



APPENDIX 15-4

ROAD SAFETY AUDIT

PROPOSED WINDFARM AT SLIEVEGRINE, CO. WATERFORD

STAGE 1 ROAD SAFETY AUDIT

29 September 2026

SYSTRA



Formerly JB Barry & Partners who became part of Egis in 2023.

Document Information

GENERAL INFORMATION

Client: MKO Enerco Energy Limited,
Project Title: Proposed Windfarm at Slievegrine, Co. Waterford
Report Title: Stage 1 Road Safety Audit
File Name: 21303-EEI-XX-XX-RP-CE-02002_Stage_1_RSA_-_Slievegrine

HISTORY OF CHANGES

DOCUMENT REVISION			DOCUMENT VERIFICATION			
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30/09/2026	C01	A1	FB/TD	TD/FB	TF	N/A

BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

Suitability /Status	Definition	Revision Code
S2	Suitable for Information	Pnn (P=Preliminary) starting at P01
S3	Suitable for Review and Comment	
S4	Suitable for Stage Approval	

PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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1 INTRODUCTION

1.1 Background

This report results from a Stage 1 Road Safety Audit (RSA) of the proposed windfarm at Slievegrine, Co. Waterford and the proposed accesses which will service the sites. We refer to Figure 1.1 showing the site location.

Egis (formerly JB Barry and Partners) were commissioned by the Systra, acting on behalf of MKO Enerco Energy Limited, to prepare this Stage 1 RSA. Systra prepared the design drawings provided for this audit. Section 2 of this report contains problems identified for the access points and Section 3 contains general observations.

A list of the drawings provided for this audit is contained in Appendix 1. A copy of the Feedback Form is contained in Appendix 2.

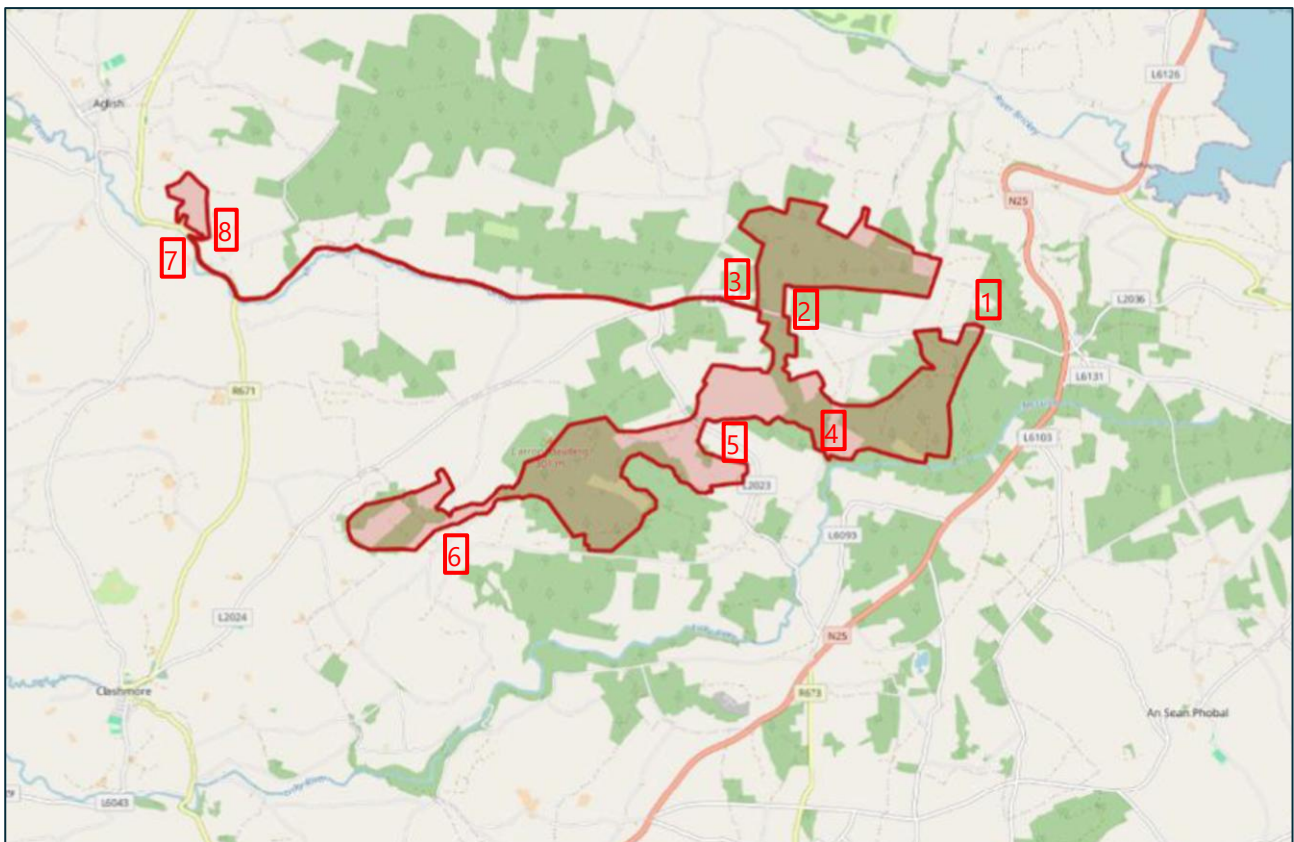


FIGURE 1-1: SITE LOCATION PLUS ACCESS LOCATIONS

The audit has been prepared following the requirements of TII GE-STY-01024 (May 2025) - Road Safety Audit. The Audit Team has examined and reported on only the road safety implications of the design submitted by the Design Team and has not examined or verified the compliance of the design to any other criteria.

The members of the Road Safety Audit Team are independent of the Design Team. The Audit Team for the scheme is shown in Table 1-1.

TABLE 1-1: AUDIT TEAM

AUDIT TEAM LEADER	AUDIT TEAM MEMBER	AUDIT TEAM OBSERVER
Fergal Breen NCEA Dip Eng CEng MIEI	Tim Delaney BEng (Hons), CEng, MIEI, RSA Cert	
Auditor ID: FB491942	Auditor ID: TD85307	
Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	

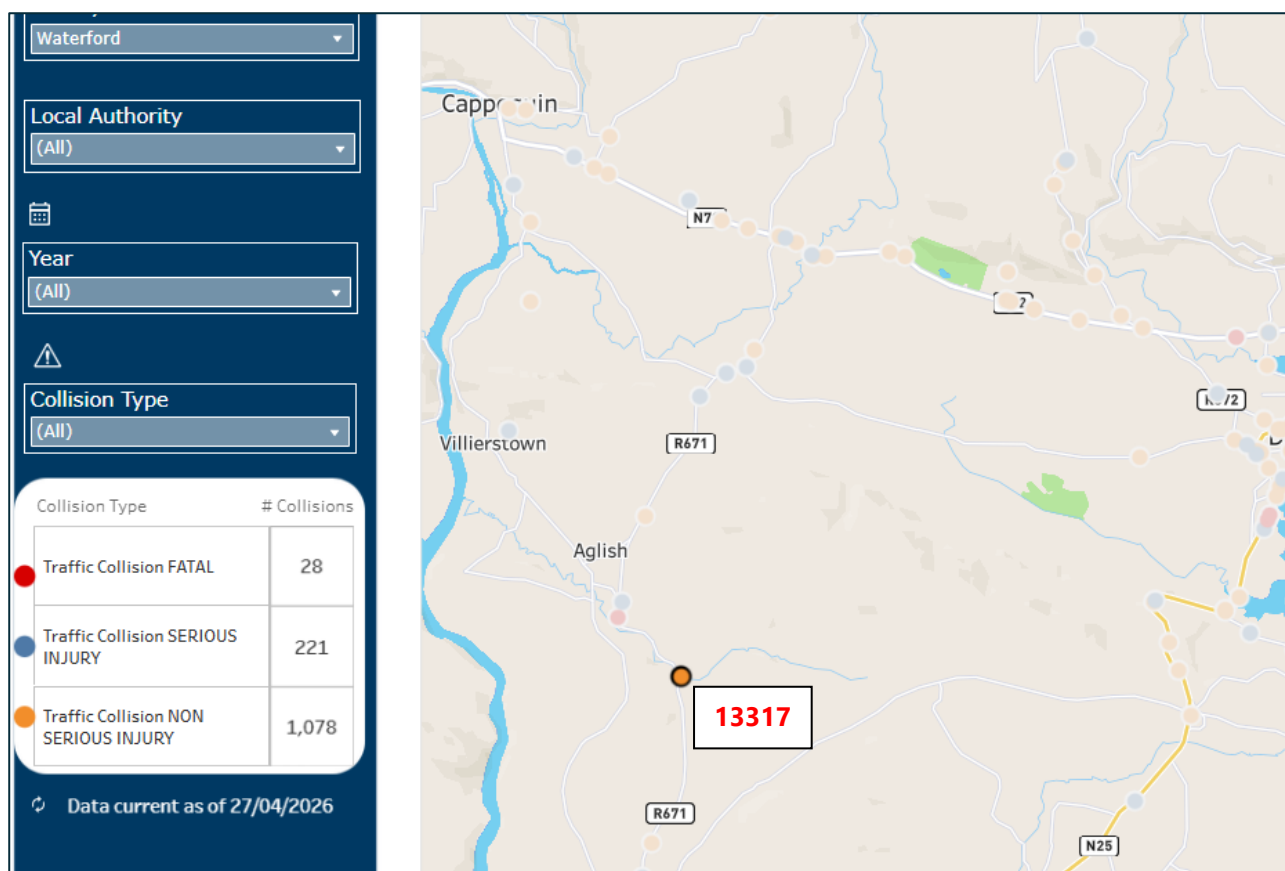
1.2 Site Visit

The Road Safety Audit site visit was carried out on Wednesday 16th of September 2026 during daylight hours. There was sunshine during the site visit, and the ground surface was dry.

1.3 Road Traffic Collision Data Review

No historical road collision data for the study area was made available to the Audit Team.

The Road Safety Authority (RSA) website was consulted in order to report on historical fatal, serious and non-serious injury collisions for the study area. Figure 1-2 below is a screenshot of the interactive map which illustrates the location of fatal and injury road collisions in between 2016 until 2024 in close proximity of the site.

**FIGURE 1-2: HISTORICAL RCD FROM 2016 TO 2024 (SOURCE: RSA WEBSITE; ACCESSED ON 28TH SEPT 2026)**

1 No. Minor collision occurred on the R671 which forms part of the access road network to the site. The following details were made available.

SEVERITY	ID	INCIDENT TYPE	TIME BAND	MONTH + YEAR
Non-Serious	13317	Traffic Collision Non-Serious Injury	4pm – 7:59pm	April 2018

2 AUDIT ISSUES IDENTIFIED FOR PROPOSED ACCESS LOCATIONS

2.1 No Problems Identified

3 GENERAL OBSERVATIONS IDENTIFIED FOR PROPOSED ACCESS LOCATIONS

3.1 Comment: Mobility Plan

A comprehensive Mobility Plan should be developed as part of the proposed development to ensure that sustainable and safe access arrangements are fully considered for all road users. The Mobility Plan should set out measures to encourage walking, cycling, public transport use, and other sustainable modes of travel, while also identifying strategies to minimise dependence on private car usage. This will assist in managing traffic demand, reducing potential congestion, and promoting safer travel patterns to and from the site throughout its operational life.

In conjunction with the Mobility Plan, early and ongoing liaison should be undertaken with An Garda Síochána and the Local Authority to ensure that local traffic management, road safety, and operational considerations are appropriately addressed.

3.2 Comment: Post Construction Layouts

It is unclear whether the proposed construction access arrangements, including widened entrance geometry, temporary traffic management measures, sightline improvements, or associated road infrastructure, are intended to be retained or removed upon completion of the construction phase.

Clarification should be provided regarding the status of these works following construction, as infrastructure designed to facilitate construction traffic may not be appropriate for the operational phase of the development. Any elements proposed to remain in place should be assessed to determine whether they are suitable from a road safety, traffic management, and active travel perspective and whether they align with the permanent access strategy for the site.

The applicant should demonstrate that any retained infrastructure will not give rise to road safety concerns, driver confusion, or unnecessary impacts on vulnerable road users. Conversely, where temporary works are no longer required, confirmation should be provided that the affected areas will be reinstated to an appropriate standard upon completion of the development.

4 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the appendices to this report.

The examination and subsequent report were made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

The problems identified have been noted in this report together with associated safety improvement suggestions, which we recommend should be studied for implementation.

No one on the Audit Team has been involved in the initial scheme design.

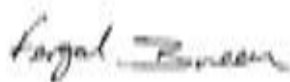
ASSESSMENT TEAM LEADER

Name: Fergal Breen
NCEA Dip Eng CEng MIEI

Position: Associate

Organisation: Egis (formally JB Barry & Partners)

Address: 3 Eastgate Road
Eastgate
Little Island
Co. Cork

Signed: 

Date: 30.09.2026



ASSESSMENT TEAM MEMBER

Name: Mr. Tim Delaney
BEng CEng MIEI RSACert

Position: Service Provider

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Address: 3 Eastgate Road
Eastgate
Little Island
Co. Cork

Signed: 

Date: 30.09.2026



APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
Overview Plan	IE01T26B10/2001/OP001	-
Access 1 General Arrangement	IE01T26B10/2001/GL001	-
Access 1 Visibility Splays	IE01T26B10/2001/VS001	-
Access 1 Swept Path Analysis V162 Blade - Nootboom Super Wing Carrier	IE01T26B10/2001/SPA001	-
Access 1 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA002	-
Access 2 General Arrangement	IE01T26B10/2001/GL002	-
Access 2 Visibility Splays	IE01T26B10/2001/VS002	-
Access 2 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA003	-
Access 3 General Arrangement	IE01T26B10/2001/GL003	-
Access 3 Visibility Splays	IE01T26B10/2001/VS003	-
Access 3 Swept Path Analysis V162 Blade - Nootboom Super Wing Carrier	IE01T26B10/2001/SPA004	-
Access 3 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA005	-
Access 3 Swept Path Analysis Concrete Mixer	IE01T26B10/2001/SPA006	-
Access 4 General Arrangement	IE01T26B10/2001/GL004	-
Access 4 Visibility Splays	IE01T26B10/2001/VS004	-
Access 4 Swept Path Analysis V162 Blade - Nootboom Super Wing Carrier	IE01T26B10/2001/SPA007	-
Access 4 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA008	-
Access 5 General Arrangement	IE01T26B10/2001/GL005	-
Access 5 Visibility Splays	IE01T26B10/2001/VS005	-
Access 5 Swept Path Analysis V162 Blade - Nootboom Super Wing Carrier	IE01T26B10/2001/SPA009	-
Access 5 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA010	-
Access 6 General Arrangement	IE01T26B10/2001/GL006	-
Access 6 Visibility Splays	IE01T26B10/2001/VS006	-
Access 6 Swept Path Analysis V162 Blade - Nootboom Super Wing Carrier	IE01T26B10/2001/SPA011	-

Access 6 Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA012	-
Substation Access (Permanent) General Arrangement	IE01T26B10/2001/GL007	-
Substation Access (Permanent) Visibility Splays	IE01T26B10/2001/VS007	-
Substation Access (Permanent) Swept Path Analysis Large Van	IE01T26B10/2001/SPA013	-
Access 8 - Substation Access General Arrangement	IE01T26B10/2001/GL008	-
Access 8 - Substation Access Visibility Splays	IE01T26B10/2001/GL008	-
Access 8 - Substation Access Swept Path Analysis Maximum Legal Articulated Vehicle	IE01T26B10/2001/SPA014	-
Access 8 - Substation Access Swept Path Analysis Transformer Transporter Vehicle	IE01T26B10/2001/SPA015	-

APPENDIX 2

Feedback Form

Scheme: PROPOSED WINDFARM AT SLIEVEGRINE, CO. WATERFORD

Audit Stage: Stage 1

Date Audit Completed: 29 September 2026

Paragraph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)

Signed: A. Devenny Designer

Date: 30/9/2026

Signed: Paul Breen Audit Team Leader

Date: 30 Sept 2026

Signed: Michael Murnane Client
Michael Murnane
Slievegrine Ltd.

Date: 30/09/26

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Ireland

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