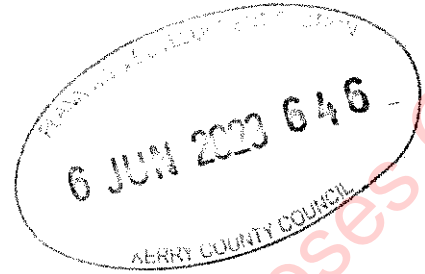


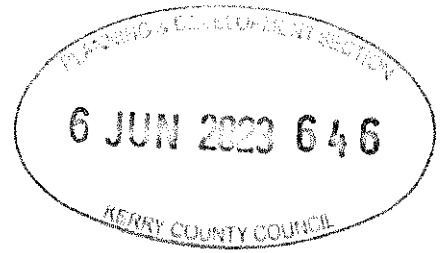
INCHAMORE WIND FARM, CO. CORK**VOLUME IV**
APPENDICES**TABLE OF CONTENTS****FOLDER 4 OF 4**

Appendix No.	Description
15.1	COLLETT Route Survey Reports of October 2020, November 2022
15.2	Swept Path Analysis Drawings
15.3	Road Safety Audit
17.1	Schedule of Mitigation and Monitoring Measures

Kerry Planning Authority - Inspection Purposes Only!

Kerry Planning Authority - Inspection Purposes Only!

Kerry Planning Authority - Inspection Purposes Only!



Inchamore Wind Farm, Co. Cork

Appendices

Chapter 15 – Traffic & Transportation

May 2023

Kerry Planning Authority Inspection Purposes Only!

Kerry Planning Authority - Inspection Purposes Only!

Kerry Planning Authority - Inspection Purposes Only!

APPENDIX 15.1:

**COLLETT ROUTE SURVEY REPORTS
OF OCTOBER 2020, NOVEMBER 2022**

Kerry Planning Authority - Inspection Purposes Only!

COLLETT

EXPERTS IN MOTION

A black and white photograph of a Collett heavy transport truck. The truck is a semi-trailer unit with a crane mounted on the back. The crane is extended upwards, and it is lifting a large, dark, rectangular object. The truck has "COLLETT" and "HEAVY TRANSPORT" written on its side. The background shows a road and some trees.

Primary Route Assessment – Inchamore Wind Farm, County Cork

343154

Thursday, 10 October 2022 Prepared
for Inchamore Wind DAC

38 Locations Assessed

REPORT DETAILS

REPORT FOR

FuturEnergy LTD
Ettington Park Business Centre
Stratford-upon-Avon
CV37 8BT

ATTENDEES OF THE SURVEY

Steven Mangham and Spencer Budgen

DATE AND TIME OF THE SURVEY

Tuesday 12th October

GENERAL WEATHER CONDITIONS

Mixed

ISSUED BY

Spencer Budgen

APPROVED BY

Steven Mangham

DOCUMENT REVISIONS

No	Date	Details

NON DISCLOSURE NOTICE

The methodology contained in this report is provided to you in confidence and must not be disclosed or copied to third parties without the prior written agreement of Collett & Sons Limited. Disclosure of that information may constitute an actionable breach of confidence or may otherwise prejudice our commercial interests. Any third party who obtains access to this report by any means will, in any event, be subject to the Third Party Disclaimer set out below.

THIRD PARTY DISCLAIMER

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Collett & Sons Limited at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. Collett & Sons Limited excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud or any other matter in relation to which we cannot legally exclude liability.

COMPANY PROFILE

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

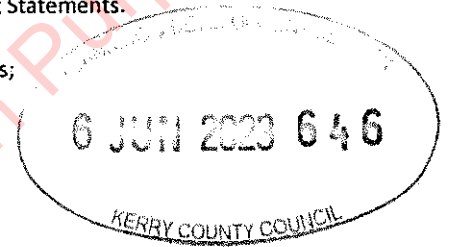
Our Company owns a modern fleet of over 60 vehicles and over 100 trailers, operating from 3 depots located in Halifax, Goole and Grangemouth.

The depots situated in Goole and Grangemouth offer strategically located sites suitable to provide central hubs for the distribution of abnormal load throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity. The company is able to offer the complete transport solution from point of manufacture through to job site.

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

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

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



CONTACT DETAILS

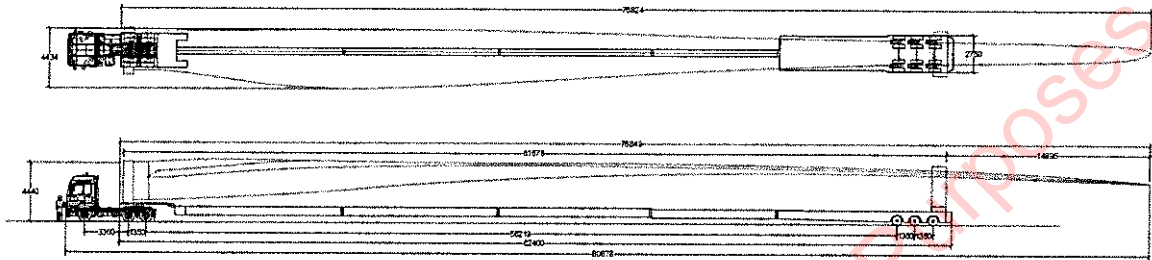
Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF

Tel: +44 (0) 8456 255288
Fax: +44 (0) 8456 255244
renewables@collett.co.uk
www.collett.co.uk

ROUTE ASSESSMENT OVERVIEW

This section of the report illustrates the route assessed for the delivery of a SG155 blade component to the proposed Inchamore Wind Farm, County Cork, Ireland.

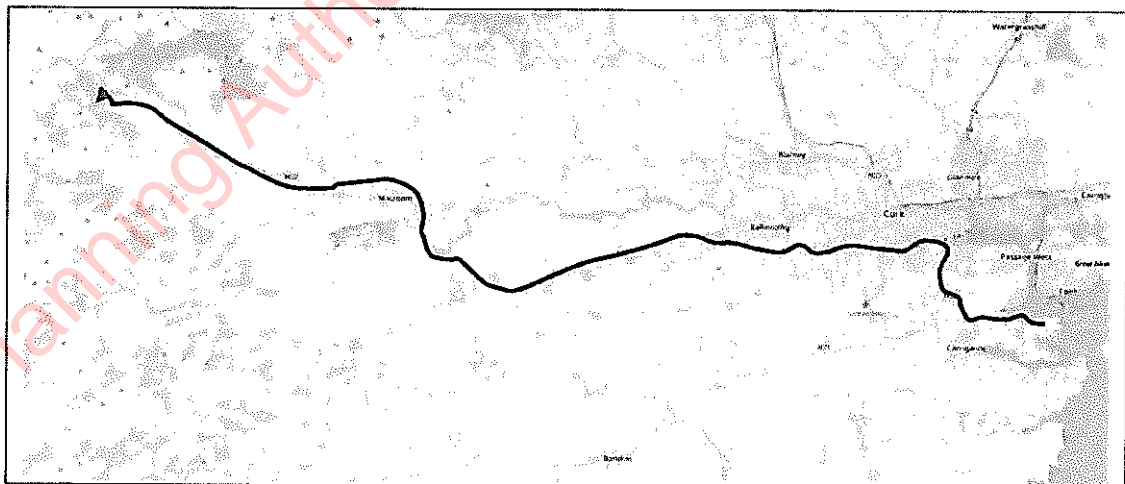
All the routes surveyed in this report have been identified by Inchamore Wind DAC and have been detailed in this report based on the following maximum dimensions instructed by Inchamore Wind DAC:



Route

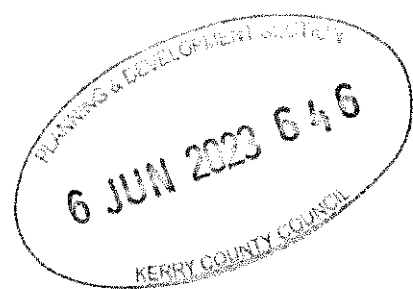
Start Location	N28	Distance of Route	Km	Miles
Max Load Dims:	76.8m Rigid Length Approx. 4.4m width		91.6	56.9
<ul style="list-style-type: none"> Exit Ringaskiddy Port onto N28 At the roundabout, continue onto N28 At the roundabout, continue onto N28 At the roundabout, take the 2nd exit onto N28 Continue on N28, then take the slip road onto N40 Continue on N22. Merge onto the Macroom bypass and continue. Re-join the N22, leaving the Macroom bypass. Continue on N22 for 2.9 miles to the proposed site entrance. W 13983 80602 				

MAP OVERVIEW

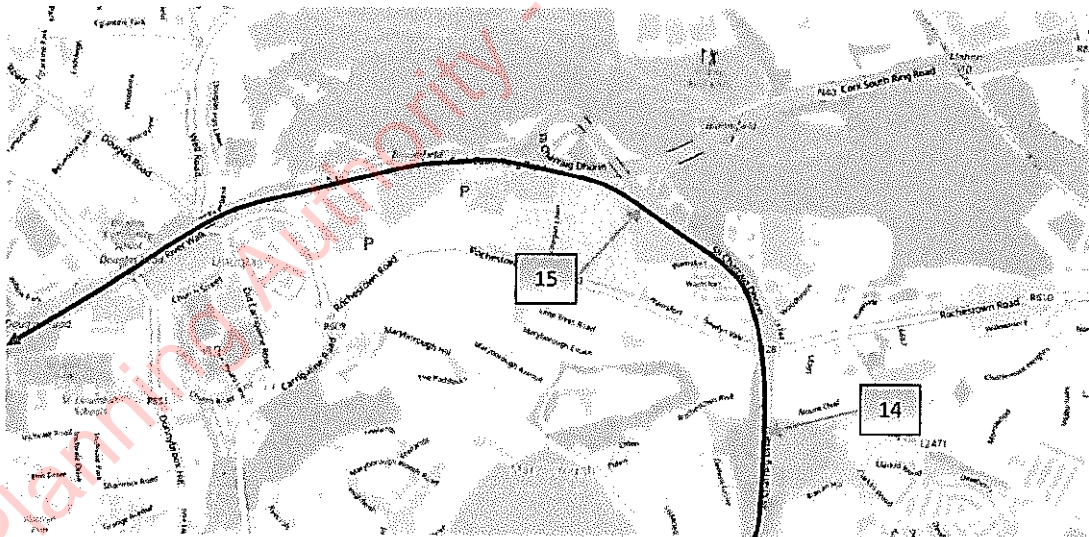
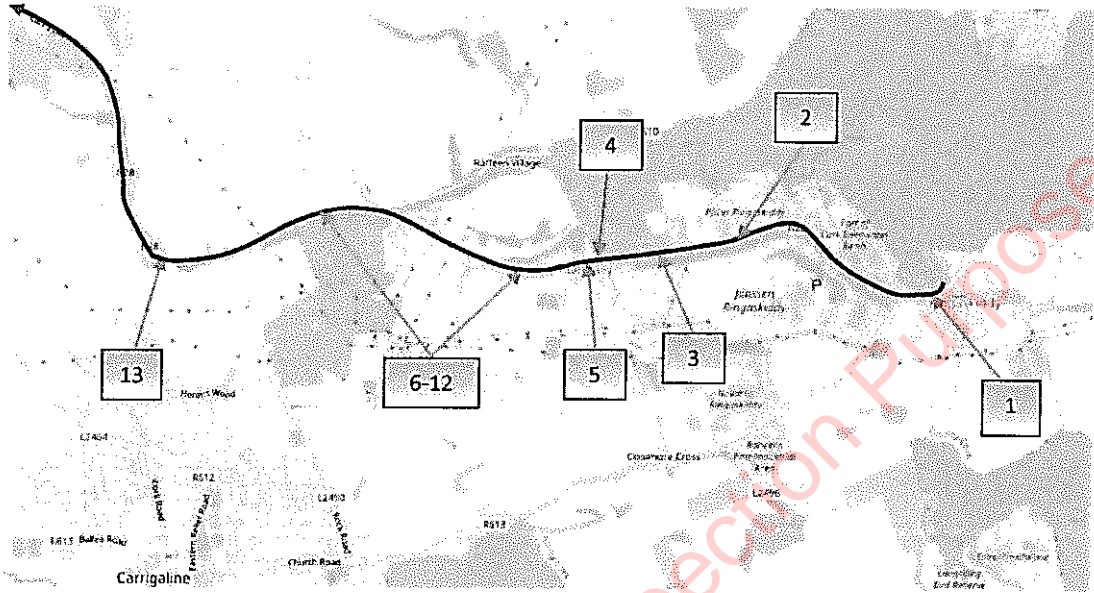


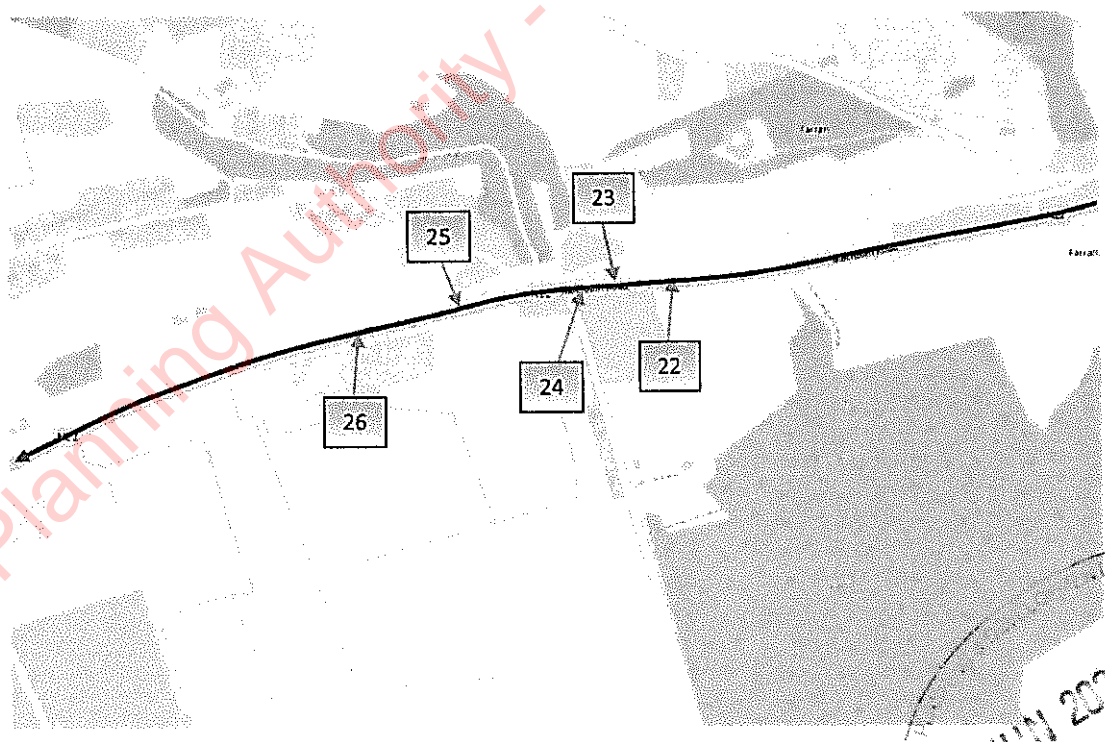
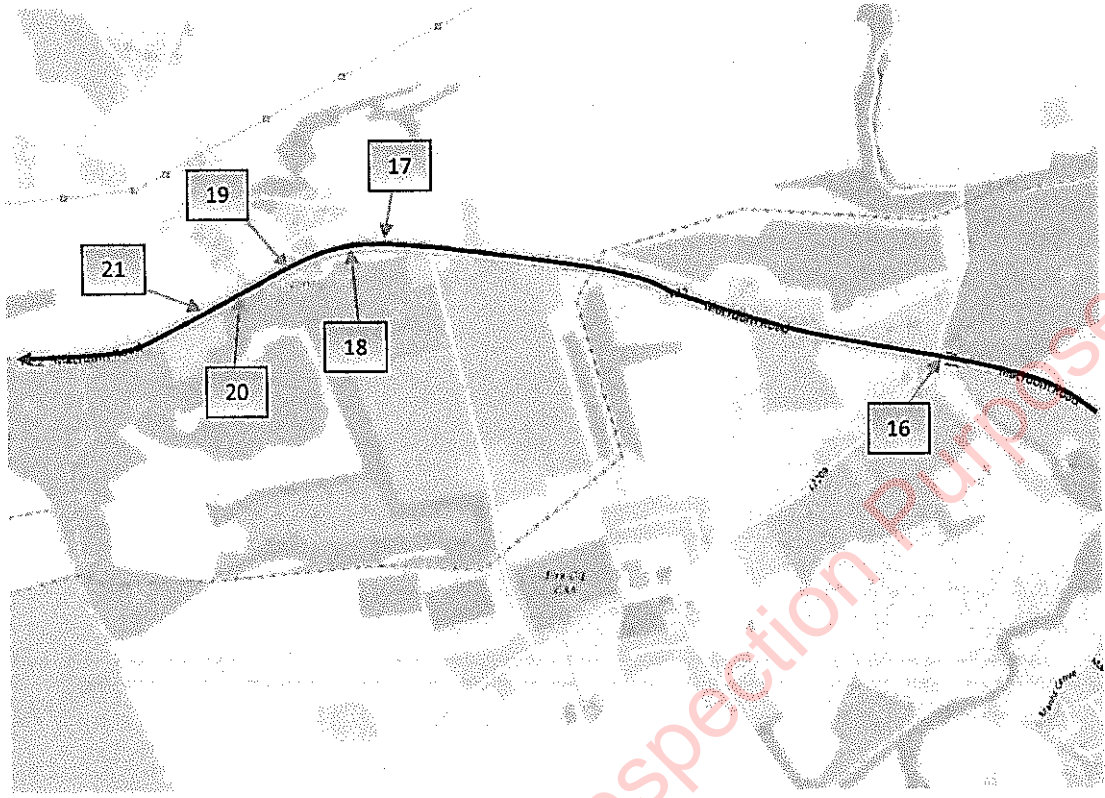
ROUTE ASSESSMENT

Kerry Planning Authority - Inspection Purposes Only!

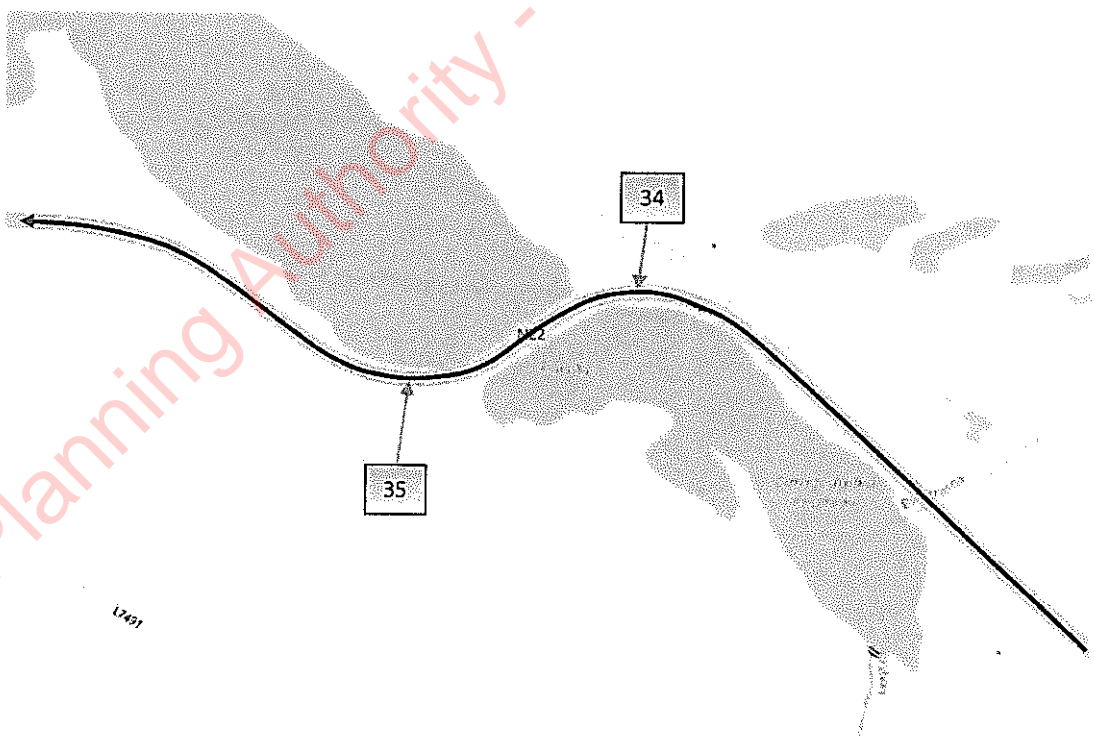
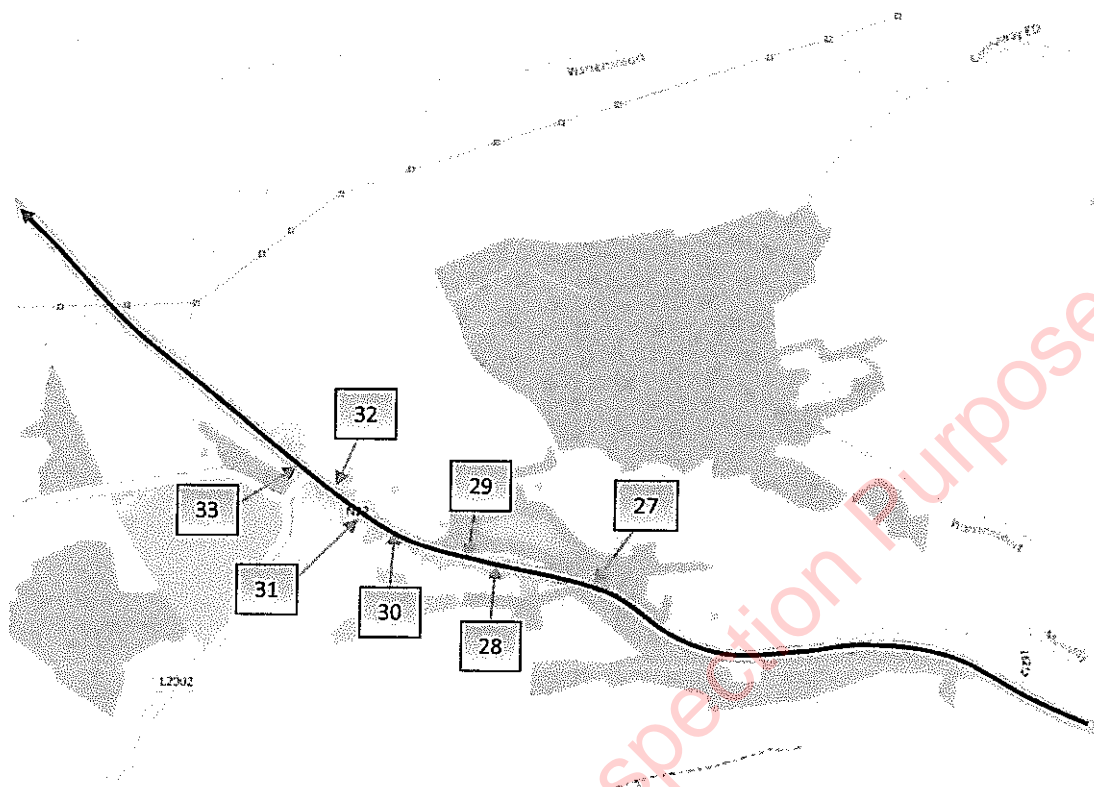


LOCATION OVERVIEW

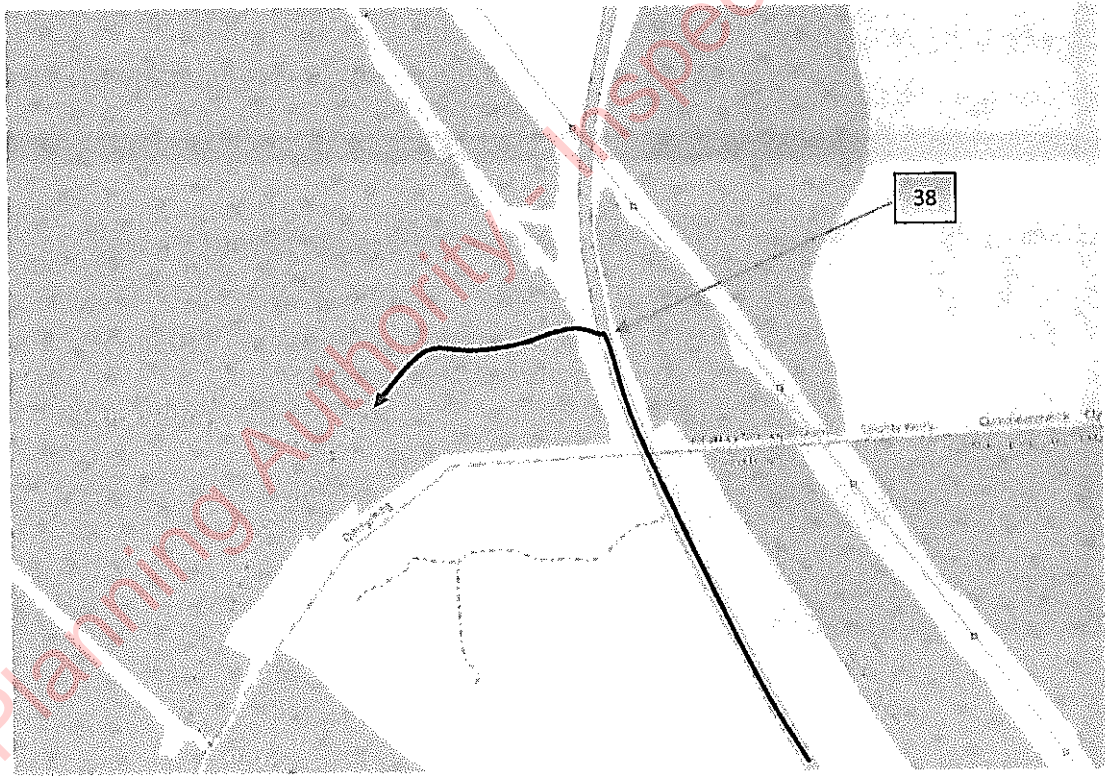
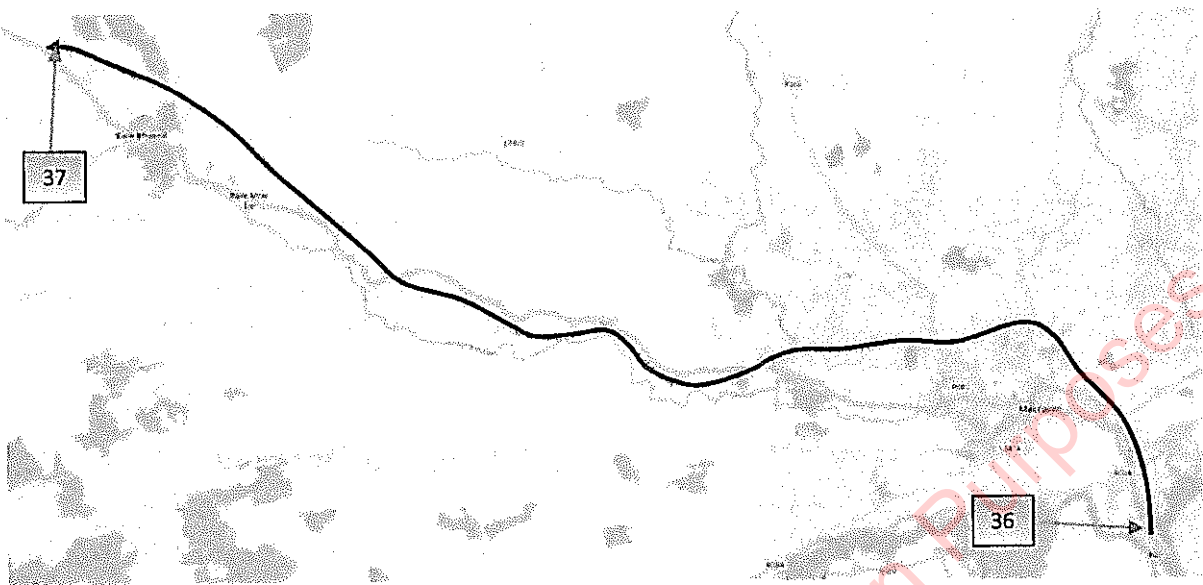




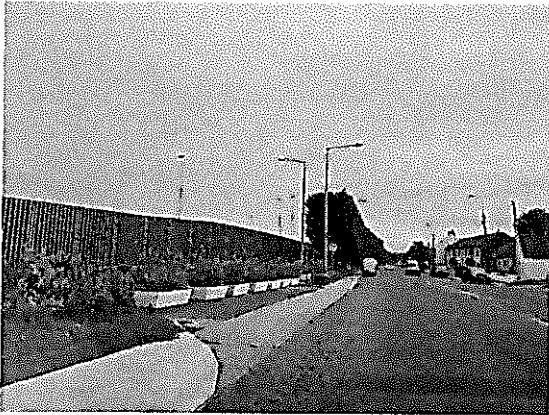
6 JUN 2023 6 46
KERRY COUNTY COUNCIL



Kerry Planning Authority - Inspection Purposes Only!



INSPECTION REPORT SECTION
6 JUN 2023 646
KERRY COUNTY COUNCIL



Location 1 - Exit From Ringaskiddy Port

Direction - Turn Right Onto N28

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

Manual steering required to assist navigation.

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



Location 2 - N28 Roundabout

Direction - Continue Straight On N28

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

Street furniture in these locations to be removed.

Swept Path Analysis recommended to confirm modifications.



Location 3 - Splitter Island On N28

Direction - Continue Straight On N28

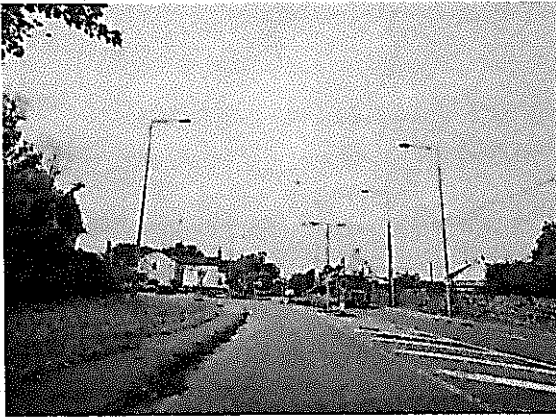
Visual inspection indicates that there are no issues at this location.



Location 4 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 5 - N28 Roundabout

Direction - Continue Straight On N28

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

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

Street furniture in this area to be removed.

Manual steering required to assist navigation.

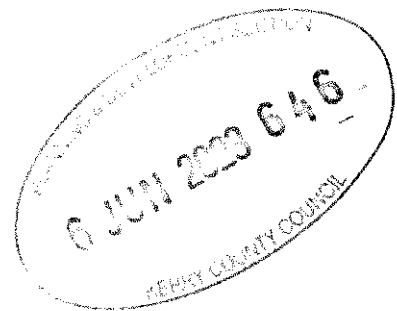
Swept Path Analysis recommended to confirm modifications.



Location 6 - Splitter Island On N28

Direction - Continue Straight On N28

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





Location 7 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 8 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 9 - Splitter Island On N28

Direction - Continue Straight On N28

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

Kerry Planning Authority - Inspection Purposes Only!



Location 10 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 11 - Splitter Island On N28

Direction - Continue Straight On N28

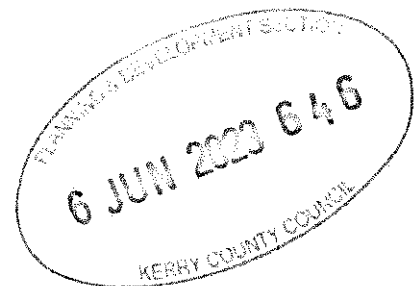
Visual inspection indicates that there are no issues at this location.



Location 12 - Splitter Island On N28

Direction - Continue Straight On N28

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





Location 13 - N28/R611 Roundabout

Direction - Turn Right On N28

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

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

Manual steering required to assist navigation.

Swept Path Analysis recommended to confirm modifications.



Location 14 - Splitter Island On N28

Direction - Continue Straight On N28

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



Location 15 - N28/N40 Junction

Direction - Turn Left Onto N40

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



Location 16 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 17 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 18 - Splitter Island On N22

Direction - Continue Straight On N22

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

PLANNING & DEVELOPMENT SECTION
6 JUN 2023 646
KERRY COUNTY COUNCIL



Location 19 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 20 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 21 - Splitter Island On N22

Direction - Continue Straight On N22

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

Kerry Planning Authority - Inspection Purposes Only!



Location 22 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 23 - Splitter Island On N22

Direction - Continue Straight On N22

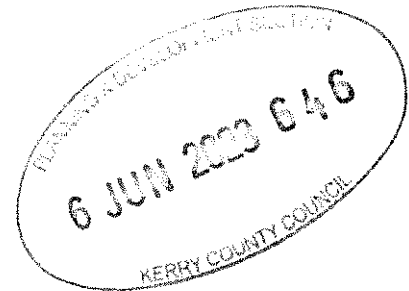
Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



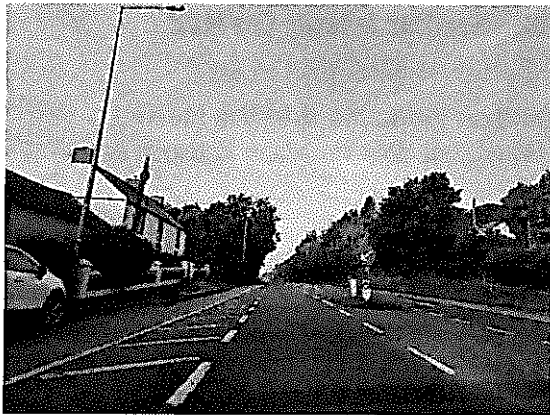
Location 24 - Splitter Island On N22

Direction - Continue Straight On N22

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



Kerry Planning Authority - Inspection Purposes Only!



Location 25 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 26 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 27 - Splitter Island On N22

Direction - Continue Straight On N22

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

Kerry Planning & Survey - Inspection Purposes Only!



Location 28 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 29 - Splitter Island On N22

Direction - Continue Straight On N22

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



Location 30 - Splitter Island On N22

Direction - Continue Straight On N22

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





Location 31 - Splitter Island on N22

Direction - Continue Straight On N22

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



Location 32 - Splitter Island On N22

Direction - Continue Straight On N22

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

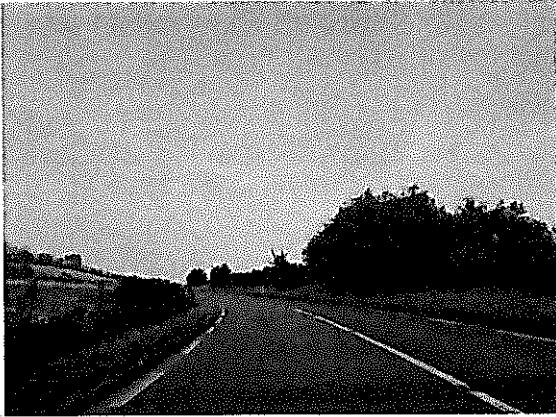


Location 33 - Splitter Island On N22

Direction - Continue Straight On N22

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

Kerry Planning Authority - Inspection Purposes Only!



Location 34 - Left Bend On N22

Direction - Continue Straight On N22

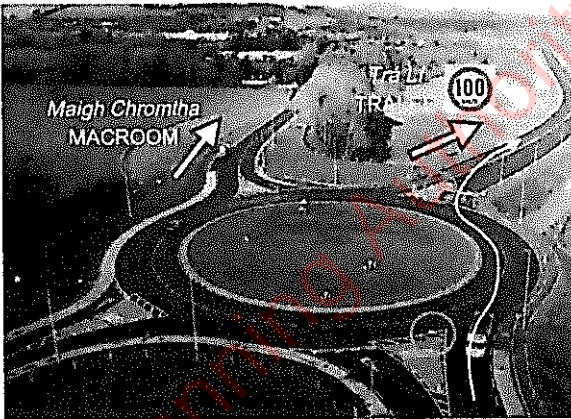
Visual inspection indicates that the loaded vehicle will navigate this location utilising manual steering.



Location 35 - Right Bend On N22

Direction - Continue Straight On N22

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



Location 36 - Macroom Bypass Interchange

Direction - Leave N22 And Join Bypass

Loaded vehicles are to use the new Macroom Bypass which has now completed construction.

Visual inspection indicates that the street furniture within the red circles is required to be removed to allow blade projections to oversail.



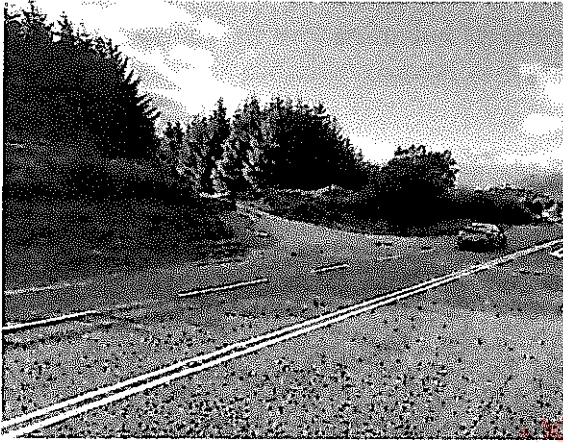


Location 37 - N22 / Macroom Bypass Interchange At Ballyvourney

Direction - Rejoin N22

Loaded vehicles are to use the new Bypass, to navigate to Ballyvourney, to avoid the town of Macroom.

The overhead line at this location will not be an issue for any of the loaded vehicles.



Location 38 – Site road entrance

Direction – Turn left onto site road

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

The raised banking on the nearside is required to be excavated to allow the trailer body to oversail.

The third-party fence on the nearside is required to be removed.

The site access road to the wind farm site from this junction on the N22 will be upgraded to allow the loaded vehicle to navigate without issue

Kerry Planning Authority - Information Purposes Only!

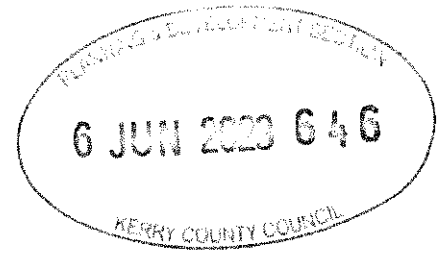
IMPORTANT NOTES

- Pilot car will be required to negotiate the route, in order to assist with traffic control and control oncoming traffic flow.
- The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- All access diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- All route assessment, proposed land-take and removal/re-instatement of nominated street furniture is deemed accurate by Collett & Sons Ltd at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- As this report is based on a generic turbine blade component, reassessment is recommended once a specific turbine has been selected.



Kerry Planning Authority - Inspection Purposes Only!

COLLETT



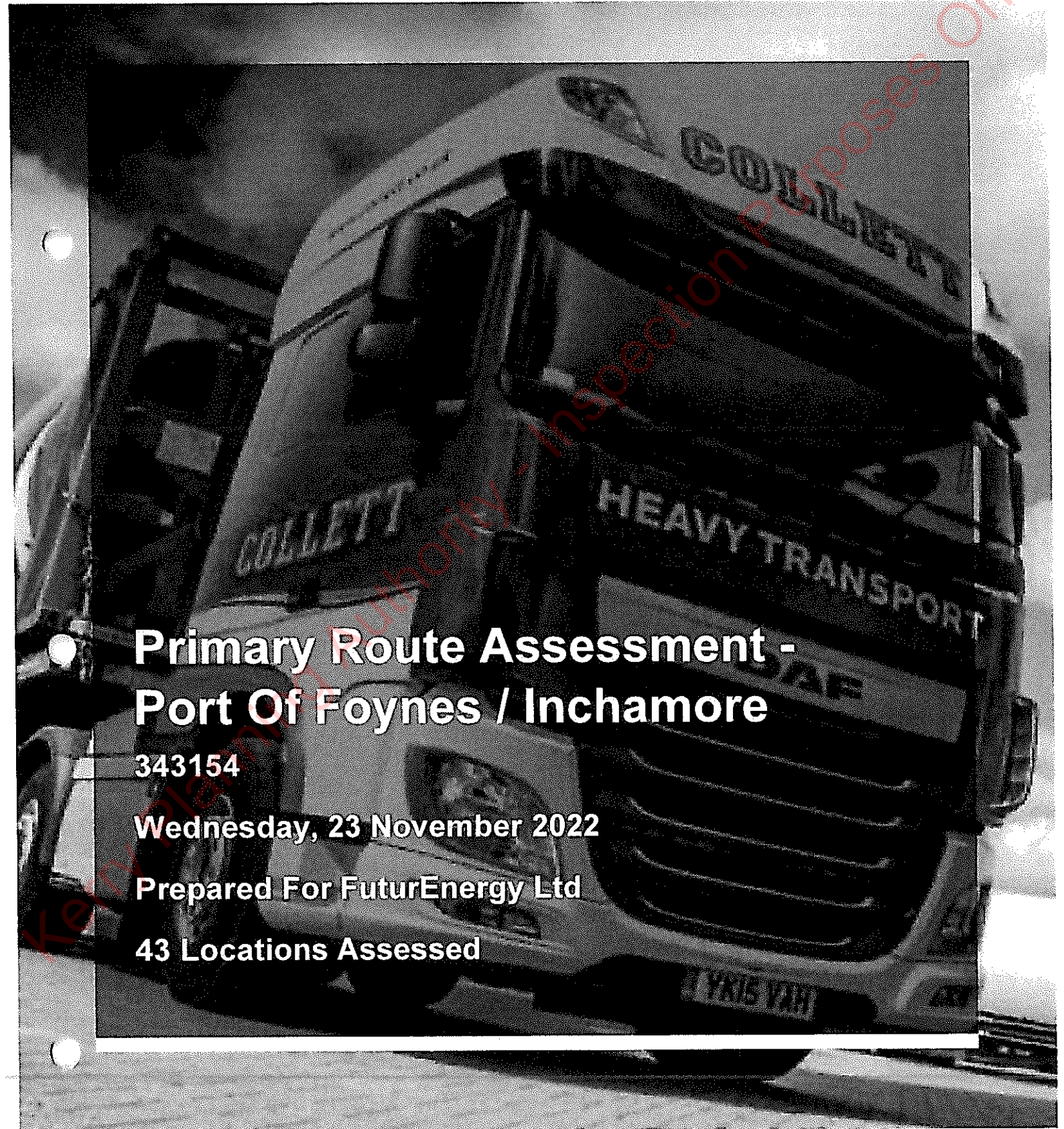
Primary Route Assessment - Port Of Foynes / Inchamore

343154

Wednesday, 23 November 2022

Prepared For FuturEnergy Ltd

43 Locations Assessed



REPORT DETAILS

REPORT FOR

FuturEnergy LTD
Etington Park Business Centre
Stratford-upon-Avon
CV378BT

ATTENDEES OF THE SURVEY

Jacob Halstead and Spencer Budgen

DATE AND TIME OF THE SURVEY

Wednesday 23rd September

GENERAL WEATHER CONDITIONS

Sunny

ISSUED BY

Spencer Budgen

APPROVED BY

Steven Mangham

DOCUMENT REVISIONS

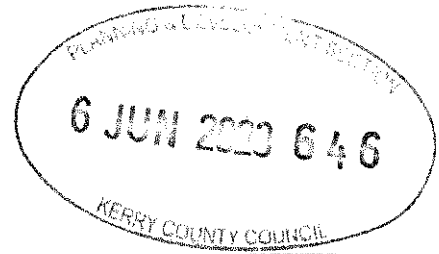
No	Date	Details

NON DISCLOSURE NOTICE

The methodology contained in this report is provided to you in confidence and must not be disclosed or copied to third parties without the prior written agreement of Collett & Sons Limited. Disclosure of that information may constitute an actionable breach of confidence or may otherwise prejudice our commercial interests. Any third party who obtains access to this report by any means will, in any event, be subject to the Third Party Disclaimer set out below.

THIRD PARTY DISCLAIMER

Any disclosure of this report to a third party is subject to this disclaimer. The report was prepared by Collett & Sons Limited at the instruction of, and for use by, our client named on the front of the report. It does not in any way constitute advice to any third party who is able to access it by any means. Collett & Sons Limited excludes to the fullest extent lawfully permitted all liability whatsoever for any loss or damage howsoever arising from reliance on the contents of this report. We do not however exclude our liability (if any) for personal injury or death resulting from our negligence, for fraud or any other matter in relation to which we cannot legally exclude liability.



COMPANY PROFILE

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

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

The depots situated in Goole and Grangemouth offer strategically located sites suitable to provide central hubs for the distribution of abnormal load throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity. The company is able to offer the complete transport solution from point of manufacture through to job site.

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

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

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



CONTACT DETAILS

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

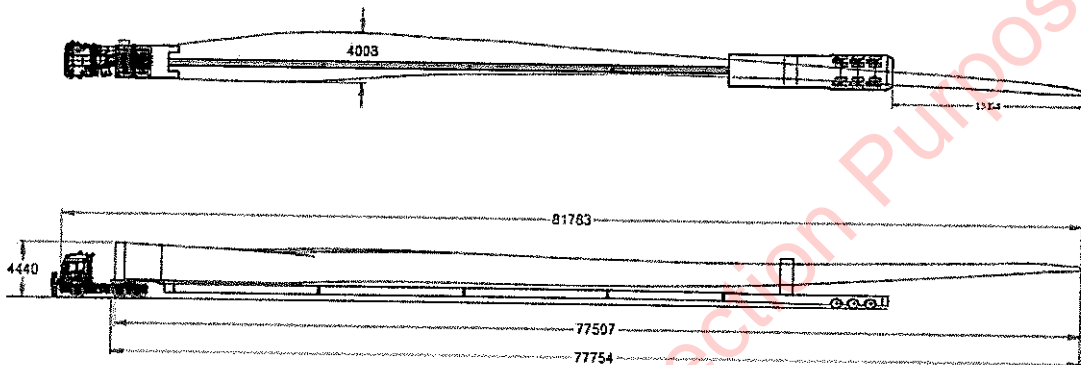
Tel: +44 (0) 8456 255288
Fax: +44 (0) 8456 255244
renewables@collett.co.uk
www.collett.co.uk

ROUTE ASSESSMENT OVERVIEW

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

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

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

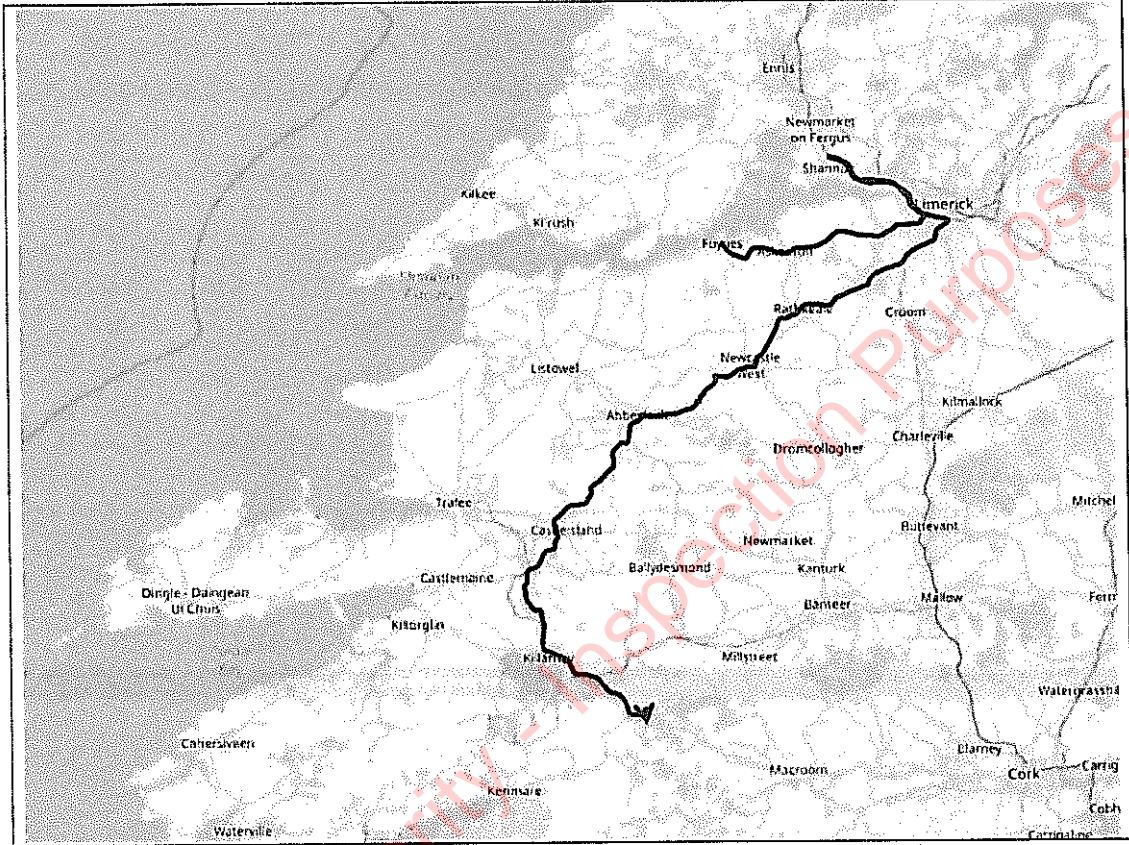


Route

Start Location	Port of Foynes	Distance of Route	Km	Miles
Max Load Dims:	77.5m Rigid Length Approx. 4m width		216	135
<ul style="list-style-type: none"> Exit Foynes port onto N69, Continue on N69 through roundabout at Cois Crraig. At roundabout continue on N69 At N69/N18 roundabout proceed on the N18 northbound Continue on N18 northbound to the roundabout at junction with N19 Circumnavigate N18/N19 roundabout to re-join the N18 southbound Take the exit from N18 to the M20 Take the exit from M20 to N21 At the roundabout with L1420, take the 2nd exit and continue on N21 At Main Street roundabout take 1st exit and continue on N21 At Cork Road roundabout in Newcastle West, continue straight on the N21 Continue on N21 at unnamed roundabout at junction with unnamed road. At N21/N23 roundabout, proceed onto N23 At Sandville Roundabout with the L2040, take the 2nd exit and continue on N23 At N23/N22 junction, turn left onto the N22 At Cleeney roundabout, take the first exit onto the N22 At the roundabout take the 2nd exit onto Bypass Rd/N22 At roundabout in Lis Daire, take the 2nd exit and stay on the N22 Continue on the N22 for 11.8 miles At the junction, turn right onto the road towards site. - W 13984 80599 				

Kerry Planning Authority
6 JUN 2023 6 4 6
KERRY COUNTY COUNCIL

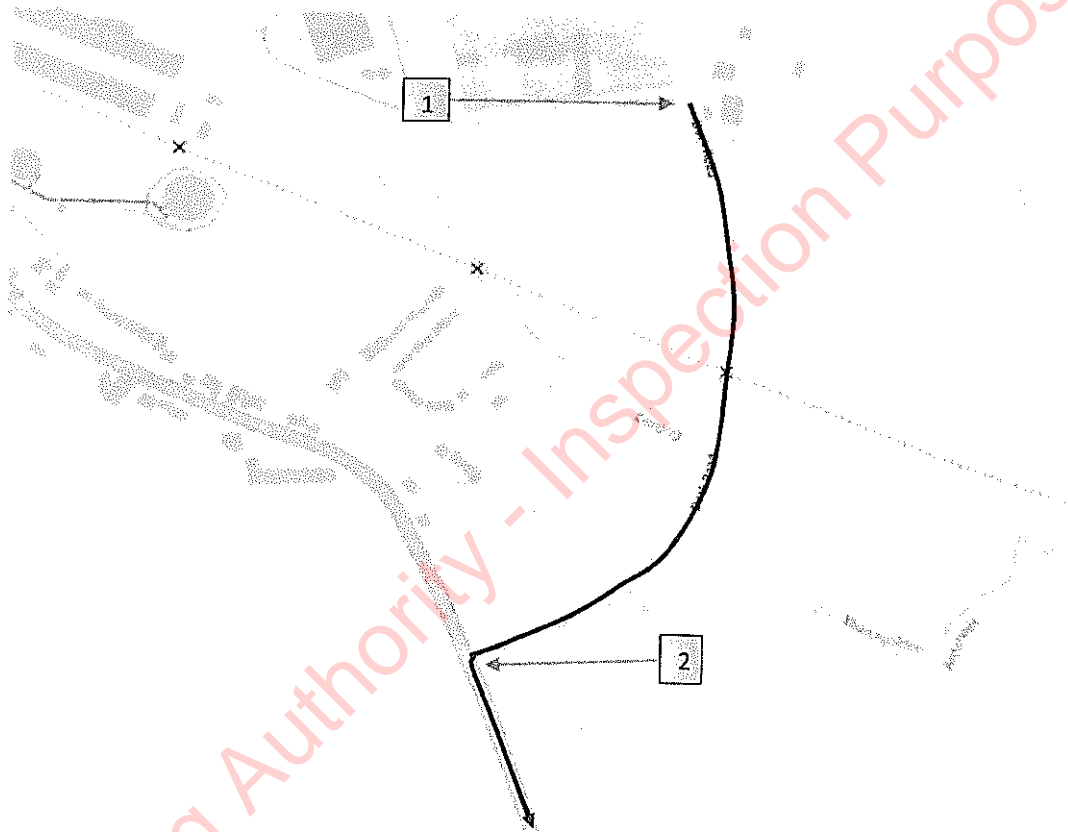
MAP OVERVIEW



Kerry Planning Authority - Inspection Purposes Only!

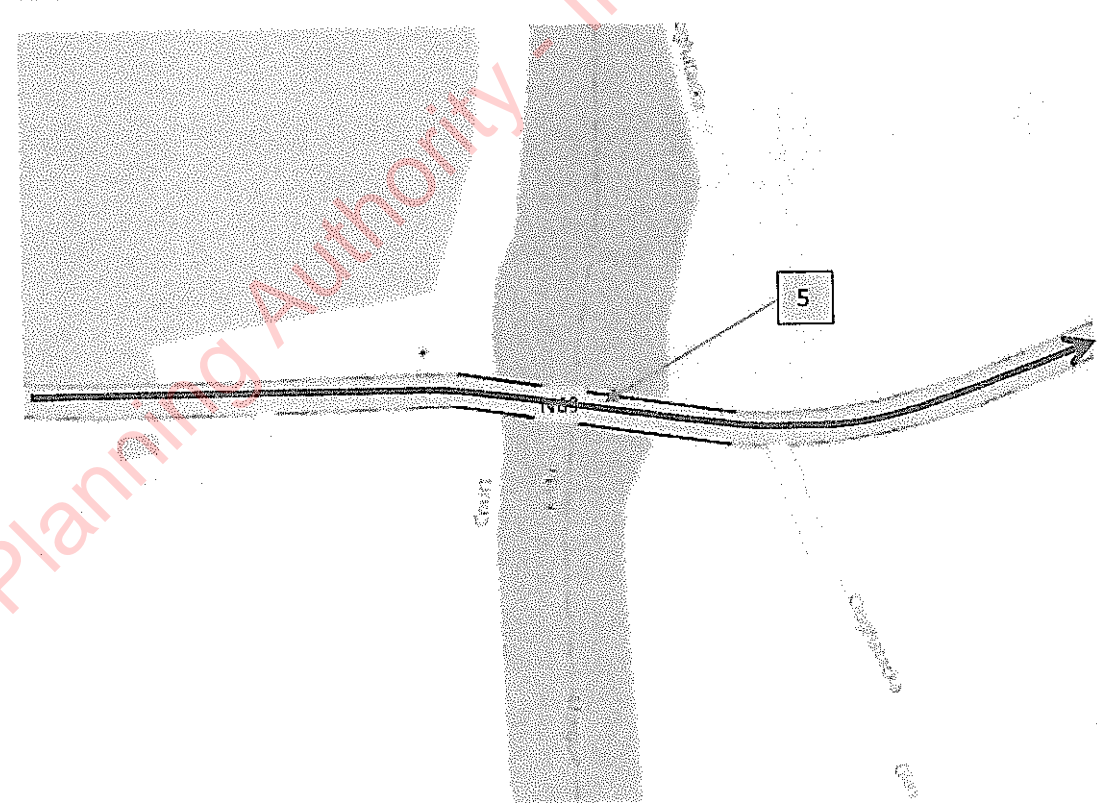
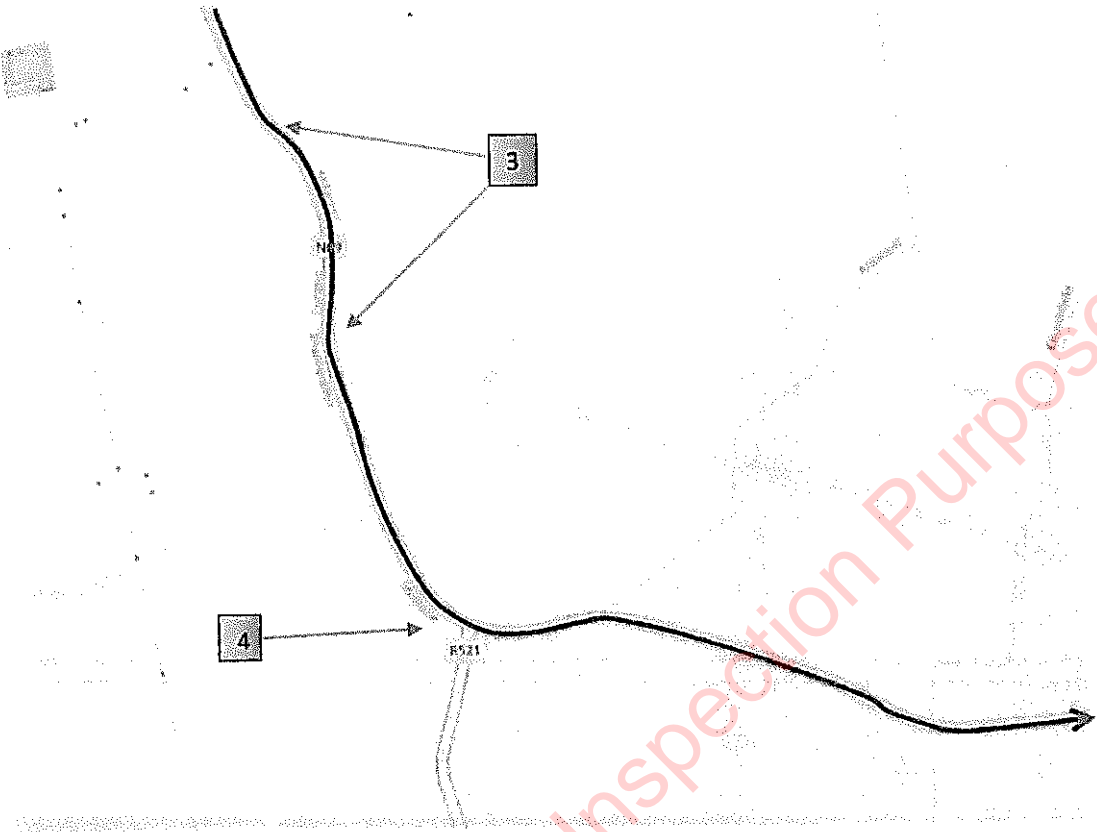
ROUTE ASSESSMENT

LOCATION OVERVIEW

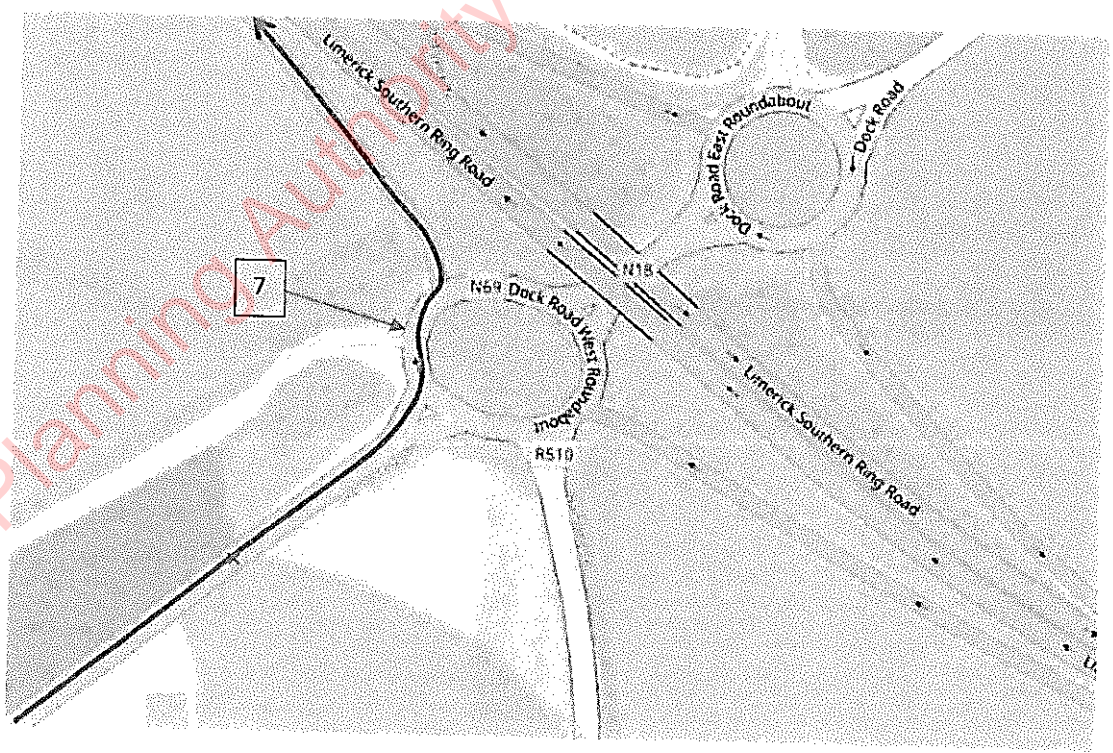
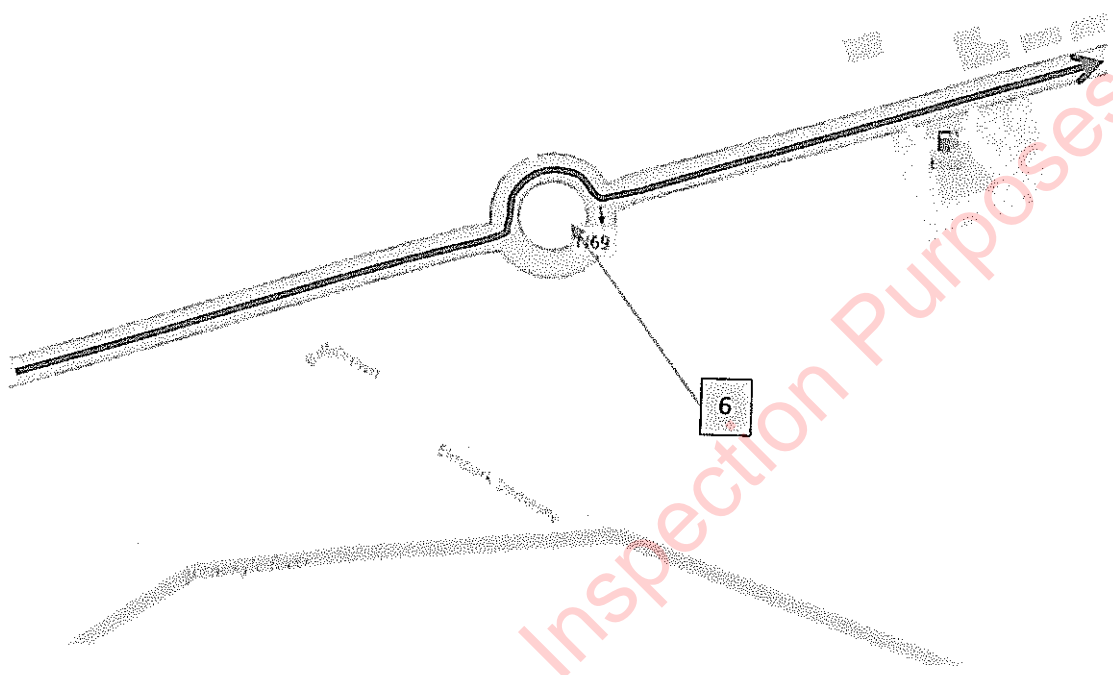


Kerry Planning Authority - Inspection Purposes Only!

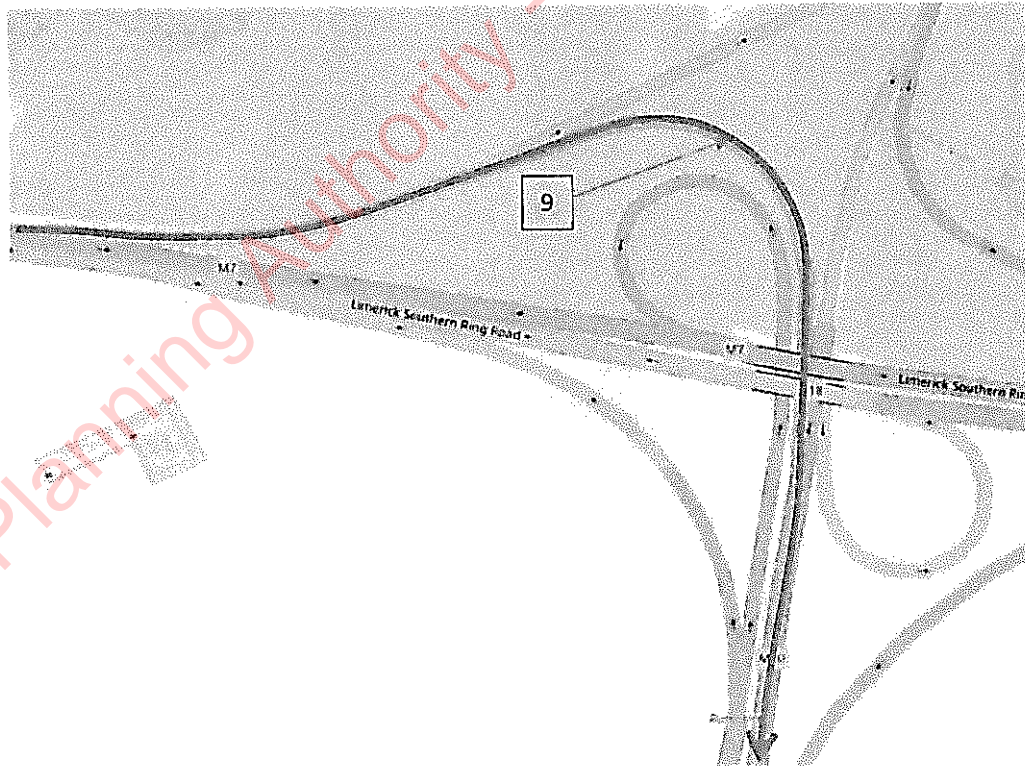
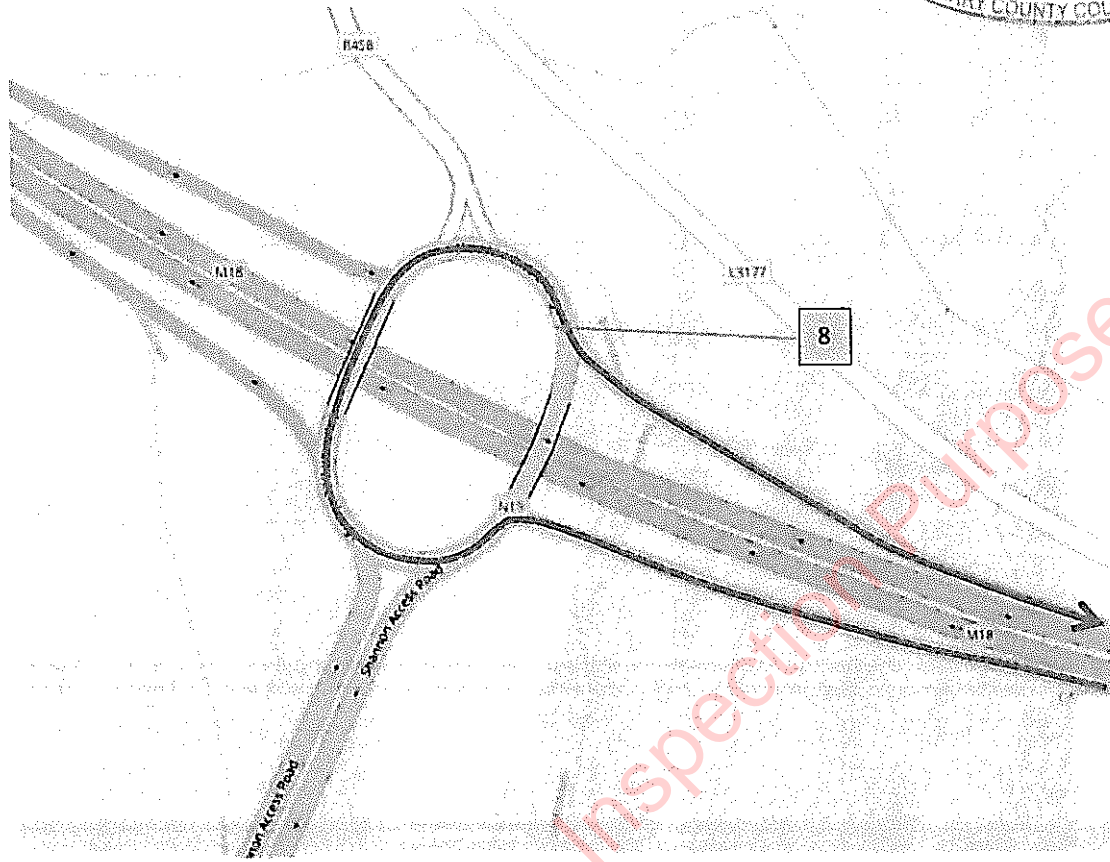
SECTION
6 JUN 2006 646
COUNTY COUNCIL



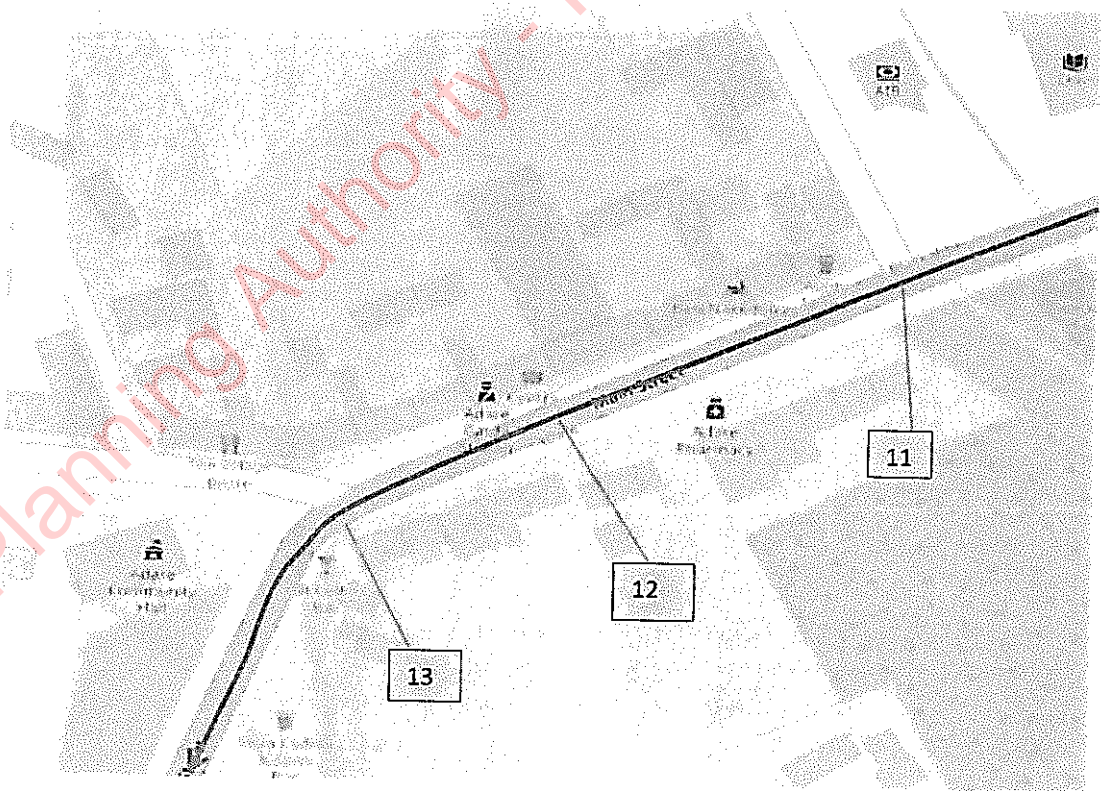
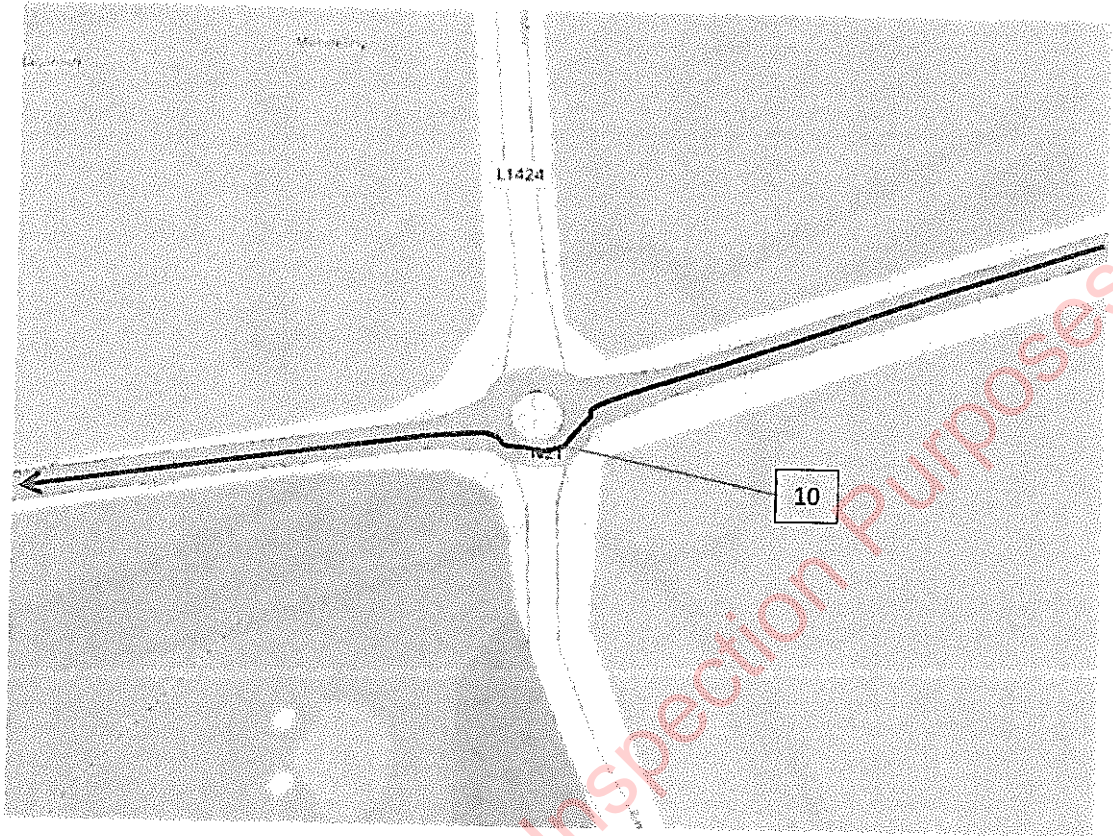
Kerry Planning Authority - Inspection Purposes Only!



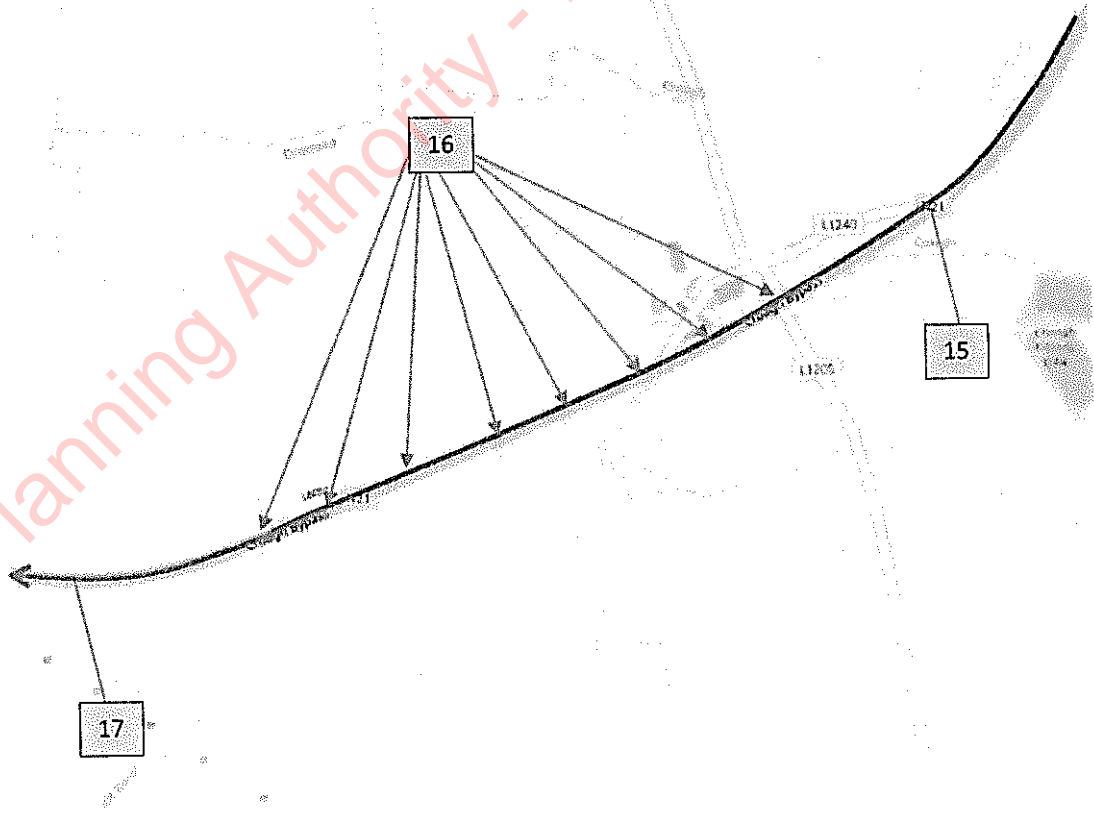
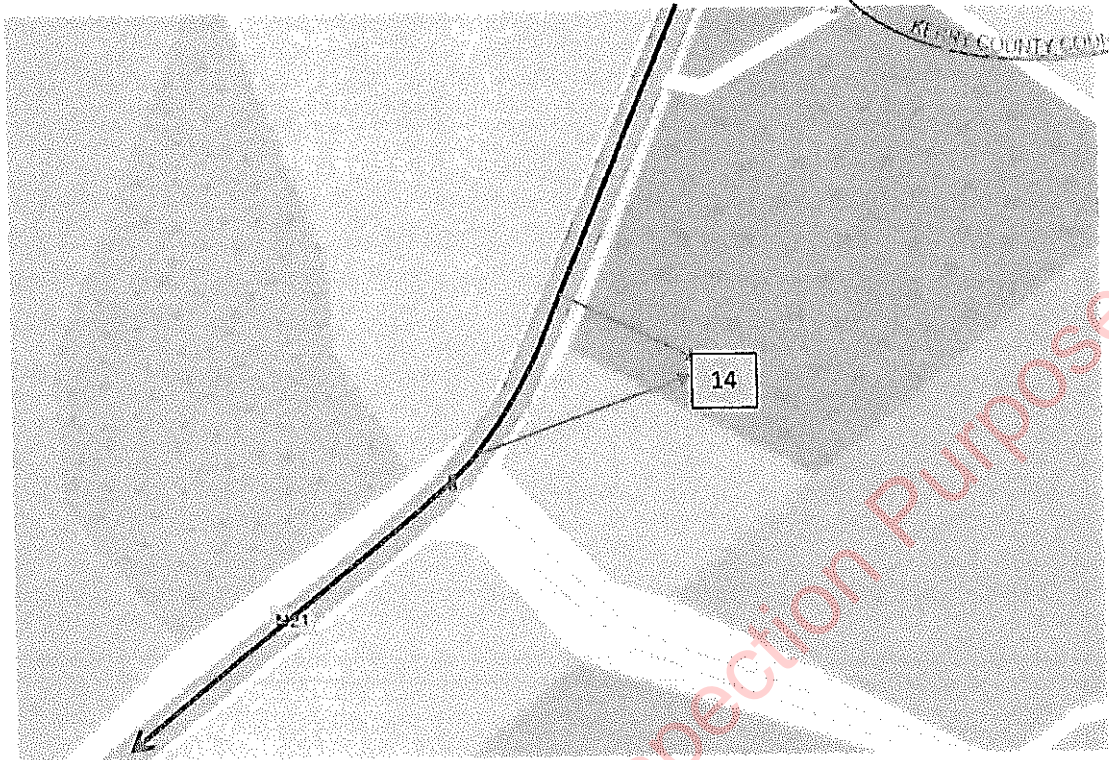
PLANNING & DEVELOPMENT SECTION
6 JUN 2023 6 4 6
KERRY COUNTY COUNCIL

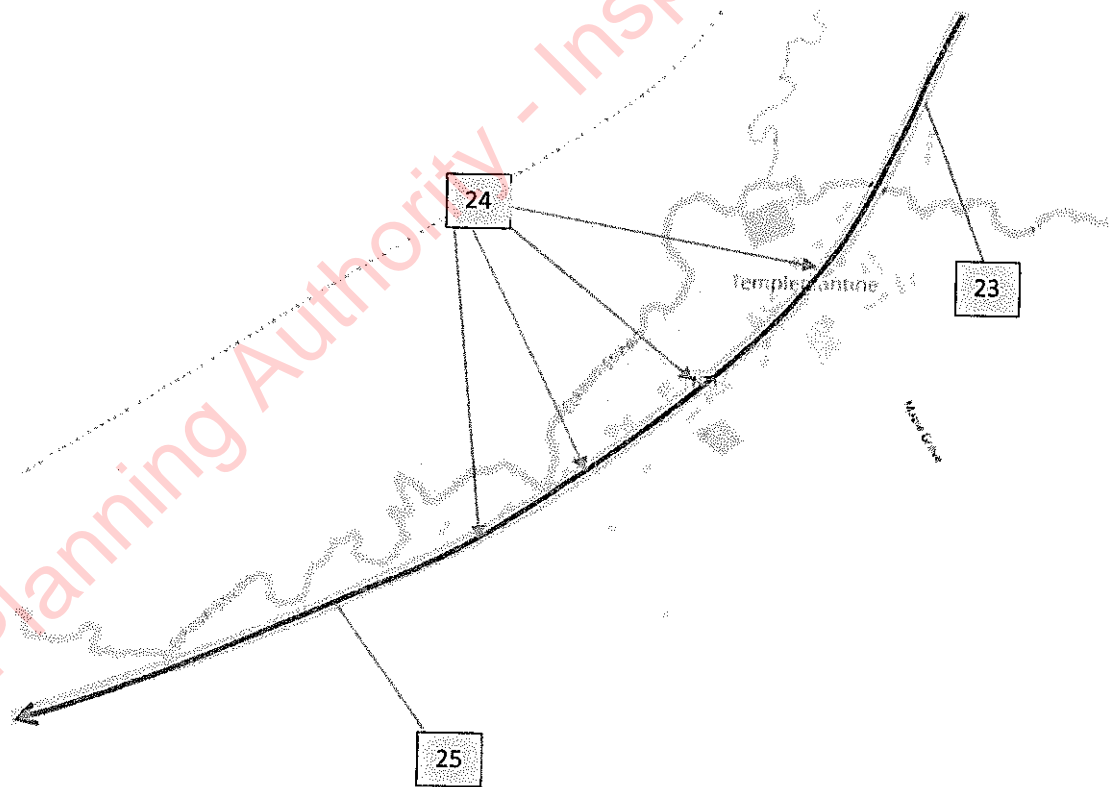
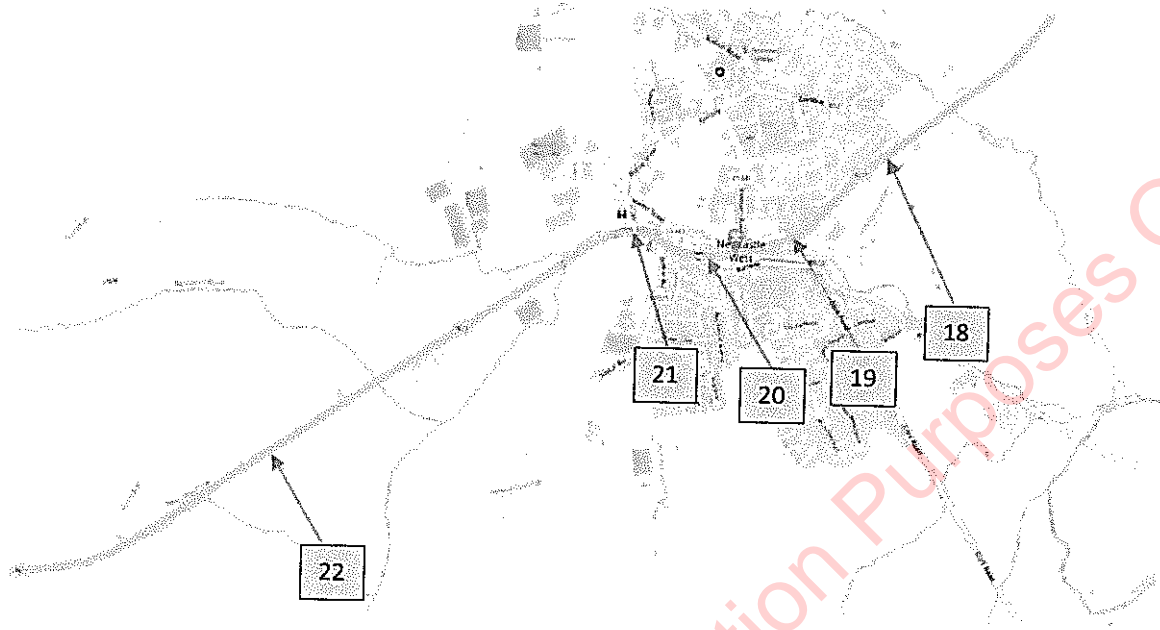


Kerry Planning Authority - Inspection Purposes Only!



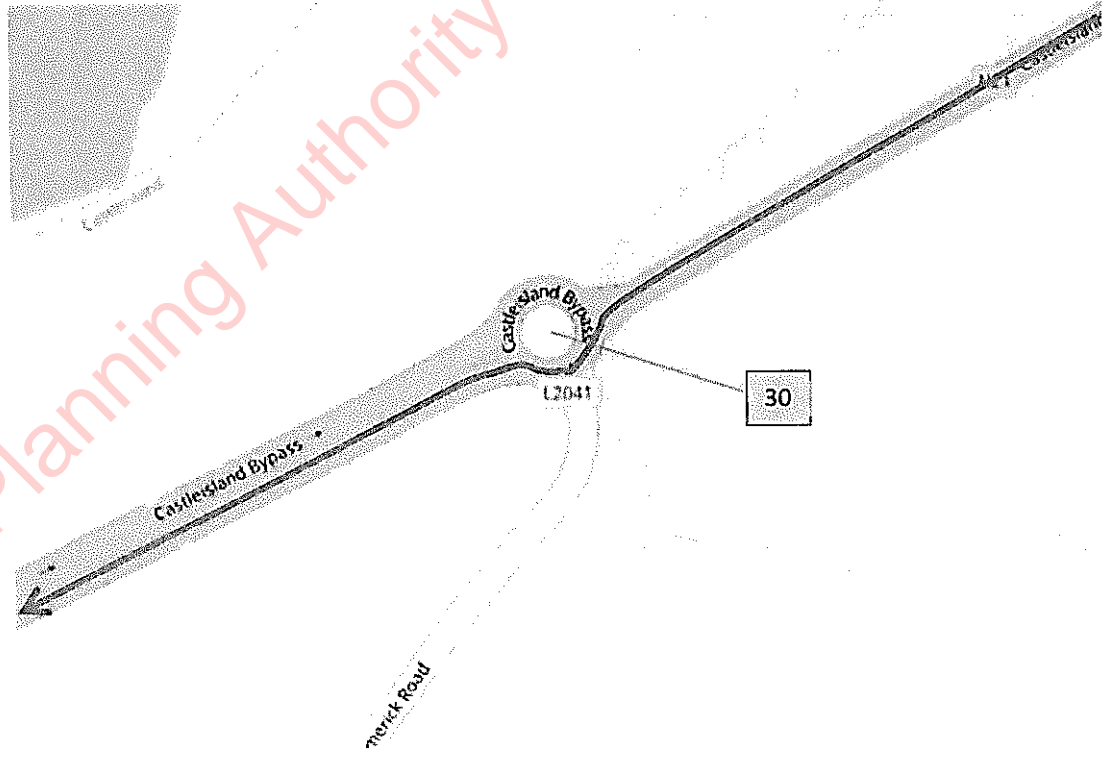
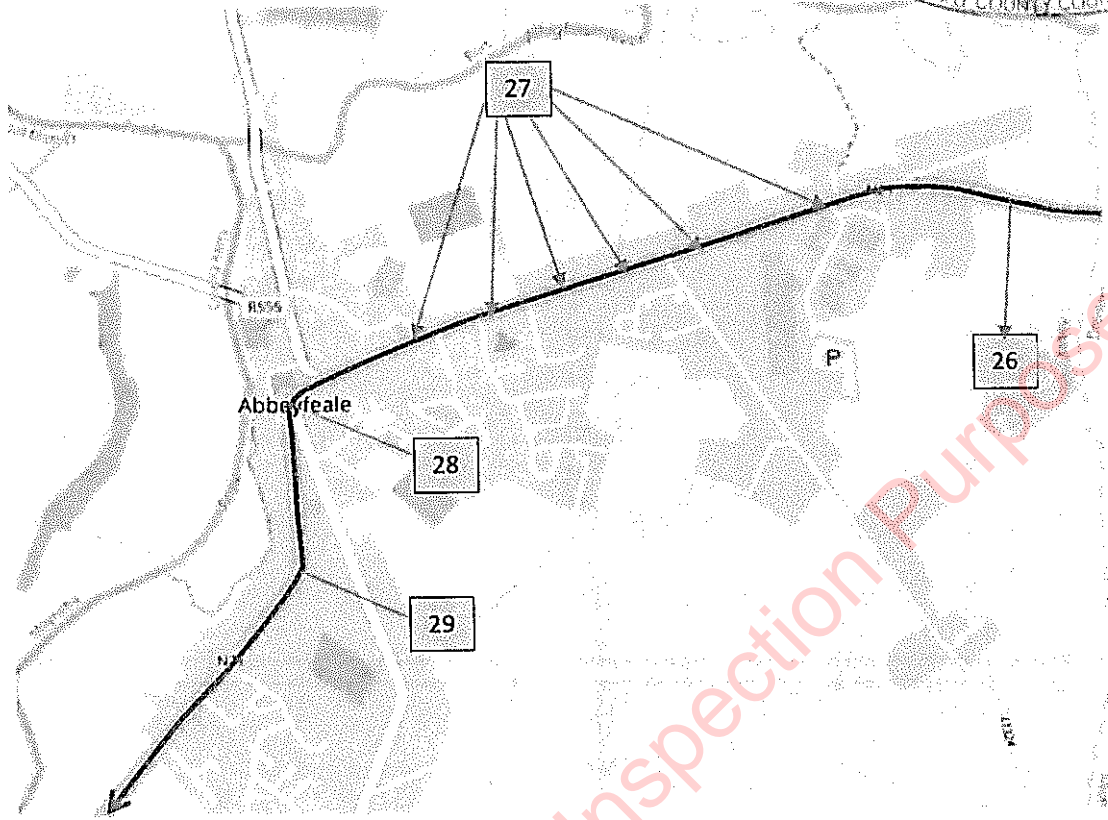
PLANNING & LEVELLING DEPARTMENT
6 JUN 2023 6 46
KERRY COUNTY COUNCIL

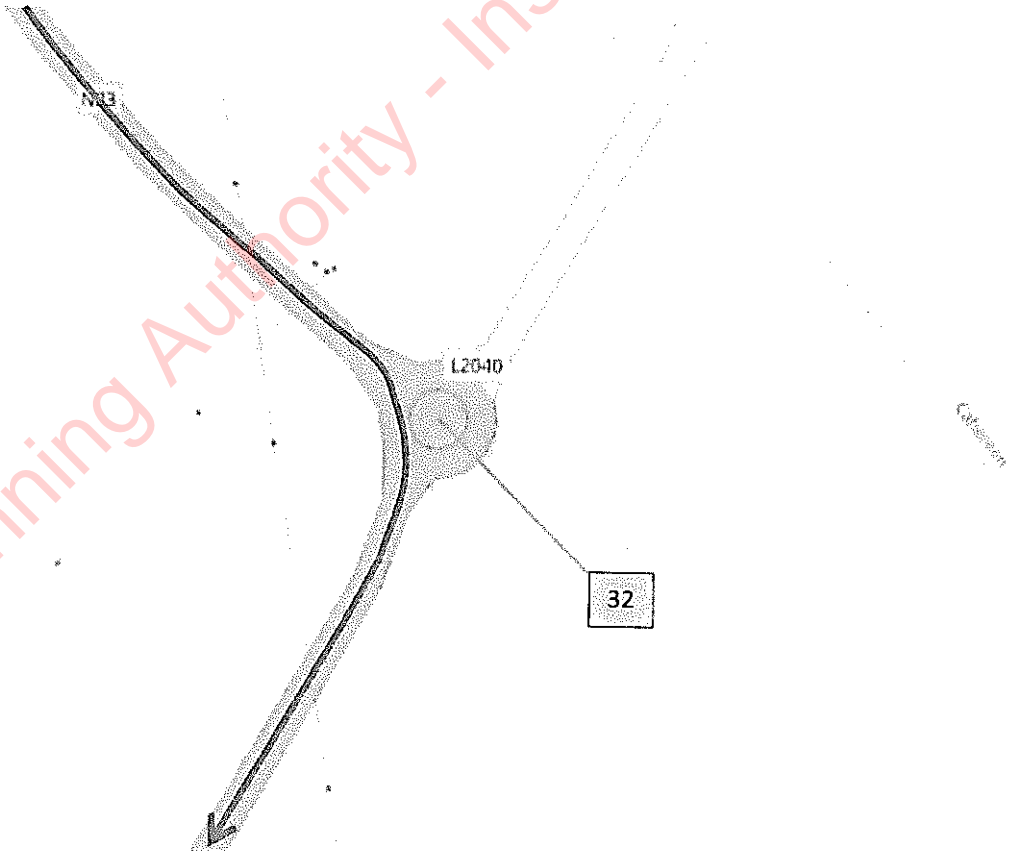
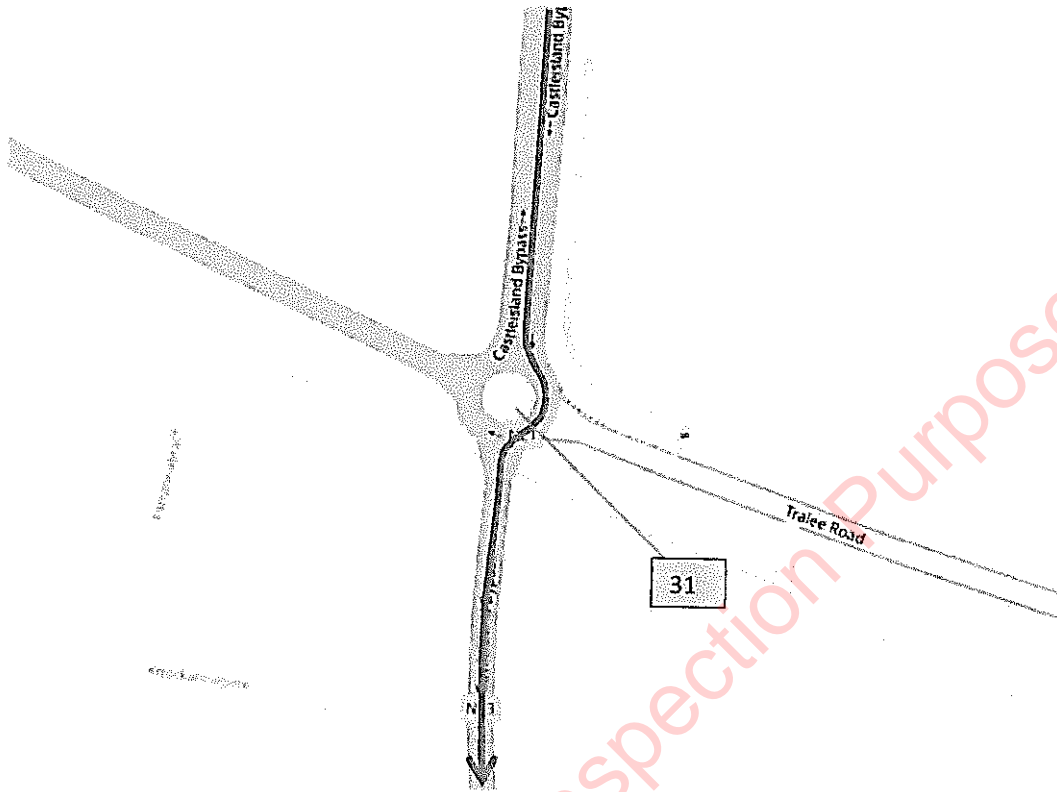




Kerry Planning Authority - Inspection Purposes Only!

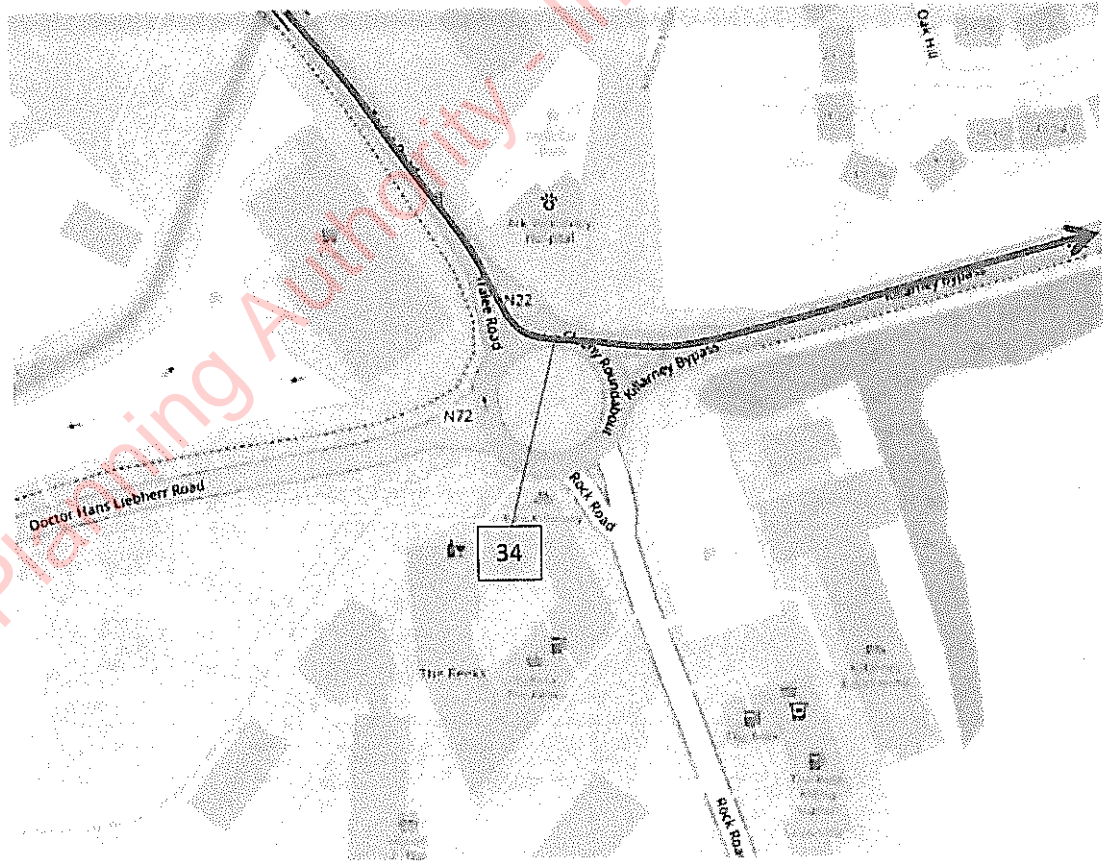
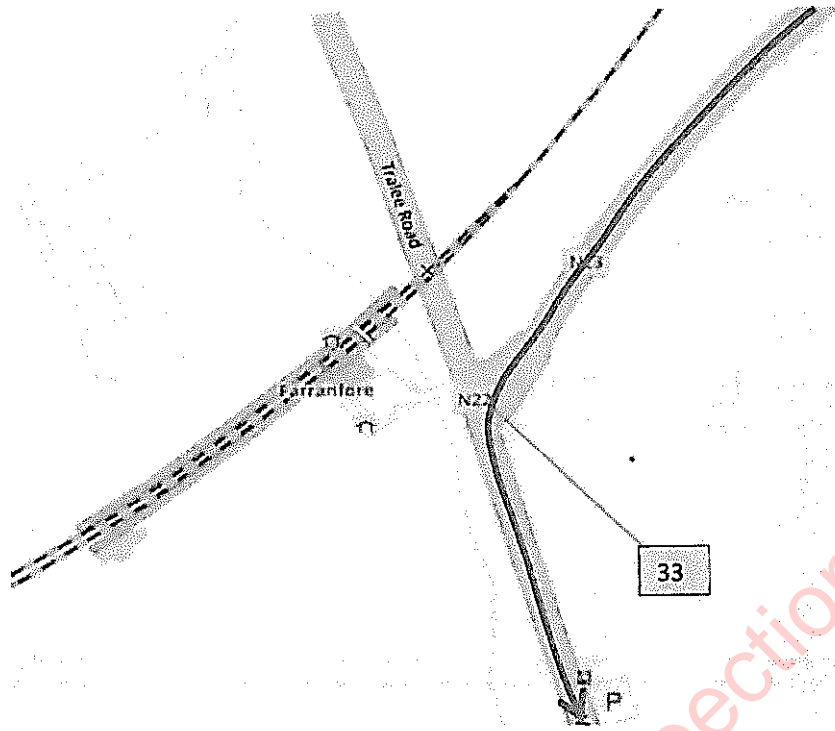
PLANNING & CIVIL ENGINEERING
6 JUN 2023 6 4 6
KERRY COUNTY COUNCIL



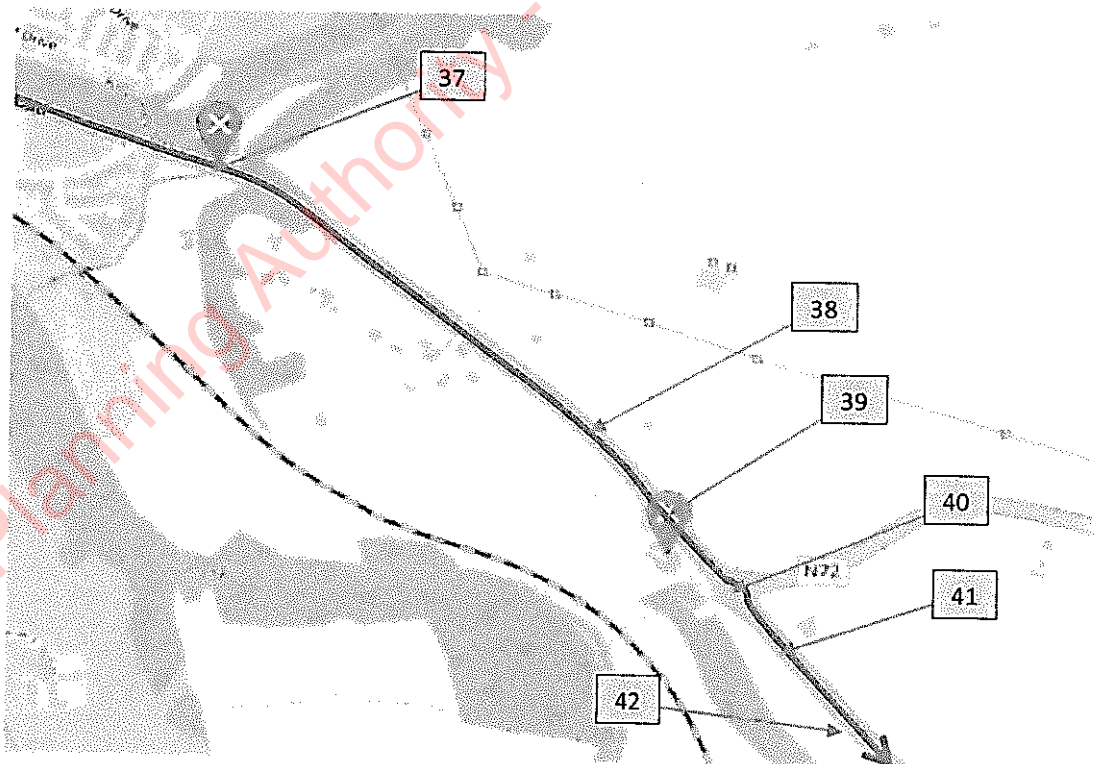
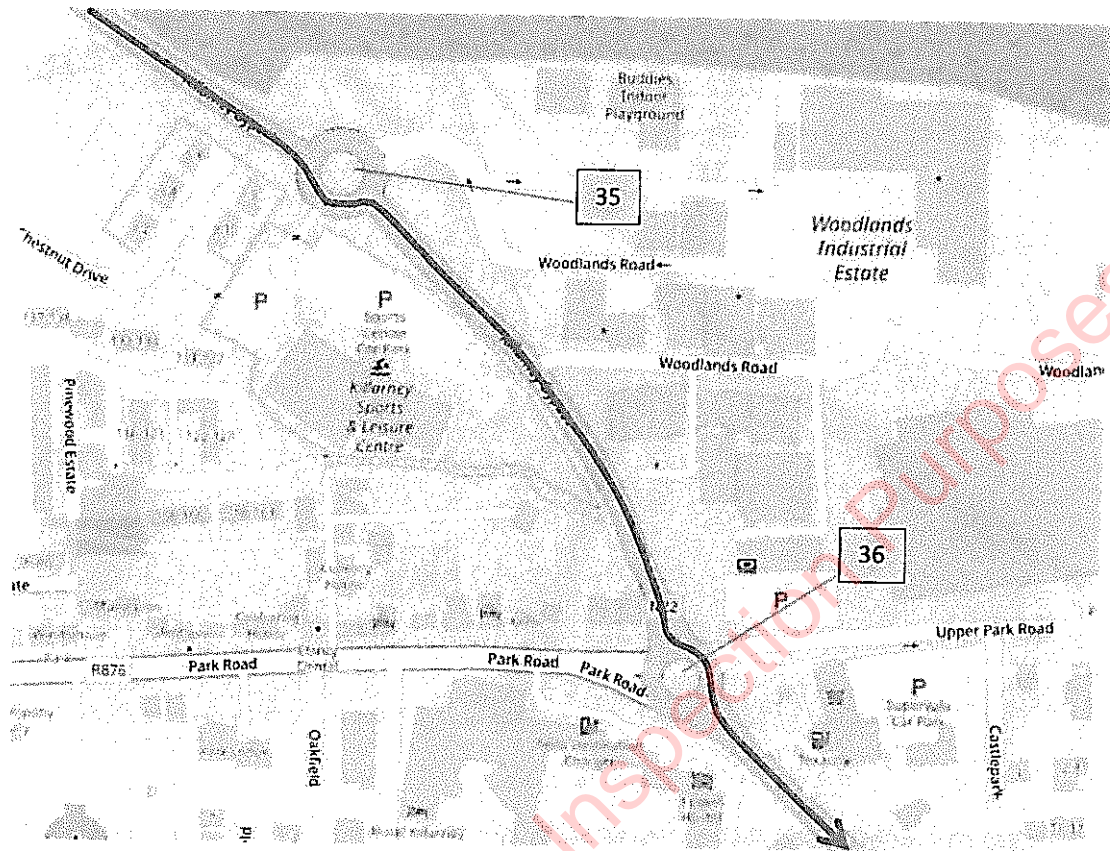


Kerry Planning Authority - Inspection Purposes Only!

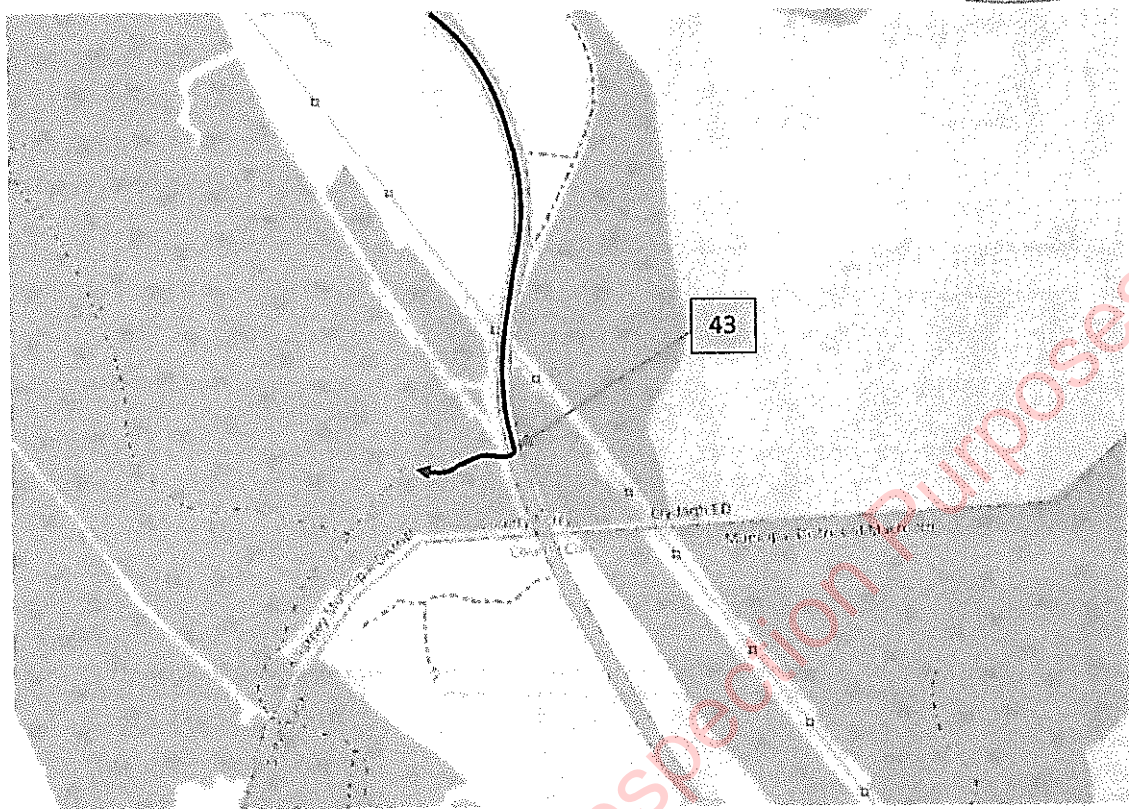
PLANNING & DEVELOPMENT
6 JUN 2023 6 4 6
KERRY COUNTY COUNCIL



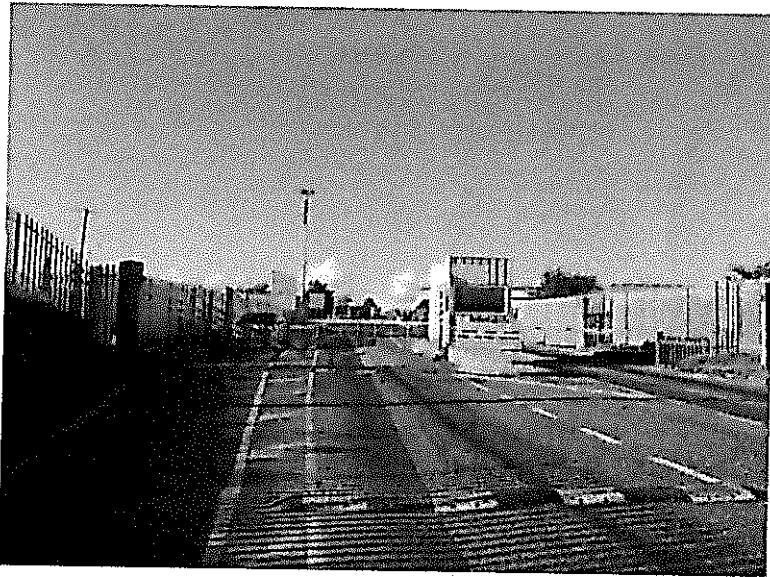
Kerry Planning Authority - Inspection Purposes Only!



PLANNING & DEVELOPMENT
6 JUN 2023 6 46
KERRY COUNTY COUNCIL



Kerry Planning Authority - Inspection Purposes Only!



Location 1 - Port Exit

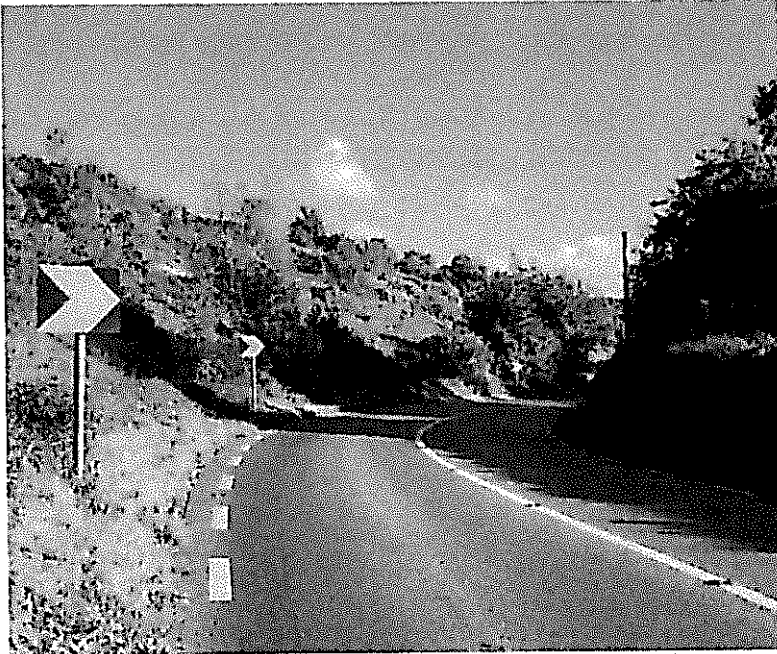
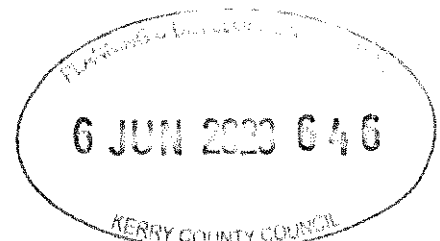
Visual inspection indicates that the Loaded blade is required to Contraflow the security gate house. Swept path analysis recommended to confirm.



Location 2 - Exit From Port Of Foynes/N16 Junction

Direction Turn Left Onto N69 Visual inspection indicates that third party land will be required on the nearside. Modifications to street furniture will be required Walls and hedges to be removed. Swept path analysis recommended to confirm.

Kerry Planning Associates Inspection Purposes Only!



**Location 3- S Bend At Whitehouse
On N69**

Direction Continue On N69 Visual inspection indicates manual steering is required to avoid modifications. Swept path analysis recommended to confirm



**Location 4 - Left Bend On N69 At
Junction With L6062**

Direction Continue On N69 Option 1- Visual inspection indicates loaded blade will oversail third party land on nearside. Wall on nearside may be required to be removed.

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

Kerry Planning Authority Inspection Purposes Only!



Location 5 - N69 Ferry Bridge
Direction Continue On N69

Visual inspection indicates that this bridge is to be assessed both vertically and horizontally Using Swept path analysis and vertical analysis



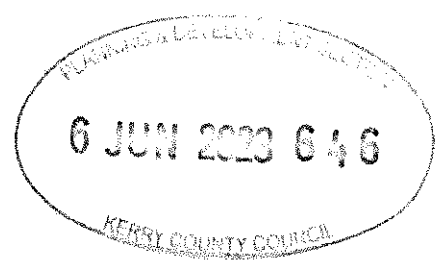
Location 6 - N69 Roundabout At
Clarina

Direction Continue Straight On N69

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

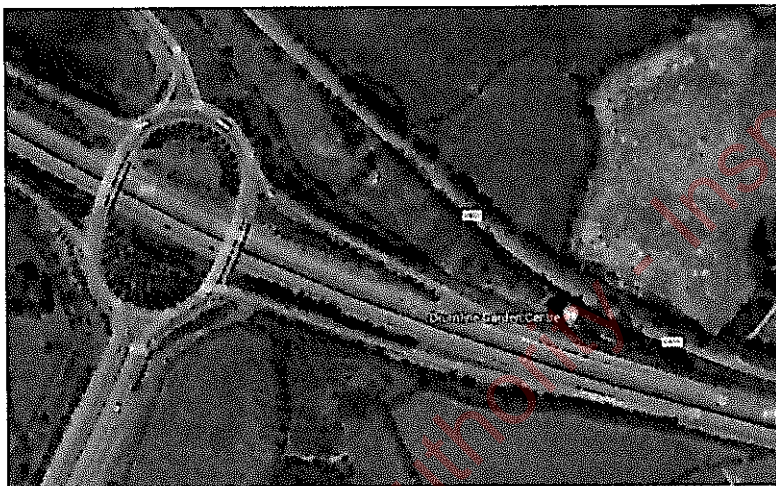
Kerry Planning

Inspection Purposes Only!



Location 7 - N69/N18
Roundabout Direction Turn Left
Onto N18
Northbound

Visual inspection indicates that road widening on central island is required. Road signs on central island also to be removed Swept path analysis recommended to confirm



Location 8 - N18/N19 Roundabout
Direction Circumnavigate
Roundabout To Rejoin N18

Visual inspection indicates that modifications to street furniture will be required. Swept path analysis required to determine the extend of the modifications

Kerry Planning Authority Inspection Purposes Only!



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



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

Kerry P...

Planning & Development Authority
6 JUN 2023 6 4 6



Location 11 - Mini Roundabout In

Adare

Direction Straight On N21

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



Location 12 - Splitter Island Before Left Bend On Adare

Visual inspection indicates that street furniture on splitter island is to be removed due to left hand bend afterwards. Topographical survey is required throughout Adare to ascertain accurate mapping data

Kerry Planning

Inspection Purposes Only!



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

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



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

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

Kerry Planning

Inspection Purposes Only!



Location 15 - N21 Splitter Island At Entrance To Croagh

Direction Continue On N21

Visual inspection indicates there being no issues at this location *Note*

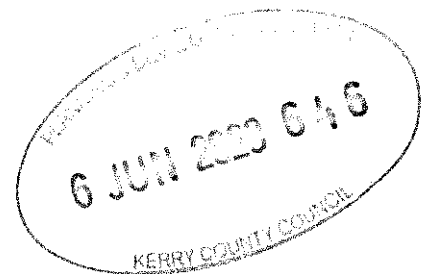
Nearside kerb road sign on splitter - 4.7m

Bollard to bollard - 5.0m



Location 16 - 8x Splitter Island On N21 In Croagh

Direction Continue On N21 Visual inspection indicates that road signs on all splitter islands to be removed as a precaution These road signs are removable *Note* 4.3m from nearside Kerb to road sign
4.7m from nearside bollard to sign



Kerry Planning

Inspection Purposes Only!



Location 17 - N21 Splitter Island At Exit From Croagh

Direction Continue On N21 Visual inspection indicates that there are no issues at this location.

Note

4.2m from nearside Kerb to road sign



Location 18 - N21 Splitter Island At Entry To Newcastle West

Direction Continue On N21

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

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

Kerry Planning



Location 19 - N21/R522

Roundabout In Newcastle West

Direction Continue Straight On N21

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

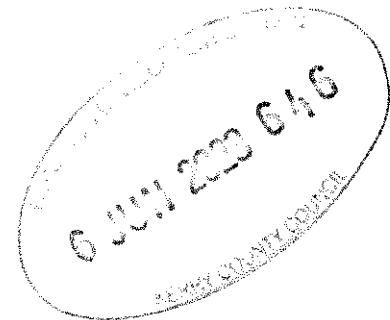
Loaded vehicle to run on hard standing area of roundabout Tree and road sign on offside of exit are to be removed Swept path analysis required to determine extend of modifications



Location 20 - Newcastle West
Centre

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

note photo in reverse view





Location 21- Splitter islands On
Left Bend In Newcastle West.

Direction Continue On N21

Visual inspection indicates that street
furniture on splitter island as well as
the next to be removed due to blade
and trailer oversail Swept path
analysis recommended to determine
the extent of the modifications



Location 22 - N21 Splitter Island At
Exit From Newcastle West

Direction Continue On N21

Visual inspection indicates that no
issues at this location

Note

Nearside Kerb to road sign on splitter
island is 4.4m



Location 23 - N21 Splitter Island
At Entry To Templeglantine
Direction Continue On N21 Visual
inspection indicates that removable
road sign is to be removed on splitter
island due to blade cord

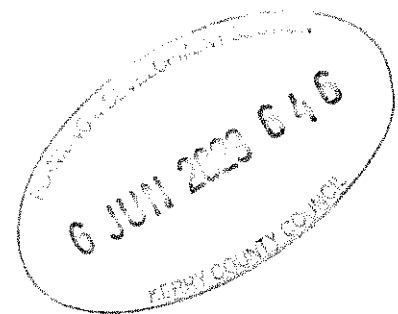
Note

Nearside kerb to road sign is 4.3m



Location 24 - 4x Splitter Island On
N21 At Templeglantine

Direction Continue On N21 Visual
inspection indicates that loaded
vehicle to contraflow splitter islands
1-3 to avoid modifications. Splitter
island 4 poses no issues





Location 25 - N21 Splitter Island At Exit From Templeglantine

Direction Continue On N21 Visual inspection indicates that road signs to be removed on splitter island due to blade chord. Road sign is removable - once a manufacturer has been chosen this should be revisited

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



Location 26 - N21 Splitter Island At Entry To Abbeyfeale

Direction Continue On N21 Visual inspection indicates that there are no issues at this location Width measured at 4.4m from nearside Kerb to road sign *Note* picture in reverse view

Kerry PIP

INSPECTION PURPOSES ONLY!



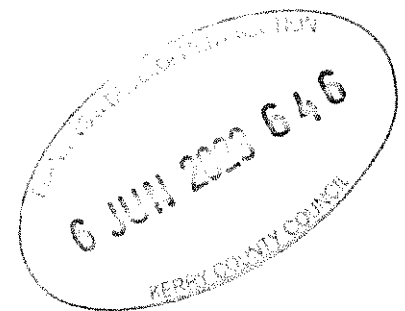
Location 27 - 6x Splitter Islands In N21 In Abbeyfeale

Direction Continue On N21 Visual inspection indicates that there are no issues with these splitter islands
note picture in reverse view



Location 28 - Left Bend On N21 In Abbeyfeale

Direction Continue On N21 Visual inspection indicates that trees, road signs lamp posts are required to be removed. Parking restriction will be required throughout Abbeyfeale to allow loaded blade to utilise the full width of the road. Topographical survey is required throughout Abbeyfeale to ascertain accurate mapping data Swept path analysis required to confirm modifications





**Location 29 - Right Bend In
Abbeyfeale**

Direction Continue On N21 Visual inspection indicates that loaded blade will require manual steering at this bed.



**Location 30 - N21/L2041
Roundabout**

Direction Continue On N21 Visual inspection indicates that widening and street furniture removal is required on central island. Swept path analysis recommended to confirm modifications

Kerry Planning



Location 31 - N21 R577 N23

Roundabout

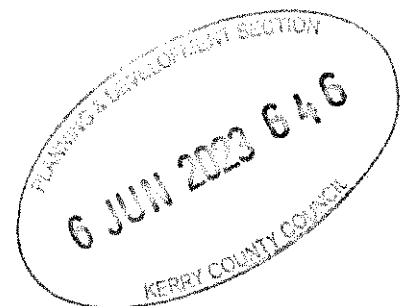
Direction Straight Onto N23 Visual inspection indicates that widening and street furniture removal is required on central island. Swept path analysis recommended to determine the extent of the modifications



Location 32 - N23/L2040

Roundabout

Direction Turn Right Onto N23 Visual inspection indicates that road widening and lamp post removal is required on the offside of the roundabout. Loaded blade is required to contraflow this roundabout. Swept path analysis recommended to confirm





Location 33 - N23 / N22 Junction
Direction Turn Left Onto N22
Visual inspection indicates that third party land is required on the nearside of the junction. Stop sign on nearside to be removed

Swept path analysis recommended to confirm modifications



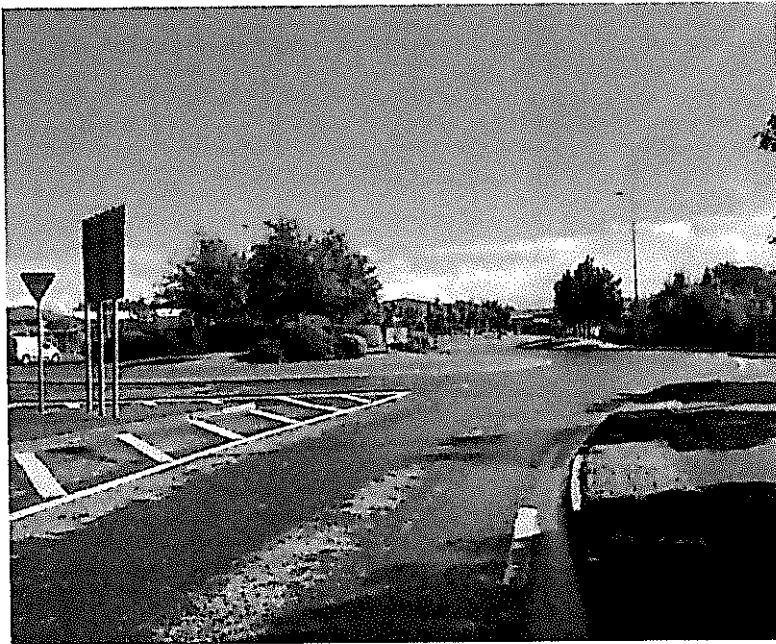
Location 34 - N22/N71 Cleeny Roundabout

Direction Left Onto N22 Visual inspection indicates that widening and lamp posts, traffic lights and road sign removal is required. Street furniture on both the entry and exit splitter islands is to be cleared to allow blade and trailer to oversail.

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

Kerry Planning

Inspection Purposes Only!



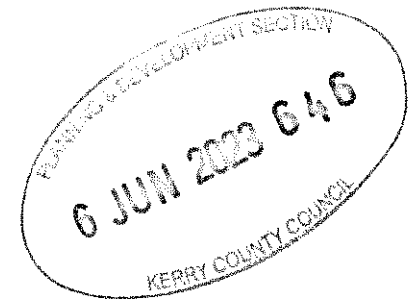
Location 35 - Micheal D'Oshea Roundabout

Direction Continue On N22 Visual inspection indicates that a contraflow manoeuvre is required at this roundabout. Blade vehicles to run on central island hard standing



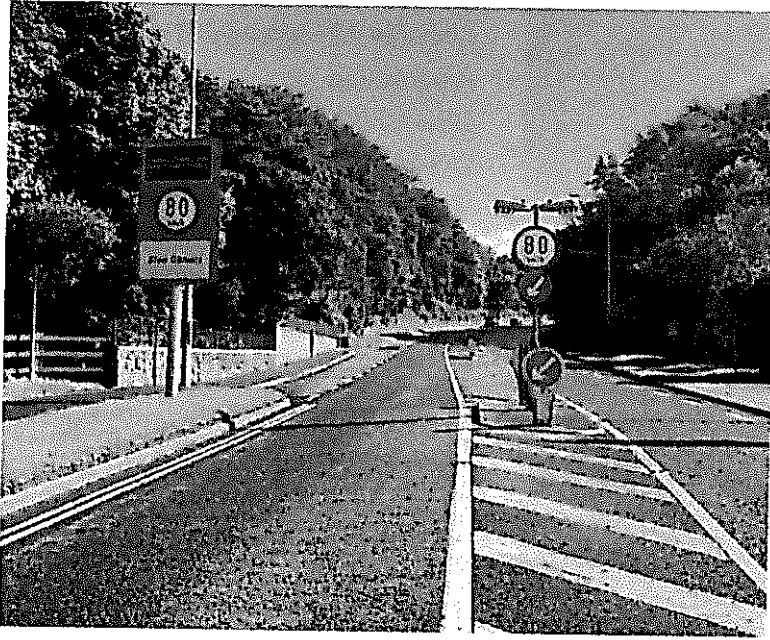
Location 36 - N22/L3010 Park Roundabout

Direction Continue On N22 Manual steering required- No issues at this location Swept path analysis recommended to confirm



Kerry Planning

Inspection Purposes Only!



Location 37 - Splitter Island

Numerous After Roundabout

Direction Continue On N22 Visual inspection indicates that loaded blade will navigate this spiller island without issue *Note*

Road width - 4.5



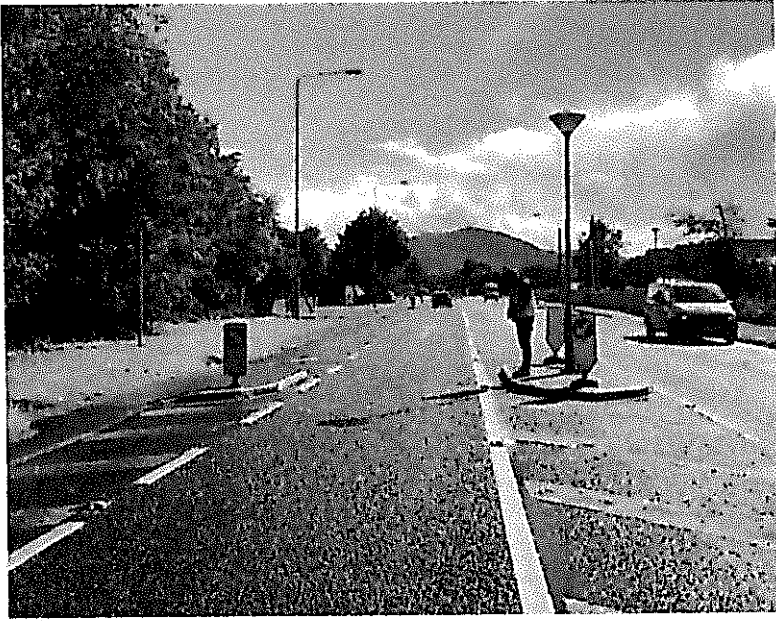
Location 38 - N22 Splitter Island At Entry To Lissivigeen

Direction Continue On N22 Visual inspection indicates that loaded blade component will navigate with no issues. *Note*

Road width - 3.8

Sign to sign - 5.8

Kerry Planning & Inspection Purposes Only!



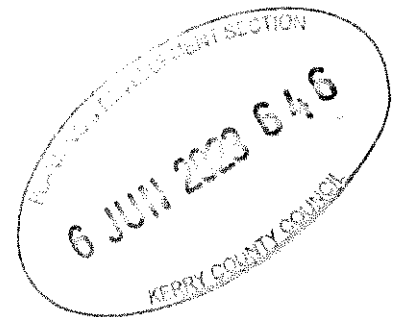
Location 39 - N22 Splitter Island In Lissivigeen

Direction Continue On N22 Visual inspection indicates that loaded blade will navigate through will no issues.



Location 40 - N22/N72 Roundabout

Direction Continue On N22 Visual inspection indicates that a Contraflow manoeuvre is required to allow navigation Swept path analysis recommended to confirm





Location 41
- N22 Splitter Island In
Lissivigeen

Direction Continue On N22 Visual inspection indicates loaded vehicle to contraflow splitter island to avoid modifications This is due to the roundabout prior to this.

Note

Road width - 3.7m

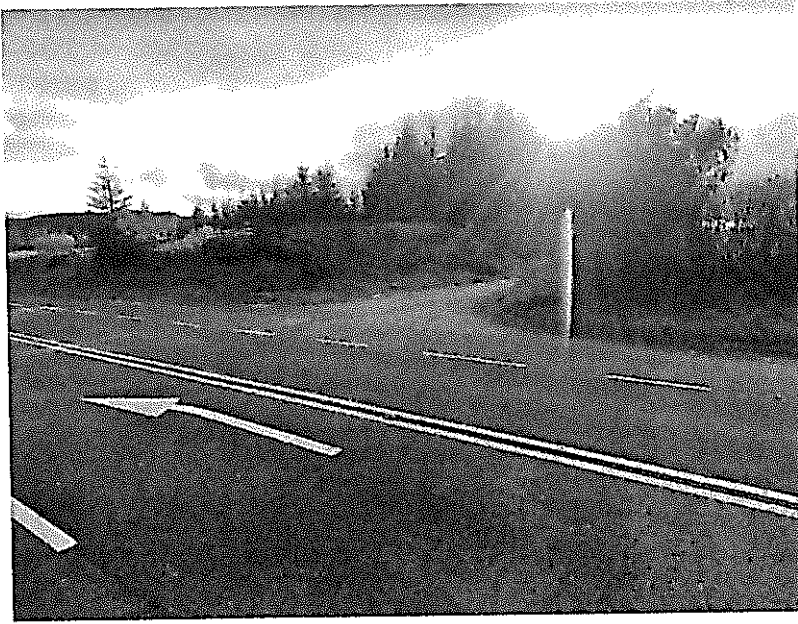


Location 42 - Lissivigeen Splitter
Island Exit

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

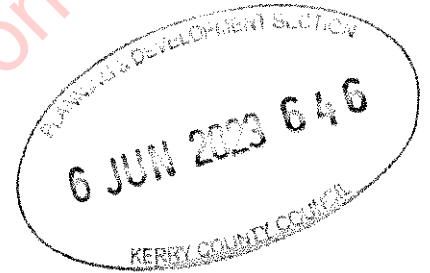
Road width - 5.0m

Kerry Planning



Location 43 – Site road entrance

Direction Turn Right Off The N22
Visual inspection indicates that road widening is required on the south side banking of the junction to allow the loaded vehicle to navigate this junction. Street furniture and vegetation on both sides of the junction are required to be removed to allow the loaded vehicle to oversail.



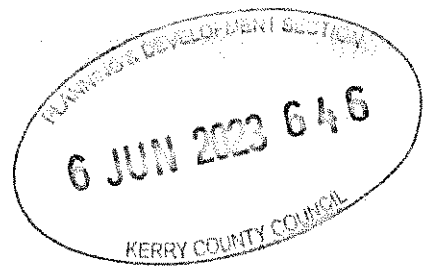
Kerry Planning Authority - Inspection Purposes Only!

IMPORTANT NOTES

- Pilot car will be required to negotiate the route, in order to assist with traffic control and control oncoming traffic flow.
- The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- All access diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- All route assessment, proposed land-take and removal/re-instatement of nominated street furniture is deemed accurate by Collett & Sons Ltd at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- As this report is based on a generic turbine blade component, reassessment is recommended once a specific turbine has been selected.

Kerry Planning Authority - Inspection Only!

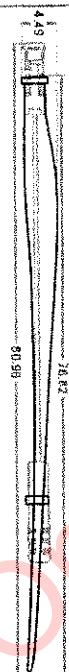
Kerry Planning Authority - Inspection Purposes Only!



APPENDIX 15.2:

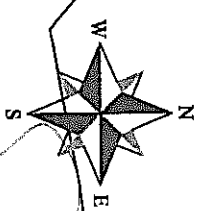
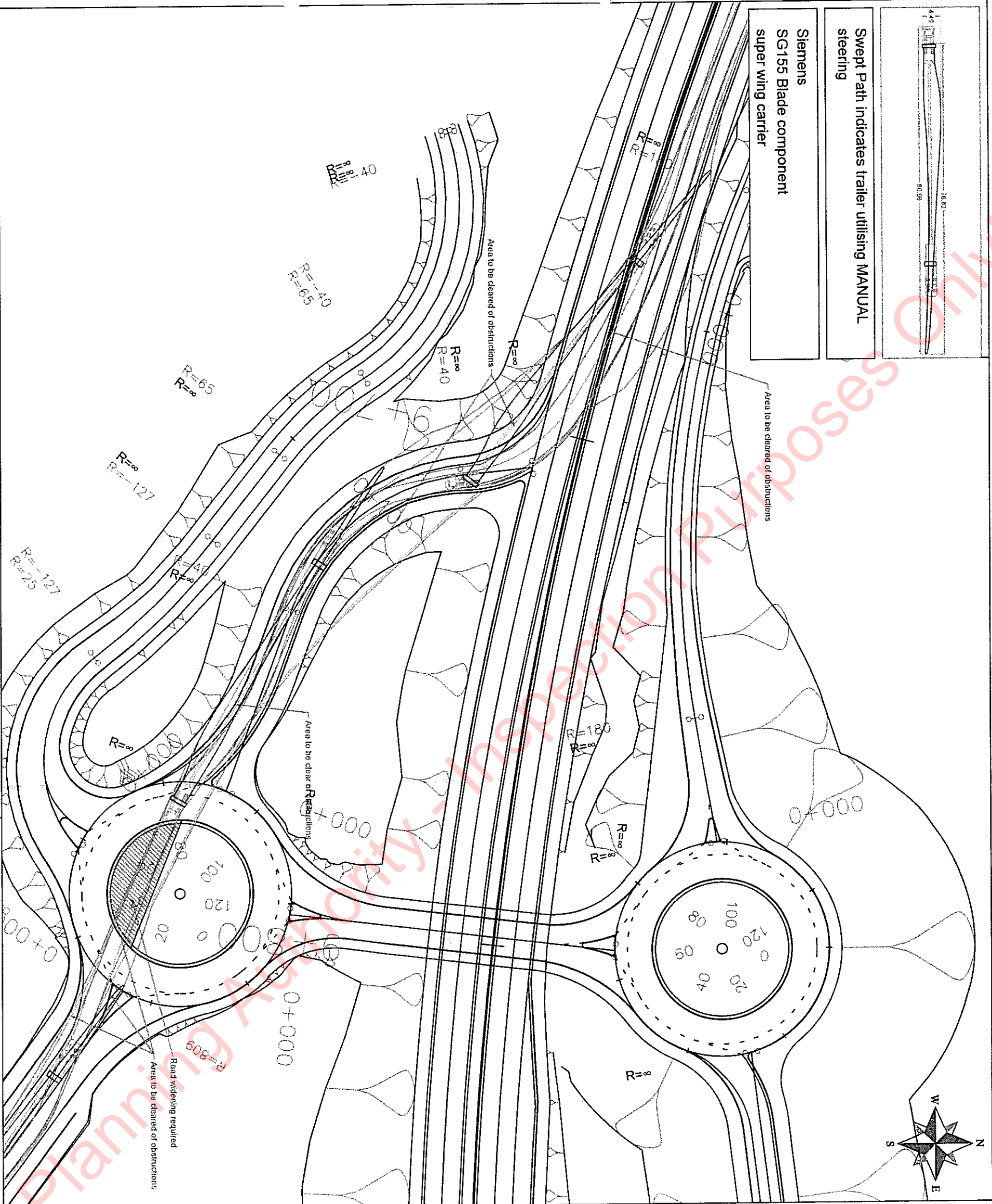
SWEPT PATH ANALYSIS DRAWINGS

Kerry Planning Authority - Inspection Purposes Only!



Swept Path indicates trailer utilising MANUAL steering

Siemens
SG155 Blade component
super wing carrier



- Take exit from bypass onto old N22.
****Caution****
- Rear projection will oversail to nearside of the road when turning right.
 - Trailer body will oversail to edges of the road of the road when navigating new road..
 - Widening required to provide a useable road surface as indicated by the RED hatching.
 - Any obstructions within the swept area to be removed.
 - Ground to be prepared to accept suitable axle loadings.

6 JUN 2023 6:46
KERRY COUNTY COUNCIL

Irish Grid Reference: W 17902 79117

The swept path analysis provided is produced from a purely transport orientated view and does not consider any political issues in terms of land ownership or any other pretexts stated. Visit www.collett.co.uk for further information.

The drawing has been produced from data created from aerial imagery.

All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.

This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.

Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.

Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highway boundaries. The boundaries between private land and highway property are assumed by using obvious demarcations such as fence lines/edges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be substantiated by carrying out land searches.

Grid accents and permits will be required for the movement of all of the components. Permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the local authorities (LA). Therefore, approval of these permits for movement by the LA are a major consideration before the physical capability to deliver these components are undertaken.

In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.

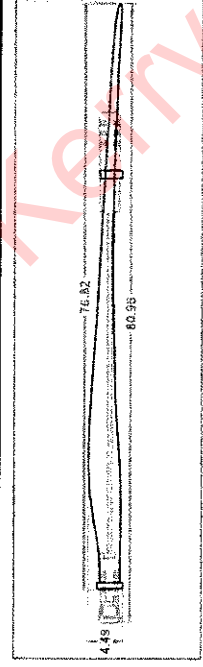
The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any road below this taken will require widening to reflect this requirement of any swept path analysis not indicating modifications.

The information is privileged and confidential and is for the exclusive use of the nominated client.

All dimensions in meters

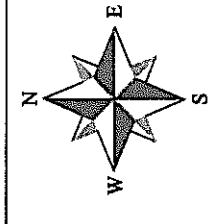
- Area within red outline will be swept by tractor and trailer axes
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT & SONS LIMITED		COLLETT	
Victoria Terminal TEL: +44(0)8456 255288		EXPERTS IN MOTION	
Albert Road		DRAWN G. MOHAMMADI	
Halifax, HX2 0DF WEB: www.collett.co.uk		DATE 16/06/2022	
FAX: +44(0)8456 255244		SCALE 1:750	
SIZE A3		TITLE SLIEVEREAGH CROSS	
PINCH POINT IDENTIFIED BY CLIENT		MAPPING PROVIDED BY CLIENT	
SITE		CUSTOMER	
FUTUREENERGY IRELAND		INCHAMORE	
DWG. NO. 343154-60A1.1			



Swept Path indicates trailer utilising MANUAL steering

Siemens SG-155 Blade component super wing carrier



Take exit from N22 to Bypass.

****Caution****

- Loaded vehicles are to use the new Bypass, to navigate to Ballyvourney, which is currently under construction to avoid the town of Macroom.
- A contraflow manoeuvre is required to avoid removing further furnitures.
- Widening required to provide a useable road surface as indicated by the RED hatching.
- Any obstructions within the swept area to be removed.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference:

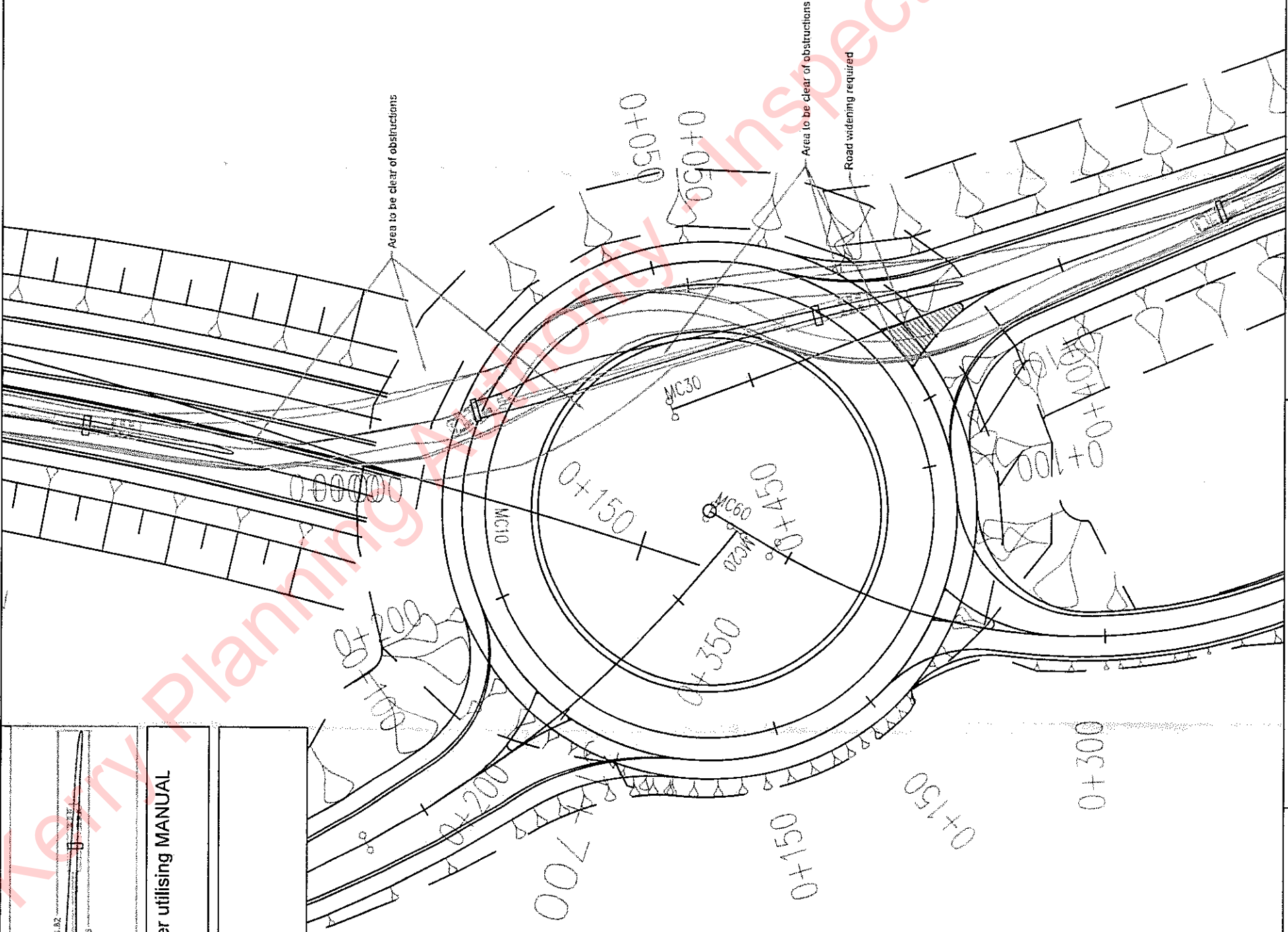
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data created from aerial imagery.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons, Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when Land is required from Private Land Owners; road widening is usually referred to when Land is required within highway boundaries. The boundaries between private land and highway property are assumed by using a 3m communication such as fence line/edges etc. It should be noted that actual boundaries between highway and private land are not substantiated in this report and can only be substantiated by carrying out land searches.
- Carriage and permits will be required for the movement of all of the components. Permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the direction of the Local Authorities (LA). Therefore, approval of these permits for movements by the LA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters.

Area within red outline will be swept by tractor and trailer axles

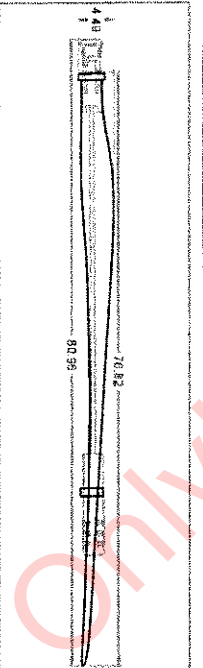
Hatched area within red outline to be levelled and prepared to accept axle loadings

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

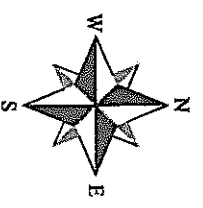
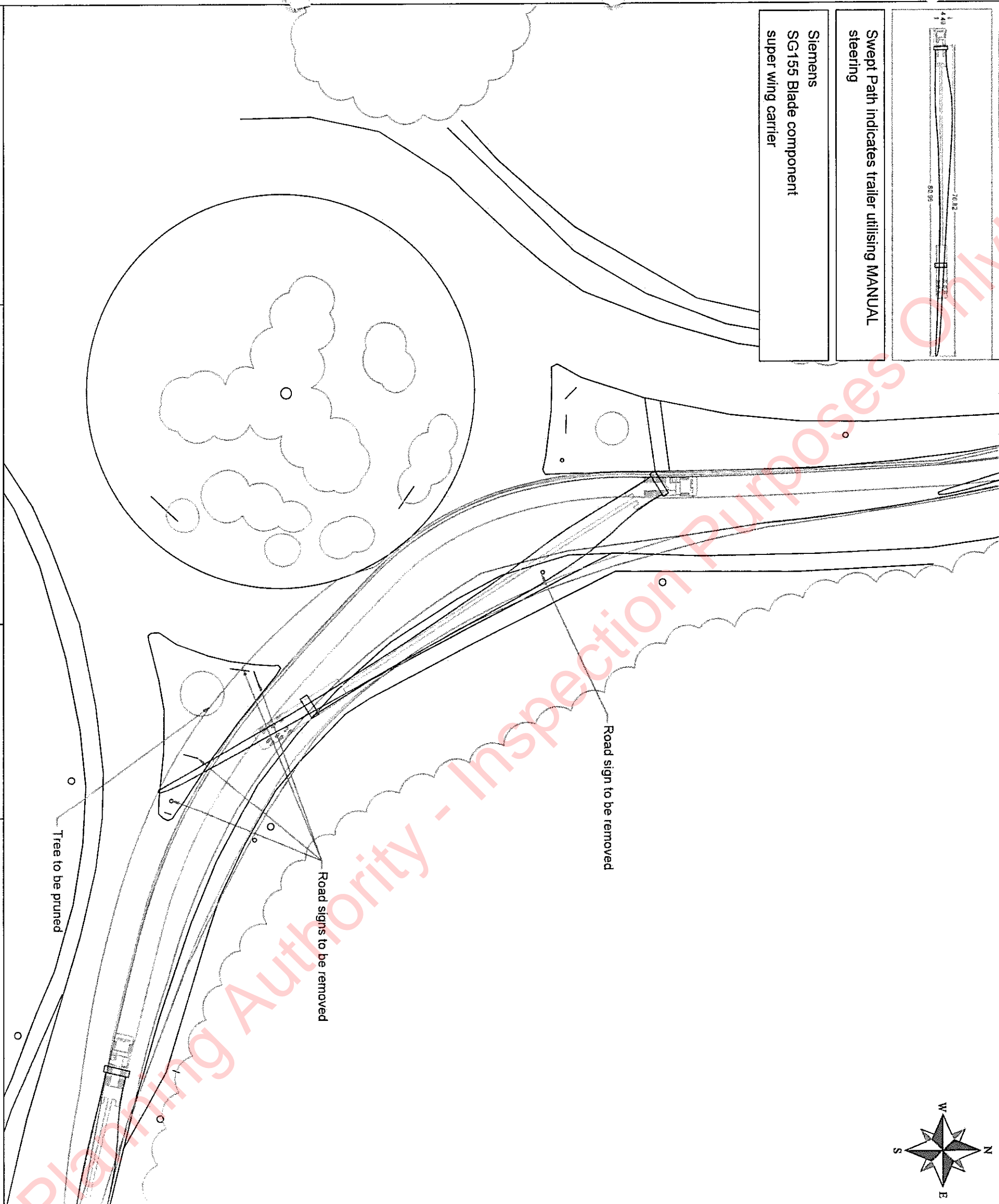


COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN G. MOHAMMADI DATE 16/06/2022 SCALE 1:750 SIZE A3	TITLE ENTERING BYPASS NEAR TO MACROOM MAPPING PROVIDED BY CLIENT PINCH POINT IDENTIFIED BY CLIENT	CUSTOMER FUTUREENERGY IRELAND SITE INCHAMORE DWG. NO. 343154-50A.1.1
	CLIENT			



Swept Path indicates trailer utilising MANUAL steering

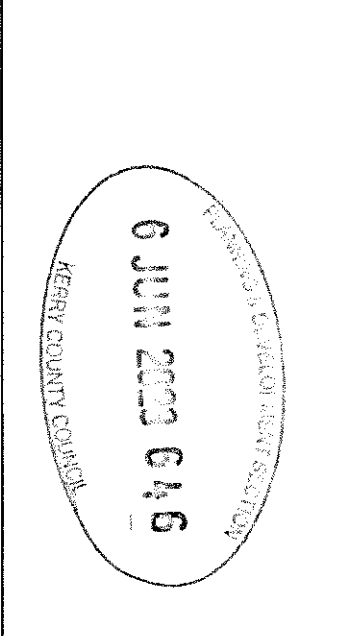
Siemens
SG155 Blade component
super wing carrier



Take 3rd exit at N28 roundabout with R611.

****Caution****

- A contraflow manoeuvre is required at this location.
- Indicated street furniture to be removed.
- Tree to be pruned.
- Please note that the layout may have changed from the aerial imagery used.



Irish Grid Reference: W 73022 64480

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perspective it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highway boundaries. The boundaries between private land and highway property are assumed by using obvious demarcation such as fence lines, hedgerows etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Garda access and permits will be required for the movement of all of the components. Permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the local authority (LA). Therefore approval of these permits for movement by the LA are a major consideration before the physical capability to deliver these components are undertaken.
- In vertical stack, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Structures Transport Guidelines Notes.
- The turbine manufacturers Transport Guidelines Notes will state the minimum road width required for the transport of components. Any road below this stated width will require widening to reflect the requirements of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in metres

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

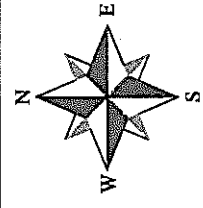
COLLETT
EXPERTS IN MOTION

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

DRAWN G.MOHAMMADI
DATE 16/06/2022
SCALE 1:500
SIZE A3

TITLE
MAPPING AERIAL IMAGERY
PINCH POINT IDENTIFIED BY CLIENT

N28/R611 ROUNDABOUT
CUSTOMER
SITE
FUTUREENERGY IRELAND
INCHAMORE DWG. NO. 343154-40A0.1



Take 2nd exit and continue straight on N28.

****Caution****

- Widening required to provide a useable road surface as indicated by the RED hatching.
- Loaded vehicle to contraflow this location.
- Indicated street furniture to be removed.
- Fence to be removed.
- Ground to be prepared to accept suitable axle loadings.
- Please note that the layout may have changed from the aerial imagery used.

Irish Grid Reference: W 75699 64455

The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.

The drawing has been produced from data created from aerial imagery.

All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specifications of Collett & Sons LTD trailer equipment.

This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.

Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.

Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highway boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be substantiated by carrying out land searches.

Garda escorts and permits will be required for the movement of all of the components. Permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Local Authorities (LA). Therefore, approval of these permits for movements by the LA are a major consideration before the physical capability to deliver these components are undertaken.

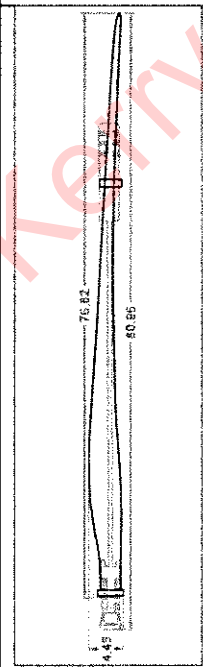
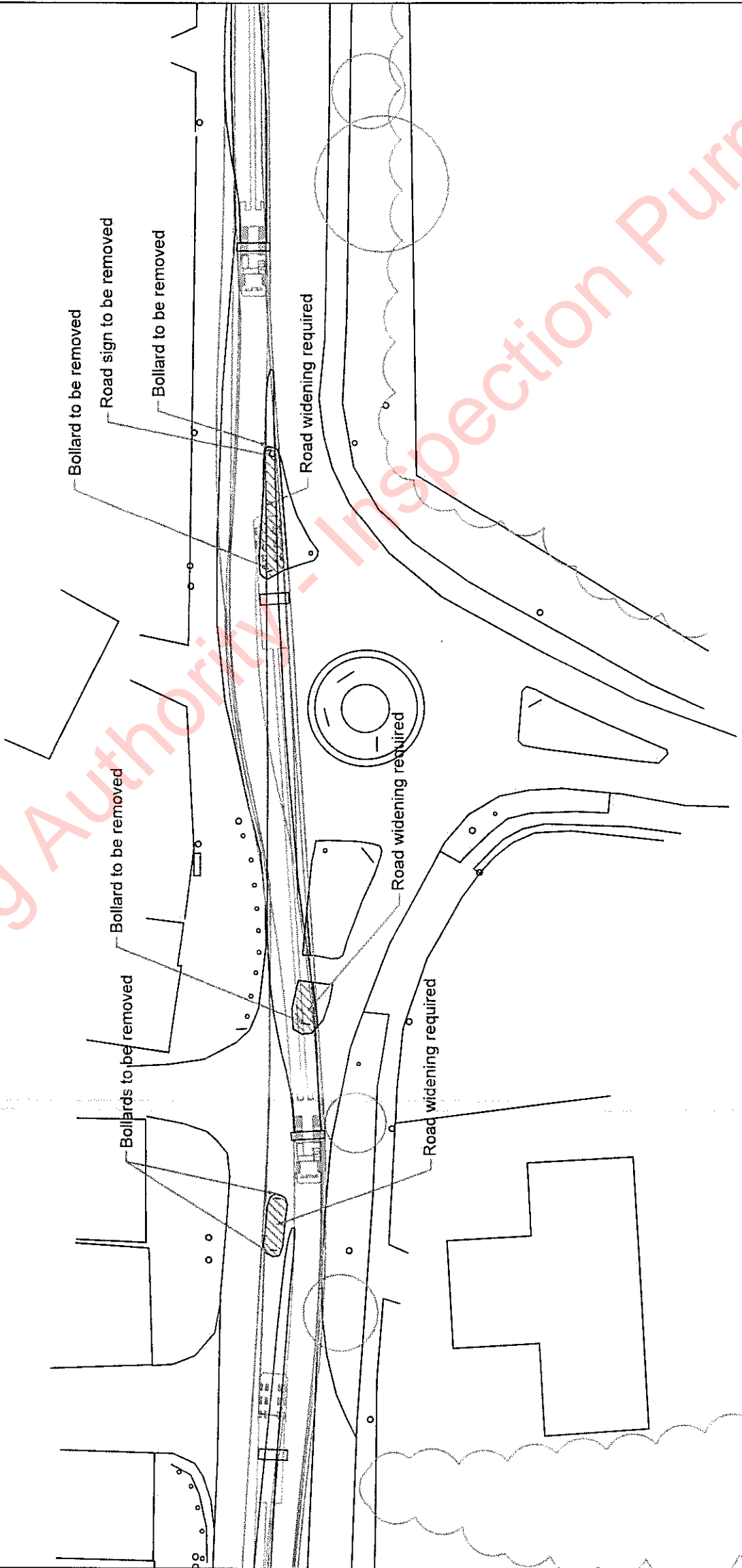
In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.

The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.

The information is privileged and confidential and is for the exclusive use of the nominated client.

All dimensions in meters.

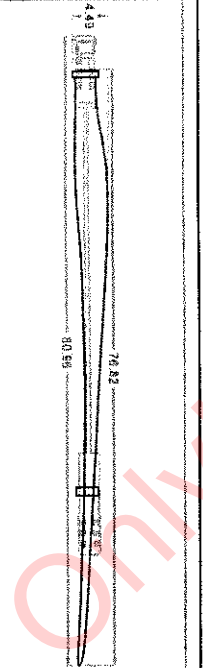
- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



Swept Path indicates trailer utilising MANUAL steering

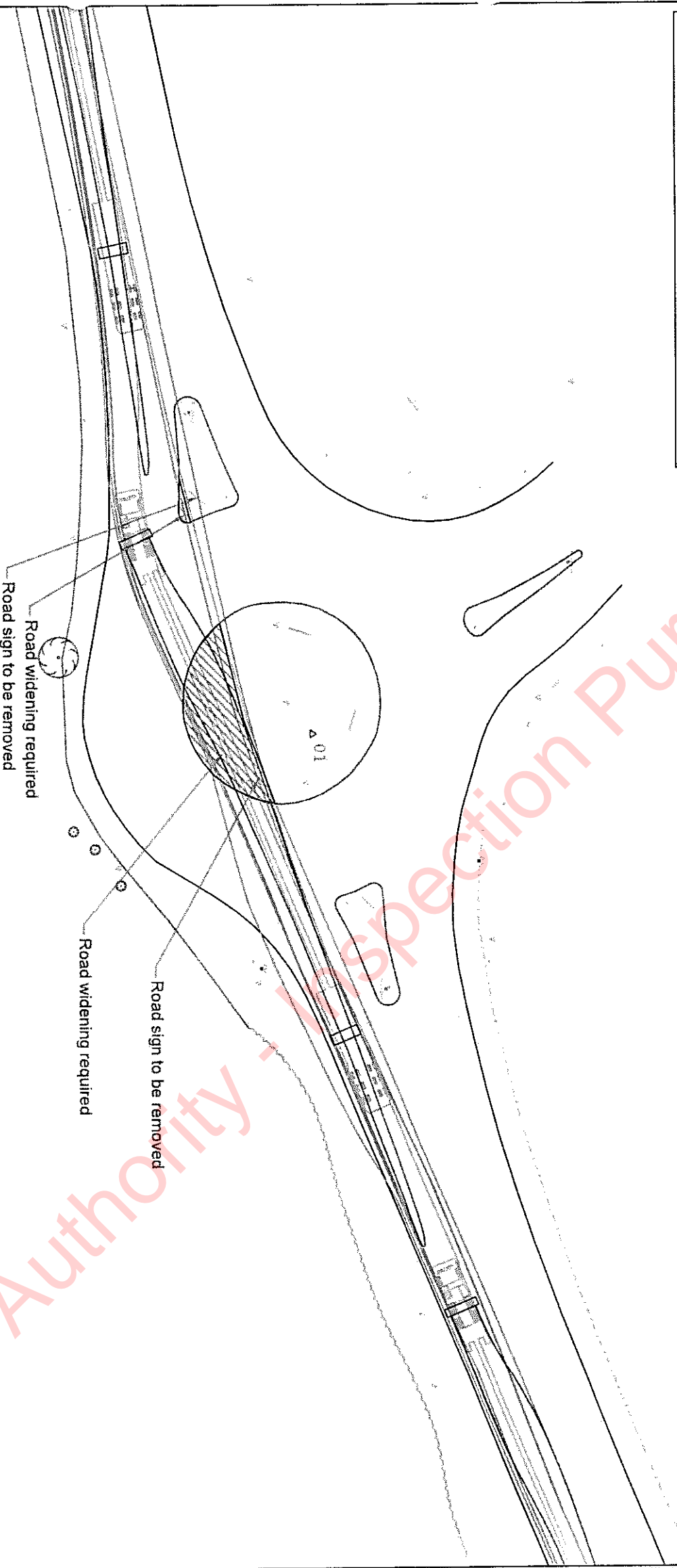
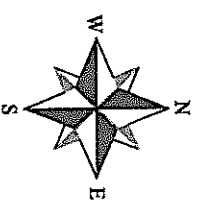
Siemens SG155 Blade component super wing carrier

COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk		DRAWN G. MOHAMMADI DATE 16/06/2022 SCALE 1:500	TITLE MAPPING PINCH POINT IDENTIFIED BY CLIENT	N28 ROUNDABOUT WITH MARIAN TERRACE AERIAL IMAGERY CLIENT
	CUSTOMER FUTUREENERGY IRELAND INCHAMORE	DWG. NO. 343154-30A1.1			



Swept Path indicates trailer utilising MANUAL steering

Siemens
SG155 Blade component
super wing carrier



Take 2nd exit at N28 roundabout.
Caution

- Widening required to provide a useable road surface as indicated by the RED hatching.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

0 JUN 2022 646

HERBY COUNTY COUNCIL

Irish Grid Reference: W 76551 64592

- The swept path analysis provided is produced from a swept transport orientated view, and does not consider any practical issues in terms of lane ownership, or any other practicalities raised. This may otherwise be restrictive.
- The drawing has been produced from data created from aerial imagery.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highway boundaries. The boundaries between private land and highway property are assumed by using obvious demarcation such as fence lines/edges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be substantiated by carrying out land searches.
- Gates excels and permits will be required for the movement of all of the components. Permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Local Authorities (LA). Therefore, approval of these permits for movement by the LA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any road below this stated width will require widening to reflect this regardless of any swept path analysis not including modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters.

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

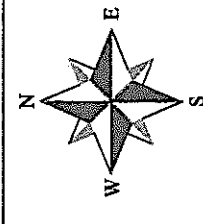
COLLETT
EXPERTS IN MOTION

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

DRAWN G.MOHAMMADI
DATE 16/06/2022
SCALE 1:500 SIZE A3

TITLE N28 ROUNDABOUT WITH PFIZER IRELAND PHARMACEUTICALS
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY CLIENT

CUSTOMER FUTUREENERGY IRELAND
SITE INCHAMORE DWG. NO. 343154-20A1.1



Exit Ringskiddy Dock to junction with N28.
At junction turn right onto N28 westbound.

****Caution****

- Widening required to provide a useable road surface as indicated by the RED hatching.
- Indicated street furniture to be removed.
- Fence to be removed.
- Ground to be prepared to accept suitable axle loadings.
- Please note that the layout may have changed from the aerial imagery used.

Irish Grid Reference: W 77650 64273

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

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

Swept Path indicates trailer utilising MANUAL steering

Siemens SG-155 Blade component super wing carrier

Fence to be removed

Flower pots to be removed

Road widening required

Bollards to be removed

COLLETT		COLLETT & SONS LIMITED		DRAWN G. MOHAMMADI		TITLE		PORT OF RINGASKIDDY/N28 JUNCTION	
EXPERTS IN MOTION		Victoria Terminal TEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk		DATE 16/06/2022		MAPPING		CUSTOMER	
				SCALE 1:500		SIZE A3		FUTUREENERGY IRELAND	
								INCHAMORE	
								DWG. NO. 343154-10A.1.1	
								CLIENT	
								SITE	
								PINCH POINT IDENTIFIED BY	
								AERIAL IMAGERY	

