

DALRADIAN GOLD - TRAFFIC AND TRANSPORT - OUR PLANS

HOW YOU CAN HELP SUPPORT OUR APPLICATION

If you support our plans to build a mine and believe it will be economically transformative for west Tyrone while respecting the environment, express your support to DfI. You will want to include the specific reasons you support the application. 

You can do this via our “Build a Support Letter” tool at www.dalradian.com/opportunity. Alternately, you may write directly to DfI by email at planning@infrastructure-ni.gov.uk referencing LA10/2017/1249/F or by post at:

Strategic Planning
Division, First Floor,
Clarence Court
10-18 Adelaide Street,
Belfast, BT2 8GB

Or Chief Planner's Office,
71 Ebrington Square,
Derry-Londonderry,
BT47 6FA

Traffic can be one of the more immediate impacts from any new development. This can be either during the construction phase (deliveries to the site and site workers) or the operating phase (mainly employees), or both.

Equally, there are many ways to reduce these potential impacts. During the construction and operation of the mine, workers will car-share and use park and ride services to attend site. Shifts will be staggered to avoid traffic build up at particular peak-times, such as during school runs.

Our proposed development will access the main road network via the B46 (Crockanboy Road). This road has a traffic capacity of some 13,000 vehicles per day.

As part of our planning process, independent experts examined the impact to local communities of a rise in the number of vehicles on the road network, especially around the villages of Greencastle, Rouskey and Gortin.

Their findings were included in our planning application, submitted in November 2017. All of the information contained in our 10,000 page planning application is available both online and at locations in Belfast, Derry/L'Derry and the Omagh Library.

Key findings of that report are:

During the two-year construction phase, an average of 128 additional vehicles will use the local road network per day. This breaks down into 88 worker vehicles and 40 HGV one-way journeys, which equates to an expected increase in traffic at the Rouskey village junction of a maximum of 22 percent. This equates to one extra vehicle coming along the road every 11 minutes and will result in an expected driver delay on all approaches to the junction of less than 3.5 seconds.

In fact, the decision to host the processing plant for the mine on site radically cuts down on the amount of traffic coming to and leaving the site on a daily basis.

During the approximately 20 to 25 year operations phase, it is estimated that an extra 111 vehicles will be on the roads, consisting of 105 staff vehicles and 6 HGV vehicles. This equates to an additional 20.4 one-way journeys per day at the peak times of 8am-9am and 5pm-6pm. It is estimated that the junctions in Rouskey, Greencastle and the A505/B46 junction are expected to experience an increase in traffic volumes of between 12-14%. This equates to an average driver delay of just under 5 seconds.

Part of the reason for the modest rises in journey times during both the construction and operational phase of the mine is that the B46 Crockanboy Road is operating an annual average daily traffic count of 1,200 vehicles, less than 10 percent of its traffic capacity of 13,000 vehicles.

The above increases represent a worst-case scenario. We anticipate that our project will employ as

many people as possible from the Greencastle and Gortin areas and many of these may already be using the Crockanboy Road on their way to work much further afield. They will already be part of the above (baseline) numbers but will now be able to work much nearer to their homes and families.

We have designed our underground mine to be environmentally responsible, and to minimise any disruption to local communities.

If our planning application is successful, the mine will create more than 350 full-time jobs during the operations phase with average salaries of £40,000 (details available on www.dalradian.com). There will be additional, indirect employment from the supply chain. We encourage you to register your support for our project, which will bring jobs, prosperity and opportunities for west Tyrone.

Construction Phase

On average **128** Extra vehicles on the local roads network per day

40 one-way HGV vehicles journeys **88** staff vehicles



Operations Phase 20 TO 25 YEARS

On average **111** Extra vehicles on the local roads network per day

6 one-way HGV vehicles journeys **105** staff vehicles

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**World-class Mine
Jobs in Tyrone**