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APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

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GANNOW RENEWABLE ENERGY DEVELOPMENT

REVISION A – September 29th 2025

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Client: Gannow Ltd
September 28th, 2025
AL Project No: 11580

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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 Gannow 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 access junction
- Section 5 – Traffic management measures during construction of the Proposed Grid Connection
- 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 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 Galway in Galway City. The proposed Turbine Delivery Route (TDR) from the port to the Proposed Wind Farm site is shown in Figure 15-1 in Appendix A below. 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 in Appendix A below. The swept path assessment undertaken for these locations is discussed in Section 15.1.8 of the EIAR.

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

- Galway Harbour through Galway city on the L5048 Lough Atalia Road, the L5034 and the R336 Tuam Road to the N6 (3.3km).
- From the junction with the R336 Tuam Road in Galway City the turbine delivery route heads eastbound on the N6 passing through junctions with the R865 at Ballybrit and the R339 Monivea Road at Briarhill, before heading southeast to the Coonagh Roundabout (3.2km).
- From the Coonagh Roundabout the route heads east on the N6 and M6 (15.1 km), to Junction 17 of the M6 with the R348 located to the south of Athenry.
- The route then travels northeast passing through one roundabout on the R348 before turning right at the R347 / R347 Buanmore Roundabout (1.4 km).
- The turbine delivery route then travels south on the R348 (0.4 km) to the junction with the R347.
- From this point the route travels east on the R348 (8.4km) to the village of Kiltullagh. On this section of the route the R348 traverses the M6 at 2 locations, the western crossing by means of an underpass, and the eastern crossing via an overpass.
- From the village of Kiltullagh the route heads north on the R348 (0.4km) before continuing north on the L3115 (4.9km) to the location of the Proposed Wind Farm access junction situated on the east side of the road.

The total length of the proposed TDR route is approximately 37.4km. All deliveries of abnormally sized loads will be made using Garda Siochana escorts and local transient traffic management measures provided by the haulage company.

An assessment of the turning requirements of the abnormally large vehicles transporting the turbine components was undertaken at the various pinch points along the TDR. It is noted that all potential pinch points at locations between Galway Harbour and the M6 were also assessed and are included in Appendix 15-3 of the EIAR.

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 will access the Proposed Wind Farm via the new site access off the L3115 located at the western end of the Proposed Wind Farm site, as shown in Figure 15-1 in Appendix A.

Based on the location of potential suppliers of concrete and crushed stone, there are 3 additional routes (the R347 which link into Atheryn from the west, the R348 which connects into Atheryn from the north, and the R349 that joins the TDR from the south) that may be used for the delivery of these materials. These routes are also shown in Figure 15-1 in Appendix A.

4 PROPOSED WIND FARM ACCESS JUNCTION

The location of the site access junction is shown in Figure 15-1 in Appendix A and is described below.

Site access for all vehicles on the L3115

The proposed access junction on the L3115 for all traffic that will access the Proposed Wind Farm during the construction and operational stages of the Proposed Project is shown in Figure 15-38 in Appendix A. The access is located in the townland of Attimonmore, Co. Galway, and is situated on the eastern side of the L3115. The proposed junction radii are 13m with 1:10 tapers provided for standard HGV access in accordance with TII DN-GEO-03060. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual.

The proposed junction includes a run-over area north and south of the proposed access road in order to facilitate the delivery of the abnormally sized turbine loads. An additional area to the south of the junction will be cleared to facilitate overhang of the turbine blade transport vehicles. On completion of the delivery of the abnormally sized loads the temporary run-over 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 for a 60 kph speed limit, 90m along the nearside carriageway edge taken from a setback of 2.4m, are available along the L3115 to the north and south, as shown in Figure 15-39 in Appendix A.

5 TRAFFIC MANAGEMENT MEASURES DURING CONSTRUCTION OF PROPOSED GRID CONNECTION

Traffic impacts and diversion routes identified for the Proposed Grid Connection works are included in Section 15.1.6 of the EIAR. Sections along the Proposed Grid Connection where there will be road closures and traffic diversions are identified.

It is proposed that the 38kV onsite substation is connected by 38kV underground cabling to the existing 220kV Cashla Substation located in the townland of Barrettspark, Co. Galway. The underground cabling route measures approximately 21.8km of which approximately 19.5km is located within the public road corridor with the remaining 2.3km located in private land or existing track.

The extent of the Proposed Grid Connection that will impact on the public road network is considered in the 14 sections (10 on-road 4-off road) shown in Figure 15-4a in Appendix A and summarised in Table 15-30 of the EIAR, inserted below. Based on a construction rate of 100m per day, it is estimated that the Proposed Grid Connection will take approximately 218 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 15-30 Proposed Grid Connection underground cabling route link, traffic management measure, link length (km), construction duration (days)

Proposed Grid Connection Section	Traffic management	Length (kms)	Construction duration (days)
Section 1 – Off road at site	NA	0.2	2
Section 2 – L3115	Closure	0.6	6
Section 3 – L7152, L3111	Closure	8.7	87
Section 4 – L3107	Closure	0.1	1
Section 5 – L7126	Closure	2.4	24
Section 6 – R347	Closure	1.4	14
Section 7 – L7122	Closure	1.4	14
Section 8 – Off road	NA	0.7	7
Section 9 – L31030	Closure	1.4	14
Section 10 – L3103	Closure	0.3	3
Section 11 – L7108	Closure	2.4	24
Section 12 – Off road	NA	1.2	12
Section 13 – L7109	Closure	0.8	8
Section 14 – Off road at Cashla Substation	NA	0.2	2
Total		21.8	218

The on-road sections of the Proposed Grid Connection travels along 1.4km of the R347 Regional Road, with the remaining 18.1km of the on-road route travelling along the local road network. An inspection of the route would indicate that the significant majority of the Proposed Grid Connection will require a road closure at the point during the construction phase. A precautionary scenario, where a road closure will be required for the entire route is assumed for the purpose of the assessment.

The potential diversion routes that may be used during the construction of the various sections of the Proposed Grid Connection that are on the public road network are set out in Table 15-31 of the EIAR, inserted below, and shown in Figure 15-4b in Appendix A. For sections 2, 3, 4, 5, 7, 10, 11 and 13, which comprises 16.7 km of the total route, the diversions will result in low volumes of existing traffic on local roads being diverted onto other local roads, or onto roads of a higher standard, including the R347.

Table 15-31 Proposed Grid Connection underground cabling route link, link length (km), potential diversion route, length of diversion route (km), additional trip length (km)

Proposed Grid Connection Section	Length (kms)	Potential diversion route	Length of diversion route (kms)	Additional trip length (kms)
Section 1 – Off road at site	0.2	NA	NA	NA
Section 2 – L3115	0.6	L3115, L3112, L3107, L3111, L7152	22.9	22.3
Section 3 – L7152, L3111	8.7	L3115, L3112, L3107	14.8	6.1
Section 4 – L3107	0.1	L3107, R347, L7126	7.9	7.8
Section 5 – L7126	2.4	L3107, R347	5.6	3.2
Section 6 – R347	1.4	R347, L7124, L3105	8.4	7
Section 7 – L7122	1.4	L3105, R339, R347	3.7	2.3
Section 8 – Off road	0.7	NA	NA	NA
Section 9 – L31030	1.4	Local access only	NA	NA
Section 10 – L3103	0.3	L3103, R339, L3105, L7124	15.2	14.9
Section 11 – L7108	2.4	L7108, L7109, R339, L3103	8.3	5.9
Section 12 – Off road	1.2	NA	NA	NA
Section 13 – L7109	0.8	L7109, R339, L3103	10	9.2
Section 14 – Off road at Cashla Substation	0.2	NA	NA	NA
Total	21.8			

For Section 6 on the R347 this will result in traffic volumes on these roads being diverted onto some sections of lower standard local roads for a duration of 14 days. Prior to the construction of the

Proposed Grid Connection, the final diversion routes that will be used during the construction of the various sections of the cabling route will be discussed and agreed with Galway County Council.

For the diversion routes shown in Figure 15-4b in Appendix A, the temporary additional trip length incurred by drivers during the construction of the Proposed Grid Connection will range from a minimum of 2.3km to a maximum of 22.3km. It should also be noted that the length of the diversion routes shown for the various sections of the Proposed Grid Connection are the longest that may be incurred, measured from either end of the section being constructed, and that 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 to avoid the closure, incurring shorter actual diversions.

It is estimated that the Proposed Grid Connection will take approximately 218 days, or approximately 10 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:

- **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 Galway 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 grid construction** – The identification and agreement with suitable diversion routes during the construction of the underground grid connection.
- **Liaison with the relevant local authority** - Liaison with Galway 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.

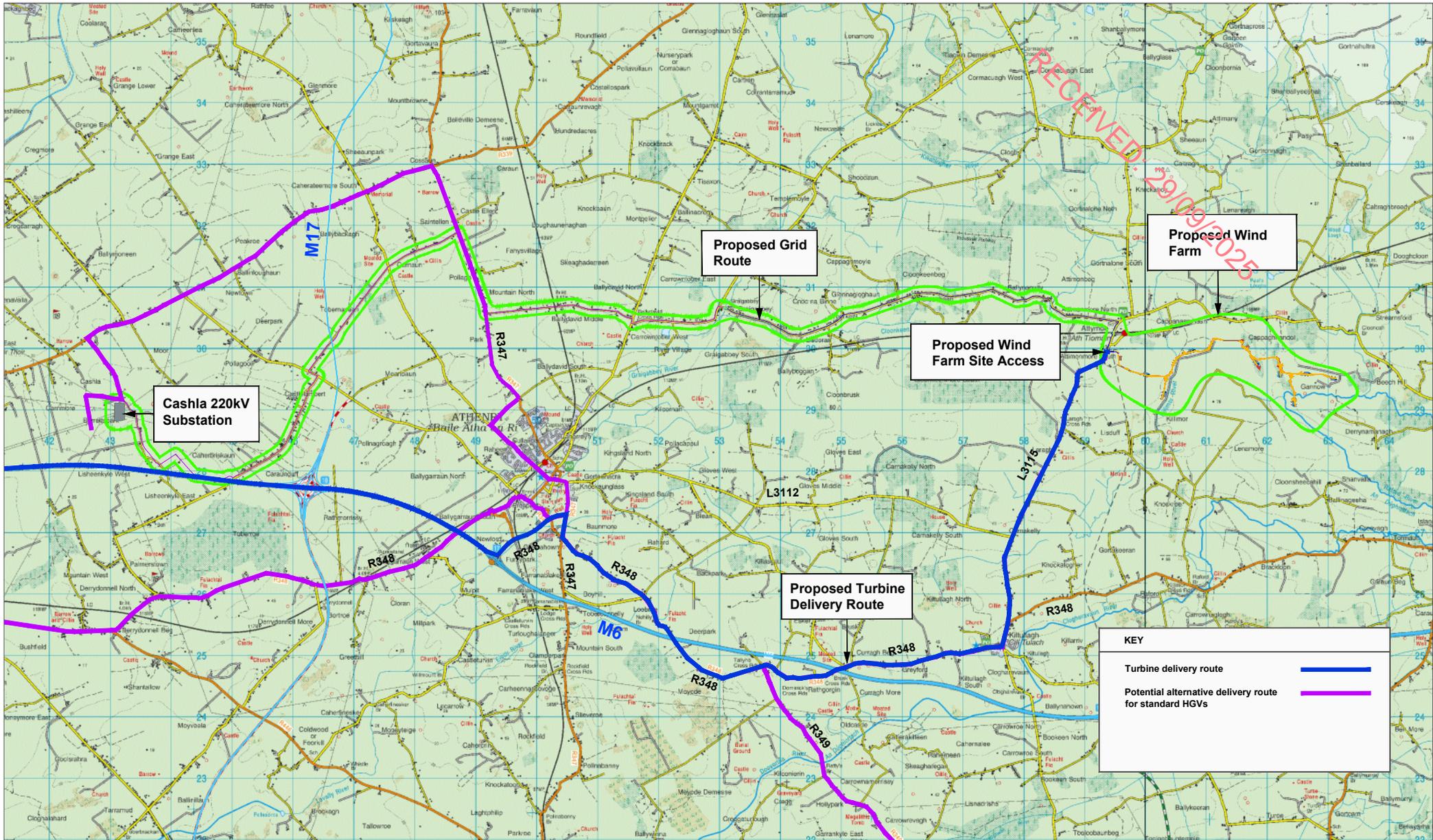
- **Implementation of temporary alterations to road network at critical junctions** – at locations highlighted in Section 15.1.8. In addition, in order to minimise the impact on the existing environment during turbine component deliveries the option of blade adaptor trailers will also be used where deemed practicable.
- **Identification of delivery routes** – These routes will be agreed with Galway 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.

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

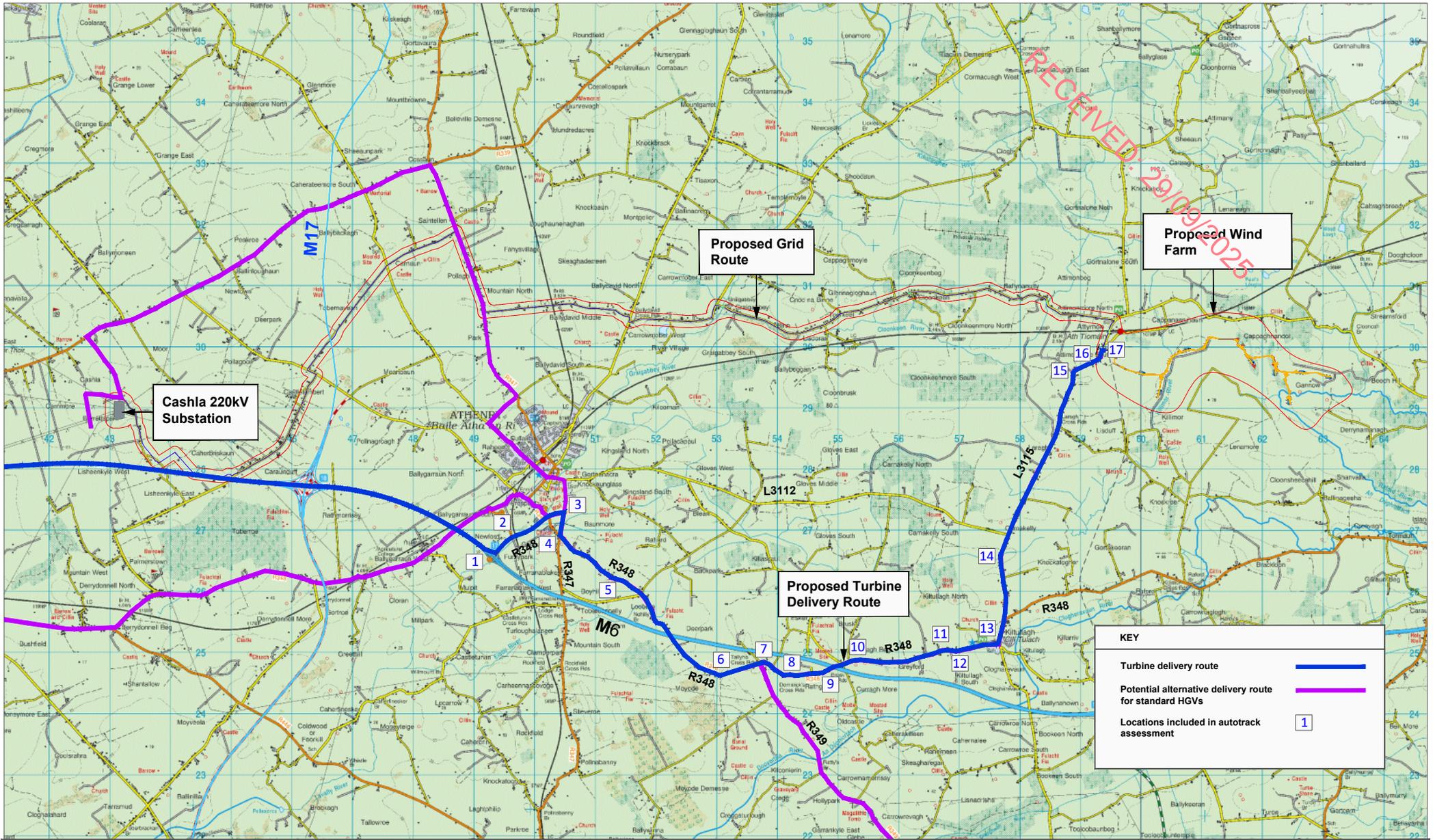
- Figure 15.1 Site location, turbine delivery route, general construction traffic routes and Proposed Grid Connection
- Figure 15.2a Locations on turbine delivery route for autotrack assessment
- Figure 15.4a Proposed Grid Connection
- Figure 15.4b Proposed Grid Connection – Potential diversion routes
- Figure 15.38 Location 17 – Site access for all vehicles on L3115, junction layout
- Figure 15.39 Location 17 – Site access for all vehicles on L3115, visibility splays

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NOTES: Figure 15-1 Site location, turbine delivery route, general construction traffic routes and Proposed Grid Connection

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES		PROJECT: Gannow Renewable Energy Development, Co. Galway		ALAN LIPSCOMBE TRAFFIC & TRANSPORT CONSULTANTS
Base mapping provided by MKO		CLIENT: Gannow Ltd	SCALE: NTS	
PROJECT NO: 11580	DATE: 16.09.25	DRAWN BY: AL		



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Cashla 220kV Substation

Proposed Grid Route

Proposed Wind Farm

Proposed Turbine Delivery Route

KEY

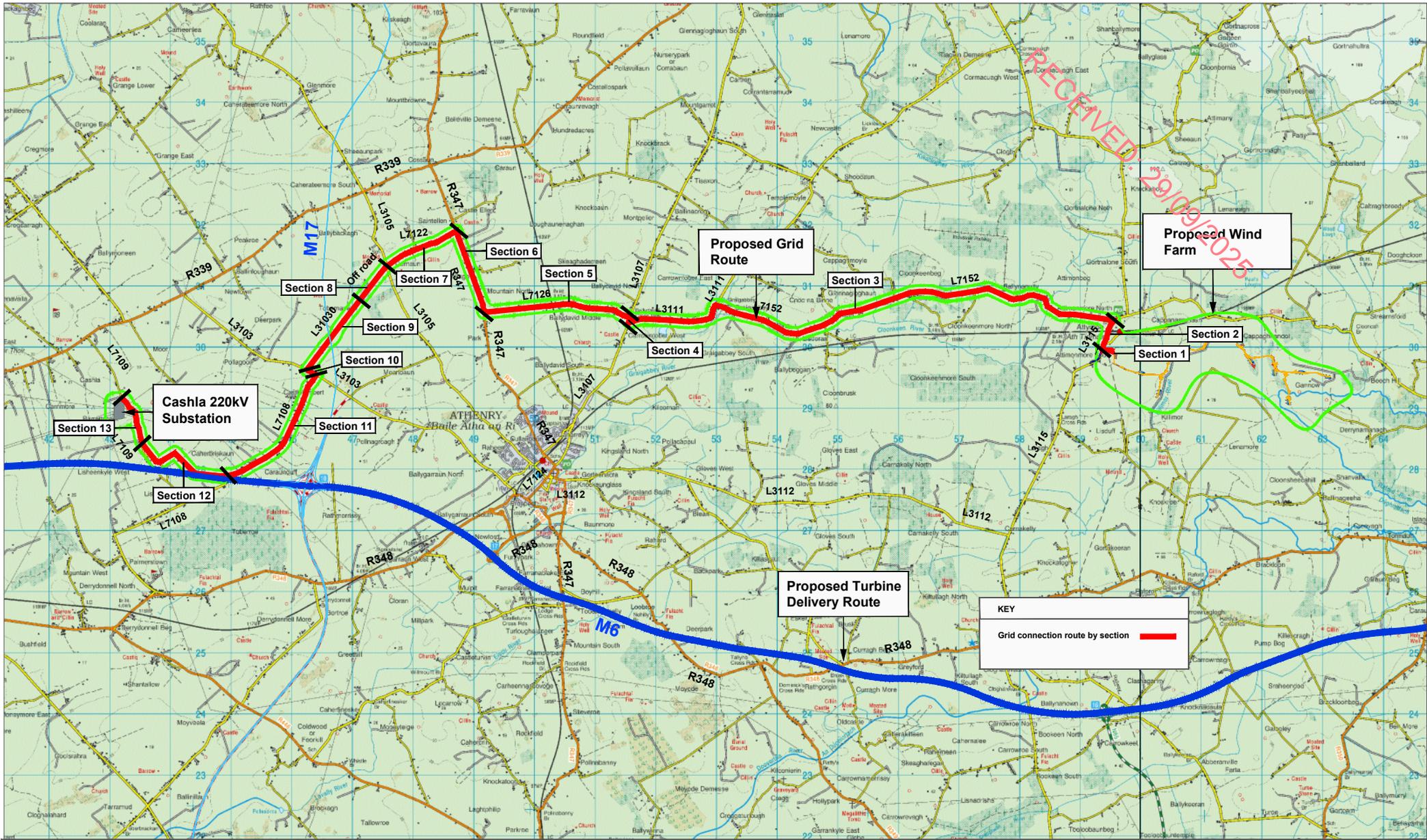
- Turbine delivery route
- Potential alternative delivery route for standard HGVs
- Locations included in autotrack assessment

NOTES:
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 Base mapping provided by MKO

Figure 15-2a Location of turbine delivery route for autotrack assessment

PROJECT: Gannow Renewable Energy Development, Co. Galway	
CLIENT: Gannow Ltd	SCALE: NTS
PROJECT NO: 11580	DATE: 16.09.25
	DRAWN BY: AL

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TRAFFIC & TRANSPORT CONSULTANTS

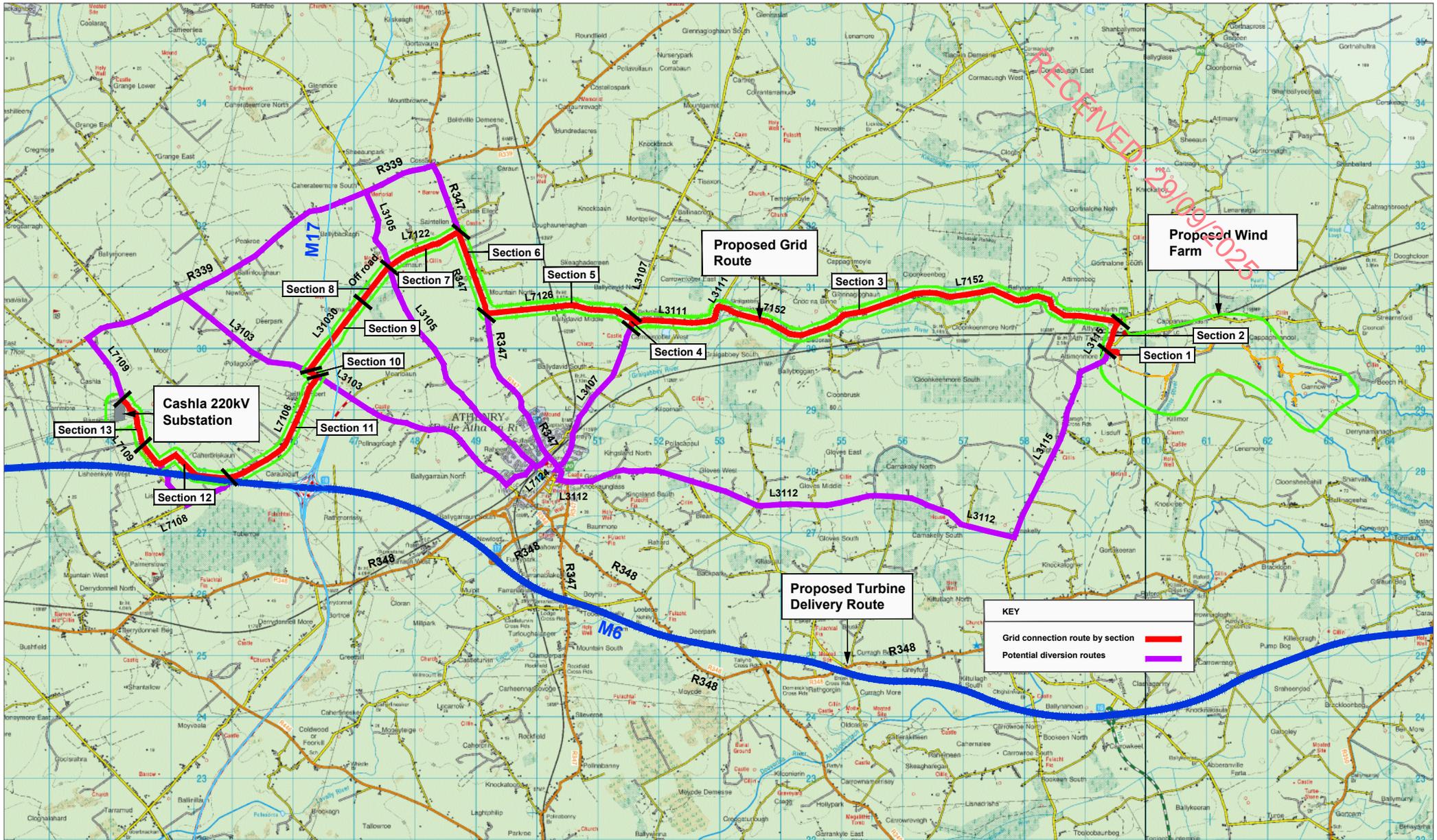


NOTES:
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES
 Base mapping provided by MKO

Figure 15-4a Proposed Grid Connection

PROJECT: Gannow Renewable Energy Development, Co. Galway	
CLIENT: Gannow Ltd	SCALE: NTS
PROJECT NO: 11580	DATE: 25.09.25
	DRAWN BY: AL

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 TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

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Base mapping provided by MKO

Figure 15-4b Proposed Grid Connection - Potential diversion routes

PROJECT: Gannow Renewable Energy Development, Co. Galway

CLIENT: Gannow Ltd

SCALE: NTS

PROJECT NO: 11580

DATE: 25.09.25

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L3115

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.

Temporary area required for overrun in turbine delivery phase

STOP

Proposed Passing Bay

Area required to be kept clear for blade overhang during turbine delivery phase

NOTES:
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-38 Location 17 - Site access for all vehicles on L3115

PROJECT: Gannow Renewable Energy Development, Co Galway

CLIENT: Gannow Ltd

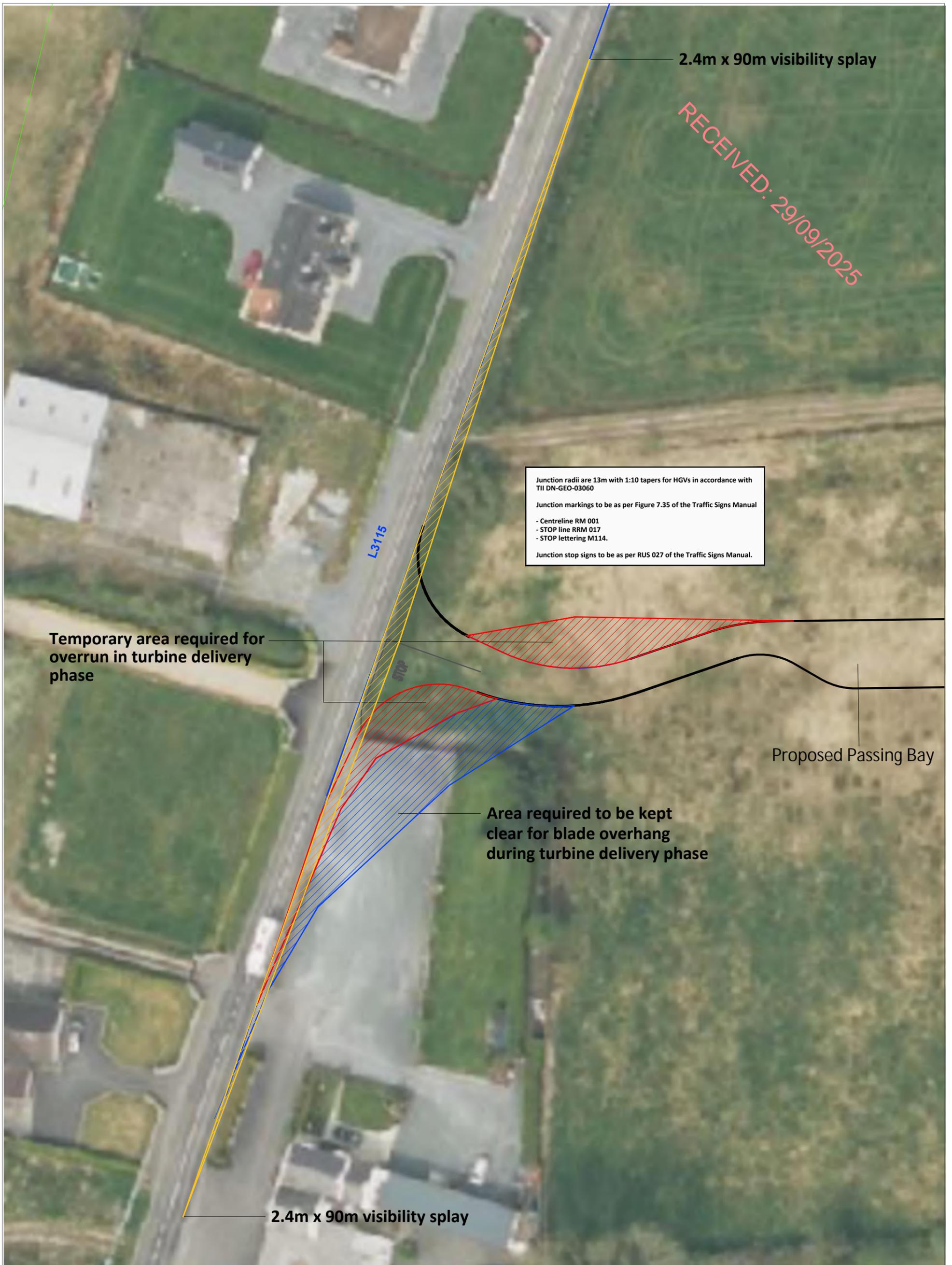
PROJECT NO: 9510

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2.4m x 90m visibility splay

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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.

Temporary area required for overrun in turbine delivery phase

Proposed Passing Bay

Area required to be kept clear for blade overhang during turbine delivery phase

2.4m x 90m visibility splay

Figure 15-39 Location 17 - Site access for all vehicles on L3115, visibility splays

NOTES:
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PROJECT: Gannow Renewable Energy Development, Co Galway

CLIENT: Gannow Ltd

PROJECT NO: 9510

DATE: 21.09.25

SCALE: 1:500

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