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Appendix 14F - Stage 1 Road Safety Audit

Ballynisky Green Energy Ltd.

December 2025

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Appendix A – List of Documents Provided for Audit

Appendix B – Designer’s Feedback

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1. Introduction

This report details the findings of a Stage 1 Road Safety Audit carried out on the proposed Ballynisky Wind Farm temporary construction site access and permanent site access on the L1219 Local Road, County Limerick. The audit was commissioned by Ballynisky Green Energy Ltd.

Audit Team

MWP’s Road Safety Auditors carried out the Audit. The Audit Team members were as follows:

- Sean Doyle, BE CEng MIEI MWP
- Seamus Quigley, BE CEng MIEI MCIHT MWP

MWP inspected the site on the 1st October 2024, between 11.20 a.m. and 11.50 a.m., on foot and in a car, during dry weather conditions. Record photographs were taken.

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.

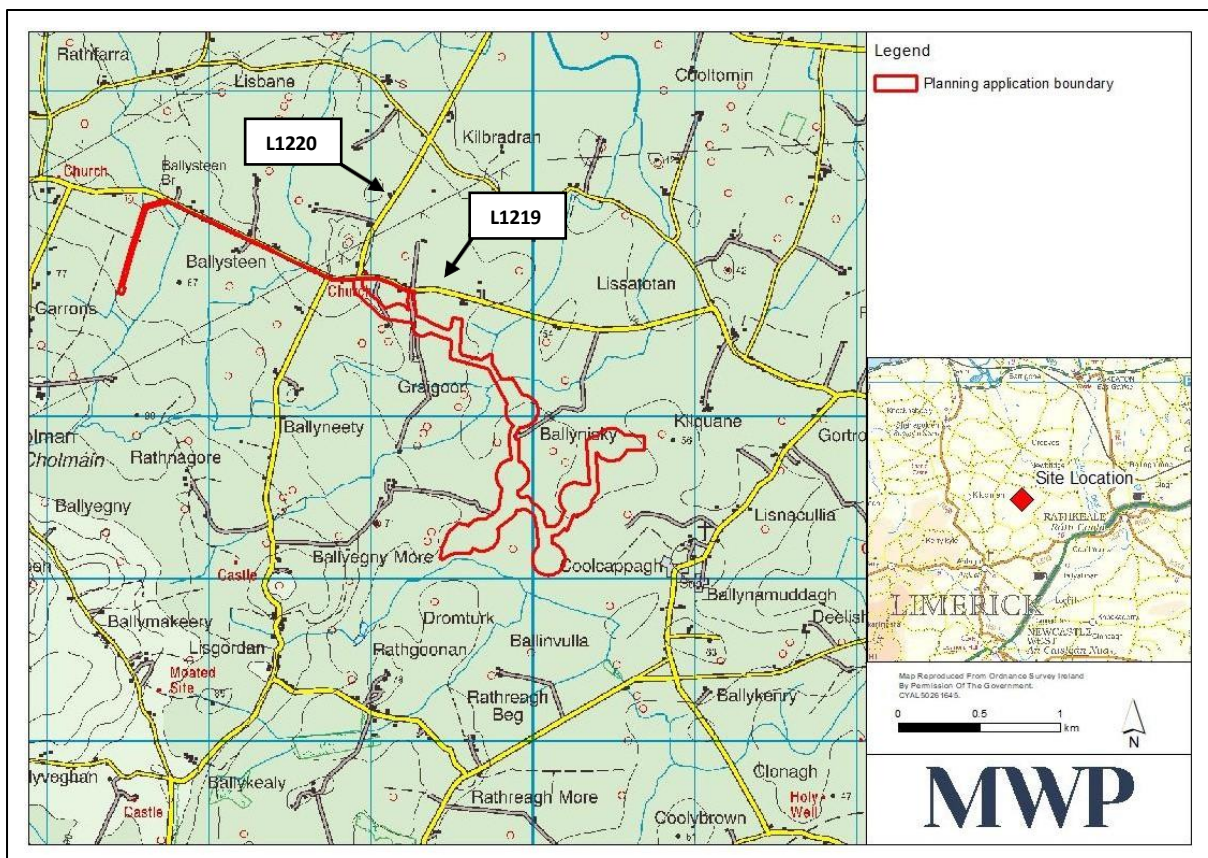


Figure 1: Proposed Ballynisky Wind Farm Location

The L1219 and L1220 Local Roads, in the vicinity of the site, are located within the posted 80 km/hour rural speed limit zone. 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 of 5.3 metres, locally, 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 L1220 has a rural road carriageway width of 5.3 metres at its L1219 junction.

Proposed Scheme For Audit

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.

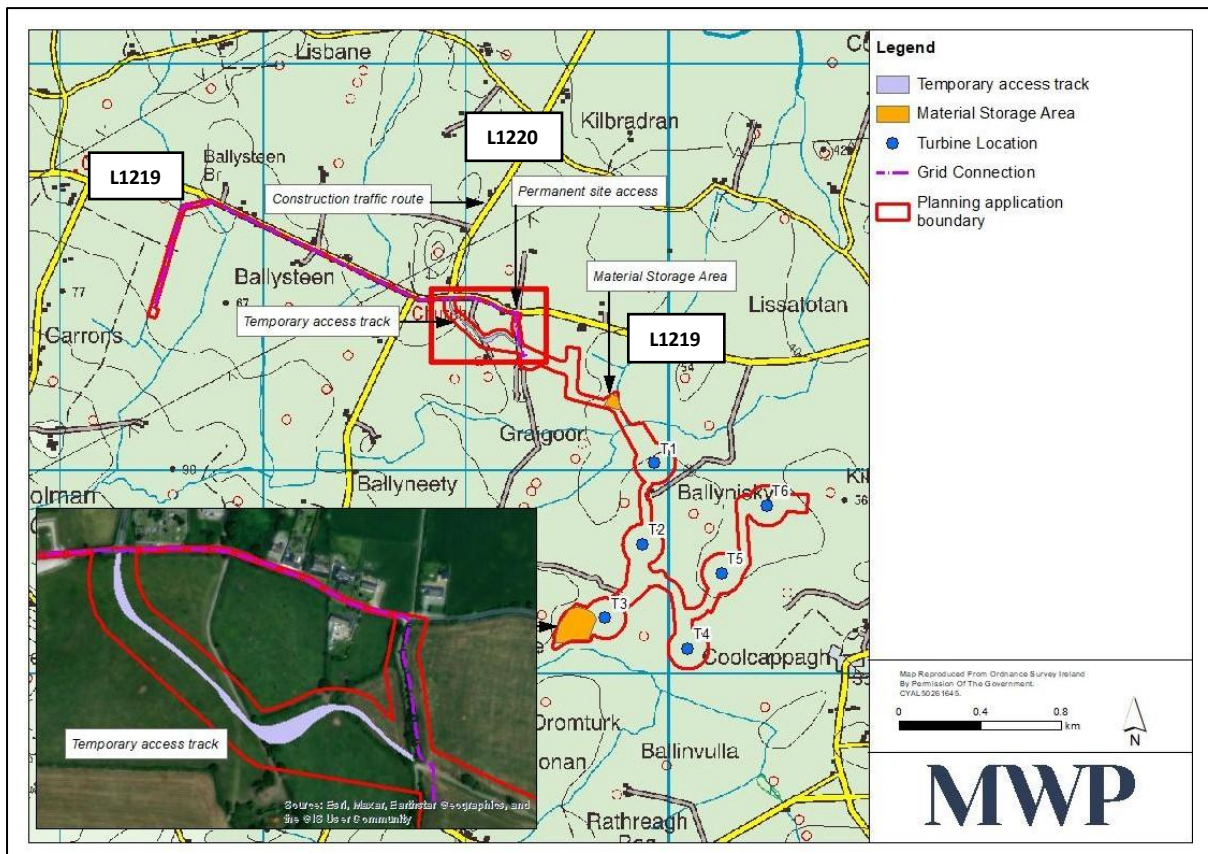


Figure 2: Proposed Ballynisky Wind Farm Accesses Location Map

Audit Information

The Road Safety Authority (RSA) is in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete. Accordingly, current RSA collisions data for the proposed development local road network was unavailable for the preparation of this Audit.

The drawings and other documents provided to carry out the Audit are listed in Appendix A.

This Audit has been carried out in the context of the relevant sections of the TII Road Safety Audit GE-STY-01024 December 2017 and TII Road Safety Audit Guidelines GE-STY-01027 December 2017. The Auditors have examined and reported only on those features of the design considered to have road safety implications and have not examined or verified the compliance of the scheme to any other criteria.

Section 2 of this report presents the findings of the Stage 1 Road Safety Audit carried out on the proposed Ballynisky Wind Farm temporary construction site access and permanent site access on the L1219 Local Road, County Limerick. The Designer's Feedback is provided in Appendix B.

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2. Findings of the Stage 1 Road Safety Audit

Layout and Visibility

2.1 Problem – Crossroads Junction Layout (Temporary Construction Site Access)

The proposed temporary construction site access on the L1219 is a crossroads junction layout with the existing L1220 Local Road. The L1220 is part of the proposed temporary construction delivery route, including turbine deliveries, and the crossroads layout would provide access for large/abnormal loads without the requirement for delivery vehicle turning movements at the junction, which could, otherwise, be restricted. The crossroads junction layout would provide junction see through between the L1220 and the proposed temporary construction site access, increasing the risk of vehicles not stopping, or braking late, resulting in potential collisions with vehicles traveling along the priority L1219, with consequent injuries for vehicle occupants. Opposing vehicles from the crossroads' side roads could generate conflicting turning movements, resulting in potential collisions, material damage and consequent injuries.

Recommendation:

Although a Stage 2 audit item, it is recommended that appropriate warning and regulatory signage and road markings are provided at, and on the approaches to, the proposed crossroads junction, including appropriate vertical definition of the Stop requirements.

2.2 Problem – Possible Increased Vehicle Speeds

Visibility splay distances of 90 metres are shown for both the temporary construction site access and permanent site access junction on the L1219. The proposed visibility splay distances require existing boundary/hedgerow clearances on both sides of both accesses, and on both sides of the L1219. The existing L1219 in the vicinity of the proposed accesses has a restricted road carriageway width and alignment, resulting in vehicle speeds, observed during the site inspection, less than the posted speed limit. The boundary/hedgerow clearance works identified for the proposed 90 metres visibility splays could increase vehicle speeds, locally, on the L1219, increasing the risk and severity of vehicle collisions.

Recommendation:

It is recommended that appropriate visibility splays and stopping sight distances should be provided for both access junctions, commensurate with the L1219 design speed, with reference to TII's Rural Link Design and Geometric Design of Junctions.

2.3 Problem – Possible Restricted Stop Sign Visibility (Permanent Site Access)

Although a Stage 2 audit item, the Stop sign shown for the proposed permanent site access junction may not be visible on approach for exiting operational maintenance vehicle drivers - the proposed permanent access is located at the existing site access which includes hedgerows along both sides of the existing access track, as shown in the hereunder photograph. This could increase the risk of exiting vehicles extending/turning out on to the L1219 road carriageway, into the path of other vehicles, resulting in potential collisions and consequent injuries for vehicle occupants.



Recommendation:

Although a Stage 2 audit item, it is recommended that appropriate visibility to the Stop sign should be provided for exiting vehicle drivers.

2.4 Problem – Incomplete Details of Levels

Full details of proposed levels have not been provided for audit, including for the proposed vehicle dwell areas at the access roads' junction tie-ins with the L1219. Inappropriate vehicle dwell area levels could result in vehicles rolling out onto the L1219 road carriageway, into the path of other vehicles, resulting in side-impact collisions, material damage and consequent injuries for vehicle occupants. Vehicles on the L1219 could cross the centre of the L1219, to avoid protruding vehicles, into the path of opposing vehicles, resulting in potential head-on collisions and consequent injuries. Inappropriate vehicle dwell area levels could result in vehicles rolling back into following vehicles, material damage and consequent injuries.

Recommendation:

It is recommended that appropriate levels should be provided, with appropriate vehicle dwell areas at the access junctions for the expected vehicle type lengths, with appropriate crossfalls and associated drainage.

2.5 Problem – Faded Stop Line and Marking

The proposed temporary construction site access on the L1219 is a crossroads junction layout with the existing L1220 Local Road. Although a Stage 2 audit item, the existing Stop line and marking on the L1220 at the junction were observed faded during the site inspection, as shown in the hereunder photograph. This could reduce driver awareness of the Stop location and increase the risk of vehicles late braking and extending out onto the L1219 road carriageway, into the path of other vehicles, resulting in potential collisions and consequent injuries for vehicle occupants. Although located outside the extent of the proposed scheme for audit, it is envisaged that the proposed development would increase traffic volumes at the junction during construction, increasing the foregoing risks.



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Recommendation:

It is recommended that the existing Stop line and marking should be renewed and maintained, in consultation with Limerick City and County Council. Refer also to item 2.1 above.

2.6 Problem – Loose Boundary Wall Stones at Junction

The proposed temporary construction site access on the L1219 is a crossroads junction layout with the existing L1220 Local Road. During the site inspection, the existing property boundary stone wall on the north-east side of the junction was observed deteriorated/collapsed, locally, with relatively large loose stones adjacent to the junction road carriageway area, as shown in the hereunder photograph. Stones dislodged onto the road carriageway are potential impact hazards for road users, particularly motorcyclists and cyclists, putting them at risk of material damage, loss of control, collisions and consequent injuries. Although located outside the extent of the proposed scheme for audit, it is envisaged that the proposed development would increase traffic volumes at the junction during construction, increasing the foregoing risks.



Recommendation:

It is recommended that the existing boundary stone wall should be repaired and maintained, in consultation with Limerick City and County Council.

Vulnerable Users

2.7 Problem – Possible Pedestrian Access Demand (Temporary Construction Site Access)

The proposed temporary construction site access could generate possible pedestrian access demand during construction, particularly by worker pedestrians dropped off and picked up by other vehicles at, and in the vicinity of, its proposed L1219 junction. Although a Stage 2 audit item, the surface characteristics of the proposed construction access road at the junction are unclear. Inappropriate facilities for all likely users, including pedestrians, could put them at increased risk of trips, falls, vehicle collisions and injuries.

Recommendation:

It is recommended that appropriate facilities for all likely users should be provided, in developing the design prior to construction.

Drainage

2.8 Problem – No Details of Proposed Drainage

No details of proposed drainage have been provided for audit. Inadequate drainage could result in ponding, avoidance maneuvers by users, ice during cold weather, skidding and slip hazards, collisions, material damage and injuries.

Recommendation:

It is recommended that appropriate drainage should be provided, in developing the design prior to construction.

Landscaping

Refer to items 2.2 and 2.3 above.

3. Audit Team Statement

We certify that we have inspected the site and examined the drawings and other information listed in Appendix A of this report. The inspection and examination have been carried out for the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems we have identified are noted in the report, together with suggestions for improvement, which we recommend should be studied for implementation.

RECEIVED: 10/11/2025

Signed: Sean Doyle

Sean Doyle BE CEng MIEI
Audit Team Member
For and on behalf of MWP
Engineering and Environmental Consultants
Reen Point
Blennerville
Tralee
County Kerry

Date: 26/09/2025

Signed: Seamus Quigley

Seamus Quigley, BE CEng MIEI MCIHT
Audit Team Member
For and on behalf of MWP
Engineering and Environmental Consultants
Park House
Mahon Technology Park
Blackrock
Cork

Date: 26/09/2025

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Appendix A

List of Documents Provided for Audit

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Drawings:

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Site Access Layout and Sight Distances

Drawing Number: 22569-MWP-00-00-DR-C-5007 Rev: P01

Date: 12-Jul-24

Other Documents:

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Appendix B

Designer's Feedback

ROAD SAFETY AUDIT FEEDBACK FORM



SCHEME: PROPOSED BALLYNISKEY WIND FARM TEMPORARY CONSTRUCTION SITE ACCESS AND PERMANENT SITE ACCESS,
COUNTY LIMERICK

ROUTE(S): L1219 LOCAL ROAD

AUDIT STAGE: STAGE 1 **DATE AUDIT COMPLETED:** OCTOBER 2024

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Paragraph No. in Safety Audit	To Be Completed By Designer			To Be Completed by Audit Team Leader
	Problem Accepted (Yes/ No)	Recommended Measure Accepted (Yes/ No)	Describe Alternative Measure(s). Give Reasons for Not Accepting Recommended Measure	Alternative Measures Accepted by Auditors (Yes/ No)
2.1	Y	Y		
2.2	Y	Y		
2.3	Y	Y		
2.4	Y	Y		
2.5	Y	Y		
2.6	Y	N	The works required to address the recommended measure are outside the boundary of the proposed site. It is proposed to carry out the recommended measure only if permission to do so is provided by Limerick City and County Council, the owner of the works area and any/all other stakeholders.	Yes
2.7	Y	Y		
2.8	Y	Y		

SIGNED: SHANE HOWARD **DESIGNER** **DATE:** 26/09/2025

SIGNED: **AUDIT TEAM LEADER** **DATE:** 26/09/2025

SIGNED: DAVID McDONNELL **EMPLOYER** **DATE:** 26/09/2025