



APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

APPENDIX 15-2

CRUMHACH WIND FARM, CO. SLIGO

REVISION A – July 15th 2026

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

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

Client: SSE Renewables (Ireland) Ltd.
July 15th, 2026
AL Project No: 11190

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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 Crumhach 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 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 Killybegs in County Donegal. The proposed Turbine Delivery Route (TDR) from the port to the Proposed Wind Farm 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 15-3a. The swept path assessment undertaken for these locations is discussed in Section 15.1.9 of the EIAR.

From the Port of Killybegs the turbine delivery route is as follows;

- The route exits Killybegs Port and travel east on the N56 towards Donegal, further south along the N15 towards Sligo before continuing south on N4 through Ballysadare and subsequently merging onto the N59 heading west towards Dromore West.
- Delivery vehicles will then head south on the L2702 before turning east towards the site entrance in the townland of Crowagh or Dunneill Mountain, along the L6309.

The total length of the Turbine Delivery Route from Killybegs Port to the access junction off the L6309 is approximately 134kms. It is noted that an Autotrack assessment was also undertaken for all potential pinch points from the N56 to the Proposed Wind Farm site access junctions.

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 will be sourced from local, appropriately authorised quarries. All concrete deliveries provided by local quarries will access the Proposed Wind Farm via the main site entrance off the L6309 Local Road with the potential routes to the Proposed Wind Farm shown in Figure 15-1.

4 PROPOSED WIND FARM ACCESS JUNCTIONS

The locations of the 5 no. site access junctions are shown in Figure 15-2 and are described below.

Site Entrance A on L6309 – general construction & maintenance for Turbine Nos 6 and 7

This junction is located approximately 95m to the west of the existing forestry access on the L6309 in order to avoid the existing crest on the local road.

It is proposed that this junction will provide for the deliveries of the abnormally sized loads and general construction traffic for Turbine Nos 6 and 7, 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 15-6. 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 an run-over area on the southwest corner of the proposed junction that will be surfaced to accommodate the wheels of the abnormally sized loads. There is an additional area on the same corner that will require to be kept cleared to facilitate the overhang of the turbine blade transport vehicles. On completion of the delivery of the abnormally sized loads the temporary run-over and overhang areas will be closed off to traffic with the junction layout reduced in size to the standard junction layout described above.

As discussed above, the required visibility splays at the access junctions are 90m taken from a setback of 2.4m. These splays will be provided in both directions, as illustrated in Figure 15-7a. The vertical section through the junction in the L6309 was checked, taken from a driver height of 1.05m to an object height of 1.05m. These are confirmed to be available in both directions as shown in Figure 15-25 (Note: The vertical visibility assessments for Site Accesses A to E are all shown in Figure 15-25). The alignment of the L6309 is straight at this location with forward visibility from 90m also clear, enabling general traffic approaching from both directions to observe a vehicle turning right into Access Junction A.

The autotrack assessment shown in Figure 15-8 demonstrates that the proposed access junction off the L6309 will accommodate the turning requirements of the critical blade transport vehicles. Similarly, the autotrack assessment set out in Figure 15-9 demonstrates that the reduced junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Site Entrance B on L2702 – general construction & maintenance for Turbine Nos 2 and 4

This junction is located approximately 60m to the north of the existing access off the west side of the L2702 in order to maximise visibility in the vertical plane in both directions.

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 and trips once the Proposed Project is operational for Turbine Nos 2 and 4.

The proposed junction layout is shown in Figure 15-10. 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.

It is proposed that when accessing this junction, the abnormally sized loads will drive south past the junction and then reverse in a northwest direction towards turbine locations 2 and 4. This manoeuvre will minimise the over-run area required.

The proposed junction includes a run-over area on the southern corner of the proposed junction that will be surfaced to accommodate the wheels of the abnormally sized loads. There are additional areas to the north and south of the junction that will be kept cleared to facilitate overhang of the turbine blade transport vehicles. On completion of the delivery of the abnormally sized loads the temporary run-over and overhang areas will be closed off to traffic with the junction layout reduced in size to the standard junction layout described above.

The required visibility splays of 90m taken from a setback of 2.4m are shown in Figure 15-11. The vertical section through the junction on the L2702 as shown in Figure 15-25 confirms that the visibility taken from a driver height of 1.05m to an object height of 1.05m is clear in both directions. The alignment of the L2702 is straight at this location with forward visibility through the junction clear.

The autotrack assessment shown in Figure 15-12 demonstrates that the proposed access junction off the L2702 will accommodate the turning requirements of the critical blade transport vehicles, while Figure 15-13 demonstrates that the reduced junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Site Entrance C on L2702 – general construction & maintenance for Turbine Nos 1, 3 and 5

This junction is located at existing access off the west side of the L2702.

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 and trips once the Proposed Project is operational for Turbine Nos 1, 3 and 5.

The proposed junction layout is shown in Figure 15-14. 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 on the northwestern corner of the proposed junction that will be surfaced to accommodate the wheels of the abnormally sized loads. There are additional areas either side of the run over area that will be kept cleared to facilitate overhang of the turbine blade and oversail of the blade tip. On completion of the delivery of the abnormally sized loads the temporary run-over and overhang areas will be closed off to traffic with the junction layout reduced in size to the standard junction layout described above.

The required visibility splays of 90m taken from a setback of 2.4m are shown in Figure 15-15 with the required visibility splays in the vertical plane shown in Figure 15-25. Again, the alignment of the L2702 is straight at this location with forward visibility through the junction clear.

The autotrack assessment shown in Figure 15-16 of the blade transport vehicles, while Figure 15-17 demonstrates that the reduced junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Site Entrance D on L6309– general construction & maintenance for Turbine Nos 8 to 17 and for the removal of the 23 Existing Wind Farm turbines

This is the existing junction that provided access for the construction and operation of the Existing Wind Farm.

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 and trips once the Proposed Project is operational for Turbines Nos 8 to 17. It will also be used for the removal of the 23 Existing Wind Farm turbines.

The proposed junction layout is shown in Figure 15-18. It is proposed that the junction will be retained as existing with STOP road markings and signs proposed as per Figure 7.35 of the Traffic Signs Manual.

The required visibility splays of 90m taken from a setback of 2.4m are shown in Figure 15-19. The visibility splays in the vertical plane at this existing junction are available based on the relatively flat topography observed on site. While the alignment of the L6309 is on a gentle curve, the forward visibility to observe a vehicle turning right into the site is clear along the L6309.

The autotrack assessment shown in Figure 15-20 demonstrates that the proposed access junction off the L2702 will accommodate the turning requirements of the critical blade transport vehicles, while Figure 15-21 demonstrates that the junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Site Entrance E on east side of L2702 – Onsite 110kV substation access and maintenance

The purpose of this access is to provide for all deliveries during the construction of the proposed on-site 110kV substation, and for the low volumes of maintenance traffic once the Proposed Project is operational.

The proposed junction layout shown in Figure 15-22 and has a junction radius of 13m on the northern corner to provide for HGV access and egress. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual.

The required visibility splays of 90m taken from a setback of 2.4m are shown in Figure 15-23a. The vertical section through the junction on the L2702 as shown in Figure 15-25 confirms that the visibility taken from a driver height of 1.05m to an object height of 1.05m is clear in both directions. The alignment of the L2702 is straight at this location with forward visibility through the junction clear.

The autotrack assessment set out in Figure 15-24 demonstrates that the proposed junction layout will accommodate a large articulated HGV.

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 15.1.8.7 of the EIAR. Sections along the Proposed Grid Connection Route where there will be road closures and traffic diversions are identified.

It is intended to connect the onsite 110kV substation to the existing Srananagh 220kV substation in the townland of Ballysumaghan, Co. Sligo via 110kV underground electrical cabling. The exact connection node is to be confirmed by EirGrid and subject to change at their request. The underground electrical cabling route is approx. 41.6km in length and located primarily within the public road corridor, with approx. 130m located within the Proposed Wind Farm.

The extent of the Proposed Grid Connection Route that will impact on the public road network is considered in the 7 sections, as shown in Figure 15-5a with 5 sections located on the public road network and 2 sections off road, one in the Proposed Wind Farm and the second in the site of the existing 220 kV Srananagh 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 15-29. Based on an estimated construction rate of 100m per day, it is estimated that the Proposed Grid Connection Route will take approximately 416 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 15-29 Proposed Grid Connection underground cabling route link, traffic management measure, link length (km), construction duration (days)

Grid section	Proposed Grid Connection Route Section	Traffic management	Length (kms)	Construction duration (days)
110 kV On-sit substation	Off road at substation site	NA	0.1	1
Section 1	L6309	Closure	6.6	66
Section 2	N59	Stop & Go	23.0	230
Section 3	R290	Stop & Go	6.9	69
Section 4	R284	Closure	2.8	28
Section 5	L5204	Closure	1.8	18
Srananagh Substation	Off road at Srananagh substation site	NA	0.4	4

Grid section	Proposed Grid Connection Route Section	Traffic management	Length (kms)	Construction duration (days)
Total			41.6	416

The on-road sections of the Proposed Grid Connection Route equates to a total of 41.6 kms and travels along 23.0 km of the national Road Network (N59), 9.7km of the Regional Roads (R290 and R284), with the remaining 8.4km of the on-road route sections travelling along the local road network (L6309 and L5204). An inspection of the route indicated that approximately 11.2 km of the on-road Proposed Grid Connection Route will require a road closure at the point of construction on any given day during the construction phase. It is estimated that for the remaining 29.9km it will be feasible to operate a Stop & Go traffic management system 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 Route are set out in Table 15-30 and shown in Figure 15-5b6. For sections 1, 4 and 5, which comprises 11.2 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 15-30 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 Route Section	Length (kms)	Potential diversion route	Maximum length of diversion route (kms)	Maximum additional trip length (kms)
110 kV On-sit substation	Off road at substation site	0.1	NA	NA	NA
Section 1	L6309	6.6	L2702, N59	9.8	3.2
Section 2	N59	23.0	NA	NA	NA
Section 3	R290	6.9	NA	NA	NA
Section 4	R284	2.8	R290, L5204	11.7	8.9
Section 5	L5204	1.8	R284, R290, L5204	12.5	10.7
Srananagh Substation	Off road at Srananagh substation site	0.4	NA	NA	NA
Total		41.6			

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 3.2km to a maximum of 10.7km. 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 Route and are measured from either end of the section of the Proposed Grid Connection 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.

It is estimated that the Proposed Grid Connection Route will take approximately 416 days, or approximately 12 months to construct.

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 120 abnormal sized loads will be delivered to the site, comprising 45 convoys of 3 vehicles, undertaken over 45 separate nights.
- These nights will be spread out over an approximate period of 9 weeks and will be agreed in advance with the relevant authorities,
- In order to manage each of the travelling convoys, for each there will be two Garda escort vehicles that will stop traffic when required at the front and rear of the convoy of 3 vehicles.
- There will also be two escort vehicles provided by the haulage company for each convoy.

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 Sligo County Council in advance of deliveries of turbine components to the Proposed Wind Farm. Liaison with the relevant local authorities, Transport Infrastructure Ireland (TII) and Motorway Maintenance and Renewal Contractors (MMaRC) 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 Proposed Wind Farm.
- **Information to locals** – Locals in the area will be informed of any upcoming traffic related matters e.g. the 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 will be carried out immediately prior to construction commencement to record an accurate condition of the road

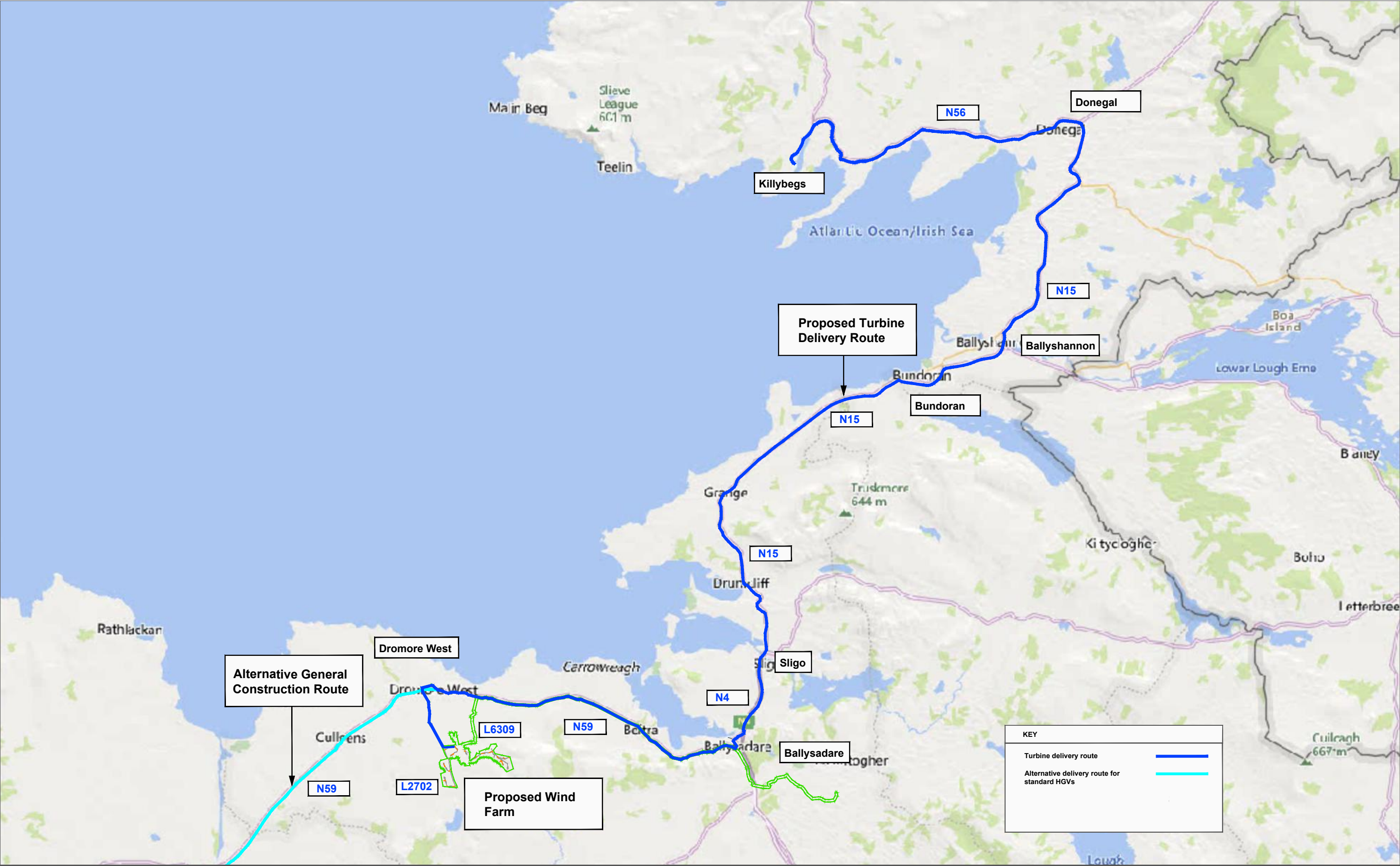
at the time. A post construction survey will be carried out after works are completed to ensure that any remediation works are carried out to a satisfactory standard. Where required the timing of these surveys will be agreed with the local authority. All road surfaces and boundaries will be re-instated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

- **Liaison with the relevant local authority** - Liaison with Sligo 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 of Sligo County Council 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 of Chapter 15: Material Assets of the EIAR.
- **Identification of delivery routes** – These routes will be agreed with Sligo 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 to the EIAR.
- **Re-instatement works** - 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 Sligo County Council of suitable diversion routes during the construction of the Proposed Grid Connection Route.

It is confirmed that details for the Traffic Management Plan for the Proposed Project will be agreed with the Road Section of Sligo 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 15.1	Site location and turbine delivery route
Figure 15.2	Location of proposed site access junctions
Figure 15.3a	Locations included in Autotrack assessment
Figure 15.5a	Proposed Grid Connection Route
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Figure 15.6	Access Junction A – L6309/ wind farm access, junction layout
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Figure 15.11	Access Junction B – L2702 / wind farm access road, junction layout with visibility splays
Figure 15.12	Access Junction B – L2702 / wind farm access, junction layout, blade extended artic
Figure 15.13	Access Junction B – L2702 / wind farm access, junction layout, standard large HGV
Figure 15.14	Access Junction C – L2702 / wind farm access, junction layout
Figure 15.15	Access Junction C – L2702 / wind farm access, junction layout with visibility splays
Figure 15.16	Access Junction C – L2702 / wind farm access, junction layout, blade extended artic
Figure 15.17	Access Junction C – L2702 / wind farm access, junction layout, standard large HGV
Figure 15.18	Access Junction D – Existing L6309/ wind farm access, junction layout
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Figure 15.20	Access Junction D – Existing L6309/ wind farm access, junction layout, turbine extended artic
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Figure 15.24	Access Junction E – L2702/ substation access, junction layout, standard large HGV



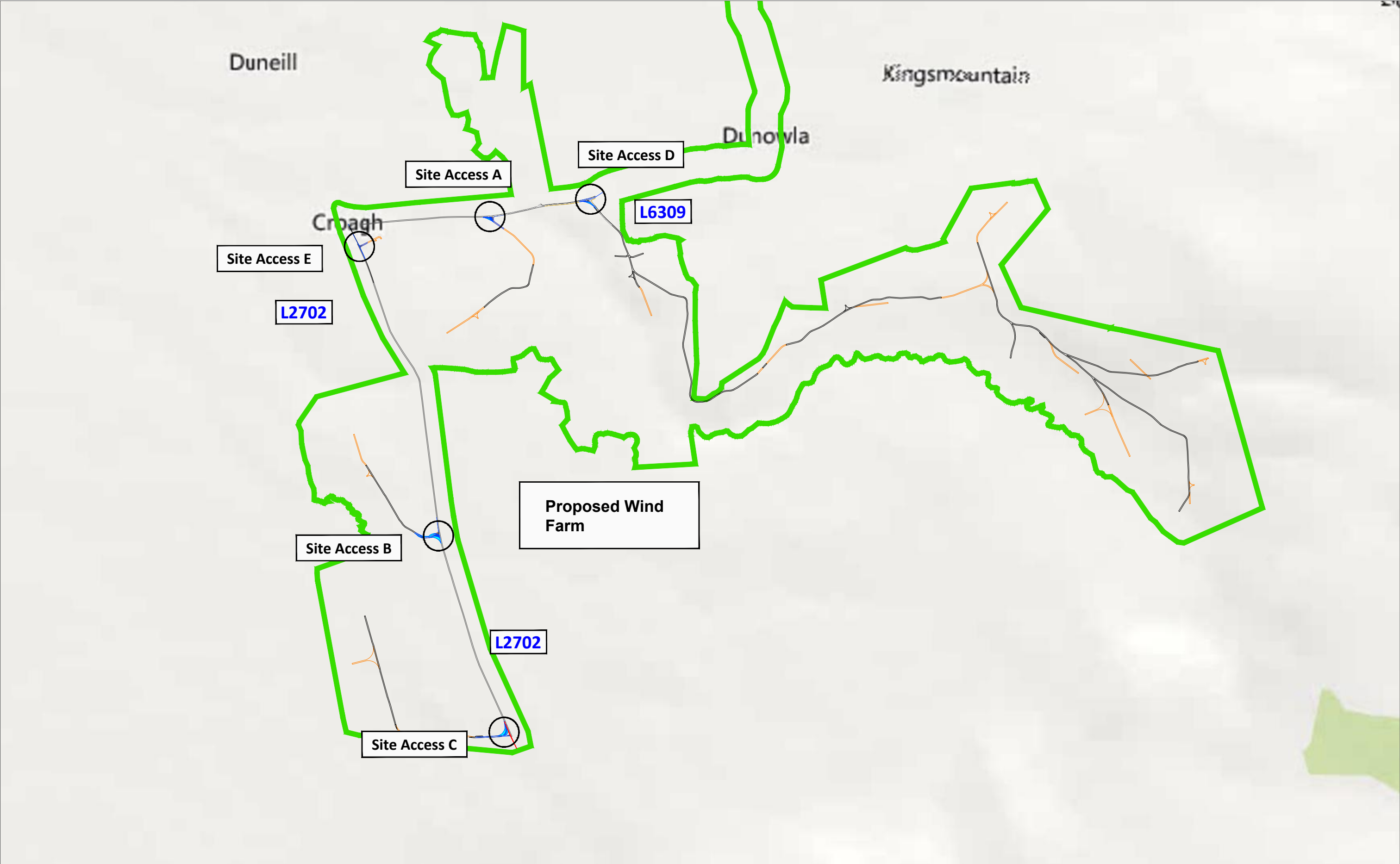
NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-1 Locations included in autotrack assessment

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: NTS	
PROJECT NO: 11240	DATE: 22.04.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

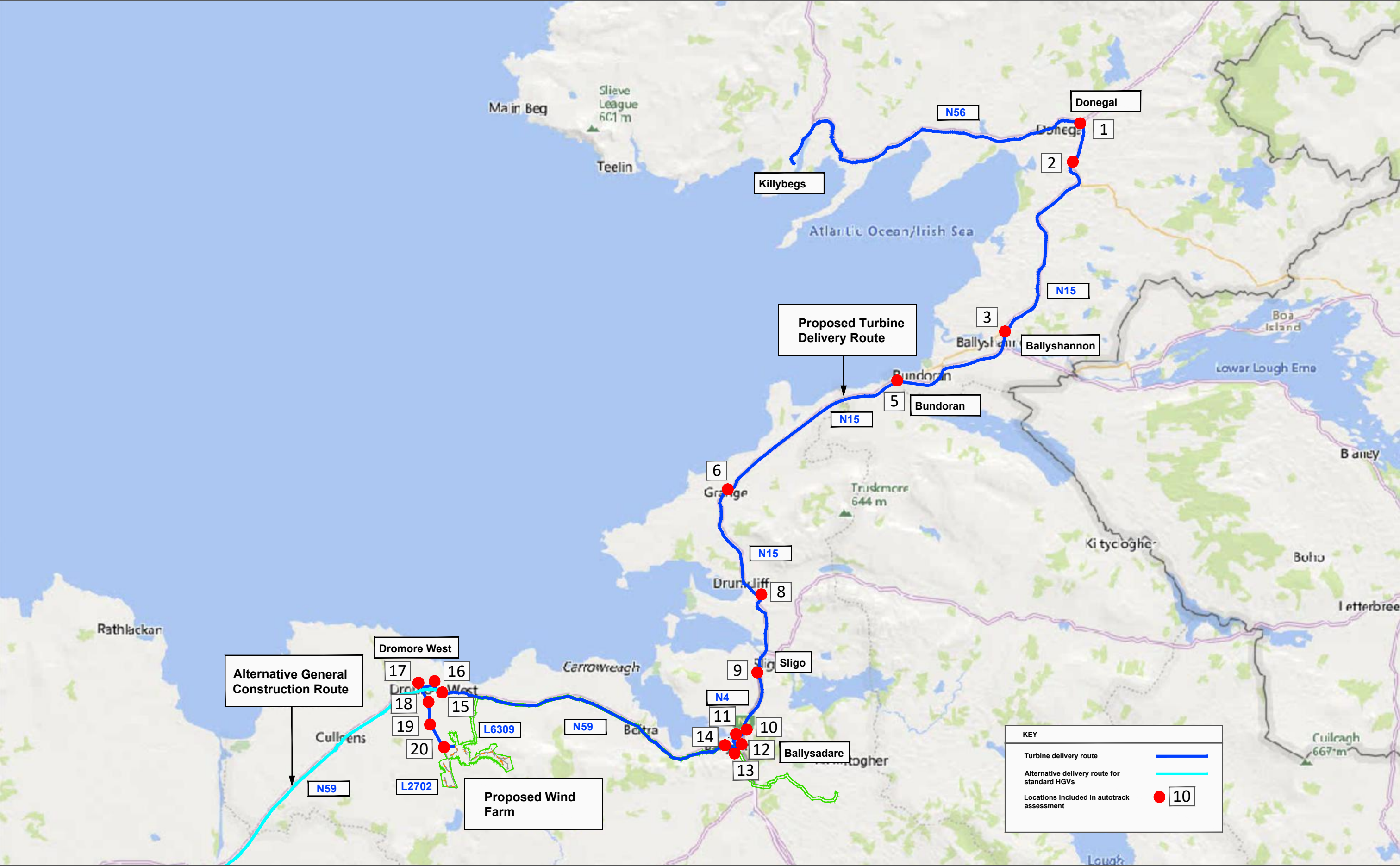


NOTES:
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-2 Location of existing and proposed access junctions

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: NTS	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

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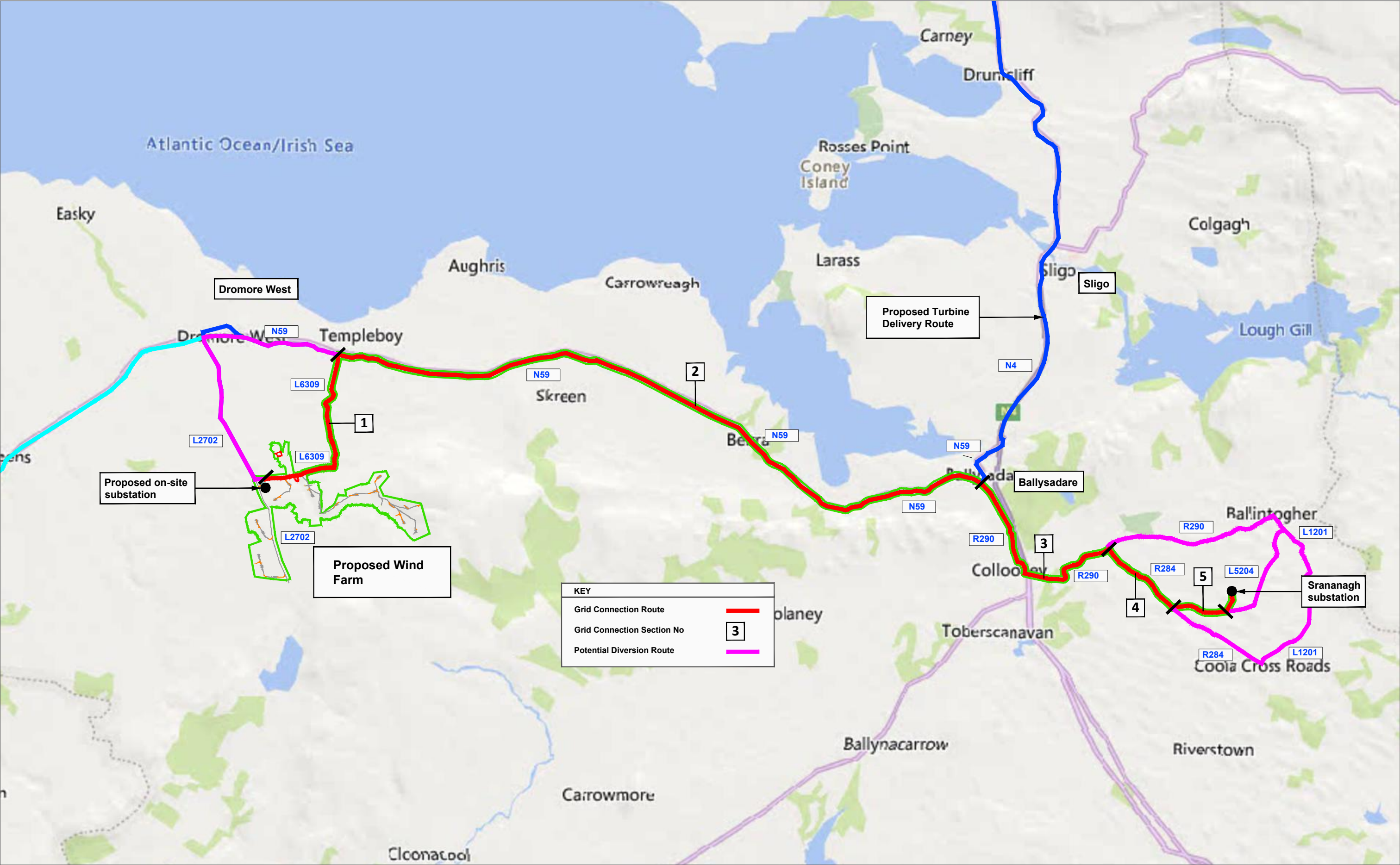


NOTES:
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-3a Locations included in autotrack assessment

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: NTS	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

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

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: NTS	
PROJECT NO: 11240	DATE: 17.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access A - L6309

Proposed Use:

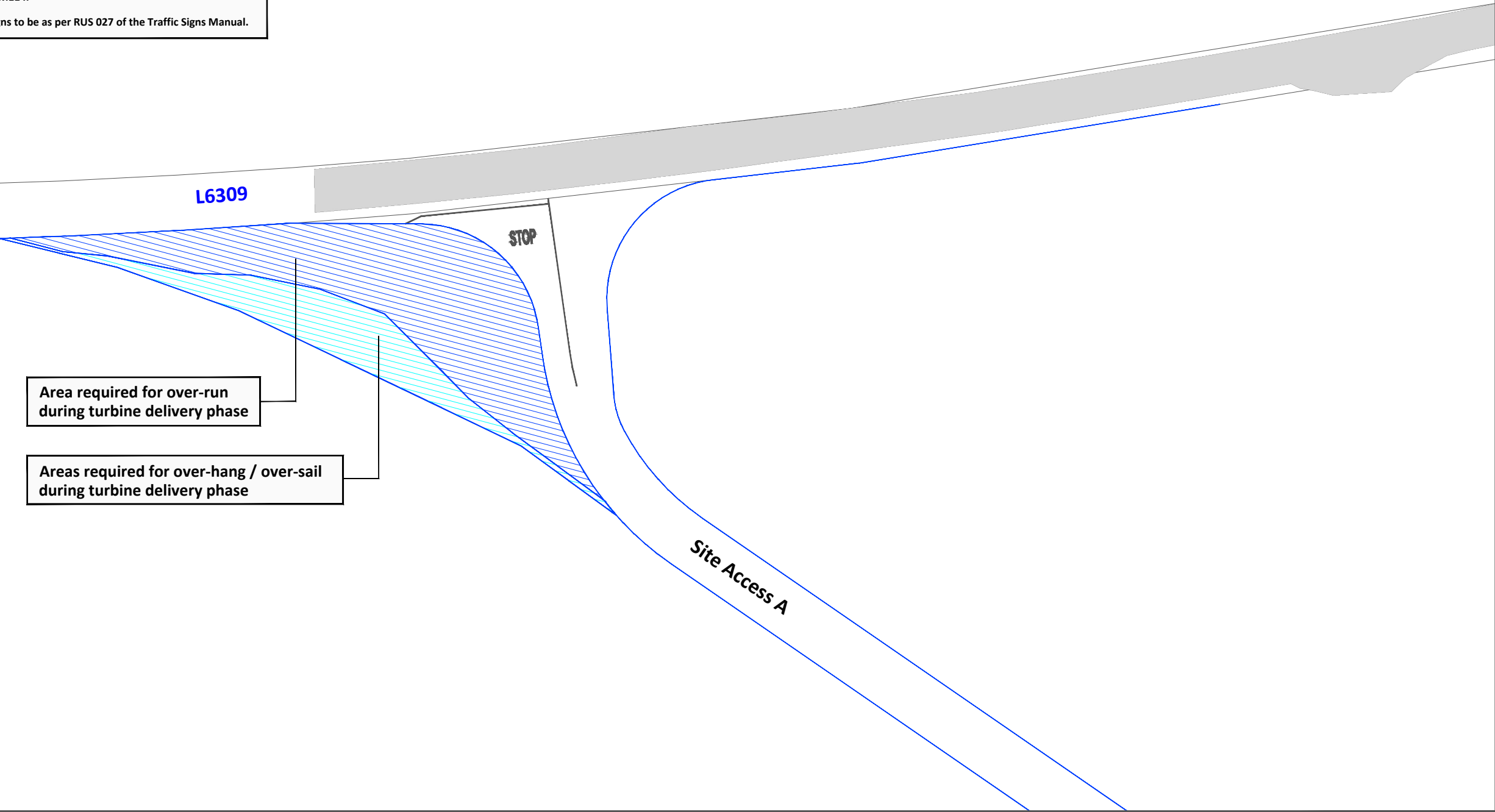
Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. turbines.
Operational stage - Maintenance staff.

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 15-6 Access Junction A - L6309 / wind farm access, junction layout

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 26.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access A - L6309

Proposed Use:

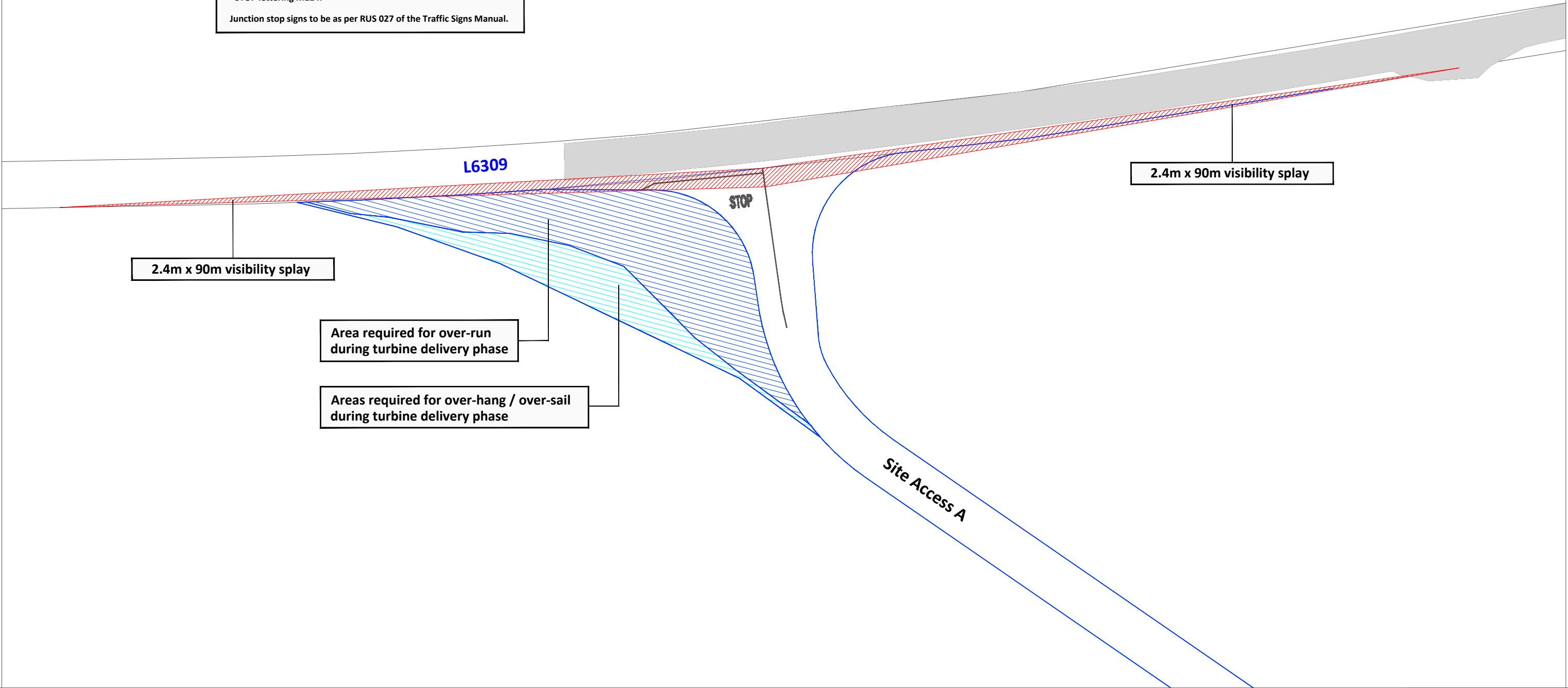
Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. turbines.
Operational stage - Maintenance staff.

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 15-7 Access Junction A - L6309 / wind farm access, junction layout with visibility splays

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access A - L6309

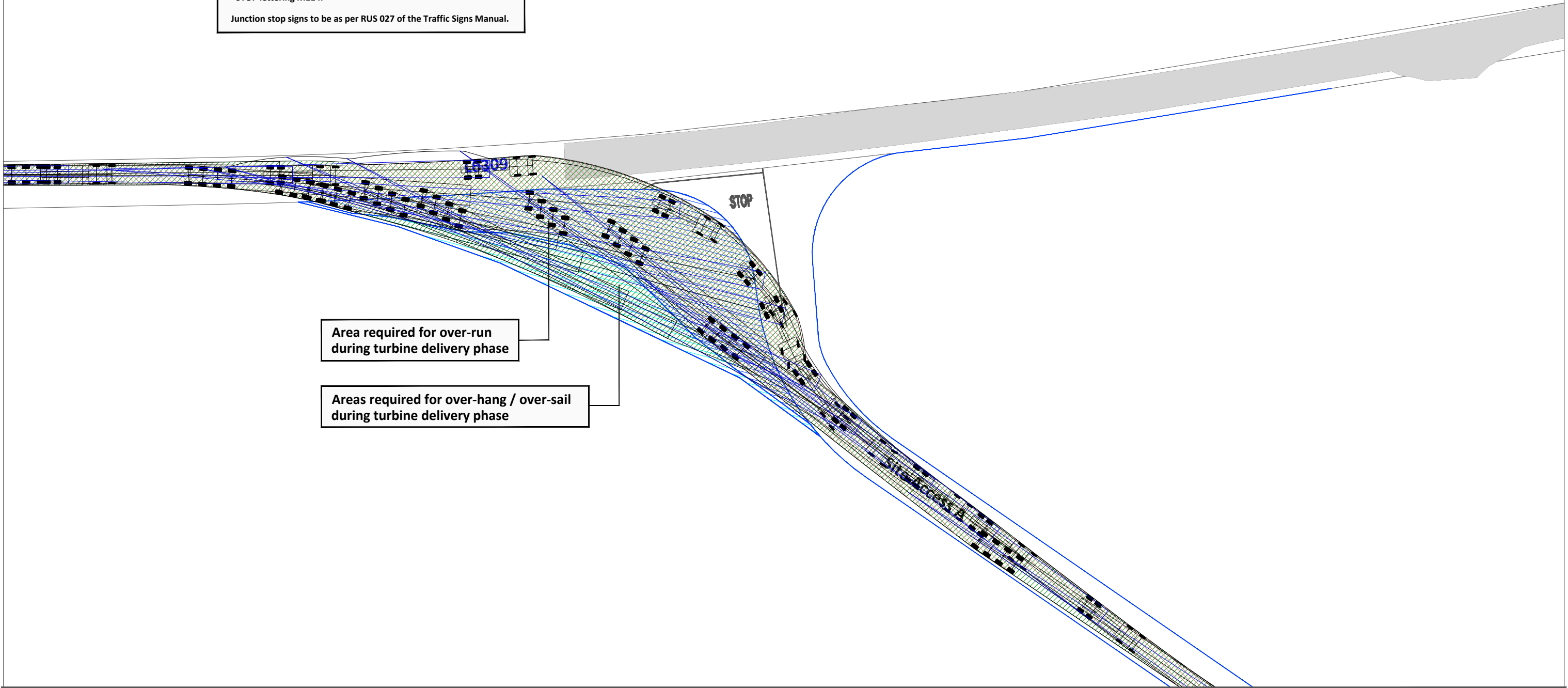
Proposed Use:
Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. turbines.
Operational stage - Maintenance staff.

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 15-8 Access Junction A - L6309 / wind farm access, junction layout, blade extended artic

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

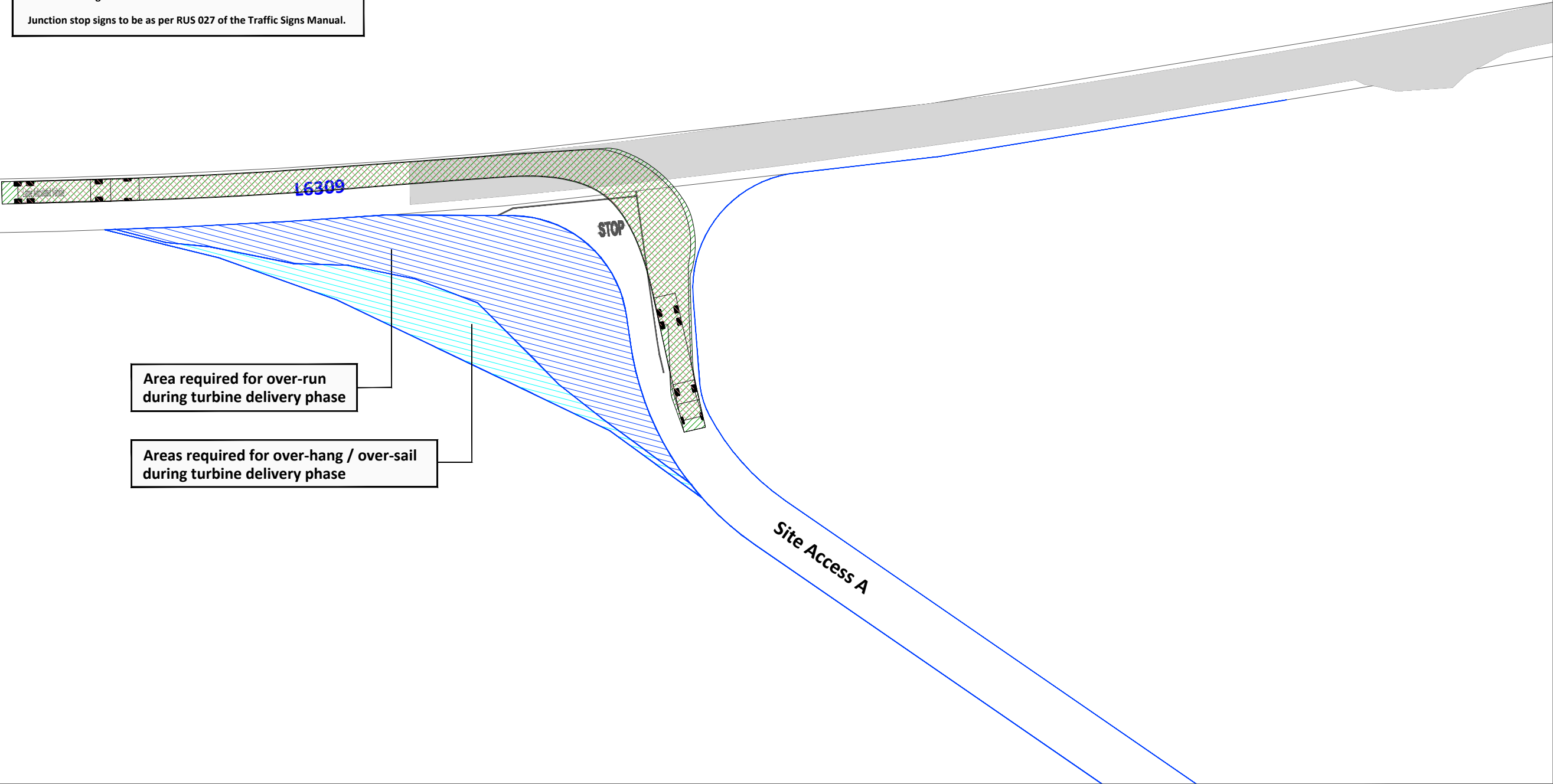
Site Access A - L6309

Proposed Use:
Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. 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 15-9 Access Junction A - L6309 / wind farm access, junction layout, standard large HGV

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access B - L2702

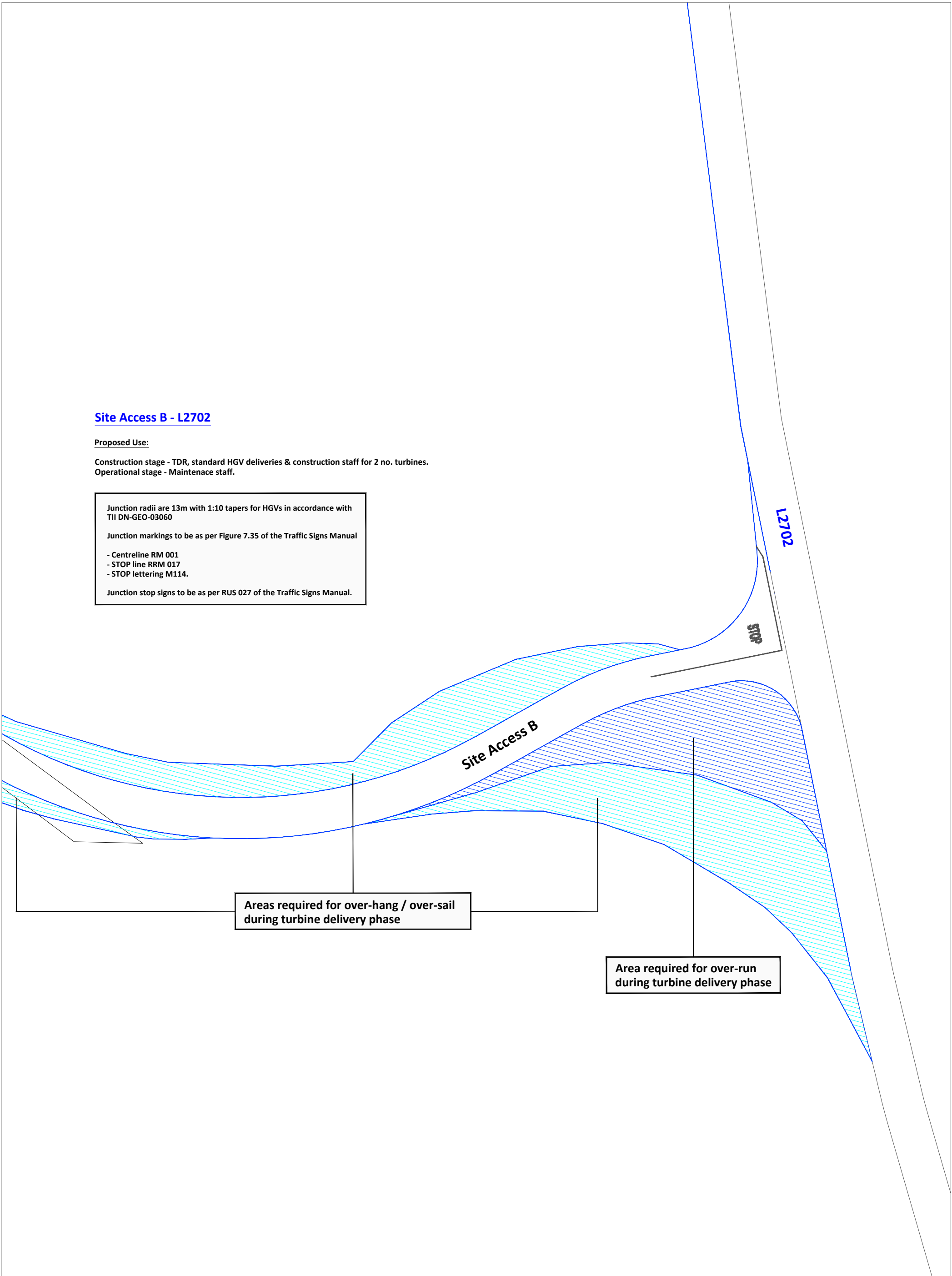
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. 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 15-10 Access Junction B - L2702 / wind farm access, junction layout

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 26.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access B - L2702

Proposed Use:

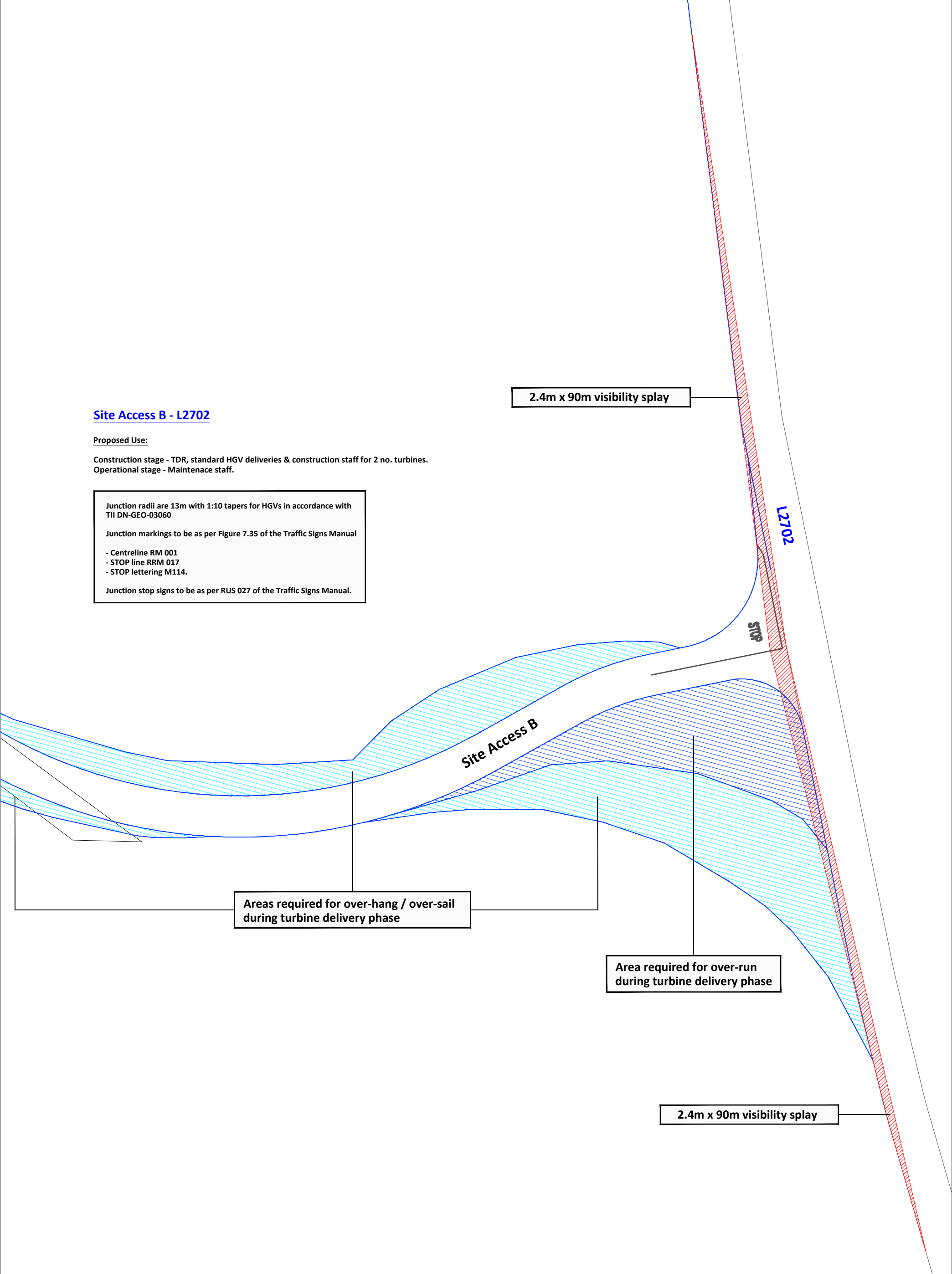
Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. turbines.
Operational stage - Maintenance staff.

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 15-11 Access Junction B - L2702 / wind farm access, junction layout with visibility splays

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
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Site Access B - L2702

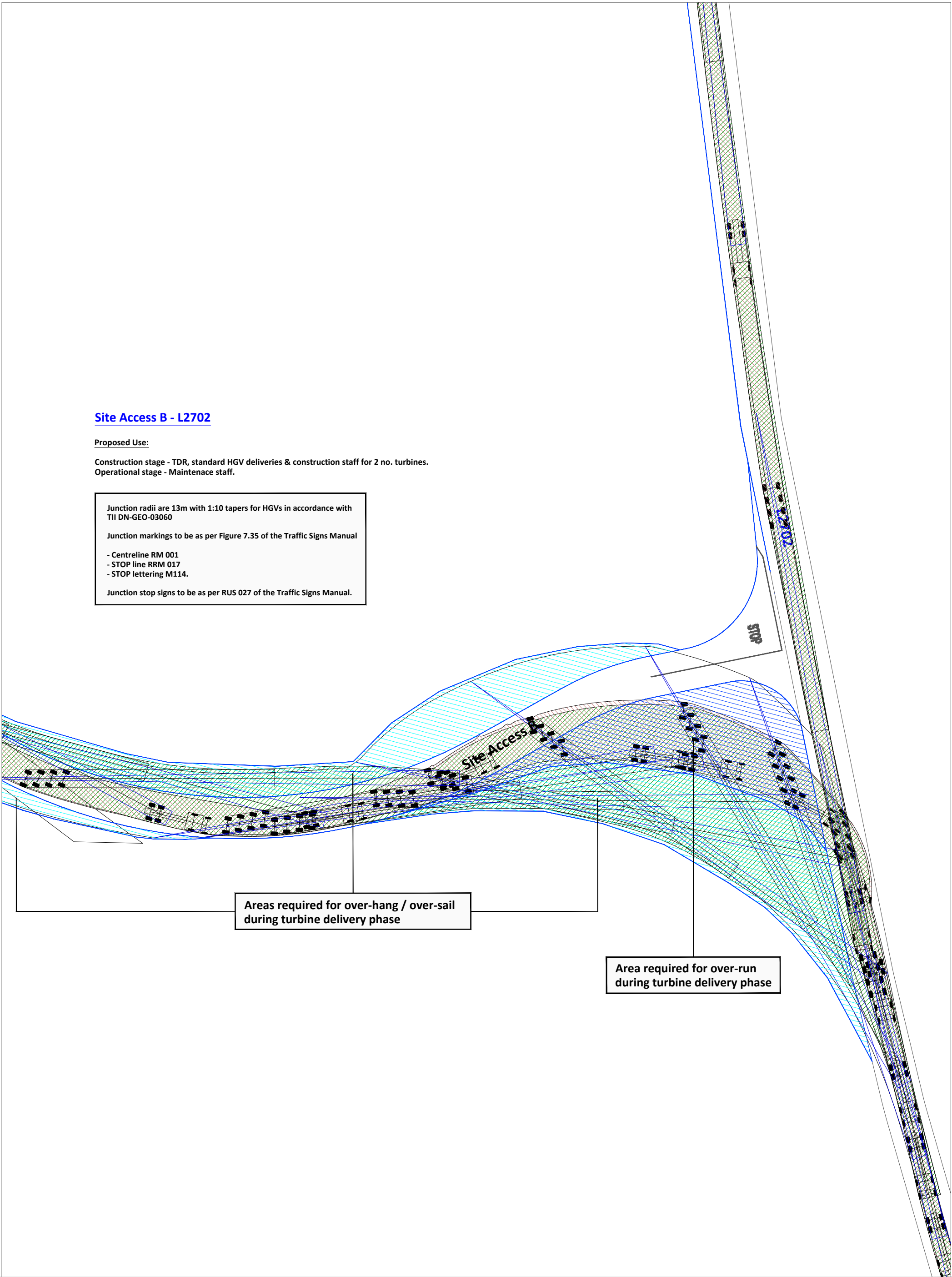
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. 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 15-12 Access Junction B - L2702 / wind farm access, junction layout, blade extended artic

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Site Access B - L2702

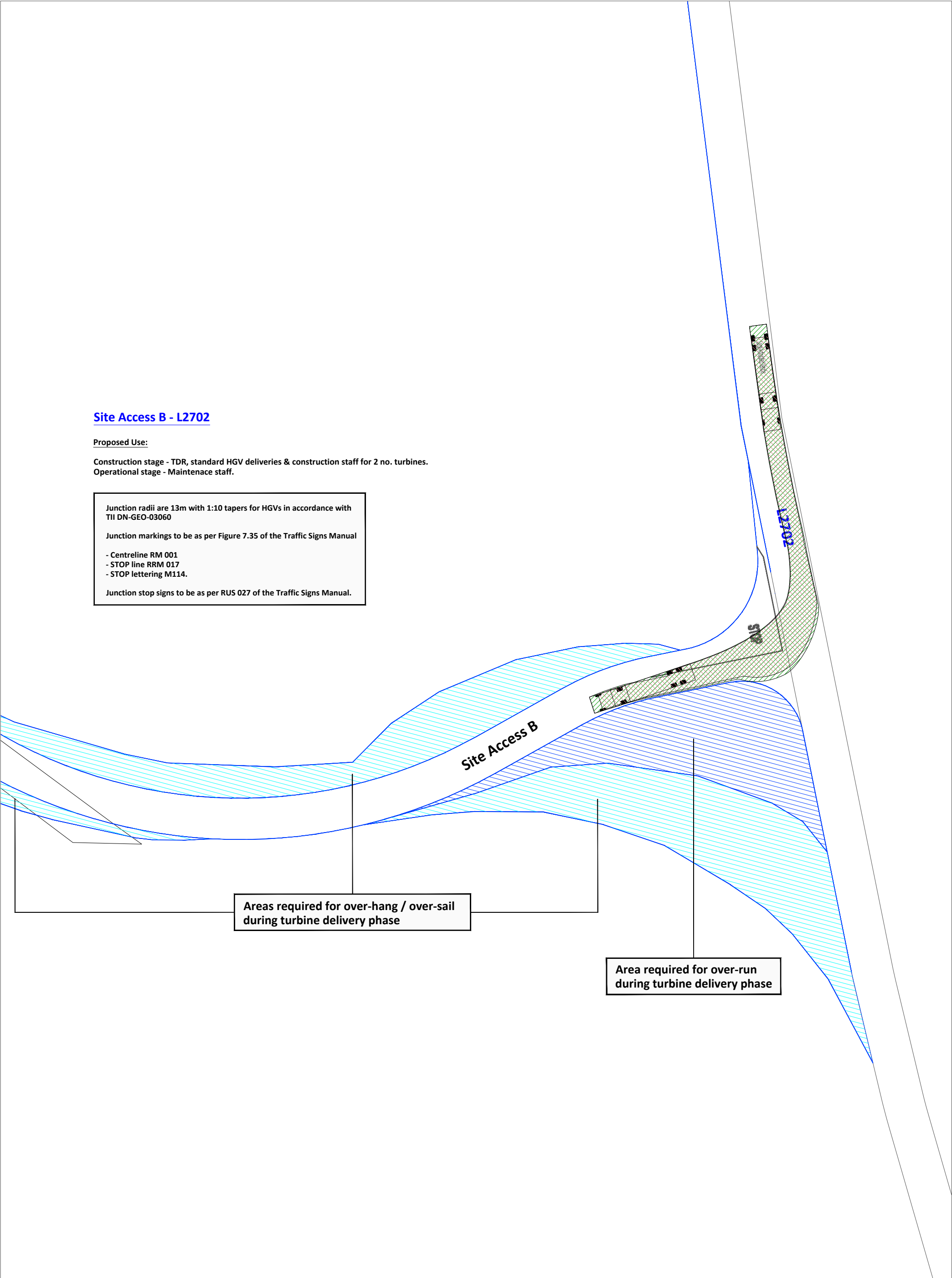
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 2 no. 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:

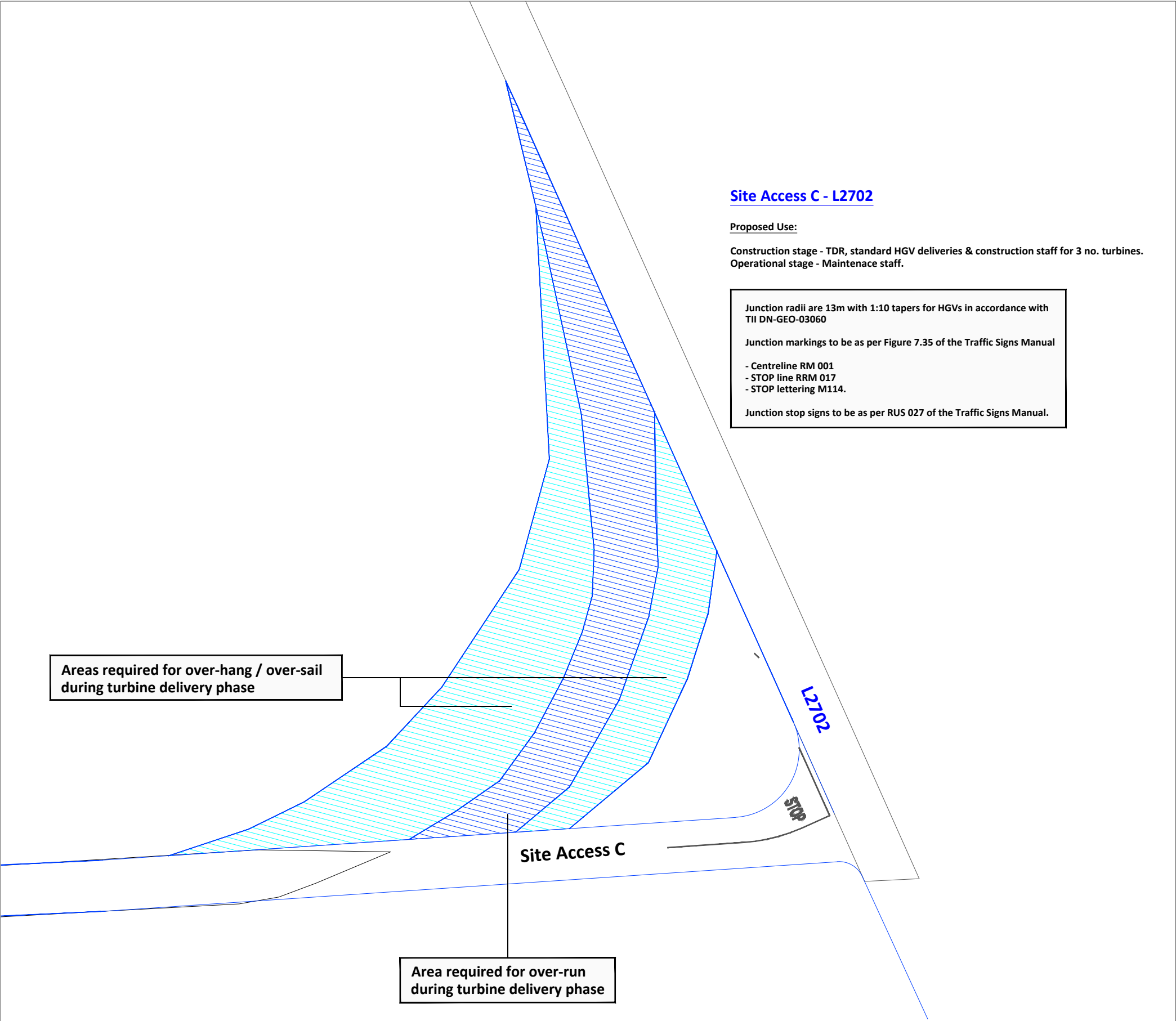
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

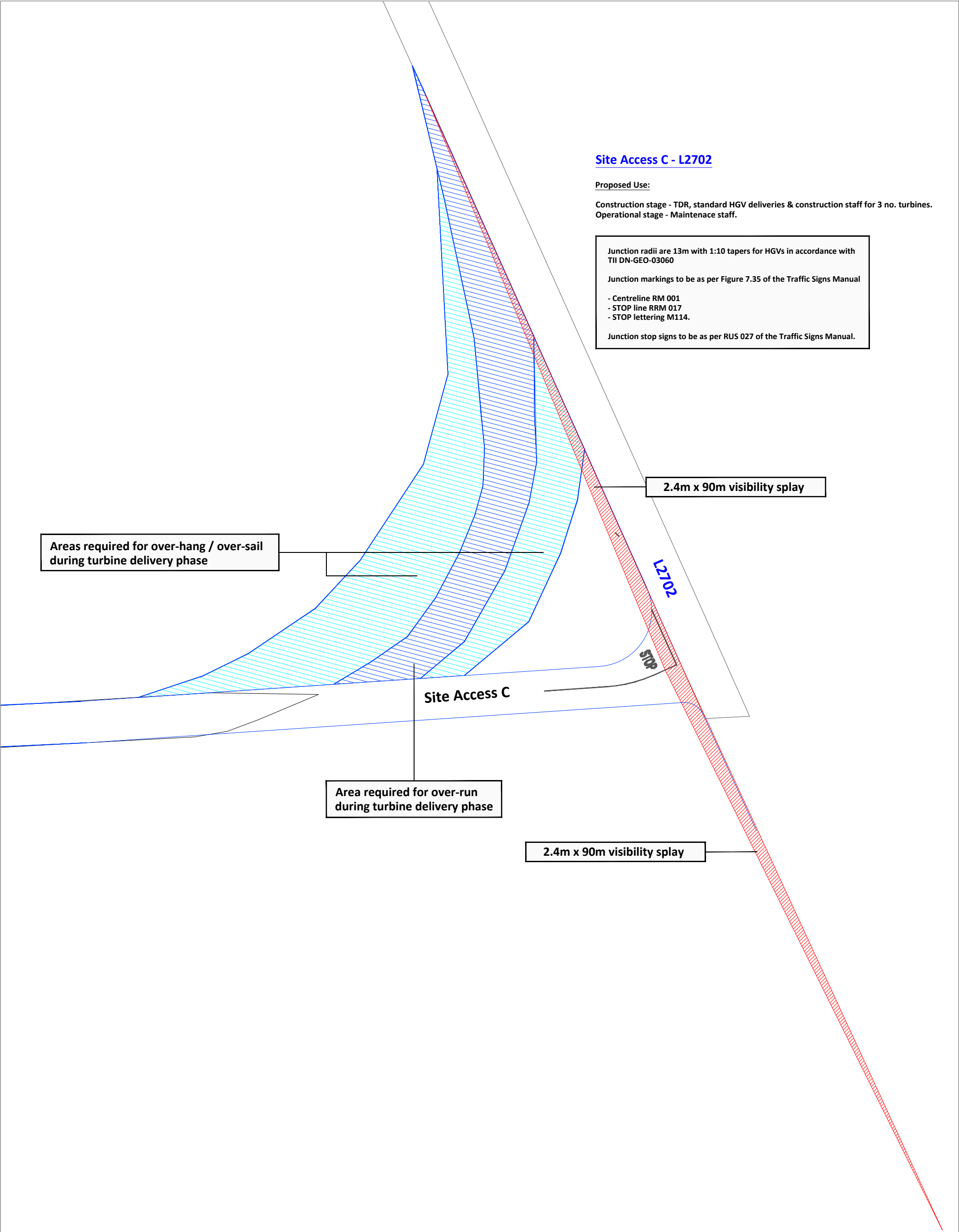
Base mapping provided by MKO

Figure 15-13 Access Junction B - L2702 / wind farm access, junction layout, standard large HGV

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS





Site Access C - L2702

Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 3 no. 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.

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

2.4m x 90m visibility splay

Site Access C

Area required for over-run during turbine delivery phase

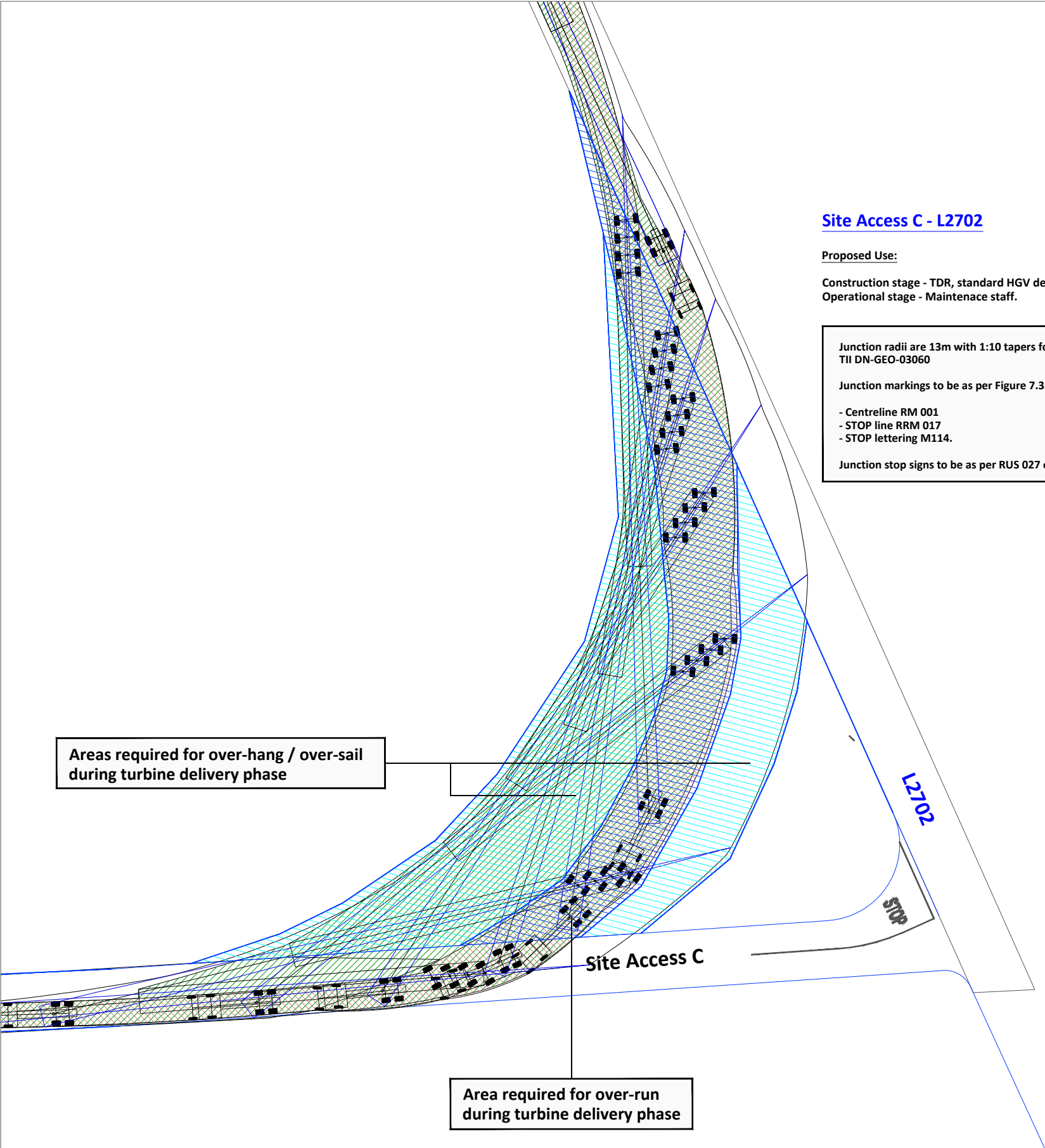
2.4m x 90m visibility splay

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

Figure 15-15 Access Junction C - L2702 / wind farm access, junction layout with visibility splays

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

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Site Access C - L2702

Proposed Use:
Construction stage - TDR, standard HGV deliveries & construction staff for 3 no. 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.

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

Area required for over-run during turbine delivery phase

Site Access C

L2702

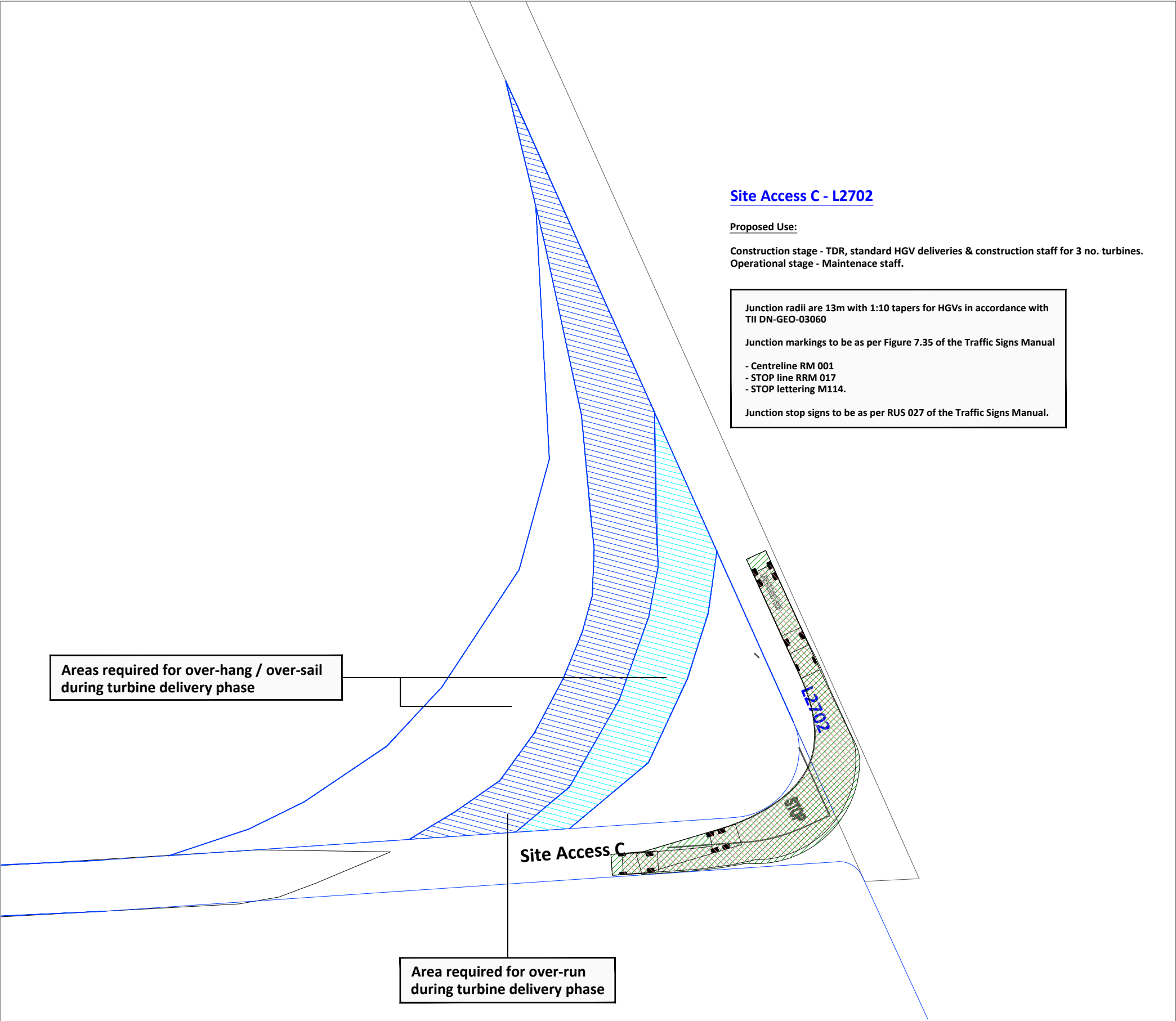
STOP

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

Figure 15-16 Access Junction C - L2702 / wind farm access, junction layout, blade extended artic

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
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Existing Site Access D - L6309

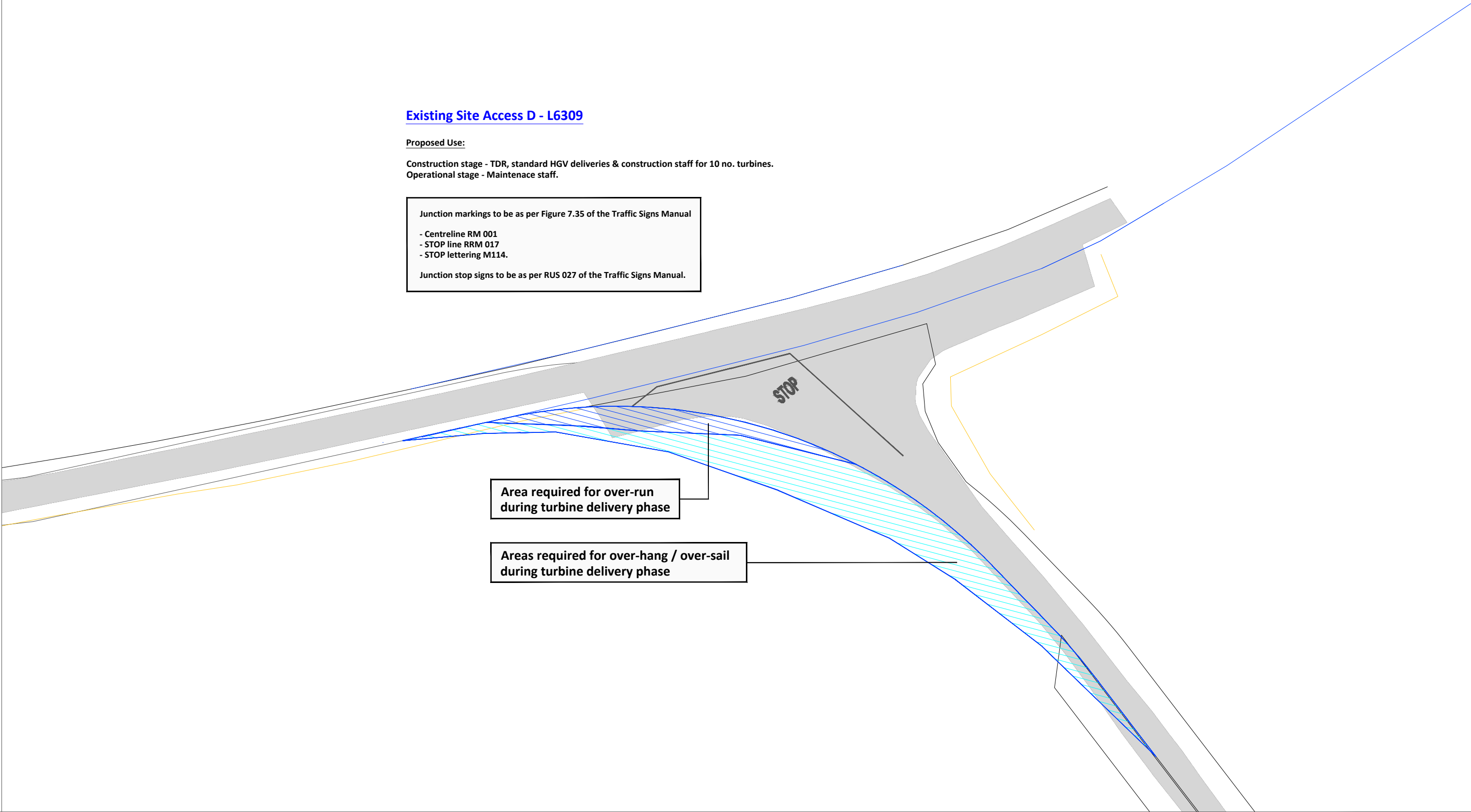
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 10 no. turbines.
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 15-18 Access Junction D - Existing L6309 / wind farm access, junction layout

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 26.06.26	DRAWN BY: AL

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Existing Site Access D - L6309

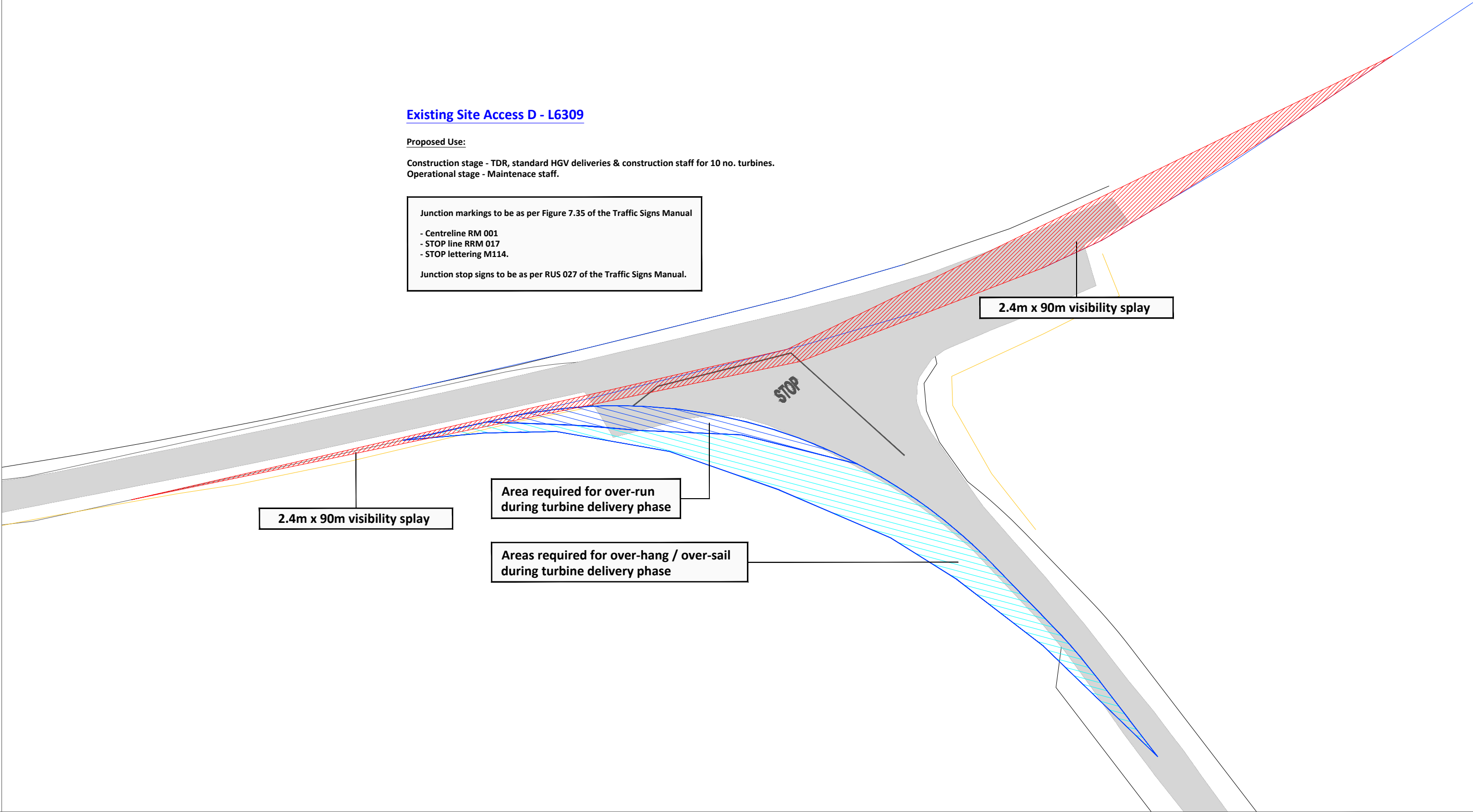
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 10 no. turbines.
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 15-19 Access Junction D - Existing L6309 / wind farm access, junction layout with visibility splays

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Existing Site Access D - L6309

Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 10 no. turbines.
Operational stage - Maintenance staff.

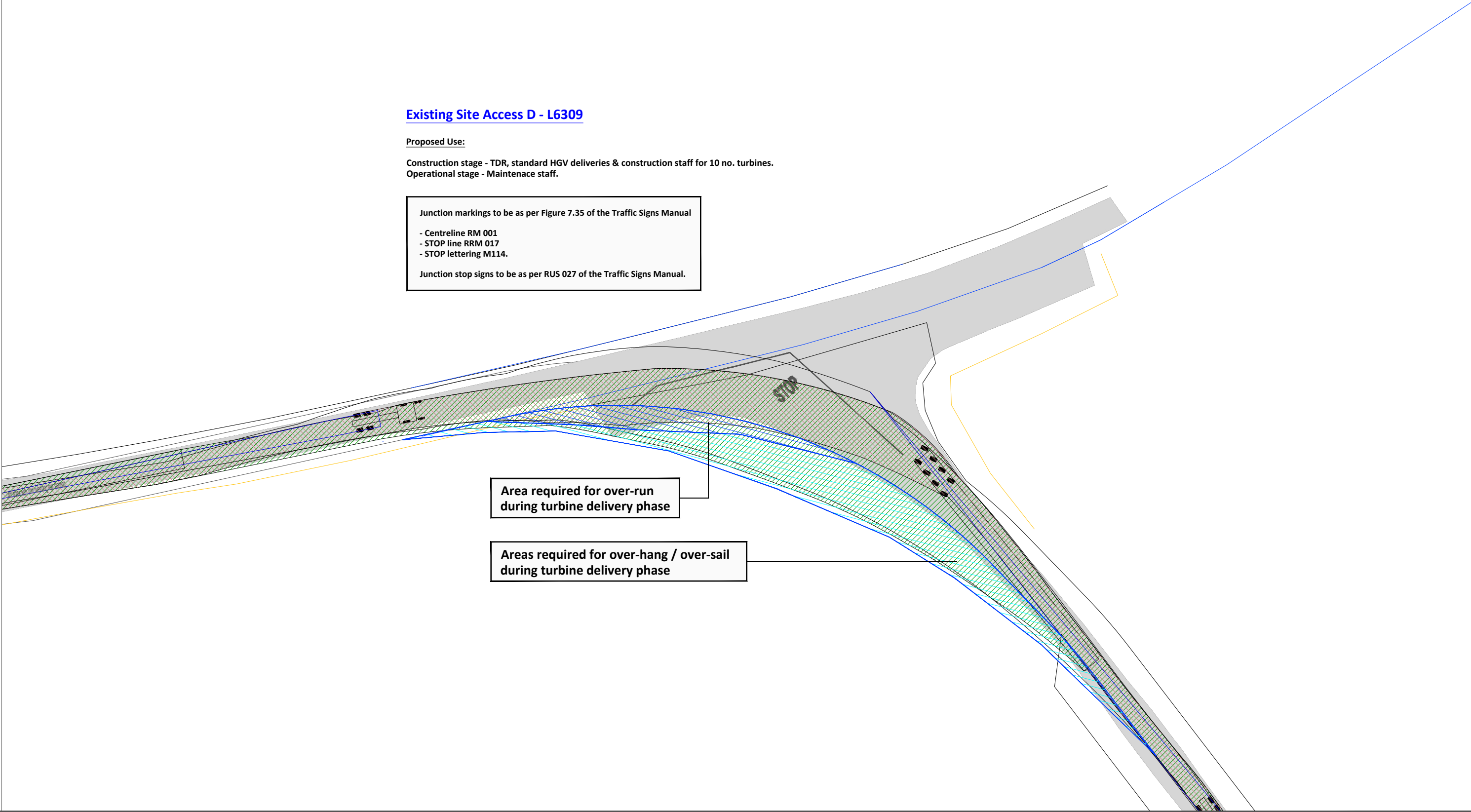
Junction markings to be as per Figure 7.35 of the Traffic Signs Manual

- 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 15-20 Access Junction D - Existing L6309 / wind farm access, junction layout, blade extended artic

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

Existing Site Access D - L6309

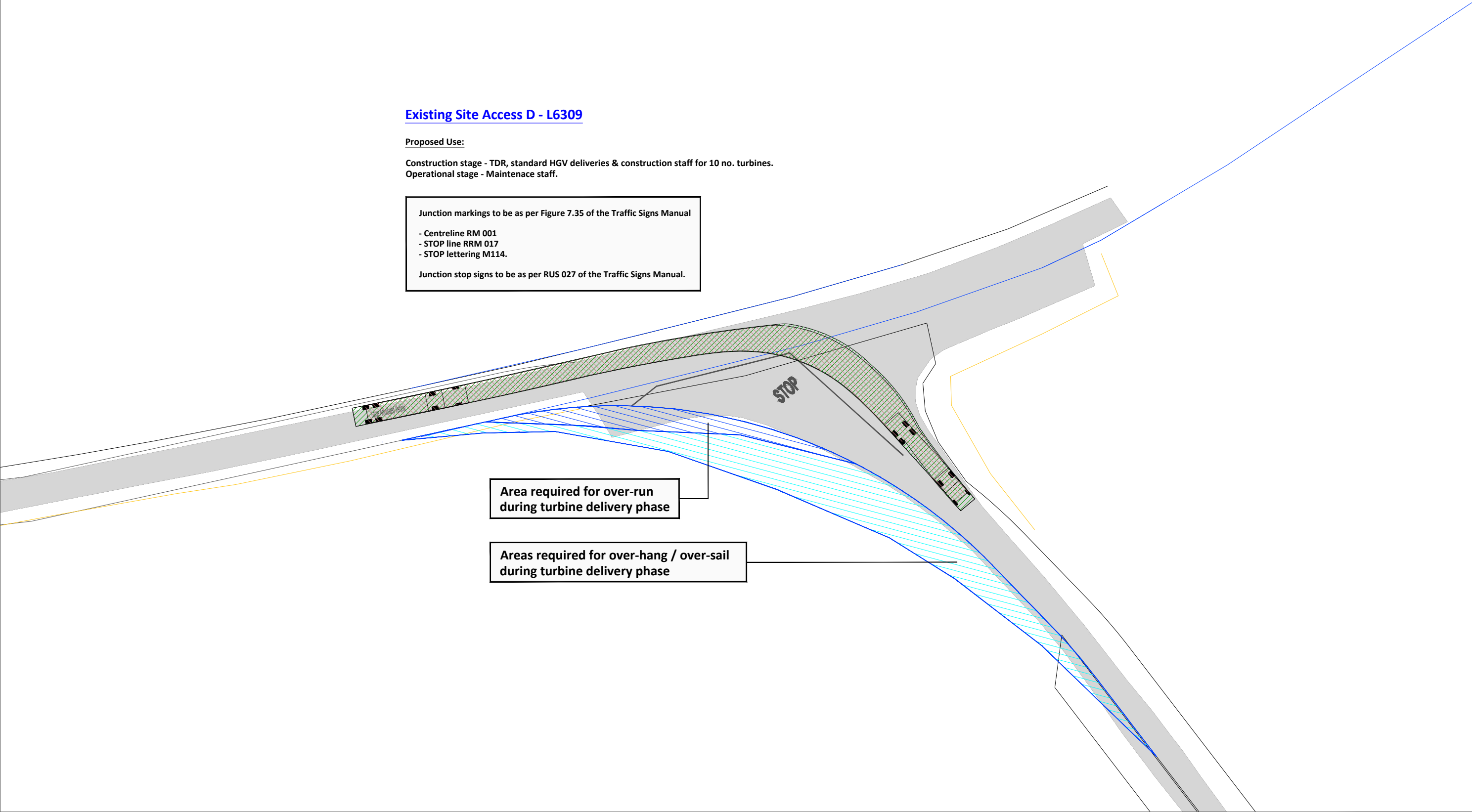
Proposed Use:

Construction stage - TDR, standard HGV deliveries & construction staff for 10 no. turbines.
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:

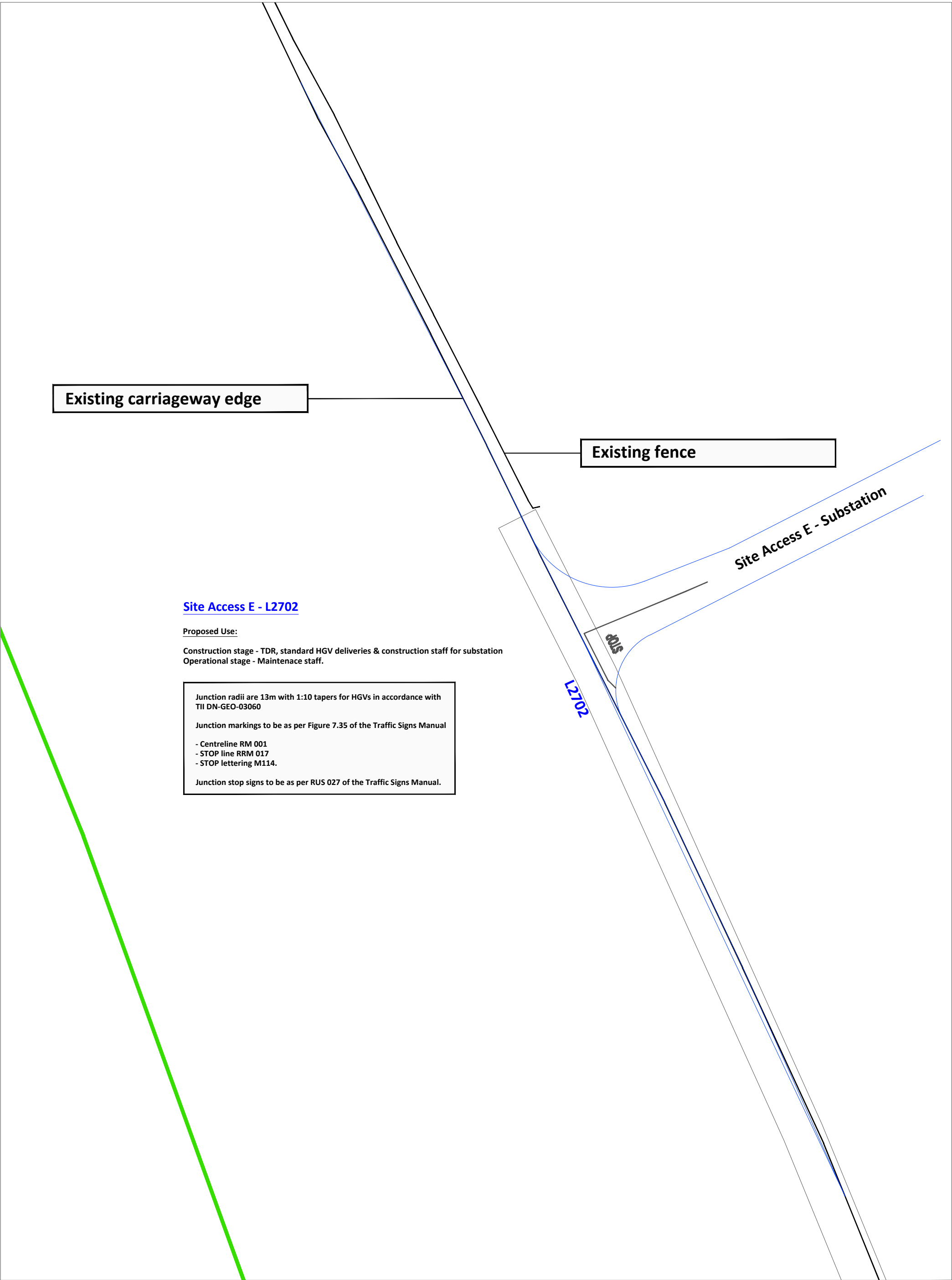
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-21 Access Junction D - Existing L6309 / wind farm access, junction layout, standard large HGV

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE		SCALE: 1:500@A3
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

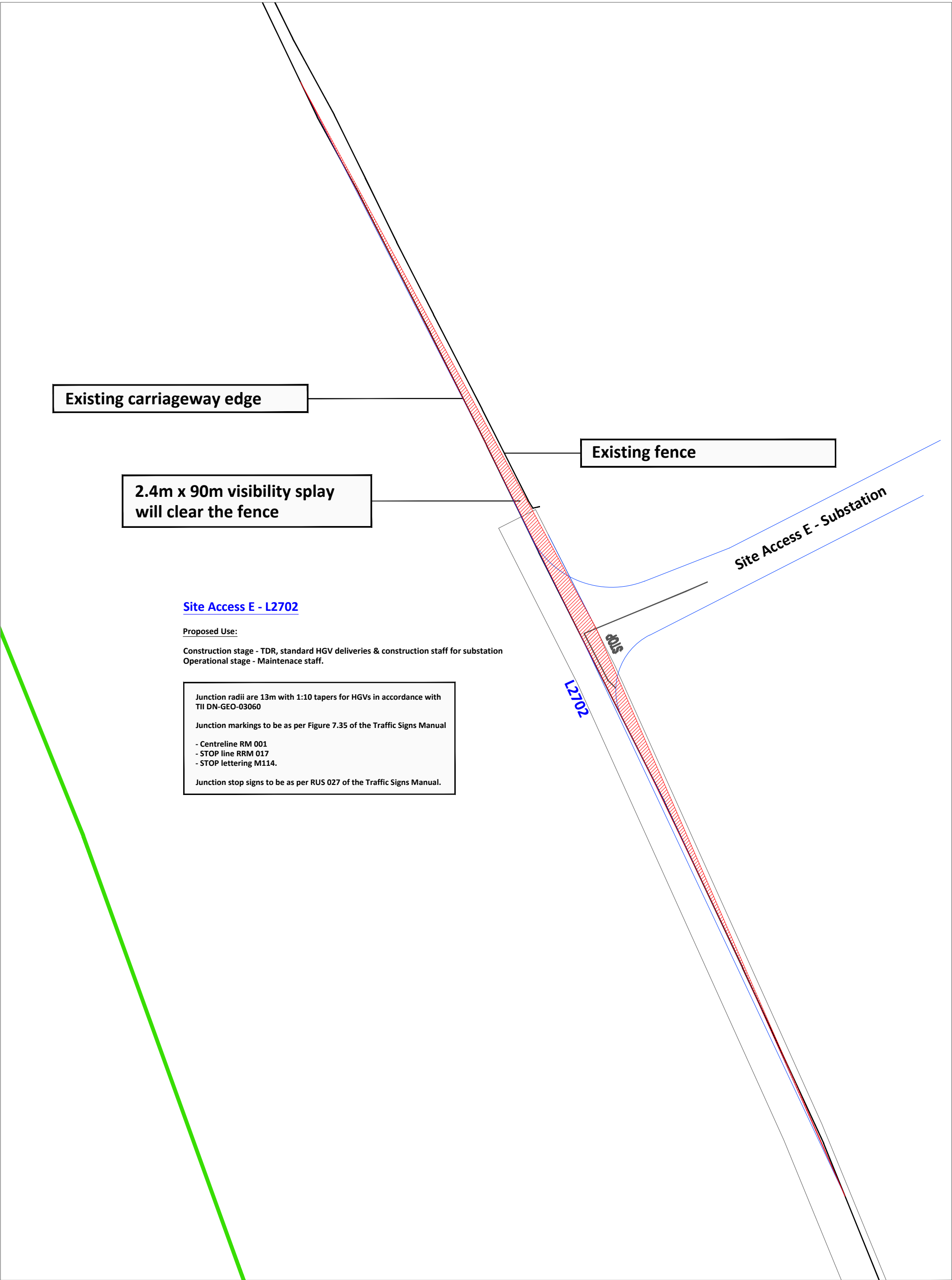
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-22 Access Junction E - L2702 / substation access, junction layout

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 26.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

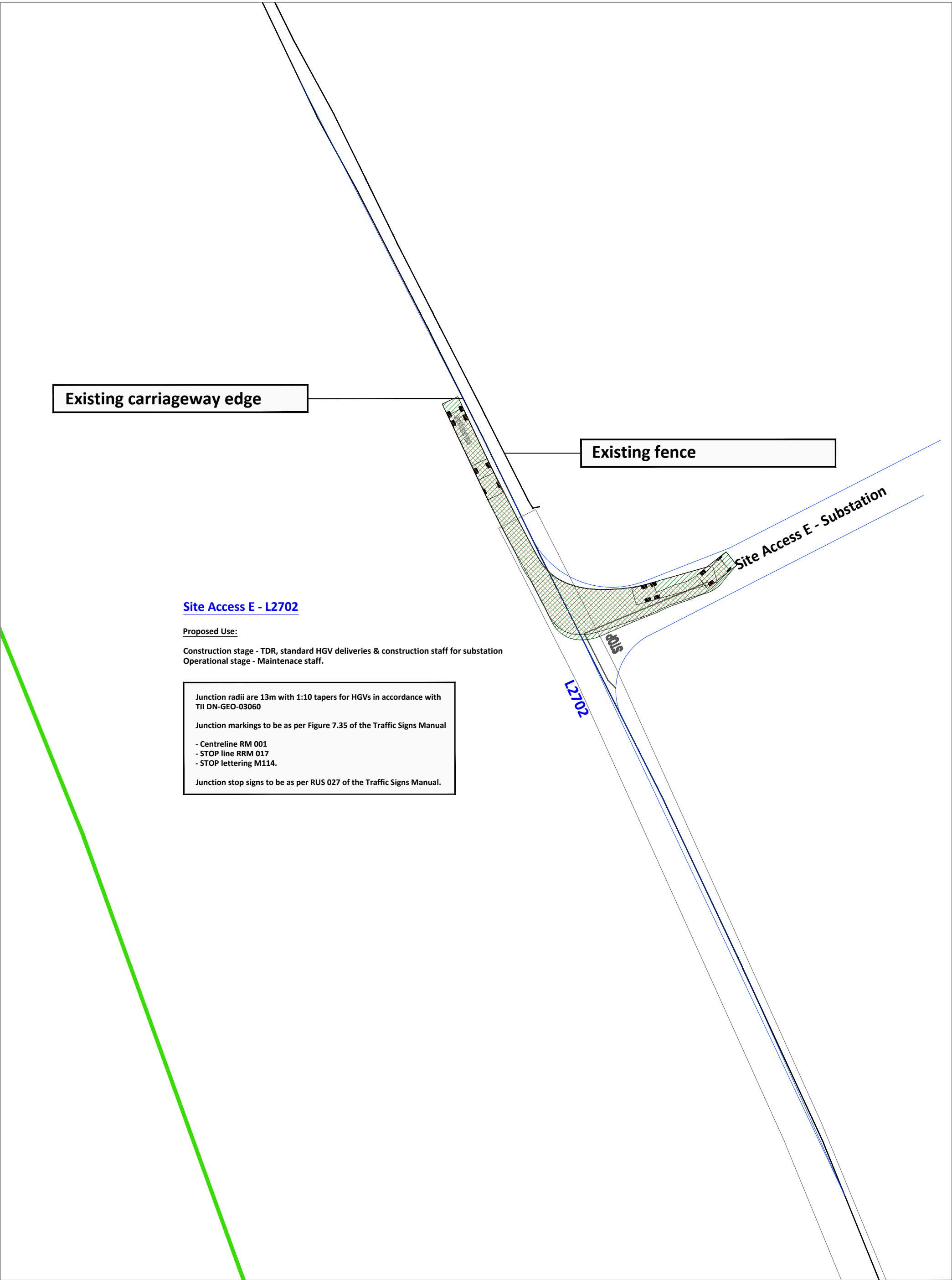
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-23 Access Junction E - L2702 / substation access, junction layout with visibility splays

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-24 Access Junction E - L2702 / substation access, junction layout, standard large HGV

PROJECT: Crumhach Wind Farm, Co Sligo		
CLIENT: SSE	SCALE: 1:500@A3	
PROJECT NO: 11240	DATE: 29.06.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS