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**Appendix 14D - L1219 Local Road
Design Speed and Stopping Sight
Distance Appraisal
Ballynisky Wind Farm**

Ballynisky Green Energy Ltd.

December 2025

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1. Introduction

This Design Speed and Stopping Sight Distance Appraisal has been prepared on behalf of Ballynisky Green Energy Ltd., in respect of their proposed Ballynisky Wind Farm temporary construction site access and permanent site access on the L1219 Local Road, County Limerick.

This Appraisal report is for submission to Limerick City and County Council as part of the planning application for the proposed Ballynisky Wind Farm.

2. Methodology

This Design Speed and Stopping Sight Distance Appraisal has been prepared in the context of the following:

- Transport Infrastructure Ireland's (TII) Rural Road Link Design DN-GEO-03031 May 2023;
- TII's Geometric Design of Junctions (priority junctions, direct accesses) DN-GEO-03060 May 2023;
- An on-site inspection by MWP of the proposed accesses' locations on the L1219 Local Road, on the 1st October 2024, including on-site measurements and record photographs; and
- TII's Road Safety Audit GE-STY-01024 December 2017 and Road Safety Audit Guidelines GE-STY-01027 December 2017.

3. Proposed Ballynisky Wind Farm Site Location

The proposed Ballynisky Wind Farm development site is located to the south of Creeves Cross, County Limerick, approximately 9 kms north of Newcastle West and 6 kms northwest of Rathkeale, as shown in Figure 1. The site is located on the south side of the L1219 Local Road and its L1220 Local Road junction.

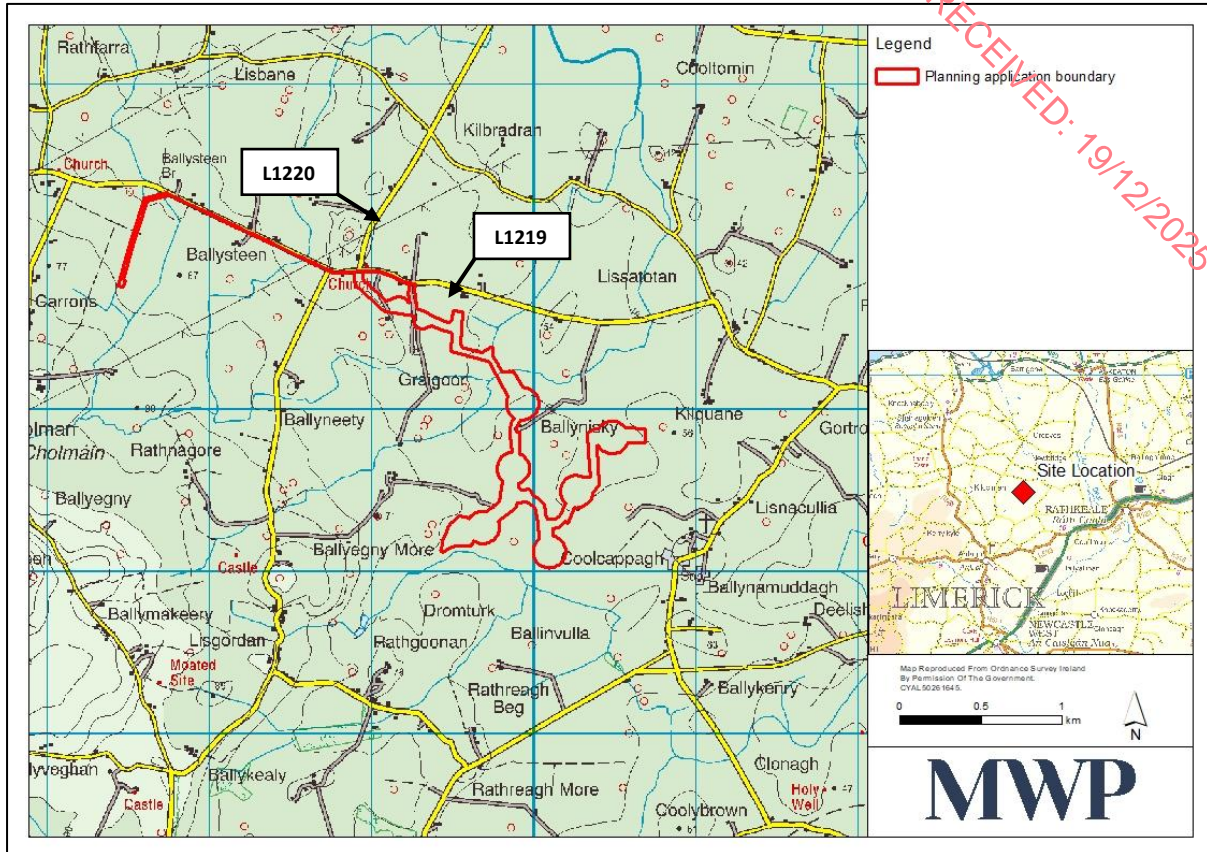


Figure 1: Proposed Ballynisky Wind Farm Location

4. Proposed Accesses and Existing L1219 Local Road

The locations of the proposed Ballynisky Wind Farm site accesses on the L1219 Local Road are shown in Figure 2, as follows:

- A temporary construction access on the south side of the L1219 located directly opposite its L1220 junction, which is part of the proposed temporary construction delivery route. The temporary construction access is for the duration of the construction phase only and would be permanently closed at the completion of construction; and
- A permanent access for operational maintenance on the south side of the L1219, located east of its L1220 junction, at the location of the existing site access.

The L1219 Local Road had its speed limit reduced on 7th February 2025 as part of the reduction of speed limits for rural local roads. It is now subject to a speed limit of 60 km/hour. The L1219 has a typical rural road carriageway width of 4.4 metres, with no centreline or hard strip road markings. In the vicinity of the proposed site, there are intermittent set back property boundaries with a widened L1219 road carriageway width at its L1220 junction. The existing L1219 alignment includes a series of horizontal curves, while the vertical alignment is relatively level, with a declining gradient, locally, westbound towards its L1220 junction. The existing L1219 verge widths are typically 0.5 metres, or less, with intermittent enhanced widths provided locally at set back property boundaries.

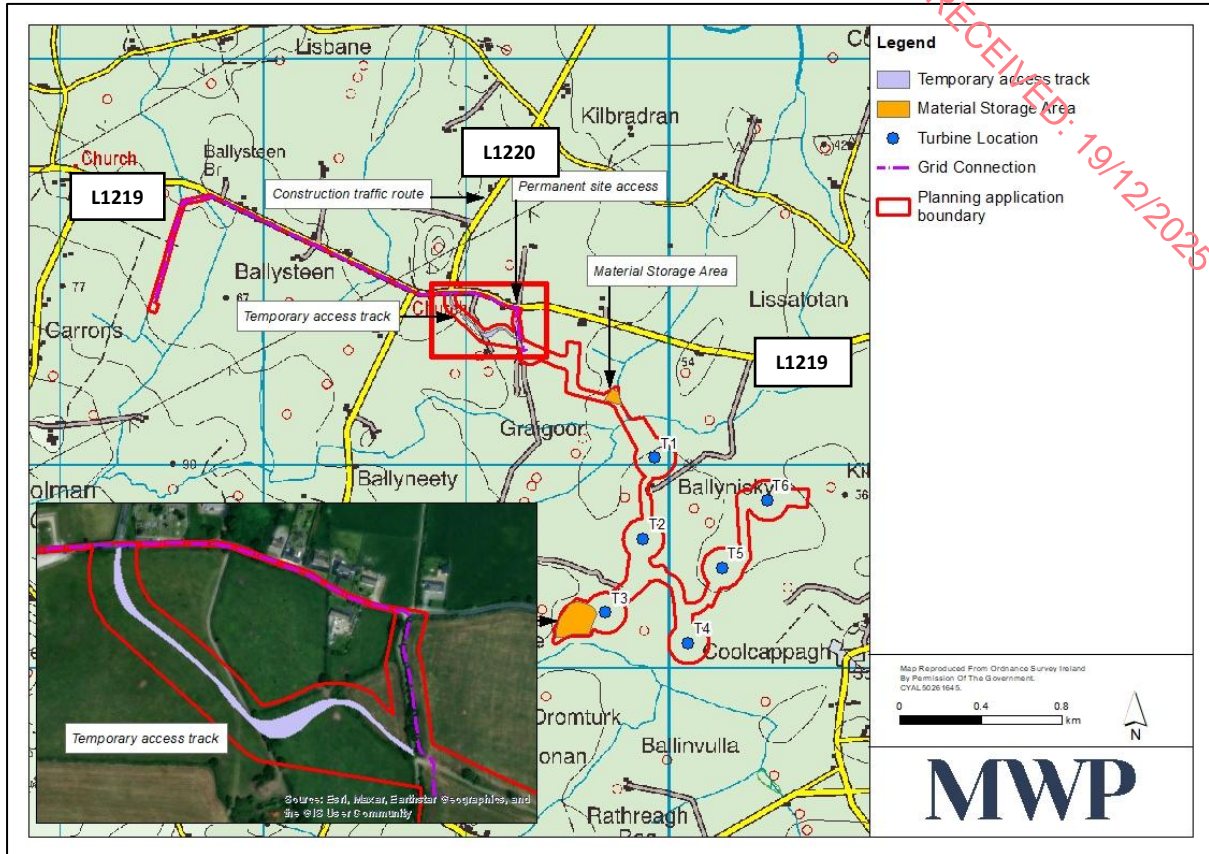


Figure 2: Proposed Accesses Location Map

Site photographs showing the locations of the proposed accesses are provided in Photographs 1 and 2, respectively. Site photographs of the views east and west along the L1219, from both proposed accesses, are provided in Photographs 3, 4, 5 and 6.



Photograph 1: View South of Proposed Temporary Construction Site Access Location

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Photograph 2: View South of Proposed Permanent Site Access Location



Photographs 3 & 4: Views East & West From Proposed Temporary Construction Site Access Location



Photograph 5 & 6: Views East & West From Proposed Permanent Site Access Location

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5. Guidance and Standards

5.1 TII Rural Road Link Design DN-GEO-03031 May 2023

The TII Rural Road Link Design DN-GEO-03031 May 2023 details rural road link design. This is appropriate for the design of the permanent access proposed for operational maintenance. It will be used as a guide for the design of the temporary construction access. It is important to note that temporary construction access will only exist for the duration of the construction phase and will be subject to a construction traffic management plan that will give road users advance warning of the temporary access.

The TII Rural Road Link Design contains design parameters for different design speeds for roads. In the case of the L1219, this road is subject to a speed limit of 60km/hour, and the parameters contained within Table 1.3 of the document will be used to design both the permanent access as well as the temporary construction access.

6. Local Road Design Speed and Stopping Sight Distance

The extent of the proposed Ballynisky Wind Farm access works and associated stopping sight distance improvement works along the existing L1219, is less than 2.0 kms. The L1219 design speed has been taken from the speed limit assigned to the local road, 60km/hour. The TII Rural Road Link Design desirable minimum stopping sight distance, for a 60 km/hour local road design speed, is 90 metres.

7. Summary and Conclusions

On the basis of the TII Rural Road Link Design, the design speed of the L1219, for both the proposed Ballynisky Wind Farm temporary construction access and permanent access, is 60 km/hour.

The TII Rural Road Link Design desirable minimum stopping sight distance, for a 60 km/hour local road design speed, is 90 metres.

Google aerial photographs of the L1219 showing the proposed temporary construction access and proposed permanent access, with the desirable minimum stopping sight distance for a 60 km/hour local road design speed of 90 metres are provided in **Figures 5 and 6**, respectively. These include the 90 metres stopping sight distance along the L1219, from the centre of the approach lane to the temporary construction access junction; and the temporary construction access junction sight visibility splay distance to the nearside road carriageway from a set-back distance of 3.0 metres along the centreline of the access.

The desirable minimum 90 metres distances for the proposed temporary construction access would require the set back of the existing site boundary and/or the cut back of the existing vegetation along the east side of the L1219; and the set back of the existing site boundary and/or the cut back of the existing vegetation, locally, adjacent to the proposed temporary construction access on the west side of the L1219.

It is important to note that this is a temporary site access, which will only be in operation during the construction phase of the project. It is not a permanent access and will be closed at the conclusion of the construction phase. During the lifetime of this access, it will be subject to a construction traffic management plan that will effectively reduce the speed on both the L1219 and the L1220 for all traffic. The temporary access will be subject to appropriate advance warning signs that are not in place for permanent access roads. It could be argued that a lower stopping sight distance would be justified as the advance warning signage would reduce speeds of road users, as well as alert them to the temporary access ahead. That could result in a reduction of the stopping sight

distance to 50m (for a likely actual speed of 50 km/hour). The current design aims to achieve a stopping sight distance of 90m which reaches the standard for permanent accesses, while also having advance warnings signs reducing speeds in the vicinity of the temporary access thus increasing the overall safety of the temporary access

The desirable minimum 90 metres distances for the proposed permanent access would require the setback of the existing site boundary and/or the cut back of the existing vegetation, locally, adjacent to the proposed permanent access on both sides of the L1219.

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Figure 5: Proposed Temporary Construction Access Stopping Sight Distances and Junction Visibility Splays

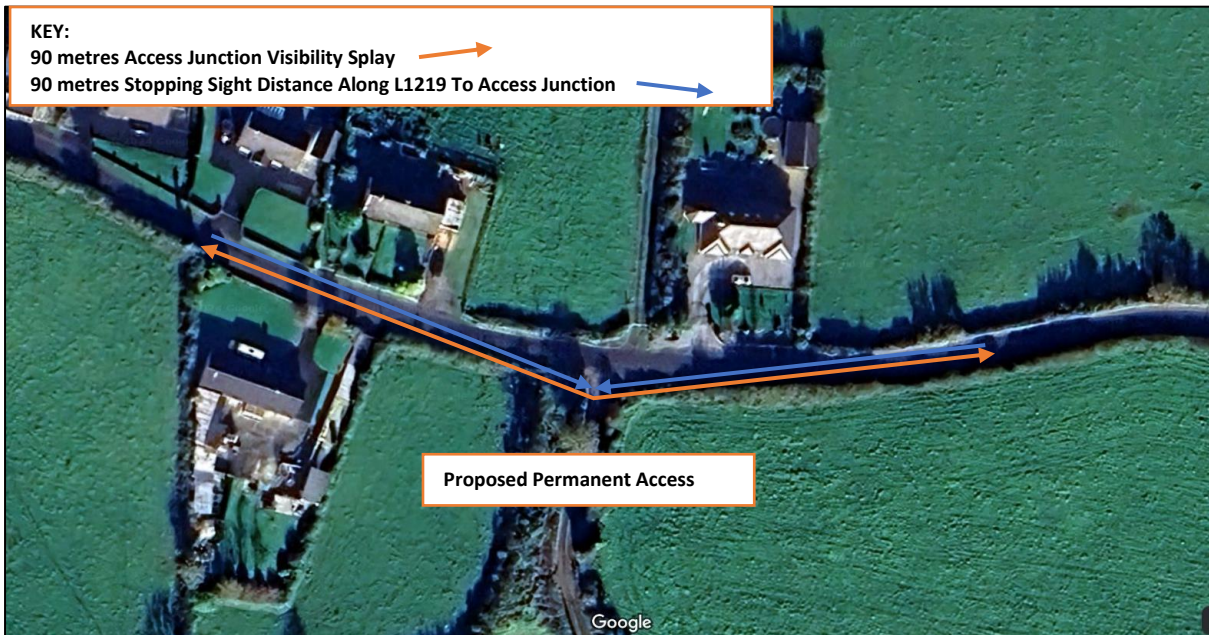


Figure 6: Proposed Permanent Access Stopping Sight Distances and Junction Visibility Splays