FEHILY TIMONEY

CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE
& PLANNING

Appendix 13-1

Turbine Delivery Route Report

Pell Frischmann

Fahy Beg Wind Farm

Abnormal Indivisible Load Route Survey

October 2022

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Prepared for

Fehily Timoney and Company

Core House
Pouladuff Road
Cork
T12 D773

Prepared by

Pell Frischmann

93 George Street
Edinburgh
EH2 3ES

FEHILY TIMONEY
30 YEARS

Pell Frischmann

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by Fehily Timoney and Company (FTC) to undertake an access review of potential delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with the construction and development of Fahy Beg Wind Farm, located to the north west of O'Briensbridge, County Clare.

This Route Survey Report (RSR) has been prepared to help FTC, on the issues associated with the development of the site with regards to off-site transport and access for AIL traffic. Swept path assessments have been completed along the route at noted constraint points.

The report identifies the key issues associated with AIL deliveries and notes that remedial works, either in form of physical works or as traffic management interventions will be required to accommodate the predicted loads.

The detailed designs of any remedial works are beyond the agreed scope of works between PF and FTC at this point in time.

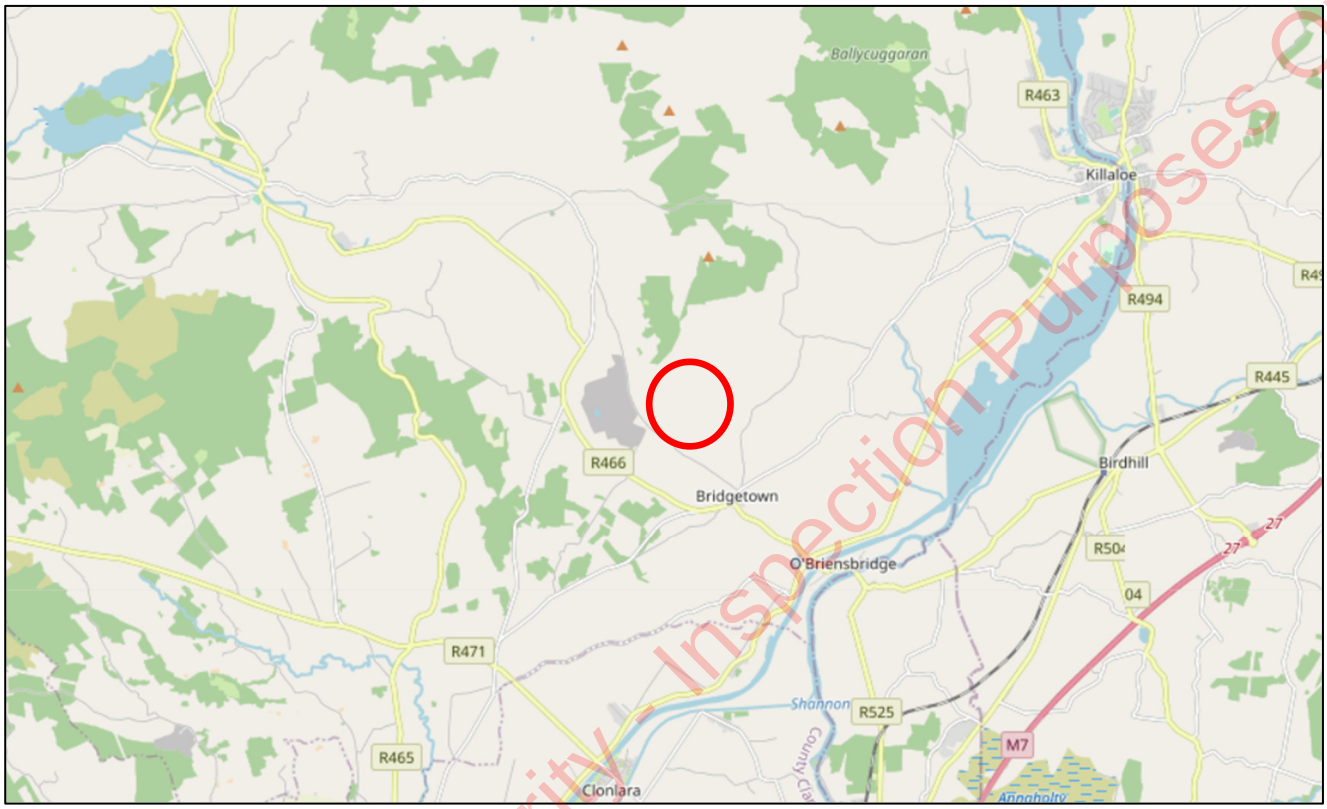
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users has been made in accordance, in line with the relevant legislation at the time of delivery.

2 Site Background

2.1 Site Location

The development site is located to the north west of O'Briensbridge, County Clare. Figure 1 illustrates the general site location.

Figure 1: Site Location Plan



2.2 Candidate Turbine

The turbine specifications will have a hub height ranging from 102.5 to 110m and a rotor diameter ranging from 131m to 138m with a tip height ranging from 169m to 176.5m. Each chapter of this EIAR has fully assessed the full spectrum of different scenarios within this range in turbine specification and the ultimate final turbine selection will fall within the parameters of this range. The exact make and model of the turbine will be dictated by a competitive tender process, but it will not exceed the maximum or minimum size envelope set out above.

Following a review of the components, it has been decided that the V136 blade and combination of the mid tower with the width of the base tower represents the worst case components for further assessment. Their details are contained in Table 1.

Table 1: Turbine Size Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	66.770	4.040	3.625	15.648
Base	17.430	(4.450) 4.150	4.189	80.100
Mid Tower 1	24.920	4.189	4.178	76.900
Mid Tower 2	29.960	4.178	4.166	66.500
Top Tower	30.000	4.166	4.008	56.800

These sections have been used for the subsequent assessment of the proposed loads along the access route.

2.3 Proposed Delivery Equipment

To provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be carried on a Super Wing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

Figure 2: Superwing Carrier Trailer

Figure 3: Tower Trailer

3 Access Route Review

3.1 Port of Entry

Due to travel restrictions associated with the Covid 19 outbreak, all results described below are based upon a desk top assessment of the access route as agreed with FTC. Previous experience of sections of the route has been utilised as part of the assessment. A full site visit will be required to confirm that all constraints have been noted on the route.

The nearest, suitable Port of Entry (PoE) for the site is Foynes Port. Loads can be offloaded by geared vessels or onshore mobile cranes. The harbour has been used for delivery of components for a number of windfarms including Cappawhite and Lisheen wind farms.

Figure 4: Port Layout

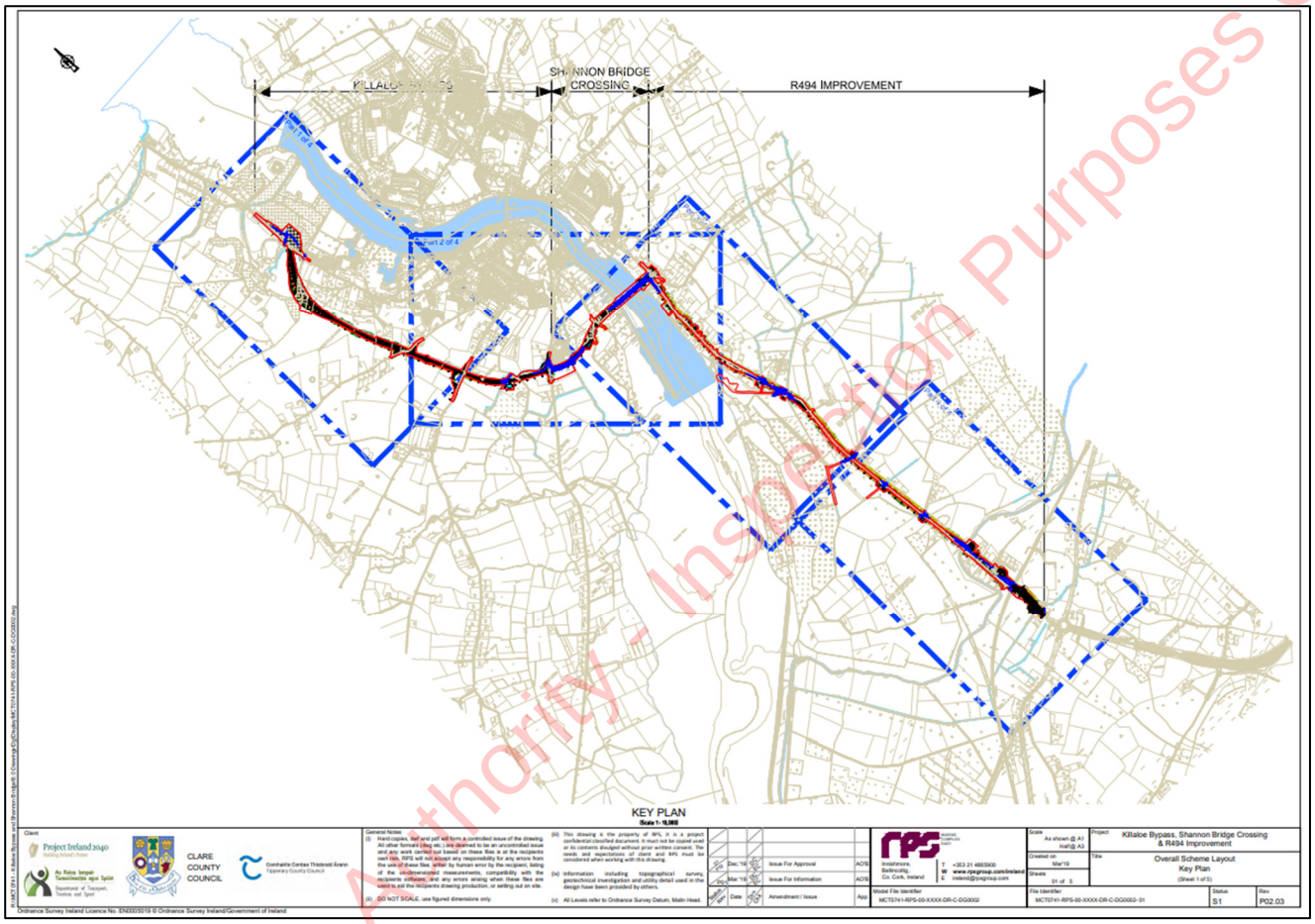
3.2 Proposed Access Route

Two route options have been identified for further assessment. Details of the routes follow below.

3.2.1 Route 1 – Killaloe Bypass

It is proposed that a new Killaloe Bypass will be constructed including a new Shannon Bridge crossing and improvement works to the R494. It is planned that the construction works will be completed by 2024. This report assesses the use of these works as part of the route to site. The proposed works are shown in Figure 5.

Figure 5: Proposed Killaloe Bypass and Bridge



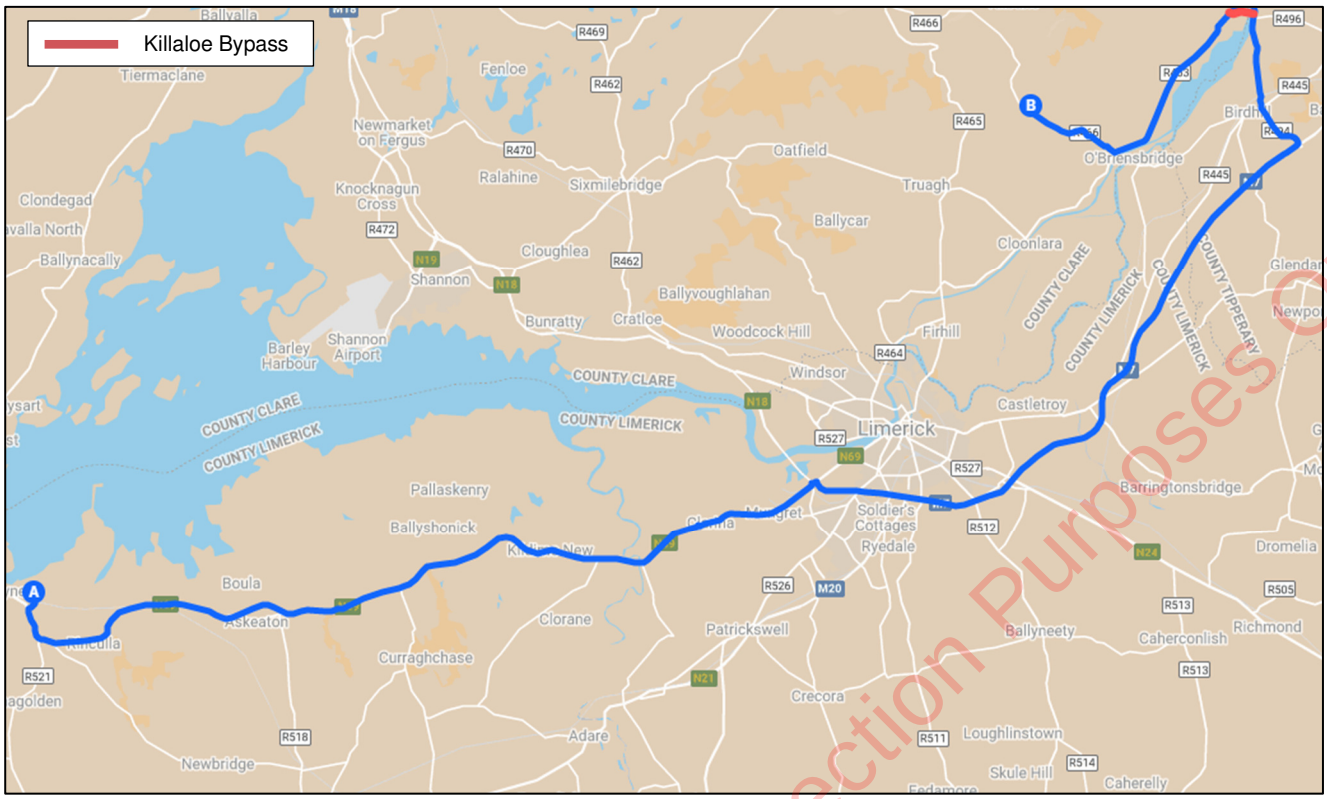
Source: www.clarecoco.ie

The proposed access route to site is as follows:

- Loads will exit the port of Foynes and turn left onto the N69 travelling east;
- Loads will join the eastbound N18 at Junction 2, Limerick and continue east onto the M7;
- Loads will depart the M7 at Junction 27 and continue north on the R494 towards Killaloe;
- Loads will turn left onto the proposed bypass and utilise the new Shannon River crossing before turning left onto the R463 travelling southbound;
- Loads will continue south on the R463 before turning right onto the R466; and
- Loads will continue north on the R466 to the proposed site entrance.

The proposed access route is illustrated in Figure 6.

Figure 6: Proposed Access Route

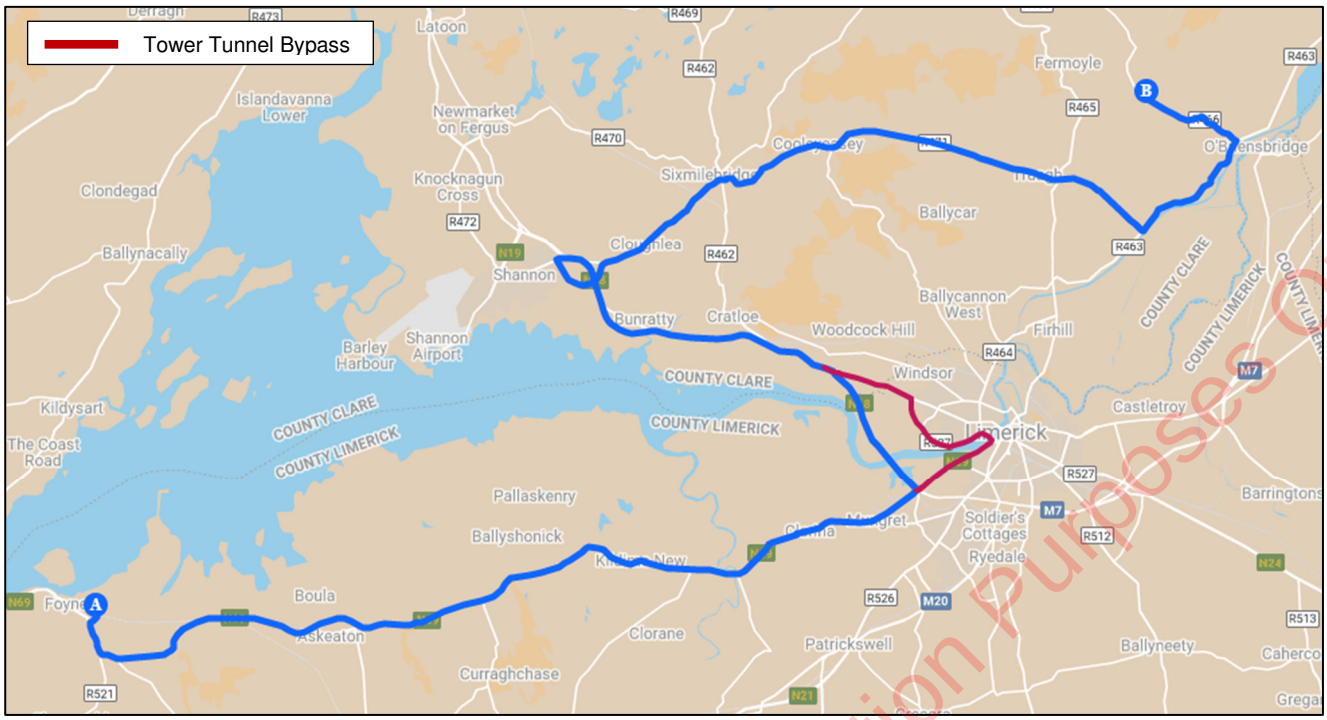


3.2.2 Route 2 – Sixmilebridge Route

An alternative route approaching from the west has also been reviewed. The proposed access route to site is as follows:

- Loads will exit the port of Foynes and turn left onto the N69 travelling east;
- Due to the known height restriction of 4.65m through Limerick Tunnel, it is proposed that high loads such as towers will continue straight through the Dock Road roundabouts on the N69 east towards Limerick;
- Loads would then turn left at the roundabout onto the R527 before turning left onto the R445 and rejoining the N18 north of the tunnel;
- Blade loads would turn left at Dock Roundabout and continue through the Limerick Tunnel on the N18. Hauliers to ensure that their vehicle setup will safely meet the tunnel height restriction;
- All loads will continue north on the N18 to the N18 / R471 junction where they would depart left and then south and east on the R471;
- Loads would continue east on the R471 to north west of Cloonlara where they would turn left onto the R463; and
- Loads would continue north east on the R463 to O'Briensbridge Cross where they would turn left onto the R466 and continue north west to the proposed site entrance.

Figure 7: Proposed Access Route



3.3 Route Constraints

The constraints noted on Routes 1 & 2 are detailed in Tables 2, 3 & 4. These cover all constraints from the port access gate through to the proposed site access junction. No consideration of the transport issues within the port or within the development site have been undertaken.

Swept path assessments have not been undertaken at all points of interest. Only the most significant points have been assessed at this initial stage.

Plans illustrating the location of the constraints are provided in Appendix A.

Table 2: Constraint Points and Details – Shared Route from Foynes Port to Dock Road Roundabout

POI	Constraint	Details
1	**Foynes Port Gate** 	Loads will exit Foynes Port via the main gate and will then proceed to the junction with the N69.
2	**Foynes Port Access Road Rail Crossing** 	Loads will cross the railway line on the on the port access road. Escorts to ensure Irish Railways are informed prior to loads crossing the line.

POI	Constraint	Details
3	**Foynes Port Access Road / N69** 	Loads will turn left from the port access road onto the N69. Loads will oversail the northern verge on the access road where one road sign should be removed, and vegetation trimmed. Loads will oversail the first junction splitter island where three traffic signs should be removed. Loads will overrun the second splitter island where a load bearing surface should be laid, and one road sign removed. Loads will oversail the verge on the inside of the left turn where one lamp post should be removed, and the decorative boulders should be oversailed. Vegetation should be cleared. Swept path drawing SK01 is included in Appendix B.
4	**N69 Overhead Utilities** 	It is strongly recommended that a full overhead utility search is carried out along the route prior to deliveries to ensure that height clearances are suitable for normal temperature ranges. There are a number of locations along the route where utilities were observed to be low.
5	**N69 Vertical Constraint** 	The haulier will increase suspension settings prior to this section to increase ground clearance over the road.

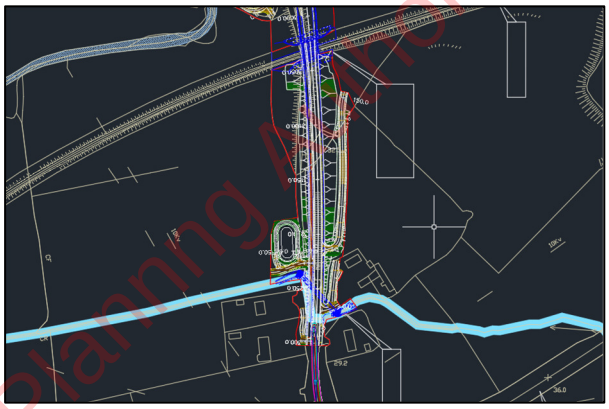
POI	Constraint	Details
6	**N69 Tree Canopy** 	Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the National Road Authorities is undertaken to agree cutting times and permits.
7	**N69 Vertical Constraint** 	The haulier will increase suspension settings prior to this section to increase ground clearance over the road.
8	**N69 Clarina Roundabout** 	Loads will continue on the N69 eastbound at the junction. The swept path assessment indicates that the optimum mitigation solution would be to drive through the centre of the roundabout. On approach and exit, loads will oversail the northern footway where one bollard should be removed. Loads will overrun and oversail through the roundabout where a load bearing surface should be laid. Trees and vegetation should be cleared. One chevron sign should be removed. Swept path drawing SK02 is included in Appendix B.

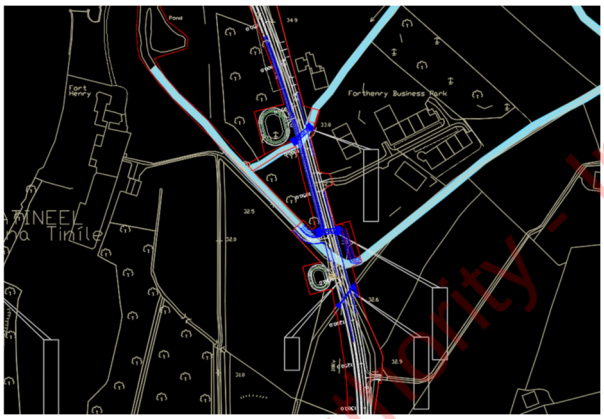
3.3.1 Route 1 – Killaloe Route

Table 3: Constraint Points and Details – Route 1

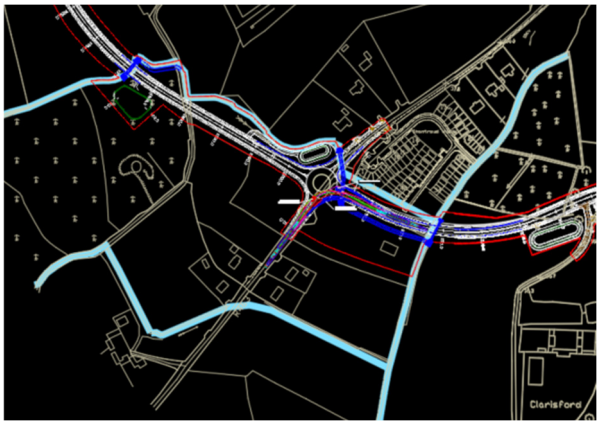
POI	Constraint	Details
9	**N69 / N18 Dock Road West Roundabout** 	Loads will take the third exit at the roundabout. The swept path assessment indicates that the optimum mitigation solution would be to drive through the centre of the roundabout. Loads will overrun and oversail the central island where a load bearing surface should be laid, and one chevron sign should be removed. Swept path drawing SK03 is included in Appendix B.
10	**N69 / N18 Dock Road East Roundabout** 	Loads will contraflow and take the third exit at the roundabout onto the N18 slip road. Loads will oversail the entry arm splitter island where two road signs and one lighting column should be removed. Loads will oversail the central island, however no works are requi red. Loads will overrun and oversail the southern verge where a load bearing surface should be laid, and one lighting column and two road signs should be removed. Swept path drawing SK04 is included in Appendix B.

POI	Constraint	Details
11	**M7 Junction 27** 	Loads will take the first exit and join the R494. Loads will overrun and oversail the south eastern verge on the exit arm where a load bearing surface should be laid. Two road signs should be removed. A land search should be completed to confirm the extent of adopted boundary available. Loads will oversail the western verge, however no works are required. Loads will overrun and oversail the central island where a load bearing surface should be laid. Swept path drawing SK05 is included in Appendix B.
12	**R494 Birdhill Roundabout** 	Loads will take the second exit at the roundabout. The swept path assessment indicates that the optimum mitigation solution would be to drive over the western side of the roundabout. Loads will oversail the western verge of the entry arm, however no works are required. Loads will overrun the central island where a load bearing surface should be laid, and two chevron signs should be laid. Swept path drawing SK06 is included in Appendix B.

POI	Constraint	Details
13, 14	**R494 Beginning of Bypass Improvements**    	The route from this point to POI 20 will follow the proposed new Killaloe Bypass and Bridge route. The drawings used for the purposes of the swept path assessment have been brought in from available PDF drawings. The swept path assessments should be repeated on 'as built' drawings upon completion of the road upgrades to ensure that the proposed mitigation is accurate. The road will be realigned at this point to provide a better alignment for the new railway crossing. Street furniture should be removed from any proposed new traffic islands.

POI	Constraint	Details
15, 16	**R494 Bypass at Forthenry Business Park**   	The road and bridges will be realigned at this point to provide a better alignment for the proposed loads. Street furniture should be removed from any proposed new traffic islands.

POI	Constraint	Details
17	**R494 Bypass at Fort Henry**  	The road will be realigned at this point to provide a better alignment for the proposed loads. Street furniture should be removed from any proposed new traffic islands.
18	**R494 Roundabout at Templehollow**  	Loads will take the first exit at the roundabout. Loads will oversail the eastern verge of the entry arm where all street furniture should be removed. Loads will overrun and oversail the inside of the junction where a load bearing surface should be laid, and all street furniture should be removed. **Third party land** is required. Loads will overrun the exit arm splitter island where a load bearing surface should be laid, and all street furniture should be removed. Loads will oversail the northern verge of the exit arm, however no works are required. Swept path drawing SK07 is included in Appendix B.

POI	Constraint	Details
19	**R463 Roundabout Northeast of Cloverfield**  	Loads will take the first exit at the roundabout and join the R463. Loads will oversail the northern verge of the entry arm and the entry arm splitter island where all street furniture should be removed. Loads will overrun and oversail the inside of the junction where a load bearing surface should be laid and all street furniture removed. Loads will overrun the exit arm splitter island where a load bearing surface should be laid and all street furniture should be removed. Swept path drawing SK08 is included in Appendix B.
20	**R463 Bends South of Cloverfield** 	*Due to the lack of available detail in mapping sourced from Ordnance Survey Ireland, aerial imagery has been added for all remaining points to site. PF cannot accept responsibility for the accuracy of the aerial mapping and the proposed mitigation will need to be confirmed during the test run or on a topographical survey.* Loads will continue on the R463 through this location. Loads will oversail both verges through the left bend where vegetation should be trimmed. At this location the required mitigation cannot be confirmed due to poor OSI mapping quality and no visible road edge on aerial mapping. Loads will oversail both verges through the right bend where vegetation should be trimmed. Swept path drawing SK09 is included in Appendix B.

POI	Constraint	Details
21	**R463 Bends Southwest of Bellisle** 	Loads will continue on the R463 through this location. Loads will oversail both verges through the left bend where vegetation and trees should be trimmed. Swept path drawing SK10 is included in Appendix B.
22	**R463 North of Garranroe** 	Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the National Road Authorities is undertaken to agree cutting times and permits.
23	**R463 Ardcloony Bridge at Garranroe** 	Loads will continue on the R463 through this location. Loads will oversail both verges north of the bridge and overrun the western verge where a load bearing surface should be laid and one utility pole removed. Vegetation and trees should be trimmed. Loads will oversail the parapet on the south eastern verge where vegetation should be trimmed. Loads should be raised to their maximum suspension settings to allow oversail of the parapet. Vegetation should be trimmed. Potential **third party land** required. Loads will oversail the western verge south of the bridge where vegetation and trees should be trimmed. Swept path drawing SK11 is included in Appendix B.
24	**R463 South of Garranroe** 	Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the National Road Authorities is undertaken to agree cutting times and permits.

POI	Constraint	Details
25, 26	**R463 Bends South of Knockadrohid**  	Loads will continue on the R463 through this location. Loads will oversail both verges of the carriageway through this location. Vegetation and trees should be trimmed on the north western and south eastern verges. One utility pole should be removed of the south eastern verge. It is recommended that a land search is completed to confirm the extent of adopted boundary available. Swept path drawing SK12 is included in Appendix B.
27	**R463 / R466 Junction** 	Loads will turn right onto the R466 at the junction. Loads will overrun and oversail the south eastern verge where a load bearing surface should be laid and one junction box, utility marker post, two road signs and tree stumps should be removed. Existing utilities should be protected. The blade tip will oversail the fence. **Third party land** is required. The vehicles will need to overrun the southern verges opposite the junction where a load bearing surface should be laid and one road sign should be removed. Parking should be suspended and existing utilities should be protected. A land search is required to confirm the extent of adopted boundary. Vehicles will oversail both verges of the exit road where vegetation should be cleared and one road sign should be removed. The loads should be raised on the suspension to oversail the verge. Care should be taken to maintain the required clearance to the overhead utilities. Swept path drawing SK13 is included in Appendix B.

POI	Constraint	Details
28, 29, 30	**R466 Bends Northwest of o'briensbridge Cross**   	Loads will continue on the R466 through this location. Loads will overrun and oversail the northern verge throughout this location where several load bearing surfaces should be laid. Trees and vegetation should also be trimmed. **Third party lands** will be required. Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the National Road Authorities is undertaken to agree cutting times and permits. Swept path drawing SK14 is included in Appendix B.
31	**R466 Bends Southeast of Bridgetown** 	Loads will continue on the R466 through this location. It is recommended that the swept path assessment is repeated on a topographical survey base through this section due to the lack of clarity in the available mapping. Loads will overrun and oversail the southern verge through the right bend where a load bearing surface should be laid. Vegetation, one road sign and trees should be removed. The embankment should be reprofiled and **third party land** is required. Loads will oversail the north eastern verge north of the right bend, however no works are required. Swept path drawing SK15 is included in Appendix B.

POI	Constraint	Details
32	**R466 Left Bend at Bridgetown** 	Loads will continue on the R466 through this location. It is recommended that the swept path assessment is repeated on a topographical survey base through this section due to the lack of clarity in the available mapping. Loads will overrun and oversail the northern verge through the left bend where a load bearing surface should be laid. Road sign, trees fence and vegetation should be removed. **Third party land** required. Loads will oversail the northern verge prior to the left bend, however no works are required. Loads will oversail the inside of the left bend where vegetation should be trimmed. Swept path drawing SK16 is included in Appendix B.
33	**R466 Proposed Site Access**  	Loads will turn right at the junction onto the unnamed track at Blean. The existing access should be upgraded to meet manufacturer and local road authority standards. **Third party land** will be required on the inside of the right turn into the access. Swept path drawing SK17 is included in Appendix B.

Table 4: Constraint Points and Details – Route 2

POI	Constraint	Details
9	**N69 / N18 Dock Road West Roundabout** 	Due to a height restriction of 4.65m through the Limerick tunnel, high loads such as the towers will take a diversionary route through Limerick to avoid the tunnel. Confirmation should be sought from the chosen haulier that they are able to load the blades to meet the height restriction. <u>Blades</u> Blades would turn left and join the northbound N18. Loads will overrun and oversail the western edge of the roundabout island where a load bearing surface should be laid and two chevron signs should be removed. Loads will overrun and oversail the eastern footway of the onslip where a load bearing surface should be laid and one road sign should be removed. Loads will oversail the western edge of the onslip. <u>High Loads</u> High loads such as towers will continue straight across the roundabout where a load bearing surface should be laid. Swept path drawing SK18 is included in Appendix B.

POI	Constraint	Details
10	**N69 / N18 Dock Road East Roundabout** 	High loads will continue straight ahead taking the 2nd exit. Loads will oversail the northern edge of the roundabout island where one chevron sign should be removed. Loads will oversail the northern edge of the exit arm however no mitigation is required. Swept path drawing SK19 is included in Appendix B.
34	**N69 Roundabout North of Dooradoyle** 	High loads will take the 2nd exit at the roundabout. Loads will oversail the north western verge of the central island where one chevron sign should be removed. A Swept path drawing SK20 is included in Appendix B.
35	**Shannonbridge Roundabout** 	High loads will take the first exit at the roundabout onto Shannon Bridge. Loads will oversail the western verge where a section of guardrail and two signs should be removed. A Swept path drawing SK21 is included in Appendix B.
36	**Clonmachen Roundabout** 	High loads will take the third exit at the roundabout. Loads will oversail the south western verge of the entry arm where two signs should be removed. Loads will oversail the south west verge of the central island where one chevron sign should be removed. A Swept path drawing SK22 is included in Appendix B.

POI	Constraint	Details
37	**Coonagh Roundabout** 	Tower loads will take the second exit at the roundabout. Loads will occupy the entire carriageway, however no physical mitigation measures are required. A Swept path drawing SK23 is included in Appendix B.
38	**Clondrinagh Roundabout** 	Tower loads will take the second exit at the roundabout. Loads will oversail the southern verge on approach to the roundabout where one road sign and several stone bollards will need to be removed. Loads will oversail the southern edge of the central island where one chevron sign should be removed. A Swept path drawing SK24 is included in Appendix B.
39	**R445 Roundabout North East of the Two Mile Inn** 	Tower loads will take the first exit at the roundabout and continue on the R445. Loads will oversail the southern verge of the central island, however no physical mitigation works are required. A Swept path drawing SK25 is included in Appendix B.

POI	Constraint	Details
40	**R445 / N18 Slip Road Roundabout**  	Tower loads will take the second exit at the roundabout. Loads will oversail the southern verges of both the exit arm / entry arm and the southern verge of the central island. One road sign should be removed from the entry. The tower loads will then join the blade loads and will proceed northbound on the N18. A Swept path drawing SK26 is included in Appendix B.
41	**M6 Gortnahoon Toll - Limerick Tunnel**  	Blade loads should utilise the wide load lane to transit through the toll area. The tunnel has a height restriction of 4.65m. Upon selection of the haulier, they should confirm that they are able to load and carry the blade to meet these height restrictions.

POI	Constraint	Details
42	**Ballycasey Roundabout** 	Loads will depart the N18 and turn left onto the R471. Loads will oversail the central island safety barrier and bollards and the blade tip will oversail into the northern verge where trees and vegetation should be cleared. Potential **third party land** required. Loads will oversail the verge on the inside of the left bend where three road signs, two lighting columns, trees, vegetation and the crash barrier should be removed. A land search is recommended to confirm the extent of the adopted boundary. A Swept path drawing SK27 is included in Appendix B.
43	**Cappagh Bends** 	Loads will continue through the right / left bend section. Loads will oversail both sides of the road through the section and **third party land** will be required on both sides. Vegetation, trees, fence and two chevron signs to be removed. A Swept path drawing SK28 is included in Appendix B.
44	**Railway Bridge, Sixmilebridge** 	Loads will transit over the railway line entering Sixmilebridge. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.

POI	Constraint	Details
45	**R471 Right Bend, Sixmilebridge**     	Loads will transit through the town of Sixmilebridge. It is recommended that the swept path assessment is repeated on a topographical survey base to confirm the feasibility of the manoeuvre. The client has received confirmation from Clare County Council that there are no weight restrictions on the River Bridge. A full traffic management plan will be required for the movement of loads through the town and parking restrictions will be required. Loads will overrun and oversail the northern footway on entry to the town where a load bearing surface should be laid and one road sign and one tree should be removed. Loads will oversail both the northern footway and the southern bridge parapet when crossing the bridge. **Third party land** will be required. Loads will oversail the northern footway on exit from the bridge and overrun the footway buildout where load bearing surface should be laid. Parking should be suspended. The vertical profile of the road over the bridge is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. Early engagement with Clare County Council is recommended to ensure that they agree with the proposed mitigation measures. A Swept path drawing SK29 is included in Appendix B.

POI	Constraint	Details
46, 47	**R471 Bends, Sixmilebridge**  	Loads will continue through the constrained left / right bends section where a topographical survey is recommended. Loads will oversail both sides of the road throughout the bends with **third party land** required on both sides of the road. Loads will overrun and oversail the verge on the inside of the right bend where a load bearing surface should be laid and bollards should be removed. A land search is required to confirm whether this is part of the adopted road boundary. Vegetation, trees, five utility poles, two road signs and bollards should be removed throughout the section. A Swept path drawing SK30 is included in Appendix B.
48	**R471 Right Bends North of Ballyliddane** 	Loads will continue through the left bend. Loads will overrun and oversail into **third party land** on the inside of the left bend where a load bearing surface should be laid. Trees and vegetation to be removed. Existing underground utilities should be protected. Loads will oversail the south western verge where a land search should be completed to confirm the extent of adopted boundary available. A Swept path drawing SK31 is included in Appendix B.
49	**R471 East of Sixmilebridge** 	The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. The road narrows at this point and widening will be required. A 4.5m wide running width and a 5.5m clearance width should be maintained along the route which will require the removal of trees, vegetation and street furniture.

POI	Constraint	Details
50	**R471 East of Ballyliddane East** 	Subject to the results of a swept path assessment it is anticipated that loads will oversail both sides of the road. The verges should be reprofiled to allow oversail and vegetation, trees and street furniture should be removed. Three utility poles should be removed. The road narrows at this point and widening will be required. A 4.5m wide running width and a 5.5m clearance width should be maintained along the route which will require the removal
51	**R471 East of Ballyliddane East** 	Subject to the results of a swept path assessment it is anticipated that loads will oversail the verge on the inside of the bend where vegetation should be cleared. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. It is strongly recommended that a full overhead utility search is carried out along the route prior to deliveries to ensure that height clearances are suitable for normal temperature ranges.
52	**R471 West of Cooleycasey** 	Subject to the results of a swept path assessment it is anticipated that loads will oversail the verge on the inside of the right bend where trees and vegetation should be cleared. The proximity of the blade tip to the utility poles should be confirmed during the test run. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
53	**R471 West of Cooleycasey** 	The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. The major concern is blade tip strike when the road starts to climb again.

POI	Constraint	Details
54	**R471 Right Bend, Cooleycasey** 	Loads will continue through the right bend. Loads will oversail both verges through the bend with **third party land** required to the south of the road. Vegetation / trees should be trimmed and one utility pole should be removed. A Swept path drawing SK32 is included in Appendix B.
55	**R471 East of Cooleycasey** 	Subject to the results of a swept path assessment it is anticipated that loads will oversail the verge on the inside of the bend where vegetation, trees and street furniture should be cleared. Two utility poles should be removed and **third party land** will be required. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. It is strongly recommended that a full overhead utility search is carried out along the route prior to deliveries to ensure that height clearances are suitable for normal temperature ranges. The road narrows at this point and widening will be required. A 4.5m wide running width and a 5.5m clearance width should be maintained along the route which will require the removal.
56	**R471 Right Bend, Cloughoolia** 	The road narrows on approach to POI 56 and some localised widening may be required to achieve the minimum 4.5m running width and vegetation trimming along the route will be necessary to provide the minimum 5m clearance envelope. Loads will oversail into **third party land** on both sides of the road through the right bend. Vegetation, two utility poles, a section of fence and one sign should be removed. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. A Swept path drawing SK33 is included in Appendix B.

POI	Constraint	Details
57	**R471 Oatfield** 	The road narrows at this point and widening will be required. A 4.5m wide running width and a 5.5m clearance width should be maintained along the route which will require the removal
58	**R471 East of Clontra East** 	Subject to the results of a swept path assessment it is anticipated that loads will overrun and oversail the verge on the inside of the bend where the embankment, hedge, trees and one utility pole should be removed. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
59	**R471 Truagh** 	The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
60	**R471 East of Truagh** 	The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. It is strongly recommended that a full overhead utility search is carried out along the route prior to deliveries to ensure that height clearances are suitable for normal temperature ranges. The road narrows at this point and widening will be required. A 4.5m wide running width and a 5.5m clearance width should be maintained along the route which will require the removal.

POI	Constraint	Details
61	**R471 / R465 Crossroads** 	Loads will continue straight ahead at the crossroads. Escorts will need to hold all traffic on the A465 to allow loads to safely cross. The road narrows further following the crossroads. Checks will be required onite to ensure that adequate width (5m minimum) is available for the proposed loads. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
62	**R471 Right Bend East of Truagh** 	Loads will continue through the right bend. It is recommended that a topographical survey is completed and the swept path assessment is repeated. It is not possible to accurately see the river bridge with available mapping. Loads will oversail into **third party land** on both sides of the road. Loads to be raised to their maximum suspension settings to allow oversail of the bridge parapet however care should be taken to ensure that the overhead utility wire is not impacted. Trees, vegetation and one utility pole to be removed. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. A Swept path drawing SK34 is included in Appendix B.
63	**R471 West of Briarfield** 	Subject to the results of a swept path assessment, it is anticipated that loads will oversail and overrun the inside of the bend where vegetation should be cleared. Two road signs should be removed and potential **third party land** required.

POI	Constraint	Details
64	**R471 / R463 Junction** 	Loads will turn left onto the R463 at the junction. Loads will oversail the south western verge on approach to the junction. Loads will overrun and oversail the verge on the inside of the left bend where a load bearing surface should be laid and six road signs, one utility pole and trees / vegetation should be removed. **Third party land** required. A Swept path drawing SK35 is included in Appendix B.
27	**R463 / R466 Junction** 	Loads will turn left onto the R466 at the junction. Loads will oversail the south eastern verge into **third party land** where one road sign and vegetation and trees should be removed. Loads will overrun and oversail the inside of the left bend where a load bearing surface should be laid. Four road signs and vegetation and trees should be removed. **Third party land** should be removed. Loads will oversail both verges on exit from the junction where vegetation should be trimmed.

Loads would then follow the same route as Route 1 shown in POIs 28-33.

3.4 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in Appendix B for review. The drawings in Appendix B illustrate tracking undertaken for the worst-case loads at each location.

The colours illustrated on the swept paths are:

- Grey / Black – OS / Topographical Base Mapping;
- Green – Vehicle body outline (body swept path);
- Red – Tracked pathway of the wheels (wheel swept path); and
- Purple – The over-sail tracked path of the load where it encroaches outwith the trailer (load swept path).

Where mitigation works are required, the extents of over-run and over-sail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source.

Where provided by the client, topographical data has been utilised. Please note that PF cannot accept liability for errors on the data source, be that OSI base mapping or client supplied data. Mapping has been augmented with screen grabbed aerial imagery for illustration only. The accuracy of this mapping cannot be confirmed by PF.

3.5 Land Ownership

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. In these locations, the general rule is that the area of adoption is between established fence / hedges lines or a maximum 2m from the road edge. This can vary between areas and location and should be confirmed by the developer.

3.6 Summary Issues

It is strongly suggested that following a review of the desk based RSR, FTC should undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- That any necessary topographical surveys are undertaken and the swept path results completed;
- A review of axle loading on structures along the entire access route with the various road agencies is undertaken immediately prior to the loads being transported in case of last minute changes to structures;
- A review of clear heights with utility providers and the transport agencies along the route to ensure that there is sufficient space to allow for loads plus sufficient flashover protection (to electrical installations);
- That any verge vegetation and tree canopies which may foul loads is trimmed prior to loads moving;
- That a review of potential roadworks and or closures is undertaken once the delivery schedule is established in draft form;
- That a test run is completed to confirm the route and review any vertical clearance issues; and
- That a condition survey is undertaken to ascertain the extents of road defects prior to loads commencing to protect the developer from spurious damage claims.

The developer should undertake the necessary land negotiations and obtain the rights and permits to upgrade the roads as appropriate. The liaison with overhead utility providers and an ecological review of the tree canopy should be undertaken.

4 Summary

4.1 Summary of Access Review

PF has been commissioned by Fehily Timoney and Company (FTC) to prepare a desk-based Route Survey Report to examine the issues associated with the transport of AIL turbine components to the development site. Swept path assessments have been prepared at a number of locations which were considered to be key along the route.

This report identifies the key points and issues associated with the proposed routes and outlines the issues that will need to be considered for successful delivery of components.

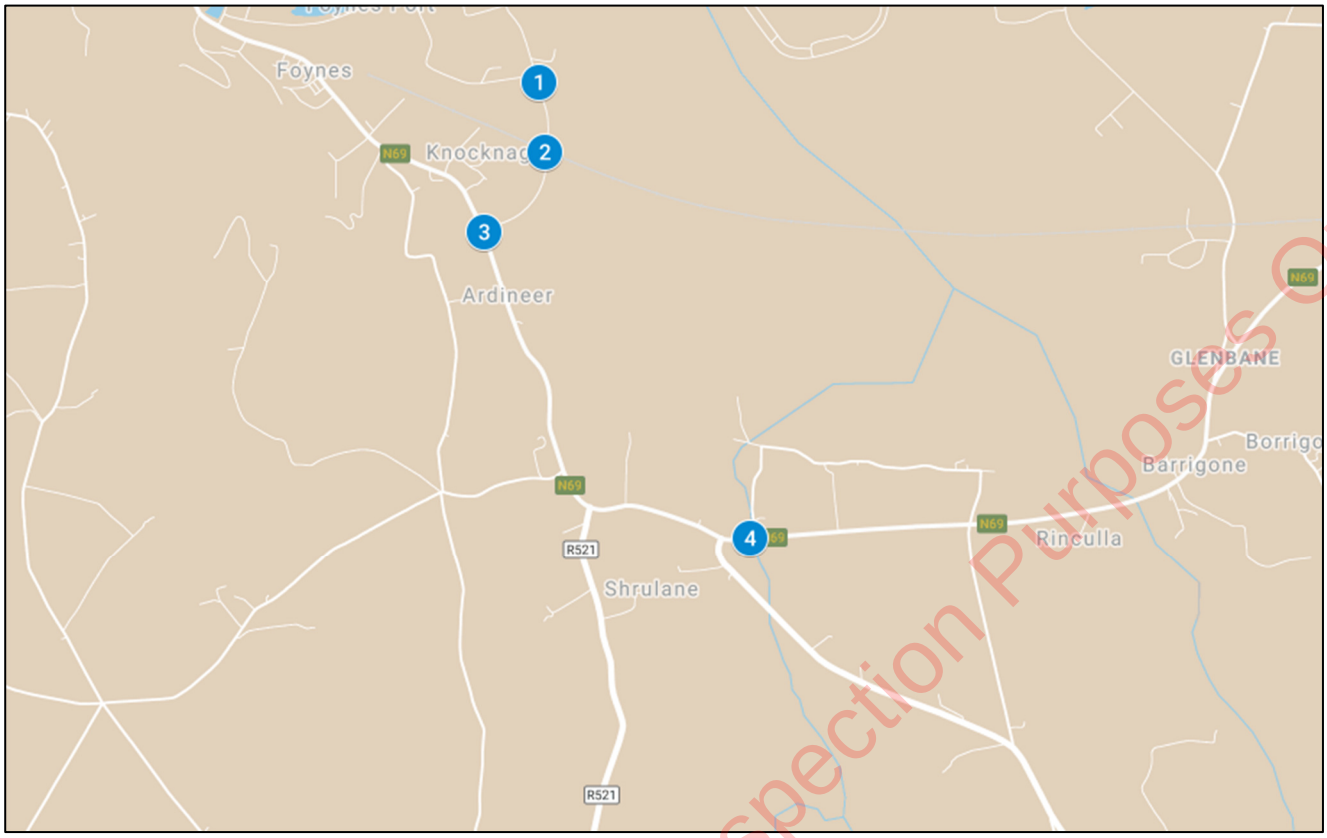
The report is presented for consideration to FTC. Various road modifications, structural reviews and interventions are required to successfully access the site. If these are undertaken, access to the consented wind farm site is considered feasible.

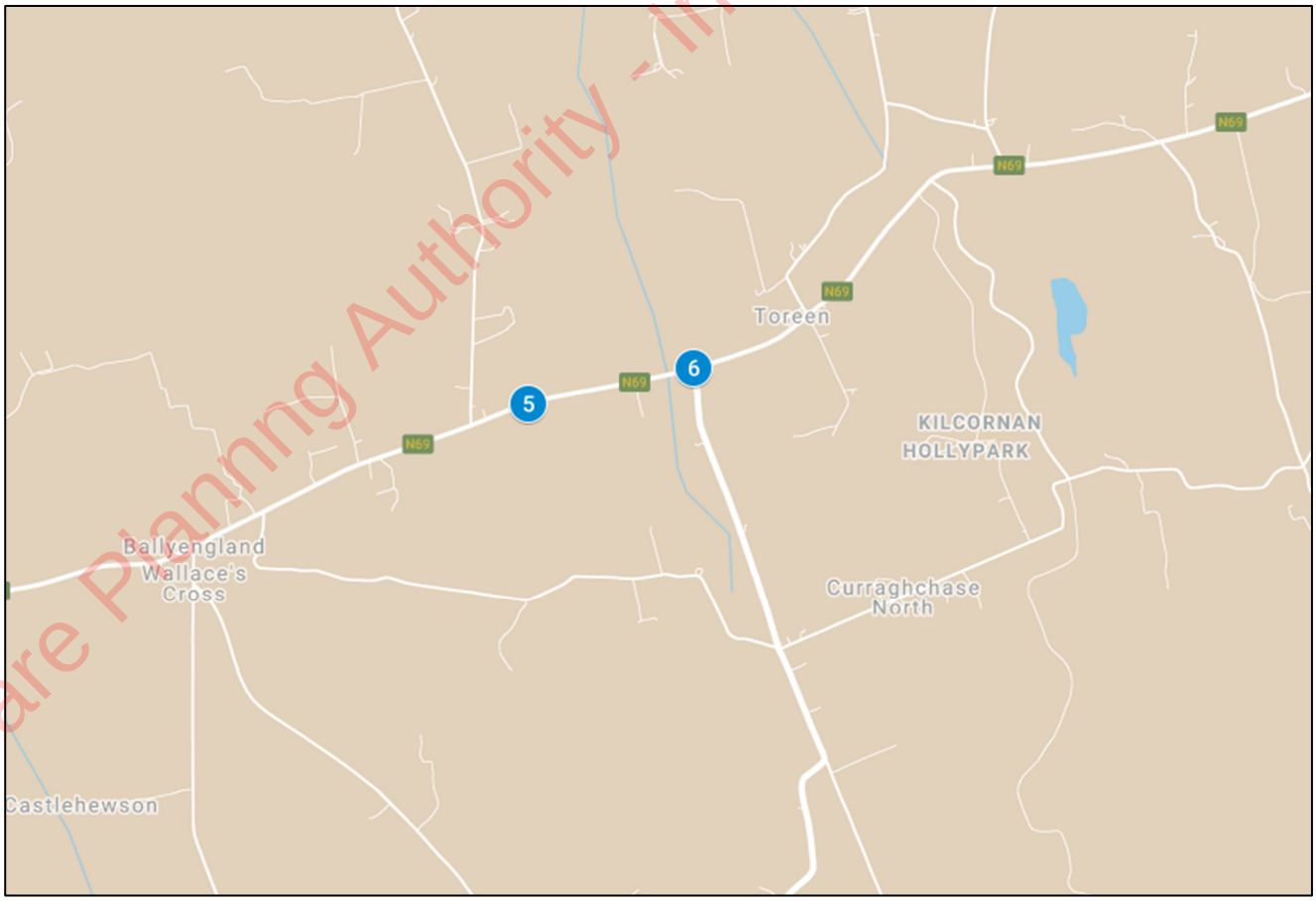
4.2 Further Actions

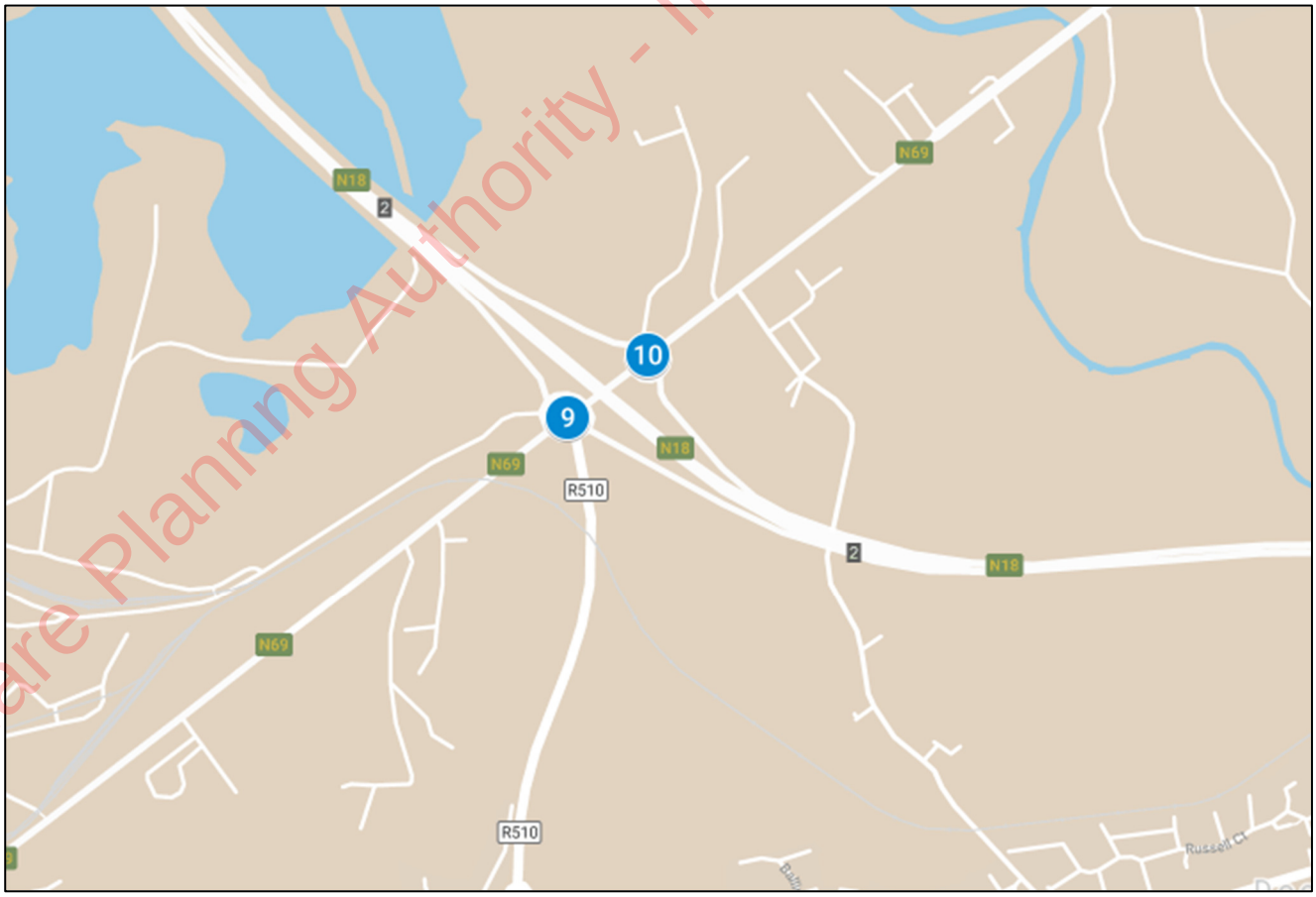
The following actions are recommended to pursue the transport and access issues further:

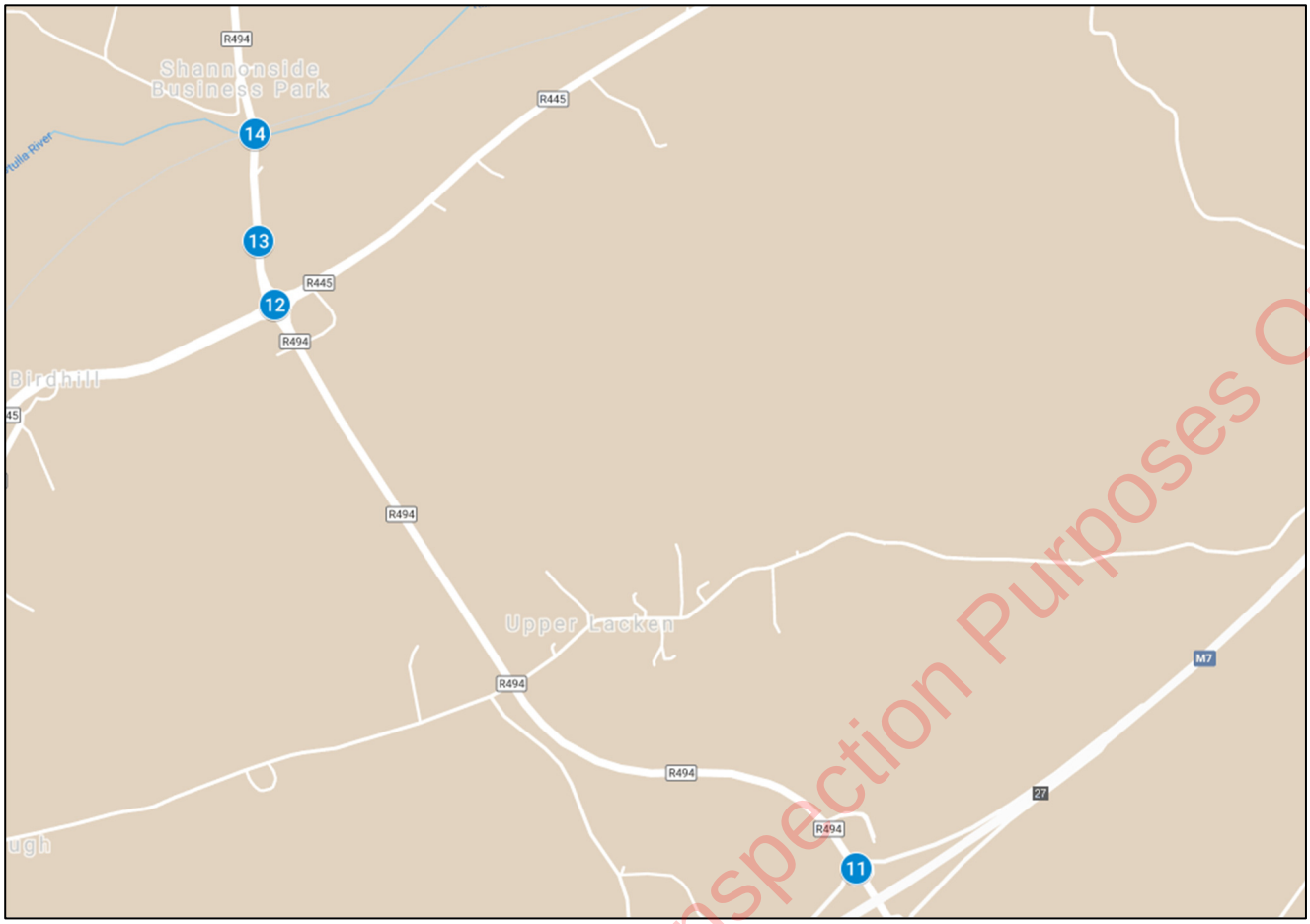
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan to assist in transporting the proposed loads.

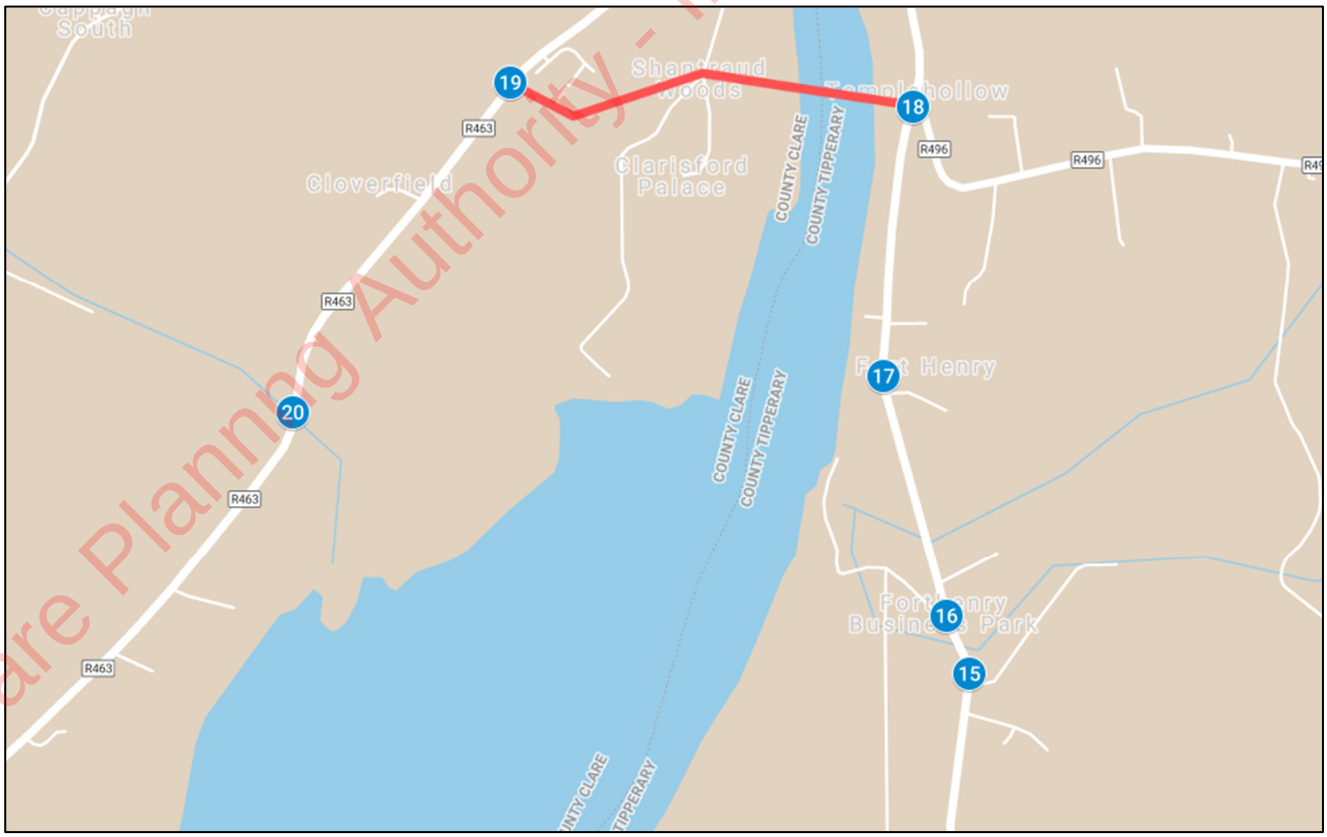
Appendix A Points of Interest

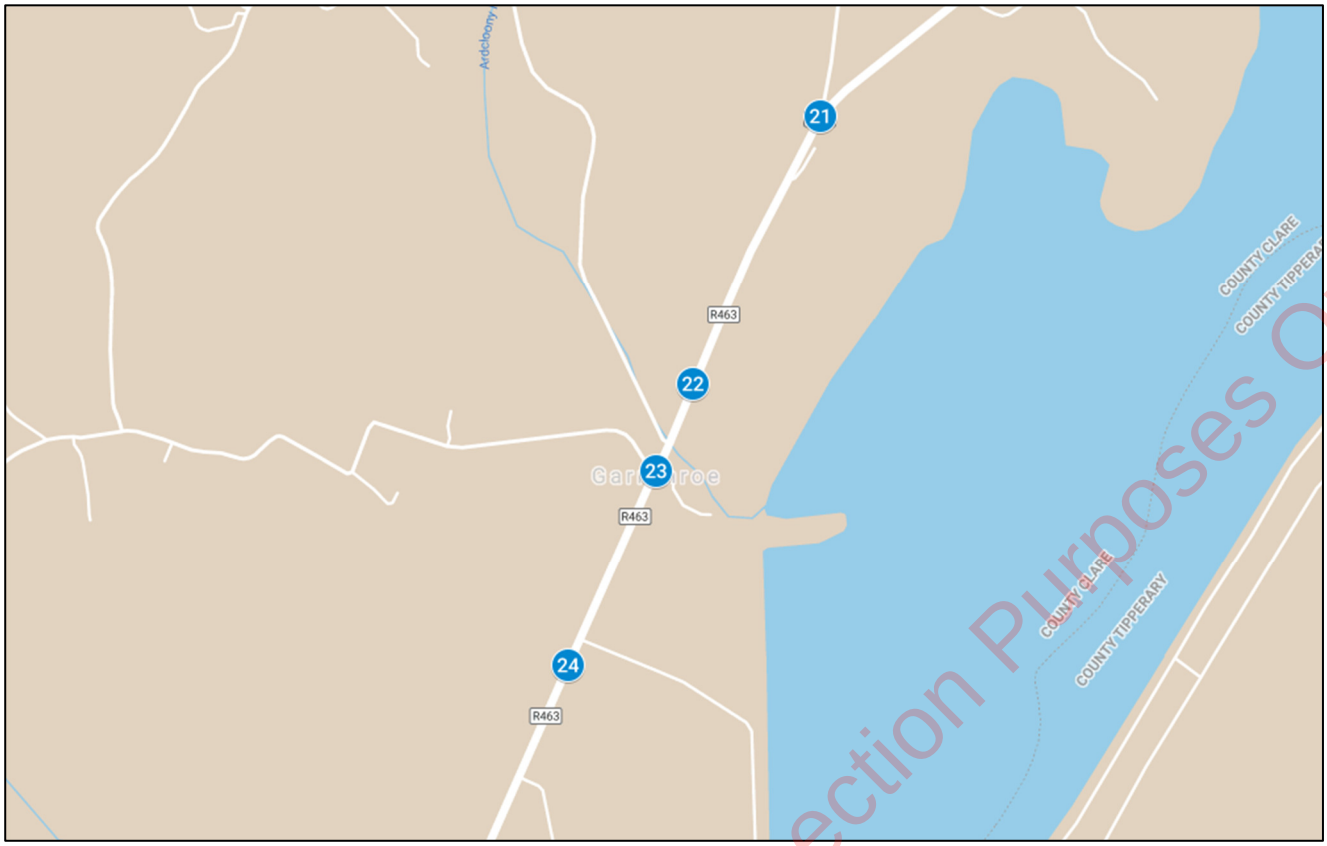


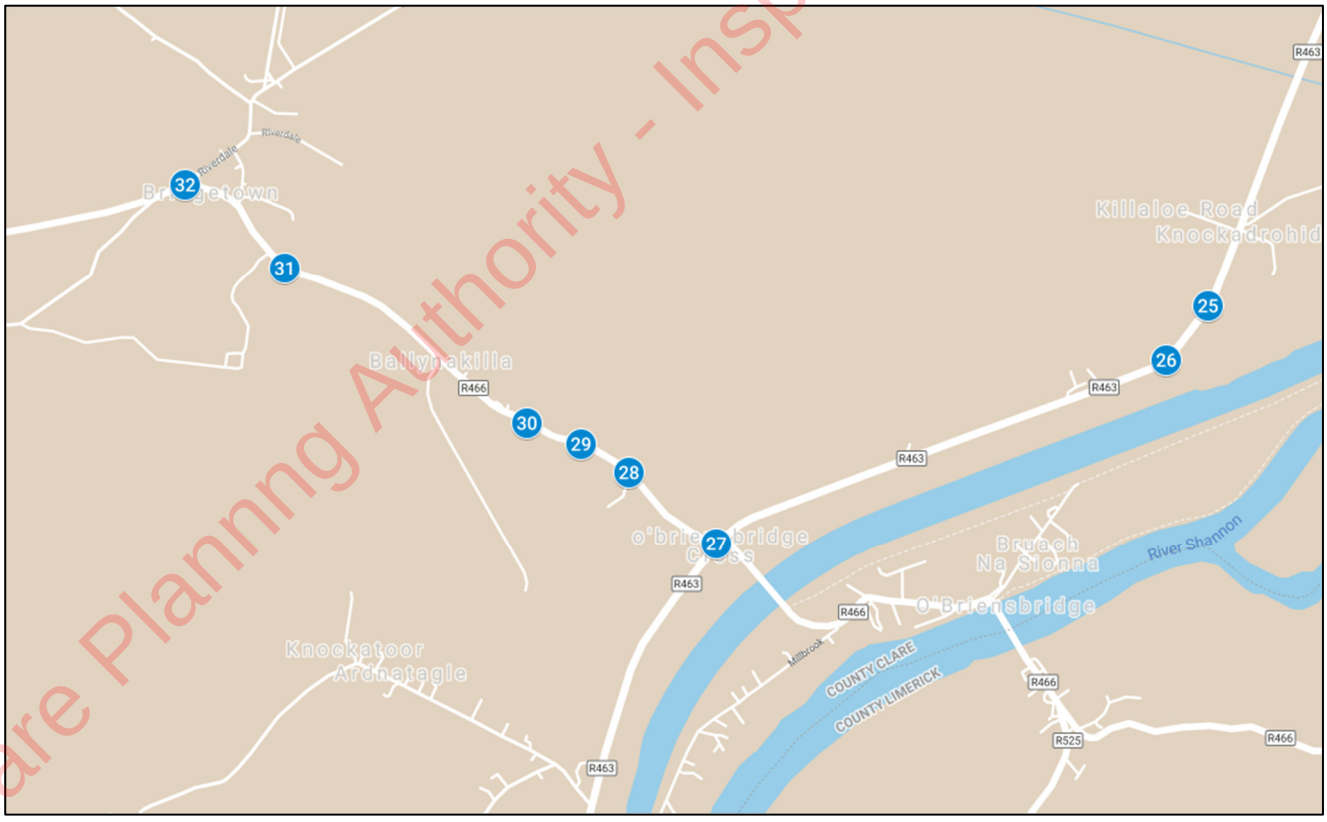


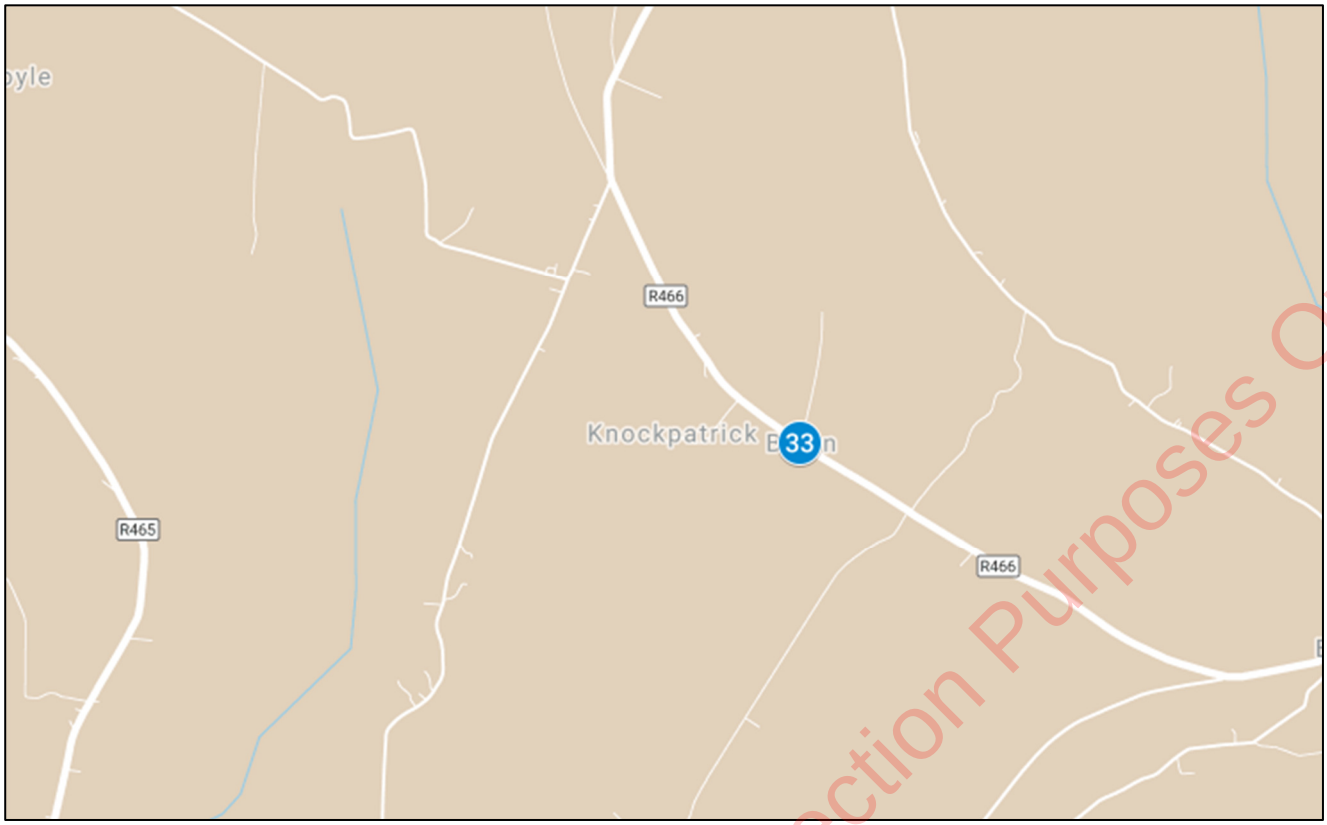


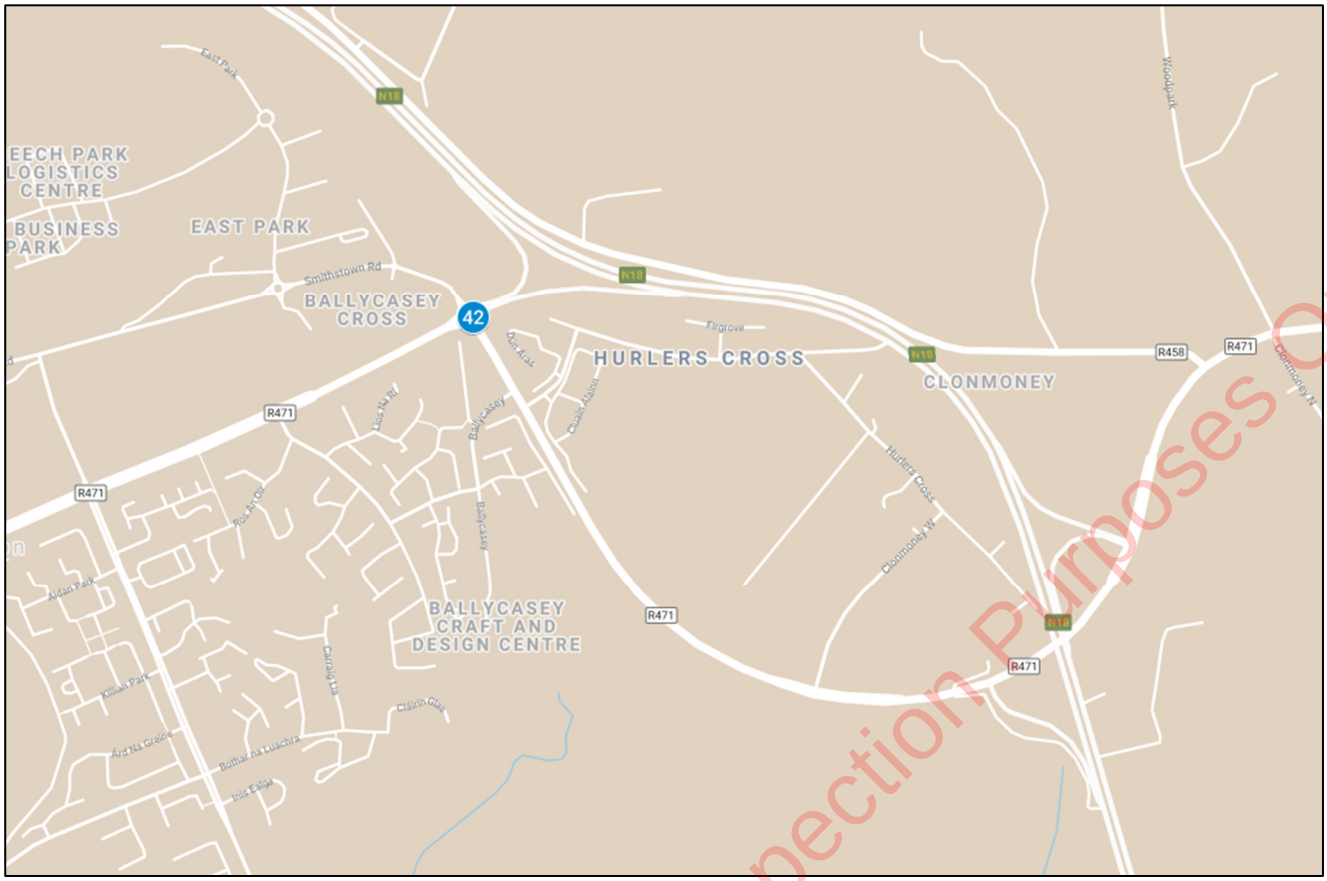


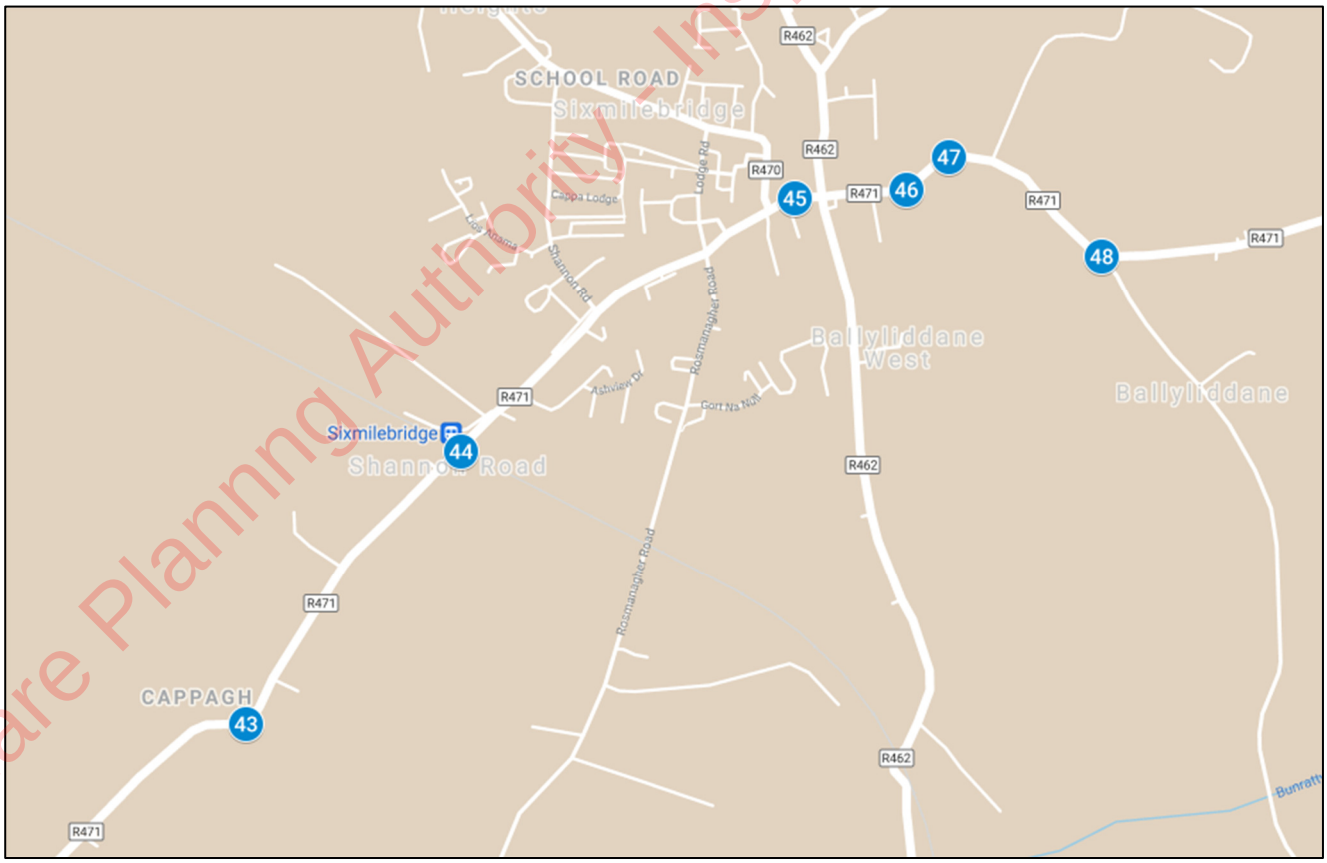


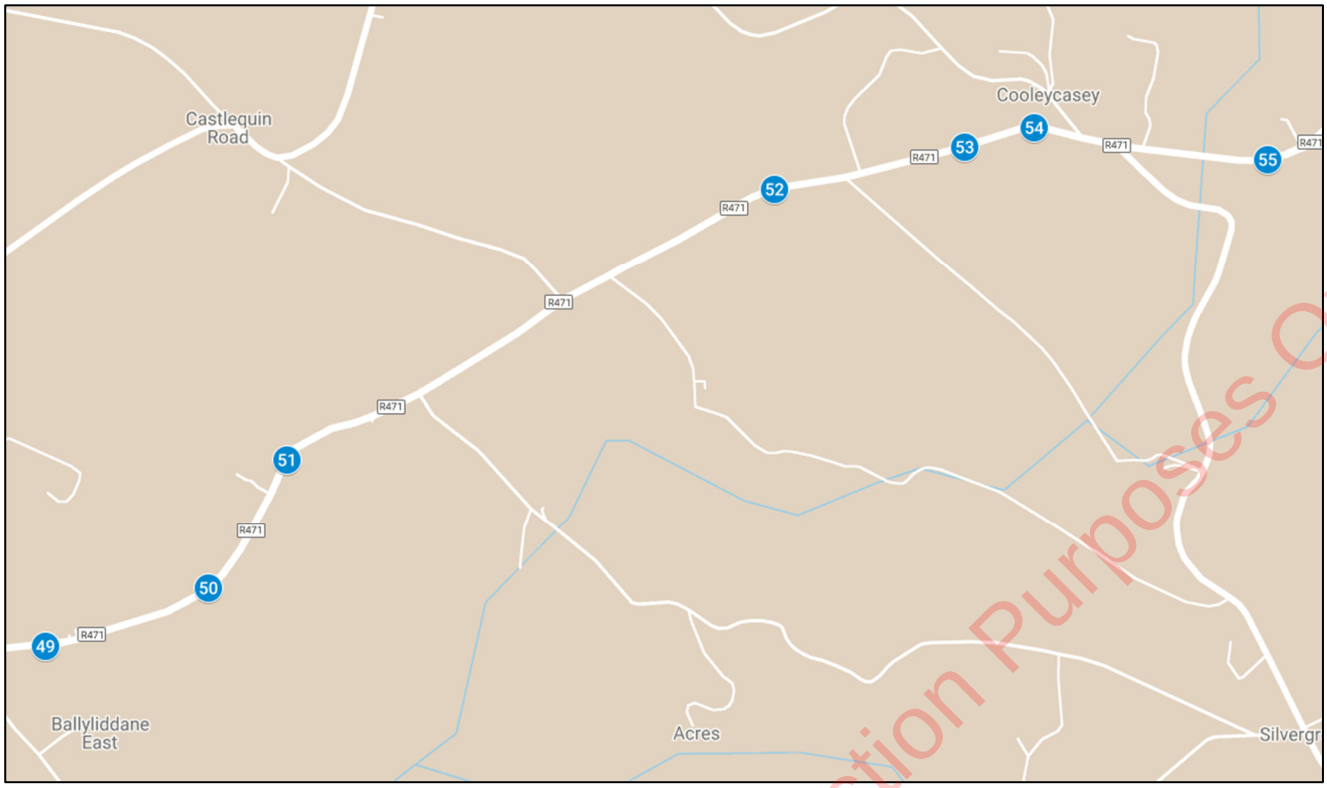


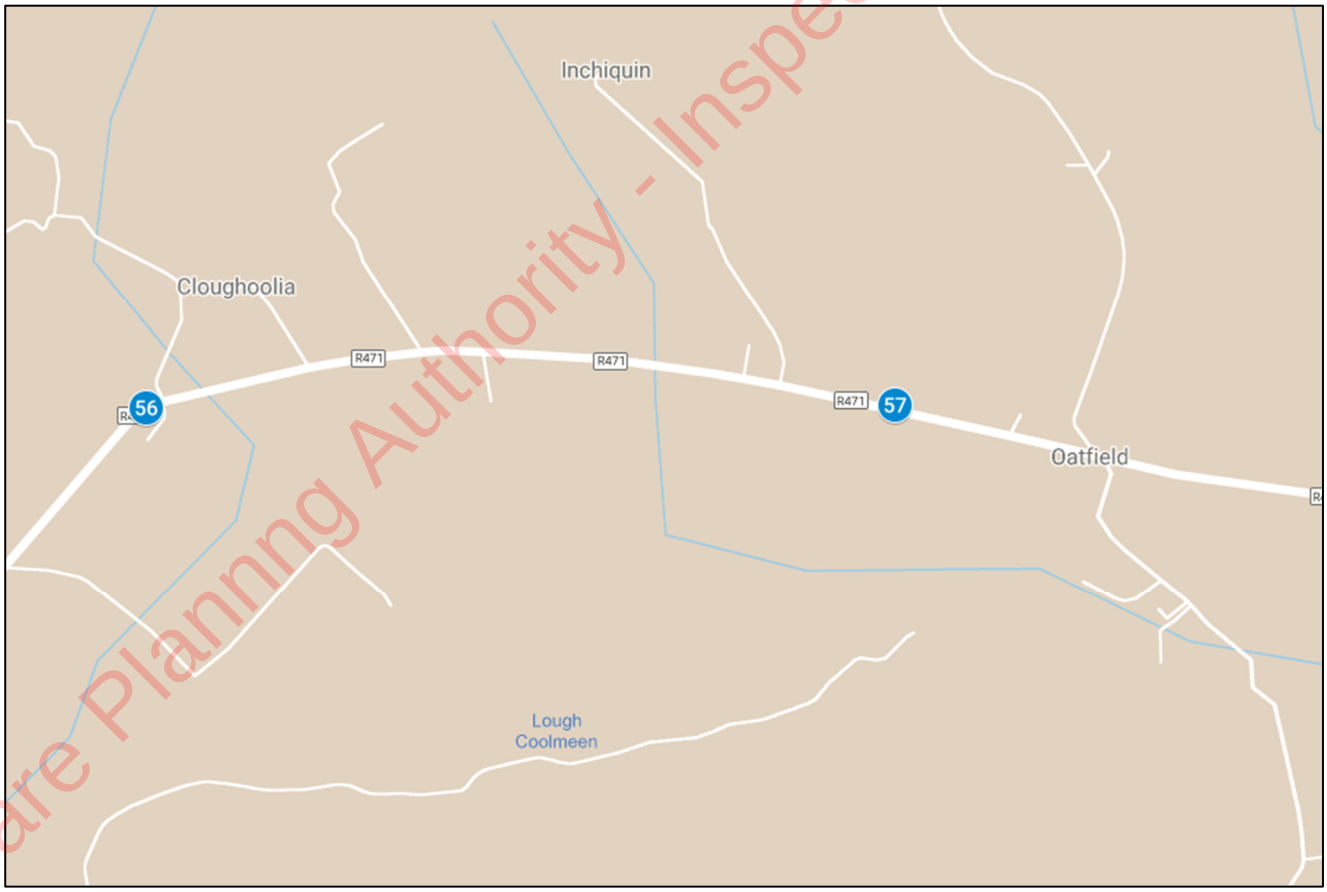


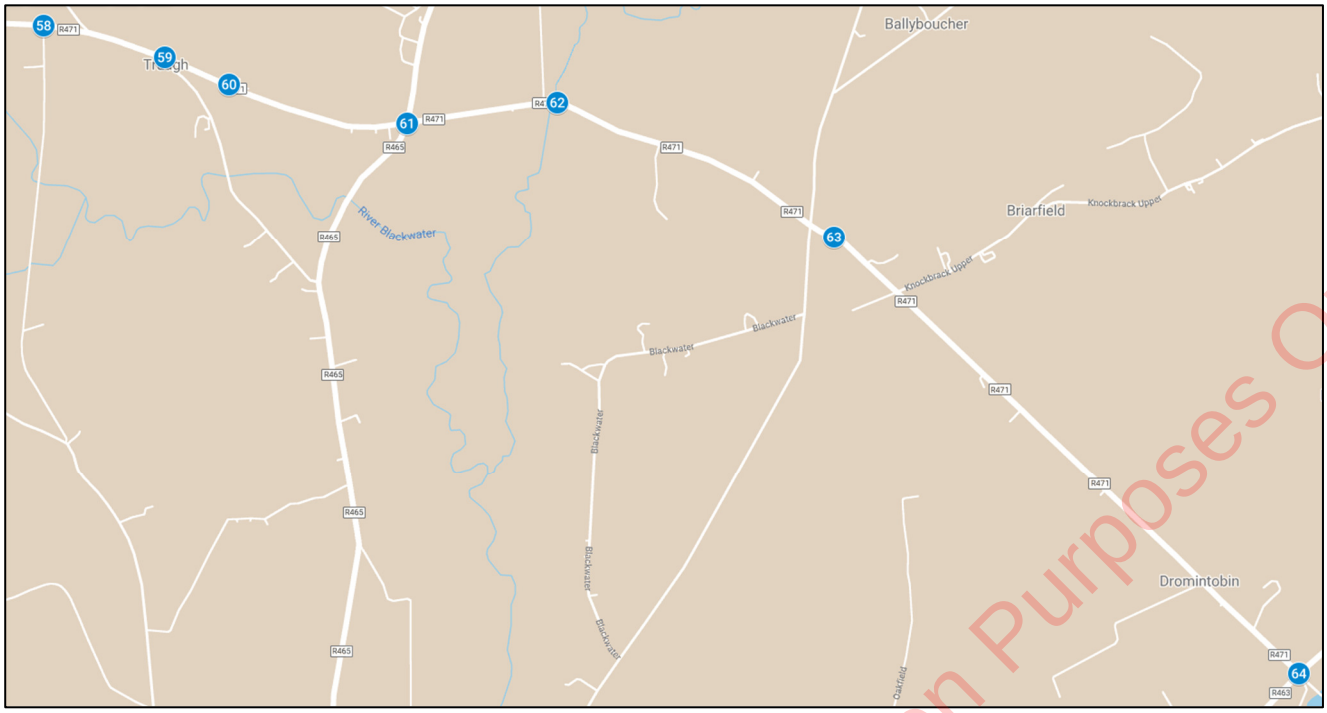












Appendix B Swept Path Assessments

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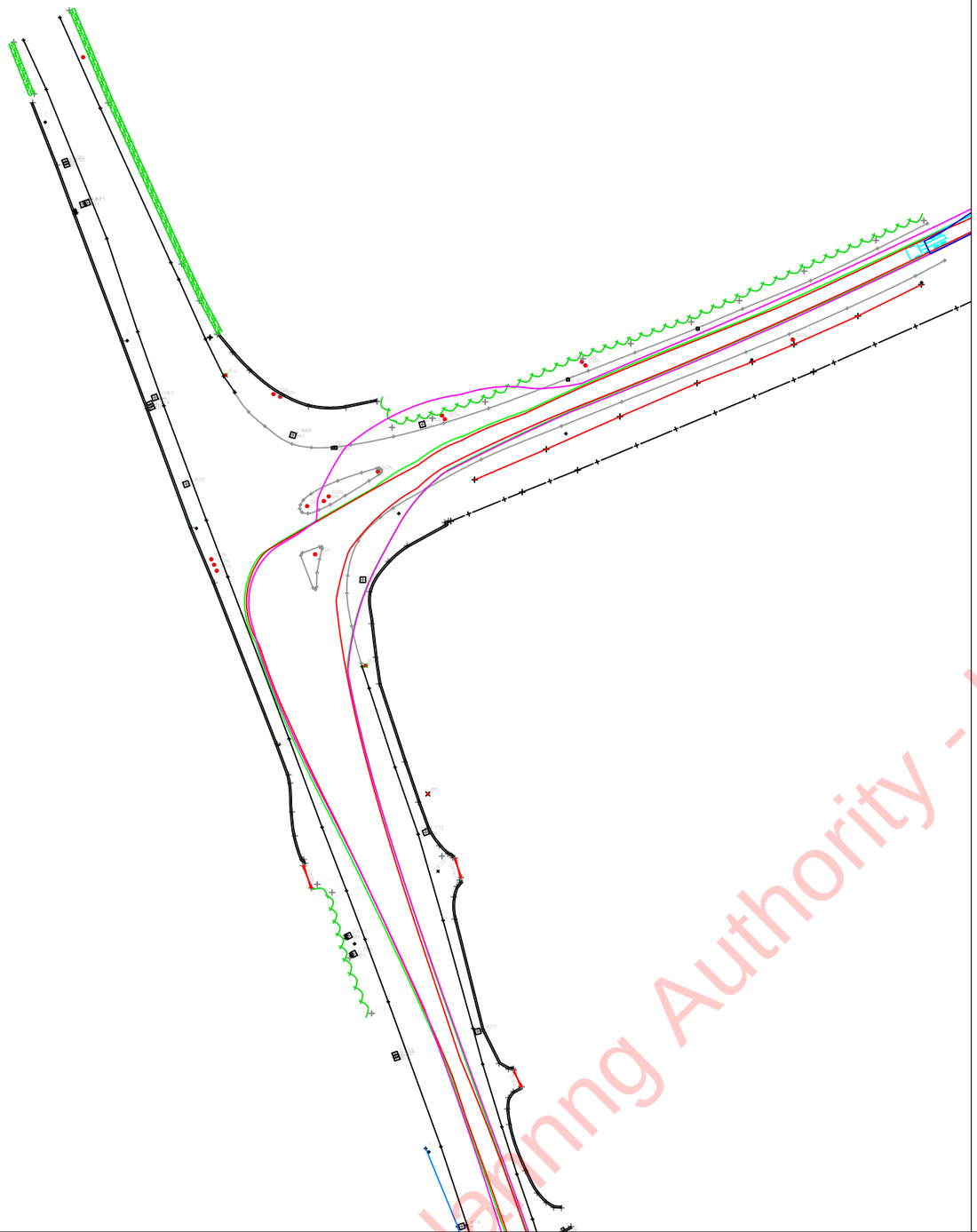

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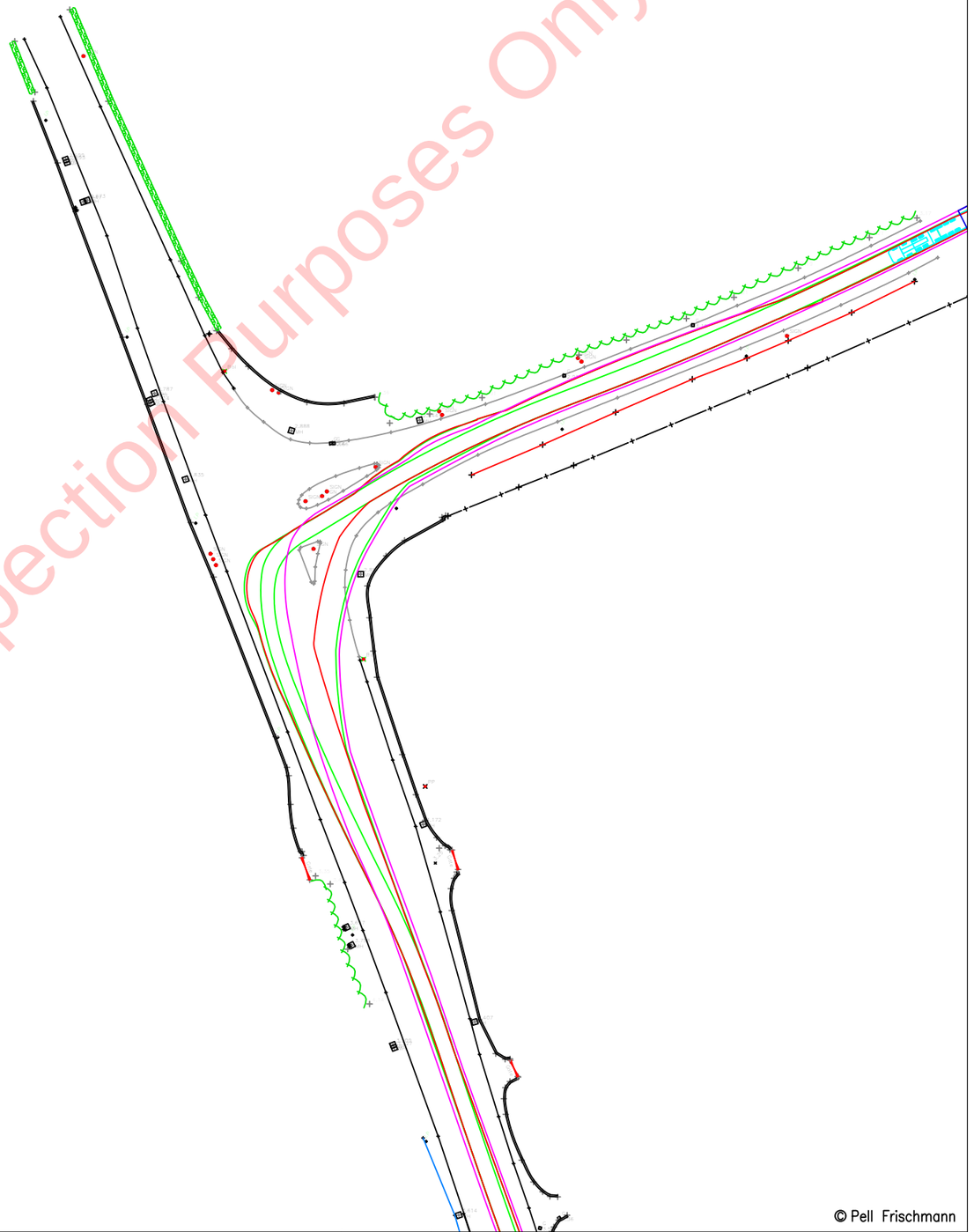


Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Foynes Port Access Road / N69 – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		3

Scale: 1:1000 @ A3

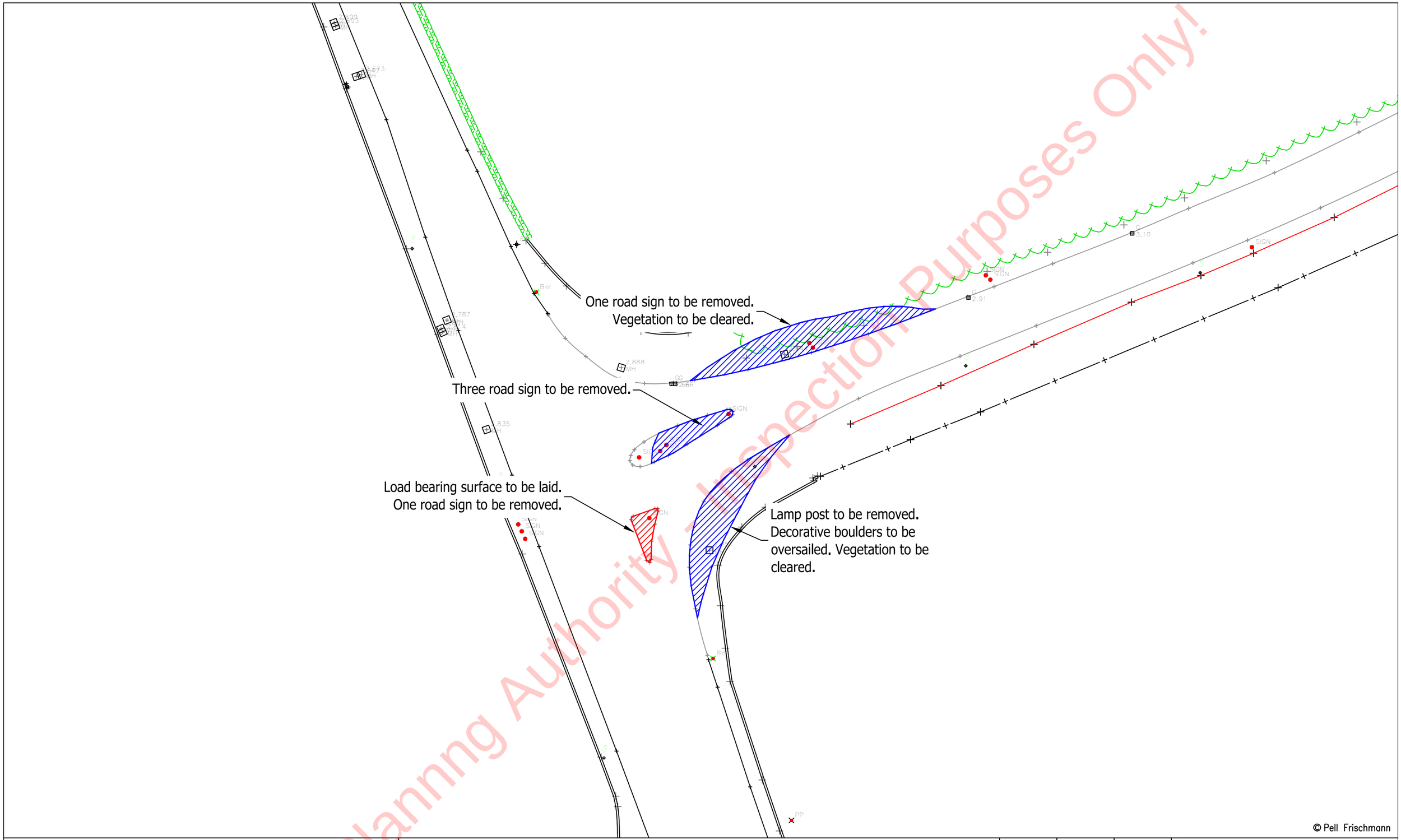
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK01

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

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Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Foynes Port Access Road / N69 – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		3

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK01A

Notes:
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Revision: 1

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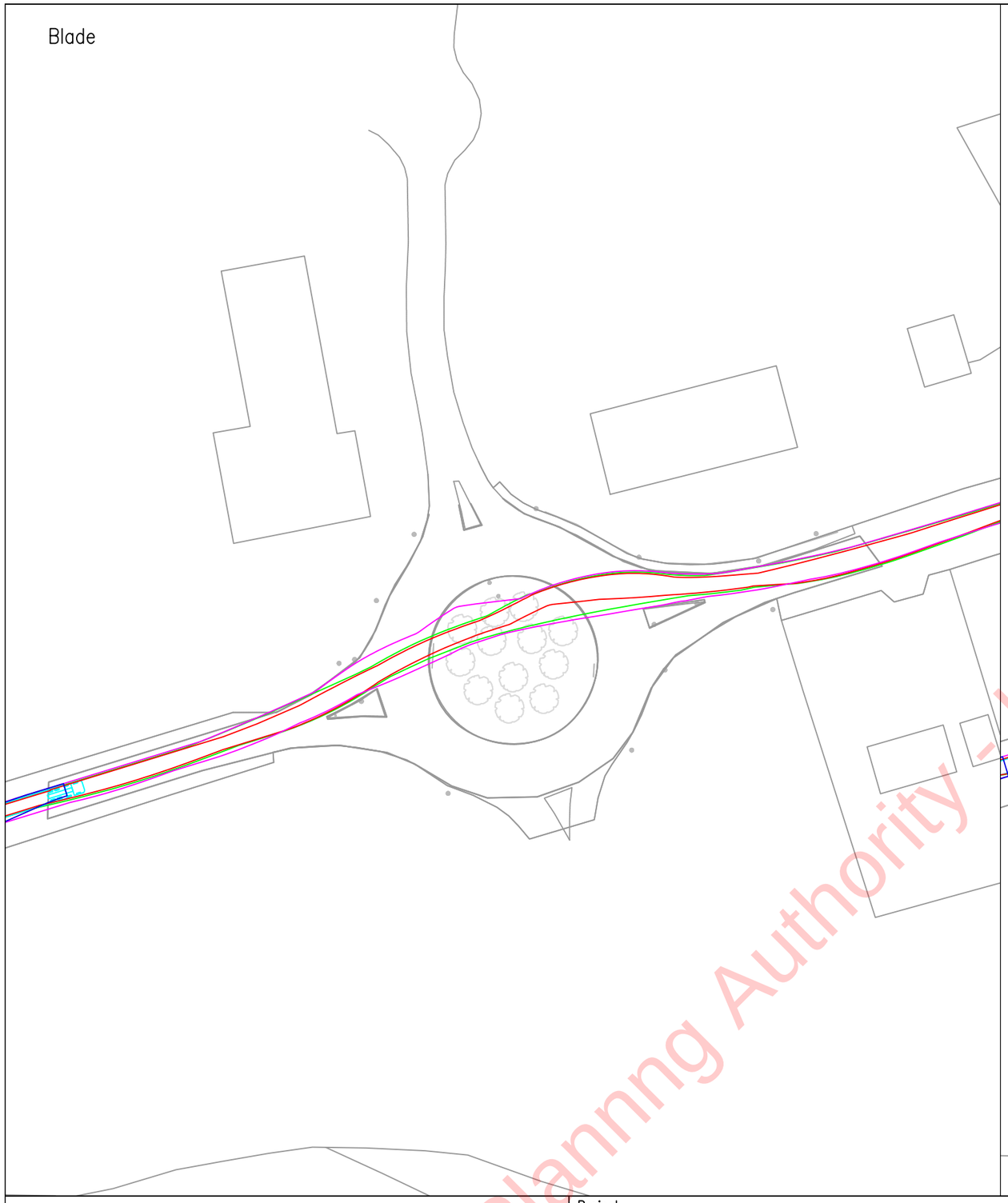

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 Clarina Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		8

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK02

Notes:
1. All mitigation is subject to confirmation through a test run.
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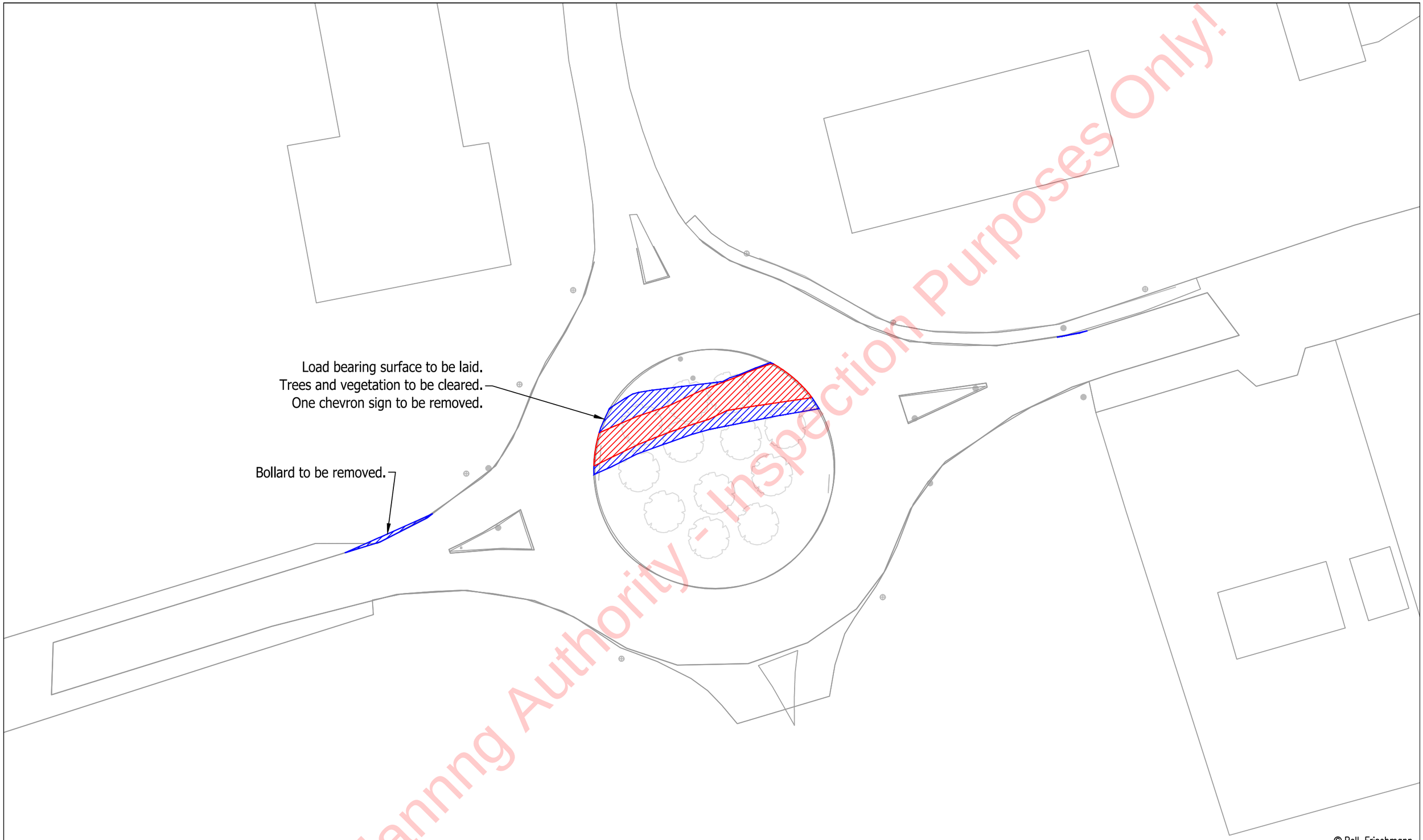
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 Clarina Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		8

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File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK02A

Notes:
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4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

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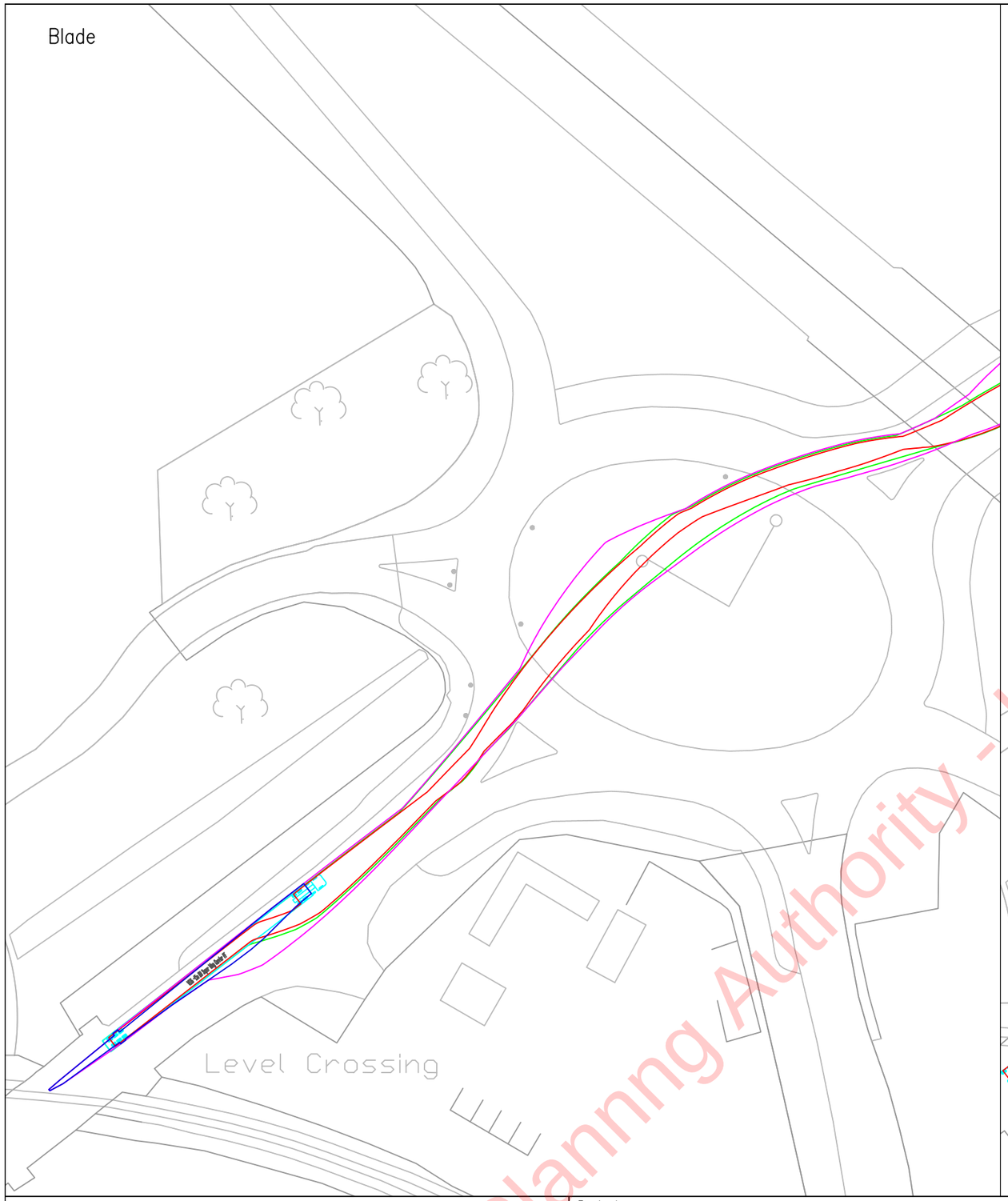

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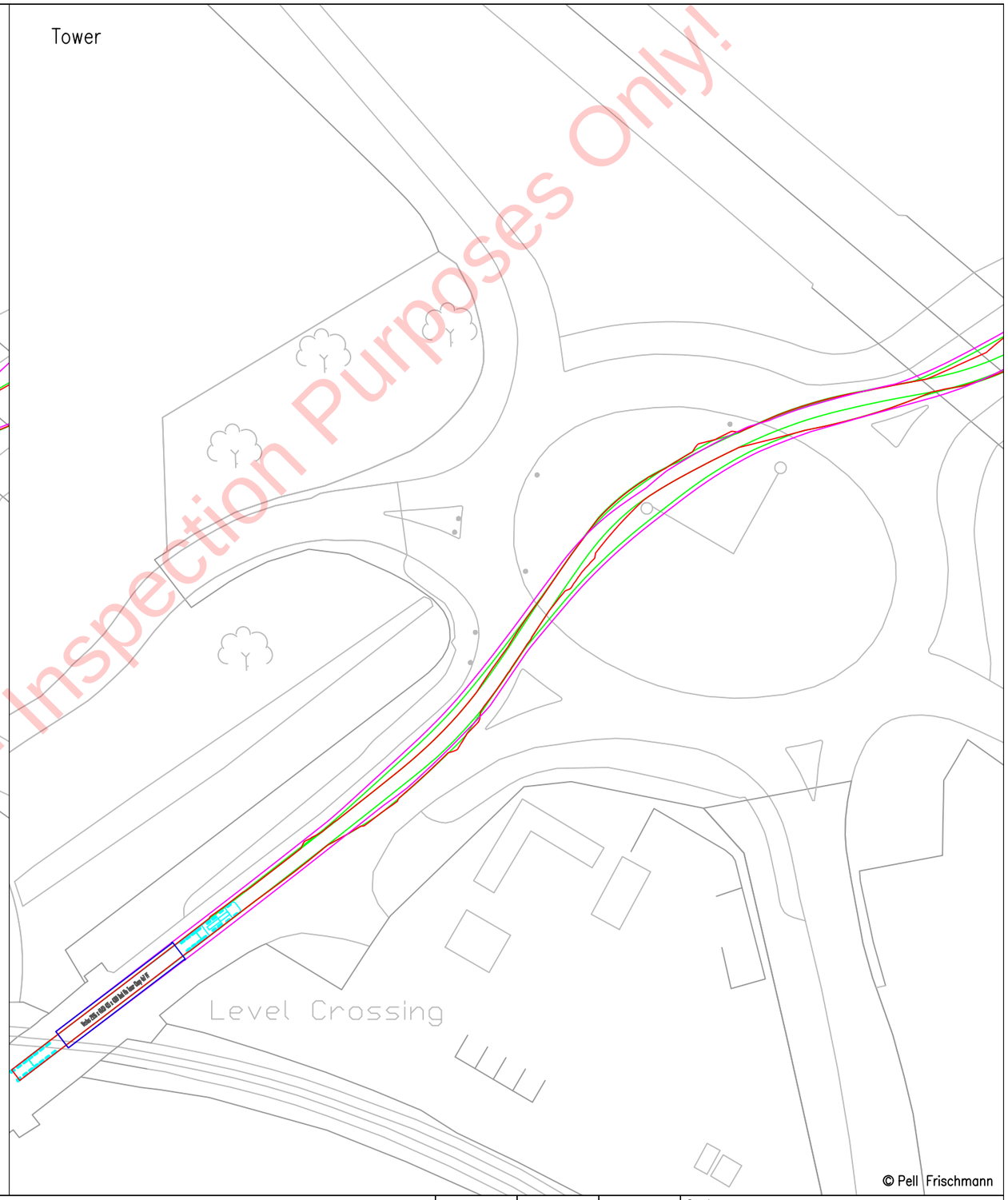

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road West Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		9

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK03

Notes:
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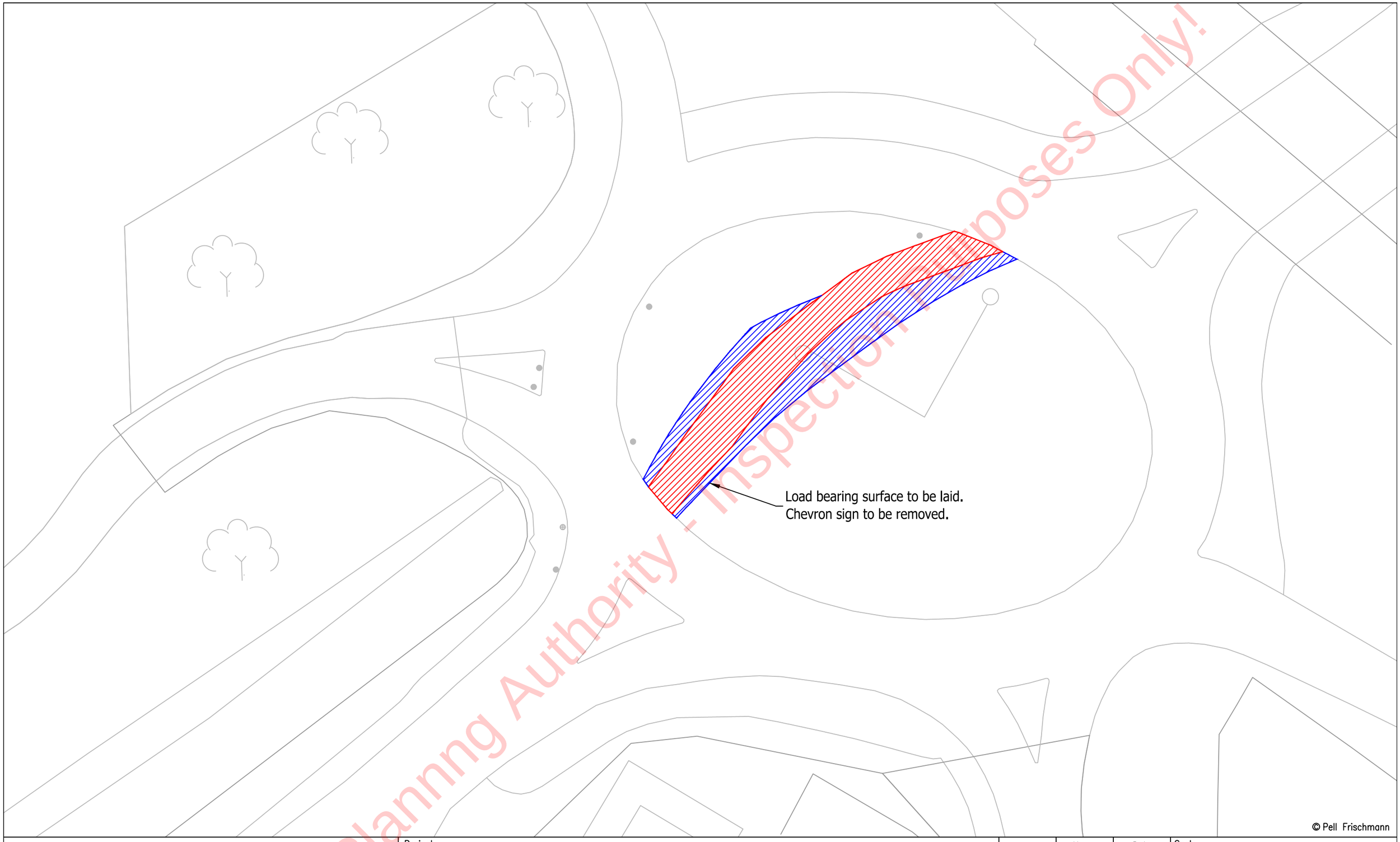
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road West Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		9

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK03A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

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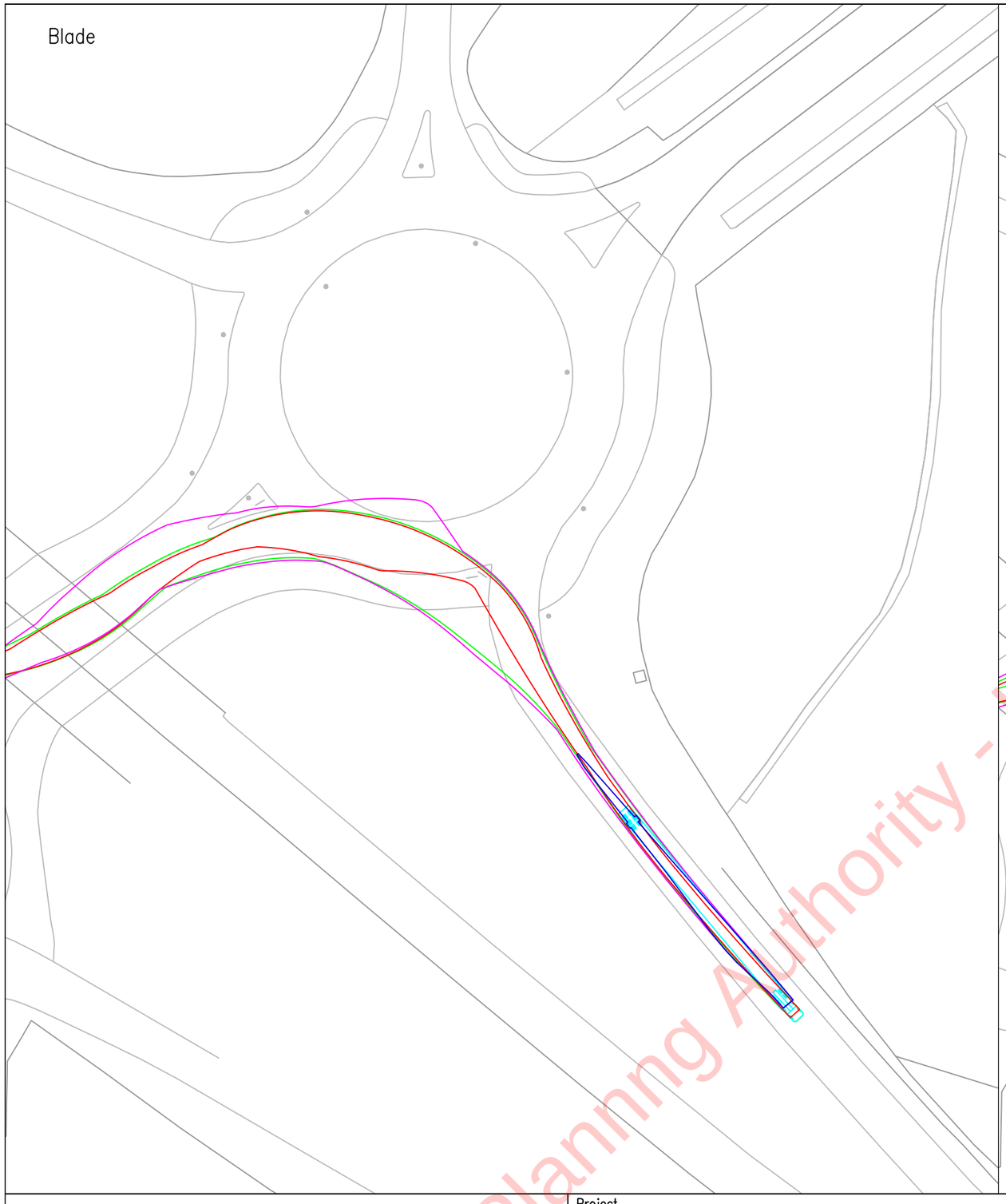


Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road East Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		10

Scale: 1:1000 @ A3

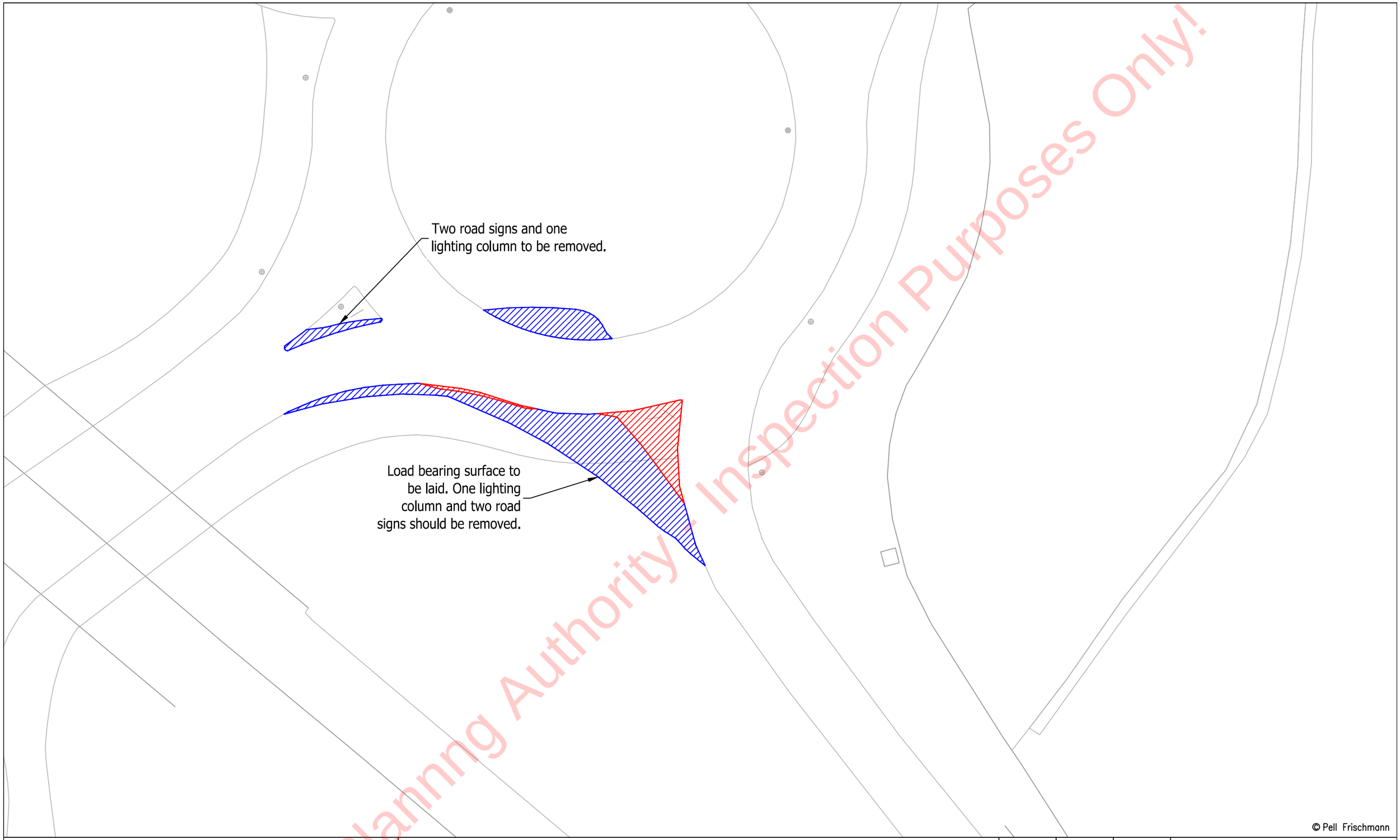
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK04

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH. EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road East Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		10

Scale: 1:500 @ A3

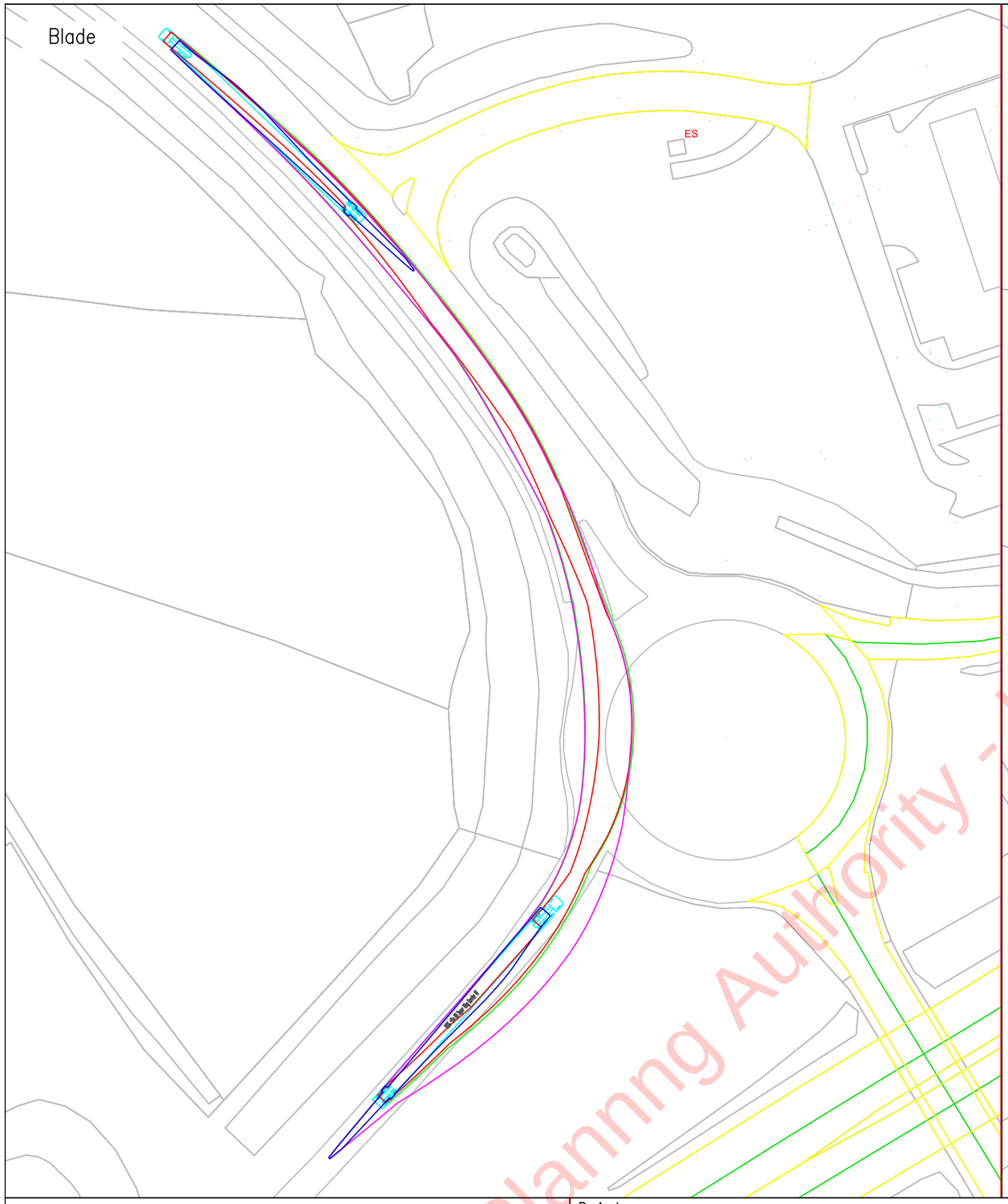
File No.: Fahy Beg Tracking v3 131022.dwg

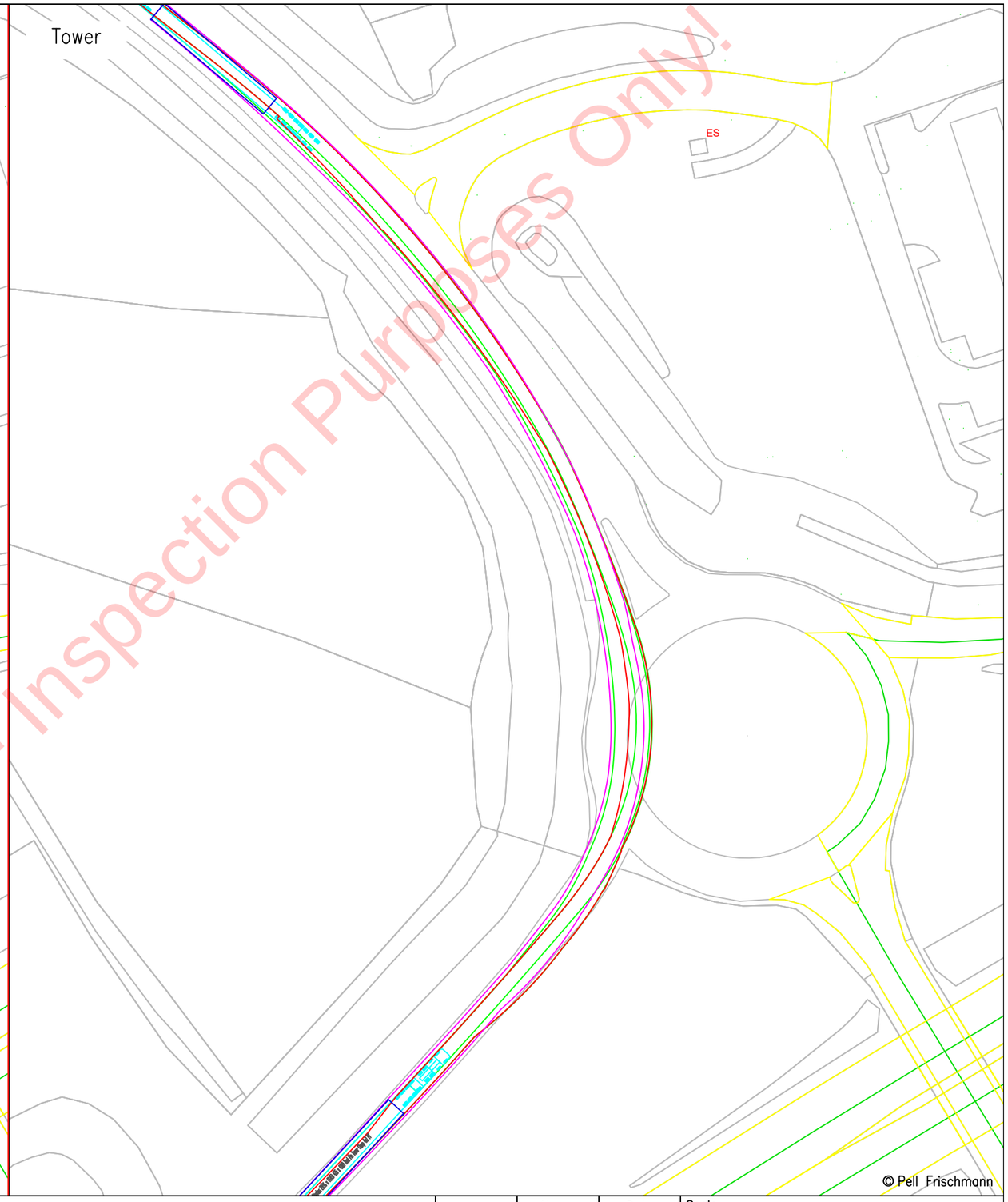
Drawing Status: Draft

Drawing No.: SK04A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1





Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: M7 Junction 27 – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		11

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK05

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
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Revision: 1

Load bearing surface to be laid.

Load bearing surface to be laid.
Two road signs to be removed.
Land search required to confirm the extent of adopted boundary available.

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: M7 Junction 27 – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		11

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

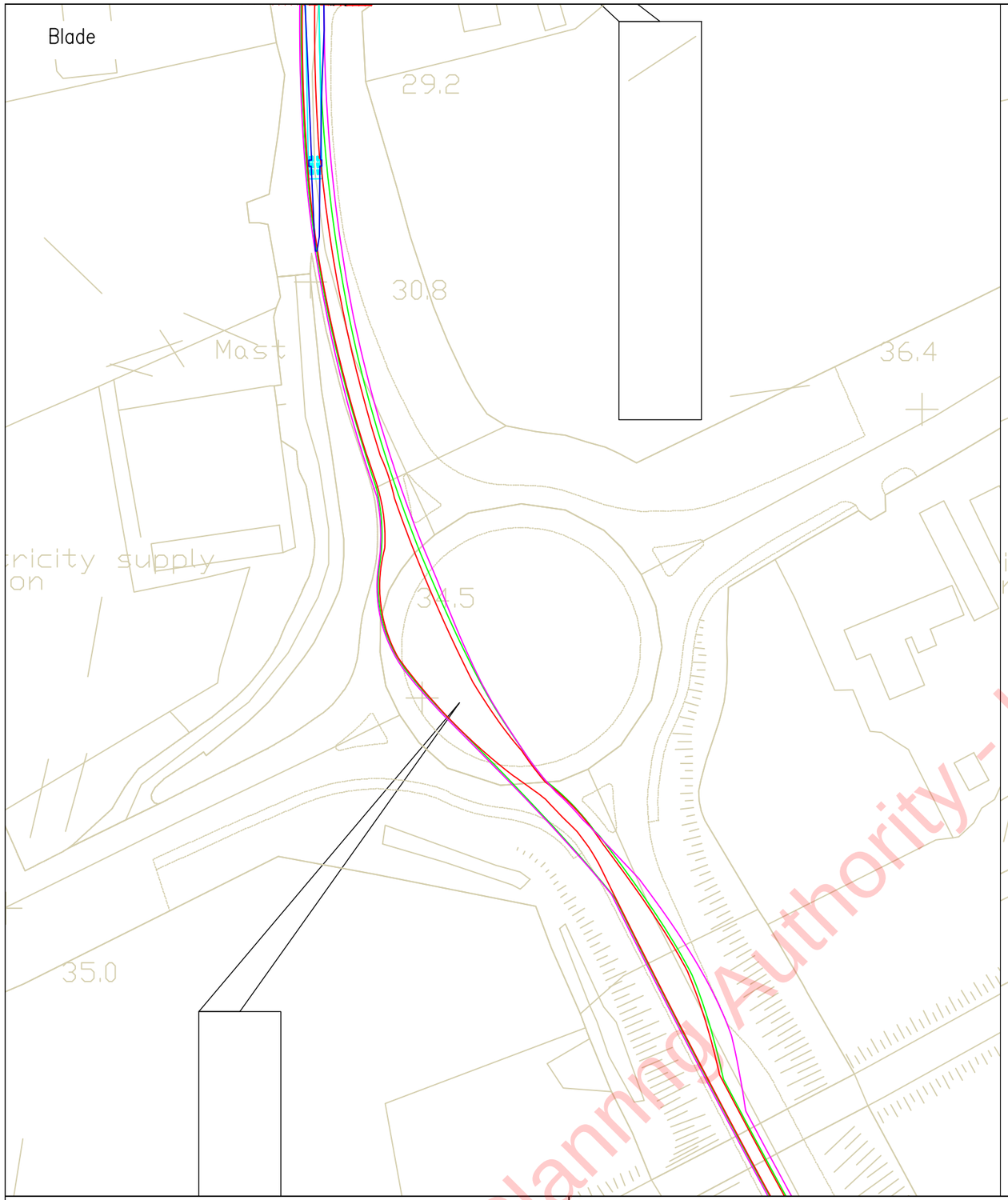
Drawing No.: SK05A

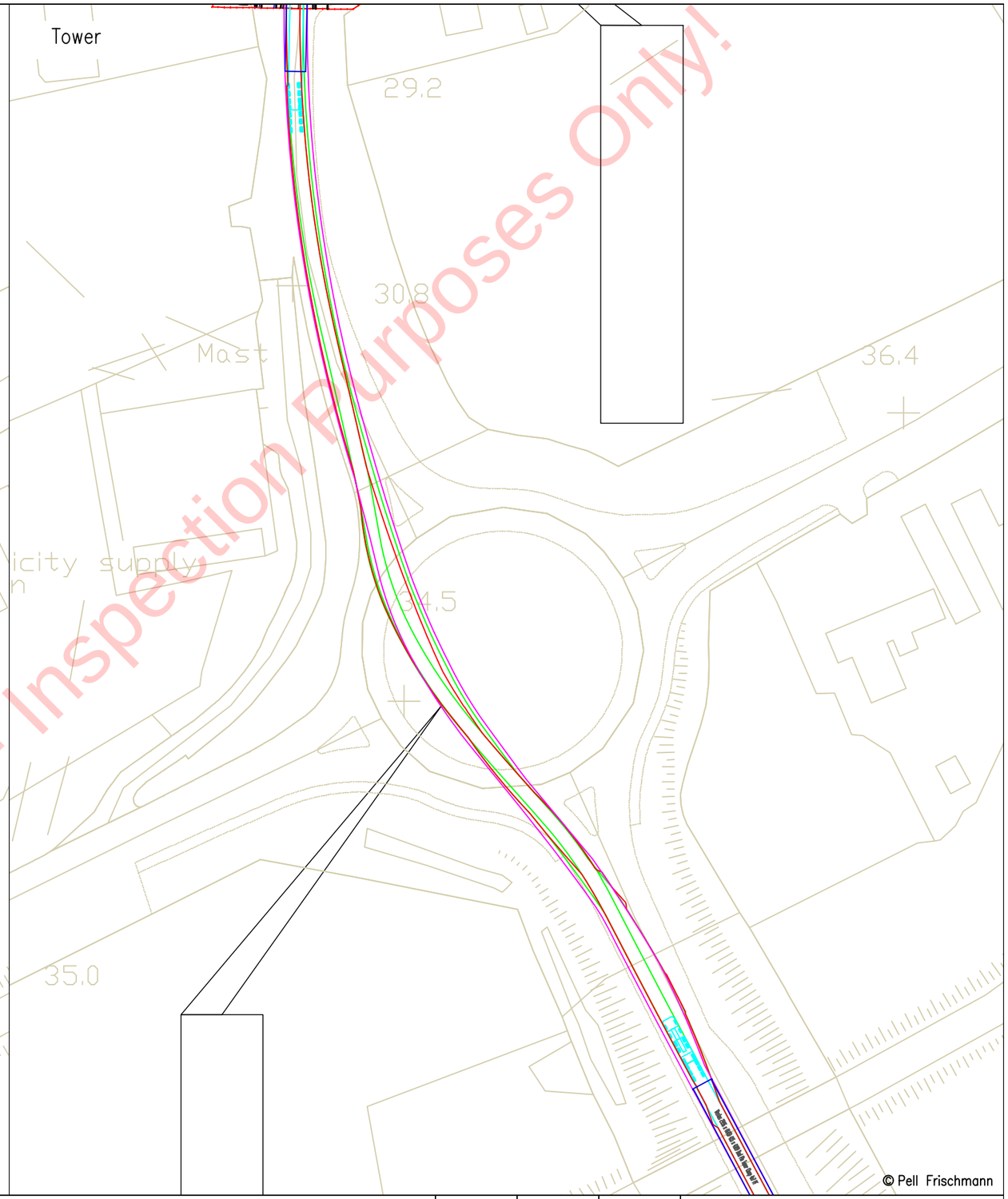
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower





Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R494 Birdhill Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		12

Scale: 1:1000 @ A3

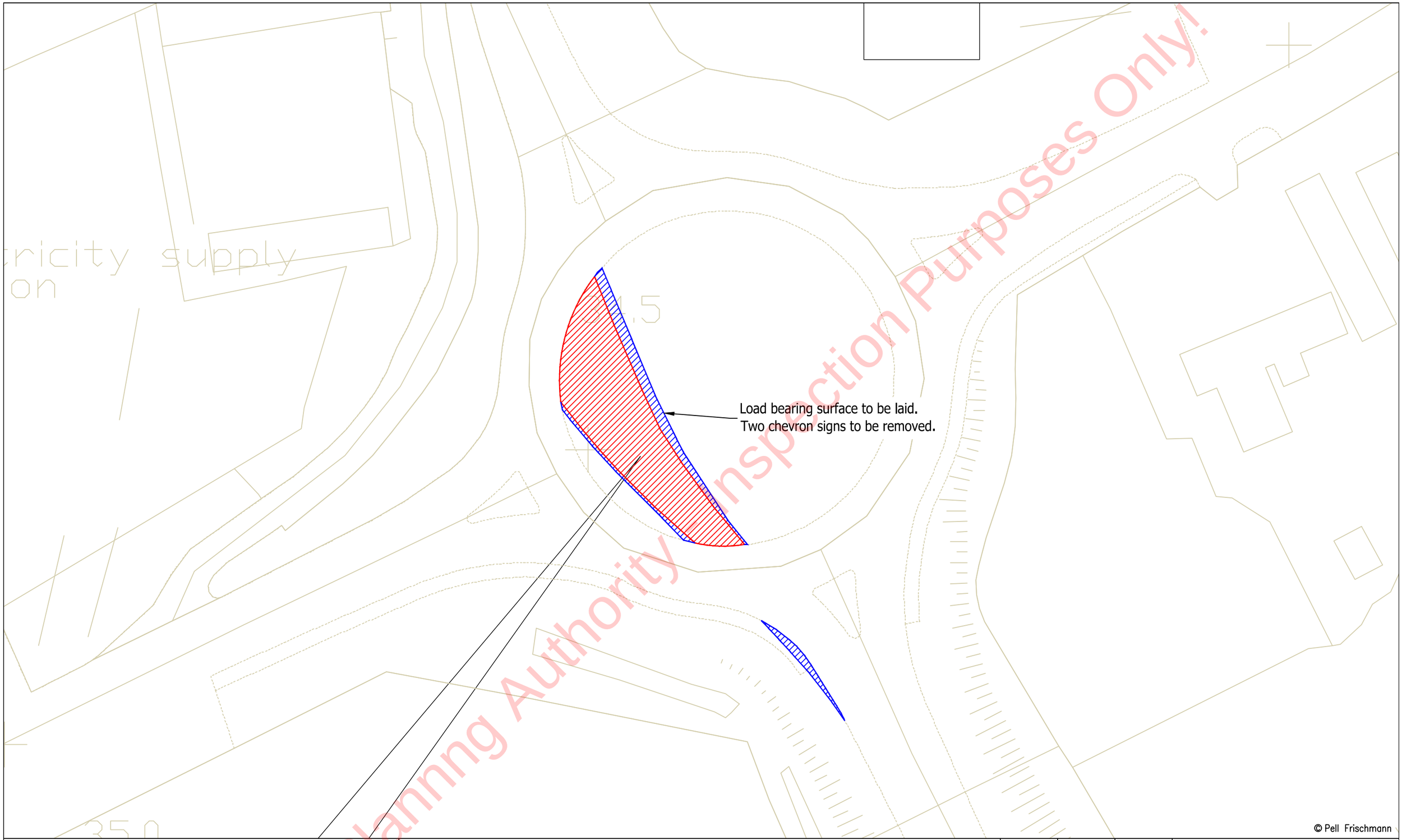
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK06

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R494 Birdhill Roundabout – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		12

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

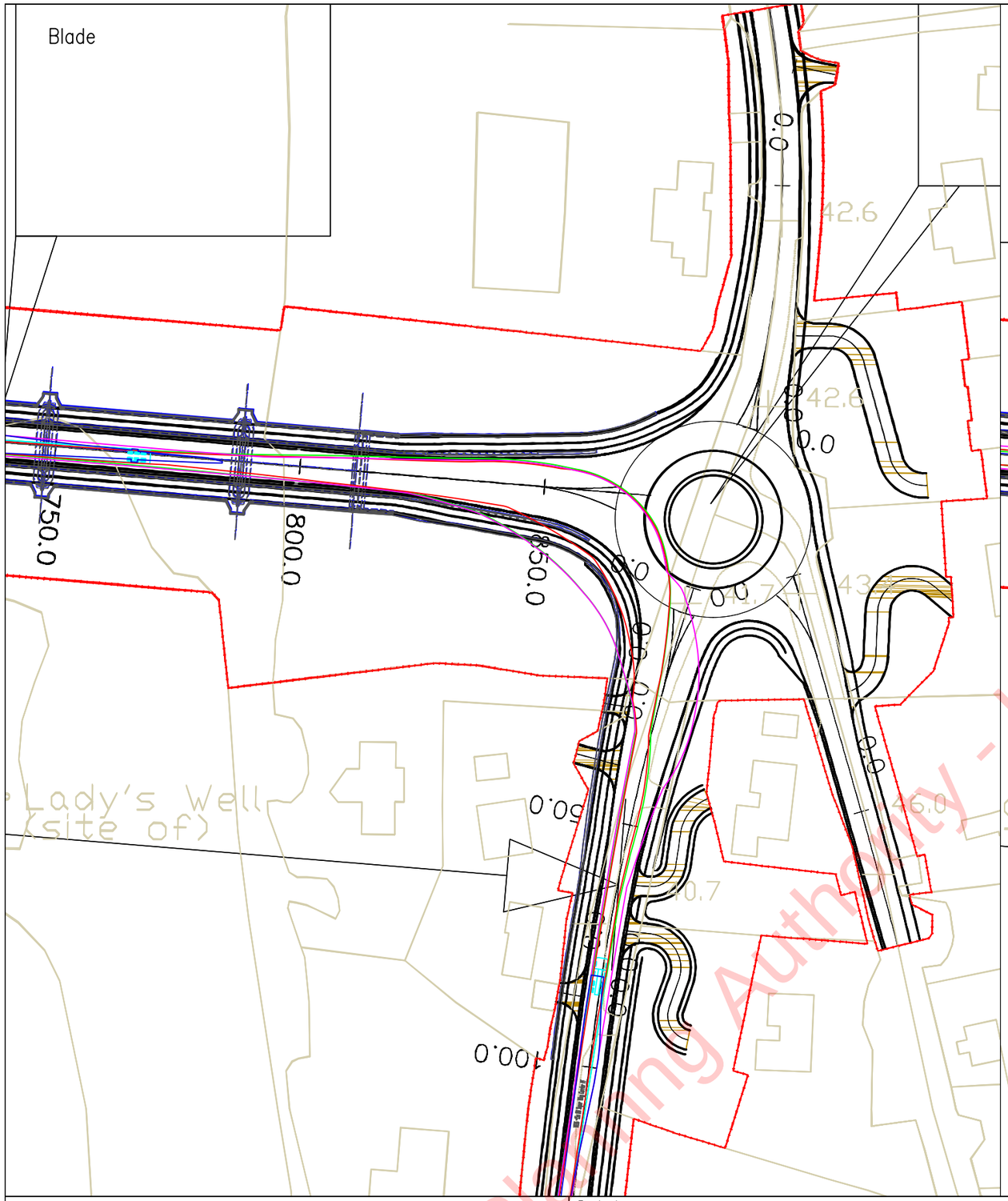
Drawing Status: Draft

Drawing No.: SK06A

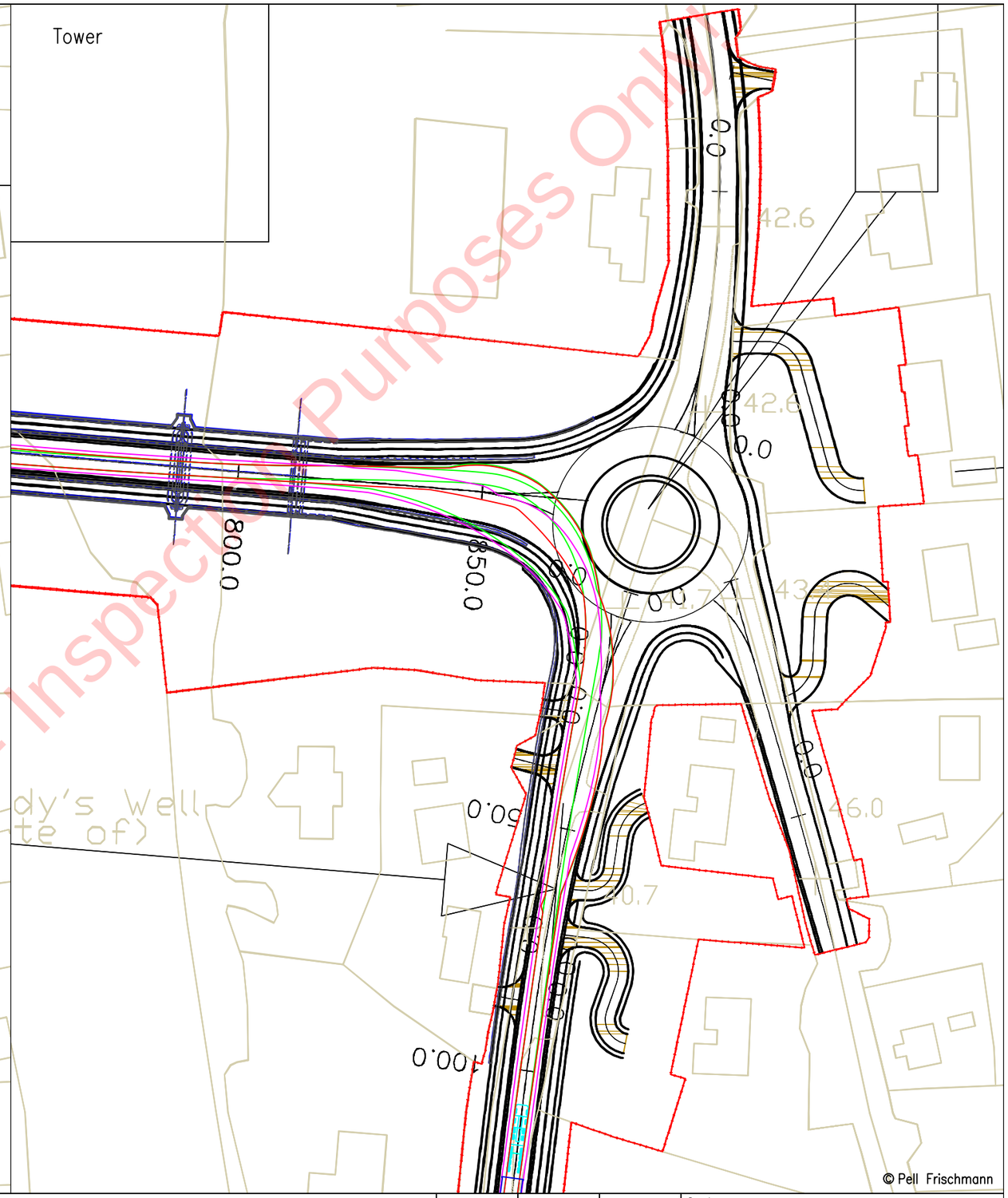
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade



Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH. EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R494 Roundabout at Templehollow – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		18

Scale: 1:1000 @ A3

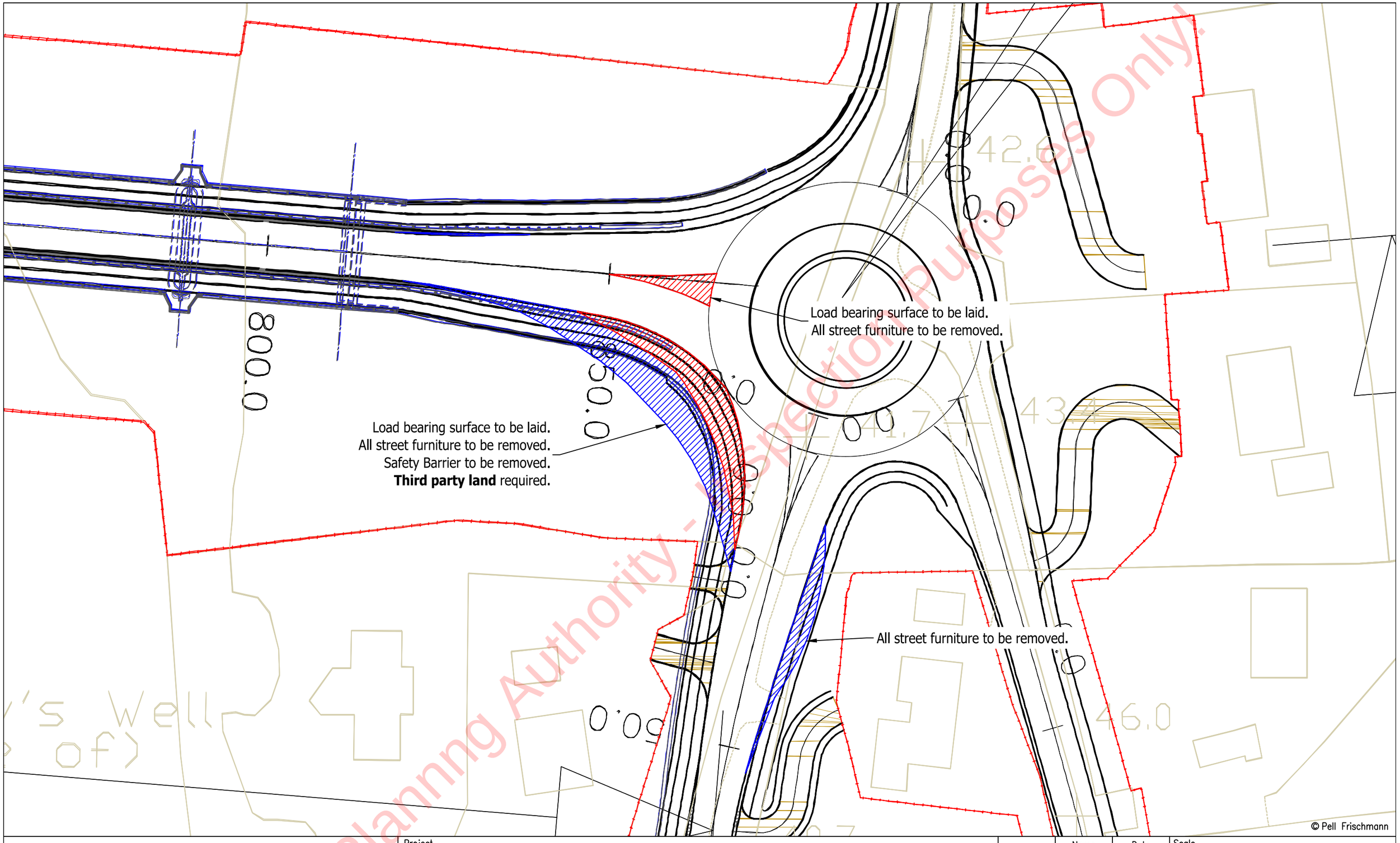
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK07

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R494 Roundabout at Templehollow – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		18

Scale: 1:500 @ A3

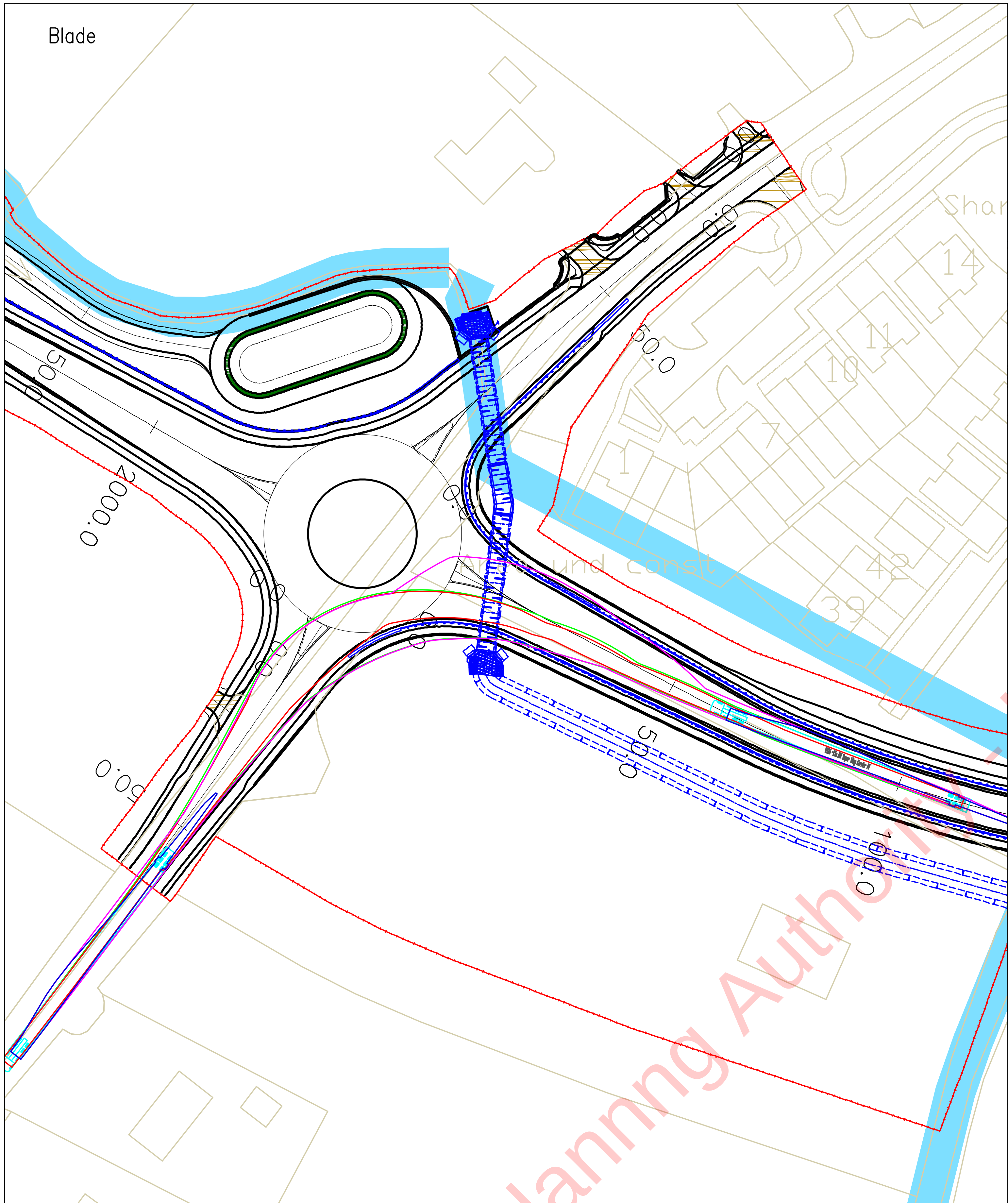
File No.: Fahy Beg Tracking v3 131022.dwg

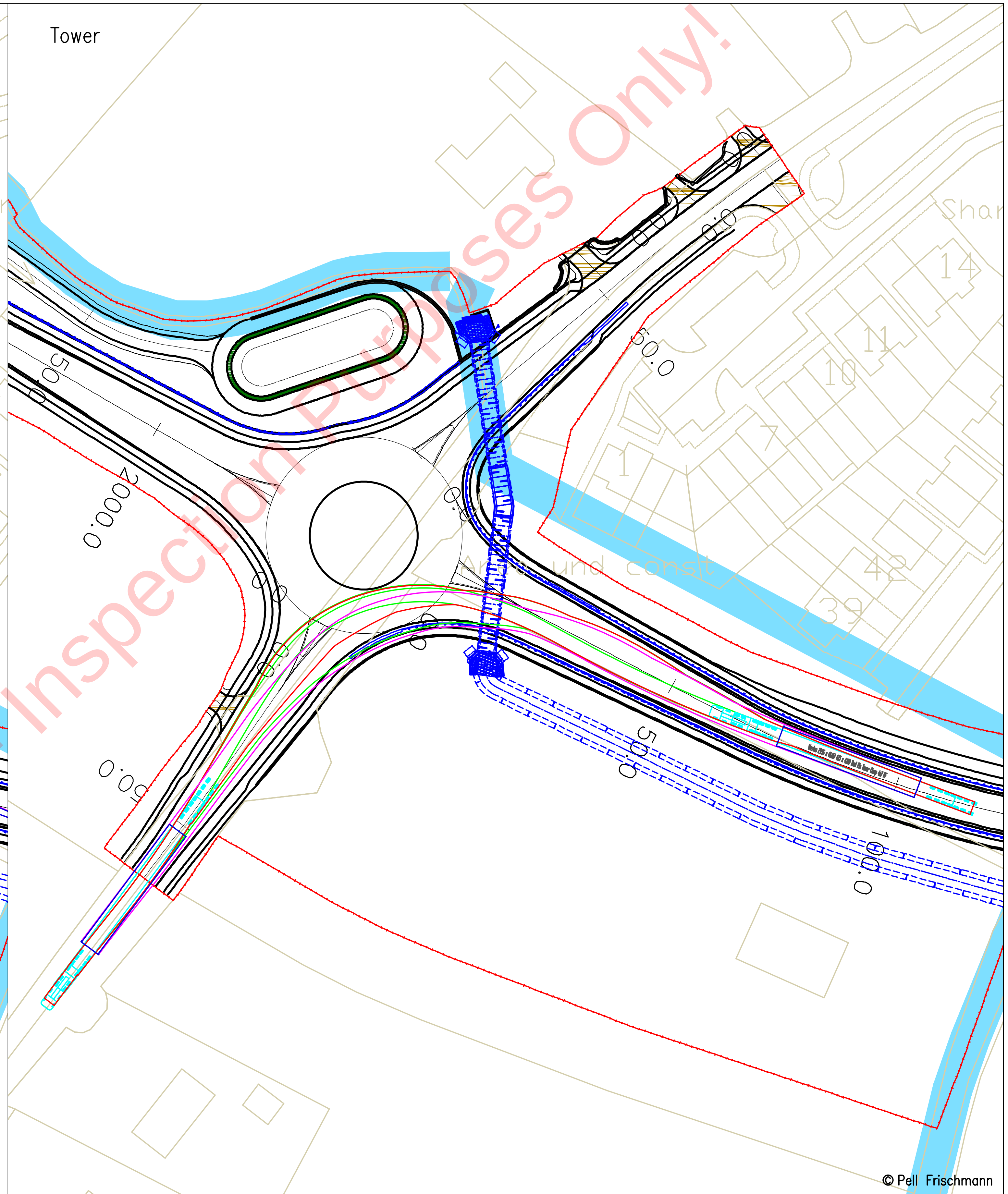
Drawing Status: Draft

Drawing No.: SK07A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1





Pell Frischmann
93 GEORGE STREET, EDINBURGH. EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Roundabout Northeast of Cloverfield – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		19

Scale: 1:1000 @ A3

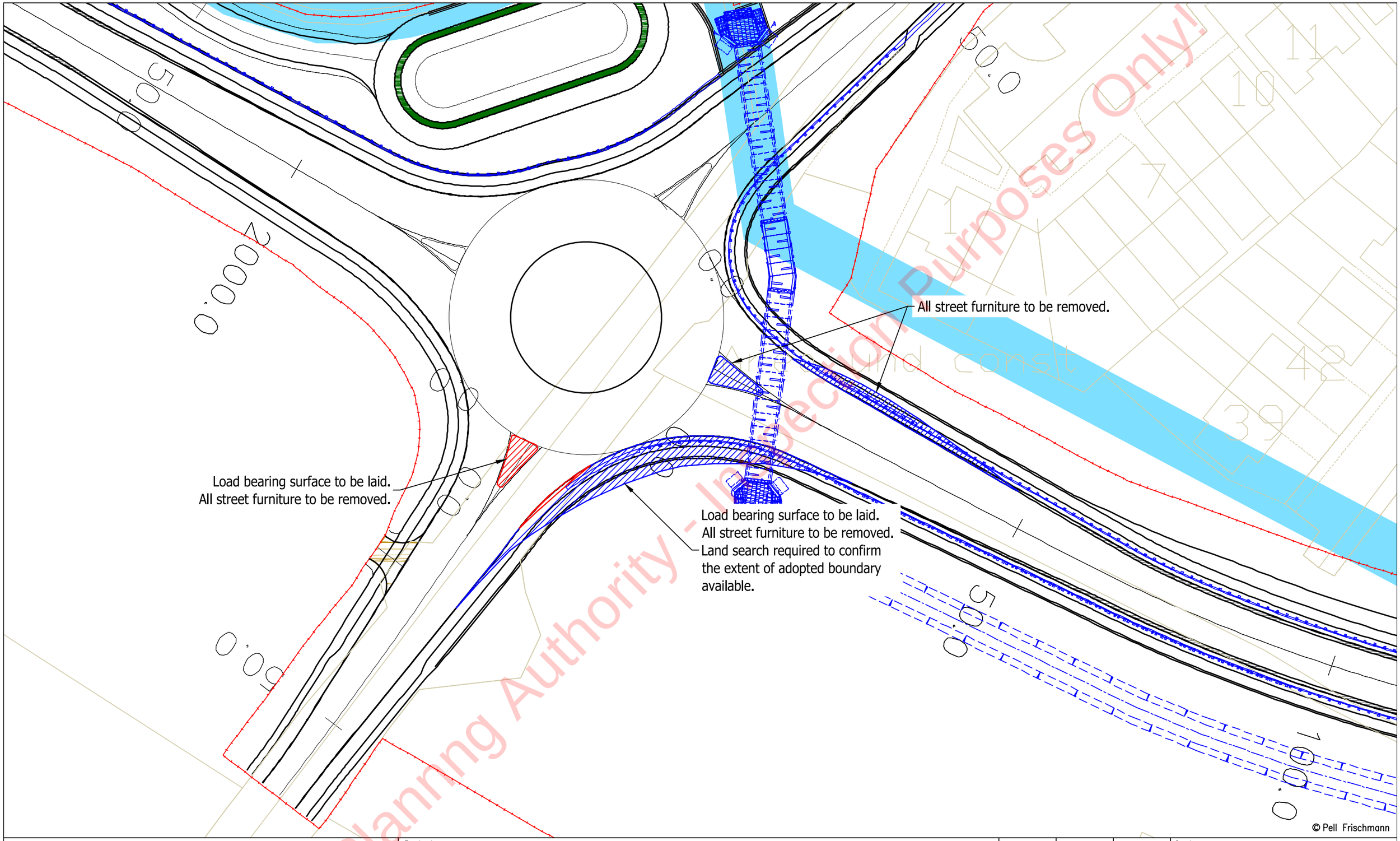
File No. Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No. SK08

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Roundabout Northeast of Cloverfield – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		19

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK08A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
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Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends South of Cloverfield – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		20

Scale: 1:1000 @ A3

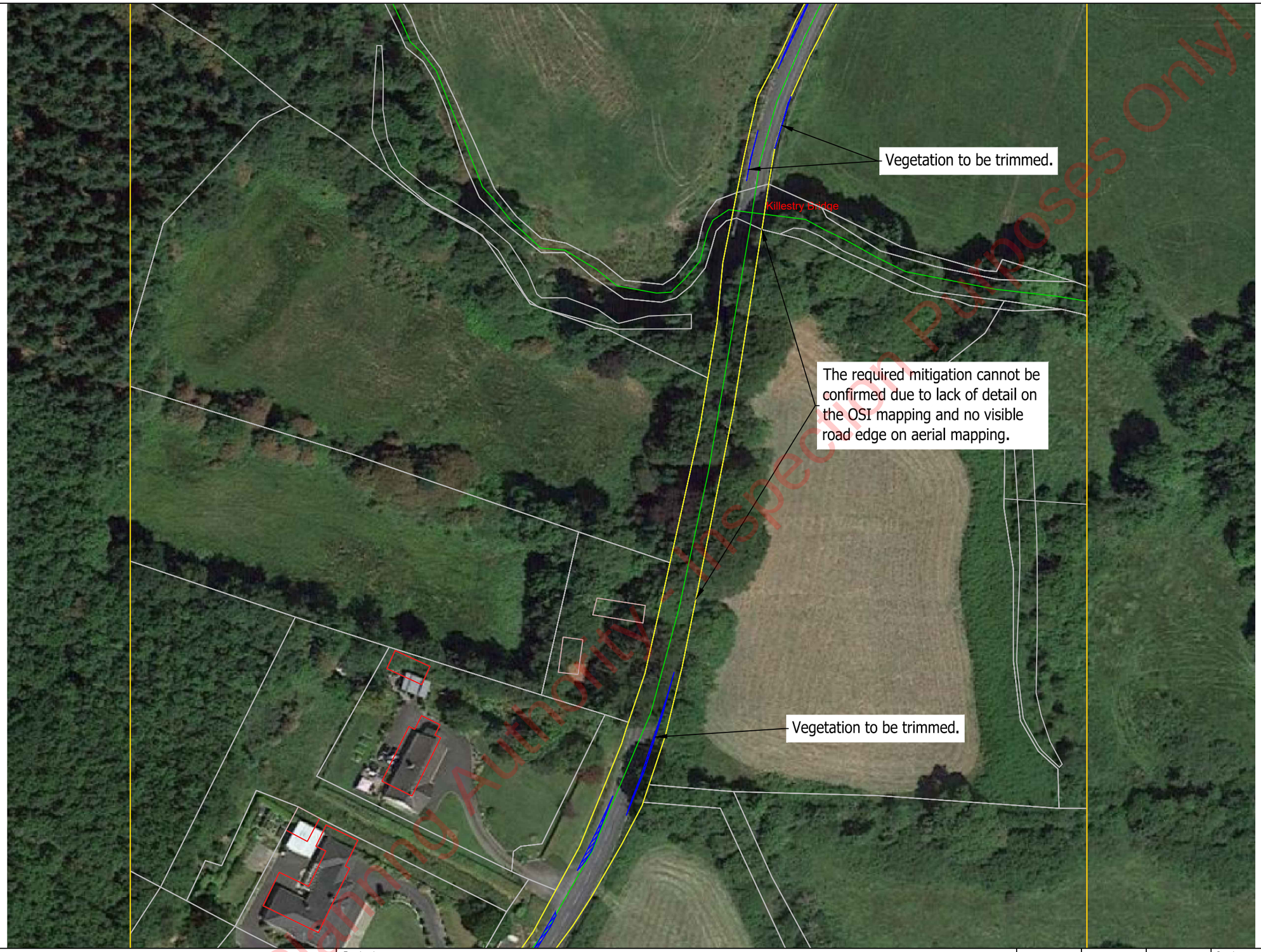
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK09

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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Client: Fehily Timoney and Company

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends South of Cloverfield – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		20

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK09A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
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Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends Southwest of Bellisle – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		21

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK10

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends Southwest of Bellisle – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		21

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK10A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Ardcloony Bridge at Garranroe – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		23

Scale: 1:1000 @ A3

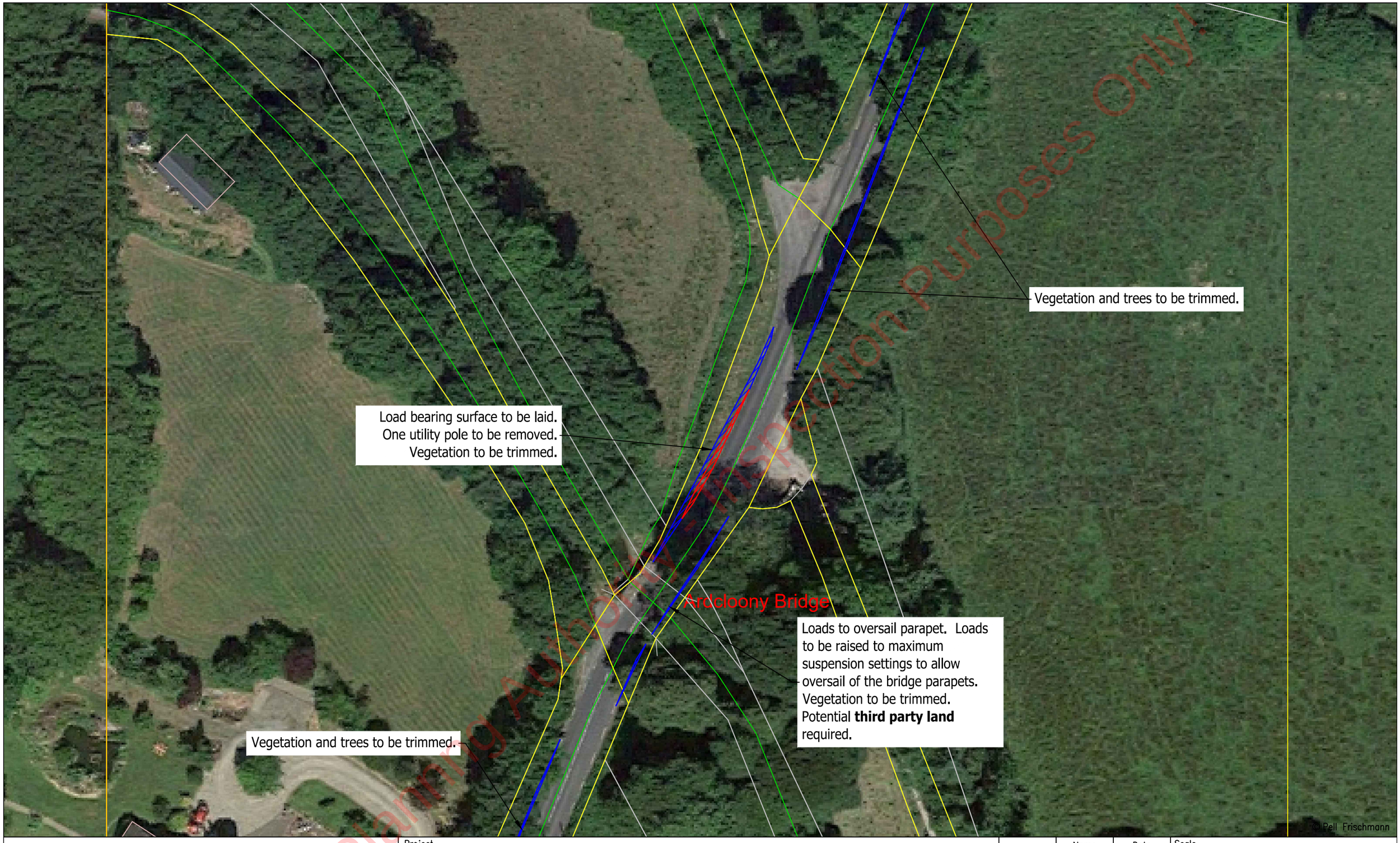
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK11

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Ardcloony Bridge at Garranroe – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		23

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK11A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends South of Knockadrohid – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		25,26

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK12

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 Bends South of Knockadrohid – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		25,26

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK12A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 / R466 Junction – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		27

Scale: Custom @ A3

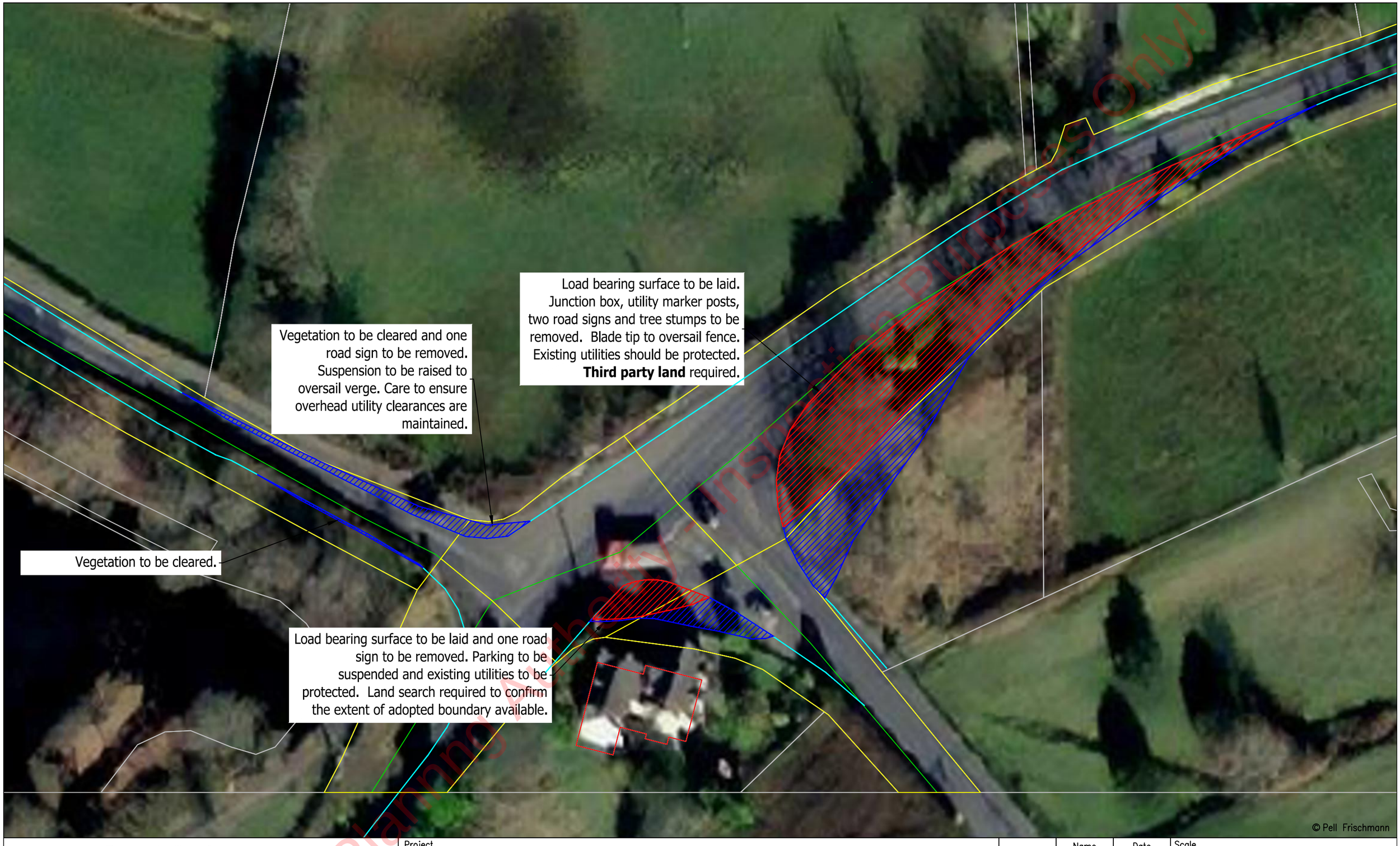
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK13

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 / R466 Junction – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		27

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK13A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Bends Northwest of o'Briensbridge Cross – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		28,29,30

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK14

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Bends Northwest of o'Briensbridge Cross – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		28,29,30

Scale: ###### @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK14A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Bends Northwest of o'Briensbridge Cross – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		28,29,30

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK14B

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Bends Southeast of Bridgetown – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		31

Scale: 1:1000 @ A3

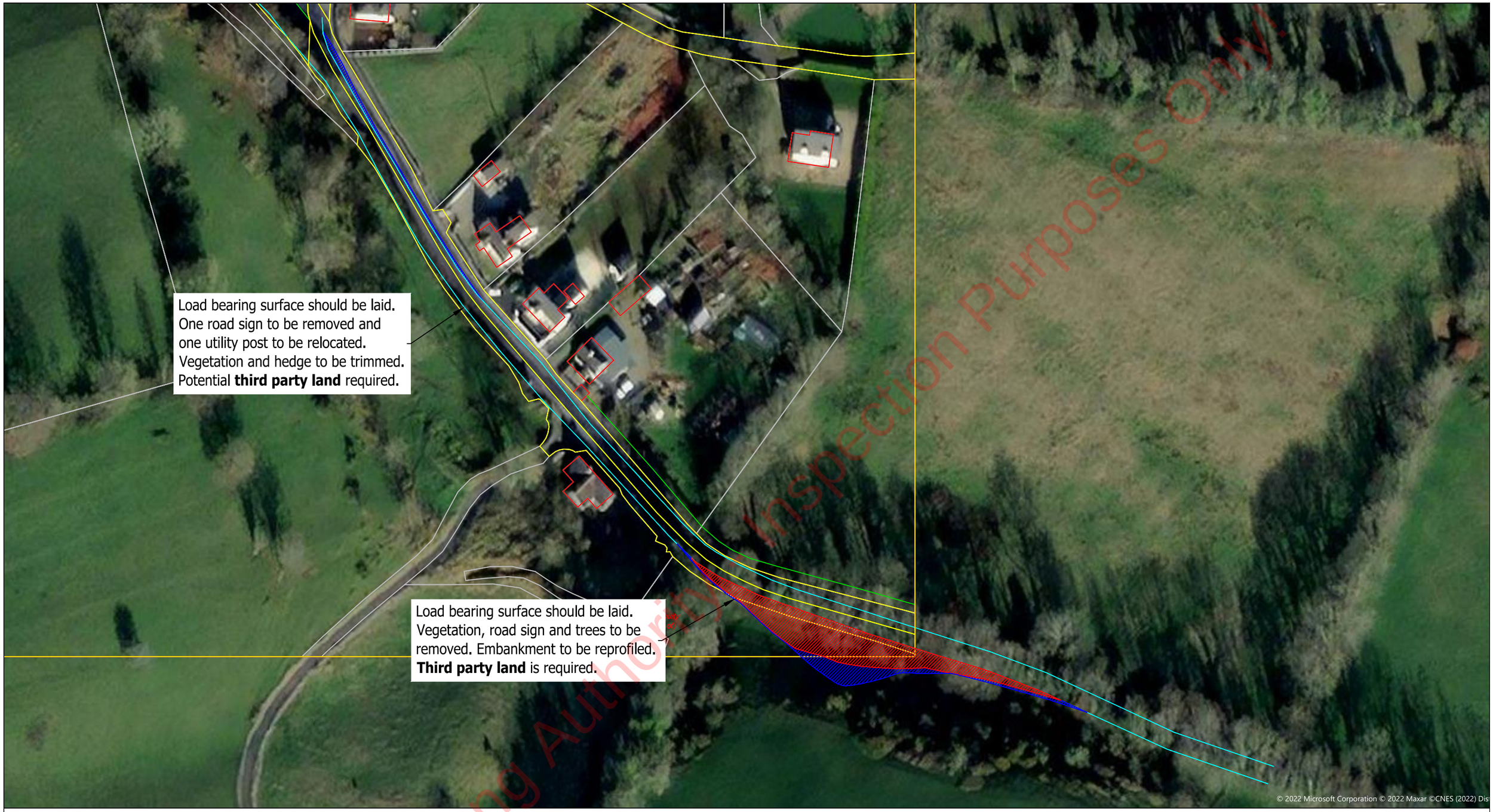
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK15

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Bends Southeast of Bridgetown – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		31

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK15A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Left Bend at Bridgetown – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		32

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK16

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Left Bend at Bridgetown – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		32

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK16A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 2

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Junction at Blean – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		33

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK17

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R466 Junction at Blean – Route 1

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		33

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

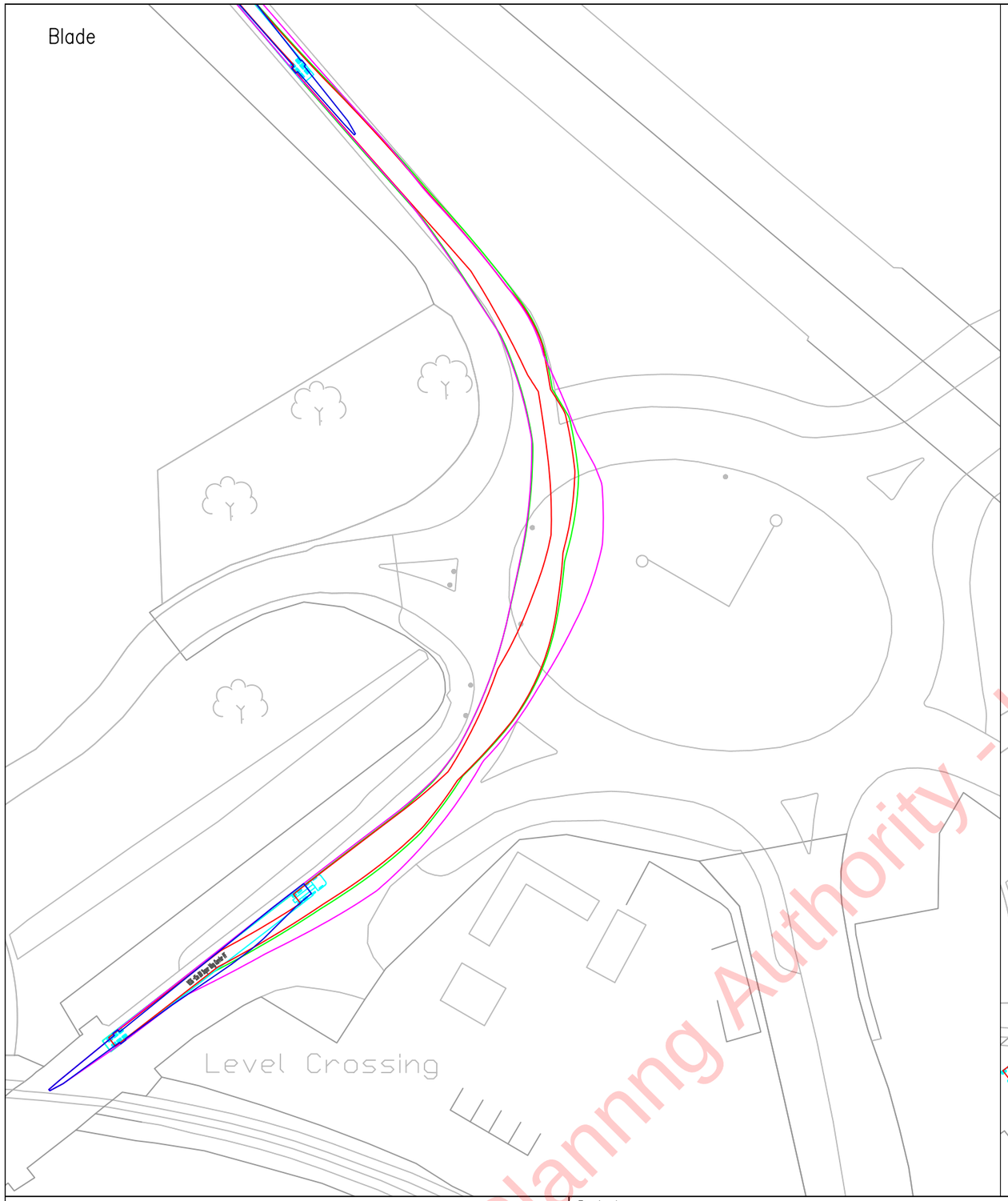
Drawing Status: Draft

Drawing No.: SK17A

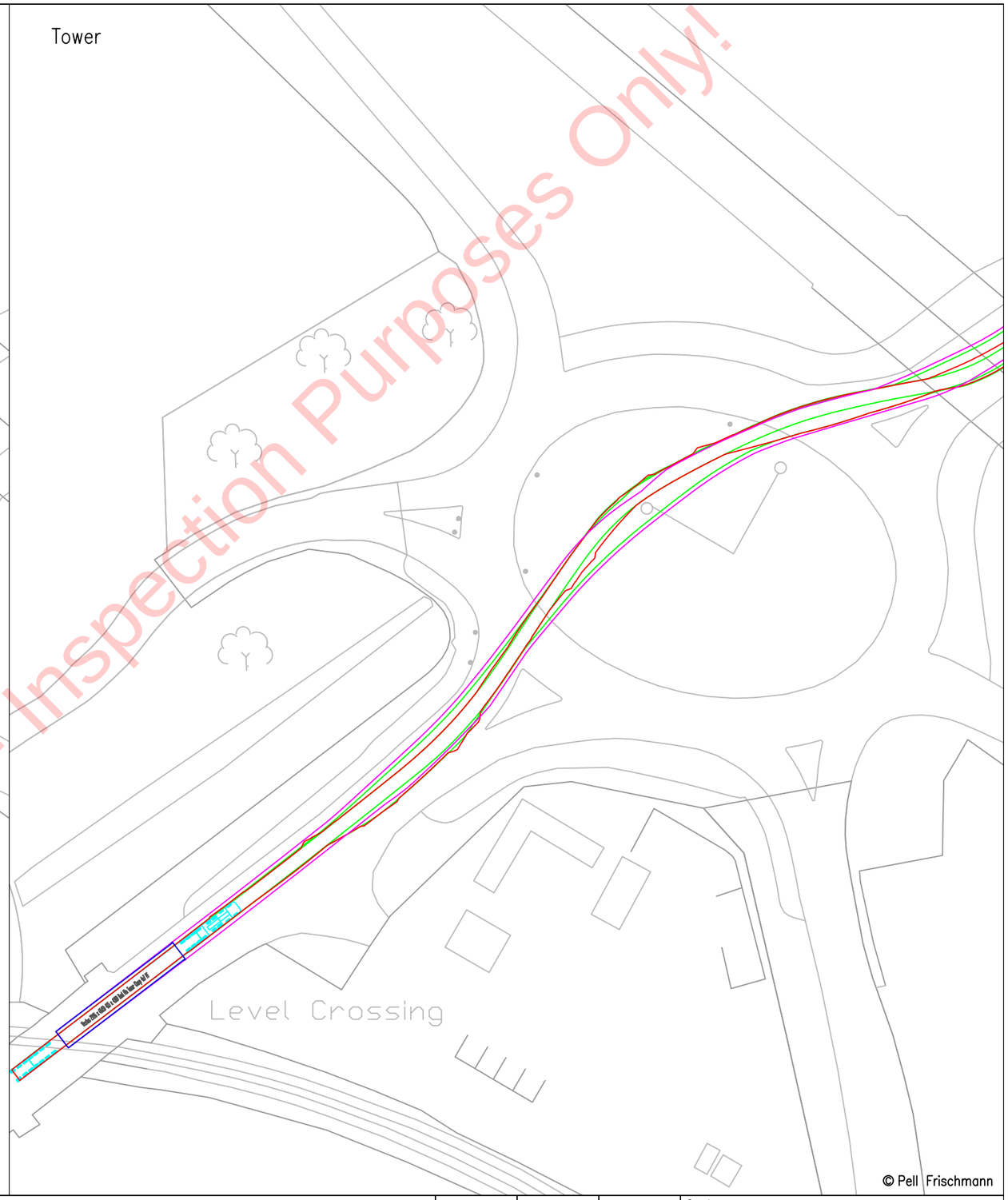
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade



Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road West Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		9

Scale: 1:1000 @ A3

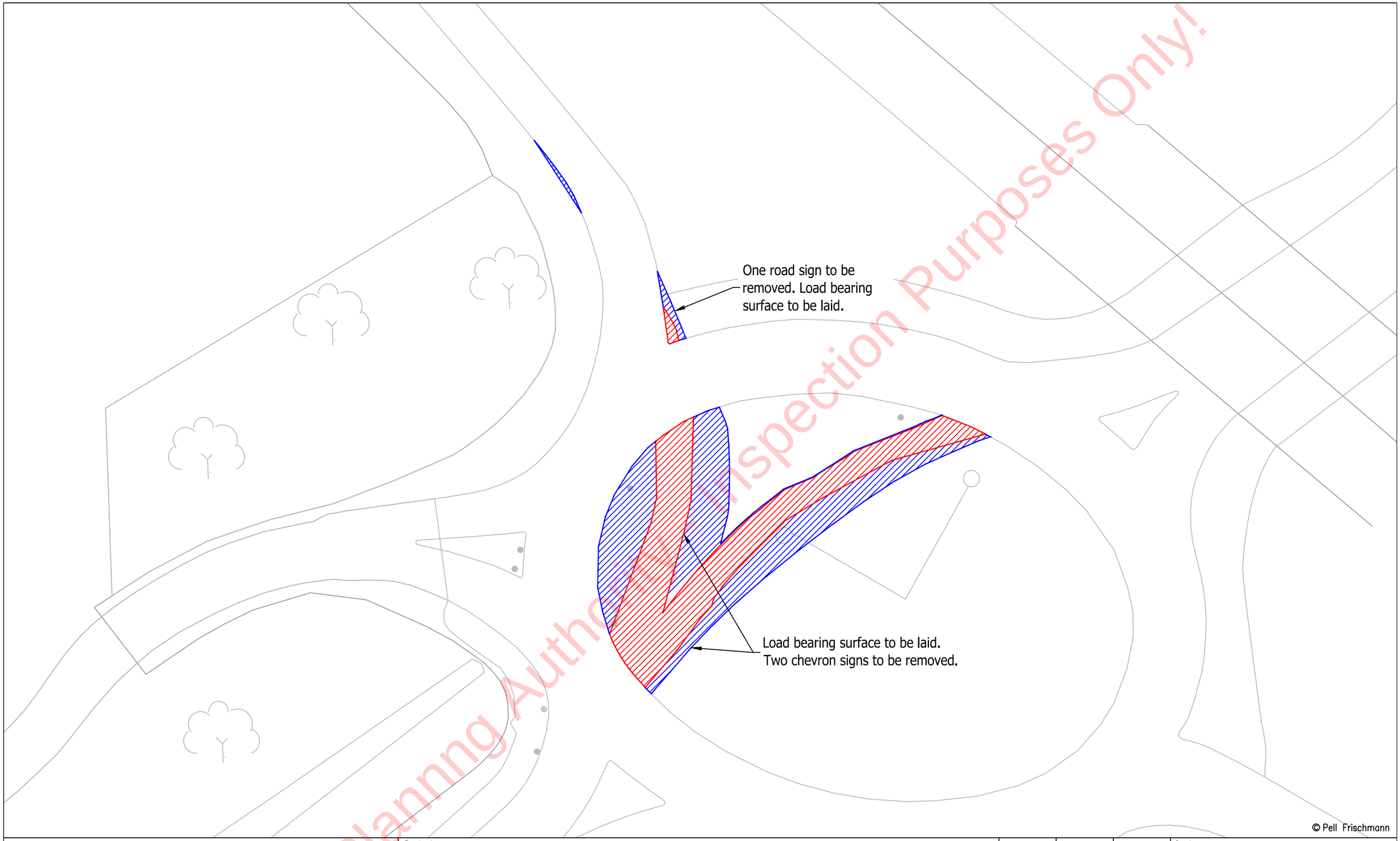
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK18

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road West Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		9

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK18A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road East Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		10

Scale: 1:500 @ A3

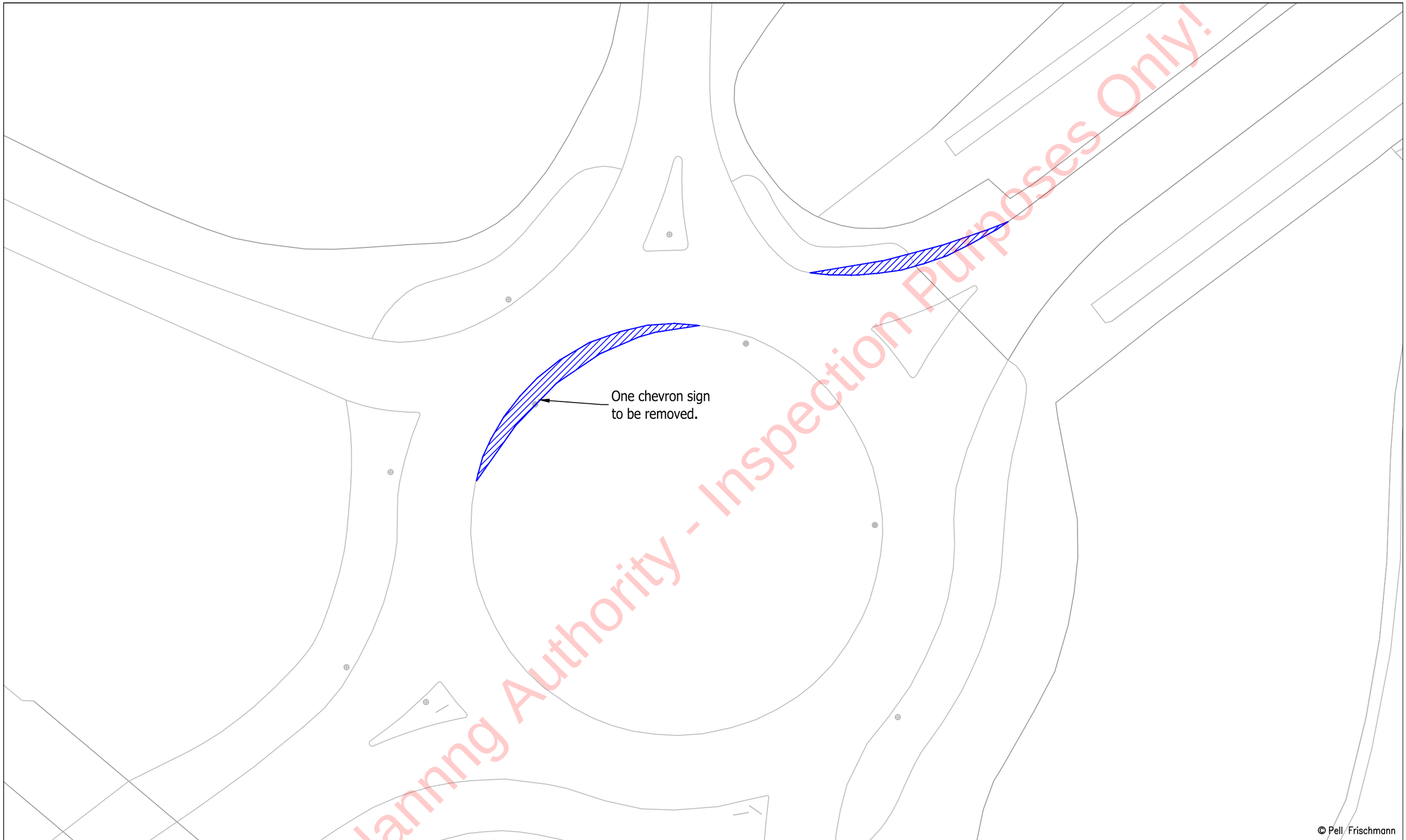
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK19

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / N18 Dock Road East Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		10

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK19A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
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Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / Dock Road Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		34

Scale: 1:500 @ A3

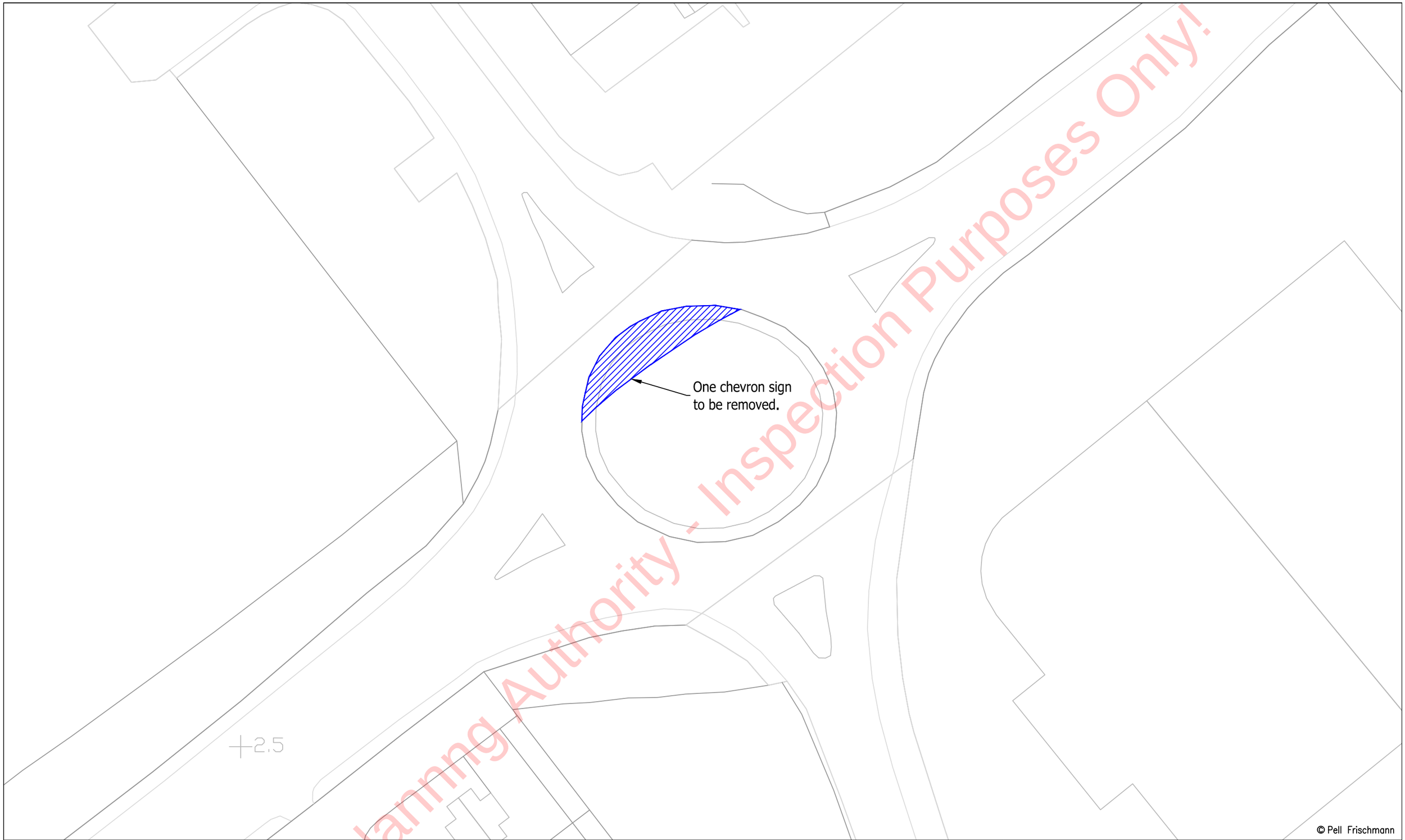
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK20

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: N69 / Dock Road Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		34

Scale: 1:500 @ A3

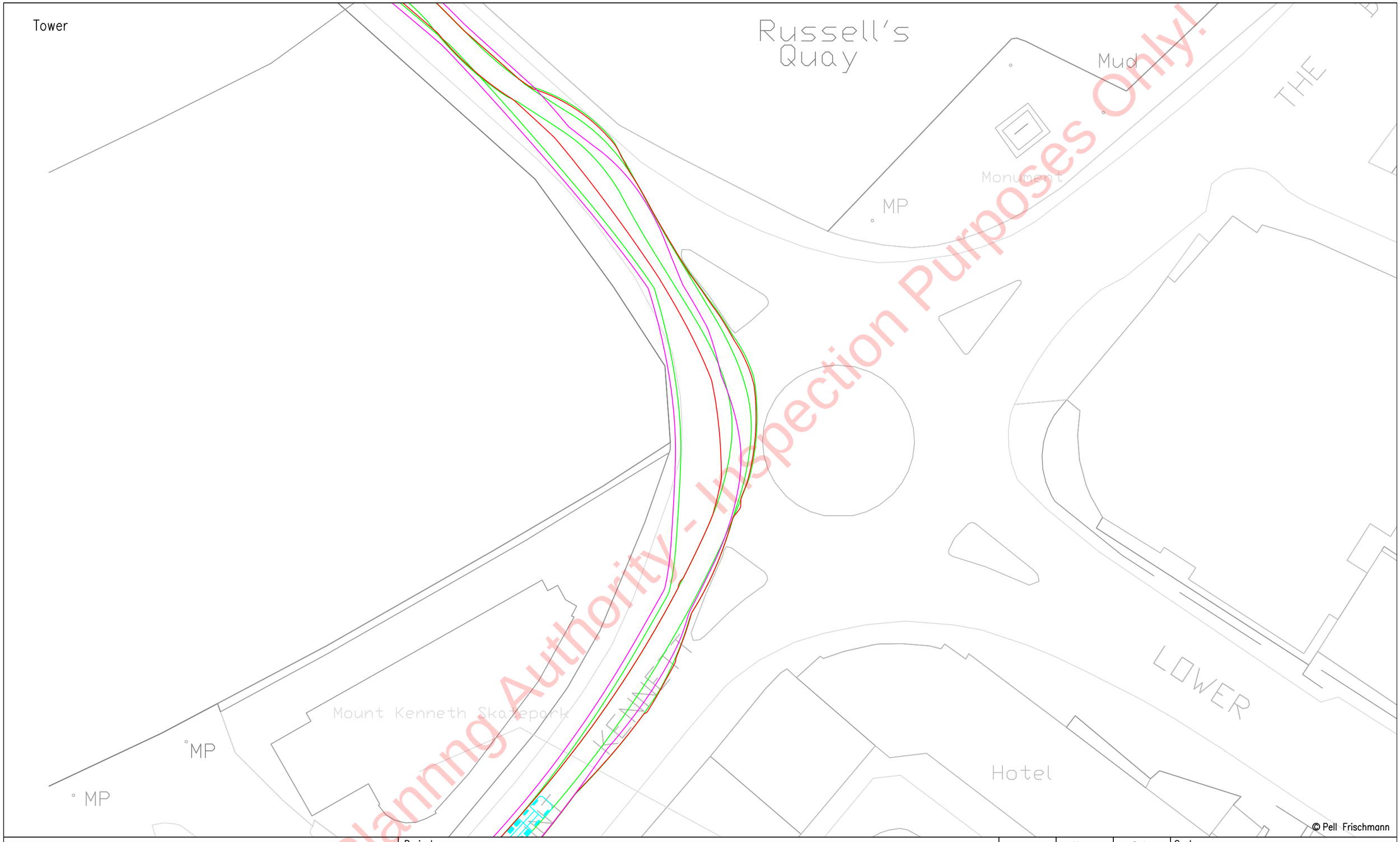
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK20A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Shannonbridge Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		35

Scale: 1:500 @ A3

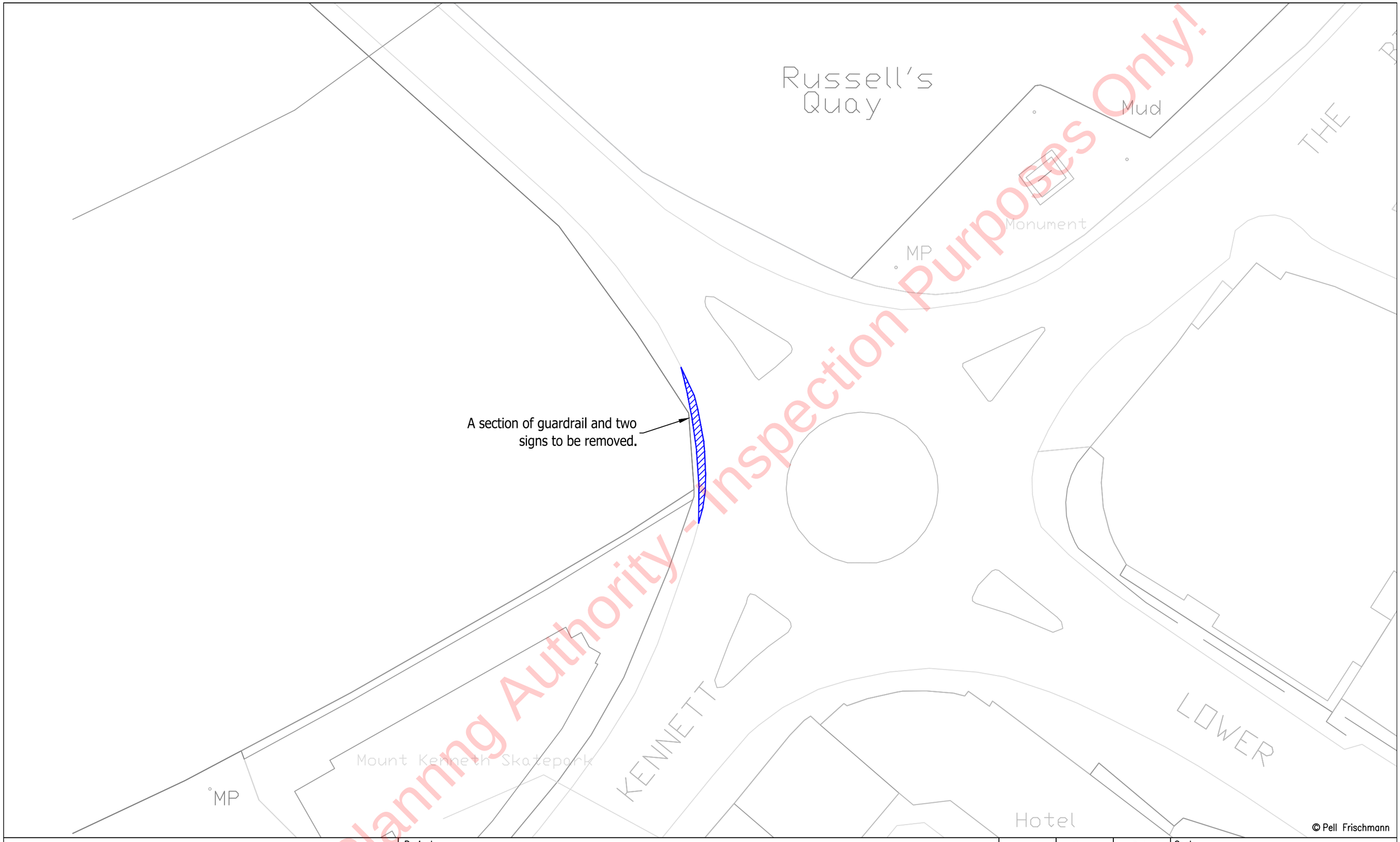
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK21

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Shannonbridge Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		35

Scale: 1:500 @ A3

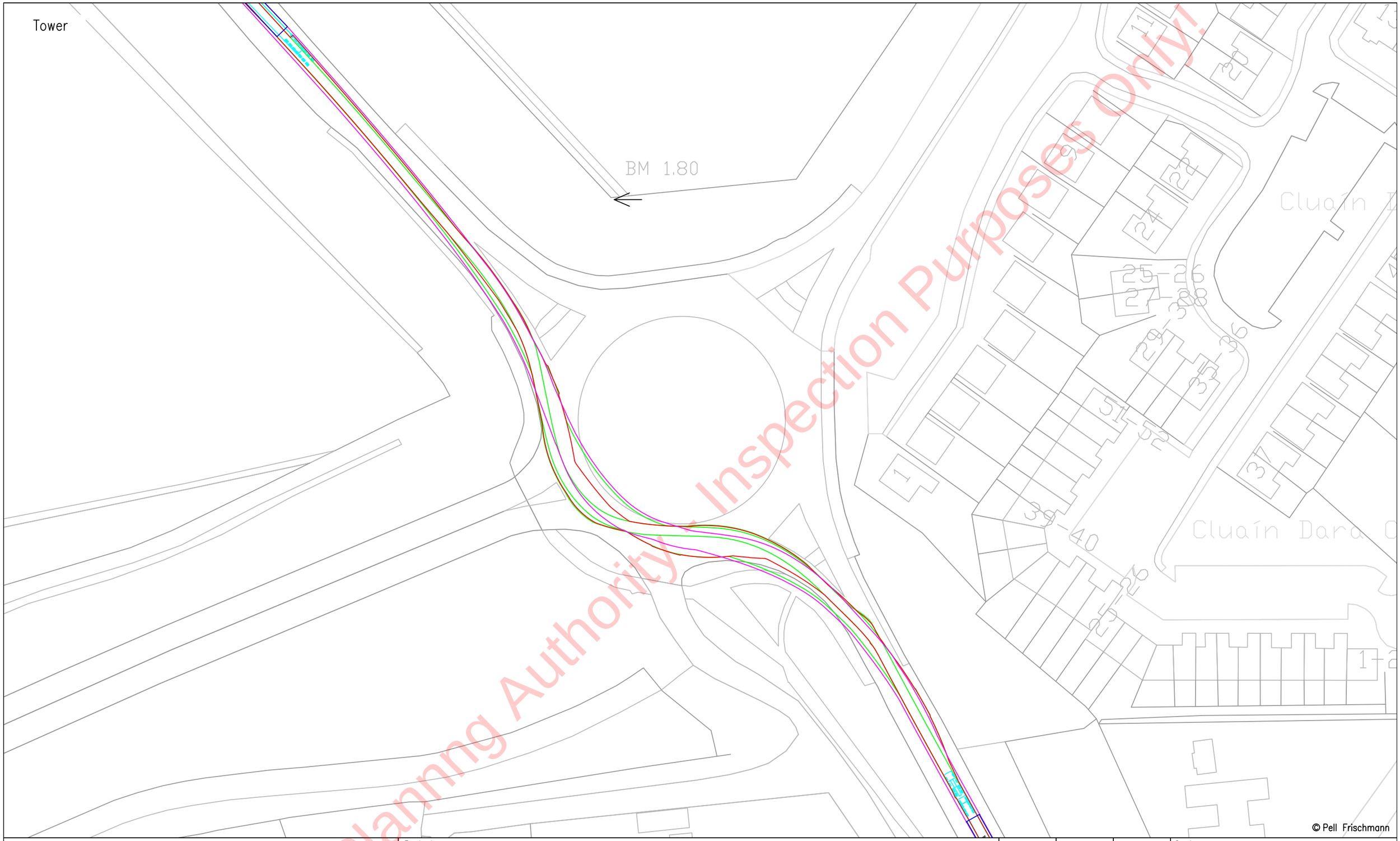
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK21A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Clonmacken Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		36

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK22

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

One chevron sign
to be removed.

Two signs to
be removed.

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Clonmacken Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		36

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK22A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Coonagh Roundabout – Route 2

NO MITIGATION REQUIRED

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		37

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK23

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Clondrinagh Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		38

Scale: 1:1000 @ A3

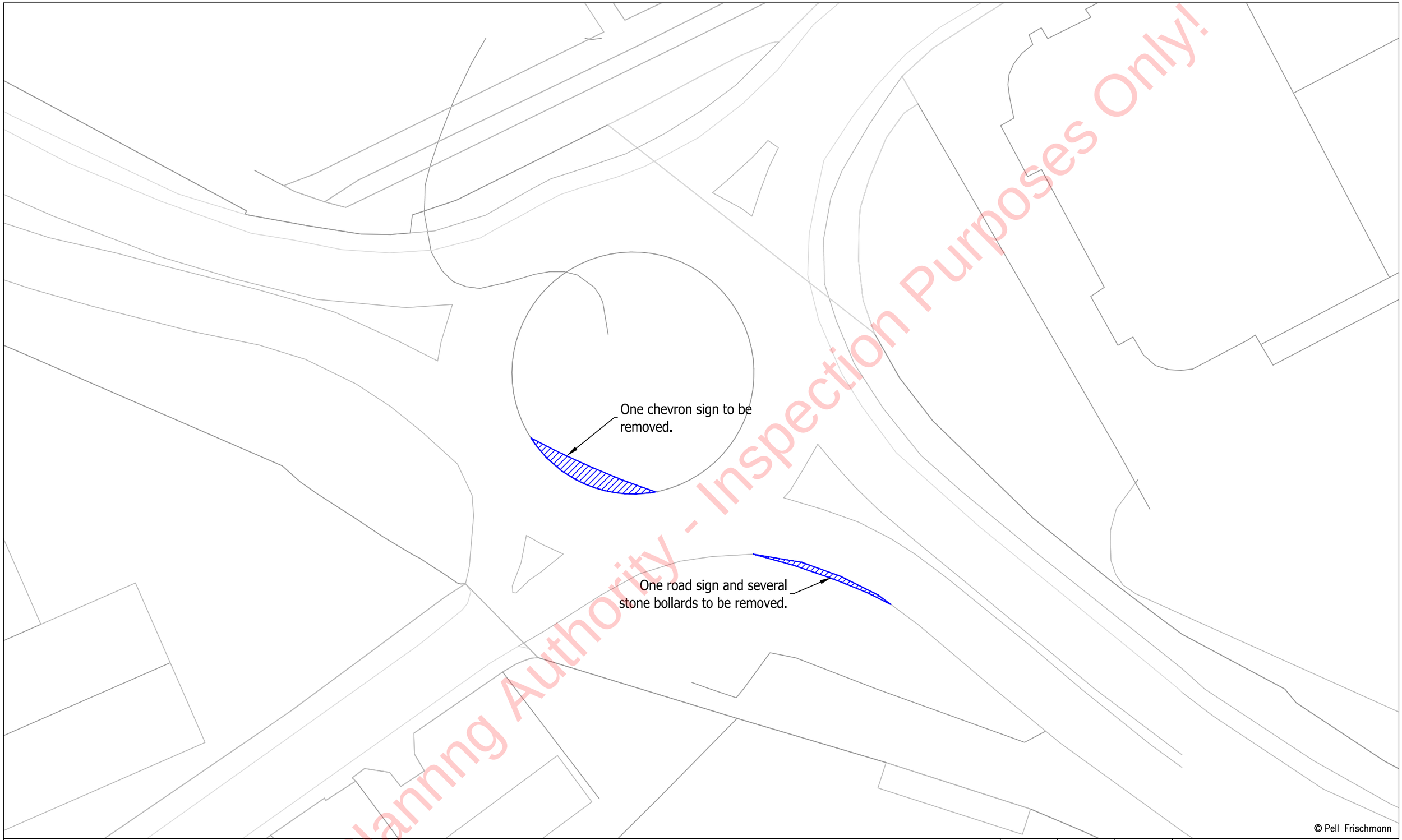
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK24

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Clondrinagh Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		38

Scale: 1:500 @ A3

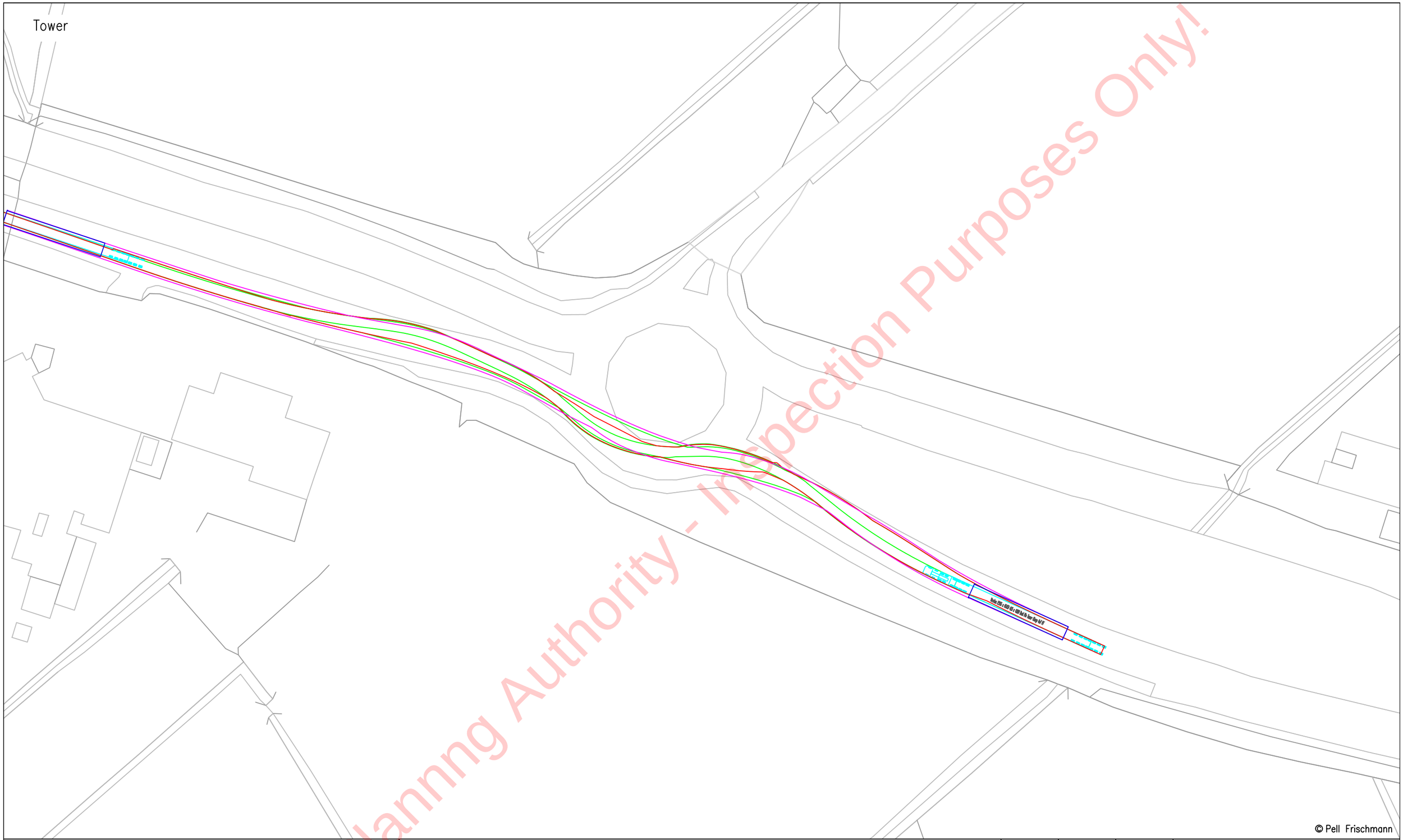
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK24A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R445 / Phares Road Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		39

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK25

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R445 / Phares Road Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		39

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

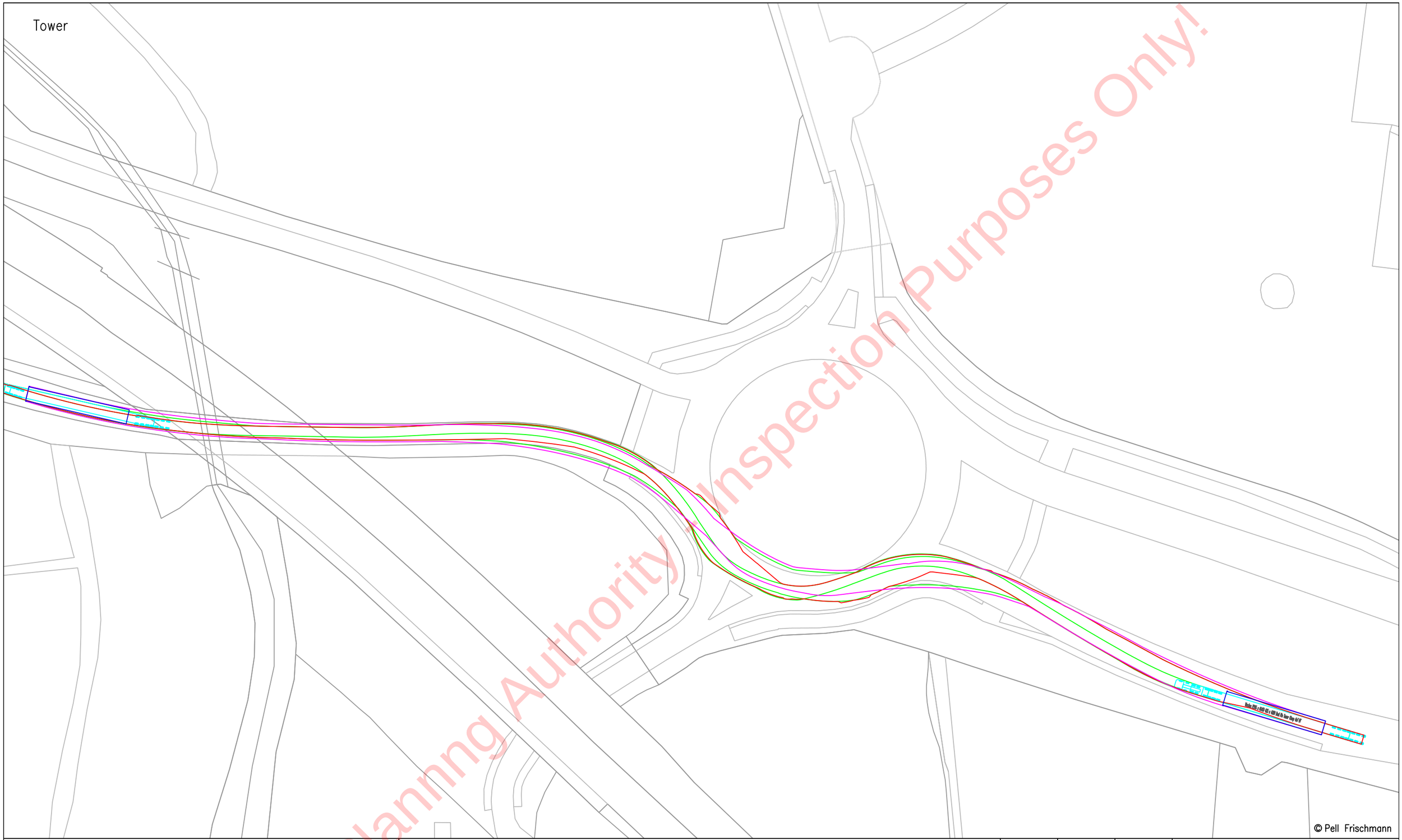
Drawing Status: Draft

Drawing No.: SK25A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R445 / L3112 Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		40

Scale: 1:1000 @ A3

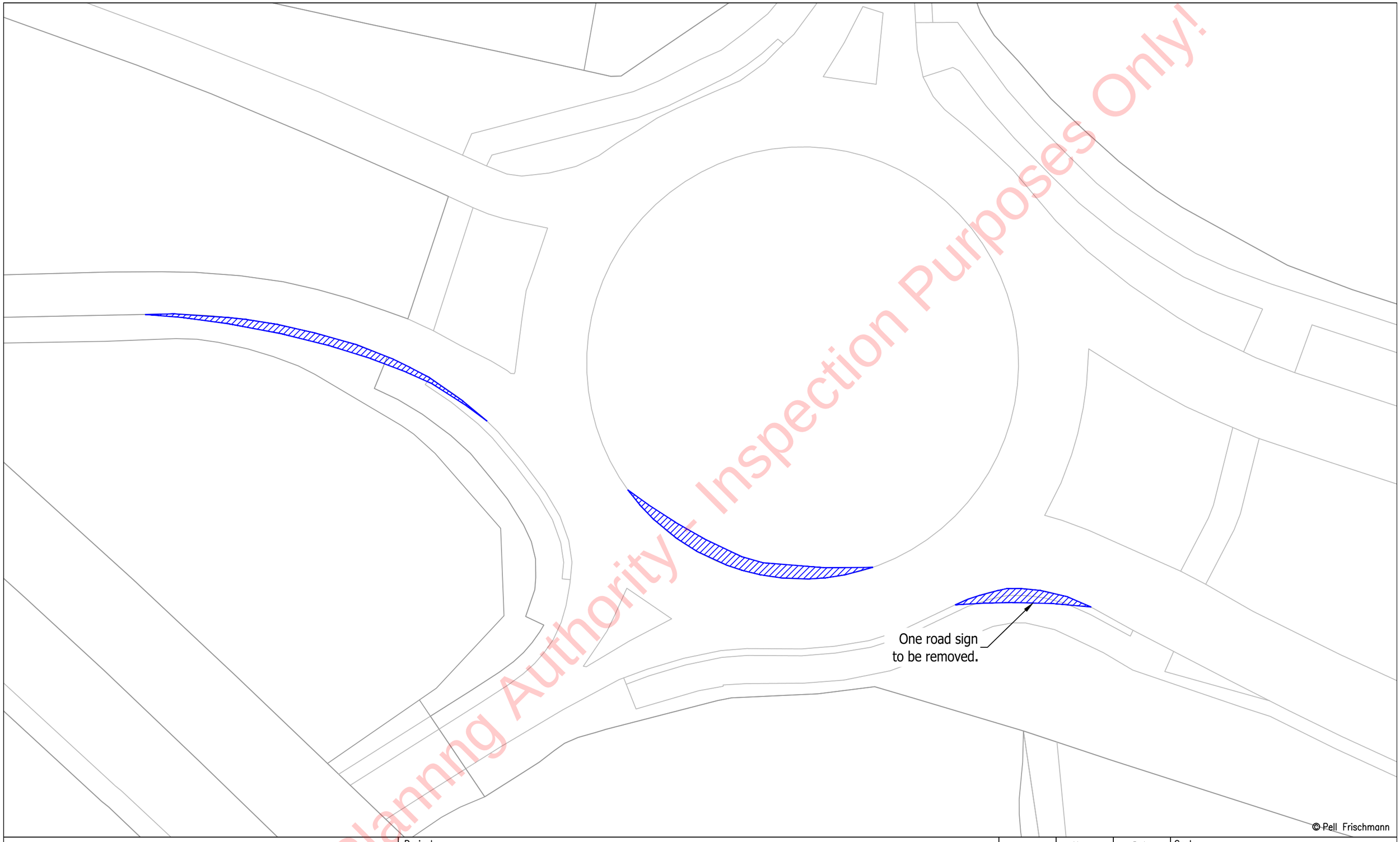
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK26

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R445 / L3112 Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		40

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

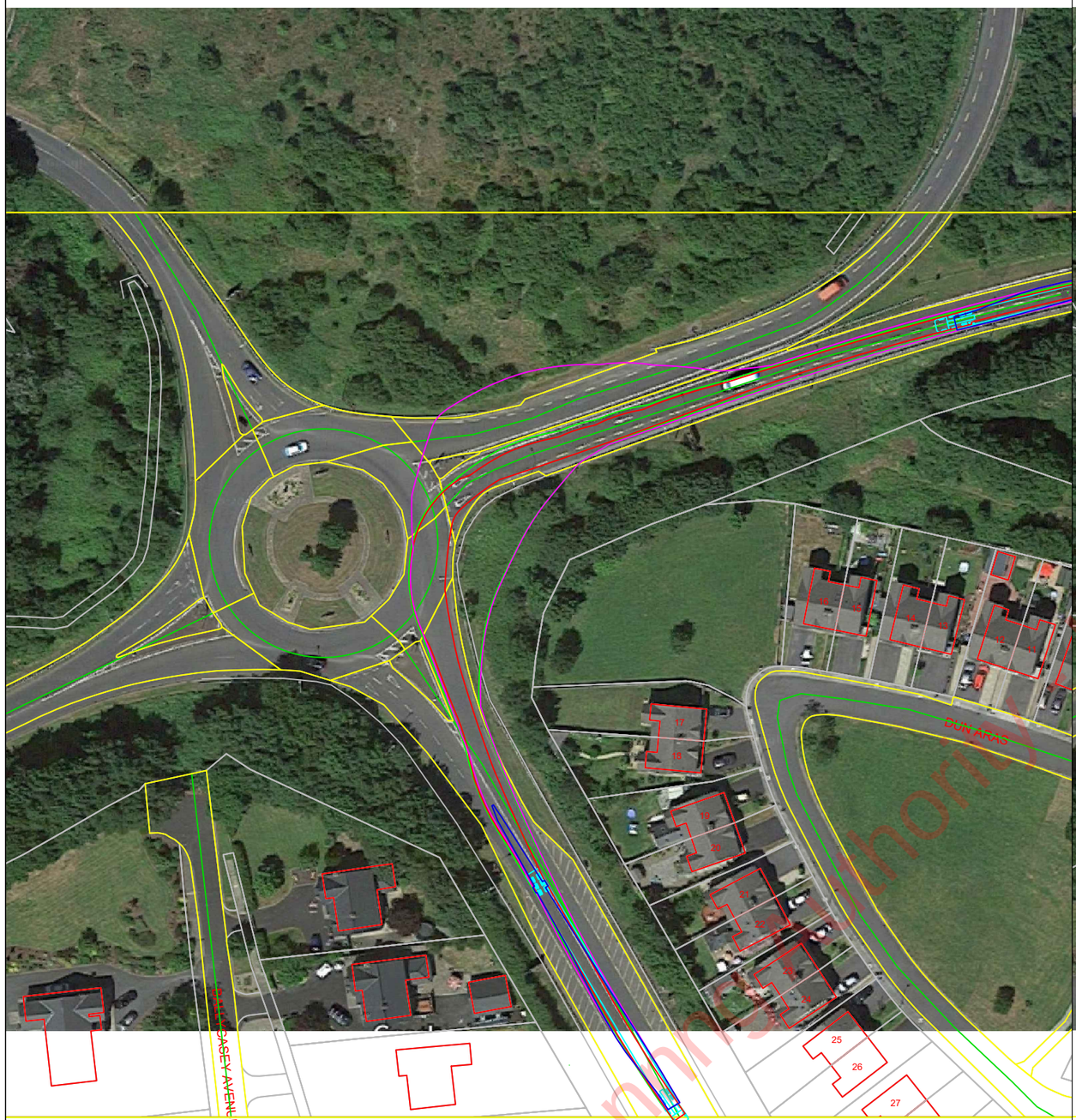
Drawing No.: SK26A

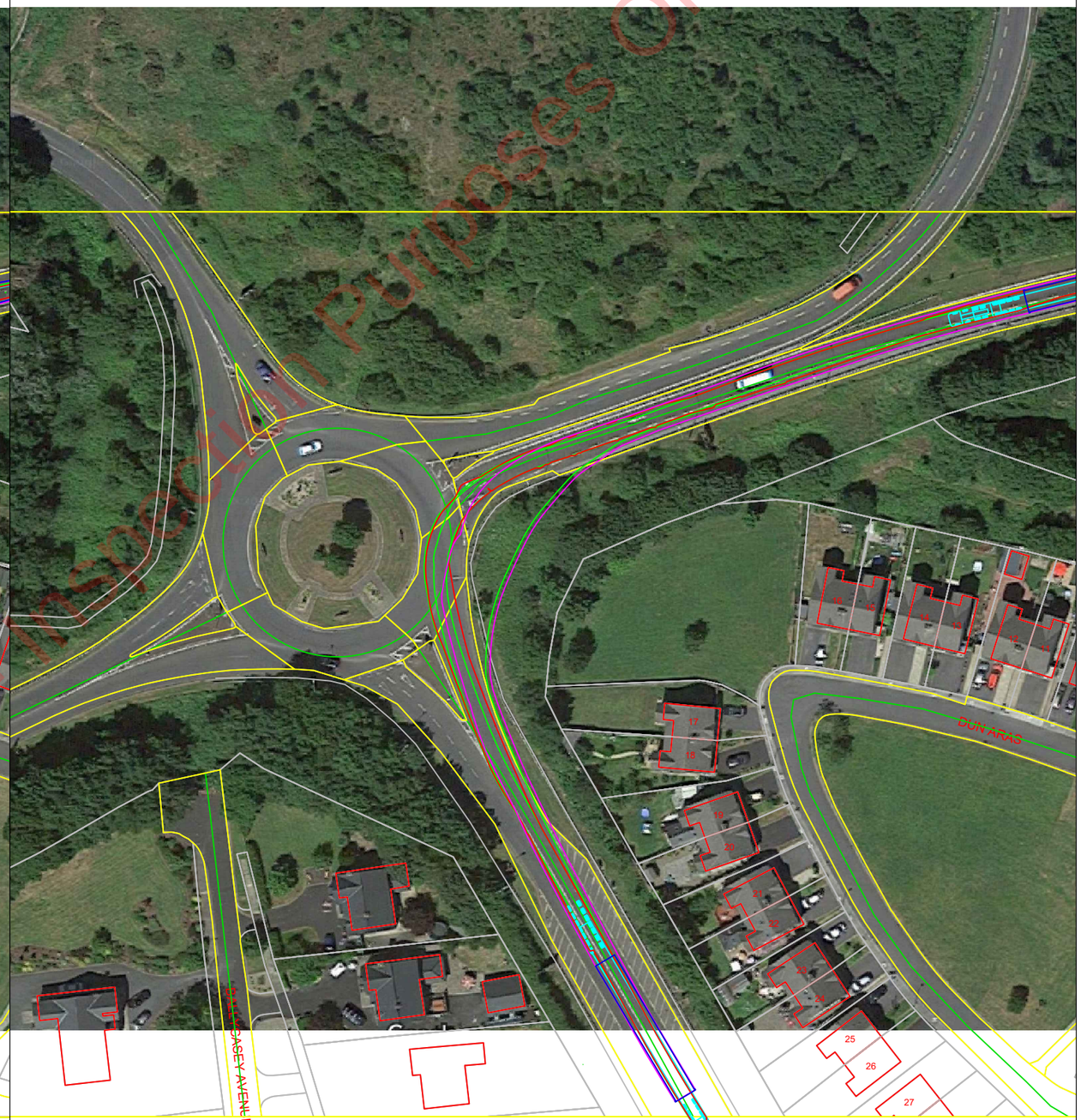
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower





Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Ballycasey Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		42

Scale: 1:1000 @ A3

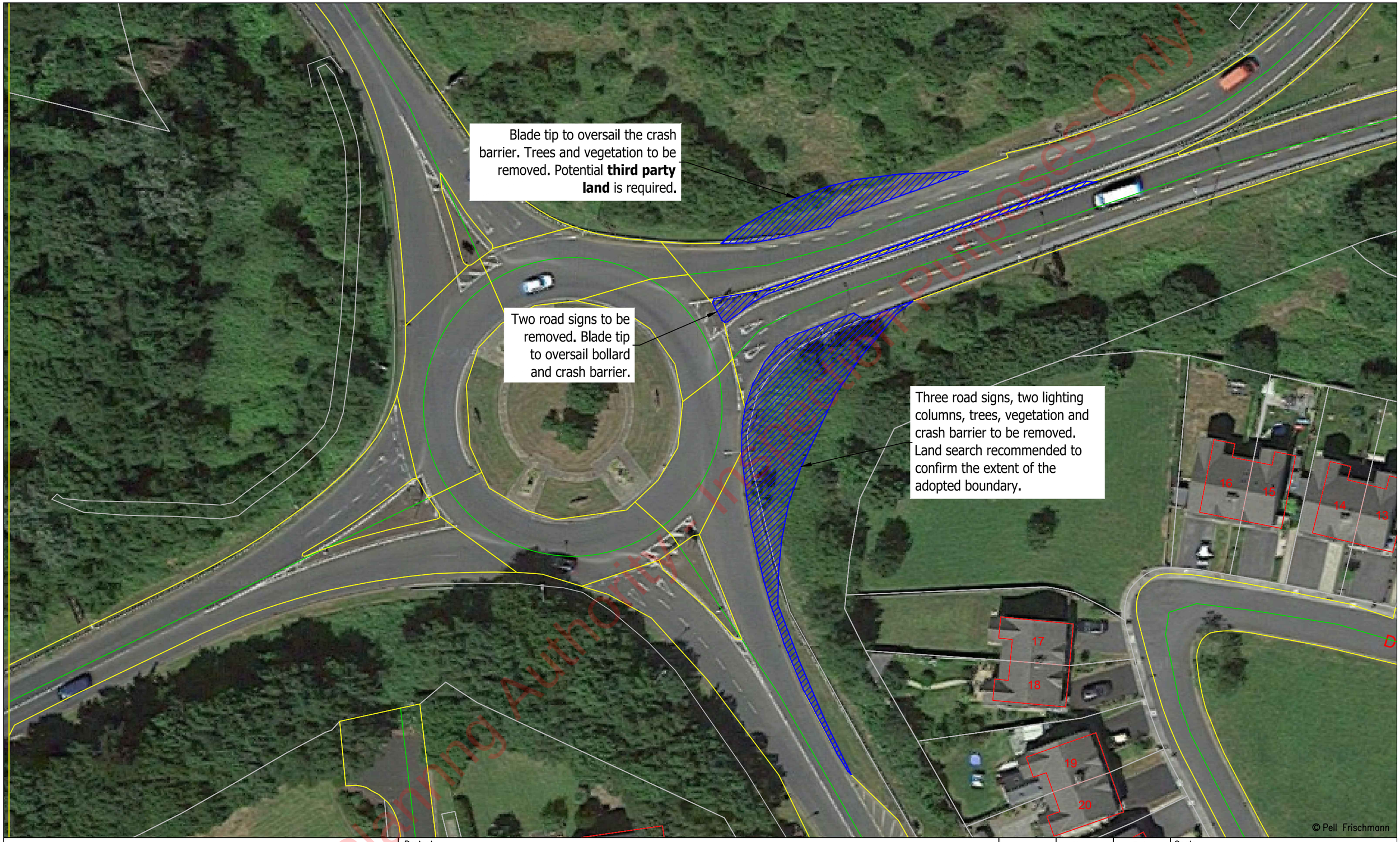
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK27

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH. EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Ballycasey Roundabout – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		42

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK27A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Cappagh Bends – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		43

Scale: 1:1000 @ A3

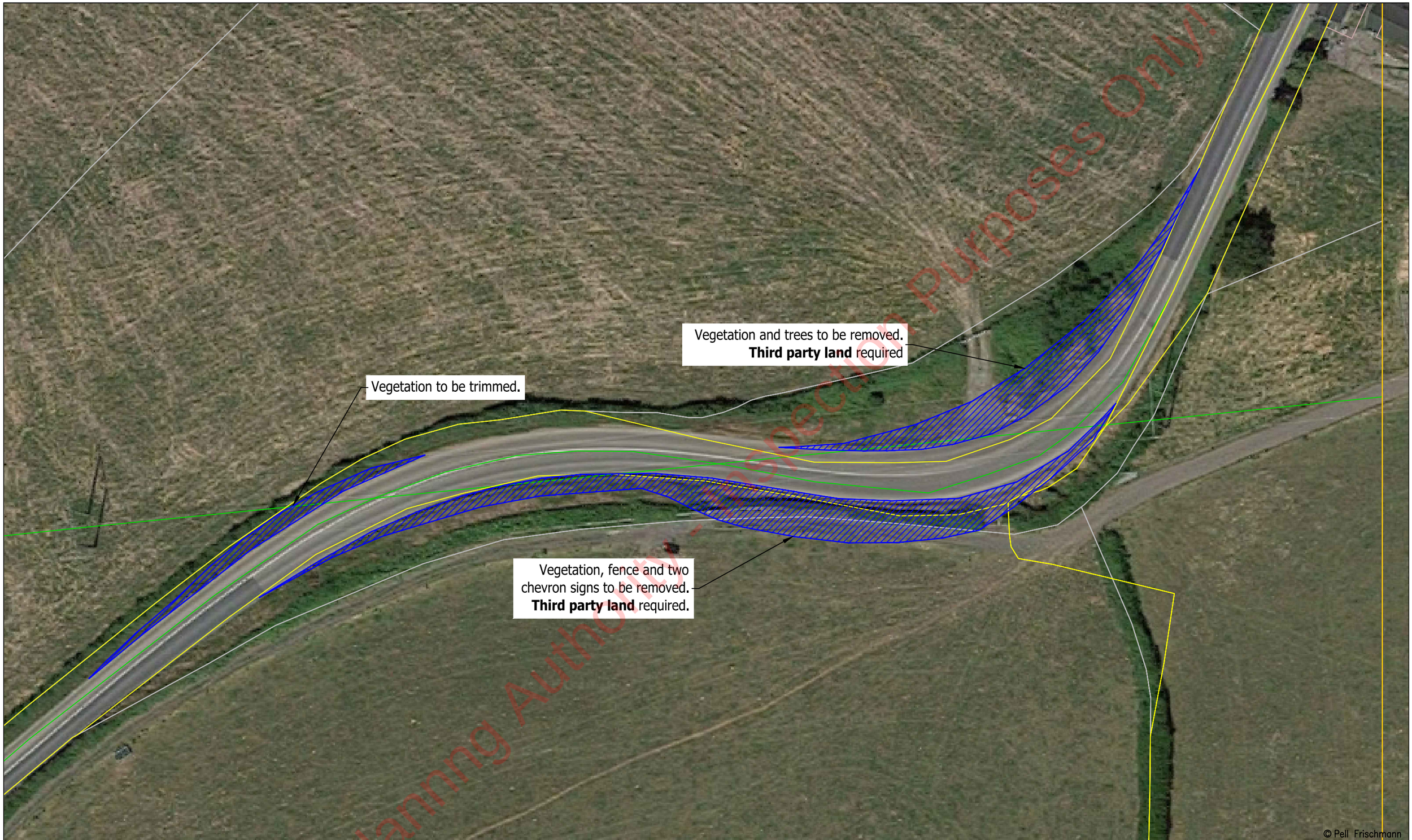
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK28

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: Cappagh Bends – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		43

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK28A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
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4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Sixmilebridge – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		45

Scale: 1:1000 @ A3

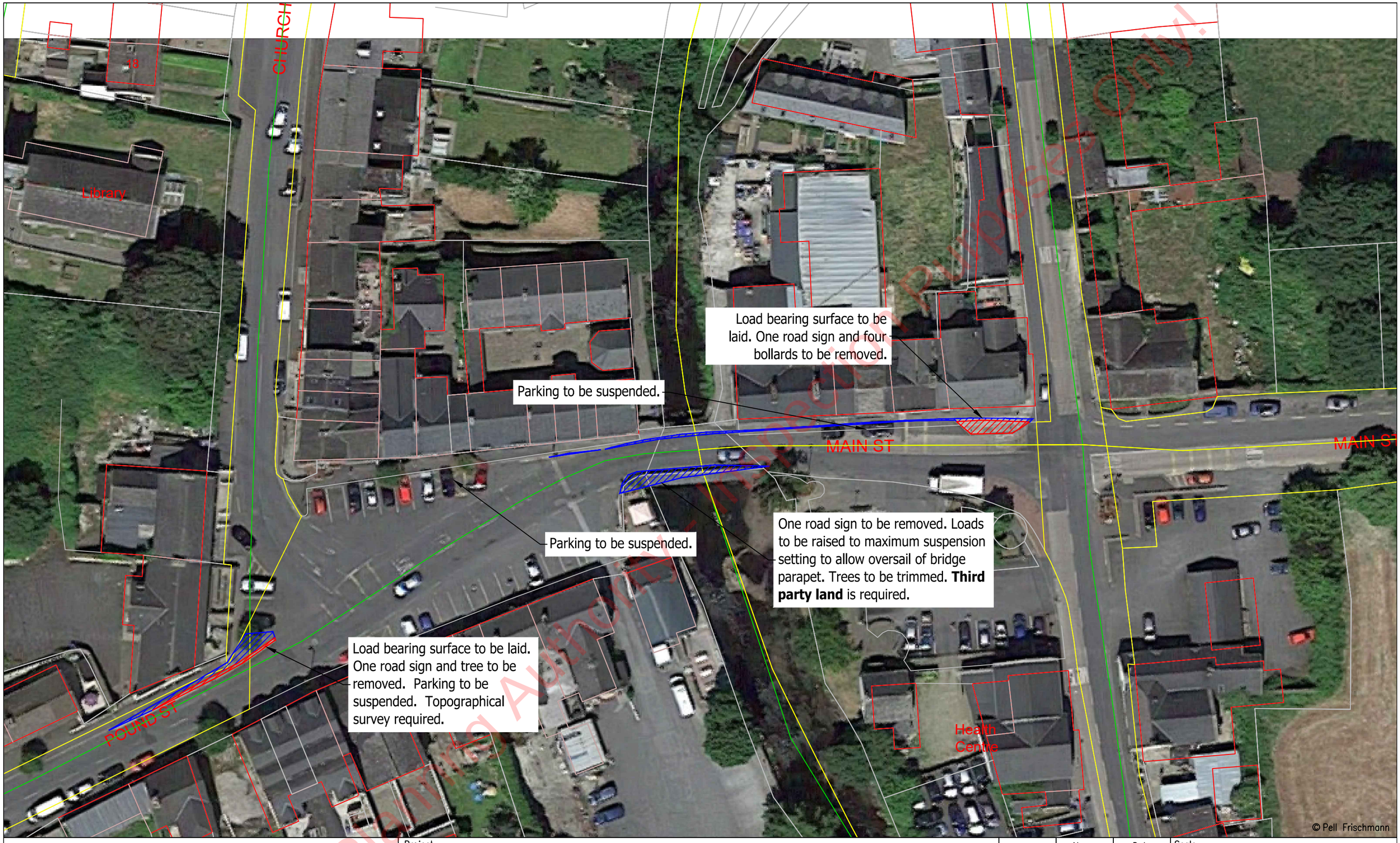
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK29

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Sixmilebridge – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		45

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

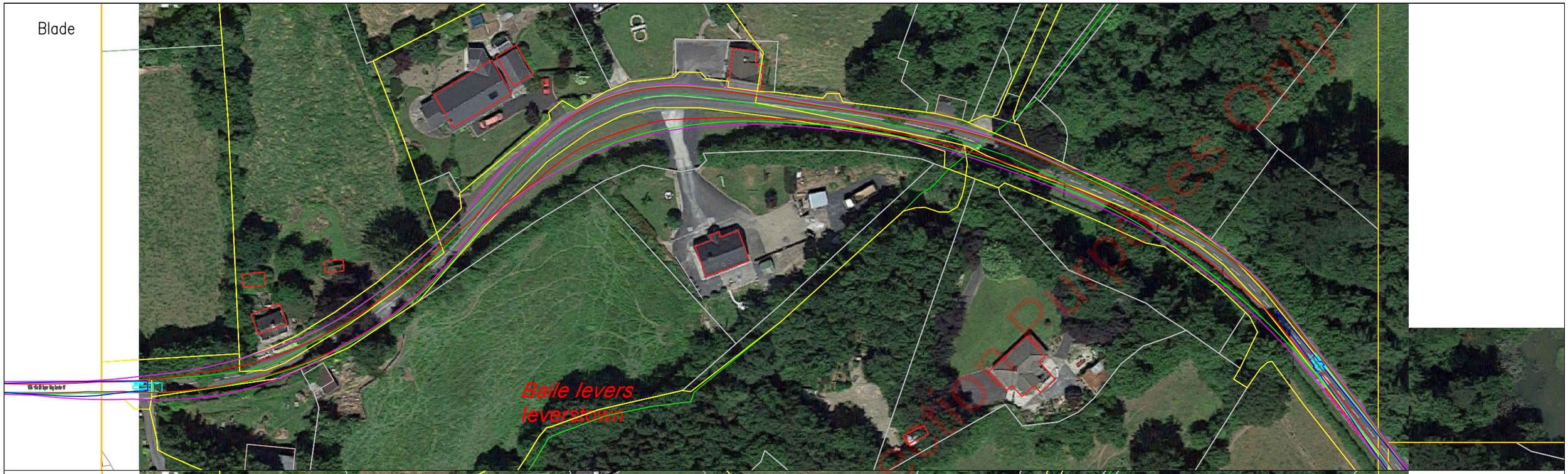
Drawing Status: Draft

Drawing No.: SK29A

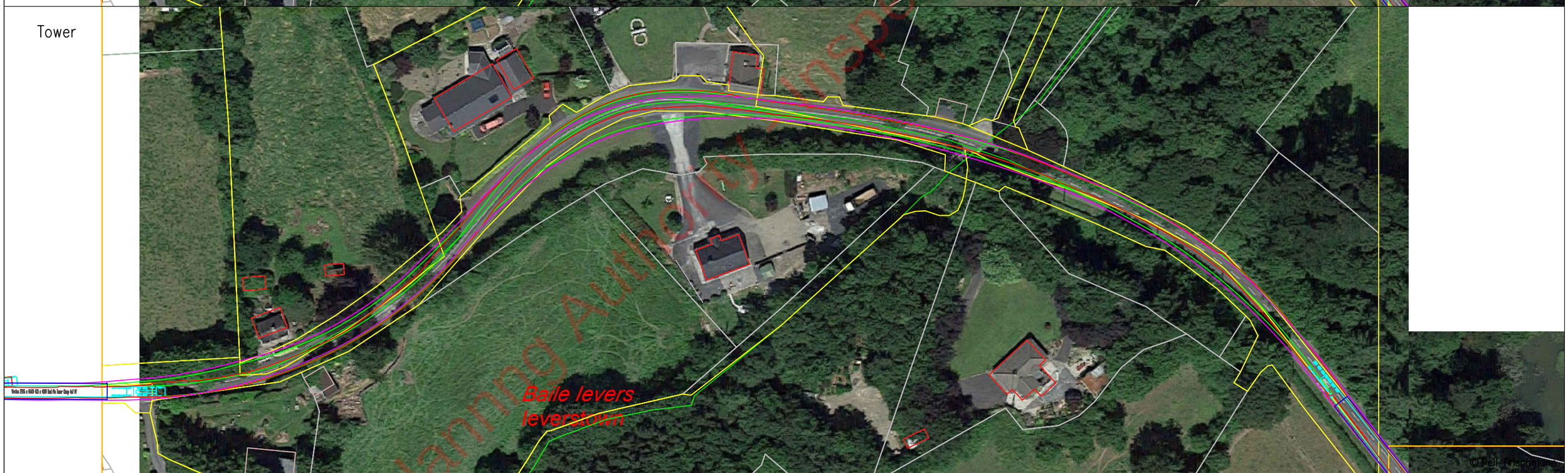
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade



Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Bends, Sixmilebridge – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		46,47

Scale: 1:1000 @ A3

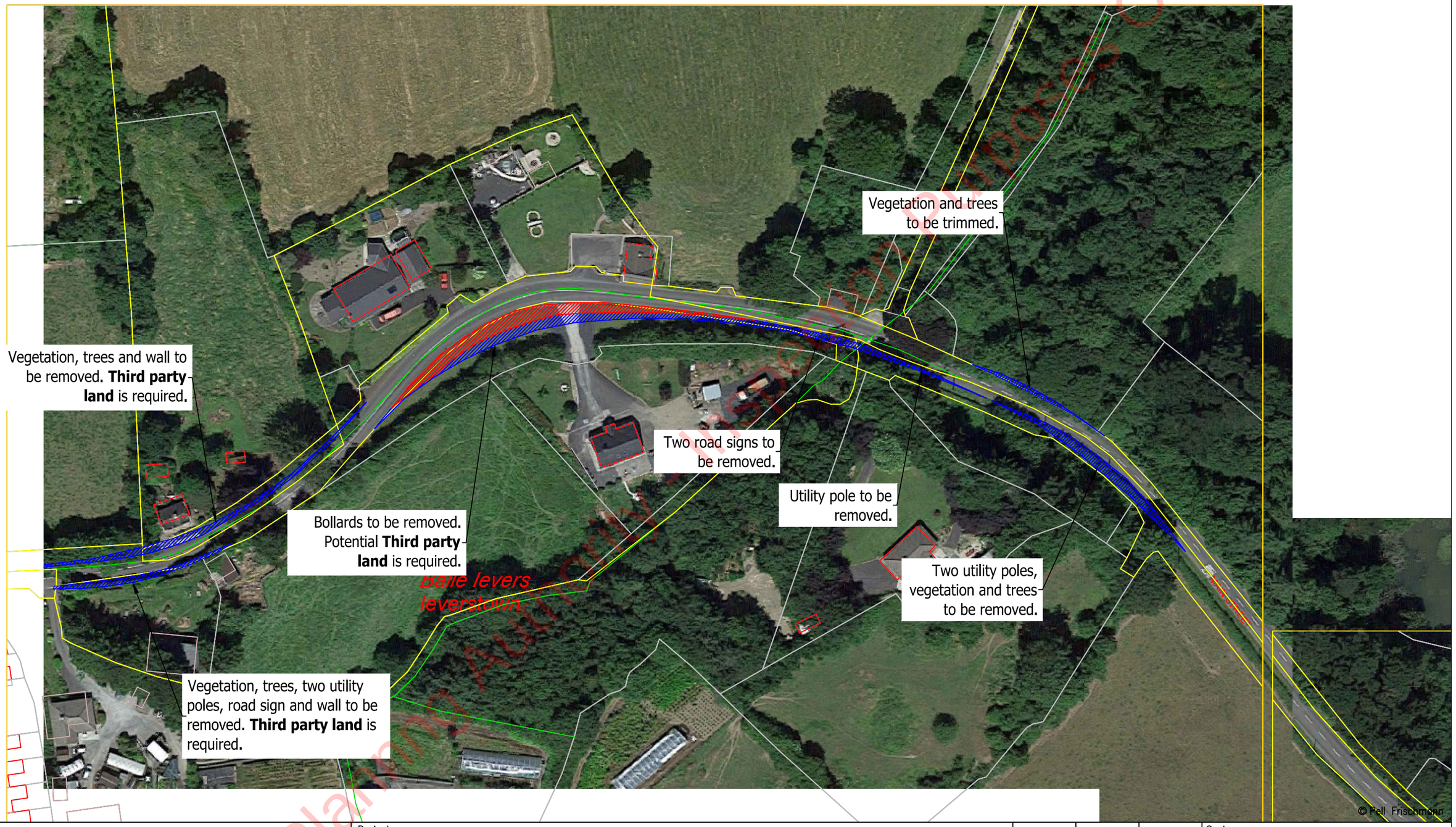
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK30

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Bends, Sixmilebridge – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		46,47

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK30A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend North of Ballyliddane – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		48

Scale: 1:1000 @ A3

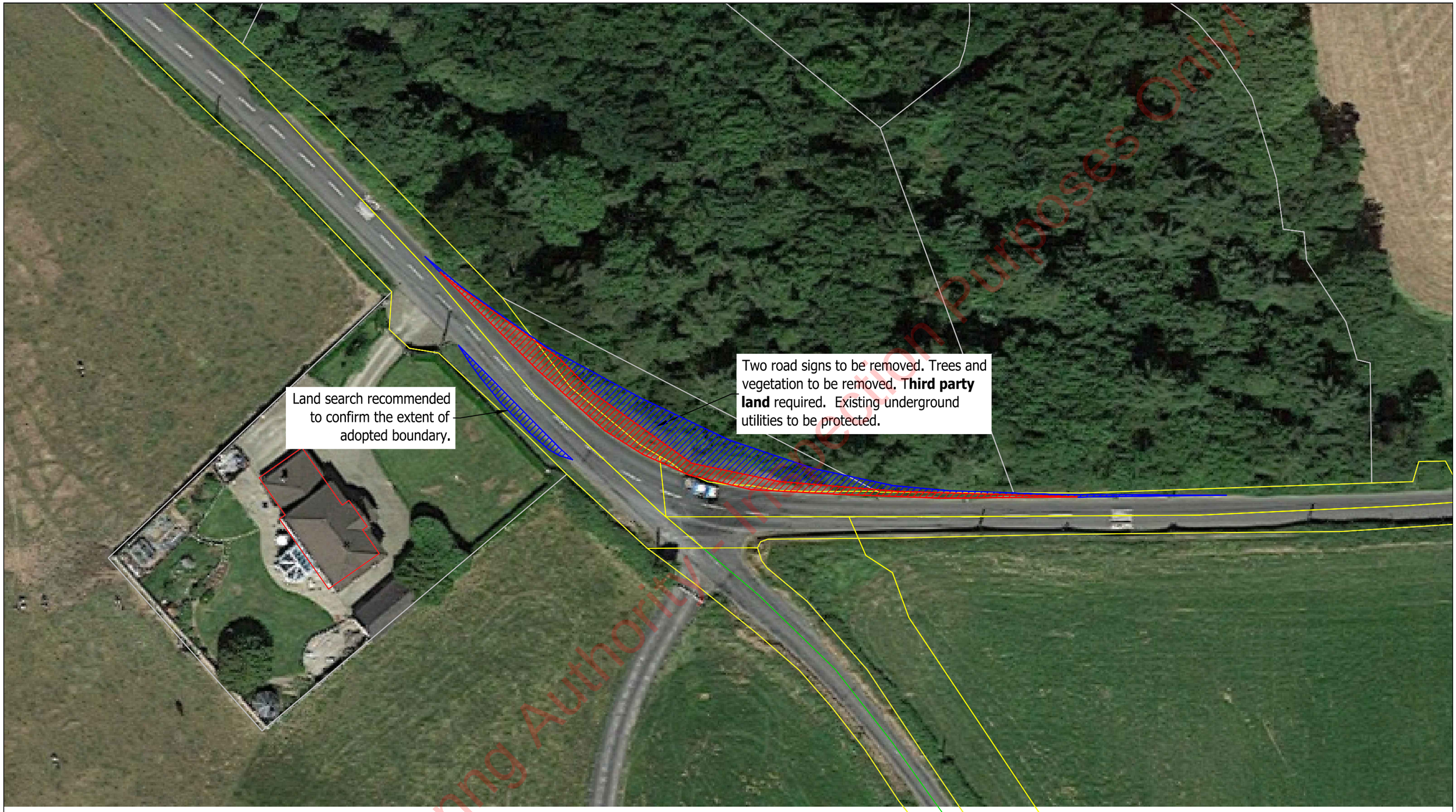
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK31

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend North of Ballyliddane – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		48

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK31A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Cooleycasey – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		54

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK32

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Cooleycasey – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		54

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK32A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Cloughoolia – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		56

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK33

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

One sign to be removed.

Two utility poles, fence and vegetation to be removed. **Third party land** is required.

Vegetation to be trimmed. **Third party land** is required.

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
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Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend, Cloughoolia – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		56

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK33A

Notes:
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2. This is not a construction drawing and is intended for illustration purposes only.
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4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend East of Truagh – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		62

Scale: 1:1000 @ A3

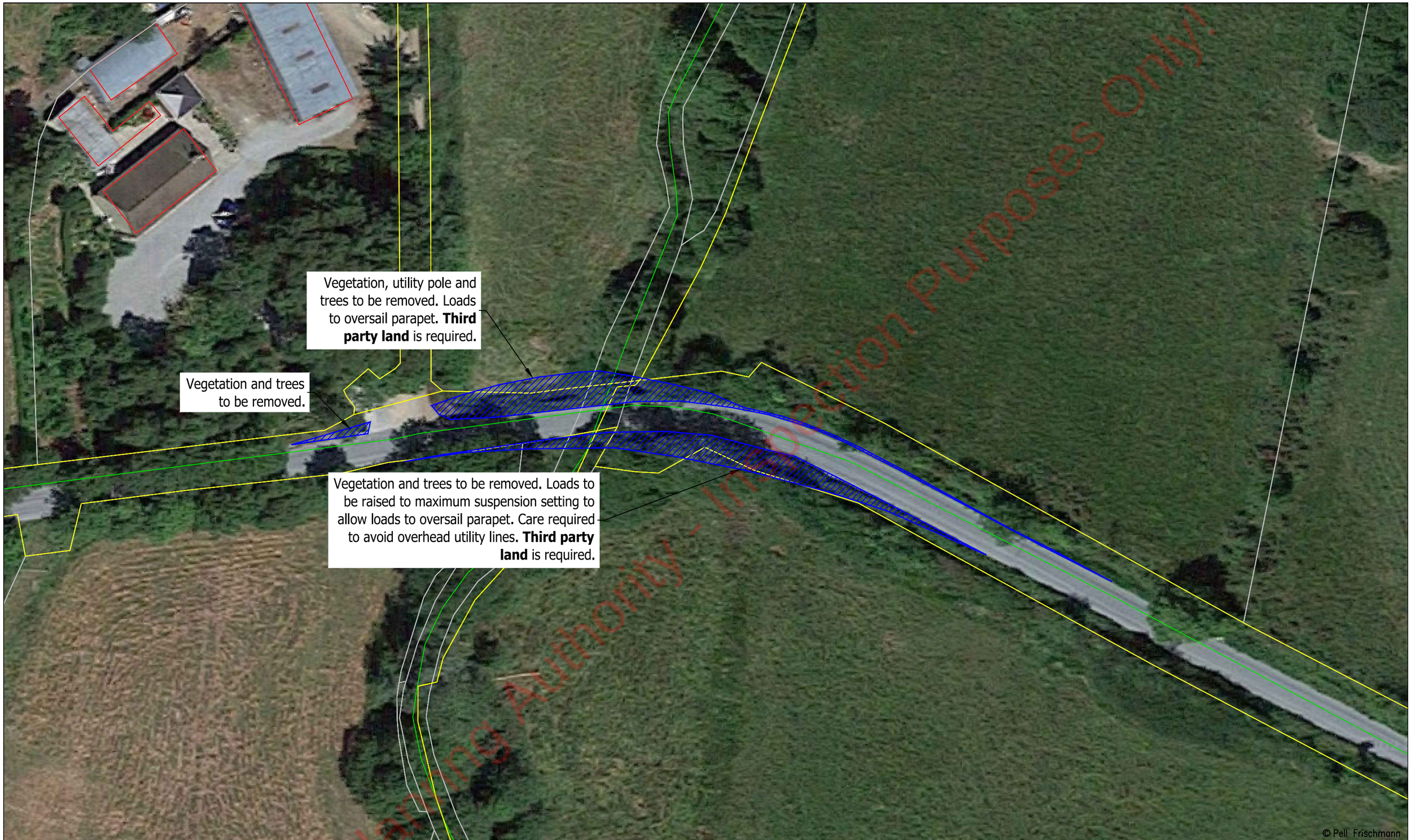
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK34

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 Right Bend East of Truagh – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		62

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK34A

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
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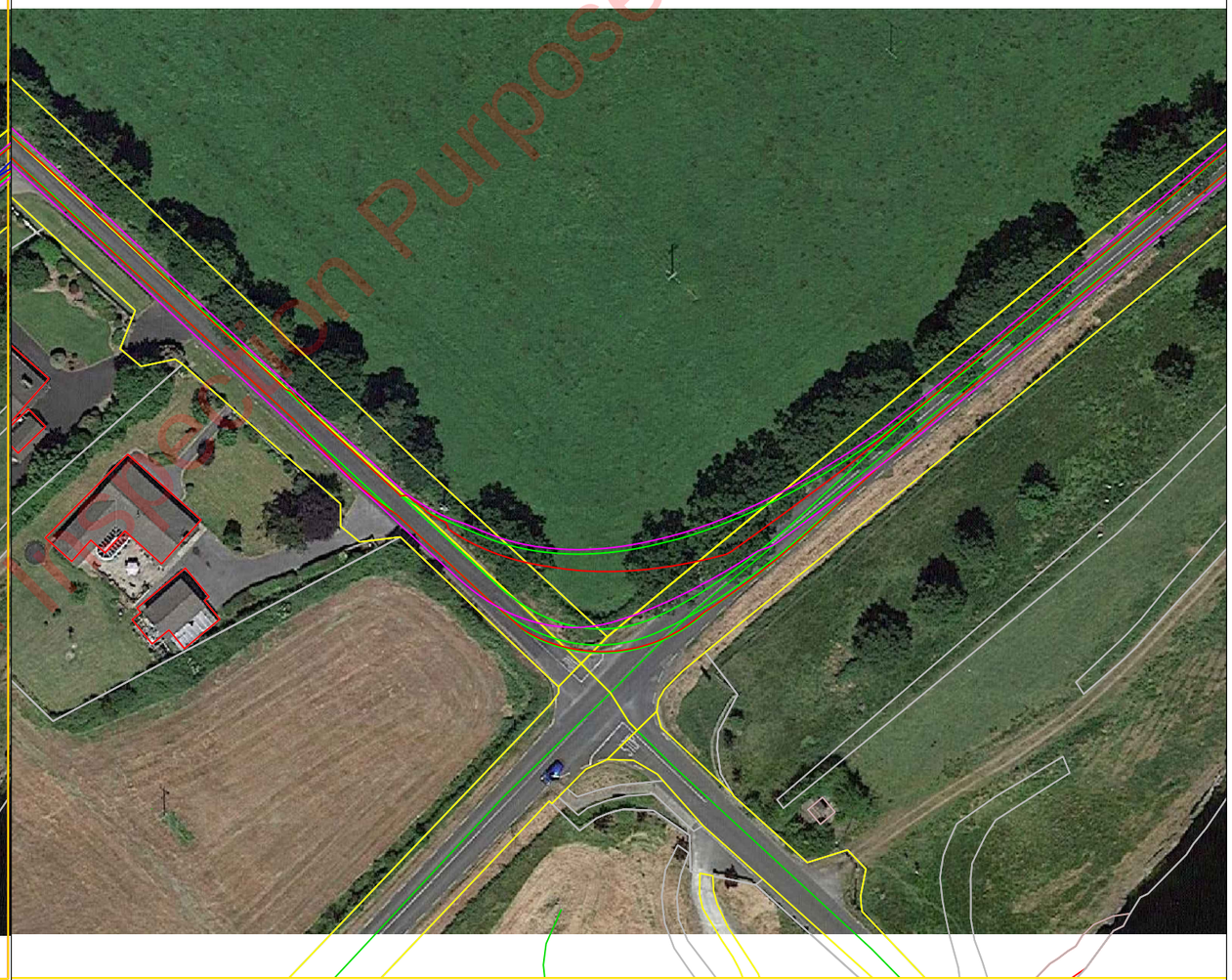
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Blade

Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
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www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 / R463 Junction – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		64

Scale: 1:1000 @ A3

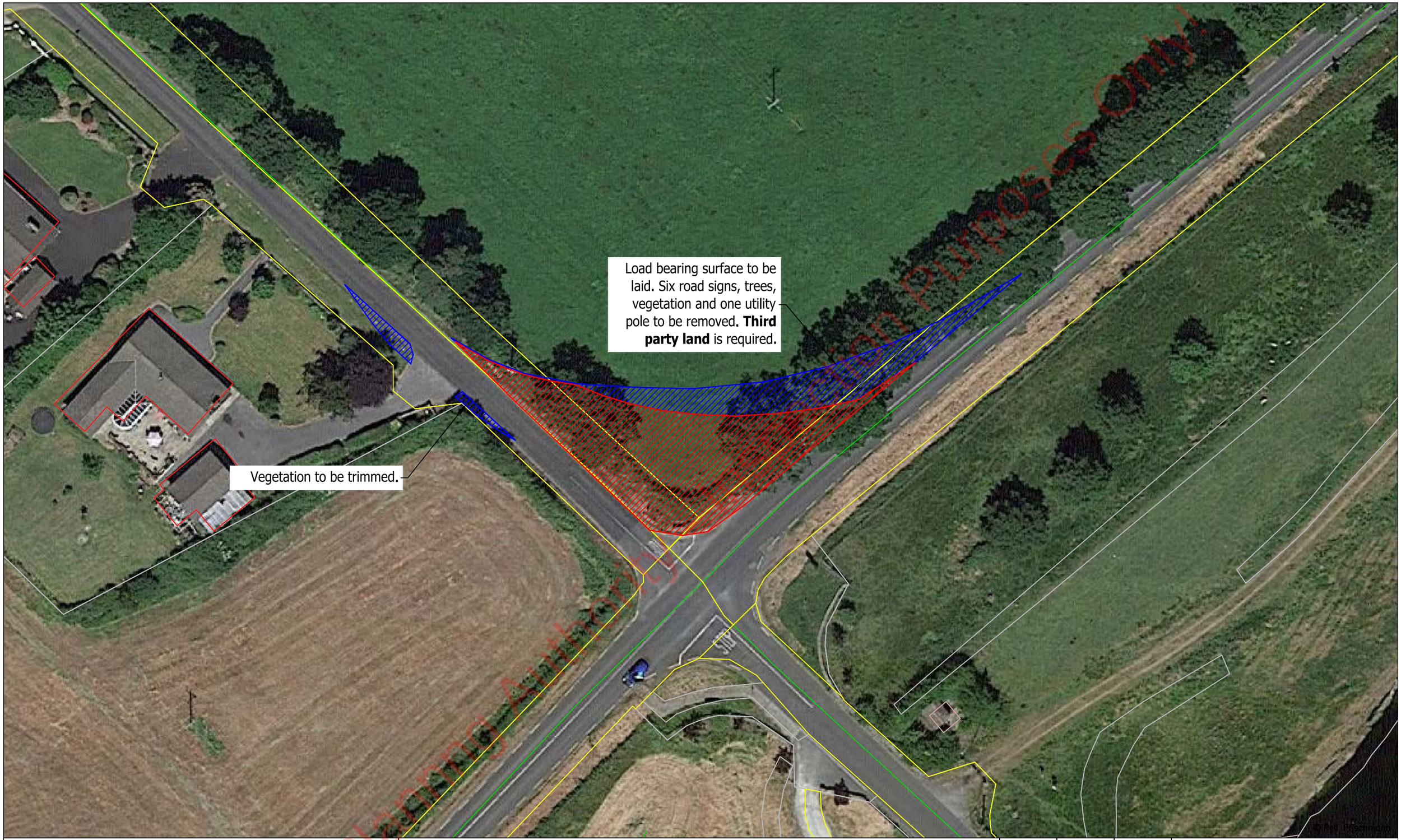
File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK35

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R471 / R463 Junction – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		64

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK35A

Notes:
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4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Fehily Timoney and Company

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 / R466 Junction – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		27

Scale: 1:1000 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK36

Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. PDF images have been inserted for the proposed bypass works. Swept path assessments should be completed on 'as built' drawings following construction to confirm required mitigation.
4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: Fehily Timoney and Company

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Fahy Beg Wind Farm

Drawing Title: Vestas V136 Blade and Tower

SPA Location: R463 / R466 Junction – Route 2

	Name	Date
Drawn	JS	07/11/2022
Designed	TL	07/11/2022
Checked	GB	07/11/2022
Point of Interest		27

Scale: 1:500 @ A3

File No.: Fahy Beg Tracking v3 131022.dwg

Drawing Status: Draft

Drawing No.: SK36A

Notes:
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4. Aerial images have been inserted to augment available OSI mapping. A test run is required to confirm the proposed mitigation.

Revision: 1

FEHILY TIMONEY

CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE
& PLANNING

Appendix 13-2

Consultation Responses

From:	INFO
To:	Fahy Beg Windfarm
Subject:	RE: Scoping Report regarding the proposed Fahy Beg Wind Farm
Date:	Thursday 18 March 2021 16:40:42
Attachments:	image003.png image004.png

Dear Ms. O'Hanlon,

I refer to your email of 2 March 2021 regarding the above.

Transport Infrastructure Ireland (TII) wishes to advise that it is not in a position to engage directly with planning applicants in respect to proposed developments. TII will endeavour to consider and respond to planning applications referred to it given its status and duties as a statutory consultee under the Planning Acts. The approach to be adopted by TII in making such submissions or comments will seek to uphold official policy and guidelines as outlined in the Section 28 Ministerial Guidelines: 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012). Regard should also be had to other relevant guidance available at www.TII.ie.

The issuing of this correspondence is provided as best practice guidance only and does not prejudice TII's statutory right to make any observations, requests for further information, objections or appeals following the examination of any valid planning application referred.

With respect to EIAR scoping issues, the recommendations indicated below provide only general guidance for the preparation of an EIAR, which may affect the national road network.

The developer/scheme promoter should have regard, inter alia, to the following;

- Consultations should be had with the relevant Local Authority/National Roads Design Office with regard to locations of existing and future national road schemes in the vicinity of the subject development site,
- TII would be specifically concerned as to potential significant impacts the development would have on the existing national road network (and junctions with national roads) in the proximity of the proposed development,
- The developer should assess visual impacts from existing national roads,
- The developer should have regard to any Environmental Impact Statement and all conditions and/or modifications imposed by An Bord Pleanála regarding road schemes in the areas concerned. The developer should in particular have regard to any potential cumulative impacts,
- The developer, in preparing EIAR, should have regard to TII Publications (formerly DMRB and the Manual of Contract Documents for Road Works),
- The developer, in preparing EIAR, should have regard to TII's Environmental Assessment and Construction Guidelines, including the Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes (National Roads Authority, 2006),
- The EIAR should consider the Environmental Noise Regulations 2006 (SI 140 of 2006) and, in particular, how the development will affect future action plans by the relevant competent authority. The developer may need to consider the incorporation of noise barriers to reduce noise impacts (see Guidelines for the Treatment of Noise and Vibration in National Road Schemes (1st Rev., National Roads Authority, 2004)),

- It would be important that, where appropriate, subject to meeting the appropriate thresholds and criteria and having regard to best practice, a Traffic and Transport Assessment (TTA) be carried out in accordance with relevant guidelines, noting traffic volumes attending the site and traffic routes to/from the site with reference to impacts on the national road network and junctions of lower category roads with national roads. TII's Traffic and Transport Assessment Guidelines (2014) should be referred to in relation to proposed development with potential impacts on the national road network. The scheme promoter is also advised to have regard to Section 2.2 of the NRA/TII TTA Guidelines which addresses requirements for sub-threshold TTA,
- The designers are asked to consult TII Publications to determine whether a Road Safety Audit is required,
- In the interests of maintaining the safety and standard of the national road network, the EIAR should identify the methods/techniques proposed for any works traversing/in proximity to the national road network,
- In relation to haul route identification, the applicant/developer should clearly identify haul routes proposed and fully assess the network to be traversed. Separate structure approvals/permits and other licences may be required in connection with the proposed haul route, including where temporary modification to the road network may be required. Consultation with relevant PPP Companies and MMaRC Contractors may also be required. All structures on the haul route should be checked by the applicant/developer to confirm their capacity to accommodate any abnormal load proposed,
- Where the windfarm scheme includes grid connection proposals, the scheme promoter should note locations of existing and future national road schemes and develop proposals to safeguard proposed road schemes. In the context of existing national roads, alternatives to the provision of cabling along the national road network, such as alternative routing or the laying of cabling in private lands adjoining the national road, should be considered in the interests of safeguarding the investment in and the potential for future upgrade works to the national road network. The cable routing should avoid all impacts to existing TII infrastructure such as traffic counters, weather stations, etc. and works required to such infrastructure shall only be undertaken in consultation with and subject to the agreement of TII, any costs attributable shall be borne by the applicant/developer. The developer should also be aware that separate approvals may be required for works traversing the national road network and/or motorway network where applicable.

Notwithstanding any of the above, the developer should be aware that this list is non-exhaustive, thus site and development specific issues should be addressed in accordance with best practice.

I hope that this information is of assistance to you.

Yours sincerely,

Alban Mills
Senior Regulatory & Administration Executive
Ref No. TII21-112679

From: Fahy Beg Windfarm <fahybegwindfarm@ftco.ie>
Sent: Tuesday 2 March 2021 14:16
To: INFO <Information@tii.ie>
Subject: Scoping Report regarding the proposed Fahy Beg Wind Farm

Dear Sir or Madam,

Please find Scoping Report regarding the proposed Fahy Beg Wind Farm.

Yours sincerely,

Jennifer O'Hanlon
for Eamon Hutton

Jennifer O'Hanlon
Administrator

Fehily Timoney and Company
Core House, Pouladuff Road, Cork, T12 D773
t: +353 21 496 9573
www.fehilytimoney.ie

From: Andrea Bali
To: Leigh Doyle
Cc: Trevor Byrne; Padraic Cullen
Subject: Re: Proposed Wind Farm Development - Fahy Beg, Co. Clare
Date: Tuesday 19 July 2022 09:42:15
Attachments: image007.png
image008.png
image009.png
image010.png
image011.png
Outlook-nbgaobew.png
Outlook-3kxsm14m.png

Hi Leigh,

Apologies for the inconvenience, as I had forwarded the download link to Padraic's email last week but possibly he is out of the office so didn't get the chance to forward to yourself.

Copy of my email below, the download link should be functional without logging into the RPS File Transfer system:

Hi Padraic,

Please find the download link for the Overall Scheme Layout drawings, as requested last week.
The drawings can be downloaded by any third parties, without the need to register to RPS filetransfer site.
You may forward the link to the **developers** of ?Proposed Wind Farm Development - Fahy Beg, Co. Clare as required.
I hope the above will be in in order.

Kind Regards,
Andrea

Files attached to this message

Filename	Size	Checksum (SHA256)
MCT0741-RPS-00-XXXX-DR-C-DG0002 - Standard.zip	40.7 MB	`1a0b927b587c7cbca75c01b41c55863a528834339d121910e62f9c46f752bba9`

Please click on the following link to download the attachments: https://filetransfer.rpsgroup.com/message/zrrpjgSK4cppvryBCKxhHb
This email or download link can be forwarded to anyone.
The attachments are available until: **Thursday, 28 July.**
Message ID: `zrrpjgSK4cppvryBCKxhHb`

In case you're having any issues with download, you can let me know and I can resend. I've

included the overall scheme layout drawings, but if you need any other package I can arrange on your request.

Kind regards,
Andrea

Andrea Bali
Project Engineer
RPS | Consulting UK & Ireland
Innishmore, Ballincollig
Co. Cork P31 KR68, Ireland
T +353 21 466 5900
D +353 21 466 5996
E andrea.bali@rpsgroup.com

From: Leigh Doyle <leigh.doyle@ftco.ie>
Sent: 19 July 2022 09:22
To: Andrea Bali <Andrea.Bali@rpsgroup.com>
Cc: Trevor Byrne <trevor.byrne@ftco.ie>; Padraic Cullen <pcullen@clarecoco.ie>
Subject: RE: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Hi Andrea,

I am just following up on Padraic's request below.

Would it be possible to provide a link to the construction issue geometric drawing files for use in the turbine delivery route autotracking and swept path analysis?

Please let me know if any further information is required.

Best regards,
Leigh

Leigh Doyle
Graduate Engineer

Fehily Timoney and Company
Core House, Pouladuff Road, Cork, T12 D773
t: +353 21 496 4133
www.fehilytimoney.ie

From: Padraic Cullen <pcullen@clarecoco.ie>
Sent: Wednesday 6 July 2022 11:30
To: Andrea Bali <Andrea.Bali@rpsgroup.com>
Cc: Leigh Doyle <leigh.doyle@ftco.ie>
Subject: FW: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Hi Andrea,

Can you please provide Leigh Doyle with a link to the construction issue geometric dwgs. (road layouts). Fehily Timoney are looking for them so they can Autotrack wind turbine delivery trucks to the proposed Wind Farm.

Many thanks,

Padraic

From: Padraic Cullen
Sent: Wednesday 29 June 2022 12:18
To: Leigh Doyle <leigh.doyle@ftco.ie>
Subject: RE: Proposed Wind Farm Development - Fahy Beg, Co. Clare

That's fine Leigh.

Send on the Teams Invite.

Regards,

Padraic

From: Leigh Doyle <leigh.doyle@ftco.ie>
Sent: Wednesday 29 June 2022 12:11
To: Padraic Cullen <pcullen@clarecoco.ie>
Cc: Sean Lenihan <slenihan@clarecoco.ie>
Subject: RE: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Hi Padraic,

Many thanks for taking the time to discuss the Killaloe project with us.
I will send a Teams meeting invite shortly for Wednesday 6th of July at 11am.

Best regards,

Leigh

Leigh Doyle
Graduate Engineer

Fehily Timoney and Company
Core House, Pouladuff Road, Cork, T12 D773
t: +353 21 496 4133
www.fehilytimoney.ie

PROUD TO SUPPORT PRIDE

From: Padraic Cullen <pcullen@clarecoco.ie>
Sent: Tuesday 28 June 2022 15:56
To: Leigh Doyle <leigh.doyle@ftco.ie>
Cc: slenihan@clarecoco.ie
Subject: FW: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Hi Leigh,

I am the Project Land Liaison Engineer on the Killaloe Project. I am happy to provide Trevor and yourself with a Project update by way of a Teams Meeting.

Please send me a Teams Invite.

Regards,

Padraic

From: Sean Killeen <SKilleen@clarecoco.ie>
Sent: Monday 27 June 2022 16:38
To: Morgan Lahiffe <mlahiffe@clarecoco.ie>
Cc: Padraic Cullen <pcullen@clarecoco.ie>; Sean Lenihan <slenihan@clarecoco.ie>; Derek Troy <dtroy@clarecoco.ie>
Subject: RE: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Morgan,
I am going on leave this evening for two weeks and have cc'd Padraic & Sean for further action as required.
Regards,

Seán Killeen
Executive Engineer
Project Managment Office
Physcial Development Directorate
Buttermarket Building, Drumbiggle Road, Ennis, Co. Clare, V95RR72
T: 065 6866118 | **M:** 087 6530036 | **E:** skilleen@clarecoco.ie | **W:** www.clarecoco.ie

COMHAIRLE CONTAE AN CHLÁIR
CLARE COUNTY COUNCIL

From: Morgan Lahiffe <mlahiffe@clarecoco.ie>
Sent: 27 June 2022 15:05
To: Derek Troy <dtroy@clarecoco.ie>; Sean Killeen <SKilleen@clarecoco.ie>
Subject: FW: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Derek, Sean
See below. Consultants for windfarm are looking to meet. Can ye revert please.
Morgan

From: Leigh Doyle <leigh.doyle@ftco.ie>
Sent: Monday 27 June 2022 12:49
To: Killaloe Municipal District <killaloemunicipaldistrict@clarecoco.ie>
Cc: Trevor Byrne <trevor.byrne@ftco.ie>
Subject: Proposed Wind Farm Development - Fahy Beg, Co. Clare

Good afternoon,

Fehily Timoney are undertaking consultancy services for a proposed wind farm development on the lands of Fahy Beg, Co. Clare.
Please see attached site boundary .kmz file for your reference.

I am emailing to obtain the following information from the Killaloe Bypass design team.

1. Check the status of the Killaloe Bypass project.
2. Is the project on schedule?

We would greatly appreciate if members of the Killaloe Bypass design team and Clare County Council Roads Department would be available for a meeting to provide more information on the Wind Farm and the Killaloe Bypass/Shannon Bridge Crossing/R494 Upgrade.

Trevor, Principal Engineer and I, Graduate Engineer, can schedule a call if suitable.
Please let us know your availability for same and we can set up a MS Teams meeting to discuss.

If you require any further information on the proposed development, please do not hesitate in contacting me.

Best regards,
Leigh

Leigh Doyle

Graduate Engineer

Fehily Timoney and Company
Core House, Pouladuff Road, Cork, T12 D773
t: +353 21 496 4133
www.fehilytimoney.ie

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FEHILY TIMONEY

CONSULTANTS IN ENGINEERING, ENVIRONMENTAL SCIENCE & PLANNING

www.fehilytimoney.ie

CORK OFFICE
Core House
Pouladuff Road,
Cork, T12 D773,
Ireland
+353 21 496 4133

Dublin Office
J5 Plaza,
North Park Business Park,
North Road, Dublin 11, D11 PXT0,
Ireland
+353 1 658 3500

Carlow Office
Unit 6, Bagenalstown Industrial Park, Royal Oak Road,
Muine Bheag,
Co. Carlow, R21 XW81,
Ireland
+353 59 972 3800