

## 11.0 TRAFFIC

### 11.1 Methodology

The site was visited on 29<sup>th</sup> July 2004 to gather specific information about the local road network including junction layouts, speed limits, peak hours and road geometry. From observations at similar type facilities and the proposed throughput at the Waste Recovery/Transfer and Sludge Drying Facility it is possible to estimate hourly traffic generation at the site for a typical one-day operation.

### 11.2 Existing Environment

The site of the proposed development is located in the Commercial and Industrial zone of Youghal (I – 04). The site for the proposed facility is approximately 2 km north of Youghal town. The site is linked to the N25 (Youghal Bypass) via the R634. The site actually lies off an abandoned section of the T12. This road was formally the main Youghal – Dungarvan road.

#### Existing Traffic Flow Rates

The opening of the N25 (Youghal Bypass) has resulted in a significant decrease in volume of traffic using the R634.

Traffic flow rates on the T12 are relatively low at present; there is minimal pass-by traffic due to the fact that it is a cul-de-sac, which is shared with only a small number of private users. As the T12 was formerly the main Youghal – Dungarvan road, this suggests that there was once a significant volume of traffic on this road. The proposed facility will not cause the return of these traffic volumes.

National Roads Authority (NRA) traffic data in 1999 showed that this portion of the N25 (now the R634) near the entrance to T12, had an annual average daily traffic (AADT) volume of approximately 9,340 vehicles per day of which 13% were heavy good vehicles (HGV's).

Traffic data collected as part Traffic section of the Environmental Impact Statement (EIS) prepared by Fehily Timoney & Company on behalf of Cork County Council in May 2003 for the *Intensification of Use of Youghal Landfill* shows an annual average daily traffic (AADT) volume of approximately 5,496 vehicles per day of which 22% were heavy good vehicles (HGV's). This equates to the removal of 48% of the total predicted 2003 traffic (i.e. using a growth factor of 3.5% per annum) on this portion of the R634 if the Youghal Bypass had not been built.

The peak hour traffic volume (between 9:00 – 10:00) measured at the junction of the T12 and the R634 in May 2003 as part of the Fehily Timoney & Company EIS accessing and egressing the cul-de-sac is presented in Table 11.1.

Vehicle Type	Traffic Volumes	% Total
Bus	0	0
Heavy Goods Vehicles, more than four axels, (HGV2)	18	42
Heavy Goods Vehicles, between two or three axels, (HGV1)	0	0
Light Goods Vehicles (LGV)	8	19
Car	16	38
Total	42	100

**Table 11.1 Peak Traffic Data Accessing and Egressing the T12 off the R634**

Data collected at the Youghal Landfill as part of its licensing procedures indicate that the peak hour for combined HGV1 and HGV2 movement is 12:00 to 15:00 where 6 HGV access the landfill. The busiest hour for cars and other vehicular traffic is Saturday between 9:30 and 12:30 where approximately 60 to 70 vehicles access the landfill.

It can be assumed that most traffic accessing this road are visiting Youghal Landfill and Civic Amenity Site as the NCT Centre generates low volumes, likewise Youghal Shipping uses the lands adjacent to the landfill rarely.

### 11.3 Impact Assessment

#### Construction Phase

Impact is considered to be negligible during the construction phase of the proposed development due to the fact that the actual that the site is flat and small, and very little spoil movement off-site will be required.

#### Operations Phase

The proposed Waste Recovery/Transfer and Sludge Drying Facility will generate approximately 39 HGV trips per day (associated with waste in/out activities) and 10 car trips per day (associated with staff and visitors to the administration building) at full operational capacity. Full operational capacity is when the proposed facility is managing the maximum tonnages of waste under its waste licence, which includes;

- 70,000 tonnes/annum of commercial/enterprise and industrial waste,
- 30,000 tonnes/annum of non-hazardous biological sludge from waste water treatment plants,
- 10,000 tonnes/annum of leachate
- 500 tonnes/annum of washings.

This would increase the growthed AADT 2004 figure of 5,688 by an AADT of 42.12 in terms of HGV's, the number of car movements is negligible. Therefore the proposed development generated traffic will not have any significant impact on the surrounding road network. In fact it can be stated that the proposed facility at Foxhole, Youghal will not result in any significant impact on traffic flows along the adjoining roads due to the opening of the N25, Youghal Bypass.

The geometry of the T12 does not facilitate two-way movement for HGV's, though it did historically. However this was removed by Cork County Council due to illegal camping activities and fly tipping. Cork Council created two lay-bys. As part of the planning conditions granted for the *Intensification of Use of Youghal Landfill* by An Bord Pleanala Cork County Council is required to upgrade the road to facilitate further two-way movement of HGV's. Figure 11.1 shows the proposed upgrading of the T12 by Cork County Council as part of the Youghal Landfill intensification.

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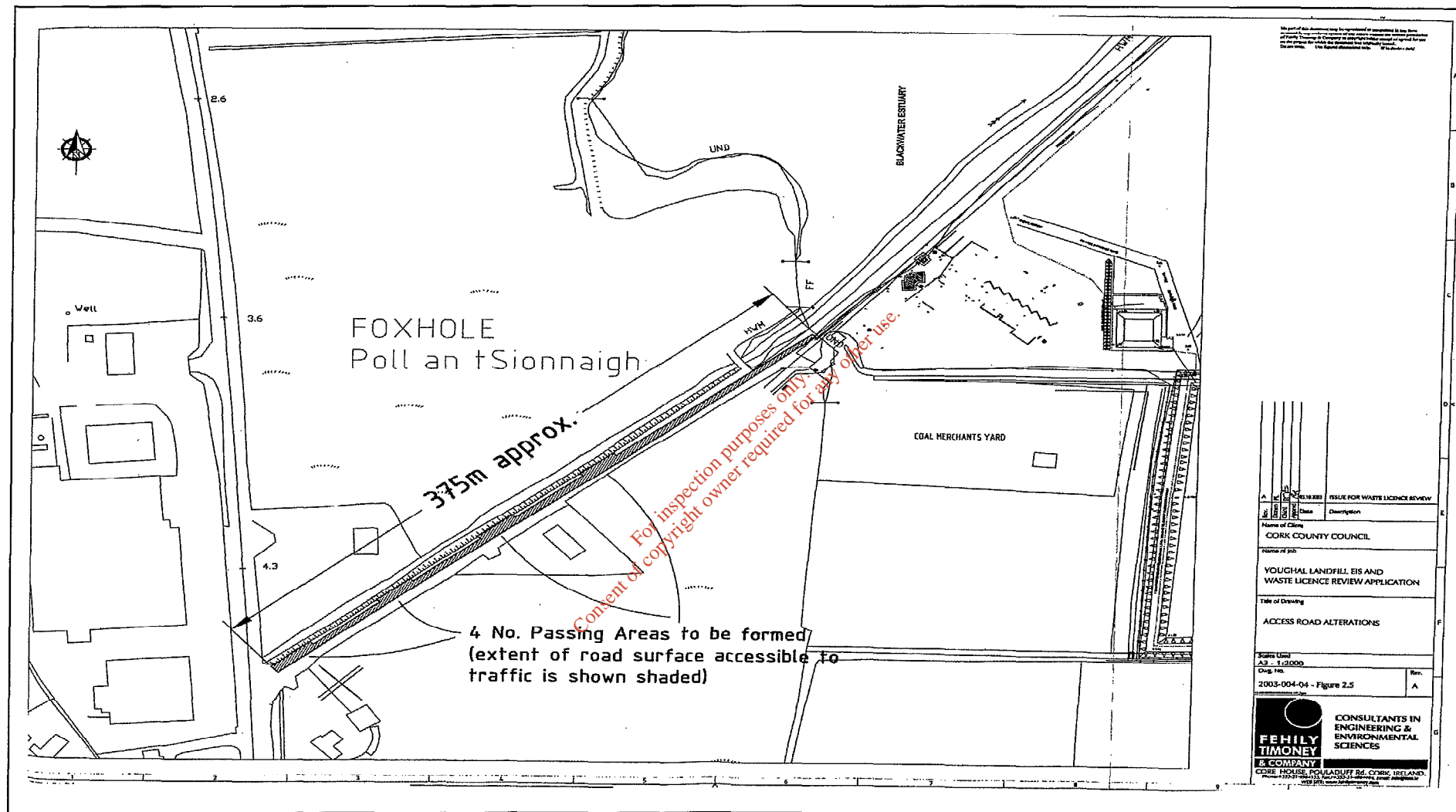


Figure 11.1 Proposed Upgrading of T12 by Cork County Council as part of Youghal Landfill Intensification.

## 11.4 Mitigation Measures

### Construction Phase

As the impact is considered negligible during the construction phase, no mitigation measures are required other than good construction practice and site housekeeping.

### Operations Phase

The primary mitigation measure will be the upgrade of the T12 connecting the site to the R634, Cork County Council will have to complete these works by 2006 as part of the planning conditions granted for the *Intensification of Use of Youghal Landfill* by An Bord Pleanála.

It is also proposed to introduce additional mitigation measures, which will include the following:

- Staggering of deliveries/collections to/from the proposed facility, this limits the number of HGV's on the surrounding road network, at any one time,
- Instructing all vehicles travelling to the site from outside Youghal town will access the site off the N25 Youghal Bypass,
- Segregated Service and Vehicular access in the interest of safety,
- Implementing a traffic management plan to prevent congestion and queuing in the local environs.

### Sustainable Modes of Transport

The proposed development is conveniently located near Youghal town and thus is sustainable to employees accessing the site using other modes of transportation other than the car. Pedestrian and cycle modes are high in the pyramid of sustainability and will be accommodated fully at the proposed development, by means of bicycle racks and a pedestrian entrance into the facility. The bicycle racks will be located in a well lit, secure area near the Administration building.

### Car Parking

It is predicted that there will be 17 employees of AVR – Environmental Solutions Ltd. at full operational capacity. There are 17 proposed car parking spaces including 2 number disabled parking bays and 1 number motorbike parking bay. A number of the employees will work in area of sales and it is envisaged that a maximum of 12 staff will be in the actual proposed development at any one time. Therefore there is sufficient parking for both staff and visitors. This is also conforms to the Car Parking Standards in Appendix IV of the Cork County Development Plan 1996. This will ensure that over spill onto the public road occurs.