

Appendix 14E
Construction Traffic Management Plan

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Proposed OCGT Development Tynagh North

Derryfrench, Loughrea, Co. Galway, Ireland

Appendix 14E:
Framework Construction Traffic Management Plan

Applicant: EP Energy Developments Limited
Date: January 2023

DOCUMENT HISTORY

Document Ref	Framework Construction Traffic Management Plan		
Revision	Rev0		
Author	K. Burgess		
Signed	[REDACTED]	Date	January 2023
Approved By	E. Greenlees		
Signed	[REDACTED]	Date	January 2023
Document Owner	AECOM		

GLOSSARY

Abbreviation	Description
AL	Abnormal load
CCHT	Combined Cycle Gas Turbine
CTMP	Construction Traffic Management Plan
GCC	Galway County Council
HGV	Heavy Goods Vehicle
IPPC	Integrated Pollution Prevention and Control
km	kilometre
LGV	Light Goods Vehicle
OCGT	Open Cycle Gas Turbine
Q	Quarter
TII	Transport Infrastructure Ireland

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1.0 INTRODUCTION

1.1 Overview

- 1.1.1 This Framework Construction Traffic Management Plan (CTMP) has been prepared by AECOM on behalf of EP Energy Developments Limited to accompany the EIAR Traffic Chapter (14) for the Proposed OCGT Development at Tynagh Power Station.
- 1.1.2 The Proposed Development is a new Open Cycle Gas Turbine (OCGT) plant and ancillary connection infrastructure and all associated ancillary development, site works and services on land to the north of Tynagh Power Station in Derryfrench, Loughrea, Co. Galway.
- 1.1.3 The Site is bordered to the east by the former Tynagh Mine complex and to the immediate south, by the Tynagh Power Station. Sperrin Galvanisers Ltd., an Integrated Pollution Prevention and Control (IPPC) licensed facility, is located adjacent to the south-western boundary of the Site.
- 1.1.4 The construction of the Proposed Development will generate a volume of HGVs delivering plant and machinery and other general construction materials. A number of abnormal loads (ALs) will also be generated by the construction of the Proposed Development which will require notification via the usual procedures.
- 1.1.5 This document is a Framework CTMP. The appointed contractor will be required to use this framework document as the starting point for the final CTMP.
- 1.1.6 Following this introduction, the Framework CTMP is structured as follows:
- Section 2 describes the Proposed Development including the construction programme and the HGV generation;
 - Section 3 describes the proposed measures to control HGV routing and impact;
 - Section 4 describes the proposed Abnormal Loads (ALs) route;
 - Section 5 provides the monitoring strategy; and
 - Section 6 describes the planned liaison with key stakeholders.

2.0 BACKGROUND

2.1 Site Description

- 2.1.1 The Proposed Development is to be located to the immediate north of the existing Tynagh CCGT Power Station Site, which is situated in Derryfrench, Loughrea, Co. Galway, Ireland.
- 2.1.2 The site location is shown below in Plate 2.1

Plate 2.1: Site Location



2.2 Construction Programme

2.2.1 The construction phase is likely to last 18 – 24 months. It is anticipated that construction will commence in 2022.

2.3 Construction Phase Site Worker Traffic Generation

2.3.1 It is proposed that during peak periods of the construction phase, approximately 133 staff vehicles will arrive to the site each day.

2.4 Construction Phase HGV Traffic Generation

2.4.1 The peak construction period is predicted to be during Months 9-13 and Month 16, with 30 no. daily HGV arrivals as shown in Table 2.5.

Table 2.5: Construction HGV movements

MONTH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
PERSONEL/DAY	30	30	30	30	200	200	200	200	200	200	200	200	200	200	200	200	100	100	100	30	30	30	
STAFF ARRIVALS/DAY	20	20	20	20	133	133	133	133	133	133	133	133	133	133	133	133	67	67	67	20	20	20	
HGVs ARRIVALS/DAY	15	15	15	20	20	25	25	25	30	30	30	30	30	20	20	30	25	25	25	25	25	0	
TOTAL TWO WAY TRIPS/DAY	70	70	70	80	306	316	316	316	326	326	326	326	326	306	306	326	184	184	184	90	90	40	
ACTIVITES	Site Surveys																						
	Design Update																						
	Civil Works and delivery of equipment																						
	Installation of mechanical equipment																						
	Testing and commissioning																						

2.4.2 It should be noted that, in addition to the trips shown in Table 2.5, approximately 21,000t of fill material is expected to arrive within the first 12 weeks of construction. This will require 24 HGV deliveries per day (48 two-way trips) which will mean within months 1-3 there is a higher daily HGV generation of 39 HGV arrivals (78 two-way trips).

2.4.3 The peak assessment therefore considered 133 daily LGV arrivals and 39 daily HGV arrivals as a worst case.

3.0 MEASURES TO CONTROL HGV ROUTING AND IMPACT

3.1 Designated Route to Site

- 3.1.1 It is proposed that all construction HGVs associated with the construction of the Proposed Development will arrive and depart the Site via the northern section of LP4310 Gurtymadden to Tynagh Road. i.e. all HGVs will turn left into the site and right out of the site.
- 3.1.2 The HGV routing restriction will be distributed to all drivers during their induction. It will be a condition of contract between EP Energy Developments Limited and the appointed contractor to ensure that all HGV deliveries to the Site are instructed to use the designated route to access and egress the construction site. Sanctions will be put in place to deal with non-compliance.

3.2 Construction Programme / Site Hours

- 3.2.1 In order to minimise the disruption to the public the standard construction hours will be:
- Monday – Friday: 07:00 – 19:00; and
 - Saturday 07:00-13:00.
- 3.2.2 It is proposed that HGV deliveries will be made during these hours wherever possible.

3.3 Wheel Cleaning Facility

- 3.3.1 In the interests of highway safety, wheel cleaning facilities will be installed on-site from the start of the construction phase. All HGVs leaving the construction site will be required to wheel wash when exiting the Site. The need for this measure should be periodically reviewed throughout the construction period.

3.4 Advanced Warning Signs

- 3.4.1 Advance warning signage will be erected on the N65 and LP4310 Gurtymadden to Tynagh Road prior to the crossroads to warn drivers of construction traffic and the potential for slow turning vehicles. Signs will also be located nearby the site access. An example of the proposed signage is shown below.



- 3.4.2 The appointed contractor will be required to maintain all signage.

3.5 Contact Name and Number

- 3.5.1 A 24-hour contact name and number will be established by the contractor and displayed on a notice board at the construction site entrance points.

4.0 ABNORMAL LOADS

- 4.1.1 A number of Abnormal Loads (ALs) will need to be brought into the construction site over the construction period. These are expected to arrive during Months 14 and 15 of the construction phase.
- 4.1.2 The ports of Shannon and Dublin are situated closest to the Proposed Development. Detailed consideration will be given to the appropriate port and AL routes during detailed design once final details of the size and origin of loads are known.
- 4.1.3 A special permit will be required for the abnormal load movements, to be issued by An Garda Síochána and/ or relevant local authorities. This permit must be applied for within 5 working days before the movement. The Gardai will be informed of the movement in advance. The public will also be made aware of when abnormal load deliveries are taking place via social media, local radio and the local press.

5.0 MONITORING

- 5.1.1 Monitoring will be undertaken by the appointed contractor to assess the effectiveness of the measures included in the final CTMP to control the routing and impact of construction HGVs. Monitoring will also provide a firm basis upon which to answer queries and complaints regarding the HGV traffic impact during construction. A 24-hour contact name and number will be established by the contractor and displayed at the Site.
- 5.1.2 The appointed contractor will maintain gatehouse records of construction HGVs entering and leaving the Site and they will be available to Galway County Council on request.
- 5.1.3 Should any complaints be raised by members of the public with regard to construction HGVs not using the dedicated HGV route to the Site, gatehouse records will be used to identify the offending HGV involved and appropriate sanctions put in place to ensure no repeat events.

6.0 CONSULTATION

- 6.1.1 A formal process of liaison between all relevant parties (Principal Contractor, Galway County Council (GCC), An Garda Síochána and Transport Infrastructure Ireland (TII) is proposed to:
- establish a channel of communication between the contractor and the regulating authorities;
 - make all parties aware of the results of monitoring of the final CTMP;
 - provide a route by which any complaints can be communicated and dealt with;
 - provide a route through which transport related issues can be identified and dealt with; and
 - provide prior notice of significant events e.g. delivery of abnormal loads, in accordance with standard protocols.
- 6.1.2 It is proposed that a short written report is prepared on behalf of the contractor on a six monthly basis and circulated to all key stakeholders.
- 6.1.3 Any comments generated by the report will be circulated to all key stakeholders and a meeting may be held if required.