

# COLLETT

EXPERTS IN MOTION



## Primary Route Assessment - Port Of Foynes / Gortyrahilly

343154

Wednesday, 23 September 2020

Prepared For Coillte

58 Locations Assessed

## REPORT DETAILS

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### REPORT FOR

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Kieran O'Malley  
Dublin Road  
Newtown Mount Kennedy  
Co. Wicklow  
A63 DN25

### ATTENDEES OF THE SURVEY

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Jacob Halstead and Spencer Budgen

### DATE AND TIME OF THE SURVEY

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Wednesday 23<sup>rd</sup> September

### GENERAL WEATHER CONDITIONS

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Sunny

### ISSUED BY

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Spencer Budgen

### APPROVED BY

---

Steven Mangham

### DOCUMENT REVISIONS

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No	Date	Details

### NON DISCLOSURE NOTICE

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## COMPANY PROFILE

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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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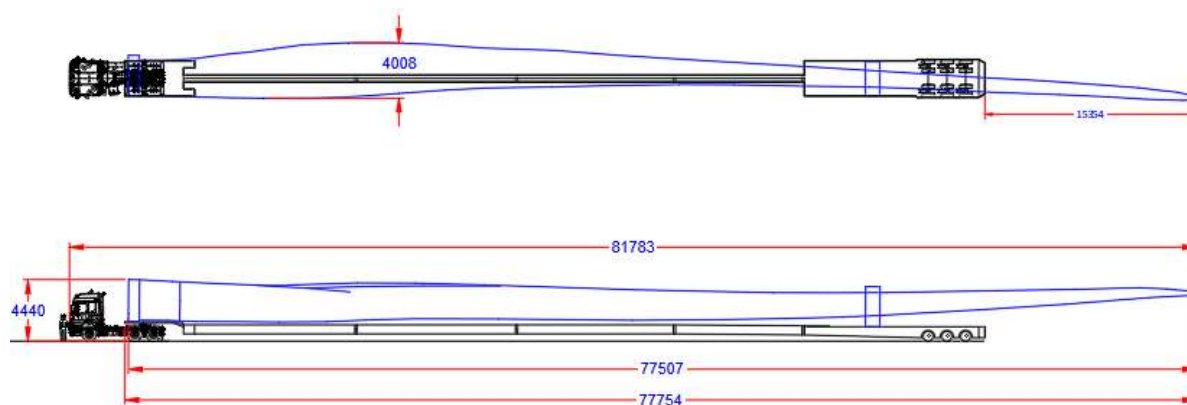
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[www.collett.co.uk](http://www.collett.co.uk)

## ROUTE ASSESSMENT OVERVIEW

This section of the report illustrates the route assessed for the delivery of a generic 77.5m blade component to the proposed Gortrahilly Wind Farm, Coolea, Co. Cork, Ireland.

All the routes surveyed in this report have been identified by Collett Consulting and have been detailed in this report based on the following maximum dimensions instructed by Coillte.

Loaded blade is required to travel through the Limerick Tunnel, with the current loaded height at 4.44m the blade will navigate through, although this is a generic blade and once a blade is chosen this should be revisited.



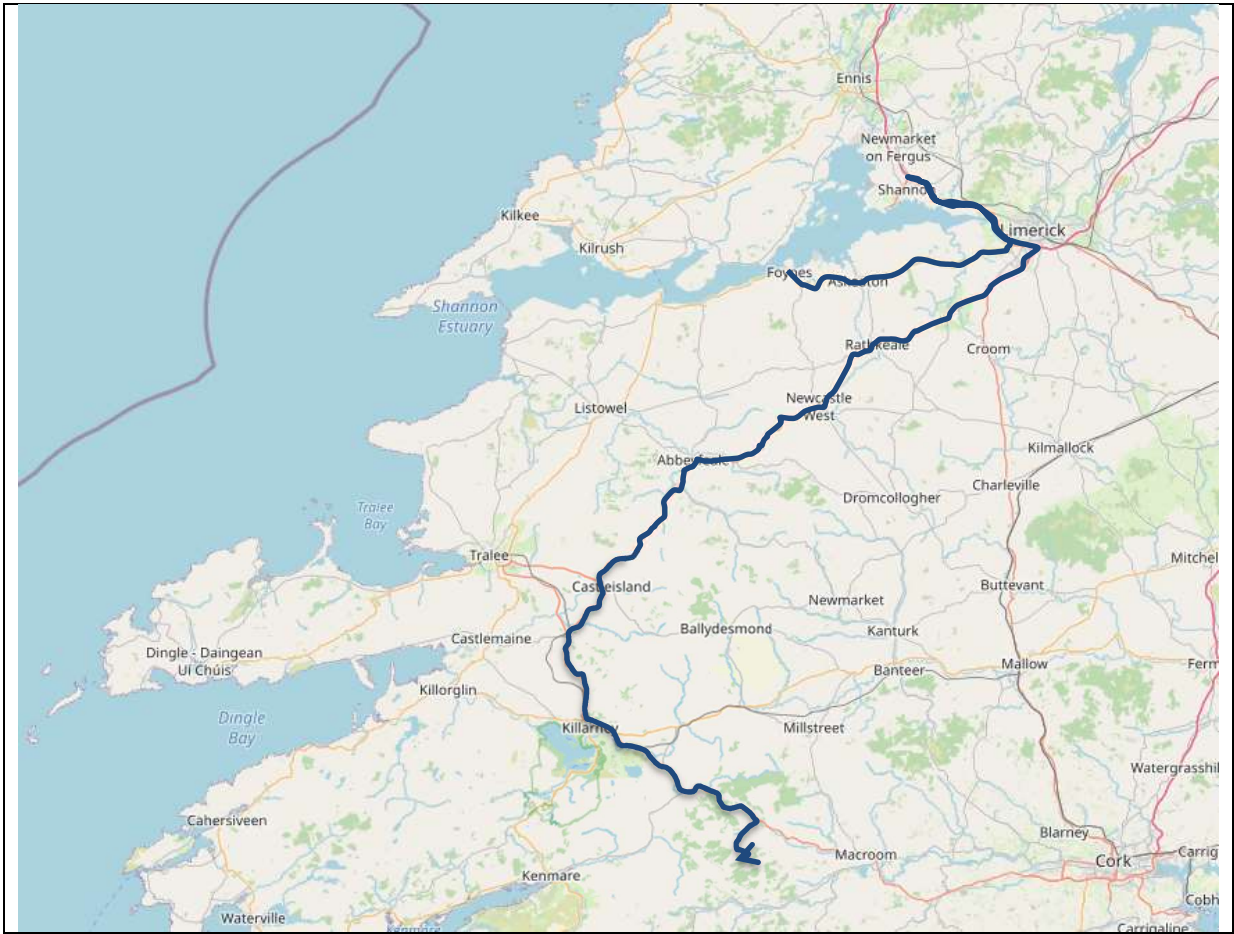
### Route

Start Location	Port of Foynes	Distance of Route	Km	Miles
Max Load Dims:	77.5m Rigid Length Approx. 4m width		216	135
<ul style="list-style-type: none"><li>Exit Foynes port onto N69,</li><li>Continue on N69 through roundabout at Cois Crraig.</li><li>At roundabout continue on N69</li><li>At N69/N18 roundabout proceed on the N18 northbound</li><li>Continue on N18 northbound to the roundabout at junction with N19</li><li>Circumnavigate N18/N19 roundabout to re-join the N18 southbound</li><li>Take the exit from N18 to the M20</li><li>Take the exit from M20 to N21</li><li>At the roundabout with L1420, take the 2<sup>nd</sup> exit and continue on N21</li><li>At Main Street roundabout take 1<sup>st</sup> exit and continue on N21</li><li>At Cork Road roundabout in Newcastle West, continue straight on the N21</li><li>Continue on N21 at unnamed roundabout at junction with unnamed road.</li><li>At N21/N23 roundabout, proceed onto N23</li><li>At Sandville Roundabout with the L2040, take the 2<sup>nd</sup> exit and continue on N23</li><li>At N23/N22 junction, turn left onto the N22</li><li>At Cleeney roundabout, take the first exit onto the N22</li><li>At the roundabout take the 2<sup>nd</sup> exit onto Bypass Rd/N22</li><li>At roundabout in Lis Daire, take the 2<sup>nd</sup> exit and stay on the N22</li><li>Take the exit onto the newly constructed bridge joining N22 to unnamed road</li><li>Exit the bridge and proceed on unnamed route to proposed site</li><li>Turn left at the junction with second unnamed road towards 'Tir Na Meala'</li><li>At the junction with unnamed roads, proceed on original road towards site.</li><li>Continue on unnamed road to proposed new site track.</li><li>Continue on unnamed road to Grid Ref. <i>W 16972 73530</i></li></ul>				

# MAP OVERVIEW

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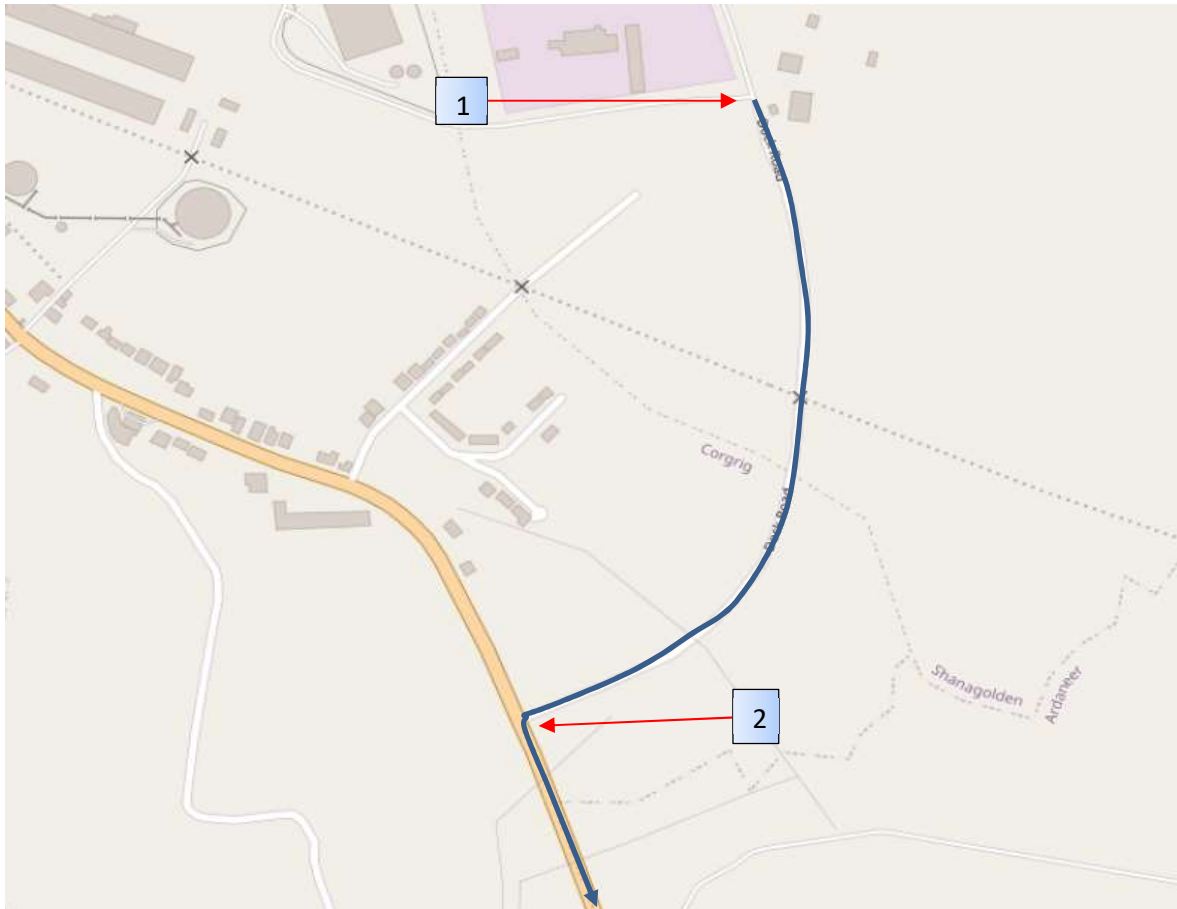


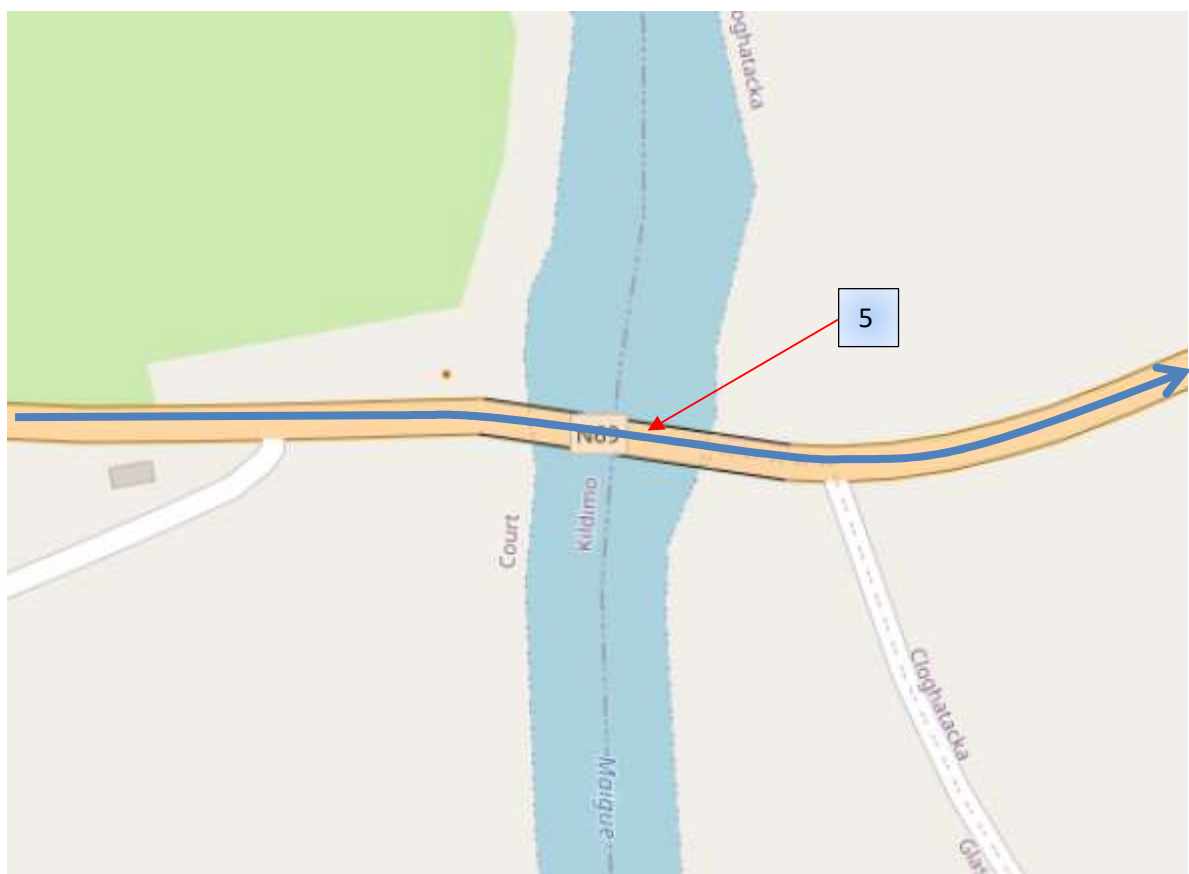
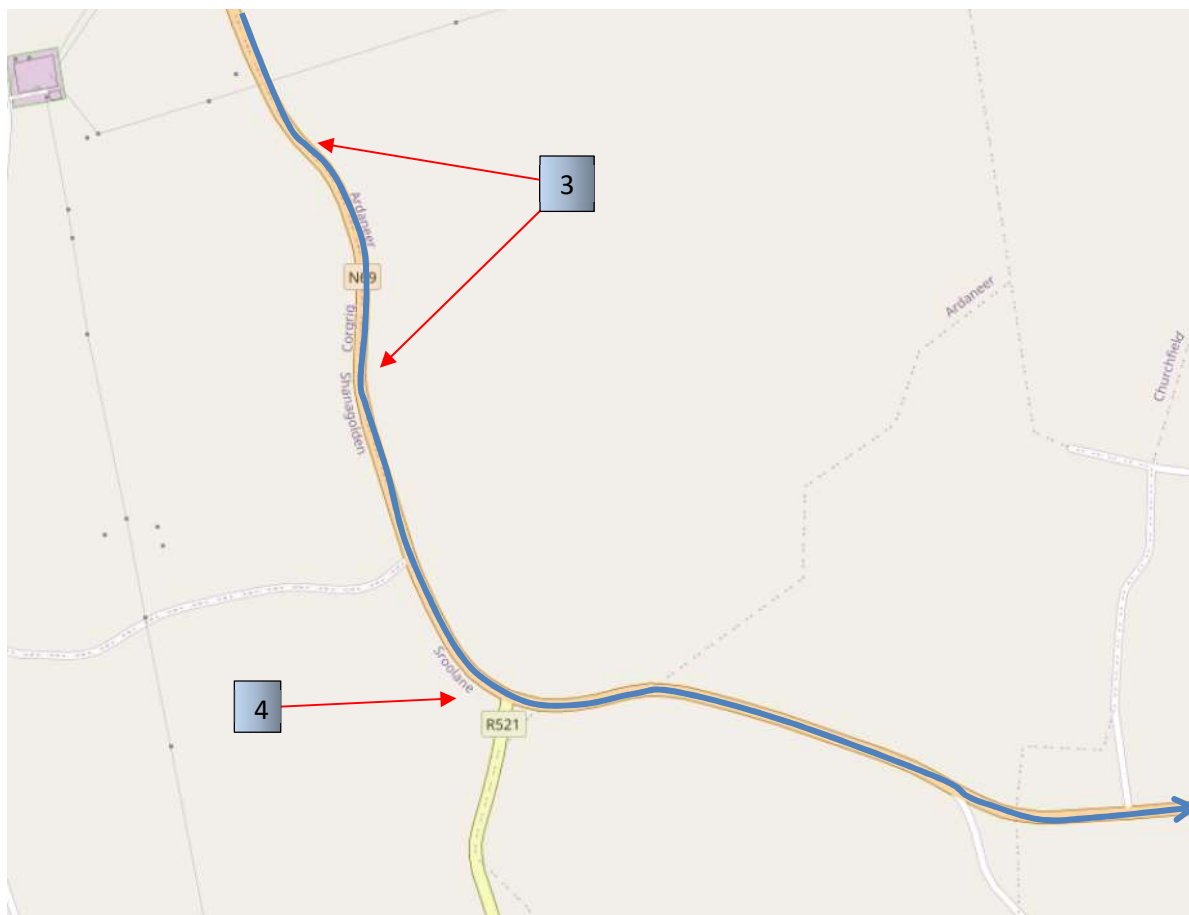
# ROUTE ASSESSMENT

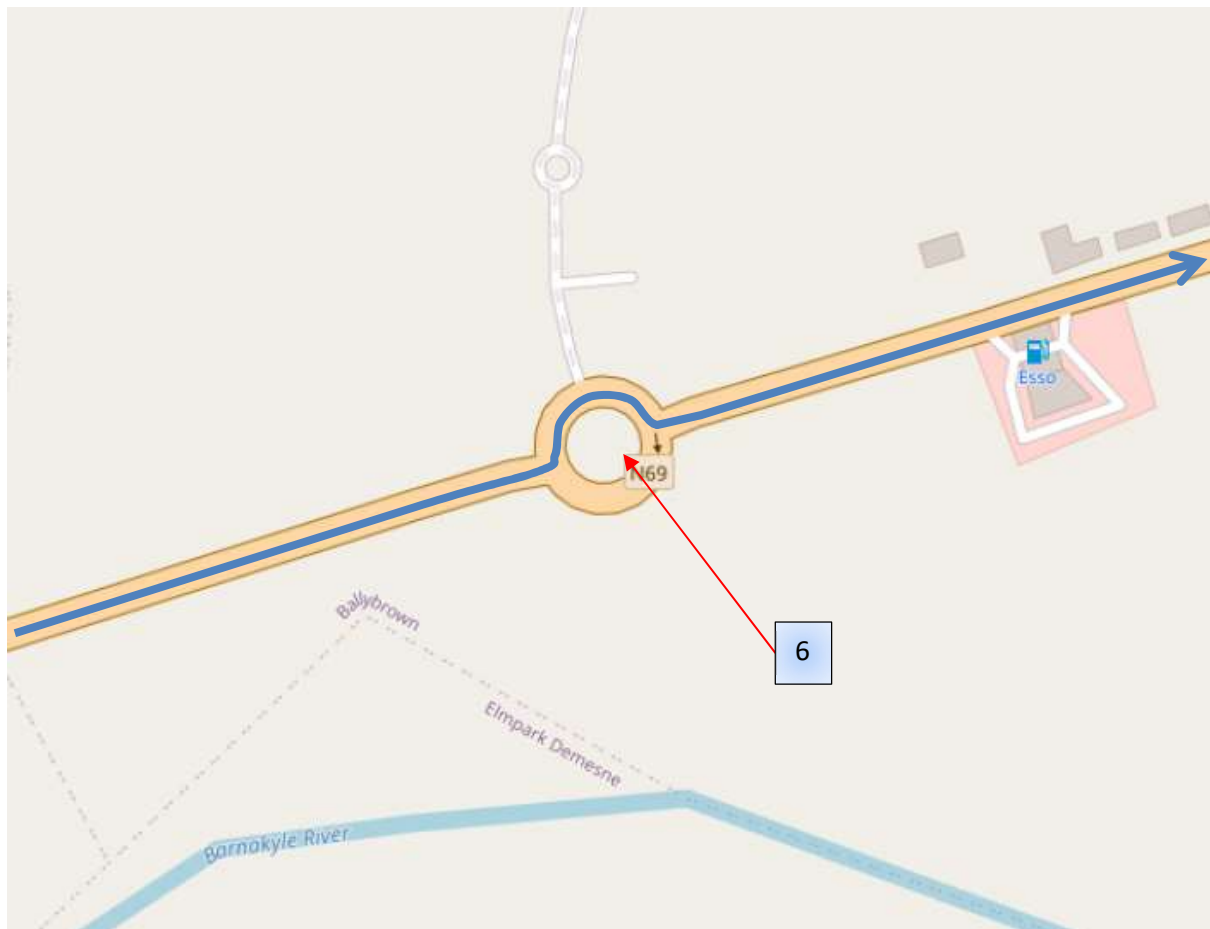
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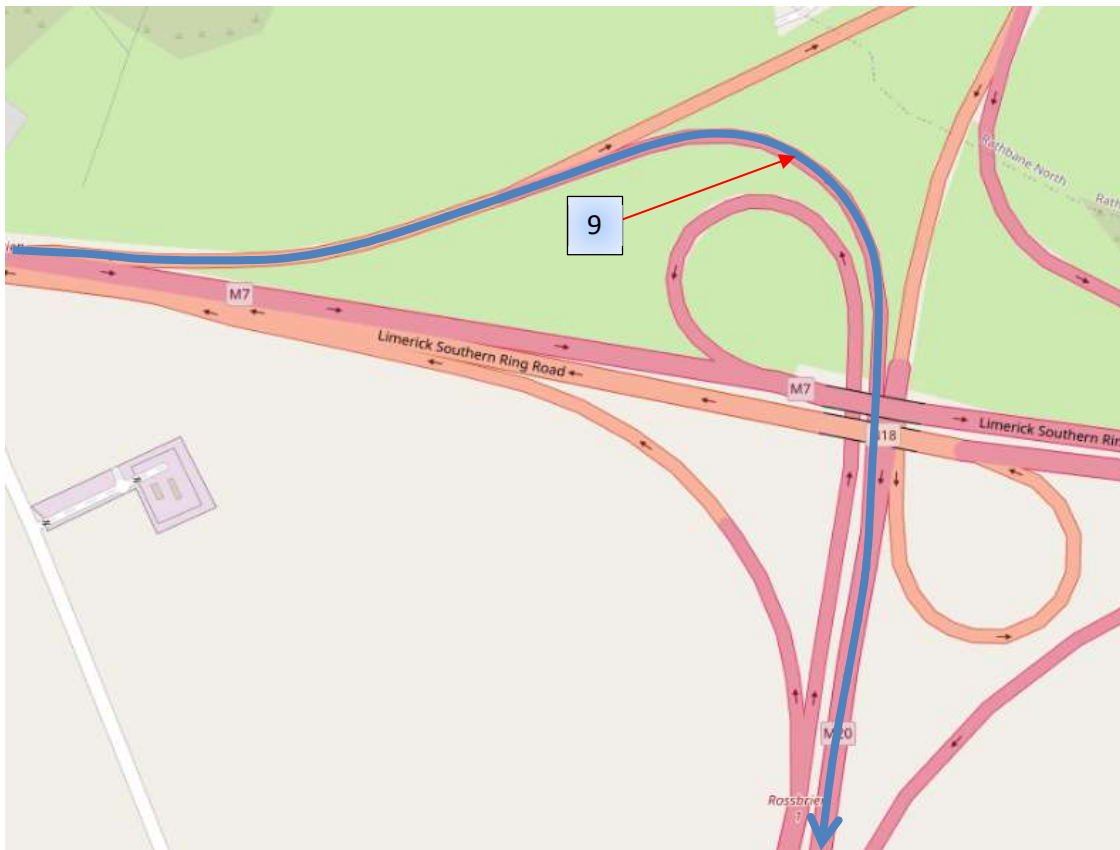
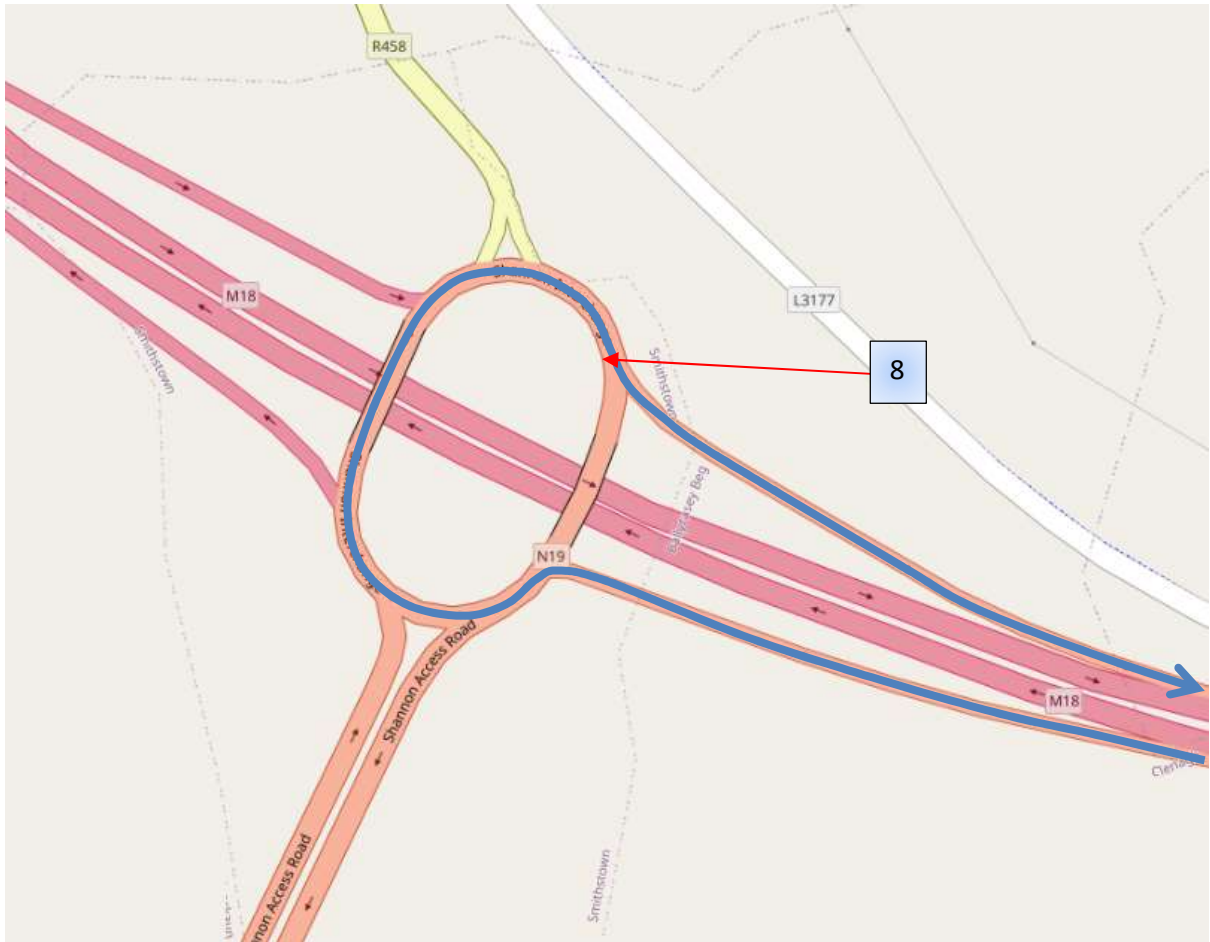
## LOCATION OVERVIEW

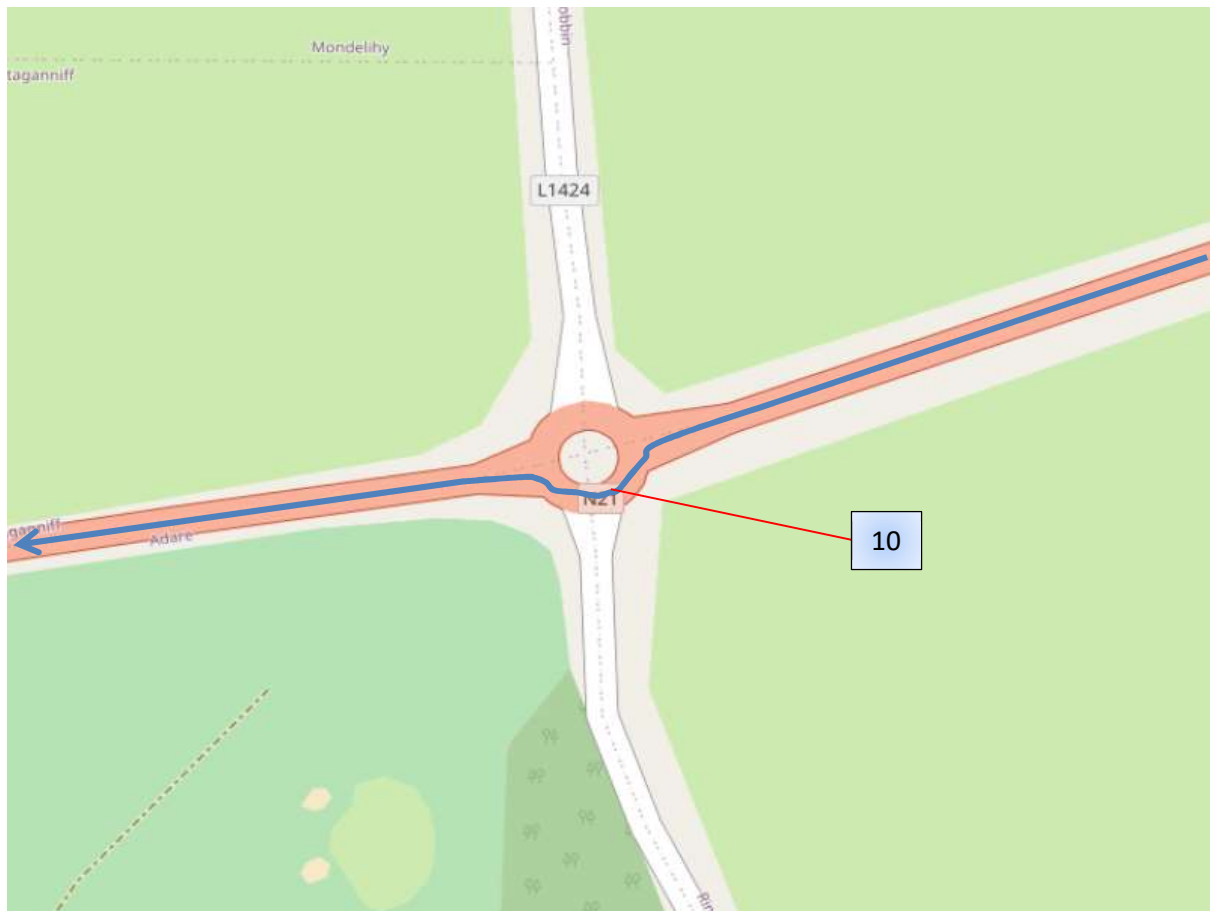
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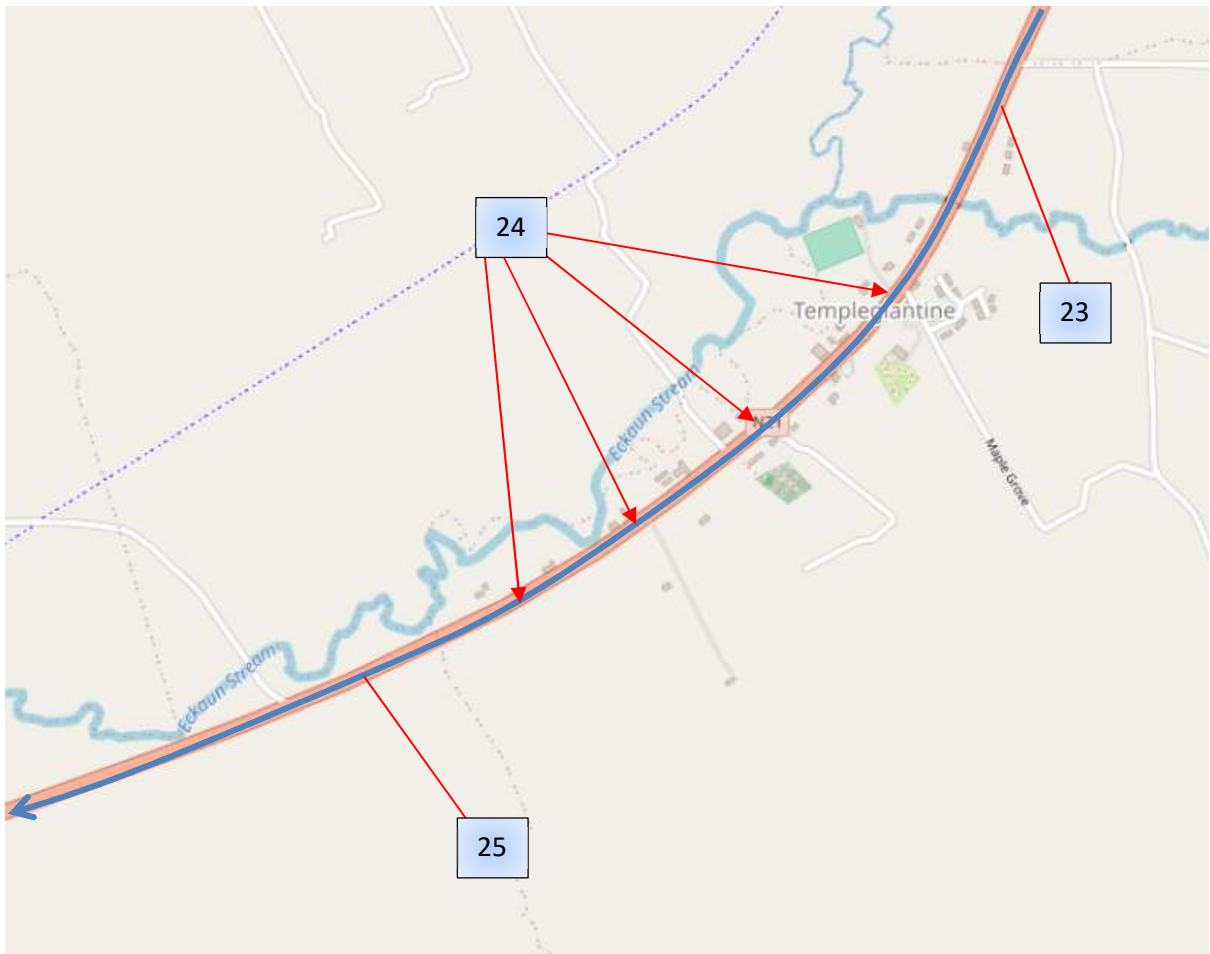
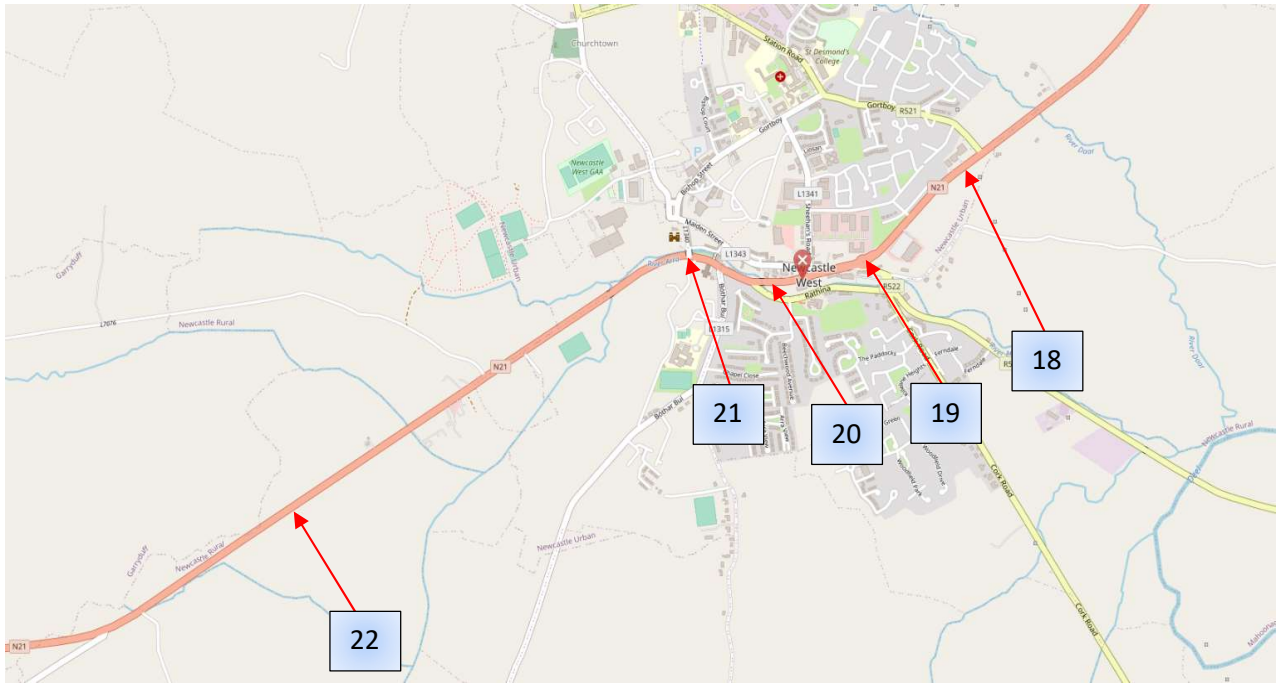


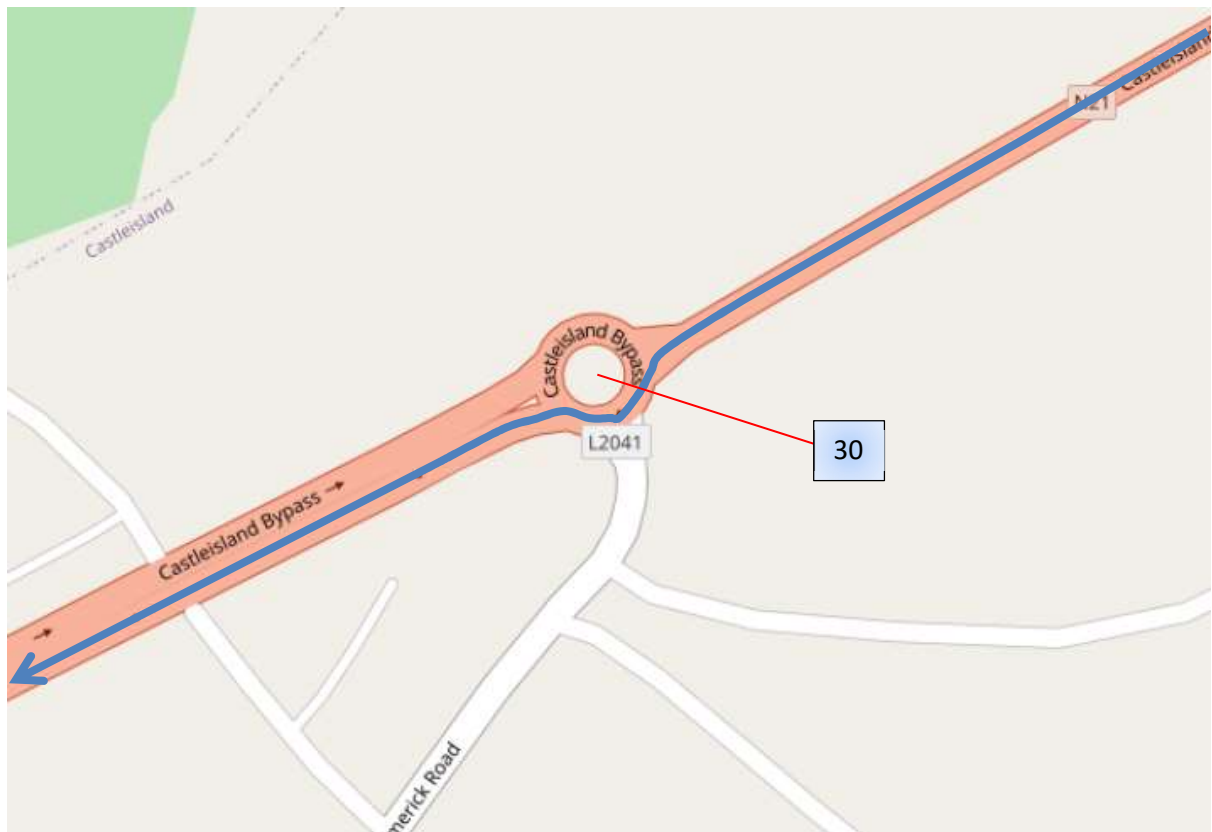
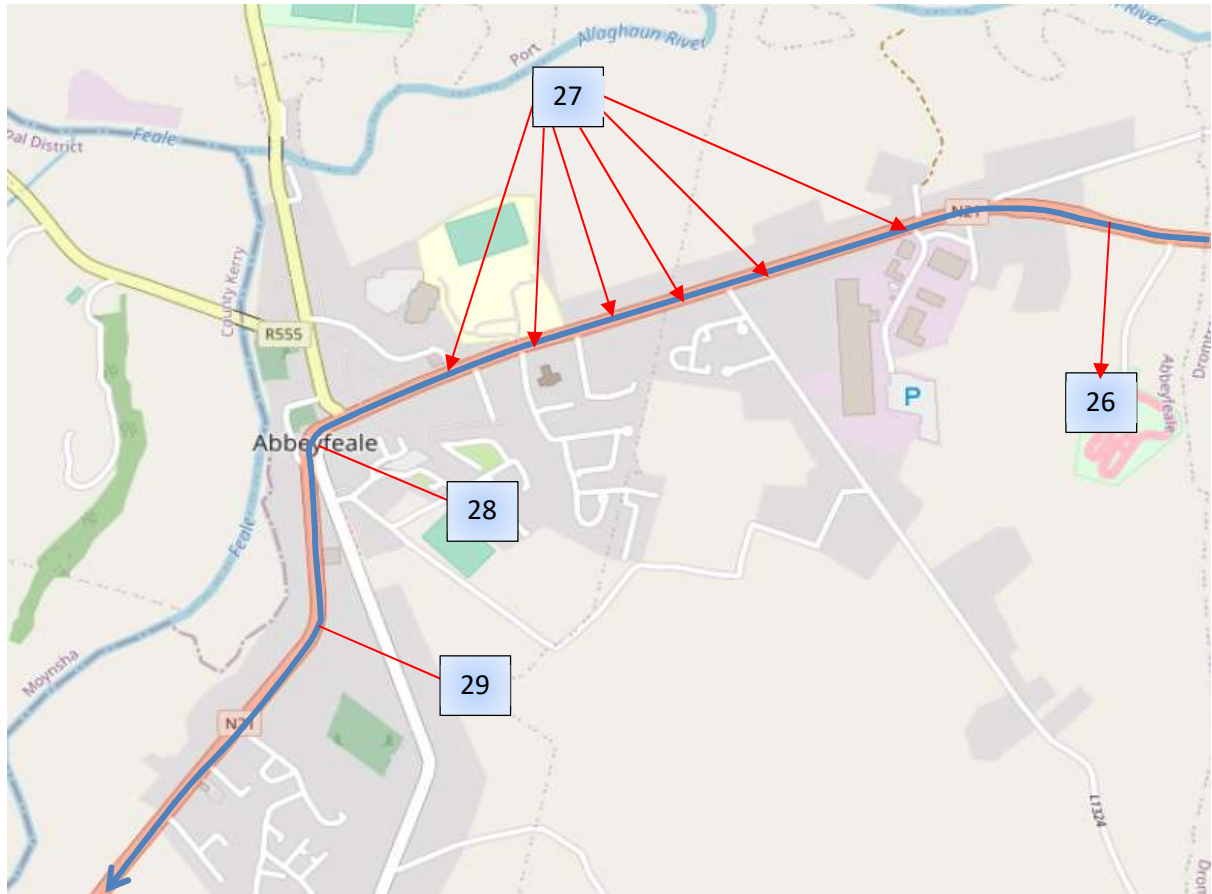


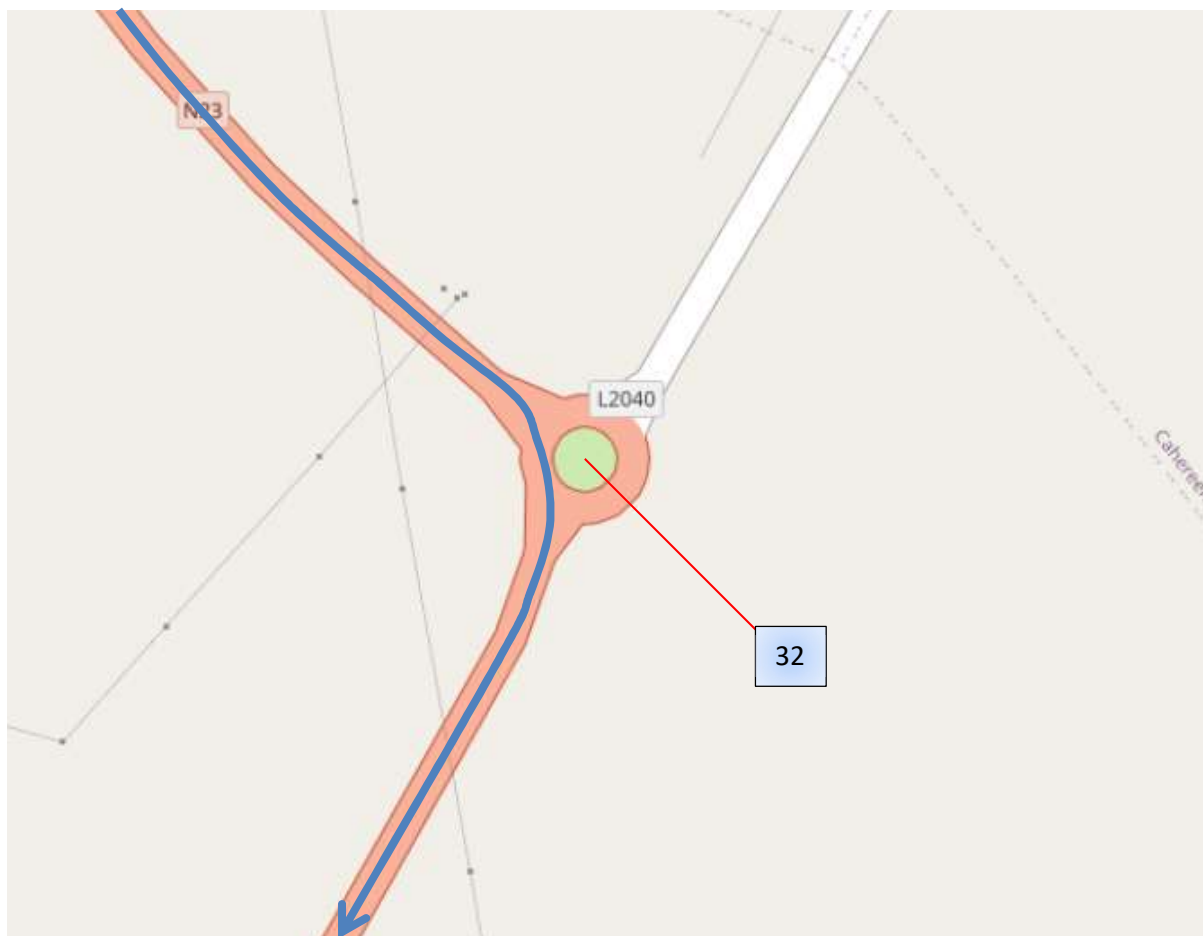
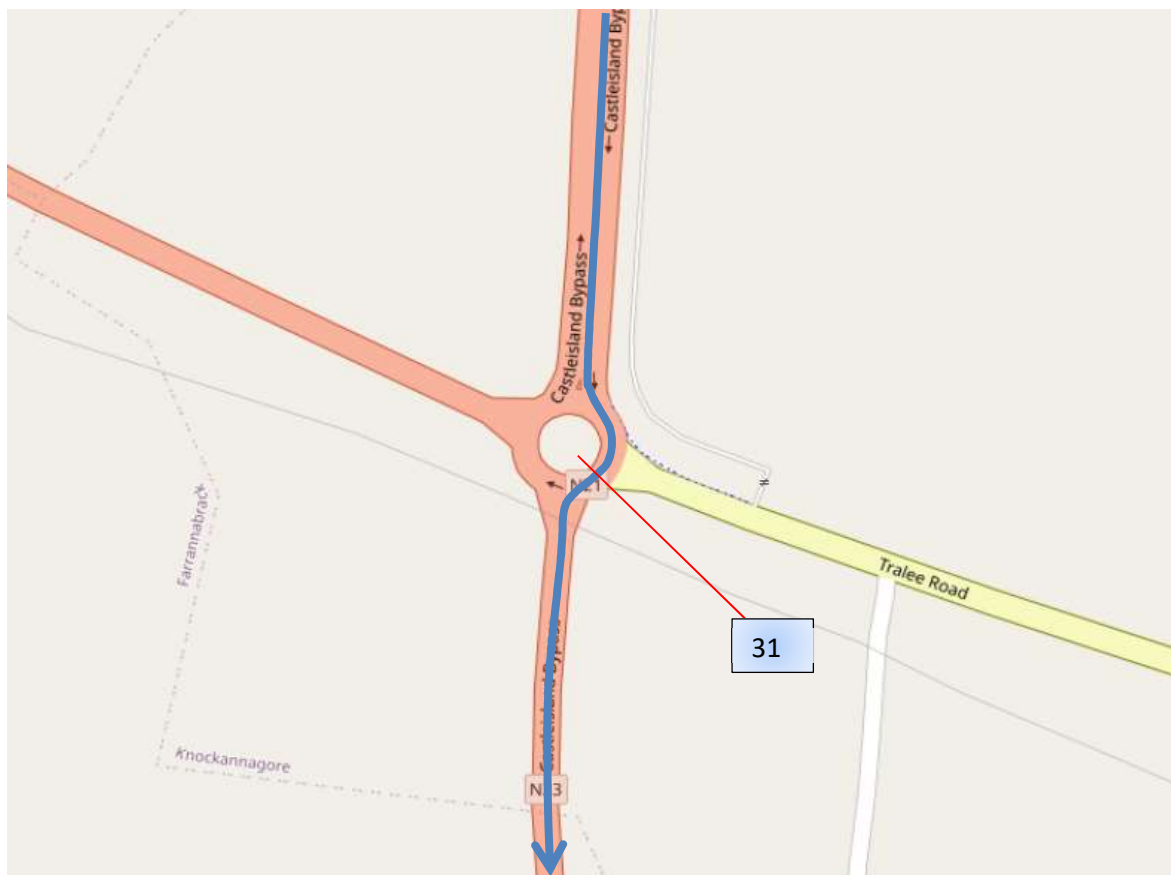




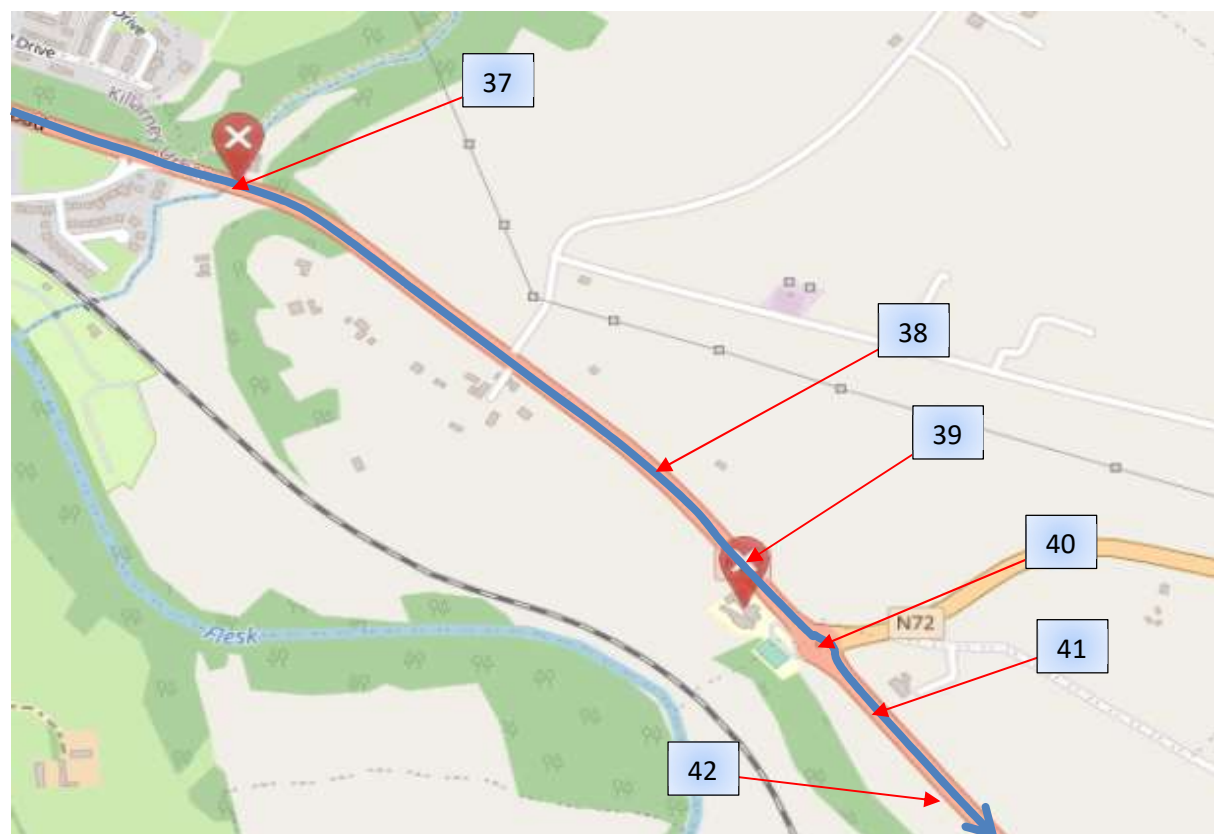


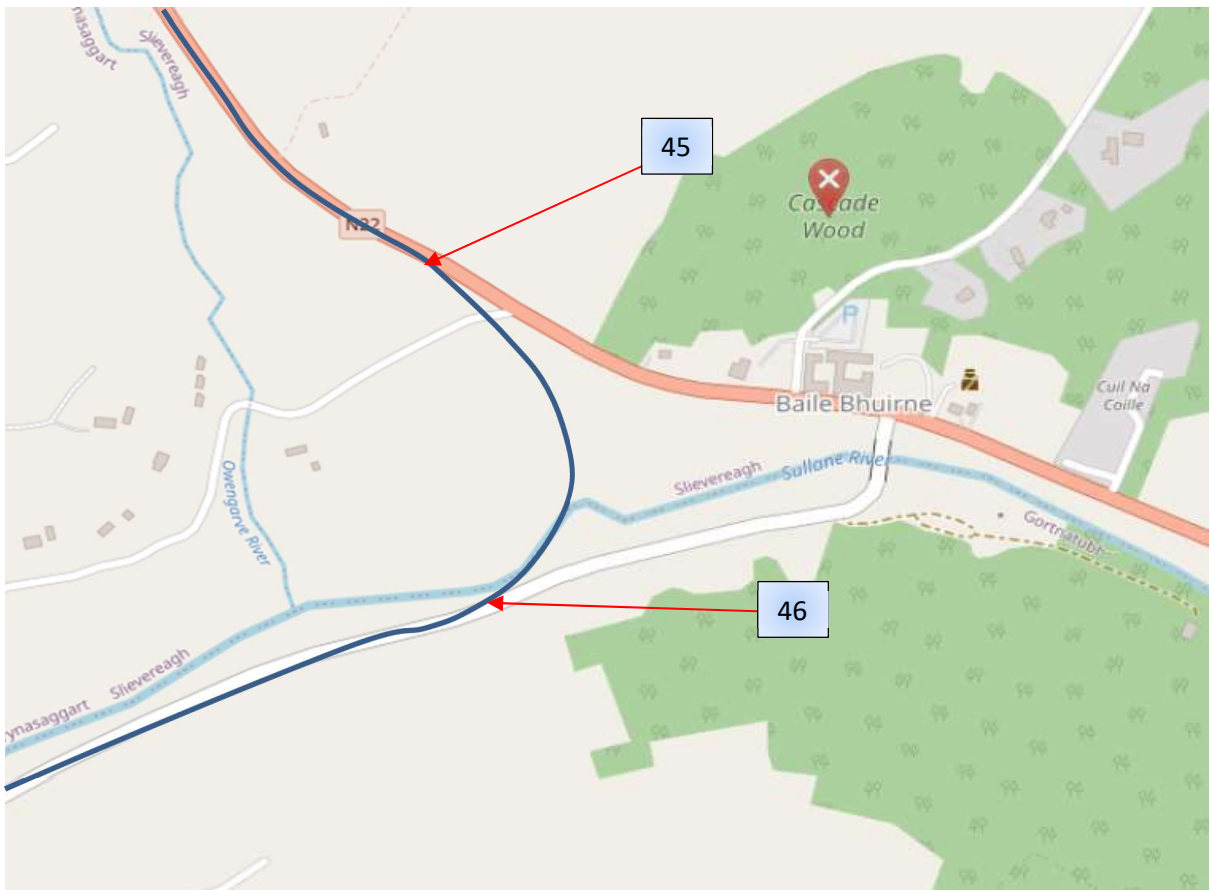


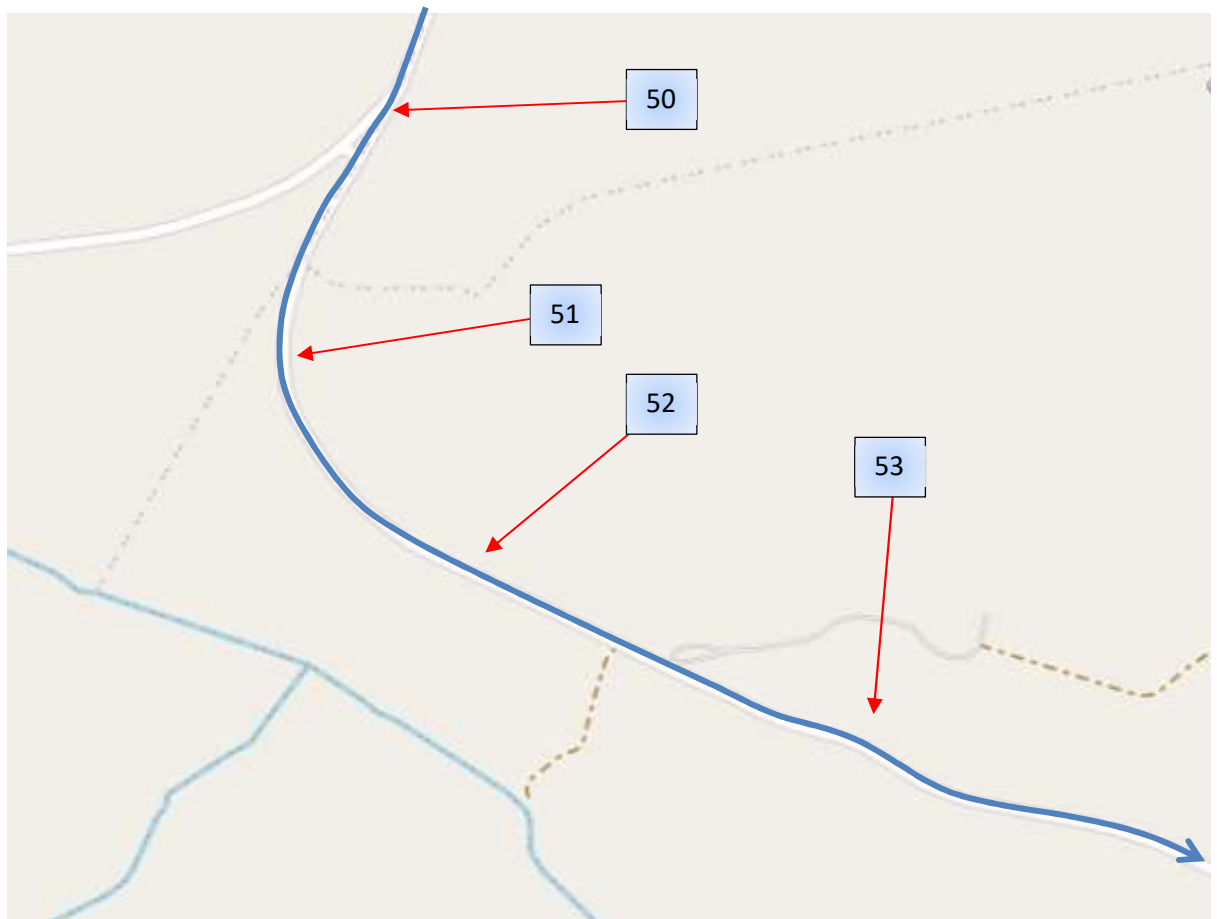


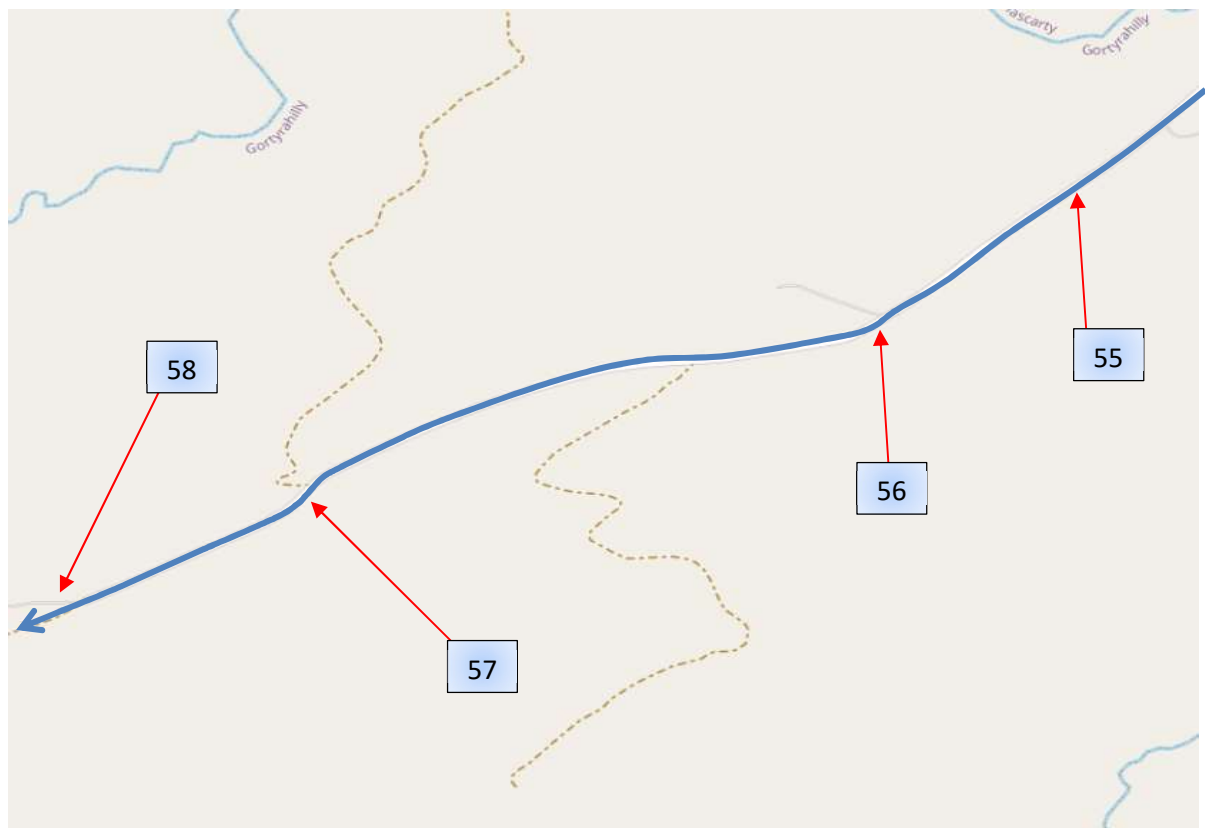














#### Location 1 - Port Exit

Visual inspection indicates that the Loaded blade is required to Contraflow the security gate house.

Swept path analysis recommended to confirm.



#### Location 2 - Exit From Port Of Foynes/N16 Junction

Direction Turn Left Onto N69

Visual inspection indicates that third party land will be required on the nearside.

Modifications to street furniture will be required

Walls and hedges to be removed.

Swept path analysis recommended to confirm.



Location 3- S Bend At Whitehouse  
On N69

Direction Continue On N69

Visual inspection indicates manual steering is required to avoid modifications.

Swept path analysis  
recommended to confirm



Location 4 - Left Bend On N69 At  
Junction With L6062

Direction Continue On N69

Option 1- Visual inspection indicates loaded blade will oversail third party land on nearside. Wall on nearside may be required to be removed.

Option 2 - Road signs, hedges and possible telegraph pole required to be removed offside to allow rear projection of blade to oversail.

Swept path analysis  
recommended to confirm



#### Location 5 - N69 Ferry Bridge

Direction Continue On N69

Visual inspection indicates that this bridge is to be assessed both vertically and horizontally

Using Swept path analysis and vertical analysis



#### Location 6 - N69 Roundabout At Clarina

Direction Continue Straight On N69

Visual inspection indicates that widening is required on the on central island of roundabout and street furniture to be removed at this location. This is to avoid third party land.

Swept path analysis recommended to confirm modifications



#### Location 7 - N69/N18 Roundabout

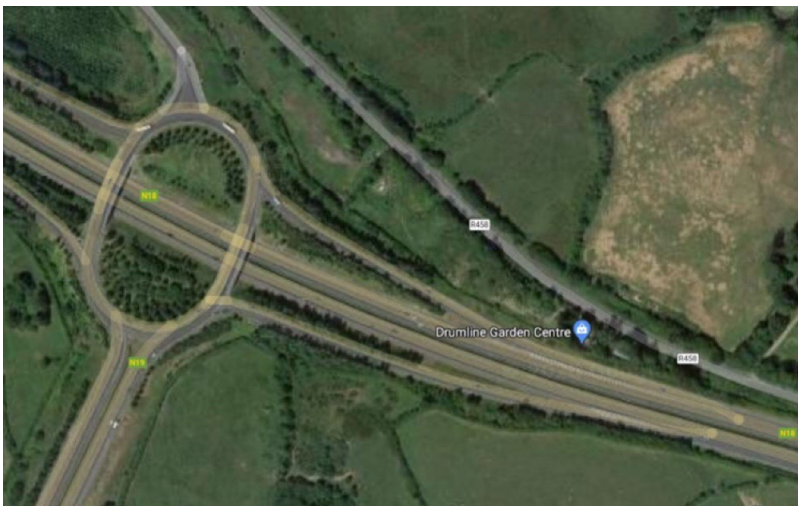
Direction Turn Left Onto N18

Northbound

Visual inspection indicates that road widening on central island is required.

Road signs on central island also to be removed

Swept path analysis recommended to confirm



#### Location 8 - N18/N19 Roundabout

Direction Circumnavigate

Roundabout To Rejoin N18

Southbound

Visual inspection indicates modifications to street furniture will be required.

Swept path analysis required to determine the extend of the modifications



Location 9 - N18/M20 Junction  
 Direction Turn Right Onto M20  
 Visual inspection indicates that  
 loaded blade component will  
 navigate with no issue



Location 10 - N21 L1420 L1424  
 Roundabout  
 Direction Continue Straight On  
 N21  
 Visual inspection indicates Road  
 widening required on offside of  
 entering and exit of the  
 roundabout  
 Swept path analysis  
 recommended to confirm this



Location 11 - Mini Roundabout In Adare

Direction Straight On N21

Visual inspection indicates that the Loaded blade will navigate this roundabout with no issues



Location 12 - Splitter Island Before Left Bend On Adare

Visual inspection indicates that street furniture on splitter island is to be removed due to left hand bend afterwards.

Topographical survey is required throughout Adare to ascertain accurate mapping data



Location 13 - Left Bend On N21 At  
Junction With L1422 In Adare  
Direction Continue On N21

Parking restrictions on both side of  
the road  
Lamp posts and road signs  
required to be removed  
Topographical survey is required  
throughout Adare to ascertain  
accurate mapping data



Location 14 - N21 Splitter Island  
And Right Bend At Rathkeale Road  
Junction

Direction Continue On N21  
Visual inspection indicates that a  
contraflow manoeuvre will be  
required at this location as well as  
use of manual steering.



Location 15 - N21 Splitter Island At Entrance To Croagh

Direction Continue On N21

Visual inspection indicates there being no issues at this location

*\*Note\**

Nearside kerb road sign on splitter - 4.7m

Bollard to bollard - 5.0m



Location 16 - 8x Splitter Island On N21 In Croagh

Direction Continue On N21

Visual inspection indicates that road signs on all splitter islands to be removed as a precaution

These road signs are removable

*\*Note\**

4.3m from nearside Kerb to road sign

4.7m from nearside bollard to sign



Location 17 - N21 Splitter Island At Exit From Croagh

Direction Continue On N21

Visual inspection indicates that there are no issues at this location.

*\*Note\**

4.2m from nearside Kerb to road sign



Location 18 - N21 Splitter Island At Entry To Newcastle West

Direction Continue On N21

Visual inspection indicates that the removable road sign may be required to be removed.

*\*Note\**

4.1m from nearside Splitter Kerb to road signs on lamppost. 4.5m to lamppost



Location 19 - N21/R522

Roundabout In Newcastle West

Direction Continue Straight On  
N21

Visual inspection indicates that a  
contraflow manoeuvre is required  
at this location

Loaded vehicle to run on hard  
standing area of roundabout

Tree and road sign on offside of  
exit are to be removed

Swept path analysis required to  
determine extend of modifications



Location 20 - Newcastle West

Centre

Topographical survey is required  
throughout Newcastle west to  
ascertain accurate mapping data

\*note\* photo in reverse view



Location 21- Splitter islands On  
Left Bend In Newcastle West  
Direction Continue On N21  
Visual inspection indicates that  
street furniture on splitter island as  
well as the next to be removed  
due to blade and trailer oversail  
Swept path analysis  
recommended to determine the  
extent to the modifications.



Location 22 - N21 Splitter Island At  
Exit From Newcastle West  
Direction Continue On N21  
Visual inspection indicates that no  
issues at this location  
\*Note\*  
Nearside Kerb to road sign on  
splitter island is 4.4m



Location 23 - N21 Splitter Island  
At Entry To Templeglantine

Direction Continue On N21

Visual inspection indicates that removable road sign is to be removed on splitter island due to blade cord

\*Note\*

Nearside kerb to road sign is 4.3m



Location 24 - 4x Splitter Island On  
N21 At Templeglantine

Direction Continue On N21

Visual inspection indicates that loaded vehicle to contraflow splitter islands 1-3 to avoid modifications.

Splitter island 4 poses no issues



Location 25 - N21 Splitter Island At Exit From Templeglantine

Direction Continue On N21

Visual inspection indicates that road signs to be removed on splitter island due to blade chord. Road sign is removable - once a manufacturer has been chosen this should be re visited

*\*Note\**

Width measured at 4.1m from nearside kerb to road sign on splitter island.



Location 26 - N21 Splitter Island At Entry To Abbeyfeale

Direction Continue On N21

Visual inspection indicates that there are no issues at this location

Width measured at 4.4m from nearside Kerb to road sign

*\*Note\**

picture in reverse view



Location 27 - 6x Splitter Islands In N21 In Abbeyfeale

Direction Continue On N21

Visual inspection indicates that there are no issues with these splitter islands

\*note\* picture in reverse view



Location 28 - Left Bend On N21 In Abbeyfeale

Direction Continue On N21

Visual inspection indicates that trees, road signs lamp posts are required to be removed.

Parking restriction will be required throughout Abbeyfeale to allow loaded blade to utilise the full width of the road.

Topographical survey is required throughout Abbeyfeale to ascertain accurate mapping data  
Swept path analysis required to confirm modifications



Location 29 - Right Bend In  
Abbeyfeale

Direction Continue On N21

Visual inspection indicates that  
loaded blade will require manual  
steering at this bend.



Location 30 - N21/L2041  
Roundabout

Direction Continue On N21

Visual inspection indicates that  
widening and street furniture  
removal is required on central  
island.

Swept path analysis  
recommended to confirm  
modifications



Location 31 - N21 R577 N23

Roundabout

Direction Straight Onto N23

Visual inspection indicates that widening and street furniture removal is required on central island.

Swept path analysis recommended to determine the extent of the modifications



Location 32 - N23/L2040

Roundabout

Direction Turn Right Onto N23

Visual inspection indicates that road widening and lamp post removal is required on the offside of the roundabout.

Loaded blade is required to contraflow this roundabout.

Swept path analysis recommended to confirm



### Location 33 - N23 / N22 Junction

Direction Turn Left Onto N22

Visual inspection indicates that third party land is required on the nearside of the junction.

Stop sign on nearside to be removed

Swept path analysis recommended to confirm modifications



### Location 34 - N22/N71 Cleeny Roundabout

Direction Left Onto N22

Visual inspection indicates that widening and lamp posts, traffic lights and road sign removal is required. Street furniture on both the entry and exit splitter islands is to be cleared to allow blade and trailer to oversail.

Rear projection of blade will oversail 3rd party land on offside of entrance to roundabout  
Swept path analysis recommended to confirm this.



Location 35 - Micheal D'Oshea Roundabout

Direction Continue On N22

Visual inspection indicates that a contraflow manoeuvre is required at this roundabout.

Blade vehicles to run on central island hard standing



Location 36 - N22/L3010 Park Roundabout

Direction Continue On N22

Manual steering required- No issues at this location

Swept path analysis recommended to confirm



Location 37 - Splitter Island  
 Numerous After Roundabout  
 Direction Continue On N22  
 Visual inspection indicates that  
 loaded blade will navigate this  
 spiller island without issue  
 \*Note\*  
 Road width - 4.5



Location 38 - N22 Splitter Island At  
 Entry To Lissivigeen  
 Direction Continue On N22  
 Visual inspection indicates that  
 loaded blade component will  
 navigate with no issues.  
 \*Note\*  
 Road width - 3.8  
 Sign to sign - 5.8



Location 39 - N22 Splitter Island In Lissivigeen

Direction Continue On N22

Visual inspection indicates that loaded blade will navigate through with no issues.



Location 40 - N22/N72

Roundabout

Direction Continue On N22

Visual inspection indicates that a Contraflow manoeuvre is required to allow navigation  
Swept path analysis recommended to confirm



Location 41 - N22 Splitter Island In Lissivigeen

Direction Continue On N22

Visual inspection indicates loaded vehicle to contraflow splitter island to avoid modifications This is due to the roundabout prior to this.

\*Note\*

Road width - 3.7m



Location 42 - Lissivigeen Splitter Island Exit

Visual inspection indicates that loaded blade component will navigate through with no issues.

\*Note\*

Road width - 5.0m



Location 43 - 1st Splitter Island In  
Glensflask

Visual inspection indicates that  
there are no issues at this location  
and loaded blade will navigate.

*\*Note\**

Road width - 4.8



Location 44 - Glenflesk Exit Splitter  
Island

Direction Continue On N22

Visual inspection indicates that  
loaded blade will navigate with no  
issues at this location



### Location 45 - Entrance Of Constructed Bridge

Direction Turn Right Onto New Bridge

Visual inspection indicates that further road widening will be required on the track prior to the bridge.

Swept path analysis recommended to confirm



### Location 46 - Exit Of Constructed Bridge

Direction Continue Straight Onto Unnamed Road

Visual inspection indicates that loaded blade component should navigate through gate with no issues.

Swept path analysis recommended to confirm this.



Location 47 - Left Turn On

Unnamed Road

Direction Continue Straight On  
Unnamed Road

Visual Inspection indicates third party land and the removal of signs on the offside will be required at this junction

Swept path analysis  
recommended to confirm this



Location 48 - Narrow Section On  
Unnamed Road

Direction Continue On Unnamed  
Road To Proposed Site

Visual inspection indicates road widening, tree removal and telegraph pole removal will be required throughout this section of unclassified road, this may involve third party land.

Approx 4.10km

From W 17707 76281

To W 16917 74391



Location 49 - Right Bend On  
Unnamed Road Towards Site  
Direction Continue On Unnamed  
Road

Visual inspection indicates that third party land will be required. Tree removal will be required on nearside due to the rear projection of the blade component and the over sailing of the trailer body on the offside. Swept path analysis recommended to confirm. modifications



Location 50 - Fork In Unclassified  
Road  
Direction Stay Left At The Fork In  
The Road

Visual inspection indicates that road widening is required along the section of unclassified road. Swept path analysis recommended to confirm this



Location 51 - Left Bend At Houses  
Direction Continue On Unnamed  
Road To Proposed Site

Visual inspection indicates that road widening and third party land may be required to allow loaded blade component to navigate. Swept path analysis recommended



Location 52 - Narrow Section Of  
Unclassified Road

Direction Continue On The  
Unmakes Road To Proposed Site  
Visual inspection indicates road widening will still be required along the section of unclassified road as well as possible third party land required. Swept path analysis recommended to confirm this



#### Location 53 - Chicane On

Unclassified Road

Direction Continue Straight On  
Unnamed Road

Visual inspection indicates that third party land may be required. Road widening is required in order to counteract the chicane. Swept path analysis recommended to confirm modifications



#### Location 54 - CUT THROUGH

Direction Follow Proposed  
Direction Of Newly Constructed  
Road

Visual inspection indicates that third party land will be required along the full length of the proposed road. Swept path analysis and vertical analysis recommended to confirm any modifications



### Location 55 - Narrow Section On Second Unclassified Road

Direction Continue Straight On Unnamed Road

Visual inspection indicates that road widening will be required along the section of unclassified road. This may also involve the use of third party land on offside and nearside.

Swept path analysis recommended to confirm this



### Location 56 - Right Hand Bend At Farm

Direction Looking In The Direction Of The Proposed New Construction

Visual inspection indicates that road widening is required to allow loaded blade to navigate, this road widening may involve third party land.

Swept path analysis recommended to confirm this.



Location 57 - Left Hand Bend On  
Unclassified Road Route  
Direction Continue On Unnamed  
Road

Visual inspection indicates that road widening will be required along this full section of unclassified road, this may involve third party land.

Tree removal will also be required along this section of road to allow blade component to navigate.

Swept path analysis recommended to confirm this



Location 58 - Unnamed Road Fork  
In Road

Direction Continue On Unnamed  
Road (left)

Visual inspection indicates that road widening is required along the section of road as well as tree removal to allow blade component to navigate.

Swept path analysis recommended to confirm modifications.

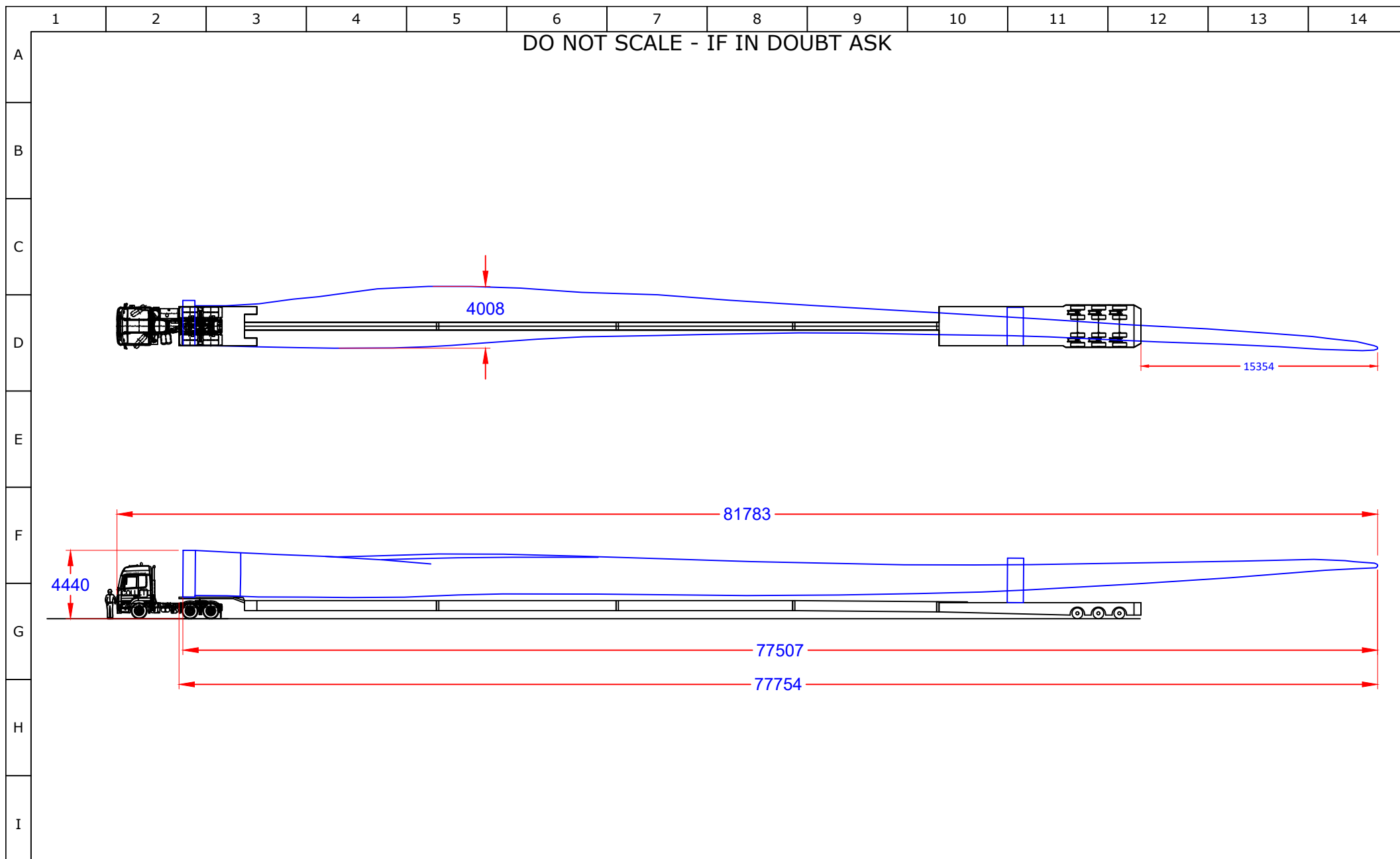
Vertical analysis is also recommended through this section of road.

## IMPORTANT NOTES

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- 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.
- As this report is based on a generic turbine blade component, reassessment is recommended once a specific turbine has been selected.



<b>COLLETT</b> EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal Albert Road Halifax, HX2 0DF		TEL: +44(0)8456 255288 FAX: +44(0)8456 255244 WEB: www.collett.co.uk		DRAWN	S.BUDGEN	TITLE	GENERIC 77.5M BLADE
					DATE	30/09/2020	SITE	GORTYRAHILLY
	SCALE		1/325		SIZE		A4	
					CUSTOMER		COILLTE	DRG No. 343154 - A