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Appendix 14.3

Mobility Management Plan

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MOBILITY MANAGEMENT PLAN

Biomethane and Bio-based Fertiliser Production Facility

October 2024

SYSTRA

DOCUMENT CONTROL SHEET

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TABLE OF CONTENTS

1. INTRODUCTION	5
1.1 GENERAL	5
1.2 PURPOSE OF THE MMP	5
2. TRANSPORT NETWORK	6
2.1 DESIGNATED ROUTES	6
2.2 WALKING AND CYCLING INFRASTRUCTURE	7
2.3 PUBLIC TRANSPORT SERVICES	7
3. MMP MEASURES	8
3.1 MOBILITY MANAGER	8
3.2 SITE OPERATING HOURS	8
3.3 DELIVERY CONTROL	8
3.4 DRIVER MANAGEMENT & CODE OF CONDUCT	8
3.5 ENTRY CONTROL	9
3.6 SPEED LIMIT	9
3.7 VEHICLE SAFETY	9
3.8 MEASURES TO REDUCE DUST AND DEBRIS	9
3.9 LOAD SHARING	10
4. SUMMARY OF ACTIONS	10

LIST OF FIGURES

Figure 1.	HGV Access Routes
Figure 2.	Safety Measures

6
9

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1. INTRODUCTION

1.1 General

- 1.1.1 SYSTRA has been commissioned by Nua Bio-Energy Ltd to provide transport planning services to support an application for the development of a Biomethane and Bio-based Fertiliser Production Facility at The Lisheen Mine Site, Lisheen, Thurles, Co. Tipperary. The proposed facility will have the capacity to process up to 98,000 tonnes of waste per annum, to produce biomethane and biofertilizer.
- 1.1.2 The site is located 7.5km to the north-west of Urlingford in County Tipperary, and ~7km to the north-west of the M8, which ultimately connects Dublin and Cork.
- 1.1.3 The 5.62ha site sits within the former Lisheen Mine site, and is bounded by agricultural lands to the west. The local planning and highway authority is Tipperary County Council (TCC).
- 1.1.4 This Mobility Management Plan (MMP) is part of a suite of reports that SYSTRA has produced to support the application. It should be read in conjunction with:
- The Transport Assessment (TA)
 - EIAR Traffic and Transportation Chapter.
 - Construction Traffic Management Plan (CTMP)

1.2 Purpose of the MMP

- 1.2.1 The overall aim of a typical MMP is to reduce the level of car travel to a development by encouraging people to walk, cycle, use public transport, car share.
- 1.2.2 An MMP is usually provided in support of developments with a large number of residents, visitors and/or employees, and is most effective where the development site is located in an area that is accessible, or potentially accessible, by public transport and active modes.
- 1.2.3 In the case of the proposed development, only around 3-4 staff will be employed on site, and due to the nature of the development, nearly all travel to the site will, by necessity, be generated by HGVs importing or exporting materials. Allied to this, the site is located in a rural area where there are no bus services, and where there are no nearby settlements from which employees might walk or cycle.
- 1.2.4 Taking these factors into account, there will be few staff trips to the site, and little potential to shift these to active travel modes.
- 1.2.5 This MMP therefore focuses on the methods by which operational traffic (primarily HGVs) will be efficiently and safely managed.

2. TRANSPORT NETWORK

2.1 Designated Routes

- 2.1.1 The proposed HGV routes between the site and the strategic road network are those that were used by the Lisheen Mine, which at its peak employed around 400 people, and produced over 1 million tonnes of ore each year. The proposed HGV routes are shown in **Figure 1**.



Figure 1. HGV Access Routes

- 2.1.2 The proposed routes are:
- To / from the north-east via the L4115, L3201, R639 and M8 J4; and
 - To / from the south-west via the L4115, L3201, R630 and M8 J6.
- 2.1.3 The L3201 and L4115 were previously used as the HGV route between the Lisheen Mine and the R639. To support operations, a right-turn lane was added to the R639 at its junction with the L4115, and both the L4115 and L3201 were improved.
- 2.1.4 The R639, L4115 and L3201 are of suitable width and alignment to accommodate two-way HGV traffic, and currently experience low traffic flows.
- 2.1.5 The route between the site and the R639 is currently lightly trafficked, and passes through a semi-rural area, with no particularly sensitive receptors. To reach the M6, HGVs will either travel north-east to Junction 4, or south-west to J6. These sections of the delivery route pass through Urlingford and Littleton. The speed limit within these settlements is 50km/h, and construction traffic can be accommodated safely, and without noticeably affecting existing traffic levels.
- 2.1.6 Use of the agreed vehicle routes, and delivery protocols, will be communicated to all suppliers and customers.

2.2 Walking and Cycling Infrastructure

- 2.2.1 There is no walking or cycling infrastructure on the local roads in the vicinity of the site, due to its rural location.

2.3 Public Transport Services

- 2.3.1 There are no bus services that pass the site. The nearest bus services pass along the R639, 6km to the south-west.

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3. MMP MEASURES

3.1 Mobility Manager

- 3.1.1 The Site Manager will be responsible for the management of all delivery and operational aspects of the site.

3.2 Site Operating Hours

- 3.2.1 The facility will operate continuously, 24 hours a day, 7 days a week, as anaerobic digestion is an uninterrupted biological process. Generally, feedstock deliveries will occur between 07:00 and 19:00, Monday to Friday, and between 07:00 and 16:00 on Saturdays. However, during peak periods, such as harvest seasons, feedstock may be accepted outside of these hours, including evenings, weekends, and bank holidays, to accommodate seasonal demands.

3.3 Delivery Control

- 3.3.1 The Site Manager will be responsible for planning and managing deliveries to the site to minimise the impact on the surrounding road network. Deliveries will be scheduled in advance, and on-site activities will be co-ordinated so that concentrated peaks in traffic movements to the site are avoided.
- 3.3.2 Under no circumstances shall lorries be allowed to lay-up in surrounding roads.
- 3.3.3 Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

3.4 Site Access and Circulation

- 3.4.1 The site layout is designed to ensure efficient, safe, and regulatory-compliant circulation for all vehicle movements, with a primarily 'one-way' flow surrounding the anaerobic digestion (AD) plant at the centre of operations. This layout enables smooth transitions between feedstock delivery, processing, cleaning, and product loading. Drawing Nos. 2429-DOB-XX-XX-Si-DR-C-0700 and 2429-DOB-XX-XX-Si-DR-C-0701 enclosed as part of the planning application, show vehicular flow and swept path analysis.

3.5 Driver Management & Code of Conduct

- 3.5.1 Transportation of materials to and from the site should be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification.
- 3.5.2 Drivers should be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver's code of conduct should include guidance on the following:
- Required license categories;
 - General vehicle operation and highway code;
 - Drivers working hours / fatigue management;
 - Breakdowns / RTC / Emergencies;
 - Use of electronic devices;
 - Drug and Alcohol policy; and
 - Behavioural expectations.

3.5.3 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver's code of conduct document.

3.6 Entry Control

3.6.1 The on-site management team will control access and egress to the site, as well as over-seeing manoeuvres within the site itself.

3.7 Speed Limit

3.7.1 To enhance site safety, the speed limit within the site will be limited to **10mph**.

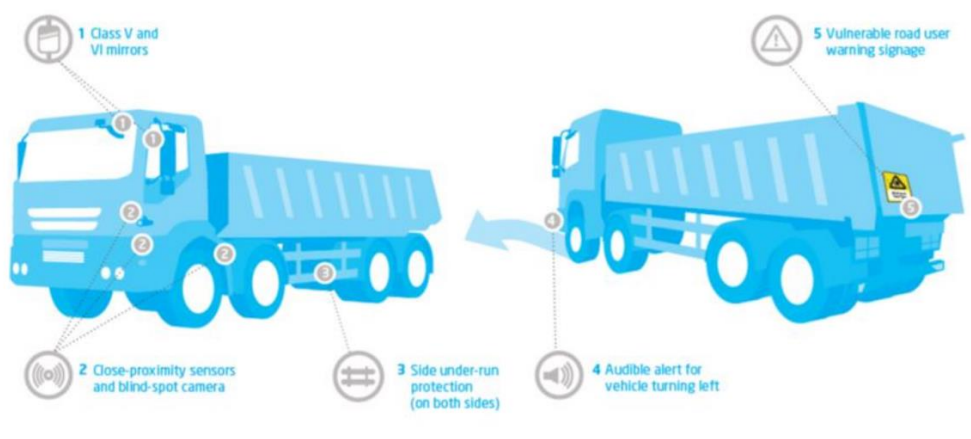
3.8 Vehicle Safety

3.8.1 Heavy goods vehicles associated with the development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function for which it was built, if Side Guards are fitted;
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides a reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
- Have a Class VI Mirror; and bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

3.8.2 The Site Manager will ensure that all suppliers and customers entering the site with vehicles over 3.5 tonnes will be required to have the vulnerable road user safety kit, shown in **Figure 2**, fitted.

Figure 2. Safety Measures



3.8.3 The Site Management will undertake checks of vehicles accessing the site. In the event that a vehicle arrives at the site and is not fitted with the above safety kit then the vehicle may be refused entry.

3.9 Measures to Reduce Dust and Debris

3.9.1 The following measures will be implemented at the site to manage dust and dirt effects:

- **Wheel washing** - Two wheel washing facilities will be present on-site. As well as a good site protocol to keep roads clean, the wheel washes are also very important to reduce contamination during the AD process.
- **Covering of Loads** - Where possible, HGVs carrying material to and from the site will be covered during transportation to minimise wind-blown materials from being deposited onto the public road network.

3.10 Load Sharing

- 3.10.1 Promote efficient operations by maximising the proportion of vehicles that drop-off, then pick up materials during the same trip, reducing the number of vehicle trips to the site.

4. SUMMARY OF ACTIONS

- 4.1.1 **Table 1** summarises the Actions which will be implemented at the site to promote safe and efficient operations.

Table 1. MMP Actions

ACTION		RESPONSIBILITY
1	Implement Delivery Control System	Site Manager
2	Develop and enforce Driver Management and Code of Conduct System	Site Manager
3	Enforce 10mph site speed limit	Site Manager
4	Implement vehicle safety checks	Site Manager
5	Implement on-site measures to ensure vehicles and roads are kept clean	Site Manager
6	Maximise % of vehicles dropping off, then picking up materials in the same trip.	Site Manager

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