

# COLLETT

EXPERTS IN MOTION

A photograph of a Collett heavy transport truck with a crane lifting a large wind turbine component. The truck is white with blue and red accents, and the word 'COLLETT' is visible on the front. The crane is lifting a large, white, cylindrical component, likely a wind turbine nacelle or hub. The background shows a wooded area and a body of water.

## Primary Route Assessment - CMBG Wind Farm, County Kerry

343154

Wednesday, 20 October 2021

Prepared For Prepared For Collite

38 Locations Assessed

## REPORT DETAILS

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### REPORT FOR

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

### ATTENDEES OF THE SURVEY

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Steven Mangham and Spencer Budgen

### DATE AND TIME OF THE SURVEY

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Tuesday 12<sup>th</sup> October

### GENERAL WEATHER CONDITIONS

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Mixed

### ISSUED BY

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Spencer Budgen

### APPROVED BY

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Steven Mangham

### DOCUMENT REVISIONS

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No	Date	Details
Rev 1	01/11/2021	First Issue

### NON DISCLOSURE NOTICE

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## COMPANY PROFILE

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

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

The depots situated in 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

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## ROUTE ASSESSMENT OVERVIEW

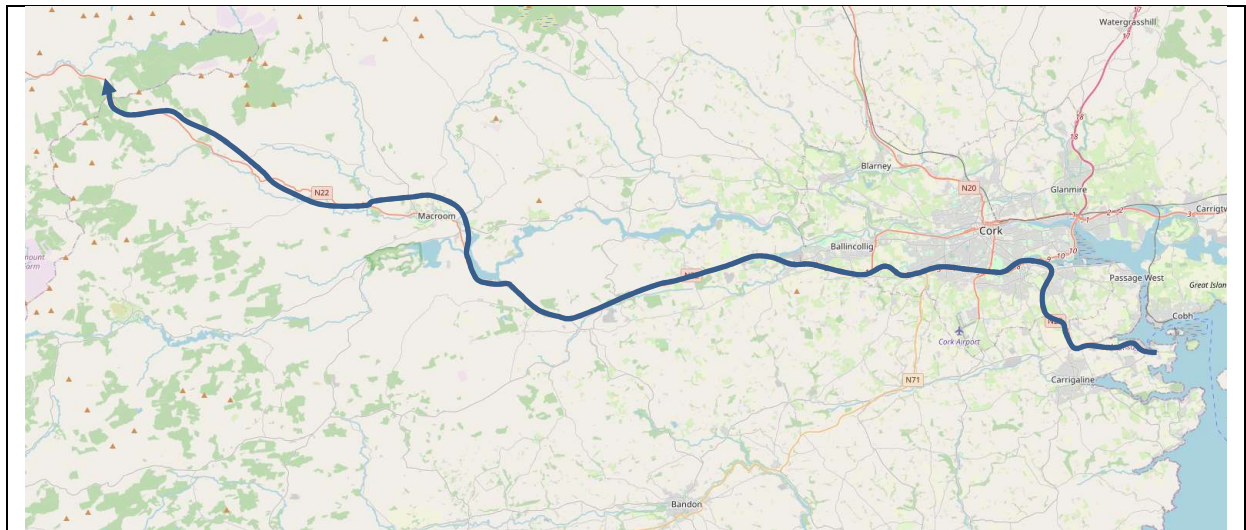
This section of the report illustrates the route assessed for the delivery of a generic 81m blade component to the proposed CMBG Wind Farm, County Kerry, Ireland.

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

### Route

Start Location	N28	Distance of Route	Km	Miles
Max Load Dims:	83m Rigid Length Approx. 4.5m width		79.6	48.9
<ul style="list-style-type: none"><li>• Exit Ringaskiddy Port onto N28</li><li>• At the roundabout, continue onto N28</li><li>• At the roundabout, continue onto N28</li><li>• At the roundabout, take the 2<sup>nd</sup> exit onto N28</li><li>• Continue on N28, then take the slip road onto N40</li><li>• Continue on N22.</li><li>• <i>Merge onto the Macroom bypass and continue.</i></li><li>• <i>Re-join the N22, leaving the Macroom bypass.</i></li><li>• Continue on N22 for 3.7 miles to lay by.</li><li>• Turn right into lay by then right into the proposed site.</li></ul>				

## MAP OVERVIEW

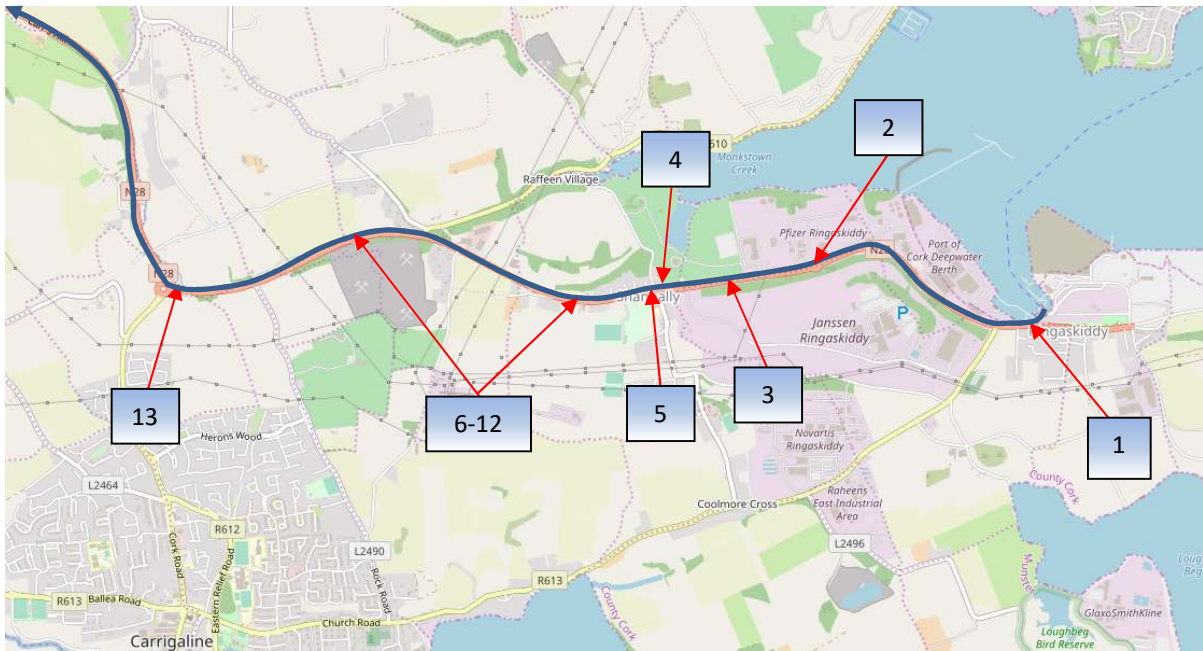


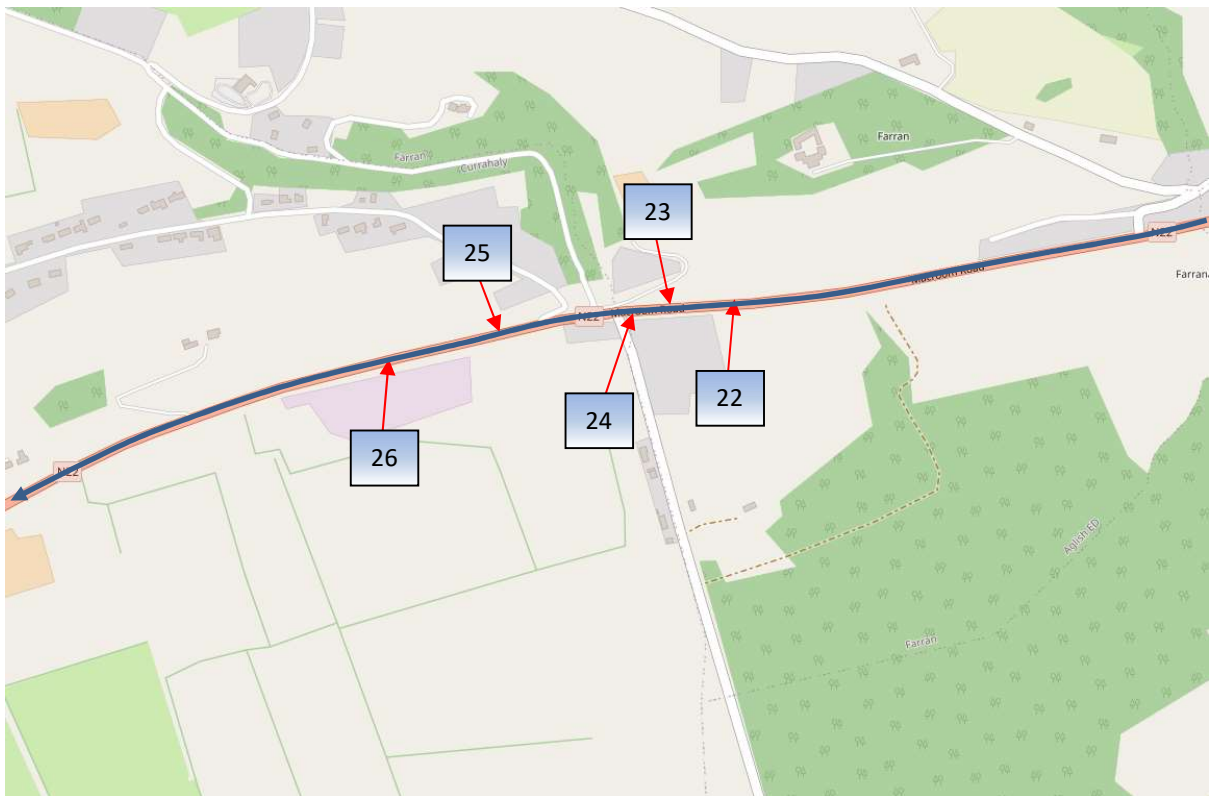


# ROUTE ASSESSMENT

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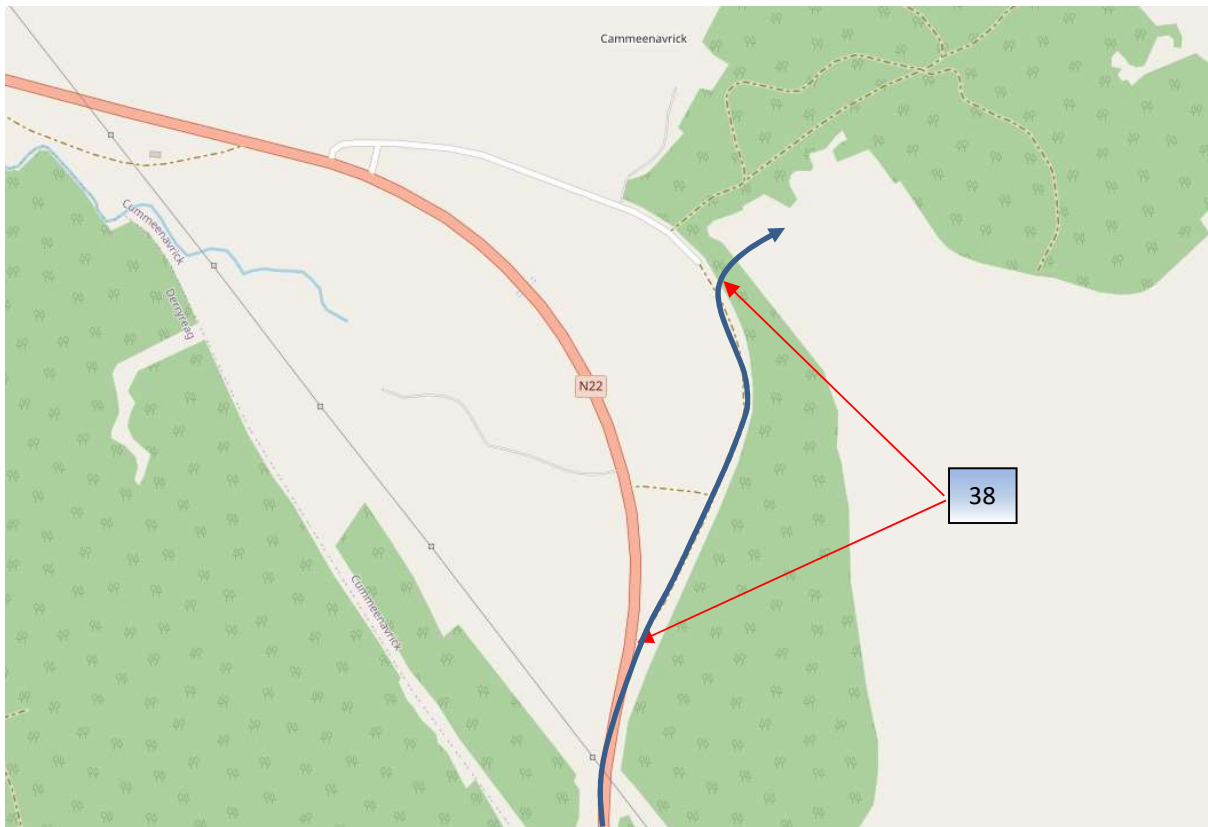
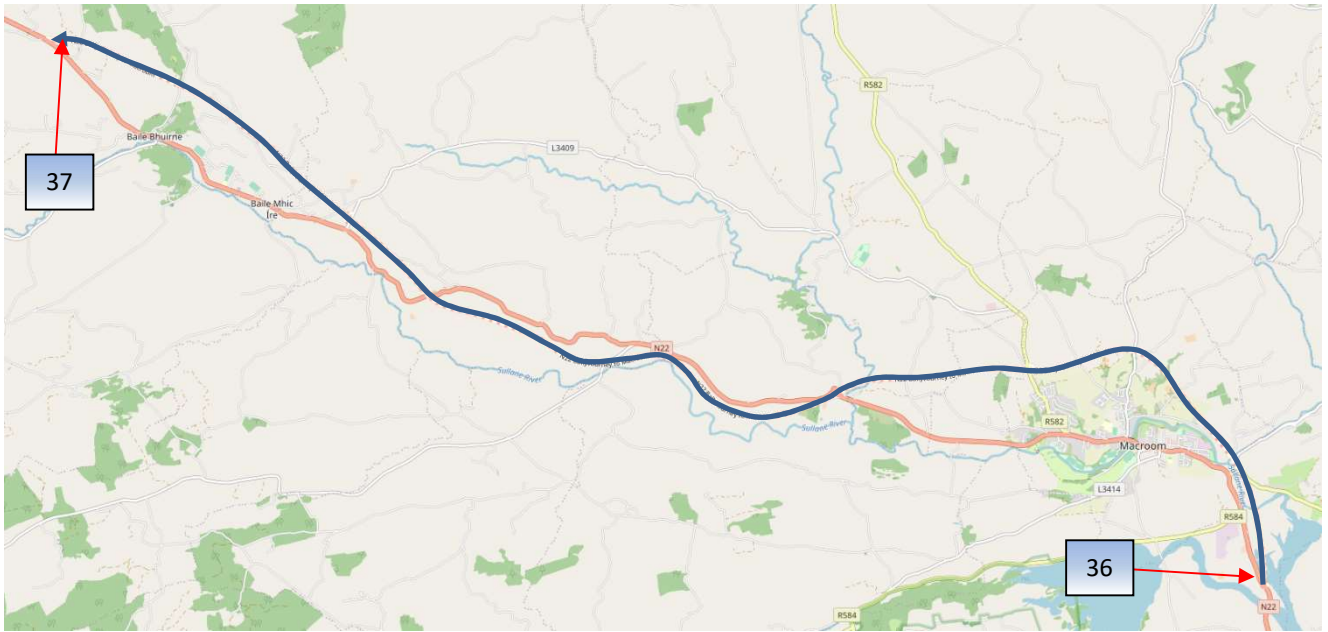
# LOCATION OVERVIEW













### **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 medications.



### **Location 3 - Splitter Island On N28**

Direction - Continue Straight On N28

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



#### **Location 4 - Splitter Island On N28**

Direction - Continue Straight On N28

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



#### **Location 5 - N28 Roundabout**

Direction - Continue Straight On N28

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

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

Street furniture in this area to be removed.

Manual steering required to assist navigation.

Swept Path Analysis recommended to confirm modifications.



#### **Location 6 - Splitter Island On N28**

Direction - Continue Straight On N28

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





### **Location 7 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 8 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 9 - Splitter Island On N28**

Direction - Continue Straight On N28

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





### **Location 10 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 11 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 12 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 13 - N28/R611 Roundabout**

Direction - Turn Right On N28

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

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

Manual steering required to assist navigation.

Swept Path Analysis recommended to confirm modifications.



### **Location 14 - Splitter Island On N28**

Direction - Continue Straight On N28

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



### **Location 15 - N28/N40 Junction**

Direction - Turn Left Onto N40

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



### **Location 16 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 17 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 18 - Splitter Island On N22**

Direction - Continue Straight On N22

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





### **Location 19 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 20 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 21 - Splitter Island On N22**

Direction - Continue Straight On N22

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





### **Location 22 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 23 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 24 - Splitter Island On N22**

Direction - Continue Straight On N22

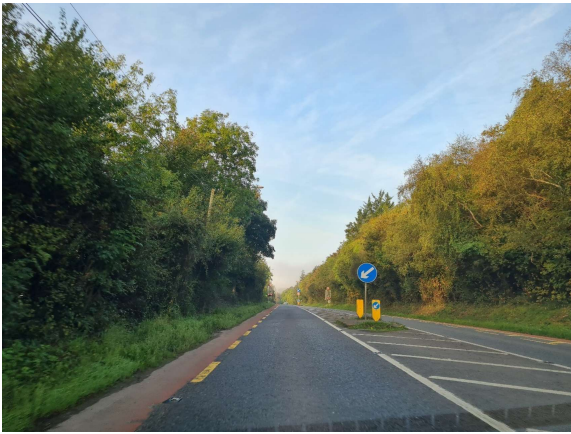
Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



### **Location 25 - Splitter Island On N22**

Direction - Continue Straight On N22

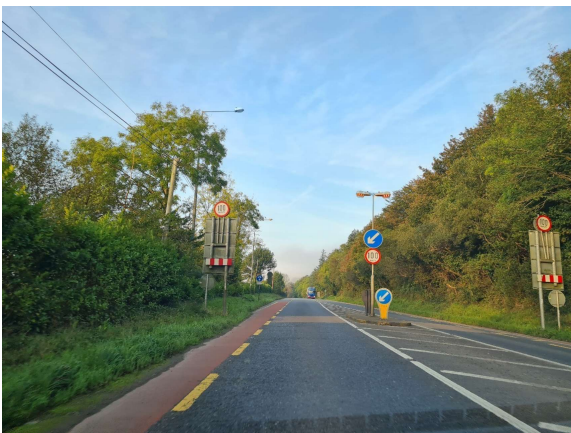
Visual inspection indicates that the loaded vehicle will navigate this location without any issues.



### **Location 26 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 27 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 28 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 29 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 30 - Splitter Island On N22**

Direction - Continue Straight On N22

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





### **Location 31 - Splitter Island on N22**

Direction - Continue Straight On N22

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



### **Location 32 - Splitter Island On N22**

Direction - Continue Straight On N22

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



### **Location 33 - Splitter Island On N22**

Direction - Continue Straight On N22

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





### **Location 34 - Left Bend On N22**

Direction - Continue Straight On N22

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



### **Location 35 - Right Bend On N22**

Direction - Continue Straight On N22

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

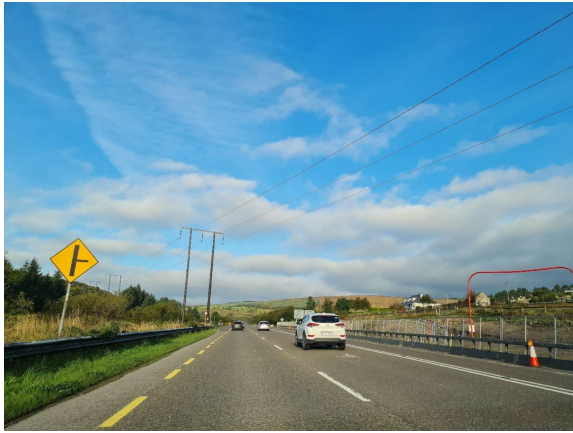


### **Location 36 - Macroom Bypass Interchange**

Direction - Leave N22 And Join Bypass

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

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



### **Location 37 - N22 / Macroom Bypass Interchange At Ballyvourney**

Direction - Rejoin N22

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

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



### **Location 38 - N22 Lay By And Proposed Site Entranced**

Direction - Turn Right Into Lay-by And Then Right Into Site

Visual inspection indicates that the access to the lay by is to be opened up as it is current blocked with an soil banking.

New site entrance to be constructed in accordance with the turbine manufacturers specification. The entrance will require third party land.

Collett and Sons Ltd

## IMPORTANT NOTES

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