

Frank Coffey BE CEng MIEI
CONSULTING ENGINEER



Planning Section
Kerry County Council
County Buildings
Tralee
Co. Kerry

23rd September 2020



REF: Submission in relation to Draft An Daingean EA, Local Area Plan

Dear Sir/Madam,

I act on behalf of the Presentation Sisters, who own the former National School building and surrounds on the Killarney Road(R563), Milltown and I make this submission to the Draft An Daingean EA Local Area Plan, on their behalf.

In this submission, I deal specifically with the subject site but also make some points in relation to the general zoning plan.

My clients' site includes the former Milltown National School – now closed as a school - a private residence and a vacant site along the entrance to the Carraig Donn Estate.

I attach an excerpt from the LAP Plan, identifying my clients' site.

The proposed zoning for the site, in the Draft An Daingean EA LAP is GZT M4. This is described, in the draft plan, as "built up area". However, no details of what the M4 zoning allows, is contained in the draft plan. "Built Up Area" could just as well encompass a protected structure or an architectural conservation area (ACA). There exists therefore, a possibility that the M4 zoning could be used to restrict development, in certain instances. My clients' are particularly worried about this.

The description of the M4 zoning in the An Daingean EA LAP contains the following:

"Within existing built up areas there will inevitably be some areas of land that are either undeveloped or have some potential to be considered for development. The inclusion of this land within an existing built up area does not imply any presumption in favour of development or redevelopment, unless this would enhance the character and amenity of the area as a whole. It is the policy of the Local Authority to facilitate development that supports in general the primary land use of the surrounding existing built up area. Development that does not support, or threatens the vitality or integrity of the primary use of these existing built up areas shall not be permitted."

The wording used above could be used to restrict future development on the site to educational related uses. While my clients would not wish to specifically exclude educational or institutional type development, they wish to have a broader zoning by having the site zoned M1/M2.



Furthermore, the wording could be also used to confine development to the type of development that supports the adjacent development – as distinct to development that strengthens the general development pattern of the town, i.e. owners/occupiers of the built up area immediately adjacent, would have an undue influence on the type of planning permitted on adjacent sites.

I would further make the point that there are inherent inconsistencies in the draft plan insofar as the GZT M4 is much too loosely applied. Take for instance the area north of the N70 on the western approach to Milltown – this area is completely open but yet has an M4 zoning. Another area to compare with my clients' site is the area on the eastern side of the R563 and located further out than my clients' site, is also zoned M4 but at the moment almost totally undeveloped. Surely my clients site has greater development potential and as it lies in a zone much closer to the Town Centre, where the Planning Department must actively seek to and create the conditions to have my clients' site developed at the earliest opportunity. The point is, that assigning an M4 zoning to green field sites – just because the site lies within the development boundary – is inappropriate and takes no account of the hierarchal order of development, which should prevail in any LAP, i.e. my clients' site lies in a built up area and should be afforded a higher developmental ranking than green field sites on the periphery.

A further observation in the An Daingean EA LAP is that the town centre zoning M2 is unnecessarily too confined on the draft plan.

Traditionally a “town centre” zoning conferred the broadest possible development zoning on a site and such a zoning is a key activator of development/redevelopment. In order to generally promote more interest in development and to leave the way open for future conferring of Town Renewal type enticements grants, the M1 & M2 zonings should be extended out to the natural termination points of the streetscape.

My clients (and others) site should have the M1/M2, i.e. a “town centre” zoning, conferred on it to allow the broadest range of development options to be considered in the future.

A relevant evaluation of the zoning indicators is carried out in the table below.

11

<i>Site</i>	<i>Feature/Description</i>	<i>Appropriate Zoning (for feature in col 2)</i>
<i>Old National School</i>	<i>Abandoned school now falling into decay – could be described as brownfield site or opportunity site</i>	<i>M1</i>
	<i>Located at the terminal point of the streetscape, i.e located very close to centre</i>	<i>M2</i>
<i>Existing Presentation Sisters Residence</i>	<i>Already contains Residential - this is overlooked in the draft plan</i>	<i>R2</i>
<i>Vacant lands in Carraig Donn Estate Road</i>	<i>Lands adjacent to Carraig Donn estate with clear residential potential</i>	<i>R2</i>

It is clear from the above that the most appropriate zoning option for the subject site is M1/M2/R2. In fact my clients' site should be seen as an opportunity site – with the aforementioned corrected zoning.

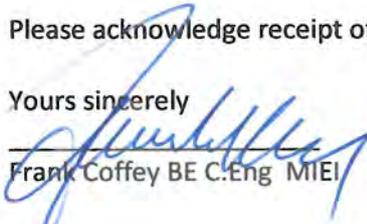
In conclusion I make the following requests on behalf of my clients, The Presentation Sisters.

That their site, which encompasses the old school, their residence and a vacant site at Carraig Donn is zoned M1/M2/R2 and that it be recognised as an opportunity site in the LAP.

In order to attract developers to the subject site the appropriate zoning should be R2/M1/M2.

Please acknowledge receipt of this correspondence.

Yours sincerely


Frank Coffey BE C.Eng MIEI

Draft An Daingean Electoral Area Local Area Plan 2020-2026



(1 of 2)

Draft Zoning

ZONE_GZT M4

Zoning Built up Area

[Zoom to](#)



**SUBMISSION ON THE PROPOSED DRAFT
AN DAINGEAN ELECTORAL AREA
LOCAL AREA PLAN 2020-2026**

**IN RESPECT OF 5.6 ACRES OF LAND LOCATED ON EASTERN SIDE OF
MILLTOWN**

**PREPARED FOR MARCANN LTD., C/O ANN MARIE KISSANE,
BALLAGH, BEAUFORT, CO. KERRY.**

1.0 Introduction

1.1 We, Reeks Consulting Engineer have been retained by Marcann Ltd. to prepare this submission on the Draft An Daingean Electoral Local Area Plan 2020-2026 in respect of circa. 5.6 acres of Land on the eastern side of Milltown. The area of land is also clearly delineated on the attached Site Location Map.

1.2 This particular section of land is located approximately 900m east of the Milltown intersection of the N70 and the R563 which defines the centre of activity. The land is within easy walking distance of key amenity, service provision (existing waste water and mains water network within existing Ballyoughtragh Heights development) and within the existing 50km speed limit. It is therefore respectfully requested that having regard to the location of the subject land and the surrounding characteristics that the subject land is zoned for New/proposed residential use.

1.3 The purpose of this report is to secure appropriate residential zoning on the land. The report will seek to clarify to the planning authority and any interested third parties why zoning of the subject lands should be considered in the Draft An Daingean Electoral Local Area Plan 2020-2026 and demonstrates how a proposed development would comply with national regional and local policies and guidelines.

2.0 Context of Landholding

2.1 The land at present is undeveloped and can be described as prime development potential, with access onto the main eastern approach to the town. The land can be serviced via the public water supply and the public sewage system. Further more the lands can be easily linked with the town centre through the provision of the existing roads and footpaths and it is proposed to facilitate the development of the roads and footpaths as part of the overall development of these lands. The existing entrance is also located within the existing 50km speed limit. There is existing waste water and mains water network within existing Ballyoughtragh Heights development that can be connected to for any future development.

3.0 Submission of the Landowners

3.1 It is our opinion that the inclusion of these lands will give an opportunity to define the boundary on the eastern approach and create a clear distinction between town and country. Development of these lands would counter the proliferation of a linear form of ribbon development located on the outer lying extremities of the settlement at present and eliminate the infill site of unzoned lands that is being created.

The subject land is located approximately 0.9km from the town centre, within easy walking distance of existing town amenities. It is respectfully submitted to the planning authority that the subject land is located in closer proximity to the town centre than other residential zoned land, located on the eastern approach into the town.

Our clients are anxious to apply for planning permission on the lands as soon as the residential zoning has been proposed and from there develop the lands.

The lands have not been highlighted as a flood risk in the CFRAM Maps.

The lands are strategically located on the R563 Regional Route, within the existing 50km speed limit and if zoned the lands would also allow for a connection to the proposed Indicative Relief Road.

If the lands are not zoned New/proposed residential it could have huge financial implications on my clients.

4.0 Compliance with Residential Zoning Criteria

4.1 It is further submitted to the council that the zoning/development of the subject land would adhere with the European Charter of Pedestrian Rights in that it provides pedestrians with the right to live in an urban centre tailored to the needs of human beings and not to the needs of the car, given its location within walking and

cycling distance of amenities and services in the town centre and on this basis alone, it is submitted to the planning authority that the subject lands should be appropriately zoned for New/proposed residential use.

5.0 Requested Zoning

5.1 It is respectfully requested that the subject lands in their entirety are included within the development boundary of the Draft An Daingean Electoral Local Area Plan 2020-2026 and zoned appropriately for New/proposed residential use.

6.0 Conclusion

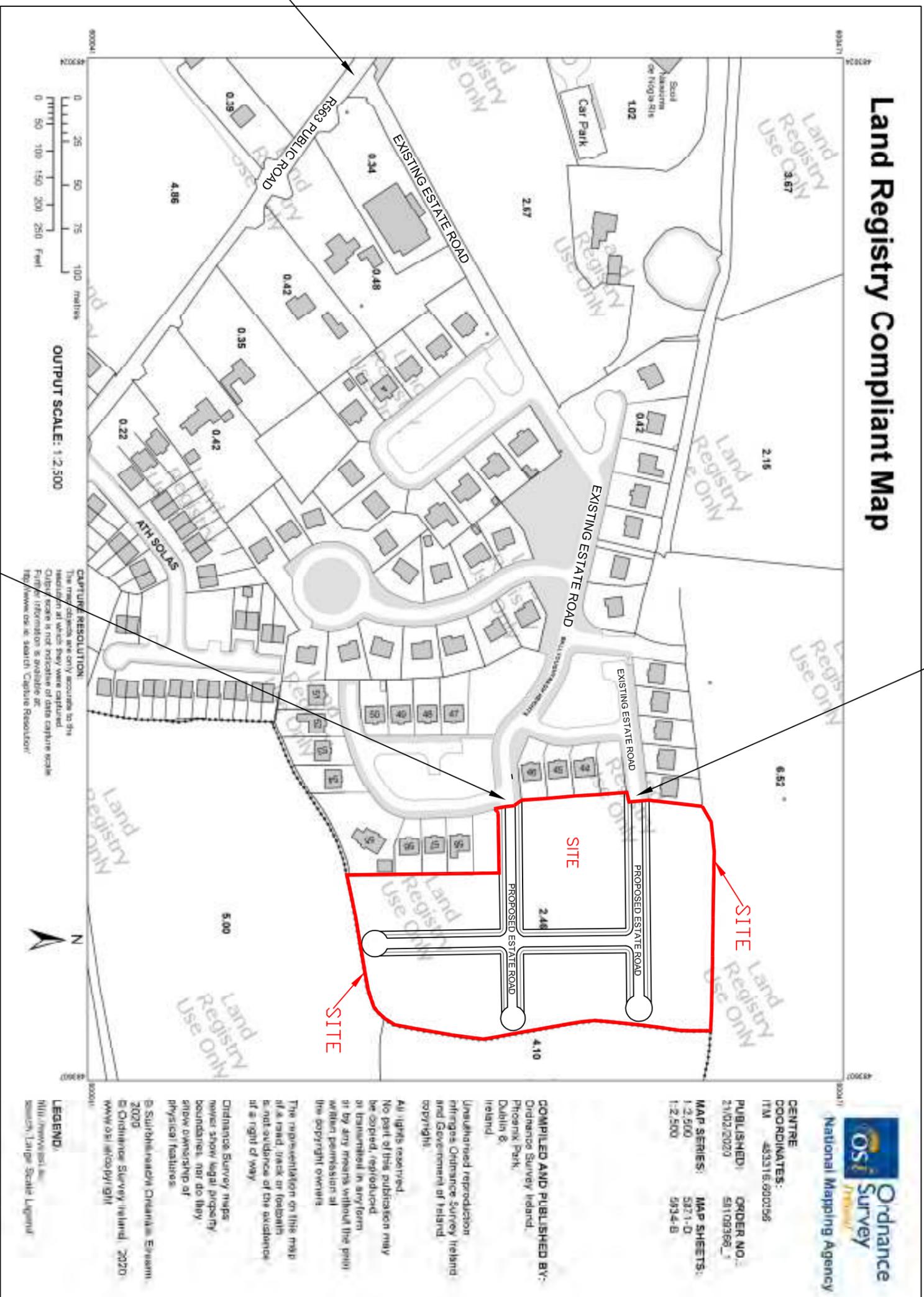
6.1 It is considered that the Draft An Daingean Electoral Local Area Plan 2020-2026 provides significant opportunity to co-ordinate the growth of the settlement in an era of reduced development pressure, particularly given its location close to Tralee, Killarney and Killorglin. The subject land provides significant opportunity at this juncture to reinforce the physical fabric of Milltown and advocates sustainable development practises making the most efficient and effective use of land that will otherwise become overly constrained over time by the continued pattern of block development along road frontage, which will sterilise the land to the rear.

The dezoning of lands in a town like Milltown is a massive overreaction to a problem created in the smaller towns and villages of this Country during the Economic Boom. In fact, if dezoning these lands would appear to be a further impediment to Local Authorities to carry out the function of providing Housing.

We implore the Planning Authority to proposed New/proposed residential use status on these lands. Please exercise the skill and local knowledge that the Planning Authority do possess in order to allow for orderly development of Milltown and to serve the people that you represent. Please do not place a further impediment to the growth of housing in Milltown.

CONNECTION POINT TO EXISTING DEVELOPMENT
WITH CONNECTION FOR ALL SERVICES

Land Registry Compliant Map



CONNECTION TO
EXISTING R563
PUBLIC ROAD

CONNECTION POINT TO EXISTING DEVELOPMENT
WITH CONNECTION FOR ALL SERVICES

Site Layout Plan

1:2500

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CENTRE COORDINATES:
ITM 483316.600198

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MAP SERIES: MAP SHEETS: 1:2,500 5021-D 5934-B

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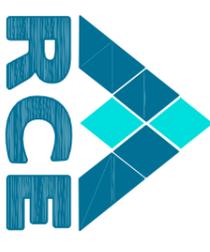
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LEGEND:
Milli/Internet
Scale/Large Scale Legend

SITE BOUNDARY OUTLINED IN RED.
TOTAL SITE AREA= 5.60 ACRES
2.70 HECTARES

REV. NO.	DATE	DESCRIPTION
A	20/09/20	ISSUED
B		REVISED



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CLIENT:
Marcann Ltd

JOB TITLE:
Ballyquatragh Heights, Milltown,
Co. Kerry.

DRAWING:
Site Layout Plan

SCALE:	DATE:
1:2500	Sept 2020
DRAWING NO.:	DRAWN:
15-045	DOR
REV. NO.:	CHECKED:
A	

Sharon O'Keeffe

From: Kevin Flannery <[REDACTED]>
Sent: Thursday 24 September 2020 17:11
To: planpolicy
Subject: Dingle area draft development plan 2020 . 2026

Follow Up Flag: Follow up
Flag Status: Flagged

[Caution: External Sender] Use care when opening attachments or clicking links unless you can verify the sender.

Sir , in relation to zone GZT m1 of this draft plan we note that the area of the given zone in this plan has being changed from an amenity area to a development opportunity , we wish to object in the strongest possible terms to this proposed change , the loss of seafront amenity areas whether large or small in a seafront town , is not in keeping with what makes Dingle such an attractive town to both locals and visitors alike . The area in question is quite small but greatly important for local access from and to the walkway along the marina area and onwards along the seafront and piers . The draft plan offers plenty of area for development opportunity's along the proposed new roadways and along the rear of the seafront . I would strongly request that this zone be reverted back to the original amenity area as in previous plans .

Sent from Mail for Windows 10
Mise . Caoimhin O Flannubhra , Runai , Mara Beo Teo.

From: Colm & Marie [REDACTED]
Sent: Monday 28 September 2020 12:10
To: planpolicy
Subject: submission for holyground foods ltd t/a the diner dingle
Attachments: Street Views.pdf

[Caution: External Sender] Use care when opening attachments or clicking links unless you can verify the sender.

Draft An Daingean Electoral Area Local Area Plan

Dingle Town.

Re: Holy Ground

Dear Sir/Madam

We wish to make a submission regarding Holy Ground, Dingle. Our area of concern is the footpath on the northern side of Holy Ground from the junction with Green Street to Bridge Street. This footpath is very narrow and therefore dangerous (see attached street views). There are three issues that we feel need to be resolved.

1. The narrow path and the danger of an accident as people step out from business premises along this stretch. Pedestrians have to step onto the road to avoid hitting into one another.
2. Cars parking by the footpath and doors opening which block the footpath and cause accidents.
3. Poles within the footpath.

There is a double yellow line along this stretch, but as Dingle business operate long days its impossible for a traffic warden or guard to be there all of the time. We feel that the solution would be to widen the footpath. This would mean that there would no longer be room for cars to park illegally and the footpath would be wide enough for pedestrians to walk safely without having to step out onto the road. This would also make it safer for drivers as not having cars parked along this stretch would mean that they could fully observe pedestrian movement.

Regards colm geaney







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Senior Planner
Planning Department
Kerry County Council
County Buildings
Rathass
Tralee
County Kerry
V92 H7VT

28th September 2020

Our Ref: SCP190905.2

Re. Draft An Daingean Electoral Area Local Area Plan 2020-2026 and SEA Environmental Report

Dear Mr O'Malley,

We acknowledge your notice, dated 11th August 2020, in relation to the Draft An Daingean Electoral Area Local Area Plan (the 'Plan') and SEA Environmental Report.

The EPA is one of five statutory environmental authorities under the SEA Regulations. In our role as an SEA environmental authority, we focus on promoting the full and transparent integration of the findings of the Environmental Assessment into the Plan and advocating that the key environmental challenges for Ireland are addressed as relevant and appropriate to the plan. Our functions as an SEA environmental authority do not include approving or enforcing SEAs or plans.

As a priority, we focus our efforts on reviewing and commenting on key sector plans. For land use plans at county and local level, we provide a 'self-service approach' via the attached guidance document '*SEA of Local Authority Land Use Plans – EPA Recommendations and Resources*'.

This document is updated regularly and sets out our key recommendations for integrating environmental considerations into Local Authority Land Use Plans. We suggest that you take this guidance document into account and incorporate the relevant recommendations, in finalising and implementing the Plan.



Kerry County Council should also ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the Southern Regional Spatial and Economic Strategy.

Specific Comments on the Plan

With regards the various proposed masterplans for opportunity sites and urban areas, in addition to the various greenway related commitments, we suggest that where these involve the zoning and/or development of lands, SEA Screening be considered, as appropriate and where relevant. These masterplans should also align with the relevant county and regional level policies and objectives to protect environmental sensitivities in their implementation.

Specific Comments on the SEA ER

In *Chapter 3 Methodology for the SEA of the LAP*, consider updating the reference to the [Integrating Climatic Factors into the Strategic Environmental Assessment Process – A Guidance Note](#) (EPA, 2019). Additionally, recent guidance includes [Good Practice Guidance Note on Cumulative Effects Assessment in SEA](#), is also available.

Consideration of other plans and programmes

We note the various plans and programmes described in Appendix 1 of the SEA. There may be also merit in also referring to the Draft National Marine Planning Framework (under preparation), given that it may impact on marine/fisheries operations/activities in the area.

Additionally, the Agri-Food Strategy to 2030 (currently in preparation), may also influence agriculture and related land management activities within the Plan area.

Assessment of Alternatives

We acknowledge the alternatives considered and the reasons for selecting the preferred alternative (Alternative 3).

Assessment of Environmental Effects

We note, in *Section 7 Likely Significant Effects on the Environment from the LAP*. We also acknowledge, the inclusion of the tables in Section 5.5 Water that show the water quality status for the various water bodies, and also describe the status of the various critical service infrastructure within the plan area. The Plan should provide for the protection, and where possible the improvement of water quality status, in implementing the Plan. A clear commitment should be included to work with Irish Water to ensure that development is linked to the ability to provide the necessary supporting infrastructure.

Mitigation Measures

Chapter 8 sets out the recommended mitigation measures for the Plan. We acknowledge the clarification that where development is referred to in Plan, that is relates to sustainable development. We note in *Section 8.2 Mitigation of LAP Objectives highlighted*



as having a possible significant effect on the environment, the various identified potential significant effects as well as the related proposed mitigation measures.

In *Subsection 8.3.2 – Castlemaine*, tourism related objective CE-TM-4 refers to the intention to develop a large landmark waterfront site. While reference is made to the develop this in accordance with the Flood Risk Management Guidelines, additional considerations such as landscape character, traffic management, waste water infrastructure, etc., should also be taken into account.

We welcome the inclusion of *Section 8.4 – Mitigation of Policies*, which clearly shows how the SEA has influenced the drafting of the policy wording, to provide for environmental protection.

Monitoring

Chapter 9 – Monitoring Measures sets out the monitoring programme for the Plan. We note the various objectives, targets, indicators and associated monitoring elements listed in Table 9.1.

The Monitoring Programme should be flexible to take account of specific environmental issues and unforeseen adverse impacts should they arise. It should consider and deal with the possibility of cumulative effects. Monitoring of both positive and negative effects should be considered. If the monitoring identifies adverse impacts during the implementation of the Plan, Kerry County Council should ensure that suitable and effective remedial action is taken.

Guidance on SEA-related monitoring is available on the EPA website at <https://www.epa.ie/pubs/advice/ea/guidanceonseastatementsandmonitoring.html>

State of the Environment Report – Ireland’s Environment 2016

In finalising the Plan and integrating the findings of the SEA into the Plan, the recommendations, key issues and challenges described in our most recent State of the Environment Report [Ireland’s Environment – An Assessment 2016](#) (EPA, 2016) should be considered, as relevant and appropriate.

Future Amendments to the Plan

You should screen any future amendments to the Plan for likely significant effects, using the same method of assessment applied in the “environmental assessment” of the Plan.

SEA Statement – “Information on the Decision”

Once the Plan is adopted, you should prepare an SEA Statement that summarises:

- How environmental considerations have been integrated into the Plan;
- How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan;
- The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and,



- The measures decided upon to monitor the significant environmental effects of implementation of the Plan.

You should send a copy of the SEA Statement with the above information to any environmental authority consulted during the SEA process.

Guidance on preparing SEA Statements is available on the EPA website at the following link: <https://www.epa.ie/pubs/advice/ea/guidanceonseastatementsandmonitoring.html>

Environmental Authorities

Under the SEA Regulations, you should also consult with:

- The Minister for Housing, Planning and Local Government,
- The Minister for Agriculture, Food and the Marine, and the Minister for the Environment, Climate and Communications, where it appears to you as the competent authority that the plan or programme, or modification to a plan or programme, might have significant effects on fisheries or the marine environment,
- The Minister for Culture, Heritage and the Gaeltacht where it appears to you as the competent authority that the plan or programme, or modification to a plan or programme, might have significant effects in relation to the architectural or archaeological heritage or to nature conservation, and
- any adjoining planning authority whose area is contiguous to the area of a planning authority which prepared a draft plan, proposed variation or local area plan.

If you have any queries or need further information in relation to this submission, please contact me directly. I would be grateful if you could send an email confirming receipt of this submission to: sea@epa.ie.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read 'Cian O'Mahony'.

Cian O'Mahony
SEA Section
Office of Evidence and Assessment

Sharon O'Keeffe

From: Andrew Kennedy <[redacted]>
Sent: Monday 28 September 2020 17:31
To: planpolicy
Subject: Fwd: Site at Main Street Annascaul

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Begin forwarded message:

From: sean moriarty <[redacted]>
Date: 28 September 2020 at 16:55:49 IST
To: Andrew Kennedy <[redacted]>
Subject: RE: Site at Main Street Annascaul

From: Andrew Kennedy <[redacted]>
Sent: Monday 28 September 2020 16:36
To: sean moriarty <[redacted]>
Subject: Fwd: Site at Main Street Annascaul

Begin forwarded message:

From: Andrew Kennedy <[redacted]>
Date: 28 September 2020 at 16:34:47 IST
To: planpolicy@kerrycoco.ie
Subject: Site at Main Street Annascaul

Dear Sirs
This email is in relation to a site that I own at the above address (see map below), it has been brought to my attention that the council wish to re zone to a open space park. Re zone GZT G1, I intend to apply for planning permission to erect 2 dwellings on the site, I originally had planning on the said site ref,03/306. Therefore I would appreciate if the original zoning would not change, regards Andrew Kennedy



Senior Planner
Planning Department
Kerry County Council

By e.mail; planpolicy@kerrycoco.ie

Dáta | Date
29 September, 2020

Ár dTag | Our Ref.
TII20-110419

Re: Draft An Daingean Electoral Area Local Area Plan, 2020 – 2026

Dear Sir/Madam,

Transport Infrastructure Ireland (TII) acknowledges receipt of referral of the Draft An Daingean Electoral Area Local Area Plan, 2020 – 2026, and outlines the following observations for the Councils consideration;

1. MANAGING EXCHEQUER INVESTMENT AND STATUTORY GUIDANCE

The Council will be aware that national roads play a key role within Ireland's overall transport system and in the country's economic, social and physical development. The national road network provides strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and provides access between all regions in the state. Accessibility is also provided to more remote peripheral communities.

The Authority therefore wishes to ensure in so far as practicable, the preservation of the efficiency, capacity and safety of the N70 and N86 national roads contained within the Electoral Area Local Area Plan area.

Project Ireland 2040 | National Planning Framework identifies maintaining the strategic capacity and safety of the national roads network as part of National Strategic Outcome 2. The National Development Plan, 2018 – 2027, outlines as an investment priority, ensuring that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, accessibility and connectivity to transport users. The Strategic Investment Framework For Land Transport (DTTAS, 2014), Smarter Travel (DTTAS, 2009) and the provisions of the Section 28 DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012) all outline the critical need to manage national road assets in accordance with official policy.

The Council will also be aware that safeguarding the strategic capacity and function of the national road network in the An Daingean Electoral Area Local Area Plan area will give effect to supporting other critical strategic objectives including those related to Tourism, Employment and Economic Activity in the Draft Local Area Plan.

TII would welcome consideration being given to including as Overall Strategic Development Objectives in Section 2.1.4 of the Draft Electoral Area Local Area Plan (EA LAP) objectives to; a) to maintain the strategic capacity and safety of the national roads network and b) to safeguard the investment in national roads in the EA LAP area.

Related to the foregoing, TII welcomes the acknowledgement in the General Infrastructure Section included in Section 2.4 of the Draft EA LAP that the Council will endeavour to maintain the strategic capacity and safety of the national roads network and to safeguard the investment made in roads; Objective D-RI-03 also refers.

The reference to compliance with Development Plan policies and objectives in Section 2.6.4 is also noted and the acknowledgement that it is important that any development in the rural area is acceptable in terms of traffic safety and does not impact negatively on the carrying capacity and general safety of public roads.

The national road network through the EA LAP primarily comprises high speed 100kph locations outside areas where reduced urban speed limits apply. It is critical in terms of road safety that development management policies conform to the provisions of official policy included in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

The provisions of Section 7.2.1.3 of the County Development Plan, 2015 – 2021, outlines cases where development accessing national secondary roads N69, N70 (Tralee – Killorglin), N72 and N86 will be considered subject to satisfying stated criteria. As outlined in the course of consultation on the preparation of the County Development Plan, the listed national secondary roads are not considered lightly trafficked where 'exceptional circumstances' in accordance with Section 2.6 of the DoECLG Spatial Planning and National Roads Guidelines might apply. TII does not agree with nor support the inclusions in the Development Plan in this regard as they are considered contrary to the provisions of official policy.

This is particularly relevant to the An Daingean EA LAP as the strategic national road network through the area includes sections of the N70 (Tralee to Killorglin) and the N86, national secondary roads. TII respectfully requests that the Council include appropriate policies and objectives in the Draft EA LAP concerning access to national roads to demonstrate compliance and adherence to the provisions of official Government policy outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012).

2. SPECIFIC DEVELOPMENT OBJECTIVES

Within the context of the above, the Authority requests that the following recommendations are considered and, where relevant, addressed prior to the adoption of the EA LAP;

a) Section 2.4 Infrastructure

TII notes that Objective D-RI-01 includes a number of proposed national road improvements and Objective D-RI-06 includes general works to the N70 and N86, national secondary roads. Other local bypass schemes are also included in individual settlement plans.

The Council will be aware of the investment in the N86 Tralee to An Daingean Scheme and would welcome protection for the scheme included in the EA LAP, similar to Objectives included in the Draft Listowel MD LAP in relation to the N69 Listowel Bypass Scheme.

In relation to the other national road improvements listed, any additional improvements relating to national roads identified at a local level should be done so in consultation with and subject to the agreement of TII. The Council will be aware that TII may not be responsible for the funding of any additional schemes or improvements.

The Council will be aware that the implementation of all national road schemes is subject to budgetary constraints and is subject to prioritisation and adequacy of the funding resource available to the Authority. In these circumstances and taking account of the Exchequer financial position and levels of funding available to the Authority, the relative priority or timeframe for national road schemes may be subject to alteration.

b) Section 2.6.6 Wild Atlantic Way

Objective WAW-01 outlines the objective to address traffic and visitor management issues along the Wild Atlantic Way and Objective WAW-02 outlines the objective to facilitate the sustainable development of viewing points and other facilities along the Wild Atlantic Way at appropriate locations.

In the event such proposals correspond to locations on the strategic national road, TII recommend that proposals should be progressed complementary to safeguarding the strategic function and safety of the national road network and subject to adherence to the provisions of official policy. TII is available to liaise with the Council and Failte Ireland in relation to such proposals with implications for the national road network.

3. Town & Village Settlements

a) Masterplans

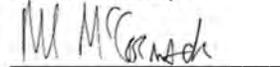
It is noted that Section 2 and Section 3 of the Draft EA LAP includes references to the requirement for Masterplans for residentially zoned landbanks (Section 2.2.3 and Section 3.1.1.2) and in relation to Renewal and Regeneration Objective RR-02.

TII considers that where proposals are subject to Masterplan exercises, appropriate consultation with statutory stakeholders should be undertaken and TII recommends that any adoption process or framework should be clearly identified. TII is available for liaison with the Council in relation to any such masterplan lands impacting the national road network.

Conclusion

It is requested that the foregoing observations are taken into consideration prior to the adoption of the An Daingean Electoral Area Local Area Plan, 2020 – 2026. TII is available to assist the Executive of the Council in addressing any of the issues identified in the foregoing.

Yours sincerely,



Michael McCormack
Senior Land Use Planner



**Senior Planner,
Planning Department,
Kerry County Council,
County Buildings,
Rathass,
Tralee.**

29/09/2020

Re: Draft An Daingean Electoral Area Local Area Plan 2020 - 2026

Dear Sir/Madam,

The Office of Public Works (OPW), as lead agency for flood risk management in Ireland, welcomes the opportunity to comment on the Draft An Daingean Electoral Area Local Area Plan 2020 – 2026 and associated Strategic Flood Risk Assessment. The OPW welcomes Kerry County Council's commitment to adhering to "The Planning System and Flood Risk Management - Guidelines for Planning Authorities", from here on referred to as the Guidelines. The following comments highlight opportunities for the Draft Area Plan before its finalisation.

Flood Zones Mapping

The Guidelines define flood zones within which the likelihood of flooding is in a particular range and they are a key tool in flood risk management. It is clear from the SFRA that flood zone maps have been prepared and considered in the preparation of the LAP. These flood zone maps have not been provided as part of the SFRA or the LAP. It would be helpful if the SFRA included figures that illustrate the mapped flood zones with the proposed development zoning.

Sequential Approach

The Guidelines highlight the need for a Sequential Approach to managing flood risk, using mapped flood zones alongside considerations of the vulnerability of different types of development to give priority to development in zones of low flood probability. Only if there are no reasonable sites available in zones of low flood probability should consideration be given to development in higher flood probability zones.

It is recommended that the Sequential Approach be applied to all stages of the planning and development management process.

Justification Test

The Justification Test as set out in the Guidelines does not appear to have been applied or reported in the preparation of the LAP. Please note that the Justification Test applies only to the urban centre (i.e., the core area of a city, town or village which acts as a centre for a



broad range of employment, retail, community, residential and transport functions), and would not be applicable to the periphery of urban areas.

Proposed land use zones within Flood Zones A and B are provided in a table format; some of these zone types are classified as Highly Vulnerable in the Guidelines. A non-exhaustive list of examples of these are detailed in the *Comments on Specific Settlements* section below.

No commentary has been provided to demonstrate that the Justification Test has been applied in proposing vulnerable development zoning within Flood Zones A and B.

Policy Objectives

The OPW recommend that where the SFRA requires sites to have a FRA, this requirement should be transferred into the Policy Objectives for these areas.

Historic events

Flood event records have been submitted by Kerry County Council to OPW for Dingle (2018), Castlemaine (2014 and 2016) and Firies (2018). These records, that are currently not shown on the floodinfo.ie website, have not been included in the SFRA.

Approximate flood depths from the Tidal Maps produced as part of the South Western CFRAM Study are included in the discussion on historic flooding. These maps show areas predicted to be inundated during a theoretical or 'design' flood event with an estimated probability of occurrence and do not provide information for actual floods that have occurred in the past. It is advised that reference to CFRAM mapping be removed from this section.

National CFRAM Programme

The documents reference the CFRAM Studies as being ongoing, this is not the case, as the National CFRAM Programme was completed in 2018.

The National CFRAM Programme included analysis of fluvial and tidal flood hazard in Dingle and Milltown as well as for a number of Medium Priority Watercourses within the area subject to this LAP. The resulting flood maps, including those for potential future scenarios taking account of the possible impacts of climate change, are available to view on the OPW portal, www.floodinfo.ie, and may be obtained in GIS format from the OPW Data Management Section via email (flood_data@opw.ie).

Arterial Drainage

The Maine Arterial Drainage Scheme is within the LAP area and while it has not been specifically referenced in the SFRA, it is noted that Benefiting Land Maps were a data source in the preparation of the SFRA.

Consideration should be given to preserving the access requirements for the maintenance of Arterial Drainage Schemes and Drainage Districts. Applications for development on land identified as benefiting land may be prone to flooding, and as such site-specific flood risk assessments may be required in these areas. The location of Arterial Drainage Schemes and Drainage Districts may be viewed on www.floodinfo.ie.



Climate Change Impacts

The OPW recommend that the potential impacts of climate change be noted in the SFRA. These impacts include increased rainfall intensities, increased fluvial flood flows and rising sea levels.

In line with the Guidelines, it is recommended that these impacts be considered, by avoiding development in areas potentially prone to flooding in the future, providing space for future flood defences, specifying minimum floor levels and setting specific development management objectives. It should be noted that the flood maps prepared under the National CFRAM Programme include maps for two potential future scenarios taking account of different degrees of climate impact.

Coastal Change

While not specifically covered by the Guidelines, it is recommended that Kerry County Council have regard to areas that may be at risk or vulnerable to coastal erosion or coastal change, including change associated with climate change (e.g. sea level rise, increased storm frequency, accelerated rates of coastal erosion, etc). A precautionary approach should be taken in this regard where analysis of potential future coastal change, including potential climate effects, has not yet been carried out.

Comments on Specific Settlements

Dingle

Objective D-FR-2 for Daingean Uí Chúis to progress the flood relief scheme in the area, and that the land proposed storage area on the Dingle Stream upstream of the town has been included in the zoning maps is welcomed by the OPW.

Justification Tests should be provided for proposed land use zones within Flood Zones A and B. For example, R.1.6.1 New / Proposed Residential, which is classified as Highly Vulnerable in the Guidelines, is noted as being at risk of fluvial flooding (Zone A & B) and therefore must satisfy a Plan-making Justification Test.

Castlemaine

The OPW notes Objective CE-O-4 for Castlemaine that the development of riverside walks is subject to discussion and agreement with the OPW. Kerry County Council should contact the OPW for these discussions prior to concept design stage.

Justification Tests should be provided for proposed land use zones within Flood Zones A and B. For example, R.1.6.1 New / Proposed Residential, which is classified as Highly Vulnerable in the Guidelines, is noted as being at risk of fluvial flooding (Zone A & B) and therefore must satisfy a Plan-making Justification Test.

Miltown

Justification Tests should be provided for proposed land use zones within Flood Zones A and B. For example, C2.1.1 Commercial / Industry / Enterprise / Economic Development



(Industrial / Enterprise / Employment), which is classified as vulnerable in the Guidelines, is noted as being at risk of fluvial flooding (Zone A & B) and therefore must satisfy a Plan-making Justification Test.

Annascaul

Justification Tests should be provided for proposed land use zones within Flood Zones A and B. For example, M1.1 Mixed Use / Opportunity Site, is noted as being at risk of fluvial flooding (Zone A & B) and therefore must satisfy a Plan-making Justification Test.

Castlegregory

Justification Tests should be provided for proposed land use zones within Flood Zones A and B. For example, C5.1 Tourism and Related is noted as being at risk of fluvial flooding (Zone A & B). The section on Castlegregory in the LAP makes reference to the provision of camping / glamping facilities and overnight motorhome facilities, which are classified as Highly Vulnerable in the Guidelines, and therefore must satisfy a Plan-making Justification Test.

If further information or input is required, please do not hesitate to contact the OPW (floodplanning@opw.ie) in advance of the completion of the Draft An Daingean Electoral Area Local Area Plan 2020 – 2026.

Yours sincerely,

A handwritten signature in blue ink, which appears to read "Mark Adamson", is placed over a light blue rectangular background.

pp Mark Adamson
Flood Relief and Risk Management Division



Senior Planner
Planning Department
Kerry County Council
County Buildings
Rathass
Tralee
Co. Kerry

1.10.2020

Re: Draft An Daingean Electoral Area Local Area Plan 2020-2026

Dear Sir / Madam,

The OPW welcomes the publication of the *Draft An Daingean Electoral Area Local Area Plan 2020-2026*. In particular, the focus in the Draft LAP on An Blascaod Mór (Section 2.7) – a significant portion of which is in state ownership – is welcomed.

As outlined in the *An Blascaod Mór Management Plan (2004)*, the OPW is committed to maintaining and preserving the heritage and culture of An Blascaod Mór. A recent development in this regard is the newly opened Wild Atlantic Way Viewing Platform at the OPW-run Ionad an Bhlascaoid (Blasket Centre). This was built by the OPW in partnership with Fáilte Ireland.

The OPW notes that the strategic vision of the Draft LAP is to balance future development with the conservation and enhancement of the natural and built environment of each settlement in An Daingean Electoral Area. In this regard, the goal of Kerry County Council to enhance accessibility between key urban centres of population in and their surrounding regions is welcomed by the OPW. To this end, it is considered that 'Objective WAW-03 (Wild Atlantic Way – Traffic and Visitor Management: Facilitate road improvement works, the provision of lay-byes / passing spaces and parking spaces in appropriate locations' is of critical importance.

The Draft LAP refers to the designation of the Blasket archipelago of islands and surrounding waters as a Special Area of Conservation as per *S.I. No. 296 of 2019 European Union Habitats (Blasket Islands Special Area of Conservation 002172) Regulations 2019*. The OPW acknowledges the efforts of the Draft LAP to ensure that tourism is carried out in a manner which does not unduly harm sensitive species or habitats. This is of particular relevance to An Blascaod Mór which is a designated SAC & SPA.

Similarly, the emphasis in the Draft LAP on the protection and/or enhancement of local biodiversity features (e.g. field boundaries, tree lines and water features) in rural areas is welcomed. The OPW is keen to promote local biodiversity in conjunction with the protection of our built heritage. This is of particular relevance to the vernacular buildings on An Blascaod Mór.



We wish to make the following observations on the Draft LAP:

- The OPW supports the proposal to avoid construction of new buildings on the island, save what is already envisaged;
- The OPW believes that the proposed preclusion on the restoration of further existing buildings, except those whose roofs are currently intact, may mitigate against beneficial long term conservation works in the island village. We suggest that the detail of Development Control Objective No. D-BM-C-01 be revisited with this in mind. Any such works would be subject to approval of Kerry County Council and the relevant Minister in relation to S.I. 296/2019;
- The OPW continues to support the ability of landowners who might wish to undertake improvements / restoration and activities within the footprint of existing structures, subject to the individual approvals as mentioned above, on a case by case basis, as per the *An Blascaod Mór Management Plan (2004)*;
- The OPW is committed to An Blascaod Mór being a living island available to visitors into the future in a context which facilitates the conservation imperatives and managed tourism requirements;
- The provision of suitable public toilet facilities on the island is an important objective from the point of view of safety and hygiene;
- The OPW fully supports the development of a new pier for the island, both to provide safe long-term access and as a key management mechanism. We note the comment regarding existing permission for a pier granted to Kerry County Council in Section 2.3.8 of the Draft LAP and development objective D-BM-05 in this regard. However, we are of the view that the current planning consent may require additional consideration.

The OPW would welcome an early opportunity to dialogue with Kerry County Council in relation to the above mentioned aspects of the future development of An Blascaod Mór, prior to the finalisation of the LAP.

Yours sincerely,

Lorcán Ó Cinnéide

Bainisteoir

Ionad an Bhlascaoid / The Blasket Centre

Brian Farrell

Assistant Principal officer

National Historic properties

Inch Tourism and Development Committee - Inch Tralee Co. Kerry



29th September 2020

SUBMISSION on Draft An Daingean Electoral Area Local Area Plan 2020-2026

Sirs,

Inch is classified as a settlement node in the DRAFT LAP and although this is due to its very dispersed linear nature and absence of an effluent treatment unit for the area we object in the strongest terms to the village being classified for a continuation of this established policy.

We as a community group have documented these issues with the local authority and are quite surprised that Inch has not now featured in this draft plan **as a major area of concentration for future planning**. Instead Inch appears destined for a continuation of current planning policy.

Inch and Inch Beach are well established as a destination and as a tourist hotspot and regularly accommodates >2000 cars on its beach - our surveys this year have monitored >11,000 daily users of the beach... some for periods of up to 5 hours and on occasion this summer (2020) our beach has accommodated hundreds of overnight campers due to the lack of facilities.

This summer has also seen a return to traditional holiday making and the opening up of lands to accommodate camping in close proximity to the beach.

In addition traffic regularly congests along the main road which although providing additional overflow parking for the beach also causes chaotic and dangerous safety issues which are currently managed by locals and the Gardai.

This is all of course a fantastic endorsement of the great natural facility, the water quality, the beauty and cleanliness of Inch and clarifies it's position on the gateway to Dingle but it fails to recognise Inch as an area in need of urgent facilities and development.

Viewing Inch as a node does not bring attention to the huge dearth of public facilities and the obvious complications of public safety or the necessity of amenity for visitors by way of public toilets, footpaths, a promenade and substantial parking.

To accommodate this level of tourism success we require investment in our product, without recognition we cannot possibly hope for investment and the paradox we face is that while the LAP ignores the reality of Inch it will ultimately preclude development.

Although the Dingle peninsula as a whole is now recognised for its incredible tourism contribution we too require recognition for our value to the product in order that we can address our issues in traffic management, parking, toilets and above all our need for a promenade to assist passing tourist coaches, thus offering a safe stop for tourist to take in the beauty that is Inch.

All of these mentioned issues have been discussed with all of the relevant bodies but we feel these cannot be addressed if not part of a 'joined up thinking approach', in essence this means we need Inch recognised for what it is within the LAP.

Inch is of enormous value to tourism and has tremendous product potential as the world moves to a more eco friendly holiday product and we feel strongly that the county needs to wake up to this enormous potential.

Lands are available at Inch to develop all of the facilities along with a treatment system and we are constantly in communication with local landowners who are being most co-operative in this aspiration.

Please take our submission seriously when redrafting the plan in order we can work together towards a promising future for the County.

Kindly,

Don Culloty

(Chairperson)

Inch Tourism and Development Committee - Inch Tralee Co. Kerry



30th September 2020

Submission re. Proposed Draft Development Plan for Inch as contained in Dingle Area Local Area Plan 2020-2026

A chara,

Last year Inch Tourism and Development Committee was formed with a view to getting proper development in the area in keeping with its status as a major tourist attraction. As a result a Development Plan for the area was draughted entirely from our own resources, adopted by our committee and submitted to all local councillors, TDs, area engineer, all directors of services and the County Manager. A presentation of the plan was given to electoral area councillors at a regional meeting and the plan was discussed in detail with Mr. John Breen D.O.S. and his staff in Inch Community Centre. Further to this a meeting was held with the County Manager. Michael Scannel D.O.S., John Breen D.O.S., and Pádraig Teahan S.E.E. were in attendance at this meeting.

It would appear that the Planning Department is entirely unaware of these discussions and has not seen the Development Plan.

Essentially what we are asking is that all proposals and aspirations contained in our plan be included in the proposed local area plan for Inch. We ask that you study the plan in detail and Michael Kennedy, planning engineer, who drafted the plan will be more than happy to discuss it with you.

Inch beach is probably one of the most visited tourist attraction in the country. It has a truly international flavour and cosmopolitan setting but is lacking infrastructure to match its status. Back in the middle of the last century a golf course existed on the "island". There was a large caravan site located to the rear of Sammy's.

In the recent past a shop operated out of the existing agricultural buildings. There were and still are two old toilet blocks that served the caravan site. A flat area abutting the old toilet blocks was used as a football field and remnants of a ball alley are still evident on site. Kerry County Council deemed a proposed new golf course to be exempted

development in the 90's but this was held up due to objections by the O.P.W. From the above it is clear that the principle of commercial activity and development is clearly established on that part of the "island" nearest the public road. The area has become increasingly popular as a centre for surfing and water sports.

Without getting into all the detail contained in our Development Plan we are proposing that the Local Area Plan 2020-2026 should contain proposals for:

1. Road widening, promenade/footpath linking beach entrance to the western car park at the old hotel now know as the Seafront Inn. This area is a traffic hazard at present.
2. Development of rock armour area to the west of the Seafront Inn as a carpark. Reclaimed land.
3. Development of car/bus parking in the vicinity of the agricultural buildings.
4. Provision for a small open air amphitheatre and children's playground in the vicinity of existing toilet block.
5. New toilet block.
6. Facility building for water sports.
7. Craft building for crafts people to create and sell on site in view of the huge footfall in the area.
8. Possible future outlet centre and hotel.
9. Development of a picnic site east of O'Donnell's farmhouse and an amenity area at the old bridge in Inch.
10. Trunking of kerbed areas on the main road between Annascaul and Inch to facilitate regular walkers doing Annascaul-West Inch-Maum-Annascaul circuit.

All of the above is designed to take advantage of the huge numbers arriving on the beach on a daily basis and with a view to creating a new tourism hub linking the existing hubs in Killarney and Dingle and thereby substantially expanding tourism in an area encompassing Lispole, Annascaul, Milltown and Camp. We would urge you to study our development plan which explains in detail the rationale behind these proposals. It is acknowledged that some land would be required and ultimately a small sewage scheme.

All of the above can be achieved in a sustainable way without damaging this unique beauty spot and could go a long way in securing the economic future of this large catchment area in the same way as Doonbeg Resort and the Cliffs of Moher developments have transformed the economy of West Clare.

We look forward to meeting you on site to discuss these proposals and our Development Plan prior to completion of the final plan for the area.

Is sinne le meas,

Michael Kennedy Pádraig Ó Foghlú (Runaí)

Inch Tourism and Development Committee - Part of Inch Community Council.

Chairperson: Daniel Culloty Secretary: Pádraig Ó Foghlú Treasurer: Margaret McCarthy PRO: Dora McCarthy

Inch Tourism and Development Committee - Inch Tralee Co. Kerry



**Development Plan
Inch Beach, Village and Environs**

For

Inch Tourism and Development Committee

March 2019

Drafted by Michael Kennedy B.E.

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Inch Tourism and Development Committee - Inch Tralee Co. Kerry



2. Introduction

For many years the people of Inch have waited for the day when proper infrastructural development would be provided appropriate to the magnificent Inch beach and its surrounding picturesque village.

Unfortunately the wait continues. In order to progress the matter a local meeting was convened by the Inch Community Council. A special sub-committee – Inch Development and Tourism Committee – was formed to deal with the development and general enhancement of the area.

Many ideas were put forward at this meeting including seeking funding for a feasibility study. Rather than seeking public money for such studies and the consequent delays that would ensue, it was decided that we would draft a report and put forward solutions ourselves. As a former local authority engineer and local resident I volunteered my services to undertake the task.

Over the years efforts to carry out improvement works were thwarted by the fact that no suitable land was available. There is no doubt that suitable land will have to be acquired to implement some of the works in this report. However substantial improvements can be undertaken without the acquisition of land as this report will outline.

It is strongly felt that we should act promptly as we have Mr. Brendan Griffin, Minister of State at the Department of Transport, Tourism and Sport with special responsibility for Tourism and Sport living close by.

This report focuses on the area between Inch Church and the beach environs but also references some other areas of impact.

3. Historical Context

The Inch sand spit known locally as “The Island” is approximately three and a half miles long and extends southwards from the main road as a peninsula. The western end contains the beach and a mobile dune structure. Behind the mobile dunes is a more stable dune system. The eastern end is generally made up of agricultural land.

In the early part of the last century a golf course existed on “The Island” Work commenced on a new golf course in May 1994. Although this work was deemed to be exempted development by Kerry County Council it was eventually stopped by the Office of Public Works.

The film “The Playboy of the Western World” was filmed entirely on “The Island”. The beach also features prominently in “Ryan’s Daughter” as well as numerous commercial videos. The beach has been used over the years by walkers, runners, swimmers, footballers, anglers, polo players, musicians, gliders, horse riders and bird watchers. (See Appendix 1) It has recently become famous for surfing. Inch Park run which takes place on the beach every Saturday is proving to be one of the most popular in the country.

Inch was a prominent tourist resort when tourism was in its infancy in this country with its own hotel, large caravan site, numerous guest houses, holiday homes, beach café, public toilets and the aforementioned golf course. All of which contributed significantly to the local economy. (See attached brochure from the early 1970’s Appendix 2)

Although there have been some promising developments in recent years Inch has never managed to attain its former glory. It is hoped that this report will be the initial step in helping it to regain its previous status.

4. Location

Inch is perfectly located halfway between Killarney and Dingle, two of the most popular tourist destinations in the country. Virtually every tourist travelling between these towns stop at The Blue Flag Inch Beach and it also attracts locals from far and near. It is probably the most visited beach in Ireland.

Inch Beach has been awarded the top spot as Ireland's best beach for 2018 by Tripadvisor. "Probably the best beach in the world," one Tripadvisor user commented.

Unfortunately the poor state of the local infrastructure is often commented on by our foreign guests and this reflects badly on all of us.

At present there is an imbalance with regard to tourism on the Dingle peninsula with a heavy concentration to the west and less so in the eastern region. This proposed development plan should help address this imbalance and significantly boost the tourism potential of the eastern portion of the peninsula and also the economy of this region.

5. Footpath/Promenade at Inch Opposite the Strand Hotel

There is an existing footpath serving the eastern end of the village and this terminates at the beach. There is also a footpath in front of Hussain's guest house at the western end. There is a private western carpark on the roadside near the Strand Hotel and there is an eastern carpark near the temporary toilets. The road which separates these is narrow and generates a lot of pedestrian traffic emanating from accommodation outlets at west end and tourist in general. It is extremely dangerous for pedestrians and traffic.

These two areas need to be linked by way of a footpath which could also serve as a promenade and elevated viewing area for the beach. Road also needs to be widened but a stone wall should separate widened road from footpath/promenade. This work can be carried out on the southern side of the road. The footpath/promenade should be 3 to 4 metres in width having regard to its aforementioned dual purpose.

This area can be built up using rock armour to retain it. There is already some rock armour in place near the toilets, so a relatively short length c.25 metres of rock armour is required. This work is also necessary in order to protect the existing road from erosion. Little or no land acquisition is required as the land is simply being reclaimed from the shore area. (See photos 1 & 2)

This work would not be expensive and is an absolute necessity to ensure the safety of all those who use this stretch of roadway. This new promenade would substantially enhance the entire area and afford a new elevated perspective of the beach and "island", and serve to link the existing fragmented nature of the beach area.

This simple undertaking would significantly transform the area immediately north of the beach and could easily be constructed before the 2020 tourist season commences.

6.1. Development of Rock Armour area to the West of the Strand Hotel

This area has a lot of potential and offers new land in a region where land acquisition has been problematic historically. In its present unfinished state it is unsightly and has acted as a dump site for excess soil used to support cliff which greatly detracts from the overall beauty of this Blue Flag beach. (See photo 3)

It should be cleaned up and landscaped as soon as possible. I would recommend that it should be surveyed and investigated with a view to providing:

- I. A promenade/footpath to the front.
- II. An access road and single line car parking facing the beach behind the promenade.
- III. Green area with an additional path to rear of access road if there is sufficient space available.
- IV. Narrow section at western extreme to be landscaped with a pathway through it.

If sufficient funds are not immediately available to carry out this proposed development it should at least be cleaned up and landscaped with footpath access immediately.

6.2. Small Open Area Amphitheatre

There is a small area of undeveloped ground between the existing temporary toilets and the entrance to the beach. This area could be excavated to create an open air but sheltered amphitheatre. This could be used as a little entertainment area where musicians, dancers etc. could display their talents and entertain visitors. It could also be used by casual traders pending the creation of a more substantial trading area. Land needs to be acquired from Mahmood Hussain in order to achieve this goal. (See photo 4)

6.3. Hotel

There is potential for a medium sized 4 star hotel in the area. This would have to be provided on the north side of the road. Again the Inchydoney Hotel on the beach in Cork comes to mind, but something on a smaller scale would be more appropriate to Inch.

7.1. Layby to the East of O'Donnell's Farm

East of O'Donnell's farm there is a portion of ground which is owned by Kerry County Council which was originally acquired for sight distance purposes associated with the Council cottages to the east of it.

This is located in the centre of the village and is overgrown and unsightly. It needs to be cleaned up and properly landscaped and will require regular maintenance. In its present state it greatly detracts from the visual amenity of the area. I would recommend that a picnic area is established on this ground with regular maintenance and grass cutting similar to that provided at Camp Junction. (See photo 5)

Consideration might also be considered to returning any excess land to the current landowner as Kerry County Council may have originally acquired more land than was necessary at the time of purchase.

7.2. Old Road at Inch Bridge

Develop as a spur riverside walk. Recover and restore the old road surface. Provide barriers to prevent vehicle access. Remove excess trees and growth to expose the beautiful architecture of the old bridge. Develop simple gravel pathways to the water's edge and provide some seating. Remove the "centre island" that has built up in the middle of the river. Cut back trees and branches so as to better expose the river upstream and downstream. Erect a fingerpost brown fishing sign. Landscape, level and maintain as a green area. A good example of similar work is the lovely riverside park created at the old Caharn Bridge Cahersiveen. (See photos 6 & 7)

7.3. Church Carpark and Environs

The existing church carpark has inadequate capacity. It needs to be extended to cater for the volume of cars when mass/funerals are taking place. New land needs to be acquired. I would recommend that a spur leading south from the existing car park be considered.

At present during mass time and other services there is traffic chaos as people are forced to park on the roadside impeding traffic on this main thoroughfare. It is a serious traffic hazard in its present state.

As it may take some time to construct additional parking spaces, temporary alleviation measures can be implemented. The grass margin extending eastwards from the church should be trunked and finished in bitumen macadam in order to accommodate the excess cars. Some minor piping work would be required for drains in the area. Cars are currently parking on these muddy margins.

This is a relatively minor inexpensive work and could be carried out from maintenance funds and councillors' allocations and ideally should be done before summer 2019. The existing footpath should be extended as far as the church. This again is an urgent requirement as the present arrangement is hazardous for pedestrians during church services. Some land acquisition is required here. (See photos 8 & 9)

8.1. Dingle Way at Inch

One of the most beautiful sections of the Dingle Way extends from the Glen Inch road to the top of the Maum Road. It is elevated and affords panoramic views of Castlemaine Harbour, Inch Beach and Dingle Bay. In addition a very popular and much used local circular route extends from the rear of Caherbla House to the Maum road and back down the Maum road to Inch Beach. Sections of both of these popular walkways are rough, muddy and impassable at times. A small amount of drainage and remedial work would solve these problems. (See photos 10 & 11)

8.2. Long Term Planning

In order for the work referred to below to proceed land would need to be purchased in the vicinity of the old farm sheds. During my time as Dingle Area Engineer I had a plan drawn up for car and bus parking at Inch Beach. Unfortunately it could not proceed as Kerry County Council could not purchase the land required. The council should approach the land owner again with a view to making a land purchase offer with a view to providing the following over a period of time.

- i. Car and bus parking – urgently needed. (See Appendix 3 and photo 18)
- ii. Toilet block – urgently needed.
- iii. Casual trading area where local artists and crafts people could sell their products. It is important that small businesses not just big businesses should benefit.
- iv. Children’s play area.
- v. A facility building for surfers, water sport enthusiasts and other small outlets as have been provided for on the western pier in Dingle.
- vi. Multi-block Craft Building. I would ask Kerry County Council and the Enterprise Board to consider providing a small multi-block building that artists and crafts people could rent. These artists could create and sell their products on site in an area that has a massive footfall in terms of potential customers from across the globe. I would have in mind something similar to the crafts village in Dingle (not well located) or similar outlets near Kilkenny Castle. Such a centre would be most appropriate and compliment this beautiful setting.

9.1. Outlet Centre

Due to the large footfall in this area there is potential for a large outlet centre similar to what is provided at Blarney Castle in Cork and other prominent tourist destinations. This outlet centre should be located on the southern side of the road in a cluster with the other facility buildings and provision should be made for it in a detailed development plan.

A project of this size would presumably come from private enterprise but any Kerry County Council land purchase should be sufficient to incorporate a building of this nature. This land could then be sold or leased to a private developer.

9.2. Caravan/Camping Site

A large caravan site was present on "The Island" for many years and provision should be made in any future development plan for a site of this nature. Such a site would need to comply with the highest possible standards due to its sensitive location. Several caravan sites are available on the Camp/Castlegregory region and the local economy benefits substantially as a result. The loss of the old caravan site was a serious blow to the economy of Inch.

10. Suggested upgrade to the Dingle Way – Camp- Inch-Annascaul

(As an alternative to paths on N86)

Undoubtedly plans are presently being drafted for additional phases of the N86 between Camp and Annascaul. It will probably include the provision of two footpaths on each side of the roadway. I have never been convinced of the merits of these footpaths and I am not alone in this view for the following reasons:

- I. Walkers for the most part wish to get out in the fresh air, far away from traffic and noise and experience the feel of the countryside. They much prefer quiet country lanes. The same applies to cyclists. The existing paths constructed on the N86 are too narrow for cycling groups. Where the path is crossed by the entrance to a farm or business, these sections are frequently scattered with grit, meaning that any cyclist using them is at risk of skidding or suffering a puncture. On November 5th 2015 Irishcycle.com listed 25 reasons why cyclists don't use cycle lanes or cycle paths abutting public roads.
- II. The paths are preventing motorists from pulling off the road in the event of a breakdown.
- III. They are taking up valuable space that could be used for (a) hard shoulders (b) slow lanes and (c) climbing lanes

I would suggest that instead of constructing two footpaths on the side of the road between camp and "the top of the stage", the money saved could be used to upgrade the Dingle Way to the same standard so that it may be utilised by both cyclists and walkers. The route would start at Cool Cross (north of Camp Church) continue along minor public roads to Maum, Camp, then along the abandoned old bog road at Slieve, follow the old butter road at Ardroe, Inch and down the Maum road into Annascaul. This route follows existing well defined old roads and laneways and would require some negotiations with landowners.

The greater portion of this route follows existing unused council roads, lanes and margins. (See photo 17)

For example, in the section from the top of Maum (at Annascaul) to Annascaul Village, the pathway could be accommodated in wide grass margin already existing. This route would be much more attractive than a footpath at the side of the N86.

The space which will then be available on the N86 can be utilised to provide slow lanes, climbing lanes and hard shoulders which will greatly improve traffic flow and road safety.

The existing sections of the realigned N86 are well constructed and well-designed but have one major deficiency in my opinion. There is little or no facility for overtaking slow moving vehicles. As I understand it our local designers cannot be faulted as they are restricted by standards imposed on them by Dublin, which do not allow for the inclusion of hard shoulders or slow lanes on this National Secondary Route.

I'm very familiar with the Tralee to Dingle Road from early childhood and also from my time spent as Area Engineer. It is virtually impossible to overtake slow moving traffic after Killelton east of Camp until one reaches the straight section on leaving Lispole and this includes two realigned sections and involves a distance of about 20 miles. Ironically one can overtake at Killelton due to realignment work incorporating hard shoulders carried out in the early 80's by Kerry County Council.

As a consequence of this restriction tailbacks result, frustration builds up leading to dangerous attempts to overtake and accidents occur. I would strongly contend that in a mountainous countryside such as the Dingle Peninsula with a constant winding alignment and steep gradient the provision of hard shoulders, slow lanes and climbing lanes are an absolute necessity to allow for smooth traffic flow and safety as well as providing a shorter travel time between destinations.

I also fear that if roadside paths are continued along the N86 it will militate against a proper greenway being constructed into the Dingle Peninsula in the future.

11. Traffic Safety Measures

There is a 60Km speed limit at Inch village but many motorists pass through at excessive speeds. I would recommend that the road design section of Kerry County Council do a road safety audit of the area and make appropriate recommendations with a view to controlling speed. In the meantime measures such as additional signing, repeater speed signs, rumble strips and the erection of digital warning signs should be undertaken. At the end of the day some central road kerbing may be required as a control measure.

A pedestrian crossing is required at Inch beach and also at the Strand Hotel. A two lane access ramp is required at the entrance to the carpark near the toilets to facilitate traffic movement.

Signage should be erected to prevent camper vans from parking in the old carpark opposite Sammy's.

11. Minor Road Works

Significant improvements can be made on a number of local roads as outlined below.

Maum Road

This is the high road leading from Inch to Annascaul. There is a significant amount of traffic on this road and the section from Inch to the top of Maum is probably one of the most dangerous minor roads on the peninsula. It is narrow, has a lot of bends and inexperienced and unfamiliar drivers are prone to travelling too fast on it. Some welcome improvement works were undertaken there last year.

Further substantial improvements could be made at a minimal cost.

- I. Furze bushes, briars and general growth should be cut back so as vehicles can pull in from approaching traffic. Recently the section from the top of Maum to the local doctor's house was cut back and this brought about a great improvement. As some of this road abuts a commonage, no single farmer is responsible for hedge cutting.
- II. Where space allows surfaced laybys should be created to facilitate passing. There are significant margins available in certain areas to provide for this. This type of work was carried out on the "Clasach" between Ard a' Bhóthair and Dunquin and has worked extremely well.
- III. In a few areas, particularly towards the southern end, significant high road margins are impeding sight distance at bends and as these margins are within the curtilage of the road they can easily be lowered to improve visibility without any land acquisition.
- IV. Existing grass margins should be trunked and surfaces so as to increase capacity.

Main Road – Annascaul – Bunaneer – Inch

Annascaul has recently established itself as a popular tourist destination for walkers. Many local walkers regularly do a circuit of Annascaul – Bunaneer- Maum – Annascaul. On parts of this road there is kerbing and channelling. The area between the kerbing and the road side fence is trunked with 4" stone. I would recommend that this area be blinded off with fine stone and eventually finished off with macadam to enable walkers to travel safely on it where it is available. Some cutting back of bushes is also required. It may also be possible to push back some crash barriers to facilitate these pathways. (See photos 12 & 13)

Lougher – Glen Inch – Inch Road

This is another busy but narrow link road. It should be included in the estimates for widening as significant margins are available for this purpose. A major improvement was brought about in this way on the road leading from Kilmore to Boherboy Cross at Cloghane. In the short term surfaced passing bays could be provided as a low cost measure. (See photo 14)

12. Maintenance Works in Inch and Environs

Having regard to its status as one of the leading tourist attractions in the country Inch Beach, Inch village and its environs needs to be maintained in pristine condition all year round and particularly during the tourist season as is the case in Killarney and Dingle.

- I. Verge trimming between speed limits should be carried out early in the season and repeated if necessary.
- II. Footpath verges should be sprayed and maintained weed free. Encroaching growth on footpath should be cut back.
- III. Existing damaged post and railing fencing needs replacing as damaged fencing detracts from the visual amenity of the area (See photo 15)
- IV. Beach and village needs to be kept litter free. Road suction sweeper should be employed in the area at regular intervals.
- V. Verge trimming should be carried out on the entire Inch – Castlemaine Road early in the season as was done in the past. This road is narrow, fast and potentially dangerous. Unlike many other roads it is frequently used by pedestrians who are competing with large trucks and buses. Protruding briars are narrowing an already narrow road and forces walkers out onto the road.
- VI. Existing stone walls to be exposed, reconstructed and restored as appropriate at the following locations:
 - a) West of O'Donnell's farmhouse
 - b) Opposite the old post office
 - c) East of Inch Church (this may be removed for footpath)
 - d) Between Hussain's Guesthouse and the road to Inch Heights

This work could be undertaken under social employment schemes. Provide stone facing on un-plastered blockwork opposite Farrell's and O'Shea's and to block wall at Strand Hotel Car Park and also un-stoned sections of the church car park and a short section east of Shamrock House.
- VII. Long term it would be a significant enhancement to the area if existing post and railing fencing in the village area could be replaced with stone walls.
- VIII. Kerry County Council workers employed as traffic wardens on Inch Beach did wonderful work last year. However there were wet days on which little happened and the workers were bored. Consideration should be given to

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broaden the brief of the aforementioned workers so that they could carry out routine maintenance work in the area when beach traffic is minimal.

- IX. Traditionally three workers were employed on road maintenance in the Inch/Castlemaine area and a further two workers covering the Annascaul/Inch area. These workers spent most of the year working in their own area. During the recession road maintenance staffing levels were severely depleted. Provision should be made to restore road maintenance staffing levels in the area to previous levels. The argument that much work is done by machinery today does not stand as the same level of machinery was utilised in the past and more staff are required today for traffic control measures.

- X. Existing orange surf trailer should be immediately removed from the Strand Hotel car park. It has long been the policy of Kerry County Council Planning Department that all rural buildings should be finished in neutral and muted colours. Surfing trailers should be made to comply with those same regulations and the owners made repaint trailers in more muted colours if they wish to continue trading. Also surfing trailers on the beach should be made to locate where they are unobtrusive and not visually dominant. A suitable location might be under the cliff near the main road where they would be better integrated and less visible. At present these trailers are unduly dominant on the beach landscape during the summer season and substantially detract from the visual amenity of the beach. (See photo 16)

17. Golf Course

A golf course existed in Inch Island around the middle of the last century. It fell into disuse due to the economic downturn.

Construction commenced on a new golf course in May 1994. Although deemed exempt from planning by Kerry County Council and Bord Pleanála the work was stopped by the National Park and Wildlife service. A long legal battle ensued and the matter was never satisfactorily resolved as far as locals and developers were concerned. Due to the untimely death of the course designer Dr. Arthur Spring, the matter has lain in abeyance for some time.

It is contended that the report from the National Park and Wildlife service turning down the course is flawed as it is based on three false assumptions.

- (1) Site drainage
- (2) Water extraction
- (3) Extensive earthworks

None of this was required as no site drainage was necessary, no water extraction was proposed and the developer could work within the existing dune system obviating the need for extensive earth works. Many would contend that the National Park and Wildlife service never wanted the course and simply found reasons to turn it down.

There are 1200 acres on Inch Island. About 150 acres are required for a golf course which is only 12% of the site. Only 40 acres would be low cut grass (3% of the site). This is farmland used for out wintering of animals for hundreds of years. Having regard to these facts, it seems incomprehensible to suggest that change of use to a golf course would suddenly pose a major threat to this rugged enduring landscape.

Having regard to the above and also that:

- I. A golf course previously existed
- II. A links course at Doonbeg, Co. Clare was later conceived and permitted.
- III. Castlegregory links golf course was constructed without any of the predicted damage happening.

The developers and local communities feel very aggrieved about the outcome. Many feel the only life under threat at Inch is homosapiens. It is felt that the matter should be revisited, reviewed and reassessed by an independent arbitrator. Needless to say the construction of this golf course would simply transform the region from Annascaul to Milltown with the economic and social benefits that would ensue.

15. Socio-Economic Factors

Traditionally farming was the mainstay of the economy on the Dingle Peninsula and most of these farm families survived without outside work. This has all but disappeared. The building industry and tourism then became the most important industries.

The building industry took a major hit with the recent recession and will never recover to previous levels. The Annascaul – Inch – Castlemaine area was particularly hard hit. Many of our young people have emigrated and some will never return.

Education for all its merits also has a downside. Young people go to college but their qualifications require them by in large to live in large urban centres.

Inch is fast becoming a community of old people with few children about. The Gaeltacht areas too have suffered but they have been insulated somewhat due to the benefits conferred by their Gaeltacht status. This status had enabled major developments like Dingle Pier and Marina, Blasket Centre, Ballyferriter Gaeltacht College, Blasket Islands Preservation, An Disceart, New Secondary School, New Hospital as well as major hotel extensions and guest house construction. Recent announcements forecast further developments at the old hospital and a new university at the old monastery.

While all the above investment has to be welcomed it has been of little benefit to our region of the peninsula. Surely the time has come to provide some serious public investment in Inch. At present, although it play host to tens of thousands of tourists annually it lacks the critical mass to retain them. If the development proposed in this report comes to fruition it would help transform not just the local economy but a large catchment area well beyond. As it stands we are nowhere near realising the full potential that the area has to offer. A county such as ours, so dependent on tourism, can ill afford not to develop this area to its full potential.

16. Conclusion

In drafting this report I've drawn first and foremost from my experience as a local resident and also from listening to the views of other locals and business people. I have also drawn from my experience as a former district roads engineer and planner with Kerry County Council. I have been influenced by other similar successful developments I have visited that have been completed around the country, such as "The Cliffs of Moher", "Inchydoney Beach and Hotel", "Doonbeg Golf Course and Holiday Homes", "Kilkenny Design Centre", "Blarney Castle Outlet Centre", "Killarney National Park" and "Malahide Castle Outlet Centre".

All of these developments have been built around a single landscape feature such as a castle, a beach or cliffs etc. In my opinion none of these locations could match Inch Beach and surroundings for its sheer magnificence and certainly not for its strategic location. The time has come for serious public investment at Inch Beach. I am satisfied that all the works proposed in this report would constitute sustainable environmentally friendly development that could be easily integrated into the landscape. Fibre optic broadband also needs to be brought to the area as soon as possible.

At present Dingle is the main hub for tourism on the Dingle Peninsula. This arrangement works well for the Western Gaeltacht Region of the peninsula with tourism fanning out from this central hub but not for the eastern region of the peninsula as it is further away.

Essentially I am proposing that a new tourism hub be developed around Inch Beach to serve the eastern end of the peninsula serving the area from Annascaul to Milltown and linking the peninsula to the Mid-Kerry/Killarney area. In order to bring this to fruition the active co-ordinated support of Kerry County Council, the Enterprise Board, Fáilte Ireland and the Department of Tourism and Sport under Minister Brendan Griffin is required. Inch Tourism and Development Committee is ready and waiting to engage with all concerned.

With regard to "Inch Island" it is hoped that the independent review proposed would give the go ahead for the golf course started in 1994. Should this fail and should "The Island" come on the market we would urge the Office of Public Works to purchase it and turn it into a National Park and develop pathways and walks similar to Killarney National Park. Perhaps the ideal compromise solution would be to allow the golf course to go ahead and the remainder purchased and turned into a National Park thereby meeting the hopes and aspirations of all concerned.

In any event a significant area in the vicinity of the farm sheds should be set aside in any future Kerry County Council development plan to accommodate the developments proposed.

Michael Kennedy B.E.
(Civil and Planning Engineer)

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Adopted by the Inch Tourism and Development Committee on May 5th 2019

[Signature] (Chairperson)

Pádraig Ó Foghlú (Secretary)

Dora Mc Carthy (Treasurer)

Margaret McCarthy (PRO)

Mary Sheehan (Committee Member)

Dympna McCarthy (Committee Member)

Betty Sayers (Committee Member)

Donal Daly (Committee Member)

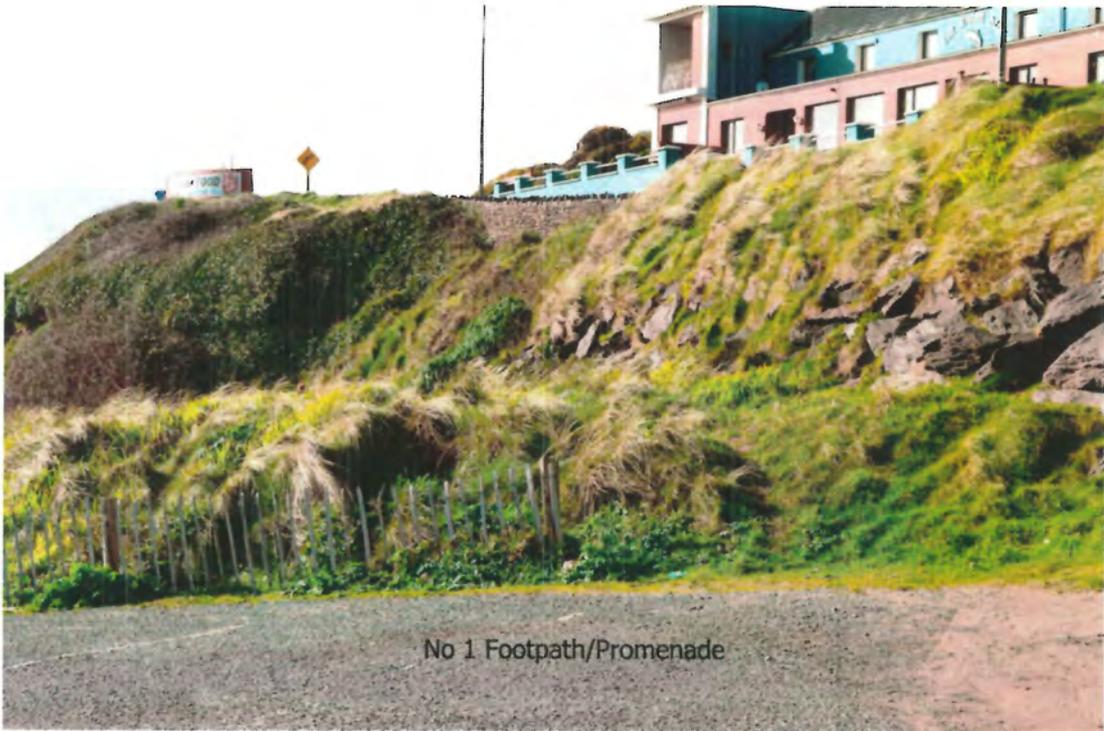
Michael Koussey (Committee Member)

Aileen Benson (Committee Member)

Donal Daly (Chairperson Inch Community Council)

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Chairman: Daniel Culloty Secretary: Pádraig Ó Foghlú Treasurer: Dora McCarthy PRO: Margaret McCarthy

Photographs



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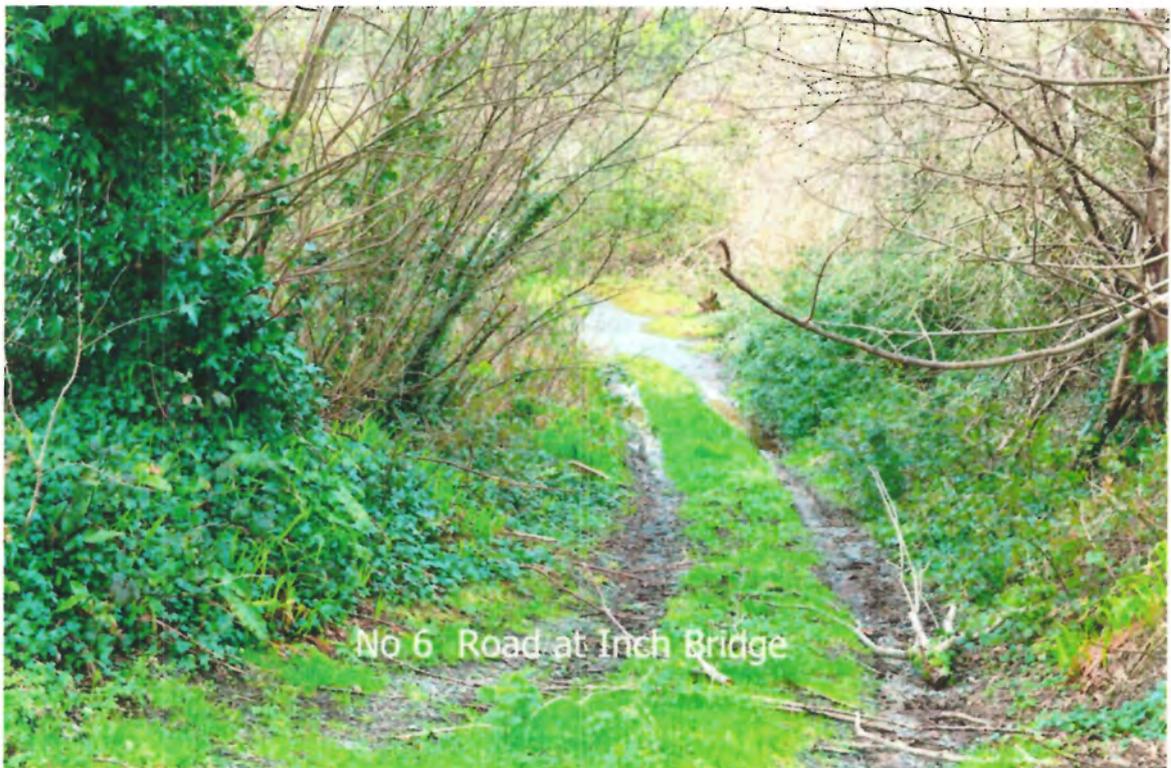
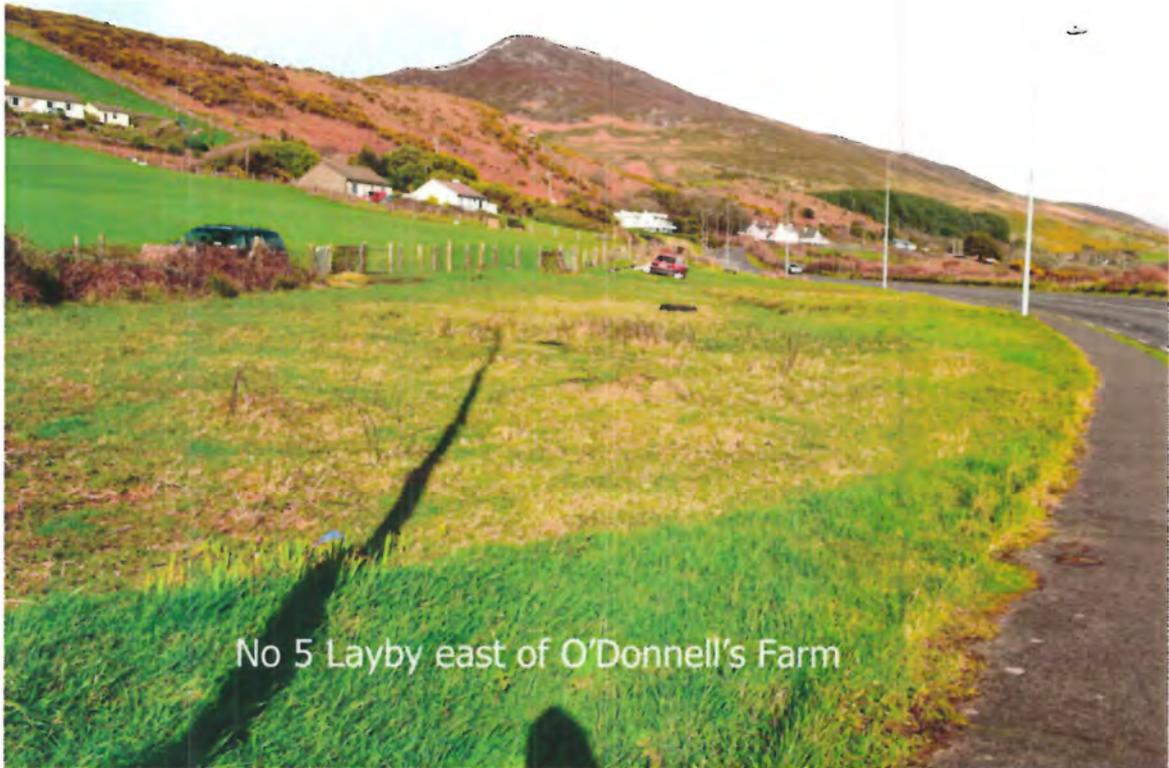


No 3 Rock Fall Area



No 4 Amphitheatre Area

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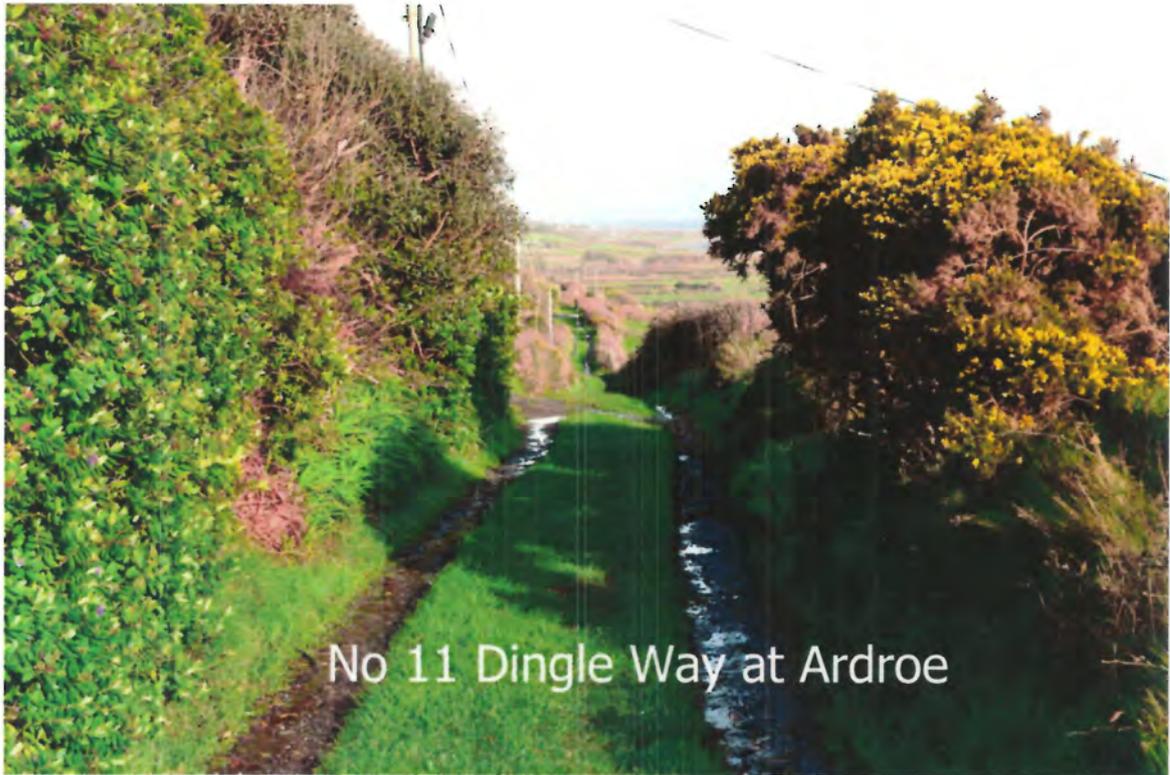


No 9 Church Environs



No 10 Dingle Way Ardroe

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No 11 Dingle Way at Ardroe



No 12 Main road Inch to Annascaul

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No 13 Main road Inch to Annascaul



No 14 Inch - Lougher Road

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No 17 Old Bog Road



No 18 Parking Difficulties

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Inch Tourism and Development Committee - Inch Tralee Co. Kerry
Appendix 1

Some activities on Inch Beach



Inch Tourism and Development Committee - Part of Inch Community Council.
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Appendix 2

Appendix 2



Golf and it's baby brother - pitch and putt are very popular in Kerry, with excellent courses. Pitch and putt is played in the Annascaul Sportsfield.



Fishing on the Annascaul River.



Pony trekking is well organised in Kerry. Facilities in Annascaul - Inch area enable you to enjoy it to the full.



Ballad sessions are a most enjoyable part of a Kerry holiday.



Inch and Minard Strands
Largest bass in Irish waters caught at Inch strand in 1971.

Co. Kerry Ireland

ANNASCAUL - INCH
for your
HOLIDAYS
IN THE HEART OF
THE DINGLE PENINSULA

* 'PLAYBOY OF THE WESTERN WORLD'

* 'RYAN'S DAUGHTER'

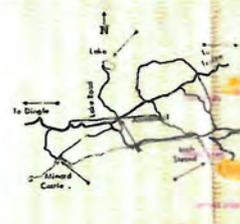
film locations

Riviera of Ireland



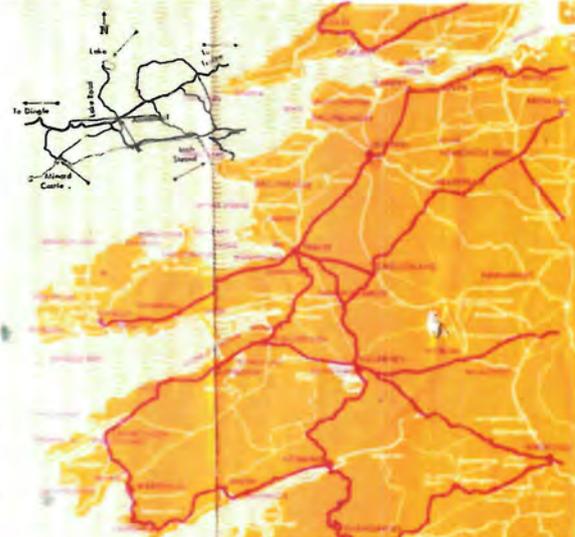
The golden strand of Inch - one of the finest beaches in Ireland.

INCH STRAND - six miles of sandy beach, safe for bathing. Inch Strand was chosen by David Lean as the beach location for 'Ryan's Daughter'. The film 'Playboy of the Western World' was shot entirely at Inch. You can drive your car to the water edge and picnic on the strand. It is known as the Riviera of Ireland. Excellent Bass fishing at Inch Strand, Bunaneer Strand and Minard Strand, all in the Inch - Annascaul area.





Bunaneer Strand, between Inch and Annascaul.



EVENING MEALS: As part of the tourist facilities, evening meals can be arranged for those holidaying in caravans or rented houses, by booking each morning. For details apply to Sec. Tourist Organisation Annascaul, Co. Kerry. Phone Annascaul 4.

ANNASCAUL LAKE AND RIVER
Annascaul Lake is beautifully situated in the mountain district overlooking the village. It is excellent for boating. The Annascaul river is non tidal and both lake and river provide excellent salmon and trout fishing.

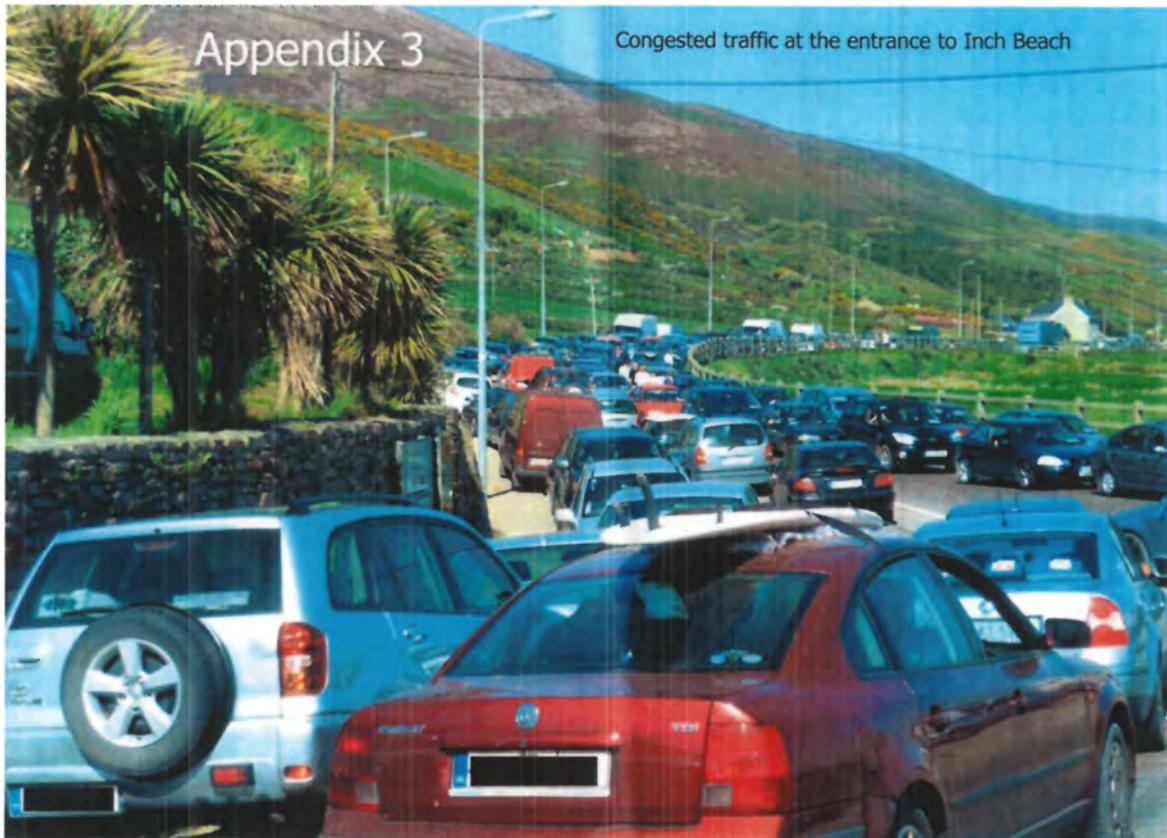



Kerry has hundreds of miles of scenic quiet roads for caravanning, where you can feel the real quietness of Kerry. It also has well organised caravan parks, like the one at Inch - right on the sandy beach.



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Appendix 3



Inch Tourism and Development Committee - Part of Inch Community Council.
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20

Sharon O'Keeffe

From: Joe O'Shea [REDACTED]
Sent: Tuesday 29 September 2020 13:02
To: planpolicy
Subject: Submission - An Daingean - Electoral Area Local Area Plan 2020-2026

Follow Up Flag: Follow up
Flag Status: Flagged

[Caution: External Sender] Use care when opening attachments or clicking links unless you can verify the sender.

Joe O'Shea
[REDACTED]
[REDACTED]

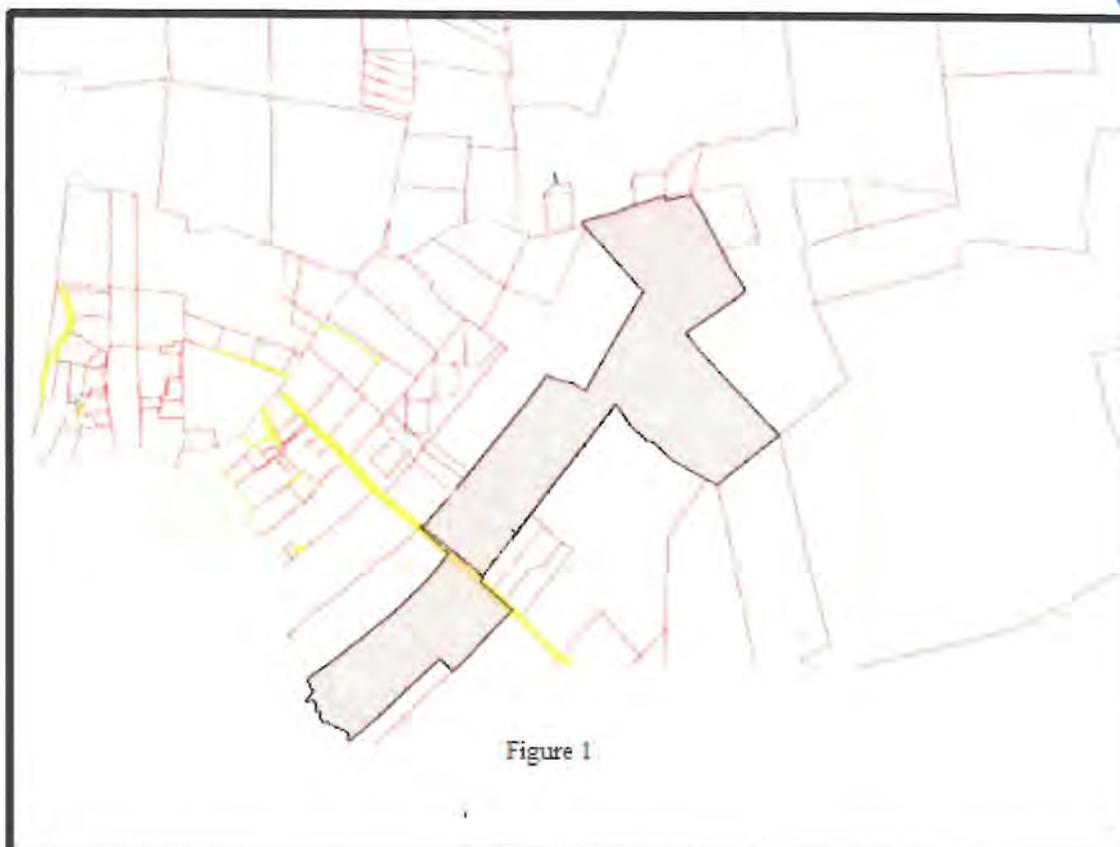
Dalkey
County Dublin

29th September 2020

Dear Sir/Madam,

I wish to put forward the following submission to the current Draft An Daingean Electoral Area Local Area Plan 2020-2026 relating to Baile na nGall.

1. To extend the settlement/development boundary, and zone proposed Tourism and related (C5) the field (and the field behind it) directly east of the old post office (Imeall na Mara Guest House) and also the field directly across on the sea side of the road areas marked pink in Figure 1 below.



The proposer has tight connections to the area, is a regular visitor, and commits fully to doing nothing that would only compliment the village.

The proposer has seen the closure in recent years of the shop/post office, The Old Pier, O’Gorman’s, and Tig Bhric and several other pubs in the vicinity due to a lack of all year round tourism. If something is not done to promote local tourism in the area the two local pubs in Baile na nGall will close, and this will be detrimental to the people of village, staff who work there, and visitors alike. Doing nothing at this stage is not an option as it will only leave a ghost village where to shop, eat, or have a drink for locals and visitors alike they will need to travel out of the village, and lead to further local unemployment.

A key obstacle to any development in the area, has been the lack of an adequate water treatment. The proposer here will as part of the proposed development upgrade the water treatment facility and plans to use the field on the seaside of the road L-5006 (An Mhuiríoch to Baile na nGall) for this.

Zoning these fields Tourism and related (C5) provides a unique opportunity for Kerry County Council to work with a significant landowner to make a positive difference to the future sustainability of the village of Baile na nGall

The zoning of these lands will provide for a submission for a development that can be financed, will be complementary to the village, provide sustainable year round visitors and that will seek to incorporate a village shop.

I would be most grateful if you could consider this submission, and provide a receipt of its submission.

Kind regards
Joe O’Shea.