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# Chapter 7

# Transport &

# Infrastructure

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## 7.1 Introduction

The strategic aim of the Transport and Infrastructure Strategy of this Plan is to maintain and provide additional key infrastructure and to work with other agencies in the sustainable provision of infrastructure to attract new business investment and people into the County through the implementation of the policy and objectives below and the Development Management, Standards and Guidance document of this Plan.

Infrastructure in this Strategy refers to physical infrastructure required for transport, water services, waste, energy and utilities, gas, renewable energy, energy efficiency and telecommunications. The Council is responsible for the provision of some forms of infrastructure but the majority of infrastructure is provided by state agencies and private providers and in such cases the Council works to facilitate the provision of infrastructure. As indicated in other strategies of this Plan, investment in infrastructure is a key element in economic growth, employment, wellbeing of our citizens and environmental sustainability.

The quality of the infrastructure available within the County is of paramount importance in determining the quality of life for its citizens as well as being a major factor in attracting industry and employment to an area. Proper transportation, water, wastewater collection and treatment, solid waste management, power and broadband telecommunications constitute vital elements of this infrastructure.

One of the greatest difficulties faced by County Kerry is its peripherality. The provision of proper external infrastructural linkages from the County to national and international infrastructural networks greatly minimises the impact of peripherality. The provision of infrastructure makes the County more attractive for the location of industry and as a location in which to live, work and provide employment. It is also necessary to provide local facilities such as water and waste treatment in order to provide the environment in which the County

can grow both economically and socially.

The total road network in the County under the four classifications: National Primary, National Secondary, Regional and Local measures 4881km.



The low density of population in County Kerry and the relatively low level of urbanisation accounts for a high dependency on the County's road infrastructure.

Since the adoption of the last County Development Plan in 2009 a number of infrastructure projects have been completed or have commenced in the County.

Notwithstanding the current economic climate which has given rise to challenges in securing funding for infrastructure, the Council recognises its role in providing, or facilitating the sustainable provision of physical infrastructure essential to support the existing and future population of the County and economic growth and in particular by improving links between the Linked Hub Towns of Tralee and Killarney and to the Gateways in the Region (Cork and Limerick). Map 7.1 illustrates the strategic transportation network serving and linking the Linked-Hub towns, other key towns in the County and the Tarbert / Ballylongford Industrial Landbank.

Kerry County Council recognises that the current trends in transportation are unsustainable, in particular the domination of the private car as the preferred mode



Map 7.1 Strategic Transportation Network

choice. The Council is strongly committed to the promotion of sustainable means of travel including public transport, walking and cycling and the encouragement of modal change from private car, where possible.

In planning for transport development, the Council will ensure that the needs of people with differing abilities are taken into account. The Council is also committed to reduce the degree of commuting in the first instance by promoting the creation of additional jobs within the County for the resident population through the provision of Information and Communication Technology facilities and promoting online facilities within Kerry County Council.

The South West Regional Planning Guidelines (RPGs) list key infrastructural projects required for balanced development of the Region and emphasise the link between the provision of infrastructure and land use planning. Building on the RPGs the priority infrastructure requirements for the County over the Plan period 2015-2021 and beyond include the following schemes listed in Tables 7.1a/b & 7.2.

Alternative schemes may be undertaken in the lifetime of the Plan, if funding becomes available for such schemes.

National Primary
N22 Farranfore / Killarney Bypasses
N23 Castleisland to Farranfore
National Secondary
N69 Listowel By-Pass
N70 Coolnahaaragill Lower to Coolroe
N70 Milltown Bypass
N70-N71 Kenmare Link Road
N70-N72 Killorglin Relief Road
Connection from N22 to N70 (Muckcross Road)
N70, Kilderry & Heffernan Bends
N86 Dingle/Annascaul
N86 Gortbreagoge/Camp
N70 Ring of Kerry

Table 7.1a  
Priority Roads Infrastructure Projects

Non National Roads
Tralee Northern Link Road (Phase 2)
Daingean Ui Chuis Relief Road(Phase 3)
Ballybunnion Inner Relief Road
Cahersiveen Inner Relief Road
Castleisland Inner Relief Road
Kenmare Inner Relief Road
Tarbert Inner Relief Road
Milltown Eastern Relief Road

**Table 7.1b**  
Priority Roads Infrastructure Projects

Water and Waste Infrastructure
Ardfert Sewerage Scheme
Castlemaine Sewerage Scheme
Fenit Sewerage Scheme
Glenbeigh Sewerage Scheme
Kilcummin Sewerage Scheme
Kenmare Sewerage Scheme
Kenmare Water Scheme
Central Regional Water Supply Scheme
Water Conservation Stage 3 Works

**Table 7.2**  
Priority Water & Waste Infrastructure Project

It is the policy of the Council to:

- Support sustainable extensions and improvements to existing infrastructure and services in the County such as Kerry International Airport, rail and bus network, rural transport programme etc.
- Support innovation in infrastructure such as the sustainable development of Renewable Energy, Information and Communication Technology and Smarter Travel.
- In conjunction with all relevant statutory agencies and infrastructure providers, provide or facilitate the provision of high

quality sustainable infrastructure at appropriate locations to serve the economic and social needs of the County through the implementation of the objectives below.

- Work with Irish Water regarding the provision of services and facilities required for the economic, social and environmental development of the County.

### Infrastructure

**It is an objective of the Council to:-**

<b>RD-1</b>	Seek to protect and safeguard the significant investment made in strategic economic infrastructure, in particular the network of roads, the existing rail line to Tralee and major water and wastewater projects, through the promotion of appropriate development and settlement patterns and the integration of land use and transportation activities.
<b>RD-2</b>	Facilitate the improvement of the quality of life of all citizens of the County by providing good quality environment, energy, communication and transportation infrastructure.
<b>RD-3</b>	Provide for balanced and sustainable growth throughout the County by promoting the strengthening of rural communities and to provide the infrastructure to facilitate job creation and to cater for the needs of industry.

<b>RD-4</b>	Provide or facilitate the sustainable provision of all infrastructure projects set out in Tables 7.1 a/b and 7.2, with priority given to infrastructure serving the Linked-Hub towns and Key Towns.
<b>RD-5</b>	Facilitate the sustainable provision of the necessary infrastructure at appropriate locations, required to promote the sustainable economic and social development of the County.
<b>RD-6</b>	Ensure that all objectives and any development will not have significant adverse effects on the built natural or cultural heritage, residential or visual amenity.

It is a strategic aim of this Development Plan to co-ordinate transport and land use planning. This places a requirement on both the transport and settlement strategies to be mutually consistent, not only with each other, but with national direction as per the National Spatial Strategy, the Smarter Travel policy and the National Transport Authority's policies and guidelines. Decisions on land use and development must take account of existing public transport networks and support the emergence and development of new integrated transport systems.

The effective integration of land-use and transportation will generate and reinforce sustainable settlement patterns that make the most efficient use of land, and minimise the need for travel by car.

The Council will seek to ensure that improvements in transportation infrastructure and services support the strategic development and settlement strategy for the County and provide an appropriate level of accessibility to urban and rural facilities, services and opportunities.

## 7.2 Land Use Integration & Sustainable Transport

***Aim: To achieve a sustainable, efficient and integrated transport system, high quality connectivity and ease of movement within and to County Kerry by enhancing the existing strategic transportation infrastructure, in terms of the road, rail and public transport network, together with cycleway and pedestrian facilities.***

National and regional transport policy emphasises the need to reduce the demand for travel and the reliance on the private car in favour of public transport, cycling and walking. The concept of an integrated transport policy encompasses not only integration within and between different modes of transport, but also integration with environmental, social, recreational, economic, educational and health policies and objectives. No longer can the provision of transport facilities be considered or decided upon in isolation.



It is the policy of the Plan to promote the sustainable development of a transport system that provides a range of transport options for the County, including a safe road network, a range of bus services and rail services, adequate facilities for walking and cycling, at appropriate locations and opportunities for air and water-based travel.

<b>Sustainable Transport</b>	
<b>It is an objective of the Council to:-</b>	
<b>RD-7</b>	Support and promote an integrated approach to land-use planning and transportation through the implementation of the Local Area Plans.
<b>RD-8</b>	Support sustainable travel in the County and implement the key goals, targets and actions as contained in <i>Smarter Travel – A Sustainable Transport Future – A New Transport Policy for Ireland 2009-2020</i> and the “ <i>National Cycle Policy Framework</i> ”.
<b>RD-9</b>	Improve access for all vulnerable road users and people with disabilities to all modes of transport thereby increasing and improving transport facilities for all users.
<b>RD-10</b>	Protect and sustainably develop the County’s principal transportation assets including ports, Kerry airport and strategic road and rail corridors.
<b>RD-11</b>	Promote the sustainable development of all transportation links both within and out of the County in co-operation with adjacent County Councils so as to integrate the different modes of transport.
<b>RD-12</b>	Promote the sustainable delivery of a reliable, integrated and cost effective public transport system for the County.

<b>RD-13</b>	Encourage an increase of non-car based transport within the County.
<b>RD-14</b>	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport such as car-sharing and car-pooling, as an alternative to the private car, by facilitating and promoting the development of necessary infrastructure and by promoting initiatives contained within “ <i>Smarter Travel, A Sustainable Transport Future 2009-2020</i> ”.
<b>RD-15</b>	Identify car parks and other suitable locations for the provision of appropriate battery charging infrastructure for electrically powered cars / vehicles as a means by which the Council can assist in achieving a reduction in carbon emissions within the county.
<b>RD-16</b>	Facilitate the development of workplace travel plans.

### 7.2.1 Roads

While Kerry County Council is committed to the promotion of sustainable means of travel and the encouragement of modal change from the private car, it is recognised that road infrastructure retains a central position in the overall transportation network, catering for the movement of buses, goods vehicles, pedestrians, cyclists, as well as the private car.

In undertaking transport policies, the Council will strive to appropriately provide, maintain and enhance the road infrastructure to ensure the sustainable and economic development of the County.

### 7.2.1.1 National Primary and Secondary Routes

The National route network comprises both the National Primary and Secondary routes within the County. These routes are of vital economic importance, linking the County with other major centres and ports and are important arteries within the County itself. Although they account for only 9% of the overall road network they account for 35% of traffic movements and are of particular importance to the carriage of goods and services.

It is an overall objective of the Plan to provide for balanced growth throughout the County by promoting the strengthening of rural communities and to provide sustainable infrastructure to facilitate job creation in these areas. The road network throughout the County and particularly the national road network is a vital element of this infrastructure. It is essential that they are maintained to the highest standards possible and that their efficiency, safety and carrying capacity is maximised. The creation of additional entrances onto these roads reduces their carrying capacity and safety and is contrary to the overall objective of improving the infrastructure serving rural areas.

#### 7.2.1.2 Access onto the National Routes

The creation of an access or the intensification of usage of an existing access onto a National Road shall be only considered where it is in compliance with *Spatial Planning and National Roads Planning Guidelines (DoECLG January 2012)*.

In compliance with Section 2.6 of these Guidelines the following “exceptional circumstances” as agreed with the NRA shall pertain in County Kerry whereby new accesses or the intensification of existing accesses will be considered along the following sections of the National Secondary Network(see Table 7.3) in compliance with the criteria listed.

National Secondary Roads	
<b>N70</b>	Killorglin-Cahersiveen-Kenmare
<b>N71</b>	Killarney-Kenmare-“Tunnels”

Table 7.3

**Criteria:-**

- There is no suitable alternative non national public road access available.
- The development otherwise accords with the Development Plan.
- Safety issues and considerations can be adequately addressed in accordance with the NRA’s design manual for Roads and Bridges.

National Roads	
<b>It is an objective of the Council to:-</b>	
<b>RD-17</b>	Protect the capacity and safety of the national road and strategically important regional road network in the County and ensure compliance with the Spatial Planning and National Roads Planning Guidelines(January2012) and the NRA Traffic & Transport Assessment Guidelines (2007).
<b>RD-18</b>	Reserve lands and prohibit development in areas identified for both the immediate and long-term provision and improvement of roads throughout the County and the construction of relief roads as indicated in Table 7.1a/b.
<b>RD-19</b>	Support sustainable improvements to the existing National Road networkincludingroadschemesand by-passes outlined in Table 7.1a/b.



**7.2.1.3 Access onto the N69, N70(Tralee/ Killorglin),N72 and N86**

In relation to access onto the above routes, the Planning Authority has formed the opinion that due to the:-

- Rural and dispersed nature of the population,
- Average size of farm holdings in the County,
- Strategic Nature of the National Secondary Routes, lack of alternatives, peninsular nature of the County and large number of existing enterprises located on these routes,

it is not possible, in relation to the N69, N70(Tralee/Killorglin), N72 and N86 to implement the policies and objectives of the Minister, as outlined in the Spatial Planning & National Road Guidelines 2012 and accordingly, the creation of a new access onto these Roads shall require compliance with **all** of the following criteria:-

- The Applicant is the son/daughter or favoured nephew/niece of a landowner inheriting the family farm or the proposed access relates to the development of a fixed resource or a renewable energy project and
- there is no suitable alternative non-national public road access available and
- the existing access to the landholding does not conform or cannot be made to conform with the NRA Design Manual for Roads & Bridges (DMRB Guidelines) and
- the development otherwise accords with the Development Plan.

Development resulting in the intensification of an existing access will be favourably considered where all of the following criteria can be complied with:-

- There is no suitable alternative non-national public road access available and

- the existing access conforms to the standards set out in the DMRB Guidelines and
- The development otherwise accords with the Development Plan and
- The development will contribute to the achievement of National objectives in the National Spatial Strategy (NSS) or Regional Planning Guidelines (RPGs) e.g. employment creation.

**7.2.1.4 Regional and Local Roads**

These routes are of vital importance, linking the national roads with the towns and villages and remaining rural areas within the County.

It is the policy of the Plan to continue the ongoing upgrading, strengthening and improvement works on all regional & local roads in a sustainable manner in accordance with the objectives of this Plan and in compliance with the annual Roads Programmes.

<b>Regional and Local Roads</b>	
<b>It is an objective of the Council to:-</b>	
<b>RD-20</b>	Support sustainable improvements to the existing regional road network including road schemes and by-passes outlined in Table 7.1a/b.
<b>RD-21</b>	Sustainably strengthen and improve the road network including links, by-passes and relief roads with priority given to those serving the Hub and Regional/ District Towns and interconnection between such settlements.

<b>RD-22</b>	Provide a safe road system throughout the County through Road Safety Schemes encourage the promotion of road safety in the County and review existing speed limits during the lifetime of this Plan in accordance with any National Guidelines or Directives that may issue.
<b>RD-23</b>	Continue the ongoing sustainable upgrading, strengthening and improvement works on regional & local and tertiary roads in accordance with the objectives of this Plan.
<b>RD-24</b>	Sustainably upgrade and improve the major tourist routes within the County (as shown on Map 7.1). Improvements shall include the provision of lay-bys, viewing areas, picnic areas and the improvement of finger-posting and access ways to points of interest, at appropriate locations and in a sustainable manner along such tourist routes.
<b>RD-25</b>	That applications for development shall comply with the standards (sight distances, boundary treatment, surface water etc.) specified in the Development Management, Standards and Guidelines section.

### 7.2.2 Parking Provision

The provision of adequate car parking throughout the County is essential for the proper functioning of settlements and access to services. It is important that in the siting and design of new car parks that every effort

is made to maintain the quality of the public domain.

Parking Provision	
<b>It is an objective of the Council to:-</b>	
<b>RD-26</b>	Support and facilitate the sustainable provision of public parking facilities and “green parking areas” at appropriate locations, including bus parking within and on the edge of towns and villages and at appropriate scenic viewing points and scenic routes.
<b>RD-27</b>	Seek the provision and improvement of parking arrangements for vulnerable users.

### 7.2.3 Pedestrians & Cyclists

An essential element of any integrated transport system is to provide for the needs of cyclists and pedestrians. Part of the Governments sustainability development strategy, *Sustainable Development – A Strategy for Ireland*, identifies the increased provision of cycle lanes and safer facilities for pedestrians as a key priority. Cycleways and safe pedestrian routes should be encouraged as part of the design schemes for residential, educational, employment and recreational development. Provision of such routes promotes physical health and enhances tourism thus benefiting the local economy.

Details of a number of proposed walk/cycle ways have already been outlined and assessed in Functional Area Local Area Plans. Former railway lines in County Kerry, which have the potential to be developed as ‘greenways’, where it can be demonstrated that the development will not have significant



adverse effects on the environment, including the integrity of the Natura 2000, are listed below:-

<b>From</b>	<b>To</b>
Listowel	Ballybunion
Tralee	Abbeyfeale (Co. Limerick)
Tralee	Fenit
Tralee	Dingle
Camp	Castlegregory
Gortatlea	Castleisland
Farranfore	Cahersiveen to Renard Point
Headford	Kenmare

**Table 7.4  
Former Railway Lines in County Kerry**

Preliminary environmental assessments have been undertaken on the Tralee-Fenit Greenway and feasibility studies have been carried out in relation to the line between Killorglin and Cahersiveen.

<b>Pedestrians &amp; Cyclists</b>	
<b>It is an objective of the Council to:-</b>	
<b>RD-28</b>	Promote the sustainable development of walking, cycling, public transport and other sustainable forms of transport, as an alternative to the private car, by facilitating and promoting the sustainable development of necessary infrastructure at appropriate locations and by promoting initiatives contained within <i>“Smarter Travel, A Sustainable Transport Future 2009-2020”</i> .

<b>RD-29</b>	Promote the sustainable development of the public footpath network, the walking and cycling routes and associated infrastructure in the County, including where possible the retrofitting of cycle and pedestrian routes into the existing urban road network and in the design of new roads.
<b>RD-30</b>	Support the sustainable establishment of a network of “Greenways” as outlined in Table 7.4 within the County and the adjoining counties where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network.
<b>RD-31</b>	Support the sustainable establishment of a network of interlinked cycle ways and walk ways within the County and the adjoining Counties, including; Tralee-Fenit, Lough Leane Loop, Glenbeigh-Reenard, Great Southern Trail, Ballyseedy-Blennerville-Spa and linking them where appropriate and possible; where it can be demonstrated that the development will not have significant adverse effects on the environment, including the integrity of the Natura 2000 network.

### 7.2.4 Public Transport

Kerry County Council acknowledges the importance of the provision of high quality public transport services and will facilitate transport service providers where possible in the expansion of services and improvements in

the quality of services on offer. Future growth, both in terms of employment and residential development must be based on sustainable modes of transport.

According to the 2011 census only 1% of the County’s residents use public transport in journeys to work, compared to 8.9% in the State (65% use private car/motor transport compared to 63% nationally). This very low use is not surprising given the dispersed nature of settlements in County Kerry, the extensive road network and the increase in car ownership in recent years. The percentage of commuters using public transport (bus or train) is declining in the face of increasing car use.

The development of a sustainable rural public transport service is a vital requirement in counteracting rural isolation and sustaining rural communities. Kerry County Council will in conjunction with transport providers develop a County Transport Plan during the lifetime of the Plan.

#### 7.2.4.1 Rail

The development of the rail network is important in terms of enhancing the economic and social development of the County thus achieving balanced regional development. The Council will therefore support land use policy, future development proposals and transportation strategies that ensure the viability of a rail service between centres of population. Iarnód Éireann in their strategic policy document “*Rail Vision 2030: The Future of Rail Transport in Ireland*” seek to provide for the maintenance and renewal of existing rail infrastructure. They also seek to avoid the asset being “run down” over time as the national Intercity and commuter network has a key role to play in promoting economic development.

The Dublin-Mallow-Tralee railway routes are a vital connection between Kerry and the Gateways of Dublin and Cork and provide

connectivity for the people of Kerry and tourist visiting the County.

Rail	
<b>It is an objective of the Council to:-</b>	
<b>RD-32</b>	Support and encourage the provision of a high quality rail network and service and ancillary works for passenger and freight carriage to, from and within the County.
<b>RD-33</b>	Protect all existing or historic rail lines and associated facilities from redevelopment for non-transport related purposes in order to protect their future use as an operational transportation network or for Green cycle/walking routes.

#### 7.2.4.2 Bus

The bus is seen as a key alternative to the private car. The development of a quality bus system as an alternative to private car use is an essential element of an integrated and balanced land use transport system.

Bus services play a vital social role in rural communities, linking rural areas with settlements and essential services such as schools and healthcare. Bus services along the main transport corridors from Tralee and Killarney are good. There are regular daily services between the two hub towns and the larger towns which provide the only public transport link.

There is an inadequate service to most of the minor towns and most rural areas are poorly served. Kerry County Council now has a role in organizing rural public transport under the revised Rural Transportation Programme. The



programme seeks to integrate rural transport with other forms of public transport services. The Council must work closely with a range of rural community development groups to identify and meet transport requirements.

Despite rising car ownership the social value of these services is recognised, the Council and Bus Eireann must strive to promote and maintain them.

<b>Bus</b>	
<b>It is an objective of the Council to:-</b>	
<b>RD-34</b>	Support the provision of public and private bus services, including the Rural Transport Programme and the provision of associated infrastructure.
<b>RD-34</b>	Facilitate the development of the Transport Co-ordination Unit.
<b>RD-35</b>	Prepare a rural County Transportation Plan.

**7.2.4.3 Air Transport**

The Local Authority recognises the strategic importance of Kerry International Airport (KIA) as a key factor in promoting the economic development of the County. Even at a time of high emigration when many people are forced to work abroad it provides a vital link which enables families to be connected on a regular basis.

KIA is an important strategic asset to the County in strengthening transportation links both nationally and internationally. It is envisaged that future upgrading of the airport facilities will increase the potential for the airport to attract increased passenger numbers thereby making the County more accessible to other national and international transport hubs.

Air transport drives and facilitates wider

economic activity through connectivity. Good air connectivity is vital to business operating on an international scale and for the development of regions as business locations and tourist destinations. Safe secure and reliable transport links are essential to ensure a vibrant future for regional and local communities. They are essential in attracting inward investment and they improve the quality of life for those who live outside the main urban centres. The Council will encourage the focusing on developing further inbound dominated markets. More inbound passengers from these markets will



result in supporting jobs, creation of new jobs and supporting the national, regional and local economy and particularly the tourism sector.

The location of Kerry International Airport with respect to the Kerry Technology Park is important to ensuring that regional development continues. The ability for multinationals (both fully developed and incubating in Technology Park) to have ready access to an airport with services to Dublin is an important consideration for the economic health of the region.

<b>Air (Kerry International Airport)</b>	
<b>It is an objective of the Council to:-</b>	
<b>RD-36</b>	Promote and support the sustainable development of Kerry International Airport.
<b>RD-37</b>	Ensure public health and safety in the area around the Airport by ensuring all development is subject to safe guarding restrictions outlined in the Development Management, Standards and Guidelines document of this Plan.
<b>RD-38</b>	Ensure the future development and viability of the Airport by restricting development that may effect operations of the airport or interfere with the aircraft navigation or impede the operation and/or calibration of the Instrument Landing System (ILS). Restrict any proposed development within a 15km radius from the Aerodrome Reference Point that could generate hazards or pose a potential safety risk to aircraft flight paths or operations to ensure aircraft safety in accordance with international Aviation Safety Guidelines.
<b>RD-39</b>	Support the provision of public and private bus services linking the airport with the Hub Towns.
<b>RD-40</b>	Ensure that no new development will be permitted which will extend within the airspace volume as defined by the obstacle limitation surfaces for the airport.

### 7.2.5 Ports, Harbours and Piers

Kerry County Council recognizes the strategic importance of Fenit Sea Port and Dingle Harbour as amenity, commercial and important transportation links to facilitate the growth and connectivity of the South West Region.

The establishment and maintenance of the piers, ports and harbours of the County are important to the local economic base of an area. There are many such facilities located along the length of the Kerry coastline, the major commercial ports being Fenit and Dingle.

These are especially important in terms of their fishing and commercial base and should be encouraged to sustainably develop further. Much of the Kerry coast is also designated under the Natura 2000 network. This Plan recognises that any development within the county's marine environment and/or along the coast should ensure no significant adverse effects on the environment or on the integrity of Natura 2000 sites.

The Tarbert-Killimer Ferry is an important link between Counties Kerry and Clare.

The main tourist routes of the West of Ireland's Shannon Region and the Wild Atlantic Way are linked via this car ferry. There are a large number of small piers located around the coast. It is the policy of the Council to maintain and sustainably improve these facilities in order to encourage their fishing, tourism and commercial base without significant adverse effects on the environment or the integrity of Natura 2000 sites.

Some of the piers along the coastline provide ferry facilities to neighbouring counties, ports and offshore islands as well as supporting local mariculture and leisure activities. Continued investment is required to further develop this infrastructure in a sustainable manner and to support local industry and tourism. County Kerry has all of the natural resources necessary to develop a vibrant and successful marine leisure and tourism



sector. The sustainable establishment of a necklace of marinas, located at appropriate and strategic locations around the coast, is important for the development of marine tourism. The protection of the environmental attributes which underpin the marine tourism industry is a key requirement of this Plan and only developments that have no significant adverse effects on the environment including the integrity of the built, natural or cultural heritage will be considered.

Ports, Harbour & Piers	
<b>It is an objective of the Council to:-</b>	
<b>RD-41</b>	Sustainably develop and improve ports, harbours, piers, slipways and associated shore facilities and access, at appropriate locations. This includes those that can be shared by leisure, tourism, fishing, renewable energy and aquaculture and where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the built, natural or cultural heritage.
<b>RD-42</b>	Promote and investigate the potential for sustainably developing harbours and piers for increased usage including cruiser stopovers and greater economic benefit where it can be demonstrated that the development will not have significant adverse effects on the environment including the integrity of the built, natural or cultural heritage.

<b>RD-43</b>	Facilitate improved access to launch facilities and marine leisure activities at piers in a sustainable manner and at appropriate locations.
<b>RD-44</b>	Sustainably improve port and harbour infrastructure in the County and to safeguard lands in the vicinity of ports and harbours against inappropriate uses that could compromise the long-term economic potential (including access) of the port or harbour.
<b>RD-45</b>	Safeguard and enhance the roles of Dingle, Fenit, Portmagee, Cahersiveen as centres of fishing fleet activity, processing and ancillary services and to facilitate the sustainable diversification of such locations into new areas of appropriate investment and employment opportunities, including marine related economic activity, that accords with the proper planning and sustainable development of the area.

### 7.2.6 Roadside Signage

Kerry County Council has regard to the provisions of the DoECLG policy on the *Provision of Tourist & Leisure Signage on National Roads (March 2011)* and *Traffic Signs Manual, Dept of Transport (2010)* when erecting signage on all roadways. The magnificent scenery and unique identity of much of the County is being spoiled by the erection of road side signage.

The proliferation of signage seriously affects the visual amenities of the landscape and adds to the visual clutter. These signs are generally

associated with commercial business and tourist accommodation. The majority of signage along public roads and erected on private land are unauthorised. Kerry County Council will seek to remove all unauthorised signage.

Kerry County Council controls the erection of finger post signs. A licence is required for the erection of such a sign, and it shall be renewed annually. A detailed policy for the erection of signage is contained within the Development Management, Standards and Guidelines section of the Plan.

Roadside Signage	
It is an objective of the Council to:-	
<b>RD-46</b>	Have regard to the provisions of the DoECLG Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) and Traffic Signs manual Dept of Transport (2010).
<b>RD-47</b>	Seek to remove all unauthorised signage and advertisements erected on roadside verges and on private lands.
<b>RD-48</b>	Develop multimedia and social networking methods for directional and advertising information.

### 7.3 Water Services

***Aim: To provide, improve and extend water, wastewater, surface water and flood alleviation services throughout the county and to prioritise the provision of water services infrastructure, to achieve improved environmental protection and to protect public health.***

The significant growth of the economy over the past number of years has increased the pressures on existing water and wastewater infrastructure in the County. It is important that such infrastructure is up-graded in certain areas and improved and extended in other areas, in order to comply with the EU Water Framework Directive, Drinking Water Regulations and EPA licensing requirements and to facilitate sustainable development.

It is critical to the economic and sustainable development of the County that adequate water and wastewater services are provided at an affordable cost to support the growth and sustainable development of enterprise and communities in Kerry.

#### 7.3.1 Public Water Services

Kerry County Council is currently the designated 'Water Services Authority' for the County. The provision of water and wastewater services is the responsibility of the Council.

Irish Water has taken over full responsibility for all public Water Services Infrastructure from 1st Jan 2014. In this role they have responsibility for Forward Planning of water services infrastructure. Kerry County Council will work in partnership with Irish Water to achieve the stated objectives of this Plan.

Irish Water has statutory responsibility for the operational and capital delivery functions currently carried out by Local Authorities in the public water services area. However, Kerry County Council will continue to deliver the operational functions and many of the capital functions, under a Service Level Agreement for at least 12 years.

The zoning of lands within the Core Strategy and Settlement Hierarchy is determined by the provision of adequate wastewater collection and treatment facilities. The focus of population growth within the County will be on settlements where the appropriate treatment of wastewater is feasible.



### 7.3.2 Private Water Services

Group Water Schemes (and individual wells) play an important role in the provision of a piped water supply to private households, farms and businesses in County Kerry. The responsibility for monitoring and assisting Group schemes will remain with the Council after 1st January 2014 and the Group Scheme Section will continue to work on upgrading networks and treatment plants as well as preparing schemes for take over and administering Department grants.

The Council recognises that there is a need for a properly funded group sewerage scheme programme in order to deal with some of the environmental and development problems which arise from inadequate on-site individual treatment plants. The Council encourages and supports communities in seeking such a scheme.

<b>WS-3</b>	Support the sustainable provision of a safe and secure water supply in the County.
<b>WS-4</b>	Work in partnership with Irish Water for the provision and operation of public water services infrastructure.
<b>WS-5</b>	Work in partnership with communities and individuals for the provision and operation of private/group water services infrastructure.

### 7.3.3. Water Abstraction

It is essential that ground water resources and abstraction points are recognised and such sources and their zones of contribution are protected and safeguarded in the interest of the common good and public health. In this regard, developments shall be strictly controlled where such development would compromise ground water supplies pending the adoption of the Ground Water Protection Scheme for County Kerry.

It is important to ensure an adequate, uninterrupted and clean supply of water to all consumers in Kerry. Water is a valuable resource and the production and treatment of its supply must be managed in a sustainable manner in order to ensure its most efficient and economic use.

<b>Water Services</b>	
<b>It is an objective of the Council to:-</b>	
<b>WS-1</b>	Support the sustainable provision of an adequate level of water services infrastructure throughout the County to meet domestic, commercial, industrial and other needs, having regard to the Core Strategy and Settlement Strategy of this Plan, Irish Water's Proposed Capital Investment Plan 2014-2016 and Table 7.2 in Section 7.1.
<b>WS-2</b>	Prioritise the sustainable provision of infrastructure having regard to the potential for pollution from wastewater discharges, sensitivity of receiving waters and the settlement strategy of this Plan.

<b>Water Services</b>	
<b>It is an objective of the Council to:-</b>	
<b>WS-6</b>	Ensure that proposals for water abstraction shall consider the potential impacts on the ecology of the waterbody, including fish and protected species populations.
<b>WS-7</b>	Prohibit any non-public water abstractions from surface water bodies that are considered to have a potentially detrimental impact on the ecology of the water body, or any associated water body.
<b>WS-8</b>	<p>Require that the following be complied with in regard to the lakes being used as drinking water sources and/or vulnerable to elevated nutrient levels:</p> <ul style="list-style-type: none"> <li>• Prohibit all new discharges of wastewater effluent to groundwater (via percolation areas, polishing filters etc) from on-site wastewater treatment systems within 200m of the lakeshore.</li> <li>• Assess any proposed development that has the potential to discharge to a watercourse which drains into any of the lakes in terms of its potential impact on the lake.</li> <li>• Assess all forestry proposals within each lake catchment in terms of potential impact on water quality of the lake.</li> <li>• Prohibit any development which would have an adverse impact on the water quality in these lakes.</li> </ul>

<b>WS-9</b>	All areas within 1km of a public drinking water source will be regarded as nutrient sensitive areas and the effluent from any onsite waste water treatment system proposed within these areas must comply with the EPA Code of Practice.
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#### 7.3.4 Water Conservation

Water is a valuable resource and the production and treatment of its supply must be managed in a sustainable manner in order to ensure its most efficient and economic use.

<b>Water Conservation</b>	
<b>It is an objective of the Council to:-</b>	
<b>WS-10</b>	Promote water conservation and responsible use of water by introducing and facilitating the provision of demand reduction measures.

#### 7.3.5 Storm Water Management

Sustainable Urban Drainage Systems (SUDS) are effective technologies which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity.

No additional surface water shall be allowed to discharge to foul sewers or combined sewers. Surface water from new developments will be designed in accordance with the principles of attenuation and controlled discharges, SUDS and with any storm water policy documents which may be produced by the Council. The full suite of SUDS measures should be considered, as appropriate, in any drainage scheme.



### 7.3.6 Public Conveniences

Kerry County Council has public conveniences at 19 locations throughout the County. Seven of the facilities are operated on behalf of Kerry County Council by local community groups. It is necessary to ensure that public conveniences are provided in appropriate locations for the benefit of both locals and tourists. The Council shall co-operate with local groups to facilitate the provision of toilet facilities in places where large numbers of people visit or gather and there is an identified need.

Public Conveniences	
It is an objective of the Council to:-	
WS-11	Facilitate the sustainable provision of public toilet facilities at appropriate locations.

Communities (Waste Directive) Regulations, 2011.

The Waste Management Plan for the Limerick / Clare / Kerry Region 2012- covers all non-hazardous wastes generated within each of the above local authorities. It sets out the policy for integrated waste management over the period of the plan. It includes the planning, regulation, collection, recycling, recovery and disposal of such wastes in accordance with current national and EU waste legislation and policy.

The recently revised national waste policy “A Resource Opportunity – Waste Management in Ireland” (July, 2012) included a proposal to consolidate the old waste management regions into three larger regions, which is now in-train. Revised boundaries for these new regions have been identified and new structures are being put in place to bring the new regions into effect. County Kerry has been included as part of the Southern Region. New regional waste management plans will be required to reflect both the revised regional structure and the new national waste policy and these are likely to be in place by the latter part of 2014. However, in the interim, the current Plan for the Mid-West Region will remain in place.

Waste management throughout the Country is undergoing dramatic change at present. The implementation of the waste management hierarchy, greenhouse gas reduction targets, European and National policies such as the Landfill Directive and the National Biodegradable Waste Strategy is driving this change.

In many instances change is being incentivised through government backed financial measures such as the Repak subsidy on dry recyclables or charges such as the Landfill Levy. Free-market economic forces are also increasing the value of recyclable waste as a commodity.

In the current climate the economics of waste management are constantly changing and

## 7.4 Waste Management

**Aim: The Council seeks to ensure the provision of the highest standards of waste management and to prevent and control water, air and noise pollution.**

### 7.4.1 National and Regional Policy

The overriding principles of national and regional waste management policies are those of ‘polluter pays principle’, proximity principle, precautionary principle and the principle of shared responsibility.

A revised national waste policy was published by the DoECLG in July, 2012 to cover the period to 2020. The main thrust of this policy is to promote the waste management hierarchy of waste management options, as set out in the EU Waste Framework Directive and as implemented in Ireland via the European

investment decisions are framed in the context of a very uncertain economic and regulatory environment.

It is Government policy to discourage disposal of waste to landfill and the Landfill Levy will increase very substantially over the next few years.

The amount of organic waste which can be sent to landfill is being progressively reduced. There is exceptional competition across the Country amongst landfill operators for waste disposal.

protecting the natural environment it forms an integral part of the infrastructure necessary for industries to operate within the County in an environmentally sustainable manner.

The vast majority of waste collection, management and disposal in the County is undertaken by private companies and is taken directly out of the County. Currently the County Council still operates a waste collection service in Killarney. The Council also operates four waste transfer stations and one civic amenity site located around the county for the compaction of waste and onward transportation to a private waste facility for further treatment. These facilities are licensed by the EPA to accept a variety of waste types for disposal and recovery. In addition to these, there are also a number of privately operated waste management facilities in the County, which are authorised by both Kerry County Council and the EPA. The Council will continue to promote waste prevention and minimisation initiatives to target all aspects of waste in the County, focusing on both commercial and domestic waste producers. It is considered that raising the awareness of citizens and businesses with regard to their responsibility is essential.

<b>Waste Management</b>	
<b>It is an objective of the Council to:-</b>	
<b>WM-1</b>	Ensure the implementation of the Regional Waste Management Plan with particular emphasis on waste reduction, reuse and recycling and the sustainable disposal of residual waste in the most appropriate manner.
<b>WM-2</b>	Facilitate the implementation of the current Regional Waste Management Plan, and any replacement or amending plan, to include implementation of the waste hierarchy and maximising the diversion of waste from landfill in accordance with current national and European policy.

#### 7.4.2.1 Recycling Facilities

The Council operates recycling facilities at the four Transfer Stations at Killarney, Milltown, Kenmare and Cahersiveen, as well as the civic amenity site in Dingle. These facilities allow for the recycling of a broad range of waste material. The Council is in compliance with the targets set out in the Regional Waste Management Plan for the provision of Bring Banks, with a total of 97 Bring Banks located at various locations around the County.

#### 7.4.2 Waste Management Infrastructure

The provision of a properly regulated, environmentally sustainable waste management infrastructure is a critical element of the County's infrastructure. Aside from



Waste Management & Recycling	
It is an objective of the Council to:-	
WM-3	Facilitate the sustainable provision of additional waste recycling/recovery facilities at appropriate locations.
WM-4	Facilitate the sustainable development of waste management facilities including thermal treatment and mechanical/biological treatment at appropriate and sustainable locations in the Southern Waste Management Planning Region.
WM-5	Facilitate the on-going sustainable provision and maintenance of adequate licensed landfill capacity for the disposal of residual waste at an appropriate and sustainable location(s) in the County.
WM-6	Require significant employers and significant retail developments to provide and maintain suitable locations for public bring-bank facilities, as determined by the Planning Authority.

Waste & Litter Management	
It is an objective of the Council to:-	
WM-7	Promote and encourage education and awareness on all issues associated with waste management, at household, industry and community level.
WM-8	Promote and facilitate communities to become involved in environmental awareness activities and community-based recycling initiatives or environmental management initiatives that will lead to local sustainable waste management practices.

#### 7.4.2.2 Litter Management

Kerry County Council’s Litter Management Plan 2013-2016 (LMP) outlines the Council’s commitment to the environment and litter prevention in the County. Litter continues to be a significant challenge facing the Council. It is the policy of this Plan to prevent and minimise litter in the County as a whole, including the incidence of illegal dumping. This is to be achieved through education and awareness, community involvement, litter prevention and control and enforcement. It is clear that the presence of litter detracts from the beauty of the County, both for residents and tourists alike.

### 7.5 Information and Communication Technology (ICT)

***Aim: to support the sustainable delivery of high capacity ICT Infrastructure, broadband connectivity and digital broadcasting throughout the County, in order to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices.***

#### 7.5.1 Introduction

The importance of a modern, efficient telecommunications system for the future development of the County cannot be overstated and constitutes a vital element of the County’s infrastructure. The Information Technology sector has huge potential for employment creation and access to resilient high quality broadband is essential if the County is to be regarded as a viable location for the development of this industry and other service industries which rely on broadband.

A key factor in the determination of social and economic progress in the County is

the development of the Information and Communication Technology (ICT) network. This is particularly important if the locations remote from the city are to attract investment and jobs and give local people quality access to information, education and entertainment. Telecommunications masts are an essential element in providing a communication network for the county. As with most technology they provide benefits, which must be balanced against associated loss of amenities.

The Council recognises that the current infrastructure in this sector is deficient. Even with the schedules of the incumbent service providers for enhancements of their networks and exchanges in “Next Generation Network” investments, the county suffers an absence of carrier neutral and multi-carrier backhaul in most parts of the county. There is also an increased demand from the domestic and commercial sectors. The Council therefore, aims to support the sustainable provision of telecommunications infrastructure throughout the county at appropriate locations.

#### It is the policy of the Council to:-

- Support the co-ordinated and focused sustainable development and extension of broadband infrastructure throughout the County at appropriate locations to ensure economic competitiveness for the enterprise and commercial sectors and in enabling more flexible work practices e.g. teleworking.
- Facilitate the sustainable development of a modern efficient telecommunications network serving the County.
- Achieve a balance between facilitating the sustainable provision of telecommunications infrastructure in the interests of social and economic progress, and sustaining residential amenity and environmental quality.

#### 7.5.2 Telecommunications

An efficient telecommunications system is important in the development of the economy. However in considering location requirements, Kerry County Council will take the following factors outlined in the ‘Telecommunications Antennae and Support Structures Guidelines for Planning Authorities’ (DoECLG, 1996) and Circular Letter PL07/12 into account:-

- The Council aims to support the sustainable development of mast infrastructure at appropriate locations which facilitates backhaul in the peninsula areas, and broadband services to areas of the County with no broadband service and with poor broadband service.
- Proposals for standalone telecommunication installations should demonstrate that the developer has made reasonable efforts to share with other existing users or proposed sites in the vicinity of the proposed mast. Standalone telecommunication installations will not generally be favoured in residential areas, on land where development may be restricted or prevented for amenity or environmental reasons or in parts of the town centre which are architecturally important.
- Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industrial use or in areas already developed for utilities.

#### 7.5.3 Broadband

Broadband is central to the development of a knowledge-based economy throughout the Country. Broadband helps to combat social exclusion. Areas without broadband will be less able to take advantage of internet



centred developments in education, banking, research, business, etc. According to the 2011 census, 54.6% of households in County Kerry had broadband connectivity compared with 63% nationally.

While Kerry is a county with reasonable broadband availability the quality of this broadband service is unsatisfactory and inadequate. Most recently County Kerry was omitted from a national project that would bring 100Mbps to secondary schools in Ireland.

To ensure that high quality broadband is available to develop the Kerry economy, interagency and interdepartmental co-ordination is vital. There is a need for the development of assets under state control in accordance with open access principles to counteract the present deficit of broadband availability and quality in our County which is impacting the productive, manufacturing and tourism industries.

The County is served with broadband fibre optic connectivity to the trunk and junction network of the Country's main switching centres. Tralee can facilitate international e-commerce businesses. Important also is the availability of high speed broadband services suitable for multinational companies including local area networks (LAN) connected to a wide area network (WAN).

Major advancements have taken place within the telecommunications sector over the last two decades. The County is serviced by the most up to date digital exchange technology.

The Council aims to facilitate the sustainable development of Open Access subterranean ducting infrastructure, which will provide new opportunities for enhancement of existing fibre based MAN's (Metropolitan Area Network).

**Information & Communication Technology**

**It is an objective of the Council to:-**

<b>ICT-1</b>	Support and facilitate the sustainable delivery of ICT infrastructure, broadband networks and digital broadcasting in the County.
<b>ICT-2</b>	Facilitate the sustainable development of a modern efficient telecommunications network serving the County.
<b>ICT-3</b>	Support the sustainable provision of new and innovative telecommunications infrastructure at appropriate locations, subject to normal proper planning considerations.
<b>ICT-4</b>	Locate telecommunication masts in non-scenic areas, or in areas where they are unlikely to intrude on the setting of, or views of/from, national monuments or protected structures or have an adverse effect on the environment including the integrity of Natura 2000 sites.
<b>ICT-5</b>	Facilitate the sustainable development of Open Access subterranean ducting infrastructure in urban areas, which will provide new opportunities for enhancement of existing fibre based MAN's, for joining network segments together and for creating new MAN's.

## 7.6 Energy/Power Provision

**Aim; To support and provide for the sustainable development of indigenous energy resources, with an emphasis on renewable energy supplies, in the interests of economic progress and the proper planning and sustainable development of the county.**

### 7.6.1 Introduction

The availability of energy is of critical importance to the continued development and expansion of employment in County Kerry. It is vital that Kerry has sufficient capacity to meet current and future needs. Kerry County Council recognises the essential requirement for energy production and distribution.

The development of secure and reliable electricity transmission infrastructure is recognised as a key factor for supporting economic development and attracting investment to the County.

The supply of electricity has been opened up to increased competition and new generation plants may connect to the electricity network to transfer power from where it is produced to where there is a demand for it.

There has been substantial work carry out on the upgrading of the national grid. Many of the South west 220kV station/Line projects are into their construction phases. Kerry County Council supports the sustainable provision for new high voltage electrical infrastructure, including high voltage transformer stations and new overhead transmission power lines further to no significant adverse effects on the environment or Natura 2000 sites. Such infrastructure may be required for reinforcement of the transmission network, related to growing electricity demand from existing customers, as well as connection of new generation and large demand customers (i.e. industry).

Electricity is the main energy network serving

County Kerry. A large Liquefied Natural Gas plant is permitted in Ballylongford which will supply LNG to the Irish market.

With increased residential development in the County and a drive for more industrial, commercial and employment generating uses, it will be important to ensure that the capacity of the energy networks is sufficient to meet these demands in a sustainable manner.

In relation to power generation County Kerry is well placed to encourage and facilitate the sustainable development of power generation facilities in the county, for a variety of reasons, namely: the proximity to Cork and Limerick, the proposed LNG plant in Tarbert / Ballylongford which is a large industrial landbank and a deep sea estuary.



The Council will continue to support the infrastructural renewal and sustainable development of electricity and gas networks. The County has in terms of alternative energy, huge potential for the development of wind, solar, biomass, geothermal, hydro and wave energy. The wave and wind resources are among the richest in Europe. Although some wind projects are in production in the County, an objective to maximise the sustainable alternative resources, in accordance with the County's Renewable Energy Strategy, shall be a priority.



### 7.6.2 Energy Conservation

Kerry County Council is committed to encouraging more sustainable development through energy end use efficiency and increasing the use of renewable energy in all new building projects in accordance with the following principles:

- Encouraging responsible environmental management in construction.
- Promoting sustainable approaches to housing development by spatial planning, layout, design and detailed specification.
- Ensuring high standards of energy efficiency in all housing developments, and encouraging developers, owners and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy to ensure a high BER rating.
- Encouraging compliance with the Building Regulations for housing and other buildings.

Energy & Power	
<b>It is an objective of the Council to:-</b>	
<b>EP-1</b>	Support and facilitate the sustainable provision of a reliable energy supply in the County, with emphasis on increasing energy supplies derived from renewable resources whilst seeking to protect and maintain biodiversity, archaeological and built heritage, the landscape and residential amenity.

<b>EP-2</b>	Promote energy conservation through reduced consumption and incorporating renewable energy technology into building design standards.
<b>EP-3</b>	Facilitate sustainable energy infrastructure provision, so as to provide for the further physical and economic development of the County.
<b>EP-4</b>	Support and facilitate the sustainable development of enhanced electricity and gas supplies, and associated networks, to serve the existing and future needs of the County.
<b>EP-5</b>	Facilitate the sustainable provision of charging infrastructure for electric vehicles.
<b>EP-6</b>	Promote sustainable LNG associated enterprises/ industries at appropriate locations and expand the gas distribution network.
<b>EP-7</b>	Facilitate the sustainable development of additional electricity generation capacity throughout the region/county and to support the sustainable expansion of the network. National grid expansion is important in terms of ensuring adequacy of regional connectivity as well as facilitating the development and connectivity of sustainable renewable energy resources.

<p><b>EP-8</b></p>	<p>Ensure that the siting of electricity power lines is managed in terms of the physical and visual impact of these lines on both the natural and built environment, the conservation value of Natura 2000 sites and especially in sensitive landscape areas. When considering the siting of powerlines in these areas the main technical alternatives considered should be set out, with particular emphasis on the undergrounding of lines, and the identification of alternative routes at appropriate locations. It should be demonstrated that the development will not have significant, permanent, adverse effects on the environment including sensitive landscape areas and the ecological integrity of Natura 2000 sites.</p>
<p><b>EP-9</b></p>	<p>Support the sustainable implementation of EirGrid's Grid 25 Investment Programme, subject to landscape, residential, amenity and environmental considerations.</p>
<p><b>EP-10</b></p>	<p>Support the sustainable development of District Heating Schemes and associated infrastructure at appropriate locations.</p>

development management standards and objectives for the development of renewable energy in the County and will be used in the assessment of all planning applications for such development.

Due to the fact that the planning permission for 402 turbines have been granted and 216 of them remain to be constructed , the majority of which are located in the Municipal Districts of Tralee and Listowel the most densely populated rural area in western Europe , planning for windfarms in areas open to consideration in the Tralee and Listowel Municipal Districts will only be considered when the areas designated as Strategic have been developed to their capacity and the effect of such development can be fully quantified or when existing turbines in the areas zoned as strategic are considered obsolete have been replaced due to technological advancements by modern turbines producing multiple outputs of energy in comparison to existing turbines.

<p><b>Renewable Energy</b></p>	
<p><b>It is an objective of the Council to:-</b></p>	
<p><b>EP-11</b></p>	<p>Implement the Renewable Energy Strategy for County Kerry (KCC 2012)</p>
<p><b>EP-12</b></p>	<p>Not to permit the development of windfarms in areas designated "open to consideration" in the Tralee and Listowel Municipal Districts until 80% of the turbines with permissions in those areas, on the date of adoption of the Plan, have either been erected or the relevant permission has expired or a combination of both and the cumulative affect of all permitted turbines in the vicinity of the proposal has been fully assessed and monitored.</p>

### 7.6.3 Renewable Energy

The renewable energy sector is expanding rapidly and is a growing source of employment and investment. To facilitate the sustainable growth of renewable energies Kerry County Council prepared and adopted a Renewable Energy Strategy in 2012.

This strategy sets out the development criteria,



