

# COLLETT

EXPERTS IN MOTION



## Castlebanny Wind Farm

342068

Thursday, 23 January 2020

Prepared For Coiltte

15 Locations Assessed

## REPORT DETAILS

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### REPORT FOR

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Kieran O'Mally,  
Coillte,  
Dublin Road,  
Newtown Mount Kenndey,  
County Wicklow,  
Ireland.

### ATTENDEES OF THE SURVEY

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Jacob Halstead and Jack Collett

### DATE OF THE SURVEY

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Thursday 23<sup>rd</sup> January

### GENERAL WEATHER CONDITIONS

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Cold and Foggy

### ISSUED BY

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Jacob Halstead

### APPROVED BY

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Jack Collett

### DOCUMENT REVISIONS

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No	Date	Details

### 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 Google 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

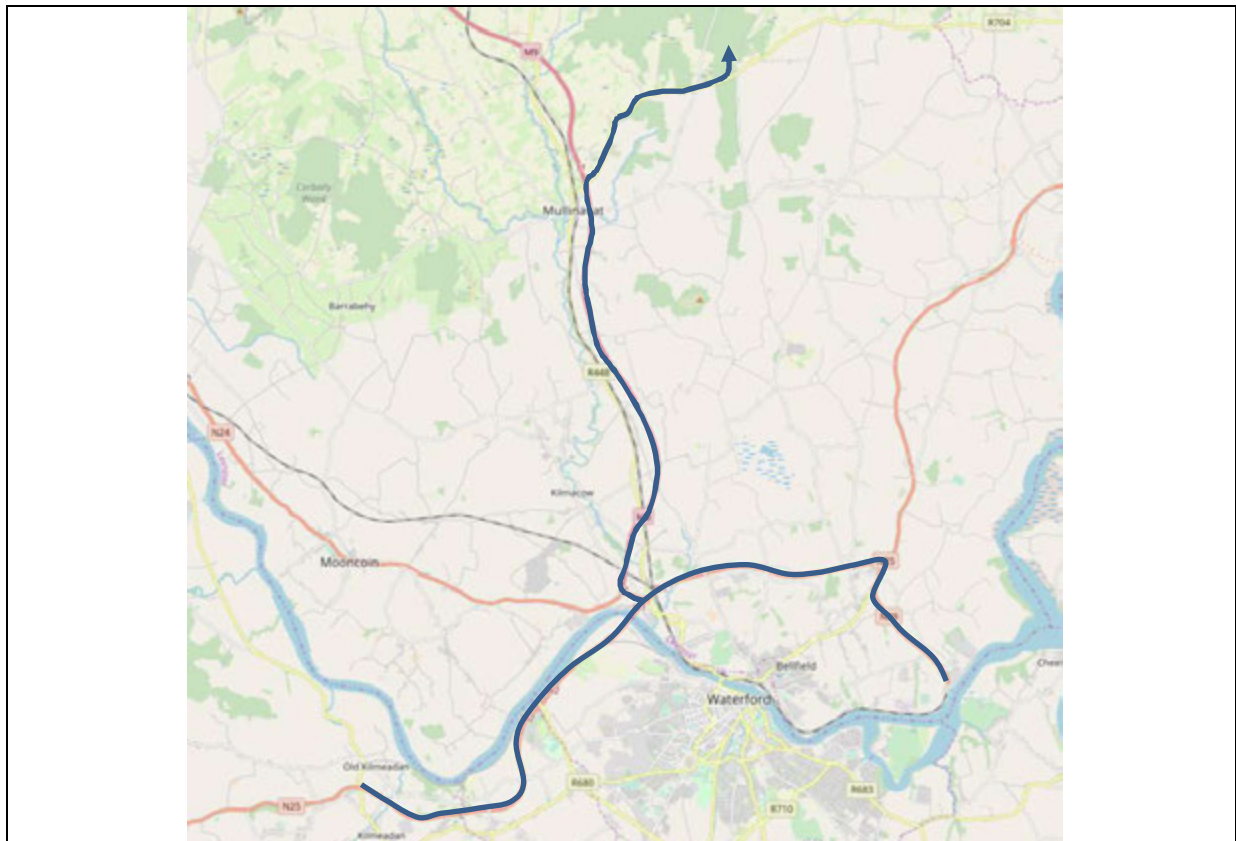
This section of the report illustrates the route assessed for the delivery of a 75m blade component to the Castlebanny Wind Farm, West of New Ross, Co. Kilkenny, Ireland.

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 Coillte:

### Route

Start Location	Waterford Port	Distance of Route	Km	Miles
Max Load Dims:	75m Rigid Length		46.4	28.8
<ul style="list-style-type: none"> <li>Exit Waterford Port onto N29,</li> <li>Continue on N29 to roundabout junction with R711,</li> <li>At roundabout continue on N29,</li> <li>Continue on N29 to roundabout junction with N25,</li> <li>At roundabout turn left onto N25,</li> <li>Continue on N25 to roundabout junction with R680,</li> <li>At roundabout circumnavigate to re-join N25 Northbound,</li> <li>Continue on N25 to roundabout junction with N9,</li> <li>At roundabout turn left onto N9,</li> <li>Continue on N9 to roundabout junction with M9,</li> <li>At roundabout turn right onto M9,</li> <li>Continue on M9 to junction 11 at junction with R704,</li> <li>At exit turn right onto R704 and continue to site entrance at approx. OSi Grid ref: S 60129 27566.</li> </ul>				

## MAP OVERVIEW

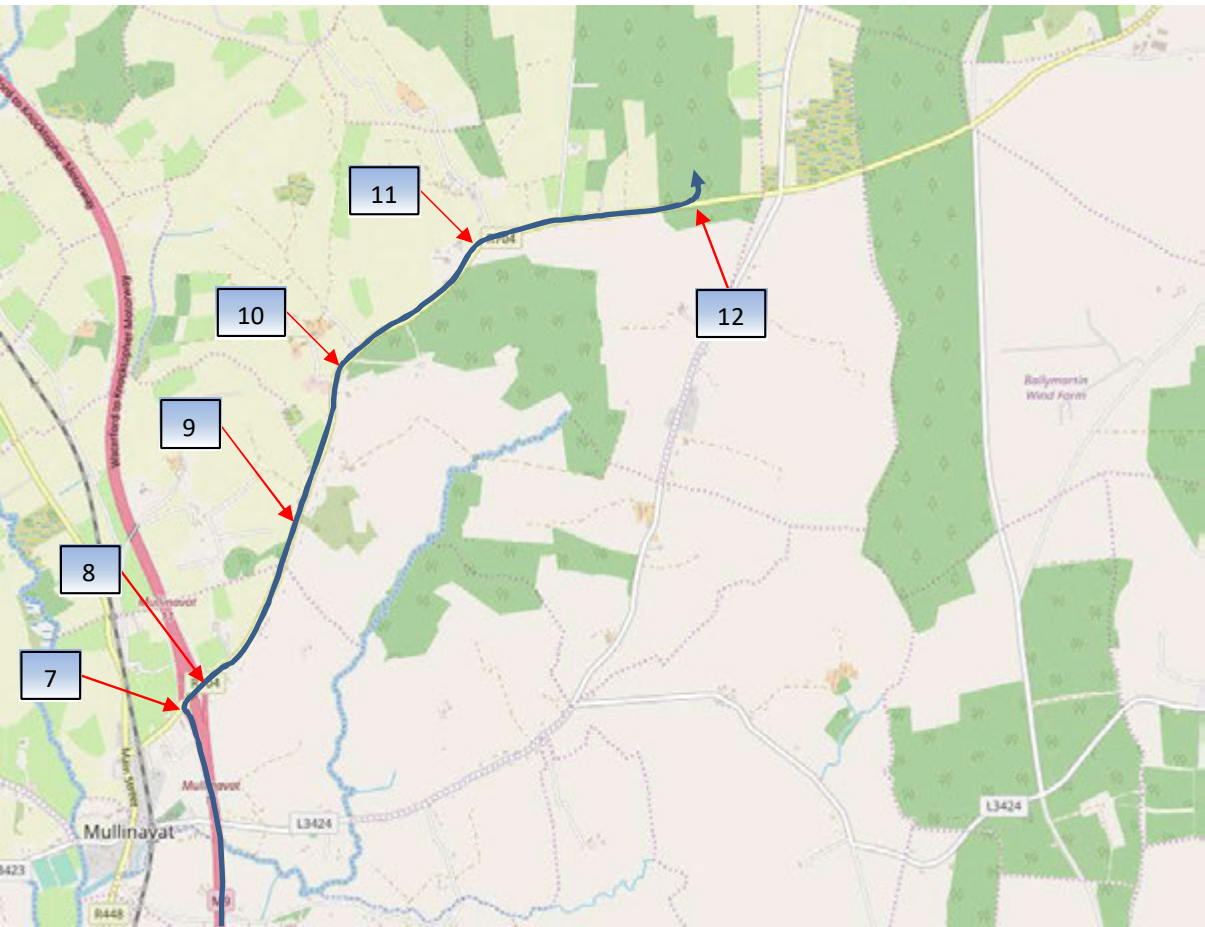
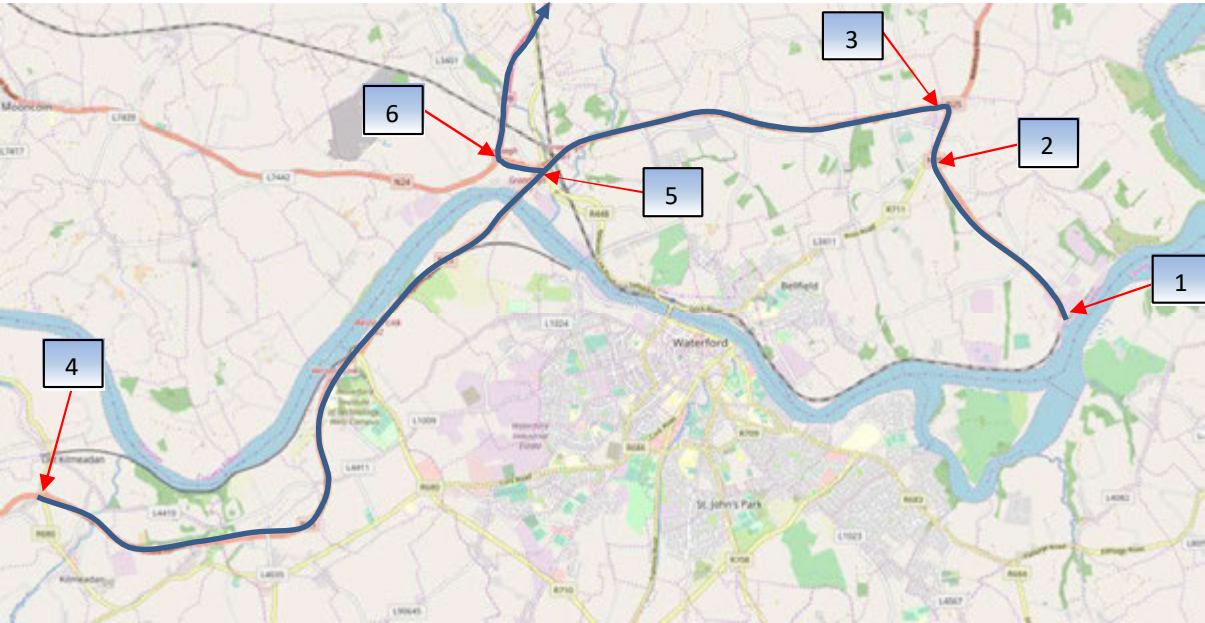


# ROUTE ASSESSMENT

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# LOCATION OVERVIEW





## Location 1 - Exit Port Of Waterford

Direction Continue Onto N29

Visual inspection indicates that loaded blades will require to contra flow the security building and oversail land on offside.

Road widening will be required as per the red hatching shown on grass verge.

Blade tips will require to oversail area shown on Ariel mapping as indicated by blue hatching.

It is recommended that the new fencing within the port near blue hatching is made removable to assist navigation.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



## Location 1 Continued - Exit Port Of Waterford

Direction Continue Onto N29

Road widening will be required as per the red hatching shown on grass verge.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 2 - N29 / R711 Roundabout

Direction Continue On N29

Visual inspection indicates that road widening on the central island and the removal of several road signs will be required to accommodate loaded blade vehicles.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 3 - N29 / N25 Roundabout

Direction Turn Left Onto N25

Visual inspection indicates that road widening on the central island and the removal of several road signs will be required to accommodate loaded blade vehicles.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 4 - N25 Roundabout

Direction Circumnavigate To Rejoin N25  
Northbound

Visual inspection indicates that road widening on the central island and the removal of several road signs will be required to accommodate loaded blade vehicles. Several lamp posts may also be affected by the blade vehicle and should be confirmed using Swept path analysis.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.





#### Location 5 - N25 / N24 Roundabout

Direction Turn Left Onto N24

Visual inspection indicates that loaded blade vehicle will require three lamp posts and one road sign to be removed from the nearside verge.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 6 - N24 / M9 Roundabout

Direction Turn Right Onto M9

Visual inspection indicates that road widening on the central island and the removal of several road signs will be required to accommodate loaded blade vehicles.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 7 - Exit M9 At Junction 11

Direction Turn Right Onto R704

Visual inspection indicates that loaded blade vehicles will contra flow the roundabout to minimise modifications required.

Road widening across central island and the offside pavement/verge will be required.

The safety barrier on the offside will require to be removed / realigned.

One lamp post on the nearside entry to roundabout will require removal.

Several road signs on both sides of the road and central / splitter islands will require removal.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



#### Location 8 - 2nd Roundabout Onto R704

Direction Continue Onto R704

Visual inspection indicates that loaded blade vehicles will contra flow the roundabout to minimise modifications required.

Road widening on the central island and the removal of a road sign will be required to accommodate loaded blade vehicles.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.



### Location 9 - R704 Left Hand Bend

Direction Continue On R704

Visual inspection indicates that tree pruning on the offside will be required to avoid damage to the blade tips.

(Reverse view of bend)



### Location 10 - R701 First Right Hand Bend

Direction Continue On R704

Visual inspection indicates that loaded blade vehicle will require third party land.

Road widening (Load bearing) will be required across the nearside highways verge and within third party land.

The telegraph pole and road sign will require removal / relocation.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications.

Reverse view of location.



### Location 10 Continued - R704 First Right Hand Bend

Direction Continue On R704

Road widening (Load bearing) is required as indicated by the red outline.

Blade will oversail as indicated by blue outline.

Telegraph pole and road sign on nearside required to be removed.



#### Location 11 - Second Right Hand Bend On R704

Direction Continue On R704

Visual inspection indicates that loaded blade vehicle will require third party land.

Road widening (Load bearing) will be required across the offside highways verge and within third party land.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications.



#### Location 11 Continued - Second Right Hand Bend On R704

Direction Continue On R704

Road widening (Load bearing) is required as indicated by the red outline.

Blade will oversail as indicated by blue outline.



#### Location 12 - Site Entrance

Direction Turn Left Into Site

Visual inspection indicates that a suitable site entrance will require to to be constructed to accommodate all loaded vehicles.

A topographical survey and swept path analysis is recommended at this location to confirm exact modifications required.

## 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.