ABWP Phase I Decommissioning

Outline Traffic Management Plan

Volume 3, Appendix 3.2



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Project name ABWP Phase I Decommissioning

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Statement of Authority

Author	Qualifications	Relevant Experience
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Glossary

Term	Meaning
Arklow Bank Wind Park Phase I (ABWP Phase I)	Arklow Bank Wind Park (ABWP) Phase I comprises: • Offshore infrastructure seaward of High Water Mark (HWM), including: – Seven Wind Turbine Generators (WTG) with a combined capacity of 25.2 MW; – One meteorological (met) mast; – Inter-array cables connecting the WTGs and met mast; and – One offshore export cable connecting WTG T4 with landfall at HWM; • Onshore infrastructure landward of HWM including: – One onshore cable connecting landfall at HWM with the onshore substation; and – One onshore substation compound, where the onshore substation and ancillary infrastructure are located.
Arklow Energy	Arklow Energy Limited, the entity seeking planning permission for the Proposed Works, i.e. the applicant.
Detailed Onshore Decommissioning Management Plan (DEMP)	The contractor-developed version of the Outline Onshore DEMP (see outline version in **Volume 3, Appendix 3.1**), to be prepared before Proposed Works Onshore commence and maintained as a live document until completion.
Detailed Traffic Management Plan (TMP)	The detailed, contractor-prepared version of this Outline TMP, to be finalised prior to commencement of the Proposed Works Onshore once the Principal Decommissioning Contractor, final methodology, routes, programme and authority requirements are confirmed.
Heavy Goods Vehicle (HGV)	A heavy vehicle used for transport of plant, equipment, demolition materials, cable sections, transformer-related movements or other decommissioning-related loads.
Live-road or footway interface	Any location where the Proposed Works Onshore interact with, disturb, occupy or require controls on a public road, footway, verge or other highway area.
Onshore cable	Land-based portion of the power cable that transports the total generated power from an offshore wind farm to the onshore power grid. In ABWP Phase I, the onshore cable connects the landfall point at HWM to the onshore substation building.

Term	Meaning
Onshore Site	Part of the Site where Proposed Works Onshore are proposed to take place. In this application for planning permission, the Onshore Site comprises the onshore substation compound that hosts the onshore substation building and ancillary facilities; the onshore cable 10 m corridor connecting the landfall point from high water mark (HWM) to the onshore substation, and the area that will temporarily be used for temporary storage of plant, vehicles, machinery, excavated soil and materials.
Onshore substation compound	Fenced compound that hosts the onshore substation building and ancillary facilities, including the 38 kV transformer.
Planning permission	Formal, legal approval required from a local planning authority or An Coimisiún Pleanála (ACP) to carry out development. The Proposed Works require planning permission submitted from ACP under Section 291 of the Planning and Development Act 2000, as amended.
Principal Decommissioning Contractor	In this document, meaning the contractor(s) appointed to undertake the Proposed Works Onshore and to prepare, implement and update the Detailed Onshore DEMP and associated management plans, keeping them as live documents until completion.
Proposed Works	The Proposed Works include decommissioning of ABWP Phase I offshore infrastructure (Proposed Works Offshore) and decommissioning of ABWP Phase I onshore infrastructure (Proposed Works Onshore).
Reinstatement	The restoration of areas affected by excavation, cable removal, dismantling or other Proposed Works Onshore, including any road, footway, verge or site surface affected by the works.
Road Opening Licence	A licence obtained from the relevant local authority, typically through the MapRoad Roadworks Licensing system, where works involve excavation or disturbance of a public road, footway, verge or other highway area.
Swept path	Refers to the area a vehicle occupies while turning, including the space needed to manoeuvre safely around corners, obstacles, or other vehicles.
Traffic Management Coordinator	A competent person appointed by the Principal Decommissioning Contractor to coordinate traffic management requirements, including signing, lighting, guarding and temporary traffic management arrangements where required.
Temporary Traffic Management Plan	A site-specific plan required where works disturb a public road, require a Road Opening Licence, or involve lane closures, diversions, traffic control, temporary footway occupation or other live-road interfaces.
Vulnerable road users	Pedestrians, cyclists, people with disabilities and other users who may be more exposed to risk from vehicle movements or temporary traffic arrangements.

Acronyms

Acronym	Meaning
ABWP	Arklow Bank Wind Park
DCCAE	Department of Communications, Climate Action and Environment
DEMP	Decommissioning Environmental Management Plan
DoELG	Department of the Environment and Local Government
DoT	Department of Transport
DTO	Dublin Transportation Office
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
EPA	Environmental Protection Agency
HGV	Heavy Goods Vehicle

Acronym	Meaning
IEMA	Institute of Environmental Management and Assessment (now known as Institute of Sustainability & Environmental Professionals
LGV	Light Goods Vehicle
LV	Light Vehicle
MDB	MacCabe Durney Barnes
MRL	MapRoad Roadworks Licensing
PCU	Passenger Car Unit
SEAI	Sustainable Energy Authority of Ireland
TMP	Traffic Management Plan

Units

Unit	Meaning
%	Percentage
hrs	Hours
m	Metres
PCU	Passenger Car Unit

1 INTRODUCTION

1.1 Background

1.1.1.1 Arklow Energy Limited (Arklow Energy) is seeking planning permission to decommission Arklow Bank Wind Park (ABWP) Phase I (referred to hereafter as 'the Proposed Works'). The Proposed Works include decommissioning of ABWP Phase I offshore infrastructure (Proposed Works Offshore) and decommissioning of ABWP Phase I onshore infrastructure (Proposed Works Onshore).

1.1.1.2 This Outline Traffic Management Plan (TMP) has been prepared to support the planning application for the Proposed Works.

1.1.1.3 This Outline TMP is drafted as a living document and is intended to be updated following consent, Principal Decommissioning Contractor appointment, detailed method development and consultation with relevant authorities and stakeholders. The Outline TMP intends to demonstrate the appropriate Irish planning-stage approach of setting out minimum commitments, implementation principles and further actions, with the Detailed TMP to be finalised before Proposed Works Onshore commence.

1.1.1.4 This Outline Traffic Management Plan has been prepared with reference to the Traffic Management Guidelines published by the Dublin Transportation Office, Department of the Environment and Local Government, and Department of Transport. The guidance has been used to inform the overall approach to traffic planning, traffic management, road safety, consultation, monitoring, and the consideration of pedestrians, cyclists, vulnerable road users and emergency access within the context of the Proposed Works Onshore. The guidance provides general best-practice principles for traffic management schemes and confirms that measures should be applied with due care, having regard to site-specific circumstances and other relevant sources of advice and information.

1.2 Scope of the Document

1.2.1.1 It should be noted that this Outline TMP only considers traffic and transport associated with the Proposed Works Onshore. A separate Detailed TMP may be required to consider traffic and transport associated with the Proposed Works Offshore, see **Volume 3, Appendix 3.4: Outline Offshore Decommissioning Environmental Management Plan (DEMP)**.

1.2.1.2 At this stage, the port(s) selected to carry the Proposed works Offshore has not been selected, therefore they have been excluded from the scope of this document. The general requirements that will have to be further developed in the Detailed TMP upon port selection and Principal Decommissioning Contractor appointment are disclosed in **Section 1.3** below.

1.3 Offshore Traffic and Transport Management

1.3.1.1 The selected Irish port for offshore component receipt shall be confirmed prior to offshore mobilisation. The Detailed TMP shall then define:

- Port access arrangements and interface with port traffic management;
- Laydown, unloading, temporary storage and component breakdown areas, including segregation of plant, pedestrians and general port users where required;
- Safe internal routing of cranes, forklifts, mobile plant and haulage vehicles; and
- Onward dispatch arrangements for road-compliant loads to waste or recovery facilities.

1.3.1.2 The Onshore Site or the Arklow harbour will not be used as a logistics hub or staging area for the Proposed Works Offshore, therefore no offshore-related traffic is anticipated to pass through or be generated at the Onshore Site.

1.3.1.3 As a working assumption at this stage, offshore components requiring onward land transport will, where practicable, be processed at the selected port into transportable loads suitable for

the receiving road network and destination facilities. The Detailed TMP shall confirm the anticipated vehicle types, routeing requirements and any need for special transport arrangements once the final detailed decommissioning methodology, port selection and waste destinations are known.

1.4 Aims

1.4.1.1 This Outline Traffic Management Plan (TMP) is informed by:

- **Volume 2, Chapter 1: Introduction;** and
- **Volume 2, Chapter 3: Proposed Works Description.**

1.4.1.2 The specific objectives of this Outline TMP are to:

- Provide a framework to ensure that traffic and transport associated with the Proposed Works Onshore are managed safely, efficiently and in accordance with relevant Irish legislation, policy and best practice;
- Minimise disruption to the local road network, surrounding communities, harbour users, pedestrians and cyclists, so far as reasonably practicable;
- Protect the safety of road users, site personnel, contractors, port users and emergency responders throughout the Proposed Works Onshore;
- Establish the minimum commitments, roles, control measures, communications and review procedures that will be developed further in the Detailed TMP by the Principal Decommissioning Contractor; and
- Ensure that the Outline TMP aligns with and interfaces appropriately with the Outline Onshore DEMP (and associated appendices).

1.5 Roles and Responsibilities

1.5.1.1 It is important to define the roles and responsibilities of Arklow Energy, the appointed contractor(s), traffic management personnel and relevant subcontractors at an early stage so that transport obligations are coordinated effectively throughout the Proposed Works Onshore. These responsibilities will be set out in detail within the Detailed TMP, **Table 1.1** summarises the proposed roles.

1.5.1.2 The TMP will be a live document during works and should be kept at the site for reference and must be accessible to all site operatives.

Table 1.1: Summary of Roles and Responsibilities to be Defined in the Traffic and Transport Management Plan

Party	Description	Responsibility
Arklow Energy	The Applicant is Arklow Energy Limited (referred to as "Arklow Energy").	Arklow Energy will retain overall responsibility for ensuring that a TMP framework is in place and that the appointed contractor(s) prepare, implement and update a Detailed TMP in accordance with this Outline TMP and any planning conditions or authority requirements.
Principal Decommissioning Contractor	Company appointed to undertake the Proposed Works Onshore.	The appointed company will be responsible for preparing the Detailed TMP prior to commencement of the Proposed Works Onshore, securing relevant traffic and transport permits (e.g. if the works involve excavating a public road, consent from the relevant road authority is required. Under section 13(10) of the Roads Act 1993, excavating a public road without lawful authority or road authority consent is an offence, and conditions may be attached to that consent. This is typically managed operationally as a road opening licence/consent, including reinstatement and traffic management requirements.) within its scope, implementing the traffic management measures, and monitoring, reviewing and updating the plan during the Proposed Works Onshore.

Party	Description	Responsibility
Traffic Management Coordinator	Person appointed from the Principal Decommissioning Contractor.	If due to the movement of Heavy Goods Vehicles (e.g. machinery for the Proposed Works Onshore), traffic is disrupted or is expected to be disrupted, a trained operator will make sure that signing, lighting and guarding are adequately managed (not foreseen at this stage).

1.5.1.3 The Detailed TMP should also define responsibilities for:

- Unloading of machinery needed for the Proposed Works Onshore, temporary storage (if needed) of machinery and vehicles, laydown of materials and onward dispatch of the decommissioned project components and materials;
- Haulage contractors, including delivery scheduling, route adherence, driver briefings and abnormal load controls where applicable;
- Stakeholder liaison, including engagement with Arklow port authorities, emergency services and, where relevant, fisheries representatives and harbour users; and
- Monitoring and reporting, including inspections, incident recording, complaint handling, corrective actions and review of traffic management effectiveness.

2 DESCRIPTION OF PROPOSED WORKS ONSHORE AND TRAFFIC GENERATION

2.1.1.1 The Proposed Works Onshore will comprise decommissioning of the onshore substation and ancillary equipment, removal of transformer, dismantling of the building and bunded areas, and removal of the section of onshore cable between landfall and the onshore substation compound boundary.

2.1.1.2 The onshore cable removal works will include setting up exclusion zones and signage, excavation, cable extraction, temporary storage of machinery and excavated soil within the Onshore Site.

2.1.1.3 The Proposed Works Onshore works are anticipated to be undertaken during daytime over an indicative period of less than five weeks / approximately 30 days, and may be undertaken separately from, or in parallel with, the Proposed Works Offshore.

2.1.1.4 The Proposed Works Onshore will generate a small level of local road traffic associated with workforce access, plant and equipment arrival, removal of oil and transformers, movement of demolition equipment, removal of cable sections, removal of dismantled substation materials, and any deliveries needed to support reinstatement works.

2.1.1.5 The number of workers appointed for the Proposed Works Onshore is currently not known and will vary depending on the appointed Principal Decommissioning Contractor, however, at peak activity due to the nature of the Proposed Works Onshore and the general characteristics of the site, the peak workforce is estimated at 10 persons.

2.1.1.6 The Proposed Works Onshore are expected to require the following vehicles:

- Worker vehicles (e.g. cars or vans);
- Heavy vehicles, carrying conventional earthworks equipment;
- Mobile Cranes or Forklift (for the removal of heavy components e.g. transformer, concrete bund); and
- Delivery vehicles (expected to be Light Vehicles (LVs)).

2.1.1.7 The estimation for the expected increase of traffic has been made using the following assumptions based on an understanding of the Proposed Works Onshore:

- Workforce travel: The employees arrive by car (conservative worst-case scenario of 1 person per car).
- Shift peaking: The employees arrive within a single AM peak hour, and all departures within a single PM peak hour.
- Heavy Goods Vehicle (HGVs) timing: 1 HGV visit / day represented by one inbound movement in the AM peak and one outbound movement in the PM peak (departure).
- Passenger Car Units (PCUs) factors:
  - Car / small Light Goods Vehicle (LGV) = 1 PCU
  - HGV = 2.3 PCU

2.1.1.8 **Table 2.1** summarises the resulting PCUs that are expected for the duration of the Proposed Works Onshore (1 month).

Table 2.1: Indicative Traffic Generated by the Proposed Works Onshore

Period	Staff	Deliveries
AM peak hour	10 PCUs	3 PCUs
PM peak hour	10 PCUs	3 PCUs
Daily total	**20 PCUs**	**6 PCUs**

2.1.1.9 As illustrated in **Figure 1**, the Onshore Site is located at North Quay within the northern Arklow Harbour pier. The Onshore Site is accessed from the local road network in a constrained harbour-side urban setting with established pedestrian activity and proximity to the wider town centre and quays. The broader receiving road environment includes the Arklow Bypass, Dublin Road, Ferrybank Street and North Quay, all of which are important local links and will therefore require careful management of site access, deliveries, workforce travel and temporary traffic controls (if needed) during the Proposed Works Onshore.

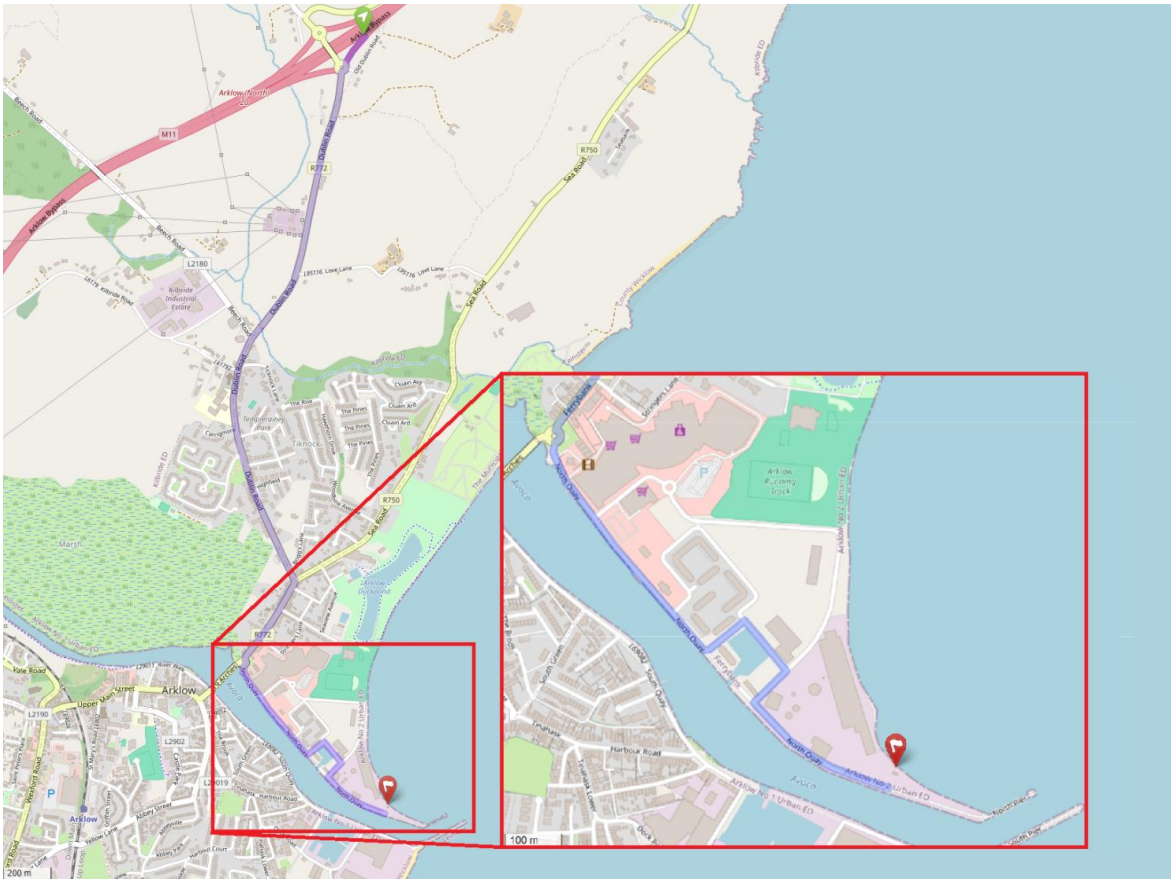


Figure 1: Location and main access to the Onshore Site

Source: OpenStreetMap

2.1.1.10 No key consents, licenses, notifications and permissions have been identified at this stage, as the Proposed Works Onshore are not expected to require traffic diversions, abnormal loads, road works or road closures and / or diversions. However, depending on the location of the excavations needed to remove the cable, a Road Opening Licence, administered through the MapRoad Roadworks Licensing (MRL) system, may be required from the relevant local authority where cable removal, reinstatement, or other decommissioning activities involve excavation or disturbance of a public road, footway, verge, or other part of the public highway. The licence application should define the location, extent, duration and methodology of the proposed works, including traffic management and reinstatement arrangements. Applicants are typically required to satisfy minimum insurance requirements and ensure that works are undertaken by suitably qualified and competent personnel, including personnel with appropriate roadworks/signing, lighting and guarding qualifications, as applicable. No excavation or highway-affecting decommissioning works should commence until the Road Opening Licence has been granted and all licence conditions have been incorporated into the planning of the Proposed Works Onshore.

2.1.1.11 The Detailed TMP will identify any other consents, licenses, notifications and permissions for the Proposed Works Onshore.

2.1.1.12 The Detailed TMP will develop swept paths in accordance with the vehicles expected to reach the Onshore Site, to ensure safe working access for all construction vehicles and avoidance of unnecessary traffic disturbances.

2.1.1.13 The Detailed TMP will identify the maximum weight and height of the access route.

3 ROAD TRAFFIC MANAGEMENT

3.1 Mitigation Measures

3.1.1.1 For the Onshore Site, the Principal Decommissioning Contractor shall prepare, if the Proposed Works Onshore result in disturbances to a public road, require a Road Opening License or involve lane closures, diversions or traffic control, a site-specific Temporary Traffic Management Plan for any live-road or footway interface. This shall include all temporary signs, cones, barriers, pedestrian management measures, site access controls, taper lengths, any stop/go or temporary signals, and procedures for installation, inspection, modification and removal.

3.1.1.2 The Onshore Site shall be used, where practicable, to minimise occupation of the surrounding public road by materials, vehicles and excavated soil. This is consistent with the onshore methodology described in the project documents and will reduce unnecessary traffic obstruction on Ferrybank / North Quay and adjacent port / pedestrian areas.

3.1.1.3 The Principal Decommissioning contractor shall:

- Sequence and manage the Proposed Works Onshore so that cable excavation and dismantling activities are undertaken in short, controlled working sections;
- Plan and time deliveries and collections to avoid unnecessary waiting or queuing on the public road;
- Agree haulage routes to and from the Onshore Site with relevant authorities in advance as part of the Detailed TMP; and
- Ensure that workforce access and site visitor parking do not obstruct the surrounding road network.

3.1.1.4 Safe access for pedestrians, cyclists and people with disabilities shall be maintained in accordance with Irish guidance. Where temporary diversion or localised restriction is required, the route shall be clearly signed, suitably protected where necessary, and arranged to maintain access to adjacent properties and harbour-side routes as far as reasonably practicable, taking account of the constrained geometry and established pedestrian activity in the area.

3.1.1.5 The Detailed TMP shall confirm whether any of the following are required:

- Road opening licence(s) through MRL system;
- Temporary footway occupation or localised lane control;
- Temporary road closure(s), which shall be treated as a last resort and agreed with Wicklow County Council, An Garda Síochána and emergency services in advance; and
- Temporary speed management measures or other site-specific traffic controls, where justified by the final risk assessment and agreed with the authority.

3.1.1.6 To minimise any potential impact caused by the Proposed Works Onshore the following mitigation measures and good practices will be implemented:

- Traffic movements will be limited to 08:00 hrs - 20:00 hrs Monday to Saturday;
- HGV movements will be restricted during peak road network hours (including school hours) from 08:00 hrs – 09:00 hrs and 17:00 hrs – 18:00 hrs Monday to Friday;
- HGV movements associated with Proposed Works Onshore shall be directed away from sensitive areas (i.e., schools, urban centres) where possible;
- Vehicle activities generating dust will be minimised where practical during windy conditions;
- Loads will be covered on arrival and departure from the Onshore Site, where required;
- Access to the Onshore Site will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security / site personnel, and site visitors will all receive a suitable Health and Safety site induction;
- No parking or loading on the public road where it would obstruct access or create unsafe conditions;

- Use of delivery booking, dispatch and marshalling arrangements, where required, to avoid vehicles arriving early, waiting on the public road or conflicting with other site activities;
- Provision of road cleanliness controls, including wheel cleaning and inspection of the site access and adjacent road where there is a risk of mud, debris or material reaching the public road;
- Liaise, where appropriate, with Wicklow County Council, local residents, businesses, harbour users and nearby receptors regarding temporary traffic management, access changes and notable vehicle movements; and
- Retention of emergency access at all times so far as reasonably practicable.

3.2 Emergency Procedures, Monitoring and Review

3.2.1.1 The Detailed TMP shall include emergency procedures for road traffic incidents, including prompt contact with the emergency services, notification of the Principal Decommissioning Contractor's site supervisor and measures to maintain or restore access for emergency responders through or around the work area. These procedures shall be tailored to the specific requirements of the Proposed Works Onshore.

3.2.1.2 The Principal Decommissioning Contractor shall implement a monitoring and review system so that the Detailed TMP functions as a live document. As a minimum, this shall include routine inspection of active traffic management measures; review of site access operation, delivery compliance and any queueing or congestion issues; checking that pedestrian and cyclist routes remain safe and legible; recording of incidents, complaints and near misses; and amendment of the Detailed TMP where conditions, programme or methodologies change.

4 FURTHER ACTIONS

4.1.1.1 This Outline TMP provides the strategic framework for management of traffic and transport associated with the Proposed Works Onshore. Prior to commencement of the works, the following further actions will be required:

- Appointment of the Principal Decommissioning Contractor and relevant competent personnel, including the Traffic Management Coordinator;
- Preparation of the Detailed TMP including road traffic management drawings, routeing, timing of deliveries, pedestrian controls, emergency arrangements and monitoring procedures;
- Confirmation of any required licences, permits, approvals, abnormal load notifications, road opening licences or road closure applications, and submission of these within the relevant statutory lead-in periods;
- Consultation and liaison with Wicklow County Council, relevant port authorities, An Garda Síochána, emergency services and other relevant stakeholders; and
- Preparation of a communications plan so that local residents, harbour users, relevant marine users and other stakeholders receive timely information regarding notable traffic or transport-related activities.

4.1.1.2 Once prepared, the Detailed TMP should be maintained as a live document throughout the Proposed Works Onshore and updated as necessary to reflect final routes, authority requirements, programme changes, weather constraints, incident learning and evolving site conditions.

5 REFERENCES

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