

# **Derrygrogan Little Solar Farm**

Transport Statement including  
Outline Construction Traffic Management Plan

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Transport Statement  
V2  
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Transport Statement including Outline Construction Traffic Management Plan

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# 1 Introduction

## 1.1 Purpose & Site Context

Tetra Tech RPS was commissioned by RES on behalf of Ballyteige Solar Limited ('the Applicant') to prepare a **Transport Statement (TS)** as part of a planning application pack for the construction of a solar farm in Derrygrogan Little, Ballycommon, Co. Offaly. The description of development (hereafter referred to as 'the Proposed Development') is as follows:

*"The development will consist of planning permission for a period of 10 years to construct and complete a Solar PV development with a total site area of 28.1 hectares, to include solar PV ground mounted support structures, string inverters, transformer stations, electrical cabling and ducting, internal access tracks and hardstanding areas, perimeter fencing and access gate, CCTV, a temporary construction compound and other ancillary infrastructure including drainage, additional landscaping and habitat enhancement as required) and associated site development works relating to the access of the site. The solar farm will be operational for 40 years in the townlands of Derrygrogan Little and Derrygrogan Big, Tullamore, Co. Offaly. A Natura Impact Statement (NIS) has been submitted with this application"*

Error! Reference source not found. illustrates the site location ('the Proposal Site') in the context of the surrounding road network, with the Proposed Development layout presented in the accompanying Site Layout drawing (**Figure 4**).



**Figure 1.1 - Site Location**

The Proposal Development is located off Derrygrogan Little Road, County Offaly, as shown in **Figure 1.1**, approximately 8km northeast of Tullamore. The surrounding land uses primarily consist of rural residential dwellings and agricultural areas.

The Proposed Development comprises of a construction, operational and decommissioning phase, with the most onerous phase for vehicular movements associated with the construction phase. During the operational phase the facility will be unmanned and vehicle movements will be associated with routine maintenance and inspection only, anticipated to comprise typically of 5-10 vehicle (Transit Van or similar) trips per year. The decommissioning phase is anticipated to generate less traffic than during the construction phase as the site enabling works/ground preparation works are excluded from this phase. As the operational and decommissioning phases are anticipated to generate less traffic than the construction phase, they have not been assessed further within this report.

The purpose of this TS is to quantify the demand for travel associated with the construction element of the development and establish whether the local road network can accommodate this increased demand. Measures to minimise or mitigate the impact of vehicle movements, if necessary, will be outlined in this report.

The TS was prepared in accordance with the **Traffic and Transport Assessment Guidelines** document (May 2014) published by Transport Infrastructure Ireland (TII).

## 2 Policy and Guidelines

In undertaking the assessment of the potential traffic and transport impacts associated with the Proposed Development, all relevant local and national policy and guidance was considered, including:

- Traffic and Transport Assessment Guidelines (TII, 2014)
- Spatial Planning and National Roads Guidelines for Planning Authorities (ECLG, 2012)
- Rural Road Link Design (TII, 2023)
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated and compact grade separated junctions) (TII, 2023)
- Offaly County Council – County Development Plan 2021-2027

The main transport constraints relating to the Proposed Development relate to the transportation of construction material and the impact of construction traffic. In order to quantify the significance of any changes in traffic flows, the following criteria is used (from IEMA Guidelines):

*“Include highway links where traffic flows will increase by more than 30% (or the number of Heavy Goods Vehicles will increase by more than 30%)”; and*

*“Include any other specifically sensitive areas where traffic flows will increase by 10% or more.”*

Where observations of existing traffic levels are recorded as being exceptionally low, any increase in traffic flow is likely to result in a predicted increase in traffic levels which could in normal circumstances be considered a major impact. Where this situation is identified, it is important to consider any increase both in terms of its relative increase in respect of existing traffic flows, as well as the overall total flow in respect of the available capacity of the section of road being considered.

The TII Traffic and Transport Assessment Guidelines provides information relevant of the preparation of TSs for development in Ireland. The guidance ensures that mechanisms are in place to specify, assess, revise, implement, monitor and review the impacts that developments will have on the wider transport system. The guidance establishes thresholds when a Traffic & Transport Assessment (TTA) or TS is required, and states the following:

- A TTA is required for most large developments where there is a potential for a major traffic impact on the surrounding transport network. These developments include the following:
  - Retail, community facilities and leisure facilities with Gross Floor Area (GFA) over 1,000m<sup>2</sup>
  - Business, hospital and education facilities with GFA over 2,500m<sup>2</sup>
  - Industry facilities with GFA over 5,000m<sup>2</sup>
  - Distribution and warehousing facilities with GFA over 10,000m<sup>2</sup>
  - Stadia with 1,500-person capacity
  - Residential developments with 50 dwellings in an urban area with less than a population of 30,000 or 100 dwellings in an urban area with a population equal to or greater than 30,000.
- A TS is a slimmed down version of a full TTA when the traffic impacts are not considered to be significant on the surrounding highway network but still need to be considered.

- In this instance the Proposed Development would be below the threshold for a TTA as outlined in the TII guidelines and as such a TS incorporating an outline Construction Traffic Management Plan is provided.

### 3 Baseline Conditions

#### 3.1 Site Access

The Proposed Development will utilise a new access off Derrygrogan Little Road as illustrated in **Figure 3.1**. Derrygrogan Little Road is a rural local road subject to a 60kph speed limit (reduced from the previous 80kph speed limit which was in operation prior to 7<sup>th</sup> February 2025).



**Figure 3.1 - Proposed Site Access Location**

#### 3.2 Traffic Surveys

To determine existing traffic flows on Derrygrogan Little Road in the vicinity of the Proposal Site, Automatic Traffic Counts (ATCs) were undertaken by MHC Traffic Data Ltd, which commenced on Sunday 26<sup>th</sup> May 2024 and finished on Saturday 1<sup>st</sup> June 2024. The ATC survey location is illustrated in **Figure 3.2**. At the time of these surveys, the speed limit on Derrygrogan Little Road was 80kph.





Figure 3.2 - ATC Survey Location

The total daily traffic flows, including proportion of Heavy Goods Vehicles (HGVs) and 85%ile surveyed speed for each day surveyed is presented in [Error! Reference source not found.](#)

Table 3.1 - Total Daily Vehicle Flows

Survey Day	Derrygrogan Little Road ATC Daily Two-way Vehicle Flows			
	Northbound	Southbound	Total (Two-way)	85%ile Speed (kph)
Sunday 26 <sup>th</sup> May 2024	188	179	367	68
Monday 27 <sup>th</sup> May 2024	257	239	496	66
Tuesday 28 <sup>th</sup> May 2024	270	277	547	67
<b>Wednesday 29<sup>th</sup> May 2024</b>	<b>266</b>	<b>310</b>	<b>576</b>	<b>67</b>
Thursday 30 <sup>th</sup> May 2024	234	308	542	67
Friday 31 <sup>st</sup> May 2024	260	306	566	69
Saturday 1 <sup>st</sup> June 2024	191	261	452	66
<b>5 Day Average</b>	<b>257</b>	<b>288</b>	<b>545</b>	<b>67</b>
<b>7 Day Average</b>	<b>238</b>	<b>269</b>	<b>507</b>	<b>67</b>

As illustrated in [Table 3.1](#), Wednesday 29<sup>th</sup> May 2024 has the highest level of daily traffic flows at the survey site, with the 24 hour two-way vehicle flows presented in

Table 3.2.

Table 3.2 - Hourly Vehicle Flows: Wednesday 29<sup>th</sup> May 2024

Time Period	Derrygrogan Little Road		
	Northbound	Southbound	Total (Two-way)
0000 - 0100	1	3	4
0100 - 0200	0	3	3

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0200 - 0300	1	2	3
0300 - 0400	0	1	1
0400 - 0500	1	0	1
0500 - 0600	2	1	3
0600 - 0700	9	6	15
0700 - 0800	19	15	34
0800 - 0900	23	32	55
0900 - 1000	17	12	29
1000 - 1100	7	3	10
1100 - 1200	16	11	27
1200 - 1300	13	14	27
1300 - 1400	12	24	36
1400 - 1500	13	16	29
1500 - 1600	18	23	41
1600 - 1700	22	18	40
1700 - 1800	21	38	59
1800 - 1900	20	21	41
1900 - 2000	27	21	48
2000 - 2100	10	15	25
2100 - 2200	9	15	24
2200 - 2300	5	16	21
2300 - 0000	0	0	0
<b>Total (24hr)</b>	<b>266</b>	<b>310</b>	<b>576</b>

**Table 3.2** shows that the morning peak is 0800-0900 with 55 two-way vehicles recorded, and the evening peak of 1700-1800 with 59 two-way vehicles recorded, with an 85<sup>th</sup>ile surveyed speed recorded as 67kph.

The daily two-way total number of Heavy Goods Vehicles (HGVs) was also extracted from the survey data for Wednesday 29<sup>th</sup> May 2024, and this is presented in

**Table 3.3.**

**Table 3.3 - Total Daily Two-Way & HGVs for Wednesday 29<sup>th</sup> May 2024**

Time Period	Derrygrogan Little Road			
	Northbound HGVs	Southbound HGVs	Total HGV	% HGV (against total vehicles)
0000 - 0100	0	0	0	0%
0100 - 0200	0	1	1	33%
0200 - 0300	0	0	0	0%
0300 - 0400	0	0	0	0%
0400 - 0500	0	0	0	0%
0500 - 0600	0	0	0	0%
0600 - 0700	2	1	3	20%
0700 - 0800	5	6	11	32%
0800 - 0900	2	7	9	16%
0900 - 1000	6	1	7	24%
1000 - 1100	2	0	2	20%

1100 - 1200	1	2	3	11%
1200 - 1300	1	2	3	11%
1300 - 1400	1	2	3	8%
1400 - 1500	2	1	3	10%
1500 - 1600	5	4	9	22%
1600 - 1700	8	2	10	25%
1700 - 1800	1	4	5	8%
1800 - 1900	3	1	4	10%
1900 - 2000	2	2	4	8%
2000 - 2100	1	0	1	4%
2100 - 2200	2	1	3	13%
2200 - 2300	1	0	1	5%
2300 - 0000	0	0	0	0%
<b>Total (24hr)</b>	<b>45</b>	<b>37</b>	<b>82</b>	<b>14%</b>

**Table 3.3** demonstrates that, at present, Derrygrogan Little Road accommodates a number of HGVs daily in the vicinity of the site access.

### 3.3 Pedestrian and Cycle Network

There is no existing dedicated pedestrian or cycling facilities in the vicinity of the Proposal Site on Derrygrogan Little Road, however, given the rural location and nature of the Proposed Development, and minimal anticipated operational trips for maintenance works purposes only, there will be no walking or cycling trips associated with the Proposed Development once operational.

## 4 Development Proposal

Given the nature of the Proposed Development, it is anticipated that the onerous trip attracting period will be associated with the construction phase.

### 4.1 Construction Phase Traffic Generation

ATC surveys were undertaken to determine the existing baseline traffic flows recorded along the proposed construction traffic route as identified in Chapter 3 of this TS. This data was used to inform how the site's expected daily trip arrivals and departures might impact the surrounding road network during the construction phase.

Based on the Applicants significant experience in delivering solar projects of this nature, it is anticipated that the construction phase will occur over a period of 8 months. Overall, the delivery of materials to site will generally occur uniformly over the project's construction period. HGV movements are anticipated to be most intense during the first few weeks of construction, reducing in numbers towards the final weeks. The expected HGV volumes are based on best estimates of trips generated for similar sized solar farms and will be subject to amendments based on local conditions and contractor working practice. A daily maximum of approximately 10 HGV deliveries (20 HGV movements) is expected.

Deliveries are expected to occur regularly and will be scheduled to prevent conflict between vehicle arrivals and departures, including queueing and delays within the road network. This is carried out through a delivery booking system where the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers, the Site Manager will ensure that the deliveries are spread out across the week and across the day to minimise any potential disruption. Hauliers will be required to contact the Site Manager to give an indicative delivery time, to ensure that the delivery space and banksmen are ready for their arrival on site. Deliveries will be managed and scheduled to ensure that no vehicles would have to wait on the surrounding road network.

The Proposed Development also requires an estimated total of 50 staff to be on site at any one time during the peak scheme construction. Construction staff will typically arrive in teams of 2-5 persons in working vans. Whilst the number of construction staff will vary across the construction phase, in accordance with a worst-case scenario approach, this assessment considers the above referenced maximum peak period. During these months there will be up to 50 construction staff arriving on site per day with an area of the site's temporary construction compound to be used to park vehicles. Allowing for 30 staff vehicles arriving in teams of 1-2 staff, this equates to 30 staff vehicles arriving at the site and 60 two-way staff vehicle trips per day.

These construction staff and HGV traffic movements will all be scheduled to occur outside of the traditional commuter peak periods of 08:00 - 09:00 and 17:00 - 18:00. Workers are predicted to arrive between 07:00 and 08:00, leaving site before 17:00 or after 18:00 in the evening. HGV deliveries will arrive/depart during the working day (out of the AM/PM commuter peaks) and in accordance with the detailed Construction Traffic Management Plan (CTMP - see Chapter 5). It should also be noted that the construction phase impact upon the surrounding road network will be temporary, and the volumes of traffic described above are entirely within the range of normal fluctuations in daily traffic that would be expected upon the road network as presented in **Table 3.1**.

Construction staff arrivals and departures, along with travel trends will be presented within the contractor's CTMP. It is anticipated that the requirement to provide and agree a detailed CTMP with

Offaly County Council (OCC) prior to the commencement of development, will be applied as a planning condition to any consent for the Proposed Development.

### 4.1.1 CUMULATIVE IMPACT

The cumulative impact of the following approved and proposed schemes has been considered:

Development	Reference No.	Development Description	Distance from Proposed Development	Cumulative Impact - Transport
Colehill substation	N/A	SID application submitted for 110kV substation	Approx. 3.7 km south-west of the Proposed Development site	Potential for cumulative transport impacts – <b>carried forward for assessment.</b>
Derrygrogan Big Solar Farm	22/378 (ACP Reference 318041-23)	Conditional Approval for 73.9ha solar farm development.	Approx 0.2km south-west of the Proposed Development site	Potential for cumulative transport impacts – <b>carried forward for assessment.</b>
Ballyteige Solar Farm	21/98	Conditional Approval for 60.53ha solar farm development.	Approx. 5 km south-west of the Proposed Development site	Potential for cumulative transport impacts – <b>carried forward for assessment.</b>
Ballyteige Solar Farm	N/A	Amendment to consented Ballyteige Solar Farm (PL Ref: 2198) – 50.53-hectare solar development	Approx. 5 km south-west of the Proposed Development site	Potential for cumulative transport impacts – <b>carried forward for assessment.</b>
Derries Solar Farm	21-Aug	Conditional Approval for 53.7ha solar farm development.	Approx. 1.8km north of the Proposed Development site	Potential for cumulative transport impacts – <b>carried forward for assessment.</b>
Ballyduff Solar Farm	17/11,	Conditional Approval for 17.7ha solar farm development.	Approx. 8.28 km west of the Proposed Development site.	No potential for cumulative transport due to distance from the site. Not carried forward for assessment.
Gormagh Solar Farm	22/387 (ACP Reference PL19.318001)	Conditional Approval for 83.55ha solar farm development.	Approx. 6.77 km west of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Mount Lucas Wind Farm	09/453 (ACP Reference PL.19.237263), 11,232, 15/26	Wind farm development consisting of 28 no. wind turbines.	Approx. 9.66 km south-west of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Clonarrow Wind Farm	25/60189	Wind farm development consisting of 4 no. wind turbines.	Approx. 9.43 km south-west of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Clonminch Tullamore	20579	Conditional approval for 2 no. energy storage containers with a capacity of up to 10mw and associated transformers, inverters, a switchroom building of approximately 88m2	Approx. 8.52 km southwest of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction

		(containing switch and control rooms), internal cabling, electrical and communications.		route. Not carried forward for assessment.
Derrynagall/ Ballydaly Tullamore	18167	Conditional approval for a grid system services facility within a total site area of 0.84 hectares, to include 1 no. single storey electrical substation building, 1 no. customer switchgear container, 17 no. 2mw electrical inverter/transformer station modules (skids), 10 no. cont	Approx. 5.16 km west of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Ballyduff Townland Tullamore	23315	Conditional approval for replacement of a permitted single storey terminal electrical station and separate permitted switchgear enclosure (both previously permitted as part of a solar farm permission by Offaly County Council under planning ref. 17/11)	Approx. 8.88 km southwest of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Tullamore Distillery Campus, Ballard & Clonminch, Tullamore	2460250	Conditional approval for construction of a solar PV development with an installed capacity of up to 2.6 MWdc (MEC=0) to provide electrical power to the existing distillery comprising approximately 4,100 no. photovoltaic panels on ground mounted frames etc.	Approx. 9.01 km southwest of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.
Tullamore Retail Park, Cloncollog, Tullamore	2460514	Conditional approval for a new prefabricated substation building within the existing car park to cater for 5no. electric car charging points for 10no. electric car parking spaces, along with all associated ancillary site works	Approx. 6.79 km southwest of the Proposed Development site	No potential for cumulative transport due to distance from the site & anticipated alternative construction route. Not carried forward for assessment.

The approved and proposed schemes identified above assessed as part of the cumulative impact were confirmed to have minimal operational traffic and therefore would not result in any long-term signification impacts on the operation of the local road network.

It is noted, however, that the adjacent Derrygrogan Big, Ballyteige and Derries Solar Farm schemes have/will have conditions attached to their planning approval requiring a detailed CTMP to be prepared and agreed with OCC Roads department prior to construction commencing. It is proposed, therefore, that a similar condition can be attached to the Proposed Development to allow OCC to coordinate construction activities for each scheme.

## 4.2 Temporary Construction Compound

A temporary construction compound will be established for the construction phase. The compound will include the following facilities:

- Temporary site buildings (Port-a-Cabin type) to serve as site offices and welfare accommodation, with facilities for sealed waste storage and removal
- Container units for storage of tools, equipment, components and materials
- Wheel-wash facilities
- A refuelling area for construction vehicles and plant
- Sufficient parking for staff cars, construction vehicles and plant

- Chemical toilets; and,
- Designated skips for construction waste.

On arrival to and departure from the site, workers' vehicles will proceed directly to the hard-standing area at the temporary construction compound. This area will provide sufficient space for parking and vehicle turning. Site opening and closing times will be scheduled outside of morning and evening peak periods to minimise disruption to local traffic. Peak on-site staffing is expected to be up to 50 workers, varying with the construction programme. Staff will be encouraged to car-share, so daily staff vehicle arrivals are forecast at a maximum of 30 during peak periods. No parking will be allowed for construction workers on the public road network in the vicinity of the site. Should the construction compound parking spaces be full, there will be overspill car parking within the five hardstanding areas located across the site.

The construction compounds have been designed to allow safe vehicle manoeuvring and turning; all HGVs will report to the temporary construction compound for unloading. Turning areas are arranged so vehicles can enter and leave in forward gear, preserving safety on the public road.

### 4.3 Proposed Site Access

The proposed site access will be located on Derrygrogan Little Road as shown in the accompanying Site Layout Drawing (**Figure 4**). The access was designed to achieve a visibility splay of 2.4m x 160m, as shown in accompanying Visibility Splay Drawing (**Figure 12**). The proposed access point has been designed following the Geometric Design of Junctions DN-GEO-03060 guidelines. The visibility was designed to the standards of an 80kph road, however, it we note that from the beginning of 2025, the speed limit for all rural roads in County Offaly was reduced to 60kph. To accommodate the site access 14.8 linear meters of hedgerow will need to be removed. A swept path analysis was also undertaken demonstrating that the largest construction vehicles can safely enter and exit the site entrances, confirming the design's suitability, as presented in the accompanying Site Entrances Vehicle Tracking Drawing (**Figure 13**).

Detailed designs for the access point will be completed following the grant of planning permission. The connection between the new access point and the public highway will be constructed in accordance with the Transport Infrastructure Ireland (TII) Specifications for Road Works Series 900.

The Applicant will carry out condition surveys both before and after construction along a 200-meter stretch on either side of the access point. The Applicant will be responsible for repairing any damage to public roads caused directly by the construction traffic of the Proposed Development. It is recommended that this requirement be included as a condition of any planning approval.

### 4.4 Internal Site Tracks

New internal tracks will be built to facilitate construction, operation, maintenance, and decommissioning of the solar panels and related infrastructure. These tracks will be maximum 4 metres wide, with increased width at bends. All new tracks will be unpaved and constructed using local stone. To minimise the depth of track construction, geosynthetic reinforcement or soil stabilisation techniques may be employed. The surface will consist of compacted granular material (crushed rock) with an approximate thickness of up to 0.3 meters, depending on ground conditions. Further details on access track construction are provided in Figure 9 of the drawings pack of this application.



Load-bearing crane hardstanding areas will be required during construction to support cranes lifting transformer stations from delivery vehicles. The transformer stations would be 24 tonnes in weight and is below the threshold to be considered as an abnormal load, additionally the type of crane to be used would narrower than 2.9m in width and shorter than 27.4m in length, and as such would also not require an abnormal load. The site tracks will serve this function, with localised widening as needed. After construction is complete, the access tracks will remain in place to provide:

- Access for maintenance and repair of the Proposed Development
- Access for the landowner; and
- Access for decommissioning activities.

Following decommissioning of the solar farm, all new access tracks will be removed unless the landowner requests otherwise and this is agreed with the council.

### 4.5 Construction Vehicle Route

It is proposed that construction vehicles will access the site from the strategic road network via the M6 to the northwest of the Proposed Development. Construction vehicles will exit the M6 at Junction 5 (Tullamore) onto the N52 and head southwards for approximately 8km before taking a left turn at the Ardan Roundabout towards the L1024. After 300m the route will then take a right hand turn on to the L1024 and follow this road for a further 250m, before turning left onto the L1025. Vehicles will follow the L1025 for approximately 6.5km before taking a right turn onto Derrygrogan Little Road and travel approximately 300m before turning left into the site.

The load bearing capacity of any bridges or structures has not been measured. As the Proposed Development will not require abnormal loads, any bridges on the main transport network (including the Recorded National Monument bridge on the L1025) should be capable of carrying all the transport loads. As there will be no abnormal loads, the consultation point regarding the protection of bridges, culverts and other structures will not apply. All traffic management and safety implications will be considered by suitably qualified and experienced personnel when arranging the transit of the loads and can be agreed through a suitably worded condition following planning approval.

The proposed construction vehicle route is shown in **Figure 4.1** and is included as drawing **Figure 13**.





Figure 4.1 - Proposed Construction Vehicle Route

## 5 Traffic Management Measures

The primary means of controlling construction vehicular traffic will be through an approved Construction Traffic Management Plan (CTMP), which will inter alia present the minor routes that should be avoided during construction activities. This CTMP will form part of the contractor agreements, offering a means of enforcement by the Site Manager. As per standard practice, it is expected that the requirement to provide a CTMP for approval will be a conditioned requirement of any planning consent. Typical measures that may be included within the CTMP are set out below.

### 5.1 Temporary Construction Measures

Within the site itself, construction compound areas will be provided for loading and unloading of vehicles and will provide a turning area to allow vehicles to exit the site in forward gear. All delivery drivers and construction workers will be advised of the construction route prior to making their delivery or commencing work.

It is also proposed that temporary signage will be located in the vicinity of the site access during the construction period to warn drivers of the site entrance, as indicated in [Figure 5.1](#).



**Figure 5.1 – Temporary Signage in Vicinity of Site Access**

There may also be a requirement to identify temporary advance signage, however, if required this will be set out in the final CTMP agreed with OCC. The Applicant will appoint a Site Manager for the project and the details will be provided to OCC once confirmed. The Site Manager for the project will undertake the transport coordination role for the Proposed Development and their main responsibilities will include:

- Managing implementation of the CTMP
- Vehicle scheduling
- Checking for scheduled road works that could disrupt arrivals
- Handling any complaints; and
- Acting as a point of contact for employees, contractors and the public.

The Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The Contractor
- The Applicant

### 5.2 Mitigation Measures

The effects of the Proposed Development are anticipated to be temporary and limited to the construction and decommissioning periods. The following mitigation measures will be implemented:

- Vehicle movements will be limited to 07:00–19:00 Monday to Friday and 08:00–16:00 on Saturdays, unless otherwise agreed in writing with Offaly County Council. Deliveries will be scheduled to avoid morning and evening peak periods to prevent HGVs arriving during the morning peak and conflicting with local commuter or school traffic. Construction staff will be encouraged to car-share or travel to site by minibus
- A single point of contact will be appointed to manage the delivery booking system during construction. This person will also be responsible for ensuring that all haulage contractors strictly follow the designated haul route
- The Applicant will carry out a condition survey of the public road 200m either side of the site entrance both before and after construction. The Applicant will be responsible for repairing any damage to the public road network (within the condition survey area) that can be attributed to the construction works. It is recommended that this be secured by a condition in any planning permission
- During construction, clear warning signs in accordance with Chapter 8 of the Traffic Signs Manual will be positioned on the local access road on both approaches to the site access point. The site entrance will be signed appropriately. Access will be controlled by onsite personnel; all visitors must sign in and out and will receive a site induction. Suitable Personal Protective Equipment (PPE) must be worn by all site personnel and visitors
- To prevent and reduce mud, dust and other airborne emissions on the access route during construction, the following measures will be applied:
  - Site roads will be damped down to minimise dust
  - Wherever practicable, dust-generating activities will be avoided or reduced during windy conditions
  - Wheel-wash facilities will be provided within the construction compound and used as required to prevent transfer of dirt and stones onto the public highway. Drivers must ensure vehicles are free from dirt, stones and dust before leaving the site
  - Wheel-wash provision will comprise a water bowser with a pressure washer; the bowser will contain water only (no additives). Runoff from wheel-wash operations will be directed to the drainage located at the lower boundary of the construction compound.
  - Soil stockpiles left for extended periods will be covered
  - Drivers will adopt driving practices that reduce dust generation, including an internal site speed limit of 20 km/h; and,
- On completion of construction, all temporary buildings, plant and equipment will be removed and hardstanding areas excavated. The site will be reinstated using the retained topsoil, regraded to reinstate a natural profile.

## 6 Summary and Conclusion

Tetra Tech RPS was commissioned by RES on behalf of Ballyteige Solar Limited ('the Applicant') to prepare a **Transport Statement (TS)** including an outline Construction Traffic Management Plan as part of a planning application submission for the construction of the following development:

*"The development will consist of planning permission for a period of 10 years to construct and complete a Solar PV development with a total site area of 28.10 hectares, to include solar PV ground mounted support structures, string inverters, transformer stations, electrical cabling and ducting, internal access tracks and hardstanding areas, perimeter fencing and access gate, CCTV, a temporary construction compound and other ancillary infrastructure including drainage, additional landscaping and habitat enhancement as required and associated site development works relating to the access of the site. The solar farm will be operational for 40 years in the townlands of Derrygrogan Little and Derrygrogan Big, Tullamore, Co. Offaly. A Natura Impact Statement (NIS) has been submitted with this application"*

This Transport Statement was prepared in accordance with the Traffic and Transport Assessment Guidelines (2014) document published by Transport Infrastructure Ireland and has also taken account of other relevant national, regional and local policies. A Transport Statement is a slimmed down version of a full Traffic and Transport Assessment when the traffic impacts are not considered to be significant on the surrounding highway network but still need to be considered. In this instance the Proposed Development would be below the threshold for a full Traffic & Transport Assessment as outlined in the TII guidelines and as such a Transport Statement incorporating an outline Construction Traffic Management Plan is provided.

The assessment has considered the traffic generation associated with the 8-month construction phase and concluded that the construction phase will not have a significant impact upon the surrounding highway network. The decommissioning phase will have a less onerous programme and impact than the construction phase.

The assessment has considered the traffic generation associated with the operational phase of the development and concluded that the operational phase will have an insignificant impact upon the surrounding highway, the operational phase is anticipated to generate 5-10 vehicle trips per year for general maintenance.

The assessment has considered the likely impacts which the construction traffic will have on the surrounding road network and has provided a range of measures to mitigate the identified impacts.

Therefore, based on the information presented, this proposal should be recommended for planning approval.

