APPENDIX 15-2

TRAFFIC MANAGEMENT PLAN

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS

APPENDIX 15-2

BALLYDERMOT WIND FARM CO. OFFALY AND CO. KILDARE

REVISION A – October 22nd 2026

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Client: Bord na Móna Powergen Ltd.
October 22nd, 2026
AL Project No: 8570

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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 Ballydermot 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 – Project 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 Appendix A of this TMP.

2 DELIVERY OF ABNORMALLY SIZED LOADS TRANSPORTING TURBINE COMPONENTS

2.1 Proposed delivery route for abnormally sized loads

For the purposes of this assessment the proposed port of entry for the large wind turbine components is the Port of Galway in Galway City. The Proposed Turbine Delivery Route is shown in Figure 15-2 from the point at which the route turns off the M6 Motorway at Kilbeggan to the proposed site access on the N52 in Figure 15-2. An assessment of the turning requirements of the abnormally large loads transporting the turbine components was undertaken at the various pinch points along the Proposed Turbine Delivery Route, as identified in Appendix 15-3. The swept path assessment undertaken for these locations is discussed in Section 15.2.1.2.1 of the EIAR.

From the Port of Galway the Proposed Turbine Delivery Route is as follows;

- From Galway Harbour through Galway city on the L5048 Lough Atalia Road, the L5034 and the R336 Tuam Road to the signalised junction with the N6 (3.3km).
- From the junction with the R336 Tuam Road in Galway City the Proposed Turbine Delivery Route heads eastbound on the N6 passing through junctions with the R865 at Ballybrit and the R339 Monivea Road at Briarhill, before heading southeast to the Coonagh Roundabout (3.2km).
- From the Coonagh Roundabout the Proposed Turbine Delivery Route heads east on the N6 and M6 for approximately 111.3 km, to Junction 5 of the M6 (Tullamore/Kilbeggan) with the N52.
- From here the Proposed Turbine Delivery Route heads south on the N52 national secondary road for approximately 11.6 km, bypassing Tullamore to the east.
- The turbine delivery vehicles will then continue southeast along R420 regional road for approximately 6.6km before turning northeast travelling along the R402 for approximately 13.5km through Daingean.
- From this point the Proposed Turbine Delivery Route heads southeast on the L1003 local for approximately 0.8 km before turning left to travel east through the existing Cloncreen Wind Farm for approximately 4.2 km to reach the R401 and Access Junction 1, Site Entrance A of the Project Site.

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 by Collet & Sons Ltd which included an autotrack assessment for Junction 5 of the M6 (Tullamore/Kilbeggan) to the Project Site, as shown in Figure 15-7 (shown below in Appendix A) and Appendix 15-3 to the EIAR. 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 Project Site via the public road network to the relevant construction site Access Junctions summarised in Table 15-2 of the EIAR.

4 PROJECT SITE ACCESS JUNCTIONS

The locations of the 12 Site Entrances that are proposed to provide access to the Project Site are shown in Figure 15-4, 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.

Table15-1 Proposed Construction and Operational Phase Site Entrances (Extracted from the Ballydermot Wind Farm EIAR)

Access Junction	Site Entrance	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	A	Access on the east side on R401 (used for the existing Cushaling Wind Farm)	✓	✓	✓		✓		✓
2	B	Access junction off the west side of L3001 (at existing Ballydermot works)		✓	✓	✓	✓		✓
3	C	Access off the L3001 between T08 & T11 – North		✓	✓			✓	✓
	D	Access off the L3001 between T08 & T11 – Southwest. This entrance is for the use during the delivery of abnormally sized loads only.	✓					✓	
	E	Access off the L3001 between T08 & T11 – Southeast	✓	✓	✓			✓	✓
4	F	Access off the L1001 Between T23 & T24 – West	✓	✓	✓			✓	✓

	G	Access off the L1001 Between T23 & T24 – South		✓	✓	✓		✓	✓
	H	Access off the L1001 Between T23 & T24 – East This entrance is for the use during the delivery of abnormally sized loads only.	✓					✓	
5	I	Access off the R414 - West		✓	✓	✓	✓		✓
	J	Access off the R414 – East		✓	✓		✓		✓
6	L	Access off the R414 to access the Proposed Onsite Substation		✓	✓			✓	✓
7	M	Access to the Proposed Offsite Substation-L6002 Road		✓	✓			✓	✓

Access Junction 1, Site Entrance A – Access on east side of R401 (previously used for Cushaling Wind Farm construction access), County Offaly

Until recently this access was used for the construction phase of the Cushaling Wind Farm. It is proposed that this access will also be used as an access for general construction traffic for the Proposed Wind Farm and will also be the sole access for the abnormally sized turbine components to gain access to the Proposed Wind Farm site via the existing Cloncreen Wind Farm and a crossing of the R401. The delivery of the abnormally sized loads will be undertaken with the assistance of an escort provided by An Garda Síochána. Once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips.

The existing access has a gravelled surface and a wide-open junction mouth with no formal junction radii or road markings. There is a STOP sign located at the southern edge of the existing Cushaling Wind Farm access approach to the R401 and there is also a directional sign located in the centre of the access road.

As this junction is located in County Offaly, visibility / sight stopping distance requirements set out in the County Offaly Development Plan 2021 – 2027 (OCDP) apply. These are set out in the OCDP based on road category with a requirement for 150m for a regional road. This is similar to the 160m that would be required for the 80 kph design speed limit if based on TII guidelines.

The 85th percentile speeds observed at this location are 61.1kph northbound and 63.9kph southbound. Based on this it is considered a design speed of 70 kph is appropriate for this location, with corresponding visibility splay requirements of 120m in accordance with TII guidelines.

The visibility splay requirements are shown in Drawing No BYD-BNM-0800-3A and show the measures that will be implemented to provide them in the horizontal and vertical planes, including the removal and trimming of existing vegetation to the northeast and south of the junction, and the removal of a boundary wall to the south.

As this location is on a bend, the forward visibility splays along the R401 for general traffic to observe a vehicle turning right into the Project Site are shown in Drawing No BYD-BNM-0800-3B. This envelope will also be kept clear of all obstruction at all times.

Access Junction 2, Site Entrance B – Access junction off the west side of L3001 at existing Ballydermot Works, County Kildare

It is proposed that this access will be used during the construction phase for deliveries made by standard sized HGVs for site staff and once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips and also access to the proposed amenity carpark.

As stated in the County Kildare Development Plan 2023 – 2029 (KCDP), the visibility requirements at junction will be considered on a case by case basis. For the purpose of access junctions associated with the Proposed Project located in County Kildare, visibility / sight stopping distance requirements were determined in accordance with TII Guidelines.

While this section of the L3001 has a designated speed limit of 60 kph observed 85th percentile speeds of 88.9 kph and 86.3 kph were observed northbound and southbound respectively. In accordance with TII Guidelines it is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0801-3. It is proposed that speeds will be monitored by means of a one-off 7 day traffic count at this location during the construction phase of the Proposed Project.

A section of the boundary wall to the north will be removed in order to provide the required visibility splays in the horizontal and vertical planes.

Access Junction 3, Site Entrance C – Access junction off the west side of L3001 between T08 and T11, County Kildare

It is proposed that this access will be used for construction phase deliveries made by standard sized HGVs and for site staff and once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips.

This section of the L3001 also has a designated speed limit of 60 kph with higher observed 85th percentile speeds of 94.9 kph and 94.1 kph observed northbound and southbound respectively. It is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0802-3. It is proposed that speeds will be monitored at this location by means of a one-off 7 day traffic count at this location during the construction of the Proposed Project.

Existing vegetation will be removed to the north and the south of the proposed access in order to provide the required visibility splays in the horizontal and vertical planes.

Access Junction 3, Site Entrance D which is also shown in Drawing No BYD-BNM-0802-3 is for the use of abnormally sized loads crossing the L3001 only under accompaniment by a Garda escort and therefore visibility splays are not required.

Access Junction 3, Site Entrance E – Access junction off the east side of L3001 between T08 and T11, County Kildare

It is proposed that this access will be used for construction phase deliveries made by standard sized HGVs and for site staff. This entrance will also be used for the crossing of the L3001 for the abnormally sized loads, which will be done during the night and with a Garda escort. Once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips.

This section of the L3001 also has a designated speed limit of 60 kph with higher observed 85th percentile speeds of 94.9 kph and 94.1 kph observed northbound and southbound respectively. 160m visibility splays which are appropriate for an 85 kph design speed will be provided, as shown in Drawing No BYD-BNM-0803-3. It is proposed that speeds will be monitored by means of a one-off 7 day traffic count at this location during the construction phase of the Proposed Project.

Access Junction 4, Site Entrance F – Access junction off the west side of L1001 between T23 and T24, County Offaly

It is proposed that this access will be used for construction phase deliveries made by standard sized HGVs and for site staff. This entrance will also be used for the crossing of the L1001 for the abnormally sized loads, which will be done during the night and with a Garda escort. Once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips.

This section of the L1001 also has a designated speed limit of 60 kph with observed 85th percentile speeds of 76.1 kph and 78.5 kph observed northbound and southbound respectively. It is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0805-3.

Existing vegetation will be removed to the north and the south of the proposed access in order to provide the required visibility splays in the horizontal and vertical planes.

Access Junction 4, Site Entrance H which is also shown in Drawing No BYD-BNM-0805-3 is for the use of abnormally sized loads crossing the L3001 only under the accompaniment of Garda escort and therefore visibility splays are not required.

Access Junction 4, Site Entrance G – Access junction off the east side of L1001 between T23 and T24, County Offaly

It is proposed that this access will be used for construction phase deliveries made by standard sized HGVs and for site staff. This entrance will also be used for the crossing of the L1001 for the abnormally sized loads, which will be done during the night and with a Garda escort. Once the Proposed Project is operational it is proposed that this access will provide for maintenance and monitoring staff trips.

This section of the L1001 also has a designated speed limit of 60 kph with observed 85th percentile speeds of 76.1 kph and 78.5 kph observed northbound and southbound respectively. 160m visibility splays which are appropriate for an 85 kph design speed, will be provided as shown in Drawing No BYD-BNM-0805-3.

Access Junction 5, Site Entrance I – Access junction off the west side of R414, County Kildare

This junction will serve as a crossing point between the Proposed Wind Farm on the west side of the R414 to the Proposed Onsite Substation on the eastern side of the R414. It is also proposed that this junction will provide access to the Proposed Wind Farm for maintenance and monitoring, and to the amenity carpark once the Proposed Project is operational.
It is proposed that this crossing point will be managed by site staff during the Construction phase.

This section of the R414 has a designated speed limit of 80 kph with observed 85th percentile speeds of 83.3 kph and 83.6 kph observed northbound and southbound respectively. It is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0807-3. It is proposed that this crossing point will be managed by site staff on busy days during the construction phase.

The existing rail crossing and associated signs will be removed from this location and vegetation will be cleared to the north and the south of the proposed junction to provide the required visibility splays in the horizontal and vertical planes.

Access Junction 5, Site Entrance J – Access junction off the east side of R414, County Kildare

As per for Access Junction 5, Site Entrance I above, with the exception that this junction will not be used by amenity traffic.

Access Junction 6, Site Entrance L – Access junction off the south side of R414 to access the Proposed Onsite Substation, County Kildare

This junction will serve as a construction access for the Proposed Onsite Substation. It is also proposed that it will provide access to the Proposed Onsite Substation for maintenance and monitoring once the Proposed Project is operational.

This section of the R414 also has a designated speed limit of 80 kph with observed 85th percentile speeds of 75.2 kph in both the westbound and eastbound directions. It is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0806-3.

Heavy vegetation along the south side of the R414 will be removed to the west and east of the proposed junction to provide the required visibility splays in the horizontal and vertical planes.

Access Junction 7, Site Entrance M – Access junction off the west side of the L6002 to access the Proposed Offsite Substation, County Kildare

This junction will serve as a construction access for the Proposed Offsite Substation. It is also proposed that this junction will provide access to the Proposed Offsite Substation for maintenance and monitoring once the Proposed Project is operational.

This section of the L6002 has a designated speed limit of 80 kph. It is proposed to provide 160m visibility splays which are appropriate for an 85 kph design speed, as shown in Drawing No BYD-BNM-0810-3.

Existing vegetation will be removed from the location of the entrance and trimmed back to the north and south to provide the required visibility splays in the horizontal and vertical planes.

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 368 abnormal sized loads will be delivered to the Project Site, comprising 3 abnormal sized loads being delivered per day on 5 days per week (total 368 loads will take 123 nights).
- These nights will be spread out over an approximate period of 25 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.

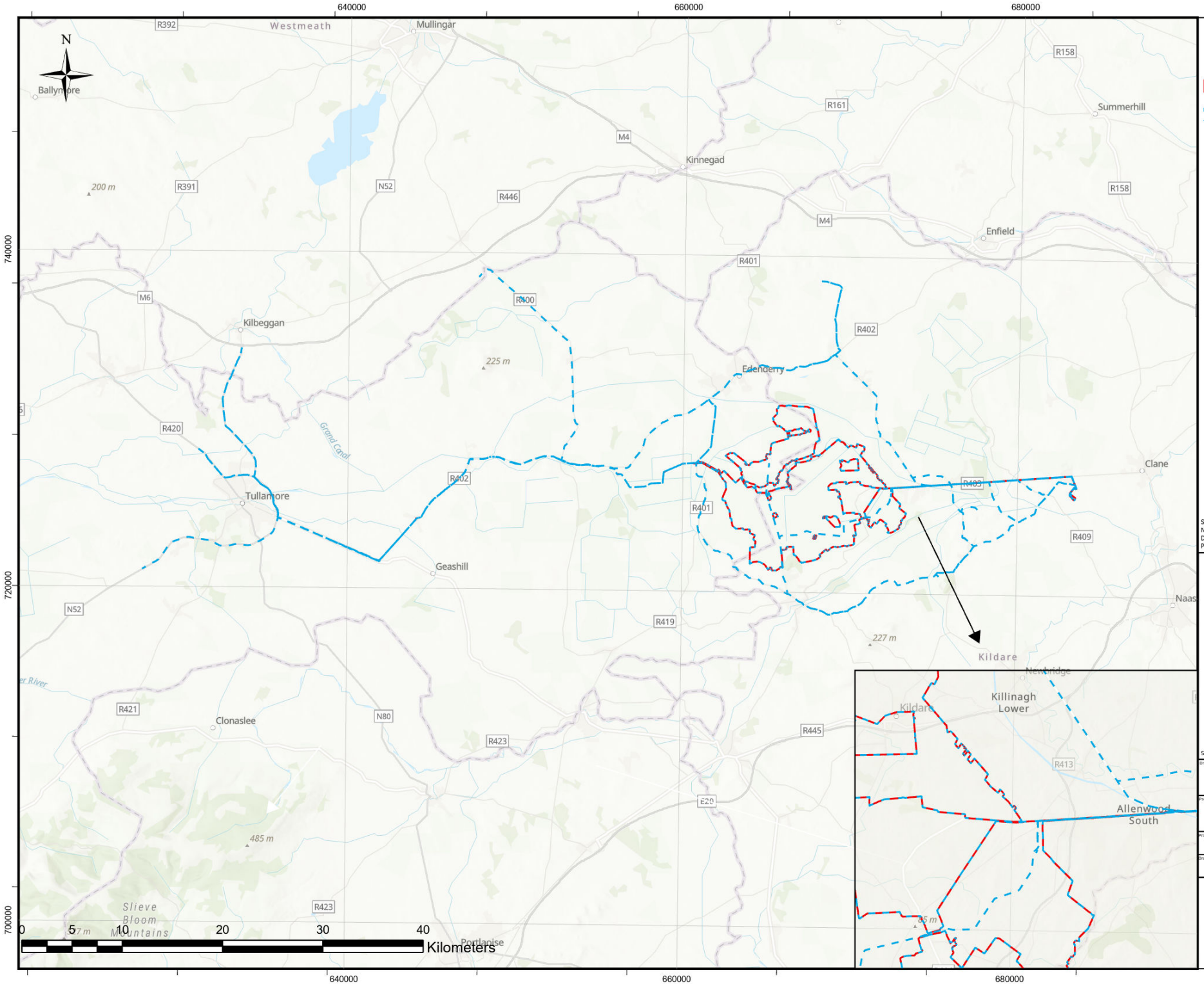
Based on the scale of the Proposed Project it is envisaged that more than one person will be required for this role.

- **Delivery Programme** - a programme of deliveries will be submitted to Kildare and Offaly County Councils in advance of deliveries of turbine components to the Proposed Wind Farm. Liaison with the relevant local authorities, TII and MMaRC 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 Project 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 for the Traffic Management Co-Ordinator will also be provided.
- **A Pre and Post Construction Condition Survey** – Where required by Kildare and Offaly County Councils Road Sections, 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 network 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. The timing of these surveys will be agreed with the local authorities. 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** Where required by Kildare and Offaly County Councils Road Sections, 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 network 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. The timing of these surveys will be agreed with the local authorities. All road surfaces and boundaries will be re-instated to pre-development condition, as agreed with the local authority engineers.
- **Implementation of temporary alterations to road network at critical junctions** – at locations highlighted in Section 15.1.6.1 of the EIAR.
- **Identification of delivery routes** – The optimal delivery routes for general construction traffic have been identified as part of the detailed link capacity assessment set out in Section 15.1.6.1 and are adopted for the traffic impact assessment presented in the EIAR. Prior to construction these routes will be agreed with Kildare and Offaly County Councils and adhered to by all contractors.

- **Time restriction and locations** on routes - Construction traffic on the R402 through Edenderry will avoid the two peak hours between 08:00 – 09:00 and 17:00 – 18:00. Construction traffic on the R415 through Kilmeage will avoid the PM peak hour of 17:00 – 18:00. Grid construction on the R402 / R414 and L6002 should avoid school term time.
- **Delivery times of large turbine components** - The optimal delivery routes for general construction traffic have been identified as part of the detailed link capacity assessment set out in Section 15.1.6.1 and are adopted for the traffic impact assessment presented in the EIAR. Prior to construction these routes will be agreed with Kildare and Offaly County Councils and adhered to by all contractors.
- **Temporary traffic signs** – As part of the traffic management measures temporary traffic signs will be put in place at Access Junctions 5 on the R414 to facilitate the crossing of general construction traffic between Site Entrances I and J. All measures will be in accordance with the "Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works" (DoT now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S). Construction staff (flagman) will be present at this location during peak delivery times.
- **Implementation of Stop & Go traffic management, and/or implementation of temporary diversion routes (Precautionary Option) during the construction of the Proposed Grid Connection underground electrical cabling route** – As set out in Section 15.1.6.4.1 of the EIAR, in accordance with "Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works" (DoT now DoTT&S) and "Guidance for the Control and Management of Traffic at Roadworks" (DoTT&S).
- **Consultation with residents / business owners on Proposed Grid Connection underground electrical cabling route** – To ensure access maybe retained at all times.
- **Travel plan for construction workers –** While the assessment above has assumed the precautionary scenario in that construction workers will drive to the Project 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 area for parking on site.
- **Wheel washing / Road cleaning measures –** These additional measures will be put in place in order to minimise the effects of the development traffic on the surrounding road network.
- **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 and Kildare 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



Legend

- Project Site
- Traffic and Transport Study Area

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Spatial Reference
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Datum: WGS 1984
Projection: Mercator Auxiliary Sphere



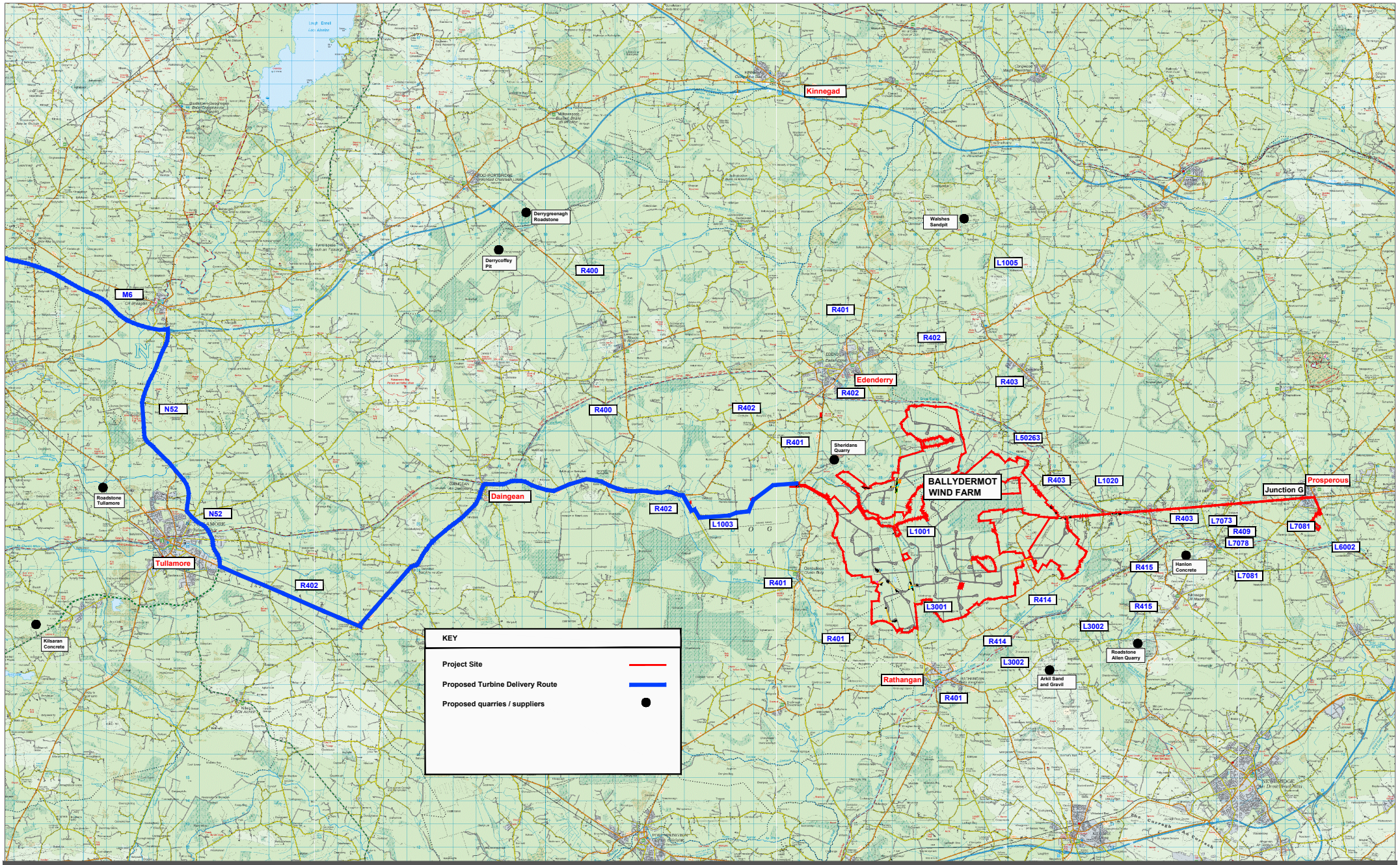
SITE LOCATION - NOT TO SCALE

Drawing Title
Traffic and Transport Study Area

Project Title
Ballydermot Wind Farm
Co. Kildare & Co.Offaly

Project No.	Drawing No.	Scale
250708	15-1	1:343,323
Drawn By	Checked By	Date
LPM	EC	20/07/2026

MKO
Email: info@mkoireland.ie/ Website: www.mkoireland.ie



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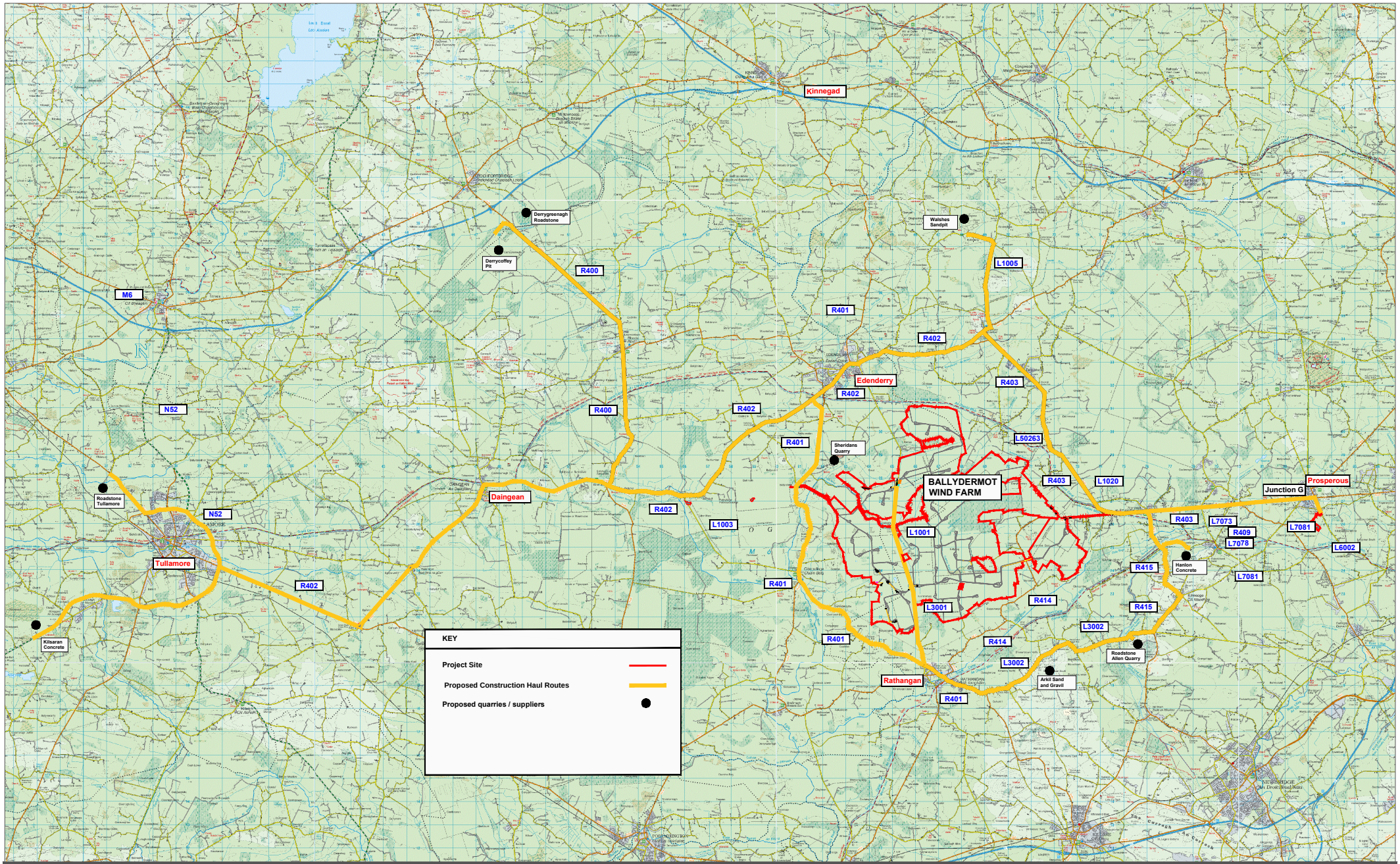
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-2 Proposed Turbine Delivery Route

PROJECT: Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT: BnM		SCALE: NTS
PROJECT NO: 8570	DATE: 20.10.26	DRAWN BY: AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



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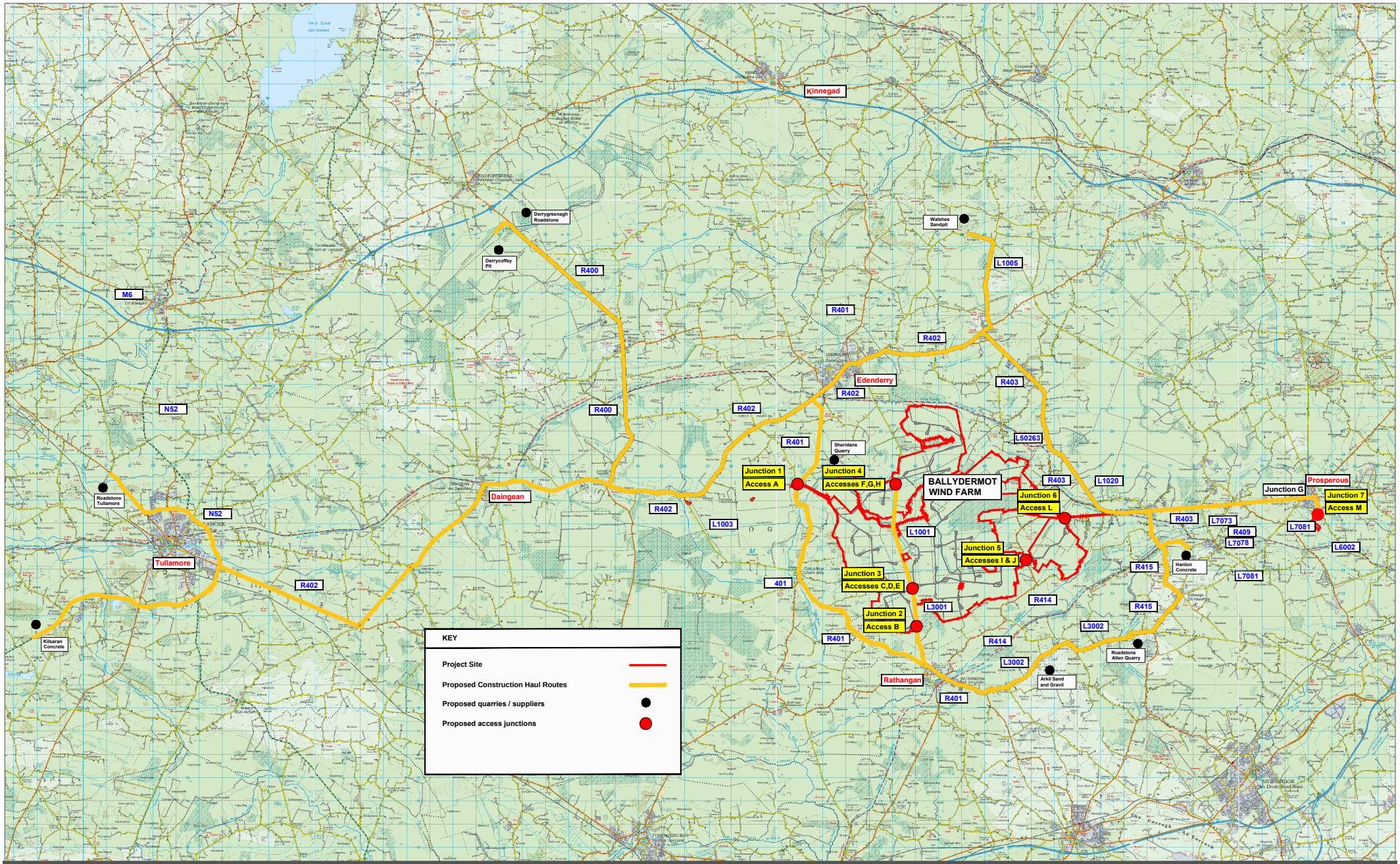
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-3 Proposed Construction Haul Routes

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM		SCALE: NTS
PROJECT NO: 8570	DATE: 20.10.26		DRAWN BY: AL

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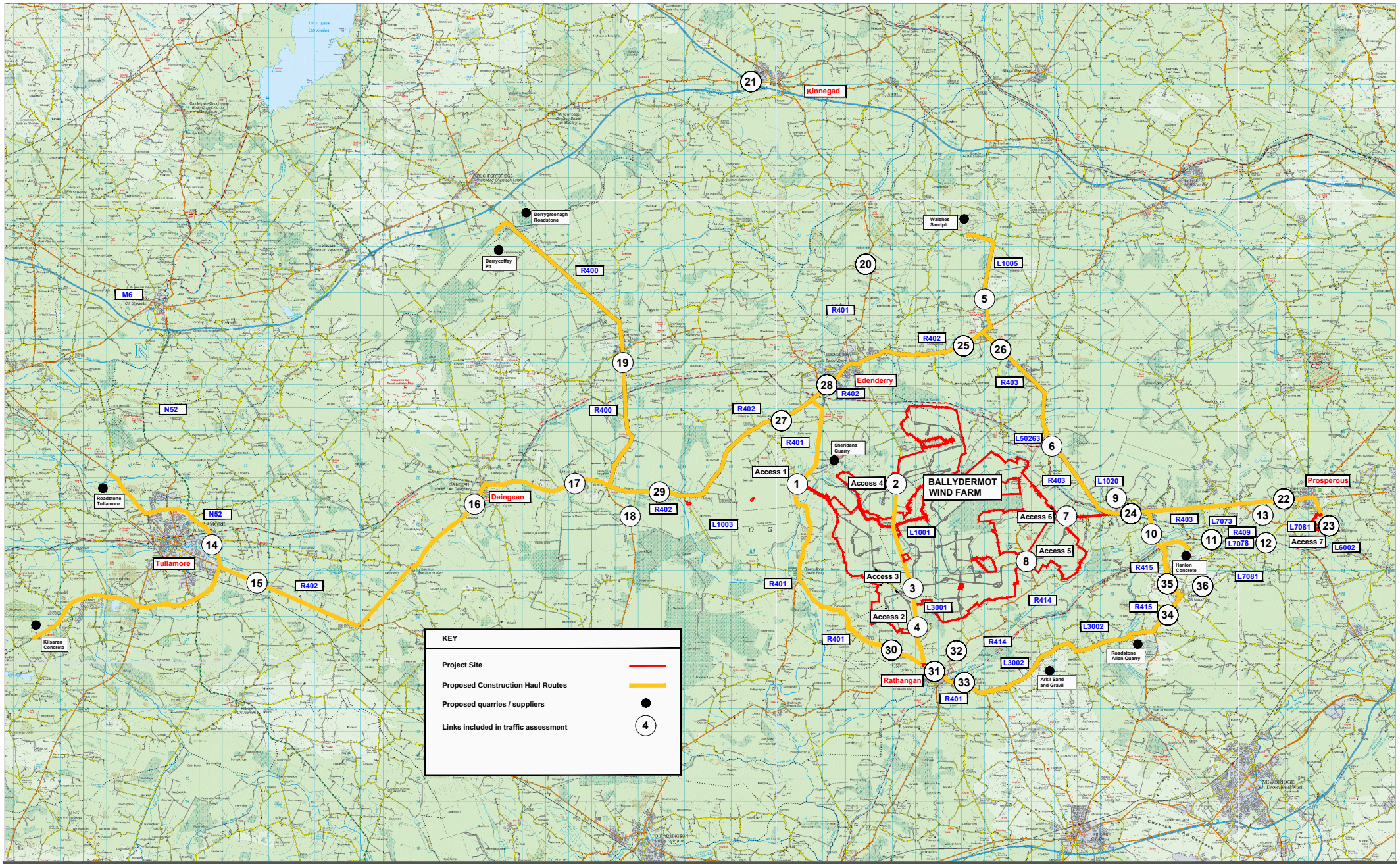
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-4 Location of proposed access junctions

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM		SCALE: NTS
PROJECT NO: 8570	DATE: 20.10.26		DRAWN BY: AL

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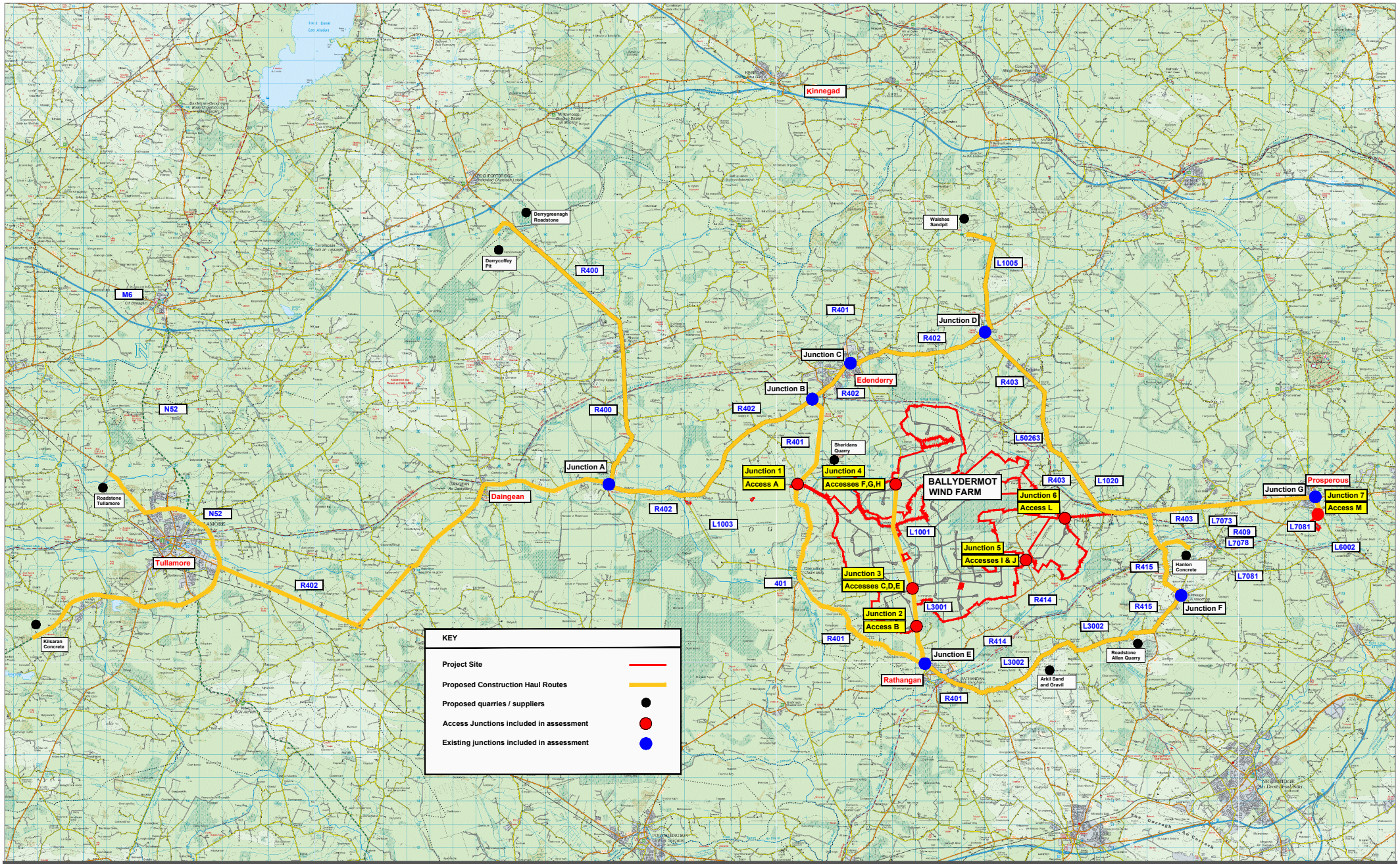
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-5 Link count locations included in assessment

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM	SCALE:	NTS
PROJECT NO: 8570	DATE: 20.10.26	DRAWN BY:	AL

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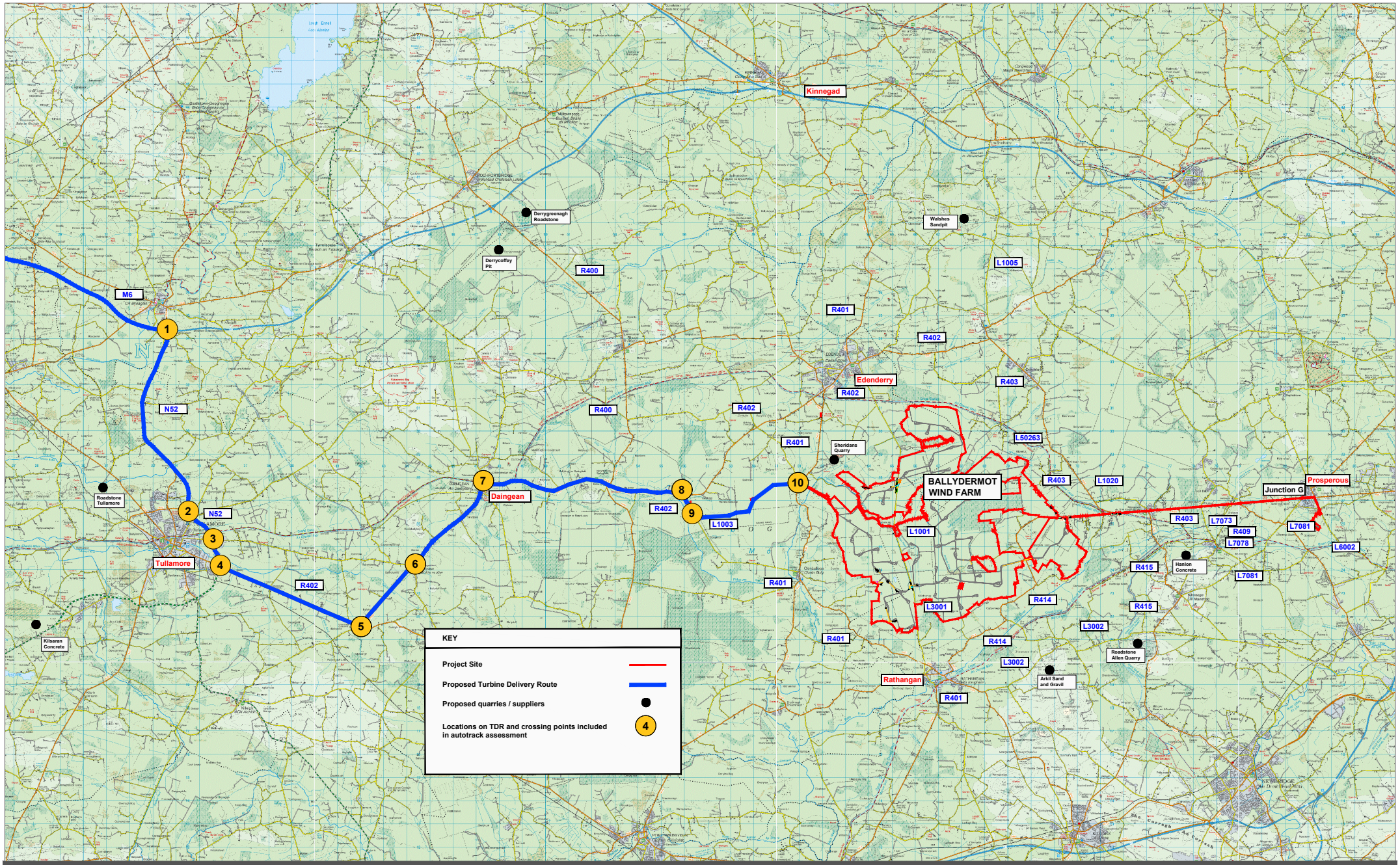
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-6 Location plan for junction capacity assessment

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM	SCALE:	NTS
PROJECT NO: 8570	DATE: 20.10.26	DRAWN BY:	AL

ALAN LIPSCOMBE
TRAFFIC & TRANSPORT CONSULTANTS



NOTES:

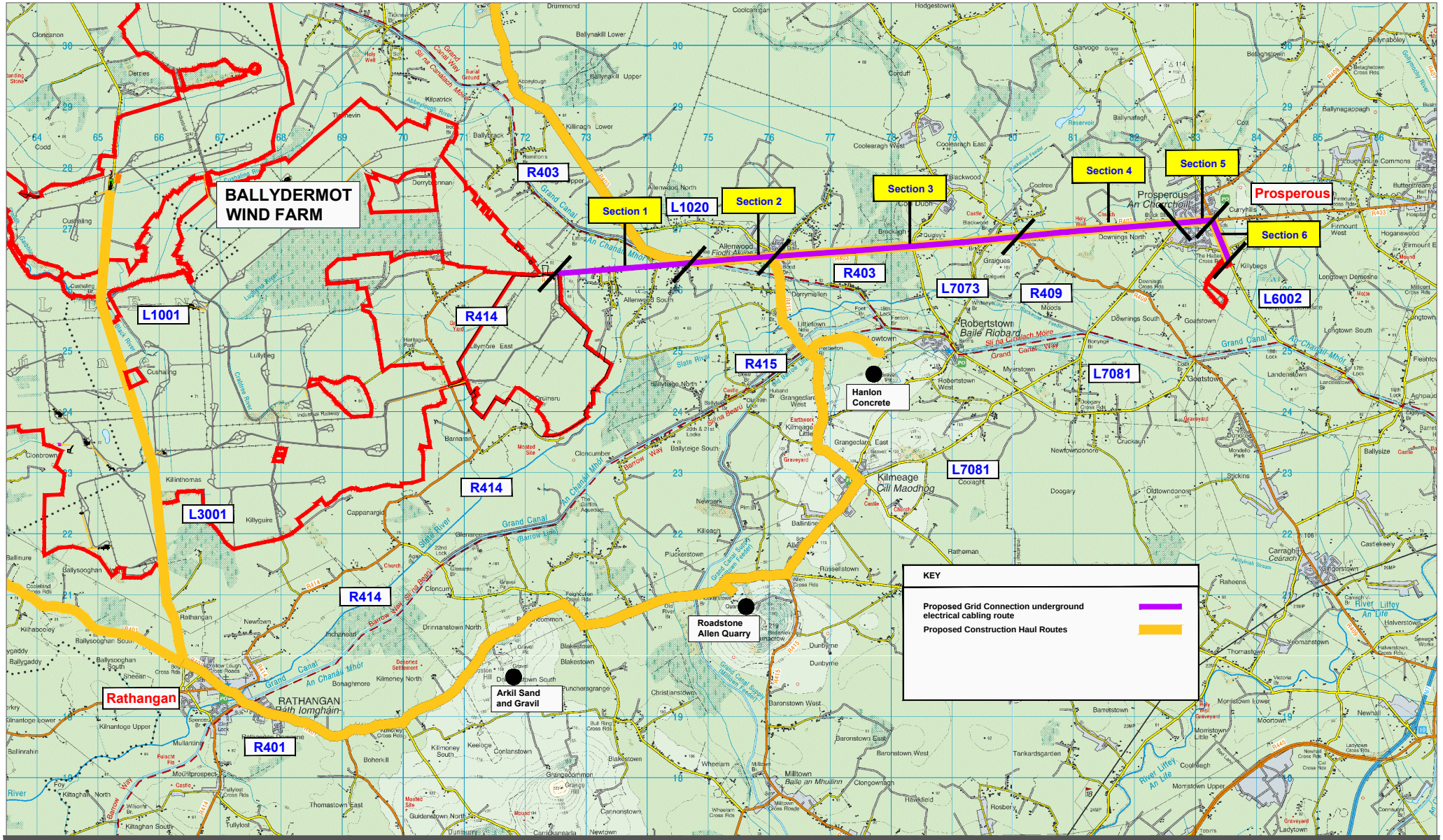
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-7 Autotrack assessment location plan

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CLIENT:	BnM	SCALE:	NTS
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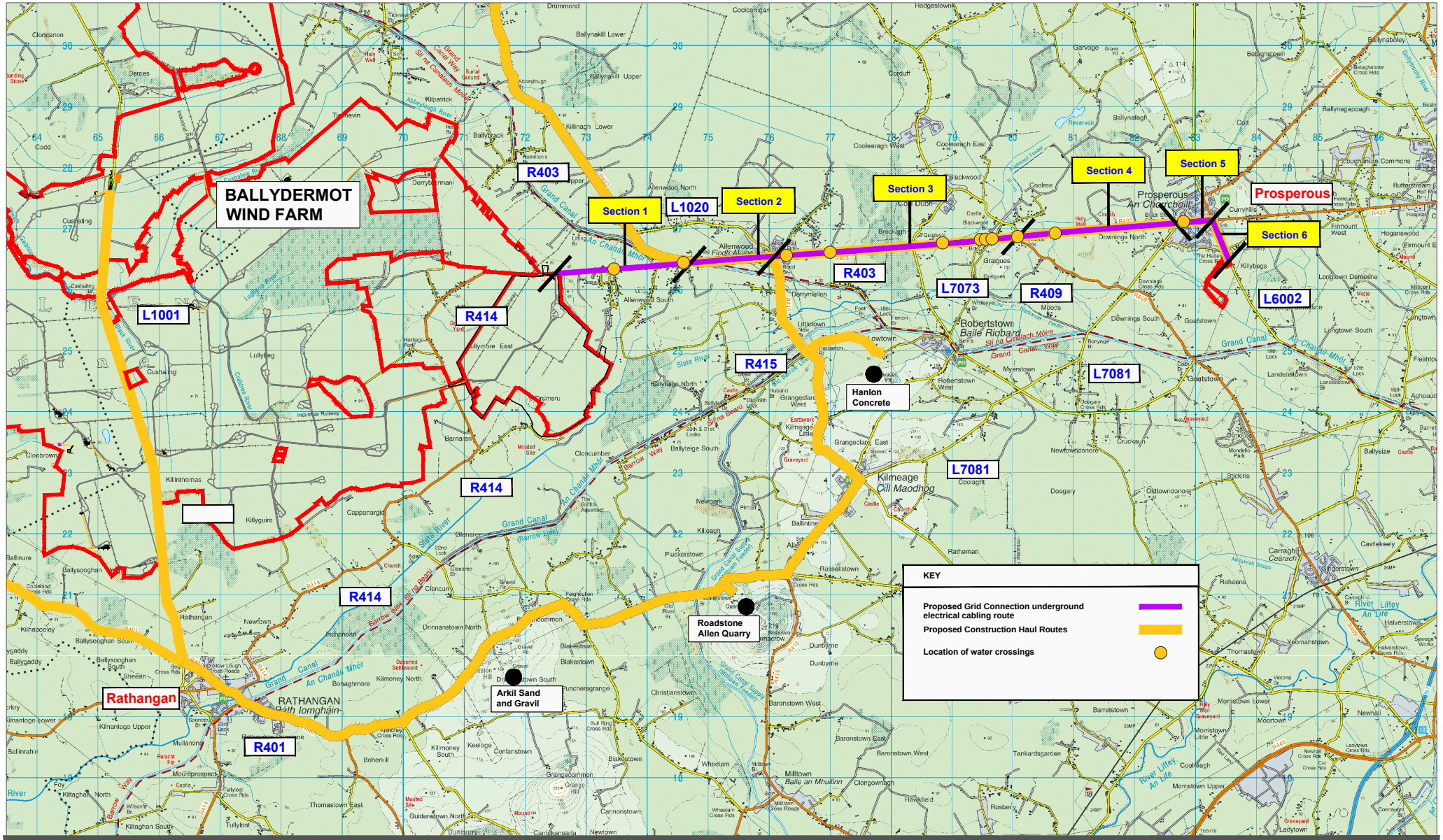
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Base mapping provided by MKO

Figure 15-8 Proposed Grid Connection underground electrical cabling route - Sections for assessment

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
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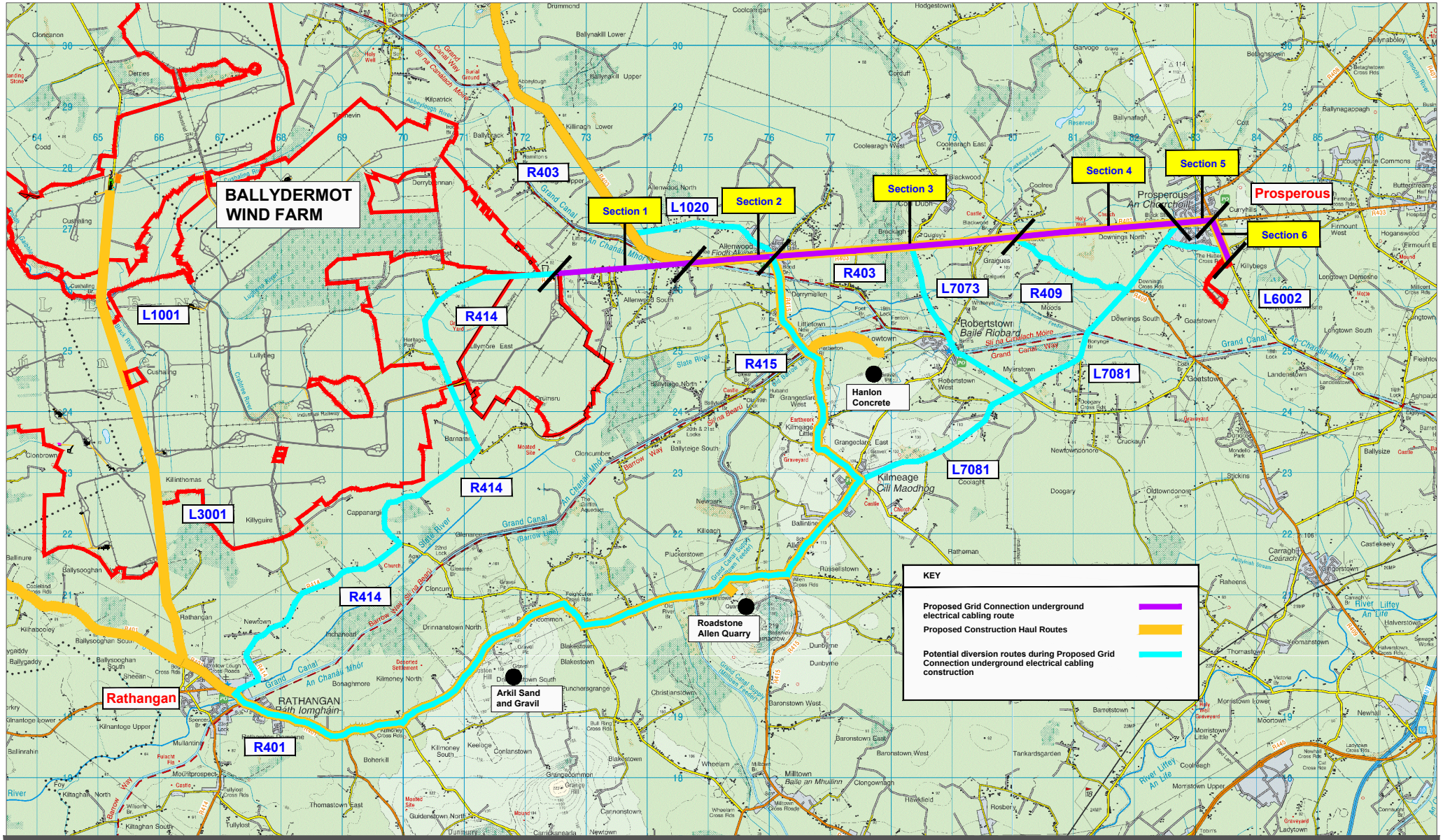
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-9 Proposed Grid Connection underground electrical cabling route - Location of water crossings

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM	SCALE:	NTS
PROJECT NO: 8570	DATE: 22.10.26	DRAWN BY:	AL

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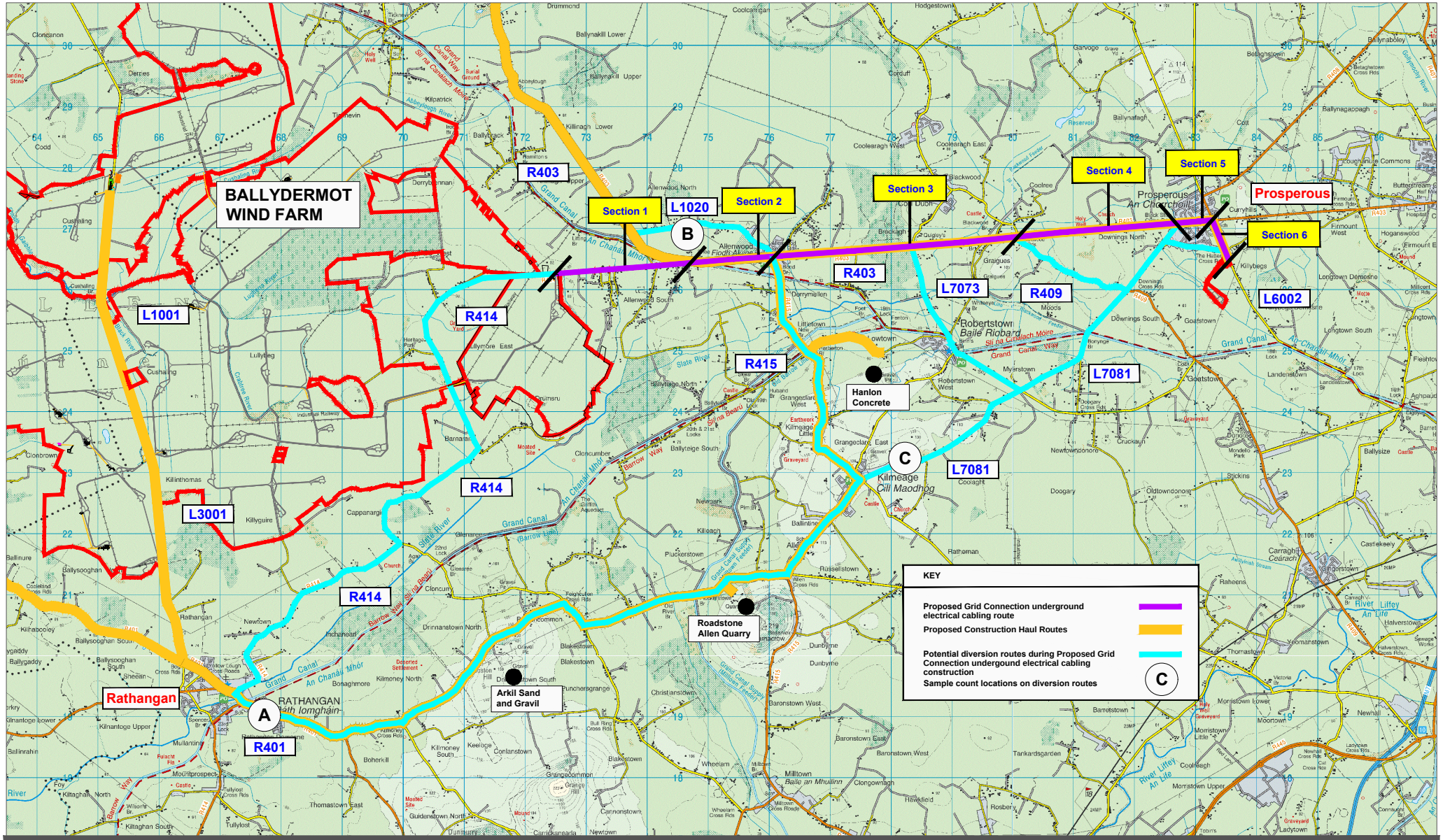
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Base mapping provided by MKO

Figure 15-10 Proposed Grid Connection underground electrical cabling route - Potential diversion routes

PROJECT:	Ballydermot Wind Farm Co. Offaly and Co. Kildare		
CLIENT:	BnM	SCALE:	NTS
PROJECT NO: 8570	DATE: 22.10.26	DRAWN BY:	AL

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NOTES:

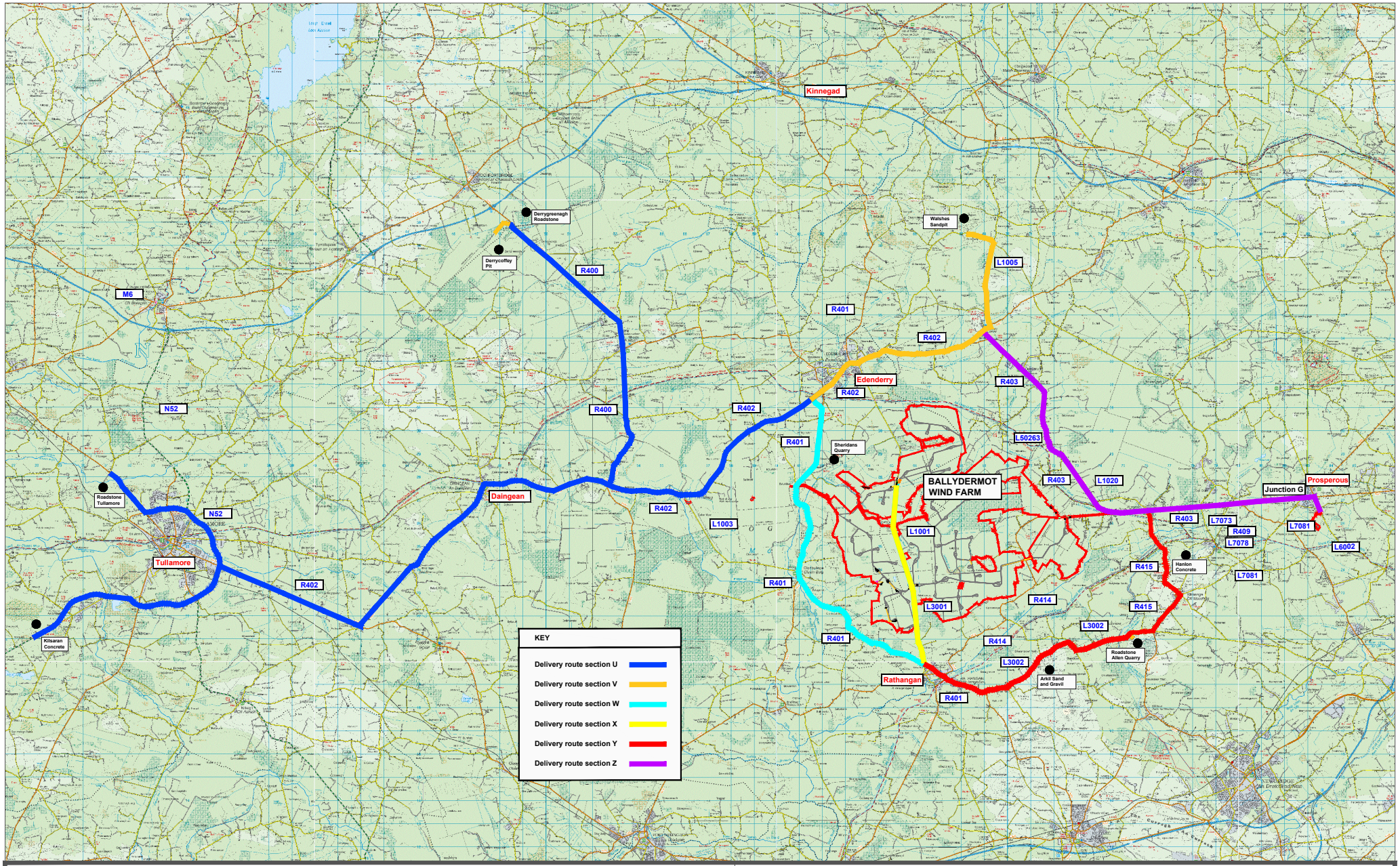
PLANNING DRAWING ONLY - NOT FOR CONSTRUCTION PURPOSES

Base mapping provided by MKO

Figure 15-11 Sample count locations on Proposed Grid Connection underground electrical cabling diversion routes

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CLIENT:	BnM	SCALE:	NTS
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Figure 15-12 Delivery route sections for assessment of potential effects

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PROJECT NO: 8570	DATE: 22.10.26	DRAWN BY:	AL

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