TOBIN

# Rooaunalaghta Green Energy Project

## Appendix 2-4

## TDR Report including SWA

ROOAUNALAGHTA
Green Energy

BUILT ON KNOWLEDGE

# Turbine Delivery Route Report

**For Rooaunalaghta Green Energy Project Wind Farm, Co. Mayo**

On behalf of **TOBIN**

Prepared by

**CST GROUP** Chartered Consulting Engineers
1, O'Connell St, Sligo, F91 W7YV
+353 (0)71 919 4500 info@cstgroup.ie www.cstgroup.ie

**October 2026**

Civil
Structural
Traffic

## Table of Contents:


Document Control ..... 2

1. Introduction ..... 3
2. Candidate Wind Turbine Model ..... 4
3. Wind Turbine Transportation Equipment ..... 5
4. Port of Entry Details ..... 8
5. Initial Routes Considered ..... 9
6. Proposed TDR ..... 15
7. Conclusion ..... 52

APPENDIX A TDR Pinch Point Nodes

APPENDIX B Wind Turbine Rotor Blade Swept Paths & Requirements

## Document Control

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Revision History:** | R0 | R1 | R2 | | | | | |
| **Purpose of Issue:** P=Preliminary C=Comment I=Information FC=Fire Cert PL=Planning T=Tender CT=Contract CN=Construction | PL | PL | PL | | | | | |
| **Date:** | 31 07 26 | 15 10 26 | 23 10 26 | | | | | |
| **Originator:** | AF | AF | AF | | | | | |
| **Checked By:** | | FF | FF | | | | | |
| **Approved By:** | | FF | FF | | | | | |

Report By: Anthony Fidgeon ..... Date: 23rd October 2026

Graduate Engineer

Approved By: Francis Fidgeon ..... Date: 23rd October 2026

Chartered Engineer

# 1. Introduction

## 1.1 Background

CST Group Chartered Consulting Engineers were commissioned by TOBIN to carry out a Turbine Delivery Route Assessment for the proposed Rooaunalaghta Green Energy Project in Co. Mayo. This involves the selection of the most feasible transportation route for the wind turbine blade from a selected Port of Entry. The route will be selected based on a number of criteria and then pinch points within the route will be further assessed through the use of Vehicle Tracking software and topographical surveys for planning. Additionally, this report will briefly discuss the potential routes which were considered initially, and the reasoning for discounting them.

## 1.2 Site Location

The proposed wind farm site is located in Rooaunalaghta, Co. Mayo approximately 4.5km north/northwest of the Headford Town and approximately 4km southwest of the village of Shrule. See Figure 1.1 for the proposed site location.




**Figure 1.1 - Wind Farm Site Location**

# 2. Candidate Wind Turbine Model

The wind turbine model used for the transportation analysis for this report is the Vestas V136-4.5 MW. A suitable transportation vehicle is to be selected which is capable of transporting the wind turbine blade which relates to this wind turbine model. The swept path assessment carried out is based on a maximum chord dimension and the length of the blade provided for this specific wind turbine model, however the exact geometry of the blade was not available at the time the swept paths were being carried out. The following wind turbine blade dimensions were provided to CST Group by TOBIN.

## 2.1 Rotor Blade Specifications

The transport dimensions for the Vestas V136-4.5MW rotor blade are as follows:

- Transport length – 66.70m
- Transport width – 4.10m

# 3. Wind Turbine Transportation Equipment

## 3.1 Rotor Blade Delivery Equipment

It has been assumed that the trailer used to transport the wind turbine blades will be the Nooteboom Super Wing Carrier due to its extendible features and capability of transporting abnormal loads. This is an extendible semi-trailer which is capable of transporting wind turbine blades of up to approximately 70m in length. The Super Wing Carrier is equipped with pendle axles capable of providing a steering angle of 60 degrees to the rear wheels, allowing the trailer to navigate tight corners. The load floor of the Super Wing Carrier is quadruple extendible, ranging from 18.65m up to 64.30m.




**Figure 3.1 - Nooteboom Super Wing Carrier**

To carry out the swept path analysis for the pinch points along the route, a truck was modelled similar to this Super Wing Carrier in AutoCAD Vehicle Tracking software. It is important to note that not all details regarding the Nooteboom Super Wing Carrier were available, hence, the truck model is not an exact replica of the truck which may be used for the transportation on the day and so slight variances of any swept paths carried out and displayed are to be expected.

It was assumed that the support for transporting the blade was located approximately 48.75m from the blade root and the truck length was adjusted based on this. The support is located towards the rear axles of the trailer leaving a blade overhang of 13.83m off the back of the trailer. It must also be noted that the blade is placed onto the modelled trailer with the wider section of the blade jutting out towards the right-hand side. If the blade is placed with the wider section facing out to the left-hand side during the actual transportation this will provide a significant difference between the modelled swept path analysis and the actual swept paths. Figure 3.2 below shows the plan view of the trailer and blade modelled in AutoCAD Vehicle Tracking.

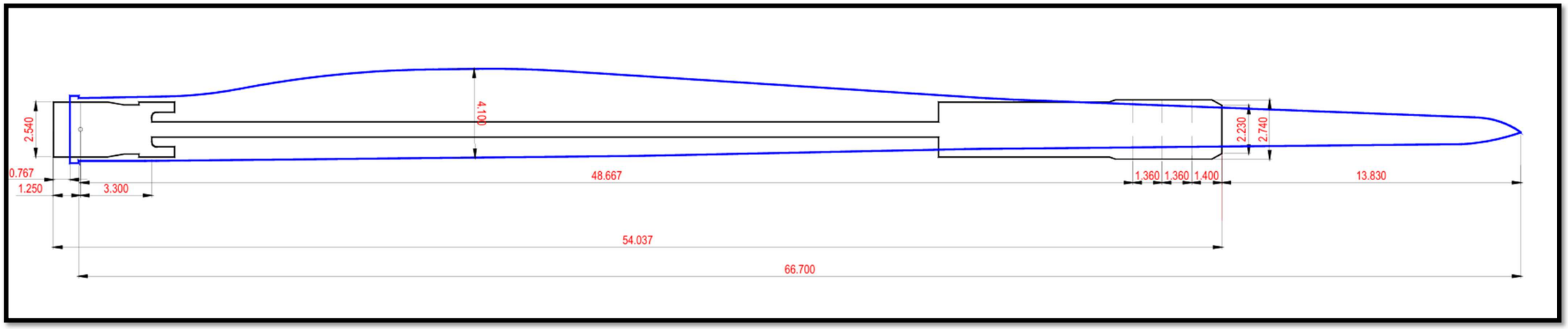



**Figure 3.2 - Modelled Blade and Transportation Trailer**

### 3.1.1 Rotor Blade Truck Specifications

Specifications used for truck model to transport rotor blade:

- Max rear axle steering angle = 60°
- Rear axle type = Pendle Axles
- Rear axle distance from coupling = 48.667m
- Rear overhang of blade = 13.83m
- Number of rear axles = 3 hydraulically steered pendle axle lines
- Width of front of trailer = 2.54m
- Width of rear of trailer = 2.74m
- Tractor used = Default wind turbine rotor blade tractor on AutoCAD Vehicle Tracking (Volvo FH16 8x4)

## 4. Port of Entry Details

Initially two potential ports were considered, the port of Galway and Killybegs Harbour. Given the location of the proposed wind farm site in Co. Mayo, the most feasible Port of Entry for the transportation of the wind turbine blades is the Port of Galway, located within Galway City. The Port of Galway provides a 33.6km route consisting primarily of National Roads with some Regional Road in close proximity the site. The Turbine Delivery Route will be discussed in more detail in Section 6.

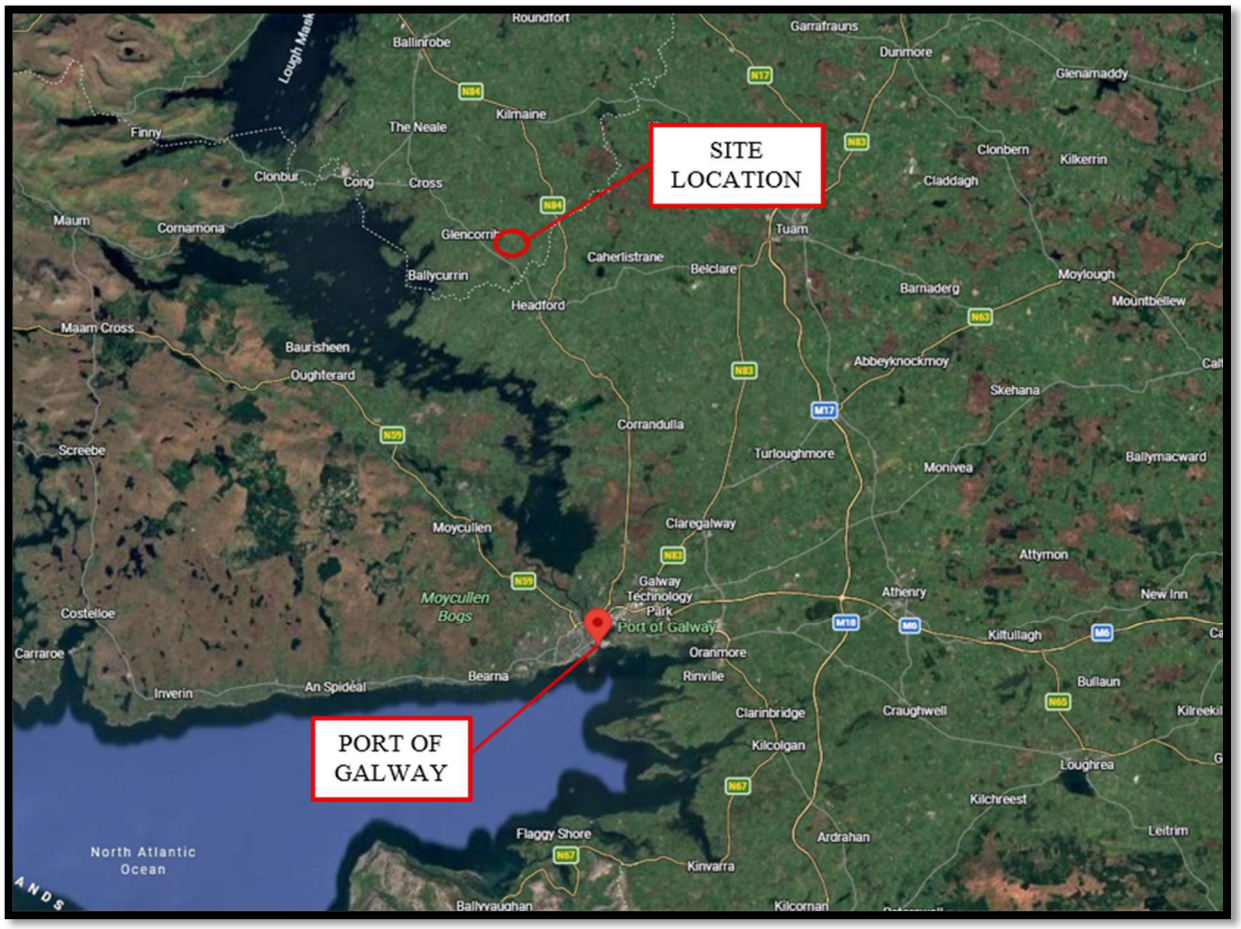



**Figure 4.1 - Port of Galway**

# 5. Initial Routes Considered

## 5.1 Route Options

A number of potential routes have been considered for the delivery of the wind turbine blades from the Port of Galway to the proposed wind farm site in Rooaunalaghta, Co. Mayo. These routes consisted of various ways to exit Galway City from the Port as well as potential options to reach the site once having exited Galway City. The feasibility of these routes was analysed under the following criteria:

- Route length
- Area of third-party land take required
- Works to be carried out to render a route feasible for transportation
- Road width
- Road geometry
- Number of Bridges

## 5.2 Route Options within Galway City

There were four potential routes considered from the Port of Galway, through Galway City and leading onto the N83 and N84 which would lead north towards the proposed site location. All four of these routes involved departing the Port of Galway onto Lough Atalia Road and continuing under the railway bridge. These routes followed along this road connecting onto the R339 and then split at the R339/R338 intersection. The four options considered can be seen in Figure 5.1 below.

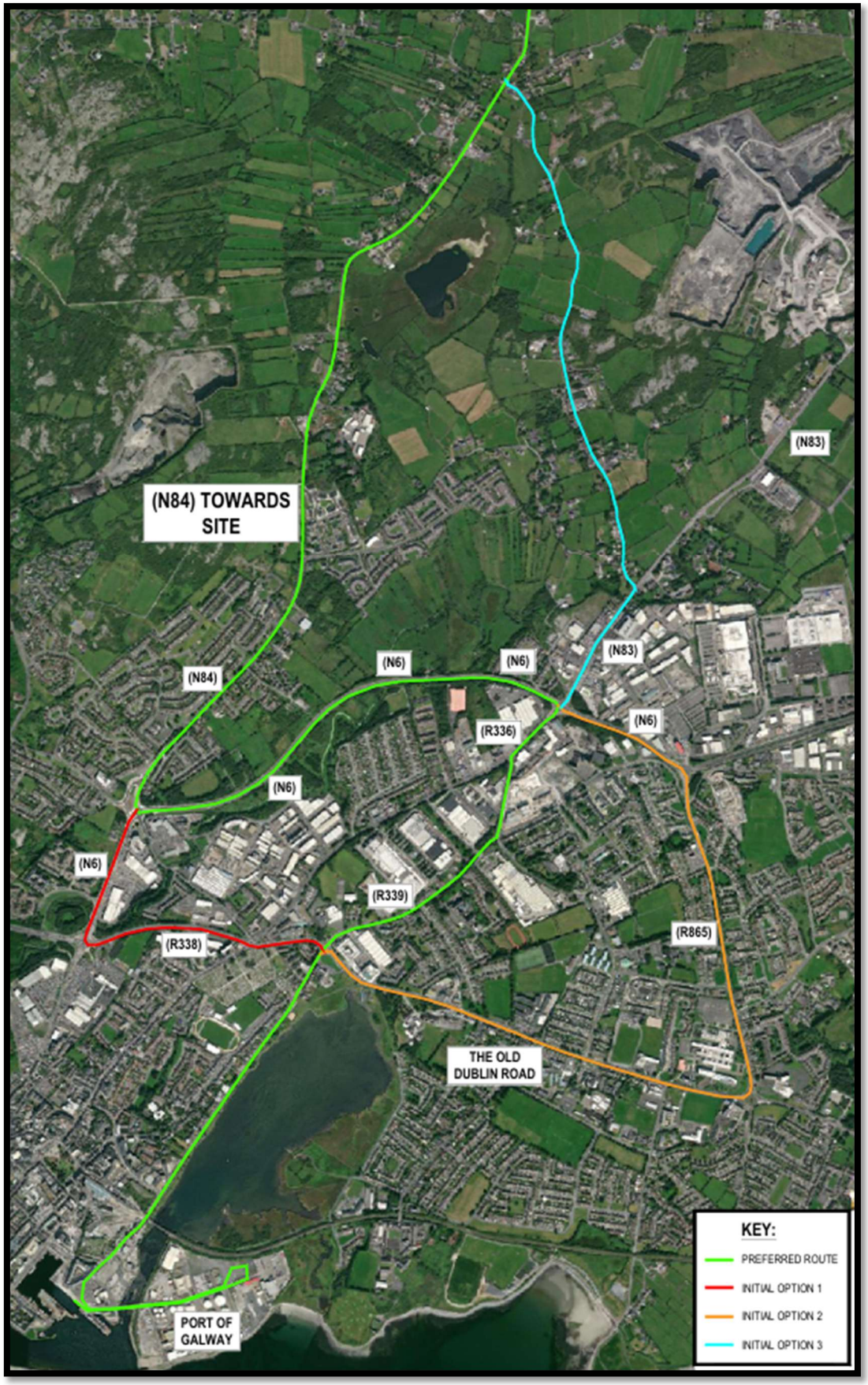



**Figure 5.1 - Initial Routes Considered within Galway City**

### 5.2.2 Reasoning for Discounting/Not Selecting Routes

**Initial Option 1** was discounted as a result of the tight bend when turning left onto the R338 with Bayview Guesthouse on the inside of the bend. Rounding this bend would require the blade to oversail the carpark on the inside of the bend as well as the land to the East of the R339. Additionally, the Moneenageisha Road has a steep gradient which may potentially cause further issues.

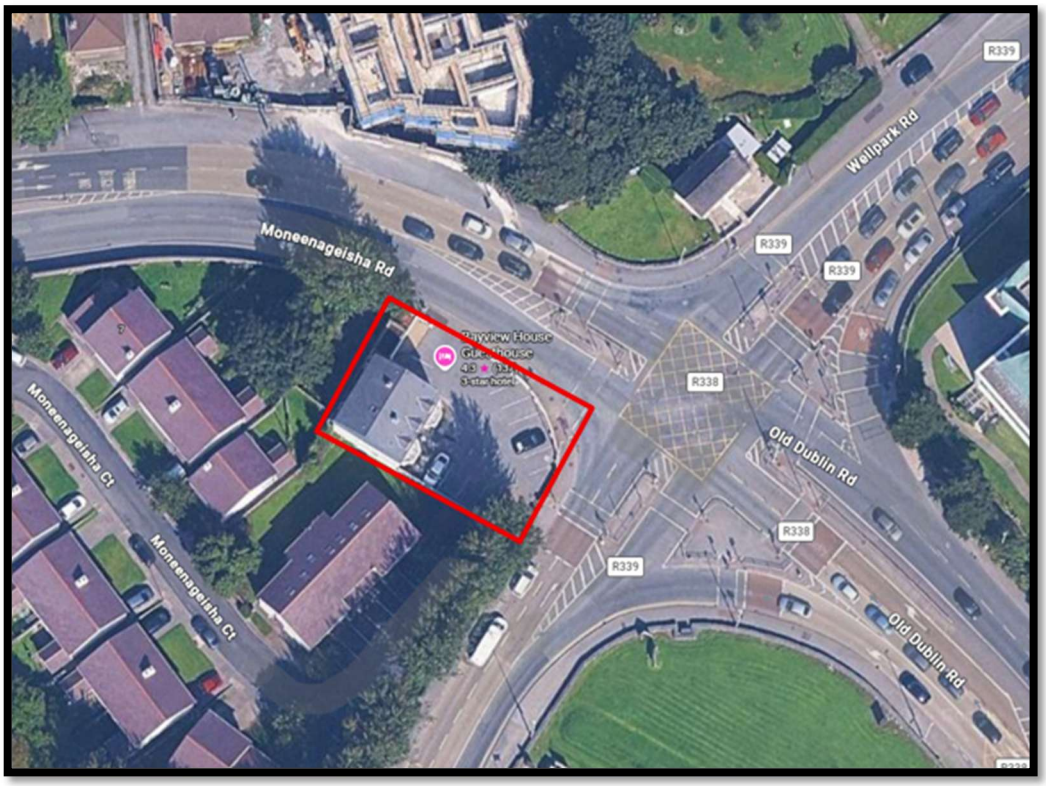



**Figure 5.2 - R338/R339 Junction**

**Initial Option 2** was considered less favourable due to the requirement to remove signals at the R338/R339 junction and it being approximately 2km longer than the preferred route.

**Initial Option 3** was discounted due to it being a narrow Local Road with a number of tight bends. Additionally, departing the N83 onto the Local Road would present difficulties such as potential 3rd party land take. Similarly, departing the Local Road and joining onto the N84 would prove difficult due to a sharp turn with trees/shrubbery and a stone wall on the inside of the bend.

Figures 5.3 and 5.4 display the two junction which would present difficulties with this option.

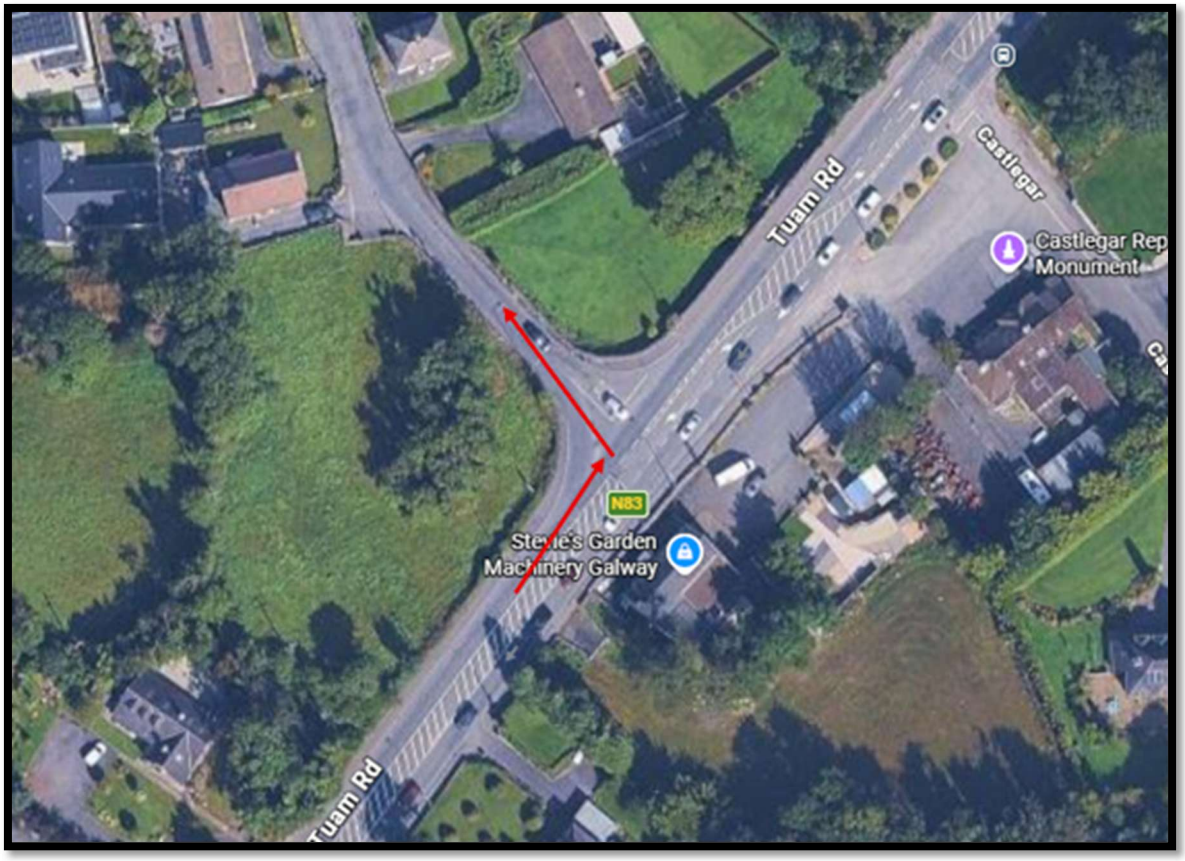



**Figure 5.3 - Initial Option 3 N83/Local Road Junction**

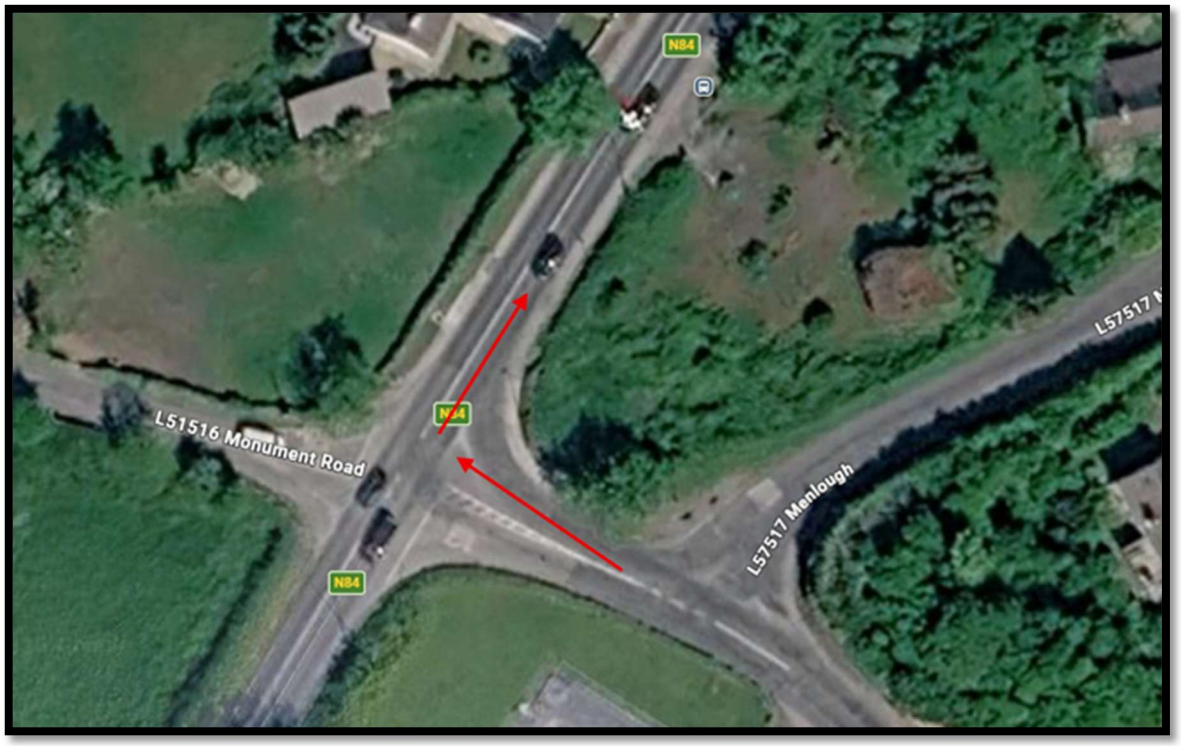



**Figure 5.4 - Initial Option 3 Local Road/N84 Junction**

## 5.3 Route Options Once Departed Galway City

There were three potential routes considered once the truck had departed Galway City. These three routes were the N84, N83 and the M6/M17.

The route involving the N83 included taking the N83 from Galway City up north towards Belclare Village and exiting onto the R333 here. The route involving the M6/M17 involved taking the N6 East towards Dublin and then departing this onto the M17 and following the M17 all the way to Tuam. At the Tuam Roundabout the first exit would be taken onto the N83 and follow the N83 up until the turnoff for the R333. The R333 joins both routes into the N84 East of Headford Town. From here the truck would turn right onto the N84 and then take the first left onto the L6127 and follow this road towards the R334, turning right onto the R334.

The route involving the N84 was the selected route and this will be discussed in detail in Section 6.

### 5.3.1 Reasoning for Discounting/Not Selecting Routes

The N83 and M6/M17 routes were considered less favourable due to narrow roads with a large number of bends on the R333 Regional Road, a tight bend located towards the end of the R333 with a house located on the inside of the bend, as well as difficulty in linking back onto the N84. The images below display the difficulties encountered on these routes within the R333.

Figure 5.5 shows the tight bend located towards the end of the R333 which would potentially require 3rd party land take. Additionally, Figure 5.6 shows the junction linking the R333 to the N84 where the truck must carry out a right turn. It is not possible to directly make this turn without colliding with the dwelling on the inside of the bend as shown in the image below by the 66.7m line which represents the wind turbine rotor blade. An alternative to this, would be to drive straight into Ashthorn Avenue over the grassed area and reverse the truck back onto the N84 to allow the truck to make the turn. This would require enabling works to allow the truck to carry out this manoeuvre.

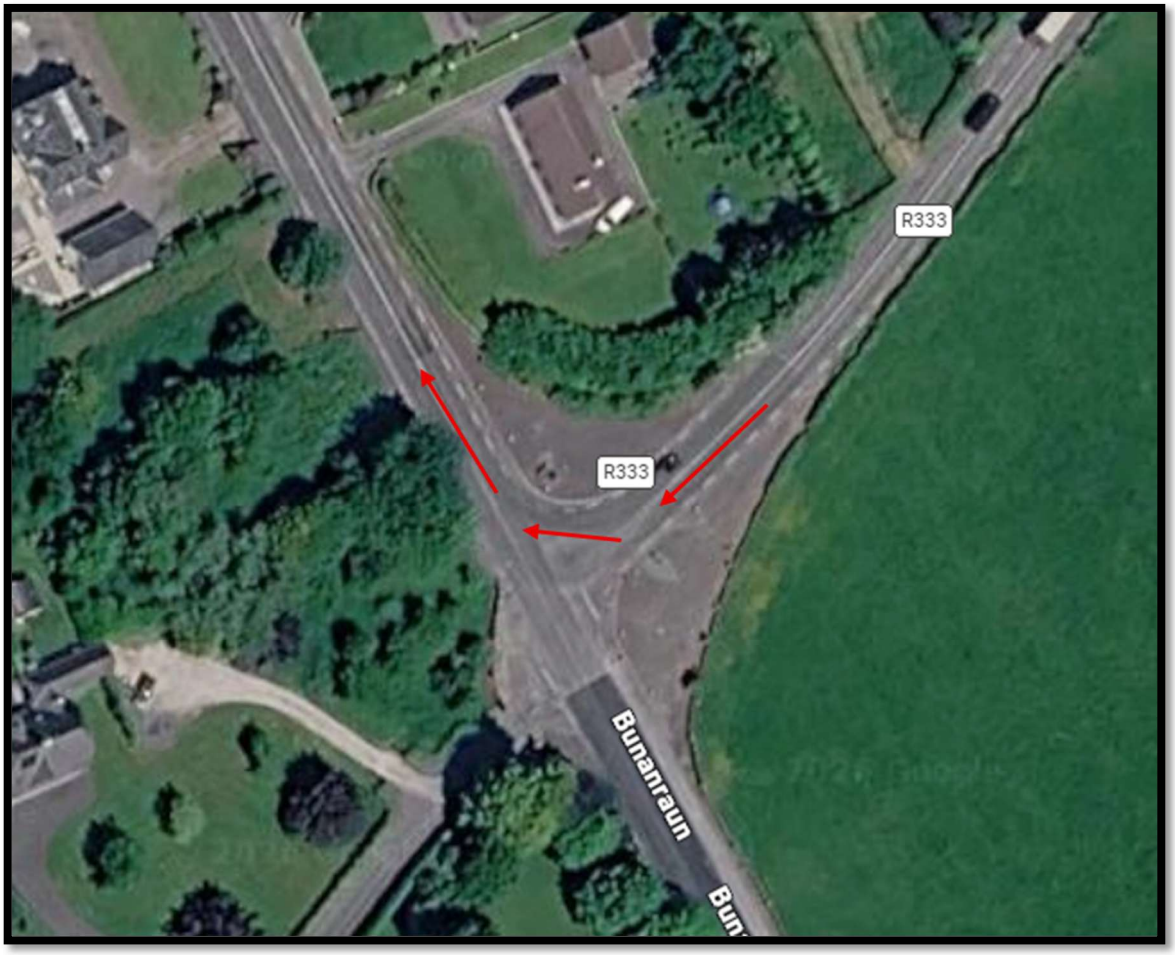



**Figure 5.5 - Tight Bend located towards the end of the R333**

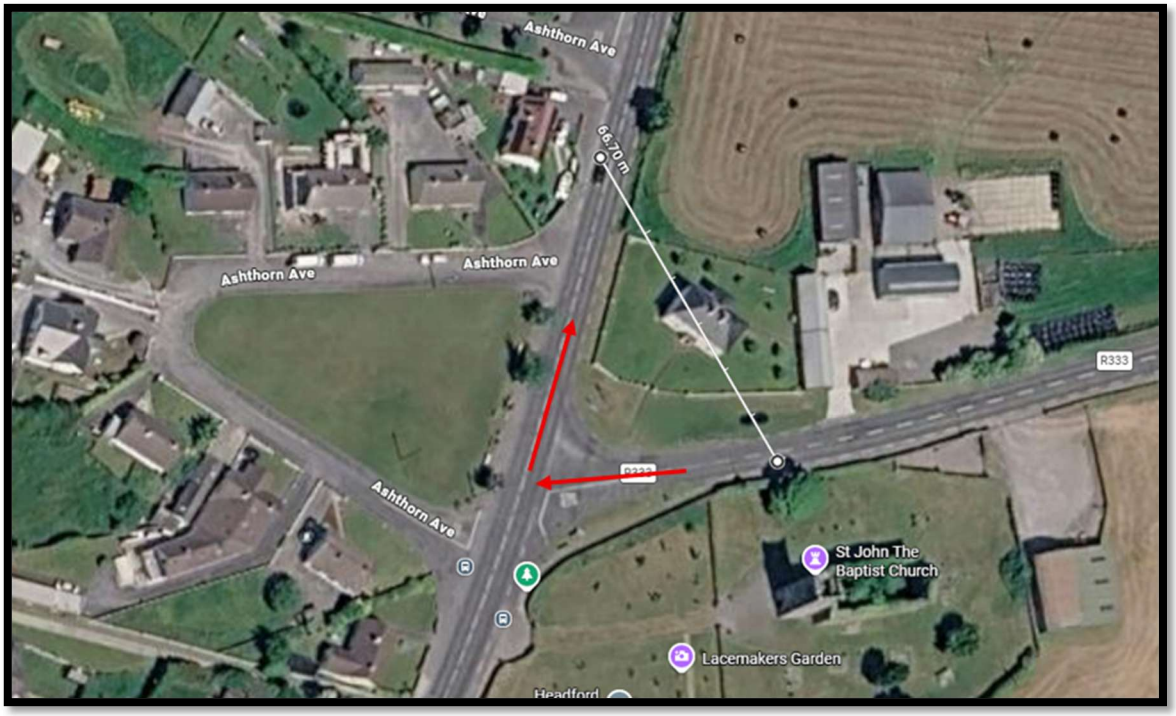



**Figure 5.6 - Junction Joining the R333 to the N84**

# 6. Proposed TDR

## 6.1 TDR

After analysing the routes discussed in Section 5, it was determined that the most feasible route involved exiting Galway City via the R339 and taking the N6 towards the N84. Once on the N84 the route consisted of following this until reaching the R334 in Headford and joining the R334 until reaching the site. The exact Turbine Delivery Route is as follow:

- Exit right out of the Port of Galway onto Lough Atalia Road
- Continue under the railway bridge
- Turn right onto College Road (R339)
- Continue along the R339 through the intersection
- Continue for approximately 800m along this road from the intersection and turn left opposite Connolly Avenue
- Continue on and turn right onto the Tuam Road (R336)
- Turn left onto the N6 and follow this road towards the N84
- Turn right onto the N84
- Continue along the N84 for approximately 23.6km towards Headford
- Continue straight through the intersection in Headford onto the R334
- Continue along the R334 for approximately 4.5km to the site

The selected route is approximately 33.6km in length. There are a number of pinch point areas throughout the route which have been flagged. A number of these pinch point areas were surveyed to allow detailed swept path analysis to be carried out as there is potential that 3rd party land take may have been required to allow the truck transporting the wind turbine blades to pass. These swept paths can be seen in Appendix B.

The pinch point areas which would not require 3rd party land take may require enabling works such as the removal of street furniture. These have been flagged in Section 6.2 below. These areas will be surveyed post planning prior to the transportation of the wind turbine rotor blades to determine the detailed works required.

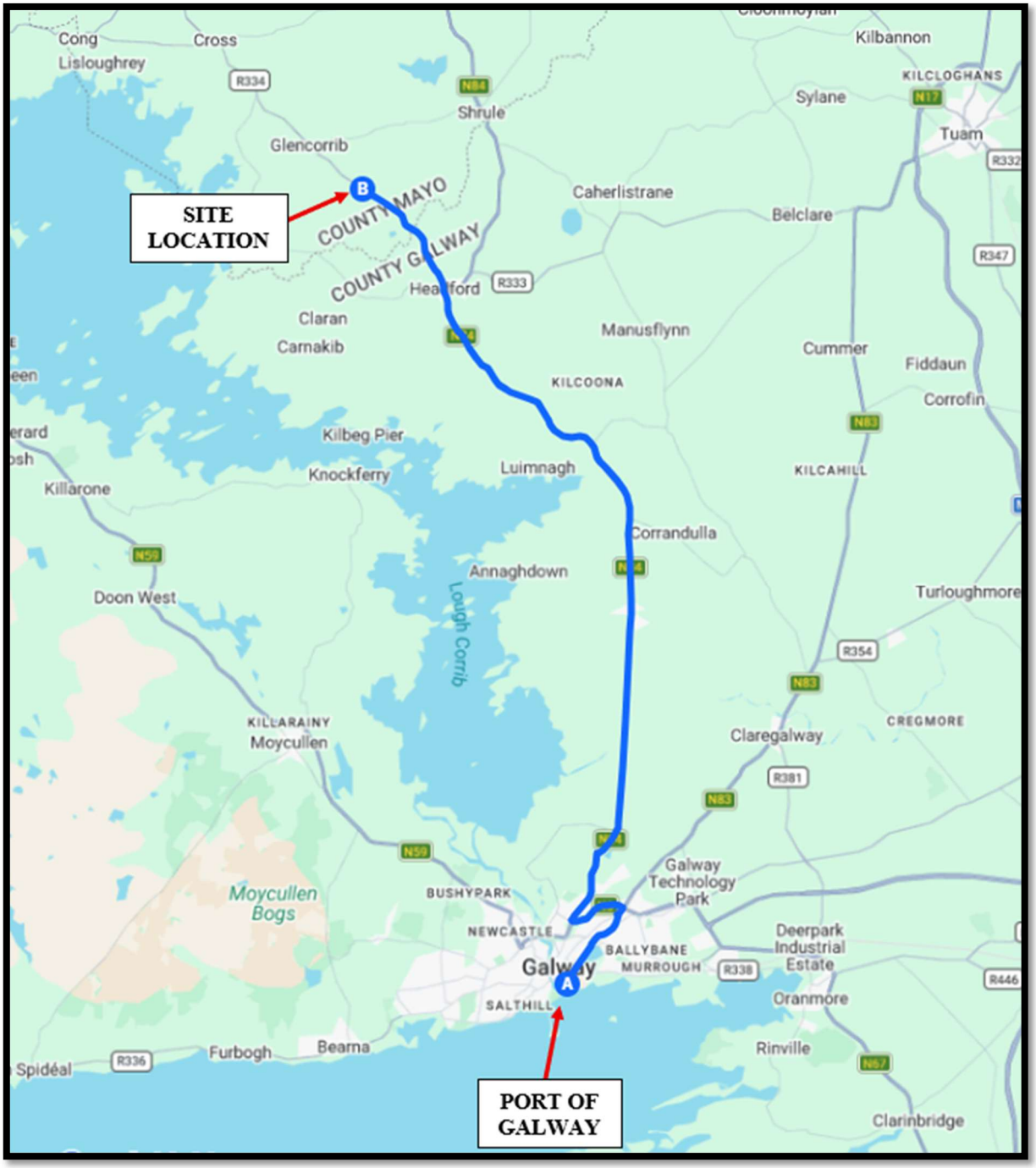


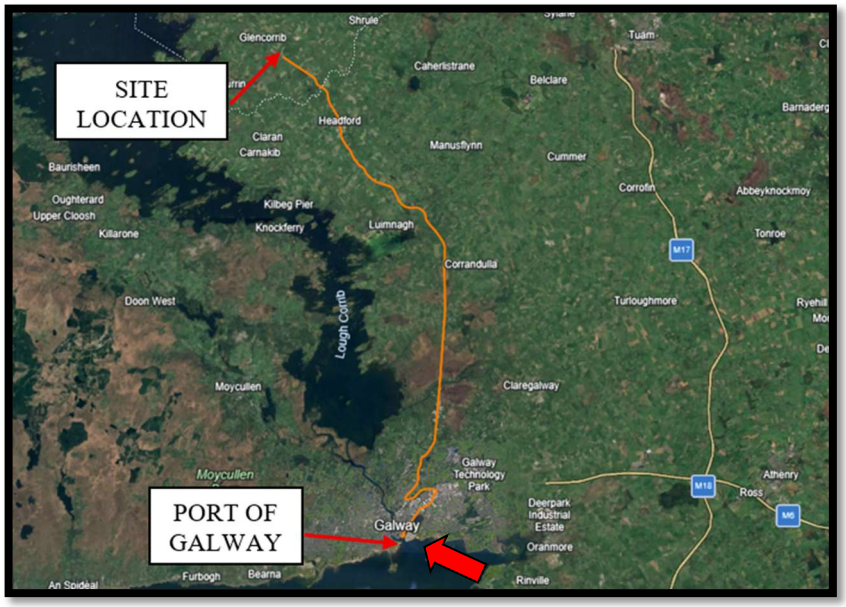

**Figure 6.1 - Proposed TDR Route**

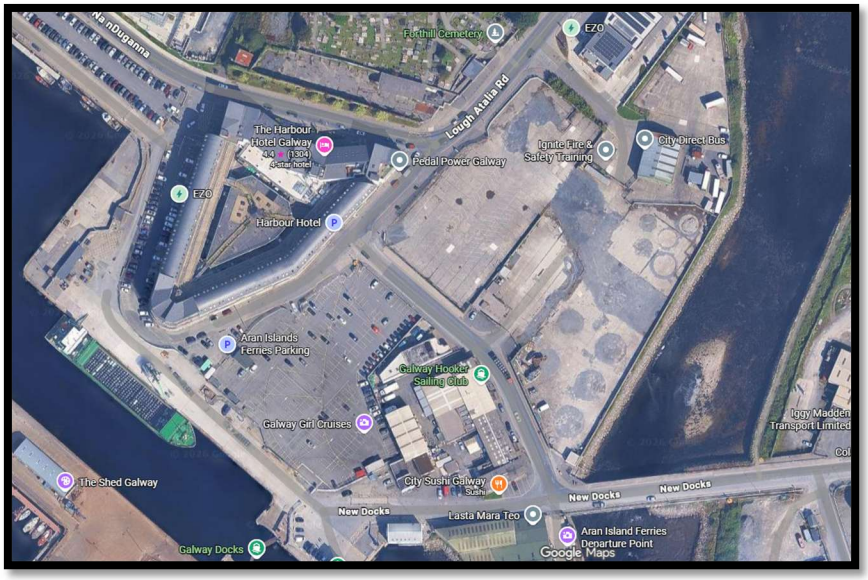
The full TDR with Pinch Points can be seen in Appendix A.

## 6.2 Route Constraints

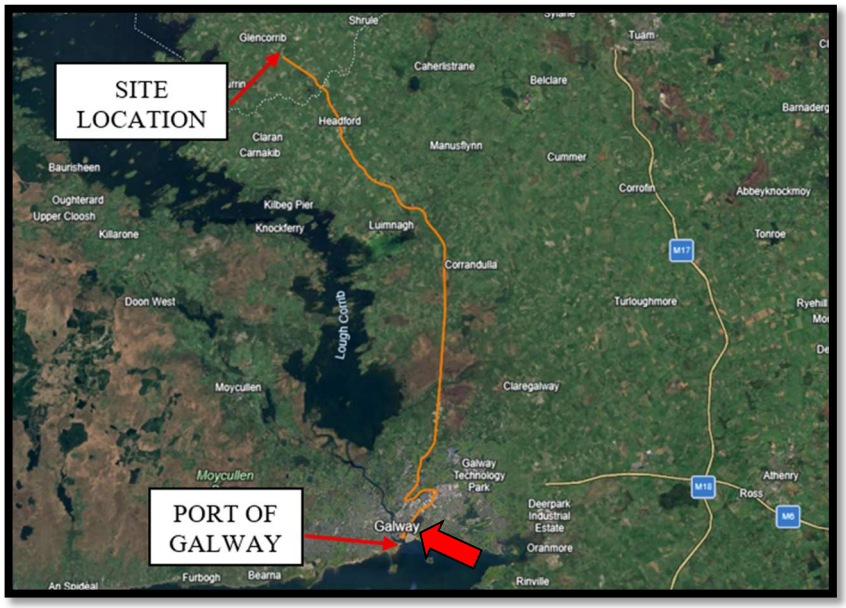
| Reference No. | |
|---|---|
| ***Area 1*** | |
| Description: Truck to exit the Port of Galway here | |
| Road: Port of Galway | Co-ordinates: https://maps.app.goo.gl/Nt3pLRXfjr6vt23F6 |

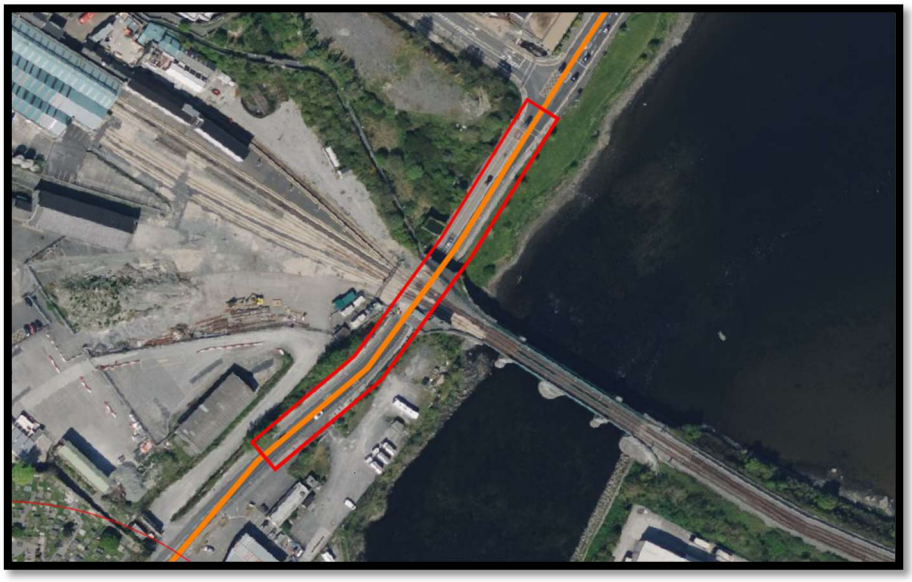
| Information | Analysis |
|---|---|
| The Port of Galway has previously had 74m long rotor blades come through the port, therefore the delivery of a 68m blade should not cause any issues. Enabling works to be determined prior to transportation. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |



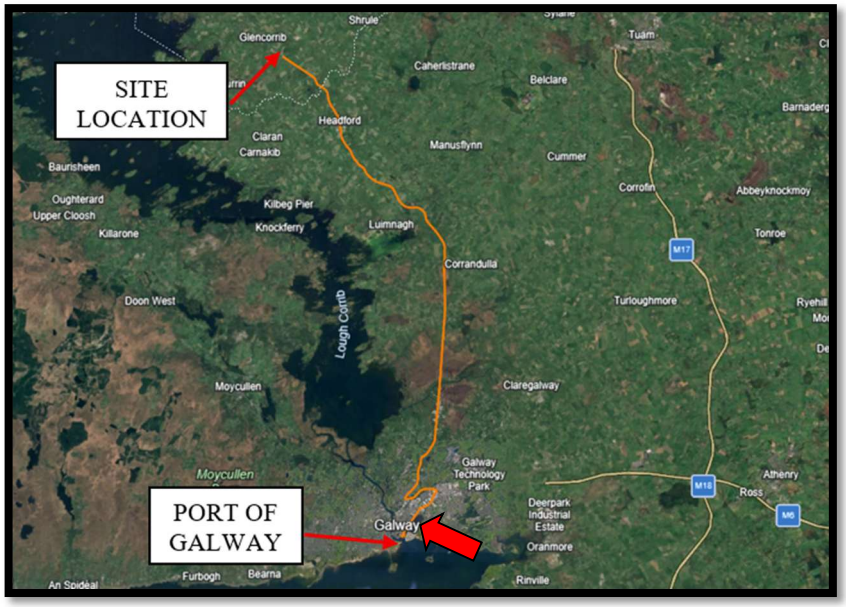
| Reference No. | |
|---|---|
| ***Area 2*** | |
| Description: Truck to continue on Lough Atalia Road under the railway bridge | |
| Road: Lough Atalia Road | Co-ordinates: https://maps.app.goo.gl/94bcwHAV2XjxZnvX6 |
| Information | Analysis |
| Previous wind turbine deliveries of 74m long rotor blades have been transported under this Railway Bridge. The 74m long N149 blades were transported from the Port of Galway to Ardderroo Wind Farm. Enabling works to be determined prior to transportation. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |



| Reference No. | |
|---|---|
| ***Area 3*** | |
| Description: Truck to turn right onto College Road (R339). | |
| Road: Lough Atalia Road/ R339 | Co-ordinates: https://maps.app.goo.gl/bLa1JoYfgmAG243o9 |

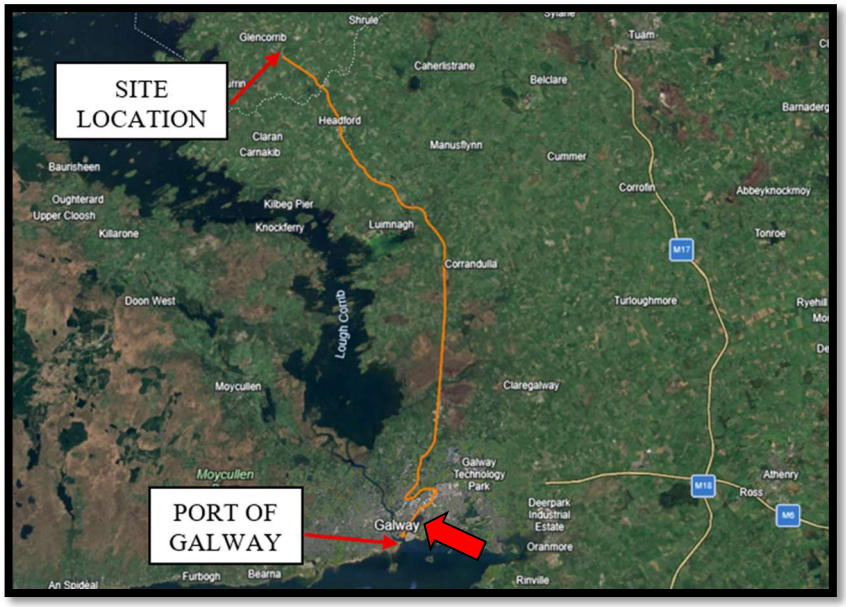
| Information | Analysis |
|---|---|
| Truck may require a contraflow manoeuvre. Street furniture may need to be temporarily removed. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |

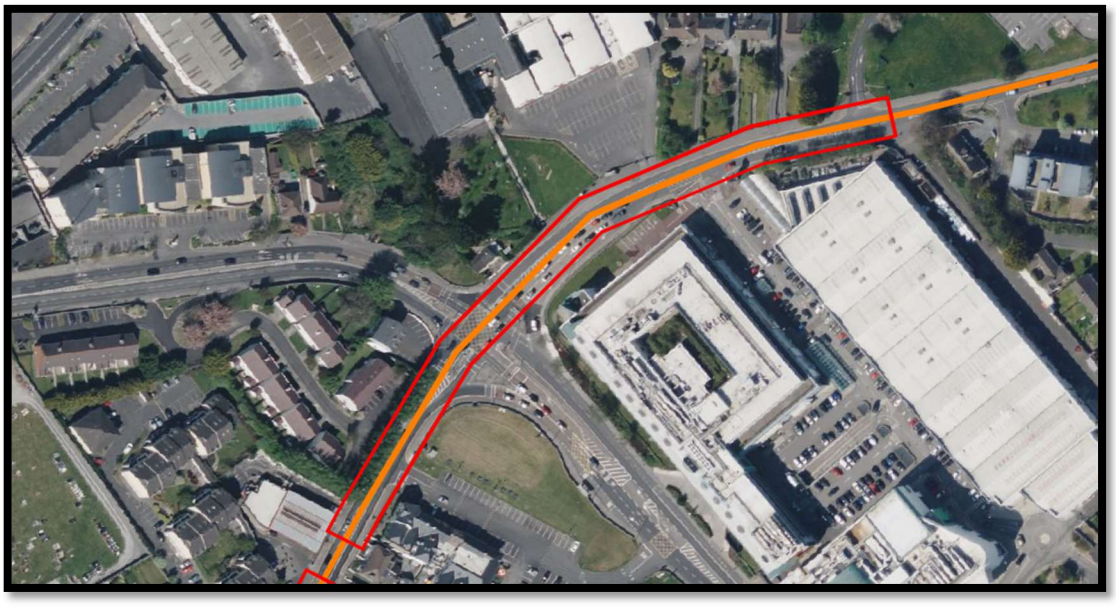




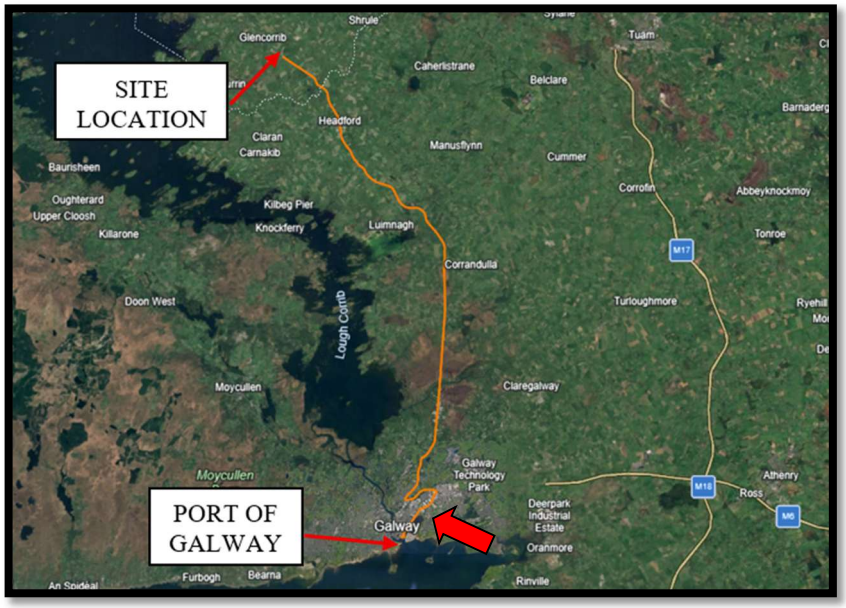

| Reference No. | |
|---|---|
| ***Area 4*** | |
| Description: Truck to continue on through intersection onto Wellpark Road | |
| Road: College Road/Wellpark Road | Co-ordinates: https://maps.app.goo.gl/btBFmDPci5yRU18c7 |

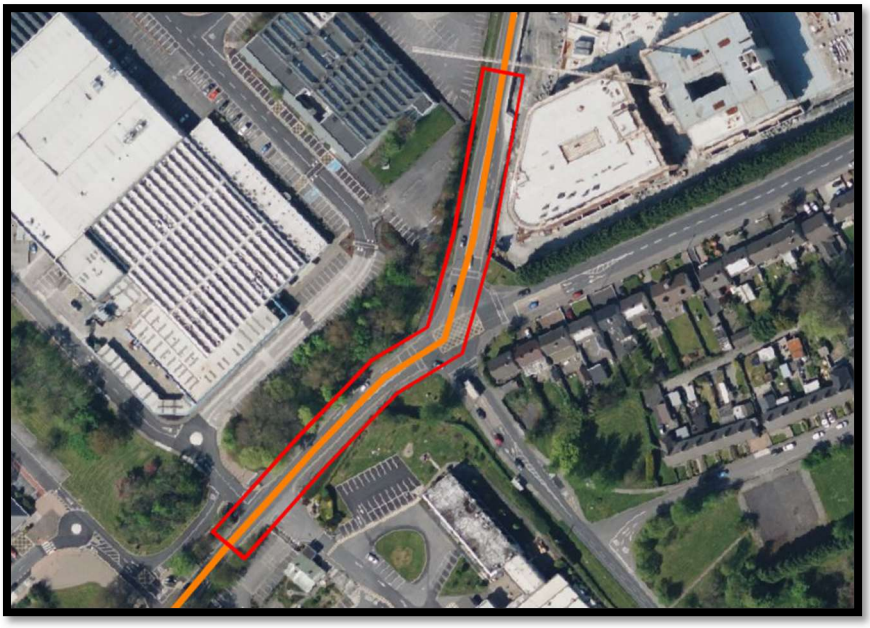
| Information | Analysis |
|---|---|
| Truck may require a contraflow manoeuvre. Street furniture may need to be temporarily removed. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |



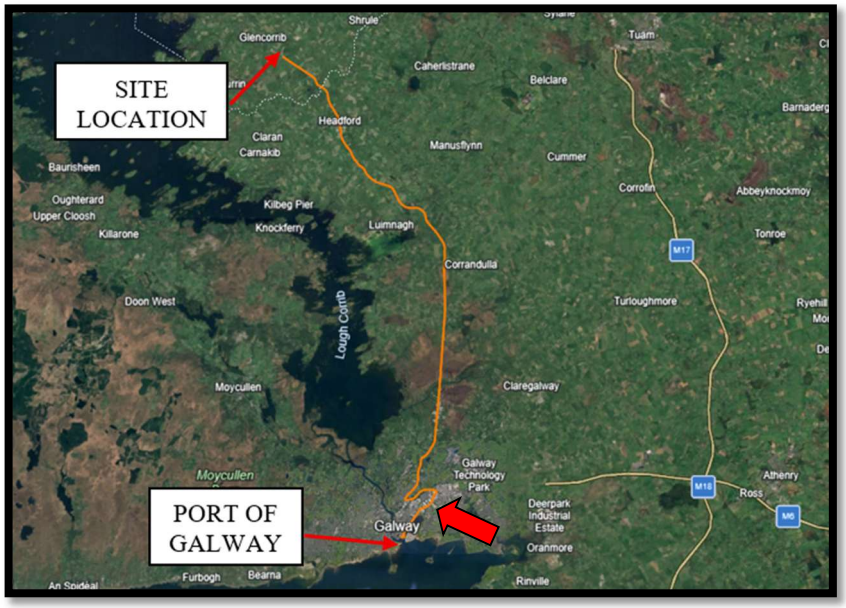



| Reference No. | |
|---|---|
| ***Area 5*** | |
| Description: Truck to turn left off of Wellpark Road and onto the road leading to the Tuam Road (R336) | |
| Road: Wellpark Road | Co-ordinates: https://maps.app.goo.gl/DHY2fCpJbmt9fX596 |
| **Information** | **Analysis** |
| See drawing: 123289-1001 | Topographical Survey and Swept Path Analysis carried out. |



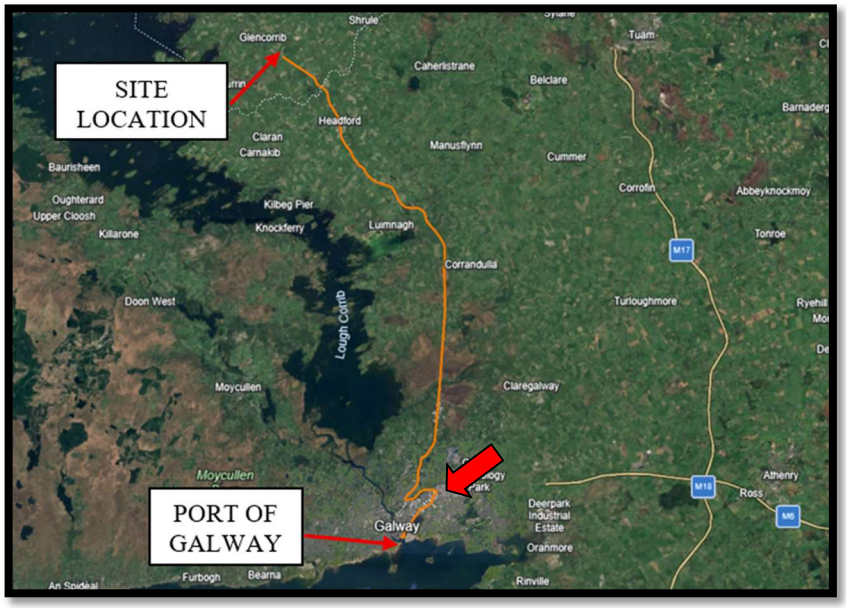
| Reference No. | |
|---|---|
| ***Area 6*** | |
| Description: Truck to turn right onto the Tuam Road (R336) | |
| Road: R336 Tuam Road | Co-ordinates: https://maps.app.goo.gl/fHCteTtWK4UKJvAL7 |
| **Information** | **Analysis** |
| See drawing: 123289-1002 | Topographical Survey and Swept Path Analysis carried out. |





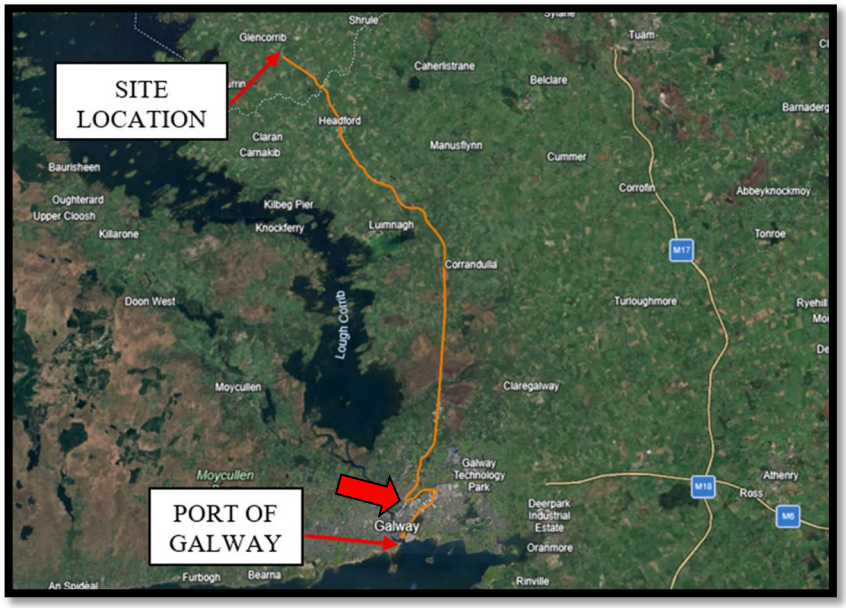

| Reference No. | |
|---|---|
| ***Area 7*** | |
| Description: Truck to turn left onto Bóthar na dTreabh (N6) | |
| Road: R336/N6 | Co-ordinates: https://maps.app.goo.gl/3YyTvD42j2A1qEJ58 |

| Information | Analysis |
|---|---|
| Truck may require a contraflow manoeuvre. Street furniture may need to be temporarily removed. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |





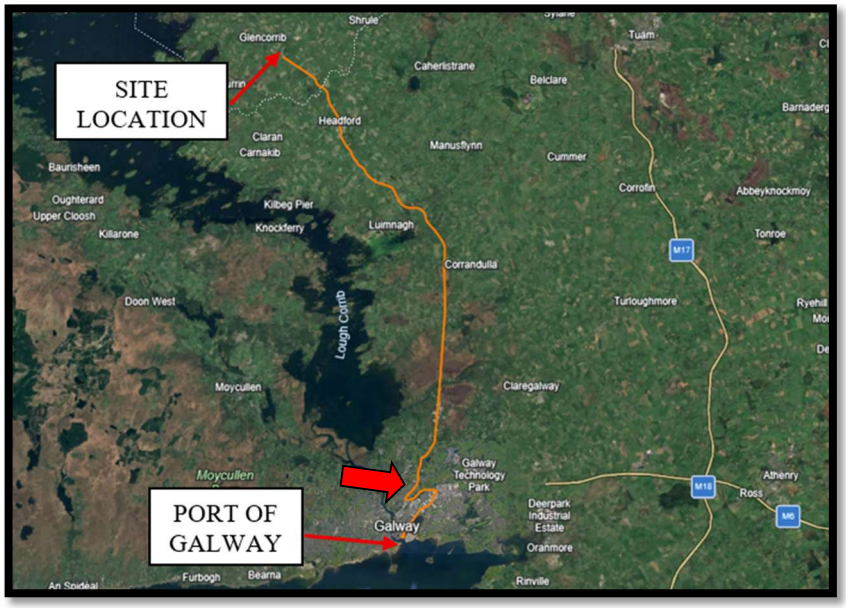

| Reference No. | |
|---|---|
| ***Area 8*** | |
| Description: Truck to turn right onto the N84 | |
| Road: N6/N84 | Co-ordinates: https://maps.app.goo.gl/7mURrJWnFkhkGN6VA |
| **Information** | **Analysis** |
| Street furniture may need to be temporarily removed. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |

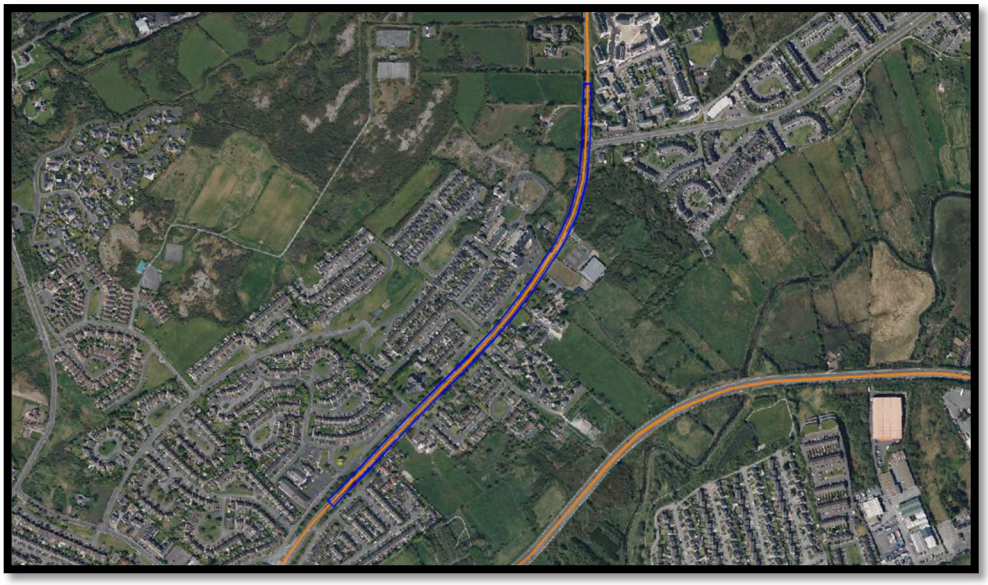




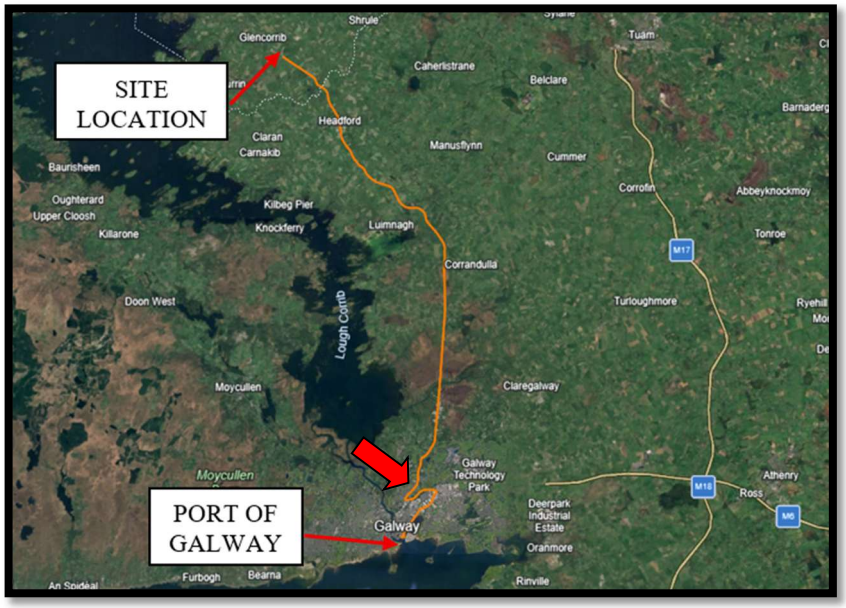

| Reference No. | |
|---|---|
| ***Area 9*** | |
| Description: Truck to continue along the N84 | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/6KjKUdGdnUdYwvgh8 |

| Information | Analysis |
|---|---|
| Number of central islands, some containing signposts, bollards and lighting poles. Survey will be required to determine what needs to be temporarily removed within the public road. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |



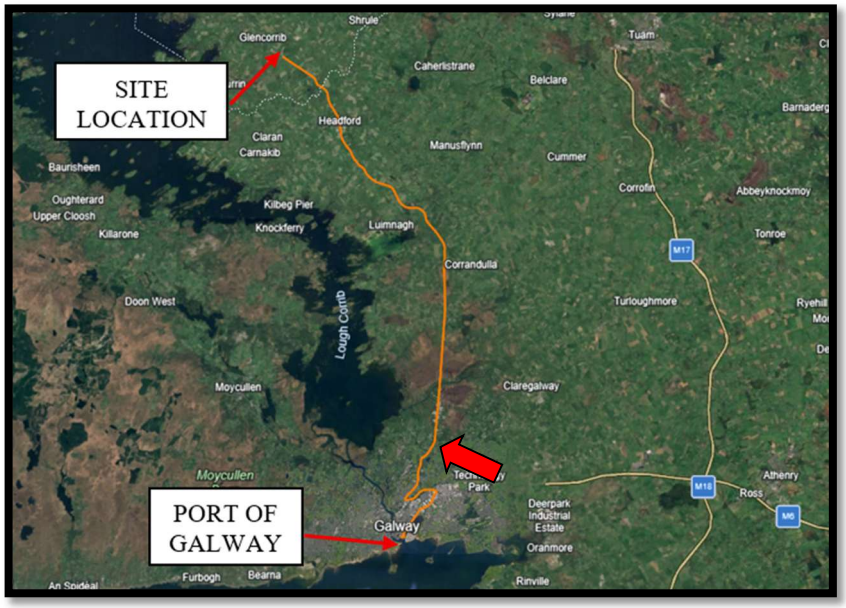



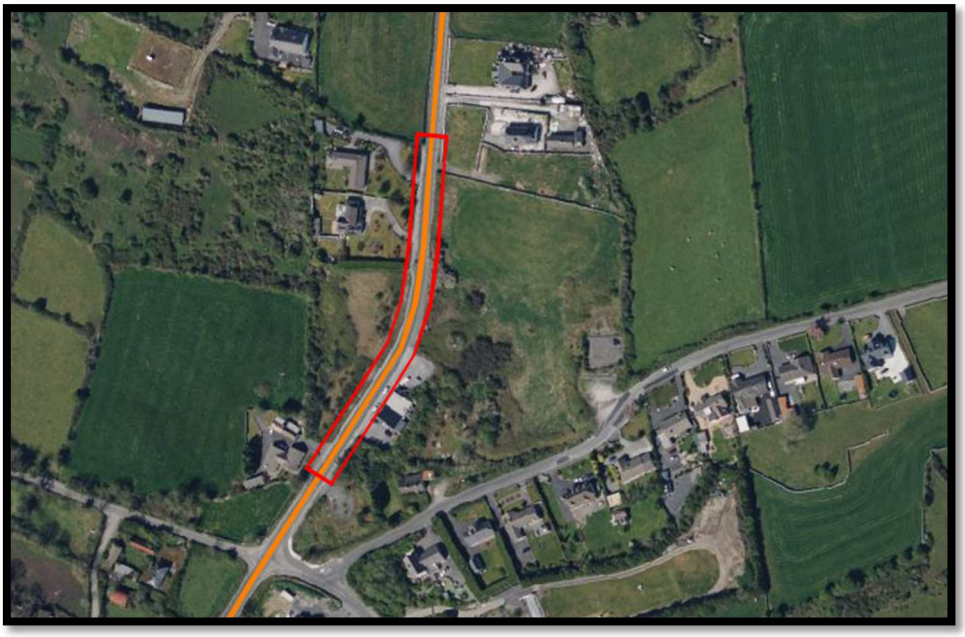
| Reference No. | |
|---|---|
| ***Area 10*** | |
| Description: Truck to continue around the bend on N84 | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/GA7FF68Cn2g6KrDS6 |
| Information | Analysis |
| See drawing: 123289-1003-A and 123289-1003-B | Topographical Survey and Swept Path Analysis carried out. |



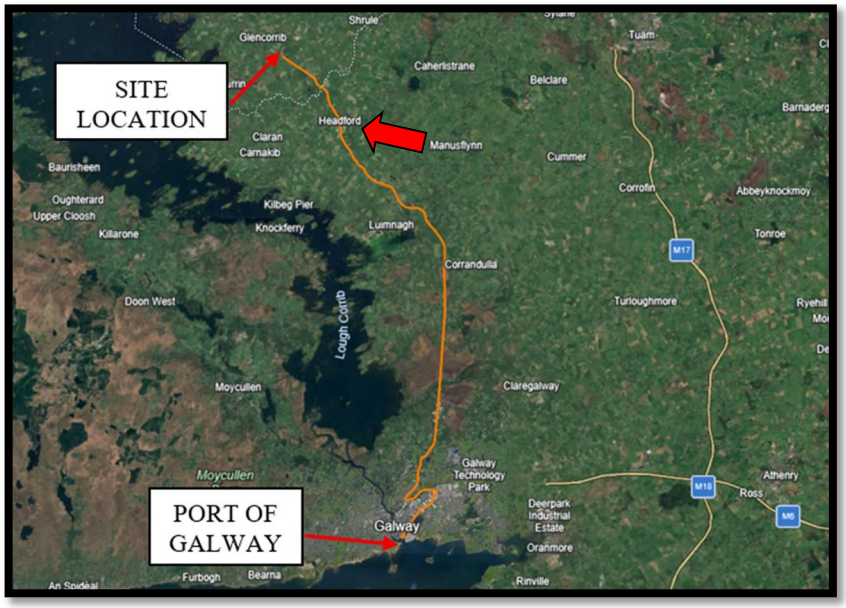


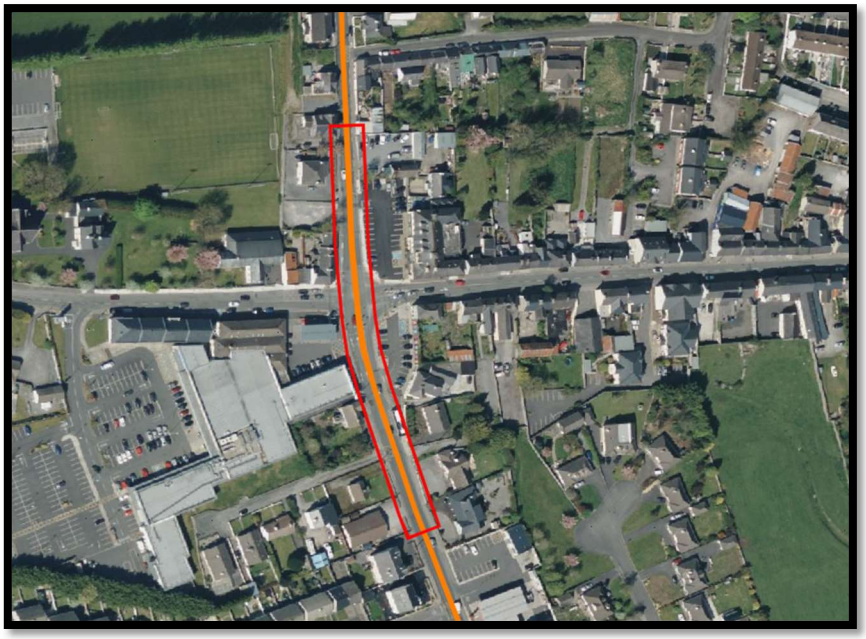

| Reference No. | |
|---|---|
| ***Area 11*** | |
| Description: Truck to continue around the bend on the N84 | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/d2dVKP263kvr3DVp6 |
| Information | Analysis |
| See drawing: 123289-1004 | Topographical Survey and Swept Path Analysis carried out. |



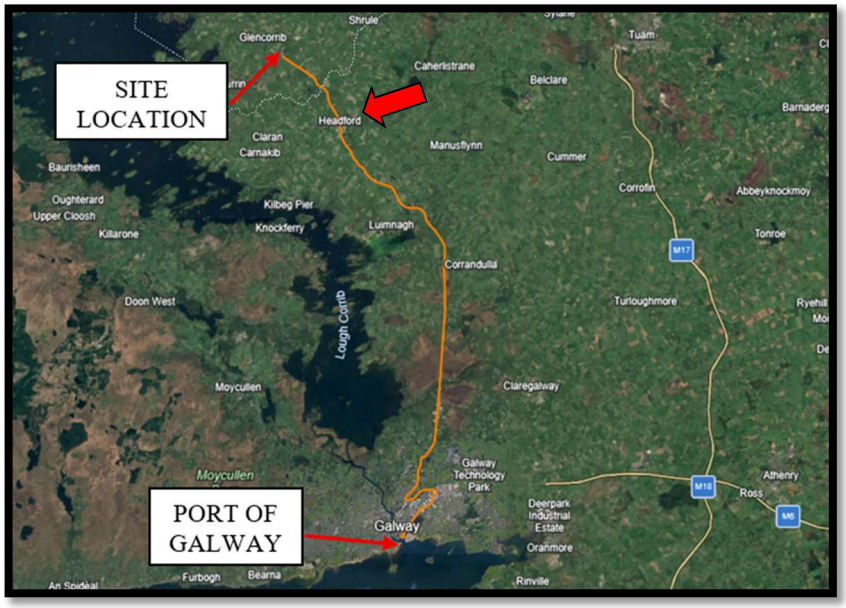



| Reference No. | |
|---|---|
| ***Area 12*** | |
| Description: Truck to continue on through Headford Crossroads and onto the R334 | |
| Road: N84/R334 | Co-ordinates: https://maps.app.goo.gl/boszSXawpB18Kfpw9 |
| **Information** | **Analysis** |
| Street furniture may need to be removed. Potential contra flow manoeuvre may be required. | No Surveying or Swept Path Analysis carried out for planning stage.<br>To be carried out prior to transportation to determine works required. |



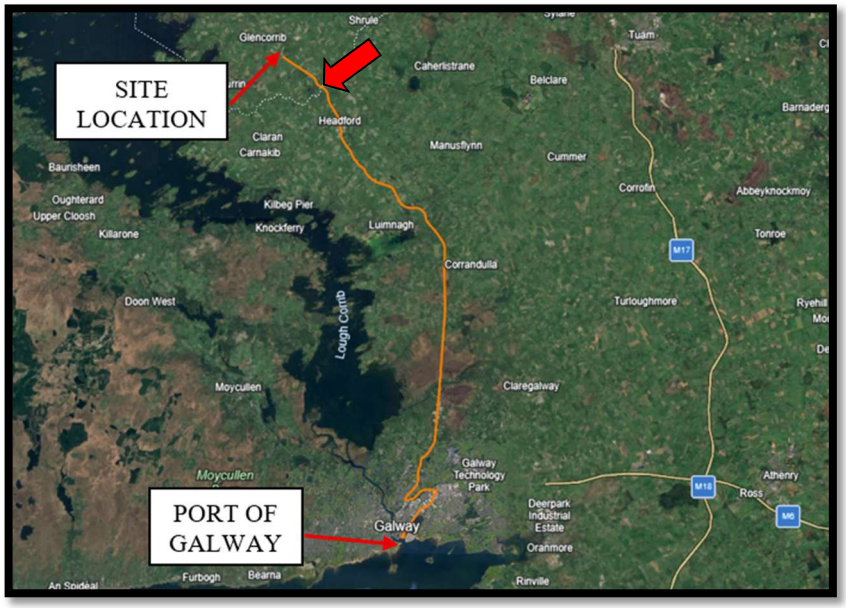



| Reference No. | |
|---|---|
| ***Area 13*** | |
| Description: Truck to continue around the bend along the R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/zyw9u7qwhGH6er5s9 |
| Information | Analysis |
| See drawing: 123289-1005 | Topographical Survey and Swept Path Analysis carried out. |



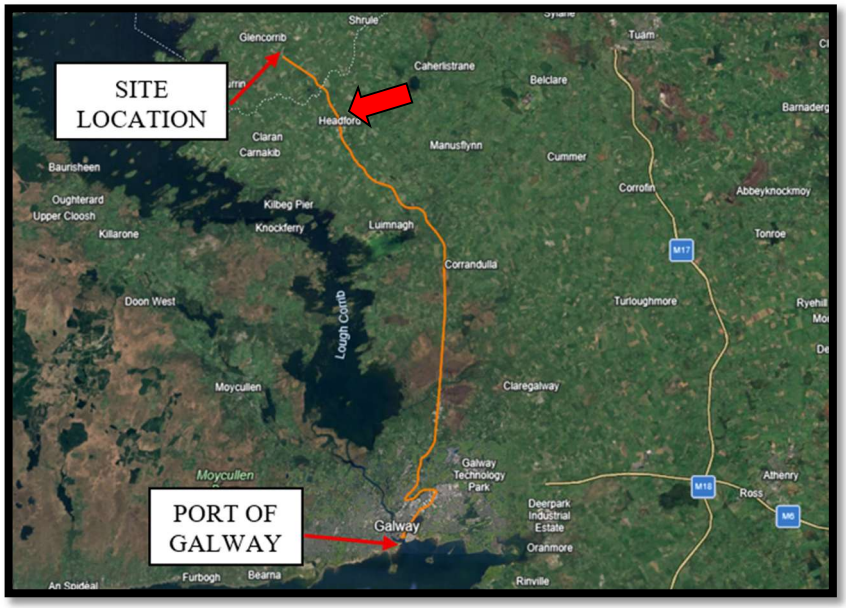


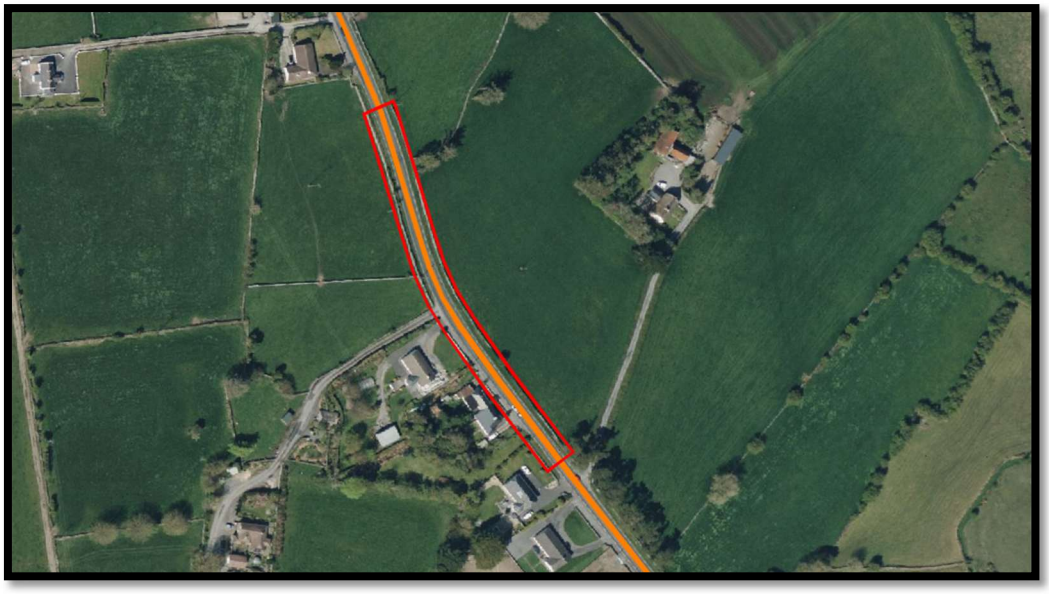

| Reference No. | |
|---|---|
| ***Area 14*** | |
| Description: Continue around bend on R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/A4vDUjYBLbDyBeHd6 |
| **Information** | **Analysis** |
| See drawing: 123289-1006 | Topographical Survey and Swept Path Analysis carried out. |



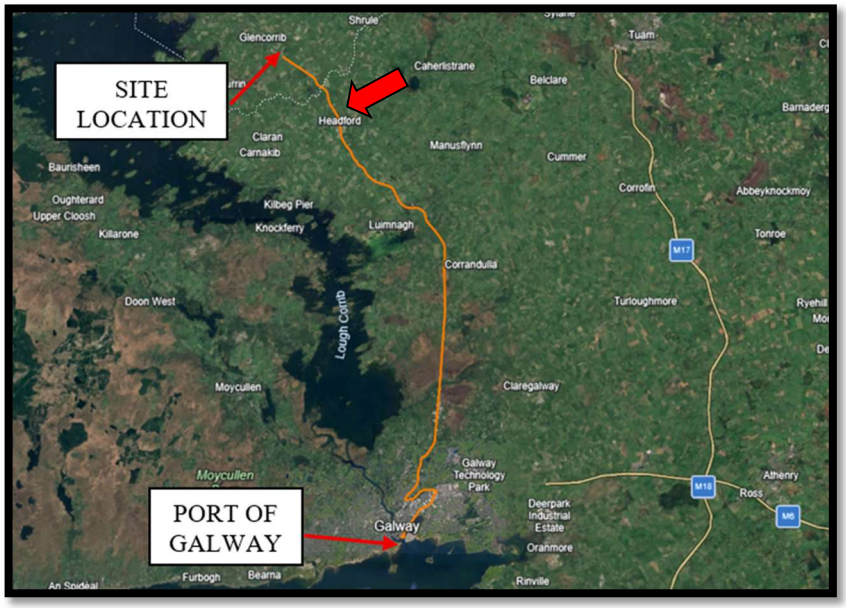


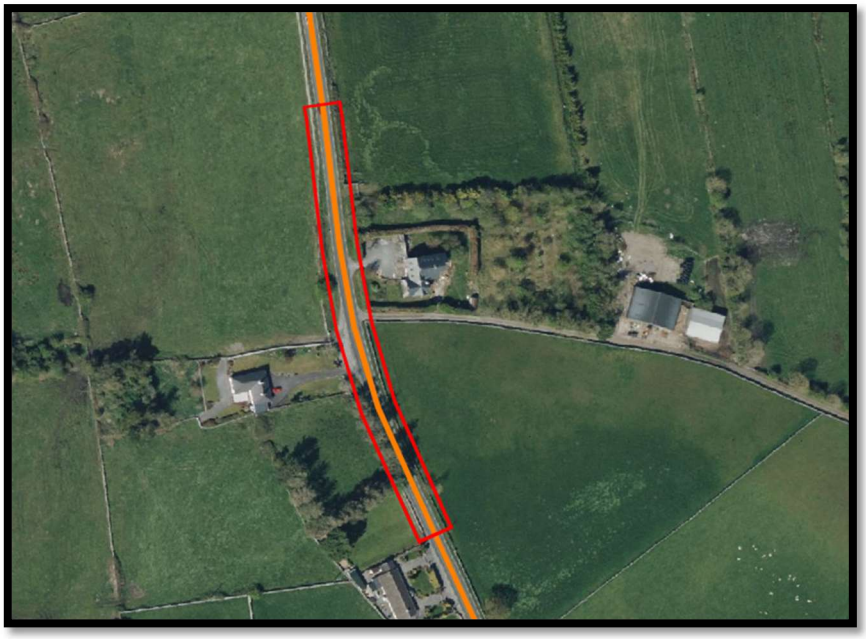

| Reference No. | |
|---|---|
| ***Area 15*** | |
| Description: Truck to continue around the bend along the R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/VSArtKPPZWRAPdV18 |
| **Information** | **Analysis** |
| See drawing: 123289-1007 | Topographical Survey and Swept Path Analysis carried out. |



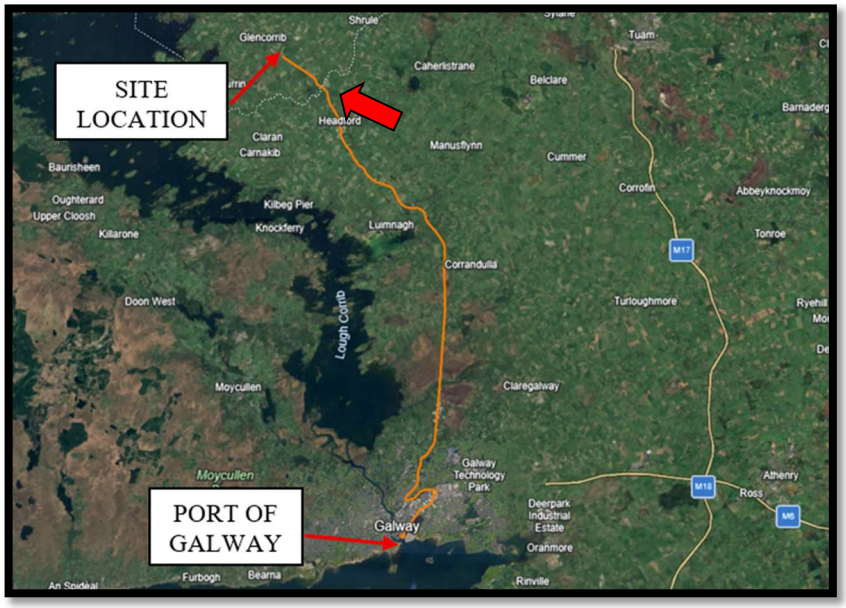



| Reference No. | |
|---|---|
| ***Area 16*** | |
| Description: Truck to continue around bend along the R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/rYuT3BAiyBp7MQPr7 |
| **Information** | **Analysis** |
| See drawing: 123289-1008 | Topographical Survey and Swept Path Analysis carried out. |



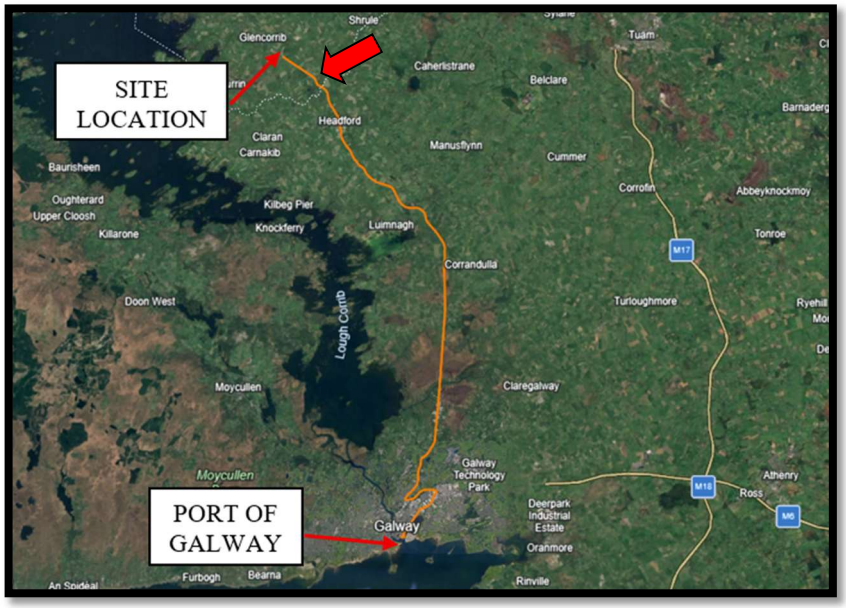



| Reference No. | |
|---|---|
| ***Area 17*** | |
| Description: Truck to cross bridge and round the bend along the R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/X9HtsYN2phRwHGTw5 |
| **Information** | **Analysis** |
| See drawing: 123289-1009-A and 123289-1009-B | Topographical Survey and Swept Path Analysis carried out. |



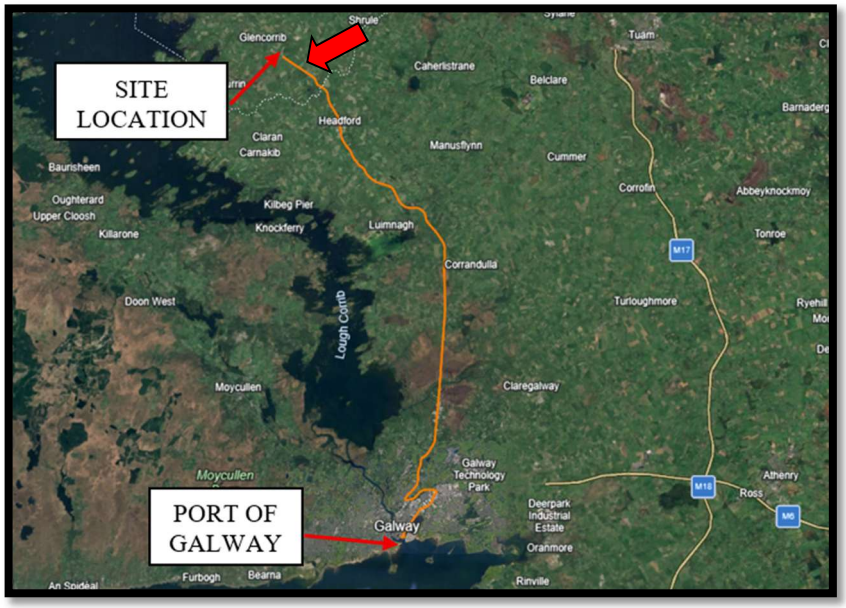


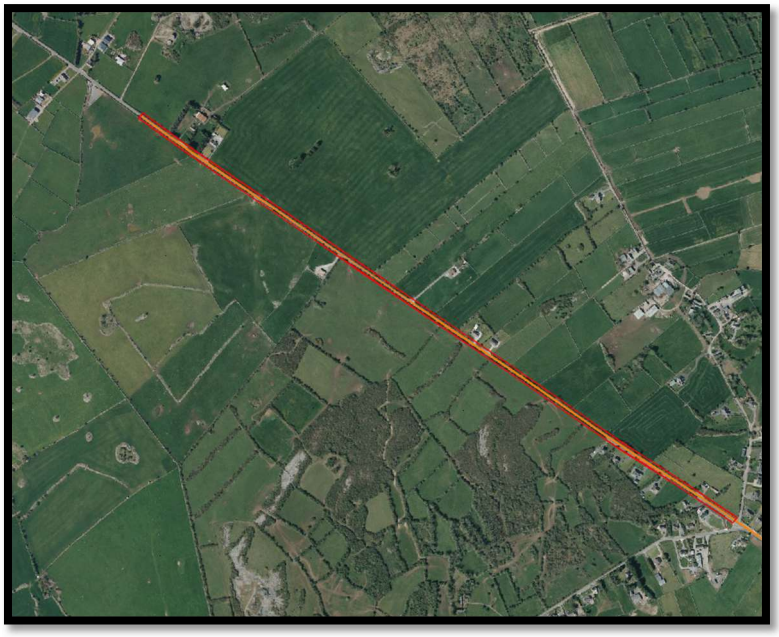

| Reference No. | |
|---|---|
| ***Area 18*** | |
| Description: Truck to round the bend along the R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/JQkg4YtWSKYyQzc7A |
| **Information** | **Analysis** |
| See drawing: 123289-1010 | Topographical Survey and Swept Path Analysis carried out. |






| Reference No. | |
|---|---|
| ***Area 19*** | |
| Description: Truck to continue along R334 | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/jaziiKCrK9G4mZ1d7 |
| Information | Analysis |
| Crest and Sag curves in vertical alignment close to site. | Topographical Survey and vertical alignment analysis carried out for blade delivery. |



## 6.3 Site Access

The site accesses should be designed in accordance with the Wind Turbine Manufacturers Transport Guidance Document. Analysis of the site access is not included in this report.

## 6.4 Swept Path Analysis

Where swept path analysis has been carried out for pinch point areas, these can be seen in Appendix B. The coloured hatching on the swept path drawings represent the following:

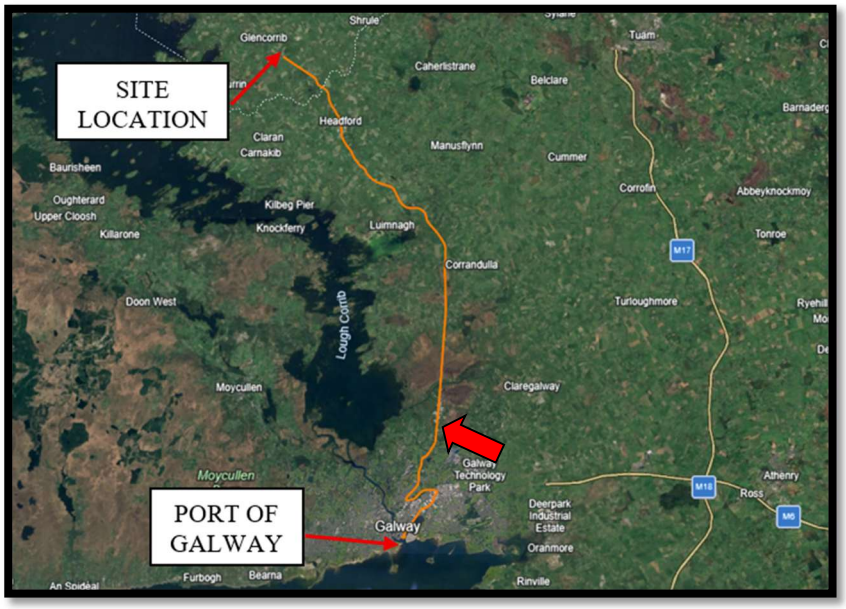
- Red – The swept path of the outer wheel of the axles
- Green – The swept path of the body of the truck and trailer
- Majenta – The swept path of the V136 Rotor Blade
- Yellow Dashed Line – A 0.5m buffer from the rotor blade
- Orange – The area of load bearing surface required to accommodate wheel overrun of the truck and trailer
- Purple – The area of oversail required to be cleared of any obstructions

Areas which require works to be carried out are displayed within the drawings. Notes have been added to the drawings to outline works which would be required within both public lands and private lands. Please note that CST Group cannot accept liability for errors in the data source, including available aerial mapping, OSI mapping or topographical surveying data.

## 6.5 Structural Assessment

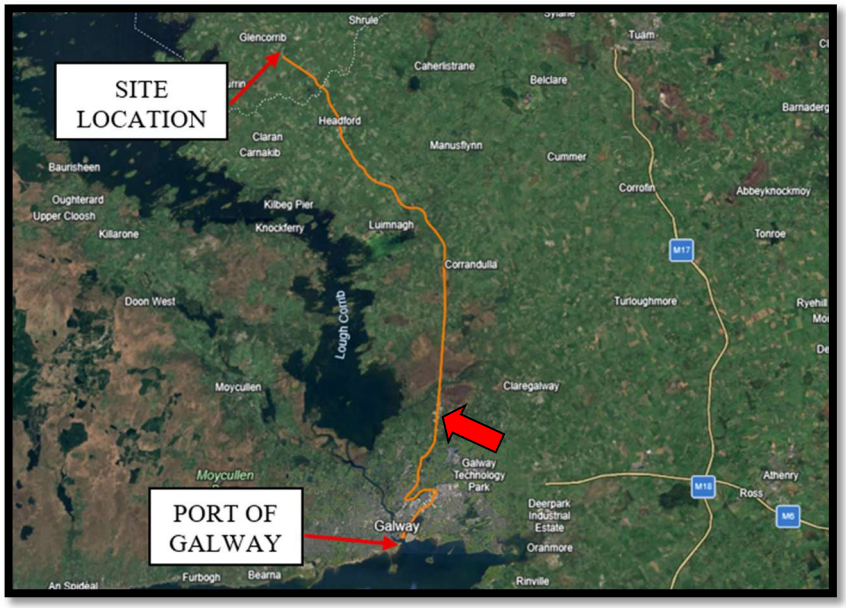
The Turbine Delivery Route crosses a number of bridges before reaching the proposed wind farm site. A number of these bridges are located on the N84 and the R334. Generally, bridges located on National and Regional Roads would not need to be structurally checked, however, prior to construction and the delivery of these blades, the transport provider/client will discuss the current status of the bridges with the local authority roads engineer during detailed design post planning decision and agree on any assessments required. Shown below are the bridges located along the Turbine Delivery Route.

| Reference No. | |
|---|---|
| ***Bridge 1*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/pgkv7oRjRVD6KCJv9 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |





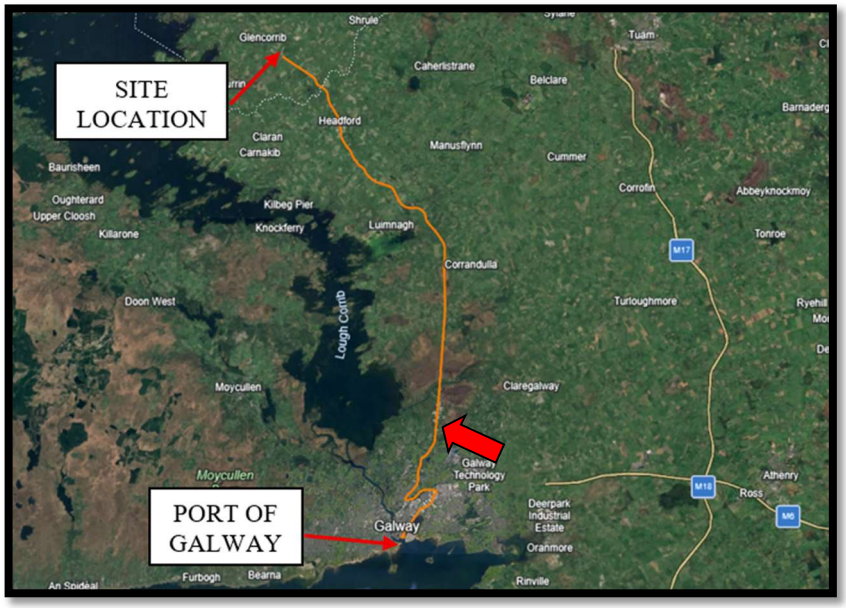

| Reference No. | |
|---|---|
| ***Bridge 2*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/ofxSsWboJfis1rzq8 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |





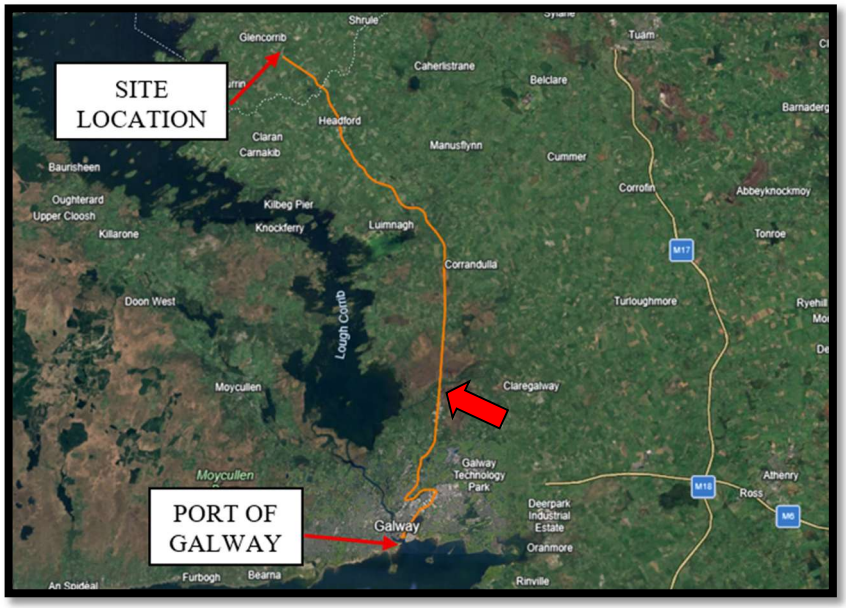

| Reference No. | |
|---|---|
| ***Bridge 3*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/2EtY99cByTnXJ8pj9 |

| Information | Analysis |
|---|---|
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |



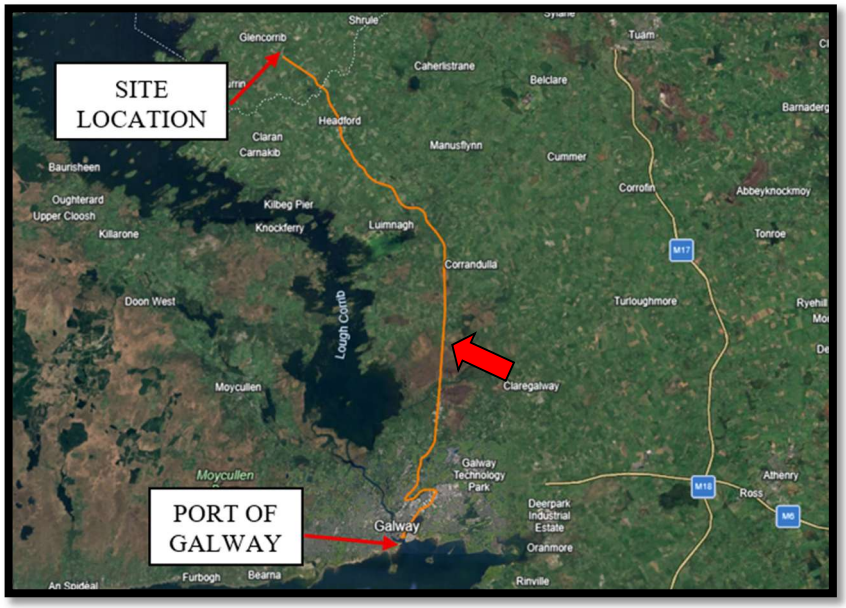



| Reference No. | |
|---|---|
| ***Bridge 4*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/3dqaRAVevb2VDFWm8 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |



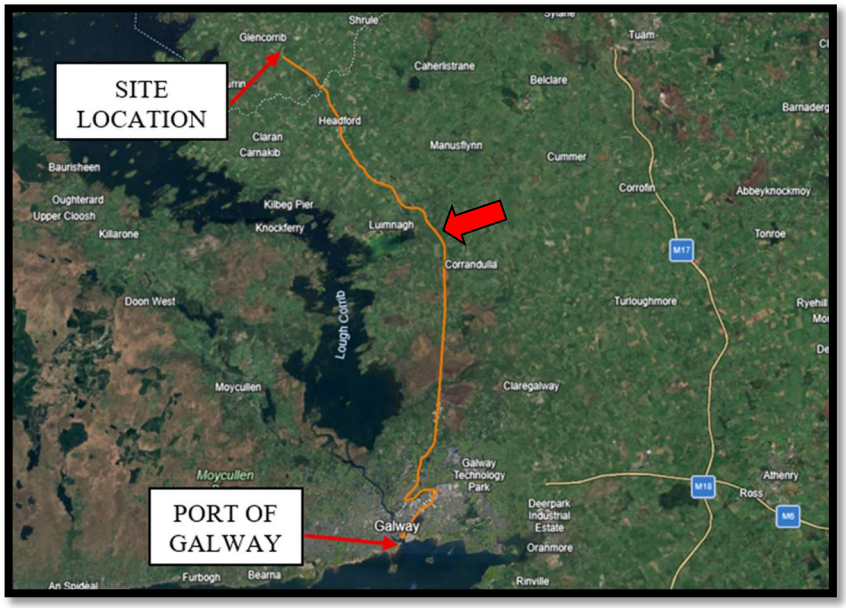



| Reference No. | |
|---|---|
| ***Bridge 5*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/DBfQoky2EHPcTC7m6 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |



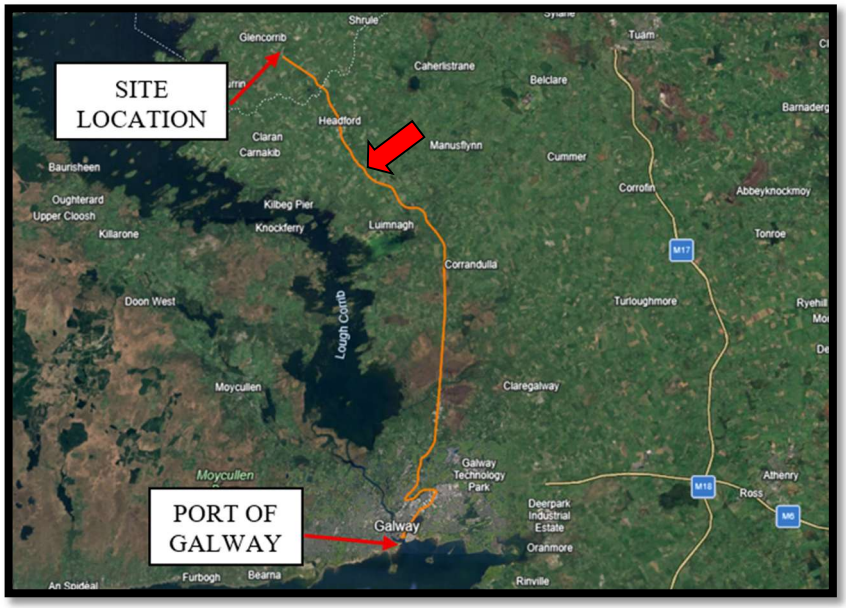



| Reference No. | |
|---|---|
| ***Bridge 6*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/B97S2CLfJSRxAKB87 |
| Information | Analysis |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |



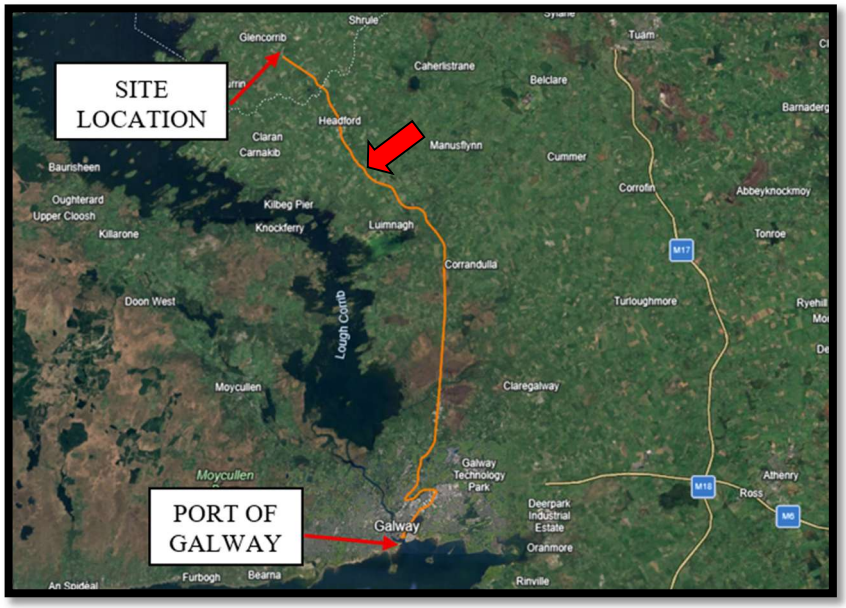


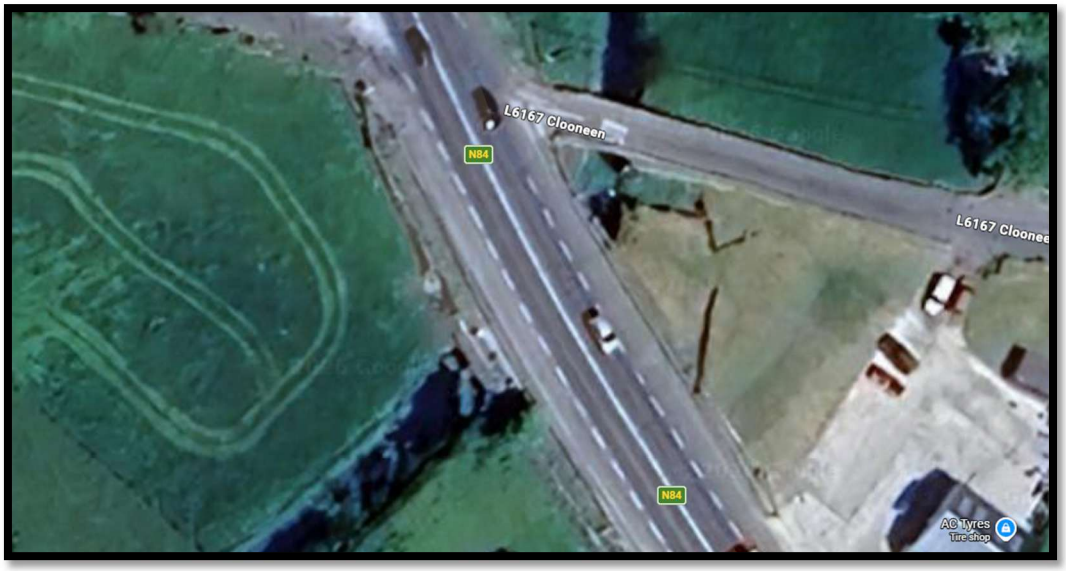

| Reference No. | |
|---|---|
| ***Bridge 7*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/vsbkDPbhJNo4jjBS9 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |





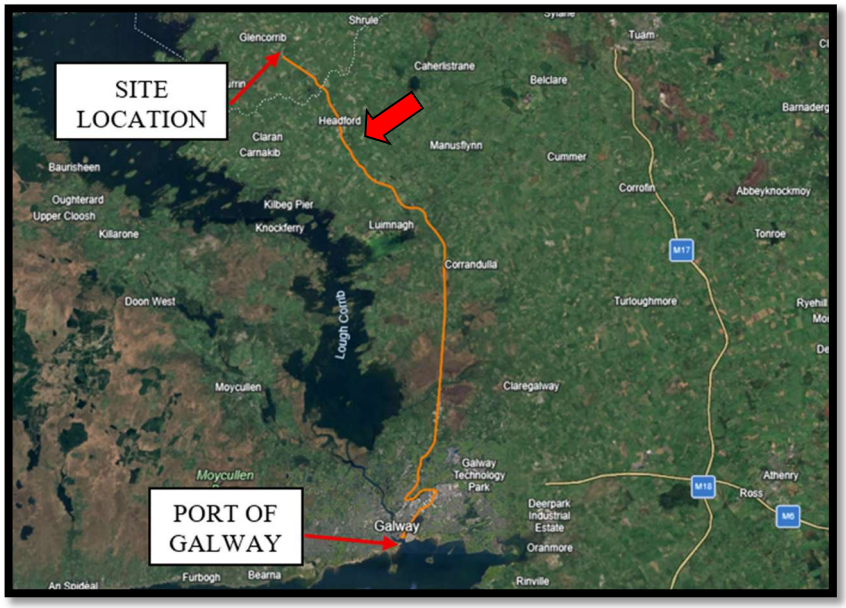

| Reference No. | |
|---|---|
| ***Bridge 8*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/CGTBeEwT6YAdFyBa6 |
| **Information** | **Analysis** |
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |



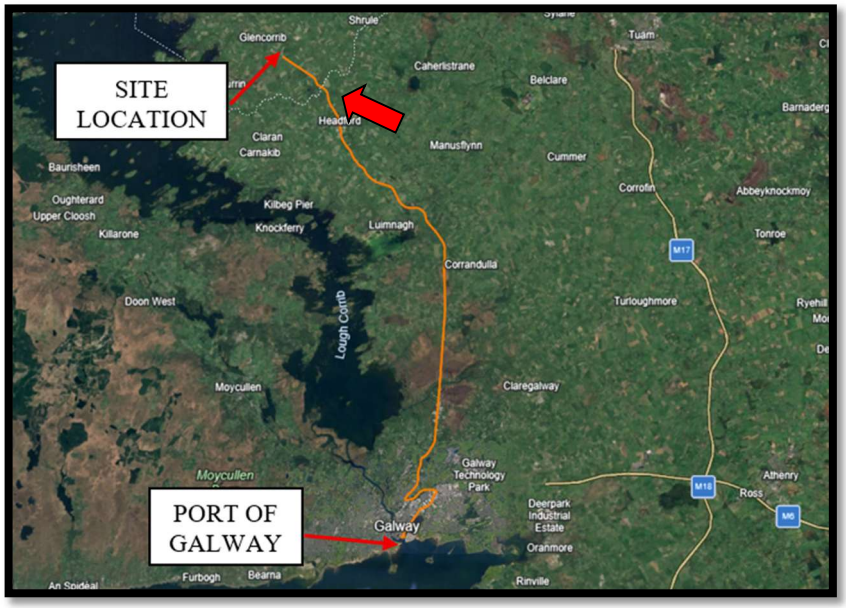
| Reference No. | |
|---|---|
| ***Bridge 9*** | |
| Description: Truck to continue route across bridge | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/ZCXsgKCz7B9nh3W37 |

| Information | Analysis |
|---|---|
| Bridge located on National Road | Structural Review to be carried out prior to transportation. |





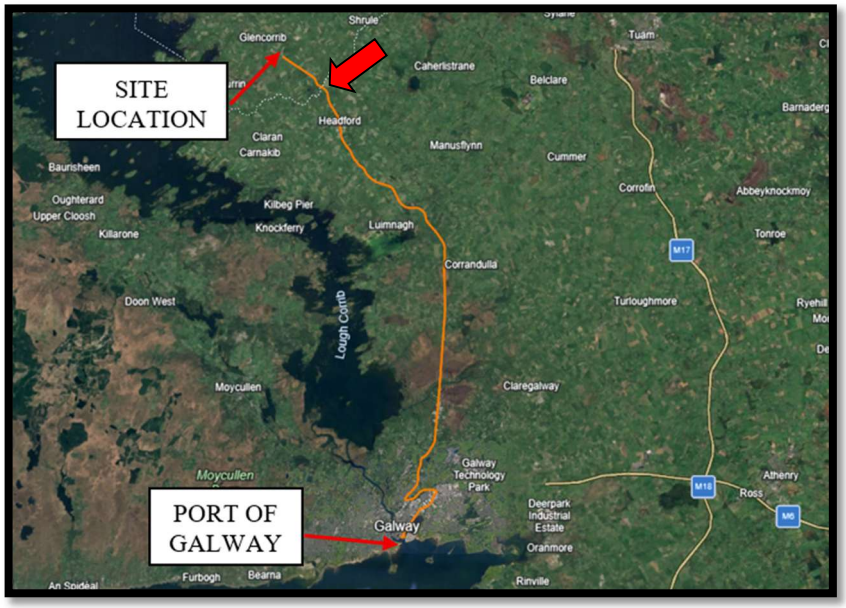

| Reference No. | |
|---|---|
| ***Bridge 10*** | |
| Description: Truck to continue route across bridge | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/JagH9QLfL6mm59he9 |
| **Information** | **Analysis** |
| Bridge located on Regional Road | Structural Review to be carried out prior to transportation. |






| Reference No. | |
|---|---|
| ***Bridge 11*** | |
| Description: Truck to continue route across bridge | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/VtbHDQ2pXiCsWxDb8 |

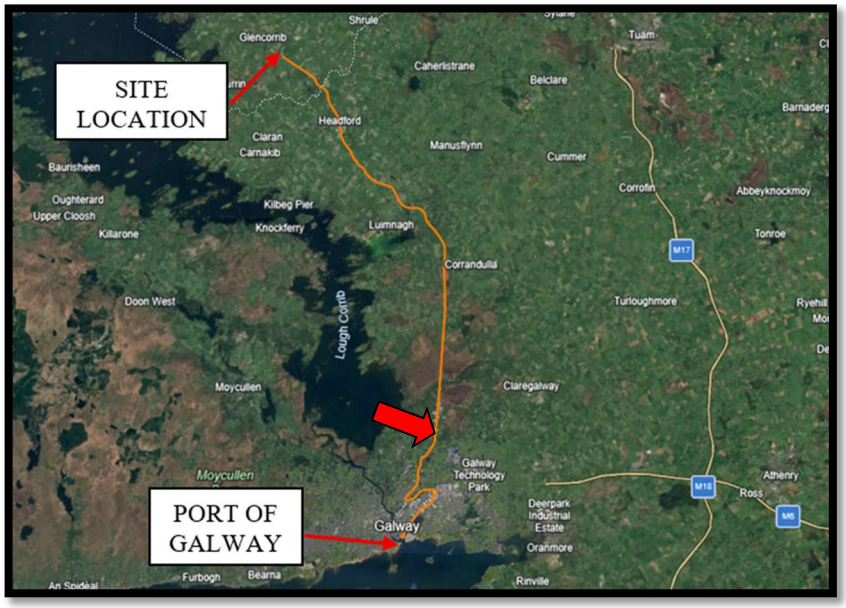
| Information | Analysis |
|---|---|
| Bridge located on Regional Road | Structural Review to be carried out prior to transportation. |






| Reference No. | |
|---|---|
| ***Potential Bridge/Culvert 1*** | |
| Description: To be checked on site | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/1knAg42uRWPo8CZE6 |

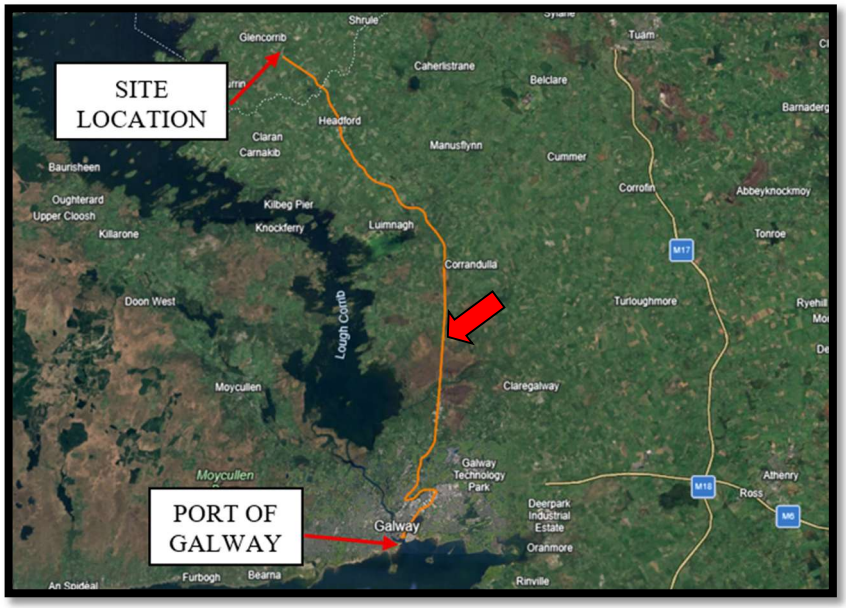
| Information | Analysis |
|---|---|
| Bridge located on National Road | Review to be carried out prior to transportation. |






| Reference No. | |
|---|---|
| ***Potential Bridge/Culvert 2*** | |
| Description: To be checked on site | |
| Road: N84 | Co-ordinates: https://maps.app.goo.gl/EsbCtzCBMcaZcomy7 |

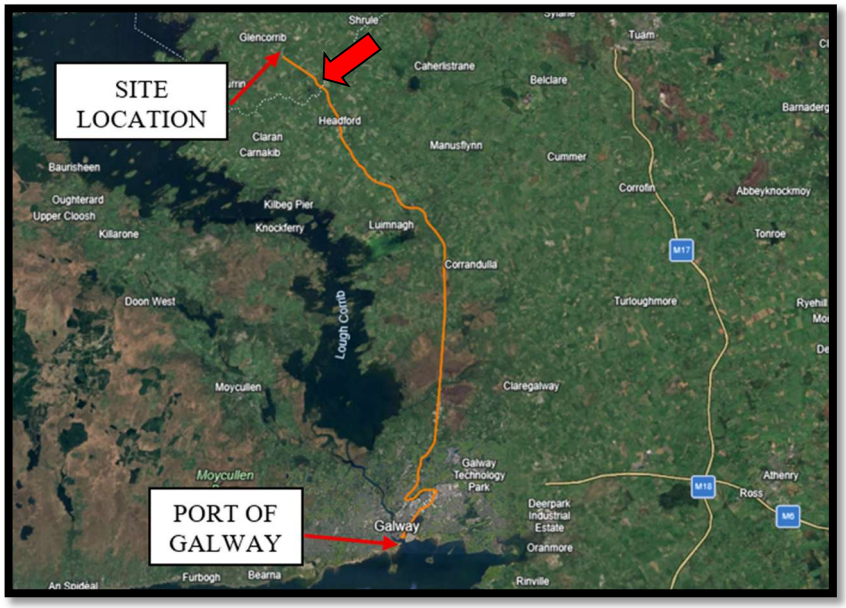
| Information | Analysis |
|---|---|
| Bridge located on National Road | Review to be carried out prior to transportation. |






| Reference No. | |
|---|---|
| ***Potential Bridge/Culvert 3*** | |
| Description: To be checked on site | |
| Road: R334 | Co-ordinates: https://maps.app.goo.gl/NTgnnRnsnxWCUVKn7 |

| Information | Analysis |
|---|---|
| Bridge located on Regional Road | Review to be carried out prior to transportation. |






# 7. Conclusion

## 7.1 Summary

CST Group were commissioned by TOBIN to carry out a Turbine Delivery Route for the proposed Rooaunalaghta Green Energy Project in Co. Mayo. The blade model used for this assessment was the Vestas V136 with a blade length of 66.7m and a maximum chord width of 4.1m. The report identifies the constraints along the chosen route and details the mitigation measures required to allow the truck to complete the delivery of the wind turbine blades. Swept path analysis was carried out in areas which were deemed to potentially require 3rd party land take. Areas where works would be required within public lands were flagged as pinch points, however, swept path analysis was not carried out for these areas. This analysis can be carried out post planning stage.

## 7.2 Recommendations

Prior to the transportation of the wind turbine blade, the following must be carried out:

- A test run with a truck of similar geometry but no wind turbine blade
- Trees and shrubbery along the route to be cut back as necessary
- A review of axle loading on structures (i.e bridges) throughout the route
- A review of the height clearances throughout the route (i.e overhead electrical wires, overhead telecom wires) and the relevant utility providers are informed
- Discussions with the relevant landowners in relation to any land which may be oversailed/overrun
- A review ensuring there are no potential roadworks or road closures in place or scheduled during the time of deliveries
- The road surfaces are examined prior to delivery to ensure there will be no unexpected issues with the truck travelling along the chosen route
- An Garda Síochana are notified well in advance, and the relevant authorities are liaised with regarding road works to be carried out and traffic control measures which need to be put in place during the transportation
- Any works or upgrades to be carried out are completed prior to the transportation of the wind turbine blades
- Check to see the possibility of carrying the wind turbine blade deliveries out at night when traffic is at its lightest

# APPENDIX A TDR Pinch Point Nodes

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

Tailte Eireann - Surveying Licence Number CYAL50506484

**KEY:**

- **TRUCK DELIVERY ROUTE**
- **TDR PINCH POINTS**
- **SECTION OF TDR WITH MULTIPLE PINCH POINTS**

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| | | | |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | NTS | ENG. CHECK: | FF |
| DATE: | 11.05.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunalaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Points |
| CLIENT: | TOBIN |

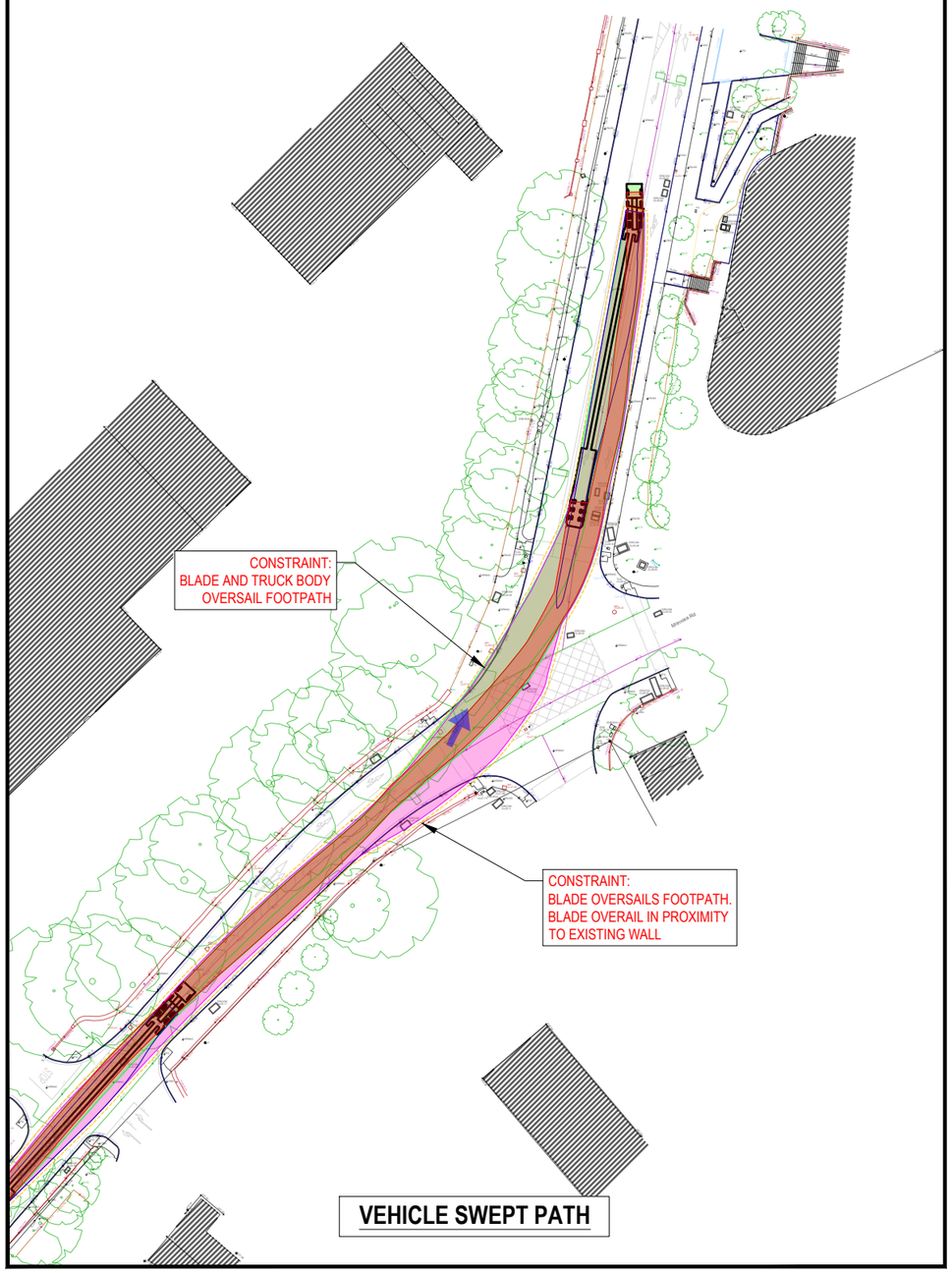
| | | | |
|---|---|---|---|
| DRAWING No: | 123289-101 | REV: | PL1 |

CST Group
Chartered Consulting Engineers

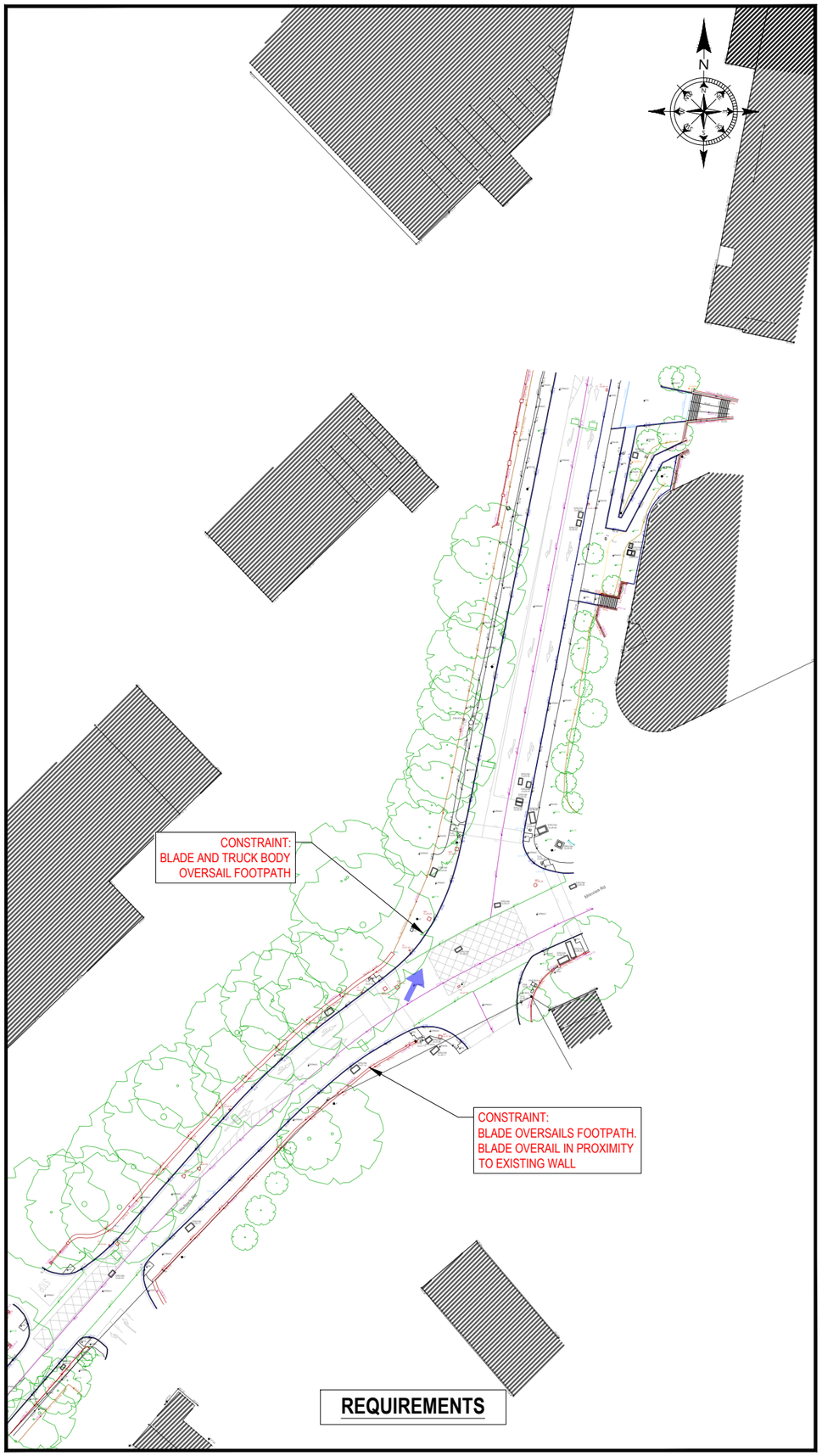
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie

# APPENDIX B Wind Turbine Rotor Blade Swept Paths & Requirements




**VEHICLE SWEPT PATH**




**REQUIREMENTS**

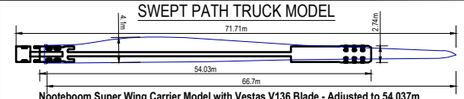
© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 12.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

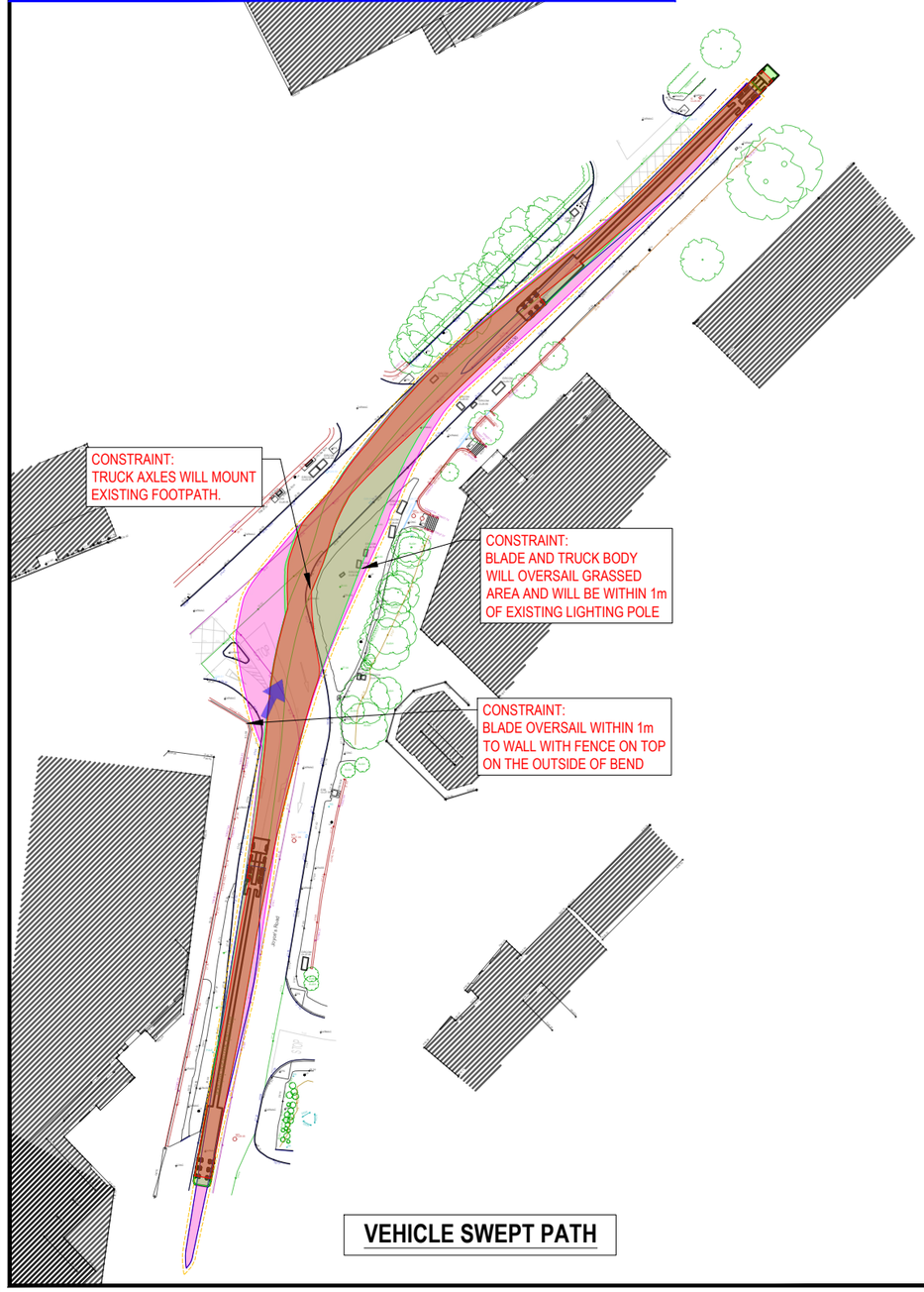
| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 5) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1001 | REV: | PL1 |

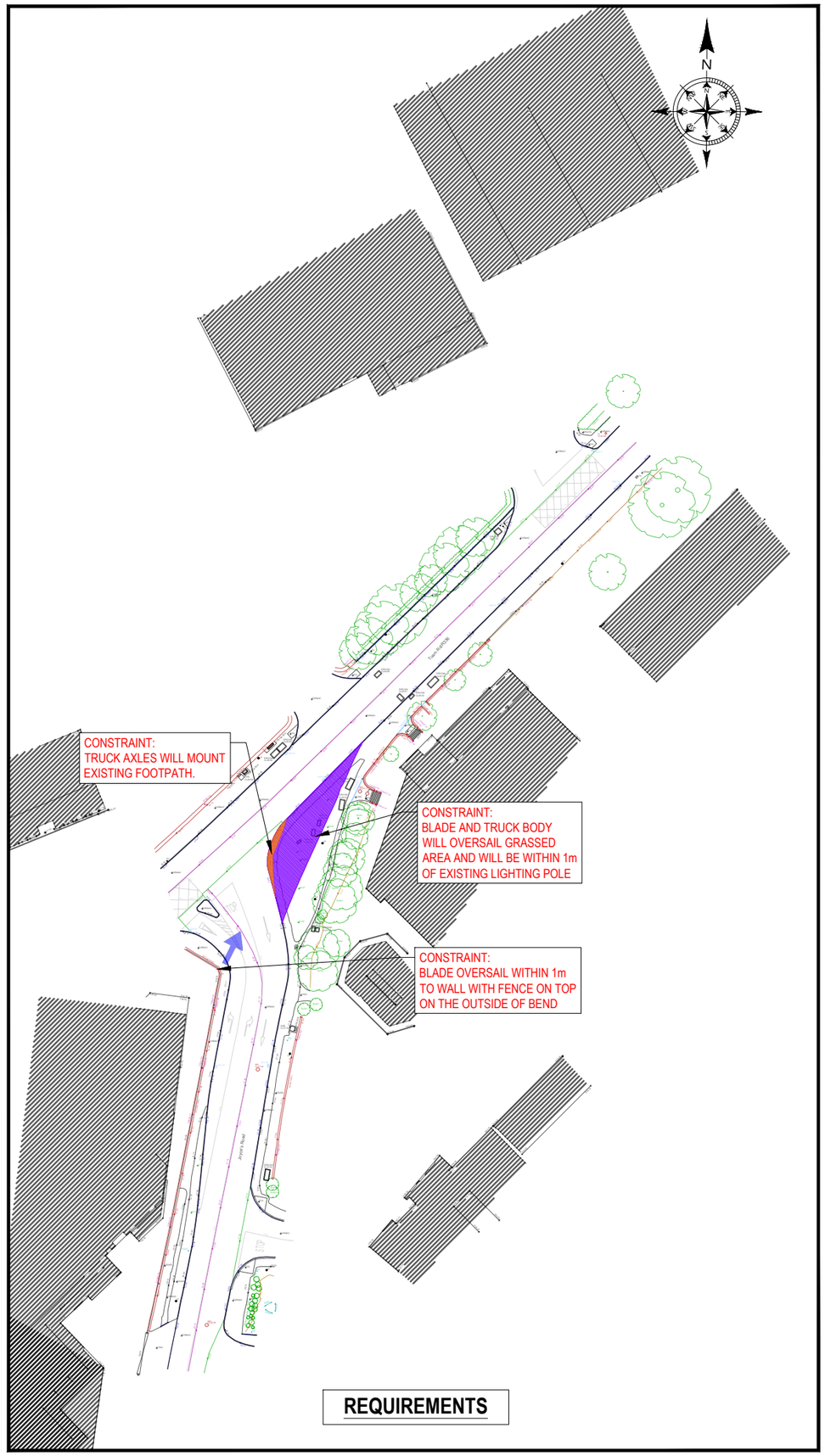
CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie






**VEHICLE SWEPT PATH**




**REQUIREMENTS**

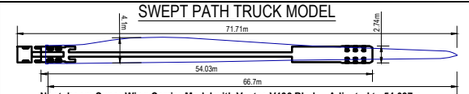

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

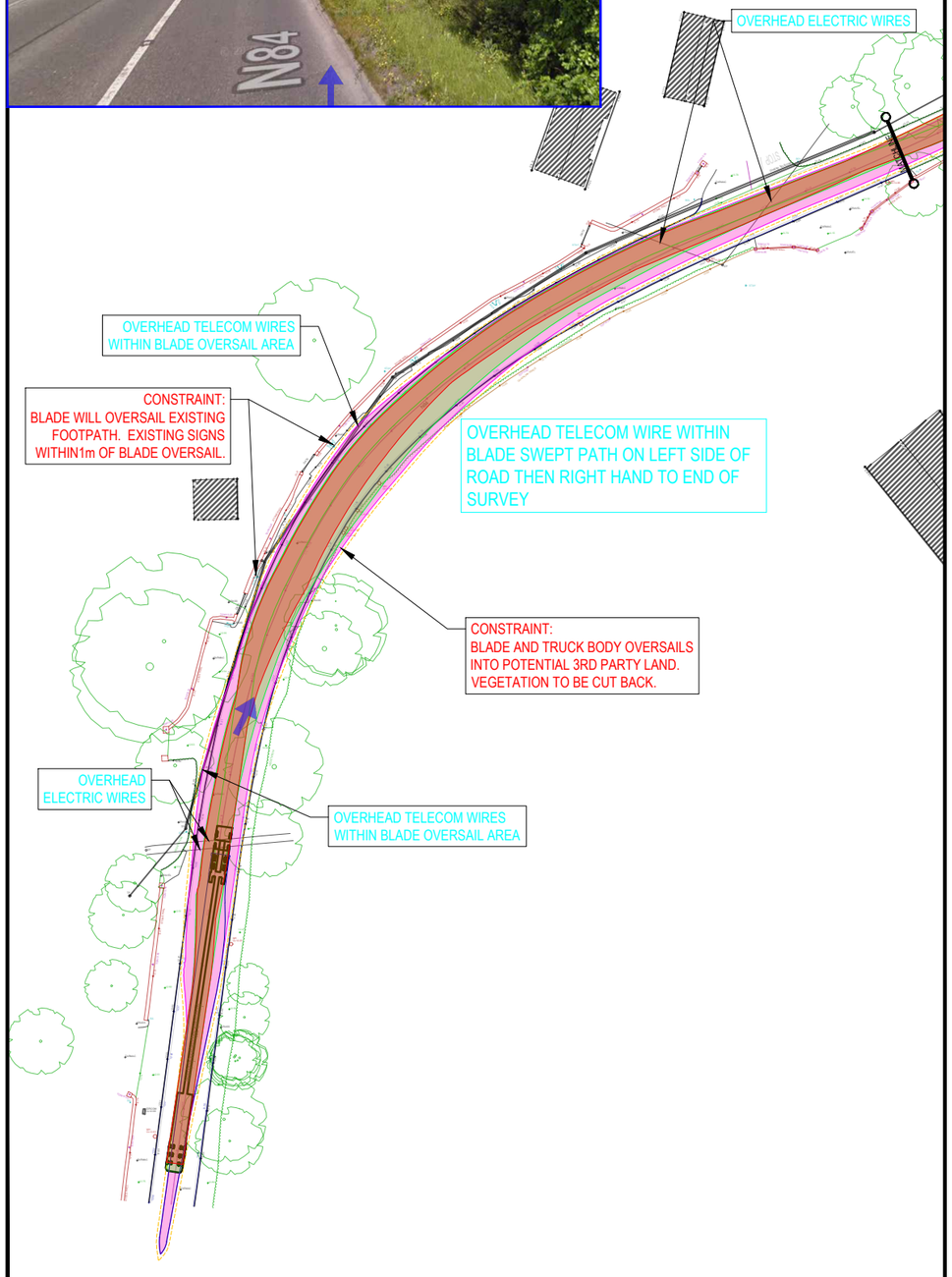
| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 6) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1002 | REV: | PL1 |

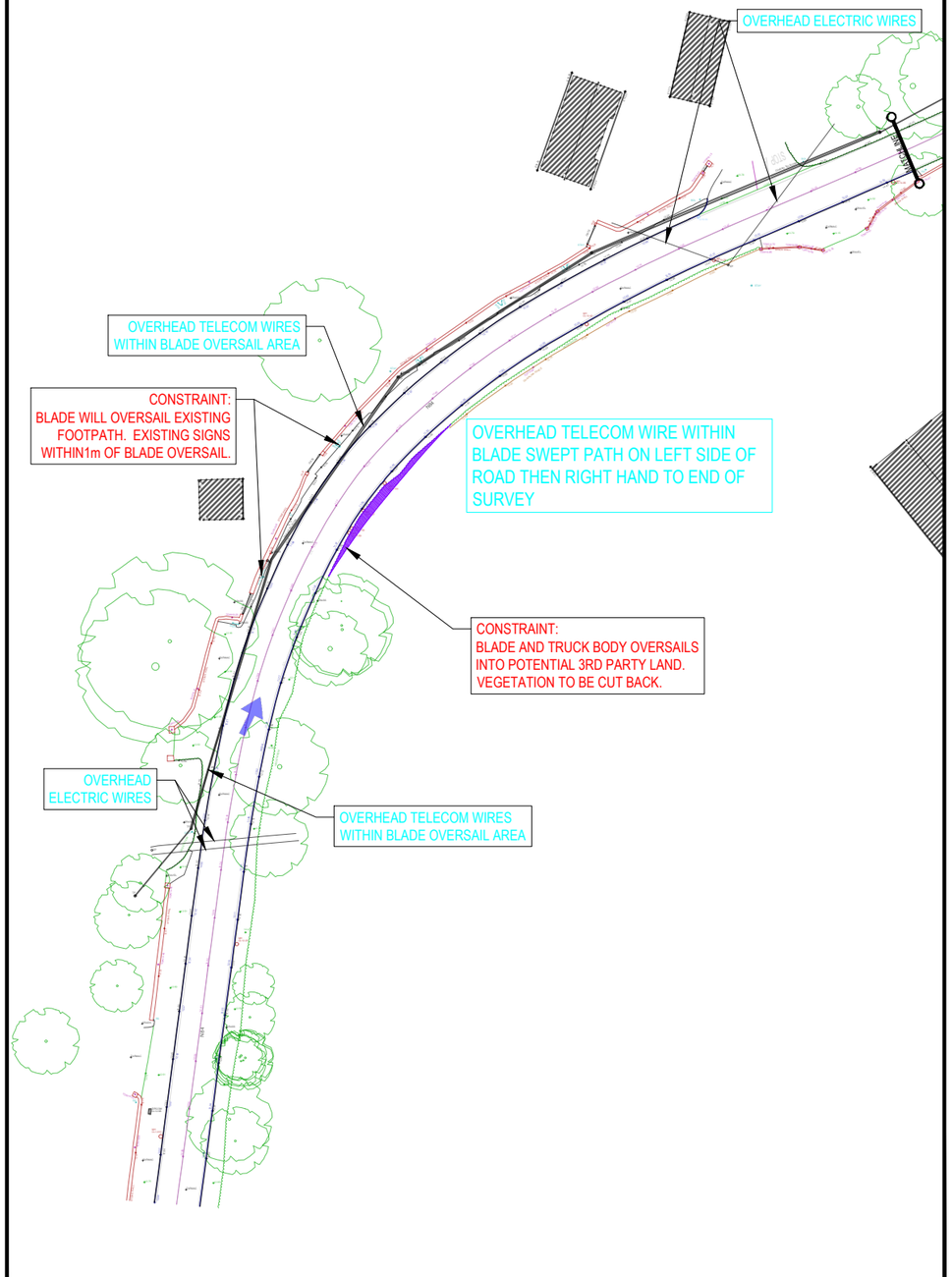

CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




**VEHICLE SWEPT PATH**




**REQUIREMENTS**

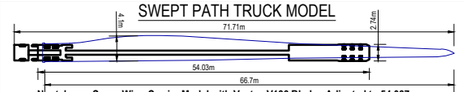

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


**SWEPT PATH TRUCK MODEL**




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

**KEY**

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

**NOTES**

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 10) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1003-A | REV: | PL1 |


CST Group
Chartered Consulting Engineers

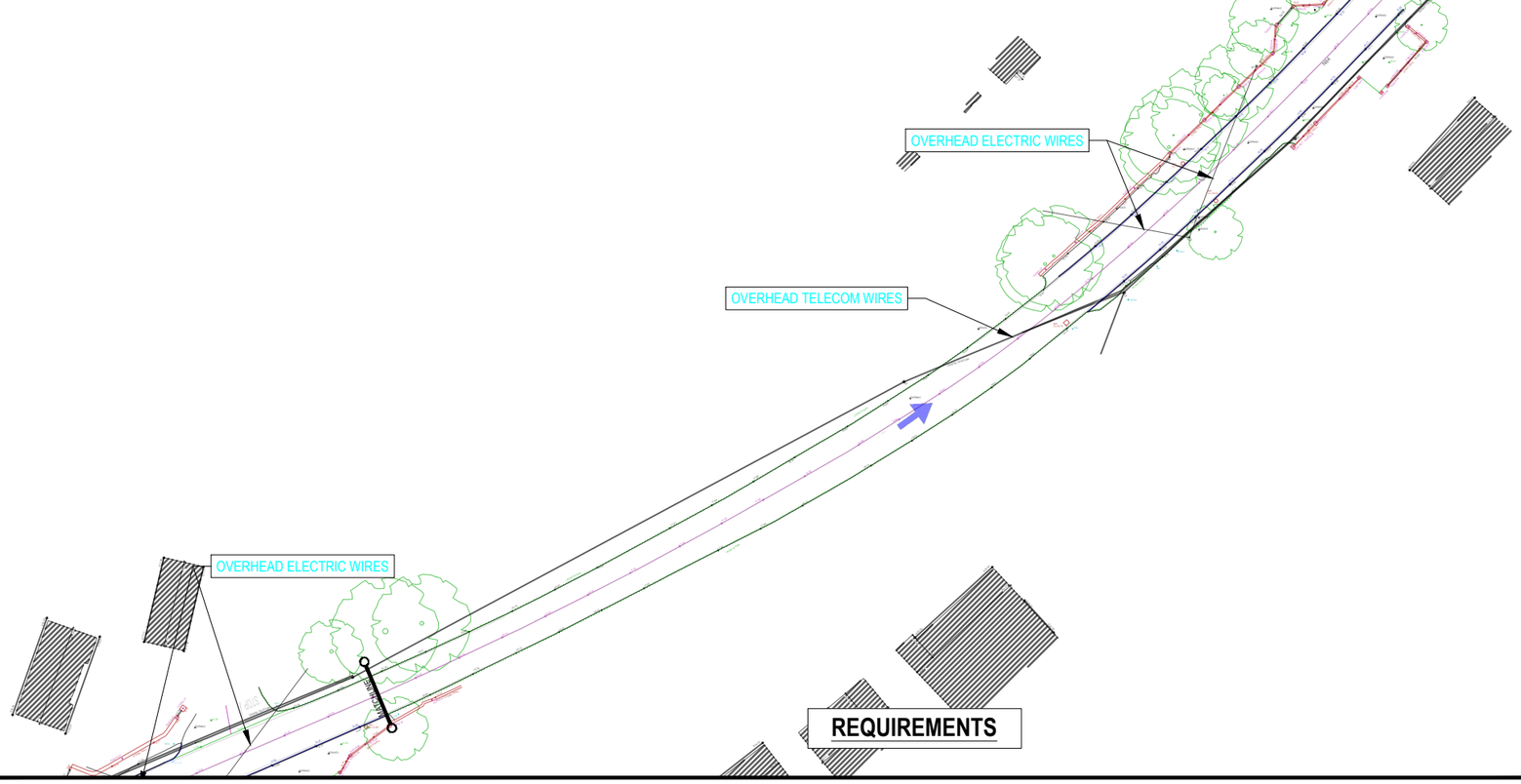
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie







**VEHICLE SWEPT PATH**




**REQUIREMENTS**

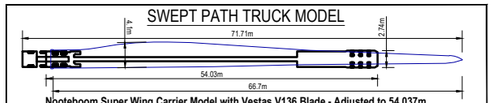

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

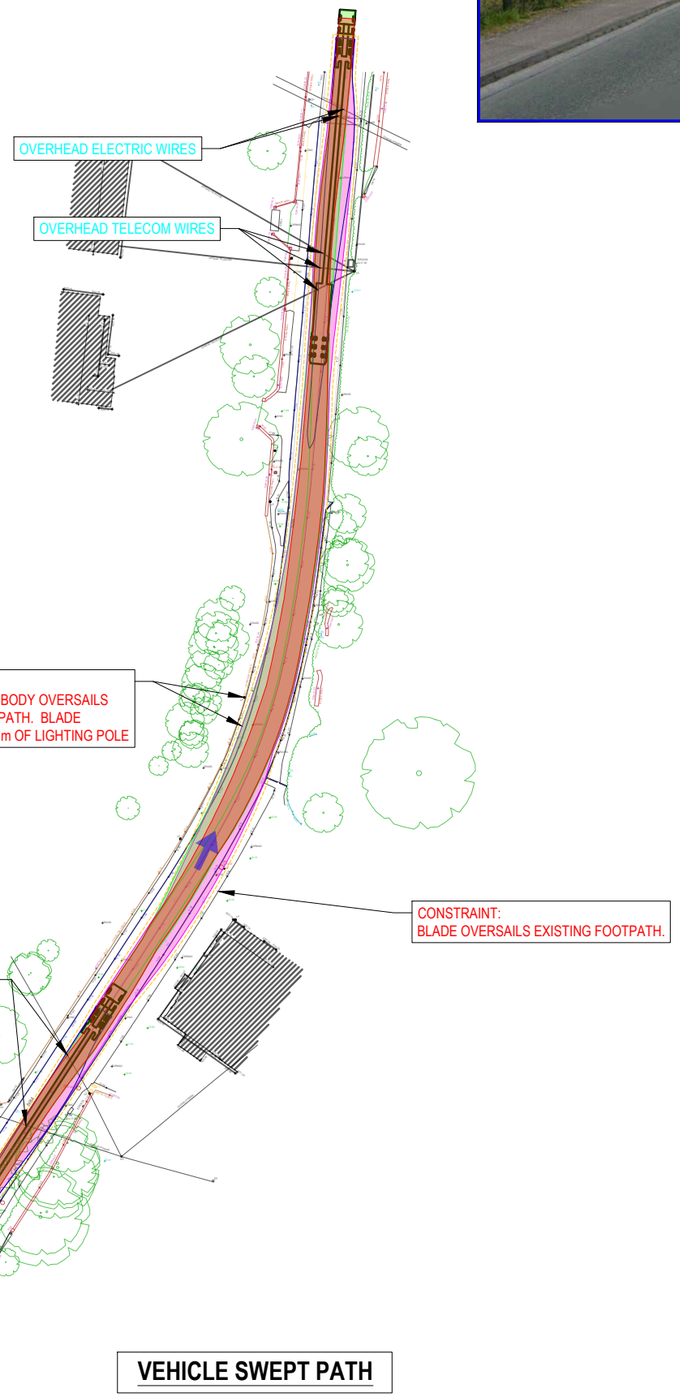
| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 10) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1003-B | REV: | PL1 |

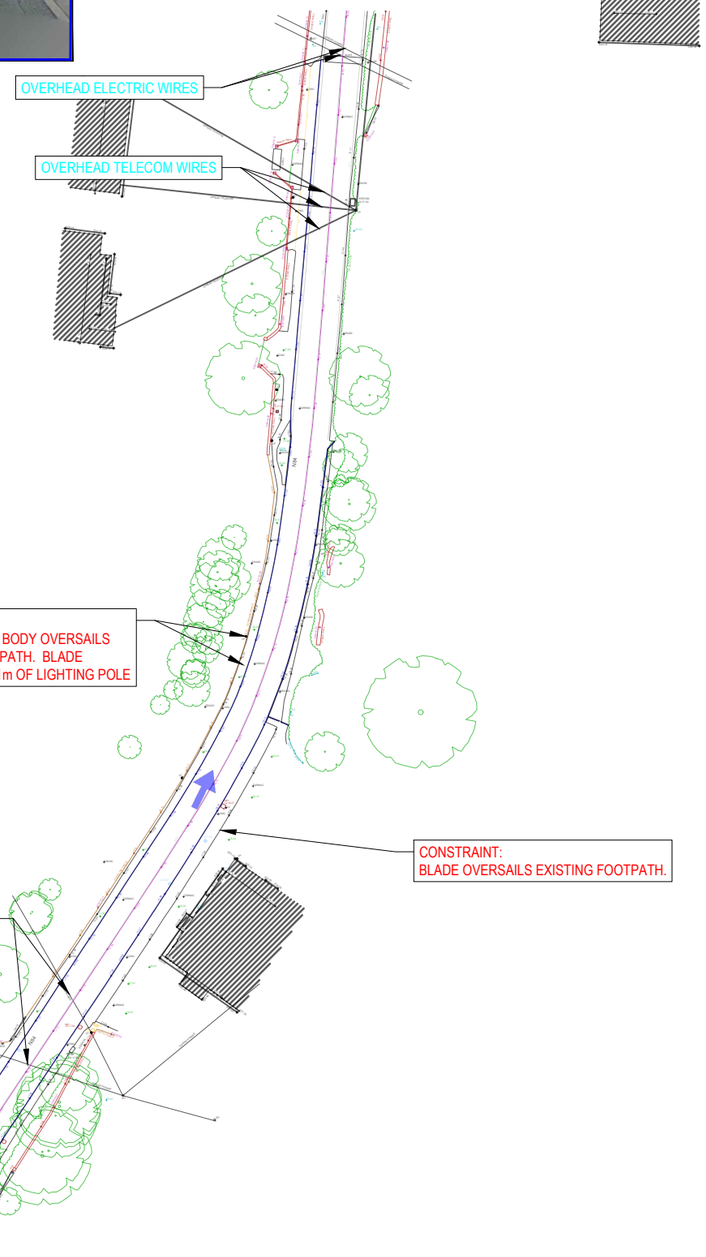

CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




## VEHICLE SWEPT PATH




## REQUIREMENTS

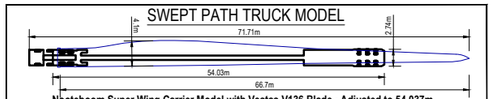

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


### SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

### KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

### NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

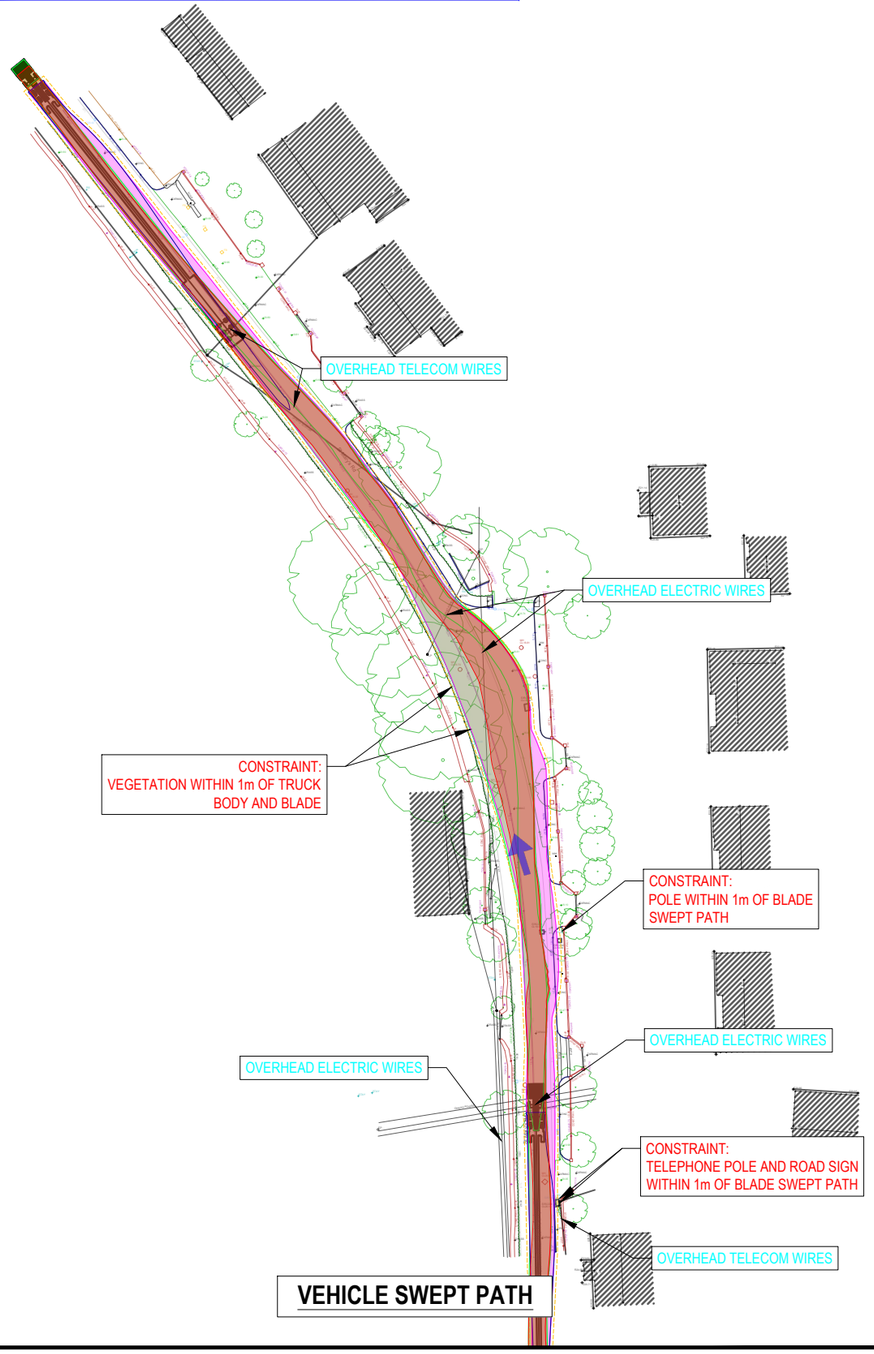
| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 11) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1004 | REV: | PL1 |

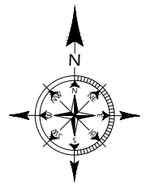

CST Group
Chartered Consulting Engineers

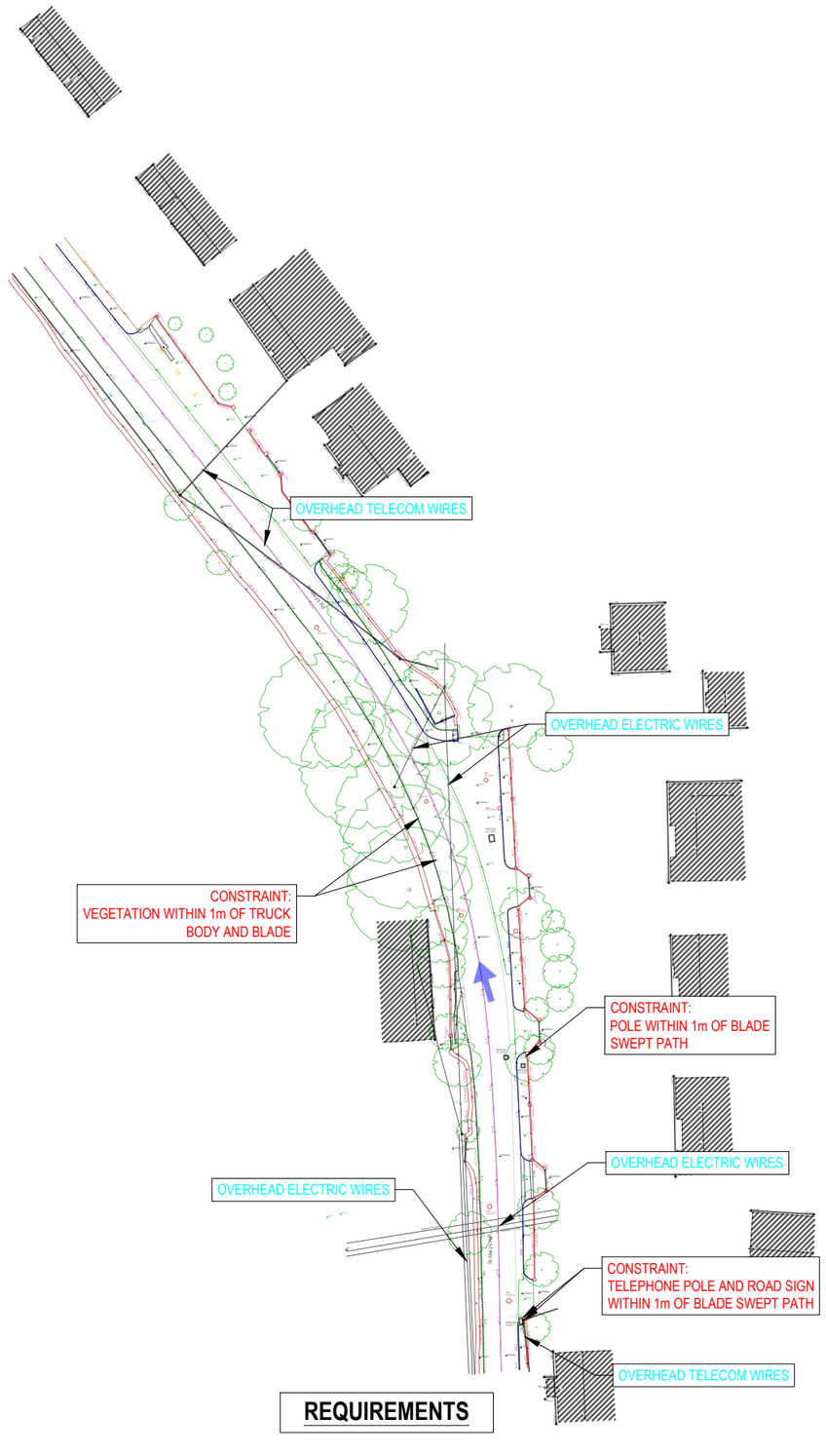
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




**VEHICLE SWEPT PATH**




**REQUIREMENTS**

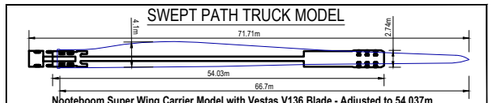
© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

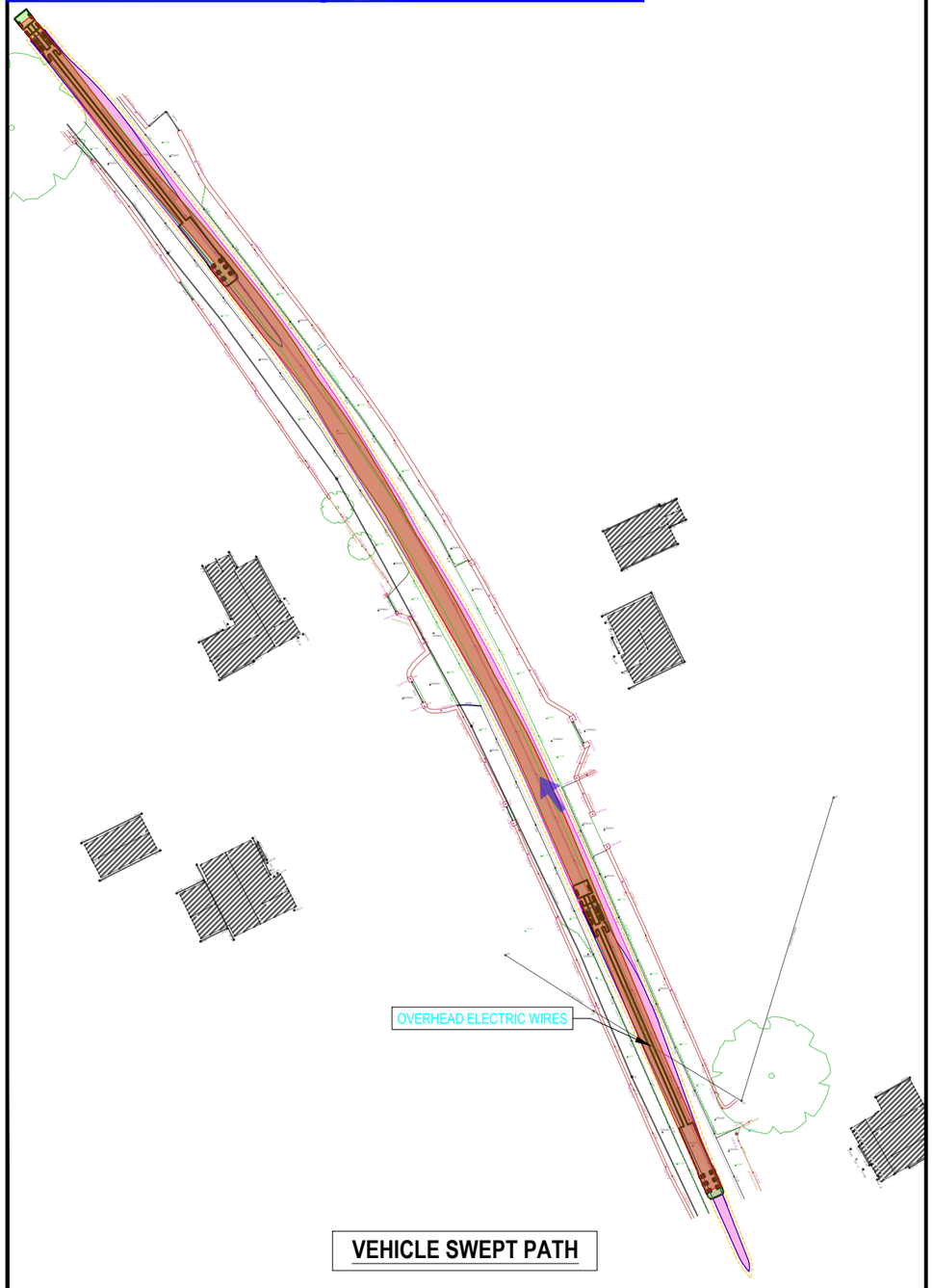
| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 13) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1005 | REV: | PL1 |

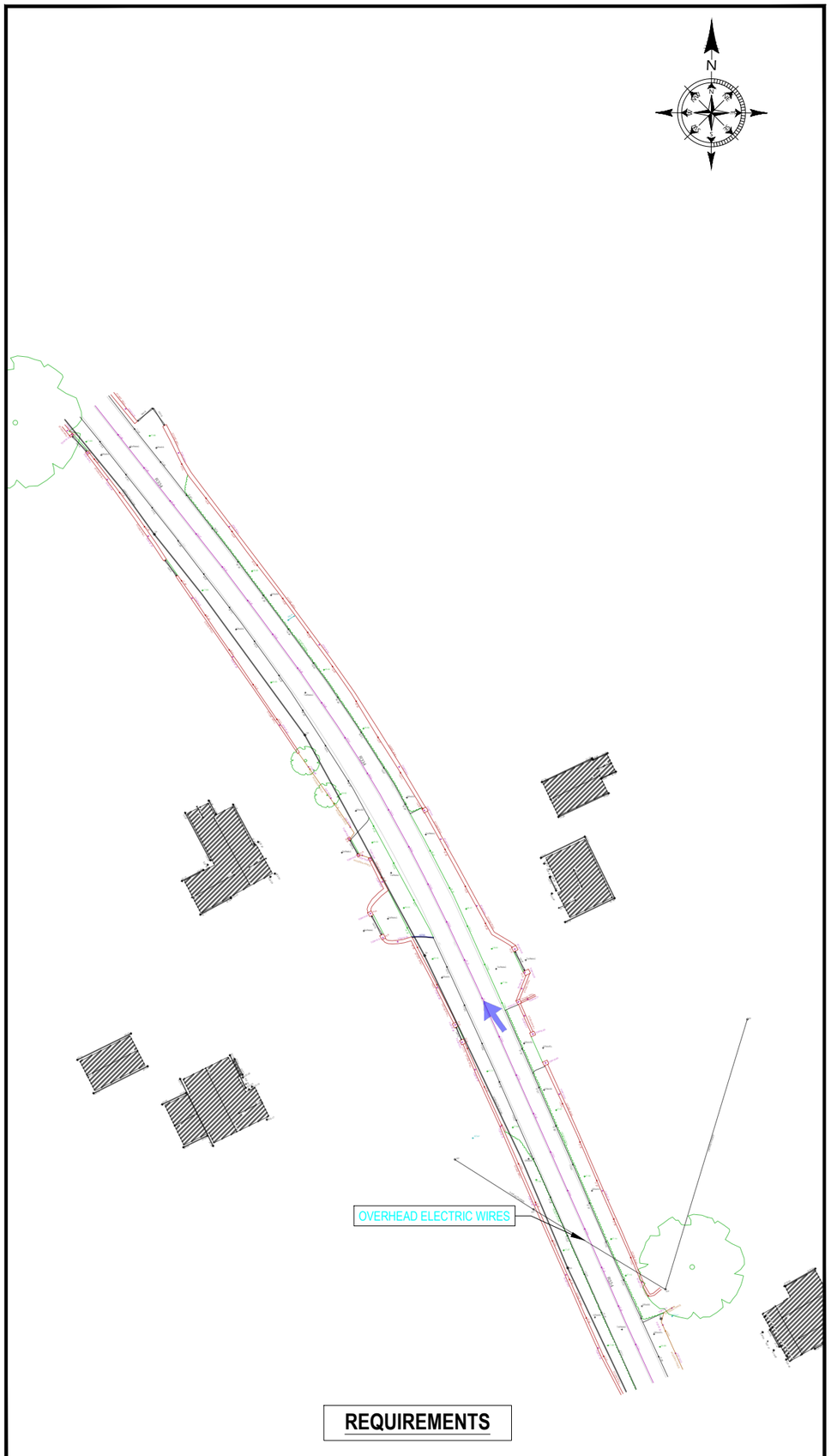
CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




**VEHICLE SWEPT PATH**




**REQUIREMENTS**

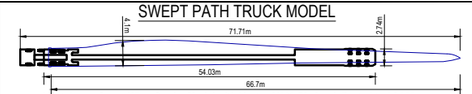
© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 8.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 14) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1006 | REV: | PL1 |

CST Group
Chartered Consulting Engineers

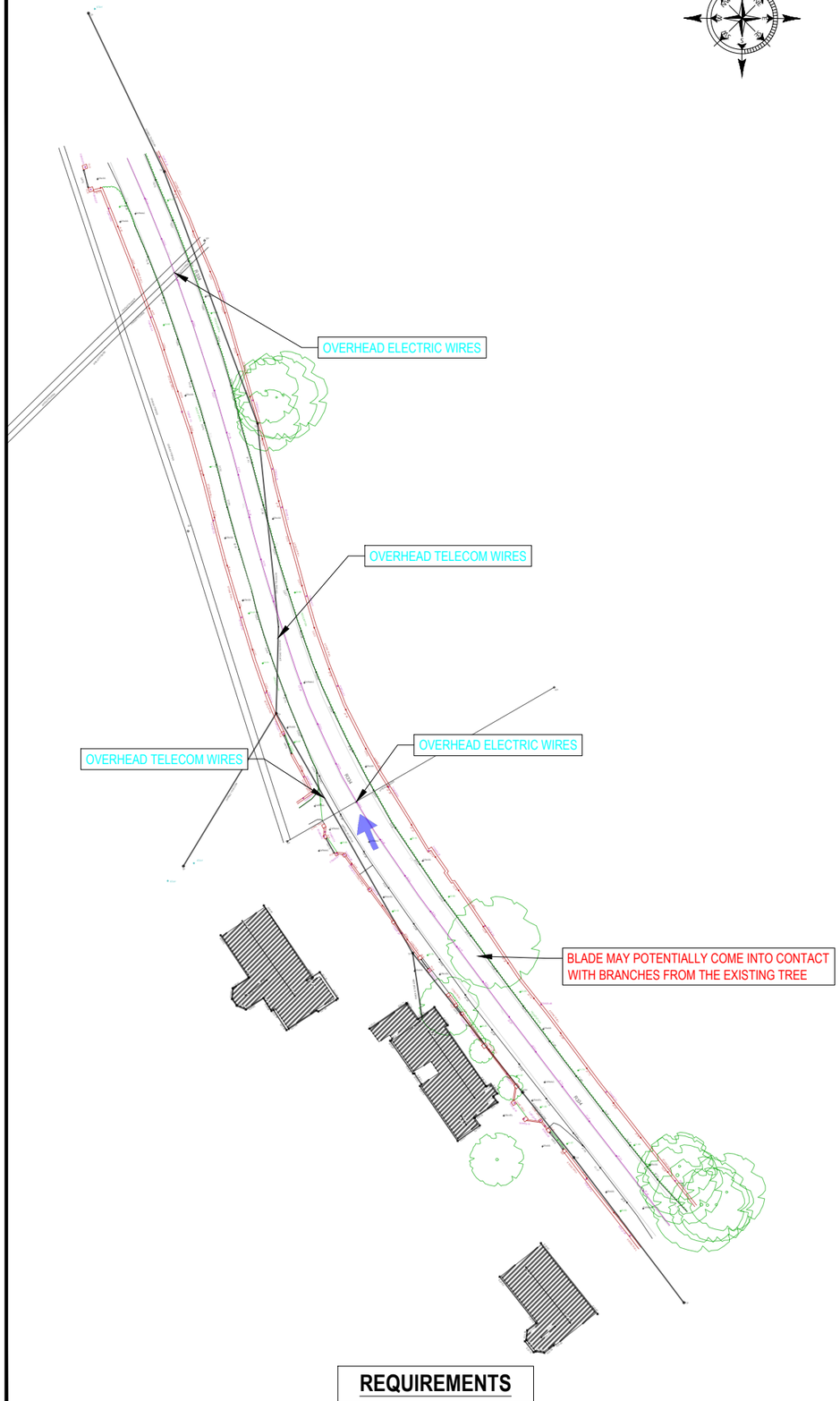
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie







**VEHICLE SWEPT PATH**




**REQUIREMENTS**

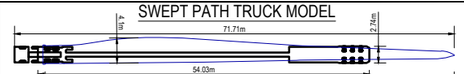

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 15) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1007 | REV: | PL1 |


CST Group
Chartered Consulting Engineers

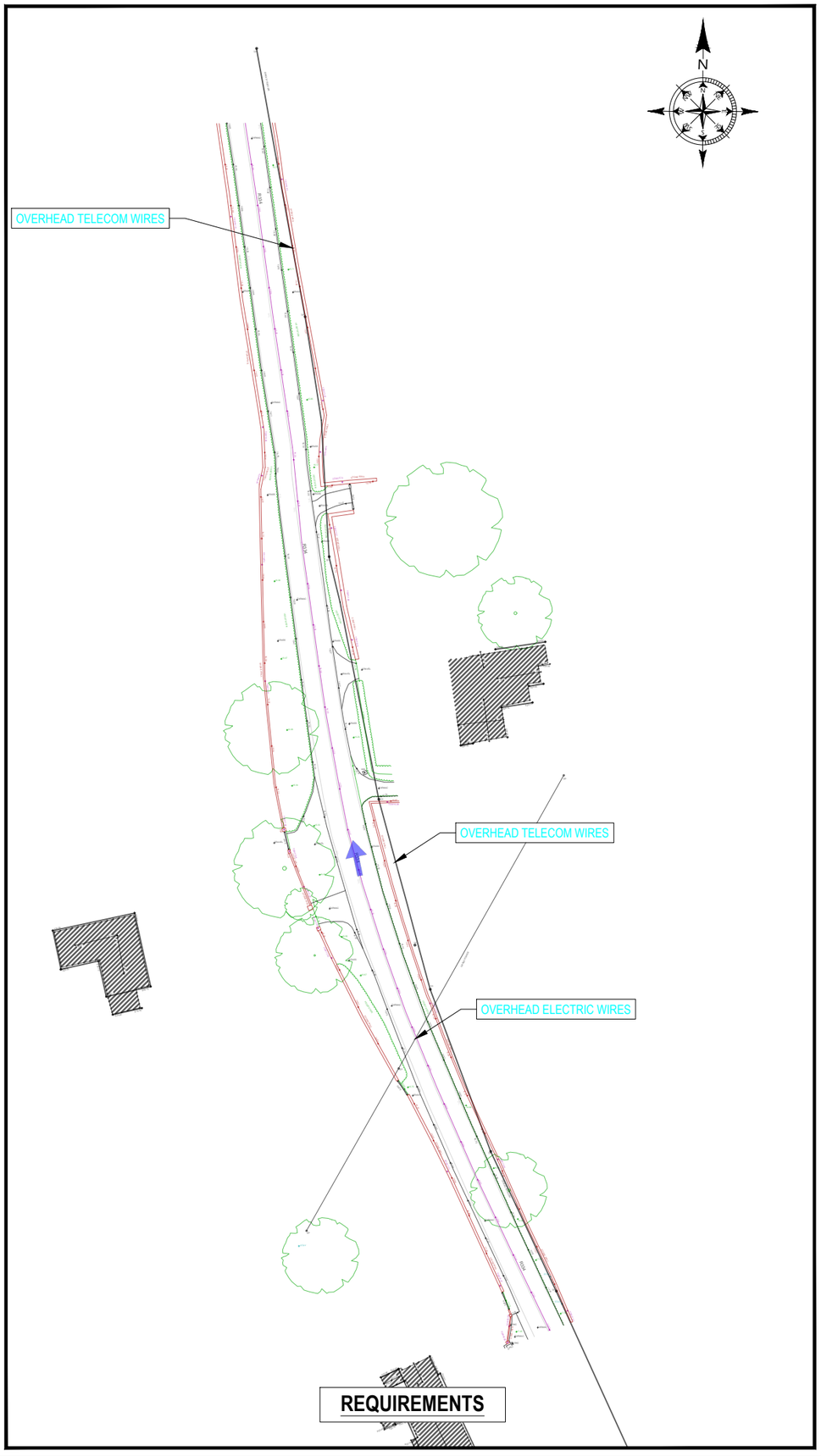
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie







VEHICLE SWEPT PATH




REQUIREMENTS

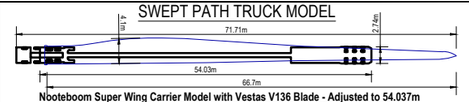
© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

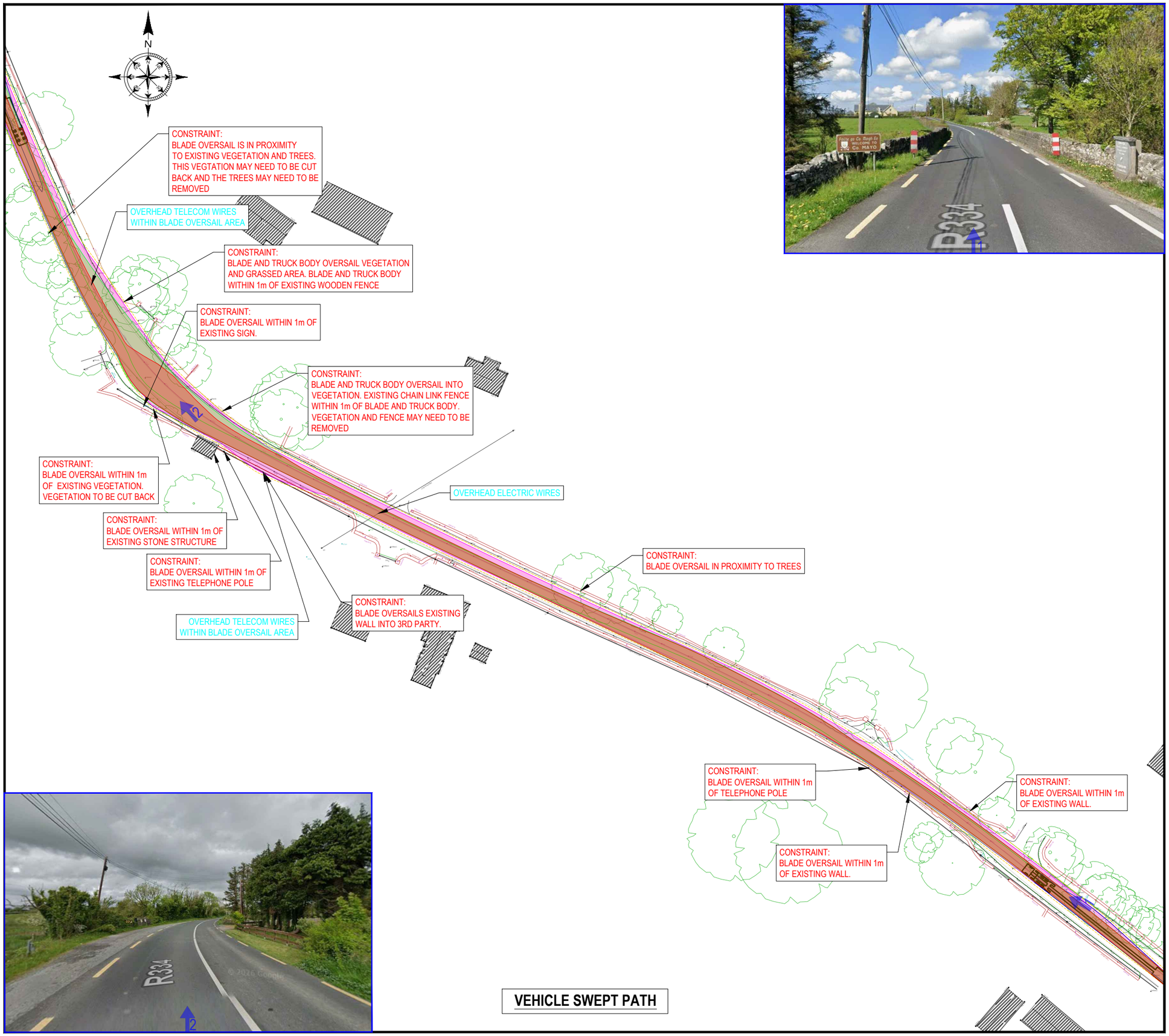
| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 16) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1008 | REV: | PL1 |

CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie







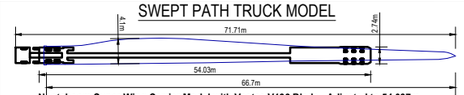

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*


## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

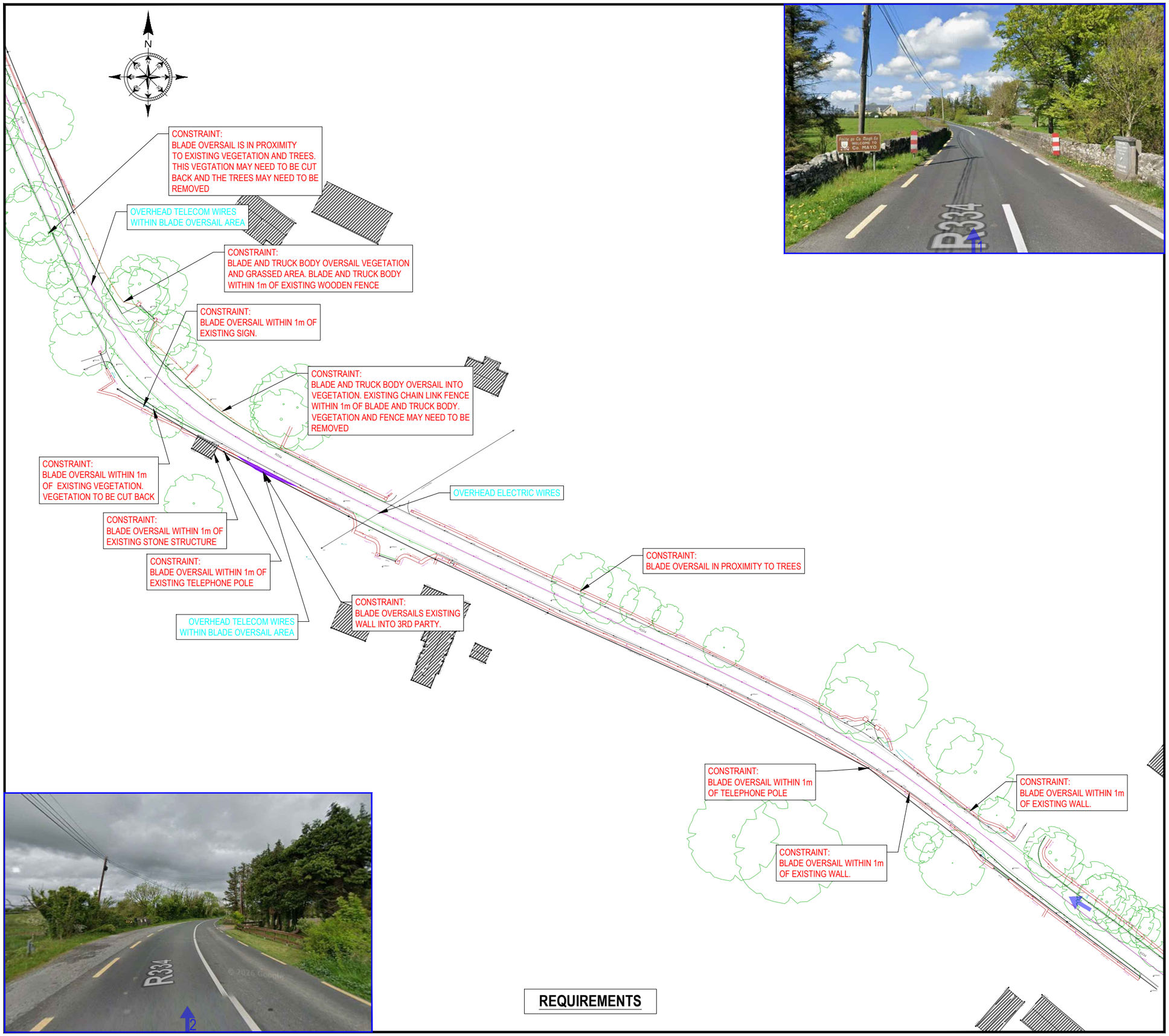
| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point17) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1009-A | REV: | PL1 |


CST Group
Chartered Consulting Engineers
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




## REQUIREMENTS



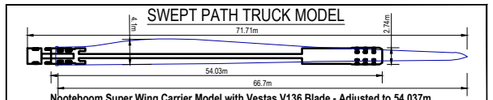

© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

### SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

### KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

### NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

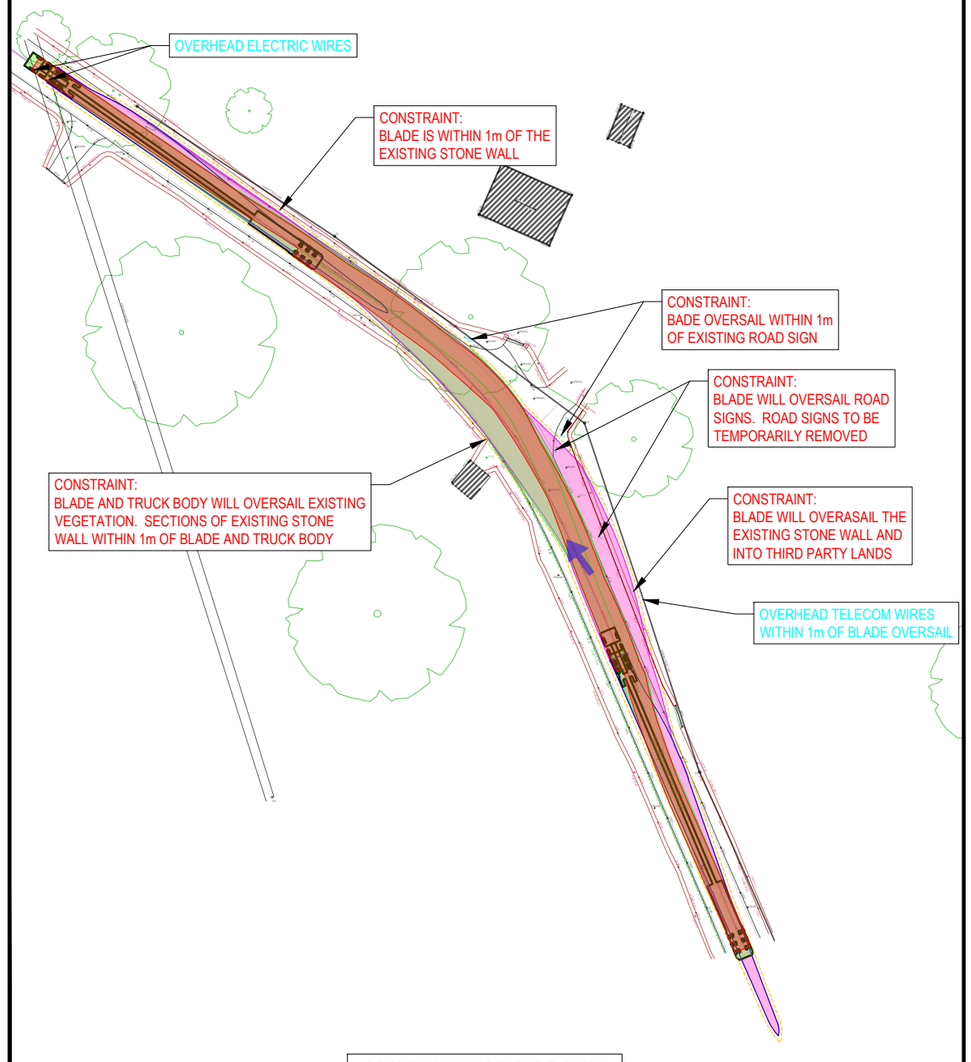
| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 17) |
| CLIENT: | TOBIN |

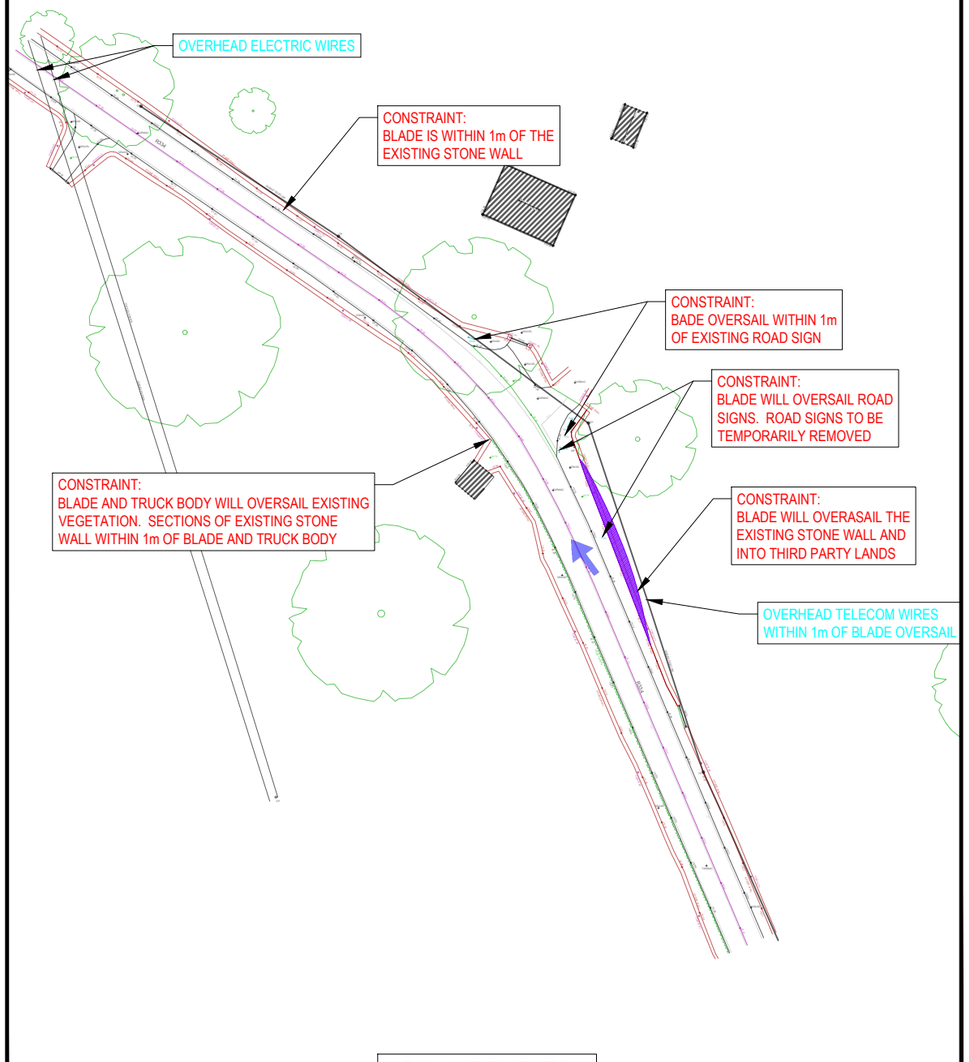
| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1009-B | REV: | PL1 |

CST Group
Chartered Consulting Engineers
1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie




**VEHICLE SWEPT PATH**




**REQUIREMENTS**

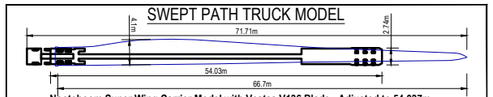
© CST Group

*This drawing and any design hereon is the copyright of the Consultants and must not be reproduced without written consent. All drawings remain the property of the Consultants. Figured dimension only to be taken from this drawing. All dimensions to be checked on site. Consultants to be informed immediately of any discrepancies before work proceeds.*

© Tailte Eireann - Surveying

*Tailte Eireann - Surveying Licence Number CYAL50506484*

## SWEPT PATH TRUCK MODEL




**Nooteboom Super Wing Carrier Model with Vestas V136 Blade - Adjusted to 54.037m**

| | | | | | |
|---|---|---|---|---|---|
| Overall Truck Length | 57.882m | Max Tractor Track Width | 2.500m | Max. Rear Steering Angle | 60° |
| Max. Truck Width | 2.740m | Tractor Lock-to-lock time | 6.00s | Rear Overhang of Blade | 13.830m |
| Max. Blade Width | 4.100m | Max Trailer Track Width | 2.740m | | |

## KEY

- SWEPT PATH OF AXLES (Outer Wheels)
- SWEPT PATH OF TRUCK BODY
- SWEPT PATH OF ROTOR BLADE
- 0.5m BUFFER FROM ROTOR BLADE
- LOAD BEARING SURFACE REQUIRED TO ACCOMMODATE WHEEL OVERRUN
- AREA REQUIRED FOR OVERSAIL TO BE BE CLEARED OF ANY OBSTRUCTIONS
- LOCATION OF IMAGE SHOWN

## NOTES

1. All dimensions in this drawing are in metres unless stated otherwise. All levels to Ordinance Datum Malin Head.
2. Do not scale from drawings. Figured dimensions only to be used.
3. These drawings have been produced for planning purposes only and are not to be used for construction purposes.
4. The swept path analysis and works shown on the drawing are subject to a test run carried out by a qualified heavy haulage company.
5. Please note that the truck modeled in this drawing is not an exact replica of the truck which may be used for the actual component delivery and so slight variances are to be expected.
6. Please note that CST Group cannot accept liability for errors in the data source including available aerial mapping, OSI Mapping or Topographical Surveying.
7. Where works are required, the road construction must be carried out to the minimum specification stated in the Wind Turbine Manufacturer's Transport Guidance Document.
8. In the final analysis by the haulage company all information within the Wind Turbine Manufacturer's Transport Guidance Document must be adhered to.
9. The minimum road width stated in the Wind Turbine Manufacturer's Transport Guidance Document is to be provided throughout the route, regardless of any swept path analysis not indicating modifications.
10. Overhead wirescape to be checked prior to transport. Trees/vegetation growth to be checked prior to transport.
11. Any discrepancies or omissions shall be reported to the Engineer immediately.

| REV. | AMENDMENT | BY | DATE |
|---|---|---|---|
| | | | |
| | | | |
| PL1 | MINOR AMENDMENTS | AF | 08.10.26 |

| | | | |
|---|---|---|---|
| DRAWN: | AF | TECH. CHECK: | AF |
| SCALE @ A3: | 1:1000 | ENG. CHECK: | FF |
| DATE: | 30.07.2026 | APPROVED: | FF |
| STAGE: | PLANNING | | |

| | |
|---|---|
| JOB TITLE: | TDR for Rooaunalaghta Green Energy Project, Rooaunlaghta, Co. Mayo |
| DRAWING TITLE: | TDR Pinch Point Swept Paths & Requirements (Pinch Point 18) |
| CLIENT: | TOBIN |

| | | | |
|---|---|---|---|
| DRAWING No: | 123289-1010 | REV: | PL1 |

CST Group
Chartered Consulting Engineers

1, O'CONNELL ST.
SLIGO
F91 W7YV
IRELAND
+353 71 919 4500
info@cstgroup.ie
www.cstgroup.ie