



# **Cork County Council**

## **Municipal District Operations & Rural Development**

### **Part 8 Chief Executive's Report**

The proposed development of a Greenway and related ancillary works from the environs of Midleton Train Station, Midleton, County Cork to the disused Youghal Train Station, Youghal, County Cork within the townlands of Townparks (Imokilly By), Broomfield East, Park North, Killeagh, Roxborough, Clashduff, Stumphill, Ballynascarty, Kilmountain, Ballycrenane Beg, Mogeely, Carrignashinny, Garranejames, Ballyquirk, Clashdermot West, Mountbell, Lisglasheen, Moanlahan, Lagile, Ballymakeagh More, Finisk, (ED Clonpriest), Burges Lower, Inchiquin, Gortaroo, Coolnacloghafinna, Coolaha, Beanfield, Ballyvergan West, Kennel, Ballyvergan East, Colerenagh, Summerfield, Dysart, Claycastle, Williamstown, County Cork.

**21 December 2018**

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## 1.0 Introduction

Cork County Council proposes to develop a Greenway from the environs of Midleton Train Station to the former Youghal Train Station predominantly along the alignment of the disused railway corridor.

The proposed greenway is a shared-use path for walkers and cyclists for leisure and visitor use which will be largely developed on the disused railway line and will incorporate landscaping, signage and associated amenities and all ancillary works.

### 1.1 Purpose of this Report

This proposed development is subject to the requirements of Section 179 of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

In accordance with the requirements of the above legislation, this report describes the nature and extent of the proposed development; evaluates the consistency of the proposed development with the proper planning and sustainable development of the area; lists the persons or bodies who have made submissions or observations in respect of the proposed development; summarises the issues raised in the submissions or observations and gives the response of the Chief Executive, and; recommends whether or not the proposed development should proceed, with or without modifications, as appropriate.

### 1.2 Part 8 Process

Notice of the proposed development was served under Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

Notice of the proposed development was published in the Irish Examiner on 18 September 2018. For information purposes, the notice was also published in the East Cork Journal on 20 September 2018. Site notices were displayed along the length of the route at intersections with the public road as shown in the Part 8 Planning Drawings. A copy of the site notice is included in Appendix 1.

Plans and particulars of the proposed development were made available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy during normal office hours on each day and time during which the said offices are open for business during the period commencing on 18 September 2018 and ending on 16 October 2018, both dates inclusive, at the following offices of Cork County Council:

- Cork County Council, County Hall, Carrigrohane Road, Cork.
- Cork County Council, East Cork Municipal District Offices, Midleton Lodge, Youghal Road, Midleton, Co. Cork.
- Cork County Council, East Cork Municipal District Offices, Mall House, Youghal, Co. Cork.

Plans and particulars were also available to view on Cork County Council's website at: <https://www.corkcoco.ie/planning/municipal-districts-part-8-planning>.

Written submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development is situated could be made on or before 30 October 2018 as follows:

- **In writing to:** Part 8 Midleton-Youghal Greenway Submissions, Cork County Council, East Cork Municipal District Offices, Mall House, Youghal, Co. Cork

Or

- **Online:** at <https://www.corkcoco.ie/planning/municipal-districts-part-8-planning>.

Nine statutory consultees were notified of the proposed development in writing.

### 1.3 Part 8 Planning Documents & Drawings

Details of the proposed development were set out in the Part 8 planning documentation which were available to the public throughout the consultation period and which comprises (i) the Part 8 Planning Documents and (ii) the Part 8 Planning Drawings which should be read in conjunction with one another. Together, these plans and particulars describe the nature, extent and principal features of the proposed scheme.

The Part 8 Planning Documents comprise:

- Part 8 Planning Report
- EIA Screening Report
- Stage 1 Appropriate Assessment Screening Report
- Ecology Report
- Flood Risk Assessment Report.

Part 8 Planning Drawings comprise:

Drawing No.	Title	Revision
SC-017-075-00	Drawing Sheet List	A
SC-017-075-01	Part 8 planning application Location Map	A
SC-017-075-02	Key Plan (Sheet 1 of 13)	A
SC-017-075-03	Key Plan (Sheet 2 of 13)	A
SC-017-075-04	Key Plan (Sheet 3 of 13)	A
SC-017-075-05	Key Plan (Sheet 4 of 13)	A
SC-017-075-06	Key Plan (Sheet 5 of 13)	A
SC-017-075-07	Key Plan (Sheet 6 of 13)	A
SC-017-075-08	Key Plan (Sheet 7 of 13)	A
SC-017-075-09	Key Plan (Sheet 8 of 13)	A
SC-017-075-10	Key Plan (Sheet 9 of 13)	A
SC-017-075-11	Key Plan (Sheet 10 of 13)	A
SC-017-075-12	Key Plan (Sheet 11 of 13)	A
SC-017-075-13	Key Plan (Sheet 12 of 13)	A

SC-017-075-14	Key Plan (Sheet 13 of 13)	A
SC-017-075-15	Site Layout Plan - Drawing No. 01 of 33	A
SC-017-075-16	Site Layout Plan - Drawing No. 02 of 33	A
SC-017-075-17	Site Layout Plan - Drawing No. 03 of 33	A
SC-017-075-18	Site Layout Plan - Drawing No. 04 of 33	A
SC-017-075-19	Site Layout Plan - Drawing No. 05 of 33	A
SC-017-075-20	Site Layout Plan - Drawing No. 06 of 33	A
SC-017-075-21	Site Layout Plan - Drawing No. 07 of 33	A
SC-017-075-22	Site Layout Plan - Drawing No. 08 of 33	A
SC-017-075-23	Site Layout Plan - Drawing No. 09 of 33	A
SC-017-075-24	Site Layout Plan - Drawing No. 10 of 33	A
SC-017-075-25	Site Layout Plan - Drawing No. 11 of 33	A
SC-017-075-26	Site Layout Plan - Drawing No. 12 of 33	A
SC-017-075-27	Site Layout Plan - Drawing No. 13 of 33	A
SC-017-075-28	Site Layout Plan - Drawing No. 14 of 33	A
SC-017-075-29	Site Layout Plan - Drawing No. 15 of 33	A
SC-017-075-30	Site Layout Plan - Drawing No. 16 of 33	A
SC-017-075-31	Site Layout Plan - Drawing No. 17 of 33	A
SC-017-075-32	Site Layout Plan - Drawing No. 18 of 33	A
SC-017-075-33	Site Layout Plan - Drawing No. 19 of 33	A
SC-017-075-34	Site Layout Plan - Drawing No. 20 of 33	A
SC-017-075-35	Site Layout Plan - Drawing No. 21 of 33	A
SC-017-075-36	Site Layout Plan - Drawing No. 22 of 33	A
SC-017-075-37	Site Layout Plan - Drawing No. 23 of 33	A
SC-017-075-38	Site Layout Plan - Drawing No. 24 of 33	A
SC-017-075-39	Site Layout Plan - Drawing No. 25 of 33	A
SC-017-075-40	Site Layout Plan - Drawing No. 26 of 33	A
SC-017-075-41	Site Layout Plan - Drawing No. 27 of 33	A
SC-017-075-42	Site Layout Plan - Drawing No. 28 of 33	A
SC-017-075-43	Site Layout Plan - Drawing No. 29 of 33	A
SC-017-075-44	Site Layout Plan - Drawing No. 30 of 33	A
SC-017-075-45	Site Layout Plan - Drawing No. 31 of 33	A
SC-017-075-46	Site Layout Plan - Drawing No. 32 of 33	A
SC-017-075-47	Site Layout Plan - Drawing No. 33 of 33	A
SC-017-075-48	Standard Details	A

## 2.0 Nature, Extent & Principal Features of Proposed Development

The proposed development of the greenway incorporates the following principal features: vegetation and site clearance; provision of a sealed surface path with a desirable maximum width of 4m and a general minimum width of 3m; provision of a boardwalk; provision of car parking facilities adjoining Midleton Train Station and adjoining the former railway stations at Mogeely, Killeagh and Youghal; provision of agricultural crossings; provision of boundary fencing, walls and railings; repair/replacement and remedial works to bridges, culverts and drains; provision of ducting; provision of traffic calming and safety measures at road crossings; construction access and temporary construction compounds; provision of signage, seating, cycle stands, markings and all delineation works, landscaping and all ancillary development and associated accommodation works. The development consists of works within the curtilage of Protected Structures: RPS No. 5 (Townparks (Imokilly By)); RPS No. 3003, RPS No. 3004 and RPS No. 3036 (Williamstown).

The proposed greenway will extend between Midleton Train Station and the disused Youghal Train Station predominantly along the corridor of the disused railway over a distance of approximately 23km. The proposed development is located within the townlands of Townparks (Imokilly By), Broomfield East, Park North, Killeagh, Roxborough, Clashduff, Stumphill, Ballynascarty, Kilmountain, Ballycrenane Beg, Mogeely, Carrignashinny, Garranejames, Ballyquirk, Clashdermot West, Mountbell, Lisglasheen, Moanlahan, Lagile, Ballymakeagh More, Finisk, (ED Clonpriest), Burges Lower, Inchiquin, Gortaroo, Coolnacloghafinna, Coolaha, Beanfield, Ballyvergan West, Kennel, Ballyvergan East, Colerenagh, Summerfield, Dysart, Claycastle, Williamstown, County Cork.

A description of the proposed works is set out in full in the Part 8 planning documents and drawings.

## 3.0 Planning Report

This section sets out the report of the Planning Department, incorporating the reports of the Council's Ecologist and Archaeologist, on the proposed development. A report was also received from the Senior Executive Engineer, Roads Operations, East Cork.

### 3.1 Planner's Report

This report considers the above Part 8 project. It focuses on compliance with planning policy as set out in the Development Plans Cork County, Midleton and Youghal Towns, and the Local Area Plans. In addition, it incorporates the reports of the County Archaeologist and the Council's Ecologist, relating to cultural heritage, ecology and appropriate assessment. Note that conditions are recommended at the conclusions of their reports. While a report is not to hand from the Conservation Officer, I have spoken with her about the project and she has informed me that she is satisfied with it. The issue of EIA is also discussed.

#### **Planning Policy**

The development proposes a greenway of c23km in length, which is to provide a primarily off road pedestrian/cyclist path along the line of the former Midleton-Youghal railway. It is noted that the line has not been used since 1988.

The Part 8 documents include a comprehensive planning report which addresses the policy aspects of the proposed development. I agree with the discussion and conclusion in that report. From a planning policy perspective, key points are as follows:

#### Cork County Development Plan 2014

The Core Strategy of the Plan includes an Objective (CS 4-2f) to "secure the long term strategic aim of reopening the rail route linking Cork and Midleton to Youghal". The text in para 8.7.9 specifically identifies that potential opportunities exist for walking and cycling routes along the disused Midleton-Youghal rail line, and further states that the Council will work with local communities and encourage their development through the county. Objective TO 7-1 seeks to, "promote the development of walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies". The Development Plan also has Objectives to encourage walking (TM 2-1) and cycling (TM 2-2). In particular, it is noted that the Council seeks to promote the development of an integrated and coherent local and countywide cycle network. The development of a 23km route which links the Metropolitan settlement of Midleton with the main settlement of Youghal and the key village of Killeagh and village of Mogeely will form a significant element of this network.

The development of the greenway does not preclude the possibility of reopening the rail route. In this regard, it is noted that the railway property remains in the ownership of CIE and that the integrity of the line is protected. The proposed greenway development does not undermine Objective CS 4-2, and has the support of the Development Plan in terms of Objective TO 7-1 and the related discussion in the preceding text at para. 8.7.9, as well as Objectives TM2-1 and TM 2-2.

#### East Cork Municipal District LAP 2017

The LAP acknowledges the long term strategic objective to reopen the railway, while also supporting development of the greenway (see para 3.3.49): "*While the Council has a long term strategic objective to reopen the rail route linking Cork and Midleton to Youghal, there is an opportunity to yield a use from the disused railway line in the interim. The development of the disused railway line*

*as a greenway would have the advantage of protecting the integrity of the route for the future while creating jobs and opportunities locally for the benefit of local towns, villages and communities in terms of amenities and tourism. The development of a greenway would safeguard the route for its potential future reopening as an operational railway and allow the local community to harness this resource asset both as an amenity and for tourism development. It is therefore an objective to assess and, as appropriate, develop a greenway on the disused railway line.'*

The proposed development is supported by the Local Area Plan.

#### Midleton Town Development Plan (2013)

Objectives TT8-14 and TT8-16 in relation to the reopening of the rail line, state, *"It is an objective of this Plan to safeguard the potential for the reopening of the rail line from Midleton to Youghal and, in this context, to safeguard the existing rail line and infrastructure from inappropriate development."*

TT 8-15 in relation to the railway reservation states, *"It is an objective of this plan, where necessary, to reserve land on either side of the railway route to facilitate the possible future upgrading of the route to double track standard. This objective applies to all land within 5m of the perimeter fence on either side of the railway. Within this area the following categories of development will be resisted:*

- New buildings not required for the operation of the railway; and*
- New vehicular and pedestrian accesses where these accesses are the sole or primary access to development.*
- New bridge crossings constructed will be required to provide sufficient clearance to permit double track operation.*
- Open land uses, such as open space, surface car parking and agriculture will normally be permitted subject to the proper planning and sustainable development of the area."*

As discussed under the County Development Plan section of this report, the development of the greenway – while not explicitly supported in the Midleton Town Plan- does not preclude the possible future reopening of the railway. It is not considered to be inappropriate development and is not therefore considered to contravene the Plan.

At the start of the greenway in Midleton, two car parking areas are proposed adjacent to the station, according to the submitted drawings. One car park will function as an extension to the existing station car park and will be adjacent to the railway. Note that car parking is an acceptable use within the rail reservation (as per Objective TT 8-15). Part of the car park appears to be in an area zoned Town Centre. This will not compromise the zoning objective. Car parks frequently occur in town centres, and part of the station car park is within the zoned Town Centre. The second car park is in an area zoned residential, adjacent to the road reservation for the northern relief road. In the Plan, a land use zoning matrix indicates the acceptability or otherwise of different uses. Car parking is not an identified use in the matrix. Proposals which are not identified in the table are assessed on their merits in accordance with the policies and objectives of the Plan. The Plan also states that uses other than the primary use for which an area is zoned may be permitted in certain circumstances provided they are not in conflict with the primary use zoning objective. In this case, the car park is small, accommodating 19 spaces. It occupies a small portion of the larger area zoned for residential and with the existing road adjoining it to the west and the route of the northern relief road bounding the space to the east, it is easily divisible from the remainder of the residential zoning. As the size is small, traffic movements will not be significant and the routing to the car parking is such that it will not impact on the existing amenity of the estate (Forrest Hill). Developing a small car park here will not undermine the primary use.



The road reservation for the northern relief road diagonally crosses the residentially zoned area in which the car park is proposed. It adjoins the proposed car park and the start of the proposed greenway. It runs roughly parallel to the rail line (and proposed greenway) for much of its length and will cross the line to the east of the settlement. There does not appear to be any conflict with the road reservation line, but it would be prudent to liaise with Road Design Office in this regard.

The development is not considered to be in conflict with the Town Plan.

#### Youghal Town Development Plan

The Plan states on page 68 (of Volume 2) that, “it shall be an objective to work with Iarnrod Eireann to restore the Cork-Youghal rail service in line the objective contained in CASP and SWRA (South West Regional Assembly) Planning Guidelines”. As discussed under the County Development Plan and Middleton Town Plan sections of this report, the development of the greenway – while not explicitly supported in the Youghal Town Plan- does not preclude the possible future reopening of the railway, and is not considered to contravene the Plan.

There is a small car park located adjacent to the end of the greenway. It will accommodate 10 spaces. A further seven on street spaces are proposed adjoining the car park. These are on lands zoned for Utilities/Infrastructure. In land use zoning terms, there is no objection with the development of a small car parking area within lands so zoned.

The development is not considered to be in conflict with the Town Plan.

#### Conclusion (Planning Policy)

In accordance with the discussion above, there is no conflict with the statutory plans for the area arising from this proposed greenway development. It is considered that the development is consistent with these statutory plans, especially as it does not preclude the possible reopening of the rail line in the future.

#### Environmental Impact Assessment

Included with the Part 8 documentation is an Environmental Impact Assessment Screening Report. I have read this report. There is no mandatory EIA threshold which applies to this development. The screening report considers sub-threshold criteria, having regard to the characteristics of the development, its location and the characteristics of potential impacts. It references the Planning report, Flood Risk Assessment report, AA Screening report and Ecology report. The report of the Council’s Ecologist (see below) considers both the AA Screening report and the Ecology report and concludes that from an ecology perspective the need for EIA does not arise. The need for AA is also screened out. I agree with the conclusion of the EIA Screening report that there is no real likelihood of significant effects on the environment arising from the proposed development, and that an EIA is not therefore required.

N Sheridan  
Senior Executive Planner

## 3.2 Report of Council Archaeologist

### **Re: Part 8 Youghal to Midleton Greenway - the development of a Greenway from the environs of Midleton Train Station to the former Youghal Train station predominately along the line of the disused railway corridor in regards to archaeology**

I have reviewed the archaeological assessment within the Part 8 report. Given the proposed development is predominately within an existing railway line with no designated archaeological sites within the proposed development area and the development is within and along the line of the old disused railway corridor, albeit with minor diversion, there will be no direct impact on designated archaeology sites or their Zones of Archaeological Potential.

I note the mitigating measures proposed for certain areas (a) Ballyquirk and (b) other area where substantial works are required outside of the original railway formation, a programme of archaeological monitoring is proposed. This is satisfactory and acceptable.

The development is along the lines of the old railway line and as such is part of the Industrial Archaeological heritage of the County, it is an objective (H-E 4) to protect and preserve the archaeological value of industrial heritage such as this. The reuse of the railway line is welcome as it will preserve the railway line and provide a suitable reuse for same. However, the report notes there are a number of disused buildings and features along the railway line but no details are provided in this regard. It is noted the line is heavily overgrown and an assessment of same would be difficult to carry out at this stage. It is recommended that the vegetation clearance is carried out under supervision by a suitably qualified person to ensure no damage to same and an audit /assessment of these buildings /features is carried out by a suitably qualified person following the removal of vegetation to preserve/protect these features in situ where possible or relocated to a suitable location.

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Mary Sleeman  
Archaeologist

### 3.3 Report of Council Ecologist

#### Part 1: Habitats Directive Screening Assessment

This assessment was completed by Sharon Casey on behalf of the Cork County Council Planning Authority, December 10th 2019. The assessment is based on information provided in the Appropriate Assessment Screening Report, Part 8 Planning Report and EIA Screening Reports prepared for Cork County Council Municipal District Operations and Rural Development. This report comprises the Habitats Directive Screening Assessment of the Cork County Council Planning Authority in respect of this proposal.

#### Introduction

Part XAB of the Planning and Development Act as amended, provides for the implementation of the EU Habitats Directive, and Section 177 of the Act, requires Planning Authorities to assess the impacts of land use plans and proposed new developments on proposed developments on sites that are designated for the protection of nature (European Sites<sup>1</sup>) prior to the giving consent for development of such projects. This is to determine whether or not the projects could have negative consequences for the habitats, or plant and animal species for which these sites are designated. This assessment process is called a **Habitats Directive Assessment** (HDA). The requirements emanate from Article 6(3) of the Habitats Directive which states

*Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.*

EU and National Guidance sets out two main stages to the assessment process which are as follows:

#### **Stage One: Screening**

The process which identifies what might be likely impacts arising from a project or a plan on a Natura 2000 site, either alone or in combination with other projects or plans, and considers whether these impacts are likely to be significant. No further assessment is required if no significant impacts on Natura 2000 sites are identified to be likely to arise, during the screening stage. The findings of the screening assessment are normally contained in a **Habitats Directive Screening Report**.

#### **Stage Two: Appropriate Assessment**

Where the possibility of significant impacts has not been discounted by the screening process, a more detailed assessment is required. This is called an Appropriate Assessment and involves the compilation of a **Natura Impact Statement** by the Planning Authority which is a report of scientific evidence and data relating to European sites for which significant negative impacts have not been previously screened out. This is used to identify and classify any implications of the project for these sites in view of their conservation objectives. The Appropriate Assessment must include a determination as to whether or not the project would adversely affect the integrity of any European site or sites. The project may only be consented if adverse effects on the integrity of European sites can be ruled out during the Appropriate Assessment process. The project may not be consented on foot of an Appropriate Assessment, if it is found that it will give rise to adverse impacts on one or more European sites, or if uncertainty remains in relation to potential impacts on one or more European sites.

The directive provides for a **derogation procedure** which can allow a plan or project to proceed in spite of a finding that the plan or project could/would give rise to adverse effects on the overall integrity of one or more Natura 2000 sites. Derogation procedures can only be progressed in very limited circumstances which are set out in Article 6(4) of the Directive (see below).

### **Habitats Directive Article 6(4)**

*If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted.*

EU and National Guidance identifies the procedures which must be followed in circumstances where a derogation from the Habitats Directive is sought to allow a project or a plan to proceed, despite a finding that it will give rise to adverse effects on the integrity of one or more Natura 2000 sites. These procedures can only be invoked where it has been shown that there are no alternative ways to implement the plan/project which avoid adverse effects on the integrity of one or more European sites, where it has been demonstrated that there are imperative reasons of overriding public interest for which the plan/project must proceed and where measures have been developed and provided to compensate for any losses to be incurred. These further stages are described below.

### **Stage Three: Assessment of alternative solutions**

In circumstances where the potential for a plan or project to give rise to adverse effects on the integrity of a European site or sites has not been ruled out during the appropriate assessment process, it can only be considered for authorisation where it is demonstrated that there are no alternative solutions and that there are Imperative Reasons of Overriding Public Interest (IROPI) which can allow the plan or project to proceed. Stage three of a Habitats Directive Assessment involves the assessment of alternative solutions.

### **Stage Four: Assessment where no alternative solutions exist and where adverse impacts remain**

The fourth stage of the Habitats Directive Assessment process involves demonstrating that Imperative Reasons of Overriding Public Interest exist, and the assessment of the compensatory measures which are proposed to be implemented. In every case in which a local authority envisages approving or proceeding with a plan or project on grounds of IROPI, the Minister for Culture, Heritage and the Gaeltacht must be consulted.

The assessment may stop at any of the above stages if significant impacts on Natura 2000 sites can be ruled out.

Regulation 250(6) of the Planning and Development Regulations identifies the Local Authority to be the competent authority with responsibility for completing the Habitats Directive Screening process for Local Authority development. In circumstances where it is determined that Appropriate Assessment is required in respect of proposed development to be progressed by the Local Authority, the competent authority with responsibility for completion of the Appropriate Assessment is an Bord Pleanála.

This document presents the outcomes of the screening assessment of the proposed Youghal to Midleton Greenway. All European sites within or close to the site or that might have an ecological linkage to the proposed development have been identified and screened, to determine whether

there is potential for this project to give rise to significant impacts on the qualifying features of these sites.

### **Methodology**

The approach taken in the making of this assessment follows *European Communities, Assessment of plans and projects significantly affecting Natura 2000 sites, Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, 2002*, and on *Local Government and Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities, 2009*.

### **Proposed Project**

Cork County Council is proposing to develop a pedestrian and cycling Greenway along the now disused railway line from Midleton to Youghal, and which runs through the villages of Mogeely and Killeagh. It is envisaged that the Greenway will be used primarily for recreation/tourism use, but it may also be used as an alternative sustainable transport route for commuters to Midleton with onward rail links to Cork City. The Greenway will be widened to a desirable surfaced width of 4m and a minimum width of 3m and will have an overall length of approx. 23km. The Greenway will run along a 4.5m raised boardwalk through Ballyvergan Marsh. For most of the route, the Greenway will be constructed over the footprint of the old railway line, however small portions of the route which will diverge from this line at Midleton and Ballyquirk. The requirements for the construction of the Greenway are set out in the Appropriate Assessment Screening Report prepared by Atkins. In summary, the construction will require /involve the following:

- Site clearance - vegetation removal along footprint of Greenway;
- Removal of remaining tracks and sleepers;
- Repair of bridges and culverts along footprint of Greenway;
- Provision of a shared use 3.0-4.0m wide sealed surface bituminous finish path on crushed stone sub-base for majority of route;
- Provision of raised wooden boardwalk at Ballyvergan (2.5km);
- Provision of signage and user amenities including seating, cycling stands and car parking at Midleton, Mogeely, Killeagh and Youghal;
- Fencing;
- Improvements at road crossings (road markings, signage and traffic calming)
- Maintenance of existing agricultural crossings by provision of gated crossings;
- Provision of cattle underpasses/overpasses in the vicinity of existing crossings where required.

It is proposed to retain boundary planting along the Greenway in so far as is possible. New planting along existing boundaries, or where no boundary currently exists will be carried out in accordance with a Landscape Masterplan which is to be developed prior to the commencement of development. The plan is to incorporate proposals for new planting to compensate for unavoidable loss of natural and semi-natural habitats within the footprint of the development, and will comprise a palette of native species. The existing surface water drainage system is to be maintained and no new drains are proposed or required. Existing car parks along the route will be used as temporary construction compounds. Implementation of the project will be dependent on availability of funding and may be achieved in a single stage, or on a phased basis. Timescale for delivery of the project is currently unknown and is dependent on availability of funding.

Works are to be carried out on behalf of Cork County Council by a contractor who will be provided with a Scope of Works requiring implementation of best environmental practise to include procedures relating to

- Responsible storage and management, of hydrocarbons and cementitious materials including responsible procedures for refuelling and storage of plant and equipment;
- Responsible storage and stockpiling of excavated materials;
- Implementation of procedures to prevent the spread of invasive alien species (Invasive Species Management Plan); and
- Implementation of a Waste Management Plan.

These procedures are to be compiled into a Construction Environmental Management Plan prior to the commencement of development.

### **Site Details**

The proposed works site extends for a distance of 23km from Midleton to Youghal. The railway extends primarily through an agricultural landscape, passing through the villages of Mogeely and Killeagh. It will cross a number of rivers, streams and drainage ditches along the route and through the Ballyvergan Marsh pNHA in the eastern most section of the route. Habitats within immediate footprint of the works area, the old railway line, are described in the Ecology Report prepared by Atkins and shown on the habitat maps which accompany that report, which is included with the Part 8 documents. These include primarily bramble and gorse scrub, immature woodland, hedgerows and tree lines, wet-willow ash woodland, oak-ash-hazel woodland, wet grassland, improved grassland and areas of recolonising bare ground. The Greenway will also pass through an area of reed and large sedge swamp at Ballyvergan Marsh. This portion of the old line is situated on a raised embankment which bisects the marsh. The proposed Greenway will cross a number of lowland rivers along its length including the Dungourney River (Midleton), the Kiltha River (west of Mogeely), Dissour River (east of Killeagh) and tributaries of the Womanagh River. Non-native invasive species plant species of concern recorded along the route include Japanese Knotweed, Himalayan Honeysuckle, Butterfly Bush, Old Man's Beard, Montbretia, Winter Heliotrope, Cotoneaster and Virginia Creeper.

### **European Sites within the Potential Impact Zone of the Proposed Development**

The submitted Screening Assessment Report identifies and lists all European Sites and their qualifying interests occurring within 15km of the proposed Greenway. It identifies whether there is a potential pathway for impact linking the Greenway to any of these sites.

Identified sites include:

- Great Island Channel Special Area of Conservation (1058);
- Ballymacoda (Clonpriest and Pillmore) Special Area of Conservation (0077);
- Blackwater River Special Area of Conservation (2170);
- Ardmore Head Special Area of Conservation(2123);
- Cork Harbour Special Protection Area (4030);
- Ballymacoda Bay Special Protection Area (4023);
- Ballycotton Bay Special Protection Area (4022);
- Blackwater Estuary Special Protection Area; and
- Helvick Head to Ballyquin Special Protection Area (4192)

The submitted report identifies hydrological linkages between the proposed development site and four of these sites being:

Great Island Channel SAC	Located within 1.1km from proposed Greenway at nearest point.	Hydrological connectivity via Dungourney River (one crossing point) which discharges to Owenacurra Estuary within SAC.
Ballymacoda (Clonpriest and Pillmore) SAC	Located approx 1.6km from proposed Greenway at nearest point.	Hydrological connectivity via Womagh River which discharges to the into Ballymacoda Bay within the SAC (7 crossing points on tributaries).
Cork Harbour SPA	Located within 1.1km from proposed Greenway at nearest point.	Hydrological connectivity via Dungourney River (one crossing point) which discharges to Owenacurra Estuary within SAC.
Ballymacoda Bay SPA	Located approx 1.6km from proposed Greenway at nearest point.	Hydrological connectivity via Womagh River which discharges to the into Ballymacoda Bay within the SAC (seven crossing points on tributaries).

There is no spatial overlap and no hydrological or any other ecological connectivity is identified between the proposed development site and either the Blackwater River SAC, Ardmore Head SAC, Ballycotton Bay SPA or to the Helvick Head to Ballyquin SPA. Accordingly, risk of impact to these sites is screened out in the submitted report on the basis of lack of any connectivity. I concur with this assessment. Further consideration is given to those sites with a demonstrated connectivity to the proposed Greenway in the submitted report.

### **Assessment of Possible Impacts on European Sites Arising from the Proposed Development**

#### **Great Island Channel Special Area of Conservation and Cork Harbour Special Protection Area**

The submitted report identifies a hydrological linkage to the Great Island Channel SAC and to the Cork Harbour SPA via the Dungourney River over which the Greenway will pass at an existing bridge over the old railway line on the boundary of the townlands of Killeagh and Roxborough. The bridge is located approximately 2.7km upstream of the discharge point of the Dungourney River to the Owenacurra Estuary, which forms part of the Great Island Channel SAC and the Cork Harbour SPA.

The Great Island Channel SAC is designated for the protection of the following qualifying interests:

- Mudflats and sandflats not covered by seawater at low tide [1140]

- Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330]

These are habitats of the intertidal zone which require protection of a high standard of water quality and maintenance of natural hydrological conditions (tidal flows and natural patterns of sediment deposition) to ensure the maintenance of their favourable conservation condition.

The Cork Harbour SPA is designated to provide protection to the following qualifying interests:

- Little Grebe (*Tachybaptus ruficollis*) [A004]
- Great Crested Grebe (*Podiceps cristatus*) [A005]
- Cormorant (*Phalacrocorax carbo*) [A017]
- Grey Heron (*Ardea cinerea*) [A028]
- Shelduck (*Tadorna tadorna*) [A048]
- Wigeon (*Anas penelope*) [A050]
- Teal (*Anas crecca*) [A052]
- Pintail (*Anas acuta*) [A054]
- Shoveler (*Anas clypeata*) [A056]
- Red-breasted Merganser (*Mergus serrator*) [A069]
- Oystercatcher (*Haematopus ostralegus*) [A130]
- Golden Plover (*Pluvialis apricaria*) [A140]
- Grey Plover (*Pluvialis squatarola*) [A141]
- Lapwing (*Vanellus vanellus*) [A142]
- Dunlin (*Calidris alpina*) [A149]
- Black-tailed Godwit (*Limosa limosa*) [A156]
- Bar-tailed Godwit (*Limosa lapponica*) [A157]
- Curlew (*Numenius arquata*) [A160]
- Redshank (*Tringa totanus*) [A162]
- Black-headed Gull (*Chroicocephalus ridibundus*) [A179]
- Common Gull (*Larus canus*) [A182]
- Lesser Black-backed Gull (*Larus fuscus*) [A183]
- Common Tern (*Sterna hirundo*) [A193]
- Wetland and Waterbirds [A999]

These species and the wetland areas upon which they depend also rely on protection of a high standard of water quality and the maintenance of natural hydrological conditions to ensure the maintenance of favourable conservation condition.

The habitats and species for which the SAC and the SPA are designated could have the potential to be impacted by activities causing a decline in water quality. This could include activities associated with the construction of the Greenway. However, the submitted screening report rules out any such risk on the basis of the distance of the works area from the SAC and the SPA, the scale and the likely duration of the works. Procedures which are to be implemented to prevent impacts on water quality in the freshwater environment within the immediate vicinity of the works area will minimise risk of impact to these sites. I concur with this conclusion.



## **Ballymacoda (Clonpriest) and Pillmore SAC and Ballymacoda Bay SPA**

The submitted report identifies a number of hydrological linkages to Ballymacoda Bay and its associated SAC and SPA via existing crossings over the Womanagh River and its associated tributaries. The Womanagh River discharges to the sea at Ballymacoda.

Ballymacoda (Clonpriest) and Pillmore SAC is designated for the protection of the following habitats and species:

- Estuaries [1130]
- Mudflats and sandflats not covered by seawater at low tide [1140]
- Salicornia and other annuals colonising mud and sand [1310]
- Atlantic salt meadows (*Glauco-Puccinellietalia maritimae*) [1330]
- Mediterranean salt meadows (*Juncetalia maritimi*) [1410]

These are habitats of the intertidal zone which require protection of a high standard of water quality and maintenance of natural hydrological conditions (tidal flows and natural patterns of sediment deposition) to ensure the maintenance of their favourable conservation condition.

Ballymacoda Bay SPA is designated for the protection of the following species of conservation interest:

- Wigeon (*Anas penelope*) [A050]
- Teal (*Anas crecca*) [A052]
- Ringed Plover (*Charadrius hiaticula*) [A137]
- Golden Plover (*Pluvialis apricaria*) [A140]
- Grey Plover (*Pluvialis squatarola*) [A141]
- Lapwing (*Vanellus vanellus*) [A142]
- Sanderling (*Calidris alba*) [A144]
- Dunlin (*Calidris alpina*) [A149]
- Black-tailed Godwit (*Limosa limosa*) [A156]
- Bar-tailed Godwit (*Limosa lapponica*) [A157]
- Curlew (*Numenius arquata*) [A160]
- Redshank (*Tringa totanus*) [A162]
- Turnstone (*Arenaria interpres*) [A169]
- Black-headed Gull (*Chroicocephalus ridibundus*) [A179]
- Common Gull (*Larus canus*) [A182]
- Lesser Black-backed Gull (*Larus fuscus*) [A183]
- Wetland and Waterbirds [A999]

These species and the wetland areas upon which they depend also rely on protection of a high standard of water quality and the maintenance of natural hydrological conditions to ensure the maintenance of favourable conservation condition.

The habitats and species for which the SAC and the SPA are designated could have the potential to be impacted by activities causing a decline in water quality. This could include activities associated with the construction of the Greenway. However, the submitted screening report rules out any such risk on the basis of the distance of the works area from the SAC and the SPA, the scale and the likely duration of the works. Procedures which are to be implemented to prevent impacts on water quality in the freshwater environment within the immediate vicinity of the works area will minimise risk of impact to these sites. I concur with this conclusion.

### **In Combination Impacts**

No potential for negative effects on any European site is identified. Accordingly, it is concluded that the proposed works do not pose a risk of contributing to negative effects which could be considered to be significant when considered in combination with impacts arising from any other source.

### **Screening Conclusion**

The conclusion of the submitted screening report is that the development as proposed does not pose a risk of causing negative impacts to any European Site. Having regard to limited hydrological connectivity linking the proposed development site to relevant European sites, and to the lack of any other connectivity linking the proposed development site to any European site, I concur with this conclusion.

## **Part 2: Assessment of Possible Impacts for Other Ecological Receptors to Inform Screening for Environmental Impact Assessment**

The Ecology Report prepared by Atkins describes the site and identifies the key ecological receptors which have the potential to be affected by the proposed development. These include sites proposed for designation as Natural Heritage Areas, protected plant and animal species and habitats of high natural value within the immediate foot print of the proposed development site. A description of the site including a detailed habitat map is provided in the submitted report and also includes a listing of all incidents of invasive alien plant species recorded along the route.

The report relies on a desktop review of information pertaining to designated sites and sites proposed for designation within the vicinity of the proposed Greenway, consultation with key stakeholders and site survey.

### **Sites Proposed for Designation**

Consideration is given in the submitted to report to potential for the proposed development to give rise to negative effects on sites proposed for designation as Natural Heritage Areas. The report includes a listing all of these located within 15km of the proposed Greenway. Of these sites, only one is identified to have the potential to be directly affected by the proposed development, being Ballyvergan Marsh through which the old railway line runs. This is an important wetland site which supports reed swamp and marsh habitat with areas of fringing scrub and dune habitat along the coastal. The railway line lies on a raised embankment which runs from east to west through the wetland. Habitats along the embankment include scrub, semi-natural woodland including wet woodland and oak woodland types, wet grassland and reed and large sedge swamp. The site is of importance for the wetland habitats it supports as well as for populations of breeding birds including Reed Warblers, Reed Bunting, Moorhen, Coot, Water Rail and Mallard. It is also an important wintering roost site for a rare and protected bird species, listed on Annex I of the EU Birds Directive.

Consideration is given in the Ecology Report to impacts on the Marsh and its associated species, and a number of mitigation measures are put forward to avoid/minimise identified impacts. These include:

*Direct effects on habitats of high natural value:* No direct loss of wetland habitat is predicted arising from the proposed development, and no alterations to drainage within the marsh are proposed. However scrub and linear woodland habitat within the immediate footprint of the Greenway will be removed. This will constitute a negative effect on habitat of high natural value and could also have negative implications for associated wild faunal species. This is to be mitigated by compensatory planting along the boundary to be carried out in accordance with a Landscape Plan to be prepared prior to the commencement of development.

*Disturbance to wild fauna including breeding birds and overwintering birds:* The boardwalk is to be securely fenced to prevent access to the marsh by people or pets using the Greenway, and thereby minimise risk of causing disturbance to breeding or overwintering birds, or to damage to wetland habitats. No lighting is proposed along the route as it passes through Ballyvergan Marsh, to minimise risk of causing disturbance to wild fauna.

Having regard to the mitigation measures which are proposed, the Ecology Report concludes that there will be no negative implications of the proposed development for Ballyvergan Marsh pNHA or its associated species. I concur with this conclusion. However, the conclusion relies on strict implementation of the mitigation measures set out in the Ecology Report and Technical Note under appropriate ecological supervision where necessary. It is my recommendation that it would be a requirement that the detailed Landscape Plan, an Outline Construction and Environmental Management Plan and Invasive Species Management Plan be required to be submitted to the Planning Authority for review and agreement prior to the commencement of development of this Greenway, and that these should be informed by any additional pre-construction surveys as identified to be required in the Ecology Report and Technical Report. The Outline CEMP should incorporate all provisions and measures to minimise risk of impact to water quality and to habitats and species as contained in the Ecology Report, and this document should form part of the Scope of Works presented to prospective contractors during the procurement process. A final detailed CEMP would be expected to be required to be prepared by the Contractor on appointment. This CEMP should incorporate all provisions of the Outline CEMP.

### **Protected Plants Species**

The report documents the previous known occurrence of Pennyroyal (legally protected under the Flora Protection Order) and Orange Foxtail (rare) which were associated with the Ballyquirk Pond pNHA, and Wild Clary (listed Rare in the Irish Red Data Book) at the sandcliffs at Front Strand, Youghal.

The proposed development of the Greenway is not anticipated to interfere directly with the known or previously recorded locations for these plants. No potential for impact is identified and no mitigation is proposed in respect of same. I concur with this conclusion.

### **Protected Mammals**

No bat surveys were completed, however, it is stated in the report that bats are likely to occur in the old buildings along the route which are associated with the railway line. Bats are also likely to forage along linear woodland/scrub habitat on the railway line. Bridges along the route were assessed to have low potential to host roosting sites for bats. It is not proposed to carry out works to buildings, and it is not proposed to light the route. While scrub and woodland will be cleared along the immediate footprint of the Greenway, habitats along the boundaries are to be maintained and compensatory planting is proposed and the Landscape Masterplan is to be prepared with input from an ecologist and will incorporate mitigation measures for bats. No lighting is proposed along the route, which will minimise potential for the development to cause disturbance to bats. Bridges along the route are to be examined for bat activity prior to any restoration works being carried out, and derogation licenses are to be sought, in the event that roosting bats are found in any bridge to be restored, where the works would cause disturbance to the roost.

Having regard to the mitigation measures which are proposed to be implemented to minimise risk of disturbance to bats, the report concludes that there is no potential for the proposed development of the Greenway to give rise to negative impacts on any bat species. It recommends further bat survey will be required if future works are to be carried out to buildings associated with the railway line.

A number of badger setts were identified along the route, and the positions of these have been recorded. It is stated that some of these were on the earth banks/hedgerows along the boundary of the railway corridor, while others were within the railway corridor itself. The report commits the Council to the undertaking of detailed surveys for badger to assess the most up to date status for badgers at known setts, and to identify any new setts along the route as the footprint for development is cleared. Mitigation measures following TII Guidelines for the treatment of Badgers are set out in the Ecology Report and Technical Note. These are to be implemented to minimise risk of disturbance to active setts, and where disturbance of one or more setts cannot be avoided, then a derogation license is to be sought to permit exclusion of badgers.

Signs of Otter were recorded on the Kiltha and Dissour Rivers and on drainage ditches at the Youghal Railway station. The Technical Note states that culvert and bridge structures are to be subject to full assessment at detailed design stage, and that pre-construction surveys for Otter will be completed at that time. It will be necessary to implement appropriate measures to minimise risk of causing disturbance to Otter should active breeding sites or resting areas be found in the vicinity of crossings where work is required. This is not explicitly set out in the Ecology Report, but will be necessary to minimise risk of impact to this species.

Common Lizard has been recorded along the old railway line as it passes through Ballyvergan Marsh in the past. No potential for impact to this species arising from the proposed development is identified in the Ecology Report. The clearance of vegetation from the railway line may create better opportunities for lizards to bask, the development therefore may be positive for this species.

The development, in particular the erection of fencing along its boundaries, could restrict free movement of wild fauna along the corridor of the railway line. To mitigate this mammal gates are to be proposed to be integrated into fencing to maintain existing known crossing points for individual species including Otter and Badger. While not clearly stated in the Ecology Report, particular attention will need to be paid to design of these gates to ensure that they do not allow access for pets to farmed lands or to sensitive habitats along the route.

### **Birds**

As referenced above, Ballyvergan Marsh hosts an overwintering roost site for a rare and protected bird species. It is also an important breeding site for a number of bird species including Reed Warbler and Reed Bunting, Coot, Moorhen, Water Rail and Mallard. Kingfisher and Dipper are known to occur along the rivers associated with the Greenway.

Control of lighting (none) and restriction of access to wetland habitats at Ballyvergan will prevent risk of disturbance to breeding and overwintering birds. Vegetation clearance along the whole of the route is to be timed to avoid the bird breeding season. No potential for significant negative impacts on any bird species are predicted in the submitted Ecology Report. I concur with this conclusion.

### **Butterflies**

In their submission in respect of this application, BirdWatch Ireland identified the previously recorded occurrence of the Annex I species Marsh Fritillary in the townland of Beanfield. Atkins have responded to state that the records are historic, and in any case, that the proposed development will not extend into the preferred habitat types (wetland) of this species within this townland, and that there is no anticipated or predicted impact to this species. I consider this to be an acceptable conclusion.

## **Habitats of High Natural Value**

Habitats within the immediate footprint of the works area, the old railway line, are described in the Ecology Report prepared by Atkins and shown on the habitat maps which accompany that report, which is included with the Part 8 documents. These include primarily bramble and gorse scrub, immature woodland, hedgerows and treelines, wet-willow ash woodland, oak-ash-hazel woodland, wet grassland, improved grassland and areas of recolonising bare ground. The Greenway will also pass through an area of reed and large sedge swamp at Ballyvergan Marsh. This portion of the old line in Ballyvergan is situated on a raised embankment which bisects the marsh. The proposed Greenway will cross a number of lowland rivers along its length including the Dungourney River (Midleton), the Kilha River (west of Mogeely), Dissour River (east of Killeagh) and tributaries of the Womanagh River.

Impacts on the scrub and woodland corridor are to be minimised by restricting works to the immediate footprint of the development, timing of works and compensatory planting is to be carried out on embankments and adjoining the Greenway. No drainage is proposed and water protection measures are to be implemented at stream and river crossings to prevent impacts to water quality during the construction phase.

Potential for the development to give rise to significant negative impacts on habitats of high natural value is ruled out having regard to design which limits the footprint of the works area, and to the mitigation measures (including compensatory planting) proposed to be implemented to offset unavoidable habitat loss. I concur with this conclusion. However, as per previously stated, this relies on strict implementation of mitigation measures as set out in the Ecology Report.

## **Invasive Species**

The report includes a listing of all incidents of invasive alien plant species recorded along the route. These include Japanese Knotweed, Himalayan Honeysuckle, Butterfly Bush, Old Man's Beard, Montbretia, Winter Heliotrope, Cotoneaster and Virginia Creeper – however, the full extent of the route could not be surveyed during the survey period due to access difficulties. The Ecology Report recommends additional invasive alien species survey and development of an Invasive Species Strategy to be developed as early as possible in the process. Per above, I recommend that it would be a requirement that an Invasive Alien Species Management Plan be required to be submitted to the Planning Authority for agreement prior to the commencement of development at this site, and that this plan would be informed by any further survey deemed to be necessary.

## **Overall Assessment**

In summary, the conclusions of the Ecology Report are that the development as proposed does not pose a risk of causing significant negative impacts to designated sites, protected species of flora or fauna, or to habitats of high natural value. This conclusion relies on primarily on

- integration of design measures into the scheme which are intended to limit disturbance and damage risks to habitats and species (i.e. restriction of footprint of development, installation of fencing, installation of mammal gates, drainage design, no lighting);
- implementation of environmental protection measures during the construction phase to limit the footprint of the development, minimise risk of causing water pollution through implementation of water protection measures, minimise risk of causing disturbance to faunal species through control of timing of works and ecological supervision of works, and minimise risk of causing spread of invasive alien species through implementation of an invasive alien species strategy; and
- implementation of a compensatory planting plan (through Landscape Plan) to mitigate impacts arising from loss of habitat along the footprint of the route.

I concur with this conclusion. However, the conclusion relies on strict implementation of the mitigation measures set out in the Ecology Report and Technical Note under appropriate ecological supervision where necessary. It is my recommendation that it would be a requirement that the detailed Landscape Plan, an Outline Construction and Environmental Management Plan and Invasive Species Management Plan be required to be submitted to the Planning Authority for review and agreement prior to the commencement of development of this Greenway, and that these should be informed by any additional pre-construction surveys as identified to be required in the Ecology Report and Technical Report. The Outline CEMP should incorporate all provisions and measures to minimise risk of impact to water quality and impacts to habitats and species as contained in the Ecology Report, and this document should form part of the Scope of Works presented to prospective contractors during the procurement process. The Outline CEMP should also incorporate provision for ecological supervision of particular elements of the works, including works close to badger setts and areas used by otter, works in Ballyvergan Marsh and works at water crossings. A final detailed CEMP would be expected to be required to be prepared by the Contractor on appointment. This CEMP should incorporate all provisions of the Outline CEMP. It is also strongly recommended that the Landscape Plan be prepared with input from an ecologist, and that it would prepared having regard to the principle of No Net Biodiversity Loss. Opportunities for habitat enhancement for pollinator and other species should be explored during the development of the plan.

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Sharon Casey  
Ecologist

### **3.4 Report of Senior Executive Engineer, Roads Operations, East Cork**

The submission by the Senior Executive Engineer, Roads Operations for East Cork notes that he will liaise with the project development team in relation to the detailed design of the road crossing points and recommends that a standard post-construction Road Safety Audit is undertaken for these locations.

## 4.0 Submissions/Observations

### 4.1 Persons and Bodies who made Submissions/Observations

Submissions were received from 3 statutory consultees as shown in Table 1 below. In total 388 submissions/observations were received from the public. Internal Reports from the Planning and Heritage Sections of the Planning Department as well as the Roads Operations Section for East Cork were received as set out in Section 3 of this report.

**Table 1 Submissions/observations from Statutory Consultees**

No.	Body	Submission or Observation Received
1	An Taisce	No submission/observation received.
2	Coras Iompair Eirean	No submission/observation received.
3	Faite Ireland	Submission received.
4	Heritage Council	No submission/observation received.
5	Health and Safety Authority	No submission/observation received.
6	Iarnrod Eireann	No submission/observation received.
7	Inland Fisheries Ireland	Submission received.
8	Development Applications Unit, Department of Culture, Heritage & the Gaeltacht	No submission/observation received.
9	Southern Regional Assembly	Submission received.

### 4.2 Summary of Submissions/Observations

Tables 2 and 3 respectively summarise the submissions/observations of statutory consultees and the public and sets out the Chief Executive's response as appropriate.

Of the 388 public submissions, 312 (80%) were supportive of the proposed development. Of the total public submissions, 46 (12%) were opposed to the proposed Greenway and instead favoured the reopening of the railway. The remaining 32 (8%) submissions were neither clearly in favour nor against the proposed development and made observations or comments on the proposed development.



**Table 2 Summary of Submissions/Observations by Statutory Consultees**

No.	Reference	Body	Summary	Response of Chief Executive
1	MYG31764010	Inland Fisheries Ireland	Submission requests no interference with bridging, draining or culverting of any watercourse, its banks or bankside vegetation to facilitate the development without the prior approval of Inland Fisheries Ireland and requests that Cork County Council reverts when further design is available on any proposed in-stream works or crossings.	Cork County Council will revert to Inland Fisheries Ireland when further design work has been prepared in respect of any in-stream works or crossings.
2	MYG31771214	Southern Regional Assembly	Submission notes that the proposed Greenway is consistent as far as it is practicable with the South West Regional Planning Guidelines 2010-2022 regional planning objectives supporting the sustainable economic development of towns and villages in the region, economic diversification of the rural economy, promotion of tourism, promoting walking and cycling as sustainable travel modes and promoting an active healthy region. The submission notes the objectives of the project state the development of the greenway along the disused railway line will service to maintain and protect the integrity of the railway corridor and allow for its reuse in the future should its viability for rail use become feasible at a future date.	Submission noted.
3	MYG31784012	Fáilte Ireland	Submission is supportive of the proposed development as provides a unique way for visitors to experience Ireland, delivers the type of activities popular among overseas and domestic visitors and will strengthen the attractiveness of East Cork as a visitor destination. The submission would deliver on the four key requirements for cycling (scenery, segregated, safe and see & do) and could provide a key piece of cycling infrastructure in the South West for visitors.	Submission noted.

**Table 3 Summary of Submissions/Observations by the Public**

No.	Reference	Name	Submission Summary	CE Response
1	MYG30773826	Conor O'Mahony	Submission is supportive of the proposed development as it will be a public amenity and will have positive impacts on health, tourism, local business and quality of life.	Submission noted.
2	MYG30803072 MYG30803488	Brian Murphy*	Submission raises issues relating to the initial design and states that more/all of the road crossings should have raised ramps for road users. Chicanes are added at road crossings to slow cyclists but active measures should also exist for motorised traffic. The submission suggests that as these were previously gated railway crossings there is no reason that cars should have priority. At Mogeely, the raised ramp location is incorrect and should be nearer to the crossing; Ballyquirk deviation is impractical and requires fewer chicanes and blind bends. Submission notes lack of drawings of the proposed boardwalk and surface composition of same will be important. Suggests that the greenway be a uniform 4m width with a dashed white line separator and asphalt surface rather than crushed stone or bitumen as asphalt has cheaper maintenance costs and provides a better end user experience.	Submission noted. Ramps are only permitted in areas that have public lighting on the public road and therefore will only be installed in the built up areas where there is public lighting. Greenways users are required to yield at road crossings and chicane gates are proposed to slow users. Road crossings would have been gated when the railway was in operation however the train ran on a scheduled timetable and gates were manned. Crossing points will require greenway users to follow the rules of public roads and require them to yield to traffic. Ballyquirk diversion is for a short section of the route which is necessitated by an encroachment of the original railway alignment. The boardwalk will be fully designed at detailed design stage and the alignment and typical sections of the boardwalk have been shown in the Part 8 drawings.
3	MYG30826605	James O'Shea	Submission is supportive of the proposed development.	Submission noted.
4	MYG30839022	Kieran Dalton	Submission not supportive of the proposed development as a Greenway should never be at the	Submission noted. The railway property is operated by Iarnrod Eireann and

			<p>expense of a critical piece of national infrastructure. The submission states that railway is the future in a county that has a poor public transport network that has been gradually dismantled due to short term thinking. The Youghal line could never be constructed today and should not be compromised. The line opens up East Cork and is comparable to the Ennis-Athenry link which is today used by 300k p/a. In Europe, rail is the future and Cork should be thinking ahead. Reopening the railway line is a strategic decision that will reap benefits for generations; development of the Greenway would remove the rail option forever.</p>	<p>ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.</p>
5	MYG30861690	Pat Shackleton	<p>Submission is supportive of the proposed development as Youghal is a Heritage Town, part of Ireland's Ancient East Visitor Experience, and the Greenway will further boost local economy, health, tourism and community.</p>	<p>Submission noted.</p>
6	MYG30883252	Kieran Groeger	<p>Submission is supportive of the proposed development. The submitter manages the Facebook page for 'Youghal Celebrates History' and within 72 hours of posting a picture of the planning notice for the proposed Greenway, it received 33,000 'likes' and not one negative comment. The project is welcomed from a club cyclist perspective.</p>	<p>Submission noted.</p>
7	MYG30885268	John Finn	<p>Submission is supportive of the proposed development. The plan for a proposed boardwalk through Ballyvergan is imaginative and could be connected to the existing boardwalk.</p>	<p>Submission noted.</p>
8	MYG30896139	Denis McCarthy	<p>Submission is supportive of the proposed development as the Greenway will provide benefits for Mogeely and Killeagh areas.</p>	<p>Submission noted.</p>
9	MYG30912742	Aileen Murray	<p>Submission is supportive of the proposed development as it will benefit Midleton and Youghal economically and will boost tourism to the region. Proximity to</p>	<p>Submission noted.</p>

			Waterford Greenway will appeal to visitors looking for clusters of Greenways and will protect the railway line for the future.	
10	MYG30915690	Tom Troy	Submission is supportive of the proposed development.	Submission noted.
11	MYG30915797	Eoin Smiddy	Submission is supportive of the proposed development on the grounds that it will support physical and mental health, traffic reduction, air emissions, tourism and community.	Submission noted.
12	MYG30921526	Linda O'Loughlin	Submission is supportive of the proposed development as it will enhance Youghal, keep people active and be great for families/individuals.	Submission noted.
13	MYG30926152	Rachel Flanagan	Submission is supportive of the proposed development as it would add to the tourist attractions of Youghal, provide a place to exercise and boost the economy in terms of additional jobs, demand for restaurants/accommodation.	Submission noted.
14	MYG30927419	Deirdre Finn	Submission is supportive of the proposed development based on the experience of Waterford Greenway as it will bring more tourists to the Midleton/Youghal area.	Submission noted.
15	MYG30929092	Shirley Hollingworth	Submission is supportive of the proposed development.	Submission noted.
16	MYG30929226	Triona Casey	Submission is supportive of the proposed development as it will provide a safe/healthy recreational facility and will provide savings as a result of a healthier population.	Submission noted.
17	MYG30929728	Lucy Whyte	Submission is supportive of the project proposed development.	Submission noted.
18	MYG30931977	Ann Foley	Submission is supportive of the proposed development as it will provide a safe space to walk or cycle.	Submission noted.
19	MYG30932108	Hegarty Family	Submission is supportive of the proposed development as it will provide amenity for Gortroe area and will allow parents/children to cycle to school/ work in Youghal.	Submission noted.
20	MYG30932188	Martina Williams	Submission is supportive of the proposed development.	Submission noted.
21	MYG30932511	Aine Martin	Submission is supportive of the project as it will add value to the lifestyles and will provide a safe area to	Submission noted.

			cycle and exercise.	
22	MYG30932841	Judy Ansbro	Submission is supportive of the proposed development.	Submission noted.
23	MYG30933016	Deirdre McCarthy	Submission is supportive of the proposed development as it will provide an opportunity to rebrand Youghal to undo the effects of the recession. It will support the locality and boost quality of life. There is no genuine call for reopening the railway and with bus service and roads this is not realistic. Supports what the greenway will bring to Youghal and for future generations.	Submission noted.
24	MYG30933539	Caitriona Ferrer	Submission is supportive of the proposed development and states that greenway should be accessible to people of all abilities. Suggests that consideration be given to providing communications accessibility in relation to directions and points of interest using Augmentative Alternative Communications. Suggests consideration should be given to providing an autism friendly facility and need to ensure access as well as encouraging accessible bike facilities to provide an inclusive facility.	Submission noted. Consideration will be given to suggestions made at detailed design stage.
25	MYG30933979	Ollie Hegarty	Submission is supportive of the proposed development and requests that a bike access point be provided at Gortroe railway bridge.	Submission noted. The request for a local access in the Gortroe area can be considered at a future date subject to land ownership, planning, safety, site specific issues and related considerations being satisfied.
26	MYG30934003	Sarah Jane Daly	Submission is supportive of the proposed development as it would be a recreational and economic asset for Youghal and would help to rebuild the town.	Submission noted.
27	MYG30934062	Aisling Nicholson	Submission is supportive of the proposed development as it will provide a safe amenity for locals wishing to cycle to town and benefit tourism.	Submission noted.
28	MYG30934356	Margaret Keniry	Submission is supportive of proposed development as it will add to Youghal Town and surrounding area and	Submission noted.

			provide a much needed amenity and boost for tourism.	
29	MYG30934857	Leona Murphy	Submission is supportive of the proposed development as it will provide a safe environment for families to be active.	Submission noted.
30	MYG30935968	Eithne Terry	Submission is supportive of the proposed development as Youghal will benefit.	Submission noted.
31	MYG30936629	Ruth Reidy	Submission is supportive of the proposed development as it will provide a safe area for walkers and cyclists which will promote benefits of physical activity while improving mental health and reducing obesity and will benefit future generations.	Submission noted.
32	MYG30937336	Una Long	Submission is supportive of the proposed development.	Submission noted.
33	MYG30937710	Valerie Fitzgerald	Submission is supportive of the proposed development.	Submission noted.
34	MYG30938920	Andrea Smith	Submission is supportive of the proposed development as it would provide a boost for Youghal.	Submission noted.
35	MYG30944501	Suzanne Smiddy	Submission is supportive of the proposed development as it will be a great amenity, provide a safe place to walk and cycle and will bring tourists to the area.	Submission noted.
36	MYG30944831	Maretta O'Driscoll	Submission is supportive of the proposed development as it will provide an amenity for the whole community and will increase tourism and activity in Youghal.	Submission noted.
37	MYG30945473	Sinead Coleman	Submission is supportive of the proposed development as it would be an asset to the area.	Submission noted.
38	MYG30945551	Maurice Healy	Submission is supportive of the proposed development as it would bring good things to Youghal/surrounding areas. A rail line between Midleton and Youghal would never be viable.	Submission noted.
39	MYG30946951	Sandra Kennedy	Submission is supportive of the proposed development.	Submission noted.
40	MYG30950900	Donie Daly	Submission is supportive of the proposed development as it would be great for Youghal/surrounding areas.	Submission noted.
41	MYG30953133	Rachel Connolly	Submission is supportive of the proposed development as it would be a resource for the people of Youghal, help promote a healthy lifestyle and will increase	Submission noted.

			tourism/business opportunities.	
42	MYG30953872	Anthony & Anne Coleman	Submission is supportive of the proposed development as an amenity for Youghal and East Cork.	Submission noted.
43	MYG30954613	Olivia Horgan	Submission is supportive of the proposed development as it will be an asset for the community.	Submission noted.
44	MYG30959274	Helen Grainge	Submission is supportive of the proposed development.	Submission noted.
45	MYG30960298	Nicola Lucey	Submission is supportive of the proposed development based on impacts of Waterford Greenway on rural towns and the belief that it will regenerate East Cork.	Submission noted.
46	MYG30966397	Finbarr Motherway & Ann Barry on behalf of Killeagh/Inch Monday Club	Submission on behalf of Killeagh/Inch Monday Club is supportive of the proposed development. The Club is for active retired persons and aims to support good physical and mental health. The Greenway will provide an ideal facility for activities and for informal walking/cycling.	Submission noted.
47	MYG30972205	Roisin O'Leary	Submission is supportive of the proposed development.	Submission noted.
48	MYG30975040	Tara O'Connell	Submission is supportive of the proposed development as it would be beneficial to the tourist industry in the area. The proposed site is derelict and would be appropriate for a Greenway with good scenery.	Submission noted.
49	MYG30978974	Maria Power on behalf of Cumann na Daoine, Community Development Project, Youghal	Submission is supportive of the proposed development based on the Dungarvan experience. It will contribute to the economic development of Youghal, will complement strategies in relation to tourism and heritage and will grow the hospitality sector/increase employment.	Submission noted.
50	MYG30981590	Sean Healy	Submission is supportive of the proposed development as it will benefit East Cork. The railway is not going to re-open so the land should be used as an amenity for all.	Submission noted.
51	MYG31017394	Helen Mulcahy	Submission is supportive of the proposed development as it will be an asset to Cork County/East Cork. It will	Submission noted.

			attract visitors and generate new jobs, making East Cork a better place to live/work.	
52	MYG31026027	Ronan Coleman on behalf of Children's Office, Youghal Cycling Club	Submission on behalf of Youghal Cycling Club is supportive of the proposed development as it will provide a safe environment for young club members and will help develop the tourism offering of the region. The rail line is not seen as being viable but if it is in the future the Greenway could be upgraded for this purpose.	Submission noted.
53	MYG31029371	John Treacy	Submission is supportive of the proposed development as it would be great for the towns and villages along the way. The provision of a safe path will benefit both young and old. Submission supports a Greenway over a railway as it would bring business to Youghal in terms of spin off from users.	Submission noted.
54	MYG31044776	Tomás Power	Submission is supportive of the proposed development as it would provide an attractive route and would bring tourism to Youghal.	Submission noted.
55	MYG31046204	Margaret McArdle	Submission is supportive of the proposed development as it will be an asset for Youghal/environs and, based on the success of the Waterford Greenway, it will bring prosperity to the area.	Submission noted.
56	MYG31047661	Eileen Quill	Submission is supportive of the proposed development and recommends that the derelict train station building be used for a Railway & Maritime museum with cafe/tea rooms. The submission suggests that the use of the space should be tendered every 3 years to provide opportunities to launch catering businesses through the provision of an incubation period which would eventually allow them to transfer to permanent locations in the town centre.	Submission noted. Comments are noted however the current Part 8 application does not include proposals for the disused station building.
57	MYG31051076	Donna McArdle	Submission is supportive of the proposed development as it will enhance Youghal Town and bring business to	Submission noted.



			the local community. Youghal's views and hospitality will add to the Greenway.	
58	MYG31051843	John Innes – Chairman, South Coast Triathlon Club	Submission on behalf of South Coast Triathlon Club is supportive of the proposed development as it would facilitate teaching beginners/children off-road. The train is not viable and the success of other Greenways proves the merits of such facilities. Tourism would be boosted and locals would have better and safer opportunities to get healthy by walking/ running/cycling. Growth and development of the Triathlon Club and other local cycling and athletics clubs would be inevitable if Greenway is developed.	Submission noted.
59	MYG31052148	Maria O' Connor	Submission is supportive of the proposed development as it would provide a safe asset for cycling/walking/running as roads are no longer safe. The Greenway would benefit tourism and help restore employment to the town.	Submission noted.
60	MYG31052943	Mary Seward	Submission is supportive of the proposed development as it will improve health, mental health and boost the local economy.	Submission noted.
61	MYG31088851	William Loftus	The submission refers to the possibility of continuing the rail line from Midleton across the mouth of Youghal harbour on pillars and on to Ardmore across Dungarvan Bay to Wexford with the preservation of the railway and the greenway located to the side. The submission refers to the possibility of using the side of the rail line as a corridor for the Eirgrid marine cable which may finance the greenway. The submission refers to other proposals for other areas in East Cork. The submission states that road congestion is a further argument for a new town in East Cork to provide housing along the rail corridor into Cork City with potential for branch lines along with a greenway to boost tourism and health. The	Submission noted.

			submission also proposed a tourism proposal for Cobh with a greenway to link to Youghal along the foreshore.	
62	MYG31091554	Valerie Barry	Submission is supportive of the proposed development as it is needed for tourism, the community and will enhance the area. The Greenway should link with Redbarn and Claycastle beaches. No need for the railway at present but maybe in the future. Business in Killeagh and Mogeely would be supported by the Greenway.	Submission noted.
63	MYG31108978	Sean Power	Submission is supportive of the proposed development as it will have health, commercial and tourism benefits to local communities. It is the best use of the disused rail line at present and will provide access to safe cycling/walking.	Submission noted.
64	MYG31122079	Martin Herlihy	Submission is supportive of the proposed development due to the physical and mental health benefits and benefits to local population and visitors to East Cork.	Submission noted.
65	MYG31128968	Eleanor O'Sullivan	Submission is supportive of the proposed development as it will boost the town and bring in visitors similar to the experience in Dungarvan.	Submission noted.
66	MYG31130975	Pamela Morrison	Submission states that employment and transport will be needed to deal with predicted population growth and requests that consideration be given to good transport links to push Youghal's ability to attract jobs. The submission indicates that travelling to work in the City by road is difficult and suggests a public meeting or consensus of what people need.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.

67	MYG31132712	Name not provided	Submission is supportive of the proposed development and suggests that it may open a renewed interest in cycling and walking among children by providing a safe space away from roads.	Submission noted.
68	MYG31144072	Laura Hannon	Submission is supportive of the proposed development.	Submission noted.
69	MYG31155263	Elaine Linehan	Submission is supportive of the proposed development.	Submission noted.
70	MYG31157118	Nicola Hallissey	Submission is supportive of the proposed development as it will benefit local business and will have a positive impact on public health. It promotes physical activity and utilises redundant infrastructure.	Submission noted.
71	MYG31157745	Kildorrery Cycling Club	Submission on behalf of Kildorrey Cycling Club is supportive of the proposed development. The submission states that the majority of the club's members are leisure cyclists and the Greenway will provide a safe environment for members to cycle with their families in addition to its tourism potential for the area.	Submission noted.
72	MYG31177946	Sheila Hennessy	Submission is supportive of the proposed development as it would benefit families living in Mogeely and would help the village to grow.	Submission noted.
73	MYG31180455	John Grace	Submission is supportive of the proposed development.	Submission noted.
74	MYG31181953	Priestley Family	Submission is supportive of the proposed development as there are no safe spaces for children.	Submission noted.
75	MYG31219880	Louise McCarthy	Submission is not opposed to the Greenway but requests that Council consider re-implementing the train as the commute to Cork. The train would reduce travel time and help people with disabilities access the city more easily. Preference would be to see both in operation.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will

				provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
76	MYG31220624	Carmel Carey O'Brien	Submission is supportive of the proposed development as Youghal has suffered economically over the years and could realise its potential through the Greenway.	Submission noted.
77	MYG31221027	Emma Geary	Submission is supportive of the proposed development as it would benefit Youghal and the old railway line is an eyesore.	Submission noted.
78	MYG31221575	Aidan Magner	Submission is supportive of the proposed development.	Submission noted.
79	MYG31223482	Katherine Ansbro	Submission is supportive of the project as it will benefit both towns and villages in vicinity and will boost Youghal.	Submission noted.
80	MYG31224093	Angela Liston, Youghal & District Nursing Home	Submission on behalf of Youghal & District Nursing Home is supportive of the proposed development as it will be an amenity for residents and families who will have a safe route to walk with wheelchairs and mobility scooters.	Submission noted.
81	MYG31239183	John Holden	Submission is supportive of the proposed development as it will benefit the area both financially and emotionally.	Submission noted.
82	MYG31260254	Paul Geary	Submission is supportive of the proposed development as it would be an essential amenity which would be used by all clubs for running and cycling. It will provide a safe place for exercise for runners/walkers in Midleton as there is no running track in East Cork. Waterford Greenway has been huge success and would give local clubs the potential to host events such as marathons/half marathons. Local villages will benefit from increase in tourism.	Submission noted.
83	MYG31262788	Eric Nolan	Submission is supportive of the proposed development. The planning documents address the narrative that has emerged in relation to the greenway eliminating the	Submission noted.

			future chances of rail route re instatement. The choice is between a Greenway and a derelict line and the submission hopes that the Greenway is chosen. Developing the greenway could increase the chances of the rail line being reinstated in future as the line will be maintained.	
84	MYG31263609	Youghal4All	Submission is supportive of the proposed development as it will benefit Youghal and the surrounding areas.	Submission noted.
85	MYG31278636	Elizabeth Stepney-Power	Submission is supportive of the proposed development as it will be an asset for Killeagh and Youghal.	Submission noted.
86	MYG31280700	Jonathan Millar	Submission is supportive of the proposed development as it is an amenity that the family would make great use of and would provide multiple benefits.	Submission noted.
87	MYG31298898	Helen Guinan	Submission is supportive of the proposed development as it would open a badly needed cycling, walking and leisure resource for Cork. The economic benefits have been proven on other Greenway routes and the physical and mental health benefits are obvious.	Submission noted.
88	MYG31298989	Patrick Murray	Submission is supportive of the proposed development.	Submission noted.
89	MYG31299757	Ethna Murphy	Submission is supportive of the project as it will be a safe facility for cyclists away from busy roads and will increase the tourist numbers.	Submission noted.
90	MYG31302888	Martin Morris	Submission is supportive of the proposed development as it will open up East Cork and Youghal. Combined with Ironman and phase 2 of the boardwalk, the Greenway will boost tourism all along the line.	Submission noted.
91	MYG31304774	Jonathan Flack	Submission is supportive of the proposed development based on the success of Waterford Greenway and the positive impact on Dungarvan with the injection of tourism generated income. The Greenway would support existing businesses and create new opportunities for small business start-ups.	Submission noted.
92	MYG31307027	Margaret Murphy	Submission is supportive of the proposed development	Submission noted.

			as it will be beneficial for tourism, will boost the economy and will be an amenity for all.	
93	MYG31307262	Donal Long	Submission indicates concern that the Greenway will not be funded to its completion to reach Youghal or have the required supporting amenities out in place.	Submission noted.
94	MYG31310500	Aidan Quish	Submission is supportive of the proposed development as it will be received well by the majority of people.	Submission noted.
59	MYG31313468	Nessa Browne	Submission is supportive of the proposed development as it will provide a safe place for children to exercise and have fun and will boost tourism for Killeagh and Youghal.	Submission noted.
96	MYG31358250	Anne Barry	Submission is supportive of the proposed development as it will bring tourism and result in jobs for Youghal. It will encourage more people to visit and locals to utilise what will be an amenity for the whole of East Cork.	Submission noted.
97	MYG31360145	Pat O'Brien	Submission is supportive of the proposed development and adds that a cycle path between Midleton and Whitegate would also bring benefits.	Submission noted.
98	MYG31362894	Annette Quinn	Submission is supportive of the proposed development based on the positives the Greenway will bring. The Waterford Greenway is testament to the success of such facilities.	Submission noted.
99	MYG31367745	Margaret McEvoy & Family	Submission is supportive of the proposed development as it will increase visitor numbers, help local business and give an economic boost to Youghal. It will provide a safe route for cyclists and educate young people about alternative transport methods such as walking/cycling which will benefit the environment.	Submission noted.
100	MYG31369998	Ray Burje	Submission is supportive of the proposed development.	Submission noted.
101	MYG31378367	Pat Ferriter	Submission is supportive of the proposed development as it will be positive for East Cork based on the experience of the Waterford Greenway. It will boost the area and enhance East Cork as a tourist destination.	Submission noted.

102	MYG31383865	Laura Daly	Submission is supportive of the proposed development because of its potential and as it will be a welcomed and valued amenity for Mogeely.	Submission noted.
103	MYG31385143	Matthew & Sheelagh Morehan	Submission is supportive of the proposed development and submitters are happy to co-operate as adjoining property owners.	Submission noted.
104	MYG31385398	Laurie Harte	Submission is supportive of the proposed development and submitter is willing to volunteer time in support.	Submission noted.
105	MYG31389594	The Castlemartyr Family Carers and Disability Support Group	Submission on behalf of the Castlemartyr Family Carers and Disability Support Group is supportive of the proposed development as it will be a fantastic use of wasted land and will allow communities and families to enjoy the amenity as they do in Waterford.	Submission noted.
106	MYG31392729	Theresa and David Curran	Submission is supportive of the proposed development as it will be a safe area for young children to walk/cycle. It will be beneficial to health and will be boost the area and encourage tourism, helping to sustain and increase employment.	Submission noted.
107	MYG31394587	Eoin O'Mahony	Submission is supportive of the proposed development as Cork needs more Greenways. Waterford has demonstrated that this type of investment results in economic and community benefits.	Submission noted.
108	MYG31399464	Charlene Leahy	Submission is supportive of the proposed development as it would be amazing for local communities and towns and villages along the way.	Submission noted.
109	MYG31402235	Paula O'Callaghan	Submission is supportive of the proposed development as it will be an asset for the area.	Submission noted.
110	MYG31404838	Deirdre Roberts	Submission is supportive of the proposed development.	Submission noted.
111	MYG31405032	Cathrina Canavan	Submission is supportive of the proposed development as it will be beneficial for families and people to get out and about and will be safer than cycling on-road and will boost Youghal.	Submission noted.
112	MYG31419004	Siobhan Dempsey	Submission is supportive of the proposed development	Submission noted.

			as tourism is important for Youghal and this will support it.	
113	MYG31419073	Susan Barry	Submission is supportive of the proposed development as it will benefit local communities and tourism in East Cork. It will provide a safe area especially for children/the elderly. It will give an insight into the locality, history and the environment and give people a chance to experience this safely. The experience of the Waterford Greenway has been to give a new lease of life to towns and villages along the route.	Submission noted.
114	MYG31419968	Micheal O Frainclin, Runai, Midleton GAA Club	Submission is supportive of the proposed development as it will encourage members, young and old, to get walking and cycling on a path that is safe for all. It will support community interaction and be a lifeline for the community to exercise and meet people on the way.	Submission noted.
115	MYG31460674	Bernadette Terry	Submission is supportive of the proposed development because, as a daily cyclist, cycling is a challenge as the roads are not equipped.	Submission noted.
116	MYG31470176	Claire Ferriter	Submission is supportive of the proposed development as it would be support East Cork tourism, benefit Midleton and make Youghal and the places in between more attractive for tourists.	Submission noted.
117	MYG31494512	Barbara Hackett	Submission is supportive of the proposed development as it would boost tourism and promote a healthy lifestyle.	Submission noted.
118	MYG31507127	Jason Dundon	Submission is supportive of the proposed development as it is a good use of the old railway line. The Greenway will bring tourism to Midleton and Youghal and promote the growth of small local businesses.	Submission noted.
119	MYG31507640	Mary Brooker	Submission is supportive of the proposed development which will benefit local families to get out and exercise as a group and would also boost tourism in East Cork based on the success of the Waterford Greenway.	Submission noted.



120	MYG31509270	Lily O'Sullivan, Colm Bartob	Submission is supportive of the proposed development as it will be good for tourism and will encourage people to cycle.	Submission noted.
121	MYG31512098	David Kenefick	Submission is supportive of the proposed development as it will encourage cyclists and other visitors to East Cork and offer locals a comfortable stress free environment.	Submission noted.
122	MYG31513435	Rita Hogan	Submission supports the reinstatement of the train to Youghal. Road works in Killeagh and Castlemartyr have made the journey to Middleton difficult due to traffic. The train would encourage more people to move into the area, encourage more visitors, boost commerce and demand in the hospitality sector.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
123	MYG31561618	Cormac O' Gealbhain on behalf of Youghal GAA Executive	Submission is supportive of the proposed development as it would enhance the fitness and overall health of all ages within the East Cork Environs and surrounding areas.	Submission noted.
124	MYG31568798	Desmond Rothwell	Submission states that the restoration of the railway would be of greater benefit to the communities involved. Restoring the railway would open up the viability of living in East Cork and working in Cork City which would be positive for all communities.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain

				unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
125	MYG31575630	Finbarr O'Brien	Submission supports the proposed development but requests that the Council retain and actively promote the reopening of the railway as part of the overall development. Given success of Midleton-Cork train and the increasing congestion on the N25, a renewed rail link is likely to be viable in the years ahead. In conjunction with the proposed greenway, the restoration of the railway would secure the economic, social and political development of the East Cork area.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
126	MYG31577106	Aoife Scully	Submission is supportive of the proposed development as the Waterford Greenway has been a huge success and this could be mirrored in Midleton to Youghal.	Submission noted.
127	MYG31580117	Karen Farrell	Submission is supportive of the proposed development as it will add value to the product offering in Youghal, will increase visitor spend and make businesses more viable/extend the shoulder season.	Submission noted.
128	MYG31582532	Anne Marie Brown	Submission states that the railway line should be restored because traffic volumes from Castlemartyr and Killeagh are increasing and a rail line would decrease traffic particularly at Lakeview Roundabout. A decrease in traffic levels would help the environment and reduce emissions.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain

				unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
129	MYG31586740	Mary Fitzgibbon on behalf of Killeagh GAA	Submission is supportive of the proposed development as it would be boost East Cork and would support efforts to promote a healthy lifestyle for members and the community.	Submission noted.
130	MYG31607175	Fionn Brennan	Submission is supportive of the proposed development.	Submission noted.
131	MYG31607327	Emily Mulcahy	Submission is supportive of the proposed development.	Submission noted.
132	MYG31607434	Eoin Spillane	Submission is supportive of the proposed development.	Submission noted.
133	MYG31607558	Donnacha Browne	Submission is supportive of the proposed development.	Submission noted.
134	MYG31608765	Rebecca Twomey	Submission is supportive of the proposed development.	Submission noted.
135	MYG31608867	Aideen McDonnell	Submission is supportive of the proposed development.	Submission noted.
136	MYG31610119	Aaron Dignam	Submission is supportive of the proposed development.	Submission noted.
137	MYG31610229	Christian Smith	Submission is supportive of the proposed development.	Submission noted.
138	MYG31610539	Alison O' Donnell	Submission is supportive of the proposed development.	Submission noted.
139	MYG31610738	Orlaith Heffernan	Submission is supportive of the proposed development.	Submission noted.
140	MYG31611528	Isaac Landers	Submission is supportive of the proposed development.	Submission noted.
141	MYG31611604	Michael Griffin	Submission is supportive of the proposed development.	Submission noted.
142	MYG31611674	Dara McDonald	Submission is supportive of the proposed development.	Submission noted.
143	MYG31611781	Sorcha O'Rourke	Submission is supportive of the proposed development.	Submission noted.
144	MYG31611915	Orlaith Murphy	Submission is supportive of the proposed development.	Submission noted.
145	MYG31614001	Muireann McDonnell	Submission is supportive of the proposed development.	Submission noted.
146	MYG31614074	Blanaid Browne	Submission is supportive of the proposed development.	Submission noted.
147	MYG31614173	Nadine Barry	Submission is supportive of the proposed development.	Submission noted.
148	MYG31614247	Kieran Murphy	Submission is supportive of the proposed development.	Submission noted.
149	MYG31614347	Liam Manning	Submission is supportive of the proposed development.	Submission noted.
150	MYG31614560	Aishling Heffernan	Submission is supportive of the proposed development.	Submission noted.
151	MYG31614634	Conor Sheehan	Submission is supportive of the proposed development.	Submission noted.
152	MYG31614742	Faye Hannigan	Submission is supportive of the proposed development.	Submission noted.

153	MYG31614819	Tiernan Maher	Submission is supportive of the proposed development.	Submission noted.
154	MYG31614924	Ella McCarthy	Submission is supportive of the proposed development.	Submission noted.
155	MYG31615121	Meabh Heffernan	Submission on behalf of the Killeagh 68 <sup>th</sup> Cub Scouts is supportive of the proposed development as it would be excellent for tourists and activity in the area and would encourage people to start walking/running/hiking /cycling.	Submission noted.
156	MYG31615288	Alannah Hannigan	Submission is supportive of the proposed development as the community would benefit and it would be a safe and healthy way for people to exercise.	Submission noted.
157	MYG31632437	Sarah O'Mahony	Submission is supportive of the proposed development as it would be a safe place, can improve walking and cycling skills, will promote exercise, allow people to learn to cycle and provide an alternative way to travel.	Submission noted.
158	MYG31632609	Katie Magner	Submission is supportive of the proposed development.	Submission noted.
159	MYG31633056	Sean Lynch	Submission is supportive of the proposed development.	Submission noted.
160	MYG31638495	Daisy McCarthy	Submission is supportive of the proposed development.	Submission noted.
161	MYG31638646	Amy Fogarty	Submission is supportive of the proposed development.	Submission noted.
162	MYG31638800	Ryan Hickey	Submission is supportive of the proposed development.	Submission noted.
163	MYG31639106	Oisin Sims	Submission is supportive of the proposed development.	Submission noted.
164	MYG31639405	Lukas O'Mahony	Submission is supportive of the proposed development.	Submission noted.
165	MYG31639787	Cian McDonald	Submission is supportive of the proposed development.	Submission noted.
166	MYG31639986	Ella Rose McDonald	Submission is supportive of the proposed development.	Submission noted.
167	MYG31640266	Mia Cunningham	Submission is supportive of the proposed development.	Submission noted.
168	MYG31660569	Stephanie Whyte	Submission is supportive of the proposed development as it would provide a safe amenity, would improve the current derelict structure and would boost business in Youghal.	Submission noted.
169	MYG31666765 MYG31682281	Pat McCarthy on behalf of Blind Legal Alliance*	Submission requests that the Greenway be made as accessible as possible and suggests that the current proposal would be unsuitable for people with a disability, older people and people with children. The	Submission noted. The concerns are considered to primarily relate to detailed design. Cork County Council will progress the detailed design of the

			<p>submission considers the proposal to be a risk to visually impaired pedestrians and other vulnerable road users on the basis that there has been no risk assessment. The submission states that the process of consultation is flawed as blind individuals are unable to read any documents related to the proposed development. The Blind Legal Alliance propose the following minimum requirements for vulnerable pedestrians and notes that there may be occasions where it is considered that compromises would be inevitable – in such circumstances, consultation is requested:</p> <ul style="list-style-type: none"> <li>- All carriageways need stepped curbs no less than 60mm in height, with dished crossings at junctions.</li> <li>- All footways must be at least 2m wide.</li> <li>- Tactile marking must not be confusing, inconsistent, underused or overused.</li> <li>- Bus stops must be easily found, well-marked and easily used.</li> <li>- All structures and buildings that issues information to the public e.g. bus stop timetables needs to be accessible to all people including print disabled people such as blind and dyslexic.</li> <li>- No placement of street furniture or any other obstacles on footways which might pose navigation and safety issues for blind.</li> <li>- No use of slippery surfaces such as granite which sadly caused issues in the past for blind individuals.</li> <li>- No shared space for both pedestrians and cyclists.</li> <li>- To assist unobservant persons and blind individuals, high contrast surfaces must be widely used.</li> <li>- Training in disability awareness for all planners.</li> <li>- No use of controlled crossings, traffic lights with</li> </ul>	<p>scheme in accordance with national guidelines and will consult with relevant national agencies in this regard.</p>
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			parabolic speakers must be used at all crossing points.	
170	MYG31682938	Albert Porter	Submission is not in support of the proposed development and states that the Greenway would be a mistake when public transport is needed, there is increasing traffic from East Cork and there are byroads for walking and cycling.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
171	MYG31683220	Casey Farquhar	Submission is supportive of the proposed development as it is a nice and safe area, it's good for exercise, avoids wasting time in traffic and if it does not disturb people, it only has advantages.	Submission noted.
172	MYG31686186 MYG31868430	Michael McCarthy*	Submission is not supportive of the proposed development as it ignores national/international bodies who are promoting policies to improve air quality and reduce climate impacts as it will increase the number of vehicles on the roads thereby affecting air quality, climate and health and will deny access to amenities in Youghal by growing populations in Cork and Midleton. The proposed greenway is at the lower end of the qualifying requirements in terms of length under the Strategy for the Future Development of National and Regional Greenways and the proposal will restrict visitors to cyclists and walkers whereas the train would facilitate all. The proposal restricts health benefits to a small section of the community and will isolate Youghal	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.

			and restrict is potential to grow and develop as part of the county and country as well as removing the prospect of the railway being restored. Congestion on the N25 should be tackled by providing trains to/from Youghal and funds should be diverted into the restoration of the line and the hard shoulder on the N25/northern relief route could be used for cycling. Youghal would be progressive if it had the asset of a train and the development of the greenway would consign the railway to history. The Midleton and Youghal plans contain contradictions in relation to the railway and greenway. Record numbers used the Cork-Dublin rail service in 2017 and Youghal needs connection to the rail network to contribute to reducing the carbon footprint and boost the economy.	
173	MYG31693973	Simon Browne	Submission states that Youghal would be better served by a railway service. The greenway passes through generic farmland which won't attract tourists. A rail service would make Youghal a perfect satellite town to Cork City for commuters and tourists. If the greenway is in place the railway will not be reinstated.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
174	MYG31696042	No name provided	Submission is supportive of the proposed development as it will boost tourism, promote health, well being and fitness of families and provide a safe area for cycling/scooters/rollerblading with young children	Submission noted.

175	MYG31698359	Thomas Rogers	Submission states that the N25 is reaching capacity and the Midleton-Cork rail service shows there is demand for commuter rail. Reopening the railway would have a better economic and social impact and would attract commuters to live in Youghal which would be more sustainable. The Greenway will not alleviate congestion or provide a sustainable commuter route to East Cork. Provision of railway will also encourage people out of cars for environmental reasons.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
176	MYG31700645	Dr. Jim Harrison & Patsy Harrison	Submission is supportive of the proposed development as it would offer safe family fitness and fun and help tourists enjoy the country as much as the public does in Waterford.	Submission noted.
177	MYG31701178	Jack Farquhar	Submission is supportive of the proposed development.	Submission noted.
178	MYG31701271	James Chidlow	Submission is supportive of the proposed development.	Submission noted.
179	MYG31701364	Jacob Dignam	Submission is supportive of the proposed development.	Submission noted.
180	MYG31702337	Barbara Kirby	Submission is supportive of the proposed development as it will benefit local communities, especially children and older people.	Submission noted.
181	MYG31704975	Conor Bartley	Submission is supportive of the proposed development based on the success of the Waterford Greenway and the benefits for the local area. Suggests a Greenway from Mallow-Fermoy would also boost tourism.	Submission noted.
182	MYG31708164 MYG32018463	Frank & Paul Motherway	Submission from land owners with land on both sides of the railway notes that an agricultural crossing is proposed at the current crossing point location and states that a level agricultural crossing will not be acceptable due to the dairy operation as this would be impractical and unsafe for both farm operations and	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.



			greenway users. The submission requests confirmation in writing that a cattle underpass will be provided adjacent to the agricultural crossing to provide for livestock access and that the existing level crossing will be retained for machinery crossings.	
183	MYG31716441	Edel Donoher	Submission objects to the proposed development as the railway would serve people of the area better. The railway would decrease traffic on the N25 and would be safer way to travel for commuters. The redevelopment of the area around Kent Station is proposed but there is no plan for how workers will get to these new jobs. The area is already served by the Waterford Greenway. People have to move out of the City to afford housing so the railway would attract people to move to Youghal.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
184	MYG31721464 MYG31722335	Hugh Lee*	Submission states that the proposed route does not have the right scenic qualities or interest and there are better potential sites around Youghal for greenway/blueway routes. With Cork about to expand and develop, a commuter/tourist rail link to Youghal would be positive. Submission notes agreement with observations in the Irish Examiner on 22/10/18.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
185	MYG31726765	Jennifer Connolly	Submission is supportive of the proposed development.	Submission noted.

186	MYG31741613	Michael Beecher	Submission opposes the proposed development and states that Cork County Council must do everything possible to re-open the railway line. The rail commuting distance is more convenient than travelling by road. The Cork-Cobh and Cork-Midleton passenger numbers prove that commuting by train is successful and profitable. Ennis-Limerick and Athenry-Ennis are examples of lines that were closed and reopened due to increases in commuter mobility and traffic congestion. Iarnrod Éireann's strategic review of the Cork suburban rail network in 2000 ranked Midleton-Youghal reopening as second option and a 2002 Cork suburban rail feasibility study remarked on the potential to extend the route from Midleton to Youghal in the future. The restored rail service would reduce pollution and traffic congestion.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
187	MYG31744891	Lucinda Weaver	Submission is supportive of the proposed development.	Submission noted.
188	MYG31751054	Olivia O'Rourke	Submission is supportive of the proposed development.	Submission noted.
189	MYG31754807	Emma Byrne	Submission does not support the construction of the Greenway and states that the railway should be reopened for people working and going to college in the City.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
190	MYG31759328	Ellen Ryan	Submission is supportive of the proposed development.	Submission noted.

191	MYG31763222	Fergal Sargent	Submission is supportive of the proposed development as it would be a great amenity for East Cork.	Submission noted.
192	MYG31764528	John Cunningham	Submission from an agricultural land owner with lands on both sides of the railway line stating that an existing crossing is not shown on the planning drawings. The submission notes that the crossing is used for the movement of livestock and agricultural plant and a meeting is requested to discuss proposals to ensure safe segregation of livestock and plant from greenway users.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
193	MYG31764905	Geraldine O' Connell	Submission is supportive of the proposed development.	Submission noted.
194	MYG31765002	Agnes Swayne	Submission is supportive of the proposed development as it will enhance the lives of people engaged in active lifestyle.	Submission noted.
195	MYG31765104	James Flavin	Submission is supportive of the proposed development.	Submission noted.
196	MYG31766037	Howard Keogh	Submission states that it would be more beneficial to reinstate the railway to relieve the N25 which is at capacity and would benefit commuters. The former track provides little scenery to merit a Greenway and there is already a longer Greenway in Dungarvan.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
197	MYG31768308	Tom Power	Submission is supportive of the proposed development as there is no possibility of the railway opening in the near future. The Greenway will provide a safe amenity for walkers, joggers and cyclists.	Submission noted.
198	MYG31770475	Ger Flanagan	Submission is supportive of the proposed development	Submission noted.

			as it will improve the health of users, provide economic benefits as can be seen from the Waterford Greenway and will increase visitor numbers to East Cork.	
199	MYG31770869	Jim Tobin	Submission is supportive of the proposed development based on the success of the Waterford Greenway, the tourism benefits and the ability to promote exercise away from traffic.	Submission noted.
200	MYG31771094	Youghal Business Alliance	Submission is supportive of the proposed development as it would be a boost for Youghal and businesses need to come together and take the opportunity.	Submission noted.
201	MYG31771095	Carmel Treacy	Submission is supportive of the proposed development as it will be a boost to the local economy in Youghal and surrounding areas.	Submission noted.
202	MYG31771139	Michael Treacy	Submission is supportive of the proposed development as the Greenway will benefit Youghal and the towns and villages in the area.	Submission noted.
203	MYG31771167	Abbie Jayawardene	Submission is supportive of the proposed development.	Submission noted.
204	MYG31771351	Siobhan Dinneen	Submission is supportive of the proposed development as it will be a fantastic asset for the community and business.	Submission noted.
205	MYG31771772	Pamela Dillon	Submission is supportive of the proposed development.	Submission noted.
206	MYG31773808	Gerard Motherway	Submission is supportive of the proposed development as it would be a badly needed tourist attraction for East Cork.	Submission noted.
207	MYG31775117	Marcelina Wasowicz	Submission states that Youghal needs to get the railway line back, it would be a help for students and people that for in Cork but also it would increase the tourism in our town.	Submission noted.
208	MYG31775852	Mark Hennessy	Submission states that Youghal needs to get the railway line back, it would be a help for students and people that for in Cork but also it would increase the tourism in our town.	Submission noted.
209	MYG31775925	Mollie Geary	Submission states that Youghal needs to get the railway	Submission noted.

			line back, it would be a help for students and people that for in Cork but also it would increase the tourism in our town.	
210	MYG31776033	Jakub Wasowicz	Submission states that Youghal needs to get the railway line back, it would be a help for students and people that for in Cork but also it would increase the tourism in our town.	Submission noted.
211	MYG31776117	Sharon Hennessy	Submission states that Youghal needs to get the railway line back, it would be a help for students and people that for in Cork but also it would increase the tourism in our town.	Submission noted.
212	MYG31777134	Cathal Henderson	Submission is supportive of the proposed development as it will be positive for the environment and the community. It will be a safe amenity, off road and will support mental and physical health.	Submission noted.
213	MYG31782340	Sean O'Brien	Submission from land owner with land on both sides of the railway. As a dairy farmer, the submission notes that a tunnel or bridge will be required to prevent delays on the Greenway. The submission notes that a section of railway track has been used to walk cows to access a block of land and suggests that the corridor is sufficiently wide to accommodate both a cow path and the Greenway.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
214	MYG31785142	Patrycja Buczko	Submission not supportive of proposed development and believes that the trains should be back.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will

				provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
215	MYG31787455	Sinead O'Shea	Submission is supportive of the proposed development as it will support tourism and bring more visitors as well as promoting fitness based on what the Greenway has done for Dungarvan.	Submission noted.
216	MYG31789642	Kevin Keane	Submission states that the railway is the only feasible option to ease road congestion. Travel to Cork can take 60-90 minutes at peak times and the railway would cater for walkers and cyclists and not the larger population of the Youghal. The railway is needed for Youghal and other towns/villages to grow. There is no guarantee that the railway will return however there will be little chance of it reopening if the Greenway is developed and this would not be in the best interests of the town.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
217	MYG31791805	Paul Treacy	Submission is supportive of the proposed development as it will provide a safe environment for families, cyclists and hikers and will help business owners.	Submission noted.
218	MYG31792693	Tim Lynch	Submission refers to the report on global warming by the UN Intergovernmental Panel and suggests a need to look at public transport options not Greenways for weekend cyclists. The development of the existing route could have a significant impact on the amount of car emissions travelling from the east. A reduction in car dependency is required and many cars are single occupant commuters. There is an opportunity to reduce emissions and give people the option of public transport.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will

				provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
219	MYG31792770	Deirdre Moloney	Submission is supportive of the proposed development as it will be a fantastic amenity for East Cork. With low employment in Youghal, everything should be done to increase tourism.	Submission noted.
220	MYG31792809	Patricia O'Neill	Submission is supportive of the proposed development as it will boost tourism and be hugely beneficial to Youghal.	Submission noted.
221	MYG31793152	Aideen O'Sullivan	Submission is supportive of the proposed development.	Submission noted.
222	MYG31793171	Paula O'Sullivan	Submission is supportive of the proposed development.	Submission noted.
223	MYG31793186	Bart O'Sullivan	Submission is supportive of the proposed development.	Submission noted.
224	MYG31793196	Niamh O'Sullivan	Submission is supportive of the proposed development.	Submission noted.
225	MYG31793456	Nollaig Barry	Submission is supportive of the proposed development as it is vital for villages and youths and will provide access to the beach.	Submission noted.
226	MYG31793586	Catherine O'Flynn	Submission is supportive of the proposed development as it will promote another side to Youghal, it will promote being active and healthy, it will generate employment and boost business as evidenced by the benefits to Dungarvan of the Greenway there.	Submission noted.
227	MYG31794010	David Hickey	Submission is supportive of the proposed development based on the benefits as a public amenity and as tourist attraction to help promote East Cork and link to the Ancient East and Waterford Greenway. The Greenway will also provide the option to residents to cycle to work.	Submission noted.
228	MYG31794021	Mary Collins	Submission is supportive of the proposed development as it will be a great asset for East Cork and an amenity for locals.	Submission noted.
229	MYG31794055	Louise O'Connell	Submission is supportive of the proposed development.	Submission noted.

230	MYG31794123	Siobhan Ahern	Submission is supportive of the proposed development as it would be a safe place for families and a much needed amenity. The benefits of the Waterford Greenway can be seen.	Submission noted.
231	MYG31794203	Mae Clarke	Submission is supportive of the proposed development as the Greenway will increase bed nights and demand in local restaurants/pubs, creating local and sustainable employment. It will complement Youghal's other attractions and will be the best use of the disused line for the foreseeable future.	Submission noted.
232	MYG31794389	Declan Whelan	Submission is supportive of the proposed development as it will benefit East Cork and boost tourism. The railway is not currently feasible and the Greenway would attract people because of lifestyle.	Submission noted.
233	MYG31795270	Anna Cobos	Submission is supportive of the proposed development as it will support tourism and keep people coming back.	Submission noted.
234	MYG31795331	Maria O'Connor	Submission is supportive of the proposed development and supports the reuse of Youghal Railway Station as an indoor Farmers' Market to benefit the town and promote East Cork food and craft culture.	Submission noted.
235	MYG31795935	Aine Hickey	Submission is supportive of the proposed development as it will boost the local economy and create jobs. The benefits of the Waterford Greenway can be seen in terms of visitor numbers and the impact on the local economy. The Greenway would reduce cyclist numbers on busy roads and thereby reduce road casualties. The Greenway would transform the area.	Submission noted.
236	MYG31796029	Michele & Barry Crowley	Submission supports the development of the Greenway but raises concern about it being adjacent to the rear of property on Front Strand which has a rear access gate onto the railway whose primary function is to allow floodwater to run off onto the marsh. The submission is concerned that the path will provide shelter for youths	Submission noted. The proposal provides for the location of the Greenway on the original rail alignment at this location. Cork County Council will agree details of proposed boundary treatment in accordance with the



			to create a drinking den and that fires will be set close to private property and that the proposal will weaken boundary security. The submission suggests that if path were moved to a more central position on the other side of the railway ditch, these concerns would be alleviated as path would be more visible and the ditch would provide a barrier.	provisions set out in the Part 8 planning documents prior to commencement of development.
237	MYG31797085	Denis & Mary Barry	Submission is supportive of the proposed development as it will benefit all age groups in terms of physical, mental and social benefits.	Submission noted.
238	MYG31798663	Anne Treacy	Submission is supportive of the proposed development.	Submission noted.
239	MYG31798737	Aine Treacy	Submission is supportive of the proposed development.	Submission noted.
240	MYG31798794	Aileen Treacy	Submission is supportive of the proposed development.	Submission noted.
241	MYG31801657	Deirdre Johnson	Submission is supportive of the proposed development as it will provide a safe area for children.	Submission noted.
242	MYG31801795	Lorraine Parr	Submission is supportive of the proposed development as it will enhance the lives of locals and increase visitors to the area as well as providing a safe area to walk and cycle. The benefits of the Waterford Greenway have been seen.	S Submission noted.
243	MYG31802045	Trevor Murphy	Submission is supportive of the proposed development as it will provide a great amenity, bring positives in the long run, encourage people to exercise and will provide a safe area to walk/cycle. The Greenway will also benefit tourism and local business.	Submission noted.
244	MYG31807101	L. Walsh	Submission is supportive of the proposed development.	Submission noted.
245	MYG31808460	Marian & Michael O'Keeffe	Submission relates to property at Front Strand and notes that the existing boundary with the proposed greenway is a line of railway sleepers. The submission notes that other houses at Front Strand have high stone walls and a similar wall would be required to protect privacy and security.	Cork County will agree detailed proposals for boundary treatment in accordance with the principles set out in the Part 8 planning documents. Detailed proposals for boundary treatment for properties at Front Strand will be developed in consultation with the

				Council's Conservation Officer to reflect the architectural heritage of the area.
246	MYG31808514	Rosie Mansfield	Submission is supportive of the proposed development as, based on the experience of the Waterford Greenway, it will create economic benefits and improve the health of locals.	Submission noted.
247	MYG31808525	Diarmuid O'Brien	Submission is supportive of the proposed development as an amenity for the area. The submission notes that the houses at Front Strand are listed buildings and requests that this is taken into consideration when forming the boundary between these properties and the Greenway, suggesting that stone walls would be the appropriate boundary type. The submitter understands that the original owners lent the land to the railway and that the houses retain access and that this agreement will continue.	Cork County will agree detailed proposals for boundary treatment in accordance with the principles set out in the Part 8 planning documents. Detailed proposals for boundary treatment for properties at Front Strand will be developed in consultation with the Council's Conservation Officer to reflect the architectural heritage of the area.
248	MYG31816659	Kirby Kearns	Submission is supportive of the proposed development as the current line is overgrown and derelict and the Greenway will improve the area and also bring economic benefits from increased tourism.	Submission noted.
249	MYG31819194	Sue Walsh	Submission states that it is not wise to cover any existing rail network within any main commuter town in Cork. Cork is due to expand and these towns will be necessary for affordable housing and expansion. It would be shortsighted to cover a rail option which could provide a greener way to commute and avoid congestion.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.

250	MYG31823571	Sinead Swayne	Submission is supportive of the proposed development.	Submission noted.
251	MYG31823612	Eoin Flanagan	Submission is supportive of the proposed development as it will benefit wheelchair users.	Submission noted.
252	MYG31825813	Colm Ryan	Submission is supportive of the proposed development as the benefits of the Waterford Greenway are evident. There is no sign that a rail link to Youghal would be feasible in the near/medium term and using the existing line makes sense. It would also provide a safe area for cyclists.	Submission noted.
253	MYG31826122	Angela Pomphrett	Submission is supportive of the proposed development as it will be good for Youghal and surrounding areas.	Submission noted.
254	MYG31833710 MYG31990158	Liam Burke*	Submission expresses concerns in relation to the proposed development and states that the Midleton-Youghal line has not been abandoned and retains the possibility of being reopened to mitigate congestion in Cork City and on the N25. Disused lines elsewhere in Ireland have reopened and it is inevitable that this line will be required in the future due to congestion, population growth, increasing property prices in Cork City/Midleton, increasing pollution and location of Youghal within a reasonable commuting distance. The submission states that there is no scenic content along the route and there are health and safety considerations including public access at Ballyvergan Marsh, anti-social behaviour, fire risk, speeding cyclists, litter, nuisance and trespass etc. The submission identifies previous studies which positively referenced the potential of the railway and indicates that the development of the Greenway will forfeit the reopening of the railway in the future and that the line is a strategically important infrastructural asset that should be protected. The submission proposes an alternative	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.

			route, extending the existing boardwalk to Redbarn, Pilmore, Ballymacoda and Knockadoon which would preserve the regional asset of the railway for future use.	
255	MYG31835266	David Quinlan	Submission refers to a newly built dwelling bounding the proposed Greenway which is not shown on the planning drawings. The submission notes concerns regarding security, privacy and safety on the basis that there is no provision for fencing in this area shown on the drawings and requests a meeting to discuss issues and options for boundary fencing and security.	Submission noted. Cork County Council will agree detailed proposals for boundary treatment in accordance with the principles set out in the Part 8 planning documents prior to commencement of development.
256	MYG31838774	Philip Tivy	Submission states that the train track should be left in place and the greenway routed parallel to it. The existing road network is already overloaded and in 20 years time, a rail connection will be needed to attract development. The proposed boardwalk at Ballyvergan would be expensive in terms of upkeep and consideration should be given to the use of the existing railway. The submission notes that facilities will be needed for hire and storage of bikes, electric bikes etc. and car parking etc.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
257	MYG31841142	F Walsh	Submission is supportive of the proposed development.	Submission noted.
258	MYG31841231	Conor Newman	The submission is not supportive of the proposed development. Population projections indicate substantial growth and the N25 is already congested. The corridor is wide enough to accommodate one single line track, and the assertion that the route can accommodate both the Greenway and the restored train line at a later date is false and will never happen. The suggested benefits of the greenway to tourism are	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the

			disputed as the area has no great natural beauty, no historically significant structures or location and no views.	property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
259	MYG31841687	Michael Murray	Submission is supportive of the proposed development as it will boost Youghal, Killeagh, Castlemartyr and Midleton. Based on success of Waterford Greenway, it will benefit tourism, intensify and lengthen the tourism season and strengthen local employment and business opportunities. It will provide a safe and healthy exercise option, will be family friendly, improve quality of life and allow enjoyment of areas not readily accessible, e.g. Ballyvergan Marsh. The Greenway is likely to give a stronger boost to Youghal than reopening the line. Suggests access point to the Greenway at Dysart.	Submission noted. The request for an access to the Greenway at Dysart will be considered at a future date subject to land ownership, planning, safety, site specific issues and related considerations being satisfied.
260	MYG31842082	Denis Kelleher	Submission from a dairy farmer requests a meeting with the Agronomist to discuss crossing, fencing, gates and drains. The submission states that fencing should be erected on the Greenway not on the farmer's land and should be maintained by Cork County Council (CCC) and that drains on both sides of the Greenway should be maintained by CCC as they were by Irish Rail. The submission notes that the Part 8 documents state that CCC will be responsible for public liability and clarification is sought as to whether this includes agricultural crossings at all times with no liability for the farmer. The submission notes the potential to disturb a badger sett located close to the railway and a concern that disturbance/movement of badgers could spread TB which could impact on livelihood.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. Modification No. 2 (see Section 5) will provide for the location of boundary fencing within the railway property in so far as practicable. Cork County Council will engage relevant specialists to advise in relation to the movement of badgers should this issue arise prior to commencement of development. As a public amenity the Greenway will be included in Cork County Council's public

				liability insurance. The Greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path. All land owners with agricultural crossings will be provided with a lock for gates.
261	MYG31842959	Tim Cronin	Submission is supportive of the proposed development as it would provide a safe area for cycling, walking and running as roads are not safe enough for these activities and would benefit the health of users. Based on the success of the Waterford Greenway and the impact on towns there, the Greenway will benefit the local economy. Leaving the railway as is on the off-chance that it may be reinstated is not feasible.	Submission noted.
262	MYG31843887	Dorothy Heaphy	Submission is supportive of the proposed development as it will provide a safe space for all ages to be active. The train is not a viable option and the Greenway will bring more business to the town.	Submission noted.
263	MYG31843993	Janette Foley	Submission is supportive of the proposed development as it will be a great asset for East Cork locals and tourists and will be accessible and usable by all.	Submission noted.
264	MYG31844412	Eoin Gleeson	Submission states that the railway is a vital piece of public infrastructure and should be used to extend the railway to Youghal to allow residents of towns along the N25 and surrounding areas to live in a greener, healthier environment. Greenways should be developed along the coast not on vital rail routes.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will

				provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
265	MYG31844454	David Nugent	Submission is supportive of the proposed development as it will be a fantastic amenity for the area and will reawaken the villages along the way. The Waterford Greenway shows the success that this could be.	Submission noted.
266	MYG31844556	Cliona Allen	Submission raises the concern that the proposed works will ensure that the railway line will never open again if the tracks are levelled over. The submission states that opening the railway line would be beneficial; it would help to reduce road traffic and make areas more accessible for tourists, thereby helping regeneration. Improving public transport is in line with EU obligations to reduce emissions and will help economic recovery in these areas.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
267	MYG31844807	Harrington Family	Submission is supportive of the proposed development as it would catapult Youghal to tourism success. People are travelling from Midleton and Youghal to the Waterford Greenway so keep the business and money local.	Submission noted.
268	MYG31844811	Jim Cronin	Submission is supportive of the proposed development.	Submission noted.
269	MYG31844817	Yvonne Cashman	Submission is supportive of the proposed development as it will benefit wheelchair users by providing an appropriate amenity which is currently lacking in Midleton.	Submission noted.
270	MYG31844955	Bridget Honan	Submission states that bringing back the railway would benefit the people of Youghal more than the Greenway as there would be more visitors to the town and more	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair

			money spent. Delays with the bus service means that another form of public transport is needed.	Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
271	MYG31845030	No name provided	Submission requests the reopening of the railway line and not Greenway on the line. Submitter notes driving often to Youghal but does not like traffic at Castlemartyr or Killeagh and notes never having uses the railway from Cork to Cobh or Midleton but would like to avail of trips to these places and to Youghal.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
272	MYG31845090	Martin O Leary	Submission is supportive of the proposed development for sustainable commuter transport and as a facility to improve health and tourism based on the success of the Waterford Greenway. The reuse of the line for rail is not viable.	Submission noted.
273	MYG31845107	Paul Cooper	Submission is supportive of the proposed development.	Submission noted.
274	MYG31845114	Dave O'Brien	Submission is supportive of the proposed development as it would benefit all of East Cork and provide a safe area for children to cycle.	Submission noted.
275	MYG31845219	C O'Connor	Submission is supportive of the proposed development	Submission noted.



			as it will provide great health benefits. The success of the Waterford Greenway shows what could be achieved in Cork.	
276	MYG31845378	Caroline Hennessy	Submission is supportive of the proposed development.	Submission noted.
277	MYG31845379	Jason Browne	Submission is supportive of the proposed development.	Submission noted.
278	MYG31845386	Alicia Kelly	Submission restates the comments by L. Burke setting out concerns in relation to the proposed development and stating that the Midleton-Youghal line has not been abandoned and retains the possibility of being reopened to mitigate congestion in Cork City and on the N25. Disused lines elsewhere in Ireland have reopened and it is inevitable that this line will be required in the future due to congestion, population growth, increasing property prices in Cork City/Midleton, increasing pollution and location of Youghal within a reasonable commuting distance. The submission states that there is no scenic content along the route and there are health and safety considerations including public access at Ballyvergan Marsh, anti-social behaviour, fire risk, speeding cyclists, litter, nuisance and trespass etc. The submission identifies previous studies which positively referenced the potential of the railway and indicates that the development of the Greenway will forfeit the reopening of the railway in the future and that the line is a strategically important infrastructural asset that should be protected. The submission proposes an alternative route, extending the existing boardwalk to Redbarn, Pilmore, Ballymacoda and Knockadoon which would preserve the regional asset of the railway for future use.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
279	MYG31845537	Tomas Kenefick	Submission is supportive of the proposed development as it will be a great amenity for generations to come.	Submission noted.
280	MYG31845570	Tom Hickey on behalf of	Submission is supportive of the proposed development	Submission noted.

		Youghal Cycling Club	as it will be a fantastic and safe amenity for young cyclists and will improve the tourism offering of the region. The rail is not a viable option but the Greenway could be upgraded for this purpose in the future if required.	
281	MYG31845725	Lisa Swayne	Submission is supportive of the proposed development.	Submission noted.
282	MYG31845822	Claire Hobbs	Submission states that a working railway would be more beneficial in the long term than a walkway.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
283	MYG31845911	Liam Quaide	Submission is not supportive of the proposed development. A feasibility study in the line has not been carried out in recent years and the reopening of the line has been proposed in several regional planning documents. Population is set to increase and traffic congestion in East Cork calls for a reopening of the railway as part of an integrated public transport system for the region. Reopening of railway would lead to reduced congestion, better urban planning and broader regional development and improvements to quality of life. A greenway would contribute to the tourism potential of the area but a functioning transport system is more fundamental. Climate change responsibilities call for decarbonisation of economies which requires	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.

			development of public transport. Health implications arise from not reopening the railway due to car emissions resulting in poor air quality. The rail link would inevitably be lost if the corridor is tarmacked for a greenway. The railway is an essential infrastructural link for Youghal's development and should not be lost.	
284	MYG31846400	Cormac Neville	Submission favours the reopening of the railway line.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
285	MYG31846442	Billy O'Callaghan	Submission is supportive of the proposed development as it will provide a safe environment for children to cycle. The Greenway will develop the tourism offering in the region and keep money in the local economy. If the railway becomes viable in the future it could be upgraded for this purpose.	Submission noted.
286	MYG31846564	Nick Eagle	Submission is supportive of the proposed development as it will boost the local economy and provide a leisure resource for locals and visitors.	Submission noted.
287	MYG31846569	Mick McCarthy	Submission raises concerns with the proposed development as it would serve a minority of the population when a good functioning public transport network is needed and the railway should be	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop,

			reinstated. There is daily road congestion and associated pollution and the train would bring more tourism to Youghal than a Greenway ever would. Laying a Greenway over tracks only to dig it up later would be a waste of public resources.	maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Eireann.
288	MYG31846600	Midleton AC	Submission is supportive of the proposed development.	Submission noted.
289	MYG31846759	Greg Lenehan	Submission is supportive of the proposed development.	Submission noted.
290	MYG31846776	An Rothar	Submission is supportive of the proposed development. As a bike shop owner, customers regularly ask about safe areas for children to cycle and the Greenway will provide safe facilities for walkers, runners and cyclists.	Submission noted.
291	MYG31846827	Dr. Brian Bird	Submission is supportive of the proposed development as it will help tourism, fitness and promote health.	Submission noted.
292	MYG31847009	Proinsias O'Tuama	Submission is supportive of the proposed development and requests special effort is made to grow native trees, shrubs and wildflowers to provide for native birds and pollinators. Requests that a considered approach is taken in relation to existing wildlife and seasonality and to consult with East Cork Biodiversity Networking Programme and Cork Branch Birdwatch Ireland. The proposed development will positively impact on mental health.	Submission noted.
293	MYG31847151	J O'Mahony	Submission is supportive of the proposed development as it will promote fitness, reduce obesity levels and support mental health as well as increasing numbers of people coming to the area as has happened in Waterford.	Submission noted.
294	MYG31847297	Tisha Hayes	Submission is supportive of the proposed development.	Submission noted.
295	MYG31847366	Blanaid Browne	Submission is supportive of the proposed development	Submission noted.

			as it will provide a safe place to cycle and support health and fitness.	
296	MYG31847474	Catriona Hill	Submission is supportive of the proposed development as it will boost Youghal and create jobs to retain people in the area.	Submission noted.
297	MYG31847557	Bill Linnane	Submission is supportive of the proposed development as the re-opening of the railway would be a loss making exercise and there is little demand for the Midleton-Cork service outside peak times. A Greenway will realise Youghal's tourism potential.	Submission noted.
298	MYG31847580	Michael McCarthy	Submission is supportive of the proposed development as it would be a great addition to East Cork and would allow workers to commute by bike to Midleton and Youghal as well as providing a safe area for walking, cycling/running.	Submission noted.
299	MYG31848031	Pauline Meade	Submission states that Youghal would benefit more from reopening the railway as properties could be renovated as a viable option for young commuting families.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
300	MYG31848135	Ciara Brennan	Submission supports the proposed development but given choice between the Greenway and the railway, would choose the railway given traffic volumes, congestion and need to reduce emissions.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed

				greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
301	MYG31849288	Bernice Warne	Submission states that a railway from Midleton to Youghal is needed as it would be more beneficial than a Greenway and that a feasibility report hasn't been done on the need for this service. The submission notes the traffic from existing towns and that the reinstatement of the railway would have health/environmental benefits.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
302	MYG31849970	Gar Morley	Submission supports the idea of a Greenway but believes the railway would have a more positive effect on Youghal and Greenway would eliminate potential for future rail.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be

				considered viable by Iarnród Éireann.
303	MYG31850536	Knockadoon Enhancement Project	Submission is supportive of the proposed development as it will have a positive impact on tourism and give users an appreciation of East Cork's biodiversity.	Submission noted.
304	MYG31851639	Richard & Marie Hennessy	Submission is supportive of the proposed development and queries whether there will be provision for existing wildlife within the railway corridor and whether existing earth banks between private property and the railway will be removed. The submission queries whether there will be contact with land owners prior to commencement.	Submission noted. The Part 8 planning documents set out the general approach to vegetation clearance with the general objective being to retain existing vegetation where possible. Cork County Council will agree details regarding boundary treatment in accordance with the principles set out in the Part 8 documents with adjoining land owners prior to commencement of development.
305	MYG31852229	Sean Hennessy	Submission is supportive of the proposed development as it would be a great amenity for residents of East Cork. The benefits of the Waterford Greenway are evident and the proposed Greenway would create opportunities for tourism related businesses to boost to tourism.	Submission noted.
306	MYG31852309	Castleredmond Residents Association	Submission by Castleredmond Residents Association representing over 300 householders is supportive of the proposed development as it will provide a positive community benefit for the East Cork area, will contribute to active amenity in a safe manner, promote employment and tourism and provide safe cyclist and pedestrian links from Mogeely to Midleton Station. The provision of this facility will replicate the success achieved elsewhere in Ireland.	Submission noted.
307	MYG31852309	TJ Murphy	Submission has no difficulty with either a Greenway or railway but suggests a new station is required in Carrigtwohill.	Submission noted.

308	MYG31852962	O'Mahoney Family	Submission notes concerns with the proposed development on the basis that the proposed Greenway runs through an existing farm which raises issues such as trespass/public liability in the event of an accident, damage by fire to forestry plantations, interference with livestock and public nuisance. The submission also notes the provision of continued and unimpeded access for vehicular and livestock movement at both sides of the proposed Greenway is of concern in the event of issues arising in the future.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. As a public amenity, the greenway will be included in Cork County Council's public liability insurance. The greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path. All land owners with agricultural crossings will be provided with a lock for gates.
309	MYG31853229	Daithi O'Mordha	The submission is not supportive of the proposed development and proposes bringing back the train as it would bring tourism, linked to the cruise industry in Cobh, would alleviate congestion on the N25, boost employment, and attract industry and investment.	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
310	MYG31854555	Tim Brosnan	Submission states that while there is merit to a Greenway, it should not be at the expense of the permanent way and that future public transport needs	Submission noted. The railway property is operated by Iarnrod Eireann and ownership is vested in Coras Iompair



			<p>and the economic development of East Cork cannot be sacrificed in favour of a tourist facility for a minority. The submission notes that the old railway lines to Youghal, West Cork and Passage are ideal opportunities to provide a public transport network.</p> <p>While every effort should be made to provide a Greenway for tourism, sufficient space should be provided for some form of future transport e.g. monorail, light rail so that the infrastructure is not lost forever.</p>	<p>Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Eireann.</p>
311	MYG31855216	Dan Boyle	<p>Submission objects to the proposed development. The submission states that there is an absence of policy outlining the benefits of greenways and the identification/prioritisation of such routes; this creates the assumption that greenways should always be on disused railways. The submission states that there is also a lack of policy on re-opening disused railway lines. Standalone greenways should not be developed without reference to the wider network in which they fit; greenways should be visually appealing which the Midleton-Youghal route is not and the success of the Waterford Greenway does not infer that all greenways will be successful. The reopening of the Youghal-Midleton railway should have highest priority, based on future potential rather than population as infrastructure is needed to grow population. Once a greenway is developed on this route, the potential for rail will be removed.</p>	<p>Submission noted. The railway property is operated by Iarnród Eireann and ownership is vested in Coras Iompair Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Eireann.</p>
312	MYG31856321	Rosemary Ryall	<p>Submission states that provision of a railway rather than a Greenway would be more beneficial for tourism, the local economy and community as it would strengthen links with Cork, alleviate traffic on the N25 and</p>	<p>Submission noted. Cork County Council will agree detailed proposals for boundary treatment in accordance with the principles set out in the Part 8</p>

			encourage more visitors. The Greenway will not attract numbers and would have limited local appeal. The future development of Youghal railway station should take place in a sustainable manner which respects the buildings and context. There does not appear to be an architectural impact assessment of the proposed works on the adjacent protected structures or ACA. It is hoped that the Council will liaise with adjacent householders regarding future works (lighting, fencing and access).	planning documents prior to commencement of development. Detailed proposals for boundary treatment for properties at Front Strand will be developed in consultation with the Council's Conservation Officer to reflect the architectural heritage of the area.
313	MYG31856507	Paul Kelly	Submission is supportive of the proposed development due to the benefits to the people of East Cork and communities in terms of physical and mental wellbeing, economic benefits, social amenity value, tourism potential and as a green transport/commuter incentive which will outweigh any negative impacts. The development of the route under licence from CIE is very significant as it gives consideration to it being redeveloped as a rail line in the future if it should become viable or necessary.	Submission noted.
314	MYG31859487 MYG32020216	Thomas and Mary O'Neill*	Submission from land owners with land on both sides of the railway notes from Part 8 documents that there is a level crossing for farm machinery and an underpass for animals. The submission notes a former railway building that is now in private ownership and an existing dwelling located adjoining the railway. Confirmation in writing is sought that livestock access and machinery crossing will be retained and that suitable fencing will be provided to protect the privacy of the dwelling.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
315	MYG31859520	Ewa Rybka	Submission is supportive of the proposed development as, based on the Waterford Greenway, there will be gains.	Submission noted.
316	MYG31859754	PJ Aherne	Submission is supportive of the proposed development as it is the only viable option for the disused railway	Submission noted.

			line.	
317	MYG31860399	Ciara Roche	Submission states that a Greenway is a fantastic idea but the reopening of the railway is needed as train would boost the economy and encourage tourists to the City to visit Youghal. The train would benefit locals and youth and link to the bigger towns and city.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
318	MYG31860556	Dunne House	Submission is supportive of the proposed development as it is a positive initiative for Midleton and Youghal, it will promote tourism and local employment and provide mental health benefits.	Submission noted.
319	MYG31861341	Caroline Groarke	Submission is supportive of the proposed development as it would be fantastic addition to the community. Based on the success of the Waterford Greenway, it will bring a lot of tourism and revitalise towns along the route.	Submission noted.
320	MYG31861514	Inch Foroige Youth Club	Submission is supportive of the proposed development as it would allow the local youth group to do activities without cost.	Submission noted.
321	MYG31862253	Caoimhe Boland	Submission is supportive of the proposed development as has seen the positive effects of both the Great Western and the Waterford Greenways on the local economy, tourism and amenity.	Submission noted.
322	MYG31863133	Megan Lynch	Submission is supportive of the proposed development.	Submission noted.
323	MYG31863538	James Phelan	Submission is supportive of the proposed development as it will have a positive effect on the area based on the	Submission noted.

			success of the Great Southern Trail and the Waterford Greenway. It will provide a safe amenity for all ages.	
324	MYG31864106 MYG32016140	Richard McCarthy*	Submission is supportive of the proposed development. As a dairy farmer divided by the railway line, the submitter requests to be facilitated with a crossing to allow a continuation of farming.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
325	MYG31864463	Mary Murphy	Submission refers to an agricultural land holding and raises concerns regarding security, privacy and the risk of trespass and queries responsibility and liability in the event of an injury near the farm. The submission also notes the movement of cattle etc. across the line and queries whether fencing will be provided.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. As a public amenity, the greenway will be included in Cork County Council's public liability insurance. The greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path. All land owners with agricultural crossings will be provided with a lock for gates.
326	MYG31865899 MYG32035624	Micheál de Buitléir*	Submission comments on the debate around the proposed development and suggests the need for a report which balances the various issues and takes account of the objective to reopen the railway line.	Submission noted.
327	MYG31866219	Ann Marie Domenev	Submission is supportive of the proposed development but raises concern about flood risk and queries whether works will increase risk near Lauriston Estate in Midleton.	The greenway is located 220 meters north of Lauriston Estate in Midleton. The finished surface level of greenway is lower than that of the estate and the

				proposed greenway will not create any runoff water which could flood the estate.
328	MYG31866756	Antoinette Carey	Submission states that train service needs to reopen to ease congestion in Castlemartyr, Killeagh and Lake View roundabout. The opening of the railway would add to commuter's quality of life, reducing stress and increasing their free time.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
329	MYG31867042	Killian Daly	Submission is supportive of the proposed development as it will be a great addition for local businesses and create jobs.	Submission noted.
330	MYG31867324	Robert Boland	Submission is supportive of the proposed development.	Submission noted.
331	MYG31867545	BirdWatch Ireland	The submission notes the potential of the proposed development to deliver multiple benefits for people and the environment and makes a number of comments. The submission states that there is insufficient information on the expected numbers/types of users; how the Greenway will be marketed; the extent of works including the level of vegetation clearance, and; ecology on the route (especially bird, otter and badger surveys), noting a concern regarding the potential for disturbance to breeding birds population at Ballyvergan Marsh and wintering birds at that location. The submission notes previous anti-social behaviour at the bird hide and the potential for fire. The submission	Submission noted. The points raised in the submission are addressed in the Technical Note attached in Appendix 2 as also referenced in the report of the Council Ecologist set out in Section 3. The mitigation measures set out in the Ecology Report and Technical Note will be strictly implemented under appropriate ecological supervision where necessary. The detailed Landscape Masterplan, Outline Construction and Environmental Management Plan and Invasive Species

			<p>notes that information in relation to badger setts is incomplete and the Marsh Fritillary butterfly at Ballyvergan should be rechecked. Existing hedgerows along the railway line are important for biodiversity and minimum clearance should be undertaken and should be informed by a hedgerow evaluation to identify areas for protection and survey could also provide baseline information for interpretive signage. The submission references previous activities (planting, drainage etc.) in Ballyvergan Marsh which have contributed to degrading of the area in parts.</p>	<p>Management Plan shall be submitted to the Planning Authority for review and agreement prior to the commencement of development of the Greenway and these will be informed by any additional pre-construction surveys as identified in the Ecology Report and Technical Note. The Outline CEMP shall incorporate all provisions and measures to minimise risk of impact to water quality and impacts to habitats and species as contained in the Ecology Report, and this document shall form part of the Scope of Works presented to prospective contractors during the procurement process. The Outline CEMP shall also incorporate provision for ecological supervision of particular elements of the works, including works close to badger setts and areas used by otter, works in Ballyvergan Marsh and works at water crossings. A final detailed CEMP shall be required to be prepared by the Contractor on appointment. This CEMP shall incorporate all provisions of the Outline CEMP. The Landscape Masterplan shall be prepared with input from an ecologist and having regard to the principle of No Net Biodiversity Loss. Opportunities for habitat enhancement for pollinator and other species shall be explored during the development of the Landscape Masterplan.</p>
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332	MYG31868080	Fiona Nolan	Submission is supportive of the proposed development as a local amenity and tourist attraction. It will promote and support local employment and enterprises and will encourage fitness and promote physical and mental health.	Submission noted.
333	MYG31868257	Fred Whelan-Curtin	Submission supports the principle of the greenway but raises concern in relation to ongoing farming activities on adjoining farmland. One existing crossing is un-gated and concern is raised in relation to the operation of the crossing at busy harvest periods which could give rise to inconvenience and safety issues. The submitter has an additional pedestrian and water crossings and an electric fence but will work to find a solution for the proposed greenway. The old Ballyquirke aerodrome is located on lands adjoining the proposed Greenway which raises a concern of an increased risk of the public entering the lands to view the site and thereby creating the risk of injury from the decaying water tower and livestock.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
334	MYG31868502	Cork Cycling Campaign	Submission is supportive of the proposed development based on its potential to create tourism and local jobs and contribute to the delivery of EuroVelo 1 as well as being used for commuting to work and school. Sheffield stand type cycle parking racks are recommended and should be provided along the route. Gates to slow cyclists require careful design. Picnic areas and seating are suggested and where play areas are provided, these should be fenced off from the Greenway. Signage is required both at car parks and along the route. Access from Middleton and Youghal town centres should be made as cycle-friendly as possible.	Submission noted.
335	MYG31868559	Sinn Fein East Cork	Submission is supportive of the proposed development	Submission noted.

			as it will boost Mogeely and Killeagh. Irish Rail has stated that reopening the railway is not viable but there is a hope that in the future the railway can be restored. In the meantime the Greenway will be a good amenity for East Cork.	
336	MYG31868911	Christine Lee	Submission is supportive of the proposed development as it will bring tourism and money to East Cork.	Submission noted.
337	MYG31869193	Tricia Long	Submission is supportive of the proposed development.	Submission noted.
338	MYG31870259	Joe McCarthy	Submission is supportive of the proposed development as it is consistent with the proper planning and sustainable development of East Cork and will significantly benefit the economic health of local towns and villages as well as providing an amenity for healthy recreation. The Greenway will especially benefit Youghal and will integrate with the heritage offer developed in the town.	Submission noted.
339	MYG31870621	Carol O'Hanlon	Submission is supportive of the proposed development as it will support a healthier country and can be used by schools for PE classes, youth groups and people of all ages/abilities.	Submission noted.
340	MYG31870639	Anne Delaney	Submission is supportive of the proposed development as it is a much needed amenity, will benefit the community and create an awareness of our surroundings for all.	Submission noted.
341	MYG31871120	Jan Hayes	Submission makes a number of suggestions for signage as well as access at Midleton and Lisglashen.	Submission noted regarding signage. Suggestion that the greenway should be accessible via the southern side of the railway line at the station is not possible due to required buffer zones required for the railway operation.
342	MYG31871134	Sharon Clarke	Submission is supportive of the proposed development as it would be a huge asset for the Cork region, would attract families, groups and tourists, support local	Submission noted.



			businesses along the route and promote a healthy lifestyle.	
343	MYG31871255	Michael O’Sullivan	Submission is supportive of the proposed development as it would benefit the East Cork region, similar to the benefits evident on the Waterford Greenway. The argument to reopen the railway to ease traffic would not apply unless working in the city centre.	Submission noted.
344	MYG31871323	Anthony Moloney	Submission is supportive of the proposed development as it would be a great amenity for East Cork, would improve tourism and increase employment.	Submission noted.
345	MYG31871626	Susan Lanigan	Submission believes that the railway line to Youghal should be restored to connect to Cork and ease traffic congestion on the N25.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
346	MYG31871989	Alan Geary	Submission is supportive of the proposed development but raises concerns regarding flooding issues in the vicinity of the railway bridge adjacent to Gortroe. Concern is also raised regarding security of dwelling having regard to access and location adjacent to the railway bridge.	Submission noted. The proposed greenway will traverse an existing over bridge at Gortroe. The proposed greenway will include for drainage for collection of runoff water. This will prevent rainwater runoff to the road below. With regard to access at this location, the greenway is on an embankment at this location and will be fenced on either side of the route to

				prevent access to private land from the route.
347	MYG31872300	Tara Murphy	Submission is supportive of the proposed development as it will offer benefits in terms of tourism, healthy living and providing people easy access to local towns and villages. It will allow for the development of further amenities which will attract local and international visitors. It will allow for the reinstatement of the railway when this becomes viable and may allow for both.	Submission noted.
348	MYG31872497	Marie Nolan	Submission notes the benefits of the Waterford Greenway to the local economy but states that the public transport option from East Cork to the City would have greater benefits. Public transport would allow people to live in the country, bringing life/investment to these areas, and to commute to the City.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
349	MYG31872573	Irwins	Submission is supportive of the proposed development and suggests that large parking areas in the four towns to join the Greenway would be desirable.	Submission noted.
350	MYG31872799	Noirin Conroy	Submission does not agree with the proposed Greenway and states that East Cork would benefit more from the reopening of the railway to Youghal which would bring life back to the town and help people find work in city as well as relieving traffic. Youghal would also benefit in terms of economic growth and tourism.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the

				property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.
351	MYG31872805	Mogeely Development Community Council	The submission on behalf of Mogeely Community Council accepts the Greenway is of greatest short term benefit to Mogeely but the long term view is that a railway would be of greater benefit. The submission supports the concept of the Greenway, the recreational and economic benefits. In relation to road safety, the submission states that current infrastructure in Mogeely is not sufficient to deal with existing and future traffic volumes and that proposed parking may not be sufficient to deal with demand. The submission seeks the retention of the railway platform and waiting room and would like to see the signal box reinstated.	Submission noted. Traffic calming measures via inclusion of additional public lighting and ramps to reduce traffic speeds in the village has been included in the proposed design. A new car park is proposed at the former train station and is deemed to be sufficient in size to cater for greenway use. Any future work to former railway buildings is outside the remit of the current Part 8 application.
352	MYG31872820 MYG31872886	Peter & Sarah Loughnane*	The submission notes issues relating to the Roxborough Road crossing and the feasibility of the use of the Greenway by horse riders.	Submission noted. All road crossings will be subject to detailed design and will be clearly signposted for both road users and greenway users. Chicane gates are proposed to slow greenway users who have to yield to road traffic. It is not proposed that the Greenway would be available for use by horse riders.
353	MYG31872946	John Whelan Curtin	Submission notes a recently built dwelling located adjacent to the proposed route and notes that the main outdoor area would be faced by the Greenway. The submission requests that privacy is protected, noting that the proposed development would impact on the perceived value of the home and private grounds.	Submission noted. Cork County Council will agree detailed proposals for boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
354	MYG31872995	Cyclist.ie - Irish Cycling Advocacy Network	Submission is supportive of the proposed development as it will provide a safe and enjoyable amenity for locals	Submission noted. The Greenway will be fully designed at detail design stage to

			and visitors. Submission requests that the junctions and signage on the route does not meet TII Rural Cycleway or National Greenway Strategy Infrastructure Guidelines requirements which means the signage creates legal issues for the use of the route.	comply with the requirements of TII and the National Greenway Strategy Infrastructure Guidelines. All signage will be fully considered and developed at detailed design stage to comply with national standards and legal requirements.
355	MYG31873133	Greg Whelan-Curtin	The submission notes that there appears to be no risk assessment of potential spread of Japanese knotweed as a result of the proposed works and that the Ecology Report notes that no permission was given to access a stand of Japanese knotweed at Ballyquirk, however permission was not sought. The submission disputes that the Water Tower in Ballyquirk is no longer used by nesting house martins. The submission states that the Water Tower in Ballyquirk is in decaying condition and presents a danger due to falling debris and queries how will the Council ensure that visitors do not trespass and what assessments and insurance will be put in place. Concern regarding the impact of the proposed development on property values and on planning permission for future residential development.	A pre-construction Invasive Species Survey will be carried out and an Invasive Species Management Plan will be developed and implemented as noted in the Ecology Report. The Water Tower is sufficiently distant that it is unlikely that development of the Greenway would displace nesting House martins. Cork County Council will agree detailed arrangements for appropriate boundary fencing with adjoining land owners prior to commencement of development. As a public amenity the Greenway will be included in Cork County Council's public liability insurance. The Greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path.
356	MYG31873325	Ivan O'Flynn	Submission is supportive of the proposed development. Based on the success of the Waterford Greenway, the proposal would have economic benefits and would give a boost to the area, bring employment and promote civic pride.	Submission noted.
357	MYG31873332	Castlemartyr Community	The submission states that the reopening of the railway	Submission noted. The railway property

		Council	should be prioritised over the provision of a Greenway and that there is potential to reopen the railway to Mogeely to support park and ride and the industrial development currently under construction. The submission notes that traffic congestion in Castlemartyr indicates that East Cork needs new roads and proper public transport provision such as a rapid area transport programme incorporating rail or similar. The submission indicates that the cost of the Greenway will be that East Cork will be classified as a tourist hub and not realise its potential as an economic/industrial hub. The debate should not be about a Greenway or nothing.	is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
358	MYG31873396	James O'Keeffe	The submission states that an over or underpass will be required for cattle/machinery crossing and also a concrete boundary wall near a farmyard and another cattle crossing.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
359	MYG31873631	Martin Murphy	Submission is supportive of the proposed development based on experience of Greenways in Ireland and France and the benefits to local communities. Reopening the rail service is not feasible.	Submission noted.
360	MYG31945213	Mary McCarthy on behalf of Killeagh/Inch Community Council	Killeagh/Inch Community Council is supportive of the proposed development as it will have a positive effect on East Cork, will boost the local economy and bring visitors. It will also encourage people to become more active, encourage families to spend more time together, provide a safe place to exercise and relieve stress which will benefit local health.	Submission noted.
361	MYG31946093	Midleton Cycling and Triathlon Club	Midleton Cycling and Triathlon Club is supportive of the proposed development as similar projects in Waterford and Mayo have shown the positive impacts they have	Submission noted.

			on an area. People have concerns about cycling on roads with traffic which is a barrier to participation in cycling. The Greenway will offer a safe environment and make cycling accessible to all. Suggests that cycle facilities, e.g. pumps and bike storage facilities, be located along the route. It will have a positive impact on health/well being.	
362	MYG31946647	Anne Murray	Submission is supportive of the proposed development. Having been hearing about the reopening of the railway for 33 years, nothing has happened and is unlikely to happen in the near future. The Greenway will bring people to Youghal and create jobs as well as improving the area and creating an amenity.	Submission noted.
363	MYG31946870	Inch National School Parents Association	Inch National School Parents Association supports the proposed development as it will benefit East Cork by providing a safe route for adults and children to walk and cycle and allow people to walk/cycle to school or work. It will also be a tourist attraction, create jobs in the area and benefit the area economically.	Submission noted.
364	MYG31947164	Anna Swayne	Submission is supportive of the proposed development as it would benefit Youghal based on the success of the Waterford Greenway.	Submission noted.
365	MYG31947234	Amy Swayne	Submission is supportive of the proposed development as it would be an asset for Youghal, lead to employment, boost outdoor activities, increase health benefits and lead to an appreciation of nature.	Submission noted.
366	MYG31947320	Catherine Swayne	Submission is supportive of the proposed development as it will make the most of this unused land and will provide a safe and beneficial space for young and old.	Submission noted.
367	MYG31989603	Park National School	Submission is supportive of the proposed development based on the positive impact the Waterford Greenway has had on Dungarvan and the local economy. It ties in with the 'leave no trace' campaign and creates a path	Submission noted.

			without damaging the natural ecosystem.	
368	MYG31989974	Ger Swayne	Submission is supportive of the proposed development and accepts that the train is no longer an option. The Greenway will create a safe environment for walkers and cyclists which will benefit Youghal.	Submission noted.
369	MYG31990769	Killeagh Inch Historical Group	Killeagh Inch Historical Group is supportive of the proposed development and the submission notes that Killeagh is a thriving village with a lot to offer users of the Greenway and that existing public transport is adequate and therefore the train is not required. The Greenway would allow visitors to access local heritage sites and attractions and would benefit local businesses and the community, reversing the current trend of declining rural villages.	Submission noted.
370	MYG31991233	Eileen Mulcahy	Submission is supportive of the proposed development as it will bring benefits to local communities and businesses. Palisade fencing (and continued maintenance of same) is requested to provide for the security of this land owner's property adjoining the Greenway.	Submission noted. Cork County Council will agree detailed proposals for boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
371	MYG31991939	Mr. David Jnr. Scully	Submission is supportive of the proposed development and would like to see Killeagh benefit. Based on a lifetime of involvement with local community groups, the Greenway is welcomed and will be available for enjoyment of future generations.	Submission noted.
372	MYG31992198	Brendan & Helen Lucey	Submission is supportive of the proposed development.	Submission noted.
373	MYG32002855	Youghal Tidy Towns Committee	Youghal Tidy Towns Committee is supportive of the proposed development as it will tidy up a derelict and unsightly route, eradicate dereliction in the Strand area, attract visitors to Youghal and East Cork, boost local business and jobs and enhance the health and well being of citizens.	Submission noted.
374	MYG32003776	Karen O' Shea	Submission is supportive of the proposed development.	Submission noted.

375	MYG32003891	Killeagh Community Centre Committee	Killeagh Community Centre Committee is supportive of the proposed development.	Submission noted.
376	MYG32010618	Donnacha Fitzgerald	Submission is supportive of the proposed development.	Submission noted.
377	MYG32010736	Jack O' Rourke	Submission is supportive of the proposed development as public transport does not support the rail due to lack of connectivity from the city station to hospitals, colleges etc. Based on the success of the Waterford Greenway, Mogeely, Killeagh and Youghal would benefit from the amenity.	Submission noted.
378	MYG32010999	Cumann Luthchleas Gael Cilliath-Ide	The Committee of Cumann Luthchleas Gael Cilliath-Ide is supportive of the proposed development as it will benefit the local area and can only be seen as beneficial.	Submission noted.
379	MYG32011275	Mrs. Lucinda Scully	Submission is supportive of the proposed development as it will provide a safe environment and amenity for children.	Submission noted.
380	MYG32011472	Ciaran O'Rourke	Submission is supportive of the proposed development.	Submission noted.
381	MYG32011783	Ken Fox	Submission objects to the railway being converted to a Greenway as this would prevent it being reopened as a railway. The economic benefits to the area would be better served by reopening the railway – while the Waterford Greenway has been successful, East Cork's scenery can be bland and flat, especially between Youghal and Middleton. The success in numbers travelling by rail nationally and in East Cork play a role in reducing carbon emissions and the number of vehicles on the roads. If a regular and reliable rail service is provided, people will use it.	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair Éireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Éireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnród Éireann.
382	MYG32013172	Sandra Livermore	Submission objects to the disused railway being turned into a Greenway and states that it should be retained to extend the train link to Youghal in the future. The	Submission noted. The railway property is operated by Iarnród Éireann and ownership is vested in Coras Iompair



			<p>railway would help commuters and passengers from Cork get to Youghal. Iarnrod Eireann's review of the Suburban Rail Network should be kept to open the track from Middleton to Youghal. Opening the railway would reduce traffic and the submitter could use the train to get from Cork to Youghal in the summer months.</p>	<p>Eireann. Permission to develop, maintain and manage the proposed greenway by Cork County Council will be subject to a licence from Coras Iompair Eireann. The ownership status of the property will therefore remain unchanged and this arrangement will provide for the protection of the railway corridor for future rail use should this be considered viable by Iarnrod Eireann.</p>
383	MYG32013695	Declan Kenneally	<p>The submission queries insurance cover at level crossings and raises the issue of greenway users who may stray onto private property. The need for fencing the railway in conjunction with the local farm land and making the fencing stock proof is identified and clarification is sought on responsibility if gates are left open and animals wander on to the line and injure someone. Compensation to cover the extra cost of cattle crossing, crossing with silage and keeping the railway clear is raised as is higher insurance costs because of higher risks.</p>	<p>Submission noted. Cork County Council will agree detailed proposals for boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. As a public amenity, the greenway will be included in Cork County Council's public liability insurance. The greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path. All land owners with agricultural crossings will be provided with a lock for gates.</p>
384	MYG32016373	Vincent & Mary Motherway	<p>Submission from land owners with land on both sides of the railway seeking to retain the use of both existing level crossings. Submission requests provision of stock proof/dog proof fencing and gates having regard to the nature of the existing agricultural operations and risk created by dogs. The submission notes that the agricultural crossing will need to be capable of</p>	<p>Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works and boundary treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.</p>

			accommodating large agricultural machinery and a cattle handling facility would reduce the number of crossings. A reply is sought on the submission.	
385	MYG32017119	Michael & Niall O'Neill	Submission from land owners with land on both sides of the railway notes that an agricultural crossing is proposed at an existing crossing point. On the basis of the dairy operation, a level agricultural crossing will not be acceptable as this would be impractical and unsafe both from a farming and a greenway user perspective. The submission notes from the Part 8 proposals that a cattle underpass is to be provided where the land owner has a dairy operation on contiguous lands on both sides of the railway and requests written confirmation that a cattle underpass will be provided and that the existing level crossing will be retained for machinery crossings. A reply is sought on the submission.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development.
386	MYG32019301	William Hobbs	Submission from land owner with land on both sides of the railway states that there is no existing crossing in place and fields are currently accessed via the public road but requests a crossing to be put in place to facilitate movement of livestock and machinery. Submission notes reservations on the basis that the railway line is a wildlife haven, that the railway track is thing of beauty and a historical landmark and would be better left untouched and that there is a natural spring which emerges seasonally which could flood adjoining property if covered over.	Submission noted. Cork County Council will agree detailed proposals for agricultural accommodation works in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. Drainage will be fully considered at detailed design stage, existing streams and rivers were culverted as part of the original railway route and these existing culverts are to be used and repaired and where necessary replaced.
387	MYG32020531	Catherine Smyth	Submission from land owner with land on both sides of the railway seeking clarification as to how privacy and property will be protected. The submission queries whether the Greenway will be supervised (risk of anti-	Submission noted. There is no evidence of increased anti-social behaviour due to Greenways. Cork County Council will agree detailed proposals for boundary

			social behaviour) who will be responsible in the event of accidents/farm gates being left open, whether there will be toilet and litter collection facilities and who will be responsible for maintenance.	treatment in accordance with the provisions set out in the Part 8 planning documents prior to commencement of development. As a public amenity, the greenway will be included in Cork County Council's public liability insurance. The greenway will be clearly defined and will incorporate boundary fencing along its overall length and appropriate signage will be provided requesting users to remain on the path. All land owners with agricultural crossings will be provided with a lock for gates.
388	MYG32795329	John Crean	Submission is supportive of the proposed development based on its potential to create tourism and local jobs and contribute to the delivery of EuroVelo 1 as well as being used for commuting to work and school. Sheffield stand type cycle parking racks are recommended and should be provided along the route. Gates to slow cyclists require careful design. Picnic areas and seating are suggested and where play areas are provided, these should be fenced off from the Greenway. Signage is required both at car parks and along the route. Access from Midleton and Youghal town centres should be made as cycle-friendly as possible.	Submission noted.

NOTE: \*more than one submission made by an individual.

## 5.0 Proposed Modifications

### 5.1 Proposed Modifications to Part 8 Particulars

As a result of the submissions/observations and the internal reports received, the following modifications are to be incorporated:

1. As set out in Section 4.9 of the Part 8 Report, Cork County Council will appoint an Agronomist to liaise with land owners at the detailed design stage in order to agree accommodation works on an individual basis. In addition to this approach and by way of modification to the provisions of the Part 8 proposals, Cork County Council will, following consultation with individual adjoining land owners, set out details of all proposed accommodation works in writing. Cork County Council will also develop and put in place a dispute resolution mechanism to provide a means for arbitration, where required, in relation to agreement on the provision of accommodation works.
2. As set out in Section 4.10.1 of the Part 8 Report, in general terms, it is proposed that Cork County Council will provide fencing to protect livestock. The Part 8 report had proposed that the fence would be erected on the farmer's holding. It is proposed by way of modification that the fence will, in so far as practicable and subject to agreement with the adjoining land owner and site specific considerations, be located on the railway property. Where the fence is located on the railway property, the Council will be responsible for its maintenance.
3. Section 4.10.2 of the Part 8 Report set out proposals for boundary treatment adjoining residential property. This section noted that the existing disused railway corridor adjoins a number of residential properties at the Front Strand area in Youghal which are Protected Structures and are located within an Architectural Conservation Area. Whereas the Part 8 Report noted that no additional boundary works are proposed at this location, it is proposed by way of modification, that in the event that additional boundary works are required and subject to site specific considerations, the material construction and finish of any agreed boundary treatment shall be consistent with existing adjoining development and to the satisfaction of the Council's Conservation Officer.
4. Vegetation clearance shall be carried out under supervision by a suitably qualified person to ensure no damage to disused buildings/features and an audit/assessment of these buildings/features is to be carried out by a suitably qualified person following the removal of vegetation to preserve/protect these features in situ where possible or relocation to a suitable location.
5. The mitigation measures set out in the Ecology Report and Technical Note (Appendix 2) will be strictly implemented under appropriate ecological supervision where necessary. The detailed Landscape Masterplan, Outline Construction and Environmental Management Plan and Invasive Species Management Plan will be submitted to the Planning Authority for review and agreement prior to the commencement of development of the Greenway and that these will be informed by any additional pre-construction surveys as identified in the Ecology Report and Technical Note. The Outline CEMP shall incorporate all provisions and measures to minimise risk of impact to water quality and impacts to habitats and species as contained in the Ecology Report, and this document shall form part of the Scope of Works presented to prospective contractors during the procurement process. The Outline CEMP

shall also incorporate provision for ecological supervision of particular elements of the works, including works close to badger setts and areas used by otter, works in Ballyvergan Marsh and works at water crossings. A final detailed CEMP shall be required to be prepared by the Contractor on appointment. This CEMP shall incorporate all provisions of the Outline CEMP. The Landscape Masterplan shall be prepared with input from an ecologist and having regard to the principle of No Net Biodiversity Loss. Opportunities for habitat enhancement for pollinator and other species shall be explored during the development of the Landscape Masterplan.

## 5.2 Erratum

Figure No. 5.20 of the Ecology Report relates to the classification of habitats using Fossit (2000). This figure included an area of privately owned land which is located outside the boundary of the proposed development site. The inclusion of this area which is outside the site boundary is an error. Figure No. 5.20 of the Ecology Report has been amended to exclude this portion of land and the amended figure is included in Appendix 3. This amended figure supersedes Figure No. 5.20 of the Ecology Report. This is a non-material change and is provided in the interests of clarity.

## 6.0 Recommendation

The proposed development of a Greenway between Midleton and Youghal represents a unique opportunity to harness the resource that is the disused railway corridor for the benefit of local towns, villages and communities. The development of the Greenway will serve to maintain and protect the integrity of the railway corridor and allow for its reuse should its viability for rail be considered feasible by Iarnrod Eireann at a future date and, in the interim, it will generate economic, community and environmental benefits for the local population and the wider East Cork area.

The development of the proposed greenway will be an important addition to tourism facilities in Cork, it will strengthen the attractiveness of East Cork generally and the Youghal and Midleton areas in particular as a visitor destination which will benefit the local economy through increased visitor numbers and tourist spend, supporting existing local businesses and encouraging new enterprise opportunities. The proposed greenway will also be an important recreational amenity and will deliver positive health benefits through the provision of quality walking and cycling facilities for the enjoyment of the local population and the wider community.

Having considered the submissions and the internal reports from the Planning and Heritage Sections of the Planning Department, I am satisfied that the proposed development is in accordance with the proper planning and sustainable development of the area and recommend to the members of Cork County Council that the development should proceed as set out in the Part 8 Planning Documents and Drawings as published, subject to the recommended modifications stipulated in Section 5 of this report.

Signed

Date

\_\_\_\_\_  
**Declan Daly**  
**Divisional Manager**  
**Cork County Council**

## Appendices

- Appendix 1 Copy of Site Notice
- Appendix 2 Technical Note (Ecology)
- Appendix 3 Amended Drawing 5.20 of Ecology Report

## Appendix 1 Copy of Site Notice





## Appendix 2 Technical Note

# Technical Note

**Project:** Midleton Youghal Greenway  
**Submission:** BirdWatch Ireland October 30<sup>th</sup> 2018  
**Date:** 17 December 2018

## Question

### No. / Type of Users

For discussion of disturbance risk – see below.

## Question

### **Type & Extent of Works / Vegetation Removal** **Hedgerows along the railway line**

Since its abandonment the rail line has become overgrown by a range of different habitat types. As noted in the Ecology Report a habitat survey was conducted following the Heritage Council's *Best Practice Guidance for Habitat Survey and Mapping* (Heritage Council, 2011) in which habitats were classified in accordance with *A Guide to Habitats in Ireland* (Fossitt, 2000). Findings of the habitat survey are presented in full in Chapter 5.0 of the Ecology Report; with additional information on rare plants and a number of protected sites also presented in Chapter 4.0. Chapter 5.0 discusses each habitat type recorded in turn; as well as presenting an estimation of their ecological value. Table 7.1 presents an overview of impacts from construction of the proposed Greenway, including vegetation clearance, for each habitat in turn.

As the proposed Greenway is to be constructed along the proposed railway it is predominantly this vegetation along the bottom of the rail corridor that is to be removed. In the main it is not proposed to clear the adjoining embankments or to clear adjoining hedges / tree lines; exceptions to this were noted and include e.g. the clearance of vegetation to accommodate farm underpasses. At such locations any vegetation removal is to be restricted to the footprint of proposed works in so far as is practical and replacement boundary / embankment planting is to be undertaken in line with landscaping proposals and boundary treatment proposals. A Landscape Masterplan will be developed for the overall scheme at detailed design stage and will incorporate proposals for compensatory planting. The Landscape Masterplan will be required to reflect the ecology of the area, the local environment, local history and the railway heritage in the materials, planting and other details. The requirement for a landscape masterplan is due in part to a recognition that habitats along the rail corridor provide a valuable ecological corridor.

Table 7.1 also makes specific reference to measures required to minimise habitat loss and / or provide compensatory planting for those small areas of habitat of high local conservation value, such as (Mixed) broadleaved woodland (WD1); as well as habitats of County importance such as Oak-ash-hazel woodland (WN2) and Wet willow-alder-ash woodland (WN6). In the case of habitats, such as calcareous grassland (GS1) or dry meadows and grassy verges (GS2), which are classified as of no more than local value; re-creation of areas of these habitats is still recommended as part of the landscape proposals in order to minimise biodiversity losses.

At its eastern end the proposed Greenway runs along the alignment of the railway, which at this location crossed through centre of Ballyvergan Marsh pNHA (site code 000078). The footing of the old railway line remains in place; while any vegetation which has grown onto the railway will be removed any vegetation within the adjoining wetland complex of Ballyvergan Marsh is not to be removed (see Table 7.1). Furthermore, the Greenway is to be built on top of the old railway line to minimise importation of building material; reduce the footprint of the proposed works and prevent negative impacts on the hydrology of the site.

## **Question - Ecology Report**

### **Badger & Otter**

As noted in pg. 3.7 of the Ecology Report a targeted search for mammal dwellings (such as e.g. rabbit warrens, badger setts, otter holts etc.) was undertaken within areas of suitable habitat / ground conditions; such as in embankments, hedgerows, areas of scrub, woodland and along the berm / overburden areas located around the periphery of the railway corridor. While, the recording of any structures such as badger setts, otter holts and bat roosts were of primary concern; evidence of suitable feeding and commuting areas for these species was also noted. Habitats present on the site were assessed as to their suitability for supporting mammals. This was supplemented by desktop research and consultation.

Records of both badger (*Meles meles*) and otter (*Lutra lutra*) are highly sensitive and it is common practice not to publish locations of e.g. badger setts. Through consultation with the Department of Agriculture, Food and Marine (DAFM), Atkins were able to identify the location of known badger setts along the railway line; these were checked on the ground by a field ecologist. The comprehensive information made available to Atkins on known sett locations helped to significantly reduce the limitations one would normally encounter due to vegetation cover when surveying during the summer months. Details of sett locations have been provided separately to Cork County Council to inform works. As per the TII *Guidelines for the treatment of badgers prior to the construction of national road schemes*, in order to ensure that there are no significant changes to the badger activity, a pre-construction survey will be undertaken prior to the commencement of any works. This will inform how works can be undertaken at a specific location. Where it is necessary to conform occupancy of a sett prior to works a trail camera survey will be undertaken under licence from NPWS. TII Guidance will then be followed with respect to working close to badger setts.

Existing culverts and bridge structures will be subject to full assessment at detailed design stage, however the objective will be to retain and repair with modifications or replacement only being considered in limited circumstances where necessary in the interests of safety or structural need. As above for badger, at this time a pre-construction survey for otter will also be undertaken; this will be informed by TII's *Guidelines for the treatment of Otters prior to the construction of national road schemes*. A precautionary approach has been adopted to assume that all watercourses crossed by the proposed Greenway can support Otter.

### **Marsh Fritillary**

The BirdWatch Ireland submission correctly notes the historic presence of Marsh Fritillary (*Euphydryas aurinia*) on site. These records date to 1999 (five adults) and 2000 (1 adult) from an area in the townland of Beanfield, which was identified at the time as supporting suitable habitat for Marsh Fritillary. There have been no recent records of Marsh Fritillary (source: NBDC - <https://maps.biodiversityireland.ie/Map>; NPWS data on rare and protected flora and fauna). The proposed works will not extend outside the footprint of the old railway line. There will be no loss of wetland habitats in the townland of Beanfield outside the footprint of the railway line (refer to Habitat Map 5.17) and therefore no impact to habitats that might support Marsh Fritillary.

### **Birds**

Building a Greenway through a wetland site such as Ballyvergan Marsh offers unique opportunities to allow the general public to experience biodiversity, whilst also presenting a number of challenges in order to prevent negative impacts through habitat loss and disturbance. Unlike many such sites, where for example board walks are constructed through wetlands, there is an existing railway foundation through the marsh at Ballyvergan. The need to prevent negative impacts such as loss of wetland habitat along either side of the railway as it passes through the marsh; as well as avoiding any interference with the hydrology of the site informed the design of the Greenway at Ballyvergan and influenced the choice of a design solution in which the footprint of the Greenway is minimised to avoid habitat loss within the wetland. The Greenway at Ballyvergan is also to be fenced both for

safety, but also to prevent any uncontrolled access to areas off-path (especially by dogs) and thus avoid any unnecessary disturbance to breeding birds such as reed warbler and sedge warbler. It is also important not to introduce light into a habitat complex which currently is unlit; thus the Greenway through the marsh is not to be illuminated. This is an important feature to ensure no displacement of foraging bats, or disturbance of night-time roosting birds, such as swallow, starling or Hen harrier. The latter tend to arrive into the roost quite late, under low light conditions (*pers obs*) – furthermore, it should be noted that Hen harrier use the roost only during the winter months. Thus the absence of lighting within the marsh was thought to be an important part of the design in order to avoid disturbing and / or displacing Hen harrier roosting at the site.

As noted in BirdWatch Ireland's submission there is an opportunity for erecting interpretive signage along the Greenway, but especially at areas such as Ballyvergan, where the key features of the site, its conservation importance and sensitivity can be highlighted. As it becomes used, public engagement with the Greenway and a sense of local ownership may in turn go some way to preventing anti-social behaviour and vandalism which is currently being experienced at the bird hide.

While we would encourage construction of the Greenway outside of the bird breeding season, it is acknowledged that the nesting season coincides with the best weather for construction. We would, however, encourage the clearance of vegetation before the nesting season in order to minimise impacts. Furthermore, we recommend that a pre-construction breeding bird survey takes place, to inform how works can best be programmed to avoid disturbance. Should significant works be programmed during the winter months a programme of monitoring of the Hen harrier roost is recommended in order to be able to advise the Contractor as to how to minimise disturbance impacts. The known settling area of Hen harrier within the marsh is not identified due to the species sensitivity; the Greenway as it passes through the main part of Ballyvergan, however, runs through the north of the site closer to the N25 and housing development; with the main bulk of the marsh, within which birds settle, located to the south. Pedestrians using the boardwalk will be largely screened from view by the tall reeds and disturbance during low light when Hen harrier arrive at the site is not envisaged.

Reed warbler is a relatively new arrival in Ireland. Prior to the 1970's it was a rare passage migrant. In Cork breeding was first confirmed in Ballycotton in 1980 and then in Ballyvergan in 1983. By the mid-1990's more than 200 birds were being trapped for ringing annually at Ballyvergan. Since then, however, the species has expanded its range and now breeds at sites along the south and east coast. It is, however, listed as a rare breeder and amber listed by Colhoun and Cummins (2013) in the *Birds of Conservation Concern in Ireland, 2014-2019*. Thus as noted, fencing of the boardwalk through the marsh is an integral element of the design to prevent pedestrians and dogs entering the adjoining marsh habitats. It should also be noted that the propose Greenway is not introducing an new area of open habitat (with associated edge effects); rather by removing young shrubs / trees that have grown up along the corridor, it will prevent the establishment of a ribbon of woodland that would sever the marsh into too blocks and introduce perches for nest predators such as crows and (if left unmanaged as is currently the case).

Whilst not a Special Protection Area for birds or Special Area of Conservation, Ballyvergan Marsh is the largest single area of reedswamp along the southwest coast and is of ecological significance for a range of habitats, flora and fauna. The Council recognises its ecological value and the need to protect the marsh; noting the history of pressures and negative impacts experienced by the Marsh. *Ballyvergan Marsh Management Plan* was commissioned by East Cork Area Development Ltd. in 2002. Cork County Council would be supportive of any efforts to revisit this plan.

## Appendix 3 Amended Figure No. 5.20 (Ecology Report)