



## **APPENDIX 15-2**

*Traffic Management Plan*



# APPENDIX 15-2

## CARROW WIND FARM

### REVISION A – March 26<sup>th</sup> 2026

Alan Lipscombe Traffic & Transport Consultants Ltd  
Claran, Headford, Co Galway

Email - [Info@alipscombetraffic.ie](mailto:Info@alipscombetraffic.ie)  
Tel – 093 34777  
Mob – 087 9308134

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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 Carrow 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 Development.

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 port of entry for the large wind turbine components is the Port of Cork (Ringaskiddy) in County Cork. The proposed Turbine Delivery Route (TDR) from the port to the Proposed Wind Farm site is shown in Figure 15-1a. An assessment of the turning requirements of the abnormally large loads transporting the turbine components was undertaken at the various pinch points along the TDR, as identified in Figure 15-1b. The swept path assessment undertaken for these locations is discussed in Section 15.1.9 of the EIAR.

From the Port of Cork (Ringaskiddy) the turbine delivery route is as follows;

- From the Port of Ringaskiddy the route travels west and then north for approximately 16 km via the N28 and N40 National Primary Roads before merging onto the M8 Motorway at Junction 19.
- The route then travels north on the M8 for approximately 84 km before exiting at Junction 9.
- From this point the route travel approximately 2km north on the N74 National Secondary Road and the R639 Regional Road into Cashel, Co Tipperary.
- From Cashel the turbine delivery route continues north through Cashel for approximately 13.3km north on the R505 Regional Road to the village of Dundrum, Co. Tipperary.
- From the village of Dundrum, the turbine delivery route continues north on the L1291 local road north for approximately 2km to Gortussa Cross in the townland of Gortarush Lower.
- From this point the route turns right to head northeast on the L1283 local road for approximately 3km, before turning left into third party land in the townland of Carrow in Co. Tipperary.
- At this point the route travel north for approximately 0.3km through the third-party lands.
- The turbine delivery route exits third party lands land in the townland of Carrow in Co. Tipperary and continues west for approximately 4.1km on the L1282 local road the junction with the L1154 in the townland of Scarrough, Co. Tipperary.
- From this point the route continues north for approximately 0.9km on the L1154 to the Proposed Wind Farm site entrance.

The total length of the Turbine Delivery Route from the Port at Ringaskiddy to the access junction off the L1154 is approximately 126 kms. All deliveries of abnormally sized loads will be made using

Garda Síochána 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.

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### 3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

The concrete and crushed stone required for the turbine foundations will be sourced from local, appropriately authorised quarries. All concrete deliveries will access the Proposed Wind Farm site via the new site access off the L-1154 located at the western end of the Proposed Wind Farm site, as shown in Figure 15-1a.

The most likely quarries for the supply of concrete and stone are located within a 25km radius of the site at the following locations;

- North – Borrisoleigh,
- Northwest – Rear Cross,
- Southwest – Tipperary Town,
- East – Hollycross.

The potential routes for general construction materials for the purposes of this assessment, is as per the route considered for the turbine components with the additional routes are also shown in Figure 15-1a.

All other wind turbine components delivered by standard HGVs will arrive at Cork Port in 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 site access junctions are shown in Figure 15-1c and are described below.

### **Access Junction A – L1154 – TDR, general construction and maintenance – All turbines**

This junction 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 15-15. 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 southeast corner of the junction to facilitate the delivery of the abnormally sized turbine loads. This area will require to be surfaced to accommodate the wheels of the abnormally sized loads. Additional areas are identified to be cleared to facilitate oversail / 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 an assumed speed limit of 60 km/h and operational speed of 70 km/h the required visibility splays in accordance the Tipperary County Development Plan 2022 – 2028 Development Management Guidelines are 120m taken from a setback of 2.4m. These splays are shown to be available in both directions as illustrated in Figure 15-16.

### **Access Junction B – L1154 – TDR, general construction and maintenance – Turbines 7 and 8**

This junction will provide for all traffic generated for the construction and maintenance of Turbines 7 and 8 only.

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 15-19. There are no junction radii provided at this junction as traffic traveling from the eastern access road (Site access 5) to the west (Site access 4)

will undertake crossing movements of the L1154 only. There will be no construction traffic on the section of the L1154 between Junctions A and B. A short slip road is provided for the abnormal load vehicles (which will revert to standard sized HGVs once unloaded) to exit back onto the L1154 from Site access 4, which will be done while managed by site staff.

In addition all traffic movements from Site access 5 to the L1154 travelling north towards T7 will be made via the over-run area, which will also be managed by site staff. STOP road markings and signs are proposed for the crossing movements that will take place during the operational stage, 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. Additional areas are identified to be cleared to facilitate oversail / 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 layout.

Visibility splays of 120m taken from a setback of 2.4m are provided as shown in Figure 15-20.

#### **Access Junction C – L1154 – TDR, general construction and maintenance – Turbine 7**

This junction will provide for all traffic generated for the construction and maintenance of Turbine 7 only.

The proposed junction layout is shown in Figure 15-23. 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 southeast corner of the junction to facilitate the delivery of the abnormally sized turbine loads. An additional area though the junction is identified to be cleared to facilitate oversail / 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.

Visibility splays of 120m taken from a setback of 2.4m are provided as shown in Figure 15-24.

#### **Access Junction D and E – L5206 – TDR, general construction and maintenance – Turbines 1, 2, 10, 11, 12 & 14**

This junction will provide for all traffic generated for the construction and maintenance of Turbines 1, 2, 10, 11, 12 & 14.

The proposed junction layouts are shown in Figure 15-27 with junction radii of 13m with 1:10 tapers proposed for standard HGV access. STOP road markings and signs are proposed in accordance with the Traffic Signs Manual.

The proposed junctions include a run-over areas and over-sail/ over-hang areas to facilitate the delivery of the abnormally sized turbine loads. 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.

Visibility splays of 70m taken from a setback of 2.4m appropriate for a 50 kph operational speed are provided as shown in Figure 15-28.

**Access Junction F and G – L5206 – TDR, general construction and maintenance – Turbines 1 & 12**

This junction will provide for all traffic generated for the construction and maintenance of Turbines 1 and 12.

The proposed junction layouts are shown in Figure 15-31 with junction radii of 13m with 1:10 tapers proposed for standard HGV access. STOP road markings and signs are proposed in accordance with the Traffic Signs Manual.

The proposed junctions include a run-over areas and over-sail/ over-hang areas to facilitate the delivery of the abnormally sized turbine loads. 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.

Visibility splays of 70m taken from a setback of 2.4m appropriate for a 50 kph operational speed are provided as shown in Figure 15-32.

**Access Junction H – L5206 – TDR, general construction and maintenance – Turbine 11**

This junction will provide for all traffic generated for the construction and maintenance of Turbine 11 only.

The proposed junction layout is shown in Figure 15-35 with junction radii of 13m with 1:10 tapers proposed for standard HGV access. STOP road markings and signs are proposed in accordance with the Traffic Signs Manual.

The proposed junctions include a run-over areas and over-sail/ over-hang areas to facilitate the delivery of the abnormally sized turbine loads. 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.

Visibility splays of 70m taken from a setback of 2.4m appropriate for a 50 kph operational speed are provided as shown in Figure 15-36.

**Access Junction I – L5206 – Turning point for abnormally sized loads only**

This junction will provide for the turning movements of abnormally sized loads only.

The proposed junction layout is shown in Figure 15-39. No junction markings or visibility splays are required as all movements at this location will be undertaken accompanied by an escort provided by An Garda Siochana.

**Access Junction J – L52061 – TDR, general construction and maintenance – Turbine 10**

This junction will provide for all traffic generated for the construction and maintenance of Turbine 10 only.

The proposed junction layout is shown in Figure 15-41 with junction radii of 13m with 1:10 tapers for standard HGV access and STOP road markings and signs in accordance with the Traffic Signs Manual.

The proposed junction includes a run-over areas and over-sail/over-hang areas to facilitate the delivery of the abnormally sized turbine loads. 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.

Visibility splays of 70m taken from a setback of 2.4m appropriate for a 50 kph operational speed are provided as shown in Figure 15-42.

**Access Junction K – L5117 – TDR, general construction and maintenance – Turbine 9**

This junction will provide for all traffic generated for the construction and maintenance of Turbine 9 only. All movements generated at this junction will be trips crossing over the L5117 between Site accesses 7 and 8 only.

The proposed junction layout is shown in Figure 15-45 with STOP road markings and signs in accordance with the Traffic Signs Manual.

Visibility splays of 70m taken from a setback of 2.4m appropriate for a 50 kph operational speed are provided as shown in Figure 15-46.

**Access Junction L – L5117 – TDR, general construction and maintenance – Turbines 7 & 8**

This junction will provide for all traffic generated for the construction and maintenance of Turbines 6 and 8. The proposed arrangement is shown for this location in Figure 15-49. All movements generated at this junction will be trips crossing over the L5117 between Site accesses 2 and 3 only.

It is proposed to manage all movements at this location using traffic signs and site staff rather than constructing a formal access junction at this location. Site accesses 2 and 3 will be closed at all times outside of delivery times during which it will be managed at all times. The site accesses will be permanently closed on the completion of the construction of Turbines 7 and 8.

## 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 110kV onsite substation is connected by 110kV underground cabling to the existing 110 kV Killonan substation, in the townland of Milltown, approximately 5.6km southeast of Limerick City, Co. Limerick. The underground cabling route measures approximately 37.6km of which approximately 35.7km is located within the public road corridor with the remaining 1.9km located in private lands (0.9km), within the Proposed Wind Farm site (0.9km) or within the grounds of Killonan Substation (0.1km).

The extent of the Proposed Grid Connection that will impact on the public road network is considered in the 15 sections, as shown in Figure 15-6a in Appendix 15-3, with 13 sections located on the public road network, 2 section off road in third party lands in addition to the additional section off road in both the Proposed Wind Farm Site and 110 kV Killonan 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 15-28. Based on a construction rate of 100m per day, it is estimated that the Proposed Grid Connection will take approximately 376 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 15-28 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)
110 kV Killonan substation	Off road at Milltown	NA	0.1	1
Section 1	N24	Stop & Go	3.1	31
Section 2	L-5102	Closure	1.5	15
Section 3	Off road	NA	0.7	7
Section 4	L-5101, L1132, L5100	Closure	5	50
Section 5	Off road	NA	0.2	2
Section 6	R505	Closure	4.8	48

<b>Grid section</b>	<b>Proposed Grid Connection Section</b>	<b>Traffic management</b>	<b>Length (kms)</b>	<b>Construction duration (days)</b>
Section 7	R505	Closure	0.4	4
Section 8	R505	Closure	0.7	7
Section 9	R505	Closure	6.1	61
Section 10	R505	Closure	2.5	25
Section 11	L1156	Closure	6.8	68
Section 12	R497	Closure	0.6	6
Section 13	R505	Closure	0.3	3
Section 14	L1155	Closure	2.9	29
Section 15	L1154	Closure	1	10
On site	Off road at site	NA	0.9	9
Total			37.6	376

The on-road sections of the Proposed Grid Connection travels along 3.1km of the national Road Network (N67), 15.4km of the Regional Roads (R505 and R497), with the remaining 17.2km of the on-road route sections travelling along the local road network. An inspection of the route indicated 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 3.1km section of the N24 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 15-29 and shown in Figure 15-6b in Appendix 15-3. For sections 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 15, which comprises 32.6 km of the total route, the diversions will result in existing traffic from regional and local roads being diverted onto other local and regional roads of a similar standard.

*Table 15-29 Proposed Grid Connection underground cabling route link, link length (km), potential diversion route, length of diversion route (km), additional trip length (km)*

<b>Grid section</b>	<b>Proposed Grid Connection Section</b>	<b>Length (kms)</b>	<b>Potential diversion route</b>	<b>Maximum length of diversion route (kms)</b>	<b>Maximum additional trip length (kms)</b>
Miltown Substation	Off road at Milltown	0.1	NA	NA	NA
Section 1	N24	3.1	NA	NA	NA
Section 2	L-5102	1.5	N24, L-5104	6.7	5.2
Section 3	Off road	0.7	NA	NA	NA
Section 4	L-5101, L1132, L5100	5	L-5102, N24, R505	10.4	5.4
Section 5	Off road	0.2	NA	NA	NA

<b>Grid section</b>	<b>Proposed Grid Connection Section</b>	<b>Length (kms)</b>	<b>Potential diversion route</b>	<b>Maximum length of diversion route (kms)</b>	<b>Maximum additional trip length (kms)</b>
Section 6	R505	4.8	R505, N24, L-1137	10.3	5.5
Section 7	R505	0.4	L-1137, R506	0.6	0.2
Section 8	R505	0.7	L-1137, N24, L-5036, R505	28.1	27.4
Section 9	R505	6.1	L-1137, N24, L-5036, R505	22.7	16.6
Section 10	R505	2.5	L-5036, N24, R497, L-1156	38.8	36.3
Section 11	L1156	6.8	R505, L-5036, N24, R497	7.6	0.8
Section 12	R497	0.6	R497, L-5211, R505	5.6	5
Section 13	R505	0.3	R497, L-5211, R505	6	5.7
Section 14	L1155	2.9	R505, L-1290	9.3	6.4
Section 15	L1154	1	L-1282, L-5206, L-5117	9.7	8.7
On site	Off road at site	0.9	NA	NA	NA
<b>Total</b>		37.6			

For the diversion routes shown in Figure 15-6b in Appendix 15-3, the temporary additional trip length incurred by drivers during the construction of the Proposed Grid Connection will range from a minimum of 0.2km to a maximum of 36.3km, as shown in Table. It should be noted that 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 Grid Route being constructed. In practice the number of trips that incur the full diversion will be very few. 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 112 abnormal sized loads will be delivered to the site, comprising 38 convoys of 3, undertaken over 38 separate nights.
- These nights will be spread out over an approximate period of 8 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 Tipperary 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 Síochána, 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.

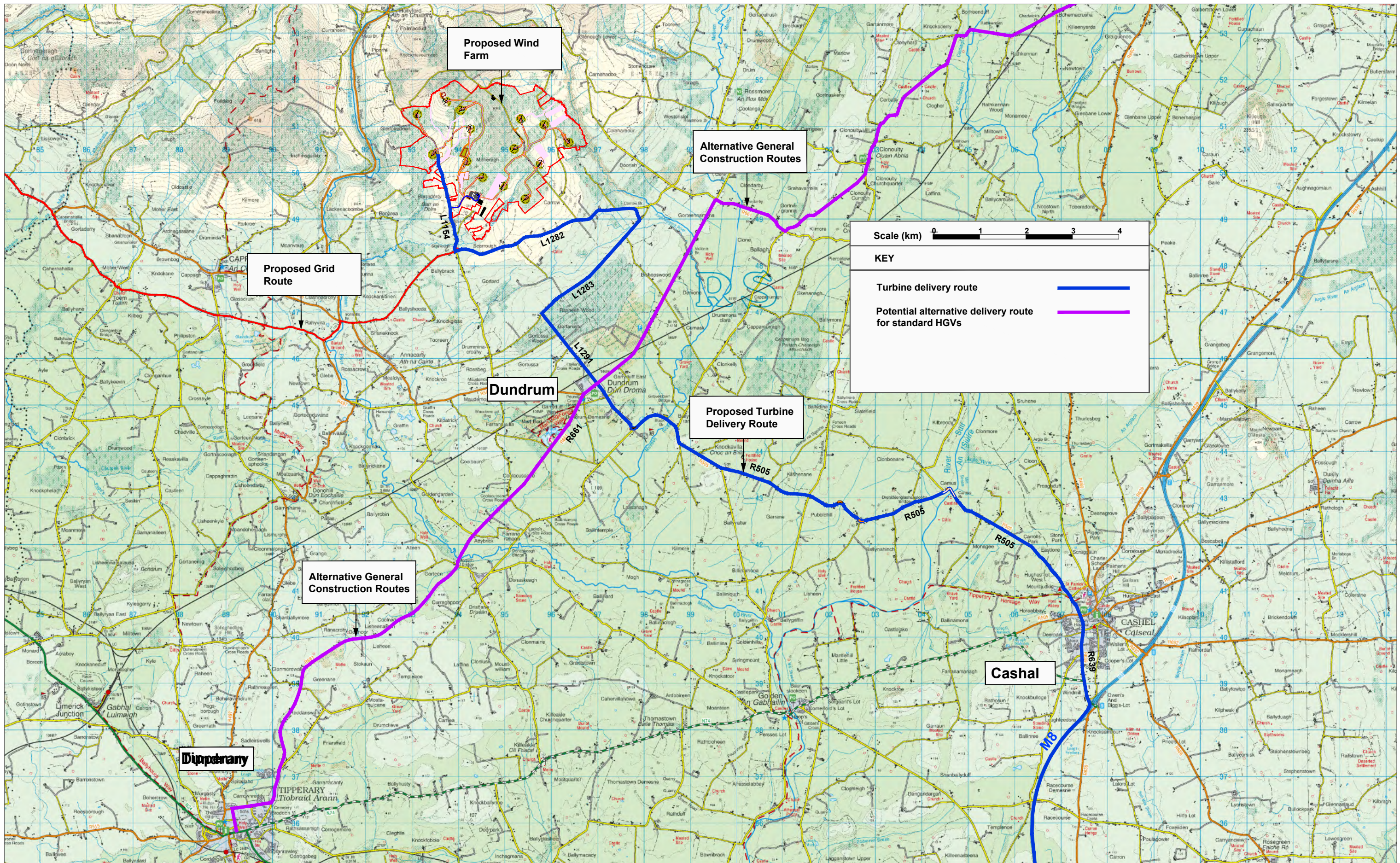
- **Implementation of temporary alterations to road network at critical junctions** – At locations where required highlighted in Section 15.1.9.
- **Identification of delivery routes** – These routes will be agreed and adhered to by all contractors.
- **Travel plan for construction workers to Proposed 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 L58333 during the 12 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). A member of construction staff (flagman) and signage will be present at access junctions B, J, K and L on days used during the construction period.
- **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, DTT&S, 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 Sections of Tipperary County Council and Limerick City and County Council prior to construction and contact will be maintained with the Road and Traffic Section throughout the construction phase.

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Figure 15.39	Junction I – L5206 / Site access 11, junction layout
Figure 15.40	Junction I – L5206 / Site access 11, blade extended artic
Figure 15.41	Junction J – L52061 / Site accesses 15 & 16, junction layout
Figure 15.42	Junction J – L52061 / Site accesses 15 & 16, junction layout with visibility splay
Figure 15.45	Junction K – L5117 / Site accesses 7 & 8, junction layout
Figure 15.46	Junction K – L5117 / Site accesses 7 & 8, junction layout with visibility splay
Figure 15.49	Junction L – L5117 / Site accesses 2 & 3, junction layout
Figure 15.50	Junction L – L5117 / Site accesses 2 & 3, blade extended artic



**NOTES:**

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-1a Site location and delivery routes

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

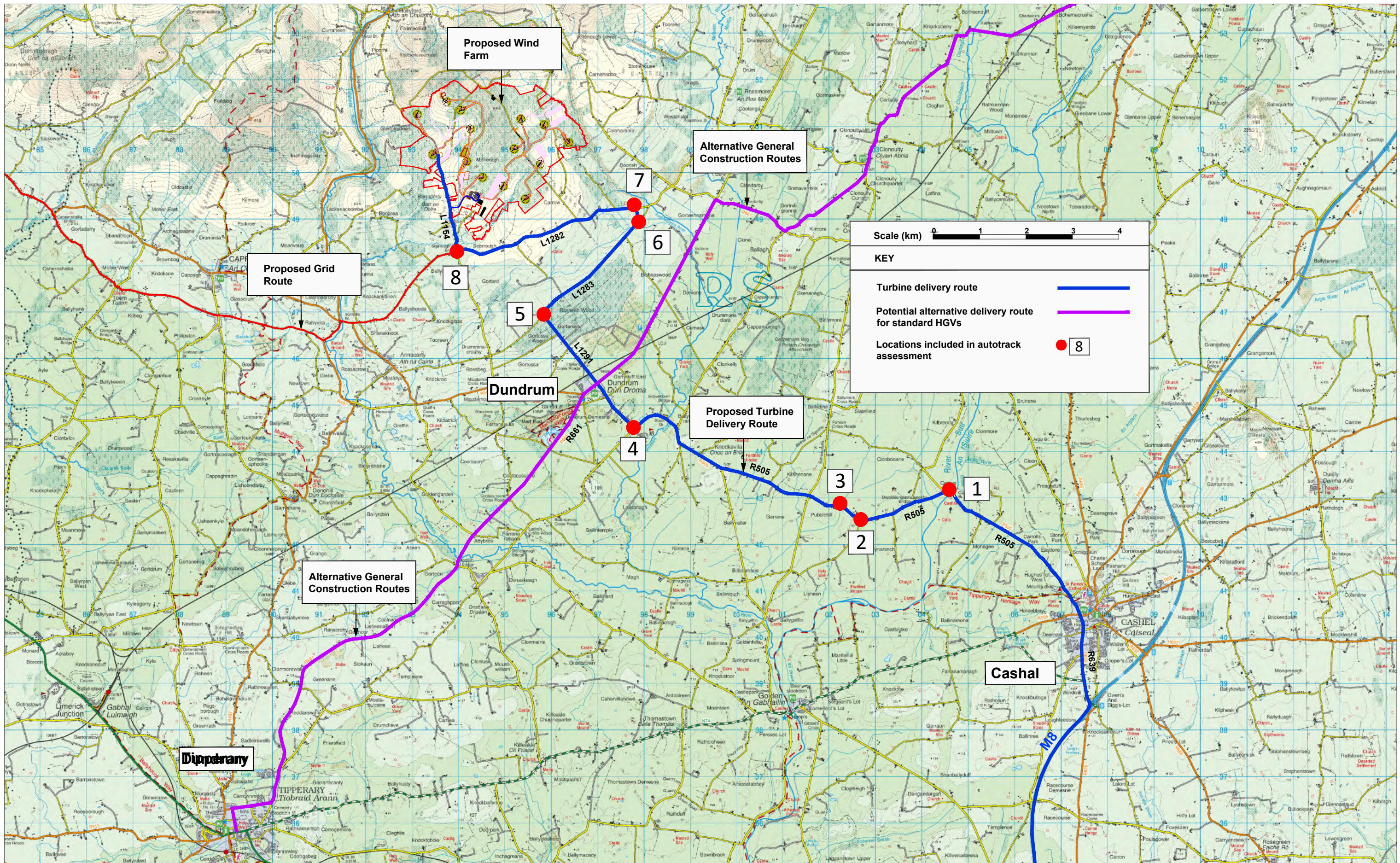
PROJECT NO: 11400

DATE: 24.03.26

SCALE: NTS

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS



**NOTES:**

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-1b Turbine delivery route autotrack assessment location plan

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

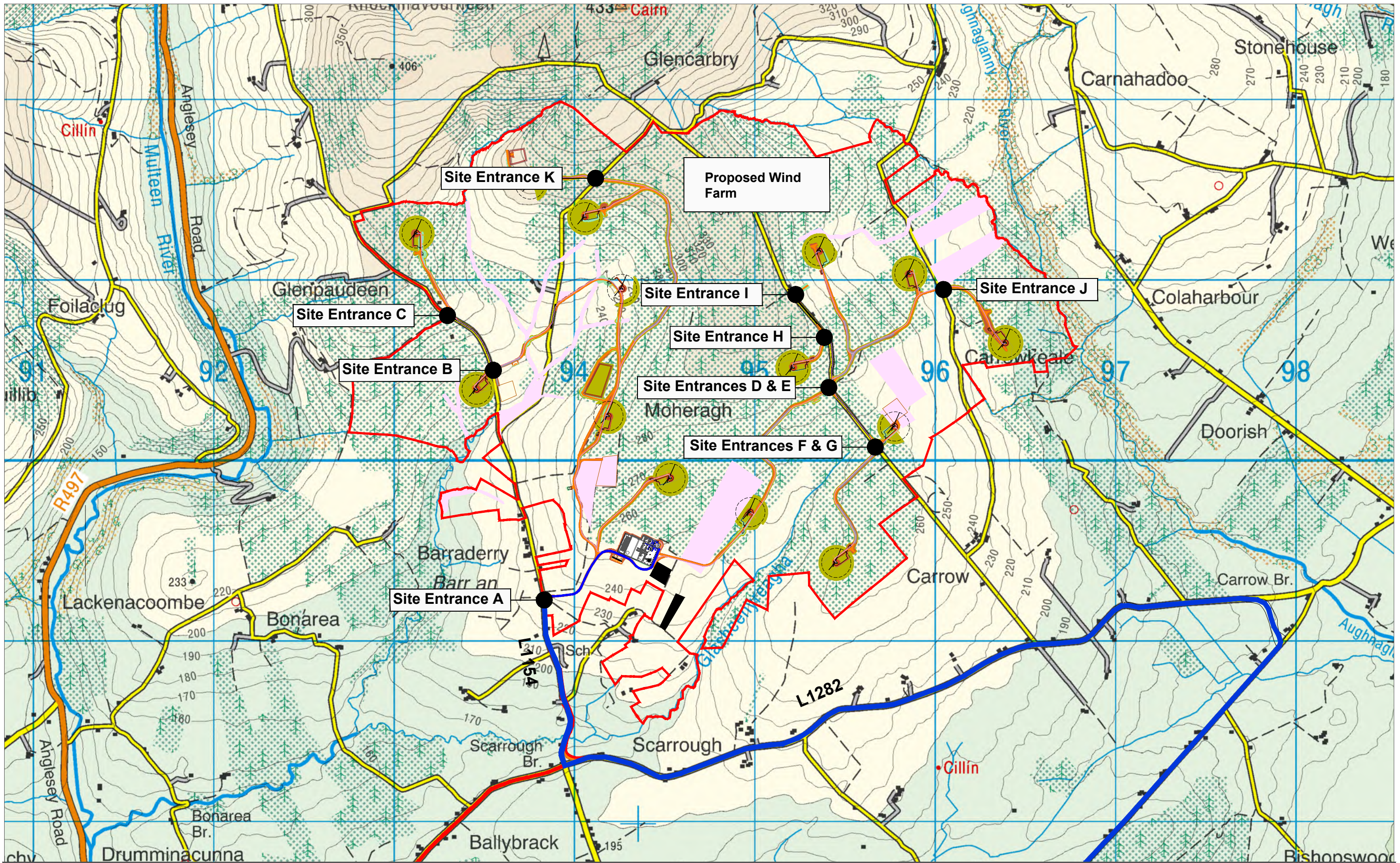
PROJECT NO: 11400

DATE: 24.03.26

SCALE: NTS

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

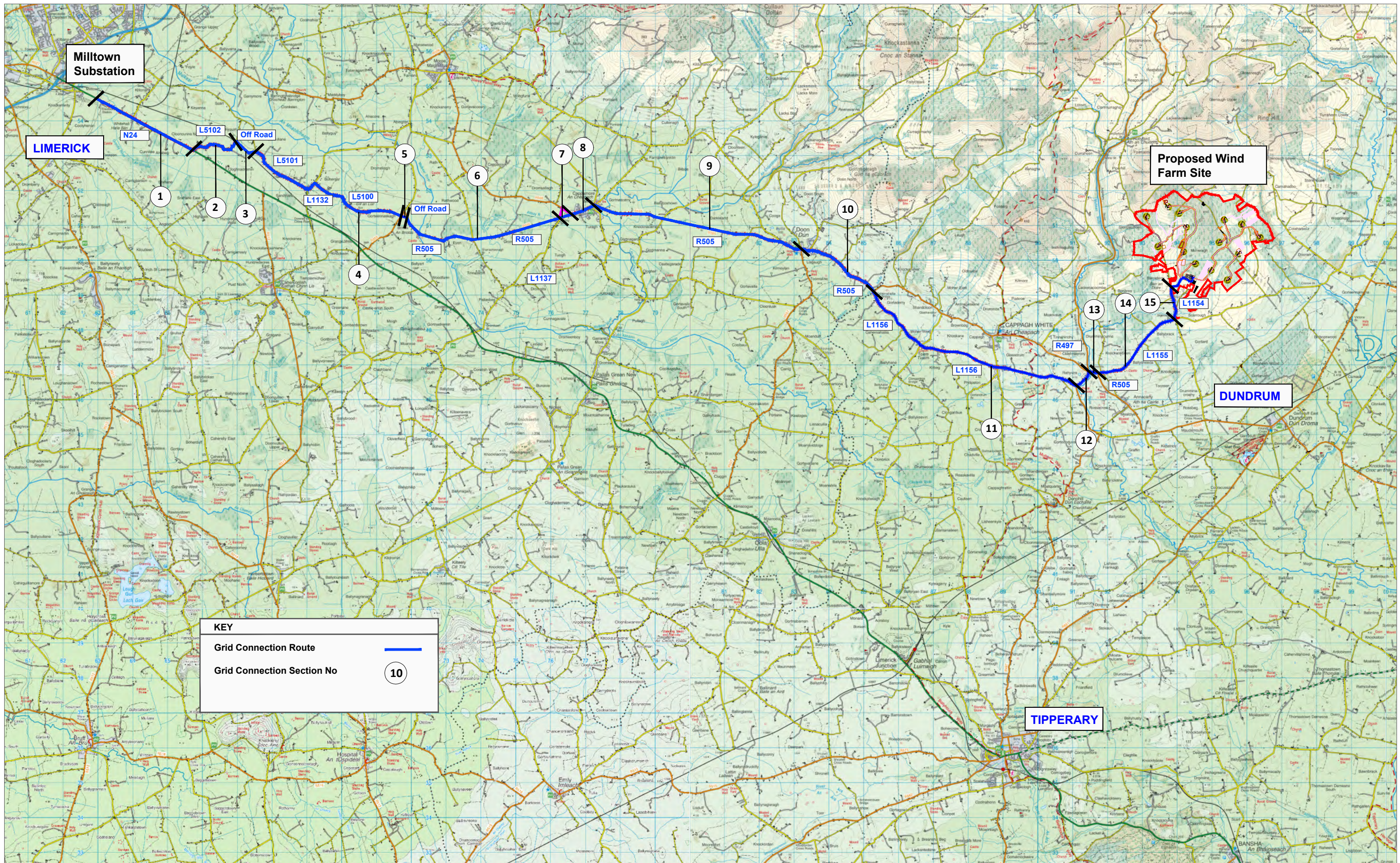


NOTES:  
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
 Base mapping provided by MKO

Figure 15-1c Location of wind farm access junctions

PROJECT: Carron Wind Farm		SCALE: NTS
CLIENT: Carron Renewable Energy Ltd		DRAWN BY: AL
PROJECT NO: 11400	DATE: 24.03.26	

**ALAN LIPSCOMBE**  
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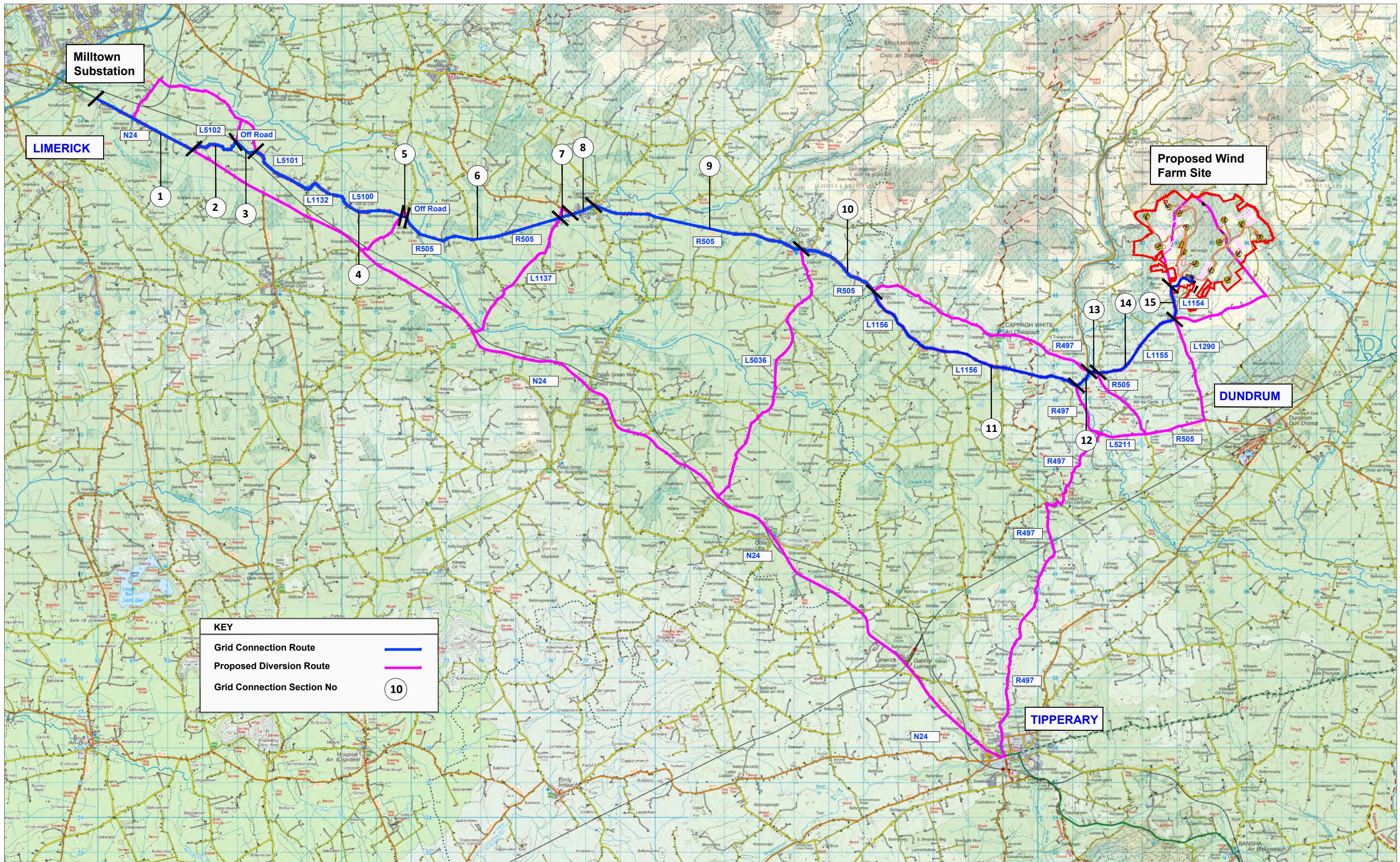


NOTES:  
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
 Base mapping provided by MKO

Figure 15-6a Proposed cable grid connection route

PROJECT:	Carrow Wind Farm	SCALE:	NTS
CLIENT:	Carrow Renewable Energy Ltd	DRAWN BY:	AL
PROJECT NO:11400	DATE:	24.03.26	

**ALAN LIPSCOMBE**  
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**KEY**

Grid Connection Route —

Proposed Diversion Route —

Grid Connection Section No 10

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-6b Proposed cable grid connection route, potential diversion routes

PROJECT:	Carrow Wind Farm	SCALE:	NTS
CLIENT:	Carrow Renewable Energy Ltd	DRAWN BY:	AL
PROJECT NO:11400	DATE:	24.03.26	

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

## SITE JUNCTION A

### Proposed Use:

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

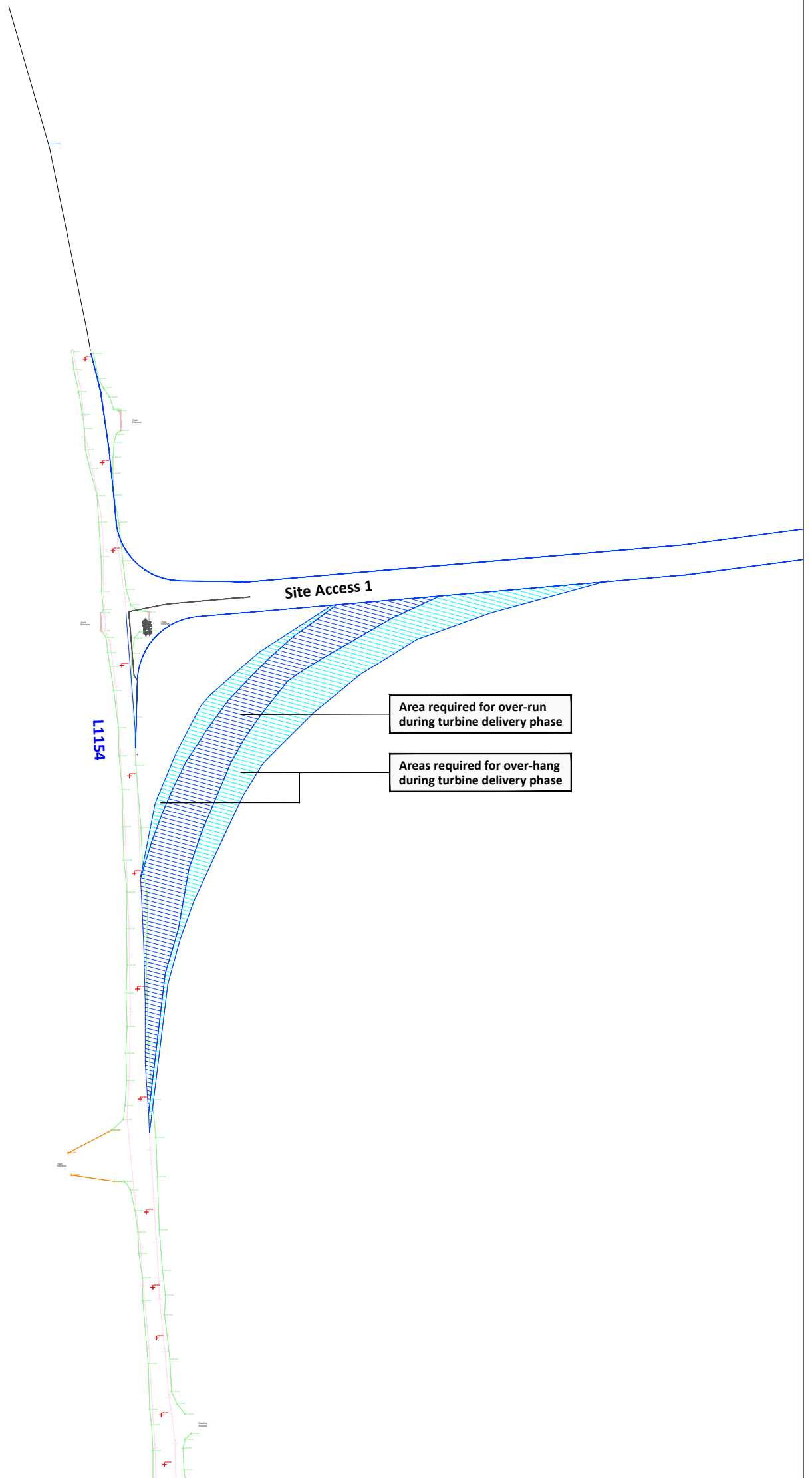
Operational stage - Maintenance staff.

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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-15 Junction A - L1154 / Site access 1, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
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## SITE JUNCTION A

### Proposed Use:

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

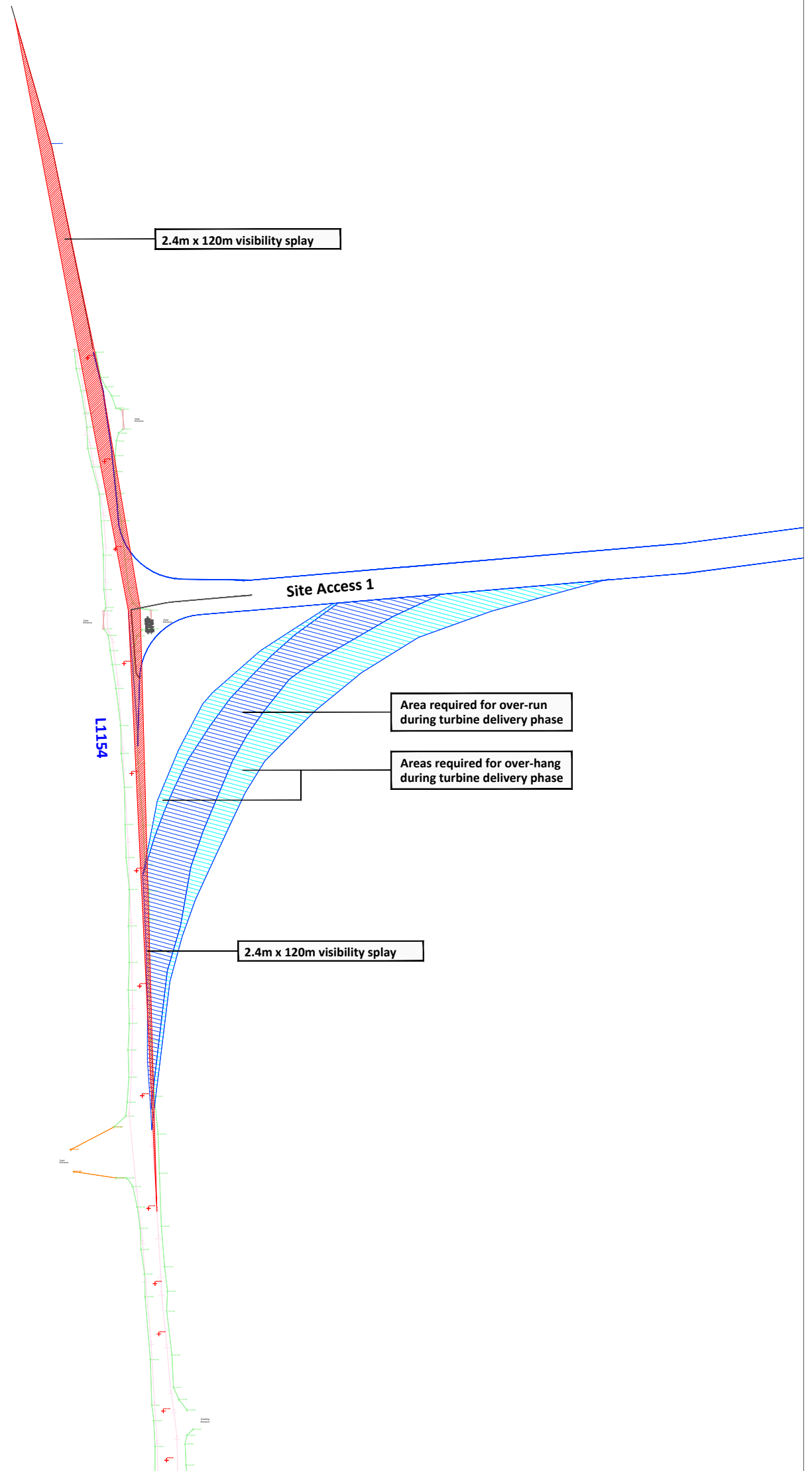
Operational stage - Maintenance staff.

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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-16 Junction A - L1154 / Site access 1, junction layout with visibility splays

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
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## SITE JUNCTION B

### Proposed Use:

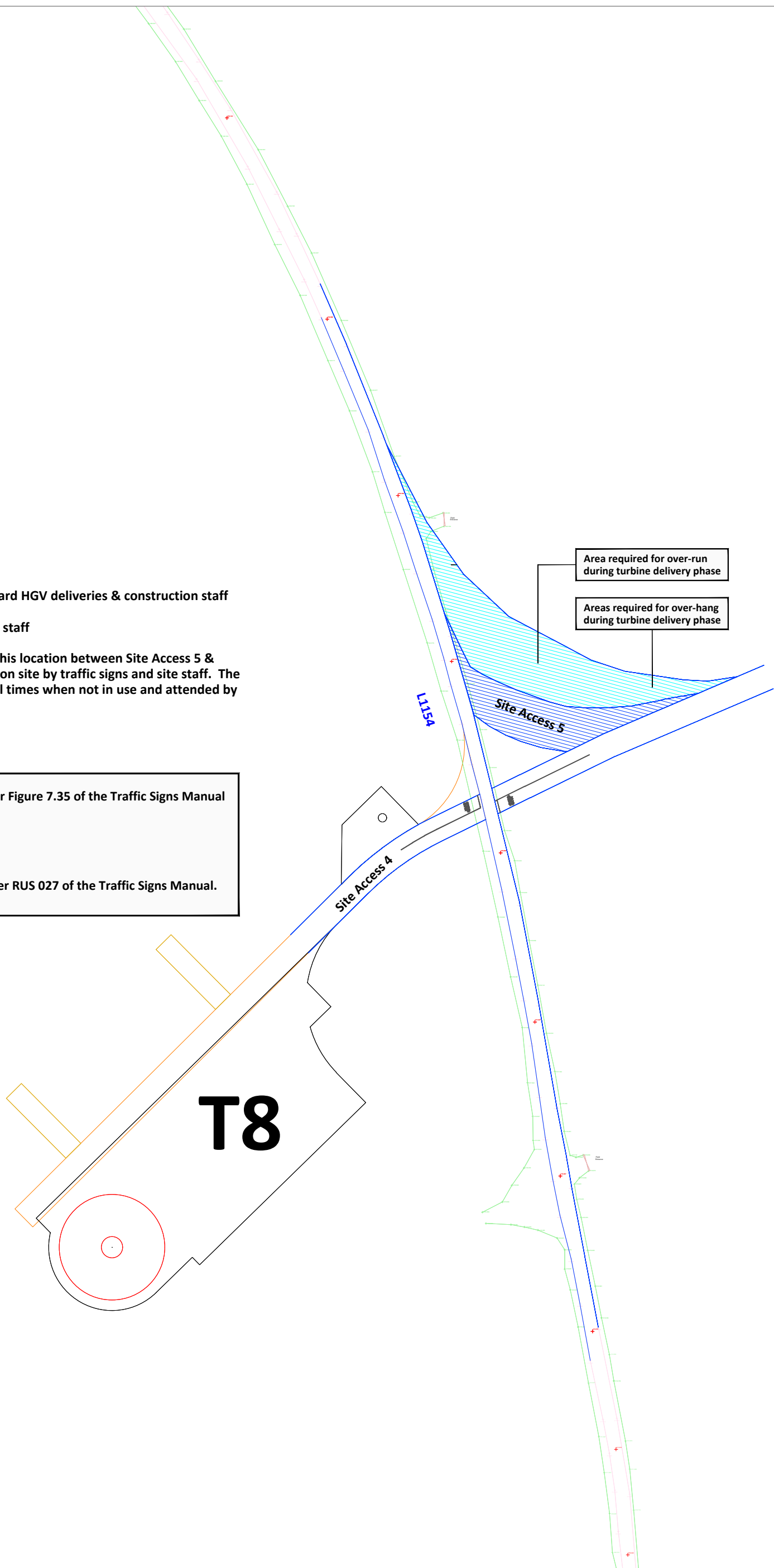
Construction stage - TDR, standard HGV deliveries & construction staff for turbines 7 and 8.  
Operational stage - Maintenance staff

Note: All traffic movements at this location between Site Access 5 & the L1154 will be managed on site by traffic signs and site staff. The site accesses will be closed at all times when not in use and attended by site staff.

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.

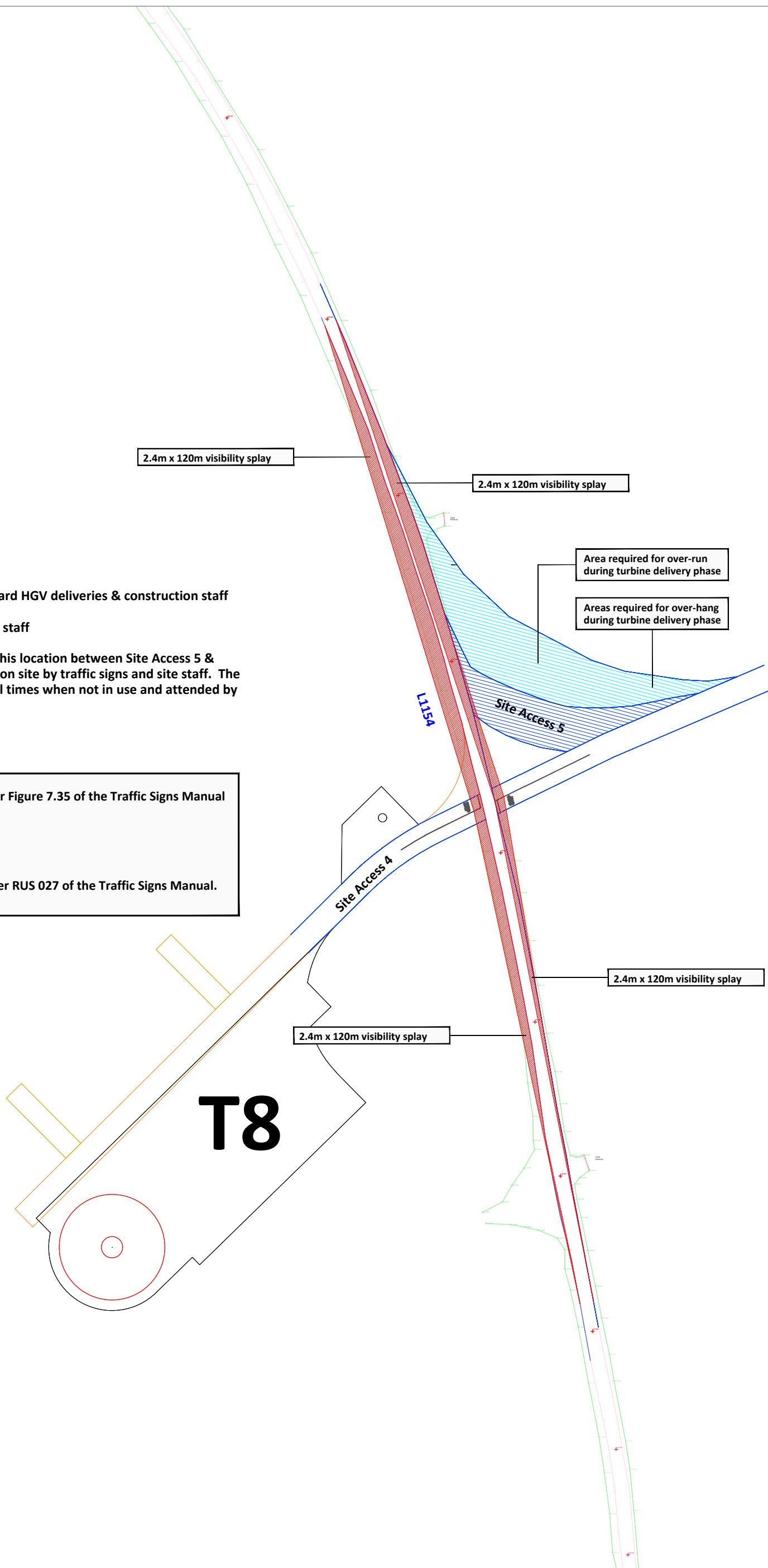


NOTES:  
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
Base mapping provided by MKO

Figure 15-19 Junction B - L1154 / Site accesses 4 & 5, junction layout

PROJECT:	Carrow Wind Farm	
CLIENT:	Carrow Renewable Energy Ltd	SCALE: 1:1000@A3
PROJECT NO: 11400	DATE: 25.02.26	DRAWN BY: AL

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**SITE JUNCTION B**

**Proposed Use:**

Construction stage - TDR, standard HGV deliveries & construction staff for turbines 7 and 8.  
Operational stage - Maintenance staff

Note: All traffic movements at this location between Site Access 5 & the L1154 will be managed on site by traffic signs and site staff. The site accesses will be closed at all times when not in use and attended by site staff.

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.

2.4m x 120m visibility splay

2.4m x 120m visibility splay

Area required for over-run during turbine delivery phase

Areas required for over-hang during turbine delivery phase

L1154

Site Access 5

Site Access 4

2.4m x 120m visibility splay

2.4m x 120m visibility splay

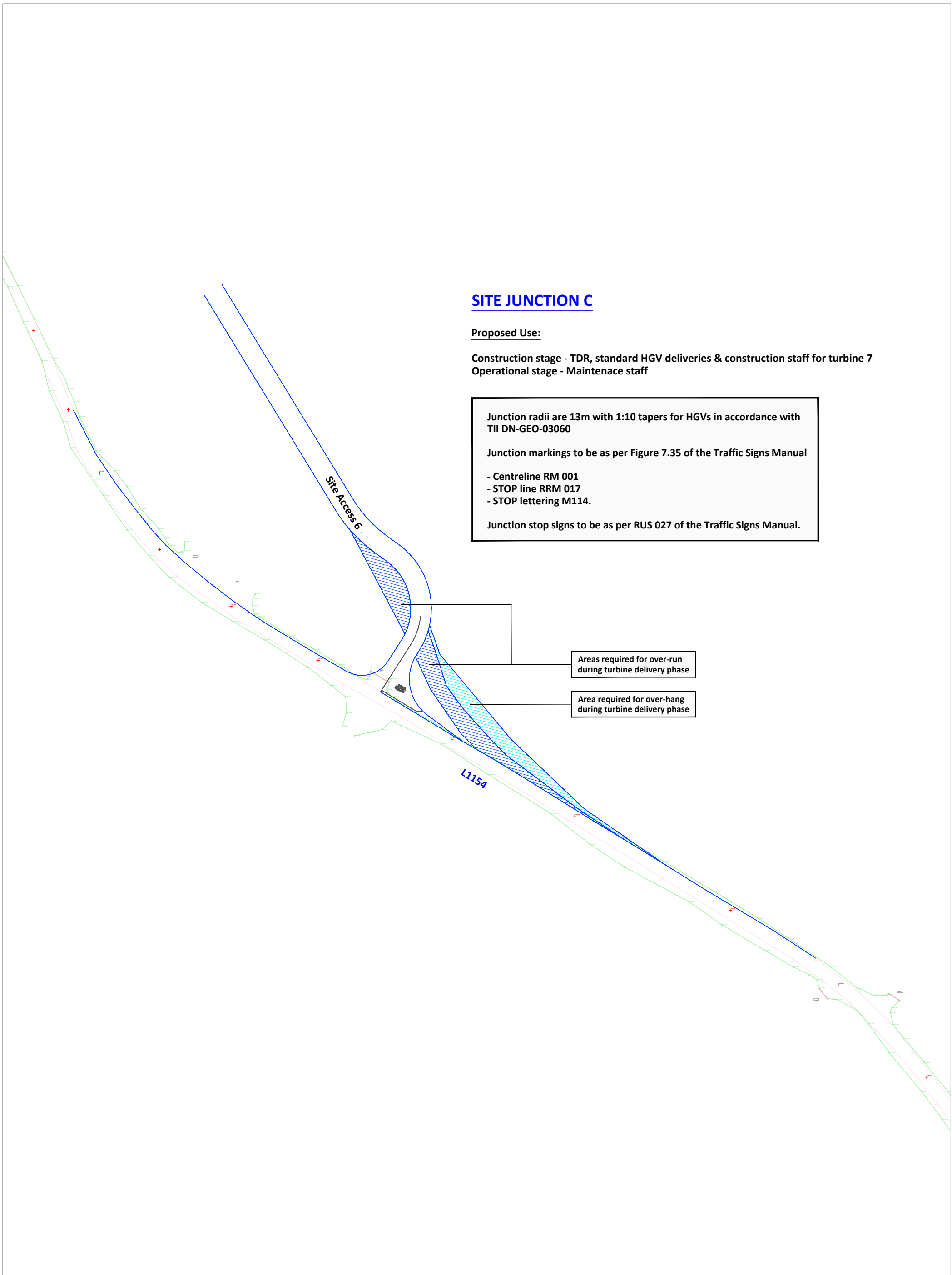
**T8**

Figure 15-20 Junction B - L1154 / Site accesses 4 & 5, junction layout with visibility splays

PROJECT: Carrow Wind Farm		SCALE: 1:1000@A3
CLIENT: Carrow Renewable Energy Ltd		DRAWN BY: AL
PROJECT NO: 11400	DATE: 25.02.26	

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NOTES:  
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
Base mapping provided by MKO



**SITE JUNCTION C**

**Proposed Use:**

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 7  
 Operational stage - Maintenance 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.

Areas required for over-run during turbine delivery phase

Area required for over-hang during turbine delivery phase

NOTES:  
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
 Base mapping provided by MKO

Figure 15-23 Junction C - L1154 / Site access 6, junction layout

PROJECT: Carrow Wind Farm		SCALE: 1:1000@A3
CLIENT: Carrow Renewable Energy Ltd	DATE: 25.02.26	DRAWN BY: AL
PROJECT NO: 11400		

**ALAN LIPSCOMBE**  
**TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION C

### Proposed Use:

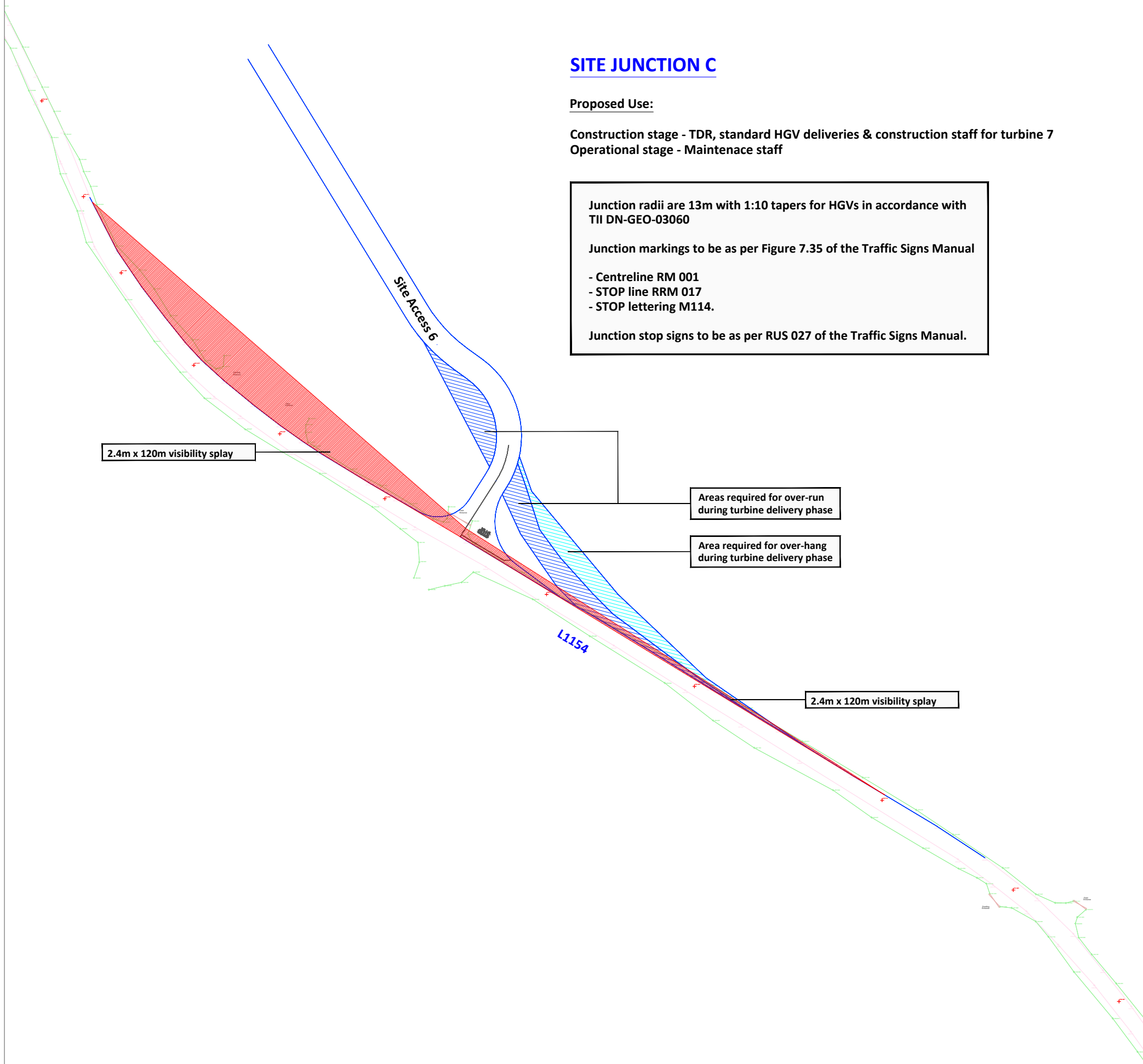
Construction stage - TDR, standard HGV deliveries & construction staff for turbine 7  
Operational stage - Maintenance staff

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: Figure 15-24 Junction C - L1154 / Site access 6, junction layout with visibility splays

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

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**TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION E

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 2, 10 and 14.

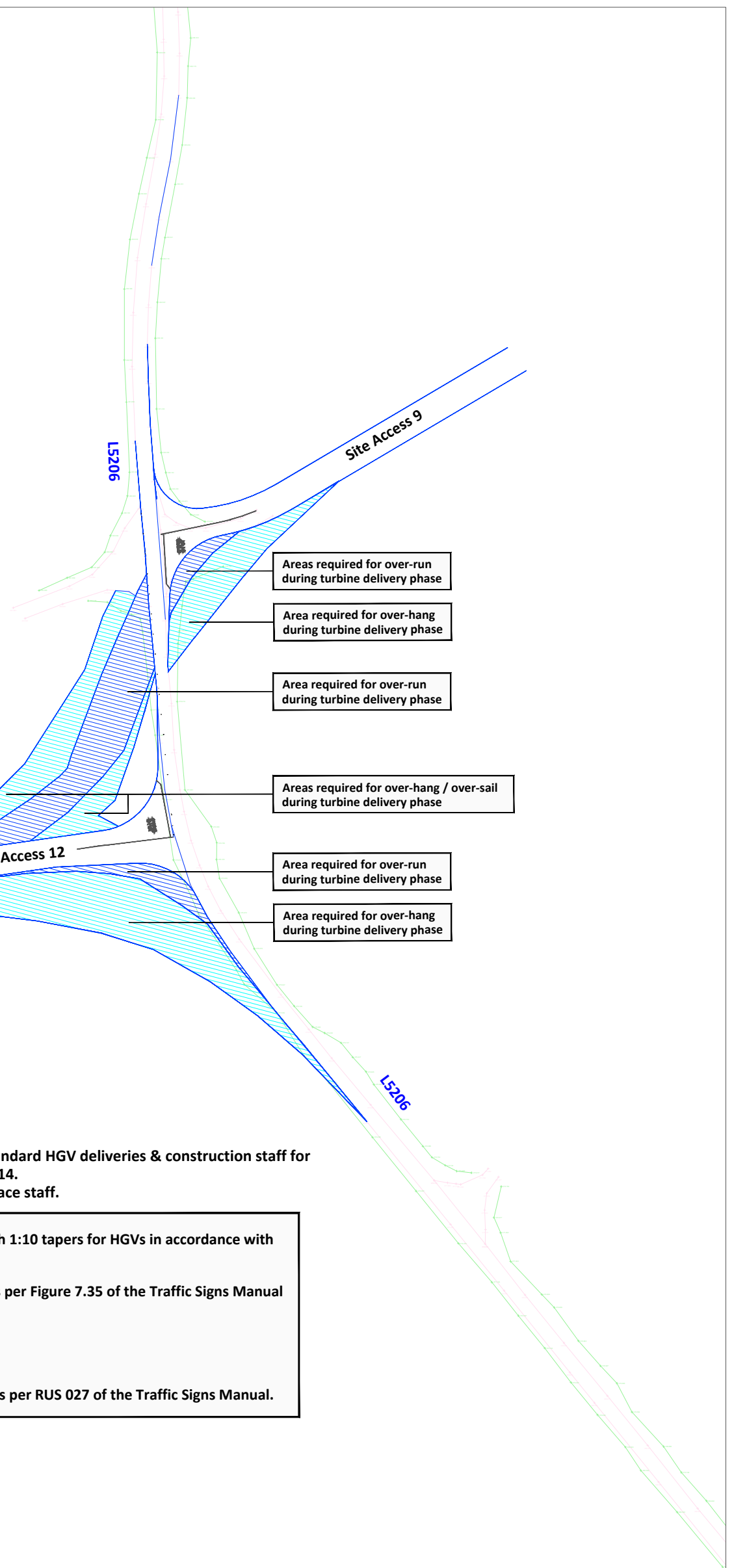
Operational stage - Maintenance staff

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.



## SITE JUNCTION D

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbines 1, 2, 10, 11, 12 and 14.

Operational stage - Maintenance 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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-27 Junction D - L5206 / Site access 12 & Junction E - L5206 / Site access 9, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

## SITE JUNCTION E

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 2, 10 and 14.

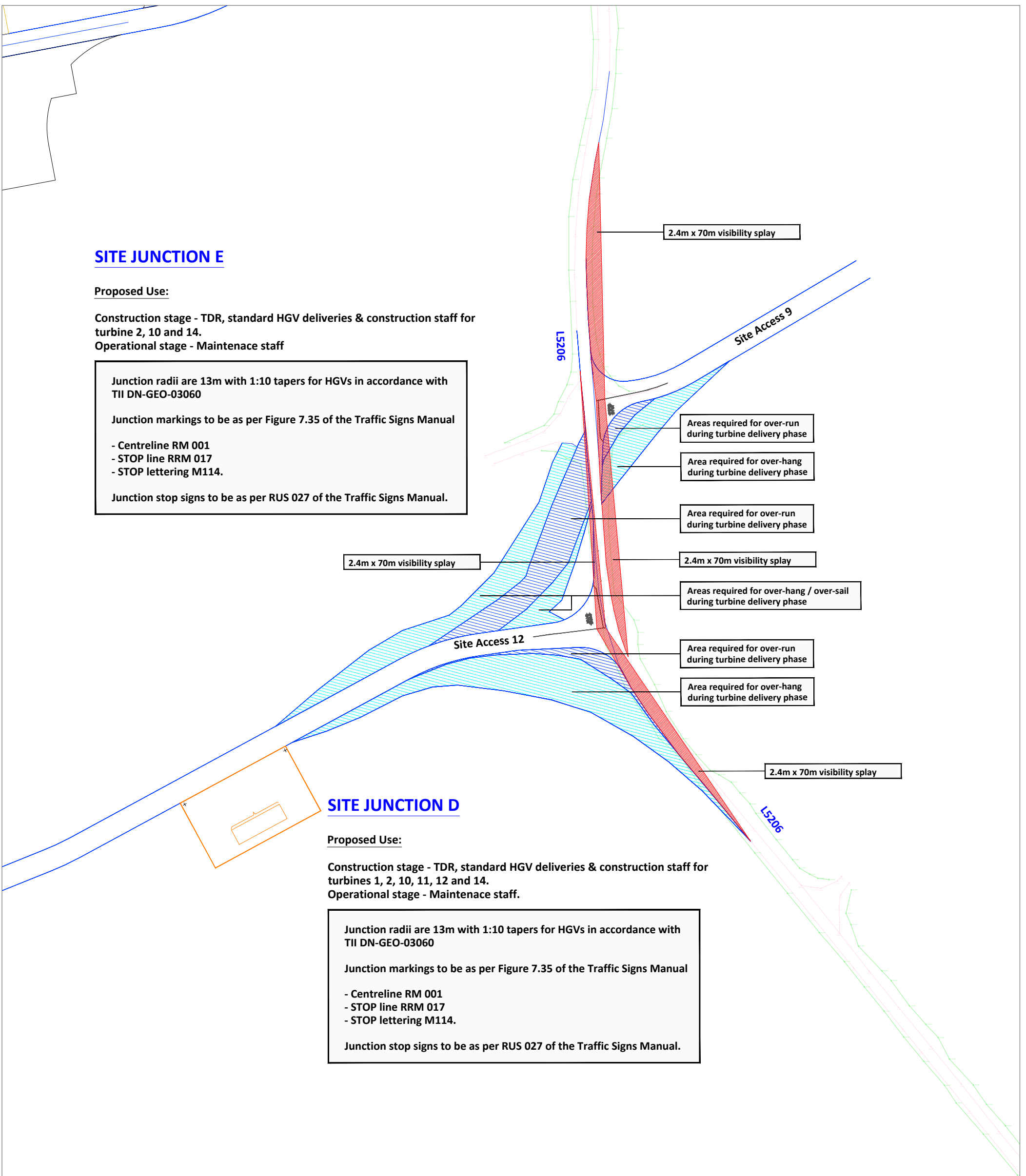
Operational stage - Maintenance staff

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.



## SITE JUNCTION D

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbines 1, 2, 10, 11, 12 and 14.

Operational stage - Maintenance 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:  
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
 Base mapping provided by MKO

Figure 15-28 Junction D - L5206 / Site access 12 & Junction E - L5206 / Site access 9, junction layout with visibility splays

PROJECT:	Carrow Wind Farm	
CLIENT:	Carrow Renewable Energy Ltd	SCALE: 1:1000@A3
PROJECT NO:	11400	DATE: 25.02.26
		DRAWN BY: AL

**ALAN LIPSCOMBE**  
 TRAFFIC & TRANSPORT CONSULTANTS

## SITE JUNCTION G

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 1.  
Operational stage - Maintenance 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.

# T1

Areas required for over-hang / over-sail during turbine delivery phase

Area required for over-run during turbine delivery phase

Area required for over-run during turbine delivery phase

Areas required for over-hang / over-sail during turbine delivery phase

## SITE JUNCTION F

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 12.  
Operational stage - Maintenance 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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-31

Junction F - L5206 / Site access 13 & Junction G - L5206 / Site access 14, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

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TRAFFIC & TRANSPORT CONSULTANTS

## SITE JUNCTION G

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 1.  
Operational stage - Maintenance 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.

# T1

Areas required for over-hang / over-sail during turbine delivery phase

Area required for over-run during turbine delivery phase

Area required for over-run during turbine delivery phase

Areas required for over-hang / over-sail during turbine delivery phase

2.4m x 70m visibility splay

2.4m x 70m visibility splay

## SITE JUNCTION F

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 12.  
Operational stage - Maintenance 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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-32

Junction F - L5206 / Site access 13 & Junction G - L5206 / Site access 14, junction layout with visibility splays

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

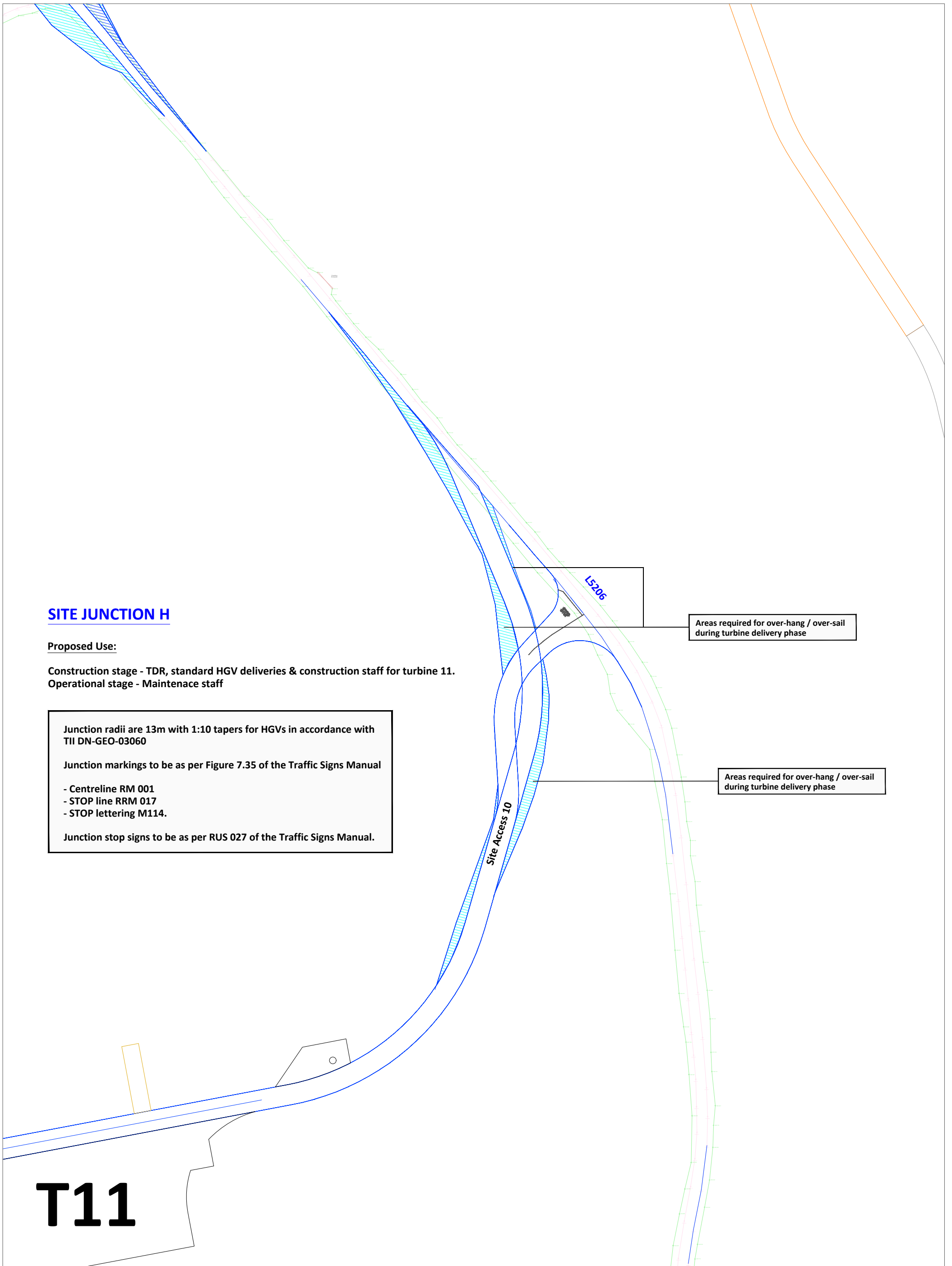
PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS



**SITE JUNCTION H**

**Proposed Use:**

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 11.  
 Operational stage - Maintenance staff

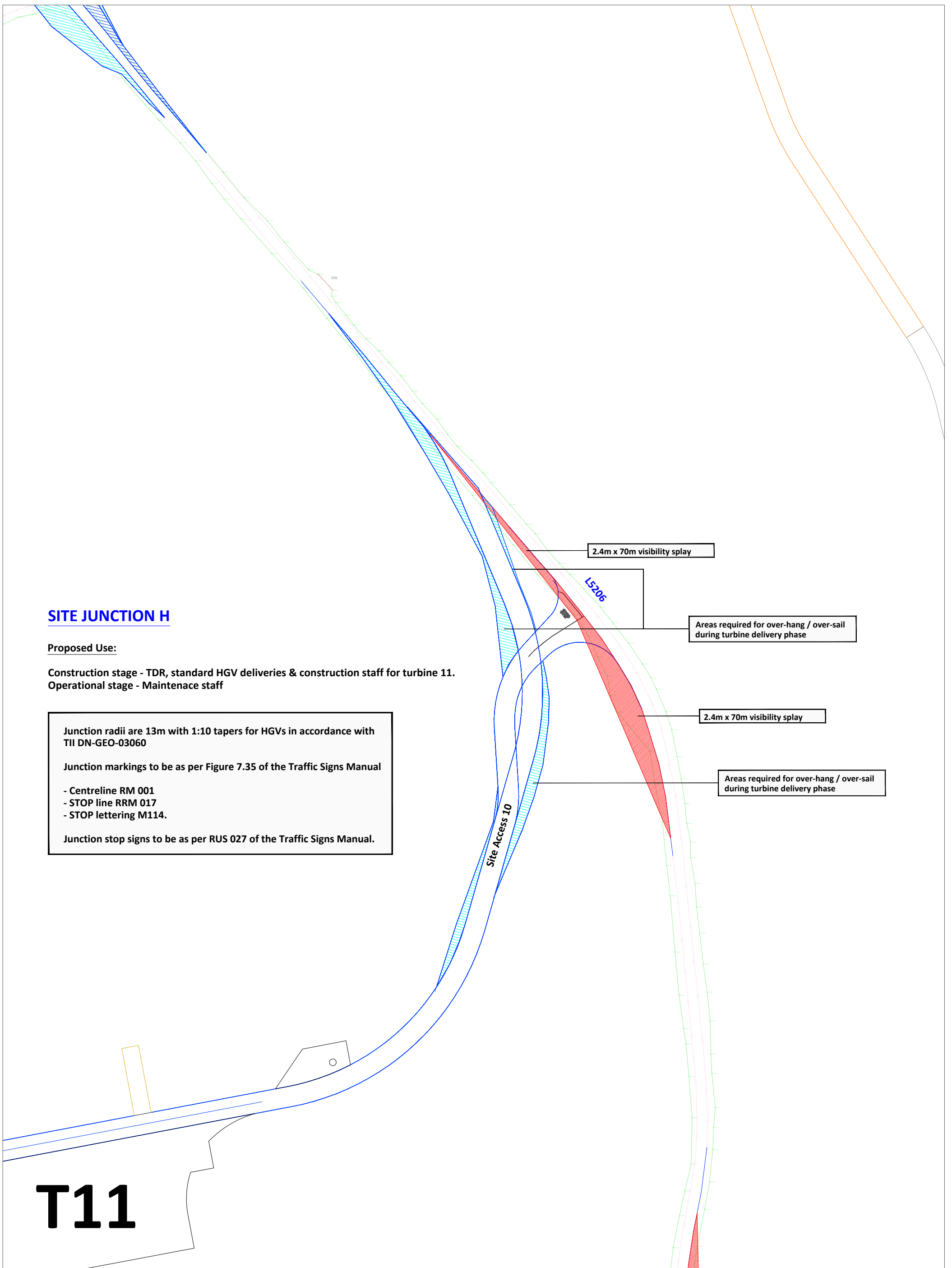
Junction radii are 13m with 1:10 tapers for HGVs in accordance with TII DN-GEO-03060  
 Junction markings to be as per Figure 7.35 of the Traffic Signs Manual  
 - Centreline RM 001  
 - STOP line RRM 017  
 - STOP lettering M114.  
 Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

Areas required for over-hang / over-sail during turbine delivery phase

Areas required for over-hang / over-sail during turbine delivery phase

**T11**

NOTES:  PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  Base mapping provided by MKO	Figure 15-35 Junction H - L5206 / Site access 10, junction layout		
	PROJECT: Carrow Wind Farm		<b>ALAN LIPSCOMBE</b> <b>TRAFFIC &amp; TRANSPORT CONSULTANTS</b>
	CLIENT: Carrow Renewable Energy Ltd	SCALE: 1:1000@A3	
	PROJECT NO: 11400	DATE: 25.02.26	



**SITE JUNCTION H**

**Proposed Use:**

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 11.  
Operational stage - Maintenance 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.

2.4m x 70m visibility splay

Areas required for over-hang / over-sail during turbine delivery phase

2.4m x 70m visibility splay

Areas required for over-hang / over-sail during turbine delivery phase

**T11**

Figure 15-36 Junction H - L5206 / Site access 10, junction layout with visibility splays

NOTES:  
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  
Base mapping provided by MKO

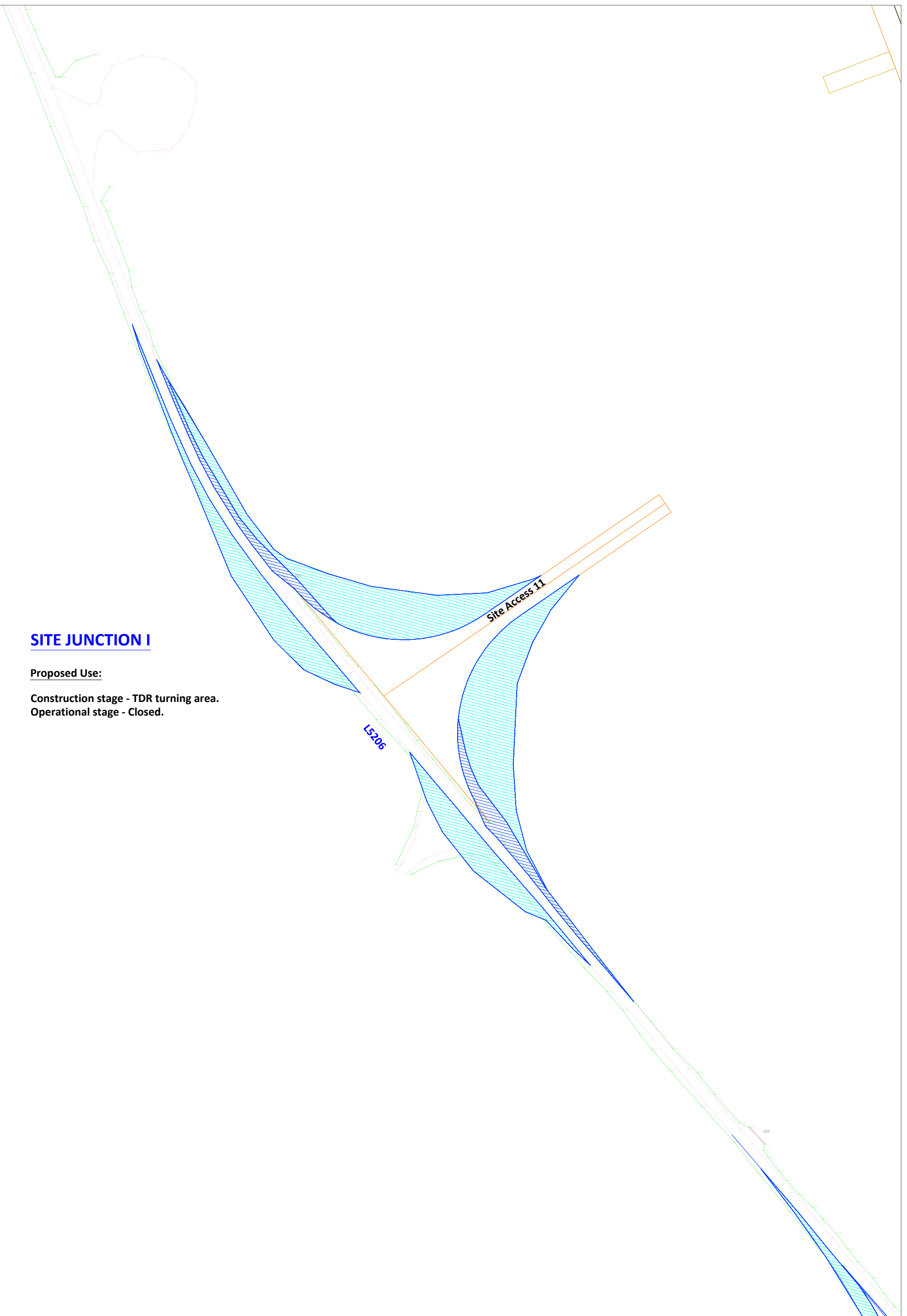
PROJECT: Carrow Wind Farm		SCALE: 1:1000@A3
CLIENT: Carrow Renewable Energy Ltd	DATE: 25.02.26	DRAWN BY: AL
PROJECT NO: 11400		

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

### SITE JUNCTION I

**Proposed Use:**

**Construction stage - TDR turning area.  
Operational stage - Closed.**



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-39 Junction I - L5206 / Site access 11, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

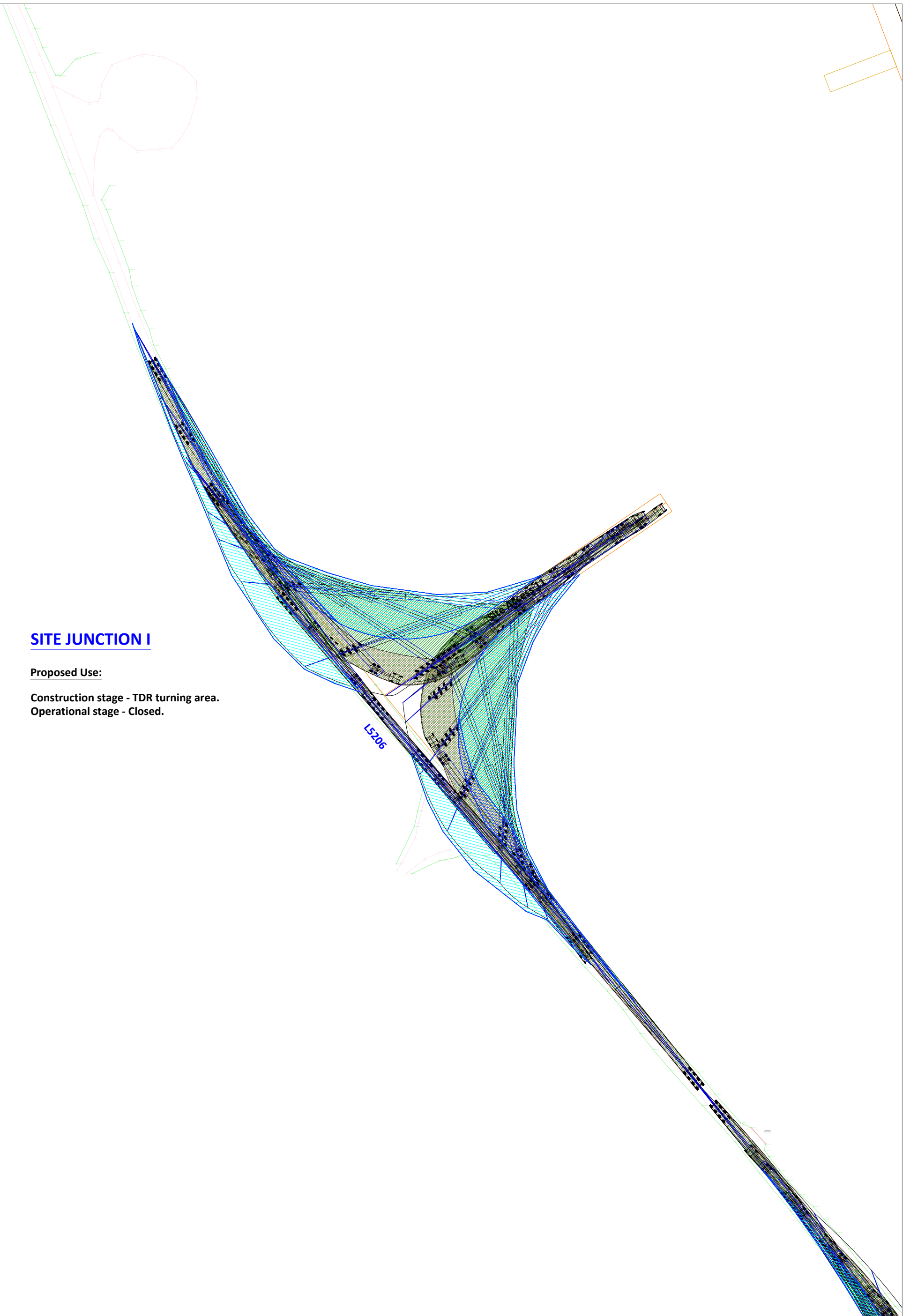
DRAWN BY: AL

**ALAN LIPSCOMBE  
TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION I

### Proposed Use:

Construction stage - TDR turning area.  
Operational stage - Closed.



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-40

Junction I - L5206 / Site access 11, junction layout, blade extended artic

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

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TRAFFIC & TRANSPORT CONSULTANTS

## SITE JUNCTION J

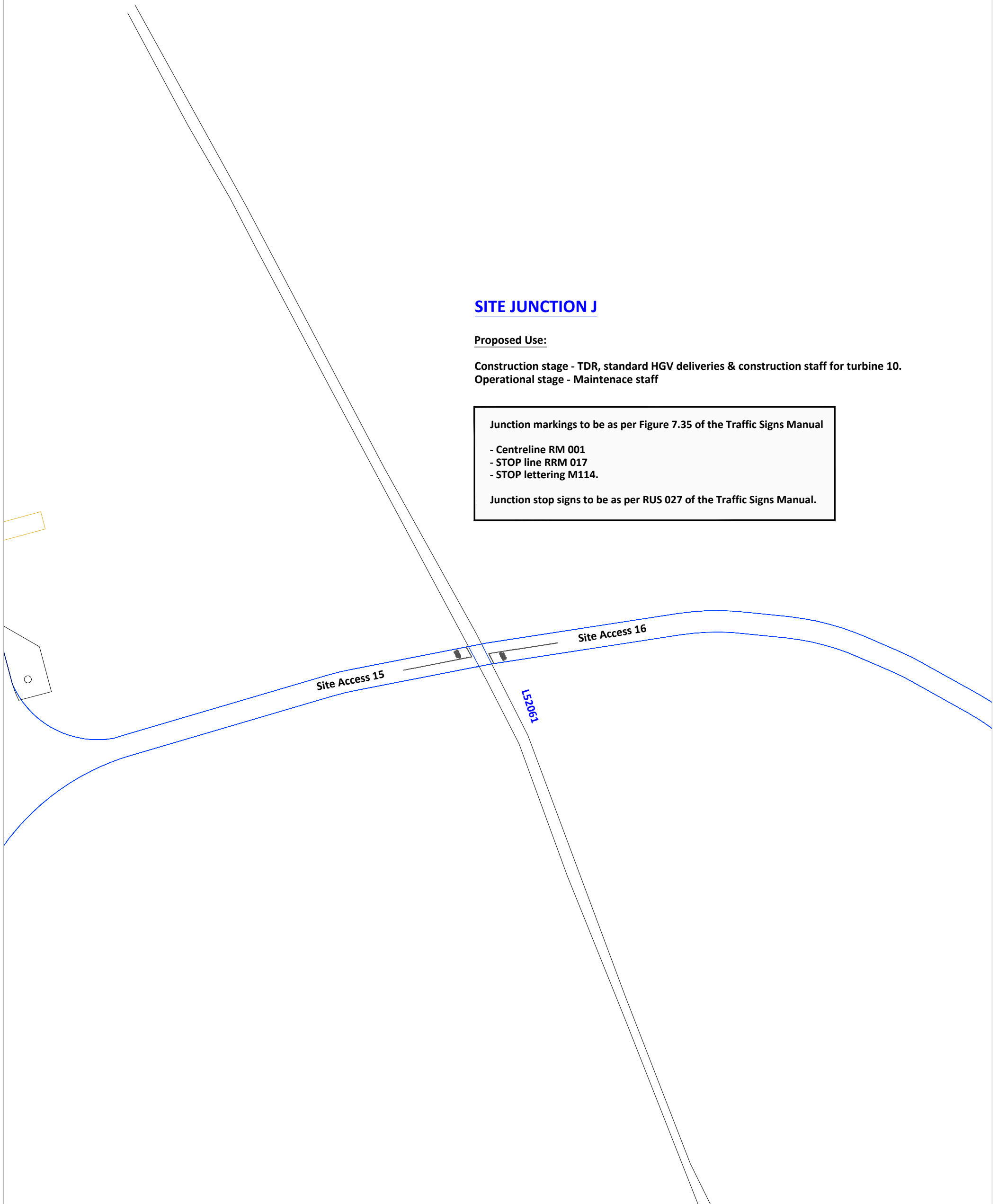
### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 10.  
Operational stage - Maintenance staff

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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-41 Junction J - L52061 / Site accesses 15 & 16, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

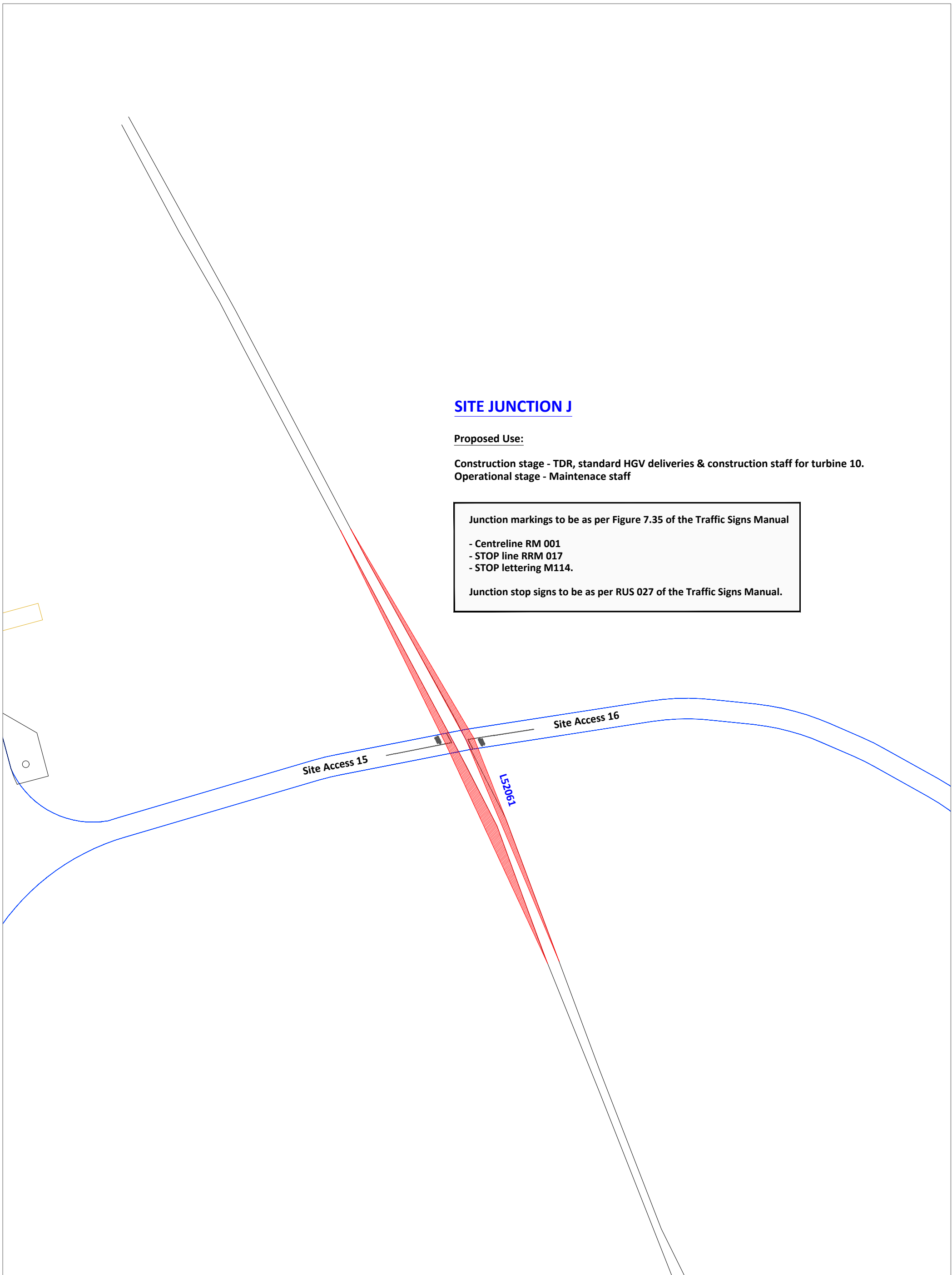
PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
**TRAFFIC & TRANSPORT CONSULTANTS**



**SITE JUNCTION J**

**Proposed Use:**

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 10.  
 Operational stage - Maintenance staff

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.

Site Access 15

Site Access 16

L52061

NOTES:  PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES  Base mapping provided by MKO	Figure 15-42      Junction J - L52061 / Site accesses 15 & 16, junction layout with visibility splays		
	PROJECT: Carrow Wind Farm		<b>ALAN LIPSCOMBE</b> <b>TRAFFIC &amp; TRANSPORT CONSULTANTS</b>
	CLIENT: Carrow Renewable Energy Ltd	SCALE: 1:1000@A3	
	PROJECT NO: 11400	DATE: 25.02.26	

## SITE JUNCTION K

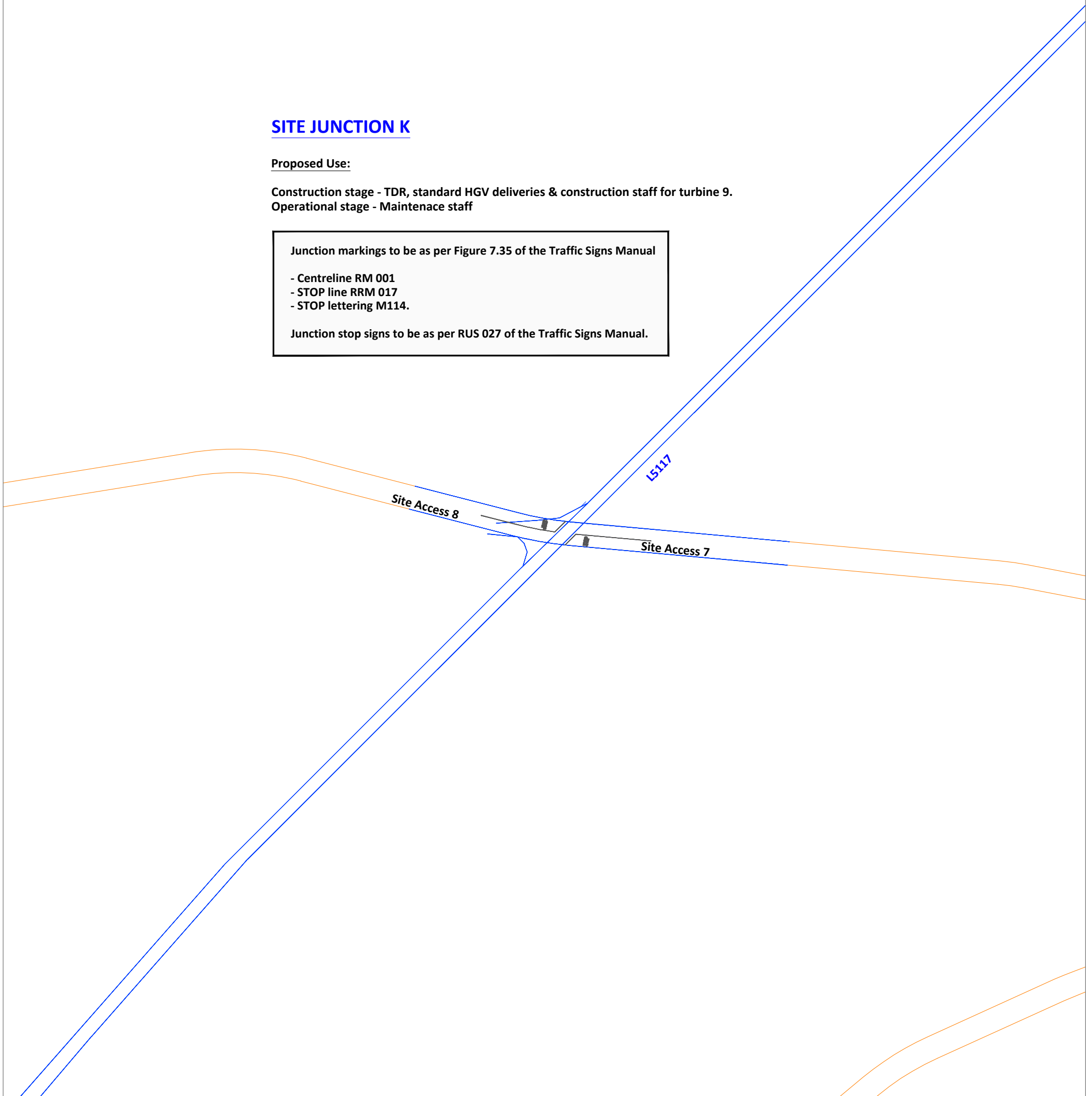
### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 9.  
Operational stage - Maintenance staff

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:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-45

Junction K - L5117 / Site accesses 7 & 8, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

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**TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION K

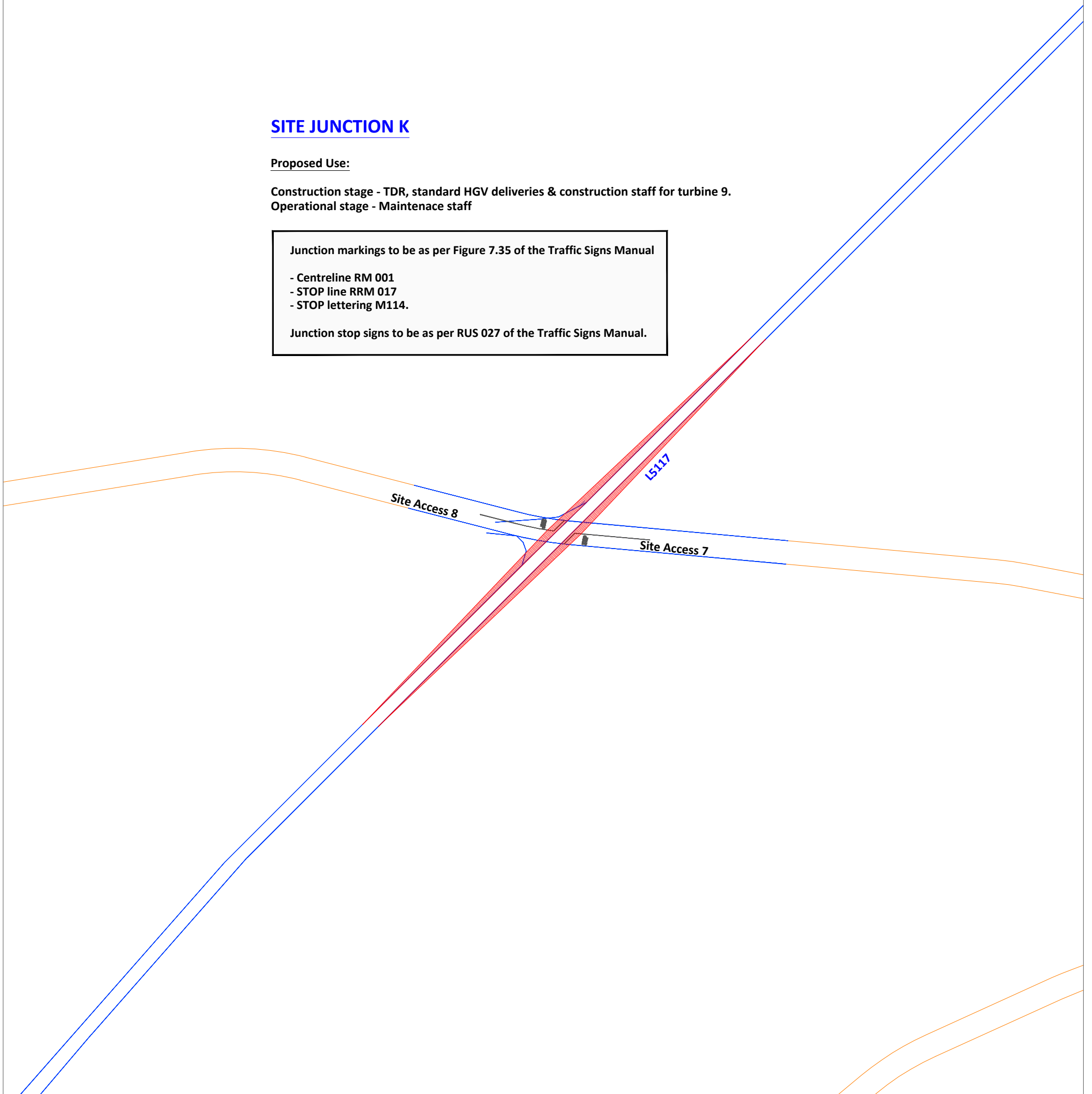
### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 9.  
Operational stage - Maintenance staff

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: Figure 15-46 Junction K - L5117 / Site accesses 7 & 8, junction layout with visibility splays

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

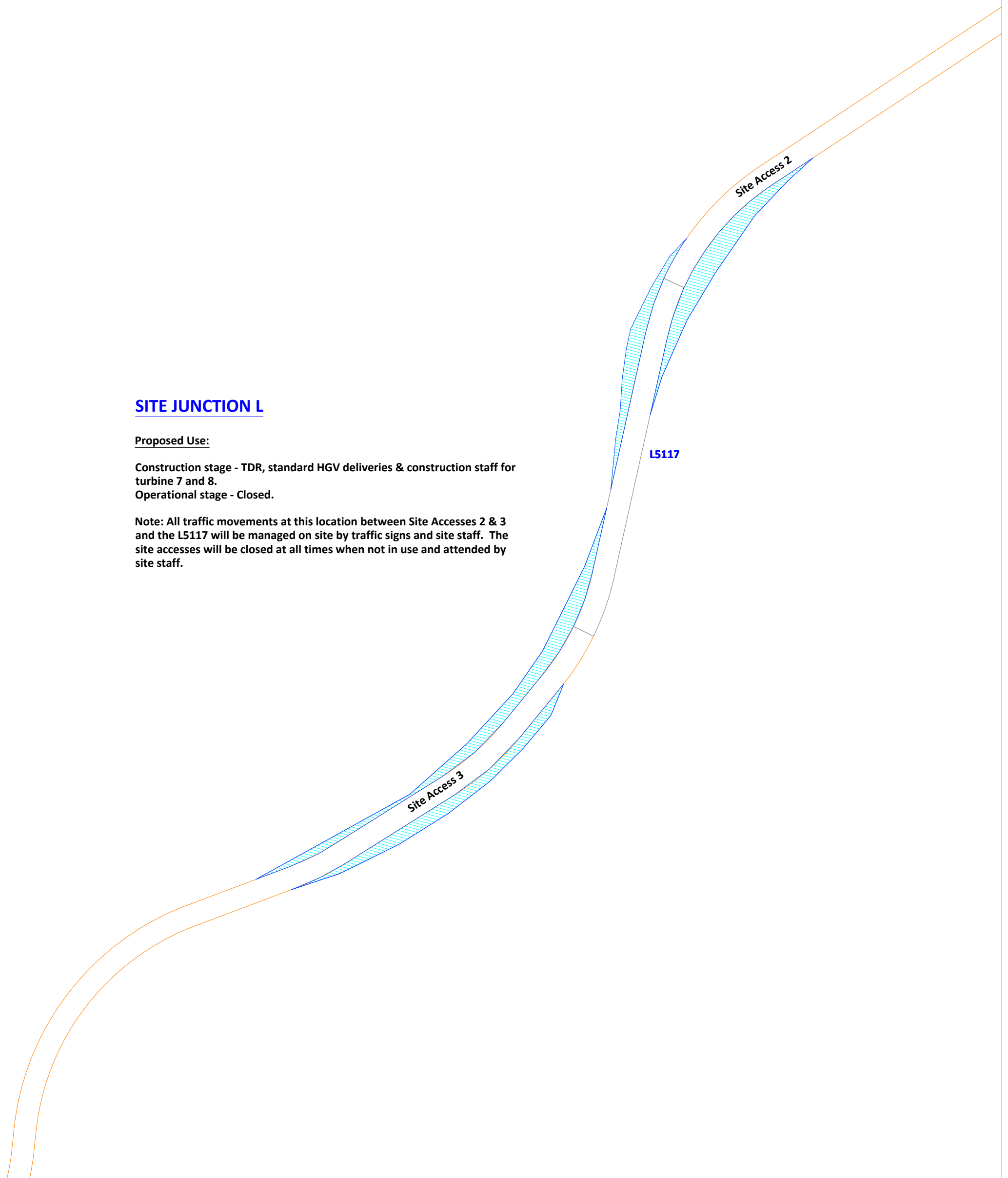
**ALAN LIPSCOMBE**  
**TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION L

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 7 and 8.  
Operational stage - Closed.

**Note:** All traffic movements at this location between Site Accesses 2 & 3 and the L5117 will be managed on site by traffic signs and site staff. The site accesses will be closed at all times when not in use and attended by site staff.



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-49 Junction L - L5117 / Site accesses 2 & 3, junction layout

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

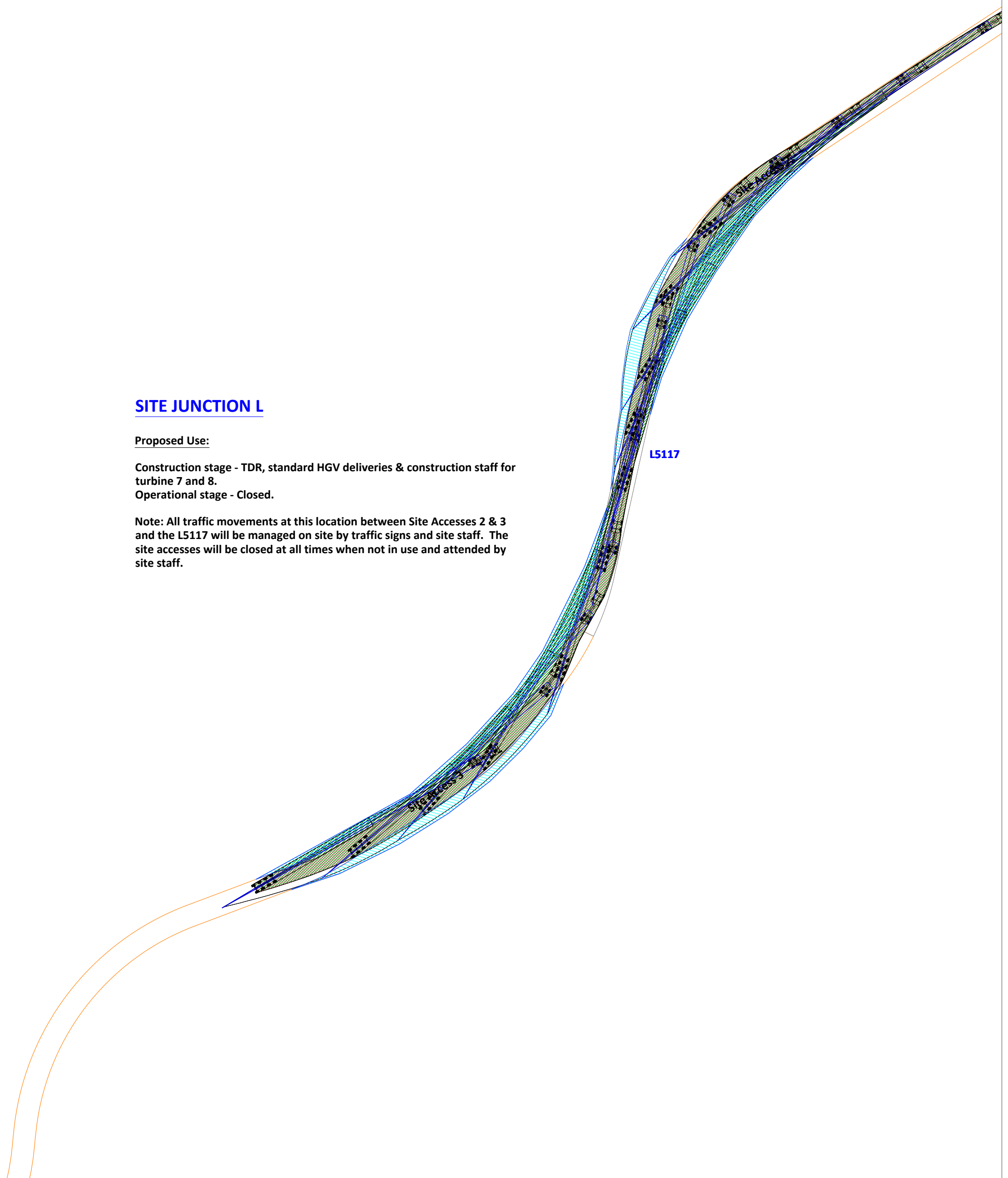
**ALAN LIPSCOMBE**  
**TRAFFIC & TRANSPORT CONSULTANTS**

## SITE JUNCTION L

### Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for turbine 7 and 8.  
Operational stage - Closed.

**Note:** All traffic movements at this location between Site Accesses 2 & 3 and the L5117 will be managed on site by traffic signs and site staff. The site accesses will be closed at all times when not in use and attended by site staff.



NOTES: Figure 15-50 Junction L - L5117 / Site accesses 2 & 3, junction layout, blade extended artic

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

PROJECT: Carrow Wind Farm

CLIENT: Carrow Renewable Energy Ltd

PROJECT NO: 11400

DATE: 25.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

**ALAN LIPSCOMBE**  
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