



APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

APPENDIX 15-2 Traffic Management Plan

Cunlaghfadda Green Energy Project, Co. Mayo

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

Email - Info@alipscombetraffic.ie
Tel – 093 34777
Mob – 087 9308134

Client: Cunlaghfadda Green Energy Ltd.

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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 Cunlaghfadda Green Energy Project (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 access junctions.
- 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 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 to this TMP.

This section of the EIAR has been prepared by Alan Lipscombe of Alan Lipscombe Traffic and Transport Consultants Ltd. Alan is a competent expert in traffic and transport assessments. In 2007 Alan set up a traffic and transportation consultancy providing advice for a range of clients in the private and public sectors. Prior to this Alan was a founding member of Colin Buchanan's Galway office having moved there as the senior transportation engineer for the Galway Land Use and Transportation Study. Since the completion of that study in 1999, Alan has worked throughout Ireland on a range of projects including: major development schemes, the Galway City Outer Bypass, Limerick Planning Land-Use and Transportation Study, Limerick Southern Ring Road Phase II, cost benefit analyses (COBA) and various studies for the University of Galway. Before moving to Galway in 1997, Alan was involved in a wide variety of traffic and transport studies for CBP throughout the UK, Malta and Indonesia. He has particular expertise in the assessment of development related traffic, including many wind farm developments including the following; Ardderroe, Derrinlough, Knocknamork, Shehy More, Cloncreen, Derrykillew, Ballyhorgan, Lettergull, Barnadivane, Cleanrath, Knockalough, Sheskin South and Borrisbeg.

Alan has a BEng (hons) Degree in Transportation Engineering (Napier University, Edinburgh, 1989), is a member of Engineers Ireland and of the Institute of Highways and Transportation and is a TII accredited Road Safety Audit Team Member.

2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

The proposed point of arrival for the wind farm plant is the Port of Galway in Galway City. The proposed Turbine Delivery Route (TDR) from the port to the 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 15.1.8 of the EIAR.

From the Port of Galway the TDR is as follows;

- TDR will travel northeast through Galway City along the L5056 and L5048 Local Roads, followed by the R339 Regional Road. It will then travel along the L5034 before reaching the R336.
- The TDR route will then enter the N6 National Road at the Bothar na dTreabh/Tuam Road junction (c.3.3 km).
- The delivery vehicles transporting the abnormally sized loads will continue east along the N6/M6 Motorway for approximately 15km, before merging onto the M17 at the M6/M17/M18 intersection.
- From here, the delivery vehicles will continue north on the M17 and N17 Tuam bypass and the N17 for approximately 55 km before turning west off the N17 to the north of Claremorris onto the L55512.
- The route then travels northwest on the L55512 for approximately 0.7 km to the junction with the L1519 when the route then travels south on the L1519 and the R331 for approximately 2.2km
- At this point the route heads west on the L1506 for approximately 2.8 km before continuing northwest on the L1505 for approximately 3.6 km.
- At this point the route turns right into the Site via the temporary construction site entrance and on to the L15053 and continues northeast for approximately 0.2 km before turning left onto the L15053.

The total length of the turbine delivery route is approximately 83km. 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 Proposed Project will be sourced from the onsite borrow pit and local, appropriately authorised quarries. All concrete deliveries will access the Site via the temporary construction site entrance off the L-1505 as shown in Figure 15-6.

A review of the location of the local quarries indicates that in addition to the TDR which approaches Claremorris on the N17 from the south, deliveries from quarries may also be made via the N17 from the northeast in the direction of Knock, and via the N60 from the direction of Castlebar to the northwest. There are 6 licenced quarries within 20km of the Site.

All other wind turbine components delivered by standard HGVs will arrive at the Port of Galway and will also be delivered via the same haul route as set out above.

4 PROPOSED WIND FARM ACCESS JUNCTION

The location of the new site access junctions is shown in Figure 15-3 are described below.

It is proposed that the Site will be accessed via 3 new access junctions off an existing track which is a continuation of the L15053, with the locations of the junctions shown in Figure 15-3.

- **Access Junction A** – This Junction is located off the north side of the existing track approximately 650m east of the L15053 / L15054 junction. This junction will provide for all construction traffic and operational traffic for all 7 turbines, detail of this junction is shown in Figure 15-9 and 15-10.
- **Access Junction B** – This junction is located off the northside of the existing track approximately 400m east of Access Junction A. This junction will provide for construction traffic and operational traffic for 3 turbines, detail of this junction is shown in Figure 15-11 and 15-12.
- **Access Junction C** – This junction is located off the southern side of the existing track approximately 100m to the east of Access Junction C. This junction will also provide for construction traffic and operational traffic for 3 turbines, detail of this junction is shown in Figure 15-13 and 15-14.

The junction design includes 13m junction radii 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 designs and the 3m x 90m visibility splays that will be kept clear are set out in Figures 15-9 To 15-14 of Chapter 15.

5 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION

The Proposed Grid Connection cabling route is approximately c.982m in length and is located entirely within private agricultural lands within the Site. All traffic for the Proposed Grid Connection will be delivered via the delivery (haul) routes as shown in Figure 15-1a.

The extent of the Proposed Grid Connection that will impact on the public road network is considered as part of the Proposed Project. The proposed on-site substation will be accessed via the proposed internal wind farm access tracks which are accessed from the L15053 Local Road to the south of the Site. Construction staff and materials will be delivered to the Proposed Grid Connection via the temporary site entrance. No traffic diversions will be required during construction of the Proposed Grid Connection due to the entirety of the proposed grid connection being within third-party agricultural lands located within the Site.

6 GENERAL TRAFFIC MANAGEMENT MEASURES

This TMP will be updated, 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:

Location and Diversion of Existing Services:

- A desk-based study will be carried out to locate existing services in the local road network (L-1505, L-15053, L-15054) before any works commence.
- Prior to the commencement of works, the location of existing services shall be confirmed by ground penetrating radar.
- All service diversions and works to protect existing services shall be agreed with the relevant service provider prior to works commencing

Permits to work on the Public Road Network

- Prior to the commencement of works, the appointed contractor shall obtain all necessary road opening licenses and any road closure permits to work on the L-15053 public road.
- The appointed contractor shall inform the public in advance of road closures, where required.

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 56 abnormal sized loads will be delivered to the Site, comprising 19 convoys of 3 vehicles, undertaken over 19 separate nights. These nights will be spread out over an approximate period of 4 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 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 the relevant County Councils (Galway and Mayo) in advance of deliveries of turbine components to site. Liaison with the Local Authorities and Transport Infrastructure Ireland (TII) 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.
- **Temporary traffic management measures** - Temporary traffic management measures will be put in place during construction of the Proposed Project at access junctions A, B and C during construction and at the L15053/ L1505 junction.
- **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 Authorities, a pre-condition survey of roads associated with the Proposed Project will 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. 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.
- **Liaison with the relevant local authority** - Liaison with the County Councils and An Garda Síochána will be carried out during the delivery phase of the large turbine vehicles, where an escort for all convoys will be required. Once the surveys have been carried out a "prior to commencement" status of the relevant roads will be established, (in compliance with the provisions of the CEMP). The Roads Sections of the relevant Local Authorities will be informed of the names and contact numbers for the Project Developer/Contractor Site Manager as well as the Site Environmental Manager.
- **TDR Accommodation Works** – The locations of the temporary accommodation areas are shown in Appendix 15-3. Full details of the assessment are included as part of the traffic impact assessment set out in Chapter 15, Section 15.1.8.
- **Identification of delivery routes** – These routes will be agreed with the County Councils and adhered to by all contractors. General Construction and turbine delivery routes are shown in Figure 15-1a of Chapter 15.
- **Delivery times of large turbine components** - The management plan 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** – The Contractor will be required to provide a travel plan for construction staff, which will include the identification of routes to / from the site.

- **Emergency Access Routes** - Emergency access routes shall be provided at all times for emergency service vehicles to access the Site of the Proposed Project or to bypass the works in the event of an emergency.
- **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.
- **Re-instatement works** - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

Delivery schedules will be devised to avoid peak traffic times e.g. school drop off / pick up. Details of the alterations required to the street furniture identified (As detailed in the TDR Report and Autotrack Assessment, included as Appendix 15-3) and any other minor alterations identified (hedgerow / treeline trimming etc) will be confirmed in the Traffic Management Plan and agreed with the local authority. Furthermore, a trial run using vehicles with similar dimensions will be carried out using appropriate permits in consultation with An Garda Síochána, local authority and all relevant road stakeholders.

It is confirmed that details for the Traffic Management Plan for the Proposed Project will be agreed with the Road Section of Galway and Mayo 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

Figure 15-1a	Site location and turbine delivery route, general construction traffic routes
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Figure 15-14	Access Junction C – Existing Track, junction layout and visibility splays