



APPENDIX 15-3

TRAFFIC MANAGEMENT PLAN

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1. INTRODUCTION

1.1 Purpose of Traffic Management Plan

This Traffic Management Plan (TMP) sets out the approach that will be taken to manage and mitigate the potential impacts of traffic during the construction phase of the Proposed Slievegrine Renewable Energy Development (the Proposed Project), which is located in County Waterford approximately 5km to the southwest of Dungarvan and 3.3km northeast of Clashmore.

This TMP is provided as Appendix 15-3 in Volume 1 of the Slievegrine Renewable Energy Development ELAR Chapter 15: *Material Assets*.

In the event planning permission is granted for the Proposed Project, the final TMP will address the requirements of any relevant planning conditions, including any additional mitigation measures which are conditioned. The TMP is intended to be a “live” document, which would be updated as required throughout the planning and construction process. The Contractor will be required to adhere to the TMP under the terms of their contract. It will be the responsibility of the Construction Manager to implement the TMP, to monitor its success and to propose and make modifications to the TMP during the planning and construction process, if necessary.

The purpose of the TMP is to minimise traffic impacts during the works associated with the construction stage of the Proposed Project and to minimise associated effects on local residents and users of the local road network. The document will seek to quantify the traffic impacts from the construction phase of the Proposed Project and bring forward management and mitigation measures aimed at addressing those impacts during construction of the Proposed Project.

This TMP applies to the construction stage of the Proposed Project and does not apply to the operational or decommissioning stages of the Proposed Project.

1.2 Document Structure

Following this introductory Section, the TMP is structured as follows:

- Section 2 – Project Description;
- Section 3 – Baseline Conditions;
- Section 4 – Construction Traffic;
- Section 5 – Measures to Minimise and Mitigate Construction Traffic;
- Section 6 - Implementation and Monitoring of the TMP; and
- Section 7 – Summary & Conclusions.

2. PROJECT DESCRIPTION

2.1 Overview

2.1.1 Wind Farm

The Proposed Project comprises 23 turbines of the following heights:

- 6 no. wind turbines with an overall turbine tip height of 185 metres, a rotor blade diameter of 162 metres, and turbine hub height of 104 metres
- 15 no. wind turbines with an overall turbine tip height of 175 metres, a rotor blade diameter of 150 metres, and turbine hub height of 100 metres
- 2 no. wind turbines with an overall turbine tip height of 170 metres, a rotor blade diameter of 150 metres, and turbine hub height of 95 metres

The Proposed Project also comprises the following associated infrastructure:

- 80m met mast;
- 30m telecoms relay mast;
- 110kV and 220kV substations and associated control buildings;
- Underground electrical cabling including 110kV, 220kV, 38kV and 33kV cabling;
- 6. no construction compounds;
- 4. no security compounds;
- 5. no borrow pits which are expected to provide the full requirement of stone for the Proposed Project;
- Felling and removal of approximately 69.276 hectares of forestry;
- New and upgraded access junctions plus all associated road upgrade and access works.

A detailed description of the proposed construction process for the Proposed Project is provided in Chapter 4, ‘Description of the Proposed Project’ of the EIAR. Construction of the Proposed Project is anticipated to commence in 2029 subject to consenting timelines. The construction programme is estimated to take 18 to 24 months from commencement of civil works to commissioning of the wind turbines.

Approximately 13.5km of new access roads and turbine hardstanding will be constructed, along with approximately 8.9km of existing roads which would be upgraded.

Consent and deemed planning permission for the Proposed Project is sought for a 35-year period. At the end of this period a decision would be made as to whether to refurbish, remove or replace the Proposed Turbines, in consultation with the approving authorities.

2.1.2 Grid Connection

Construction of the Proposed 110kV Underground Cabling Route will involve progressive trench excavation, duct installation, backfilling and reinstatement along sections of public road and off-road alignment. Temporary traffic management measures will be required to facilitate these works on sections along the public road network.

2.2 Proposed Site Access Locations

The proposed access locations are indicated by Figure 1-1 and drawings providing preliminary design of each access including swept paths are provided in Appendix 15-2 of Chapter 15: ‘Material Assets’ of the EIAR.

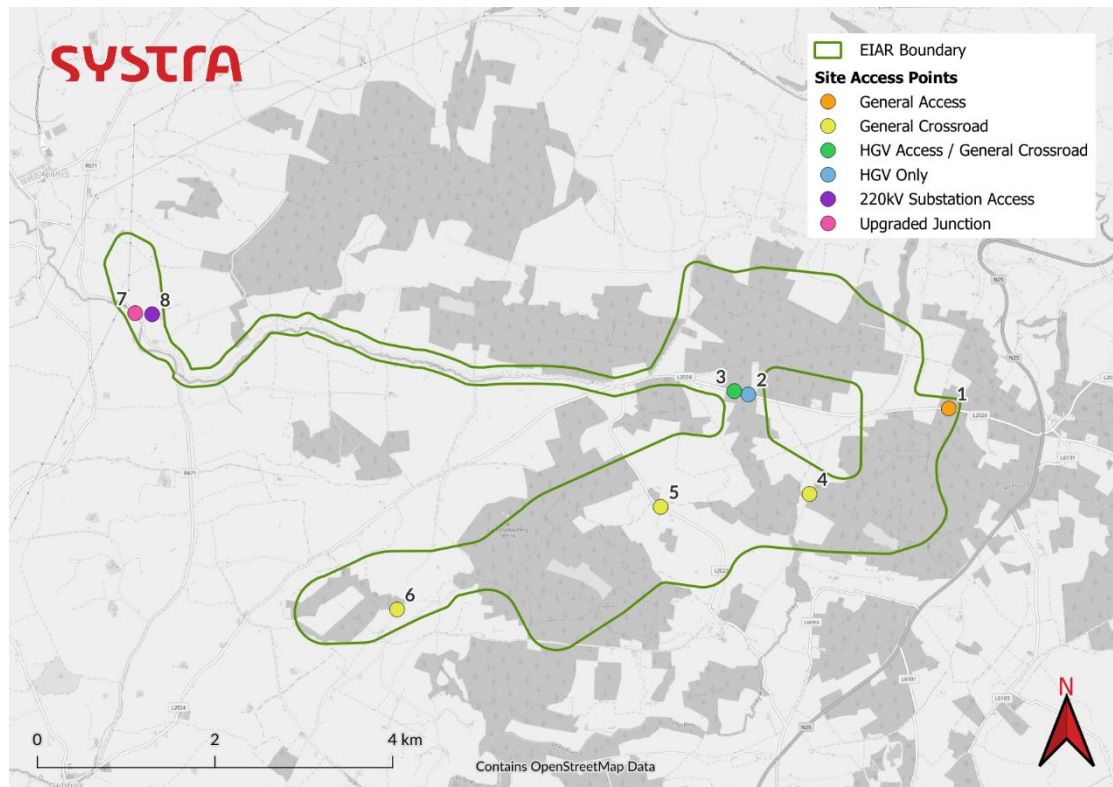


Figure 1-1: Proposed Access Locations

2.2.1 Proposed Access Locations Main Entrance

The main construction access point for the Proposed Wind Farm (1) will be located on the L2024 in the townland of Pulla, approximately 1.1km west of the L2024 junction with the N25. The majority of turbine components and general construction traffic will use this entrance. An existing gravel forest access junction at this location will be upgraded to achieve appropriate visibility splays and to accommodate the abnormal load (AL) deliveries including turbine components. On completion of the construction phase, this Site entrance will be reduced in size, gated for security and will be used as an operational Site entrance.

2.2.2 Secondary Entrances

Two additional access points (2 and 3) will be used for general construction and operational access to the Proposed Wind Farm and these would be located on the L2024 to the west of the main access. Access point 2 would provide a junction leading south from the L2024 into the Site for general construction traffic (not AL vehicles) and would provide the most direct access to the 110kV substation. Access point 3 would comprise a crossroads junction leading north and south of the L2024 and would be used to facilitate general construction traffic and AL vehicles. For the latter (3), it is noted that traffic would cross straight over the junction having accessed the Site via the Main Entrance to the east and travelled to this location via the internal access road network. AL vehicles seeking to access the turbine locations north of the L2024 will use this route.

2.2.3 220kV Loop-in Substation Site Entrance

A general construction traffic entrance for the Proposed 220kV Loop-in Substation complex will be constructed on the L99997 local road in the townland of Graigue (7). This entrance will be used as the main entrance for construction traffic throughout the construction phase of the substation. Swept path analysis and a preliminary junction design have been undertaken based on the largest vehicle which would require access to the substation i.e. the transformer delivery vehicle.

On completion of the construction phase, the access arrangement will be reduced to the permanent works only and used as an operational entrance for inspection and maintenance of the substation when required. The access will just be used by small vehicles on an infrequent basis.

2.2.4 Additional Junction Upgrades

Existing Crossroad junctions on the minor road network will be upgraded at locations 4, 5 and 6 as indicated by Figure 1-1 to facilitate movement of general construction traffic and AL vehicles within the Site. Two new junctions will be created at location 4. At locations 5 and 6, one existing junction will be upgraded, and one new junction will be created. It is noted that the crossroad junctions will be used by vehicles travelling across the minor roads and will not involve vehicles turning from the minor roads.

Location 7 on Figure 1-1 indicates the junction of the R671 and the L99997. This junction will be upgraded to provide suitable visibility splays and access for transformer delivery vehicles. In order to minimise the volume of rock to be removed at this location, it is proposed that the transformer delivery vehicle would arrive via the R671 from the south and pull past the junction where the towing vehicle would be reconfigured to draw the load back to the access junction without the need to turn the load itself.

3. BASELINE CONDITIONS

3.1 Local Road Network

General construction traffic is expected to arrive primarily via the N25 (from Cork to the west and Waterford to the east) then west via the L2024 to either the main access point or one of two secondary access points on the L2024.

Access to the Proposed 220kV Loop-in Substation would be taken via the L99997 which forms a junction with the R671. Some construction traffic associated with the Proposed 220kV Substation and Proposed 110kV Underground Cabling Route may route north from the N25 on the R671 or would travel west on the L2024 and L2021.

Turbine components would be transferred by sea to the chosen Port Of Entry (POE) which is assumed to be Belview Port at the Port of Waterford. The AL vehicles would then travel to the Site via the following route:

- Exit Belview Port at the Port of Waterford onto the N29, passing through Slieverue Roundabout and continuing north to Luffany Roundabout on the N25;
- Turn west onto the N25 at Luffany Roundabout and continue for approximately 59km; and
- Turn west onto the L2024 at Pulla and continue for 1.1km to reach the main Site access point.

An AL assessment is provided in Appendix 15-2 of Chapter 15: *'Material Assets'* of the EIAR.

Site access junction drawings including swept paths are provided in the planning drawings accompanying the application of Chapter 4: *'Description of the Proposed Project'* of the EIAR.

This Section of the TMP is intended to review the general characteristics of the transport network which would be used to access the Proposed Project.

3.1.1 N25

The N25 is a national primary road which routes from Cork to Rosslare Europort via Waterford City. The Turbine Delivery Route (TDR) proposes to utilise the N25 from Luffany Roundabout to the L2024. General construction traffic may approach from Waterford to the west or Cork to the east. The section of N25 from Luffany Roundabout to Carrick Roundabout is a Type 1 Dual Carriageway with hard shoulder. From Carrick roundabout the N25 continues west to the L2024 as a Type 1 Single Carriageway with hard shoulders. Although the general speed limit for the N25 is 100km/hr this has been reduced in several areas due to safety concerns. In the vicinity of Luffany Roundabout the speed limit is reduced to 80 km/hr. The speed limit is reduced to 60 km/hr for a section between Ballinalira and Dungarvan.

The N25/L2024 junction is within a 100km/hr section and right turn and left turn lanes are provided at on the N25 for traffic turning into the L2024.

3.1.2 R671

The R671 is a regional road which routes north from the N25 south of Dungarvan to Clonmel in County Tipperary. The R671 does not form part of the TDR but the section between the N25 and the L99997 may be used by general construction traffic associated with the Proposed Grid Connection. The

R671 is a Type 3 Single Carriageway and is subject to a typical speed limit of 80 m/hr which reduces to 50 km/hr in built up areas.

3.1.3 L2024

The L2024 is a local secondary road and a single carriageway. The TDR and construction traffic will use the L2024 to access the Site, primarily via the N25 junction to the east of the Site. The L2024 generally has narrow verges and no road markings however the junction with the N25 is of a good standard with road markings and signage and passing places are present along the L2024. The speed limit on the L2024 is the default speed limit on rural local roads of 60 km/hr.

3.1.4 L2021

The L2021 is a local secondary road and a single carriageway and forms part of the Proposed 110kV Underground Cabling Route between the L2024 and the R671. As such, general construction traffic associated with construction of the wind farm would not utilise this road, however impacts are likely due to construction of the grid connection. The L2021 generally has narrow verges and no road markings and the speed limit on the L2021 is the default speed limit on rural local roads of 60 km/hr.

3.1.5 L99997

The L99997 is a local secondary road and a single carriageway and would be utilised for access to the Proposed 220kV Loop-In Substation therefore only construction traffic associated with the substation and some elements of the Proposed 110kV Underground Cabling Route would access via this route. The road forms a junction with the R671 and services 4 no. residential units and agricultural buildings/pastures. Upgrades to the junction are planned to facilitate the transformer delivery which would be an AL.

3.2 Baseline Traffic Flows

Classified Junction Turning Count (JTC) traffic surveys were carried out by Traffinomics Ltd. at the following two junction locations on the 12th March 2026 for a period of 24 hours:

- R671/L2024 junction at Coolbooa, and
- N25/L2024/L2036 junction at Pulla.

From the data collected by Traffinomics during the March 2026 surveys, 2026 baseline traffic flows were calculated for the following road links:

- 1. N25 north of L2024 junction
- 2. L2024 near N25
- 3. R671 south of L2024

The assumed year of construction is 2029. Construction year traffic volumes have been derived by applying County Waterford annual central growth rates to the surveyed 2026 baseline flows. Table 3-1 indicates the baseline and projected two-way Average Daily Traffic (ADT) for routes within the study area and the percentage of traffic which is classified as HGVs. Theoretical road capacities are also provided, based on road types and widths as set out in the TII Standards document DN-GEO-03031 Road Link Design, Table 6/1. No published TII capacity values are available for the local secondary roads assessed as part of this chapter. For the purpose of this appraisal, a conservative nominal capacity of 1,000 vehicles per day has been adopted for these local roads to provide a comparative basis.

Table 1-1. Baseline Traffic Volumes (two way)

Link	TII Capacity	2026 ADT	2026 HGV	2026 % HGV	2029 ADT	2029 HGV	2029 % HGV
1. N25	11,600	8,406	1,100	13.1%	8910	1223	13.7%
2. L2024	1,000	173	14	8.1%	183	16	8.5%
3. R671	5,000	1,152	104	9.0%	1218	116	9.5%

4. CONSTRUCTION TRAFFIC

4.1 Construction Activities

Construction of the Proposed Project is anticipated to commence in 2029 and is expected to take approximately 18 to 24 months.

The construction phase can be broken down into three main overlapping phases 1) civil engineering works, 2) electrical works including grid connection works, and 3) turbine erection and commissioning.

The main task items under each of the three phases are outlined below.

Civil Engineering Works

- Construct new Site entrances.
- Construct & Upgrade Site roads to construction compounds.
- Clear and hardcore area for temporary Site offices. Install same.
- Construct bunded area for oil storage.
- Tree felling.
- Construct new Site roads and open borrow pits.
- Construct hard-standings and crane pads.
- Construct drainage ditches, culverts etc. integral to road construction.
- Excavate for turbine foundations. Place blinding concrete to turbine foundation bases.
- Fix reinforcing steel and anchorage system for tower section. Construct shuttering.
- Fix any ducts etc. to be cast in. Pour concrete bases. Cure concrete. Remove shutters after concrete cures
- Excavate trenches for Site cables, lay cables and backfill. Provide ducts at road crossings.
- Backfill turbine foundations and landscape with previously stored topsoil.
- Complete Site works, reinstate Site.
- Remove temporary Site offices. Provide any gates, landscaping, signs etc. which may be required.

Electrical Works

- Clear and hardcore area for temporary Site offices. Install same
- Clear and Hardcore area for substations footprint
- Construct bases/plinths for substation buildings.
- Install external electrical equipment at substations.
- Install transformers at compounds.
- Erect stock proof and palisade fencing around substation areas.
- Install internal collector network and communication cabling.
- Construct 110kV and 220kV underground electrical cabling.

Turbine, telecoms relay mast and Meteorological Mast Erection

- Commission erection crane(s) and deliver components to turbine hardstands.
- Erect towers, nacelles and blades.
- Complete electrical installation.
- Install telecoms relay mast.
- Install meteorological mast.
- Commission and test turbines.
- Complete Site works, reinstate Site.

- Remove temporary Site offices. Provide any gates, landscaping, signs etc. which may be required.

Ready-mixed concrete will be imported to the Site and no on-site batching is proposed.

Five borrow pits are proposed to provide the majority of construction stone, although a precautionary allowance has been made for limited imported stone.

Construction activities will generally take place during normal daytime working hours, typically 07:00 to 19:00 Monday to Saturday, although occasional out-of-hours working may be required for concrete pours, AL deliveries or weather-related programming reasons. Any out of hours working will be subject to prior agreement with Waterford City and County Council.

4.1.2 Construction Compounds

Five construction compounds will be located within the Proposed Wind Farm site and one in the vicinity of the Proposed 220kV Loop-In Substation to serve the Proposed Grid Connection works. The construction compounds will consist of temporary Site offices, staff facilities and car-parking areas for staff and visitors. Temporary port-a-loo toilets and toilets located within a staff portacabin will be used during the construction phase. Wastewater from staff toilets will be directed to a sealed storage tank, with all wastewater being removed off site by permitted waste collector to wastewater treatment plants. There will also be a water supply on Site for hygiene purposes, by way of a temporary storage tank. The construction compound will also include a bunded refuelling and containment area for the storage of oil, lubricants and Site generators etc, and full retention oil interceptor.

All construction compound facilities will be removed as part of the post-construction reinstatement works of the Proposed Project. The construction compound will be let naturally revegetate during the Operational Phase of the Proposed Project.

Locations and layouts of the construction compounds will be specified in the final TMP.

4.2 Construction Traffic Type and Volume

During the construction programme it is anticipated the following vehicle types will require regular access to the Site from the public road:

- Staff cars and vans;
- Light goods vehicles;
- Heavy goods vehicles;
- Plant including dump trucks, excavators, forklifts and cranes;
- Articulated low loaders;
- Concrete wagons; and
- AL vehicles carrying turbine components.

The turbines will be delivered to Site in component sections and assembled onsite. The nacelle, hub, drive train, blades and tower sections are classified as ALs due to their weight and/or length, width and height when loaded.

In addition to the turbine deliveries, high capacity erection cranes will be needed to offload turbine components and erect the turbines. The cranes are likely to be mobile cranes with a capacity of up to 1,000 tonnes that would be escorted by boom and ballast trucks to allow full mobilisation onsite. Smaller erector cranes would also be present to allow the assembly of the main cranes and to facilitate overall erection of the turbines.

Only ready-mixed concrete will be used during the construction phase, with all concrete being delivered from local batching plants in concrete delivery trucks. The use of ready-mixed concrete deliveries will eliminate any potential environmental risks of on-site batching.

Table 1.2 illustrates the type and estimated volume of HGV traffic associated with the Proposed Project. The values presented in this section originate from Chapter 15: ‘*Material Assets*’ of the EIAR. The TMP is a live document and construction traffic volumes will be updated as necessary as the project evolves.

Table 1-2. Construction Traffic Estimates

Construction Task	Vehicle Type	Approximate No. of Loads
Site Establishment	Low Loader and Dump Truck	200
General site deliveries	Low Loader and Dump Truck	300
Forestry removal	Articulated Low Loader	690
Imported stone	Dump Truck	3,364
Reinforcement	Low Loader	65
Concrete	Concrete Wagon	3,438
Cabling and sand	Low Loader	650
Geotextile separators	Low Loader	45
HV electrical items	Dump Truck	75
Sub-stations	Various	200
Cranes and related lifting equipment	Crane Vehicle	60
Turbine components	Abnormal Loads	230
Proposed 110kV Underground Cabling Route	Various	1,254
Site reinstatement and restoration	Various	150
Total One Way		10,721
Total Two Way		21,442

The estimated construction traffic generation for the Proposed Project is approximately 10,721 one-way HGV and AL trips over the construction period, equivalent to 21,442 two-way movements. Table 1.3, also presented in Chapter 15: ‘*Material Assets*’ of the EIAR, indicates the distribution of traffic movements across the construction programme.

Table 1-3. Indicative HGV and Abnormal Load Deliveries Over 18 Month Construction Programme

Construction Task	Month																		Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Site Establishment	60	70	70																200
General site deliveries	17	17	17	17	17	17	17	17	17	17	17	17	16	16	16	16	16	16	300
Forestry removal	69	69	69	69	69	69	69	69	69	69									690
Imported stone	500	500	500	500	482	482	80	80	80	20	20	20	20	20	20	20	20		3,364
Reinforcement										12	12	11	10	10	10				65
Concrete		50	50	50	57	80	80	80	80	897	897	897	80	80	60				3,438
Cabling and sand						130	130	130	130	130									650
Geotextile separators				12	11	11	11												45
HV electrical items						20	20	18	17										75
Sub-stations						50	50	50	50										200
Cranes and related lifting equipment												30	30						60
Turbine components													50	50	50	50	50		250

Construction Task	Month																		Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	
Grid connection	65	65	90	90	90	90	90	90	90	90	90	90	90	69	65				1254
Site reinstatement and restoration																50	50	50	150
Total One Way	711	771	796	738	726	949	547	534	533	1235	1,036	1,065	296	245	221	136	136	66	10,721
Total Two Way	1,422	1,542	1,592	1,476	1,452	1,898	1,094	1,068	1,066	2,470	2,072	2,130	592	490	442	272	272	132	21,442

Based on the indicative programme outlined in Table 1-3, the peak months of construction traffic generation are likely to be months 10 to 12 when concrete for the turbine foundations is imported. Peak construction traffic generation is expected to occur on the 23 days when concrete for the turbine foundations is poured as construction methodology requires that each base is formed in one continuous pour. A total of approximately 117 concrete deliveries is expected to be required per turbine base. All other deliveries would be limited to essential only on concrete pour days to minimise impact on the surrounding road network

Outside concrete pour days, average daily HGV traffic is expected to be significantly lower. As indicated in Section 15.1.3.2.3 of Chapter 15: *'Material Assets'* of the EIAR, average HGV traffic across the construction period, excluding concrete pour activity, is expected to be approximately 19 inbound and 19 outbound HGV movements per day.

Workforce traffic is estimated on the basis of a peak workforce of approximately 100 personnel on Site, equating to around 50 inbound and 50 outbound light vehicle movements per day assuming two persons per vehicle.

4.3 Construction Traffic Routes

4.3.1 Abnormal Load Routes (Turbine Delivery Route)

Turbine components are proposed to be delivered to the Port of Waterford and would travel approximately 66km to the Site via the N29, N25 and L2024 to the appropriate Site access, as indicated by Figure 1-2. A full AL assessment of the TDR is provided in Appendix 15-1 of Chapter 15: *'Material Assets'*.

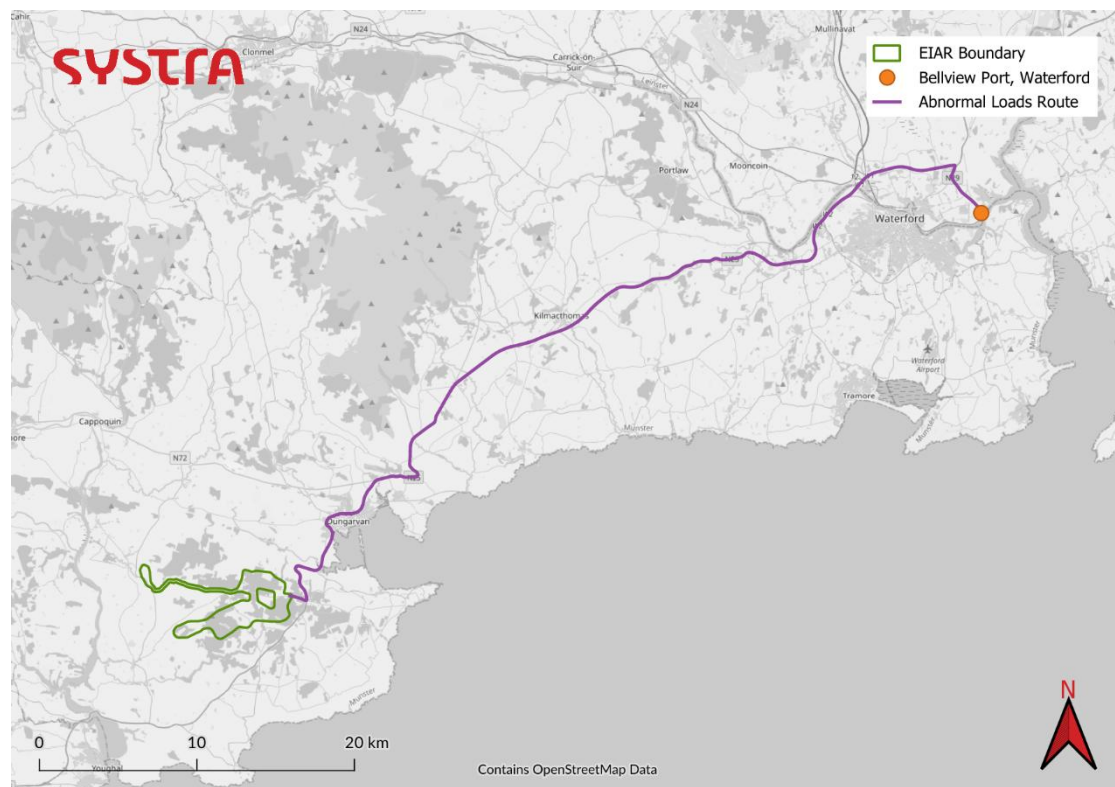


Figure 1-2. Turbine Delivery Route

Details confirming the length, width and axle configuration of the AL delivery vehicles will be provided in the final TMP following appointment of a contractor and haulier.

4.3.2 General Construction Traffic

It is anticipated that the majority of general construction traffic will travel to the Site via the N25 from the southwest (Cork) or the east (Waterford), then via the L2024 to the main Site access or one of the secondary access points which are located on the L2024.

Some construction traffic associated with construction of Proposed Grid Connection may route north from the N25 via the R671, as the Proposed 110kV Underground Cabling Route follows the L2024, L2021, R671 and L99997 local roads.

Proposed construction traffic haul routes are indicated by Figure 1-3.

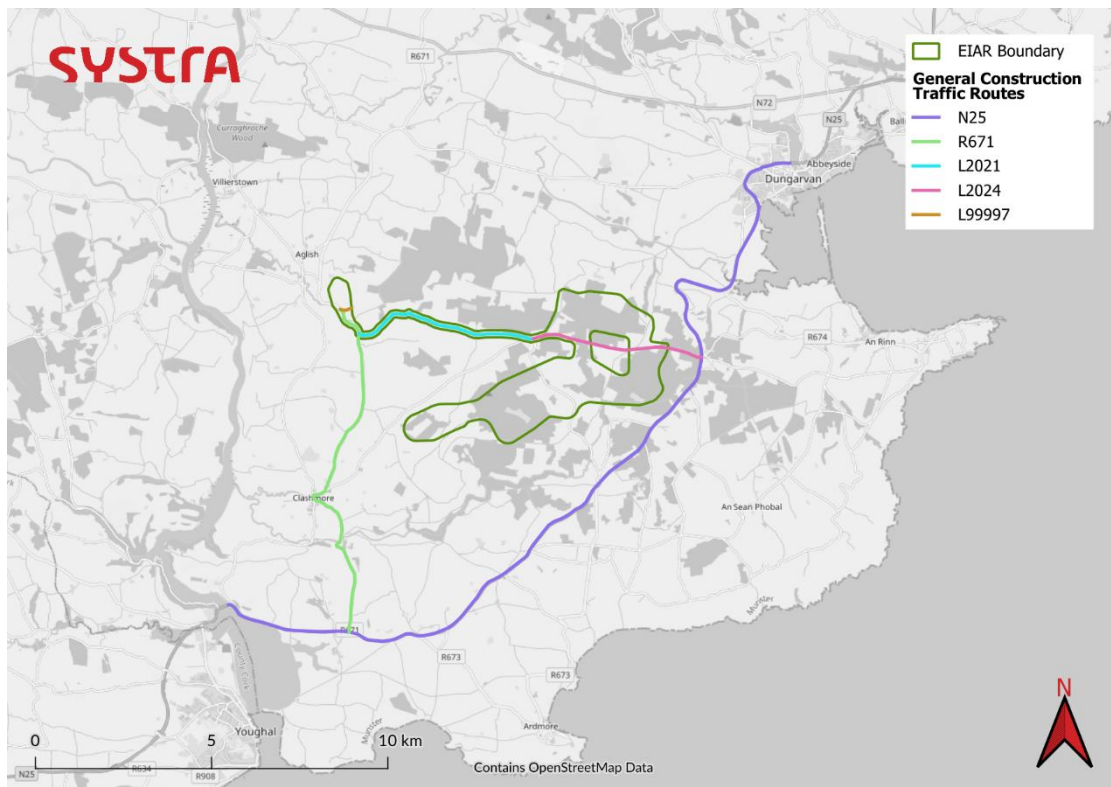


Figure 1-3. Construction Traffic Haul Routes

Construction deliveries will be restricted to these approach routes, so that the effects of the construction traffic can be managed and monitored while preventing impacts on other routes. Obligations on the approach routes to be used will be written into the contract documents for the Proposed Project.

The Construction Manager will be responsible for ensuring that construction vehicle route timings do not coincide with any planned road network improvements within the vicinity of the Proposed Project, so as to not further impede local road users.

4.3.3 Quarry Locations

At this stage, the location of the exact quarries to be used for the import of stone (if required) and concrete cannot be provided as a contractor for the project has not been appointed. However, once the

contractor has been confirmed, the finalised quarries for the delivery of construction materials will be provided in an updated version of the TMP prior to the commencement of construction activities.

5. MEASURES TO MINIMISE AND MITIGATE CONSTRUCTION TRAFFIC

5.1 Overview

There are a number of measures proposed to manage and mitigate the impact of general construction traffic and AL associated with the construction phase of the Proposed Project.

The Contractor will be obliged to implement measures as a condition of their appointment and in order to accord with statutory / best practice construction methods. The Construction Manager will be responsible for implementing measures to manage and minimise impacts. The Construction Manager will undertake consultation with relevant stakeholders as required. More information on how the TMP will be managed and promoted is included below.

5.2 Abnormal Loads

The following points summarise the measures proposed to mitigate the impacts of AL deliveries along the TDR. The turbine supplier / transport provider for the turbine components will be responsible for AL mitigation in consultation with Waterford City and County Council, Transport Infrastructure Ireland, the Department of Transport, An Garda Síochána and other relevant stakeholders.

- Typically, AL movements are restricted to outwith the peak hours when existing traffic flows on the route would be lower. Information on the movement of ALs along the TDR would also be provided to the local press to help inform the general public;
- The local community would be informed when the AL vehicles would be travelling along the TDR to ensure that interaction between the local community and AL delivery vehicles is minimised;
- AL deliveries are usually undertaken in small convoys. The usual make-up of a convoy is three AL vehicles accompanied by three escort vehicles. The escort vehicles are in place to provide manoeuvring assistance, warning of hazards and to report information on clearances etc to the drivers of the AL vehicles;
- Advance temporary warning signs would be installed at various points along the AL route to advise drivers that ALs would be operating on the route with dates and times provided. The purpose of the signs is to provide driver information which would allow people to either avoid the area until the convoy has passed, take an alternative route or to proceed with caution; and
- Full road closures are not expected to be required however if a road closure is required, arrangements would be put in place to facilitate local access to properties on the closed route and to ensure safe passage of any emergency vehicles which may require access. Formal approval would be sought from Waterford City and County Council in accordance with the necessary processes should a road closure be required.

A specialised vehicle escort company, or An Garda Síochána, would assist during the transportation of ALs. Escort vehicles are standard practice in turbine delivery, and the supplier of the turbine components and their selected haulier would make the necessary arrangements for the required movements.

A trial run would be undertaken with a simulated blade load at a date and time agreed with all relevant stakeholders. The test run would be undertaken once the turbine supplier has been confirmed and is normally undertaken following the completion of the road modifications to ensure that a true review of the operation of the AL deliveries can be made and that any minor adjustments can be made.

5.3

Volume of Imported and Exported Material

In order to minimise the volume of imported material such as aggregates for on-site track construction and hardstanding, the Construction Manager would seek to obtain stone from on-site borrow pits (to be used on a temporary basis). It is anticipated that ready mixed concrete would be imported to the Site.

In addition to reducing the volume of imported of material, the Construction Manager would be committed to re-using materials, such as soil, that has been stripped from the Site during the Site establishment phase. This material would be stockpiled, and the majority used to landscape the Site on completion of the construction activities.

5.4

Delivery Control

The Construction Manager would be required to plan and manage deliveries and collections to and from the Site to minimise the impact on the surrounding road network. The Construction Manager shall consider the following measures during the construction period:

- As far as possible, delivery of materials (especially ALs) shall not occur within the morning and evening road network peaks;
- Deliveries to be scheduled wherever possible to avoid routing through communities during school drop-off and pick-up times;
- The number of delivery trips shall be minimised through a combination of consolidated ordering, rationalising suppliers and consolidated deliveries;
- On-site waste shall be minimised through recycling and re-use to minimise the number of collections from the Site;
- Delivery times shall be controlled to prevent HGV convoys, particularly during peak construction periods. The release of vehicles from the Site would also be managed to prevent large convoys of vehicles;
- Delivery times shall be scheduled considering aspects such as school holidays and events in the local community, thus minimising the impact of peak construction deliveries on the road network (where feasible);
- HGV movements to and from the Site would not occur outside of the construction hours (07:00 to 19:00 Monday to Saturdays) with the exception of ALs or where prior agreement from relevant stakeholders has been sought;
- All suppliers would be instructed to only make use of the agreed access route;
- Regular suppliers would be instructed to mark up their vehicles with easily identifiable and readable unique referencing to enable the general public to easily identify who they are and that they are associated with the Proposed Project;
- Regular monitoring of construction traffic speeds, particularly in the vicinity of sensitive receptors; and
- Implement suitable policies governing actions to be taken against vehicles which fail to comply with the measures outlined in the TMP. The nature of these actions would be confirmed by the Construction Manager.

5.5

Sustainability

The Construction Manager would plan and execute construction to include the following sustainability objectives:

- Minimisation of vehicle movements to / from the Site;
- Promotion of shared transport arrangements for construction staff;
- Thorough pre-planning of operations on-site to optimise the redistribution of earthworks materials together with minimisation of haul distances;

- Reduce the quantity of aggregates used on-site by means of alternative construction techniques and the use of borrow pits;
- Apply a reduce-reuse-recycle philosophy to all waste processing activities; and
- Conform to construction / building codes of practice in relation to sustainability objectives and procedures.

5.6 Site Operating Hours

The ‘core’ hours of operation are intended to be 07:00 to 19:00 Monday to Saturday. There will be no external construction activities or scheduled deliveries on a Sunday or on bank holidays (with the exception of ALs).

The purpose of the working hour restrictions is to find a balance between progressing construction at an acceptable speed and minimising the impact on the local road network.

The only exception to the above working hours is associated with the delivery and erection of turbine components and the pouring of concrete.

5.7 Traffic Route Designation

As indicated on Figure 1-2 , the proposed turbine delivery route from Belview Port at the Port of Waterford is via the N29, N25 and L2024 to the appropriate Proposed Project access point.

General construction traffic will travel to the Site via the N25 from the southwest (Cork) or the east (Waterford), then via the L2024 to the appropriate Site access point. Some construction traffic associated with construction of the Proposed Grid Connection may route north from the N25 via the R671, as the Proposed 110kV Underground Cabling Route follows the L2024, L2021, R671 and L99997 local roads.

The local community would be able to report any instances of HGVs not utilising the designated route to the Community Liaison Officer (CLO) (by phone, by email, or in person) who would take necessary action to prevent a repeat.

5.8 Wheel Cleaning/Road Sweeping

Wheel washing facilities will be provided on Site.

In periods of extended dry weather, dust suppression may be required within the Site, along haul roads, and public road corridors to prevent dust from becoming a nuisance.

Any required transportation of construction materials from locally sourced quarries will be covered by tarpaulin where necessary.

The transportation of materials from the borrow pit around the Site will be covered by tarpaulin or similar covered vehicles where necessary.

If necessary, excavated material will be dampened prior to transport to the spoil management areas.

The Construction Manager would be responsible for maintaining the public road in a clean and safe condition.

5.9 Signage and Wayfinding

Temporary construction signage would be erected at the Site access points and at appropriate locations along the designated construction route, to warn people of construction activities and associated vehicles, and to direct construction traffic to the Site. The purpose of such signage is to provide driver information and to maintain road safety along the construction traffic route.

5.10 Workforce Travel and Parking Arrangements

It is unlikely that any of the on-site workforce would walk to the Site due to the rural location. It is anticipated that the majority of the workforce would travel to the Site either via works mini-buses or by car / van / pick-up.

Construction staff would be encouraged to car share or travel by shared works vans to minimise traffic movements and minimise on-site parking requirements.

Car parking for the workforce would be provided entirely within the construction compounds, and no overspill would be permitted onto the public road network.

All plant, machinery and vehicles when parked would be with the hand brakes applied and ignition keys removed. Where immobilisers are fitted, these would be fully activated. This applies mostly to plant and machinery left on Site overnight, weekends and during holiday periods.

Full consideration must always be given to unauthorised persons gaining access to plant and machinery when the Site is closed.

5.11 Staff Induction Process

Immediately on commencement of construction, all delivery drivers, operatives and visitors would undergo an induction process. The induction would also be communicated to all sub-contractors at their inception meeting.

All operatives would be advised on emergency procedures, assembly points, first aid, Site rules and location of welfare facilities, policies and contacts at this time. All operatives would be instructed to sign in and out at the Site each day.

All Site staff would be informed about traffic management arrangements and procedures via Site induction literature. All induction literature would contain information on TMP arrangements such as car parking provision.

5.12 Road Condition Surveys

A pre-commencement condition survey will be undertaken to review the current condition of the road network on the access routes to the Site. The extents of the pre-commencement survey will be agreed with Waterford City and County Council. The pre commencement condition survey will be submitted to and approved in writing by Waterford City and County Council. During construction activities, a general condition review would be undertaken by the principal contractor at agreed intervals, with the progress reports issued to Waterford City and County Council. Upon completion of construction activities, a follow on condition review will be undertaken and a defects list prepared.

Works required to reinstate the road back to meet the standard of the pre-condition survey would be undertaken at the Development's expense with a final review being agreed with Waterford City and County Council. In cases where serious or significant defects need to be repaired quickly, the Construction Manager will have arrangements in place to take action within one day during normal working hours.

5.13 Contracts and Emergency Procedures

The appointed Construction Manager would be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include but not limited to: Waterford City and County Council, Transport Infrastructure Ireland,

Department for Transport, An Garda Síochána, Fire and Rescue Service, local landowners, local businesses, Community Council and local residents.

The Construction Manager would be responsible for preparing an Emergency Response Plan for the approval of Waterford City and County Council and the emergency services. The Emergency Plan would contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

Prior to the commencement of construction, the appointed Construction Manager would make contact with stakeholders to obtain the latest information on any incidents/developments/events in the area.

5.14

Non-Compliance and Enforcement

Suitable procedures will be implemented to manage breaches of the TMP and to address non-compliance by vehicles, drivers, subcontractors or suppliers. A breach may include, but is not limited to, failure to follow approved access routes, parking in unauthorised areas, non-adherence to designated delivery times, failure to comply with traffic marshal instructions, unsafe manoeuvring, excessive idling, or any other action contrary to the measures set out in the TMP.

Where a breach is identified, the incident will be recorded and reviewed by the Construction Manager. Appropriate corrective action will then be taken in proportion to the nature and severity of the non-compliance. This may include verbal warning, written notification to the driver's employer, refresher briefing or re-induction, restriction of Site access, or removal from the approved delivery or vehicle schedule in the case of repeated or serious breaches.

The Construction Manager will be responsible for confirming the detailed enforcement procedure, including escalation routes, responsibilities for monitoring compliance, and arrangements for recording and closing out any incidents of non-compliance.

6. IMPLEMENTATION AND MONITORING OF THE TRAFFIC MANAGEMENT PLAN

6.1 Overview

The implementation and monitoring of the TMP will be the responsibility of the Construction Manager. Further evolution of the TMP may be required during the detailed project planning and construction phases.

The Construction Manager may employ a number of sub-contractors on the Site who will fall under the auspices of the TMP will have an obligation to adhere to the plan written into their contracts.

6.2 Responsibilities of the Construction Manager

6.2.1 Primary Point of Contact

The Construction Manager will be responsible for the co-ordination of all elements of traffic and transport during the construction of the Proposed Project. The Construction Manager would provide a direct point of contact with Waterford City and County Council whom they may contact for information purposes or to discuss matters pertaining to traffic management or Site operation.

The Construction Manager would review and update the number of Site personnel, traffic numbers and the construction programme as the project progresses. Regular updates would be provided to Waterford City and County Council about traffic management, and any significant changes would be discussed and agreed before implementation. Regular meetings, where required, would be organised for monitoring purposes.

6.2.2 Transport Co-ordination

The Construction Manager would be responsible for the co-ordination of all elements of HGV transport to and from the construction Site. The Construction Manager would be responsible for co-ordination and liaison with Waterford City and County Council and Transport Infrastructure Ireland, and the local community as necessary.

The Construction Manager would inform Waterford City and County Council and Transport Infrastructure Ireland of any significant matters that may affect traffic movement by means or reports issued at regular intervals or by day-to-day reports of any significant essential changes to transport plans necessitated by circumstances. Contact details for the Construction Manager would be made available to all relevant parties prior to commencement of works on Proposed Project Site.

6.2.3 Monitoring of the TMP

The TMP will be monitored by the Construction Manager who in turn would report to Waterford City and County Council and Transport Infrastructure Ireland. A report will be prepared by the Construction Manager at regular intervals during the construction stage (time interval to be agreed).

Meetings will be held with Waterford City and County Council and Transport Infrastructure Ireland as necessary, to discuss the TMP and any issues raised by the local community.

Use of the agreed routes by hauliers will be monitored by spot checks undertaken by the Construction Manager or the roads authority. These spot checks will take the form of occasional observations at key locations.

The information collected for the purposes of monitoring will be available to all stakeholders including the local community on request.

6.3 Liaison with Local Community

The key to the success of the TMP would be how it is communicated to the local community and how it is adapted to take on board feedback received.

As indicated above, a CLO would be appointed to act as a point of contact with the local community. The CLO would be responsible for keeping the local community informed of progress on the Proposed Project and providing notice of upcoming activities which may give rise to increased construction vehicle movements.

The CLO would also monitor for other construction activity in the area which may have an impact on the adjacent road network. Coordinating with the developers / contractors of any such works and the local community, the CLO will ensure that, where possible, cumulative impacts are kept to a minimum.

The CLO would be able to attend Community Council meetings to provide a report and to be on hand to answer any questions that the local community may have. Contact details would be provided for the CLO (telephone number and email address) so that members of the public have an opportunity to ask questions and provide feedback. The CLO would also make use of the local press to disseminate information regarding traffic management and other activities.

6.4 Monitoring of the CTMP

The TMP will be monitored by the Construction Manager who in turn would report to Waterford City and County Council and other stakeholders as appropriate. Monitoring will include comparison of actual construction traffic flows, HGV movements, staff travel patterns and use of approved routes against the assumptions and measures set out in the TMP. Monitoring will also include review of compliance with delivery management measures, routing arrangements and traffic management controls.

A process will be established for the recording of traffic incidents, non-compliances, complaints and other transport-related issues arising during the construction stage. This will include incidents associated with routing, driver behaviour, road safety, congestion, parking, access, damage complaints or any breach of the TMP requirements. All such matters will be entered into an incident and complaint register maintained by the Construction Manager.

Use of the agreed and designated routes by hauliers would be monitored by undertaking spot checks by the Construction Manager. These spot checks would take the form of observations or surveys at key locations. The information collected from the spot checks would be held by the Construction Manager and made available on request. Site vehicles can carry identification stickers, so it is clear that they are serving the Proposed Project.

As necessary, meetings will be held with Waterford City and County Council and/or other stakeholders to discuss the TMP and any issues raised through monitoring, incidents, complaints or community feedback.

7.

SUMMARY

This TMP for the proposed Slievegrine Renewable Energy Development sets out the framework for managing construction traffic during the delivery of the project in County Waterford. The Proposed Project comprises a 23-turbine wind farm together with associated infrastructure, including substations, grid connection works, site entrances, construction compounds, borrow pits and internal access roads. Construction is anticipated to commence in 2029 and is expected to last approximately 18 to 24 months.

The document identifies the principal construction traffic routes, including the use of the N25 and L2024 for general construction traffic, with the R671, L2021 and L99997 also used in connection with Proposed Grid Connection. Turbine components will be delivered as ALs from Bellview Port at Waterford via the N29, N25 and L2024. The assessment indicates that construction traffic will be temporary and managed through designated haul routes, delivery scheduling, road safety measures, staff travel management, and monitoring of compliance.

A range of mitigation measures is proposed to minimise impacts on local residents and road users, including restrictions on delivery times, community liaison, signage, road condition surveys, wheel cleaning and road sweeping where required, and specific controls for AL deliveries. The plan also confirms that the Construction Manager will be responsible for implementing, monitoring and updating the TMP throughout the construction phase, in consultation with Waterford City and County Council and other relevant stakeholders.

The TMP is a live document that will be agreed with Waterford City and County Council and updated with detailed information prior to construction and as the project progresses.

