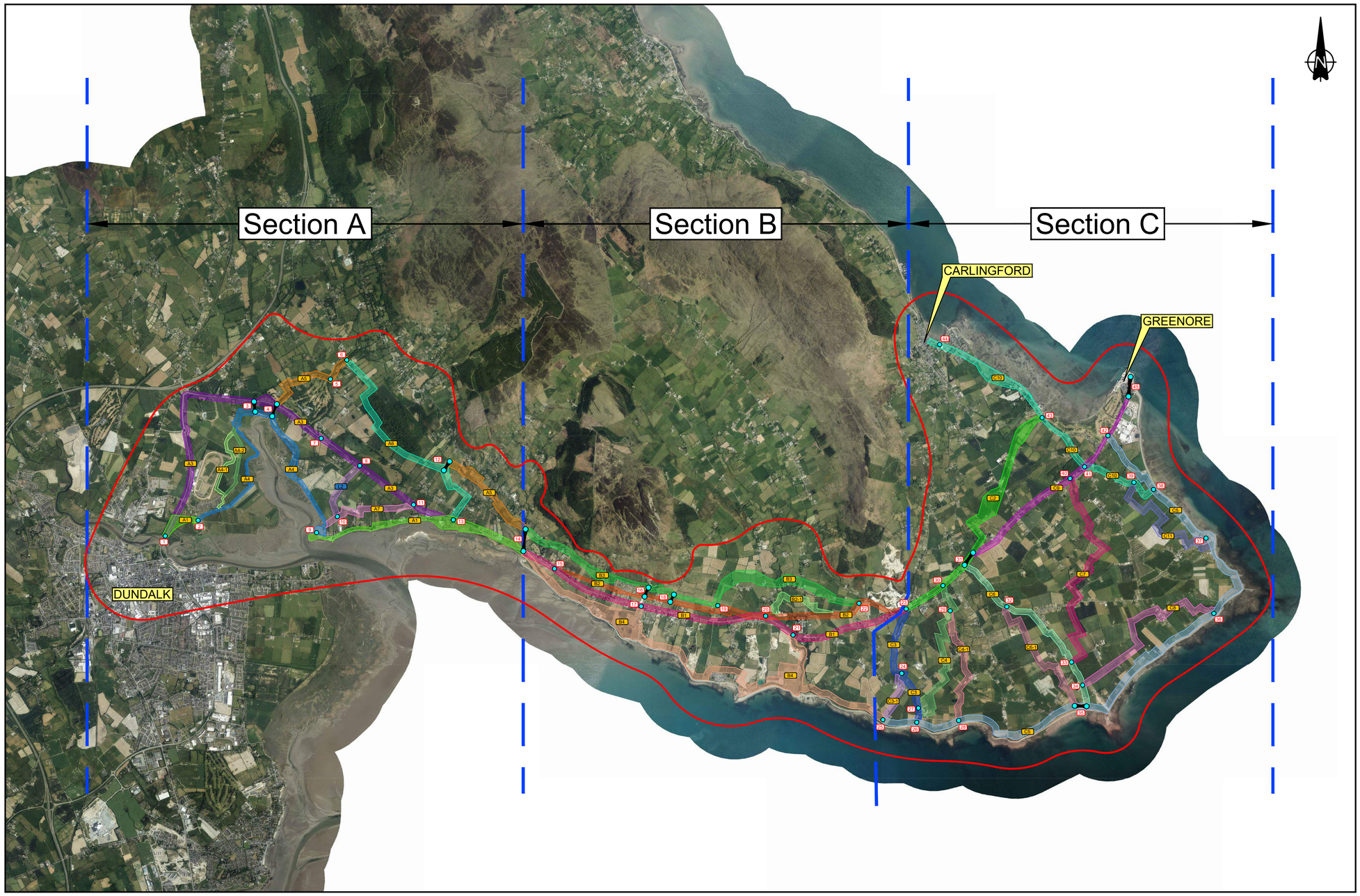


Initial Route Corridor Options



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Feasible Route Corridor Options



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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:

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- 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.**

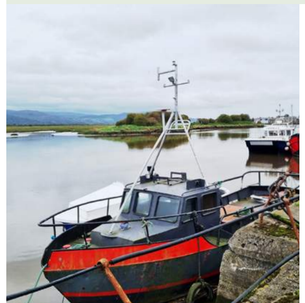
Options for submitting the feedback form are as follows:

DundalkCarlingfordGreenway@rod.ie

www.dundalkcarlingfordgreenway.ie/contactus

Dundalk Bay to Carlingford Greenway Design Team
Roughan and O'Donovan
Arena House,
Arena Rd,
Sandyford Business Park,
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087 601 1384

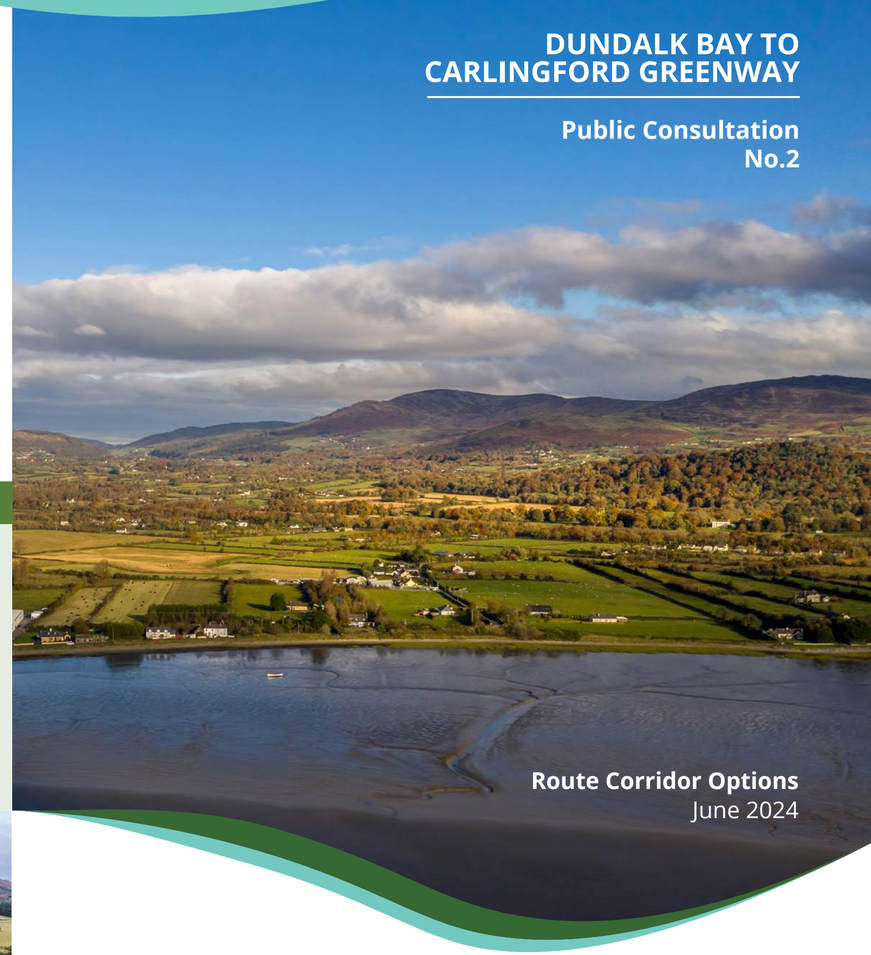






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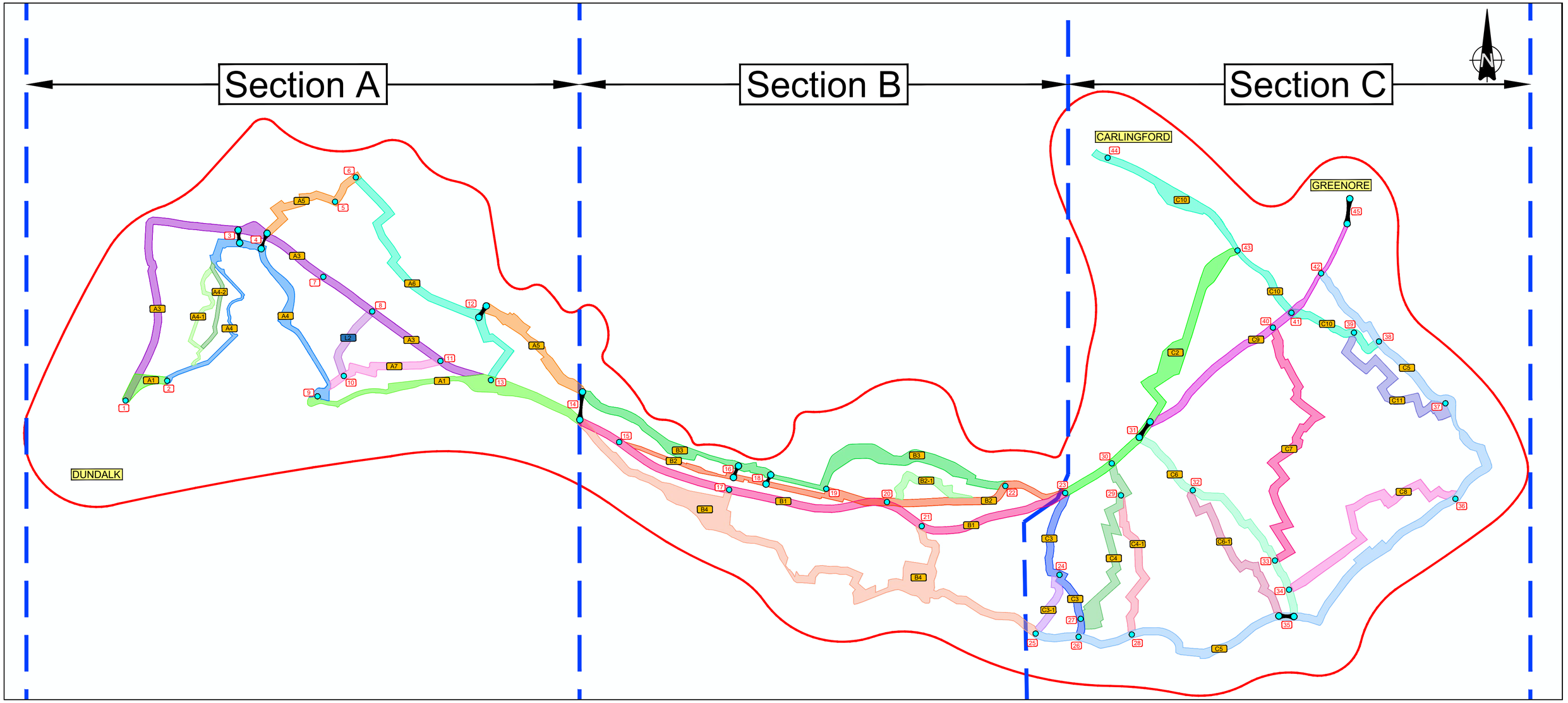
Public Consultation No.2



Route Corridor Options

June 2024

Feasible Route Corridor Options



APPENDIX C

FEEDBACK FORMS

Feedback Form

Personal Information

Name (Optional)	*Email (Optional)*
Address (Optional)	*Telephone (Optional)*
	Eircode (Optional)

Do you own, rent, or currently occupy property along any of the Route Corridor Options?

Yes ☐ *No* ☐

If Yes, Which Corridor? ……

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 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, 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, 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

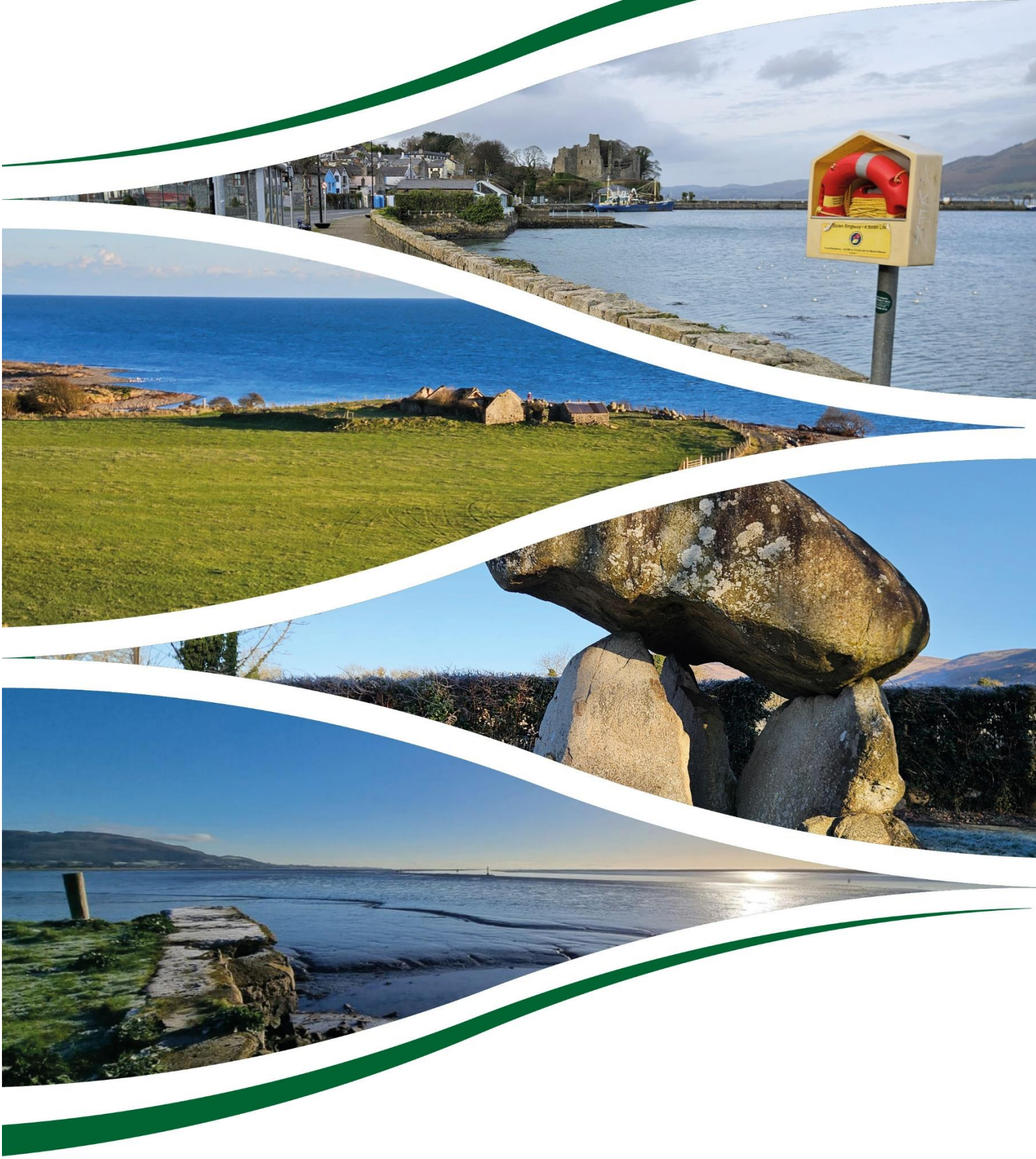
Personal Information	
Name *(Optional)*	**Email** *(Optional)*
Address *(Optional)*	
Telephone *(Optional)*	**Eircode** *(Optional)*

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



Dundalk Bay to Carlingford Greenway

Public Consultation No. 3 Feedback Report

D2CG-RODA-PMM-SW_AE-RP-ZH-200006

September 2026

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TII Transport Infrastructure Ireland

Comhairle Contae Lú Louth County Council

Rialtas na hÉireann Government of Ireland | Tionscadal Éireann Project Ireland 2040

An Roinn Iompair Department of Transport

Greenway

Dundalk Bay to Carlingford Greenway

WESTMEATH NATIONAL ROADS OFFICE

Dundalk Bay to Carlingford Greenway

Public Consultation No.3 Feedback Report

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APPENDIX A NEWSPAPER NOTICES

APPENDIX B PUBLIC CONSULTATION 3 MATERIAL

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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. 3, Emerging Preferred Route Corridor, held between the 25th November and 23rd January 2026.

The consultation comprised a static display in four locations, with electronic versions of all display material available on the project website, which also included an interactive map.

The public display of public consultation material was available in the following locations:

- Louth County Council - County Hall, Millennium Centre, Marshes Lower, Dundalk, A91 KFW6
- Dundalk Town Hall- Crowe Street, Townparks, Dundalk, A91 W20C
- Louth County Library- Roden Place, Dundalk, A91 C4T7
- Carlingford Library Teac Cuirte- Newry Street, Carlingford, A91 N266

The material presented included display boards, which included the map of emerging preferred route corridor, along with a brochure, explaining the option selection process briefly. Feedback forms were also available at the display locations and online.

A copy of the public consultation material is provided in Appendix B, with the feedback form available in Appendix C of this report.

The purpose of the non-statutory public consultation event was to:

- Present the Emerging Preferred Route Corridor to the public and those potentially affected by the project;
- Invite comments and observations regarding the Emerging Preferred Route Corridor and to highlight issues and improvements to the EPRC prior to finalising the Preferred Route Corridor;
- To gather any further relevant local information which may not have been previously known to the Project Team.

2. METHODOLOGY

Public Consultation 3 was structured differently from the preceding public consultations on this project. Rather than a single public drop-in event, the consultation was designed as a sustained, multi-channel engagement process, operating from 25th November 2025 to 23rd January 2026. This approach was adopted to enable meaningful one-to-one engagement with the large number of landowners and occupiers directly affected by the Emerging Preferred Route Corridor, while also providing open access to all members of the public who wished to engage with the project.

Engagement during the consultation period was available through four channels: telephone, online meetings, in-person physical meetings, and written submissions. All channels were available throughout the consultation period by prior arrangement with the Project Liaison Officer.

2.1 Publicity and Notification

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

2.1.1 Newspaper

A public notice was placed in the local and regional press announcing the commencement of Public Consultation 3 on the Emerging Preferred Route Corridor.

The notice set out the format of the consultation, confirmed that information on the EPRC including an interactive map would be available on the project website from 25th November 2025, described the communication channels available during the consultation period, provided the Project Liaison Officer's contact number, stated the original closing date for submissions of 23rd January 2026, and directed readers to the project website. Figure 2.1 overleaf shows the notice that was published.



Comhairle Contae Lú
Louth County Council

Dundalk Bay to Carlingford Greenway
Public Consultation No. 3 – Emerging Preferred Route Corridor

Louth County Council, in conjunction with Transport Infrastructure Ireland invite all stakeholders, landowners, members of the public and interested parties to participate in this third public consultation on the Emerging Preferred Route Corridor for the Dundalk Bay to Carlingford Greenway project.

The Public Consultation will go live on the project website on 25th November 2025, where the information on the Emerging Preferred Route Corridor, including an interactive map, will be available to view.

If you would like to discuss any aspects of the Emerging Preferred Route Corridor, the following communication channels are available during the Public Consultation:

- Telephone Call: Between 9:30am to 5:00pm Monday to Friday.
- Online Meetings: Available on request and meetings will take place using Web Facilities.
- Physical Meetings: For those who specifically wish to meet with the Project Team, in-person meetings can be facilitated. Group attendees will be limited to a maximum of 4 individuals per group.

Pre-booking is essential for all calls/meetings. To book a callback or meetings please contact the Project Liaison Officer between 9:30am and 5:00pm Monday to Friday on - Phone: 087 601 1384.

We would welcome submissions/feedback on the Emerging Preferred Route Corridor. The deadline for submissions in relation to the material presented at this consultation is **23rd January 2026.**

For additional project information, or to complete the feedback form online, please visit the project website at www.dundalkcarlingfordgreenway.ie.

TII IROD AECOM

County Hall, Millennium Centre, Dundalk,
County Louth A91 KFW6 t 042 9335457
w www.louthcoco.ie e info@louthcoco.ie
View Alerts at www.mapalerter.ie/louth

Figure 2.1 Public Consultation 3 Newspaper notice

2.1.2 Radio

A radio notice announcing the commencement of Public Consultation 3 was broadcast on LMFM, the local radio station serving the County Louth and the surrounding area from Tuesday 25th of November to Sunday 30th November 2025.

2.1.3 Landowner Notification Letters

In advance of the commencement of Public Consultation 3, individual notification letters were issued by Louth County Council to all landowners of property within or immediately adjacent to the Emerging Preferred Route Corridor. Landowners were identified from the Tailte Éireann Property Registration Authority database.

Each notification letter identified whether the property was within or within close proximity to the extent of the EPRC. The letter indicated that the EPRC was a 50m wide corridor at this stage of development and that the proposed greenway would be typically 6-8m in width. The letter invited recipients to arrange a telephone call, online meeting, or in-person physical meeting with the project team, and to submit their observations through any of the available channels by the consultation closing date.

2.1.4 Project Website

Full details of Public Consultation 3 were published on the project website at https://www.dundalkcarlingfordgreenway.ie/publications-pc3. The consultation material available on the website included the Emerging Preferred Route Corridor mapping, an interactive online map of the EPRC, and an online feedback form through which members of the public could submit their observations directly to the project team.

The website went live with the PC3 material on 25th November 2025 and remained the primary submission channel throughout the consultation period.

2.1.5 Louth County Council Website

Notice of Public Consultation 3 was published on the Louth County Council website and on the Council's public consultation portal https://consult.louthcoco.ie/en providing a direct link to the project website and consultation material.

2.2 Pre-Consultation Briefing of Elected Members

A briefing session for elected members of Louth County Council was convened as the public consultation material went live on the project website on the 25th of November 2025.

The briefing presented an overview of the Emerging Preferred Route Corridor, the option selection process that had led to its identification, and the format and programme for the PC3 consultation. This ensured that elected members were fully informed of the project status as the public consultation period commenced and were in a position to respond to queries from constituents regarding the EPRC.

2.3 Multi-Channel Consultation

The newspaper notice and landowner notification letters set out three channels through which members of the public and affected landowners could engage directly with the project team during the consultation period, in addition to the feedback form.

All three channels required pre-booking through the Project Liaison Officer and were available Monday to Friday between 9:30am and 5:00pm throughout the consultation period.

2.3.1 Telephone

Telephone consultations were available throughout the consultation period. Members of the public and affected landowners who wished to discuss aspects of the Emerging Preferred Route Corridor with the project team were invited to contact the Project Liaison Officer to arrange a scheduled telephone call.

2.3.2 Online Meetings

Online meetings with the project team were available on request throughout the consultation period. Meetings were conducted using web-based conferencing facilities and were arranged through the Project Liaison Officer.

2.3.3 In-Person Physical Meetings

In-person physical meetings with the project team were available throughout the consultation period for those who wished to meet directly with the design and project management team. Meetings were arranged through the Project Liaison Officer and held in Louth County Council offices in Dundalk. Group attendees were limited to a maximum of four individuals per meeting group to allow for a focused and productive engagement with the project team. This format allowed specific questions about the impact of the EPRC on individual properties and farm holdings to be addressed in detail, in a way that would not be possible in a large open public forum.

2.3.4 Written Submissions

In addition to the interactive engagement channels, written submissions were accepted throughout the consultation period by email, by post, and through the online feedback form on the project website. Hard copy feedback forms were also available for download from the project website and were returned by post to Louth County Council.

2.3.5 Townhall Meetings

Following one to one meetings with representatives from the Protect Cooley Peninsula group, a series of four townhall meetings were arranged. These were limited to approximately 30 attendees at each meeting with representatives from Louth County Council and the design team presenting the project and answering questions relating to the project.

3. PUBLIC CONSULTATION EVENT

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 4 posters explaining the proposed project development and a maps setting out the key constraints and Route Corridor Options.

Figures 3.1 overleaf show the display board setup at the static display in Louth County Council Offices.

These display boards are listed below:

- Poster 1 – Introduction and Option Selection Process;
- Poster 2 - Need for the Project – Benefits and Opportunities
- Poster 3 – The Process
- Poster 4 - Have Your Say, Get in Touch
- Map – Emerging Preferred Route Corridor

A copy of these display boards is provided in Appendix A and are available to download from the project website at https://www.dundalkcarlingfordgreenway.ie/publications-pc3

Brochures outlining the consultation process including a plan showing the Emerging Preferred Route Corridor along with feedback forms, were available 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 3.2 overleaf shows a snip of the interactive map.

From the consultation, a total of 43 one to one meetings, 34 telephone calls and one online meeting were held with the design team. In addition to the one to one meetings, there were four townhall briefings arranged in conjunction with the Protect Cooley group. Approximately 30 people attended each of the townhall meetings with representatives from Louth County Council and the design team presenting the project and answering questions relating to the project.



Figure 3.1 – Static Display at Louth County Council Offices

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 is a GIS Interactive Map, showing the emerging preferred route corridor option and study area, overlayed on aerial mapping and additional information on layers that could be turned on or off. The information included existing facilities including school and sports, scenic walking routes, and state-owned lands in the area.



Figure 3.2 Extract of the Interactive Map

Details on the project and studies to date can be found on the project website at https://www.dundalkcarlingfordgreenway.ie/

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

3.2 Consultation Period and Extension

The original closing date for submissions was 23rd January 2026, as stated in the newspaper notice and on the project website. Following representations from Elected Representatives and the Protect Cooley Peninsula community group, which submitted written requests for an extension of the consultation period on behalf of its membership, following consideration by Louth County Council, an extension to the closing date was granted.

The extended closing date was 27th February 2026, providing a total consultation period of 63 working days from the date the material went live on the project website.

3.3 Submission of Feedback

Comment feedback forms were made available to members of the public 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;
- 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 27th February 2026.

4. CONSULTATION FEEDBACK

4.1 Public Response

A total of 534 submissions were received in response to Public Consultation 3 (PC3), including a small number from outside the study area. The following is a summary of how the submissions were received:

- 20 Hard copy postal submissions
- 272 Email Submissions
- 242 Online Submissions
- A petition with 2,254 signatures

A small 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 public contact details (optional), their relationship with the project site (owner/occupier/other), whether their property was in proximity to the emerging preferred route corridor, and whether they had any comments or concerns regarding the route corridor. A copy of the feedback form is included in Appendix C.

4.1.2 Overview of Submissions Received

An analysis of the submissions received has been undertaken by the project team. Approximately 32% 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 distribution throughout the study area, with a slightly 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.

A small number of submissions (18) provided addresses that would indicate they were located outside of County Louth.

4.2 Assessment Methodology

All submissions received whether by post, 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 emerging preferred route corridor.

4.3 Overview of Submissions

Of the 534 submissions received 471 of the submissions (87%) were opposed to the greenway, with 39 (7%) supportive of the greenway and 32 (6%) seeking general information and not indicating support or opposition as shown in Figure 4.2 below.

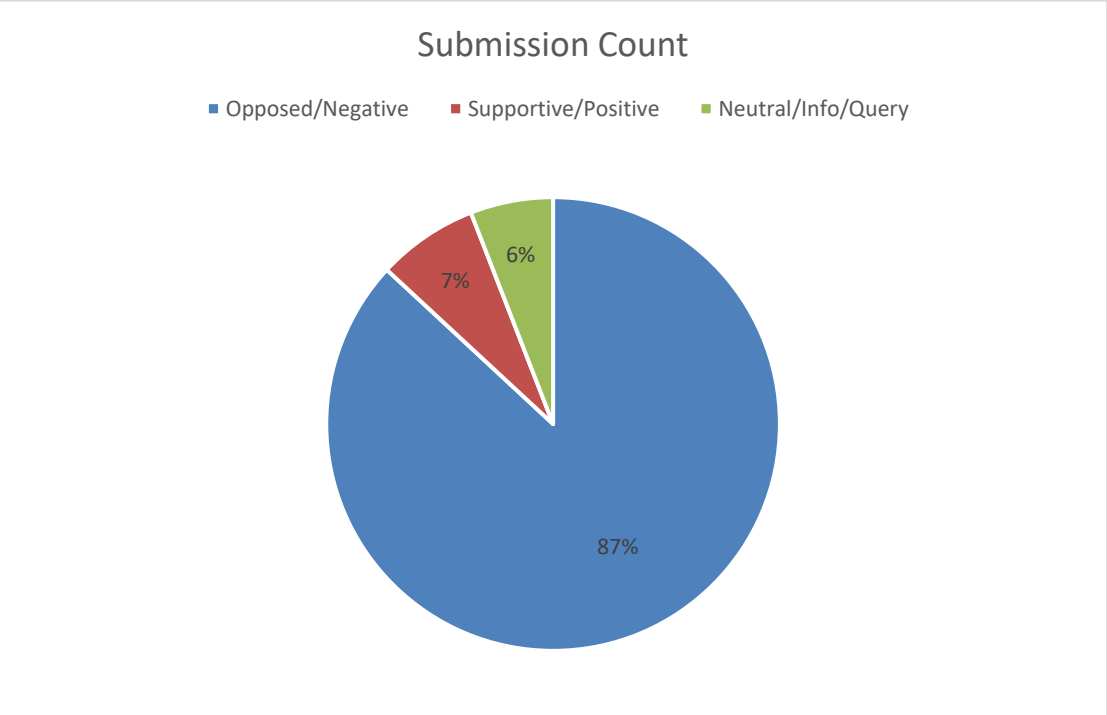


Figure 4.2 – Submission Breakdown

Of the submissions received from outside County Louth, ten were in favour of the project, with five opposed to the project and three did not indicate opposition or support. If these 18 submissions were excluded, this would indicate that opposition would increase to 89%, and support reduce to 5.5%.

The submissions reflected the feedback received at both the one-to-one meetings and at the townhall events.

4.4 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
Privacy / Security / Anti-Social Behavior	258
Acquisition of Lands / CPO / Land Registry / Ownership Changes	242
Route Specific Issues	228
General Issues	212
Safety	199
Route Alignment / Design Concern	198
Property Impact / Devaluation	157
Impact on Farming Operations / Accommodation Works	142
Consultation Process / Transparency / Media	131
Health & Well-being / Mental Health	110
Heritage / Cultural Significance / Archaeology	87
Greenway Use, Including Litter, Dogs, Emergency Access	79
Environment & Ecosystem	65
Noise	52
Construction Impacts	49
Tourism / Economic Impact	47
Maintenance	45
Facilities	44
Planning Permission	33
Flooding / Erosion / Drainage	31
Insurance - Liability	26

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

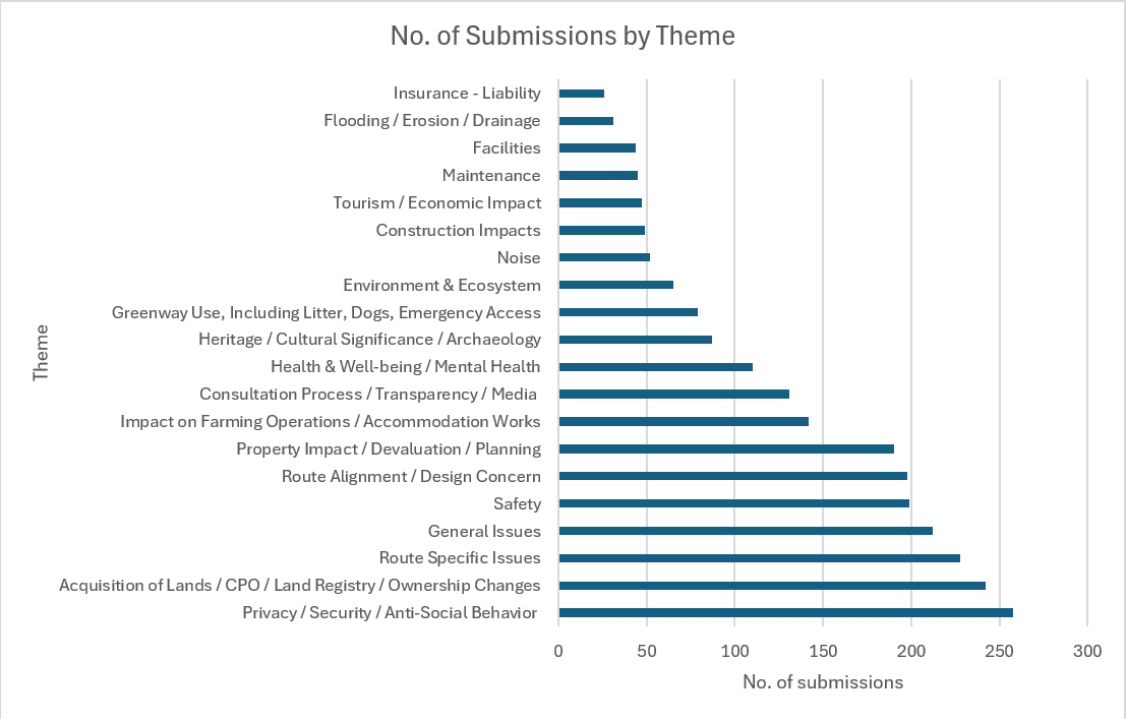


Figure 4.3 Issues Raised

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

- Privacy/Security;
- Acquisition of Lands / CPO / Land Registry / Ownership Changes;
- Route Specific Issues;
- General Issues;
- Safety;
- Route Alignment/Design Concern
- Property Impact/Devaluation/Planning
- Impact on Farming Operations / Accommodation Works;

4.5 Summary of feedback from Consultation Process

These submissions received reflected the feedback received at both one-to-one meetings and the townhall meetings, where the majority expressed opposition to the project. The majority of the issues raised were concerns in relation to the greenway's impact on farming operations, impacts on homes, planning issues for local needs housing and the ability of children to be able to continue to live in the community, privacy & security, the impact on the mental health of residents of the Cooley Peninsula, parking, coastal erosion/flooding and overarching community opposition to the project, in particular stress caused by the threat of the use of CPO powers, should acquisition of lands by agreement not be possible.

Much of the feedback received also wished to make TII aware that there are concerns over this project and that the community's anxiety over the project needed to be addressed as part of the project development if this project was to progress further. This feedback along with previous feedback received has been relayed to TII by the project team.

5. THE OPTION SELECTION AND DESIGN PROCESS

5.1 Overview

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.

Please refer to the Public Consultation 2 – Feedback Report (available on the project website at https://www.dundalkcarlingfordgreenway.ie/publications-pc2) for details of the deliverables prepared for each phase of the project.

The public consultation material included a display board outlining the high-level roadmap of the process. This display board is reproduced as Figure 5.1 below.

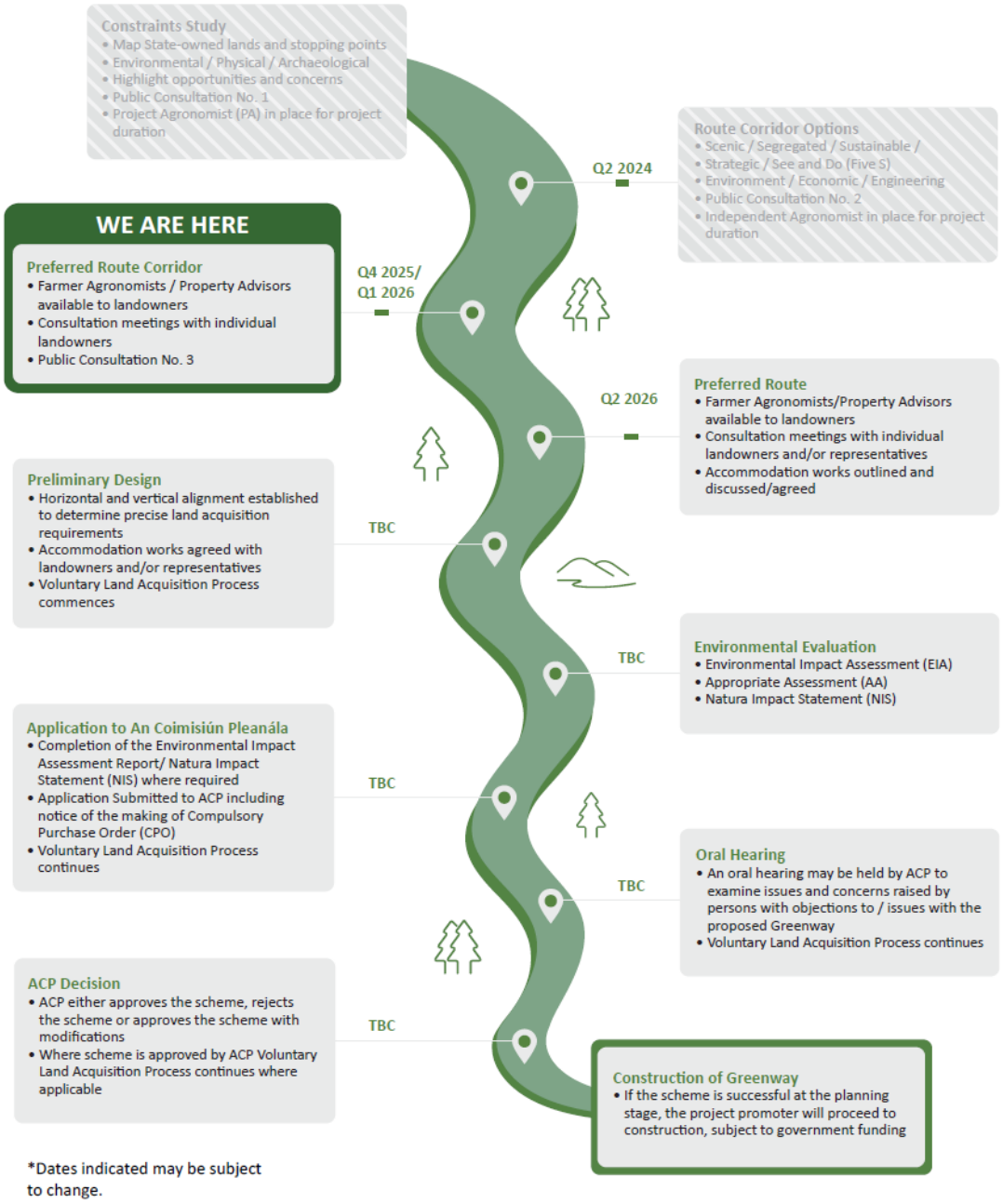


Figure 5.1 The Process Roadmap

6. ISSUES / CONCERNS RAISED AND RESPONSES

6.1 Overview

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 4.4 above. A number of very specific concerns were also raised. These typically related to a specific issue of the Emerging Preferred Route Corridor 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 6.2 to 6.27 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, 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 which will be considered in the development of the design.

As the design process evolves, we will listen to those affected and all concerns and issues discussed as part of this process will be considered, appraised and brought forward in the design of the project where feasible.

6.2 General Issues

6.2.1 Concerns Raised

A number of queries have been raised under this category as highlighted in Section 4.4 above. These queries are as follows:

- Submissions expressed deep concern that the Emerging Preferred Route Corridor (EPRC) follows the R173 main road for a significant portion of its length, with many submissions arguing that a route running parallel to a high-volume road used by HGVs and port traffic to Greenore does not constitute a greenway in any meaningful sense and is fundamentally unsuitable for recreational cycling or walking.
- Submissions raised concerns regarding the adequacy of road crossing provisions at key junctions along the R173 corridor, particularly where greenway users would be required to cross between the landward and sea-facing sides of the road and

requested that junction treatment designs be prepared and subject to independent Road Safety Audit prior to finalisation.

- Submissions which expressed support for the greenway in principle nonetheless raised concerns about the overall quality and ambition of the EPRC, noting that a route closely following a main road fails to deliver the scenic segregated experience that defines a successful greenway, and risks undermining both the recreational value and tourism potential of the project.
- Numerous submissions queried the rationale for the route deviating from the disused Dundalk-Greenore railway alignment, which many argued represents the most natural, safe, and cost-effective corridor for the greenway, given its established gradient, separation from live traffic, and historical significance to the area.
- Submissions raised concerns that several sections of the EPRC, particularly in the Bellurgan corridor, traverse an extremely narrow road section with heavy HGV movements, and that placing greenway users in proximity to this traffic without full physical segregation would create an unacceptable risk to the safety and well-being of users.
- Strong objections were raised to the inclusion of the Templetown link, running from the main route along the Templetown Road to Templetown Beach, on the grounds that the Templetown Road is already congested and unsafe, the beach car park is consistently over capacity during peak season, and the introduction of additional greenway traffic to this location would exacerbate existing road safety, parking, and environmental pressures.
- A number of submissions from landowners within the EPRC highlighted that the corridor as currently defined appears to encompass residential properties, active farmyards, dwelling curtilages, and private residential estates, including Railway Village in Dundalk, and requested that the design team clarify precisely where the greenway alignment would be positioned relative to these properties.
- Several submissions requested clarification on the proposed connection between the greenway and the existing Carlingford to Omeath Greenway, specifically whether the EPRC provides a continuous uninterrupted route and how connectivity to the cross-border Newry to Carlingford Greenway would be achieved.

6.2.2 Response

The Emerging Preferred Route Corridor (EPRC) was selected following a multi-criteria assessment process in accordance with TII Project Appraisal Guidelines (PAG) and the Department of Transport, Transport Appraisal Framework (TAF).

The Option Selection Process considered corridors that followed the Regional Road network and corridors that were offline of the existing road network. The appraisal and assessments of each corridor is documented in the Option Selection Report which is available on the project website. As part of the assessments, the impacts of having the greenway adjacent to the Regional Road were considered, with options ranked lower under Safety Impacts and Social Impacts headings where adjacent to the road, compared to offline route corridors.

There were also Corridor Options that broadly followed the line of the old railway, however in a number of areas, the regional road now follows that corridor, and in other areas, the old railway has been built on, or subsumed into the adjacent agricultural or residential property boundaries. As such there is not a route from Dundalk to Carlingford that could wholly follow the line of the old railway as would be the case on other greenway projects throughout the country. The assessment of all corridors is contained in the Option Selection Report, available on the project website.

The greenway, where developed adjacent to the road network, will be designed in accordance with the TII Standards, specifically Figure 4.2 of the Cross Sections and Headrooms standard (DN-GEO-03036), reproduced below as Figure 6.2.1.

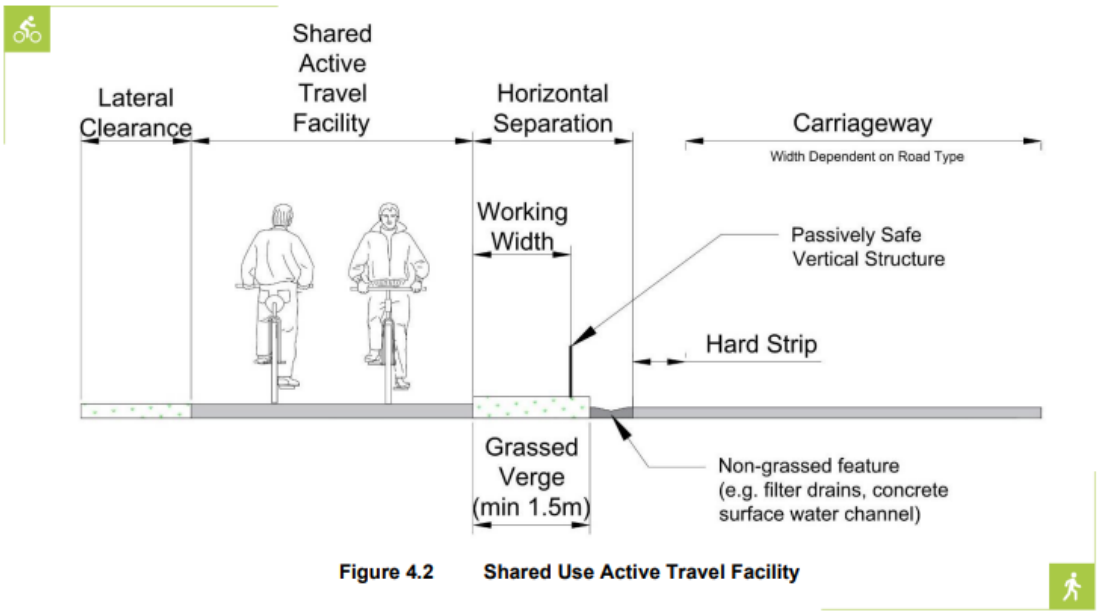


Figure 4.2 Shared Use Active Travel Facility

Figure 6.2.1 – Figure 4.2 from DN-GEO-03036

Where possible, the road space within the existing road corridor will be reconfigured to accommodate the greenway. This however will not be possible everywhere and where necessary, the existing road corridor will be widened to accommodate the greenway, or the greenway located in the adjacent land.

The crossing of roads requires careful consideration when developing the design. There are a number of guidance documents, in particular the TII Standards and the Cycle Design Manual which provide details of the type of crossing to be provided for various road types. From TII standards, at-grade crossings of National Roads are not permitted when the speeds of those roads are at or exceed 80km/h. Much of the Regional Road network on the Cooley Peninsula has a speed limit of 100km/h, as such the suitable crossing type is a grade separated solution. However in the built-up areas, where reduced speed limits are in operation, at-grade crossings are permitted, similarly at-grade crossings of the local road network are envisaged, with a bend-out crossing provided on the minor road as shown in Figure 6.2.2 overleaf, which reproduces Figure 7.2 of TII Standard DN-GEO-03060.

The corridor options developed and the EPRC were subject to a Stage F Road Safety Audit, as the design is developed in the next phase, Phase 3 – Design and Environmental Evaluation, the design will be subject to a Stage 1 Road Safety Audit in advance of the planning application being finalised. If planning permission is granted and the project proceeds to construction, a Stage 2 Road Safety Audit is undertaken on the detailed design prior to works commencing on site and will then be subject to a Stage 3 Road Safety Audit once the works are substantially constructed, prior to opening for use.

This high level of scrutiny for safety will ensure that the design developed going forward is safe, with the details suitable for the location envisaged and that it has been constructed to operate in a safe manner by all road users.

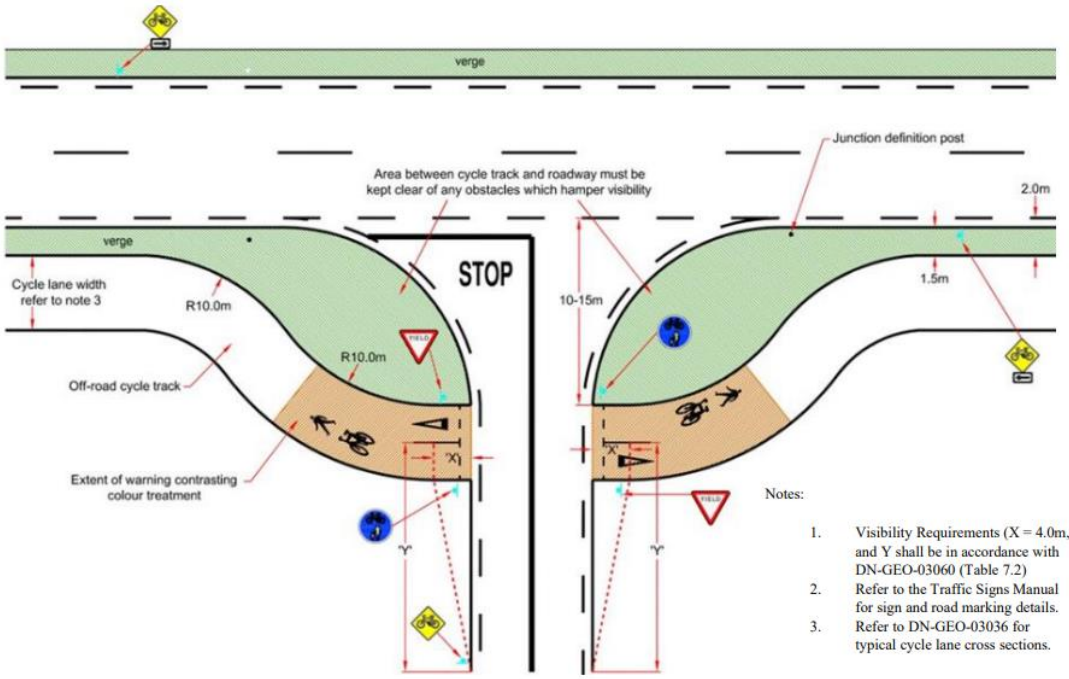


Figure 7.2 Bend Out Crossing (minor road AADT <4,000)

Figure 6.2.2 – Bend Out Crossing of Minor Road

With respect to the Templetown Beach link along the Templetown Road, the design team acknowledges the concerns raised regarding traffic parking, car park capacity, access for emergency services and environmental sensitivity. Parking and traffic surveys were undertaken either side and during the August Bank Holiday weekend in 2025 to quantify the scale of the issue at peak season. As the alignment is developed during Phase 3 – Design and Environmental evaluation, the design team will use this information to identify and determine the appropriate size and location for trail head facilities. These will be developed with the aim of alleviating congestion experienced at Templetown and accommodate greenway users to avoid exacerbating the current parking issues. It should also be noted that the greenway will provide an alternative means of access to Templetown beach that avoids people driving to the car-park, and therefore has the potential to reduce demand on the existing facilities. During the next phase (Phase 3 – Design & Environmental Evaluation), an Appropriate Assessment (AA) Screening and Environmental Impact Assessment (EIA) screening will be undertaken. It is expected that the project will screen in for AA and EIA, requiring the preparation of a Natura Impact Assessment (NIS) and Environmental Impact Assessment Report (EIAR). Both of these assessments will assess the impact on the surrounding habitat and the species that form the basis of protection, both individually and in combination with other developments within the region, such that the cumulative impacts are assessed. Where necessary, appropriate mitigation measures will be provided such that the project does not have a significant impact on the receiving environment.

The EPRC is a corridor, typically 50m in width, although wider in some locations, within which the precise alignment of the greenway will be developed during Phase 3 - Design and Environmental Evaluation. At present the corridor does encompass properties, farm holdings and lands, however as the design is developed within the corridor, in consultation with the landowners, the width of the route will be refined, resulting in a total width of between 6m and 8m. Where the corridor follows the road corridor, it is envisaged that the greenway will be located within the road corridor wherever possible, however we recognise that to comply with design standards, in particular visibility for driveway accesses and the like, boundary walls may be required to be setback to ensure appropriate visibility is provided. As such land acquisition from the curtilage of properties will be required in some instances. The design does not envisage requiring

the acquisition of dwelling buildings, although it is possible that a property is acquired by agreement with the individual landowners/property owner. As the design progresses through the Phase 3 – Design & Environmental Evaluation phase, one to one consultations will be undertaken with all land/property owners affected by the proposed project.

Regarding the connection to the existing Carlingford Lough Greenway to Omeath and beyond to Newry, until the design is further developed in the next phase, it is not possible to confirm the final arrangements to connect the two greenway projects. There is also a public realm project that is being implemented ahead of this project, the details of which will influence the final design of the greenway and it's connectivity to the Carlingford Lough greenway.

6.3 Privacy / Security

6.3.1 Themes Raised

- A significant number of submissions raised concerns regarding the impact of the greenway on the privacy and security of residential properties adjacent to or in close proximity to the EPRC, with submissions expressing concern that the passage of large numbers of unknown members of the public past their home, garden, or farm curtilage would fundamentally alter the private and secure character of their property.
- Submissions raised concerns that specific sections of the EPRC, including where the route runs behind or alongside the rear gardens of residential properties, would directly overlook private garden spaces, removing the privacy that residents currently enjoy and exposing the routines and activities of those living in these properties to passing strangers.
- Several submissions, including elderly and vulnerable residents, expressed heightened concern regarding personal safety when strangers pass close to their dwellings at all hours, and questioned what specific physical mitigation measures would be implemented to protect the privacy and security of their homes.
- Submissions raised concerns about the potential for the greenway to attract anti-social behaviour in proximity to residential properties and farms, including deliberate trespassing on adjacent private property, vandalism of boundary fencing, walls, and farm gates, late-night gatherings at trail heads and on the greenway surface, drug and alcohol use in remote sections of the route, and other criminal activity associated with the presence of a public greenway in a rural and predominantly private residential setting.
- Concerns were raised about the potential for greenway users to trespass through or over boundary fencing onto adjacent farmland, either accidentally where fencing becomes damaged or deliberately, with particular concern about the risks to livestock, the disruption to farm biosecurity, the damage to crops and field infrastructure, and the potential liability implications for the landowner if a trespassing greenway user were to be injured on their land.
- Submissions from residents in Railway Village raised specific concerns regarding the proposed route through the private communal green space of this residential estate, arguing that introducing a public greenway through this space would eliminate the private and secure character of the estate and fundamentally change the shared amenity that residents purchased as part of their properties.
- Concerns were raised regarding the adequacy of the boundary treatment proposed between the greenway and adjacent residential properties, with submissions requesting confirmation that robust, opaque fencing or dense landscape screening would be provided to prevent direct overlooking of gardens and properties from the greenway surface.
- Submissions raised specific concerns about the adequacy of CCTV coverage and lighting provisions at trail heads and along the greenway, and whether these would provide meaningful deterrence and detection capability for anti-social behaviour and criminal activity, particularly in the more remote sections of the route.

6.3.2 Response

During Phase 3 – Design and Environmental Evaluation, our Landscape, Noise, Air Quality and Agronomy specialists will provide input into the deign development to enable the design team to optimise the alignment of the greenway within the preferred route corridor to minimise potential impacts on adjacent properties and land holdings as far as possible. Where impacts are identified, specific mitigation measures will be developed and implemented, clearly documented in the planning application, to ameliorate the impacts on 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), making properties less visible from the greenway. 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, the design team will work with the land/property owners to develop solutions that will address the concerns as far as possible. Accommodation works will be developed in consultation with the impacted landowner / property owner to ensure that the boundary treatment provided is fit for purpose and appropriate for the specific location. This will include the type of boundary treatment, whether this is a wall, fence, and then form of this boundary treatment, i.e.. the height of the wall and make-up of the wall (blockwork or stone).

Greenways are a leisure facility that are typically not used at during the hours of darkness, however we recognise that there is potential, particularly at trail heads for anti-social behaviour. At the trail heads, lighting, CCTV and access control to the greenway will be provided to deter anti-social behaviour. These measures will be designed in accordance with TII Publication Standard DN-GEO-03047 and the Department of Transport Greenways and Cycle Routes Ancillary Infrastructure Guidelines. On the greenway itself, with approximately 62% of the route adjacent to the regional road, this will deter anti-social behaviour due to the passive surveillance from the adjacent properties and passing traffic, particularly during the hours of darkness.

For the greenway section through the open space at Railway Village, the design has not yet been developed within the corridor. The route could remain at ground level with an at-grade crossing of the access road, or it could be lowered to allow an underpass at the road crossing. Whichever option is taken forward, appropriate landscape mitigation will be considered to reduce impacts on surrounding properties. Measures will also be considered to restrict parking and access to the greenway within the estate. All measures proposed will be developed in consultation with stakeholders from Railway Village during Phase 3. A key consideration during the identification of trail head locations will be to ensure that locations such as Railway Village do not unintentionally become unofficial trailheads.

6.4 Acquisition of Lands / CPO / Land Registry / Ownership Changes

6.4.1 Themes Raised

- Many submissions objected to the use of Compulsory Purchase Order (CPO) powers to acquire lands required for the greenway, with submissions arguing that CPO is a disproportionate tool for what they characterise as a non-essential recreational project, and that its use fundamentally undermines the property rights of landowners who have not consented to the acquisition.
- A number of submissions made objections to the greenway project on constitutional grounds, citing Article 43 of the Constitution of Ireland, which protect the right to private property, and arguing that the use of CPO powers for a recreational project represents an unjustified and disproportionate interference with constitutional property rights that cannot be justified by reference to the common good
- Submissions questioned the proportionality of CPO as applied to a non-essential leisure infrastructure project, arguing that the legal requirement for a valid CPO, that it must be for the common good, could not be satisfied where the majority of the local community whose lands are affected actively opposes the project and where no compelling evidence of an essential public need has been advanced.
- Landowners raised concerns regarding the adequacy of compensation under the Code of Best Practice (CoBP) for National and Regional Greenways, questioning whether financial compensation could ever adequately address the loss of productive agricultural land, the severance of farm holdings, the impact on farm infrastructure, and the loss of generational family farmland.
- Concerns were raised regarding the timeline and certainty of compensation payments, with reference to unresolved compensation cases on the Carlingford to Omeath Greenway where some agreements remained outstanding for several years following the opening of that greenway.
- Submissions argued that the high proportion of the EPRC traversing privately owned agricultural land demonstrates that the project does not comply with the guiding principle in the Code of Best Practice for National and Regional Greenways that greenway routes should be designed to maximise the use of public land and requested that the route be redesigned to follow an alignment on publicly owned land, coastal foreshore, or existing public roads and roadside verges throughout.
- Several submissions raised concerns regarding the accuracy of the notification process for the EPRC, noting that letters were in some cases sent to former property owners following recent conveyances, and requesting that land ownership records be updated to reflect current Tailte Eireann title registration.
- A number of submissions raised questions about the basis on which the project team compiled its list of affected properties, and the sources of landownership information used and queried their rights under the GDPR and the Data Protection Act 2018 to access, correct, and object to the processing of personal data held about them in connection with the greenway project.

6.4.2 Response

Every effort will be made to acquire land required for the project 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, including greenways. 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."

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 this agreement will be executed and early sign-on payment made to the landowner (up until ACP 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 Coimisiún Pleanála becoming operative. 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.

There are minimal state owned lands within the study area, with 132Ha of state owned lands within the study area (8267Ha). The majority of the state owned lands relates to the regional road, however there are also parcels of land owned by the state or semi state organisations. The majority of these parcels however are at the boundary of the study area and were not able to be utilised for the greenway. The EPRC covers an area of 302.9Ha, of which 19.4Ha (6.4%) is state-owned land, 59.7Ha (19.7% is unregistered land and 223Ha (73.9%) is private land. Of the 223Ha of private land, 10.7Ha of this relates to roadbed.

As the design is developed in Phase 3, the area of land to be acquired is expected to reduce to between 18Ha and 24Ha. We expect that when this occurs, the majority of the land required will be a combination of state-owned land and privately owned roadbed, with agricultural lands required where offline of the regional road.

It is recognised that some of the notification letters, advising members of the public of the consultation event were delivered to the wrong address, or to people who no-longer hold the title to the lands in question. The letters were prepared from landownership

mapping prepared using the publicly available Tailte Eireann land registry information. This mapping was updated in September 2025 in advance of the consultation period. It is recognised that the land registry information can be out-of-date and not reflect current ownership in some instances. We reviewed the land registry data received against the submissions made in response to Public Consultation No. 2 to correct as many of these errors as possible. However there were still a number of notification letters issued that contained errors despite using available landownership data sources available to the design team.

All changes in ownership notified to the project team have been updated in the project database and future correspondence directed to the correct current title holder.

All information gathered by the project team is from publicly accessible sources and submissions received as part of the consultation process. Please refer to the privacy policy on the project website for details as to how and for what purposes we use the information provided. The privacy policy has details of how to contact Louth County Council to access, correct or object to the use of personal data.

6.5 Safety

6.5.1 Themes Raised

- Safety was one issue consistently raised across the full range of PC3 submissions, with particular concerns expressed regarding the risk to greenway users from proximity to HGV and heavy commercial traffic on the R173, especially in the Bellurgan corridor, where the road is narrow and carries high volumes of port-related freight traffic to and from Greenore Port.
- Concerns were raised regarding the safety of road crossings at locations where the greenway intersects the existing road network, particularly where users would be required to cross dual-directional traffic on busy classified roads without signal control, and submissions requested details of proposed crossing treatments and confirmation that independent Road Safety Audits would be carried out.
- A significant number of submissions raised concerns regarding personal safety for women and lone users on the greenway, citing high-profile incidents on other greenways in Ireland in recent years and arguing that sections of the route that are remote from housing, enclosed by dense vegetation, or poorly lit would present an unacceptable personal safety risk.
- Submissions from farming families raised concerns regarding the safety implications of public greenway users passing in close proximity to working agricultural operations, including fields containing bulls and other cattle at sensitive times such as calving and lambing, and questioned how the design would manage this interface to protect both the public and the farming enterprise.
- Several submissions referenced the volume of collisions and fatalities on the R173 in recent years and questioned whether placing a greenway immediately adjacent to this road without a meaningful physical barrier between greenway users and moving traffic was consistent with TII road safety policy.
- A number of submissions raised concerns regarding the safety implications of the proposed Templetown Beach link, noting that the Templetown Road is a narrow, unclassified road with no footway, already presenting significant safety challenges during the summer season, and that adding greenway user traffic to this road would create dangerous conflicts with existing motor traffic.
- Several submissions raised specific safety concerns regarding the use of the greenway by children, noting that in some locations the proposed route runs adjacent to public roads carrying significant freight traffic, and requesting that the design specifically address child safety across the full length of the route.
- Submissions requested clarification on the width of the greenway surface, raising concerns that the specified width would be insufficient to allow safe two-way movement of cyclists, pedestrians, e-bike users, and mobility aid users simultaneously.

- Questions were raised about emergency service access along the full length of the greenway and the requirement to maintain unimpeded access for fire, ambulance, and Garda services to all properties adjacent to the route.

6.5.2 Response

As indicated in the response provided in Section 6.2 The Emerging Preferred Route Corridor (EPRC) was selected following a multi-criteria assessment process in accordance with TII Project Appraisal Guidelines (PAG) and the Department of Transport, Transport Appraisal Framework (TAF).

The Option Selection Process considered corridors that followed the Regional Road network and corridors that were offline of the existing road network. The appraisal and assessments of each corridor is documented in the Option Selection Report which is available on the project website. As part of the assessments, the impacts of having the greenway adjacent to the Regional Road were considered, with options ranked lower under Safety Impacts and Social Impacts headings where adjacent to the road, compared to offline route corridors.

As indicated in Section 6.2, the cross section proposed where adjacent to the regional road will be in accordance with design standards (Figure 6.2.1). At present, there are narrow footpaths immediately adjacent to the regional road, in particular on the Bellurgan straight where traffic volumes reach approximately 15,000 vehicles per day. The provision of the separation zone within the design standards provides a significant improvement over the facilities that are present and are being implemented nationally across the regional and national road network where active travel and greenway facilities are being developed in the road corridor. As the design is developed in Phase 3, the cross section will be reviewed to determine whether any further improvements can be made to the cross section to enhance the safety of the project.

As indicated in Section 6.2, the crossing type will depend on the location and speed of the road in question. On the R173, outside of the urban areas, where the speed limits are currently 100km/h, grade separated crossings are required. At-grade crossings of the road when within the urban area, or when crossing the local road network connecting to the regional road are permitted. The exact form of the crossings is to be determined as the design is developed, with the design subject to a Road Safety Audit prior to submission of the planning application. As indicated in Section 6.2, the project will also be subject to further Road Safety Audits, following completion of the final design before construction, and once construction is substantially complete, prior to opening the greenway. The road safety audits are undertaken by an independent team, either within the design organisation, or by an external company. On this project, we are using the services of an independent external road safety auditor accredited by Transport Infrastructure Ireland for undertaking these audits.

Regarding the personal safety of users of the greenway, one of the safety metrics considered was “sense of personal security and safety while using the greenway” as part of the option selection process. The remoteness of a greenway was a key consideration in this regard, with corridors that are closer to properties ranked higher under this heading as they benefit from passive surveillance compared to options that are more 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.

The development of the greenway has sought to follow existing boundaries where passing through land holdings to minimise the impact on farming operations. In some instances, it will 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.

As part of the accommodation works, this will be agreed with each landowner to ensure that the boundary treatment is appropriate for the farming operations being carried out on the adjacent lands. The typical fence provided adjacent to agricultural lands will be in accordance with TII Publication Standards, which has been used throughout the country on road and greenway projects and has been proved to be effective at containing cattle/sheep etc from the road / greenway. Where the greenway is adjacent to sensitive farming enterprises, we will work with landowners to introduce further mitigation measures to minimise the disturbance to the adjacent lands. It should however be noted that this may require additional lands to accommodate these mitigation measures.

The design team acknowledge that the EPRC follows the regional road network for approximately 62% of its length and will be adjacent to the carriageway, which has been subject to a high proportion of collisions. Figure 6.5.1 below shows the collisions on the Regional Road network between 2016 and 2024 from the Road Safety Authority. In this period, there have been four fatal collisions, 19 serious injury collisions and 56 minor injury collisions. This has resulted in 4 fatalities, 24 serious injuries and 101 minor injury casualties. Of this, one of the fatalities was a cyclist, three serious injuries were pedestrians / cyclists and 11 minor injuries were cyclists or pedestrians. 11 of the 15 injuries were with cyclists, and four with pedestrians. This reflects the lack of cycle infrastructure within the study area, resulting in cyclists mixing with high speed traffic on the carriageway.

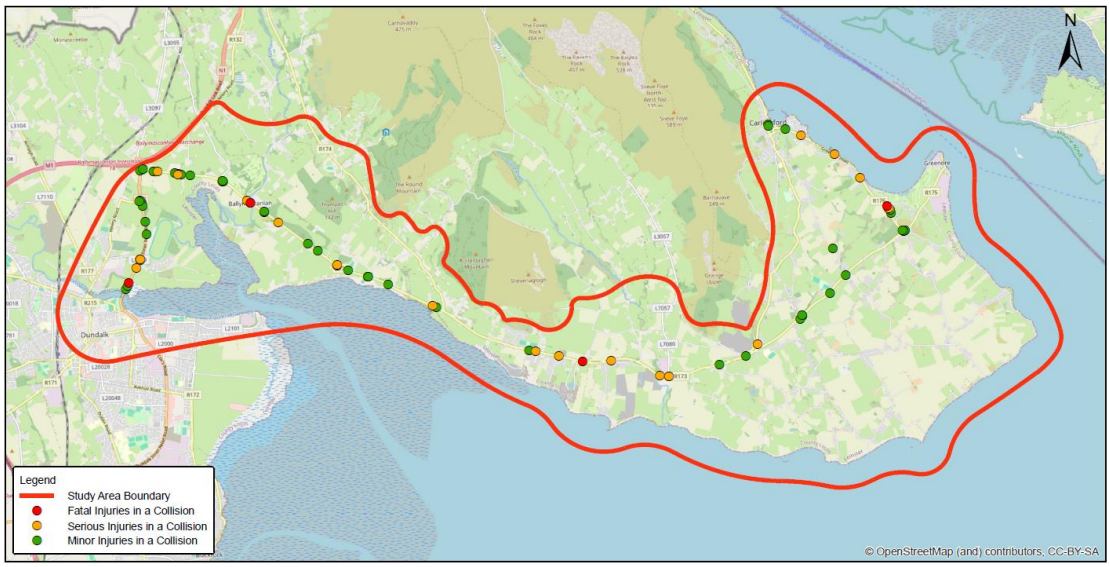


Figure 6.5.1 – Collisions 2016 – 2024 - RSA

On the Templetown link, it is not proposed that the greenway would be on the road, but would follow the road, either similar to the expected design where adjacent to the Regional Road or in the lands adjacent to the road. The majority of the Templetown link however traverses agricultural lands once approaching Willville. This would therefore mean widening the road corridor to incorporate the greenway, or positioning the greenway in the adjacent agricultural lands adjacent to the road boundary where

following the road. As the design is developed in Phase 3, these details will be developed in consultation with the affected landowners.

It should however be noted that the greenway will bring considerable safety benefits to communities along the route of the EPRC, providing dedicated pedestrian and cycle facilities on the Cooley Peninsula, that are segregated and separated from the road, unlike the existing footpaths which are narrow and immediately adjacent to the carriageway edge and the absence of cycle facilities. As stated in earlier responses, safety was a key consideration as part of the option selection process, with those options following the regional road network being ranked lower than those remote from the road network. As the design is developed in Phase 3, the design team will seek to maximise safety for road and greenway users wherever possible.

The width of the greenway is detailed in TII Standard DN-GEO-03047 identifies the appropriate width of the greenway depending on the expected usage. Where the usage is less than 300 users per hour, these are considered low volume and greater than 300 users per hour is considered high volume. The recommended width (Table 4.8 of the TII Standard DN-GEO-03047) is 3.0m for a low volume and 5.0m for high volume. From the demand analysis detailed in Section 6.2 of the Option Selection Report, considering the high growth scenario, this would equate to 1,689 users per day, which considering a 12 hour usage (during daylight hours only) would equate to approximately 140 users per hour. It is recognised that there may be certain sections of the route that will be more in demand and the greenway width will be reviewed and updated if necessary, in Phase 3.

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 for 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.

6.6 Route Alignment / Design Concern

6.6.1 Concerns Raised

- A very large number of submissions raised concerns about the specific design of the EPRC, with the most consistently and strongly raised concern being the extent to which the EPRC follows the R173 main road rather than an off-road rural alignment through the landscape of the Cooley Peninsula. Many submissions argued that a greenway running alongside a major road carrying significant HGV and port traffic does not and cannot deliver the safe, scenic, and segregated recreational experience that defines a successful national greenway and would justify the scale of public investment.
- A number of detailed submissions from cycling advocacy groups welcomed the EPRC in principle and expressed strong support for the project, but raised specific engineering design concerns regarding the junction treatment at the R173/Carlingford Road roundabout, the need for fully segregated at-grade or grade-separated crossings at all key junctions, the longitudinal gradient profile of specific sections of the route, and the adequacy of the proposed surface specification for safe year-round use by all categories of user including older adults, families with young children, and users of adapted cycles.
- Submissions raised specific concerns about the design and viability of the proposed Templetown Beach link along the Templetown Road, arguing that the existing Templetown Road is entirely unsuitable for shared use by a high-capacity greenway and existing motor traffic, that the existing car park at Templetown Beach already operates significantly beyond its design capacity during the peak summer season, and that introducing additional greenway-

related traffic to this road would create serious and potentially life-threatening road safety conflicts.

- A number of submissions proposed the greenway alignment to be located in specific locations within the EPRC for certain sections of the route. This included instances, where for example, the use of the roadside verges on the northern side of the R173 should be used to minimise impacts to properties on the southern side of the road, or the route should be further into the agricultural lands to minimise the impact on properties.

6.6.2 Response

The design team acknowledges that the nature of the route identified as the Emerging Preferred Route Corridor is a compromise between the impacts on the environment, land holdings, providing connectivity to community facilities and providing an offline scenic route that provides greater safety benefits. Safety was one of the key metrics used in the assessment of the options considered and on balance across all metrics considered, the EPRC was the preferred solution.

A cost benefit analysis has been undertaken on the EPRC and this indicates that the greenway will provide a return on investment, with a Benefit Cost Ratio (BCR) of 1.26, meaning, that for every euro spent implementing the greenway, the state will see a return of €1.26 on that investment.

Full details of the option selection process, criteria used and the economic appraisal are contained in the Option Selection Report.

The design will be developed in Phase 3, in accordance with TII Standards. TII standards state that at-grade crossings of National Roads are not permitted when the speeds of those roads are at or exceed 80km/h. Much of the Regional Road network on the Cooley Peninsula has a speed limit of 100km/h, as such the suitable crossing type is a grade separated solution. However in the built-up areas, where reduced speed limits are in operation, at-grade crossings are permitted, similarly at-grade crossings of the local road network are envisaged, with a bend-out crossing provided on the minor road as shown in Figure 6.2.2 in the earlier response.

The gradients are dictated by TII Standards requiring longitudinal gradients of less than 3%, however as a relaxation gradients of 5% are permitted for a length of 150m. Where gradients exceed 5% or are 5% and greater than 150m in length, these require TII approval to be incorporated into the design. The option selection considered the longitudinal gradient when assessing the options. This ranked down those options that had gradients above 3% or 5%, such that the final design solution would be able to comply with TII design standards.

The standards for the pavement of the greenway are also stipulated in TII's design standards. This requires a bituminous surface of Stone Mastic Asphalt, that provides the highest ride quality. The use of un-sealed surfaces are now only permitted with a TII approved Departure from Standard.

As detailed in Section 6.5.2, the Templetown link is not envisaged to be a shared street, with vehicular traffic and greenway users mixing. The exact form of the greenway has to be determined in Phase 3. With regard to the parking at Templetown Beach car park, traffic surveys and parking surveys were undertaken either side and during the bank holiday weekend in August, such that peak parking demand could be captured and the extent of the problem identified. When developing the trail heads in Phase 3, assessments will be undertaken to determine where the trail heads could be located to assist in alleviating the current congestion and parking issues at Templetown. It is expected that the greenway will provide users another means of access to the beach without having to drive, and would therefore be expected to provide some alleviation to the traffic congestion and parking issues currently experienced.

Where submissions have been received that identify preferred locations for the greenway, these will be reviewed and assessed as the design alignment of the

greenway within the EPRC is developed in Phase 3. It may not be possible to align with the proposals provided in all instances, such as a request to be in the northern verge, however the southern verge is the preferred location for the greenway either side, and using the northern verge over a discreet distance would result in unacceptable impacts elsewhere, or the introduction of a high number of crossings of the R173. Where the proposals work in the wider context, these will be incorporated into the design.

Where submissions suggested alterations to the EPRC displayed at the public consultation, these are documented in Section 7 of this Public Consultation Feedback Report and are documented in Chapter 13 of the Option Selection Report.

6.7 Property Impact / Devaluation / Planning

6.7.1 Concerns Raised

- Submissions questioned the consistency of a policy that refuses planning permission to local families seeking to build homes on their own land while simultaneously supporting the acquisition of private land for a greenway and expressed frustration at what they perceived as an inequitable application of planning controls.
- Submissions also raised concerns about the impact on the development potential and planning value of their landholdings, arguing that the physical presence of the greenway infrastructure and the acquisition of a strip of land from the holding would reduce the area available for future development and could affect the ability of the remaining land to meet minimum site size requirements for residential planning permission under the Louth County Development Plan.
- A number of submissions raised concerns that the greenway corridor, once established, would further restrict the ability of local landowners and families to obtain planning permission for residential development on their lands, particularly in areas where policy for rural one-off housing is already restrictive.
- Submissions requested clarity on how Louth County Council would treat planning applications for development adjacent to the corridor during the period between EPRC publication and the completion of Phase 4 Statutory Process
- A large number of submissions raised concerns about the potential for the greenway to reduce the value of residential properties adjacent to or in close proximity to the route, arguing that the loss of privacy, the introduction of public access in close proximity to private dwellings, increased noise, litter, and anti-social behaviour, and the general change in the rural character of the area would make properties less attractive and therefore less valuable on the open market.
- A number of specific concerns were raised about the impact of the greenway on the ability of property owners to sell their properties in the future, with submissions arguing that the proximity of a public greenway would make their homes difficult or impossible to sell at full market value, and that this represented a permanent and uncompensated diminution of their most significant asset.

6.7.2 Response

The planning process is governed by the same policies and legislation as for housing development. 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. In addition, the development of the greenway is also supported by the National Cycle Network Plan, a national plan for the delivery of a coherent network of active travel and greenway facilities. By comparison, one-off housing however is contrary to achieving one of the key objectives, which is to achieve compact growth. Therefore the requirements for planning applications for one-off properties in rural areas have increased significantly, impacting people, particularly in the farming community.

It is noted that the draft Sustainable Rural and Gaeltacht Housing National Planning Statement (NPS) published in June 2026 aims to ensure that planning decisions are transparent, evidence-based and applied consistently across all local authorities to meet the local housing needs of rural communities. It is intende that this will provide more certainty for people wishing to build a new house in a rural area and the avoidance of prescriptive local policies that see different standards applied between neighbouring counties.

The greenway itself will have a limited impact on lands and their potential for future development. This will be limited to the land acquired for the greenway, where the acquisition of the lands will reduce the available land and therefore potentially make it harder to meet the minimum size requirements. Where this occurs, the compensation package will take into account the viability of the remaining lands for future planning. Where planning permission is sought for lands immediately adjacent to the greenway, once sightlines are provided, the greenway would not prohibit the grant of planning.

Following the publication of the Option Selection Report and the confirmation of the Preferred Route Corridor, any planning application within the Preferred Route Corridor will be referred to the project team to review and assess the potential impact of the greenway on the planning application received. At the early stages of Phase 3, as the alignment of the greenway is being developed, there will be greater restrictions on whether planning can be granted within the Preferred Route Corridor and the application may be deemed premature, however as the design becomes more defined and reaches a greater level of certainty, this can be relaxed when within the corridor, but outside of the alignment. Once the project land acquisition boundary has been finalised, only those applications within the boundary will be referred to the project team for comment.

Please see Section 6.3 of the feedback report regarding the impact of the greenway on the privacy and security of properties.

There are no specific studies that have been undertaken in Ireland that relate to the value of properties and saleability of properties, however number of studies have been undertaken in America1. These studies show that the majority of homeowners close to the greenway 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. Under Irish legislation however, there is no mechanism for compensating property/land-owners that are not directly impacted (having land acquired) by the proposed development. The Edwards v Minister of Transport (1964) case established that compensation for injurious affection in compulsory acquisition cases is limited to damage arising from the use of the land actually taken from the claimant, not from the wider scheme as a whole.

It therefore excludes recovery for general scheme impacts (e.g. noise or visual effects) unless they are directly attributable to the acquired land. This case ruling was subsequently upheld in the 2007 case of Chadwick & Goff v Fingal County Council.

[1] 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)

6.8 Impact on Farming Operations / Accommodation Works

6.8.1 Concerns Raised

- Submissions requested clarification on the full range of accommodation works that would be provided as part of the project, including replacement boundary fencing, crossing gates for livestock and farm machinery, alternative water supply infrastructure, and access tracks to severed land parcels.
- Multiple submissions highlighted the particular impact of the EPRC on active farm enterprises, where the corridor would bisect working fields, sever access between farmyard and outlying lands, and create the need for additional accommodation works such as crossing gates, alternative water supplies, and extended farm access roads to severed portions of the holding.
- Submissions from sheep, cattle, dairy, and mixed farmers raised profound concerns about the day-to-day impact of the greenway on farming enterprises, including disruption to livestock movement between fields, lambing and calving operations, silage-making, crop spraying, and the use of heavy agricultural machinery.
- Multiple submissions raised biosecurity as a critical concern, citing the risk of disease transmission from greenway users and their dogs, specifically referencing Neosporosis (which causes bovine abortions), Foot and Mouth disease, and general livestock stress from human and canine intrusion.
- Specific concern was raised by sheep farmers about dogs off leads during the lambing season causing mis-mothering, abandonment, and lamb deaths; and about dogs worrying sheep, which can cause injury and death even without physical contact.
- Submissions questioned whether bulls, rams, and other potentially dangerous male livestock could continue to be kept in fields through which the greenway passes, given the safety risk to greenway users if boundary fencing is damaged.
- Several submissions identified the severance of farm holdings into operationally disconnected portions as a critical impact, noting that isolated sections of land cut off from the farmyard by the greenway become unworkable for machinery and inaccessible for livestock without at-grade crossings.
- Multiple submissions from generational farming families expressed deep personal and cultural distress at the prospect of land worked by their families across multiple generations being acquired, severed, or permanently altered.
- Submissions referenced the 2001 Foot and Mouth disease cull as a defining trauma for the peninsula's farming community, noting that many properties on the EPRC include land where animals were buried and where the greenway would pass directly over ground associated with that loss.

6.8.2 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. These works will be agreed with each individual landowner in consultation with the project agronomist and the landowners own agronomist, for which LCC will pay all reasonable cost. The assessments and mitigation measures will be clearly documented in the Environmental Impact Assessment Report (EIAR) and will be a planning condition if the project receives approval from ACP.

The nature of the accommodation works will vary from land holding to land holding and will be different at residential properties. The list below gives a number of examples of the type of accommodation works provided as part of projects (this is not an exhaustive list and all accommodation works proposals will be considered):

- new/replacement stockproof fencing;
- reinstatement of boundary walls (typically on a like for like replacement basis);

- new/replacement entrance gates;
- regrading of driveways and entrances;
- new/replacement hedgerow planting;
- crossing gates for livestock and machinery;
- cattle crushes, pens and holding areas for loading and unloading livestock;
- new accesses/entrances;
- re-connection of land drains severed by the project;
- alternative water supply connections, including drinking troughs; and
- access tracks / greenway crossings to severed parcels of land.

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 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 greenway will not prohibit the farmer from undertaking normal spraying, slurry, silage operations. It will however require the farmer to consider their proximity to the greenway where spraying for example, and use similar procedures as when spraying where adjacent to the public road or residential properties to minimise drift of spray onto the greenway.

There will also 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.

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

As the EPRC has been developed to minimise severance of landholdings as far as possible, however during Phase 3 as the alignment of the greenway is developed, the design team will seek to reduce the impact on farming operations as much as possible, in consultation with the landowner. The accommodation works will seek to agree the optimal location for crossing points of the greenway. Where a crossing point is required, this will be in accordance with the detail in TII Standard DN-GEO-03047, Figure 4.9 and 4.10 reproduced below as Figure 6.8.1 and 6.8.2.

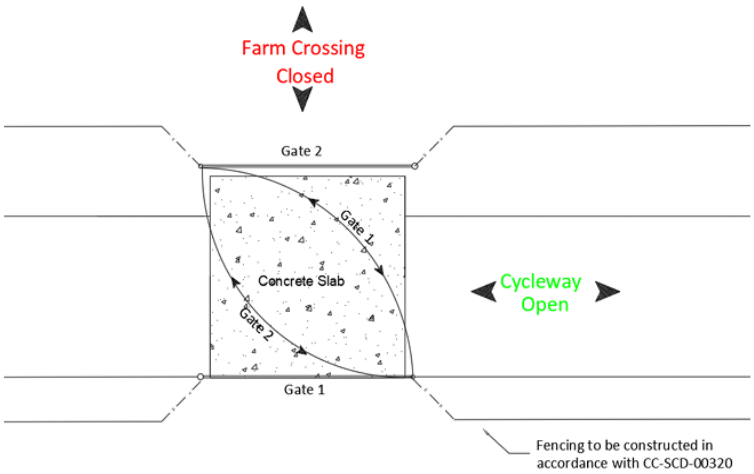


Figure 6.8.1 – Farm Crossing Detail (Open for Greenway Users)

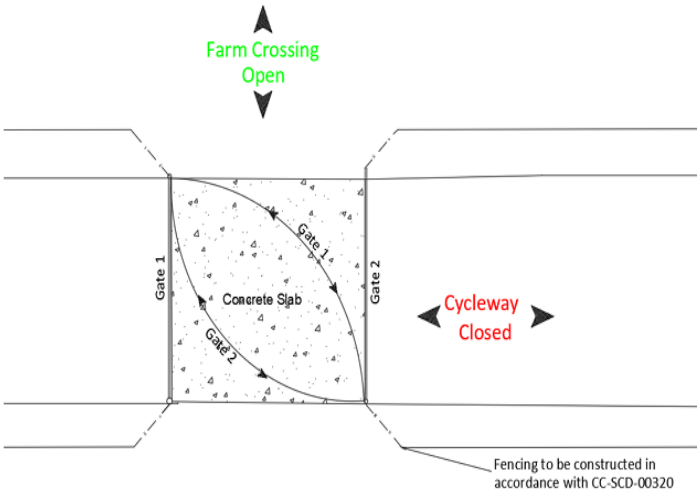


Figure 6.8.2 – Farm Crossing Detail (Closed for Greenway Users)

The project team are aware of the sentiment of the landowners on the EPRC and acknowledge the distress caused by the proposed greenway. The project team would like to thank all those that have engaged with the public consultation process and would like to confirm that we will continue to engage with landowners throughout Phase 3 to seek ways to minimise the impact of the greenway on landowners holdings wherever possible.

As the design is developed in Phase 3, a ground investigation contract will be required to determine the ground conditions along the line of the greenway. This will include contamination testing where suspected burial sites are located. In the first instance, the design will seek to avoid those sites identified through ground investigations and consultation with the landowners, however there may be instances where this is not possible. At these locations, the design will be developed to ensure that the greenway does not disturb the burial site, ensuring that the greenway is above ground level to avoid excavation at these sites and then may incorporate design details, such as using a floating road construction or lightweight fill material to avoid impacting these sites.

6.9 Consultation Process / Transparency / Media

6.9.1 Concerns Raised

- A large number of submissions questioned the adequacy and transparency of the PC3 consultation process, arguing that the format of individual in-person meetings limited to four attendees at a time did not allow for proper community engagement, that the consultation period was insufficient for affected landowners to take proper legal and planning advice, and that the process did not genuinely engage with or give weight to the strength of community opposition.
- Submissions raised concerns about the adequacy of the information provided at PC3, arguing that the EPRC maps did not provide sufficient detail to allow landowners to determine precisely how their individual properties would be affected by the greenway, and that the absence of detailed cross-sections, profile drawings, and indicative land take maps made it impossible to properly assess the true impact of the proposed route.
- A number of submissions questioned whether the feedback received during previous public consultations, including the very large volume of objections submitted during PC2, had been genuinely taken into account in the development of the EPRC, or whether the consultation process was being conducted as a procedural formality rather than as a genuine exercise in community engagement.
- Concerns were raised regarding the use of social media platforms to spread inaccurate or misleading information about the greenway project, and

submissions requested that the project team use its official communications channels to proactively and publicly correct specific factual inaccuracies that were circulating widely in the local community.

6.9.2 Response

The format of Public Consultation 3, incorporating individual and small group meetings rather than a single large public event, was adopted to provide a more focused and personalised engagement experience for affected landowners and community members, allowing specific questions about the impact of the EPRC on individual properties to be addressed directly.

In addition, in consultation with the Protect Cooley Peninsula group, a series of four Townhall events were also held, where approximately 30 people attended each event, where the Project Team presented the EPRC and responded to questions from those attending.

This allowed the design team to meet 43 groups at in-person meetings, 34 people over the telephone and one online, together with approximately 120 people across the four townhall meetings (assuming approximately 30 attendees at each meeting)

The PC3 consultation period ran from 25th November 2025 to the 23rd January 2026. The consultation was subsequently extended to the 27th February 2026, a period of 63 working days. This period was designed to allow adequate time for submissions from affected parties. Whilst the consultation is a set period, the project team are available throughout the duration of the project to answer queries from people at any time during the project, and not just limited to those times that the consultation is live.

The EPRC maps published as part of PC3 represent the current stage of design development at the end of Phase 2. The corridor width of approximately 50m reflects the corridor within which the alignment will be developed in Phase 3, as such there is not further detail that can be provided at this stage of the project.

As the alignment of the greenway is developed in Phase 3, this will include the detail as to the exact alignment of the greenway, including longitudinal gradients, cross sections. This will be refined in consultation with the affected landowners as the design is developed, before finally including the proposed land acquisition boundary, which will define the lands required to construct, operate and maintain the greenway. This will be done in advance of the formal planning application being submitted to An Coimisiún Pleanála, where a statutory consultation period will allow for submissions on the detailed developed alignment.

All submissions received during PC2 and PC3, including the large volume of objections submitted by and on behalf of the Protect Cooley Peninsula Group, have been reviewed, assessed, and taken into account as part of the option selection process. The emergence of the EPRC represents the outcome of the rigorous multi-criteria assessment process undertaken during Phase 2, which considers all public feedback received alongside a comprehensive engineering, environmental, and economic appraisal of all feasible route corridor options identified in the Phase 1 Feasibility Study.

The project team will formally document, in writing, any commitments or assurances given to individual landowners at PC3 meetings that may differ from or supplement the content of the published EPRC documentation. Affected landowners who have queries about the consistency between verbal assurances received at individual meetings and the published documentation are requested to contact the Project Liaison Officer, who will confirm the project team's position in writing without delay.

The project team will continue to communicate accurate information about the greenway project through all available channels, including the project website, social media platforms, and press releases issued through Louth County Council. The project website at www.dundalkcarlingfordgreenway.ie contains a Frequently Asked Questions section which addresses the most common queries and concerns raised

during the consultation process, and this will be comprehensively updated following the publication of this Feedback Report to reflect the themes raised during PC3.

6.10 Health & Well-being / Mental Health

6.10.1 Concerns Raised

- A very large number of submissions from landowners, householders, and members of the wider Cooley Peninsula community referenced the mental health and psychological impact of the greenway project, describing the period from the initial notification letters to the close of PC3 as one of sustained anxiety, fear, and distress for those whose properties and land are within or adjacent to the EPRC.
- Submissions described sleepless nights, constant worry, inability to concentrate on their work or farming operations, and a pervasive sense of dread about the future of their homes and livelihoods. Several submissions noted that these feelings had begun from the moment they received the first notification letter from the project team.
- A number of submissions referenced elderly family members parents and grandparents whose health had deteriorated markedly since the greenway notification process began.
- Several submissions from within the wider Cooley Peninsula community, from people not directly on the route corridor, expressed concern and distress on behalf of their neighbours, friends, and family members who are affected, describing the effect on the community as heartbreaking and divisive.
- A submission noted that the Cooley Peninsula farming community had already experienced the severe trauma of the Foot and Mouth disease cull in 2001 losing their entire flocks and herds and that being subjected to a further threat to their land and livelihoods, without their consent and through the mechanism of CPO, was reopening wounds that had not fully healed.

6.10.2 Response

Louth County Council and the project team acknowledge the significant concern, anxiety and distress expressed in submissions by landowners, householders and members of the wider Cooley Peninsula community in relation to the Emerging Preferred Route Corridor. The submissions describe the uncertainty experienced by affected families since notification of the EPRC, including concern for homes, farms, livelihoods, elderly family members and the wider community. These concerns have been carefully recorded and are recognised as an important consideration in how the project is progressed.

The project team recognises that uncertainty regarding the potential impact on an individual home, farm or property can itself be a source of stress. At this stage of the project, the EPRC represents a corridor within which the detailed alignment will be developed during Phase 3, Design and Environmental Evaluation. The precise alignment, land take requirements, accommodation works and mitigation measures have not yet been finalised. A key objective of Phase 3 will therefore be to provide affected landowners and householders with clearer information on the likely impact on their individual property as early as possible in the design process.

During Phase 3, the project team will undertake direct engagement with affected landowners and property owners. This will include individual meetings and site visits to discuss the emerging design, the potential impact on individual properties and farms, and the measures that may be available to avoid, reduce or mitigate those impacts. The design team will seek, where feasible, to refine the alignment within the corridor to reduce impacts on homes, farmyards, agricultural land, existing accesses, privacy, security and established farming operations.

The project team also acknowledges the particular concerns raised by farming families, including references to previous traumatic experiences within the Cooley Peninsula

farming community, such as the Foot and Mouth disease outbreak in 2001. These submissions highlight that the impact of the project is not limited to land take alone, but also includes concerns regarding family history, connection to land, continuity of farming operations and community wellbeing. These matters will be considered as part of the individual farm impact assessments, agronomy input, accommodation works design and ongoing landowner engagement during Phase 3.

Where individual submissions have identified specific personal, family or property-related circumstances, these will be treated sensitively and will inform the engagement approach adopted by the project team. While this report cannot set out personal details of individual submissions, the concerns raised have been logged and will be available to the relevant members of the project team as the design develops.

The health and wellbeing benefits associated with walking and cycling infrastructure are recognised in national transport, health and climate policy. However, the project team acknowledges that these wider public benefits must be balanced against the potential localised impacts experienced by those whose homes, farms and lands may be affected. The objective during Phase 3 will be to develop a design that delivers the intended benefits of the greenway while avoiding, reducing and mitigating impacts on affected individuals, families and communities as far as reasonably practicable.

6.11 Heritage / Cultural Significance / Archaeology

6.11.1 Themes Raised

- A number of submissions raised concerns about the potential impact of the greenway on recorded archaeological monuments within or in close proximity to the EPRC. Submissions noted that the Cooley Peninsula has a rich and well-documented archaeological heritage, including early medieval ecclesiastical sites, ring forts, souterrains, field systems, and the remains of the Dundalk–Greenore railway, and questioned how these assets would be protected during survey, construction, and operation of the greenway.
- Submissions questioned whether an archaeological assessment had been carried out as part of the option selection process, whether the project team was aware of all recorded sites and monuments within the EPRC, and whether a licensed archaeologist would be engaged to oversee ground disturbance works during construction. Concern was also expressed about the potential for ground investigation works, particularly trial trenching and borehole drilling to disturb sub-surface archaeological deposits that have not yet been identified.
- Several submissions specifically raised the cultural and heritage significance of the former Dundalk-Greenore railway corridor, noting that the remaining physical fabric of the line, including station buildings, platform remains, trackbed, culverts, and structures such as the Gyles Quay halt - represents an important piece of industrial archaeological heritage that should be recorded, preserved, and ideally interpreted as part of the greenway rather than disturbed or removed.
- A submission referenced the proximity of sections of the EPRC to a historic church graveyard and expressed concern that ground-disturbing works in the vicinity could encroach on or disturb below-ground archaeological deposits associated with the graveyard.
- A significant number of submissions raised concerns about the impact of the greenway on the cultural heritage and sense of place of the Cooley Peninsula, arguing that the area has a unique and deeply valued cultural landscape that has been shaped over generations by farming families, fishing communities, and the broader Cooley community, and that this irreplaceable character would be fundamentally altered by the introduction of major recreational infrastructure.
- Concerns were raised regarding the impact of the greenway on the setting and character of Architectural Conservation Areas and protected structures along

the route, including historic farmsteads, vernacular farm buildings, demesne landscapes, and other structures and settings identified on the Record of Protected Structures.

6.11.2 Response

The project team are aware of the archaeological constraints on the Cooley Peninsula and archaeological impacts have formed part of the option selection process. The design team includes highly qualified specialist archaeological consultants who have extensive experience in the development of road and greenway projects in culturally sensitive landscapes.

A detailed archaeological desk-based assessment was carried out during Phase 1 and Phase 2 of the project, drawing on the Record of Monuments and Places (RMP), the Sites and Monuments Record (SMR), the National Inventory of Architectural Heritage (NIAH), the Historic Environment Viewer, and the records of the National Monuments Service. All recorded monuments and sites within the study area were identified, mapped, and assessed as part of the option selection process. The impact of the route corridors on archaeological sites and protected structures was a specific sub-criterion under the Cultural and Architectural Heritage

Whilst the Phase 1 and 2 studies are predominantly desk based studies, following the confirmation of the Preferred Route Corridor, an archaeological LiDAR survey will be undertaken to identify any archaeological sites that have not been previously identified or contained on the national databases.

The LiDAR will be undertaken in advance of any ground investigation (GI) works and will inform the location of any boreholes and trial pits. The archaeological consultant will review the proposed locations of any GI testing locations and advise if any of these sites could potentially impact known, or previously unrecorded archaeology and provide recommendations as to where to relocate this testing to avoid archaeological impacts.

Where the LiDAR identifies any potential site within the EPRC, these, together with any known sites will have geophysical testing undertaken, which will assist in confirming whether these are archaeological in origin and confirm the extent of the site.

Following testing a resolution contract would be undertaken prior to any construction works commencing. This allows for excavation, recording and preservation of archaeological features. These works are undertaken under ministerial consent by suitably qualified archaeological consultants.

During construction, an archaeologist will be present when topsoil is being removed. Their role will be to check the ground as work takes place and identify any archaeological remains that may be uncovered. If important remains are found, work in that area may need to stop temporarily while the remains are carefully investigated, recorded and, where appropriate, preserved.

The former Dundalk–Greenore railway infrastructure within the EPRC, including the trackbed, structures, station buildings and associated features, will be subject to a specific architectural and industrial heritage assessment during Phase 3. Where intact railway fabric is identified within the proposed greenway alignment, the design team will seek to retain and integrate these heritage features into the greenway design, informed by the advice of the project's cultural heritage specialist and appropriate conservation principles.

Whilst the graveyard has a current well defined boundary, this may not reflect the true extent of the graveyard. As such the archaeological testing, in terms of LiDAR, Geophysical and resolution will be undertaken by the archaeological specialists in prior to the greenway alignment being fixed in that area. As indicated above, the first preference is avoidance of impacts, as such, the design team will work in conjunction with the archaeological specialist to optimise the alignment of the greenway to

minimise any potential impacts on any archaeological remains identified. This may include realignment of the greenway away from archaeological remains or preserving the remains in-situ. The exact form of the mitigation will be developed by the archaeological specialist based on the findings of the investigations undertaken.

The project team also acknowledges the wider concerns raised about the cultural landscape and sense of place of the Cooley Peninsula. The cultural significance of the peninsula is not limited to individual recorded monuments or protected structures. It includes its historic settlement pattern, agricultural field systems, vernacular buildings, stone walls, townlands, fishing and farming heritage, views, local stories, and the relationship between communities and the landscape over generations. These values have been assessed as part of the Cultural Heritage assessment undertaken on the route corridors in Phase 2 and will be further refined during Phase 3 through the landscape and visual assessment and the architectural heritage and cultural heritage assessments.

Where the preferred alignment passes near protected structures, vernacular buildings, demesne landscapes, Architectural Conservation Areas or other built heritage features, the Phase 3 assessment will consider both direct physical impacts and impacts on setting. The design will seek to avoid or minimise adverse effects on the character and setting of such features. Where mitigation is required, it may include alignment refinement, retention or reinstatement of boundary walls, sensitive boundary treatments, screen planting, appropriate material selection, and the avoidance of visually intrusive infrastructure in sensitive heritage settings.

The design team recognises that the introduction of a greenway can change how people experience a landscape. The objective during Phase 3 will be to develop a design that respects the historic and cultural character of the corridor while providing safe and sustainable public access. In many locations, the greenway may also provide an opportunity to improve public understanding of the area's heritage through interpretation, wayfinding and carefully designed rest points. The potential for heritage interpretation will be considered as part of the overall greenway design, particularly in relation to the former railway, historic townlands, archaeological features and views across the wider cultural landscape.

6.12 Greenway Use, Including Litter, Dogs, Emergency Access

6.12.1 Concerns Raised

- Submissions raised concerns about the long-term maintenance of the greenway, with many submissions pointing to the poor condition of the existing Carlingford to Omeath Greenway as evidence of inadequate maintenance and expressing concern that the same issues would arise on the new greenway without a robust and enforced maintenance commitment.
- Submissions raised specific concerns regarding the maintenance of boundary fencing and hedgerow along the greenway, questioning who would be responsible for repair of damaged fencing and what would happen if animals escaped through damaged boundary structures onto the greenway.
- Concerns were raised regarding winter maintenance of the greenway surface, including management of ice and snow, clearance of fallen vegetation, and treatment of localised flooding in areas susceptible to flooding during heavy rainfall events.
- Submissions questioned whether the Louth County Council annual Revenue Budget would be sufficient to fund an adequate maintenance programme for a greenway of this scale and length and requested details of what specific maintenance budget had been committed by the Council.

6.12.2 Response

The project team acknowledges the concerns raised regarding the management of the greenway once opened, including litter, dog control, emergency access, general user

behaviour, maintenance of boundary fencing, and the interaction between greenway users and adjoining residential, agricultural and environmentally sensitive lands. These issues are recognised as important matters that must be addressed through both the detailed design of the scheme and the operational management arrangements for the completed greenway.

At the current stage of project development, the Emerging Preferred Route Corridor identifies the corridor within which the greenway alignment will be developed during Phase 3 – Design and Environmental Evaluation. The precise alignment, land take, boundary treatments, access arrangements, trail heads, user facilities and operational measures have not yet been developed. These will be developed during Phase 3 in consultation with affected landowners, residents, community stakeholders, Louth County Council operational staff and the relevant environmental and technical specialists.

It is a requirement for TII funded greenway projects that a maintenance plan is developed and implemented by Louth County Council. 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, tress 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.

Louth County Council will be responsible for the maintenance of the completed greenway. This will include the greenway surface, drainage, signage, trail heads, access controls, fencing and other infrastructure forming part of the completed project. The project team notes the concerns raised regarding the condition of existing greenway infrastructure, including the Carlingford to Omeath Greenway. The objective for this project will be to provide a clearly defined maintenance regime from the outset so that issues such as vegetation encroachment, litter, broken glass, surface defects and damaged fencing are identified and addressed in a timely manner.

Litter was raised as particular concerns by landowners, residents and farmers. The maintenance plan will identify suitable locations for bins/waste facilities and define the collection and inspection regime. In addition, ‘Leave no Trace’ signage will be provided throughout to encourage users to take refuse home with them.

The responsibility for the long-term maintenance of boundary fencing installed as part of the greenway will be by Louth County Council or its appointed maintenance contractor. The maintenance plan will include an inspection regime for fencing and gates, and a process for landowners to report damage or defects. Where fencing is damaged by vandalism, weather events, greenway users or other third parties, the Council will arrange for repair.

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 be responsible for the maintenance of the greenway and as such this will fall within the Council’s annual revenue budget to fund the ongoing maintenance and upkeep of the greenway. As TII has taken over the implementation and management of greenways throughout the country, it is expected that TII will make additional funding available to local authorities for the maintenance of these project going forward, however this has not been confirmed at this time.

6.13 Environment - Ecosystem

6.13.1 Themes Raised

- The largest cluster of environmental concerns related to the proximity of sections of the EPRC to Natura 2000 designated sites specifically Dundalk Bay SAC and SPA, Carlingford Shore SAC, and Carlingford Lough SPA and the absence of a published Appropriate Assessment Screening determination for the project. A number of submissions specifically requested that an AA Screening be published before the project advances further, citing the legal requirement under Article 6(3) of the Habitats Directive.
- Multiple submissions raised concerns about the impact of the greenway on protected wildlife species along the corridor. Specific species mentioned included badgers with several submissions confirming the presence of active setts on their land and noting that the Department of Agriculture must be notified before any works in proximity to setts, bats using mature trees on the former railway line, otters along watercourses, breeding and wintering birds including waders and wildfowl using the foreshore areas adjacent to Dundalk Bay SPA and Carlingford Lough SPA, hedgehogs, foxes, pine martens, hares, and rabbits. Submissions expressed concern that a high-capacity public greenway through this relatively undisturbed rural corridor would cause significant disturbance to these species during both construction and operation.
- A submission from Piedmont confirmed the presence of two buzzards, a protected species under the Wildlife Acts, actively feeding on land adjacent to the proposed route. The submission noted that BirdWatch Ireland had previously advised local people to avoid the area during the nesting season, and questioned how the greenway could provide equivalent seasonal protection once the route is open to the public.
- Several submissions raised the ecological value of traditional stone walls, hedgerows, and mature trees along the route, noting that these features are recognised in national policy and scientific literature as important linear habitats supporting a wide range of invertebrate, small mammal, bat, and bird species. Submissions expressed concern that greenway construction would require the removal of significant lengths of established hedgerow and stone walls, causing a net loss of biodiversity in the corridor. One submission cited scientific research recognising agricultural field margins as critical ecological assets and argued that routing the greenway through agricultural land would cause irreversible damage to these features.
- Concerns were raised about the potential for the greenway to act as a vector for the spread of invasive plant species, particularly Japanese Knotweed and Giant Hogweed, both of which are present in parts of the study corridor. Submissions noted that construction earthworks can rapidly spread invasive species if not carefully managed and requested that the design team publish its approach to invasive species control.
- Questions were asked about whether habitat surveys, bat surveys, bird surveys, and other ecological assessments had been carried out as part of the option selection process, and whether the results had been made available for public review. Submissions requested that all environmental screening and assessment reports be published on the project website. Concerns were also raised about the potential for increased visitor numbers on the operational greenway to cause disturbance to sensitive habitats and species, particularly in ecologically sensitive coastal areas adjacent to Dundalk Bay and Carlingford Lough.

6.13.2 Response

The design team is fully aware of the ecological sensitivity of the Dundalk Bay to Carlingford study area and have a team of specialist ecologists that have informed the biodiversity assessments undertaken as part of the option selection studies.

As can be seen in the Option Selection Report, any option that was ranked as highly negative under any of the environmental headings, has not been taken forward to form part of the EPRC. Indeed, this is the criteria that resulted in a large proportion of the coastal options from being discounted.

With regard to the request to publish the Appropriate Assessment (AA) Screening report as required under the habitat directive. The AA Screening report will be prepared in Phase 3 once the alignment of the greenway has been sufficiently developed to be able to accurately quantify the impacts of the project on the receiving environment. The AA screening only considers the impact on EU Designated Natura 2000 sites, namely the Special Areas of Conservation (SAC) and Special Protection Areas (SPA). The AA Screening test is a high bar to satisfy, as you have to be able to say 'beyond scientific doubt' that the project will not, either on it's own, or in combination with other developments have an impact on the SAC's/SPA's. Due to the proximity of the project to the SAC's and SPA's, it is envisaged that the AA Screening will be determined that the project could have impacts on the Natura 2000 sites and a Natura Impact Statement (NIS) will be prepared and submitted to An Coimisiún Pleanála (ACP) as part of the planning application.

Similarly an EIA screening will also be undertaken in Phase 3, which assesses the impact on the wider environment and not just the EU designated sites. This covers a range of environmental impacts, including, but not limited to:

- Population;
- Human Health;
- Biodiversity;
- Water – Hydrology and Hydrogeology;
- Air Quality;
- Climate;
- Noise and Vibration;
- Landscape and Visual;
- Cultural Heritage;
- Material Assets – Agricultural Properties;
- Material Assets – Non-agricultural properties; and
- Major Accidents / Disasters.

Wintering bird surveys have been carried out within the study area, together with targeted habitat surveys during the option selection phase to inform the option selection process. As the project moves into Phase 3 – Design and Environmental Evaluation, walk-over habitat surveys will be undertaken of the full extent of the preferred route corridor. This will include a comprehensive multi-disciplinary ecological survey programme, including, but not limited to Habitat Surveys; Mammal Surveys (including badger); Otter Surveys, Invasive Alien Species (IAS) surveys; Breeding Bird Surveys; Wintering Bird Surveys; Bat Surveys, including bat roost potential, transect surveys. All surveys will be undertaken under licence where required.

These surveys will inform the design of the greenway as this is developed within the preferred route corridor. Once the design is developed, environmental mitigation measures will be included into the design and form part of the mitigation proposals contained within the Environmental Impact Assessment Report that will have to be implemented should the project receive planning consent from ACP. Mitigation could be in the form of seasonal restrictions to the timing of the construction works. This is common practice for construction projects in environmentally sensitive locations, and it is envisaged that similar restrictions will be required as part of this project.

The Emerging Preferred Route Corridor has been selected that minimises the impact on the receiving environment and disturbance to bird species nesting in lands surrounding the project. As a result of this, the greenway follows the Regional Road corridor for approximately 62% of it's length. This combination of the greenway

immediately adjacent to the regional road will minimise the impacts on species in the adjacent countryside.

The ecological importance of hedgerows and land margins are recognised by the design team. As the alignment of the greenway is developed, the design will seek to minimise impacts on the existing boundary walls and hedges to maintain the connectivity of these features for bird, bats and other mammals that use the hedgerows. It will however not be possible at all locations to maintain the hedgerow network intact, however the team will seek to minimise the loss of existing hedgerow. Where crossing a hedgerow, it may be necessary (subject to environmental surveys) to provide mitigation measures, such as badger underpasses to allow foraging routes to be maintained and not severed by the project.

From the IAS surveys, where invasive species are identified, an invasive species management plan will be prepared and incorporated into the Construction Environmental Management Plan, ensuring that all construction works are planned and executed in a manner that prevents the spread of invasive species through vehicle movements, soil handling, and reinstatement operations.

6.14 Noise

6.14.1 Themes Raised

- A number of submissions raised concerns regarding noise impacts on residential properties adjacent to the greenway, particularly in sections where the route runs in close proximity to dwelling houses and questioned what noise assessment would be carried out and what mitigation measures would be implemented to address noise from greenway users.
- Concerns were raised regarding the impact of noise from a high-capacity greenway on the rural tranquillity of the Cooley Peninsula, with submissions arguing that the distinctive quiet and seclusion of the area would be fundamentally altered by large numbers of cyclists and pedestrians along the route.
- Submissions raised concerns regarding the potential for construction noise to impact on adjacent residential properties and farming operations during the construction phase, including noise from heavy plant, soil stripping operations, and the construction of earthworks and drainage structures.

6.14.2 Response

A greenway carrying non-motorised users' pedestrians and cyclists does not generate noise in the manner of a road or railway. The dominant noise sources on an operational greenway are human conversation; cycle tyres on the sealed surface; and intermittent noise events such as cycling bells, children's voices, and dog barking. These noise sources are characteristically low in level, intermittent in character, and comparable in absolute terms to the ambient noise environment of a rural road or footpath in the same location.

As part of the option selection studies, noise was one of the environmental specialist assessments that was undertaken on the route corridor options. With the EPRC adjacent to the existing regional road for 62% of it's length, this will aid in minimising the noise impacts on the surrounding properties, as the road noise will still be the dominant noise source for receptors. Where the greenway is offline, however this will introduce noise into a quiet rural area and an assessment of operational greenway noise will be carried out as part of the Environmental Impact Assessment during Phase 3.

This assessment will characterise the existing ambient noise along the route using measurements at representative residential receptors, model the predicted noise levels attributable to greenway user activity at peak demand periods, and assess whether the additional noise from greenway users constitutes a significant impact on any receptor.

Where noise is identified as providing an increase in noise levels at receptors, the implementation of noise mitigation measures will be assessed by the noise specialist and mitigation provided where appropriate. The form of this mitigation can vary, from reducing the level of the greenway below ground level, providing earth bunding to screen the greenway from properties, or provide acoustic barriers to the greenway, or a combination of these measures. The final form of the mitigation measures introduced for the greenway will be documented in the Environmental Impact Assessment Report.

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 noise specialist will also assess the impacts of construction noise on residential properties and other receptors. The works will generate noise, however there are a number of mitigation measures that are typically employed during the construction of linear infrastructure, and these can vary across the project depending on the construction activities being undertaken at specific locations. The British Standard BS5228-1 "Code of best practice for noise and vibration control on construction and open sites" shall be implemented on the works. This typically limits the work outside of normal working hours, provide guidance on the selection of quiet working methods, the positioning of plant away from noise sensitive receptors to minimise noise impacts during construction.

Construction noise impacts and mitigation measures will documented in the EIAR and Construction Environmental Management Plan (CEMP) which will be prepared during Phase 3

6.15 Construction Impacts

6.15.1 Concerns Raised

- A number of submissions raised concerns regarding the potential impacts of greenway construction on traffic movement on the Cooley Peninsula road network, noting that the R173 and local roads are already subject to significant congestion during summer months, and that the addition of construction traffic, including heavy plant and delivery vehicles, would significantly worsen conditions for residents, farmers, and businesses.
- Concerns were raised regarding the impact of construction activities on adjacent agricultural operations, including the potential for dust, noise, and vibration from construction plant to disturb livestock and affect crop quality, and the impact of contractor site access on farm access roads and field gateways used for day-to-day farming operations.
- Submissions raised concerns about the potential for greenway construction to affect water quality in local watercourses, wells, and private water supplies, citing historical experience of construction works affecting private water supplies in the area and expressing concern about the adequacy of proposed mitigation measures.
- Questions were raised regarding the duration of the construction programme and the extent of the disruption that would be experienced by local residents, farmers, and businesses during the works, and submissions requested advance notice of construction activities in their area.

6.15.2 Response

The construction impacts of the greenway will be assessed in the Environmental Impact Assessment Report (EIAR), prepared during Phase 3 and submitted as part of the planning application to An Coimisiún Pleanála. The assessment will address construction traffic, dust, noise, vibration, and impacts on water quality and drainage, and will identify appropriate mitigation measures to minimise these impacts on the surrounding environment, population, and economy.

The EIAR will address construction traffic, including the access routes to be able to construct the greenway, considering the material that will need to be imported to construct the project (such a aggregate, fencing, kerbs etc). This will assess the construction impact on the existing road network and determine the impact of the works on the operational effectiveness of the existing road.

The EIAR will also assess the potential impacts of the works on the surrounding environment. Where the greenway is adjacent to the regional road, as traffic management plan will be prepared by the appointed contractor prior to commencing construction works. This plan will identify construction vehicle routes, site access locations, working hours, and traffic management measures to minimise the impact of construction traffic on the local road network, and will be agreed with Louth County Council prior to implementation.

A Construction Environmental Management Plan and a Construction Erosion and Sediment Control Plan will be prepared during Phase 3 and updated by the appointed contractor prior to construction. These plans will specify the mitigation measures to be implemented to protect water quality during construction, including silt fencing, settlement ponds, watercourse monitoring, and strict restrictions on the storage of fuels and potential pollutants in proximity to watercourses and private water supplies.

It is anticipated that the greenway would be constructed over a period of 12 to 18 months if constructed as a single contract. It may be possible that the greenway will be constructed in phases as a series of smaller construction packages to suit available funding. During construction, the contractor will be required to maintain access to all private properties, businesses, and farmyards at all times during the works. Where temporary disruption to access is unavoidable, the contractor will provide advance notice to the affected property owner and will implement alternative access arrangements for the duration of any disruption. The construction programme and sequence of works will be communicated to affected parties in advance of the works commencing.

6.16 Tourism / Economic Impact

6.16.1 Concerns Raised

- A number of submissions raised concerns that the current EPRC, by following the R173 main road for much of its length and passing through working agricultural land and residential areas rather than through the scenic coastal and rural landscape of the Cooley Peninsula, would fail to deliver the distinctive, scenic, and high-quality greenway experience necessary to attract significant tourism spend and generate the wider economic benefits that have been used to justify the project.
- Submissions questioned the economic basis for the project, requesting full details of the demand forecasting model, the predicted annual user numbers and their breakdown by local, domestic, and international visitor, the assumed tourism spend per user, and the cost-benefit analysis that was used to justify the capital investment, arguing that the evidence base for the project's economic benefits had not been adequately presented to the public during the consultation process.
- Several submissions from local business owners, hoteliers, restaurateurs, and tourism operators in the Cooley Peninsula and Carlingford area expressed support for the greenway project, citing the transformative economic impact of comparable greenways elsewhere in Ireland such as the Waterford Greenway, the Great Western Greenway in Mayo, and the Carlingford Lough Greenway as compelling evidence of the potential of a well-designed greenway to generate lasting and significant economic benefits for local communities along the route.
- Concerns were raised by a number of submissions that the greenway would primarily benefit tourists and visitors from outside the peninsula rather than local residents, and that the associated increase in visitor numbers at peak times could further worsen existing congestion, parking availability, and infrastructure

challenges in Carlingford, Gyles Quay, Templetown Beach, and other popular visitor destinations along the route.

6.16.2 Response to Concerns Raised

The option selection studies have concluded that the EPRC corridor was the best performing corridor across all the Transport Appraisal Framework criteria that are required to be assessed. Whilst there would arguably be more scenic options, particularly along the coast, these were ranked down primarily due to the options impact on biodiversity and potential impact on the SAC's and SPA's that follow the coast.

Whilst it may seem that this is less scenic, the whole of the Cooley peninsula is scenic, with the mountains to the north and the coastline to the south and that despite the route following the regional road for 62% of it's length, will still provide a scenic setting for the greenway, albeit not as scenic as other options considered.

The demand analysis has been undertaken for each section of route option and for the overall EPRC. The demand analysis is contained in Section 6.2 of the Option Selection Report, with the economic assessment of the EPRC contained in Section 12.5.2 of the Option Selection Report. The Option Selection Report has now been published on the project website.

The EPRC considers that there will be between 430 to 969 pedestrians and 325 to 720 cyclists per day using the greenway. Not all users will use the full extent of the 30km of greenway, as such demand will be lower in some locations and higher at other more popular locations.

This is considered in conjunction with the cost of the project, which including all cost headings and risk contingency is expected to be approximately €59.2m. The demand forecasting and costs are used as inputs to the TII Tool for Economic appraisal of Active Modes (TEAM Tool).

The output of the TEAM tool indicates that the project will deliver an economic return on investment, with a benefit cost ratio (BCR) of 1.26. This indicates that for every €1 spent, the state will recoup €1.26. The breakdown of the benefits shows that 77% of the benefits accruing to the project are as a result of the improvement in health of the population, with 3% due to the increased visitor spend by international tourists.

The economic evidence from established Irish greenways is compelling and has been independently verified by Fáilte Ireland and by academic research. The Great Western Greenway in County Mayo, which opened in 2011, generates an estimated €12 to €15 million in annual visitor expenditure in the local economy, and the proportion of that expenditure attributable to non-local visitors has grown steadily since opening. The Waterford Greenway, which opened in 2017 along the former Waterford-Dungarvan railway line, generated approximately €34 million in visitor expenditure in the local economy in 2022 according to a KPMG economic impact study commissioned by Waterford City and County Council.

The design team acknowledges the concern raised that the economic benefits will primarily accrue to tourists and visitors rather than to the permanent resident population. The evidence from comparable greenways, however, indicates that the economic impact is broadly distributed across local businesses, accommodation providers, food and drink outlets, and transport services, and that local residents benefit from the greenway both directly (as users of the facility) and indirectly (through improved economic activity in local businesses and through the amenity value of the facility).

Parking surveys were undertaken in 2025 either side (and including) the August bank holiday weekend at locations throughout the Cooley peninsula to understand the current parking issues and extent of parking on the road network outside of the defined car-parks. As the design is developed in Phase 3, trail heads will form part of that development. The location of the trail heads will be informed by the parking surveys

and the anecdotal evidence provided by members of the public during the consultation events to ensure that the trail heads do not exacerbate any existing parking issues and try to alleviate the parking problems currently experienced. The advantage of the greenway, particularly for the Templetown Link is that this will provide users with an alternative way of accessing the beach without being reliant on private vehicles. It is not envisaged at this stage that Templetown beach carpark will be a trail head, as it is more likely that people will park at a trail head location elsewhere and have Templetown beach as the destination, rather than a starting point of a greenway journey.

6.17 Maintenance

6.17.1 Concerns Raised

- Multiple submissions cited the poor maintenance standard of the existing Carlingford to Omeath Greenway as direct evidence of what the new greenway would become if built, noting that it is often overgrown, has broken glass, is littered, and in some places has only one metre of usable width rather than the specified three metres due to vegetation encroachment on both sides.
- Submissions questioned who is responsible for the upkeep and cleanliness of the greenway, including litter collection, dog waste removal, vegetation management, and repairs to surface defects and boundary fencing.
- Several submissions questioned the maintenance standard that would be applied to any vegetation planting alongside the greenway, citing concerns about overgrowth obstructing sightlines and providing concealment.
- Questions were raised regarding whether the maintenance costs of the greenway had been assessed whether LCC's annual revenue budget was sufficient to fund an adequate maintenance regime, and what would happen to the greenway if maintenance funding was reduced in future years.
- Concerns were raised regarding winter maintenance of the greenway surface, including gritting and snow clearance in icy conditions, and the safety implications of an ungritted greenway in winter on sections close to roads.
- Submissions noted that posts for boundary fencing needed to be cement rather than wooden to withstand contact with cattle and other livestock and questioned who would be responsible for maintaining fencing in good condition once the greenway was open.

6.17.2 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, tress 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.

Louth County Council will be responsible for the maintenance of the completed greenway. This will include the greenway surface, drainage, signage, trail heads, access controls, fencing and other infrastructure forming part of the completed project. The project team notes the concerns raised regarding the condition of existing greenway infrastructure, including the Carlingford to Omeath Greenway. The objective for this project will be to provide a clearly defined maintenance regime from the outset

so that issues such as vegetation encroachment, litter, broken glass, surface defects and damaged fencing are identified and addressed in a timely manner.

Louth County Council will be responsible for the maintenance of the greenway and as such this will fall within the Council's annual revenue budget to fund the ongoing maintenance and upkeep of the greenway. As TII has taken over the implementation and management of greenways throughout the country, it is expected that TII will make additional funding available to local authorities for the maintenance of these projects going forward, however this has not been confirmed at this time.

Fencing will be proposed as the standard TII timber post and tension mesh fencing, which is the standard fencing type for all greenways and national road projects throughout the country. Fencing however will be agreed with the individual landowners to ensure that the fencing being provided is suitable for the farming operations being undertaken in the adjacent lands.

The responsibility for the long-term maintenance of boundary fencing installed as part of the greenway will be by Louth County Council or its appointed maintenance contractor. The maintenance plan will include an inspection regime for fencing and gates, and a process for landowners to report damage or defects. Where fencing is damaged by vandalism, weather events, greenway users or other third parties, the Council will arrange for repair.

6.18 Facilities

6.18.1 Themes Raised

- Submissions questioned how many car parks would be provided, where they would be located, and how greenway-related parking would be managed on local roads, business forecourts, and residential areas. One business operator at Monksland called for 500 or more spaces.
- Multiple submissions raised the need for adequate public toilet facilities at trail heads and along the route, citing the absence of toilet provision on the Carlingford to Omeath Greenway as a deficiency not to be replicated.
- Requests were made for seating and rest areas at regular intervals to serve older users, families with young children, and people with reduced mobility.
- Submissions raised queries regarding lighting proposals for the greenway, particularly in the context of personal safety for women using the greenway during winter months and requested that trail heads and key sections near residential areas be lit during hours of darkness.
- Submissions requested that the greenway be directly accessible from Dundalk without requiring users to drive to a trail head.
- Questions were raised about the management of e-scooters and other personal powered light mobility devices on the greenway.
- Multiple submissions requested clear kilometre markers and wayfinding signage along the full route.
- Requests were made for the provision of bike repair stations, water points, benches, and picnic facilities at suitable intervals along the route, along with CCTV coverage at trail heads and rest areas

6.18.2 Response

Trail heads will be provided as part of the greenway. The size and location of the trail heads will be determined in Phase 3 – Design & Environmental Evaluation. Parking surveys referenced earlier in this report were undertaken in 2025 to ascertain the extent of the current parking issues at weekends/bank holidays during the summer months. With this information, together with the demand analysis that has been undertaken, this will aid in determining the size and location of the trail heads. The aim of the trail heads will be to provide sufficient capacity to accommodate the greenway users and where possible to alleviate congestion from the surrounding areas

and to ensure that they are of sufficient size to avoid overspill into local roads and surrounding areas.

The Department of Transport "Greenways and Cycle Routes Ancillary Infrastructure Guidelines" and TII Standard DN-GEO-03047 both provide guidance as to 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 public road network.

The trail heads will likely include toilets, bins, parking and seating. It is envisaged that the trail head would be illuminated, however this will have to be determined in consultation with the environmental specialists.

With regard to toilet facilities on the greenway, the TII guidance is for toilets to be provided at 15km intervals, with them to be co-located at trail heads where possible to ensure access for maintenance of the facilities.

The greenway, in accordance with the above mentioned guidance/standards will be provided with rest areas and seating at approximately 2km intervals along the route. This will incorporate refuse facilities, cycle parking, picnic tables and information boards. Bicycle repair stations will also be provided as part of the rest areas at intervals of approximately 15km.

Greenways are deemed a leisure facility and are not typically illuminated during the hours of darkness, however as the EPRC is adjacent to the regional road for significant sections, it is possible that these areas and where there is existing lighting (such as in the villages along the route) that lighting will be provided in those locations. The type, extent and location of the lighting will be developed in Phase 3.

The greenway has been developed from the Tain Bridge. LCC are progressing active travel schemes within Dundalk enhancing connectivity for people via active modes of transport. Most recently the R215 Tain Bridge to Xerox project has been granted planning permission and funding is being sought from the NTA to progress that project and the R132 Xerox to Cocklehill active travel scheme is out for Part 8 planning. These and other projects are likely to be implemented in advance of the greenway construction and as such will provide connectivity for residents of Dundalk to the new greenway.

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.

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".

Directional signage, in conjunction with marker posts and tourism signage will be provided as part of the project development. The exact form of the signage will be developed in Phase 3 and subject to TII approval. The directional signage will direct people to the greenway, providing continuous wayfinding along the route, with the tourism signage directing greenway users to local amenities and attractions along the route.

6.19 Flooding / Erosion / Drainage

6.19.1 Concerns Raised

- A number of submissions raised concerns about the flood risk along the EPRC, with several submissions noting that specific sections of the corridor have a documented history of flooding. A number of landowners stated that parts of their landholding within the EPRC boundary had flooded in the weeks immediately prior to the PC3 consultation period and questioned whether the design team was aware of these flood events and had assessed the implications for the proposed greenway alignment.
- Questions were raised about whether a flood risk assessment had been carried out as part of the option selection process and whether the EPRC had been developed to avoid areas at risk of flooding. Some submissions queried specifically whether sections of the EPRC in proximity to the coast or low-lying ground had been assessed against OPW CFRAMS flood mapping.
- Several submissions raised concerns that construction works along the EPRC could worsen existing flooding and drainage conditions on their properties by disturbing field drainage systems, blocking natural drainage channels, and compacting the ground. One submission noted a specific concern that construction of a pathway on the former railway line at their property would obstruct a natural drainage path from the mountain slopes, potentially causing upstream waterlogging of agricultural land.
- Coastal erosion was raised as a significant concern by a number of submissions, particularly in relation to sections of the EPRC that approach or pass in proximity to the shoreline. Submissions referenced the Ballagan Shore area as a location where active coastal erosion is occurring and worsening and questioned whether OPW coastal monitoring data had been consulted in developing the EPRC. Some submissions suggested that the greenway project presented an opportunity to address coastal erosion as part of the infrastructure works rather than routing inland through private farmland.
- Several submissions raised the issue of flood risk insurance, noting that they have been unable to obtain flood risk cover for their properties and that any ground-disturbing works associated with the greenway could aggravate the flood risk assessment for their property, potentially affecting insurance availability and property value.

6.19.2 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 are detailed in the Feasibility Report. The potential impacts of feasible route corridor options on flood risk and their susceptibility to flooding was assessed as part of the option selection process.

The OPW guidance, *The Planning System and Flood Risk Management – Guidelines for Planning Authorities* identifies different locations of potential flooding for different classes of Infrastructure. This requires a three stage approach to flood risk assessments, namely:

- Stage 1 – Flood Risk Identification;
- Stage 2 – Initial Flood Risk Assessment; and
- Stage 3 – Detailed Flood Risk Assessment.

The appraisal of the options as part of the option selection process fulfils the requirements of the Stage 1 flood risk identification. As the project progresses into Phase 3, a Stage 2 initial flood risk assessment will be undertaken and if necessary a detailed flood risk assessment. The design of the greenway in areas of flooding will incorporate appropriate measures to ensure that the greenway does not exacerbate existing flood risk to lands surrounding the greenway.

Whilst the design team are aware of a number of significant flood events throughout the study area, we will take on board the submissions which indicate locations of recent flooding and add those into our flood records for the project as we develop the design going forward in Phase 3.

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 stage 2 and possibly a stage 3 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 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.

Where the route is adjacent to the carriageway, it is anticipated that the drainage of the road (where it is being narrowed) will require new gullies and pipe network to convey the water to a suitable outfall location. In these areas, it is likely that the greenway drainage will be incorporated into the carriageway drainage. Where the greenway is offline of the existing road network, the greenway will have it's own drainage system incorporating a combination of drainage ditches/swales or drainage pipes to convey the surface water runoff to an appropriate outfall location. 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. 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.

The project is largely remote from the coastline, as such is not envisaged to require any specific coastal protection for either flood risk or erosion. The option selection studies did include for options along the coast, including at Ballagan, however the environmental impacts of these options resulted in other options being taken forward to form the Emerging Preferred Route Corridor.

Submissions concerned about the impact of the greenway on their flood risk insurance position are encouraged to engage with the project liaison officer. The design team is committed to ensuring that the Phase 3 flood risk assessment and drainage design demonstrate that the greenway will not adversely affect the flood risk profile of any adjacent property. The Phase 3 Environmental Impact Assessment Report will include a dedicated hydrology and hydrogeology chapter documenting the assessment of flood risk and drainage impacts and the mitigation measures incorporated into the design.

6.20 Insurance - Liability

6.20.1 Concerns Raised

- Landowners within the EPRC raised concerns regarding their liability for accidents or injuries sustained by greenway users on or adjacent to their land, questioning whether the formal indemnity provided by Louth County Council under the Code of Best Practice is fully comprehensive and whether landowners would be at risk of legal action in the event of an incident on the greenway corridor.
- Submissions raised concerns regarding the liability position where dogs kept on adjacent farms escape onto the greenway, or where livestock escape through damaged boundary fencing and injure a greenway user, and sought clarity on how liability would be attributed in such circumstances and whether the landowner's indemnity would cover these scenarios.
- Questions were raised regarding the insurance position of landowners who use farm crossing points across the greenway, questioning whether the use of these crossings by the landowner, their family, and their contractors would be covered by the Council's public liability insurance or whether the landowner's own farm insurance policy would need to be extended.
- Submissions requested confirmation that Louth County Council holds adequate public liability insurance to cover all foreseeable accidents and incidents on the greenway from the date of construction commencement and questioned whether this cover extends to the construction phase.
- A submission raised concern about liability if an animal chokes on litter or other materials left on the greenway by users, questioning who would be responsible for compensating the landowner for the loss of livestock arising from items discarded by greenway users onto adjacent farmland.
- One submission noted that landowners on another greenway they had spoken to had experienced significant difficulties with the Council's indemnity process following an incident on their land and expressed concern that the indemnity commitment in the Code of Best Practice does not translate into prompt or adequate compensation in practice.

6.20.2 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.

Where fencing is damaged, allowing livestock / animals to escape from the surrounding farms, provided that the damage to the fencing is not as a result of negligence by the landowner, then the landowner will be indemnified by Louth County Council for any injuries that arise as a result. It is Louth County Council's responsibility to maintain the greenway, including the fencing, litter collection and general maintenance of the greenway, as such if any injuries, or this causes an impact on farming enterprises (such as cattle eating litter), then this would be covered by the insurance held by Louth County Council.

The use of the crossings of the greenway by landowners, including by agricultural machinery, livestock etc would be covered by Louth County Council's public liability policy, subject to there being no negligence on the part of the landowner when using the crossing.

It is confirmed that Louth County Council hold adequate public liability insurance to cover any compensation claims that may arise from the implementation of the greenway. Whilst we cannot comment on the compensation paid to farmers on other greenways, the payments will be prompt when the quantum of the payment is agreed between all parties, however where there is not agreement on the amount of compensation, this can delay payment.

7. SECTION SPECIFIC ISSUES AND PROPOSED DEVIATIONS

This chapter addresses specific concerns and issues raised during Public Consultation No. 3 that are specific to individual sections of the Emerging Preferred Route Corridor (EPRC). It is structured by section, running from the western end of the scheme on the periphery of Dundalk to Carlingford at the eastern end of the project.

Where submissions identified specific design issues, conflicts with existing infrastructure, land title complications, environmental constraints, or requests for corridor deviations, these have been logged in the by the project team and are addressed in this chapter. At the end of this chapter in Section 7.7, are possible corridor options that were suggested in submissions and/or at meetings with landowners that required further consideration by the design team.

The EPRC is a corridor of approximately 50 metres in width. No design has been developed within the corridor at this stage and the alignment within the corridor will be developed in the next phase of the project. The responses in this chapter set out how each issue will be addressed during Phase 3 - Design and Environmental Evaluation. Issues that are more overarching in nature have been addressed in the thematic responses in Chapter 6.

The corridor was divided into following sections:

- Dundalk to Bellurgan;
- Bellurgan to Lordship;
- Lordship to Grange;
- Grange to R176 (Carlingford - Greenore Junction);
- Carlingford to Greenore and;
- Templetown link:

7.1 Dundalk to Bellurgan

7.1.1 Section Description and Context

This section covers the northern end of the EPRC, running from Dundalk eastwards through the townlands of Marsh North, Dowdallshill, Redcow, Navan, Aghaboys, Ballymascanlan and Bellurgan. The corridor broadly follows the R215 and R173 for much of its length, where traffic volumes reach approximately 15,000 vehicles per day.

The R173 is a wide carriageway with hardshoulders and wide verges in the western portion, before becoming more constrained through approaching Bellurgan, with a narrow road cross section and narrow footpath on the northern side of the road. Properties are located on the southern side of the R173 throughout, with woodland and less dense residential and commercial properties on the northern side.

7.1.2 Railway Corridor Alignment

A number of submissions expressed disappointment that the EPRC does not more closely follow the disused Dundalk-Greenore railway bed throughout the western portion of the study area. Several noted that the railway bed offers a natural, off-road, well-graded alignment ideally suited to greenway development, and that sections adjacent to the R173 produce a route that is less attractive, less safe, and less distinctly a greenway in the recreational sense.

An option to follow the railway from Tain Bridge at the tie-in of the scheme on the R215 was developed at Phase 1 (Route Option A1) and discounted as part of the feasibility study. Whilst is it acknowledged that this would provide a high quality greenway, fully segregated from traffic, the section of the route that crosses the Flurry estuary was not deemed feasible due to the direct impact on the qualifying interests of the Special Area of Conservation, in particular during the construction of the bridge over the estuary. In addition, the cost of providing a 380m bridge crossing of the estuary was prohibitively expensive.

7.1.3 Bellurgan Strait - HGV Safety and Physical Separation

The Bellurgan Strait section of the R173 was identified in multiple submissions as the single most dangerous section of the proposed route. The road at this location is characterised by a narrow carriageway, minimal verge, significant vehicle speeds, and high traffic volumes. Submissions specifically called for a physical barrier or dedicated off-carriageway surface rather than a shared or lightly demarcated facility.

It is recognised by the design team that the Bellurgan straight promotes high vehicle speeds and is currently subject to a 100km/h speed restriction. The Bellurgan straight is characterised as being narrow, with a narrow footpath immediately adjacent to the carriageway. It is anticipated that the road corridor will require widening to accommodate the greenway, however at this stage, it is too early to say which side of the carriageway the greenway would be developed. It could be possible on either side and even if it were developed on the south side, to minimise impacts on properties, it could be that the road is push northwards to provide the space to accommodate the greenway on the south side of the road.

As highlighted in Chapter 6, the greenway will be segregated from the carriageway with a separation zone in accordance with TII Standards. The separation zone is typically 2.0m in width where within a 100km/h speed restricted zone and 1.5m where the speed restriction is 80km/h or less. The separation zone will accommodate passive safe street furniture, such as signs, marker posts and may include safety barrier, with the separation zone widened where necessary. The design team will further assess in Phase 3 whether there should be some form of physical separation to provide greater security for vulnerable road users from traffic.

The corridors have undergone a Stage F road safety audit by independent experts and as the design is developed, will undergo a more rigorous Stage 1 Road Safety Audit. Following planning as the design is further refined for construction, the design will undergo a Stage 2 Road Safety Audit and prior to opening, following construction a Stage 3 Road Safety Audit to ensure that the design developed is safe, the details correct and that construction didn't lead to any potential safety issues.

7.1.4 Routing the Greenway on the Northern Side of R173

One submission proposed routing the greenway on the northern side of the R173 from the Ballymascanlan roundabout to Lordship, rather than the southern side shown in the EPRC. The submission argued this would provide a more attractive experience with less direct exposure to road traffic and less disruption to the cluster of residential properties on the southern side and mentioned the possible use of the old Ballymascanlan bridge.

The EPRC encompasses both sides of the R173 throughout this section, however the suggestion has been taken on board by the design team and will be considered as part of the design development in the next phase. As the design is developed, the alignment of the greenway (whether north or south of the R173) will be assessed in terms of impacts on the environment and property, whilst also considering engineering and topographic constraints to the implementation of an option. The option which has the overall lowest impact will be progressed in consultation with landowners.

7.2 Bellurgan to Lordship

7.2.1 Section Description and Context

This section covers the corridor from Bellurgan through the narrow coastal passage of the R173 east towards Lordship, passing through the townlands of Bellurgan, Rockmarshall, Annaloughan and Rampark.

The R173 through this section is subject to an urban speed restriction in Bellurgan of 50km/h, before increasing to 100km/h. The R173 widens east of Bellurgan village once past the L3084 side road, with hardshoulders and wide verges including a footpath facility in the northern verge.

There is a major junction with the R174, which connects on the northern side of the R173 and provides deceleration lane and right turning facilities on the R173. The road continues with the wide cross section before reducing in width as it approaches the urban environment of Lordship.

7.2.2 Bellurgan Area - Business Premises Trail Head and Parking Query

A local business operator in the Bellurgan area raised queries about the proximity of the greenway to their business premises, whether a trail head or access point is planned in the vicinity, and what measures will be taken to prevent unmanaged parking on private land by greenway users. Road safety concerns about the interaction between greenway users and vehicle movements at entrances to businesses were also raised.

The EPRC passes through Bellurgan village. The design team are conscious that there is a Safe Routes To School (SRTS) project currently under construction within Bellurgan and would seek to tie-in to that infrastructure and incorporate that within the project, rather than constructing additional infrastructure fulfilling the same purpose. The SRTS uses very similar design standards as greenway projects, therefore the proposals being implemented should be broadly compatible with the greenway project.

As indicated in Section 6, the trail head locations have not yet been identified and these will be identified in Phase 3, in consultation with landowners and affected businesses in the vicinity. The location of the trail heads will be carefully selected to ensure that there is not an impact on the businesses and their operation in Bellurgan.

7.2.3 Railway Village, Rampark, Jenkinstown

The EPRC passes through the communal open green space at the centre of the Railway Village residential estate at Rampark, Jenkinstown, jointly owned by a number of households and managed by a residents' management company. Multiple objections were received from residents and the Management Company, citing the private ownership of the amenity space, the privacy impact on rear gardens, security risks, and construction-phase disruption. One submission noted the route would require removal of established boundary fencing, mature shrubs, and a sentimental tree, and would pass through children's play space in a private garden. Another submission identified a specific design concern where the corridor appears to cut diagonally through a field rather than following the existing railway boundary wall, which would divide the field and restrict access to the upper portion of land.

There are a number of potential options for the greenway through the greenspace, most notably whether the greenway is at-grade (follows existing ground level), with an at-grade crossing of the access road, or whether the greenway is in a cutting, with an underpass provided under the access road to the estate. A reduced level greenway would reduce the noise and visual impacts of the greenway on the estate, however this would require greater land acquisition from the greenspace to accommodate the earthworks for the greenway. This option would also provide greater security and access to the greenway more actively managed by the design team.

It should be noted that the design through the greenspace at Railway Village has not been determined at this stage of the project development and will only be developed in Phase 3. As the design is developed, the design team will engage with residents and the management company to refine the design to address concerns raised.

7.2.4 Drainage Obstruction on Old Railway Line

A submission from Rockmarshall noted that construction of any pathway on the old railway line at that location would obstruct a natural drainage path from the mountain slopes, potentially causing upstream waterlogging. A security concern about the greenway passing to the rear of the property was also raised.

At Phase 3, we will undertake a detailed assessment of all watercourses and provide appropriately sized culverts or bridges to cross the watercourses. This assessment

will consider the whole of the catchment, including the mountains, taking into account the gradient of the watercourse to ensure that the culvert is appropriately sized. All watercourse crossings will be subject to OPW approval (Section 50 Approval) and require that a minimum of 300mm spare capacity (known as freeboard) is provided to the 1 in 100 year flood event, including an allowance for the potential impacts of climate change.

Where the greenway passes the property, the design team will work in consultation with the landowner/property owner to develop appropriate screening and boundary treatments for the property to minimise the impact as far as possible on the property.

7.2.5 Rockmarshall, Jenkinstown - Livestock Gate Liability

Submissions from Rockmarshall raised a specific livestock liability question: if a greenway user leaves a farm crossing gate open and livestock subsequently injure a person, who bears legal liability? The submissions noted the Code of Best Practice does not address this scenario clearly enough.

Farm crossing gates on both sides of the greenway will be fitted with self-closing mechanisms and lockable latches operable only by the landowner and authorised contractors. Clear signage at every farm crossing will instruct users to close and secure gates and that the land is private property and access to users of the greenway is not permitted. As set out in Section 6 of this report, LCC's indemnity of landowners covers all claims arising from greenway operations on the landowner's land, other than those arising from the landowner's own negligence. A gate left open by a greenway user, and not by the landowner, would therefore be covered by LCC's indemnification.

7.3 Lordship to Grange

7.3.1 Section Description and Context

This section extends from the Lordship area east of Railway Village, broadly following the line of the old railway before rejoining the R173 at Mountbagnall near Newtown Graveyard then following the line of the R173 to the cross-roads at Grange. The greenway passes through the townlands of Rampark, Piedmont, Mountbagnall, Castletowncooley (Riverstown), Castlecarragh, Earls Quarter, Rathcor, Rath lower and Monksland.

The railway corridor is intact in a number of locations for short sections, however the majority of the railway has now been incorporated into landholdings and in some instances has properties constructed on the line of the railway. The R173 also follows the line of the railway east of the Bush, where the junction with the R173 forms a junction with the R175, with the R173 a left turn to access Carlingford in a mor direct route, and the R175 continuing straight on towards Greenore.

The R173/R175 is narrow in a number of locations through this section, in particular through Riverstown where the route passes to the south of Cooley Distillery and at St. Andrews Church at the Bush. The R173 widens approaching Grange and has hard shoulders and verges.

7.3.2 Gyles Quay Station Halt

Concerns were raised about the greenway severing a historically significant station building in the Lordship area from the remainder of an associated farm, and the appropriate treatment of this heritage structure within the greenway design.

The design team have a specialist cultural heritage expert as part of the team. As the design is developed, the Gyles Quay station halt will be assessed and design developed by our cultural heritage expert to sympathetically integrate the halt into the design allowing users of the greenway to understand the heritage of the Cooley peninsula. As the design is developed in Phase 3, the team will develop the design in consultation with affected landowners to minimise severance and impact on farming operations as far as possible.

7.3.3 Railway Bridge, Rampark

A residential bungalow is situated on the disused railway line at the point where it crosses over the local road at Rampark on a railway bridge. A specific concern was raised that the use of the bridge as part of the greenway alignment would result in the greenway passing at an elevated position directly overlooking the garden of a property, causing severe privacy loss.

At this location, the impact on the property is recognised if the greenway were to utilise the existing bridge. Whilst it would be preferable to use the bridge, the impacts on the surrounding properties would be significant and therefore as the design is developed in Phase 3, the design team will look to deviate from the old railway to cross the L7078 at-grade to minimise the impacts to the property. Once east of the L7078, we will work with the landowner to develop screening proposals to further mitigate the impacts on the properties in that area.

7.3.4 Collision History at Riverstown

A submission from the Riverstown R173 corridor noted that road traffic collisions on this stretch occur with concerning regularity, and expressed concern that adding greenway users without a fundamental redesign of the cross-section would increase rather than reduce overall risk.

The Road Safety Authority indicates that there have been three collisions between 2016 and 2024 at Riverstown, with two located at the junction with the L7080. Two of these collisions have resulted in serious injury, with one collision resulting in minor injury. Older RSA data indicates that there were a further 13 collisions between 1996 and 2016, showing a clear historic trend for collisions at this location.

The design through this section will be conscious of the collision history and the constraints, in particular property constraints, through this area and will be developed as a whole safety improvement for the road and greenway and not just consist of adding a greenway to the side of the road.

7.3.5 Flood Risk in Riverstown

Submissions highlighted the flooding of the Castletown River and that this impacted on the old Riverstown Bridge resulting in part of the structure being washed away.

As part of the option selection process, OPW Catchment Flood Risk Assessment and Management (CFRAM) and National Indicative Fluvial mapping were used in the assessment of the options. The design team are aware of the historic flooding an impact on the bridge at this location.

The greenway alignment as it is developed in Phase 3, will be designed to ensure that there is no constriction to the flow should a new bridge crossing of the river be required. Any new bridge crossing will be designed to meet the OPW requirements for Section 50 approval, including provision of spare capacity (freeboard) and an allowance for climate change.

7.3.6 Driveway Access Safety

A property at Castlecarragh, Riverstown raised a specific road safety concern regarding the driveway from their property which exits directly onto the R173 at a point where oncoming traffic from the Dundalk direction is not visible until the vehicle is committed to the junction. The submission noted this situation would be significantly compounded by the addition of greenway users in the road margin at the same point.

As the design is developed in Phase 3, a key consideration will be to ensuring that visibility is provided to all driveway accesses. This includes visibility to the greenway, such that approaching pedestrians and cyclists can be seen before pulling onto the greenway and then appropriate visibility to the road itself. The visibility required is 35m either side of the access to the outer edge of the greenway, with visibility to the road

dependent on the speed of the road. If the road is retained at 100km/h speed restriction, this will be 215m.

The provision of the greenway adjacent to the road if on the same side as the access should significantly improve visibility for determining whether it is safe to pull out onto the R173.

7.3.7 Dangerous Bend and Structural Constraint

Submissions from Castlecarragh, Riverstown identified a dangerous bend adjacent to a mill-race river crossing where the road narrows significantly and a culvert under the road presents a structural constraint on any carriageway widening works. Submissions provided annotated aerial maps illustrating the bend and its relationship to the EPRC corridor.

As stated in response to the earlier submission regarding the collision history at Riverstown, the design will be developed in this location as a wholescale safety improvement for road traffic and the greenway. This will provide a significant improvement for the safety of all road users and residents in the area. The design team area aware of the potential constraints associated with the culvert for the Mill Race and this constraint may require modification as part of the overall design at this location.

If any modification to the structure is required, this will require OPW Section 50 consent to ensure that the culvert is appropriately sized for the flows within the mill race.

7.3.8 Badger Setts at Castlecarragh

A submission from Castlecarragh confirmed the presence of protected badger setts on land within the EPRC corridor. The submission noted that the Department of Agriculture must be notified before any works in proximity to the setts and raised concern about the greenway route passing between the sett and the associated foraging habitat.

Part of the Phase 3 design development will also include multi-disciplinary walk-over surveys of the project which will identify any protected habitats and species on the route of the greenway. Where badger setts are identified, depending on the location, it may be possible to re-route the greenway alignment to avoid impacts, or mitigation measures may be integrated into the design, such as badger underpasses, to ensure connectivity of setts to their foraging areas. If a sett is directly impacted and it is not possible to realign the greenway, it may be necessary to provide a new sett where it is not impacted by the route. No construction works will commence in proximity to an active sett without the required licences.

7.3.9 Ballaverty Quarry, Riverstown

A submission indicated that EPRC corridor passes through land associated with a working quarry and objected on security and safety grounds.

The EPRC corridor is a 50m wide corridor at this location and does not represent the final width of the greenway, which will be between 6m and 8m in width. It is not anticipated that the greenway will directly impact the quarry, however the landownership for the quarry extends to the centre of the R173, as such even if the greenway is within the existing road boundary, it will require land acquisition (Roadbed acquisition).

As the design is developed in Phase 3, the design team will engage with the quarry to optimise the alignment and ensure that the accesses and junctions are developed that will facilitate any special requirements for the quarry.

7.3.10 Land Title Conflict on Old Railway Line

A landowner at Mountbagnal confirmed they hold Title Absolute on part of the former railway. Concerns were raised about the position of the route at this location relative to the roadbed. Written confirmation of the intended route position was requested.

The project team confirm that the landownership details received from Tailte Eireann indicate the title transfer of the former disused railway land. At the location where the EPRC re-joins the R173, it is anticipated that the greenway will be within the existing road boundary, as there are hardshoulders on both sides of the road and wide verges that will allow re-allocation of road space to accommodate the greenway on one side. At this stage, we do not know which side of the road the greenway would be located and land may be required to provide a grade separated crossing of the R173 should one be required at this location.

7.4 Grange to R176

7.4.1 Section Description and Context

This section covers the EPRC from Grange eastwards to its intersection with the R176 south of Carlingford. The EPRC broadly follows the line of the disused railway and passes through the townlands of Monksland, Liberties of Carlingford and Mullatee, passing behind Cooley Kickhams GAA Club.

7.4.2 Cooley Kickhams GAA Club

A submission identified two specific concerns for this section. First, that the EPRC at Cooley Kickhams cuts through agricultural land along the main road in a manner that is very disruptive to the club's landholding and operations and second, that the route at Lordship should be examined for movement closer to the shoreline, with the OPW being formally engaged in relation to the major coastal erosion documented at this location. The submission also requested that the greenway project team consider whether any coastal protection works could be incorporated into the greenway construction programme as a joint project.

The EPRC seeks to avoid direct impacts on the GAA club, having been routed around the club. As the design is developed, it is expected that it will avoid direct impacts on the club. However, the design team will engage directly with Cooley Kickhams GAA Club during Phase 3 regarding the development alignment in the vicinity of the club's facilities and agricultural landholding. We will seek to develop the alignment such that it maintains full access to the grounds and does not materially impact the club's operations.

Regarding the coastal option past Lordship, this was one of the routes considered as part of the option selection studies (Option B4) and was discounted largely on environmental grounds. Whilst the design team can see the benefit of integrating the two projects to provide a single comprehensive solution that provides coastal protection and the greenway, however this would significantly increase the ecological impact and costs, making the option perform worse than the option already considered.

7.4.3 Proximity to Residential Frontage

A submission highlighted that the EPRC corridor passes directly in front of their home at such close proximity that greenway users would be able to see through the front windows.

The EPRC currently encompasses a high proportion of residential property owners that will ultimately not be impacted by the proposed development. At this stage it is not possible to determine what the impacts will be on individual properties until the design has been developed. As the design is developed, we will be seeking consultation with individual land and property owners along the route to see if any improvements to the design can be made that will minimise the impacts. Where there is an impact, mitigation measures will be developed in consultation with the landowner and relevant noise, landscape and visual specialists in particular to develop a solution that will minimise the impacts as far as possible.

7.4.4 Grange Crossroads

The junction at Grange on the R175 was specifically identified as one of the most complex and potentially hazardous junctions on the entire route. Five roads converge at this point routes to Greenore Port, Grange village, Monksland National School, Templetown Beach, and the main R175 creating a junction geometry that is already difficult for motor vehicles and presents significant safety challenges for a greenway crossing.

The junction at Grange, will be challenging, in particular with the Templetown Link to the south and the commencement of the offline section of greenway to the north. There will therefore be a requirement for a road crossing of the R175 in the vicinity of the junction. The exact form of the crossing has not yet been developed, however grade separated crossings are recommended for roads with a speed restriction of 100km/h. It is therefore expected that a grade separated crossing will be provided, however whether this is a bridge over the R175 or an underpass has not been determined at this stage of development.

As the greenway is developed, the design team will see what improvements to the road could be implemented to improve the junction to improve safety for all road users, including the greenway users.

7.4.5 Traffic Management and Parking

Submissions from the Grange area raised concerns about the traffic management and parking implications of the greenway junction at Grange. Submissions noted that the existing road network in and around Grange village is already experiencing congestion and inappropriate parking during peak summer periods, and questioned how the additional vehicle movements generated by greenway users accessing the route at the Grange crossroads would be managed. One submission specifically asked whether the greenway would take up space currently used for vehicle parking in the area, and whether the design has adequately considered the traffic implications of the Grange crossroads becoming a major active travel access point.

Trail head locations will be identified and assessed to determine the optimal location, based on the demand analysis and the results of the parking survey undertaken in 2025. The parking facilities will seek to provide sufficient parking for the expected greenway demand and will also try to alleviate the current parking issues in the vicinity. The exact location of the trail heads will be determined in Phase 3, however it is not anticipated that the greenway or the trail heads will be located in existing parking facilities.

7.4.6 Bush Post Primary School - School Commuting Safety

Submissions were received from students at Bush Post Primary School providing direct feedback on whether they would use the greenway for school commuting. A fifteen-year-old student stated they would not, citing personal safety concerns and practical barriers. Another student reported that in a class of twenty-four, no pupil indicated they would use the greenway to commute to school. Another submission argued the project is unnecessary and that funds would be better spent on coastal road improvements and traffic safety measures at the Bush School.

The greenway will be designed to be a safe facility, suitable for all users of all abilities, as such whilst the feedback from the students is noted, the proximity of the greenway to the school will provide a significant benefit to residents in the area, for the first time providing a safe route to access the school by non-motorised means.

Whilst the point is noted that other roads in the area could be improved / repaired, the greenway is being developed by TII, through funding allocated to TII at government level. This funding is for a greenway and it is not within Louth County Councils gift to reallocate the funding provided to other projects in the region.

7.4.7 Coastal Alignment Alternative Request

Several submissions in this section argued that the corridor passes through prime agricultural land and that a coastal or shoreline route would be preferable.

The Option Selection Report documents the routes corridors considered, which included a coastal option. This option was not taken forward primarily due to the potential environmental impacts on the EU designated Natura 2000 sites (the SAC's & SPA's).

The EPRC current represents a wide 50m corridor and as the design is developed in Phase 3, this will reduce to between 6m and 8m. As the design is developed in Phase 3, the design team will seek to minimise the impact on all landowners, and will work with landowners to minimise the impact on their holding and farming operation as far as possible.

7.5 Carlingford to Greenore

7.5.1 Section Description and Context

This section covers the corridor from Carlingford on the R176 south to the junction between the R176 and R175 and the R175 from this junction to Greenore. The route passes through the townlands of Liberties of Carlingford, Mullatee, Millgrange and Greenore. The EPRC corridor follows the regional road network throughout this section.

The R176 is characterised by it's high speed nature, once outside of the urban speed limits of Carlingford, where it is a wide single carriageway with hardshoulders and narrow verges of the Carlingford Lough side of the road (north side) until it meets the R175. The R175 is more narrow in nature, with a narrow footpath on the northern side of the road. The road here passes through wetlands on either side, before entering the more built-up environment of Greenore, with warehousing facilities on the south side and Greenore Golf Club on the northern side, before entering the historic core of Greenore, where the road runs parallel to the shore before terminating at the port entrance.

7.5.2 Greenway Crossing at Section Boundary

Several submissions were received from properties questioning how the greenway would negotiate this junction, and a number of submissions questioned whether the corridor adequately accounts for the additional traffic pressure that HGV movements to and from Greenore Port place on the R175/R176 junction throughout the day.

The R175 is identified by submissions as the only main road in and out of the Cooley Peninsula, and the concern is that any reduction in carriageway capacity at this junction whether through lane narrowing, crossing provision, or the construction of a dedicated greenway crossing point would have a disproportionate impact on existing traffic flows serving Carlingford town, Greenore Port, and the wider peninsula.

As the design is developed in Phase 3, a key consideration will be the crossing of the R176/R175 if one is required at this location. The design standards require that crossings of high speed roads of 100km/h are grade separated. It is expected that if there is a crossing at this location, that it would have to be over the regional road due to the proximity of the sea and prevalence of flooding in the area, making an underpass unsuitable at this location. It may be that no crossing is required at this location if the greenway is located between the R176 and Carlingford Lough and then on the northern side of the R175, however a crossing will be required at some point, as the EPRC joins the R176 from the western side.

As the design is developed it will ensure that there is not capacity restriction to the regional road network, maintaining connectivity for traffic, including the port traffic.

7.5.3 Crash Barrier Infrastructure Conflict

An objection was received from a property owner at Mullatee, Carlingford, noting that their property had recently undergone significant safety works including the installation of a substantial and costly crash barrier on the road frontage. The key concern is that the greenway proposal as currently configured would undermine this crash barrier, potentially requiring its removal or rendering it structurally ineffective. This represents both a significant financial loss to the property owner and a road safety regression at a location where the barrier was installed precisely because of an identified hazard on the R176 approach to Carlingford.

As the design is developed in Phase 3, the design team will endeavour to avoid impacting the safety barrier that has already been installed. However if the barrier is required to be relocated as part of the works, then the greenway will undertake all the works necessary to move the safety barrier. The design will not leave a section of ineffective safety barrier. The costs of these works will be incorporated into the greenway construction costs.

7.5.4 Proposed Minor Road Alternative Parallel to R176 and Planning Constraint at Monksland

A detailed submission proposed a specific alternative to sections of the EPRC in this area: the greenway should follow the minor road that runs parallel to the R176 rather than crossing the private agricultural land depicted in the EPRC. The submission argued that this minor road alternative would deliver the same connectivity without requiring CPO of farmland, would avoid the flood risk and drainage concerns they identified on their property noting that they have been unable to secure flood risk insurance, and that removing grass and established tree cover along the existing greenway alignment would worsen the flood risk position and would avoid a septic tank located in the front garden of their property that requires annual tractor access.

The design team notes the specific proposals and concerns raised in this submission. The minor road alignment parallel to the R176 will be assessed during Phase 3 as a potential alternative within the EPRC corridor in this section, however the design team will have to view what works in an overall context for the greenway along the R176. At this stage, it is envisaged that the greenway would be within the existing road boundary, as the R176 is wide through this area, with hardshoulders, permitting the reallocation of road-space to provide for the greenway without landtake outside of the road boundary. This may however not be possible in all locations, but will for the majority of the R176, unfortunately the landtake requirements won't be known until the design has been developed.

The septic tank location will be specifically noted and the alignment in the vicinity of the property optimised to avoid the tank and its percolation area. Access to the front garden will be maintained such that a tractor and tanker can still access the septic tank.

7.5.5 Residential Properties Between R176 Junction and Carlingford Town

A significant concentration of residential properties along the R176 between the R176/R175 junction and the approaches to Carlingford town lies within or adjacent to the EPRC corridor. Submissions raised concerns about privacy impact, security, loss of garden areas, and the proximity of the greenway to family homes. One submission objected to the corridor passing through their property and specifically requested that the original heritage boundary walls of the property be preserved. A submission raised a specific access concern that the only entry to their field is included within the 50-metre corridor and if this access is affected, the field becomes operationally inaccessible for livestock and farm machinery.

As stated above, it is currently envisaged that the greenway will be located within the existing road boundary on the R176, as the existing road is wide and road space can be reallocated to provide space for the greenway without encroaching onto the

adjacent residential curtilage. This, however is not be possible in all locations, but will for the majority of the R176, unfortunately the landtake requirements won't be known until the design has been developed. The design team, in consultation with the specialist cultural heritage advisor for the project will seek to retain all historic and culturally significant features within the design without impacting them wherever possible. At this location, it is envisaged that the boundary wall will be able to be retained for the reasons set out above.

Please see the response in Section 6.3 for further information regarding the privacy, security of the project on properties.

Regarding the field access, in the first instance the design team will seek to avoid impacting the access to allow continued use of the lands. However if this is not possible, as part of the accommodation works agreement with the landowner, the design team would seek to reinstate that access adjacent to the greenway such that access to the lands is still possible. If a new access is provided, this will be sized to ensure tractor and trailer can be accommodated and where necessary increased in width if during the discussions with the landowner, access for larger vehicles is required.

7.5.6 Visitor Carrying Capacity and Infrastructure

Multiple submissions raised the capacity of Carlingford town's road network, car parking, and general infrastructure to absorb additional visitor numbers that the greenway terminus would generate. Submissions described a town already experiencing gridlock and overflow parking during peak summer periods.

Carlingford is a major tourist destination in Co. Louth and as such is recognised that at peak times during the summer months, demand can exceed parking provision leading to congestion. Parking surveys were undertaken in 2025, covering Carlingford, so that the design team can understand the extent of the issues currently being experienced and develop trail heads to accommodate greenway users and where possible alleviate the current parking issues.

7.5.7 Interface with Existing Carlingford to Omeath Greenway

Several submissions sought clarification on how the new greenway will connect with the existing Carlingford to Omeath Greenway at Carlingford harbour, and whether the connection will be seamless for users travelling in both directions. The Carlingford to Omeath Greenway is accessed from the marina area and has become a well-used facility. Submissions from greenway supporters specifically identified the seamless connection of the two routes as a critical design objective, while some local submissions questioned the maintenance standards of the existing Carlingford to Omeath Greenway and whether the same issues including litter, overgrowth, broken glass, and dog fouling would replicated on the new greenway.

The design as it is developed will ensure smooth connectivity between the two greenway schemes. There is also a public realm project for Carlingford being progressed separately by LCC, which will assist in the connectivity between the two projects.

As indicated in Section 6.17, LCC will be responsible for the maintenance of the greenway and during Phase 3, a maintenance plan will be developed and submitted as part of the planning application, clearly defining the maintenance regime from the outset so that issues such as vegetation encroachment, litter, broken glass, surface defects and damaged fencing are identified and addressed in a timely manner.

7.5.8 Industrial Port Character and Rationale for Terminus

A number of submissions from Greenore village and the Millgrange area questioned the rationale for terminating the greenway at Greenore, noting that the village is characterised by its port and associated industrial and commercial uses including transport and distribution warehousing and that it does not offer an attractive or logical

terminus for a recreational greenway. One submission noted that if the Narrow Water Bridge opens and provides a ferry link to Carlingford from Northern Ireland, the Greenore connection would become even less significant relative to the Omeath connection, and questioned whether the resources committed to the Greenore link could be better directed elsewhere. Another submission at Greenore noted that a manufacturing site is already constrained sandwiched between the main road and another business operating in the vicinity and that the greenway in front of their premises would cause further overspill parking issues at an already restricted site.

Whilst the design team acknowledges the proximity to the port, the inclusion of the Greenore link provides connectivity to the Carlingford Lough ferry. This provides cross border connectivity, which once the Narrow Water Bridge project and the A2 Active Travel project being progressed by the Department for Infrastructure in Northern Ireland are complete, will provide a seamless loop for non-motorised users, providing high quality scenic recreation facility and further enhance the tourism offering of the peninsula. In addition to the ferry, there is the historic village of Greenore, which is a destination for those seeking to understand the heritage of the area and a location where people can stop for refreshments and other visitor amenities.

The design of trail heads will seek to cater for the expected greenway demand to avoid overspill to other areas along the route of the greenway. The existing parking facilities adjacent to the ferry, in conjunction with the new trail heads will limit the overspill in this area.

7.5.9 HGV and Greenway Conflict on Approach Road

A submission raised concerns about the safety implications of the greenway sharing corridor space with HGV traffic on the approach to Greenore Port, noting the volume and unpredictability of HGV movements at the port access road.

The design in this section will provide full segregation between the greenway and the port road and will develop the design through this area in Phase 3 in consultation with landowner and the Port to ensure that the proposals work for both port traffic and greenway users. As part of the design development, the scheme will undergo a Stage 1 Road Safety Audit to ensure that the proposals are safe for all road users.

7.5.10 Greenore Golf Course - Safety from Golf Balls

A submission from a Greenore resident raised a specific safety query about the section of the greenway that passes adjacent to Greenore Golf Course. The submitter noted that the area known as the Steel Ground, adjacent to the course, is a location where golf balls regularly land outside the boundary of the course and questioned how the greenway design would protect users from the risk of being struck by errant golf balls.

The design team will engage with Greenore Golf Club during Phase 3 regarding the alignment of the greenway in proximity to the course and the specific areas identified as at risk from out-of-bounds golf balls. Mitigation options may include appropriate physical screening between the greenway and the relevant fairways, or screen planning to minimise the risk of errant golf balls from entering the greenway.

7.5.11 Carlingford Lough SPA Proximity

A number of submissions raised the proximity of the EPRC between Carlingford town and Greenore to Carlingford Lough SPA and the potential for disturbance to internationally important wintering bird populations using the foreshore, including Light-bellied Brent Geese and Bar-tailed Godwit. One submission specifically noted the presence of Shilties Lough within the corridor area as an additional ecological sensitivity not captured in the EPRC materials published at PC3.

The proximity of sections of this route to the SPA and SAC was a known constraint during Phase 2 option selection and wintering bird surveys have been undertaken to identify the species using the SPA. The proximity of Shilties Lough was also identified as part of the constraints study. Shilties Lough is included within the Carlingford Lough

SAC boundary and was assessed under that section as part of the biodiversity assessment.

It is envisaged that the greenway will be within the existing road boundary through this section, as such would not impact on the qualifying interests of the SAC associated with Carlingford Lough and Shilties Lough. The proximity of the Carlingford Lough SPA and the potential for additional disturbance will be a key consideration as the design is developed, with the team seeking to strike a balance between providing a scenic route and avoiding disturbance impacts on the bird species of the SPA.

Appropriate Assessment screening for the greenway will be completed as part of the Phase 3 environmental assessment programme. Given the proximity of the Natura 2000 sites throughout the project, it is anticipated that the project will require the preparation of a Natura Impact Statement (NIS).

7.6 Templetown Link

7.6.1 Section Description and Context

The Templetown Link provides connectivity from the greenway at Grange to the blue flag beach at Templetown. The route passes through the townlands of Monksland, Grange Old, Petestown, Ardtully More, Ballynamoney and Templetown.

Templetown Beach is one of the most popular beaches on the Cooley Peninsula, attracting significant visitor numbers during the summer season. The beach is linked by a network of narrow lanes, which are unsuitable for pedestrians and cyclists, mixing with traffic.

There is extensive parking on the existing road network during the summer months, which results in blocking of residents driveways and accessibility issues for larger vehicles accessing farms and properties.

7.6.2 Absence of Pedestrian and Cyclist Demand Assessment

Multiple submissions noted that no pedestrian or cyclist demand assessment for the Templetown Road had been published as part of the PC3 consultation material and argued that without this data it is impossible to assess whether the spur would generate sufficient usage to justify the investment and associated impacts.

The demand assessment has been undertaken for the greenway as a whole, with an economic analysis undertaken for each corridor assessed during Phase 2. Details of the demand assessment are contained in the Option Selection Report. Overall, the project provides an economic return on investment, with a benefit cost ratio of 1.26.

7.6.3 Monksland National School

A submission highlighted the existing car parking deficit at Monksland National School. The submission noted that the school has been actively seeking to purchase additional land for a dedicated car park for a number of years due to the dangerous and congested parking conditions that already occur at school arrival and departure times. The addition of greenway-related pedestrian and vehicle movements at the Grange junction, without a commensurate improvement in parking and access arrangements at the school, would compound a problem that is already presenting a safety risk to pupils and parents.

The design team are aware of a Safe Routes to School (SRTS) initiative that is proposed for Monksland National School. As part of the design development in Phase 3, it would be proposed to link to the SRTS design and complement the facilities provided as part of this. The introduction of the greenway should provide residents with an alternative means of access to the school, providing a realistic alternative to using the car.

The design will undergo a Stage 1 Road Safety Audit to ensure that the proposed design at this location is suitable and safe for all road users.

7.6.4 Personal Safety and Women's Safety

Submissions from Monksland highlighted the issue of personal safety for women and girls on greenways, citing a previous attack on a woman on the Carlingford to Omeath Greenway during daylight hours.

This concern is addressed thematically in Section 6.5 of this report. In the Monksland section specifically, the design will maximise natural surveillance, maintain long unobstructed sightlines along the greenway, avoid enclosed or vegetated sections that could provide concealment, and position any rest areas in open locations with good passive oversight. The design of the greenway will be informed by TII research and subsequent guidance "Travelling in a Woman's Shoes".

7.6.5 Structural Impact on Wing Walls

A submission stated that the wing walls of their house would need to be demolished to accommodate the proposed route as currently depicted in the EPRC mapping.

The EPRC is a 50m wide corridor at this stage of the design development. It is possible that garden walls and entrance walls may need to be moved as part of the project, however no property will be demolished as part of the project. The details and extent of impacts on boundaries have not yet been determined and will be developed in Phase 3 in consultation with the affected landowner.

The development of the greenway will require a pre-construction and post-construction survey of any properties within close proximity to the route, typically within 50m of the boundary of the works, although may be larger is some areas. These surveys ensure that no damage is experienced to any building as a result of the works. Where damage is identified, the contractor will take all necessary to rectify the issue.

7.6.6 National School Entrance

Submissions specifically objected to the proximity of the Templetown Spur to the entrance of a national school in the study area. The submissions noted the absence of a school safety assessment, the absence of consultation with the Board of Management, and referenced a LCC drone traffic survey as evidence that the Templetown Road was already acknowledged to be unsafe in its current condition.

The design team notified the registered owner of the school about the upcoming consultation in advance and following the opening of the consultation spoke to the school directly. The LCC drone survey referenced was as part of the Safe Routes To School (SRTS) programme and was undertaken to identify the issues with traffic at peak times at the school. As part of the design development in Phase 3, it would be proposed to link to the SRTS design and complement the facilities provided as part of this. The introduction of the greenway should provide residents with an alternative means of access to the school, providing a realistic alternative to using the car.

7.6.7 Templetown Beach Car Park Over-Capacity

Multiple submissions presented evidence that the Templetown Beach car park regularly reaches and exceeds its designed capacity during summer peak periods, resulting in dangerous overspill parking on the Templetown Road, obstruction of passing places, and conflict between beach visitors, local residents, and farm vehicles. The submissions argued a greenway link to Templetown Beach would significantly increase visitor numbers without any accompanying car park capacity increase.

Parking surveys were undertaken in 2025 either side (and including) the August bank holiday weekend at locations throughout the Cooley peninsula to understand the current parking issues and extent of parking on the road network outside of the defined car-parks. As the design is developed in Phase 3, trail heads will form part of that development. The location of the trail heads will be informed by the parking surveys and the anecdotal evidence provided by members of the public during the consultation events to ensure that the trail heads do not exacerbate any existing parking issues and try to alleviate the parking problems currently experienced. The advantage of the

greenway, particularly for the Templetown Link is that this will provide users with an alternative way of accessing the beach without being reliant on private vehicles. It is not envisaged at this stage that Templetown beach carpark will be a trail head, as it is more likely that people will park at a trail head location elsewhere and have Templetown beach as the destination, rather than a starting point of a greenway journey.

7.6.8 Coastal Erosion Risk on Templetown Coast

Submission with detailed local knowledge noted that the section of coast traversed by the proposed spur has been subject to measurable and ongoing erosion, referencing a 2016 LCC coastal study.

The Templetown link is proposed to enter the rear of the carpark from the north, as such coastal erosion will impact on existing infrastructure in advance of any impact on the greenway itself. As the design is developed, the design team will ensure that there is no impact on coastal erosion from the greenway and will use the latest OPW and EU erosion mapping to identify any issues. All mitigation measures proposed to combat coastal erosion should they be necessary will be clearly documented in the Environmental Impact Assessment Report.

7.7 Proposed Alternative Corridor or Diversions

A number of submissions raised minor improvements to the EPRC that were not considered as part of the option selection process. The design team have therefore developed the design for these alternatives and assessed these under the same criteria to determine whether these constitute an improvement over the EPRC and whether these amendments should be incorporated into the Preferred Route Corridor.

Details of the assessment are contained in the Section 13.1 of the Option Selection Report.

7.7.1 Alternative 1

This amendment considers the section of the route from where the route follows the disused railway at Node 15 to railway village. A number of submissions highlighted the impact on properties, in particular where the property incorporates the historic railway corridor. In addition, the impact due to the severance of a number of farm holdings was also highlighted as having a significant impact on those landowners and their farming operations.

Following these discussions and submissions, an alternative was developed that follows the regional road to the western boundary of Lordship, before turning north to rejoin the EPRC as shown in red on Figure 7.1.1 overleaf.



Figure 7.1.1 Alternative **1 and EPRC Corridors**

Alternative 1 is ranked high under both of the Land Use Impacts, reducing the impact on agricultural and non-agricultural properties. Alternative 1 is also preferred under four of the environmental sub-criteria, notably Biodiversity, Landscape and Visual and Cultural Heritage. By comparison, the EPRC is preferred due to the greater length of offline route, therefore performing better under social and safety impacts.

Considering the above assessment, Alternative 1 is considered to be an improvement compared to the EPRC and is to be incorporated into the Preferred Route Corridor.

7.7.2 Alternative 2

A number of submissions highlighted the impact on properties on the line of the old railway corridor. This alternative therefore considers the section of the route from the crossing of the local road (L7078) at Node 19 to Node 20, where it rejoins the Regional Road. The proposal was to consider a route that follows the local road south from the EPRC to the Regional Road, then run along the Regional Road for a greater distance to Node 20 as shown in Figure 7.1.2

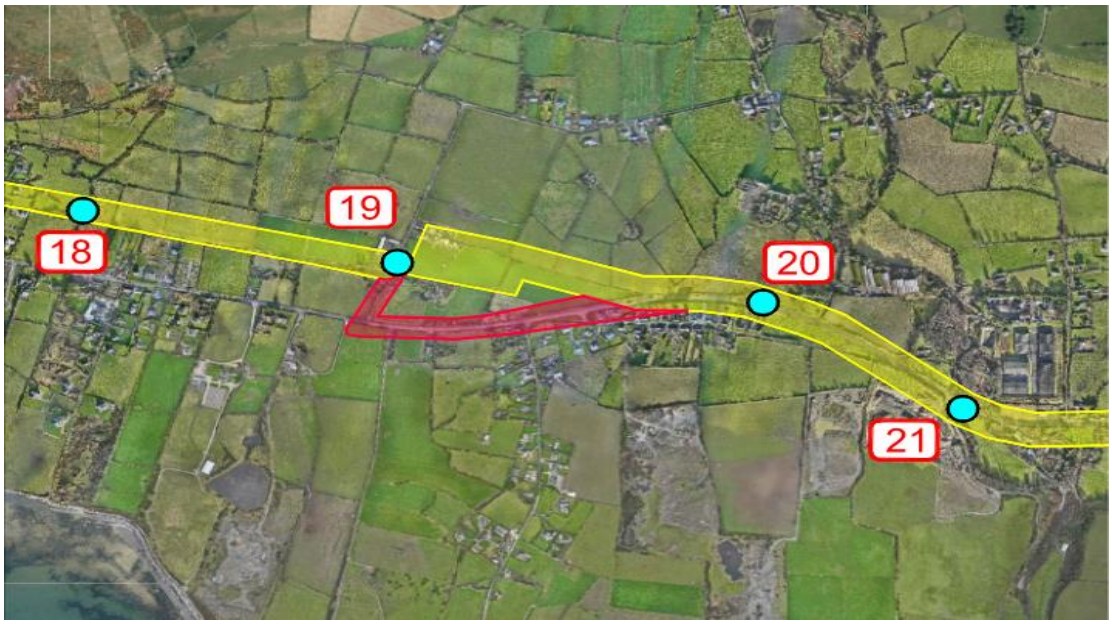


Figure 7.1.2 Alternative 2 and EPRC

Alternative 2 is ranked higher under Land Use agricultural impacts, as it does not traverse as much agricultural land as the EPRC. Alternative 2 is also preferred under the environmental sub-criterion of Biodiversity. By comparison, the EPRC is preferred due to the greater length of offline route, therefore performing better under social and safety impacts.

Considering the above assessment, the EPRC results in similar impacts on non-agricultural properties as Alternative 2. Both options result in a slight negative impact on biodiversity, albeit with a preference for Alternative 2. The considerable safety benefits associated with the EPRC strongly support its retention as the Preferred Route Corridor at this location.

7.7.3 Alternative 3

Following PC3, submissions indicated that improvements could be made to the route corridor at this location. Following PC3, a review of the landownership patterns was undertaken and improvements that minimised severance of lands was developed as shown on Figure 7.1.3 below.



Figure 7.1.3 Alternative 3 and EPRC

Both Option 3 and the EPRC corridor were ranked equally under all headings, with the exception of Land Use – Agricultural Impacts, where Alternative 3 was an improvement. Alternative 3 reduces the impact on agricultural holdings and reduces severance of lands, as such Alternative Option 3 is preferred over the EPRC at this location and will be incorporated into the Preferred Route Corridor.

7.7.4 Option 4

Alternative 4 was suggested in a number of submissions that highlighted that Kilwirra Church should be connected to the greenway and that the old mass path be utilised through the wetland area to the north of the church, with the existing access road to Kilwirra Church forming part of the greenway. Some also suggested that a direct crossing of the local road onto the field access track would result in significantly reduced impacts to properties on the local road. Alternative 4 is located on the Templetown Link as shown on Figure 7.1.4 below.



Figure 7.1.4 Alternative 4 and EPRC

Both corridors follow similar routes, however the Alternative 4 does not follow the local road at any point, providing a positive under the Social Impacts headings and crosses a wetland area, reducing the impact on agricultural properties. As the route is further from more properties, this will also result in a reduction in noise impacts and landscape and visual impacts on properties.

Both corridors will also require archaeological investigations, at the Kilwirra church to confirm the extent of the graveyard and ensure that the design can be refined at Phase 3 to avoid impacts on archaeological features. Alternative 4 will provide the opportunity for users of the greenway to connect with the history of the Cooley peninsula through visiting Kilwirra church and graveyard.

The EPRC follows the boundary of the wetland area, thereby having a reduced impact on biodiversity and hydrology. However, there is a central corridor through the wetland area broadly on the line of the mass path that is WS1 habitat that the greenway could follow, resulting in only a marginal increase in impact for Alternative 4, compared to the EPRC corridor following the boundary of the wetland area.

It is therefore recommended that Alternative 4 be incorporated into the preferred route corridor.

7.7.5 Summary

The Emerging Preferred Route Corridor has been amended to incorporate the changes described above, namely, Alternative 1, Alternative 3 and Alternative 4 which were considered an improvement to the EPRC and confirm that this route is now the Preferred Route Corridor within which the design will be developed.

Please see figure 7.1.5 overleaf for the Preferred Route Corridor.

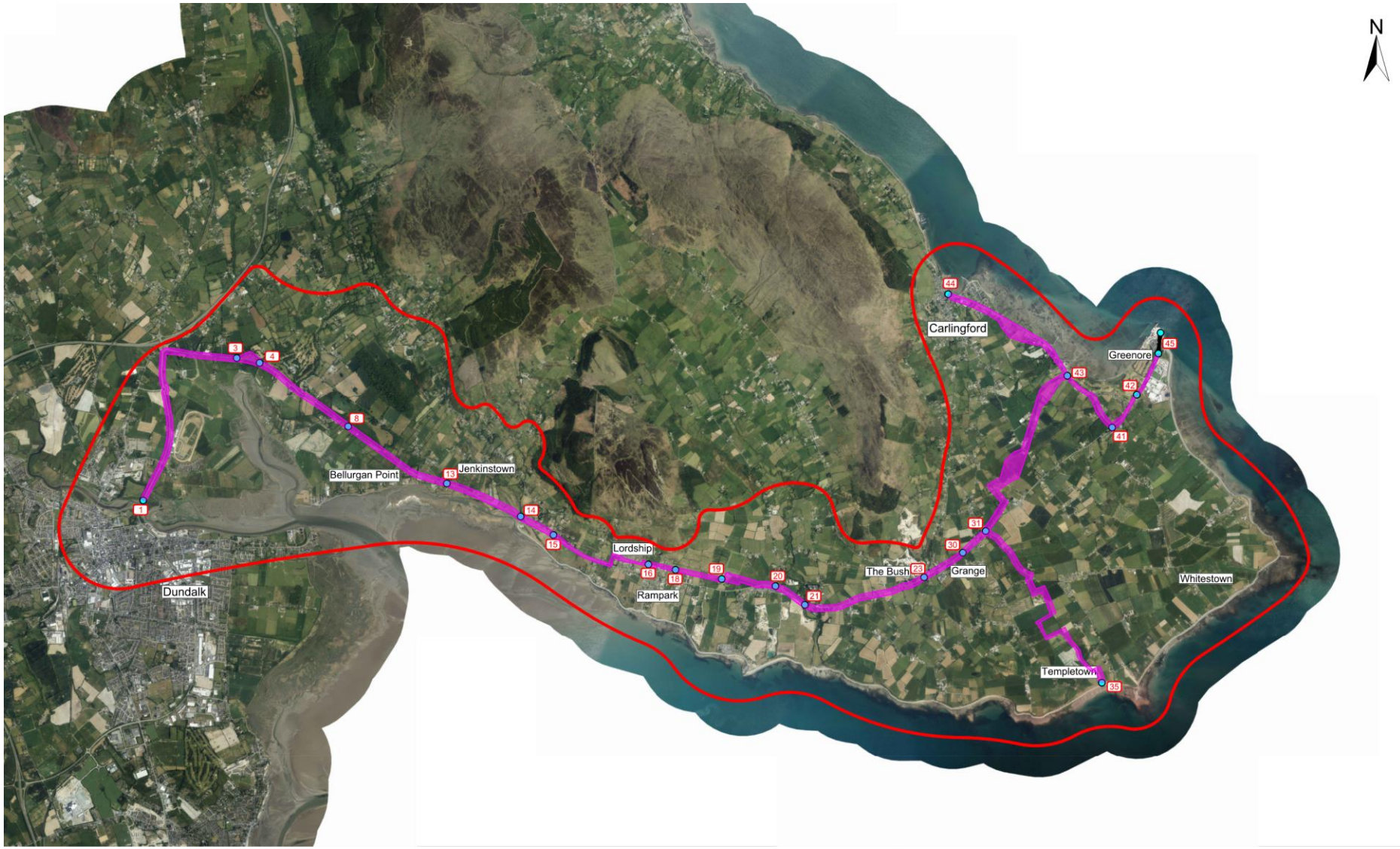


Figure 7.1.5 Preferred Route Corridor

8. NEXT STEPS

Following the publication of this Public Consultation Feedback Report, the Option Selection Report, and the Preferred Route Corridor these will be submitted to TII where approval will be sought to proceed to the next stage, Phase 3 Design and Environmental Evaluation.

As the design team develops the initial alignment, we will engage directly with affected landowners to identify opportunities to refine the design, minimise impacts on individual landholdings, and agree appropriate accommodation works that can be incorporated to reduce the effects of the greenway where practicable.

Regular updates will be posted on the project website www.dundalkcarlingfordgreenway.ie.

APPENDIX A
NEWSPAPER NOTICES



Comhairle Contae Lú
Louth County Council

Dundalk Bay to Carlingford Greenway
Public Consultation No. 3 – Emerging Preferred Route Corridor

Louth County Council, in conjunction with Transport Infrastructure Ireland invite all stakeholders, landowners, members of the public and interested parties to participate in this third public consultation on the Emerging Preferred Route Corridor for the Dundalk Bay to Carlingford Greenway project.

The Public Consultation will go live on the project website on 25th November 2025, where the information on the Emerging Preferred Route Corridor, including an interactive map, will be available to view.

If you would like to discuss any aspects of the Emerging Preferred Route Corridor, the following communication channels are available during the Public Consultation:

- Telephone Call: Between 9:30am to 5:00pm Monday to Friday.
- Online Meetings: Available on request and meetings will take place using Web Facilities.
- Physical Meetings: For those who specifically wish to meet with the Project Team, in-person meetings can be facilitated. Group attendees will be limited to a maximum of 4 individuals per group.

Pre-booking is essential for all calls/meetings. To book a callback or meetings please contact the Project Liaison Officer between 9:30am and 5:00pm Monday to Friday on - Phone: 087 601 1384.

We would welcome submissions/feedback on the Emerging Preferred Route Corridor. The deadline for submissions in relation to the material presented at this consultation is **23rd January 2026.**

For additional project information, or to complete the feedback form online, please visit the project website at www.dundalkcarlingfordgreenway.ie.

TII AECOM

County Hall, Millennium Centre, Dundalk,
County Louth A91 KFW6 t 042 9335457
w www.louthcoco.ie e info@louthcoco.ie
View Alerts at www.mapalerter.ie/louth

APPENDIX B
PUBLIC CONSULTATION 3 MATERIAL



DUNDALK BAY TO CARLINGFORD GREENWAY PROJECT

Public Consultation No.3

Emerging Preferred Route Corridor

November 2025

Introduction

Louth County Council (LCC), in conjunction with Transport Infrastructure Ireland (TII), have commissioned Roughan and O'Donovan – AECOM Alliance (RODA) to assist in progressing the Planning and Design of the Dundalk Bay to Carlingford Greenway project. This project aims to restore and enhance connectivity between communities from Dundalk to Carlingford through the provision of a greenway, improving non-motorised accessibility for these communities.

Public Consultation No. 2 (PC2) took place in June 2024 on the Route Corridor Options. A comprehensive Feedback Report was then prepared by the Design Team and can be found on the project website. Feedback from this public consultation helped to inform the development of the Emerging Preferred Route Corridor (EPRC).

What's Happening Now?

Public Consultation No. 3 will commence on 25th November 2025. The purpose of Public Consultation No. 3 is to update all stakeholders, landowners, members of the public and interested parties on the project progress to date and receive feedback on the EPRC within which the Greenway is likely to be developed.

Option Selection Process

Each of the Route Corridor Options as presented at PC2 has undergone assessment in accordance with the Transport Appraisal Framework (TAF). This consists of a Transport Accessibility Appraisal (TAA) under the six TAF Criteria of:

- Local Environment
- Safety
- Social
- Climate
- Land Use
- Accessibility

In addition, an economic appraisal of each option has been undertaken as part of the options assessment. Once the options presented at PC2 were assessed an EPRC was identified as shown on the map inside the brochure.

The greenway will enhance pedestrian and cyclist connectivity for the local communities as it travels between Dundalk and Carlingford. It will also provide a link to the blue flag beach at Templetown and the cross-border ferry at Greenore. The greenway will complement the existing network of trails on the Cooley Peninsula with a facility that is suitable for all users of all ability levels.

The Emerging Preferred Route Corridor that is presented as part of this Public Consultation **does not** represent the actual width of the proposed greenway development or the lands required to facilitate the development. The corridor simply indicates the area within which a greenway alignment could feasibly be developed. Currently, the corridor is approximately 50m in width (although wider in a number of locations due to notable constraints and opportunities) and the proposed greenway will typically be 6-8m in width.

Next Steps

The feedback received during Public Consultation No. 3 will help to inform the finalisation of the Preferred Option (PO), as part of Phase 2 (Option Selection). All feedback received during Public Consultation No. 3 will be carefully reviewed by the Project Team and any necessary improvements made.

Once the PO is finalised, this and the accompanying Options Report will be published on the project website. The Options Report will contain full details of the options appraisal. The project will then seek approval to progress to the next stage, which is Phase 3 - Design and Environmental Evaluation.

Landowner Engagement

In accordance with TII's Code of Best Practice for Greenways, the Project Team is committed to ongoing engagement with landowners.

A Project Liaison Officer (PLO) will be the main point of contact for the landowner and will ensure that the landowner's views are considered when reviewing the Emerging Preferred Route Corridor.

An independent agronomist will continue to be made available to landowners to provide advice on the proposal being presented. You can contact Philip Farrelly & Co. on 01 690 6555.







Have Your Say

The Project Team invites residents of the local area, members of the public and interested parties to review the information provided for Public Consultation No. 3 and submit your comments on the Emerging Preferred Route Corridor.

On Tuesday the 25th November, the Project Team will launch the virtual public consultation platform via the project website: **www.dundalkcarlingfordgreenway.ie**

On the virtual consultation platform, you can view all the information relating to the public consultation. An interactive map is also available on the project website.

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

You can submit your comments by completing the online Feedback Form, downloading and completing the Feedback Form from the project website and submitting the Feedback Form by email or post. All feedback will be reviewed by the Project Team.

If you would like to discuss any aspects of the Emerging Preferred Route Corridor, the following communication channels are available during the Public Consultation:

- **Telephone Call:** Between 9:30am and 5:00pm Monday to Friday.
- **Online Meetings:** Available on request and meetings will take place using Web Facilities.
- **Physical Meetings:** For those who specifically wish to meet with the Project Team, in-person meetings can be facilitated. Group attendees will be limited to a maximum of 4 individuals per group.

  Pre-booking is essential for all calls/meetings. To book a callback or meetings please contact the Project Liaison Officer between 9:30am and 5:00pm Monday to Friday on - Phone: 087 601 1384.
- **Public Display:** public consultation material is available to view online on the project website and from 25th November, during regular opening hours at the following locations:

Louth County Council,
County Hall,
Millennium Centre,
Marshes Lower,
Dundalk, A91 KFW6

Dundalk Town Hall,
Crowe Street,
Townparks,
Dundalk,
A91 W20C

Louth County Library,
Roden Place,
Dundalk
A91 C4T7

Carlingford Library
Teac Cuirte,
Newry Street,
Carlingford,
A91 N266

The closing date for submissions is **23rd January 2026.** For project information, please visit:
www.dundalkcarlingfordgreenway.ie

We welcome the opportunity to engage with you on the development of this greenway and we look forward to receiving your feedback.

Options for submitting the feedback form are as follows:

DundalkCarlingfordGreenway@rod.ie

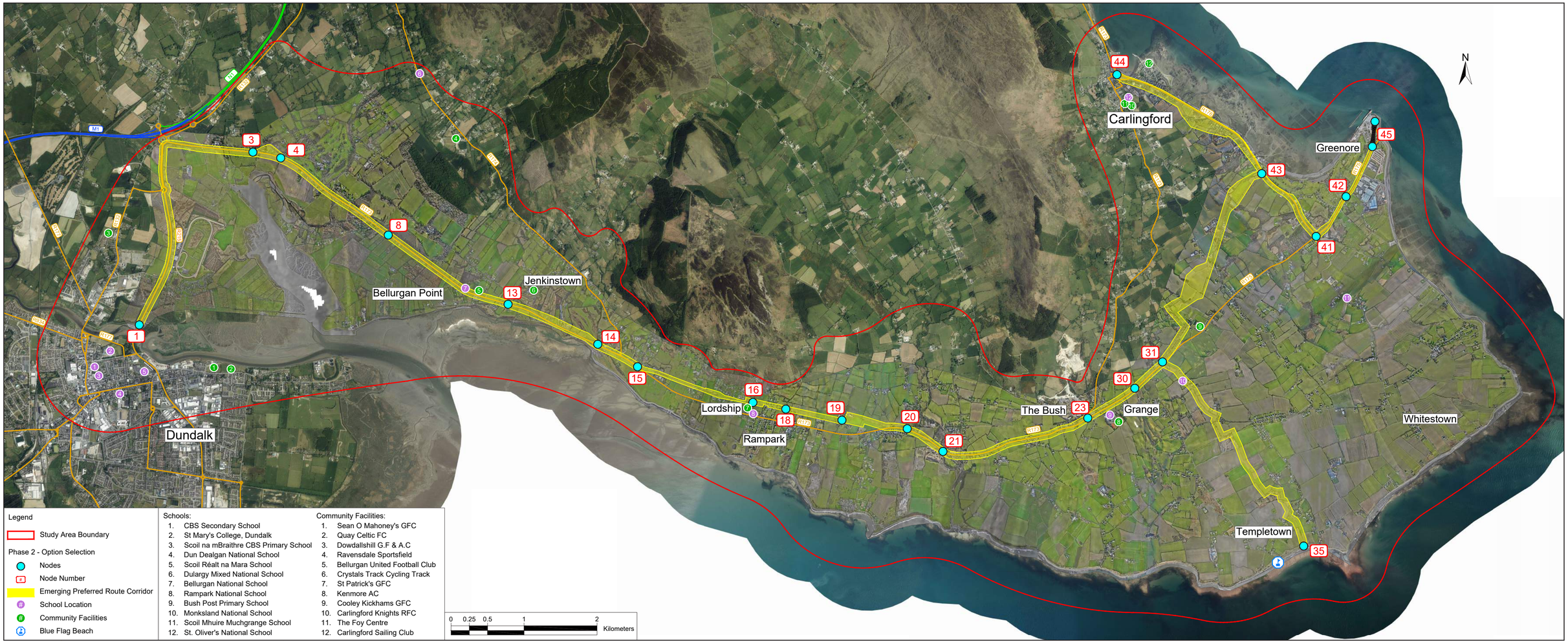
www.dundalkcarlingfordgreenway.ie/contactus

Dundalk Bay to Carlingford Greenway
Design Team

Roughan and O'Donovan
The Chase, Arkle Road,
Sandyford, Dublin 18, D18 Y3X2

Project Liaison Officer
087 601 1384

Emerging Preferred Route Corridor



Legend

- Study Area Boundary

Phase 2 - Option Selection

- Nodes
- Node Number
- Emerging Preferred Route Corridor
- School Location
- Community Facilities
- Blue Flag Beach

Schools:

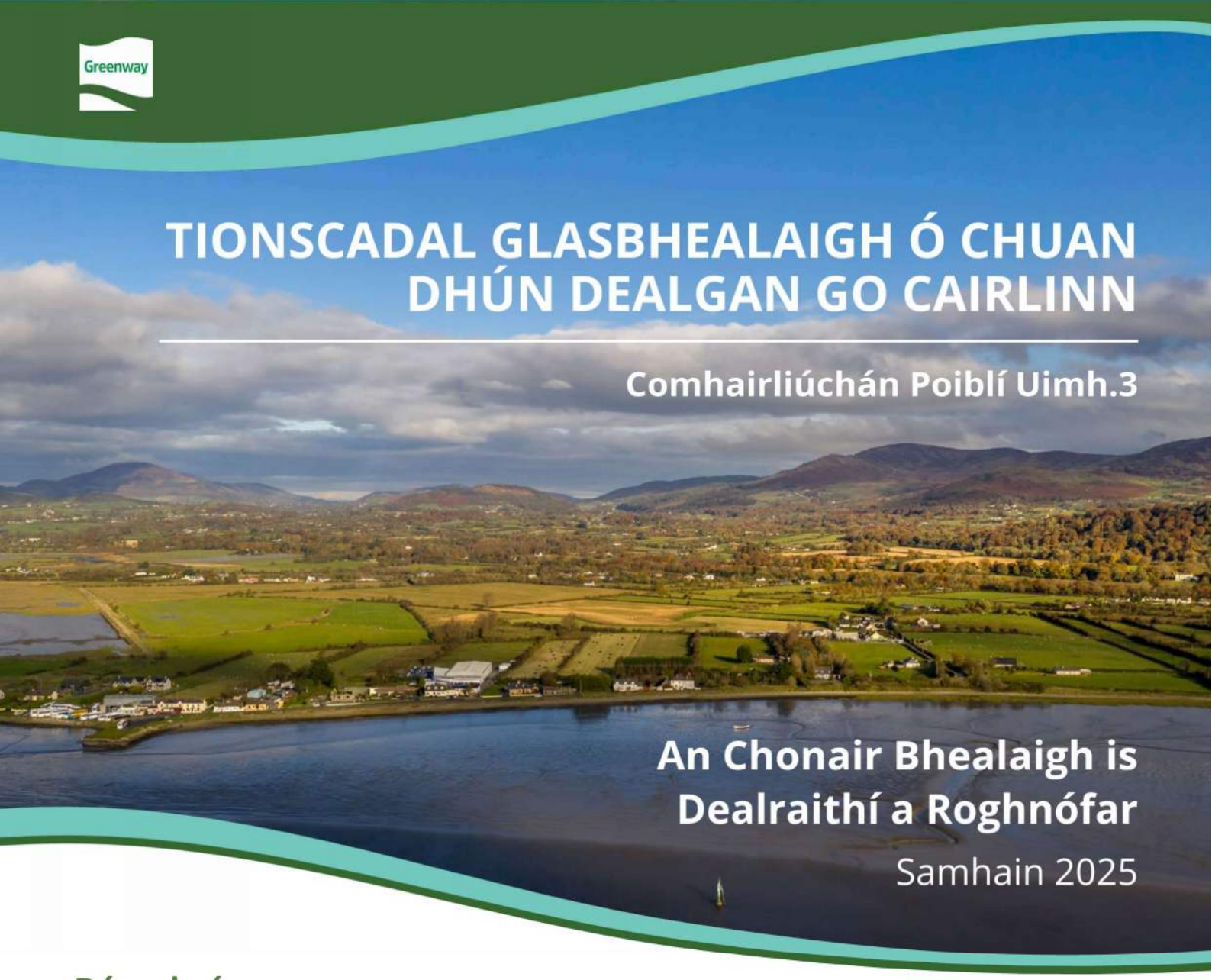
1. CBS Secondary School
2. St Mary's College, Dundalk
3. Scoil na mBraithre CBS Primary School
4. Dun Dealgan National School
5. Scoil Réalt na Mara School
6. Dulargy Mixed National School
7. Bellurgan National School
8. Rampark National School
9. Bush Post Primary School
10. Monksland National School
11. Scoil Mhuire Muchgrange School
12. St. Oliver's National School

Community Facilities:

1. Sean O Mahoney's GFC
2. Quay Celtic FC
3. Dowdallshill G.F & A.C
4. Ravensdale Sportsfield
5. Bellurgan United Football Club
6. Crystals Track Cycling Track
7. St Patrick's GFC
8. Kenmore AC
9. Cooley Kickhams GFC
10. Carlingford Knights RFC
11. The Foy Centre
12. Carlingford Sailing Club

TIONSCADAL GLASBHEALAIGH Ó CHUAN DHÚN DEALGAN GO CAIRLINN

Comhairliúchán Poiblí Uimh.3



An Chonair Bhealaigh is Dealraithí a Roghnófar

Samhain 2025

Réamhrá

Choimisiúnaigh Comhairle Contae Lú (LCC), i gcomhar le Bonneagar Iompair Éireann (BIÉ), Comhaontas Roughan and O'Donovan – AECOM (RODA), chun cabhrú le dul chun cinn a dhéanamh ar thionscadal Ghlasbhealaigh Chuan Dhún Dealgan go Cairlinn. Tá sé d'aidhm ag an tionscadal seo nascacht idir pobail ó Dhún Dealgan go Cairlinn a athbhunú agus a fheabhsú trí ghlasbhealach a chur ar fáil, rud a chuirfidh feabhas ar inrochtaineacht neamhinnealta do na pobail sin.

Reáchtáladh Comhairliúchán Poiblí Uimh. 2 (PC2) i mí an Mheithimh 2024 ar Roghanna na Conaire Bealaigh. D'ullmhaigh an Fhoireann Deartha Tuarascáil Aiseolais chuimsitheach ansin agus is féidir í a fháil ar shuíomh gréasáin an tionscadail. Chabhraigh aiseolas ón gcomhairliúchán poiblí sin le bonn eolais a chur faoi fhorbairt na Conaire Bealaigh is Dealraithí a Roghnófar (CBDR).

Céard atá ar siúl faoi láthair?

Cuirfear tús le Comhairliúchán Poiblí Uimh. 3 ar an 25 Samhain 2025. Is é cuspóir Chomhairliúchán Poiblí Uimh. 3 na páirtithe leasmhara, na húinéirí talún, baill an phobail agus na páirtithe leasmhara go léir a thabhairt cothrom le dáta ar dhul chun cinn an tionscadail go dtí seo agus aiseolas a fháil ar an CBDR inar dócha go bhforbrófar an Glasbhealach.

An Próiseas Roghnúcháin

Rinneadh measúnú ar gach ceann de na Roghanna Conaire Bealaigh mar a cuireadh i láthair ag PC2 de réir an Chreata Breithmheasa Iompair (TAF). Is é atá i gceist leis sin Breithmheas ar Inrochtaineacht Iompair (TAA) faoi na sé Chritéar TAF maidir leis na nithe seo a leanas:

- An Timpeallacht Áitiúil
- Sábháilteacht
- Cúrsaí Sóisialta
- Cúrsaí Aeráide
- Úsáid Talún
- Inrochtaineacht

Ina theannta sin, rinneadh breithmheas eacnamaíoch ar gach rogha mar chuid den mheasúnú roghanna. Nuair a rinneadh measúnú ar na roghanna a cuireadh i láthair ag PC2, aithníodh CBDR mar a thaispeántar ar an léarscáil taobh istigh den bhróisiúr.

Cuirfidh an glasbhealach le nascacht coisithe agus rothaithe do na pobail áitiúla idir Dún Dealgan agus Cairlinn. Cruthóidh sé nasc freisin leis an trá brait ghoirm i mBaile an Teampaill agus leis an mbád farantóireachta trasteorann ag an nGrianfort. Cuirfidh an glasbhealach leis an líonra cosán atá ann cheana ar Leithinis Chuaille agus beidh áis ann atá oiriúnach do gach úsáideoir ar gach leibhéal cumais.

Ní léiríonn an Chonair Bhealaigh is Dealraithí a Roghnófar a chuirtear i láthair mar chuid den Chomhairliúchán Poiblí seo fíorleithead na forbartha glasbhealaigh atá beartaithe ná na tailte a theastaíonn chun an fhorbairt a éascú. Ní léiríonn an chonair ach an limistéar ina bhféadfaí glasbhealach a fhorbairt. Faoi láthair, tá an chonair thart ar 50m ar leithead (cé go bhfuil sé níos leithne i roinnt áiteanna mar gheall ar shrianta agus ar dheiseanna suntasacha) agus beidh an glasbhealach atá beartaithe 6-8m ar leithead den chuid is mó.

Na Chéad Chéimeanna Eile

Cabhróidh an t-aiseolas a fhaightear le linn Chomhairliúchán Poiblí Uimh. 3 le bonn eolais a chur faoin gcur i gcrích don Rogha is Dealraithí, mar chuid de Chéim 2 (Roghnú Roghanna). Déanfaidh an Fhoireann Tionscadail athbhreithniú cúramach ar gach aiseolas a fhaightear le linn Chomhairliúchán Poiblí Uimh. 3 agus déanfar aon fheabhsú riachtanach.

Nuair a bheidh an Rogha is Dealraithí roghnaithe, foilseofar an Tuarascáil seo agus an Tuarascáil Roghanna a ghabhann léi ar shuíomh gréasáin an tionscadail. Beidh sonraí iomlána an mheasúnaithe roghanna sa Tuarascáil Roghanna. Lorgófar cead ansin dul ar aghaidh go dtí an chéad chéim eile sa tionscadal, is é sin Céim 3 - Dearadh agus Meastóireacht Chomhshaoil.

Rannpháirtíocht Úinéirí Talún

De réir Chód Dea-Chleachtais TII le haghaidh Glasbhealaí, tá an Fhoireann Tionscadail tiomanta do rannpháirtíocht leanúnach le húinéirí talún.

Is é Oifigeach Idirchaidrimh Tionscadail (PLO) an príomhphointe teagmhála don úinéir talún agus cinnteoidh sé go gcuirtear tuairimí an úinéara talún san áireamh agus athbhreithniú á dhéanamh ar an gConair Bhealaigh is Dealraithí a Roghnófar.

Beidh agranamaí neamhspleách ar fáil d'úinéirí talún chun comhairle a thabhairt ar an togra atá á chur i láthair. Is féidir teagmháil a dhéanamh le Philip Farrelly & Co. ar 01 690 6555.







Tabhair do chuid Tuairimí

Tugann an Fhoireann Tionscadail cuireadh do chónaitheoirí an cheantair áitiúil, do bhaill an phobail agus do pháirtithe leasmhara athbhreithniú a dhéanamh ar an bhfaisnéis a chuirtear ar fáil do Chomhairliúchán Poiblí Uimh. 3 agus do chuid tuairimí a chur in iúl ar an gConair Bhealaigh is Dealraithí a Roghnófar.

Dé Máirt an 25 Samhain, seolfaidh an Fhoireann Tionscadail ardán comhairliúcháin phoiblí fíorúil trí shuíomh gréasáin an tionscadail: **www.dundalkcarlingfordgreenway.ie**

Ar an ardán comhairliúcháin fíorúil, is féidir an fhaisnéis go léir a bhaineann leis an gcomhairliúchán poiblí a fheiceáil. Tá léarscáil idirghníomhach ar fáil freisin ar shuíomh gréasáin an tionscadail.

Ba mhaith linn tuairimí na bpáirtithe leasmhara agus bhaill an phobail a chloisteáil, go háirithe iad siúd a bhfuil gabháltais talún, maoine nó leas acu in aice leis an CBDR.

Is féidir leat do chuid tuairimí a chur in iúl tríd an bhFoirm Aiseolais ar líne a chomhlánú, an Fhoirm Aiseolais a íoslódáil agus a chomhlánú ó shuíomh gréasáin an tionscadail agus an Fhoirm Aiseolais a chur isteach trí ríomhphost nó tríd an bpost. Déanfaidh an Fhoireann Tionscadail athbhreithniú ar an aiseolas ar fad.

Más mian leat plé a dhéanamh ar aon ghné den Chonair Bhealaigh is Dealraithí a Roghnófar, beidh na bealaí cumarsáide seo a leanas ar fáil le linn an Chomhairliúcháin Phoiblí:

- **Glao Teileafóin:** Idir 9:30am agus 5:00pm Luan go hAoine.
- **Cruinnithe ar Líne: :** Ar fáil ar iarratas agus beidh cruinnithe ar siúl ag baint úsáid as Áiseanna Gréasáin.
- **Cruinnithe Pearsanta:** Dóibh siúd ar mian leo bualadh leis an bhFoireann Tionscadail, is féidir cruinnithe pearsanta a reáchtáil. Beidh an grúpa teoranta do cheathrar ar a mhéad in aghaidh an ghrúpa.

  Tá áirithint roimh ré riachtanach do gach glaoch/cruinniú. Chun glaoch ar ais nó cruinnithe a chur in áirithe, téigh i dteagmháil leis an Oifigeach Idirchaidrimh Tionscadail idir 9:30am agus 5:00pm Luan go hAoine ar - Teileafón: 087 601 1384.

- **Taispeántas Poiblí:** tá ábhar comhairliúcháin phoiblí ar fáil le breathnú ar líne ar shuíomh gréasáin an tionscadail agus ón 25 Samhain, le linn gnáthuaireanta oscailte ag na háiteanna seo a leanas:

Comhairle Contae Lú,
Halla an Chontae,
Ionad na Mílaoise,
Na Méirsí Íochtaracha,
Dún Dealgan,
A91 KFW6

Halla an Bhaile i nDún Dealgan,
Sráid Crowe,
Páirceanna an Bhaile,
Dún Dealgan,
A91 W20C

Leabharlann Chontae Lú,
Sráid Roden,
Dún Dealgan,
A91 C4T7

Leabharlann Chairlinn Teach Cúirte,
Sráid an Iúir,
Cairlinn,
A91 N266

Is é **an dáta deiridh** a nglacfar le haighneachtaí an **23 Eanáir 2026.** Chun eolas a fháil faoin tionscadal, tabhair cuairt ar: **www.dundalkcarlingfordgreenway.ie**

Fáiltímid roimh an deis dul i dteagmháil leat maidir le forbairt an ghlasbhealaigh seo agus táimid ag tnúth le d'aiseolas a fháil.

Is iad seo a leanas na roghanna chun an fhoirm aiseolais a chur isteach:

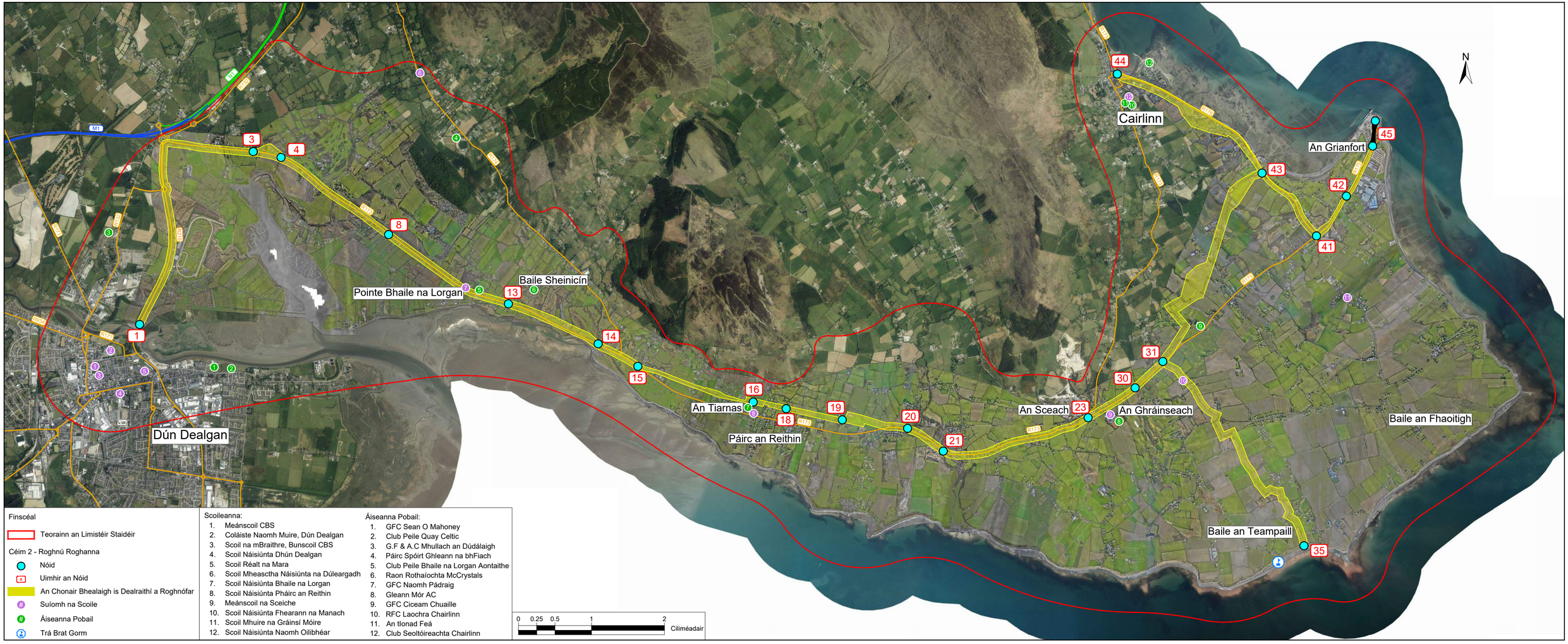
DundalkCarlingfordGreenway@rod.ie

www.dundalkcarlingfordgreenway.ie/contactus

Glasbhealach Chuan Dhún Dealgan go Cairlinn
Foireann Deartha
Roughan agus O'Donovan
An Fia, Bóthar Arkle,
Áth an Ghainimh, Baile Átha Cliath 18, D18 Y3X2

Oifigeach Idirchaidrimh Tionscadail:
087 601 1384

An Chonair Bhealaigh is Dealraithí a Roghnófar



Introduction

Louth County Council (LCC), in conjunction with Transport Infrastructure Ireland (TII) have commissioned Roughan & O'Donovan – AECOM Alliance to assist in progressing the planning and design of the Dundalk Bay to Carlingford Greenway project.

Following the Route Corridor Options Public Consultation (Public Consultation No. 2) held in June 2024, the design team prepared a comprehensive Public Consultation Feedback Report (available on the project website).

Following the preparation of the Feedback Report and further surveys, studies and assessments, the design team have assessed the options presented at Public Consultation No. 2 and have identified the Emerging Preferred Route Corridor (EPRC).

This Public Consultation No. 3 (Emerging Preferred Route Corridor) is to update all stakeholders, landowners, members of the public and interested parties on the project progress to date and receive feedback on the EPRC within which the Greenway is likely to be developed.

The feedback received during Public Consultation No. 3 will help to inform the finalisation of the Preferred Option (PO), as part of Phase 2 (Option Selection). All feedback received during Public Consultation No. 3 will be carefully reviewed by the Project Team and any necessary improvements made.

Once the PO is finalised, the Preferred Option and accompanying Options Report will be published on the project website. The project will then seek approval to progress to the next stage, which is Phase 3 - Design and Environmental Evaluation.

Option Selection Process

Each of the Route Corridor Options as presented at PC2 has undergone an assessment in accordance with the Transport Appraisal Framework (TAF).

This consists of a Transport Accessibility Appraisal (TAA) under the six TAF Criteria of:

- **Local Environment**
- **Climate**
- **Safety**
- **Land Use**
- **Social**
- **Accessibility**

In addition, an economic appraisal of each option has also been undertaken as part of the assessment.

Once the options presented at PC2 were assessed, an Emerging Preferred Route Corridor was identified. The Options Report will contain full details of the options appraisal. The Emerging Preferred Route Corridor is shown on the maps displayed herein.

The Emerging Preferred Route Corridor that is presented as part of this Public Consultation **does not** represent the actual width of the proposed greenway development or the lands required to facilitate the development. The corridor simply indicates the area within which a greenway alignment could feasibly be developed. Currently, the corridor is approximately 50m in width (although wider in a number of locations due to notable constraints and opportunities) and the proposed greenway will typically be 6-8m in width.

Need for the Project

Most roads within the study area do not have pedestrian or cycling facilities, except in the urban areas that the Regional Roads pass through. 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.

This lack of connectivity is recognised in national policy, with the National Cycle Network Plan, NTA CycleConnects and in the Louth County Development Plan at local level. These identify that connectivity between Carlingford and Dundalk needs improvement for active modes of transport.

The greenway will provide dedicated pedestrian and cycle facilities through the Cooley Peninsula and will reconnect communities by active modes of transport. The provision of a greenway will significantly improve the safety of vulnerable road users on the Peninsula. The greenway connects to the existing Carlingford Lough Greenway, facilitating a continuous cross-border greenway from Dundalk in Co. Louth to Newry in County Down.

Project Benefits and Opportunities

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

- *Enhanced Connectivity:* The greenway will enhance pedestrian and cyclist connectivity for the local communities as it travels between Dundalk and Carlingford. It will also provide a link to the blue flag beach at Templetown and the cross-border ferry at Greenore.
- *Promoting Community Well-being:* The greenway will complement the existing network of trails on the Cooley Peninsula with a facility that is suitable for all users of all ability levels supporting healthier lifestyles by enabling regular exercise and safer routes to school, work, and for recreation.
- *Support for Local Businesses:* The greenway offers opportunities for tourism-related enterprises, including restaurants, cafés, hotels, and local shops.
- *Environmental and Social Benefits:* By promoting sustainable travel and reducing reliance on private vehicles, the greenway can contribute to lower emissions and improved air quality. It also provides a platform for environmental education and enjoyment of the region's natural beauty.



Dundalk Bay to Carlingford Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY | Public Consultation No.3

November 2025

The Process

Constraints Study
- Map State-owned lands and stopping points
- Environmental / Physical / Archaeological
- Highlight opportunities and concerns
- Public Consultation No. 1
- Project Agronomist (PA) in place for project duration

Q2 2024

Route Corridor Options
- Scenic / Segregated / Sustainable /
- Strategic / See and Do (Five S)
- Environment / Economic / Engineering
- Public Consultation No. 2
- Independent Agronomist in place for project duration

WE ARE HERE

Q4 2025

Preferred Route Corridor
- Farmer Agronomists / Property Advisors available to landowners
- Consultation meetings with individual landowners
- Public Consultation No. 3

Q1/Q2 2026*

Preferred Route
- Farmer Agronomists/Property Advisors available to landowners
- Consultation meetings with individual landowners and/or representatives
- Accommodation works outlined and discussed/agreed

TBC

Preliminary Design
- Horizontal and vertical alignment established to determine precise land acquisition requirements
- Accommodation works agreed with landowners and/or representatives
- Voluntary Land Acquisition Process commences

TBC

Environmental Evaluation
- Environmental Impact Assessment (EIA)
- Appropriate Assessment (AA)
- Natura Impact Statement (NIS)

TBC

Application to An Bord Pleanála
- Completion of the Environmental Impact Assessment Report/ Natura Impact Statement (NIS) where required
- Application Submitted to ABP including notice of the making of Compulsory Purchase Order (CPO)
- Voluntary Land Acquisition Process continues

TBC

Oral Hearing
- An oral hearing may be held by ABP to examine issues and concerns raised by persons with objections to / issues with the proposed Greenway
- Voluntary Land Acquisition Process continues

TBC

ABP Decision
- ABP either approves the scheme, rejects the scheme or approves the scheme with modifications
- Where scheme is approved by ABP Voluntary Land Acquisition Process continues where applicable

TBC

Construction of Greenway
- If the scheme is successful at the planning stage, the project promoter will proceed to construction, subject to government funding

*Dates indicated may be subject to change.







AECOM ROD ROUGHAN & O'DONOVAN

TII Bonneagar Iompair Éireann Transport Infrastructure Ireland

Comhairle Contae Lú Louth County Council

Rialtas na hÉireann Government of Ireland

Tionscadal Éireann Project Ireland 2040

An Roinn Iompair Department of Transport

Have Your Say!

The Project Team invite residents of the local area, members of the public and interested parties to review the information provided for Public Consultation No. 3 and submit your comments on the Emerging Preferred Route Corridor.

On Tuesday the 25th November, the Project Team will launch the virtual public consultation platform via the project website: **www.dundalkcarlingfordgreenway.ie**

On the virtual consultation platform, you can view all the information relating to the public consultation. An interactive map is also available on the project website.

You can submit your comments by completing the online Feedback Form, downloading and completing the Feedback Form from the project website and submitting the Feedback Form by email or post. All feedback will be reviewed by the Project Team.

If you would like to discuss any aspects of the Emerging Preferred Route Corridor, the following communication channels are available during the Public Consultation

- **Telephone Call Back:** Between 9:30am and 5:00pm Monday to Friday.
- **Online Meetings:** Available on request and meetings will take place using Web Facilities.
- **Physical Meetings:** For those who specifically wish to meet with the Project Team, in-person meetings can be facilitated. Group attendees will be limited to a maximum of 4 individuals per group.

  Pre-booking is essential for all calls /meetings. To book a callback or meetings please contact the Project Liaison Officer between 9:30am and 5:00pm Monday to Friday.



Get in touch

Options for submitting the feedback form are as follows:

DundalkCarlingfordGreenway@rod.ie

Dundalk Bay to Carlingford Greenway Design Team

Roughan and O'Donovan
The Chase,
Arkle Road,
Sandyford, Dublin 18
D18 Y3X2

Project Liaison Officer
087 601 1384

www.dundalkcarlingfordgreenway.ie/contactus

Dundalk Bay to Carlingford Greenway

DUNDALK BAY TO CARLINGFORD GREENWAY

Public Consultation No.3
November 2025

Emerging Preferred Route Corridor



Legend

- Study Area Boundary

Phase 2 - Option Selection

- Nodes
- Node Number
- Emerging Preferred Route Corridor
- School Location
- Community Facilities
- Blue Flag Beach

Schools:

1. CBS Secondary School
2. St Mary's College, Dundalk
3. Scoil na mBraithre CBS Primary School
4. Dun Dealgan National School
5. Scoil Réalt na Mara School
6. Dulargy Mixed National School
7. Bellurgan National School
8. Rampark National School
9. Bush Post Primary School
10. Monksland National School
11. Scoil Mhuire Muchgrange School
12. St. Oliver's National School

Community Facilities:

1. Sean O Mahoney's GFC
2. Quay Celtic FC
3. Dowdallshill G.F & A.C
4. Ravensdale Sportsfield
5. Bellurgan United Football Club
6. Crystals Track Cycling Track
7. St Patrick's GFC
8. Kenmore AC
9. Cooley Kickhams GFC
10. Carlingford Knights RFC
11. The Foy Centre
12. Carlingford Sailing Club

AECOM ROD ROUGHAN & O'DONOVAN · TII Transport Infrastructure Ireland · Comhairle Contae Lú Louth County Council · Rialtas na hÉireann Government of Ireland · Tionscadal Éireann Project Ireland 2040 · An Roinn Iompair Department of Transport · Westmeath National Roads Office · Oifig na hIarmhí um Bhóithre Náisiúnta

APPENDIX C
FEEDBACK FORM

Feedback Form

Personal Information

Name (Optional)	*Email (Optional)*
Address (Optional)	*Telephone (Optional)*
	Eircode (Optional)

Do you live or own property within or adjacent to the Emerging Preferred Route Corridor?

Yes ☐ *No* ☐

Would you use the Dundalk Bay to Carlingford Greenway?

Yes ☐ *No* ☐

Please leave comments / observations you would like the project team to consider. (Please use additional paper and include supporting documents / pictures / maps if you wish).

Feedback Form

Please return the feedback form by either email at DundalkCarlingfordGreenway@rod.ie, or post it to Dundalk Bay to Carlingford, Greenway Design Team, Roughan and O'Donovan, 4th Floor, The Chase, Arkle Road, Sandyford Business Park, Sandyford, Dublin.

Thank you for your feedback

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 or by scanning the QR code.

Please use additional paper and include supporting documents/images/maps if you wish.