



Technical Appendix 14-4 Construction Traffic Management Plan (CTMP)

EIAR – Volume 3

Muingmore Wind Farm

SLR Project No.: 501.065301.00001

April 2026



Construction Traffic Management Plan

Muingmore Wind Farm

RWE Renewables (Ireland) Ltd.

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1.0 Introduction

- 1.1 SLR Consulting Ltd (SLR) are appointed by RWE to prepare a Construction Traffic Management Plan (CTMP).
- 1.2 The EIAR and CTMP submitted as a part of the planning application have been prepared for the “Proposed Project”, comprising a 13 no. turbine wind farm development and its ancillary infrastructure (including the 33kV collector cable between the Northern and Southern clusters), battery energy storage system (“BESS”), and the Turbine Delivery Route (“TDR”) (the “Proposed Development”) and a single 110kV Grid Connection Route (the “GCR”) that will require works along public roadways to facilitate a 110kV underground grid connection to connect the Proposed Development to the Bellacorick Substation (c25.5km east). Although assessed as one project for the purpose of EIA, the GCR will be subject to a separate planning application to the Proposed Development.
- 1.3 The Main Wind Farm Development Site is located within the townlands of Muingmore (An Mhoing Mhór) and Doolough (Dumha Locha), County Mayo.
- 1.4 For a detailed description of the Project, please refer to **Chapter 2** of the EIAR.
- 1.5 See also **Chapter 1** of the EIAR for a list of defined project terms.
- 1.6 The Main Wind Farm Development Site is located in a rural area near Gweesalia, County Mayo, and is accessed via the L5252 branching from the L1206, which in turn connects to the R313. The TDR originates from Killybegs Port, Co. Donegal, passing through several national and regional roads including the N56, N15, N4, and N59, before reaching the R313, L1206, and L5252 in Co. Mayo.
- 1.7 This CTMP is a technical appendix to **Chapter 14: Traffic and Transport** (EIA Report Volume 2).
- 1.8 The CTMP is required to manage traffic associated with construction of the Proposed Project. It aims to:
 - Protect the amenity of neighbouring properties;
 - Ensure that construction traffic impacts on the local road network are minimised, and;
 - Maintain safety for all road users.
- 1.9 On finalisation of the CTMP prior to construction, the principal Contractor will adopt the plan and associated monitoring measures and, during construction, agree and implement measures to monitor its effectiveness.

Report Structure

- 1.10 The structure of the CTMP is as follows.
 - Section 1.0 Introduction: Provides background information, the aims of the CTMP and outlines the structure of the CTMP.
 - Section 2.0 Existing Conditions and Traffic Estimates: provides information about the proposed transport routes (TDR, GCR, HDV haul routes and LGV local routes), the 3 no. proposed access points to the Main Wind Farm Development Site and the onsite temporary construction compounds, along with estimated traffic generated during construction to be managed or mitigated as part of the CTMP.
 - Section 3.0 Management: Describes how the CTMP will be managed, and the role of the persons and organisations responsible for implementing the plan.



- Section 4.0 CTMP Measures: Sets out the measures that will be implemented as part of the CTMP, as well as proposed timescales for implementation.
- Section 5.0 Delivery Management Plan (DMP): Includes the DMP and an Abnormal Indivisible Loads Delivery Management Plan (AIL DMP), setting out all traffic management and mitigation measures required to ensure safe and efficient transport of construction loads (via conventional HDV and AIL vehicles).
- Section 6.0 Construction Staff Travel Plan (TP): includes targets and outcomes, management strategy, measures, information and marketing and monitoring. This section also concludes with a short summary of the Plan.
- Section 7.0 Monitoring and Non-Compliance: Includes Monitoring proposal, outlining how compliance with the measures set out in the CTMP will be monitored, and the mechanisms for dealing with complaints and non-compliance.
- Section 8.0 Summary.



2.0 Existing Conditions and Traffic Estimates

Description of Proposed Project

- 2.1 As set out in Section 1 of this report, the Proposed Project comprises the construction, operation and decommissioning of a 13-turbine wind farm and its ancillary infrastructure (including the 33kV collector cable between the Northern and Southern clusters), 110kV substation, BESS, TDR and GCR.
- 2.2 Access to the Main Wind Farm Development Site will be facilitated via the central spine road (L5252) taken off the L1206. There are three Access Points (AP1, AP2 and AP3) located roughly equidistant along the spine road (see **Figure 14-3** of the EIAR).
- 2.3 There are also several other roads that facilitate the TDR, construction access to the GCR, including:

Road used by the TDR Only

- The R263 from Killybegs Port to the N56;
- The N56 north of Killybegs to the junction with the N15;
- The N15 to the junction with the N4 at Sligo;
- The N4 to the junction with the N59.

Roads used by GCR and TDR

- The N59 to the junction with the R313 at Bangor Erris;
- The short section of R313 between its junctions with the N59 and the L1206;
- The L1206 southbound from its junction with the R313 to its junction with the L5252;
- The L5252; and
- The proposed AP1; or
- The proposed AP2 Access; or
- The proposed AP3 Access.

Proposed Construction Traffic Routing

- 2.4 Primary access to the Proposed Project will be via the TDR originating at Killybegs Port. From Killybegs the route follows the R263 to the N56 north of the port, continues south through Dunkineely, the Mountcharles Bypass and Donegal Bypass, then merges onto the N15. The route continues for approximately 65 km through Ballyshannon and Bundoran before joining the N4 at Sligo. From Sligo the route continues to the N59, passing Ballysadare, Dromore West, Ballina and Crossmolina to reach Bangor Erris. At Bangor Erris, traffic diverts to the R313 and then connects to the L1206, with final approach to the Main Wind Farm Development Site via the L5252 which serves the proposed three access points. These links constitute the agreed abnormal indivisible load (AIL) corridor for turbine components.
- 2.5 Conventional HDVs importing stone, concrete and equipment will also primarily use the national road network from Co. Donegal to Co. Mayo. All of the below licenced quarries and concrete are suitably located so that they can deliver material to their existing customers and for the Proposed Project works. All locations are capable of quickly joining the N59 or are located on the N59.



- A – Barrett’s Quarry, Bangor Erris
 - 12.2km Haul from origin to Main Wind Farm Development Site
- B - Killala Rock Quarry, Killala
 - 66.1km Haul from origin to Main Wind Farm Development Site
- C - Coolturk Quarries Ltd., Crossmolina
 - 42.8km Haul from origin to Main Wind Farm Development Site
- D - Harringtown Concrete & Quarries, Abbeytown
 - 105.0km Haul from origin to Main Wind Farm Development Site
- E - Molloy Concrete Limited, Ballina
 - 64.9km Haul from origin to Main Wind Farm Development Site

- 2.6 Haul route origin A from Barrett’s Quarry will egress the origin in a right turn onto the N59 proceeding west for approximately 600m before joining the R313 and continuing west for another 400m. Vehicles on the haul route will turn left onto the L1206 and proceed south for 8km, where they will turn right on to the L5252 proceeding west and entering the Main Wind Farm Development Site through a right turn into AP 1, and AP 2 or a left turn into AP 3.
- 2.7 Haul route origin B from Killala Rock Quarry will egress the origin in a left turn onto the L1111 proceeding east for approximately 2.5km. Vehicles on the haul route will turn right onto the R314 and proceed south for 9km where they will join the N59 in Balina. The haul route continues south on the N59 for 500m before undertaking a turn to the right to continue moving west on the N59 for 42.6km before joining the R313 and continuing west for another 400m. Vehicles on the haul route will turn left onto the L1206 and proceed south for 8km, where they will turn right on to the L5252 proceeding west and entering the Main Wind Farm Development Site through a right turn into AP 1, and AP 2 or a left turn into AP 3.
- 2.8 Haul route origin C from Coolturk Quarries Ltd., Crossmolina, will egress the origin in a right turn onto the N59 proceeding west for approximately 31.1km before joining the R313 and continuing west for another 400m. Vehicles on the haul route will turn left onto the L1206 and proceed south for 8km, where they will turn right on to the L5252 proceeding west and entering the Main Wind Farm Development Site through a right turn into AP 1, and AP 2 or a left turn into AP 3.
- 2.9 Haul route origin D from Harringtown Concrete & Quarries, Abbeytown, will egress the origin in a right turn onto the N59 proceeding west for approximately 92.6km before joining the R313 and continuing west for another 400m. Vehicles on the haul route will turn left onto the L1206 and proceed south for 8km, where they will turn right on to the L5252 proceeding west and entering the Main Wind Farm Development Site through a right turn into AP 1, and AP 2 or a left turn into AP 3.
- 2.10 Haul route origin E from Molloy Concrete Limited, Ballina , will egress the origin in a left turn onto the L1321 proceeding north for approximately 10km before making a left turn and joining the R294 and continuing west for another 640m and joining the N59. On the N59 the route proceeds west for approximately 42.6km before joining the R313 and continuing west for another 400m. Vehicles on the haul route will turn left onto the L1206 and proceed south for 8km, where they will turn right on to the L5252 proceeding west and entering the Main Wind Farm Development Site through a right turn into AP 1, and AP 2 or a left turn into AP 3.
- 2.11 For day-to-day Main Wind Farm Development Site access, all staff light vehicles and HDV deliveries will approach using the regional network via the N59 and R313 before routing onto the L1206 and L5252 to reach the 3 no. Proposed access points. Internal movements will be



managed to minimise queuing at the proposed access points and to keep local junctions clear during peak periods. Where the grid connection works will require trenching within the public road, traffic management will be implemented in line with the CTMP, including clear temporary signage, phased working and localised lane closures or controlled diversions to maintain safe passage for residents and businesses while cable ducts are installed and reinstated.

- 2.12 Overall, adherence to the CTMP will ensure that HDV movements and turbine deliveries follow approved routes and that appropriate mitigation is in place to minimise disruption, protect road infrastructure and maintain safety for all users along the R263, N56, N15, N4, N59, R313, L1206 and L5252 during the construction period.
- 2.13 The N59 is the principal road near the Proposed Project which will accommodate construction vehicle movements from the wider road network. The N59 comprises a single carriageway with a derestricted (80 kph) limit outside of settlements and 60 kph limit within settlements such as Bangor Erris.
- 2.14 Beyond the N59, construction traffic will utilise the L1206 and L5252 to reach the 3 no. Proposed Access points to the Main Wind Farm Development. These roads are not subject to any weight or height restrictions and are suitable to accommodate all types of vehicles including 16.5m (44 tonne) articulated delivery vehicles and AIL vehicles.
- 2.15 The proposed construction traffic routes including the TDR and haul routes are provided in **Figure 2-1**.

Figure 2-1: TDR (AIL Delivery Route) and Other Haul Routes



Main Wind Farm Development Site Access Arrangements

Main Wind Farm Development Site Entrances

- 2.16 Construction and operational access to both the northern and southern turbine clusters of Main Wind Farm Development Site will be off the L5252. Access to individual turbines will be via internal access tracks linked to the proposed 3 no. access points AP1, AP2 and AP3 (**Figure 14-3** of the EIAR). Access Point 1 (AP1) (Associated with Turbines 1-2)
- 2.17 AP1 is located on the L5252 and will serve as access to turbines 1-2. The access takes the form of a standard priority T-junction, a design considered appropriate for a single carriageway according to Table 5.1 of the TII May 2023 guidance on the Geometric Design of Junctions¹. The access features large 45-degree radius turns for both west and eastbound traffic and leads onto a 6m wide access track that proceeds into the Main Wind Farm Development Site.
- 2.18 As shown on **Planning Application Drawing 501.065301.00001.D25-1**, the junction has been designed to provide appropriate visibility with a 215m sightline provided in both directions which is more than appropriate for the speed of the road according to Table 5.5 of the TII May 2023 guidance on the Geometric Design of Junctions, and the Access Visibility Requirements outlined in Section 7.6 of the Mayo County Development Plan 2022-2028.
- 2.19 As detailed on **Planning Application Drawing 501.065301.00001.D24-1** appropriate tracking is shown for a 16.5m HDV to access and egress the Main Wind Farm Development Site.
- 2.20 As detailed on **Planning Application Drawing 501.065301.00001.D25 P03 AIL Swept Path long blade-Junc T1_T2** which accompanies the application, the appropriate tracking is shown for a long blade AIL vehicle to access the Main Wind Farm Development Site. As shown on this drawing, AILs will be provided an extended area of hard standing at the access junction connecting to T1 and T2. This provision of hard standing will allow AILs to access without any over sail into third-party land.

AP 2 (Associated with Turbines 3-7)

- 2.21 AP2 is located on the L5252 and will serve as access to turbines 3-7. The access takes the form of a standard priority T-junction, a design considered appropriate for a single carriageway according to Table 5.1 of the TII May 2023 guidance on the Geometric Design of Junctions. The access features large 45-degree radius turns for both west and eastbound traffic and leads onto a 6m wide access track that proceeds into the Main Wind Farm Development Site.
- 2.22 As shown on **Planning Application Drawing 501.065301.00001.D23-2**, the junction has been designed to provide appropriate visibility with a 215m sightline provided in both directions which is more than appropriate for the speed of the road according to Table 5.5 of the TII May 2023 guidance on the Geometric Design of Junctions.
- 2.23 As detailed on **Planning Application Drawing 501.065301.00001.D24-2**, the appropriate tracking is shown for a 16.5m HDV to access and egress the Main Wind Farm Development Site.
- 2.24 As detailed on **Planning Application Drawing 501.065301.00001.D25 P03 AIL Swept Path long blade-Junc T3_T5** which accompanies the application, the appropriate tracking is shown for a long blade AIL vehicle to access the Main Wind Farm Development Site.

¹ <https://cdn.tii.ie/publications/DN-GEO-03060-03.pdf>



AP 3 (Associated with Turbines 8-13)

- 2.25 AP2 is located on the L5252 and will serve as access to turbines 3-7. The access takes the form of a standard priority T-junction, a design considered appropriate for a single carriageway according to Table 5.1 of the TII May 2023 guidance on the Geometric Design of Junctions. The access features large 45-degree radius turns for both west and eastbound traffic and leads onto a 6m wide access track that proceeds into the Main Wind Farm Development Site.
- 2.26 As shown on **Planning Application Drawing 501.065301.00001.D23-2**, the junction has been designed to provide appropriate visibility with a 215m sightline provided in both directions which is more than appropriate for the speed of the road according to Table 5.5 of the TII May 2023 guidance on the Geometric Design of Junctions.
- 2.27 As detailed on **Planning Application Drawing 501.065301.00001.D24-2**, the appropriate tracking is shown for a 16.5m HDV to access and egress the Main Wind Farm Development Site.
- 2.28 As detailed on **Planning Application Drawing 501.065301.00001.D25 P03** AIL Swept Path long blade-Junc T3_T5 which accompanies the application, the appropriate tracking is shown for a long blade AIL vehicle to access the Main Wind Farm Development Site.

Temporary Compounds

- 2.29 The construction of the GCR will be conducted as a 250m moving lane closure as works are carried out at each section of the route. The area subject to lane closure will act as its own construction compound. These works will not result in a full road closure.
- 2.30 2 no. construction compounds located within the Main Wind Farm Development Site and, more specifically, within the northern and southern turbine clusters respectively will provide:
- Temporary modular building(s) to be used as security and site offices;
 - welfare facilities;
 - parking for construction staff, visitors and construction vehicles;
 - laydown areas for the storage of large items;
 - secure storage for tools, small parts and oils;
 - waste storage facilities;
 - a receiving area for incoming vehicles; and
 - a sealed bunded area where fuel and oil storage tanks will be situated, to prevent potential contamination.

Construction Traffic Estimates

- 2.31 The Traffic and Transport Chapter of the EIA Report, Chapter 14, estimates traffic related to the total and peak construction of the Proposed Project, including HDV and construction staff travel to the Proposed Project. Construction is anticipated to last for 24 months in total. The starting month and duration for each activity is summarised in **Table 2-1**.

Table 2-1: Construction Activities

Activity	Starting Month	Duration (Months)
Mobilisation & Site set-up	1	2
Site Clearance and Felling	2	4



Activity	Starting Month	Duration (Months)
Site access and internal access tracks	3	6
Turbine Hardstands	5	8
Turbine Foundations	8	7
Onsite substation, BESS and Grid Connection cable works	9	12
On Site Cabling	10	7
Turbine Delivery & Installation	13	8
Commissioning & Testing	20	3
Landscaping, reinstatement and demobilisation	23	2

2.32 Estimates of peak traffic during the construction phase of the project are contained in Table 14.28 of **Chapter 14**. This table provides an estimated maximum of 362 daily two-way movements comprising 51 cars/LGVs and 311 HDVs during the peak month of construction (Month 8). Monthly two-way trips are also summarised in **Table 2-2** below.



Table 2-2: Vehicle Movements (Sum of Arrivals and Departures) Per Month During Construction Programme

Construction Activity	Vehicle Type	Months																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1-Mobilisation & Site set-up	HDV	2,462	2,462																						
2-Site Clearance and Felling	HDV		230	230	230	230																			
3-Site access and internal access tracks	HDV			2,723	2,723	2,723	2,723	2,723	2,723																
4-Turbine Hardstands	HDV					3,317	3,317	3,317	3,317	3,317	3,317	3,317	3,317												
5-Turbine Foundations	HDV								812	812	812	812	812	812	812										
6-Onsite substation, BESS and Grid Connection cable works	HDV									1,243	1,243	1,243	1,243	1,243	1,243	1,229	1,229	1,229	1,191	1,191	1,191				
7-On Site Cabling	HDV										278	278	278	278	278	278	278								
8-Turbine Delivery & Installation	HDV													27	27	27	27	27	27	27	27				
9-Commissioning & Testing	HDV																								
10-Landscaping, reinstatement and demobilisation	HDV																							1,260	1,260
Staff Movements	Cars and LGVs	267	481	640	640	1,014	800	800	1,120	1,422	1,555	1,555	1,555	1,448	1,448	1,128	1,128	995	995	995	1,208	213	213	267	267
TOTAL	-	2,729	3,172	3,593	3,593	7,283	6,840	6,840	7,972	6,793	7,204	7,204	7,204	3,807	3,807	2,661	2,661	2,250	2,212	2,212	2,426	213	213	1,527	1,527



3.0 Management Strategy

Commencement

- 3.1 Construction traffic management measures and the management strategy will be in place from the start of the construction, and maintained, rather than retrofitting measures to react to issues as they arise.

CTMP Coordination

The Applicant will appoint a Construction Management Team (CMT). The CMT will be led by the designated Project Supervisor for the Design Process (PSDP), which is a legal requirement under the Safety, Health and Welfare at Work (Construction) Regulations 2013 (SHWW)² (as amended). The team will include, as a minimum, a Resident Engineer (usually a Health and Safety Manager for the works), a subcontracted Environmental Clerk of Works (ECoW), and a Planning Monitoring Officer.

As the CTMP is a live document, the Project Supervisor Construction Stage (PSCS) will update and implement the document throughout the construction stage. Both the PSDP and PSCS roles are integral to the successful and safe completion of construction projects. While the PSDP lays the foundation for a safe working environment by addressing potential risks in the design phase, the PSCS ensures that these safety measures are effectively put into practice on-site. In regard to the CTMP The Construction Management Team is also responsible for:

- Manage the implementation of measures set out in the CTMP;
- prepare and produce induction material for staff, sub-contractors and visitors;
- set up appropriate management arrangements, contact arrangements, and agreement of any pre-construction road condition surveys with the road authorities Co Mayo, and Traffic Infrastructure Ireland; and
- Liaise with other developers and contractors in relation to interaction between construction traffic routes, streetworks, diversions, etc.

The PSCS and Resident Engineer will have the power to stop works at any stage should it be deemed necessary or recommended by the ECoW, i.e., if there were environmental, transport or health, and safety risks from construction that could not be mitigated immediately.

² <https://www.irishstatutebook.ie/eli/2013/si/291/>



4.0 CTMP Measures

Engagement

- 4.1 Engagement with Mayo County Council and Transport Infrastructure Ireland (TII) will be maintained throughout delivery windows to confirm restrictions, notify any short-term traffic management, and agree reinstatement. Post construction, road condition will be reviewed against pre-works records to identify and rectify any project related damage.

Hours Of Operation

Normal hours of Proposed Project operation are Monday to Friday 0700 to 1900 and on Saturdays 0700 to 1300. There may be, by exception, occasions when construction requirements lead to extended hours of operation. There will also be a need for Lane closures of the N59, R313 and L1206. The need for any closures will be minimised by seeking a coordinated approach with the County Council's Roads Department regarding other planned maintenance or other activities.

Consents, Licences, Notifications and Permissions

- 4.2 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 Main Wind Farm Development 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.
- 14.1 Permission for works outside of standard construction operation hours agreed upon with Mayo County Council.
- Permission from the Motorway Maintenance and Renewal Contractor (MMaRC)/Public Private Partnership Contractor (PPP) on the relevant national roads.
- 4.3 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.

Construction Traffic Routing

- 4.4 The proposed construction traffic routes are set out in section 2 of this report. All contractor and delivery traffic will be required to follow these routes. Haulage contractors undertaking deliveries associated with the Proposed Project will be informed of the relevant routes by the Proposed Project Manager/s or delegated representative/s as part of their delivery instructions (and signage along the route will reinforce this information). Contractor staff will be given the construction routes and minibuss travel to work arrangements as part of their joining instructions. It is the responsibility of the Proposed Project Manager/s to ensure that



all visitors to the Main Wind Farm Development Site are aware of the construction traffic routes prior to travelling to the Main Wind Farm Development Site.

- 4.5 Driver training and DMP delivery instructions to drivers (at Section 5 below) will reinforce the following:
- Avoidance of parking on the public road except at laybys
 - Not to use residential driveways, farm accesses, or other private accesses for turning; and
 - Consideration for pedestrians, cyclists and equestrians on local roads.

Principles for AIL Traffic Management

- 4.6 Management of AIL movements to and from the Main Wind Farm Development Site will include:
- Continuous interaction will occur with the 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.
 - A detailed programme of deliveries, particularly for turbine components, will be submitted to the relevant 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;
 - Notices will include the developer's representative contact details for the public and County Council's details for any queries during working hours.
 - An out-of-hours emergency contact number will also be provided.
 - A Garda escort will be required to facilitate the delivery of the AILs. It is proposed that an advance escort will warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy will remain in radio contact at all times, where possible.
 - The AIL convoys will be no more than three vehicles long, or as advised by the Garda, to permit safe transit along the delivery route and to allow limited overtaking opportunities for following traffic where it is safe to do so. The times in which the convoys will travel will need to be agreed with local Garda, who have sole discretion on when loads can be moved. Consideration will be given to abnormal load deliveries being undertaken overnight to reduce the potential for disruption and delay, subject to approval by the County Councils and the Garda.
 - The movement of such convoys may take place at times outside of typical working days and hours, and so there will be a convoy around every three days on average. Signage will be erected at points along the entire route, warning of AIL movements and giving other road users the chance to alter their journey to avoid any chance of being affected by the AIL movements.

Road Condition Surveys

- 4.7 The Proposed Project Manager/s will arrange road condition surveys before and after construction with the County Council's, with extent of surveys to be agreed. The surveys will include photographic records to ensure the conditions of carriageway surfaces, verges and other road infrastructure are appropriately restored as necessary following the construction phase.



Local communication

- 4.8 Before construction commences, the Proposed Project Manager/s will engage with local councils and will write to neighbouring properties with information about the construction programme and activities, also providing the CTMP Coordinator contact details.

Signage and Streetworks compliance

- 4.9 There will be appropriate signing, lighting and guarding of temporary works. Signs will be placed on relevant road prior to commencement on the Proposed Project works, to direct construction traffic along National Road and away from avoidable local communities, and to warn other road users of HDV turning manoeuvres in the vicinity of the Proposed Project works.
- 4.10 Final traffic management layouts, Proposed Project specific risk assessments and method statements will be agreed with the County Councils for all traffic management and road related construction activities. The nature and locations of signage will also be agreed with the County Councils and remain in place for the duration of the construction period.
- 4.11 Signage will be positioned within the Main Wind Farm Development Site to identify access points, one-way systems, speed limits, and designated parking and laydown areas, ensuring clear route guidance and safe vehicle movements throughout the construction phase. Traffic management measures will regulate entry to and egress from the public road network, reduce queuing at the Main Wind Farm Development Site entrances, and protect local road users. Within the Main Wind Farm Development Site, route discipline will be enforced to separate construction traffic from sensitive working areas and to maintain clear approaches to crane pads, substations, and laydown zones.

Traffic Marshals

- 4.12 Traffic Marshals will be required to manage access to the Access points, Main Wind Farm Development Site, and GCR during construction. The traffic marshals will ensure gates are open at times when the Main Wind Farm Development Site is able to accept deliveries, direct vehicles to the appropriate unloading and loading points, prevent unauthorised vehicle or pedestrian access, and ensure that vehicles exit the Main Wind Farm Development Site onto public road in a forward gear.
- 4.13 Traffic marshals will also be responsible, where necessary, for managing interactions between Proposed Project traffic and vulnerable road users passing the Main Wind Farm Development Site. Where necessary marshals will stop Proposed Project traffic to allow slow moving vulnerable users, such as equestrians, to pass before releasing traffic.

Unloading and Loading

- 4.14 During the construction phase, all unloading and loading of materials and plant will be undertaken within the Main Wind Farm Development Site compounds during hours of operation. The compounds will be designed so that heavy vehicles have sufficient space to enter, turn and exit in forward gear. The Proposed Project Manager/s will ensure that a clear turning area is maintained at all times within the compounds.

Contractor Parking and Access Arrangements

- 4.15 Encouraging local construction staff to car share to reduce single occupancy car trips, by promoting the benefits of car sharing such as reduced fuel costs and by providing dedicated parking spaces for staff car sharing within the compounds. A formal Car Share Scheme will be implemented to match potential sharers and to help staff identify any colleagues who will potentially be collected along their route to/ from the Main Wind Farm Development Site.



- 4.16 Construction workers will be preferably transported to the Main Wind Farm Development Site in minibuses, to reduce the impact on the local road network. The home/accommodation locations of the construction workforce are currently unknown. It is proposed to explore the potential to arrange on demand local minibus pick-up/drop-off points population hubs. The details of pick/up and drop/off locations will be determined once more is known about the composition and home/accommodation location of the construction workforce. However, routes have to be suitably attractive and convenient to ensure suitable staff recruitment and retention during construction.
- 4.17 Implementing minibuses to transfer staff internally within the Main Wind Farm Development Site, as well as to/ from the GCR Corridor will be explored as required.
- 4.18 Each construction compound and the operations building will have sufficient parking spaces to accommodate workers for the construction period. The Proposed Project Manager/s will ensure that sufficient space is provided within the compounds for vehicles to park, whilst maintaining sufficient space for material and plant storage, loading and unloading and turning of HDVs. Staff parking on neighbouring roads or on internal access roads will not be permitted.

Access Tracks

- 4.19 Access to the Main Wind Farm Development Site will be via the public road network, connecting to newly constructed internal access tracks explicitly designed for the Proposed Development. The Main Wind Farm Development Site access will be from the L1206, with onward routing to the L5252 for the northern and southern clusters as required. This plan will ensure the safe transport of construction materials, equipment, and turbine components to all work sites. Internal access tracks, spanning approximately 15.5 km, will be constructed to link turbine locations, the substation, crane hardstandings, and temporary compounds, providing continuous connectivity for construction and future maintenance activities.

The access tracks on the Main Wind Farm Development Site will primarily use floated construction to minimize excavation in peat and to preserve the existing ground and hydrological conditions. The design adopts a conservative California Bearing Ratio (CBR) of 0.1, with a typical build-up comprising approximately 1.0 m of well-graded stone reinforced with three layers of geogrid over a geotextile separator placed directly on the vegetated surface. This specification provides robust bearing capacity and controls rutting under heavy trafficking, including abnormal indivisible load deliveries. The finished running width will be approximately 6 m, with localised widening at bends, junctions, and passing places to accommodate turbine transport and installation vehicles. Longitudinal gradients will be maintained at less than 1:10 to support safe movement for all construction and operational vehicles, with transitional thickness increases applied at curves and on steeper sections where required by design.

- 4.20 Access tracks will be designed to be single track, up to 6m wide which allows for two-way HDV traffic. Additional widening will be provided on bends to facilitate the movement of the large delivery vehicles associated with turbine tower and blade delivery,.
- 4.21 During the periods of delivery of the large components, the Contractor will use appropriate communications and access control techniques to enable safe one-way operation of the tracks.

Delivery Times

- 4.22 Deliveries will be scheduled to minimise interaction with other vehicles on the surrounding road network. The strategy is to avoid times when general contractor staff traffic is arriving/departing the Main Wind Farm Development Site.



- 4.23 Given the rural nature of the road network, it is not considered that restricting vehicle arrival/departure times over and above the typical construction Main Wind Farm Development Site operation hours will be necessary. Delivery management is also addressed at Section 5 below.

Exclusion

- 4.24 Waiting areas will be left clear on all junctions with public road so that construction traffic is not held on public road.

Road Cleaning

- 4.25 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 will 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 will 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.

Wheel Washing

- 4.26 Suitable wheel washing facilities will be provided at the exits of all construction compounds. Vehicles exiting the compounds from all areas of the Main Wind Farm Development Site will be required to utilise the wheel washing facilities to prevent any transfer of material from the access tracks to the local road network, to minimise disruption to other local traffic.
- 4.27 If any transfer of material from the Main Wind Farm Development Site to the local road network does occur a road sweeper will be used to clear any debris to minimise any skid risk on the road.

Turbine delivery management

- 4.28 Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. In line with the turbine manufacture's requirements, the haulage contractor will remain responsible for obtaining all necessary permits / licences from the relevant road authorities along the access route. The movement of abnormal loads will be timed to avoid periods of heavy traffic flow to minimise disruption to the public. The appropriate permits will be secured and escorts appointed.

Contractors

- 4.29 All contractors will have experience in wind farm construction projects and will be required to supply details of method statements which incorporate mitigation measures. A Principal Contractor and Environmental Clerk of Works will be appointed.

Driver Communications

- 4.30 All vehicles directly owned by the client or main contractor will have a communications system installed that will be legal to use while the vehicle is in motion. The communications system will be used to advise drivers of any issues on the road network or on the Main Wind Farm Development Site, allowing them to re-route as necessary, adjust driving speed or adjust destination. The communications system will also be used by drivers to report issues, and to call for immediate assistance if required



Stop/go

- 4.31 Where appropriate or needed, "Stop/go" will be utilised to implement manual traffic control. This will help to control sections of road, such as the L5252, in a single direction due to GCR construction works.

Passing opportunities

- 4.32 Passing places will be constructed along the local roads in advance of the works commencing. The location and size of each passing places will be determined and agreed with the council for each route. During the works the access routes will be monitored for damage caused by indiscriminate passing of vehicles. Where considered necessary additional passing places will be provided in these locations.
- 4.33 Passing places will not be used by drivers of construction vehicles as a place to wait or as a place to park. Local residents will be able to report any instances of inappropriate driving or use of passing places to the project Community Liaison Officer.

Main Wind Farm Development Site traffic

- 4.34 Traffic visiting the Main Wind Farm Development Site will be required to report to the gatehouse to obtain clear instructions. Inductions will be completed, vehicle permits will be issued, and the Main Wind Farm Development Site rules and emergency procedure will be explained. Heavy goods associated with the Proposed Project will be equipped with audible reversing warning with additional visual aids e.g., reversing cameras, mirrors utilised on all plant. Drivers will ensure that all loads are covered fully to limit the loss of material in transit.

Speed Limit

- 4.35 A maximum 24 kph speed limit will be imposed for all construction traffic on private roads and tracks, which will be reinforced through temporary construction traffic speed limit signs. Along public roads national speed limits or signed speed limits (whichever is lower) will apply. Local residents will be able to report any instances of speeding on the public roads to the project community liaison officer.

Proposed Project safety

- 4.36 Personnel entering the working area will wear a hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out with the vehicle. All workers will be made aware that they have a responsibility for the safety of themselves and others. In the event of an emergency, right of way to all emergency services will be given at all times. Emergency services and control of access will be carried out in compliance with the Proposed Project emergency procedures.

Public Information / Community Liaison

- 4.37 Information on the project will be distributed using a variety of methods including the project website, local newsletters, public notices and public meetings by the project Community Liaison Officer. Contact details for key project staff will be provided to the community in order for any complaints or information requests to be actioned.



5.0 Delivery Management Plan

Contractors

5.1 Contractors with experience of the nature of the construction works proposed, and in this type of environment, will be appointed following a tendering process. The Applicant will appoint a suitably experienced Environmental Clerk of Works (ECoW) who will liaise with the Principal Contractor to ensure that all activities comply with appropriate construction methods, in accordance with the planning permission and relevant consents. The ECoW will act as the first point of contact for any concerns.

5.2 All contractors will be required to supply detailed method statements which will incorporate all planned mitigation methods including the use of banksmen where appropriate. All subcontractors are required to read, understand and adopt all procedures outlined within the updated CTMP.

Any traffic management required to secure a work area or safeguard sub-contractor operatives on the public road must be co-ordinated with the Principal Contractor and the Road Authorities: Co. Mayo.

5.3 The Principal Contractor's Management must be informed of any planned activity and movement of traffic, the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other activities.

5.4 Suppliers will be advised of their designated route in advance and given a copy of a map with the route clearly marked, of which each driver will be obliged to carry in their vehicle. Routes will also be clearly signposted at any points of ambiguity.

All construction traffic contractors will contractually be required to adhere to the routes as agreed. This will be monitored by requiring monthly reporting from all contractors confirming routes used for daily vehicle movements. All goods vehicle traffic will also be required to have GPS trackers fitted so that contractors can evidence route usage upon request from Co Mayo.

Measures to Ensure that Routes are Adhered to

Signage

Any signage required on the public road will be erected in consultation with Co. Mayo.

5.5 Warning signage on the Main Wind Farm Development Site must be complied with at all times. The two most important signs are "no entry" and "no unauthorised vehicles". In order to proceed beyond these signs, vehicle drivers must stop and contact the foreman in control of the area to be escorted through the local area.

5.6 Where signs need to remain at their present location for normal use, they will be provided for the duration of the works with temporary mountings designed to facilitate rapid removal and replacement during the delivery of the abnormal loads. This will be undertaken by operatives travelling in the load escort vehicles.

5.7 At all times during construction, signs will be in place to warn users of local roads and paths of the construction process and the hazards it may present.

Access Design

5.8 As outlined above the AP's 1-3 have been designed to accommodate the movement of abnormal load vehicles.



Adverse Weather Conditions

- 5.9 All works will be forward planned wherever practicable taking into account the anticipated weather conditions. At the start of the day, the Main Wind Farm Development Site foreman will assess the weather conditions prior to permitting their operatives to access the Main Wind Farm Development Site .
- 5.10 Due to the location of the Main Wind Farm Development Site, the weather can be severe, resulting in an adverse effect on visibility. The weather will be constantly monitored and if necessary, all plant/vehicle movements will be stopped/suspended by the Site foreman if they deem it is unsafe for work to continue.
- 5.11 The Main Wind Farm Development Site foreman will assess the track and conditions at the start of each day to determine if conditions are suitable to allow access to plant or vehicles.
- 5.12 During winter or poor weather, a separate procedure will be introduced to allow the track conditions to be communicated to all parties accessing the Main Wind Farm Development Site . An assessment will be carried out every morning by the general foreman or the foreman in control of operations which will then be communicated to the gatehouse. Contractors will contact the Principal
- 5.13 Contractor's general foreman to find out the status prior to arrival on the Main Wind Farm Development Site .
- 5.14 The day-to-day track conditions will be advised to all visitors via a display board situated at the AP's; the track condition will be rated as either:
- Condition Red: The Access Track is closed to all vehicular traffic.
 - Condition Amber: The Access Track is open to 4x4 vehicles only (operating in full 4x4) and is not suitable for delivery vehicles, etc.
 - Condition Green: The Access Track is considered open to all permitted vehicles.
- 5.15 All contractors will be required to make their own assessment of track conditions during access or egress from the Main Wind Farm Development Site and take appropriate action determined during their assessment. During the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor will notify the nominated personnel from each contractor onsite of the present condition.
- 5.16 Contractors will be reminded that they have a duty to consider the weather and track conditions throughout the day and come back down off the hillside if they feel unsafe at any time.

Main Wind Farm Development Site Management

Onsite Safety

- 5.17 All personnel entering the working area will wear hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out with the vehicle.
- 5.18 Everyone required to work within the Proposed Project area will be made aware that they have a responsibility for the safety of themselves and others. All operatives and visitors have a "duty of care" to themselves and others and need to be conscious of the surroundings and ongoing activities locally.

Emergency Vehicle Access

- 5.19 In the event of an emergency, right of way to all emergency services will be given at all times. Emergency services and control of access will be carried out in compliance with the emergency procedures. All contractors will be required to ensure that the roads within and to



the Main Wind Farm Development Site are passable for emergency vehicles. This will be enforced by the Main Wind Farm Development Site Manager and will require to be addressed within individual contractor Risk Assessment Method Statements.

Vehicle Parking

- 5.20 Parking areas located at the temporary construction compound will have safe and secure barriers to segregate all personnel from plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever will be allowed on public roads; all cars that are directed to the Main Wind Farm Development Site car parks will be required to reverse park to comply with the Applicant and the Principal Contractor's requirements.

Onsite Tracks

- 5.21 Access tracks will be monitored on a daily basis to identify any deterioration of the track condition. Non-emergency remedial works to the track will be carried out at times outside peak times of usage, and significant emergency repairs will be undertaken immediately with adjacent track sections restricted from use, as required, to safely accommodate works.
- 5.22 All routes will be monitored for dust, and control or suppression methods will be deployed as appropriate using dust suppression systems.

Main Wind Farm Development Site Traffic

- 5.23 All traffic visiting the Main Wind Farm Development Site will be required to report to Security, where they will obtain clear instructions before further movement is acceptable. If applicable, an induction will be completed, vehicle permits will be issued and the Main Wind Farm Development Site rules and emergency procedure will be explained.
- 5.24 All traffic will use the signed Main Wind Farm Development Site passing places and all drivers will accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas is not permitted.
- 5.25 Full-time Main Wind Farm Development Site traffic (vehicles/plant situated on Main Wind Farm Development Site for majority of construction phase) that requires re-fuelling will follow the instructions supplied at their induction, and also the guidelines within their method statement for the works.
- 5.26 Heavy Main Wind Farm Development Site traffic must be equipped with audible reversing warning with additional visual aids, (e.g., reversing cameras, mirrors) utilised on all plant. All safety features must be inspected on a daily basis, with faults immediately reported to the Foreman Fitter who will assess and repair any damage, etc., to the plant. All loads will be covered fully to limit the loss of material in transit.

Vehicle Cleaning

- 5.27 In the interests of public safety, preventative measures to minimise any mud and debris depositing onto the public road will be operated onsite. The Principal Contractor will arrange activities onsite that minimise the carriage of mud and debris and will provide, maintain, enforce and monitor the performance and proper use of cleaning facilities.

The Principal Contractor will promptly arrange street cleaning equipment through Co Mayo. if it is noted that mud and debris is being tracked onto public roads.

Driving and Speed Restrictions

- 5.28 All vehicles (cars, LGVs, HDVs and AILs) will be driven in a safe but defensive driving manner at all times within posted speed limits. A three-strikes policy will be adopted by all



Contractors unless any breach is deemed to be of such a serious nature that warrants immediate dismissal from the Main Wind Farm development site. Local residents will be able to report any instances of speeding to the Liaison Officer who will take necessary action to prevent a repeat.

- 5.29 Onsite operatives will be briefed on the speed limit through induction sessions and through regular staff briefings. Other parties responsible for deliveries will also be instructed on the restrictions and made aware of the requirements relating to existing road users.
- 5.30 All cars and drivers of operatives' vehicles used for commuting to and from Main Wind Farm Development Site, as well as all commercial vehicles and drivers, must be road worthy and legally compliant.

Public Road Wear and Tear

- 5.31 The Applicant will enter into a Road Wear and Tear Agreement or a suitable alternative for the local adopted roads/routes to be used by construction vehicles. A pre-construction works inspection of the roads will be carried out, with both the Applicant and the Road's Authority in attendance, with their condition recorded. Following completion of construction of the Proposed Project, a further inspection will be carried out by both parties with repairs being agreed to return the roads to their pre-construction condition, to be carried out in a timely manner for approval by the appropriate Council.
- 5.32 Notwithstanding this, the Applicant will carry out regular monitoring of the carriageway condition during the construction of the Proposed Project. Necessary repair works will be carried out in a timely manner to prevent further deterioration of the carriageway during the works. Priority will be given to any damage which will be dangerous to users of the road affected.
- 5.33 Main Wind Farm Development Site access and egress points and parking within the Main Wind Farm Development Site will be managed by the Proposed Project Manager/s to keep routes through the Main Wind Farm Development Site and at compounds clear.
- 5.34 A 24-hour contact number for the Proposed Project Manager/s will be provided for delivery management and in case of emergency, alongside a contact number for the County Councils. Communication with the public and in the event of complaint is addressed as part of the wider CTMP at Section 6 below.

Abnormal Loads Delivery Management Plan (AIL DMP)

- 5.35 Any modifications to junction layouts will be confirmed through trial run and further surveys, and any modifications or works required to accommodate AILs will be discussed with the respective roads authority and the necessary agreements, consents and permits will be obtained in advance of any works or delivery periods. A stand-alone AIL Delivery Management Plan (AIL DMP) will be prepared in advance of construction to cater for all AIL movements to and from the Main Wind Farm Development Site
- 5.36 The routing of AILs has been subject to a route assessments prepared by specialist consultant Pell Frischmann (see **Technical Appendix 14-1**) . The assessment, dated January 2026, concerns maritime and land routes via ports of Killybegs.
- Killybegs has been identified as the nearest practicable port of access is used to deliver Special Order AILs; and
 - Maritime access to this port is achievable, subject to consideration of offloading methodologies.



- 5.37 All temporary works, such as removal of street furniture, will be subject to discussion with relevant authorities and form part of a delivery plan for each abnormal load. Each delivery will be planned in advance, escorted and managed such that any impacts are minimised.
- 5.38 Management of AIL movements to and from the Main Wind Farm Development Site will include:
- Continuous interaction will occur with the 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.
 - A detailed programme of deliveries, particularly for turbine components, will be submitted to the relevant 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;
 - Notices will include the developer's representative contact details for the public and the County Council's details for any queries during working hours.
 - An out-of-hours emergency contact number will also be provided.
 - A Garda escort will be required to facilitate the delivery of the AILs. It is proposed that an advance escort will warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy will remain in radio contact at all times, where possible.

Permits

- 5.39 The hauliers will be contractually responsible for applying for the necessary AIL permits and ensuring that such deliveries are undertaken in accordance with the statutory requirements. These permits will apply to the entire AIL delivery route from the point of entry to the Main Wind Farm Development Site. The hauliers will ensure that no AILs are allowed to be transported unless the required permits are in place.

Escorts

- 5.40 AIL deliveries will be escorted by service vehicles provided by the transport haulier. Utilising escort vehicles (including An Garda Síochána as necessary) in advance warning to other road users of the approaching load and allows traffic to be temporarily held at passing places to allow the AIL convoy to pass. Up to three vehicles will be deployed with three turbine components typically being delivered per convoy.

Advance Arrangements

- 5.41 Each transport haulier will be responsible for agreeing a final delivery schedule with the relevant authorities with regards to the number of deliveries per convoy and the number of those convoys travelling to the Main Wind Farm Development Site per day. It is envisaged that an optimum number of abnormal loads per convoy will be implemented, such that it will reduce the overall number of convoys without significantly impacting on local traffic flows.
- 5.42 Once the trailer has delivered its load to the Main Wind Farm Development Site, its length can then be reduced to a standard HDV size. When compressed, these HDV vehicles will be able to utilise the local trunk network without the assistance of escort vehicles.



Contingency Plans (AILs)

- 5.43 The hauliers will be responsible for preparing their own contingency plan for use in the event that unforeseen circumstances arise during the course of the AIL deliveries. Their contingency plans will further elaborate on issues such as road blockages and breakdowns.
- 5.44 The contingency plan will take account of the results from any necessary trial runs conducted.

Emergency Procedures (AILs)

- 5.45 The hauliers will be responsible for developing their own breakdown/emergency procedures that will be implemented ahead of their normal deliveries. It is anticipated that the procedure will follow a similar structure to that outlined below:
- The situation will be assessed to ascertain the risks involved and to establish the necessary action required to resolve the situation.
 - Where possible, the vehicle will be moved off the road or cleared to the nearest suitable location to allow any emergency vehicles to pass.
 - The vehicles emergency flashing lights will be activated, and a reflective emergency triangle placed behind the vehicle to warn other drivers of the potential hazards associated with the breakdown/emergency situation.
 - The vehicle will remain immobile until the incident has cleared, and the driver has been given the go ahead to continue from either An Garda Síochána or the haulier Manager.

Reporting of Incidents

- 5.46 The hauliers will typically have an incident reporting hierarchy in place of which everyone involved in the transportation will be aware. The reporting of incidents will be escalated externally to the relevant parties, such as An Garda Síochána, if deemed necessary by the hauliers.
- 5.47 The reporting arrangements will require to be linked with the turbine supplier's own health and safety arrangements.

Public and Stakeholder Engagement

- 5.48 Prior to the movement of AILs extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption.
- 5.49 Post-consent, the Applicant will establish a Community Liaison Forum, in collaboration with the Council and local Community Councils. The forum will allow the community to be kept up to date with project progress and allow communication on the provision of transport-related mitigation and publicise the timings of turbine component deliveries. The Community Liaison Forum will be maintained until construction is complete and the Proposed Project is operational.



6.0 Construction Staff Travel Plan (TP)

Introduction

- 6.1 The purpose of the TP is to summarise the objectives, management framework, specific measures and routine reporting which are to be adopted by the Proposed Project Contractors. The TP scope includes construction staff, sub-contractors, and visitors for the duration of the construction period.

This TP will form the basis for discussion with the local authorities (Mayo County Council, and TII) and agreement of the final TP prior to start of construction activities.

Travel Plan Objectives

- 6.2 The objectives of the TP are to minimise the impact of construction staff associated with the Proposed Project and maximise use of shared and low/zero carbon transport during the construction phase. All construction staff will be made aware of the TP.

Scope of Travel Plan

- 6.3 The Travel Plan is characterised as a workplace (destination) Travel Plan. It applies to the construction phase of development. The programme of works will be refined as the project progresses but in summary is anticipated to last for 24 months in total. The starting month and duration for each activity are summarised in **Table 2-1**.
- 6.4 The outcomes approach is adopted for this TP. This is an established TP approach where the focus is on securing the performance of the TP by ensuring targets are met. This approach will require the end user (appointed contractors) to commit to achieving specific outcomes, and to agree to a review and monitoring process. The advantage of this approach is its objective-led emphasis. The sought outcomes relate to the specific local situation and requirements. There is scope within the TP to adjust the means of achieving the outcomes over time in relation to experiences associated with Proposed Project.
- 6.5 The TP comprises a comprehensive strategy for meeting key objectives. The strategy comprises:
- Existing conditions;
 - Objectives and outcomes;
 - Targets and outcomes;
 - Management strategy;
 - Measures;
 - Information and marketing strategy;
 - Monitoring and review.

Existing Conditions

Walk & Cycle

- 6.6 Due to the remote nature of the Proposed Project works, it is not expected that any staff will arrive to the Main Wind Farm Development Site via active travel.



Public Transport

- 6.7 There are no dedicated public transport facilities in the immediate vicinity of the works associated with the Proposed Project. It is not considered that public transport is a viable option for staff travelling to/from the Proposed Project without organised onward transport between the Main Wind Farm Development Site and bus stops/rail stations.

Objectives and Outcomes

Objectives

- 6.8 The key objectives of the TP are to:
- Contribute to traffic reduction and other sustainable transport objectives set out in national and local planning policies.
 - Improve accessibility of the Main Wind Farm Development Site by sustainable modes of transport and address traffic and parking issues.
 - Widen choice of travel mode for all those travelling to/from the Main Wind Farm Development Site.

Outcomes

- 6.9 The outcomes sought from the TP are to:
- Address the access needs of construction workers, subcontractors, and visitors, by supporting collective and low/zero emission transport options; and
 - Avoid local nuisance by avoiding off-site parking.
- 6.10 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from before start of construction. Thus, emphasis is placed on achieving, from the outset, a Proposed Project culture oriented to offering sustainable transport choices that are attractive, convenient and well used.
- 6.11 The TP seeks to influence the choices made by people travelling to/from the Main Wind Farm Development Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting sustainable modes of travel that present a viable option as alternatives to single occupancy car travel. Based on existing conditions, it is considered that shared transport (car share or minibus) present the most viable option for journeys to/from the Main Wind Farm Development Site.

Targets and Indicators

- 6.12 It is good practice to set TP targets that meet SMART criteria. The SMART criteria are:
- Specific – There must be no ambiguity in the output,
 - Measurable – The TP can be set against directly observable output(s),
 - Achievable – Meeting the target must be feasible,
 - Realistic – Target will be within reasonable bounds and not too optimistic,
 - Time bound – The output of the TP will be observable over a pre-determined time frame.

Benchmarking Data

- 6.13 At present, prior to the construction phase, there is no recorded information about modal choices for workers in the vicinity of the Main Wind Farm Development Site.



TP Target

- 6.14 The TP target is for “*all construction workers, except staff who need to travel at non-standard shift times, will be offered travel to/from the site by minibus.*” The target applies throughout the construction phase.
- 6.15 The Travel Plan Coordinator (TPC) will monitor staff travel to/from the Main Wind Farm Development Site and provide regular update reports to the local authority on progress (refer to Section 6.12).

Indicators

- 6.16 The following indicators will be recorded to ensure the target does not lead to adverse effects for staff, or to issues on the local road network:
- Levels of use of minibuses, electric cars and car sharing;
 - The occurrence of any observed overspill parking on the local road network and any complaints concerning overspill parking; and
 - Staff punctuality and retention.

Management Strategy

Travel Plans will where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new Main Wind Farm Development Site rather than retrofitted after occupation.

- 6.17 It is essential that TP measures are in place throughout construction, creating a Proposed Project culture of sustainable travel, rather than retrofitting measures to react to issues as they arise.

Travel Plan Coordinator (TPC)

- 6.18 The TP will have an appointed TPC, whose details will be provided to the local authorities in writing prior to construction starting and will include name, contact details and date of taking up post. The TPC will report to the Proposed Project Manager/s and will work with all Proposed Project contractors and their staff.
- 6.19 It is the responsibility of the Applicant to ensure that any contracts entered into with contractors working on the Proposed Project include the requirements of the TP. This will include a requirement that each appointed contractor nominates a point of contact, reporting to the TPC as required. Each contractor will nominate the point of contact in advance of construction and ensure one remains in-post for the duration of the construction period. This is necessary to ensure responsibilities for undertaking tasks are met prior to construction, to ensure that sustainable travel choices and information are available, and people are made aware of this. The TPC will act as a promoter of the TP to staff and visitors and be the overall point of contact.
- 6.20 The TPC will be appointed at least three months before construction to oversee the production of induction information relating to the TP, and to ensure all preparatory tasks have been undertaken. Before start of works the TPC will work in partnership with the project team and others to:
- Manage the implementation of measures, particularly minibus planning, as set out in the TP;
 - Collect data and other information relevant to the implementation and future monitoring of the TP;



- Prepare and produce induction material for staff, sub-contractors and visitors;
- Set up appropriate management arrangements, e.g. contact arrangements with local stakeholder groups.

6.21 More specifically, the TPC responsibilities include:

- Day to day operation of the TP;
- Promotion of shared transport (car sharing and minibuses);
- Liaison with the local authority;
- Undertaking and analysing monitoring surveys;
- Monitoring transport usage;
- Monitoring car parking;
- Preparing and maintaining induction information for the TP;
- Undertaking monitoring & review of the TP and preparing monitoring and review reports, including review of the TP targets.

6.22 As part of the ongoing management of the TP, the TPC will maintain dialogue with local stakeholders, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

TP Measures

Walking, Cycling & Public Transport

6.23 Existing conditions offer limited opportunity for walk, cycle and public transport trips to be undertaken to/from the Main Wind Farm Development Site, due to its proximity to residential areas and the lack of footway and cycling infrastructure on the local road network near to the Proposed Project. It is not considered a proportionate measure to introduce footway or cycle infrastructure or propose improvements to existing public transport for the temporary construction period. Therefore, the TP will focus resources on promoting feasible sustainable transport modes.

Minibus Transport

6.24 Shared transport is an effective means of reducing the number of car trips generated by the Proposed Project, especially for commuting trips, and is thus an established sustainable travel choice. Minibus transport will be promoted to construction workers travelling to/from Proposed Project.

6.25 The home/accommodation locations of the construction workforce are currently unknown. It is proposed to explore the potential to arrange on demand local minibus pick-up/drop-off points. The details of pick/up and drop/off locations will be determined once more is known about the composition and home/accommodation location of the construction workforce. However, routes have to be suitably attractive and convenient to ensure suitable staff recruitment and retention during construction. The TPC will make staff aware of this through induction information.

For workers who live locally, local minibus pick-up/drop-off points will be offered to minimise single-occupancy vehicle trips. Pick up points are likely to include local rail and bus stations, town/village centres, or where reasonably practicable, home pickups.



Car Sharing

- 6.26 Car trips will be minimised to staff who have to arrive and depart Main Wind Farm Development Site at non-standard shift change times, and it is proposed to promote car sharing for these journeys utilising platforms such as Liftshare. The car share scheme matches up car drivers and passengers who travel on similar routes at similar times.

Parking Provision

- 6.27 Sufficient parking will be provided within the operations building and construction compounds to accommodate cars and minibuses. These spaces will be reserved for designated staff and visitors only to ensure that vehicle numbers are controlled, and to minimise the impact on the local road network. It will be the responsibility of the TPC, supported by the Proposed Project Manager/s, to monitor car parking within the Main Wind Farm Development Site.

Main Wind Farm Development Site Storage

- 6.28 Facilities to store tools and PPE will be provided within construction compounds and the operations/spares building. This will enable construction workers to reduce the equipment they need to transport to/from the Main Wind Farm Development Site each day, and assist those who will usually drive to the Main Wind Farm Development Site, to consider alternative sustainable transport options such as minibus or car sharing.

Information and Marketing

- 6.29 Communication aspects of the TP are crucial to its success. It is of little use having TP initiatives if staff are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:
- Raise awareness of sustainable travel options;
 - Promote individual measures and initiatives; and
 - Disseminate travel information from the outset employment for the Proposed Project, and indeed in advance of employment through the recruitment process, and on an ongoing basis.
- 6.30 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC. Information will be provided by a variety of means including:
- Information provided at recruitment stage;
 - Proposed Project induction information and briefings;
 - Noticeboards located on the Main Wind Farm Development Site; and
 - Intranet, if applicable.
- 6.31 It is the responsibility of the TPC, working with nominated contacts from each contractor, to set up and oversee arrangements for every new employee to receive a suitable verbal and written induction highlighting the sustainable transport options available to them.
- 6.32 Induction information will be prepared and kept up-to-date by the TPC, who will maintain a stock. This can be available in hard copy and/or electronic format. The induction information will also be prepared in a format that can be distributed as joining instructions for visitors.
- 6.33 The objective of the induction information is twofold: to inform and to promote. The latter aspects of the induction information are aimed at promoting and achieving sustainable travel



choices for trips associated with the Proposed Project, it is anticipated that the TP induction information will include items such as, but not exclusively:

- TP objectives;
- TPC description of role and contact details;
- Shared transport (minibus) information;
- Car share scheme: Details of registering, information about the financial benefits/incentives, and the environmental benefits; and
- Information sources: e.g. websites, etc.

6.34 In addition to induction information, an ongoing dialogue will be maintained between the TPC and staff, through usual feedback processes, daily briefings etc.

Monitoring Review

6.35 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.

6.36 Key points about the TP monitoring and review regime are that this:

- Is essential to ensure that the TP objectives are being met;
- Assesses the effectiveness of the TP measures, target and indicators and provides opportunity for review; and
- Must be done over time and hence requires action and resources.

6.37 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this, supported by the Proposed Project Manager/s and contractor points of contact, is crucial. Monitoring of the TP aims to measure effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.

6.38 Monitoring of the TP will include observing for non-compliance. The TPC, Proposed Project Manager/s and contractors will monitor staff trips associated with the Proposed Project to ensure those who will be travelling in minibuses e.g. to the GCR lane closures are complying. The TPC, Proposed Project Manager/s and contractors will observe parking on existing roads near to the Proposed Project, to avoid nuisance to the local community. They will also ensure that parking provided on the Main Wind Farm Development Site are used by authorised staff and visitors only.

6.39 Progress related to the target and indicators will determine whether measures and management processes need to be reviewed or whether the TP is achieving sufficient outcomes.

The monitoring process is a routine task. This is so that the effectiveness of the TP measures and financial resources can be optimised. The ongoing monitoring process throughout the year includes elements such as the induction/promotional activities and mechanisms - if a particular form of promotion is not yielding benefits, then alternatives will be considered and employed. The key to all this is that the TP measures, be it promotion and/or services/facilities, are not an end in themselves, they are only the means to progress the TP target and indicators, and if a measure/activity is not yielding positive results, then the reasons for this will be examined and changes to the strategy and measures implemented to address this.



- 6.40 Monitoring & Review reports will be prepared by the TPC and submitted to the local authorities at intervals to be agreed as part of the final CSTP. This will set out the way in which the TP has been operated, providing, inter alia:
- 6.41 A record of key information collected throughout the quarter, including observations of staff travel associated with the Proposed Project (if applicable);
- 6.42 A schedule of meetings and inductions held throughout the quarter, ensuring that all staff receive the required information, and other key contact information;
- 6.43 A record of TP initiatives introduced/operated during the quarter with any staff feedback (if applicable);
- 6.44 Reporting of relevant indicators, namely shared transport and electric car usage, car share database registrations and overspill parking;
- 6.45 Review of TP measures pursued throughout the quarter and, on the basis of this, reach conclusions about measures to be taken forward for the coming quarter.
- 6.46 As set out in Section 6.3 above, the outcomes approach is adopted for the TP. The outcomes approach requires the contractor/s to commit to achieve the TP target and to make beneficial progress towards indicators. If the TP target is not met or indicators are not progressed in any quarter, the TPC will identify additional measures, processes, or promotions to achieve them.

Summary

- 6.47 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice guidance and evolving experience.

This Construction TP forms the basis for discussions with the local authorities, , towards agreement of a final Construction Staff TP prior to commencement of any phase of construction of the project. It is the responsibility of the Applicant, to implement the final TP for the duration of construction phase.

The Construction Staff TP will be overseen and implemented by the Travel Plan Coordinator (TPC). The TPC role will be undertaken by the Proposed Project Manager/s, with tasks delegated suitably qualified parties, as required.

- 6.48 The Construction Staff TP target is proposed as “all workers, except staff who need to travel at non-standard shift times, will be offered travel to/from the Main Wind Farm Development Site by minibus.” This target is to be maintained throughout the construction phase.
- 6.49 TP measures aim to encourage from the outset a positive sustainable transport awareness and culture for the Proposed Project. The TP measures will be monitored, reviewed and amended as appropriate.



7.0 Monitoring and Non-Compliance

- 7.1 It is the responsibility of the Proposed Project Manager, and in relation to staff travel, the Travel Plan Coordinator (TPC), to ensure that all measures are implemented as set out herein.
- 7.2 The Proposed Project Manager is responsible for monitoring compliance by all contractors and hauliers regarding construction traffic routing and timing. The Proposed Project Manager (or delegated representative/s) will issue a verbal warning to any individual or organisation who does not comply with the agreed routing and timing strategy, or who parks vehicles on the road, followed by a written warning.
- 7.3 It will be a condition of all contracts for construction and deliveries associated with the Proposed Project to comply with the final CTMP. Any non-compliance following verbal and written warnings will be dealt with via usual contract dispute mechanisms.
- 7.4 If members of the public raise a concern regarding construction traffic or parking, the staff will direct them to the Proposed Project Manager, TPC (or delegated representative/s). The Proposed Project Manager will listen to the concerns, offer solutions or provide an adequate explanation. Concerns raised by members of the public will be recorded and reasonable remedial action taken.



8.0 Summary

- 8.1 This CTMP sets out the general measures and management arrangements that are required to:
- Protect the amenity of neighbouring properties;
 - Maintain safety for all road users;
 - Ensure that construction traffic and parking impacts on the local road network are minimised; and
 - Maximise use of shared and low/zero emission travel during the construction phase.
- 8.2 The CTMP is a living document and will be developed through the pre-construction and construction phase with ongoing consultation with the County Councils, An Garda Síochána, Emergency Services and other stakeholders.
- 8.3 This CTMP has thus far been developed for 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.



