

Forest Road Entrance Checklist

This checklist is to accompany a Forest Road Licence application only where the licence application includes the construction of a new forest road entrance or the material widening of an existing entrance onto a Public road.

Contract Number:		Townland:	
County:		Local Authority:	

1	Does this application include the construction of a new entrance or the material widening of an existing entrance onto a Public Road? (If no - stop here - there is no requirement to complete this checklist)	Yes / No
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2	Is the average gradient of the forestry road approaching the public road clearly indicated on the application documents?	Yes / No
3	Have all the existing site entrance points within 100m of the proposed forest entrance been identified?	Yes / No
4	Has the average gradient of the public road within the sightlines in both directions from the proposed forest access point been provided?	Yes / No
5	Have all underground utilities/ overhead power lines and other hazards that might affect the proposed construction been identified on the documents submitted?	Yes / No
6	Has the proposed haulage route been identified on the documents submitted?	Yes / No

You need to be able to answer Yes to questions 2 to 6 above, otherwise the application will be returned.

7	Does the application include a proposed <u>Relaxation</u> from the Technical Standards for the Design of Forestry Entrances onto Public Roads?	Yes / No
8	Does the application include a proposed <u>Departure</u> from the Technical Standards for the Design of Forestry Entrances onto Public Roads?	Yes / No
9	Does the plantation landowner own the entire extent of the forestry roads and any hedgerows that need to be cut/maintained to achieve the sight distances proposed at the site entrance? If not, the applicant, prior to works commencing, must seek appropriate permissions from neighbours. This will be a condition of the licence.	Yes / No
10	Is hedge cutting required?	Yes / No

Public Road Details:

11	What is the public road classification?	
12	What is the public road width?	
13	What is the Vertical Alignment within 100m of the entrance?	

14	Has photographic evidence of the condition of the public road for at least 100m either side of the forest entrance been provided?	Yes / No
15a	Has the number of existing entrances within 100m of forest entrance, on the same side of the road been provided?	Yes / No
15b	- If present has a description of each entrance been provided	Yes / No / N/A
16a	Has the number of existing entrances within 50m of forest entrance, on the opposite side of the public road been clearly stated?	Yes / No
16b	- If present has a description of each entrance been provided?	Yes / No / N/A

New Forest Road Entrance Location

17	Are entrances on regional roads and busy local roads designed so that they have left turn in and left turn out?	Yes / No / N/A
18	Is the proposed forest entrance to the forest road directly opposite any other access?	Yes / No
19	Is there at least 50m between entrances on opposite side of the road to the proposed forest entrance?	Yes / No
20	Is there at least 100m between entrances on same side of road to the proposed forest entrance?	Yes/No
21	If existing entrances are within the above limits, has a description of each entrance been given?	Yes/No
22	If existing entrances are within the above limits, has reasoning been given in relation to the location of the new entrance?	Yes/No
23	Has the designer demonstrated a clear line of sight without obstacles (hedges, ditches, walls etc.) blocking it?	Yes/No

Relaxations to Technical Standard

24	Has the Designer recorded that a Relaxation from standards is being used, and included a full description of the relaxation and reasons for it?	Yes/No / N/A
25a	Has the Designer demonstrated that there is a reduced design speed at the proposed site entrance, clearly referencing table 2 Technical Standard for the design of Forest Entrances onto Public Roads?	Yes / No / N/A
26b	- If yes, has a full description of how the design speed was assessed been provided? (see 'Assessment of Road Design Speeds below')	Yes / No / N/A
27	Has the designer included an “Engineers Report” confirming that the development does not constitute a risk to public safety?	Yes/No / N/A
28	Does the Designer have the necessary professional qualification (Chartered Civil or Roads Engineer) to make such recommendations, if not is the designer listed in the Department of Agriculture’s Directory of Forest Road Professionals?	Yes/No / N/A

29	Has the Designer recorded the fact that a Departure has been used and the corresponding reason for it?	Yes/No / N/A
30	If a Departure from Standard has been used, has correspondence with the County Council been submitted?	Yes/No / N/A
31	Has the designer included an “Engineers Report” confirming that the development does not constitute a risk to public safety?	Yes/No / N/A
32	Does the Designer have the necessary professional qualification (Chartered Civil or Roads Engineer) to make such recommendations, if not is the designer listed in the Department of Agriculture’s Directory of Forest Road Professionals.	Yes/No / N/A

Forest Road Standard Approaching the Entrance

33	Does forest road have a gradient of less than 2.5% (1 in 40) for the final 15m of the forest road leading to the edge of public road (dwell area)	Yes/No
34	Does forest road have a gradient of greater than 10% for the preceding 30m (45m for public road edge).	Yes/No
35	If gradient of forest road is greater than 2.5% at entrance, is the first 5m of forest road finished with a 250mm deep C25/35 (35N cube strength) across full width of bell mouth with non-slip surface.	Yes/No/ N/A

Drainage at the Proposed Forest Entrance:

36	Is there any existing drainage at the proposed site entrance?	Yes / No
37	Are drainage works required and proposed along the public road?	Yes / No
38	Is rainwater runoff from forest road permitted to discharge onto public road	Yes/No
39	Has the capacity of public road drain been reduced in design size?	Yes/No / N/A
40	Is full drainage to be maintained along sight lines where it has been necessary to remove hedgerows to provide the required Y-distance along the public road?	Yes/No / N/A
41	For large culverts (greater than 600mm) along the public road was there contact between the designer and the local Roads Engineer when sizing the culvert?	Yes/No / N/A
42	Has drainage been designed in accordance with technical standards (drainage dip / drainage block / forest road drains)?	Yes/No / N/A

43	Name of Engineer(s) involved in application:	Yes/No / N/A
44	Name of company involved in application:	Yes/No / N/A

Assessment of Road Design Speeds

Accurate determination of Road Design Speeds on public roads where new forest entrances are being developed is a critical first step in appropriate forest entrance design, and subsequent mandatory referral of these applications to Roads Authorities for comment and advice.

The road design speed sets the minimum required sightlines for an entrance. It is not possible to have reduced sightlines if the design speed of the public road has not been fully assessed. The minimum sightline must be achieved to provide for safe sightlines for traffic leaving the proposed entrance, and safe stopping distances for traffic using the public road approaching the entrance.

Road Design Speeds may be determined by suitably qualified designers based on their own observation of prevailing road conditions and vehicle operating speeds.

It is important that an adequate rationale for selection of a given design speed is documented and provided in applications and supporting documentation, and that this information will be clearly visible and transparent to subsequent reviewers. The use of a statements such as, “in my opinion the design speed of the road is Y”, is not acceptable. It is important that the design speed is assessed. There must be measurements of both the traffic speed and usage level of the public road.

A detailed description of the public road should be provided. Width, level of traffic (based on observations over a minimum of a 2-hour period, with a focus during morning and evening commute times), surface condition, gradient, etc. Also, a record should be provided of the safe driving speed on the road – this may be done by driving the road multiple times in both directions at what is deemed maximum safe speed and then recording this information for each pass. The design speed of the local road must be assessed for at least the full length of the sightlines.

A designer can only use the driving method to establish a safe driving speed on a road where the road has been categorised by the Local Authority as a Local Secondary Road or Local Tertiary Road. All other road categories require a fixed traffic survey or other approved method of measuring traffic speed and volume.

If the sightlines cannot be achieved for the design speed of the public road, then a Departure from Standard is required to be sought. This may only be sought following discussion and agreement with the Local Authority.

It is recommended that where a relaxation from the Technical Standard is foreseen, during the design stage of entrances, that the Designer shall record the fact that a Relaxation has been used in the design and the corresponding basis for it. Relaxations shall be endorsed by the Designer responsible for the scheme and shall be submitted as part of the consent process. The Designer shall report all Relaxations incorporated into the design (including their basis) as part of the application process for consent for the forest road entrance. (See point 6, page 11, Technical Standard for the design of Forest Entrances from Public Roads.)

Departures from Technical Standard

Departures from Technical Standards are where standards, including permitted Relaxations, are not achievable. Proposals to adopt Departures from Technical Standard must be submitted by the Designer to the Local Authority and approval received from the Local Authority before incorporation into design layout.

Pre-application consultation with Local Authority for Departures.

Where a Departure from the Technical standard is required, mandatory consultation with the Roads Authority is required in advance of submitting a Forest Road application to DAFM. This consultation must be documented, and a letter, or email of confirmation of the agreed solution provided as part of the application. Any application requiring a Departure from Standard that does not include supporting correspondence from the Local Authority will be returned.