



APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

APPENDIX 15-2

MAUGHANACLEA RENEWABLE ENERGY DEVELOPMENT

REVISION A – March 26th 2026

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Client: Maughanaclea Ltd
March 26th, 2026
AL Project No: 11500

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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 Maughanaclea Renewable Energy Development (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 junctions.
- Section 5 – Traffic management measures during construction of the Proposed Grid Connection.
- Section 6 – General traffic management measures that will be implemented before, during and on completion of the construction of the Proposed Project.

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

All figures that are referenced in the EIAR prepared for the Proposed Project are included as Appendix 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 15-2a. 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 TDR exits the Port onto the N28 and travels west for approximately 5.km to the Shannonpark Roundabout.
- From this roundabout the route continues north on the N28 for a further 6.5km before heading west on the N40 and N22 for approximately 28.0km to the junction with the R585 which heads southwest to the village of Crookstown.
- The TDR continues southwest on the R585 for approximately 37km before reaching the Proposed Wind Farm in the townland of Maughanaclea.
- To access the southern cluster of the Wind Farm Site the route turns left heading in a southwestern direction along an existing commercial forestry track via an improved existing junction.
- To access the northern cluster the route turns right to head north at a new access junction off the R585. For the northern turbine cluster the TDR then crosses the L8777 via 2 no. proposed access junctions to access the northern turbine cluster.

The locations of the Proposed Wind Farm site access junctions A to D are shown in Figure 15-1b.

The total length of the TDR from the Port at Ringaskiddy to the access junctions off the R585 is approximately 76 kms. All deliveries of abnormally sized loads will be made using Garda Siochana escorts and local transient traffic management measures put in place by the haulage company.

2.2 Traffic management measures for abnormally sized loads

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

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

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

3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

The concrete and crushed stone required for the turbine foundations and general site construction will be sourced from local, appropriately authorised quarries. All deliveries will access the Proposed Wind Farm site via the new site access junctions off the R585, as shown in Figures 15-1a and 15-1b.

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 potential route on the R585 approaching from the west also an option.

All other wind turbine components delivered by standard HGVs will arrive at Cork Port in Ringaskiddy and will also be delivered via the TDR.

4 PROPOSED WIND FARM SITE ACCESS JUNCTIONS

The locations of the site access junctions are shown in Figure 15-1b and are described below.

Access Junction A – Site access off the R585 for all turbines in northern turbine cluster (Turbine Nos 1 to 6)

A new junction will provide access to the northern turbine cluster of the Proposed Wind Farm site from the R585 for all vehicle types, including abnormally sized loads, standard HGV deliveries and construction staff. When the Proposed Project is operational the junction will provide access for all maintenance trips.

The junction design includes 13m junction radii and 1:10 tapers in accordance with TII Junction Design Guidelines (TII DN-GEO-03060) for junctions with HGV turning movements. The junction design also includes temporary run-over and oversail areas required to accommodate the abnormally sized loads. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual. The proposed junction design is shown in Figure 15-24.

The designated speed limit of the R585 in the proximity of the proposed access junction is 80 km/h. Visibility splay requirements are set out in TII DN-GEO-03060, with splays of 160m required for an 80 km/h design speed. The visibility splays that are available are shown in Figure 15-25. The full 3 x 160m visibility is available within the site boundary to the west. A 3m x 149m visibility splay is available to the east taken to the nearside carriageway edge, and to the full 160m if taken to the centreline. As traffic approaching from the east will require to be on the left lane (and not the opposing lane) due to the existing bend and the solid white line, it is considered that the visibility splay to the east is also acceptable. The required forward visibility of 160m is available for traffic to observe a vehicle turning right into the site travelling from both directions, as also shown in Figure 15-25.

Junction B – Site access off the R585 for all turbines in southern cluster (Turbine Nos 7 to 14)

It is proposed to undertake improvements at an existing commercial forestry entrance to facilitate access to the southern turbine cluster of the Proposed Wind Farm site from the R585. Again, this junction will be for all vehicle types, including abnormally sized loads, standard HGV deliveries and construction staff, and once the Proposed Project is operational it will provide access for all maintenance trips.

The junction design includes 13m junction radii and 1:10 tapers in accordance with TII Junction Design Guidelines (TII DN-GEO-03060) for junctions with HGV turning movements. The junction design also includes temporary run-over and oversail areas required to accommodate the abnormally sized loads. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual. The proposed junction design is shown in Figure 15-29.

The available visibility splays and forward visibility with the proposed works are shown in Figure 15-30. The full 3 x 160m visibility is available within the site boundary in both directions. Similarly the required forward visibility of 160m is available for traffic to observe a vehicle turning right into the site travelling from both directions, as also shown in Figure 15-30.

Access Junction C and D on the L8777 for all turbines in northern turbine cluster (Turbine Nos 1 to 6)

The purpose of Access Junctions C and D are to facilitate the crossing of the L8777 for all traffic volumes and vehicle types that will be generated during the construction and operational stages of the Proposed Project. The junction designs include 13m junction radii and 1:10 tapers in accordance with TII Junction Design Guidelines (TII DN-GEO-03060) for junctions with HGV turning movements. The junction design also includes temporary routes required to accommodate the abnormally sized loads. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual. For this road type, based on a 60 kph speed limit visibility splays of 90m are required, which are available at both locations in both directions. For these junctions the proposed layouts are shown in Figure 15-34 and the available visibility splays in Figure 15-35.

Stage 1 Road Safety Audit

It is noted that the proposed Access Junctions A to D have been the subject of a Stage 1 Road Safety Audit, which is included as Appendix 15-4 of the EIAR. All Problems raised by the Audit Team are responded to by the Design Team, as documented in the Feedback Form of the Stage 1 Road Safety Audit Report. It is noted that all Design Team responses are accepted by the Audit Team.

5 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION ROUTE

Traffic impacts and diversion routes identified for the Proposed Grid Connection works are included in Section 15.1.7 of the EIAR. Sections along the Proposed Grid Connection 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 Dunmanway 110kV Substation near Dunmanway, Co Cork, located in the townland of Ballyhalwick. The Proposed Grid Connection measures approximately 20.5km of which approximately 19.5km is located within the public road corridor, with the remaining 1.0km located within the Proposed Wind Farm site (0.9km) or within the grounds of Dunmanway Substation (<0.1km).

The extent of the Proposed Grid Connection that will impact on the public road network is considered in the 8 sections, as shown in Figure 15-5a, with 6 sections located on the public road network, and one section off road in both the Proposed Wind Farm Site and at Dunmanway 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 15-30. Based on a construction rate of 100m per day, it is estimated that the Proposed Grid Connection will take approximately 205 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 15-30 Proposed Grid Connection underground cabling route link, traffic management measure, link length (km), construction duration (days)

Grid section	Proposed Grid Connection Section	Traffic management	Length (kms)	Construction duration (days)
Off road at site	Off road at site	NA	0.9	9
Section 1	R585	Stop & Go	7	70
Section 2	L4909	Closure	1.8	18
Section 3	L4609	Closure	1.2	12
Section 4	L4615	Closure	5.6	56
Section 5	R587	Closure	3	30
Section 6	R586	Stop & Go	0.9	9
Off road at Dunmanway Substation site	Off road at Dunmanway	NA	0.1	1
Total			20.5	205

The Proposed Grid Connection does not impact on the National Road Network. The on-road sections of the Proposed Grid Connection travels along 10.9km of the Regional Roads (R585, R586 and R587), with the remaining 8.6km of the on-road route sections travelling along the local road network. An inspection of the route indicates that a Stop & Go traffic management system will be possible on Section 1 on the R585, and Section 6 on the R586, permitting the retention of 2-way traffic flow during the construction of the Proposed Grid Connection at these locations. For all other on-road sections of the Proposed Grid Connection a road closure will be required at the point of construction during the construction phase.

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 15-31 and shown in Figure 15-5b. For sections 2, 3, 4, and 5, which comprises 11.6 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 15-31 Proposed Grid Connection underground cabling route link, link length (km), potential diversion route, length of diversion route (km), additional trip length (km)

Grid section	Proposed Grid Connection Section	Length (kms)	Potential diversion route	Maximum length of diversion route (kms)	Maximum additional trip length (kms)
Off road at site	Off road at site	0.9	NA	NA	NA
Section 1	R585	7	NA	NA	NA
Section 2	L4909	1.8	R585, L4610	2.4	0.6
Section 3	L4609	1.2	L4610, R585, R587, L4615	19.7	18.5
Section 4	L4615	5.6	L4609, L4610, R585, R587	15.3	9.7
Section 5	R587	3	R587, L4621, R586	4.1	1.1
Section 6	R586	0.9	NA	NA	NA
Off road at Dunmanway Substation site	Off road at Dunmanway site	0.1	NA	NA	NA
Total		20.5			

For the diversion routes shown in Figure 15-5b the temporary additional trip length incurred by drivers during the construction of the Proposed Grid Connection will range from a minimum of 0.6km to a maximum of 18.5km, as shown in Table 15-31. 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 Proposed Grid Connection 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 development, 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 Cork County Council in advance of deliveries of turbine components to the Site. Liaison with the relevant local authorities, TII and MMarC and will be carried out where required regarding requirements such as delivery timetabling. The programme will ensure that deliveries are scheduled in order to minimise the demand on the local network and minimise the pressure on the access to the Site.
- Information to locals – Locals in the area will be informed of any upcoming traffic related matters e.g. temporary lane/road closures (where required) or delivery of turbine components at night, via letter drops and posters in public places. Information will include the contact details of the 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 – Where required by the local authority, a pre-condition survey of roads associated with the Proposed Project can be carried out immediately prior to construction commencement to record an accurate condition of the road

at the time. A post construction survey will be carried out after works are completed to ensure that any remediation works are carried out to a satisfactory standard. Where required the timing of these surveys will be agreed with the local authority. All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

- Diversion routes during grid construction – The identification and agreement with suitable diversion routes during the construction of the Proposed Grid Connection.
- Liaison with the relevant local authority - Liaison with Cork County Council and An Garda Síochána, will be carried out during the delivery phase of the large turbine vehicles, when an escort for all convoys will be required. Once the surveys have been carried out and “prior to commencement” status of the relevant roads established, (in compliance with the provisions of the CEMP), the Roads section will be informed of the relevant names and contact numbers for the Project Developer/Contractor Site Manager as well as the Site Environmental Manager.
- Implementation of temporary alterations to road network at critical junctions – at locations highlighted in Section 15.1.9. In addition, in order to minimise the impact on the existing environment during turbine component deliveries the option of blade adaptor trailers will also be used where deemed practicable.
- Identification of delivery routes – These routes will be agreed with Cork County Council and adhered to by all contractors.
- Delivery times of large turbine components - The TMP will include the option to deliver the large wind turbine plant components at night in order to minimise disruption to general traffic during the construction stage.
- Travel plan for construction workers – While the assessment above has assumed the worst case in that construction workers will drive to the Site, the construction company will be required to provide a travel plan for construction staff, which will include the identification of routes to / from the Site and identification of an area for parking.
- 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. These are set out in the CEMP which is contained in Appendix 4-5.
- Re-instatement works - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

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

APPENDIX A FIGURES FROM THE EIAR

Appendix A Figures from the EIAR

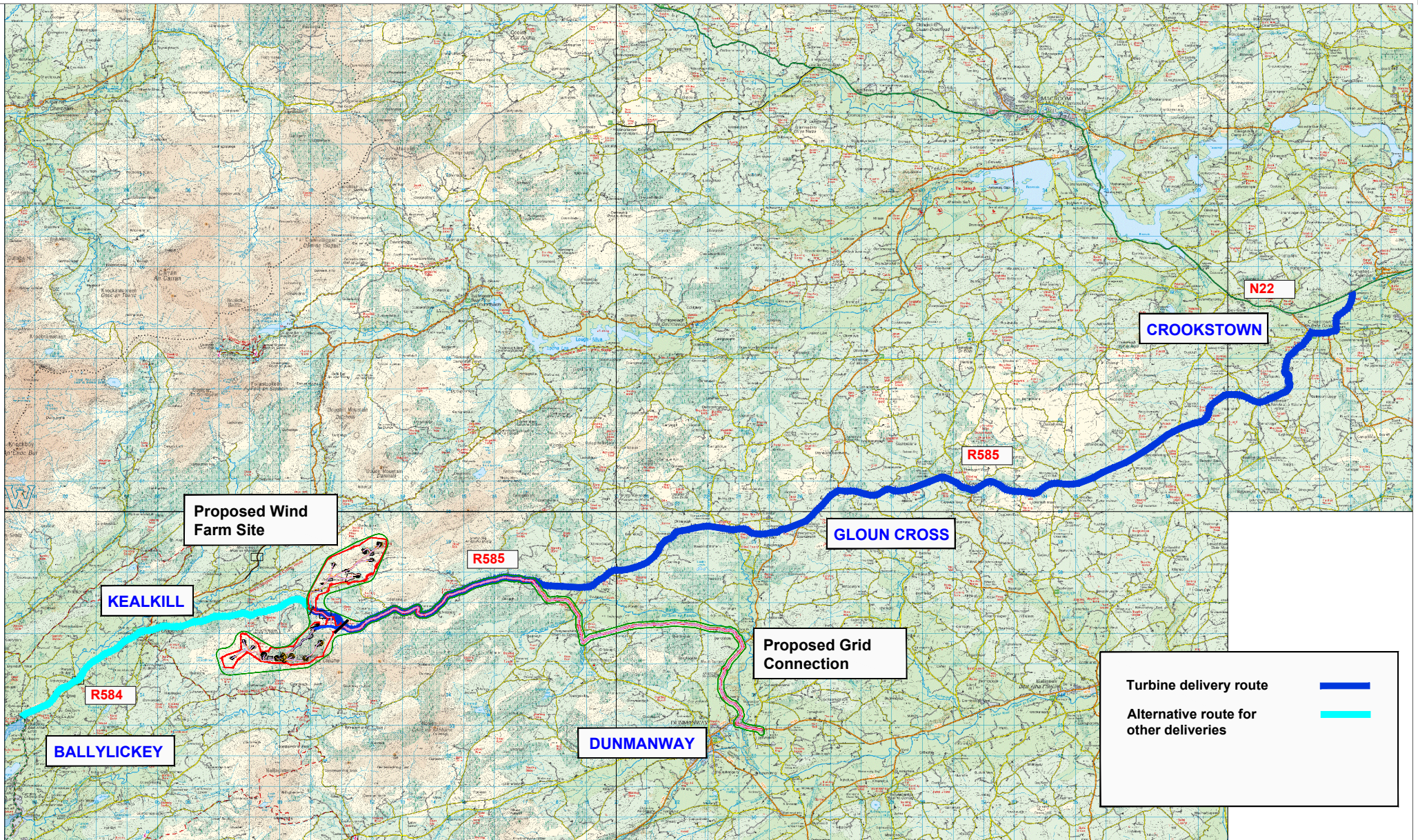
- Figure 15-1a Site location, turbine delivery route, general construction traffic routes and grid connection route
- Figure 15-1b Location of access junctions
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- Figure 15.5a Proposed cable grid connection route
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- Figure 15-25 Site Access Junction A on R585, visibility splays

- Figure 15-29 Site Access Junction B on R585, junction layout
- Figure 15-30 Site Access Junction B on R585, visibility splays

- Figure 15-34 Site Access Junctions C and D on L8777, junction layout
- Figure 15-35 Site Access Junction C and D on L8777, visibility splays



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15.1a Site location, turbine delivery route, general construction route and grid connection route

PROJECT: Maughanaclea Renewable Energy Development

CLIENT: Maughanaclea Ltd

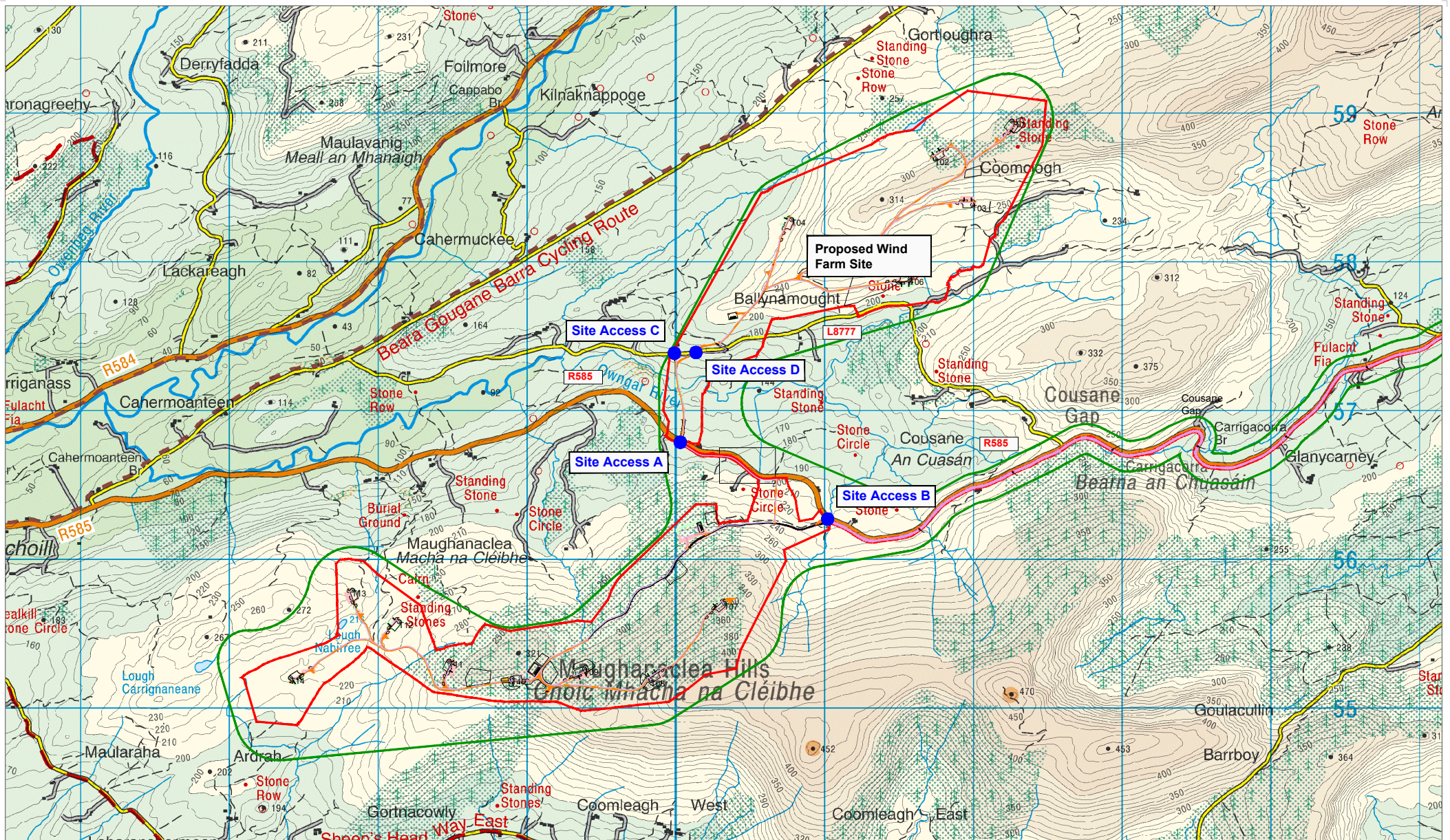
SCALE: NTS

PROJECT NO: 11500

DATE: 27.03.26

DRAWN BY: AL

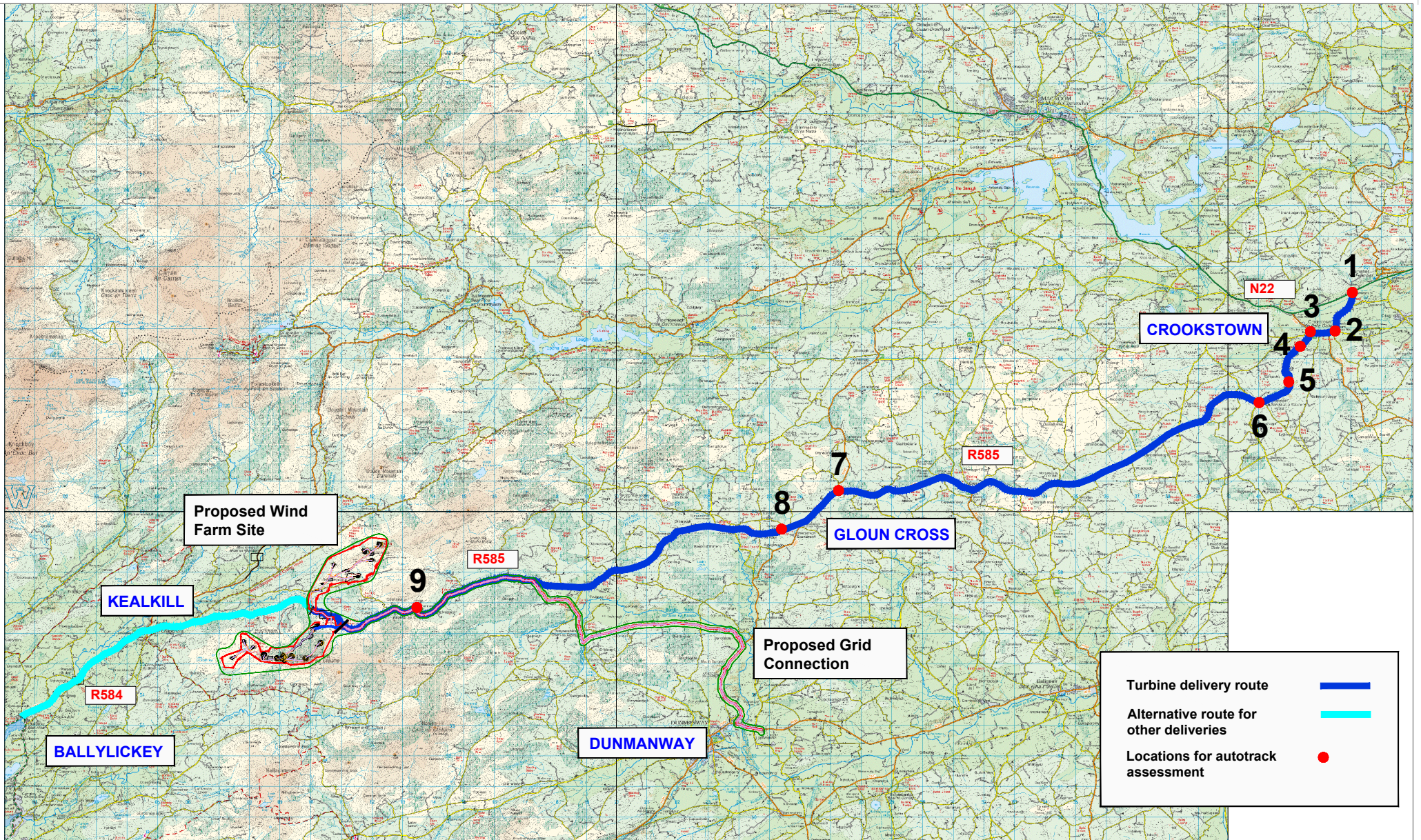
ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:
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Figure 15.1b Location of access junctions

PROJECT: Maughanaclea Renewable Energy Development		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT: Maughanaclea Ltd	SCALE: NTS	
PROJECT NO: 11500	DATE: 27.03.26	



NOTES:

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Figure 15.2a Locations on turbine delivery route for autotrack assessment

PROJECT: Maughanaclea Renewable Energy Development

CLIENT: Maughanaclea Ltd

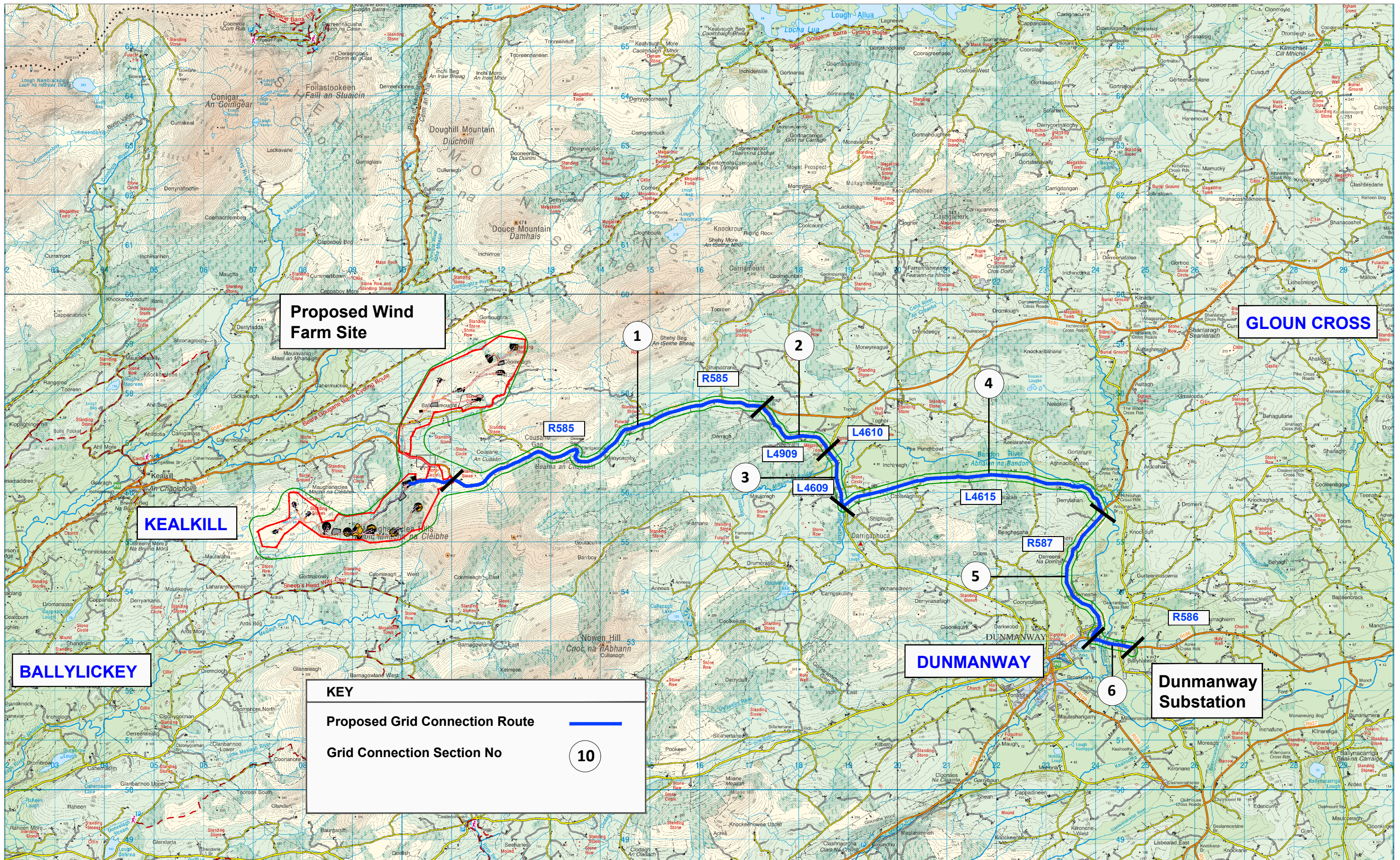
SCALE: NTS

PROJECT NO: 11500

DATE: 27.03.26

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

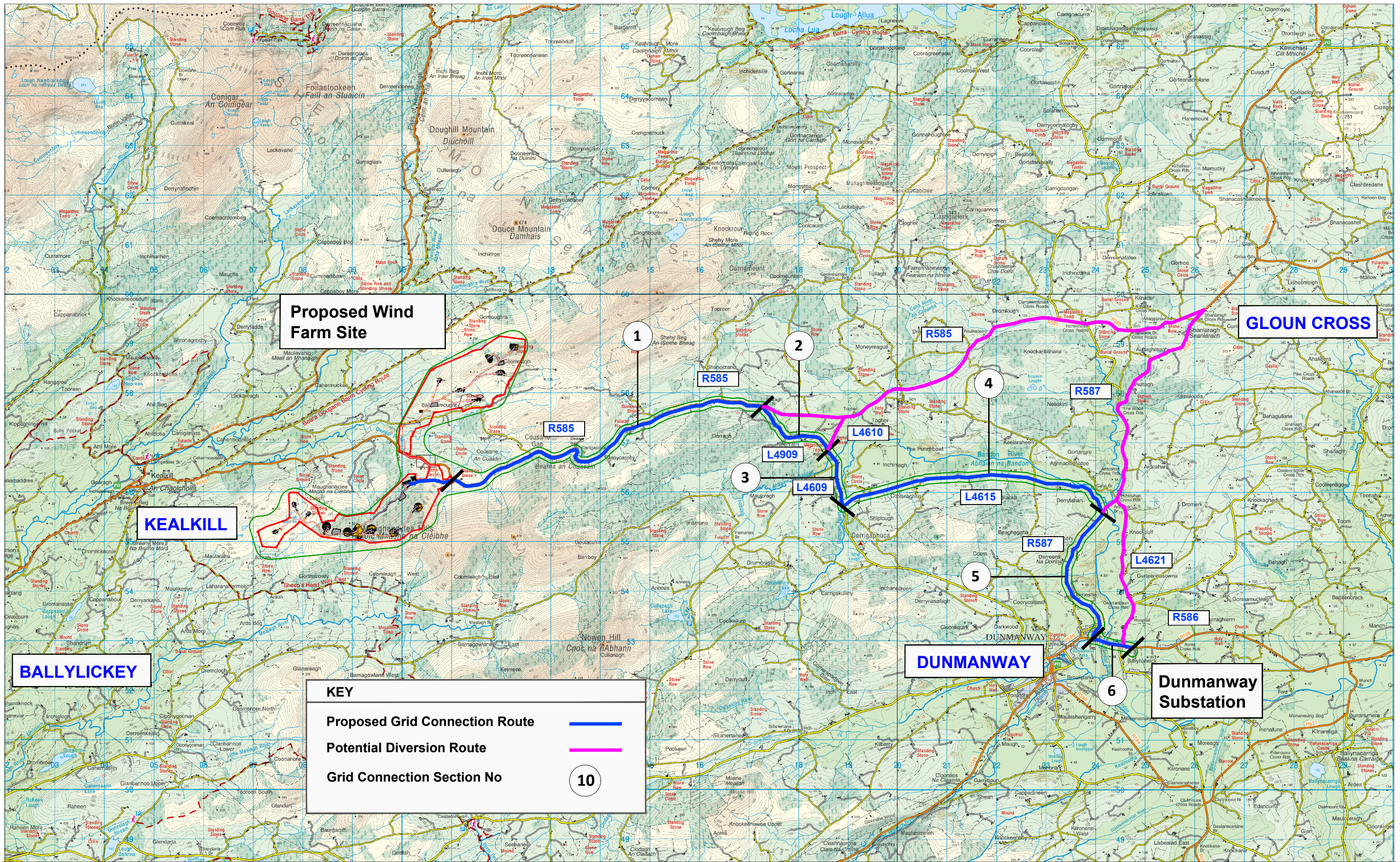
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Base mapping provided by MKO

Figure 15-5a Proposed cable grid connection route

PROJECT: Maughanaclea Renewable Energy Development	
CLIENT: Maughanaclea Ltd	SCALE: NTS
PROJECT NO:11500	DATE: 26.03.26
	DRAWN BY: AL

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NOTES:

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Base mapping provided by MKO

Figure 15-5b Proposed cable grid connection route, potential diversion routes

PROJECT: Maughanaclea Renewable Energy Development

CLIENT: Maughanaclea Ltd

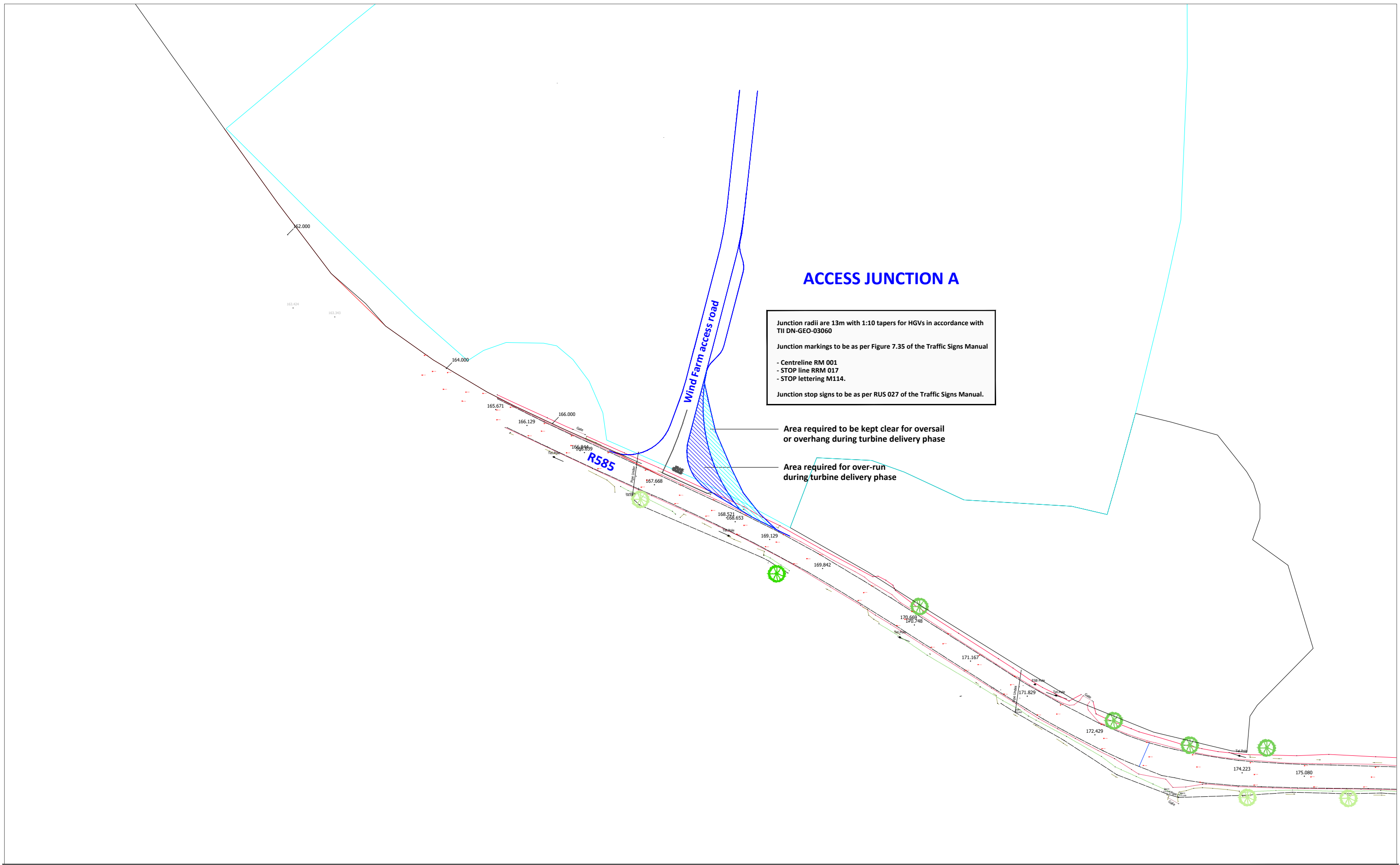
PROJECT NO:11500

DATE: 26.03.26

SCALE: NTS

DRAWN BY: AL

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ACCESS JUNCTION A

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.

Area required to be kept clear for oversail or overhang during turbine delivery phase

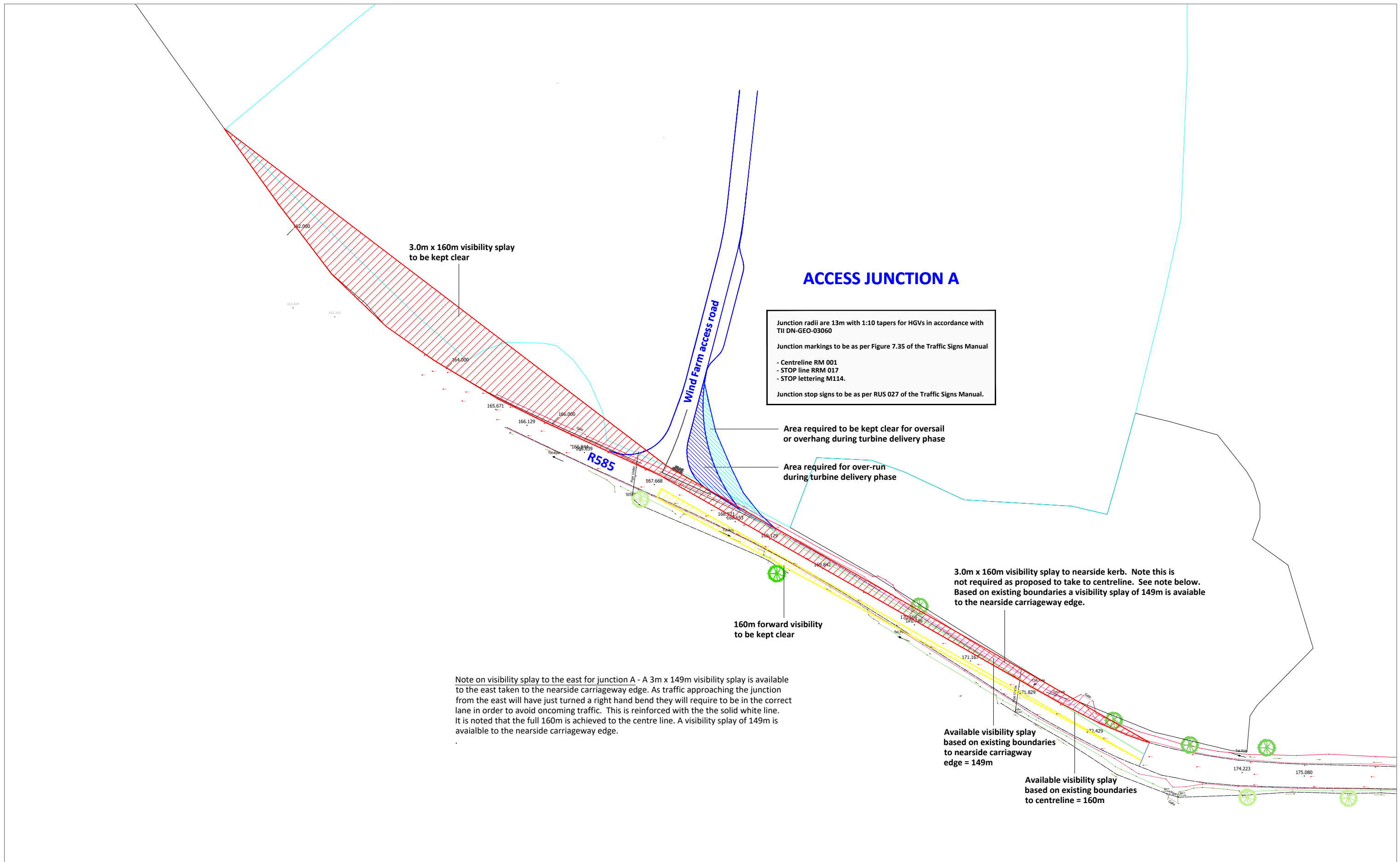
Area required for over-run during turbine delivery phase

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

Figure 15-24 Site access junction A on R585 - junction layout

PROJECT: Maughanaclea Renewable Energy Development		SCALE: 1:1000@A3
CLIENT: Maughanaclea Ltd		
PROJECT NO: 11500	DATE: 26.03.26	

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NOTES:

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Base mapping provided by MKO

Figure 15-25 Site access junction A on R585 - visibility splays

PROJECT: Maughanaclea Renewable Energy Development

CLIENT: Maughanaclea Ltd

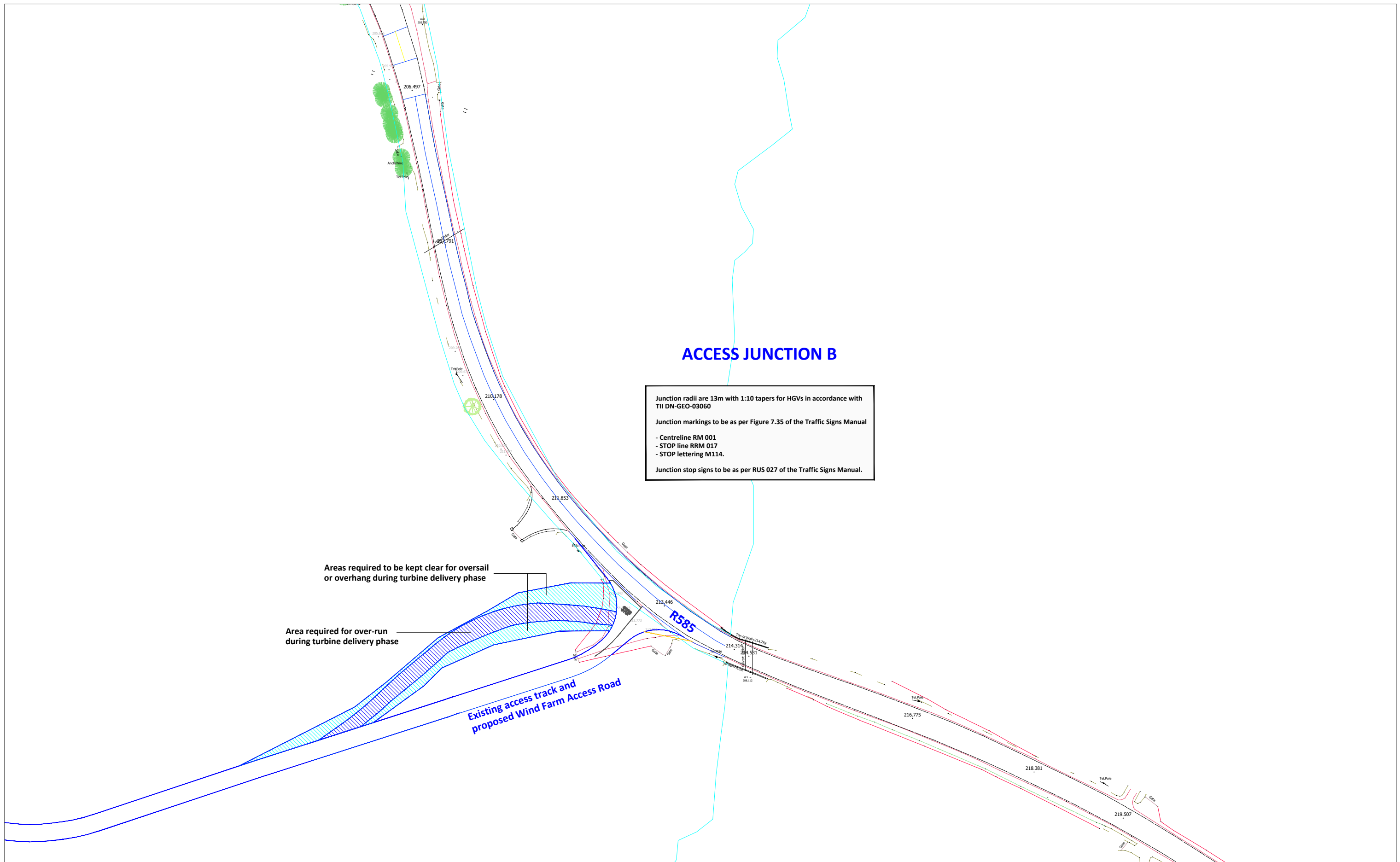
PROJECT NO: 11500

SCALE: 1:1000@A3

DATE: 27.03.26

DRAWN BY: AL

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ACCESS JUNCTION B

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 to be kept clear for oversail or overhang during turbine delivery phase

Area required for over-run during turbine delivery phase

Existing access track and proposed Wind Farm Access Road

NOTES:

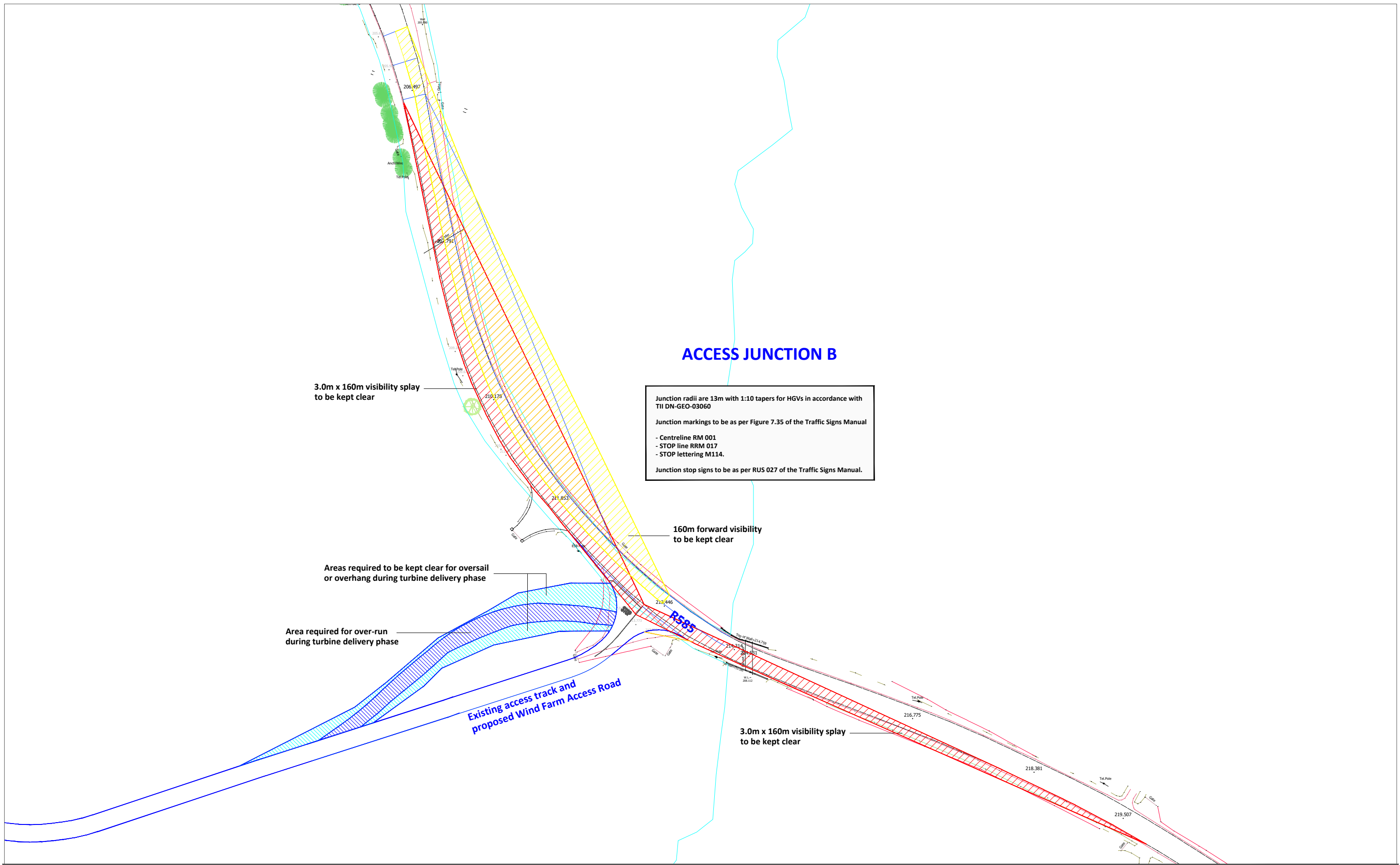
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-29 Site access junction B on R585 - junction layout

PROJECT: Maughanaclea Renewable Energy Development	
CLIENT: Maughanaclea Ltd	SCALE: 1:1000@A3
PROJECT NO: 11500	DATE: 06.02.26
	DRAWN BY: AL

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ACCESS JUNCTION B

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 15-30 Site access junction B on R585 - visibility splays

PROJECT: Maughanaclea Renewable Energy Development		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
CLIENT: Maughanaclea Ltd	SCALE: 1:1000@A3	
PROJECT NO: 11500	DATE: 06.02.26	

ACCESS JUNCTION C

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.

L8777

Wind Farm access road

Access for abnormal loads only

Areas required to be kept clear for oversail or overhang during turbine delivery phase

Access for abnormal loads only

L8777

ACCESS JUNCTION D

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 15-34 Site access junctions C and D on L8777 - junction layout

PROJECT: Maughanaclea Renewable Energy Development		SCALE: 1:1000@A3
CLIENT: Maughanaclea Ltd		DRAWN BY: AL
PROJECT NO: 11500	DATE: 06.02.26	

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

ACCESS JUNCTION C

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.

3.0m x 160m visibility splay to be kept clear

3.0m x 160m visibility splay to be kept clear

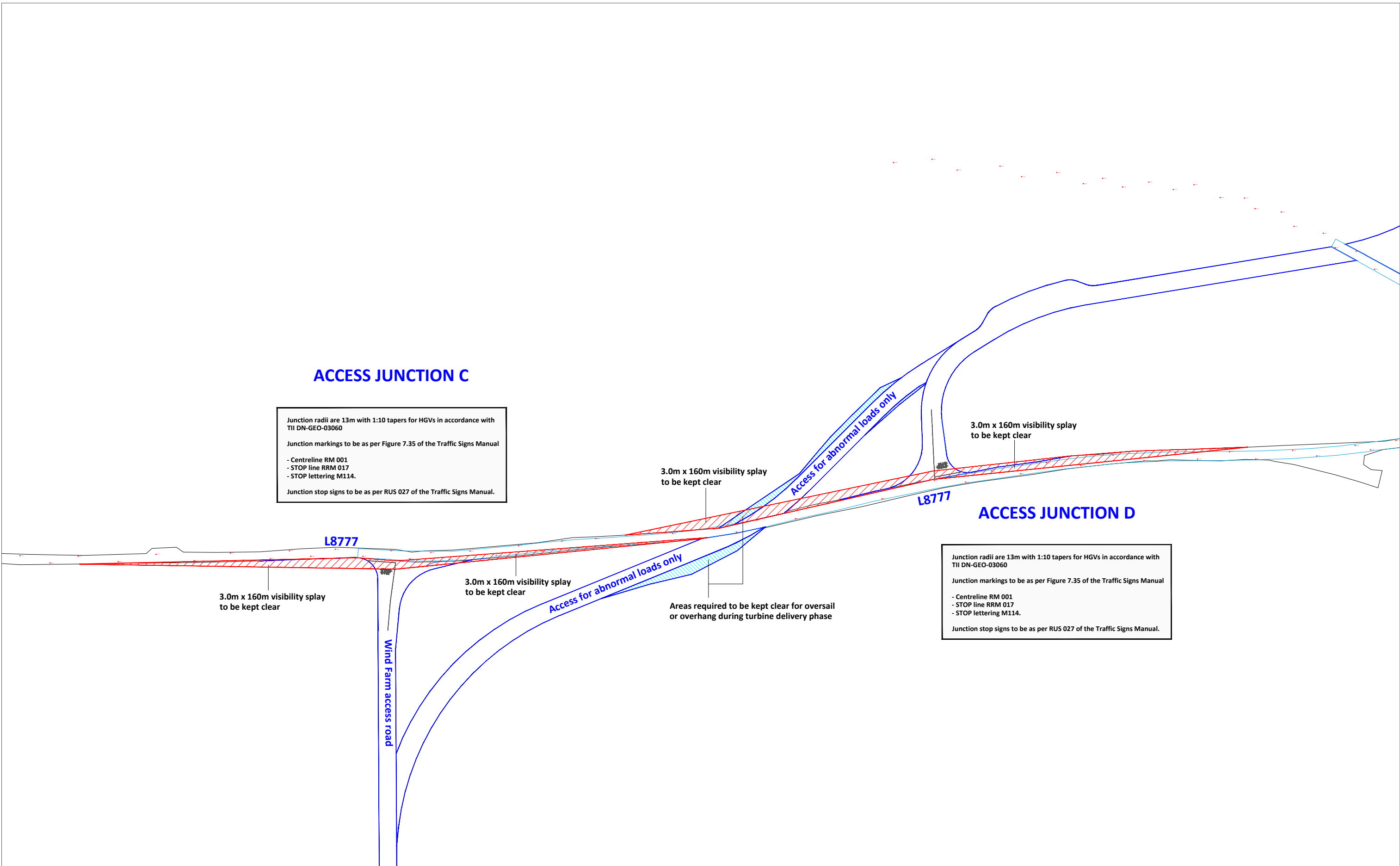
ACCESS JUNCTION D

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.

3.0m x 160m visibility splay to be kept clear

3.0m x 160m visibility splay to be kept clear

Areas required to be kept clear for oversail or overhang during turbine delivery phase



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

Figure 15-35 Site access junctions C and D on L8777 - visibility splays

PROJECT:	Maughanaclea Renewable Energy Development		
CLIENT:	Maughanaclea Ltd	SCALE:	1:1000@A3
PROJECT NO:	11500	DATE:	06.02.26
		DRAWN BY:	AL

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