Appendix 12.3

Construction Traffic Management Plan (CTMP)

Coolglass Wind Farm EIAR Volume 3

Coolglass Wind Farm Limited

SLR Project No.: 501.V00727.00006

27 June 2023

Framework Construction Traffic Management Plan (CTMP)

Coolglass Windfarm

Coolglass Wind Farm Limited

Client Address

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SLR Project No.: 501.V00727.00006

1 June 2023

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	1 June 2023	JR	CI	
02	23 June 2023	JR		CL
	Click to enter a date.			
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Acronyms and Abbreviations

CTMP	Construction Traffic Management Plan
CEMP	Construction Environmental Management Plan
EIA	Environmental Impact Assessment
AOD	Above Ordnance Datum
AP	Access Point
AILs	Abnormal Indivisible Loads
AL	Abnormal Load
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
WTC	Wind Turbine Component
TDRA	Turbine Delivery Route Assessment
SI	Statutory Instruments

1.0 Introduction

1.1 Purpose and Scope

This document takes the form of a first draft Construction Traffic Management Plan (CTMP), providing information in regard to the management of all site traffic, with particular reference to environmental safeguards and mitigation required to address impacts identified in the Environmental Impact Assessment (EIA) Report. Chapter 12 of the EIA Report (Traffic and Transportation) has been referenced where relevant. An outline Construction Environmental Management Plan (CEMP) is provided as **Technical Appendix 3.2** in the EIA Report.

The purpose of the CTMP is to outline the areas for consideration when preparing the programme of works and when undertaking the site construction. It would be used during the construction phase of the Proposed Development (hereafter referred to as “Coolglass”) and updated as necessary, acting as a ‘living’ document to ensure it is always current. Where the document is updated, it will clearly be noted as a variation.

1.2 Key Considerations

This CTMP is the first stage of the requirement to manage and control all related traffic activity during the construction phase of the development. This CTMP contains the following information:

Table 1: Key Topics Covered

Section	Topic
Section 2	Background to the Development
Section 3	Construction
Section 4	Mitigation Measures
Section 5	Complaints and Inquiries Procedure

The principal mitigation measures that the CTMP will cover are as follows:

- Methods for accessing the site;
- Site access improvements;
- Contractor responsibilities;
- Abnormal load management;
- Onsite management;
- Adverse weather conditions; and
- Driving and speed restrictions.

2.0 Background

2.1 Site Location

The proposed development is located approximately 11km south-east of Portlaoise. The main towns and villages within the vicinity of the proposed development include: Timahoe, Swan, Wolfhill, Newtown, Ballinakill, Stradbally, Athy, Carlow, Portlaoise, and Abbeyleix.

The site spans Fossy Mountain and Wolfhill, north of Swan and south of Timahoe. These hills are the most prominent landscape features within the central study area and its wider surrounds with Fossy Hill reaching a height of approximately 325m AOD.

2.2 Local Highway Network Description

The main towns and villages within the vicinity of the proposed development include: Timahoe, Swan, Wolfhill, Newtown, Ballinakill, Stradbally, Athy, Carlow, Portlaoise, and Abbeyleix. The site spans Fossy Mountain and Wolfhill, north of Swan and south of Timahoe. The site is accessible from both the north and the south via the R526 Regional Road which runs the M7 Motorway and the N78 National Road.

12.1.1 Existing Road Network

The study area for this assessment has been defined as predominantly the R425 and the R426:

- The R425 from the junction with the R445;
- The R426 south from the R425 to the L3851; and
- L3851 to site access.

2.3 Proposed Development

A summary of the development consent sought and all elements of the project under assessment is found in Section 3.5 of the EIA report while the formal development description is found in section 3.8.12 of the EIA report.

Access to the Site would be provided via two access locations from Luggacurren Road and thus to the existing tracks across the site. All aggregate material required on Site will be imported and all concrete will need to be imported as there will be no concrete batching plant on Site.

2.3.1 Site Entrances

Access to the northern wind farm area is via Access Point 1 (AP1) is located 1.5km east along the L3851, with access to Access Point 2 (AP2) a further 2.1km along the L3851. The access locations can be seen in **Appendix 01**.

It is expected that approximately 13.8 kilometres of internal access tracks will be required to be upgraded as part of the proposed development. Approximately 5.2 kilometres of old internal access tracks will be utilised.

2.3.2 Development Site Construction Haul Routes

All construction vehicles would enter the sites from the west, having turned onto Knocklead Road from the R426. It is anticipated that HGVs and deliveries will travel predominantly from Portlaoise to the north as this is the largest town in the vicinity of the Site, with a small percentage travelling along the R426 from the south. Light vehicles are likely to travel from both directions along the R426.

2.3.3 Turbine Delivery Route

The proposed turbine delivery route is presented in below. A turbine delivery route selection and assessment was carried out to identify the optimum delivery route to the sites. Turbine delivery will be from Dublin port with delivery of the wind turbine components (WTCs) along one distinctive route. The turbine delivery route will leave Dublin port and join with the M50 motorway via the Dublin Port Tunnel. The transport will continue along the M50, exiting the M 50 onto the N7 National Road / M7 Motorway; the transport will continue west before exiting the N7 at Junction 16.

The transport route exits the motorway at Junction 16 to travel west on the R425 for a short distance before heading south on the R426, through the town of Timahoe. The transport will continue along the R426 Regional Road before heading east on Knocklead Road before accessing either the southern or northern clusters via existing forestry tracks.

2.3.4 Cable Route

While the cable route does not form part of this planning application, the cable route is assessed as part of the EIAR consent process. The associated cable route will consist entirely of underground cable and consists of two options. The route options are as follows:

- Option 1: comprises a cable route between the proposed onsite substation and the Pinewoods substation. This route is 9.9km in length; and
- Option 2: comprises a cable route between the proposed onsite substation and Coolnabacky substation. This route is 10.1km in length.

The cable route will involve a trench being constructed in the road along the export cable corridor (ECC) to install the cable. The electricity from the northern and southern clusters will be exported from the on-site substation to the existing grid via a 110 KV buried cable to either the Option 1 or the Option 2 substations.

Cable trenching will be carried out with the aid of either a lane closure or road closure, which will ensure that the trenching works are completed as expeditiously as possible. Due to the length of cabling within the road corridor (ca 10 km), these works could be conducted over a 6-month period of time (ca 26 weeks).

3.0 Site Construction

3.1 Construction Programme

The construction phase of the proposed development, which includes civil, electrical, grid works, and turbine assembly will take approximately 18-24 months once the proposed turbines are acquired via a competitive tender process. The main activities will include:

- off-site highway works;
- site establishment (construction compounds);
- construction of access tracks and crane pads;
- turbine foundation construction;
- substation civil and electrical works;
- cable delivery and installation;
- turbine delivery and erection;
- wind farm commissioning; and
- reinstatement/restoration.

The main construction works which are expected to generate the most vehicle trips to the site will be undertaken during months 5 to 18, with the final 7 months of the construction programme accommodating the wind turbine deliveries and erection. An indicative construction programme has been prepared and is set out in the construction timeline shown in **Chapter 3: Description of Development**, as summarised in **Table 2**.

Table 2 Indicative Construction Programme

Construction Activity	Months																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Site establishment																		
Access tracks																		
Felling operations																		
Turbine foundations																		
Concrete pour																		
Substation &compound																		
Cable laying																		
Site restoration																		

3.2 Site Construction Traffic Generation

The construction phase working hours for the proposed development would be 07:00 to 19:00 Monday to Friday and 07:00 to 16:00 at weekends. It should be noted that out of necessity some activity, for example WTC deliveries and the lifting of the turbine rotors, may need to occur outside the specified hours stated, although they would not be undertaken without prior approval from the Roads Authority The impact of the proposed development has been assessed over a 12-hour weekday period, which considers the natural peak usage of the road network.

The total two-way vehicle generation figures for a 'worst case' day within each month (30 days) of the 18 month programme has been set out within Chapter 12 of the EIA report; this 'worst case' scenario includes the concrete pour days which are not likely to occur every day during the construction of the turbine foundations. The two-way vehicles generation for the average construction day, the non-concrete pour days, are also identified within Chapter 12 of the EIA report.

3.2.1 HGV Trip Generation

The maximum level of trip generation would occur during the 'worst case' scenario in the early months of the construction period, when various construction activities would coincide including the concrete pour days; during months 5 and 6 there are predicted to be 140 HGV two-way trips. The average construction day maximum would also fall during months 5 and 6, with 119 HGV two-way movements. Through months 5 and 6 on a 'worst case' working day there would be 12 two-way HGV movements per hour; during an average working day in months 5 and 6 there would be 10 HGV two-way movements per hour.

3.2.2 Trip Generation for Wind Turbine Components

Each wind turbine consists of seven WTC deliveries: three blades, three tower sections and the nacelle (generator). Other loads would be associated with the delivery of the hub, cranes and drilling rigs, which would not be considered to be AILs, these however would be delivered at a similar time. Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer. All components would be transported under suitable traffic management procedures.

On the premise that the 91 components are to be delivered in convoys of three, the AILs could be completed over 30 days, subject to the supply of turbines for the site. Over the seven-month period allocated for the erection of the turbines (turbine foundations), this would equate to an average of approximately 4 delivery days per month.

To ensure a robust assessment, it has been assumed that three WTC load transport vehicles would deliver components on a day during the 'worst case' month, with an additional two HGV deliveries included for the crane and drilling rigs.

3.2.3 Light Vehicles and Staff Trip Generation

Light vehicles of which consist of smaller vehicles such as cars and vans, which would typically be associated with the workforce, have also been calculated to provide total two-way vehicle movements predicted to arise from the proposed development. It is envisaged that a maximum of 274 personnel would be required on the site at any one time. It is expected that the majority of staff will travel to the Proposed Development construction site in 14-seater minibuses, to be provided by the contractor, with 20 minibus trips during the peak of the construction period. To ensure that the prediction of light vehicles is robust, it has been assumed that a further 20 light vehicle trips would be seen during the peak of the

construction period; this would equate to 50 vehicle trips per day (100 two-way movements per day).

3.2.4 Accumulative Trip Generation

Table 3 provides the calculated daily and hourly two-way movements during the 'worst-case' and average month of the construction phase (months 5 and 6). There are predicted to be 140 HGVs movements per day during the concrete pour days (119 HGV movements on non-pour days), 10 HGVs/abnormal load movements for the turbine delivery and 100 light vehicle movements; as such there will be 250 two-way vehicles per day on the concrete pour days, and 229 two-way vehicles per day on the non-pour days.

Table 3 Trip Generation (Two-way)

	HGV/ AIL	Lights	Total
Worst Case			
Daily	150	100	250
Hourly	13	8	21
Average			
Daily	129	100	229
Hourly	11	8	19

All construction vehicles would enter each site access from the R426 to the west, having travelled along the R426 from the wider road network. It is assumed that the majority of HGVs will travel south along the R426 from the M7 and Portlaoise however a small percentage may travel to the site from the south. As such it assumed that 85% of HGVs will travel along the R426 to/from the north and 15% will travel to/from the south.

WTC deliveries will travel from the M7 having collected the WTCs from the port at Dublin. From the M7 the turbine delivery route follows the R425 to the south of Portlaoise before heading south towards the site on the R426.

Light vehicle trip generation would see a minimum of 48 two-way trips each day during the worst-case months. It has been assumed that the majority of light vehicles will travel to the site via the R426 from Portlaoise, however a small number may also come from the south. As such, it is assumed that 85% of light vehicles will travel along the R426 from the north while the remaining 15% will travel along the R426 from the south.

4.0 Mitigation Measures

4.1 Contractors

Contractors with experience of the nature of the construction works proposed and in this type of environment would be appointed following a tendering process. An Environmental Clerk of Works (EnvCoW) would be appointed to liaise with the Contractor to ensure that all activities on site comply with appropriate construction method, relevant planning conditions and protection of the natural heritage interests. The EnvCoW would act as the first point of contact for any concerns.

All contractors would be required to supply detailed method statements which would incorporate all planned mitigation methods. All sub-contractors are required to read, understand, and adopt all procedures outlined within this construction traffic management plan.

Where sub-contractors utilise a separate CTMP for their own work activity, this must be issued to the Principal Contractor for information. Any traffic management procedures required to secure a work area or safeguard subcontractor operatives must be co-ordinated with the Principal Contractor (e.g. use of banksmen, operatives carrying out works roadside etc.).

The Principal Contractor must be informed of any planned site activity and movement of site traffic and the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other site activities.

4.2 Signage

Any signage required on the public highway would be erected and positioned in accordance with the requirements of the Traffic Signs Manual[1] and in consultation with the Roads Authority.

Warning signage on site must be complied with at all times. The two most important signs are “no entry” and “no unauthorised vehicles”. To proceed beyond these signs, vehicle drivers must stop and contact the ganger/ foreman in control of the area to be escorted through the local area.

4.3 Turbine Delivery Management

The Turbine Delivery Route Assessment (TDRA) report has confirmed that access to the site is feasible for abnormal loads. Prior to the movement of abnormal loads, extensive public awareness is required to allow residents to plan and time their journeys to avoid disruption. In line with the turbine manufacture’s requirements, the haulage contractor shall remain responsible for obtaining all necessary permits from the relevant road and bridge authorities along the access route.

The movement of abnormal loads would need to be timed to avoid periods of heavy traffic flow to minimise disruption to the public. These include the normal daily rush hour periods, Saturdays and major public events. Specific timing restrictions imposed by the police or local authority have not been determined at this stage.

Through urban areas temporary parking restrictions may be necessary to guarantee a clear route for the abnormal loads, and these need to be arranged in advance through the appropriate local authority. The parking restrictions would need to be locally enforced.

[1] www.trafficsigns.ie

Due to the size of vehicles required to transport these loads, escorts would be required for the entire route to control oncoming and conflicting traffic. As confirmed in the TDRA, there are two permit systems to authorise for the movement of abnormal load transport configurations, The Garda permit and a Local Authority Permit.

4.3.1 Garda Permit

The Garda Permit applies only to designated major inter-urban routes and routes to the main ports at Dublin, Cork, Rosslare and Ringaskiddy. The Garda permit is set out by the following legislation:

- Road Traffic (Permits for Specialised Vehicles) Regulations 2009, S.I. No. 147 of 2009; and
- Road Traffic (Specialised Vehicle Permits) (Amendment) Regulations 2010, S.I. 461 of 2010.

The Garda Permit applies to transport configurations not exceeding 27.4 metres in length and 4.3 metres in width and 4.65m in height.

The combined weight of the vehicle and load must not exceed the maximum limits set out in the Road Traffic (Construction and Use of Vehicles) Regulations 2003, S.I. 5 of 2003 and the maximum height limit set down in Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2008, S.I.366 of 2008.

4.3.2 Local Authority Permit

A Local Authority Permit is required for all roads, (including roads designated under the Road Traffic (Specialised Vehicle Permits) (Amendment) Regulations 2010 for Garda Permits, for vehicles and loads which do not qualify under the Garda Permit Scheme, and in either or all of the following cases:

- The weight and dimensions of the vehicle exceed the maximum permissible limits set out in the Road Traffic (Construction & use of Vehicles) Regulations 2003, as amended; and/or
- The vehicle/load exceeds 4.65m in height.

The access study has identified the transport configurations for the most onerous wind turbine components, transported by a specialist vehicle fleet.

The maximum height relates to the design standards for bridges and structures over roads in Ireland.

4.4 Adverse Weather Conditions

All works would be forward planned wherever practicable considering the anticipated weather conditions. At the start of the day the site foreman would assess the weather conditions prior to permitting their operatives to access the site.

Due to the location and topography of the site the weather could be severe, resulting in an adverse effect on visibility. The weather would be constantly monitored and if necessary, all plant / vehicle movements would be stopped/ suspended by the site foreman if they deem it is unsafe for work to continue.

The site foreman would assess the track and site conditions at the start of each day to determine if conditions are suitable to allow access to plant or vehicles.

During winter or poor weather, a separate procedure would be introduced to allow the track conditions to be communicated to all parties accessing the site. An assessment would be carried out every morning by the general foreman or the foreman in control of site operations

which would then be communicated to the gatehouse at the site entrance to advise arriving vehicles. To avoid wasted trips, sub-contractors would be expected to contact the Principal Contractor to find out the site status prior to arrival on site.

The day-to-day track conditions would be advised to all visitors via a display board situated at the site compound; the track condition would be rated as either:

- **Condition Red**: The access track is closed to all vehicular traffic.
- **Condition Amber**: The access track is open to 4x4 vehicles only (operating in full 4x4) and is not suitable for delivery etc. vehicles.
- **Condition Green**: The main site access track is open to all permitted vehicles.

During the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor would notify the nominated personnel from the contractors on site to the present condition.

Contractors would be reminded that they have a duty to consider the weather and track conditions throughout the day and to leave the site if they feel unsafe at any time.

4.5 Onsite Management

4.5.1 Construction Environmental Management Plan (CEMP)

The Construction Environmental Management Plan (CEMP) sets out the principles and procedures for environmental management during construction. The CEMP would be revised and updated and would be used by the contractor to ensure that the appropriate environmental management is implemented throughout the construction phase, to include mitigation measures. The CEMP includes information on general construction good practice, including waste management, dust mitigation, vehicle washing, vehicle storage and maintenance, noise management, and on-site vehicle movement.

4.5.2 Onsite Safety

All personnel entering the working area would wear hi-visibility vest or jacket, head protection, safety footwear, eye protection and gloves at all times when out with the vehicle.

Everyone required to work within the Site would be made aware that they have a responsibility for the safety of themselves and others. All site operatives and visitors have a “duty of care” to themselves and others and need to be conscious of the surroundings and ongoing activities locally. In the event of an emergency, right of way to all emergency services would be given at all times. Emergency services and control of access would be carried out in compliance with the site emergency procedures.

4.5.3 Parking

Parking areas located at the site construction compound would have safe and secure barriers to segregate all personnel from site plant and vehicle routes. All signage within designated parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. No parking whatsoever would be allowed on public roads; all cars that are directed to the site parking area would be required to reverse park to comply with the Principal Contractors requirements.

4.5.4 Onsite Tracks

Access tracks would be monitored daily to identify any deterioration of the track condition. Non-emergency remedial works to the track would be carried out at times outside peak times of usage and significant emergency repairs, if needed, would be undertaken immediately and adjacent track sections would be restricted from use as required to safely accommodate works.

All routes would be monitored for dust and control or suppression methods would be deployed as appropriate using towed dust suppression systems.

4.5.5 Site Traffic

All traffic visiting the Site would be required to report to the gatehouse where they would obtain clear instructions before further movement is acceptable. If applicable an induction would be completed, vehicle permits would be issued, and the site rules and emergency procedure would be explained.

All traffic would use the signed site passing places and all drivers would accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas will not be permitted.

Full time site traffic (vehicles/plant situated onsite for majority of construction phase) that requires re-fuelling would follow the instructions supplied at their induction and the guidelines within their method statement for the works.

Heavy site traffic would be equipped with audible reversing warning with additional visual aids e.g., reversing cameras, mirrors utilised on all plant. All safety features must be inspected daily with faults immediately reported to the Foreman Fitter who would assess and repair any damage etc. to the plant. Drivers would ensure that all loads are covered fully to limit the loss of material in transit.

4.5.6 Vehicle Cleaning

A wheel and body wash would be operated within the Site to ensure materials from the Site are not transferred onto the highway, and road cleaning would take place when required to remove any deposits that are carried from the Site. It is anticipated that any road cleaning activities would remain local to the site access.

4.5.7 Driving and Speed Restrictions

All vehicles (cars, light good vehicles (LGVs), HGVs and ALs) shall be driven in a safe and defensive driving manner at all times within speed limits. A zero-tolerance policy shall be adopted by all contractors, such that any infringement results in that person not returning to site.

All cars, construction vehicles and drivers of such vehicles accessing the Site whether for commuting or commercial purposes must be road-worthy and legally compliant.

5.0 Complaints and Inquiries Procedure

It is important that members of the public or interested parties are able to make valid complaints or inquiries about the transport elements of the construction works. Such complaints and inquiries can provide a valuable feedback mechanism which helps reduce potential impacts on sensitive features and would also allow the construction techniques to be refined and improved.

The Principal Contractor will appoint a site manager and it is anticipated that any complaints and/or inquiries would be made directly to the site manager. These complaints would then be fed back to other sub-contractors as required. Contact details for the Site Manager, would be made clearly visible at the site entrance. The details will also be provided to Community Councils for their notice boards and websites, to include the Roads Authority as well as those along the construction route.

All complaints and inquiries would be logged promptly by the site manager and kept on site for review by the Roads Authority upon request. The contact details are to be included in the CTMP as shown in **Table 4**.

Table 4 Contact Details[2]

Name	Position	Contact Number(s)	Email
To be confirmed	Site Manager	-	-
To be confirmed	Site Contractor	-	-
To be confirmed	Planning Department	-	-

5.1 Checking and Corrective Action

As outlined above, it is intended for the CTMP to be a 'living document' which is updated periodically as and when required. The Principal Contractor would be responsible for establishing a programme for monitoring the identification and management of issues, the results of which shall be fed back for inclusion within the CTMP if necessary.

Any checking or corrective action required would also be monitored. This methodology would ensure that the construction activities are being undertaken in accordance with the CTMP and that the Contractors are held to account. The procedure for addressing non-conformance/compliance and ensuring that corrective actions are undertaken is outlined below:

- Completion of a Non-Conformance Report – this would record any traffic-related incident and work that has not been carried out in accordance with the CTMP or Method Statement;
- Completion of a Corrective Action Report – this would record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
- Action – Any necessary actions identified as a result of the above would be allocated to a responsible person, along with a timescale for the action to be undertaken.

Records of the above would be retained by the Contractor throughout the construction process. The records would be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

[2] Contact details to be completed when available.

Appendix A Access Locations (EIA Figure 12.4)

Construction Traffic Management Plan (CTMP)

Coolglass Windfarm Volume 3 EIAR

Coolglass Wind Farm Limited

SLR Project No.: 501.V00727.00006

23 June 2023

654000 656000 658000

688000 686000

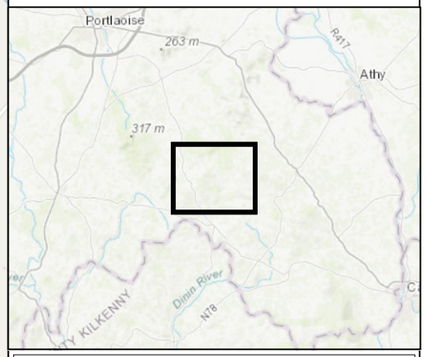
T1 T2 T3 T4 T5 T6 T7 T8 T9 T10 T11 T12 T13

AP1 AP2

N

LEGEND

- Proposed Development Site Boundary
- Proposed Turbine Layout
- Proposed Substation Compound
- Proposed Temporary Construction Compound
- Proposed Borrow Pit
- Proposed Hardstanding
- Proposed Access Track
- Proposed Met Mast Hardstanding
- Proposed Access Point
- Proposed Turbine Delivery Route



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COOLGLASS WIND FARM
ENVIRONMENTAL IMPACT ASSESSMENT REPORT

TRAFFIC AND TRANSPORTATION

ACCESS LOCATIONS

FIGURE 12-4

Scale 1:20,000 @ A3

Date JUNE 2023

0 0.5 1
Kilometres

02036.00787.0118.0 Access Locations

Appendix B TDR Route (EIA Figure 12.5a)

Construction Traffic Management Plan (CTMP)

Coolglass Windfarm Volume 3 EIAR

Coolglass Wind Farm Limited

SLR Project No.: 501.V00727.00006

23 June 2023

660000 680000 700000 720000

740000 720000 700000

N

TDR Node 1
TDR Node 2
TDR Node 3
TDR Node 4
TDR Node 5
TDR Node 6
TDR Node 7
TDR Node 8
TDR Node 9
TDR Node 10
TDR Node 11
TDR Node 12
TDR Node 13

R445 R425 R426 M50 M7 M6 M4 M9 N77 N78 N80 N81

Kinnegad Enfield Kilcock Maynooth Leixlip Lucan Dunboyne Swords Malahide Blanchardstown Dublin Dublin Airport Phoenix Park Celbridge Clondalkin Blackrock Dún Laoghaire Dundrum Tallaght Edenderry Timahoe Bog Prosperous Clane Sallins Naas Kilbride Army Camp Blessington Poulaphouca Reservoir Ballymore Eustace Kilcullen Newbridge Kildare Monasterevin Portarlington Clonsast Bog Derryounce Bog Derrylea Bog Garryinch Bog Mountmellick Portlaoise Stradbally Athy Baltinglass Castledermot Rathdrum Abbeyleix

South Dublin Bay Special Area of Conservation

0 10 20
Kilometres

LEGEND

- Proposed Development Site Boundary
- Dublin Port
- Proposed Turbine Delivery Route Node
- Proposed Turbine Delivery Route

COUNTY MEATH COUNTY WESTMEATH Mullingar Dublin COUNTY DUBLIN Tullamore Naas COUNTY KILDARE 849 m WICKLOW MOUNTAINS 527 m Portlaoise 925 m COUNTY LAOIS COUNTY WICKLOW Carlow COUNTY CARLOW

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COOLGLASS WIND FARM
ENVIRONMENTAL IMPACT
ASSESSMENT REPORT

TRAFFIC AND TRANSPORTATION

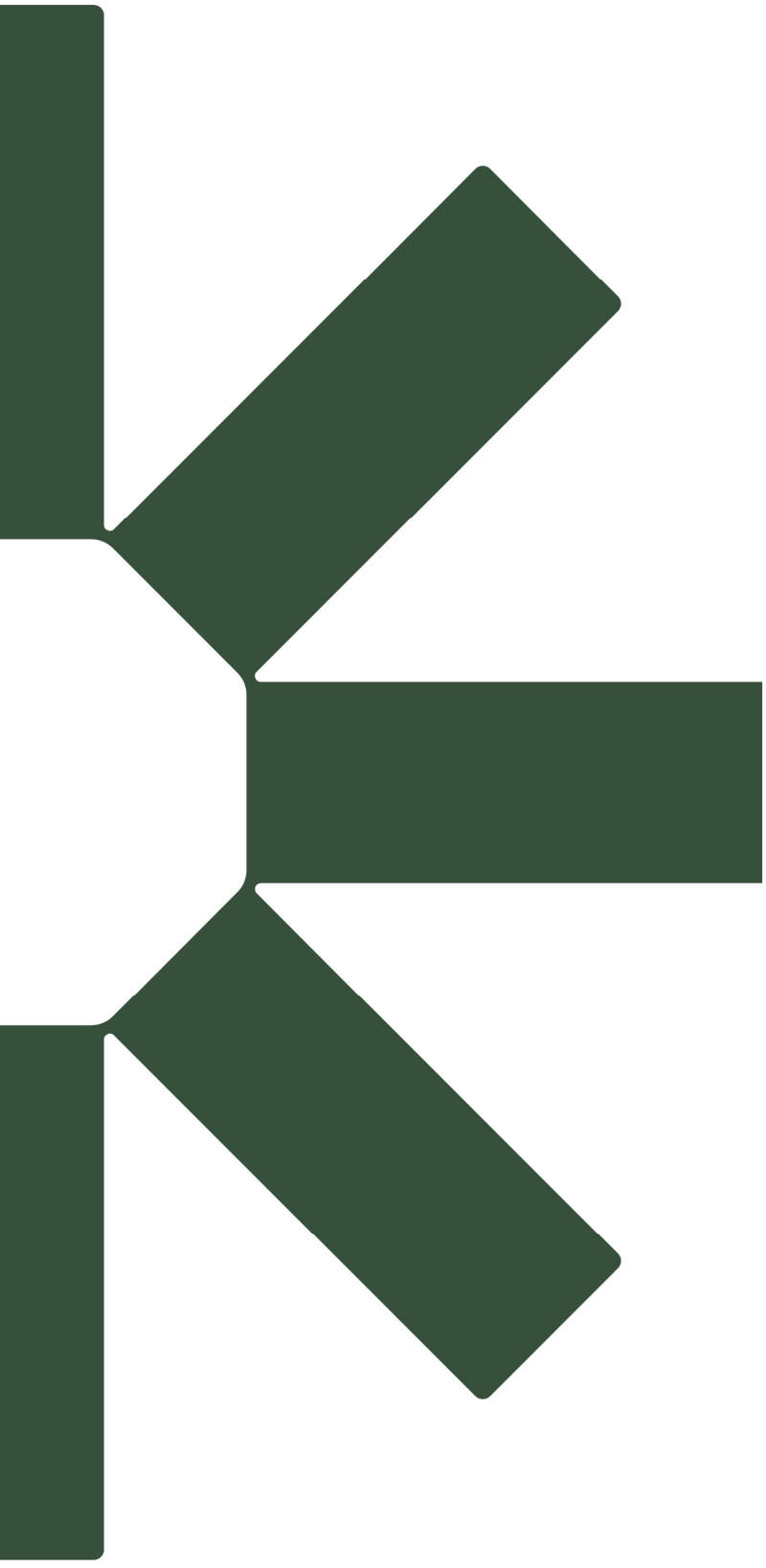
PROPOSED TURBINE DELIVERY ROUTE OVERVIEW

FIGURE 12-5-a

Scale 1:250,000 @ A3

Date JUNE 2023

02036.00787.0149.0 TDR Overview



Making Sustainability Happen