



## Comhairle Contae Chiarraí

### Kerry County Council

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Manager's Report and Recommendation, in accordance with Section 179 (3) (a) of the Planning and Development Act 2000-2017 for the following development;

### NORTH KERRY GREENWAY (LISTOWEL TO LIMERICK COUNTY BOUNDS)



from

Ballygowloge in Listowel to the Limerick County Bounds

August 2018

Prepared by:  
Capital Infrastructure Unit,  
Princes Quay,  
Tralee.



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## 1.2 Proposed Development

The proposed development consists of the construction of approximately 10.5km of greenway along the route of the disused railway line from the Ballygowloge (Tim Kennelly) roundabout in Listowel to the Limerick County bounds.

The main works will include the following:

- The clearance of any organic material on the greenway footprint, retaining boundary hedgerows and boundary vegetation
- The laying of a 3-meter-wide bituminous tarmacadam surface on a crushed stone base to form the cycle and footpath track with a one-meter wide grass verge on each side of the paved surface
- Repair and upgrade of the existing drainage network
- Reinstatement of an underbridge structure at Skehanieran Lower and Shanacool
- Reinstatement of agricultural underpasses where necessary
- Provision of access controls (pedestrian/cycling friendly gates) road makings, traffic calming measures
- Provision of agricultural, combined and residential crossings
- Installation of safety barriers where required
- Boundary treatment works including the installation of stock proof fencing, security fencing, privacy screening, planting and boundary walls
- Protection and installation of cable ducting for existing fibre optic cable
- All other ancillary site works

It is not anticipated that there will be any significant difficulty removing scrub from the existing route corridor.

An invasive species survey of the proposed greenway has been undertaken as per Guidelines on The Management of Noxious Weeds and Non-Native Invasive Plant Species on National Roads Revision 1, December 2010 and species identified will be managed according to these Guidelines

The works will be completed in one phase as described in the associated project brief report. The design of the Greenway will be consistent with the technical requirements of TII DN-GEO-03047, Rural Cycle Scheme Design (Offline), April 2017 (RCD).

The route will remain within the existing railway corridor as indicated in the planning drawings.

## 1.3 Site Location and Description

The proposed route is approximately 10.5km in length and will begin at the Ballygowloge (Tim Kennelly) roundabout on the N69 in Listowel and follows the corridor of the disused railway line through the townlands of Ballygowloge, Dromin Lower, Skehanieran Lower, Bunagarha, Shanacool, Kilmeany, Shronebeirne, Lacka East (ED Kilmeany), Sluicequarter and Rathoran. It will finish at an existing amenity trail (Great Southern Trail) on the Limerick County Bounds.

### Statutory Consultation

In accordance with S.179 of the Planning and Development Act 2000-2017 a Public Notice regarding the proposed works was advertised in the Kerry's Eye newspaper **from Thursday 28<sup>th</sup> June 2018 until Friday 27<sup>th</sup> July 2018**

13 No. Site Notices were erected on lands adjacent to the proposed route on **Thursday 28<sup>th</sup> June 2018** and inspected regularly hereafter. The site notices erected on a private road off the R523 at chainage 3350m in the townland of Bunagarha were removed **when inspected on Thursday 28<sup>th</sup> June**. These were re-instated on Friday 29<sup>th</sup> June 2018.

The Plans and Particulars for the development were on display **from Thursday 28<sup>th</sup> June 2018 until Friday 27<sup>th</sup> July 2018** at the following locations:

- ◆ Kerry County Council, Listowel Municipal District Office, Áras an Phiarsaigh, Listowel, Co. Kerry.
- ◆ Kerry County Council, Roads, Transportation & Safety Department, Room 115, Áras an Chontae, Rathass, Tralee, County Kerry.
- ◆ Kerry County Council Website [www.kerrycoco.ie](http://www.kerrycoco.ie)

Submissions or observations with respect to the proposed development dealing with proper planning and sustainable development of the area were invited on or before **5.00 p.m. on Friday, 10<sup>th</sup> August 2018**.

98 No. Submissions were received by Kerry County Council as part of this statutory process.

## 2. PERSONS OR BODIES WHO MADE SUBMISSIONS OR OBSERVATIONS WITHIN THE PRESCRIBED PERIOD

Table 1 below lists out the statutory bodies, community groups and persons who made submissions to Kerry County Council within the statutory time period.

Table 1; Lists of statutory bodies, community groups and persons who made a submission relevant to the proposed development.

SUBMISSION NO.	NAME
<b>Statutory Bodies</b>	
S-1	Graham Lennox Private Secretary, Office of the Minister for Agriculture, Food and the Marine, Dublin 2, County Dublin.
S-2	Mary Stack, Environmental & Planning National Tourism Development Authority, Fáilte Ireland, Dublin 1
S-3	Andrew A. Wilson, Senior Track & Structural Engineer, Iarnrod Eireann, Limerick Junction Station, Co. Tipperary.
S-4	Kevin Lynch, Assistant Director, Southern Regional Assembly, Assembly House, O'Connell Street, Waterford
S-5	Michael McCormack, Senior Land Use Planner, Transport Infrastructure Ireland, Parkgate Business Centre, Parkgate Street, Dublin 8.
<b>Community Groups</b>	
C-1	William Keane, Nenagh Walking Club
C-2	Liam O'Mahony, Cathaoirleach, Great Southern Trail,
C-3	Daisy Foley, Listowel Strollers Walking Group
C-4	Roger Garland, Keep Ireland Open, 43 Butterfield Drive Dublin 14
C-5	Tony Duggan, Listowel Community Centre
C-6	Colm Ryder, Chairperson, Cyclist.ie, c/o Dr Damien O'Tuama, National Cycling Coordinator, Cyclist.ie and An Taisce
C-7	Tadhg Moriarty, Hon Secretary, Listowel Cycling Club
C-8	Mary O' Hanlon Secretary of the Listowel Tidy Towns
C-9	Dominic Scanlon, Secretary of Listowel Celtic Soccer Club
C-10	John Jones, Kerry Cycling Campaign
C-11	Jimmy Deenihan, Chairperson of Kerry Recreation & Sports Partnership
C-12	Margaret Lynch, Secretary of Friends of Tralee-Fenit Greenway
<b>General Submissions</b>	
G-1	Declan Leahy, Bunghara, Listowel, County Kerry.
G-2	Seán, Unknown address.
G-3	Dr John Halknett, 71 Church Street, Listowel, County Kerry.
G-4	Denis Carroll, Curraghatoosane, Listowel, County Kerry
G-5	Deputy Michael Healy Rae, Sandymount, Kilgarvan, Co. Kerry.
G-6	Donal Donovan, Thornbury, Model Farm Road, Cork.
G-7	Jim McNamara Knockaderry, County Limerick.
G-8	Paddy and Anne Wilkinson, Knockroe, Borris, County Carlow
G-9	Jamie Keane, 39 Idrone Park, Dublin and 12 Courthouse Road, Listowel
G-10	Will Andrews, 7 Ranui Road, Stoke, Nelson, New Zealand.
G-11	Kieran Moloney, Unknown Address.
G-12	Noel Mooney, 59 Granville Road, Dun Laoghaire, County Dublin.

G-65	Niamh Canty, The Shebeen William St, Listowel, Co. Kerry
G-66	James Kenny, Secretary North Kerry Task Force
G-67	Loreto Weir, Listowel, Co. Kerry
G-68	Damien and Valerie Stack, Bunaghara, Listowel, Co Kerry
G-69	Leo and Clare Hudson, Bunaghara, Listowel, Co Kerry
G-70	Conor Moriarty, Unknown Address
G-71	Paul and Norma Stack, Bunagarha, Listowel, co. Kerry
G-72	Kenny Heights Residence Committee
G-73	Sarah Moriarty, Unknown Address
G-74	Patrick Barry, Unknown Address
G-75	Morice Hannon Grenville, Listowel, Co. Kerry
G-76	Michael Cronin, Unknown Address.



## 2.0 The North Kerry Greenway in the Context of the Forthcoming RSES

The SRA have commenced the process of making a Regional Spatial and Economic Strategy (RSES) for the whole of the Southern Region. The purpose of the RSES is to support the implementation of the National Planning Framework (Ireland 2040 Our Plan) and the economic policies and objectives of the Government by providing a long-term strategic planning and economic framework for the development of the region over a period of between 12 years and 20 years.

In this regard, key sections of the National Planning Framework which will be explored and further promoted in preparation of the RSES include enhanced walking and cycling facilities within our region. The North Kerry Greenway will be an important natural resource providing opportunities for both visitors and local people to be physically active in the great outdoors. The proposed project will assist in implementing the following Policy Objectives set in the National Planning Framework (NPF):

- National Policy Objective 22 seeks to “facilitate tourism development and in particular a National Greenways/Blueways and Peatways Strategy which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level”.
- In addition, active walking and cycle infrastructure within our region will support active health initiatives and healthy communities (National Policy Objective 26 and 27), support tourism and rural economic diversification (Section 5.4 of the NPF), encourage transition to sustainable modes of travel (criteria for compact smart urban and rural growth initiatives) and promote sustainable mobility (a strategic outcome under the NPF).
- Support sustainable development of rural towns and areas (NPO 15, NPO 18a)
- Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being (NPO 4)
- Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages (NPO 27)

The North Kerry Greenway project will also support the objectives set by Government in the National Physical Activity Plan for Ireland which seeks to increase the proportion of the population across each life stage (*Children, Adults, and Older Adults*) undertaking regular physical activity by 1% per annum across the lifetime of the plan.

Collaboration across Local Authority boundaries is a key-criteria considered in the awarding of Urban and Rural Regeneration and Development Funding to support National Strategic Outcomes of the NPF. The criteria promote cross-boundary collaborations at county and regional level to achieve more sustainable outcomes for rural communities. The North Kerry Greenway extending to the Limerick County bounds, extension of the Great Southern Trail into Kerry and strengthened sustainable travel links between the towns of Listowel and Abbeyfeale are positive examples of such collaboration. The shared assets and strengthened networks between settlements in boundary locations will help achieve National Strategic Outcomes across both Local Authority areas.

### Conclusion

The proposed North Kerry Greenway is consistent as far as it is practicable with SW RPG 2010-2022 regional planning objectives supporting the sustainable economic development of towns and villages in our region, economic diversification of the rural economy, promotion of tourism, promoting walking and cycling as a sustainable travel mode and promoting an active, healthy region. Regional walking and cycling facilities such as Greenways will receive further focus in preparation of the RSES in accordance with national policy under the NPF.

From a strategic regional perspective, extension of the Great Southern Trail into Kerry and strengthened sustainable travel links between Listowel and Abbeyfeale enabled by the project are positive examples of cross-boundary collaboration at county and regional level to achieve more sustainable outcomes for rural



**Submission No. C-1**

**William Keane, Nenagh Walking Club**

**Submission**

This submission supports the North Kerry Greenway.

Great news on proposed development as members of Nenagh Walking Club we have enjoyed the benefits GST and look forward to walking the North Kerry section of GST Greenway.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. C-2**

**Liam O'Mahony, Cathaoirleach, Great Southern Trail, GST**

**Ltd., 9, Bishop St., Newcastle West, Co. Limerick**

**Submission**

The Great Southern Trail Ltd. wholeheartedly supports the extension of the Greenway from the Limerick County Bounds to Listowel.

It is now thirty years since the Sustrans Report on the North Kerry Greenway was commissioned by Shannon Development. The failure of statutory bodies to proceed with this project led to the establishment of the voluntary organisation (GST) which succeeded after lengthy campaigning in realising the Rathkeale to Kerry border section. GST managed this section until it was handed over to Limerick city and County Council in 2015.

It has always been GST's objective to see the entire project completed to Tralee/Fenit and in this regard GST urge Kerry County Council to plan and make a funding application for the additional 27km link to incorporate the remainder of the North Kerry railway route through Lixnaw, Abbeydorney and Ardfert, which the Council now owns, thereby providing a continuous 90km+ Greenway from Rathkeale to Fenit.

This submission urges both local authorities to take cognisance of the response (below) of Minister Shane Ross to a recent Parliamentary Question (from Limerick T.D. Tom Neville) in which the Minister acknowledges the tourism potential of a Limerick to Tralee/Fenit Greenway:

*'The Greenways Strategy will provide a framework for the development of Ireland's greenways and will determine the type of project to be funded by my Department over the coming decade. This is a long-term Strategy with the aim of increasing the number, length and regional spread of greenways across the country. It will set out guidance to project promoters including strategic nature, length, design standards, accommodation works and early consultation with communities and land owners along proposed routes. I plan to publish the Strategy in the coming month following which I plan to announce a funding call later in 2018 with a view to awarding funding to a number of projects for drawdown between 2019 to 2021. I was pleased to secure additional funding for greenways last year bringing the total available for the period 2018 to 2021 to €55.9m.'*

There is no doubt that the extension of the Great Southern Greenway towards Limerick City and to Listowel/Tralee would increase the tourism potential of this route both in Limerick and Kerry.

**Managers Response**

This submission from GST is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

### **Managers Response**

This submission is noted and welcomed.

### **Managers Recommendation**

No amendments to the project that went on public display

### **Submission No. C-6**

*Colm Ryder, Chairperson, Cyclist.ie*

#### **Submission**

Cyclist.ie is Ireland's national cycling advocacy network, and the Irish member of the European Cyclists Federation. This proposed scheme has the potential to open up this area of Kerry to increased tourism levels, to encourage greater levels of walking and cycling locally in the immediate north Kerry corridor, and in particular to revitalise the villages/ towns as a desired destination. It should also help to increase the daily use of bicycles to access schools and to commute

Overall this submission is supportive of this scheme and the reasonable design quality. The submission has a number of comments to make, and seek clarification on, in relation to the posted documentation, and the route details.

- The drawings do not provide enough detail or actual cross sections to enable a critical examination of the overall proposals, particularly at road crossings. At this stage of development clear technical drawings should be supplied, to provide clarity on the actual proposals at a variety of locations along the route.
- There appears to be no clear proposals to provide a range of access points on to the Greenway.
- It is also not clear what arrangements, if any, will be put in place at any access points to the Greenway to ensure that motor vehicles will be unable to access it.
- Connectivity with Listowel Town centre - the proposed route begins at Ballygowloge (Tim Kennelly) roundabout and that there is absence of any indication in the project brief as to how users are expected to transit from the trail head to Listowel town centre despite one of the main objectives being '*Provide a new strategic link between the rural towns of Listowel and Abbeyfeale by extending the Great Southern Trail into Kerry*'. A properly laid out and well signed route from Ballygowloge to the town centre is critical for the success of this project. It is unacceptable to force cyclists out on to a roundabout on a busy national route, especially given that these users may have just cycled approximately 50km along a safe traffic free route and may have a false sense of safety.
- It is noted that that while there are footpaths on both the N69 and John B Keane road neither road has any cycle infrastructure.
- Greenway Width - Cyclist.ie suggests that 3 metres is 'minimum' standard width for a low volume route as defined in Table 4.1 of TII's 'Rural Cycleway Design' guidelines
- Surface Type - Cyclist.ie are happy to see that a bituminous tarmac surface is proposed for the greenway surface. This type of surface is the preferred surface for cyclists in general, but also for wheelchair and pram users.
- Soft Infrastructure' along the route - a full array of facilities and soft infrastructure are provided along the route, such as cycle stands, seating, lay-bys, viewing points as appropriate as this adds to the amenity value of the Greenway. Additionally, it is recommended that public art is integrated into the greenway to make it more attractive and stimulating

### **Managers Response**

- Road Crossings

The safety and security of users of the Greenway and adjoining landowners is a priority for Kerry County Council and the design of the scheme will be in accordance with the design standards as set out in 'TII Publication; '*Rural Cycle Scheme Design (Offline)*', April 2017.

However, the development of certain ancillary facilities including the provision of additional car parking facilities, if necessary, will require the acquisition of new lands not currently within the ownership of Kerry County Council. This is a matter that will be addressed in the future.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. C-7**

**Tadhg Moriarty, Hon Secretary, Listowel Cycling Club**

**Submission**

This submission from the Listowel Cycling Club supports the proposed greenway for the following reasons:

- A safe amenity for Locals and Visitors alike
- It will enhance what this area has to offer
- Increase the importance of physical activity for all.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. C-8**

**Mary O' Hanlon Secretary of the Listowel Tidy Towns**

**Submission**

Listowel Tidy Towns Group supports this long-awaited project of extending the greenway from the County Bounds to Listowel. This has been in the pipeline now for many years and would be a very welcome addition to both the economic and social aspects of the town.

As a community group, living and operating in Listowel the Tidy Towns would be fully behind this project.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. C-9**

**Dominic Scanlon, Secretary of Listowel Celtic Soccer Club**

**Submission**

Listowel Celtic Soccer Club welcome the development of the above project.

As a provider of physical activity for male & female athletes throughout North Kerry & West Limerick this will further enhance the opportunities in the fight against obesity.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. C-10**

**John Jones, Kerry Cycling Campaign**

**Submission**

The Kerry Cycling Campaign welcomes and supports the development of the proposed greenway. It will make an important contribution to the cycling infrastructure in Kerry and will also will extend an existing long-distance greenway. It is hoped that the overall greenway will be extended both east and west connecting Limerick to Tralee in the near future. The benefits of the proposed greenway are as follows:

Consideration should be given to providing seating, lay-bys, viewing points as appropriate as this adds to the amenity value of the Greenway.

o Overall co-ordination, development and maintenance of cycling infrastructure in Kerry.

The proposed greenway will be an important addition to the cycling infrastructure in Kerry. It is recommended that a Local Authority Cycling Officer is appointed at an appropriate senior level to oversee the delivery of the cycling related strategy.

- Oversee the development of a masterplan for all Cycle Paths & Greenways in Kerry prioritising the coherence of the network and linking greenways to the urban centres.
- Overview and input to all planning to ensure that every opportunity is availed of to improve the connectivity of the entire cycling network.
- Marketing and branding of the greenways.
- Maintenance of cycling infrastructure.

o Completion of the entire Great Southern Trail Cycleway.

Long distance cycleways are more attractive for tourists particularly where the origin or destination is already a tourist centred location. It is very important that the 27km "missing link" along publicly owned land from Listowel onwards to Lixnaw, Abbeydorney, Ardfert and Tralee would be completed as soon as possible. This would result in a continuous Greenway of about 90km+ westwards from Rathkeale, Co. Limerick. The additional link would also have significant benefits for sustainable transport and the communities along the route. Consideration should be given to working with Limerick County Council on consistent marketing of the greenway and exploring the possibilities of extending the greenway eastwards to Limerick and preferably to Lough Derg / Killaloe.

**Managers Response**

This submission is noted and welcomed.

- Requiring cyclists to dismount at crossings

Refer to Managers response to Submission C-6 in relation to Road Crossings.

- Access Points

Refer to Managers response to Submission C-6 in relation to Access Points.

- Width of the Greenway

Refer to Managers response to Submission C-10 in relation to Width of the Greenway

- Signage

Signage shall be provided along the entire length of the route and shall be in accordance with the Department of Transport, Sport and Tourism's; *'Greenways and Cycle Routes Ancillary Infrastructure Guidelines & Greenway Design and Brand Guidelines'* and where applicable in accordance with the *'Traffic Signs Manual'*.

- Facilities along the route.

Refer to Managers response to Submission C-6 in relation to provision of Ancillary Infrastructure.

- Overall co-ordination, development and maintenance of cycling infrastructure in Kerry.

Kerry County Council will be responsible for the operational management and maintenance of the greenway and ancillary infrastructure including the boundary walls and fencing. The Council will ensure that a Management and Maintenance Plan for the greenway will be fully developed in line with the Department of Transport, Sport and Tourism's; *National Greenway Strategy* and industry best practice such as *SusTrans Greenway Management Handbook*.

- Completion of the entire Great Southern Trail Cycleway.

users. It is important to ensure connectivity of these routes to residential areas, shops, schools and other facilities such as public transport stations/stops.

- Planting.

We would propose that liaison be made with the National Biodiversity Data Centre for any proposed planting with the possibility of the provision of a biodiversity trail and pollinator plan. That the adjacent pockets of land included within the route be planned for suitable planting and usage e.g. wildflower meadow, picnic/rest stop, lookout/information stop.

- Existing Signage and Signalling.

That an inventory of any old railway signage, signalling and other artefacts of railway heritage be undertaken and that they are protected and restored.

- Signage

That adequate signage for the Greenway should be placed along the route indicating access points on both the proposed and existing sections of the route, and that fingerpost signage is placed along the route to places of interest and to archaeological features.

### **Managers Response**

This submission is noted and welcomed.

- Width of the Greenway

Refer to Managers response to Submission C-10 in relation to Width of the Greenway

- Access Points

Refer to Managers response to Submission C-6 in relation to Access Points.

- Planting

All proposed planting and landscaping shall be native and indigenous species. Existing boundaries consist of existing ditches or land drains, earth mounds, vegetation (trees and hedgerows), fencing, walls, slopes or embankments, grassed areas, structures and roads.

Where new boundary treatments are required they will consist of one of the following:

- Natural earth mounds
- Fencing – timber post and railing (stock proof) fencing
- Residential screenings (panel fencing)
- Grassed verge or hedgerows or open areas (existing embankments)

All residential screening will be in keeping with the scenic rural location, while meeting the needs of the residents.

- Signage

Signage shall be provided along the entire length of the route and shall be in accordance with the Department of Transport, Sport and Tourism's; 'Greenways and Cycle Routes Ancillary Infrastructure Guidelines & Greenway Design and Brand Guidelines' and where applicable in accordance with the 'Traffic Signs Manual'.

- Completion of the entire Great Southern Trail Cycleway.

It is Kerry County Councils intention to progress with the development of further sections of Greenway along the route of the old Great Southern Railway Line to Tralee. Currently there is also a separate Part VIII application to progress a greenway along the Tralee to Fenit Line

### **Managers Recommendation**

No amendments to the project that went on public display

benefits having been involved in sports for over 20 years he sees the negative effects of increased occurrence of Diabetes and the additional costs to the health service budget. He asserts that the railway lines are state property and doesn't have a problem with their development as a cycleway/walkway although he lives directly next to one.

He states that *"this walkway is badly needed and needs to get finished ALL the way from Kilmorna to the pier in Fenit for the very survival of North Kerry."*

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-5** **Deputy Michael Healy Rae, Sandymount, Kilgarvan, Co. Kerry.**

**Submission**

I write in support of the North Kerry Greenway. I wish to highlight that despite the fact that we are having two greenways progressed at present which I totally welcome. There remains a 27km gap in North Kerry with a stretch of the old railway still lying idle but now owned by Kerry County Council. Could I please point out that this missing link along publicly owned land from Listowel onwards to Lixnaw, Abbeydorney, Ardfert and Tralee still needs to be completed and would actually result in a continuous greenway of about 90km westwards from Rathkeale Limerick with all of the added benefits and positive affects that this would have to all communities enroute.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-6** **Donal Donovan, Thornbury, Model Farm Road, Cork.**

**Submission**

This submission supports the North Kerry Greenway.

The author states that *"although I live in Cork I am a great fan of the Great Southern Trail having walked most of it. I do hope that it will progress westwards from Abbeyfeale on what I gather is publicly owned land which would really crown a great project."*

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-7** **Jim McNamara Knockaderry, County Limerick.**

**Submission**

This submission supports the North Kerry Greenway.

The author states that *"as a cyclist walker and environmental activist I'm glad the project is progressing and looking forward to being able to travel it all the way from West Limerick to Tralee. As you are aware this corridor habitat is over a hundred years old and I'm asking that every effort be made in the timing of the work and control of vegetation to avoid the use of toxic chemicals, in order to minimize the disruption to the flora and fauna"*.

**Managers Response**

This submission strongly supports the application for permission to construct the North Kerry Greenway. The author states that "I'm a resident of Dublin, living in New Zealand until Christmas. I have seen here the huge dividend that local communities earn from the tourist dollar that follows Greenways. Tourism cycling is huge in the EU and Kerry is missing out on a major market.

Please see these references for how just one Greenway has helped its local community in New Zealand-

- 'A report from the Central Otago District Council showed between spring of 2014 and autumn of 2015, users of the 152-kilometre trail injected around \$10.4 million into the local economy...' - <https://www.stuff.co.nz/national/88967345/central-otago-rail-trail-highlights-opportunities-for-proposed-east-coast-cycleway>
- 'Rail trails in Central Otago have created jobs and boosted the local economy.' - <https://www.stuff.co.nz/national/85198759/cycle-trail-a-17m-boost-for-central-otago>
- Economic impact and user survey report- <https://www.centralotagonz.com/PicsHotel/CentralOtagoRTO2014/Brochure/OCRT%20User%20Survey%20Analysis%202014-15.pdf>
- 'Otago cycle trails bring in \$20m' - [Otago Daily Times Online News](http://www.nzherald.co.nz/otago-daily-times/news/story.cfm?cid=123456789)
- 'Plans for three new Central Otago cycle trails' - <https://www.nzcycletrail.com/news/2018/plans-three-major-new-central-otago-cycle-trails/>

The proposed Greenway will enhance the local environment, contribute significantly to the national economy by attracting active, big-spending tourists from Germany, France and beyond, and provide a local transport option that will reduce dependence on cars and lifts for local journeys. But most importantly it has the potential to create a massive cash and jobs injection for the local economy."

#### **Managers Response**

This submission is noted and welcomed.

#### **Managers Recommendation**

No amendments to the project that went on public display

#### **Submission No. G-11**

**Kieran Moloney, Unknown Address.**

#### **Submission**

This submission supports the North Kerry Greenway.

The author states that "it will bring a lot of tourists to North Kerry for the better of business that are suffering. It will also link in to the wild Atlantic way"

#### **Managers Response**

This submission is noted and welcomed.

#### **Managers Recommendation**

No amendments to the project that went on public display

#### **Submission No. G-12**

**Noel Mooney, 59 Granville Road, Dun Laoghaire, County Dublin.**

#### **Submission**

This submission supports the North Kerry Greenway.

The author states that "I think it will add greatly to Kerry's Tourism Attractions. It would be really nice if the Listowel to Tralee section of the old railway line was added to the existing Greenway at some future date"

#### **Managers Response**

This submission is noted and welcomed.

It is Kerry County Councils intention to progress with the development of further sections of greenway along the route of the old Great Southern Railway Line.

#### **Managers Recommendation**

This submission supports the extension of the North Kerry Greenway from the Limerick border to Listowel. It also states that it is wrong that the greenway currently stops at the Kerry County border. Kerry is supposed to be the premier Tourism County in Ireland and should be leading the way on developments like these.

**Managers Response**

This submission from the CEO of the Aqua Dome is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-17**

**Anne Galvin, Unknown Address.**

**Submission**

This submission supports the North Kerry Greenway.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-18**

**Ms Norma Martin, The Pigeons, Athlone.**

**Submission**

This submission supports the North Kerry Greenway.

The author states that *"I am originally from North Kerry, now living in Athlone. In relation to the proposed Greenway, I would be fully supportive of the deployment & positives it will bring. From my experience the opening of the Greenway from Athlone to Mullingar has had a major positive impact on the area having brought in a lot of tourists, many of whom are families, cycling groups & keen cycling enthusiasts. As well as the obvious health benefits to those who use the Greenway, commercially the Greenway has been a huge success for Athlone town, Moate & Mullingar as line users tend to stop off in these towns for dinner, lunch or to visit tourist attractions.*

*Cycling tourism is now beginning to take off in Ireland with groups partaking in cycling the different Greenways the country has to offer. It is a new way to experience hitherto unexplored parts of the country & see the wonderful wildlife & countryside which has remained hidden to most before the arrival of the Greenways."*

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-19**

**Dominic Colbert, 118 Clonard Drive, Sandyford Dublin 16.**

**Submission**

This submission supports the North Kerry Greenway.

The author states that *"as one who has witnessed the enormous economic and social benefits of the recently opened Waterford Greenway, I would like to record my support for the above. This is a great opportunity to develop a lasting piece of tourism and community infrastructure for present and future generations. I note, however, that a 27km "missing link" along publicly owned land from Listowel onwards to Tralee still needs to be completed to form a continuous 90km route. Surely, too good an opportunity to let slip particularly in light of the recently published 'Greenway Strategy'*

**Managers Response**



This submission supports the North Kerry Greenway. They live on a 6-acre site in Kilmorna and their property lies adjacent to the proposed North Kerry Greenway and have expressed the following concerns in relation to the proposal.

- Property to be screened and fenced to protect their home and family
- Request a private access on to the greenway for their family
- No unauthorised entry

**Managers Response**

This submission is noted.

Accommodation works such as boundary treatments, gates, planting etc shall be agreed with the landowner prior to the completion of the works. This body of work is ongoing and will be finalised post this process. The type of fencing will be negotiated with the landowner prior to erection, having regard to their requirements relating to residential amenity and security.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-23**

John Corridan, Unknown Address.

**Submission**

This submission supports the North Kerry Greenway stating that it will be a positive development for the local economy.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-24**

Ross Griffin, Greenville Listowel, Co. Kerry.

**Submission**

This submission supports the North Kerry Greenway stating that it will be a positive development for the local economy. The author states that *"it is an incredibly positive motion which creates a multitude of opportunities for both the people of Listowel and its retailers as a safe amenity for adults and children alike, and another much-need tourist artery which will add to the prosperity of the town. On behalf of my family, my friends and my neighbours in Greenville, particularly those with young families who are most likely to avail of such an amenity, I would urge support from all quarters to pass this motion and secure for it as much funding as it requires."*

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-25**

Vincent Carmody, Listowel, Co. Kerry.

**Submission**

This submission supports the North Kerry Greenway stating that as a local, Listowel and North Kerry historian it is his view that the planned North Kerry Greenway will be of tremendous value in future years to both local residents and tourists who wish to incorporate a walking and cycling segment into their holiday. The author states *"I have been on the Rathkeale/Abbeyfeale, Waterford and Mayo Greenways and have been most impressed with each, all different and most pleasing. As someone who regularly gives walking tours of*

**Submission**

This submission sets out the following concerns regarding the proposed greenway which crosses a private road in Bunaghara at chainage 3350m, the location of the removed CIE railway Underbridge ref no. UBNK94.

- There is an ongoing flooding issue on the road where the proposed greenway crosses the road. As the road is private the residents have been unable to get assistance from the Council.
- How will the flooding issue be resolved to allow for the proposed greenway if the proposal is to cross at grade.
- If granted planning the resident have access and egress concerns to and from their properties during the construction stage. The road is a cul-de-sac and there are several homes below the crossing.
- Duration of the planned construction works at this location.
- Requests that there would be no unauthorised parking outside his house or any other house while works are going on.

**Managers Response**

Kerry County Council propose to rehabilitate and maintain the existing drainage networks in addition to any other required drainage improvements to facilitate the greenway. The proposal at this location is to remove the remaining stone abutments and lower the exiting track for an at grade crossing. This will involve works to the existing drainage system and any flooding issue effecting the greenway and consequently the roadway at this location will be examined and addressed.

Appropriate traffic management procedures in line with the recommended DOT Traffic Management Guidelines will be implemented to minimise disruption to traffic on the road network at all times. The sequencing, phasing and timing of the works will be programmed to minimise any disruption to local residents during the duration of the works. It is expected that there will no loss of access or egress from effected properties. Unauthorised parking will not be allowed.

The exact duration of said works is subject to final detailed design but every effort will be made to minimise the duration.

**Managers Recommendation**

No amendments to the project that went on public display

Submission No. G-29

Pierce Walsh, John R's Foodhall, 70 Church Street, Listowel, Co. Kerry.

**Submission**

This submission supports the North Kerry Greenway stating that as business owner of a home bakery and delicatessen in town that it would be a significant development for Listowel in terms of job creation and feels the Listowel will be destination town for the greenway.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

Submission No. G-30

Tom O'Grady, Ballybeggan, Tralee Co. Kerry.

**Submission**

This submission supports the North Kerry Greenway

**Managers Response**

This submission is noted and welcomed.

He suggests that it is constructed as part of a broader, deliberate, strategic infrastructure plan. A plan that adheres to international standards set by the Netherlands and Denmark at a minimum. By doing this, KCC will set North Kerry as the flag bearer and standard holder for the rest of the county and beyond.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-34**

**James Stack, West Limerick.**

**Submission**

This submission supports the North Kerry Greenway. As a business owner in west limerick he sees the development of the North Kerry Greenway as a hugely positive initiative. It will be a huge boost to tourism in the area, something that must be developed in the North Kerry and West Limerick areas.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-35**

**John Grimshaw CBE, Founder of Sustrans and the National Cycle Network in UK**

**Submission**

This submission supports the North Kerry Greenway.

John is the founder of Sustrans and National Cycle Network in the UK and a Trustee of Greenway and Cyclerroutes Limited. The author states that *"I am writing in support of proposals to make a continuous Greenway from Limerick to Listowel and eventually to Tralee.*

*Earlier this year I cycled the whole length of the opened route from Rathkeale to the Kerry Border and it would have been tremendous to have gone further especially as my relatives originated from Ardfert. On the same visit we cycled the Waterford Greenway, and the Westport Greenway and I would urge your Council to emulate the standards of these popular projects.*

*I have been building paths for 40 years now and can with some confidence confirm that the popularity of Greenways depends upon the continuity of route, the absence of barriers, its linkage into towns and settlements and the overall attractiveness and interest along the route.*

*In these respects, the opened sections of the Great Southern Trail is rather deficient. Its highlight – the Barnagh Tunnel and stunning approach cuttings have been bypassed, and the detailing of farm and road crossings are very poor and unnecessarily costly. Hopefully these matters can be corrected, but for the moment the usage of the Trail must suffer.*

*From my earlier study, now decades old, I can recall the need to plan your route very carefully so that it is really attractive, and to build to a standard which positively encourages cycling. The urban sections and connections are of immense importance as these are where the users live, and where, unless you are careful, horrendous discontinuities occur.*

The Council recognises that a proposal to construct a Greenway through or along private land and farms could impact on the landowner's business. In line with the National Greenway Strategy it is the Council's intention to ensure that any potential negative impact on a landowner's business or livelihood is negated and that all farmers can continue making an uninterrupted living from their land. The provision of suitable and justifiable accommodation works, such as underpasses or overpasses for significant sized dairy herds as utilised on the Waterford Greenway Charter of Accommodation Works and fencing to protect landholdings will be an essential part of mitigating the impact of the project.

Kerry County Council are currently negotiating crossings of the proposed greenway with all landowners and farmers along the route corridor. This will form part of a Schedule of agreed accommodation works. All established existing agricultural and residential/combined crossings will be honoured and regularised where feasible. Other Accommodation works such as boundary treatments, stock fencing, gates, planting etc shall be agreed with the landowner in advance of any works commencing.

The type of crossings to be agreed will be on a case by case basis and in accordance with an agreed Charter for Accommodation Works.

#### **Managers Recommendation**

No amendments to the project that went on public display

#### **Submission No. G-37**

**Brendan O'Callaghan, Barr na Feile, Kilmorna, Listowel County Kerry**

#### **Submission**

This submission supports the North Kerry Greenway but has outlined the following concerns:

- To ensure health and safety for all, the concerns of the landowners and householders must be acknowledged and prioritised, and their proposals implemented regardless of cost factor.
- Uninterrupted access and use of their adjoining lands in perpetuity.
- They have been resident at this location for 53 years
- The family cares for an elderly disabled brother who needs 24hour medical care, 365 days a year. His health, wellbeing and home care is priority and should not be compromised or disadvantaged by the proposed greenway.
- No unauthorised access. They have been robbed a number of times and it was confirmed by the Garda Síochána that the point of entry and exit was the abandoned railway line.
- Their crossing is used for livestock, farm machinery, deliveries including medical supplies etc
- They have invested substantially in their property and do not want it devalued in any way
- Isolated location and feel that they would be an obvious target if they do not get the necessary protections

To ensure this they require the following

1. An overpass to allow uninterrupted use of their avenue/crossing. The overpass is to be walled off across the railway line and ties to the screening either side to ensure no ingress to their lands
2. Concrete walled screening with stone face (or similar) to a height of 2.75m from their boundary with the Anne Maire Keane and Patrick Cotter to their boundary with Michael Lyons.
3. Provision for existing and future utility services to be provided for in the proposal
4. Full signage at their road entrance and at the crossing with exact wording and placement to be agreed
5. Unauthorised access to the Feale to be blocked from the greenway
6. Indemnity by KCC from all claims arising from any accidents, injury and or fatality due to the greenway and its use.

The submission also queries what measures will be used to prevent antisocial behaviour, criminality, littering, alcohol and drug use and whether CCTV cameras be installed where instances of same occurred. The requirements to be agreed in writing with Kerry County Council.

This submission supports the project in general but objects to the proposed at grade crossing of their private access road in Bunaghara at chainage 3,360m. This is the location of the removed CIE railway Underbridge (Ref No. UBNK94). The residents outlined the following concerns:

- The status of private road will be compromised
- The security and safety of the residents and their properties will be compromised
- Developing an opportunity for pedestrians/cyclist to access this private road will create a safety risk for both pedestrians/cyclists and the private residents who are using their private road
- It will enable a 4/5-mile circuit for pedestrians/cyclists who will access the R523 which has had several road accidents and fatalities in recent years.
- It will become an unauthorised public access point for the greenway which does not have the proper facilities e.g. parking, insurance cover, or have the support of the residents of the said private road.

The residents expressed that their preferred option would be an underpass of their private road and feel that their health and safety would be protected by this proposal.

The submission is undersigned by: Damian Stack, Valerie Stack, Ger Moloney, Aine Moloney, John Moriarty, Daniel Stack, Paul Halton, Rose Halton, Robert O'Connor, Nora Mary O'Connor, Matt Canty, Kay Canty, Thomas Stack, Bridie Stack, James Dore, Teresa Dore, Bill Gleeson, Mai Gleeson, Paul Stack, Norma Stack, Helen Farley, Allen McCarthy, Neil Tackaberry and Ildiko Bajzat.

#### **Managers Response**

This submission and concerns outlined are noted.  
Refer to submission G-37 regarding security issues.

The safety and security of users of the Greenway and adjoining landowners is a priority for Kerry County Council and the design of the scheme will be in accordance with the design standards as set out in 'TII Publication; *Rural Cycle Scheme Design (Offline)*', April 2017.

A number of potential options for the proposed crossing at this location were examined as follows: -

- Road Underpass - reinstatement of the underbridge
- Road Overpass – greenway under the existing road
- At grade crossing – existing abutments to be removed and embankments lowered.

The proposal for an at grade crossing at this location is the recommended option given the existing constraints presented at this location. This recommendation was based on a detailed engineering, economic and environmental assessment.

Where the greenway crosses a public road, speed control mechanisms such as chicanes in association with appropriate advance signage and road markings will be erected along the route to require cyclists to stop and give way in accordance with the *Department of Transport Tourism and Sport (2010); 'Traffic Signs Manual'*. The arrangement at crossings of the greenway with private roads and residential access roads shall be treated in the same manner as public roads with the exception that yield signs rather than stops signs will be used on approach.

For safety reasons cyclists will be required to give way to traffic using the private road. Refer to additional detail drawings 202, 203 and 204 in Appendix 1 of this report for further details.

As it is a private road there will be no signage or information provided indicating the crossing as a public access point. However, signage indicating that it is a private road and that no unauthorised access or parking will be allowed will be installed.

- Reduction of the height of the proposed greenway to below the level of her back garden to prevent unauthorised access.

**Managers Response**

This submission is noted and welcomed.

Refer to submission G-36 in relation to agreement on accommodation works

Refer to submission G-37 regarding security issues.

**Managers Recommendation**

No amendments to the project that went on public display.

Privacy screening and boundary fencing be installed to provide adequate screening between the greenway and the dwelling to ensure that the residential amenity and security of the property is protected.

**Submission No. G-42**

**Mary Ann O'Connor, Bunagarha South , Listowel, Co. Kerry**

**Submission**

This submission has no objection to the North Kerry Greenway but has the following concerns:

Mary owns farmland and an old quarry (pre-1966 planning) in the townland of Skehanerin that borders the southern boundary of the proposed greenway. Her family uses the private access road at Skehanerin (chainage 1,300m) where the proposed greenway calls for the reinstatement of the removed Rail Underbridge UBNK95 with a precast box culvert. They want to ensure that they can continue to access their lands with agricultural vehicles/machinery and trucks and that sufficient clearance is provided. They also request that the damaged stream drainage culvert is repaired and that they be notified if any of the groundworks is put out for public tender.

**Managers Response**

This submission is noted.

The pre-cast reinforced concrete underpass has been designed to allow sufficient clearance for access by agricultural vehicles and complies with the current statutory standards. Any works to be issued for public tender will be advertised on [www.e-tenders.gov.ie](http://www.e-tenders.gov.ie) subject to public procurement procedures and thresholds.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-43**

**Francis and Anne O'Carroll, Shronebeirne, Kilmorna, Listowel, Co. Kerry**

**Submission**

**Submission**

The O'Carroll family farm borders the southern boundary of the proposed greenway from chainage 7,050m to 7,275m in Kilmorna adjacent to the old Kilmorna Railway Station. The entrance to their farm is located at chainage 7,070m. This submission outlines the following concerns:

- Require unencumbered safe access to their farm and do not wish to be inconvenienced by the public walking and cycling across their entrance.
- Entrance to their farm is extremely busy with constant flow of agricultural traffic entering and exiting day and night such as milk and feed trucks, tractors and trailers, silage and slurry contractors.
- Their farm is a base for other farms located in the area and silage/slurry movements are constant
- The access road is extremely narrow with a restricted view due to a bend on the lane way.
- Contractors employ drivers who are on a tight schedule and may not be familiar with the access
- The crossing is very unsafe and feel that an accident is inevitable
- Privacy and security will be destroyed

- Confirmation that Kerry County Council will be responsible for the management, maintenance and the security of the proposed greenway going forward in perpetuity and that an annual maintenance programme will be established and funded accordingly thereafter.

**Managers Response**

This submission and concern are noted.

Refer to submission G-38 in relation to the crossing at Bunaghara.

Refer to submission G-36 in relation to accommodation works.

Refer to submission G-37 in relation to security issues and unauthorised access

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-45**

**John O'Carroll, unknown address.**

**Submission**

This submission supports the North Kerry Greenway.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-46**

**Dympna O'Carroll, Listowel.**

**Submission**

This submission supports the North Kerry Greenway. She is living in Listowel for the past 30 years and is alarmed at the significant loss of jobs over the years. She believes the above initiative will improve the prospect for tourism related jobs in the North Kerry area and will bring a lot more visitors to Listowel.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-47**

**Garoid Pierse, An Duchas, Fenit Island Road, Fenit, Co. Kerry and Kildare.**

**Submission**

This submission supports the North Kerry Greenway.

He is a native of Listowel and his parents have a farm in Bunaghara through which the disused railway line cuts through. They are 100% supportive of the proposed greenway. He has a young family and would love to be able to cycle from County Limerick Listowel and on to Fenit / Tralee in a safe greenway. The relatively flat landscape through which the old Limerick to Tralee / Fenit Railway line passes makes it ideal for young families. Since 2013, He has administered the "Great Southern Greenway Listowel" Facebook page. The page currently has 3276 followers. They hope that with the correct funding and investment all reasonable privacy and access concerns will be met.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-48**

**Kay and Arthur Caball, The Haymarket, Limerick.**

**Submission**

Welcomes the greenway walkway to Listowel as the roads around Listowel are too dangerous with the amount of traffic to cycle with kids. She looks forward to another place in Listowel to cycle or go for a run bar the town park which is their only escape from the streets at present. Hopefully this opportunity will bring more tourists to Listowel and in turn more employment to the area.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-52**

**Alan Lenihan, Limerick.**

**Submission**

This submission supports the North Kerry Greenway and extending the Great Southern Trail from Limerick to Listowel.

The author states the although he is not a regular cyclist he greatly enjoyed the last few years on vacation in Ireland near cycling greenways. His experience of the Mayo and Waterford Greenway and the Great Southern Trail shows that extending the GST to Listowel would be a major boost to local tourism and that the presence of the greenways inspires local businesses in food, accommodation and bicycle rentals. He understands from talking to tourists is that Irelands Greenways are too short and there is a demand by tourists that want to spend a week in Ireland cycling up to 50 km a day. None of Irelands current greenways meet these lengths and that by extending the Great Southern Trail to Listowel it could offer this.

**Managers Response**

This submission is noted and welcomed. It is Kerry County Councils intention to progress with the development of further sections of Greenway along the route of the old Great Southern Railway Line to Tralee. Currently there is also a separate Part VIII application to progress a greenway along the Tralee to Fenit Line.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-53**

**Frank McNerney, Unknown Address.**

**Submission**

This submission supports the North Kerry Greenway and extension of the Great Southern Trail to Listowel.

The author states that the *"West Limerick Greenway is a fantastic amenity which currently ends at the Kerry border. I and my friends regularly drive to Abbeyfeale and Templeglantine to walk it. Extending it to Listowel would provide Kerry with the same amenity and a wonderful tourist attraction. As a value for money investment it is a no-brainer."*

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-54**

**John O'Sullivan, Unknown Address.**

**Submission**

This submission supports the North Kerry Greenway and outlines the following observations



**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-58**

**Claire Hanrahan, Listowel, Co. Kerry.**

**Submission**

This submission supports the proposed North Kerry Greenway. The submission states that she has two boys and that the greenway would be a wonderful safe amenity on which to cycle.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-59**

**Aiden O'Connor, Mike the Pies and JK sports, Listowel, Co. Kerry**

**Submission**

This submission from Mike the Pies pub and JK Sports shop in Listowel is supportive of the proposed North Kerry Greenway. The boost that the greenway has given for Waterford and Mayo can be replicated in Listowel.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-60**

**Diarmuid Behan, Horseshoe bar and restaurant, Listowel**

**Submission**

This submission from The Horseshoe bar and restaurant is supportive of the proposed North Kerry Greenway and will provide a boost to the town.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-61**

**Gordon Flannery, Listowel, Co. Kerry**

**Submission**

The proposed greenway would be a huge boost and advantage for the town of Listowel. As a local publican in Listowel and an active charity fundraiser I would think it would be a huge boost and advantage for the town to see the Greenway coming here.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Managers Response**

Kerry County Council is strongly supportive of promoting tourism in North Kerry and welcomes the opportunity to develop and enhance the area with this greenway project. It will make a significant contribution to promoting increased economic activity in the region and will positively support the social fabric of the area.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-67**

*Loreto Weir, Listowel, Co. Kerry*

**Submission**

The author states that “trails and greenways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development. Some of the many trails and greenways benefits include:

- making communities better places to live by preserving and creating open spaces;
- encouraging physical fitness and healthy lifestyles;
- creating new opportunities for outdoor recreation and non-motorized transportation;
- strengthening local economies;
- protecting the environment; and
- preserving culturally and historically valuable areas.

Many people realise exercise is important for maintaining good health in all stages of life. However, many do not regularly exercise. Country roads are now dangerous with huge farming machinery always on the go has created a dangerous place for people to walk or cycle. The statistics reflect how many people were killed on our roads last year cycling or walking. For this reason, it is important to get the Great Southern Trail extension to Listowel completed.

In communities across the country, people do not have access to trails, parks, or other recreation areas close to their homes. Trails and greenways provide a safe, inexpensive avenue for regular exercise for people living in rural, urban and suburban areas.

Open spaces have disappeared at an alarming rate to make room for new development. People spend far too much time in traffic, detracting from time that could be better spent with their families and friends.

Both trails and greenways help communities build pride by ensuring that their neighbourhoods are good places to live, so that children can safely walk or bike to a park, school, or to a neighbour’s home. Trails and greenways help make communities more attractive and friendly places to live”.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-68**

*Damien and Valerie Stack, Bunaghara, Listowel, Co Kerry*

**Submission**

This submission states a commitment to co-operate with the above proposed development. However, an at grade crossing of the private road adjacent to this property is not acceptable. Requesting an underpass or an overbridge at this location, without giving access to the private road and the road levels adjusted to suit.

- Security fencing is sought at the rear of the property and a secure access point to allow this family access onto the route.

**Managers Response**

This submission is noted and welcomed.

Accommodation works such as boundary treatments, gates, planting etc shall be agreed with the landowner prior to the completion of the works. This body of work is ongoing and will be finalised post this process. The type of fencing will be negotiated with the landowner prior to erection, having regard to their requirements relating to residential amenity and security.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-72**

**Kenny Heights Residence Committee**

**Submission**

This submission supports the proposed North Kerry Greenway

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display

**Submission No. G-73**

**Sarah Moriarty**

**Submission**

This submission supports the proposed North Kerry Greenway. It would be a huge asset to our town of Listowel.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-74**

**Patrick Barry**

**Submission**

This submission supports the proposed extension of the Great Southern Greenway to Listowel. As a proud Listowel man, I and indeed my family, view this greenway as absolutely vital to our town. It goes without saying what an amenity like this could bring to Listowel and the surrounding areas going forward.

**Managers Response**

This submission is noted and welcomed.

**Managers Recommendation**

No amendments to the project that went on public display.

**Submission No. G-75**

**Morice Hannon Grenville, Listowel, Co. Kerry**

**Submission**

This submission supports extension of the North Kerry Greenway. The safe environment for children will be a huge asset.

**Managers Response**

This submission is noted and welcomed.

#### 4. EVALUATE THE PROPOSED DEVELOPMENT WITH RESPECT TO THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

The need for the proposed scheme is supported by European, National, Regional and Local Policies.

The development is consistent with the following National, Regional and Local Plans and Strategies:

- Project Ireland 2040: The National Planning Framework
- Project Ireland 2040: National Development Plan 2018-2027
- Smarter Travel: A New Transport Policy for Ireland 2009-2020
- The National Cycle Policy Framework, 2009 – 2020
- Strategy for the Future Development of National and Regional Greenways- July 2018
- South West Regional Assembly – Regional Planning Guidelines 2010-2022
- Kerry County Development Plan 2015-2021
- The Draft Tralee Municipal District Plan 2018-2024
- The Kerry Local Economic and Community Plan 2016 - 2021
- County Kerry Tourism Strategy and Action Plan 2016-2020

Relevant supporting planning policies and objectives from each of these documents is set out in detail in *APPENDIX 3* of this report.

The resulting benefits of the scheme are far reaching and will address the identified need for the project in the area. The benefits can be summarised and grouped into six main categories:

- It will act as a catalyst for increased tourist visiting the area
- It will generate increased economic activity
- It will promote rural regeneration – agri-tourism
- It will enhance cultural and heritage awareness and community identity
- It will provide an accessible recreational amenity for local use
- It will improve health and wellbeing in the Local Community through active living

For a peripheral rural County like Kerry tourism provides the greatest potential to address economic and social decline.

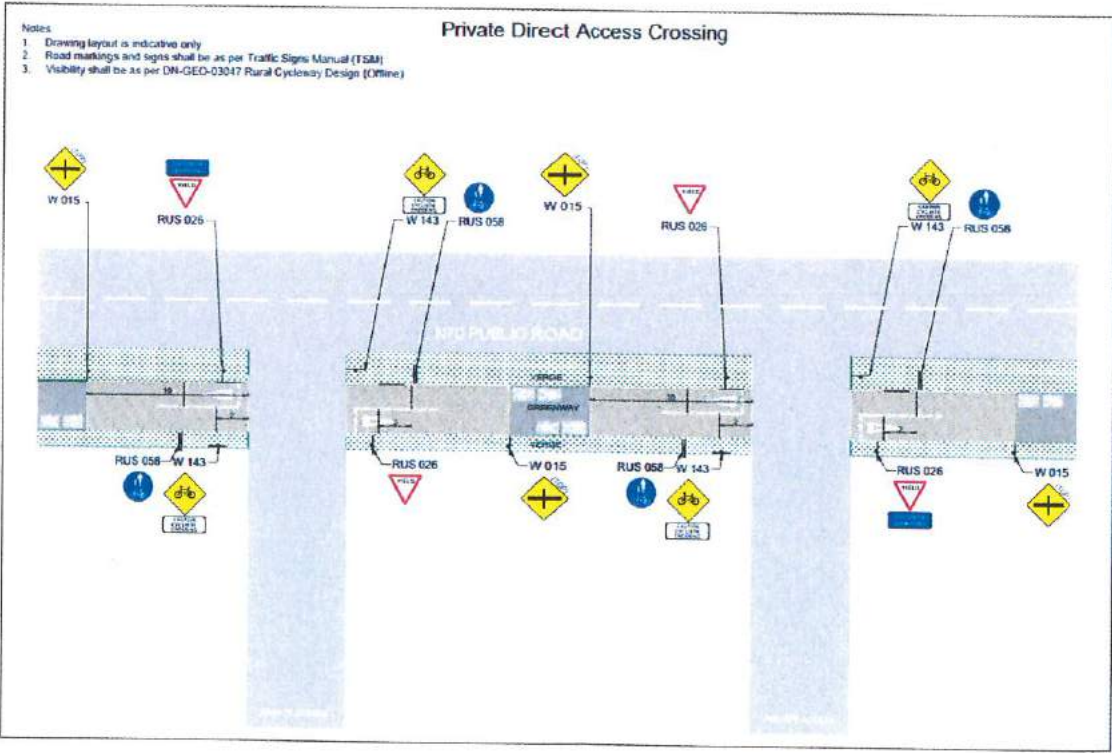
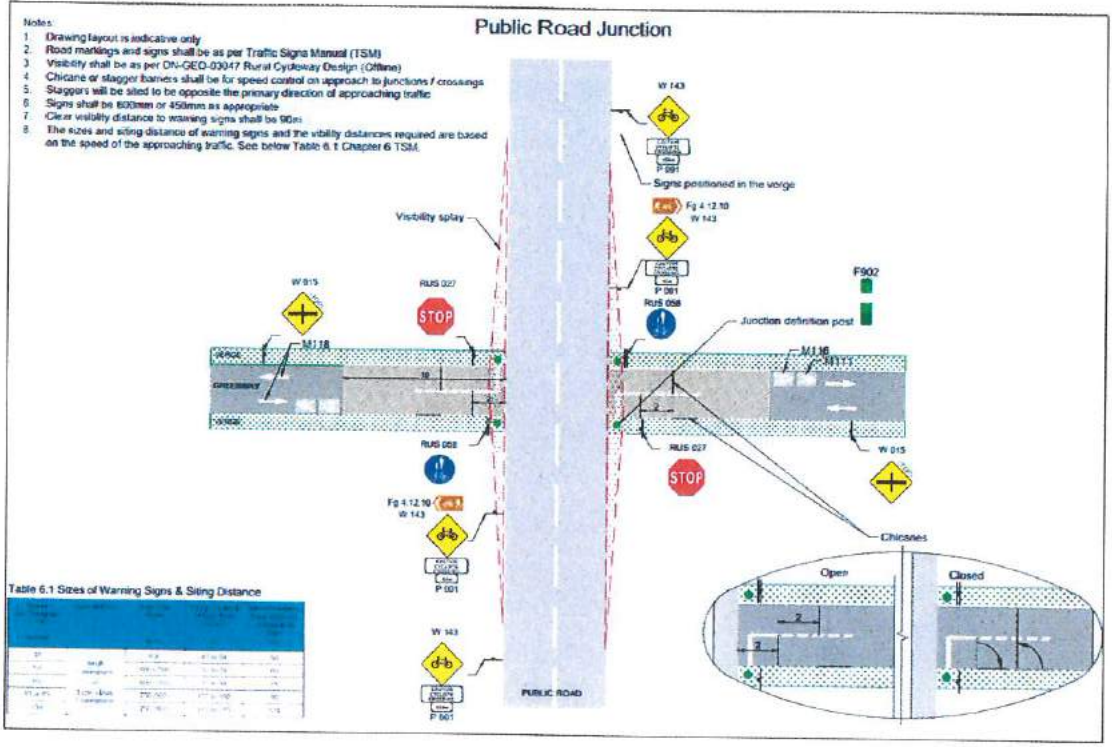
Government policy as outlined in 'Energising Ireland's Rural Economy' recognises the need for rural area to capitalise on their indigenous assets to provide employment and rural regeneration. This proposed development satisfies this policy.

The proposed greenway will offer an opportunity to experience in a unique setting the beautiful rural landscape and scenery of North Kerry and will open the area in a sustainable manner to additional tourists who may not have intended to visit the area.

The project will provide direct employment in service related industries in the local economy and, as an activity attraction has the potential to extend the tourism season and provide increased year round demand.

This is a unique local asset and one which can be utilised for the benefit of the local community. The health benefits of cycling is universally recognised and the promotion of cycling is enshrined at all levels of national and local policy.

The greenway has the potential to serve as a sustainable connection to local heritage by providing sustainable access to areas which are not currently easily accessible by pedestrians and cyclists. This will provide a sense of place and understanding of the past by drawing greater attention and appreciation to the railway heritage and cultural assets of the region.



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**Appendix 1. Drawings**

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### Appendix 3. Supporting Planning Policies and Objectives

#### Project Ireland 2040: The National Planning Framework

As a strategic development framework, Ireland 2040 - Our Plan sets the long-term context for the country's physical development and associated progress in economic, social and environmental terms.

The vision for Ireland in 2040 is:

For the highest possible quality of life for people and communities, underpinned by high quality, well managed built and natural environments.

Sustainable self-reliance based on a strong circular economy and significant progress towards a low carbon, climate-resilient society while remaining an open, competitive and trading economy.

The Framework sets out the key goals and objectives for the State, and central to this framework is the theme of Planning and Investment to Support Rural Job Creation in particular:

"The development of greenways, blueways and peatways offer a unique alternative means for tourists and visitors to access and enjoy rural Ireland. The development of a strategic national network of these trails is a priority and will support the development of rural communities and job creation in the rural economy, as well as the protection and promotion of natural assets and biodiversity."

The NPF is supported by a series of National Strategic Outcomes which the Framework seeks to deliver. The most pertinent Outcomes in the context of the proposed development are as follows:

#### National Strategic Outcome 3: Strengthened Rural Economies and Communities

"A strong start has also been made in the development of a national long-distance Greenway/ Blueway Network. Such a network, including rural walking, cycling and water-based recreation routes, as well as 'peatways', has demonstrated major potential to bring new life to regional and rural locations through the "win-win" scenario of increased tourism activity and healthier travel. Developing this network further will diversify our rural economy by embracing the potential for a major expansion in the demand for activity based tourism."

#### National Strategic Outcome 7: Enhanced Amenities and Heritage

"Attractive places include a combination of factors, including vitality and diversity of uses, ease of access to amenities and services supported by integrated transport systems and green modes of movement such as pedestrian and cycling facilities. Appealing places are also defined by their character, heritage and sense of community. This includes attractive buildings and street layouts, civic spaces and parks and regeneration of older areas and making places feel safe through active use and design."

The proposed Greenway aligns itself with both the strategic outcomes and objectives of this framework. The relevant National Policy Objectives in support of the proposed development are set out hereunder:

Objective No.	The National Planning Framework
National Policy Objective 16	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacancy and deliver sustainable reuse and regeneration outcomes.
National Policy Objective 17	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.
National Policy Objective 18a -	Support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.
National Policy Objective 21 -	Enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the sustainable diversification of the rural economy into new sectors and in particular those with a low or zero carbon output
National Policy Objective 22	Facilitate the development of a National Greenways/Blueways and Peatways Strategy which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
National Policy Objective 27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

	cycling culture in Ireland and recreational routes in and around urban areas, which, in turn link to rural areas are very important
<b>Objective 5</b>	Ensure that all the surfaces used by cyclists are maintained to a high standard and are well lit
<b>Objective 6</b>	Ensure that all cycling networks – both urban and rural – are signposted to an agreed standard

Strategy for the Future Development of Greenways (May 2017) – Public Consultation Paper

In May 2017 the Minister for Transport, Tourism and Sport launched a public consultation process on the future development of Greenways. A key objective identified in the National Cycle Policy Framework published by the Department in 2009 is to “provide designated rural cycle networks providing especially for visitors and recreational cycling”. This Strategy is aimed at responding to this objective as well as also responding to the Draft aims and objectives as set out in the National Planning Framework.

Regional Policy

South West Regional Planning Guidelines 2010-2020

The current South West Regional Planning Guidelines formulate public policy for the functional administrative areas of Kerry County Council, Cork County Council and Cork City Council. The RPGs are clearly linked to and support national investment priorities and are designed to strengthen integrated approaches to policy making and planning at local level, in line with the national planning framework.

Sustainable growth is a key theme of the Guidelines, relating to the development and strengthening of the regional economy; the quantum and location of future housing; environmental improvement and sustainable living with a high level of service integration, all within the context of heightened protection of the region’s biodiversity.

As outlined in Section 1.3.40 of the South West Regional Authority Regional Planning Guidelines 2010 – 2022:

‘The unique landscape and diversity of the South West region has the potential to further contribute to the overall quality of life and attractiveness of the south west as a location in which to settle or visit. Among such is the potential in the region to sustainably develop significantly more walking and cycling routes, yachting marines and other sporting, recreational, cultural and heritage facilities.’

Section 3.2.24 Rural Economy and Diversification of the Regional Planning Guidelines states that:

“The traditional mainstays of rural employment have been in decline for some time. Mechanisation and technological advances have contributed significantly to this decline. There is a need for new initiatives which will support rural diversification, innovation and enterprise development:

- Facilitate innovative approaches to identify new products and markets to increase rural employment (in the existing sectors).
- New sustainable tourism initiatives in appropriate locations.”

The relevant objectives in support of the proposed development are set out hereunder.

Objective No.	South West Regional Planning Guidelines 2010-2020
	It is an objective to;
<b>RES-03 Tourism</b>	Protect existing tourism assets in the region and develop additional sustainable facilities for activity holidays, urban and rural tourism.
<b>RES-05 Rural Diversification</b>	Promote rural diversification through building local rural capacity by upskilling and making appropriate provision in development and local plans to foster local entrepreneurial activity and encouraging innovative and sustainable economic activity.
<b>RTS-03 Cycling and Walking</b>	Encourage the development of strategies for walking and cycling that promote the goals and aspirations of Smarter Travel and the National Cycle Policy Framework. Specifically, the region’s local authorities should prepare plans for improvement to the cycling and walking networks in urban areas, linking areas of population growth and employment, in a sustainable manner.
	Continuously improve the quality of life for residents of and visitors to the region and to create an increased awareness of sense of place. Ensure that social and community infrastructures in terms of housing, educational, public transport, recreational and health facilities are developed in a timely and sustainable



Objective No.	Kerry County Development Plan 2015-2021 Transport and Infrastructure
	It is an objective of the Council to;
RD-4	Facilitate the sustainable provision of the necessary Infrastructure at appropriate locations, required to promote sustainable economic and social development of the County.
RD-8	Support sustainable travel in the County and implement the key goals, targets and actions as contained in Smarter Travel- A Sustainable Transport future – A New Transport Policy for Ireland 2009-2020 and the National Cycle Policy Framework.
RD-13	Encourage an increase of non-car based transport within the County.
RD-14	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car sharing and car-pooling, as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
RD-28	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
RD-30	Support the sustainable establishment of a network of “Greenways” as outlined in Table 7.4 within the County and adjoining Counties where it can be demonstrated that the development will not have a significant adverse effect on the environment, including the integrity of a Natura 2000 network. (Table 7.4 - from Farranfore to Caherciveen/ Renard Point).
RD-31	Support the sustainable establishment of a network of interlinked cycle ways and walk ways within the County and the adjoining Counties including: Tralee-Fenit, Lough Leane Loop, Glenbeigh-Renard Great Southern Trail Ballyseedy-Blennerville-Spa and linking them where possible, where it can be demonstrated that the development will not have a significant effect on the environment, including the integrity of the Natura 2000 network.
RD-33	Protect all existing or historical rail lines and associated facilities from redevelopment for non-transport related purposes in order to protect their future use as an operational transportation networks or for green cycle or walking routes.

This plan also promotes sustainable growth by encouraging rural enterprise and rural diversifications. Objective ES-28(13) supports the provision of farm-tourism enterprises such as the renovation of farm buildings for tourism purposes, walking, cycling, angling, pony trekking and bird watching, subject to compliance with normal planning criteria and development management standards.

#### The Kerry Local Economic and Community Plan

The Kerry Local Economic and Community Plan 2016-2021 sets out the actions and objectives for the promotion and strengthening of the economy and communities of Kerry.

Through the development of a coordinated interagency approach, The Kerry Local Economic and Community Plan identifies three aspects (socio-economic statements) to guide the formation of objectives to tackle the key economic and community concerns for Kerry.

These are as follows:

**Economic Development and Job Creation** - To promote a robust and diverse economy, supported by a well-developed education and training model, enabling a sustainable population and vibrant communities throughout the county.

**Quality of Life** - To promote a high quality of life, based around a clean natural environment, good quality local services, a strong sense of place and culture and meaningful participation in decision making.

**Community and Social Inclusion** - To promote social and economic inclusion and reduction of social inequalities, particularly targeting areas and communities in Kerry experiencing social disadvantage, marginalised groups or those at risk of exclusion.

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**Appendix 4. Determination Statements on AA and EIA Screening of the Part 8  
North Kerry Greenway**

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