



Kilkenny County Council

Proposed IDA Belview Infrastructure Development at Belview, Slieverue

An Coimisiún Pleanála Case: ACP-324383-26

Submission Response

September 2026

Contents

1	Background	3
1.1	Residents from Gyles Quay & surrounding areas c/o Stephen O'Connor	4
1.2	Vera Flynn Kilmurry Ferrybank Co. Waterford X91 KXWO	6
1.3	Garry Mentanko Rosebud Cottage Ballyvall Ferrybank Co. Kilkenny X91 C6Y6	7
1.4	Catherine Manning West bury Kilmurry Slieverue Via Waterford Co Kilkenny	11
1.5	Uisce Éireann (UÉ).....	12
1.6	Development Applications Unit (DAU)	14
1.7	Gas Networks Ireland.....	16
1.8	John Fitzpatrick c/o Peter Fitzpatrick Ballyvalla Ferrybank Waterford X91W6R9 ..	17
1.9	Kathleen Roche Kilmurry, Slieverue Co. Kilkenny X91 X8H1	19
1.10	Kilmurry Residents, c/o Catriona and Kealan Forristal, Kilmurry, Ferrybank, Co. Waterford, X91 V8XV	20
1.11	Edward & Breeda Kelly,c/o Francis Kelly, Kilmurry, Ferrybank, Co. Waterford, X91 X8Y2...	22
1.12	Transport Infrastructure Ireland	23

1 Background

An Coimisiún Pleanála Case ACP-324383-26 refers to a planning application made by Kilkenny County Council under Section 177(AE) of the Planning and Development Acts, as amended to construct the IDA Belview Infrastructure Development Co. Kilkenny.

The proposed development will provide access to the IDA Ireland land bank at Kilmurry and Gorteens, Belview, Slieverue, Co. Kilkenny to facilitate IDA development as well as provide active travel modes for the area. The subject site is located in South Kilkenny approximately 3 km east of Waterford and north of IDA Science and Technology Business Park.

The proposal will provide an upgrade of local road L3412 from the existing eastern IDA Ireland roundabout and will tie back into the existing L3412 to the west and Kilmurry via a new roundabout. The upgrade will be taken online on the existing road and offline on adjoining land.

The development forms part of the wider L3412 upgrade connecting Abbeylands/Ferrybank to Belview Port and will integrate with future infrastructure improvements which will be progressed separately and will incorporate Active Travel facilities in accordance with Settlement Strategy Variation No. 6 of the County Development Plan 2021-2027.

On August 13th, Kilkenny County Council received correspondence from An Coimisiún Pleanála regarding 12No. submissions which were received on the referred planning application. The submissions were made by the following:

1. Residents from Gyles Quay & surrounding areas
2. Vera Flynn
3. Garry Mentanko
4. Catherine Manning
5. Uisce Éireann
6. Development Applications Unit
7. Gas Networks Ireland
8. John Fitzpatrick
9. Kathleen Roche
10. Kilmurry Residents
11. Edward & Breeda Kelly
12. Transport Infrastructure Ireland

Responses from Kilkenny County Council in relation to the above were required within 4 weeks from the date of the original notification (i.e. on or before 9th September 2026).

The following sections outline the responses to each submission received.

1.1 Residents from Gyles Quay & surrounding areas c/o Stephen O'Connor

Item 1.1: Absence of Human and community impact assessment

Response :

The future Industrial development lands does not form part of this application and any future development will be subject to its own planning application. This existing road infrastructure provides no facilities for pedestrians/cyclist, no public lighting and is unsafe. The proposed scheme will provide dedicated footpaths, cycle paths and public lighting.

Item 1.2: Inadequate Buffers: Request for widened berm and mature tree planting

Response :

The Site Access Route Selection (Section 2.2.3.2) confirms landscaping measures are proposed between the proposed and existing road to provide screening for existing dwellings. The existing hedgerows are being maintained and enhanced where possible as demonstrated on the drawings.

Drawing 12001-2001 indicates the proposed berm and landscaping to the southern boundary. The landscaping/berm design is shown in Landscape Plan LP02/LP03, Drawing 12001-2001 and CEMP Section 3.1.

The RSK Noise Impact Assessment (605614-NV-R, Section 4.6) specifies a 2-metre high c.650metre long reflective noise barrier to reduce road traffic noise levels to within TII guidelines (60 dB Lden design goal).

The Part 10 Report (Section 5.1.6) confirms mitigation measures, including a targeted noise barrier, have been incorporated and are effective in reducing predicted levels to within applicable guideline values.

Any future prospective planning applications for industrial and other development may include their own individual planting and landscaping plans in addition to that proposed as part of subject application.

Item 1.3: Critical Depletion of the local water table

Response :

Note that this is not applicable to this application as there is no impact on the local water table from the proposed infrastructure development. The local water table shall be considered in addition to other matters as part of any future prospective planning applications for relevant development within adjacent lands.

Item 1.4: Protection of Local roads (L7476)

Response :

The L3412 is not being upgraded to dual carriageway or motorway status, it is instead being maintained and enhanced as a single two-way carriageway with the current speed limit of 60kph being maintained. The proposed scheme will also provide dedicated footpaths, cycle paths and public lighting. The future Industrial development lands do not form part of this application and any future prospective development will be subject to their own separate planning applications and subsequent assessments.

Item 1.5: Omission of the riparian forest and red squirrel habitat

Response :

The industrial zoned lands does not form part of this application and any future prospective development will be subject to their own planning application and subsequent assessments.

Item 1.6: Alignment with the National Climate Action Plan

Response :

The future Industrial development lands does not form part of this application and any future prospective development will be subject to their own planning application and subsequent assessments.

1.2 Vera Flynn | Kilmurry | Ferrybank | Co. Waterford | X91 KXWO

Item 2.1: Resident concern with local dwelling (X91 XY872)

Response:

It is not proposed to change the posted speed limit which was reduced from a 80kph to a 60kph in February 2025. As noted within submitted planning application documentation, the current road design was progressed and amended through consultation with the public. The issues raised at consultation were considered within the design development and the maximum number of dwellings that could possibly be serviced from the proposed cul-de-sac road were accommodated. The dwelling mentioned cannot be accessed from the cul-de-sac due to the requirement for the proposed road to tie back into the existing road. Note the requisite sightlines are achieved from the dwelling access and there is a buffer of the new footpath and cycle lane in front of the dwelling whereas it currently it exits directly onto the existing road.

Item 2.2: Isolation from neighbours and exclusion from the proposed cul-de-sac

Response:

The existing arrangement does not provide footpaths / cycle paths or public lighting. The proposed scheme will allow pedestrians to safely walk along the new road and access the cul-de-sac where there will be a significantly reduced traffic flow. On review of the design, an additional pedestrian / cycle link can be accommodated onto the cul-de-sac road to provide safe linkage for the dwelling.

Item 2.3: No noise barrier

Response :

The proposed scheme includes road and active travel infrastructure improving existing arrangements. There is no development which would generate additional traffic volumes. The noise assessment can be extended to include receptors at properties X91 X8Y2 and X91 X8HI, with noise mitigation/barrier provided if required.

1.3 Garry Mentanko | Rosebud Cottage | Ballyvall | Ferrybank | Co. Kilkenny | X91 C6Y6

Item 3.1: The Rathpatrick Stream as Not Been Properly Assessed for Flood Risk

Response :

The Stage 2 FRA (Rev E, Sections 3.7 and 4.1) and Culvert Design Report (Section 2.1) present a site-specific hydraulic model of the Rathpatrick Stream undertaken for the Section 50 application.

The Engineering Planning Report (Section 2.3 & Appendix B) confirms the stormwater network has been designed using Causeway Flow software with a 100-year return period plus an additional 20% climate change allowance.

The Part 10 Report (Section 5.1.1) confirms the FRA undertakes comprehensive assessment of fluvial, coastal, pluvial and groundwater flooding, concluding the site is located entirely within Flood Zone C (low probability).

The model demonstrates that even in a 1 in 1000-year (0.1%AEP) MRFS event, flood levels remain within the stream channel and do not overtop the banks. Stated to refer to culvert design report Figure 2:4, FRA Rev E Figure 3-9, and Planning Report Appendix B.

It is noteworthy that as part of the consultation process for the Ferrybank Settlement Strategy, Variation No.6 of the Kilkenny County Development Plan 2021-2027, the OPR and the OPW sought assurance the Strategic Flood Risk Assessment had been ground truthed. This assurance was provided as part of meetings between Kilkenny County Council, CAAS(Consultant) and the OPW.

Following on from this, a physical survey, an overlay of flood zone, and, fine resolution mapping were provided in the in final SFRA. The OPR and OPW did not have any further comments following on from the aforementioned.

The Stage 2 FRA concludes the development is appropriately located suitably designed, climate resilient and will not give rise to increased flood risk elsewhere.

The Stage 2 FRA (Rev E, Sections 3.7 and 4.1) and Culvert Design Report (Section 2.1) are compliant with The Planning System and Flood Risk Management – Guidelines for Planning Authorities.

Item 3.2: Operational Drainage Impacts Are Not Assessed

Response :

The FRA Rev E (Section 4.3) confirms surface water will be managed by a nature based SuDS-compliant drainage system limiting discharge to greenfield runoff rates.

The Engineering Planning Report (Section 2.3) confirms the central stormwater network will discharge with a greenfield run-off rate of 1.7 l/s to the existing Rathpatrick Stream via an attenuation pond, and a full retention interceptor will be located upstream to prevent pollutants entering the stream. Drawing 12001-2001 and 12001-2003 indicate the proposed pond and drainage ditch locations.

The Part 10 Report (Section 5.1.1) confirms surface water runoff will be managed through an integrated Sustainable Drainage System employing nature-based attenuation and filtration measures, designed to replicate greenfield runoff rates and improve water quality.

Item 3.3: The Unauthorised Upstream Works Have Not Been Considered

Response :

The FRA has considered previous emergency upstream works to lands due north including cumulative hydrological/morphological impacts to the Rathpatrick Stream. The hydraulic model in the Culvert Design Report and FRA Rev E has accounted for altered channel conditions upstream.

These emergency works have been incorporated into the detailed hydraulic assessment and are as follows:

Following flood events c.2018 partly affording to blockages in and around the stream, as part of emergency works, Kilkenny County Council instructed Malone O'Regan Engineering acting on behalf of Marine Steel Limited to undertake works to either side of the stream comprising of contouring of land to create attenuation ponds to stall/slow the flow of water in addition to replacement of existing pipework with wider diameter pipework to the bridge over the L34121 tertiary cul-de-sac in order to ameliorate the risk of significant blockage and prevent/reduce the risk of flooding downstream including at the current bridge over the L3412 primary road.

In October 2023, the existing single arch masonry bridge had a partial collapse of arch ring and arch barrel and bulging of abutments which contributed to considerable constricted river flow. Emergency works were conducted to prevent full bridge collapse which included the removal of full arch and replacement with 2 No. 1m diameter pipes and repair of parapet walls to match existing walls.

All such works as detailed above are included as part of the Flood Risk Assessment supplied as part of the application, hence this aspect of the application is complete.

Item 3.4: The Survey for Otters Was Not Adequate

Response :

The Part 10 Report (Section 5.1.4) confirms the EclA baseline surveys identified no evidence of otters within the development zone. Regardless, it recommends measures for the protection of otters and other marine species during the construction phase including additional surveys prior to the commencement of any works by the Ecological Clerk of Works or a suitably qualified Ecologist to ensure no impacts/negligible impacts to same. Note that additional surveys are currently being completed and the findings of same can be made available to An Coimisiún Pleanála on request.

Item 3.5: Property Flooding**Response :**

The FRA Rev E (Section 3.1) reviews OPW recorded past flood events and notes no flood events in the immediate vicinity of the subject site; however, it does not reference the October 2023 flood event at the submitter's property.

The Part 10 Report and Engineering Planning Report (Section 5.1.1) confirms that the FRA concludes the development including the culvert is appropriately located at the correct juncture, not in a Flood Risk Zone A or B, suitably designed including for predicted flows, its surroundings, for climate-resilience, and therefore will not give rise to increased flood risk either upstream or downstream.

In October 2023, The existing single arch masonry bridge had a partial collapse of arch ring and arch barrel and bulging of abutments which contributed to constricted river flow. Emergency works were conducted including the removal of full arch and replacement with 2 No. 1m diameter pipes and rebuild parapet walls to match existing walls.

Item 3.6: Flood Risk Assessment Gaps

Response : The Engineering Planning Report (Section 4.5 – Culvert Design) and Part 10 Report (Section 5.1.1) confirm that an application to the Office of Public Works (OPW) under Section 50 of the 1945 Arterial Drainage Act has been submitted and is included in the Culvert Design Report.

The Culvert Design Report confirms that there is minimum 700mm of freeboard at the new bridge and this is stated in the Section 50 application. Drawing 12001-2001 and 12001-2003 indicate the proposed attenuation pond location. A maintenance plan for the culvert, attenuation pond and watercourse shall be prepared at detailed design stage.

The Part 10 Report (Section 5.1.1) confirms the proposed culvert has been designed to convey predicted flows safely without restricting capacity or increasing upstream or downstream flood risk (including allowing for climate change).

Item 3.7: Road Flooding Along L3412**Response :**

The FRA Rev E (Section 4.3) confirms that landscaping and topography of the developed site will provide safe exceedance flow paths and prevent surface water ponding (including allowance for climate change).

The Engineering Planning Report (Section 2.3) and Part 10 Report (Section 5.1.1) confirm the proposed stormwater network including an attenuation pond and SuDS measures to manage surface water runoff. Drawing 12001-2001 and 12001-2003 indicate the proposed pond and drainage ditch locations.

Please refer to Site Access Route Selection (Section 1.1) which notes road runoff will be managed through a kerb and gully system, and Drawings 12001-2012 to 12001-2014.

Item 3.8: Public Parking at Closed Ends

Response :

Drawing 12001-2002 confirms the existing L3412 will terminate in a cul-de-sac, with a landscaped bund formed to prevent through movement and mountable bollards installed to further restrict unauthorised vehicular access.

A parking management plan with physical barriers, signage and landscaping shall be prepared for the closed ends of L3412. Refer to Drawings 12001-2001 and 12001-2002.

1.4 Catherine Manning | West bury | Kilmurry | Slieverue | Via Waterford | Co Kilkenny

Item 4: Three houses excluded from noise impact study

Response :

The proposed scheme is to improve the current road infrastructure. There is no additional development which would result in additional traffic being generated causing additional noise disturbance. The realignment will result in the main road being located further south of (and further away from) the existing dwellings.

The RSK Noise Impact Assessment (605614-NV-R, April 2026) presents operational noise modelling at 10 noise-sensitive receptors using Sound PLAN/CRTN methodology for the design year 2040 (AADT 5,061 vehicles, 5% HDV, 60 km/h). The assessment identifies Receptor 8677 (linked to U1) as the only receptor meeting all three TII conditions for noise mitigation. With a 2m barrier, this receptor is reduced to 58 dB Lden. Drawing 12001-2001 and 12001-2003 show the indicative location of the proposed noise barrier.

The noise impact study can be extended to include the properties at Mannings, Roches, and Kellys (including X91 X8Y2 and X91 X8HI); and barrier/respective barriers provided if required.

1.5 Uisce Éireann (UÉ)

Item 5: Existing Uisce Éireann Assets

Response :

The infrastructure in question is not impacted by the proposed road as the proposed road alignment runs to the south of the existing UÉ asset – please refer to the Figures below identifying same –



Figure 1-1: Existing UÉ Assets Map

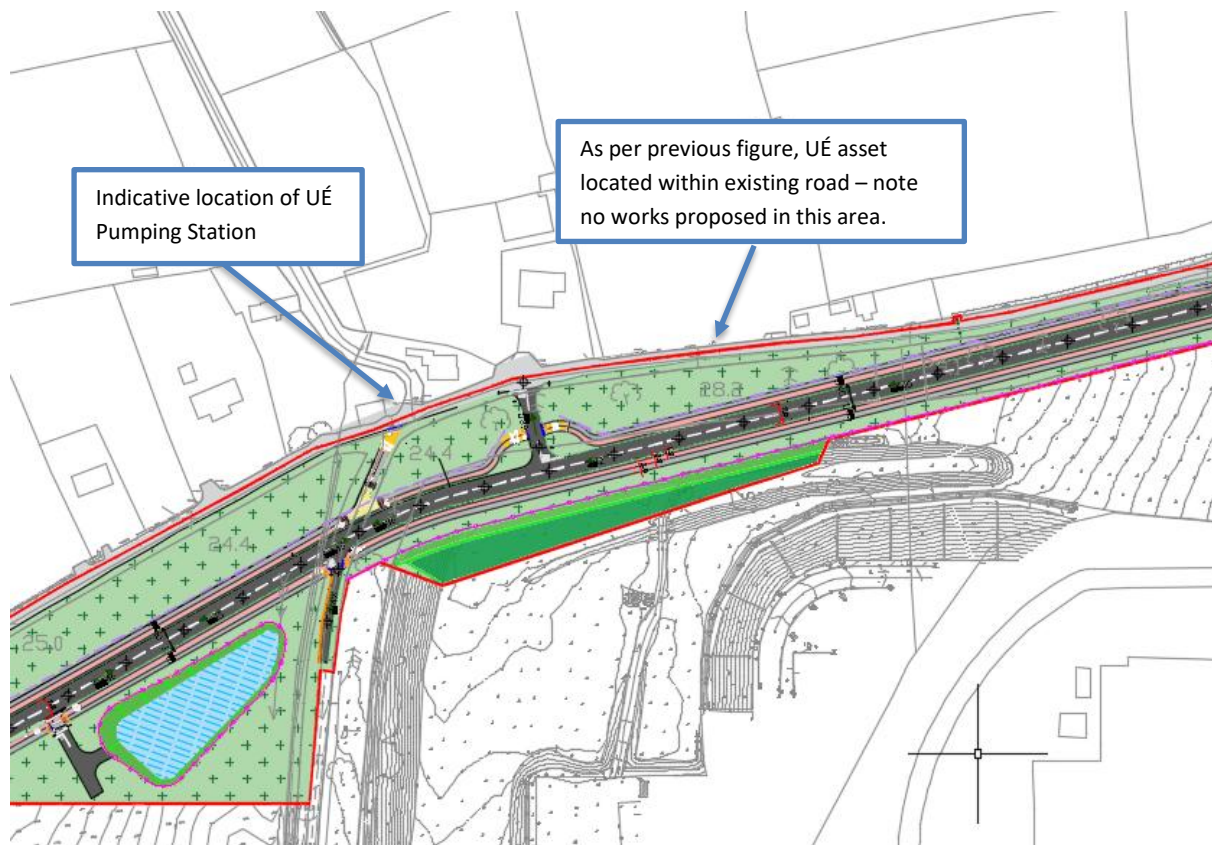


Figure 1-2: Existing UÉ Asset and Proposed Works

The Confirmation of Feasibility (COF Ref: CDS25001970) issued by Uisce Éireann on the 9th of July 2025 confirms that both Water and Wastewater connections for potential development of the Kilmurry Land Bank, Belview feasible without infrastructure upgrade by Uisce Éireann.

Notwithstanding this feasibility confirmation, a formal build-over/diversion enquiry shall be submitted to Uisce Éireann Diversions Section (diversions@water.ie) in respect of the Belview No. 3 WWPS and 225 mm sewer; separation distances from public infrastructure shall be confirmed in the detailed design in accordance with Uisce Éireann Standards & Codes of Practice, and written Confirmation of Feasibility (COF) to build over or near assets shall be obtained prior to commencement of works.

1.6 Development Applications Unit (DAU)

Item 6.1 (Archaeological): Archaeological Monitoring During Topsoil Stripping

Response :

Noted and a detailed Method Statement shall be prepared for NMS approval prior to construction.

Item 6.2 (Archaeological): Method Statement for Archaeological Monitoring and Preservation by Record

Response :

Noted and the Part 10 Report (Section 5.1.5) confirms that the Archaeological and Cultural Heritage Assessment recommends archaeological monitoring of all ground disturbance works by a suitably qualified Archaeologist and this monitoring will be provided as part of the works requirements for the construction stage of the project.

Item 6.3 (Archaeological): Works to cease in the event of archaeological remains discovered

Response :

Noted. Again, this stipulation will be included as part of the works requirements for the construction stage of the project therefore providing sufficient protection to safeguard any archaeological discoveries

Item 6.4 (Archaeological): Final archaeological report following completion of archaeological work on site and post-excavation specialist analysis.

Response:

Noted. The Archaeological Assessment and CEMP (Section 5.11) as submitted with the application already require that a final archaeological report be furnished to the Planning Authority and the National Monuments Service upon completion of all monitoring and any subsequent post-excavation analysis. All associated archaeological costs shall be borne by the developer.

Item 6.5 (AA/NIS): Deficient assessment of otters

Response :

The Part 10 Report (Section 5.1.4) confirms EclA baseline surveys identified no evidence of otters within the development zone. Notwithstanding, the report recommends measures for the protection of otters and other marine species during the construction phase including additional surveys prior to commencement of any works by the Ecological Clerk of Works or a suitably qualified Ecologist. Note additional otter surveys are currently being completed and findings of same can be made available to An Coimisiún Pleanála on request.

Item 6.6 (EclAR): Absence of a Preliminary Roost Assessment of trees proposed for removal

Response :

The EclA report follows a standard approach based upon the description of the current baseline conditions within the proposed site. A survey of the likely habitats and species present in the proposed site is provided, in addition to the identification of the potential ecological impacts, resulting from the construction and operational phases of the development. An assessment of the likely significance of the identified impacts on valued ecological receptors (VERs), within and in close proximity to the site, was also provided. Appropriate remedial mitigation measures are provided where significant negative impacts were identified, to prevent, reduce or counteract the impact. Note that additional bat surveys are currently being completed and the findings of same can be made available to An Coimisiún Pleanála on request.

It is further noted that a comprehensive planting and landscaping plan has taken place as part of the overall project design for which a significant proportion of existing hedgerow is being retained (where at all feasible) thereby reducing impacts to existing habitats/corridors where at all possible.

Item 6.7 (EclAR): Ecological Surveys and Assessment to be completed prior to determination of the proposal

Response :

The Part 10 Report (Section 5.1.4) confirms the EclA baseline surveys identified no evidence of otters within the development zone. Regardless, it recommends measures for the protection of otters and other marine species during the construction phase including additional surveys prior to the commencement of any works by the Ecological Clerk of Works or a suitably qualified Ecologist. Note that additional ecological surveys (bat and otter) are currently being completed and the findings of same can be made available to An Coimisiún Pleanála on request.

1.7 Gas Networks Ireland

Item 7: GNI gas transmission concern

Response :

Prior to any construction works, the applicant shall contact Gas Networks Ireland (DIG@gasnetworks.ie or 1800 42 77 47) in advance of all siteworks to arrange a site mark-up by an approved GNI representative. All works shall be carried out in full compliance with the 'GNI Code of Practice for Working in the Vicinity of the Transmission Network' and the 'HSA Code of Practice for Avoiding Danger from Underground Services'. The precise in-situ location of the pipeline shall be verified by GNI prior to commencement. Refer to the indicative pipeline location plan provided by GNI.

1.8 John Fitzpatrick | c/o Peter Fitzpatrick | Ballyvalla | Ferrybank | Waterford | X91W6R9

Item 8.1: Closing of existing road places house in cul-de-sac

Response :

Drawing 12001-2002 confirms that vehicle access to the existing road shall be permanently closed by forming a landscaped bund to prevent through movement, with mountable bollards installed to further restrict unauthorised vehicular access. A parking management plan with physical barriers, signage and landscaping shall be prepared for the closed ends of L3412 to prevent indiscriminate parking and dumping. Please refer to Drawings 12001-2001 and 12001-2002.

Item 8.2: Will there be adequate access to the adjoining field at the house for tractor and trailer to enter and exit the field

Response :

The detailed design shall ensure that field access is maintained and that the parking management plan does not impede agricultural movements.

Item 8.3: Concerns over access for service and emergency vehicles if road is closed

Response (TOBIN Building & Infrastructure):

The swept-path analysis (Drawings 12001-2008 to 12001-2011) confirm that access is provided for bin lorries, delivery vans, ambulances and emergency vehicles. The detailed design shall ensure adequate turning space for service vehicles at the cul-de-sac, referencing the Road Safety Audit (RSA1) recommendations regarding junction geometry and swept paths.

Item 8.4: The area will be used for dumping rubbish which is already happening at present

Response :

Kilkenny County Council Environment Section have waste enforcement department who actively manage existing waste enforcement issues and will continue to do so. Members of the public can report unauthorised dumping which will be investigated.

Item 8.5: Maintenance for the hedges if the road is closed how will the hedge cutter access

Response :

Kilkenny County Council maintain hedgerows where they are not otherwise maintained and where the subject roads/lanes are within our control. The existing hedgerow between the proposed cul-de-sac and proposed road will be in Kilkenny County Councils control hence will therefore maintained as required.

Item 8.6: Will there be a noise bank across from the house as the proposed new road will be quite close to the house.

Response :

The proposed scheme is to improve the current road infrastructure. There is no additional development which would result in additional traffic being generated causing additional noise disturbances. The realignment will result in the road being located further south of and further away from the existing dwellings.

RSK Noise Impact Assessment (605614-NV-R, Section 4.6) specifies a 2-metre high, approximately 650-metre-long reflective noise barrier as a firm mitigation commitment to reduce road traffic noise levels to within TII guidelines (60 dB Lden design goal).

With the 2m barrier in place, no receptors require further mitigation per TII guidance. The barrier provides a noise reduction benefit to receptors 8677, 8680, 8681, 8682 and 8684. Drawing 12001-2001 and 12001-2003 show indicate the indicative location of the proposed noise barrier.

1.9 Kathleen Roche | Kilmurry, Slieverue | Co. Kilkenny | X91 X8H1

Item 9: Installation of bollards will create cul-de-sac outside property

Response :

The cul-de-sac design shall be reviewed to confirm adequate turning space and access for essential services at X91 X8H1. Swept-path analysis (Drawings 12001-2008 to 12001-2011) shall demonstrate adequate access for ambulances, fire appliances, refuse collection and delivery vehicles.

Drawing 12001-2002 shall be reviewed to confirm the cul-de-sac geometry to ensure adequate turning space including for aforementioned essential vehicles. The standalone access for X91 X8Y2 shall be reviewed for inclusion within the cul-de-sac, referencing the revised layout shown on Drawings 12001-2001 and 12001-2002.

1.10 Kilmurry Residents, c/o Catriona and Kealan Forristal, Kilmurry, Ferrybank, Co. Waterford, X91 V8XV

Item 10.1: Unsafe and unnecessary standalone access for house X91 X8Y2

Response :

As noted within the submitted planning application documentation, the current road design was progressed and amended through consultation with the public. The issues raised at the consultation were considered within the design development and the maximum possible number of dwellings that could be serviced from the proposed cul-de-sac road were accommodated. The dwelling mentioned cannot be accessed from the cul-de-sac due to the requirement for the proposed road to tie back into the existing road. Note that the requisite sightlines are achieved from the dwelling access and there is a buffer of the new footpath and cycle lane in front of the dwelling whereas currently it exits directly onto the existing road.

Item 10.2: Roundabout design and traffic speed

Response :

It is not proposed to change the posted speed limit which was reduced from a 80kph to a 60kph in February 2025. The Engineering Planning Report (Section 4) and Part 10 Report (Section 4) confirm roundabouts were designed in accordance with the Cycle Design Manual 2023 and latest TII Design Standards, including controlled shared crossing and traffic calming measures. A review shall be carried out at detailed design stage to ascertain if additional traffic-calming measures (deflection, tighter radii, raised tables) are required in accordance with Road Safety Audit (RSA1) recommendations.

The detailed design shall ensure roundabout geometry enforces speed reduction in accordance with TII guidelines.

Item 10.3: Noise mitigation for the Kilmurry landbank

Response :

The proposed scheme is to improve the current road infrastructure. There is no additional development which would result in additional traffic being generated creating additional noise disturbance. The realignment will result in the main road being located further south of and further away from the existing dwellings.

The RSK Noise Impact Assessment (605614-NV-R, Section 4.6) specifies a 2-metre high, approximately 650-metre-long reflective noise barrier as a firm mitigation commitment to reduce road traffic noise levels to within TII guidelines (60 dB Lden design goal). With the 2m barrier in place, no receptors require further mitigation as per TII guidance. The barrier provides a noise reduction benefit to receptors 8677, 8680, 8681, 8682 and 8684.

Drawing 12001-2001 and 12001-2003 indicate the indicative location of the proposed noise barrier along the southern boundary. The feasibility of noise attenuation measures (noise bank/berm, 2m

earthen mound, retention of existing hedgerow) shall be assessed and the noise report and drawings updated.

The Engineering Planning Report (Section 4.4) and Part 10 Report (Section 5.1.6) confirm landscaping measures and a targeted noise barrier are proposed to provide screening for existing dwellings.

Item 10.4: Private Wells

Response :

Note that this is not applicable to this planning application as there is no impact on the local water table from the proposed infrastructure development. Impacts on local water table shall be considered amongst other matters as part of any future prospective industrial or other planning applications within adjacent lands.

Item 10.5: Retention of hedgerows and mature trees

Response :

The Site Access Route Selection (Section 4), Engineering Planning Report (Section 6) and Part 10 Report (Section 6) confirms the revised design increases the amount of off-road alignment, resulting in additional hedgerow being retained. Drawing 12001-2002 indicates retained hedgerows along the western alignment.

The EcIA (CEMP Section 2.2.1) records hedgerows (WL1) and treelines (WL2) and confirms retention where possible. The landscaping plan includes replacement planting with native species; where removal is unavoidable, the specification shall require replacement with mature trees rather than saplings.

Item 10.6: Risk of indiscriminate parking

Response :

As aforementioned, a parking management plan with physical barriers, signage, landscaping and other measures shall be prepared for the closed ends of L3412 to prevent indiscriminate parking and dumping. Please refer to Drawings 12001-2001 and 12001-2002.

Item 10.7: Access and safety for house X91 X8H1

Response :

As noted within the submitted planning application documentation, the current road design was progressed and amended through consultation with the public. The issues raised at the consultation were considered within the design development and the maximum number of dwellings that could be serviced from the proposed Cul-de-sac road were accommodated. The dwelling mentioned cannot be accessed from the cul-de-sac due to the requirement for the proposed road to tie back into the existing road. Note that the requisite sightlines are achieved from the dwelling access and there is a buffer of the new footpath and cycle lane in front of the dwelling whereas currently it exits directly onto the existing road.

1.11 Edward & Breeda Kelly,c/o Francis Kelly, Kilmurry, Ferrybank, Co. Waterford, X91 X8Y2

Item 11.1: Safety Concerns

Response :

As noted within the submitted planning application documentation, the current road design was progressed and amended through consultation with the public. The issues raised at the consultation were considered within the design development and the maximum possible number of dwellings that could be serviced from the proposed cul-de-sac road were accommodated. The dwelling mentioned cannot be accessed from the cul-de-sac due to the requirement for the proposed road to tie back into the existing road. It is noted that the requisite sightlines are achieved from the dwelling access and there is a buffer of the new footpath and cycle lane in front of the dwelling whereas currently it exits directly onto the existing road.

Item 11.2: Isolation Concerns

Response :

The existing arrangement does not provide footpaths, cycle paths or public lighting. The proposed scheme will allow pedestrians to safely walk along the new road and access the cul-de-sac where there will be a significantly reduced traffic flow. On review of the design, an additional pedestrian / cycle link can be accommodated to the cul-de-sac road to provide safe linkage for the dwelling.

Item 11.3: Noise Concerns

Response :

The proposed scheme is to improve the current road infrastructure. There is no additional development which would result in additional traffic being generated causing additional noise disturbance. The realignment will result in the running carriageway being further away from the dwelling where footpath, cycletrack and verge are being provided.

The RSK Noise Impact Assessment (605614-NV-R, Section 4.6) specifies a 2-metre high, approximately 650-metre-long reflective noise barrier to reduce road traffic noise levels to within TII guidelines (60 dB Laden design goal). Drawing 12001-2001 and 12001-2003 indicate the indicative location of the proposed noise barrier. The feasibility of noise attenuation measures (noise bank/berm, 2m earthen mound, retention of existing hedgerow, increased set-back) shall be assessed and the noise report and drawings updated accordingly. The Engineering Planning Report (Section 4.1) confirms the proposed road includes a 1.0m wide grass verge separating the carriageway from active travel facilities, and Section 4.4 confirms landscaping/berm measures are proposed to mitigate noise impacts. The Part 10 Report (Section 5.1.6) confirms mitigation measures, including a targeted noise barrier, have been incorporated and will be effective in reducing predicted levels to within applicable guideline values.

1.12 Transport Infrastructure Ireland

Item 12: Proposed access infrastructure subject to TTA

Response :

The submission requirement is noted and the relevant documentation will be provided by the applications for future development on any adjacent lands