

COLLETT

EXPERTS IN MOTION

A photograph of a white and blue Collett DAF heavy transport truck driving on a road at night. The truck is carrying a large, long, white wind turbine component on its trailer. The truck's headlights are on, and the word 'COLLETT' is visible on the side of the cab. The background shows a line of trees under a dark sky.

Primary Route Assessment - Gortyrähilly Wind Farm, County Cork

Tuesday, 25 February 2020

Prepared For Coillte

21 Locations Assessed

REPORT DETAILS

REPORT FOR

Coillte
Dublin Rd,
Kilmacullagh,
Newtown Mount Kennedy,
Co. Wicklow,
A63 DN25

ATTENDEES OF THE SURVEY

Jake Halstead and Jack Scott

DATE AND TIME OF THE SURVEY

Tuesday 25th February

GENERAL WEATHER CONDITIONS

Mixed

ISSUED BY

Steven Mangham

APPROVED BY

Steven Mangham

DOCUMENT REVISIONS

No	Date	Details

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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 Google and Grangemouth offer strategically located sites suitable to provide central hubs for the distribution of abnormal load throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity. 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



CONTACT DETAILS

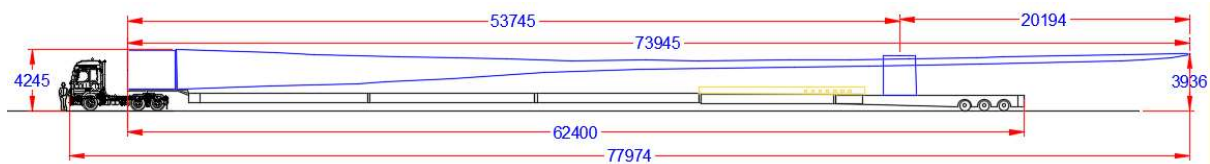
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ROUTE ASSESSMENT OVERVIEW

This section of the report illustrates the route assessed for the delivery of wind parts to the proposed Gortyrähilly Wind Farm, County Cork, Ireland.

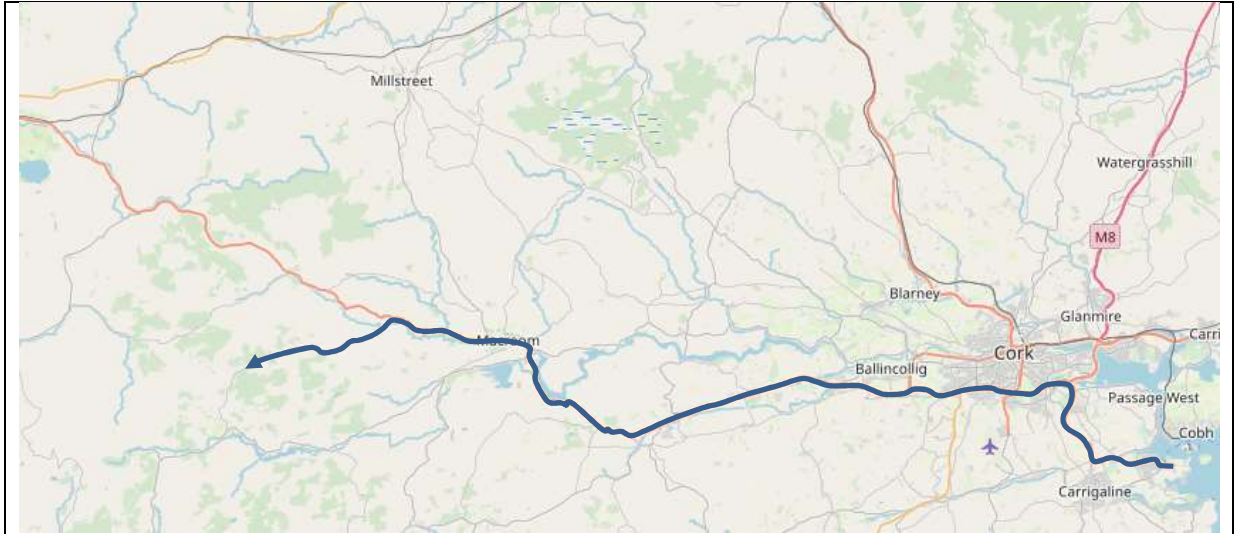
All the routes surveyed in this report have been identified by Coillte and have been detailed in this report based on the following maximum wind parts dimensions instructed by Coillte:



Route

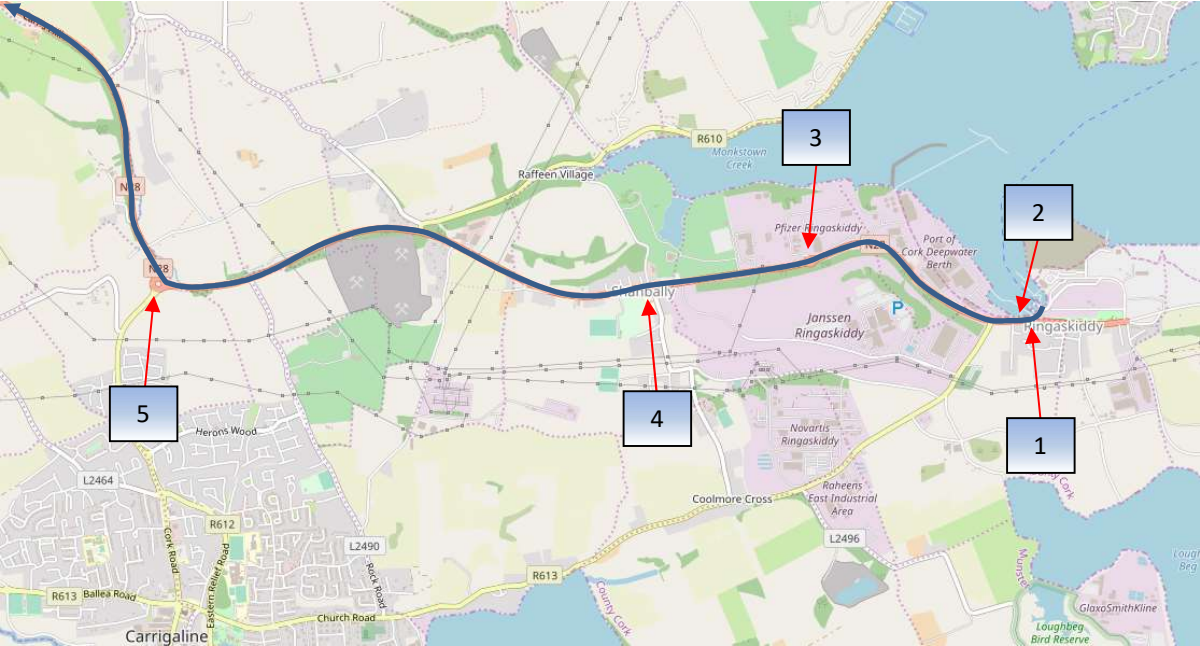
Start Location	N28	Distance of Route	Km	Miles
Max Load Dims:	73.94m Rigid Length Approx. 4.20m width		72.4	45.0
<ul style="list-style-type: none"> • Exit Ringaskiddy Port onto N28. • At the roundabout, continue on N28. • At the roundabout, continue on N28. • At the roundabout, take the 2nd exit onto N28. • Continue on N28, then take the slip road onto N40. • Continue on N22, then turn left at junction onto unclassified road. • Continue on unclassified road to site entrance at OSI W 16945 71539. 				

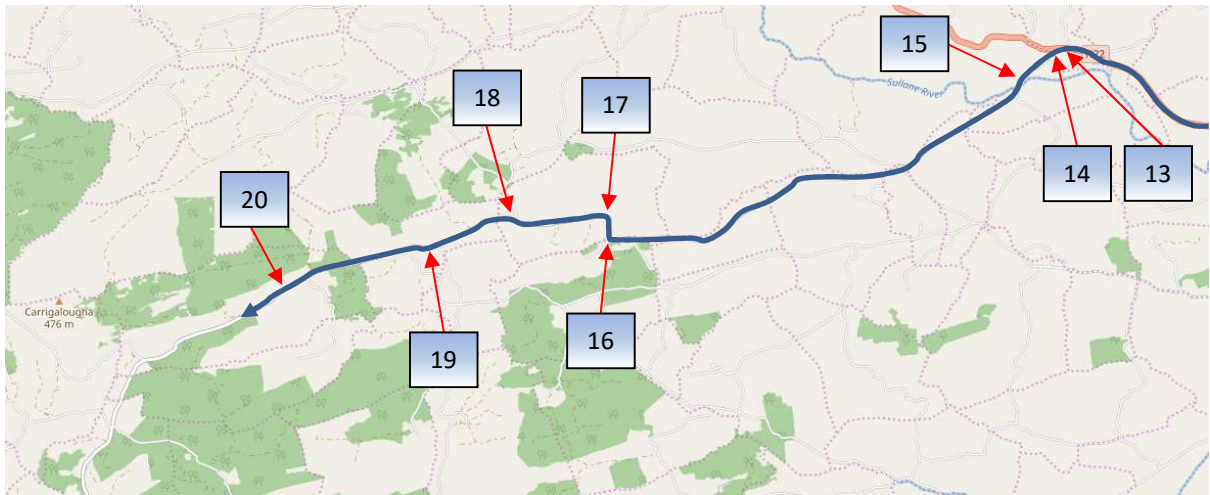
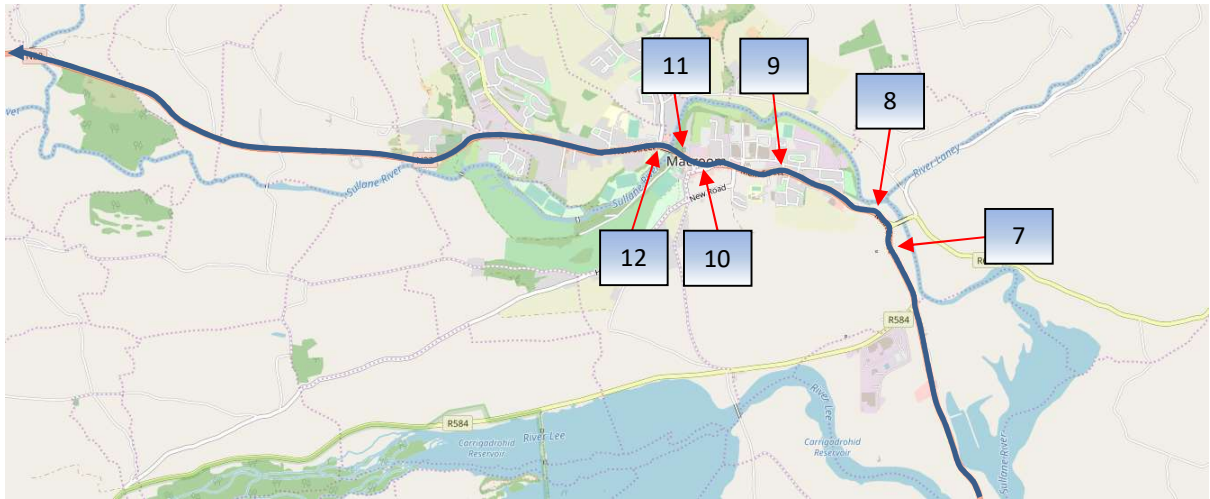
MAP OVERVIEW



ROUTE ASSESSMENT

LOCATION OVERVIEW







Location 1 - Exit 1 At Ringaskiddy Port Onto N28
Direction Turn Right At Junction
Visual inspection indicates that road widening is required on offside of junction up to the anchor platform.



Location 2 - Exit 2 At Ringaskiddy Port Onto N28
Direction Turn Right At Junction
Visual inspection indicates that traffic lights on junction will be required to be removed.



Location 3 - N28/Unclassified Road Roundabout
Direction Take 1st Exit At The Roundabout
Visual inspection indicates that road widening on central island is required.

Road sign on central island and exit splitter island to be removed.



Location 4 - N28/Marian Terrace/L2492

Roundabout

Direction Take 2nd Exit At The Roundabout

Visual inspection indicates that road widening is required on entry splitter island.

Splitter island after roundabout to be removed.

Road sign on entry splitter island to be removed.

Loaded blade component is required to contraflow the roundabout to reduce modifications.



Location 5 - N28/R611 Roundabout

Direction Take 2nd Exit At The Roundabout

Visual inspection indicates that road sign on offside is to be removed.

Loaded blade component is required to contraflow the roundabout to reduce modifications.



Location 6 - N28/N40 Slip Road

Direction Take Slip Road Onto N40

Visual inspection indicates that loaded blade will navigate this junction without issue.



Location 7 - Right Hand Bend Prior To R618

Direction Continue At This Location

Visual inspection indicates that manual steering is required.



Location 8 - Left Hand Bend After R618

Direction Continue At This Location

Visual inspection indicates that manual steering is required.



Location 9 - Left Bend On N22 After Oakwood In Macroom

Direction Continue On N22

Visual inspection indicates that further investigation is required at this location.

Swept Path Analysis is recommended on topographical survey data to determine whether the blade component can navigate.



Location 10 - Right Hand Bend In Macroom At Drapery Store

Direction Continue At This Location

Visual inspection indicates that further investigation is required at this location.

Swept Path Analysis is recommended on topographical survey data to determine whether the blade component can navigate.



Location 11 - Left Bend On N22 Before Bridge In Macroom

Direction Continue On N22

Visual inspection indicates that further investigation is required at this location.

Swept Path Analysis is recommended on topographical survey data to determine whether the blade component can navigate.



Location 12 - Left Hand Bend Exiting The Bridge In Macroom

Direction Continue On N22

Visual inspection indicates that further investigation is required at this location.

Swept Path Analysis is recommended on topographical survey data to determine whether the blade component can navigate.



Location 13 - N22/L3402 Junction

Direction Turn Left At Junction

Visual inspection indicates that loaded blade will oversail third party land.

Fence and road sign on nearside to be removed.

Swept Path Analysis recommended.



Location 14 - Left Hand Bend On L3402

Direction Continue At This location

Visual inspection indicates that rear projection of blade will oversail third party land on offside to avoid telegraph pole on nearside.

Trees in third party land to be removed.

Swept Path Analysis recommended.



Location 15 - Left Hand Bend Prior To Bridge On L3402

Direction Continue At This Location

Visual inspection indicates that trailer body will oversail third party land on nearside.

Trailer may be required to be raised to avoid colliding with bridge parapet on nearside.

Manual steering will be required to exit the bridge.

Swept Path Analysis recommended.



Location 16 - Right Hand Bend Of S Bend On L3402

Direction Continue At This Location

Visual inspection indicates that telegraph pole on offside will be required to be removed.

Swept Path Analysis recommended.

Note: photo in reverse view



Location 17 - Left Hand Bend Of S Bend On L3402

Direction Continue At This Location

Visual inspection indicates that road widening is required on offside to avoid third party land on the nearside.

Rear projection of blade to oversail third party land on offside.

Swept path analysis is required at this location on topographical data.



Location 18 - Left Hand Bend At School On L3402

Direction Continue At This Location

Visual inspection indicates that road sign on nearside to be removed.

Manual steering will be required.



Location 19 - Right Hand Bend On L3402

Direction Continue At This Location

Option 1:

Trees and telegraph pole on nearside to be removed to allow rear projection of blade to oversail.

Option 2:

Road widening within third party land is required on offside to avoid trees and telegraph pole.

Swept path analysis is required at this location on topographical data.



Location 20 - Right Hand Bend On L3402

Direction Continue At This Location

Visual inspection indicates that manual steering will be required.

Note: picture in reverse view.

Arrived At Gurtnabinna

IMPORTANT NOTES

- Pilot car will be required to negotiate the route, in order to assist with traffic control and control oncoming traffic flow.
- The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- All access diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- 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.
- All route assessment, proposed land-take and removal/re-instatement of nominated street furniture is deemed accurate by Collett & Sons Ltd 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.
- The full width of the road will be required on the N28 through the narrow sections.
- This route has been assessed based on the blade component only. Once the turbine manufacturer/specification has been determined, the route is to be assessed for the additional turbine components.