

Appendix 2. Project Description

2.11. Construction Traffic Management Plan (AR, 2025)

AtkinsRéalis



Construction Traffic Management Plan

Bord Gáis Energy

December 2025

PEK3-ATR-ZZ-ZZ-RP-CE-300002

CASHLA PEAKER PLANT PROJECT

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1. Project Description

1.1 General Overview

The following provides a summary description of the project assessed as part of the EIAR. The overall project is subject to two separate planning applications: one for the proposed Cashla Peaker Plant and one for the electricity transmission infrastructure. The project will function as a balancing asset, operating intermittently during periods of low renewable energy generation and high electricity demand. Notwithstanding the dual consenting approach, the developments constitute a single, integrated project, whereby the peaker plant will generate electricity for supply to the national grid. The submission of separate planning applications arises solely from planning legislation requirements, which necessitate distinct applications for Strategic Infrastructure Development.

Each application will seek a 10-year permission and detail on the relevant statutory development description is set out in the planning application form.

The proposed operational life is up to and including the 31st of December 2050, which is tied to Ireland's Climate Action Plan 2025.

The project site is approximately 19.17 hectares. This is broken down into the 'Cashla Peaker Plant Site' which is approximately 11.54 hectares and is located within the townlands of Pollnagroagh and Rathmorrissy, Athenry, Co. Galway. The balance, 7.63 hectares, relates to the grid connection and substation and is located across the townlands of Rathmorrissy, Pollnagroagh, Moanbaun, Castlelambert, Knocknacreeva, Caraunduff, Caherbriskaun, Lisheenkyle East, Barrettspark, Cashla, Athenry, Co. Galway. The grid connection route traverses approximately 8.1km including along the L7109, L71093, L7108 and L3103 roads.

The project comprises the following infrastructure:

- a) The construction of an open-cycle gas turbine (OCGT) and generator with ancillary equipment including a 30m high stack and emissions monitoring unit, fuel storage and supply systems, cooling and air systems, compressed air and gas handling skids, a grid step-up transformer within a bund, an auxiliary transformer, a generator circuit breaker and an emergency diesel generator. The construction of ten buildings on-site including one single-storey administration building (approximately 390sqm), one single-storey ESB Substation building (approximately 32.5sqm), one single-storey workshop building (approximately 750.5sqm), one single storey water treatment plant building (approximately 104sqm), fuel forwarding and unloading area (approximately 104sqm), one single-storey electrical control building (approximately 243.5sqm), one single storey gas analyser kiosk (approximately 6.25sqm), one single-storey boiler house kiosk (approximately 37sqm), one single-storey ancillary pressure reduction kiosk (approximately 26sqm) and a single-storey electrical and instrumentation kiosk (approximately 19sqm). The installation of five above-ground tanks including two banded fuel tanks (approximately 11.1m high), one fire and service water tank (approximately 13m high), one demineralised water tank (approximately 15.4m high) and one demineralised waste tank (approximately 5m high).
- b) The construction of a Gas Networks Ireland (GNI) above ground pressure regulating installation, known as an Above Ground Installation (AGI). The AGI (named Rathmorrissy AGI) will connect to the mains transmission gas network which exists within the site. The AGI infrastructure will occupy an enclosed area of approximately 2,500 sq.m. It encompasses five single-storey buildings: the gas analyser kiosk (approximately 6.25 sqm), the boiler house kiosk (approximately 37 sqm) including 10 no boiler flues approximately 5.67 m above ground level and emergency generator, two pressure reduction kiosks – main (approximately 72 sqm) including approximately 5.24 m high vents, and ancillary (approximately 21.7 sqm) including approximately 3.72 high vents – and the electrical and



instrumentation kiosk (approximately 19 sqm). Ancillary infrastructure will include a gas meter, filters, heat exchangers, and above-ground pipework. The compound will include lighting, 3 no. parking spaces, internal access routes, concrete bases to support the infrastructure, and stone-chipped surfacing. It will be secured by an approximately 2.4 m high fence with an access gate.

It is noted that the connection to the existing mains gas network (Mayo–Galway pipeline (BGE/85)) will be undertaken via a new transmission pipeline (named GNI146). The GNI146 gas pipeline is subject to Section 39A Consent under the Gas Act 1976, as amended.

- c) Ancillary works including the provision of a new gated vehicular entrance off the L3103, the construction of an access road from the proposed Cashla Peaker Plant Site entrance to the new entrance off the L3103, the demolition of one farm outbuilding (in ruin), construction of internal access roads, hardstanding, security fencing (2.4m high), CCTV and gates, provision of a wastewater treatment system and associated underground wastewater storage tanks, drainage (foul and storm), soakaway retention pond, propane tank, construction of underground firewater retention tanks, provision of parking (12 no. spaces including mobility and EV Parking) and laydown area, 20 no. cycle parking spaces, landscaping and all ancillary on-site development works.
- d) The electricity transmission infrastructure comprises the construction of an ESB substation compound within the Cashla Peaker Plant site. The infrastructure will include a 4-bay 220 kV substation incorporating a single-storey Air-Insulated Switchgear (AIS) substation building (approximately 388sqm) and access road; a 36m high telecommunications mast; a shunt reactor, ancillary works including lighting, security fencing (2.4m high), internal tracks, and 4 no. carparking spaces. It also consists of the construction of approximately 8.1 kilometres of an underground grid connection route and laying of cable from the proposed ESB Substation in the Cashla Peaker Plant Site to the Cashla 220kV Substation. The construction methodology includes three horizontal directional drilling (HDD) operations beneath the M6 and M17 motorways to minimise surface disruption.

The Cashla Peaker Plant involves an activity that will require an Industrial Emission Licence from the Environmental Protection Agency (EPA). This ensures that the project meets all necessary environmental standards related to emissions and other factors impacting the surrounding area. This does not apply to the electricity transmission infrastructure.

Additionally, the Cashla Peaker Plant includes the establishment of a facility where safety measures under the Major Accident Directive (Seveso) will apply. These regulations are designed to prevent and limit the consequences of potential industrial accidents, ensuring the project is both safe and compliant with industry best practices. This does not apply to the electricity transmission infrastructure.





Figure 1-1 – Project Boundary



2. Objective of the Document

This Construction Traffic Management Plan (CTMP) was developed with differing levels of detail for specific components of the development as outlined below:

- 1. Cashla Peaker Plant:** An outline Construction Traffic Management Plan (CTMP) has been prepared in respect of the project. The purpose of this plan is to provide a framework to the contractor prior to a final CTMP being developed in advance of construction. The final CTMP will be agreed with the planning authority prior to commencement of development on-site.
- 2. UGC:** A CTMP was developed in full detail for the UGC and can be found enclosed at Appendix 1.' The detailed CTMP for the UGC was developed in response to a request from Galway County Council's roads department at the pre-planning stage.

Prior to construction, the contractor shall liaise with the relevant authorities including Transport Infrastructure Ireland, Galway County Council and Emergency Services for the purpose of finalising the Construction Stage Traffic Management Plan.

The Construction Stage Traffic Management Plan shall be termed an "Ongoing Document" such that any changes to construction programme, operations or unforeseen issues can be incorporated into the Traffic Management Plan at any stage throughout the proposed works as deemed necessary by the Employer, their agents or relevant authorities. This will include any conditions attached to the grant of permission. The principal contractor(s) shall also agree and implement monitoring measures to monitor the effectiveness of the Construction Traffic Management Plan. Details of monitoring measures are provided later in the document.

On finalisation of the Construction Stage Traffic Management Plan, the contractor shall adopt the plan and associated monitoring measures. The Construction Stage Traffic Management plan shall address the following issues:

- Car Parking;
- Site Access & Egress;
- Traffic Management Signage;
- Routing of Construction Traffic;
- Timings of Material Deliveries to Site;
- Traffic Management Speed Limits;
- Road Cleaning; and
- Enforcement of Traffic Management Plan.



3. Potential Impact

3.1 Methodology

To assess the potential impact of the trips associated with the project, the following steps were utilised:

- Baseline Traffic Determination
- Existing Capacity Analysis
- Haul Route Identification
- Potential Impacts During Construction

3.2 Baseline Traffic

Baseline traffic data for the nearest local road, L3103, was obtained from an Automatic Traffic Counter (ATC) survey conducted 50 m east of the junction with Moanbaun on 13 February 2025. The survey location is shown in Figure 3-1.

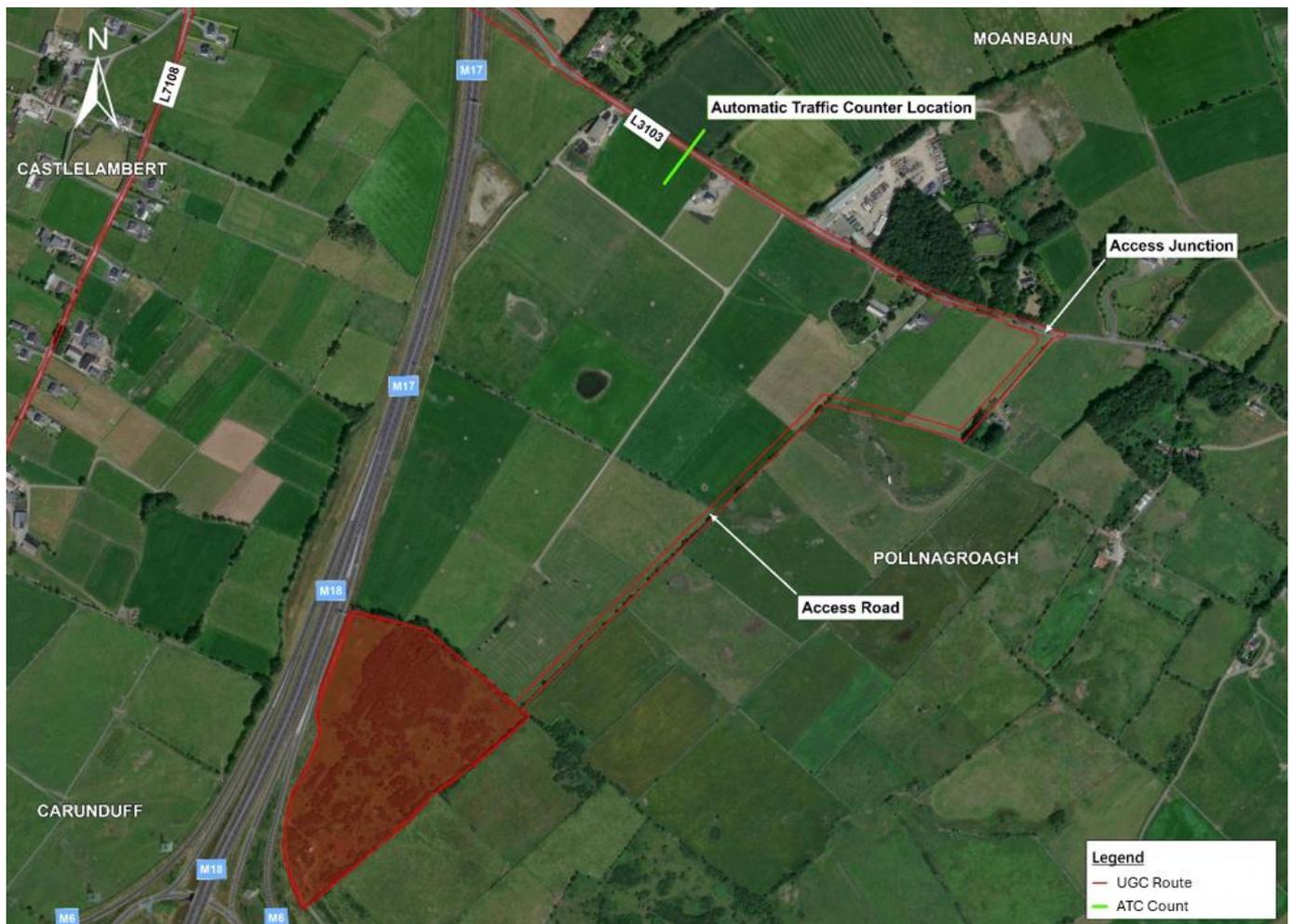


Figure 3-1 - Location of Automatic Traffic Counter survey

Based on the data, the two-way traffic flow along the L3103 is summarised below. The peak hours identified were:



- **AM Peak:** 8 am to 9 am (around 280 passenger car units, pcu)
- **PM Peak:** 5 pm to 6 pm (around 230 pcu)

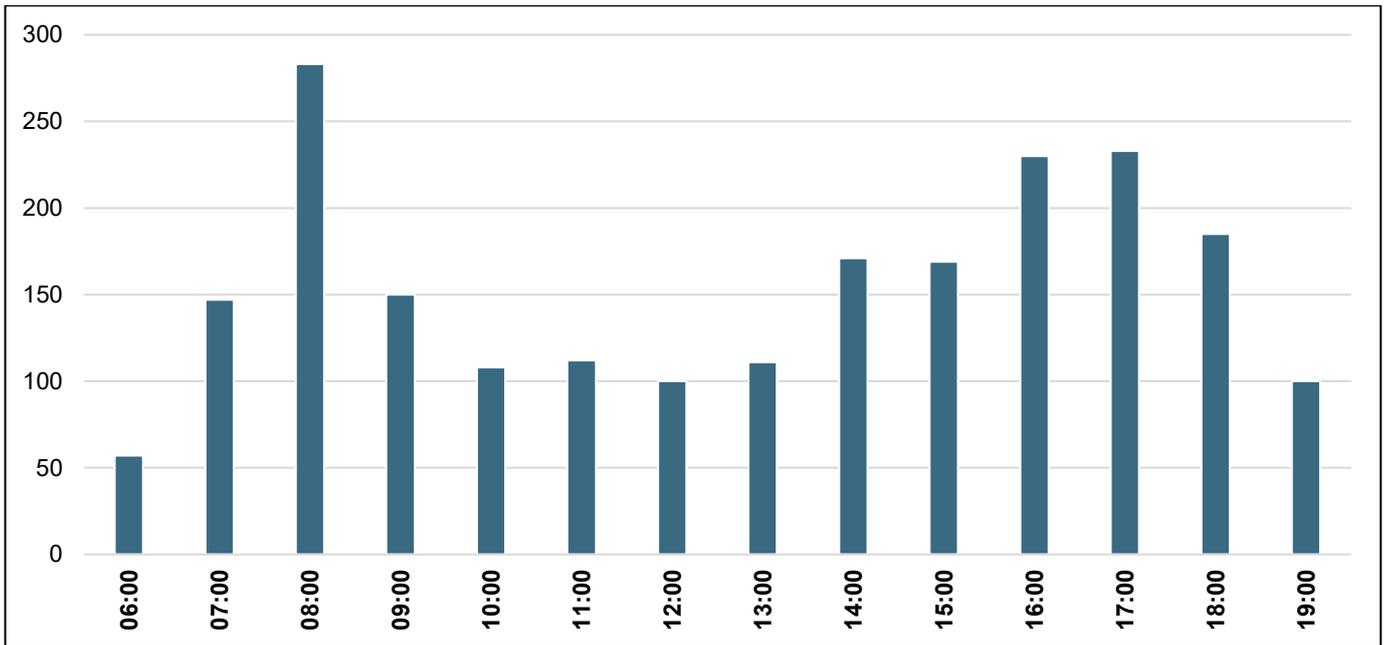


Figure 3-2 - Two-way existing flow from Automatic Traffic Counter survey (in PCU)

3.3 Existing Capacity Analysis

The existing capacity analysis of these links were analysed in accordance with the guidelines provided in the Design Manual for Roads and Bridges, specifically Volume 5, Section 1, Part 3, titled 'Traffic Capacity of Urban Roads' (published in May 1999)¹. According to this guidance, the two-way capacity of the L3103 (classified as UAP4) is 1,500 vehicles per hour.

3.4 Haul Route Identification

Project construction Heavy Goods Vehicles (HGV) traffic will be directed away from communities where possible to minimise the effect on road users. Construction traffic will therefore be limited to local national and regional roads including the M6, M17, M18, R348, R339 and finally the L3103 if the existing access route is considered to not be acceptable. This will be confirmed before construction following testing undertaken by the contractor and outlined for agreement with the planning authority in the Final CTMP.

3.5 Potential Impacts During Construction

The construction period is the only period within which any perceptible impact is expected on the local transportation network. The construction impact is divided into two main components:

¹ [https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-001302-Sapcote%20Parish%20Council%20-%20Comments%20on%20Relevant%20Representations%20\(RRs\)%204.pdf](https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/TR050007/TR050007-001302-Sapcote%20Parish%20Council%20-%20Comments%20on%20Relevant%20Representations%20(RRs)%204.pdf)



- Additional construction trips onto the local road network (including staff, general deliveries and material import/spoil).
- Local Road Closures required due to the UGC installation.
- There will be road disturbance for the abnormal loads transportation. There will be three abnormal load movements for large equipment for the plant. Off-peak transport will be used to minimise disruption, manage safety risks, and avoid interacting with heavy daytime traffic. This is supported by guidance that emphasises careful planning to “minimise disruptions to regular traffic” during abnormal load move.

Each component is discussed in further detail in the following sections:

3.5.1 Additional Traffic Flows:

This section estimates the number of daily construction trips likely to be generated and their potential impact on the L3103.

3.5.2 Working Period and Hours

Construction is expected to last approximately two years, while the construction of UGC Grid Route is estimated to take 12 months where some of the elements may occur concurrently if possible to reduce impact timeframes. The standard working hours for the project are provided in the table below.

Table 3-1 - Operating Hours During Construction

Time Period	Peaker Plant	UGC Installation
Weekdays: Mon – Fri	07h00 – 18h00	07h00 – 18h00
Saturdays	07h00 – 14h00	No Work
Sundays	No Work	No Work

Any changes to these hours will be made in consultation with local authorities and will be subject to approval.

3.5.3 Staff Trips

At peak construction, up to 150 workers are expected on-site. Assuming a car ownership rate of 1.5 and 100% car mode share, approximately 100 car trips are anticipated. The mode share is based on the lack of pedestrian and cycling infrastructure on the local network.

All trips are assumed to be car-based (pcu factor = 1). The distribution of staff trips is shown in Table 3-2.

Table 3-2 - Staff Trips By hour

Time	Arrivals/ Departures	Percentage	Trips (pcu)
6 to 7 am	Arrivals	80%	80
7 to 8 am	Arrivals	10%	10
8 to 9 am	Arrivals	10%	10
5 to 6 pm	Departures	10%	10
6 to 7 pm	Departures	10%	10
7 to 8 pm	Departures	80%	80



Based on the above, it can be assumed that the majority of staff trips will occur outside the usual peak hours identified within the network.

3.5.4 Heavy Vehicles Trips

For the construction of the Peaker Plant, it is anticipated that the majority of heavy vehicle trips will be associated with earthworks. It is estimated that 13,000 m³ of earthworks material will be hauled during the construction period. Assuming a density of 2 tonnes/m³, the total weight of haulage material is expected to be around 26,000 tonnes.

Further, assuming a single trailer can accommodate 20 tonnes of material, this will constitute a total of 1,300 vehicle trips over the entire earthworks period.

To determine the number of vehicles per hour, the following assumptions were made:

- Earthworks period: 6 months out of the total two-year construction period
- Heavy vehicles restricted to 9 am – 4 pm (7 hours) on weekdays and 9 am – 2 pm on Saturdays
- Total of 40 hours per week
- Assuming 4 weeks per month, i.e. 160 hours/month and 960 hours over 6 months
- Assuming uniform haulage, it will result in 2 vehicles/hour
- Assuming vehicles return during the same hour, i.e. 4 two-way vehicle trips/hour
- Assuming PCU factor of 3, that is a total of 12 PCU/hour (two-way trips) of HV trips

It is unlikely that all abnormal loads will be transported on a single day. Assuming a worst-case scenario of 2no. abnormal loads per day, and a Passenger Car Unit (PCU) value of 4 per abnormal load, this results in 8 PCU daily trips, or 16 PCU two-way trips.

These trips will occur in the afternoon, outside of school closing hours, to minimize traffic impact.

Including other heavy vehicle (HV) trips (estimated at 6 PCU/hour), the maximum daily total is 14 PCU/hour, or 28 two-way trips (assuming return within the same hour). These are summarized in Table 3-3 below.

It should be noted Abnormal loads are assumed to occur outside of peak periods, as the exact timing will depend on the construction methodology. This assumption represents a worst-case scenario.



Table 3-3 – Two – way Construction Trips (in pcu)

Time	Staff		HV (in pcu)		Two-way total
	Arrival	Dep	Arr	Dep	
06h00	80	0	0	0	80
07h00	10	0	0	0	10
08h00	10	0	0	0	10
09h00	0	0	14	14	28
10h00	0	0	14	14	28
11h00	0	0	14	14	28
12h00	0	0	14	14	28
13h00	0	0	14	14	28
14h00	0	0	14	14	28
15h00	0	0	14	14	28
16h00	0	10	0	0	10
17h00	0	10	0	0	10
18h00	0	80	0	0	80

The other component of construction traffic will be associated with the UGC installation. The cable installation will include the following staff/equipment:

1. Up to 10 Electrical/Civil Crews
2. Excavators
3. 360° tracked excavators (13 ton normally, 22 ton for rock breaker)
4. Tracked dumpers / tractors and trailers
5. Crane
6. Hoist
7. Power Tools
8. Generator
9. Scaffolding
10. Substation Electrical Equipment

Whilst these activities are anticipated to generate small volumes of traffic, the scale of the traffic generated is anticipated to be far smaller than the Peaker Plant itself and not coincide with peak construction activities. The traffic impact associated with additional trips on the external road network is therefore considered negligible and short term.

3.5.5 Construction Traffic Impact

As stated earlier in the report, the capacity of the local road was determined to be 1,500 vehicles per hour. The following graph summarises the total trip generation in relation to the baseline link capacity of Local Road L3103.



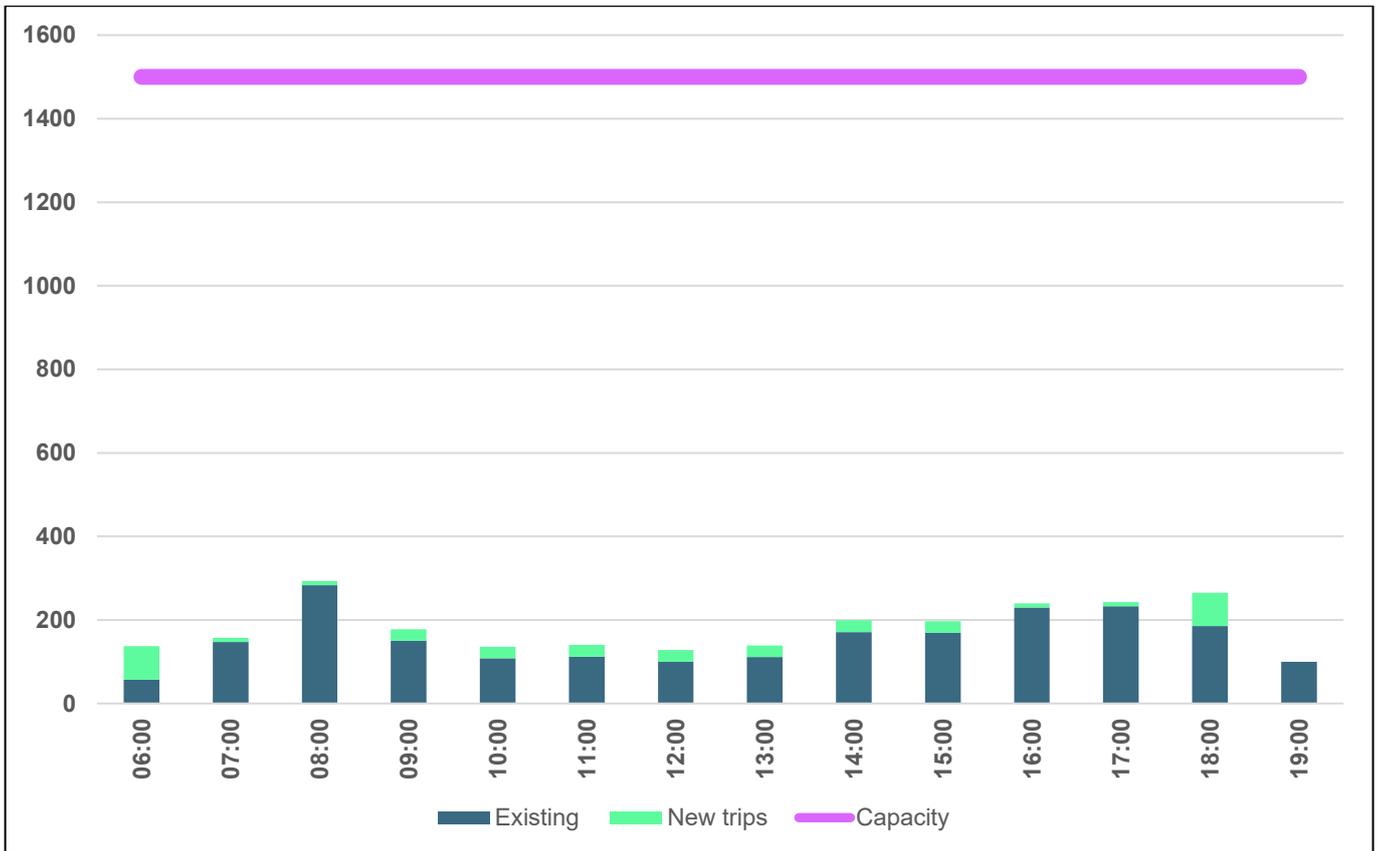


Figure 3-3 - Construction trips Impact

From the figure above, it can be observed that the cumulative flow is well within the maximum capacity of Local Road L3103. Thus, the impact of the additional trips will be “negligible”. It should be noted that a worst-case scenario was assumed regarding the number of construction trips generated as they would most likely occur outside of network peak periods.

3.5.6 Road Closures due to Underground Cable Installation

The UGC Route installation works will follow along the roads L7108, L7109 and L3103.

This installation will require two distinct closure instances, associated with the following construction activities:

1. Main Cable Construction (all works associated with installation of cable, backfilling and resurfacing trench)
2. Resurfacing (it is anticipated that all roads will require full width resurfacing in order to reinstate the road back to the original condition).

The closure summary for each road is provided in Table 3-4 below.





Figure 3 -4 - Proposed Road Closures

Table 3-4 - Closure Periods for UGC Installation

Construction Activity	Total Duration	L3103	L7108	L7109
Main Cable Construction	6 months	1 month	3 months	2 months
Resurfacing	4 months	3 weeks	2 months	1.5 months



3.5.7 Abnormal Loads

This section outlines the transportation requirements and constraints associated with delivering major equipment components to the project site. Equipment will arrive either as large standalone units or as smaller assemblies integrated into pre-assembled, skid-mounted systems.

The primary large-scale components include:

- Gas turbine
- Electrical generator
- Grid transformer

It is anticipated that three abnormal load movements will be required, each exceeding 280 tonnes. These movements will be scheduled over several months to align with the delivery timelines of individual equipment packages.

The following assessments have been undertaken:

- Auto-tracking from port to site
- Topographical survey to identify geometric constraints
- Structural assessment of bridges and culverts along proposed routes
- Pavement capacity analysis

The following reports have been produced:

- Abnormal Load Assessment Report (AtkinsRealis 2025)
- Haulage Routes Pavement Analysis – Technical Note (AtkinsRealis 2025)

These reports can be found enclosed in appendix 2 of the EIAR.

The **Blue route in Figure 3-5 below** is confirmed as suitable for abnormal load transport following the assessments and analysis completed and is the preferred haul route for the Exceptional Abnormal Load deliveries.

The final haul route will be agreed prior to the delivery of extraordinary or abnormal loads, which may occur several months after on-site construction begins. Pre- and post-construction surveys of the public road network proposed for use as haul routes—including inspections of bridges, culverts, and other relevant structures—shall be carried out by the applicant before any phase involving abnormal load movements. These requirements do not apply to earlier phases without such movements. The scope and locations of these surveys shall be agreed in advance with Galway County Council Roads Authority and include structural capacity assessments where required.

In accordance with national abnormal-load permitting requirements, the applicant will undertake detailed route assessment, secure the necessary Garda or Local Authority permits, and coordinate escorts and traffic management measures as required. This process includes early engagement to ensure no undue disruption to other road users. Final delivery timing and movement arrangements—such as off-peak or night-time transport to minimise traffic impacts—will be confirmed with An Garda Síochána, Galway City Council and Galway County Council, reflecting best-practice planning to reduce disruption to regular traffic and maintain safety during abnormal-load movements.





Figure 3-5 – Proposed Abnormal Load haul Route



4. Traffic Management Plan

4.1.1 UGC Cable Installation

4.1.1.1 Full Road Closures

Due to limited road width along Lisheenkyle East (L7108) and L7109 roads, full road closures will be required. A section of approximately 3km will be closed on both the roads, resulting in a diversion route of around 8km, which adds approximately 5km of extra travel.

While full closure is shown on these roads, only through-traffic will be impacted as residents will be able to access their properties from each side of the closure segments as outlined below. This will be facilitated via limiting trench lengths to sequential 30 to 50m sections (shorter segments between 2 – 5m will be implemented in scenarios where adjacent properties create short segments between access points. This will ensure residents’ entry and egress from one side of a property is maintained at all times. Closure segments will, wherever possible, avoid local driveways in order to reduce impacts on local residents. An example of the closure procedure is shown in Figure 4-1 below.

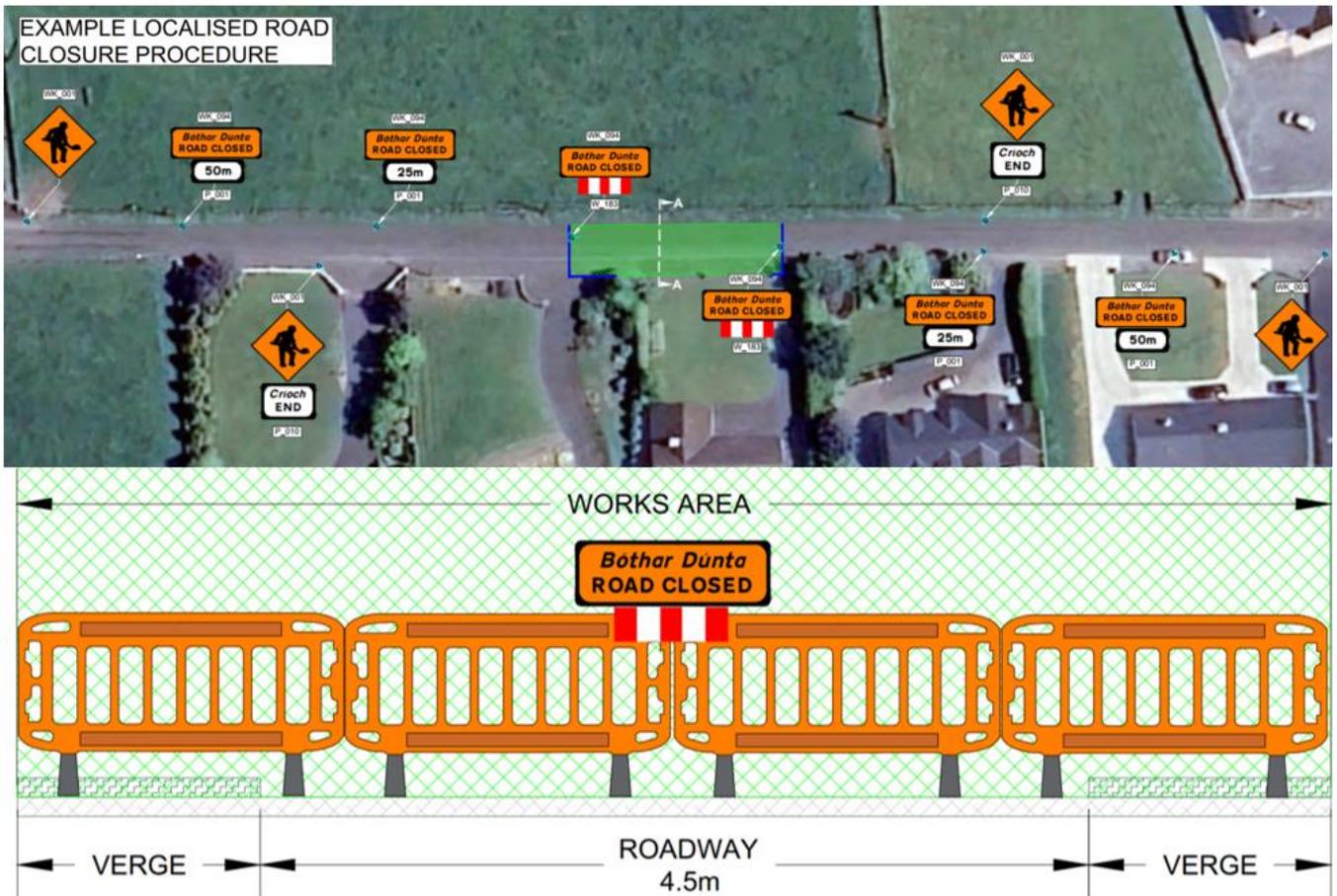


Figure 4-1 – Proposed Closure Procedure

The proposed diversions are as follows:

- **Lisheenkyle East Road Diversion Route:** L7109 (via Lisheenkyle East & L7109 junction) -> R339 (via L7109 road & R339 junction) -> L3103 Road (via R339 & L3103 Moor Road junction)
- **L7109 Road:** Along Lisheenkyle East Road (Via Lisheenkyle East Road & L7109 junction) -> L3103 road (via Lisheenkyle East Road & L3103 junction) -> R339 (via R339 & L3103 Moor Road junction)



Traffic will be diverted via alternative routes as outlined in the figures below. Examples of closure points at diversion junctions are shown in the figures that follow.

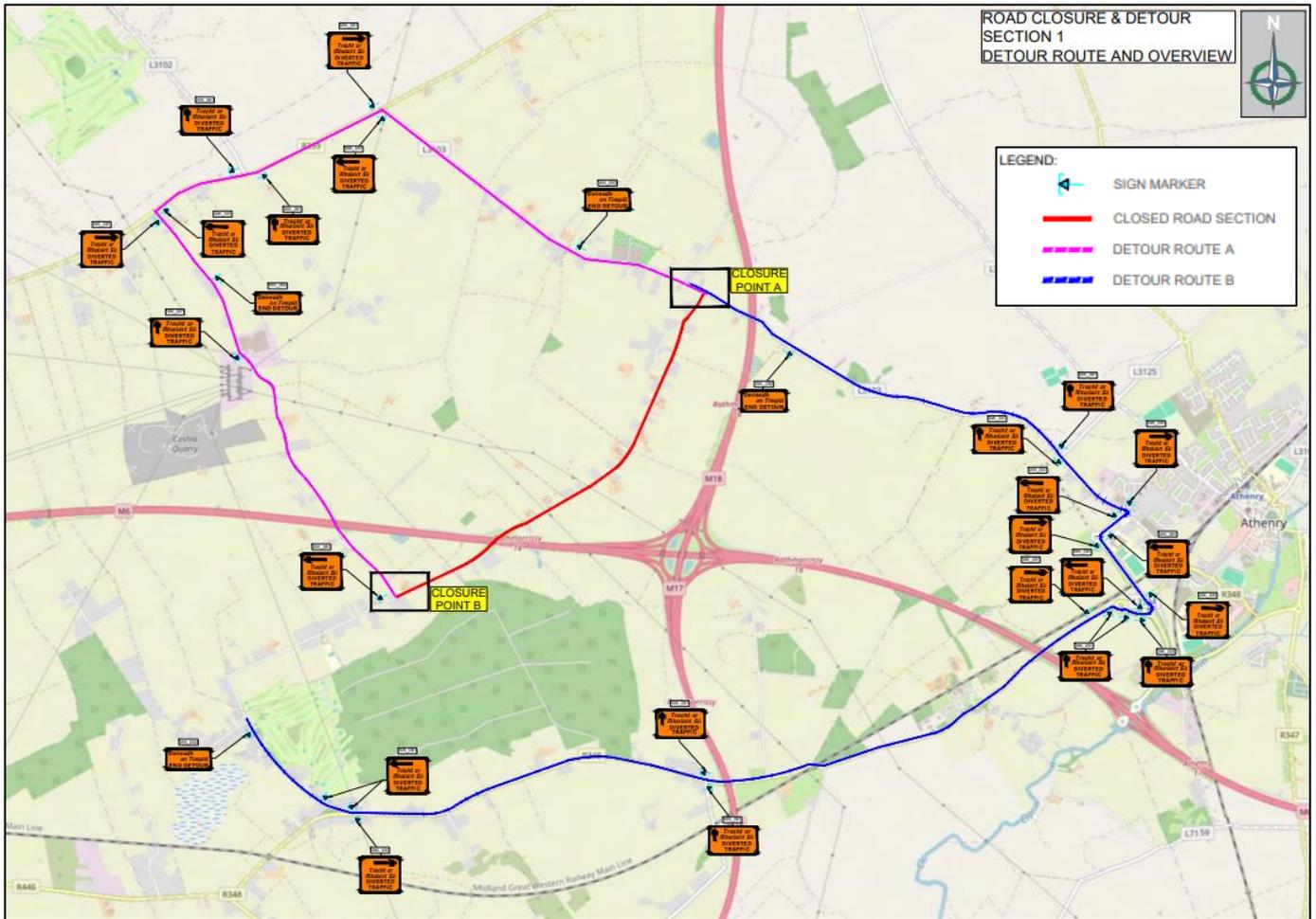


Figure 4-2 - Diversion Route during Lisheenkyle East Road Closure (Except Local Traffic)



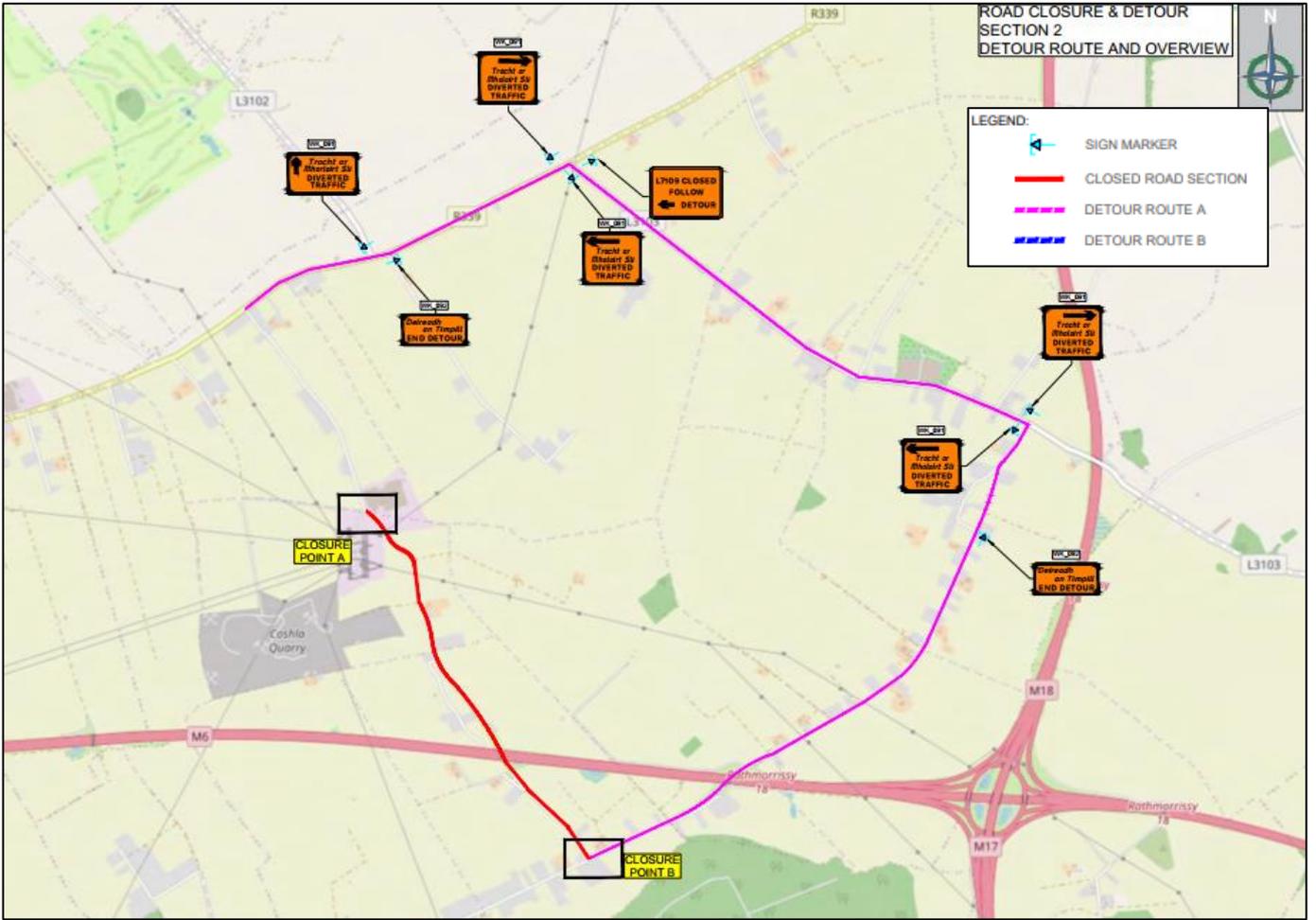


Figure 4-3 - Diversion Route during L7109 Road Closure (Except Local Traffic)



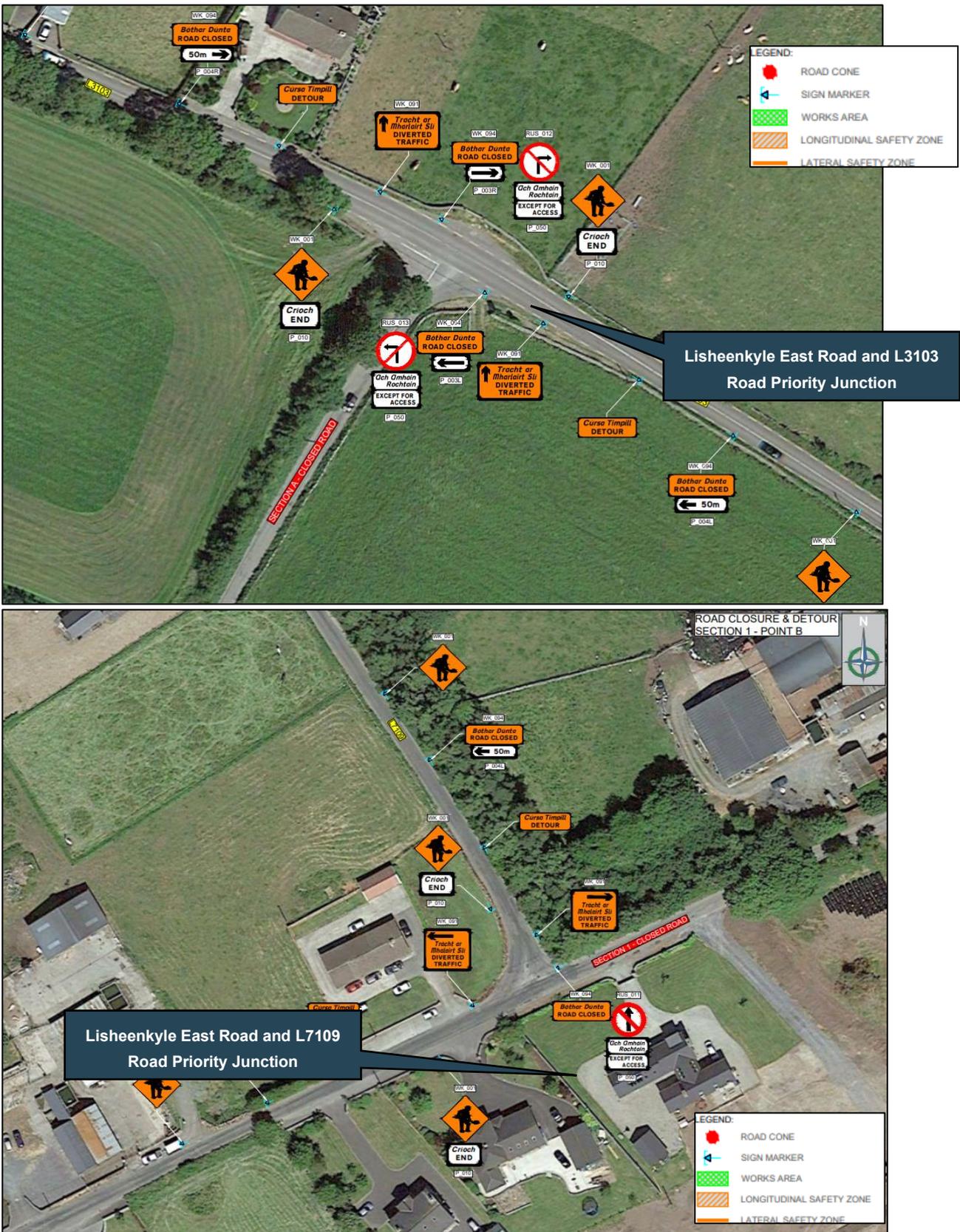


Figure 4-4 - Junctions Closed during Lisheenkyle Road Closure (Except Local Access)





Figure 4-5 - Junctions Closed during L7109 Road Closure (Except Local Access)



4.1.1.2 Partial Road Closures

Partial road closures are anticipated on the L3103 where sufficient width is available for one-way traffic. Installation works will be carried out on one side of the road, while a minimum 2.5m wide carriageway will be maintained for traffic flow on the other side. Temporary traffic signals will be used to safely guide vehicles through the work zone. It is proposed that the UGC will be installed in 30m segments with no more than 50m excavated without the majority of the previous section being reinstated. An example of the proposed system on the L3103 is shown in Figure 4-6 below. Further details are provided in Drawing No. 068-AKR-001-01.

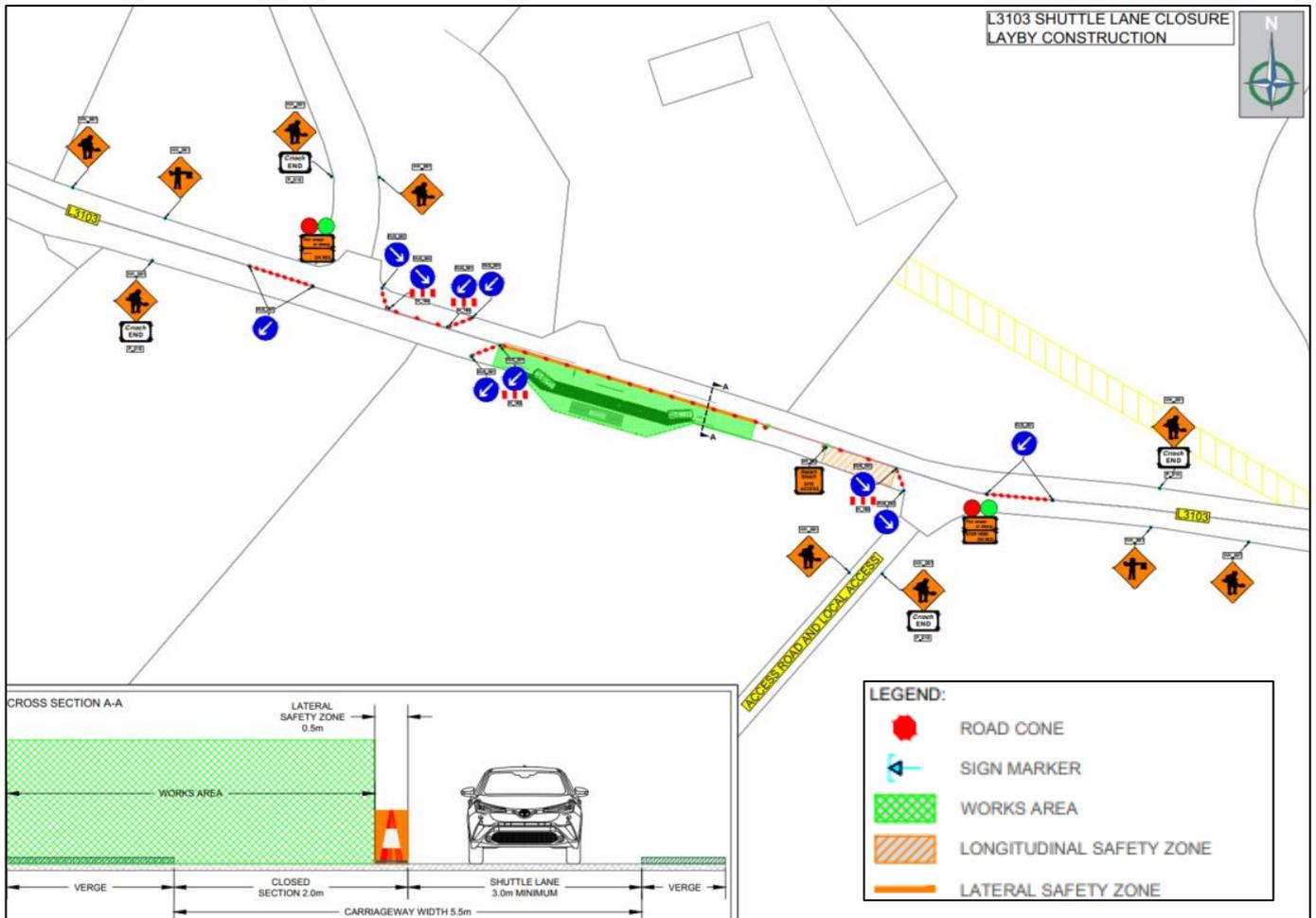


Figure 4-6 - Example of 'Stop/Go' system

4.1.2 Car Parking

4.1.2.1 Construction Phase

- Parking will not be permitted along the side of any road and parking will not be authorised within, or within close proximity to any designated European Sites/ Ecological Sensitive Areas.
- All parking during the construction period will be provided on the Peaker Plant/AGI site within the site compound. No additional parking is to be provided. UGC installation will be facilitated via a shuttle service for all operatives.



4.1.3 Site Access and Egress

4.1.3.1 Construction Access

The site will be accessed via the customer's proposed roadway. This would provide access to the site from the L3103 local road. The route is shown in Figure 4-7 below.



Figure 4-7 - Construction access route to the Site

4.1.3.2 Emergency Access

4.1.3.2.1 Peaker Plant Site

The proposed access road (access from the L3103) will serve as the emergency access to the site and is illustrated in Figure 4-8 below.



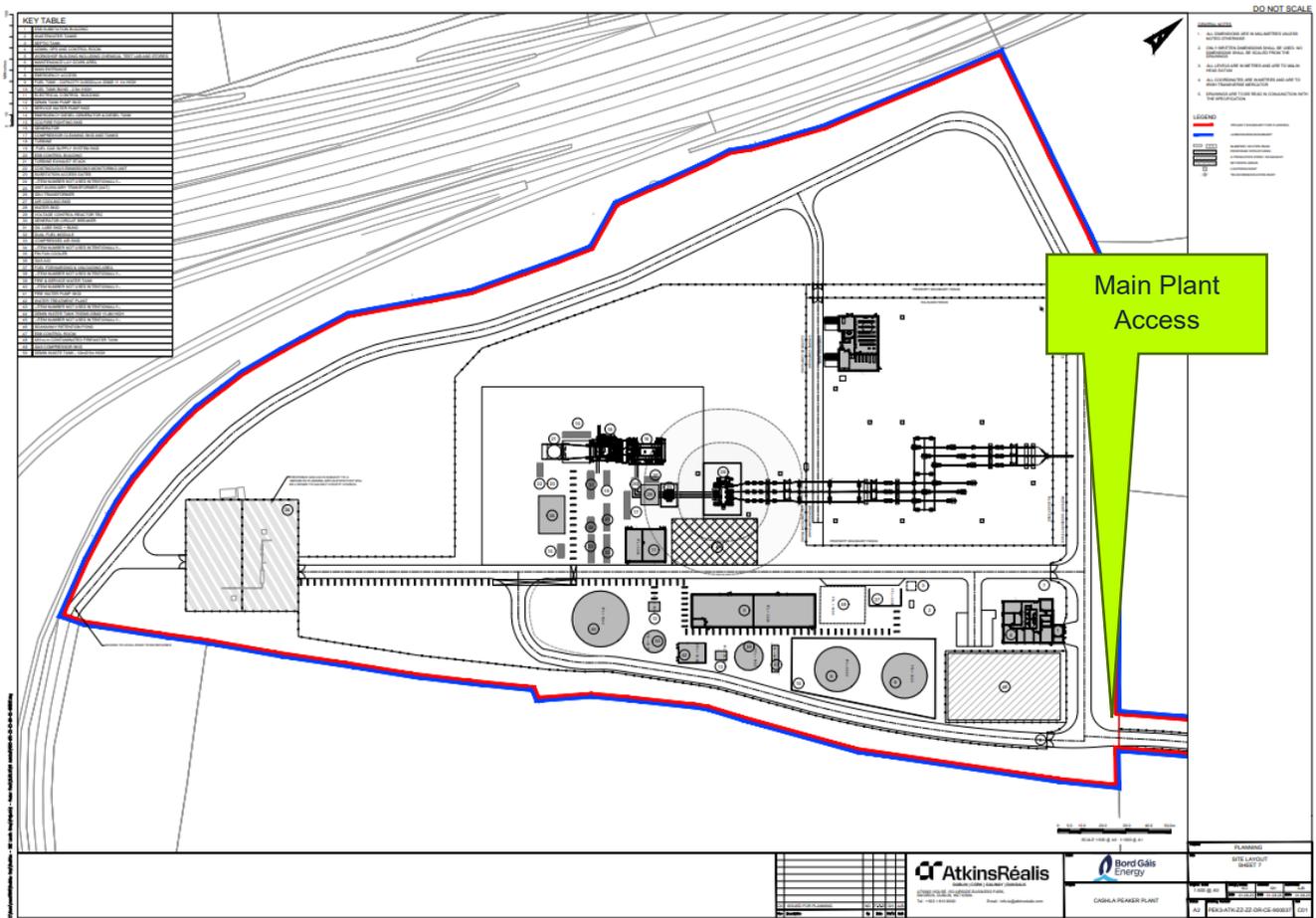


Figure 4-8 – Emergency Access – Peaker Plant

4.1.4 Traffic Management Signage

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage shall be provided in accordance with the Traffic Signs Manual - Chapter 8 – Temporary Traffic Measures and Signs for Roadworks and in agreement with Galway City and Galway County Council (signage will be agreed with Galway City Council as part of the delivery of exceptional abnormal loads to site). In summary, the contractor will be required to ensure that the following elements are implemented:

- The principle contractor(s) shall undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage shall be installed prior to works commencing on site.;
- Provision of temporary signage indicating shuttle control ahead; and
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

4.1.5 Routing of Construction Traffic

Project construction Heavy Goods Vehicles (HGV) traffic will be directed away from communities where possible to minimise the effect on road users. Construction traffic will therefore be limited to local national and regional roads including the M6, M17, M18, R348, R339 and finally the L3103 if the existing access route is considered to not be acceptable. This will be confirmed before construction following testing undertaken by the contractor.



4.1.6 Timing of Material Deliveries

To reduce impacts on local communities and residents adjacent to the proposed sites, it is proposed that the material deliveries and UGC Grid Route works will be restricted between 9 am till 4 pm during weekdays, and 9 am till 2pm on Saturday. In addition:

- The contractor will be required to liaise with the management of other construction projects and the local authority to co-ordinate deliveries (where relevant);
- The contractor will be required to schedule deliveries in such a way that construction activities and deliveries activities do not run concurrently e.g. avoiding pouring of concrete on the same day as material deliveries in order to avoid conflict;
- HGV deliveries to the development site and UGC Grid Route works will be suspended on the days of any major agricultural shows, sports events, etc. that have the potential to cause larger than normal traffic volumes to the road network in the vicinity of the works;
- The contractor will be required to interact with members of the local community to ensure that deliveries and UGC Grid Route works will not conflict with sensitive events such as funerals;
- HGV deliveries will avoid passing schools at opening and closing times where it is reasonably practical.
- The delivery timeframe and haul route will be agreed with the planning authority in advance of delivery of the abnormal load components to the site.

4.1.7 Traffic Management: Speed Limits

- Adherence to posted / legal speed limits will be emphasised to all staff / suppliers and contractors during induction training.
- Drivers of construction vehicles / HGVs will be advised that vehicular movements in sensitive locations, such as schools and local community areas, shall be restricted to 50 km/h unless otherwise posted with a lower speed limit. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

4.1.8 Road Cleaning

- The contractor shall carry out road sweeping operations, employing a suction sweeper, to remove any project related dirt and material deposited on the road network by construction / delivery vehicles. Road sweeping operations shall be carried out daily (or at other intervals as may be required) where debris / mud deposits are evident in the immediate vicinity of the proposed access points.
- Wheel washing should be provided on site in order to avoid debris / mud is not carried onto the road.
- The contractor(s) shall also ensure that if mud / debris is carried out onto the road when the road sweeper is not present, site staff shall immediately manually clear the debris from the road, under appropriate temporary traffic management control.

4.1.9 Enforcement of Traffic Management Plan

All project staff and material suppliers will be required to adhere to the Construction Stage Traffic Management Plan. As outlined above, the principal contractor(s) shall agree and implement monitoring measures to monitor the effectiveness of the Traffic Management Plan and compliance will be monitored by the Site Engineer. Inspections / Spot checks will also be carried out to ensure that all project staff and material supplies follow the agreed measures adopted in the Traffic Management Plan. Contact details will be provided to the planning authority as part of the final CTMP outlining the dedicated person for monitoring the implementation of CTMP and for liaison with the Community.

4.1.10 Emergency Procedures During Construction

When developing the Construction Management Plan, the contractor will be responsible for determining emergency routes in the vicinity of the site in consultation with the relevant statutory bodies.



For the UGC installation, emergency access will be provided via the existing road network. For sections currently subject to 30m to 50m closures, works are to be suspended, and a steel road plate placed to cover excavations, the traffic management equipment is to be moved to the verge and a temporary traffic lane created in order to facilitate emergency vehicles. This is shown in Figure 4-9 below.

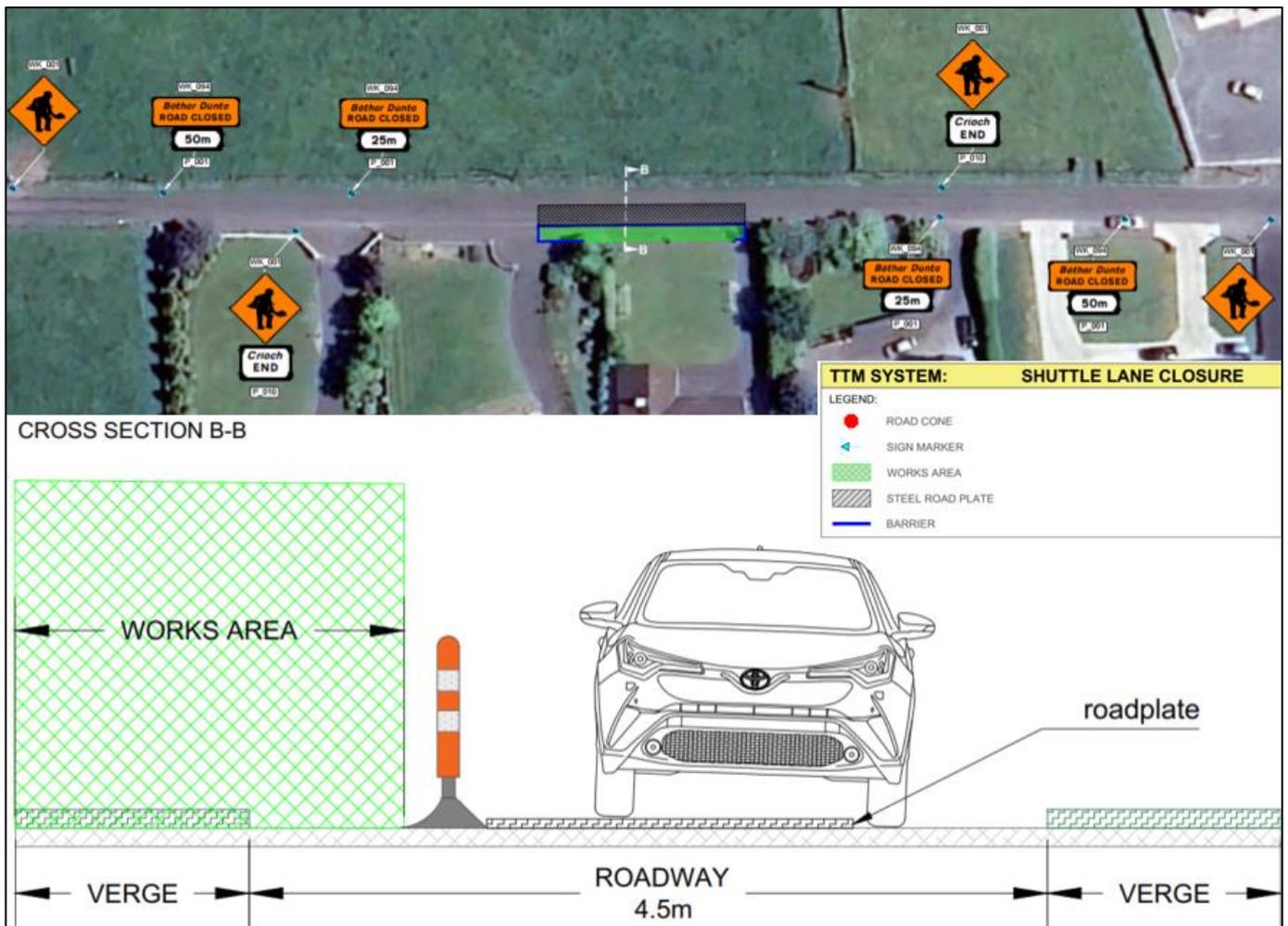


Figure 4-9 – Emergency Access – UGC Installation

In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112;
- Exact details of the emergency/ incident will be given by the caller to the emergency line
- Operator to allow them to assess the situation and respond in an adequate manner;
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer;
- Where required, appointed site first aiders will attend the emergency immediately; and The Safety Officer will ensure that the emergency services are en-route.
- Activities on site before the emergency services arrive shall be overseen by the onsite emergency co-ordinator.
- If the person is trapped underneath the vehicle/ machine is not in an increasing level of danger, no attempt will be made by site personnel to remove the victim until the emergency services arrive on site.
- The onsite emergency co-ordinator will appoint a person to wait at the site entrance or closest point to where the emergency services have been directed to escort the emergency services to the injured person and the scene of the emergency.



- No attempt shall be made to turn an overturned vehicle/machine into its correct position until the victim is removed safely.
- The onsite emergency co-ordinator will appoint a person to go to the hospital if a casualty/casualties are taken there and will keep the company informed.
- The onsite emergency co-ordinator will ensure that the scene is preserved for investigation.



5. Conclusion

The proposed development is expected to use Local Road network. Existing traffic volumes on the road network are currently low and have capacity for additional traffic. The only phase of the proposed development expected to generate any perceptible level of traffic is the construction phase of Peaker plant where traffic is expected from material deliveries, construction equipment and staff. The construction of the Peaker Plant itself is not expected to have a significant impact on the local road network due to the relatively low existing traffic volumes. While the UGC installation is anticipated to have a significant impact on the road network, the mitigation measures included in this traffic management plan are anticipated to satisfactorily account for these impacts. The implementation of the Construction Stage Traffic Management Plan will minimise the potential for traffic and transport impacts during the construction phase where the residual impact is expected to be minor.

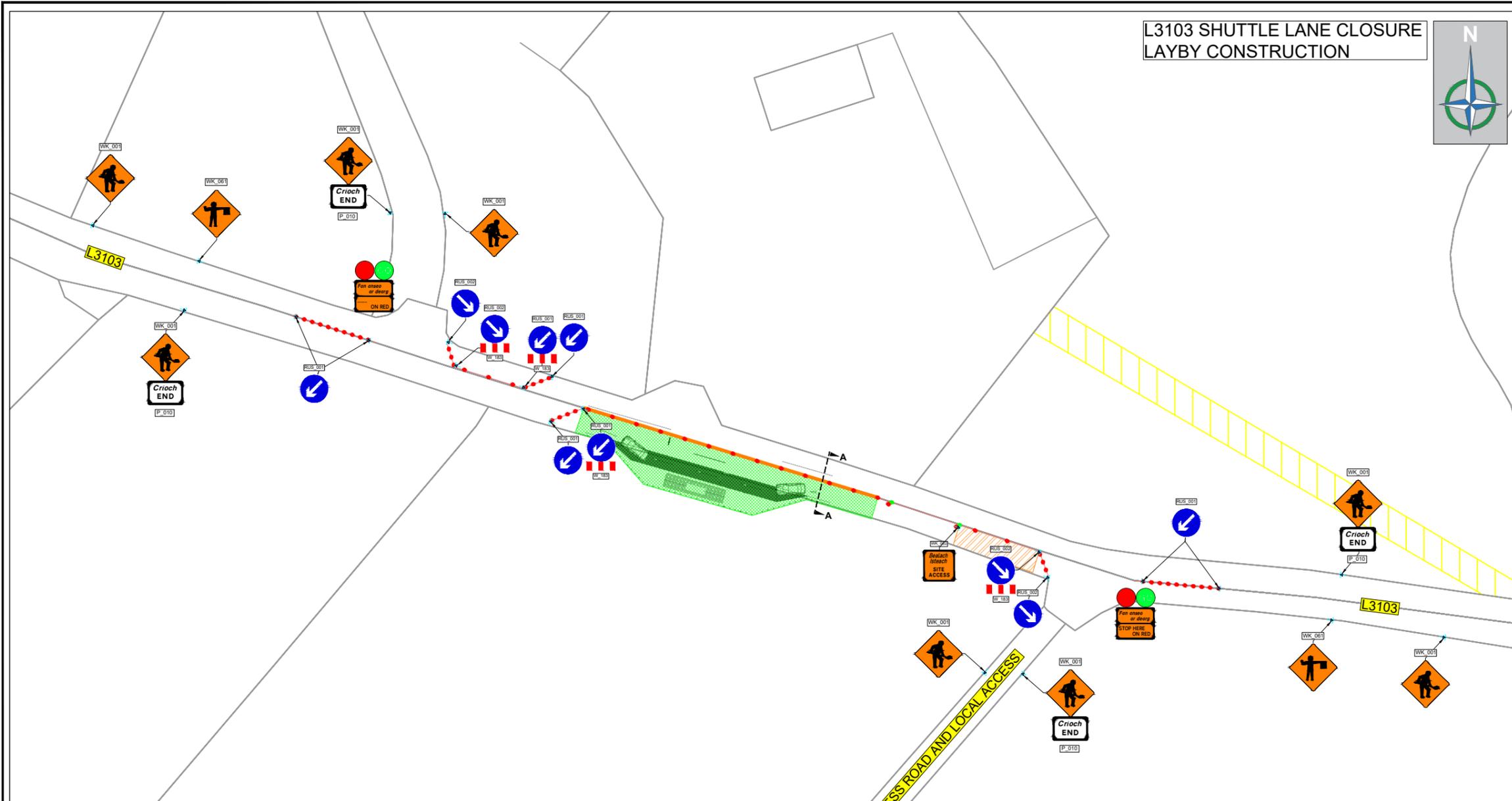




Appendix A. Detailed Construction Traffic Management Plan



L3103 SHUTTLE LANE CLOSURE LAYBY CONSTRUCTION



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: SHUTTLE LANE CLOSURE

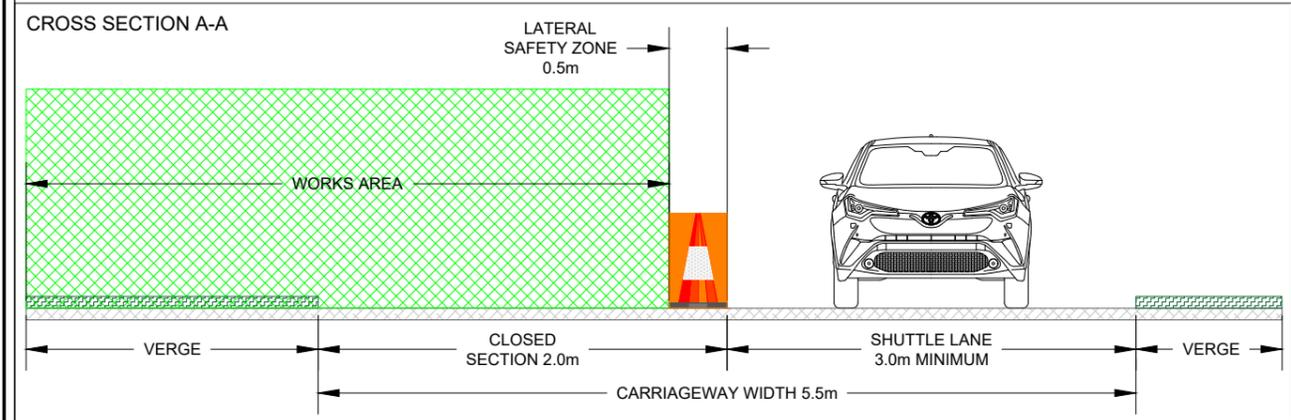
LEGEND:

- ROAD CONE
- SIGN MARKER
- WORKS AREA
- LONGITUDINAL SAFETY ZONE
- LATERAL SAFETY ZONE

SPECIFIC DRAWING NOTES:

STOP - GO SELECTED DUE TO LOCAL ACCESS REQUIREMENTS WITHIN THE FOOTPRINT OF THE TTM SYSTEM

THE L3103 HAS A SPEED LIMIT OF 60km/h BUT WAS PREVIOUSLY ROAD LEVEL 2(i) 80km/h, EXTENDED POSITIONING OF CHICANES AND LONGITUDINAL SAFETY ZONES IN PLACE TO OFFSET POTENTIAL SPEEDING TRAFFIC



CLIENT:

REV:	DESCRIPTION:	BY:	DATE:

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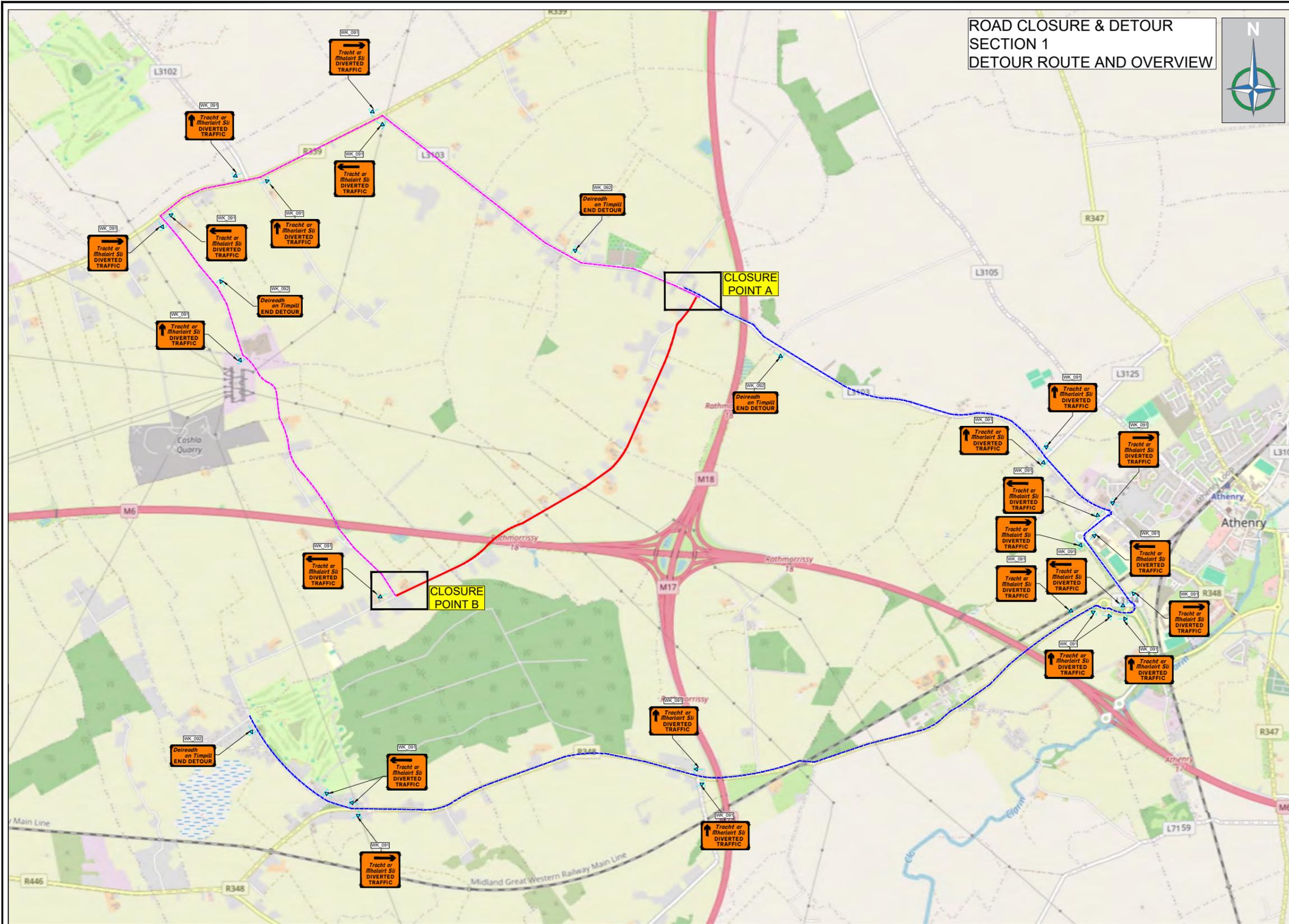
- NOTES:**
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PROJECT: CASHLA PEAKER PROJECT

TITLE: CONSTRUCTION OF LAYBY L3103

DATE:	DRAWN:	CHECKED:	SCALE AT A3:
03/09/2025	NW	BB	NTS
CATEGORY:	DRAWING NO:	REVISION:	
PLANNING	068-AKR-001-01	0	

**ROAD CLOSURE & DETOUR
SECTION 1
DETOUR ROUTE AND OVERVIEW**



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD CLOSURE & DETOUR

LEGEND:

- SIGN MARKER
- CLOSED ROAD SECTION
- DETOUR ROUTE A
- DETOUR ROUTE B

SPECIFIC DRAWING NOTES:

ROAD CLOSURE SECTION 1

TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS

FOR CLOSURE POINT DETAILS A & B SEE DWG Nos: 068-AKR-001-02b&c

FOR ROAD CLOSURE SECTION 2 SEE DWG Nos: 068-AKR-001-003a,b&c

FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

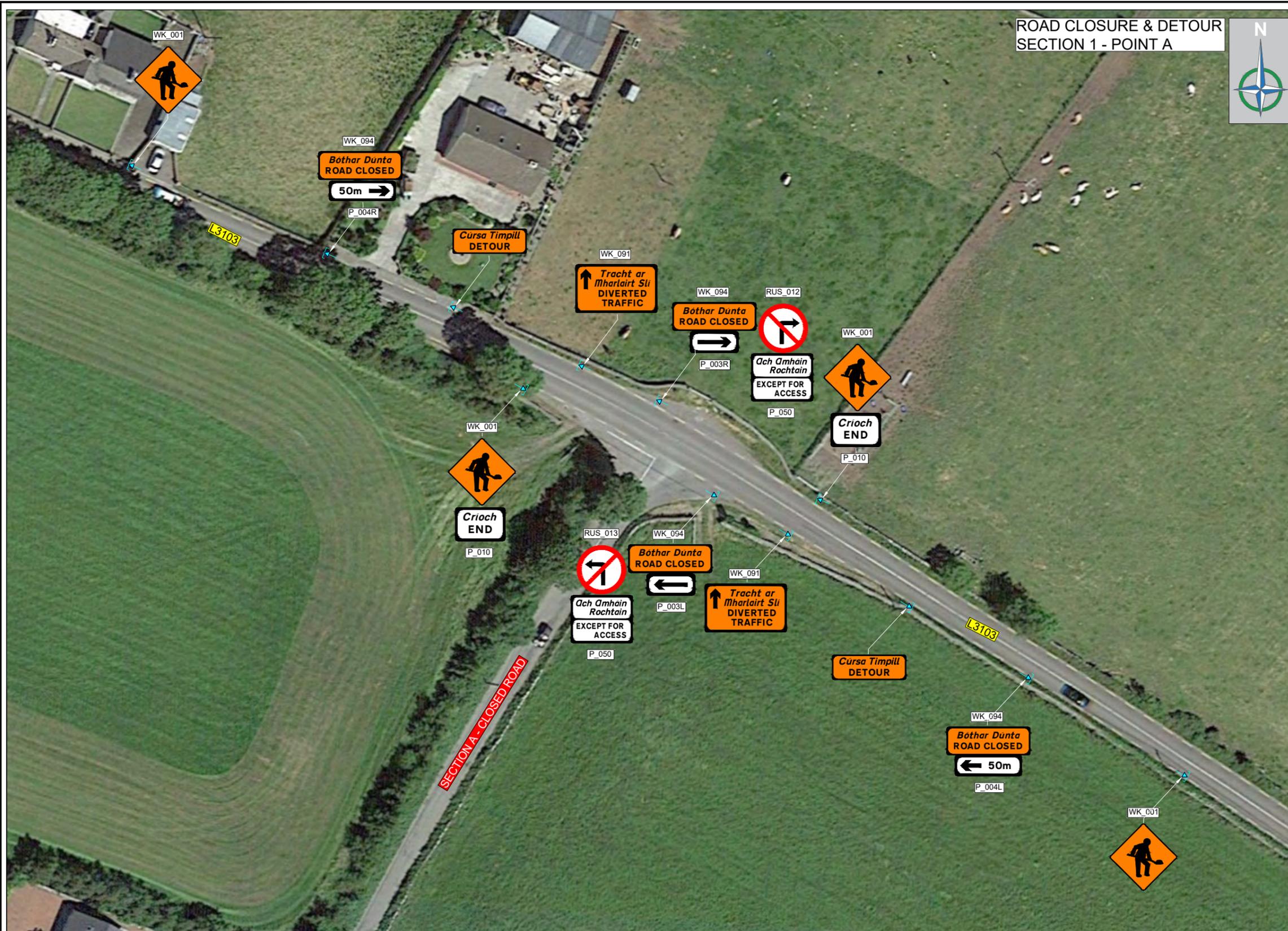
REV:	DESCRIPTION:	BY:	DATE:

PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 1 DETOUR & OVERVIEW			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-02a	REVISION: 0	

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ROAD CLOSURE & DETOUR
SECTION 1 - POINT A



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD CLOSURE & DETOUR

LEGEND:

	ROAD CONE
	SIGN MARKER
	WORKS AREA
	LONGITUDINAL SAFETY ZONE
	LATERAL SAFETY ZONE

SPECIFIC DRAWING NOTES:
 ROAD CLOSURE SECTION A
 TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS
 FOR ROAD CLOSURE SECTION 1 DETOUR & OVERVIEW SEE DWG No: 068-AKR-001-002a
 FOR CLOSURE POINT DETAILS FOR POINT B SEE DWG No: 068-AKR-001-02c
 FOR ROAD CLOSURE SECTION 2 SEE DWG Nos: 068-AKR-001-003a,b&c
 FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

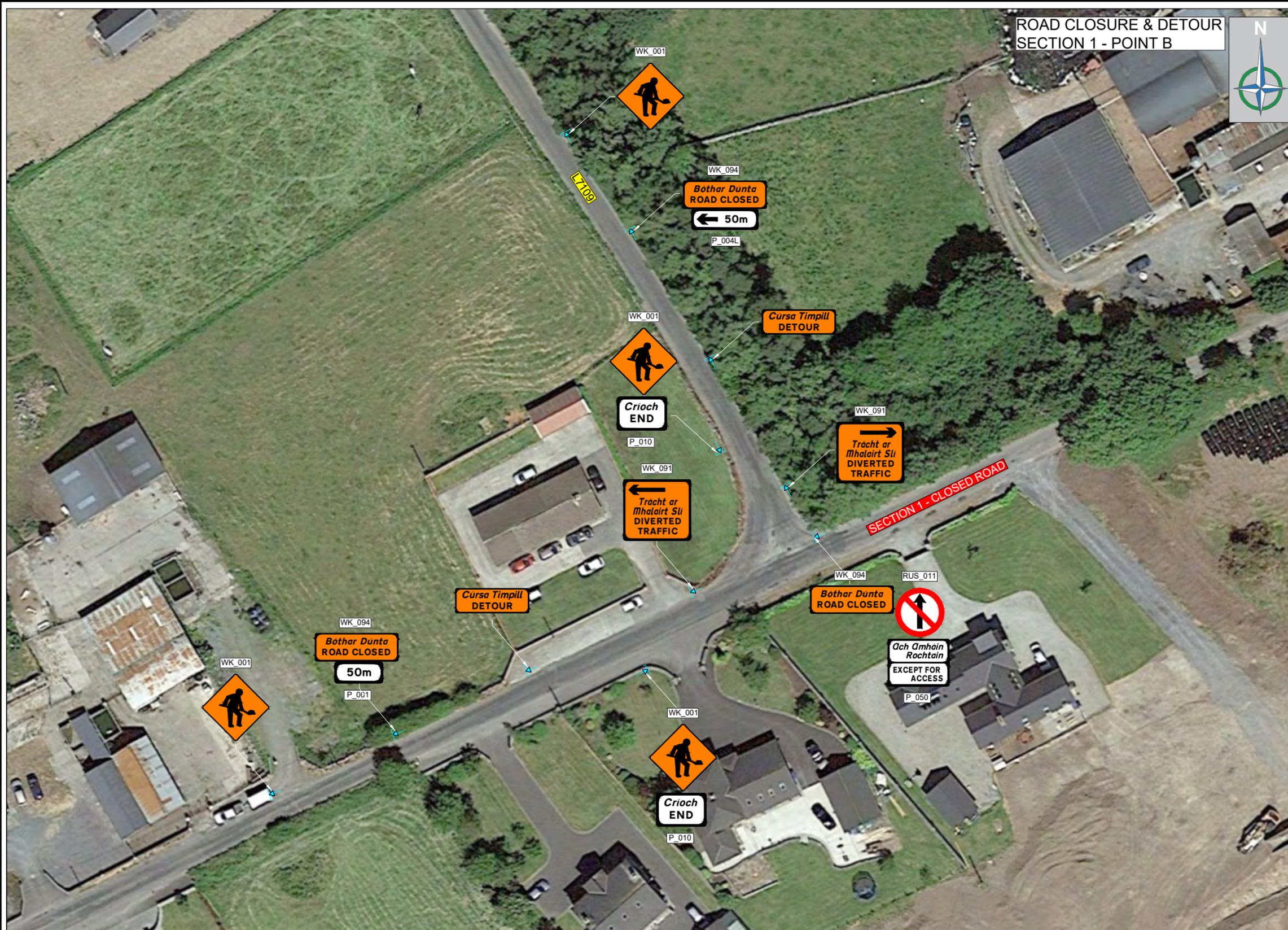
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PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 1 POINT A			
DATE:	DRAWN:	CHECKED:	SCALE AT A3:
03/09/2025	NW	BB	NTS
CATEGORY:	DRAWING NO:	REVISION:	
PLANNING	068-AKR-001-02b	0	

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**ROAD CLOSURE & DETOUR
SECTION 1 - POINT B**



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD CLOSURE & DETOUR

LEGEND:

	ROAD CONE
	SIGN MARKER
	WORKS AREA
	LONGITUDINAL SAFETY ZONE
	LATERAL SAFETY ZONE

SPECIFIC DRAWING NOTES:
 ROAD CLOSURE SECTION 1
 TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS
 FOR ROAD CLOSURE SECTION 1 DETOUR & OVERVIEW SEE DWG No: 068-AKR-001-002a
 FOR CLOSURE POINT DETAILS FOR POINT A SEE DWG No: 068-AKR-001-002b
 FOR ROAD CLOSURE SECTION 2 SEE DWG Nos: 068-AKR-001-003a,b&c
 FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

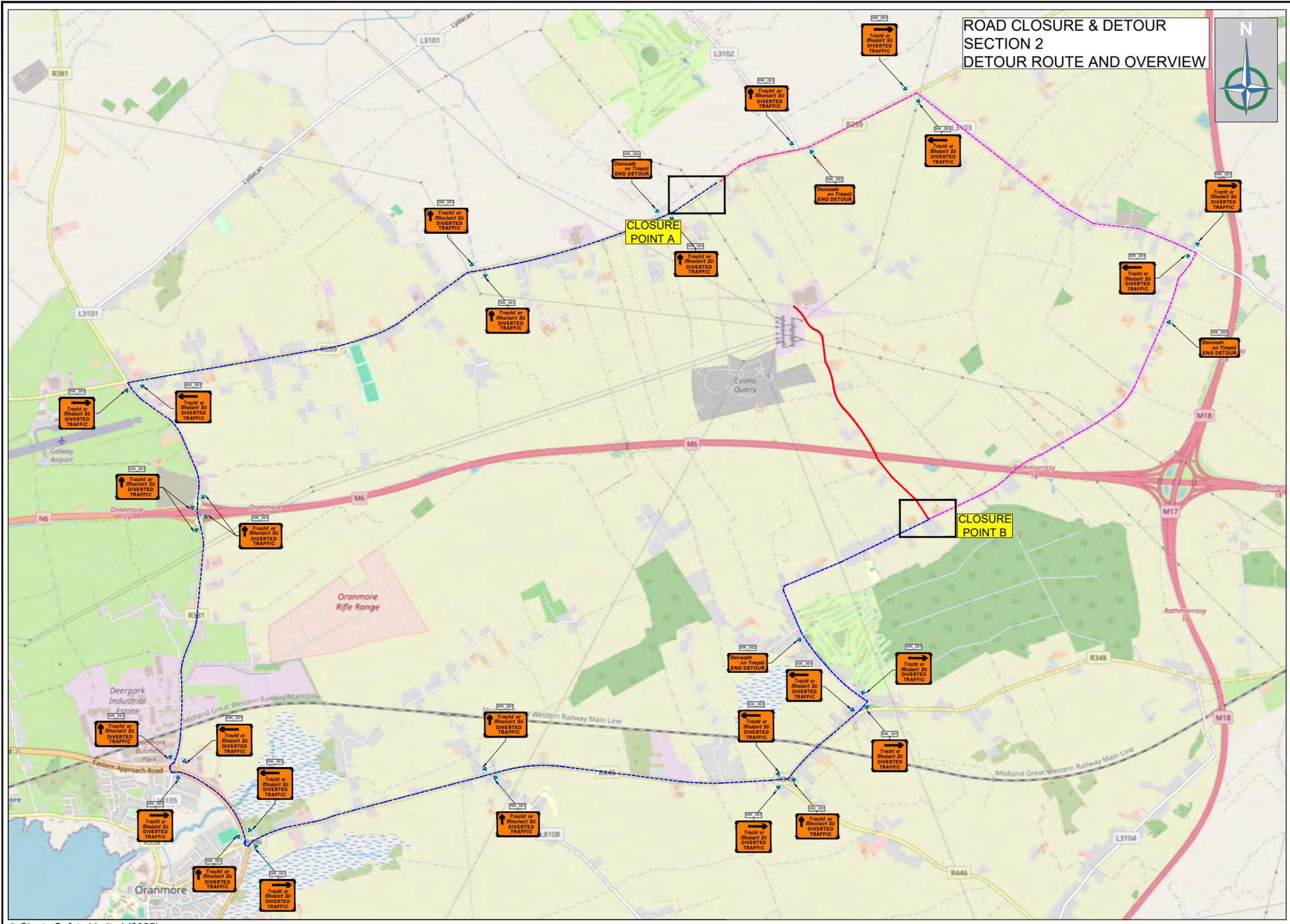
REV:	DESCRIPTION:	BY:	DATE:

PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 1 POINT B			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-02c		REVISION: 0

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ROAD CLOSURE & DETOUR SECTION 2
DETOUR ROUTE AND OVERVIEW



CHAPTER 8 - DESIGN PARAMETERS			
Design Parameters	LEVEL 1(iv) 60km/h	LEVEL 2(i) 80km/h	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	90	60
No. of Signs	3	4	-
Cumulative Distance (m)	60	480	-
Distance between Advance Warning Signs (m)	20	120	-
Taper			
Lane Taper Rate	1 in 10	1 in 40	-
Hard Shoulder Taper Rate	1 in 40		-
Transition Length (m)	2 x Taper Length		-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	12	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	24	-
Safety Zones			
Longitudinal (m)	15	45	-
Lateral (m)	0.5	1.2	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3	-
Two-Way Road Width (m)	5		-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
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TTM SYSTEM: ROAD CLOSURE & DETOUR

LEGEND:

- SIGN MARKER
- CLOSED ROAD SECTION
- DETOUR ROUTE A
- DETOUR ROUTE B

SPECIFIC DRAWING NOTES:

ROAD CLOSURE SECTION 2

TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS

FOR CLOSURE POINT DETAILS FOR A & B SEE DWG Nos: 068-AKR-001-03b&c

FOR ROAD CLOSURE SECTION 1 SEE DWG Nos: 068-AKR-001-002a,b&c

FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

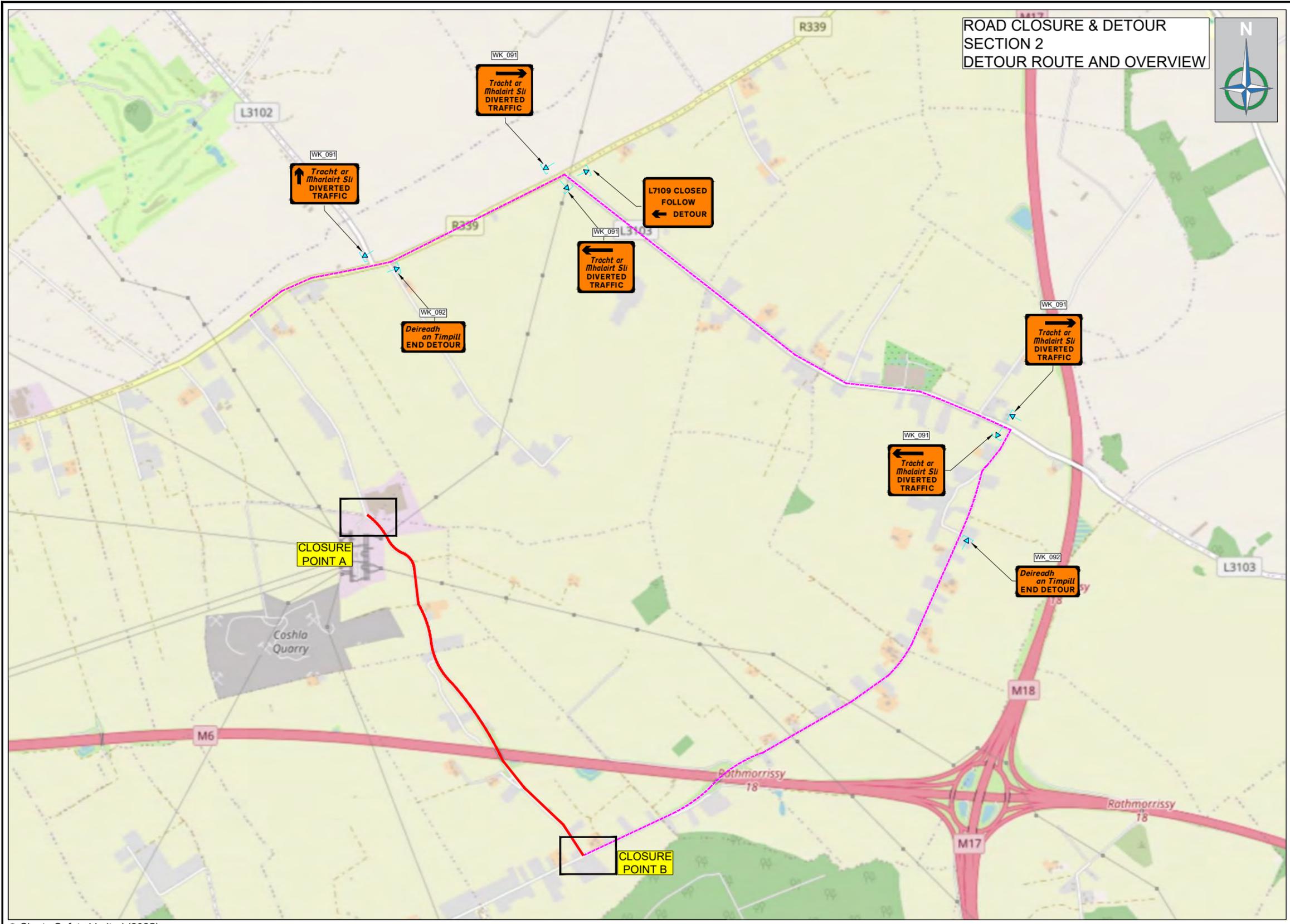
REV:	DESCRIPTION:	BY:	DATE:

PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 2 DETOUR & OVERVIEW			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-03a	REVISION: 0	

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**ROAD CLOSURE & DETOUR
SECTION 2
DETOUR ROUTE AND OVERVIEW**



CHAPTER 8 - DESIGN PARAMETERS			
Design Parameters	LEVEL 1(iv) 60km/h	LEVEL 2(i) 80km/h	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	90	60
No. of Signs	3	4	-
Cumulative Distance (m)	60	480	-
Distance between Advance Warning Signs (m)	20	120	-
Taper			
Lane Taper Rate	1 in 10	1 in 40	-
Hard Shoulder Taper Rate	2 x Taper Length		-
Transition Length (m)	2 x Taper Length		-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	12	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	24	-
Safety Zones			
Longitudinal (m)	15	45	-
Lateral (m)	0.5	1.2	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3	-
Two-Way Road Width (m)	5	-	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD CLOSURE & DETOUR	
LEGEND:	
	SIGN MARKER
	CLOSED ROAD SECTION
	DETOUR ROUTE A

SPECIFIC DRAWING NOTES:
 ROAD CLOSURE SECTION 2
 TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS
 FOR CLOSURE POINT DETAILS FOR A & B SEE DWG Nos: 068-AKR-001-03b&c
 FOR ROAD CLOSURE SECTION 1 SEE DWG Nos: 068-AKR-001-002a,b&c
 FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

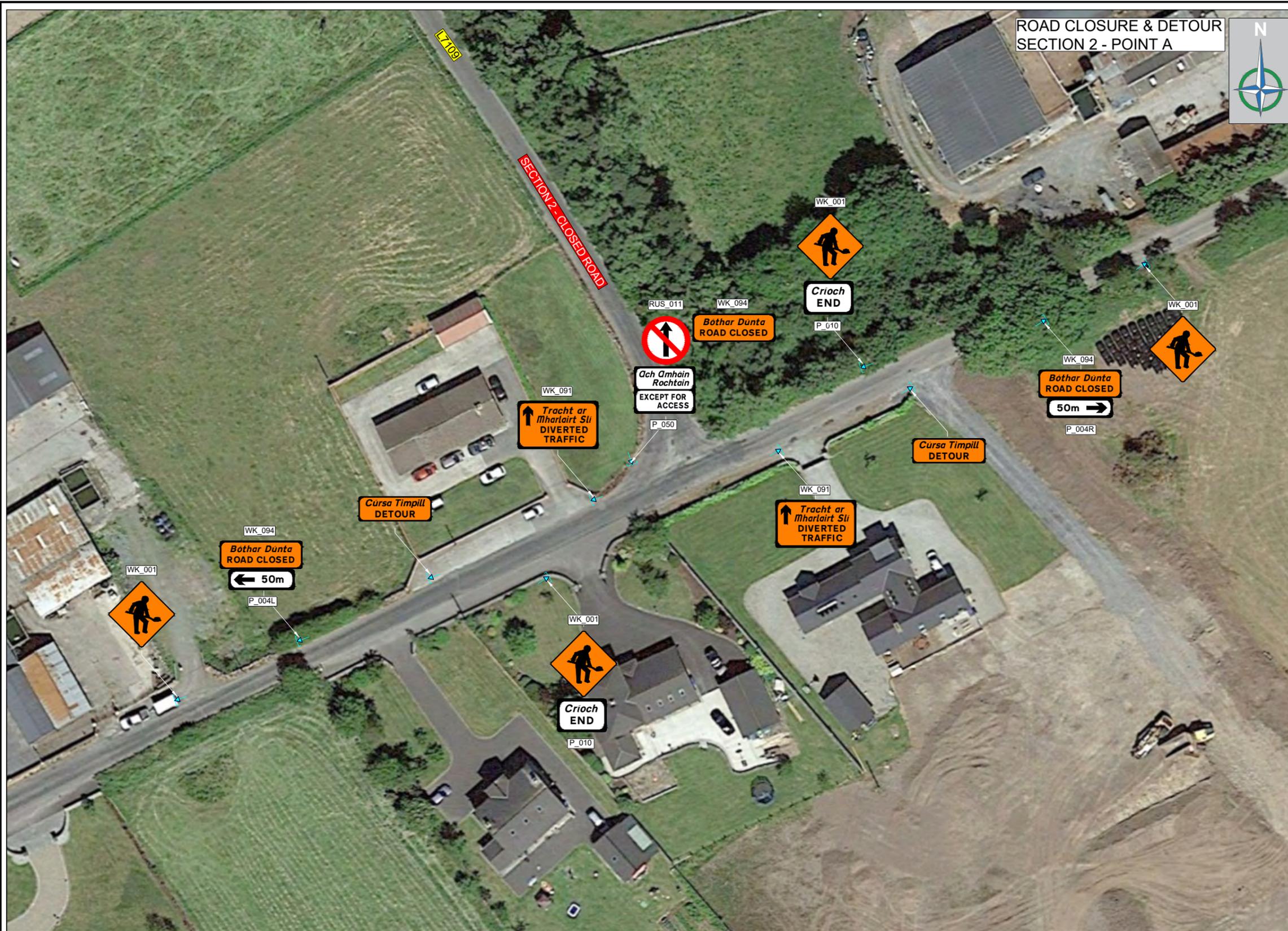
1	ADJUSTED DETOUR ROUTE FOR CLARITY	NW	19/09/25
REV:	DESCRIPTION:	BY:	DATE:

PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 2 DETOUR & OVERVIEW			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-03a	REVISION: 1	

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**ROAD CLOSURE & DETOUR
SECTION 2 - POINT A**



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h			
Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: ROAD CLOSURE & DETOUR

LEGEND:

	ROAD CONE
	SIGN MARKER
	WORKS AREA
	LONGITUDINAL SAFETY ZONE
	LATERAL SAFETY ZONE

SPECIFIC DRAWING NOTES:
 ROAD CLOSURE SECTION 2
 TWO-WAY DETOUR ROUTES TO PROVIDE ACCESS IN BOTH DIRECTIONS
 FOR CLOSURE POINT DETAILS FOR A SEE DWG No: 068-AKR-001-03b
 FOR ROAD CLOSURE SECTION 1 SEE DWG Nos: 068-AKR-001-002a,b&c
 FOR ROAD CLOSURE 'AIRLOCK' SEE DWG NO: 068-AKR-001-004

CLIENT:

REV:	DESCRIPTION:	BY:	DATE:

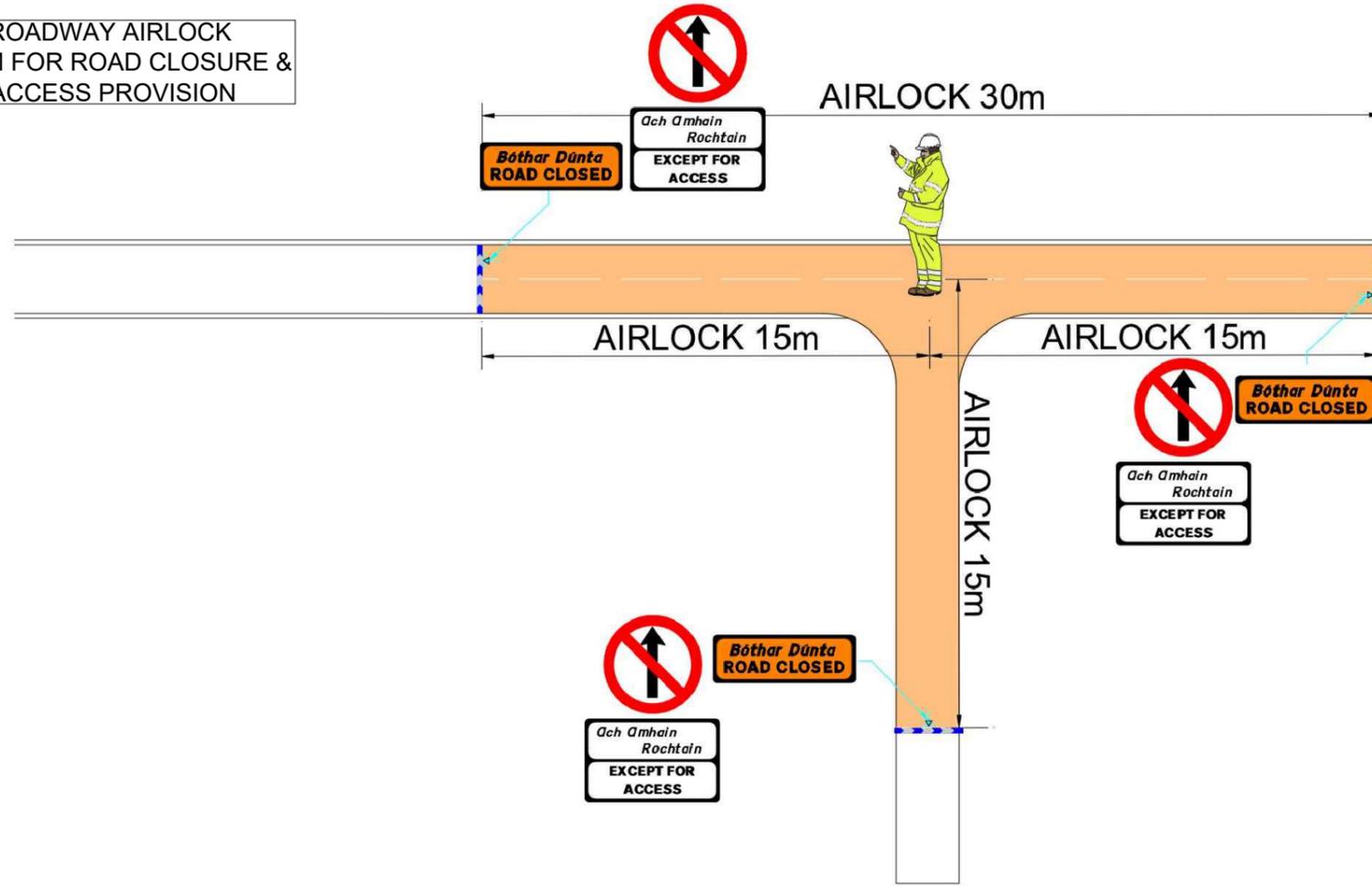
PROJECT: CASHLA PEAKER PROJECT			
TITLE: ROAD CLOSURE SECTION 2 POINT B			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-03c	REVISION: 0	

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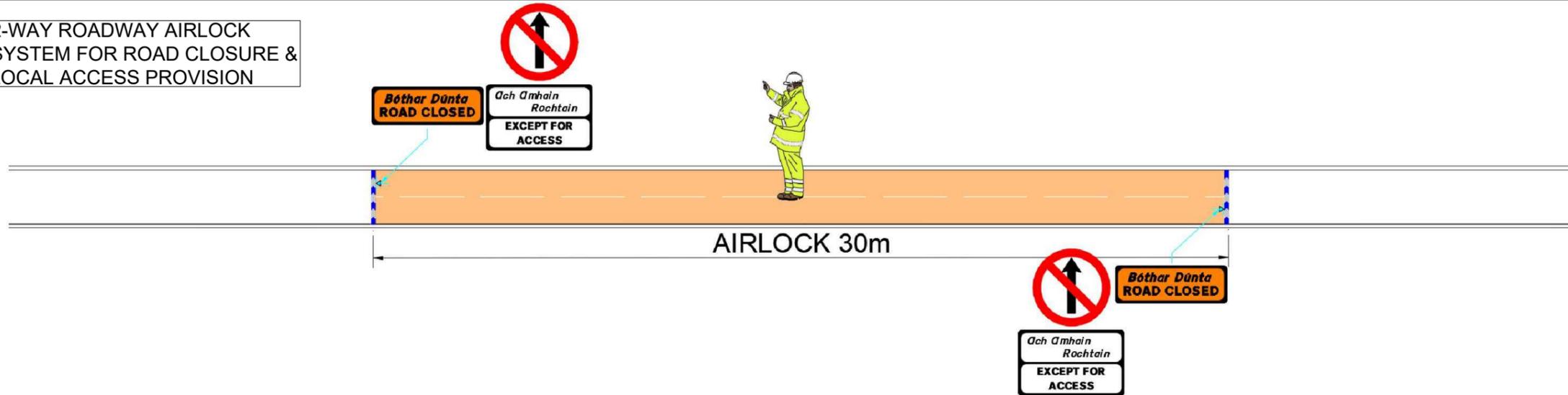


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3-WAY ROADWAY AIRLOCK SYSTEM FOR ROAD CLOSURE & LOCAL ACCESS PROVISION



2-WAY ROADWAY AIRLOCK SYSTEM FOR ROAD CLOSURE & LOCAL ACCESS PROVISION



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h

Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

A. A 45° taper is required at shuttle traffic controlled layouts with cones at 1m centres.
 B. Cone spacing is the maximum permitted. Where geometry or any other site-specific reason dictates, the spacing shall be reduced accordingly.
 C. The optimum lane width for all classes of vehicles is 3.3m. This may be reduced to a minimum of 3m. Below this, HGVs and Buses must be marshalled past the works. The absolute minimum lane width, if only cars and light vehicles are present, is 2.5m. Refer to Chapter 8 paragraphs 8.4.3.1 to 8.4.3.3.

TTM SYSTEM: AIRLOCK CLOSURE

LEGEND:

	SIGN MARKER
	WORKS / CLOSED AREA
	TRAFFIC BARRIER

SPECIFIC DRAWING NOTES:
 AIRLOCK SYSTEM
 ROAD CLOSURE WITHIN THE CLOSED SECTION OF CARRIAGEWAY AS SHOWN VIA THE ADVANCE WARNING SIGNS ON ADJOINING ROADWAYS

CLIENT:

REV:	DESCRIPTION:	BY:	DATE:

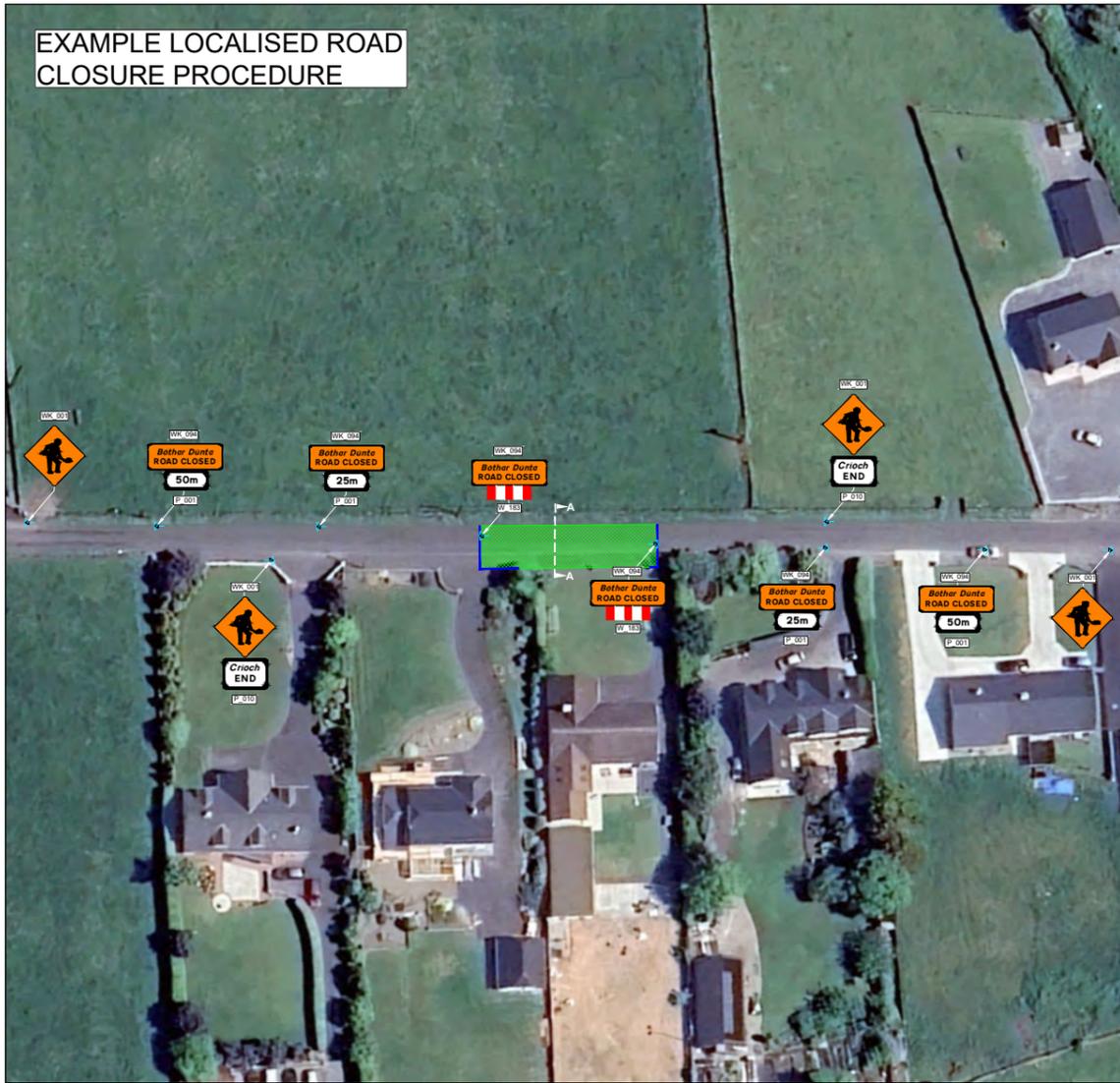
PROJECT: CASHLA PEAKER PROJECT			
TITLE: AIRLOCK SYSTEM			
DATE: 03/09/2025	DRAWN: NW	CHECKED: BB	SCALE AT A3: NTS
CATEGORY: PLANNING	DRAWING NO: 068-AKR-001-04		REVISION: 0

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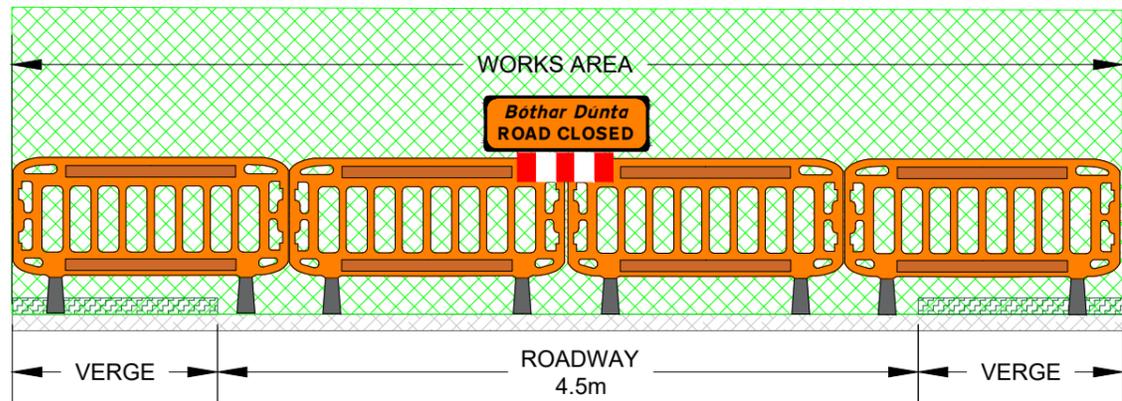
EXAMPLE LOCALISED ROAD CLOSURE PROCEDURE



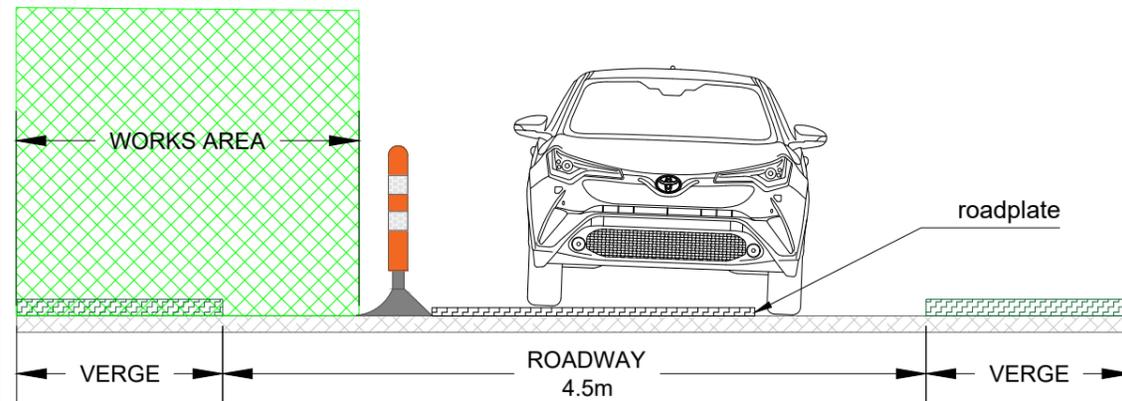
EXAMPLE LOCALISED ROAD CLOSURE PROCEDURE EMERGENCY ACCESS



CROSS SECTION A-A



CROSS SECTION B-B



CHAPTER 8 - ROAD LEVEL 1(iv): ≤ 60km/h

Design Parameters	TYPE A >12 hours	TYPE B <12 hours	TYPE C <15 mins
Advance Warning Signs			
Sign Size (mm)	600	600	-
Sign Visibility (m)	60	60	60
No. of Signs	3	2	-
Cumulative Distance (m)	60	40	-
Distance between Advance Warning Signs (m)	20	20	-
Taper			
Lane Taper Rate	1 in 10	1 in 10	-
Hard Shoulder Taper Rate	-	-	-
Transition Length (m)	2 x Taper Length	2 x Taper Length	-
Cones			
Cone Height (mm)	750	750	-
Taper Spacing (m)	3	3	-
Longitudinal Spacing (m)	6	6	-
Lamps (unit areas only)			
Taper Spacing (m)	6	6	-
Longitudinal Spacing (m)	12	12	-
Safety Zones			
Longitudinal (m)	15	15	-
Lateral (m)	0.5	0.5	-
Lanes (minimum)			
Lane Width (m)	3 (2.5)	3 (2.5)	-
Two-Way Road Width (m)	5	5	-

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TTM SYSTEM: SHUTTLE LANE CLOSURE

LEGEND:

	ROAD CONE
	SIGN MARKER
	WORKS AREA
	STEEL ROAD PLATE
	BARRIER

SPECIFIC DRAWING NOTES:

WORKS TO BE CONTAINED WITHIN ACCESS TO PRIVATE DWELLINGS IN SOME CASES, IT WILL REQUIRE A TRAFFIC MARSHALL TO PERMIT ACCESS, THIS WILL BE AGREED WITH AFFECTED PROPERTY OWNER IN ADVANCE

FOR EMERGENCY ACCESS WORKS ARE TO BE SUSPENDED AND A STEEL ROAD PLATE PLACED TO COVER EXCAVATIONS, THE TRAFFIC MANAGEMENT EQUIPMENT IS TO BE MOVED TO THE VERGE AND A TEMPORARY TRAFFIC LANE CREATED IN ORDER TO FACILITATE EMERGENCY VEHICLES

LOCATION USED IS FOR DISPLAY PURPOSES ONLY NOT ON ANY OF THE ROAD CLOSURE ROUTES.

CLIENT:

REV:	DESCRIPTION:	BY:	DATE:

PROJECT: CASHLA PEAKER PROJECT

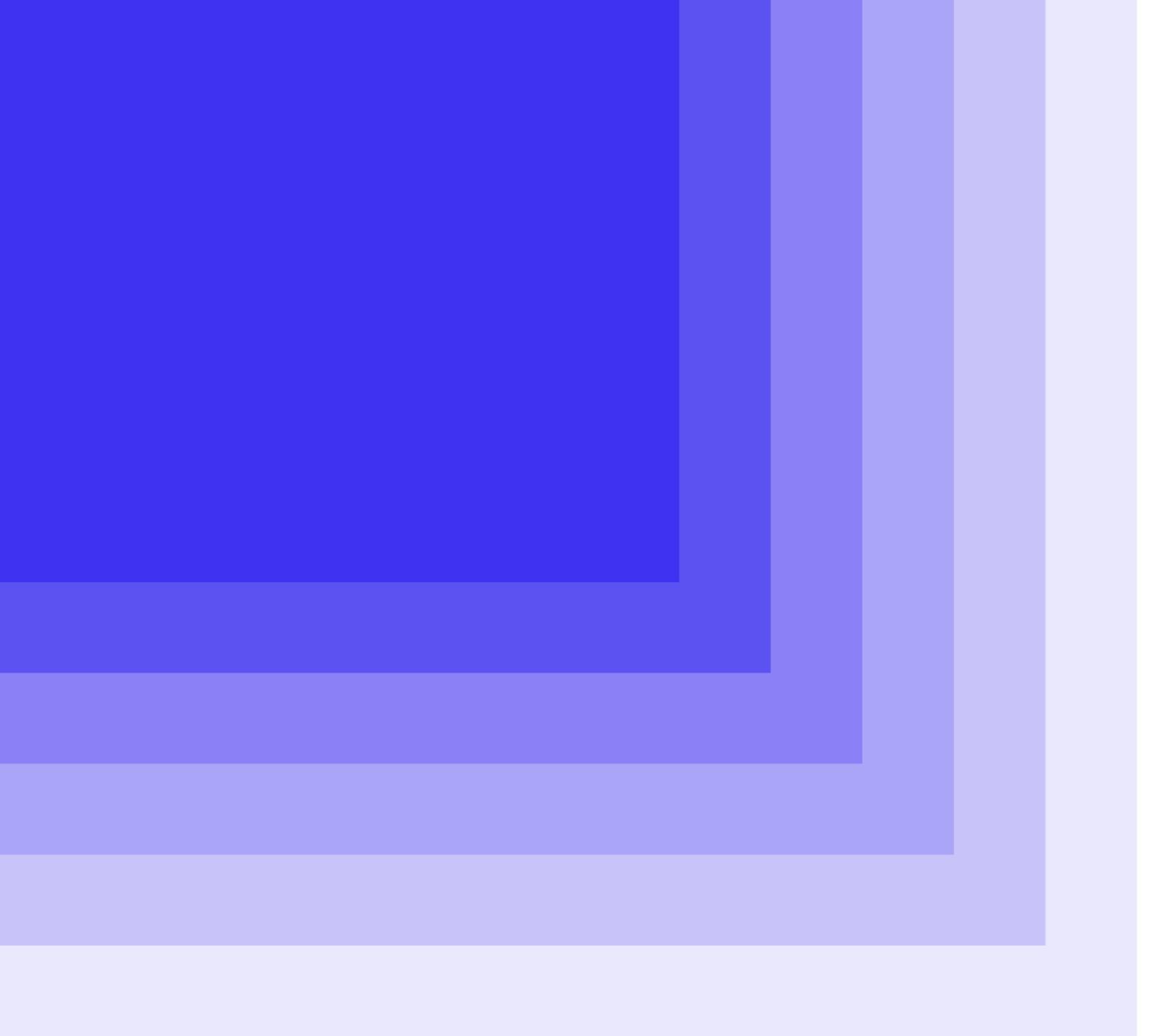
TITLE: LOCAL AND EMERGENCY ACCESS PROVISION

DATE:	DRAWN:	CHECKED:	SCALE AT A3:
17/09/2025	NW	BB	NTS
CATEGORY:	DRAWING NO:	REVISION:	
PLANNING	068-AKR-001-100	0	

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