



APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

APPENDIX 15-2

LEMANAGHAN WIND FARM

REVISION A – March 9th 2026

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

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

Client: Lemanaghan Wind Farm DAC
March 3rd, 2026
AL Project No: 9080

CONTENTS

1 INTRODUCTION

1.1 Purpose of note

2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

2.2 Traffic management measures for abnormally sized loads

3 DELIVERY ROUTES FOR GENERAL CONSTRUCTION TRAFFIC

4 PROPOSED WIND FARM SITE ACCESS JUNCTIONS

5 GENERAL TRAFFIC MANAGEMENT MEASURES

APPENDICES

Appendix A Figures from the EIAR

Figure 15.1 Site location and turbine delivery route

Figure 15.2 Location of proposed access junctions

Figure 15.3 Autotrack assessment location plan

Figure 15.6a Site Entrance 1 – N62 / Wind Farm access junction, junction layout

Figure 15.6b Site Entrance 1 – N62 / Wind Farm access junction, junction layout with visibility splays

Figure 15.6c Site Entrance 1 – N62 / Wind Farm access junction, extended blade transporter

Figure 15.6d Site Entrance 1 – N62 / Wind Farm access junction, extended tower transporter

Figure 15.6e Site Entrance 1 – N62 / Wind Farm access junction, standard large articulated HGV

Figure 15.7a Site Entrance 2 – R436 / Wind Farm access junction, junction layout

Figure 15.7b Site Entrance 2 – R436 / Wind Farm access junction, junction layout with visibility splays

Figure 15.7c Site Entrance 2 – R436 / Wind Farm access junction, standard large articulated HGV

Figure 15.8a Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, junction layout,

Figure 15.8b Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, junction layout with visibility splays

Figure 15.8c Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, standard large articulated HGV

Figure 15.9a Site Entrance 5 – L7001 / OHL construction access junction, junction layout
Figure 15.9b Site Entrance 5 – L7001 / OHL construction access junction, standard large articulated HGV

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 (Lemanaghan Wind Farm DAC) will commit to provide during the construction stage of the proposed Lemanaghan 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 junctions.
- Section 5 – 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 Galway in Galway City. The proposed Turbine Delivery Route (TDR) is shown in Figure 15-1 from the point at which the route turns off the M6 Motorway at Kilbeggan to the proposed site access on the N62 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 15-3. 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;

- The route exits off the M6 at junction 5 onto the N52 at Kilbeggan;
- The route then heads south on the N52 towards Tullamore for approximately 8km to join the N52 eastern bypass of Tullamore at the Ardan Roundabout located to the northeast of the town;
- The route then heads south on the N52 bypassing Tullamore to the east and south for a further 8km, passing through a further 5 roundabouts (Cappancur Roundabout, Clonlolloch Roundabout, Clonminch Roundabout, Distillery Roundabout and Ballard Roundabout) to the N52 / R421 Charleville Roundabout located to the southwest of Tullamore;
- From this point the route continues southwest for a further approximately 30 km on the N52, passing through the Mucklagh Roundabout just to the west of Tullamore and the village of Kilcormac, to the junction with the N62 located approximately 2km north of the town of Birr;
- The route then turns right onto the N62, using a temporary bypass of the existing junction (known as Kennedy's Cross);
- From here the TDR travels north of the N62 for approximately 22km passing through the towns of Cloghan and Ferbane to the location of the proposed access to the site located on the eastern side of the N62.

It is noted that an Autotrack assessment was also undertaken for all potential pinch points through Galway City from Galway Port to the N6 to the east of the city.

All deliveries of abnormally sized loads will be made using Garda Siochana escorts and local transient traffic management measures provided 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, including through Galway City from Galway Port to the N6 to the east of the city, and the route from the M6 at Kilbeggan to the site access on the N62. The assessment utilised Autocad / 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 Site Entrance 1 off the N62 or Site Entrance 2 off the R436 with the potential routes to the Proposed Wind Farm shown in Figures 15-1 and 15-2.

4 PROPOSED WIND FARM SITE ACCESS JUNCTIONS

The locations of the 5 Site Entrances that are proposed to provide access to the Proposed Wind Farm site are shown in Figure 15-2, with the function of each junction set out Table 15-2 of the EIAR, inserted below. The description of each junction layout, as set out in the EIAR, is also included below for information, with all junction figures from the EIAR included in Appendix A of this report.

Table 1 Proposed Construction and Operational Phase Site Entrances (Extracted From Chapter 4, Table 4-9 in the EIAR)

| Site Entrance No. | Description | Used for Turbine Delivery | Used during Construction Phase | Used During Operational Phase (maintenance and monitoring) | Used During Operational Phase (amenity) | Existing Entrance | New Entrance | Security Compound and Gate |
|-------------------|--|---------------------------|--------------------------------|--|---|-------------------|--------------|----------------------------|
| 1 | Located along the N62 national road on the western boundary of the Proposed Wind Farm. This is the main site entrance of the Proposed Project. | ✓ | ✓ | ✓ | ✓ | ✓ | | ✓ |
| 2 | Located along the R436 regional road running south of the Proposed Wind Farm and is located approximately 3.6km northeast of the Lemanaghan Works. | | ✓ | ✓ | ✓ | ✓ | | ✓ |
| 3 | Located along the L7002 local road running through the northern portion of the Proposed Project site (on northern side of the junction). | | ✓ | ✓ | | | ✓ | ✓ |
| 4 | Located along the L7002 local road running through the northern portion of the Proposed | | | | ✓ | | ✓ | ✓ |

| | | | | | | | | |
|---|---|--|---|--|--|---|--|--|
| | Project site (on southern side of the junction). | | | | | | | |
| 5 | Located along the L7001 local road running north of the Proposed Grid Connection. | | ✓ | | | ✓ | | |

Site Entrance 1 on N62 – TDR, general construction, maintenance and amenity access

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 amenity trips once the Proposed Project is operational.

The proposed junction layout is shown in Figure 15-6a. 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 to the south of the proposed access road on the east side of the N62 in order to facilitate the delivery of the abnormally sized turbine loads. This area will require to be surfaced to accommodate the wheels of the abnormally sized loads. Additional areas to the north and south of the access road will require to 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.

With a speed limit of 100 km/h the required visibility splays in accordance with TII DN-GEO-03060 are 215 taken from a setback of 3m. These splays are shown to be available in both directions as illustrated in Figure 15-6b. Forward visibility from 215m is also shown to be available in both directions, enabling general traffic approaching from both directions to observe a vehicle turning right into Site Entrance 1.

The autotrack assessment shown in Figures 15-6c and 15-6d demonstrates that the proposed access junction off the N62 will accommodate the turning requirements of the blade and tower transport vehicles. Similarly, the autotrack assessment set out in Figure 15-6e demonstrates that the reduced junction layout proposed for the general construction stage will accommodate a large articulated HGV.

Site Entrance 2 on R436 – general construction, maintenance and amenity access

During the construction phase it is proposed that this junction will provide for general construction traffic and may also be used as a staff car access. Once the Proposed Project is operational it is proposed that this access will provide for maintenance and amenity trips. The junction layout for Site Entrance 2 is shown in Figure 15-7a and has junction radii of 13m with 1:10 tapers to provide 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.

Visibility splay requirements are set out in DMS-97 of Chapter 13 Development Management Standards of Offaly County Development Plan 2021 – 2027, which requires visibility splays of 150m for regional roads measured from a setback of 2.4m. For the 80 km/h speed limit the corresponding visibility splay requirements set out in TII DN-GEO-03060 are 160m taken from a setback of 3m. As relatively high speeds were observed at this location during a site visit it is proposed that the more conservative visibility splays of 160m x 3m are provided, as set out in Figure 15-7b.

The autotrack assessment set out in Figure 15-7c demonstrates that the proposed junction layout will accommodate the large articulated HGVs requiring access during the construction phase.

Site Entrance 3 on north side of L7002 – Onsite 220kV Substation construction and maintenance

It is proposed that Site Entrance 3 located on the northern side of the L7002 will be used during the construction stage for deliveries and staff trips for the proposed on-site substation only. Similarly, once the Proposed Project is operational, this access will be used only for occasional maintenance trips to and from the substation by ESB/EirGrid. This access will be gated and closed at all other times.

The proposed junction layout shown in Figure 15-8a has junction radii of 13m with 1:10 tapers to provide 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 L7002 is a local secondary road and the visibility splay requirements for this type of road as set out in DMS-97 of Chapter 13 Development Management Standards of Offaly County Development Plan 2021 – 2027, are for splays of 90m taken from a setback of 2.4m. It is noted that the requirement for a local primary road is for visibility splays of 120m. Due to the straight alignment of the L7002 at this location it is proposed that the increased visibility splays of 120m taken from a setback of 2.4m are provided, as shown in Figure 15-8b.

The autotrack assessment set out in Figure 15-8c demonstrates that the proposed junction layout will accommodate the large articulated HGVs requiring access during the construction phase.

Site Entrance 4 on south side of L7002 – closed during construction, to be used as maintenance and amenity access once operational only

This access will be closed during the construction stage of the Proposed Project and will only be opened once the Proposed Wind Farm is operational and will be used for the purpose of amenity access only.

The proposed junction layout shown in Figure 15-8a has junction radii of 9m to provide for LGV and car trips. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual. As for Site Entrance 4, detailed above, it is proposed that the increased visibility splays of 120m taken from a setback of 2.4m are provided at this junction, as shown in Figure 15-8b.

Site Entrance 5 on south side of L7001 – construction of Proposed Grid Connection, closed during operational stage

The purpose of this temporary access is to provide for a limited number of deliveries during the construction stage for the purpose of erecting 2 no. new steel masts and associated infrastructure to facilitate the line break of the existing Shannonbridge-Maynooth 220kV Overhead Line (OHL). It is noted that visibility splays are limited at this location due to the horizontal alignment of this section of the L7001 and it is therefore proposed that this access will be open only when accompanied by temporary traffic management measures, including temporary signage and the presence of flagmen. During construction this access will be gated and closed outside of periods when it is being managed and used for deliveries. On completion of the works this access will continue to facilitate agricultural activities and will allow for occasional planned maintenance of this section of the OHL when accompanied by temporary traffic measures.

The proposed junction layout shown in Figure 15-9a and has a junction radius of 13m on the western corner to provide HGV access and egress. STOP road markings and signs are as per Figure 7.35 of the Traffic Signs Manual. The autotrack assessment set out in Figure 15-9b demonstrates that the proposed junction layout will accommodate a large articulated HGV.

5 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 following are the main points to note for these deliveries which will take place after peak evening traffic:

- 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 40 convoys of 3 vehicles, undertaken over 40 separate nights.
- These nights will be spread out over an approximate period of 8 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

The TMP will be agreed with the local authority and An Garda Síochána prior to construction works commencing onsite. 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 Offaly County Council in advance of deliveries of turbine components to the Proposed Wind Farm. 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 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 Offaly 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 Offaly 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 the EIAR.
- **Identification of delivery routes** – These routes will be agreed with Offaly 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.

- **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 Offaly 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 access junctions |
| Figure 15.3 | Autotrack assessment location plan |
| Figure 15.6a | Site Entrance 1 – N62 / Wind Farm access junction, junction layout |
| Figure 15.6b | Site Entrance 1 – N62 / Wind Farm access junction, junction layout with visibility splays |
| Figure 15.6c | Site Entrance 1 – N62 / Wind Farm access junction, extended blade transporter |
| Figure 15.6d | Site Entrance 1 – N62 / Wind Farm access junction, extended tower transporter |
| Figure 15.6e | Site Entrance 1 – N62 / Wind Farm access junction, standard large articulated HGV |
| Figure 15.7a | Site Entrance 2 – R436 / Wind Farm access junction, junction layout |
| Figure 15.7b | Site Entrance 2 – R436 / Wind Farm access junction, junction layout with visibility splays |
| Figure 15.7c | Site Entrance 2 – R436 / Wind Farm access junction, standard large articulated HGV |
| Figure 15.8a | Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, junction layout, |
| Figure 15.8b | Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, junction layout with visibility splays |
| Figure 15.8c | Site Entrance 3 – L7002 (north) / Substation access junction and Site Entrance 4 – L7002 (south) / Wind Farm access junction, standard large articulated HGV |
| Figure 15.9a | Site Entrance 5 – L7001 / OHL construction access junction, junction layout |
| Figure 15.9b | Site Entrance 5 – L7001 / OHL construction access junction, standard large articulated HGV |

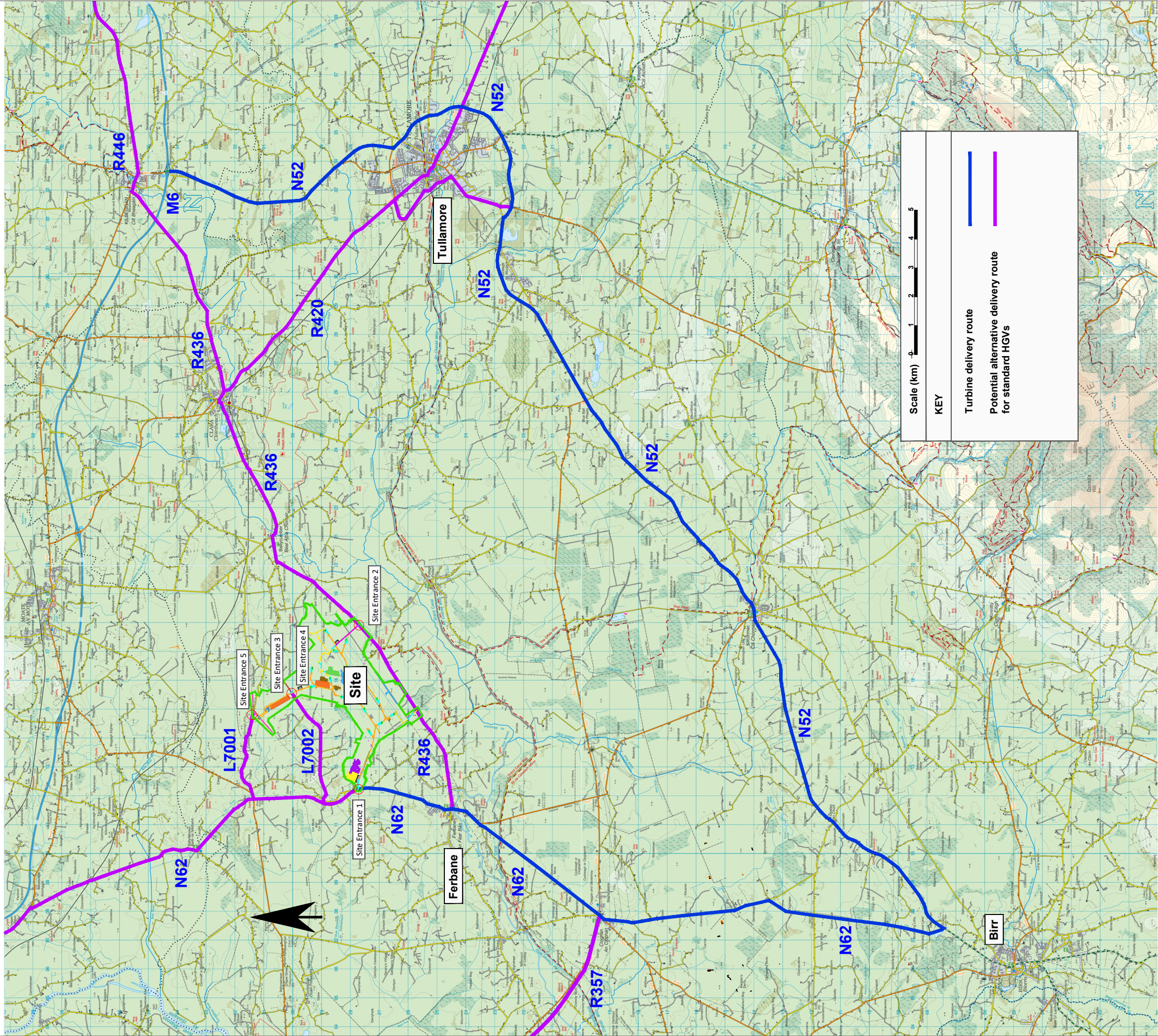
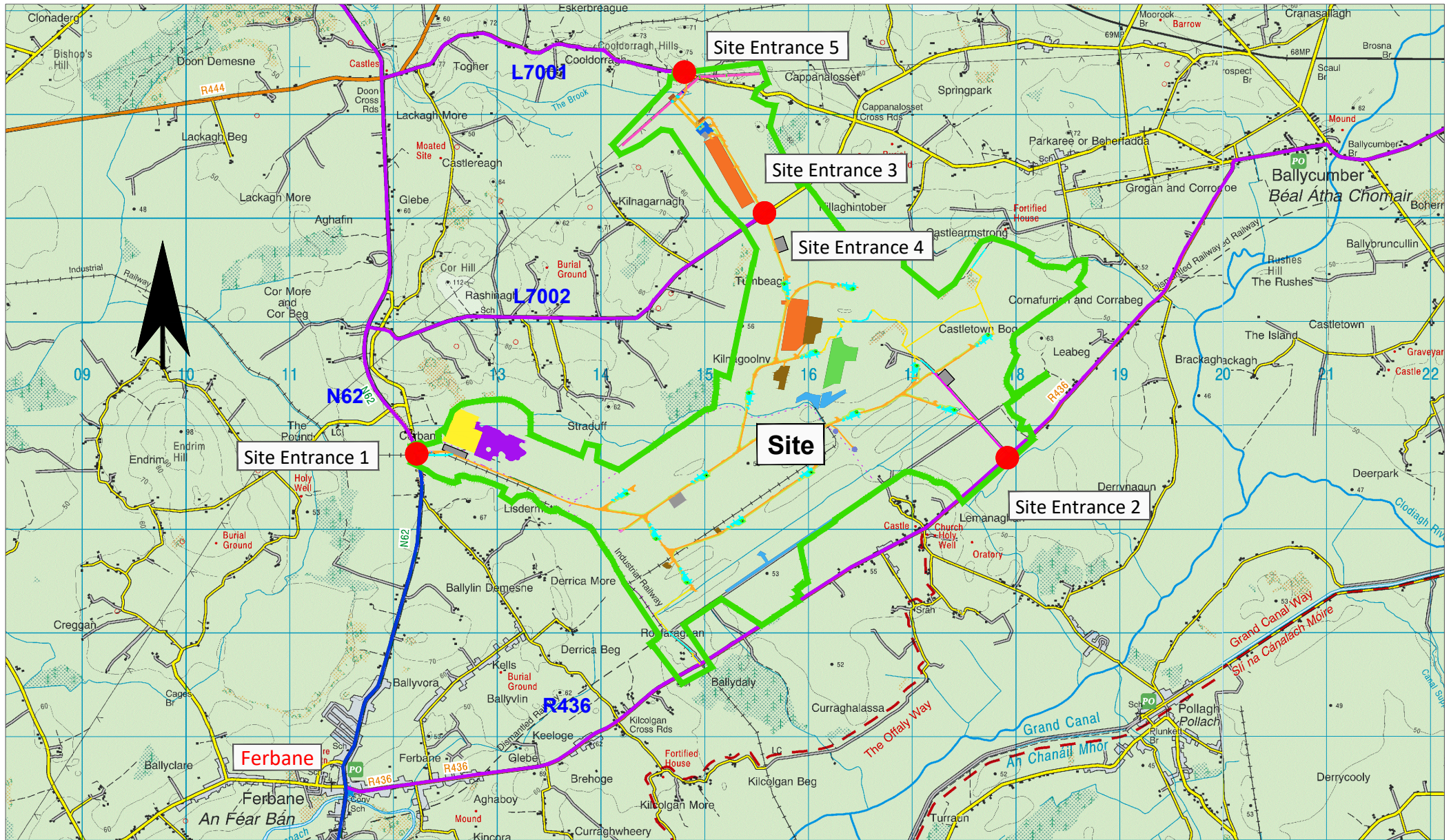


Figure 15-1 Site location and turbine delivery route

NOTES:
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

| | | | |
|-------------|--------------------------|-----------|----------|
| PROJECT: | Lemanaghan Wind Farm | SCALE: | NTS |
| CLIENT: | Lemanaghan Wind Farm DAC | DATE: | 06.03.26 |
| PROJECT NO: | 9080 | DRAWN BY: | AL |

ALAN LIPSCOMBE
 TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Figure 15-2 Location of proposed access junctions

PROJECT: Lemanaghan Wind Farm

CLIENT: Lemanaghan Wind Farm DAC

SCALE: NTS

AL PROJECT NO: 9080

DATE: 06.03.26

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

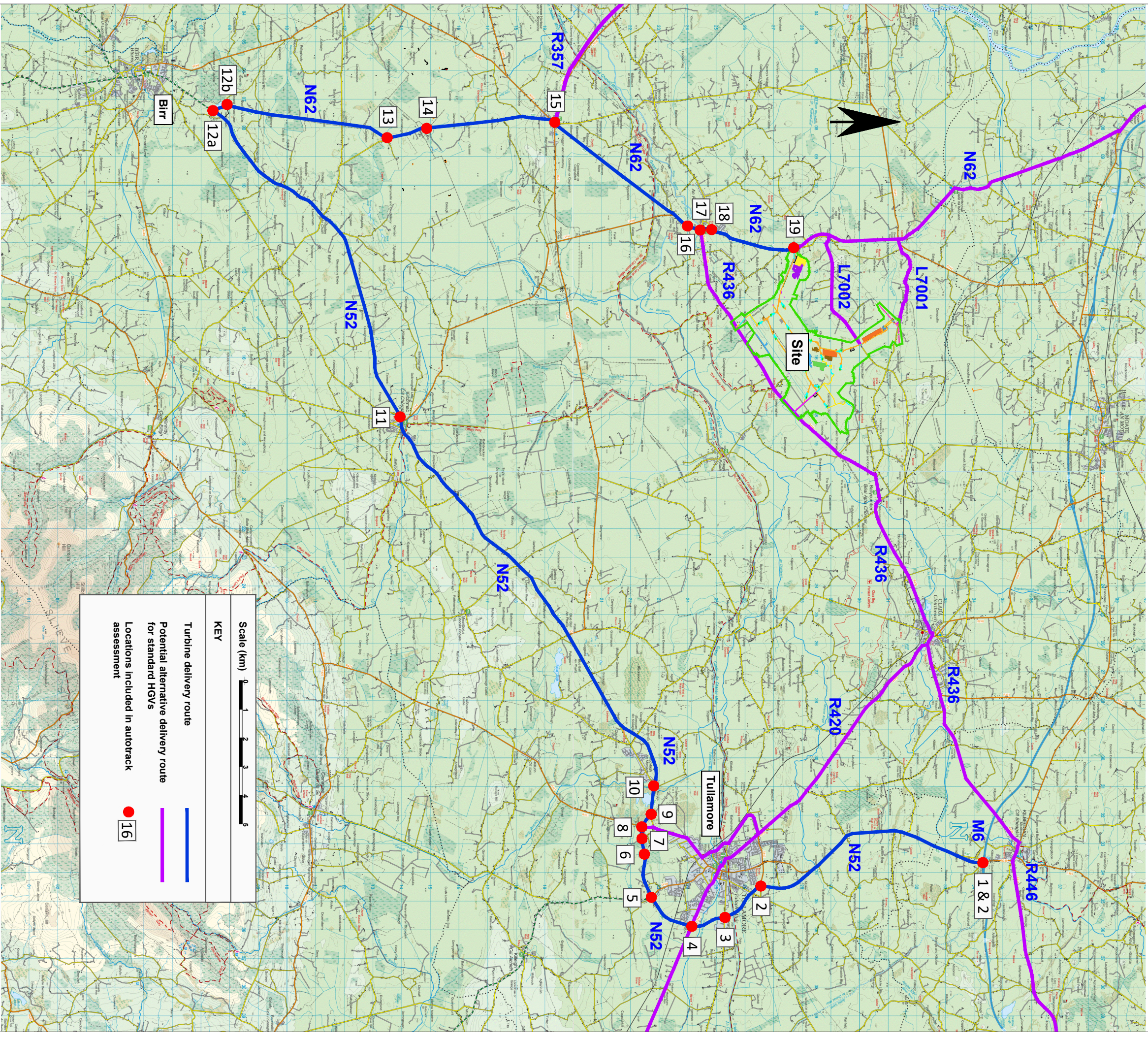


Figure 15-3 Autotrack assessment location plan

NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

PROJECT: Lemnaghan Wind Farm
 CLIENT: Lemnaghan Wind Farm DAC
 PROJECT NO: 9080

SCALE: NTS
 DATE: 06.03.26
 DRAWN BY: AL

ALAN LIPSCOMBE
 TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

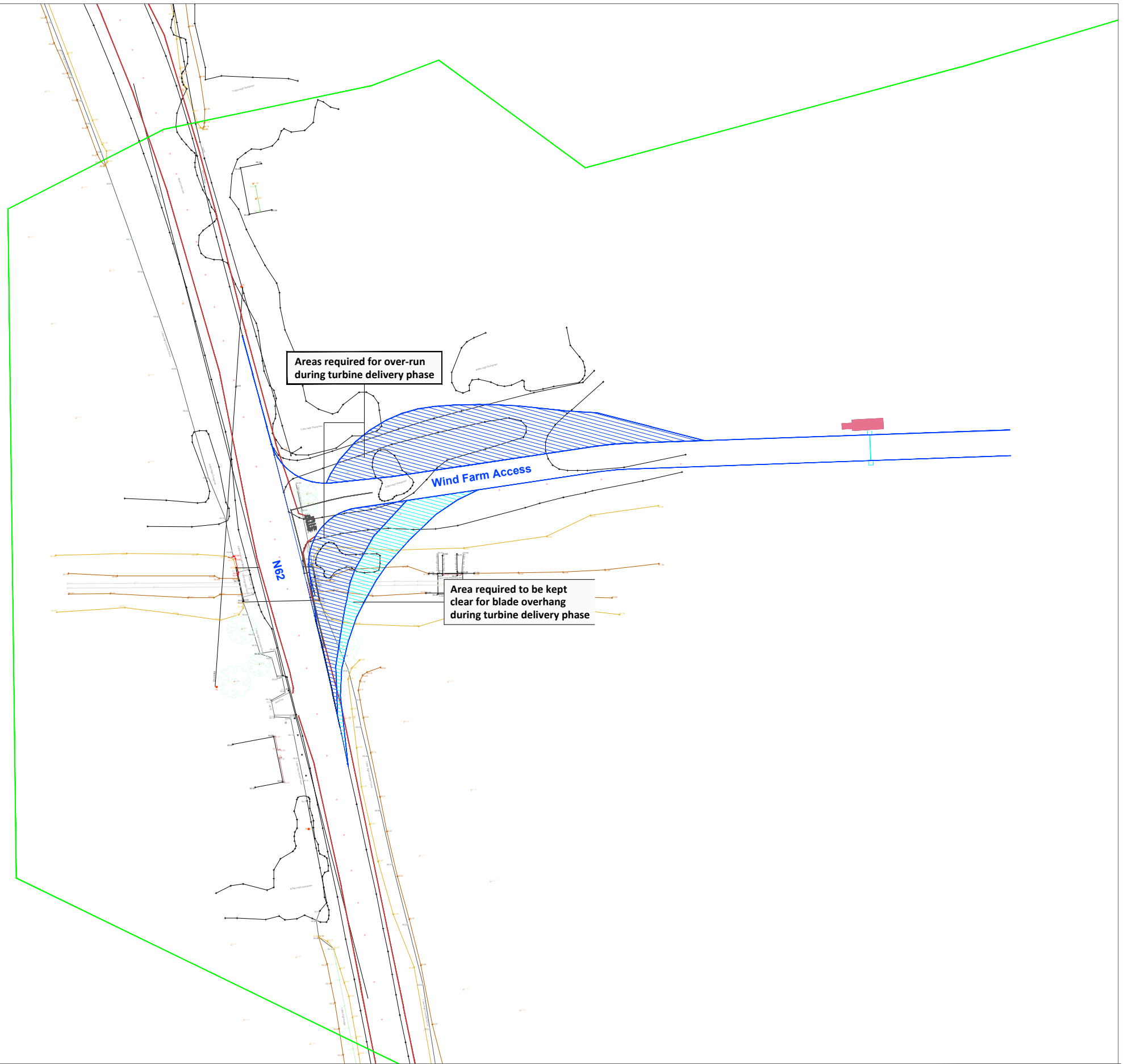
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenance staff and amenity access

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 15-6a Site Entrance 1 - N62 / Wind Farm access junction, junction layout

PROJECT: Lemanaghan Wind Farm

CLIENT: Lemanaghan Wind Farm DAC

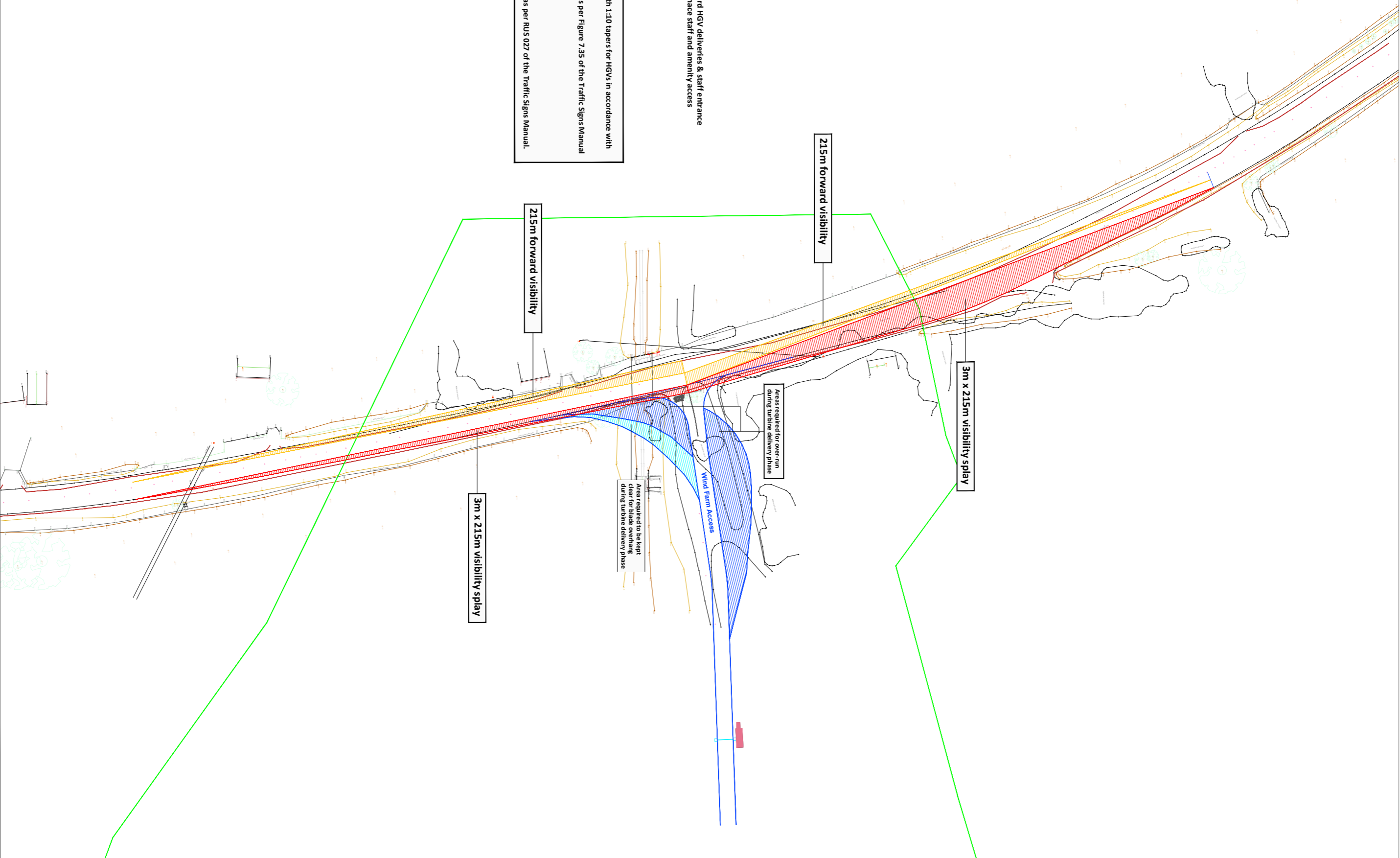
PROJECT NO: 9080

DATE: 06.03.26

SCALE: 1:1000@A3

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



SITE ENTRANCE 1

Proposed Use:
 Construction stage - Standard HGV deliveries & staff entrance
 Operational stage - Maintenance staff and amenity access

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 RMM 001
 - STOP line RRM 017
 - STOP lettering M114.
 Junction stop signs to be as per RUS 027 of the Traffic Signs Manual.

Figure 15-6b Site Entrance 1 - N62 / Wind Farm access junction, junction layout with visibility splays

| | | | |
|-------------|--------------------------|-----------|-----------|
| PROJECT: | Lemanaghan Wind Farm | SCALE: | 1:1000@A2 |
| CLIENT: | Lemanaghan Wind Farm DAC | DATE: | 06.03.26 |
| PROJECT NO: | 9320 | DRAWN BY: | AL |

NOTES:
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

SITE ENTRANCE 1

Proposed Use:

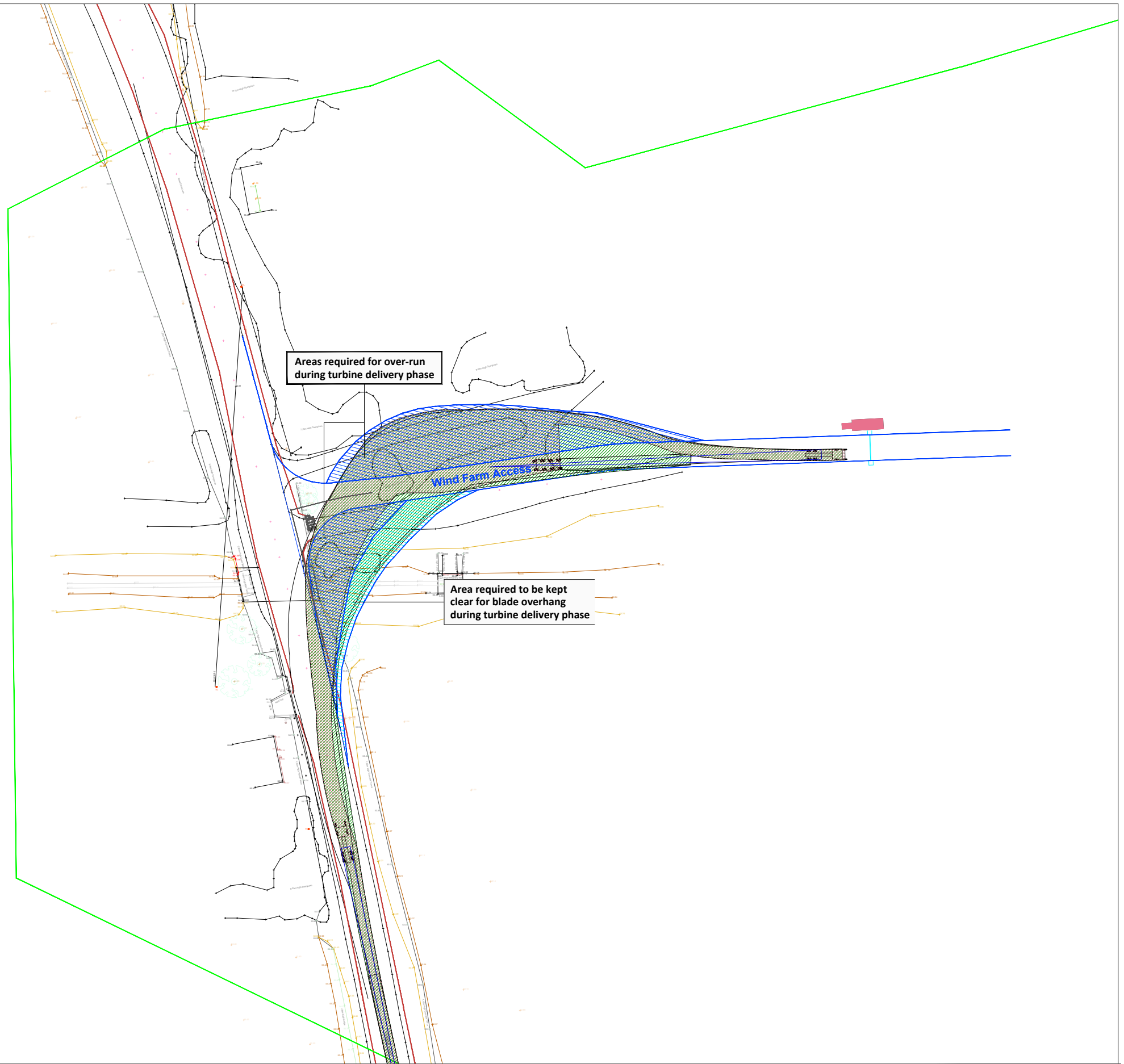
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenance staff and amenity access

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 15-6c Site Entrance 1 - N62 / Wind Farm access junction, extended blade transporter

| | | |
|----------------------------------|----------------|------------------|
| PROJECT: Lemanaghan Wind Farm | | SCALE: 1:1000@A3 |
| CLIENT: Lemanaghan Wind Farm DAC | | DRAWN BY: AL |
| PROJECT NO: 9080 | DATE: 06.03.26 | |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

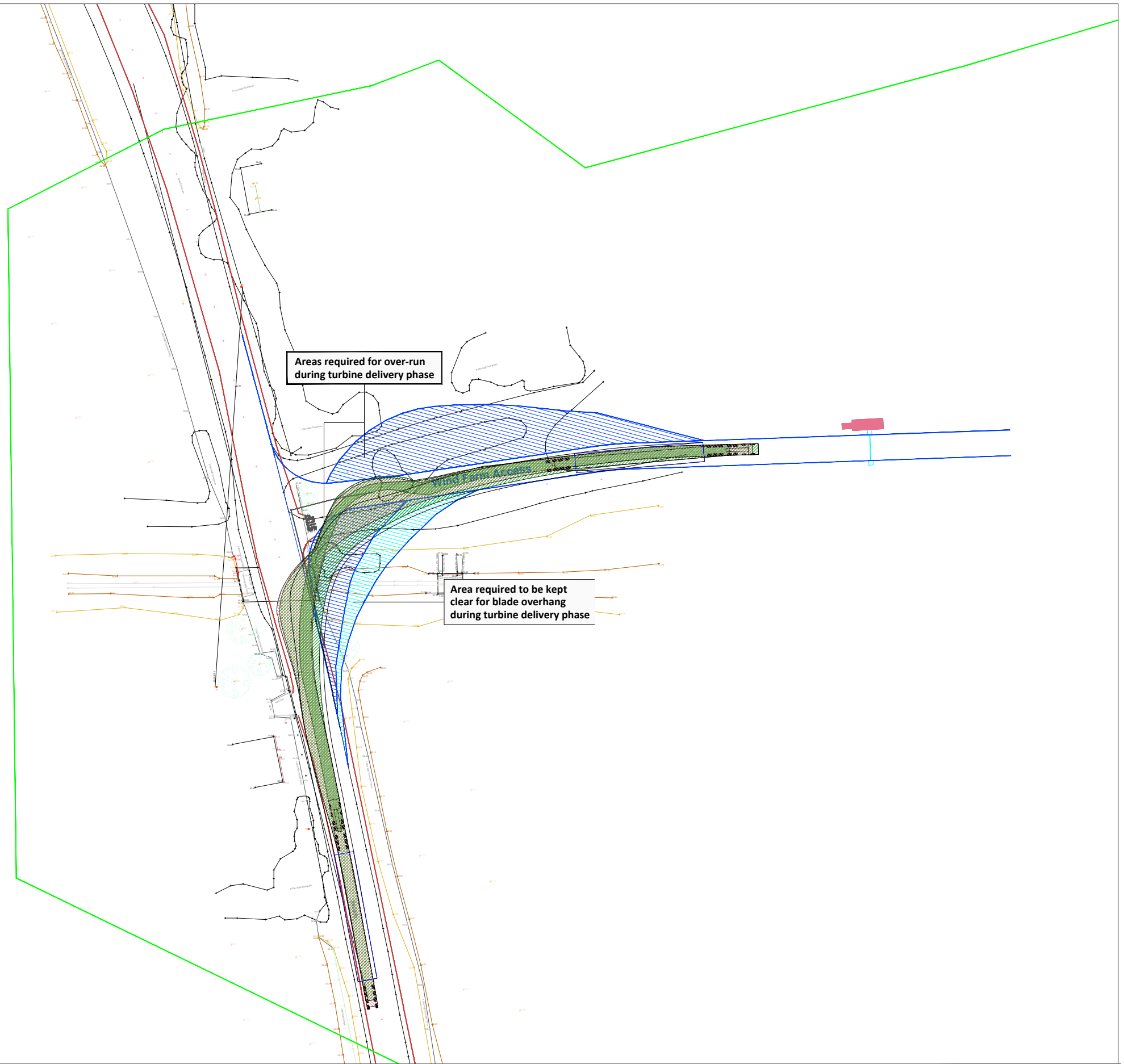
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenance staff and amenity access

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 15-6d Site Entrance 1 - N62 / Wind Farm access junction, extended tower transporter

| | | |
|----------------------------------|----------------|------------------|
| PROJECT: Lemanaghan Wind Farm | | SCALE: 1:1000@A3 |
| CLIENT: Lemanaghan Wind Farm DAC | | DRAWN BY: AL |
| PROJECT NO: 9080 | DATE: 06.03.26 | |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

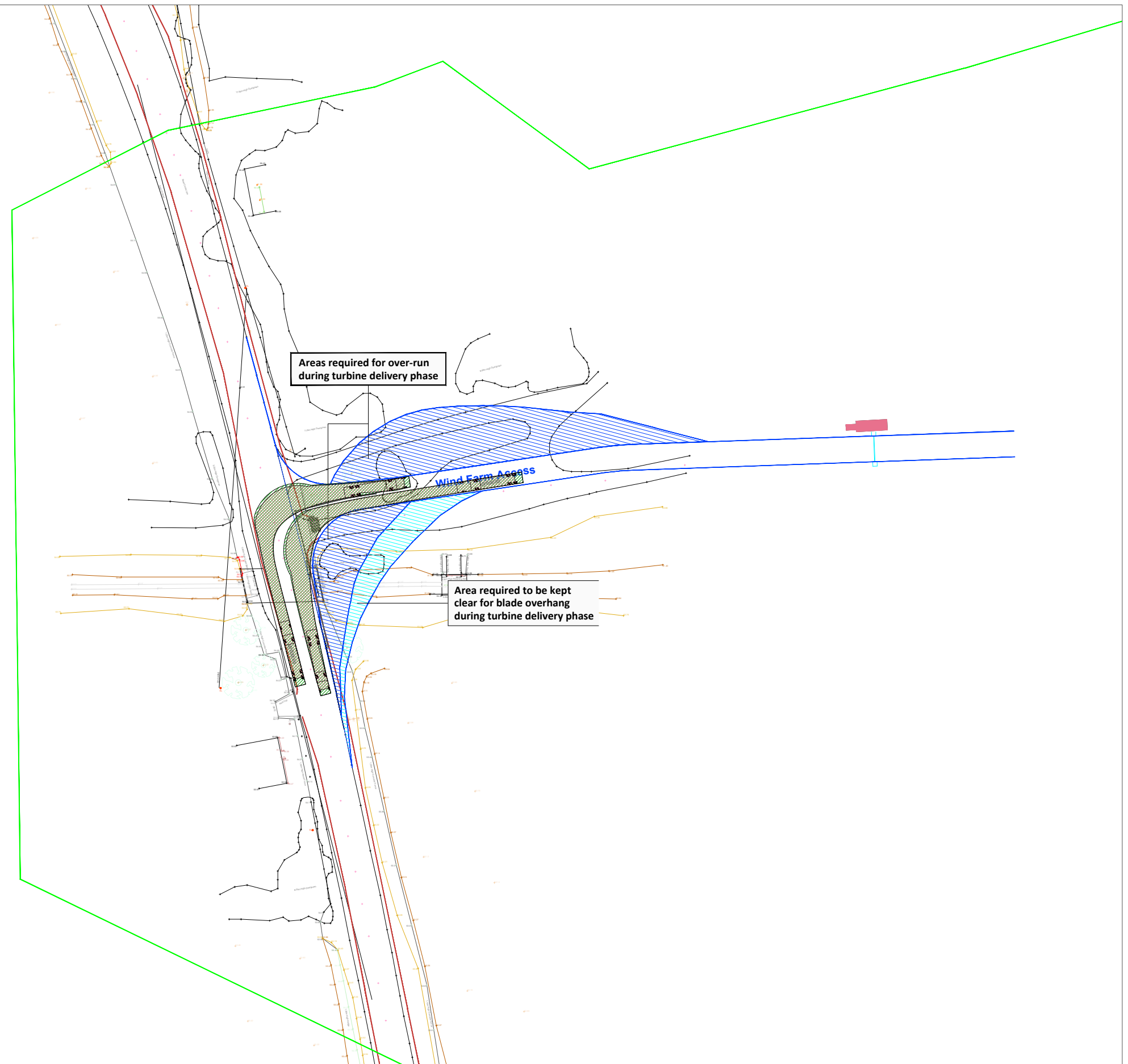
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenance staff and amenity access

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 15-6e Site Entrance 1 - N62 / Wind Farm access junction, standard large articulated HGV

PROJECT: Lemanaghan Wind Farm

CLIENT: Lemanaghan Wind Farm DAC

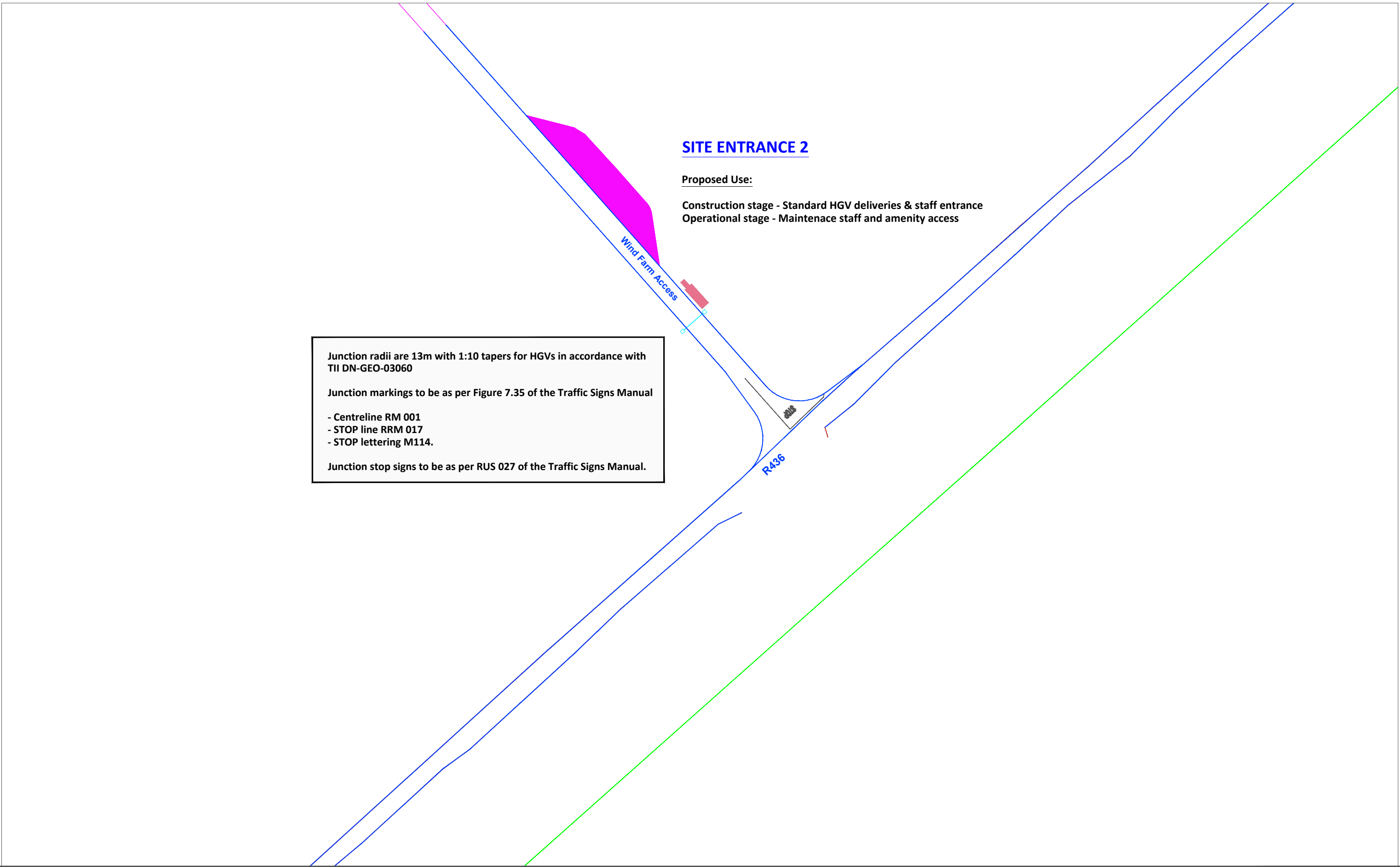
PROJECT NO: 9080

DATE: 06.03.26

SCALE: 1:1000@A3

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

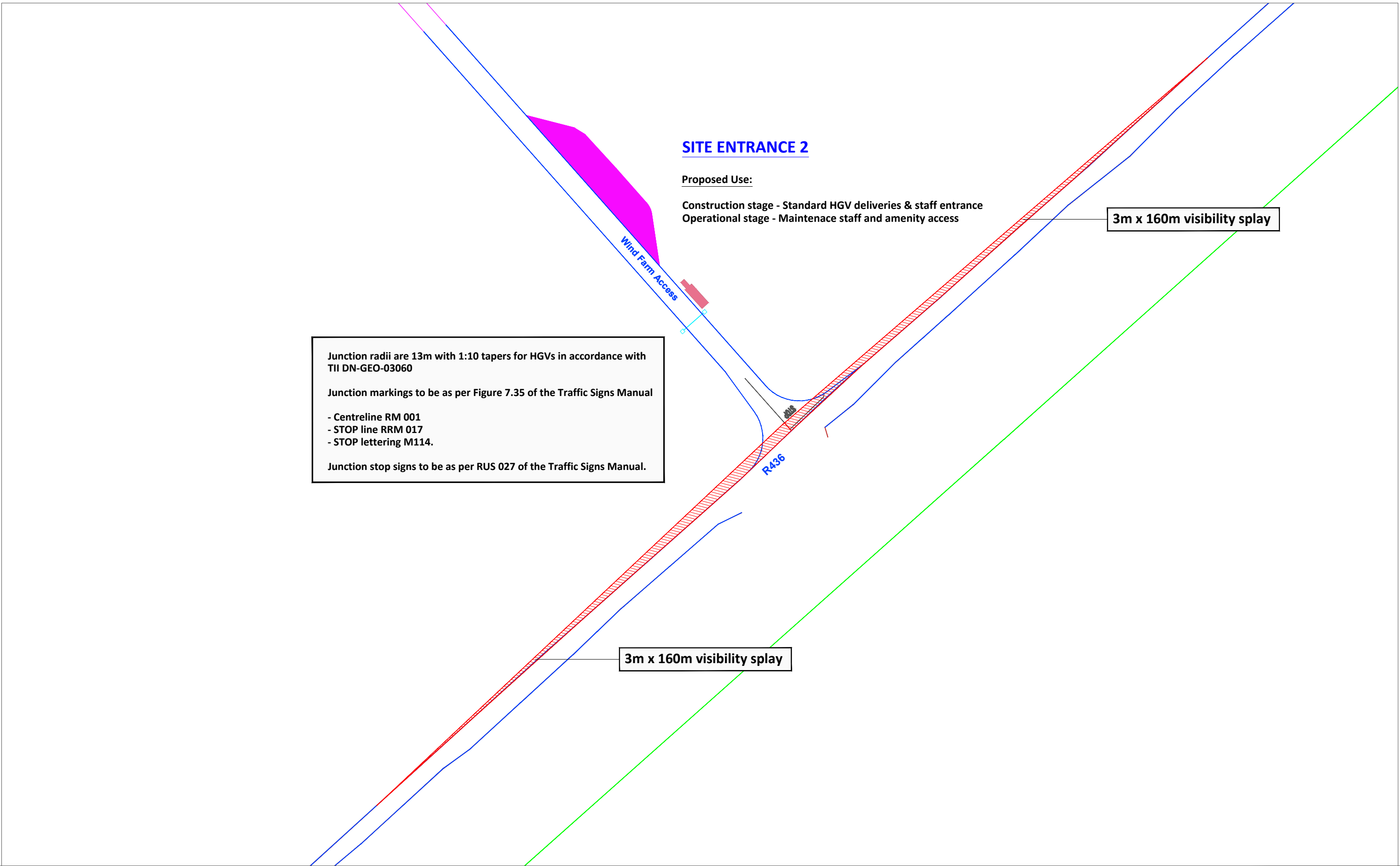
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-7a Site Entrance 2 - R436 / Wind Farm access junction, junction layout

| | | |
|------------------|--------------------------|------------------|
| PROJECT: | Lemanaghan Wind Farm | |
| CLIENT: | Lemanaghan Wind Farm DAC | SCALE: 1:1000@A3 |
| PROJECT NO: 9080 | DATE: 11.02.26 | DRAWN BY: AL |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

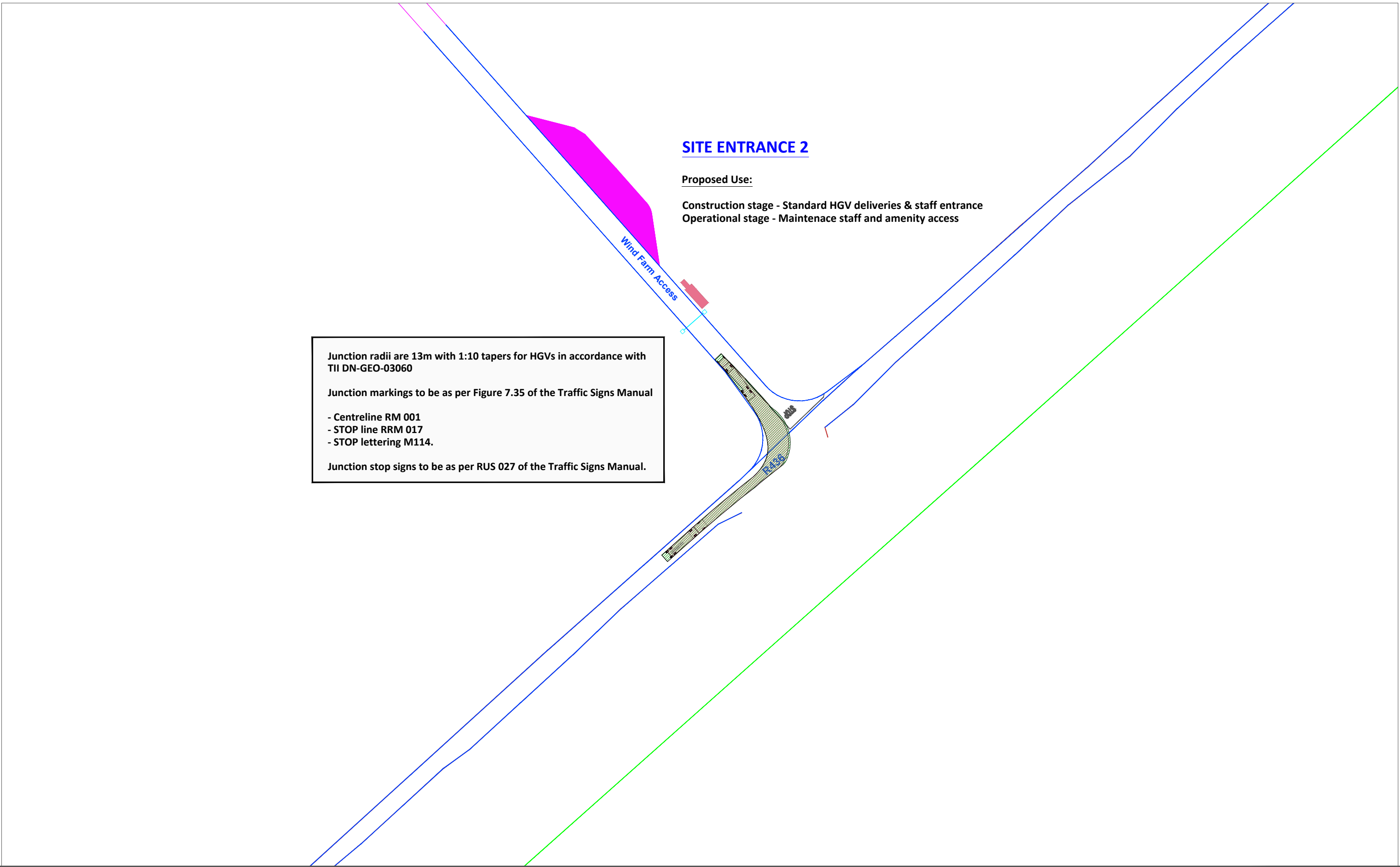


NOTES:
 PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES
 Base mapping provided by MKO

Figure 15-7b Site Entrance 2 - R436 / Wind Farm access junction, junction layout with visibility splays

| | | |
|------------------|--------------------------|------------------|
| PROJECT: | Lemanaghan Wind Farm | |
| CLIENT: | Lemanaghan Wind Farm DAC | SCALE: 1:1000@A3 |
| PROJECT NO: 9080 | DATE: 11.02.26 | DRAWN BY: AL |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



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

Figure 15-7c Site Entrance 2 - R436 / Wind Farm access junction, standard large articulated HGV

| | | |
|----------------------------------|----------------|------------------|
| PROJECT: Lemanaghan Wind Farm | | SCALE: 1:1000@A3 |
| CLIENT: Lemanaghan Wind Farm DAC | | DRAWN BY: AL |
| PROJECT NO: 9080 | DATE: 02.12.25 | |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 3

Proposed Use:

Construction stage - Standard HGV deliveries & staff entrance for Substation
Operational stage - Maintenance and monitoring staff for substation

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.

SITE ENTRANCE 4

Proposed Use:

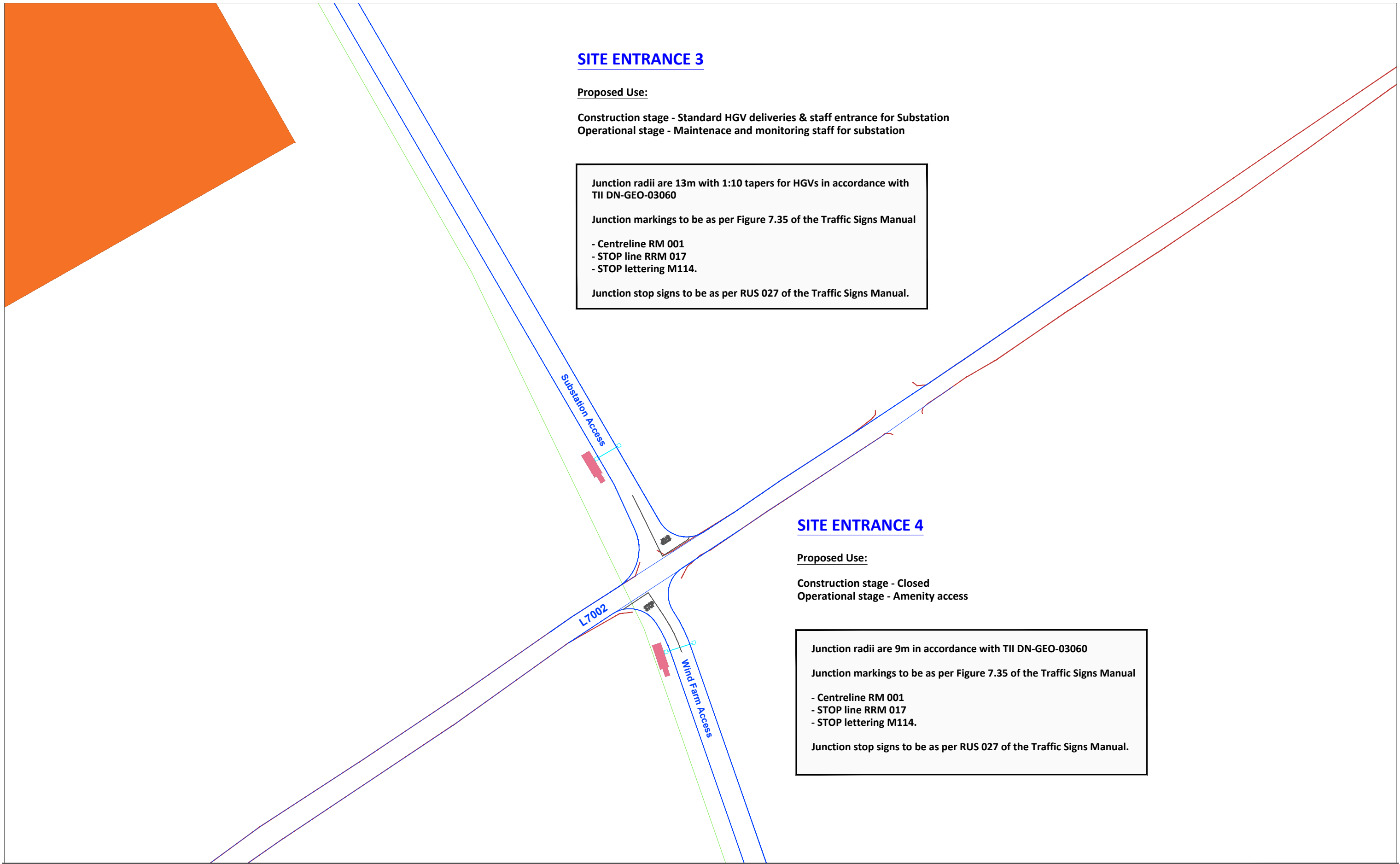
Construction stage - Closed
Operational stage - Amenity access

Junction radii are 9m 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 15-8a | | Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, junction layouts | |
| PROJECT: | Lemanaghan Wind Farm | SCALE: | 1:1000@A3 |
| CLIENT: | Lemanaghan Wind Farm DAC | DATE: | 11.02.26 |
| PROJECT NO: | 9080 | DRAWN BY: | AL |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 3

Proposed Use:

Construction stage - Standard HGV deliveries & staff entrance for Substation
 Operational stage - Maintenance and monitoring staff for substation

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.

3m x 120m visibility splay

3m x 120m visibility splay

3m x 120m visibility splay

3m x 120m visibility splay

SITE ENTRANCE 4

Proposed Use:

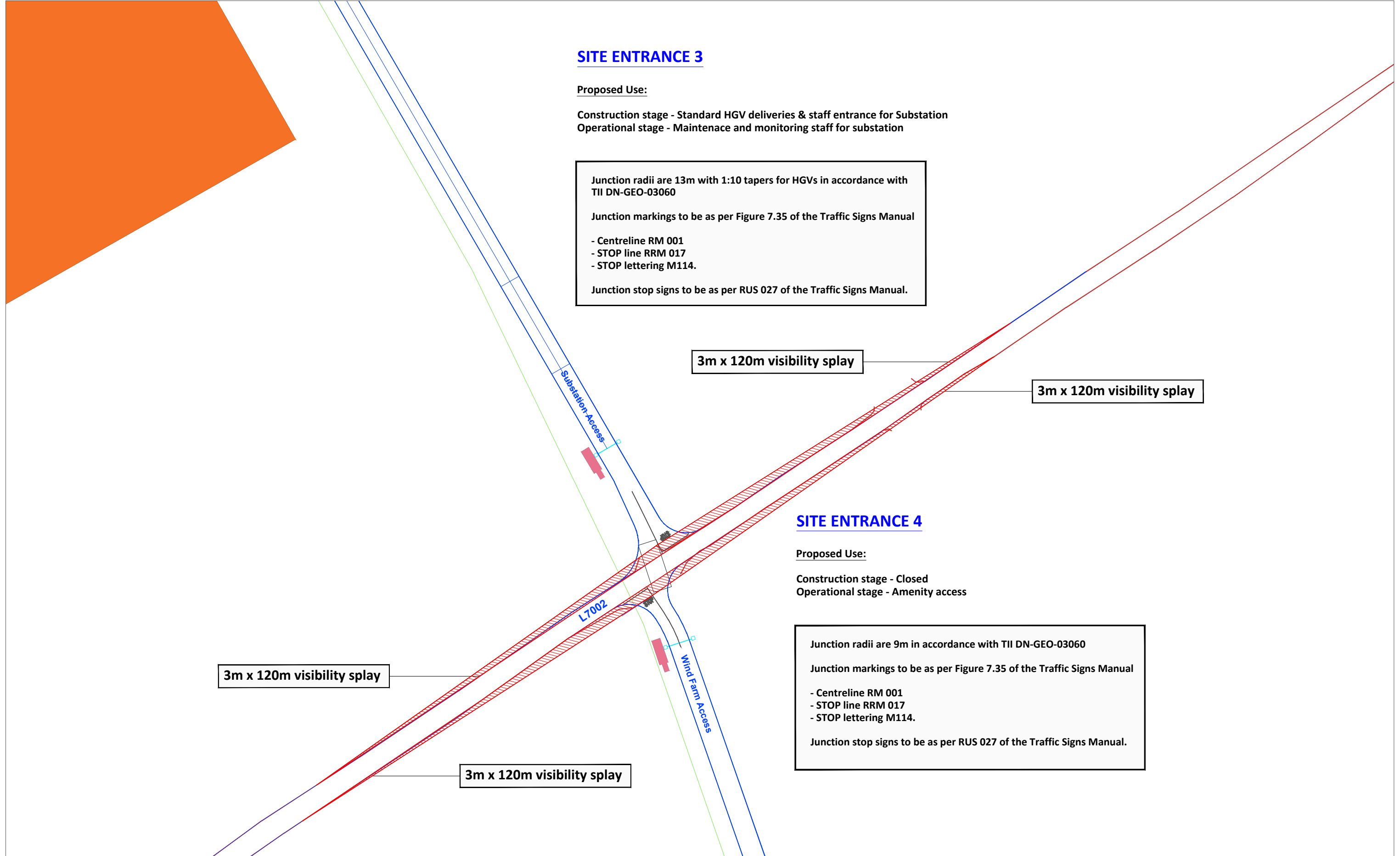
Construction stage - Closed
 Operational stage - Amenity access

Junction radii are 9m 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 15-8b Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, junction layout with visibility splays

| | | | |
|-------------|--------------------------|-----------|-----------|
| PROJECT: | Lemanaghan Wind Farm | SCALE: | 1:1000@A3 |
| CLIENT: | Lemanaghan Wind Farm DAC | DATE: | 11.02.26 |
| PROJECT NO: | 9080 | DRAWN BY: | AL |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 3

Proposed Use:

Construction stage - Standard HGV deliveries & staff entrance for Substation
Operational stage - Maintenance and monitoring staff for substation

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.

SITE ENTRANCE 4

Proposed Use:

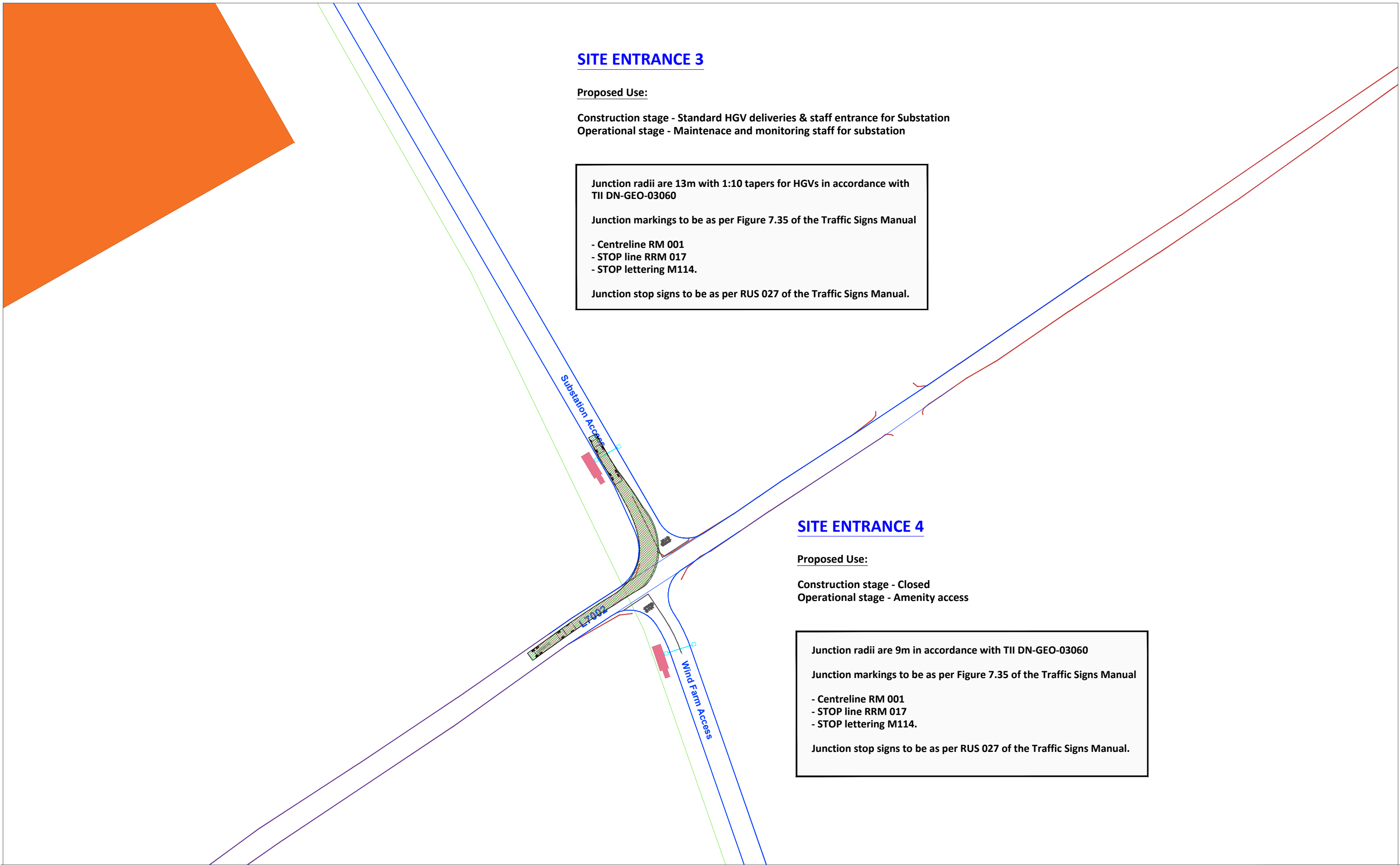
Construction stage - Closed
Operational stage - Amenity access

Junction radii are 9m 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 15-8c Site Entrance 3 - L7002 (north) / Substation access junction and Site Entrance 4 - L7002 (south) / Wind Farm access junction, standard large articulated HGV

| | | | |
|-------------|--------------------------|-----------|-----------|
| PROJECT: | Lemanaghan Wind Farm | SCALE: | 1:1000@A3 |
| CLIENT: | Lemanaghan Wind Farm DAC | DATE: | 11.02.26 |
| PROJECT NO: | 9080 | DRAWN BY: | AL |

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 5

Proposed Use:

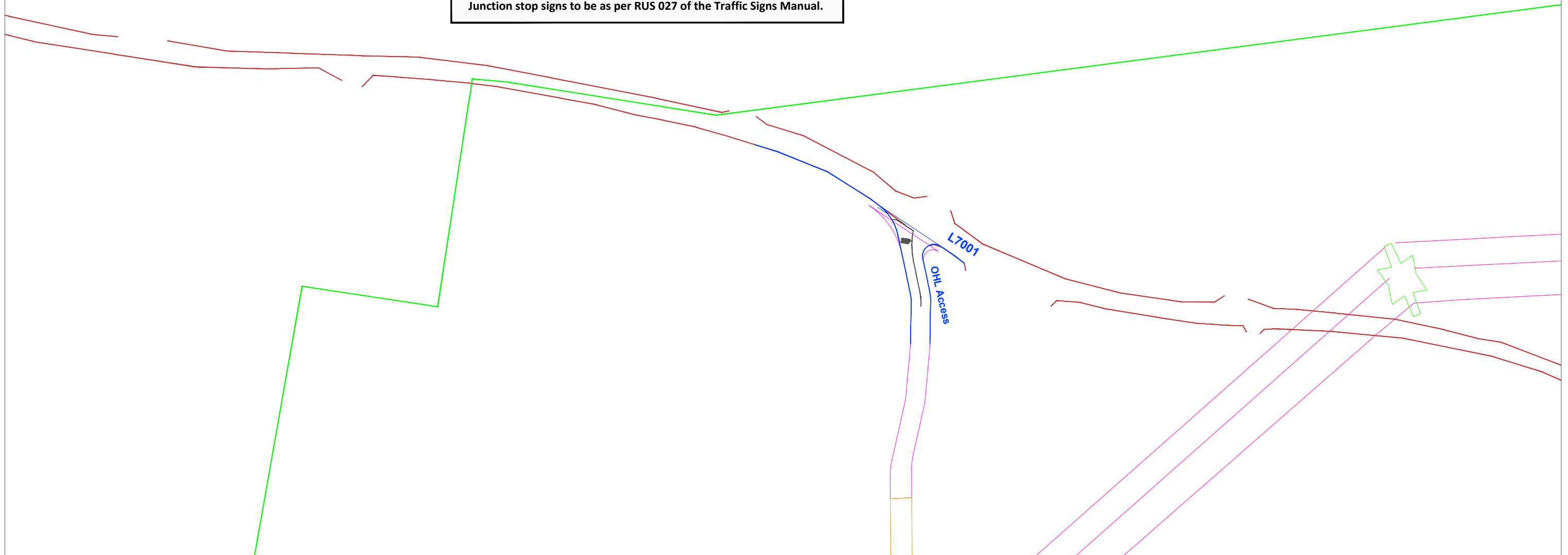
Construction stage - Used for access to substation. Must be used with traffic management measures. Will be Closed when not in use.
Operational stage - Closed

Junction radius on western corner is 13m. There will be no traffic to and from the east.

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 15-9a Site Entrance 5 - L7001 / OHL construction access junction, junction layout

PROJECT: Lemanaghan Wind Farm

CLIENT: Lemanaghan Wind Farm DAC

PROJECT NO: 9080

DATE: 11.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 5

Proposed Use:

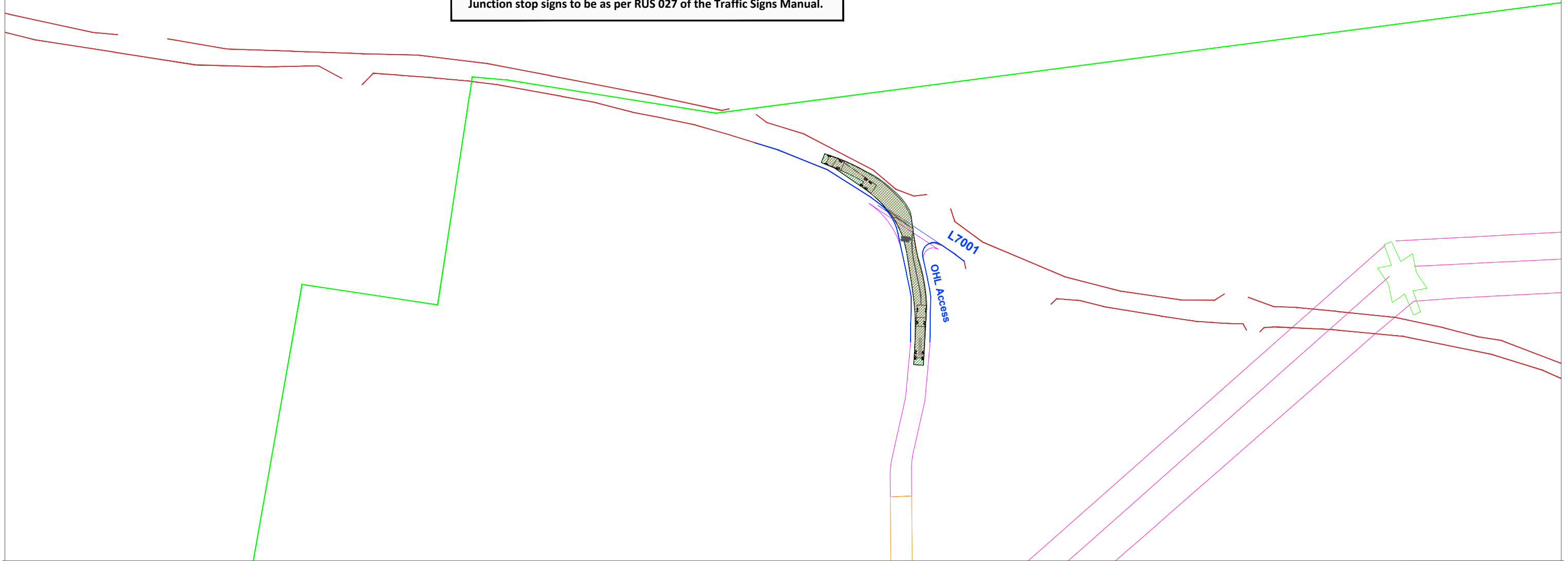
Construction stage - Used for access to substation. Must be used with traffic management measures. Will be Closed when not in use.
Operational stage - Closed

Junction radius on western corner is 13m. There will be no traffic to and from the east.

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 15-9b Site Entrance 5 - L7001 / OHL construction access junction, standard large articulated HGV

PROJECT: Lemanaghan Wind Farm

CLIENT: Lemanaghan Wind Farm DAC

PROJECT NO: 9080

DATE: 11.02.26

SCALE: 1:1000@A3

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS