APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

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TRAFFIC MANAGEMENT PLAN FOR LACKAREAGH WIND FARM

REVISION A – August 16th 2024

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Client: EDF Renewables Ireland Ltd
August 16th, 2024
AL Project No: 10350

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APPENDICES

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 Lackareagh 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 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 DELVERY 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 Port of Foynes in County Limerick. The proposed Turbine Delivery Route (TDR) from the port to the Proposed Wind Farm site is shown in Figure 15-1. 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 15-2. The swept path assessment undertaken for these locations is discussed in Section 15.1.9 of the EIAR.

The proposed TDR is as follows;

- From the access road serving Foynes Port the route turns left (south) onto the N69 National Secondary Road at the existing priority junction (Location 1).
- From this point the route heads east on the N69 for approximately 32kms, passing through the roundabout at Ballbrown (Location 2).
- The route then turns right from the N69 onto the N18 at Location 3 accessing the motorway via the double roundabouts followed by the eastbound access ramp.
- From this point the N18 heads east for approximately 3.2 km to Rossbrien where the route continues from Junction 1 of the M7 in a northeast direction for a further 20.8 km to Junction 27of the M7 at Coolderry. At his point the route exits the motorway via the exit ramp and turns left at the roundabout onto the R494, which is indicated as Location 4.
- From this point the route heads north on the R494 for approximately 5.4km to the junction with the R496 and the new crossing of the River Shannon to the south of Killaloe and Ballina passing through the roundabout at Birdhill (Location 5).
- After crossing the new bridge which is approximately 0.9km long, the route turns left at the new junction between the bridge and the R463. The junction on the eastern side of the bridge is shown as Location 6 with the junction on the western side of the River Shannon onto the R463 shown as Location 7.
- The route then travels southwest for approximately 6.8km, passing through a bend at Knockadrohid (Location 8) before turning right onto the R466 at Location 9. At this location it is proposed that there will be a temporary blade transition area constructed on the northeastern corner of the R463 / R466 junction for the purpose of transferring

the blades, which up to this point, will travel using standard Super Wing Carrier trailers, onto blade adapters, where the blades will be lifted to and angle of 60°.

- The route then travels northwest on the R466 for approximately 7.6km passing through Bridgetown (Location 10) and a sharp bend (Location 11) to the junction of the L-3022 where the route turns right onto the L-3022 (Location16). On this section of the R466 the route passes through the crossroads near Glenomeara (Location 12), a right hand bend on the R466 near Glenomeara (Location 13), a left hand bend at the junction with the L-3033-8 (Location 14), and at a location in Clonycory, shown as Location 15, where the raised blades will require to be lowered to a horizontal position in order to pass under overhead HV cables.
- On turning right at the R466 / L-3022 junction (Location 16) the route travels northeast on the L-3022 for approximately 1.3km before continuing on the L-7080 for a further 1.9km from which the Proposed Wind Farm will be accessed via 4 separate junctions as discussed in Sections 15.1.4.1 and 15.1.10 of the EIAR.

The total length of the Turbine Delivery Route from Foynes Port to the first access junction off the L-7080 is approximately 80 kms. All deliveries of abnormally sized loads will be made using Garda Siochana escorts and local transient traffic management measures put in place by the haulage company.

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 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 Wind Farm, all concrete, rock and hardcore material that will be required during the construction will be sourced from a combination of the cut exercise and the proposed onsite borrow pit, with any required dressing material being 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 west (R466 from Broadford) as shown in Figure 15-1.

4 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION ROUTE

Traffic impacts 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 and traffic diversions are identified.

It is proposed that the 38kV on-site electrical substation is connected by means of an underground 38kV electrical cable to the existing 110kV Ardnacrusha electrical substation located in the townlands of Castlebank and Ballykeelaun, Co. Clare. The proposed underground electrical cabling route is approximately 14.7km in length and is located predominately within the public road corridor.

The extent of the Proposed Grid Connection Route that will impact on the public road network is considered in the following 6 sections, as indicated in Figure 15-6a of the EIAR. All EIAR Figures 15-6a to 15-6g, which are referred to in the following text, are also included as Appendix A.

Section 1 – L-3056 (length 1.0 kms) – The Proposed Grid Connection Route continues east on the L-3025 for approximately 1.0 km. During the approximately 10 days that this section will take to construct local traffic will require to divert onto the proposed diversion route shown in Figure 15-6b, resulting in an increase in trip length of 5.5km.

Section 2 – R463 (length 0.2 kms) – This section of the Proposed Grid Connection Route heads northeast on the R463 regional road for approximately 0.2 kms. During the 2 days required to construct this section of the underground cabling route, the road will require to be closed and local traffic will be diverted onto the route shown in Figure 15-6b, which will result in a diversion of 8.2kms.

Section 3 – L-3046 (length 3.4 kms) – The Proposed Grid Connection Route then continues northeast on the L3046 for approximately 3.4kms. During the 34 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 15-6c, resulting in a diversion of +1.8kms.

Sections 4 – L-3044 (length 4.3 km) – The Proposed Grid Connection Route continues on the L3044 with the construction taking 43 days, with a diversion to local traffic of 7.3 kms as shown in Figure 15-6d.

Sections 5 – L-3022 (length 3.3 km) – The Proposed Grid Connection Route continues on the L3022 for 3.3 kms with the construction taking approximately 33 days. The diversion route for Sections 5 is shown in Figure 15-6e with a local diversion of +14.2km.

Section 6 – L-7080 (length 1.8 kms) – For this final section of the route on the public road network the L-7080 heads east for approximately 1.8kms taking approximately 18 days to construct. The

proposed diversion route for local traffic is shown in Figure 15-6f resulting in an increased trip length of 17.3 km.

It is estimated that the Proposed Grid Connection Route will take approximately 147 days, or approximately 7 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 a further trip made by minibus to transport construction staff to and from the point of construction.

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 Clare 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 Siochana, 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.
- **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 Proposed Wind Farm site access junctions off the L-7080 and the proposed blade transition area at the R463 / R466 junction. 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.

- Introduction of signage on both approaches to the Proposed Wind Farm site access junction A to D on the L-7080 warning of approaching construction site (TMS Traffic Signs WK001).
- Signage at the 4 access junctions A to D on the L-7080 warning of the provision of Flagmen (TMS traffic Sign WK061).
- Similarly, temporary signage will be introduced at Location 9, the junction of the R463 / R466 including signage on eastbound R466 approach and westbound R463 approach to Temporary transition Zone (TMS Traffic Signs WK001), signage indicating the temporary construction access (TMS traffic Signs WK052 and WK053) and the presence of Flagmen (TMS traffic Sign WK061). These will be required during the construction of the transition zone only.
- **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 set out in Section 15.1.7 of this EIAR. Local access will be maintained to all premises with details agreed with those concerned prior to construction.
- **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.

APPENDIX A FIGURES FROM THE EIAR

Figure 15.1 Site location and turbine delivery routes
Figure 15.2 Turbine delivery route autotrack assessment locations

Figure 15.6a Proposed grid connection route
Figure 15.6b Proposed grid connection route – Diversion route for Section 1
Figure 15.6c Proposed grid connection route – Diversion route for Section 2
Figure 15.6d Proposed grid connection route – Diversion route for Section 3
Figure 15.6e Proposed grid connection route – Diversion route for Section 4
Figure 15.6f Proposed grid connection route – Diversion route for Section 5
Figure 15.6g Proposed grid connection route – Diversion route for Section 6

Proposed Wind Farm

Proposed Grid Route

Ardnacrusha 110kV Substation

Foynes Port

KEY

Turbine delivery route

Crushed stone / concrete haul route

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-1 Site location and delivery routes

PROJECT:	Lackareagh Wind Farm, Co Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 25.06.24	DRAWN BY:	AL

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Proposed Wind Farm

Proposed Grid Route

Location of Temporary Blade Transition Zone

Ardnacrusha 110kV Substation

Foynes Port

KEY

- Turbine delivery route
- Crushed stone / concrete haul route
- Locations for autotrack assessment

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-2 Turbine delivery route autotrack assessment locations

PROJECT:	Lackareagh Wind Farm, Co Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 25.06.24	DRAWN BY:	AL

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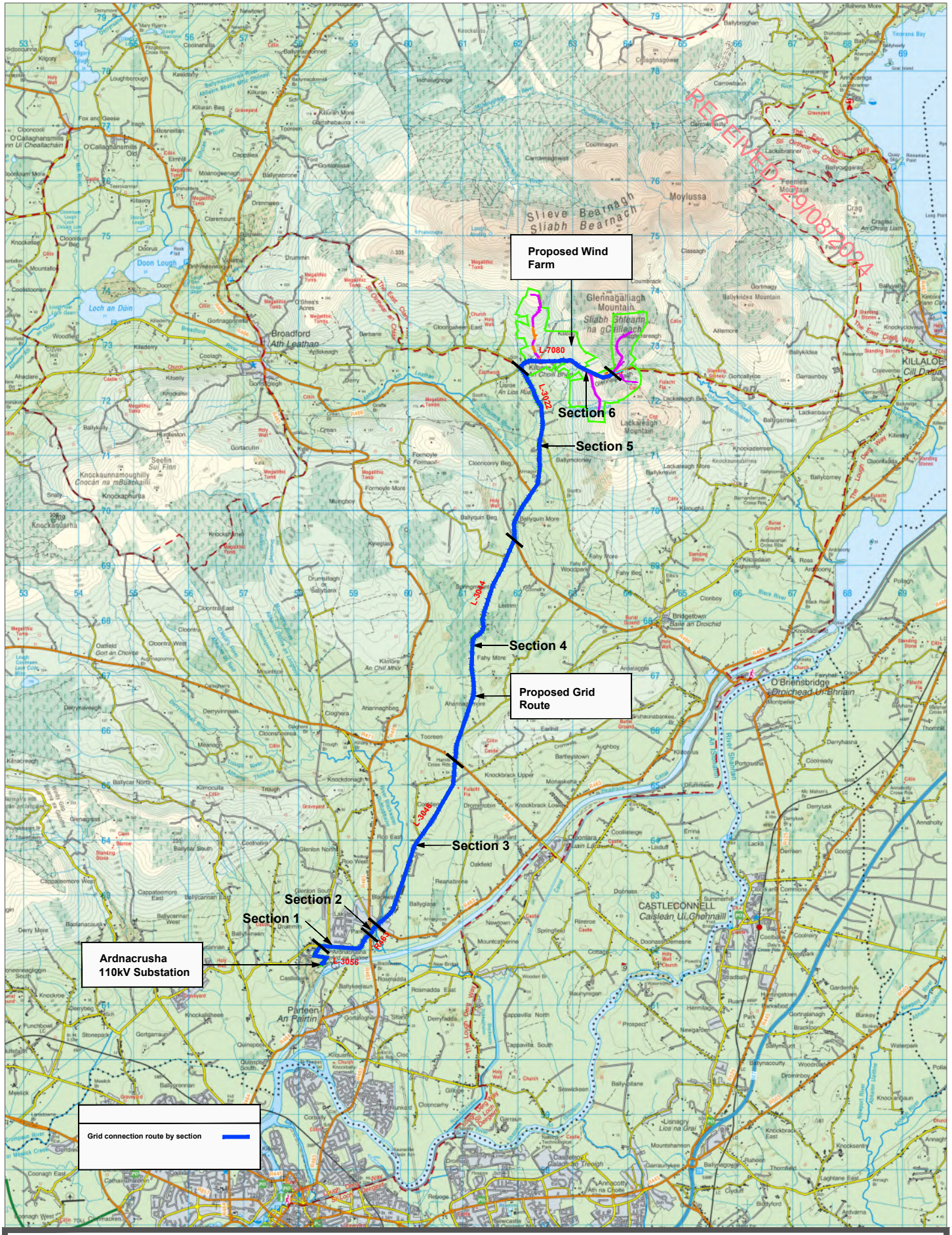

Figure 15-6a Proposed grid connection route

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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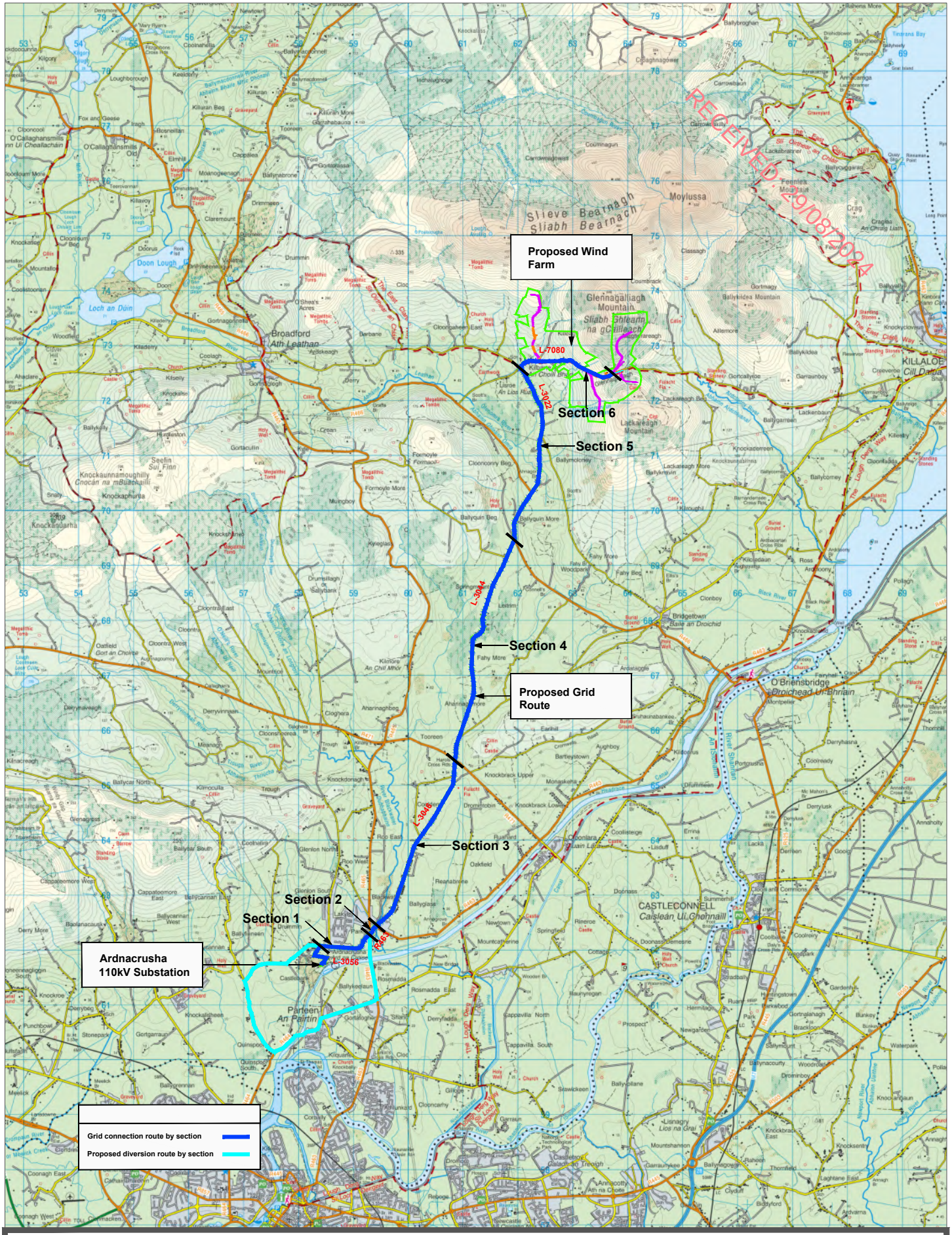

Figure 15-6b Proposed grid connection route - Diversion for Section 1

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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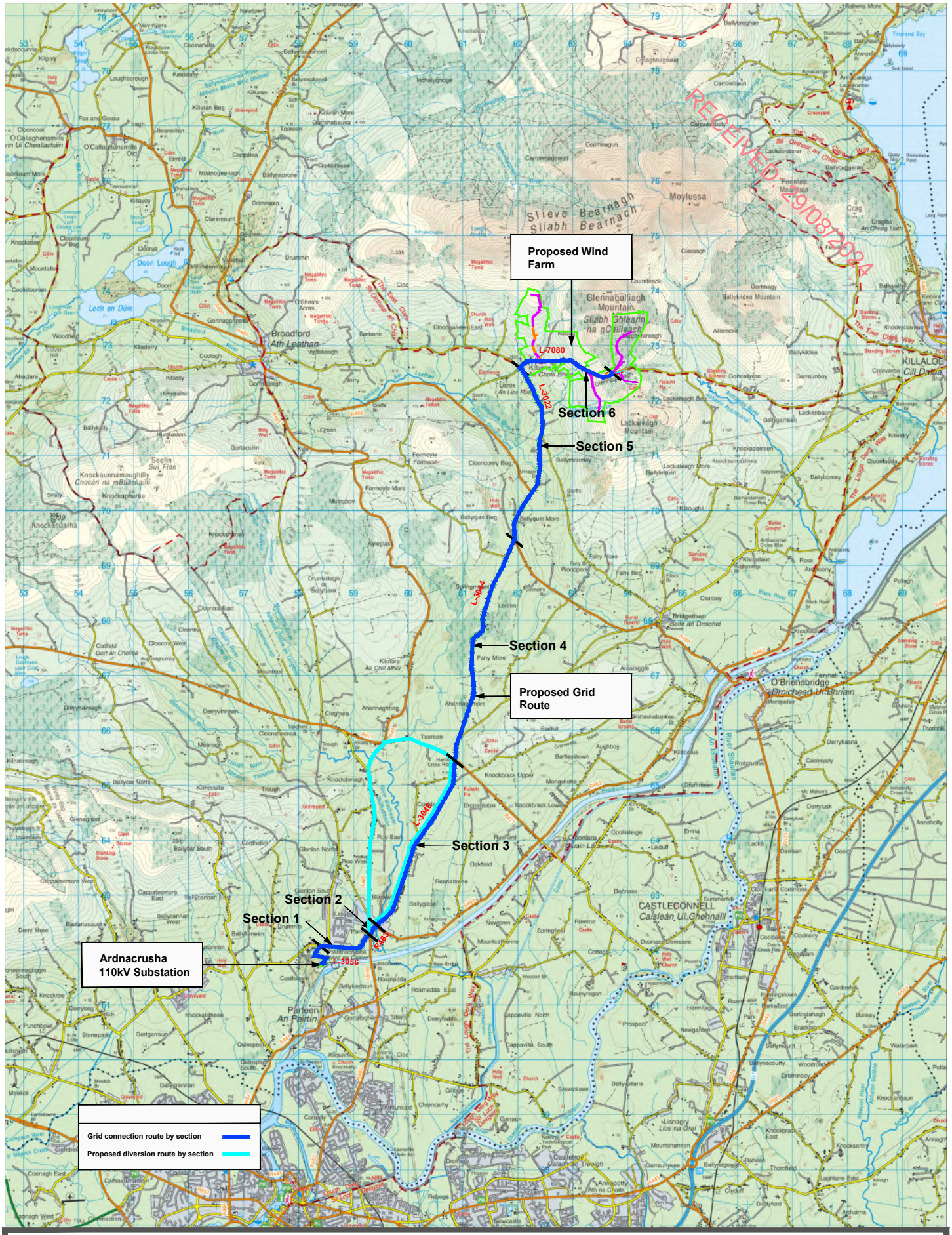

Figure 15-6c Proposed grid connection route - Diversion for Section 2

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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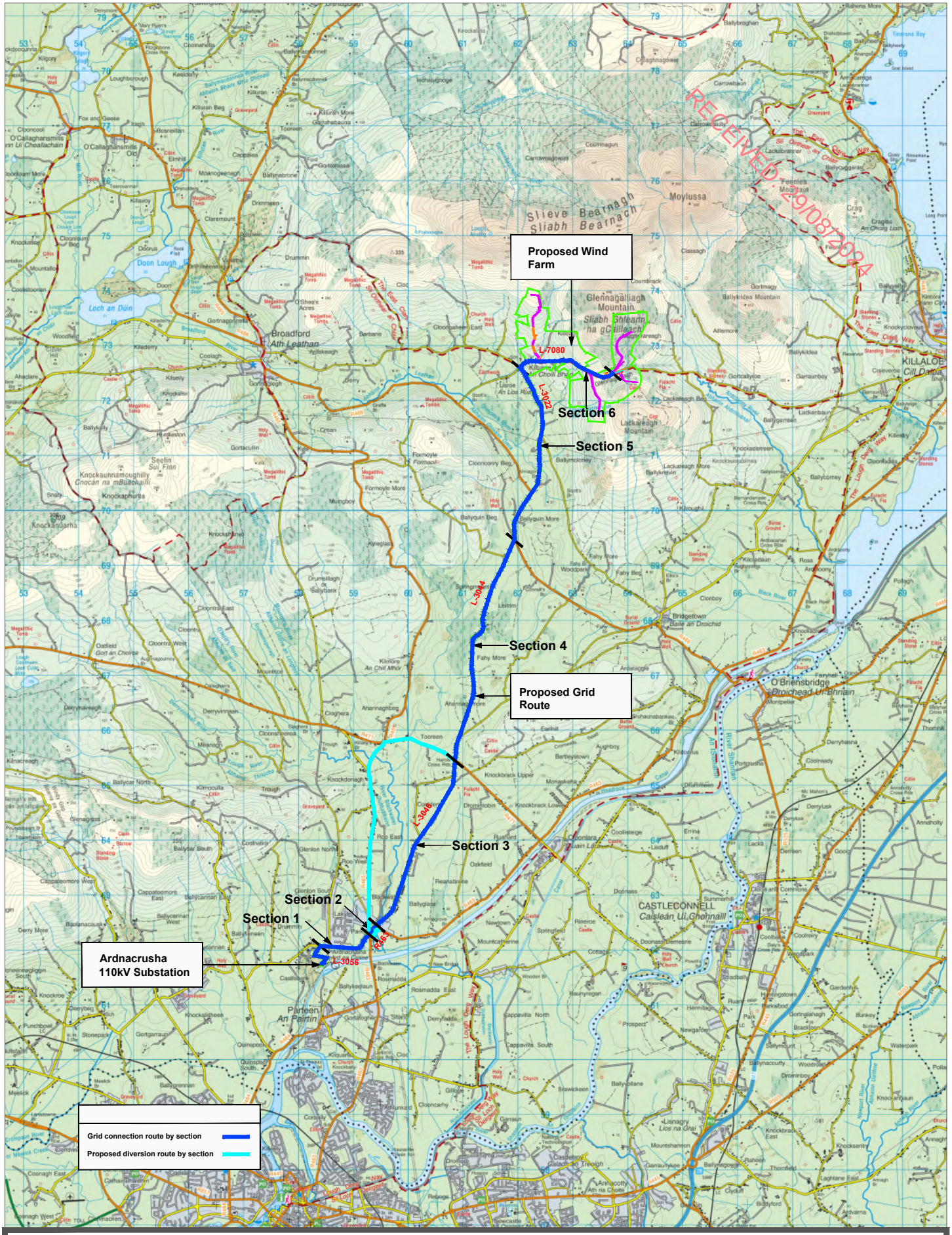

Figure 15-6d Proposed grid connection route - Diversion for Section 3

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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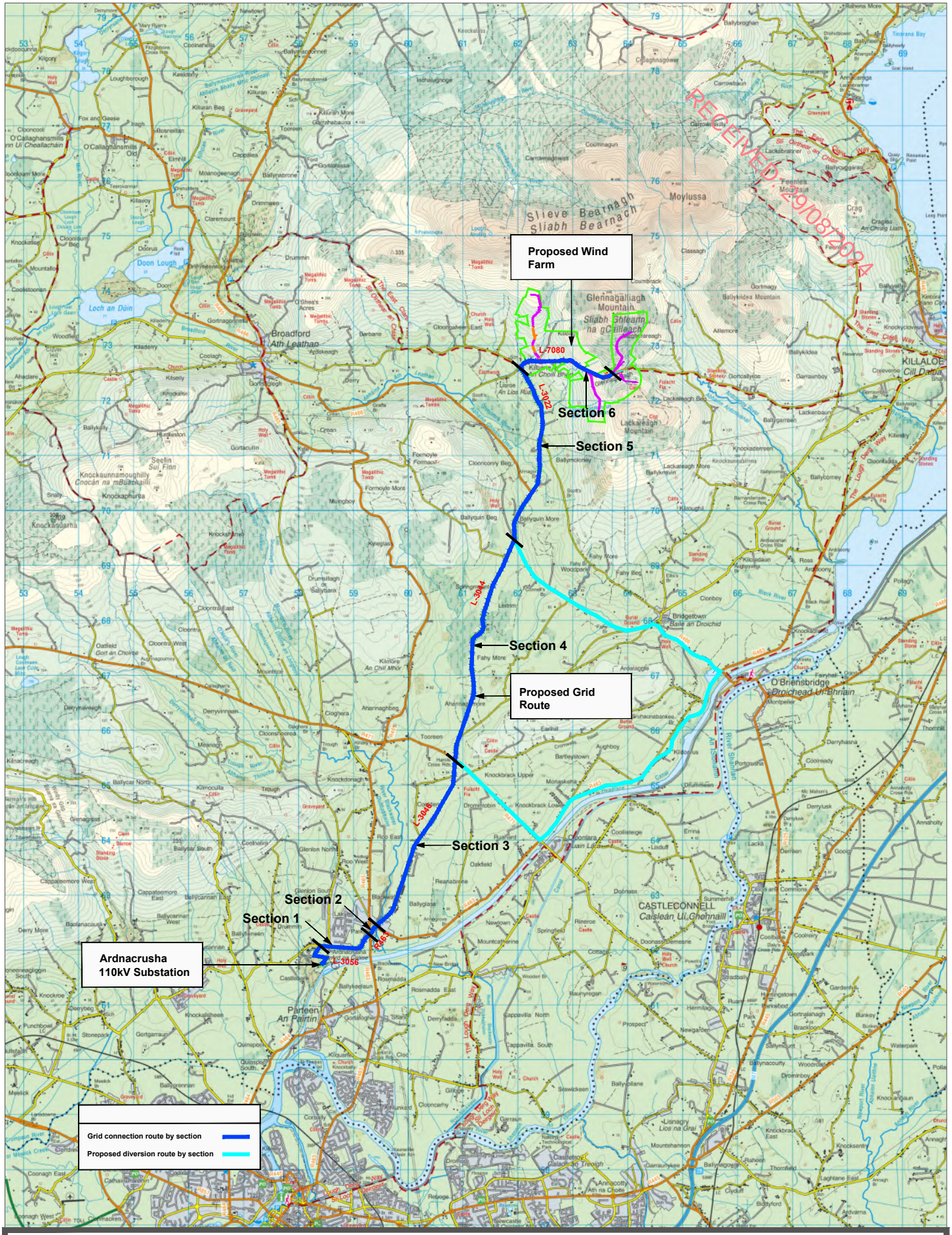

Figure 15-6e Proposed grid connection route - Diversion for Section 4

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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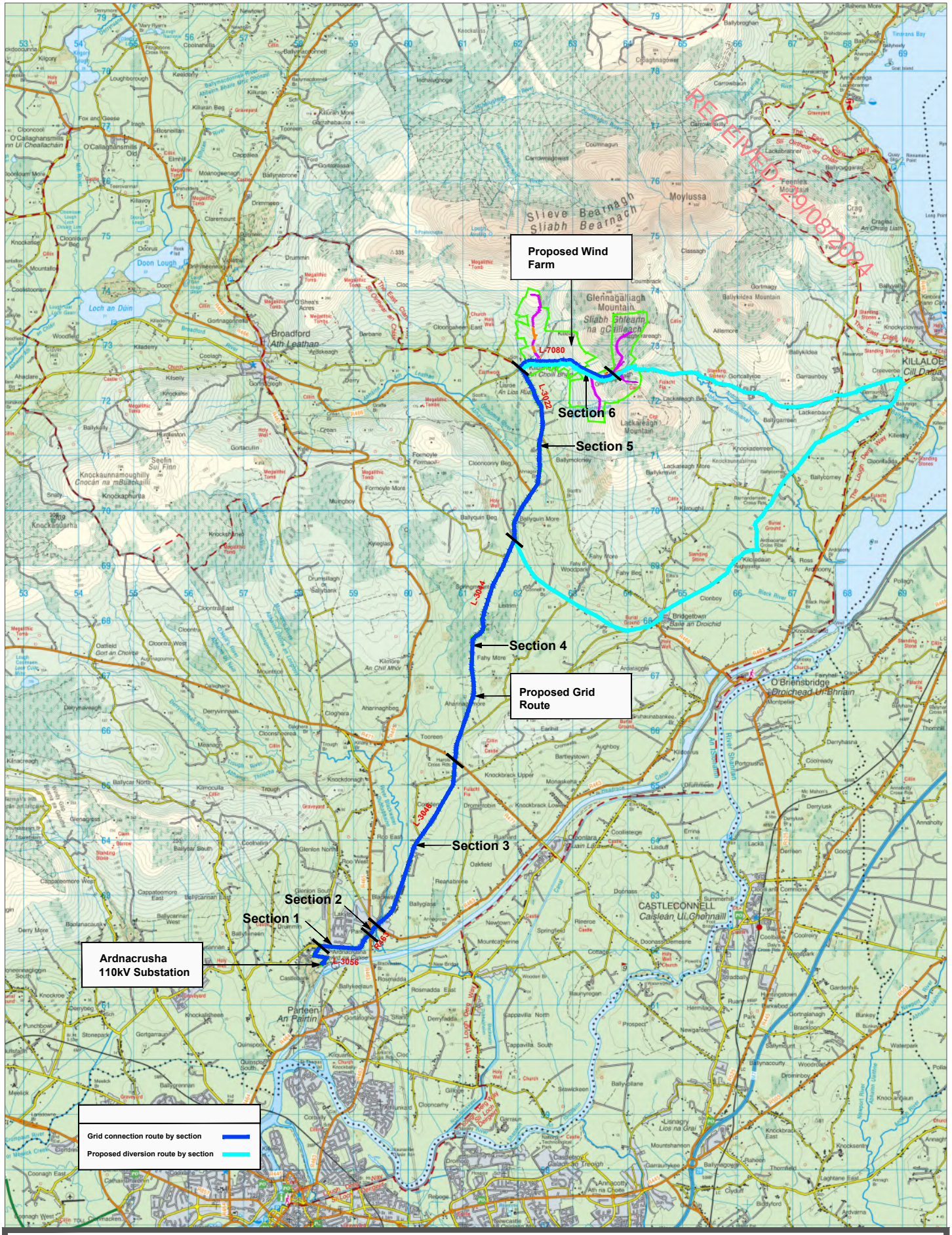

Figure 15-6f Proposed grid connection route - Diversion for Section 5

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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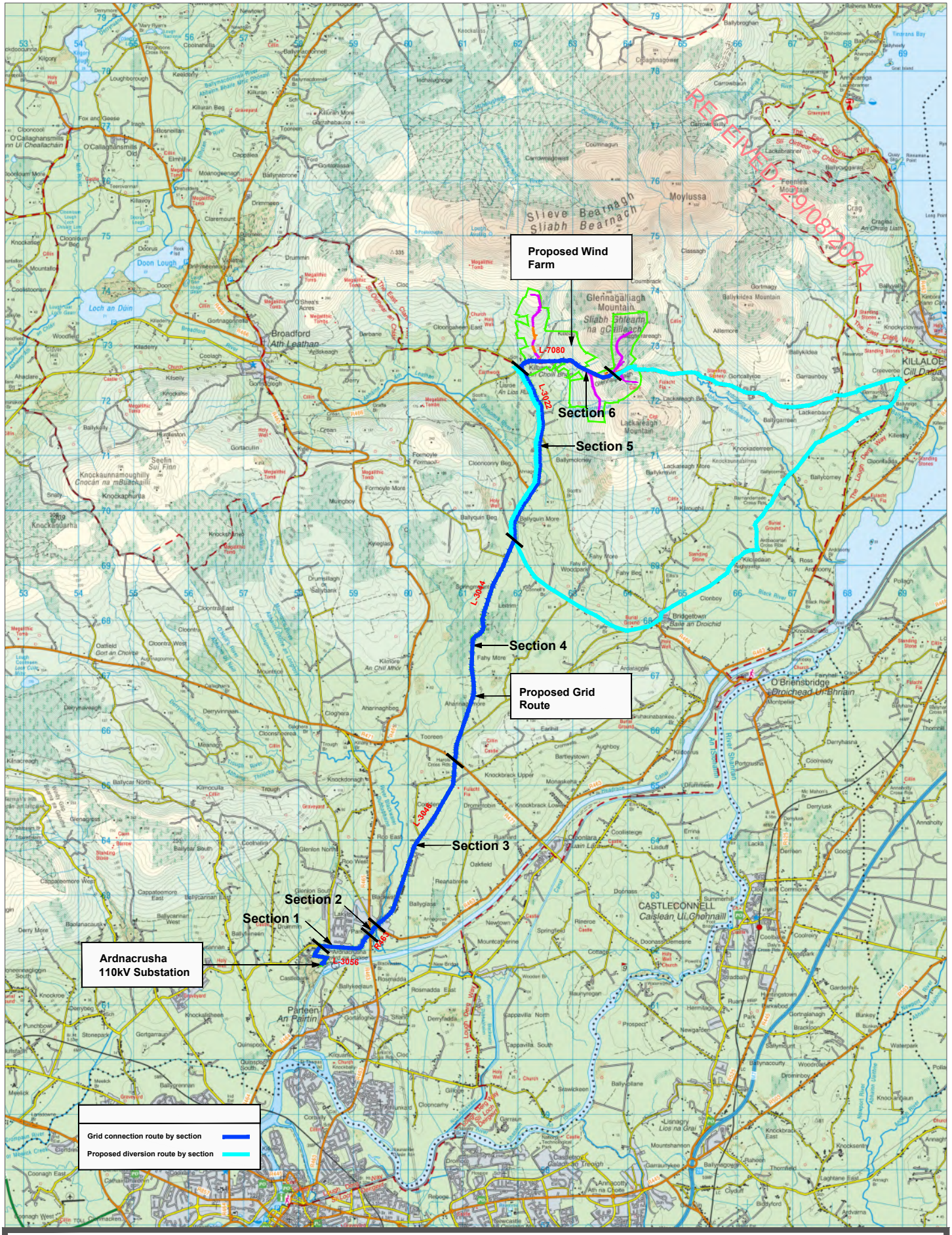

Figure 15-6g Proposed grid connection route - Diversion for Section 6

PROJECT:	Lackereagh Wind Farm, Co. Clare		
CLIENT:	EDF Renewables Ireland Ltd	SCALE:	NTS
PROJECT NO: 10350	DATE: 12.06.24	DRAWN BY:	AL

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