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Kilkenny County Council

IDA Belview Infrastructure
Development
Co. Kilkenny

Access Route Selection

BUILT ON KNOWLEDGE

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1. INTRODUCTION

Kilkenny County Council has identified the need to provide access to Gorteens & Kilmurry land banks at Belview, Co. Kilkenny for future IDA development. The lands are located west of the existing IDA Belview Business & Technology Park, Co. Kilkenny. The Belview area is located in South Kilkenny approximately 3 miles from Waterford City on the north bank of the River Suir.

To facilitate the development of Gorteens & Kilmurry land banks as well as provide sustainable transport infrastructure and connectivity, existing road network needs to be upgraded.

The development will seek to facilitate active travel with improved pedestrian and cycling infrastructure connectivity within the Belview area.

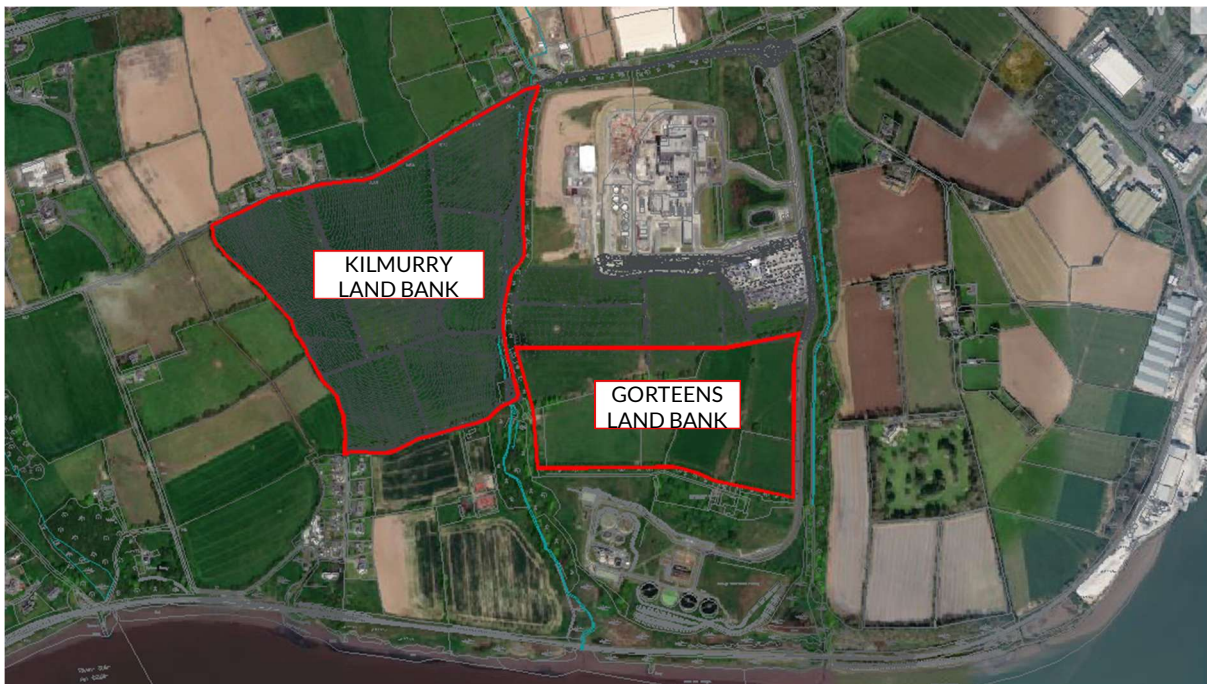


Figure 1-1 Kilmurry and Gorteens Land Bank

The Gorteens and Kilmurry landbanks are situated next to each other and are separated by Gyles Quay local road, Rathpatrick stream and a section of mature forest. Local roads are located to the north, and south of the Kilmurry land banks, the western boundary comprises a hedgerow and eastern boundary consists of a Gyles Quay road, Rathpatrick stream and mature forest. The Gorteens land bank is bordered to the north by the Tirlan facility, to the south by Waterford Wastewater Treatment Plant (WWTP), the east by the existing IDA access road which also provides access to the WWTP and to the west by the unnamed local road, Rathpatrick River and mature forest.

1.1 DETAILS OF PROPOSED WORKS

The proposed Access Road will consist of a 7.0m carriageway. 2.0m wide footpath and 2.0m one-way cycle lanes are going to be located on both sides of the carriageway, separated by varying in width grass verge (nominally 1.0m). The proposed route includes upgrade and realignment on the L3412 will provide access to the land banks via an existing IDA access road and roundabout.

The proposed development includes road construction, carriageway drainage, public lighting, signs & street furniture, a new watermain and the provision of ducting to allow for future

provision of services to the IDA lands. A new box culvert will be required to cross the Rathpatrick stream.

The proposed carriageway will incorporate a drainage system with attenuation measures prior to discharging into existing watercourses. It is expected that road runoff will be managed through a kerb and gully system, minimizing the risk of surface water impacting adjacent lands

2. OPTIONS ASSESSMENT

This Site Access Route Selection study is intended to evaluate different options available for providing access to the existing Gorteens and Kilmurry landbanks, facilitating their future development. These landbanks have been designated as Industrial Technology Park (ITP) zones under the 2025-2030 Ferrybank Local Area Plan. This Assessment outlines the process undertaken to identify the most suitable access route to the landbanks.

2.1 PROPOSED OPTIONS

The following site access routes was considered (Fig. 2-1):

- Access to the Kilmurry Landbank along the existing L3412 road to the north of the landbanks. Access to Gorteens Landbank to be provided from the existing IDA access route to the east of the landbank.
 - Option 1 (Blue)
Access to the Kilmurry Land Bank via online upgrades of the existing L3412 road.
 - Option 2 (Yellow)
Access to the Kilmurry Land Bank via a new access road offline from the existing L3412 through the current Tirlan site and online road upgrades to on the western side.
- Access to Kilmurry and Gorteen landbanks via existing IDA road to the west of the Gorteen site.
 - Option 3 (Green)
Access to Kilmurry Land Bank via a new culvert over the Rathpatrick stream and roundabout on the Kilmurry site.

All proposed options for the Gorteens and Kilmurry landbanks provide access to the sites from the N29 via an existing section of IDA road to the existing IDA roundabout.

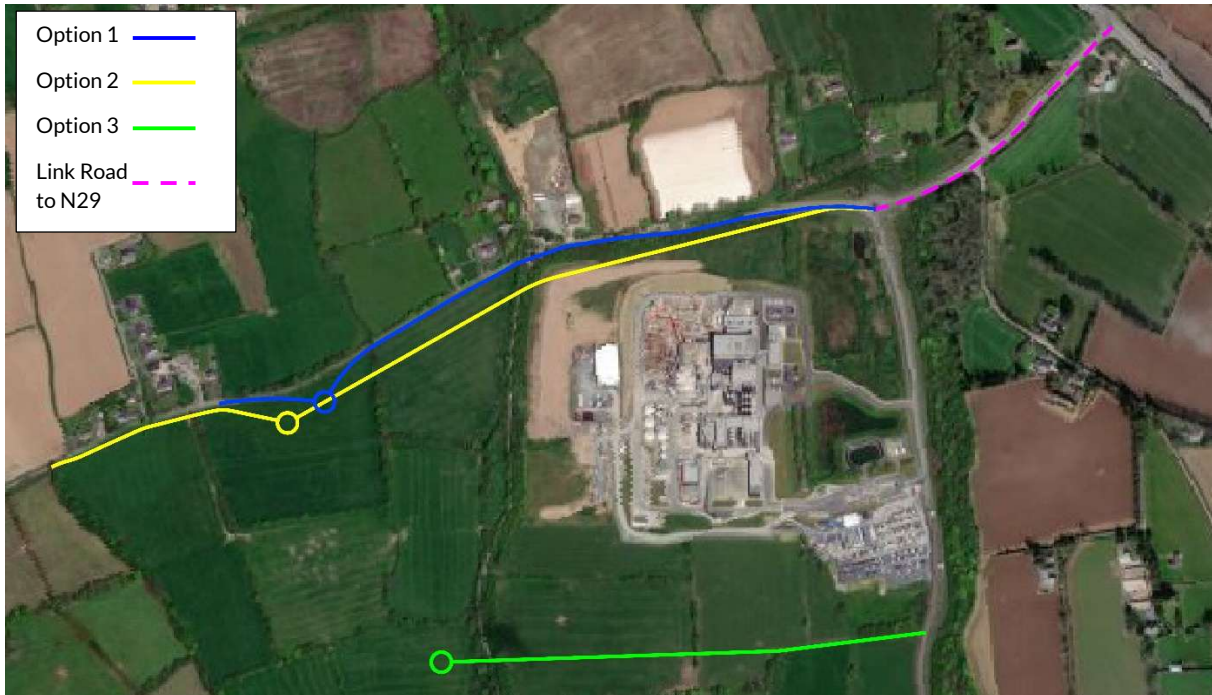


Figure 2-1 Access Road Options

2.2 ACCESS ROAD ASSESSMENT

Each of the three identified options was assessed to evaluate its potential impact against the following criteria:

- Environmental Impacts.
- Social Impacts (Impact on Existing Residents).
- Stakeholder Impacts (Impact on Commercial Enterprises).

Each option was evaluated against the criteria outlined above to determine its overall suitability for the project. An assessment matrix was used to identify the option with the least potential impact see section 3 of this Report. Each impact is scored based on a seven-point scale, as shown below:

- 1) Extremely Suitable
- 2) Highly Suitable
- 3) Moderately Suitable
- 4) Slightly Suitable
- 5) Neutral
- 6) Slightly Unsuitable
- 7) Moderately Unsuitable
- 8) Highly Unsuitable
- 9) Unacceptable

2.2.1 ENVIRONMENTAL IMPACTS

An assessment of the environmental impacts is summarised below. Refer to Fig. 2-1 for the proposed access road options.

2.2.1.1 OPTION 1

This option involves upgrading the existing L3412 road located to the north of the IDA lands. This option may result in the removal of some vegetation located on the road edge, hedges/trees to the south and sections of hedgerow/trees to the north. However, it is expected to largely avoid adverse impacts on the hedges/treeline along the Rathpatrick River. By making use of the existing road and culvert, this option may also reduce the risk of siltation or pollution affecting the SAC during construction. This option was determined to have the lowest potential impact on the existing environment and was assigned a score of 7 based on the scoring criteria.

2.2.1.2 OPTION 2

Option 2 involves proposes offline and online upgrade works along the existing L3412 road. the offline road will be located across the existing berm on the north of the IDA site, resulting in a loss of an area of this habitat. The route would cross the hedges / trees adjacent to the Rathpatrick River, causing further habitat loss and disruption to this ecological corridor.

This option will also require construction of a new culvert over the Rathpatrick River and may present a risk of impacts as a result of siltation and/or pollution during construction on the Lower River Suir SAC downstream.

Option 2 also includes landscaping measures between the proposed and existing road as well as to the south of the proposed road which can positively impact the biodiversity of the site.

Option 2 was assigned a score of 4 based on the scoring criteria.

2.2.1.3 OPTION 3

Option 3 is proposed to connect the Gorteen and Kilmurry via a road passing through the southern part of the existing hedges / trees located on the eastern side of the Gorteen site and a belt of hedges / trees which runs along the Rathpatrick river.

This option would lead to significant habitat fragmentation which would cause disturbance to fauna in the vicinity.

This option will require construction of a new culvert over the Rathpatrick River and may present a risk of impacts as a result of siltation and/or pollution during construction on the Lower River Suir SAC downstream.

Due to the proximity of proposed Option 3 to the Suir SAC to the south, the proposed works would negatively impact the connectivity between the northern section of the hedges / trees that run along the banks of the existing Rathpatrick stream and the Suir SAC.

Moving the river crossing to the north to mitigate the impact is not feasible due to existing developments within the Tirlan lands.

It was therefore determined that that this option can potentially cause significant environmental impacts and was assign a score of 5 based on the scoring criteria.



2.2.2 SOCIAL IMPACTS ASSESSMENT

The aim of social impact assessment of the proposed options is to evaluate proposed options in terms of their impact on the local community including private residents and commercial enterprises affected by the development.

2.2.3 PRIVATE RESIDENTS

Private residents located in the vicinity of the proposed site access options and of the Gorteens and Kilmurry land banks are situated on the north of the existing L3412 road (Fig. 2-2). No residents are present along existing IDA road south of the existing IDA roundabout.



Figure 2-2 Location of Existing Private Residencies highlighted in magenta in the vicinity of the Gorteens and Kilmurry land banks

2.2.3.1 OPTION 1

Option 1 proposes to upgrade the existing L3412 road to provide access to the Kilmurry Landbank. Access to the Gorteens land bank would be via the existing IDA access road.

Proposed future development on the Kilmurry site is anticipated to increase the volume of traffic along this route. This could potentially impact the residents located along the road visually as well as increase noise and vibration.

However, introduction of footpaths and cycle lanes along the upgraded road would provide active travel linkages and safe travel walking routes.

Due to potentially negative impact of the proposed option 1 was assigned a score of 5 based on the scoring criteria.

2.2.3.2 OPTION 2

This option proposes construction of a new bypass route south of the existing L3412 road. A new link road is proposed to connect the existing and proposed roads and provide access for current residents.

It is also proposed to upgrade a section of the L3412 located on the western side of the Kilmurry site and provide active travel facilities. The existing L3412 would terminate in Culs-De- Sac on

both sides of the road. Demountable bollards will be installed on each end to prevent unauthorised parking.

It is proposed to introduce landscaping between the two roads to provide screening for the existing dwellings, enhance biodiversity and discourage unauthorised parking.

The option also includes the introduction of footpaths and cycle lanes along the upgrade's road and connection to such facilities along N29 road.

Therefore, Option 2 was assigned a score of 8 based on the scoring criteria.

2.2.3.3 OPTION 3

The proposed access road is located along the existing IDA access road to the east of the Gorteen land bank. There are no private residents located along this road; therefore, this option would have a low impact on the local residents.

Introduction of footpaths and cycle lanes along the upgraded road would provide active travel linkages and safe travel walking routes.

Option 3 was assigned a score of 7 based on the scoring criteria.

2.2.4 COMMERCIAL ENTERPRISES

The following Commercial Enterprises and industrial/public service facilities are present in the vicinity of the Gorteens and Kilmurry land banks that might be potentially impacted by the proposed options (Fig. 2-3).

- Glanbia Ingredients Belview.
- Kilkenny Cheese Factory
- Waterford Wastewater Treatment Works
- Marine Steel Ltd
- Kilkenny Cheese Ferrybank



Figure 2-3 Local Commercial Enterprises

2.2.4.1 OPTION 1

Option 1 proposes online upgrade works on the existing L3412 road. This would result in increased traffic volumes along the road. Increased traffic volumes could negatively impact the entry/egress from commercial properties located along the existing road. However, upgraded road would provide improved access with sufficient space for HGV's to pass on the road.

During construction access on the road would be limited and diversions stop/go may be required.

Therefore, it has been assessed that Option 1 was assigned a score 5 based on the scoring criteria.

2.2.4.2 OPTION 2

Option 2 proposes to create a new access road located south of the existing L3412 local road.

The proposed road will be constructed on the Tirlan lands and shall facilitate construction with limited impact on the L3412. The existing site required for procurement is approx. 1.4ha and currently comprises landscaping areas.

This option would have low impacts on the other stakeholders in the area.

Therefore, this option has been assigned a score of 7 based on the scoring criteria.

2.2.4.3 OPTION 3

Proposed access road is located along the existing IDA access road to the east of the Gorteen land bank. It is assessed that the increased traffic volumes along this road arising from access to the Kilmurry and Gorteens land banks would however have minimal impacts on the existing stakeholders.

This option has been assigned a score of 3 based on the scoring criteria.

3. OPTIONS ASSESSMENT RESULTS

A multi criteria matrix was created to determine the most which of the proposed options poses the lowest negative impact and is best suited for the development (Fig. 3-1).

The environmental impact was evaluated to potentially present the most severe risks associated with the project due to the proximity of the site to the Suir SAC. To include that in the overall result, weightings were added to the assessed impacts. Therefore, 40% apply to the environmental impacts, and 30% apply to impact on existing residents and commercial enterprises.

Multi Criteria Matrix							
Criteria	Weight	Option 1		Option 2		Option 3	
		Score	W. Score	Score	W. Score	Score	W. Score
1. Environmental Impact	40%	7	2.80	4	1.60	5	2.00
2. Impact on Existing Residents	30%	5	1.50	8	2.40	7	2.10
3. Commercial Enterprise Impact	30%	5	1.50	7	2.10	3	0.90
Total Weighted Score	100%	5.80		6.10		5.00	
Overall Rank		2		1		3	

Figure 3-1: Assessment Matrix

Where:

Each route option is assigned a raw score, usually on a 1-9 scale, for each criterion, where:

- 1 represents a poor performance or significantly negative impact
- 9 represents a strong performance or minimal impact

The route options are ranked based of their total weighted scores:

- The highest score indicates the most favourable route option
- The lowest score indicates the least favourable option

In conclusion, Option 2 was determined to be the optimum solution for the access to the Gorteens and Kilmurry land banks in Belview.



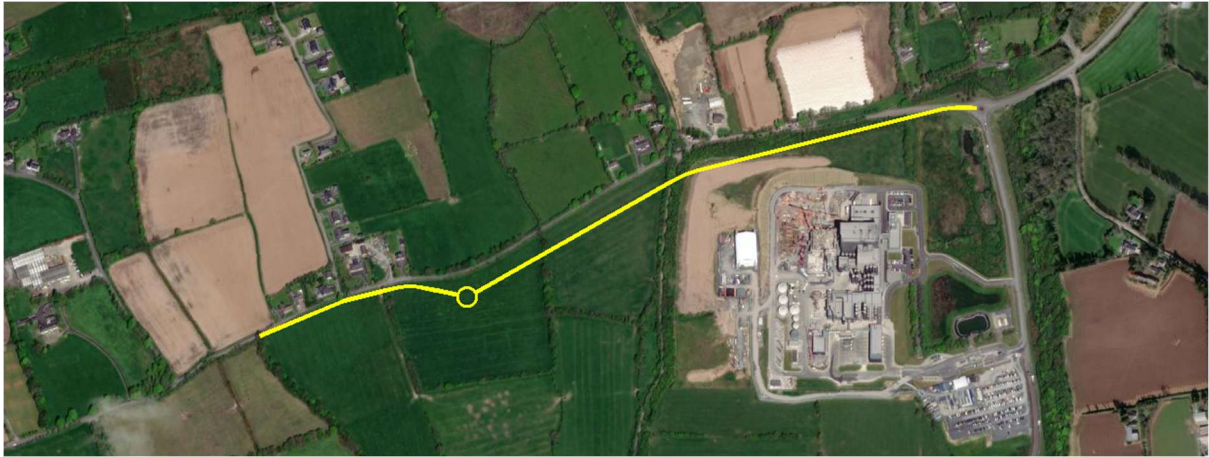


Figure 3-2 Recommended Option 2

4. PUBLIC CONSULTATION

A public consultation was held on the 17th of February 2026 to inform the local community of the proposed road upgrade works and active travel measures being implemented and to provide an opportunity for engagement with the local community and receive feedback prior to finalising the design.

The meeting was attended by elected members and officials of Kilkenny County Council, representatives of the surrounding community potentially affected by the development, and representation from TOBIN, the Consulting Engineers responsible for the design of the proposed works.

During the meeting, attendees were briefed on the rationale for the project, the alignment of the road, and the proposed traffic, active travel and access arrangements. Members of the local community raised concerns primarily relating to safety, property access, and the potential proliferation of direct access points onto the upgraded road, particularly at the western end of the scheme.

In response to concerns, the design was revised to consolidate access points and refine alignment. This results in reduced conflict points, improved junction operation, and enhanced safety for pedestrians, cyclists, and vehicular traffic. The integration of segregated active travel infrastructure and safer road layouts provides clear safety and accessibility benefits, consistent with the emphasis in Settlement Strategy Variation No. 6 on safe, connected, and active travel-supportive infrastructure.

The proposed re-design will also increase the amount of off-road alignment which will in turn result in additional hedgerow being retained and reduce the amount of existing road forming the through route.

The consultation process materially influenced the final design proposal and demonstrates a responsive and collaborative approach to infrastructure planning in accordance with best practice.

