

MINUTES OF THE MEETING OF THE MEMBERS OF MUNICIPAL DISTRICT OF LISTOWEL HELD VIA MS TEAMS ON TUESDAY, JULY 20th, 2021

MIONTUAIRISCÍ NA CRUINNITHE DE CHEANTAR BARDASACH LIOS TUATHAIL AR LÍNE TRÍ FHOIRNE MS AR DÉ MÁIRT, 20ú IÚIL 2021

PRESENT/ I LÁTHAIR

Councillors/Comhairleoirí

**Cllr. T. Barry
Cllr. M. Foley
Cllr. J. Moloney
Cllr. A. Thornton
Cathaoirleach M. Kennelly**

Apologies: Cllr. R. Beasley

In attendance/i láthair

Mr. J. Kennelly	Listowel Municipal District Manager
Mr. D. O'Mahony	Listowel Municipal District Engineer
Mr. A. Smith	Listowel Municipal District Officer
Mr. E. Joy	Executive Engineer
Mr. D. Pyne	Executive Engineer
Ms. T. Smith	Kerry NRDO
Ms. D. Griffin	Meetings Administrator
Mr. J. Downes	CO Corporate Support

The Meeting began at 2.00pm. Cathaoirleach M. Kennelly took the chair.

Meetings Administrator Ms. D. Griffin welcomed everyone to the online Special Municipal District Meeting and outlined the Meeting Protocols for all those present.

Elected Members' duties under Ethics Legislation

Ms. D. Griffin reminded Councillors of their duties under the Ethics legislation and in particular of their requirements under Part 15 (Ethics Framework) of the Local Government Act 2001 and the Code of Conduct for Councillors. Councillors should be aware that the onus for complying with the requirement of the Act and the Code of Conduct lies with each individual Councillor. Under the beneficial interest provision and should that provision apply, a Councillor must:

- (1) Disclose the nature of his/her interest or the fact of a connected person's interest at the meeting and before discussion or consideration of the matter commences and;

- (2) Withdraw from the meeting for so long as the matter is being discussed or considered, and accordingly, he/she shall take no part in the discussion or consideration of the matter and shall refrain from voting in relation to it.

21.07.20.01 Business Prescribed by Statute, Standing Orders or Resolutions of the Municipal District Members for transaction at such meeting.

- (a) To consider the Chief Executive's Report on the Public Consultation in compliance with Part XI of the Planning & Development Acts 2000-2020 as set down in Part 8 of the Planning and Development Regulation, 2001 – 2020 for the **N69 Upper Church Street, Listowel - Traffic Calming and Enhanced Pedestrian Facilities.**

MD Manager Mr. J. Kennelly read the following report for the Members into the record of the Meeting:

**COMHAIRLE CHONTAE CHIARRAI
KERRY COUNTY COUNCIL**



**N69 Upper Church Street, Listowel
Traffic Calming and Enhanced Pedestrian Facilities**

Moltaí agus Tuairisc Príomhfheidhmeannach Comhairle Contae Chiarraí ar an gComhairliúchán Phoiblí a ullmhaíodh de bhun Alt 179 (3) den Acht um Pleanáil agus Forbairt 2000 – 2020 agus Cuid 8 de na Rialacháin um Pleanáil agus Forbairt 2001 - 2021.

Chief Executive's Report and Recommendations in accordance with Section 179 (3) of the Planning and Development Acts 2000 – 2020 and Part 8 of the Planning and Development Regulations 2001-2021.

Dáta/Date: 13th July 2021

TABLE OF CONTENTS

1. Introduction	
1.1 Location, nature & extent of proposed development	3
1.2 Public Consultation	4
1.3 Relevant Development Plan Policies / Objectives / Strategies	4
2. Persons Or Bodies Who Made Submissions Or Observations Within The Prescribed Period	6
3. Issues raised, with respect to the proper planning and development of the area, by persons or bodies who made submissions or observations and Manager's response and recommendations	6
4. Evaluate the proposed development with respect to the proper planning and sustainable development of the area	21
5. Recommendations	21

APPENDICES

APPENDIX A	22
Determination Statements (Appropriate Assessment Screening Statement and Environmental Impact Assessment Screening Statement)	
APPENDIX B	22
Part 8 – Drawings	

Chief Executive's Report and Recommendations in accordance with Section 179 (3) of the Planning and Development Acts 2000 – 2020 and Part 8 of the Planning and Development Regulations 2001-2021

1. INTRODUCTION

1.1 LOCATION, NATURE & EXTENT OF PROPOSED DEVELOPMENT: -

Location: N69 Upper Church Street, Listowel, Co. Kerry

Townland(s): Ballygowloge

The aim of this proposal is to provide traffic calming and enhanced facilities for vulnerable road users along the N69 National Route at Upper Church Street in Listowel. The proposed works will include the following:

- Increasing the existing footway width, varying between 3.75m and 4m for approximately 480m on the southern side of the carriageway to accommodate a two-way shared cycle-footway
- Widening and minor realignment of a section of existing footpath on the northern side in the vicinity of the roundabout
- Realign and formalise parking, reduce carriageway width and provide footpath build outs
- Reduce number of entry lanes on roundabout arms (John B. Keane Road and Tarbert Road)
- Realigning and widening existing splitter islands on roundabout approaches
- Upgrade the existing Zebra Crossing and provide for 2no. additional controlled Zebra type pedestrian crossings
- All associated ancillary and accommodation works, including kerbing and demolition and reconstruction of boundaries for two adjoining landowners

The existing roadway width on this section of Upper Church Street varies from 8m to 10.4m. The excessive width and straight alignment of the street encourages high speeds, particularly at off-peak times. On Upper Church Street, there is a primary school (Scoil Reata na Maidine) and two post primary schools (Community College and St Michael's College) with approximately 600 students attending these schools. There is a high concentration of residential development located on the eastern end of the proposal, whilst schools and G.A.A. grounds are located on the western end. Currently there is a footpath on both sides of the road, however, there is no provision for cycle facilities for journeys to school from the surrounding residential area. There is also considerable traffic congestion outside the schools at drop off and pick up times, due to the high proportion of car use in travel to and from the school. In summary, the problems that exist are:

- the absence of cycling facilities, and
- excessive carriageway width enabling increased vehicle speeds

The potential for excessive speed are likely to further increase with the surface improvements associated with the proposed overlay as part of this project and the reduction in traffic volumes on Upper Church Street that will occur following the opening of the N69 Listowel Bypass.

It is envisioned that the proposal will achieve the following:

- The provision of the two-way shared cycle-footway will greatly increase road safety for vulnerable road users along this section of road, particularly for students, encouraging a switch of modes for travel to school from motor car to cycling;
- Provide a safe cycling access that will also tie in with the new North Kerry Greenway at the eastern end of the proposal, providing continuity and connectivity for vulnerable road users to parking facilities and the town centre;
- The reduced carriageway width will provide: A shorter distance for vulnerable road users to cross the road, reduced traffic speed, effective traffic calming and highlight the approach to an urban area
- Connectivity for cyclists and pedestrians will be improved between the existing residential developments and amenities in Listowel

1.2 PUBLIC CONSULTATION

A Public Notice was advertised in the Kerry's Eye on Thursday, 20th May 2021.

Site Notices were erected along the routes and these were inspected regularly.

Due to COVID-19 restrictions, Kerry County Council Offices were closed to the public. Therefore, Plans and Particulars of the proposed development were only available for inspection on the Kerry County Council website **www.kerrycoco.ie** from **Thursday, 20th May to Thursday, 17th June 2021**.

An advisor was available to explain the plans in the Roads Department by contacting (066) 7183588.

Plans and particulars of the proposed development were available for purchase, on payment of a specified fee not exceeding the reasonable cost of making such as copy.

Submissions or observations with respect to the proposed development dealing with proper planning and sustainable development of the area were invited on or before 5.00 p.m. on Thursday, 1st July 2021.

1.3 RELEVANT DEVELOPMENT PLAN POLICIES / OBJECTIVES / STRATEGIES

Kerry County Development Plan 2015-2021

Section 7.2 - Land Use Integration and Sustainable Transport, states as an aim:

“to promote the sustainable development of a transport system that provides a range of transport options for the County, including a safe road network, range of bus services and rail services, adequate facilities for walking and cycling, at appropriate locations”.

The Plan has the following objectives:

Objective	Stated Objective
RD 5	Facilitate the sustainable provision of the necessary infrastructure, at appropriate locations, required to promote the sustainable economic and social development of the County.
RD 8	Support sustainable travel in the County and implement the key goals, targets and actions as contained in Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020 and the “National Cycle Policy Framework”.
RD 9	Improve access for all vulnerable road users and people with disabilities to all modes of transport thereby increasing and improving transport facilities for all users.
RD 11	Promote the sustainable development of all transportation links both within and out of the County in co-operation with adjacent County Councils so as to integrate the different modes of transport.
RD 13	Encourage an increase of non-car based transport within the County.
RD 14	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car-sharing and car-pooling, as an alternative to the private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”.
RD 19	Support sustainable improvements to the existing National Road network including road schemes and by-passes outlined in Table 7.1a/b.
RD 28	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport, as an alternative to the private car, by facilitating and promoting the sustainable development of necessary infrastructure at appropriate locations and by promoting initiatives contained within “Smarter Travel, A Sustainable Transport Future 2009-2020”.
RD 29	Promote the sustainable development of the public footpath network, the walking and cycling routes and associated infrastructure in the County, including where possible the retrofitting of cycle and pedestrian routes into the existing urban road network and in the design of new roads.

Smarter Travel – Ireland’s First National Cycle Policy Framework

The National Cycle Policy Framework, which is part of the Smarter Travel policy has the following objectives:

Objective	Stated Objective
Objective 1	Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way
Objective 2	Ensure that the urban road infrastructure (with the exception of motorways) is designed/retrofitted so as to be cyclist-friendly and that traffic management measures are also cyclist friendly.
Objective 5	Ensure that all of the surfaces used by cyclists are maintained to a high standard and are well lit.
Objective 6	Ensure that all cycling networks - both urban and rural - are signposted to an agreed standard.

Listowel Municipal District Local Area Plan 2020-2026

The Plan has the following objectives:

Objective	Stated Objective
LS-RI-03	Maintain the strategic capacity and safety of the national roads' network and safeguard the investment in the roads.
LS-CI-01 & LS-AI-03	Facilitate the interconnection of existing and proposed cycle paths and greenways throughout the county. Develop a masterplan for all cycle paths and greenways in the county prioritising the coherence of the network and linking greenways to the urban centres
LS-CI-02	Promote a more cycle friendly environment through the provision of improved cycling infrastructure. Development in urban areas shall have regard to the 'National Cycling Manual' (National Transport Authority, June 2011.)

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

1. Geological Survey Ireland
2. Transport Infrastructure Ireland
3. John Kelleher
4. Dolores Carroll
5. Health Service Executive
6. Cluain Doire Residents Association
7. Maeve Queally
8. Tom McElligott
9. Irish Water
10. Miriam O'Callaghan, Iseult O'Callaghan Leahy, Saidhbh O'Callaghan Leahy, Etain O'Callaghan Leahy
11. Eugene T. Moriarty
12. G. Moriarty & Sons Electrical Contractors
13. Listowel Business and Community Alliance
14. Anne O Callaghan
15. Pat O'Callaghan

3. ISSUES RAISED, WITH RESPECT TO THE PROPER PLANNING AND DEVELOPMENT OF THE AREA, BY PERSONS OR BODIES WHO MADE SUBMISSIONS OR OBSERVATIONS AND MANAGER'S RESPONSE AND RECOMMENDATIONS

NOTE: Two Part 8 applications were advertised in the vicinity of Upper Church Street in Listowel

1. N69 Upper Church Street, Listowel - Traffic Calming and Enhanced Pedestrian Facilities
2. N69 Upper Church Street, Listowel to NeoData Cycle/ Walkway

The responses hereunder relate to the N69 Upper Church Street, Listowel - Traffic Calming and Enhanced Pedestrian Facilities

Submission No. 1: Geological Survey Ireland

Regarding the traffic calming (Part 8) in the Upper Church Street, Listowel, Co. Kerry, please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.

Chief Executive's Response:

Submission noted.

Submission No. 2: Transport Infrastructure Ireland

No specific observations to make in relation to the developments.

Chief Executive's Response:

Submission noted.

Submission No. 3: John Kelleher

Objects to the Part 8 – N69 Upper Church Street, Listowel for the following reasons:

1. The Traffic calming measures are a risk to the residents of Cahirdown, Kenny Heights, Gurtenard and all associated estates who will use this road for the following reasons:
 - a) No adequate parking facilities have been allowed for in the proposed works. No Car Parking spaces at the Roundabout means cars will park in and around each entrance to the above estates. Lower Golf View residents have had to erect bollards to stop cars from parking at the entrance to Gurtenard Wood/Town Park which will not be possible with these proposed works thus causing an additional traffic hazard as users of the Greenway travelling from this side of town are unlikely to go to the NeoData to park no different to current users of the Town Park.
 - b) The additional walking and cycling traffic at the roundabout will require cars to stop on the roundabout entering Kenny Heights Golf View as families with toddlers cross the junction this creating an additional hazard.
 - c) The shared footpath/cycleway at the house entrances to Cahirdown takes students from St Michaels College off the road they have been using up to now and onto the footpath. The Residents of these house will have no line of site on exiting their driveways especially reversing with potential for crashes not only from speeding students but also toddlers on tricycles too low to see from their vehicles. Given the increase in use no buffer zone has been allowed to prevent accidents inevitably happening.
 - d) Residents of Cahirdown have always had visitors park outside their driveways the proposed works stops this.
 - e) The Junction of Gurtenard and Upper Church Street i.e., Cahirdown Road is to lose its footpath so visiting cyclists coming cycling down Cahirdown Hill will swing into this 90-degree junction at speed and hope they don't crash into the cars sharing this junction.
2. The proposed Greenway route is not a greenway as it uses a shared road main road and travels through Housing Estates. The alternative Greenway Route is a Greenway.

3. The Biodiversity of Gurtinard will be impacted by the proposed route as it needlessly weaves through the natural habitat of the wood. The construction, materials used and lighting will inevitably effect the flora, fauna and birds living in the Wood.
4. From a marketing point of view the proposed Greenway Route is a hard sell as it is neither a safe nor scenic route. The alternative Greenway route is an extension of the Town Park which is safe and with views of the River Feale and Bluebell Woods which is far more marketable.
5. The attached alternative route from the Town Park along the Bluebell Woods is a route using a green area, doesn't use public roads so is much safer and will be the most scenic part of the Greenway as it has views of the River Feale and travels alongside the Bluebell Wood.
6. A Planning Application for the alternative Greenway route is being submitted in July 2021. This is a better route for the following reasons:
 - a) It is a straightforward route will not require CPO's
 - b) It will have no impact on existing residents or Gurtinard Wood
 - c) No Council funds will be required to purchase the land
 - d) The cost of constructing the alternative Greenway route will be a fraction of the cost of the proposed route
 - e) The alternative Greenway route will also be finished prior to the proposed route competition date of March 2022.

Chief Executive's Response:

Kerry County Council acknowledges the submission by John Kelleher and has the following responses to the specific issues raised.

- Item 1(a): It is not envisaged that this proposed development comprising a safety scheme on the N69 will generate additional parking requirements. Moreover, it will encourage parking at designated car parks in the town centre by providing a dedicated cycle way access to the Greenway
- Item 1(b): The existing controlled pedestrian crossing facilities on the Kenny Heights/Golf Course View road will be upgraded as part of the proposals. The upgraded facilities are designed in accordance with the relevant TII design documents and have been subject to a road safety audit.
- Item 1(c): The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised and cyclists travelling on the cycle lane, which will be offset from the entrances.
- Item 1(d): This project proposes to re-designate the available road space to provide a streetscape more in keeping with the urban area, that discourages excessive vehicle speed and improves facilities for vulnerable road users. The current ad hoc parking arrangements will be formalised and incorporated into the proposed development.
- Item 1(e): Relates to the N69 Upper Church Street, Listowel to Neodata Cycle/ Walkway proposal and will be addressed in that report.
- Item 2: It is acknowledged that this proposed development is not a Greenway route. It is a Safety Scheme for a National Road and therefore no alternative routes are available.

- Item 3: Relates to the N69 Upper Church Street, Listowel to Neodata Cycle/Walkway proposal and will be addressed in that report.
- Item 4: The proposed development does not form part of the Greenway route and will not be marketed as such.
- Item 5: The alternative route proposed is for a Greenway Route and is not relevant to this proposal, which is a National Road Safety Scheme. This proposal does not preclude the development of any Greenway Route in the future.
- Item 6: The lodging of a planning application for a Greenway Route does not impact on this proposal, which is a National Road Safety Scheme.

Submission No. 4: Dolores Carroll

Email 1: My walking groups and I are delighted to see that the Greenway is coming to fruition in Listowel at last. We are all grateful to have such a facility, which provides a safe walking environment.

Email 2: As a member of two walking groups in Listowel, we are delighted to hear that the cycle/walkway is being completed at last. I have personally been in favour of this walkway since CIE made the railway from Tralee to Limerick redundant. Thanks to all concerned.

Email 3: I am a member of two walking groups, and we all agree that the proposed Greenway connection to the Neodata car park is excellent. I, myself have been in favour of the Greenway since the Railway line from Listowel to Limerick was made defunct. It is a pleasure to see it finally coming to a conclusion.

Chief Executive's Response:

Kerry County Council acknowledges the submissions by Dolores Carroll. While this proposal comprises a National Road Safety Scheme and is not a Greenway route, the positive comments relating to the overall proposal are noted.

Submission No. 5: Health Service Executive

I refer to the above proposed development and agree that following preliminary screening, EIA screening or EIA is not required for the project.

Having studied the submission, it is recommended that the proposed development comply with all the legal limits as appropriate, and that all necessary control measures using the best available technology are undertaken during the construction of the development. All measures shall be implemented to control all waste, water pollution, public health nuisance, light pollution, traffic impacts, any interruption to services, access issues and all associated emissions e.g. noise emissions, air emissions, dust etc. in order to remediate all health impacts.

It is recommended that all measures be implemented to protect any sensitive receptors in the area from construction impacts such as dust, rodents, interruptions to services, access issues etc. It would be recommended that a system or procedure be put in place to effectively deal with complaints during the construction of the development. Any such system should include the

designation of a competent person to liaise with the local community in the event of public complaints and to ensure that remedial action is undertaken where necessary.

Chief Executive's Response:

Kerry County Council acknowledges the submission by the Health Service Executive and notes the observations and recommendations contained therein, which will be incorporated into the construction methodology for this proposed development.

Submission No. 6: Cluain Doire Residents Association

Cluain Doire is a small estate consisting of nine houses adjacent to the proposed cycle/foot-way on the town side of the Tim Kennelly roundabout. The following is a list of reasons why the above proposed work should not go ahead:

- Following the recent news regarding children walking and cycling to school we realise the paramount importance of safety and should not be confused with the provision of a Greenway. These are separate issues.
- The proposed cycle/foot -way will prove extremely difficult and dangerous for the residents of Cluain Doire to exit and enter their properties and will be extremely accident prone.
- The residents are aware of an alternative route. Copy of map attached. We suggest that Kerry County Council look at this route as a route for the Greenway.

Chief Executive's Response:

Kerry County Council acknowledges submission by Cluain Doire Residents Association and has the following response to the specific issues raised:

- It is acknowledged that this proposed development is not a Greenway route. It is a National Road Safety Scheme. The aim of this project is to provide traffic calming and enhanced facilities for vulnerable road users through the re-designation of the available road space and the creation of a streetscape more in keeping with an urban area which discourages excessive vehicle speed. Submissions relating to an alternative route for the Greenway are outside the scope of this proposal.
- The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised vehicles and cyclists travelling on the cycle lane which will be offset from the entrances. Specific measures including kerbing, signing and road markings will be incorporated on all junction approaches to the new facility.
- The alternative route proposed is for a Greenway Route and is not relevant to this proposal, which is a National Road Safety Scheme. This proposal does not preclude the development of any Greenway Route in the future.

Submission No. 7: Maeve Queally

I am emailing on behalf of my parents Michael & Noreen Queally.

As residents of Cahirdown they have concerns over the safety of the 'Tim Kennelly' Roundabout which is included in the Part 8 - Upper Church Street to Neodata cycle/walkway.

The roundabout in its current state is extremely dangerous. When driving from Listowel town up Cahirdown hill towards the Tarbert Rd N69 there is **no visibility of cars coming down the hill from the right**. These cars are generally travelling at speed from the Tarbert road.

Over the years they have witnessed a number of near collisions.

You cannot see cars coming in the opposite direction so every time you enter the roundabout it's extremely dangerous. With the inclusion of an increased volume of bicycle traffic from the Greenway at the same point this is a major safety concern.

They have voiced their concerns a number of times to local politicians and the town council over the years, but nothing has been done.

Can the shrubs on the roundabout be cut short?

Can the roundabout be made smaller, so the visibility is better?

I would ask that when designing the entrance to the Greenway that the redesign of the Tim Kennelly roundabout be considered as a major safety concern.

As residents of Cahirdown we are overmuch looking forward to having the Greenway on our doorstep and are looking forward to making full use of it. We appreciate all the work by the local council and community groups that has gone in to making the Greenway happen for Listowel.

Chief Executive's Response:

Kerry County Council acknowledges the submission by Maeve Queally and has the following response to the specific issues raised:

- Specific Improvements are proposed at the Tim Kennelly Roundabout that will improve road safety and provide enhanced facilities for vulnerable road users.
 - The number of entry lanes on the John B. Keane Road and Tarbert Road approaches will be reduced from two to one, this will reduce the roundabout approach speeds and the potential for erratic manoeuvres of vehicles using the roundabout.
 - The Upper Church Street approach will be realigned and improved.
 - The splitter islands on all approaches will be realigned and widened.
 - The existing Zebra Crossing on Kenny Heights/Golf View road will be upgraded, and two new controlled Zebra type pedestrian crossings will be provided on the John B Keane road and Upper Church Street approach improving facilities for vulnerable road users.
 - The existing footpaths in the vicinity of the roundabout will be widened and the facilities upgraded.

Submission No. 8: Tom McElligott

Independent of age or ability - be it a walker or cyclist, a wheelchair user or mobility device, or a person with a pet, they will under the proposed plans have

to navigate safely not just one zebra crossing but three if they are coming from any of the houses on the north side of the John B. Keane Road to access the permitted Greenway. The same applies to houses on the west side of the Tarbert road at Cahirdown. Equally if they are exiting the permitted Greenway, they will have to cross three zebra crossings to safely return to their homes.

So, for example a cyclist from the vicinity of the Family Resource Centre comes to the first zebra crossing on the John B. Keane road, dismounts, looks left and then right before arriving on the south side of said road. They will then cross the Upper Church Street zebra crossing not just looking out for vehicular traffic but also pedestrians and other cyclists coming from or to the permitted Greenway on the proposed Two-Way Shared Cycle-Footway before joining same. Finally, they will cross the zebra crossing at Kenny Heights.

Were there to be a zebra crossing on the north side of the roundabout at Cahirdown this same cyclist would have to cross just one road to safely access or exit the permitted Greenway.

Chief Executive's Response:

Kerry County Council acknowledges the submission by Tom McElligott and has the following response to the specific issues raised:

- The inclusion of a controlled pedestrian crossing on the Tarbert Road was considered, however due to site specific constraints, the crossing nor its northern approach could be developed to a suitable standard to accommodate cyclists and pedestrians. The design was also subject to a Road Safety Audit which highlighted the inconsistencies in the layout. It was determined that the safest route for pedestrians and cyclists is to follow the route as proposed for this development.

Submission No. 9: Irish Water

Irish Water notes the proposed development is located over an existing 100mm water main recorded as uPVC material. Any proposals by the applicant to build over or divert existing water or wastewater services shall be submitted to Irish Water for assessment prior to commencement of works. Irish Water has no objection in principle to the proposed development, and requests any grant of permission be conditioned as follows:

1. Prior to the commencement of works the applicant must engage with Irish Water Diversion Team in order to review the proposed works to ensure that adequate protection and access for future maintenance is maintained throughout construction and operational phases of the development.
2. Irish Water does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices must be achieved. a) Where any proposals by the applicant to build over or divert existing water or wastewater services subsequently occurs the applicant submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to commencement of works.
3. Any existing or buried access covers encountered during the course of the works shall be raised and reset at proposed finished levels.

4. Where the applicant proposes to connect to public water/wastewater mains operated by Irish Water, the applicant shall sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
5. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details.
6. All development shall be carried out in compliance with Irish Water Standards codes and practices.

Reason: To ensure adequate provision of water and wastewater facilities.

Chief Executive's Response:

Kerry County Council acknowledges the submission by Irish Water. While it is noted that the proposed development is located in its entirety on a public road for which Kerry County Council is the road authority, the Council will work with Irish Water to maintain their assets during the construction of this project.

Submission No. 10: Miriam O'Callaghan, Iseult O'Callaghan Leahy, Saidhbh O'Callaghan Leahy, Etain O'Callaghan Leahy

I wish to make the following observations on the proposed changes to N69 Upper Church Street, Listowel, Co. Kerry

- Observation: The above proposal will greatly impact on the 26 private houses on this stretch of road along with 6 housing estates (Kenny Heights, Golf View, Cluain Doire, Aviation Drive, Cherry Tree Drive and Gurtinard). Entering and exiting safely will now become a challenge for all residents.
- Observation: In a two-way shared cycle-footway I would be concerned for the safety of all pedestrians given cyclists will be exiting the Greenway onto Cahirdown and most likely, unless continuously braking, cycling at speed given Gurtinard is at the bottom of a steep hill.

The footpaths on this route are safely enjoyed by:

- Students attending Scoil Realta na Maidine, Gaelscoil Lios Tuathail, St Michaels College and Listowel Community College
- Those attending sports in Frank Sheehy Park (The Sportsfield), St Michaels Football Pitch and Basketball Courts, the Cows Lawn which facilitates a multitude of sporting activities for all ages, The Pitch and Putt Course, Listowel Tennis Courts and the Listowel Sports Complex.
- Residents of the aforementioned housing estates and private houses in Cahirdown
- Walkers from all parts of Listowel and its hinterland.
- Elderly and young families all either accessing the park or walking to town .
- Observation: Where will the parking for School Transport be located - currently School buses and private school transport park (at least twice daily), on Cahirdown. Where will parking be located for any sporting events in Frank Sheehy Park?
- Observation: How safe will cyclists and pedestrians be if essential delivery vans, school buses, oil services etc are expected to drive on a 'reduced carriageway'?

- Observation: Cahirdown remains one of the main routes into town, for retail services, deliveries and traffic exiting and entering the N69 to travel through Listowel and beyond. The Listowel By-pass will not alter this traffic flow so I would have safety concerns at the proposed combined narrowing of existing carriageway coupled with a two-way shared cycle-footway.

I would welcome a more open and inclusive discussion on the proposed works, where residents directly and indirectly impacted are given the opportunity to voice their concerns. I would further welcome if Kerry County Council along with Local elected Councillors could explain and support the rationale behind the above proposed works.

Chief Executive's Response:

Kerry County Council acknowledges the submission by Miriam O'Callaghan, Iseult O'Callaghan Leahy, Saidhbh O'Callaghan Leahy, Etain O'Callaghan Leahy and has the following response to the specific issues raised:

- This proposal changes the access arrangements for dwellings and junctions on the southern side of Upper Church Street and western side of the Tim Kennelly Roundabout. Access arrangements for Kenny Heights, Golf View, Aviation Drive and Holly Tree Drive will therefore not change as a result of this proposal. Regarding dwelling accesses, the proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised vehicles and cyclists travelling on the cycle lane which will be offset from the entrances. Specific measures including kerbing, signing and road markings will be incorporated on all junction approaches to the new facility.
- The proposal is an enhancement of facilities for all vulnerable road users including pedestrians and cyclists. The proposals will include a visible segregation, designating areas for cyclist and pedestrians. The proposal also includes a new pedestrian crossing on Upper Church Street and the reduced carriageway width will provide a shorter distance in all areas for vulnerable road users to cross the road and provide effective traffic calming reducing vehicle speeds creating a safer environment for all road users.
- There is a Kerry County Council carpark adjacent to Listowel Emmets GAA pitch which is available for school transport and set down. This carpark is in close proximity to all schools on Upper Church Street and adjacent to an existing signal-controlled pedestrian crossing facility.
- The road carriageway width complies with the cross sections specified in the Design Manual for Urban Roads and Streets. In addition to a vertical kerb, cyclists will be separated from motorised traffic by provision of a 0.5m buffer area at the edge of the proposed facility.
- This proposal is a National Road Safety Scheme and aims to provide traffic calming and enhanced facilities for vulnerable road users through the re-designation of the available road space and the creation of a streetscape more in keeping with an urban area which discourages excessive vehicle speeds.

Submission No. 11: Eugene T. Moriarty

I would like to express my full support for these plans to improve and extend facilities for the people of Listowel, North Kerry and for all the visitors who are bound to utilise these facilities from around the world in future years.

These plans have undoubtedly required an immense amount of effort, work and skill by everyone who contributed thus far. Not least, the highly skilled engineering, planning and administrative departments of Kerry County Council along with our elected representatives who have all collectively advanced this initiative to this stage. Thank you.

I am a lifelong athlete who has been lucky enough to have resided in Amsterdam the Netherlands and have seen and experienced first-hand how initiatives of this type have contributed to the long-term safety, improved health, more cohesive and inclusive community as well as the large positive impact it can have on local economies that are not so evident at first glance.

Observations: My main observations are that elements of the Dutch model for traffic management and calming have been exceptionally well tested and proven over time and may warrant further consideration in terms of these plans.

In particular the raised nature of separate bike lanes – physically distinct from shared pathways with pedestrians which have tended to eliminate the cause of conflict when otherwise amalgamated as a shared one – where space allows of course.

Something that may also be worth consideration – and it is not always possible or practical – is the inclusion of a continuous raised cycle/pathways at junctions and roundabouts which protects non vehicular traffic and also with the inclusion of a space roughly the length of a regular car to allow vehicles turning off a busy roadway the ability to pull off in the direction they need to travel – allowing traffic behind it to flow – which reduces conflict with non-vehicular movements and improves visibility. This is equally valuable where driveways to private homes are concerned.

Chief Executive's Response:

Kerry County Council acknowledges the submission by Eugene T. Moriarty and has the following response to the specific issues raised:

- The proposals will include a visible segregation, designating areas for cyclist and pedestrians. Sufficient width was not available within the existing streetscape to accommodate physical segregation of the cyclist and pedestrian facilities.
- The proposal provides for a continuously raised cycle and footpath across junctions and accesses. The proposed facility continues around the Tim Kennelly roundabout to link with the John B Keane Road and N69 Tarbert road using existing and proposed pedestrian crossings.

Submission No. 12: G. Moriarty & Sons

To whom it concerns, our team would like to express its full support for this initiative and congratulate everyone involved in bringing it to this stage. We already look forward to its implementation and the positive benefits that are sure to accrue to the locality as a result. Thank you

Chief Executive's Response:

Submission noted.

Submission No. 13: Listowel Business and Community Alliance

I am making this submission on behalf of Listowel Business and Community Alliance re the proposed walkway/cycleway through Gurtinard and Listowel Town Park. The Alliance are very supportive of the Greenway development and wish to commend Kerry County Council for advancing the project. There is no doubt Listowel Town and North Kerry require this development to help strengthen our tourism offering to help reap the financial rewards which have accrued in other counties due to wise investment by Local Authorities and state funding in Greenways and other complimentary outdoor pursuits.

Taking the Greenway route through Gurtinard and Town Park will add greatly to the enjoyment of our visitors and will also help to slow the visitor down and increase their spend in the town.

Our support however is conditional on the development accommodating cyclists and walkers safely.

Members of Listowel Municipal Council will be well aware of the huge numbers who use the park on a daily basis. Walkers of all ages, Moms and Dads with buggies and small children, dog walkers and runners currently use the paths without any undue risk.

Introducing cyclists on the same path must not discommode these users. Pathways wide enough to accommodate walkers and cyclists with separate areas outlined and delineated will be very welcome. Also, safety at all entrances must be maximised off the N69.

We would also ask that facilities/services are provided for walkers/cyclists at the Neodata site which will also help promote Listowel as a welcoming destination. We look forward to the completion of the Greenway in early 2022. We look forward to working with and cooperating with Kerry County Council into the future.

Chief Executive's Response:

Kerry County Council acknowledges submission by the Listowel Business and Community Alliance. While the majority of the submission relates to the N69 Upper Church Street, Listowel to Neodata Cycle/ Walkway proposal and will be addressed in that report, Kerry County Council does have the following response to specific issues raised:

- The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised vehicles and cyclists travelling on the cycle lane which will be offset from the entrances. Specific measures including kerbing, signing and road markings will be incorporated on all junction approaches to the new facility.

Submission No. 14: Anne O'Callaghan

I wish to submit the following comments and observations in relation to the proposed alterations to accommodate the creation of a cycle/walkway contained in the proposed development Part 8 - Upper Church St to Neodata cycle/walkway and Part – 8 N69 Upper Church St Traffic Calming and Enhanced Pedestrian Facilities.

- The proposed loss of dedicated footpath represents a significant safety risk for residents and other pedestrians, as well as a reduction in their existing use and enjoyment of this essential safety infrastructure. Many of the residents are elderly or children who would be particularly at risk in the event of a loss of the dedicated footpath. It is not clear why this essential infrastructure which is required and enjoyed by the residents and local pedestrians, would be removed to facilitate cyclists who are not residents and just passing through. The proposed shared space for bikes and pedestrians represents a clear risk and loss of current use and enjoyment of the existing infrastructure. It is not clear why the needs of residents and other pedestrians (many elderly and children) are considered less important than cyclists passing through.
- The proposed changes would result in a loss of current parking places for local residents and motorists calling to them (such as family members, delivery services, carers, service providers, etc.), which represents a potential safety risk and a loss of current use and enjoyment of this infrastructure for local residents. There would be a loss of safe parking spaces at schools on the route, with no alternative safe and convenient alternative parking in place or proposed. There would be a loss of parking at the sports grounds (Frank Sheehy Park) which would reduce the current use and enjoyment of local residents, participants, officials and spectators. It would also likely lead to an increased safety risk as access to the grounds would be obstructed by the proposed new cycle/walkway. Also, the loss of parking would likely lead to cars being parked in nearby residential areas, increasing congestion in those residential areas, and increasing the safety risk to local residents (including many elderly and children).
- In relation to the above, it is not clear why the safety needs of the local residents and their use and enjoyment of the current infrastructural arrangements are considered less important than facilitating cyclists passing through.
- Access to residences: The proposed two-way cycle-footway would clearly pose an increased safety risk for residents accessing their homes, by impeding clear access/egress and obstructing clear view of oncoming traffic. It would also reduce the existing use and enjoyment of the current infrastructure. It is not clear why the safety needs of the local residents and their use and enjoyment of the current infrastructural arrangements are considered less important than facilitating cyclists passing through.
- Congestion: there are a significant number of private houses and several housing estates on the route, a roundabout and several junctions that would be impacted by the proposed alterations. In addition to the increased safety risks the proposed walk/cycle way changes would pose to these residents, there would also be increased congestion. It is not clear why the local residents' safety needs and their use and enjoyment of their homes and

neighbourhoods are considered less important than facilitating cyclists passing through.

- In view of the comments and observations above, which are just a small sample of the many issues raised by the proposed changes, it seems the approach to date lacks consideration of the safety risks and the impact on local residents. I would suggest that:
- (i) A comprehensive safety assessment should be carried out on each of the proposed changes and the results made publicly available and assessed independently before any further steps are taken on the proposed alterations.
- (ii) The local residents, schools, sports organisations, etc. should be consulted on each of the proposed changes and their impact, and their views reflected in any decisions made in relation to the proposed changes.

Chief Executive's Response:

Kerry County Council acknowledges submission by Anne O'Callaghan and has the following response to the specific issues raised:

- This proposal is a Safety Scheme for a National Road. The aim of this project is to provide traffic calming and enhanced facilities for all vulnerable road users including pedestrians and cyclists through the re-designation of the available road space and the creation of a streetscape more in keeping with an urban area which discourages excessive vehicle speed. The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. The proposal also includes a new pedestrian crossing on Upper Church Street and the reduced carriageway width will provide a shorter distance in all areas for vulnerable road users to cross the road and provide effective traffic calming, reduced vehicle speeds and create a safer environment for all road users including residents.
- This project proposes to re-designate the available road space to provide a streetscape more in keeping with the urban area, that discourages excessive vehicle speed and improves facilities for vulnerable road users. The current adhoc parking will be formalised and incorporated as part of the proposal. There is a Kerry County Council carpark adjacent to Listowel Emmets GAA pitch which is available for school transport and set down. This carpark is in close proximity to all schools on Upper Church Street and adjacent to an existing signal-controlled pedestrian crossing facility.
- The proposed Safety Scheme will extend from the Tim Kennelly Roundabout to St. Michael's college and therefore will not impact on any properties or facilities west of St. Michael's College.
- The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised vehicles and cyclists travelling on the cycle lane which will be offset from the entrances. Specific measures including kerbing, signing and road markings will be incorporated on all junction approaches to the new facility.
- The development of this proposals has been subject to an independent road safety audit.
- Kerry County Council has determined that a public consultation process undertaken pursuant Section 179 (3) of the Planning & Development Act and

Part 8 of the Planning & Development Regulations is the appropriate consultation process for this development. Specific Details of the public consultation undertaken are outlined in Section 1.2 of this report.

Submission No. 15: Pat O'Callaghan

With regard to the proposed alterations to the road and footpath to accommodate the creation of a cycleway I have a number of issues to raise.

1. Loss of footpath. The existing path, while poorly executed and creeping higher up the walls than previous iterations, serves the purpose of (a) providing a safe, defined pedestrian passageway. (b) providing a relatively safe initial margin for vehicles to move from residents houses onto the road. With this gone and cyclists descending downhill at speed even if just freewheeling, it is a highly dangerous proposal. The distance covered by an average cyclist in one second travelling where the footpath is now gives the residents or anyone else no reasonable chance of moving onto the road safely. One is bearing in mind that the duty of care will fall on the driver regardless of right or wrong.

2. Shared space for bikes and pedestrians. One should experience exiting a driveway onto a footpath and being met by a cyclist on the downhill sloped footpath before making it the norm. The footpath is used by many walkers at present including a number of special needs individuals who may find it disconcerting to deal with bikes and whose reactions may be nonlinear or unpredictable. There are many elderly walkers and indeed the majority of residents are over 80 years old so benefit from the relative security of a defined path, not the take your chances shared system. The path is used by many pedestrians with dogs on leads and others with buggies often with young children as well.

3. Loss of parking for residents. All parking is to be removed from outside houses. Virtually all of the residents are elderly and have some combination of carers, family, medical personnel and services calling. Visits are regular, irregular, a few minutes or a few hours.

4. Loss of parking for St. Michaels. Busses and cars park up Cahirdown collecting pupils from 15.20, or earlier on half days. Any suggestion that they simply go elsewhere is as facetious as suggesting the school move elsewhere but that is the attitude of officialdom encountered.

5. Loss of parking for the GAA. Any significant games, and also Listowel Races, result in Cahirdown and Gurtinard taking the influx especially from the Tarbert direction.

6. As the shared space concept is bi-directional it further complicates exiting houses. Where currently bikes are not an issue on the town side as traffic from there is on the other side of the road allowing plenty of time to be seen the proposed system eliminates this distance/time safety element.

7. The junction at Gurtinard is marginal for the existing traffic levels, the ambition to add much more is both irresponsible and negligent on the part of both planners and advocates.

8. Cyclist speed. Cahirdown from the roundabout to the Gurtinard junction is not flat. It is a relatively steep gradient with an abrupt 90 degree turn off at the end of a 450mts descent. Cars are large, easily seen, 4mts plus out from the residence exits, have excellent brakes, have excellent safety equipment, have insurance, have legal responsibilities tied to consequences. Cyclists centimetres from residences are small, cannot easily be seen, do not have any viable safety

equipment or comparable braking systems, have no insurance and in the event of an accident the vehicle exiting a residence will be held liable regardless of cyclist behaviour. Liability aside, what are the likely injury consequences of a cyclist at a conservative 30 - 50kmh hitting (a) a car which realistically cannot see the bike and the bike cannot realistically avoid? (b) hitting a pedestrian exiting a residence or one already out on the shared space? (c) hitting a dog on a lead? One might well add other realistic impact scenarios such as buggies and very young kids or infirm elderly.

9. Has the planning authority carried out an Environmental Impact Study on the likely negative and positive consequences for the residents? If so we would like to see it. If not, why has it not been done? If the latter is the case one should be carried out forthwith.

10. What Impact Study has been conducted on the negative effects for the town of insisting that existing and anticipated new users of the Cows Lawn must transit through the town to its opposite side to park, especially to walk back in the direction they have just come from? Listowel is already unable to handle existing traffic levels. Every extra vehicle forced through town is added pollution, added congestion, added delay, added frustration, added danger of accident especially at the junctions to the Community Centre and Neodata car-parks and along the Bridge Road.

11. The whole process to date has been a sad example of non-consultation with locals. It is not axiomatic that simply calling something a 'Greenway' makes it good or that using public funding simply to avoid losing it is right. If it is not right now is the time to stop it and get it right. Furthermore, it is at best disingenuous to not organise to meet current users and residents yet say no one really has come out against the proposal. It is disingenuous on many levels. The road surface is a disgrace for years but because residents are not protesting hardly indicates they are ok with it; more likely it indicates that while they are furious they are elderly and not going to actively protest ie. they can be ignored by planners and politicians. It is disingenuous because putting up a handful of small notices with small print which could be just another house planning application is not informative. It is disingenuous and obfuscation, even if technically correct, to use Upper Church Street on the notices and not Cahirdown at least in brackets. It is disingenuous to have non scale diagrams of the proposed layout depicting two adults and a child side by side on the path on the opposite side and on the shared space when the path opposite is not that wide and it would be foolhardy for such a pedestrian trio to hold that formation with a cyclist approaching at any speed.

It is disingenuous knowing in the case of the local public representatives, or possibly not bothering to find out in the case of planners, that the residents are too elderly and in some cases quite unwell, and yet in the height of a pandemic to rail road this through while saying there has been no objection or protest.

12. Public Representatives and planners should consult openly with residents and their families and also with existing pedestrian users of Cahirdown, the Cows Lawn and John B. Keane road. As responsible planners and representatives it is their duty to indicate not just the positives but equally all the negatives so people are properly informed about any project. Only then can a proper and justifiable decision be reached.

Currently cyclists cover the distance from the roundabout to Gurtinard junction in 20 - 35 seconds handicapped by the appalling road surface. On the left side

descending Cahirdown there are 15 residences and an estate accessing the road not including either the roundabout or Gurtinard junction. A simple non-scientific study indicates with 16 exits cyclists will pass each exit to the next in 1 to 2 seconds. Do planners and public representatives really believe that this is a viable and responsible planned safety margin for both residents and cyclists to react within?

Keep in mind that leaving a residence and joining the road under the proposed plan will entail traversing at least 4 meters of shared space with the road centre line moved towards the opposite side. The opposite side will therefore also lose its parking bar a proposed 4 spaces for the whole of Cahirdown. On the side opposite the cycleway there are also 2 estates and residences feeding into the traffic system. Again, bar a handful, these are elderly people with already or fast approaching similar needs for carers, family, services and medical assistance to those of their slightly older neighbours across the road (80's - 90's v 70' - 80's)

The current plan takes neither the legitimate rights or concerns of residents, their families, carers etc. or current pedestrians into consideration. Nor does it show any regard for road safety, increased town congestion and corresponding pollution. A proper Impact Study to question not simply justify and rubberstamp the development is essential immediately.

Chief Executive's Response:

Kerry County Council acknowledges submission by Pat O'Callaghan and has the following response to the specific issues raised:

- Items 1, 2, 6 and 8. The proposed road carriageway and shared cycle and pedestrian facility complies with the cross sections specified in the Design Manual for Urban Roads and Streets and has been subject to an independent Road Safety Audit. In addition to a vertical kerb, cyclists will be separated from motorised traffic by provision of a 0.5m buffer area at the edge of the proposed facility. The proposed facility will include a visible segregation, designating areas for cyclist and pedestrians. This designation will encourage pedestrians to travel on the inside, as they are at present, creating a buffer zone between exiting motorised vehicles and cyclists travelling on the cycle lane which will be offset from the entrances. Specific measures including kerbing, signing and road markings will be incorporated on all junction approaches to the new facility.
- Item 3. This project proposes to re-designate the available road space to provide a streetscape more in keeping with the urban area, that discourages excessive vehicle speed and improves facilities for vulnerable road users. The current ad hoc parking will be formalised and incorporated as part of the proposal.
- Item 4 and Item 5. There is a Kerry County Council carpark adjacent to Listowel Emmets GAA pitch which is available for school transport and set down. This carpark is in close proximity to 3 schools on Upper Church Street and adjacent to an existing signal-controlled pedestrian crossing facility.
- Item 7, 10: Relates to the N69 Upper Church Street, Listowel to Neodata Cycle/ Walkway proposal and will be addressed in that report.

- Item 9: Kerry County Council has completed Appropriate Assessment Screening for this development and the evaluation of these Determination Statements is outlined in Section 4 of this report and copies of the Determination Statements are contained in Appendix A.
- Item 11 and 12: Kerry County Council has determined that a public consultation process undertaken pursuant Section 179 (3) of the Planning & Development Act and Part 8 of the Planning & Development Regulations is the appropriate consultation process for this development. Specific Details of the public consultation undertaken are outlined in Section 1.2 of this report.

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

Determination Statements (Attached in Appendix A) have been made by the Planning and Sustainable Development Section of the Council. It concludes that the project does not require an Environmental Impact Assessment. It also concludes that a screening report was prepared which confirms that this project will not have any significant effects on a Natura 2000 Site and as such, a Stage 2 Appropriate Assessment /Natura Impact Statement is not required

It is considered that the proposed development is substantially below the (mandatory) thresholds for EIA and is in accordance with the provisions of the Kerry County Development Plan 2015-2021 and is in accordance with the proper planning and sustainable development of the County

5. RECOMMENDATIONS/AMENDMENTS

Having considered the proposed development regarding Section 179 of the Planning and Development Act 2000-2020, the proposal is considered to be in accordance with the proper planning and sustainable development of the County. Consequently, it is recommended that the proposed development should proceed without amendment.

It is considered that the proposed development is in accordance with the provisions of the Kerry County Development Plan 2015-2021 and is in accordance with the proper planning and sustainable development of the area.

The Local Authority has concluded that an EIA (Environmental Impact Assessment) is not required.

The Local Authority has concluded that an AA (Appropriate Assessment) is not required.

It is recommended to proceed with the proposed development without modifications.

APPENDIX A

Determination Statements

**Planning Authority Habitats Directive Appropriate Assessment
Screening Determination Statement for**

1. The proposed N69 Upper Church Street and College Road, Listowel Pavement Improvement and Traffic Calming and Enhanced Pedestrian Facilities project, and
2. The Proposed cycleway/ walkway between the N69 (Gurtinard housing estate entrance) and the former Neodata site (adjacent to the town park) in Listowel project.

When taken together the combined project would link the permitted North Kerry Greenway at the N69 Ballygowloge roundabout to the former Neodata site adjacent to the Town Park (Childers Park), Listowel.

Stage 1 Appropriate Assessment Screening Statement

Kerry County Council as Competent Authority determines that the proposed works, individually or cumulatively and in combination with other plans and projects, are not likely to have a significant effect on a European site (Natura 2000 Site), and as such, a Stage 2 Appropriate Assessment / Natura Impact Statement is not required.

It is considered that the AA Screening Report prepared by the Environmental Assessment Unit, contains a fair and reasonable assessment of the likelihood of significant effects of the development on European sites. That assessment is adopted as the assessment of Kerry County Council. It is noted that the exclusion of likely significant effects is based wholly on objective information and that there is no reliance on any measures intended to reduce or avoid impacts on European Sites.

Reasons for Determination

- The nature and scale of the works required to facilitate the construction works, which are not complex, and which make use of existing pathways and road infrastructure.
- The location of the works outside of Natura 2000 site designations.
- The habitats found within and adjoining the site are not annexed habitats. There is therefore no potential for direct impacts on Qualifying Interest habitat associated with Natura 2000 sites.
- The potential for indirect impacts by way of water pollution arising from construction activities or otherwise can be ruled out having regard to the scale of pollution possible, to the natural buffering capacity available in the connecting landscape and to the natural dissipation and assimilation capacities of receiving waters.
- The proposal has no potential to disturb Qualifying Interest species or to affect their movements in the landscape, either at the construction or operational stage.

Signed:



Michael Scannell
**Director of Services / Stiúrthóir Seirbhísí, Economic & Community
Development / Forbairt Eacnamaíochta & Pobail**

Date:

24/2/2021

**Planning Authority
Preliminary Environmental Impact Assessment Screening Report
Conclusion Statement For**

1. The proposed N69 Upper Church Street and College Road, Listowel Pavement Improvement and Traffic Calming and Enhanced Pedestrian Facilities project, and
2. The Proposed cycleway/ walkway between the N69 (Gurtinard housing estate entrance) and the former Neodata site (adjacent to the town park) in Listowel project.

When taken together the combined project would link the permitted North Kerry Greenway at the N69 Ballygowloge roundabout to the former Neodata site adjacent to the Town Park (Childers Park), Listowel.

Environmental Impact Assessment Preliminary Screening Conclusion Statement

Kerry County Council concludes that these projects are not ones which requires EIA Screening or EIA, either by themselves or cumulatively. The Preliminary EIA Screening Examination prepared by the Environmental Assessment Unit contains a fair and reasonable assessment. That assessment is adopted as the assessment of Kerry County Council.

Reasons for Conclusion

- The proposal is substantially below relevant mandatory EIA thresholds.
- There are no potential cumulative or in combination effects likely to arise.
- There is no real likelihood of significant effects on the environment arising from the proposed development.

Signed:


Michael Scannell

**Director of Services / Stiúrthóir Seirbhísí, Economic & Community
Development / Forbairt Eacnamaíochta & Pobail**

Date:

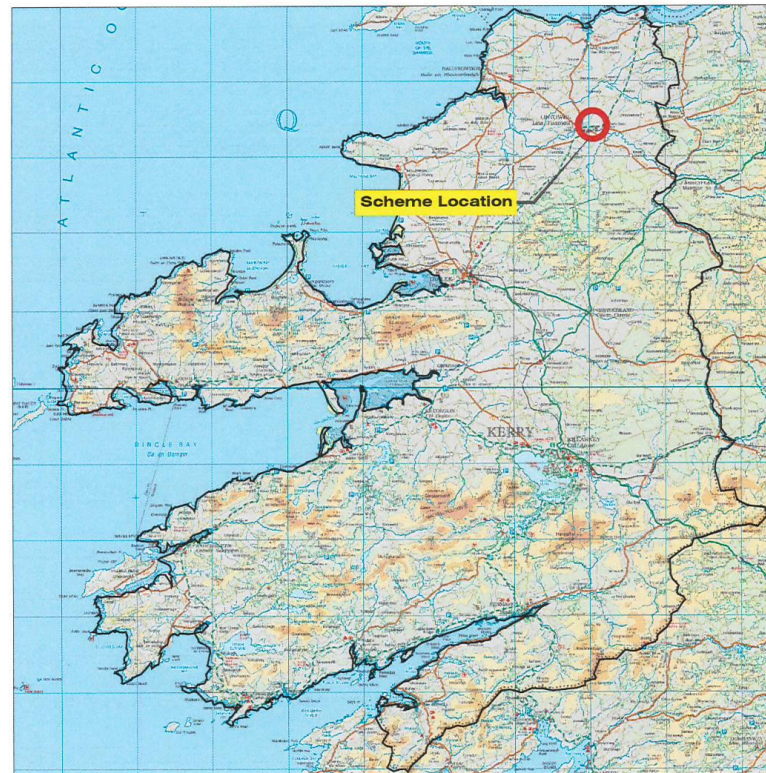


APPENDIX B

Part 8 - Drawings

**Kerry County Council
Roads, Transportation & Marine**

**N69 Upper Church Street, Listowel
Traffic Calming & Enhanced Pedestrian Facilities**



Part 8 Drawings

Kerry County Council, Roads, Transportation & Marine, County Buildings, Rathass, Tralee, Co. Kerry
Telephone: (066) 7183588 E-Mail: roads@kerrycoco.ie

N69 Upper Church Street, Listowel

Traffic Calming And Enhanced Pedestrian Facilities

CONTENTS

01	COVER
02	SCHEDULE OF DRAWINGS
03	SCHEME LOCATION
04	N69 UPPER CHURCH STREET, LISTOWEL
	TRAFFIC CALMING AND ENHANCED PEDESTRIAN FACILITIES

0115-001	COVER
0115-002	SCHEDULE OF DRAWINGS
0115-003	SCHEME LOCATION
0115-004	N69 UPPER CHURCH STREET, LISTOWEL
	TRAFFIC CALMING AND ENHANCED PEDESTRIAN FACILITIES

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NOTES

(a) This Map is based on Irish Transverse Mercator (ITM) Coordinate System

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KERRY COUNTY COUNCIL

ROAD DESIGN OFFICE,
COUNTY BUILDINGS,
RATHAGH,
THURLEIGH,
CO. KERRY.

Mr. Charles O'Sullivan,
Director of Services,
Roads, Transportation & Marine

DATE: 11/04/2021

Part 8 Planning at
MS Upper Church Street, Liscannell
South Campus and Connected Pedestrian Facilities

TITLE:

Selection of Drawings

DATE: 11/04/2021

TIME: 11:00

DATE: 11/04/2021

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Bar	Drawing Issue & Revision Control	Issue						Drawn By	Checked By
		P	I	A	T	C	R		
B1	Part B Planning Issues	/						JOB	BOV

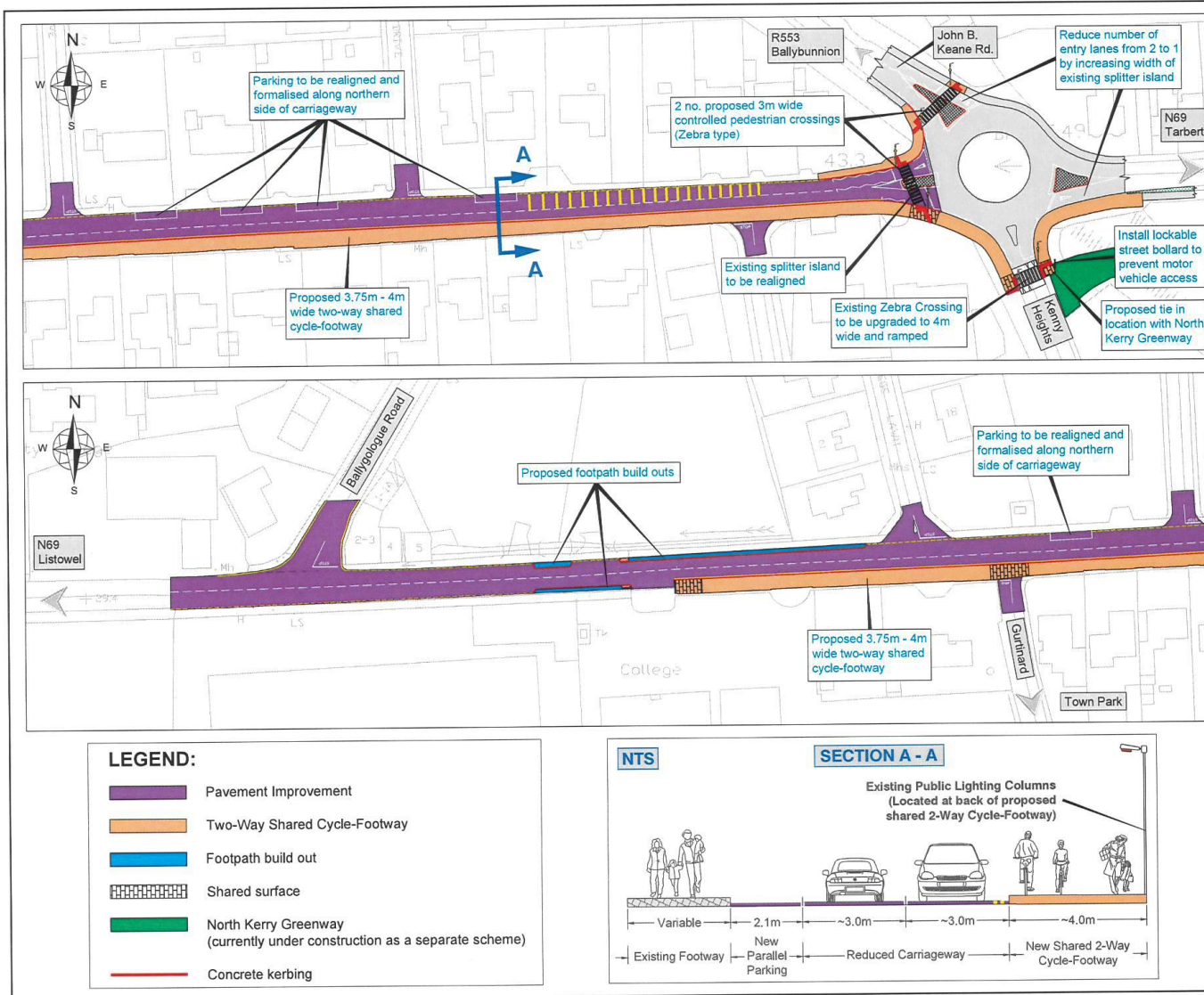
P = Publication I = Introduction A = Approved T = Transfer C = Contract R = Review
 BOV = Book Of Value JOB = Job Order Book REV = Revision



KERRY COUNTY COUNCIL
ROAD DESIGN OFFICE,
COUNTY BUILDINGS,
RATHAIG,
TRALEE,
CO. KERRY.

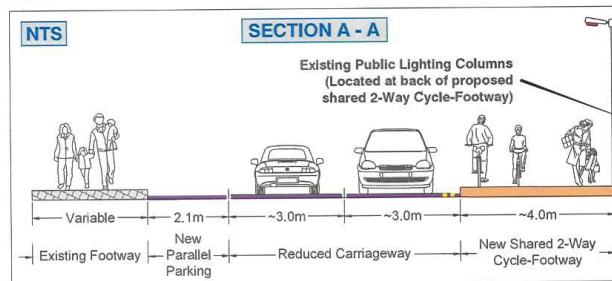
Mr. Charlie O'Sullivan,
Director of Services,
Roads, Transportation & Marine

PROJECT NAME		Part 3 Flooring at 569 Upper Church Street, Lisnaw Traffic Calming and External Protection Facilities	
TITLE		Scheme Location	
UNITS	2.00kgs	DATE	07/04/2021
DATE	08/04/2021	SCALE	1:1
DRAWING NO.	001	PROJECT (LAYER)	0115



LEGEND:

- Pavement Improvement
- Two-Way Shared Cycle-Footway
- Footpath build out
- Shared surface
- North Kerry Greenway (currently under construction as a separate scheme)
- Concrete kerbing



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KEY PLAN

No.	Planning Area & Project Name	Item	Drawn	Checked	By	Date
1	Section A - A	Planning				

Part 8 Planning Area: 1/2016 BLDG 000001
 Part 8 Planning Area: 1/2016 BLDG 000001

KERRY COUNTY COUNCIL
 HEADQUARTERS OFFICE
 COUNTY BUILDINGS
 RAFFINAGH
 TULLAGH
 CO. KERRY.

Mr. Charles O'Sullivan
 Director of Services
 Public, Transportation & Marine

Part 8 Planning Area: 1/2016 BLDG 000001

Public Lighting and External Pedestrian Facilities

Drawn	Checked	Drawn	Checked
18/10/2016	18/10/2016	18/10/2016	18/10/2016

The Cathaoirleach welcomed the Part VIII process and offered his full support. The situation at Cahirdown was, in his opinion, a “disgrace” and the works will redress the poor condition of the roads in this area. The Cathaoirleach said this is a project he has supported for many years having witnessed the traffic/pedestrian situation for so many parents at St. Michael’s College.

Cllr. J. Moloney and Cllr. M. Foley welcomed the Part VIII, highlighting that it would make the area safer for pedestrians and traffic alike. The Members commended the hard work of the Roads team from the Engineers to the Administration staff in bringing this project to fruition.

In response to a query from Cllr. A. Thornton, the MD Manager outlined that the reduction of approach lanes from two lanes to one lane at the Tim Kennelly Roundabout will, in effect, be a traffic calming approach.

Cllr. T. Barry expressed concern regarding the traffic from the John B. Keane Road going through to the Tarbert Road and queried the loss of parking on Frank Sheehy Road and the GAA grounds during the works. MD Engineer, Mr. D. O’Mahony, notified the Members that there will be a short-term loss of 40 car park spaces in the location.

Meetings Administrator, Ms. D. Griffin, said a vote would now be taken.

On the PROPOSAL of **Cllr. M. Kennelly** SECONDED by **Cllr. J. Moloney**, the Members of the Municipal District of Listowel resolved to adopt the CE Report for *N69 Upper Church Street, Listowel - Traffic Calming and Enhanced Pedestrian Facilities*.

The result of the vote was as follows:

For: Cllrs. Tom Barry, Michael Foley, Jimmy Moloney, Aoife Thornton, Cathaoirleach Mike Kennelly **(5)**

Against: **(0)**

Not Voting: **(0)**

Absent: **(1)** Cllr. Robert Beasley

Meetings Administrator, Ms. D. Griffin declared the proposal CARRIED.

21.07.20.02 Business Prescribed by Statute, Standing Orders or Resolutions of the Municipal District Members for transaction at such meeting.

- (2)** To consider the Chief Executive’s Report on the Public Consultation in compliance with Part XI of the Planning & Development Acts 2000-2020 as set down in Part 8 of the Planning and Development Regulation, 2001 – 2020 for the **N69 Upper Church Street, Listowel to NeoData Cycle/ Walkway**.

MD Manager Mr. J. Kennelly read the following report for the Members into the record of the Meeting:



Comhairle Contae Chiarraí

Kerry County Council

Chief Executive's Report and Recommendation, in accordance with Section 179 (3) (a) of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) for the following development

Upper Church Street to Neodata cycle/ walkway

Ballygowloge and Listowel

13th July 2021

Contents

Contents	34
1. Introduction	35
2. Submissions or Observations	37
3. Proper Planning and Sustainable Development	49
4. Proposed Amendments	50
5. Recommendations	50

Appendices

Appendix A	Supporting Planning Policies and Objectives
Appendix B	Determination Statements, EIA & AA
Appendix C	Drawings

1. Introduction

1.1 Site Location and Description

Kerry County Council has secured funding under the National Transport Authority's Active Travel Investment Programme 2021 to develop a cycle/ walkway between Upper Church street and the former NeoData site in Listowel. The Active Travel Programme aims to promote sustainable transport and increase the modal shift towards walking and cycling in our cities, towns and villages.

The Project, which is the subject of this Part 8 Report, is to develop a cycle/ walkway between Upper Church Street and the former Neodata site in Listowel via Gurtinard and the Listowel Town Park. The proposed development is situated in the townlands of Ballygowloge and Listowel.

The works will consist of the following:

- Within Listowel Town Park - widen approx. 760m of existing paths to 3.5m, construct approx. 100m of new cycle/ walkway (3.5m wide) and construct approx. 80m of new cycle/ walkway (3m wide) through the wooded area to the South of St Michaels College.
- At St Michaels College/ Gurtenard Housing Estate – Construct approx. 160m of new cycle/ walkway (3m wide).
- Raised table shared space to accommodate vehicular traffic and cycle/ walkway users at the entrance to the Gurtinard housing estate.
- All other associated works including minor drainage works, public lighting and fencing.



Figure 1.1 – Proposed cycle/ walkway

1.2 Public Consultation

In accordance with S.179 of the Planning and Development Act 2000 (as amended), the Statutory Consultation, Public Notice, regarding the proposed works was advertised in the Kerry's Eye newspaper from **Thursday 20th May 2021 until 17th June 2021**.

3 no. site notices were erected on lands adjacent to the proposed route on Thursday 20th May 2021 and inspected regularly thereafter.



Site Notice – Listowel Town Park

Having regard to the Covid-19 restrictions, Kerry County Council Offices were closed to the public. Therefore, Plans and Particulars for the development were on display **from Thursday 20th May 2021 until 17th June 2021** on the Kerry County Council website www.kerrycoco.ie.

Submissions and observations with respect to the proposed development dealing with proper planning and sustainable development of the area were invited on or before **5:00pm on Thursday 1st July 2021**.

1.3 Planning Context

The proposed development is consistent with the *Local Economic and Community Plan (LECP, the Listowel Municipal District Local Area Plan 2020-2026* and the *Kerry County Development Plan 2015-2021* and is supported by National policy in particular the *National Planning Framework 2018-2027, Smarter Travel- A New Transport Policy for Ireland 2009-2020* and *Strategy for the Future Development of National and Regional Greenways- July 2018*. See Appendix A of this report for full planning policy context supporting this development.

1.4 Environmental Assessment

Final Screening Determinations are contained in Appendix B to this report. These have been prepared by the Planning and Sustainable Development Section of Kerry County Council and have determined that an Appropriate Assessment is not required for this proposed development. It also concludes that a screening report was prepared which confirms that this project will not have any significant effects on a Natura 2000 Site and as such, a stage 2 Appropriate Assessment / Natura Impact Statement is not required.

It is considered that the proposed development is substantially below the (mandatory) thresholds for EIA and is in accordance with the proper planning and sustainable development of the county.

2. Submissions or Observations

Persons or Bodies who made submissions or observations within the prescribed period.

20 submissions were received by Capital Infrastructure Unit, Kerry County Council.

The following is a list of Persons or Bodies who made submissions or observations within the prescribed period.

SUBMISSION NO.	NAME
<u>Statutory Bodies</u>	
S-1	Trish Smullen, Geological Survey Ireland.
S-2	Tristram Whyte, Irish Peatland Conservation Council.
S-3	Mark Byrne, Regulatory & Administration Unit, TII, Parkgate Business Centre, Parkgate Street, Dublin 8
S-4	Andrew Wilson, Iarnrod Eireann, Limerick Junction Station, Co. Tipperary.
S-5	Bojana Grujic Irish Water
S-6	Brendan Dunne & John Moynihan, Health Service Executive, Monavalley Business Park, Tralee.
SUBMISSION NO.	NAME
<u>General Submissions</u>	
G-1	John Kelleher
G-2	Bernie Carmody
G-3	Lucille O'Sullivan
G-4	Dolores Carroll
G-5	Maeve Queally
G-6	Eileen Sheridan, Sean Comerford, Maurice Twomey, Elizabeth Sweeney plus a sheet with 51 additional signatories

G-7	Tom McElligott
G-8	Listowel Business & Community Alliance
G-9	Pat O'Callaghan
G-10	Eugene T Moriarty
G-11	G Moriarty & Sons
G-12	Anne O'Callaghan
G-13	Sean Heaphy
G-14	Brenda Woulfe

Issues Raised, with Respect to the Proposed Planning and Development of the Area, by Persons or Bodies who made Submissions or Observations, and CE Response and Recommendations

S-1 Trish Smullen, Geological Survey Ireland.

Submission

No specific comments or observations.

CE Response:

Submission noted.

S-2 Tristram Whyte, Irish Peatland Conservation Council.

Submission

No specific comments or observations. Provided advice in relation to projects affecting designated sites and Peatlands.

CE Response:

Submission noted.

S-3 Mark Byrne, Regulatory & Administration Unit, TII, Parkgate Business Centre, Parkgate Street, Dublin 8

Submission

Acknowledged receipt of correspondence and TII (Transport Infrastructure Ireland) had no specific observations to make in relation to the development.

CE Response:

Submission noted.

S-4 Andrew Wilson, Iarnrod Eireann, Limerick Junction Station, Co. Tipperary.

Submission:

Acknowledgement of receipt of correspondence in relation to the proposed development. Development should not preclude installation of future ducting and cables on the North Kerry disused railway line.

CE Response:

Submission noted. The proposed development does not impact on the North Kerry disused railway line.

S-5 Bojana Grujic Irish Water

Submission:

Irish Water has no objection in principle to the development. Any existing or buried access covers to be raised and reset at proposed finish levels. Liaison with Irish Water and adherence to Irish Water's standard codes, conditions and practices required.

CE Response:

Submission noted. This will be incorporated into the construction methodology.

S-6 Brendan Dunne & John Moynihan, Health Service Executive, Monavalley Business Park, Tralee.

Submission:

Agreed that following screening an EIAR is not required for the project. Recommends compliance with legal limits and controls. All measures to be implemented to control waste, public health nuisances, traffic impacts and all associated emissions in order to remediate any health impacts. System to be put in place to deal with complaints including designation of a competent person to liaise with the local community.

CE Response:

Submission noted. This will be incorporated into the construction methodology.

G-1 John Kelleher

Submission:

Objects to the Part 8 – N69 Upper Church Street to NeoData Site, Listowel for the following reasons.

1. The Traffic calming measures are a risk to the residents of Cahirdown, Kenny Heights, Gurtinard and all associated estates who will use this road for the following reasons.

(a) No adequate parking facilities have been allowed for in the proposed works. No Car Parking spaces at the Roundabout means cars will park in and around each entrance to the above estates. Lower Golf View residents have had to erect bollards to stop cars from parking at the entrance to Gurtinard Wood/Town Park which will not be possible with these proposed works thus causing an additional traffic hazard as users of the Greenway travelling from this side of town are unlikely to go to the Neodata to park no different to current users of the Town Park.

(b) The additional walking and cycling traffic at the roundabout will require cars to stop on the roundabout entering Kenny Heights Golf View as families with toddlers cross the junction this creating an additional hazard.

(c) The shared footpath/cycleway at the house entrances to Cahirdown takes students from St Michaels College off the road they have been using up to now and onto the footpath. The Residents of these house will have no line of sight on exiting their driveways especially reversing with potential for crashes not only from speeding students but also toddlers on tricycles too low to see from their vehicles. Given the increase in use no buffer zone has been allowed to prevent accidents inevitably happening.

(d) Residents of Cahirdown have always had visitors park outside their driveways the proposed works stops this.

(e) The Junction of Gurtinard and Upper Church Street ie Cahirdown Road is to lose its footpath so visiting cyclists coming cycling down Cahirdown Hill will swing into this 90-degree junction at speed and hope they don't crash into the cars sharing this junction.

2. The proposed Greenway route is not a greenway as it uses a shared road main road and travels through Housing Estates. The alternative Greenway Route is a Greenway.

3. The Biodiversity of Gurtinard will be impacted by the proposed route as it needlessly weaves through the natural habitat of the wood. The construction, materials used, and lighting will inevitably affect the flora, fauna and birds living in the Wood.

4. From a marketing point of view the proposed Greenway Route is a hard sell as it is neither a safe nor scenic route. The alternative Greenway route is an extension of the Town Park which is safe and with views of the River Feale and Bluebell Woods which is far more marketable.

5. The attached alternative route from the Town Park along the Bluebell Woods is a route using a green area, doesn't use public roads so is much safer and will be the most scenic part of the Greenway as it has views of the River Feale and travels alongside the Bluebell Wood.

6. A Planning Application for the alternative Greenway route is being submitted in July 2021. This is a better route for the following reasons;

(a) It is a straightforward route will not require CPO's,

(b) It will have no impact on existing residents or Gurtinard Wood.

(c) No Council funds will be required to purchase the land

(d) The cost of constructing the alternative Greenway route will be a fraction of the cost of the proposed route.

(e) The alternative Greenway route will also be finished prior to the proposed route competition date of March 2022.

CE Response:

Kerry County Council acknowledges the submission by John Kelleher and has the following responses to the specific issues raised.

Item 1(a): Kerry County Council shall erect signage to encourage parking at designated car parks in the town centre.

Item 1(b), 1(c), 1(d): Relates to N69 Upper Church Street, Listowel, Traffic Calming and Enhanced Pedestrian Facilities proposal and will be addressed in that report.

Item 1(e): The proposed works at the junction of Gurtinard and Upper Church Street incorporate a raised shared space and ramps to control speeds.

Item 2: It is acknowledged that this proposed development is not a greenway route. It is an urban walkway and cycleway link, 1,500 metres in length and funded by the National Transport Authority under the 2021 Active Travel Programme.

Item 3: The route at this location has been chosen to minimise impact on the wood - avoiding mature trees, utilising desire lines and staying close to the periphery of the wood where possible. It should act as a deterrent for illegal dumping and littering in this area. The lighting has been designed to Bat Conservation Trust 2018 Guideline Note 08/18 and will be fitted with highly directional LED type lighting mounted on 5m stands, fitted with a warm white spectrum (<2700Kelvins), dimmers and sensors.

Item 4: The proposed development does not form part of the greenway route and will not be marketed as such.

Item 5: The alternative route proposed is for a Greenway Route, which is not relevant to this proposed development, which is an urban walkway and cycleway. This proposal does not preclude the development of any Greenway Route in the future.

Item 6: The lodging of a planning application for a Greenway Route does not impact on this proposed development.

G-2 Bernie Carmody

Submission:

This submission has no objection to the plan and indicated that it would be great for Listowel. Had difficulty understanding the proposed route at Gurtinard/ St Michaels College. Questioned where map was available.

CE Response:

Submission noted. All details of proposed scheme (including drawings) were available on Kerry County Council website. The location of relevant drawings was further confirmed by email.

G-3 Lucille O'Sullivan

Submission:

This submission is supportive of the proposed works and highlights the advantages and benefits of the proposed route.

CE Response:

Submission noted.

G-4 Dolores Carroll

Submission:

This submission comprised of three emails in support of the proposed works.

CE Response:

Submission noted.

G-5 Maeve Queally

Submission:

Has concerns about the Part 8 – N69 Upper Church Street to Neodata Site, Listowel for the following reasons.

I am emailing on behalf of my parents Michael & Noreen Queally.

As residents of Cahirdown they have concerns over the safety of the 'Tim Kennelly' Roundabout which is included in the Part 8 - Upper Church Street to Neodata cycle/walkway.

The roundabout in its current state is extremely dangerous. When driving from Listowel town up Cahirdown hill towards the Tarbert Rd N69 there is no visibility of cars coming down the hill from the right. These cars are generally travelling at speed from the Tarbert road.

Over the years they have witnessed a number of near collisions.

You cannot see cars coming in the opposite direction so every time you enter the roundabout it's extremely dangerous. With the inclusion of an increased volume of bicycle traffic from the Greenway at the same point this is a major safety concern.

They have voiced their concerns a number of times to local politicians and the town council over the years, but nothing has been done.

Can the shrubs on the roundabout be cut short?

Can the roundabout be made smaller, so the visibility is better?

I would ask that when designing the entrance to the Greenway that the redesign of the Tim Kennelly roundabout be considered as a major safety concern.

As residents of Cahirdown we are overmuch looking forward to having the Greenway on our doorstep and are looking forward to making full use of it. We appreciate all the work by the local council and community groups that has gone in to making the Greenway happen for Listowel.

CE Response:

This submission relates to N69 Upper Church Street, Listowel, Traffic Calming and Enhanced Pedestrian Facilities proposal and will be addressed in that report.

G-6 Eileen Sheridan, Sean Comerford, Maurice Twomey, Elizabeth Sweeney plus 51 additional signatories

Submission:

Have concerns about the Part 8 – N69 Upper Church Street to Neodata Site, Listowel for the following reasons:

We would like to begin by congratulating Kerry County Council on securing investment for a Greenway in North Kerry, which will provide a wonderful opportunity for tourism in the area. Unfortunately, we have a number a concerns regarding the plan as it currently stands.

Regarding the approval by Councillors of plans for development of the North Kerry Greenway project the Kerry County Council website stated that "The North Kerry Greenway will be developed

along a disused railway line”¹. The road along the bottom of Gurtinard, Sli na Coille and Golf View is not, and never has been, a disused railway line.

The plan proposes the felling of a section of long-established trees along this road, and also the establishment of a shared junction for motorists and cyclists at the exit/ entry between Gurtinard, Sli na Coille and Golf View and the main road. We have a number of questions and concerns.

(1) Save our Trees

It is our assertion that the trees along this road represent focal points of both natural beauty and biodiversity. Local people have worked hard to maintain this area, investing time and energy in both its preservation and conservation. We would like to see changes to the current plan which would preserve these trees. Has a biodiversity study and/ or environmental impact report been completed to determine what it is we would be losing were these trees to be felled and this area cleared? If so, would it be possible for us to have access to those studies/ reports?

(2) Safety First

We are concerned that the changes proposed to the junction between the road connecting Gurtinard, Sli na Coille and Golf View and the main road will make it less safe. Whilst we are excited at the prospect of a Greenway in North Kerry, we don't feel that it should come at a cost to the safety of motorists, cyclists or pedestrians.

(3) Consider Conservation

A wealth of work has been done by the local community conserving the wooded area of the town park where the greenway is proposed to enter. Approximately twenty-five bird boxes and bat boxes have been added to enhance the biodiversity there. Trails have been placed to enhance access. Again, has a biodiversity study and/ or environmental impact report been done to determine the effect of the proposed plans on this area of the woods?

(4) Preserve the Park:

Routing the Greenway through the Town Park puts the Greenway cyclist in direct contact with walkers. The town park has always been a place of safety. Anyone (including parents with prams/toddlers/young children, dogwalkers etc.) can walk there with peace of mind. We are concerned about the safety impact of sharing those pathways with Greenway cyclists, particularly when they may be cycling at speed.

Further Questions:

- (1) Why has there been a deviation from the original plan to use the old railway line for the Greenway?
- (2) Was there not a proviso during development of the JB Keane road to add a cycle lane?
- (3) If the old NeoData car park is to be used, what is the future development plan to Lixnaw/Abbeydorney?

Regarding the approval by Councillors of the plans for the development of the North Kerry Greenway Project, Cathaoirleach of the Listowel Municipal District, Cllr. Aoife Thornton stated, “I can assure those living along the line that there will be continued engagement as the project progresses” ¹. We thank Councillor Thornton for that assurance and thereby ask the Council to consider our concerns.

¹ <https://www.kerrycoco.ie/home3/councillors-approve-plans-for-development-of-north-kerry-greenway-project/>

CE Response:

Kerry County Council acknowledges the submission by Eileen Sheridan, Sean Comerford, Maurice Twomey, Elizabeth Sweeney plus 51 additional signatories and has the following responses to the specific issues raised.

This proposed cycle/walkway from Church Street to NeoData does not form part of the Greenway Project. It is an urban walkway and cycleway link, 1,500 metres in length and funded by the National Transport Authority under the 2021 Active Travel Programme. Therefore, it is not relevant to the Greenway route as approved or any other Greenway routes in development.

A Preliminary EIA Screening Report has been carried out. It stated *“The loss of hedgerow and mature trees along the boundary of St Michaels college and the routing of the greenway through Gurtinard Wood will have a local impact on these locally important biodiversity features. It is however noted that it is proposed to plant a replacement hedgerow and that the route through Gurtinard wood has been selected with a view to minimising impact, striking a careful balance between keeping to the edge of the wood, minimising the footprint of the works area and avoiding mature trees.”* This report concluded that *“In consideration of the nature, scale and location of the development, it is concluded that there is no significant and or realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development. EIA is not required in this instance.”*

Kerry County Council acknowledges the conservation works that has been undertaken by the local community in this area and undertakes to carry out the proposed works sensitively and engage with the local community as the project progresses.

The proposed development is a combined walkway and cycleway which will be of sufficient width to accommodate both pedestrians and cyclists safely.

The proposed works at the junction of Gurtinard and Upper Church Street incorporate a raised shared space and ramps to control speeds.

The proposed N69 Listowel Bypass road improvement scheme will include an upgrade of the John B. Keane Road with enhanced pedestrian and cycle facilities.

G-7 Tom McElligott

Submission:

The proposed works to extend the permitted Greenway through Listowel Town Park would be 2.4Km in length. According to the Director of Services when combined with the N69 Upper Church Street Pavement Improvement and Traffic Calming and Enhanced Pedestrian works it "would link the North Kerry Greenway at the N69 Ballygowloge roundabout to the former Neodata site adjacent to the Town Park (Childers Park), Listowel".

The 10.5Km North Kerry Greenway does not exist in isolation. It is part of what was called the Great Southern Trail, a railway line once linking Limerick to Tralee. The section from the Kerry border at Kilmorna to Rathleale is now called the Limerick Greenway and includes the towns and villages of Abbeyfeale, Newcastlewest, Ardagh and Rathleale. This section will be 40Km long and when included with the North Kerry Greenway it will be the longest regional Greenway in the country at over 50Km (The Waterford Greenway is 46Km, The Great Western Greenway is 42Km). It will also be the first Greenway to incorporate two different and distinct local planning authorities.

With stated plans by Limerick City and County Council to extend the Greenway from Rathkeale to Limerick City, a city with a population of circa 100,000 people, the potential impact on Listowel, a town of just 4,500 inhabitants in a different planning jurisdiction is far from being insignificant.

While not minimising the potential economic benefits for Listowel, the overall environmental impact on running a 50Km Greenway through an urban park, specifically in relation to

- Population and human health
- Biodiversity
- Land, soil, water, air and climate
- Material assets, cultural heritage and the landscape is very significant. And particularly on the interaction between the factors above and their combined effects.

I therefore do not believe the planned works are below Environmental Impact Assessment mandatory thresholds and the 2.4Km extension cannot be isolated from the 50Km Greenway. The

project needs to be considered in its entirety for screening purposes. Project splitting is not compliant with the EU Directive.

In Case C-142/07 *Ecologistas en Accion-CODA v Ayuntamiento de Madrid*, (2008) the Court of Justice of the European Union (CJEU) held that splitting most of the project into sections that were less than 5Km (the threshold which national legislation required EIA), there was a failure to consider cumulative and indeed indirect aspects of the project.

The Judgement in this case stated 'The objective of the EIA Directive cannot be circumvented by the splitting of projects. Where several projects, taken together, may have significant effects on the environment within the meaning of Article 2 (1), their environmental impact should be assessed as a whole. It is necessary to consider projects jointly in particular where they are connected, follow on from one another, or their environmental effects overlap'.

Given the potential environmental effects of thousands of cyclists, of all ages and abilities, individually and in congregation passing through and by Gurtinard Wood, Saint Michael's Cemetery, Listowel Pitch & Putt grounds not to mention a kids playground, I will be arguing strenuously that a full Environmental Impact Screening Report be first completed.

Having lived in Dublin for 11 years I know full well the consequences of bad planning decisions not least on cyclists and pedestrians.

CE Response:

Kerry County Council acknowledges the submission by Tom McElligott and has the following responses to the specific issues raised.

The proposed cycle/walkway from Church Street to Neodata does not form part of the Greenway Project. It is an urban walkway and cycleway link, 1,500 metres in length and funded by the National Transport Authority under the 2021 Active Travel Programme.

This proposed development has been screened for Appropriate Assessment and a Determination Statement, which confirms this project has been considered in combination with other plans and projects, is contained in Appendix B of this Report.

The extension of the Greenway from Listowel to Tralee is a separate project and is currently being developed through the Preliminary Design Stage. It is acknowledged that this future project will form part of a wider project with the aim of linking Greenways from Ardagh, Co. Limerick to Fenit, Co. Kerry. It will be subject to a separate planning process and will also be screened for Appropriate Assessment, including in combination with other plans and projects.

G-8 Listowel Business & Community Alliance

Submission:

I am making this submission on behalf of Listowel Business and Community Alliance re the proposed walkway/cycleway through Gurtinard and Listowel Town Park. The Alliance are very supportive of the Greenway development and wish to commend Kerry County Council for advancing the project. There is no doubt Listowel Town and North Kerry require this development to help strengthen our tourism offering to help reap the financial rewards which have accrued in other counties due to wise investment by Local Authorities and state funding in Greenways and other complimentary outdoor pursuits.

Taking the Greenway route through Gurtinard and Town Park will add greatly to the enjoyment of our visitors and will also help to slow the visitor down and increase their spend in the town.

Our support however is conditional on the development accommodating cyclists and walkers safely. Members of Listowel Municipal Council will be well aware of the huge numbers who use the park on a daily basis. Walkers of all ages, Moms and Dads with buggies and small children, dog walkers and runners currently use the paths without any undue risk. Introducing cyclists on the same path must not discommode these users. Pathways wide enough to accommodate walkers and cyclists with separate areas outlined and delineated will be very welcome. Also safety at all entrances must be maximised off the N69.

We would also ask that facilities/services are provided for walkers/cyclists at the Neodata site which will also help promote Listowel as a welcoming destination.

We look forward to the completion of the Greenway in early 2022. We look forward to working with and cooperating with Kerry County Council into the future.

CE Response:

Submission noted. The proposed development is a combined walkway and cycleway which will be of sufficient width to accommodate both pedestrians and cyclists safely.

G-9 Pat O'Callaghan

Submission:

With regard to the proposed alterations to the road and footpath to accommodate the creation of a cycleway I have a number of issues to raise.

1. Loss of footpath. The existing path, while poorly executed and creeping higher up the walls than previous iterations, serves the purpose of (a) providing a safe, defined pedestrian passageway. (b) providing a relatively safe initial margin for vehicles to move from residents houses onto the road. With this gone and cyclists descending downhill at speed even if just freewheeling, it is a highly dangerous proposal. The distance covered by an average cyclist in one second travelling where the footpath is now gives the residents or anyone else no reasonable chance of moving onto the road safely. One is bearing in mind that the duty of care will fall on the driver regardless of right or wrong.

2. Shared space for bikes and pedestrians. One should experience exiting a driveway onto a footpath and being met by a cyclist on the downhill sloped footpath before making it the norm. The footpath is used by many walkers at present including a number of special needs individuals who may find it disconcerting to deal with bikes and whose reactions may be nonlinear or unpredictable. There are many elderly walkers and indeed the majority of residents are over 80 years old so benefit from the relative security of a defined path, not the take your chances shared system. The path is used by many pedestrians with dogs on leads and others with buggies often with young children as well.

3. Loss of parking for residents. All parking is to be removed from outside houses. Virtually all of the residents are elderly and have some combination of carers, family, medical personnel and services calling. Visits are regular, irregular, a few minutes or a few hours.

4. Loss of parking for St. Michaels. Busses and cars park up Cahirdown collecting pupils from 15.20, or earlier on half days. Any suggestion that they simply go elsewhere is as facetious as suggesting the school move elsewhere but that is the attitude of officialdom encountered.

5. Loss of parking for the GAA. Any significant games, and also Listowel Races, result in Cahirdown and Gurtinard taking the influx especially from the Tarbert direction.

6. As the shared space concept is bi-directional it further complicates exiting houses. Where currently bikes are not an issue on the town side as traffic from there is on the other side of the road allowing plenty of time to be seen the proposed system eliminates this distance/time safety element.

7. The junction at Gurtinard is marginal for the existing traffic levels, the ambition to add much more is both irresponsible and negligent on the part of both planners and advocates.

8. Cyclist speed. Cahirdown from the roundabout to the Gurtinard junction is not flat. It is a relatively steep gradient with an abrupt 90 degree turn off at the end of a 450mts descent. Cars are large, easily seen, 4mts plus out from the residence exits, have excellent brakes, have excellent safety equipment, have insurance, have legal responsibilities tied to consequences. Cyclists centimetres from residences are small, cannot easily be seen, do not have any viable safety equipment or comparable braking systems, have no insurance and in the event of an accident the vehicle exiting a residence will be held liable regardless of cyclist behaviour. Liability aside, what are the likely injury consequences of a cyclist at a conservative 30 - 50kmh hitting (a) a car which realistically cannot see the bike and the bike cannot realistically avoid? (b) hitting a pedestrian exiting a residence or one already out on the shared space? (c) hitting a dog on a lead?

One might well add other realistic impact scenarios such as buggies and very young kids or infirm elderly.

9. Has the planning authority carried out an Environmental Impact Study on the likely negative and positive consequences for the residents? If so we would like to see it. If not, why has it not been done? If the latter is the case one should be carried out forthwith.

10. What Impact Study has been conducted on the negative effects for the town of insisting that existing and anticipated new users of the Cows Lawn must transit through the town to its opposite side to park, especially to walk back in the direction they have just come from? Listowel is already unable to handle existing traffic levels. Every extra vehicle forced through town is added pollution, added congestion, added delay, added frustration, added danger of accident especially at the junctions to the Community Centre and Neodata car-parks and along the Bridge Road.

11. The whole process to date has been a sad example of non-consultation with locals. It is not axiomatic that simply calling something a 'Greenway' makes it good or that using public funding simply to avoid losing it is right. If it is not right now is the time to stop it and get it right. Furthermore, it is at best disingenuous to not organise to meet current users and residents yet say no one really has come out against the proposal. It is disingenuous on many levels. The road surface is a disgrace for years but because residents are not protesting hardly indicates they are ok with it; more likely it indicates that while they are furious, they are elderly and not going to actively protest ie. they can be ignored by planners and politicians. It is disingenuous because putting up a handful of small notices with small print which could be just another house planning application is not informative. It is disingenuous and obfuscation, even if technically correct, to use Upper Church Street on the notices and not Cahirdown at least in brackets. It is disingenuous to have non scale diagrams of the proposed layout depicting two adults and a child side by side on the path on the opposite side and on the shared space when the path opposite is not that wide and it would be foolhardy for such a pedestrian trio to hold that formation with a cyclist approaching at any speed.

It is disingenuous knowing in the case of the local public representatives, or possibly not bothering to find out in the case of planners, that the residents are too elderly and, in some cases, quite unwell, and yet in the height of a pandemic to railroad this through while saying there has been no objection or protest.

12. Public Representatives and planners should consult openly with residents and their families and also with existing pedestrian users of Cahirdown, the Cows Lawn and John B. Keane road. As responsible planners and representatives it is their duty to indicate not just the positives but equally all the negatives, so people are properly informed about any project. Only then can a proper and justifiable decision be reached.

Currently cyclists cover the distance from the roundabout to Gurtinard junction in 20 - 35 seconds handicapped by the appalling road surface. On the left side descending Cahirdown there are 15 residences and an estate accessing the road not including either the roundabout or Gurtinard junction. A simple non-scientific study indicates with 16 exits cyclists will pass each exit to the next in 1 to 2 seconds. Do planners and public representatives really believe that this is a viable and responsible planned safety margin for both residents and cyclists to react within?

Keep in mind that leaving a residence and joining the road under the proposed plan will entail traversing at least 4 meters of shared space with the road centre line moved towards the opposite side. The opposite side will therefore also lose its parking bar a proposed 4 spaces for the whole of Cahirdown. On the side opposite the cycleway there are also 2 estates and residences feeding into the traffic system. Again, bar a handful, these are elderly people with already or fast approaching similar needs for carers, family, services and medical assistance to those of their slightly older neighbours across the road (80's - 90's v 70' - 80's)

The current plan takes neither the legitimate rights or concerns of residents, their families, carers etc. or current pedestrians into consideration. Nor does it show any regard for road safety, increased town congestion and corresponding pollution. A proper Impact Study to question not simply justify and rubberstamp the development is essential immediately.

CE Response:

Kerry County Council acknowledges the submission by Pat O'Callaghan and has the following responses to the specific issues raised.

Items 1,2,3,4,5,6,8,9,11 and 12: Relates to N69 Upper Church Street, Listowel, Traffic Calming and Enhanced Pedestrian Facilities proposal and will be addressed in that report.

Item 7: The proposed works at the junction of Gurtinard and Upper Church Street incorporate a raised shared space and ramps to control speeds.

Item 10: The proposed development is a combined walkway and cycleway which will be of sufficient width to accommodate both pedestrians and cyclists safely. In relation to vehicular traffic through the town, it is noted that the construction of the N69 Listowel Bypass will remove significant volumes of through traffic from the town.

G-10 Eugene T Moriarty

Submission:

I would like to express my full support for these plans to improve and extend facilities for the people of Listowel, North Kerry and for all the visitors who are bound to utilise these facilities from around the world in future years.

These plans have undoubtedly required and immense amount of effort, work and skill by everyone who contributed thus far. Not least, the highly skilled engineering, planning and administrative departments of Kerry County Council along with our elected representatives who have all collectively advanced this initiative to this stage. Thank you.

I am a lifelong athlete who has been lucky enough to have resided in Amsterdam the Netherlands and have seen and experienced first-hand how initiatives of this type have contributed to the long-term safety, improved health, more cohesive and inclusive community as well as the large positive impact it can have on local economies that are not so evident at first glance.

Observations

My main observations are that elements of the Dutch model for traffic management and calming have been exceptionally well tested and proven over time and may warrant further consideration in terms of these plans.

In particular the raised nature of separate bike lanes – physically distinct from shared pathways with pedestrians which have tended to eliminate the cause of conflict when otherwise amalgamated as a shared one – where space allows of course.

Something that may also be worth consideration – and it is not always possible or practical – is the inclusion of a continuous raised cycle/pathways at junctions and roundabouts which protects non vehicular traffic and also with the inclusion of a space roughly the length of a regular car to allow vehicles turning off a busy roadway the ability to pull off in the direction they need to travel – allowing traffic behind it to flow – which reduces conflict with non-vehicular movements and improves visibility. This is equally valuable where driveways to private homes are concerned.

I would also urge consideration of the use of low rolling resistance tarmac for the bike lanes specifically.

CE Response:

Submission noted. In this case there isn't sufficient width available to accommodate all of these proposals. However, the combined walkway and cycleway will be of sufficient width to accommodate both pedestrians and cyclists safely.

G-11 G Moriarty & Sons

Submission:

Our team would like to express its full support for this initiative and congratulate everyone involved in bringing it to this stage

We already look forward to its implementation and the positive benefits that are sure to accrue to the locality as a result.

CE Response:

Submission noted.

G-12 Anne O'Callaghan

Submission:

I wish to submit the following comments and observations in relation to the proposed alterations to accommodate the creation of a cycle/walkway contained in the proposed development Part 8 - Upper Church St to Neodata cycle/walkway and Part – 8 N69 Upper Church St Traffic Calming and Enhanced Pedestrian Facilities.

- The proposed loss of dedicated footpath represents a significant safety risk for residents and other pedestrians, as well as a reduction in their existing use and enjoyment of this essential safety infrastructure. Many of the residents are elderly or children who would be particularly at risk in the event of a loss of the dedicated footpath. It is not clear why this essential infrastructure which is required and enjoyed by the residents and local pedestrians, would be removed to facilitate cyclists who are not residents and just passing through.
- The proposed shared space for bikes and pedestrians represents a clear risk and loss of current use and enjoyment of the existing infrastructure. It is not clear why the needs of residents and other pedestrians (many elderly and children) are considered less important than cyclists passing through.
- Parking:
 - o The proposed changes would result in a loss of current parking places for local residents and motorists calling to them (such as family members, delivery services, carers, service providers, etc.), which represents a potential safety risk and a loss of current use and enjoyment of this infrastructure for local residents.
 - o There would be a loss of safe parking spaces at schools on the route, with no alternative safe and convenient alternative parking in place or proposed.
 - o There would be a loss of parking at the sports grounds (Frank Sheehy Park) which would reduce the current use and enjoyment of local residents, participants, officials, and spectators. It would also likely lead to an increased safety risk as access to the grounds would be obstructed by the proposed new cycle/walkway. Also, the loss of parking would likely lead to cars being parked in nearby residential areas, increasing congestion in those residential areas, and increasing the safety risk to local residents (including many elderly and children).
 - o In relation to the above, it is not clear why the safety needs of the local residents and their use and enjoyment of the current infrastructural arrangements are considered less important than facilitating cyclists passing through.
- Access to residences: The proposed two-way cycle-footway would clearly pose an increased safety risk for residents accessing their homes, by impeding clear access/egress and obstructing clear view of oncoming traffic. It would also reduce the existing use and enjoyment of the current infrastructure. It is not clear why the safety needs of the local residents and their use and enjoyment of the current infrastructural arrangements are considered less important than facilitating cyclists passing through.
- Congestion: there are a significant number of private houses and several housing estates on the route, a roundabout and several junctions that would be impacted by the proposed alterations. In addition to the increased safety risks the proposed walk/cycle way changes would pose to these residents, there would also be increased congestion. It is not clear why the local

residents' safety needs and their use and enjoyment of their homes and neighbourhoods are considered less important than facilitating cyclists passing through.

In view of the comments and observations above, which are just a small sample of the many issues raised by the proposed changes, it seems the approach to date lacks consideration of the safety risks and the impact on local residents. I would suggest that:

(i) A comprehensive safety assessment should be carried out on each of the proposed changes and the results made publicly available and assessed independently before any further steps are taken on the proposed alterations. (ii) The local residents, schools, sports organisations, etc. should be consulted on each of the proposed changes and their impact, and their views reflected in any decisions made in relation to the proposed changes.

CE Response:

Kerry County Council acknowledges the submission by Anne O'Callaghan and has the following responses to the specific issues raised.

The majority of points raised relate to N69 Upper Church Street, Listowel, Traffic Calming and Enhanced Pedestrian Facilities proposal and will be addressed in that report. It should be noted that the existing footpath in the Gurtinard housing estate is to be retained and widened to 1.5m. The proposed development is for a combined walkway and cycleway which will be of sufficient width to accommodate both pedestrians and cyclists safely.

G-13 Sean Heaphy

Submission:

In relation to the proposed development and works presented in the site notice, within the townlands of Ballygowloge and Listowel for the construction of a new cycle / walkway and all ancillary works for the delivery of the project, I would like to express my full support as a business owner, employer and resident within the town of Listowel.

The Greenway is very much welcomed and an excellent opportunity to develop new initiatives, to provide wonderful experiences for visitors and locals, serve as an environmentally friendly economic catalyst towards improving the quality of life for those along the walkway and in the surrounding environs. The proposed route will display the natural beauty of the Feale and town park and promote a longer stay in the town, which in turn will lead to extra spend within the town, which is very much welcome.

H2Group unequivocally supports the development along the proposed route of the new cycle/walkway.

CE Response:

Submission noted.

G-14 Brenda Woulfe

Submission:

I wish to affirm that as a ratepayer and resident of Listowel I fully support Proposal 2 for the Greenway.

CE Response:

Submission noted.

3. Proper Planning and Sustainable Development

Evaluate the Proposed Development with Respect to the Proper Planning and Sustainable Development of the Area

The need for the proposed scheme is supported by European, National, Regional and Local Policies. The development is consistent with the following National, Regional and Local Plans and Strategies:

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

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

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

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

This proposed combined walkway and cycleway will provide enhanced infrastructure in the town centre and will promote a modal shift from transit by motor vehicle to more sustainable alternatives of walking and cycling.

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

Aside from the intrinsic amenity and health benefits associated with walkways and cycleways, the economic benefits for the area are also a major consideration.

As part of this planning proposal an Environmental Impact Assessment (EIA) screening report was prepared and determined that the proposed work, individually, and in combination with other plans and projects, is not one which requires a Mandatory EIA and is not likely to have a significant effect on the environment. An Environmental Impact Assessment (EIA) is not required in this instance.

An appropriate assessment screening was also prepared for the proposed project and determined that the proposed work, individually, and in combination with other plans and projects, is not likely to have a significant effect on a European site (Natura 2000 Site), and as such, a Stage 2 Appropriate Assessment / Natura Impact Statement is not required in this instance.

4. Proposed Amendments

There are no proposed amendments to the development as published. It is recommended that the proposed development should proceed without amendments.

5. Recommendations

It is considered that the proposed development with regard to Section 179 of the Planning and Development Act 2000 (as amended) is in accordance with the proper planning and sustainable development of the area.

Kerry County Council has concluded that an EIA (Environmental Impact Assessment) is not required. Kerry County Council has concluded that an AA (Appropriate Assessment) is not required. It is recommended to proceed with the proposed development without modifications.

Appendix A. Supporting Planning Policies and Objectives

Project Ireland 2040: The National Planning Framework

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

The vision for Ireland in 2040 is:

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

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

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

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

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

National Strategic Outcome 3: Strengthened Rural Economies and Communities

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

National Strategic Outcome 7: Enhanced Amenities and Heritage

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

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

Objective No.	The National Planning Framework
National Policy Objective 16	Target the reversal of rural decline in the core of small towns and villages through sustainable targeted measures that address vacancy and deliver sustainable reuse and regeneration outcomes.
National Policy Objective 17	Enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.
National	Support the proportionate growth of and appropriately designed

Policy Objective 18a -	development in rural towns that will contribute to their regeneration and renewal, including interventions in the public realm, the provision of amenities, the acquisition of sites and the provision of services.
National Policy Objective 21 -	Enhance the competitiveness of rural areas by supporting innovation in rural economic development and enterprise through the sustainable diversification of the rural economy into new sectors and in particular those with a low or zero carbon output
National Policy Objective 22	Facilitate the development of a National Greenways/Blueways and Peatways Strategy which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.
National Policy Objective 27	Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.
National Policy Objective 64	Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

Project Ireland 2040: National Development Plan 2018-2027

The National Development Plan 2018-2027 (NDP), published in February 2018 in tandem with the National Planning Framework (NPF), seeks to drive Ireland's long term economic, environmental and social progress over the next decade, in accordance with the spatial planning context of the NPF.

The key role of the NDP is to set out the updated configuration for public capital investment over the next 10 years to achieve the National Strategic Outcomes as set out within the NPF.

National Strategic Outcome 3, Strengthened Rural Economies and Communities

The NDP outlines a number of key rural initiatives, that set out to revitalise rural areas and to enhance economic growth. The Rural Recreation Infrastructure Scheme is regarded as the most applicable scheme to the proposed greenway project:

"The Rural Recreation Infrastructure Scheme supports the development and necessary maintenance, enhancement or promotion of recreational infrastructure throughout Ireland in light of the huge potential to develop the economic value of Activity and Recreational Tourism by Local Authorities, State Agencies and communities. Initiatives funded covered a broad spectrum, and range from walking trails to greenways and blueways."

Investment in activity based tourism, including greenways, is recognised as a priority over the duration of the NDP lifespan, which will comprise of measures to support further regional investment in existing experience brands, including the Wild Atlantic Way.

Chapter 5: National Strategic Outcomes and Public Investment Priorities, summarises the status of greenway strategies within the State, anticipating the ongoing development of greenways over the duration of the NDP.

The National Development Plan reiterates the core national strategic objectives and outcomes of the National Planning Framework. The NDP earmarks future investment in greenways and recreational based tourism across the State over the duration of its lifespan.

Smarter Travel: A New Transport policy for Ireland 2009-2020

Smarter Travel – A Sustainable Transport Future, prepared by the Department of Transport, sets out a broad vision for the future of transportation in Ireland and establishes associated objectives and targets.

The main objectives are to reduce dependency on car travel and long-distance commuting, increase public transport modal share and encourage walking and cycling in line with national policies such as the National Cycle Policy Framework. This policy document sets out key goals, targets and actions, by 2020 and include the following:

“Our vision is to create a strong cycling culture in Ireland and ensure that all cities, towns, villages and rural areas will be cycling friendly. Cycling will be a normal way to get about, especially for short trips. Next to walking, cycling will be the most popular means of getting to school, both for primary and secondary school.”

The proposed greenway will act as a connectivity link between the local communities and in turn encourage a cycling culture locally.

The National Cycle Policy Framework, 2009 – 2020

The National Cycle Policy Framework 2009 – 2020 aims to provide a common, integrated basis for the long-term development and implementation of cycling policies among various sectors and levels of government.

The National Cycle Policy Framework outlines key objective which are relevant to the creation of cycle friendly environments including greenways. These key objectives are outlined hereunder:

Objective No.	The National Cycle Policy Framework, 2009 – 2020
Objective 1	Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way
Objective 3	Provide designated rural signed cycle networks providing especially for visitors and recreational cycling
Objective 4	While the main target of the cycle tourism strategy is visitors-both overseas and domestic- the secondary target market is recreational cyclists. From the perspective of the National Cycle Policy Framework encouraging recreational cycling is a key element of creating a cycling culture in Ireland and recreational routes in and around urban areas, which, in turn link to rural areas are very important
Objective 5	Ensure that all the surfaces used by cyclists are maintained to a high standard and are well lit
Objective 6	Ensure that all cycling networks – both urban and rural – are signposted to an agreed standard

Strategy for the Future Development of National and Regional Greenways (July 2018)

The objective of this Strategy is to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard in order to deliver a quality experience for all Greenways users. It also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity.

Project Ireland 2040 National Planning Framework and the National Development Plan 2018-2027 note that creating the environment to support job creation in rural areas will be a key enabler to rejuvenating rural towns and villages, sustaining vibrant rural communities and reversing

population decline. It recognises that “[T]he development of Greenways, Blueways and Peatways offer a unique alternative means for tourists and visitors to access and enjoy rural Ireland. The development of a strategic national network of these trails is a priority and will support the development of rural communities and job creation in the rural economy, as well as the protection and promotion of natural assets and biodiversity.” A strategic policy objective of Project 2040 is to facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level.

South West Regional Planning Guidelines 2010-2020

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

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

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

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

Section 3.2.24 Rural Economy and Diversification of the Regional Planning Guidelines states that: “The traditional mainstays of rural employment have been in decline for some time. Mechanisation and technological advances have contributed significantly to this decline. There is a need for new initiatives which will support rural diversification, innovation and enterprise development:

-Facilitate innovative approaches to identify new products and markets to increase rural employment (in the existing sectors).

-New sustainable tourism initiatives in appropriate locations.”

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

Objective No.	South West Regional Planning Guidelines 2010-2020
	It is an objective to;
RES-03 Tourism	Protect existing tourism assets in the region and develop additional sustainable facilities for activity holidays, urban and rural tourism.
RES-05 Rural Diversification	Promote rural diversification through building local rural capacity by upskilling and making appropriate provision in development and local plans to foster local entrepreneurial activity and encouraging innovative and sustainable economic activity.
RTS-03 Cycling and Walking	Encourage the development of strategies for walking and cycling that promote the goals and aspirations of Smarter Travel and the National Cycle Policy Framework. Specifically, the region’s local authorities should prepare plans for improvement to the cycling and walking networks in urban areas, linking areas of population growth and employment, in a sustainable manner.

REAS-07 Social and Community Infrastructure	Continuously improve the quality of life for residents of and visitors to the region and to create an increased awareness of sense of place.
	Ensure that social and community infrastructures in terms of housing, educational, public transport, recreational and health facilities are developed in a timely and sustainable manner to cater for increasing population levels. Special care needs to be taken to ensure that adequate levels of essential service provision continues in rural area of the region.
	It is an objective to encourage local authorities to protect and enhance public open space and recreational facilities in a sustainable manner and recognise the importance of protection of urban wildlife corridors and sites of nature conservation importance.

Kerry County Development Plan 2015-2021

The Kerry County Development Plan, adopted in February 2015, sets out the strategic framework for the sustainable development and land use planning for the County of Kerry from 2015 to 2021. The Planning and Development (Amendment) Act 2010 amended section 10 of the Principal Act by introducing the requirement of a Core Strategy that shall "ensure that the development objectives in the Development Plan are consistent, as far as possible, with national and regional development objectives set out in the National Spatial Strategy/National Planning Framework and Regional Planning Guidelines". Among the strategic aims of core strategy are:

Set out a vision and blueprint for the future sustainable development of the County and maximise the counties potential in the context of the South West region.

Support sustainable tourism development in Kerry and strengthen the contribution that tourism makes to the local communities, culture and economy of the County.

Promote and support the integration of land use and transport and encourage modal shift to greater use of sustainable modes of transport, including public transport, walking and cycling.

As a mechanism to achieving these strategic aims, The County Development Plan encourages the sustainable development of walking and cycling routes, through the re-use of the existing former railway lines as 'greenways' for the purposes of promoting cycling and walking. The relevant policies and objectives in support of the proposed development are set out hereunder. Of these, Objective T-27 is particularly pertinent.

Objective No.	Kerry County Development Plan 2015-2021 Tourism and Recreation
	It is an objective of the Council to;
T-5	Promote the sustainable development of tourist related infrastructure such as transport access, appropriate facilities and high-quality tourist accommodation, in appropriate locations where proposals are in accordance with the provisions of this Plan.
T-10	Support and facilitate, in conjunction with other bodies and agencies, the sustainable development of Kerry as a world class destination for sports and recreation related tourism.
T-11	Promote and facilitate the sustainable development of outdoor activities, in appropriate locations, such as walking, rambling, cycling and adventure with specialised wellness centres and facilities in association with Tralee IT, Failte Ireland, National Trails Office, Irish Sports Council, Kerry Education and Training

	Board and other relevant National and County based department and agencies.
T-20	Facilitate the sustainable provision, at appropriate locations, of a network of quality pathways and associated car parks for walkers and cyclists and horse riders that are attractive and free of vehicle traffic.
T-23	Actively encourage and seek to facilitate appropriate and sustainable development of integrated cycle routes throughout the County in association with other agencies.
T-26	Co-operate with the National Trails Office, Fáilte Ireland, National Way Marked Way Advisory Council and other relevant bodies, in order to support the sustainable development, maintenance and enhancement of the trail development throughout the County, both urban and rural, in an environmentally sustainable way.
T-27	Promote and facilitate the sustainable re-use of existing former railway lines for amenity purposes, such as cycleways, walkways and other recreational activities in order to develop a network of 'green routes' throughout the County.
T-28	Support the sustainable development of a national cycle network and the development of a EuroVelo project, in particular the Atlantic Coast route where it passes through the County

Objective No.	Kerry County Development Plan 2015-2021 Transport and Infrastructure
	It is an objective of the Council to;
RD-4	Facilitate the sustainable provision of the necessary Infrastructure at appropriate locations, required to promote sustainable economic and social development of the County.
RD-8	Support sustainable travel in the County and implement the key goals, targets and actions as contained in Smarter Travel- A Sustainable Transport future – A New Transport Policy for Ireland 2009-2020 and the National Cycle Policy Framework.
RD-13	Encourage an increase of non-car-based transport within the County.
RD-14	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car sharing and car-pooling, as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
RD-28	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport as an alternative to private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained in Smarter Travel, A Sustainable Transport Future 2009-2020.
RD-30	Support the sustainable establishment of a network of "Greenways" as outlined in Table 7.4 within the County and adjoining Counties where it can be demonstrated that the development will not have a significant adverse effect on the environment, including the integrity of a Natura 2000 network.

	(Table 7.4 - from Farranfore to Caherciveen/ Renard Point).
RD-31	Support the sustainable establishment of a network of interlinked cycle ways and walkways within the County and the adjoining Counties including: Tralee-Fenit, Lough Leane Loop, Glenbeigh-Renard Great Southern Trail Ballyseedy-Blennerville-Spa and linking them where possible, where it can be demonstrated that the development will not have a significant effect on the environment, including the integrity of the Natura 2000 network.
RD-33	Protect all existing or historical rail lines and associated facilities from redevelopment for non-transport related purposes in order to protect their future use as an operational transportation networks or for green cycle or walking routes.

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

The Kerry Local Economic and Community Plan

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

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

These are as follows:

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

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

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

These socio-economic statements have assisted in the formation of a number of goals, objectives and actions. The goals, objectives and actions in supports of the proposed greenway are set out hereunder.

Goal	Objective	Action
1.3 Sustainably Maximise Growth Opportunities for Kerry	1.3.8 Actively promote the sustainable development of tourism in the county through the development and implementation of appropriate plans and strategies.	1.3.8.3 Undertake further work on route options and feasibility studies for potential development of Greenways in the county, in line with national Greenways guidelines.

		1.3.8.4 Further to proper planning and sustainable development support completion of existing Greenway development (South Kerry, North Kerry and Fenit Greenways) and investigate the feasibility of linking up the North and South Kerry Greenways.
2.5 Promote population health & well-being drawing on the social determinants of health (covering social aspects including education, environment, sport & physical activity, housing, economic status)	2.5.2 Promote an increase in physical activity levels across the county for all.	2.5.2.1 Promote and develop free recreation facilities as part of a drive to increase physical activity levels and opportunities in the county for all. This work programme to be carried out in cooperation with the Kerry County Tourism Strategy.
3.8 To ensure that appropriate needs based social and community infrastructure is prioritised in creating sustainable communities and a sense of belonging for both new and more established areas throughout the county	3.8.8 Improve the liveability of communities through improved local facilities	3.8.8.1 Support the development of safe walking routes and other recreation opportunities in communities involving vulnerable road users in the design, included in which should be better signage and mapping facilities

County Kerry Tourism Strategy and Action Plan 2016-2022

The County Kerry Tourism and Action Plan, adopted in July 2016, set out the priorities and investment plans for the county over the 2016 to 2022 period. The County is hugely dependant on Tourism with one in five employed in this Sector at the present time. The visitor numbers are growing – 1.7 million visitors to the County, and this Plan shows how vital it is that the County has a shared vision and a shared ambition to support this expanding Industry and Enterprise.

The Tourism Strategy works to the principles of the National Tourism Policy as outlined in ‘People, Place & Policy – Growing Tourism to 2025’ and forms an integral part of the County Kerry Local Economic and Community Plan.

This plan recognises that physical infrastructure forms an integral part of Kerry’s tourism package. Infrastructure determines the future growth potential of the region, its competitiveness and has a direct bearing on the visitor’s holiday experience and whether or not the visitor will return and recommend the destination to others. It covers many areas including transportation links,

infrastructure, and product development, quality of the environment, and visitor facilities among others.

Developing and enhancing Kerry's tourism infrastructure is a key objective of this strategy. A key priority in achieving this objective includes upgrading visitor facilities at seaside resorts, trail heads and link up Greenways, walking and cycling trails. One of the key actions identified in this plan is the development of greenways, throughout the County and in particular from Renard to Glenbeigh, as set out in action 1.7 Greenway of this plan

Listowel Municipal District Local Area Plan 2020-2026

The Plan has the following objectives:

Objective No.	Listowel Municipal District Local Area Plan 2020-2026 Transport and Infrastructure
	It is an objective of the Council to;
LS-CI-01 & LS-AI-03	Facilitate the interconnection of existing and proposed cycle paths and greenways throughout the county. Develop a masterplan for all cycle paths and greenways in the county prioritising the coherence of the network and linking greenways to the urban centres
LS-CI-02	Promote a more cycle friendly environment through the provision of improved cycling infrastructure. Development in urban areas shall have regard to the 'National Cycling Manual' (National Transport Authority, June 2011.)

**Planning Authority
Preliminary Environmental Impact Assessment Screening Report
Conclusion Statement For**

1. The proposed N69 Upper Church Street and College Road, Listowel Pavement Improvement and Traffic Calming and Enhanced Pedestrian Facilities project, and
2. The Proposed cycleway/ walkway between the N69 (Gurtinard housing estate entrance) and the former Neodata site (adjacent to the town park) in Listowel project.

When taken together the combined project would link the permitted North Kerry Greenway at the N69 Ballygowloge roundabout to the former Neodata site adjacent to the Town Park (Childers Park), Listowel.

Environmental Impact Assessment Preliminary Screening Conclusion Statement

Kerry County Council concludes that these projects are not ones which requires EIA Screening or EIA, either by themselves or cumulatively. The Preliminary EIA Screening Examination prepared by the Environmental Assessment Unit contains a fair and reasonable assessment. That assessment is adopted as the assessment of Kerry County Council.

Reasons for Conclusion

- The proposal is substantially below relevant mandatory EIA thresholds.
- There are no potential cumulative or in combination effects likely to arise.
- There is no real likelihood of significant effects on the environment arising from the proposed development.

Signed:


Michael Scannell

**Director of Services / Stiúrthóir Seirbhísí, Economic & Community
Development / Forbairt Eacnamaíochta & Pobail**

Date:

24/3/2021

**Planning Authority Habitats Directive Appropriate Assessment
Screening Determination Statement for**

1. The proposed N69 Upper Church Street and College Road, Listowel Pavement Improvement and Traffic Calming and Enhanced Pedestrian Facilities project, and
2. The Proposed cycleway/ walkway between the N69 (Gurtinard housing estate entrance) and the former Neodata site (adjacent to the town park) in Listowel project.

When taken together the combined project would link the permitted North Kerry Greenway at the N69 Ballygowloge roundabout to the former Neodata site adjacent to the Town Park (Childers Park), Listowel.

Stage 1 Appropriate Assessment Screening Statement

Kerry County Council as Competent Authority determines that the proposed works, individually or cumulatively and in combination with other plans and projects, are not likely to have a significant effect on a European site (Natura 2000 Site), and as such, a Stage 2 Appropriate Assessment / Natura Impact Statement is not required.

It is considered that the AA Screening Report prepared by the Environmental Assessment Unit, contains a fair and reasonable assessment of the likelihood of significant effects of the development on European sites. That assessment is adopted as the assessment of Kerry County Council. It is noted that the exclusion of likely significant effects is based wholly on objective information and that there is no reliance on any measures intended to reduce or avoid impacts on European Sites.

Reasons for Determination

- The nature and scale of the works required to facilitate the construction works, which are not complex, and which make use of existing pathways and road infrastructure.
- The location of the works outside of Natura 2000 site designations.
- The habitats found within and adjoining the site are not annexed habitats. There is therefore no potential for direct impacts on Qualifying Interest habitat associated with Natura 2000 sites.
- The potential for indirect impacts by way of water pollution arising from construction activities or otherwise can be ruled out having regard to the scale of pollution possible, to the natural buffering capacity available in the connecting landscape and to the natural dissipation and assimilation capacities of receiving waters.
- The proposal has no potential to disturb Qualifying Interest species or to affect their movements in the landscape, either at the construction or operational stage.

Signed:


Michael Scannell

**Director of Services / Stiúrthoir Seirbhísi, Economic & Community
Development / Forbairt, Eacnamaíochta & Pobail**

Date:


29/2/2021



Kerry County Council

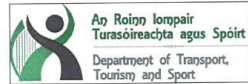


UPPER CHURCH STREET TO NEODATA (LISTOWEL)

PART 8 - PLANNING APPLICATION

DRAWING CONTENTS

202101-100-00	Contents	202101-100-04	Separation Fencing and Schematic Views
202101-100-01	Scheme Layout Map - Vector	202101-100-05	Woodland Trail Details
202101-100-02	Scheme Layout Map - Orthos	202101-100-06	Gurtinard Road Accommodation Works
202101-100-03	Section and Schematic Views	202101-100-07	Gurtinard Shared Space Details



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Capital Infrastructure Unit

Kerry County Council,
Capital Infrastructure Unit,
Princes Quay,
Tralee.

Tel No. 066-7191319
Email: ciu@kerrycc.ie



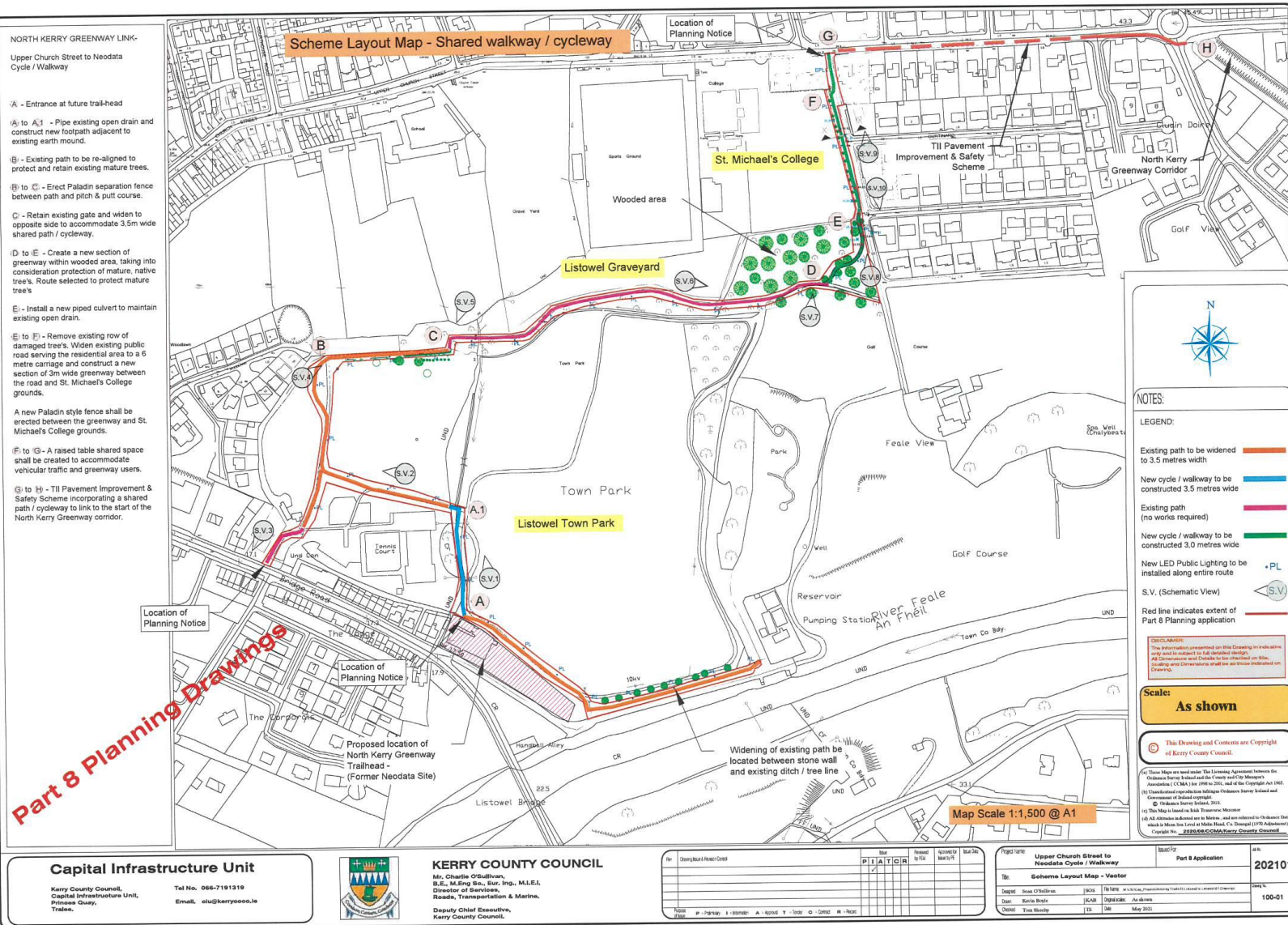
KERRY COUNTY COUNCIL

Mr. Charlie O'Donnell,
B.E., M.Eng. Sc., Eur. Ing., M.I.E.E.
Director of Services,
Roads, Transportation & Marine.

Deputy Chief Executive,
Kerry County Council.

Rev	Drawn	Checked	Approved	Scale	Notes
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Project Name	Upper Church Street to Neodata Cycle / Walkway	Sheet No.	202101
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- Entrance at future trail-head
- A) to A1) - Pipe existing open ground to construct new footpath adjacent to existing earth mound.
- B) - Existing path to be re-aligned to protect and retain existing mature trees
- C) to C - Erect Paladin separation fence between path and pitch & pull course.
- D) - Retain existing gate and widen to opposite side to accommodate 3.5m wide shared path / cycleway.
- D to E - Create a new section of greenway within wooded area, taking into consideration selection of mature, native trees. Route selected to protect mature tree's.
- E - Install a new piped culvert to maintain existing open ground.
- E to F - Remove existing row of damaged trees. Widen existing public road serving the residential area to a B category and construct a new section of 3m wide greenway between the road and St. Michael's College grounds.

A new Paladin style fence shall be erected between the greenway and St. Michael's College grounds.

- F) to G - A raised table shared space shall be created to accommodate vehicular traffic and greenway users.
- G) to H - T11 Pavement Improvement & Safety Scheme incorporating a shared road / cycleway link to the start of the North Kerry Greenway corridor.

Scheme Layout Map - Shared walkway / cycleway

Location of Planning Notice

St. Michael's College

Listowel Graveyard

Listowel Town Park

Location of Planning Notice

Proposed location of North Kerry Greenway Trailhead - (Former Neodata Site)

Shared trail to be located between stone wall and existing ditch / tree line

Map Scale 1:1,500 @ A1

NOTES:

LEGEND:

Existing path to be widened to 3.5 metres width

New cycle / walkway to be constructed 3.5 metres wide

Existing path (no works required)

New cycle / walkway to be constructed 3.5 metres wide

New LED Public Lighting to be installed along entire route

S.V. (Schematic View)

Red line indicates extent of Part 8 Planning application

Scale:

As shown

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LEGEND:

Existing pa
to 2.5 m

Existing path to be widened to 3.5 metres width

New cycle / walkway to be constructed 3.5 metres wide

Existing path (no works required)

New cycle / walkway to be constructed 3.0 metres wide

New LED Public Lighting to be installed along entire route

S.V. (Schematic View)

Red line indicates extent of Part 8 Planning application

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No	Observation & Action Control	Date					Reviewed by HSE	Approved/Not Approved by HSE	Status
		P	I	A	T	O			

P=Prevent I=Identify A=Assess T=Control O=Report
 Legend: = Safe = Minor = Major = Critical

Project Name	Upper Church Street to Neodada Cycle / Walkway		Issue #/yr	A/R#
	Part B Application			202101
Title:	Sohoma Layout Map - Orthes			
Issued By	Nora O'Sullivan	BOS	File Name	M:\CityData_Proposals\2021\B-Orthes\20210101_20210101_CityMap.docx
Date	Kevin Boyle	JCAR	Originator:	As above
Discussed	Tina Stecher	JTS	Date	May 2021
				100-02



Scale 1:50 @ A1



Scale 1:50 @ A1



Scale 1:50 @ A1

PHOTOMONTAGES THROUGH PROPOSED ROUTE



Schematic View New Trail - B.V. 3



Bohemio View Widened Trail - B.V.2

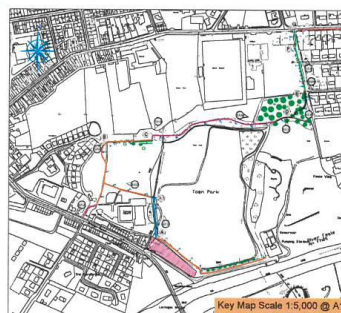


Schematic View Bridge Street Link - E,V,3



Schematic View Location B - S.V.4

Part 8 Planning Drawings



Key Map Scale 1:5,000 @ A1

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Roads, Transportation & Marine.

Deputy Chief Executive,
Kerry County Council.

[illegible]

Project Name	Upper Church Street to Neodade Cynole / Walkway		Issued For	As Is
			Part B Application	202101
Title	Sections and Schematic Views			
Designer	Sean O'Sullivan	JACS	File Name	W:\NODADE\Project\Issued\202101\Issued to Customer\01 Drawings
Draft	Kevlin Boyle	JACS	Original Date	As above
Revision	None	None	Disc	As supplied
				100-03

PHOTOMONTAGES THROUGH PROPOSED ROUTE



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Capital Infrastructure Unit

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Capital Infrastructure Unit,
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KERRY COUNTY COUNCIL

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Director of Services,
Roads, Transportation & Marine.

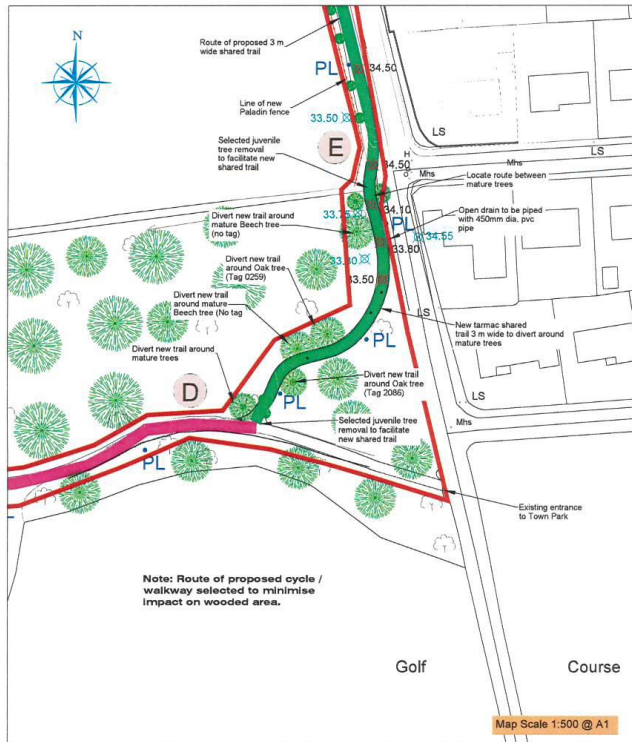
Deputy Chief Executive,
Kerry County Council.**

No.	Drawing Issue & Release Control	Issue						Reviewed by P/E	Approved by P/E	Date
		P	I	A	T	C	R			
			<input checked="" type="checkbox"/>							

P = Prepared I = Issued A = Approved T = Tested C = Checked R = Reuse
 P/E = Project Engineer

Project Name: Upper Church Street to Neodada Cynole / Walkway		Issued For: Part B Application	Job No: 2021
Title: Separation Fencing and Schematic Views			
Designed: Sean O'Sullivan	[SOS]	File Name: WCHC_NA_ProposedCommunityTrafficCirculationandLandscaping	Drawing No: 100-0
Drawn: Kerin Boyle	[KAB]	Original scale: As above	
Checked: Tina Skene	[TSK]	Date: June 2021	

PLAN OF ROUTE THROUGH WOODLAND



PHOTOMONTAGES THROUGH PROPOSED ROUTE



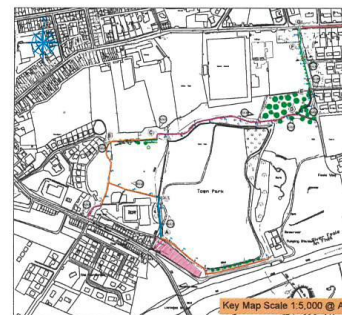
Schematic View Existing Path - S.V



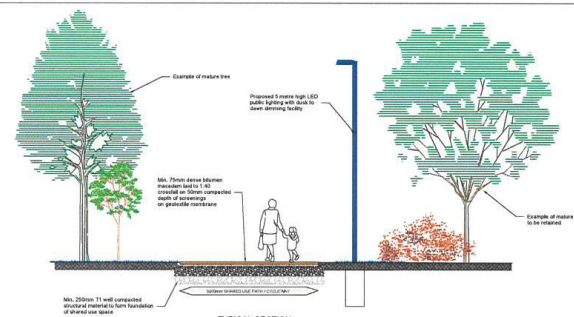
Geometric View Location D - B.V.



Schematic View Section Through Woodland - S.



Key Map Scale 1:5,000 @



TYPICAL SECTION -
NEW SHARED PATH THROUGH WOODS D

Scale 1:50 @ A

Capital Infrastructure Unit

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KERRY COUNTY COUNCIL

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B.E., M.Eng Sc., Eur. Ing., M.I.E.I.
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Roads, Transportation & Marine.

Deputy Chief Executive,
Kerry County Council.

[illegible]

Project Name Upper Church Street to Needota Cycle / Walkway		Issued For Part B Application	Job No. 20210
Title Woodland Trail Details			Drawing No. 100-05
Designed	Dean O'Halloran	BCOB	
Drawn	Kevin Boyle	ICAB	
Checked	Tyler Skyles	ICAB	
		File Name	W:\City\CA_Consolidated\100-05\100-05.dwg
		Organization	Alumnae
		Date	March 2021

N69 / Gurtinard Junction

Link to TII Pavement Improvement & Safety Scheme

Existing boundary wall

Proposed 6.0 metres

1.5 m

Widen existing footpath to 1.5 metres and finish with tarmacadam

Raised Shared Space with tarmacadam finish

Shared Space (road level)

Existing ESB sub-station

New 2400mm high Paladin Fence

Tactile paving to TII standards

3 metre wide Shared use trail connecting to Bridge Road

Constructed embankment

Proposed 8.0 metres

1.5 m

Ramp zone

Widen existing footpath to 1.5 metres and finish with tarmacadam

Existing boundary wall

Proposed 6.0 metres

3.0 m

Proposed kerb line

Map Scale 1:125 @ A1

Kerry County Council,
Capital Infrastructure Unit,
Princes Quay,
Tralee.



Mr. Charlie O'Sullivan,
B.E., M.Eng. Co., Eur. Ing., M.I.E.I.,
Director of Services,
Roads, Transportation & Marine.

Deputy Chief Executive,
Kerry County Council.



Example of raised crossing



Example of Paladin style fence



Red line indicates extent of Part 8 Planning application

As shown

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Paged Name		Upper Church Street to Neudata Cycle / Walkway	Issue #	Alt. No.
			Part B Application	202
Title: Gurtinard Shared Space Details				
Designed:	Sean O'Sullivan	[ISO6]	File Name:	W:\CHS\CHS_Planetree\SharedSpace\B-10001_CoveredtoCentralofDowntown.dwg
Drawn:	Kevlin Boyle	[KAB]	Original Date:	Autodesk
Checked:	Tina Sheehy	[TS]	Date:	May 2021
			Sheet No.	100

Cathaoirleach Cllr. M. Kennelly said it was a truly historic day for the Listowel community and the North Kerry region to see real progress made on these projects. He said there has been criticism with regard to efforts to secure funding for such projects, however, this can no longer be the case as the project will finally come to fruition when the Greenway opens in the first Quarter of 2022. The project is the largest tourism project ever seen in North Kerry and will offer so many opportunities for people and businesses that could ever have been imagined.

Cllr. J. Moloney welcomed the report and the vast opportunities that the Greenway will bring to the region, deeming it a real game changer for Listowel and North Kerry. It is truly a historic moment for the town and for the Listowel area. He said it is hoped that the Gurtinard and wooded area could be segregated.

MD Manager, Mr. J. Kennelly, undertook to examine this and revert to the Members.

Cllr. M. Foley expressed his delight with the Greenway proposals and said many towns will be envious of the Greenway project that is being planned in earnest for Listowel.

Members were updated on the proposed landscaping for the area, which will be designed and will leave no unsightly fences exposed to view.

Members said it is hoped that there could be a one-way system for cyclists and pedestrians at the Town Park portion of the Greenway.

Cllr. A. Thornton said it was a proud day for Listowel and acknowledged the work of previous Elected Members and Kerry County Council staff who had fought for the progression of the Greenway project over many years, adding that this is just the beginning of the project. She asked that close contact can be kept with bodies involved in the Mayo and Waterford Greenways, so as to assess what initiatives could work for indigenous businesses dotted along the Greenway routes.

Members welcomed the work of Mr. T. Sheehy and the Council Greenway Project Team in bringing the Greenway project to fruition.

The Members commended the work of MD Officer, Mr. A. Smith, in securing Green Flag status for Listowel Town Park.

Meetings Administrator, Ms. D. Griffin, said a vote would now be taken on the Part VIII.

On the PROPOSAL of **Cllr. M. Kennelly** SECONDED by **Cllr. A. Thornton**, the Members of the Municipal District of Listowel resolved to adopt the **CE Report for the N69 Upper Church Street, Listowel to NeoData Cycle/ Walkway**.

The result of the vote was as follows:

For: Cllrs. Tom Barry, Michael Foley, Jimmy Moloney, Aoife Thornton, Cathaoirleach Mike Kennelly **(5)**

Against: **(0)**

Not Voting: **(0)**

Absent: **(1)** Cllr. Robert Beasley

Meetings Administrator, Ms. D. Griffin declared the Proposal CARRIED.

(3) Update on the N69 Listowel Bypass

SE, Ms. T. Smith, Kerry NRDO updated the Members on the Listowel Bypass and outlined that the tender process is ongoing. The Land acquisition is progressing along the 5.95km route between Kerry County Council, landowners, and land agents. There is a final review of the tender documents being carried out and once approved by the TII, the project will proceed to tender. Tender publication is expected soon with an estimated 8-week tender process. Part of the route will also see the upgrade of 2.3km along the John B. Keane Road.

The project is expected to include three roundabouts, a bridge over the River Feale, a number of side-road realignments, junction upgrades as well as new bicycle and pedestrian provisions.

The tender period has been extended by three weeks to facilitate the builders holiday period, with the date of 13th August 2021 being the submission date for tenders.

Land acquisition is ongoing, and the SE advised Members that there is great interest in the tender project. She outlined that the land acquisition process will not hinder construction as there is a CPO in place.

In response to a query from Cathaoirleach M. Kennelly, the SE said the section from the Tim Kennelly Roundabout to Bolton's Cross will be considered for road improvement in the scheme.

Members welcomed the update regarding the N69 and looked forward to more updates on the project.

(4) Update on the Greenway Marketing

The Elected Members were informed by the MD Manager Mr. J. Kennelly that the Greenway will be named the North Kerry Greenway.

The MD Officer Mr. A. Smith notified the Members on the details provided from the Tourism Department. Members were updated that a provider of branding and marketing services for the North Kerry shall be procured in the coming days.

A site visit with the Members and the successful Marketing Agency is to be arranged, for the week of 10th August. The successful Agency will be tasked with creating a suite of tourism product development and promotional material for the North Kerry Greenway including brand values, attributes and messaging of the Greenway offering in Kerry, as well as logo design and development. As part of their remit, the Agency will design promotional brochures, signage, and maps for the Greenways.

The Elected Members asked that there would be collaboration with the Kerry County Council Tourism Department, the Chamber and the successful Agency in order to have a consistent brand message for the North Kerry Greenway across the marketing channels.

Members requested that signage for the impending opening of the North Kerry Greenway be arranged at the Limerick-Kerry border at Kilmorna.

Members asked if a social media post on the Council Social Media Channels and a web post could be arranged on the website in relation to the impending opening of the North Kerry Greenway and the link up to the Tralee-Fenit Greenway.

Members were advised that an application has been made via the RRDF to have public conveniences located at the NeoData site.

MD Manager Mr. J. Kennelly advised that it will be difficult to achieve funding for provision of public conveniences. The Members and Executive agreed that a temporary measure of the provision of portaloos such as those provided for the Listowel Revival Festival is to be explored.

Members welcomed the update and looked forward to working with the Agency to extol the virtues of the North Kerry Greenway to prospective visitors.

Members welcomed the online meeting and looked forward to the successful culmination of the projects for the Listowel Municipal District area.

The meeting concluded at 4.15pm.

Ms. D. Griffin
Meetings Administrator

Cllr. M. Kennelly
Cathaoirleach of Listowel MD