ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

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APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN FOR SESKIN RENEWABLES WIND FARM DEVELOPMENT

REVISION A

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Client: Seskin Renewable Energy Ltd
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AL Project No: 11420

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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 Renewables Energy Development (Proposed Development). The successful completion of the Proposed Development 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 – Management of standard HGVs to and from the site
- Section 4 – Traffic management measures during construction of the Grid Connection underground cabling route.
- Section 5 – General traffic management measures that will be implemented before, during and on completion of the construction of the Proposed Development.

It is confirmed that details for the Traffic Management Plan for the Proposed Project will be agreed with the Road Section of Kilkenny County Council prior to construction.

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

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2 DELVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

It is envisaged that large wind turbine components will be delivered to the Proposed Development site, from the Port of Cork (Ringaskiddy) (other ports such as Galway Port, Shannon Foynes od Dublin Port could also be used), via the N28, and N40 national roads, the M8 and M7 Motorways, the N77 National Secondary Road, and the L58333 local road which leads to the site. The proposed turbine delivery route (TDR) from the M7 to the Proposed Development is shown on Figure 15-1a.

From the Port of Cork (Ringaskiddy), the turbine component delivery vehicles will travel north via the N28 and N40 National Primary Roads before merging onto the M8 Motorway and subsequently the M7 Motorway. At Junction 17 (Portlaoise), the vehicles will exit the M7, travelling south on the N77 National Secondary Road for approximately 25km. The vehicles will travel through the town of Abbeyleix and the village of Durrow in Co. Laois. In the townland of Ballynaslee, Co. Kilkenny the turbine component delivery vehicles will reverse on to the L58333 local road from the existing junction on the N77 and continue north on this local road for approximately 700m to the Proposed Wind Farm entrance. The abnormal loads will then drive forward and turn right into the Proposed Wind Farm Site.

An assessment of the turning requirements of the abnormally large vehicles transporting the turbine components was undertaken at the various pinch points along the route from the turn off from the M7 to the site entrance on the L58333, as identified in Figure 15-1b. The swept path assessment for the entire route is discussed in Section 15.1.9 of the EIAR.

2.2 Traffic management measures for abnormally sized loads

The transport of large components is challenging and can only be done following extensive route selection, route proofing and consultation with An Garda Síochána, the local authority and its road section 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 roads authorities, An Garda Síochána Traffic Corp and special permits are generally required.

A swept path analysis was undertaken at all locations 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.

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3 MANAGEMENT OF STANDARD HGVS TO AND FROM THE SITE

3.1 General

All concrete required for each turbine foundation will be delivered to the site in one day per foundation for a total of 8 days. The concrete (and some crushed stone) required for the turbine foundations will be sourced from local, appropriately authorised quarries as discussed in Chapter 4 of the EIAR. All concrete deliveries provided by local quarries will access the Site via the proposed access junction off the L58333, as shown in Figure 15-2a. It is proposed that all other materials will access the site via the same junction.

3.2 L58333 / site access junction design

It is proposed that access for all general construction traffic will be provided to and from the Proposed Wind Farm site the access junction off the L58333. The proposed junction has a radii of 13m to provide for standard HGVs turning right into the site and right out of the site, in accordance with TII guidelines Geometric Design of Junctions (DN-GEO-03060). Visibility splays of 90m taken from a setback of 2.4m are provided in accordance with a design speed of 60 kph. The proposed junction layout and visibility splays are shown in Figure 15-12 of the EIAR.

3.3 Temporary traffic management for access on the L58333 during concrete foundation pouring days

As set out in Section 2, the abnormally sized loads will be delivered via the access junction on the L58333 during night-time hours accompanied by an escort provided by An Garda Síochána.

For the 8 days that it is proposed that concrete deliveries are made via the access junction on the L58333 it is proposed that the junction will be controlled by the following temporary traffic management measures;

- Introduction of signage warning of roadworks ahead on northbound and southbound approaches to the access on the L58333 (TMS Traffic Signs WK001).
- Signage on the L58333 northbound approach indicating the construction access approaching on the left (TMS traffic Sign WK052) and similar on the southbound approach to the access approaching on the right (TMS Traffic Signs WK053).
- Signage on the L58333 northbound and southbound approaches to access junction warning of Flagmen (TMS traffic Sign WK061).

- The presence of a Flagman at the proposed temporary access on the L58333 during hours of operation on the concrete foundation pouring days.
- Closure by means of a gate at all times outside of operation during the construction and operational stages of the Proposed Development.

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The various traffic signs from the Traffic Signs Manual are included for information below.

Table 8.2.1 – Warning Signs for Use at Roadworks

Sign No.	Sign Face	Description
WK 001	 	**Roadworks Ahead:** this sign shall be the first temporary sign visible to the road user on the approach to any roadworks. It may be supplemented with a Supplementary Plate P 082 indicating the nature of the works. At some sites, it is necessary to provide additional Signs WK 001 well in advance of the start of the roadworks. Where this is the case, the signs shall have a Supplementary Plate P 001 indicating the distance to the start of the works. **End of Roadworks**: the 'Roadworks Ahead' sign shall be erected together with a Supplementary Plate P 010, End, as the last temporary sign visible to the road user leaving any roadworks. This 'End' plate marks the finish of all other roadworks warning signs used within the site. **Cautionary Speed:** the 'Roadworks Ahead' sign may also be used at intervals through the roadworks together with Supplementary Plate P 011, Cautionary Speed (see Section 8.3.3).

WK 052		**Site Access on Left:** this sign should be used to indicate the position of a site entrance and/or exit to the left. On roads with a speed limit of >80km/h., an additional sign WK 052 should be positioned 100m in advance of the entrance, with a Supplementary Plate P001 stating the distance. At sites with several entrances, a supplementary colour code or numbering system may be used with this sign.
WK 053		**Site Access on Right:** this sign should be used to indicate the position of a site entrance and/or exit to the right. On roads with a speed limit of >80km/h., an additional sign WK 053 should be positioned 100m in advance of the entrance, with a Supplementary Plate P 001 stating the distance. At sites with several entrances, a supplementary colour code or numbering system may be used with this sign.

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WK 061		**Flagman Ahead:** this sign should be used to indicate the presence ahead of manual or automated traffic control by means of Stop & Go/Téigh discs. This sign may be used with a Supplementary Plate P 001 stating the distance if forward visibility is poor and on roads with speed limits of >80km/h.

Sign No.	Sign Face	Description
RUS 014	 	**No Overtaking:** No Overtaking sign prohibits overtaking at locations where it is considered dangerous to do so (see Chapter 5). At the point where the overtaking restriction ends, Sign RUS 014 shall be erected together with a Supplementary Plate P 010, End.

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4 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION UNDERGROUND CABLING ROUTE

In addition to traffic management measures required for additional traffic movements generated during the construction of the Proposed Wind Farm site, traffic arrangements for the proposed grid connection underground cabling route works are included in Section 15.1.7 of the EIAR.

The proposed 38kV onsite electrical substation will be connected by 38kV underground cabling to the existing 110kV Ballyragget Substation. The underground cabling route measures approximately 3.4km of which approx. 2.2km is located within the public road corridor. The proposed route is shown in Figure 15-6 of the EIAR.

It is considered that the retention of 2 lane operation on the N77 will be possible for the majority of the duration of the construction of the Proposed Grid Connection underground cabling route. The exception to this will be during the construction of the short 35m section of the route when it crosses west to east over the N77. During the construction of this section, which could be undertaken during

one night, a “Stop & Go” traffic management system will be in operation in order to retain 2-way flow on the N77. It is therefore concluded that no road closures will be required during the construction of the Proposed Grid Connection underground cabling route.

It is estimated that the route will take a total of approximately 23 days to construct. On 22 of these days 2-way traffic flow will be retained on the N77 and on one day, or night, a stop & go facility will require to be operated on the N77.

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5 GENERAL TRAFFIC MANAGEMENT MEASURES

A detailed **Traffic Management Plan (TMP)** will be finalised and confirmatory detailed provisions in respect of traffic management agreed with the Roads Authority 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 Development 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 Kilkenny County Council and other relevant authorities in advance of deliveries of turbine components to the Proposed Development site. 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.

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 Development 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.

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 Proposed Development site– While the assessment above has assumed the worst case that construction workers will drive to the Proposed Development

site, the construction company will be required to provide a travel plan for construction staff, which will include the identification of a routes to / from the site and identification of an area for parking.

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Travel plan for construction workers to underground electric cabling route – Due to the transient nature of the underground grid connection construction site which will generally be on a section of the public road, construction workers will be transported to and from the site by the construction company at the beginning and end of each shift.

Traffic management measures on L58333 - Marshalling (at site access and southern end of L58333) and control of traffic will be in operation during the 8 days during which the concrete foundations are poured.

Drivers conduct – All drivers will follow normal rules of the road and will receive toolbox talk regarding the delivery route and planned holding points prior to any deliveries.

Standard permitted axial loads – Will not be exceeded.

Temporary traffic signs – As part of the traffic management measures temporary traffic signs will be put in place at all key junctions, including the access junction on the L58333 during the 12 month construction period. 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). A member of construction staff (flagman) will be present at the access junction on the L58333, and the N77 / L58333 junction during the 8 days on which the concrete turbine foundations are poured.

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.

Re-instatement works - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers. All works will be done in accordance with the Guidelines for the Opening, Backfilling and Reinstatement of Openings in Public Roads, DTToS, September 2015.

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 wheel washing facilities on Site and sweeping / cleaning of local roads as required.

It is confirmed that details for the Traffic Management Plan for the Proposed Development will be agreed with the Road Section of Kilkenny County Council prior to construction and contact will be maintained with the Road and Traffic Section throughout the construction phase.

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APPENDEX A

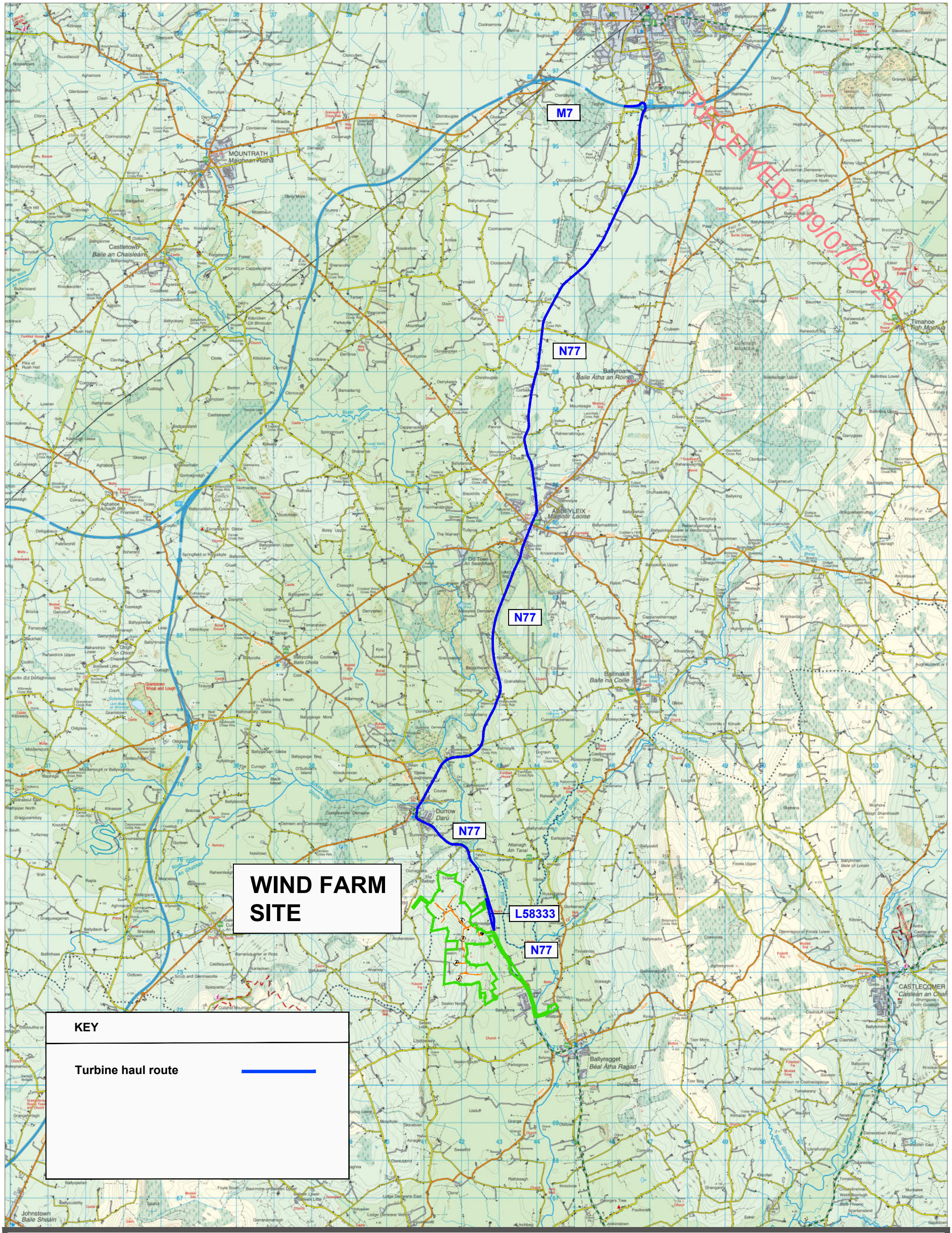

Figure 15-1a Site location and turbine delivery route

PROJECT:	Seskin Renewables Wind Farm		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT:	Seskin Renewable Energy Ltd	SCALE: NTS	
PROJECT NO: 11420	DATE: 16.05.25	DRAWN BY: AL	

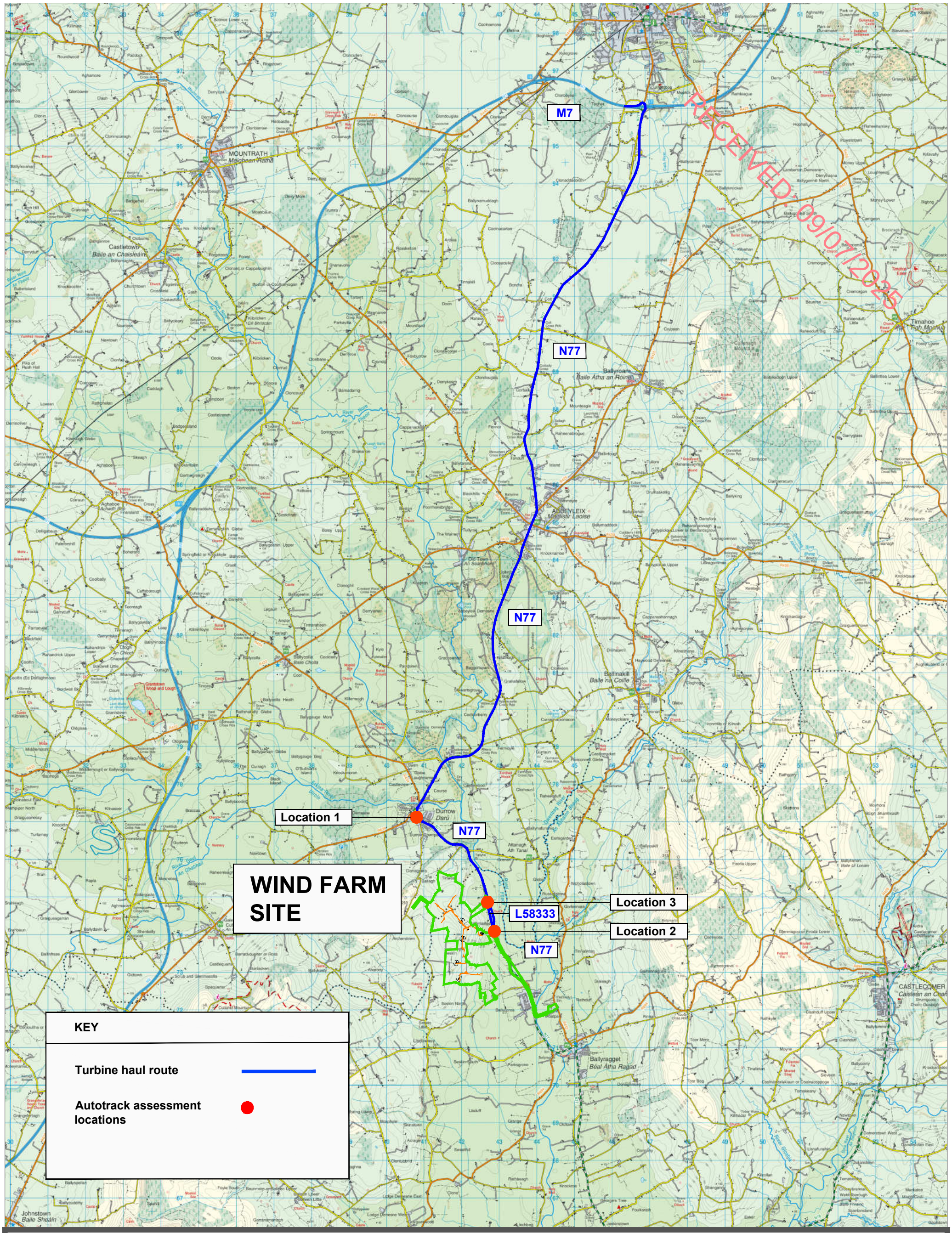

Figure 15-1b Turbine delivery route autotrack locations

PROJECT:	Seskin Renewables Wind Farm		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT:	Seskin Renewable Energy Ltd	SCALE: NTS	
PROJECT NO: 11420	DATE: 17.06.25	DRAWN BY: AL	

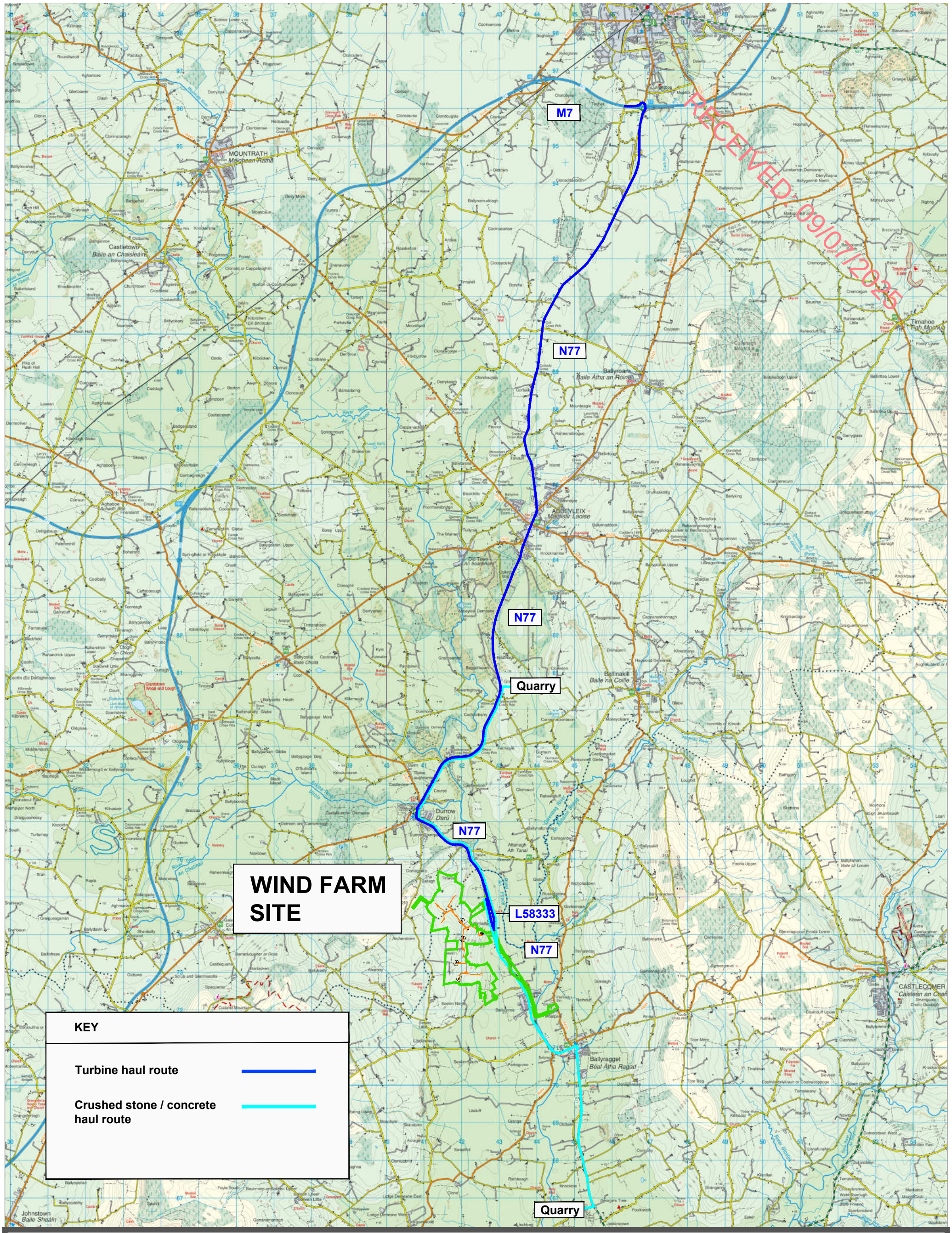

Figure 15-2a Site location and delivery route for general construction traffic

PROJECT:	Seskin Renewables Wind Farm		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT:	Seskin Renewable Energy Ltd	SCALE: NTS	
PROJECT NO: 11420	DATE: 16.05.25	DRAWN BY: AL	

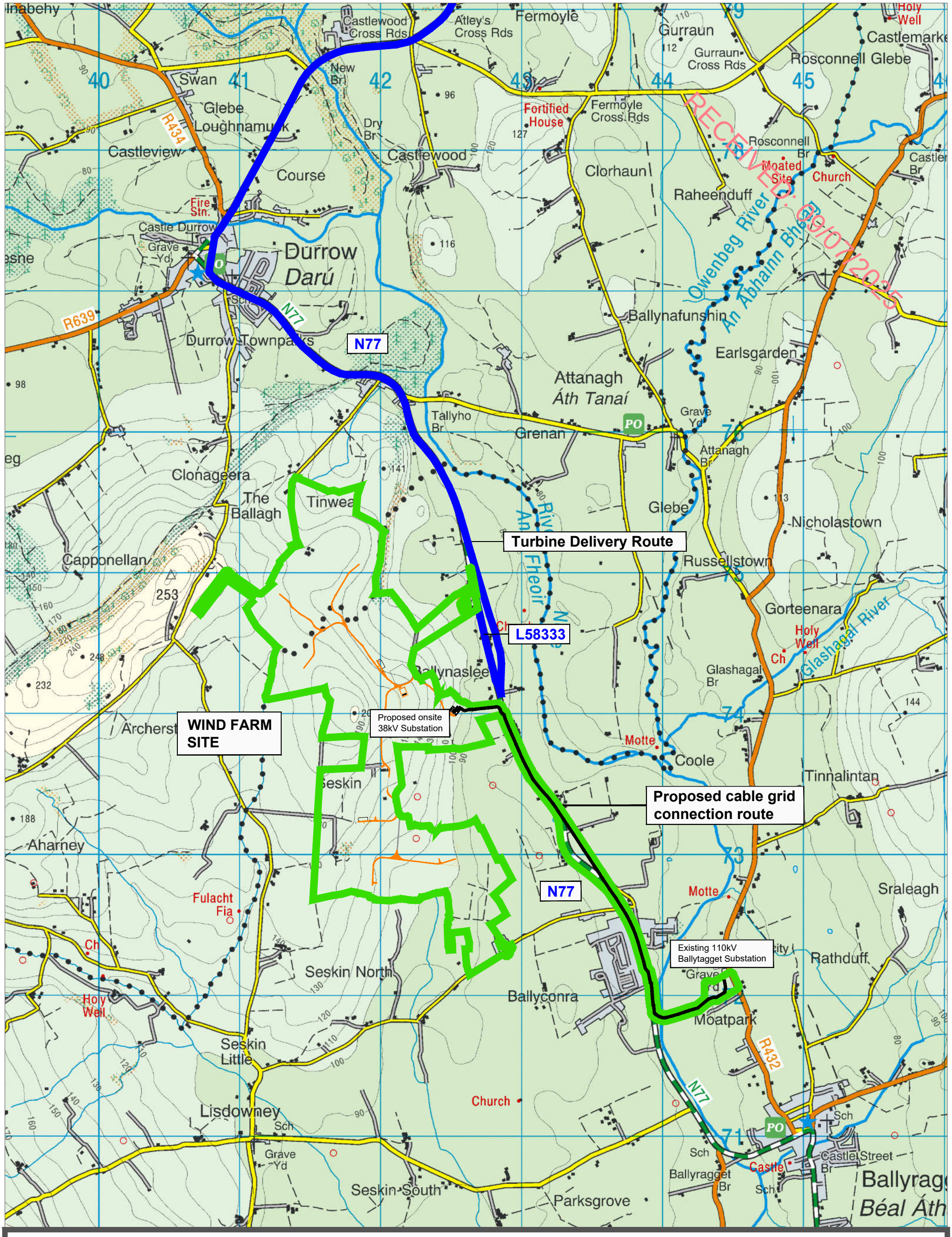

Figure 15-6 Proposedcable grid connection route

PROJECT:	Seskin Renewables Wind Farm		
CLIENT:	Seskin Renewable Energy Ltd	SCALE:	NTS
PROJECT NO: 11420	DATE: 17.06.25	DRAWN BY:	AL

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Location 3 - Site access on L58333

Junction radius at eastern corner is 13m with 1:10 tapers for HGVs in accordance with TII DN-GEO-03060.

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual

- Centreline RM 001
- STOP line RRM 017
- STOP lettering M114.

Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

Visibility splays of 2.4m x 90m are available in accordance with TII requirements. It is proposed that this junction will be managed on site during the construction phase, including temporary signage with all abnormally sized turbine loads accompanied by a Garda escort and vehicles provided by haulage company. During the operational stage the junction will be gated and opened during visits by maintenance staff only.

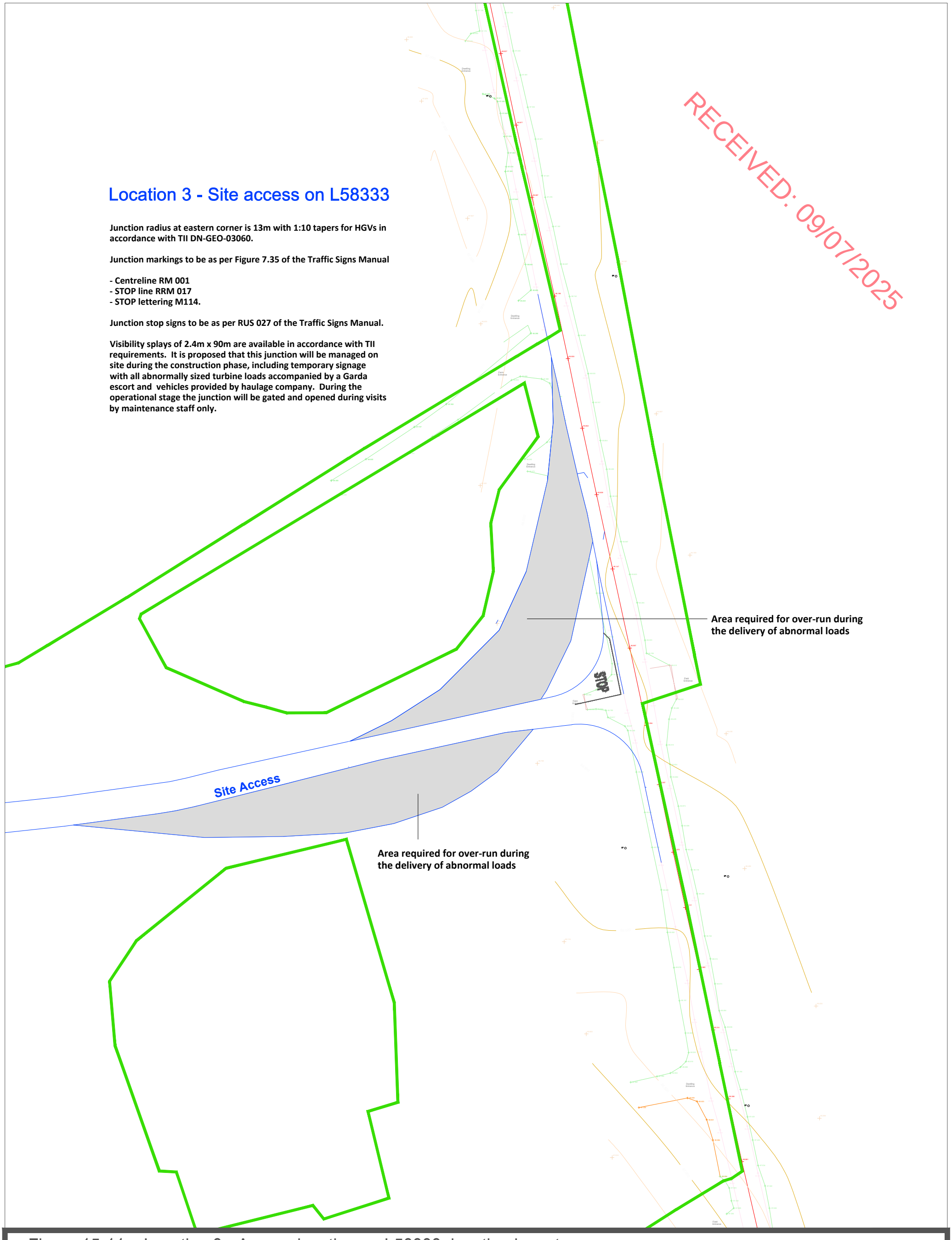

Figure 15-11 Location 3 - Access junction on L58333, junction layout

PROJECT:	Seskin Renewables Wind Farm		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT:	Seskin Renewable Energy Ltd	SCALE: 1:1000	
PROJECT NO: 11420	DATE: 16.06.25	DRAWN BY: AL	