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APPENDIX 15-2
TRAFFIC MANAGEMENT PLAN

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TRAFFIC MANAGEMENT PLAN FOR SESKIN WIND FARM

REVISION B – May 3rd 2024

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

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

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1 INTRODUCTION

1.1 Purpose of note

The purpose of this Traffic Management Plan (TMP) is to set out traffic management measures that the Applicant will commit to provide during the construction stage of the proposed Seskin Wind Farm Development (Proposed Project). The successful completion of the Proposed Project will require significant coordination and planning and a comprehensive set of mitigation measures will be put in place before and during the construction stage in order to minimise the effects of the additional traffic generated on the surrounding road network. The measures are discussed and under the following headings;

- Section 2 – Delivery of abnormally sized loads transporting turbine components.
- Section 3 – Delivery routes for general construction traffic.
- Section 4 – Traffic management measures during construction of the Proposed Grid Connection Route.
- Section 5 – General traffic management measures that will be implemented before, during and on completion of the construction of the Proposed Project.

It is confirmed that details for the TMP for the Proposed Project will be agreed with the Road Section of all relevant Local Authorities prior to construction.

On the occasions where reference is made to figures that are included in the EIAR prepared for the Proposed Project, these figures are included as Appended A.

2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

The proposed port of entry for the large wind turbine components is the Belview Port in Waterford City. The Proposed Turbine Delivery Route (TDR) from Belview Port to the Proposed Wind Farm site is shown in Figure 15-1.

The proposed TDR is as follows;

- From Belview Port the route travels north on the N29 for approximately 4kms before heading west on the N25 for approximately 6 kms.
- The route then turns off the N25 at the Grannagh Roundabout to access the N9 heading west for a further 0.8 kms to the Quarry Roundabout that connects with the M9.
- From the Quarry Roundabout the route heads north on the M9 for approximately 100 kms exiting at Junction 3 onto the N78.
- From this point the route travels west on the N78 for approximately 33 kms passing through the town of Athy and the villages of Ballylynan and Crettyard to the junction with the L-1834, where it is proposed that a temporary access road will connect the two roads to facilitate the abnormally sized vehicles,
- From this point the route travels south on the L-1834 for approximately 2 kms and a further 5 kms as the road links with the L-1835, and finally for a further 3 kms on the L-3037 to an existing agricultural access which is the location of the proposed access to the Proposed Wind Farm site.

An assessment of the turning requirements of the abnormally large loads transporting the turbine components was undertaken at the various pinch points along the TDR, as identified in Figure 15-2a. The swept path assessment undertaken for these locations is discussed in Section 15.1.9 of the EIAR.

2.2 Traffic management measures for abnormally sized loads

The transportation of large components is challenging and can only be done following extensive route selection, route proofing and consultation with An Garda Síochána, the relevant local authorities and their road sections and roads authorities. Turbine components are usually transported in convoys of 3 vehicles (sometimes up to 5 vehicles subject to approval) at night when

traffic is lightest. This will be undertaken in consultation with the road authorities, An Garda Síochána Traffic Corp and special permits are generally required.

A swept path analysis was undertaken at all potential pinch points using Autotrack in order to establish the locations where the wind turbine transporter vehicles will be accommodated, and the locations where some form of remedial measure may be required. While transient traffic management measures will be implemented by An Garda Síochána as each convoy travels along the delivery route, it is not anticipated that any sections of the local road network will be closed.

A dry run involving a vehicle adapted to replicate the geometry of the extended transport vehicles will be undertaken over the entire turbine delivery route prior to the delivery of turbine components.

3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

In order to facilitate the construction of the Proposed Project, all concrete, rock and hardcore material that will be required during the construction will be sourced from local, appropriately authorised quarries. The potential routes for general construction materials for the purposes of this assessment, is as per the route considered for the turbine components, with the additional delivery route from the north of Leighlinbridge via the N52, as shown in Figure 15-1.

4 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION ROUTE

In addition to traffic management measures required for additional traffic movements generated during the construction of the Proposed Wind Farm site, traffic arrangements and diversion routes identified for the Proposed Grid Connection Route works are included in Section 15.1.7 of the EIAR. Sections along the Proposed Grid Connection Route where there will be road and pedestrian footpath closures, diverted traffic, and Stop/Go traffic control are identified.

The total length of the Proposed Grid Connection Route located in Co. Carlow measures approximately 2 km, 1.8 km of which is located within the public road corridor, and 0.2 km of which is located within private lands originating from the onsite 38kV substation before meeting the local public road in the townland of Seskinrea. The total length of the Proposed Grid Connection Route located in Co. Kilkenny measures approximately 18.1km and is entirely located within the public road corridor.

For the extent of the Proposed Grid Connection Route that will impact on the public road network, this is considered in the following 7 sections, as indicated in Figure 15-7a of the EIAR. All EIAR Figures 15-7a to 15-7f which are referred to in the following text are included as Appendix A.

The 6 sections of the route on the public road network are as follows;

Section 1 – R712 (length 1.6 kms) – The Proposed Grid Connection Route commences at the existing Kilkenny 110kV substation and continues east on the R712 for approximately 1.6kms to link into the L-61461. This section of the carriageway has sufficient width for the construction of the Proposed Grid Connection Route to take place while operating a “stop-go” arrangement in order to retain 2-way traffic flow on the regional road. This section of the Proposed Grid Connection Route will take approximately 16 days to construct. While this section of the Proposed Grid Connection Route is on a section of the R712 that passes underneath the N10 National Road, there will be no traffic related impacts on the national road during construction.

Section 2 – L-6657 / L-2627 (length 5.0 kms) – This section of the Proposed Grid Connection Route heads north on the local road network for approximately 5.0 kms. During the approximately 54 days required to construct this section of the Proposed Grid Connection Route, the road will require to be closed and local traffic will be diverted onto the route shown in Figure 15-7b, which will result in a diversion of +4.0 kms.

Section 3 – L-30371 (length 3.9 kms) – The Proposed Grid Connection Route then travels north on the L-30371 for approximately 3.9kms. During the approximately 45 days required to construct this section of the Proposed Grid Connection Route, the road will require to be closed and local traffic will require to divert onto the route shown in Figure 15-7c, which will result in a diversion of +1.8kms.

Sections 4 & 5– L-30371 (lengths 3.7 kms and 4.1kms) – The Proposed Grid Connection Route continues on the L-30371 for both of these sections with the construction taking approximately 41 and 43 days for Sections 4 & 5 respectively. Diversion routes for Sections 4 & 5 are shown in Figures 15-7d and 15-7e with local diversions of +9.0 kms and +6.4 kms respectively.

Section 6 – L-3037 (length 0.1 kms) – For the short section of the Proposed Grid Connection Route that travels on and crosses the L-3037 there is sufficient carriageway width for the construction of the Proposed Grid Connection Route to take place while operating a “stop-go” arrangement in order to retain 2-way traffic flow on the local road. This section of the Proposed Grid Connection Route will take approximately 3 days to construct.

Section 7 – L-30372 (length 1.7 kms) – The final section of the Proposed Grid Connection Route heads east on the L-30372 for approximately 1.7 kms before heading south into the Proposed Wind Farm site and the connection with the on-site 38kV substation. During the estimated 19 days required to construct this section of the Proposed Grid Connection Route, the road will require to be closed and local traffic will require to divert onto the route shown in Figure 15-7f, which will result in a diversion of +4.7 kms.

It is estimated that the Proposed Grid Connection Route will take approximately 221 days, or approximately 11 months to construct.

With respect to the traffic volumes that will be generated during the construction of the Proposed Grid Connection Route, it is estimated that there will be approximately 14 daily return trips made by a truck transporting materials, and 4 made by a car to transport 15 construction staff to and from the site.

5 GENERAL TRAFFIC MANAGEMENT MEASURES

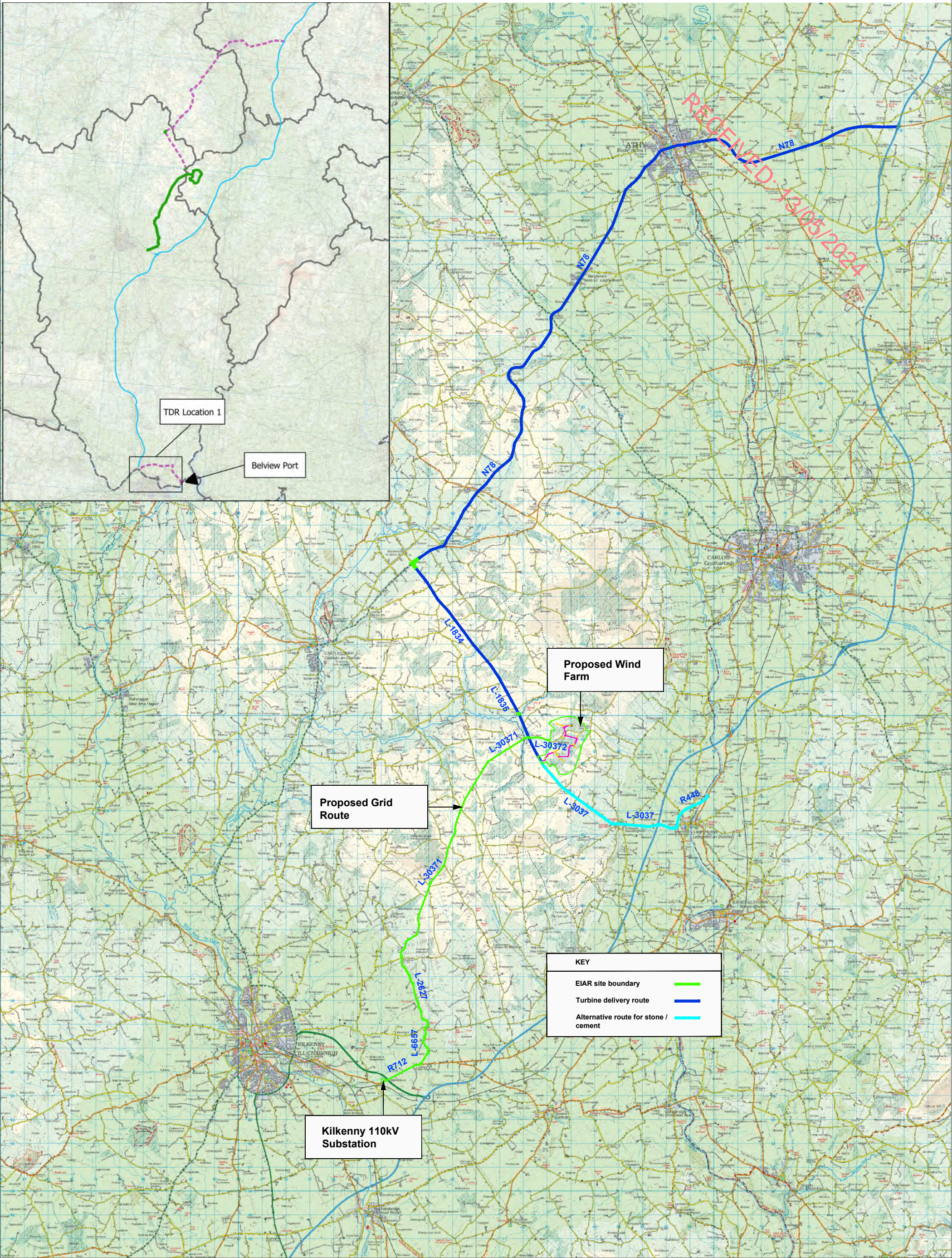
A detailed TMP will be finalised and confirmatory detailed provisions in respect of traffic management agreed with the Roads Authorities and An Garda Síochána prior to construction works commencing on site.

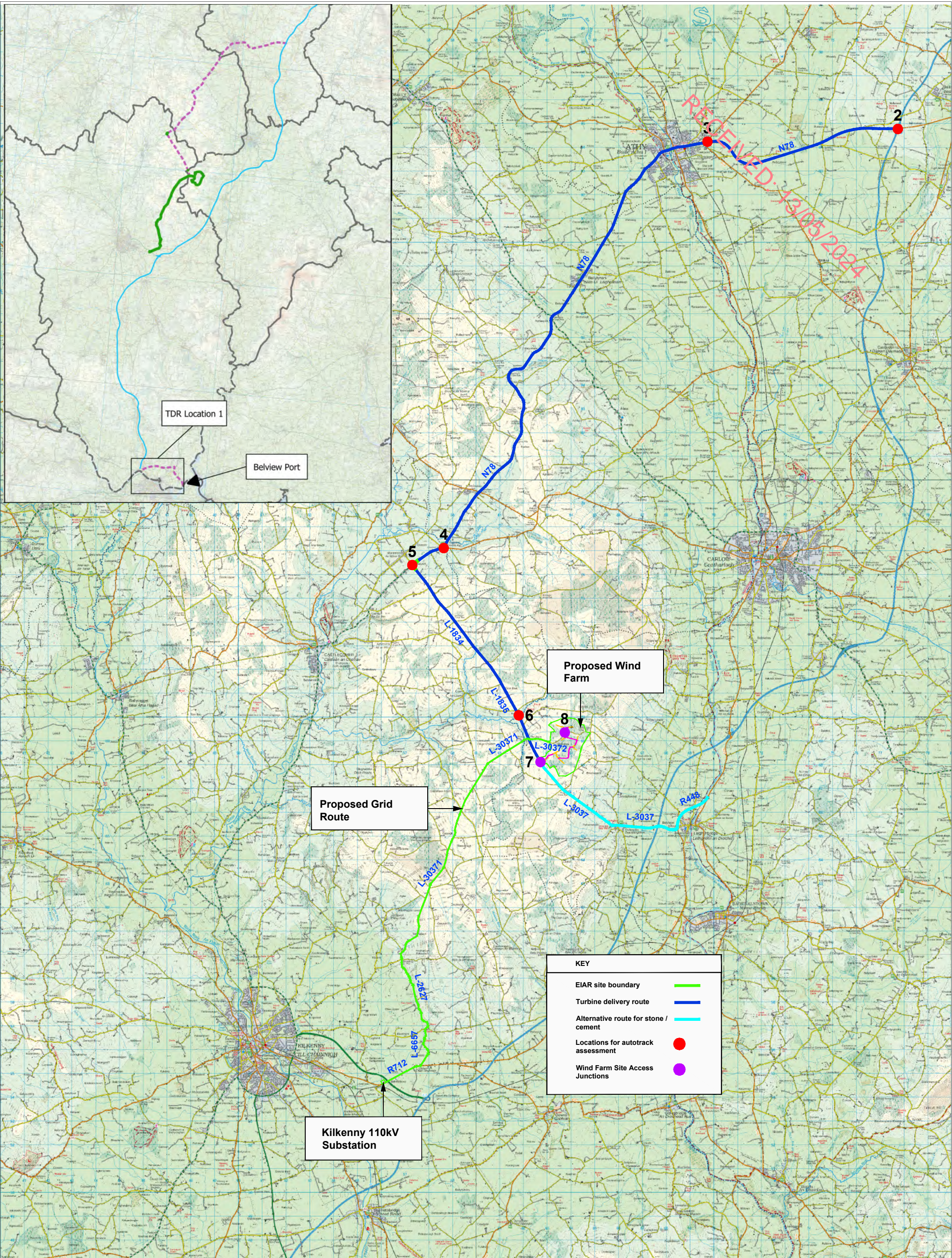
The detailed TMP will include the following:

- **Traffic Management Coordinator** – A competent Traffic Management Co-ordinator will be appointed for the duration of the construction of the Proposed Project and this person will be the main point of contact for all matters relating to traffic management.
- **Delivery Programme** – A programme of deliveries will be submitted to Carlow County Council and other relevant authorities in advance of deliveries of turbine components to the Proposed Wind Farm site.
- **Information to locals** – Locals in the area will be informed of any upcoming traffic related matters e.g. delivery of turbine components at night, via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided.
- **A Pre and Post Construction Condition Survey** – A pre-condition survey of roads associated with the Proposed Project will be carried out prior to construction commencement to record the condition of the road. A post construction survey will be carried out after works are completed. Where required the timing of these surveys will be agreed with the local authority.
- **Liaison with the relevant local authorities** - Liaison with the relevant local authorities including the roads sections of local authorities that the delivery routes traverse, and An Garda Síochána, during the delivery phase of the large turbine vehicles, when an escort for all convoys will be required.
- **Implementation of temporary alterations to road network at critical junctions** – At locations where required highlighted in Section 15.1.9 of the EIAR.
- **Identification of delivery routes** – These routes will be agreed and adhered to by all contractors.

- **Travel plan for construction workers to the site**– A travel plan for construction staff, which will include the identification of a routes to / from the site and identification of parking areas will be implemented by the main contractor.
- **Temporary traffic signs** – As part of the traffic management measures temporary traffic signs will be put in place at all key junctions, including the temporary access linking the N78 and L-1837 and Proposed Wind Farm site access junction off the L-3037 and the Proposed Wind Farm construction crossing and operational access junctions on the L-30372. All measures will be in accordance with the “*Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works*” (DoT now DoTT&S) and “*Guidance for the Control and Management of Traffic at Roadworks*” (DoTT&S). Construction staff (flagman) will be present at key junctions during peak delivery times.
- **Delivery times of large turbine components** - The management plan will include the delivery of large wind turbine plant components at night in order to minimise disruption to general traffic during the construction stage.
- **Diversion routes during the construction of the Proposed Grid Connection Route** As discussed above and set out in Section 15.1.7 of the EIAR.
- **Additional measures** - Various additional measures will be put in place in order to minimise the effects of the development traffic on the surrounding road network including sweeping / cleaning of local roads as required.
- **Re-instatement works** - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

It is confirmed that details for the Traffic Management Plan for the subject development will be agreed with all relevant Local Authorities prior to construction and contact will be maintained with the Road and Traffic Sections throughout the construction phase.





NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

PROJECT: Seskin Wind Farm, Co.Carlow

CLIENT: EDF Renewables Ireland Ltd

PROJECT NO: 8800

DATE: 27.04.24

SCALE: NTS

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

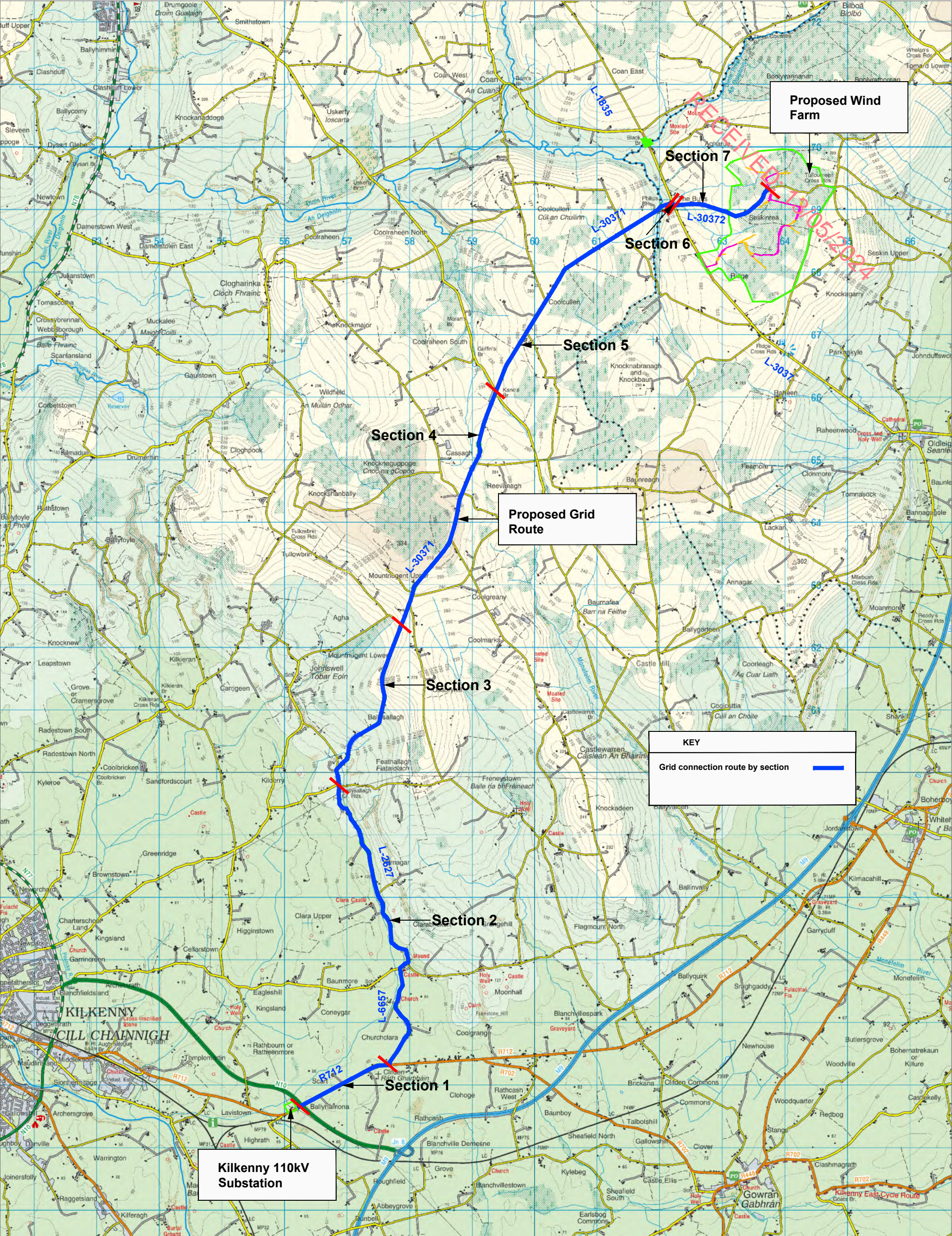


Figure 15-7a Proposed grid connection route

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CLIENT: EDF Renewables Ireland Ltd	SCALE: NTS	
PROJECT NO: 8800	DATE: 27.04.24	
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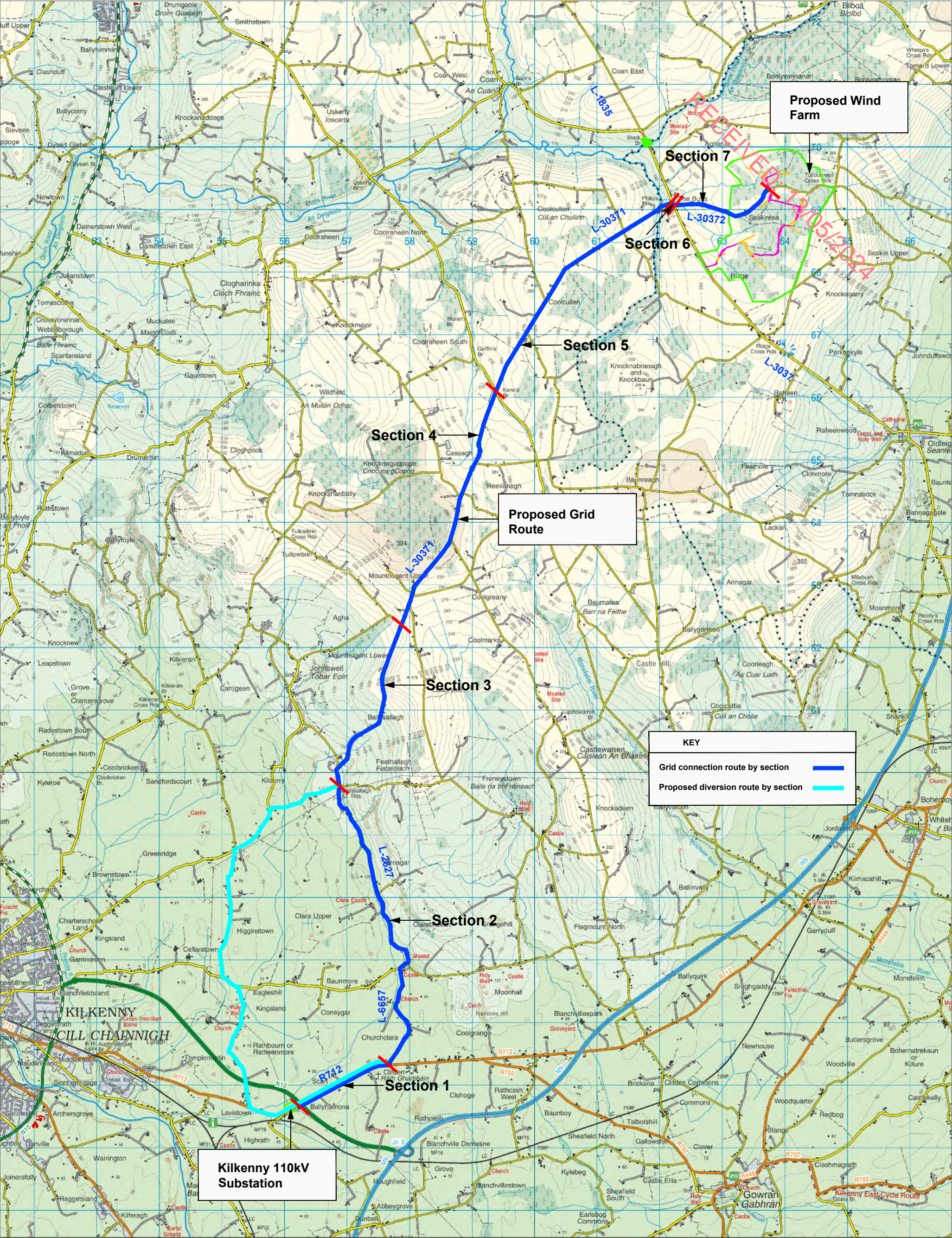


Figure 15-7b Proposed grid connection route - Diversion for Section 2

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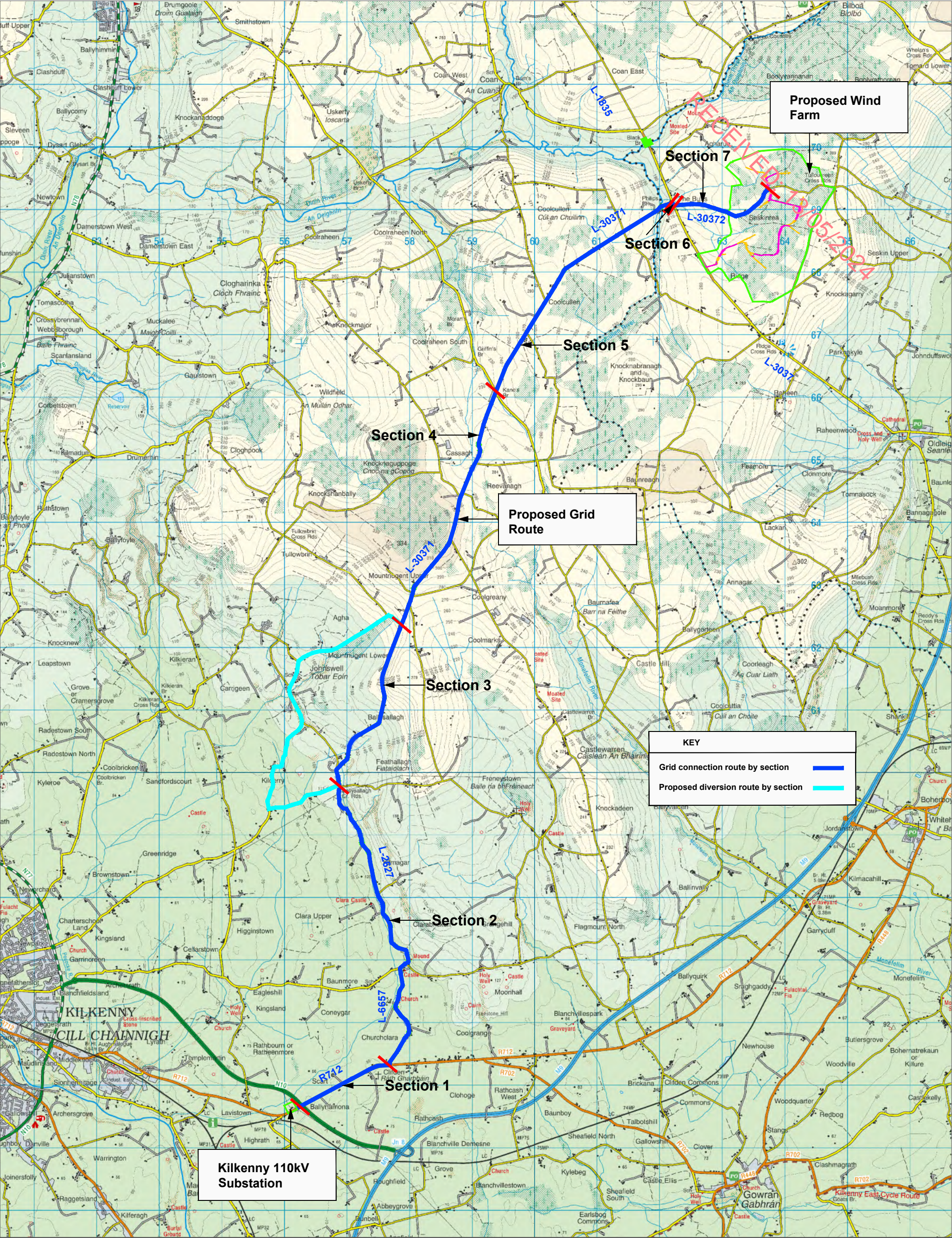


Figure 15-7c Proposed grid connection route - Diversion for Section 3

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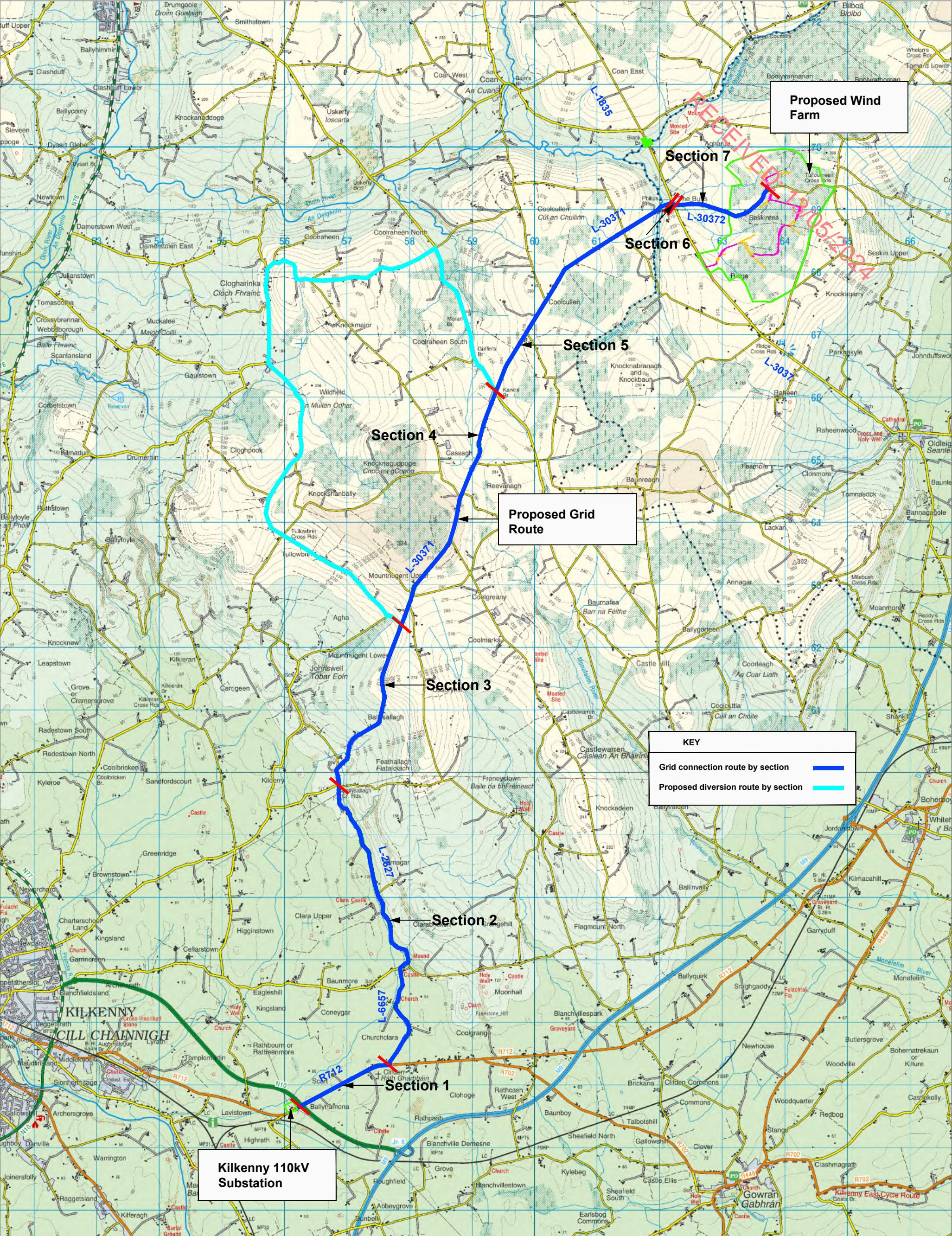


Figure 15-7d Proposed grid connection route - Diversion for Section 4

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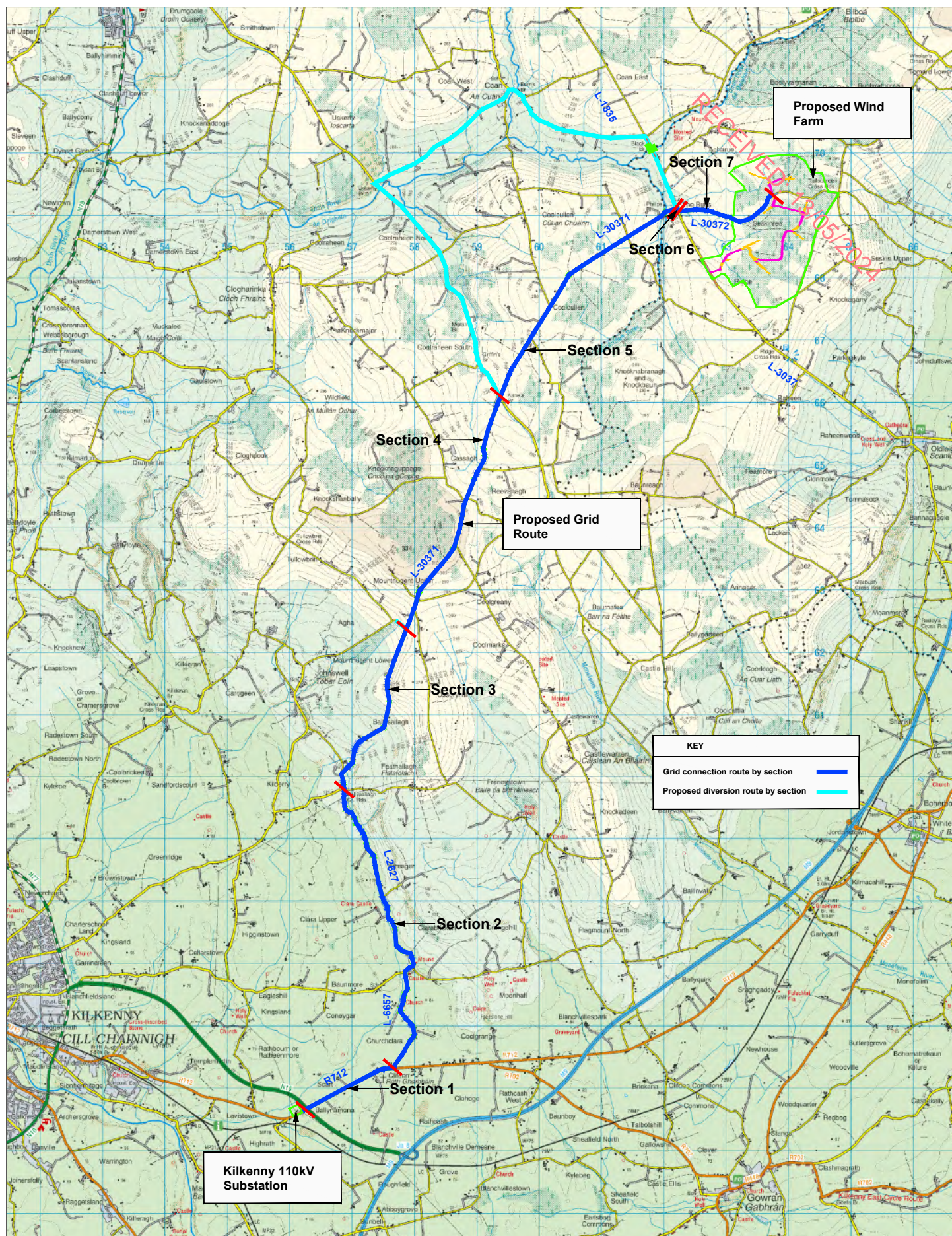


Figure 15-7e Proposed grid connection route - Diversion for Section 5

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CLIENT: EDF Renewables Ireland Ltd

PROJECT NO: 8800

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SCALE: NTS

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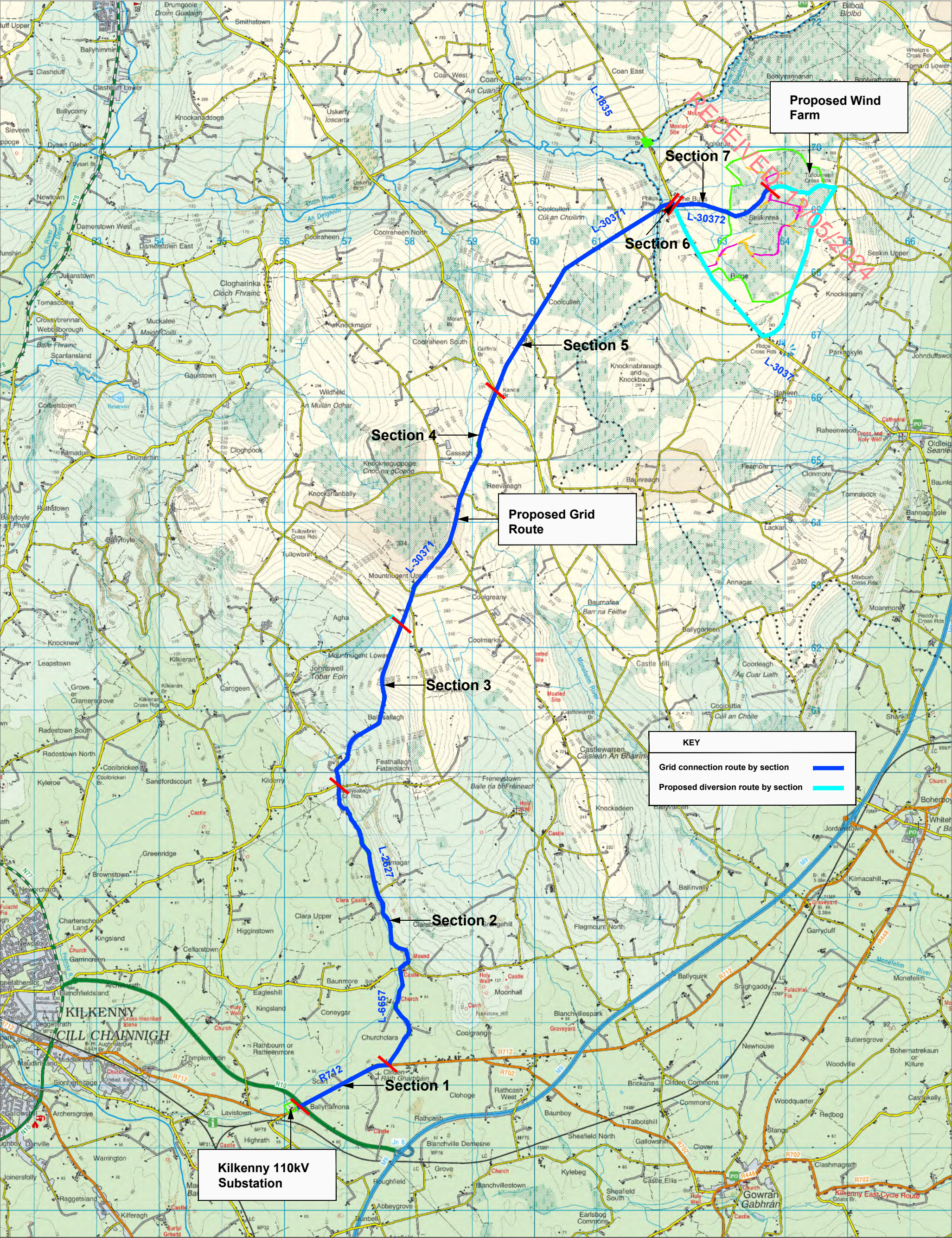


Figure 15-7f Proposed grid connection route - Diversion for Section 7

PROJECT: Seskin Wind Farm, Co. Carlow		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT: EDF Renewables Ireland Ltd	SCALE: NTS	
PROJECT NO: 8800	DATE: 27.04.24	
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