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INTRODUCTION

14.1 This chapter of the Environmental Impact Statement Report (EIAR) provides supporting information to accompany a Planning Application to Wexford County Council by Anthony D'Arcy Ltd. (hereafter referred to as 'ADL') for the continued use and extension of the existing sand & gravel pit at Ballymacoonoge, Glentire & Ballynamonabeg Tds., Ballaghkeen, County Wexford. (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 continued use and extension of the existing sand & gravel pit at Ballymacoonoge, Glentire & Ballynamonabeg Tds., Ballaghkeen, County Wexford.

14.3 The existing pit is operated by Anthony D'Arcy Ltd (ADL) whose business is the production and sale of specialist high value sand products. The company sells to a variety of customers in the sports and leisure markets most notably some of Ireland's premier golf courses and sports grounds. The type of sand extracted by the company at the pit is a high value, finely sorted, specialist sand that is ideal for use on golf courses, race courses, and sports pitches and unique to Ireland. It is notable that the nearest alternative sand deposits containing the same type of high quality sands are in England. The company serves a market and clients across Ireland, refer to EIAR Chapter 3, Appendix 3-A.

2.1 The proposed development being applied for under this planning application is shown in plan on Figure 2-2, and in cross section on Figure 2-3, and will consist of:

- Continued use of the existing sand & gravel pit for completion of extraction and restoration (c. 4 hectares) under planning permission ref. 20191259);
- Extension to the existing sand & gravel pit over an extraction area of c. 11 hectares;
- Extraction to final level two metres above the groundwater table;
- Screening berms and operational landscaping;
- Continued processing of sand & gravel using permitted mobile screening plant located on the pit floor;
- Continuance of use of the existing permitted access and internal access road to / from the R744 regional road;
- Continuance of use of existing permitted ancillary facilities: Office, portaloo, storage container, wheelwash and fuel storage;
- Phased and final restoration of the lands to agricultural use;
- Proposed duration c. 18 years plus 2 years for final restoration, total permission duration of 20 years;
- Within an overall planning application area of c. 23.2 hectares.

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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 application site is located c. 1 km southeast of the village of Ballaghkeen. The pit is accessed from the R744 regional road that runs to the west of Gabys Cross Road, refer to Figure 14-1.

14.7 A portion of the western proposed extraction extension area boundary borders the existing sand and gravel pit operated by ADL, with the remaining portion abutting existing agricultural lands (refer to EIAR Figure 2-2). The northern application site boundary also borders agricultural lands. The eastern boundary runs along the L6033 local road with a residential property located along the periphery. The southern boundary runs along the L20411 local road. Both roads separate the application site from further agricultural lands. Residences lie to the north, east, south and west of the proposed extraction extension area.

Road Network

14.8 Access to / from the Site is directly onto the R744 regional road, refer to Figure 14-1. Travelling in a westerly direction the R744 passes through Ballaghkeen and links into the M11 motorway and former N11 national primary road. Travelling in an easterly direction the R744 links into the R741 regional road.

Existing Site Access

14.9 There is an established entrance to the existing sand & gravel pit. The existing access directly onto the R744 was permitted under planning permission Plan. Ref. 20191259.

14.10 Under planning permission 20191259 sightlines at the existing access are satisfactory, 135 metres to the west and east, at a 2.4 metre set back refer to Figure 14-2.

Existing Operational Hours

14.11 Condition 11 of planning permission ref. 20191259 for the existing pit sets out the pit operating hours, as follows:

- Monday to Friday 08.00 to 18.00
- No operations on Saturdays, Sundays or Bank Holidays

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Existing Traffic Generation

14.12 The existing sand & gravel pit generates a maximum of c. 30 heavy goods vehicle (HGV) trips per day, or c. 3 HGV trips per hour, under planning permission 20191259.

14.13 In addition to HGV traffic, the site employs 2 full-time permanent members of staff to drive machinery based on-site (loading shovel and mobile screening unit). All remaining staff employed in relation to the operation of the sand pit are HGV drivers or administration workers based off-site. All staff arrive at the site in the 30 minute period that proceeds the aforementioned operational hours. Likewise, staff would typically depart the site in the 30 minutes following the end of the day. It is also a tendency for staff to remain at the site for the duration of their working day: they rarely depart during their lunch-break. Consequently, all staff trips occur outside of the typical morning and evening peak periods, thereby minimising impact on the surrounding road network. Light vehicles / car trips arising from employees travelling to / from work and visitors will generate up to c. 6 trips per day.

Existing HGV Routing

14.14 The existing established HGV routes are detailed below and shown on Figure 14-1:

- Heavy goods vehicles travelling from the site join the national road network at the M11 at either Enniscorthy or Gorey or the N11/N25 at Wexford.
- HGVs joining the M11 at Gorey proceed from the site entrance east along the R744 to the R741 regional road and travel north to the junction with the M11.
- HGVs joining the N11/M11 at Enniscorthy proceed from the site entrance west along the R744 to the junction with the M11 at Enniscorthy.
- HGVs joining the N11/N25 at Wexford proceed from the site entrance east along the R744 regional road and then travel south on the R741 regional road to Wexford. HGVs then proceed to the N11 via the R730 regional road. HGVs then continue on the N11 or proceed to the N25.
- All HGVs seeking to access the national road network will follow these routes and all vehicles travelling to the site from the national road network will follow these routes in reverse.
- In the case of deliveries to local sites that are not accessible from the national road network, HGV drivers will be instructed to use regional roads rather than county roads, insofar as possible, in order to access the relevant location and to return to the site.

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Impact Assessment

Traffic Generation

14.15 The proposed development will continue to operate within the operational hours set out under condition 11 of planning permission ref. 20191259, as follows:

- Monday to Friday 08.00 to 18.00
- No operations on Saturdays, Sundays or Bank Holidays

14.16 Consequently, the site will continue to be worked c. 240 days a year (5 days x 50 weeks minus 10 Bank Holidays, with 2 weeks allowed for holiday shutdown).

14.17 All sand products will be exported from the site using heavy goods vehicles carrying typical payloads of 28 tonnes. As per the existing pit operations HGV movements depart and return to the site on a broadly even basis throughout the day. At the proposed maximum annual extraction rate of 200,000 tonnes per year, the future HGV traffic generation is a maximum of c. 30 HGV trips per day or c. 3 HGV trips per hour. This is similar to the existing pit operation and there will be no increase in HGV traffic generation arising from the proposed development.

14.18 By virtue of this, the net trip generation of the facility, assuming the peak period of operation, is profiled as follows:

Table 14-1 **Estimated 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	2		2				2		2
08:00 to 09:00		3	3		3	3		6	6
09:00 to 10:00		3	3		3	3		6	6
10:00 to 11:00		3	3		3	3		6	6
11:00 to 12:00	2	3	5	2	3	5	4	6	10
12:00 to 13:00		3	3		3	3		6	6
13:00 to 14:00		3	3		3	3		6	6
14:00 to 15:00		3	3		3	3		6	6
15:00 to 16:00		3	3		3	3		6	6
16:00 to 17:00		3	3		3	3		6	6

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17:00 to 18:00		3	3		3	3		6	6
18:00 to 19:00				2		2	2		2
Daily Total	4	30	30	4	30	30	8	60	68

14.19 This level of HGV traffic generation equates to 1 HGV trip every 20 minutes (c. 3 HGV trips per hour) is similar to that generated by the existing pit operations and that is comfortably accommodated within the existing road network. Going forward this level of HGV traffic generation does not have the potential to materially or discernibly affect the capacity performance of the road network.

14.20 It is estimated that the HGV trips will be split 50:50 in westerly and easterly directions from the site along the R744 regional road.

Future Traffic Routes

14.21 The existing HGV traffic routes will be maintained for the proposed development as detailed below and shown on Figure 14-1:

- Heavy goods vehicles travelling from the site join the national road network at the M11 at either Enniscorthy or Gorey or the N11/N25 at Wexford.
- HGVs joining the M11 at Gorey proceed from the site entrance east along the R744 to the R741 regional road and travel north to the junction with the M11.
- HGVs joining the N11/M11 at Enniscorthy proceed from the site entrance west along the R744 to the junction with the M11 at Enniscorthy.
- HGVs joining the N11/N25 at Wexford proceed from the site entrance east along the R744 regional road and then travel south on the R741 regional road to Wexford. HGVs then proceed to the N11 via the R730 regional road. HGVs then continue on the N11 or proceed to the N25.
- All HGVs seeking to access the national road network will follow these routes and all vehicles travelling to the site from the national road network will follow these routes in reverse.

14.22 In the case of deliveries to local sites that are not accessible from the national road network, HGV drivers will be instructed to use regional roads rather than county roads, insofar as possible, in order to access the relevant location and to return to the site.

14.23 The marked carriageway of the R744 regional road remains constant at approximately 6.5 / 7.0 metres. On this basis, the regional road is considered to be suitable to accommodate two-way HGV traffic and, indeed, this reflects the road's regional route status.

Site Access

14.24 The existing pit site access permitted under planning permission ref. 20191259 that connects directly onto the R744 regional road will remain in use for the proposed development, refer to Figure 14-1.

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14.25 Sightlines at the existing access are satisfactory, 135 metres to the west and east, at a 2.4 metre set back refer to Figure 14-2.

Conclusion

14.26 The HGV and LV/car traffic generated by the proposed development will be low, a maximum of c. 3 HGV trips per hour, in line with the existing pit operations. This traffic will access directly onto the regional road network through an existing established and permitted access. Established traffic routes using the regional and national road network will be used to transport the sand products from the pit to the market. On the basis it is not considered that any significant impact will arise on the traffic and traffic safety in the vicinity of the Site.

Management & Mitigation Measures

14.27 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. These include:

- HGV traffic will continue to use established haulage routes on the regional / national road network, except for local deliveries.
- Warning signs will continue to be provided on the R744 regional road either side of the access (as per condition 10 attached to planning permission ref. 20191259). The signage will continue to be maintained in a satisfactory condition throughout the life of the proposed development
- Haulage vehicles will be regularly maintained, serviced and replaced at intervals.
- The internal access road will continue to be maintained to prevent transport of soil and dirt out of the site onto the public road.
- The existing wheelwash will be maintained in place (as per condition 9 attached to planning permission ref. 20191259).

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SUMMARY & CONCLUSIONS

14.28 This Chapter of the EIAR has been prepared in order to assess the roads and traffic impacts of the development proposal to continue the use and extend the existing sand & gravel pit located at Ballaghkeen, Co. Wexford. The assessment is summarised as follows: -

- The development comprises the continued use and extension of the existing sand & gravel pit.
- The development will continue to be accessed via the existing permitted access directly from the R744 regional road.
- The proposed development will continue to operate as the existing operation in the context of staff numbers and the existing permitted operational hours.
- The existing established HGV haulage routes using the reginal and national road network will continue to be used to transport sand products from the site to the market.
- The development traffic generation will be similar to the existing pit operations, at maximum output c. 30 HGV trips per day (c. 3 HGV per hour equating to 1 HGV trip every 20 minutes throughout the day, which would be immaterial and indiscernible in the context of road capacity. Consequently, the development proposals are considered acceptable from a road capacity perspective.

14.29 There are a range of traffic management and mitigation measures in place at the existing pit and these will continue to the implemented for the proposed development.

14.30 Having regard to the above, it is considered that the proposed development is acceptable in traffic and transport terms.

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FIGURES

GOREY

ENNISCORTHY

BLACKWATER

WEXFORD

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N

Notes:

1. BASED ON 1:50,000 DISCOVERY SERIES OSI MAPPING - MAP **NO. 68, 69, 76 & 77**.

Legend:

- BALLYCONNIGAR LOWER SAND PIT
- M11
- HGV ROUTE TO GOREY (M11)
- HGV ROUTE TO ENNISCORTHY (M11)
- HGV ROUTES TO WEXFORD (N11 / N25)

Rev	Amendments	Date	By	Chk	Auth

SLR

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Drawing Status & Suitability Code

Client
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Project
SAND & GRAVEL PIT AT BALLYMACOONOGE, GLENTIRE & BALLYNAMONABEG TOWNLANDS BALLAGHKEEN, CO. WEXFORD

Drawing Title
HGV ROUTING PLAN

Scale		SLR Project No.	
1:100,000	@ A3	065860.00001	
Designed	**Drawn**	**Checked**	**Authorised**
EW	EW	TP	TP
Date	**Date**	**Date**	**Date**
01/26	01/26	01/26	01/26

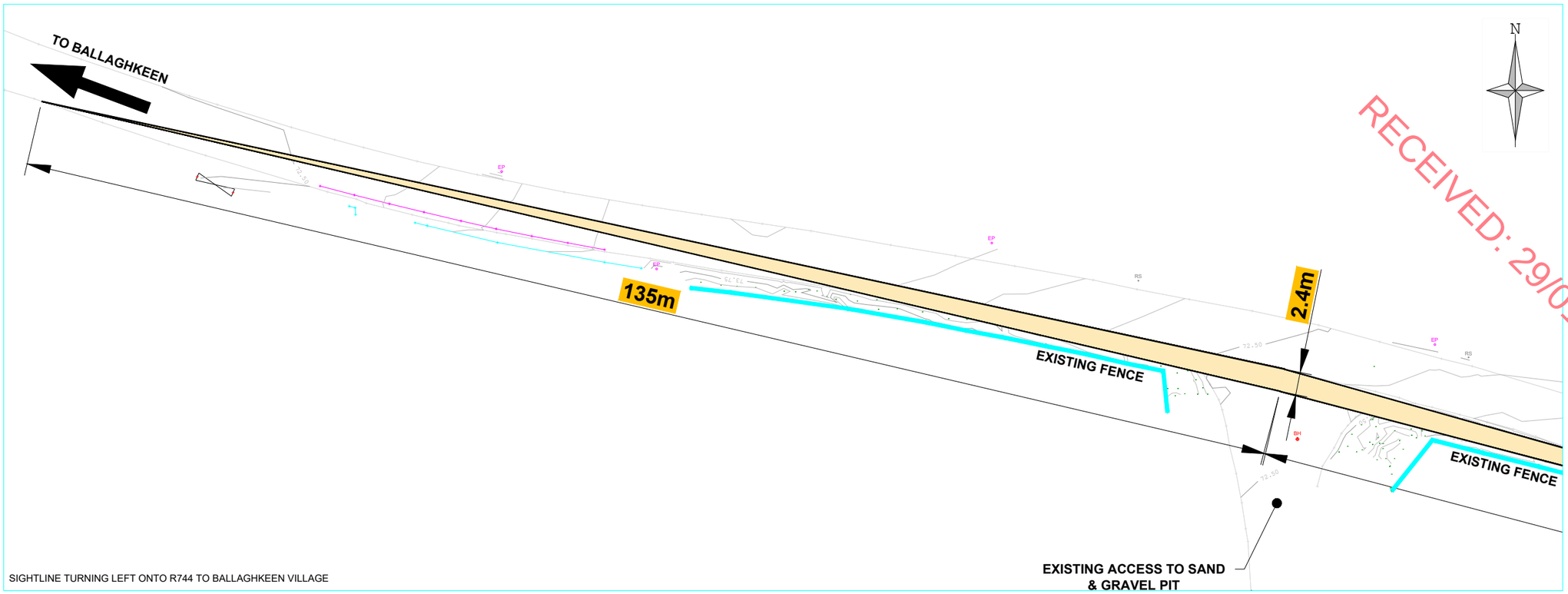
Drawing Number **FIGURE 14-1** Rev. **0**

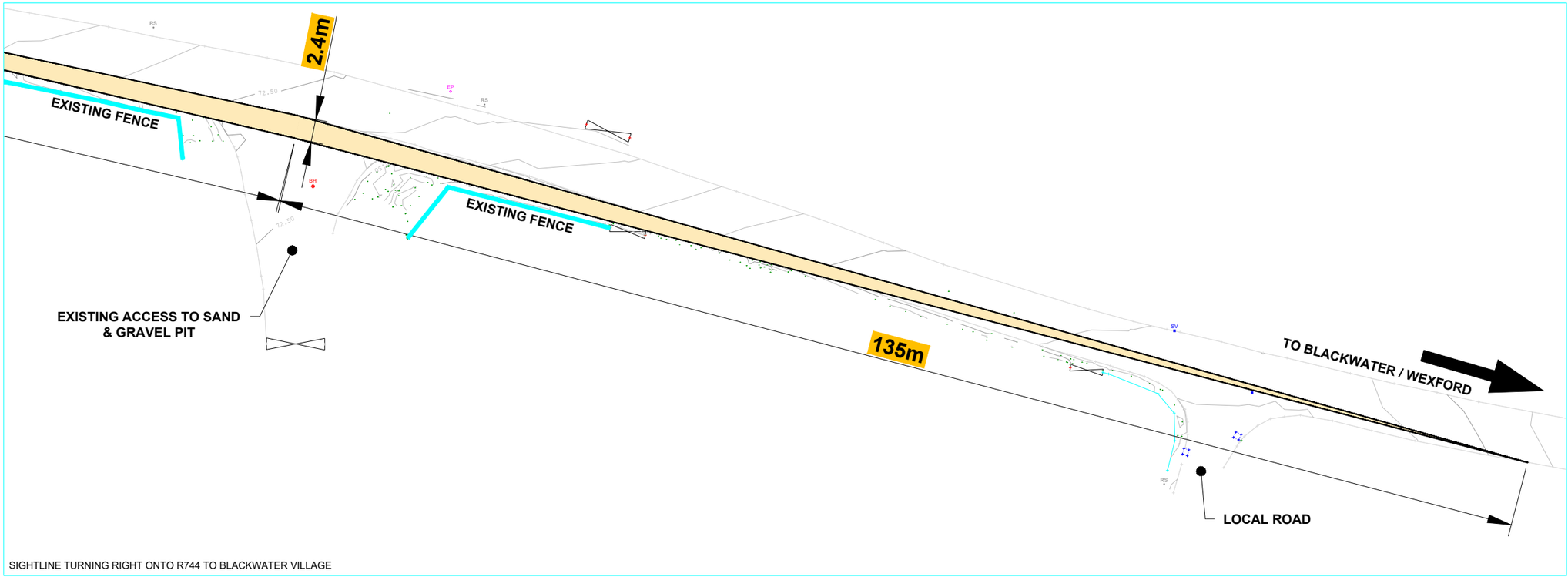
\\ar.local\ie\Offices\IE\Dublin\SLR DATA\SLR Projects\0098 D'Arcy Anthony\065860 Ballagh Extension PA EIAR\EIAR\Volume-2 EIAR Report Figs Appends\14 Traffic\Dwgs\CAD\Wking\065860 FIG_14-1 R0 HGV Routing Plan.dwg 29/01/2026

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0 1,000 2,000 3,000 4,000 5,000m

Scale 1:50,000

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Notes:

1. BASED ON 1:50,000 DISCOVERY SERIES OSI MAPPING - MAP **NO. 69 & 77**.

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SAND & GRAVEL PIT AT BALLYMACOONOGE, GLENTIRE & BALLYNAMONABEG TOWNLANDS BALLAGHKEEN, CO. WEXFORD

Drawing Title
EXISTING PIT ENTRANCE : SIGHTLINES

Scale	SLR Project No.
1:50,000 @ A3	065860.00001

Designed	Drawn	Checked	Authorised
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Date 01/26	Date 01/26	Date 01/26	Date 01/26

Drawing Number
FIGURE 14-2

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