

**EDF RENEWABLES IRELAND LTD**

**KELLYSTOWN WIND FARM  
CO. LOUTH**

**TURBINE DELIVERY HAUL ROUTE  
ASSESSMENT**

**NOVEMBER 2024**

EDF Renewables Ireland  
Limited  
Portview House,  
Unit B,  
Ground Floor,  
Thorncastle St, Dublin 4,  
D04 V9Y9  
Ireland.  
Job No. 6918



**Jennings O'Donovan & Partners Limited,**  
Consulting Engineers,  
Finisklin Business Park,  
Sligo.  
Tel.: 071 9161416  
Fax: 071 9161080  
email: [info@jodireland.com](mailto:info@jodireland.com)



**JENNINGS O'DONOVAN & PARTNERS LIMITED**  
 Project, Civil and Structural Consulting Engineers,  
 FINISKLIN BUSINESS PARK,  
 SLIGO,  
 IRELAND.  
 Telephone (071) 9161416  
 Fax (071) 9161080  
 Email [info@jodireland.com](mailto:info@jodireland.com)  
 Web Site [www.jodireland.com](http://www.jodireland.com)



**DOCUMENT APPROVAL**

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<b>CLIENT / JOB NO</b>	EDF Renewables Ireland LTD	6918
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**Prepared by**

**Reviewed/Approved by**

Document <b>FINAL</b>	Name John Doogan	Name David Kiely
Date	Signature 	Signature 

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 David Kiely, Seamus Lee,  
 David O'Hagan, Alan Ryder

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 Rose Davis

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**Senior Associates**  
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**Associates**  
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 Cáit O'Reilly, Monica Sullivan



**KELLYSTOWN WIND FARM**  
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## 1. INTRODUCTION

### 1.1 Brief

Jennings O'Donovan & Partners Limited has been appointed by EDF Renewables Ireland Limited, to prepare a Preliminary haul route assessment of the Turbine Delivery Route (TDR) for the proposed Kellystown Wind Farm. The haul route assessment will assess the road network between the Port of Galway and the proposed wind farm site entrance for the transportation of turbine components using abnormal load vehicles.

### 1.2 Objectives

The TDR will identify locations on the haul route which will require modifications for the transportation of turbine components using abnormal load vehicles.

### 1.3 Statement of Authority

This report has been prepared by Liam Boyle of Jennings O'Donovan & Partners Limited, Finisklin Sligo. Established in Sligo in 1950 Jennings O'Donovan & Partners Limited is a Clean Tech Company providing consulting engineering services in the areas of road design, renewable energy, civil and structural engineering, water supply, wastewater collection and treatment, environmental resource management and impact assessment and in the area of industrial and commercial development.

### 1.4 Design References / Standards

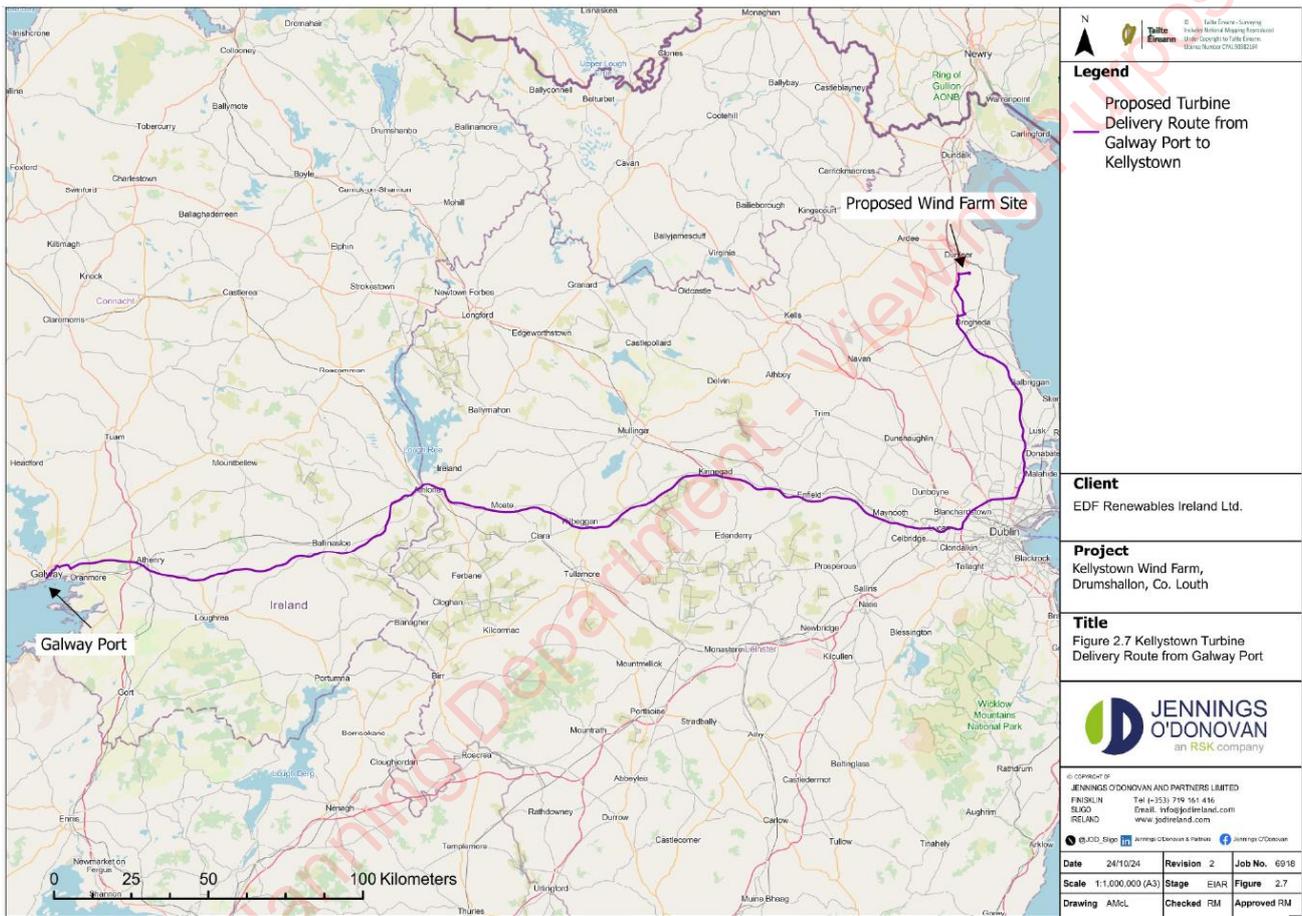
The TDR assessment has been carried out using AutoTRACK Analysis, Bing mapping in AutoCAD, Google Maps. The analysis has been carried out using a blade delivery trailer loaded with a 79.2m long blade. This is based on the largest parameter within the range outlined in **Chapter 2: Description of the Proposed Development – Section 2.3.1.**

## 2. PROPOSED DEVELOPMENT

### 2.1 Site Location

The location of the proposed haul route from Galway Port to the wind farm development is shown in **Figure 1**.

**Figure 1 – Turbine Delivery Route**



### 3. HAUL ROUTE ASSESSMENT

#### 3.1 – Existing Galway Docks



Swept path assessments have been undertaken and indicates that loads will need to travel through the car park where parking should be suspended, and the fences removed. Confirmation should be made that the surface is suitable for the proposed load weights.

Existing Fencing to be temporarily removed to accommodate the existing.

In order to confirm the required, exist, it is recommended that a topographical survey is used to repeat the swept path assessment. Once the turbine blade length is confirmed.

### 3.2 - Lough Atalia -College Rd Junction



Swept path assessments have been undertaken; confirmation should be made that the surface is suitable for the proposed load weights.  
Existing signs and traffic lights to be removed.

### 3.3 - College Rd, R338, Wellpark Rd Junction



wept path assessments have been undertaken, confirmation should be made that the surface is suitable for the proposed load weights.

Existing signs and traffic lights to be removed. And 30m of hedgerow to be trimmed back.

### 3.4 - Wellpark Rd R339, Mervue Buss. Park Rd Junction



Swept path assessments have been undertaken, confirmation should be made that the surface is suitable for the proposed load weights.

Approaching the junction on the R339 22m of hedgerow on the RHS to be trimmed back. Temporary removal / relocation of signs, street furniture and lighting columns at junction.

### 3.5 - N69 / N18 /R510 Dock Road East Roundabout

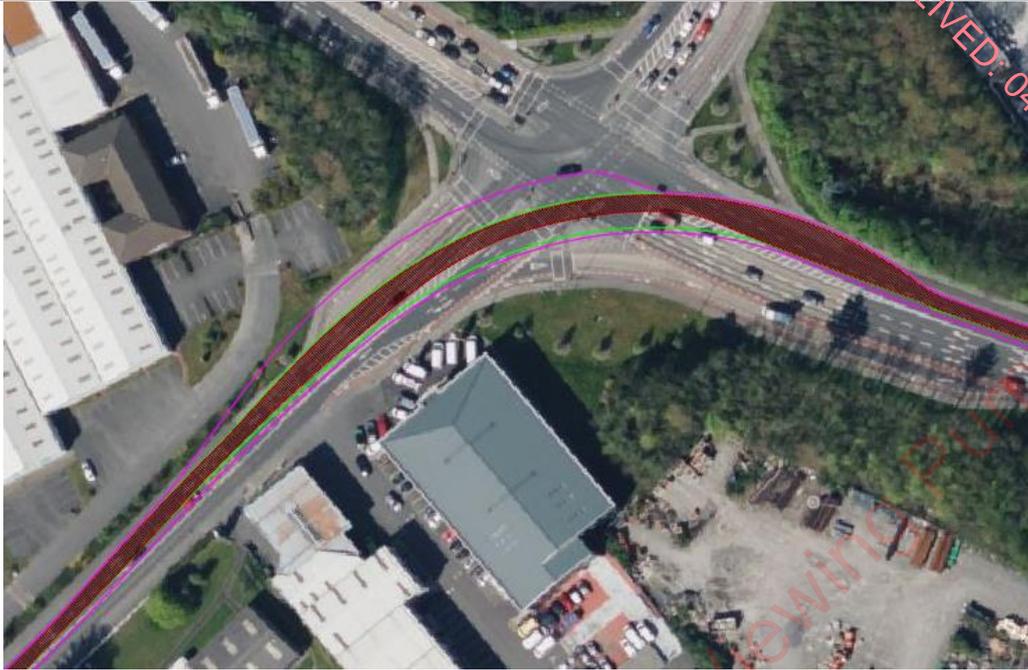


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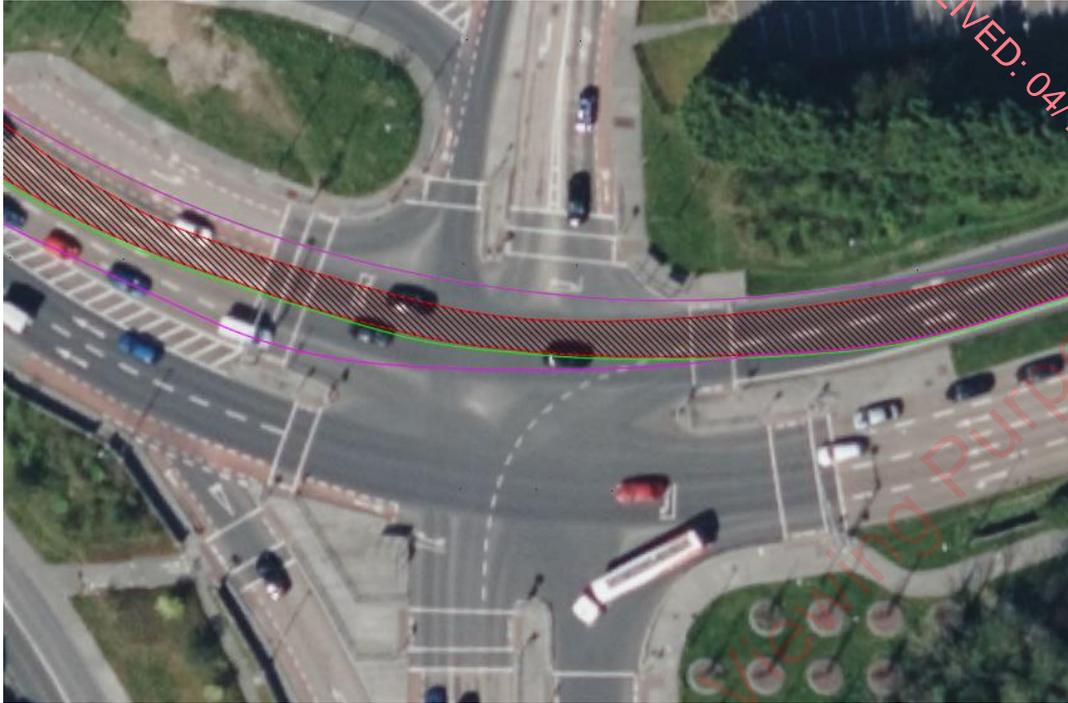
A swept path assessment has been undertaken and indicates that loads will overrun and oversail the verge on the inside of the right turn where a load bearing surface should be laid and one of lighting pole may have to be temporarily removed. Also signs on the right and verge will be temporary removed with load bearing surface be located.

### 3.6 - Mervue Bus. Park Rd / R336 Junction



Swept path assessments have been undertaken, confirmation should be made that the surface is suitable for the proposed load weights. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the verge on the inside of the right turn where a load bearing surface should be laid and two lighting columns may have to be temporarily removed.

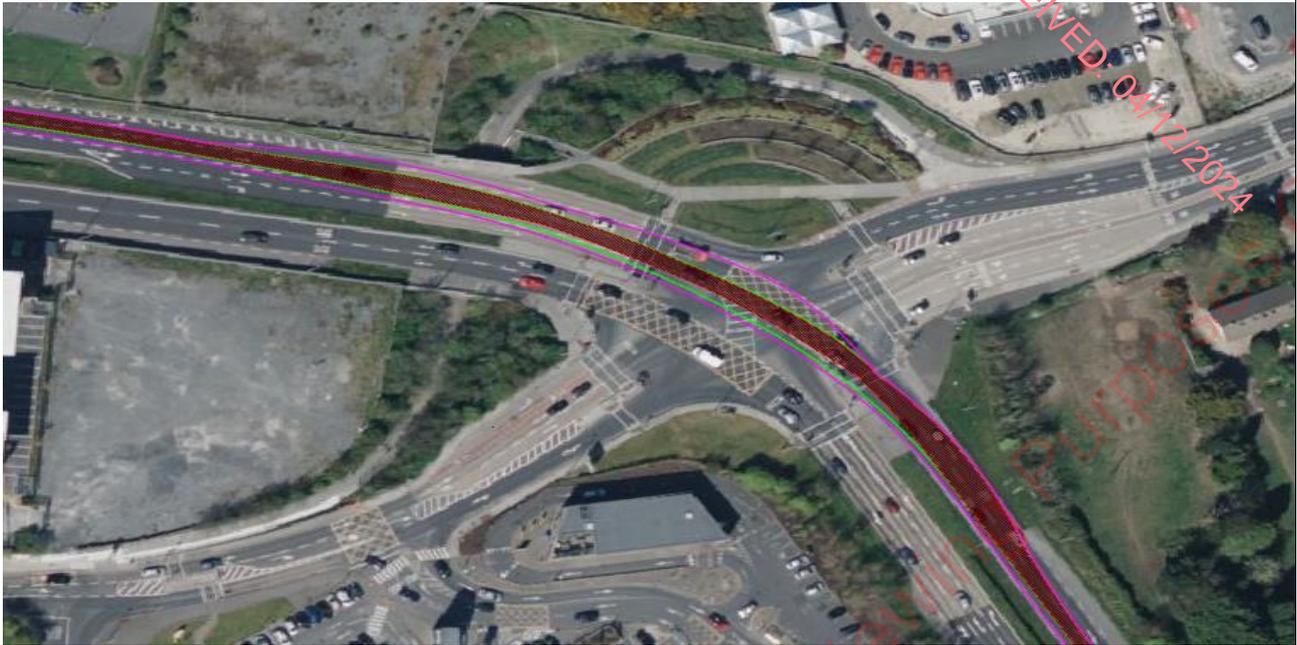
### 3.7 - R336 Junction



Swept path assessments have been undertaken, confirmation should be made that the surface is suitable for the proposed load weights.

A swept path assessment has been undertaken and indicates that loads will overrun and oversail the verge on the inside of the right turn where a load bearing surface should be laid and two lighting columns may have to be temporarily removed.

### 3.8 - Junction on the R339



Swept path assessments have been undertaken confirmation should be made that the surface is suitable for the proposed load weights.

A swept path assessment has been undertaken and indicates that loads will overrun and oversail the middle island and one set of traffic lighting may have to be temporarily removed.

### 3.9 – Slip road on to the N6



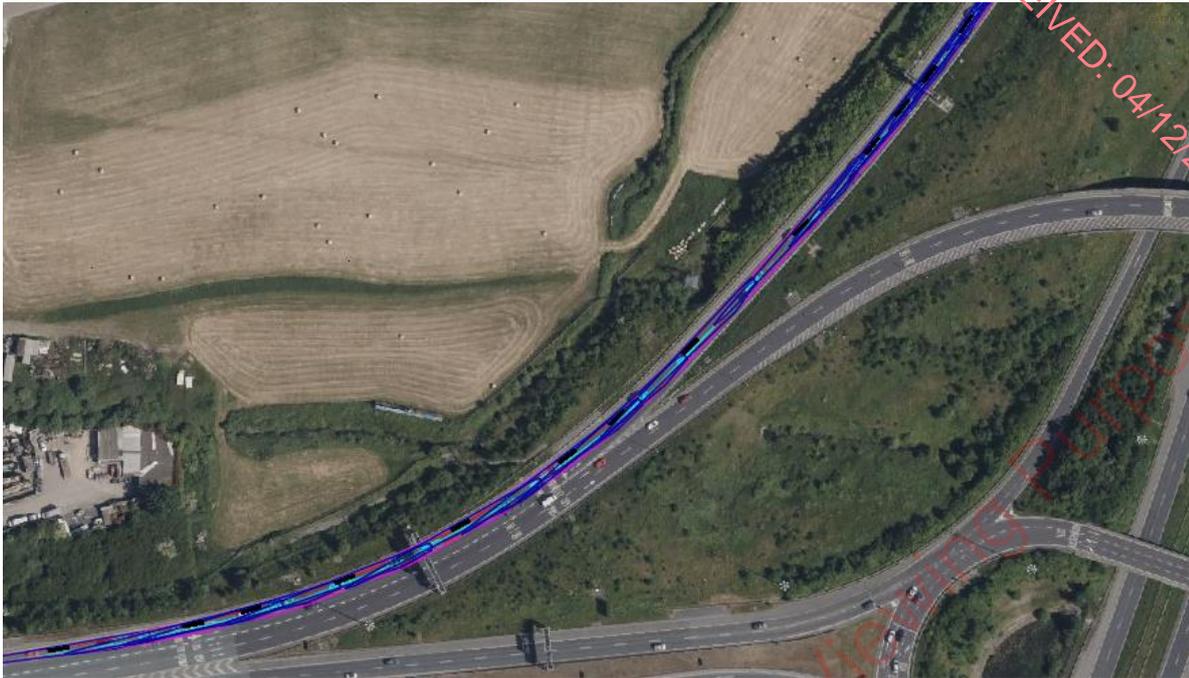
A swept path assessment has been undertaken and indicates that loads will overrun and oversail the verge on the inside of the right turn where a load bearing surface should be laid and one of lighting pole may have to be temporarily removed. Also sign on the right and verge will be temporary removed with load bearing surface be located.

**3.10- Lucan Roundabout, N4 joining the M50 Motorway.**



Temporary removal / relocation of signs and street furniture for blade oversail.  
Tree trimming for blade oversail.

### 3.11 M50 Exitto Motorway



A swept path assessment has been undertaken and indicates that no oversail occurs.

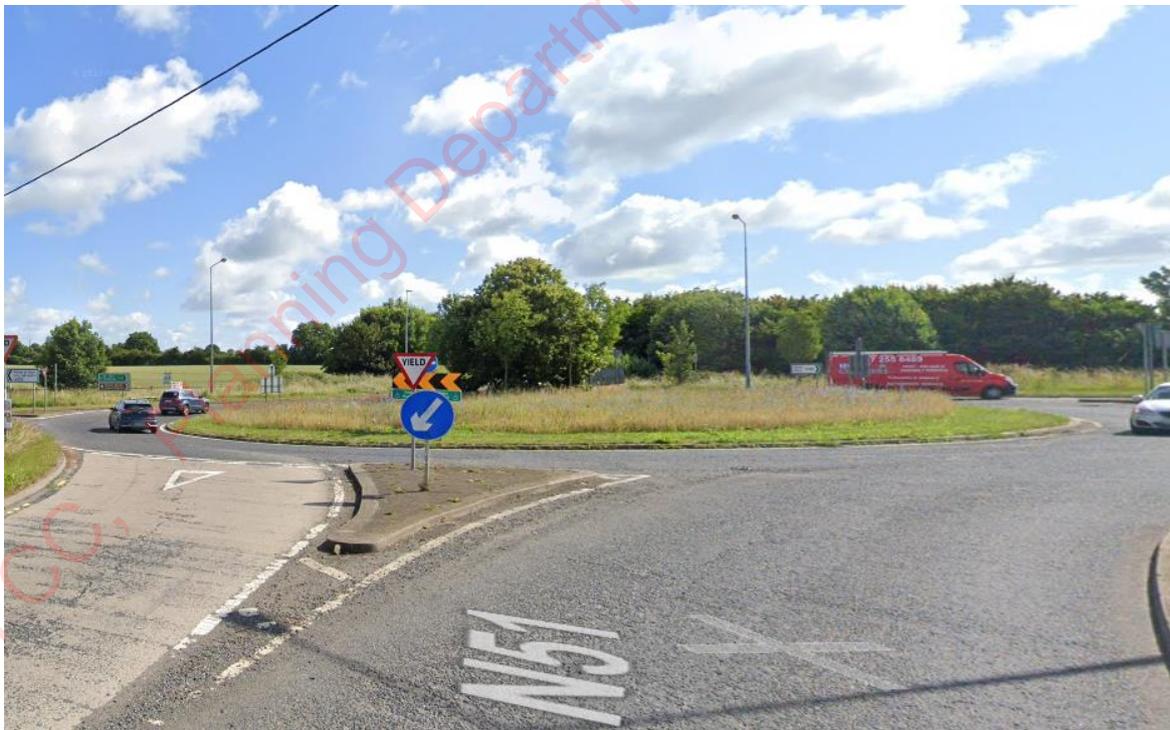
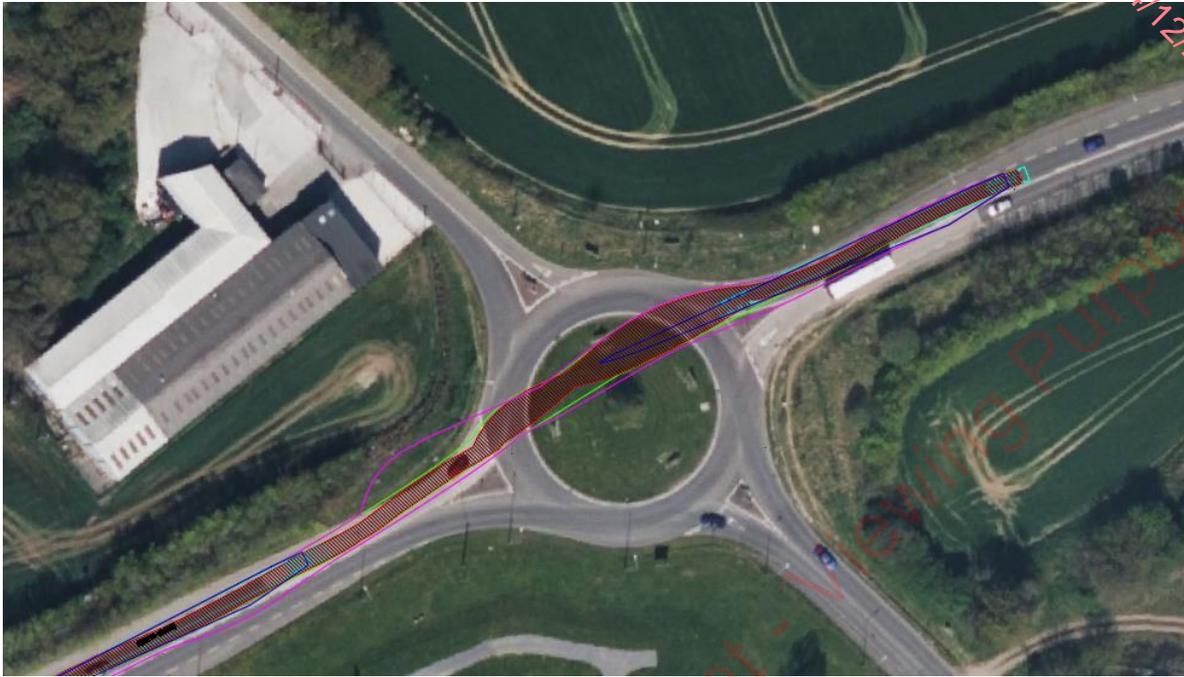
### 3.12- Exiting the M50 Exit 10



A swept path assessment has been undertaken and indicates a load bearing surface will be required over the Rosehall Roundabout. In addition, temporary street furniture will be required to be removed from the roundabout.



### 3.13- Hill of Rath Roundabout



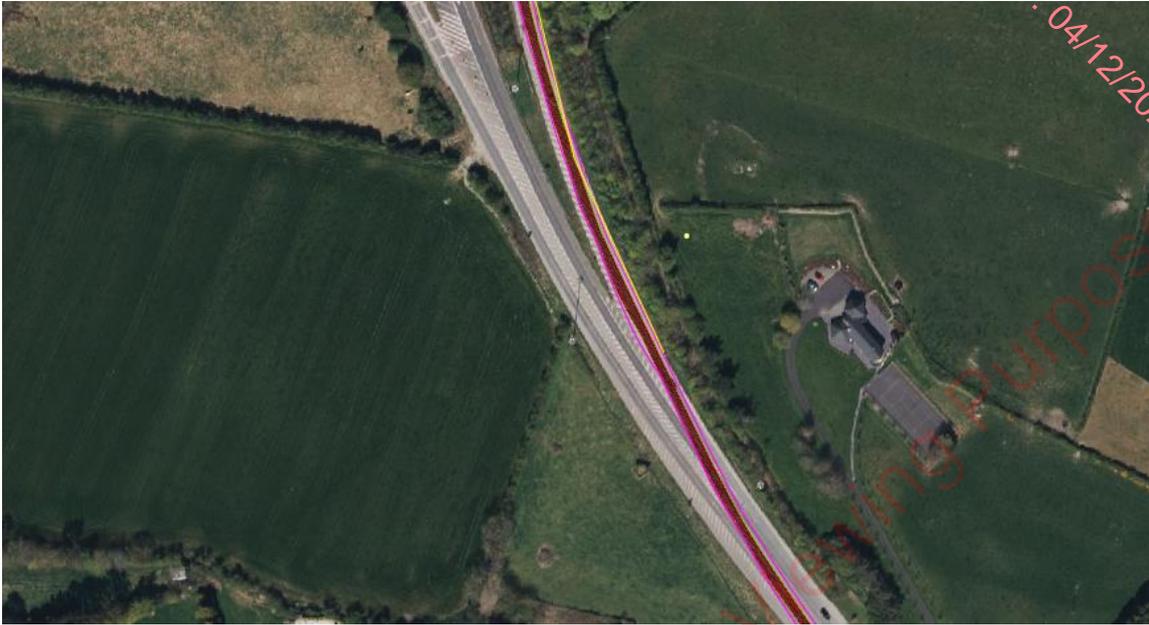
A swept path assessment has been undertaken and indicates that loads will overrun and oversail the verge on the right-hand side approaching the roundabout and left-hand side existing the roundabout. Sign on the middle island approaching and existing the roundabout will be temporary removed with load bearing surface be located.

### 3.14- Rosehill Roundabout



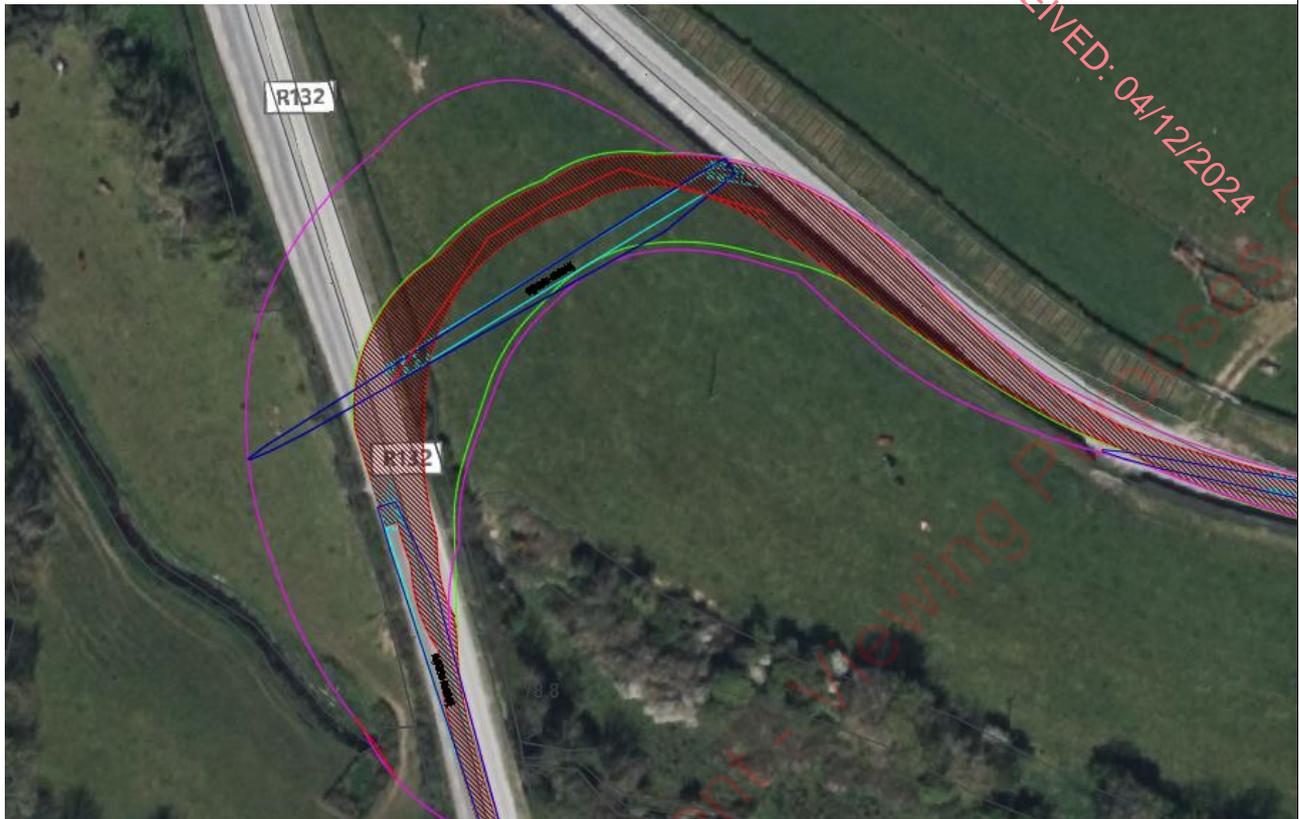
A swept path assessment has been undertaken and indicates a load bearing surface will be required over the Rosehill Roundabout. In addition, temporary street furniture will be required to be removed from the roundabout.

### 3.15 Exiting the R132



Exiting the R132 Slip Road will require a temporary road closure this has been agreed in principle with Louth County Council. This will be outlined in the traffic management plan.

**3.16- The R162 – L6274 Junction**



A swept path assessment has been undertaken and indicates that loads will need to utilise an offline track in order to 'cut the corner'. A load bearing surface length 85m should be laid in **third party land** and a Hedgerow and wire fence should be removed. 100 meters of hedgerow will be trimmed back and partially removed on the LHS of the R132 to facilitate over sail of the blades, 65 meters of hedgerow will be removed on the RHS of the R132 to facilitate the blade transporter enter the field with the temp access track. 85 meter of hedgerow will be removed existing the field onto the Castletown Road Telegraph wires and poles will need to be removed for the duration of the transportation of the wind turbine components.

Embankment to be reprofiled. Detailed design of the proposed track is required.

An indicative road edge has been provided from this point to the site entrance based on the available aerial mapping where the road is considered to be greater than 4.5m. An indicative 4.5m has been provided for the remaining section as this is the minimum required running width required by turbine manufacturers. All marking up is beyond this 4.5m road width.

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