



APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

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MEENBOG WIND FARM (EIAR)

REVISION A – June 25th 2026

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Client: Planree Ltd
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AL Project No: 11600

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1 INTRODUCTION

1.1 Purpose of note

The purpose of this Traffic Management Plan (TMP) is to set out the traffic management measures that the Applicant will commit to provide during the construction stage of the proposed Meenbog Wind Farm – Forward (Prospective Development). The successful completion of the Prospective Development 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 Prospective Development.

It is confirmed that details for the TMP for the Prospective Development 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 Prospective Development 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 large wind turbine components will be delivered to the Wind Farm Site from Killybegs Port via the Turbine Delivery Route (TDR) shown in Figure 15-1 of the EIAR.

The TDR exits Killybegs Port and travels northeast on the R263 Regional Road for approximately 2.8km to a point where the road changes to the N56 National Road. From this point the TDR travels east on the N56 National Road for approximately 25.6km to the Drumlonagher Roundabout situated on the east side of Donegal Town. From this point the TDR heads northeast on the N15 National Road for approximately 13.4 km to the location of the existing Wind Farm Site entrance located in the Townland of Croaghonagh. The total length of the turbine delivery route is approximately 42km.

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 detailed autotrack assessment of the potential pinch points on the TDR was undertaken based on the largest vehicle that will negotiate the route, which is the extended transport vehicle carrying the turbine blades. The locations on the TDR included in the autotrack assessment are shown in Figure 15-2a of the EIAR, with the results of the assessment discussed in Section 15.1.8 of the EIAR.

All deliveries of abnormally sized loads will be made using Garda Síochána escorts and local transient traffic management measures provided by the haulage company. 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 and general construction will be sourced from local, appropriately authorised quarries. All concrete deliveries provided by local quarries will access the Wind Farm Site via the Site Entrance 1 off the N15. The Wind Farm Site entrance shown in Figures 15-1 of the EIAR.

All traffic travelling to / from the BMEP site will gain access to the N15 by accessing the site via the short section of the L6554 local road and the site access to the north of T17, travelling through the Wind Farm Site on the internal road network and accessing / exiting the site via the site access junction on the N15. Temporary traffic management measures, including signs and the presence of flagmen, will be implemented on the section of the L6554 on the days that tree felling takes place on the BMEP site. Once the BMEP is construction tree felling activity will return to existing levels.

There will be no additional traffic movements generated by the Wind Farm Site or the BMEP Site at the N15 / L6554 junction.

4 WIND FARM SITE ACCESS JUNCTION

Site Entrance on N15 – TDR, general construction and maintenance access

The N15 National Road / Wind Farm Site entrance road junction is shown in Figure 15-14 of the EIAR. The existing hardcore area for the Wind Farm Site entrance road is shaded in light blue and accommodated the abnormally sized turbine components already delivered to the site. It is proposed that this area will be retained for the delivery phase of the abnormally sized loads for the Prospective Development.

On the completion of the construction phase for the Prospective Development, it is proposed that the junction will be reinstated to the original site access.

The required visibility splays along the N15 National Road for the 100 kph speed limit, are 215 metres taken from a setback of 3 metres, as required by the TII guideline Geometric Design of Junctions, DN-GEO-03060, TII, as shown in Figure 15-15 of the EIAR. While the full splay is available to the northeast, remedial works will be required, including the alteration of an existing wall, in order that the full splay is available to the southwest.

The vertical cross section shown in Figure 15-16 of the EIAR shows that to the northeast the vertical alignment taken from a subject height of 1.05 meters to the same object height is clear up to the required distance of 215m, in accordance with revised objects heights specified by Transport Infrastructure Ireland (TII) in Rural Road Link Design DN-GEO-03031. To the southwest the vertical curvature on the N15 National Road results in the minimum object height of 1.05 metres being visible up to a distance of 180 metres, with an object height of 1.5m being visible at a point 215 metres away. This is considered acceptable and within limits of acceptable relaxations of standards as set out by the TII in Section 4.4 of DN-GEO-03031.

An autotrack assessment for the blade transporter negotiating the existing junction is shown in Figure 15-17 of the EIAR. While the proposed junction layout that will be in place once the Prospective Development is operational will generally provide for light goods vehicles only, Figure 15-18 of the EIAR demonstrates that the junction will provide for a large standard articulated HGV when required.

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 152 abnormal sized loads will be delivered to the site, comprising 51 convoys of 3 vehicles, undertaken over 51 separate nights.
- These nights will be spread out over an approximate period of 11 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 **Traffic Management Plan (TMP)** will be provided specifying details relating to traffic management and included in the CEMP prior to the commencement of the construction phase of the Prospective Development. 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 Donegal County Council in advance of deliveries of turbine components to the Wind Farm Site. Liaison with the relevant local authorities, TII and MMarC and will

be carried out where required regarding requirements such as delivery timetabling. The programme will ensure that deliveries are scheduled in order to minimise the demand on the local network and minimise the pressure on the access to the Wind Farm Site.

- **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 Prospective Development can be carried out immediately prior to construction commencement to record an accurate condition of the road at the time. A post construction survey will be carried out after works are completed to ensure that any remediation works are carried out to a satisfactory standard. Where required the timing of these surveys will be agreed with the local authority. All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.
- **Liaison with the relevant local authority** - Liaison with Donegal County Council and An Garda Síochána, will be carried out during the delivery phase of the large turbine vehicles, when an escort for all convoys will be required. Once the surveys have been carried out and "prior to commencement" status of the relevant roads established, (in compliance with the provisions of the CEMP), the Roads section will be informed of the relevant names and contact numbers for the Project Developer/Contractor Site Manager as well as the Site Environmental Manager.
- **Implementation of temporary minor alterations to road network at critical junctions** – at locations highlighted in Section 15.1.8.
- **Agreement of delivery routes** – These routes will be agreed with Donegal 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.
- **Traffic management on L6554** – Temporary traffic management measures including signage and flagmen on short section of L6554 during tree felling associated with the BMEP.
- **Travel plan for construction workers** – While the assessment above has assumed the worst case in that construction workers will drive to the Site, the construction company will be required to provide a travel plan for construction

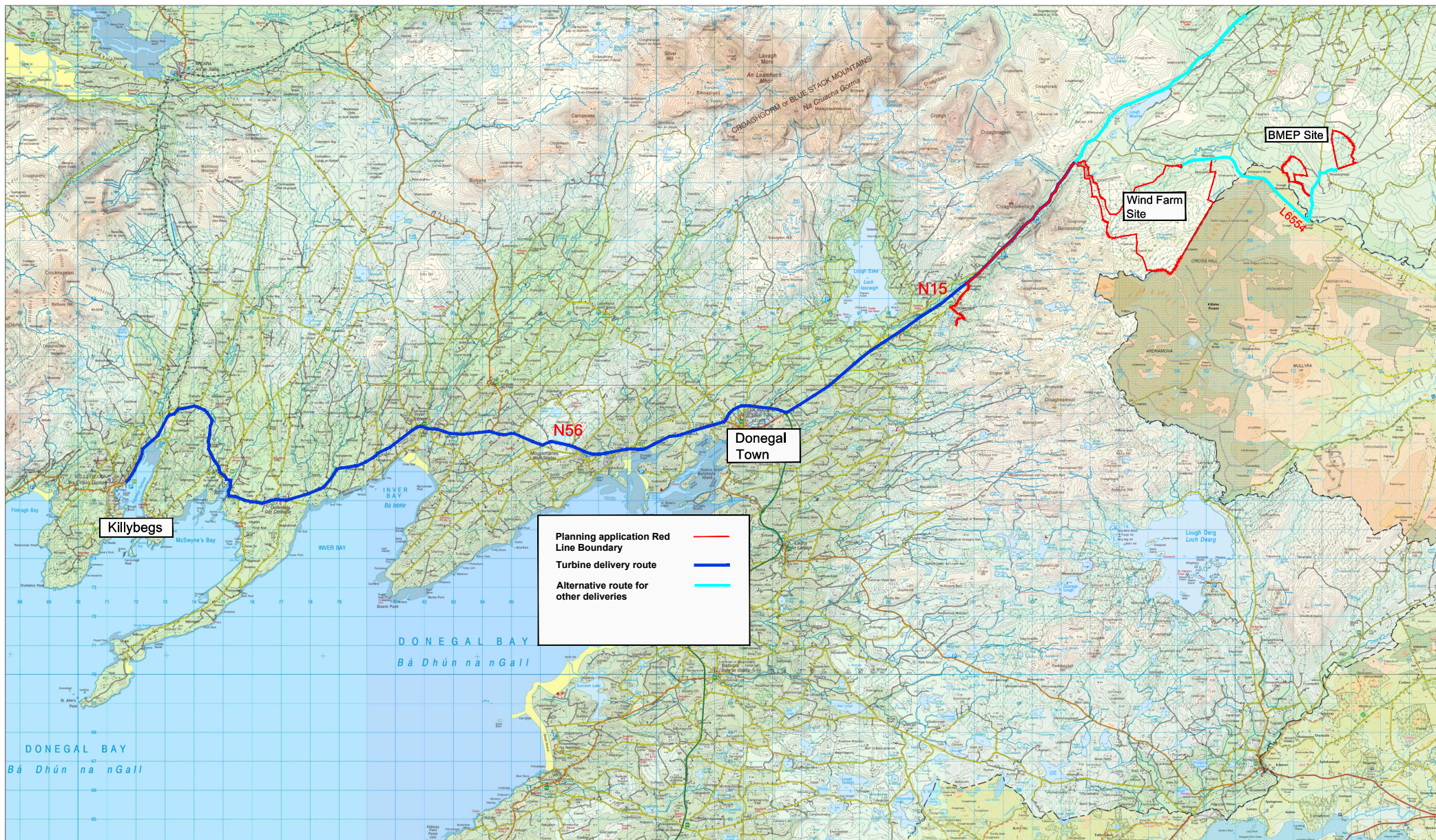
staff, which will include the identification of routes to / from the Site and identification of an area for parking.

- **Additional measures** - Various additional measures will be put in place in order to minimise the effects of the development traffic on the surrounding road network including wheel washing facilities on site and sweeping / cleaning of local roads as required. These are set out in the CEMP which is contained in Appendix 4-3 of the EIAR.
- **Re-instatement works** - All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.

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:

APPENDIX A FIGURES FROM THE EIAR

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Figure 15-2a	Locations on turbine delivery route for autotrack assessment
Figure 15-14	Location 10 – Access junction on N15, junction layout
Figure 15-15	Location 10 – Access junction on N15, visibility splay - horizontal
Figure 15-16	Location 10 – Access junction on N15, visibility - vertical
Figure 15-17	Location 10 – Access junction on N15, autotrack assessment, blade extended artic
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NOTES:

PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

FIGURE 15-1 Location of turbine delivery route and additional delivery route

PROJECT: Meenbog Wind Farm EIAR

CLIENT: Planree Ltd

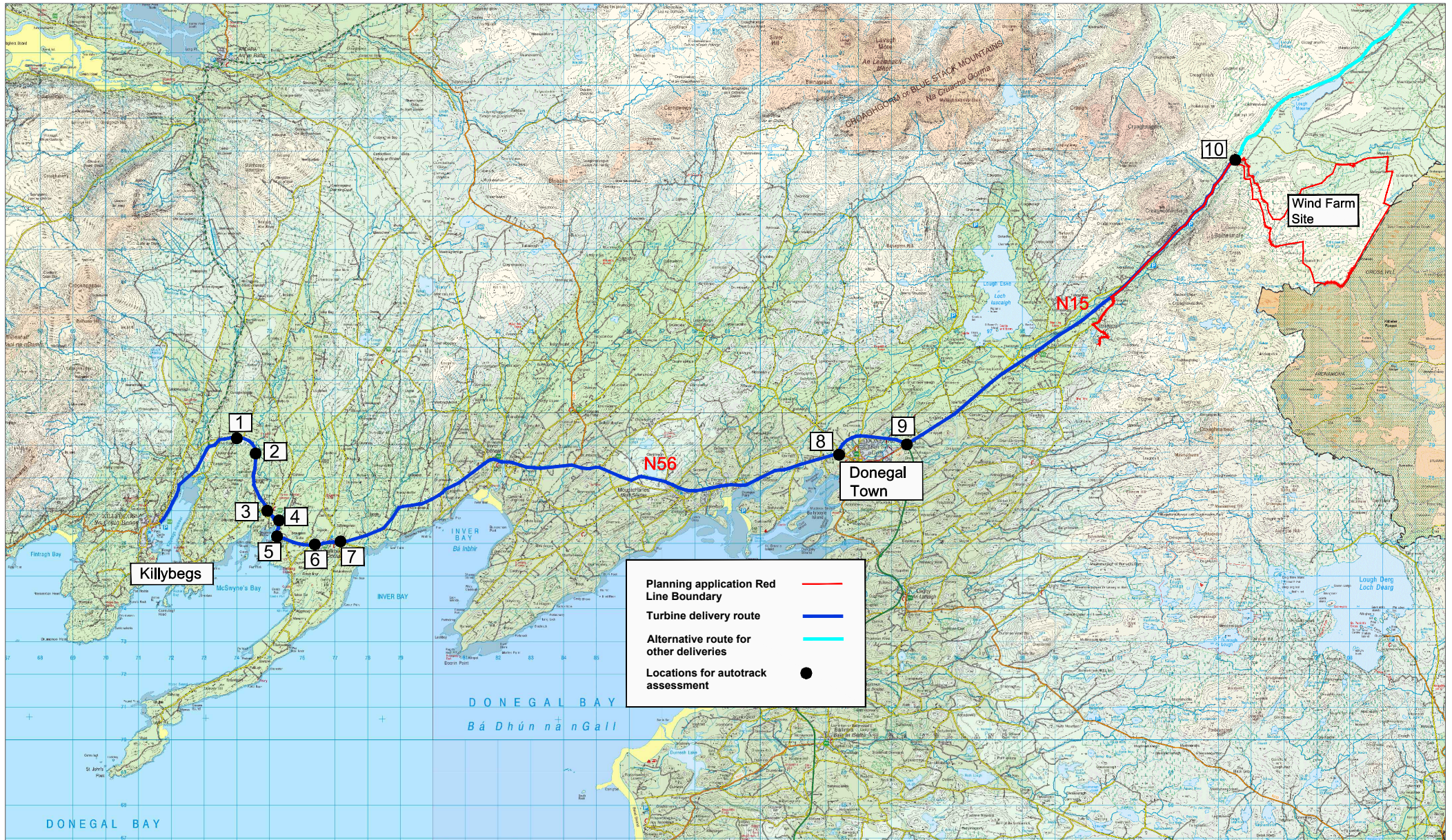
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DATE: 24.06.26

SCALE: NTS

DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

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FIGURE 15-2a Locations on turbine delivery route for autotrack assessment

PROJECT: Meenbog Wind Farm EIA

CLIENT: Planree Ltd

PROJECT NO: 11600

DATE: 24.06.26

SCALE: NTS

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NOTES:

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Base mapping provided by MKO

Figure 15-14 Location 10 - Access junction on N15, junction layout

PROJECT: Meenbog Wind Farm EIAR

CLIENT: Planree Ltd

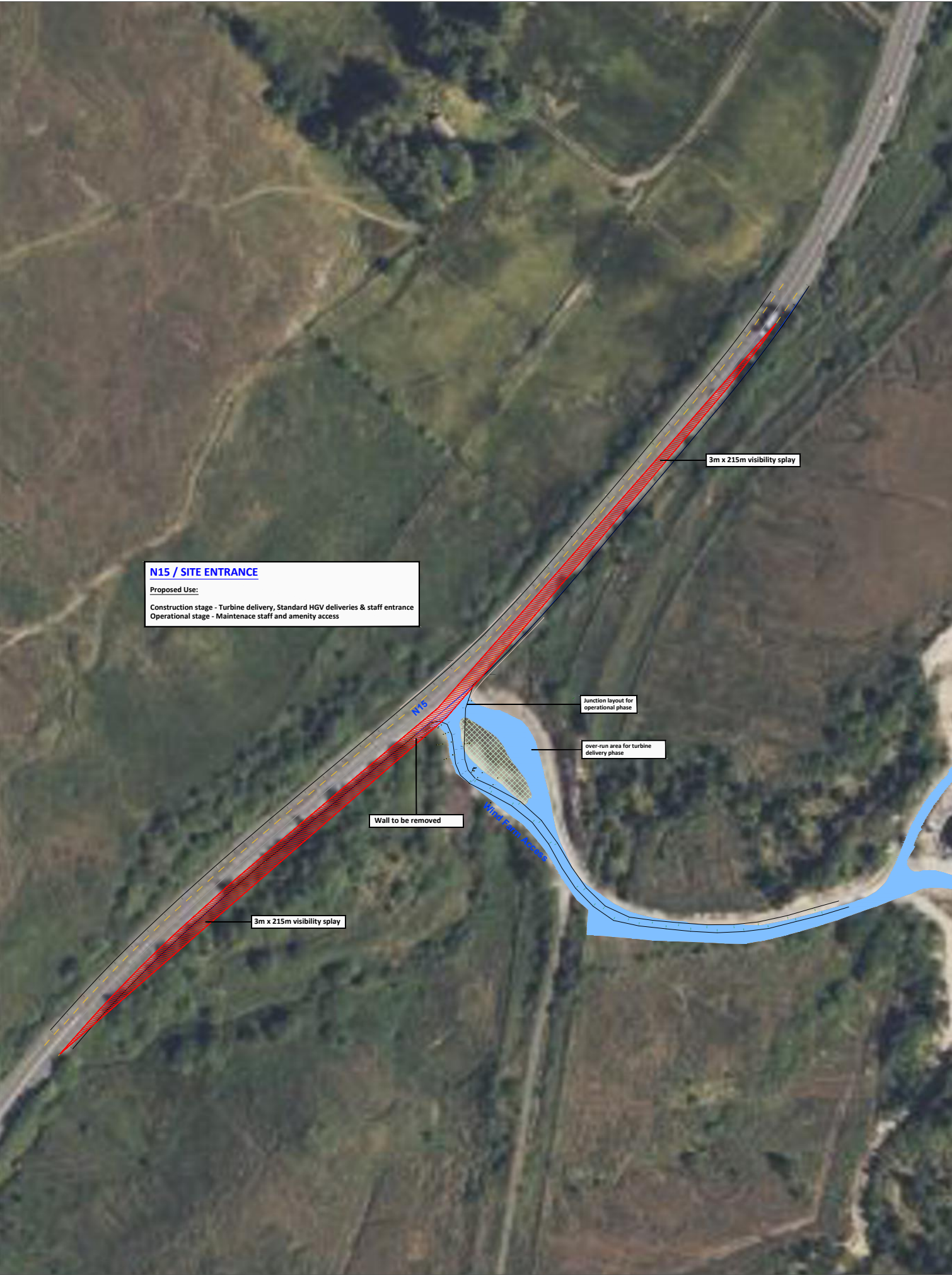
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SCALE: 1:1000

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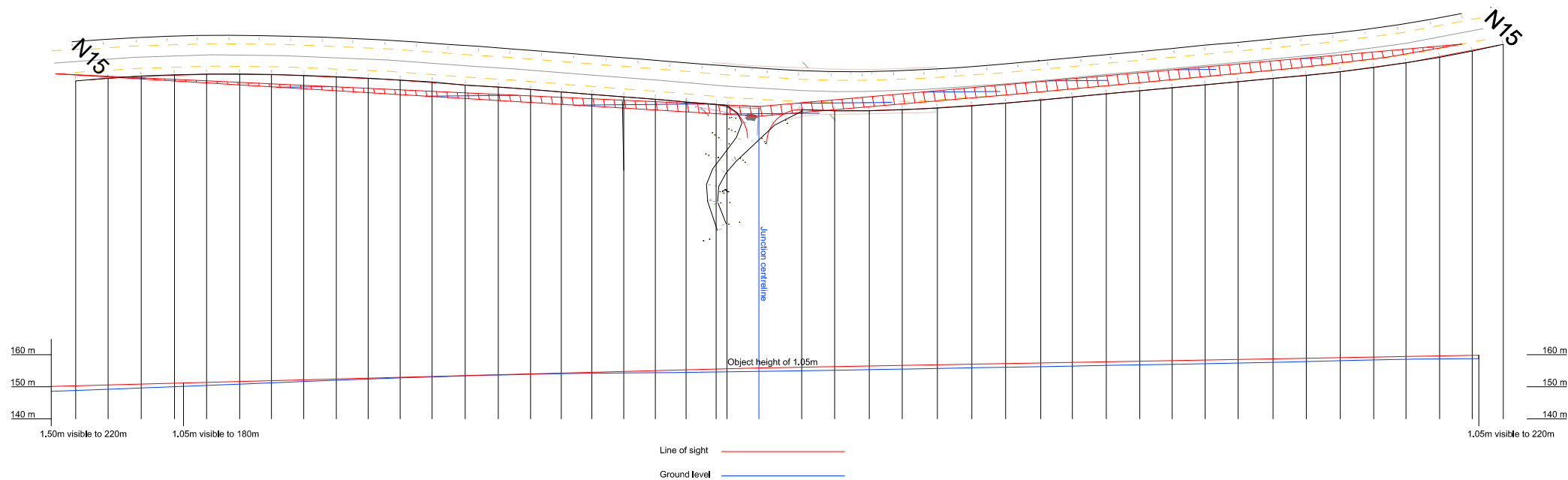
NOTES:

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Base mapping provided by MKO

Figure 15-15 Location 10 - Access junction on N15, junction layout and visibility splays

PROJECT: Meenbog Wind Farm EIA		
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PROJECT NO: 11600	DATE: 24.06.26	DRAWN BY: AL

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Figure 15.16 Location 10 - Access junction on N15 - visibility - vertical plane

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NOTES:

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Base mapping provided by MKO

Figure 15-17 Location 10 - Access junction on N15, blade extended artic

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N15 / SITE ENTRANCE

Proposed Use:

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

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.

Wall to be removed

Junction layout for operational phase

over-run area for turbine delivery phase

Wind Farm Access

NOTES:

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Base mapping provided by MKO

Figure 15-18 Location 10 - Access junction on N15, autotrack assessment, large standard artic HGV (15.4m x 2.5m)

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