

COLLETT

EXPERTS IN MOTION



Primary Route Assessment - Gortrahilly Wind Farm, County Cork

343154

Wednesday, 20 October 2021

Prepared For Prepared For Collite

52 Locations Assessed

REPORT DETAILS

REPORT FOR

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

ATTENDEES OF THE SURVEY

Steven Mangham and Spencer Budgen

DATE AND TIME OF THE SURVEY

Tuesday 12th October

GENERAL WEATHER CONDITIONS

Mixed

ISSUED BY

Spencer Budgen

APPROVED BY

Steven Mangham

DOCUMENT REVISIONS

No	Date	Details
Rev 1	01/11/2021	First Issue
Rev 2	06/05/2022	Updated

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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 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-authorised)
- SHEQ Training



CONTACT DETAILS

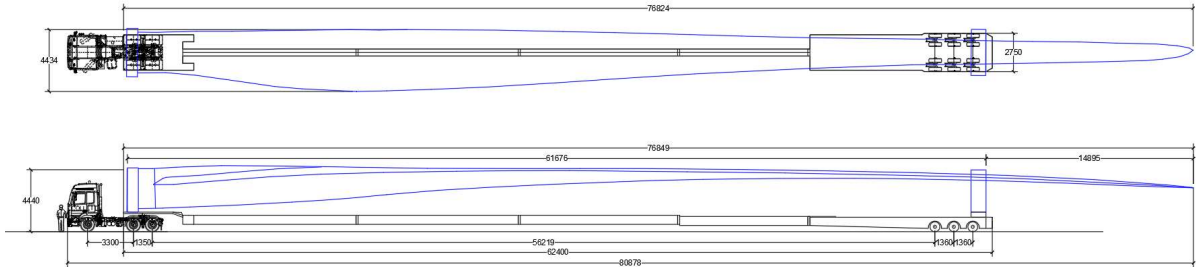
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ROUTE ASSESSMENT OVERVIEW

This section of the report illustrates the route assessed for the delivery of a generic 76m blade component to the proposed Gortrahilly Wind Farm, County Cork, Ireland.

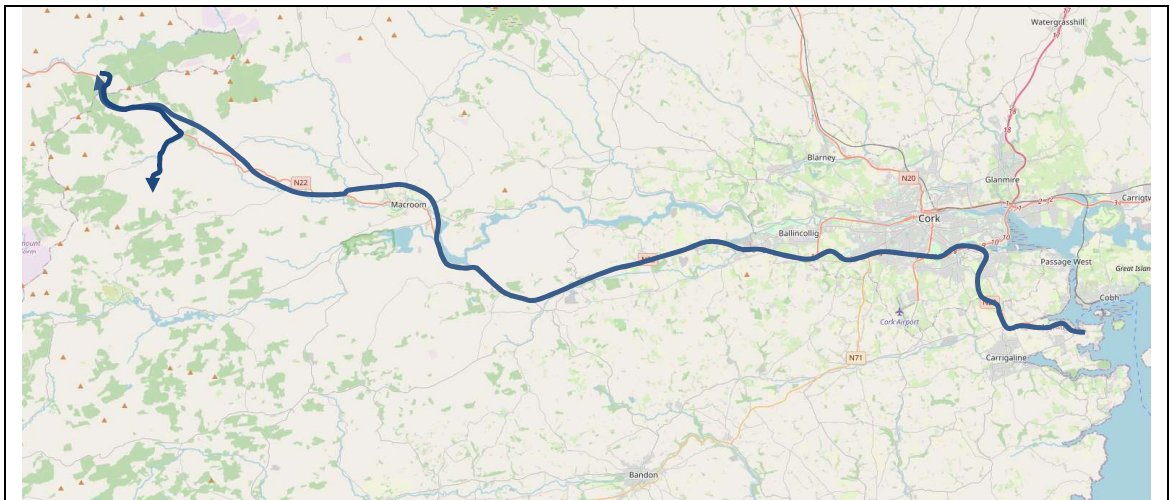
All the routes surveyed in this report have been identified by Coillte and have been detailed in this report based on the following maximum dimensions instructed by Coillte:



Route

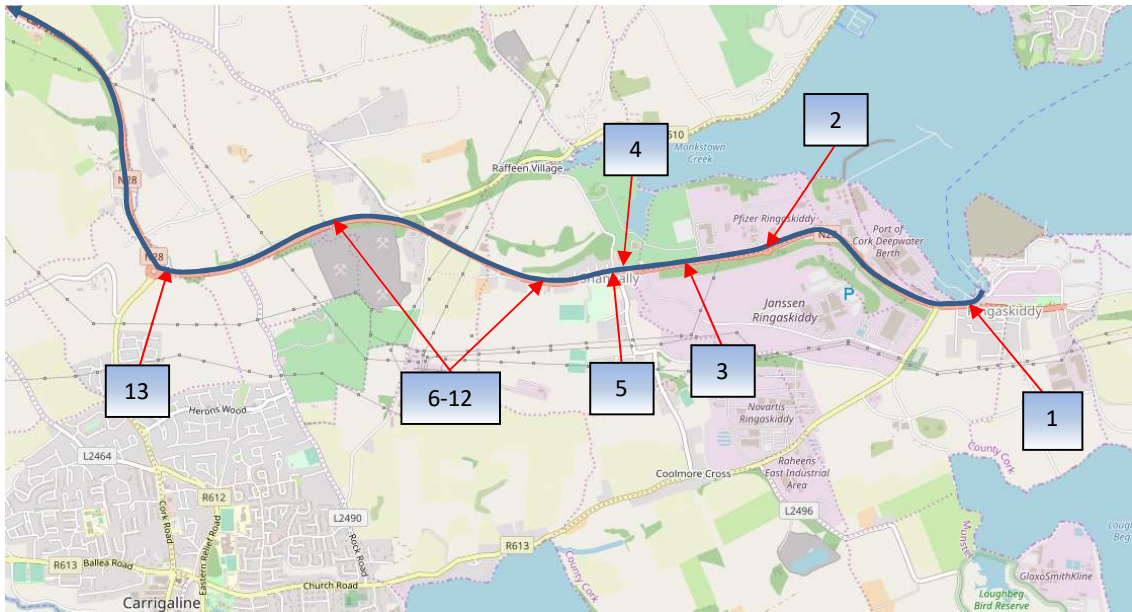
Start Location	N28	Distance of Route	Km	Miles
Max Load Dims:	76.8m Rigid Length Approx. 4.4m width		92.8	57.7
<ul style="list-style-type: none"> Exit Ringaskiddy Port onto N28 At the roundabout, continue onto N28 At the roundabout, continue onto N28 At the roundabout, take the 2nd exit onto N28 Continue on N28, then take the slip road onto N40 Continue on N22. <i>Merge onto the Macroom bypass and continue.</i> <i>Re-join the N22, leaving the Macroom bypass.</i> Continue on N22 for 3.7 miles to the turning area. Use the turning area to turn south on the N22. Use the new junction to join the L-3400-79 towards site. Continue on L-3400-79 then turn left at the junction Tir Na Meala onto L-3405-0. Continue on L-3405-0 AND L-7405-0 for 1.3 miles then turn left onto the private road towards site. 				

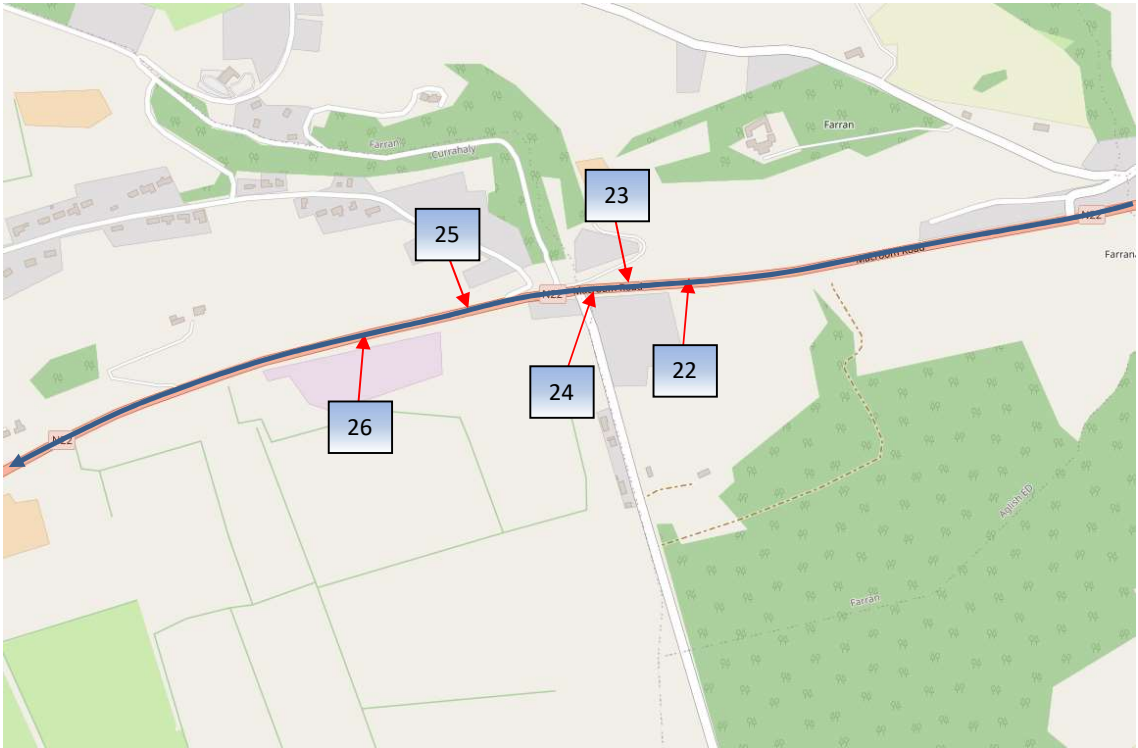
MAP OVERVIEW



ROUTE ASSESSMENT

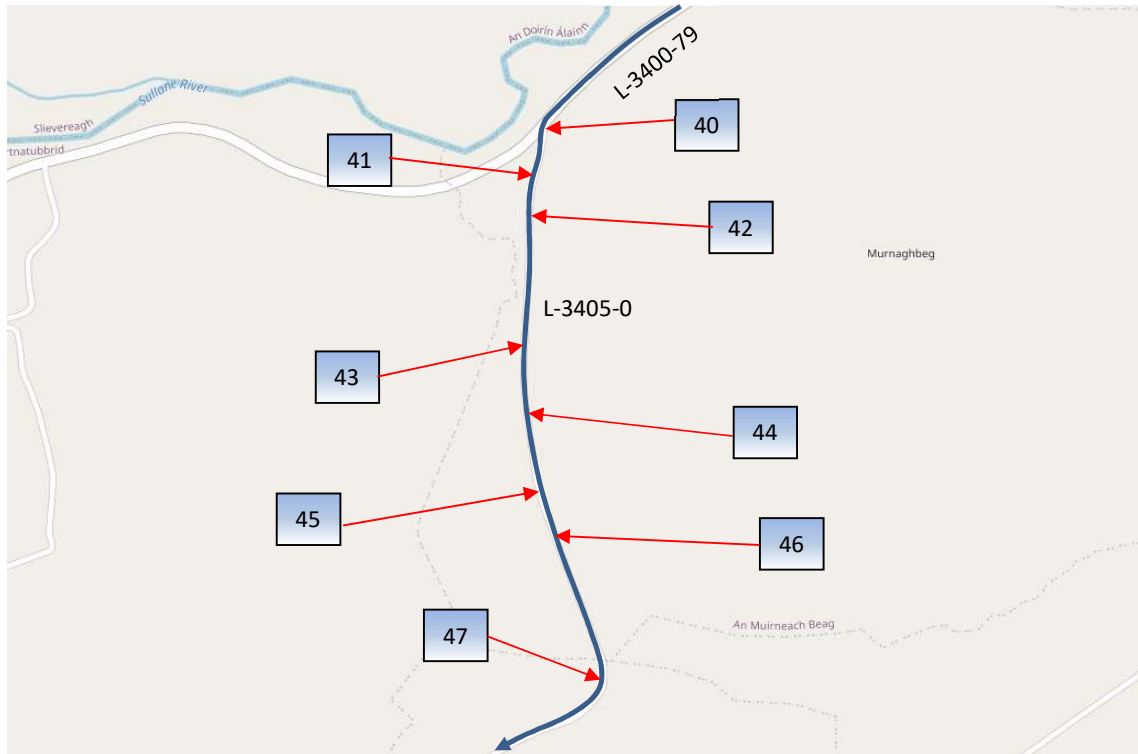
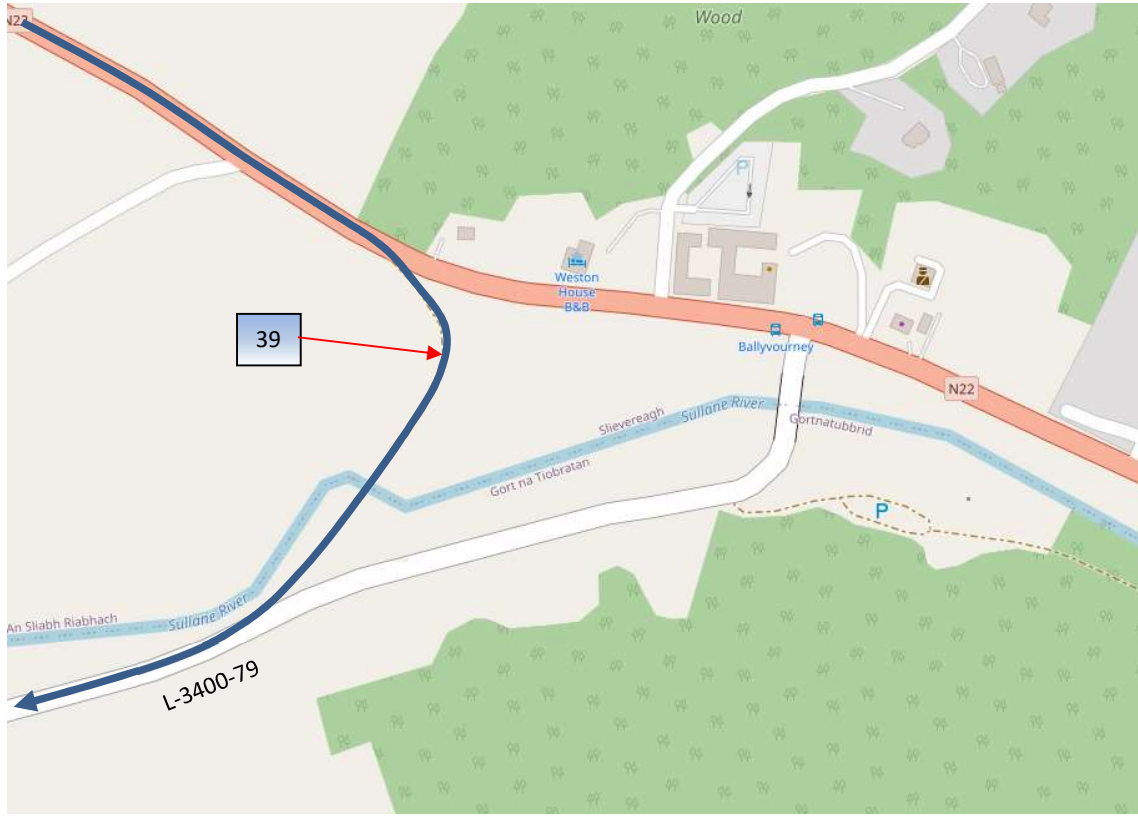
LOCATION OVERVIEW

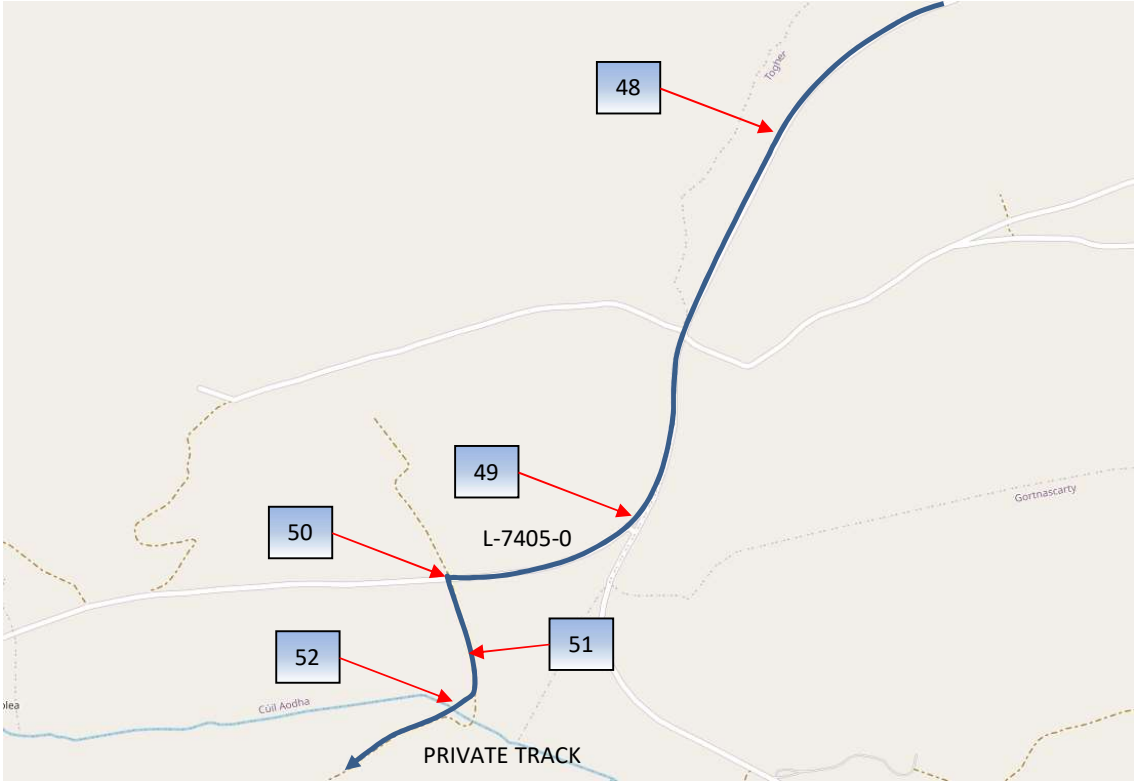












IMPORTANT NOTES

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



Location 1 - Exit From Ringaskiddy Port

Direction - Turn Right Onto N28

Visual inspection indicates that the fencing and flower pits are to be removed to allow access from the port.

Manual steering required to assist navigation.

Swept Path Analysis recommended to ensure no further modifications are required.



Location 2 - N28 Roundabout

Direction - Continue Straight On N28

Visual inspection indicates that the loaded blade vehicle is to run on hardstanding central island of the roundabout and the exit Splitter Island.

Street furniture in these locations to be removed.

Swept Path Analysis recommended to confirm modifications.



Location 3 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 4 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 5 - N28 Roundabout

Direction - Continue Straight On N28

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

Loaded vehicle is required to run on hardstanding area in front of the shop on the offside of the roundabout.

Street furniture in this area to be removed.

Manual steering required to assist navigation.

Swept Path Analysis recommended to confirm modifications.



Location 6 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 7 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 8 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 9 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 10 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 11 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 12 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 13 - N28/R611 Roundabout

Direction - Turn Right On N28

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

Street furniture on the entry Splitter Island to be removed due to rear projection of the blade components.

Manual steering required to assist navigation.

Swept Path Analysis recommended to confirm modifications.



Location 14 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 15 - N28/N40 Junction

Direction - Turn Left Onto N40

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



Location 16 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 17 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that flexi bollards to be flattened to allow loaded vehicle to navigate.



Location 18 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that flexi bollards on the nearside to be flattened to allow loaded vehicle to navigate and avoid Splitter Island.



Location 19 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 20 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 21 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 22 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 23 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 24 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 25 - Splitter Island On N22

Direction - Continue Straight On N22

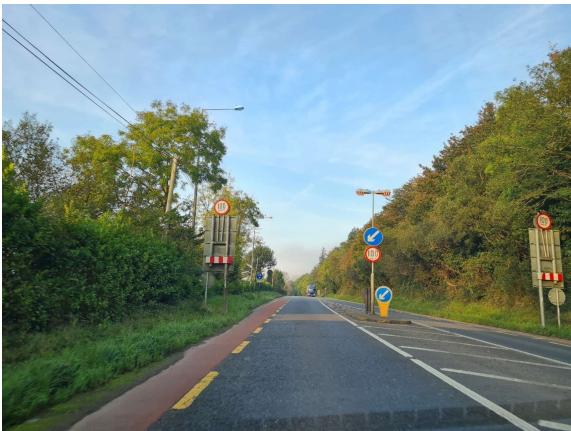
Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 26 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 27 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 28 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the flexi bollards to be flattened to allow loaded vehicle to navigate.



Location 29 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 30 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 31 - Splitter Island on N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 32 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 33 - Splitter Island On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



Location 34 - Left Bend On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location utilising manual steering.



Location 35 - Right Bend On N22

Direction - Continue Straight On N22

Visual inspection indicates that the loaded vehicle will navigate this location utilising manual steering.

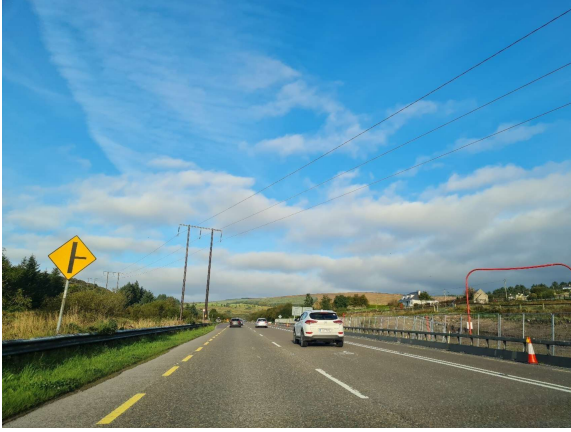


Location 36 - Macroom Bypass Interchange

Direction - Leave N22 And Join Bypass

Loaded vehicles are to use the new Bypass, to navigate to Ballyvourney, which is currently under construction to avoid the town of Macroom.

Once constructed the Bypass is to be assessed to ensure route suitability.



Location 37 - N22 / Macroom Bypass Interchange At Ballyvourney

Direction - Rejoin N22

Loaded vehicles are to use the new Bypass, to navigate to Ballyvourney, which is currently under construction to avoid the town of Macroom.

Once constructed the Bypass is to be assessed to ensure route suitability.



Location 38 - N22 Turning Area At County Boundary

Direction - Turn Right Into Lay-by

The loaded vehicle are to enter the lay by and use the proposed site access to CMBG Wind Farm to turn the vehicles around.

Access to the lay by is to be opened up as it is current blocked with an soil banking.



Location 39 - Bridge Crossing River Sullane

Direction - Use Bridge To Access L3400

Previously installed bridge and works for Grousemount Wind Farm to be reinstated to allow access onto the L3400.

Swept path analysis recommended to confirm suitability.



Location 40 - Tir Na Meala Junction

Direction - Turn Left Onto L-3405-0

Visual inspection indicates that third party land and tree removal will be required on the offside of the unnamed Road to navigation.

Street furniture on the offside to be removed.

Swept Path Analysis recommended to confirm modifications.



Location 41 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that the Unnamed Road will require upgrading to the turbine manufacturers specification.

Road widening and tree Pruning will be required along this section of route.



Location 42 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that the section of Road is required to be upgraded. Trees are required to be pruned back to the trunks and fence line on both sides of the road.

Road width - 2.90m

Telegraph Pole to fence - 5.60m



Location 43 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that the tree on the offside is required to be removed to avoid collision with loaded components.



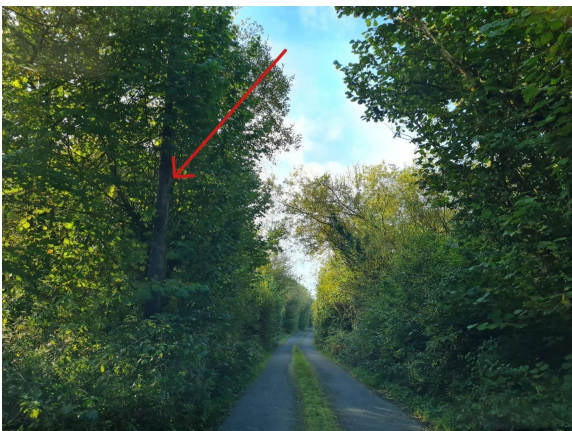
Location 44 - L-3405-0

Direction - Continue On L-3405-0

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

Telegraph Pole to road edge - 5.05m.

Road widening and Pruning required on both sides of the road.



Location 45 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that the telegraph Pole is required to be removed on the nearside.

Road widening and pruning will be required on both sides of the road.



Location 46 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that the telegraph pole is required to be removed on the nearside.

Fence to fence - 5.40m

Telegraph Pole to fence 4.80m

Road widening and Pruning required on both sides of the road.



Location 47 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that third party land on both sides of the road is required.

Telegraph Pole on nearside requires removal to allow rear projection to oversail.

Swept Path Analysis recommended to confirm modifications



Location 48 - L-3405-0

Direction - Continue On L-3405-0

Visual inspection indicates that third party land is required on the offside.

Inspection has shown that the Nearside is approximately 1.50m higher than the offside.

Road widening required on the offside.



Location 49 - Fork In L-3405-0

Direction - Turn Right Onto L-7404-0.

Visual inspection indicates that third party land will be required at this location.

Road to be upgraded to the turbine manufacturers specification.

Swept Path Analysis recommended to confirm modifications.



Location 50 – L-7405 / Unnamed Track Junction

Direction - Turn Left Onto Unnamed Track

Visual inspection indicates that third party land is required on the nearside in order to allow access on the Unnamed Track.

Swept Path Analysis recommended to confirm modifications.



Location 51 - Unnamed Track

Direction - Continue On Unnamed Track

Visual inspection indicates that this section of road is to be upgraded to the turbine manufacturers specification to allow loaded vehicles to navigate.



Location 52 - Unnamed Track - New Access

Direction - N/A

Visual inspection indicates that a New access Road is to be constructed to allow loaded vehicle to navigate to the proposed site entrance.

Collett and Sons Ltd