



## **APPENDIX 15-2**

### ***TRAFFIC MANAGEMENT PLAN***

## APPENDIX 15-2

# TRAFFIC MANAGEMENT PLAN

### REVISION A – April 29<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

---

Client: Slieveacurry Ltd  
April 29<sup>th</sup>, 2026  
AL Project No: 9101

---

## CONTENTS

### 1 INTRODUCTION

1.1 Purpose of note

### 2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

2.2 Traffic management measures for abnormally sized loads

### 3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

### 4 PROPOSED WIND FARM SITE ACCESS JUNCTION

### 5 TRAFFIC MANAGEMENT MEASURE DURING CONSTRUCTION OF GRID CONNECTION ROUTE

### 6 GENERAL TRAFFIC MANAGEMENT MEASURES

## FIGURES

Figure A15-2-1 Potential direction of travel for HGVs accessing and exiting site on busy days

## APPENDICES

### Appendix A Figures from the EIAR

Figure 15-1 Site location and delivery route

Figure 15-2a Route assessment location plan

Figure 15-14 Location 5 – L1076 / L6230 junction, junction layout

Figure 15-15 Location 5 – L1076 / L6230 junction, junction layout with visibility splay

Figure 15-18 Location 6 – L6230 / wind farm access road junction, junction layout

Figure 15-19a Location 6 – L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 70m)

Figure 15-19b Location 6 – L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 90m)

---

## 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 Slieveacurry 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 junction.
- Section 5 - Traffic management measures during construction of proposed grid connection route
- Section 6 – General traffic management measures that will be implemented before, during and on completion of the construction of the Proposed Project.

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

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

## 2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

### 2.1 Proposed delivery route for abnormally sized loads

The proposed port of entry for the large wind turbine components is the Port of Foynes in County Limerick. The proposed Turbine Delivery Route (TDR) from the port to the Proposed Wind Farm site is shown in Figure 15-1. 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 Foynes the turbine delivery route is as follows;

- From the access road serving Foynes Port the route turns left (south) onto the N69 National Secondary Road at the existing priority junction.
- From this point the route heads east on the N69 for approximately 32kms, passing through various bends on the route.
- The route for turbine blade delivery then turns left off the N69 at the Dock Road West Roundabout to head north onto the N18/M18 for approximately 30km to Junction 12 of the M18.
- For turbine tower sections, the route will continue east at the N69 Dock Road West roundabout along the R510 for approximately 3.4km, passing through the 1 no. roundabout before turning left at the Shannon Bridge Roundabout onto the R527.
- The route continues along the R527 heading northwest through the 1 no. roundabout for approximately 4.1km before turning left at the Coonagh Roundabout onto the R445 for approximately 3.0km, passing through the 3 no. roundabouts before joining the N18/M18 at Junction 4.
- At this point the route turns off the M18 onto the N85 National Road and heads west and then north bypassing the town of Ennis for approximately 7.3km passing through the Skehanagh Roundabout, the R458 Clareabbey Roundabout, the Rocky Road Roundabout, Beechpark Roundabout to the N85 Clareen Roundabout located northwest of Ennis.
- From this roundabout the TDR heads west for approximately 13.7km on the N85 to Inagh.
- The route then turns left in the village of Inagh heading west on the R460 for 4.3 kms before veering right onto the local L1074.
- The route continues westbound on the L1074 for 4.2 km before taking a left-hand bend on the L1076 and continuing in a southwest direction for a further 2.0 kms. At this point the

route turns left onto the L6230 heading south for 0.3km. Access to the site is then gained by turning left onto an existing forest track heading in an eastern direction towards the site.

The location of the Proposed Wind Farm Site Access Junction off the L6230 is shown in Figure 15-1.

The total length of the Turbine Delivery Route from the Port at Foynes to the access junction off the L6230 is approximately 94 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.

---

### 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 site access junction off the L6230.

The route for general construction materials for the purposes of this assessment, is as per the route considered for the turbine components. While deliveries on the short section of the L-6230 from the junction with the L-1076 to the Proposed Wind Farm Site access (300m) will be managed in order that 2 HGVs do not meet, it is an option on the busiest construction days (i.e. the 9 days when the concrete foundations are poured) for HGVs / cement mixers to return to their plant via a short detour through Miltown Malbay followed by either the R460 back to Inagh, or the R474 to Ennis, and therefore avoid HGV movements travelling to and from the site meeting each other. These potential routes for the 9 concrete delivery days are shown in Figure A15-2-1.

Smaller wind turbine components delivered by standard HGVs will arrive at the Port of Foynes and will also be delivered via the Turbine Delivery Route.

## 4 PROPOSED WIND FARM SITE ACCESS JUNCTIONS

The location of the site access junction is shown in Figure 15-2a and is described below.

### **Location 5 – L1076 / L6230 junction**

See Figures 15-14 and 15-15

The analyses shown in these figures indicate that temporary local road widening will be required at this junction in order to accommodate the wind turbine vehicles. While there are options at this location to provide for the turning areas required, the option shown in Figures 15-14 and 15-15 is based on land take from the north western corner of the junction. For this option abnormally sized loads are required to drive on the L1076 past the L6230 and then reverse back into the local road that links into the L1076 from the north. The abnormally sized loads are then in a position to drive straight towards the access junction on the L6230.

Visibility splay requirements on local roads with 60 kph speed limits, which is the case for both the L1076 and the L6230, are set out in Appendix 1 Development Management Guidelines of the current Clare County Development Plan 2023 – 2029, Section A1.6.2. For a 60 kph speed a visibility splay of 90m along the nearside carriageway edge taken from setback of 2.4m is required. The splays are shown in 15-15. It is noted that the visibility splays at this existing junction are partially constrained by shrubs and bushes on the southern verge of the L1076 between the carriageway edge and the boundary fence to the east and west of the junction with the L6230. As this is an existing junction it is assumed that maintenance works will be undertaken by Clare County Council to provide the required visibility splays. In the event that the splays are not maintained by Clare County Council, temporary traffic management measures, including traffic signs and the presence of a Flagman, will be introduced at this location on busy delivery days associated with the Proposed Project.

### **Location 6 – Proposed Wind Farm Site Access (L6230 / forestry access road junction)**

See Figures 15-18, 15-19a and 15-19b

The proposed junction layout, including the temporary run-over area shown on the western side of the L6230, required for the delivery of the abnormally sized turbine vehicles, is shown in Figure 15-18. The proposed junction design is based on the HGV access guidance set out by TII and includes 13m junction radii.

The visibility splays proposed for the site access junction on the L-6230 are shown in Figures 15-19a and 15-19b. While it is understood the L6230 is designated a 60 kph speed limit, due to the

local nature of the L-6230 and the bend in the road located just to the south of the access junction it is clear that actual speeds at the location of the access junction are lower than 60 km/h. This is confirmed from the results of a speed survey undertaken over a 24 hour period on Thursday 17th June by Traffinomics Surveys Ltd, which established 85th percentile speeds of 48.24 km/h and 44.78 km/h for northbound and southbound directions respectively. While it is acknowledged that in the scoping response received from the Road Section of Clare County Council that visibility splays based on speed surveys are not accepted, the visibility splays appropriated for both the 50 kph (70m) and the 60 kph (90m) speeds are shown in Figures 15-19a and 15-19b respectively. It is proposed that the 70m splays are provided as it is considered they are what is required to provide the required sight stopping distances at the junctions, although 90m splays will be provided if requested by Clare County Council.

It is noted that the proposed junction and visibility splays are not yet in place, so existing sightlines may be obstructed by existing boundaries.

### **Stage 1 Road Safety Audit**

It is noted that the existing L1076 / L6230 junction and the proposed access junction on the L6230 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

The planning application includes proposed 33kV underground cabling to the proposed extension to the existing Slievecallan 110kV substation, having a total length of approximately 7.1km.

The Proposed Grid Connection Site 33kV underground cabling is shown in Figure 4-3 of Chapter 4 of the EIAR.

The Proposed Grid Connection Site 33kV underground cabling does not impact on the National Road Network. The proposed 33kV underground cabling exits the Proposed Wind Farm site, through forestry for approximately 0.83km, onto a farm track for 0.55km before entering the public road corridor on the R460. It stays within the public road corridor of the R460 for approximately 1.55km. For the section of proposed 33kV underground cabling within the R460, the cable will be set within the curtilage of the R460 with a “Stop-and Go” traffic management system in place to retain alternate one-way traffic flow on the R460. This assessment is based on 1 team constructing the proposed 33kV underground cabling at any given time, equating to laying approximately 100m per day. In reality, on this section the proposed 33kV underground cabling will be installed by 2 teams, one operating at either end, with each team laying approximately 100 metres of cable per day, equating to a total of 200 metres per day. Traffic on the R460 will therefore experience minor delays on this section of the R460 for approximately 8 days. The proposed 33kV underground cabling then travels south for approximately 4.17 kms traveling through existing private access tracks, forestry and agricultural land before reaching the proposed substation extension.

All traffic for the Proposed Grid Connection Site will be delivered via the delivery routes as shown in Figure 15-1.

## 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 72 abnormal sized loads will be delivered to the site, comprising 24 convoys of 3, undertaken over 24 separate nights.
- These nights will be spread out over an approximate period of 5 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.

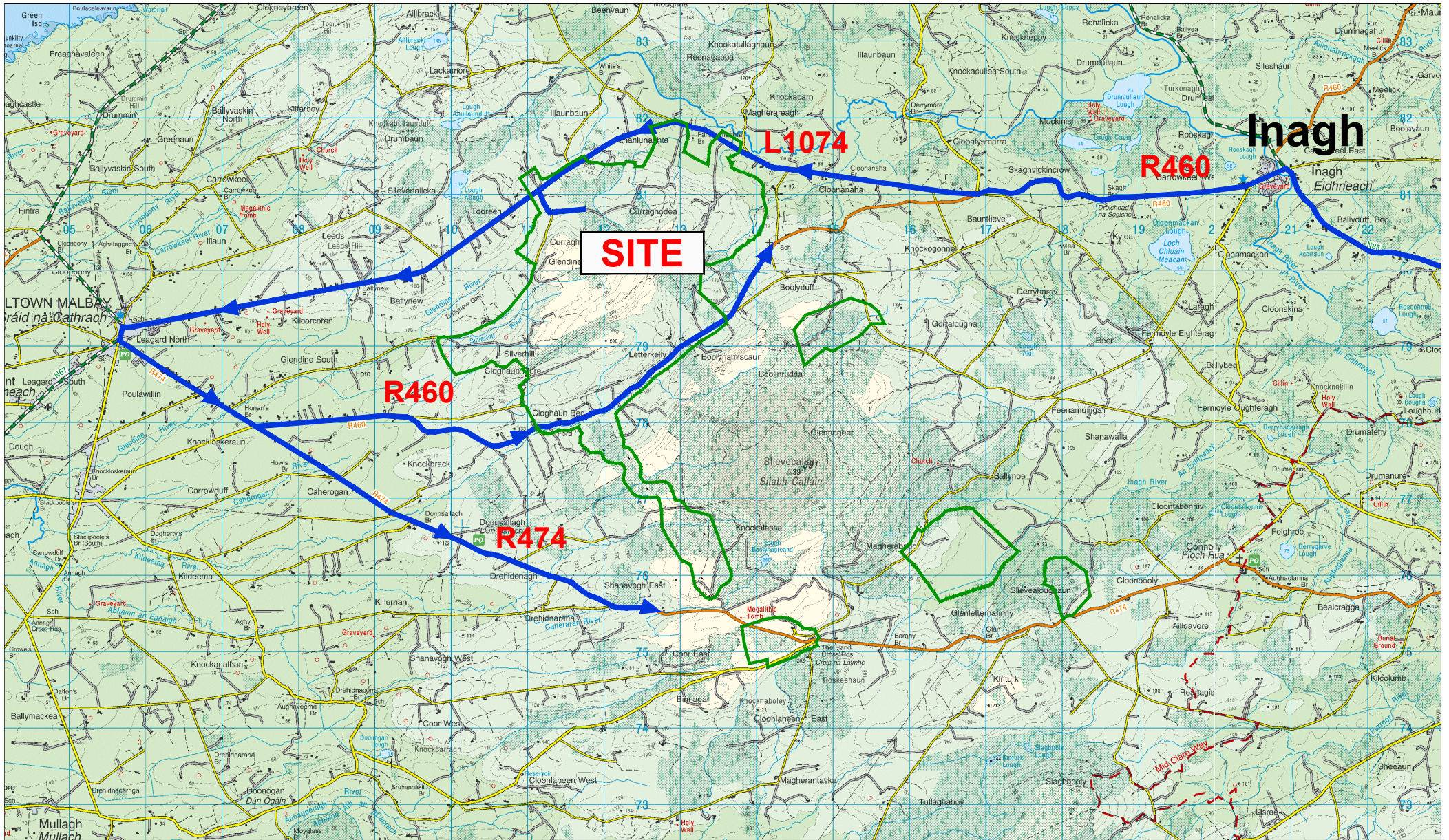
### Other traffic management measures

- 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 Clare 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 underground cabling construction – The identification and agreement with suitable diversion routes during the construction of the proposed 33kV underground cabling.
- Liaison with the relevant local authority - Liaison with Clare 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 Clare 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.
- One-way delivery systems (concrete pour days) - HGVs leaving the site on the busiest construction days (i.e. the 9 days when the concrete foundations are poured) to return to their plant via a short detour.

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



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure A15-2-1 Potential direction of travel for HGVs accessing and exiting site on busy days

PROJECT: Slieveacurry Renewable Energy Development

CLIENT: Slieveacurry Ltd

SCALE: NTS

PROJECT NO: 9101

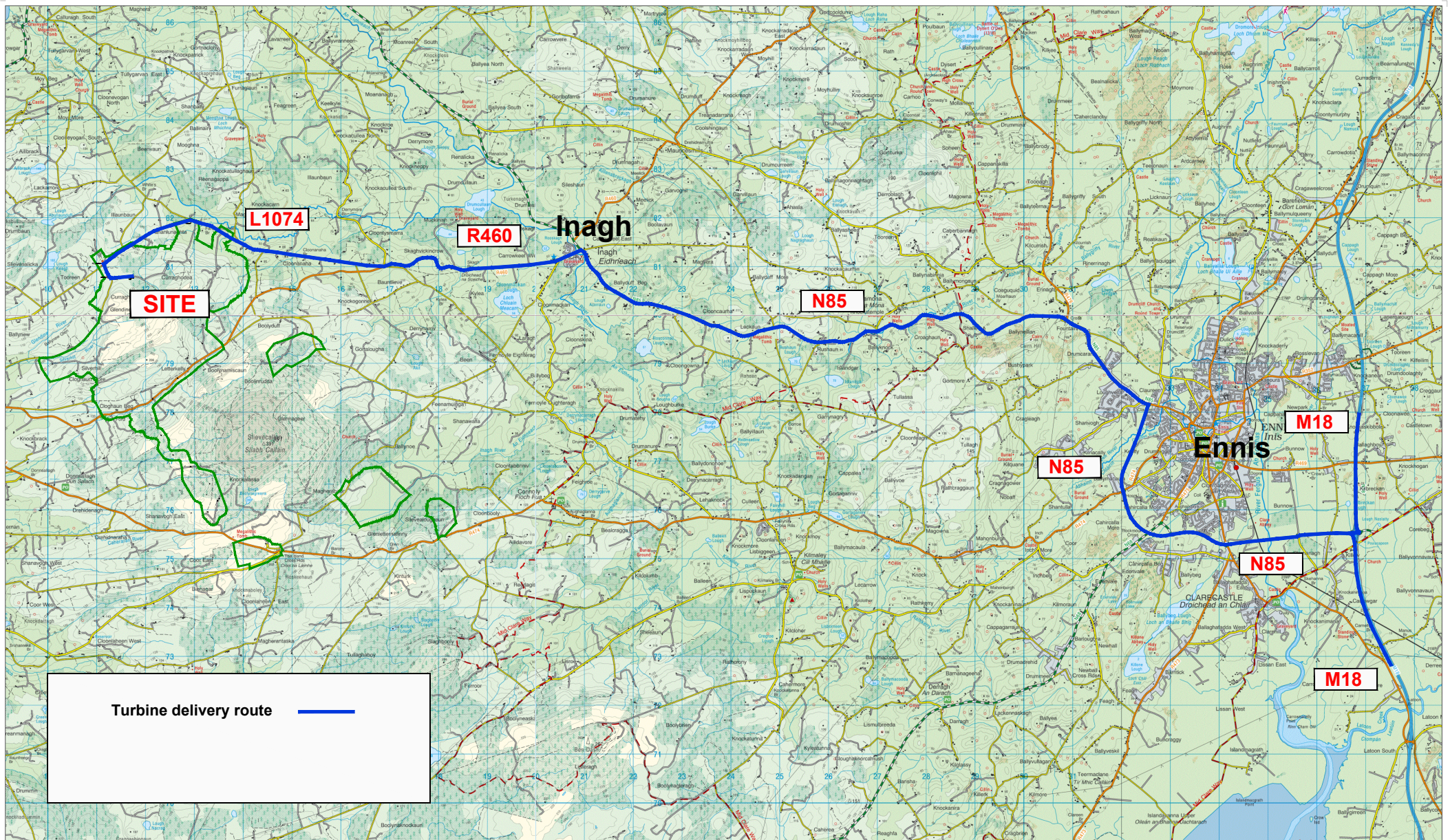
DATE: 29.04.26

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

## **APPENDIX A            FIGURES FROM THE EIAR**

- Figure 15-1     Site location and delivery route
- Figure 15-2a   Route assessment location plan
  
- Figure 15-14   Location 5 – L1076 / L6230 junction, junction layout
- Figure 15-15   Location 5 – L1076 / L6230 junction, junction layout with visibility splay
  
- Figure 15-18   Location 6 – L6230 / wind farm access road junction, junction layout
- Figure 15-19a   Location 6 – L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 70m)
- Figure 15-19b   Location 6 – L6230 / wind farm access road junction, junction layout with visibility splay (3.0m x 90m)



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-1 Site location and delivery route

PROJECT: Slievecurry Renewable Energy Development

CLIENT: Slievecurry Ltd

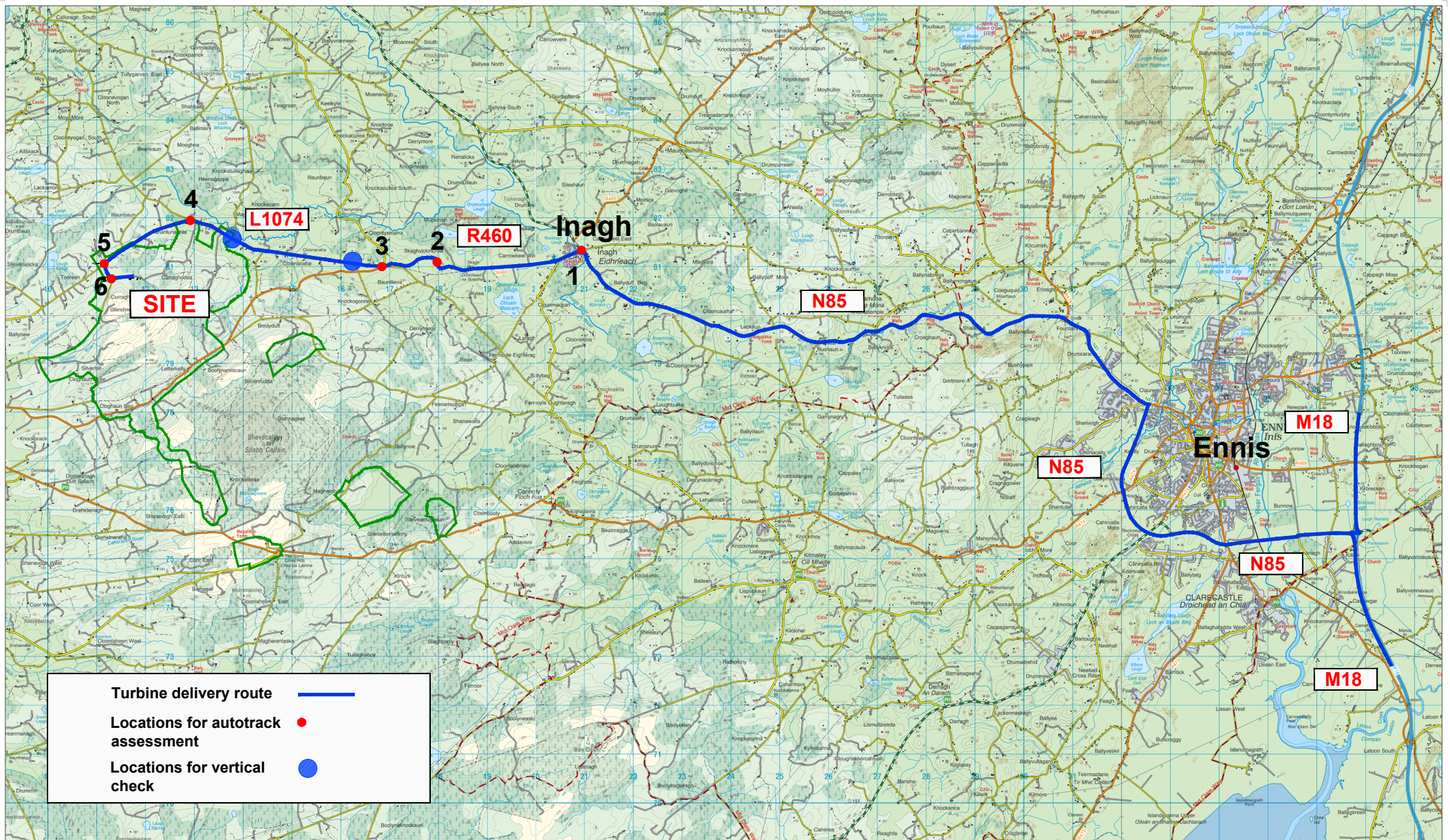
SCALE: NTS

PROJECT NO: 9101

DATE: 29.04.26

DRAWN BY: AL

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS



**Turbine delivery route** ————

**Locations for autotrack assessment** ●

**Locations for vertical check** ●

NOTES:  
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-2a Route assessment location plan

PROJECT: Slievecurry Renewable Energy Development		<b>ALAN LIPSCOMBE</b> <b>TRAFFIC &amp; TRANSPORT CONSULTANTS</b>	
CLIENT: Slievecurry Ltd			SCALE: NTS
PROJECT NO: 9101	DATE: 29.04.26		DRAWN BY: AL

### Location 5 - L1076 / L6230 junction

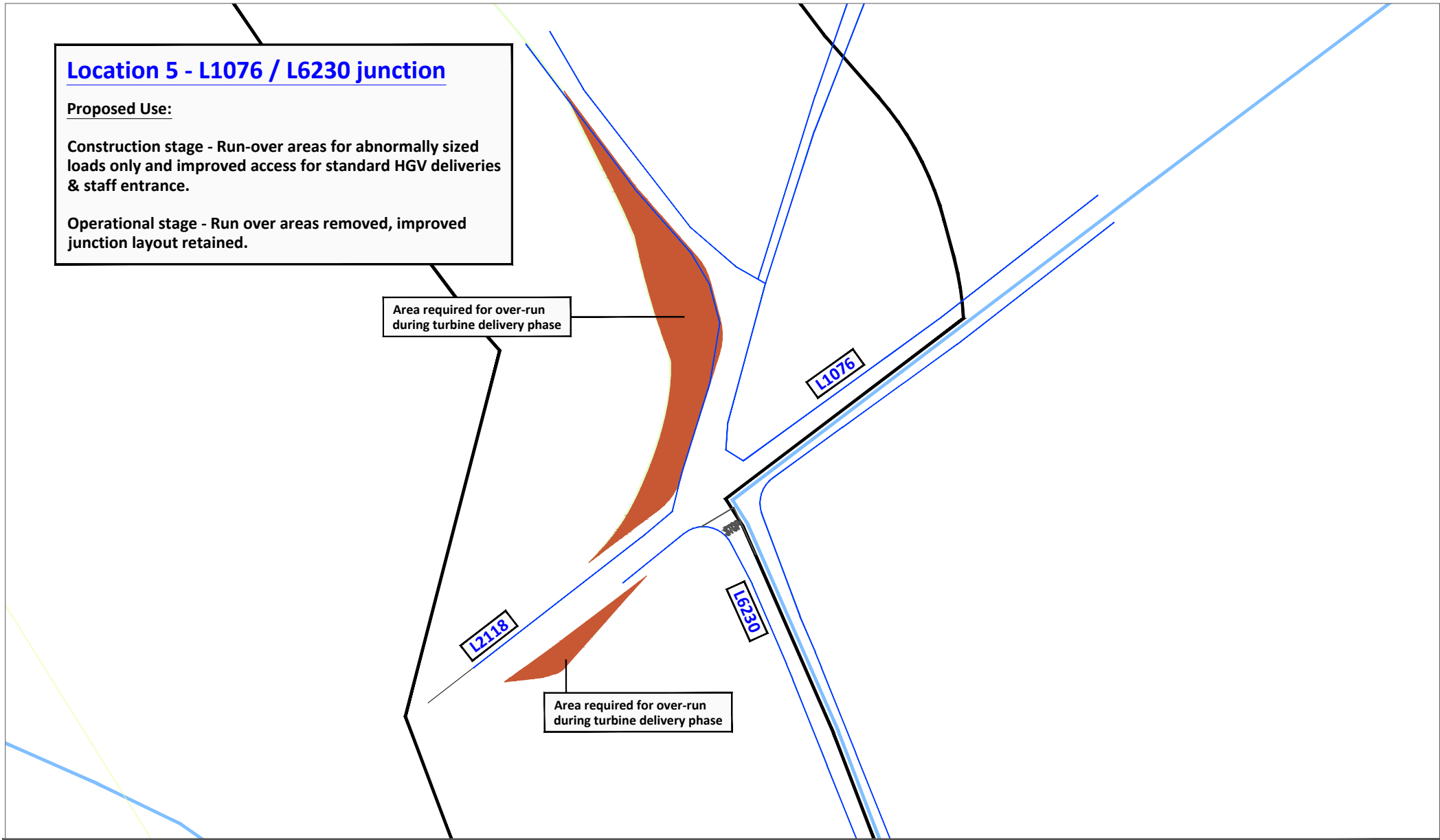
#### Proposed Use:

Construction stage - Run-over areas for abnormally sized loads only and improved access for standard HGV deliveries & staff entrance.

Operational stage - Run over areas removed, improved junction layout retained.

Area required for over-run during turbine delivery phase

Area required for over-run during turbine delivery phase



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-14 Location 5 - L1076 / L6230 junction, junction layout

PROJECT: Slieveacurry Renewable Energy Development

CLIENT: Slieveacurry Ltd

PROJECT NO: 9101

DATE: 22.04.26

SCALE: 1:1000@A4

DRAWN BY: AL

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

## Location 5 - L1076 / L6230 junction

### Proposed Use:

Construction stage - Run-over areas for abnormally sized loads only and improved access for standard HGV deliveries & staff entrance.

Operational stage - Run over areas removed, improved junction layout retained.

Area required for over-run during turbine delivery phase

3.0m x 90m visibility splay

Area required for over-run during turbine delivery phase

3.0m x 90m visibility splay

Figure 15-15 Location 5 - L1076 / L6230 junction, junction layout with visibility splay (3.0m x 90m)

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

PROJECT: Slieveacurry Renewable Energy Development

CLIENT: Slieveacurry Ltd

PROJECT NO: 9101

DATE: 22.04.26

SCALE: 1:1000@A4

DRAWN BY: AL

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

**Location 6 - Site Entrance**

**Proposed Use:**

Construction stage - Abnormally sized loads, standard HGV deliveries & staff entrance

Operational stage - Maintenance staff

Area required for over-run during turbine delivery phase

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.

Wind Farm Access

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-18 Location 6 - L6230 / wind farm access junction, junction layout

PROJECT: Slieveacurry Renewable Energy Development		SCALE: 1:1000 @ A3
CLIENT: Slieveacurry Ltd		DRAWN BY: AL
PROJECT NO: 9101	DATE: 22.04.26	

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

**Location 6 - Site Entrance**

**Proposed Use:**

Construction stage - Abnormally sized loads, standard HGV deliveries & staff entrance

Operational stage - Maintenance staff

Area required for over-run during turbine delivery phase

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 70m visibility splay

Wind Farm Access

3.0m x 70m visibility splay

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-19a Location 6 - L6230 / wind farm access junction, junction layout with visibility splay (3.0m x 70m)

PROJECT: Slieveacurry Renewable Energy Development		SCALE: 1:1000 @ A3
CLIENT: Slieveacurry Ltd		DRAWN BY: AL
PROJECT NO: 9101	DATE: 22.04.26	

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS

**Location 6 - Site Entrance**

**Proposed Use:**

Construction stage - Abnormally sized loads, standard HGV deliveries & staff entrance

Operational stage - Maintenance staff

Area required for over-run during turbine delivery phase

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 90m visibility splay

Wind Farm Access

3.0m x 90m visibility splay

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-19b Location 6 - L6230 / wind farm access junction, junction layout with visibility splay (3.0m x 90m)

PROJECT: Slieveacurry Renewable Energy Development		SCALE: 1:1000 @ A3
CLIENT: Slieveacurry Ltdy		DRAWN BY: AL
PROJECT NO: 9101	DATE: 22.04.26	

**ALAN LIPSCOMBE**  
TRAFFIC & TRANSPORT CONSULTANTS