MWP

# Chapter 02 Description of the Proposed Development

## An Rínn Rua Hotel and Leisure Park
## County Kerry

Rínn Rua Holiday Park Ltd

April 2024

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| Project No. | Doc. No. | Rev. | Date | Prepared By | Checked By | Approved By | Status |
|---|---|---|---|---|---|---|---|
| 21513 | 6006 | A | 03/08/2023 | MT | AR/KF | | DRAFT |
| 21513 | 6006 | B | 16/02/2024 | MT | AR/KF | | DRAFT |
| 21513 | 6006 | B | 24/05/2024 | MT | AR/KF/MT | KF | FINAL |

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# 2. Description of the Proposed Development

## 2.1 Introduction

This chapter of the Environmental Impact Assessment Report (EIAR) presents information on the elements that constitute the Proposed Development and details the characteristics and operations involved in the project. The purpose of this chapter is to provide an appropriate level of detail to provide the basis for Environmental Impact Assessment (EIA). The description includes all phases of the development including the construction, commissioning, operation and decommissioning of the facility and associated infrastructure.

The chapter describes the site location, the main components of the proposed development and details of the pre-construction, construction and operational activities and operations. Details of the design of the Proposed Development are also outlined, supported by excerpts from engineering drawings prepared by MWP to accompany the planning application. It should be noted that these drawings having been reduced in scale within the EIAR for more convenient examination. The larger drawings to a correct scale are cross-referenced and may be inspected in the planning file.

## 2.2 Overview

This submission, on behalf of Rínn Rua Holiday Park Limited, seeks planning permission for the creation of a holiday park at the derelict Hotel site on the headland west of Reenroe beach. The proposal will involve restoration of the existing derelict hotel and expansion of the visitor offering to include holiday lodges, mobile homes, touring campervans, tent/caravan pitches, glamping pods and hobbit huts and all associated services, along with sensitive landscaping of the entire development area. The development proposal will also include visitor services including a shop, bar, restaurant, reception area, Leisure Centre, surf/water sports school and beach café. A habitat enhancement area is also proposed on the lands to the east of the site boundary which are also in the ownership of the applicant.

## 2.3 Site Description

### 2.3.1 Site Location

The subject site is located on Ballinskelligs Bay on the Iveragh Peninsula, between Waterville and Ballinskelligs., The site is located in the Uíbh Ráthaigh Gaeltacht. Reenroe Beach is a popular stop along Wild Atlantic Way and Ring of Skellig tourist routes.

The proposed development site location in context of the wider County Kerry area is shown on **Figure 2-1**.

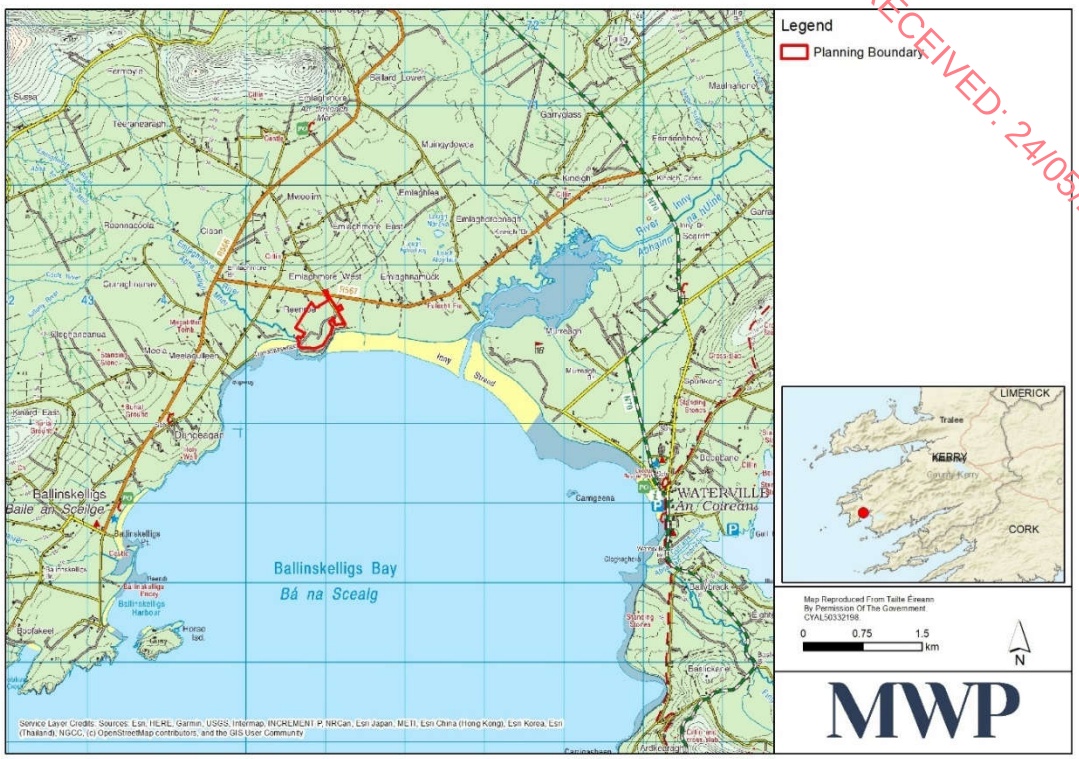


Figure 2-1: Site Location in County Kerry


Figure 2-2: Site Context

The site is located to the south of the R567 and west of Reenroe beach. The Dungeagan to Reenroe Walking Loop and the Emlagh Loop Ballinskelligs pass through the site. There are agricultural fields surrounding the site to the north, east and west and a few neighbouring holiday homes.

The proposed development site within the redline boundary (refer to **Figure 2-3**) comprises approximately 22.6 ha and encompasses:

- a large derelict hotel and two storey house,
- the access road to Reenroe beach,
- the Reenroe Cliff Walk, and
- agricultural land.

The proposed development site forms part of a larger landholding which is outlined in blue on **Figure 2-3**.

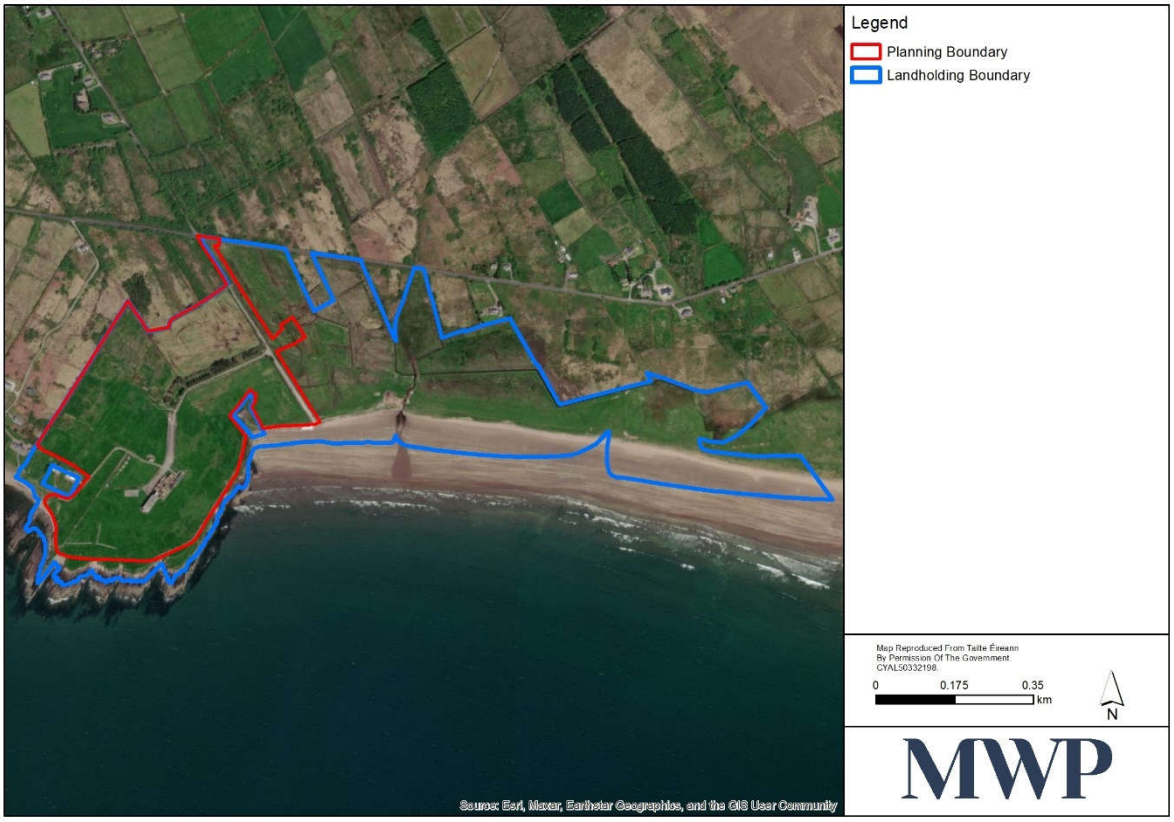


**Figure 2-3: Boundary of the proposed development area**

The now derelict hotel was built in the late 1960s by Billy Huggards from Waterville. It originally offered amenities such as Sand Yachting, Horse Riding, Surfing, Beach Sulkies, an Outdoor Swimming Pool, Indoor swimming Pool, Standing Stones, Beehive Huts, Games Rooms, and Snooker Tables. The hotel also had an Air strip located to the east. Its fortunes declined in the early 1970s and was last open for business in the early 1990s but has been closed since. **Plates 2-1 and 2-2** show the current state of the derelict hotel and views eastwards from the hotel building.

Plate 2-1: Photograph of Derelict Hotel on the proposed development site.

Plate 2-2: Rooftop view from Derelict Hotel Building looking towards Reenroe Beach and Waterville.Topography

The site and surrounding area generally slopes upward from the bay in the south to north to a maximum elevation of 12.0 m above ordnance datum (AOD) adjacent to the R567 road. The site is bounded by the sea to the south and east. The elevation of the site approximately is 2.5 m AOD where it borders Reenroe beach. There are steep cliffs on the southwestern part of the site where there are sharp increases in elevation from sea level to 6.0-6.5

m AOD. A topographical map of the site is presented in **Figure 2-5** where the contour values are between -1.0-12.0 m (AOD)



### 2.3.2 Ground Conditions

The bedrock geology of the site area is predominantly composed of sandstone & silstone of the Ballinskelligs Sandstone Formation. The predominant soil types of the site are Peaty poorly drained mineral soils with some blanket peat according to the Teagasc/EPA/GSI Soil Maps available on the GSI online mapping system.

The Quaternary Sediments at the site shown on the GSI online mapping system include sandstone tills. For more information on soils refer to **Chapter 6 Land & Soils**. *"TDSs - Till derived from Devonian sandstones",* TDSs make up the majority of the site. There are no geomorphology features shown on GSI maps of the site area.

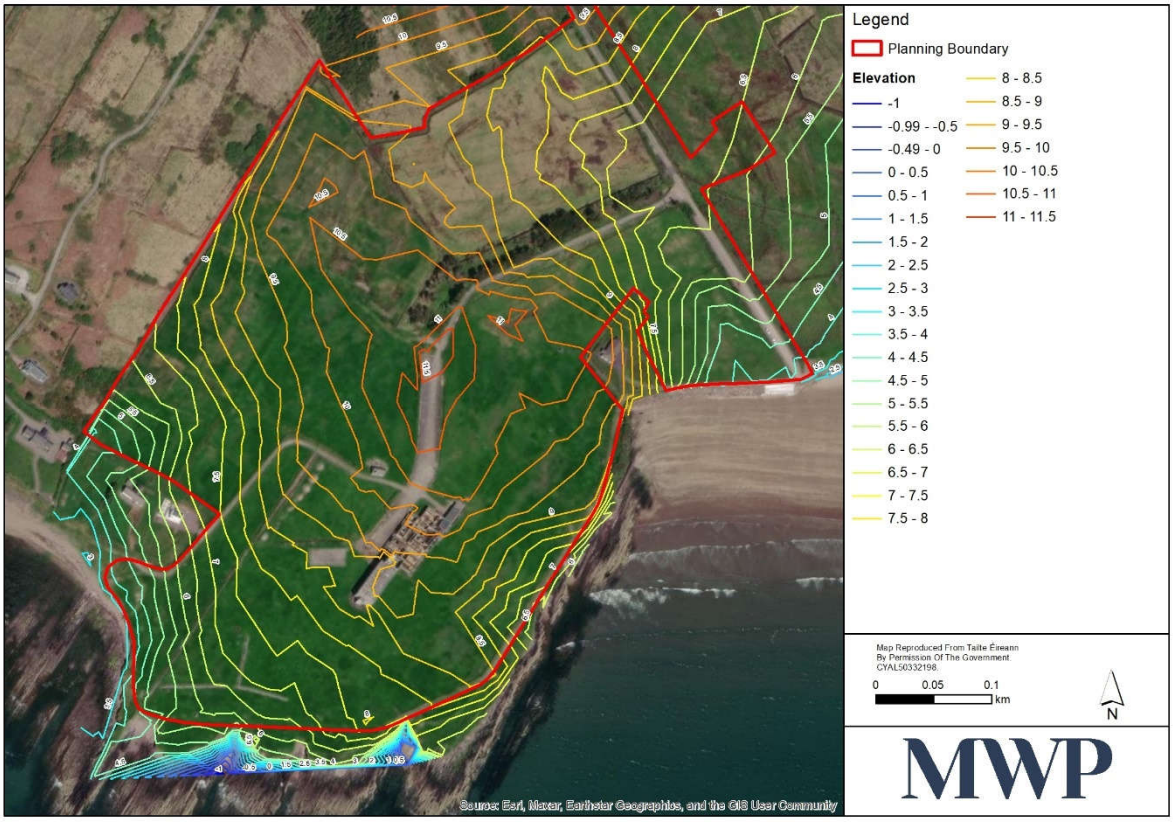


**Figure 2-4: Topography of the Development site ground conditions**

### 2.3.3 Protected Areas

The proposed development site is located along the coastline but does not encroach on any SAC or protected area. While the developer does own land within the SAC, no development activity is proposed within this area. The Ballinskelligs Bay and Inny Estuary SAC (see **Figure 2-6**) is located adjacent to proposed development site. The nearest Special Protection Areas (SPA) are the headlands on either side of the entrance to Ballinskelligs Bay. These

are both parts of the Iveragh Peninsula SPA. The marine area along the coastline is designated as a Natural Heritage Area and overlaps with the SAC.

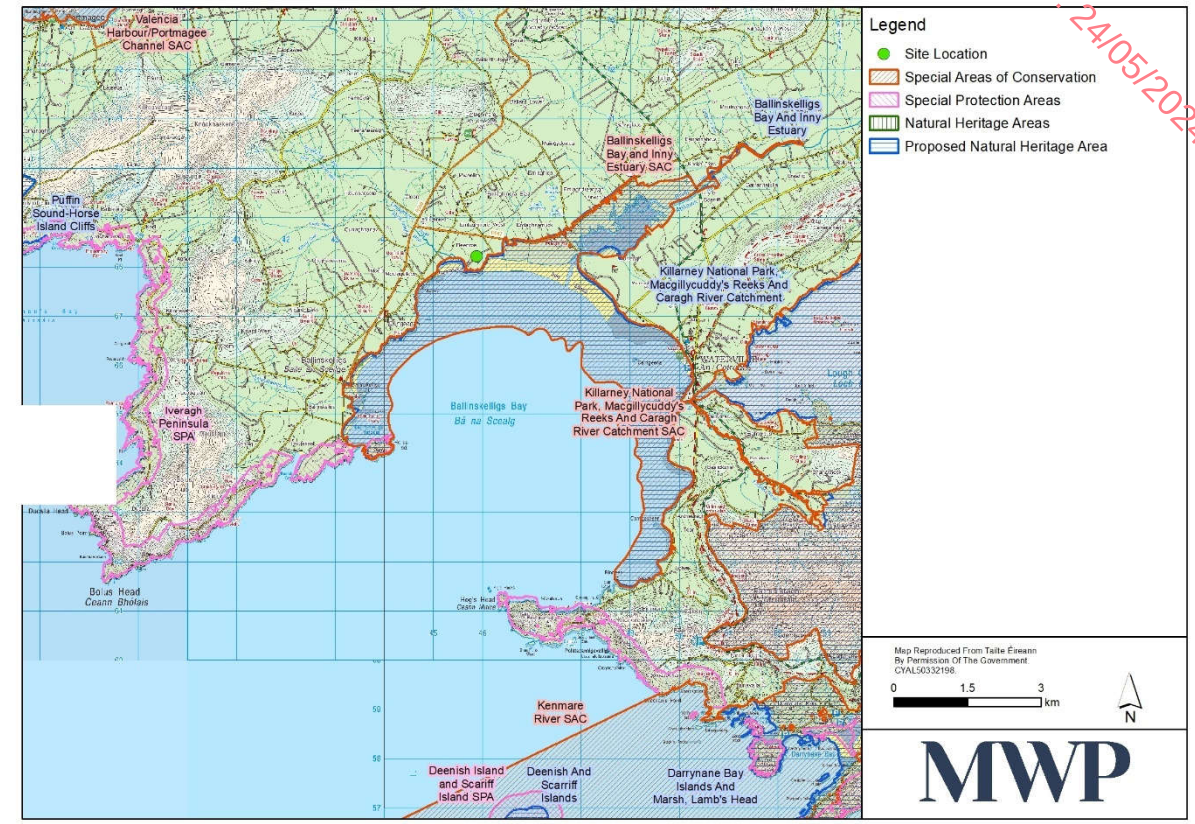


Figure 2-5: Ballinskelligs Bay Natura 2000 sites & NHAs

### 2.3.4 Planning History

A number of previous planning applications are associated with the site and these have been included below for information:

Table 2-1: Site Planning History

| Planning Ref: | Applicant Name: | Permission Type: | Decision: |
|---|---|---|---|
| 063543 | ECCLESTON INTERNATIONAL LTD | Permission for a hotel (12,914 sqm) comprising 120 bedroom suites in 2 no. Two storey wings, two storey height conference/function rooms together with lounge, bar and ancillary facilities, 3 no. Small conference rooms, retail unit, reception foyer, staff and kitchen facilities restaurant all around central courtyard spa with treatment rooms and pool leisure centre with swimming pool, gymnasium, changing rooms and ancillary areas, plant and storage areas at ground and roof levels. Car parking for 336 cars and 5 coach. Demolition of existing buildings waste treatment plant, hard and soft landscaping, 2 no. Tennis courts, playground and kickabout including road and road widening from the entrance road from r567 to hotel site entrance and beach. A new entrance and signage at the hotel site all on a site of 13.86 Ha | Conditional: 24/01/2007 - Granted at Appeal: 9/11/2007 |

| Planning Ref: | Applicant Name: | Permission Type: | Decision: |
|---|---|---|---|
| 041459 | ECCLESTON INTERNATIONAL LTD | Construct hotel, consisting of 106 bedroom suites in 3 no. Two-storey wings, two storey height conference/function rooms together with lounge, bar and ancillary facilities, 3 no. Small conference rooms, retail unit, reception foyer, staff and kitchen facilities etc. And to demolish existing buildings, waste treatment plan, hard and soft landscaping, 2 no. Tennis courts, playground and kickabout and road widening from entrance road to hotel site entrance | Conditional: 06/09/2004 - Refused at appeal: 11/08/2005 |
| 012024 | BARIAN LTD | To demolish the existing Waterville Beach Hotel and to construct 1 and 2 storey cottage/hotel , to include shop bar, swimming pool, reception area, health and fitness centre. A 9 hole golf course with parking for 40 cars. | Refused - 05/11/2001 |
| 92673 | KERRY PARK GOLF & COUNTRY CLUB LTD. | Erect 72 cottages, hotel, golf course, and restaurant | Conditional - 06/08/1992 |



## 2.4 Project Description

The proposed Hotel and Leisure Park will provide self-catering accommodation and facilities with a maximum of 972 beds or 507 bedrooms. The development will be operational for at least 10 months of each year from February to November – with peak periods expected between May and September. The ultimate intention is for these facilities to remain open all year round, but this will depend on demand. The camping, hobbit huts/glamping pods and holiday lodges will be open for 5 months from May to September.

### 2.4.1 Description of the Main Elements of the Project

Permission is being sought to renovate the existing derelict beach hotel at Reenroe (see **Figure 2-7**) to develop the following facilities in the proposed 5648sq.m hotel building:

- 4 no. self-catering Studio apartments (41.5m$^2$)
- 3 no. accessible one bedroom self-catering apartments (46.5m$^2$)
- 15 no. two beds self-catering apartments (ranging from 66.5m$^2$ and 77.9m$^2$),
- A bar and café area (181.2m$^2$)
- An adjacent and inter-connected multi-purpose space (87.6m$^2$),
- Dining Room (251m$^2$)
- Outside terrace off dining area (with sea view)
- Kitchen (131.7m$^2$)
- Kitchen, Bar and Staff storage and facilities area (321m$^2$)
- Lounge (165m$^2$)
- Shop -groceries and sundries (74m$^2$)
- Meeting Room (36.8m$^2$)
- Toilets (67.9m$^2$)
- Rooftop restaurant and bar (and associated facilities) (574m$^2$)
- Elevator and stairwell
- Plant Room (43m$^2$)
- ESB Substation, switch and standby generator rooms (29.5m$^2$)
- Delivery yard with goods-in area and bin store (12.4m x 16.7m)

The extensions to the existing hotel will amount to a total of 798.5m$^2$ on all four floors. This includes the rooftop restaurant, the external fire exit staircase, balconies, entrance foyers, new staff toilet and wash facilities, and the new ESB substation, control/switch room and backup generator room in the hotel delivery yard.

The rest of the proposed Leisure Park will include the construction of:

- 6 no. Hobbit Huts,
- 21 no. Glamping Pods,
- 25 no. Holiday Homes,
- 144 no. Mobile Homes,
- 20 no. Campervan Stands,
- 0.8ha Tent Camping Area,
- Washroom and toilet facilities for campers (58m$^2$),
- Maintenance Building (618 m$^2$)
- Leisure Complex (with swimming pool) adjoining the Hotel building (1339.5 m$^2$)
- Surf School (191.7m$^2$) and Café (126.5m$^2$) adjacent to the beach and its access road (with 7 parking spaces and 1 accessible parking space),
- Natural Play Area,
- Central Park (Green) Area with:
    - walkways,
    - 142 no. Car Parking Spaces,
    - 7 access parking spaces,
    - 2 coach parking bays,
    - 40 no. bicycle spaces,
    - 7 no. Electric Vehicle (EV) charging points,
- Retention of an onsite derelict cottage for biodiversity use as bat roost,
- Internal roads (3475m long),
- footpaths,
- waste storage areas,
- widening of the Reenroe beach access road (L-7535) from the R567 to the beach to accommodate two-way traffic, and addition of a separate pedestrian walkway on the east side of the road (Note: existing beach parking spaces will be retained),
- new private access road to two existing neighbouring dwellings to the southwest of the development site,
- new wastewater treatment system with clear water pump station and UV system,
- 2 Standby Generators (at the Hotel and WWTP)
- drainage, water services and percolation area,
- landscaping (as per the proposed Landscape Management Plan),
- all associated ancillary site works, and
- Biodiversity Enhancement Area to the east of the Reenroe beach access road (L-7535).

The proposed Hotel and Leisure Park will occupy approximately 40% (22.6ha) of the 55.85ha of land owned by the developers (**see Figures 2-3 and 2-4**). The proposed development will be located on the west side of the Reenroe beach access road (L-7535). The only component of the project which will be located on the east side of the beach road is the Waste Water Treatment Plant (WWTP). It is proposed to engage in habitat management/enhancement for the purposes of biodiversity gain in the lands owned by the developer on the east side of the Reenroe beach access road (L-7535). There is an opportunity to expand the habitat management area

subject to receiving planning permission for the proposal. This land is outside but adjoins the Ballinskelligs Bay and Inny Estuary SAC to the south and Proposed Natural Heritage Area. Screening for Appropriate Assessment (AA) has been undertaken to assess the potential impacts on the SAC.

### 2.4.2 Site Layout

Figure 2-7 provides the proposed layout for the Hotel and Leisure Park development. The process of refining the layout and design has been an iterative which has formed part of the Environmental Impact Assessment process with the objective of avoiding or minimising potential environmental impacts. Adjustments were also made to address policy, social, environmental and engineering issues. The detail of what is proposed can be seen on the architects drawing Ref 951/220 included in the planning application drawings.

### 2.4.3 Structures

#### 2.4.3.1 Hotel Refurbishment

It is proposed to refurbish the existing derelict hotel structure. The design approach is to make use of the existing three story bedroom block structure and restructure it to provide 24 self-catering apartments ranging in size from studio to 2 bedrooms, with either one or two bathrooms. An additional floor will be added on the top – adjacent to the existing tower structure – to provide a panoramic rooftop bar and restaurant. Visitors and staff will be able to access the upper floors via a lift and main staircase adjacent to the hotel lobby (north side), and an additional staircase is provided at the south end of the building. The bedroom block will be fully renovated and upgraded to meet modern design and construction standards and the exterior elevations will be upgraded, and balconies added.

The former ground floor and single story structure that previously formed the lobby, bar, restaurant and ancillary areas will be demolished down to ground level with removal of debris, old steelwork and grubbing up of any suitable structural elements. The footprint of the former single story elements remains largely the same with the only changes involving a slight extension outward of the dining room terrace on the east side, and the enclosure of a delivery and offloading area adjacent to the bar on the north end of the building, with an adjacent small electrical substation ,control and backup generator rooms and new staff toilet/wash facilities. The sub structure and above ground elements of the former single story ground floor elements will be re-built with new and modern building techniques and materials. This section of the hotel will be redeveloped to provide modern kitchen, dining, lounge, and bar areas, as well as the Hotel lobby and reception area, toilet facilities, a meeting room and (grocery) shop for visitors to the Hotel and Leisure Park. On the north side of this section, a goods delivery and plant area will be provided to include the ESB substation, switchboard and backup generator rooms. Bins will also be stored in this area.

The main entrance to the hotel will be on the west side where a large parking area will provide 147 parking spaces, 7 accessible parking spaces, 2 coach parking spaces and 125 bicycle parking spaces. A secondary hotel entrance will be provided on the south (sea) side of the hotel and will connect to the cliff walk via a new pathway across the lawns. The proposed new Leisure Centre will be joined to the hotel on the north side and will be surrounded by the parking area.

The detail of what is proposed can be seen on the architects drawings Ref 951/200 to 951/217 included in the planning application drawings. Refer to Figure 2-10 to 2-13 for views of the proposed hotel refurbishment.

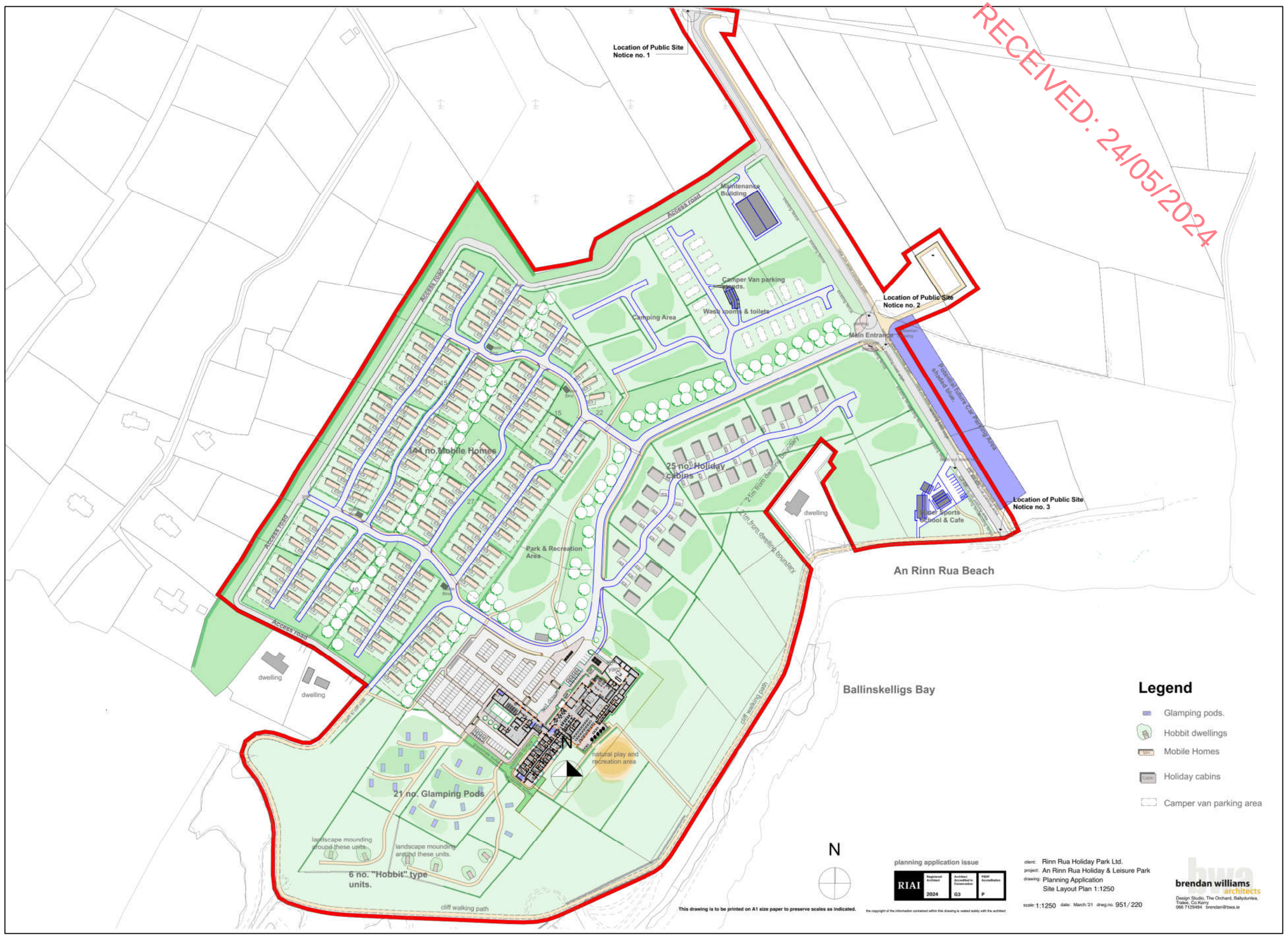


Figure 2-6: Proposed Site Layout

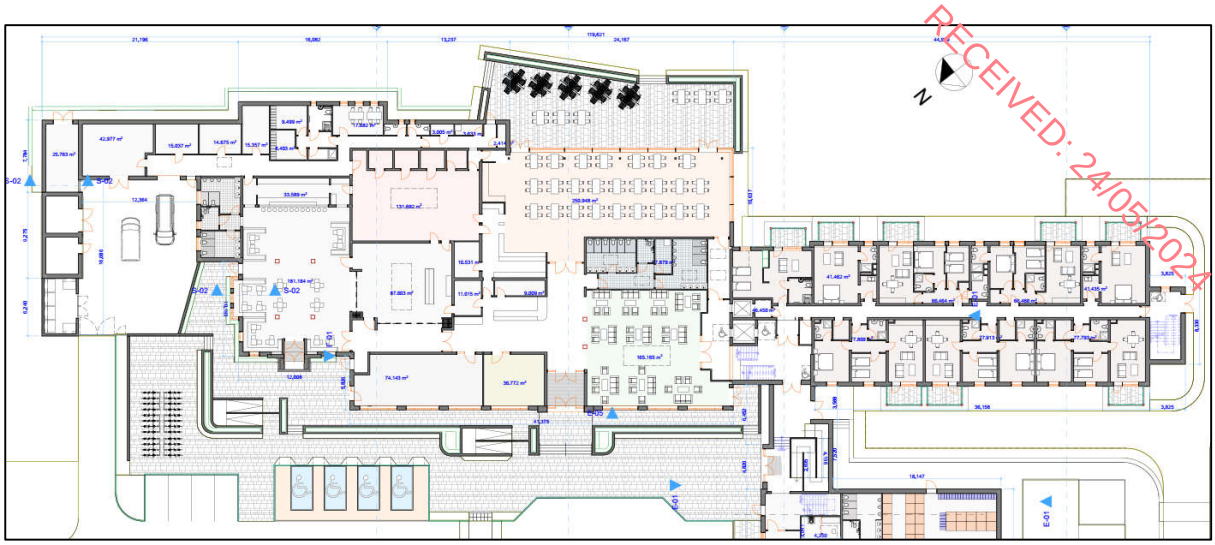


Figure 2-7: Ground floor Plan for Refurbished Hotel

Plate 2-3: Southern (sea-side) Elevation showing accommodation block, roof-top restaurant and ground floor terrace outside main restaurant

Plate 2-4: View of the north-eastern elevation of the hotel entrance from the car park.

**Plate 2-5: View of the entrance to the Hotel delivery yard and bar on the northern end of the Hotel**

**Plate 2-6: View of hotel entrance area on the north side with the Leisure Centre on the right.**

**Plate 2-7: Aerial View of the hotel and leisure centre from the south-west side.**

#### 2.4.3.2 Leisure Centre

A 1339.5m$^2$ Leisure Centre will be developed behind the hotel and will include a swimming pool (18m x 6m x 1.2m), a gym, a yoga studio/meeting room, reception area, toilets and changing rooms. This two-story facility will be developed in Phase 4 (last phase) of the construction process (see section 2.5.2). Drawings of the plans, elevation and images of the Leisure Centre are provided in **Plates 2-9** to **2-10** and **Figures 2-8** to **2-13 below**. More detailed drawings are provided in **Drawings 951/208 and 951/209.** The Leisure centre will be accessible directly from the car park and from the Hotel.

**Plate 2-8: South-west Elevation of the Leisure Centre showing windows around the pool area**

**Plate 2-9: North-eastern view of Leisure Centre (on the right) and Hotel (at the back and to the left) from the car park**


Figure 2-8: Ground Floor Plan of Leisure Centre

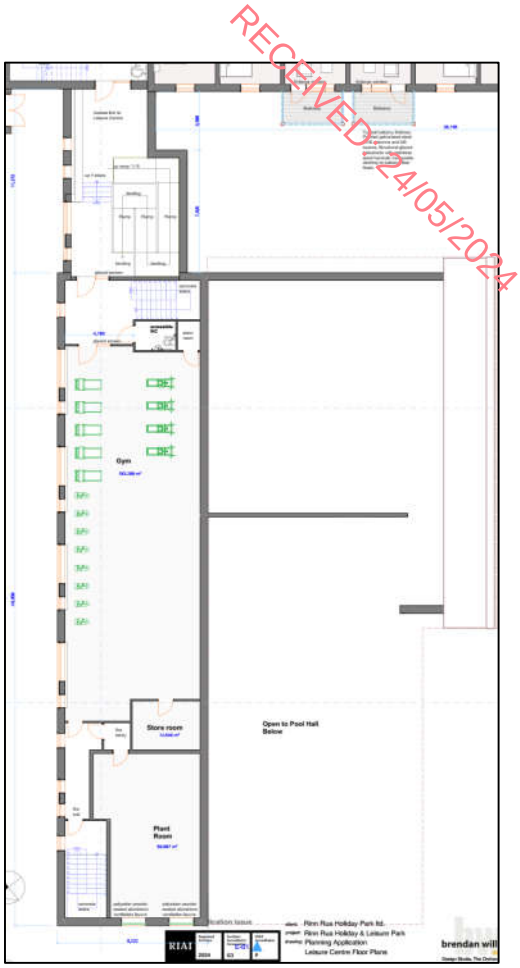


Figure 2-9: First Floor Plan of Leisure Centre

Figure 2-10: East Elevation of Hotel and Leisure Centre (1:100)

### 2.4.3.3 Surf School and Beach Café

Adjacent to the beach and on the west side of the Reenroe beach access road (L-7535), a surf school (191.7m$^2$) and separate small Café (126.5m$^2$) are proposed. Seven customer parking spaces and one accessible parking space will be provided for this facility (see **Figure 2-11**). The Café is closest to the customer parking spaces and will include a 54.6m$^2$ dining area, a servery, storage, 2 toilets, and 1 accessible toilet. The surf school will include a storage area, 2 surf changing rooms, 2 toilets and 1 accessible toilet, a plant room, a classroom, an office/reception area with a bin store area between the two buildings. Paving and landscaping will be provided around and between the two buildings and the parking area. More detailed drawings are provided in **Drawings 2316-DWA-XX-XX-DR-A-0100** and **2316-DWA-XX-XX-DR-A-0101.**


Figure 2-11: Floor Plan for Beach Café and Surf School

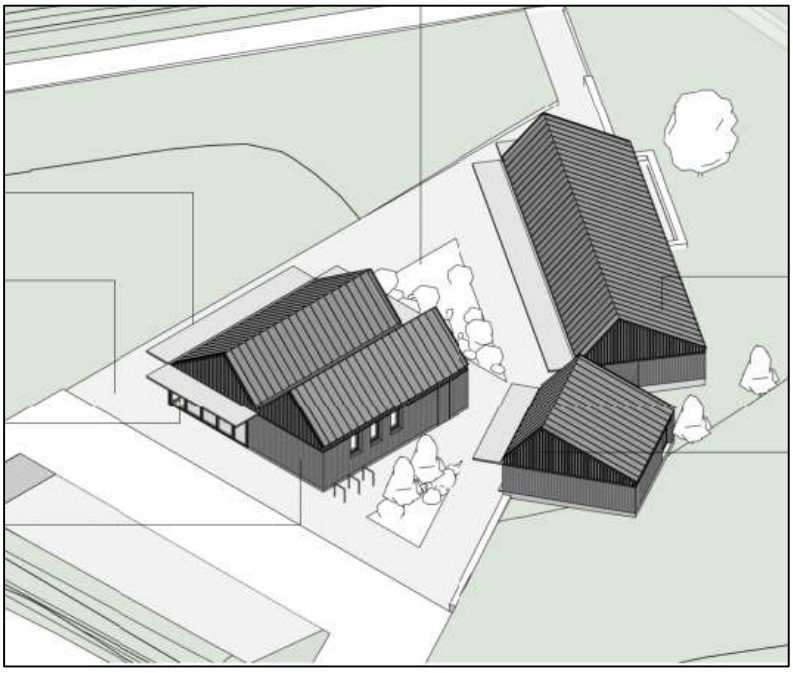

Figure 2-12: Aerial View of the Café and Surf School from the north-east.


Figure 2-13: South View of proposed Surf School and Beach Café from the cliff walk path.

#### 2.4.3.4 Lodges

It is proposed to develop 25 pre-fabricated lodges on the south east side of the main internal entrance road and north-east of the hotel. Plate 2-11 provides a photograph of the design/model proposed for these lodges. These 2-bedroom accommodation units are twice the width of a typical mobile home. They will be delivered and positioned on a pre-prepared concrete foundation on site. Each unit will be connected to the on-site electricity, fibre, water and waste-water services network. Heating for cooking and washing will be provided with gas. A parking space will be provided adjacent to each lodge.

Plate 2-10: Picture of the proposed lodge structures to be developed.Glamping Pods and Hobbit Huts

It is proposed to develop 20 pre-fabricated one bed Glamping Pods on the west side of the hotel parking area. Plate 2-12 (A) provides a photograph of the design/model proposed for these pods. More details can be viewed

in Drawings 2316-DWA-XX-XX-DR-A-0104. They will be delivered and positioned on a pre-prepared concrete foundation on site. Each unit will be connected to the on-site electricity, fibre, water and waste-water services network. Heating for cooking and washing will be provided with electricity. These Glamping pods will be sea facing.

It is proposed to develop 6 sea facing Hobbit Huts in the southern corner of the proposed development site. Plate 2-12 (B) provides a photograph of the proposed design/model proposed for these pods. They will be constructed on site and covered with an earthen mound. Stones will be used for landscaping on either side of the front (entrance) of the huts. Each unit will be connected to the on-site electricity, fibre, water and waste-water services network. Heating for cooking and washing will be provided with electricity. Visitors staying in these accommodation units will park in the central car park. These huts will be sea facing.

(A) Glamping Pod (B) Hobbit Hut

**Plate 2-11: Picture of the proposed lodge structures to be developed.**

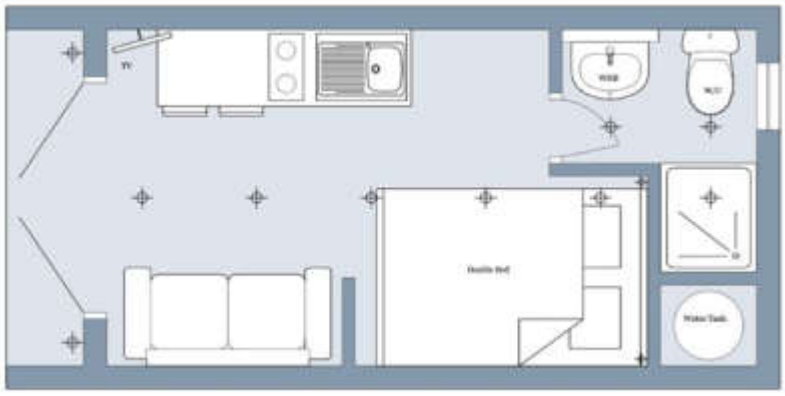

**Figure 2-14:Internal Plan for Glamping Pods and Hobbit Huts**

### 2.4.3.5 Mobile Homes

It is proposed to develop 144 pre-fabricated mobile homes on the north and north-west side of the main internal entrance road and hotel. Plate 2-13 provides a photograph of the design/model proposed for the mobile homes. These 2-bedroom accommodation units will be delivered individually and positioned on a pre-prepared concrete foundation on site. Each unit will be connected to the on-site electricity, fibre, water and waste-water services

network. Heating for cooking and washing will be provided with gas. A parking space will be provided for each unit.



**Plate 2-12: Photograph of a typical mobile home proposed for the Leisure Park Development**

### 2.4.3.6 Camping Facilities

Twenty (20) campervan Stands and a 0.8ha tent camping area with washing and toilet facilities will be provided in the northern corner of the proposed development site. Two joined buildings will provide washing and toilet facilities for campers adjacent to the camping sites (see **Figures 2-14**). The largest of these buildings will provide 6 individual toilets, 6 individual showers, a number of storage lockers and an external shower. The second building will provide an accessible toilet and washroom, a storage room and a switchboard cupboard. The covered area between the two buildings will provide a kitchen sink/workbench area. More details can be viewed in **Drawings 2316-DWA-XX-XX-DR-A-0102.**

Each of the camping sites will be provided with an electrical connection point.

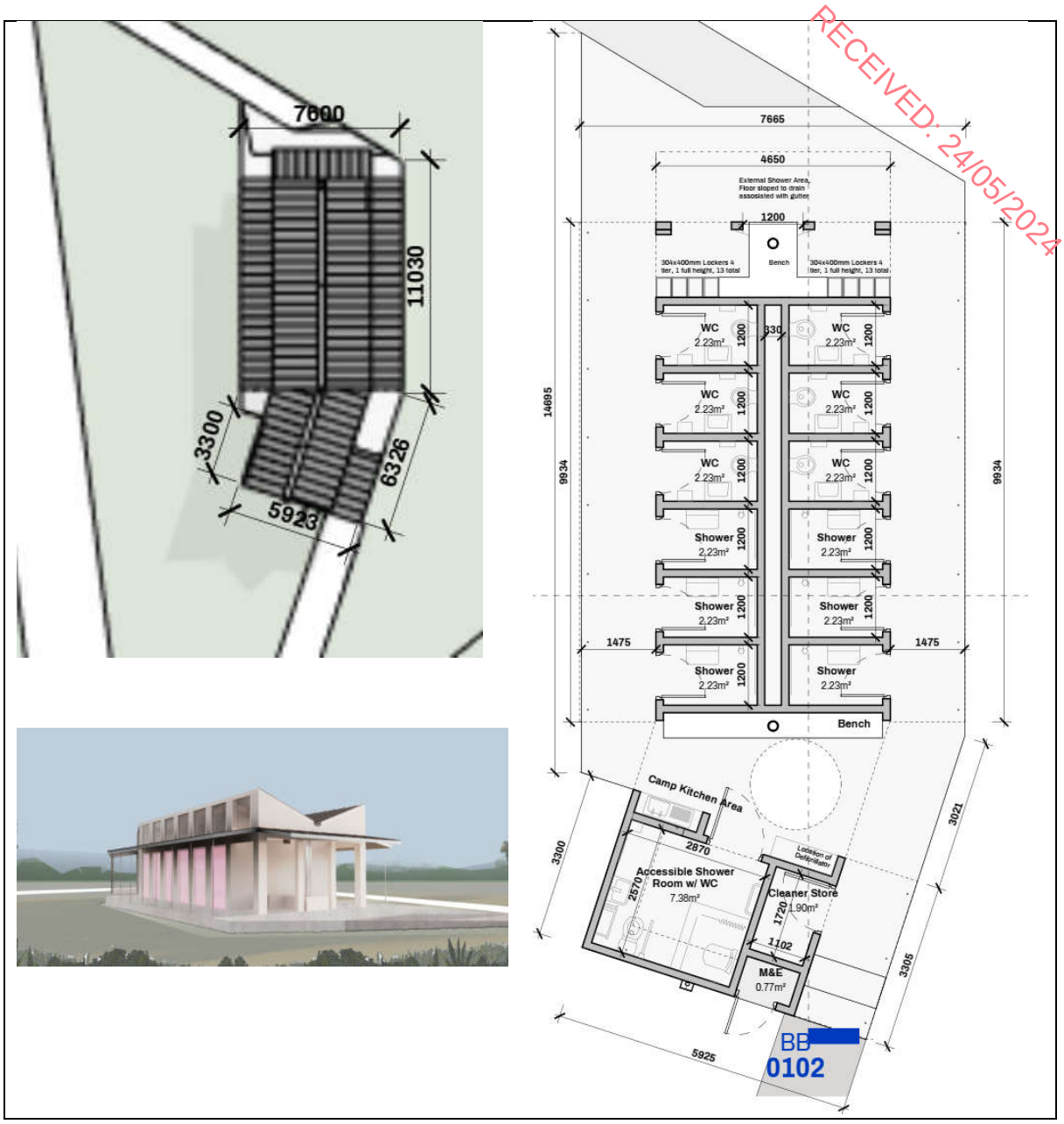


Figure 2-15: Drawings of proposed wash facilities for Campers

### 2.4.3.7 Maintenance Building

A maintenance building with a floor space of 618 $m^2$ is proposed to be developed in the most northern corner of the proposed development site, adjacent to the campervan area (see **Figure 2-15**). This building will be used for the storage and maintenance of vehicles and equipment and will be accessed via the new private access road for the two neighbouring properties. Landscaping will be used to screen this building off from the visitor facilities and the Reenroe beach access road (L-7535). More details can be viewed in **Drawings 2316-DWA-XX-XX-DR-A-0103.**

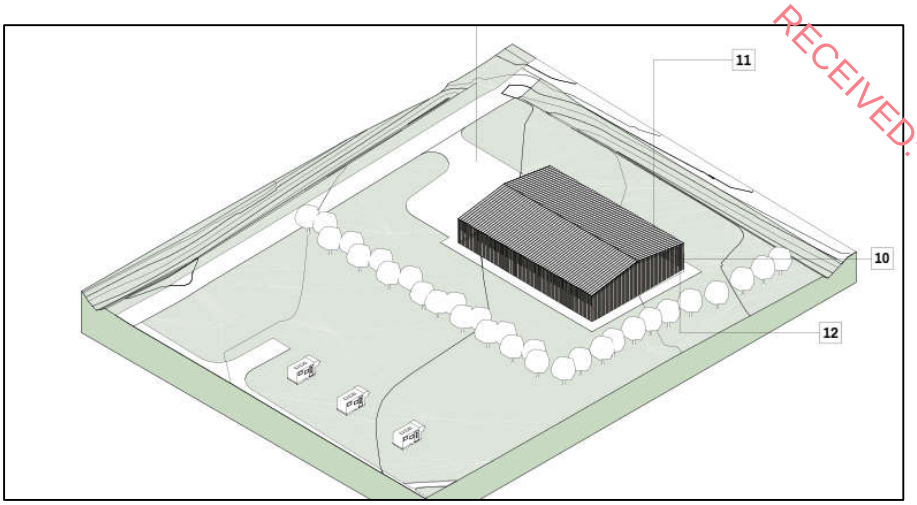




Figure 2-16: Drawing of proposed maintenance building and access road.

### 2.4.3.8 Natural Play Area

A natural play area will be central to the scheme and will be located in front of the hotel's ground floor restaurant and terrace area and is shown on the site layout in Figure 2-7 and an extract in Figure 2-16. The play area will comprise natural materials such as grass mounds, rocks, logs etc to encourage interactive play and promotion of a child-centred approach that enable children of all ages to move freely and safely.

A central parkland open amenity area is located adjacent to the car park and between the mobile homes and holiday lodges and is shown on the site layout (Figure 2-7). This are will also accommodate playing areas, pitches and leisure space. The open areas between the hotel and coastline will also provide open areas for recreation, field games etc. A tennis and basketball court will be provided in this area.

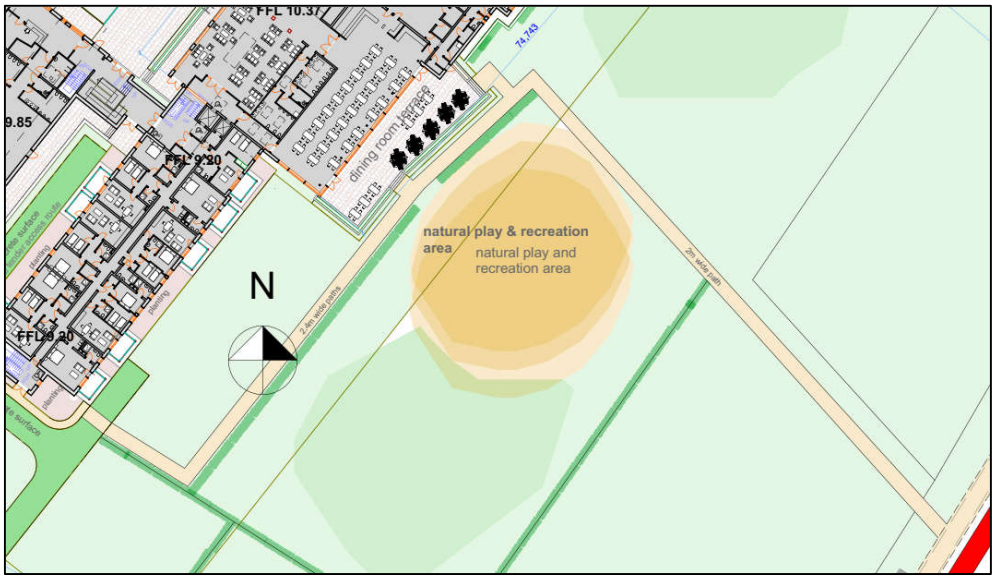


Figure 2-17: Proposed natural play and recreation area adjacent to the Hotel

### 2.4.4 Roads, Services and Utilities

The proposed development will include the following services and facilities:

- Internal roads
- New gated access road for holiday houses at the south-western corner of the proposed development site.
- Central carparking area (147 spaces and 7 access spaces, and 7 EV charging points)
- 40 bicycle parking spaces
- Coach parking (for 2 coaches)
- Underground electricity, water and foul and storm water drainage networks
- Sensitive site and road lighting
- Waste-water Treatment Plant
- Substation and switch rooms adjacent to the hotel
- Waste storage areas
- Physical stone and soil mounding with vegetation for visual screening

#### 2.4.4.1 Roads

The proposed internal road layout is illustrated in **Drawing 21513-MWP-00-ZZ-DR-C-1000-S2-PO1** in planning pack**.** This proposed road layout includes a new access road along northern boundary of the site for the two existing neighbouring holiday residential properties at the south-western corner of the proposed development site.

The main spine road into the facility will be in tarmacadam up to the hotel and the main parking areas will all be surfaced with tarmacadam/DBM, with some paving around the hotel entrance area. All the main internal circulation roads amongst the mobile homes and other accommodation units will also be surfaced with tarmac. The main internal roads to the hotel, mobile homes, lodges and camping sites will be two-way roads ranging in width from 5m to 6m. The tarred pathways to the pods and huts will be 3m wide. The shared pedestrian/cycling pathways will be 2.5 – 3m wide.

The new gated access road for the adjacent holiday houses in the south-west will be a two-way road. This road will also be used by the developers as a construction (during Phases 2-4) and maintenance access road.

A close up section of the Reenroe beach access road (L-7535) and main entrance is provided in **Figure 2-17** below. The Reenroe beach access road will be widened to 6m to allow two-way vehicle flow and will provide a 2.5m wide shared pedestrian/cycling pathway from the junction with the R567 to the beach on the east side of the road, with a green verge between the road and the pathway. The existing parallel beach parking area south of the main site entrance on both sides of the road will be retained.

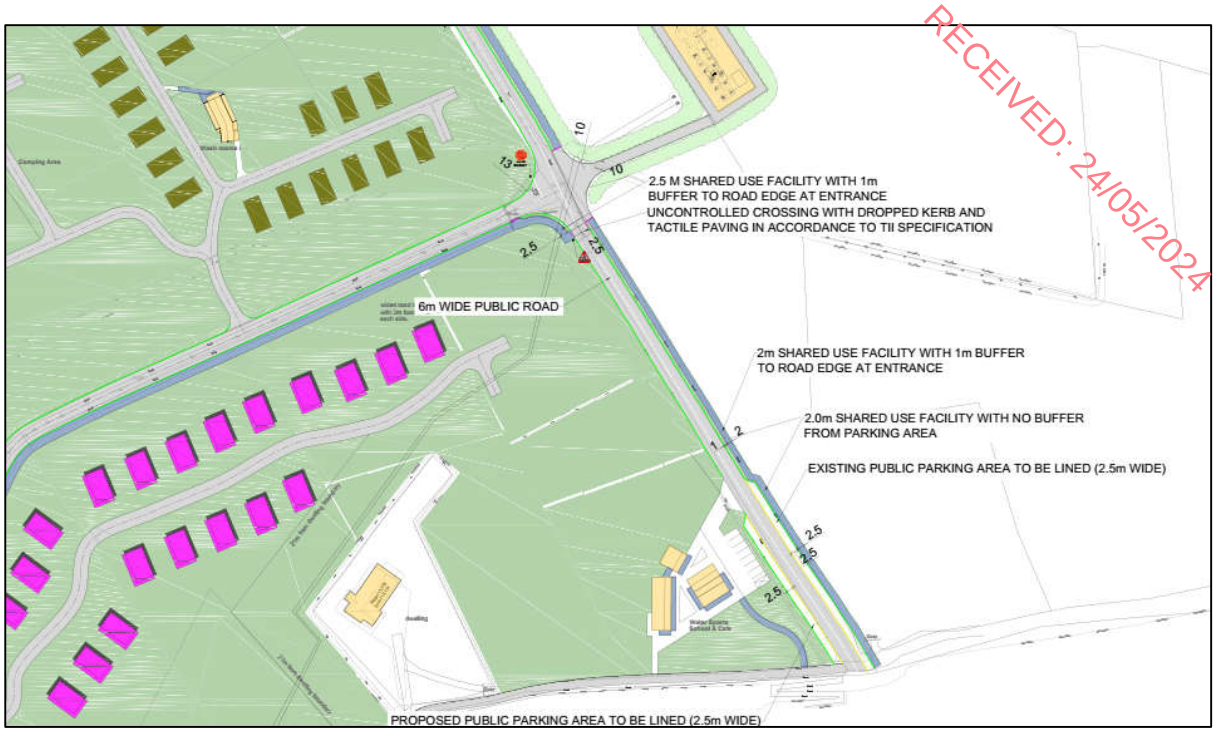


**Figure 2-18: Section of the road network including the upgrades to the beach access road (L-7535), the WWTP entrance and the main entrance to the Hotel and Leisure Park with details of road and path widths.**

### 2.4.4.2 Parking areas

A central parking area will be developed to the west of the hotel adjacent to the main entrance. Refer to **Figure 2-19**. This will provide the following parking facilities:

- 147 car parking spaces
- 7 accessible parking bays
- 40 bicycle parking bays
- 7 electric vehicle (EV) Charging points
- 2 Coach Parking bays which may also be used as a pick/up drop/off area for any local links buses.

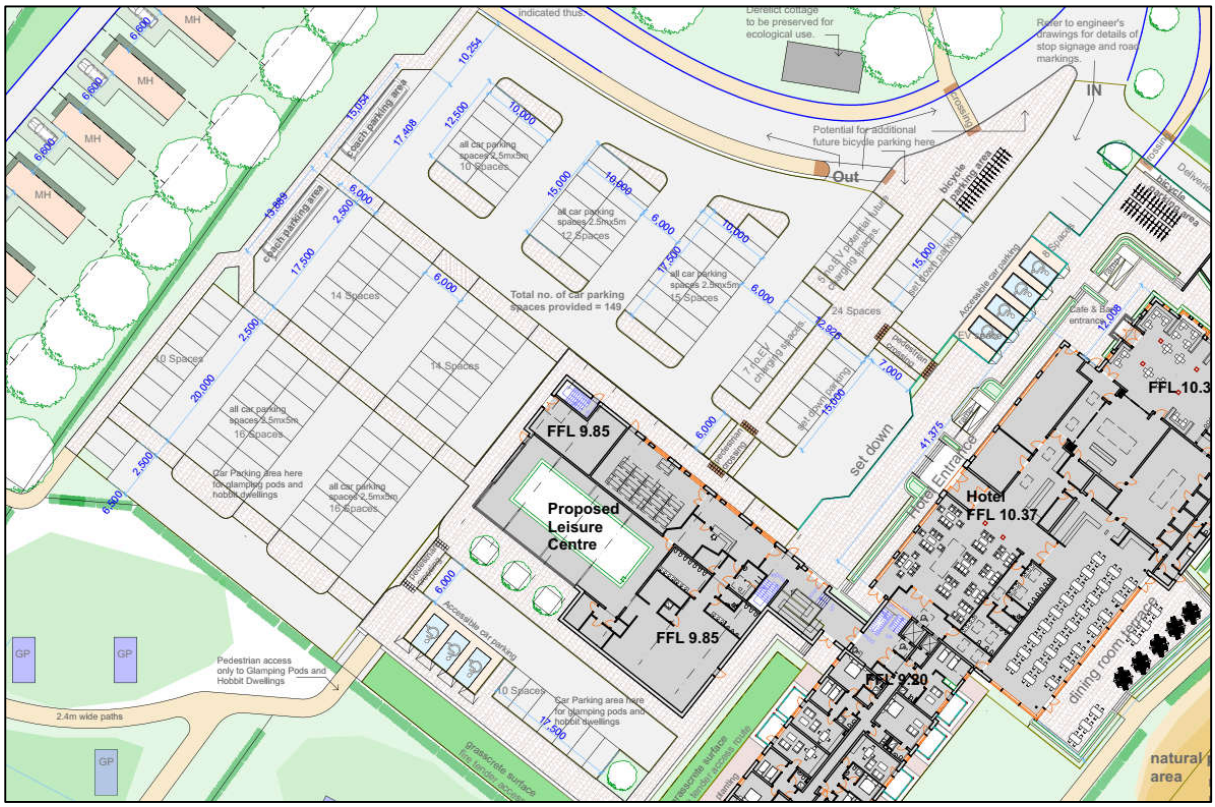


**Figure 2-19: Section of site layout indicating central parking facilities adjacent to the Hotel and Leisure Centre.**

To satisfy Part L of the Building Regulations, at least one charging point must be provided along with ducting infrastructure for at least 1 in 5 parking spaces to allow for additional future EV chargers. A charging point should also be provided at an accessible parking space. To satisfy this requirement it is proposed to provide EV charging pedestals for 4 No. parking bays adjacent to the hotel (2 No. standard parking bays and 2 No. accessible parking bays) and ducting infrastructure will be provided to 3o No. additional parking bays to facilitate future EV charging. EV charging will also be provided for one standard parking bay and one accessible parking bay at the Water Sports/Surf School & Café.

Parking spaces will be provided next to each individual accommodation unit, including camping facilities. The surf shop/café to be developed at the Beach access point will also include a customer parking area for 7 vehicles and

1 accessible parking space. The Reenroe beach access road (L-7535) will also be widened to provide two-way traffic flow, while retaining the existing parallel parking spaces on both sides of the road (see Figure 2-20).

The developers are also willing to make some land (0.43 ha) on the east side of the Reenroe beach access road (L-7535) available for the development of a future public parking facility for beach goers. Figure 2-20 provides an indication of the size and location of this land. A potential concept proposal for a carpark is illustrated in Figure 3-9 in the Alternatives Chapter (3) but this does not form part of this planning application.

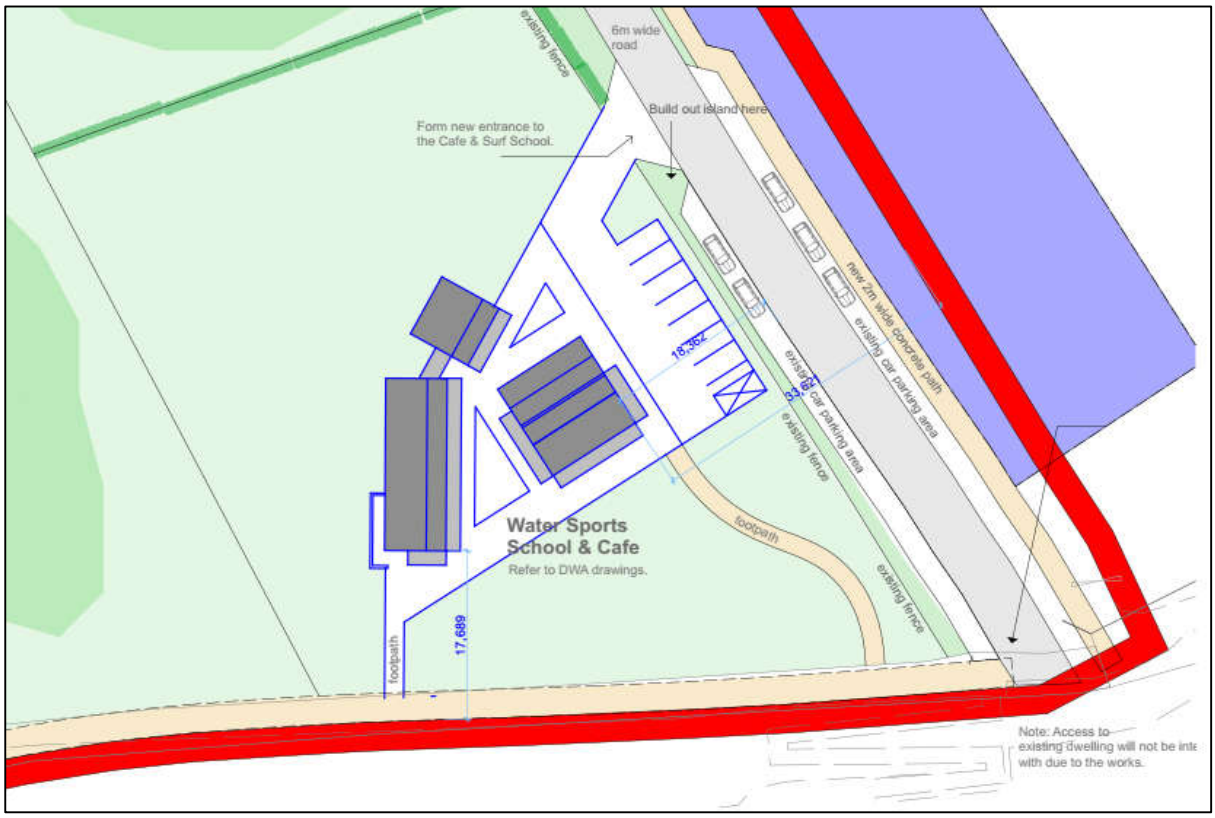


**Figure 2-20: Integration of existing beach road parking into proposed upgrade and widening of the road, and potential future public parking area (purple shading).**

### 2.4.4.3 Underground Services Network

The proposed underground services (electricity, water, foul, storm drainage and waste-water treatment plant) are illustrated in Drawings 21513-MWP-00-00-DR-C-2110, 21513-MWP-00-00-DR-C-2211 and 21513-MWP-00-00-DR-C-2200 in the planning pack. These will be laid under the proposed roads. In the mobile homes section of the development site, storm water will be drained via a network of land drains adjacent to the access roads. The surface (storm) water drainage will pass through hydrocarbon interceptors before being discharged in existing drainage ditches. There will be two interceptors – one in the western corner of the development site and one in the eastern corner adjacent to the site entrance. Where feasible, rainwater harvesting from surface areas and buildings will be deployed and used for water requirements for landscaping etc.

Two pumps will be used to pump foul water from the source areas to the WWTP. These pumps will be located at the south-western corner of the development adjacent to the mobile homes and also adjacent to the hobbit huts.

They will be set into the ground and covered by a maintenance cover (manhole cover). Once treated, a pumping station at the waste-water treatment plant outlet will pump treated water up to the percolation areas where local pumps will distribute the treated water for infiltration.

New metered underground water supply pipelines will be provided for the three neighbouring dwellings who currently access these services via the pipeline to the derelict hotel. These pipelines will largely follow the access roads for these properties.

#### 2.4.4.4 Electricity

The existing site is served via ESB MV (10KV/20KV) overhead lines. One of these overhead lines terminates at a 100KVA pole mounted transformer (approx. 140m directly north of the old hotel) and from here an underground three phase cable was used to supply the old hotel building. A second pole mounted transformer (approx. 125m west of the old hotel) supplies 4 No. of the adjacent residences via overhead single phase connections.

A new ESB sub-station and an adjacent customer switch room will be required to service the new proposed development. These will be located adjacent to the hotel building and has a footprint of 8m x 5m (see the left hand side of **Figure 2-21** below). Provision has also been made for an adjacent back-up generator room for the hotel (25.8m$^2$). It would be expected that the existing ESB MV supply would be undergrounded from the north west of the site (from the western site boundary) to the new ESB sub-station. This sub-station will be used to supply the hotel, leisure centre, mobile homes, lodges, glamping pods and hobbit huts. The sub-station will also supply (via underground cables to two new ESB mini-pillars, the three houses to the south-west of the hotel and the single residence to the single residence to the north-east. Separate metered ESB underground supplies will also be provided for the Surf/Water Sports School & Café and the waste water treatment plant (WWTP). The WWTP will also be provided with a back-up generator in the event that there is an ESB power outage. It is anticipated that the total electrical loading for the site would be in the region of 450KVA. Four small electrical enclosures (3m x 2m) will be located around the site to facilitate the electrical distribution network. All ESB distribution and all site electrical distribution (cabling) will be routed through an underground ducting network.

Heating for cooking and hot water in the mobile homes and lodges will be provided by gas. For the Glamping pods and hobbit huts electricity will be used for cooking and hot water. The heating for the hotel accommodation and leisure centre will make use of electrical heat pumps. The quantity and final location of the heat pumps would be dependent on detailed design but it would be expected that 14 no. external units (0.8m x 0.8m x 1.4m(h) approx.) would be required. These external units would be suitably screened.

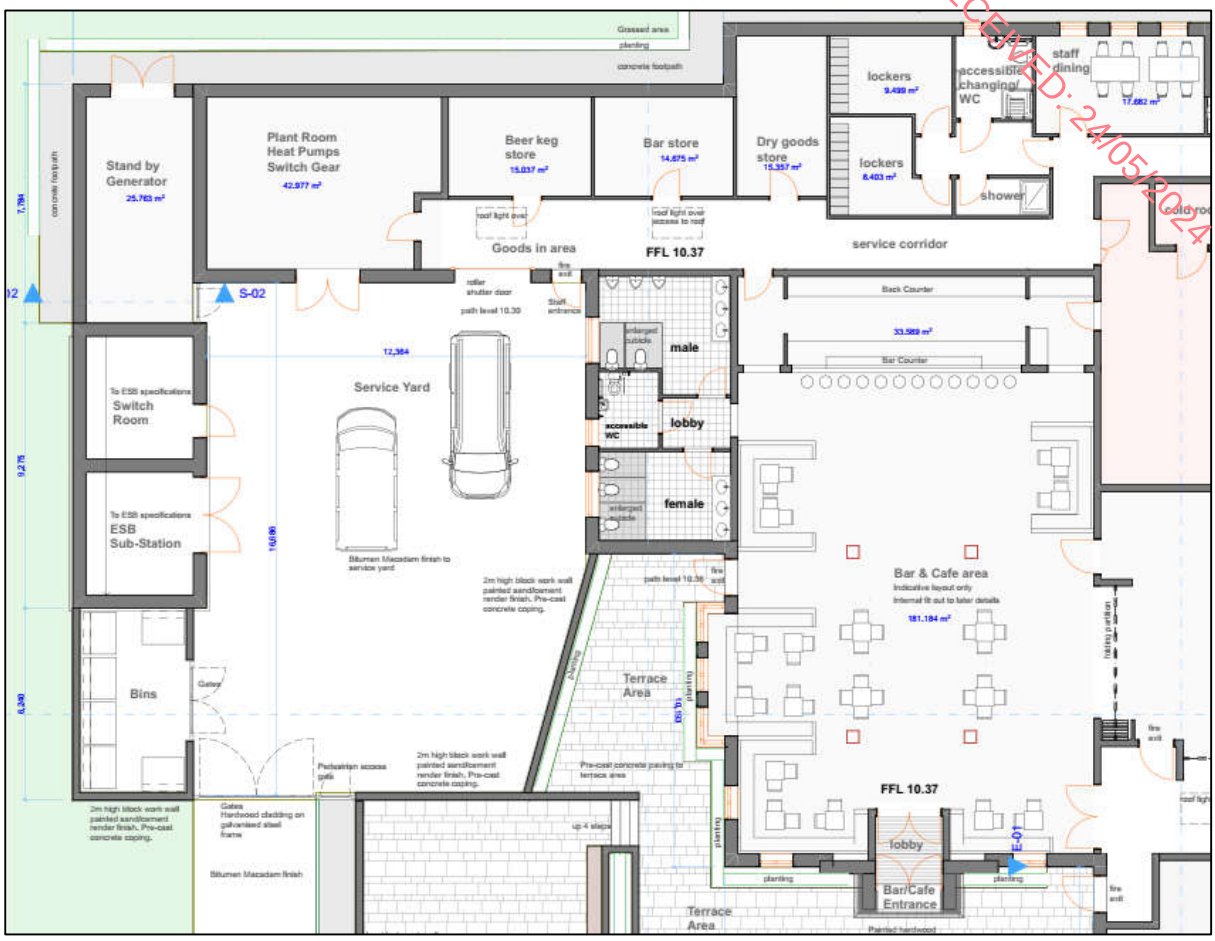


**Figure 2-21: North-east section of the Hotel Ground Floor Plan indicating the location of the ESB substation and adjacent Switch Room and Backup Generator rooms for the proposed development.**

### 2.4.4.5 Lighting

Due to the visual, ecological and dark skies features of this development site, a sensitive lighting plan (see **Drawing 21513-MWP-00-00-DR-E-9001** in planning pack) is proposed to minimise the disturbance and visual effects. The proposed lighting design will utilise a combination of low level (circa 1m high) and column mounted (6m high) LED lights. The column mounted lights will be installed in the main carparking areas and along site access roads with low level bollard lights along pathways. This approach ensures that light levels specifically to comply with health and safety requirements are achieved whilst restricting lighting to the areas that actually need it. The lighting in the carpark will be directed away from the derelict cottage that is to be reserved as bat/bird roost and habitat. The gable ends and back of this derelict building will be kept dark. No lighting is proposed along the coastal cliff walk (see **Figure 2-22**). In general, the following principles will be adopted for the external lighting installation;

- All lamps will be LED. LED lighting is the preferred lighting type for ecologically sensitive areas because the light optics can be tightly controlled, light intensity can be lower, the lights can be dimed, there is no UV component (ultra violet light can attract certain types of insects and affect bat foraging) and the lamps can be provided in the warm white spectrum.
- All lamps can be dimmable.

- Light fittings will be specified for maximum light cut-off and no uplight or backspill – this will prevent any unintended light spill and will ensure that light is only projected where it is required. This is a key requirement for a dark sky reserve.
- The height of all lights will be kept to the minimum that is required to provide the necessary illumination.
- Lighting controls will be provided. These will include dimming/photocell/timeclock control which will allow lights to be dimmed or switched off when light is not required (i.e. when the site is unoccupied or at peak foraging time).

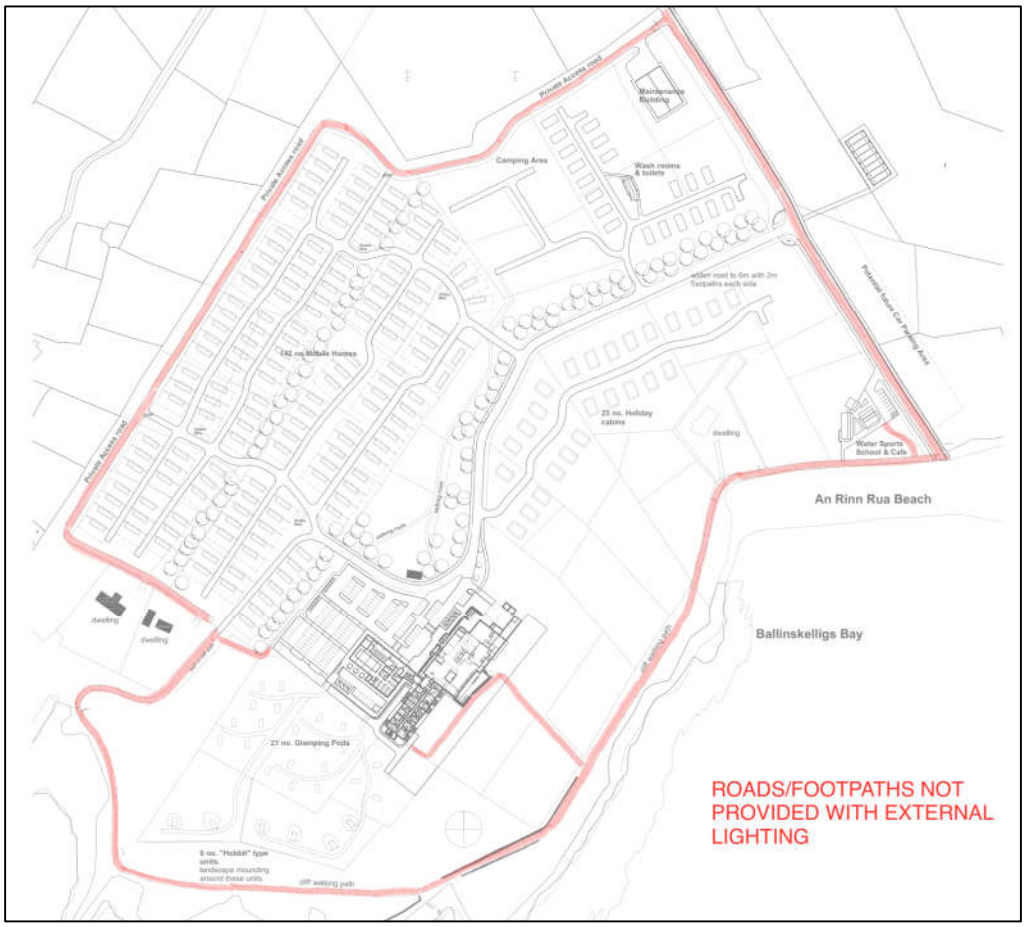


**Figure 2-22: Roads and footpaths where no lighting will be provided.**

### 2.4.4.6 Fibre and Telecommunications

There is an existing overhead Eir network running along the northern side of the R567 regional road. It is proposed to bring an underground Eir connection from here directly to the hotel.

All accommodation units will be wired directly for the internet with small Wi-Fi boxes provide. Internet and communication services will be managed by an external service provider. There will be a series of broadband distribution boxes scattered throughout the site that will feed all the hotel apartments, lodges, mobile homes, pods and huts. Each unit will be fed by a ducted fibre cable to a central distribution location near the hotel. EIR or another external provider will bring Fibre broadband to this location via a duct to the external boundary.

There will be Wi-Fi throughout the hotel (including bedrooms). The apartments will also have a broadband connection in each living room with a phone. There will also be a phone provided in the reception, office, upstairs bar/restaurant/leisure centre. The beach cafe will have fibre brought from the hotel and a telephone. All the phones will be connected through to the internal broadband network.

### 2.4.5 Public Walkways

It is proposed to maintain and upgrade the existing cliff walkway within the proposed development site. This walkway runs along the coastal boundary of the site and is currently used by local residents and holiday visitors. Public access to this walkway will be maintained. This walkway will be tarmacked and widened to a 3m wide shared use Pedestrian/Cyclist facility allowing accessibility for all. Any widening of the existing pathway will take place on the inland side of the existing pathway.
The existing public walkway through the proposed Biodiversity Enhancement Area will also be retained but not upgraded. Some heritage and ecological information boards will also be placed along these walkways.

### 2.4.6 Site entrances

There are a variety of entrances that will be developed for the proposed development. These include the following:

- The main vehicle entrance will be on the east side of the development area along the Reenroe beach access road (L-7535), as per the existing entrance. A 13m semicircular walled entrance will be constructed for this entrance with landscaping. This will include a separate pedestrian entrance (see **Figure 2-23**). This entrance will not be gated.
- A pedestrian entrance to the hotel will be provided to residents at the front of the hotel joining the cliff walkway. (see **Figure 2-23**).
- A service road entrance for the WWTP will be provided opposite the main entrance to the proposed development. (see **Figure 2-23**).
- A new access road with a gated entrance will be constructed along the western boundary of the property for the two holiday homes in the south-west corner of the property (see **Figure 2-24**).
- The maintenance building will also be accessed via the new access road for the neighbouring holiday homes on the southwest corner of the development site. (see **Figure 2-24**).
- An additional gated service entrance will be developed along the western access road. (See **Figure 2-25**).
- New private property entrances for the two adjacent holiday homes and a gated exit for visitors to the development will be provided to the cliff walkway on the south-west side adjacent to the car park and southern corner of the mobile homes section (see **Figure 2-25**).
- An open pedestrian access pathway will connect the hotel with the existing cliff walkway (see **Figure 2-26**).


**Figure 2-23: Excerpt showing main Site Entrance for vehicles and pedestrians, with service entrance to WWTP on the opposite site of the road.**

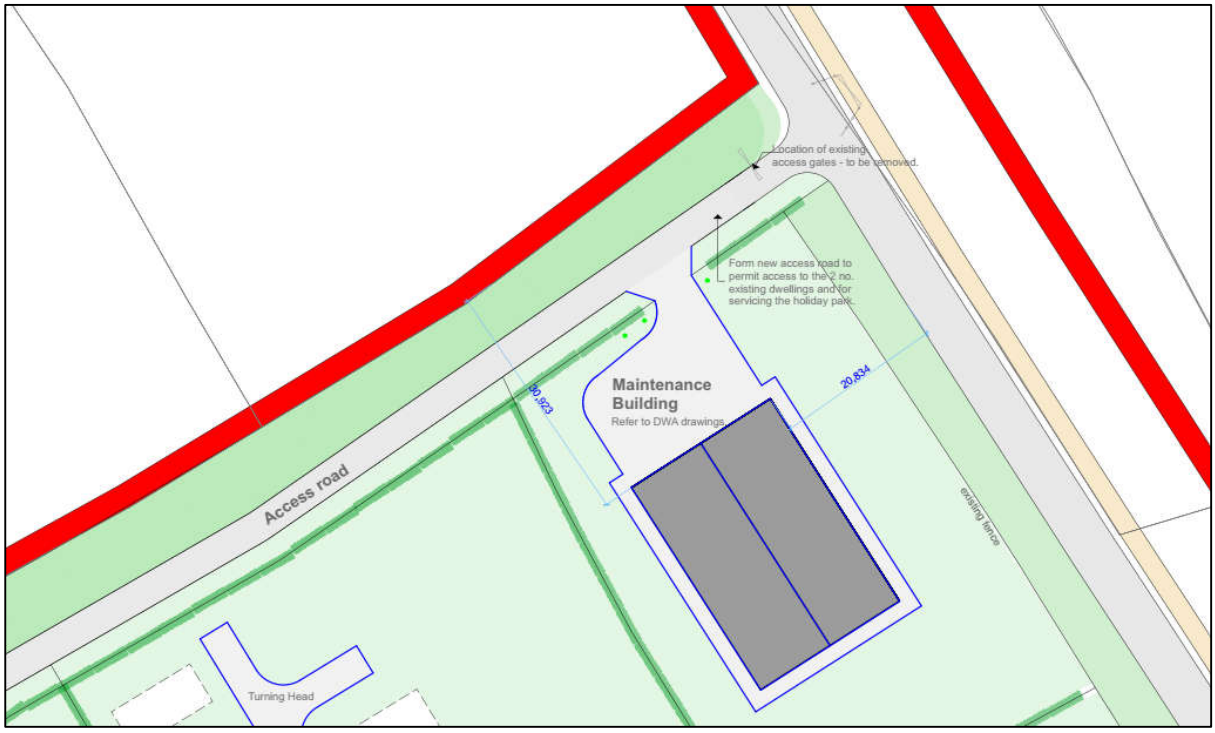


**Figure 2-24: Excerpt showing gated site entrance for new gated access road along the northern boundary of the property.**


**Figure 2-25: Excerpt showing additional gated service entrance along the private access road along northern boundary of the property, and entrances for adjacent private dwellings, and pedestrian exit onto cliff walk path at the south-west corner of the proposed development site**

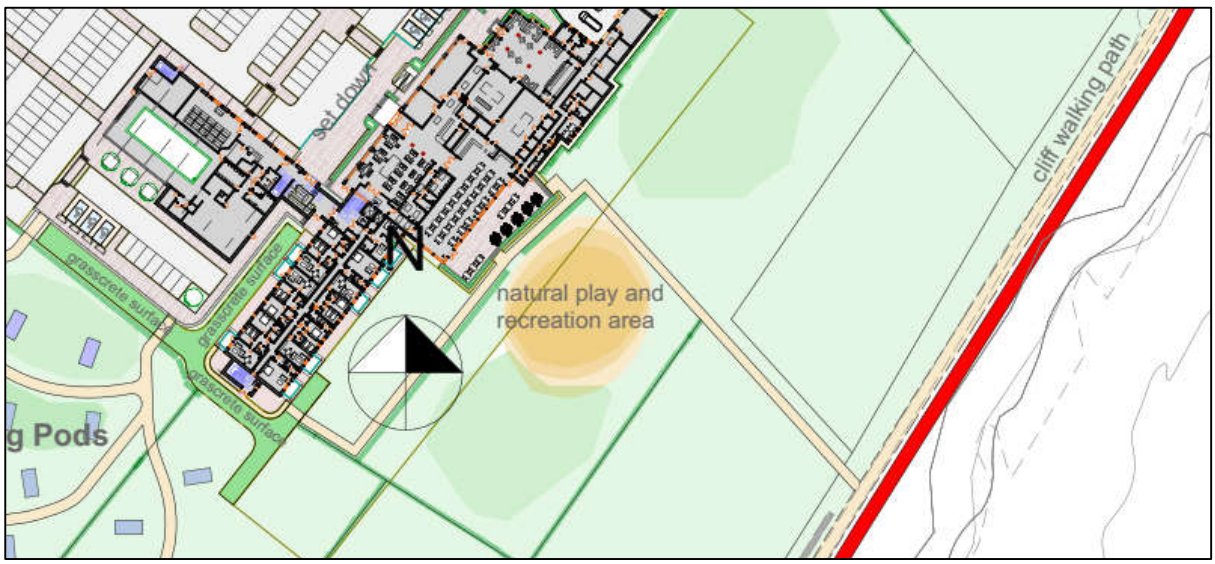


**Figure 2-26: Walkway from Hotel to Cliff walkway along the shoreline**

### 2.4.7 Water

The daily demand for water by the proposed development will vary depending on occupancy. The expected maximum water usage is approx. 144 400 litres per day. This will be sourced from the existing Irish Water/Uisce Éireann mains water supply to the development site. The existing and proposed new water supply pipelines are illustrated in Appendices **2-1 to 2-14.** The proposed storm and waste-water drainage networks are illustrated in **Drawings 21513-MWP-00_00-DR-C-2110-S2-P01** and **21513-MWP-00_00-DR-C-2111-S2-P01**).

### 2.4.8 Foul Water Treatment and Discharge

The foul (sewage) discharge will be treated at a new on-site tertiary waste-water treatment plant to be built by the developer. The WWTP will be constructed to the east of the Reenroe beach access road (L-7535) (see **Figure 2-7**). It will be a sequential batch reactor (SRB) wastewater treatment facility which treats water in a cycle of four stages namely: Fill, React, Settle and Discharge. The system consists of three underground tanks which work to filter and treat the waste-water for eventual infiltration into the surrounding land.

Generally, the four-stage water treatment cycle is repeated 3 times a day, but this can vary 6, 8, 12 or 24 hours to handle varying wastewater and hydraulic conditions. The proposed system in summary consists of the following components:

- Preliminary screen chamber
- Primary settlement tanks
- Balance tanks
- Reaction tanks
- Clear water pumping station
- UV sterilisation
- Outlet flow meter
- Tertiary treatment pumping station
- 630m$^2$ (coconut) tertiary treatment system (38 000 l)
- Transfer pumping station
- Infiltration pad pumping station
- 3,600m$^2$ underlying infiltration pad

The treatment tank treats the wastewater prior to discharge to the constructed underground percolation areas filled with coconut fibres where the waste will be discharged to ground. The percolation areas will be located below the lawns on the seaside of the hotel and lodges within the main development area (see **Drawing 21513 MWP 00 00 DR C 2111** in the planning pack). The size of the percolation area is determined by the maximum volume of wastewater to be discharged. More details of this system are provided in **Section 3** of the **Civils Report** for this planning application.

The expected maximum foul discharge from this facility is: 144 400 litres per day. The expected level of treatment is a minimum of 3:10 BOD:TSS with 99.9% removal of faecal coliforms, with pathogenic bacteria absent.

The system includes a UV- treatment unit and a tertiary treatment consisting of Coconut fibres which will provide an expected treatment level shown in Table 3.2. The use of the percolation areas for discharging to ground results in a natural down gradient of contaminants and the movement of treated effluent through the ground results in a final estimated discharged $BOD_5$ concentrations down to 0.5 mg/l. The use of the percolation areas and filtration by the soil will also attenuate the Orthophosphate concentration by 90% to 0.061mg/l prior to mixing with groundwater. The nitrates also undergo an attenuation when passing through the biomat to an order of 10%

reduction (Gill et al 2009). Utilising a background level of 1mg/, the estimated concentration of Nitrates will be 5.52mg/l which is under the threshold level of 8.47 mg N/l for ground water discharge. There is a similar attenuation of Ammoniacal Nitrogen of 10% when discharged through subsoil. Assuming a background level of 0.05 mg $NH_4$/l in the soil, the reduced calculated level is 1.1 mg $NH_4$/l which is above the threshold of 0.175 mg $NH_4$/l of the Groundwater Regulations but there are no drinking water abstractions downgradient of the site.

The assessment of further surface water assimilative capacity (see **Section 3.4.2** of the **Civils Report**) indicates that the predicted BOD at the surface water receptor will be below Surface Water Regs threshold of 2.6 mg/l at 1.68 mg/l, as is the Orthophosphate at 0.13mg/l. The Ammoniacal Nitrogen downgradient concentration will vary dependent on the background concentration. The monitoring shows typical values of 0.02mg/l. When this is the case the concentration, 0.077 mg/l NH4 is well below the Surface Water Regulations/limits of 0.14 mg/l.

**Table 2-2: Design Effluent Concentrations from proposed Tertiary Treatment System**

| Parameter | Concentration (mg/l) | Unit |
|---|---|---|
| $BOD_5$ (Biochemical Oxygen Demand) | 3 | mg/l |
| TSS (Total Suspended Solids) | 10 | mg/l |
| Ammonium-Nitrogen | 2 | mg/l |
| Nitrate-Nitrogen | 10 | mg/l |
| $PO_4P$ (Phosphate) | 1 | mg/l |

The majority of the foul water network will be gravity fed to the WWTP located to the east of the site. The hotel effluent will go through a grease trap system prior to entering the main network. Two pumping stations located at the southwestern corner of the mobile home section and at the southern end of the proposed hobbit huts serve to connect lower lying areas to the main gravity sewer. The treated effluent will then be then pumped from east to west to the two percolation areas in front of the hotel. The areas are nominally 135m in length and contain individual circulation pumps to distribute the treated effluent.

The WWTP and associated infrastructure will include additional storage capacity and a back-up power supply for the pump. The system will also be continually monitored by a trained operator and will include in-built alarms and shut down mechanisms to identify, prevent and manage any problems. A licenced operator will also be contracted by the developer to monitor, supervise and maintain the treatment system.

An Emergency Action Plan will be prepared and implemented by the WWTP operator prior to commissioning of the proposed development. In the unlikely event of a breakdown that requires the removal of untreated sewage, an approved Waste Removal Tanker company will be engaged and will be available on-call to collect and remove any untreated effluent to a licenced waste facility.

### 2.4.9 Stormwater Drainage

A sustainable drainage system is proposed to be developed for the facility. This will have two components. Along the access roads for the lodges, mobile homes and camping areas, storm water will be drained to an interceptor and discharged to existing drainage ditch via a network of land drains adjacent to the access roads. Around the hotel and central parking area, surface water will drain into the surface (storm) water drainage network and be directed either to the south-west or north-east corners of the site where the water will pass through interceptors before being discharged to ground in existing drainage ditches (see (see **Drawing 21513 MWP 00 00 DR C 2110** in the planning pack). The storm water drainage system takes into consideration the two catchments on the East

and West of the site (see topographic map in **Figure 2-5**). Where feasible, rainwater harvesting from surface areas and buildings will be deployed and used for water requirements for landscaping etc.

### 2.4.10 Landscaping

A detailed landscaping plan has been developed as indicated in **Figure 2-27.** A full description of the landscape plan is provided in EIAR Appendix 2-2. The landscape design takes inspiration from the local field pattern which is distinctive in the Ballinskelligs area. New tree and hedge planting along old field boundaries will establish a green corridor network which will divide the sites into smaller, clearly defined spaces, providing habitat connectivity whilst supporting visual integration in the wider landscape. Vegetated berms (with an average height of 1m) will be developed along the western, northern and eastern boundaries of the property as well as along the main access road into the development and between and around the different types of accommodation areas. These will provide visual and sound screening. The landscaping plan has considered biodiversity as part of the proposal. Existing hedgerows will be maintained and enhanced using native species typical of those already growing in the locality. Proposed planting schedules have considered pollinators, bats and other fauna to support biodiversity. All planting will be in line with the All-Ireland Pollinator Plan. Refer to Biodiversity **Chapter 5** and **Appendix 5-5.**

The landscape plan includes a central green amenity space that will provide linking pathways between the different accommodation and social facilities, a natural play area, a basket-ball and tennis court and outdoor gym facilities. An additional natural play area is provided at the front (sea-side) of the hotel.


**Figure 2-27: Landscape Plan**

### 2.4.11 Biodiversity Enhancement

A range of biodiversity enhancement measures are proposed for the development site. In addition, the developer is proposing to set aside part of the land they own, namely the wet lowland area to the east of the proposed development site and west of the SAC that borders the Reenroe stream (see **Figure 2-6**), as a biodiversity enhancement area to conserve and enhance biodiversity. This area has a mix of peat, poor quality soils, scrub and vegetation which is wet and has potential for ecological restoration. As part of this planning application, a Biodiversity Enhancement Plan has been developed by qualified ecologists in consultation with the National Parks and Wildlife Service. Refer to Biodiversity **Chapter 5** and **Appendix 5-5.**

It should be noted that the enhancement area overlaps with the red line boundary along the Reenroe beach access road (L-7535). The red line boundary includes a 10m offset from the eastern edge of the proposed road upgrades and pathway – to allow space for construction activities. Not all this space may be used. After construction works have been completed the area will be rehabilitated and included in the Biodiversity Enhancement area.

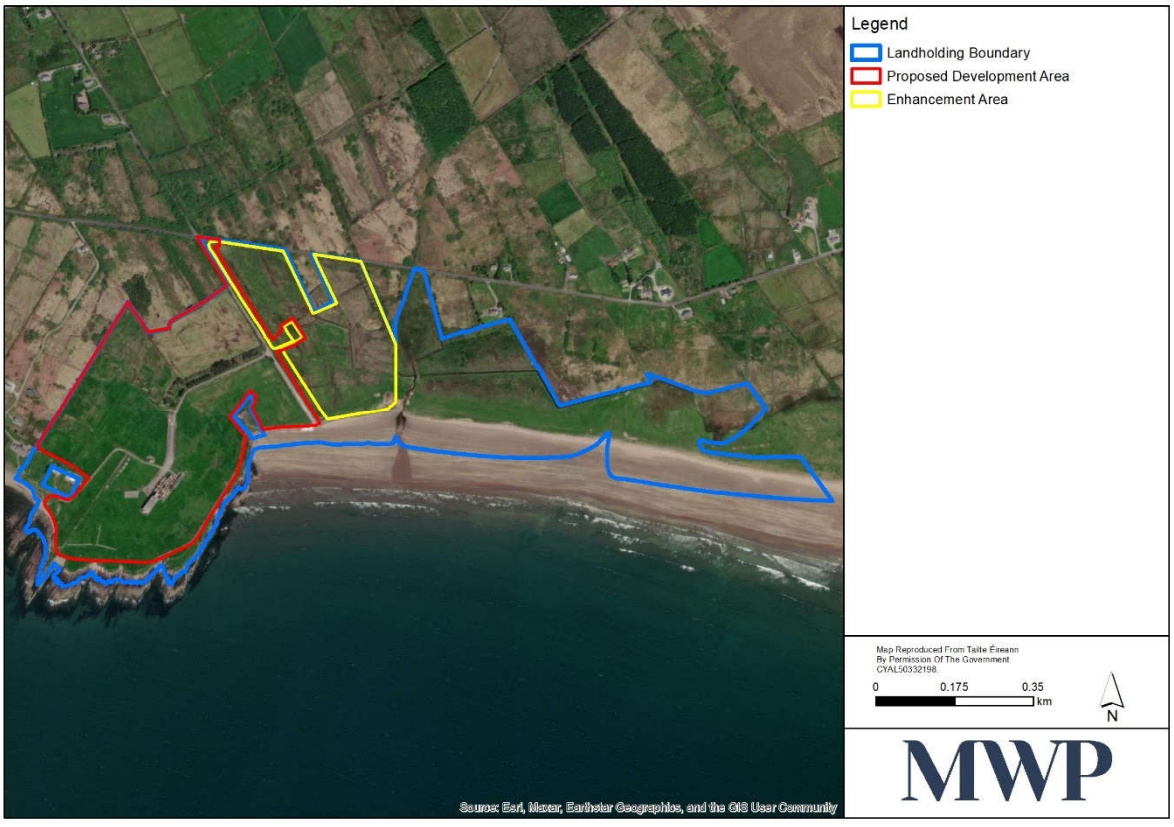


**Figure 2-28: Habitat Enhancement Area relative to the red and blue line boundaries.**

### 2.4.12 Signage

All internal signage will be in Irish (Gaelic) with an English translation in Italics underneath, as recommended in Gaeltacht areas. Different sections of the mobile homes, lodges, pods and hobbit huts will also have Irish street names. As part of the development it is proposed to erect information boards along the coastal cliff walk and along the existing pathway through the enhancement area with local historic and environmental information boards in Irish and English.

## 2.5 Construction Management

### 2.5.1 Construction Programme & Phases

Assuming planning permission is granted, it is hoped construction of the proposed development can being in January 2025. It is proposed to construct the development in a series of Phases over a period of 4.5 to 5 years. An indicative phasing based on the expected construction activities is indicated in **Table 2-3** below and in **Figure 2-29**. This phasing is designed to ensure efficiency in the development of the facilities and accommodate the developer's financing plan and constraints. The first Phase is expected to take 18 months to complete and will comprise: preparatory work and the installation of services including the main access roads, play area, walkways and carpark; water supply and drainage infrastructure; the waste-water treatment plant; as well as the refurbishment of hotel building; construction of the maintenance shed, landscaping and the installation of one third of the proposed (53 No.) mobile homes. During this phase it is expected that two mobile homes will be delivered to site overnight each week over 7 months. At the end of phase 1 the construction compound will be moved to the northern corner of the proposed development site where the maintenance building and camping facilities will be provided. Each phase of construction will be followed by a two month works stoppage in the July/August peak holiday periods.

Phase 2 is expected to be completed in 10 months and will see another third of the mobile homes (47 no.) being developed as well as the construction of half of the holiday lodges, all the glamping pods and the surf shop and café adjacent to the Reenroe beach access road (L-7535). Phase 3 will also be completed in 10 months. This phase will involve the installation of the balance of mobile home units (45 No.), the second half of the holiday lodges, the hobbit huts, a central camper washroom and camper-van area. During the final 10 month phase in year 5, the construction of the Leisure Centre and the camping area is planned to be undertaken.

**Table 2-3: Indictive Duration and Activities for each Construction Phase.**

| Phase # | Construction Activities | Duration |
|---|---|---|
| Phase 1 | Initial site mobilisation and establishment of construction compound and access road.<br>Access road for neighbours along northern boundary.<br>Hoarding<br>Underground services (water supply and discharge & electricity)<br>WWTP and associated facilities.<br>Landscaping and planting<br>Internal roads and car park<br>Walkways, fencing and gates<br>Play area<br>Hotel Refurbishment (including restaurant, pub, offices and shop) | 18 months beginning Jan 2025 |

| Phase # | Construction Activities | Duration |
|---|---|---|
| | 53 mobile homes - first three rows closest to main entrance road<br>11 Holiday Lodges/Cabins (half)<br>Maintenance Building.<br>Relocation of Construction compound for Phase 2. | |
| July and August Stoppage | | |
| Phase 2 | 47 Mobile Homes<br>14 Holiday Lodges/Cabins (half)<br>20 Glamping pods<br>Beach Surf Shop & Cafe | 10 months |
| July and August Stoppage | | |
| Phase 3 | 45 Mobile Homes<br>6 Hobbit Huts<br>Washroom<br>Camper Parking | 10 months |
| July and August Stoppage | | |
| Phase 4 | Camping sites<br>Leisure Centre | 10 months |


**Figure 2-29: Phasing Plan for the Development**

### 2.5.2 Construction Hours and Personnel

Working hours will be 8am to 6pm Monday to Friday and 8am to 2pm on Saturday. No work will be undertaken on Sundays and Bank Holidays. The number of construction staff working on site will vary over the construction period from 20 to 80 persons, with the maximum number of people expected to be employed being around 80 persons in the second and third quarters of the first phase of construction (see trend in **Figure 2-30** below). This maximum employment period will be the phase when all the services will be under construction along with the hotel refurbishment and the delivery of mobile homes and lodges.

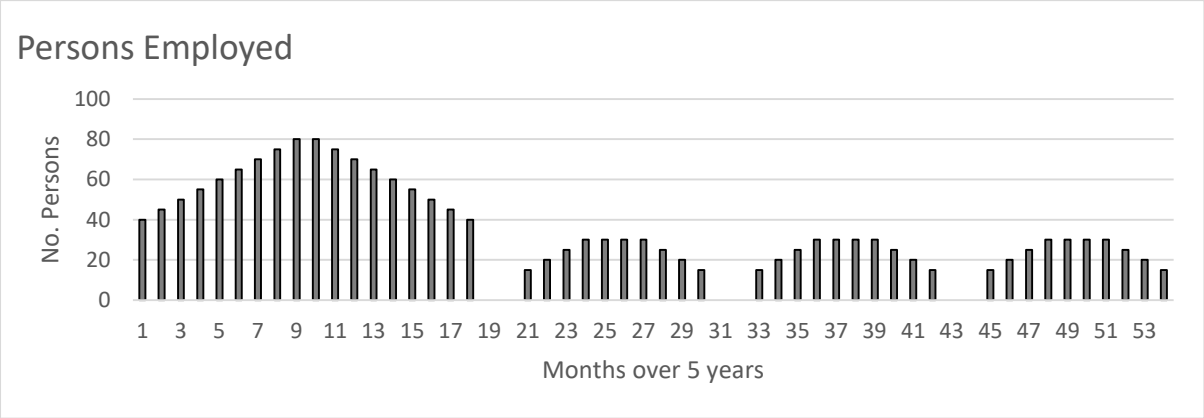


**Figure 2-30: Expected trend in construction employment numbers each months during the 5 year construction period.**

### 2.5.3 Temporary Construction Compound

Initially, in the first phase of construction, the area where the proposed leisure centre and car park will be cleared and used as the construction compound. In Phase 2, the construction compound will be moved to the site for the camping, camper vans, wash facilities and the last phase of mobile homes. The proposed gated service entrance and entrance to the maintenance building will be used as the construction entrances during phase 2-4.

### 2.5.4 Spoil Storage Area

During the initial phase of the works when the main infrastructural elements and roads are being constructed surplus sub soil and top-soil will be deposited in localised spoil storage areas for re-use the construction of berms and landscaping. The temporary spoil storage areas will be distributed in a number of areas across the site so as to minimise the movement of soil and to facilitate efficient use of soil in the final landscaping phase.

### 2.5.5 Construction Methods

The hotel will be refurbished on site, while the lodges and hobbit huts/glamping pods will be delivered, assembled and constructed on site. The mobile park homes will be constructed by the suppliers and delivered by vehicle to site. Cement foundations and floors will be constructed for the mobile homes, lodges, and hobbit huts/glamping pods.

### 2.5.6 List of Plant

For a project of this nature and scale a range of machinery and equipment will be required during the construction phase of the works. The following is a list of the equipment that will be required during the works.

- 20t 360 Excavators
- 20t Dumper Truck
- 3t Mini Digger
- 5t Dumper truck
- 3t roller
- Road Sweeper
- Block Grab
- Teleporter
- 20m³ Skips
- Articulated Booms
- Scissor Lifts
- 30 kva Generator
- 12T Silo (for trowel ready mortar)
- Kerbing Machine
- Asphalt paver finisher
- MEWPs, platform lifts, hoists
- Mobile cranes
- Temporary sump pumps

### 2.5.7 Construction and Environmental Management

#### 2.5.7.1 Construction Environmental Management Plan (CEMP)

An outline CEMP document to manage environmental performance for the Rinn Rua development has been prepared by MWP and can be found in **Appendix 2-1.** The CEMP:

- Identifies the environmental obligations and the hazards and risks associated with construction activities;
- Assists in the prevention of unauthorised environmental harm;
- Fulfils the environmental requirements as defined in the contract; and
- Minimises potential impacts on the community that relate to the environmental aspects from construction activities.

The CEMP identifies the environmental responsibilities on site.

The CEMP is a comprehensive document which outlines objectives and procedures for:

- Environmental Monitoring and Checking;
- Communications – complaints and reporting of incidents;
- Requirements for sub-contractors & suppliers;

- Environmental Risk Assessment;
- Method Statements which must include a section on Environmental and Waste Management;
- Environmental Compliance – which requires compliance with all relevant planning conditions, contract documents, health and safety plans and includes consultation, where appropriate, with relevant authorities such as Kerry County Council, EPA, National parks & Wildlife Service, Inland Fisheries Ireland and Irish Water/Uisce Éireann;

The CEMP outlines a series of Environmental Management Plans (EMP) in line with best practice and guidelines.

- Excavation Works Management – EMP 1
- Concrete Management – EMP 3
- Surface Water Pollution Control – EMP 2 outlines detailed water pollution control measures which include mitigation measures recommended in this EIAR;
- Noise & Vibration Control – EMP 10 outlines best practice and noise limits for the construction stage;
- Air Pollution Control Habitat (Flora & Fauna) Protection – EMP 11 includes measures for dust and vehicles emission control;
- EcologicalProtection – EMP 5 outlines mitigation measures in relation to habitats and fauna protection

;

- Waste Management – EMP 7 relates to waste management. Appendix B of the CEMP deal specifically with waste management;
- Hazardous material handling and storage – EMP 3 outlines best practice for protection of the environment from spillages of hazardous material;
- Invasive Species Control – EMP 6 in the CEMP
- Traffic Management – EMP 8 in the CEMP; and
- Archaeology – EMP 9 in the CEMP.
- Emergency Response – EMP 12 in the CEMP
- Site Environmental Training and Awareness – EMP 13
- Monitoring and Auditing Procedures – EMP 14
- Environmental Accidents, Incidents and Corrective Measures – EMMP 15
- Environmental Complaints – EMP 16

The CEMP will be updated by the construction contractor and submitted to the KCC for approval prior to initiation of construction. The CEMP will include all the mitigation measures developed in the EIAR.

### 2.5.8 Traffic Management

A detailed Traffic Management Plan (TMP) has been prepared and is included in **Section 12.5.2** of the **Chapter 12 (Traffic)** of the EIAR. This plan will be further updated and adopted by the appointed contractor prior to construction commencing. Given that Phase 1 of the proposed project may not become operational until the summer of 2026 it will be necessary to engage with the Roads and Transportation section of Kerry County Council, and with An Garda Siochana and to reflect traffic volumes and local road use at the time.

**Table 2-4** below outlines the types of construction activities in each phase of construction and the associated traffic implications.

**Table 2-4: Construction Traffic Assumptions for the Four Phases**

| Phase | Construction Activity | Traffic Implications |
|---|---|---|
| 1 | 1. Construction compound and site access<br>2. Excavations and ground clearance<br>3. Roads and Services Infrastructure & groundworks<br>4. Waste-Water Treatment Plant and percolation areas<br>5. Hotel<br>6. 50 Park Homes<br>7. Relocation of Construction compound.<br>8. Car parking areas | 1. Heavy earth moving equipment and stone, gravel and sand and container offices deliveries<br>2. As above<br>3. As above + delivery of piping and wiring and associated materials<br>4. WWTP - as above + delivery of tanks, building materials and piping<br>5. Construction workers and delivery of renovation and building materials,<br>6. 2 mobile homes delivered per week at night over 7 months.<br>7. Heavy vehicles and mobile crane (No.1)<br>8. Parking for max. of 80 construction staff adjacent to the construction compound. |
| 2 | 1. 45 Mobile Homes (next three rows)<br>2. 13 Holiday Lodges/Cabins (half)<br>3. 20 Glamping pods<br>4. Beach Surf Shop & Cafe | 1. 2 mobile homes delivered per week at night over 7 months. Cement floors for 45 homes constructed.<br>2. Materials for 13 holiday lodges delivered and constructed on site. Cement floors for each also constructed.<br>3. Materials for 6 hobbit huts and 20 glamping pods delivered and constructed on site. Cement floors for each also constructed.<br>4. Parking for 30 construction staff adjacent to new construction compound around maintenance building. |
| 3 | 1. 47 Mobile Homes and the east end of the service roads for mobile homes<br>2. 11 Holiday Lodges/Cabins (half)<br>3. Washroom<br>4. Camper Parking<br>5. 6 Hobit Huts | 1. 2 mobile homes delivered per week at night over 7 months. Cement floors for 47 homes constructed.<br>2. Materials for 11 holiday lodges delivered and constructed on site. Cement floors for each also constructed.<br>3. Construction materials for washroom, and camping facilities delivered.<br>4. Parking for max. of 30 construction staff. |
| 4 | 1. Leisure Centre<br>2. Camping sites | 1. Construction materials for Leisure Centre delivered. Construction vehicles for Leisure Centre.<br>2. Parking for max. of 30 construction staff. |

All excavated materials will be reused on site in landscaping.

## 2.6 Operational Phase

### 2.6.1 Lifespan of the Facility

This is proposed as a permanent facility that will not be decommissioned. It is expected that Phase 1 of the development would become operational in July 2026. All phases will be operational from July 2030.

### 2.6.2 Operational Hours and Personnel

Operational periods will be seasonal. Hotel and park homes will be operational for at least 10 months of each year from February to November. The ultimate intention is for these facilities to remain open all year round, but this will depend on demand. The camping, hobbit huts/glamping pods and holiday lodges would be open for 5 months from May to September.

The number of persons employed will range from 40-55 during the peak holiday season and 12-20 during the low season. It is also expected that other local businesses will be supplying goods and services to the development.

### 2.6.3 Residential Visitor Numbers

The completion and operation of the first phase in the summer of 2026 of the proposed development could result in a peak of 334 resident visitors over the summer holiday season and bank holiday weekends (see **Table 2-5** below). The second year of operation in the summer of 2027 would potentially increase the peak number of resident visitors to 618 persons per day. The third year of operation in the summer of 2028 would potentially increase the peak resident visitor numbers to 858 persons per day.

The fourth and all subsequent years of operation from the summer of 2029 would potentially increase the peak resident visitor numbers to 933 persons per day.

**Table 2-5: Summary Table with maximum potential visitor and visitor vehicle numbers over the first 4 operational years as the construction progresses (assuming full occupation).**

| Facilities | Year 1 | Year 2 | Year 3 | Year 4+ (Complete) |
|---|---|---|---|---|
| Hotel | 78 | 78 | 78 | 78 |
| Lodges | 44 | 100 | 100 | 100 |
| Mobile Homes | 212 | 400 | 588 | 588 |
| Glamping Pods | 0 | 40 | 40 | 40 |
| Hobbit Huts | 0 | 0 | 12 | 12 |
| Camper Vans | 0 | 0 | 40 | 40 |
| Tents/Caravans | 0 | 0 | 0 | 75 |
| **Total persons** | **334** | **618** | **858** | **933** |
| Vehicles (assume one per accommodation unit) | 97 | 178 | 229 | 254 |
| Daily external visitors to the Hotel and Leisure Centre | 97 | | | 318 |

### 2.6.4 Health and Safety

The nature of the proposed development is not expected to cause a major accident or disaster during the construction phase as normal construction measures (such as the contractors Health and Safety plan, an approved Contractor's Construction Environmental Management Plan (CEMP) and Traffic Management Plan) will be adhered to on site. The implementation of appropriate control measures (including an emergency spill response plan) and best management practices will reduce the risk of dust, noise, accidents from polluting substances entering soil and groundwater, damage to sensitive habitats and the SAC and qualifying interests or traffic effects.

There will be minor short-term nuisances associated with the proposed construction works. This will include noise from machinery on site (short duration, short-term) and potential dust and traffic effects. The project is located in a sparsely populated area and most of the construction activities will take place outside of the peak holiday periods. The abnormal size mobile home deliveries will also take place at night. Any asbestos found on site will be disposed of safely via appropriately authorised contractors.

The proposed development will be owned and operated from a public health and visitor perspective. It will be designed to the required national building standards. The focus of the owner/operator will be on ensuring a quality visitor experience and the health and safety of all visitors. The implementation of the sensitive architectural designs, lighting and landscaping plan will minimize and soften any visual effects. The public walkways through the sight will also be upgraded to the required safety standards and continue to be open to the public.

### 2.6.5 Traffic Management

A detailed Traffic Management Plan (TMP) has been prepared and is included in Section 12.5.2. of Chapter 12 of the EIAR. . This plan will be further updated and adopted by the appointed contractor prior to construction commencing. Given that Phase 1 of the proposed project may not become operational until the summer of 2026 it will be necessary to engage with the Roads and Transportation section of Kerry County Council, and with An Garda Siochana and to reflect traffic volumes and local road use at the time. Phase one of construction will involve the upgrades to the Reenroe beach access road (L-7535) and construction of the WWTP and underground water and discharge pipes from the plant. This will improve beach access and access to the development site.

During construction Phase 1, peak construction staff vehicles would generate 58 daily inbound vehicles and 58 daily outbound vehicles. During construction Phase 2, 3 and 4, peak construction staff would generate 22 daily vehicles, both inbound and outbound.

During certain periods, including restricted daylight hours and adverse weather conditions, it is envisaged that up to 50% of construction staff could arrive during the morning peak traffic hour and depart during the evening peak traffic hour. This would generate up to 29 construction staff vehicles during the peak traffic hours during Phase 1; and up to 11 construction staff vehicles during the peak traffic hours during Phase 2, 3 and 4.

The predicted vehicle trips generated by the proposed development, including internal trips, during the initial opening (Phase 1) in Summer 2026 and with the ultimate development completed and operational in Summer 2029, are provided in Table 2-6.

A total of 40 tent pitches/hectare is envisaged for the proposed 0.8 hectare tent camping area.

It is envisaged that the fully refurbished hotel bar, dining room, lounge and meeting room would operate at up to 50% of its ultimate development demand, during the initial opening year Summer 2026, when only a total of 35 of the ultimate 271 holiday units (including tents) would be in place. The CIHT TRICS indicates that the highest peak generation hours for a hotel bar/restaurant are 7.00 p.m. to 8.00 p.m. and 8.00 p.m. to 9.00 p.m., after the evening peak traffic hour.

**Table 2-6: Predicted Vehicle Trips Including Internal Trips**

| Development Phase | Proposed Development Units/ Gross Floor Area | Morning Peak Traffic Hour Vehicle Trips, including Internal Trips | | Evening Peak Traffic Hour Vehicle Trips, including Internal Trips | | Daily Vehicle Trips, including Internal Trips | |
|---|---|---|---|---|---|---|---|
| | | Arrivals | Departures | Arrivals | Departures | Arrivals | Departures |
| **Initial Opening (Phase 1) (Summer 2026)** | 24 Self Catering Holiday Apartments + 11 Holiday Lodges + 53 Mobile Homes | 6 | 9 | 11 | 8 | 97 | 96 |
| | Hotel Bar/Dining Room/Lounge/Meeting Room @ 50% Ultimate Operational Demand | 4 | 2 | 5 | 3 | 96 | 97 |
| **Ultimate Development (All Phases) (Summer 2029)** | 24 Self Catering Holiday Apartments + 25 Holiday Lodges + 6 Hobbit Huts + 20 Glamping Pods + 144 Mobile Homes + 20 Campervans + 32 Tents | 18 | 28 | 35 | 24 | 298 | 294 |
| | Hotel Bar/Dining Room/ Lounge/Meeting Room | 7 | 4 | 9 | 6 | 192 | 193 |
| | Leisure Centre | 9 | 7 | 13 | 14 | 125 | 125 |

## 2.7 Decommissioning Phase

Unlike some developments like quarries and mines which have a limited lifespan, decommissioning is not anticipated for this development. The hotel is a permanent structure and is unlikely to be demolished and removed, however the mobile homes and lodges could potentially be removed and sold.

## 2.8 Production of Waste

An outline Tier 2 Resource Waste Management Plan (RWMP) will need to be developed for the project and submitted prior to construction works being initiated. The RWMP will outline the types of waste to be produced and how these will be minimised, reused, recycled or disposed of in compliance with national waste management policies aimed at reducing waste and promoting recycling and a circular economy.

### 2.8.1 Construction Phase

#### 2.8.1.1 Domestic Waste-Water Effluent

This will be minimal during the construction phases and for construction workers only. Temporary facilities will be provided with effluent disposed of via the services of a licenced waste disposal contractor.

#### 2.8.1.2 General Wastes

Building and employee wastes will be separated and stored on site before being disposed through the services of a licenced waste disposal contractor. Details of quantities of waste are provided in Table 2-7 in Section 2.9.1.1 below. All excavated materials will be reused on site in landscaping.

### 2.8.2 Operational Phase

#### 2.8.2.1 Domestic Waste-Water Effluent

As described in section 2.4.8, the foul (sewage) discharge will be treated at a new on-sight waste-water treatment plant to be built by the developer. The expected maximum foul discharge from this facility is: 144 400 litres per day. The design effluent after tertiary treatment are provided in Table 2-2. The expected level of treatment is a minimum of 3:10 BOD:TSS with 99.9% removal of faecal coliforms, with pathogenic bacteria absent.

#### 2.8.2.2 General Wastes

The kinds of general waste generated during the operational phase include food waste, packaging that can be recycled and food wastes from the restaurant/bar/shop and all the self-catering accommodation units. These wastes will be separated and stored on site before being disposed through the services of licenced waste disposal contractors. Separated waste storage bin facilities will be provided at the service area adjacent to the kitchen on the eastern end of the hotel, and at other designated sites close to the other individual accommodation units.

Decommissioning Phase

It is not expected that the site will be decommissioned. However, in the event that some elements of the project are to be removed, a RWMP will be put in place to manage any material resulting from these activities.

## 2.9 Use of Natural Resources

### 2.9.1 Construction Phase

#### 2.9.1.1 Construction Materials

#### 2.9.1.2 Excavated Soils and Sub-Soils

Table 2-4 below provides details of the volumes of excavated and fill materials to be used during the construction of this development. Most of this work will take place during the 18-month first phase of the construction process.

All excavated soils and rock will be reused in landscaping on site. No excavated material will be removed from the site.

**Table 2-7: Cut and Fill Volumes for various project components.**

| Project Components | Excavation | Surfacing repair | Build up Blinding/804 | Pipe fill | Fill | Tarmac | Concrete |
|---|---|---|---|---|---|---|---|
| | typically 0.5m | typically 250mm | 250mm | 75% excavation | 250/500mm | 50mm | 200mm |
| Cut or Fill | Cut | | | Fill | | | |
| Main external road | | 1433.7 | | | | | |
| Main Internal Roads | | 282.1 | | | | | |
| Mobile Homes | 2939.4 | | | | 1469.7 | | 1175.8 |
| Mobile Home road | 3319.2 | | 1327.7 | | 1659.6 | 331.9 | |
| Camper Vans | 253 | | | | 253.0 | | |
| Camper Van Roads | 952.8 | | 476.4 | | 381.1 | 95.3 | |
| Holiday Cabin Road | 668 | | 334.0 | | 267.2 | 66.8 | |
| Holiday Cabins | 1035 | | | | 621.0 | | 414.0 |
| Hobbit homes roads | 859.1 | | | | 859.1 | | 343.6 |
| WWTP | 900 | | | | 450.0 | | 60.0 |
| Glamping | 189 | | 113.4 | | | | 18.9 |
| Surf Shop/Café | 152.6 | | | | 91.5 | | 61.0 |
| Private Access Road | 1520.4 | | 912.2 | | 760.2 | 152.0 | |
| Leisure Centre + parking Lot | 4104.4 | | 2462.6 | | 2462.6 | 410.4 | |
| Proposed Watermain | 6499.8 | | | 4874.8 | | | |
| Proposed Storm Water | 1668.1 | | | 1251.1 | | | |
| Proposed WWTP and Pipelines | 5004.3 | | | 2502.2 | | | |
| Total (m3) | | 1715.8 | 5626.3 | 8628.1 | 9275.1 | 1056.5 | 2073.3 |
| | 30065 | | | 28375.1 | | | |
| Balance | 1689.9 | | | | | | |

Concrete and additional aggregate materials will be sourced from appropriately authorised facilities. The following quarries in County Kerry are in proximity to the site:

- Skellig Quarries
- Breedon Caheresiveen Quarry
- The Grotto – Slate Quarry (Valentia)
- Michael F Quirke & Sons (Kilorgin)
- Gloun Stone Quarries (Kenmare)

These are the most likely source to be used, but this will be confirmed by the appointed contractors.

#### 2.9.1.3 Water

Water will be sourced from the Uisce Éireann/Irish Water mains. In response to a pre-connection enquiry for the proposed development, Uisce Éireann has indicated that the water supply pipeline will need to be upgraded from a 50mm uPVC with a 665, of 150mm ID supply pipeline (see **Drawing 21513-MWP-00-ZZ-DR-C-2200-S2-PO2** in planning pack). These upgrades will be done as part of the proposed works for this project.

### 2.9.2 Operational Phase

#### 2.9.2.1 Water

Water will be sourced from the Uisce Éireann/Irish Water mains. The daily demand for water by the proposed development will vary depending on occupancy. The expected maximum daily water usage is approx. 144 400L.

## 2.10 Emissions and Nuisances

The anticipated residues and emissions likely to be generated during the project lifetime are summarised in **Table 2-8**. These environmental effects have been identified, assessed and proposals for management of the anticipated nuisances and/or emissions are presented throughout relevant chapters of this EIAR.

**Table 2-8 Emissions and Nuisances**

| Project Phase | Aspect | Potential Emission/Nuisance | Assessment Provided |
|---|---|---|---|
| Construction/ Decommissioning | Air | Construction vehicle emissions and activities | Chapter 13 |
| | | Dust Emissions from construction activities | |
| | Climate | GHG Emissions associated with construction activities | Chapter 13 |
| | Noise | Construction Works | Chapter 11 |
| | | Construction Traffic | |
| | Water | Foul Effluent disposed of via licenced waste disposal service providers. | Chapter 8 |
| | Traffic | Construction and delivery vehicles | Chapter 12 |
| Operational | Air | Staff and visitor vehicle emissions | Chapter 13 |
| | Climate | GHG Emissions associated with visitor and employee traffic | Chapter 13 |
| | Climate | Climate Change Impacts on Proposed Development | |
| | Noise | Traffic noise associated with deliveries/maintenance works, visitors and employees | Chapter 11 |
| | | Noise Breakout from Buildings | |
| | Water | Foul discharge from the on-site Wastewater Treatment Plant | Chapter 8 |
| | Traffic | Deliveries/maintenance traffic visitors and employees | Chapter 12 |