



GALETECH
ENERGY SERVICES

Islandmore Wind Farm

Environmental Impact Assessment
Report

Annex 14.2: Planning-Stage Traffic
Management Plan

Islandmore Wind Farm Limited

DOCUMENT CONTROL

Stage	Date	Name
Content	18/09/2026	Simon Carleton
Approval	18/09/2026	Gavin Daly

RECORD OF CHANGES

Revision	Issue Date	Summary of Changes	Approved
00	18/09/2026	Content	Simon Carleton
01			
02			

DISTRIBUTION LIST

#	Purpose	Company	Name (Optional)
1	For Planning	An Coimisiún Pleanála	-
2			
3			
Notes:			

© Copyright Galetech Energy Services Ltd. This report has been prepared by Galetech Energy Services Ltd. ("Galetech") for the sole use and benefit of the named recipient (the "Client"). Unless expressly agreed otherwise in writing by Galetech, no other person or entity is entitled to use the contents of this report. Galetech expressly disclaims all liability to any third party who may access or rely on this report, whether in whole or in part, and whether such access or reliance is authorised or unauthorised. No liability is accepted by Galetech for any use of this report other than for the specific purpose for which it was prepared. This report has been prepared by Galetech in accordance with the specific instructions, requirements, scope and limitations set forth in our agreement with the Client, as well as the project's timeframes, budgetary constraints, and in line with customary industry standards. The approach, methodology, assumptions, limitations and sources of information used by Galetech are outlined in this report (as appropriate). The scope of Galetech's services is strictly limited to the conditions described herein. Where conclusions and recommendations are based on information provided by third parties, including the Client or its agents, Galetech accepts no responsibility for the accuracy, validity, or completeness of such information. It is assumed that all relevant data and documentation requested have been provided in full, are accurate, and reflect the current situation. No independent verification of this information has been undertaken by Galetech unless explicitly stated otherwise. The conclusions presented in this report represent Galetech's professional judgement based on observations made during any site visit (if applicable), and the information available at the time of preparation. While Galetech has exercised reasonable skill, care, and diligence in preparing this report, no express or implied warranty, guarantee, or representation is made regarding its completeness, accuracy, or fitness for a particular purpose. Galetech is under no obligation to update this report or any of its findings or recommendations should additional information become available, or circumstances change after the report's date. All intellectual property rights, including copyright, in the content of this report are and shall remain the exclusive property of Galetech unless otherwise agreed in writing. The Client is granted a limited, non-transferable license to use this report solely for its intended purpose under the terms of the engagement with Galetech.

Contents

1.0	Introduction.....	1
1.1	Purpose of this Report	1
2.0	Description of the project	1
3.0	Site Location & Context.....	1
4.0	Roles & Responsibilities.....	3
4.1	Communication	4
5.0	Public Road Network.....	4
6.0	Access to the Project	5
6.1	Traffic Management Signage	5
7.0	Transport Routes.....	5
7.1	Construction Phase	5
7.2	Operation Phase	6
7.3	Decommissioning Phase	6
8.0	Delivery Vehicle Specification	7
9.0	Traffic Volumes.....	10
9.1	Construction Phase	10
9.2	Operation Phase	12
9.3	Decommissioning Phase	12
10.0	Traffic Management Measures.....	12
11.0	Complaint Management	14

1.0 INTRODUCTION

Galetech Energy Services (GES), on behalf of Islandmore Wind Farm Limited (known hereafter as 'the Developer') has prepared this Planning-Stage Traffic Management Plan (TMP) to establish the appropriate management of traffic associated with the construction, operation and decommissioning of the Islandmore Wind Farm ('the project').

1.1 PURPOSE OF THIS REPORT

This Planning-Stage TMP has been prepared to detail the traffic management measures to be followed during the construction, operation and decommissioning phases of the project. The proposals and measures set out within this report shall be used as a framework for a detailed TMP which shall be prepared by the appointed construction contractor and agreed with Roscommon County Council ('the Planning Authority') prior to the commencement of development.

2.0 DESCRIPTION OF THE PROJECT

The project consists of:-

- 10 no. wind turbines, 3 no. with an overall height of 185m and 7 no. with an overall height of 150m;
- All associated and ancillary site development, excavation, construction, landscaping and reinstatement works, including provision of site drainage infrastructure and forestry felling;
- Works to the public road network along the turbine component haul route; and,
- 110kV electricity substation and installation of c. 7km of underground electricity line to facilitate connection of the wind farm to the existing Tonroe 110kV electricity substation at Ballaghaderreen, County Roscommon.

3.0 SITE LOCATION & CONTEXT

The project is located in north County Roscommon; c. 2km north of Ballaghaderreen, c. 13km east of Charlestown (Co. Mayo) and c. 6km southwest of Gorteen (Co. Sligo); and is located in close proximity to the county boundaries between counties Roscommon, Sligo and Mayo (see **Figure 1**).

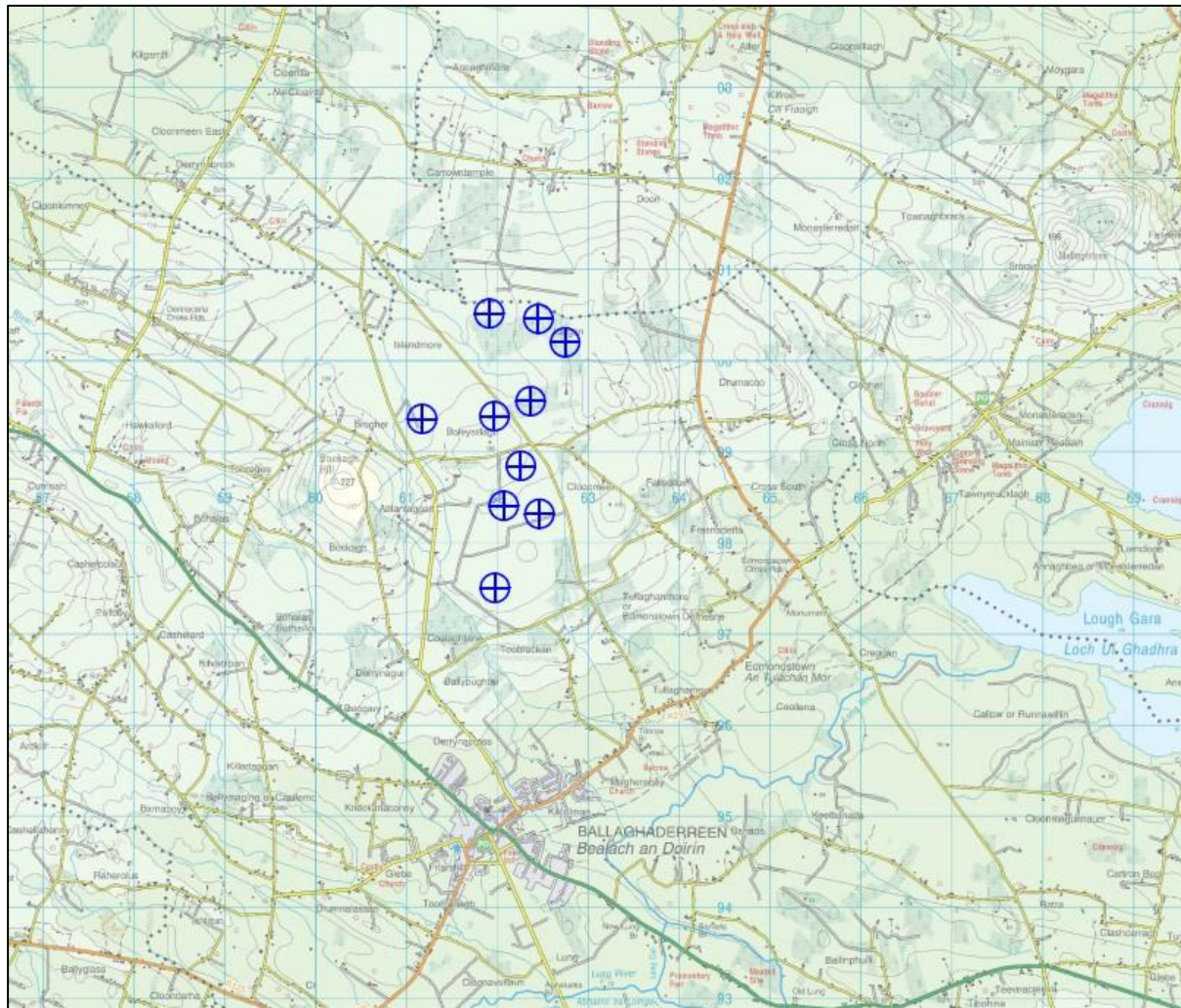


Figure 1: Site Location



Figure 2: Site Layout

The project site is generally located on an elevated plateau with ground elevations at the wind turbine locations ranging from approximately 140-metres (m) above ordnance datum (AOD) to approximately 170m AOD. At the southern extent of the project site (the junction of the N5 and R293), ground elevations are approximately 80m AOD illustrating the undulating characteristics of the local landscape.

4.0 ROLES & RESPONSIBILITIES

A Site Manager will be appointed prior to the commencement of any works. The Site Manager will be responsible for the implementation and coordination of the detailed TMP and for managing any further updates to the TMP as may be required. In this respect, their main responsibilities will include:

- Managing the implementation of the TMP;
- Vehicle/Delivery scheduling;
- Handling complaints; and,
- Acting as a point of contact for employees, contractors and the general public.

4.1 COMMUNICATION

The Site Manager will be responsible for ensuring that there is adequate liaison between the following key stakeholders throughout the construction period:-

- The Contractor(s);
- The Developer;
- Local residents and landowners;
- The Planning Authority; and,
- Other local stakeholders such as emergency services or local transport providers.

Prior to the commencement of construction, the contractor(s) will inform residents in close proximity to the project site of the nature of the works, proposed hours of work and their expected duration. In addition, a notice will be placed at the main entrances to the project site informing neighbours of the hours of work.

It is anticipated that the Site Manager will be in regular contact with the Planning Authority and dedicated meetings can be scheduled as may be required.

5.0 PUBLIC ROAD NETWORK

The road network in the vicinity of the project generally comprises local roads; as evidenced by the fact that all access points to the wind farm are from the local road network and the vast majority of the underground electricity line is located within the carriageway of locally-classed routes (the remainder being installed within private lands and a direct crossing beneath the N5 national primary route). The R293 is located c. 2km to the southeast of the wind farm; while, in terms of national routes, the N5 is located c. 500m to the south of the wind farm.

Access to the project site will primarily be from the N5, with traffic then crossing the R293 and following the L5501, L55018, L5506 and an unnamed local road. The R293 regional road is a good quality two-lane carriageway. In rural areas, the road has a speed limit of 80kph and is generally bounded by hedgerows and stone walls. On approach to Ballaghaderreen, the speed limit reduces to 60kph and then 50kph; while footpaths are also present as the route progresses towards the urban centre.

The L5501 is a narrow single carriageway local road with a speed limit of 60kph which is generally of good condition and appears to be subject to regular maintenance. The road is generally bounded on each side by hedgerows, post-and-wire fencing or commercial forestry. The L55018, similarly, is a single carriageway road with a speed limit of 60kph. The carriageway surface displays evidence of deterioration through surface ravelling and the emergence of vegetation along the non-wheel bearing strip. The road corridor is poorly defined in parts due to an absence of hedgerow or fencing.

The L5506 is a single carriageway route with a speed limit of 60kph. The carriageway surface is generally of good condition; however, there is notable emergence of vegetation within the non-wheel bearing strip. The road corridors of the unnamed road and L5506 are generally poorly defined due to the general absence of hedgerows or fencing. The unnamed local road is a narrow single-carriageway road with a speed limit of 60kph. The road surface is in poor condition and, in many parts, is unbound and granular in nature.

6.0 ACCESS TO THE PROJECT

A total of 7 no. site entrances will be required to facilitate access to the project site. Of these, 6 no. will be new access points and 1 no. will comprise the upgrade of an existing agricultural entrance; with 4 no. entrances being from the L5501, 2 no. entrance from the L55018 and 1 no. entrance from an unnamed local road. These site entrances will be for the construction, operation and decommissioning phases of the project and each entrance will be appropriately designed to ensure all visibility splays (sightlines) are provided for¹.

Following the construction phase, site entrances will be reduced in scale but will be reinstated such that they remain capable of accommodating abnormal loads in the event of a major component change-out during the operation phase of development. The reinstatement of the site entrances will comprise the installation of post and rail fencing, gates and the planting of hedgerows as appropriate. Hedgerows, where planted, will be appropriately located to allow for future growth while ensuring, at all times, that visibility splays are maintained during the operation phase.

6.1 TRAFFIC MANAGEMENT SIGNAGE

The project site will be controlled and managed in accordance with the *Traffic Signs Manual*. As part of the site mobilisation process to be undertaken prior to the commencement of construction, traffic management signage will be installed as appropriate on approach to the junction of the N5 and R293; along the L5501, L55018, L5506 and the unnamed road; at all junctions along these routes and at all site entrances.

The precise composition of signage to be installed will be agreed with the Planning Authority as part of the detailed TMP and as part of road opening licencing applications; however, it is anticipated that signage will comprise advance warning signage, site entrance countdown signage, directional signage, project information/location signage, and other construction warning signage.

Traffic utilising the public road network will be prioritised and, accordingly, all site entrances will be controlled using 'Stop' signage. In addition, the site access tracks, on approach to the site entrances, will be fitted with junction countdown signage.

7.0 TRANSPORT ROUTES

7.1 CONSTRUCTION PHASE

7.1.1 Delivery of Turbine Components

Whilst the final turbine component haul route has not been selected and will be entirely dependent on the turbine supplier and the chosen port of entry, components will, most likely, enter via the Port of Galway. It is envisaged that, from here, the components will then be transported by specialised heavy-goods vehicles (HGVs) along the L5048, R339, L5034, R336, N6, M6, M17, N17, N5, R293, L5501 and various local roads in the immediate vicinity of the project site before accessing the site via the proposed site entrances.

¹ Visibility splays will be provided in accordance with Section 12.24 (Roads and Transportation) of the Roscommon County Development Plan 2022-2028.

7.1.2 Delivery of Construction Materials

As the selection of material suppliers will be subject to a competitive tendering process prior to construction, it is not possible to confirm the precise source of these materials at this stage. However, a number of candidate quarries have been identified as potential suppliers (see **Annex 2.4 (Volume II)** of the EIAR). In addition, the likely haul routes from these suppliers to the project site is also identified. While these haul routes do not necessarily represent the most direct route to site, the routes have been selected to ensure, insofar as possible, that all movements occur on national and regional roads and, to the greatest possible degree, avoid local roads which may not be suitable to accommodate HGVs. The Planning Authority will be advised of the selected material suppliers as part of the detailed TMP to be agreed prior to the commencement of development.

It should be noted that, during the installation of electrical and communications cabling and underground electricity line within the L5501, L55018 and L5506; these routes will be closed to construction and public traffic as, due to their characteristics, it will not be possible to operate a 'Stop/Go' system. Accordingly, it is proposed that the installation of the electrical and communications cabling and underground electricity line within the above public roads will only be undertaken following the completion of main construction activities within the wind farm site and these works will be carefully scheduled to avoid deliveries of other construction materials and equipment. During the installation of infrastructure within these public roads, diversionary routes will be implemented for construction staff travelling to/from the project site and for local residents and landowners. The precise diversionary routes will be detailed in the Traffic Management Plan and agreed with the Planning Authority as part of the road opening licence application process; however, it is anticipated that traffic will be diverted to utilise the R293 and L1203 local road.

7.1.3 Construction Personnel

The number of staff employed at the project site will vary according to the phase of works, likely peaking at approximately 100 no. It is expected that the majority of workers will arrive on site in LGVs and crew vehicles. Vehicle sharing will be actively encouraged to reduce vehicular movements. It is expected that c. 30 no. vehicles will visit the site on a daily basis during the peak construction period.

Parking for staff will be provided at the temporary construction compounds. No parking will be allowed for construction workers on the public road network.

7.2 OPERATION PHASE

During the operation phase, the project will generally be unmanned. Operational and remote monitoring activities will be carried out on an ongoing basis. However, regular visits to the site will be undertaken for routine inspections and maintenance. Under normal circumstances, the operation of the wind farm will require an average of 1-2 no. visits to the site per week by maintenance personnel using LGVs. Parking will be provided at the electricity substation or at the turbine hardstands during maintenance visits. In the case of a major fault; e.g. requiring the replacement of a turbine component; larger machinery may require access to the site.

7.3 DECOMMISSIONING PHASE

During the decommissioning phase, turbine components and other infrastructure will be removed from site (as required) and will follow the local road network to the N5, and onwards via the N5 to the destination of choice for decommissioned

infrastructure. Where appropriate, infrastructure or materials may be reused elsewhere or removed to a waste management facility for recycling or disposal.

8.0 DELIVERY VEHICLE SPECIFICATION

The delivery of wind turbine components will be carried out by specialised HGVs. The largest vehicles to be used will facilitate the delivery of the wind turbine blades. **Figures 3, 4 and 5** illustrate the typical suite of transportation vehicles which will be used in the delivery of components, including a transportation vehicle used to transport the blade component.

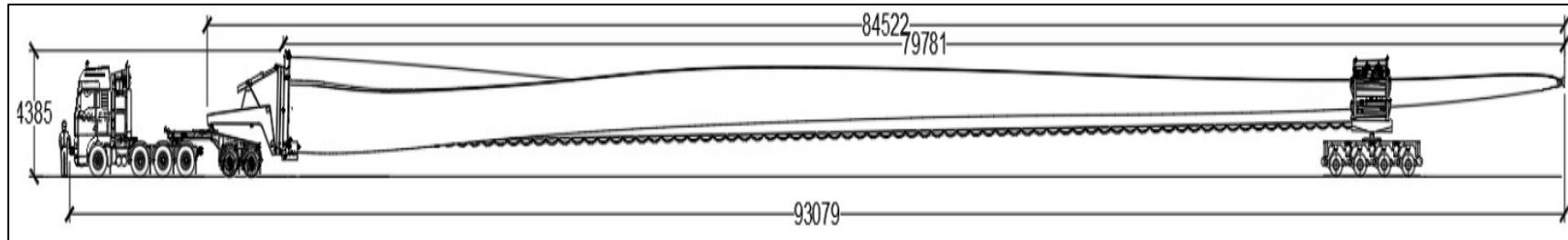


Figure 3: Typical Blade Section Transporter

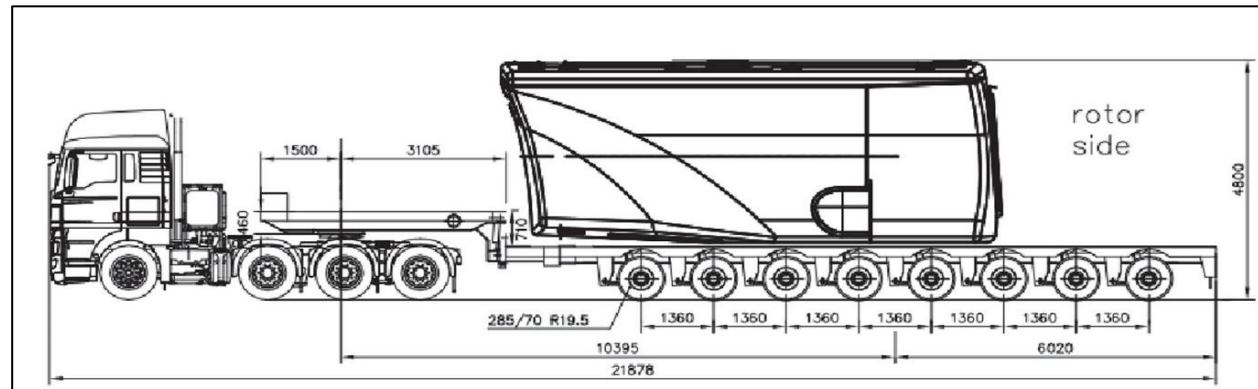


Figure 4: Typical Nacelle Transporter

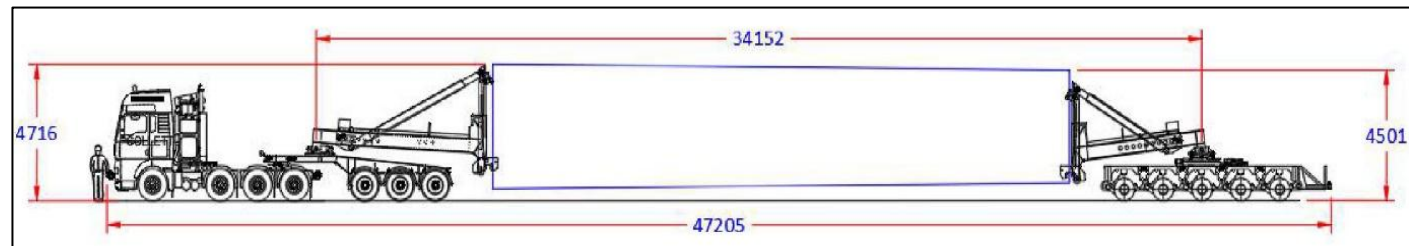


Figure 5: Typical Tower Section Transport

The delivery of general construction materials and aggregates to site for the construction of the project will be undertaken using standard HGVs, cement mixer trucks, and dump trucks (see **Figure 6**), the largest of which is anticipated to be a 16.5m articulated vehicle as shown at **Figure 7** below.

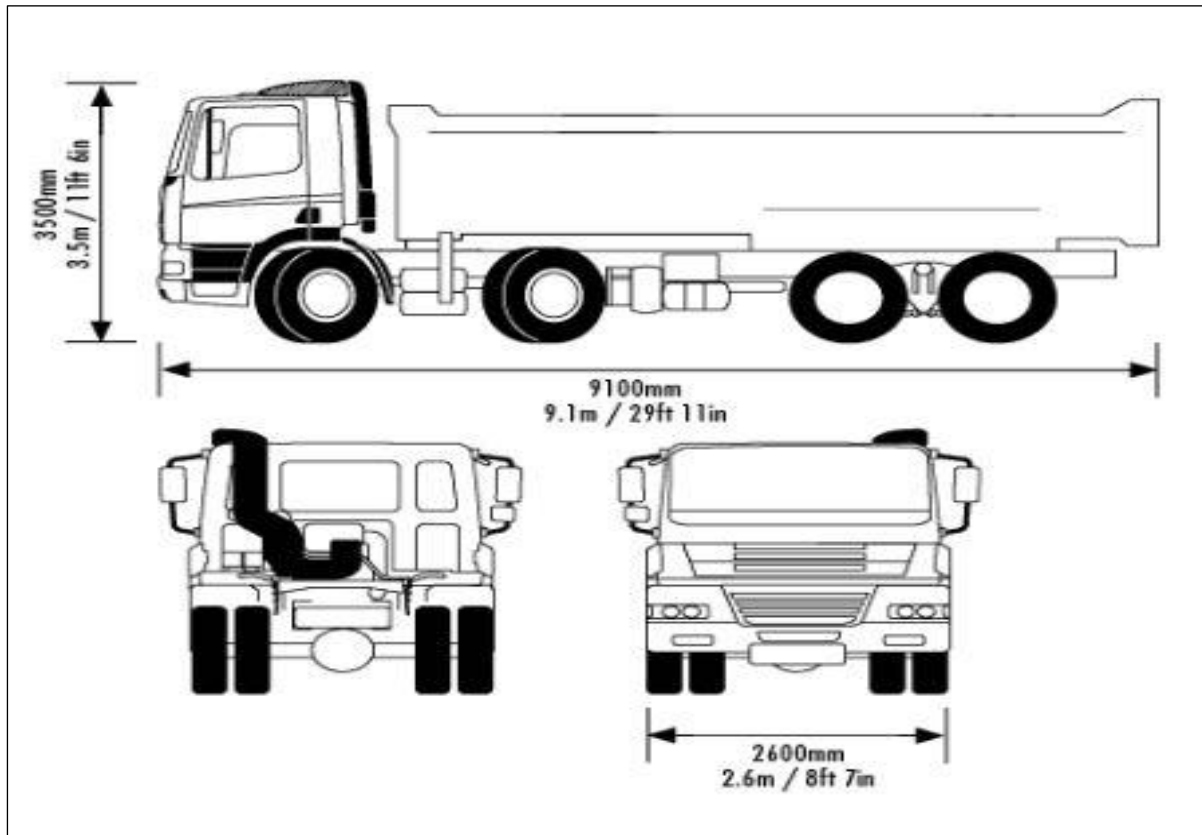


Figure 6: Standard Rigid Tipper Truck

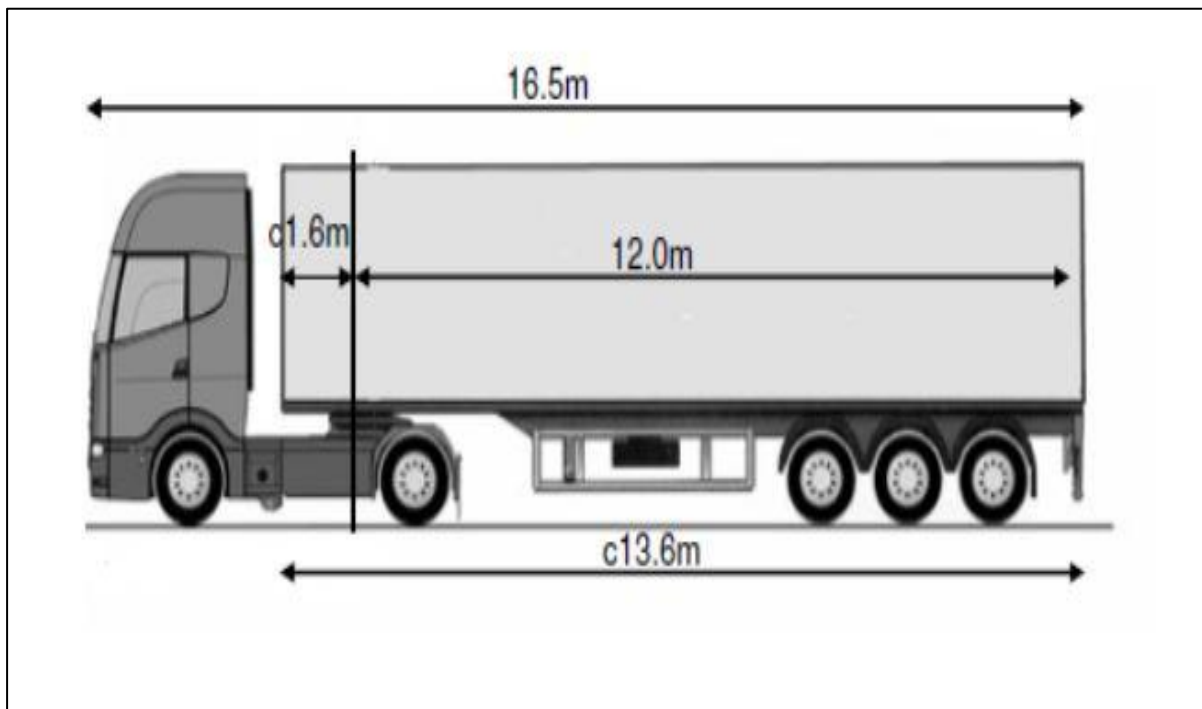


Figure 7: Standard HGV

9.0 TRAFFIC VOLUMES

9.1 CONSTRUCTION PHASE

The construction period of the project is estimated to take approximately 15-18 months, with the majority of traffic movements being associated with the construction of access tracks, hardstands, turbine foundations, and the electricity substation. During this period, there will be trips associated with the arrival and departure of construction staff and with the delivery of aggregates, reinforcing steel and ready-mix concrete. Staff trips will mainly be made using cars and vans, while deliveries of steel, concrete, stone and other general construction materials will be made by HGV.

The construction phase of the development will comprise a 6-day week with normal working hours from 07.00 to 19.00 Monday to Friday and 07.00 to 13.00 on Saturdays. It may be necessary to undertake works outside of these hours to avail of favourable weather conditions (e.g. during times of low wind speeds to facilitate turbine installation) or during extended concrete pours (turbine foundation pours must be completed within 24-hours). Where construction activities are necessary outside of the normal working hours, local residents and the Planning Authority will receive prior notification.

Table 1, below, provides an indicative overview of the construction programme over the course of the 15-18 month construction phase.

Activity	Timeframe (Month No.)
Site Mobilisation & Establishment	1
Traffic Management Measures and Site Entrance Construction	1
Installation of Site Security Measures	1
Establishment of Borrow Pit	1
Establishment of Spoil Deposition Areas	1
Establishment and Construction of Temporary Construction Compounds	1
Public Road Upgrade Requirements	1-2
Construction of Access Tracks and Installation of Drainage Infrastructure	2-6
Construction & Commissioning of Electricity Substation (Civil & Electrical Works)	3-16
Construction of Crane Hardstandings and Installation of Drainage Infrastructure	3-10
Construction of Turbine Foundations and Installation of Drainage Infrastructure	3-10
Installation of Electrical & Communications Cabling and Associated Ducting	8-12
Wind Turbine Delivery (including completion of temporary road upgrades) & Installation	11-15
Installation of Underground Electricity Line	13-17
Wind Turbine Commissioning & Testing	15-18
Site Restoration	15-18

Table 1: Indicative Project Timeframe

During the construction phase, turbine components and construction materials will be delivered by HGV. The predicted volume of HGV movements are detailed at **Table 2**.

Material	No. of Movements
Wind Farm	
Site mobilisation (incl. construction compound setup, plant, machinery, traffic management measures/equipment, etc.)	70
Miscellaneous construction materials (incl. geotextile mats, fencing, electrical ducting and cables, pipes/culverts, etc.)	180
Imported rock/stone for access tracks, crane hardstandings, turbine foundations and temporary construction compounds	4,353
Tree felling	85
Concrete (turbine foundations)	675
Turbine tower sections	40
Nacelles	30
Turbine blades	30
Wind turbine electrical equipment (incl. transformers, panels, cabling, etc.)	20
Crane deliveries (incl. ballast, booms, etc.)	21
Site de-mobilisation (removal of plant, machinery, temporary structures, etc.)	80
Haul Route Upgrade Works	
Site mobilisation and de-mobilisation (incl. plant, machinery, traffic management measures/equipment, etc.)	20
Imported rock/stone	1,059
Road re-surfacing material (asphalt, etc.)	384
Substation & Grid Connection	
Site mobilisation (incl. plant, machinery, traffic management measures/equipment, etc.)	20
Imported stone for substation access track & compound	1,765
Concrete (substation compound and buildings)	63
Miscellaneous construction materials (incl. blocks, slates, doors, fencing, joint bays, communication chambers etc.)	35
Internal & external electrical equipment (incl. transformers, circuit breakers, lighting, etc.)	40
Removal/disposal of excavated material from grid connection trench	589
Electrical ducting & cabling	35
Imported backfill material (stone)	283
Imported backfill material (concrete)	325
Road re-surfacing material (asphalt, etc.)	138
Site de-mobilisation (removal of plant, machinery, temporary structures, traffic management measures/equipment, etc.)	20
Total	10,360

Table 2: Estimated HGV Movements

8.1.1 Construction Personnel

The number of staff employed at the project site will vary according to the phase of works, likely peaking at approximately 100 no. It is expected that the majority of workers will arrive on site in LGVs and crew vehicles. Vehicle sharing, subject to public health guidance, will be actively encouraged to reduce vehicular movements. It is expected that c. 30 no. vehicles will visit the site on a daily basis during the peak

construction period.

Parking for staff will be provided at the temporary construction compounds. No parking will be allowed for construction workers on the public road network.

9.2 OPERATION PHASE

Under normal circumstances, the operation of the wind farm will require an average of 1-2 no. visits to the site per week by maintenance personnel using LGVs. Operation phase access will be via the N5, R293, L5501, L55018, L5506 and the unnamed local road. Parking will be provided at the electricity substation or at the turbine hardstands during maintenance visits. In the case of a major fault; e.g. requiring the replacement of a turbine component; larger machinery may require access to the site.

9.2.1 Scheduled Site Visits

- Weekly maintenance, maximum of 2 no. visits using 2 no. LGVs - 208 no. trips annually;
- Six-month service, maximum of 2 no. visits by 2 no. technicians - 4 no. trips annually;
- Annual service, 2 no. visits by 2 no. technicians – 4 no. trips annually; and,
- Monthly visit by project owner or agents – 12 no. trips annually.

9.2.2 Unscheduled Site Visits

Visits which may arise due to unforeseen circumstances are unlikely to exceed 5 no. trips per annum.

The annual total vehicle trips associated with the operational phase of the development are expected to be c. 240 trips per annum.

9.3 DECOMMISSIONING PHASE

The decommissioning phase is expected to have a duration of 5-6 months. Traffic generation is anticipated to be largely similar to the construction phase; however, traffic volumes will be dependent on the precise methodology to be employed and, in particular, whether infrastructure is removed from site or retained for a future land use (e.g. access tracks).

10.0 TRAFFIC MANAGEMENT MEASURES

In order to minimise effects on traffic and to ensure that construction and public traffic is appropriately managed, the following mitigation measures will be implemented:-

- Traffic movements will be limited to 07:00-19:00 Monday to Friday and 07:00–13:00 on Saturdays with no movements on Sundays or public holidays. It may be occasionally necessary to undertake works outside of these hours to avail of favourable weather conditions or during extended concrete pours. Where construction activities are necessary outside of the normal working hours, local residents and the Planning Authority will receive prior notification;
- A designated contact point and coordinator will be put in place to manage all access arrangements and to interface with the public and the respective local authorities;
- All works to the public road shall be undertaken in consultation with, and to the satisfaction of, the Planning Authority. The detailed design process shall

also been informed by a further Road Safety Audit to be carried out prior to the commencement of development;

- Traffic restrictions shall be kept to minimum duration and extent;
- Appropriate traffic management; including maintenance of local access, pedestrian access (where safe to do so) and diversions (where required); shall be implemented to facilitate continued public use of roads where temporary traffic restrictions have to be put in place. Precise details of these measures will be detailed in the Traffic Management Plan to be agreed with the Planning Authority prior to the commencement of development;
- The site shall be closed, and strictly secured, to the public during the construction phase;
- All reasonable steps shall be taken to ensure that national and regional routes are used to transport all materials to the site in so far as practicable;
- At the site entrances, roadside hedgerows and vegetation shall be trimmed or removed prior to the commencement of construction to ensure that sightlines are provided in advance of the delivery of construction materials;
- Speed limit compliance; particularly along the L5501, L55018 and L5506 and along the route of the underground electricity line; will be emphasised to all staff and contractors prior to the commencement of construction during site induction, and will be strictly enforced throughout the construction phase;
- Maximum axle loadings for abnormal/oversized loads shall be strictly enforced in accordance with the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003);
- The timing of oversized/abnormal loads shall be agreed with the relevant local authorities and An Garda Síochána, and all relevant licenses and permits shall be obtained in advance. All oversized/abnormal loads shall be accompanied by escort vehicles to ensure the maintenance of public safety;
- Following the installation of the underground electricity line and electrical and communications cabling, all public roads within which it is proposed to install the infrastructure will be subject to a full-width carriageway reinstatement (re-surfacing) of the relevant road section. Road reinstatement specifications and methodologies will be agreed with the Planning Authority prior to the commencement of development and as part of the road opening licencing process;
- Dry wheel washing facilities will be provided at site entrances to prevent any debris being transferred from site to the adjacent public roads. All drivers will be required to ensure that their vehicle is free from dirt and stones prior to departure from the project site. Where conditions exist for dust to become friable, techniques such as damping down of the affected areas will be employed and vehicles/loads will be covered to reduce dust emissions;
- Road sweeping, particularly along the route of the underground electricity line, will be carried out as appropriate to ensure construction traffic does not adversely affect road conditions; and,
- Diversions and traffic restrictions shall be kept to minimum duration and extent.

11.0 COMPLAINT MANAGEMENT

The Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to the Planning Authority, as requested.

Furthermore, the Site Manager will be available to meet and explore issues with any concerned residents or landowners. Complaints will be addressed immediately by the construction team and will be reviewed in weekly site meetings to ensure that any required actions are communicated to all employees.

Contact details for the Site Manager will also be displayed at the site entrance.



GALETECH
ENERGY SERVICES

