MWP

TRAFFIC MANAGEMENT PLAN

Ballinla Wind Farm

Ballinla Wind Farm Ltd.

July 2025

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1. Introduction

This Traffic Management Plan (TMP) outlines the procedures to be implemented during the construction, operation, maintenance and decommissioning of the proposed Ballinla Wind Farm (the Proposed Development) in Co. Offaly. The Proposed Development for which consent is being sought comprises the construction of seven wind turbines, an onsite 110 kilovolt (kV) substation and all ancillary works in County Offaly (the Proposed Wind Farm), in addition to works along the turbine delivery route (TDR) (the Proposed TDR). .

The Proposed Wind Farm is located in a rural area of east Co. Offaly. The site is approximately 4kmkm west of the Edenderry town boundary and 24km east of Tullamore.

The Proposed Development locations are shown in **Figure 1-1**. The Proposed TDR, and associated traffic management, are detailed in **Appendix 2-2** Turbine Delivery Route Assessment Report of the EIAR. The Proposed Grid Connection will be subject to a separate future planning application. It is assessed in this EIAR as it forms part of the overall project.

The local road network associated with the Proposed Wind Farm is illustrated in **Figure 1-2** The Proposed Wind Farm site is located north and south of the L5010 Local Road, and the proposed substation site is located north of the L5010. The proposed grid connection route extends along the L5010, L5006 Local Road and the R401 Regional Road.

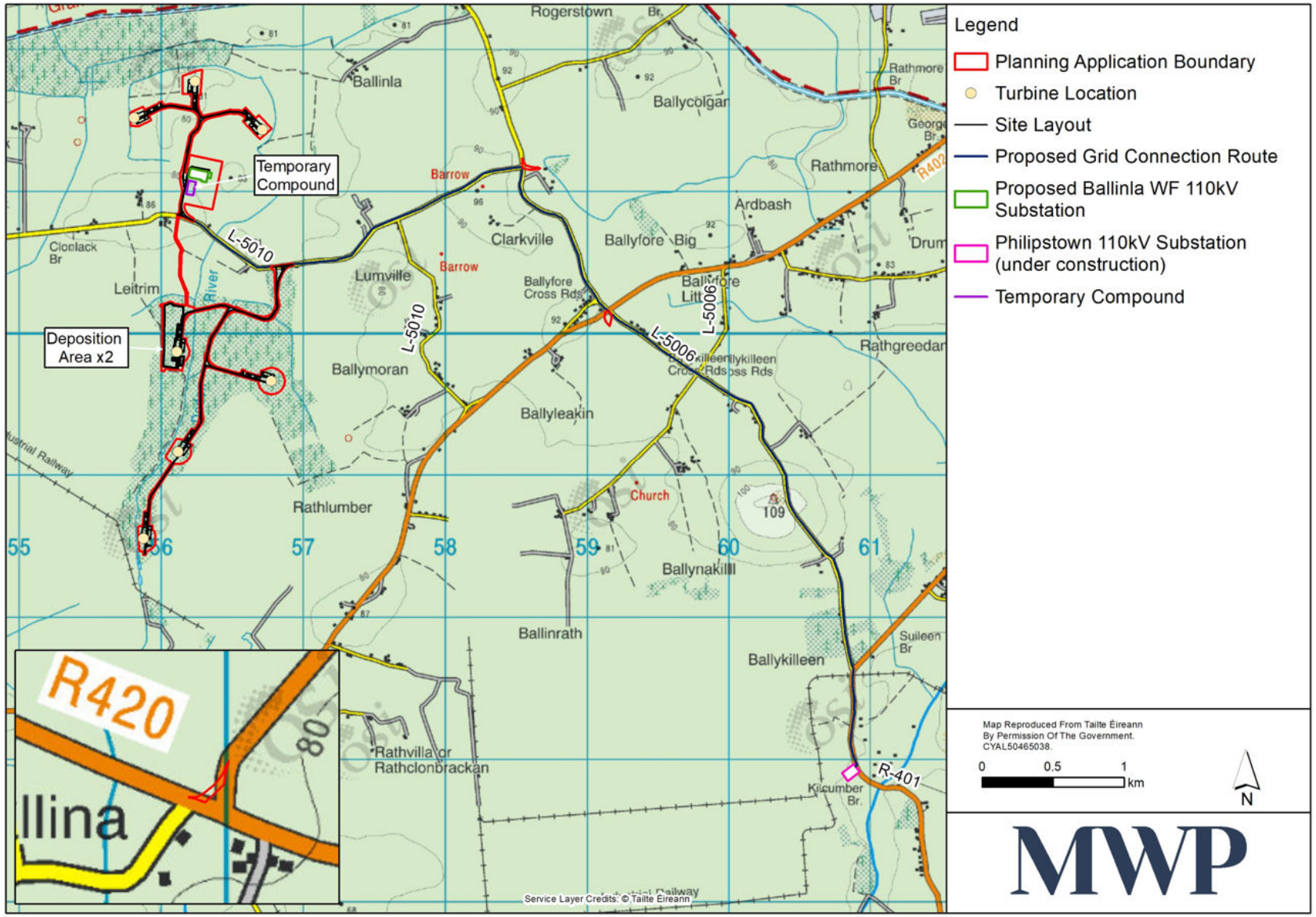

Figure 1-1: Location of Proposed Development

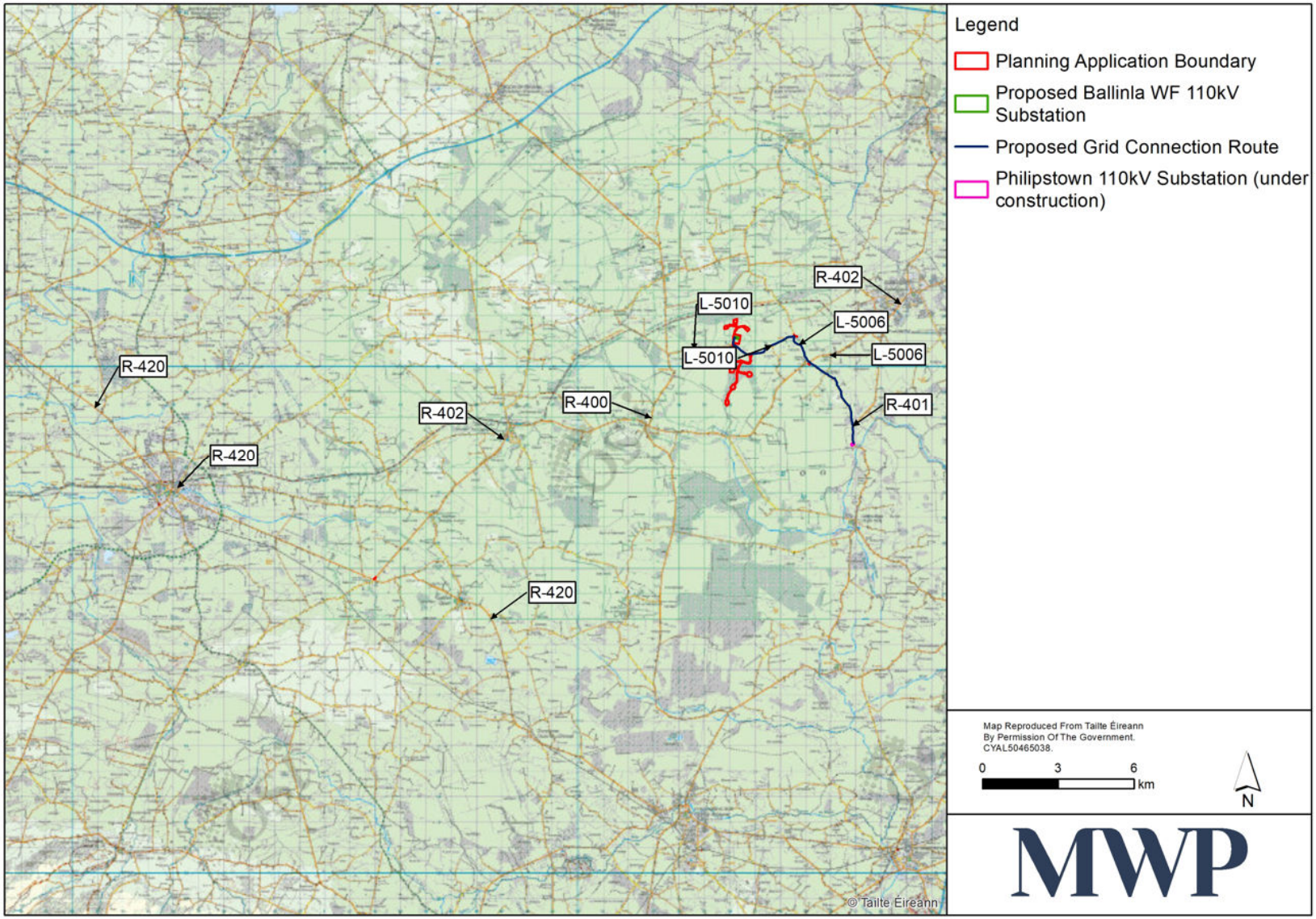

Figure 1-2: Proposed Development Road Network Map

The aim of the TMP is to ensure a safe working environment for construction personnel while maintaining the efficient flow of traffic and access for all road users throughout the Proposed Development and associated works. The procedures to be implemented by the contractor will include the provision of facilities for the safe passage of pedestrian and vehicular traffic, along with measures to separate them from construction work.

The contractor will ensure traffic management controls are in accordance with the *Department of Transport (DoT) Guidance for the Control and Management of Traffic at Road Works* and *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks.*

This TMP is for planning purposes only and is a 'live document' that will be updated at construction stage by the appointed contractor. In addition, the appointed contractor will further discuss, adapt, and improve the project traffic management regime in consultation with the roads department of Offaly County Council (OCC) through the road opening and road closure licence processes, if required.

In the event An Coimisiún Pleanála decides to grant permission for the Proposed Development, the final TMP will address the requirements of any relevant planning conditions, including any additional mitigation measures which are conditioned by the planning authority. Prior to works commencing, the final TMP for construction traffic using the public road will be produced by the appointed contractor and agreed with the Council. Key to the implementation of the final TMP is the dedication of an onsite construction manager nominated by the contractor. All site personnel are required to ensure compliance with the requirements of the site's TMP.

2. Project Parameters

2.1 Project Staging

A detailed description of the proposed development construction is provided in Chapter 2 Description of the Proposed Development of the EIAR. Subject to planning permission, it is envisaged that work would commence at the proposed development site by 2027, with a construction duration of approximately 18 to 24 months. The Proposed Development is scheduled to be fully complete and operational during 2029.

The start date is dependent on planning being granted, receipt of a grid connection offer from EirGrid, funding and all permits being in place. A typical programme of work is outlined in Table 2-1 below. A number of these phases will however run concurrently as outlined as follows:

- As the internal site access tracks are constructed up to each turbine, hardstanding areas for the crane, turbine foundations and building foundations will be prepared.
- Once the tracks are completed, the trenching and laying of underground cables will begin.
- Construction of the site sub-station and control houses will commence so that they will be ready to export power as turbines are commissioned.

Table 2-1: Preliminary Construction Programme

Phase	Activity	Duration
Phase 1	Clearfelling (to be complete ahead of construction site mobilisation)	2 months (prior to construction)
Phase 2	Prepare site, pre-construction activities, site entrances, temporary construction compound	1 month

Phase	Activity	Duration
Phase 3	Access track construction + Drainage plan implementation	3 months
Phase 4	Hard standing construction for turbines	2 months
Phase 5	Turbine Foundation construction	4 months
Phase 6	Trenching and ducting (underground electrical collection system)	2 months
Phase 7	Substation construction	4 months
Phase 8	Turbine delivery	3 months
Phase 9	Turbine erection	4 months
Phase 10	Wind Farm Commissioning	4 months (approx.)

The expected construction period for the Proposed Grid Connection works along the public road network is approximately four months. Although these works are subject to a separate planning application, they are intended to proceed at the same time as the proposed substation works. A single construction crew would carry out the grid connection in a linear sequence, starting at the proposed substation and continuing to the permitted Philipstown Substation.

2.2 Construction Works

A full description of the Proposed Development, development lands and all associated project elements is provided in Chapter 2 Description of Proposed Development of the EIAR.

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2.2.1 Proposed Development

The Proposed Development within this TMP consists of the following elements:

- Seven Wind Turbine Generators (WTGs) (blade tip height 185m, refer to Table 2-1 for dimensions of each turbine).
- Seven WTG foundations and hardstand areas.
- One electrical substation (110kV) including independent power producer (IPP) substation and wind farm operations compound with associated ancillary buildings, security fencing and all associated works.
- One LiDAR station based on the ground.
- Two new site entrances from the L5010.
- New and upgraded internal site access tracks.
- All associated underground electrical and communications cabling connecting the proposed turbines to the proposed onsite substation.
- The TDR including temporary works on sections of the public road network and private lands along the turbine delivery route on the L-5006 and the junction of the R-402 and R-420.
- One temporary construction site compound and additional mobile welfare unit.
- One spoil deposition area.

- Landscaping.
- Associated surface water management systems.

The project considered in this TMP includes for a Proposed Grid Connection (subject to a separate planning application), connecting the onsite substation to the national electricity grid via the Philipstown 110kV Substation located in the townland of Ballykilleen, Co. Offaly. The cabling will be located within the public road corridor or existing tracks for its entire length. The total length of the Proposed Grid Connection Route is approximately 8km and is located within Co. Offaly.

2.2.2 Temporary Construction Compound

A temporary construction compound will be provided at the proposed substation site, and will include materials' storage/laydown areas, parking and staff facilities.

Temporary construction materials' storage for the Proposed Grid Connection Route along the public road network may be provided at existing site locations convenient to the works' locations, as the route works progress, which would be subject to the pre-approval of the planning authority prior to the works.

2.2.3 Access

Two site entrances are proposed to provide access to the northern and southern sections of the site from the L5010.

Access for the Proposed Grid Connection construction works along public roads would be via the associated existing roads.

2.2.4 Hours and Duration

The proposed construction hours are 7.00 a.m. to 7.00 p.m., Monday to Friday and 7.00 a.m. to 4.00 p.m. on Saturdays. On occasion, the working day may extend outside normal working hours when critical elements of the works need to be advanced.

2.2.5 Staff

The expected peak staff would be up to 60 construction personnel, which would generate approximately 40 car and van trips, both to and from the site each working day, on the basis of an average vehicle occupancy rate of 1.5 personnel per vehicle.

Canteen facilities for personnel would be provided onsite. Site personnel would travel to site prior to 8.00 a.m. and depart from site from 6.00 p.m., on weekdays, outside the peak traffic hours.

It is envisaged that the construction crew for the Proposed Grid Connection works would include up to 10 construction personnel, which are included in the foregoing expected peak construction staff.

2.2.6 Delivery Vehicle Volumes

All construction material excavated for the Proposed Development and associated works would be retained onsite.

Over the 18-month construction period, it's expected that up to 10,973 truckloads of construction materials will be delivered to the site, while around 623 loads, mainly from the Proposed Grid Connection works along the

public road, will be removed. All construction materials would be transported using standard heavy vehicle delivery trucks with capacities of $10m^3$ and 20 tonnes, and $8m^3$ for concrete trucks. The peak daily and hourly imported loads would occur during periods of the substation access road/track works, turbine hardstand works, substation formation works and concrete works. The proposed construction works heavy vehicle loads are provided in Table 2-2.

Table 2-2: Proposed Construction Works Heavy Vehicle Loads

Total Construction (18 months)	Typical Daily	Peak Daily	Highest Hour
11,596	30	180	18

The Turbine Delivery Route (TDR) report (Appendix 2-2 Turbine Delivery Route Assessment Report of the EIAR) has confirmed that access to the site is feasible for abnormal loads. Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. The wind turbine abnormal loads would be delivered in consultation with OCC, other County Councils and TII motorway operators located along the Proposed TDR and An Garda Síochána, during off-peak traffic periods. A total of 90 delivery vehicles would be required for the seven turbines in delivery convoys during the night. This could result in temporary delays for other local traffic during the off-peak traffic delivery periods.

2.2.7 Delivery Vehicle Routes

The potential material sources for the Proposed Development construction are detailed in Chapter 2 Description of the Proposed Development of the EIAR,

It is envisaged that the delivery of construction materials would be via the R400/R402 and/or the R5006/R402. Figure 2-1 shows the haul routes for the Proposed Development.

No construction delivery vehicles would access the site via the northern section of the L5006 and its Trimblestown Bridge on the Grand Canal.

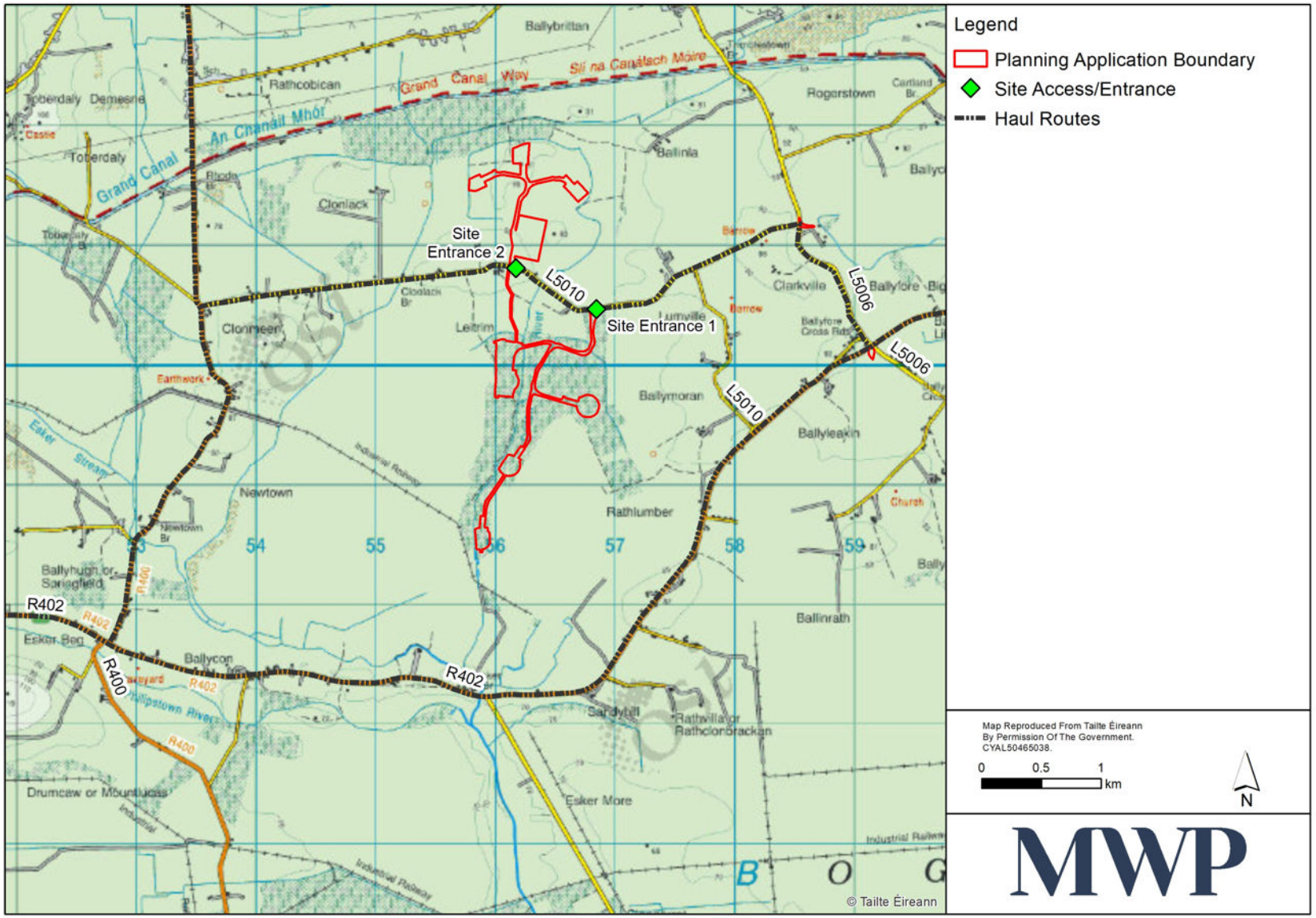

Figure 2-1: Proposed Development Haul Routes

2.3 Duties and Responsibilities

The following parties will have an input into traffic management and will be kept informed by the contractor of developments in relation to traffic management:

- Contractor.
- Project Supervisor Construction Stage (PSCS).
- Project Supervisor Design Process (PSDP).
- An Garda Síochána.
- Road Engineers for Local Authorities.
- Emergency Services.

2.3.1 Contractor

The contractor shall consult with An Garda Síochána, the emergency services and all relevant parties listed above during the preparation of traffic management proposals. The contractor as part of their role as PSCS will co-ordinate the implementation of the developed traffic management. Where any issues arise with the TMP, they shall consult with the relevant parties to revise the TMP to each parties satisfaction.

2.3.2 An Garda Síochána

An Garda Síochána shall have final authority with regard to day-to-day traffic control. The contractor will comply with all directions, instructions and requirements of An Garda Síochána.

2.3.3 Road Engineers for Local Authorities

Road Engineers for OCC are primarily engaged in the maintenance and management of the road network and its services in the area of the cable route. In respect of all works on, under, and above the road network, they are empowered as officers of the Roads Authority to issue directions to undertakers of all works in relation to timing, the manner in which works are carried out, reinstatement and satisfactory completion (this empowerment is exerted through the Road opening and closure licences processes). The contractor will ensure to work with the Roads Department of the Local Authority at all times.

2.3.4 Emergency Services

In relation to accidents occurring on, or caused by, the works, the contractor will provide all necessary assistance to deal with any emergency to An Garda Síochána, Ambulance Services and Fire Brigade services. The contractor will consult with the emergency services regarding the traffic proposals for work in public areas/on public roads.

In the event that emergency services need to travel past the works area where a lane closure is active, the existing traffic management system, be it stop/go or traffic lights, may need to be cancelled and priority given to the emergency vehicle. If the emergency is located along the works area, the contractor will allow the emergency services to pass the works area by removing machinery from the road in an orderly fashion and allowing the emergency services pass under the supervision of the team leader. If required, steel road plates will be available at the works area to span the trench in the event of an emergency.

2.3.5 Local Residents

The following measures will be used to communicate the necessary information to the households along the local haul route roads and along the grid connection public roads:

- Information signs will be erected in advance of the construction/traffic management works.
- An information flyer drop will be carried out to advise households along the local road leading to the site in relation to the programme of construction works.
- Contact details for a Liaison Officer will be provided so that any concerns can be easily communicated to the Developer.

Complaints will be entered into the site complaints log and the relevant site environmental officer will arrange to meet with those affected. The situation will be acted upon immediately and reviewed by the Project Manager.

2.4 Procedures

2.4.1 Traffic Control Tools

The contractor will use a range of traffic control tools including temporary traffic lights, stop/go boards, two-way radios, safety barriers, cones, signage etc. Each crew on site will have personnel on site trained in Signing, Lighting and Guarding/Health and Safety at Road Works. Communication/Instruction of the TMP will be from the Project Manager and communicated to site personnel with the relevant training.

2.4.2 Lane Width Restrictions

Where lane width restrictions are necessary due to the construction of the cable route, the contractor will advise the relevant Road Authority of the following details:

- Reasons for lane width restrictions.
- Details of restricted width of traffic lane.
- Details of associated signage and warnings to motorists and pedestrians, including road markings.
- Details of proposed system of public communications and public liaison.
- Temporary footways.

2.4.3 Public Notices

Public notices in respect of road traffic management tools are the responsibility of the Roads Authority who will undertake to publish such notices.

2.4.4 Communications

The employer is committed to providing a high level of communication to the general public and business community regarding the extent and duration of the project. The contractor will co-operate with the employer in this regard.

The employer/contractor will advise to the public of the following:

- Commencement and duration periods for the works.
- Current and proposed lane closures or other traffic management tools.

- Alternative routes.
- Provision for access/egress.

In the event of potential conflicts arising from construction activities, such conflicts shall be resolved, if possible, in consultation with the Roads Authority, the contractor and where necessary An Garda Síochána.

2.5 Traffic Management and Control Procedures

2.5.1 General

- Excavation, backfilling and reinstatement of trenches in roads will be completed within the shortest possible time frame.

2.5.2 Access for Residents

- The contractor shall make provision for safe access at all times to private residences in proximity to the construction works.
- Steel plates or stone will be made available to allow access to residential properties where necessary. This will be done in co-operation/communication with local residents in the area.
- The contractor will inform local residents of the programme of works in their area and local access will be maintained where possible.

2.5.3 Access to Commercial/Business/School Properties

- The contractor shall make provision for safe access to commercial, business and school premises for all users, including staff, customers, the general public and for deliveries.

2.5.4 Pedestrian Safety

- The contractor shall ensure that throughout the course of the works its operations do not put pedestrians at any risk.
- Where the construction work necessitates the restriction or partial closure of a pedestrian walkway where they may exist, the contractor shall provide adequate safety barriers, signposts, lighting and temporary surfacing (if applicable) to ensure safe passage for pedestrians.
- Where the construction work necessitates the closure of a pedestrian walkway, the contractor shall provide a safe and reasonable alternative. The contractor shall provide adequate safety barriers, signposts, and lighting (if applicable) to direct pedestrians and ensure their safe passage.
- With respect to pedestrians, the contractor shall refer to and observe the requirements of the latest version of the *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks*.

2.5.5 Signage

- All sign faces are to be retro-reflective material to Class Ref 2 of EN 12899. The colours, chromaticity and luminance factors shall be as specified in Specification TS4.

- Signage shall be inspected at least twice daily by the contractor so as to ensure that it is in place, secure and appropriately fitted with warning lights as required.

2.5.6 Cleanliness of Roads

- The contractor will provide sufficient resources on site, including road sweeping equipment, water bowsers and wheel wash systems to ensure the cleanliness of the road network.

2.5.7 Operator Training

- The contractor will provide training to operatives in the traffic control systems being used on site. The importance of transport management, the safety of motorists, pedestrians and site staff shall be emphasised to all construction staff.
- There must be at least one competent person with the valid and relevant Construction Skills Registration (CSR) or Construction Skills Certification Scheme (CSCS) Card on site at all times when work is being carried out on roads.

2.5.8 Emergency Crew

- The contractor's emergency contact telephone number shall be displayed at the contractor's site office and shall be notified to the Local Authority Roads Engineer, Utility companies and the Emergency Services Providers. This telephone will be manned by the contractor's Project Manager or by an authorised deputy capable of making decisions in an emergency situation.
- The contractor shall set up an emergency crew, led by an experienced foreman or an engineer, for dealing with emergencies arising as a result of the works on roads outside of normal working hours. The emergency crew shall be available to respond to an event seven days a week.
- The contractor will issue the emergency crew with contact details for the emergency services and the utility companies, in the event that they are required.

2.6 Traffic Management Plan

2.6.1 Materials Haulage Routes

The potential material sources for the proposed development construction are detailed in Chapter 2 Description of the Proposed Development of the EIAR,

It is envisaged that the delivery of construction materials would be typically circa 50% via the R400/R402, and circa 50% via the R5006/R402, but could be up to 100% via either direction during specific periods of construction. The haul routes on the local road network at the Proposed Development are outlined in Figure 2-1.

The routing for the delivery of wind turbine components is detailed in Appendix 2-2 Turbine Delivery Route Assessment Report, and would be via the R5006/R402, R420, N52 and M6.

No construction delivery vehicles would access the site via the northern section of the L5006 and its Trimblestown Bridge on the Grand Canal.

Concrete and aggregate materials will be sourced from authorised facilities. There are a number of quarries operating in vicinity of the proposed development including:

- Kilrathmurray Pit, Kilsaran Build, Kilrathmurray, Enfield, Co. Kildare (GSI Quarry Number: KE005).

- Clonard Quarry, Kilsaran Build, Enfield, Co. Kildare (GSI Quarry Number: KE001).
- Allen Quarry operated by Roadstone Limited, Kilmeague, Naas, Co. Kildare (GSI Quarry Number: KE006).
- Clongall Pit, George Dunne, Clongall, Castlejordan, Co. Meath (GSI Quarry Number: MH010).
- Derrtarkin Pit, Conor Kilmurray, Derryarkin, Rhode, Co. Offaly (GSI Quarry Number: OY010).
- Drumman, Roadstone Limited, Rochfortbridge, Co. Westmeath (GSI Quarry Number: WH005).
- Derrygreenagh Quarry, Roadstone Limited, Derrygreenagh, Co. Offaly (GSI Quarry Number: OY012).

Likely suppliers located in the northwest, southeast and northeast of the Proposed Development are provided in Table 2-3.

Table 2-3: Local Quarry Suppliers

Quarry Facility	Location	Materials	Distance
Kilmurray Sand and Gravel	Derryarkin, Co. Offaly.	Rock	13 kms
Roadstone Alenwood	Allen, Killeagh, Naas, Co. Kildare	Rock/Concrete	29 kms
Kilsaran Clonard	Kilrathmurry, Clonard, Co. Meath, A83 DW28	Rock/Concrete	20 kms

The use of local quarries, where possible, will reduce impacts on traffic and the environment. OCC will be notified of the selected quarry/quarries and the proposed materials' haulage route(s), which will be agreed with the local authority prior to the commencement of development.

2.6.2 Abnormal Load Deliveries

Abnormal loads will consist of the delivery of the wind turbine components and oversize loads for the 110kV substation. Due to their abnormal size, wind turbine components will be delivered at night to avoid disruption to daytime traffic.

Advance notice of abnormal load deliveries will be circulated to potentially impacted properties along the delivery route to ensure residents are informed and can plan accordingly. In line with the turbine manufacturer's requirements, the haulage contractor will be responsible for obtaining all necessary permits from the relevant road and bridge authorities along the route.

In urban areas, temporary parking restrictions may be required to ensure a clear path for deliveries. These will be arranged in advance with the appropriate local authority and must be enforced locally. Due to the size of the delivery vehicles, escort vehicles will accompany all abnormal loads to manage oncoming and conflicting traffic. Permits will be obtained from an Garda Siochana and the Local Authority Permit.

2.6.3 L5010 Vehicle Passing Bays

In consultation with OCC's Roads Department, vehicle passing bays will be provided along the L5010, prior to the commencement of construction, to facilitate two-way vehicle traffic movements.

2.6.4 Grid Connection Public Roads

The Proposed Grid Connection has been considered within this Traffic Management Plan (TMP) as it forms part of the overall project; however, it is noted that it will be subject to a separate planning application.

It is envisaged that a system of single lane closures will be implemented along the Proposed Grid Connection Cable Route in the public roadway. This is to ensure the cable route can be constructed safely to protect construction workers and members of the public.

The type of closure required for construction works is subject to change. Prior to works commencing, a final TMP for construction traffic using the public road will be produced by the appointed contractor and agreed with OCC. The contractor will apply to OCC for a Road Opening Licence (ROL), prior to works commencing and follow the relevant procedures set out in the latest version of the *Department of Transport (DoT) Guidance for the Control and Management of Traffic at Road Works* and *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks.* Any specific conditions set out in the grant of the Road Opening License (ROL) will be complied with.

2.6.5 Single Lane Closures

Single lane closures will be implemented as the construction of the cable trench progresses along the cable route. It is envisaged that approximately 75m will be constructed each day and, therefore, single lane closures will move with the works. The single lane closure will be controlled by way of either a stop-go system, or by temporary traffic lights. The contractor will ensure that procedures and works for single lane closures are in accordance with the *Department of Transport (DoT) Guidance for the Control and Management of Traffic at Road Works.* Temporary traffic management and roadwork signs will be in accordance with and *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks.*

It is envisaged that the local roads will have single lane closures during the construction of the cable route.

2.6.6 Junction Crossings

The Proposed Grid Connection crosses road junctions and accesses at junctions, for a potential construction works' duration of one to two days at junctions. Temporary construction traffic management arrangements in accordance with the *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks* will be provided.

Where the cable route is planned to cross the local public roads or private accesses/roads, the contractor will decide on the best method for controlling traffic.

Steel plates or stone will be made available to allow access to accesses and junctions. This will be done in co-operation/communication with local residents in the area.

A road safety and courtesy protocol will be implemented for the duration of construction. All companies delivering to site will have to sign up to this protocol as part of their supply contract. The protocol will consist of restricted delivery hours, speed limits along roads and site. Fundamental to the protocol is courtesy for other road users. In this, vehicles will always give way to oncoming residential traffic and will always slow down or stop as appropriate for pedestrians and cyclists.

2.6.7 Road Closures

Road closures and traffic diversions are not proposed and would only be necessary where single lane closure are not permitted by the planning authority (An Coimisiún Pleanála) or approved by OCC. A road closure will be controlled by way of diversions, but local access will be accommodated on the route where possible with all residents on the route informed of the programme for a road closure. The appointed contractor will ensure that procedures and works for closures are in accordance with the *Department of Transport (DoT) Guidance for the Control and Management of Traffic at Road Works.* Temporary traffic management and roadwork signs will be in

accordance with the *Department of Transport (DoT) Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Signs for Roadworks.*

2.6.8 Joint Bays

It may be necessary that joint bays on the cable route are required to be left open overnight for pulling cables through the ducts and jointing the cables together. Joint bays will be individually assessed to determine what type of traffic management system will be required at each location. Safety barriers or fencing will be erected around each open joint bay with either a priority yield or temporary traffic light system utilised to safely navigate vehicles around.

The contractor will ensure traffic management controls are in accordance with Chapter 8 of the *Traffic Signs Manual 2019* and the *Department of Transport (DoT) Guidance for the Control and Management of Traffic at Road Works.*

2.6.9 Working Hours

Works along public roads will be carried out from 7.00 a.m. to 7.00 p.m., Monday to Friday and 7.00 a.m. to 4.00 p.m. on Saturdays. On occasion, the working day may extend outside normal working hours when critical elements of the works need to be advanced. No work will take place on Sundays or bank holidays unless pre approved by the Local Authority.

Working hours will be confirmed at the outset of the project and any changes in hours will be agreed with the Local Authority.

2.6.10 Personnel Vehicles

For the Proposed Grid Connection, site operatives who's vehicles are not required for the construction works will park their vehicles at the contractor's main site temporary compound which will be located within the Proposed Wind Farm.

2.6.11 Control Measures for Heavy Goods Vehicles

The mitigation measures outlined below will be implemented so as to minimise the impacts of construction phase traffic associated with the project.

- Ensure a strict protocol for Heavy Goods Vehicle (HGV) drivers to follow designated haulage routes.
- Advance warning should be given to the local residents and road users for specific times when peak volumes of HGV traffic may occur.
- A maximum speed limit would be imposed for HGVs on the local road network during the construction phase.
- A well planned and executed delivery programme avoiding peak traffic on typical days will be ensured (i.e. local school start and finish times).
- A road sweeping vehicle will be provided, as required, to remove any mud that is deposited on the road network.
- Enforcement of existing regulatory markings and signage would be implemented.

2.6.12 Road Pavements Monitoring

To ensure the integrity of the local road network during the construction phase, a road pavement monitoring programme will be implemented. This will involve pre-construction road and bridge condition surveys on the haul routes on the L5010 and L5006, including photographic and structural assessments, to establish a baseline. Monitoring will continue throughout the construction period, with periodic inspections to identify any deterioration attributable to construction traffic, particularly from HVs. Post-construction surveys will also be carried out, and any damage directly linked to project activities will be repaired in consultation with OCC.

2.6.13 Operational Stage

A detailed description of the proposed operational phase is provided in **Chapter 2 Description of the Proposed Development of the EIAR.**

The Proposed Development will typically have two operational staff and will generate negligible operational traffic volumes. Occasional traffic will be generated by routine inspection and maintenance.

2.6.14 Decommissioning

A detailed description of the proposed decommissioning and restoration phase is provided in **Chapter 2 Description of the Proposed Development of the EIAR**.

Traffic management would be similar to the construction phase mobilisation and turbine abnormal loads delivery phase should decommissioning occur. The onsite substation and Proposed Grid Connection will remain a permanent part of the national grid and therefore decommissioning is not foreseen. In the event of decommissioning, it will involve removing above ground structures and equipment while leaving underground infrastructure in place..

2.7 Transport Management System

The Transport Management System (TMS) for the Proposed Development will serve as a comprehensive framework to coordinate and control all transport-related activities throughout the lifecycle of the project. This system is designed to ensure the safe, efficient, and environmentally responsible movement of personnel, materials, and equipment to and from the site, while minimising disruption to the local community and road network.

The TMS will include a centralised scheduling system to manage deliveries, particularly during peak construction phases. All deliveries, including abnormal loads such as turbine components, will be pre-scheduled and coordinated with local authorities, including An Garda Síochána and OCC. Escort vehicles will accompany abnormal loads and temporary traffic control measures.

A Just-in-Time (JIT) delivery approach will be adopted to reduce on-site congestion and limit the environmental footprint of transport activities. Materials and turbine components will be delivered only when required, minimising the need for storage and reducing the number of vehicles on local roads. This strategy will be supported by dynamic scheduling tools and close coordination with suppliers to ensure timely and efficient deliveries aligned with construction progress.

To support the safe movement of vehicles, the TMS will incorporate real-time communication protocols between site personnel, delivery drivers, and traffic marshals. This will be supported by the use of GPS tracking for key deliveries and a site-based logistics coordinator responsible for overseeing daily transport operations.

The system will enforce strict adherence to designated haul routes, speed limits, and delivery time windows to avoid sensitive periods.

Monitoring compliance with the TMS will be a continuous process throughout the project. Daily logs of vehicle movements will be maintained, and periodic audits will be conducted to verify adherence to designated routes, speed limits, and delivery schedules. A complaints register will be maintained to track and respond to concerns raised by local residents.

The TMS will be a live system, updated regularly to reflect changes in construction sequencing, weather conditions, or stakeholder feedback. It will be integrated with the site's broader Health and Safety Management Plan and will be reviewed periodically by the Project Supervisor Construction Stage (PSCS) and the appointed contractor.