

# TOBIN

Kilkenny County Council

IDA Belview Infrastructure  
Development  
Co. Kilkenny

Part 10 Report

BUILT ON KNOWLEDGE

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## Table of Contents

1.	Introduction .....	2
1.1	Project Background.....	2
1.2	Site Location.....	3
2.	Site Overview .....	5
2.1	Route Selection .....	6
3.	Relevant policy framework .....	8
3.1	Variation No. 6 To The Kilkenny City And County Council Development Plan 2021-2027 .....	8
3.2	Kilkenny City And County Development Plan (2021-2027) .....	8
3.3	Project objectives.....	9
3.4	Policy Objectives.....	9
4.	Development Description.....	11
5.	Planning Documentation.....	13
5.1	Summary of Key Planning Reports.....	13
6.	Public consultation.....	17

## List of Figures

Figure 1-1	Kilmurry and Gorteens Land Bank .....	3
Figure 1-2	Indicative Site Location .....	4
Figure 2-1	Land Use and Zoning Map Extract (Variation No. 6 to the Kilkenny City and Council Development Plan 2021-2027, Ferrybank-Belview Settlement Plan – Volume 3).....	5
Figure 2-2	Location of Existing Residential Properties .....	6
Figure 2-3	Location of Existing Commercial Properties.....	6
Figure 4-1	Proposed Development.....	12
Figure 4-2	Proposed Road Detail .....	12



## 1. INTRODUCTION

This Part 10 Planning Report has been prepared to support the delivery of road upgrade works along the L3412 at Belview, County Kilkenny. The proposed development constitutes local authority infrastructure advanced under Section 179 of the Planning and Development Act 2000 (as amended).

The primary purpose of the project is to provide safe, appropriate, and future proofed access to strategically zoned IDA employment lands at Kilmurry and Gorteens, while delivering positive pedestrian and vehicular traffic safety gains, improving road safety, accommodating active travel, and addressing environmental and climatic considerations. The development forms part of the wider upgrade of the L3412 corridor from Abbeylands to Belview Port, strengthening connectivity between Ferrybank/Abbeylands and Belview Port in line with the spatial framework set out in Settlement Strategy Variation No. 6, and is fundamental to the implementation of Kilkenny County Council's adopted spatial and economic strategy for the Waterford Metropolitan Area.

### 1.1 PROJECT BACKGROUND

Belview is a nationally and regionally significant industrial and logistics location, anchored by Belview Port and a substantial concentration of employment uses. The IDA land banks at Kilmurry and Gorteens represent a major opportunity for inward investment and employment growth within the Waterford Metropolitan Area.

The existing L3412 road is substandard in width and alignment, lacks pedestrian and cyclist infrastructure, and does not provide suitable access to support the scale or intensity of development envisaged for the zoned lands, a constraint highlighted in Settlement Strategy Variation No. 6. Without targeted infrastructure investment, the lands cannot be brought forward for development in a safe, sustainable, or policy-compliant manner.

The proposed road upgrade directly addresses these constraints, including the provision of safe access to the IDA site and surrounding zones and serviced lands for the Ferrybank/Abbeylands population, by providing:

- A fit-for-purpose access route to zoned employment lands, including safe and efficient access to the IDA site and surrounding lands from Ferrybank/Abbeylands.
- Improved road geometry, visibility, and junction layouts, reducing conflict points and delivering measurable improvements in vehicular and pedestrian safety.
- Segregated facilities for pedestrians and cyclists, supporting safe, continuous, and attractive active travel routes along the corridor in accordance with Settlement Strategy Variation No. 6.
- Climate-resilient drainage and water management infrastructure.





Figure 1-1 Kilmurry and Gorteens Land Bank

## 1.2 SITE LOCATION

The proposed development is located at Belview, approximately 3km east of Waterford City and north of Belview Port, within the administrative area of Kilkenny County Council. The works extend along a section of the L3412 road, forming part of the overall upgrade from Abbeylands to Belview Port, between the existing IDA roundabout to the east and lands at Kilmurry and Gorteens to the west.

The surrounding area comprises a mix of industrial, logistics, port-related, utility, and agricultural land uses. A limited number of residential properties are located along the northern side of the existing road. Key industrial operations, including Tirlan, Kilkenny Cheese, and Waterford Wastewater Treatment Plant, are located to the south.

A small watercourse, the Rathpatrick Stream, traverses the site and flows southwards towards the River Suir.

TOBIN have been appointed by Kilkenny County Council to prepare the preliminary design and Part 10 submission for road upgrade works at Belview, Co. Kilkenny (see Figure 1-1).



Figure 1-2 Indicative Site Location



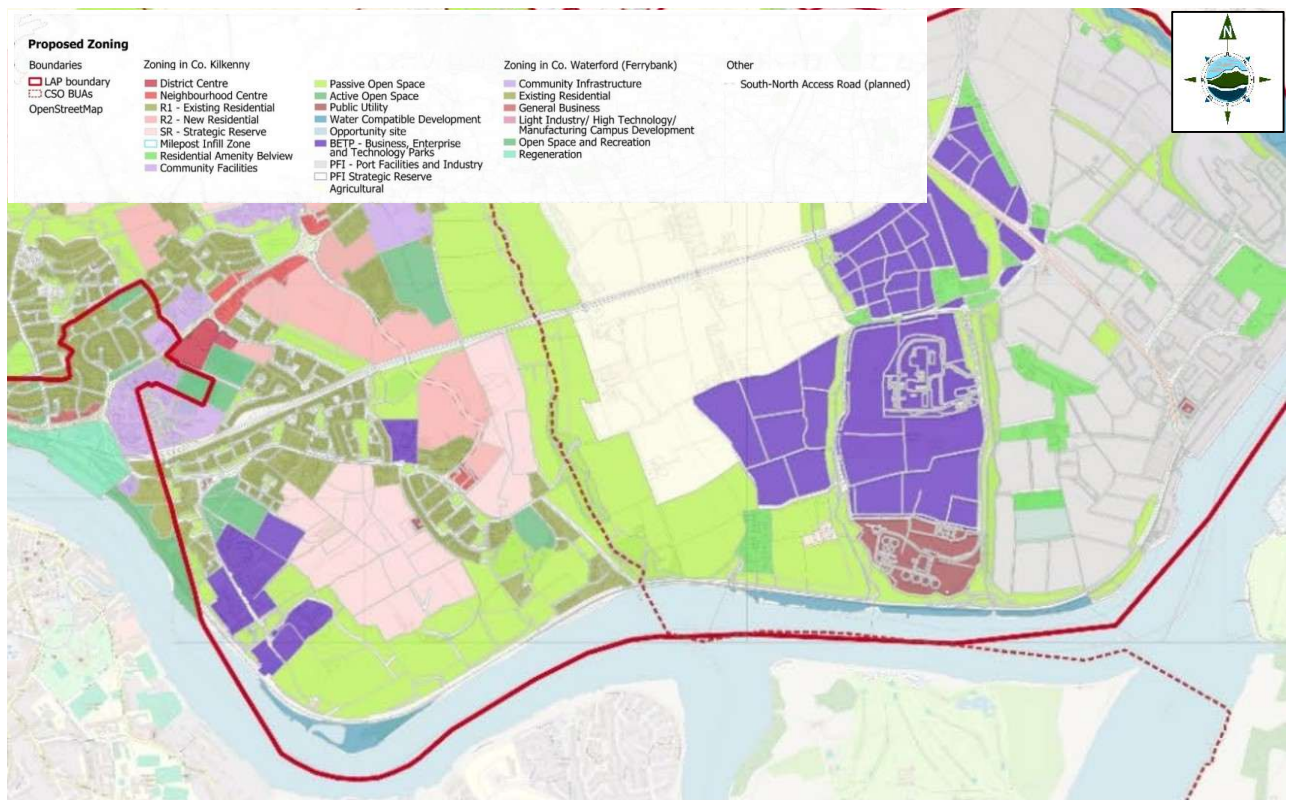
## 2. SITE OVERVIEW

The proposed development is located at Belview, Co. Kilkenny along the existing L3412 road. It is located 3 km east of Waterford City, 1.2 km north of the River Suir, and 1.1 km west of Belview Port. The proposed upgrades form part of the wider L3412 route linking Abbeylands/Ferrybank to Belview Port, reinforcing the strategic function of this corridor within the settlement structure defined by Settlement Strategy Variation No. 6 and supporting movement between residential, employment, and port-related lands.

The Belview area comprises of various land use zones including the following (Fig.2-1):

- Business Industry & Technology Park,
- Industrial / Technology Park,
- Port Facilities and Industry,
- Public Utility, Water compatible development,
- Agricultural
- Passive Open Spaces

The subject site, Kilmurry and Gorteen land banks are zoned as Business, Enterprise and Technology Parks in the Framework Plan for Variation No. 6 to the Kilkenny City and Council Development Plan 2021-2027, Ferrybank-Belview Settlement Plan Volume 3.



**Figure 2-1 Land Use and Zoning Map Extract (Variation No. 6 to the Kilkenny City and Council Development Plan 2021-2027, Ferrybank-Belview Settlement Plan – Volume 3)**

*All zoning references and figures accompanying this report reflect Settlement Strategy Variation No. 6, replacing previous references to the Ferrybank Local Area Plan (2017).*

There are several existing residential properties located along the north side of the L3412 road (Fig. 2-2).





Figure 2-2 Location of Existing Residential Properties

Tirlan, Kilkenny Cheese and Waterford Wastewater Treatment Plant are located south of the proposed development (Fig. 2-3). Tirlan site is directly along the L3412 road. An Uisce Eireann foul pumping station and Marine Steel Ltd. are located north of L3412 (Fig. 2-3).



Figure 2-3 Location of Existing Commercial Properties

## 2.1 ROUTE SELECTION

A Site Access Route Selection Assessment was undertaken to evaluate options for providing access to the Gorteens and Kilmurry land banks, enabling their future development.



Each option was assessed against the following criteria:

- Environmental impacts
- Social impacts, including effects on existing residents
- Stakeholder impacts, including effects on commercial activities

Following public consultation, the preferred route was amended to reflect stakeholder feedback, resulting in refinements to the alignment and access arrangements

In addition to these criteria, the assessment recognised the positive economic implications of delivering the proposed improvements to the L3412. The provision of a safe, efficient and fit for-purpose access route will support the timely activation of strategically zoned employment lands, facilitate inward investment, and contribute to the economic development of the wider Belview and Waterford Metropolitan Area.

The Access Route Selection Report is included within the planning documentation.

### 3. RELEVANT POLICY FRAMEWORK

The proposed project provides access to the IDA land bank at Kilmurry and facilitates the activation of zoned lands in accordance with the spatial strategy for Belview.

The subject site is located at Belview, Co. Kilkenny and was recognised by Local Area Plan (LAP) for Ferrybank and Belview (2025-2031) as well as Variation No. 6 to the Kilkenny City and Council Development Plan 2021-2027, Ferrybank-Belview Settlement Plan as economically significant and having a great potential for future development.

#### 3.1 VARIATION NO. 6 TO THE KILKENNY CITY AND COUNTY COUNCIL DEVELOPMENT PLAN 2021-2027

Variation No. 6 to the Kilkenny City and County Development Plan 2021–2027, incorporating the Ferrybank–Belview Settlement Plan (Volume 3 – Settlement Plans), adopted on 23 March 2026.

Settlement Strategy Variation No. 6 reinforces the role of Belview as a strategic employment location and identifies the need for enabling infrastructure, including improved access and integrated active travel provision, to unlock zoned lands. It highlights existing access deficiencies to the IDA lands and surrounding zoned lands, which the proposed development directly addresses by providing safe, connected, and policy-aligned infrastructure serving Ferrybank/Abbeylands and the wider metropolitan area.

The variation explicitly supports:

- The provision of enabling infrastructure to unlock zoned employment lands.
- Investment in transport and utility infrastructure to support compact and sustainable growth.
- Integration of active travel infrastructure within industrial and employment areas.

The lands served by the proposed development are zoned primarily for industry and technology-related uses, with associated passive open space and green infrastructure corridors. The road upgrade directly implements the objectives of Settlement Strategy Variation No. 6 by facilitating development in an appropriate, serviced, and sustainable manner.

#### 3.2 KILKENNY CITY AND COUNTY DEVELOPMENT PLAN (2021-2027)

The Kilkenny City and County Development Plan identify Belview as a strategic employment and enterprise location of national and regional importance. The Plan supports the delivery of transport infrastructure, active travel facilities, and climate-resilient drainage systems to enable economic development and sustainable mobility.

The proposed development accords with Development Plan objectives relating to:

- Strategic employment land activation.
- Integrated land-use and transport planning.
- Active travel provision.
- Sustainable drainage and environmental protection.



### 3.3 PROJECT OBJECTIVES

The project objectives are following

- Provide access to the Kilmurry land bank to enable the development of zoned lands.
- Improve connectivity between Belview and Abbeylands through the upgrade of the L3412 corridor, noting that adjoining sections to the west (subject to separate proposals) will further enhance this connection.
- Introduce active travel measures that provide safe, segregated and continuous routes for pedestrians and cyclists.
- Ensure connectivity of proposed active travel infrastructure with existing and future networks.
- Improve safety for all road users through upgraded geometry and reduced conflict points.
- Identify and implement nature-based surface water management solutions in accordance with the Rainwater Management Plans Guidance for Local Authorities (2024).

### 3.4 POLICY OBJECTIVES

The proposed development is assessed against the objectives of the Kilkenny City and County Development Plan 2021–2027, as varied by Variation No. 6, incorporating the Ferrybank Belview Settlement Plan. These policies provide the statutory framework for infrastructure led development that supports economic growth, sustainable mobility and climate resilience within the Waterford Metropolitan Area.

#### **Strategic Employment and Industrial Development**

Belview is identified as a strategically important employment location at national and regional level. Policy supports the activation of IDA land banks, and the concentration of employment uses in well-serviced areas. The Ferrybank–Belview Settlement Strategy includes a clear objective to strengthen connectivity between Belview IDA lands and Abbeylands via the L3412 corridor. The proposed development directly supports this objective by providing the access, capacity and safety improvements required to facilitate development and investment.

#### **Transport, Active Travel and Sustainable Mobility**

The Development Plan promotes integrated land-use and transport planning to support compact, accessible employment locations and reduce reliance on private car travel. In line with Settlement Strategy Variation No. 6, new and upgraded infrastructure is required to incorporate high-quality Active Travel facilities. The proposed development complies by delivering segregated cycle tracks and footpaths, improved crossing points, and enhanced junction design along the L3412 corridor. These measures improve safety for all road users, create more attractive conditions for walking and cycling, and enable efficient movement within the Belview employment area.

The scheme also strengthens connectivity between Abbeylands/Ferrybank and Belview Port, facilitates integration with future upgrades to the N29/L3412 junction (to be subject to



separate appraisal and incorporating Active Travel infrastructure), and supports links to wider metropolitan networks. Collectively, these interventions reduce dependency on short car trips, enhance local accessibility for employees and visitors, and align transport infrastructure with the sustainable travel objectives of the Ferrybank–Belview Settlement Strategy.

## **Infrastructure Provision and Climate-Resilient Design**

The proposed development incorporates Sustainable Drainage Systems designed to attenuate, treat, and manage surface water runoff at source. Measures include controlled discharge, infiltration where appropriate, and conveyance through vegetated systems, reducing runoff rates, improving water quality, and limiting downstream flood risk. These measures align with Development Plan and Settlement Strategy Variation No. 6 objectives for climate adaptation and resilient infrastructure.

## **Metropolitan Area Spatial Strategy**

Variation No.6 reinforces Ferrybank–Belview as a key growth location within the Waterford Metropolitan Area and emphasises infrastructure-led delivery as a prerequisite to development. The Settlement Plan recognises that targeted transport investment is required to unlock employment lands and support balanced metropolitan growth. The proposed road upgrade directly implements this strategy by improving access to strategic industrial lands, reinforcing the planned settlement hierarchy, and connecting Abbeylands/Ferrybank and Belview Port as part of the overall L3412 upgrade.

## **Sustainable Economic Growth and Competitiveness**

The Development Plan identifies Belview Port and the surrounding industrial lands as critical economic assets that contribute to regional and national competitiveness. Policy supports the continued expansion and intensification of employment uses supported by efficient transport and utility infrastructure. The proposed road improvements enhance operational reliability, reduce access constraints, and improve safety for freight, employees, and service traffic. In doing so, the development supports long-term sustainable economic growth, employment creation, and the competitiveness of Belview as a strategic employment location.

## 4. DEVELOPMENT DESCRIPTION

The proposed works consist of upgrade works to the local road L3412 and ancillary site development works which will provide access to the IDA Ireland land bank at Kilmurry, Slieverue and Gorteen, Belview, Co. Kilkenny. The proposal will provide an upgrade of local road L3412 from the existing eastern IDA Ireland roundabout to the new IDA Ireland land bank at Kilmurray and will tie back into the existing L3412 to the west via a new roundabout. The upgrade will be taken online on the existing road and offline on adjoining land.

The works will consist of the following items:

- Widening and partial realignment of the existing road to improve visibility, consistency of alignment, and operational safety.
- Construction of segregated cycle tracks and footpaths, providing safe active travel connectivity between Abbeylands/Ferrybank and Belview Port in accordance with the active travel objectives of Settlement Strategy Variation No. 6.
- Construction of a new roundabout providing access to IDA lands, designed to improve junction safety and incorporate active travel facilities for pedestrians and cyclists, while the proposed upgrade to the N29/L3412 junction remains subject to a separate appraisal process.
- Construction of a new culvert crossing at the Rathpatrick Stream.
- Drainage works incorporating Sustainable Drainage Systems (SuDS), employing nature-based solutions including attenuation and filtration measures to manage surface water at source, replicate greenfield runoff rates, reduce flood risk, and improve water quality.
- Improved road geometry and cross-sections, enabling safer vehicle movements, particularly for HGV traffic associated with port and industrial uses.
- Public lighting, signage, and road markings designed to improve visibility, legibility, and user safety.

The development forms part of the wider L3412 upgrade connecting Abbeylands/Ferrybank to Belview Port and will integrate with future infrastructure improvements, including the N29/L3412 junction, which will be progressed separately and will incorporate Active Travel facilities in accordance with Settlement Strategy Variation No. 6.

This application includes a Natura Impact Statement. The planning applications is to include all associated site works.

The proposed road upgrades have been designed to ensure access is maintained during the construction and operational phases to all dwellings and businesses within on the L3412 within the red line boundary.

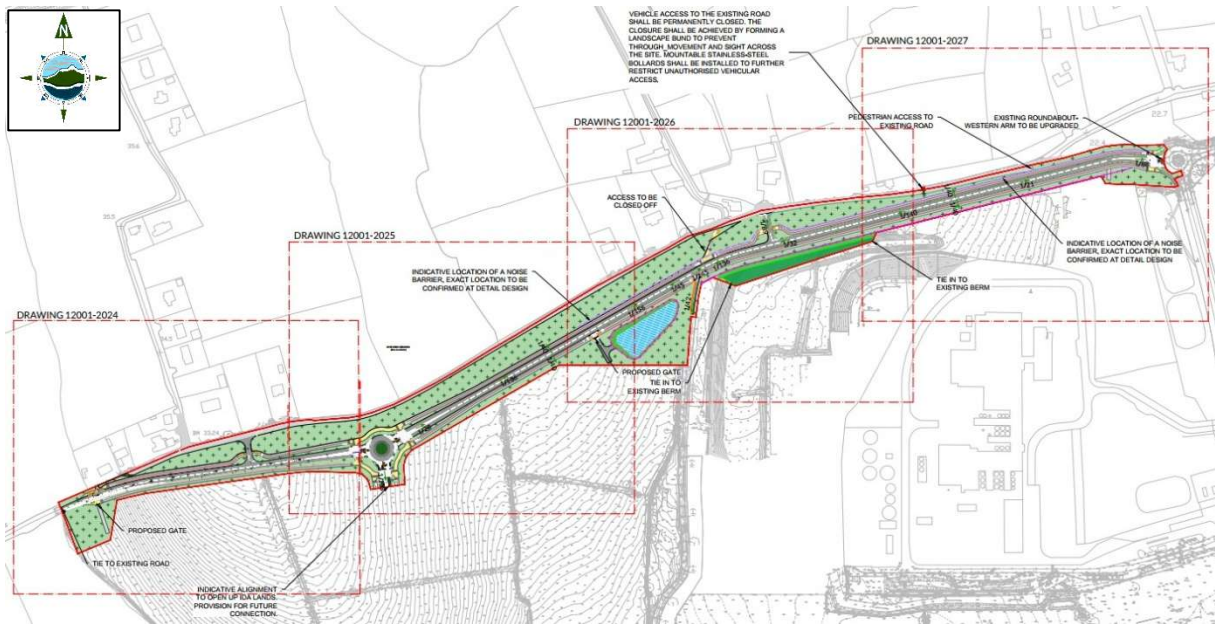
The road will remain a local road upon completion, with a posted speed limit of 60 km/h. as decided by the Department of transportation on the 7<sup>th</sup> of February 2025. Access to all existing residential and commercial properties will be maintained throughout the construction and operational phases.

The proposed development is designed in accordance with the following key design documents:

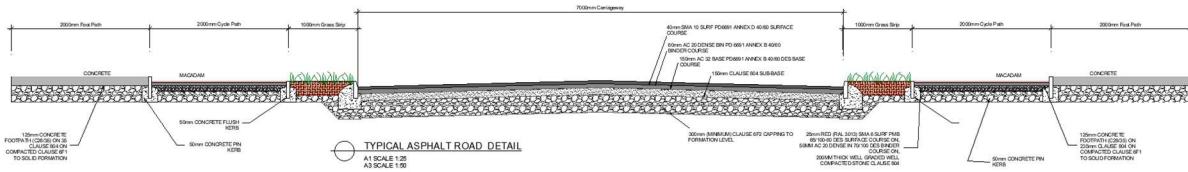
- Geometric Design of Junctions (Transport Infrastructure Ireland).
- Rural Road Link Design (Transport Infrastructure Ireland).
- The Cycle Design Manual (National Transport Authority).
- The Traffic Signs Manual (Department of Transport).



Proposed layout and cross section of the road are show on Fig. 4-1 and 4-2 below.



**Figure 4-1 Proposed Development**



**Figure 4-2 Proposed Road Detail**

The section of the existing L3412 bypassed by the proposed road will be retained for local access only. Pedestrian access will be provided from the eastern and western end of the road. Landscaping is provided on the southern side of the existing road to discourage unauthorised parking. Mountable bollards will also be installed on the eastern and western ends of the existing road to prevent unauthorised access.

Further design details of the proposed development are included in the drawings and documentation submitted as part of the Part 10 application.



## 5. PLANNING DOCUMENTATION

Documentation pack accompanying this planning application will comprise the following:

- Planning Engineering Report
- Planning Drawings
- Option Selection Report
- Construction Environmental Management Plan
- Preliminary Traffic Management Plan
- Culvert Design Report
- Flood Risk Assessment
- Section 50 Application
- Appropriate Assessment Screening Report
- Natura Impact Statement
- Ecological Impact Assessment Report
- Archaeological And Cultural Heritage Assessment
- Noise Impact Assessment
- Lighting Design
- Landscape Design
- Stage 1 Road Safety Audit

### 5.1 SUMMARY OF KEY PLANNING REPORTS

#### 5.1.1 Flood Risk Assessment (FRA)

The Flood Risk Assessment has been prepared in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities to evaluate all potential sources of flood risk and to confirm the appropriateness of the proposed development from a flood management and climate adaptation perspective.

The FRA undertakes a comprehensive assessment of fluvial, coastal, pluvial, and groundwater flooding. The methodology draws on OPW Preliminary Flood Risk Assessment maps, CFRAM datasets, National Coastal Flood Hazard Mapping, Geological Survey Ireland data, and site specific topographic and hydraulic modelling.

While the wider Belview area lies within an estuarine influence zone associated with the River Suir, detailed assessment confirms that the subject site is located entirely within Flood Zone C, corresponding to a low probability of flooding. Site-specific hydraulic modelling of the Rathpatrick Stream demonstrates that even under a 0.1% Annual Exceedance Probability event, including climate change allowances, flood levels remain contained within the channel and do not overtop its banks.

The proposed culvert has been designed to convey predicted flows safely without restricting capacity or increasing upstream or downstream flood risk. Surface water runoff from the upgraded road will be managed through an integrated Sustainable Drainage System employing nature-based attenuation and filtration measures, designed to manage surface water at source, replicate greenfield runoff rates, reduce flood risk, and improve water quality. The FRA concludes that the development is appropriately located, climate-resilient, and will not give rise to increased flood risk elsewhere.



### 5.1.2 Appropriate Assessment (AA) Screening Report

The AA Screening Report has been prepared to comply with the requirements of the EU Habitats Directive and to assist the Planning Authority in determining whether the proposed development, either alone or in combination with other plans or projects, could have significant effects on European sites.

The screening assessment identifies the Lower River Suir SAC and the River Barrow and River Nore SAC as European sites within the zone of influence of the proposed development. While no direct land take or physical works are proposed within these designated sites, the presence of the Rathpatrick Stream establishes a potential hydrological pathway during the construction phase.

The screening concludes that construction-related activities, in the absence of mitigation, could result in indirect impacts through the mobilisation of silt-laden runoff entering downstream watercourses. In line with the precautionary principle and best scientific practice, the report determines that significant effects cannot be ruled out at screening stage. As a result, the preparation of a Natura Impact Statement is required and has been undertaken.

### 5.1.3 Natura Impact Statement (NIS)

The Natura Impact Statement provides a Stage 2 Appropriate Assessment and evaluates the potential impacts of the proposed development on the integrity of European sites, having regard to their conservation objectives.

The NIS considers all potential impact pathways, including surface water runoff, sediment mobilisation, accidental spills, noise, and ecological disturbance during construction and operation. A detailed examination of qualifying interests and site-specific conservation objectives has been undertaken for the Lower River Suir SAC and the River Barrow and River Nore SAC.

The assessment incorporates a comprehensive suite of mitigation measures, including strict drainage controls, silt management, timing constraints for in-stream works, ecological supervision, and adherence to Inland Fisheries Ireland guidance. With these measures in place, the NIS concludes that the proposed development will not result in direct, indirect, or cumulative adverse effects on the integrity of any European site. The conservation status of habitats and species will remain intact.

### 5.1.4 Ecological Impact Assessment Report (EclA)

The Ecological Impact Assessment evaluates the effects of the proposed development on habitats and species outside the scope of the Appropriate Assessment process and informs mitigation design and construction practices.

The EclA is based on desk studies, field surveys, and habitat mapping carried out in accordance with recognised ecological guidance. Baseline surveys identify a typical roadside and agricultural landscape containing hedgerows, treelines, grassland, and a small watercourse. No Annex I habitats or species of European conservation importance are present within the footprint of the works.

Faunal surveys confirm the presence of common bat species, breeding birds, and generalist fauna. No evidence of otter, badger, or other protected mammal activity was recorded within the impact zone. The assessment concludes that construction impacts will be temporary and localised. With the implementation of standard ecological mitigation, including protection of



watercourses and timing restrictions on vegetation clearance, no significant long-term ecological impacts are anticipated.

### 5.1.5 Archaeological and Cultural Heritage Assessment

This assessment has been undertaken to identify and evaluate potential impacts on archaeological remains and cultural heritage assets in accordance with the National Monuments Acts.

The assessment reviews recorded monuments, previous archaeological investigations, and historic mapping within the townlands of Kilmurry and Gorteens. While no upstanding archaeological features are located within the immediate footprint of the proposed works, the assessment acknowledges the potential for subsurface archaeology given the historical rural land use of the area.

The report recommends archaeological monitoring of all ground disturbance works by a suitably qualified archaeologist, together with written and photographic recording where required. These measures are considered appropriate, proportionate, and sufficient to safeguard the archaeological resource.

### 5.1.6 Noise Impact Assessment

The Noise Impact Assessment evaluates the potential construction and operational noise effects of the proposed development on nearby sensitive receptors.

Baseline noise conditions were established and future noise levels associated with the upgraded road were modelled. The assessment identifies that, without mitigation, some receptors may experience minor increases in traffic noise during operation. Mitigation measures, including a targeted noise barrier, have been incorporated and are effective in reducing predicted levels to within applicable guideline thresholds.

Notwithstanding the potential for minor, localised noise effects during construction and slight variations in operational noise levels, the proposed realignment and upgrade of the L3412 will deliver improved road safety, a more efficient traffic environment, and an overall enhancement in amenity for nearby residents and road users.

The assessment concludes that, with mitigation in place, noise impacts will be acceptable and will not give rise to significant adverse effects.

### 5.1.7 Construction Environmental Management Plan (CEMP)

The CEMP outlines how environmental protection measures will be implemented, managed, and monitored during the construction phase.

The CEMP is a comprehensive, enforceable framework addressing potential environmental risks associated with construction activities. It covers site management, water quality protection, ecological mitigation, noise and dust control, waste management, traffic management, and cultural heritage protection.

The plan assigns clear roles and responsibilities, including the appointment of an Environmental Manager and Ecological Clerk of Works. It sets out monitoring regimes, inspection schedules,



incident response procedures, training requirements, and record-keeping protocols. The CEMP will be updated by the appointed contractor following approval and will reflect any planning conditions imposed by the Planning Authority

### **5.1.8 Preliminary Construction Traffic Management Plan (CTMP)**

The Preliminary CTMP outlines measures to manage traffic, maintain safety and ensure continued access during the construction phase. It identifies construction traffic routes, temporary traffic management measures and signage requirements. Access to all residential and commercial properties along the L3412 will be maintained at all times, with provisions to safeguard pedestrians, cyclists and general road users through phased works and coordination with Kilkenny County Council Roads Section.

A detailed final CTMP will be prepared and agreed with the Planning Authority prior to construction. As part of the final CTMP, the appointed contractor's construction manager will actively liaise with affected residents, businesses and stakeholders throughout the construction phase. This engagement will aim to minimise disruption, manage road safety risks, and reduce impacts on local amenity and daily activities.

## 6. PUBLIC CONSULTATION

A public consultation was held on the 17<sup>th</sup> 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.



