

TOBIN

Ballincor Wind Farm

Volume 3

Appendix 2-2

Traffic Management Plan

BUILT ON KNOWLEDGE

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Project Reference	11333

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1. INTRODUCTION

This Traffic Management Plan (TMP) has been prepared for the proposed Ballincor Wind Farm project to outline the measures that will be implemented to manage construction traffic. The purpose of this TMP is to ensure that all traffic associated with the project is managed safely and efficiently, minimising disruption to local roads and communities. It has been prepared to inform the Roads Departments of Offaly and Tipperary County Councils, and to demonstrate compliance with relevant national standards, guidelines, and best practice in construction traffic management. This plan details the anticipated traffic routes, proposed control measures, responsibilities, and monitoring arrangements throughout the construction phase of the project.

The TMP is a “live document” that describes the management of the existing road network in the proposed project. Therefore, any changes which may be required as a result of a condition to a grant of planning and in the detailed construction programme can be incorporated. The TMP will be subject to ongoing review (throughout the construction phase of the proposed project), through regular auditing and proposed wind farm site inspections. This will ensure that the performance of construction activities, including the implementation of mitigation measures, is subject to continuous improvement and ensure that objectives are met.

The commitments included within the Environmental Impact Assessment Report (EIAR) are the minimum commitments that will be implemented, and others may be developed during the Construction Phase in consultation with the various stakeholders, including both Offaly and Tipperary County Councils .

1.1 OBJECTIVES

This Traffic Management Plan (TMP) has been prepared prior to the appointment of a Contractor, material suppliers and final Construction Phase programme. It will be updated following grant of planning permission and prior to commencement of any construction works.

The primary objectives of this TMP are as follows:

- Outline minimum road safety measures to be undertaken at the proposed wind farm site access/egress locations during the Construction Phase, including approaches to such access/egress locations, and
- Set out the contractual commitments that the Applicant, contractor, and suppliers will adhere to the relevant guidance documentation for such works.

The TMP will address the following issues which are explained in detail in this Plan:

- Consent, Licenses, Notifications and Permissions,
- General Provisions,
- Proposed wind farm site Access and Egress,
- Routing of Construction Traffic,
- Site-Specific Temporary Traffic Measure,
- Enforcement of Traffic Management Plan, and
- Emergency Procedures During the Construction.

1.2 IMPLEMENTATION AND MONITORING

The principal Contractor will agree and implement measures to monitor the effectiveness of the TMP, in conjunction with both the Offaly and Tipperary County. On finalisation of the TMP, the Contractor will adopt the plan and associated monitoring measures.

In order to ensure that environmental awareness and compliance is communicated effectively at the start and throughout the construction works, this TMP will be communicated to all proposed wind farm site personnel, including management staff, operatives, and sub-contractors. The key elements of this TMP will form part of the proposed wind farm site induction which will be mandatory for all employees, contractors and visitors attending the proposed wind farm site.

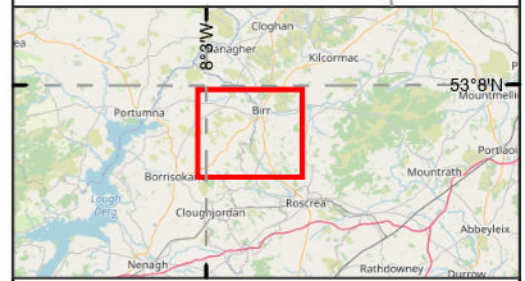
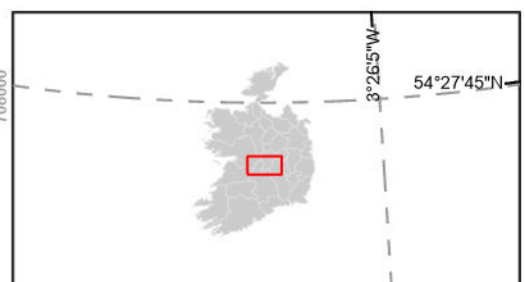
2. PROJECT OVERVIEW

2.1 SITE LOCATION

The proposed Ballincor Wind Farm site is situated within the townlands of Currallanty, Ballincor, and Cloonaheen in County Offaly, and Clonfree, Cronekill, and Carrig in County Tipperary. The site covers approximately 355 hectares, consisting of multiple land parcels extending roughly 4.5 km in a northwest–southeast orientation and up to 1 km wide at its widest point in a southeast–northwest direction. The land is primarily used for agriculture, with areas of commercial forestry and cutover peatland. The site lies to the west of the Little Brosna River, between the L1071 local road (County Tipperary) and the R492 regional road (County Offaly). The proposed site location is shown in Figure 2-1.

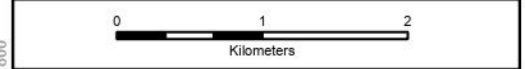
The proposed grid connection Route (GCR) is approximately 12.23 km in length and will travel in a northerly direction from the proposed project substation to the existing Dallow 110 kV substation, with most of the GCR situated in the public road network. The first 8.57 km of the GCR will be in County Tipperary, with the final 3.66 km of the GCR located in County Offaly.

The proposed GCR will impact primarily on the local road network to the north of the proposed wind farm. The proposed GCR is located in the : L1071, N52, R489, L5045, L1077, R429 and L70152.



Legend

- Wind Farm Site Boundary
- Proposed Grid Connection Route



Spatial Reference
 Datum: IRENET95
 EPSG: 2157

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Rev	Date	Description	By	Chkd.
D01	06/11/2025	Draft issue	K.K	J.D

Client: 

Project: **Ballincor Wind Farm**

Title: **Figure 2-1:
 Site Location of Proposed
 Ballincor Wind Farm**

Scale @ A3: 1:52,000

Prepared by: K.Kale Checked by: J.Dillon Date: November 2025

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Map Ref: 11333-039-AE-P.App.BO-TOB-A Draft: **D01**

2.2 DESCRIPTION OF THE PROPOSED PROJECT

The proposed wind farm site is situated at the border of County Tipperary and Offaly, 5 km south of Birr and 3.6 km north of Shinrone. The eastern boundary of the site is delineated by the Little Brosna River.

The proposed project is expected to have an Export Capacity (EC) of between 61.6 to 77 MW with the erection of 11 no. wind turbines. The proposed project comprises a wind farm of 11 no. wind turbines and all associated infrastructure including Battery Energy Storage System (BESS), turbine foundations, hardstanding areas, borrow pits, access tracks, 110kV grid connection and works along the road network for turbine/material delivery.

Proposed Wind Farm Site

The proposed wind farm site encompasses approximately 355 hectares, primarily consisting of agricultural land, forestry and peatland. Full details are included in Chapter 2 (Description of the proposed project) The wind farm site has good access via the local road and regional network. The proposed wind farm site is situated on lands owned by local landowners, who have consented to the planning application. The primary construction site entrance is located approximately 2.5km to the South-East of the Sharavogue N62 and R492. Access to the site will be at this location along the R492 (County Offaly) and L1071 (County Tipperary).

Proposed GCR

The proposed GCR is approximately 12.23 km in length and will travel in a northerly direction from the proposed project substation to the existing Dallow 110 kV substation, with most of the GCR situated in the public road network. The first 8.57 km of the GCR will be in County Tipperary, with the final 3.66 km of the GCR located in County Offaly.

Proposed Turbine Delivery Route (TDR)

As part of the proposed project, facilitation works will be undertaken along sections of the public road network and at certain private access points to accommodate the transportation and delivery of turbine components. These components comprising large abnormal loads such as blades, nacelles, and tower sections will be transported to the site via the designated Turbine Delivery Route (TDR).

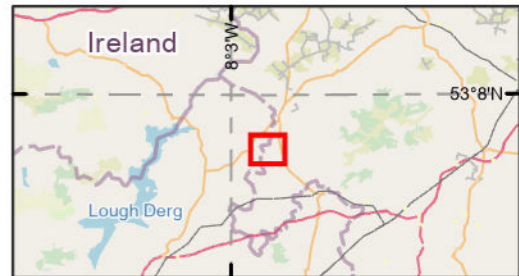
It is proposed that turbine components will be delivered to the site via Foynes Port, Co. Limerick. The route heads west along the N69, where it will join the N18 on the outskirts of Limerick. The route continues onto the M7 and depart the M7 at Junction 21 near Derrinsallagh and join the northbound R435 towards Kyle Manor. At Kyle Manor loads will turn left and join the R445. the route will continue west along the R445 to the Dublin Road Roundabout where loads will turn right and then left to travel west towards Roscrea. The route continues along the Dublin Road onto the N62 travelling northwest through Roscrea. It continues north-westerly on the N62 to Sharavogue where it turns left onto the R492 and continues southwest to the proposed wind farm site entrance.

Pell Frischmann completed an assessment of the TDR. A number of pinch points have been identified and assessed. An assessment was carried out using site visits and Autotrack to determine what, if any, works are required at these pinch points to allow the turbine

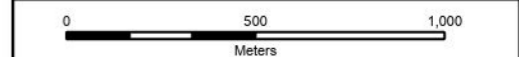


components to be moved to the site. Works range from hedgerow trimming/clearing to facilitate oversail of turbine blades to the temporary placement of hardcore to allow the oversize vehicles to pass. The current planning applications include the proposed temporary works required for turbine delivery within third party privately owned lands at Sharavogue cross roads. A further consenting process will be used to obtain permission for the other temporary works areas along the route (within the public road corridor), as required.





- Legend**
- Wind Farm Site Boundary
 - Proposed Grid Connection Route
 - Site Layout**
 - Proposed Turbine locations
 - Proposed BESS
 - Proposed Borrow Pit Locations
 - Proposed Construction Compounds
 - Deposition Areas
 - Turbines Hardstands
 - Met Mast Locations
 - Overrun Area
 - Proposed Passing Bay
 - Proposed Site Roads
 - Proposed Substation Location
 - Turbine Foundations
 - Turning areas
 - Wheelwash



Spatial Reference
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 EPSG: 2157

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Rev	Date	Description	By	Chkd.
A	06/11/2025	Draft issue	K.K	J.D

Client:

Project: **Ballincor Wind Farm**

Title: **Figure 2-2:
Proposed Site Layout Map**

Scale @ A3: 1:20,000

Prepared by: K.Kale Checked by: J.Dillon Date: November 2025

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Map Ref: 11333-040-LAY..INFR-P.App.BO-TOB-A Draft: **A**

53°13'07\"/>

7650'W

606000

2.3 PROPOSED SITE ACCESS AND EGRESS

The Ballincor Wind Farm site will be accessed by two site entrances, located on the regional road R492 (Co. Offaly) and local road L1071 (Co. Tipperary).

The R492 access point will be the main site access/egress point for the construction phase, as this is the most suitable access point to the existing road network to accommodate construction vehicles. A temporary contractor's compound will be located at the site entrance to accommodate vehicles and a temporary lay by / set down area is located along the first portion of the access track (See Figure 2-1).

New internal access roads will be built, and any existing tracks upgraded to allow the transport of components and construction materials. Crane pads will be established at each wind turbine location for the assembly and maintenance of the wind turbines.

During the operational phase, all heavy and large vehicles will use the L1071, as described above. A Road Safety Audit (RSA) was undertaken at the proposed wind farm site entrance on the R492 and L1071, where upgraded entrances are required. Road Safety Audit report is provided in EIAR Traffic chapter Appendix 14-2.

The entrance junction has been designed in accordance with TII DN-GEO-03060 (May 2023) – Geometric Design of Junctions (covering priority junctions, direct accesses, roundabouts, grade-separated, and compact grade-separated junctions). Visibility at the access junctions meets the required standards, with a 3 m 'x-distance' setback and a 'y-distance' of 215 m. Swept path analyses have been carried out for the largest vehicles expected to access the site, including abnormal indivisible loads (AILs) such as turbine blades and maximum legal articulated vehicles (16.5 m in length), demonstrating that the junction can safely accommodate their wheel tracks.

2.4 INTERNAL ACCESS ROADS

A network of approximately 9.7 km of internal access roads will be constructed during the initial phase of the proposed wind farm development to facilitate the movement of construction traffic and access to all site infrastructure. The roads will be constructed using base material sourced from on-site borrow pits, with the final graded surface layer imported from local quarries, including Loughnane Quarry (Birr), Lisduff Quarry and Kilsaran Quarry (Tullamore), as detailed in Chapter 14 (Traffic & Transportation) of the EIAR.

Internal Road Network Overview

The primary internal access track will commence at the main construction site entrance near Sharavogue (off the R492) and extend northwards past the meteorological mast to Turbines T9 and T8. From this point, the route curves northwest, traversing agricultural land and avoiding areas of bog, before reaching Ballincor Demesne at the centre of the wind farm.

At Ballincor Demesne, the internal road network divides into three primary branches:

- Northern Branch: Extends through Cloonaheen to access Turbines T5, T4, and T3, continuing further north to T2 and T1. The substation, Battery Energy Storage



System (BESS), and Borrow Pit 1 are located along this northern corridor between T2 and T1.

- Southern Branch: Extends southwards to access Turbines T6 and T7, with Borrow Pits 2 and 3 located in proximity to T6.
- Eastern Branch: Extends eastwards to provide access to Turbines T10 and T11.

All internal roads will have a standard running width of approximately 5 metres, with localised widening of up to 10 metres at passing bays, bends, and adjacent to turbine hardstands, as illustrated in the design drawings (Appendix 1-1). This layout ensures safe and efficient movement of construction traffic while minimising land take and disruption to the surrounding landscape.

Site Entrances:

The site access points are proposed are as follows:

- R492 (Co. Offaly): This will serve as the main site access and egress point during the construction and operational phases. It provides a suitable connection to the existing regional road network capable of accommodating construction and abnormal load vehicles.
- L1071 (Co. Tipperary): This entrance will serve as a secondary access point, primarily used during the operational phase.

New internal access roads will be constructed, and existing farm or forestry tracks upgraded where necessary to accommodate turbine component delivery and construction traffic. Crane pads will be constructed at each turbine location to facilitate turbine erection and future maintenance activities.

During the operational phase, all heavy and large vehicles will use the L1071 access point as described above.

2.5 CONSTRUCTION COMPOUNDS

Four temporary construction compounds are proposed within the wind farm site, as shown in Figure 2-2. These compounds will support various phases of the construction programme:

1. Compound 1: Located at the proposed BESS area – to be used initially as the main construction compound to minimise land take.
2. Compound 2: A satellite compound situated south of the on-site 110 kV substation.
3. Compound 3: Central construction compound located near Turbine T7.
4. Compound 4: Construction compound positioned near the southern site entrance.

All compounds will include facilities for materials storage, parking, welfare units, and site management offices. Any mineral soils removed during compound construction will be stored for later reinstatement. Upon completion of construction, compounds will be dismantled, stone reused for reinstatement (particularly in borrow pit areas), and disturbed areas reinstated and reforested where applicable.

A temporary contractor's compound will be established adjacent to the R492 entrance to facilitate parking, deliveries, and site coordination. A temporary lay-by / set-down area will



also be provided along the initial section of the access track to manage delivery vehicle movements and waiting areas.

2.6 GRID CONNECTION

The grid connection cabling works will impact the road network over a typically temporary duration and for a short length, according to the construction method. The progress of the grid connection cabling is approximately 250 metres per week, with no more than 100 metres of trench open at any one time. The cabling works will require a temporary road closure of local roads and a temporary lane closure of short sections of regional and national roads for trenched crossings. These are outlined in Appendix 2-5 TLI Construction Methodology and included the L1071, N52, R489, L1077 (County Tipperary), R439, L70152 (County Offaly). This will result in disruption and moderate negative effects for local road users. However, diversions will be provided, and local access maintained.

- L1071 from the site entrance to Riverstown Village,
- From Riverstown Village, traffic will travel northeast along the N52 for approximately 160 m, before turning northwest onto the R489.
- The route will continue northwest on the R489 for approximately 1.2 km, then turn north onto the L5045, continuing to a T-junction with the L1077 (Croghan Road) heading toward Birr Town.
- The Croghan Bridge marks the county boundary along the L1077.
- The Grid Connection Route (GCR) then follows the R439 (Birr–Banagher Road) north for approximately 2.44 km, before turning east near the R439 / L70152 junction, transitioning from the regional road onto private lands leading to the Dallow 110 kV Substation.

2.7 OPERATIONAL PHASE

The proposed Ballincor Wind Farm will have an anticipated operational lifespan of approximately 35 years, which reflects the expected useful life of the modern Wind Turbine Generators (WTGs) proposed. This duration allows for optimal environmental and carbon-saving performance by maximising renewable energy generation over the full lifecycle of the infrastructure.

During the operational phase, the WTGs will operate automatically, using integrated control systems to respond to variations in wind speed and direction. The turbines will be networked and connected to a central control system, with continuous 24-hour monitoring of power output, performance, and operational conditions. Monitoring will be carried out both on-site and remotely by the turbine supplier or the appointed Operations and Maintenance (O&M) service provider.



3. EXISTING ROAD NETWORK

The EIAR Traffic Chapter describes the existing surrounding road network impacted by the proposed project. The proposed project will primarily utilise the national, regional, and local road networks within Counties Offaly and Tipperary. The majority of these routes are of sufficient width to allow safe two-way passing of standard construction vehicles. Specific sections of the network will also be assessed and managed to accommodate Abnormal Indivisible Loads (AILs) associated with turbine delivery.

- The primary haul routes for turbine and component delivery are expected to make use of sections of the national and regional road network, including the N52, N62, and R492, before accessing the wind farm site.
- Separate structure approvals, permits, or deeds of indemnity may be required along the haul route prior to commencement of delivery activities.
- All bridges and culverts along the haul route will be assessed by the Applicant to confirm their structural capacity to accommodate abnormal weight and load dimensions.
- Any temporary works or turning movements associated with abnormal loads that result in surface or pavement damage shall be reinstated to TII pavement standards, with methodologies and specifications agreed in advance with the relevant road authority.

Material Sourcing and Delivery Routes

- Stone required for the construction of internal access roads, hardstands, temporary compounds, and the substation will be sourced primarily from on-site borrow pits.
- Where suitable site-won material is unavailable (e.g. for surface or finishing layers), imported materials will be sourced from licensed local quarries.
- All imported material movements will comply with axle loading limits and haul route restrictions and will be coordinated to avoid peak local traffic periods where possible.

The proposed GCR on the local access to the wind farm site will be achieved via the existing regional and local road network, as follows:

- L1071 from the site entrance to Riverstown Village,
- From Riverstown Village, traffic will travel northeast along the N52 for approximately 160 m, before turning northwest onto the R489.
- The route will continue northwest on the R489 for approximately 1.2 km, then turn north onto the L5045, continuing to a T-junction with the L1077 (Croghan Road) heading toward Birr Town.
- The Croghan Bridge marks the county boundary along the L1077.
- The Grid Connection Route (GCR) then follows the R439 (Birr-Banagher Road) north for approximately 2.44 km, before turning east near the R439 / L70152 junction, transitioning from the regional road onto private lands leading to the Dallow 110 kV Substation.

These routes have been assessed in terms of geometry, surface condition, and visibility, and are deemed suitable for controlled construction traffic movements under the proposed TMP.



4. CONSTRUCTION PHASE

4.1 CONSTRUCTION PROGRAMME

The proposed project has a construction period of approximately 24 months with construction envisaged to commence in 2027 subject to planning approval. The construction phase is divided into five main phases, as outlined in Chapter 2 of the EIAR (Description of the Proposed Project), as follow:

- **Civils (24 months):** Including forestry felling and vegetation clearance, drainage works, construction of site access tracks, hardstands, and turbine foundations.
- **Electrical Grid Connection/Substation (9 months):** Installation and commissioning of the substation and associated grid infrastructure.
- **Site Electrical (12 months):** Installation of cabling between turbines and the substation.
- **Turbine Deliveries and Erection (4 months):** Transportation and assembly of turbines on-site.
- **Commissioning (2 months):** Testing and commissioning of turbines and electrical systems.

It is anticipated that some of these phases will overlap during the programme.

4.2 CONSTRUCTION HOURS

The hours of construction activity will be limited to avoid unsociable hours, where possible. Construction operations shall generally be restricted to between 07:00hrs and 19:00hrs on weekdays and between 07:00hrs and 14:00hrs on Saturdays.

However, to ensure that optimal use is made during good weather periods or at critical periods within the programme (i.e., concrete pours for turbine foundations, turbine installation when the weather is suitable or to accommodate delivery of large turbine components along public routes), it will be necessary on occasion to work outside of these hours. Any such out-of-hours work will be agreed upon in advance with both Offaly and Tipperary County Councils.

4.3 STAFF LEVELS

The number of construction personnel will vary depending on the phase of the works. At peak construction which includes activities such as the establishment of site compounds, construction of site roads, turbine hardstands, and foundations it is estimated that up to 120 staff will be employed on site per day, with an average daily workforce of approximately 76 personnel.

In addition to the onsite construction workforce, additional construction staff will be required for the cable laying works and the proposed TDR advanced works. At each location off-site, approximately 10 construction staff are anticipated, including Traffic Management Operatives (TMOs).



4.4 CONSTRUCTION PHASE TRAFFIC

4.4.1 STAFF TRIP GENERATION (LV)

During peak construction activities, it is anticipated that site personnel will travel to the proposed wind farm via LGVs, For the purposes of a worst-case scenario assessment, an average occupancy of two persons per vehicle has been assumed.

At peak staffing levels, approximately 76 personnel will be present on site. Based on the assumed occupancy, this equates a total of 160 LGV trips daily.

For traffic impact assessment purposes, it is assumed that all staff will arrive during the morning peak hour and depart during the evening peak hour, representing a worst-case scenario in terms of traffic loading.

4.4.2 CONSTRUCTION VEHICLES

The scheme is expected to generate approximately 10 one-way HV movements per day on average. The proposed HGVs will typically be rigid vehicles (i.e., concrete trucks, dump trucks, delivery vehicles) or maximum legal articulated vehicles within normal vehicle loading.

This additional construction traffic will include the following:

- Construction worker vehicles, e.g., cars or vans (light vehicles),
- HGVs carrying conventional earthworks equipment such as an excavator, a roller, stone crusher, forklifts, etc.
- Forestry felling machinery and timber transportation trucks,
- Mobile Cranes,
- Delivery vehicles carrying:
 - conventional construction materials for the proposed wind farm site, e.g., aggregate, concrete, rebar, etc.
 - conventional construction materials for the substation, e.g., bricks, concrete, rebar, fencing, etc.
 - drainage infrastructure i.e., culverts, clear span bridge, tanks, etc.,
 - met mast, electric cabling, inverter stations and electrical equipment for the on-site substation.

4.4.3 SUMMARY TRIP GENERATION

It is estimated that the construction phase will generate daily average 20 additional HGV 2-way movement and 120 LGV movements during peak construction activity at the proposed wind farm site. Outside of the peak working days, the construction traffic generated by the proposed project is on average 15 HGVs and 173 LGV two-way movements per day.



4.5 CONSTRUCTION HAUL ROUTE

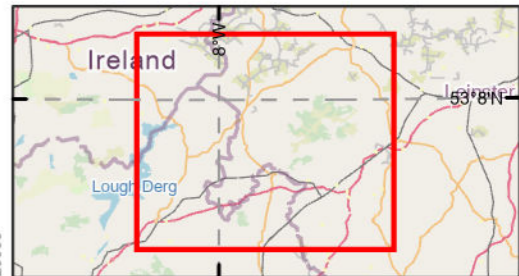
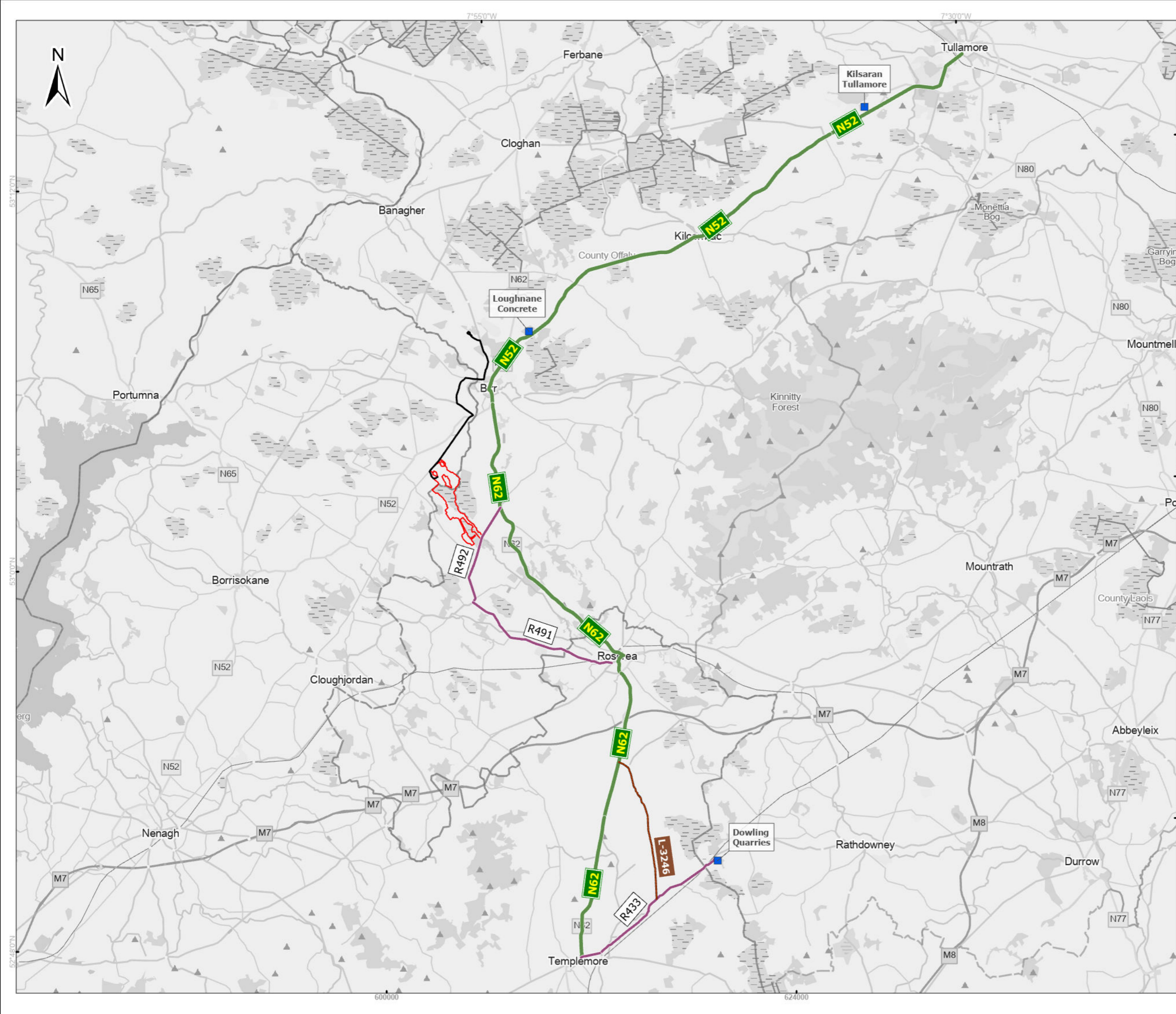
4.5.1.1 TYPICAL CONSTRUCTION TRAFFIC DELIVERIES

Three proposed construction haul routes have been assessed taking into consideration the local quarries and sensitive receptors presented by towns and villages. Where possible, construction routes were selected avoiding those areas. The proposed construction haul routes are shown in Figure 4-1.

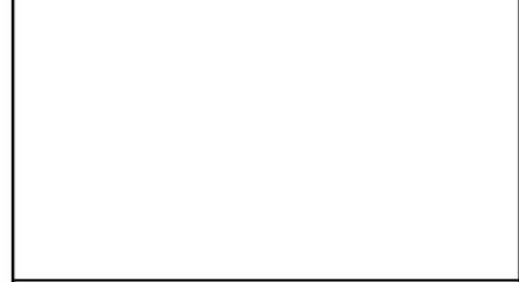
- Route 1 Loughnane Concrete: N52, N62, R492
- Route 2 Dowling (Lisduff) Quarries: R433, L3247, L3246, N62, R492
- Route 3 Kilsaran Tullamore: N52, N62, R492

The main source for the stone will be from Route 2 to limit traffic volumes in Birr. The three haul routes have been reviewed and are considered suitable to accommodate the two-way passing delivery vehicles anticipated at the proposed wind farm site in terms of alignment, condition, and width.





- Legend**
- Wind Farm Site Boundary
 - Proposed Grid Connection Route
 - Quarries Locations
- Haul Routes**
- Local Roads
 - Regional Roads
 - National Roads



Spatial Reference		Copyrights:	
Datum: IRENET95		Map data © OpenStreetMap contributors,	
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		Community Maps contributors, Map layer	

Rev	Date	Description	By	Chkd.
A	05/11/2025	First issue	K.K	J.D

Client:

Project: **Ballincor Wind Farm**

Title: **Figure 4.1:
Haul Route Map -
Typical Construction Vehicles**

Scale @ A3: 1:200,000

Prepared by: K.Kale Checked by: J.Dillon Date: November 2025

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Email: info@tobin.ie
www.tobin.ie

Map Ref: 11333-037-Haul.R-P.App.BO-TOB-A Draft: **A**

4.6 ABNORMAL INDIVISIBLE LOAD (AIL)

The transformer and wind turbine components will be transported as Abnormal Indivisible Loads (AILs) due to the size and weight of turbine blades, towers, and nacelles. These deliveries require specialised transport vehicles, planned routing, and careful coordination to ensure the safety of both road users and construction personnel. An assessment of these AILs has been carried out based on the information presented in EIAR Chapter 14 – Traffic & Transportation, with final specifications to be confirmed during the Construction Phase procurement. The contractor will be responsible for obtaining all necessary licences or permits from both Offaly and Tipperary County or Gardaí for the transport of abnormal loads during construction.

All turbine components will be imported via Foynes Port, the most suitable port in the region capable of handling these oversized loads. At Foynes, components may be offloaded using geared vessels or onshore mobile cranes. The port has previously facilitated deliveries for other wind farm projects, demonstrating its suitability for AIL logistics.

From Foynes Port, AILs will travel along the national and regional road network to the Ballincor Wind Farm site, following the designated Abnormal Load Route is illustrated in Figure 4-2. This route has been selected based on road width, horizontal and vertical alignment, bridge capacities, and turning radii to accommodate the safe movement of oversized loads without requiring major structural modifications.

Delivery Operations

AILs will typically travel in convoys of 3–5 vehicles and will be escorted by An Garda Síochána for safety and traffic management purposes. Deliveries will be carefully scheduled in consultation with the Roads Authorities to minimise disruption to the public road network. On-site, temporary works such as vegetation trimming, removal of roadside signage, or installation of temporary load-bearing surfaces may be required to facilitate safe passage to the turbine locations.

The appointed Contractor and haulage provider are responsible for obtaining all necessary permissions, licences, and approvals from both the Offaly and Tipperary County and An Garda Síochána prior to transport. All movements will comply with statutory traffic management requirements and approved site-specific traffic management plans (TMPs).

The AIL delivery programme will be planned well in advance to ensure that turbine components arrive safely, efficiently, and with minimal impact on local communities. Oversized deliveries will be communicated to residents and both the Offaly and Tipperary County, and contingency plans will be in place to address any unforeseen issues during transport.



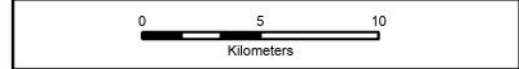


Legend

- Wind Farm Site Boundary
- Turbine Delivery Route
- Proposed Grid Connection Route

Roads

- Regional Roads
- National Roads
- Motorways



Spatial Reference
 Datum: IRENET95
 EPSG: 2157

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Rev	Date	Description	By	Chkd.
A	06/11/2025	First issue	K.K	J.D

Client:

Project: **Ballincor Wind Farm**

Title: **Figure 4-2:
 AIL Delivery Routes /
 Turbine Delivery Route (TDR)**

Scale @ A3: 1:320,000

Prepared by: K.Kale Checked by: J.Dillon Date: November 2025

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Map Ref: 11333-038-TDR-AIL-TOB-A Draft: **A**

4.7 CONSTRUCTION PHASE SUMMARY

The construction traffic impact of the additional HVs and LVs on the existing road network has the potential to impact the existing pavement condition, the carrying capacity of the road, the existing junction flows on the haul route, and site access for the duration of the construction programme. The construction phases, including the advanced AIL works will have varying impacts on the road network and environs.

The proposed wind farm construction has an envisaged construction programme of 24 months and a peak construction activity for the concrete pours for the turbine foundations. During the construction phase, lower traffic volume impacts on the road network are expected. The main construction traffic associated with the proposed project may result in a negligible increase in delay at all surveyed junctions due to the increased traffic.

Traffic management operatives' control will be required to facilitate safe access/egress at the site during the peak construction activities.

A temporary traffic management plan will be employed by the appointed contractor to safely facilitate works on/adjacent to the live carriageway for the advanced works for the AIL. It should be noted that these AIL advanced works on the national roads are at the junctions and their associated on and off ramps only, with no works on the mainline. At these locations, the driver speeds will be lower on approach to the junction than encountered on the mainline. The works themselves will be of short duration within the verges, splitter island, and the roundabout centre islands. These advanced AIL works will occur in advance of the delivery of the AILs to the proposed wind farm site.



5. CONSTRUCTION PHASE TRAFFIC MANAGEMENT PLAN

5.1 TRAFFIC MANAGEMENT COMMITMENTS

The Contractor shall develop and implement the commitments imposed within this TMP. The following are the commitments made at the planning stage of the proposed project, which shall be implemented as a minimum by the Contractor and agreed upon with the Roads Authorities, prior to works commencing on the proposed wind farm site:

- General Provisions,
- Site Access and Egress,
- Routing of Construction Phase Traffic,
- Site-Specific Temporary Traffic Measures,
 - Traffic Management Logistics,
 - Traffic Management Speed Limits,
 - Traffic Management Signage,
 - Road Closures,
 - Timings of Material Deliveries to the proposed wind farm site,
 - Abnormal Load,
 - Road Cleaning,
- Enforcement of Traffic Management Plan, and
- Emergency Procedures During the Construction.

5.2 CONSENTS, LICENCES, NOTIFICATIONS AND PERMISSIONS

The key consents, licences, notifications, and permissions likely to be required for the proposed project with regards to traffic and roads are summarised as:

- Planning permission and associated planning compliance.
- Abnormal loads – it is envisaged that permits will be required for the abnormal loads that will be required for the delivery of the transformer and turbine components to the site.
- Road opening licences for underground cable works, junction upgrade works, foundations in the public roadway, etc.
- Approval of temporary traffic management plans.
- Road closures and diversions.
- Permission for works outside of standard construction operation hours agreed upon with Offaly and Tipperary County Council.
- Permission from the Motorway Maintenance and Renewal Contractor (MMaRC)/Public Private Partnership Contractor (PPP) on the relevant national roads.

The above list is non-exhaustive but identifies the key consents, licenses, notifications, and permissions required for the proposed project. This list will be further populated as required through planning compliance and stakeholder engagement to ensure that any



further consents are identified as early as possible and do not impact on the construction programme.

5.3 GENERAL PROVISIONS

The construction traffic impacts associated with the proposed project are temporary in nature. To minimise potential disruption and ensure the safety of all road users, the following mitigation and management measures will be implemented during the construction phase. These measures will be incorporated into future iterations of the Traffic Management Plan (TMP).

Construction Traffic Controls

- Traffic movements will be limited to 07:00 - 19:00 Monday to Friday and 07:00 - 14:00 Saturday, unless otherwise agreed in writing with Offaly and Tipperary County Councils.
- HGV movements will be restricted during peak road network hours (including school hours) from 08:30 - 09:30 and 16:30 - 17:30 Monday to Friday, unless otherwise agreed in writing with Offaly and Tipperary County Councils.
- HGV movements for the proposed project shall be directed away from sensitive areas (i.e., schools, urban centres).
- No parking shall be permitted along the access route for unloading or activities that result in blockages of access routes. Such vehicles will be immediately requested to move to avoid impeding the works and traffic on the road network.
- Measures to remove queuing of construction traffic on the adjoining road network, including turning space and queuing of convoy HGVs will be provided within the proposed wind farm site.
- Wheel wash equipment will be used onsite to prevent mud and stones from being transferred from the proposed wind farm site to the public road network.
- Activities generating dust will be minimised where practical during windy conditions. Loads will be covered on arrival and departure from the proposed wind farm site, where required.
- Clear construction warning signs will be placed on the public road network to provide advance warning to road users of the presence of the construction on the proposed wind farm site and slower-moving vehicles making turning manoeuvres.
- Access to the construction on the proposed wind farm site will be controlled by onsite personnel and all visitors will be asked to sign in and out of the proposed wind farm site by security/site personnel, and site visitors will all receive a suitable Health and Safety site induction.
- A detailed programme of deliveries, particularly for turbine components, will be submitted to Offaly and Tipperary County Councils prior to commencement.
- Local residents will be informed in advance of any traffic-related impacts, such as temporary lane or road closures or night-time deliveries, via local notices and public postings.
 - Notices will include the developer's representative contact details for public and both the Offaly and Tipperary County queries during working hours.



- An out-of-hours emergency contact number will also be provided.
- Pre- and Post-Construction Road Surveys:
 - A pre-construction condition survey will be carried out on approach roads to document their condition before works commence.
 - A post-construction survey will be completed upon completion of works.
 - The timing and scope of these surveys will be agreed in advance with both the Offaly and Tipperary County.
- Continuous liaison will occur with Offaly and Tipperary County Councils, their Roads and Transportation Sections, and An Garda Síochána during the delivery phase of Abnormal Indivisible Loads (AILs) to coordinate escorts, timing, and local traffic controls.
- The following temporary modifications will be undertaken along the haul route to accommodate turbine component deliveries:
- Temporary removal of road marker poles at the Foynes Port exit gate.
- Temporary demounting of signage and vegetation trimming at key bends and junctions along the N69, including:
 - N69 junction;
 - N69 left bend at Shrylane;
 - Left bend west of Borrigone;
 - N69 west of Toren (tree canopy trimming);
 - N69 bend northwest of Knockbrack West; and
 - N69 roundabout west of Clarina.
- Temporary demounting of signage, removal of lighting columns, vegetation clearance, and installation of temporary load-bearing surfaces at the following locations:
 - N69/N18 Slip Road Roundabout 1;
 - M7 Junction 21/R435;
 - R435 Mountain View Roundabout;
 - R435/R445 Roundabout;
 - R445/Dublin Road Roundabout;
 - Dublin Road/N62 Junction;
 - Dublin Road (Roscrea); and
 - N62 right bend north of Gloster House.
- A new offline access track will be constructed in advance of the junction to provide adequate turning radii for abnormal loads accessing the R492.
- A review of overhead line clearances will be undertaken with statutory providers along the entire haul route. A minimum clearance height of 5 metres (plus flashover protection) will be maintained.



- Delivery Times of Large Turbine Components – TMP will include the option to deliver the large wind turbine plant components at night to minimise disruption to general traffic during the construction stage.

Prior to the commencement of development (subject to planning approval), the Traffic Management Plan will be finalised by the Principal Contractor and agreed with the relevant Planning Authorities.

The applicant/developer will consult with all relevant authorities, including PPP Companies, Motorway Maintenance and Renewal Contractors, and Local Road Authorities along the haul routes, to coordinate delivery scheduling and ensure the strategic function of the national road network is maintained throughout construction.

5.4 CONSTRUCTION PHASE SITE ACCESS AND EGRESS

At the proposed access to the proposed wind farm site, visibility splays shall be provided and maintained in accordance with the Offaly and Tipperary County Council. The Offaly CDP requires a 3-metre setback over a length of 160 metres in both directions on the R492. To ensure safe working access for all construction vehicles at the proposed wind farm site, these works will be required to be undertaken in advance of all other activities on the proposed wind farm site utilising this access. Improvements to the sight lines in the form of trimming and ongoing maintenance of existing foliage within the lands of the applicant shall be required upon completion of the site access construction works on the R492 and L1071.

On the R492 vertical visibility of 165 m on the R492 is achievable to the right. This will be used during the construction phase, during which a temporary advisory speed limit will be implemented on the R492. In addition, a Traffic Management Operative (TMO) will be stationed at the entrance to ensure safe egress onto the R492.

The Contractor shall be required to utilise a safe system of traffic management, potentially including the use of TMOs where required for the control of traffic during access/egress operations at the site access location during peak construction activities.

5.5 ROUTING OF CONSTRUCTION PHASE TRAFFIC

The proposed construction haul routes where phase traffic has been carefully planned to minimise disruption to the surrounding road network, local communities, and sensitive receptors such as schools and residential areas. The proposed haul routes make use of the existing regional and national road networks, which are generally of sufficient capacity to accommodate Heavy Goods Vehicles (HGVs) and construction-related traffic.

Construction traffic, including delivery of materials, turbine components, and plant, will primarily utilise the R492 (Co. Offaly) as the main access route to the site, with the L1071 (Co. Tipperary) serving as a secondary access point for localised works and maintenance traffic. These routes have been selected based on road geometry, structural capacity, and the ability to safely accommodate the expected vehicle types.

Stone and aggregate materials required for access road and hardstand construction will be sourced from a combination of on-site borrow pits and local quarries, including



Loughnane Quarry (Birr), Lisduff Quarry, and Kilsaran Quarry (Tullamore). Indicative haul routes for imported materials include:

- Route 1: Loughnane Concrete (Birr) – N52 → N62 → R492
- Route 2: Lisduff Quarry – R433 → L3247 → L3246 → N62 → R492
- Route 3: Kilsaran (Tullamore) – N52 → N62 → R492

Construction materials will be sourced from established regional suppliers, with the majority of materials anticipated to originate from Dowling Quarries, located to the south of the site. Accordingly, it is expected that the predominant HGV trip generation associated with material deliveries will approach the development from the south via the N62 and R492, thereby avoiding Birr Town Centre.

For the purpose of this assessment, it has been assumed that 100% of the proposed wind farm peak construction traffic will transit both assessment junctions, via the N62 and R492. HGV traffic is assumed to both arrive and depart within the same hour. Staff trips are one-way in each peak period, i.e., arrivals in the AM peak and departures in the PM peak, and therefore are not double-counted in the assessment.

Abnormal Indivisible Loads (AILs), such as turbine components, will be delivered to the site via the designated abnormal load route from Foynes Port, as detailed in Section 4.5.5 and illustrated in Figure 4-1. All AIL deliveries will be carried out under escort by An Garda Síochána and in coordination with the relevant Roads Authorities.

Traffic management measures will be implemented along the designated haul routes to ensure the safety of all road users. These will include advance warning signage, temporary traffic control where required, and coordination of deliveries to avoid peak travel periods and school opening/closing times.

All construction-related drivers will be briefed on the approved haul routes and required to adhere strictly to these routes. The movement of HGVs through local towns and villages not on the approved routes will be prohibited.

The routing strategy has been developed to ensure that construction traffic is managed efficiently and safely, minimising impacts on the local and regional road network while maintaining access for residents, businesses, and emergency services at all times.

5.6 SITE SPECIFIC TEMPORARY TRAFFIC MEASURES

The specific details of each temporary traffic measure shall be developed by the Contractor(s) for site access in consultation with the Roads Authority, An Garda Síochána and other Emergency services, before being submitted to the Roads Authority for formal approval prior to any works taking place.

The maximum length of the active traffic management area (i.e., including taper lengths) shall be no more than 500 metres in length for any proposed shuttle system. To minimise traffic delays, it may be necessary to limit the works site to shorter lengths if queuing delays are encountered.

Any requirement for a traffic lane closure will be controlled by an active traffic management system (i.e., temporary traffic signals or Stop & Go/Téigh discs). An Garda Síochána will be



consulted prior to the implementation of the active traffic management system. The operation of a manual 'Stop & Go/Téigh' system will be undertaken by trained personnel, wearing suitable high visibility garments. The operators of this type of system will be in verbal contact (i.e., radio) and preferably inter-visible. At these locations queue lengths will be estimated initially with onsite measurements to determine the necessary warning distance for approaching drivers. The signage shall be adjusted as necessary when the actual impact on traffic flows is established.

Where roadworks impede dwelling access onto the road network, the residents shall be instructed on how to egress the property at times when a shuttle system is in operation. The Contractor shall provide a TMO where the motorist is having difficulty following the instructions.

Were reasonably practicable, consideration will be given to the possibility of removing the traffic management measures to deal with:

- Particularly high traffic volumes due to sporting or other events,
- Adverse weather conditions,
- Emergency access, or
- Times when work is not in progress.

If the night-time or weekend Temporary Traffic Management (TTM) measures vary from the daytime plan, a separate TTM will be prepared to be approved by the Roads Authority.

On completion of the works, the traffic management measures are to be removed when the road is safe and free from obstructions, all reinstatement of road surfacing is completed, and all permanent signs, road markings, and other items are in place.

5.6.1 TRAFFIC MANAGEMENT SYSTEMS/LOGISTICS

The Contractor as a minimum will employ the following traffic management systems and logistics to facilitate the safe transport of materials to and from the proposed project.

5.6.1.1 TRAFFIC MANAGEMENT OPERATIVES (TMOs)

During peak construction activities, with a higher number of HV movements to and from the site, a TTM (i.e., stop/go system) at the site access may be required to facilitate the movement of construction vehicles.

Also, during peak construction activities, TMOs may be required within the site to manage the movement of HVs within the internal layout.

TTM for the AIL delivery will be developed by the appointed Contractor in consultation with the specialised haulage provider, An Garda Síochána, and both the Offaly and Tipperary County.

5.6.1.2 CONVOY SYSTEM

A convoy system will be employed by the Contractor, applied to HVs departing the site, involving:



- Traffic management operatives at the proposed wind farm access/egress point to facilitate movement of construction vehicles in a convoy system (maximum 4 no. HVs),
- Suitable spaces shall be made available within the site for queuing of HVs (i.e., passing bays and at site access),
- Traffic management operatives shall be stationed at the site access T-junction with a suitable intercommunication system (i.e., radio) to control the release of the convoy system,
- The convoy shall have separation between convoys to facilitate use of the public road network in the absence of construction HV movements.

5.6.2 TRAFFIC MANAGEMENT SPEED LIMITS

Once a temporary speed limit is deemed appropriate by the Contractor to facilitate the construction phase activities along the public roads serving the proposed project, it shall be required for the Contractor to liaise with the relevant Roads Authority for obtaining a temporary speed limit.

Adherence to posted/legal speed limits will be emphasised to all staff, suppliers, and contractors. In speed zones greater than 60 km/h, drivers of construction vehicles/HVs will be instructed that vehicular movements in sensitive locations, such as schools and local community areas, shall be restricted to 60 km/h. Such advisory speed limits will only apply to construction phase haulage traffic and will not apply to general traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

5.6.3 TRAFFIC MANAGEMENT SIGNAGE

Signage for temporary traffic measures shall be provided in accordance with the Department of Transport, Tourism and Sport - Chapter 8 – Temporary Traffic Measures and Signs for Roadworks – August 2019.

Advanced warning signs will be used to alert drivers to the unexpected road layout. Clear construction warning signs shall be placed at adjacent roads and the entrances, to advise the general public of the presence of construction sites and activities. All permanent road signs contrary to the proposed roadworks will be covered for the duration of the works and uncovered on removal of the temporary traffic management measures.

5.6.4 TIMING OF MATERIAL DELIVERIES

With the aim to reduce impacts on local communities and residents adjacent to the proposed wind farm site, it is planned that:

- Construction activities will be undertaken based on a six-day working week, with deliveries between 07:00 hrs - 19:00 hrs on weekdays and 07:00 hrs - 14:00 hrs on Saturdays.
- Construction activities and deliveries outside these hours shall be agreed with the both the Offaly and Tipperary County in advance.
- The Contractor shall liaise with the management of other construction projects and both the Offaly and Tipperary County to co-ordinate deliveries.



- The Contractor shall schedule deliveries in such a way that construction activities and delivery activities do not occur during peak traffic flows or run concurrently, such as:
 - avoiding pouring of concrete on the same day as other large material deliveries to site with the purpose of minimise conflicts between vehicles.
 - staggering the pouring of concrete on different days.
- HV deliveries to the development site will be suspended on the days of any major events (i.e., sporting, agricultural etc), that have the potential to increase traffic volumes on the existing road network in the vicinity.

The scheduling of material deliveries is required to facilitate the implementation of traffic management activities at the site and the work zones within the site. It will also impact on the offsite work locations for the AIL advanced works. A convoy system shall be employed for HVs departing the proposed wind farm site to reduce the frequency of isolated HV movements on the public road network as much as practicable.

5.6.5 ABNORMAL INDIVISIBLE LOAD

The proposed abnormal load access route for turbine component deliveries from Foynes Port to the Ballincor Wind Farm site has been identified based on an assessment of road geometry, bridge capacities, and the ability to accommodate abnormal indivisible loads without requiring significant modification to existing infrastructure.

From Foynes Port, loads will depart the port area and travel eastbound on the N69. On the outskirts of Limerick, they will transfer from the N69 onto the N18 and continue eastbound, merging onto the M7 motorway. At Junction 21 (Borris-in-Ossory), loads will exit the M7 and join the R435 northbound. At Kyle Manor, the route turns left onto the R445, continuing west to the Dublin Road Roundabout. From this roundabout, the route turns right and then left to travel west towards Roscrea. Within Roscrea, the loads will turn right from Dublin Road onto the N62, continuing northwest through the town. The route then proceeds northwest along the N62 to Sharavogue, where it turns left onto the R492 and continues southwest to the proposed site entrance.

This route has been selected following a detailed review of its suitability in terms of horizontal and vertical alignment, junction geometry, and available clearances. It represents the most appropriate route for the transportation of abnormal indivisible loads to the Ballincor Wind Farm site, while minimising potential disruption to local road users and communities.

All abnormal load movements will be undertaken by the appointed haulage contractor in coordination with An Garda Síochána and the relevant Roads Authorities. The Principal Contractor will ensure that all necessary permissions and licences are obtained prior to transport. The appointed haulage provider will be responsible for the detailed planning of load movements, ensuring compliance with statutory requirements and adherence to approved traffic management measures. All movements of abnormal indivisible loads will be carefully scheduled and managed to ensure minimal disruption to the public road network and to maintain safety for all road users.



5.6.6 ROAD CLOSURE

The Contractor shall carry out such temporary road closures outside of peak traffic flow times, and only for the duration of the working days. At the time of this construction work and in advance of the required Road Closure, the appointed Contractor shall consult and comply with the Roads Authority, An Garda Síochána and other Emergency services to agree a suitable diversion route prior to implementing a Road Closure.

The underground electrical cabling route that will affect public roads along eight sections. A summary of each section's length, construction duration, and potential diversion length during any road closure is provided below.

- Section 1 (2.6 km) is from the onsite 110kV substation and runs northeast along the L1071 to the L1071/L5170 junction. Full closure may be needed at points. A local diversion will be in place, with a detour of 5.9 km.
- Section 2 (1.3 km) continues northeast along the L1071 to the N52. Full closure may be needed at points. If required, the diversion would be 2.1 km.
- Section 3 (0.2 km): Continuing northeast on the N52 between the L1071 and the R489 in Riverstown. A one-way "stop and go" system is proposed. If full closure is needed for this short section, the diversion would be approximately 4.6 km.
- Section 4 (1.2 km) runs northwest on the R489 to the junction with the L5045. Two-way traffic or one-way "stop and go" is proposed on this section. If closure is necessary, the diversion would be 4.6 km.
- Section 5 (1.7 km) is along the L5045. The L5045 runs past Killeen National School to the L1076/L70065. Full closure may be needed at points. The diversion could add up to 3.7 km.
- Section 6 (1.1 km) continues from the L5045 east along the L1077 and L70065 to the R439 at Birr. A one-lane "stop and go" system is proposed. If partial closure is required, the diversion would add 4.9 km per trip.
- Sections 7 (2.4 km) will follow the R439 north from Birr. A one-lane "stop and go" system will be maintained. Potential diversions are 2 and 7.1 km.
- Section 8 (0.7 km): The final section runs from the R439 to the existing 110 kV Dallow substation. This section will not require closure as the cable will run parallel to the L70152. Detour



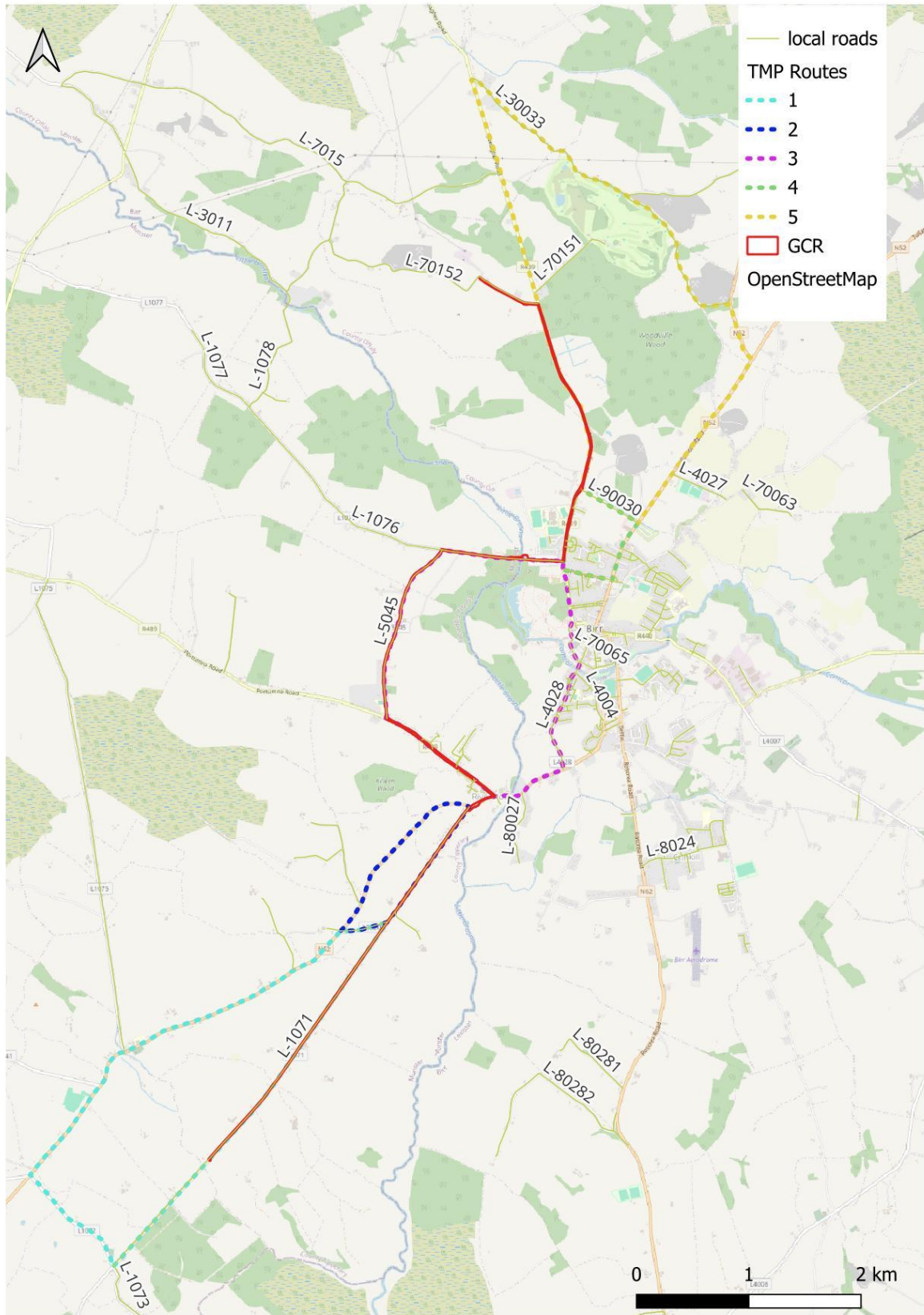


Figure 5-1 Local roads and TMP routes along the GCR



5.6.7 ROAD CLEANING

Regular visual surveys of the road network in the vicinity of the proposed wind farm site will be carried out during construction phase. Where identified/required, the Contractor shall carry out road sweeping operations, employing a suction sweeper to remove any related dirt and material deposited on the road network by construction/delivery vehicles. It shall be a requirement of the works contract that the Contractor(s) will be required to provide wheel cleaning facilities, and any other necessary measures to remove mud and organic material from vehicles. In addition, the cleaning of delivery lorries such as concrete delivery lorries shall be carried out at the material storage yard as outlined in the CEMP.

5.7 ENFORCEMENT OF TRAFFIC MANAGEMENT PLAN

The appointed Contractor will further develop this TMP in consultation with the Road's Authority within Tipperary County Council and Offaly County Council. The Contractor will agree and implement an appropriate way of monitoring the effectiveness of the plan.

All proposed project staff and material suppliers will be required to adhere to the TMP. Inspections/spot checks will also be carried out by the Contractor to ensure that all proposed project staff and material suppliers follow the agreed measures adopted in the TMP.

5.8 EMERGENCY PROCEDURES DURING THE CONSTRUCTION

In case of emergency, the following procedures shall be implemented:

- Emergency Services will be contacted immediately by dialling 112,
- Exact details of the emergency/ incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner,
- Follow the instructions of both the Offaly and Tipperary County and An Garda Síochána,
- Emergency will be reported to the Site Team Supervisor and the Safety Officer,
- Where required, site first aiders will attend the emergency immediately, and
- The Safety Officer will ensure that the emergency services are enroute.

It is important that during the Construction Phase, emergency services can gain ready access to any property along the Haul Road or in the vicinity of any of the infrastructure sites or indeed can gain priority usage of any haul road. Emergency procedures will be agreed, and contact numbers provided to the local Emergency Services. On being notified of a priority condition, all construction vehicles will be directed to give right of way to the emergency vehicles until the need for priority access has passed.

With respect to an emergency condition arising on the proposed wind farm site, priority access to and from the site will be given to ambulance or fire tenders.



6. OPERATIONAL AND DECOMMISSIONING PHASES

6.1 OPERATIONAL PHASE

On completion of the construction works, traffic activity during the operational phase of the Ballincor Wind Farm will be minimal compared to the construction period.

Routine operation and maintenance (O&M) activities will be undertaken by small teams of approximately two to three personnel, typically travelling in light vehicles (LVs). These visits will take place periodically and will involve routine inspections, turbine servicing, and maintenance of the electrical infrastructure, substation, and access roads.

The R492 (Co. Offaly) will serve as the primary access point for all operational traffic, while the L1071 (Co. Tipperary) will function as a secondary access point for site maintenance and inspection activities. Both access points have been designed to safely accommodate the limited level of traffic anticipated during the operational phase.

Overall, due to the relatively low operational traffic, it is envisaged that the operational impacts of the proposed project will be slight when compared to the existing background traffic.

Site access has been designed in accordance with the TII DN-GEO-03060 (May 2023), adequate visibility splays are available from the access in both directions. To maintain the required visibility maintenance of hedgerows and vegetation shall be required.

6.2 DECOMMISSION PHASE

The proposed wind turbines are expected to have a lifespan of up to 35 years without replacement of major components.

Turbine design renders the decommissioning process as a straightforward process. In the decommissioning phase, cranes disassemble each turbine section and remove from the site. The upper sections of the foundations projecting above ground will be removed, and the remainder of the foundations will be covered by soils typical of the surrounding environment and then re-seeded or left to re-vegetate according to ecological requirements.

The internal site access roads/tracks and substation will be retained. The proposed car parking and internal site access roads will be used for amenity purposes and will not be removed.

On completion of the decommissioning works, the site will still facilitate public recreational/amenity access. The substation will form part of the national grid network and will be retained.

The traffic management of the decommissioning phase will be advised by the road conditions at the time of decommissioning. It is not possible to predict the changes to the public road infrastructure and policies in the next 35 years. It is envisaged that a Traffic Management Plan will be developed for the decommission phase.



7. CONCLUSION

The Traffic Management Plan is a living document and will be developed through the detailed design and construction phase with ongoing consultation with the both the Offaly and Tipperary County, An Garda Síochána, Emergency Services and other stakeholders.

This TMP has thus far been developed to the Planning Stage, so that the necessary steps are taken throughout the planning proposals to support an efficient, safe transportation operation, with the least possible impact upon vulnerable road users and traffic along the haul roads or close to the proposed project.





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