APPENDIX 15-3

TURBINE DELIVERY ROUTE AUTOTRACK ASSESSMENT

COLLETT

EXPERTS IN MOTION



Route Access Survey
414429 – Rev 2

Ballydermot Windfarm, near Ederney, County Offaly, Ireland

BnM

July 2026

COLLETT
EXPERTS IN MOTION

Victoria Terminal
Albert Road
HALIFAX
West Yorkshire
HX2 0DF

Mistral Point
AW Nielsen Road
GOOLE
East Yorkshire
DN14 6UE

Baltic House
Central Dock Road
GRANGEMOUTH
Central Scotland
FK3 8TY

Tel. +44 (0) 8456 255 233
Fax +44 (0) 8456 255 244
Email info@collett.co.uk

www.collett.co.uk

Contents

REPORT DETAILS 3
1. EXECUTIVE SUMMARY 5
2. INTRODUCTION 6
3. CANDIDATE ABNORMAL LOADS 6
4. ABNORMAL INDIVISIBLE LOAD PROFILES 6
5. ABNORMAL LOAD MOVEMENTS IN IRELAND 7
6. ROUTE ASSESSMENT OVERVIEW 8
7. ROUTE ASSESSMENT 10
8. IMPORTANT NOTES 34
APPENDIX 1 – LOADED CONFIGURATION DRAWINGS
APPENDIX 2 – SWEPT PATH ANALYSIS

Report Details

Report for
BnM
Main Street
Newbridge
County Kildare
Ireland
W12 XR59

Attendees of Survey
Steven Mangham

Time / Date of Survey: 20th July 2025

General weather conditions: Mixed

Issued by
Steven Mangham

Approved by
Steven Mangham

Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF
Tel: +44 (0) 8456 255288
Fax: +44 (0) 8456 255244

Document Revisions

No	Date	Details
1	14/08/2026	Updated to client comments
2	28/08/2026	Updated

Non-Disclosure Notice

The methodology contained in this report is provided to you in confidence and must not be disclosed or copied to third parties without the prior written agreement of Collett & Sons Limited. Disclosure of that information may constitute an actionable breach of confidence or may otherwise prejudice our commercial interests. Any third party who obtains access to this report by any means will, in any event, be subject to the Third-Party Disclaimer set out below.

Third Party Disclaimer

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Collett & Sons Limited at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. Collett & Sons Limited excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud or any other matter in relation to which we cannot legally exclude liability.

Company Profile

Collett & Sons Ltd established in Halifax over 45 years ago specialise in the multimodal logistics throughout the UK, Europe and Worldwide.

Our Company owns a modern fleet of over 60 vehicles and over 100 trailers, operating from 3 depots located in Halifax, Goole and Grangemouth.

The depots situated in Goole and Grangemouth offer strategically located sites suitable to provide central hubs for distribution throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity in order to be able to handle all various abnormal load types. As logistical partners, the company is able to offer the complete transport solution from point of manufacture through to job site.

Collett & Sons Limited operate an in-house consultancy that deals with transport feasibility, route and site access surveys, Swept Path Analysis, Traffic Management Plans, Test Drives and Environment Statements.

In addition to consulting services, Collett & Sons Limited delivers the following services;

Marine
Port Operation
Heavy Lift Storage
Heavy Transport
Project Management
Freight Forwarding
Heavy Lift
General Haulage
Warehousing
Test Station (DVSA-authorised)
SHEQ Training







Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF

+44 (0) 8456 255288
renewables@collett.co.uk
www.collett.co.uk

1. Executive Summary

1.1. This report comprises of a study of the road routes as detailed here in for the road transport of a Generic 85m Turbine Blade Component to the proposed entrance to Ballydermot Windfarm, near Ederney, County Offaly.

1.2. At the time of report issue, no tower details have been provided for assessment. The tower dimensions will be confirmed once a turbine manufacturer has been selected. The Swept Area of the tower will be encompassed within the Swept Area of the Blade component. Any tower dimensions should be below 4.8m max diameter to ensure the loaded height is below 5.0m.

1.3. One route has been assessed to the site entrance from the M6.

Third party land

1.1. Third party land will be required at a number of locations along the route. Areas of third party land have been agreed by the client previously although in some locations, additional third party land will be required beyond the agreed boundary. Area where third party land is required are:

- Item 7.3.8 – R420/R402 Junction
- Item 7.3.9 – L2025/R402 Junction at Ballinagar
- Item 7.5.2 – R402/L1003 Junction

Road widening

1.2. In addition to areas where third party land include widening, additional road widening within highways owned land will be required at the following locations:

- Item 7.2.1 – M6/N52 Roundabout
- Item 7.2.2 – N52/M6 Roundabout
- Item 7.3.1 – N52/R420 Arden Roundabout
- Item 7.3.2 – N52/L2025 Cappancur Roundabout
- Item 7.3.7 – N52/R420 Roundabout
- Item 7.4.3 – Right Bend on R402 in Daingean
- Item 7.5.4 – Existing Cloncreen WF site roads.

Modifications to street furniture

1.3. Street furniture removal will be required at a number of locations and have been detailed within the report body.

Manual Steering

1.4. Manual steering will be required at numerous locations along the route to assist navigation.

Vertical Alignment

1.5. No vertical alignment issues have been identified.

Structural Consultation

1.6. No structural consultation has been undertaken as part of this route assessment.

Other areas of note

1.7. Pruning will be required at numerous locations along the route and has been identified within the report body.

1.8. Loaded components to contraflow the R336/N6 Junction and N52/L2025 Roundabout.

2. Introduction

2.1 Collett & Sons Ltd. were commissioned by BnM to undertake an abnormal loads route access study to assess the transportation of a wind turbine components to Ballydermot Windfarm, near Ederney, County Offaly.

2.2 The road route as detailed here are for the road transport of the Generic 85m Turbine Blade component. No tower specification has been provided for assessment.

2.3 The purpose of this report is to detail access from the M6.

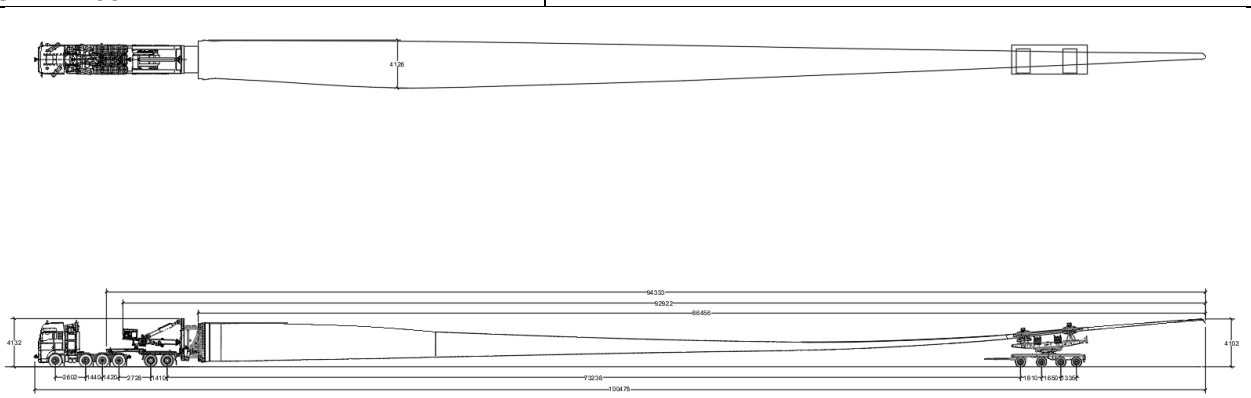
3. Candidate Abnormal Loads

3.1. BnM has requested that the assessment on which this report is compiled be based on the delivery of the Generic 85m Turbine Blade component. No tower specification has been provided for assessment.

4. Abnormal Indivisible Load Profiles

4.1. The abnormal load components are assessed based on weight, length, width and height and loaded to the most appropriate vehicle the weights and dimensions of these are detailed below. The loading diagrams are detailed in Appendix 1.

4.2.	414429-A
Generic 85m Blade	



	Loaded vehicle dimensions
Overall vehicle Length	100.48m
Rigid Length	92.92m
Width	4.13m
Height	4.2m
GVW	69.00Te
Max Axle Weight	8.00Te

5. Abnormal Load Movements in Ireland

In the Republic of Ireland, any haulier who wishes to move a load or vehicle that exceeds the limits identified within the Road Traffic (Construction Equipment & Use of Vehicles) Regulations 2003, S.I.5 of 2003 must apply and obtain a permit for the movement.

There are two permit schemes in operation depending on the size, weight and location of the proposed movements.

5.1. Permit Scheme administered by An Garda Síochána

A Garda Síochána run a scheme for the movement of vehicles and loads that do not exceed 27.4 metres in length and 4.3 metres in width on designated roads.

Note: Vehicles and loads exceeding the 4.65 metre national height limit are not covered under this scheme and require a Local Authority Permit instead.

The designated road list is often updated with additional routes. An up-to-date list will always be available on RSA.ie and the Garda website.

This scheme is outlined under the:

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

This scheme is free of charge.

5.2. Permit Scheme administered by Local Authorities

Local Authorities operate a permit system for all roads, vehicles and loads not covered under the Garda permit scheme.

You must apply for a permit through the relevant local authorities if:

- All or part of your journey is not on the routes the Garda scheme covers.
- The weight of the vehicle or load exceeds the limits outlined in SI 5 of 2003.
- The height of the vehicle or load exceeds the limits outlined in the Road Traffic (Construction and Use of Vehicles) Regulations, SI 366 of 2008.
- The dimensions of the vehicle or load exceed those allowed under the Garda scheme: 27.4 metres in length or 4.3 metres in width.

Charges for this scheme apply and may vary from one local authority to another.

This scheme is outlined under the:

- Road Traffic Specialised Permits for Particular Vehicles) Regulations 2007, SI 283 of 2007.

6. Route Assessment Overview

6.1. This section of the report illustrates the route assessed for the delivery of the loaded Generic 85m wind turbine from the M6 to the proposed Ballydermot Windfarm.

6.2. For the purpose of this report, one route to the site were surveyed. The routes surveyed in this report have been identified by the client.

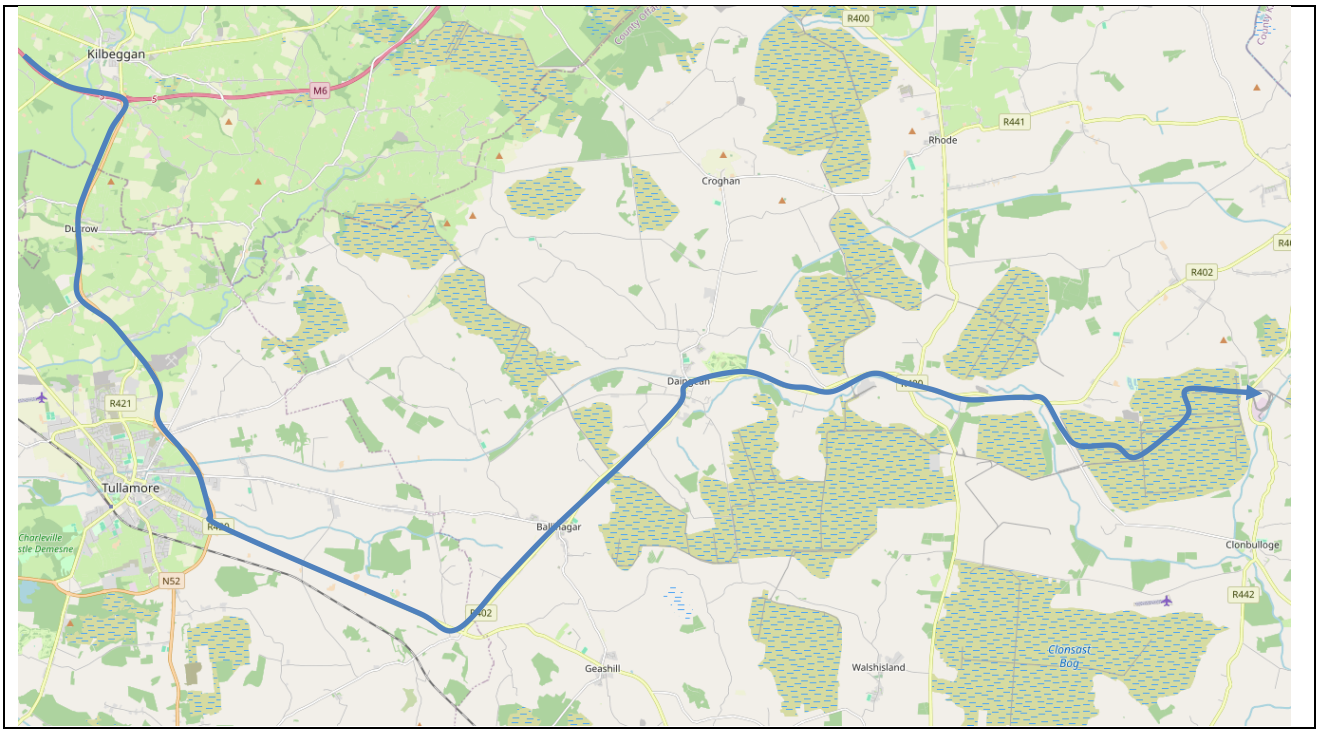
6.3.

Route A

Start Location	Exit M6 for N52	Distance of Route	Km	Miles
Via:	M6/N52/L2025/R402/L1003		39.2	24.3

- Exit M6 for N52
- At roundabout, take 3rd exit onto N52
- Continue on N52 through 2 roundabouts
- At roundabout, take 2nd exit onto N52
- At roundabout, take 1st exit onto R420
- Turn left onto R402
- Turn right onto L1003
- Turn left into existing Cloncreen WF
- Continue through Cloncreen to proposed site access at junction with R401.

6.4. Map Overview



6.5. Amendment Categorisation

For the purposes of this report, the route amendments have been identified into 3 categories.

Major Amendments – Third Party Land, Road Widening
Minor Amendments – Modifications to Street Furniture, Pruning, Contraflow Manoeuvre, Manual Steering
No Amendments - Location is suitable as assessed during this survey

The categories have been colour coded for each report item as per the below key.

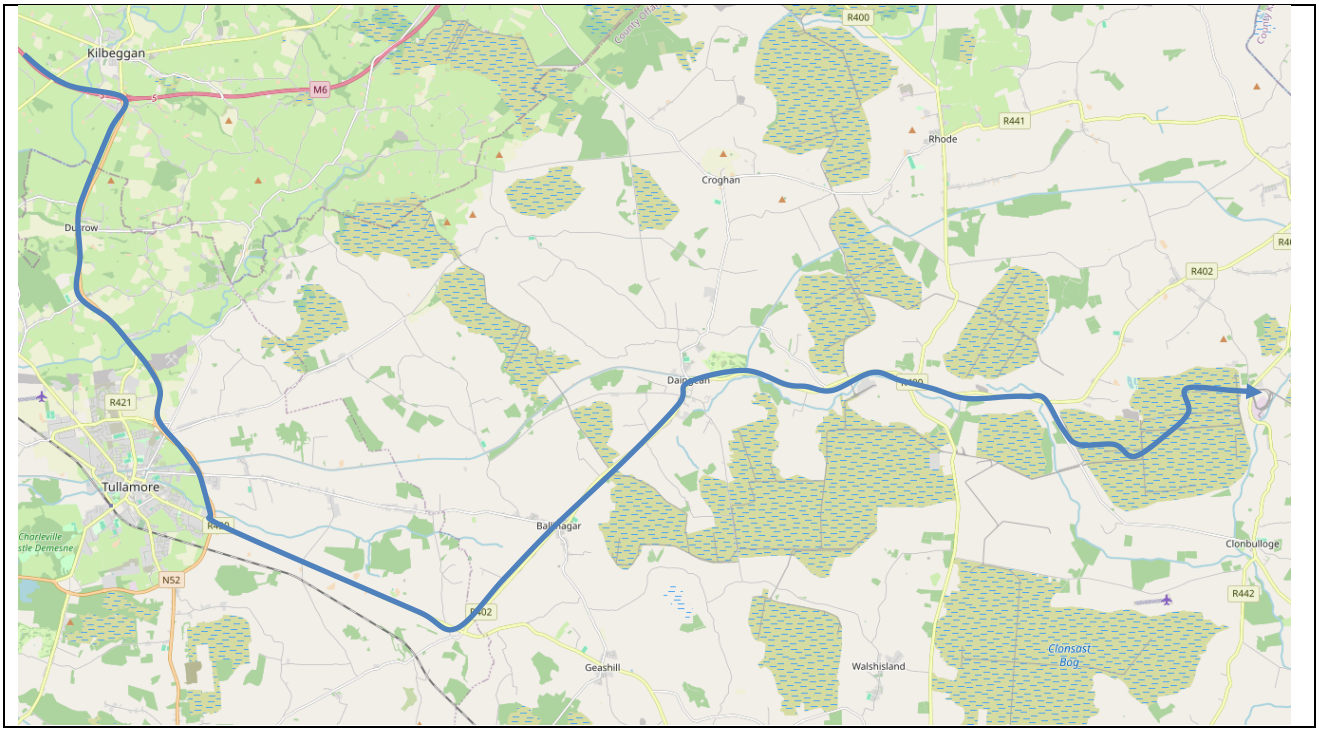
KEY					
	Major Amendments		Minor Amendments		No Amendments

7. Route Assessment

Start Location	Exit M6 for N52	Distance of Route	Km	Miles
Via:	M6/N52/L2025/R402/L1003		39.2	24.3

- Exit M6 for N52
- At roundabout, take 3rd exit onto N52
- Continue on N52 through 2 roundabouts
- At roundabout, take 2nd exit onto N52
- At roundabout, take 1st exit onto R420
- Turn left onto R402
- Turn right onto L1003
- Turn left into existing Cloncreen WF
- Continue through Cloncreen to proposed site access at junction with R401.

7.1. Map Overview

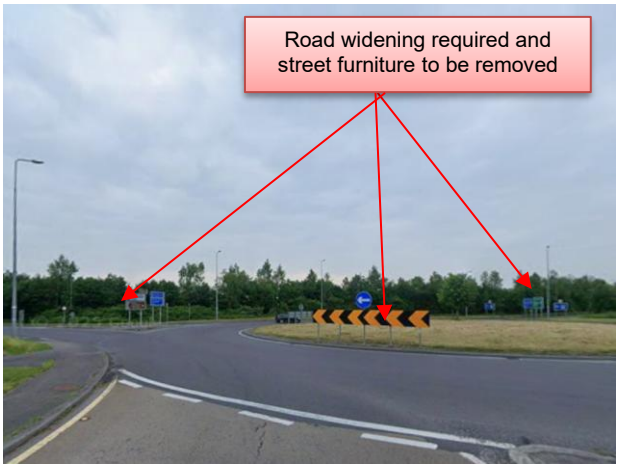


7.2. Map extract of survey locations



ITEM NUMBER	7.2.1	LOCATION	M6/N52 ROUNDABOUT
DIRECTION	Take 3rd exit at roundabout		
GRID REFERENCE	N 33641 34410		

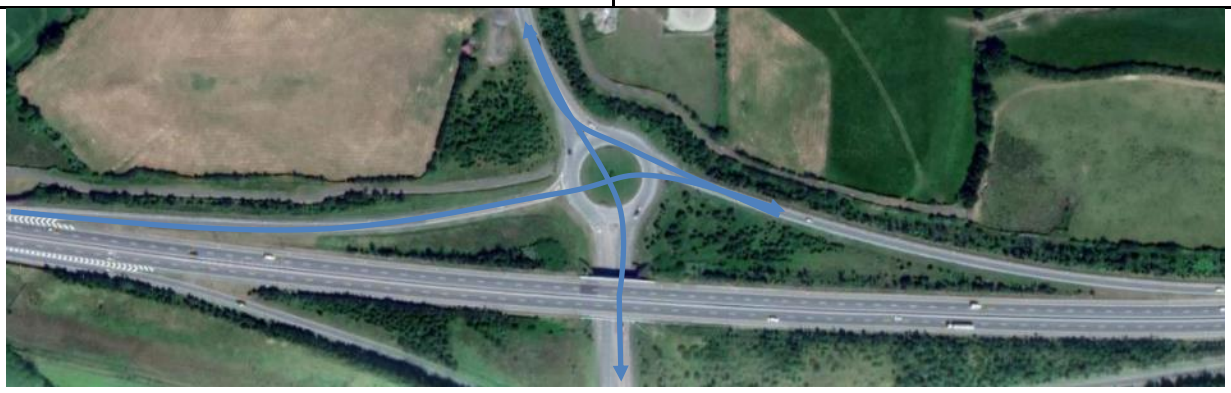
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept Path Analysis indicates the loaded vehicle will be required to undertake a three point turn manoeuvre to navigate the roundabout. Road widening and street furniture removal will be required on the central island of the roundabout and on the offside of the on slip and splitter island at the first exit. Trees on central island to be removed. Manual steering required to assist navigation.	 View of approach to roundabout



View of the offside of the roundabout



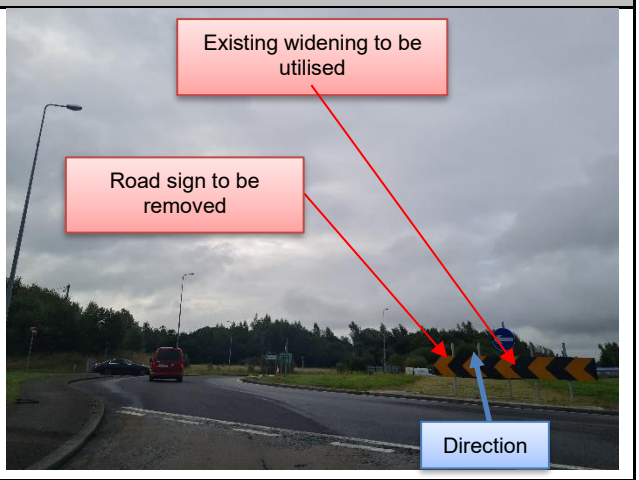
View of the roundabout exit



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-60		

ITEM NUMBER	7.2.2	LOCATION	N52/M6 ROUNDABOUT
DIRECTION	Take 2nd exit at roundabout		
GRID REFERENCE	N 33674 34228		

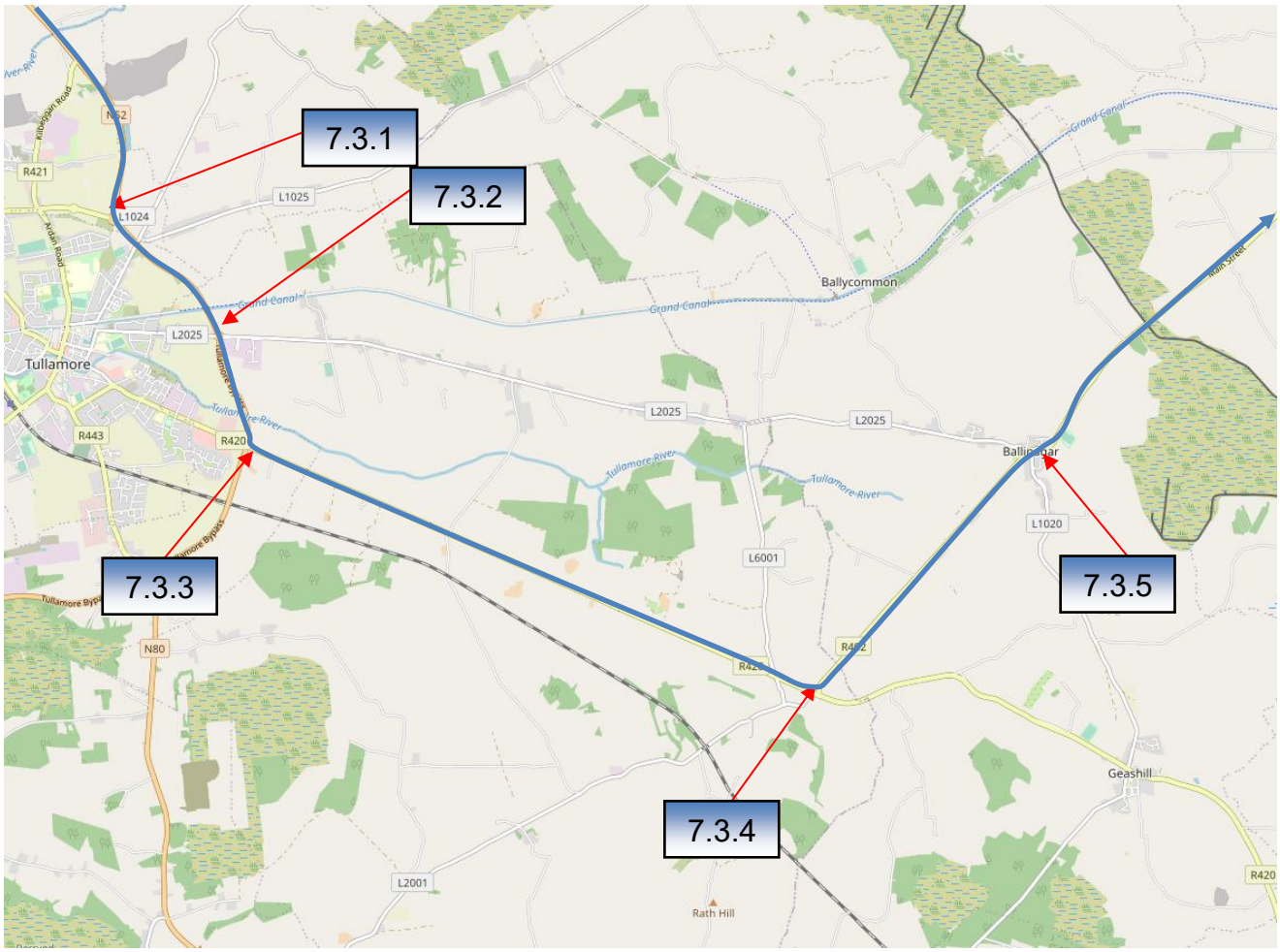
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that the existing widening on the roundabout to be utilised. Extents of the widening unknown and should be established to determine whether further widening would be required. Road sign on the central island to be removed. Manual steering required to assist navigation.	 View of the roundabout  View of the roundabout exit



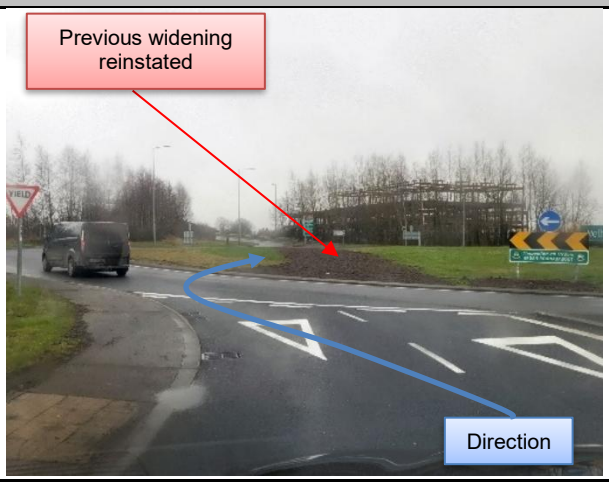
Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-70		

7.3. Map extract of survey locations



ITEM NUMBER	7.3.1	LOCATION	N52/R420 ARDAN ROUNDABOUT
DIRECTION	Take 2nd Exit at the roundabout		
GRID REFERENCE	N 34491 26539		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that road widening is required on the central island of the roundabout. Manual steering required to assist navigation. Roundabout has been previously widened for 162m rotor turbine deliveries although these works have been reinstated.	 View of roundabout entry  View of exit from roundabout



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-80		

ITEM NUMBER	7.3.2	LOCATION	N52/L2025 CAPPANCUR ROUNDABOUT
DIRECTION	Take 1st exit onto L2025		
GRID REFERENCE	N 35593 25285		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept Path Analysis indicates that road widening is required on the central island of the roundabout. Loaded vehicles will be required to contraflow this roundabout in order to reduce the amount of modifications required. Road sign on central island to be removed. Manual steering required to assist navigation.	
	Approach to Roundabout



View of the roundabout



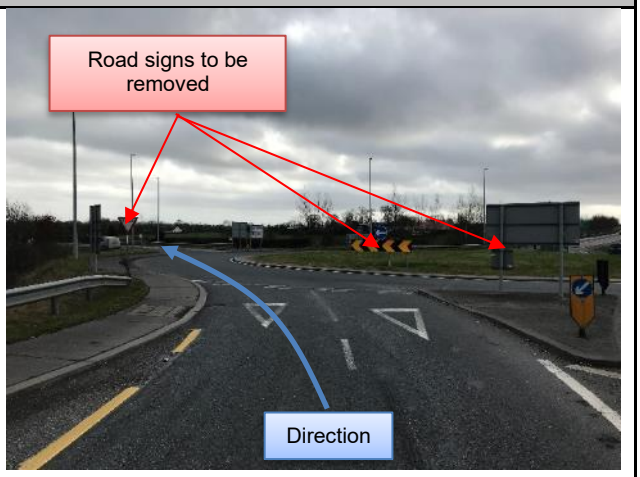
Reverse view of the roundabout exit



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-90A1.2		

ITEM NUMBER	7.3.7	LOCATION	N52 / R420 ROUNDABOUT
DIRECTION	Take 1st Exit at the roundabout		
GRID REFERENCE	N 35909 24140		

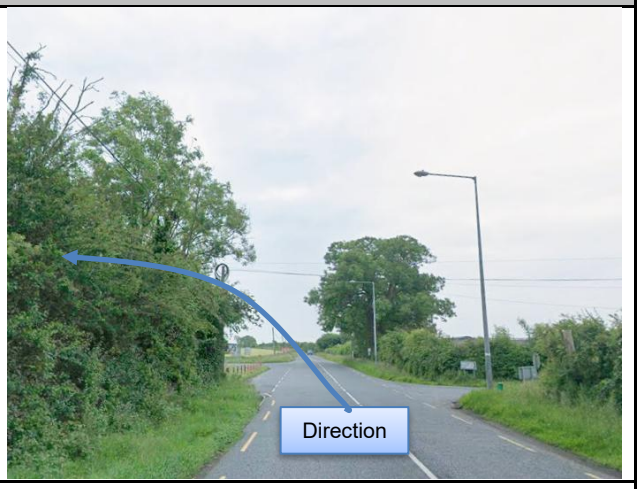
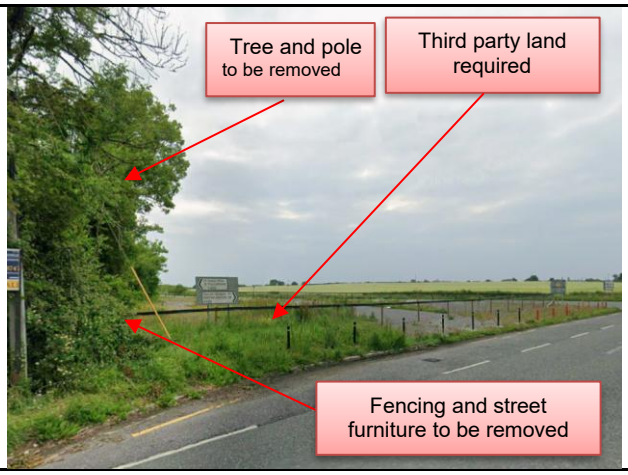
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that road widening is required on the central island of the roundabout. Lamp post on offside of N52 to be removed due to rear projection. Road signs on entry splitter island, central island of the splitter island and on exit splitter island to be removed. Manual steering required to assist navigation.	 View of roundabout  View of exit from the roundabout

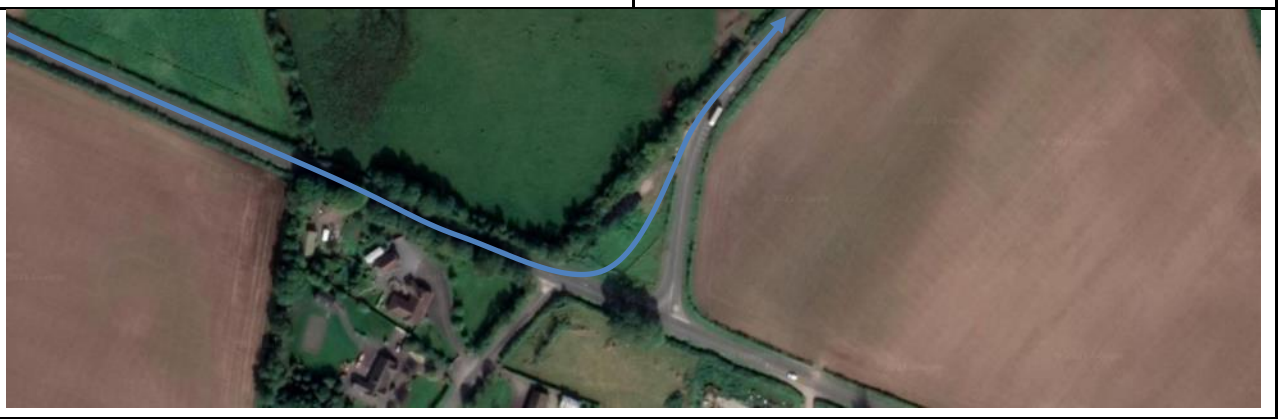


Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-300		

ITEM NUMBER	7.3.8	LOCATION	R420 / R402 JUNCTION
DIRECTION	Turn left at this junction		
GRID REFERENCE	N 41963 21566		

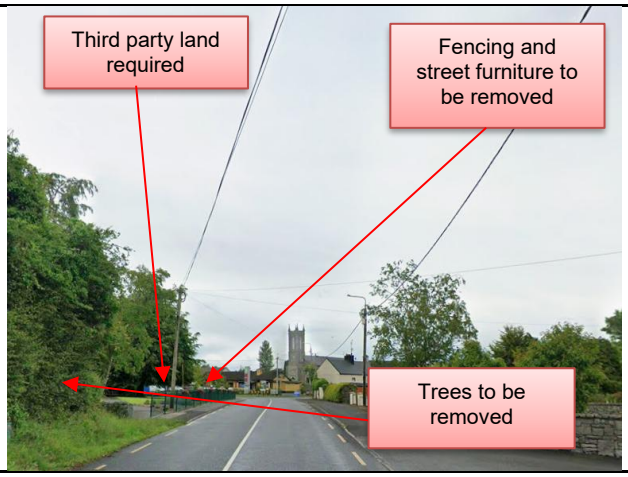
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that third party land is required on the nearside of the junction. Electric pole, fencing, road signs and bollards on the nearside of the junction to be removed. Tree and pole removal required on the nearside of the junction and on the offside of the R420. Manual steering required to assist navigation.	
	View of the approach to the junction
	
View of the location	View of the R402



Aerial View of Location

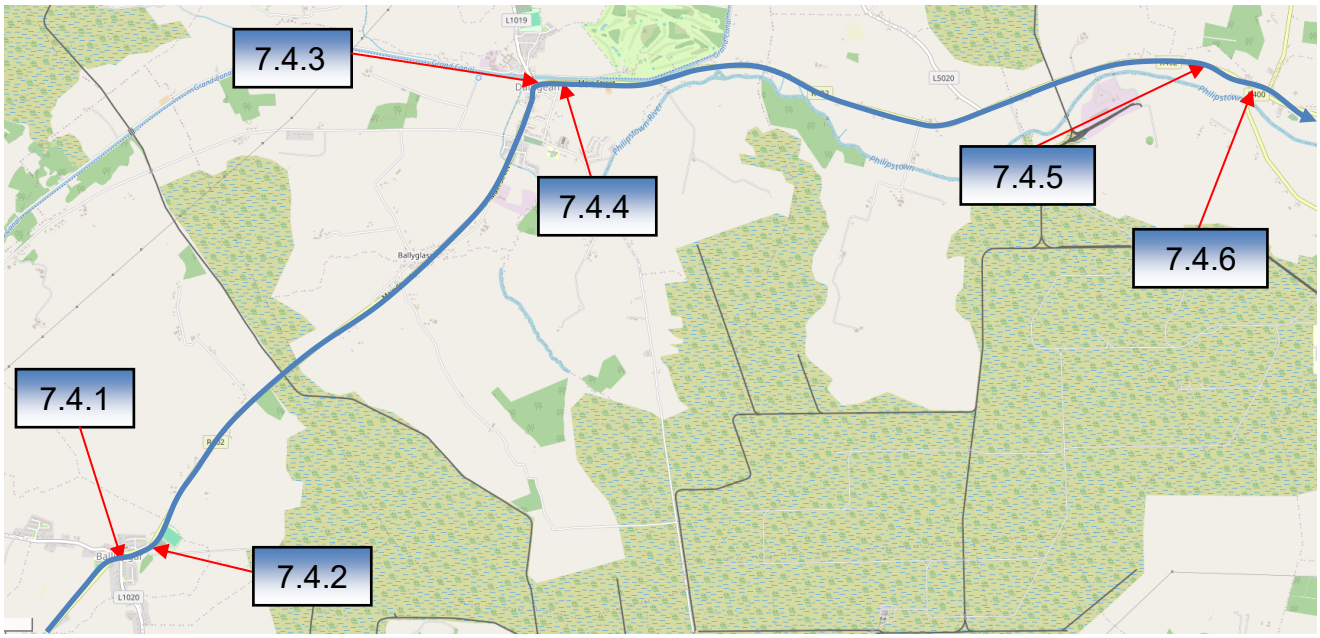
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-310		

ITEM NUMBER	7.3.9	LOCATION	RIGHT BEND ON R402 IN BALLINAGAR
DIRECTION	Turn right at this junction		
GRID REFERENCE	N 44188 24134		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that third party land is required on the nearside in the park area. Road widening required on the nearside verge in front of the petrol station. Trees, street furniture and walls/fencing on the nearside to be removed to allow for widening into third party land. Manual steering required to assist navigation.	
	View of approach to the bend
	
View of approach to the bend	View of the bend
	
Aerial View of Location	

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-320A1.1		

7.4. Map extract of survey locations



ITEM NUMBER	7.4.1	LOCATION	SPLITTER ISLAND ON R402 IN BALLINAGAR
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 44257 24159		

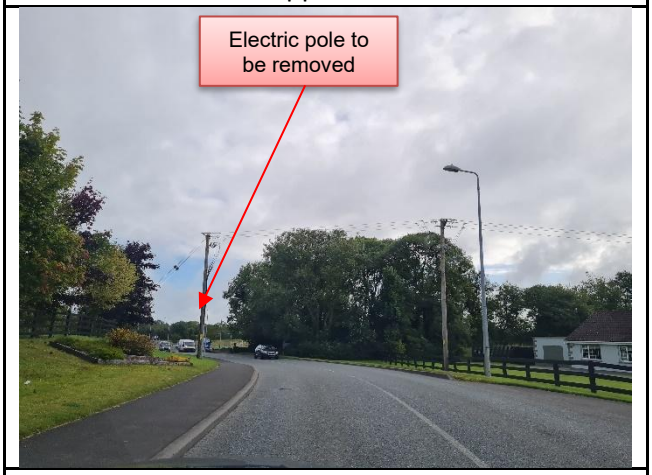
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates the street furniture on the splitter island is to be removed.	 View of L1013



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

ITEM NUMBER	7.4.2	LOCATION	LEFT BEND ON R402 IN BALLINAGAR
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 44424 24205		

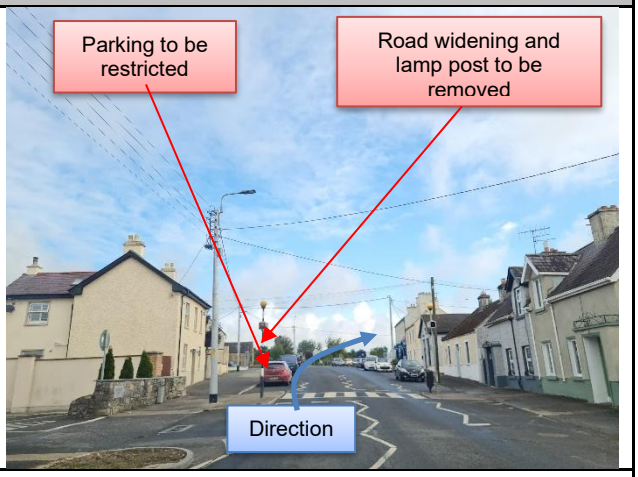
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that the electric pole on the nearside to be removed. Manual steering required to assist navigation.	 View on approach to bend  View of the bend

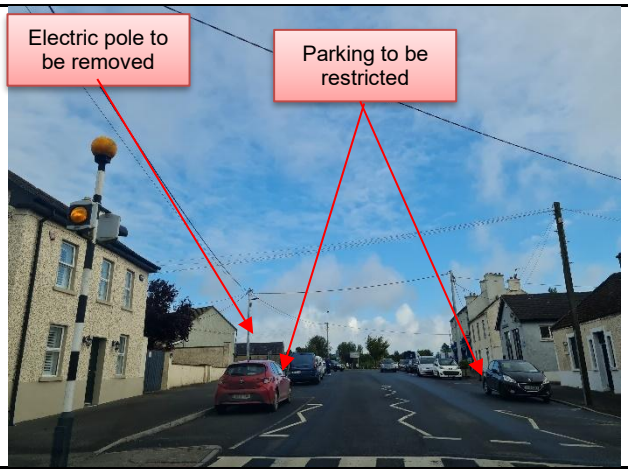


Aerial View of Location

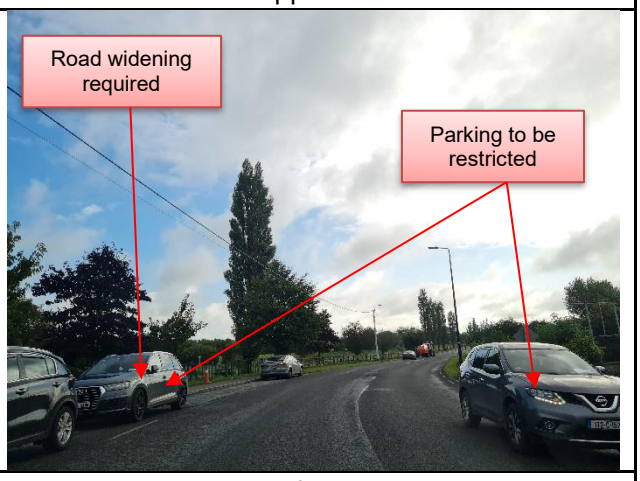
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-140		

ITEM NUMBER	7.4.3	LOCATION	RIGHT BEND ON R402 IN DAINGEAN
DIRECTION	Turn right at this junction		
GRID REFERENCE	N 47333 27692		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that road widening is required on the nearside of the bend. Electric pole and lamp post on the nearside to be removed. Parking to be restricted on both sides of the road during deliveries. Manual steering required to assist navigation.	 View on approach to bend



View of the approach to the bend



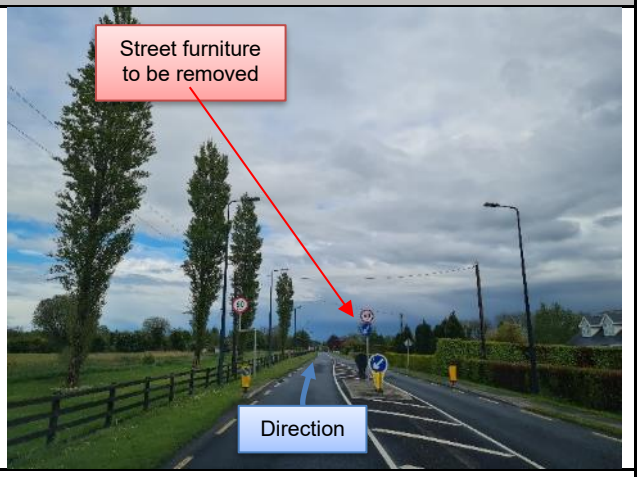
View of the bend



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-150		

ITEM NUMBER	7.4.4	LOCATION	SPLITTER ISLAND ON R402 EXITING DAINGEAN
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 47553 27712		

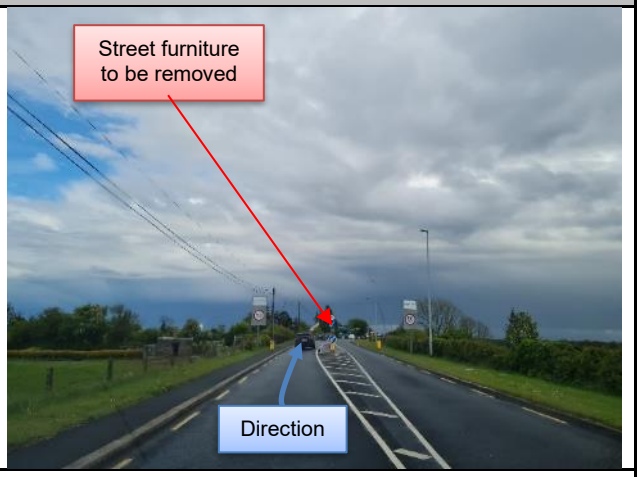
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that street furniture on splitter island is to be removed.	 View of splitter island



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

ITEM NUMBER	7.4.5	LOCATION	SPLITTER ISLAND ON R402
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 52466 27844		

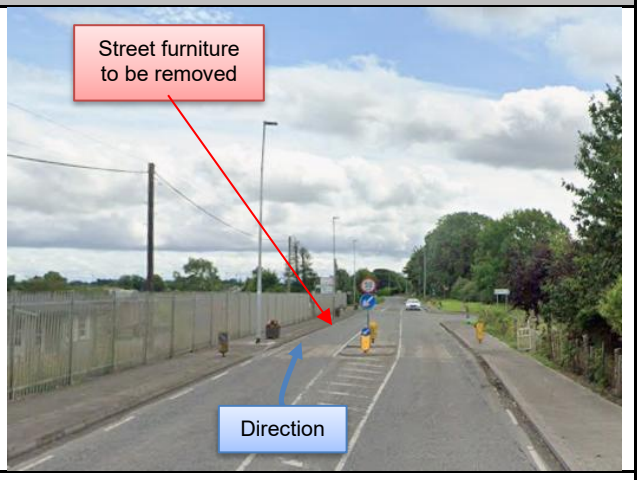
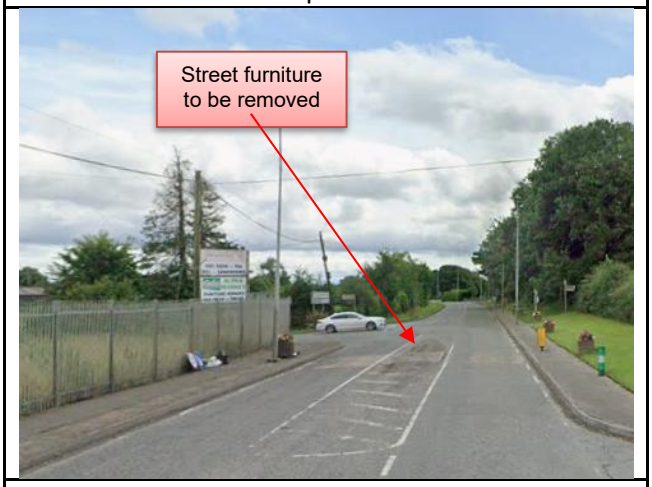
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that street furniture on splitter island is to be removed.	 View of splitter island

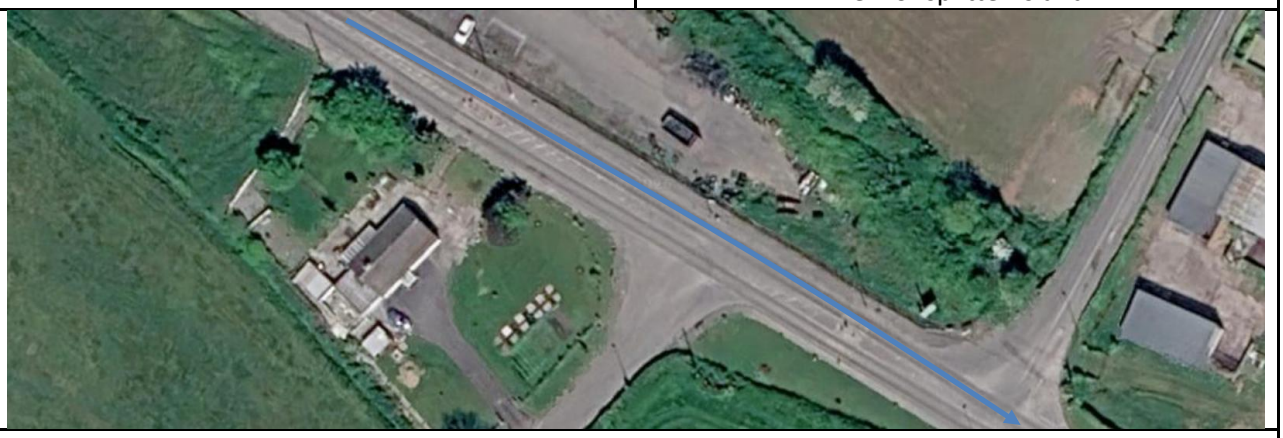


Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

ITEM NUMBER	7.4.6	LOCATION	SPLITTER ISLANDS ON R402
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 52686 27727		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that street furniture on splitter islands is to be removed.	 View of splitter island
	 View of splitter island



Aerial View of Location

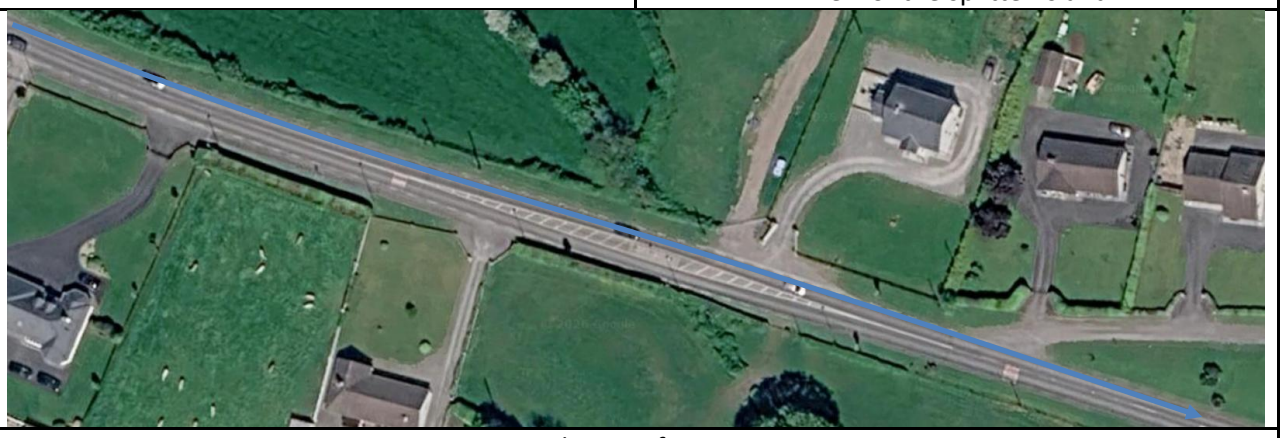
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

7.5. Map extract of survey locations



ITEM NUMBER	7.5.1	LOCATION	SPLITTER ISLAND ON R402
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 52998 27576		

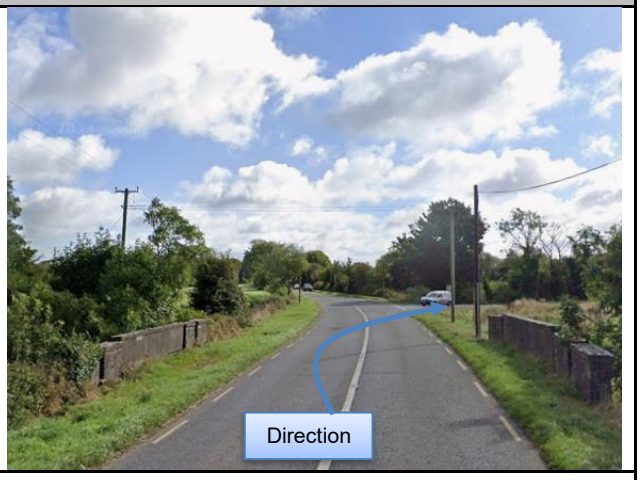
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that street furniture on splitter islands is to be removed.	 View of the splitter island

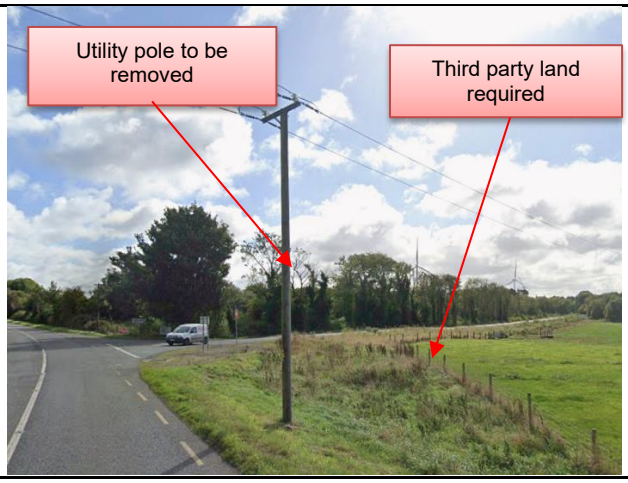


Aerial View of Location

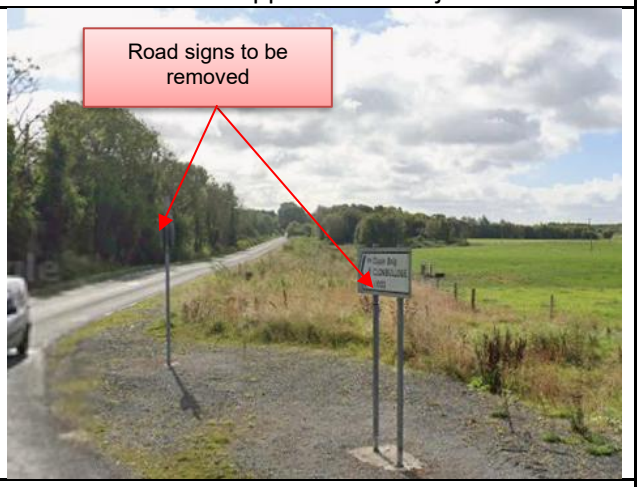
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

ITEM NUMBER	7.5.2	LOCATION	R402/L1003 JUNCTION
DIRECTION	Turn right at this junction		
GRID REFERENCE	N 55921 27230		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that third party land is required on the offside of the road at this location. Utility pole and two road signs on the offside to be removed. Manual steering required to assist navigation.	
	View of the approach to the junction



View of the junction



View of the junction

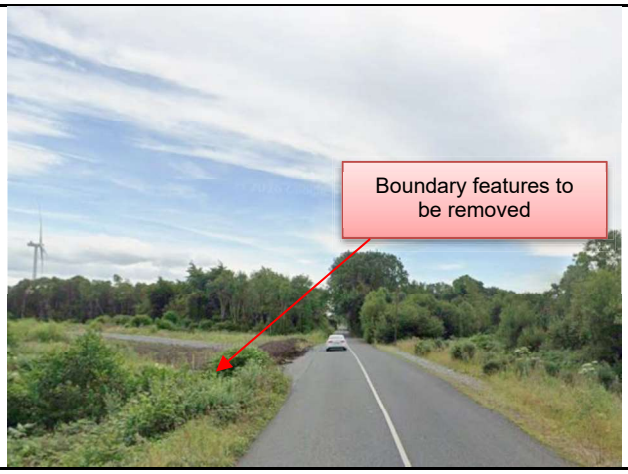


Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-160		

ITEM NUMBER	7.5.3	LOCATION	L1003/EXISTING CLONCREEN SITE ENTRANCE JUNCTION
DIRECTION	Continue straight at this location		
GRID REFERENCE	N 56128 26903		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that additional third party land is required beyond the agreed boundary on the offside of the existing entrance. Boundary features at the entrance to be removed. Road sign and telegraph pole on the nearside to be removed. Pruning required on the offside of the road. Manual steering required to assist navigation.	
	View of the approach



View of the existing Cloncreen WF entrance



View of the location



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-170		

ITEM NUMBER	7.5.4	LOCATION	EXISTING CLONCREEN WF SITE ROADS
DIRECTION	Navigate through the existing Clonceen site		
GRID REFERENCE	N 56128 26903 to N 60856 27627		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	

Swept path analysis indicates that widening works will be required to the existing Cloncreen wind farm site roads in order to allow the loaded vehicles to navigate.

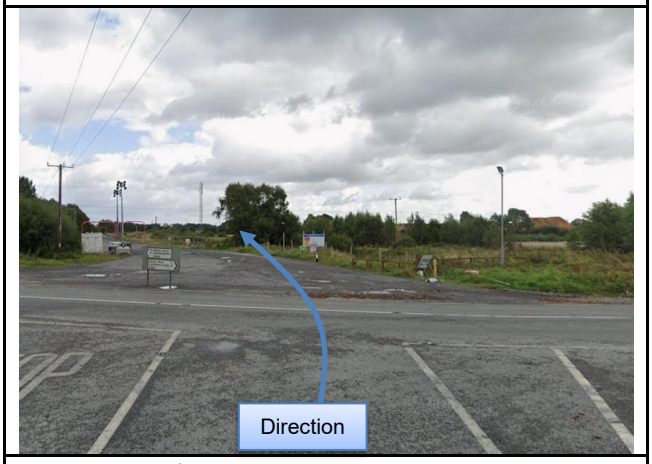
Any works to comply with the turbine manufacturers specification.

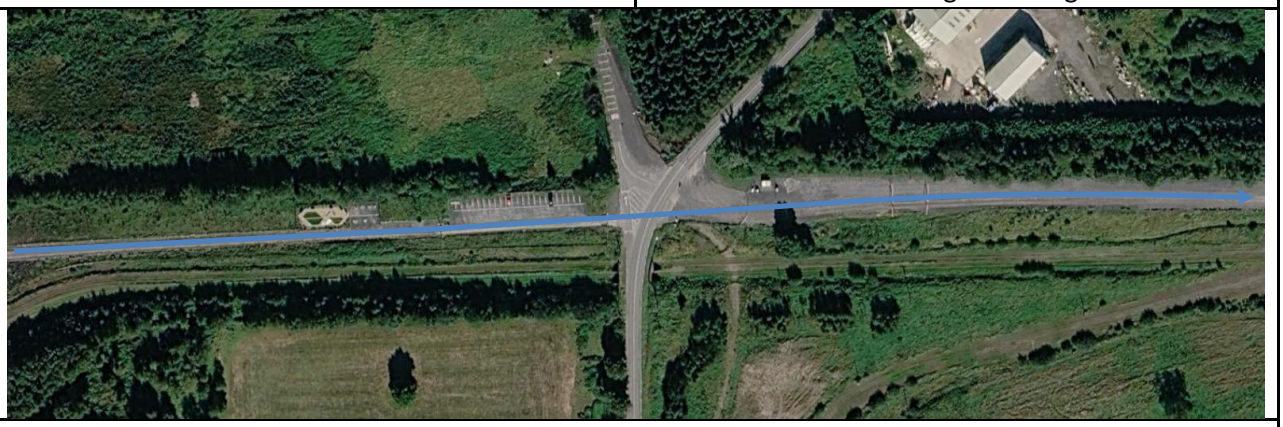


Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-180-230		

ITEM NUMBER	7.5.5	LOCATION	PROPOSED SITE ACCESS
DIRECTION	Cross the R401 into site		
GRID REFERENCE	N 60856 27627		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Site entrance and junctions to be constructed in accordance with the turbine manufacturers specification.	
	Reverse view of the exit from Cloncreen
	
	View of the existing Cushaling entrance



Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414429-200		

8. Important Notes

8.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive.

8.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.

8.3. A Police escort or pilot car will be required in order to assist with traffic control for the entire route surveyed.

8.4. Permits will be required for the movement of all loads. These permits are at the discretion of the Local Authorities (L.A). Therefore, approval of these permits by the L.A is a major consideration before any movements can be undertaken.

8.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.

8.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a suitable minimum envelope.

8.7. All street furniture, signage etc. along the nominated route must be removed to allow a suitable minimum envelope on the road. Other specific street furniture has been nominated in this report to facilitate over-sailed and swept areas.

8.8. The turbine manufactures transport guidance notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this.

8.9. In areas where land take or road widening is required, the road construction must be formed to the minimum specification suitable for the transfer of axle loadings up to 16Te, the road construction must be formed to the minimum specification contained in the selected manufacturers transport and erection guidance notes.

8.10. Overhead utility cables have not been measured as part of this survey and correspondence with the utility companies regarding cable heights and possible remedial solutions should be undertaken prior to any delivery.

8.11. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.

8.12. Land take is usually referred to when land is required from private land owners; road widening is usually referred to when land is required within highways boundaries. However, the details of the nominated land take and road widening contained in this report are highlighting the expected areas of concern, and can only be confirmed by swept path analysis. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.

8.13. All inspections and assessments are made for the road movement of loaded trailer equipment carrying wind turbine components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.

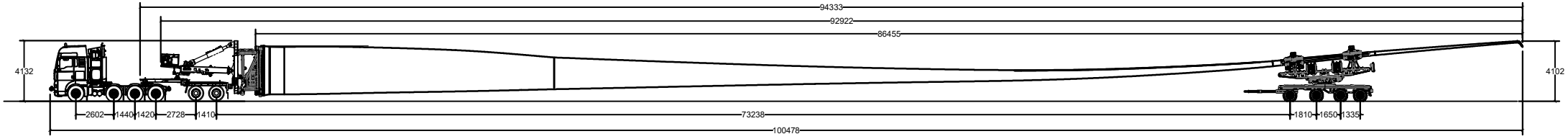
8.14. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.

8.15. This report is based solely on a preliminary visual inspection. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver to site using this route before further

structural analysis has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

APPENDIX 1
LOADED CONFIGURATION DRAWINGS

DO NOT SCALE - IF IN DOUBT ASK

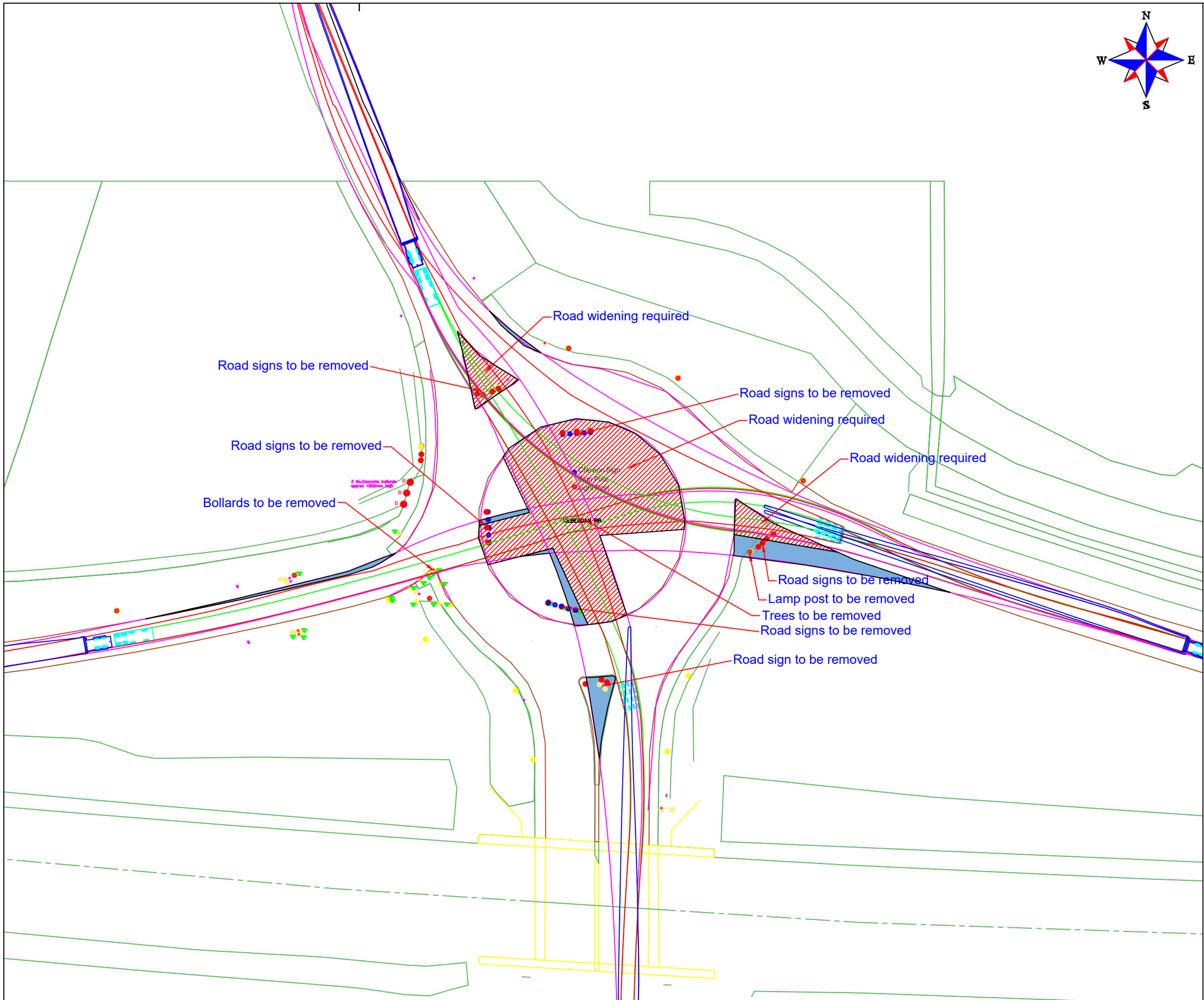


COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal
Albert Road
Halifax, HX2 0DF
TEL: +44(0)8456 255288
FAX: +44(0)8456 255244
WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	GENERIC 85M BLADE
DATE	20/07/2026	SITE	BALLYDERMOT
SCALE	NTS	SIZE	A4
CUSTOMER	BNM	DRG No.	414429-A

APPENDIX 2
SWEPT PATH ANALYSIS DRAWINGS

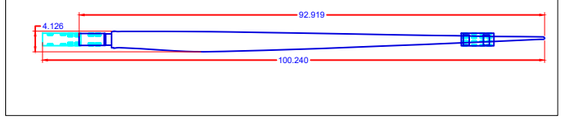


Continue on Slip Road to roundabout with the N52.
At roundabout, turn right onto N52.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Vehicle to perform a three point turn manouevre.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

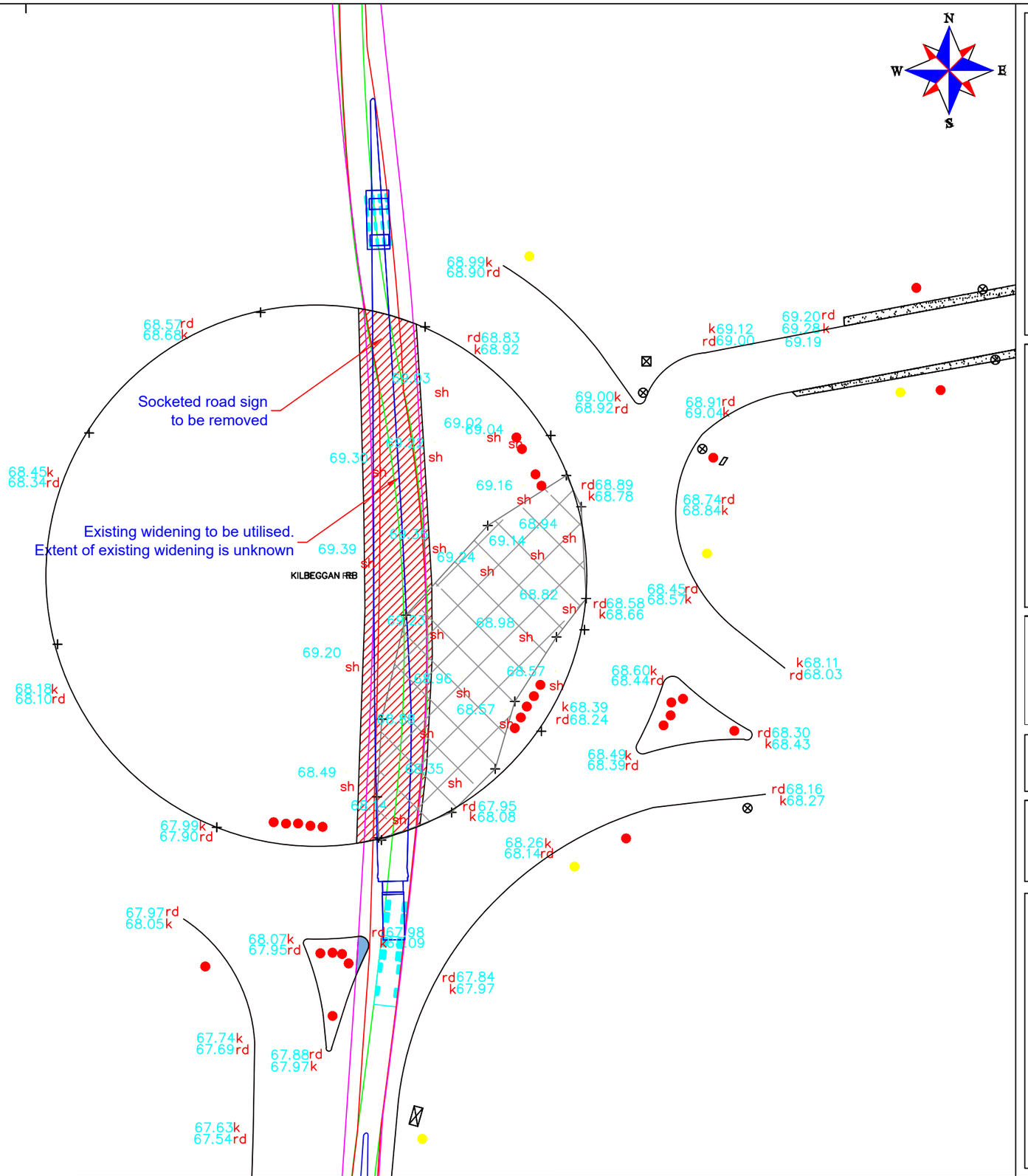
Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles
Hatched area within red outline to be levelled and prepared to accept axle loadings
Blue hatched area indicates oversail and should be cleared of any obstructions
Area within magenta outline will be oversailed by load and projections
Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	M6 EAST/N52 ROUNDABOUT		
DATE	28/01/2026	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-60A1.2		

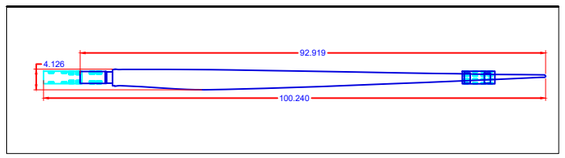


Continue on N52 to roundabout at junction with M6 West.
At roundabout, continue on N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Exisitng widening to be utilised.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

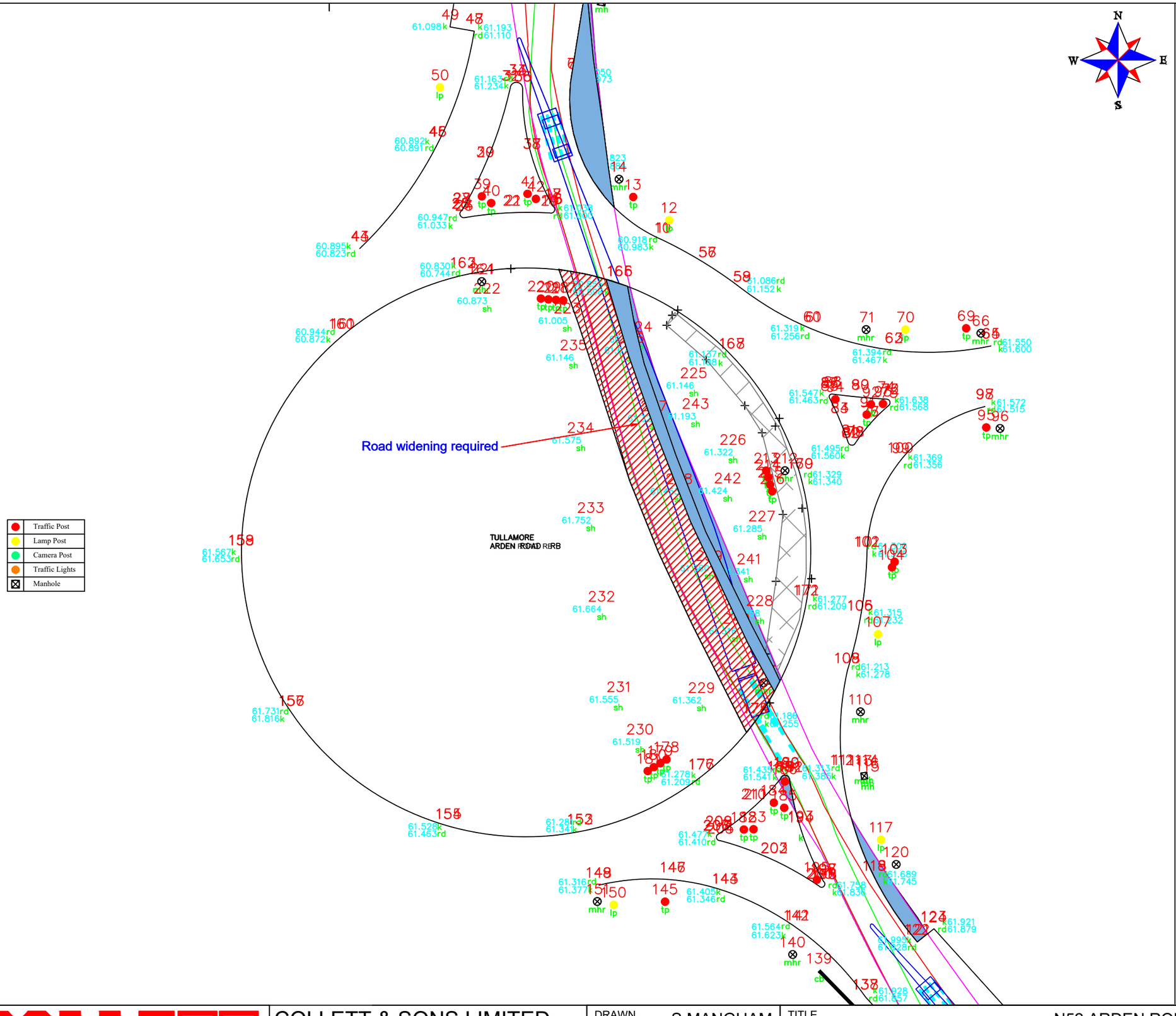
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	N52/M6 WEST ROUNDABOUT		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT	DWG.	414429-70A1.1

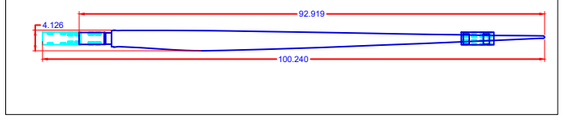


Continue on N52 to Arden Roundabout.
At roundabout, continue on N52.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

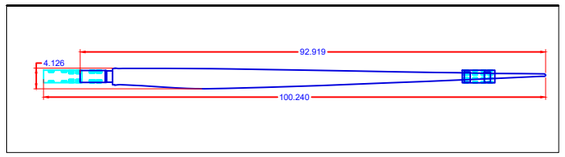
DRAWN	S.MANGHAM	TITLE	N52 ARDEN ROUNDABOUT
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY
CUSTOMER	BNM		
SCALE	1:500	SIZE	A3
PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT
DWG.	414429-80A1.1		

Continue on N52 to Cappancur Roundabout.
At roundabout, continue on N25.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

Road widening required

Road sign to be removed

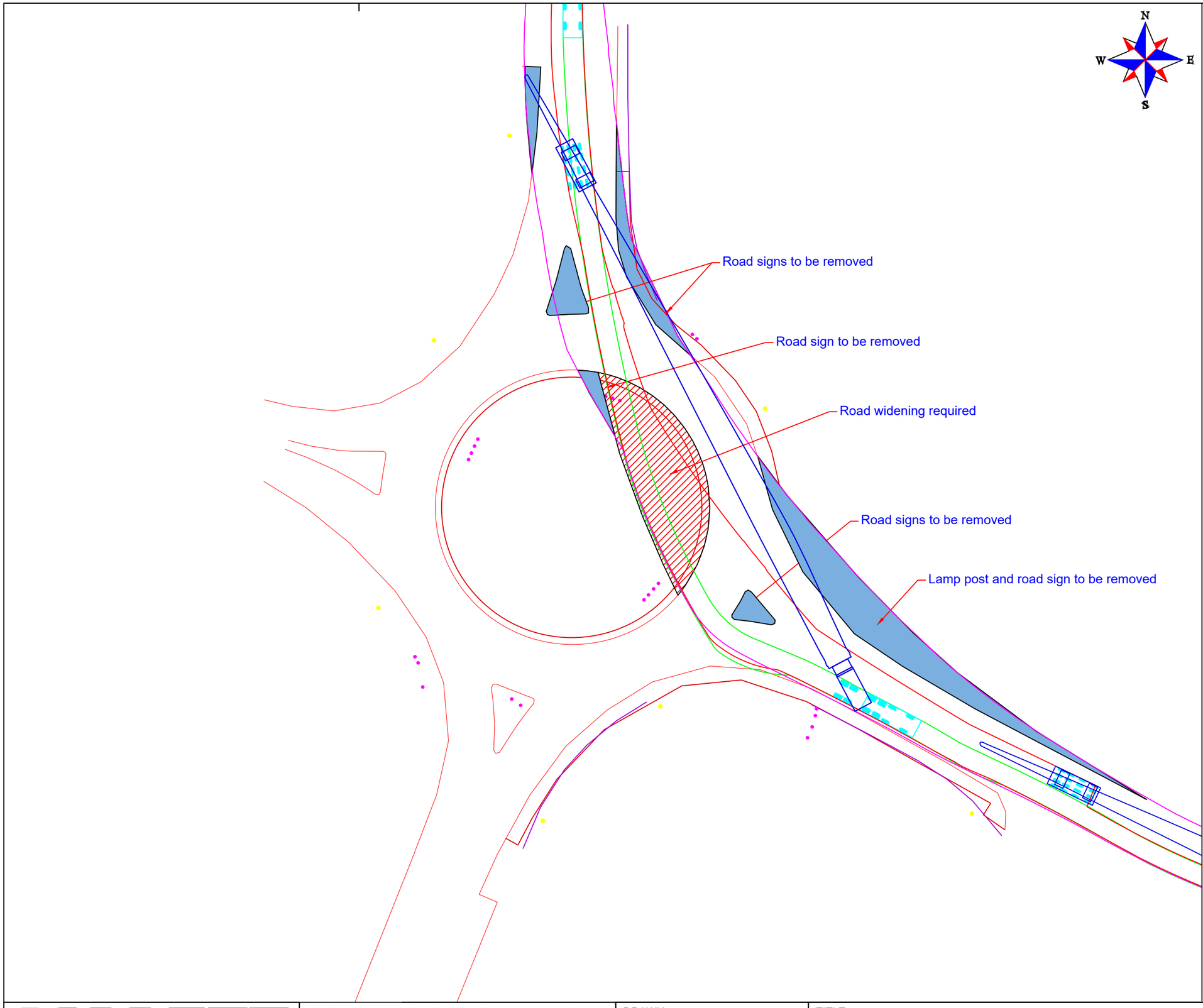
Top of Bank

Wooden Fence

Traffic Post
Lamp Post
Camera Post
Traffic Lights
Manhole

TULLAMORE
CAPPINCUR RRB

COLLETT & SONS LIMITED Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN S.MANGHAM	TITLE N52/L2025 CAPPANCUR ROUNDABOUT			
	DATE 30/09/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER BNM		
	SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE BALLYDERMOT	DWG. 414429-90A1.2



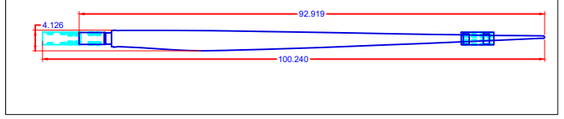
N
W
E
S

Continue on N52 to Cloncollog Roundabout.
At roundabout, take 1st exit onto R420.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

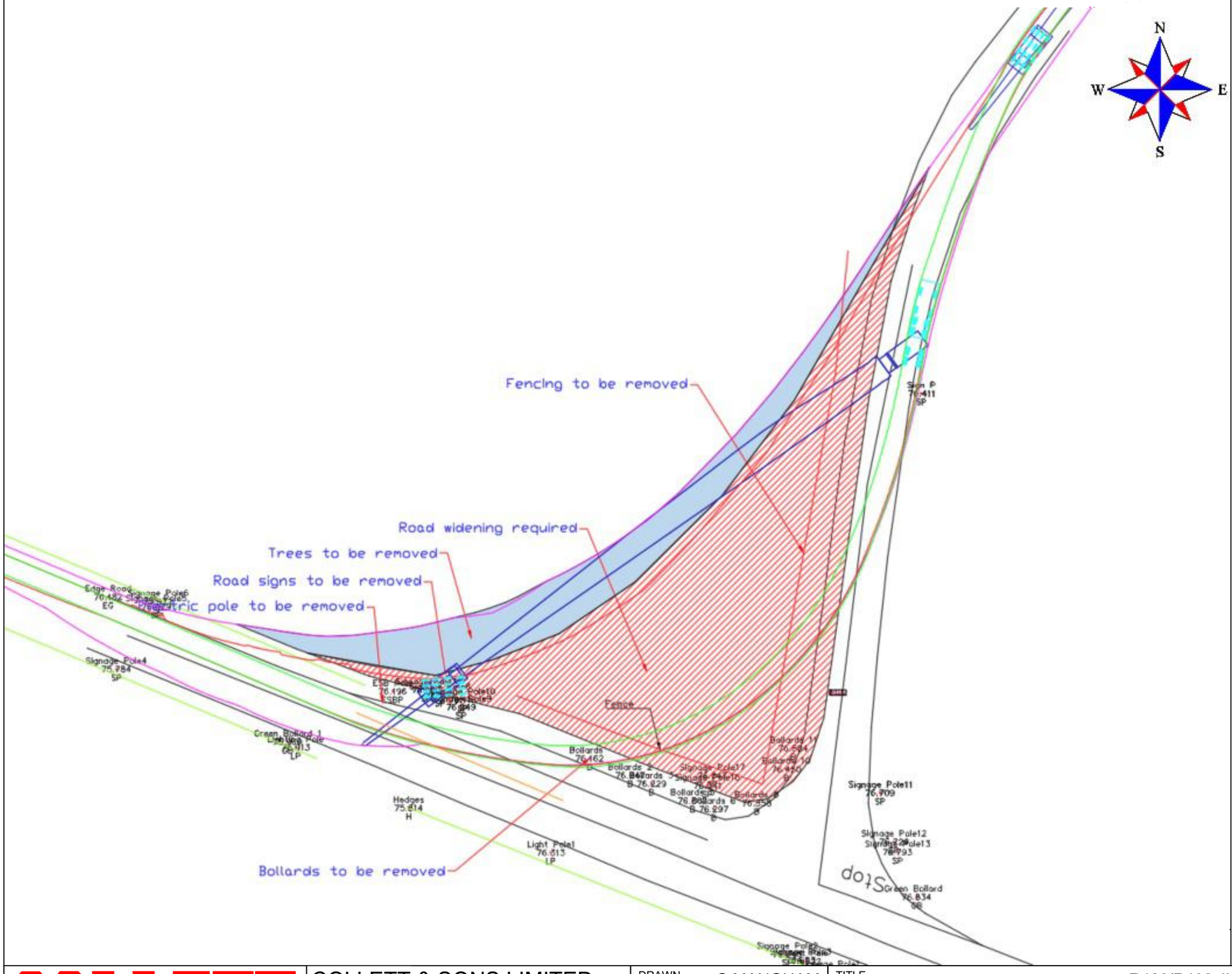
Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles
Hatched area within red outline to be levelled and prepared to accept axle loadings
Blue hatched area indicates oversail and should be cleared of any obstructions
Area within magenta outline will be oversailed by load and projections
Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	N52/R420 CLONCOLLOG ROUNDABOUT		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-300A1.1		

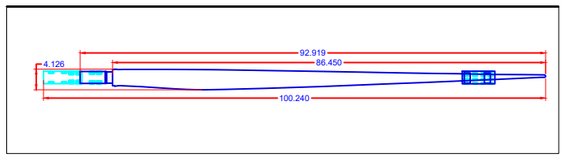


Continue on R420 to junction with R402.
At junction, turn left onto R402.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Third party land required on the nearside of the junction.
- Indicated street furniture to be removed.
- Pruning required on the offside.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85m Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

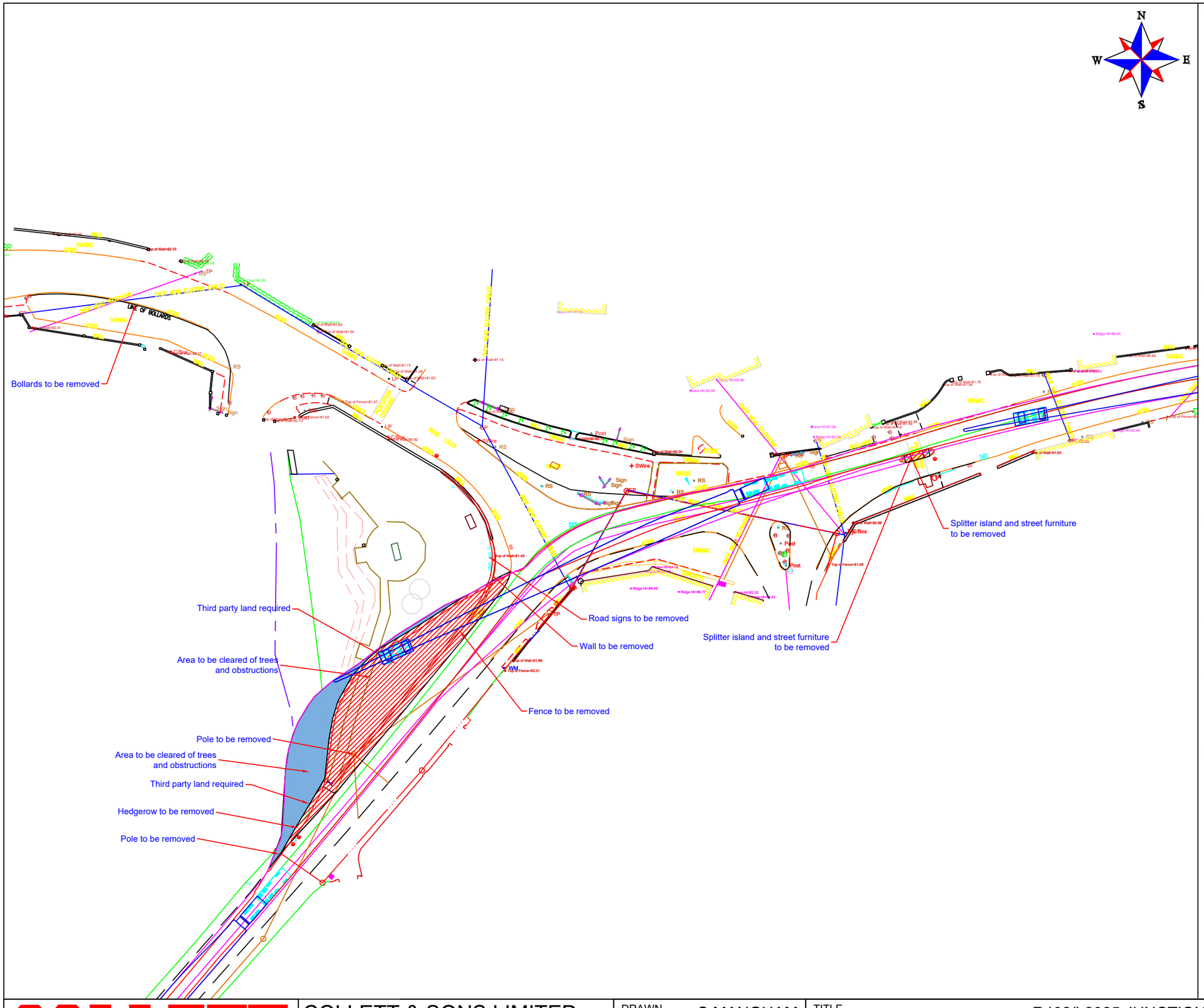
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	R420/R402 JUNCTION		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-310A1.1		

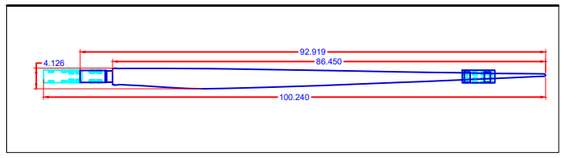


Continue on R402 to junction with L2025 in Ballinagar.
At junction, continue on R402.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Third party land required on the offside.
- Indicated street furniture to be removed.
- Trees and vegetation to be removed.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85m Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

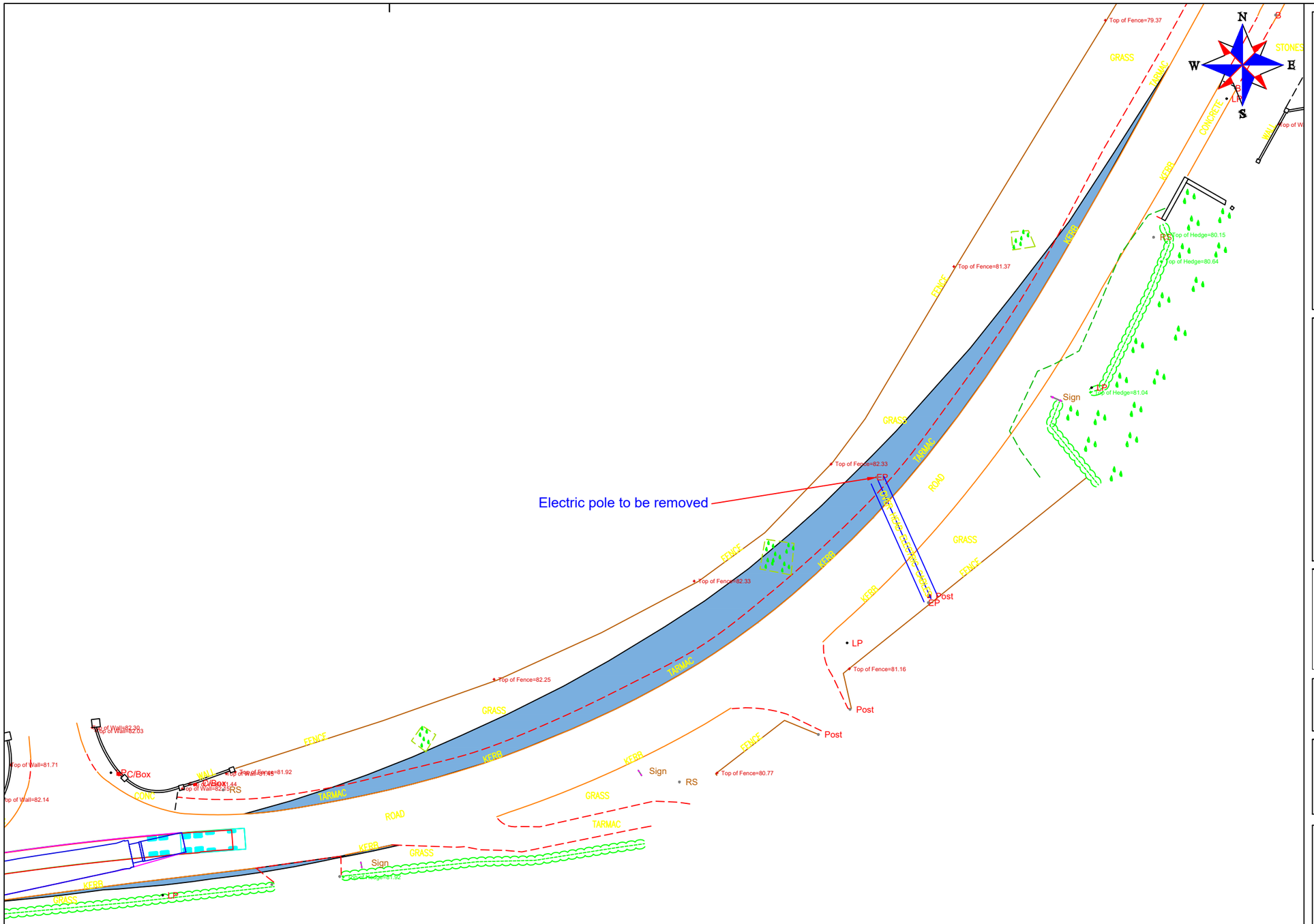
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	R402/L2025 JUNCTION IN BALLINAGAR		
DATE	14/08/2026	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-320A1.3		

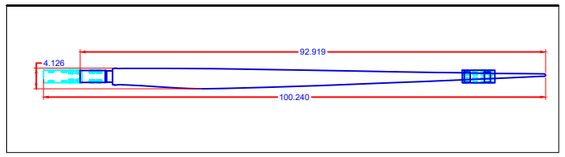


Continue on left bend on R402 in Ballinagar.

****Caution****

- Indicated street furniture to be removed.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

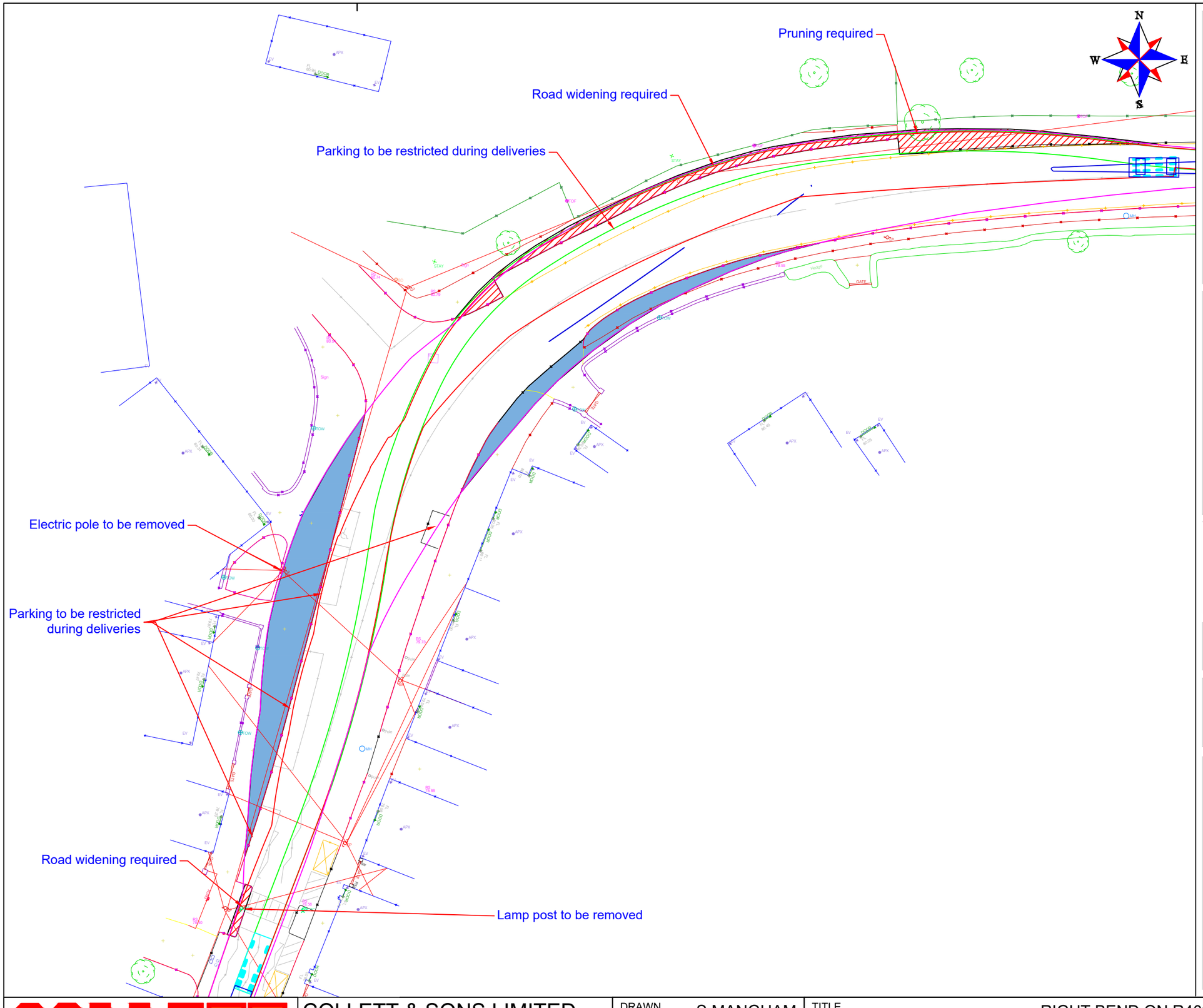
Generic
85M Blade Component
Clamp and Bogie

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	LEFT BEND ON R402 IN BALLINAGAR		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT	DWG.	414429-140A1.1

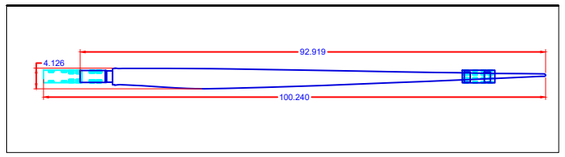


Continue on R402 to right bend in Daingean.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Indicated street furniture to be removed.
- Pruning required.
- Parking restrictions required.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

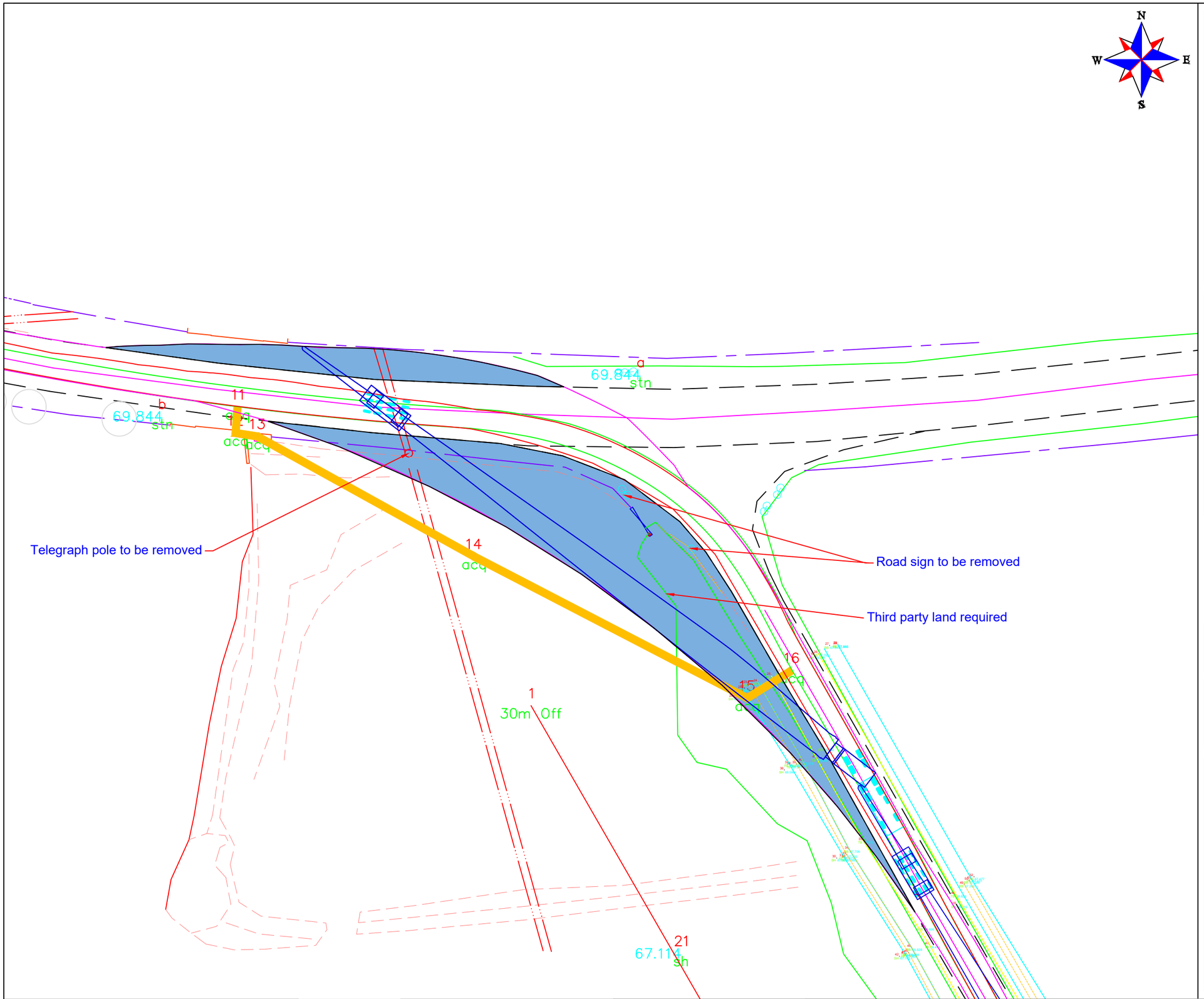
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	RIGHT BEND ON R402 IN DAINGEAN		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-150A1.1		

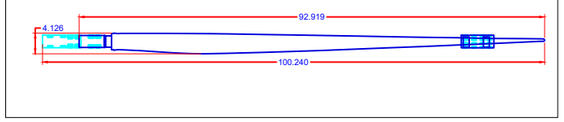


Continue on R402 to junction with L1003.
At junction, turn right onto L1003.

Caution

- Third party land required on the offside of the junction.
- Indicated street furniture to be removed.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

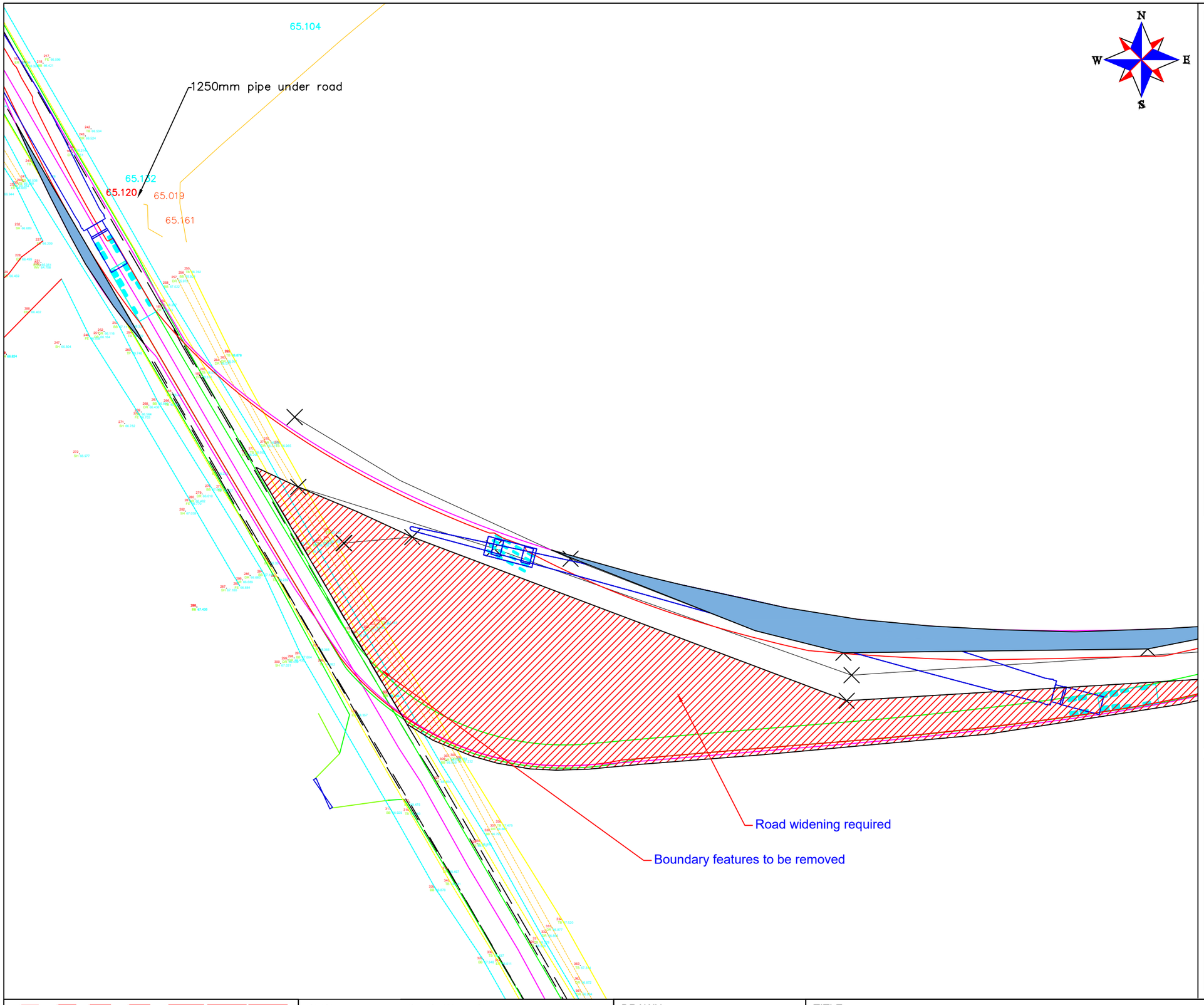
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN S.MANGHAM	TITLE R402/L1003 JUNCTION		
DATE 30/09/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER BNM	
SCALE 1:500 SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE BALLYDERMOT	DWG. 414429-160A1.1

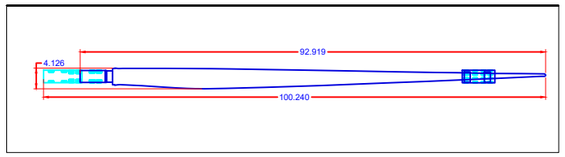


Continue on L1003 to junction with the Cloncreen Wind Farm site entrance.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Any Boundary features at the site entrance to be removed.
- Ground to be prepared to accept suitable axle loadings

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

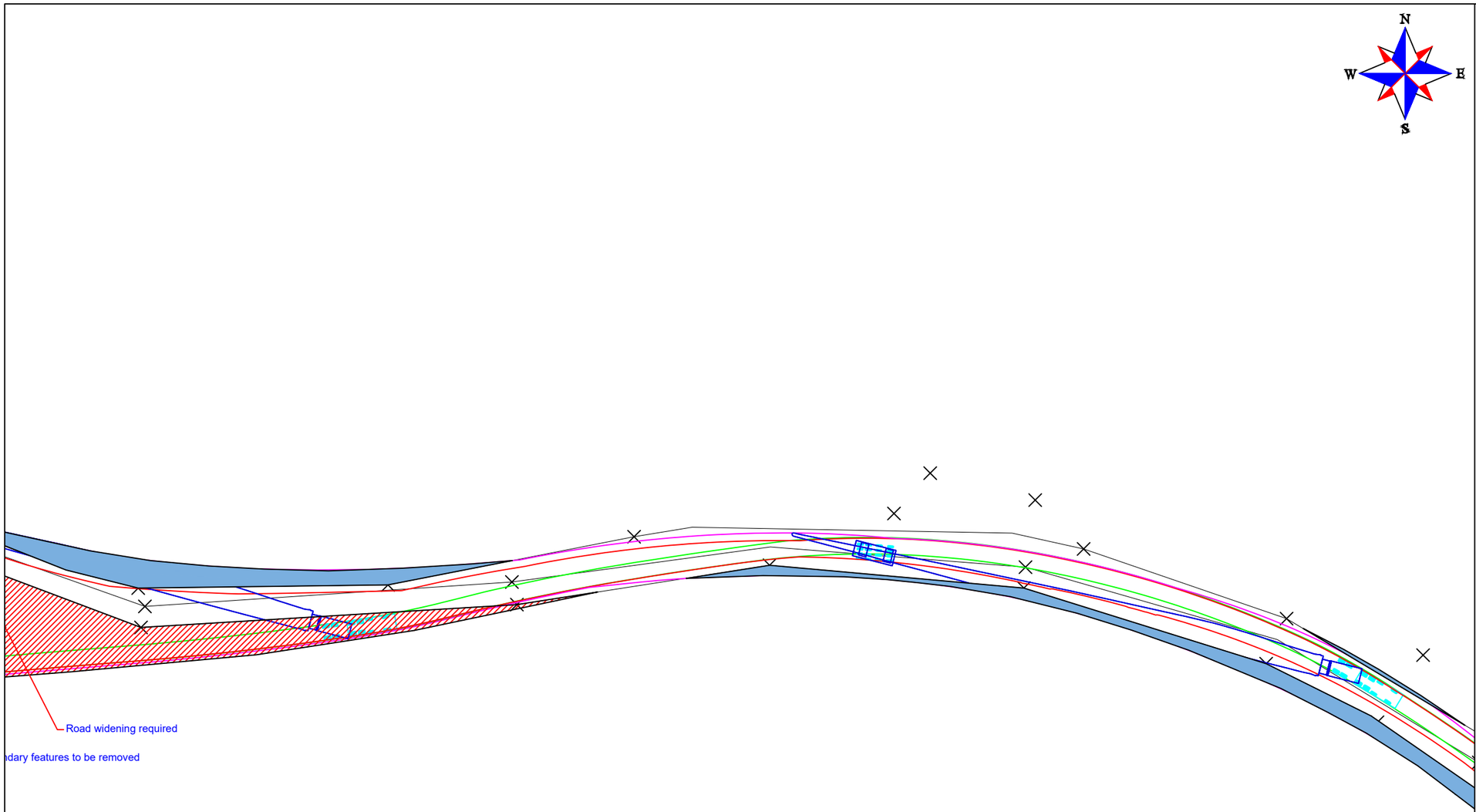
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	L1003/CLONCREEN WIND FARM JUNCTION		
DATE	28/01/2026	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT
				DWG.	414429-170A1.2

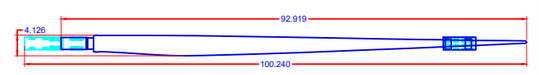


Continue on Cloncreen WF site road through S-bend.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

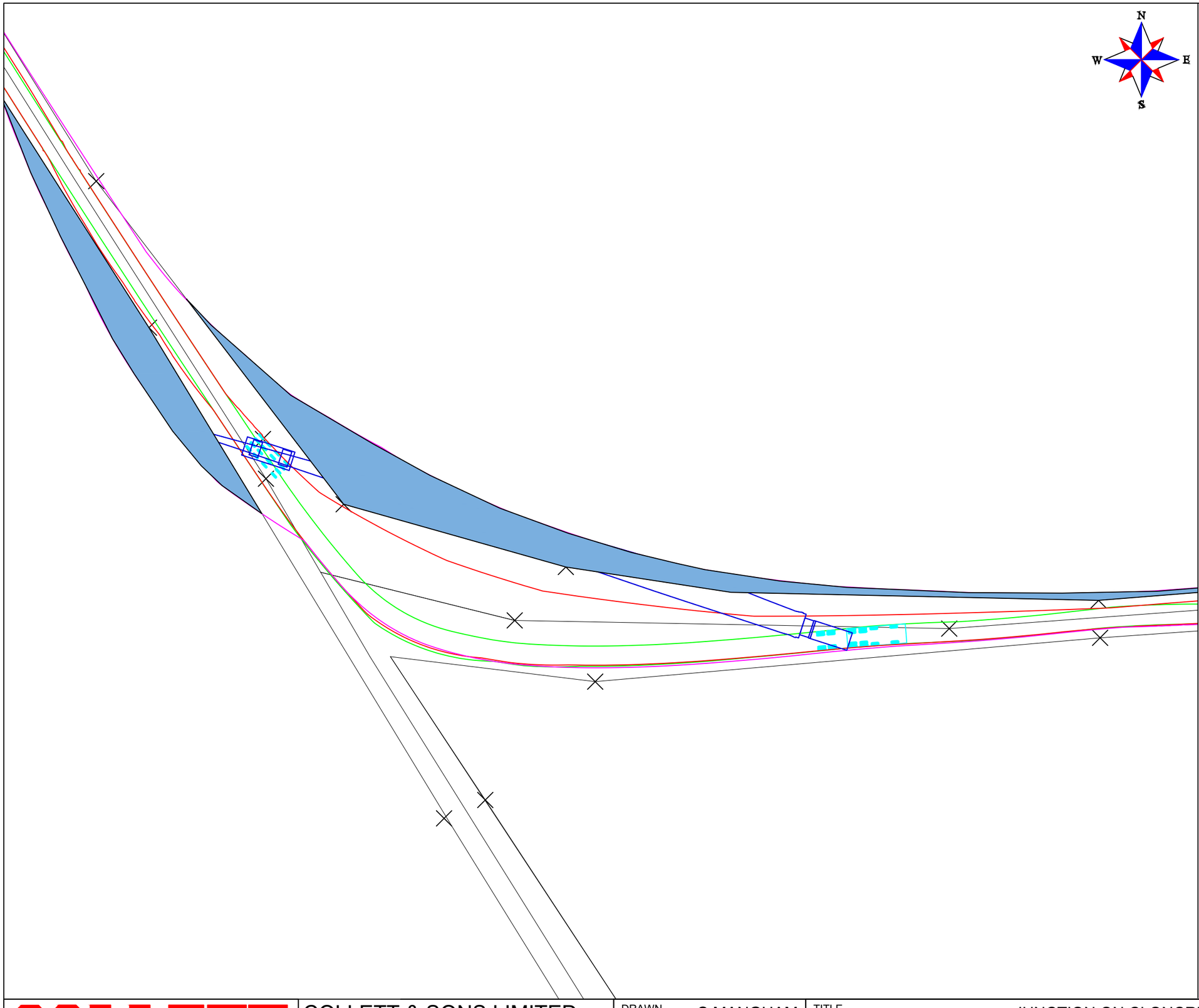
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	S-BEND ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-180A1.1		

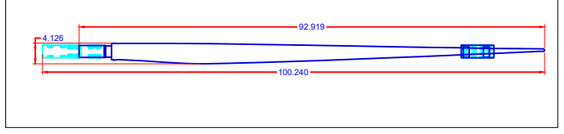


Continue on Cloncreen WF site road to junction.
At junction, turn left.

Caution

- Loaded vehicle will navigate this junction utilising manual steering.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

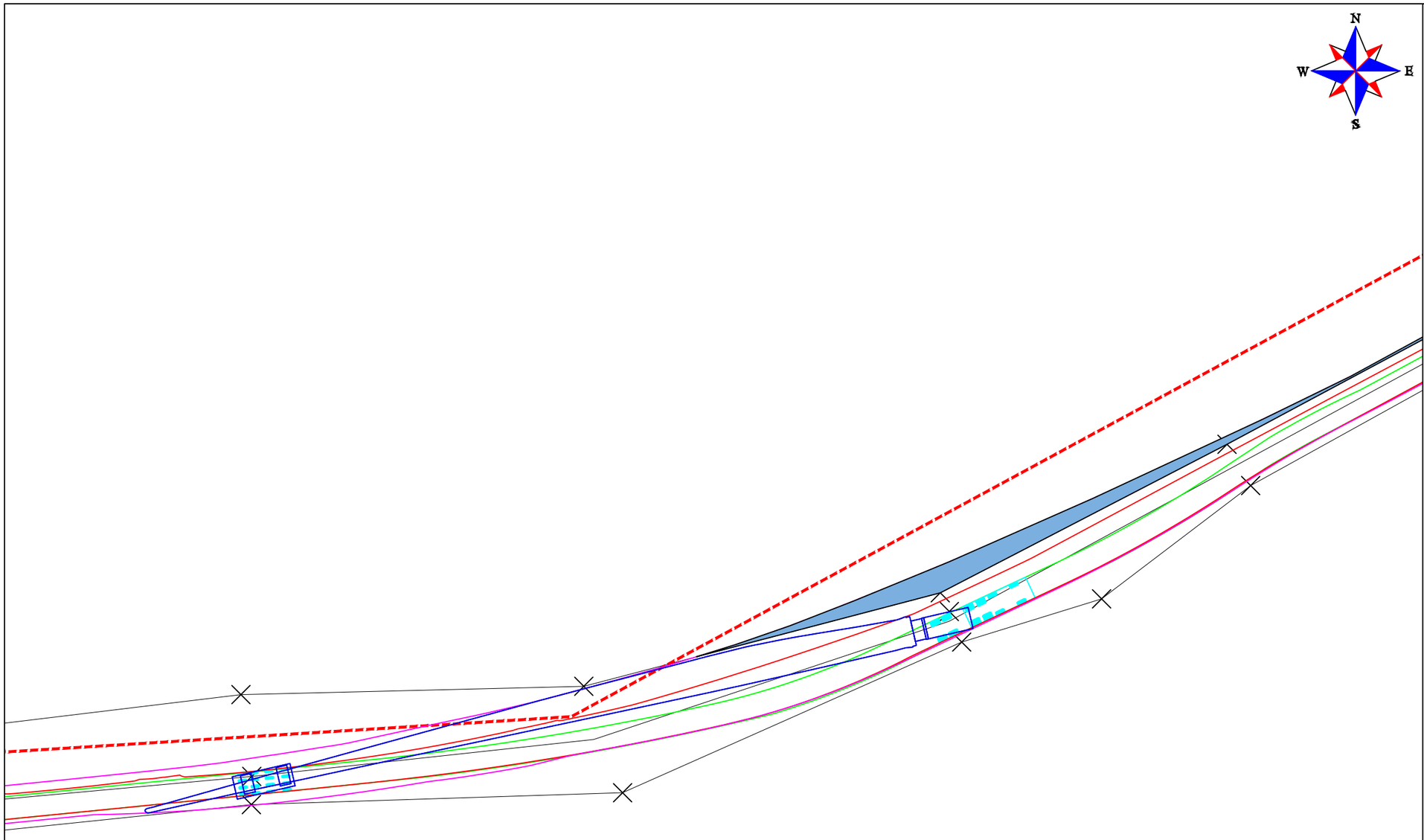
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	JUNCTION ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT	DWG.	414429-190A1.1



Continue on Cloncreen WF site road to left bend.

Caution

- Loaded vehicle will navigate this junction utilising manual steering.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

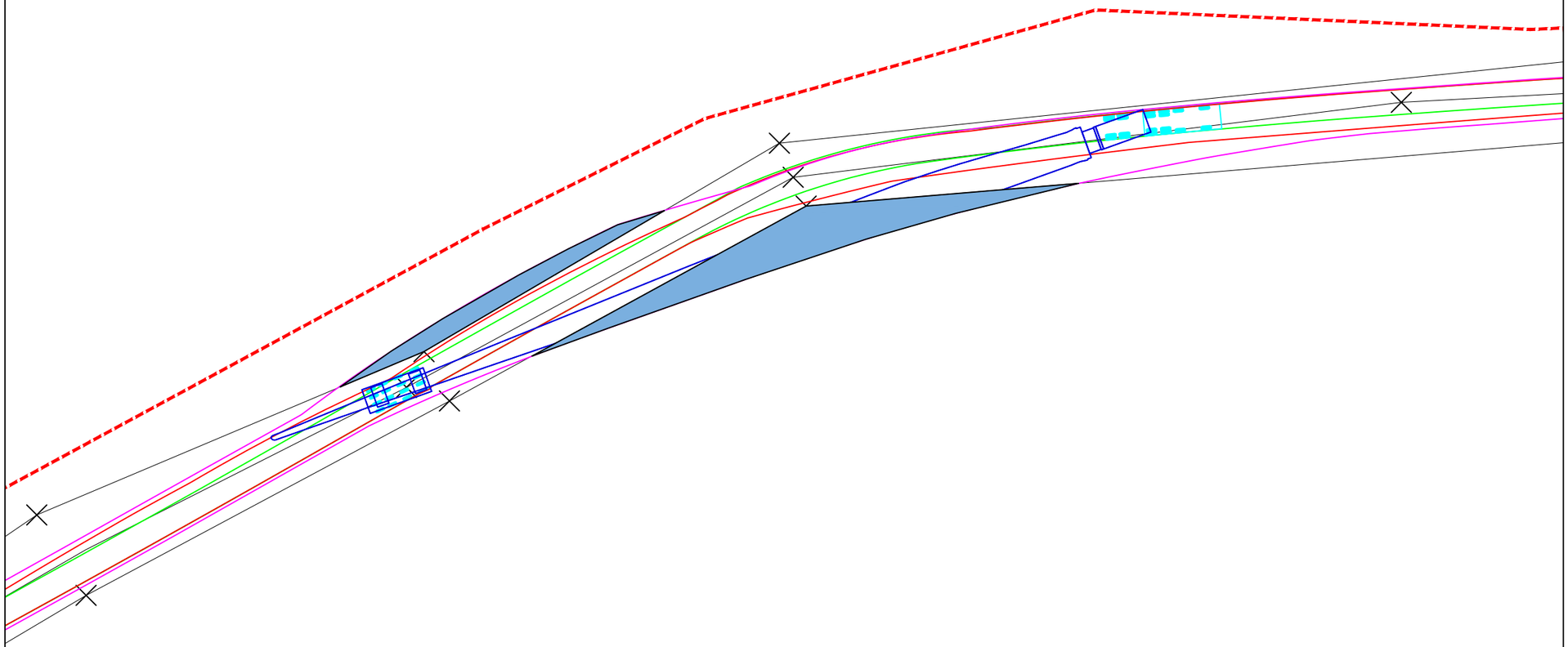
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	LEFT BEND ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-200A1.1		

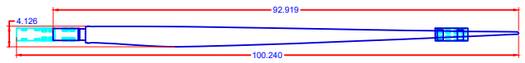


Continue on Cloncreen WF site road to right bend.

Caution

- Loaded vehicle will navigate this junction utilising manual steering.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

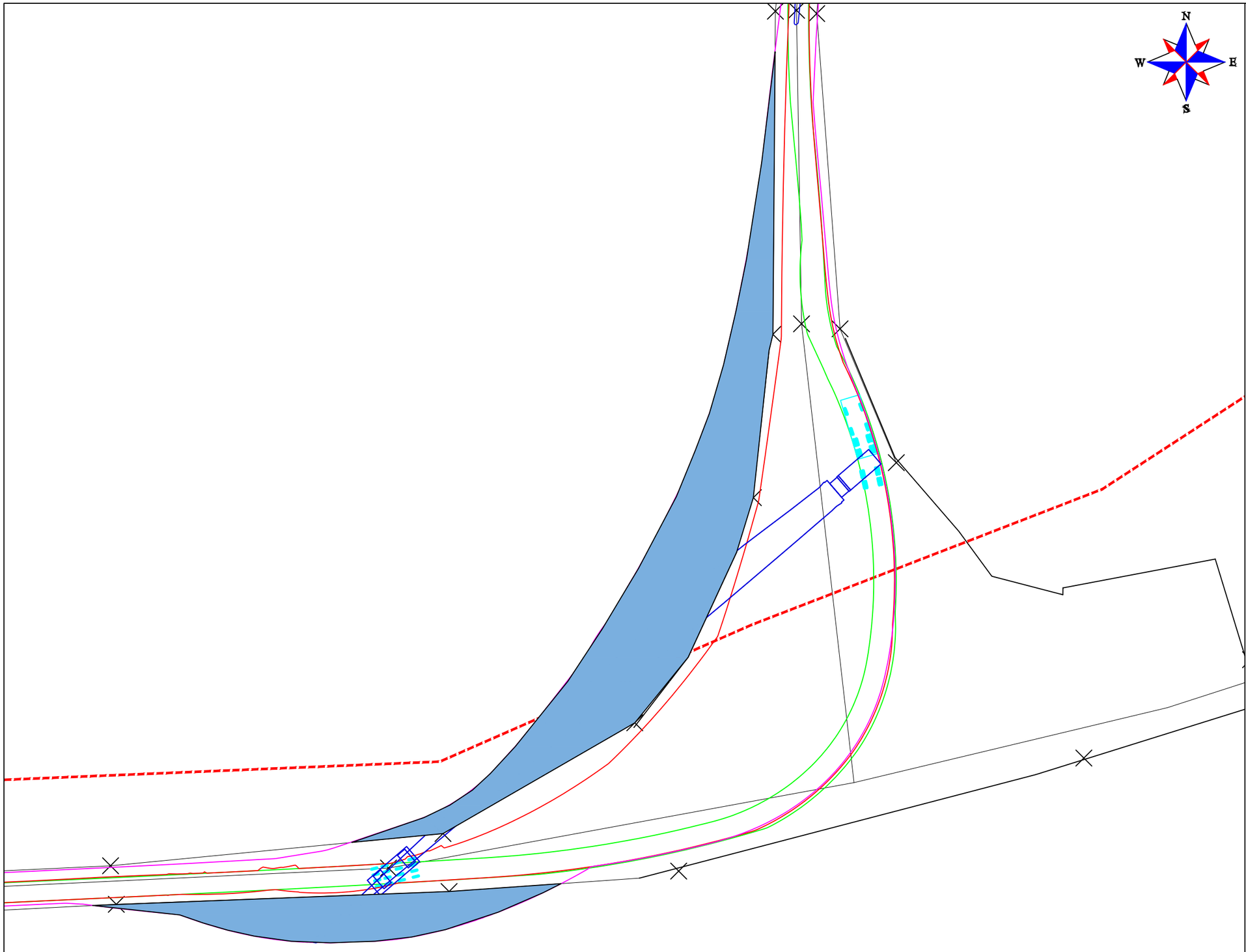
Generic
85M Blade Component
Clamp and Bogie

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	RIGHT BEND ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT	DWG.	414429-210A1.1

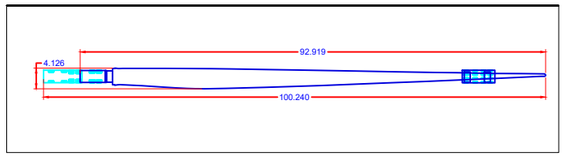


Continue on Cloncreen WF site road to junction.
At junction, turn left.

Caution

- Loaded vehicle will navigate this junction utilising manual steering.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

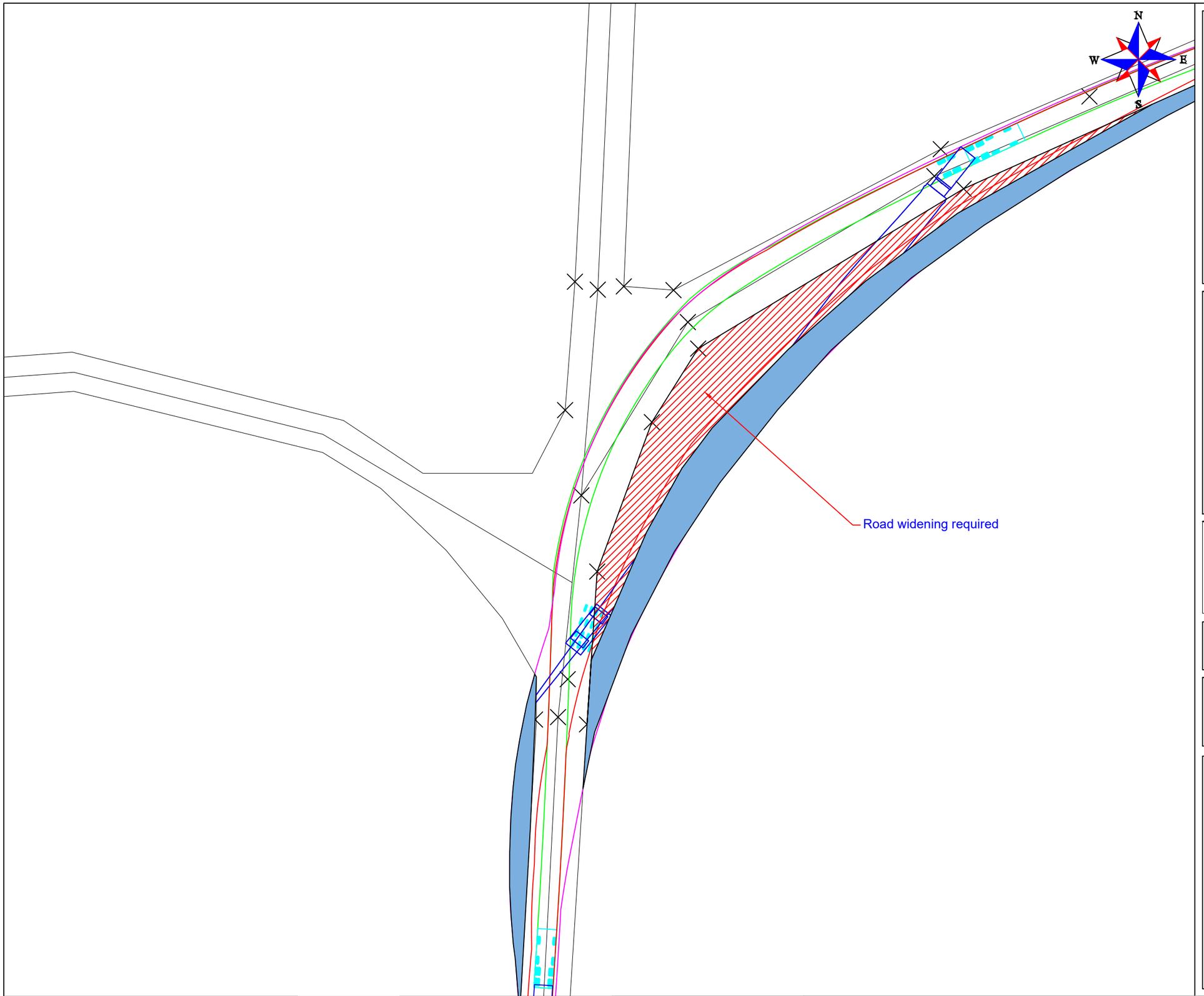
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	JUNCTION ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY	COLLETT	SITE	BALLYDERMOT
				DWG.	414429-220A1.1



Continue on Cloncreen WF site road to junction.
At junction, turn right.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

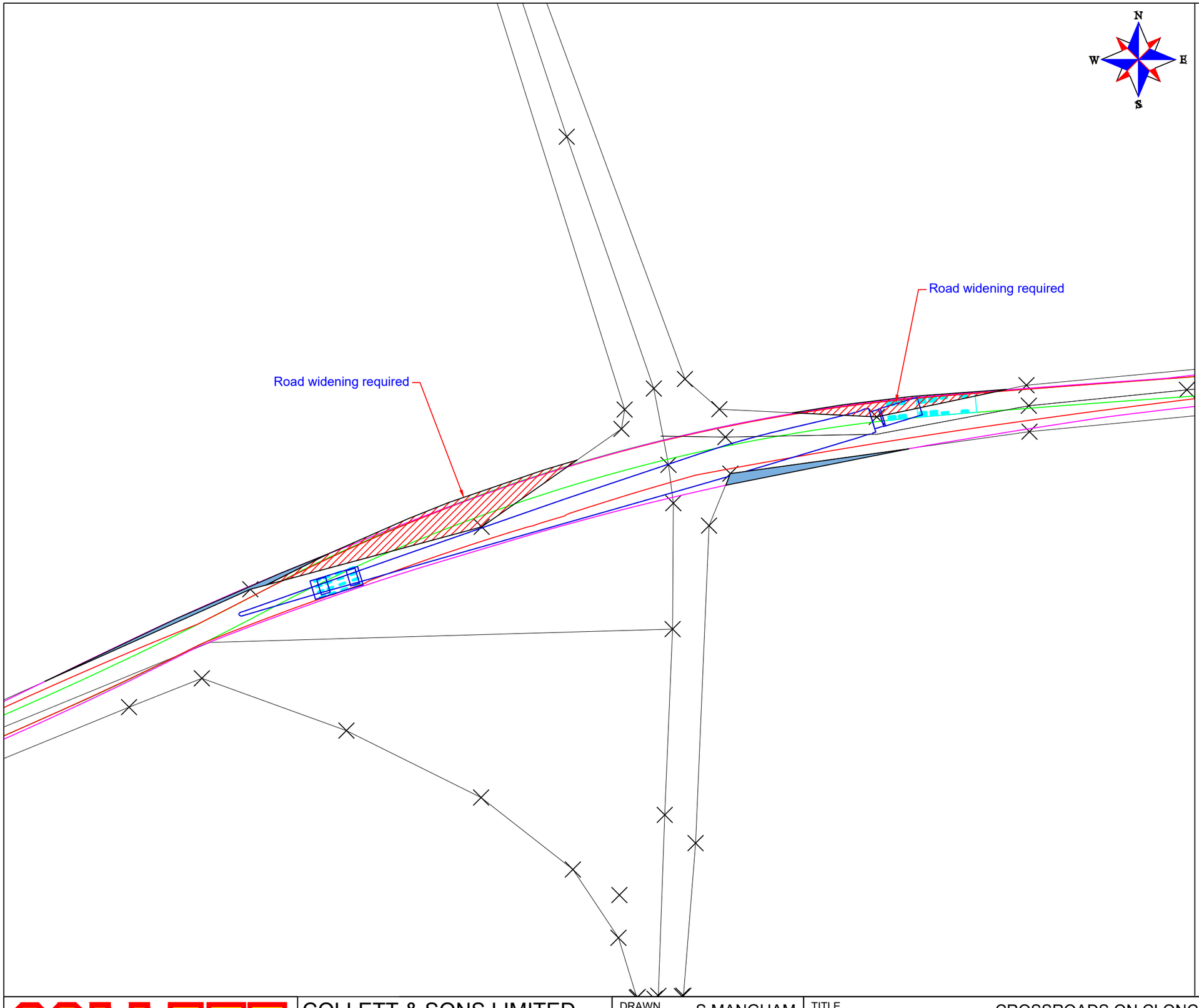
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN S.MANGHAM	TITLE JUNCTION ON CLONCREEN WF SITE ROAD		
DATE 30/09/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER BNM	
SCALE 1:500 / SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE BALLYDERMOT	DWG. 414429-230A1.1



Continue on Cloncreen WF site road to crossroads.
At cross road, continue straight.

Caution

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters



Swept Path indicates trailer utilising MANUAL steering

Generic
85M Blade Component
Clamp and Bogie

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Blue hatched area indicates oversail and should be cleared of any obstructions

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	S.MANGHAM	TITLE	CROSSROADS ON CLONCREEN WF SITE ROAD		
DATE	30/09/2025	MAPPING	TOPOGRAPHICAL SURVEY	CUSTOMER	BNM
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
SITE	BALLYDERMOT	DWG.	414429-240A1.1		