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Route Access Survey - (N163)
414022 – REV02

Kellystown Wind Farm

EDF Renewables

July 2025



COLLETT
EXPERTS IN MOTION

Victoria Terminal
Albert Road
HALIFAX
West Yorkshire
HX2 0DF

Mistral Point
AW Nielsen Road
GOOLE
East Yorkshire
DN14 6UE

Baltic House
Central Dock Road
GRANGEMOUTH
Central Scotland
FK3 8TY

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

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APPENDIX 2 – SWEEP PATH ANALYSIS DRAWINGS

Report Details

Report for

Helena Hennigan,
EDF Renewables Ireland Limited,
Unit B,
Ground Floor,
Portview house,
Thorncastle House,
Dublin,
D04 V9Y9.

Attendees of Survey

Jake Halstead & Tony Whitaker

Time / Date of Survey: 13th May 2025

General weather conditions: Sunny

Issued by

Jake Halstead

Approved by

Steven Mangham

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

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No	Date	Details
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412233 – N162 – REV02	29/07/2025	Updated to client comments

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Company Profile

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

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

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

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

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

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



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

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

1.0. Executive Summary

- 1.1. This report comprises of a study of the road routes as detailed here in for the road transport of Nordex N163 Wind Turbine Blades components to entrance of Kellystown Wind farm.
- 1.2. One route has been assessed from the Galway Port to the proposed site location near Dunleer Co. Louth.

Third party land

- 1.3. Third party land is required at a number of locations along the route –
- 6.10.1 - R132 / Castletown Junction

Road widening

- 1.4. Road widening within highways owned land is required at a number of locations –
- 6.6.4 - R339 / Connolly Avenue Junction
 - 6.6.5 - Connolly Avenue / R336 Junction
 - 6.8.1 - M1 / N51 Roundabout
 - 6.8.2 - N51 / R168 Roundabout
 - 6.8.3 - N51 / R132 Roundabout
 - 6.10.1 - R132 / Castletown Junction
 - 6.10.2 - Site Entrance 1
 - 6.10.3 - Site Entrance 2

Modifications to street furniture

- 1.5. Street furniture removal will be required at a number of locations -
- 6.6.4 - R339 / Connolly Avenue Junction
 - 6.6.5 - Connolly Avenue / R336 Junction
 - 6.6.6 - R336 / N6 Junction
 - 6.6.7 - N6 Coolagh Roundabout
 - 6.8.1 - M1 / N51 Roundabout
 - 6.8.2 - N51 / R168 Roundabout
 - 6.8.3 - N51 / R132 Roundabout
 - 6.10.1 - R132 / Castletown Junction

Structural Assessment

- 1.6. No structural assessment has been carried out as part of this survey. This will be required prior to the delivery of the turbine components.

Other areas of note

- 1.7. A contraflow manoeuvre is required a number of locations along the route –
- 6.6.2 - Lough Atalia Road / R339 Junction
 - 6.6.3 - R339 / R338 Junction
 - 6.6.6 - R336 / N6 Junction
 - 6.9.1 - R132 Slip Road

2.0. Introduction

- 2.1 Collett & Sons Ltd. were commissioned by EDF Renewables to undertake an abnormal loads route access study to assess the transportation of wind turbine components to the proposed Kellystown Wind farm near Dunleer Co. Louth.
- 2.2 The road routes as detailed herein are for the road transport of the candidate turbine Nordex N163 Turbine Blades components.
- 2.3 The site is located to the south east of Dunleer. The purpose of this report is to detail access to the entrance of the Kellystown Wind Farm from Galway Port.

3.0. Candidate Turbine Components

- 3.1. EDF Renewables have requested that the assessment on which this report is compiled be based on the delivery of a Nordex N163 blade.
- 3.2. The specification of the turbine has been agreed with EDF Renewables.

4.0. Abnormal Indivisible Load Profiles

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

4.2.	414022 - A
N163 - Blade	
	Loaded vehicle dimensions
Overall vehicle Length	89.21m
Rigid Length	84.35m
Width	4.39m
Height	4.82m
Gross Vehicle Weight	75.00Te
Maximum axle weight	12.00Te

5.0. Movements within the Republic of Ireland

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

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

5.1. Permit Scheme administered by An Garda Síochána

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

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

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

This scheme is outlined under the:

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

This scheme is free of charge.

5.2. Permit Scheme administered by Local Authorities

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

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

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

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

This scheme is outlined under the:

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

5.3. Movements within Northern Ireland

In Northern Ireland, there are only two authorities that need to be informed if you propose to move a large load along Northern Irish roads:

- Roads Service Northern Ireland.
- Police Service of Northern Ireland.

5.4. Roads Service Northern Ireland

An Abnormal Loads (AL1) Application Form will need submitting to notify Roads Service of any impending movements. Depending on the type and size of the loads, the Roads Service will require a set amount of days' notice as detailed below, before any movements are undertaken.

Two clear working days' notice is required for all of the above.

- All loads in excess of 38 tonnes on four axles.
- All loads in excess of 40 tonnes on five axles.
- All loads in excess of 44 tonnes on six axles.
- All loads in excess of five metres in width.

Five clear working days' notice is required for:

- All loads in excess of 80 tonnes.
- All loads in excess of 6.1 metres in width.
- All loads in excess of 27.4 metres in length.

A special permit is required for:

- All loads in excess of 150 tonnes.
- All loads in excess of 6.1 metres in width.
- All loads in excess of 27.4 metres in length.

Although there is no legal requirement, it is advisable to notify Roads Service regarding all loads in excess of 4.3 metres in width, due to width restrictions on certain routes throughout the province.

5.5. Police Service of Northern Ireland (PSNI)

The PSNI require a minimum of two clear days' notice to arrange movement of an abnormal load. Depending on the type and size of the load, a police escort may or may not be required. Details of whether an escort will be required can be found below:

Information about loads

- If a load is between 2.9 metres and 3.66 metres in width and the overall length of the load does not exceed 27.4 metres this vehicle / load may move unescorted.
- If a load is between 3.66 metres and 4.3 metres in width and the overall length does not exceed 27.4 metres this vehicle / load may move, provided that the haulier supplies an escort vehicle.
- If a load exceeds 4.3 metres in width or 27.4 metres in length this vehicle / load may be provided with a police escort, subject to operational constraints and other factors.
- If a load has a gross vehicle weight of 80 tonnes or more the 2-day notice rule applies irrespective of dimensions.
- The notifiable lengths start at 18.65 metres under Construction and Use and 18.3 metres under Special Types Legislation. Where the width of any vehicle or load exceeds 3.50 metres or the notifiable lengths, as above, an attendant, in addition to the driver, is required.

5.6. Legislation

The relevant legislation for movements of Abnormal Loads can be found in the following:

- Motor Vehicles (Construction and use) Regulations (Northern Ireland) 1999
- Road Traffic and Vehicles Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997

5.7. Peak traffic period warning

Permission will not be granted for movement of abnormal loads during peak traffic periods except in a case of emergency.

Identified peak traffic periods for the Greater Belfast and Londonderry areas are as follows:

Monday - Friday 0730 - 0930

Monday - Thursday 1530 - 1830

Friday 1500 – 1800

Times for movement in all other areas will be considered on request.

5.8. Night Time Moves

The movement of abnormal loads during the hours of darkness is not allowed, unless the police Abnormal Loads Office have granted permission.

6.0. Route Assessment Overview

6.1. This section of the report illustrates the routes assessed for the delivery of all wind turbine components from Galway Port to the start of the proposed access routes to Kellystown Wind Farm.

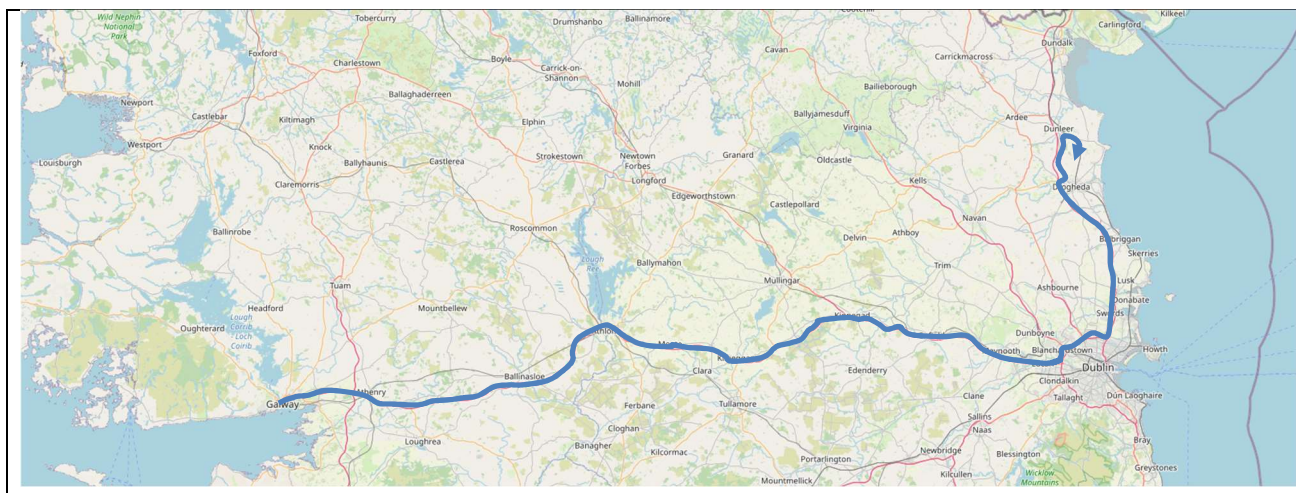
6.2. For the purpose of this report, 1 route to the site was surveyed.

6.3.

Route A

Start Location	Galway Port	Distance of Route	Km	Miles
Via:	R339/N6/M6/M50/N51/R132		265	165
• Exit Galway Port onto Lough Atalia Road, • Continue on Lough Atalia Road to junction with R339, • At junction turn left onto R339, • Continue on R339 to junction with R336, • At junction turn left onto R336, • Continue on R336 to junction with N6, • At junction turn right onto N6, • Continue on N6 to merge onto M6 and then to M4, • Continue on M4 to junction with M50, • At junction turn left onto M50, • Continue on M50 to junction with M1, • At junction turn left onto M1, • Continue on M1 to junction 10 at junction with N51, • At junction turn right onto N51, • Continue on N51 to roundabout at junction with R132, • At roundabout turn left onto R132, • Continue on R132 to junction with Castletown, • At junction turn right onto Castletown and continue to the two site entrances.				

6.4. Map Overview



6.5. Amendment Categorisation

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

Major Amendments – Third Party Land, Road Widening

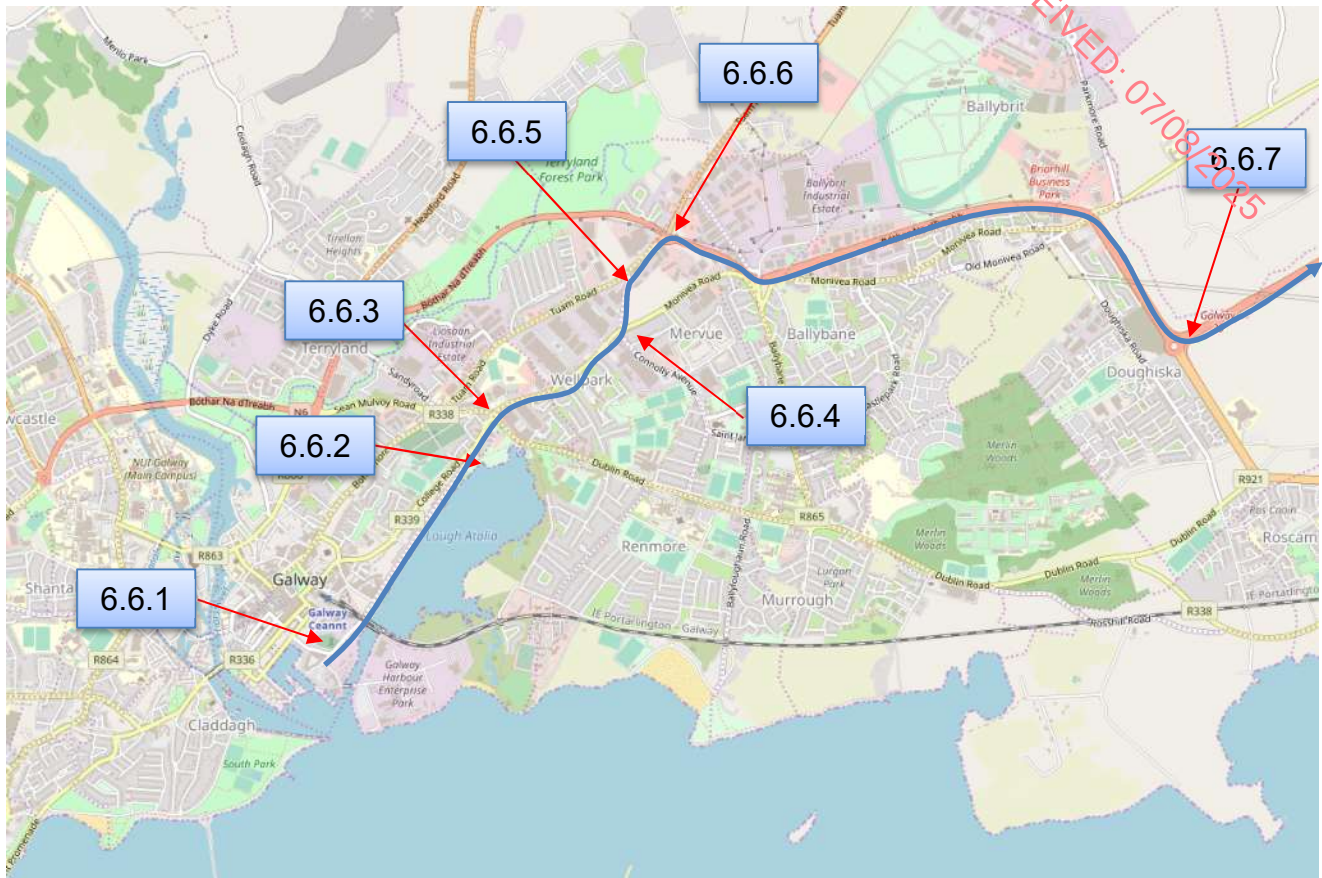
Minor Amendments – Modifications to Street Furniture, Pruning, Contraflow Manoeuvre, Manual Steering

No Amendments - Location is suitable as assessed during this survey

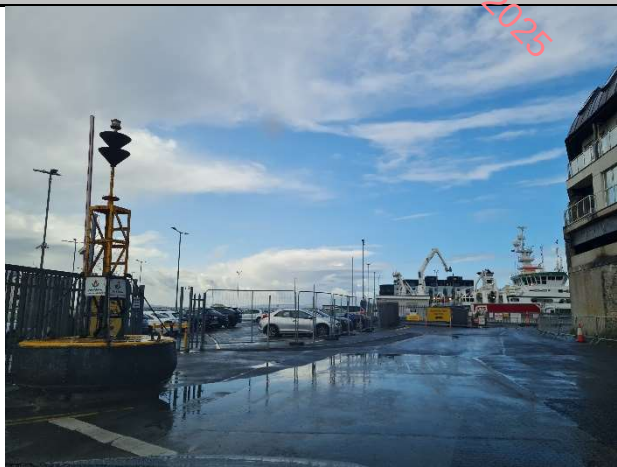
The categories have been colour coded for each report item as per the below key.

KEY			
	Major Amendments	Minor Amendments	No Amendments

6.6. Map extract of survey locations



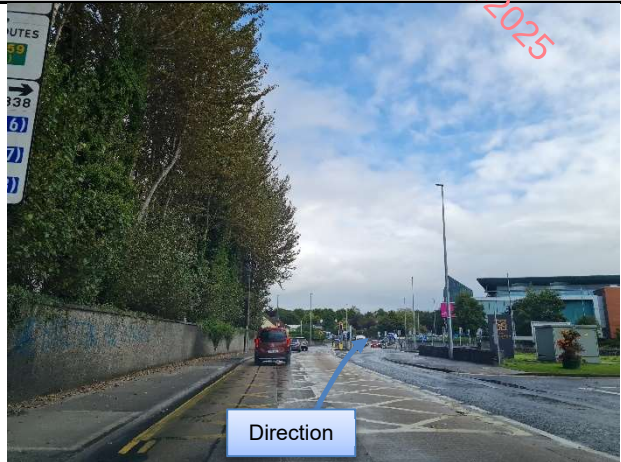
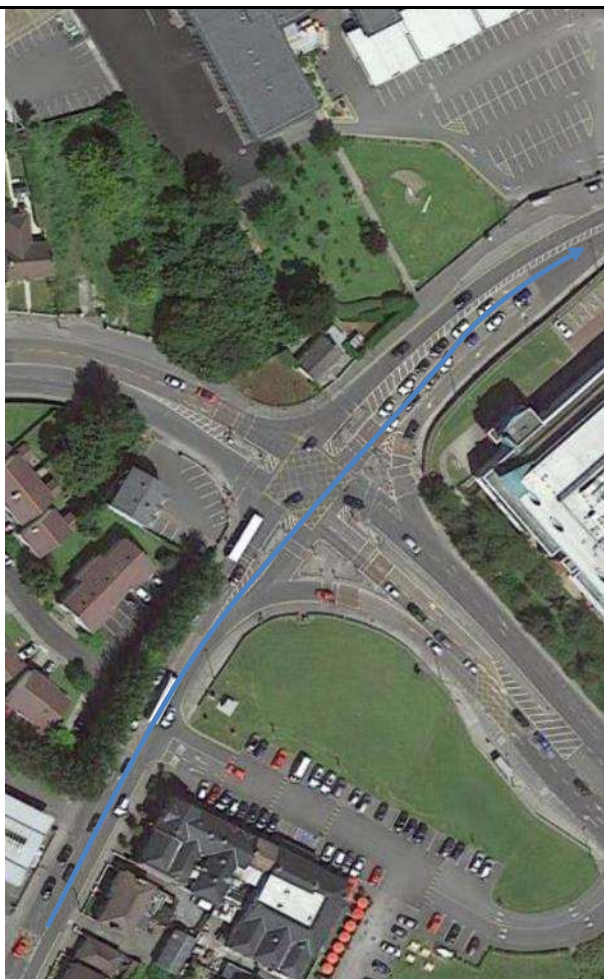
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ITEM NUMBER	6.6.1	LOCATION	GALWAY PORT/LOUGH ATALIA ROAD	
DIRECTION	Exit the Port onto Lough Atalia Road			
GRID REFERENCE	M 30175 24820			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that the loaded vehicles will navigate out of the port onto Lough Atalia Road without any issues.				
		Exit from the port		
				
Lough Atalia Road junction				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		NO		
RELATED DOCUMENT NUMBERS		N/A		

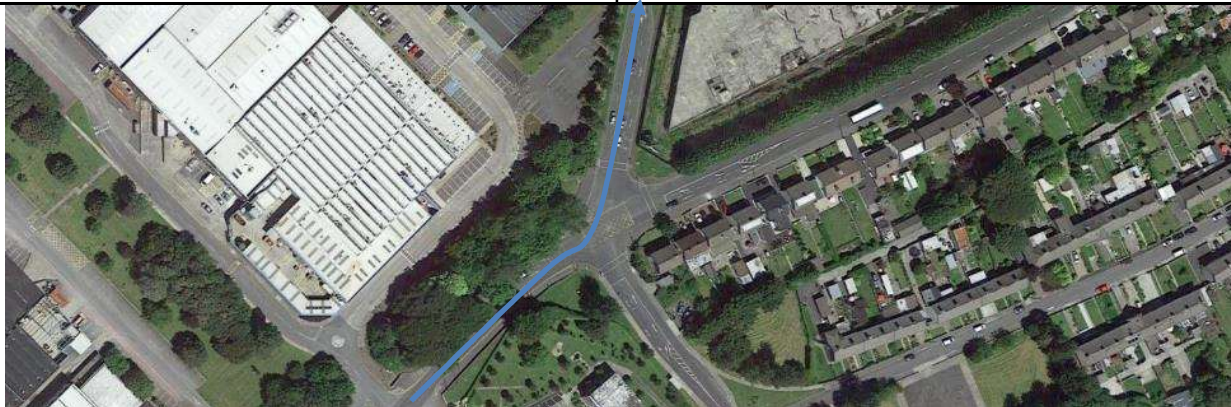
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ITEM NUMBER	6.6.2	LOCATION	LOUGH ATALIA ROAD/R339 JUNCTION
DIRECTION	Turn right at this junction		
GRID REFERENCE	M 31010 26058		
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION		
Visual inspection indicates that the loaded vehicle will navigate this junction utilising a contraflow manoeuvre.			
	View towards the junction		
			
	View of the junction		
			
Aerial View of Location		View of the junction	
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

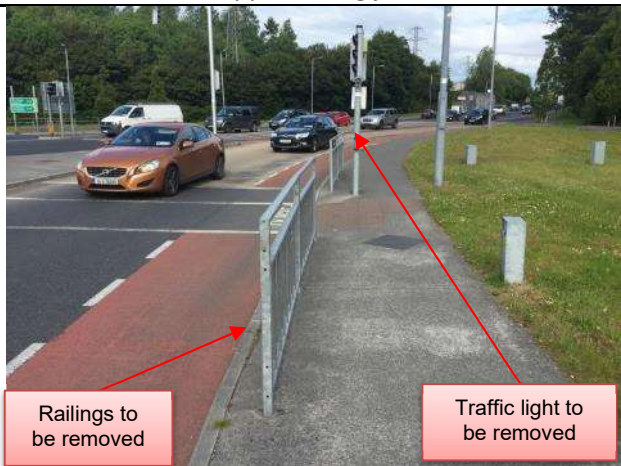
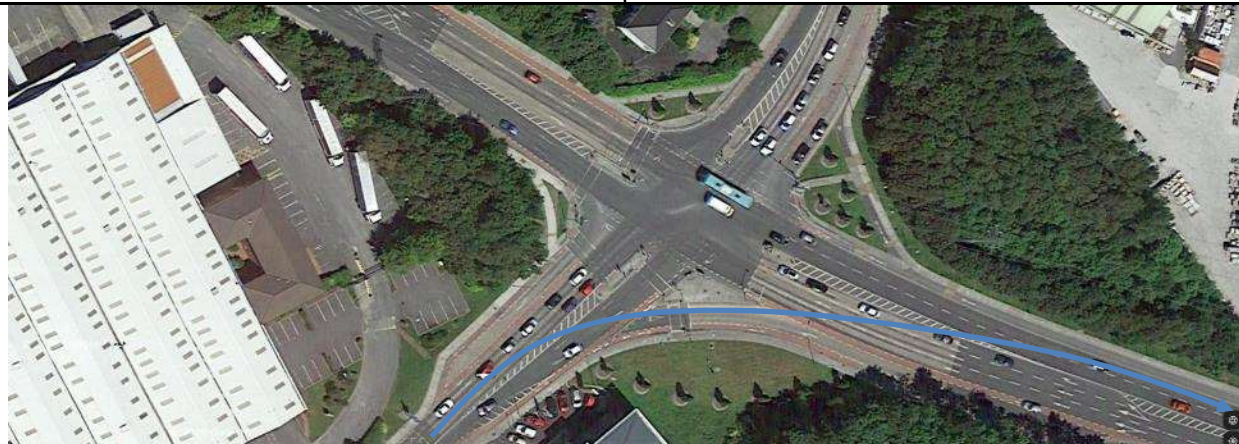
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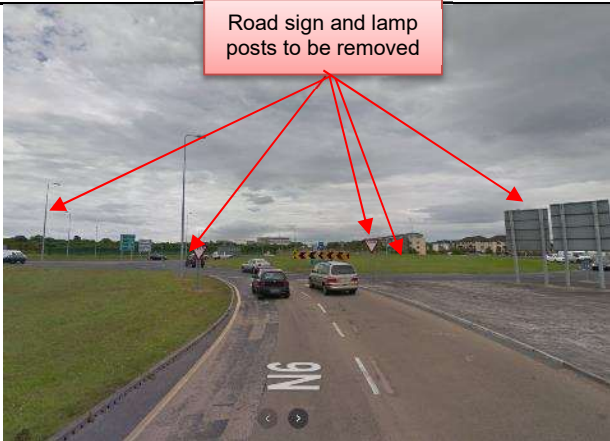
ITEM NUMBER	6.6.3	LOCATION	R339 / R338 JUNCTION
DIRECTION	Continue straight at this junction		
GRID REFERENCE	M 31119 26239		
MODIFICATION AND DESCRIPTION	Visual inspection indicates that a contraflow manoeuvre will be required at this junction. Flexi bollards on the splitter islands after the junction to be removed.		
		 Direction	
		View of the approach to the junction	
			
		View of the junction	
		 Bollards to be removed	
Aerial View of Location		View of the splitter islands	
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

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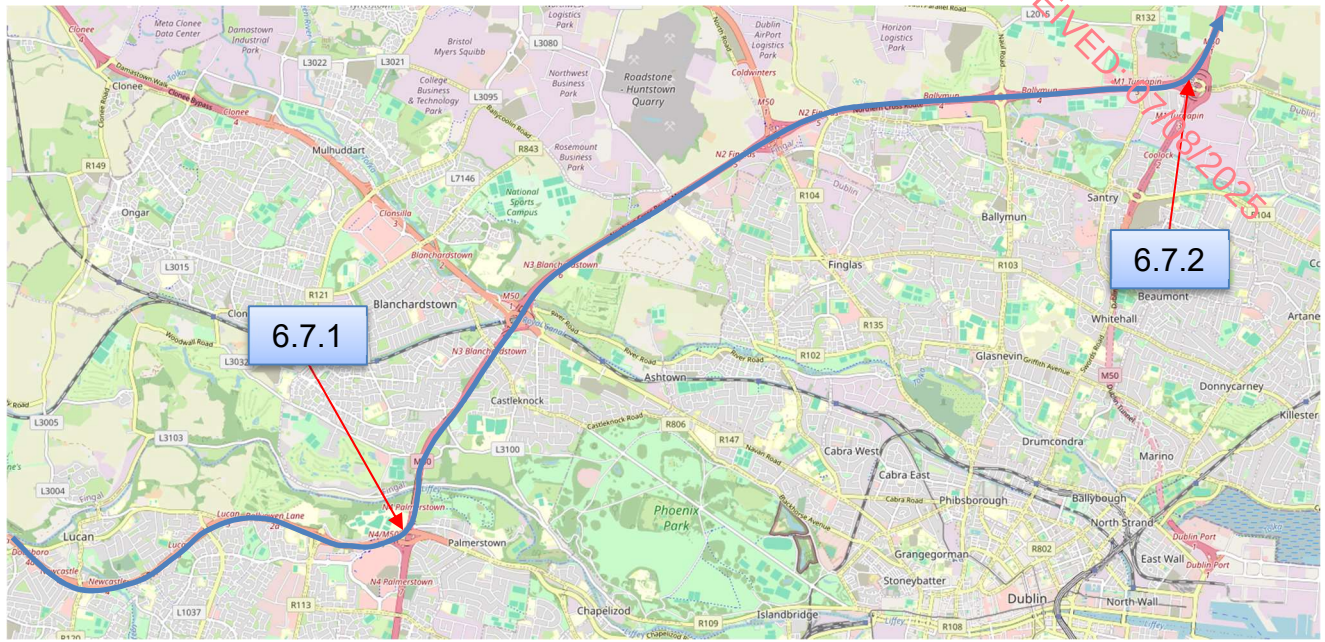
ITEM NUMBER	6.6.4	LOCATION	R339 / CONNOLLY AVENUE JUNCTION
DIRECTION	Turn left at this junction		
GRID REFERENCE	M 31786 26676		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept Path Analysis indicates that road widening is required on the offside after the junction. Electric pole on the offside of the R339 to be removed.		 View of the approach to the junction	
 View of the junction		 View of the junction	
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		408128-10	

ITEM NUMBER	6.6.5	LOCATION	CONNOLLY AVENUE / R336 JUNCTION	
DIRECTION	Turn right at this junction			
GRID REFERENCE	M 31840 26985			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept Path Analysis indicates that road widening is required on the offside of the junction. Lamp posts on the offside of the junction to be removed.				
		View approaching junction		
				
View of the junction		Reverse view of the junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		408128-20		

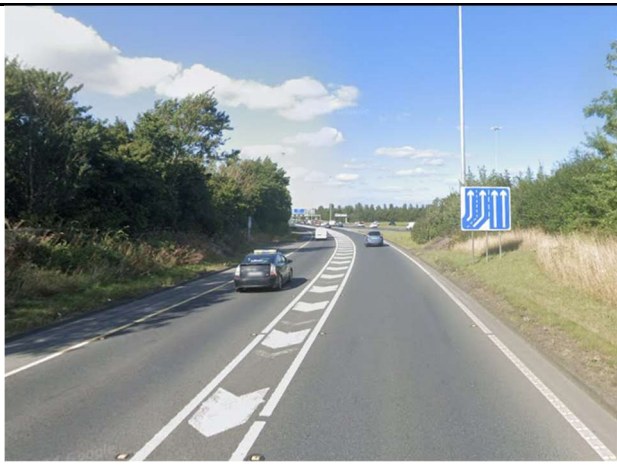
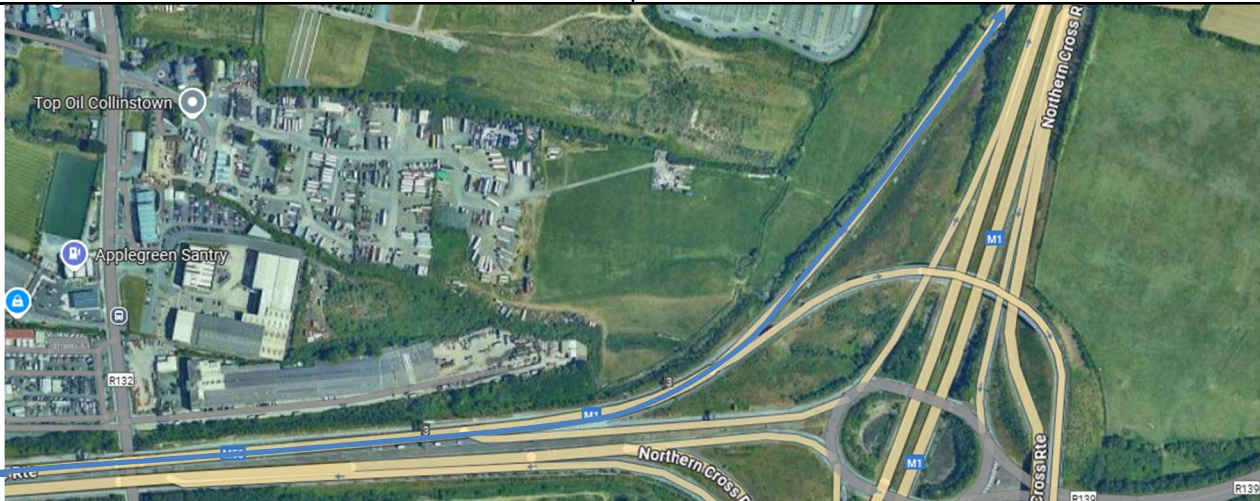
ITEM NUMBER	6.6.6	LOCATION	R336 / N6 JUNCTION
DIRECTION	Turn right at this junction		
GRID REFERENCE	M 32049 27159		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept Path Analysis indicates that the road signs and lamp post on the nearside of the R336 are to be removed due to the rear projection of the blade component. Hedgerow on the nearside of the R336 to be pruned. Railings and traffic lights on the offside of contraflow slip road to be removed. Loaded component to contraflow slip road in order to navigate this junction.		 Road sign to be removed View approaching junction	
 Direction View of slip road		 Railings to be removed Traffic light to be removed View of street furniture on offside of slip	
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		408128-30	

ITEM NUMBER	6.6.7	LOCATION	N6 COOLAGH ROUNDABOUT
DIRECTION	Take 1st Exit at the roundabout		
GRID REFERENCE	M 34736 26588		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept Path Analysis indicates lamp posts and road signs on the nearside of roundabout entry to be removed due to the oversail of the trailer body. Road signs on the offside splitter island to be removed due to the rear projection of the blade component.			
		View approaching roundabout	
			
View of the roundabout		View of roundabout exit	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	408128-40		

6.7. Map extract of survey locations

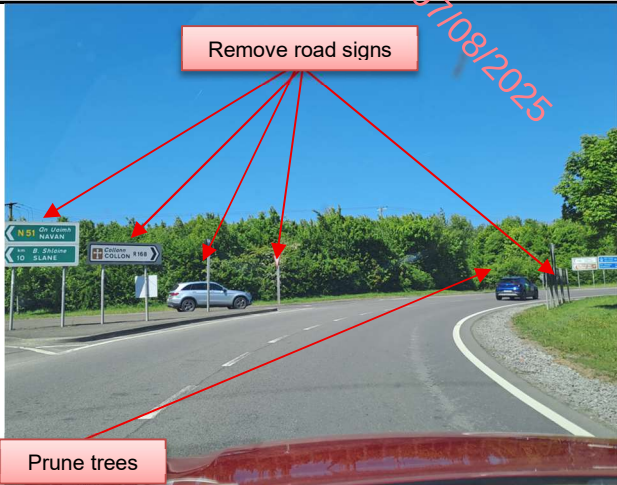
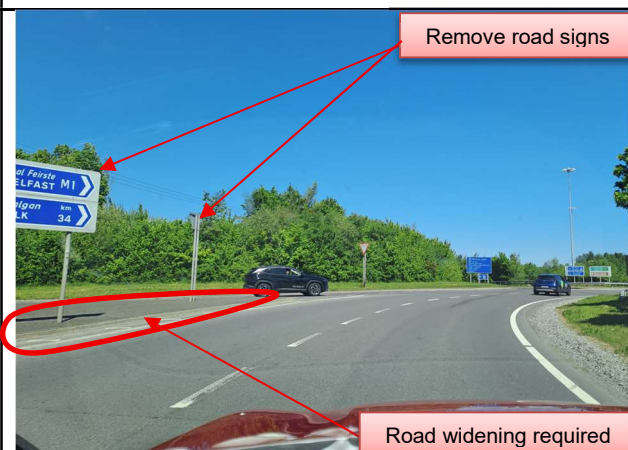
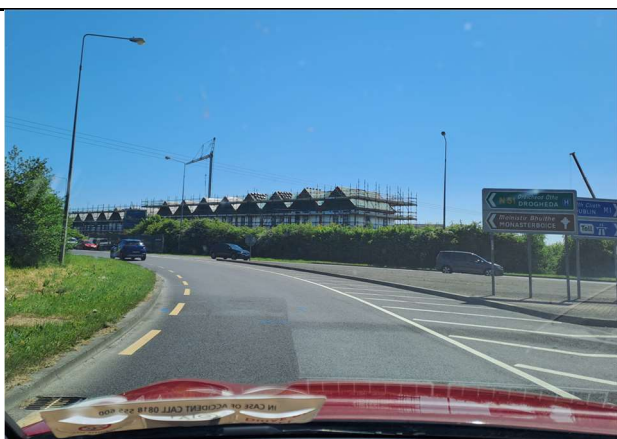
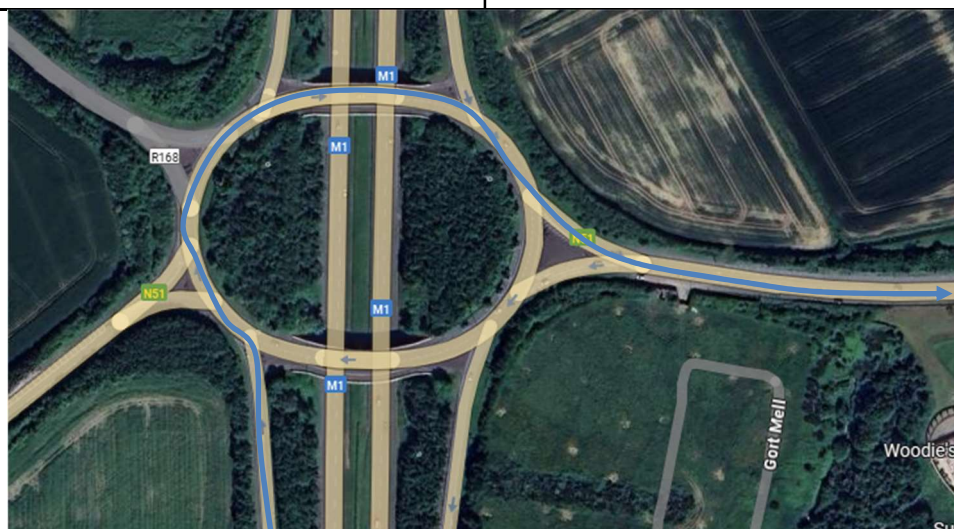


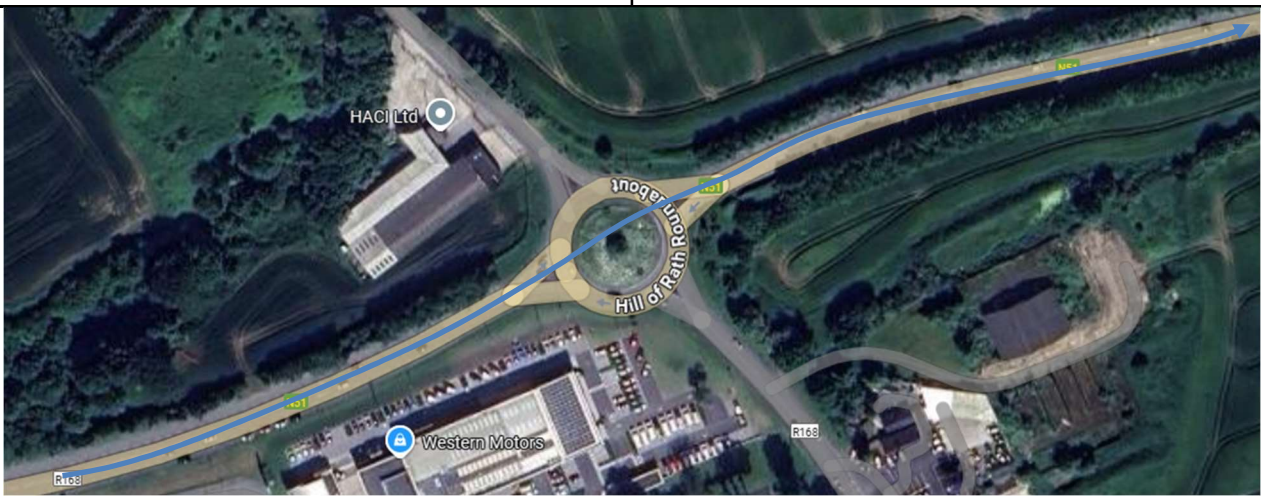
ITEM NUMBER	6.7.1	LOCATION	N4 / M50 JUNCTION
DIRECTION	Turn left at this junction		
GRID REFERENCE	O 07538 35306		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that the loaded blade will navigate this junction without issue.			
		View on N4	
			
View on slip road		View on M50	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		414022 – 40	

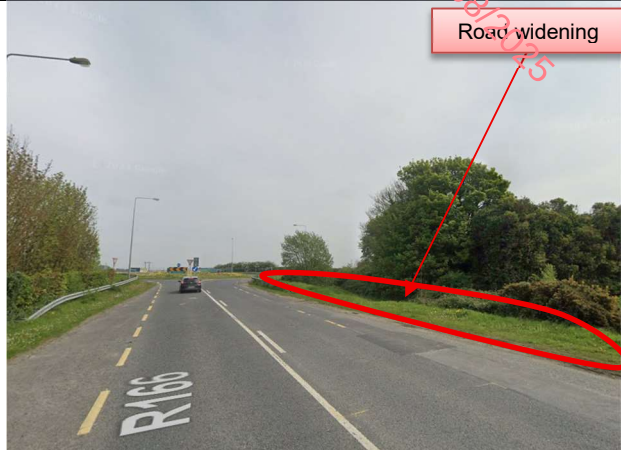
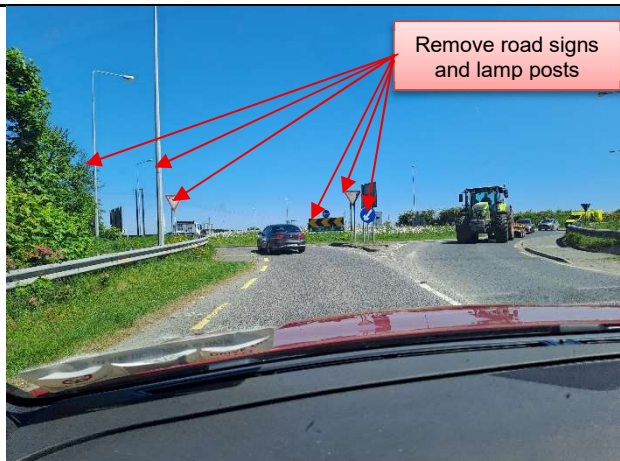
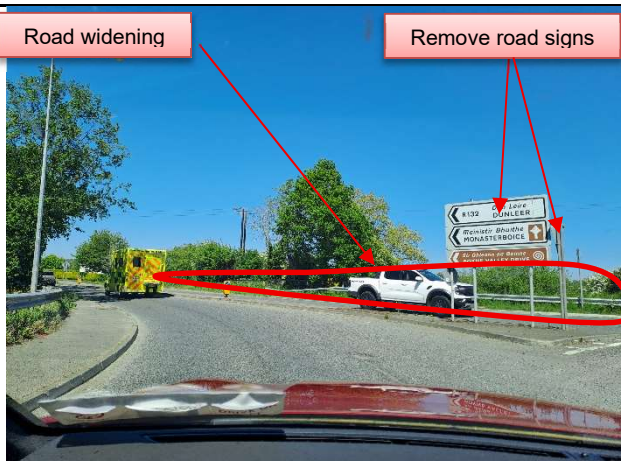
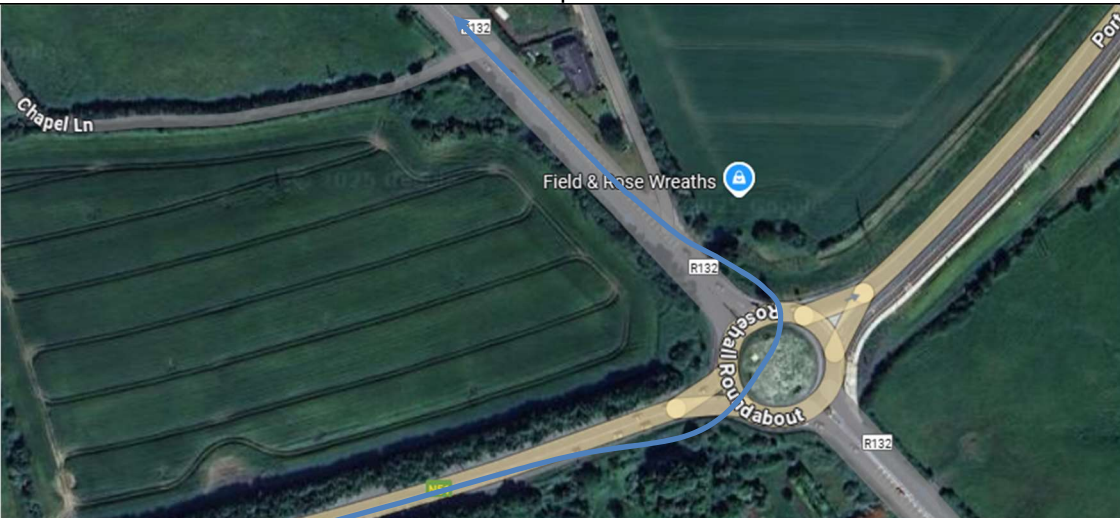
ITEM NUMBER	6.7.2	LOCATION	M50 / M1 JUNCTION
DIRECTION	Turn left at this junction		
GRID REFERENCE	O 17782 41575		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that the loaded blade will navigate this junction without issue.			
		View on M50	
			
View on slip road		View on M1	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		414022 – 40.1	

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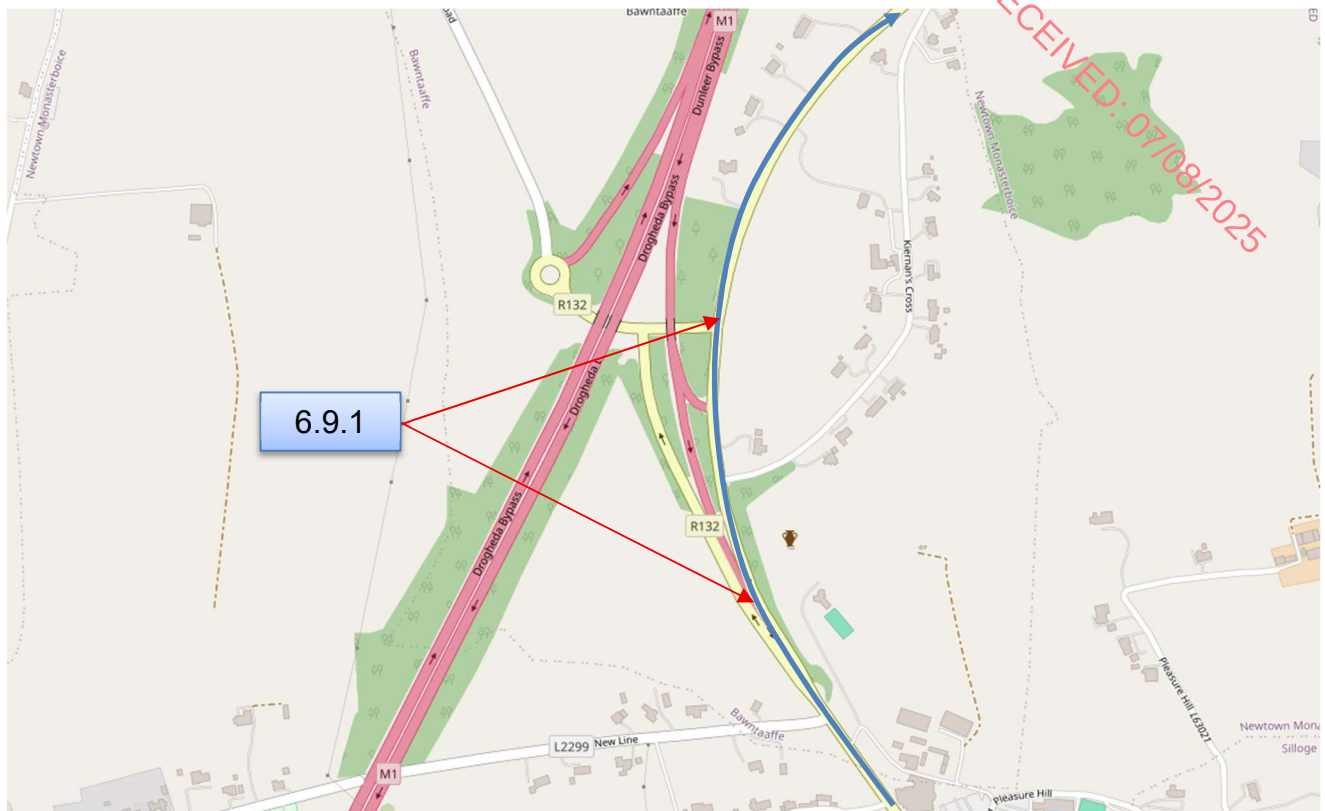


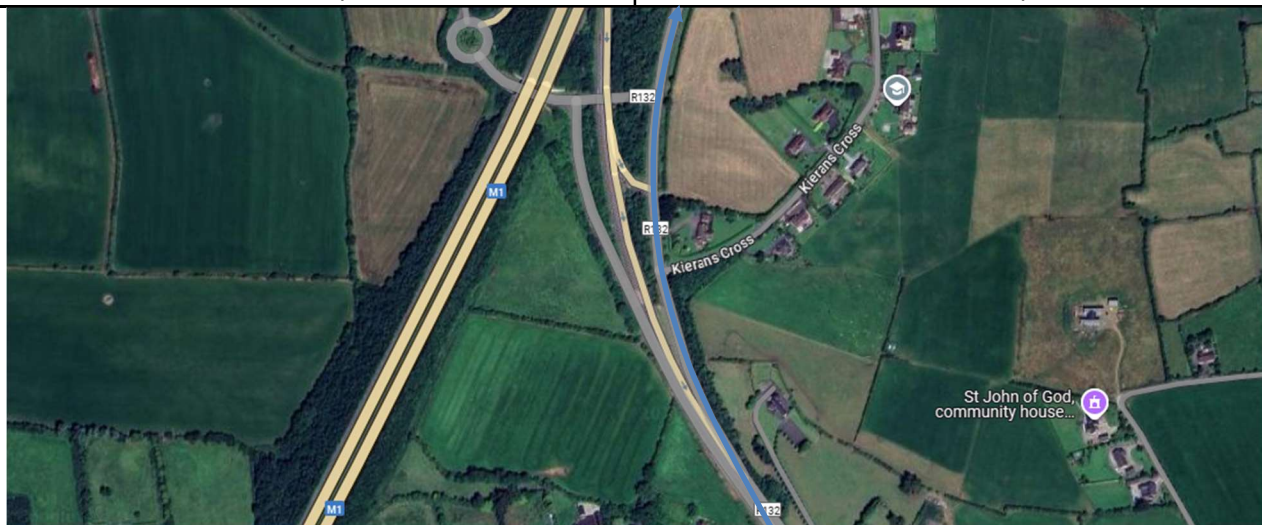
ITEM NUMBER	6.8.1	LOCATION	M1 / N51 ROUNDABOUT
DIRECTION	Take 4th Exit at the roundabout		
GRID REFERENCE	O 05857 76584		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening and modifications to street furniture is required.		 Remove road signs Prune trees View of entrance to roundabout	
 Remove road signs Road widening required View on roundabout		 View of exit of roundabout	
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		414022 – 50	

ITEM NUMBER	6.8.2	LOCATION	N51 / R168 ROUNDABOUT
DIRECTION	Take 2nd Exit at the roundabout		
GRID REFERENCE	O 06502 76656		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening and modifications to street furniture is required.		 Remove road sign Road widening required View of entrance to roundabout	
		 Remove road signs View of exit of roundabout	
 Road widening required View on roundabout		 Aerial View of Location	
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414022 – 60		

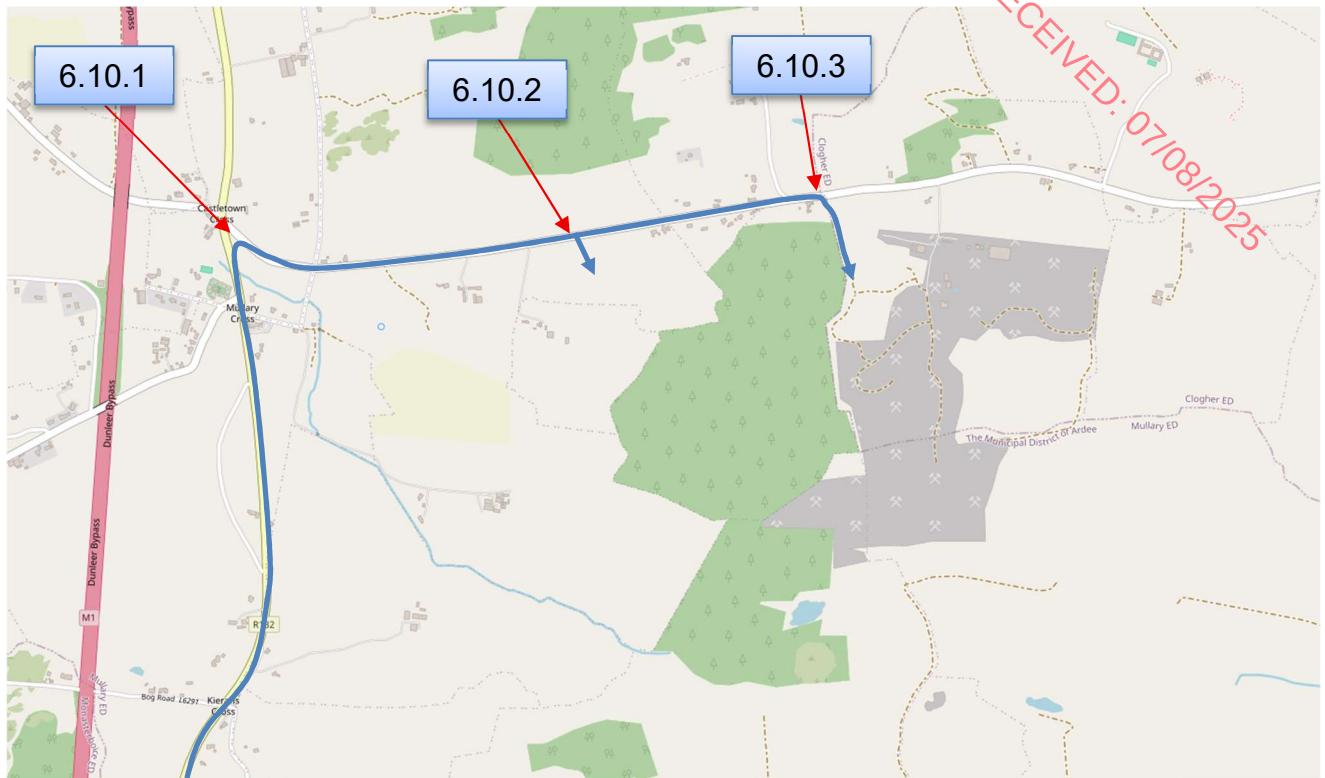
ITEM NUMBER	6.8.3	LOCATION	N51 / R132 ROUNDABOUT
DIRECTION	Take 1st Exit at the roundabout		
GRID REFERENCE	O 07339 76910		
MODIFICATION AND DESCRIPTION	Swept path analysis indicates that road widening is required on both the offside of N51 & the R132. Modifications to street furniture is also required.		
	PHOTOGRAPH OF LOCATION  View of entrance to roundabout		
	 View on roundabout		
	 View of exit of roundabout		
	 Aerial View of Location		
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414022 – 70		

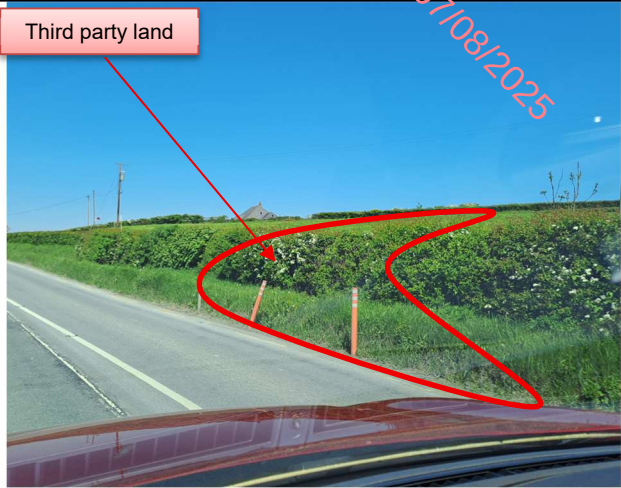
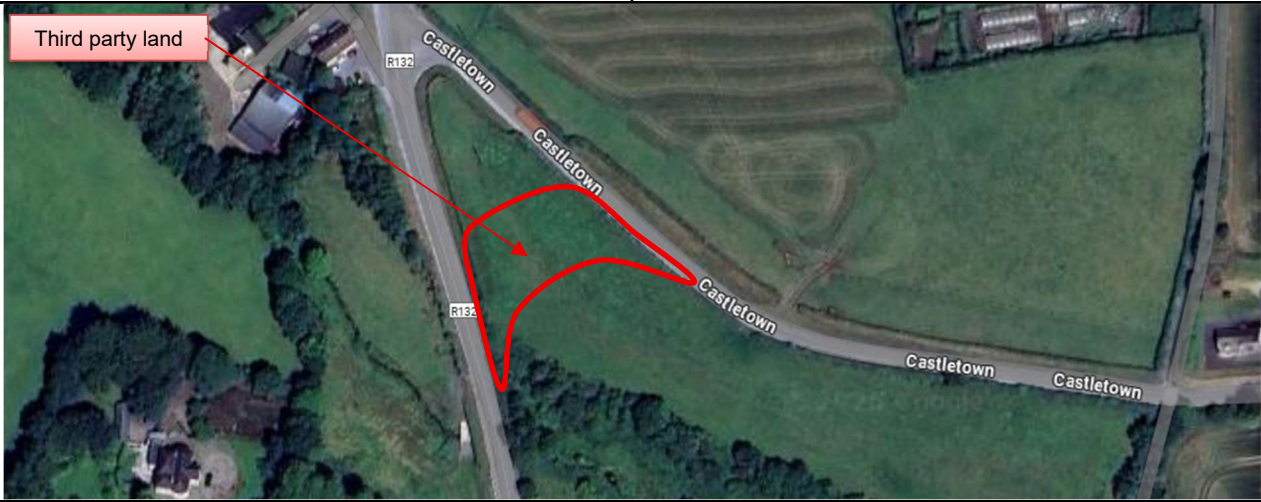
6.9. Map extract of survey locations



ITEM NUMBER	6.9.1	LOCATION	R132 SLIP ROAD
DIRECTION	Continue straight at this location		
GRID REFERENCE	O 05271 81695		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that the loaded blade is required to contraflow this location in order to avoid modifications. Police will be required to close this section of road to allow the loaded vehicle to pass safely.		 View of entrance to slip road	
 View on slip road		 View of exit of slip road	
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE
RELATED DOCUMENT NUMBERS		N/A	

6.10. Map extract of survey locations



ITEM NUMBER	6.10.1	LOCATION	R132 / CASTLETOWN JUNCTION
DIRECTION	Turn right at this junction		
GRID REFERENCE	O 05271 81695		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that third party land is required on the offside of the junction due the hair pin bend at the junction.		 Third party land View on R132	
 Third party land Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414022 – 80		

ITEM NUMBER	6.10.2	LOCATION	SITE ENTRANCE 1
DIRECTION	Turn right at this junction		
GRID REFERENCE	O 06965 84723		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates a suitable site entrance is to be constructed.		Create site entrance 	
		View on R132	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	414022 – 90		

ITEM NUMBER	6.10.3	LOCATION	SITE ENTRANCE 2	
DIRECTION	Turn right at this junction			
GRID REFERENCE	O 07961 84888			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates a suitable site entrance is to be constructed.		Create site entrance 		
		View on R132		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		414022 – 100		

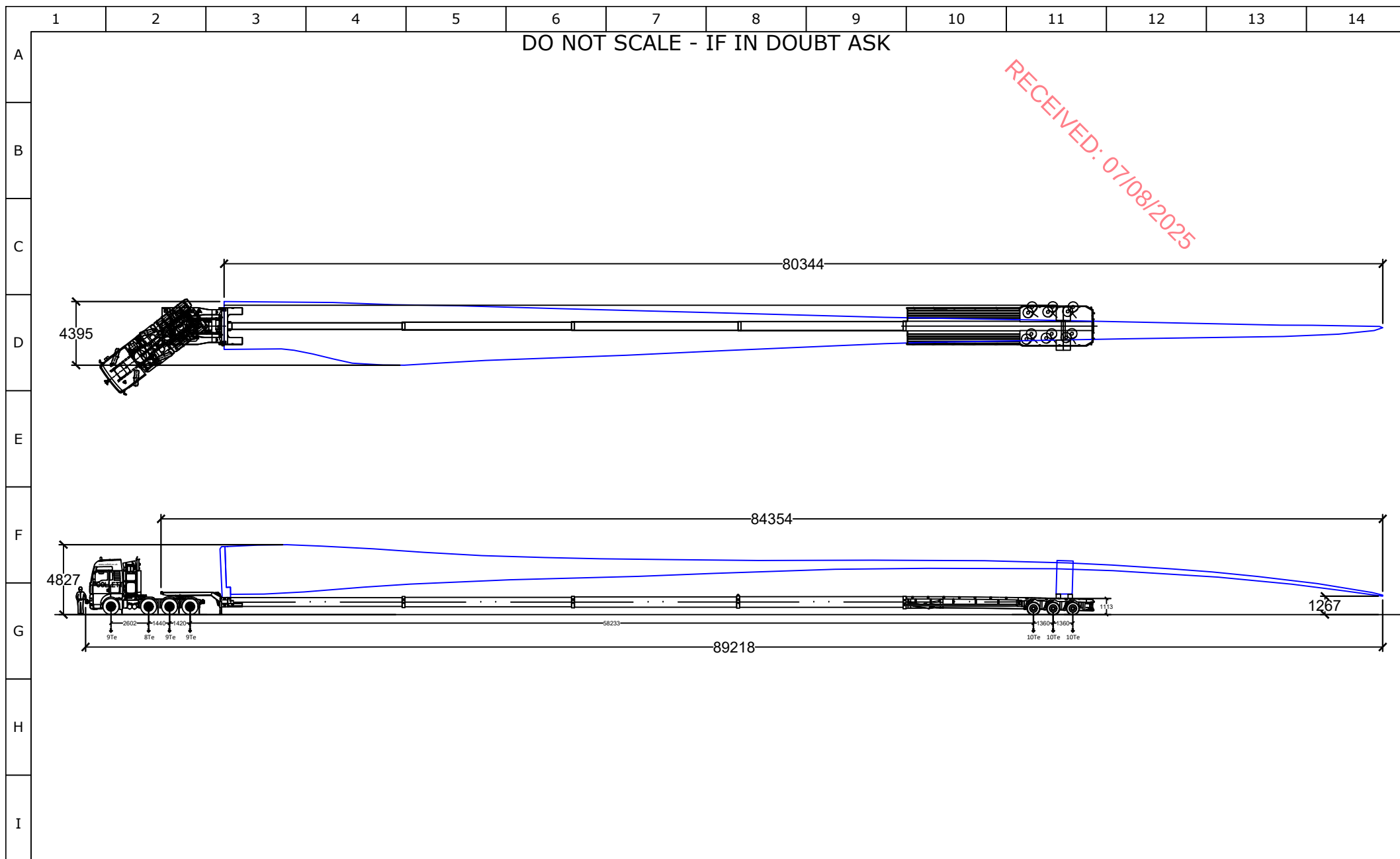
7.0. Important Notes

- 7.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive
- 7.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- 7.3. A Police escort or pilot car will be required for nacelle, towers and blade component trailers in order to assist with traffic control for the entire route surveyed.
- 7.4. Permits will be required for the movement of all of the components. These permits are at the discretion of the Highways Agency (H.A). Therefore, approval of these permits by the H.A are a major consideration before any movements can be undertaken.
- 7.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.
- 7.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a minimum envelope on the road as specified in manufacturer's specification.
- 7.7. All street furniture, signage etc. along the nominated route must be removed to allow a minimum envelope on the road as specified in manufacturer's specification. Other specific street furniture has been nominated in this report to facilitate over-sailed and swept areas.
- 7.8. The turbine manufactures transport guidance notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this.
- 7.9. In areas where land take or road widening is required, the road construction must be formed to the minimum specification suitable for the transfer of axle loadings up to 16Te, the road construction must be formed to the minimum specification contained in the selected manufacturers transport and erection guidance notes.
- 7.10. The maximum gross vehicle weight anticipated for a 80m diameter rotor turbine could be the tower section at over 90Te. Therefore, a full Route Access Survey (RAS) is recommended, in order to determine the acceptability of gross vehicle weights and axle loading issues, for bridges, culverts and structures for the entire route, the results of which have not been applied for in terms of the depth and level of reporting required for this report.
- 7.11. A test drive of the route with an empty blade trailer, from the commencement point of this route to site entrance is recommended. This is in order to verify the facts contained in this report and proof test the requirements for road alterations horizontally and vertically. The test drive should be completed with an empty trailer, so that in an emergency or at the points where land take has been recommended, but not progressed, or in the case of vertical issues there is insufficient ground clearance, the trailer can be closed until it is past the hazard. The test drive should be attended by turbine manufacturers, project managers, Police, Highways & County Council representatives and other interested parties with responsibility for road alterations.
- 7.12. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.
- 7.13. Land take is usually referred to when land is required from private land owners; road widening is usually referred to when land is required within highways boundaries. However the details of the nominated land take and road widening contained in this report are highlighting the expected areas of concern, and can only be confirmed by swept path analysis. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.

- 7.14. All inspections and assessments are made for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.
- 7.15. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- 7.16. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver turbines to site using this route before a test drive has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

RECEIVED: 07/08/2025

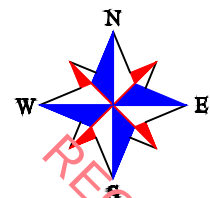
APPENDIX 1 LOADED CONFIGURATION DRAWINGS



COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria TerminalTEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN		TITLE	
		J.HALSTEAD		NORDEX N163 BLADE	
		DATE		SITE	
		19/06/2025		KELLYSTOWN	
		SCALE	SIZE	CUSTOMER	DRG No.
		NTS	A4	EDF RENEWABLES	414022 - B

RECEIVED: 07/08/2025

APPENDIX 2 SWEPT PATH ANALYSIS DRAWINGS



Continue on R339 to junction with Connolly Avenue.
At junction, turn left onto Connolly Avenue.

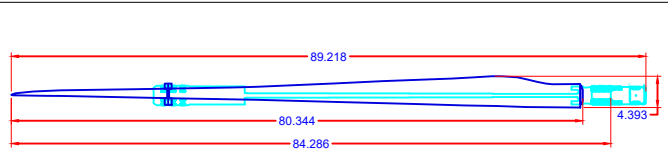
- Widening required to provide a useable road surface as indicated by the red hatching.
- Telegraph pole to be removed as indicated.
- Ground to be prepared to accept suitable axle loadings.
- Manual steering required to assist navigation.

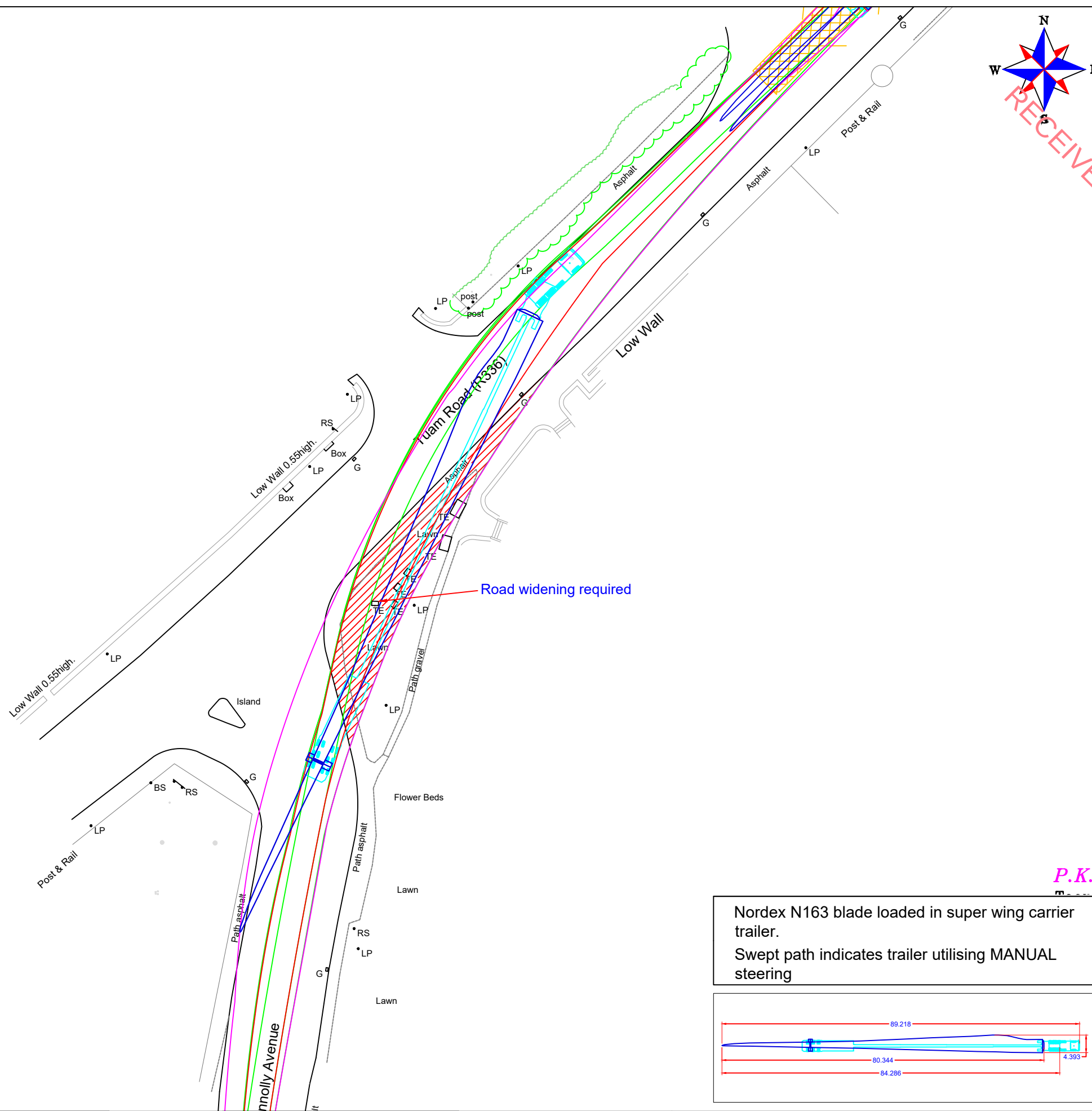
Irish Grid Reference: M 31786 26676

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

- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering





Continue on Connolly Avenue to junction with R336.
At junction, turn right onto R336.

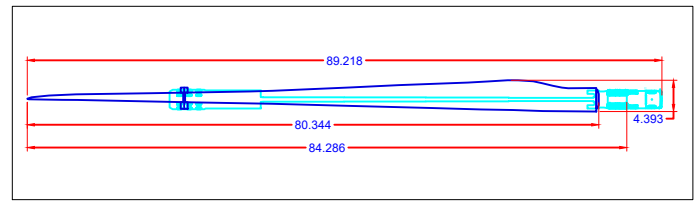
****Caution****

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

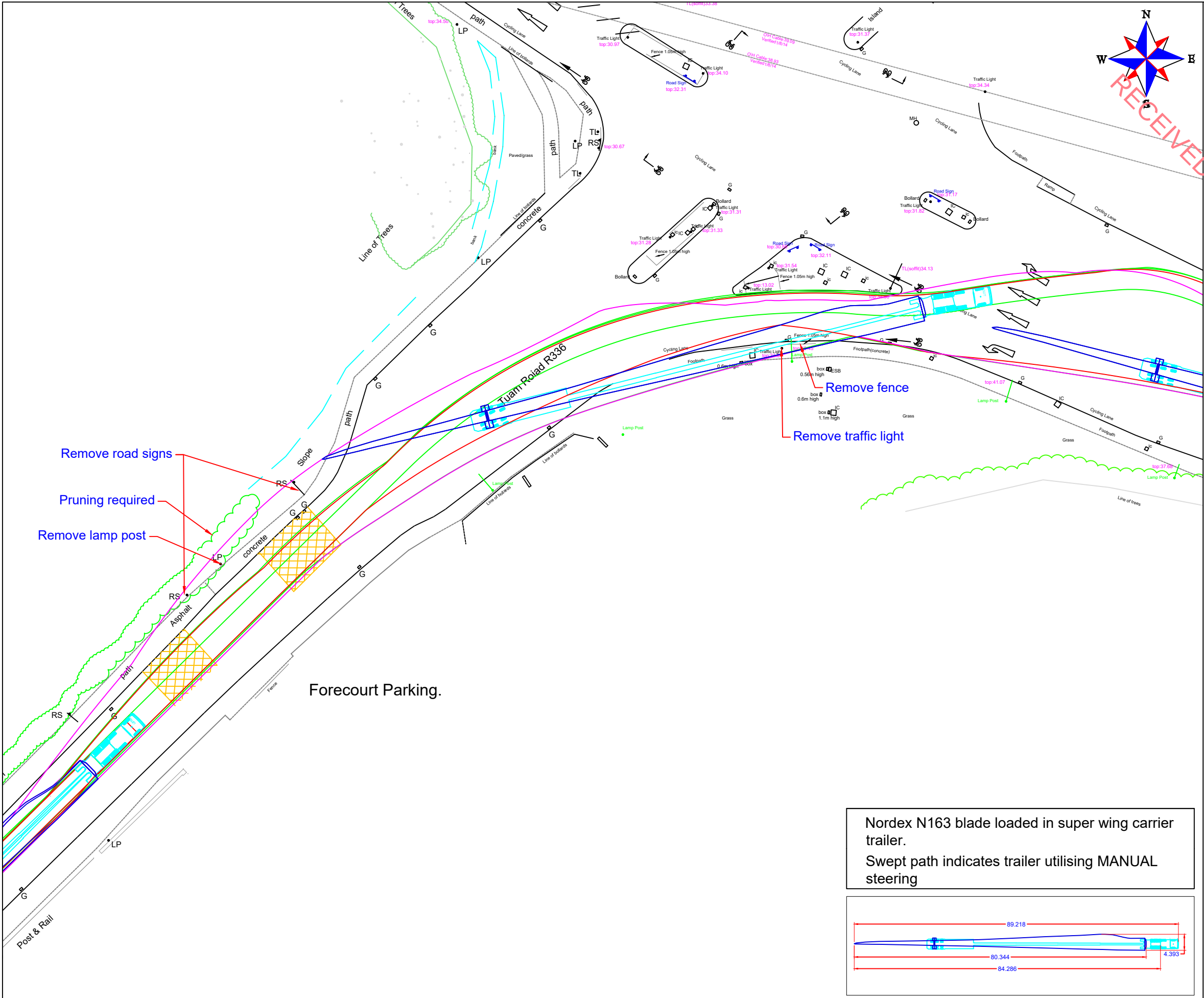
Irish Grid Reference: O 05857 76584

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
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- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Continue on R336 to junction with N6.
At junction, turn right onto N6.

****Caution****

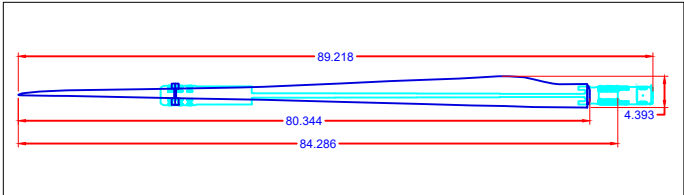
- Road signs lamp posts and railings to be removed as indicated.

Irish Grid Reference: O 05857 76584

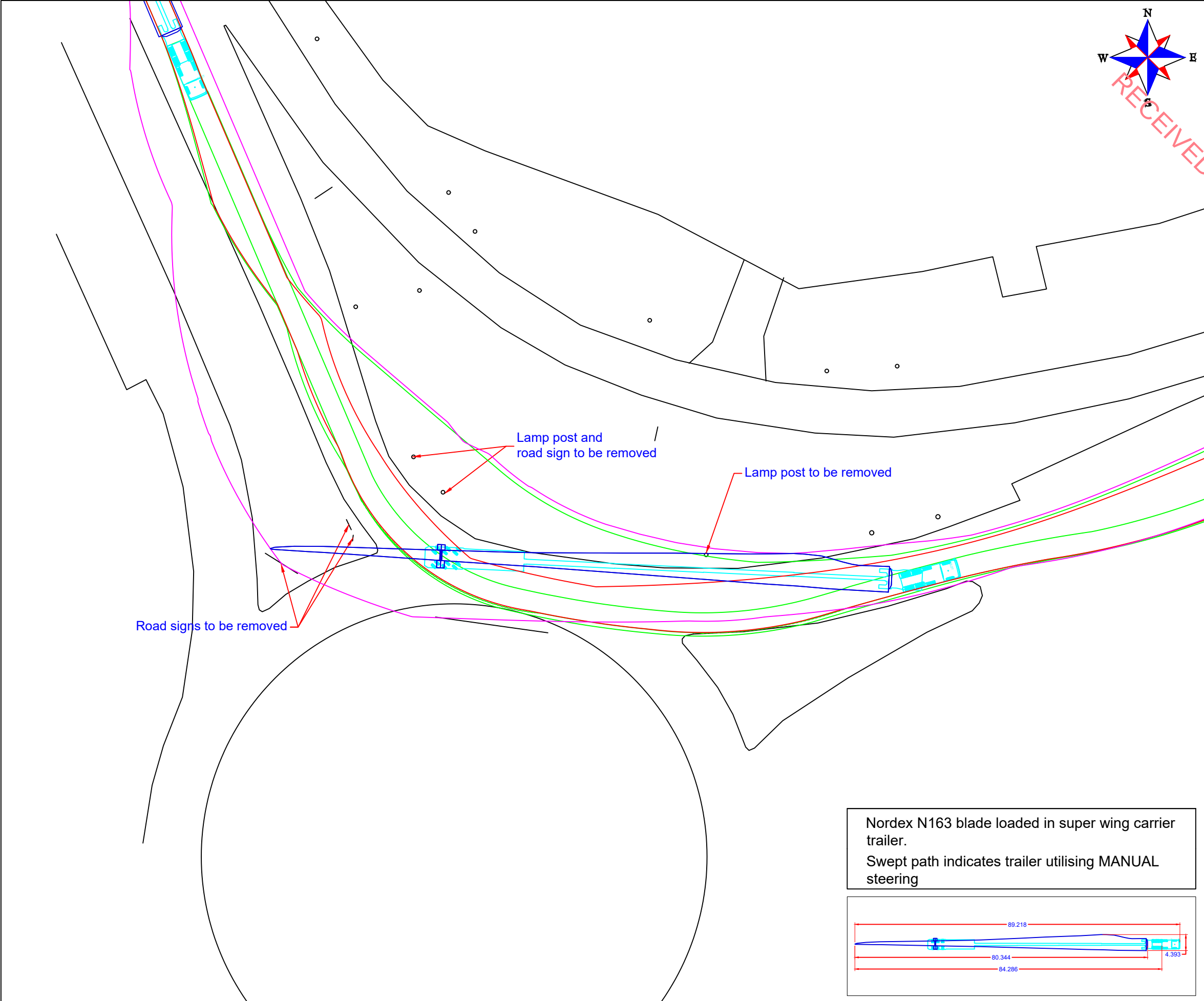
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
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- All swept path diagrams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

- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN J.HALSTEAD		TITLE R336 / N6 JUNCTION		
		DATE 18/06/2025		MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER EDF	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY EDF	SITE KELLYSTOWN WIND FARM	DWG. NO. 414022-30B1.1



Continue on N6 to Coolagh Roundabout.
At roundabout, take 1st exit onto N6/M6

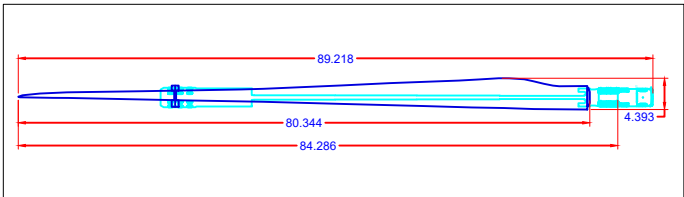
****Caution****

- Road signs, lamp posts and railings to be removed as indicted.

Irish Grid Reference: O 05857 76584

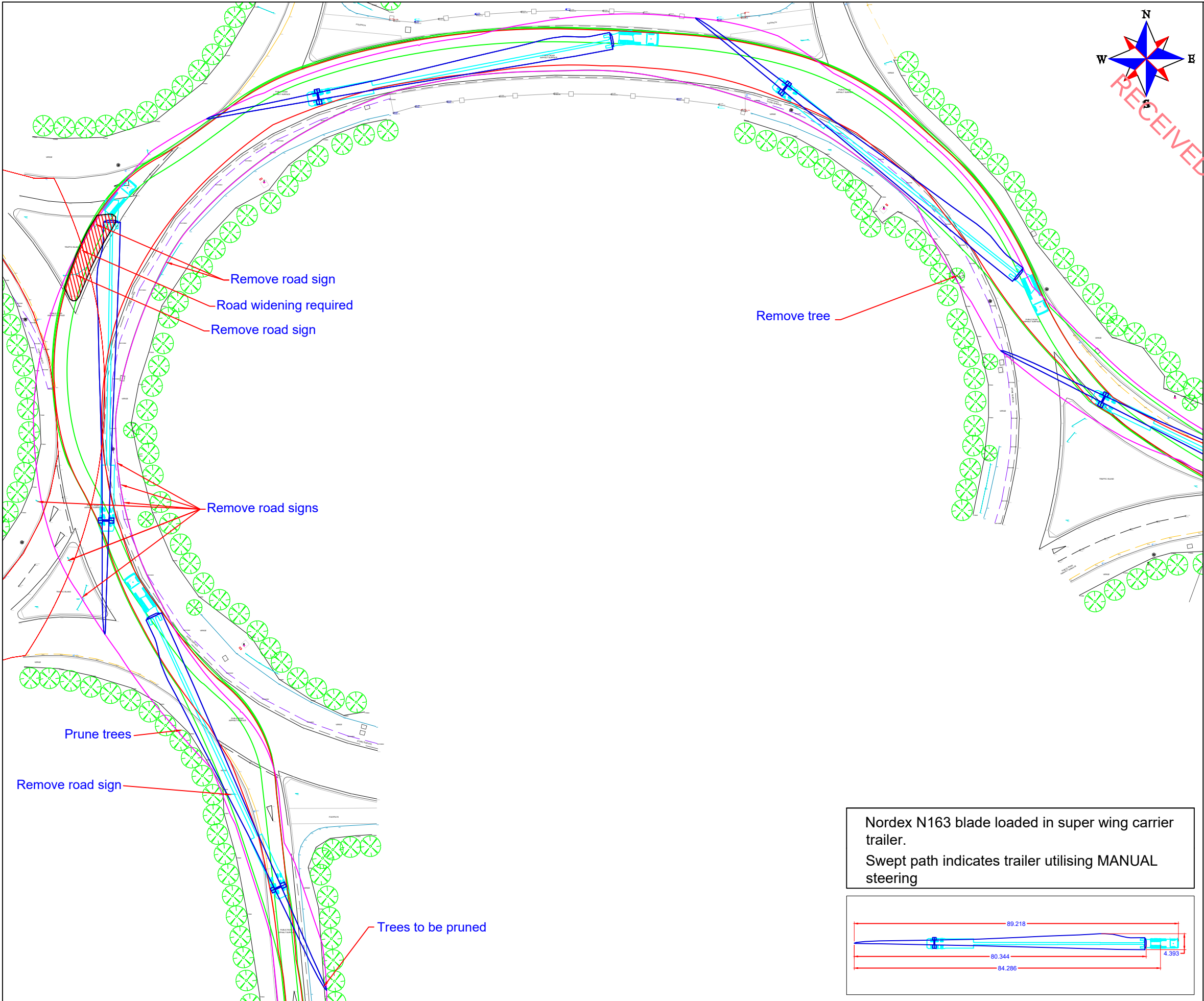
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Survey Data provided by EDF.
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- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
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- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN J.HALSTEAD		TITLE N6 / M6 ROUNDABOUT		
		DATE 18/06/2025		MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER EDF	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY EDF	SITE KELLYSTOWN WIND FARM	DWG. NO. 414022-40B1.1

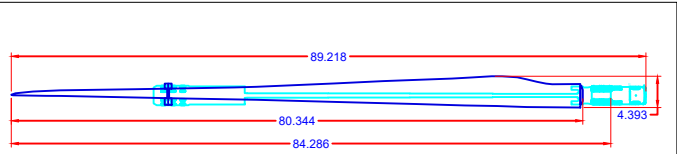


- Exit M1 at junction 10 onto roundabout at junction with N51.
At roundabout turn right onto N51
- **Caution****
- Widening required to provide a useable road surface as indicated by the red hatching.
 - Road signs to be removed as indicated.
 - Trees to be pruned.
 - Ground to be prepared to accept suitable axle loadings.

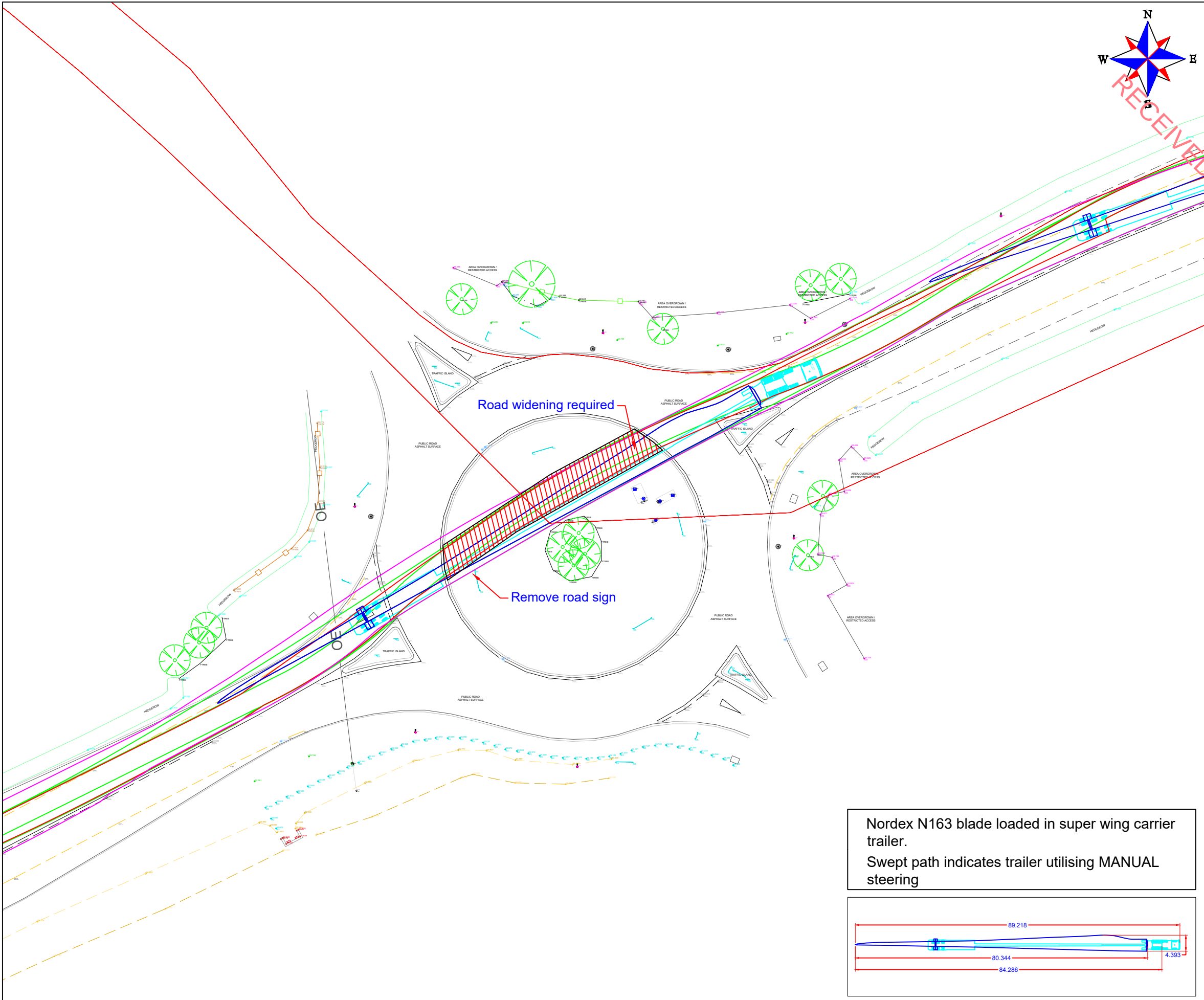
Irish Grid Reference: O 05857 76584

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Survey Data provided by EDF.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
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- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
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- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Continue on N51 to roundabout at junction with R168.
At roundabout continue on N51.

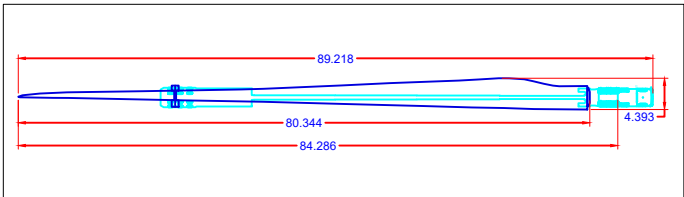
****Caution****

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

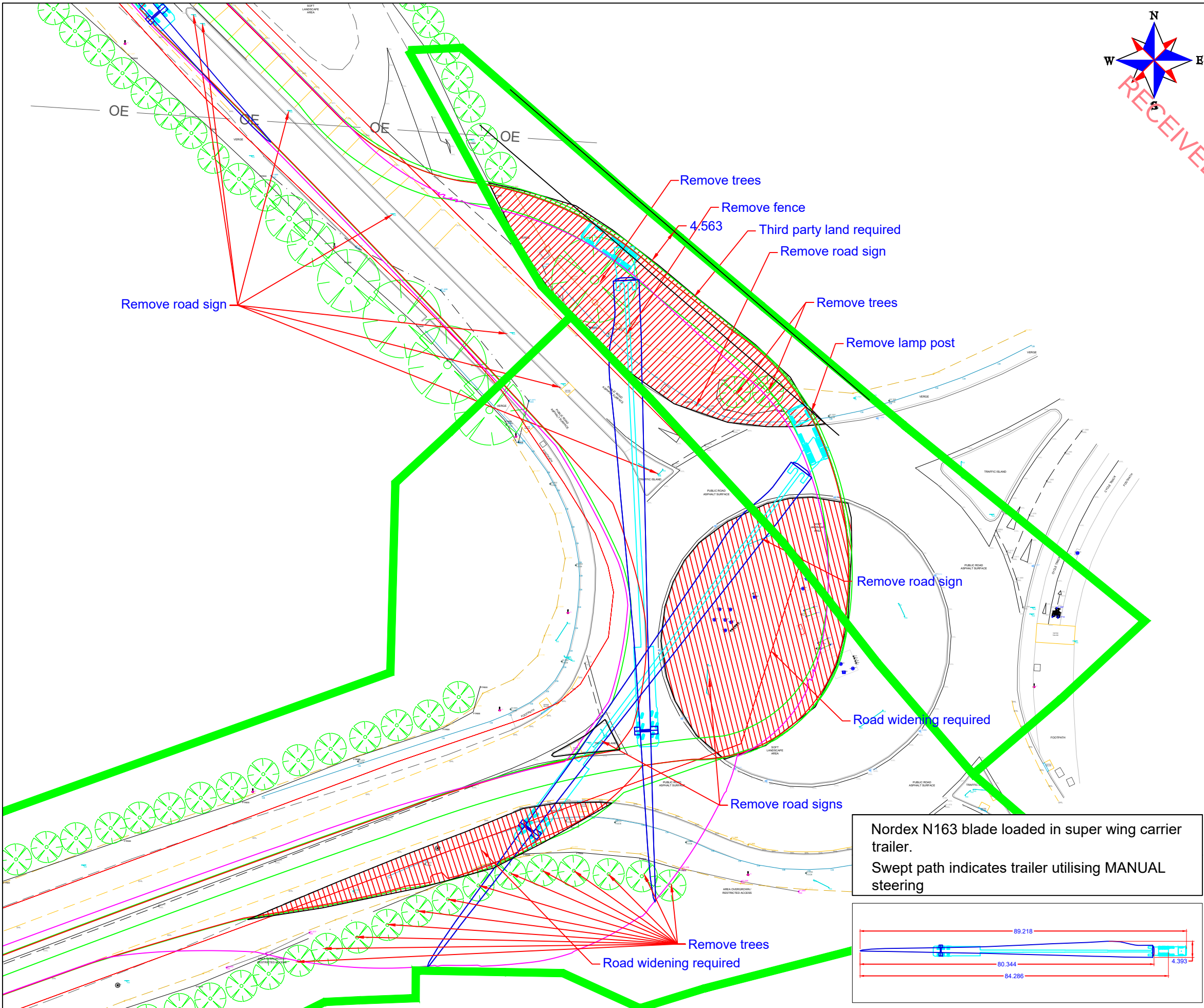
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- The drawing has been produced from Survey Data provided by EDF.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
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- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



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- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Continue on N51 to roundabout at junction with R132.
At roundabout turn left onto R132.

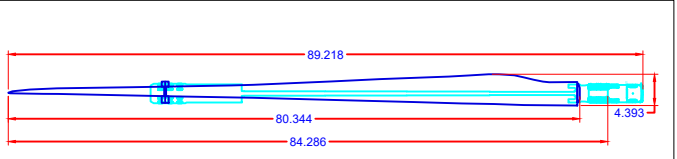
****Caution****

- Third party land is required on both the entrance and exit of the roundabout.
- Widening required to provide a useable road surface as indicated by the red hatching.
- Lamp posts, fence, trees and road signs to be removed as indicated.
- Ground to be prepared to accept suitable axle loadings.

Irish Grid Reference: O 07332 76906

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- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



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- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

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

DRAWN J.HALSTEAD
DATE 12/06/2025
SCALE 1:500 SIZE A3

TITLE
MAPPING DATA SUPPLIED BY EDF
PINCH POINT IDENTIFIED BY EDF

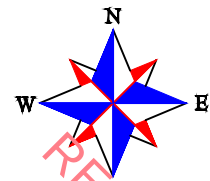
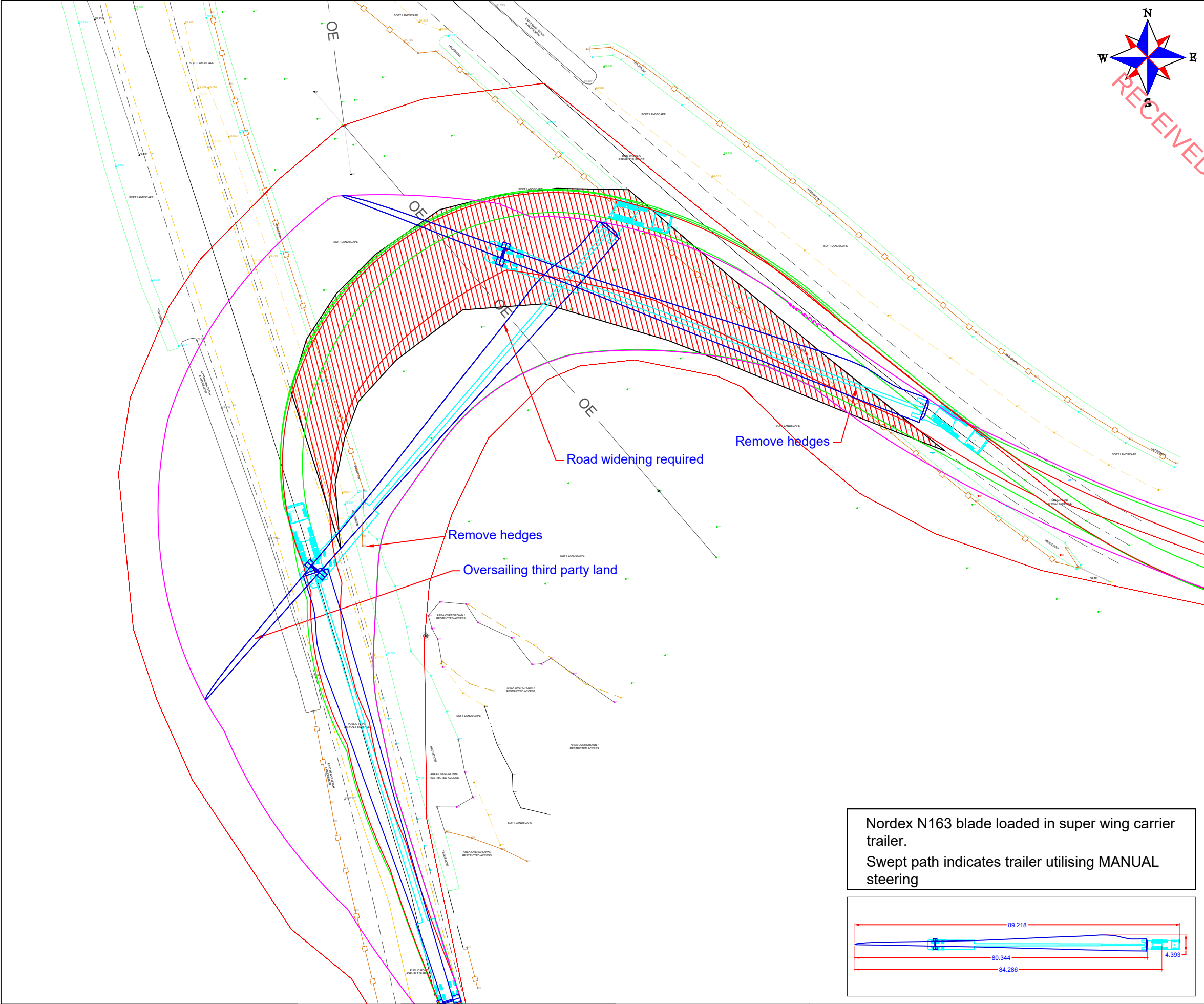
N51 / R132 ROUNDABOUT

CUSTOMER

EDF

SITE KELLYSTOWN WIND FARM

DWG. NO. 414022-60B1.1



Continue on R132 to to junction with
Castletown.
At junction turn right onto Castletown.

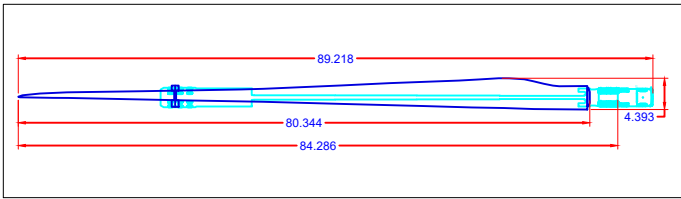
****Caution****

- Third party land is required on nearside of roundabout.
- Rear projection of blade oversailing third party land on nearside of junction.
- Widening required to provide a useable road surface as indicated by the red hatching.
- Hedges to be removed.
- Ground to be prepared to accept suitable axle loadings.

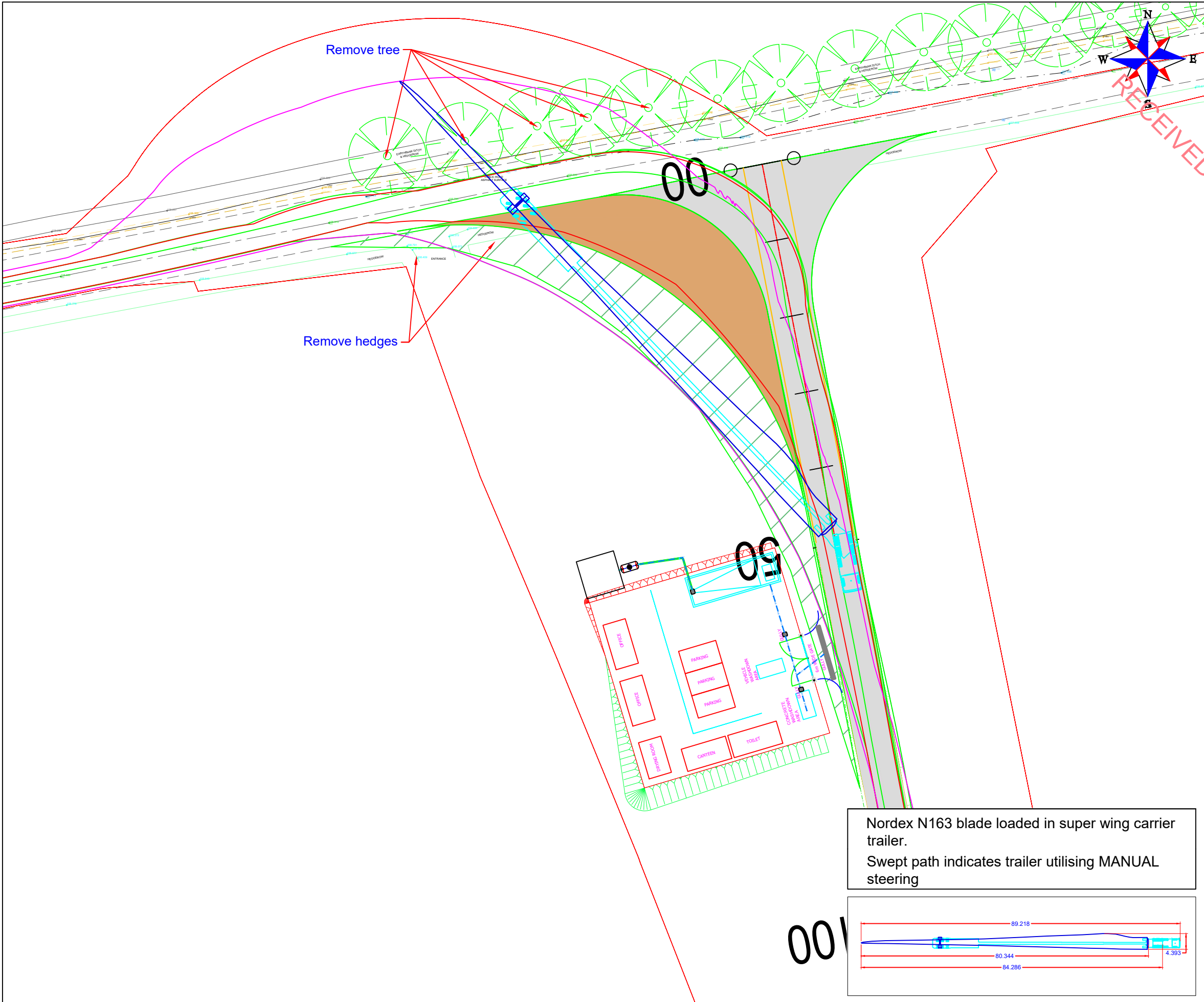
Irish Grid Reference: O 05824 84672

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

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Continue on Castletown to first site entrance.

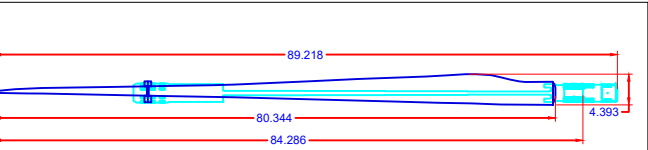
****Caution****

- Trees on the nearside to be removed to allow the rear projection of the blade to oversail.
- Ground to be prepared to accept suitable axle loadings.

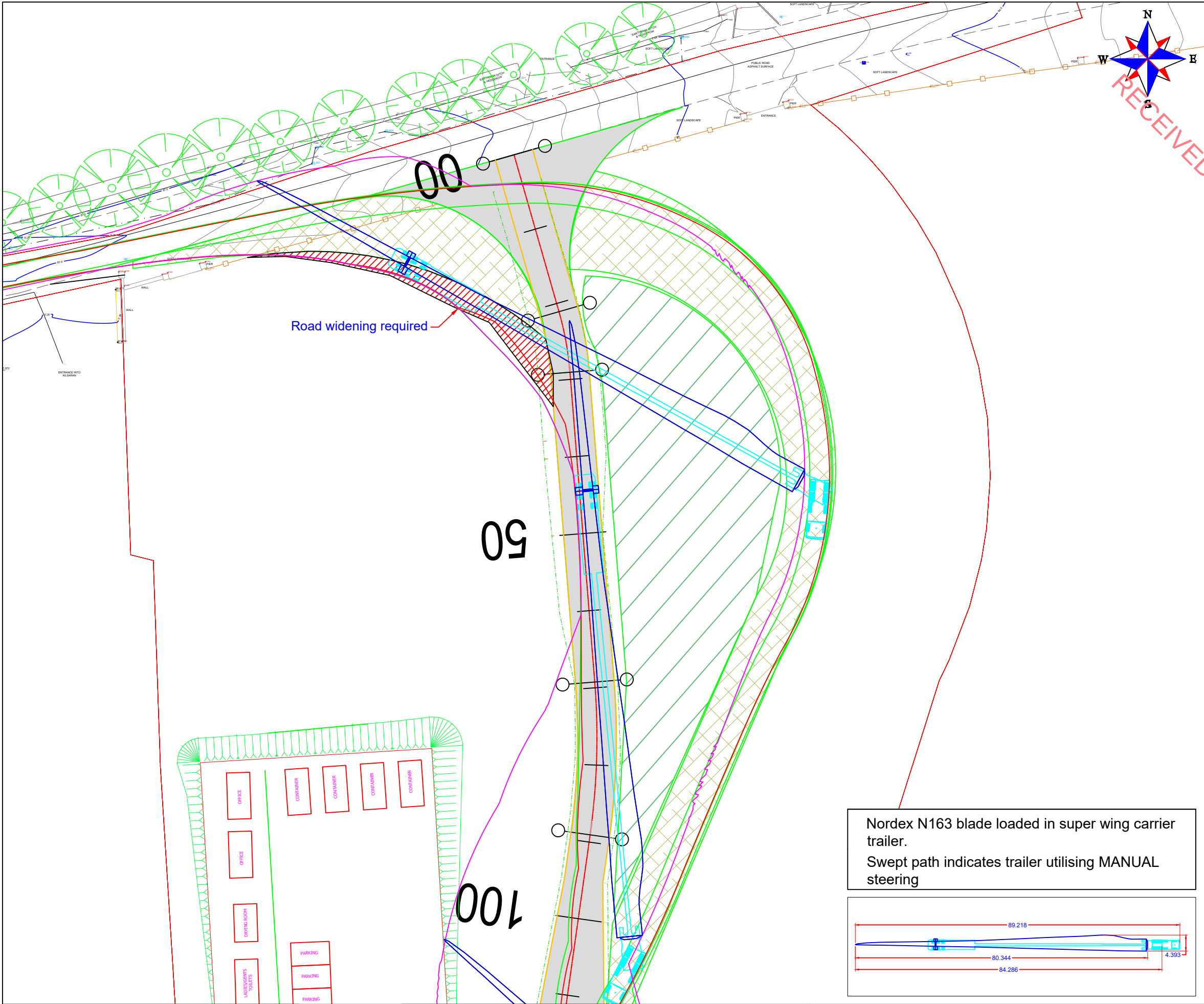
Irish Grid Reference: O 06965 84723

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- Police escorts and permits will be required for the movement of all of the components.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Continue on Castletown to second site entrance.

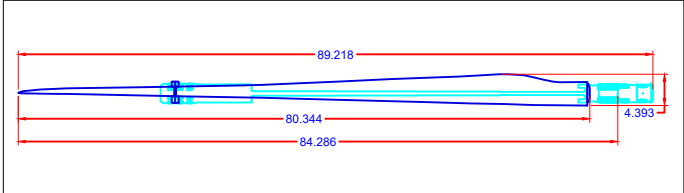
****Caution****

- Road widening is required as indicated by the red hatching. this is required to avoid pruning the trees on nearside.
- Ground to be prepared to accept suitable axle loadings.

Irish Grid Reference: O 07961 84888

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- All dimensions in meters.

Nordex N163 blade loaded in super wing carrier trailer.
Swept path indicates trailer utilising MANUAL steering



- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body