APPENDIX 15-5

DESIGN PHASE PROCEDURE FOR ROAD SAFETY IMPROVEMENT SCHEMES, URBAN RENEWAL SCHEMES AND LOCAL IMPROVEMENT SCHEMES REPORT

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

PROPOSED LEMANAGHAN WIND FARM, CO. OFFALY

PROPOSED SITE ENTRANCE 1 ON THE N62

Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes

DN-GEO-03030 Design Report

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Client: Lemanaghan Wind Farm DAC
March 6th, 2026
AL Project No: 9080

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Appendix A - Figures referenced from EIAR prepared for proposed Lemanaghan Wind Farm, Co. Offaly

1 INTRODUCTION

This TII Design Report has been prepared for the proposed Lemanaghan Wind Farm (the Proposed Project) in Co. Offaly. It is proposed that the Proposed Wind Farm will be accessed via 5 no. Site Entrances, of which one is an improved existing site access off the eastern side of the N62. This report sets out the ***DN-GEO-03030 Design Report*** for the proposed improved access junction located off the N62. The Proposed Wind Farm has been the subject of an EIAR, which is the source of much of the information presented in this report. The proposed site entrance on the N62 is also included in a Stage 1 Road Safety Audit undertaken for the Proposed Project.

The following figures from Chapter 15 of the EIAR are referenced in this report, all of which are included as extracts within the report text, and included in full as Appendix A of this report;

Figure 15-2	Location of proposed access junctions
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

The location of the proposed improved access junction on the N62 is shown as Site Entrance 1 in Figure 15-2. The junction is situated on the western boundary of the Proposed Wind Farm and serves as the main entrance to the site.

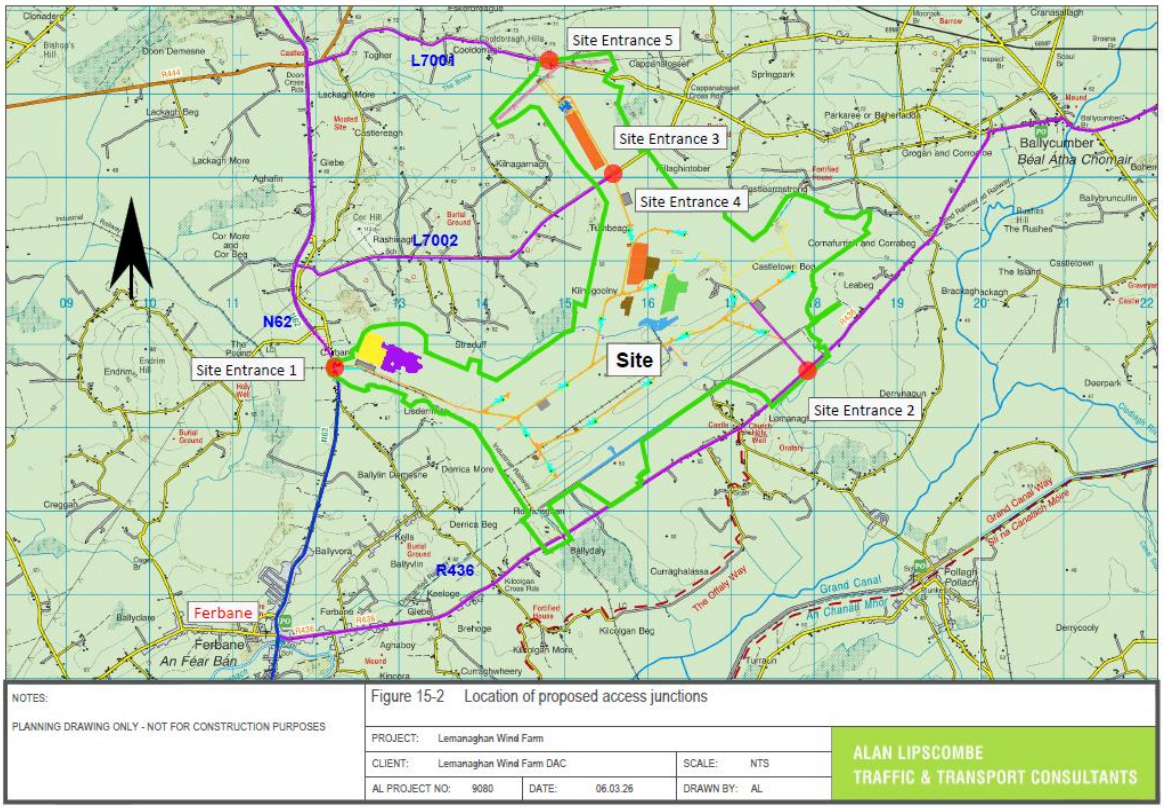
The access is located within the 100 kph zone and currently provides access to land on the eastern side of the N62 originally for the purpose of accessing Lemanaghan Bog and historical industrial peat excavation activities. The existing access is shown in Plates 1 to 3.

Plate 1 Site Entrance 1 – N62 – Taken from existing / proposed access - looking south along the N62

Plate 2 Site Entrance 1 – N62 – Taken from existing / proposed access - looking north along the N62

Plate 3 Site Entrance 1 – N62 – Looking north along the N62 with existing / proposed access on the right

Figure 15-2 Location of proposed access junctions



2 Proposed Site Entrance 1 on the N62 in the context of the Spatial Planning and National Roads, Guidelines for Planning Authorities

As previously set out in Section 1, and shown in Figure 15-2, the Proposed Wind Farm is currently served by a number of existing tracks and access roads due to its previous use of industrial peat etxraction, and, as part of the Proposed Project, it is proposed to upgrade 3 no. existing entrances and facilitate 2 no. new site entrances.

Site Entrance 1 located on the N62 is an existing site access that is proposed to be upgraded as part of the Proposed Project, and, as it is located on a National Road, the Spatial Planning and National Roads, Guidelines for Planning Authorities (NRA, now TTI), January 2012, apply. Site Entrance 1 is situated in the 100 kph zone and therefore the following policies of the guidelines are required to be considered:

Policy 2.5 Required Development Plan Policy on Access to National Roads Lands adjoining National Roads to which speed limits greater than 60 km/h apply: - The policy of the planning authority will be to avoid the creation of any additional access point from new development or the generation of increased traffic from existing accesses to national roads to which speed limits greater than 60 km/h apply. This provision applies to all categories of development, including individual houses in rural areas, regardless of the housing circumstances of the applicant.

It is acknowledged that the above policy 2.5 applies to the proposed Site Entrance 1 located on the N62.

It is also, however, noted that *Policy 2.6* of the guidelines sets out exceptional circumstances where a less restrictive approach may be applied *"in the case of developments of national and regional strategic importance which by their nature are most appropriately located outside urban areas, and where the locations concerned have specific characteristics that make them particularly suitable for the developments proposed.*

The guidelines provide a list of maters to take account of when considering if exceptional circumstances apply, of which it is considered the following apply to Site Entrance 1 on the N62:

(3) **The nature of proposed development and the volume of traffic to be generated by it** – It is established that the traffic volumes that will be generated during the construction stage of the Proposed Project will be relatively low and that the junction will operate with significant spare capacity during the busiest construction days (as set out in Section 15.1.4 and 15.1.6 of the EIAR, and summarised in Section 7.2 of this report). Furthermore, it is forecast that very low numbers of trips will be generated through Site Entrance 1 during the operational phase of the Proposed Wind Farm (as set out in Section 15.1.4 of the EIAR).

(4) **Any implications for the safety, capacity and efficient operation of National Roads** – It is demonstrated in Section 15.1.10 of the EIAR and Section 7.1 of this report that the proposed junction is designed in accordance with TII Guidelines with the availability of visibility splays and forward visibility appropriate for the 100 kph speed limit. It is also noted that an Independent Stage 1 Road Safety Audit was undertaken for the proposed improved access junction, with all issues raised in the Road Safety Audit addressed to the satisfaction of the Audit Team, as summarised in Section 15.1.11 of the EIAR, Appendix 15-4 to the EIAR, and Section 8 of this report.

(6) **The suitability of the location compared to alternative locations** – While the load of the total traffic movements that will be generated during the construction of the Proposed Project will be shared amongst the 5 proposed site entrances, it is considered that this location is the optimum access junction off the N62 to gain access to the site, particularly for the abnormally large loads comprising the large turbine components, which will be made during nighttime hours.

(10) **The precedent that could be created for cumulative development in the area and the potential implications for the national road network** - It is noted that a similar arrangements was granted Planning Permission on the N62 for another wind energy development (the existing Derrinlough Wind Farm), and that the Proposed Project will generate similar low levels of traffic with similar minor and manageable implications with respect to the operation of the National Road Network.

3 COLLISION HISTORY

There is no collision history available from the RSA website at present.

4 SAFETY OBJECTIVES

The safety objectives of the proposed improved access junction on the N62 to provide access to the Proposed Wind Farm are;

- To provide safe access for the delivery of all traffic types, including abnormally sized loads, general construction traffic, and maintenance/amenity traffic once the Proposed Wind Farm is operational.
- To provide a safe environment for background traffic on the N62 by means of a junction design that complies with TII design guidelines and visibility requirements.
- By the provision of transient traffic management measures provided by An Garda Siochana and the haulage company during the delivery of abnormally sized loads, which will be undertaken during nighttime hours.

- To provide a safe environment for existing traffic and construction workers during the construction of the proposed access road.

5 EXISTING CONDITIONS

5.1 Speed

The speed limit on the N62 is 100km/hr.

5.2 Traffic Volumes

A classified turning count survey was undertaken on Tuesday 26th November 2024 by Traffinomics Ltd, during which between Ferbane and Site Entrance 1 on the N62 an all-day 24 hour 2-way traffic flow of 7,770 vehicles was observed. This is estimated to increase to 8,337 vehicles when forecast forward to the proposed construction year of 2030.

Traffic volumes, link capacity and junction capacity is discussed for the Proposed Wind Farm Construction year of 2030 in Section 7.2 of this report.

5.3 Horizontal Alignment

Site Entrance 1 proposed to provide access to the Proposed Wind Farm is located on the apex of a left hand bend on the N62 travelling south to north. There are no changes proposed to the horizontal alignment on this section of the N62.

5.4 Vertical Alignment

The vertical alignment at the existing N62 in the proximity of Site Entrance 1 is relatively flat. There are no changes to the vertical alignment proposed.

5.5 Cross Section, Crossfall & Super elevation

5.5.1 Cross Section

In the proximity of Site Entrance 1, the N62 has a carriageway width varying between 7.0m and 7.5m. There are no changes to the existing width of the N62 proposed.

5.5.2 Super elevation

There is slight super elevation on the N62 at the bend in the proximity of Site Entrance 1. There are no changes to the superelevation proposed on the N62.

5.6 Junctions & Accesses

The following existing access junctions are in the proximity of Site Entrance 1 that will serve the Proposed Wind Farm.

- An existing priority junction with the L7018 local road on the east side on the N62 approximately 140m to the north,
- An existing residential access on the east side of the N62 approximately 90m to the north,
- An existing residential access on the west side of the N62 approximately 45m to the south,
- An existing residential access on the west side of the N62 approximately 160m to the south.

There are no changes proposed to these existing junctions and accesses on the N62.

5.7 Facilities for Vulnerable Road Users

There are currently no facilities for vulnerable users at this location.

5.8 Visibility & Sightlines

Visibility and sightlines for Site Entrance 1 are discussed in Section 7.9 of this report.

6 ENVIRONMENTAL, ARCHAEOLOGICAL AND OTHER CONSTRAINTS

6.1 Appropriate Assessment

Not Applicable

6.2 Ecological Assessment

Not Applicable

6.3 Other Environmental Surveys

Not Applicable.

6.4 Archaeological Constraints

Not Applicable.

7 PROPOSED DESIGN

7.1 General

It is proposed that Site Entrance 1 will provide for the delivery of the abnormally sized loads and general construction traffic, including staff car trips, during the construction phase, and for

maintenance and monitoring work as well as amenity access once the Proposed Project is operational. All abnormally sized loads will be delivered to the site accompanied by transient traffic management measures include an escort provided by An Garda Siochana, as set out in Section 15.1.14.5.2 of the EIAR.

The proposed Site Entrance 1 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.

Site Entrance 1 includes a run-over area to the south of the proposed internal 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 proposed internal 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.

The autotrack assessment shown in Figures 15-6c and 15-6d demonstrates that Site Entrance 1 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.

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

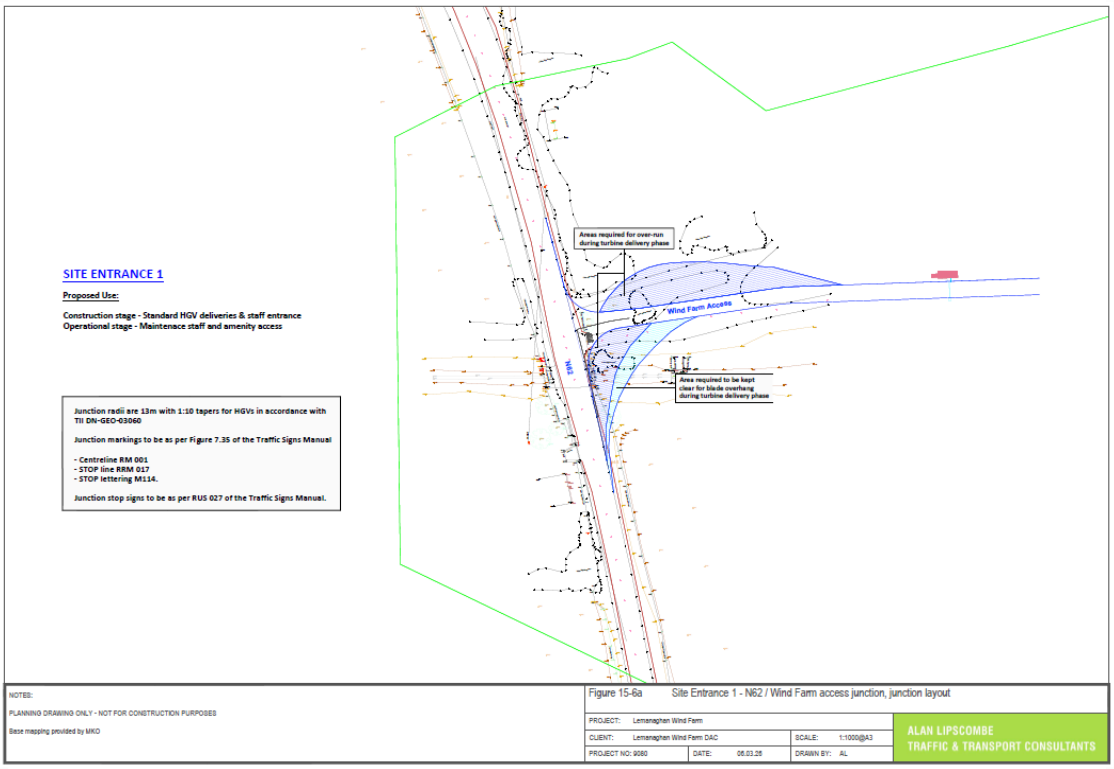


Figure 15.6c Site Entrance 1 – N62 / Wind Farm access junction, extended blade transporter

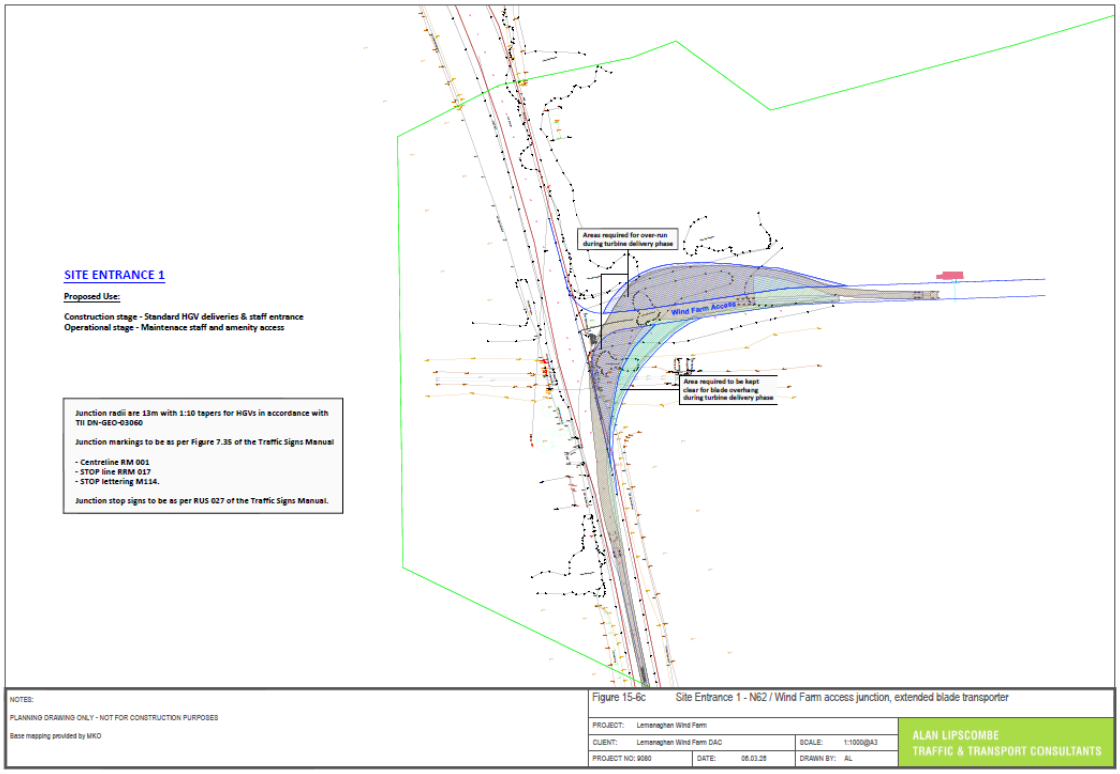


Figure 15.6d Site Entrance 1 – N62 / Wind Farm access junction, extended tower transporter

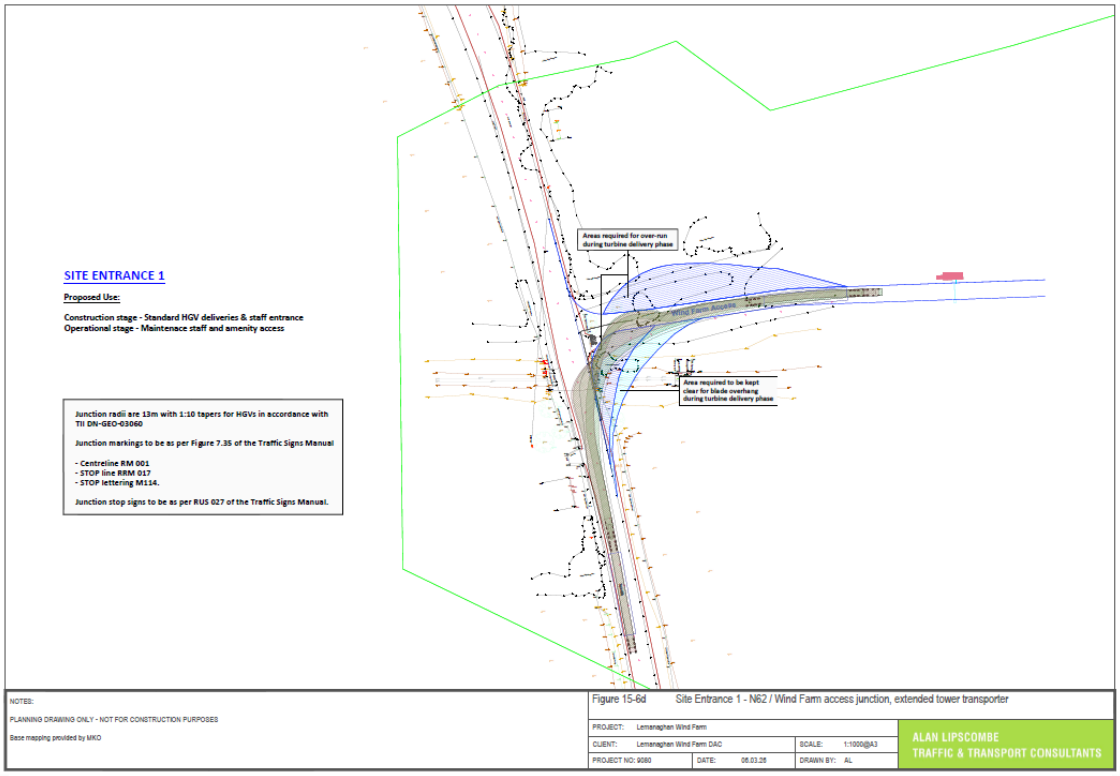
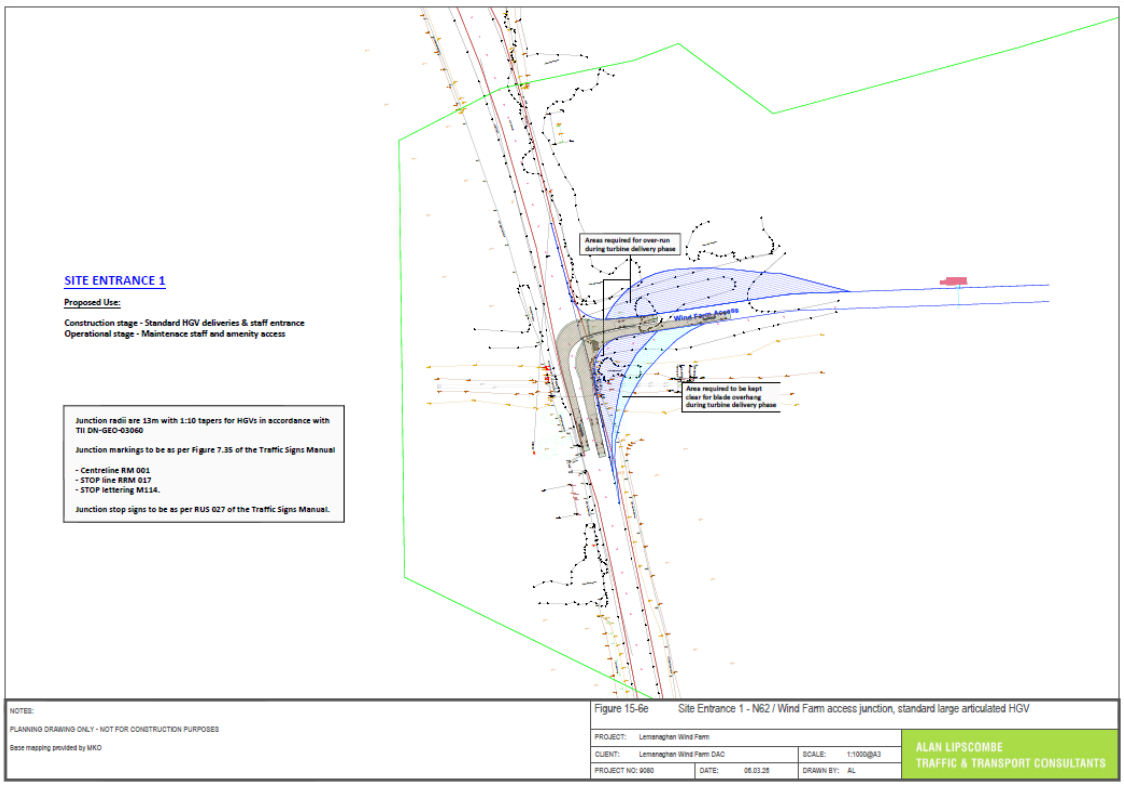


Figure 15.6e Site Entrance 1 – N62 / Wind Farm access junction, standard large articulated HGV



7.2 Link Capacity and Junction Capacity

7.2.1 Link Capacity

Link capacities are addressed in Section 15.1.6.2 of the EIAR. Link capacities based on road types and widths are set out in the TII Standards document DN-GEO-03031 Road Link Design, Table 6/1. It is considered that the N62 in the vicinity of Site Entrance 1 is a Type 2 Single with a link capacity at Level of Service D of 8,600 vehicles per day. Level of Service D is described as follows:

> *"Where speeds begin to decline slightly with a slight increase of flows and density begins to increase somewhat more quickly. Freedom to manoeuvre within the traffic streams is more noticeably limited, and the driver experiences reduced comfort levels".*

In the construction year of 2030 it is forecast that the N62 between Ferbane and Site Entrance 1 will operate at 105% of link capacity with background traffic only. It is forecast that this will increase to a maximum of 112% on the 440 days that general construction will take place on the site, reducing to 106% to 110% for the remainder of the 24 month construction period.

Once operational it is forecast that a maximum of 20 car / light goods vehicle trips will be generated by a combination of maintenance and amenity uses, which will have a negligible impact on long term link capacity.

7.2.2 Junction Capacity

The capacity of the proposed improved junction on the N62 was tested for the highest volume of traffic that may be generated through Site Entrance 1, as set out in Sections 15.1.6.4 of the EIAR. The tests were based on AM and PM peak hour traffic volumes on the N62 in the construction year 2030, and the maximum volumes of construction traffic that may be generated in one hour (including all construction staff traffic and HGVS travelling in and out of the site) made via Site Entrance 1. The results of the junction capacity tests are shown in Table 15-25 of the EIAR and show that with all construction staff traffic and the maximum volume of HGVs accessing and exiting the site during the AM and PM peak hours will result in the following:

- A maximum ratio of flow to capacity (RFC) of 8.4% is forecast during the AM peak hour, which will apply to the right turn from the N62 into the Proposed Wind Farm. For this movement no queuing (maximum 0.16 PCUs) and minimal delays (maximum 0.08 minutes, or 5 seconds) are forecast.
- During the PM peak hour a maximum ratio of flow to capacity (RFC) of 9.1% is forecast, which is forecast to apply to the right turn out of the Proposed Wind Farm

onto the N62. For this movement no queuing (maximum 0.10 PCUs) and relatively minor delays (maximum 0.19 minutes, or 12 seconds) are forecast.

The assessment shows that Site Entrance 1 is forecast to operate well within the acceptable limit of 85% as specified by TII in the Traffic and Transport Assessment Guidelines (May 2014)

7.3 Land Acquisition

The land required to provide the temporary access road for the delivery of abnormal loads has been acquired by the Applicant.

7.4 Horizontal Alignment

There are no changes proposed to the horizontal alignment on this section of the N62.

7.5 Vertical Alignment

It is confirmed that the existing vertical alignment of the N62 is flat and there are no changes proposed to the vertical alignment with Site Entrance 1.

7.6 Cross Section Crossfall & Super elevation

7.6.1 Cross Section

There are no changes proposed to the cross section on the N62 at the location of Site Entrance 1.

7.6.2 Crossfall

There are no changes proposed to the crossfall on the N62 at the location of Site Entrance 1.

7.6.3 Super elevation

There are no changes proposed to the superelevation at the location of Site Entrance 1.

7.7 Facilities for Vulnerable Road Users

There are no changes proposed for conditions for vulnerable road users on the N62 as part of the proposed improved junction that will provide access to the Proposed Wind Farm. The junction is on a 100km/h section of the N62 and it is not proposed that construction staff during the construction period, or members of the public visiting for amenity purposes once operational, will walk to the site via this access. Please note, there is amenity access via the granted Offaly West Midlands Trail Network via an underpass that traverses beneath the N62; this access links to proposed new amenity tracks within the Proposed Wind Farm however there is no interaction with the N62.

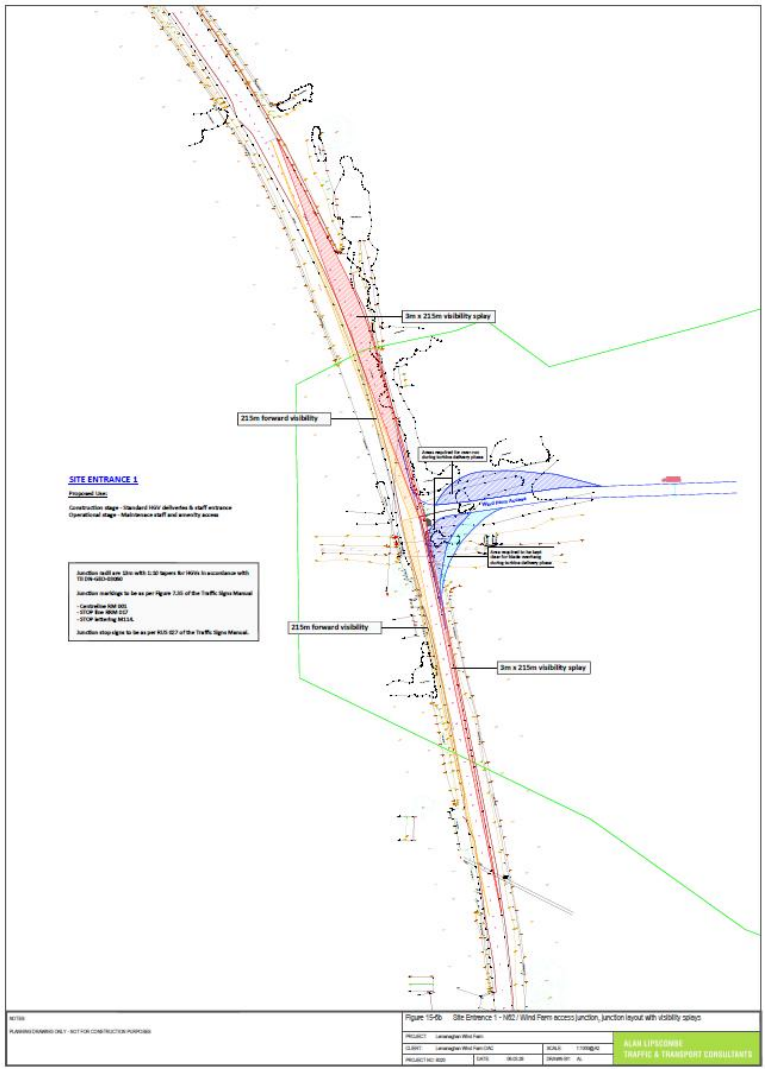
7.8 Junctions & Accesses

There are no changes proposed to existing junctions and accesses on the N62 in the proximity of Site Entrance 1 that will provide access to the Proposed Wind Farm.

7.9 Visibility and Sightlines

With a speed limit of 100 kph the required visibility splays in accordance with TII DN-GEO-03060 are 215m 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 on the N62.

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



7.10 Drainage

No changes are proposed relating to drainage on the N62. Drainage for the proposed improved N62 / Wind Farm access junction is included in Appendix 4-5 of the EIAR.

7.11 Pavement

No changes are proposed relating to pavement design on the N62. Site Entrance 1 will be surfaced with tarmac for the first 30m from the joint with the N62.

7.12 Safety Barrier Risk Assessment and Provision

There are currently no safety barriers on this section of the N62 in the proximity of Site Entrance 1. No changes are proposed.

7.13 Traffic Signs and Road Markings

The layout of Site Entrance 1 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.

Road Markings and signs include the following;

- Centreline RM 001,
- STOP line RRM 017,
- STOP lettering M114,
- Junction STOP sign RUS 027,
- Junction ahead warning signs W 002L and W 002R.

7.14 Accommodation Works

The majority of the proposed accommodation work at Site Entrance 1 will be expected to take place beneath the existing underpass, from the existing Bord na Mona (BnM) railway line east of the existing underpass, or from areas to the north and south of the proposed underpass extension off the public road.

7.15 Lighting

There is currently no lighting on this section of the N62. No changes are proposed.

7.16 Departures from Standard

There are no departures from standards proposed as part of Site Entrance 1 on the N62.

8 ROAD SAFETY AUDIT

Traffico Road Safety Engineering Consultants Ltd were commissioned to undertake a Stage 1 Road Safety Audit for the access arrangements for the Proposed Project site, in accordance with

GE-STY-01024 Road Safety Audit Guidelines, TII, December 2017. The Stage 1 Road Safety Audit Report is attached as Appendix 15-4 of the EIAR.

As documented in the Audit Report (Appendix 15-4), the Audit Team identified 5 potential Problems of which 1 relates to Site Entrance 1. For each Problem identified the Design Team provided a response, as documented in Appendix A, Road Safety Audit Feedback Form of the Stage 1 Road Safety Audit Report. The problem relating to Site Entrance 1 identified, together with the Design Teams response and whether the response was accepted by the Audit Team is set out below.

Problem 2.1 – Road Sign Partially Obscuring Visibility, Location: Site Entrance 1 - Existing Chevron Board to South of Site Entrance 1 - The Audit Teams notes that the line of sight looking to the left for drivers attempting to exit the access appeared to be partially obscured by an existing chevron board. This could increase the risk of side impact type collisions at the access.

The Audit Team recommends that the chevron board should be relocated to a suitable position which does not obscure visibility.

The Design Team Response is as follows – The relocation of the chevron board will be agreed with TII and Offaly County Council prior to finalising the detailed design of the proposed junction.

The Design Team response was accepted in the Road Safety Audit Feedback Form included as Appendix A of the Audit Report.

9 TOTAL SCHEME BUDGET

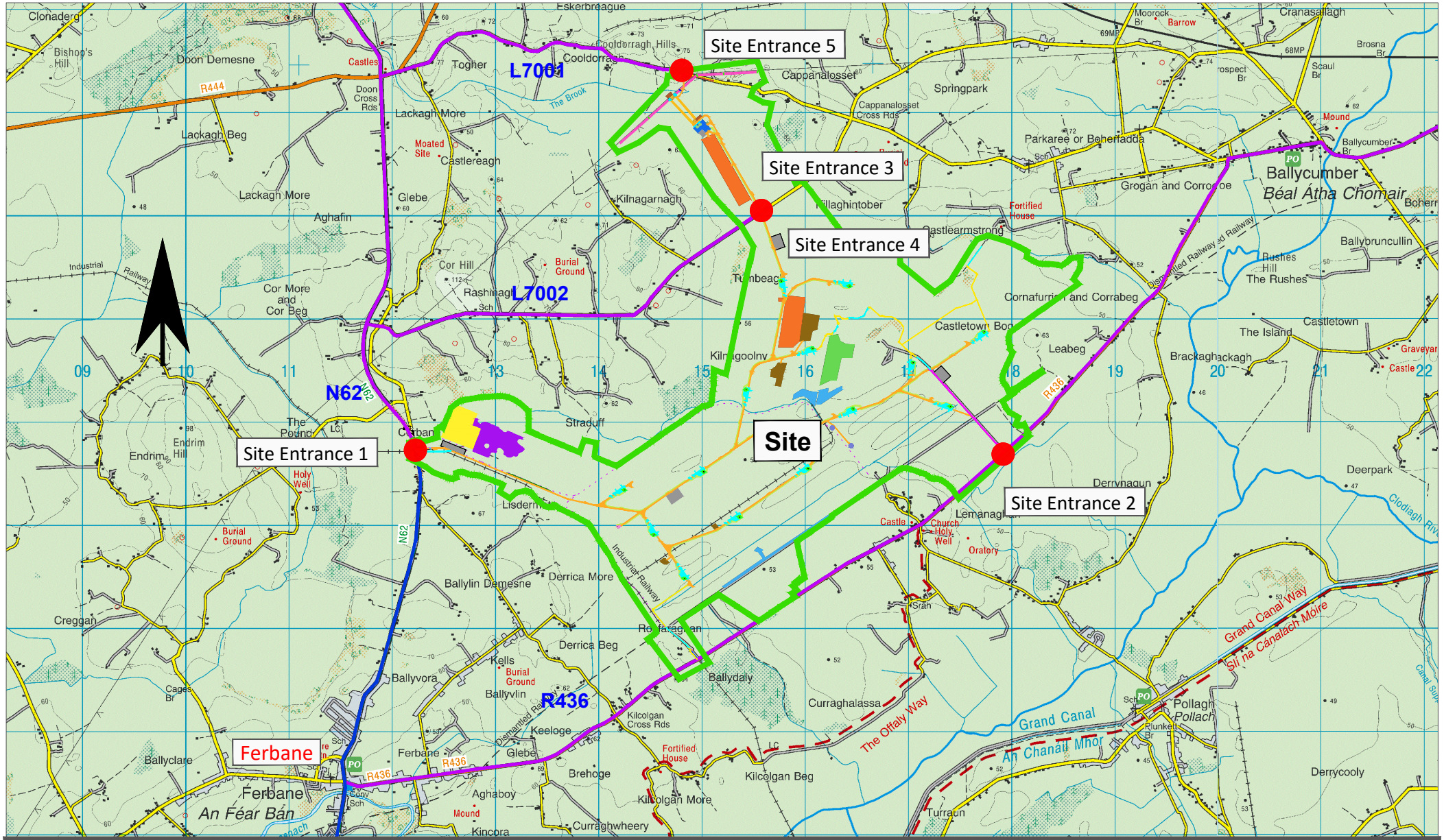
There are no cost estimates available at present.

10 PROPOSED NEXT STEPS

Subject to being granted planning permission the next steps will be to finalise construction drawings and compile construction tender package.

Appendix A - Figures referenced from EIAR prepared for proposed Lemanaghan Wind Farm

Figure 15-2	Location of proposed access junctions
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



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

SITE ENTRANCE 1

Proposed Use:

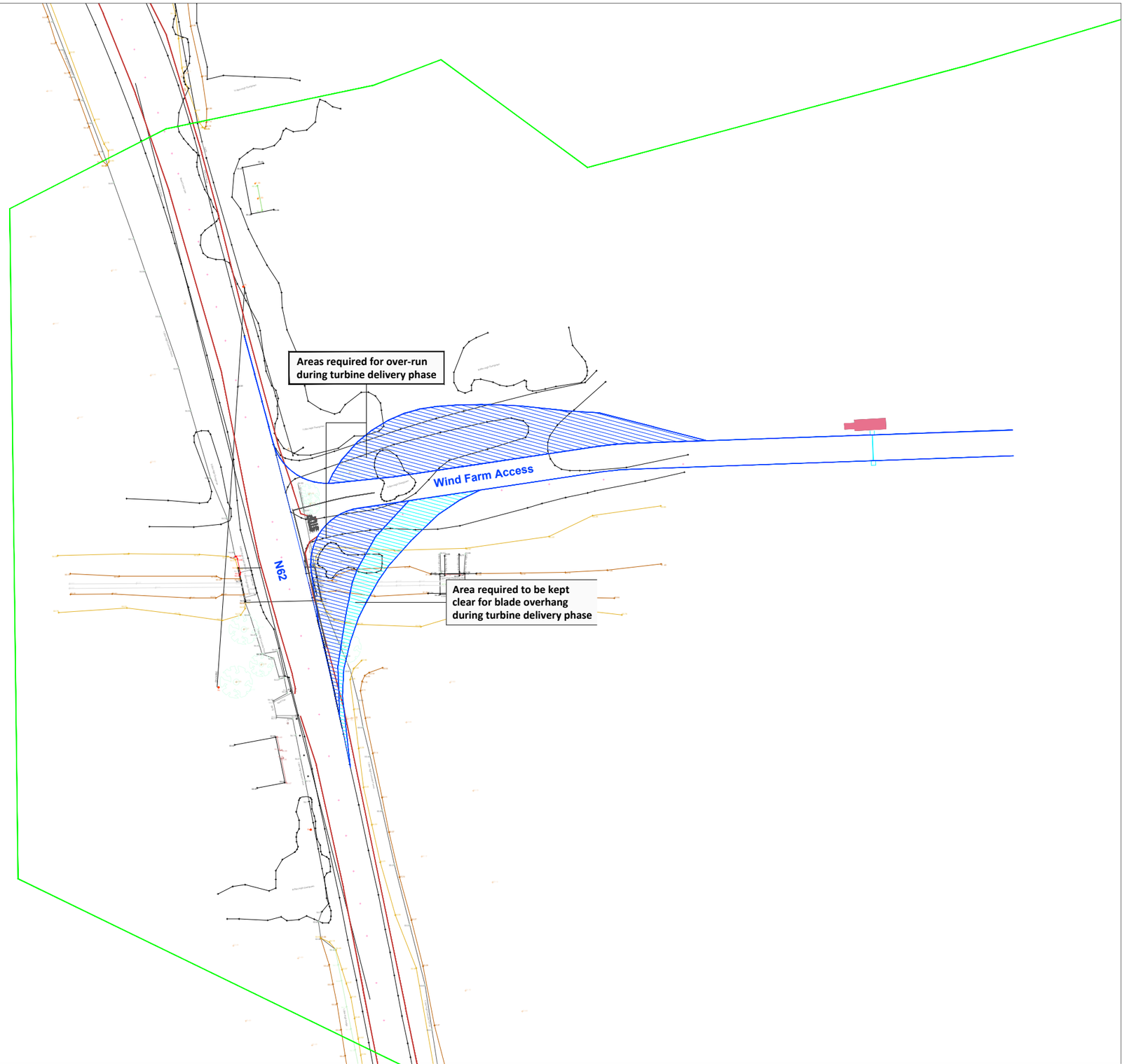
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenace staff and amenity access

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:

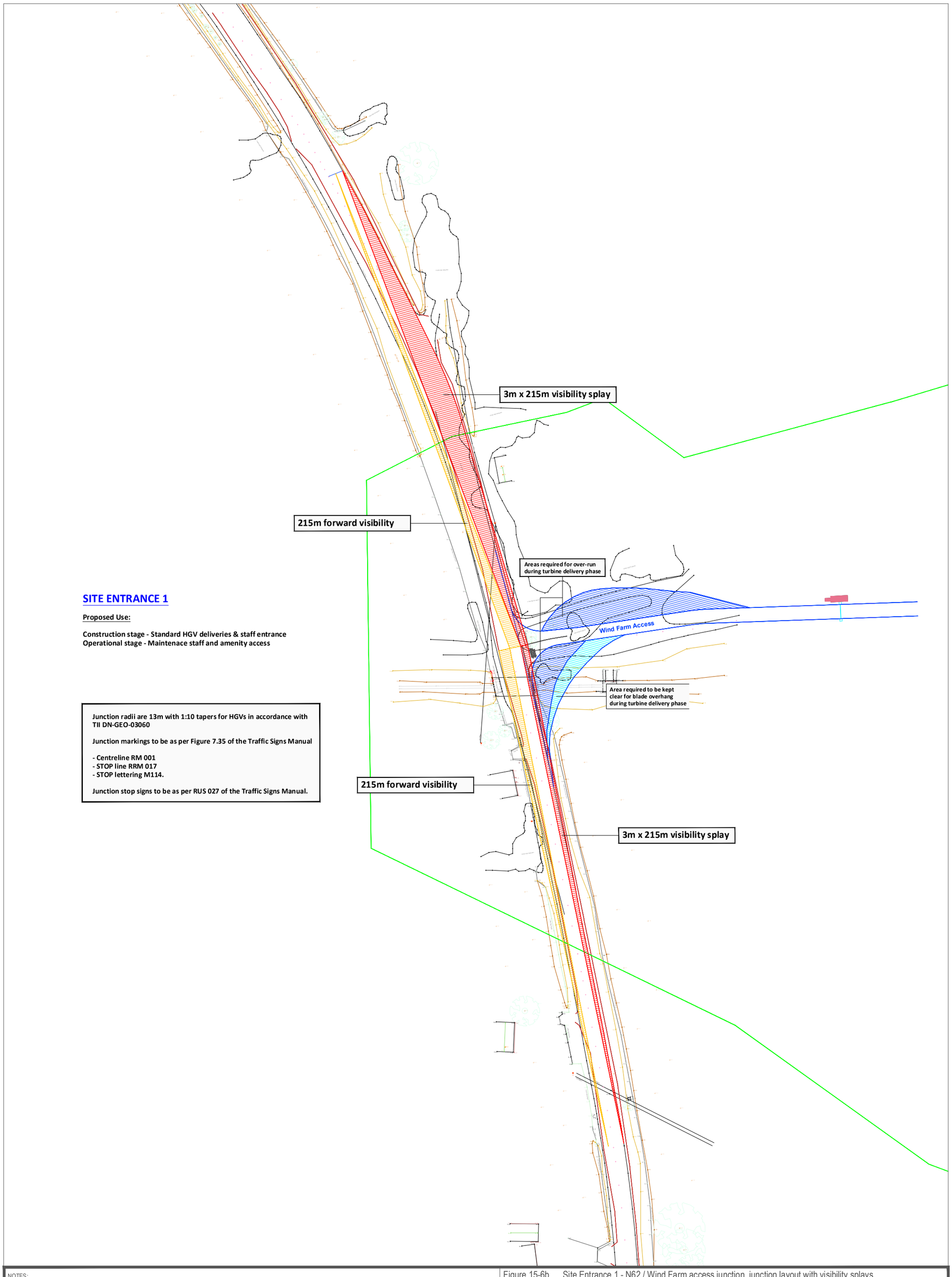
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

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	SCALE:	1:1000@A3
PROJECT NO: 9080	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 - Maintenace 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

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

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

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

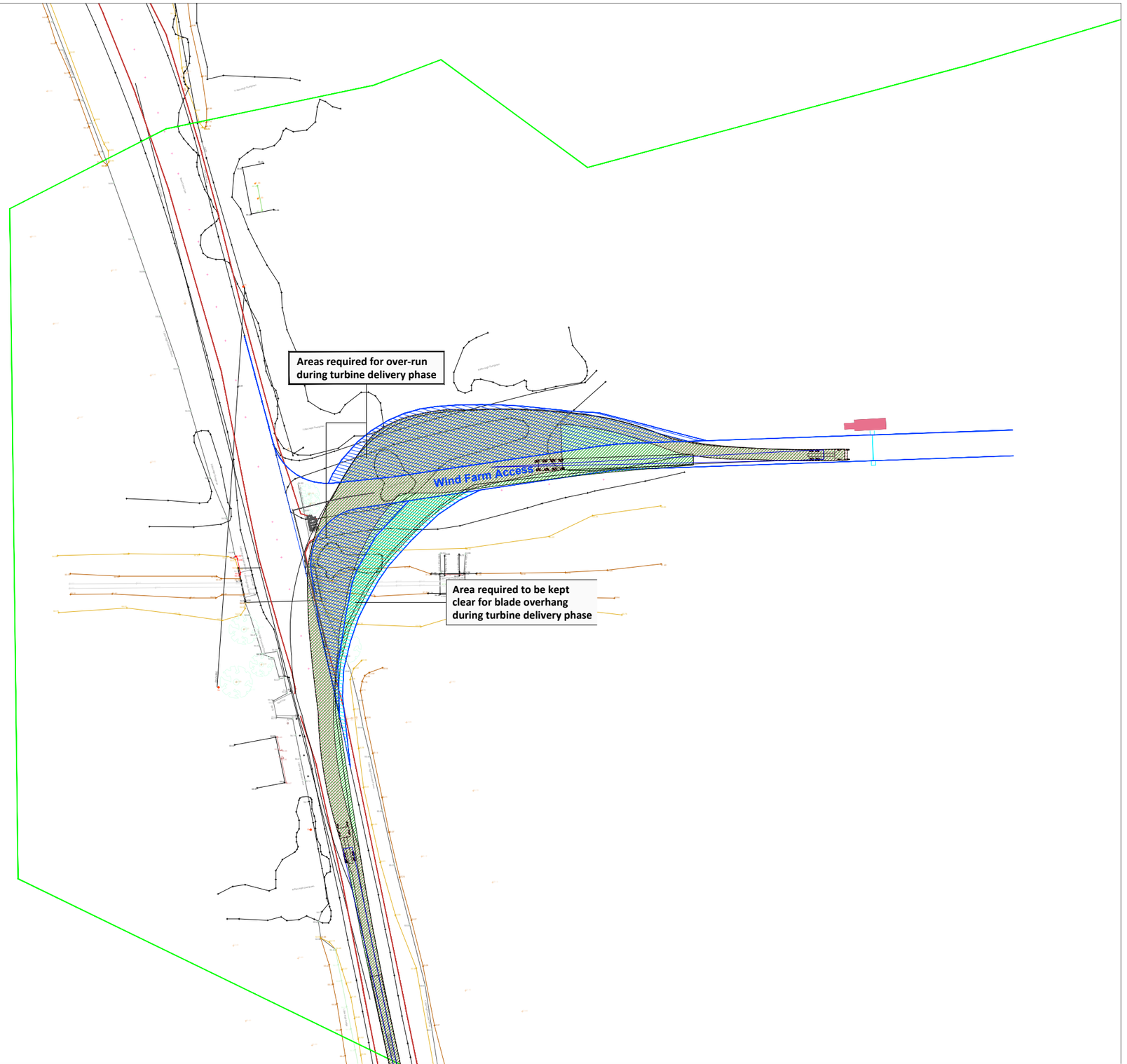
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenace staff and amenity access

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

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

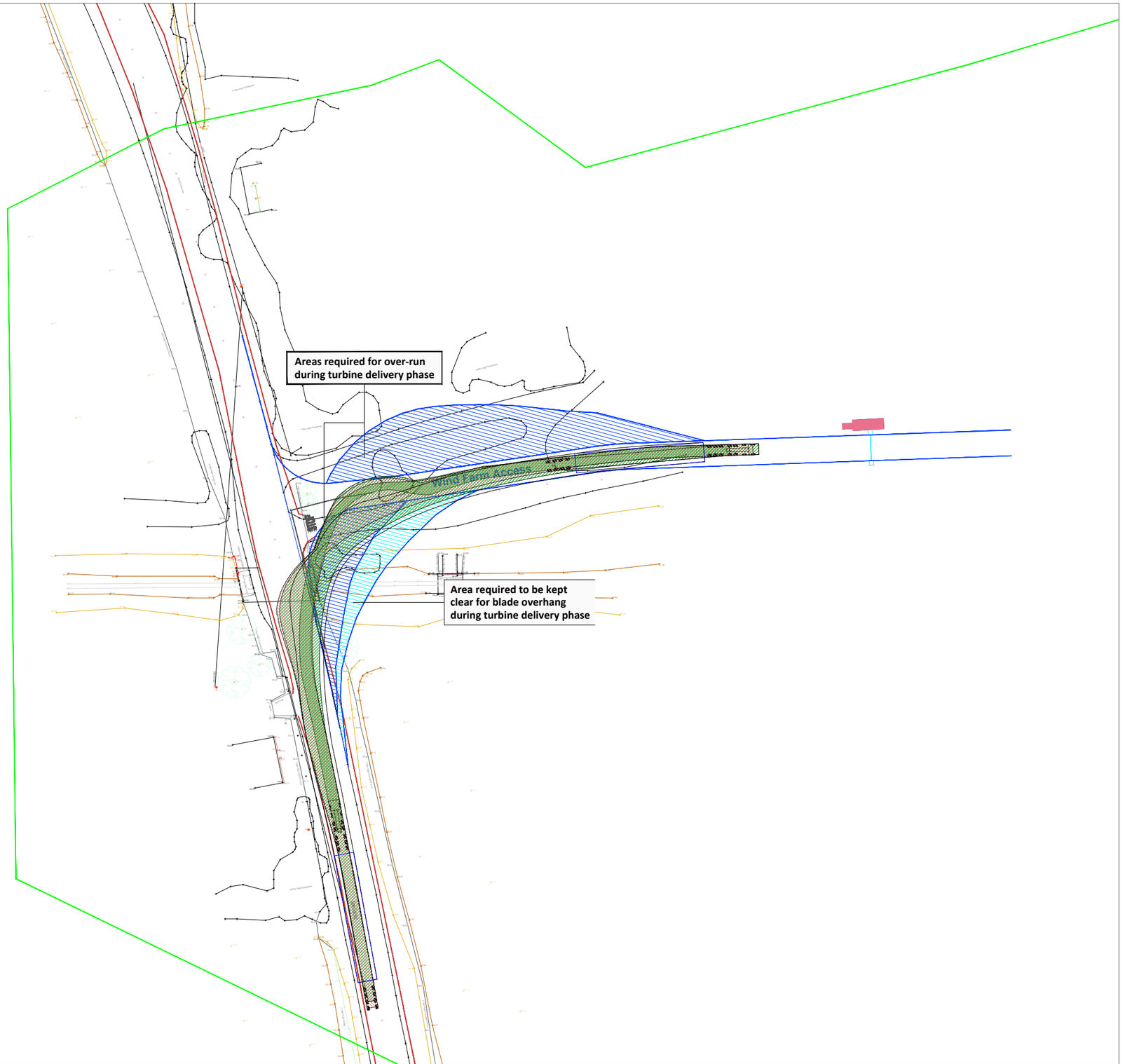
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenace staff and amenity access

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

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

SITE ENTRANCE 1

Proposed Use:

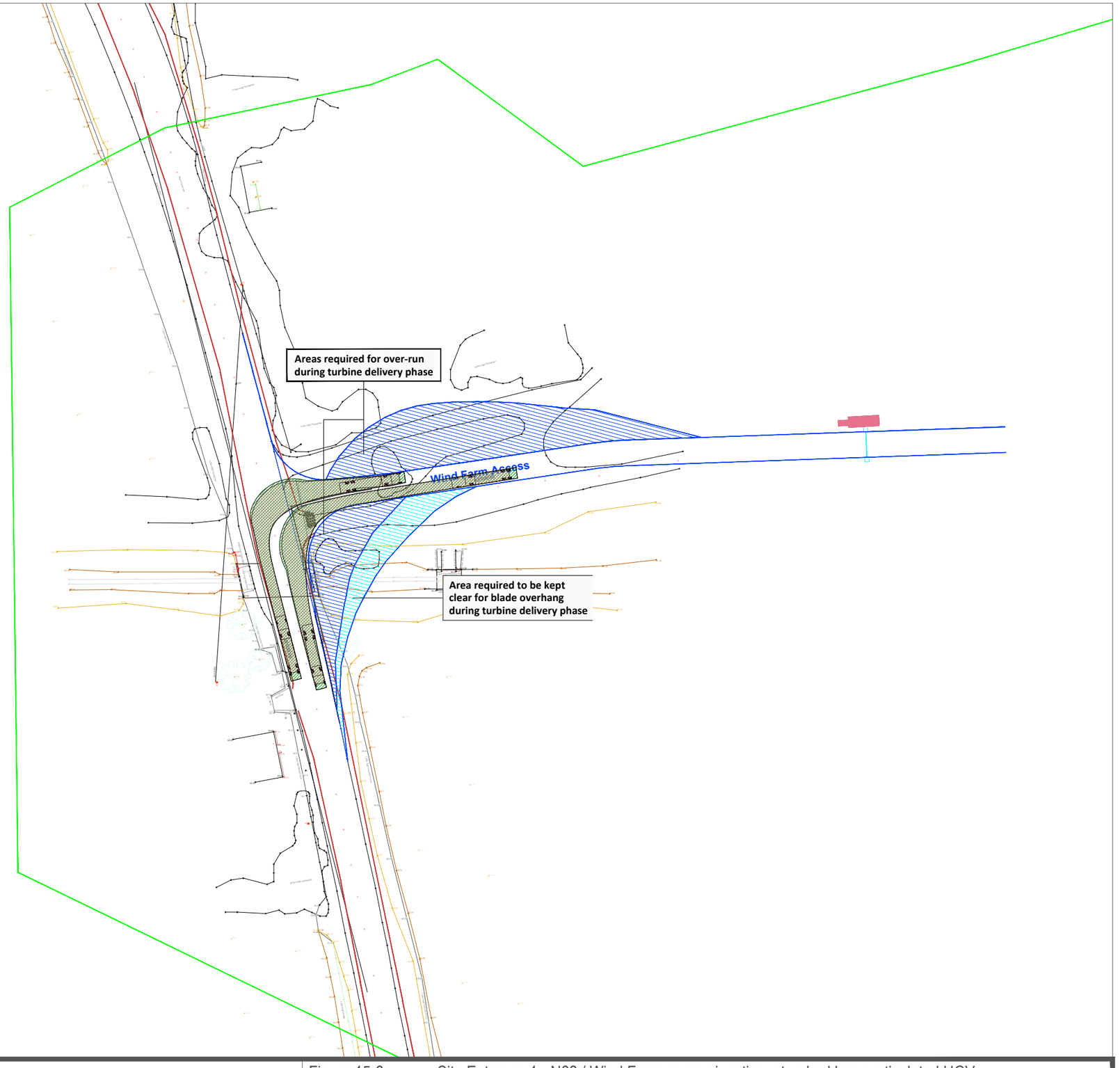
Construction stage - Standard HGV deliveries & staff entrance
Operational stage - Maintenace staff and amenity access

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	SCALE:	1:1000@A3
PROJECT NO: 9080	DATE: 06.03.26	DRAWN BY:	AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS