

RECEIVED: 13/03/2026

CONTENTS

INTRODUCTION	1
Background	1
Contributor / Author	1
Limitations / Difficulties Encountered	1
EXISTING ENVIRONMENT	2
Site Location	2
Existing Site Access	3
Existing Operational Hours	3
Existing Traffic Generation	3
Existing HGV Routing	3
IMPACT ASSESSMENT	4
Future Traffic Generation	4
Future Traffic Routes	6
Future Site Access	6
Conclusion	6
MANAGEMENT & MITIGATION MEASURES	6

FIGURES

Figure 14-1: Location Plan (Source OpenStreetMap)	2
Figure 14-2: HGV Traffic Routing	4

RECEIVED: 13/03/2026

INTRODUCTION

- 14.1 This chapter of the Environmental Impact Statement Report (EIAR) provides supporting information to accompany a Planning Application to Cork County Council by Keohane Readymix Ltd. (hereafter referred to as 'KRL') for the extension of the existing sand & gravel pit at Kilmore, Brinny, Co. Cork (hereafter referred to as the 'application site')

Background

- 14.2 This chapter of the EIAR considers the possible environmental impacts that may be derived as a result of the traffic and transport patterns associated with the development proposal for extension of the existing sand & gravel pit at Kilmore, Brinny, Co. Cork.
- 14.3 The proposed development being applied for under this planning application is shown in plan on EIAR Figure 2-2, and will consist of:
- An extension to the existing sand & gravel pit with extraction area of c. 9.8 hectares worked on a phased basis.
 - Continued use of development granted planning permission under P. Ref. 24/6269 comprising the existing processing plant and related water management system; the existing concrete plant; ancillary buildings (site office (63 sq.m), 3 no. welfare portacabins (32 sq.m, 23.5 sq.m & 22.0 sqm), 4 no. storage buildings / containers (15 sq.m, 10 sq.m, 6 sq.m & 5 sq.m), 2 no. garages (76 sqm & 76 sq.m), ESB Substation (26 sq.m)); covered vehicle storage (220 sq.m); site access and all related ancillary facilities (wheelwash, fuel storage tank, weighbridge); and recycling of c. 15,000 tonnes of concrete per year for use in concrete production.
 - Phased and final restoration to agricultural use.

All within an application area of c. 18.3 hectares. Permission is sought for fifteen years plus two years for final restoration (total duration 17 years).

Contributor / Author

- 14.4 This Chapter of the EIAR was prepared by Tim Paul MSc CEng MIEI MRICS MIQ , Director and Chartered Engineer / Chartered Mineral Engineer with SLR Consulting Ireland.

Limitations / Difficulties Encountered

- 14.5 No limitations or difficulties were encountered in the preparation of this chapter of the EIAR.

Existing Environment

Site Location

- 14.6 The proposed development is located approximately 5km northeast of Bandon and 4km west of Innishannon in Co. Cork, refer to Figure 14-1. The existing pit and application area is bounded by agricultural lands to the west and east, the Brinny River to the south; and the local county road to the north.

Figure 14-1: Location Plan (Source OpenStreetMap)



- 14.7 The surrounding landuse is predominantly agricultural grazing land (refer to Figure 1-3). There is a history of sand & gravel extraction within the existing pit and manufacture of value-added road surfacing and concrete products. There is an existing concrete plant located within the site. The MSD Brinny pharmaceutical facility is located c. 0.5 km to the east of the site.
- 14.8 There are a number of residential dwellings located along the local county that adjoins the northern boundary of the site.

Existing Site Access

- 14.9 The existing site access permitted under planning permission ref. 24/06269 will continue in operation. All truck traffic turns right on exiting the site and travels on the local L2235 road to join the R589 regional road at Brinny Cross Roads.

Existing Operational Hours

- 14.10 The working hours shall be as set out under condition 4 attached to existing planning permission ref. 24/06269:

The operating hours shall be limited to between 0700 hours and 1900 hours Monday to Friday and between 0800 hours and 1400 hours on Saturday. No work shall take place nor the site be open for business on Sundays or bank or public holiday.

Existing Traffic Generation

- 14.11 Planning permission ref. 24/06269 provides for recycling of 15,000 tonnes of concrete per year for use in concrete production; importation of 25,000 tonnes of sand & gravel for processing; and importation of up to 20,000 tonnes of inert soil & stone per year (under Article 27) for phased restoration. This equates to a total of up to 60,000 tonnes per year, significantly lower than historical operations at the existing pit.
- 14.12 The maximum number of HGV movements are c. one HGV trip per hour based on a maximum annual total output / import of 60,000 tonnes per year, 50 week year, 5.5 day week, 11 hour full day and 28 tonne (aggregates / inert soil) or 8 cu. metre (concrete) HGV loads.

Existing HGV Routing

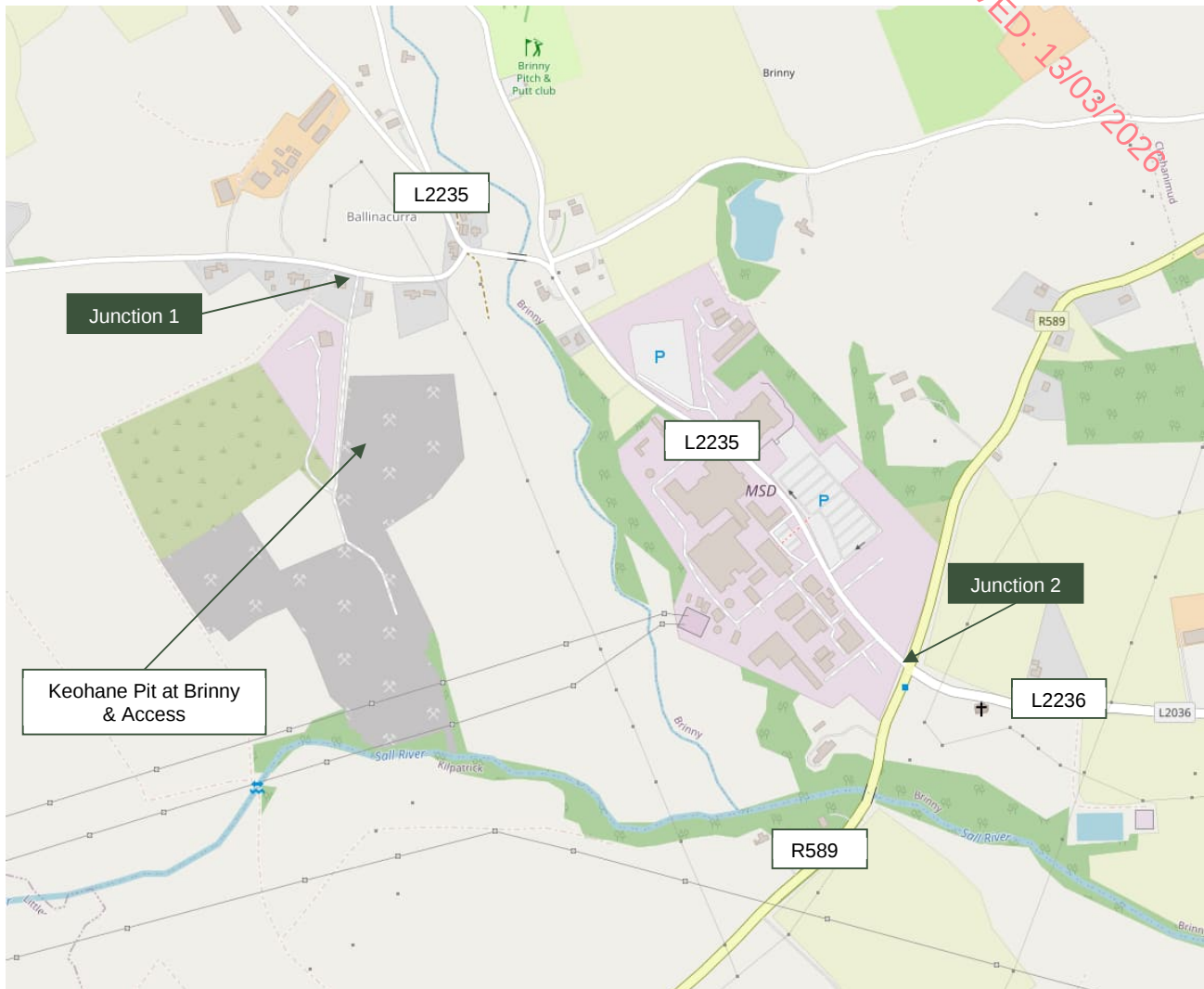
- 14.13 The existing established HGV route is detailed below and shown on Figure 14-2.

Heavy goods vehicles travelling from the site turn right out of the site access (Junction 1) and travel east and south on the L2235 local road to travel join the R589 regional road at the L2236 / L2236 / R589 crossroads (Junction 2).

(Note: No HGV traffic turns left out of the site access)

- 14.14 All HGVs accessing the regional and national road network follow this route and all vehicles travelling to the site from the regional and national road network will follow these routes in reverse.

Figure 14-2: HGV Traffic Routing



Impact Assessment

Future Traffic Generation

- 14.15 The proposed development will continue to operate within the operational hours set out under condition 4 attached to existing planning permission ref. 24/06269:

The operating hours shall be limited to between 0700 hours and 1900 hours Monday to Friday and between 0800 hours and 1400 hours on Saturday. No work shall take place nor the site be open for business on Sundays or bank or public holiday.

- 14.16 Planning permission ref. 24/06269 provides for recycling of 15,000 tonnes of concrete per year for use in concrete production; importation of 25,000 tonnes of sand & gravel for processing; and importation of up to 20,000 tonnes of inert soil & stone per year (under Article 27) for phased restoration. This equates to a total of up to 60,000 tonnes per year.
- 14.17 The proposed maximum annual output from the pit extension will be 60,000 tonnes of sand & gravel per year.
- 14.18 The maximum number of HGV movements will be one to two HGV trips per hour based on a maximum annual total output / import of 120,000 tonnes per year, 50 week year, 5.5 day week, 11 hour full day and 28 tonne (aggregates / inert soil) or 8 cu. metre (concrete) HGV loads.
- 14.19 HGV movements will depart and return to the site on a broadly even basis throughout the day. The future HGV traffic generation is a maximum of c. 16 HGV trips per day or c. 2 HGV trips per hour. This is a lower traffic level compared to historical operations at the existing pit. By virtue of this, the net trip generation of the facility, assuming the peak period of operation, is profiled as follows:

Table 14-1 Proposed Pit Trip Generation (Maximum Peak Output)

Time Period	Inbound			Outbound			Two-Way		
	Lights	HGVs	Total	Lights	HGVs	Total	Lights	HGVs	Total
07:00 to 08:00	5	2	7		2	2	5	4	9
08:00 to 09:00		1	1		1	1		2	2
09:00 to 10:00		2	2		2	2		4	4
10:00 to 11:00		1	1		1	1		2	2
11:00 to 12:00	2	2	4	2	2	4	4	4	8
12:00 to 13:00		1	1		1	1		2	2
13:00 to 14:00		2	2		2	2		4	4
14:00 to 15:00		1	1		1	1		2	2
15:00 to 16:00		1	1		1	1		2	2
16:00 to 17:00		1	1		1	1		2	2
17:00 to 18:00		1	1		1	1		2	2
18:00 to 19:00		1	1	5	1	1	5	2	7
Daily Total	7	16	23	7	16	23	14	32	46

- 14.20 This level of HGV traffic generation equates to 1 to 2 HGV trips every hour, which is lower than that generated by the historical operations at the existing pit and that were accommodated within the existing road network. Going forward this low level of HGV traffic generation does not have the potential to materially or discernibly affect the capacity performance of the road network.

Future Traffic Routes

- 14.21 The existing HGV traffic route will be maintained for the proposed development as detailed below and shown on Figure 14-2:

Heavy goods vehicles travelling from the site turn right out of the site access (Junction 1) and travel east and south on the L2235 local road to travel join the R589 regional road at the L2236 / L2236 / R589 crossroads (Junction 2).

(Note: No HGV traffic will turn left out of the site access)

All HGVs accessing the regional and national road network will follow this route and all vehicles travelling to the site from the regional and national road network will follow these routes in reverse.

Future Site Access

- 14.22 The existing pit site access permitted under planning permission ref. 24/06269 will remain in use for the proposed development.

Conclusion

- 14.23 The HGV traffic generated by the proposed development will be low, a maximum of c. 2 HGV trips per hour. This traffic will access onto the regional road network through an existing established permitted access and traffic route (L2235 local road to the R589 regional road). On the basis, no significant impact will arise on the traffic and traffic safety in the vicinity of the Site.

Management & Mitigation Measures

- 14.24 Notwithstanding that the proposed development will not result in any significant traffic impacts a number of traffic management and mitigation measures in place at the existing pit will continue to be implemented for the proposed development.

- 14.25 These include:

- Site Access: The access is surfaced with suitable gradients / drainage to ensure that no excess surface water drainage flows from the site onto the public road network.
- Maintaining Sightlines: In accordance with condition 19 attached to planning permission ref. 24/06269 vegetation will be trimmed when required so that it does not impede sight distances for traffic leaving the pit at the public road junction.

- HGV Traffic Routing: In accordance with the requirement set out under condition 24 attached to planning permission ref. 24/06269 *Haulage to and from the quarry shall be via national and regional road as much as possible. The haulage on local roads shall be kept to a minimum along each haulage route.*
- Wheelwash: There is an existing wheelwash in place within the existing pit, and this will continue in use for the duration of the proposed development, consistent with the requirement of condition 25 attached to planning permission ref. 24/06269. This will ensure compliance with condition 20 attached to planning permission ref. 24/06269 that states: *No dust, mud or debris shall be carried out onto or deposited on the public road / footpath.*
- Internal Access road: The internal access road will continue to be maintained to prevent transport of soil and dirt out of the site onto the public road.
- Road Contribution: Under condition 28 attached to planning permission ref. 24/06269 Keohane Readymix Ltd. Is contributing €95,000 to Cork Co. Council by way of a special contribution for provision of road resurfacing along the L2235 local road leading from the pit to the R589 regional road junction.

RECEIVED: 13/03/2026