APPENDIX 15-2

Traffic Management Plan

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

KILLOSHULAN WIND FARM

REVISION A – October 28th, 2026

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Client: Killoshulan Renewable Energy Ltd
October 28th, 2026
AL Project No: 9931

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1 INTRODUCTION

1.1 Purpose of note

The purpose of this Traffic Management Plan (TMP) is to set out the traffic management measures that the Applicant will commit to provide during the construction stage of the proposed Killoshulan Wind Farm (Proposed Project). The successful completion of the Proposed Project will require significant coordination and planning, and a comprehensive set of mitigation measures will be put in place before and during the construction stage, in order to minimise the effects of the additional traffic generated on the surrounding road network. The measures are discussed under the following headings;

- Section 2 – Delivery of abnormally sized loads transporting turbine components.
- Section 3 – Delivery routes for general construction traffic.
- Section 4 – Proposed Wind Farm Site access junction.
- Section 5 – Traffic management measures during construction of the Proposed Grid Connection route.
- Section 6 – General traffic management measures that will be implemented before, during and on completion of the construction of the Proposed Project.

It is confirmed that details for the TMP for the Proposed Project will be agreed with the Road Section of all relevant Local Authorities prior to construction.

All figures that are referenced in the EIAR prepared for the Proposed Project are included as Appended A of this TMP.

2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

The Proposed Turbine Delivery Route (TDR) for transporting the abnormally sized loads to the site is shown in Figure 15-1. It is proposed that large wind turbine components will be delivered to the Proposed Wind Farm site, from the Port of Cork (Ringaskiddy), via the N28 and N40 National roads, the M8 Motorway, R639 Regional Road followed by the L1857 Local Road and the R693 from which the abnormally sized loads will access the Proposed Wind Farm Site, via the site access junction. Other ports, including Galway Port, Shannon Foynes or Dublin Port could also be used.

Approaching the site the route travels north on the M8 before exiting onto the R639 at M8 Junction 7 located northeast of the town of Cashel. From this point the turbine delivery route is as follows:

- The route travels northeast on the R639 for approximately 28.7km travelling through the village of Urlingford, before tuning right onto the L1857 and travelling east for a further 0.7km.
- The route then joins the R693 traveling east through a series of bends for approximately 8.4kms.
- The abnormally sized loads gain access to the Proposed Wind Farm Site via the site access junction located off the northern side of the R693.

From the exit off the M8 at Junction 7 to the site access junction on the R693 the section of the Turbine Delivery Route on the regional and local road network is approximately 37.8 km.

A detailed swept path analysis was undertaken for all potential pinch points on the TDR from the turnoff from the M8 at Junction 7 to the proposed access junction off the R693. The locations included are shows in Figure 15-2, with the assessment discussed in Section 15.1.9 of the EIAR.

All deliveries of abnormally sized loads will be made using Garda Siochana escorts and local transient traffic management measures put in place by the haulage company.

2.2 Traffic management measures for abnormally sized loads

The transportation of large components is challenging and can only be done following extensive route selection, route proofing and consultation with An Garda Síochána, the relevant local authorities and their road sections and roads authorities. Turbine components are usually transported in convoys of 3 vehicles at night when traffic is lightest. This will be undertaken in

consultation with the road authorities, An Garda Síochána Traffic Corp and special permits are generally required.

A swept path analysis was undertaken at all potential pinch points using Autotrack in order to establish the locations where the wind turbine transporter vehicles will be accommodated, and the locations where some form of remedial measure may be required. While transient traffic management measures will be implemented by An Garda Síochána as each convoy travels along the delivery route, it is not anticipated that any sections of the local road network will be closed.

A dry run involving a vehicle adapted to replicate the geometry of the extended transport vehicles will be undertaken over the entire turbine delivery route prior to the delivery of turbine components.

3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

The majority of the stone required during the construction of the Proposed Project will be won from the proposed onsite borrow pit, as detailed in Chapter 4, Section 4.4.2, of the EIAR.

All concrete required for each turbine foundation will be delivered to the site one day per foundation, for a total of 10 days. The concrete and crushed stone required for the turbine foundations and general construction will be sourced from local, appropriately authorised quarries. The most likely quarries for the supply of concrete and stone are located within a 20km radius of the site, with the delivery routes shown in Figure 15-1.

All other wind turbine components delivered by standard HGVs will arrive at Port of Cork (Ringaskiddy) and will also be delivered via the same haul route as set out above.

4 PROPOSED WIND FARM SITE ACCESS JUNCTIONS

The location of the junction of the northern side of the R693 is shown as Location 4 in Figure 15-2. It is proposed to carry out temporary widening works at the proposed site entrance in the townland of Barna, Co. Kilkenny.

This improved layout for an existing access junction located on the R693 will provide for all traffic generated during the construction and maintenance of all turbines. It is proposed that this junction will provide for the deliveries of the abnormally sized loads and general construction traffic, including staff car trips, during the construction phase, and for maintenance trips once the Proposed Project is operational. The proposed junction layout is shown in Figure 15-11. Junction radii of 13m with 1:10 tapers are proposed for standard HGV access in accordance with TII DN-GEO-03060. STOP road markings and signs are proposed as per Figure 7.35 of the Traffic Signs Manual.

The proposed junction includes a run-over area at the northeast corner of the junction to facilitate the delivery of the abnormally sized turbine loads, as also shown in Figure 15-11. This area will be surfaced to accommodate the wheels of the abnormally sized loads. A short section of runover area is also proposed on the eastern side of the access adjacent to the junction. An additional area is identified to be cleared to facilitate overhang of the turbine blade transport vehicles. On completion of the delivery of the abnormally sized loads the temporary run-over areas will be closed off to traffic with the junction layout reduced in size to the standard junction layout described above.

With a speed limit of 80 km/h the required visibility splays in accordance with the TII Guidelines (Geometric Design of Junctions, DN-GEO-03060, TII, May 2023) are 160m taken from a setback of 3.0m. These splays are shown to be available in both directions as illustrated in Figure 15-12.

The autotrack assessment shown in Figure 15-13 demonstrates that the proposed access junction off the R693 will accommodate the turning requirements of the blade transport vehicle. Similarly, the autotrack assessment set out in Figure 15-14 demonstrates that the reduced junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Upon the completion of the turbine component delivery phase, the accommodation area will be covered with a layer of topsoil and reseeded. The trees and hedgerow that were removed during the turbine component delivery phase will be replanted, whilst maintaining the required visibility splays.

5 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION ROUTE

Traffic impacts and diversion routes identified for the Proposed Grid Connection route works are included in Section 15.1.7 of the EIAR. Sections along the Proposed Grid Connection route where there will be road closures and traffic diversions are identified.

It is proposed that the Proposed 110kV Substation is connected by 110kV underground cabling to the existing 110kV Ballyragget substation, in the townland of Moatpark.

The Proposed 110kV Underground Cabling route measures approximately 12.6km of which approximately 10.5km is located within the public road corridor with the remaining 2.1km located in private lands within the Proposed Wind Farm site (1.4km) or within agricultural lands either side of the River Nore (0.6km), with a short section located within the site of the Ballyragget Substation (0.1km).

The extent of the Proposed Grid Connection that will impact on the public road network is considered in the 7 sections, as shown in Figure 15-7a, with 5 sections located on the public road network and 2 sections off road, one in the Proposed Wind Farm Site and the other in lands approaching and within the 110 kV Ballyragget substation. The roads comprising each section of the route, together with the traffic management measure required during construction, the length and the estimated number of days required for construction, are set out in Table 15-1. Based on a construction rate of 100m per day, it is estimated that the Proposed Grid Connection will take approximately 126 working days to complete based on one construction crew operating at one location. In practice the construction duration may be significantly reduced using 2 construction crews operating at different locations on the route.

Table 15-1 Proposed Grid Connection underground cabling route link, traffic management measure, link length (km), construction duration (days)

Grid section	Proposed Grid Connection Section	Traffic management	Length (kms)	Construction duration (days)
Off road	Off road at site	NA	1.4	14
Section 1	L1805	Closure	0.5	5
Section 2	L1804	Closure	0.24	3
Section 3	L1806	Closure	5.5	55
Section 4	L1807 / L5833	Closure	3.4	34
Section 5	N77	Stop & Go	0.83	8

Grid section	Proposed Grid Connection Section	Traffic management	Length (kms)	Construction duration (days)
Off road	Off road at Ballyragget Substation	NA	0.7	7
Total			12.57	126

The on-road sections of the Proposed Grid Connection travels along 0.8km of the National Road Network (N77), with the remaining 9.6km of the on–road route sections travelling along the local road network. An inspection of the route indicates that the majority of the Proposed Grid Connection will require a road closure at the point of construction on any given day during the construction phase. The exception to this is the short 0.8km section of the N77 where it is proposed that a Stop & Go traffic management system will be implemented in order to maintain 2-way traffic flow.

The potential diversion routes that may be used during the construction of the various sections of the Proposed Grid Connection are set out in Table 15-2 and shown in Figure 15-7b. For sections 1, 2, 3 and 4, which comprises 9.6km of the total route, the diversions will result in existing traffic from local roads being diverted onto other local and reginal roads of a similar or higher standard of road.

Table 15-2 Proposed Grid Connection underground cabling route link, link length (km), potential diversion route, length of diversion route (km), additional trip length (km)

Grid section	Proposed Grid Connection Section	Length (kms)	Potential diversion route	Maximum length of diversion route (kms)	Maximum additional trip length (kms)
Off road	Off road at site	1.4	NA	NA	NA
Section 1	L1805	0.5	L1805, L1804	2.2	1.7
Section 2	L1804	0.24	L1804, R693, R435, L1804	25.0	24.8
Section 3	L1806	5.5	L1804, R693, L1811	12.0	6.5
Section 4	L1807 / L5833	3.4	L1806, N77	4.1	0.7
Section 5	N77	0.83	NA	NA	NA
Off road	Off road at Ballyragget Substation	0.7	NA	NA	NA
Total		12.57			

For the diversion routes shown in Figure 15-7b, the temporary additional trip length incurred by drivers during the construction of the Proposed Grid Connection will range from a minimum of 0.7km

to a maximum of 24.8km, as shown in Table 15-2. The distances provided are an absolute maximum diversion that may be incurred for the various sections of the Proposed Grid Connection and are measured from either end of the section of the Proposed Grid Connection route being constructed. In practice the number of trips that incur the full diversion will be very few. It should be noted that the construction of the section that would result in the longest detour of 24.8m, Section 2 on the L1804, would impact on low number of trips daily and would be in place for a maximum of 3 days. It is also noted that many drivers undertaking longer trips will divert onto other parallel routes further afield in order to avoid the closure, again, incurring significantly shorter actual diversions.

6 GENERAL TRAFFIC MANAGEMENT MEASURES

A detailed TMP will be finalised and confirmatory detailed provisions in respect of traffic management agreed with the Roads Authorities and An Garda Síochána prior to construction works commencing on site. The detailed TMP will include the following:

Delivery of abnormal sized loads

- The delivery of turbine components is a specialist transport operation with the transportation of components carried out at night when traffic is at its lightest and the impact minimised.
- The deliveries will be made in consultation with the Local Authority and An Garda Síochána.
- It is estimated that 80 abnormal sized loads will be delivered to the site, comprising 27 convoys of 3, undertaken over 27 separate nights.
- These nights will be spread out over an approximate period of 6 weeks and will be agreed in advance with the relevant authorities.
- For each convoy there will be two police escort vehicles that will stop traffic at the front and rear of the convoy of 3 vehicles in addition to two escort vehicles provided by the haulage company.

Other traffic management measures

- **Traffic Management Coordinator** – a competent Traffic Management Co-ordinator will be appointed for the duration of the construction of the Proposed Project and this person will be the main point of contact for all matters relating to traffic management.
- **Delivery Programme** – a programme of deliveries will be submitted to Kilkenny County Council and other relevant authorities in advance of deliveries of turbine components to the Proposed Project site. Liaison with the relevant local authorities including the roads sections of local authorities that the delivery routes traverse and An Garda Siochana, during the delivery phase of the large turbine vehicles, when an escort for all convoys will be required.
- **Information to locals** – Locals in the area will be informed of any upcoming traffic related matters e.g. delivery of turbine components at night, via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided.
- **A Pre and Post Construction Condition Survey** – A pre-condition survey of roads associated with the Proposed Project will be carried out prior to construction commencement to record the condition of the road. A post construction survey will be carried out after works are completed. Where required the timing of these surveys will be agreed with the local authority.

- **Implementation of temporary alterations to road network at critical junctions** – At locations where required highlighted in Section 15.1.9 in Chapter 15 of the EIAR.
- **Identification of delivery routes** – These routes will be agreed and adhered to by all contractors.
- **Travel plan for construction workers to Proposed Project site** – While the assessment above has assumed the worst case that construction workers will drive to the Proposed Project site, the construction company will be required to provide a travel plan for construction staff, which will include the identification of a routes to / from the site and identification of an area for parking.
- **Travel plan for construction workers to underground electric cabling route** – Due to the transient nature of the proposed underground grid connection construction site which will generally be on a section of the public road, construction workers will be transported to and from the site by the construction company at the beginning and end of each shift.
- **Drivers conduct** – All drivers will follow normal rules of the road and will receive toolbox talk regarding the delivery route and planned holding points prior to any deliveries.
- **Standard permitted axial loads** – Will not be exceeded.
- **Temporary traffic signs** – As part of the traffic management measures temporary traffic signs will be put in place at all key junctions, including the access junction on the R693 during the 18 month construction period. All measures will be in accordance with the "Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works" (DoT now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S).
- **Delivery times of large turbine components** - The management plan will include the delivery of large wind turbine plant components at night in order to minimise disruption to general traffic during the construction stage.
- **Re-instatement works** - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers. All works will be done in accordance with the Guidelines for the Opening, Backfilling and Reinstatement of Openings in Public Roads, DTToS, September 2015.
- **Additional measures** - Various additional measures will be put in place in order to minimise the effects of the development traffic on the surrounding road network including wheel washing facilities on Site and sweeping / cleaning of local roads as required.

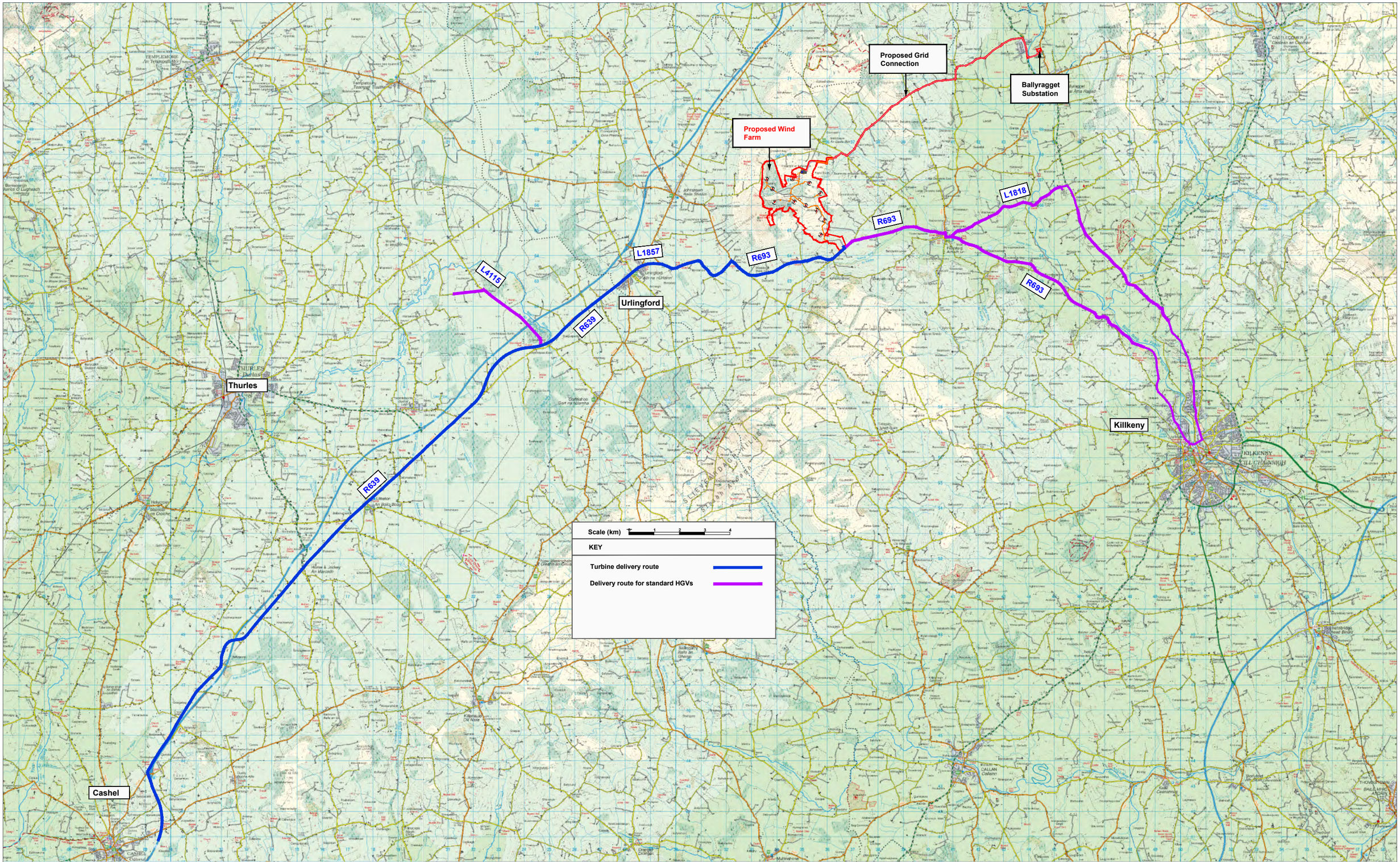
It is confirmed that details for the Traffic Management Plan for the Proposed Project will be agreed with TII and the Road Section of Kilkenny County Council prior to construction and contact will be maintained with the Road and Traffic Section throughout the construction phase.

APPENDIX A FIGURES FROM THE EIAR

Figure 15-1 Site location, turbine delivery route and general construction routes
Figure 15-2 Locations on TDR included in autotrack assessment

Figure 15-7a Proposed cable grid connection route
Figure 15-7b Proposed cable grid connection route, potential diversion routes

Figure 15-11 Location 4 - Site Access R693 – Proposed junction layout
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NOTES:

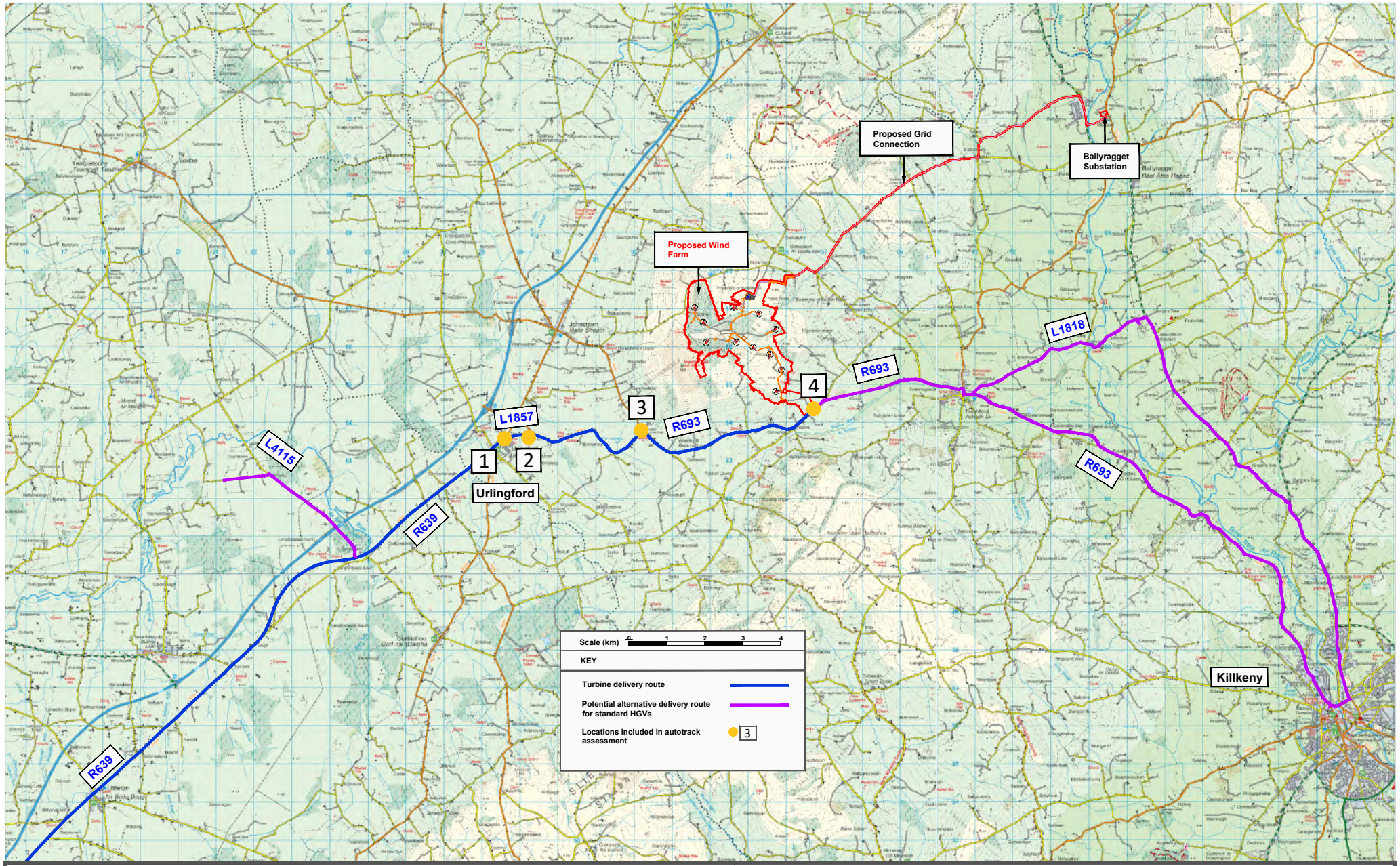
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-1 Site location, turbine delivery route and general construction routes

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	NTS
PROJECT NO: 9931	DATE: 04.09.26	DRAWN BY:	AL

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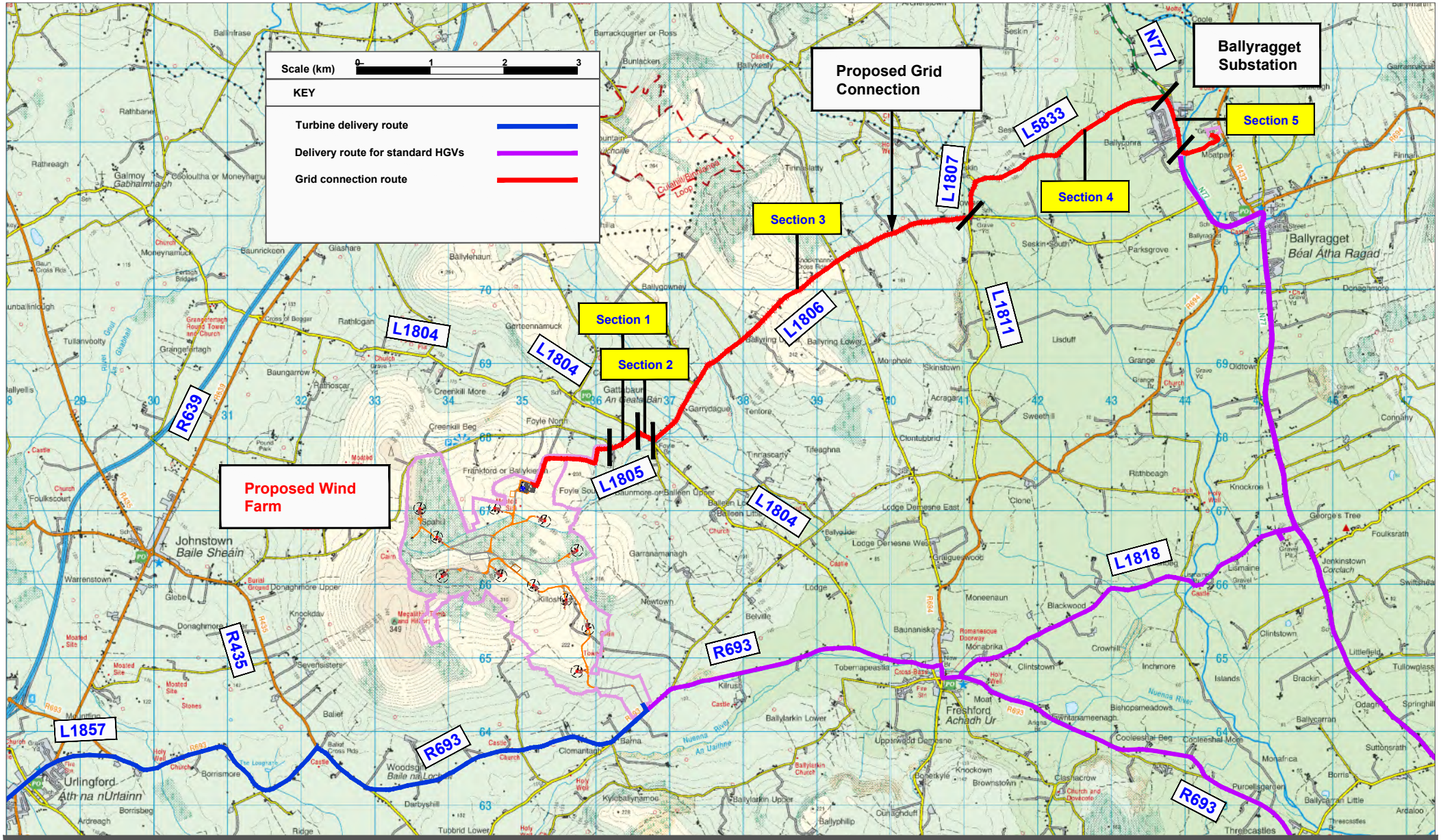
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Base mapping provided by MKO

Figure 15-2 Locations on TDR included in autotrack assessment

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	NTS
PROJECT NO: 9931	DATE: 28.10.26	DRAWN BY:	AL

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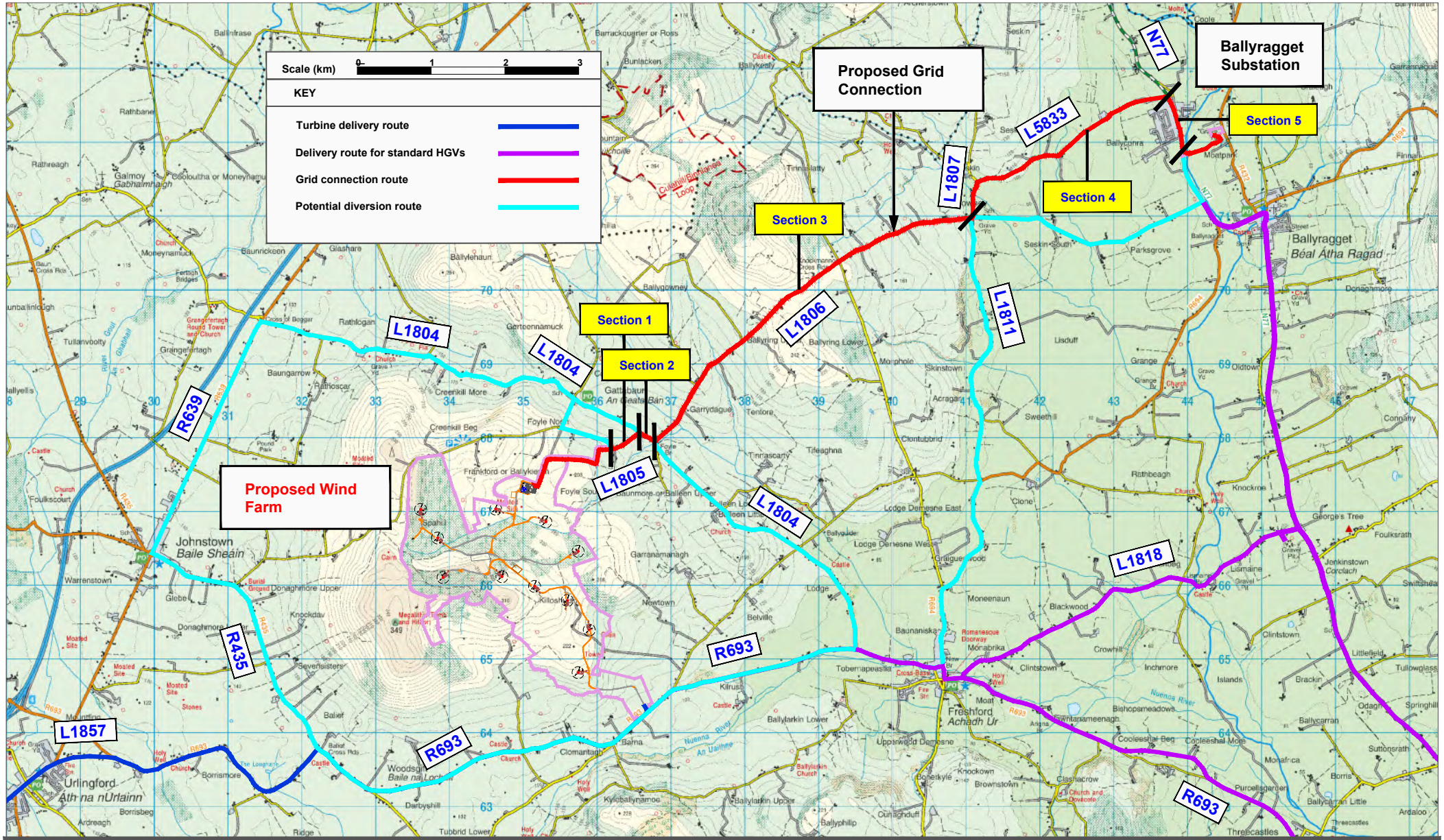
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Base mapping provided by MKO

Figure 15-7a Proposed grid connection

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	NTS
PROJECT NO: 9931	DATE: 16.09.26	DRAWN BY:	AL

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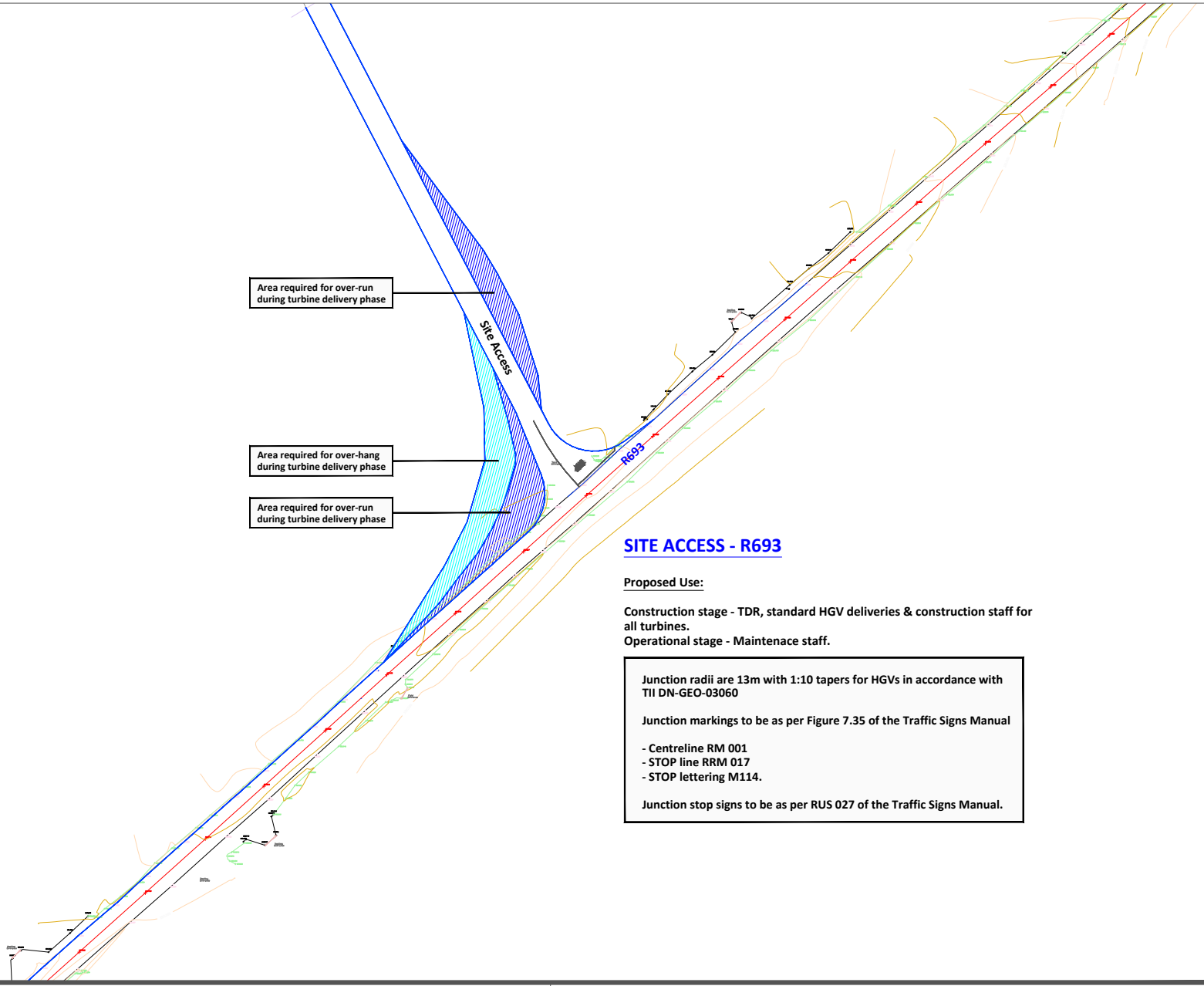
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Base mapping provided by MKO

Figure 15-7b Proposed grid connection - Potential diversion routes

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	NTS
PROJECT NO: 9931	DATE: 16.09.26	DRAWN BY:	AL

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SITE ACCESS - R693

Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for all turbines.
Operational stage - Maintenace staff.

Junction radii are 13m with 1:10 tapers for HGVs in accordance with TII DN-GEO-03060

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual

- Centreline RM 001
- STOP line RRM 017
- STOP lettering M114.

Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

NOTES:

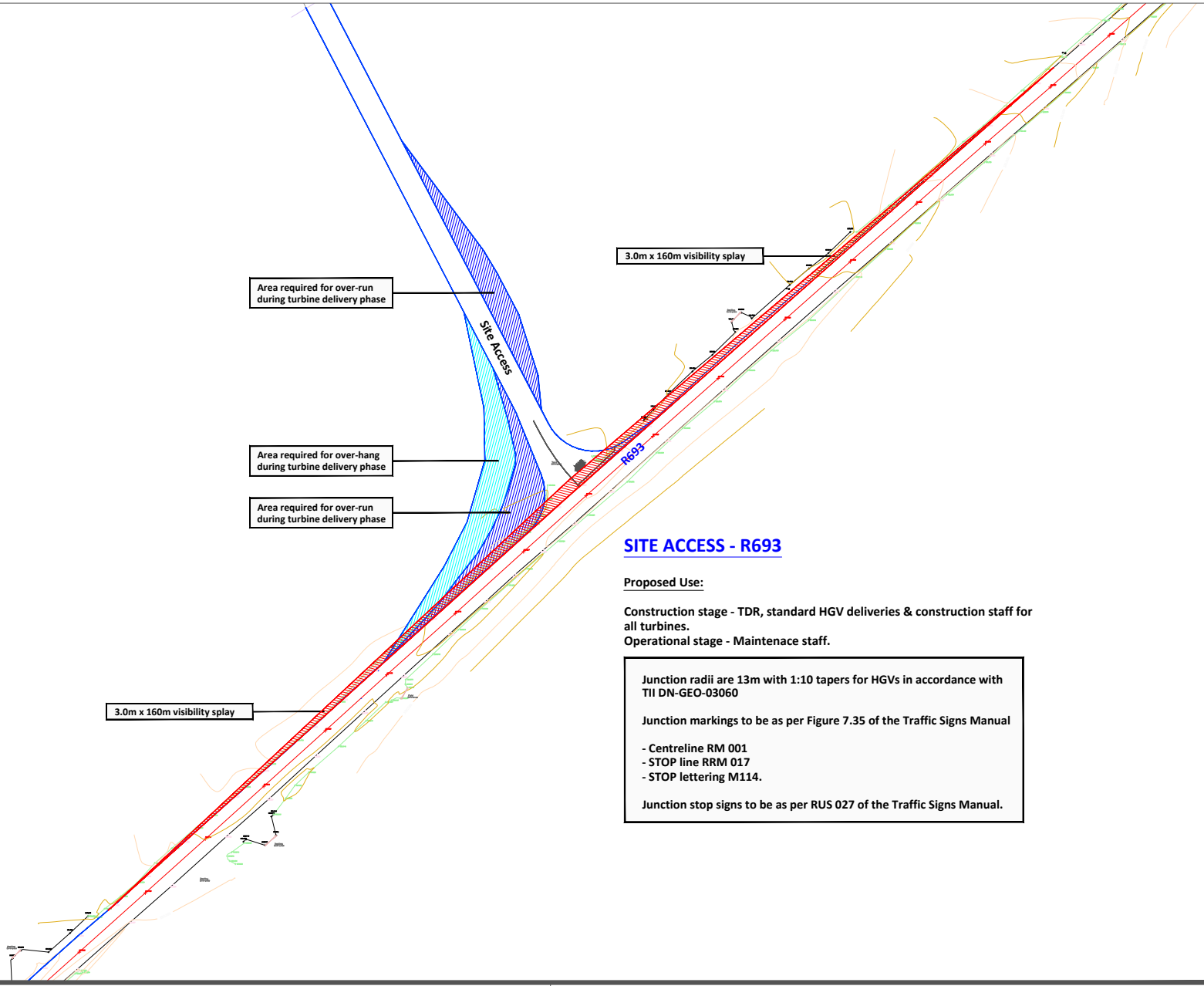
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Base mapping provided by MKO

Figure 15-11 Location 4 - Site Access R693 - Proposed junction layout

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	1:1000
PROJECT NO: 9931	DATE: 28.10.26	DRAWN BY:	AL

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SITE ACCESS - R693

Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for all turbines.
Operational stage - Maintenace staff.

Junction radii are 13m with 1:10 tapers for HGVs in accordance with TII DN-GEO-03060

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual

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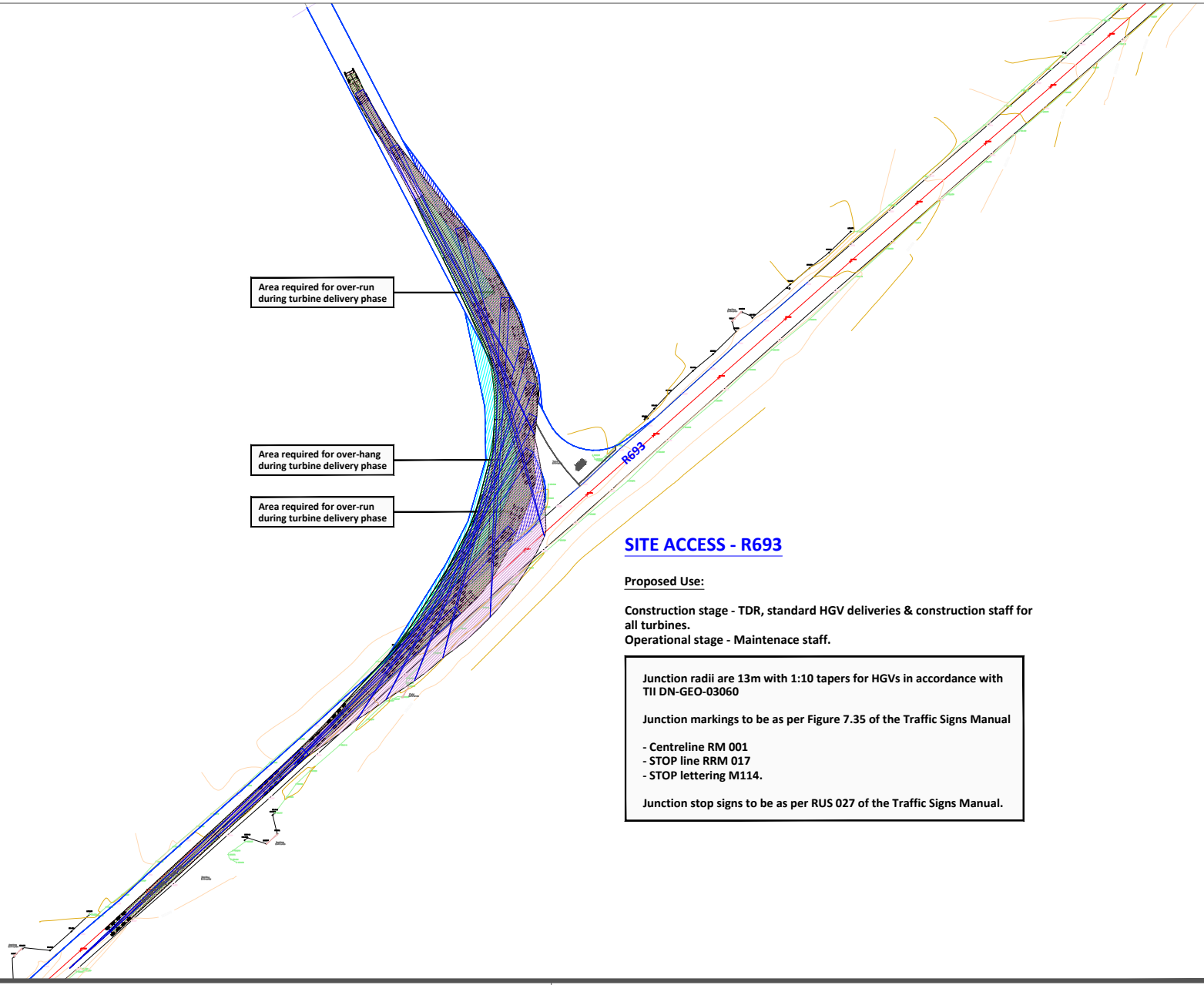
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Base mapping provided by MKO

Figure 15-12 Location 4 - Site Access R693 - Proposed junction layout - Visibility splays (3m x 160m)

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	1:1000
PROJECT NO: 9931	DATE: 28.10.26	DRAWN BY:	AL

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SITE ACCESS - R693

Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for all turbines.
Operational stage - Maintenace staff.

Junction radii are 13m with 1:10 tapers for HGVs in accordance with TII DN-GEO-03060

Junction markings to be as per Figure 7.35 of the Traffic Signs Manual

- Centreline RM 001
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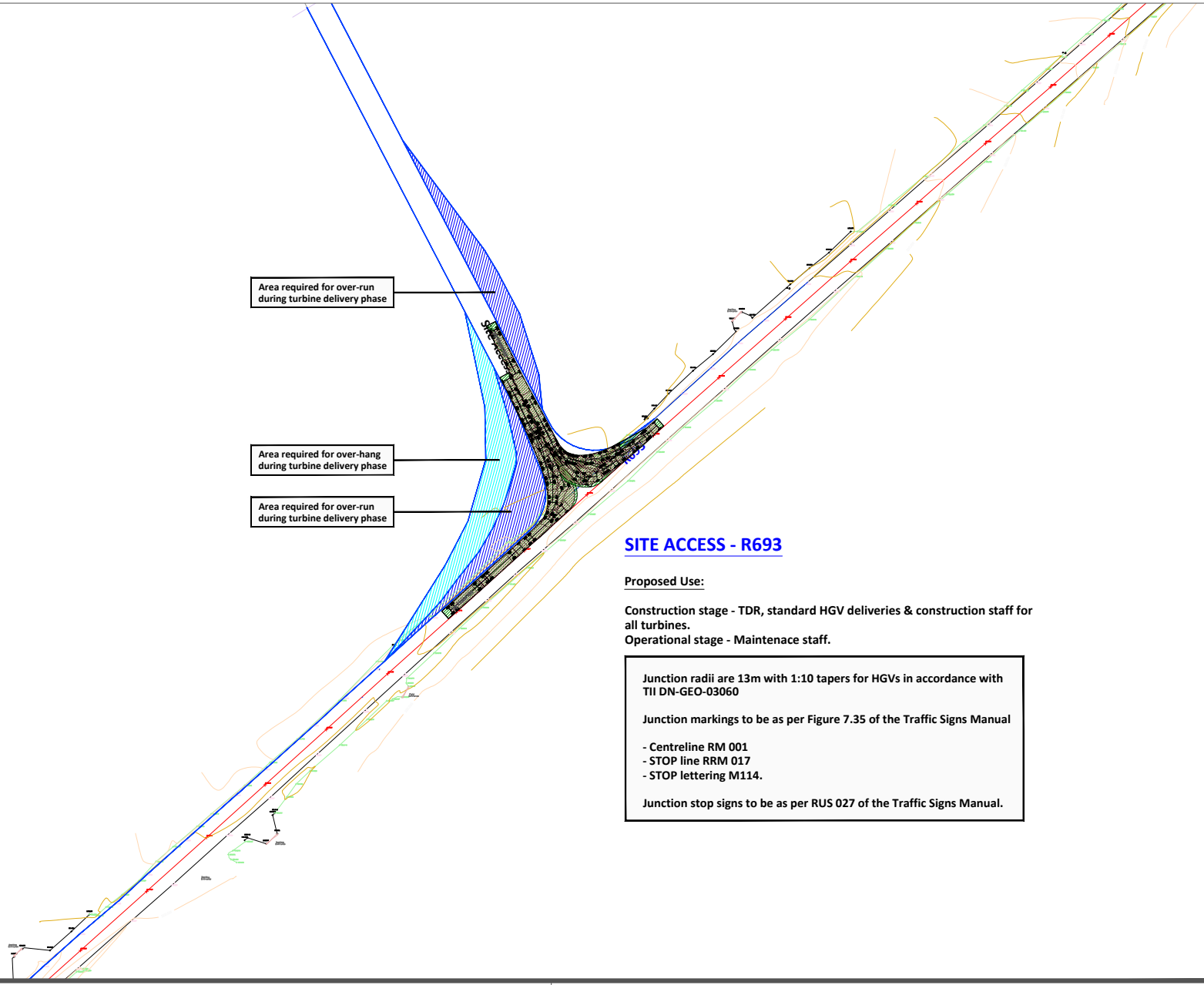
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Base mapping provided by MKO

Figure 15-13 Location 4 - Site Access R693 - Proposed junction layout - Autotrack assessment - Blade extended artic

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	1:1000
PROJECT NO: 9931	DATE: 28.10.26	DRAWN BY:	AL

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Base mapping provided by MKO

Figure 15-14 Location 4 - Site Access R693 - Proposed junction layout - Autotrack assessment - Standard large articulated HGV

PROJECT:	Killoshulan Wind Farm		
CLIENT:	Killoshulan Renewable Energy Ltd	SCALE:	1:1000
PROJECT NO: 9931	DATE: 28.10.26	DRAWN BY:	AL

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