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The Glebe House, Clareen, Birr, Co Offaly

HEAVY HAULAGE ABNORMAL LOADS BOAT TRANSPORTATION

To Whom it Concerns,

In relation to the planning application or potential planning application by Ballincor Wind Farm which will see the construction of 11 wind turbines with a total tip height of 180 metres. We would like to make the following submission, we have no issue with the development proceeding but would seek that alterations that will be necessary for the development to happen to local infrastructure owned by TII in Tullamore to the Roundabouts on its bypass that these alterations would be made permanent.

This wind farm as for previous windfarms will seek to use the Tullamore bypass to access the site location via the N52 and or N62. On at least 5 previous occasions the use of this bypass has resulted in the digging up and reinstating of roundabouts afterwards. Our submission is that for this 6th time (there is also the potential for a 7th time needing this alteration with the submission for 15 Turbine development by Lemanaghan that Lemanaghan Wind Farm DAC is currently applying for) these changes are made permanent with access gates put onto the tracks to stop people from accessing them at times when abnormal loads aren't utilising them. This will have two benefits into the long-term.

1. Local indigenous abnormal loads are manufactured in Co Offaly for export and also for utilisation in critical Irish infrastructure, this results in local employment and economic output for the local economy. If the route is permanently adjusted, these loads could then use the route and have a protected route to the Motorway Network for onwards transport. These goods (precast concrete beams etc) which are utilised for the critical national infrastructure and bypasses will be able to use the route into the future to the benefit of the economy. The fact that the roundabouts have been dug up at least 5 times indicates that the roundabouts are an obstacle to the progress of loads of a certain dimension and this can be remedied permanently by utilising Grasscrete.
2. The wind farms that go in such as this one generally have a 'a 35-year operational life of the wind farm from the date of commissioning'¹ which means that as there is no way to disassemble the components in 35 years they will need to leave the same way they came in thus the roundabouts will be ready at the end of their life to facilitate this.

There is a precedent for making these changes permanent although this is yet to be established as a matter of the result of the granting of planning permission so far. For abnormal loads access to and from the network TII infrastructure has previously utilised Grasscrete to make permanent changes at Kilbeggan, Jct 15 on the M7, Jct 3 on the M6 and at Clarina Village in Limerick. It would be great to have this as a condition of the planning for this project that the Tullamore Roundabouts would finally have a permanent solution and that there wouldn't be the constant digging up and reinstating of the roundabout as the only people who benefit from that are the contractors who get brought back in and out on repeat.

Yours Sincerely,

Darren Mc Dowell

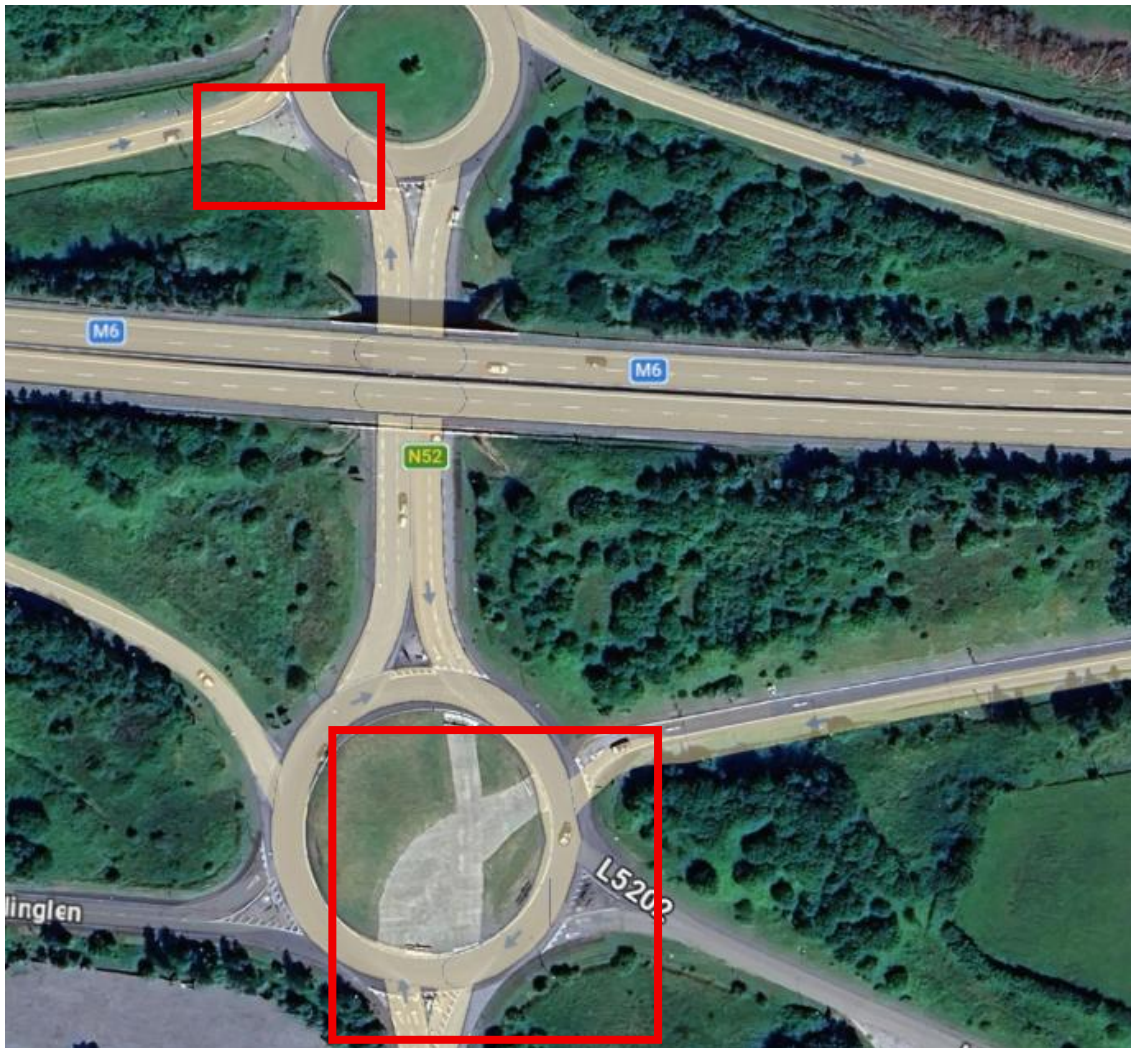
Transport Manager, Whitten Road Haulage Ltd, 0860609059

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Example locations where permanent changes have been made to the network to the benefit of all users of the network that transport abnormal loads above a certain dimension.

1. Kilbeggan - <https://maps.app.goo.gl/ocuDaFRmvUdaQSpz8>



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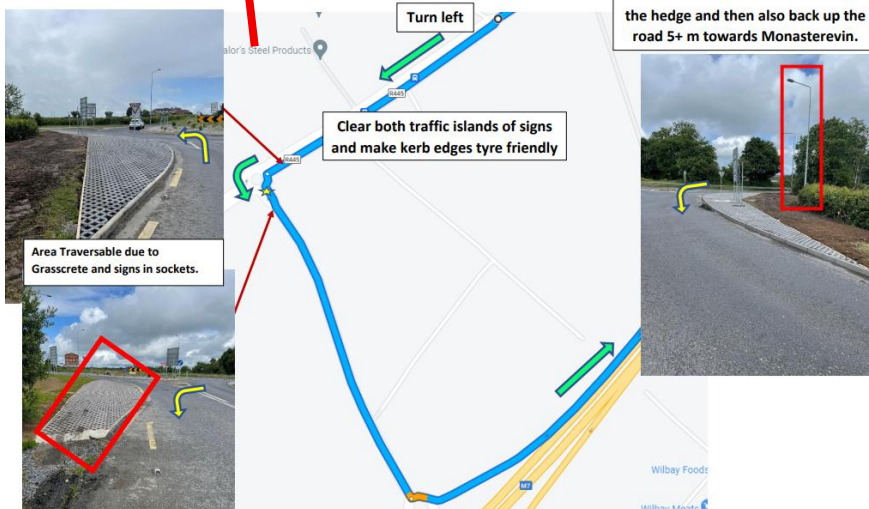
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2. Jct 15 on the M7 – <https://maps.app.goo.gl/VZbnp6LeYAvLRZKdA> & <https://maps.app.goo.gl/Qw3EWTWbWuXVQubV6>



R415 – Laois Co Co and TII – NO Issues

Streetlamp moved back into the hedge for loads of greater dimensions than this moved back to the hedge and then also back up the road 5+ m towards Monasterevin.



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3. Jct 3 on the M6 – <https://maps.app.goo.gl/gigeTM5uXP6LJgx16>



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4. Clarina Limerick – <https://maps.app.goo.gl/B5HvWvdXL7mGk7GX6>

