Appendix 5-9 Addendum: Construction Traffic Management Plan

ORIEL WINDFARM
OFFSHORE RENEWABLE ENERGY

A TETRA TECH COMPANY

JERA NEX BP

Energy for generations

ORIEL WIND FARM PROJECT

Environmental Impact Assessment Report - Addendum
Appendix 5-9 Addendum: Construction Traffic Management Plan (CTMP)

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Contents

1 INTRODUCTION

A planning application for the Oriel Wind Farm Project (hereafter referred to as 'the Project') was submitted to An Coimisiún Pleanála (ACP) (formerly An Bord Pleanála) in May 2024. The Environmental Impact Assessment Report (EIAR), which accompanied the planning application (case reference ACP-319799-24), included appendix 5-9: Construction Traffic Management Plan (CTMP) in support of chapter 28: Traffic and Transport (EIAR volume 2C).

This Addendum provides supplementary information to the information on construction traffic management included in appendix 5-9 of the EIAR. It has been prepared in response to a Request for Further Information (RFI) from ACP regarding the planning application for the Project and subsequent further engagement with Transport Infrastructure Ireland (TII) and Louth County Council (LCC) in response to RFI 18 Roads and Traffic.

Following receipt of the RFI, the Applicant engaged with TII and LCC to discuss and address the issues raised in the TII submission on the planning application. The issues included concerns around the temporary traffic management during the construction phase. Consequently, the Applicant has provided further information to TII on the following:

- Temporary traffic management;
- Road works speed limits; and
- Construction vehicles movements and works access.

In order to capture the details discussed and measures agreed during consultation with TII, this Addendum to the CTMP has been prepared. The purpose of the document is to ensure that any relevant additional information not already within the CTMP is recorded and will be provided to the future tenderers and the ultimate Contractor.

It will be the responsibility of the appointed Contractor to further update the Project's CTMP, together with any updates set out in this Addendum, prior to the commencement of the construction phase.

The Contractor will be required to agree the contents of the CTMP with both LCC and An Garda Síochána (AGS) before the commencing any works. The CTMP will also be issued to TII and Celtic Roads Group (CRG) prior to any works.

The Contractor will fully implement and maintain the CTMP throughout the construction phase.

1.1 Overview

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

1.2 Purpose and scope

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

1.3 Implementation

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

1.4 Document revision(s)

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2 PROJECT DESCRIPTION

2.1 Onshore infrastructure

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2.1.1 Onshore cable route

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2.1.2 Onshore substation site

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2.2 Construction programme

A high-level indicative programme is presented in Figure 2-2 in appendix 5-9: CTMP (EIAR volume 2A). The timelines for commencement are now expected to occur later than shown. Offshore construction is expected to commence in Q4 2028/Q1 2029 and onshore construction commencement in 2028 subject to consent.

2.3 Overview of construction

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2.3.1 Overview of onshore cabling construction works

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

2.3.2 Joint bay (JB) and temporary traffic passing bay locations

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

3 PROPOSED CONSTRUCTION TRAFFIC GENERATION

3.1 Overview

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

3.2 Traffic generation from the Project

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4 Construction Traffic Management Plan

4.1 Onshore cable works

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.1.1 Proposed traffic management

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2 Temporary construction compounds

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.1 Onshore substation compound No. 1

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.2 River Dee at Richardstown N33 compound No. 2

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.3 M1/Railway compound No. 3

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.4 River Dee at Drumcar compound No. 4

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.5 Adjacent to Joint Bay No. 17 compound No. 5

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.6 Port Stream at Togher compound No. 6

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.2.7 Landfall compound No. 7

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.3 Programming

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.4 Working hours

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.5 Temporary traffic management

The following paragraphs outline additional minimum traffic management measures to be implemented by the Contractor for the works, and specifically in relation to the National Roads affected by the scheme.

4.5.1 Two-Way Traffic

All proposed trenching, ducting and joint bays on the N33 will be located off-road, either at the back of the existing verge (inside the road boundary) or in the existing verge but offset from the edge of the pavement and existing drainage network.

- Joint Bays located to the back of the existing verge (inside the road boundary): JBs 1, 2, 3, 4, 8;
- Joint Bays located in the existing verge but offset from the edge of pavement and existing drainage network : JBs 5, 6, 7;
- Trenching and ducting to the back of the existing verge : from Ch 250 to 2,700 and Ch 4,550 to 5,200 (i.e. for approx. 3.1km); and
- Trenching and ducting offset from the edge of pavement and existing drainage network: from Ch 2,700 to 4,550 (i.e. for approx. 1.85km).

Given the existing N33 primary road's wide single carriageway cross section which includes hard shoulders, there is no requirement for temporary traffic passing bays, and two lanes of traffic (one in each direction) can be kept open during the works, even where localised hard shoulder closures and partial lane closures are required on the eastbound side to facilitate the works.

It is anticipated that three crews will be working simultaneously on the N33, but at different locations. Two of these crews will be working on trenching and cabling. The other will be working on the Joint Bays. The location and phasing of the works and the respective Temporary Traffic management (TTM) measures will move linearly along the road with these works locations, taking full cognisance of how N33 traffic will be affected and safely managed.

Notwithstanding the above the contractor will ensure that any TTM plans and measures for the N33 will maintain two-way traffic flows. While it is expected that the works will have no detrimental effect on traffic on the M1 Motorway mainline or the diverge slips roads or rotary of the Charleville Interchange, these will be monitored throughout the works programme.

The TTM measures adopted will:

- designed, installed and maintained in accordance with TSM Chapter 8;
- provide a safe and efficient flow of traffic past and through the works;
- ensure efficient, continuous, smooth and safe traffic control;
- provide full Safety Zones (lateral and longitudinal);
- maximise advance warning e.g. use Variable Message Signs (VMS's) to warn and inform drivers;
- facilitate vulnerable road users;
- use centreline coning, line masking, temporary studs, reflectors/lamps as appropriate;
- prevent any parking or blockages;
- facilitate emergency response; and
- ensure clear and safe access to works areas (e.g. for deliveries etc).

Appropriate coning and signage and road studding should be provided if vehicles are required to traverse the existing centreline. If works are to take place on the mainline beyond the hard shoulder, then minimum lane widths for works on a Level 2(ii) shall be adhered to.

4.5.2 Protecting the Workforce

In developing the CTMP and TTM plans for the works, the contractor will ensure the workforce is adequately protected through the following processes:

- Risk Management
  - identify, assess, manage and monitor risks and hazards throughout the process;
- Temporary Traffic Management

  - Design, install, maintain to TSM Chapter 8;
  - Minimise length of TTM to work segments; and
  - Consult with AGS and LCC throughout;
- Temporary Safety Barriers
  - designed to DN-REQ-03034 and certified to EN1317;
- Variable Message Signs
  - to warn and inform approaching road users.
  - provided in accordance with TSM Chapter 8 and VMS Messaging Guidelines and TTM Design Guidance for use of mobile VMS;
- Temporary Lighting
  - e.g. cone lamps, rotating reflectors, temporary lighting.
  - provided in accordance with TSM Chapter 8 Temporary Traffic Measures and Signs for Roadworks and its associated guidance documents;
- PPE and Emergency Procedures
  - e.g. high visibility clothing and equipment, first aid, etc;
- Container Protection
  - covering joint bay sites during jointing operations; and
- Safety Training
  - for all workers and operatives before and during the Project.

4.5.3 Traffic Management Speed Limits

The adoption and use of any formal road works speed limits will be a decision for the works contractor during the development of the full TTM plan in consultation with LCC, TII and AGS. Given that works locations (and therefore TTM setups) on the N33 are likely to be localised and moving linearly as the works progress, enforcing an ‘end to end’ road works speed limit may not be practicable.

The speed of N33 traffic through the roadworks site(s) could be controlled by the careful design of the temporary road layout and TTM measures. Reducing lane widths through the works, strategically positioning TTM equipment such as approach and centreline coning/signage, using non-regulatory cautionary speed signs and the use of cones and tapers in accordance with Chapter 8 of the TSM can achieve the necessary reduction in traffic speeds.

The Contractor shall consult with the Roads Authority and AGS before implementing a cautionary speed limit.

The Contractor shall consult with the Roads Authority and AGS and gain prior consent from TII before applying for and implementing any Roadworks Speed Limit Order.

Adherence to any posted / legal speed limits will be emphasised to all staff and suppliers during induction training.

4.5.4 Construction Vehicles Movements and Works Access

The N33 National Road is subject to high traffic volumes. The contractor shall ensure that construction vehicles movements and delivery of materials to site does not impede the flow of traffic on this route. Clearly defined access points must be in place. Vehicles must only enter a works access in the direction of traffic flow and may not cross another lane to gain access to the site. To avoid conflict with other movements, a ‘Left in – Left out’ access policy shall be applied and enforced.

4.6 Site management of construction phase vehicles

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.6.1 Visitors

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.6.2 Plant and equipment

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.6.3 Unauthorised arrivals

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.6.4 Compound car park/site offices

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.6.5 Deliveries

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.7 Road condition

Where construction works or 'abnormal load' deliveries cause damage to the pavement of the existing national road, including cable and joint bay installation along on the N33 verge, construction of the new substation just off the N33, or carrying out the proposed M1 motorway crossing at Junction 14, the road surface will be reinstated in accordance with TII Publications and as per the requirements of LCC and TII.

4.8 Recommended traffic management speed limits

Refer to 4.5.3 above.

No other changes to EIAR appendix 5-9: Construction Traffic Management Plan.

4.9 Road cleaning

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.10 Vehicle cleaning

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.11 Enforcement of CTMP

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.12 Noise and vibration

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.13 Emergency procedures during construction

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

4.14 Communication

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

5 Conclusions

No change to EIAR appendix 5-9: Construction Traffic Management Plan.

6 REFERENCES

No change to EIAR appendix 5-9: Construction Traffic Management Plan.