

RESPONSE TO FURTHER INFORMATION ITEMS 1b(i), (ii), (iii) and 4

DERRYCLARE WILD WESTRN PEATLANDS PROJECT

COUNTY GALWAY

Alan Lipscombe Traffic & Transport Consultants Ltd
Claran, Headford, Co Galway

Email - info@alipscombetraffic.ie
Tel – 093 34777
Mob – 087 9308134

Client: Coillte Teoranta
September 25th, 2023
Project No: 10850

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Derryclare Wild Western Peatlands Project – Response to: FI Items 1b(i), (ii), (iii) and 4 | 1

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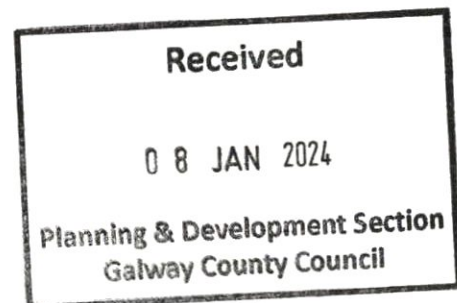
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1 Introduction

A planning application was submitted to Galway County Council (GCC) for planning permission for the Derryclare Wild Western Peatlands Project at Derryclare and Cloonnacarta, County Galway.

In terms of traffic impacts the key component of the Proposed Development relates to the felling and removal of 343 hectares of conifer plantation via the existing forest access junction on the R344.

A letter requesting further information was subsequently issued by Galway County Council (Planning Reference 23/60) on the 19th March, 2023, with Items 1.b.i, 1.b.ii, 1.b.iii and 4 relating to traffic and transport. This note, which was prepared by Alan Lipscombe Traffic and Transport Consultants Ltd, presents responses to these points.

2 GCC Items 1.b.i, 1.b.ii, 1.b.iii and 4 and Design Team Responses

GCC Item 1.b.i is as follows;

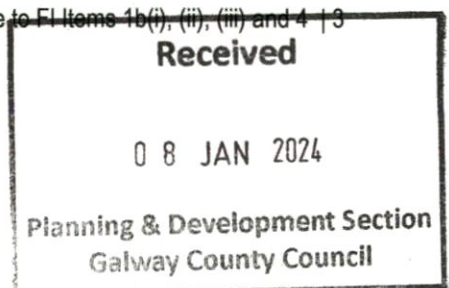
The sightlines have not been submitted in accordance with the required standards as set out in DM Standard 28 of the Galway County Development Plan 2022-2028.

Please submit a revised site layout plan that indicates visibility of 70m in both directions from the proposed access to the site, from a 2.4m setback from the road edge, and measured along the near road edge, at an object height of between 1.05m from the access to 0.6m at the sightline distance.

Design team response to point 1.b.i

The 70m visibility splays taken from a 2.4m setback are shown at the existing access junction on the R344 in the horizontal plane in Figure FI1. The figure, together with Plates 1 and 2, show that the only existing obstructions within the visibility splays are shrubs and hedging. It is confirmed that all of the land within the splays indicated are within the ownership of the applicant and that all existing shrubs and hedging will be cut and maintained to a maximum height of 0.25m.

The profile of the existing carriageway edge on the R344, together with the visibility splay in a vertical plane are shown to the south and north of the existing access in Figure FI2. The figure



shows that once the shrubs and hedging are cleared, as set out above, the required visibility taken from a driver height of 1.05m to an object height of 0.6m is available in both directions.

Plate 1 **Derryclare forestry access – looking north along R344**

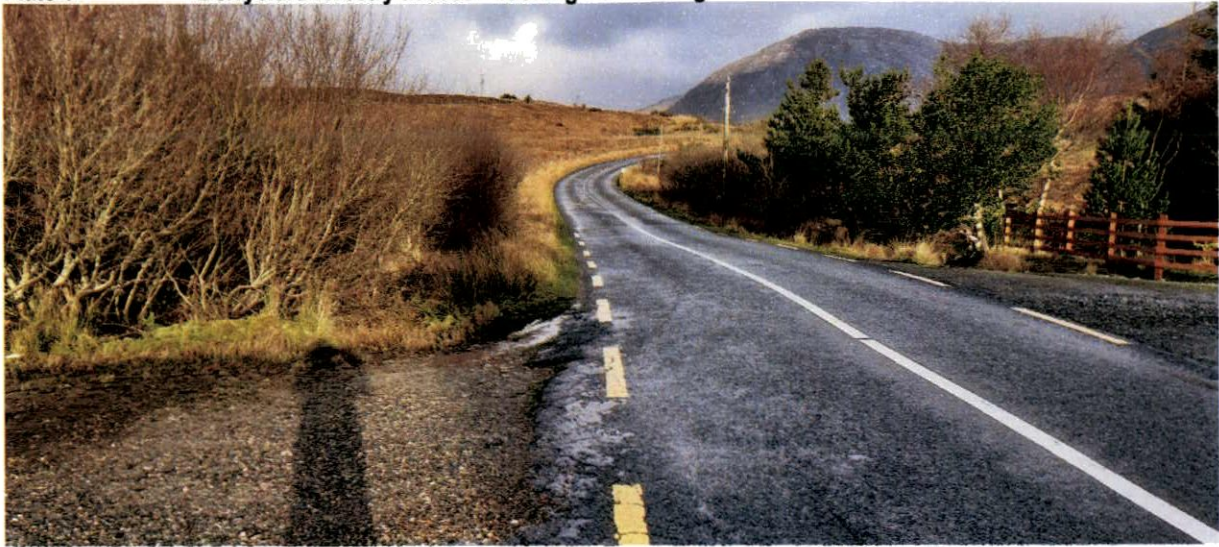
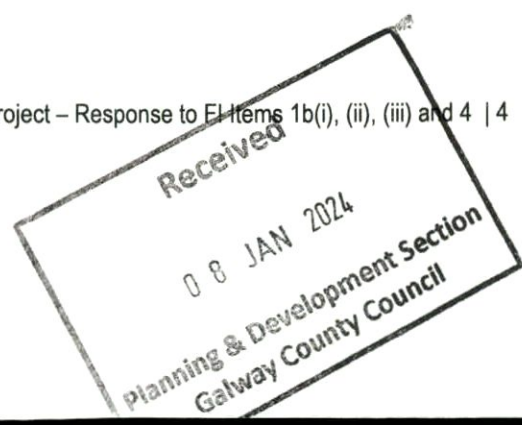


Plate 2 **Derryclare forestry access – looking south along R344**



GCC Item 1.b.ii is as follows;

Where works are required in order to facilitate the provision of adequate sight distances, lands within the sight distance triangles shall be within the control of the applicant and shall be subject of a formal agreement with the adjacent landowner which ensures certainty that the applicant is in a position to comply with the relevant condition and or standard.



Design team response to point 1.b.ii

It is confirmed that the lands within the visibility splays as indicated in Figure F11 are within the ownership of the Applicant who are in a position to provide the visibility splays indicated and also maintain them for the duration of the Proposed Development.

GCC Item 1.b.iii is as follows;

The full extent of the roadside remedial works, the required consent for same and associated mapping of lands required for the provision and maintenance of sightlines outlined in blue on a site location map and site layout plan is therefore required to be submitted by the applicant.

Design team response to point 1.b.iii

This information is included as part of the information provided by MKO.

GCC Item 4 is as follows;

The applicant is required to provide satisfactory information associated with the proposed development with respect to traffic volumes, traffic routes to and from the site, reference to potential impacts to local and national road network and junctions where a Transport and Traffic Assessment is required as well as a road safety audit. Any advance directional signage required for road safety measures, The absence of ground bearing investigation results to confirm suitability of proposed carrying capacity of internal roadway routes & associated structure analysis whereby extensive works are required in predominantly Peat type soil strata.

a. The applicant is requested to provide clearly identified haul routes proposed to fully assess the public road network being potentially impacted including determination of structure Analysis on the existing roadways to the subject site. All culverts and structures crossed over by HGV's or potential abnormal weight loads should be highlighted in reports which gives details of their structural adequacy.

b. The applicant is requested to provide auto track analysis at the site entrance and within proposed internal layout

Design team response to points 4.a and 4.b area as follows

This information is included as part of the information provided by MKO.

Traffic and Transport Assessment – It is respectfully suggested that that the information presented in Section 13 of the EIAR with respect to traffic volumes, traffic routes, trip generation

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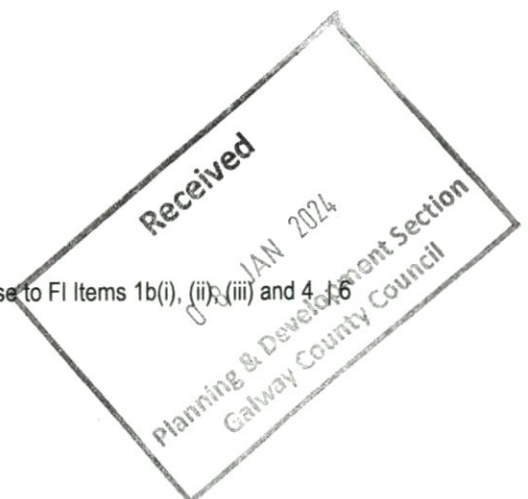
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and the traffic impact on the road network is in accordance with PE-PDV-20045, Transport Assessment Guidelines, TII, May 2014 as stated on Section 13.1.1.2 of the EIAR. These issues are dealt with specifically in the following sections;

- Traffic volumes – A classified turning count survey undertaken at the existing access junction on the R344, together with background traffic forecast for each of the operational years (2023 -2028) is set out in section 13.1.2.3.
- Trip generation and assignment for proposed development – The trip generation for the proposed development is set out for each of these years in Section 13.1.3.1 with the assignment of these trips on routes on the network is discussed in Section 13.1.3.2.
- The traffic impacts of development generated traffic – This is assessed in Section 13.1.5. It was determined that the maximum impact on the R344 would be a +6% increase in terms of PCU. As set out in the EIAR, guidance relating to the requirement to undertake a detailed junction capacity assessment at junctions in the proximity of a proposed development is set out in Document PE-PDV-02045 Traffic and Transport Assessment Guidelines, TII, May 2014. The guidance states that a capacity assessment should be undertaken where the proposed development results in an increase in traffic volumes of 10% or greater, in situations where the network is not currently congested. As the traffic volumes on the R344 are forecast to increase by less than this threshold (maximum +6%) during the duration of the proposed development, a detailed capacity assessment was not deemed to be required at the Derryclare Forest Access / R344 junction.
- It is noted that junction improvements, including advanced warning signing is proposed as set out in Section 13.1.4.

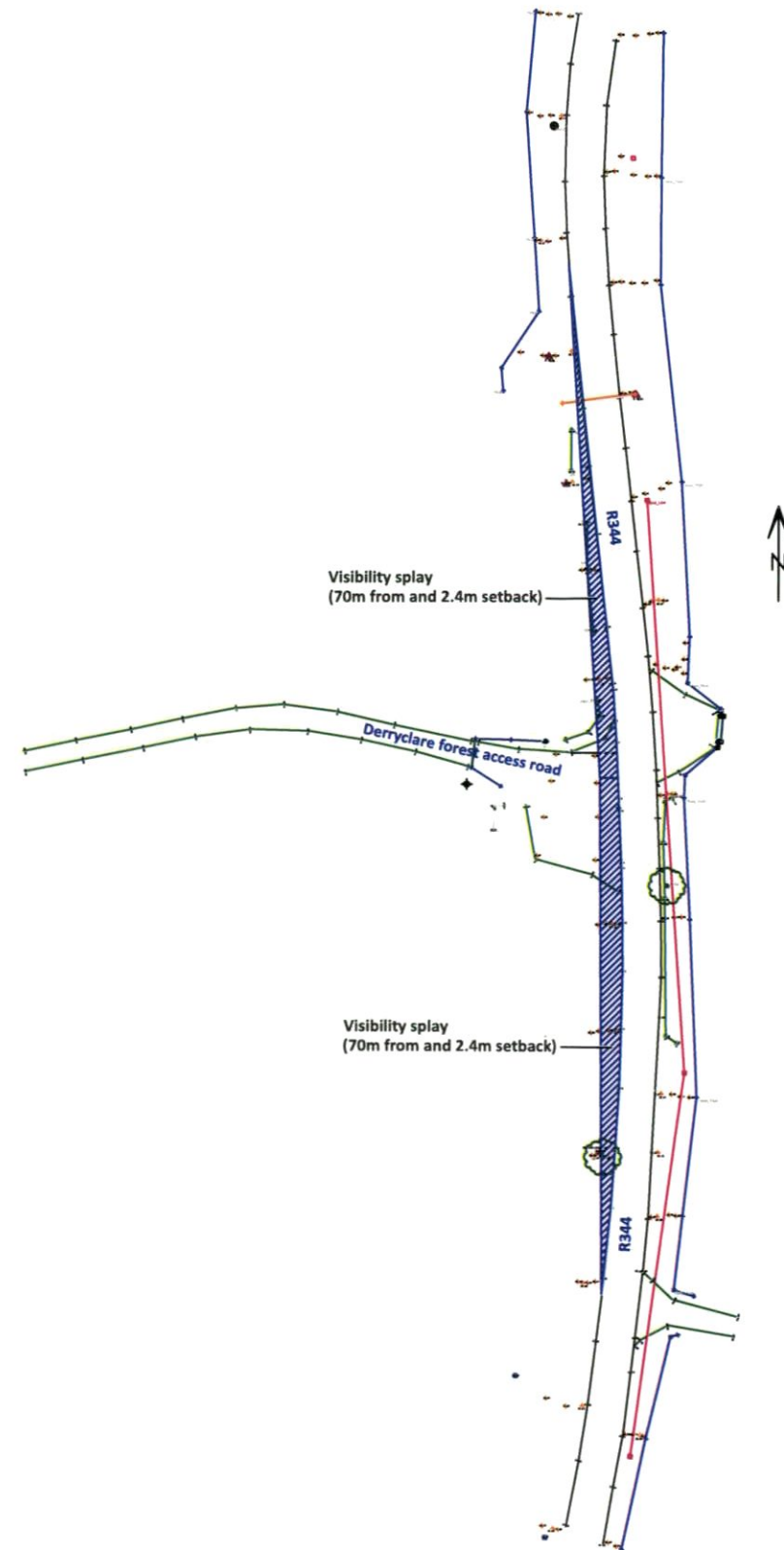
Road Safety Audit – The Derryclare forest access on the R344 is an existing junction for which minor improvements, in terms of junction markings and improved visibility splays are proposed. Taking account of this, together with a forecast maximum of 10 HGV movement to and from the proposed development per day. It was considered that a Road Safety Audit would not be required. In the event that an RSA is still requested, the Applicant will commit to completing this request prior to commencement.

Autotrack assessment – An autotrack assessment for a large articulated HGV (15.4m long x 2.5m wide) exiting the junction is shown in Figure FI3. It is noted that this is an existing access, and these vehicles are currently accommodated at the junction. While based on the forecast traffic volumes it is very unlikely that 2 vehicles will meet at the junction, the figure demonstrates that an HGV accessing the site will be able to wait off the E344 if required



FIGURES





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NOTES:

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Figure F11 Proposed visibility splays in horizontal plane (2.4m x 70m)

PROJECT: Derryclare Wild Western Peatlands Project

CLIENT: Coillte Teoranta

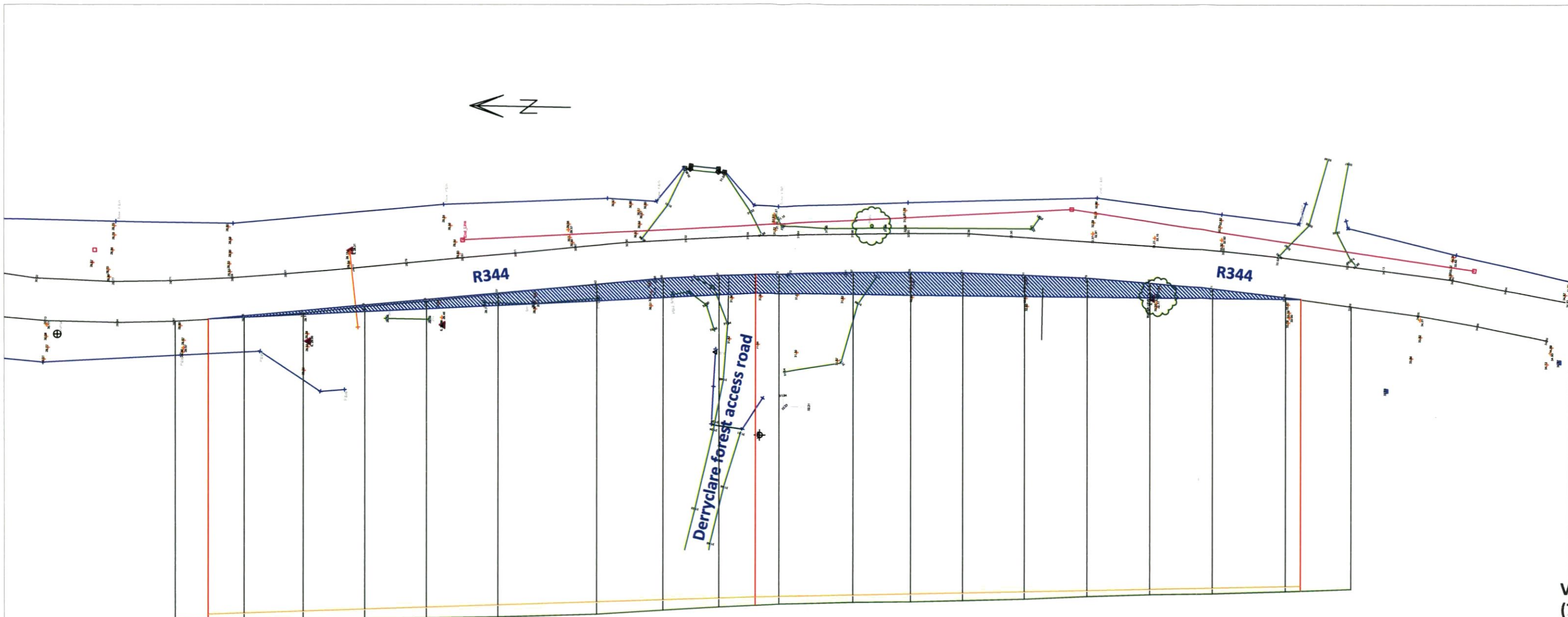
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PROJECT NO: 10850

DATE: 12.07.23

DRAWN BY: AL

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Key	
Existing carriageway edge profile	
Vertical visibility splay (1.05 driver height to 0.6m object height)	

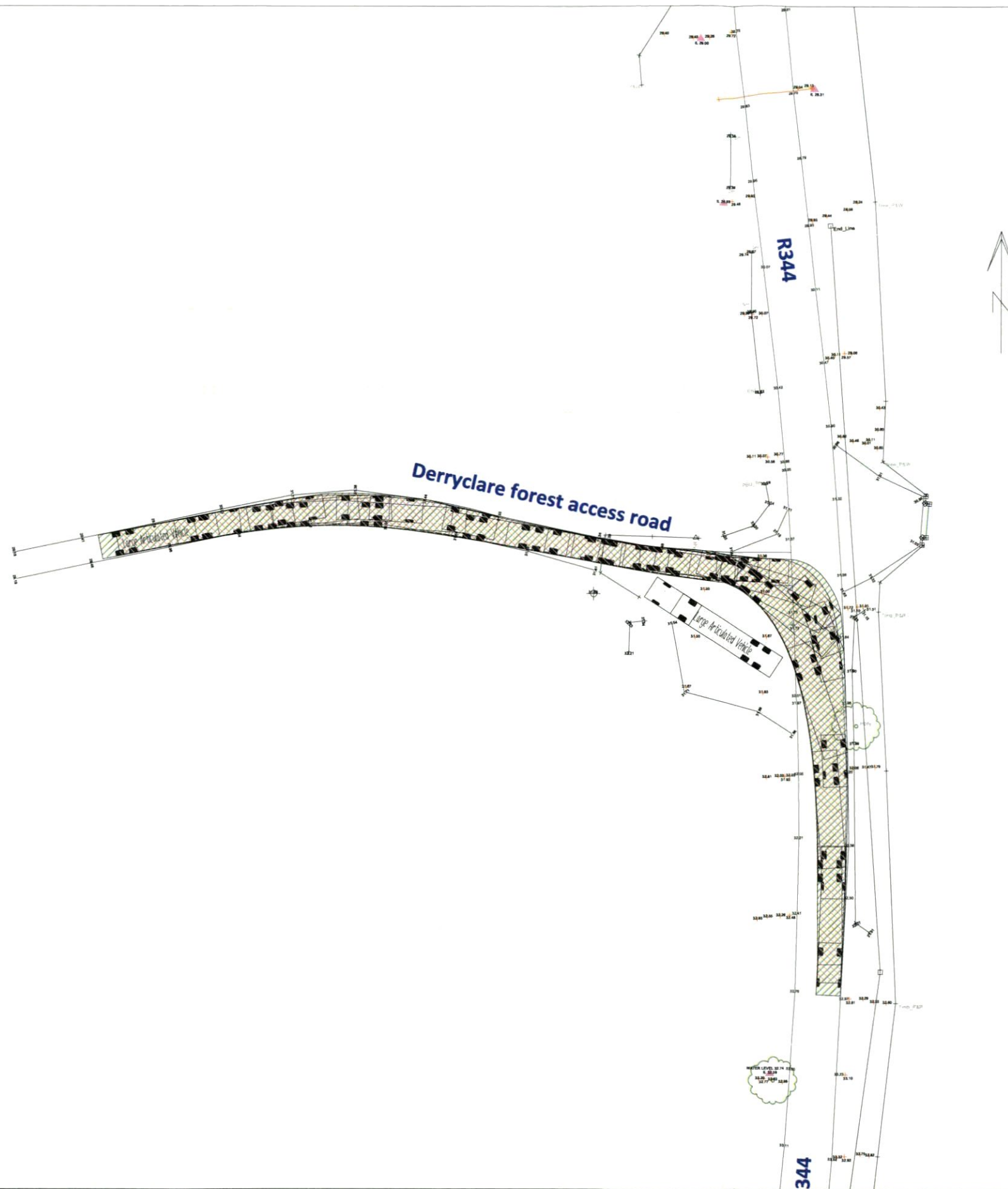


NOTES:
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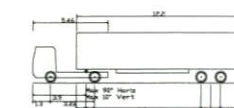
Figure F12 Available visibility splays in vertical plane (from driver height of 1.05m to object height of 0.6m)

PROJECT: Derryclare Wild Western Peatlands Project		
CLIENT: Coillte Teoranta	SCALE: 1:500	
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Large Articulated Vehicle
Overall Length 15.400m
Overall Body Height 2.500m
Min Body Ground Clearance 0.400m
Max Track Width 2.500m
Lock-to-lock turn 6.60m
Curb to curb turning Radius 6.60m

NOTES:
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Figure F13 Autotrack assessment for large articulated HGV (15.4m long x 2.5m wide)

PROJECT: Derryclare Wild Western Peatlands Project

CLIENT: Coillte Teoranta

SCALE: 1:000

PROJECT NO: 10850

DATE: 22.09.23

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ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

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