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MWP

Chapter 04 Population and Human Health

An Rínn Rua Hotel and Leisure Park
County Kerry

April 2024

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4. Population and Human Health

4.1 Introduction

This chapter considers the potential effects on population and human health arising from the Proposed Development. A full description of the Proposed Development, development lands and all associated project elements is provided in Chapter 2 of this EIAR. The nature and probability of effects on population and human health arising from the overall project has been assessed. The assessment comprises:

- A review of the existing receiving environment;
- Prediction and characterisation of likely effects;
- Evaluation of effects significance; and
- Consideration of mitigation measures, where appropriate.

4.1.1 Competency of Assessor

The assessment was completed by Maura Talbot MA (Human Geography), BA Hon (Geography), BA Hon. (Economics) and Zeba Haseeb, BS Hons. (Environmental Science), MS Environmental Science, Environmental Scientist at Malachy Walsh and Partners (MWP). Maura has had 25 years of experience working as a Senior Environmental and Socio-Economic Specialist Consultant on a full time and freelance basis. She has managed and contributed to environmental and social impact assessments (ESIAs and EIAs) of roads, powerlines, mines, biofuel estates, golf courses, conservation, tourism, and residential developments in a number of countries. She has also provided specialist input into Strategic Environmental Assessments (SEAs) related to mining developments, conservation, forestry and municipal spatial planning processes.

4.2 Methodology

The assessment of the likely significant effects of the proposed development on population and human health was conducted by reviewing the current socio-economic environment of the environs of Reenroe. This included a site visit and visual assessment of the proposed site and the surrounding area, along with an analysis of aerial photography and Ordnance Survey (OS) mapping, and desk-based research of published information on the local receiving environment.

Demographic trends were analysed at state, county, and local level, with the latter comprising the Electoral Divisions where the development site is located or those in closest proximity. Information was gathered with respect to the demographic and employment characteristics of the resident population within the study area sourced from 2011 and 2016 Census data and where possible the preliminary 2022 Census data. The data included information on population, structure, age profile, travel patterns and employment.

The desk study included the following activities:

- Review of the most recent Central Statistics Office (CSO) Census of Ireland data to establish settlement demographics and economic context of the study area. www.cso.ie.

- Review of Ordnance Survey Mapping and aerial photography to establish existing land use and settlement patterns within the study area.
- Review of the Kerry County Development Plan (CDP) 2022-2028 in order to identify future development and identify any planning allocations within the study area.
- Review of Kerry County Council and An Bord Pleanála Planning Register to identify relevant development proposals which have been permitted or which are currently under consideration.
- Review of planning policy and strategies to identify, way-marked walking and cycling routes and other Rights of Ways within the study area.
- Review of tourism data including Tourism Ireland, Fáilte Ireland and local websites to identify tourism data and visitor attractions within the study area.

Consultations with statutory bodies were also used to ensure that environmental issues, including socio-economic, recreational and amenity issues relating to the proposed development were addressed. Further information on the consultation process and responses received is provided in **Chapter 1 Introduction**. The focus of this Chapter is to establish the potential effects on population and human health .

A site visit was conducted in April 2022 by the author of this Chapter to ascertain the land uses and the location and nature of residential dwellings and infrastructure in the surrounding area. This included making observations and taking photos while walking on the site and while driving around the surrounding properties.

In terms impacts on health, it is only effects from dust, noise, and traffic that could potentially affect persons living in the immediate vicinity of the proposed development. These effects have been assessed in other Chapters of the EIAR.

4.2.1 Guidance

This Chapter has been prepared having regard to the following guidelines:

- Guidelines for Planning Authorities and An Bord Pleanála in carrying out Environmental Effect Assessment (Department of Housing, Planning and Local Government, August 2018)
- Guidelines on the Information to be Contained in Environmental Effect assessment Reports (Environmental Protection Agency (EPA), May 2022); and

The Guidelines on the Information to be Contained in Environmental Effect Assessment Reports (EPA, 2022) state that:

‘..in an EIAR, the assessment of effects on population and human health should refer to the assessments of those factors under which human health effects might occur, as addressed elsewhere in the EIAR e.g. under the environmental factors of air, water, soil etc.’

Recital 22 to the EIA Directive provides that *“In order to ensure a high level of protection of the environment and human health, screening procedures and environmental effect assessments should take account of the effect of the whole project in question, including, where relevant, its subsurface and underground, during the construction, operational and, where relevant, demolition phases”*.

The desk-based research also had regard to published information on public health including:

- World Health Organisation (WHO) Regional Office for Europe, *Night Noise Guidelines for Europe*, (2009);

- WHO *Environmental Noise Guidelines for the European Region* (2018);
- The European Commission ‘Guidance on the preparation of the Environmental Effect Assessment Report, 2017;
- Environmental Effect Assessment of National Road Schemes- A practical Guide, National Roads Authority/ Transport Infrastructure Ireland, Revision 1, November 2008;
- Guidelines on the Treatment of Tourism in an Environmental Effect Assessment, Fáilte Ireland. 2011;
- Additionality Guide, Homes and Communities Agency, United Kingdom. 2014;
- Health Effect Assessment Guidance, Institute of Public Health Ireland, Ireland. 2021; and

4.2.2 Study Area

The Study Area for the purpose of this assessment on Population and Human Health primarily focuses on the local receiving human environment in the vicinity of the proposed development site. These include those who reside, work, visit, or use the local road networks in the general area (see **Figure 4-1**). Electoral Divisions (EDs) are the smallest legally defined administrative areas in the State for which Small Area Population Statistics (SAPS) are published from the Census of Population. Therefore, in order to discuss the receiving human environment and other statistics in the vicinity of the proposed development site, the Study Area for this assessment has regard to EDs within or located close to the proposed development site. The extent of the EDs and SAPS considered for the purposes of this assessment are shown in **Figures 4-2 and 4-3** and set out in **Tables 4-1 and 4-2**.

Although this chapter predominantly describes the human environment in the vicinity of the proposed development, sensitive human receptors in the broader human environment are considered in the other specialised environmental topics including the following;

- Noise (Chapter 11);
- Water (Chapter 7);
- Air Quality and Climate (Chapter 13);
- Landscape and Visual Effect (Chapter 10);
- Cultural Heritage Effect (Chapter 9);
- Material Assets Effect (Chapter 8); and
- Traffic and Transportation (Chapter 12).

Table 4-1 List of Electoral Divisions Small Areas within 5km of the proposed development site which make up the local human population study site

#	Electoral Divisions
1	Emlagh
2	Ballinskelligs
3	Teeraneearagh
4	Loughcurrane
5	Portamgee
6	Toghroinn Fhionáin/Saint Finan’s

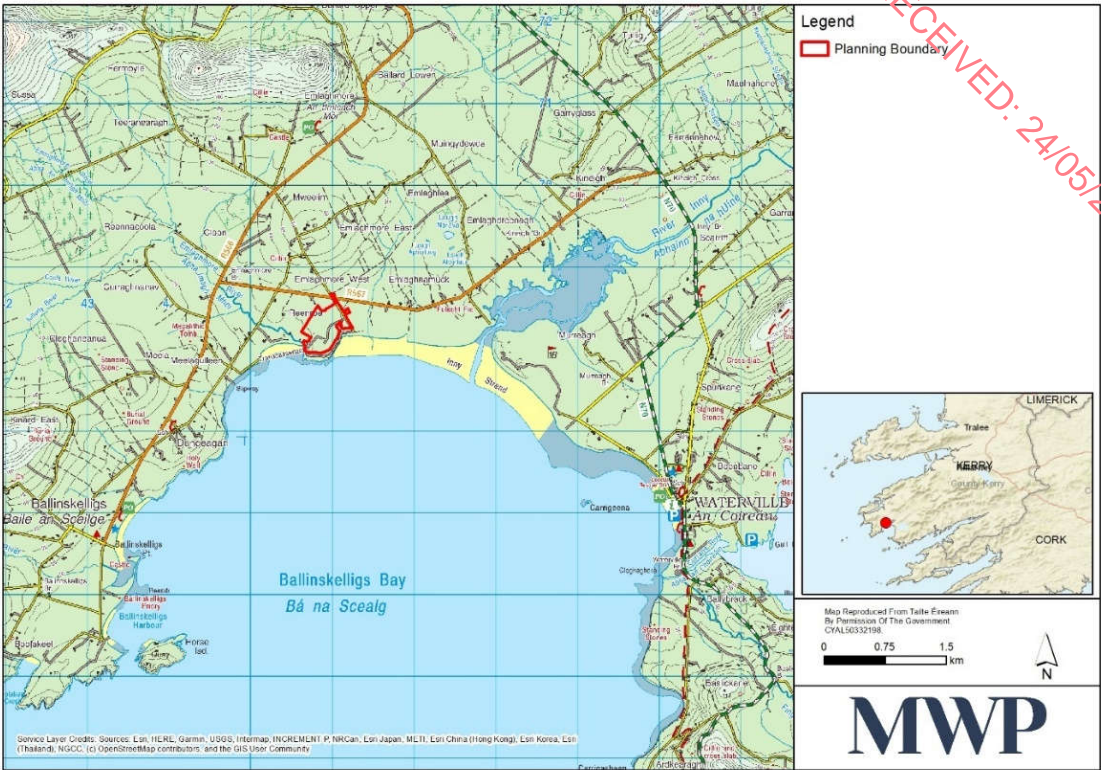


Figure 4-1 Site Location

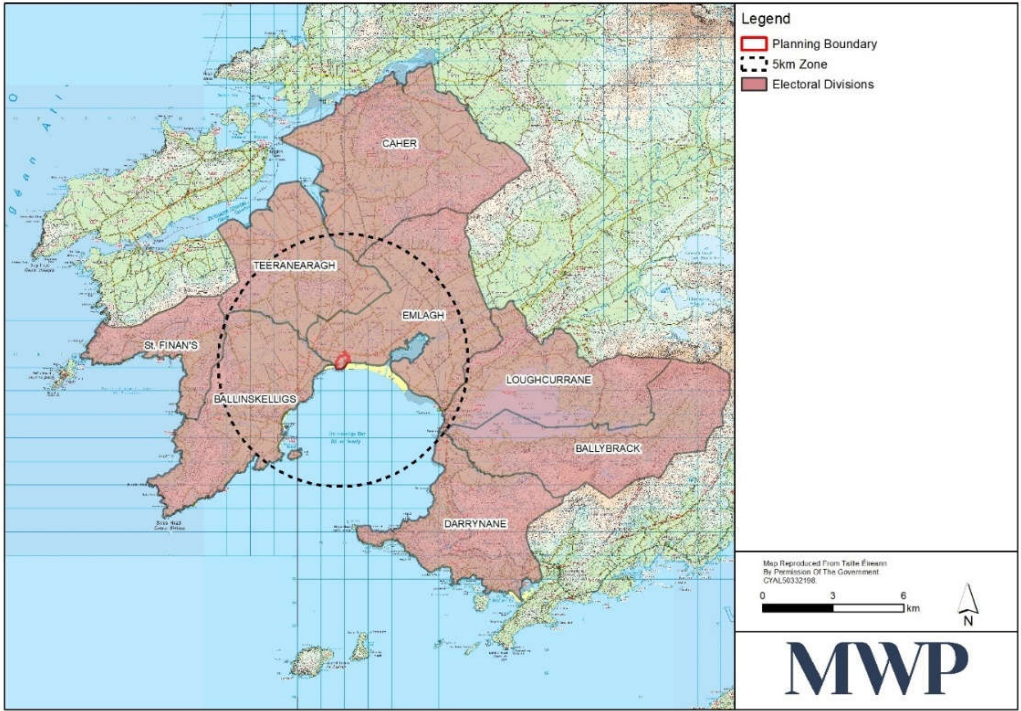


Figure 4-2 Human Study area (2016 and 2022 Electoral Division)

Table 4-2 Small Areas within 5km of the proposed development site which make up the local human population study site

#	Small Areas	Small Area Name
1	77011001-6	Ballinskelligs + Island
2	77011004+5	Ballinskelligs (north)
3	77011001	Ballinskelligs west
4	77035003	Caher
5	77060004	Darrynane
6	77075001	Emlagh/Waterville
7	77075002	Emlagh - this is the project site
8	77075003	Emlagh/Waterville - south along coast from 77075007
9	77075004	Emlagh/Waterville - west of N70 (waterville north)
10	77075005	Emlagh/waterville (central triangle))
11	77075006	Emlagh/waterville - immediately west of site
12	77075007	Emlagh/Waterville - south of Inne river
13	77159001	Teeranear - immediately east and inland from coastline
14	77159002	Teeranear - immediately north of site
15	077131002-3	Loughcurran NW shore (which is Waterville)

4.2.3 Scope of Assessment

Table 4-3 outlines the issues which the EPA guidance documents suggest may be examined as part of the human environment study.

Table 4-3 Issues relevant to the Human Environment

Topic Area	Potential Effects
Employment	What employment opportunities likely to be generated by the proposed project- will the development stimulate additional employment and/or reduce economic activity, and if either, what type, how much and where?
Settlement Patterns	Will the development change the intensity of patterns of settlement?
Land-use	Will there be changes in land use, or severance, loss of rights of way or amenities, conflicts, or other changes likely to ultimately alter the character and use of the surroundings?
Baseline Population	Will the development affect the baseline population size or profile of the area?
Demographic Trends	Will the development affect population trends or patterns?
Human Health	Have the vectors (i.e. air, water, noise, etc) through which human health effects could be caused, been assessed, including adequate consideration of inter relationships between those assessments.
Amenity	Will the project result in any severance, loss of rights of way or amenity uses?

Accordingly, the scope of this assessment is made with respect to these topic areas and considers the effects of the construction, operation and decommissioning of the proposed development in terms of how the proposal could affect population and settlement, economic activity, employment, land use, amenities and tourism, and health and safety.

4.2.3.1 Human Health

The European Commission document 'Guidance on the preparation of the Environmental Impact Assessment Report, 2022; provides that: *"Human health is a very broad factor that would be highly Project dependent. The notion of human health should be considered in the context of the other factors in Article 3(1) of the EIA Directive and thus environmentally related health issues (such as health effects caused by the release of toxic substances to the environment, health risks arising from major hazards associated with the Project, effects caused by changes in disease vectors caused by the Project, changes in living conditions, effects on vulnerable groups, exposure to traffic noise or air pollutants) are obvious aspects to study. In addition, these would concern the commissioning, operation, and decommissioning of a Project in relation to workers on the Project and surrounding population"*.

Similarly, the EPA Guidelines on the information to be contained in environmental impact assessment reports (2022), states that *'in an EIAR, the assessment of impacts on population & human health should refer to the assessments of those factors under which human health effects might occur, as addressed elsewhere in the EIAR e.g. under the environmental factors of air, water, soil etc'*.

The EPA (2022) guidance also advises that *'The evaluation of effects on these pathways is carried out by reference to accepted standards of safety in dose, exposure and risk. These standards are in turn based upon medical and scientific investigation of direct effects on health of the individual substances, effect or risk. This practice of reliance upon limits doses and thresholds for environmental pathways such as air water or soil provides a robust and reliable health protection criteria for analysis relating to the environment'*.

Human health, in this chapter of the EIAR, is therefore considered in relation to health effects/issues and environmental hazards arising from the other environmental factors and the assessment is made with regard to the established international health-based guidelines limit value necessary to protect the public.

The potential wellbeing and nuisance effects of the proposed project on the local human environment have been identified as follows:

- Dust emissions from construction activities
- Noise emissions during construction activities and operation
- Public safety
- Traffic nuisance during construction and operation

Each of these issues have been fully assessed and are documented in other chapters of the EIAR as set out in 4-4. These assessments were reviewed to inform this study.

Table 4-4 Potential Nuisances and Health and Safety issues and relevant assessment

Development Phase	Potential Nuisance / Health & Safety Issue	Addressed in EIAR Chapter
Construction Phase	Noise emissions and vibration	Chapter 11 Noise
	Dust emissions	Chapter 13 Air and Climate
	Traffic nuisance	Chapter 12 Traffic and Transport Assessment
Operational Phase	Noise emissions and vibration	Chapter 11 Noise
	Air quality effects	Chapter 13 Air and Climate
	Noise emissions and vibration	Chapter 11 Noise

4.2.3.2 Assessment Criteria

The criteria used in this assessment are derived from the EPA Guidelines on Information to be contained in Environmental Impact Assessment Reports (2022) and are described in Section 1.6.2.5 of Chapter 1 of the EIAR. Statement on Limitations and Difficulties Encountered

In preparation of this Chapter, the following difficulties were encountered:

- The most recent census data which informed this Chapter's analysis are from 2022 and had unavailability of specific information regarding small areas. The analysis mostly relies on electoral division data.

Notwithstanding the above, we consider that the data collected, and analyses outlined reflects an accurate representation of the population and human health considerations with respect of the proposed development.

4.3 Baseline Environment

4.3.1 Site Location and Description

The subject site is located on the Iveragh Peninsula, between the coastal settlements of Waterville (District Town - Tier 3 settlement as defined in the KCC Development plan) and Ballinskelligs (Village - Tier 4 settlement), on the coast of Ballinskelligs Bay. It is within the Uíbh Ráthaigh Gaeltacht.

The proposed development site area is approximately 22.6 ha (see red line boundary in **Figure 4-3** below). It comprises:

- a large derelict hotel, a two story house, ,
- the access to Reenroe beach,
- The Reenroe Cliff Walk
- some wetland habitat to the east of the beach access road, and
- agricultural fields.

The site is adjacent to the busy Wild Atlantic Way and ring of Skellig and Ring of Kerry tourist routes. Reenroe Beach is a noted stop along these routes.

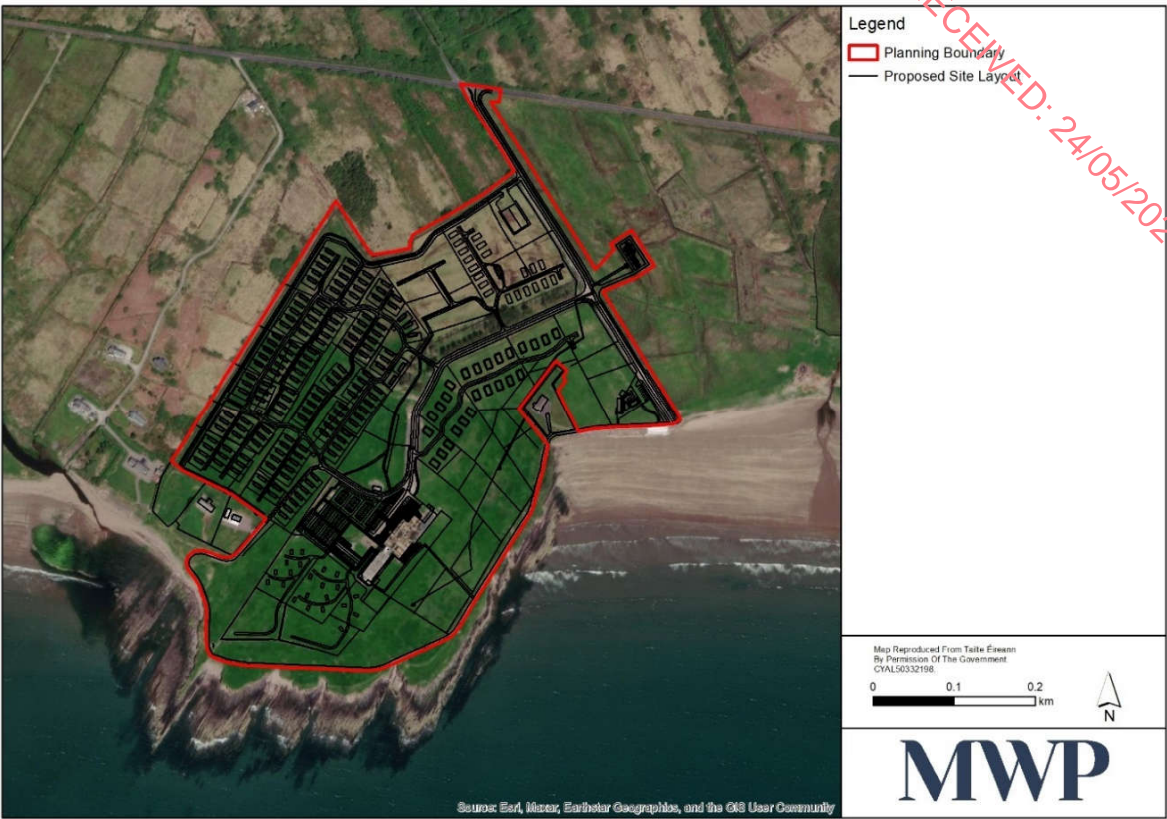


Figure 4-3: Planning Application Boundary and Site Layout

The site is located west of Waterville, in an area of high scenic beauty which is designated as a visually sensitive area in the Co. Kerry Development Plan (2022-2028). Photographs from the Wild Atlantic Way route looking towards the site are included below to demonstrate the prominence of the derelict hotel in the landscape. Site photos from within the site are included below for reference.



Plate 1: View from R567



Plate 2: View from R566



Plate 4: View from roof of existing hotel

The proposed development site is located in a lightly populated coastal rural area along the Ring of Kerry. The site is surrounded by agricultural grazing fields to the north, east and west. Waterville town (4th Tier Settlement or District Service Centre) is 4.6 km to the east and along the coastline of the proposed development site and had a population of 734 persons in 2016. The Ballinskelligs village (3rd Tier Settlement) with 390 residents in 2016 is located 3.4km to the southwest of the proposed development site. The townlands within 5km of the proposed development site are mapped in **Figure 4-4**.

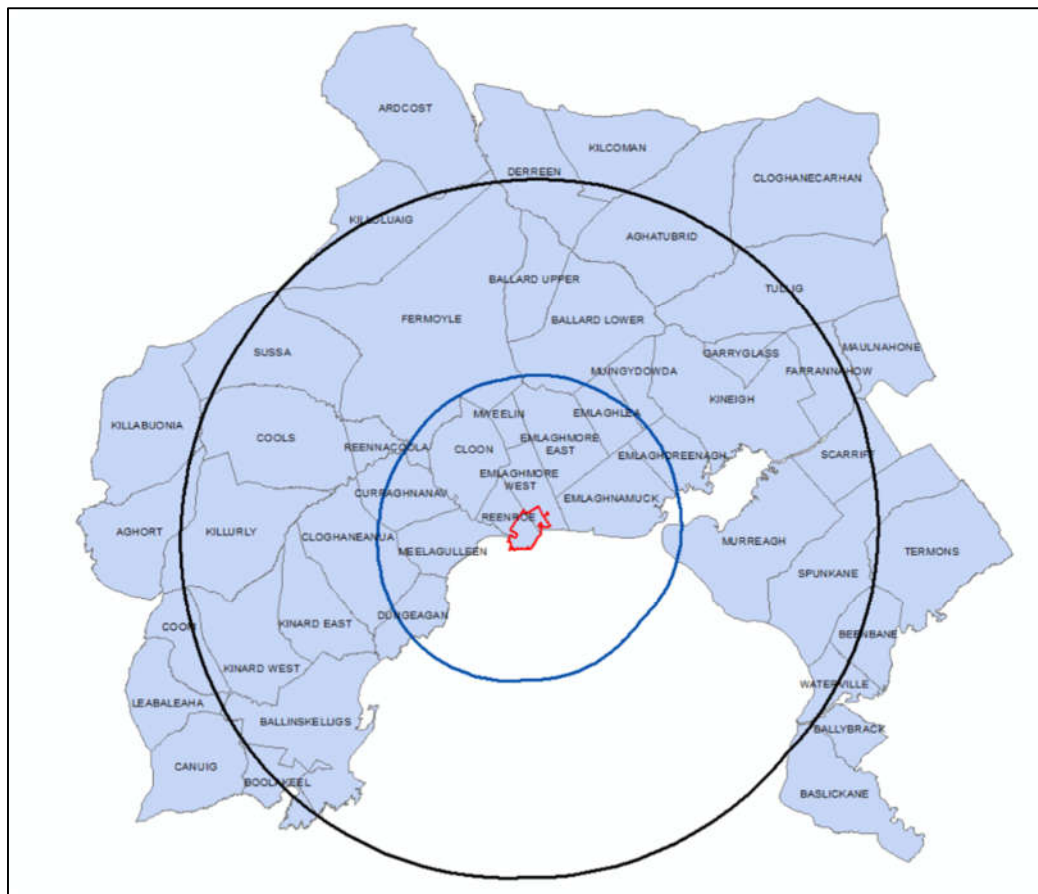


Figure 4-4: Local Source area for GeoDirectory Dwellings Data 2022

There are three (3) residential dwellings in separate ownership immediately adjacent to the proposed development (see dwellings 1-3 in **Figure 4-4** below). One of these houses (number 2), to the south-west of the site, is permanently occupied and the other two (numbers 1 and 2) are holiday homes. Access to these properties is via the the same beach access road off the R567 to the development site with and dwellings 2 and 3 gaining access to their properties through the proposed development site.

There are six (6) other dwellings within 160m (see neighbours 4-9 on **Figure 4-4**) from the western boundary of the proposed development site. The closest dwelling is at 30m. Three of these are holiday homes (numbers 4, 5 and 8), two (numbers 7 and 9) appear to be permanently occupied, the status of number 6 is unknown, These properties have their own separate access road from the R567.

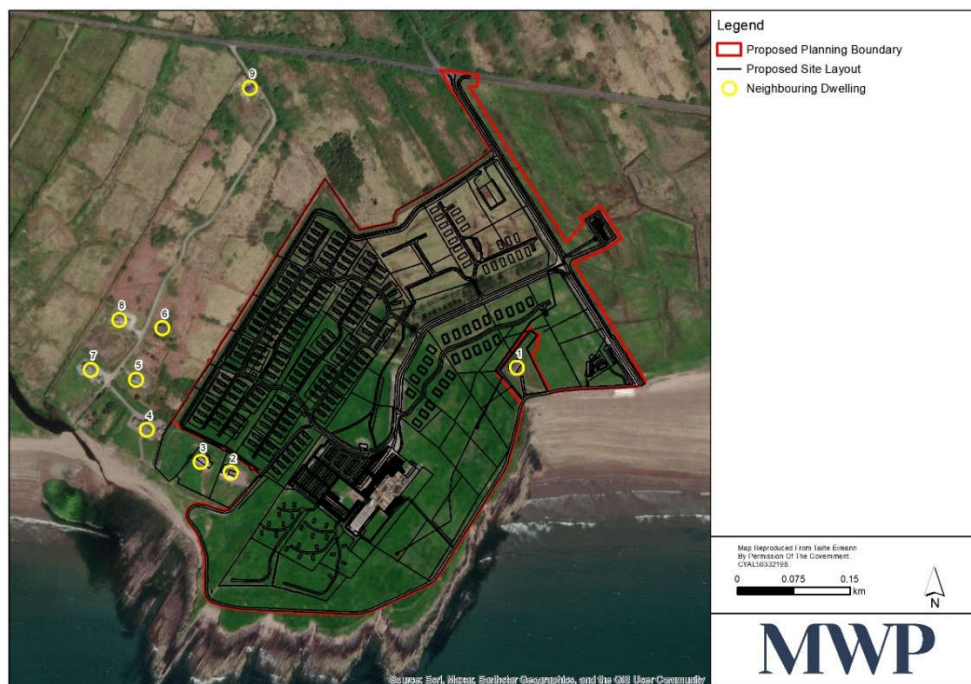


Figure 4-5: Map of neighbours to the proposed development.

There are around 40 dwellings within 1km of the proposed development site with 19 of these (48%) being holiday homes (see **Figures 4-4 and Table 4-5**). Between 1 and 5km from the development site there are another 1,134 dwellings, mostly in the coastal villages of Ballinskelligs and Waterville and within 1km of the coastline (see **Figure 4-6**). Of these dwellings, 40% are holiday homes.

According to the Kerry County Development Plan 2022-2028 additional holiday homes/second homes will not be permitted in rural areas and will only be permitted in and adjacent to existing towns, villages and small village settlements and must be in keeping with the available infrastructure and services and scale of existing settlement. Priority will be given to the restoration of existing structures and vacant buildings in the rural areas – but only as permanent primary residences. Consequently, no further growth of rural holiday homes is expected in the area surrounding the proposed development site.

The percentage of dwellings that were vacant in 2011 and occupied in 2016 was around 25%. In Waterville town the percentage of vacant homes (as a portion of all the homes) in 2011 was 29.2%, and in 2016 it had declined to 17.2%. This excludes the holiday homes. This indicates that the vacant dwellings were being restored and returned to residential use during this period. **Table 4-5** provides Geodirectory data from the 2022 Census for the study area. The percentage of holiday homes within 1km and 5km of the proposed development site is 40%.

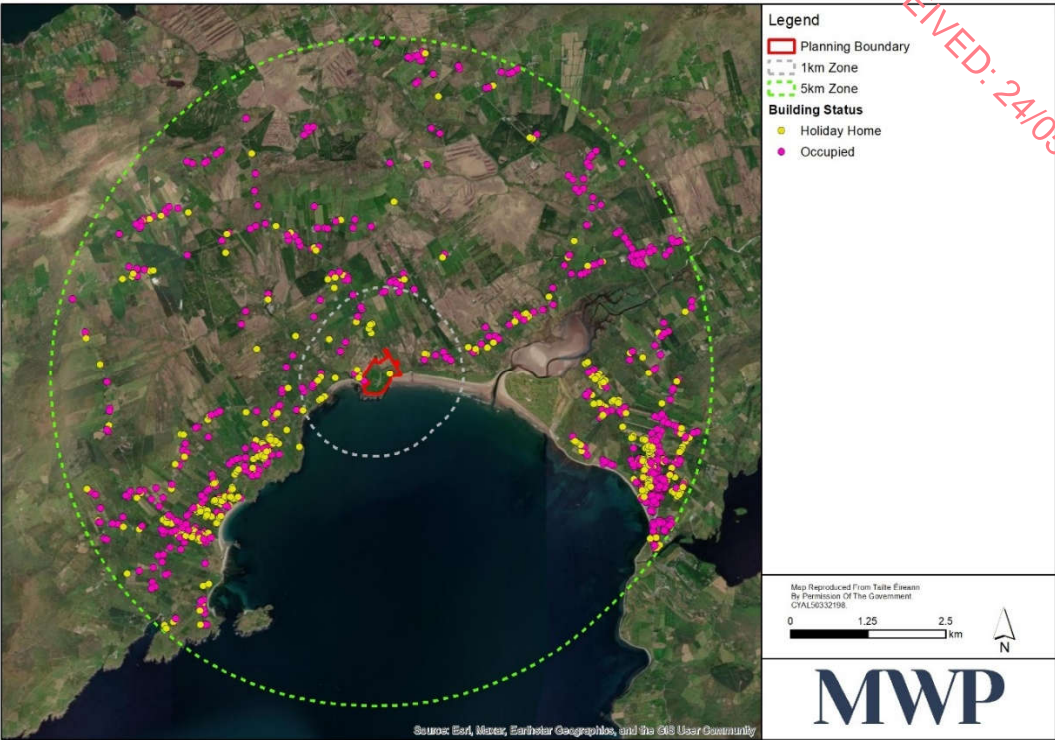


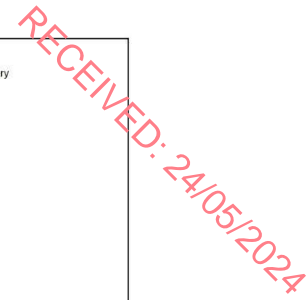
Figure 4-6: Map indicating the location of holiday homes and permanently occupied residential buildings within 1km and 5km of the proposed development site (Geodirectory, 2023).

Table 4-5 Dwellings within the Study Area, 2022 (Source: GeoData)

Tyes of Dwellings in Study Area	Number	%
All Dwellings within 1km of the proposed development	40	100
Holiday Homes within 1km of the proposed development	19	48
Dwellings Perm. Occupied within 1km of the proposed development	21	52
All Dwellings betw. 1 and 5km of the proposed development	1134	100
Holiday Homes betw. 1 and 5km of the proposed development	450	40
Dwellings Perm. Occupied betw. 1 and 5km of the proposed development	684	60

4.3.2.1 Irish Language and the Gaeltacht

The term ‘Gaeltacht’ is used for areas in Ireland where the Irish language is, or was until the recent past, the main language spoken by the majority of the local population. The Gaeltacht covers two large parts of the Dingle and Iveragh peninsulas in County Kerry. The Co. Kerry Gaeltachts has a population of 9,036 (Census 2022) and represents 5.78% of the total population of Kerry County in CSO 2022. The 2022 census data recorded 106,220 of the total population within the Gaeltacht areas in the country. The proposed development site is located within the Uíbh Ráthaigh Gaeltacht area as seen in Figure 4-7.



The Kerry County Council 2022-2028 Development Plan indicates that the population of rural villages and small village settlements in the county have remained static in recent years and have suffered the loss of population, services, and facilities. This is attributed to increasing dependency amongst local residents on off farm income and employment in larger urban centres. Together with high levels of car dependency this has had the additional consequence of increasing reliance on the utilisation of services and facilities in larger urban centres rather than the smaller rural villages. The high cost of goods in smaller villages and settlements also encourages urban shopping.

Table 4-6: 2011 and 2016 Population Change for the Small Areas within 5km of the project site

#	Small Areas #	2011	2016	% Change	ED Area Name
1	77011001-6	112	113	0.9	Ballinskelligs + Island
2	77011004+5	90	158	75.6	Ballinskelligs (north)
3	77011001	173	119	-31.2	Ballinskelligs west
4	77035003	166	150	-9.6	Caher
5	77060004	93	85	-8.6	Darrynane
6	77075001	173	183	5.8	Emlagh/Waterville
7	77075002	110	100	-9.1	Emlagh - this is the project site
8	77075003	78	76	-2.6	Emlagh/Waterville - south along coast from 77075007
9	77075004	89	98	10.1	Emlagh/Waterville - west of N70 (waterville north)
10	77075005	216	182	-15.7	Emlagh/waterville (central triangle) Small Area
11	77075006	174	145	-16.7	Emlagh/waterville - immediately west of site
12	77075007	86	87	1.2	Emlagh/Waterville - south of Inne river
13	77159001	138	119	-13.8	Teeranear - immediately east and inland from coastal Small Area
14	77159002	134	146	9.0	Teeranear - immediately north of site Small Area
15	077131002-3	122	141	15.6	Loughcurran NW shore (which is Waterville)
TOTAL		3965	3918		

Note: % Change is for the 6 years between the two Census.

Table 4-7: 2016 and 2022 Population Change for the Electoral Divisions within 5km of the project site (Source: CSO)

Electoral Division	2016	2022	% Change
Emlagh	871	961	10.3
Ballinskelligs	390	410	5.1
Teeranearagh	280	283	1.1
Loughcurrane	311	338	8.7
Portmagee	413	397	-3.9
Toghroinn Fhionáin/Saint Finan's	164	173	5.5
Total	2,429	2,562	

Figure 4-9 shows that the most significant local population changes were taking place in the villages, particularly Waterville and Ballinskelligs.

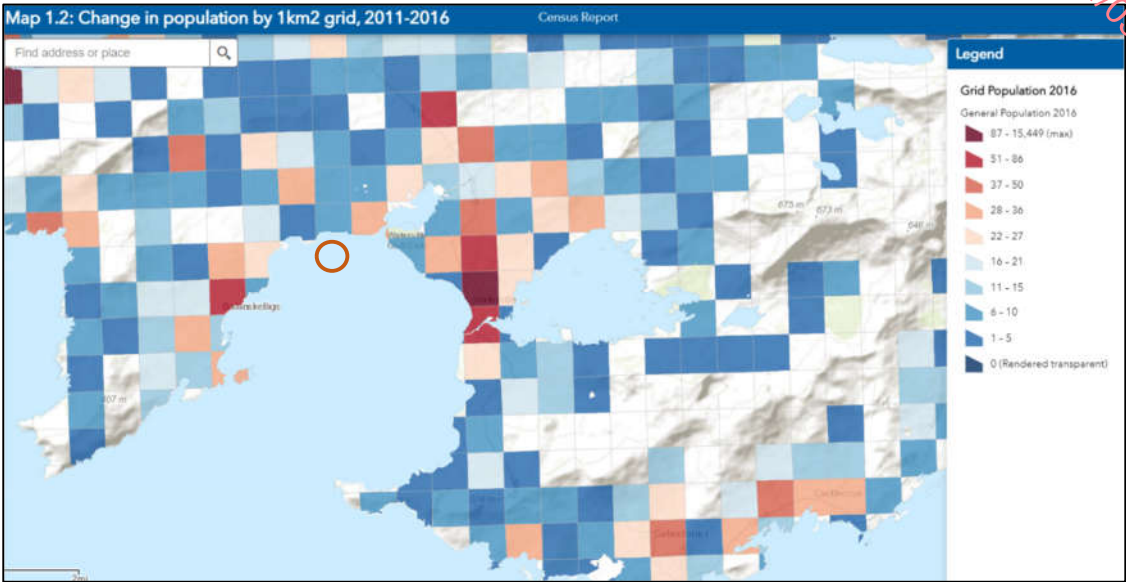


Figure 4-9 Change in population by 1km² grid (2011-2016) (Source: CSO)

The average age of the local population is higher than the national average at 41-52 years indicating that a larger proportion of the population are elderly persons rather than young families (see Figure 4-9). This would also explain the decline in population numbers of some rural areas around the proposed development.

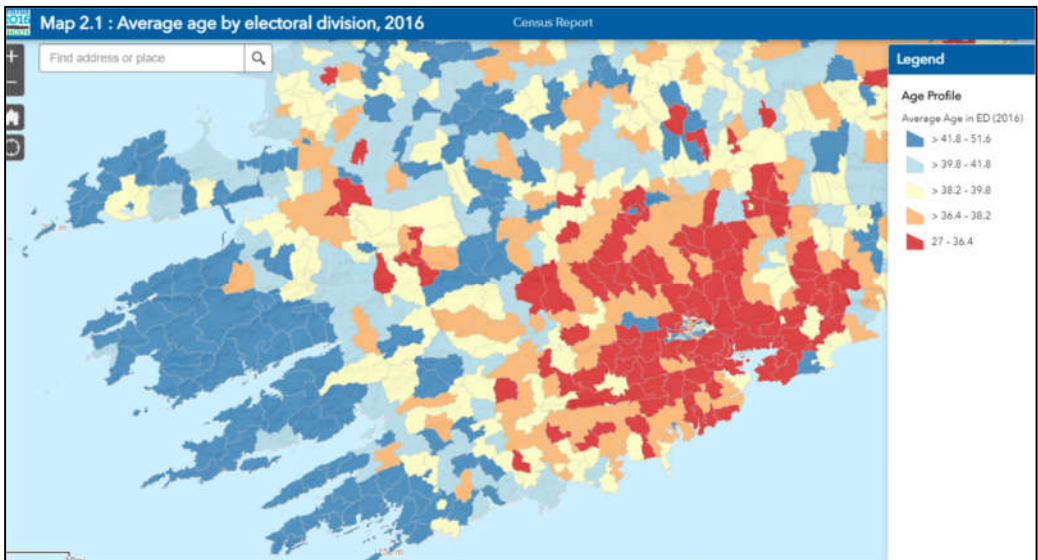


Figure 4-10 Average Age by ED's, 2016 (Source: CSO, 2016)

4.3.4 Human Health

The 2022 Census also provides information on the general health profile of the population for each electoral division. See **Table 4-8** and **Figures 4-12** and **4-13** below. The statistics show that, overall, the local population has good health with only between 1.3% of the proportion of the population in the Study Area reporting to have ‘bad’ and 0.1% to have ‘very bad’ health..

Table 4-8 Health Status in ED's of the Study Area (CSO 2022)

Electoral Division	Very Good	Good	Fair	Bad	Very Bad	Not Stated
Emlagh	510	293	93	11	2	53
Ballinskelligs	224	116	42	8	0	29
Teeraneeragh	142	102	23	4	0	26
Loughcurrane	196	89	37	5	1	15
Portmagee	168	135	34	6	1	21
Toghroinn Fhionáin/St. Finan's	94	61	15	0	0	5
Total	1334	796	244	34	4	149

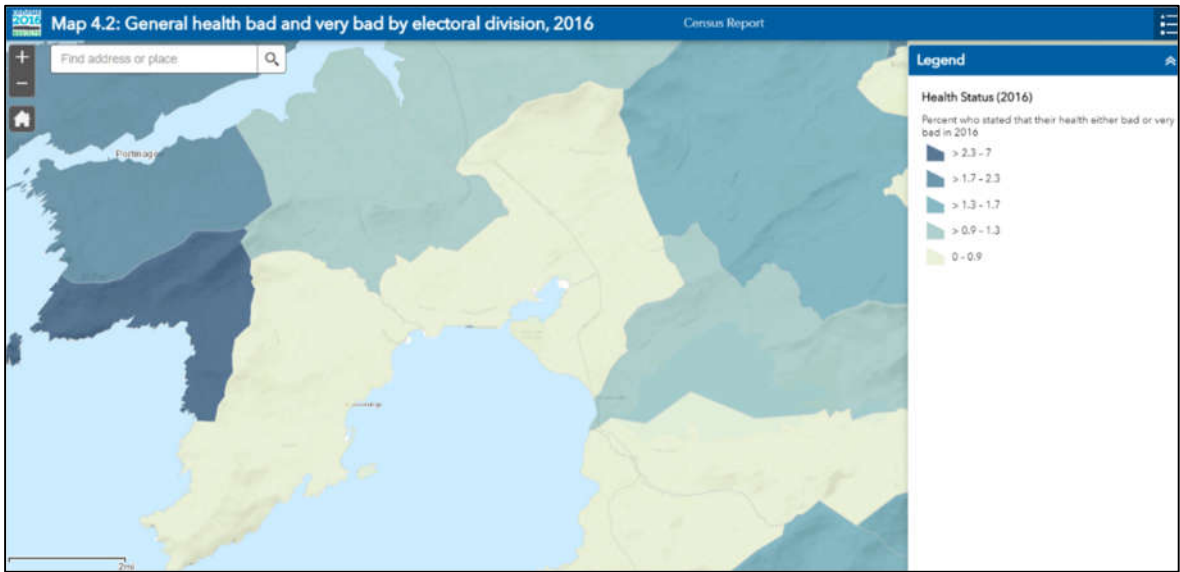


Figure 4-11 General Health Map of ED's, 2016 (Source: CSO)

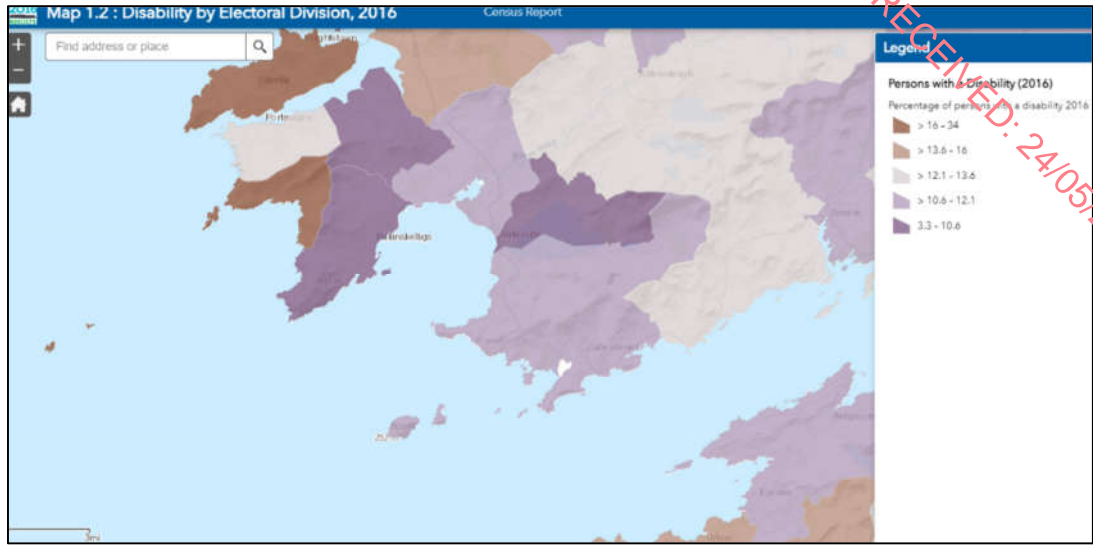


Figure 4-12 Disability Map of ED's, 2016 (Source: CSO)

4.3.5 Economic Activity

It is stated within Kerry CDP 2022-2028 that “Agriculture is the predominant land use in Kerry with approximately 226,000 hectares of farmed land in the County. However, according to Census 2016 data (see **Table 4-10**), only 8% of Kerry’s population is employed in the Agriculture, Forestry and Fishing sectors. In addition, the viability of many landholdings is such that just over half (52.5%) of farm families nationally now depend on off-farm employment, much of which is focused on urban settlements (Teagasc 2019)”. The relatively higher dependence on agriculture, retail and tourism related employment in Co. Kerry relative to the national average is also demonstrated in **Figure 4-14**.

Of the almost 70 000 people at work in Kerry in 2011 and 2016 the largest employment cohort was in the retail and wholesale trade, with hotels and restaurants (accommodation and food services) following closely (see **Table 4-10**). Accommodation and food services are the core of the tourism sector, but parts of the transportation and ‘other’ also include other tourist dependent activities. Together the accommodation, entertainment, retail and transport sectors employed 28% of all employed persons in Co. Kerry in 2016. This indicates a very high reliance on employment in tourism related economic activities.

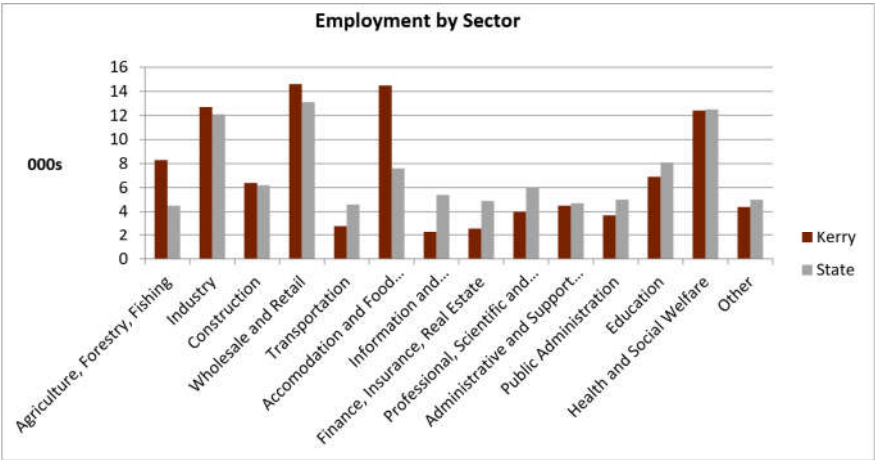


Figure 4-13 Employment by Sector in Co. Kerry and Ireland

Table 4-9: Employment by Sectors in Co. Kerry (2011 and 2016)

Labour Force Employed by Sector	2011	% of at work 2011	2016	% of at work 2016	Change 2011-2016	% Change 2011-2016
Wholesale and retail trade; repair of motor vehicles and motorcycles	8,205	14.7%	8,250	13.5%	45	0.5%
Human health and social work activities	6,226	11.2%	6,839	11.2%	613	9.8%
Accommodation and food service activities	5,483	9.8%	6,450	10.5%	967	17.6%
Manufacturing	5,033	9.0%	5,782	9.4%	749	14.9%
Industry not stated	3,444	6.2%	5,380	8.8%	1,936	56.2%
Education	4,864	8.7%	5,215	8.5%	351	7.2%
Agriculture, forestry and fishing	5,461	9.8%	4,913	8.0%	-548	-10.0%
Construction	3,135	5.6%	3,439	5.6%	304	9.7%
Public administration and defence; compulsory social security	2,994	5.4%	2,945	4.8%	-49	-1.6%
Professional, scientific and technical activities	2,087	3.7%	2,368	3.9%	281	13.5%
Administrative and support service activities	1,598	2.9%	1,791	2.9%	193	12.1%
Financial and insurance activities	1,744	3.1%	1,697	2.8%	-47	-2.7%
Transportation and storage	1,415	2.5%	1,602	2.6%	187	13.2%
Other service activities	1,194	2.1%	1,225	2.0%	31	2.6%
Information and communication	1,020	1.8%	1,159	1.9%	139	13.6%
Arts, entertainment and recreation	883	1.6%	1,009	1.6%	126	14.3%
Electricity, gas, steam and air conditioning supply	372	0.7%	460	0.8%	88	23.7%
Water supply; sewerage, waste management and remediation activities	230	0.4%	280	0.5%	50	21.7%
Real estate activities	202	0.4%	212	0.3%	10	5.0%
Mining and quarrying	121	0.2%	121	0.2%	0	0.0%
Activities of households as employers producing activities of households for own use	55	0.1%	79	0.1%	24	43.6%
Activities of extraterritorial organisations and bodies	1	0.0%	6	0.0%	5	500.0%
Total at work	55,767		61,222		5,455	9.8%
Unemployed looking for first regular job	921		835		-86	-9.3%
Unemployed, having lost or given up previous job	12,598		7,866		-4,732	-37.6%
Total in labour force	69,286		69,923		637	0.9%

Table 9.1: Total Labour Force Employed by Sector in County Kerry 2011-2016 (CSO)

(Source: Kerry Country Development Plan 2022. Pg 148)

4.3.6 Land Uses

According to 2018 Corine Land Cover database, the proposed development site is categorised as being mostly pastures/non-irrigated agricultural land with some salt marshes on the western side of the beach access road. There are peatlands to the north of the site (See **Figure 4-15**). The land uses around the site include agriculture (pastures) to the north, east and east and west of the site, as well as some residential properties, mostly holiday homes to the south and west of the site, with one holiday home in the north east corner of the site adjacent to the beach. South of the site is the sea and the Reenroe beach is adjacent to the proposed development area to the east. The villages of Waterville and Ballinskelligs are located 4.6 and 3.4km respectively from the development site.

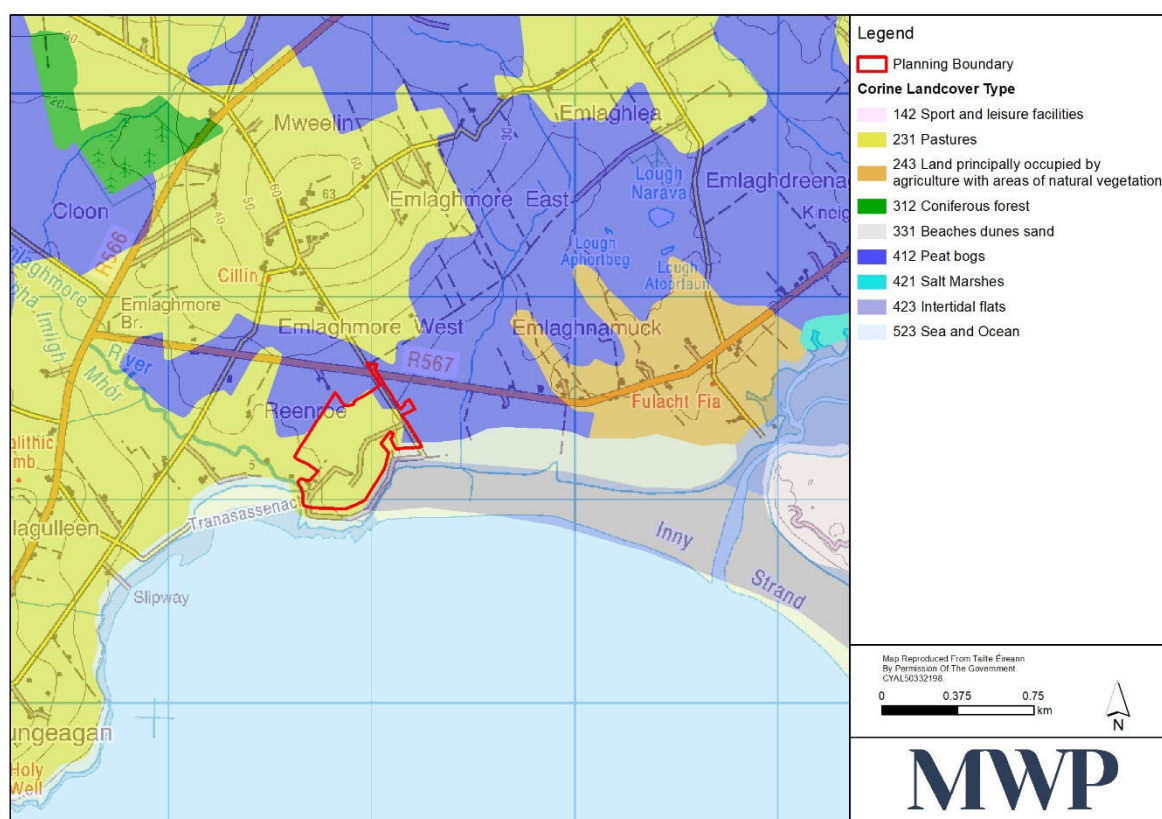


Figure 4-14: Land Cover/Use Map (2018 Corine Land Cover database)

The local R567 road passes 540m north of the derelict hotel on the proposed development site. The access road to the site and Reenroe beach joins connects to the R567. The site is 4.6km from the N70 road which is the main tourist route on the Iveragh Peninsula known as the Ring of Kerry.

4.3.7 Tourism and Amenities

The site abuts the R567 to the north and Reenroe beach to the south. The Dungeagan to Reenroe Walking Loop (cliff walk) falls within the development site and the Emlagh Loop Ballinskelligs passes through the proposed

Biodiversity Enhancement Area to the east of the development site. There are agricultural fields surrounding the site to the north, east and west.

The Dungeagan to Reenroe Walking Loop (cliff walk) falls within the development site and the Ennagh Loop Ballinskelligs passes through the proposed Biodiversity Enhancement Area to the east of the development site.

There are several amenities close to the subject site including (see **Figure 4-16**):

- Reenroe Beach & Skellig Bay
- Waterville Golf Links
- Hogs Head Golf Club
- Waterville town
- Skellig Bay Golf Links
- Ballinskelligs village
- Kildreelig Heritage site (west of Ballinskelligs)
- Lough Currane
- Eightercua Stone Row

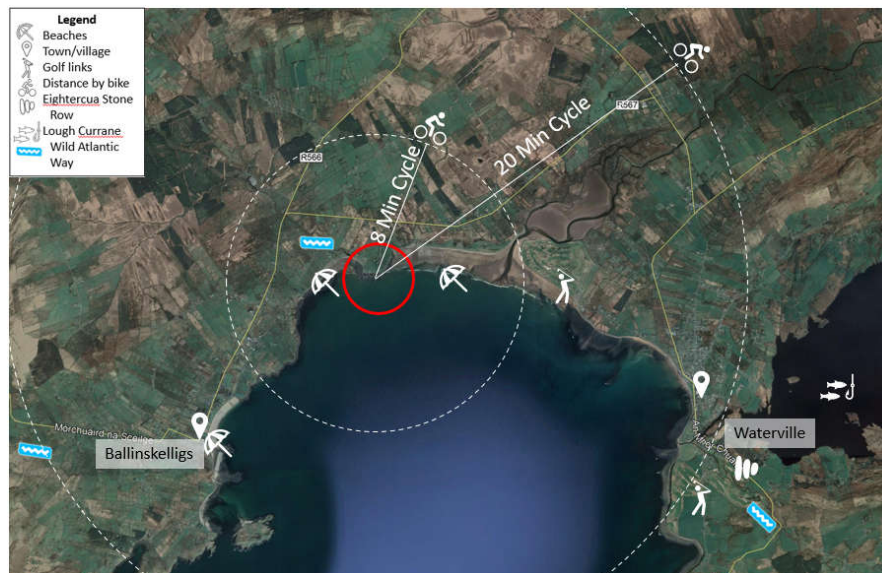


Figure 4-15: Site Context

According to the KCC Development Plan (2022-2028) and the County Kerry Tourism Strategy and Action Plan (2016-2022), the Vision for Kerry Tourism is 'to maximise, in a sustainable manner, tourism's contribution to the quality of life, economy, employment and local community development, paying particular attention to nurturing and protecting the natural, built, cultural and linguistic heritage of the county' (Pg 178 of Written Statement of KCC Dev Plan 2022-2028). Diversification to enhance visitor experiences and lengthen stays is also seen as central to this plan. The needs identified are for growth in nature tourism, inter-connected walking and cycling routes, facilities that enhancing the use of the coastal and marine resources, developing all weather facilities and family friendly attractions and amenities, and enhancing art/craft and food offerings. Activities and facilities that would enable the extension of the tourism season are seen as important to enhance the sustainability of the local tourism dependent economy.

The Fáilte Ireland Accommodation Capacity Report 2019 states that Country Kerry has the greatest number of Guesthouses (27) in the country and the greatest concentration of hotel rooms outside of Dublin. Kerry County

had a total of 23,878 bedstock available for guest accommodation in 2019. This accommodation was provided within 79 hotels, 27 Guesthouses, 155 Bed and Breakfasts, 58 Self Catering Units, 14 hostels, 15 Caravan and Camping Parks and 33 businesses accredited with Fáilte Ireland's Irish Welcome Standard.

Waterville has the Butlers Arms Hotel, the Bay View Hotel, the Sea Lodge Hotel, the Hogs Head Hotel and The Smugglers Inn. In terms of guest houses/holiday homes, there are five listed on Bookings.com in the Waterville area and 10 in the Ballinskelligs area. On AirBnB there are 31 listings around Waterville (mostly holiday homes) and 12 in the Ballinskelligs area. Bookings.com and Home to Go both have around 60 self-catering cottages or homes listed on the Iveragh peninsula.

The site bounds the Reenroe beach to the south. The Dungeagan to Reenroe Walking Loop (cliff walk) falls within the development site and the Emlagh Loop Ballinskelligs passes through the proposed Biodiversity Enhancement Area to the east of the development site.

There are six local camping sites on the Iveragh peninsula. One of these is in the Waterville area (Pine Grove Mobile home park), two are located along the northern coastline of the peninsula at Valentia Island and Cahirsiveen, and two in the Glenbeg area on southwestern corner of the peninsula and another at Sneem along the southern coastline of the peninsula. Together they provide around 163 mobile homes and 206 campervan/camping sites. The proposed development will almost double the number of mobile homes on the Peninsula and increase the number of camping sites by around 20%.

Traditionally, tourism growth has followed accommodation growth. Kerry County Council supports the development of tourism and supports the growth of new tourist accommodation in the towns and villages. The Council would like to see tourism developments that can be sustained throughout the year which do not interfere with the economic or social viability of the local settlement. It should also respect the outstanding quality and variety of the natural and built environment of Kerry and does not impact negatively on the local environment.

Unfortunately, tourism data is not available for smaller settlements such as Waterville. There is some data for County Kerry and for Ireland as a whole. The CSO data for tourism demonstrates the changes in tourism numbers pre, during and post covid-19 (see **Figure 4-16** below). This indicates an enormous drop in tourism during the covid-19 pandemic and lock-downs and the subsequent recovery to 2019 levels in 2022. This indicates that the tourism sector has recovered from the covid lock-downs. Kerry Hotels had 83% occupancy in May 2023 and this was up 16% on May 2022 (see **Figure 4-17**).

The Fáilte Ireland 2019 tourism data for the Wild Atlantic Way (which includes County Kerry) indicates that 38% of the visitors were internationals and these visitors provide 60% of the tourism revenue. Domestic tourists make up 56% of the tourists and provide 35% of the revenue generated. Tourists from Northern Ireland make up 7% of visitors and spend slightly more than domestic tourists. The difference in revenue is accounted for in the difference in the number of nights spent on the wild Atlantic way by visitors. Generally the international visitors spend more than twice as many nights as domestic visitors (see **Table 4-10** and **Figure 4-18** below) in this area.

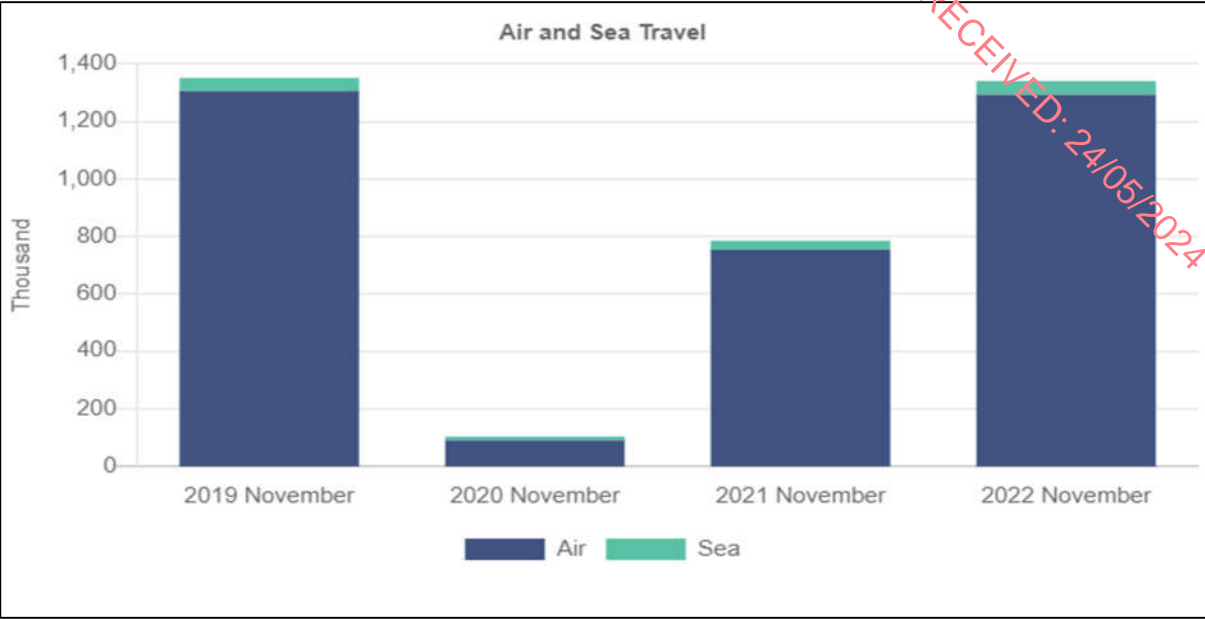


Figure 4-16: Air and Sea Passenger Arrivals to the Wild Atlantic Way, November 2019 - November 2022 (Source: CSO <https://data.cso.ie/table/ASM01>)

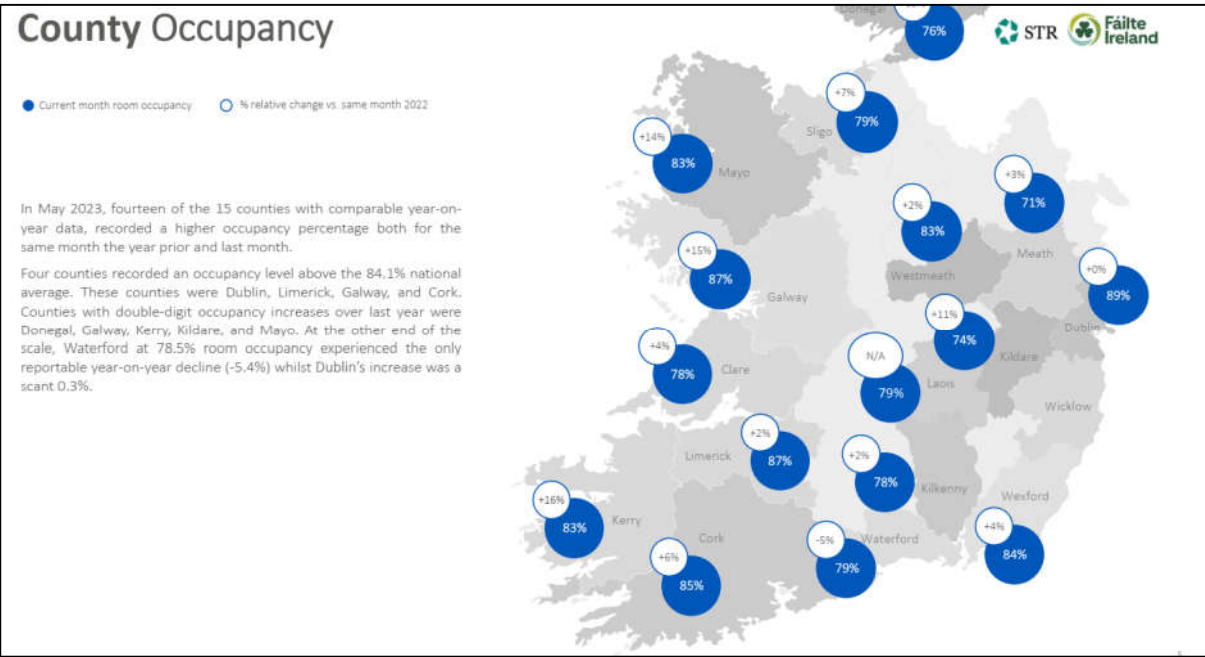


Figure 4-17 County room Occupancy for Tourism Purpose (Source: Revised Fáilte Ireland Hotel Survey , May 2023)

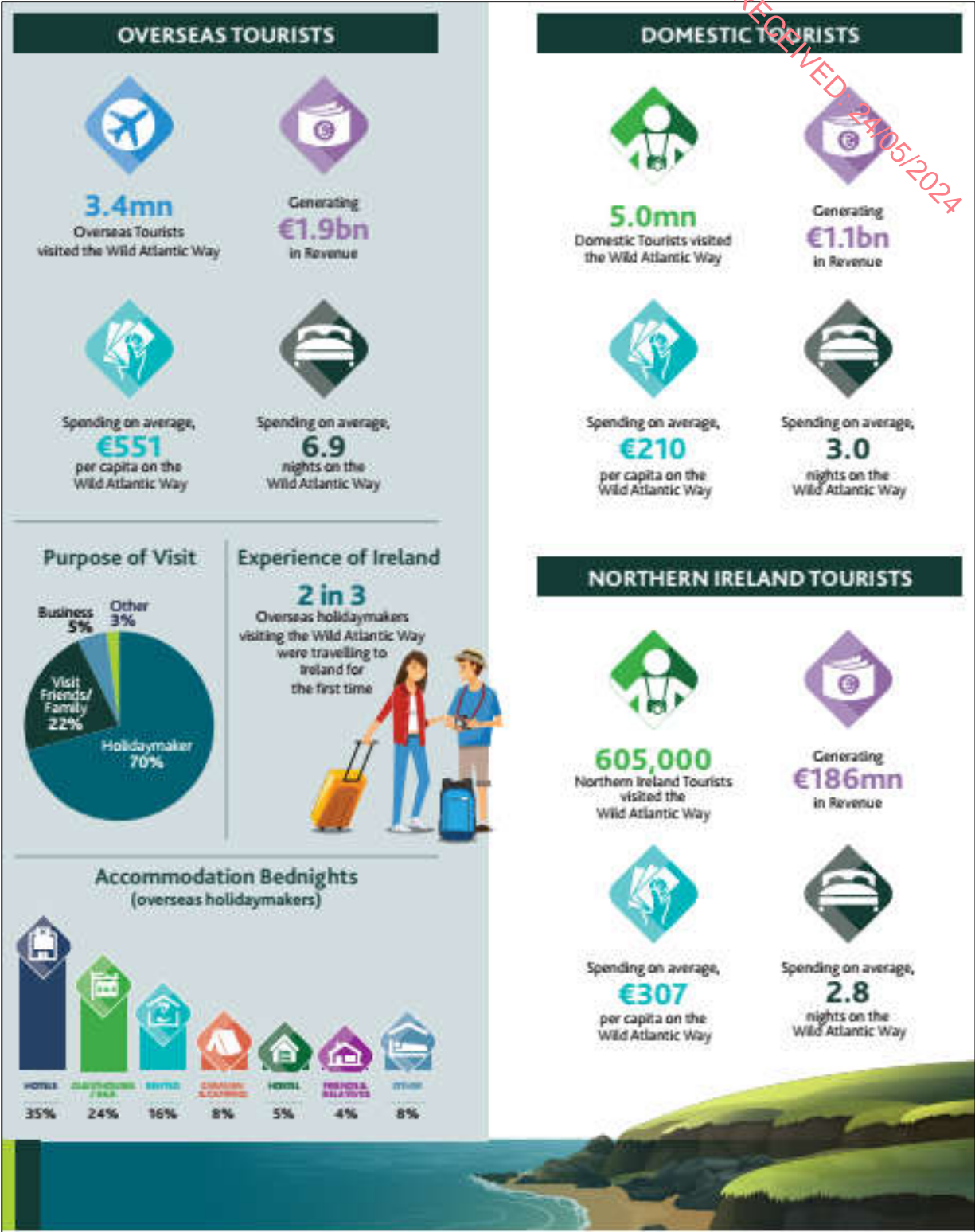


Figure 4-18 Tourist data for Wild Atlantic Way (west coast) in 2019 (Failte)

Table 4-10 Wild Atlantic Way (WAW) Data (Source: Failte Ireland)

2019 WAW Data (Failte Ireland)	Foreign	Domestic	NI	Total
Number (million)	3.4	5	0.605	9.005
Revenue generated (Bn)	1.9	1.1	0.186	3.186
Ave spending per capital in WAW	551	210	307	1068
Nights on WAW	6.9	3	2.8	12.7
Percentages				
Percentage of Visitors to WAW	38	56	7	100
Revenue generated (Bn)	60	35	6	100

4.4 Assessment of Effects (Construction & Operational)

4.4.1 Employment

Construction Phase Effects

Construction and development projects create both direct and indirect employment opportunities. The indirect opportunities are associated with the increase in demand for goods and services from local businesses. This multiplier effect generates additional jobs beyond the direct employment provided by the project, enhancing the overall economic benefit and increasing employment and income generating opportunities.

The proposed project is anticipated to yield several positive effects on the local economy. Firstly, the injection of funds in the form of salaries and wages during the construction phase has the potential to stimulate household spending and generate increased demand for local goods and services, particularly during the off-peak period which will help to support the local tourism and retail businesses during the off-peak periods over the 5 year construction phase. This is considered a **slight short-term positive local and regional** effect.

The construction phase will generate between 20 and 80 jobs during Phase 1 of the construction work (with a duration of 18 months) and between 15 and 30 jobs during phases 2, 3 and 4 (which will be 10 months each). Additionally, professional services will be engaged for site investigations, surveying, design, and environmental assessment during the planning phase. It is important to note that the majority of construction employment opportunities will be extended to skilled construction and electrical contractors who are already established. Some of the accommodation facilities such as the lodges, mobile homes and glamping pods will be prefabricated elsewhere and delivered to site and put in place, and in some cases assembled on site. This will reduce the amount of construction work on site and create employment opportunities in other parts of the country where these prefabricated facilities will be constructed.

Furthermore, the project will attract skilled individuals to the area, contributing their expertise and specialized skills to the construction phase. This influx of skilled workers could facilitate the transfer of these skills to the local workforce, resulting in a **short-term positive** effect on the local skills base. The 2016 census indicated between 9000 and 10 000 persons unemployed in County Kerry. This short-term effect is projected to have a **slight** positive effect on unemployment numbers.

The revenue of the existing tourism dependent businesses could, in the absence of mitigation, potentially be negatively affected during the summer of 2026 (when the first phase of construction is underway) if dust, noise

and construction traffic have an negative effect on the visitor experience in the area. These potential effects can, however, be easily mitigated through compliance with the Construction Environmental Management Plan.

Given the high numbers of foreign tourists who come for the experience of the entire Ring of Kerry, the proposed development's rural location and that construction activities will only take place during one peak holiday season, it is **unlikely** that the construction of the proposed development at this site will negatively effect the attraction of the area to tourists and the demand for tourism accommodation and goods and services in the area. It is considered that the potential negative tourism employment and income effects arising as a result of the construction phase will be **slight negative** effects that will be **short-term** in nature. The probability of this effect occurring is considered unlikely.

Operational Phase Effects

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. The Hotel and Leisure Park will be open for 10 months of each year from February to November, with the potential to remain open all year long depending on demand. This has the potential to increase the tourism season within the locality. In addition to direct employment, the developers will be contracting local businesses to provide goods and services at the proposed Hotel and Leisure Park and its visitors. The hotel will include a grocery shop, bar, restaurant, and beach surf shop/café as well as a Leisure Centre (with pool). This may provide additional indirect jobs from the project.

To ensure a favourable effect on the local economy, the developer is committed to prioritising the use of local sub-contractors, drivers, suppliers, and materials to the maximum extent possible. This will have a **slight positive effect** in the **long term**, as it strengthens the local economy and fosters the growth of local businesses.

The Kerry County Development Plan includes objectives to protect and strengthen the linguistic base and socio-economic vibrancy of Gaeltacht areas. Considering the nature of the proposed project, no significant negative effects upon the status of Irish as a community language or the socioeconomic vibrancy of the Gaeltacht are expected to occur. Instead, the increase in tourism and a lengthening of the tourism season will provide opportunities to promote the Irish language and will have a long-term positive economic effect that could enable more Irish speaking residents to remain in the locality. KCDP supports the tourism in Gaeltacht areas and KCDP Objective 8 - 9 states: *Facilitate and promote in cooperation with Údarás na Gaeltachta, Fáilte Ireland and all other statutory development agencies, sustainable tourism development in the Gaeltacht areas of the County.* KCDP Objective 8 - 10 states "Collaborate with Fáilte Ireland and Tourism Ireland to sustainably support and promote our Gaeltacht areas as key Irish Language Tourism destinations". The proposed development is expected to have a **slight to moderate positive effect** in the **long term**, as it will strengthen the local economy and fosters the growth of local businesses, including Irish speaking and cultural activities.

Pre-Mitigation Effect Rating Summary

In **Table 4-13** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on tourism and amenities from various impacts. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-11: Effects on Employment (and Income)

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
Construction Employment	Positive	Slight	Local - Regional	Short Term	Direct	Likely
Skills transfer	Positive	Slight	Local - Regional	Medium Term	Direct	Likely
Loss of tourism income	Negative	Slight	Local	Short Term	Indirect	Unlikely
OPERATIONAL PHASE						
Employment	Positive	Slight	Local	Long Term	Direct	Likely
Increased Demand – goods & services	Positive	Slight	Local	Long Term	Indirect	Likely
Employment for Irish speaking residents	Positive	Slight	Local	Long Term	Indirect	Likely

The **Do-Nothing alternative** would not have any effects on employment or additional demand for goods and services.

4.4.2 Population and Settlement

Analysis has been conducted to assess the potential effect of the project on the local population. The project's scale, duration, and nature of employment opportunities have been considered to determine if there will be a significant influx of people to the area or whether it will reduce the outflow of people from the area.

Construction Phase Effects

During the construction phase (particularly phase 1), the **temporary** relocation of some construction workers to the **locality**. Many construction workers may commute to the site on a daily basis when their services are required on site. Some workers who need to be in the locality for longer periods are likely to hire vacant holiday accommodation, mostly during the off-peak season. The significance of this effect on population and settlement is considered **neutral and imperceptible**. The probability of this effect occurring is **unlikely**.

Potential short-term negative effects on local population and residents from construction traffic and construction-related nuisances, are addressed and assessed separately in the traffic, noise, and land and soils chapters. The construction methods and hours of operation will be designed to minimise potential effects on nearby residents and businesses. The delivery of mobile homes will also take place gradually and at night-time. Consequently, the **negative** effect of these activities and changes on local population and settlement are expected to be **localised, slight** and **short-term** in nature. The probability of this effect occurring is considered **likely**.

Operational Phase Effects

During the operational phase, the development will result in an annual season increase in the local population due to the influx of visitors. The annual number of visitors to county Kerry in 2022 was 9.8 times the number of permanent residents in the county. During peak season and bank holiday weekends the proposed development could result in an increase of nearly 933 resident visitors. This would amount to a 36% increase above the known

local permanent population (using 2022 census data). However, this would be additional to all the other typical holiday visitors to the locality. Without data on exactly how many visitor beds there are within 5km of the proposed development or on the peninsula, it is difficult to calculate how much of an increase in visitors this would amount to. However, using 2019 Fáilte Ireland data on tourist bedstock in County Kerry and assuming an increase of 2% since then, the proposed development could result in an increase of 3.8% – 4% of tourist bedstock for the county. Assuming a relatively even distribution of tourist accommodation around the county, we could expect a similar percentage increase in tourist bedstock for the local area as a result of the proposed development.

This growth in visitor numbers would increase the demand for water, electricity, telecommunications, amenities and other consumable goods and services in the locality, which would have multiplier economic effects. This will enhance the vibrancy and vitality of the local community by adding a large new tourist facility focused on the Irish visitors that will potentially extend the tourism season locally. In doing so it will enhance employment and income generation opportunities for local residents and businesses, contributing to enabling local residents to remain in the locality and not having to seek employment in distant urban centres. In doing so, it will support the growth and stability of the local population and settlement patterns. This is **likely** to have **positive moderate direct and indirect** effects that will stabilise and hopefully grow the **local** permanent population.

Secondly, as the development will provide additional self-catering holiday accommodation (much of which will be privately owned/rented out on an annual basis), it will potentially alleviate the demand for holiday houses in the area and consequently help alleviate the price pressure on the existing housing stock. This could help to ensure that the cost of housing for local residents remains more accessible to local permanent residents. This is considered to be an **indirect slight positive** effect in maintaining access to housing for the **local** permanent population. The probability of this effect occurring is considered **likely**.

Pre-Mitigation Effect Rating Summary

In **Table 4-14** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on population and settlement patterns from various project impacts. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-12: Effects on Population and Settlement

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
In-migration of workers	Neutral	Imperceptible	Local	Temporary	Direct	Unlikely
Pop. changes due to nuisance effects	Negative	Slight	Local	Temporary	Direct	Unlikely
OPERATIONAL PHASE						
Improved Incomes for local residents	Positive	Moderate	Localised	Long Term	Direct and Indirect	Likely
Less price pressure on houses	Positive	Slight	Localised	Long Term	Indirect	Likely

4.4.3 Land Use

Construction Phase Effects

The current land use at the proposed development site is livestock farming by lessees. This is marginal agricultural land. There is also some public use of the coastal walkway and the beach access road along the boundary of the proposed development site. Once construction of the proposed development commences, the agricultural land use will cease, and public use of the coastal walkway and public road will continue with **brief** disruptions due to construction works along these facilities.

With regard to the three holiday homes adjacent to the proposed development (numbers 1-3) which share the same access roads, there may be some temporary disruptions to their road access during the initial phase of the construction activities (in the off-peak season). One of the earliest construction works to take place will be the construction of the new access road for the two dwellings (numbers 2 and 3) on the south-western boundary of the proposed development site. The access road to the other holiday house (number 1) in the north-eastern corner of the site may be disrupted temporarily due to construction works along the Reenroe beach access road. An effect on access to this holiday home can be avoided through coordination with the owner and timing of the construction activities. Access will be maintained to all properties along the beach access road throughout the construction works.

While it will be necessary to divert some utility infrastructure during the construction phase (since there are UÉ water supply pipes and ESB network lines crossing the site), these diversions will be managed to ensure they do not result in any significant interruptions to utility services for neighbouring dwellings, and consequently their use. There is a potential for **brief** interruptions or diversions to neighbouring dwellings during construction activities, particularly the three closest houses which access their services via the derelict hotel site.

These construction effects on land use are expected to be **likely, brief to temporary, slight** and **localised** to the area immediately in and around the development site. If construction activities along the new residential access road, the beach access road and the coastal walkways are confined to off-peak periods, then the significance of the residual effect will be reduced to **not significant**.

Overall, in the absence of mitigation it is considered that the construction phase of the proposed development will have a **slight, brief to temporary negative** effect on land use in the Study Area.

Operational Phase Effects

There will also be **positive benefits** for land use from the proposed development during the operational phase. These include:

1. Increasing the amenity use of Reenroe beach by improving the beach access road and providing visitor catering and retail services at the beach shop/café and surf-school.
2. Upgrading and making use of the coastal walk on the property more accessible.
3. The refurbishment of the hotel and provision of additional accommodation and amenities will bring this under-utilised site back into tourism use.
4. In potentially increasing visitors to the area, extending the length of the tourism season and diversifying the amenities available, the development will assist in making existing tourism related land uses (and businesses) in the locality more sustainable and durable.
5. Reducing the demand for holiday houses and making local housing more accessible for local permanent residents, will support the continued residential use of rural dwellings by permanent residents.

6. The developers also propose to include a biodiversity enhancement area in the land they own between the proposed development and the SAC at the River Rinny (see **Figure 2-27**). This land is currently under lease to agricultural/pastoral users.

Overall, these operational benefits are considered **positive long-term significant local** land use effects. The probability of these effects occurring is considered **likely**.

Pre-Mitigation Effect Rating Summary

In **Table 4-15** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on land use from various project impacts. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-13: Effects on Land Use

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
Loss of Agricultural Land	Negative	Slight	Localised	Long Term	Direct	Likely
Disruptions to neighbour's services & use of property	Negative	Moderate	Localised	Brief to temporary	Direct	Likely
Loss of access or beach users & neighbours	Negative	Slight	Localised	Brief	Direct	Likely
OPERATIONAL PHASE						
Change to high value tourism land use on site	Positive	Significant	Localised	Long Term	Direct	Likely
Improved Beach and cliff walk access and amenity	Positive	Moderate	Localised	Long Term	Direct	Likely
Biodiversity Enhancement Area	Positive	Significant	Localised	Long Term	Direct	Likely
Retention of existing houses as perm. residences	Positive	Slight - Moderate	Localised	Long Term	Indirect	Likely

The **Do-Nothing Alternative** would not have any effect on current land use or amenity uses.

4.4.4 Tourism and Activities

Construction Phase Effects

No significant effects are likely on the natural or cultural environment. Visual effects have been rated as low to significant depending on the location of the receptors and can be mitigated by screening and the proposed landscaping (i.e. berms and vegetation around the periphery and internally).

The appeal of the site for beach users and cliff/coastal walkers could potentially decline temporarily as a result of the nuisance effect of proposed construction works during phase 1 only. Construction works will be halted for the peak holiday period (July/Aug) between each of the construction phases. Any negative construction effects on recreation, amenity or tourism described in this Chapter are expected to be **slight, negative, localised and temporary or short-term** in nature – lasting only as long as the works themselves (maximum of 5yrs and mostly outside of the peak holiday period). Most of the dust and noise related effects will be limited to the first 18-month phase of construction. In addition, as construction works are proposed to largely be limited to the off-peak tourism season months – when tourist numbers are at their lowest – this will minimize any potential effects on recreation, amenity and tourism resources.

Construction traffic will result in an increase in heavy goods vehicles (HGVs) transporting construction materials and plant/machinery on the N70 and R566 and R567. This construction traffic could potentially effect journey times during specific periods for road users. However, the traffic assessment has indicated that the existing public roads and junctions operate well within their practical capacity and this capacity would not be exceeded by the proposed development activities during construction and operation of the development. In order to minimise disruptions, the potentially most disruptive activities (i.e. earthworks) are proposed to be carried out during phase 1 and will only affect one peak holiday season. Most of the construction activities will take place outside the peak holiday season. Mobile homes will also be delivered at night during the off-peak season, in order to minimise traffic disruption. For a detailed assessment of traffic-related effects, refer to **Chapter 12** of Volume 2 of this EIAR.

There will be a **slight negative temporary** effect on local road users during the road improvement works. No road works are proposed for the R567 and R566 roads that connect Ballinskelligs village with the N70 and Waterville. Some alterations, services crossings, road widening and pavement construction will be undertaken along the Reenroe beach access road. These activities may temporarily affect beach goers and the residents of the adjacent holiday homes which access their properties along this road. Potential negative effects on users of the beach access road and Reenroe beach will be avoided and minimized if construction works on the beach access road are undertaken during the first six months of the phase 1 of construction prior to the peak holiday season. This will ultimately improve access to the beach for holiday makers.

One of the earliest construction works to take place will be the new access road for the two holiday homes on the south-western boundary of the proposed development site. The access road to the other holiday home in the north-eastern corner of the site may be disrupted temporarily due to construction works along the beach access road. In the event of any roadworks being needed, the affected stakeholders will be notified in advance.

The construction traffic effect will be **moderate, local, temporary** and **negative** in nature. There will be slight negative short-term effects to journey amenity as a result of the construction activities. Nuisance due to construction traffic on haulage routes is likely to result in temporary negative effects to locals and tourists at points of the access track construction.

Operational Phase Effects

The proposed Hotel and Leisure Park will provide self-catering accommodation and facilities with a maximum of 587 beds (excluding camping sites). The hotel and mobile homes 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 site, hobbit huts/glamping pods and holiday lodges will be open for 5 months from May to September.

The proposed development is located in a rural scenic coastal location close to the popular (N70) Ring of Kerry tourism route. It will provide a contained large-scale self-catering tourism facility along the coastline that is expected to be mainly targeted at Irish/domestic tourists. It will also provide camping and campervan facilities for tourists choosing this tourism experience in Ireland. This type of facility will add to the existing range of tourism

accommodation on offer in the area. It will not compete with existing luxury hotels, lodges and guest houses that are popular with foreign tourists who make up 38% of the visitors to Co. Kerry and provide 60% of the tourism revenue (due to longer stays in the region).

In terms of Mobile Homes, it will almost double the existing number on the Iveragh Peninsula, and increase the camping/campervan sites by around 20%. In addition, the proposed development will provide 75 different types of self-catering accommodation units (of various sizes) which may double this kind of commercial accommodation offering on the Iveragh Peninsula.

Consequently, the proposed development signifies a substantial expansion in self-catering and mobile home accommodation offerings on the Iveragh Peninsula. One question to consider in assessing the effects is whether there is sufficient demand for this increase in accommodation. The tourism data for Ireland and Co. Kerry indicates that the tourist numbers have returned to and exceeded pre-COVID levels in 2022 and 2023. Ireland's appeal as a tourist destination may be further enhanced due to its moderate climate in contrast to the extreme heat experienced in many European countries during recent summer seasons. While the type of accommodation to be provided at this facility has not traditionally popular amongst foreign tourists, it is important to recognise that external factors, such as inflationary pressures or changes in travel preferences, may increase the demand for self-catering holiday accommodations among foreign visitors. One of these is the growth in demand for independent travel (as opposed to group tours) and nature-based tourism noted in the Kerry County Development Plan in the post-covid period. Another factor to take into consideration is that the demand for accommodation tends to correlate with its supply, in the same way that providing roads tends to increase the number of vehicles using them. More recently, due to the Ukraine war and the Irish State hiring hotels and tourism facilities to accommodate refugees, there are a number of hotels and accommodation facilities in the locality and the county that are being taken out of the tourism market. These leases usually last for one year and may be renewed. This will increase demand and competition amongst visitors for the remaining holiday accommodation facilities. Finally, the phasing of the construction of this tourism facility will ensure that the increase in accommodation will be staggered over 5 years allowing time for tourism demand to grow.

However, the provision of new accommodation in the locality is not the only aspect of the development which would affect tourism in the locality. The Inny Strand (beach) is around 2.8km long and is the largest sandy beach in the Ballinskelligs bay area. There are only three existing access roads to this beach. One at the proposed development site on the western end of the beach, another on the eastern end of the beach at the entrance to the Waterville Links Golf Course, and the third in the middle on the western bank of the Rinny River Estuary. The proposed tourism development will widen the access road to the western end of Reenroe Beach and provide a café, surf-school and toilet facilities to service the needs of beach visitors. The developers are also willing to make land available to the Council for the development of a beach car park in the future. In doing so, it will make this valuable large sandy beach more accessible and attractive to visitors. This would also contribute to eventually achieving blue flag status for this beach and enhance the amenity experience and benefit all tourism businesses and visitors in the area as well as local residents.

Increasing the number of visitors and visitor spend in the locality and increasing demand for local goods and services and potentially extending the tourism season, will make existing tourism and related businesses more viable and stimulating new business opportunities resulting in **positive indirect moderate to significant and long term effects**. This is also expected to enhance existing positive baseline tourism trends. The probability of the occurrence of this effect is **likely**.

The **positive** amenity effect of better access and amenities at Reenroe Beach is expected to be **moderate, local-regional and long term**. This is also expected to enhance existing positive baseline tourism trends. The probability of the occurrence of this effect is **likely**.

The significant increase in self-catering accommodation offerings in the locality may result in increased competition and reduced income for existing self-catering accommodation providers over the short term. The phasing of the construction activities over five years will serve to stagger the increases in supply and allow time for demand to grow with supply. Consequently, the potential **negative** competitive effects on existing self-catering accommodation providers in the locality are expected to be **slight, local** and **short-term** in nature. The probability of the occurrence of this effect is **likely**. This also conforms to existing baseline tourism growth trends.

This large tourism development is likely to result in an increase in traffic on local roads during the peak holiday periods (May to Sept). At full occupancy on bank holiday weekends and peak holiday periods a maximum of 260 vehicles may be in residence and use. To minimize traffic effects, the proposed development will include a restaurant, bar and grocery shop which will reduce the need for visitors to journey to Ballinskelligs or Waterville for minor provisions. The traffic assessment has found that the local roads and junctions are functioning well below capacity and will remain that way when the proposed development becomes operational. Consequently, the potential for increased traffic to discourage visitors to the locality is **slight, local** and **long-term**. The probability of this effect occurring is unlikely.

Pre-Mitigation Effect Rating Summary

In **Table 4-16** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on tourism and amenities. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-14 Effects on Tourism and Visitors

Impact	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
Loss of tourism demand due to nuisance effects	Negative	Slight	Localised	Temporary/ Short Term	Direct	Likely
Access effects for beach users & neighbours	Negative	Moderate	Local - Regional	Short Term	Direct	Likely
OPERATIONAL PHASE						
Increased demand for tourism goods & services	Positive	Moderate	Local - Regional	Long-term	Indirect	Likely
Beach Amenity/ Access	Positive	Moderate	Local - Regional	Long-term	Direct	Likely
Competition & loss of tourism income	Negative	Moderate	Local-Regional	Short-term	Indirect Cumulative	Likely
Loss of visitors due to congestion	Neutral	Slight	Local	Long-term	Direct Cumulative	Unlikely

The **Do-Nothing alternative** would not have any effects on existing tourism amenity uses.

4.4.5 Human Health

Construction Phase

The potential for adverse human health effects depends, in addition to the nature of the activity and emissions, on the existence and sensitivity of the receptors – the persons in the locality who may be affected. In the context of the proposed tourism development, these include the immediate neighbours, beach users, coastal walkers and those employed in the construction of the development. Section 4.3.2 of this chapter describes the number and location of the seven neighbouring dwellings and the use of these properties. Most of them are used as holiday homes, but there are two dwellings that are permanently occupied, one on the southwestern boundary of the proposed development site and the other is 126 m west of the closest boundary fence and 395m west of the derelict hotel structure.

Noise

The Noise and Vibration assessment of this EIAR (Refer to **Chapter 11**) assessed effects on human health from noise and vibration. It found that with the implementation of standard best practice construction methods, binding hours of operation and mitigation measures in that Chapter, any effects due to construction noise and vibration will be temporary in nature and will not affect human health.

During the construction phase, various mechanical equipment and machinery will be utilized, some of which can generate noise. This noise has the potential to affect not only the construction workers but also the nearby residents, as well as users of the adjacent beach and coastal walk. Construction noise, generated by plant and machinery, may have a negative, temporary effect on nearby sensitive receptors. The noise levels, especially during peak construction activities, may lead to discomfort and disturbances for residents in the vicinity.

Any receptors within 45m of the site boundary are expected to experience a **significant** noise effect for a **temporary to short term** period. The effect on any receptors beyond 45m from the boundary is expected to **not be significant** and **temporary to short-term**. We can expect therefore that without mitigation, the effect on the residents of the closest permanently occupied dwelling will be significant. The noise effect on the rest of these neighbouring holiday homes would be much shorter, depending on when they were occupied, and would probably only be affected during the holiday season in the phase 1 construction period. There would be no construction activities happening during the peak holiday period in the subsequent three years of construction.

The construction activities at the hotel building are more than 165m away from all of the neighbouring dwellings, so the noise effects from that activity would not be significant. It will be the noise effects from the construction of the perimeter private access road and associated excavations for the services and landscaping, as well as some of the internal roads for the mobile homes that will have the most potential to have temporary noise effects on the neighbours numbered 2-8 (see **Figure 4-5**). The holiday dwelling (neighbour number one) in the northeast corner will have excavations for the laying of services infrastructure and landscaping works taking place within 45m of the dwelling and will consequently be temporarily affected by the noise from these activities – if they are resident at the time of these activities. The construction works for the nearest road will be at least 56m away and for the surf School and Café will be over 90m away, so this receptor will not be significantly affected by noise from those construction works.

Timing mitigation measures have the potential to reduce the likelihood of noise effects on the holiday home occupiers – effectively avoiding this effect. That is not the case for the permanently occupied dwelling within 45m of the boundary (number 3).

Air Quality

With the appropriate standard construction practices implemented at the construction stage including appropriate training, PPE and licences there will be no significant human health effects during the construction phase. In the Air Quality and Climate assessment of this EIAR (Refer to **Chapter 13**), best practice mitigation measures associated with a low risk of temporary human health effects are proposed for the construction phase of the proposed development. These will focus on the pro-active control of dust and other air pollutants to minimise generation of fugitive emissions at source.

Air pollution from construction activities, including dust emissions and traffic exhaust, poses risks to human health. Dust generated from demolition, earthworks, construction, and trackout activities can cause health effects. The total volume of hotel to be demolished is less than 12,000m³ and the total developable site within the EIAR application is > 10,000m². Therefore, the demolition works are classified as small but the earthworks will be large.

Overall, the construction phase impacts of dust on human health are considered low. It should be noted that the dust emissions have been calculated for the worst-case scenario which will be Phase 1 of the proposed development. Phase 1 will be the longest phase of construction and will include most of the earthworks for roads and services. Consequently, Phase 1 represents the period with the longest and largest dust emission magnitude potential. Phase 1 will be carried out over an approximate 18 months and will continue through one peak holiday period. Phases 2 to 4 of the construction works will have stoppages in July and August and will be for temporary periods, and construction works will be carried out over smaller footprints. There will be less likelihood of dust given that works are outside of the summer seasons where dust is more prevalent. Therefore, the dust effects from phase 2 to phase 4 will not be significant.

Construction traffic emissions, including those from heavy goods vehicles (HGVs), release pollutants such as nitrogen oxides (NOx) and volatile organic compounds (VOCs), which contribute to the formation of ground-level ozone and fine particulate matter. There is potential for traffic emissions to have short-term to temporary effects on air quality with respect to human health and ecology over the construction phase, particularly due to the increase in HGVs accessing the site. Construction delivery and heavy vehicle volumes would generate a peak total of 20 daily inbound vehicles and 20 daily outbound vehicles. During construction Phase 1, peak construction staff vehicles would generate 58 daily inbound vehicles and 58 daily outbound vehicles.

The mitigation measures that will be put in place during construction of the proposed development will minimise the effect of air pollution on human health and ensure that the effect of the development complies with all EU ambient air quality legislative limit values which are based on the protection of human health. Therefore, the effect of the construction of the proposed development pre-mitigation is likely to be **moderate, short-term, and localised** with respect to human health. With mitigation the significance of this effect will be reduced to **imperceptible**.

Traffic

Construction activities may increase the risk of collisions due to an increase in the number of movements of HGVs entering and exiting from the development site and travelling on a trafficked roadway. Construction workers engaged in activities close to heights or in proximity to the coastal areas may be exposed to potential safety hazards. It is crucial to address these risks comprehensively to safeguard the well-being of the workforce. It is considered that the risk of such accidents occurring is low, and that implementation of a Construction Traffic Management Plan will mitigate against accidents occurring.

There is potential for construction phase traffic to result in some traffic congestion, leading to increased exposure to vehicular emissions for both construction workers and local residents. Despite efforts to schedule construction activities outside of peak traffic hours and the tourist season, it's crucial to implement effective mitigation measures to minimize the impact of construction-related traffic emissions on local air quality and public health.

Regular communication between the construction contractor, local authorities, and the community will be essential in addressing any concerns and ensuring that appropriate measures are in place to mitigate the health impacts associated with increased traffic during the construction phases.

Local properties, businesses, and road users may experience temporary inconveniences during Phase 1 (18 months) roadworks and the primary construction works, particularly where these activities overlap with the peak holiday period. There are three adjacent holiday homes which share the same access road as the proposed development. A new access road will be developed for two of these neighbours and services and access will be maintained to all these properties and the beach throughout the construction works. See **section 4.4.3**.

The construction traffic effect of the proposed development will be **slight negative to moderate negative and temporary-to-short term**.

Water

Construction activities within and alongside coastal and surface waters have potential to contribute to the deterioration of water quality. The EIAR includes an assessment of water quality effects including to potable water supplies. Construction shall be undertaken in accordance with the measures outlined in the Construction Environmental Management Plan. It is considered that, provided the mitigation measures are adhered to, there will be no significant human health effects as a result of the construction phase of the proposed development. With the application of standard construction methods, and mitigation measures detailed in **Chapter 7 Water** of this EIAR, any effects to water supply and quality were found to be unlikely and temporary in nature, therefore, there is a **imperceptible** effect on human health during the construction phase.

Waste Generation

During the construction phase of this development, it is anticipated that various construction activities will generate a substantial amount of waste materials. These waste materials may include construction debris, packaging materials, and other non-recyclable waste. It's essential to note that construction works, including the renovation of existing hotel buildings, associated civil works, and access track improvements, may generate waste materials that contain hazardous components. These materials will be managed and disposed of in strict accordance with the relevant environmental regulations to prevent any negative effects on the environment and human health. The potential health effect during construction is considered to be **not significant, localised and temporary**.

Concluding assessment of construction effects on human health

The potential construction effects of most concern to human health are related to the noise and dust effects. For almost all receptors these are expected to be **imperceptible to moderate and temporary to short-term**. The only exception is the potential for significant temporary noise effects on the one permanently occupied dwelling (number 2 in **Figure 4-5**) during phase 1 of construction works as a result of the construction of the new private access road and associated services for this property owner. By strategically scheduling construction activities during off-peak periods, implementing noise screens and dust control barriers around the property, and utilising advanced acoustic technology, any potential noise and dust effects will be effectively reduced to meet acceptable standards. Effective communication with the residents of the neighbouring permanently occupied dwelling will also be critical to achieving this outcome.

Pre-Mitigation Health Effect Rating Summary for Construction phase

In the **Table 4-17** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on human health. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Construction and Operational Effect : Human Health						
	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
Employee Health effects from dust, noise, traffic, water & waste	Negative	Slight to Not significant	Localised	Short Term	Direct	Likely
Community Health effects from dust, noise, traffic, water & waste	Negative	Not significant to slight	Localised	Long Term	Direct	Likely

Operational Phase Effects

Noise

During the operational phase, the installation and operation of electrical and mechanical plant on-site may contribute to ongoing noise levels, especially those operating 24 hours a day. This noise can affect both visitors and nearby residents, potentially disrupting their quality of life, particularly during quiet periods such as overnight. Potential sources of such plant noise include:

- Small Air handling units in the hotel and leisure centre
- Oil and gas boilers for heating (these will be inaudible at 20m)
- Landscaping machinery and maintenance plant,
- Underground water pumps for the foul water sewers and the WWTP.

Visitors to the facility are the most likely to be affected by these noises. The nearest neighbour to any of these noise sources is 45m away. Noise effects on potential receptors from these sources is considered not significant. The proposed landscaping will assist in mitigating potential plant noise effects. The proposed site layout incorporates open spaces between units, around car parking areas and at the site perimeter.

Traffic is also expected to have a noise effect. The Reenroe beach access Road will experience the largest increase (116%) in traffic, particularly during the peak holiday periods. This will result in **slight to moderate** noise effect.

The increase in on-site activity during the operational phase may bring about a noticeable change in the existing quiet and remote character of the site. The closest receptors to most onsite sources of noise will be the visitors to the facility and employees. The closest neighbours may also be affected.

The change in character may be of concern to the local community and those who appreciate the site's tranquil environment. To maintain the quiet character of the area, onsite noise sources will be controlled so as to minimise noise impacts on receptors. Noise management strategies will be incorporated within the operational phase. These will include implementation of noise control technologies, and adherence to specific noise-related regulations and standards.

Given the distance from the proposed development's main buildings, (hotel and leisure centre) to neighbouring noise sensitive receptors, the existing noise climate is not expected to change.

Air and Climate

There is the potential for a number of greenhouse gas emissions to atmosphere during the operational phase of the development. In particular, the traffic-related air emissions may generate quantities of air pollutants such as NO₂, CO, Benzene and PM₁₀. Road traffic and space heating of buildings may give rise to CO₂. However, as the projected changes in traffic volumes on the road links effected by the development are below the criteria requiring a quantitative air and climate modelling assessment, it can therefore be determined that the effect to climate from traffic emissions will not be significant.

Current trends suggest that vehicle manufacturers are ceasing the manufacture of large diesel engines for private cars and instead adopting hybrid engine and all electric technologies which will contribute to the reduction of engine exhaust emissions.

In terms of climate change effects, the potential for flooding was assessed. Fluvial flooding occurs when the capacity of a river channel is exceeded and water flows into the adjacent land or flood plain. OPW maps indicated no instances of flooding within the leisure park site itself. This site is located within Flood Zone C as defined in the Flood Risk Management Guidelines and is appropriate for the development of this hotel and leisure park. The region which the hotel and leisure park are located in has no history of pluvial flooding and it is unlikely that the proposed development will change the existing flow paths on the site.

Once operational, the development is expected to have negative, imperceptible, local, long-term and direct effects on air quality from traffic emissions impacts on air quality. During the operational stage due to the increase in ghg emissions, the impact on climate will likely be **negative, imperceptible, extensive, long-term and direct**. Consequently, no negative health effects are expected.

Traffic

During the operational phase, an increase in tourist traffic is expected as the development attracts visitors. Approximately 25%, or less, of vehicle trips generated by the proposed refurbished hotel bar, dining room, lounge and meeting room would be additional external vehicle trips generated to/from the R567, R566 and N70. These external trips would include existing pass-by/diverted trips and new trips. Similarly, it is envisaged that approximately 25% of predicted trips generated by the proposed Leisure Centre would be additional external trips generated to/from the R567, R566 and N70.

It is envisaged that the majority of the predicted vehicle trips generated by the proposed development would be internal trips generated by the visitors/guests at the resort, and the existing trips generated by the adjacent Reenroe Beach and Reenroe Cliff Walk. The proposed development would increase peak season peak hour vehicles on the proposed upgraded Reenroe beach access road by up to 71 vehicles, which equates to an additional 1.2 vehicles/minute. The predicted peak season peak hour increases would be up to 40 vehicles on the R567, up to 36 vehicles on the N70 and up to 27 vehicles on the R566. These predicted increases are on the conservative assumption that all predicted external vehicle trips are new trips on the R567 and external road network, with no reduction for pass-by/diverted trips. For further details on traffic and transportation, see **Chapter 12** of this EIAR.

During the operational phase, increased tourist traffic is expected due to the development's attraction to visitors. To mitigate traffic-related pressures on nearby communities, on-site amenities such as a shop, restaurant, and bar will be provided to reduce the need for visitors to travel to nearby areas, thus alleviating traffic-related safety concerns. Additionally, the widening of the beach access road aims to facilitate continued beach access. Predicted

traffic increases include up to 71 vehicles on the upgraded beach access road during peak season, with slight to moderate negative effects on traffic and transportation.

The operational traffic effect of the proposed development on traffic and transportation are expected to be **slight negative to moderate negative, and long term to permanent**.

Waste Water

The development will include a new on-site tertiary waste-water treatment plant which will ensure that the treated water discharged to ground via the proposed percolation cells will not pollute the ground water or the adjacent sea water. There are also no receptors making consumptive use of ground water on or adjacent to the site. Consequently, there will be **no negative effects** on human health due to the on-site waste-water treatment facility.

Waste

Tourism is a resource heavy activity and can effect waste streams and waste segregation. During the operational phase, the influx of visitors to the development may contribute to the generation of additional waste, particularly non-biodegradable items such as plastics and disposable materials. The effective management of visitor-generated waste is necessary to preserve the environmental integrity of the area. Implementation of the proposed waste management measures will avoid any potential negative health effects on humans.

Concluding assessment of operational effects on human health

Overall, the effect on employee, visitor, and community health and safety during the operational phase is expected to be **neutral**, with measures in place to mitigate potential risks.

Pre-Mitigation Effect Rating Summary

In the **Table 4-17** below the relevant rating for each of the types of criteria pre mitigation is provided for these effects on human health. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-15 Effects on Human Health

Construction and Operational Effect : Human Health						
	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
OPERATIONAL PHASE						
Employee & Visitor Health & Safety	Neutral	Not significant to slight	Localised	Long Term	Direct	Likely
Community Health & Safety	Neutral - Negative	Not significant to slight	Localised	Long Term	Direct	Likely

In conclusion the proposed development is likely to have a **imperceptible to slight negative effects** on community health and safety and **imperceptible to slight neutral effects** on employee health and safety during the construction and operational phases (pre-mitigation). The application of the proposed health and safety mitigation measures will reduce the effect/risk to **not significant**.

4.4.6 Do-Nothing

The do-nothing option would avoid all the slight or and moderate negative effects but also not produce the positive economic benefits of the proposed development. Without the proposed development, the under-utilisation of land and the Reenroe beach is likely to continue, depopulation will likely continue and the demand for holiday homes will continue. Considering the location and already existing derelict hotel, the “do-nothing” scenario was deemed not to be optimal.

4.4.7 Cumulative Effects

The Iveragh Peninsula, is renowned for its natural beauty and cultural heritage, making it a magnet for tourists. Visitors are drawn to the region's rugged coastline, picturesque landscapes, historic sites, and vibrant local culture. It is not surprising therefore that County Kerry has the greatest number of Guesthouses (27) in the country and the greatest concentration of hotel rooms outside of Dublin. The tourism sector and related goods and services sectors are the most significant sources of income and revenue in County Kerry and together the accommodation, entertainment, retail and transport sectors amount to 27% of all employed persons in Co. Kerry.

There are six existing tourism developments on the Iveragh peninsula that provide mobile home and camping accommodation facilities. One of these is in the Waterville area (Pine Grove Mobile home park), two are located along the northern coastline of the peninsula at Valentia Island and Cahirsiveen, and two in the Glenbeg area on southwestern corner of the peninsula and another at Sneem along the southern coastline of the peninsula. Together they provide around 163 mobile homes and 206 campervan/camping sites. The proposed development will nearly double the number of mobile homes on the Peninsula and increase the number of camping sites by around 20%.

A search of planning applications within 10km of the proposed development site identified approximately 48 individual residential dwellings (new and renovations and extensions) and 13 larger scale tourism related developments that applied for planning permission within the last 5-7 years (see **section 1.6.2.5 of Chapter 1** of the EIAR).

One of these (No. 1 - the Hogs Head Hotel complex in 2017) and the last two more recently included the provision of new tourism accommodation. This Hogs Head Hotel facility is an operational luxury hotel located within a golf estate on the east side of Waterville town on the banks of Lough Currane. Three more recent planning applications (see number 9, 12 and 13 and **Table 1-5 in Chapter 1**) involve the development of 5, 9 and 7 glamping pods and associated facilities. One of these (number 11 is in Ballinskelligs) and the others in Portmagee and Cahersiveen. One (see No.8) provides a viewing area, path and car park in Ballinskelligs. The two more recent applications involve upgrades and additions to existing tourism businesses that do not include the provision of new tourist accommodation. The decisions on four of these applications are still pending or require further information.

None of these applications are located in close proximity to the proposed development.

Given the relatively minor and distant nature of existing construction activities on other permitted developments on the peninsula, as well as the generally minor neutral-negative effects on population and human health associated with the construction activities for the proposed development, no significant adverse cumulative effects are expected during the construction phases.

The only potential **negative temporary cumulative** effect of concern during the construction phase is potential traffic congestion during the peak holiday season in the first (18 month) phase of construction. This potential

effect has been assessed to be **slight to moderate** (see **Chapter 12**) and **temporary to short term** and will be minimized as per the mitigation measures provided in the Traffic Management Plan.

When it becomes operational, the proposed development will result in a significant increase in the amount of self-catering accommodation offerings on the Iveragh peninsula. This is expected to have a **significant positive cumulative** effect on tourism growth with increasing incomes, revenue, and employment over the **long-term**. The cumulative traffic effect will not exceed the existing capacity of the public roads and junctions in the locality. This **negative** effect is expected to be a **slight to moderate** over the **long term**. At the same time, there may be a **slight short-term negative** income effect associated with increased competition with existing self-catering and mobile home businesses on the peninsula. The phased construction of the proposed development and the existing pressures on tourism from the accommodation of refugees and asylum seekers in existing facilities is expected to alleviate this potential effect.

Pre-Mitigation Effect Rating Summary

In **Table 4-19** below the relevant rating for each of the types of criteria pre mitigation is provided for these cumulative effects on population and human health. The criteria, their explanations and the effect rating methodology outlined in **Chapter 1** of the EIAR have been used to assess this effect.

Table 4-16 Cumulative Effects

	Quality of Effect	Significance	Spatial Extent	Duration	Other Relevant Criteria	Likelihood
CONSTRUCTION PHASE						
Traffic	Negative	Not Significant	Localised	Temporary	Direct	Likely
OPERATIONAL PHASE						
Tourism Income	Positive	Significant	Regional	Long Term	Direct and Indirect	Likely
Income Loss	Negative	Slight	Regional	Short Term	Indirect	Likely
Traffic	Negative	Slight to Moderate	Local	Long Term	Indirect	Likely

4.5 Mitigation and Monitoring Measures

4.5.1 Mitigation Measures

4.5.1.1 Construction Phase

To maximize the potential positive employment effects the following measures have been incorporated into the project design and construction management plan:

Table 4-17 Mitigation Measures – Construction

Effect	Mitigation Measures
Settlement Patterns	N/A
Land Use	<ul style="list-style-type: none"> Limiting the construction works to the off peak holiday periods. Constructing the new residential access road early in the construction phase. Prioritizing the construction of new access roads for dwellings on the south-western and north-eastern boundaries to minimize disruptions to neighbouring properties. Utility infrastructure diversions will be planned and executed in collaboration with relevant utility providers. This collaborative approach aims to minimize any potential disruptions to essential services such as electricity and water supplies. Comprehensive noise control plans will be developed and strictly adhered to throughout the construction phase. Residents and affected parties will be informed in advance of any planned utility diversions or potential disruptions. Clear and timely notifications will be issued to ensure residents are well-informed and can make necessary preparations. Ongoing and transparent communication with the local community will be maintained to address any concerns related to utility service interruptions or diversions.
Tourism & Amenity	<ul style="list-style-type: none"> Construction activities during the peak summer holiday period will be halted, except during the first phase of construction. The widening of the beach access road is proposed to be undertaken during the first six months of construction work, prior to the peak holiday season during Phase 1 of construction. Delivery of mobile homes will take place at night during the off-peak periods. Screening and landscaping will be used to minimize visual intrusion and noise effects.
Human Health	<ul style="list-style-type: none"> The health and safety mitigation measures provided in the noise, air emissions, water and traffic Chapters (numbers 7,8,10,11,12 and13) will be complied with. The CEMP and Operational Health and Safety plans which comply with the relevant health and safety standards and protocols will be developed prior to initiation of the project. All those employed on the project must be inducted in the relevant health and safety standards and protocols in these management plans before starting work on this project. Compliance with the health and safety standards must be monitored and enforced by management. On-site waste collection and disposal facilities will be provided for construction and operational phase, encouraging responsible waste disposal practices among visitors. Educational and awareness programs may also be instituted to promote recycling and discourage the use of single-use plastics. Scheduled clean-up and waste collection routines will be established to promptly address any littering concerns. These measures will ensure that the site remains clean and devoid of environmental hazards associated with improperly managed waste.

Effect	Mitigation Measures
	<ul style="list-style-type: none"> Waste materials that cannot be prevented or reused will be diligently sorted, recycled, or disposed of in strict compliance with local regulations and industry best practices. Licensed waste management contractors will be engaged to ensure responsible handling and disposal of construction waste and operational waste.

4.5.1.2 Operational Phase

Table 4-18 Mitigation Measures – Operational

Effect	Mitigation Measures
Population and Settlement	<ul style="list-style-type: none"> Employ local people where possible.
Land Use	N/A
Tourism and Amenity	<ul style="list-style-type: none"> The widening of the beach access road and retention of existing parking will facilitate easier access to the beach while at the same time facilitating access to the proposed development.
Human Health	<ul style="list-style-type: none"> The health and safety mitigation measures provided in the noise, air emissions, water and traffic reports must be complied with. All those employed on the site must be inducted in the relevant health and safety standards and protocols before starting work. Compliance with the health and safety standards must be monitored and enforced. On-site waste collection and disposal facilities will be thoughtfully provided for construction and operational phase, encouraging responsible waste disposal practices among visitors. Educational and awareness programs may also be instituted to promote recycling and discourage the use of single-use plastics. Scheduled clean-up and waste collection routines will be established to promptly address any littering concerns. These measures will ensure that the site remains clean and devoid of environmental hazards associated with improperly managed waste. Waste materials that cannot be prevented or reused will be diligently sorted, recycled, or disposed of in strict compliance with local regulations and industry best practices. Licensed waste management contractors will be engaged to ensure responsible handling and disposal of construction waste and operational waste.
Climate change	<ul style="list-style-type: none"> The mitigation measures identified in the Material Assets and the Air and Climate Change Chapters of the EIAR must be applied.

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4.6 Residual Impacts and Effects

Table 4-19 Residual Impacts and Effects

CATEGORY	IMPACT	MITIGATION MEASURES	QUALITY OF EFFECT	SIGNIFICANCE	SPATIAL EXTENT	DURAT-ION	OTHER RELEVANT CRITERIA	PROBABILITY
CONSTRUCTION								
Employment	Employment	Refer to section 4.5	Positive	Slight	Localised & Regional	Short-term	Direct	Likely
	Skills Transfer	Refer to section 4.5	Positive	Slight	Local- Regional	Medium Term	Direct	Likely
	Loss of Tourism Income	No mitigation	Negative	Slight	Local	Short Term	Indirect	Unlikely
Population & Settlement	In-migration of workers	No mitigation	Positive	Moderate	Localised	Long Term	Direct and Indirect	Likely
	Pop. changes due to nuisance effects		Positive	Slight	Localised	Long Term	Indirect	Likely
Land Use	Loss of Agricultural Land	No mitigation	Negative	Slight	Localised	Long Term	Direct	Likely
	Disruptions to neighbours' services & use of property	Refer to section 4.5	Negative	Not Significant	Localised	Brief	Direct	Likely
	Loss of access for beach users & neighbours	Refer to section 4.5	Negative	Not Significant	Localised	Short Term	Direct	Likely
Tourism & Amenity	Loss of tourism demand due to nuisance effects	Refer to section 4.5	Negative	Not Significant	Localised	Temporary/ Short Term	Direct	Likely
	Access effects for beach users & neighbours	Refer to section 4.5	Negative	Slight	Local- Regional	Short Term	Direct	Likely
Human Health	Community Health & Safety	Refer to section 4.5	Neutral	Slight to not Significant	Localised	Short term	Direct	likely
	Employees & visitors Health and Safety		Negative	Not significant to slight	Localised	Short term	Direct	likely
OPERATIONAL								
Employment	Employment	Refer to section 4.5	Positive	Slight	Localised	Long-term	Direct	Likely
	Increased Demand – goods & services	No Mitigation	Positive	Slight	Local	Long Term	Indirect	Likely

CATEGORY	IMPACT	MITIGATION MEASURES	QUALITY OF EFFECT	SIGNIFICANCE	SPATIAL EXTENT	DURATION	OTHER RELEVANT CRITERIA	PROBABILITY
	Employment for Irish speaking residents	Refer to section 4.5	Positive	Slight	Local	Long Term	Indirect	Likely
Population & Settlement	Improved Incomes for local residents	No mitigation	Positive	Moderate	Localised	Long Term	Direct and Indirect	Likely
	Less price pressure on houses		Positive	Slight	Localised	Long Term	Indirect	Likely
Land use	Change to high value tourism land use on site	No Mitigation	Positive	Significant	Localised	Long Term	Direct	Likely
	Improved Beach and cliff walk access and amenity		Positive	Moderate	Localised	Long Term	Direct	Likely
	Biodiversity Enhancement Area		Positive	Significant	Localised	Long Term	Direct	Likely
	Retention of existing houses as perm. residences		Positive	Slight-Moderate	Localised	Long Term	Indirect	Likely
Tourism & Amenity	Increased demand for tourism goods & services	No Mitigation	Positive	Moderate	Local- Regional	Long-term	Indirect	Likely
	Beach Amenity/ Access		Positive	Moderate	Local- Regional	Long-term	Direct	Likely
	Competition & loss of tourism income		Negative	Moderate	Local-Regional	Short-term	Indirect Cumulative	Likely
	Loss of visitors due to congestion		Neutral	Slight	Local	Long-term	Direct Cumulative	Unlikely
Human Health	Human Healthy – Neighbours	Refer to section 4.5	Neutral	Not Significant to slight	Localised (Conforms)	Long term	Direct	likely
	Human Health – Employees & Visitors		Negative	Not significant to slight	Localised (Conforms)	Long term	Direct	likely

Provided the mitigation measures set out in this EIAR are adhered to, it is considered that no significant, negative residual effects will occur as a result of the proposed development.

4.7 Interaction with other Environmental Topics

There are interactions between the traffic, noise, air emissions and visual/landscape effects and the population and human health effects. This is because of the potential for these other effects to effect human health and settlement patterns. This Chapter has taken into consideration the potential effects assessed in the traffic, noise, air emissions and visual/landscape Chapters of this EIAR. As indicated in this report, these effects are mostly low or moderate and not considered significant. The only potential effect of concern is the potential traffic congestion effects during the construction phase. However, these are not significant and can be mitigated.

4.8 Risk of Major Accidents and Disasters

There are two key considerations related to major accidents and disasters, namely:

- The potential of the project to cause accidents and/or disasters,
- The vulnerability of the project to potential disasters/accidents, including the risk to the project of both natural disasters (e.g., flooding) and man-made disasters (e.g., technological disasters).

The risks from natural disasters are low as the development is in a low flood risk area. The development will make very minimal use of water for the construction and operation phase.

The only real potential risk is fire. While there will be no large quantities of fuel stored on site, there will be large quantities of packaging materials and plastic components stored in the warehouse. The designers consulted with the KCC Fire officer and that the project has been designed to meet the best practice standards. Compliance with standard Health and Safety standards as well as the Emergency Response Plan will serve to minimise this risk.

The proposed development is therefore considered to have a low vulnerability to risks of major accidents and/or disasters.

4.9 References

Central Statistical Office (CSO) 2016 Census Data
Corine Land Cover database, 2018
CSO Labour Force Survey, Q4 2019.
CSO 2022 Census Data
Fáilte Ireland Accommodation Capacity Report 2019
GeoDirectory. (2023). Received from <https://www.geodirectory.ie>
Kerry County Development Plan 2022-2028
Kerry County Tourism Strategy and Action Plan (2016-2022)
Teagasc National Farm Survey 2019