

# Further Information Response, Proposed Quarry Development at Ballinrooaun

<b>Contract Number</b>	C108 2015
<b>Topic</b>	Traffic and Transport Response to Further Information Request for a proposed quarry extension at Ballinrooaun, Screen, Co. Wexford
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## 1. Introduction

### 1.1 Overview

Transport Insights has been commissioned by Mr Michael Kelly to prepare a response to a Further Information Request (FIR) issued by Wexford County Council (WCC) on 24 January 2018 in relation to the proposed extension of an existing sand and gravel quarry at Ballinrooaun, Screen, Co. Wexford (WCC Reg. Ref: 20171532).

### 1.2 Background

A planning application for expansion of the existing quarry at Ballinrooaun (previously granted under Reg Ref: 20082323) was submitted to WCC by Tom Phillips + Associates on behalf of our Client on 23 November 2017. The proposed development included extraction of material at a rate of 100,000 tonnes per annum (over a 14-year period) and progressive restoration of the quarry void at a rate of 80,000 tonnes per annum. The site, which is accessed from a lightly trafficked rural road, is located approximately 1 kilometre to the east of Screen, Co. Wexford. An Environment Impact Assessment Report (EIAR) was submitted in support of the application and included a Traffic and Transport Chapter prepared by Transport Insights.

### 1.3 Request for Further Information

Following initial consideration of the application, a Further Information Request was issued by WCC on 24 January 2018, with 14 items of clarification requested. Item No. 14 of the RFI

related to roads and traffic related aspects of the proposed development and is reproduced below:

*“The EIAR states that there is to be a decrease in the number of vehicle movements associated with the proposed development which is unrealistic as there will be extraction of 100,000 tonnes per annum and traffic associated with infilling 80,000 tonnes per annum concurrently, which is a significant increase in traffic movements. It is noted that this assessment relies on the return leg of an outward journey to have the material for backfilling. The applicant is requested to elaborate on how this is to be orchestrated with some customers arriving in their own vehicles and while the sites for sourcing the infill is still an unknown. The statement in Section 12.4.2 of the EIAR that an additional 36 vehicles per day, which equates to 72 trips (2 for each vehicle) is insignificant on the local minor road requires some addressing. This figure may also be unrealistic depending on how the two loads can be arranged so efficiently.”*

## 2. RFI Response

A response to item no. 14 of the FIR has been prepared by Transport Insights and addresses WCC’s concerns in three parts:

- traffic increase associated with the proposed development;
- further description of envisaged quarry operation including backfilling vehicle trips; and
- clarification of vehicle trip calculations.

Responses to these concerns are outlined within Sections 2.1, 2.2 and 2.3 of this note respectively.

## 2.1 Traffic Increases Arising From The Proposed Development

The following section of the FIR Response is related to traffic increases associated with the proposed development. The specific section of Item 14 of the FIR that will be addressed is reproduced below for clarity.

### **FIR**

*“The EIAR states that there is to be a decrease in the number of vehicle movements associated with the proposed development which is unrealistic as there will be extraction of 100,000 tonnes per annum and traffic associated with infilling 80,000 tonnes per annum concurrently, which is a significant increase in traffic movements.”*

### **FIR Response**

Section 5.4.5 Potential Impact on Human Beings – Traffic of the EIAR provides a summary of traffic impacts associated with the proposed development. Within it, the following is stated:

*“The maximum output rate is proposed at 100,000 tonnes per annum (which is less than permitted currently) and therefore the maximum trip rate will decrease from that permitted (see Chapter 12 Traffic and Transportation).”*

A “decrease” in traffic movements is presented in this section of the EIAR solely in the context of that which is currently permitted i.e. extraction at a rate of 125,000 tonnes per annum currently compared with extraction of 100,000 tonnes per annum proposed. If we assume that backfilling will be undertaken concurrently on the return leg of an outward delivery journey (backfilling is discussed further in the following section, Section 2.2), then it is clear there will be a decrease in vehicle movements.

However, the Traffic and Transport Chapter of the EIAR describes the ‘Do Something’ impact for the operational phase of the development as follows (Ref: Section 12.4.2 Do Something Impact – Operational Phase):

*“The proposed development will result in a small increase in traffic on the local road network, with an additional 36 vehicles<sup>1</sup> per day anticipated on the L-7003-1 during its operational phase. Such a small increase in traffic, as demonstrated by the current on-site operations is deemed likely to have an insignificant impact on the local road network.”*

This “small increase” in traffic mentioned above is described in the context of the existing quarry ceasing to operate from April 2019 onwards, as opposed to the “decrease” described

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<sup>1</sup> This figure represents one-way vehicle movements and is elaborated upon within Section 2.3 of this note

more generally within the EIAR which is described in the context of the existing development already operating on-site. Furthermore, the “*small increase*” in traffic is directly comparable, but slightly lower, in scale to current on-site development traffic, which is noted to result in satisfactory operation of L-7003-1, as described within Section 12.3 of the EIAR.

## 2.2 Quarry Operation Clarification

The following section of the FIR Response is related to proposed quarry operations including addressing HGV trips associated with backfilling of the quarry. The section of Item 14 of the FIR that will be addressed is reproduced below for clarity.

### **FIR**

*“It is noted that this assessment relies on the return leg of an outward journey to have the material for backfilling. The applicant is requested to elaborate on how this is to be orchestrated with some customers arriving in their own vehicles and while the sites for sourcing the infill is still an unknown.”*

### **FIR Response**

The proposed development will involve removal of sand from the site with an extraction rate of 100,000 tonnes per annum. The sand removed will be transported to sports and equestrian centres nationwide via Client owned or leased HGVs and will not involve customers arriving to the site in their own vehicles. As such, our Client will have full control over all HGV movements to and from the site. Once a HGV makes a sand delivery, material for backfilling will be sourced and loaded onto the empty HGV for transport back to the quarry on the return leg of the journey. A total of 80,000 tonnes will be required over the lifetime of the quarry, allowing for 20% of outbound delivery trips to return empty.

Sites for sourcing infill material (i.e. soil from live construction sites etc.) will be known sufficiently far in advance of dispatching outbound HGV trips from the site. As a result, no impediment to the planned collection of infill material to the site by outbound HGV trips is envisaged.

## 2.3 Vehicle Trip Calculations

The following section of the FIR Response relates to presentation of proposed vehicle trip calculations.

### **FIR**

*“The statement in Section 12.4.2 of the EIA that an additional 36 vehicles per day, which equates to 72 trips (2 for each vehicle) is insignificant on the local minor road requires some addressing. This figure may also be unrealistic depending on how the two loads can be arranged so efficiently.”*

### **FIR Response**

Background traffic on L-7003-1 is 400 vehicles AADT, as stated within the Traffic and Transport Chapter of the EIA, representing a very low level of background traffic on the road. The proposed development will generate an additional 36 vehicles AADT equivalent, which represents total yearly vehicle movements divided by 365.25 (days per year). Proposed development traffic is presented in this format so as to be directly comparable with background AADT traffic.

The proposed development will result in 36 one-way trips or 18 two-way trips on the local road network, i.e. 1 two-way trip equals 2 one-way trips. As AADT is measured in terms of two-way traffic, i.e. one-way trips (with the unit of measurement being vehicles), the development will result in an increase of 36 vehicles AADT equivalent. This is substantially less than the 72 one-way trips stated within the FIR.

Furthermore, the above traffic generation figures are not considered unrealistic as there will be a clear business case for limiting the number of HGV trips made that have an empty return journey (as outlined within Section 2.2 above). If HGVs were allowed to return to the quarry empty on a regular basis, it would result in far greater per kilometre operating cost for the applicant, which would be undesirable for financial reasons.