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RE the wind farm project known as the Laurclavagh Wind Farm Project.

I received a request from a local family to carry out a survey on the area where the L61641 connects to the N83 (which is the junction proposed to be used for all construction access to the proposed work site for the Wind Farm project, and I was also requested to review the traffic management plan proposed by the applicant.

For the survey of the area I used Tailte Eireann Land reg map as my base (copy attached) and overlaid the exact lines of the tarred roadways for both the N83 and the L61641 at the junction (see att drawing with the lines colour coded for clarity) the lines on the drawing show the exact width of the tarred surface, the hard shoulder, the grass margin, as exist at every point along the roadways, also I have included scaled images of HGVs as they would fit on the L61641.

Facts of interest with the inclusion of the HGVs at scale on the roadway. also facts that have not been included or allowed for in the proposed traffic management plan.

- 1) The L61641 Tarred area varies in width from 2.8m to 4.0 m over the area include on the drawing. Allowing for the width of a HGV being 2.5m (plus the Mirrors) this leaves not even sufficient room for a person to walk beside the HGV,

Note -School children walk along this road to get to their school bus pick up point on the N83.

- 2) There is no location along the L61641 that two vehicles of any kind can meet and pass by without driving on to private property. This will obviously create serious issues for the local residents and their families.

Note- the local land owners has assured me that no consent has been given by them to widen this road at any time, despite the fact that the planning application has proposed widening this road without landowners consent.

- 3) Within the relevant sight line there are multiple active entrances and exits from private house, farm yards, agricultural field entrances, the proposed temp slip road approx. 50 entrances in Total. also very important from a health and safety point the school bus pick up point is directly at the junction 4 busses per day with multiple school children walking to this collection and drop off point. With a commuter bus also stopping at the junction approx. 25 times per day also a health and safety issue.
- 4) The HGV manoeuvres to enter and exit between the N83 and the L61641 will not work as proposed see attached drawing for detail around why these manoeuvres will not work as proposed. Not sufficient turning space and crossing over on to the second lane of traffic on the N83.
- 5) An additional large element of the works that will have major impact on the L61641 and its users that has not been addressed is the excavation of the entire length of the road to allow the laying of the power cables that are proposed to be laid under entire length of the road.

Note- some sections of this road form part of private properties and no consent has been granted by the property owners of these properties for this excavation works,

In Conclusion- My finding and reportings are that many important aspects of the area have not been included or accounted for in the proposed traffic management plan, and many of these exclusions could result in serious Health and safety issue for both the local residence, their children and also passing traffic and indeed the construction traffic also.

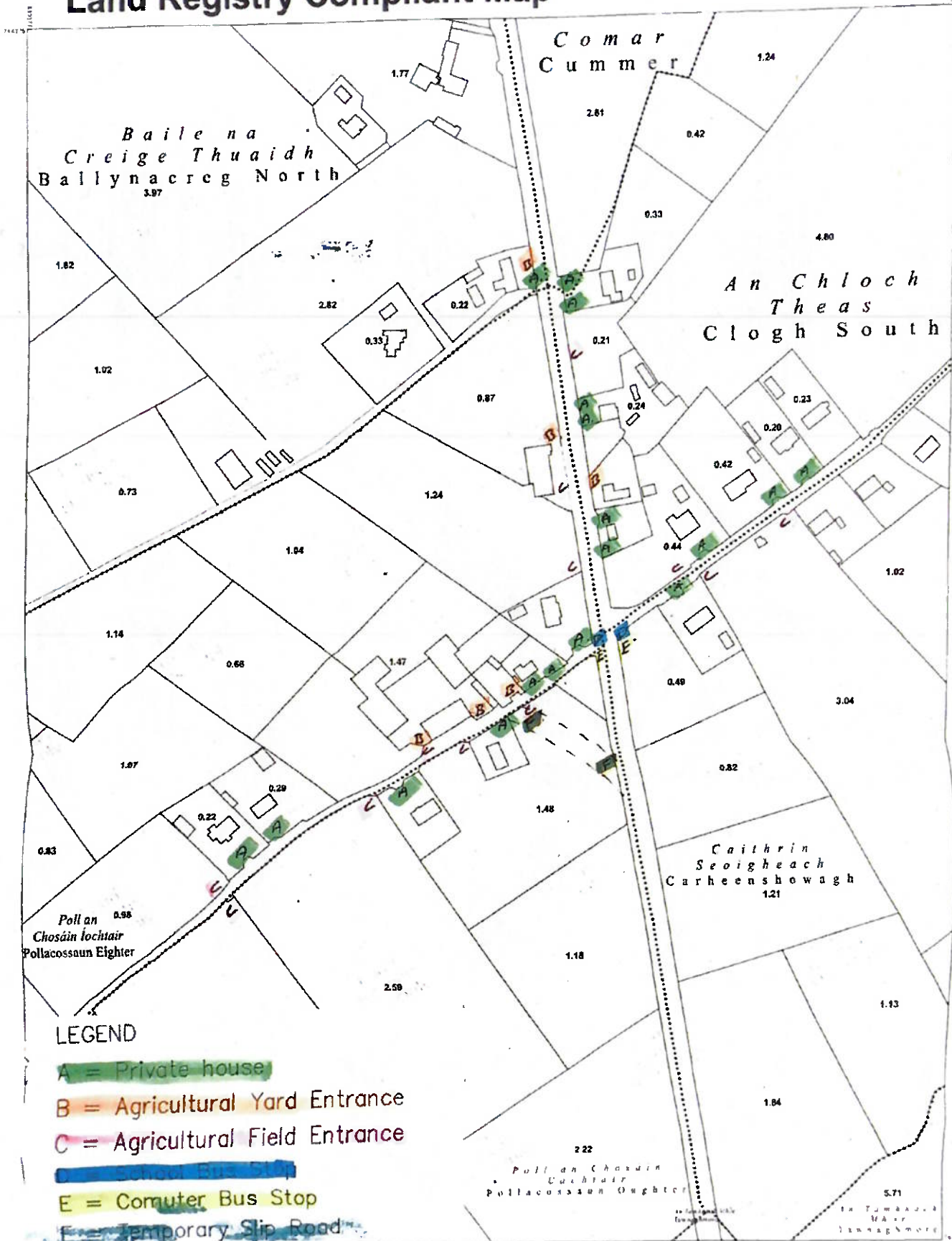
See included Drawings, images and maps for reference



Gabriel
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Plumber
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CEN 2017

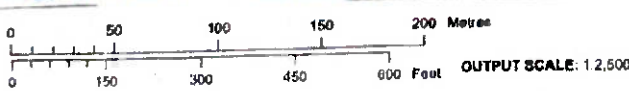
SIGNED: Date

Land Registry Compliant Map



LEGEND

- A** = Private house
- B** = Agricultural Yard Entrance
- C** = Agricultural Field Entrance
- E** = Computer Bus Stop
- F** = Temporary Slip Road



OUTPUT SCALE: 1:2,500



CENTRE COORDINATES:
ITM 536085.743960

ORDER NO.:
50509787_1

PUBLISHED:
31/12/2025

MAP SERIES:
1:2 500
1:2 500
1:2 500
1:2 500

MAP SHEETS:
2948-D
2950-C
3019-B
3020-A

CAPTURE RESOLUTION:
The map objects are only accurate to the resolution at which they were captured. Output scale is not indicative of data capture scale. Further information is available at: www.tai.ie search 'Capture Resolution'

LEGEND:
To view the legend visit www.tai.ie and search for 'Large Scale Legend'

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D08F6E4

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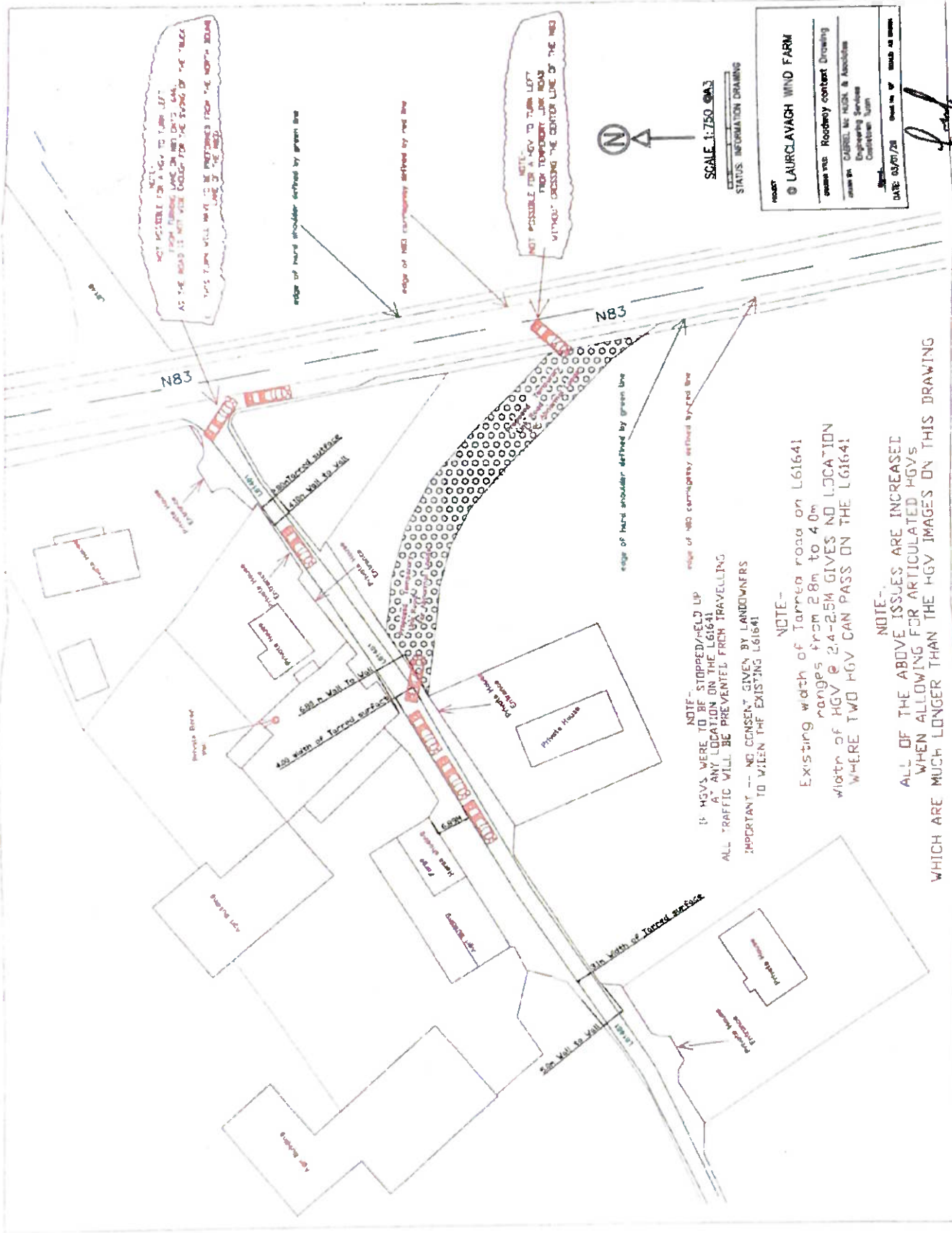
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NOT POSSIBLE FOR HGV TO TURN LEFT FROM TURNING LANE ON THE RIGHT AS THE ROAD IS NOT WIDE ENOUGH FOR THE TURNING OF THE HGV. THIS TURN WILL HAVE TO BE PREVENTED FROM THE HGV TURNING LANE OF THE ROAD.

NOTE: NOT POSSIBLE FOR A HGV TO TURN LEFT FROM TURNING LANE ON THE RIGHT WITHOUT CROSSING THE CENTER LINE OF THE ROAD.

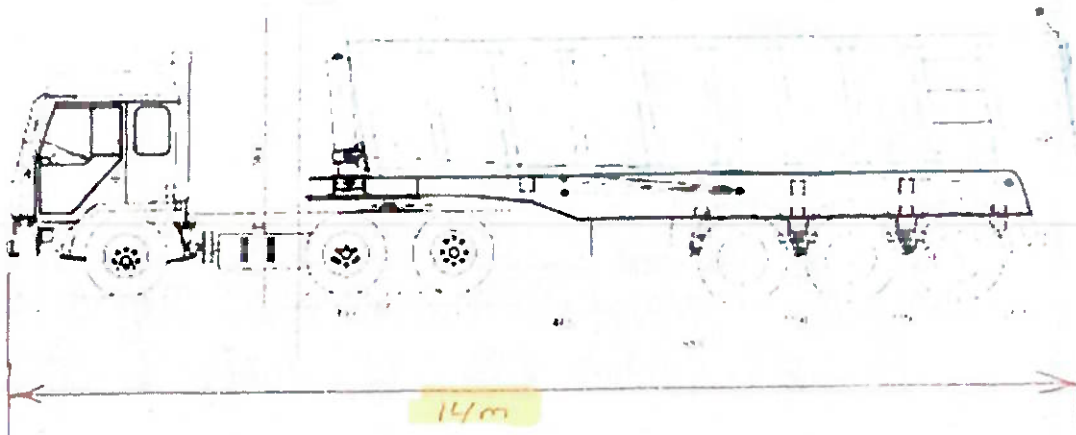
NOTE: IF HGVs WERE TO BE STOPPED/HELD UP AT ANY LOCATION ON THE L61641 ALL TRAFFIC WILL BE PREVENTED FROM TRAVELLING. IMPORTANT -- NO CONSENT GIVEN BY LANDOWNERS TO WIDEN THE EXISTING L61641.

NOTE: Existing width of Tarran road on L61641 ranges from 2.8m to 4.0m width of HGV @ 2.4-2.5M GIVES NO LOCATION WHERE TWO HGV CAN PASS ON THE L61641.

NOTE: ALL OF THE ABOVE ISSUES ARE INCREASED WHEN ALLOWING FOR ARTICULATED HGVs WHICH ARE MUCH LONGER THAN THE HGV IMAGES ON THIS DRAWING

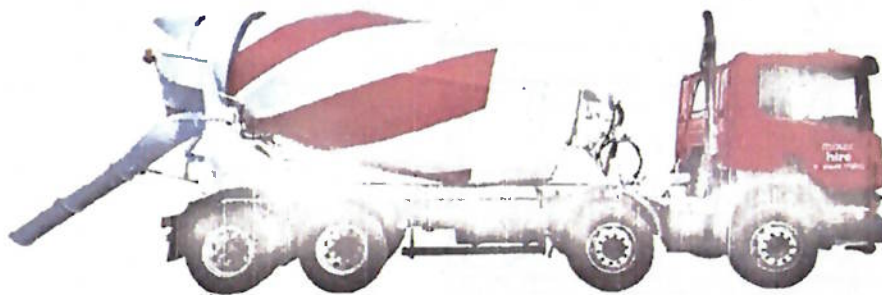
PROJECT: LAURCLAVAGH WIND FARM
 DRAWING: Roadway content Drawing
 DRAWN BY: CARROLL MC NUGA & ASSOCIATES
 ENGINEERING SERVICES
 CONSULTANTS TURN
 DATE: 03/07/08
 SHEET NO. OF: 10
 SHEETS IN TOTAL: 10

John



Technical data
Barrel mix 8-wheeler

eastern | concrete ltd
concrete solutions



380cm (3.8m) height

280cm (2.8m)

880cm (8.8m) overall length



250cm (2.5m) wide



380cm (3.8m) height

250cm (2.5m) wide

