Identification of Suitable Sites for the Location of a Logistics Park in the Greater Carlow Town Area
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Executive summary

This document presents an assessment tool in identifying the most appropriate site for the location of a logistics park in the greater Carlow Town area.

It first defines a logistics park and then identifies the locational requirements necessary to accommodate such a use. A Geographical Information System (GIS) is used to identify a series of catchment areas for desirable locational requirements such as roads, rail and services infrastructure. The GIS is also used to determine a series of development exclusion zones around heritage items. These catchments and development exclusion zones are then overlain to provide an indication of suitable sites for the location of a logistics park. The identified sites are subsequently examined against a performance assessment matrix and the best performing site is selected.

This report concludes that a substantial site located 4.3 km to the south east of Carlow Town Centre is the preferred site for the location of a logistics park in the greater Carlow Town area.
1.0 INTRODUCTION

1.1 Background to this Document
In response to external pressures, in recent years the economic base of Carlow Town has increasingly shifted from manufacturing industry towards services, research and development. Nevertheless, the sustained demographic growth experienced by the town over the last decade is reflective of the settlement’s ability to adapt, thrive and prosper when confronted with changing local, regional, national and international economic contexts.

Cognisant of the need to support and sustain this economic dynamism against a backdrop of changing national economic focus and performance, Carlow County Council has commissioned Cunnane Stratton Reynolds to produce a non-statutory document which provides strategic planning advice on the location of possible sites for a logistics park in the vicinity of Carlow Town.

It is intended that this document will supply the Council with both a solid foundation and an assessment tool in identifying the most appropriate site for the location of a logistics park in accordance with the proper planning and sustainable development of the area.

1.2 Structure of this Document
This report has been structured to ensure that the reader can understand the process that has been followed in formulating the strategic advice presented.

Section 1 - Introduction: (Current section) provides the background and the reasons for preparing this document. It also provides an outline of the document structure.

Section 2 - Description: defines a logistics park and presents a description of the features needed to facilitate such a land use.

Section 3 - Site Selection: details the methodological processes involved in identifying suitable sites for the location of a logistics park. This section also identifies a number of suitably located sites.

Section 4 - Assessment of Identified Sites: Outlines the characteristics of the different sites identified as potentially suitable and compares their relative merit using a weighted Performance Assessment Matrix.

Section 5 - Conclusion: Provides an overview of the characteristics of the site identified as the most suitable for the location of a logistics park and details the benefits and constraints of the site relative to the other sites identified as potentially suitable.
2.0 DESCRIPTION

2.1 Definition

A logistics park can be defined as:

*A central hub where the significant majority of activity is related to transport, logistics and goods distribution for regional, national and international transit. Activities are usually conducted on a commercial basis and by various different operators.*

A logistics park serves as the focus for material flows in a transport centred logistics chain. Therefore, it often provides ease of access to different shipment modes, performs broad logistical functions, serves a wide range of users, offers value added services to operators through geographical consolidation of capital and has increasingly been seen to offer a platform for the development of information technology solutions to logistical challenges. The key attributes of a logistics park are summarised in Table 1 below.

<table>
<thead>
<tr>
<th>Attribute</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Character</strong></td>
<td>Logistics Parks are generally characterised by a number of grouped warehouse facilities and other similar services in an extensively hard surfaced area with excellent external transport links and an efficient internal vehicular circulation system. More modern logistics parks are well landscaped and have services catering for the non-work requirements of their working population. However, such services are ancillary to the primary use of the site for logistically purposes and do not function as services independent of the logistics park.</td>
</tr>
<tr>
<td><strong>Size</strong></td>
<td>In Ireland, the size of a logistics park may vary from 5 hectares to 50+ hectares. However, market research would suggest that the optimum size of a logistics park in Ireland is between 20 to 45 hectares.</td>
</tr>
<tr>
<td><strong>Operators</strong></td>
<td>The operators of a logistics park may be either the owners or tenants of such buildings/facilities as warehouses, distribution centres, offices, storage areas as well as haulage parking and service areas.</td>
</tr>
</tbody>
</table>
| **Services** | A logistics park functions as a commercial land use planned and built to best manage activities centred on freight movement. However, a logistics park comprises not only infrastructure, but also the services necessary to satisfy and respond to the requirements emanating from its primary transport activity. Services commonly found within a logistics park include:  
  - Areas for parking and loading/unloading operations  
  - Filling station(s) for vehicles  
  - Vehicle washing facilities  
  - Staff restaurants and cafes (ancillary to the primary logistical purposes of the site)  
  - A bus service for staff  
  Some more modern logistics parks may also include the following:  
  - A crèche  
  - A staff recreation area (e.g. park or playing field)  
  It is important to note that such services are wholly ancillary to the primary use of the site for logistically purposes and do not function as services independent of the logistics park. |

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| Study of Possible Sites for the Location of a Logistics Park Proximate to Carlow Town |  |  |
2.1.1 Examples of Logistics Parks in Ireland

**Dublin Airport Logistics Park**

Dublin Airport Logistics Park located adjacent to the capital’s airport and is accessed immediately from the M2. It is strategically located proximate to the M50/M2 Interchange and Dublin Port Tunnel. The logistics park is approximately 49.36 hectares in size, including services and ancillary buildings. Current occupiers of the park include a DHL freight logistics depot and an Easons distribution warehouse.

![Figure 1]

Source: [www.dublinairportlogisticspark.com](http://www.dublinairportlogisticspark.com)

**The Hub Logistics Park**

Situated in Bracetown, Clonee, Co.Meath, the Hub Logistics Park is smaller than average at 2.25 hectares, but as with all logistics parks, it is strategically located at a transport junction; namely that of the N3 (Navan Road) and the Kilbride Road. The park includes a number of high quality warehousing and office units.

![Figure 2]

Source: [www.the-hub-logistics-park.ie](http://www.the-hub-logistics-park.ie)
2.2 Location of Logistics Parks
The key elements dictating the location of a logistics park are illustrated Figure 1 below and discussed in the text which follows:

2.2.1 Strategic Planning Considerations
Strategic considerations form an important element in selecting the appropriate location of a logistics park. Such strategic considerations centre on the following items:

- International, national, regional and local location and links
- Proximity to an urban centre
- Identification of current need and/or future benefit
- Land availability

*International, national, regional and local location and links*
The availability of high quality transport linkages between local, regional, national and international freight destinations is essential to ensuring the viability of a logistics park. Carlow is particularly well placed in this regard by possessing excellent local, inter and intra regional road links which more than adequately connect the area to all major domestic destinations, as well as to international markets via air and sea ports at Dublin, Waterford, Cork and Galway. In addition, Carlow is also well serviced by the Dublin to Waterford rail line which provides rail access from the port of Waterford through to Dublin and beyond via Kilkenny.
Proximity to an urban centre
A Logistics park requires a degree of proximity to an urban centre in order to connect to the infrastructural services (electrical, water, waste etc) present at that centre. Proximity to an urban centre also provides a potential pool of labour, existing allied services providers (catering, building, mechanical parts etc) and the residential, retail and civic amenities necessary to facilitate the employees of the logistics park.

Identification of current need and/or future benefit
The establishment of a logistics park can be driven by an identified current need or via an assessment of the future benefit that might accrue from such a facility. At present there is a deficiency of logistic park facilities in the south-eastern region. Equally as pertinent, there is a lack of such facilities in County Carlow. Given the strategic location of Carlow Town as the northern inter-regional gateway linking the south-eastern region with the midlands, mid-eastern and beyond to the Dublin region, there is potentially considerable need for the location of such as facility within reasonable proximity of Carlow Town. In line with the provisions of the Carlow County Development Plan, the Regional Planning Guidelines for the South East, the National Spatial Strategy and the National Development Plan, the location of a logistics park within reasonable proximity to Carlow Town would help to boost the local and regional economy through:

- Strengthening and consolidating economic activity in the area
- Providing for employment generating land uses
- Promoting the establishment of facilities that enable the potential for improved linkages between industry and third-level educational institutions
- Fortifying the indigenous industrial sector by promoting opportunities for increased levels of research and development.

Land Availability
The availability of significantly sized parcels of land is an important pre-requisite for the location of a logistics park. As with the landscape of the majority of County Carlow, such land should be of a relatively level topography, demonstrate soil stability and not be subject to flooding.

2.2.2 Local Planning Considerations
Dedicating a specific location to transport, logistics and goods distribution implies the application of best practice principles for the proper planning and sustainable use of an area which rationalises infrastructures in order to optimise space utilisation and safeguards the receiving environment. This may entail encouraging the removal of existing or predicted commercial traffic from residential and town centre areas to the logistics park and facilitating the development of required infrastructures in line with operator necessities.

One of the strategic aims of the Carlow County Development Plan is ‘To facilitate the creation of jobs in industrial development to meet the employment needs of the county’\(^1\). With specific regard to industrial development and employment generation, the Plan states:

> It is the policy of the Planning Authority to facilitate the creation of new employment opportunities in the county by:

- Ensuring that sufficient serviced lands and structures are allocated for industrial purposes.

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\(^1\) Carlow county Council: *Carlow County Development Plan: 2003: Section 4.6: Industry*
• Facilitate where possible, the expansion of existing industries and businesses.

• Co-operating with specialist agencies in attracting new industries to Carlow.

Thus, the strategic aims and policies of the Carlow County Development Plan facilitate the location of an employment generating facility such as a logistics park within County Carlow.

2.2.3 Transport Links and Quality

Globalisation, national economic trends, an increase in freight transport and growing competition between regional production areas have forced industries to seek more efficient transport and logistics solutions. Essentially, this means removing bottlenecks and associated diseconomies.

The underlying rationale of a logistics park is to offer the local production system a viable solution to such diseconomies via the cost-effective consolidation of logistics, transport and storage activities. This involves controlling both transport cost increases and industrial productivity competitiveness. Thus, the primary objective of those operating within a logistics park is to assure a high level of freight movement efficiency which generates the following transport system effects:

- Optimisation of the logistics chain
- Optimisation of vehicle utilisation
- Optimisation of warehouse utilisation
- Optimisation of employee organisation
- A decrease in the total transport costs
- A decrease in the total industrial costs
- A decrease in personnel costs
- An increase in the transport/warehouse operator turnover/profits

The existing and forthcoming high quality road and rail infrastructure in County Carlow, especially within areas proximate to Carlow Town, presents the requisite movement network to facilitate the location of a logistics park. The town is serviced by seven daily return trains to Dublin, as well as many buses and is within quick access of Dublin International Airport and both the Dublin and Rosslare ports. The capital city is easily accessed by road, with Carlow Town located within just one hour’s drive of the M50 Motorway. The N9 is the main Dublin to Carlow road and the N9/N10 upgrade of a high quality dual carriageway from Kilcullen to Waterford will be completed by 2010. The Carlow by-pass of 18km is due for completion by 2008. This will open up significant opportunities for the development of a logistics park on lands proximate to proposed interchanges. The overall Dublin to Waterford road is expected to be completed by 2010. The Carlow Relief Road Phase 2, the Carlow Eastern Relief Road Phase 1 and the Tullow By-Pass indicate the continuing improvement and upgrade of Carlow’s transport infrastructure.

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2 Europlatforms EEIG: Logistics Centres-Directions for Use: 2004: p.5
2.2.4 Multi and Inter Modality Potential
Whereas road transport is the primary mode for freight transport in Ireland, the potential for multiple and inter modality development is a factor influencing the location of a logistics park. This is due to the efficiency possibilities when transporting large volumes of heavy goods. As noted in section 2.2.3 above, Carlow town possesses excellent rail and road links, therefore offering the potential for multi and inter modality transport development.

3.0 SITE SELECTION

3.1 Introduction
As noted previously in section 2.2.1, proximity to an urban centre is an important strategic planning consideration when identifying appropriate sites for the location of a logistics park. Given that Carlow Town is the only significantly sized urban centre in County Carlow, this study thus focuses upon the location of potential sites for a logistics park within the greater Carlow Town area.

The majority of the analysis required to identify the optimal location of a logistics park in the greater Carlow Town area has been completed using a Geographic Information System (GIS). A GIS is a computer based system that allows users to collect, manage and analyse large volumes of spatially referenced information and associated attribute data.

3.2 Methodology
A robust and transparent methodological approach was adopted in selecting sites suitable for the location of a logistics park. This approach centred on the identification of a number of key criteria required by such a facility. These criteria were then grouped into an order of importance and locations within the greater Carlow Town area were eliminated as potential sites if they failed to meet these criteria. A series of future development constraints was then applied and those remaining areas least effected by such constraints, and which were deemed appropriate by the above analysis, were identified as the most suitable sites for the location of a logistics park.

Figure 2 illustrates the weighting given to each of the locational requirement criteria used in the site selection process. These criteria are ranked from high importance at the top to lower importance at the bottom. The most important criteria is proximity of the logistics park to the N9/N10 upgrade east of Carlow Town. It has been assumed that this high quality dual carriageway will provide the principal attractor to a freight centred land use activity such as a logistics park.
The next most important criteria is proximity to primary roads. Following from this is proximity to the national rail route. This proximity to a national rail route presents the opportunity to develop a link into the national rail network, thereby providing an opportunity to develop efficient systems of inter-modality transport.

A range of available services were also identified as desirable components in the site selection process. Such services include the availability of broadband internet, proximity to Bord Gáis lines, public water access, ESB lines and Eircom lines. Proximity to such services would enhance the attractiveness of sites otherwise suitable for the location of a logistics park in the greater Carlow Town area.

Future development constraints within the greater Carlow Town area also constituted a fundamental element in the site selection process. These constraints included such items as Protected Structures (listed in Appendix 3 of the Carlow County Development Plan) and items contained in the Sites and Monuments Record.

Although the traffic impacts of a logistics park would be too significant to justify its position adjacent to residential areas, land use zonings within the Carlow Town environs area were examined. The distribution of such zoning designations as 'mixed use' and 'enterprise and development' provide potential land use opportunities for the possible integration and logical land use transition from an urban environment to one centred on freight logistics.

### 3.3 Site Selection

Following the identification of these selection criteria, the GIS was used to map and locate specific areas within the greater Carlow Town area which best adhere to these preferences. In following the weighting of the locational requirements outlined above, the assumptions were made based on market research of maximum distance of each of these criteria to the logistics park. Once the requisite proximity to the criteria items was established, the GIS was then used to determine sites within the greater Carlow Town area appropriate for the location of a logistics park.

<table>
<thead>
<tr>
<th>Criteria Matrix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Criteria</td>
</tr>
<tr>
<td>New N9/N10 Road</td>
</tr>
<tr>
<td>Primary Roads</td>
</tr>
<tr>
<td>Railway Line</td>
</tr>
<tr>
<td>Gas Line</td>
</tr>
<tr>
<td>ESB Lines</td>
</tr>
<tr>
<td>Public Water Supply</td>
</tr>
<tr>
<td>Eircom Coverage</td>
</tr>
<tr>
<td>Broadband Coverage</td>
</tr>
<tr>
<td>Protected Structures</td>
</tr>
<tr>
<td>Recorded Monuments</td>
</tr>
</tbody>
</table>
3.3.1 **Step One: Creating Catchments**

The GIS function of ‘buffering’ was used to identify all lands located in proximity to the specified criteria items. The process of drawing ‘buffers’ involves specifying a distance from one of the criteria which will then create a region around this criterion at the specified distance. Using these buffers it is possible to identify all lands within a specific distance from the criteria. Thus, buffers can be used to define ‘catchments’ and ‘development exclusion zones’.

Using this GIS buffering function a catchment was drawn around the route of the N9/N10 upgrade at a distance of 750m (refer to Figure 3). This distance was chosen as it was assumed that this was the furthest that a logistics park could be locate away from the main road if it were to operate efficiently. This distance would allow for maximum connectivity to the N9/N10 route.

The second catchment drawn was for the primary roads located near Carlow Town. A catchment of 1.5km was used to encourage greater transport links to the park and also to allow for maximum interconnectivity to the road network (refer to Figure 4).

The third catchment drawn was the railway line which currently connects through Carlow Town to Dublin, Kilkenny and Waterford. A catchment of 4km was used for this transport link as it was assumed this distance would allow for the cost effective connection of a service rail link to the park (refer to Figure 5).

These three catchments were thus chosen to allow for the maximum level of connectivity between all available transport services and the site.
The next set of criteria that catchments were applied to were the various services desirable for the park. Information regarding the following were supplied by Carlow County Council:

- The locations of Bord Gáis availability
- The location of ESB network lines
- The geographical spread of public water supply
- The location of Eircom phone lines
- The extent of broadband connectivity

Catchments of 4.5 km were drawn around each of these services to facilitate the identification of realistically cost effective site locations for the park close to such services and the town centre. These catchments are illustrated on Figures 8 to 12.

Figure 8: Bord Gáis availability with associated 4.5km catchment

Figure 9: ESB Network availability with associated 4.5km catchment

Figure 10: Geographical spread of public water supply with associated 4.5km catchment

Figure 11: Eircom Phone line availability with associated 4.5km catchment

Figure 12: Broadband availability with associated 4.5km catchment
The site identification process also involved charting the location of various development constraints within the greater Carlow Town area. These constraining criteria were namely the location of Recorded Monuments (sourced from the SMR) and Protected Structures (sourced from the RPS).

For the Recorded Monuments and Protected Structures a development exclusion zone of 100 metres was drawn around each individual structure. So as not to endanger the ongoing protection of these items, it was deemed appropriate that no development should be allowed to take place within these 100 metre zones.

3.3.2 Step Two: Catchments and Development Exclusion Zones Overlaid
Following the creation of the above catchments and development exclusion zones, each catchment and development exclusion zone was then analysed for the purposes of site selection. This process of site selection involved overlaying each of the catchments mentioned as demonstrated in Figure 12 and identifying those areas where the catchments overlap. Any areas of land outside of these catchments are excluded as they are not assumed to meet the specified criteria (requisite proximity to one or more of the identified transport links and services) - refer to Figures 15 to 18.
Study of Possible Sites for the Location of a Logistics Park Proximate to Carlow Town

Step 1

Figure 15: Transport Link Catchments Overlaid

Step 2

Figure 16: Overlapping Transport Catchment Areas Retained

Step 3

Figure 17: Services Catchments Overlaid

Figure 18: Overlapping Transport and Services Catchment Areas Retained
3.3.3 Step Three: Application of Constraints Criteria

The constraints criteria were then used in the second stage of this analysis to further exclude any areas of land which are covered by the established development exclusion zones. Following the exclusion of these zones, each pocket of land identified is checked against a final set of considerations:

- **Land Classification:** the classification of land of each potential site is examined to determine the land type and to ensure that the park cannot be located in any area of unsuitable land coverage or unstable soil types. This land classification data was sourced from the 2000 Corrine Study.

- **Flood Data:** areas which are known to be susceptible to flooding are also overlaid onto the map to ensure that the park will not be located in any area prone to flooding in the past or an area chosen for flood relief.

- **Land Use Zoning:** the land use zoning of areas deemed potentially suitable is then examined to ensure that the identified sites area not located in any areas where the zoning would not permit a logistics park (refer to Figure 19).

- **Landscape Character:** in addition to the unavailability of suitably sized parcels of land north of the town and the extensive areas of amenity and open space zoning in this area, a desire to protect the high quality landscape character of the northern environs of the town in accordance with Section 5.4 of the County Development Plan was also applied as a constraint criteria.

![Figure 19: Zoning Map of the Carlow Environs Area (Areas of overlapping catchments are shown in red)](image-url)
3.4 Identified Sites
Through an iterative process of overlapping catchments and applying development exclusion zones, two parcels of land around Carlow Town were identified as possible locations for a logistics park.

Figure 20:
Lands Meeting the Locational Requirements Criteria are shown in Red
4.0 ASSESSMENT OF IDENTIFIED SITES

4.1 Introduction
The exercise conducted in Section 3 has identified two sites in the greater Carlow Town area which meet the criteria identified as necessary to facilitate a logistics park. For the purposes of clarity, these two sites have been labelled A and B. Their relative sizes and locations are illustrated in Figure 21 below.

4.2 Description of Sites

4.2.1 Site A
This site is located 4.8 km south of Carlow Town centre. It is situated adjacent to the N9/N10 upgraded road and is traversed by the rail line. The site is approximately 56 hectares in size. Currently the size is composed of agricultural lands, although an area zoned for ‘Low Density Residential’ development in the Tinryland Local Area Plan lies about 1.5km east of the site.

4.2.2 Site B
Site B is situated approximately 4.3 km south east of Carlow Town Centre. It is located immediately adjacent to the N9/N10 upgraded road at the interchange with the N80. The N80 road provides a direct connection to Rosslare Harbour via Waterford. It is the larger of the two sites at approximately 114 hectares in size. The site is zoned for agricultural purposes. However, lands zoned for ‘Low Density Residential’ and ‘Open Space and Recreation’ in the Tinryland Local Area Plan lie approximately 100 metres west of the site. The site is 2.2 km from the rail line.
4.3 Selection of a Preferred Site

Following from the site selection criteria outlined in sections 2.2 and 3.3, a Performance Assessment Matrix has been produced. This matrix is illustrated in Table 4 below. Using this matrix, the two identified sites are ‘scored’ against the site selection criteria, with the scores subsequently aggregated to identify the most suitable site for the location of a logistics park.

Consistent with the weighted importance of the locational requirements criteria described in section 3.2, a weighting of the different criteria has been provided to reflect the varying degrees of importance of the different criteria.

| Table 3  
<p>| Summary of Identified Site Characteristics |
|---|---|---|---|---|---|---|
| Site | Size (ha) | Distance from Centre of Carlow Town | Distance from N9/ N10 Upgrade | Distance from Rail | Constraints | Zoning | Nearest Zoning |
| A | 56 ha | 4.8km | 0km | 0km | One SMR Identified on site (an Enclosure Entity ID: CW00204) | Not Zoned (agriculture) | Low Density Residential (Tinryland LAP) 1.5km to the East |
| B | 114 ha | 4.3km | 0km | 2.2km | One Proposed Protected Structure (Rathcrogue House, Staplestown) | Not Zoned (agriculture) | Agricultural, Low Density Residential &amp; Open Space/Recreation (Tinryland LAP) 100m to the West |</p>
<table>
<thead>
<tr>
<th>Assessment Criteria</th>
<th>Site A</th>
<th>Site B</th>
<th>Score Weighting</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Size</strong></td>
<td>++++</td>
<td>++++</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>++++</td>
<td>++++</td>
<td>High Medium</td>
</tr>
<tr>
<td></td>
<td>+++</td>
<td>+++</td>
<td>Low Medium</td>
</tr>
<tr>
<td></td>
<td>++</td>
<td>++</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Proximity to N9/ N10 Upgrade</strong></td>
<td>++++</td>
<td>++++</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>++++</td>
<td>++++</td>
<td>High Medium</td>
</tr>
<tr>
<td></td>
<td>+++</td>
<td>+++</td>
<td>Low Medium</td>
</tr>
<tr>
<td></td>
<td>++</td>
<td>++</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Proximity to Primary Roads</strong></td>
<td>+</td>
<td>++++</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>++++</td>
<td>++++</td>
<td>High Medium</td>
</tr>
<tr>
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<td>+++</td>
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<td>Low Medium</td>
</tr>
<tr>
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<td>++</td>
<td>++</td>
<td>Low</td>
</tr>
<tr>
<td><strong>Proximity to Railway Line</strong></td>
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</tr>
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<td></td>
<td>++++</td>
<td>+++</td>
<td>High Medium</td>
</tr>
<tr>
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<td>+++</td>
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<tr>
<td><strong>Proximity to Suitably Zoned Lands</strong></td>
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<td>Medium</td>
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<tr>
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<tr>
<td><strong>Aggregated Score</strong></td>
<td>17</td>
<td>22</td>
<td>Maximum = 25</td>
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</tbody>
</table>
5.0 CONCLUSION

This report has used a GIS to identify the location of a series of potentially appropriate sites for a logistics park. The relative merit of each site was then assessed through an assessment matrix which has been weighted to reflect requirement priorities. While this report has identified two sites in the greater Carlow Town area which are each suitable for the location of a logistics park, Site B has been selected as the most appropriate site relative to the other site.

At 114 hectares, Site B is the larger of the two sites identified. While both the sites are of a significant size, the substantial difference between Site B and Site A provides greater scope for the exact location of a logistics park within the land parcel comprising Site B. The size of Site B likewise offers greater capacity for the expansion of logistics park to meet growing user demands.

Site B is also located on the N80 & N9/10 interchange. Proximity to this interchange is considered a significant advantage to a freight transit centred land use which is likely to benefit considerably from the efficiency and cost effectiveness accruing from proximity to the area’s main Dublin-Kilkenny-Cork route and primary road link to Waterford/Rosslare Harbour.

In addition, Site B is located just 2.2 km from the rail line. This has been identified as a potentially important factor in site suitability selection as it presents the opportunity for linking into the existing rail network and thereby facilitating multi-mode forms of freight transit.

Figure 22
Site B: Identified as the relatively the most appropriate for a Logistics Park
Furthermore, the location of Site B 4.3 km from the town centre and adjacent to the N80/N9/10 interchange facilitates the use of agricultural and amenity lands between the N9/10 upgrade and the town as an informal greenbelt.

Site B contains an item listed on the Record of Protected Structure (RPS). While this was identified as a site constraint in the site selection process, it is considered that the beneficial characteristics of the site outweigh this constraint.