



Cush Wind Farm
Phase II

Environmental Impact Assessment Report

Annex 3.5: Route Access Survey

Cush Wind Limited

COLLETT

EXPERTS IN MOTION



Route Access Survey
425548 – Rev 2

Cush Windfarm, County Offaly, Ireland

Cush Wind Ltd

March 2026

COLLETT
EXPERTS IN MOTION

Victoria Terminal
Albert Road
HALIFAX
West Yorkshire
HX2 0DF

Mistral Point
AW Nielsen Road
GOOLE
East Yorkshire
DN14 6UE

Baltic House
Central Dock Road
GRANGEMOUTH
Central Scotland
FK3 8TY

Tel. +44 (0) 8456 255 233
Fax +44 (0) 8456 255 244
Email info@collett.co.uk
www.collett.co.uk

Contents

REPORT DETAILS	3
1. EXECUTIVE SUMMARY	5
2. INTRODUCTION.....	7
3. CANDIDATE ABNORMAL LOADS.....	7
4. ABNORMAL INDIVISIBLE LOAD PROFILES	7
5. ABNORMAL LOAD MOVEMENTS IN IRELAND	9
6. ROUTE ASSESSMENT OVERVIEW	10
7. ROUTE ASSESSMENT	11
8. IMPORTANT NOTES	39
APPENDIX 1 – LOADED CONFIGURATION DRAWINGS	
APPENDIX 2 – SWEPT PATH ANALYSIS	

Report Details**Report for**

Cormac McPhillips
Galetech Energy
Clondargan
Stradone
Co. Cavan
Ireland

Attendees of Survey

Steven Mangham

Time / Date of Survey: March 2026

General weather conditions: Mixed

Issued by

Steven Mangham

Approved by

Steven Mangham

Collett & Sons Ltd
Victoria Terminal
Albert Road
Halifax
West Yorkshire
HX2 0DF
Tel: +44 (0) 8456 255288
Fax: +44 (0) 8456 255244

Document Revisions

No	Date	Details
1	07/05/2026	Updated to comments
2	03/07/2026	Item 7.2.5 updated

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 distribution throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity in order to be able to handle all various abnormal load types. As logistical partners, 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



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

+44 (0) 8456 255288
renewables@collett.co.uk
www.collett.co.uk

1. Executive Summary

- 1.1. This report comprises of a study of the road routes as detailed here in for the road transport of a Enercon E175 Turbine to the proposed entrance to Cush Windfarm, County Offaly.
- 1.2. Collett have been requested to base the tower on the EP5 E2 112m Hybrid Steel Tower. Sections 1 and 2 of this tower are conventional tower sections and will be transported in the tower transporter vehicles. Other sections are modular tower and will be transported in segments and erected on site. The tower and WEC dimensions can be found below:

no official measurements - ESTIMATED PACKING - FINAL PACKING LIST TO FOLLOW

Pos.	Quantity	Description	Stackable	Deck option	Truck info per WEC	Max. length m	Max. width m	Max. height m	Single gross weight ton	Storage m ²	Volume m ³	Total gross weight ton
4	1	steel tower section 1 (net length 31.30m; flanges 4.04 m/4.02 m) unpacked on saddles	tbc	yes		32.12	4.04	4.19	71.03	129.76	543.71	71.03
5	1	TRANSITION steel tower section 2 (net length 28.34m; flanges 4.02 m/4.35 m) unpacked on saddles	tbc	yes		28.49	4.35	4.50	82.96	123.93	557.69	82.96
6	1	DU-S3/1-1/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.83	1.90	1.72	25.22	22.43	38.56	25.22
7	1	DU-S3/1-2/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.83	1.90	1.72	25.22	22.43	38.56	25.22
8	1	DU-S4/1-2/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.83	2.02	1.28	21.80	23.85	30.55	21.80
9	1	DU-S4/2-2/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.86	1.90	1.72	26.03	22.49	38.66	26.03
10	1	DU-S5/1-2/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.88	2.17	1.40	23.41	25.72	36.06	23.41
11	1	DU-S5/2-2/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.88	2.17	1.40	23.41	25.71	36.04	23.41
12	1	DU-S6/1-3/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.88	2.31	1.40	25.62	27.50	38.55	25.62
13	1	DU-S6/2-3/E175-132/EC-F3/25	yes, if on 40' FR	yes		11.86	2.31	1.40	24.62	27.44	38.47	24.62
14	1	DU-S6/3-3/E175-132/EC-F3/Door/25	yes, if on 40' FR	yes		11.86	2.31	1.40	24.62	27.44	38.47	24.62

Quantity	Description	Stackable	Deck option	Truck info per WEC	Max. length m	Max. width m	Max. height m	Single gross weight ton
1	Generator Half Section: P2 (6 h) E-175 EP5 E2-GE-01-01 E-175 EP5 E2-GE-01-02 E-175 EP5 E2-GE-01-03	no	no		10.34	4.99	2.56	62.00
	Generator Half Section (Upright for Shipping) P1 (12 h) E-175 EP5 E2-GE-01-01 E-175 EP5 E2-GE-01-02 E-175 EP5 E2-GE-01-03	no	no		10.34	2.56	4.99	64.50
	Generator Half Section (Upright for Shipping) P2 (6 h) E-175 EP5 E2-GE-01-01 E-175 EP5 E2-GE-01-02 E-175 EP5 E2-GE-01-03	no	no		10.34	2.56	4.99	63.50
1	Main bearing unit for generator E-175 EP5 E2-RBU-01	no	no		4.04	3.66	3.01	31.00
	Main bearing unit for generator with telescopic arms for craneless loading E-175 EP5 E2-RBU-01	no	no		4.04	3.90	3.01	31.40
1	E-Nacelle incl. transformer - standard setup - contains dangerous goods UN3481 & UN3538 E-175 EP5-MH09 E-175 EP5-MH13 E-175 EP5-MH14	no	no		14.29	4.99	3.48	80.30
	E-Nacelle excl. transformer - alternative setup - contains dangerous goods UN3481 & UN3538 E-175 EP5-MH09 E-175 EP5-MH13 E-175 EP5-MH14	no	no		14.29	4.99	3.48	68.30

- 1.3. One route has been assessed to the site entrance from the Port of Galway.

Third party land

- 1.1. Third party land will be required at a number of locations along the route. Areas where third party land will be required are:
- Item 7.2.5 – R339/Connelly Avenue Junction
 - Item 7.5.3 – N52/N62 Junction

Road widening

1.2. In addition to areas where third party land include widening, additional road widening within highways owned land will be required at the following locations:

- Item 7.2.6 - Connolly Avenue/R336 Junction
- Item 7.3.1 – M6/N52 Roundabout
- Item 7.3.2 – N52/M6 Roundabout
- Item 7.4.1 – N52/R420 Arden Roundabout
- Item 7.4.2 – N52/L2025 Cappancur Roundabout
- Item 7.4.3 – N52/R420 Cloncollog Roundabout
- Item 7.4.4 – N52/R443 Clonminch Roundabout
- Item 7.4.5 – N52 Distillery Roundabout
- Item 7.4.6 – N52/R421 Ballard Roundabout
- Item 7.4.7 – N52/R421 Charleville Roundabout
- Item 7.4.8 – N53/L6009 Mucklagh Roundabout
- Item 7.5.1 – Right bend on N52 in Kilcormac

Modifications to street furniture

1.3. Street furniture removal will be required at a number of locations and have been detailed within the report body.

Manual Steering

1.4. Manual steering will be required at numerous locations along the route to assist navigation.

Vertical Alignment

1.5. The vertical alignment under the Lough Atalia Bridge in Galway has been assessed and no issues have been identified.

Structural Consultation

1.6. No structural consultation has been undertaken as part of this route assessment.

Other areas of note

- 1.7. A parking restriction is required on both bends in Kilcormac to allow the tractor unit to utilise the parking area.
- 1.8. A suitable site entrance is to be constructed to accommodate all of the loaded turbine components.
- 1.9. Trees to be removed at the N52/N62 Junction.

2. Introduction

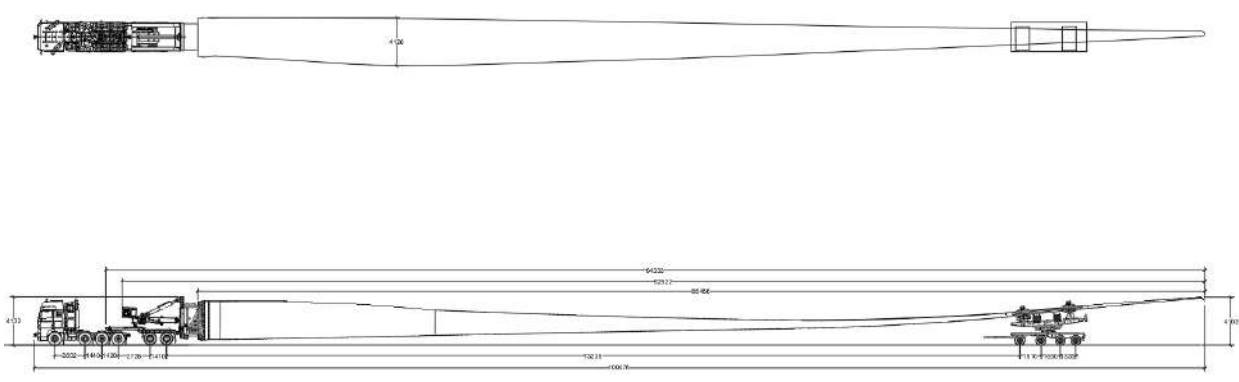
- 2.1** Collett & Sons Ltd. were commissioned by Cush Wind Ltd to undertake an abnormal loads route access study to assess the transportation of a wind turbine components to Cush Windfarm, County Offaly.
- 2.2** The road route as detailed here are for the road transport of the Enercon E175 Turbine with a EP5 E2 112m Hybrid Steel Tower
- 2.3** The purpose of this report is to detail access from the Port of Galway to the proposed site entrances on the N62.

3. Candidate Abnormal Loads

- 3.1.** Cush Wind Ltd has requested that the assessment on which this report is compiled be based on the delivery of the Enercon E175 Turbine with a EP5 E2 112m Hybrid Steel Tower. Sections 1 and 2 of this tower are conventional tower sections and will be transported in the tower transporter vehicles. Sections 3 to 8 are modular tower and will be transported in segments and erected on site. The loaded configuration information for the Blade and Sections 1 and 2 can be found in Section 4 below.

4. Abnormal Indivisible Load Profiles

- 4.1.** The abnormal load components are assessed based on weight, length, width and height and loaded to the most appropriate vehicle the weights and dimensions of these are detailed below. The loading diagrams are detailed in Appendix 1. Please note that only the loaded diagram for the blade component has been detailed at present, due to apparent incorrect component information received.

4.2.	425548-A
E175 Blade	
	
	Loaded vehicle dimensions
Overall vehicle Length	100.48m
Rigid Length	92.92m
Width	4.13m
Height	4.2m
GVW	69.00Te
Max Axle Weight	8.00Te

4.3.	425548-B
EP5 E2 112M HYBRID TOWER SECTION 1	
Loaded vehicle dimensions	
Overall vehicle Length	58.22m
Rigid Length	44.68m
Width	4.04m
Height	4.73m
GVW	124.00Te
Max Axle Weight	11.50Te

4.4.	425548-C
EP5 E2 112M HYBRID TOWER SECTION 2	
Loaded vehicle dimensions	
Overall vehicle Length	54.58m
Rigid Length	41.10m
Width	4.35m
Height	4.78m
GVW	136Te
Max Axle Weight	12.00Te

5. Abnormal Load Movements in Ireland

In the Republic of Ireland, any haulier who wishes to move a load or vehicle that exceeds the limits identified within the Road Traffic (Construction Equipment & Use of Vehicles) Regulations 2003, S.I.5 of 2003 must apply and obtain a permit for the movement.

There are two permit schemes in operation depending on the size, weight and location of the proposed movements.

5.1. Permit Scheme administered by An Garda Síochána

A Garda Síochána run a scheme for the movement of vehicles and loads that do not exceed 27.4 metres in length and 4.3 metres in width on designated roads.

Note: Vehicles and loads exceeding the 4.65 metre national height limit are not covered under this scheme and require a Local Authority Permit instead.

The designated road list is often updated with additional routes. An up-to-date list will always be available on RSA.ie and the [Garda website](http://garda.ie).

This scheme is outlined under the:

- [Road Traffic \(Specialised Vehicle Permits\) Regulations, 2009, S.I. No. 147 of 2009 and](#)
- [Road Traffic \(Specialised Vehicle Permits\) \(Amendment\) Regulations, 2010](#)

This scheme is free of charge.

5.2. Permit Scheme administered by Local Authorities

Local Authorities operate a permit system for all roads, vehicles and loads not covered under the Garda permit scheme.

You must apply for a permit through the relevant local authorities if:

- All or part of your journey is not on the routes the Garda scheme covers.
- The weight of the vehicle or load exceeds the limits outlined in [SI 5 of 2003](#).
- The height of the vehicle or load exceeds the limits outlined in the Road Traffic (Construction and Use of Vehicles) Regulations, [SI 366 of 2008](#).
- The dimensions of the vehicle or load exceed those allowed under the Garda scheme: 27.4 metres in length or 4.3 metres in width.

Charges for this scheme apply and may vary from one local authority to another.

This scheme is outlined under the:

- [Road Traffic Specialised Permits for Particular Vehicles\) Regulations 2007, SI 283 of 2007.](#)

6. Route Assessment Overview

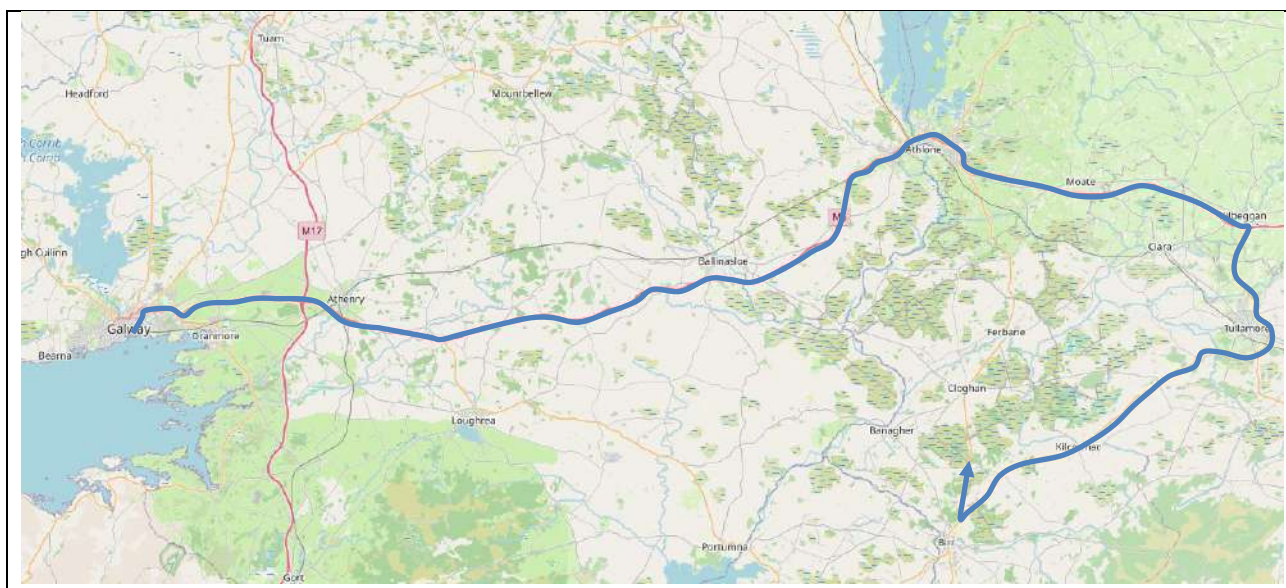
- 6.1. This section of the report illustrates the route assessed for the delivery of the loaded Enercon E175 wind turbine from the Ports of Galway to the proposed Cush Windfarm.
- 6.2. For the purpose of this report, one route to the site were surveyed. The routes surveyed in this report have been identified by the client.

6.3.

Route A

Start Location	Port of Galway	Distance of Route	Km	Miles
Via:	M6/N52/N62		167	104
<ul style="list-style-type: none">Exit Port of Galway onto Lough Atalia RoadMerge right onto R339Turn left onto unnamed road at Connelly Avenue junctionTurn right onto R336At N83 crossroads, turn right onto N6At roundabout, take 1st exit onto N6/M6Continue on M6 to junction 5 at junction with N52,At roundabout, turn right onto N52 southbound,Continue on N52 through 9 roundabouts to junction with N62,At junction turn right onto N62,Continue on N62 to site entrance at OSi Irish Grid ref: N 07615 10048.				

6.4. Map Overview



6.5. Amendment Categorisation

For the purposes of this report, the route amendments have been identified into 3 categories.

Major Amendments – Third Party Land, Road Widening

Minor Amendments – Modifications to Street Furniture, Pruning, Contraflow Manoeuvre, Manual Steering

No Amendments - Location is suitable as assessed during this survey

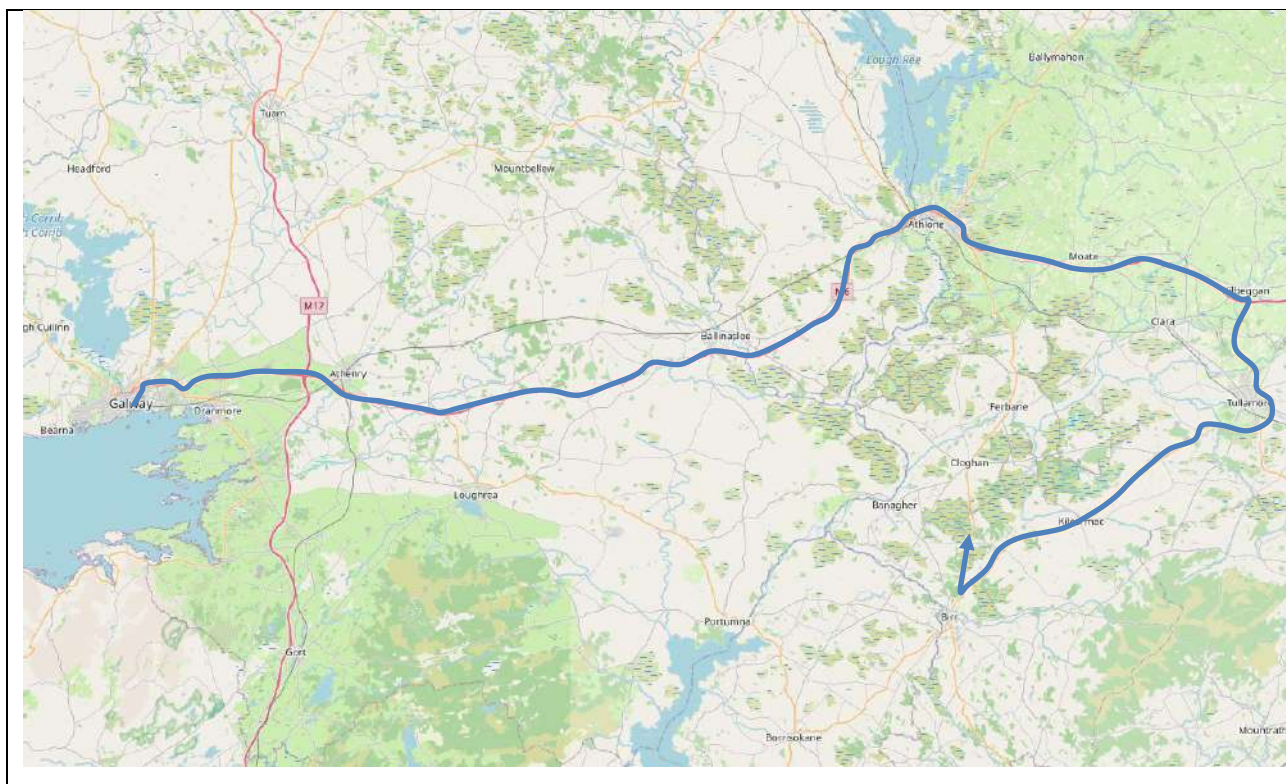
The categories have been colour coded for each report item as per the below key.

KEY				
	Major Amendments		Minor Amendments	No Amendments

7. Route Assessment

Start Location	Port of Galway	Distance of Route	Km	Miles
Via:	M6/N52/N62		167	104
<ul style="list-style-type: none">• Exit Port of Galway onto Lough Atalia Road• Merge right onto R339• Turn left onto unnamed road at Connelly Avenue junction• Turn right onto R336• At N83 crossroads, turn right onto N6• At roundabout, take 1st exit onto N6/M6• Continue on M6 to junction 5 at junction with N52,• At roundabout, turn right onto N52 southbound,• Continue on N52 through 9 roundabouts to junction with N62,• At junction turn right onto N62,• Continue on N62 to site entrance at OSi Irish Grid ref: N 07615 10048.				

7.1. Map Overview



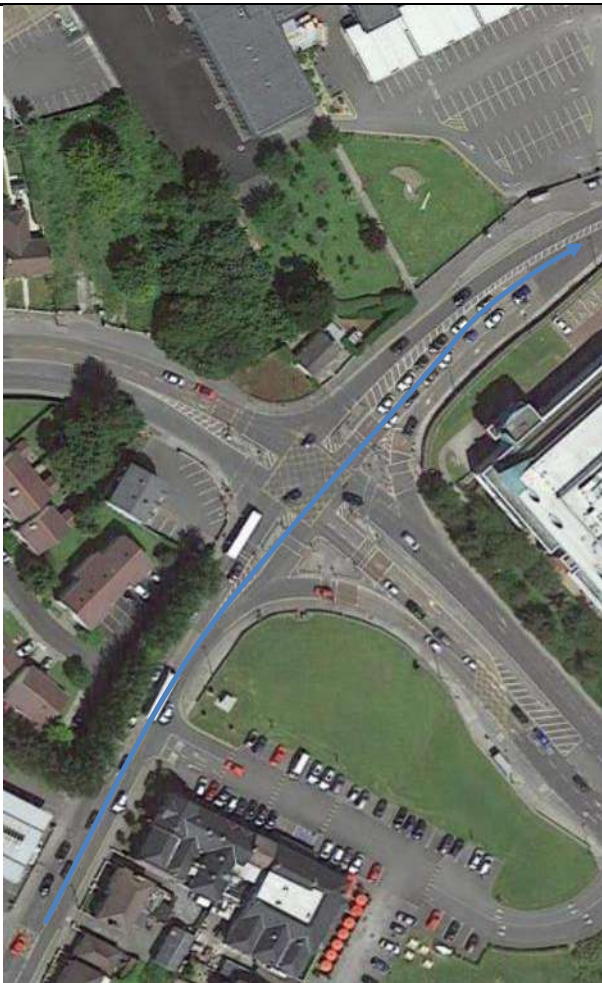
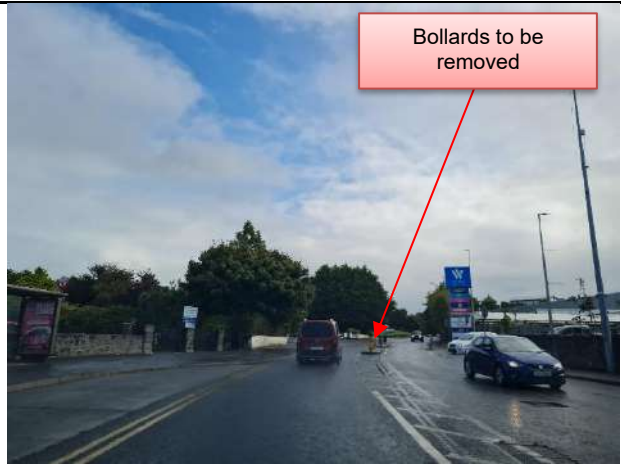
7.2. Map extract of survey locations

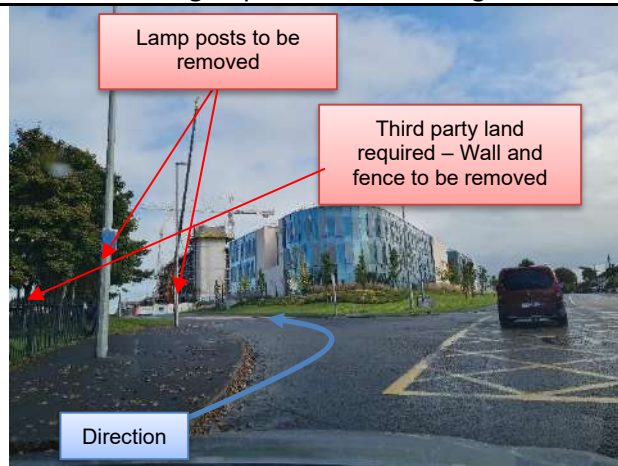
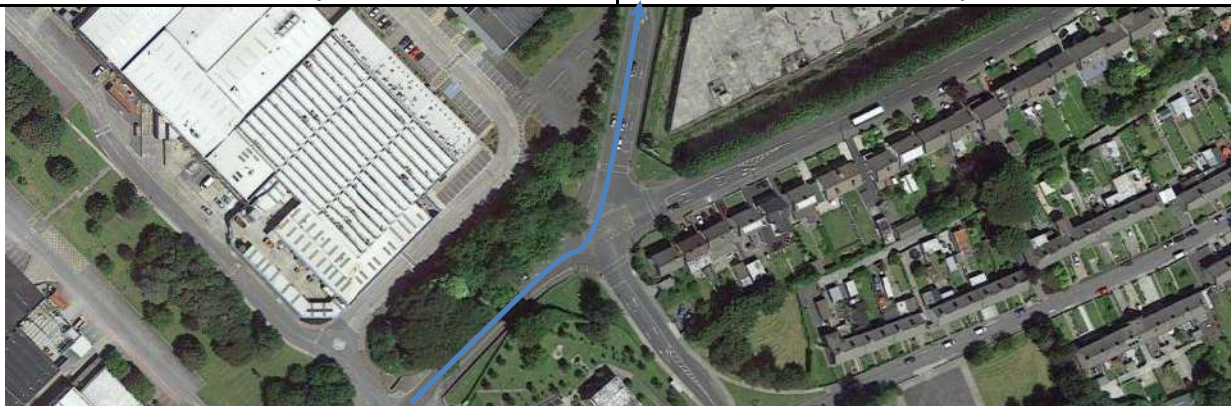


ITEM NUMBER	7.2.1	LOCATION	GALWAY PORT/LOUGH ATALIA ROAD	
DIRECTION	Exit the Port onto Lough Atalia Road			
GRID REFERENCE	M 30175 24820			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that the loaded vehicles will navigate out of the port onto Lough Atalia Road without any issues.				
		Exit from the port		
				
			Lough Atalia Road junction	
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A
RELATED DOCUMENT NUMBERS		N/A		

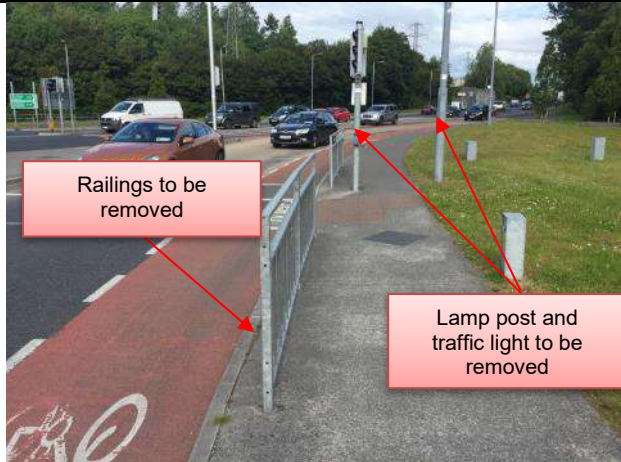
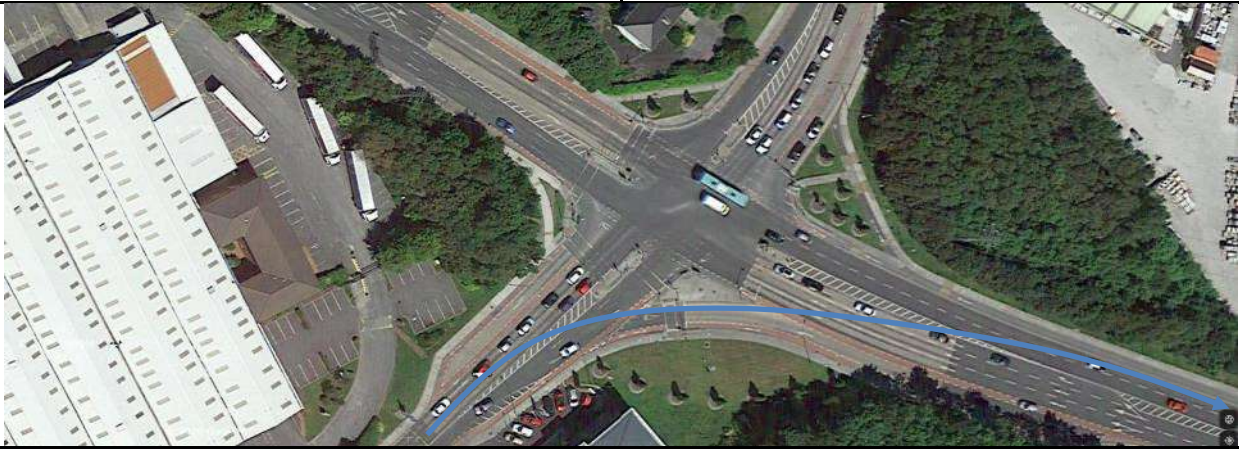
ITEM NUMBER	7.2.2	LOCATION	LOUGH ATALIA BRIDGE
DIRECTION	Continue straight at this location		
GRID REFERENCE	M 30398 25167		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Vertical analysis indicates that the loaded vehicles will navigate under this structure without any issues.			
		Lough Atalia Bridge	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Vertical Analysis
RELATED DOCUMENT NUMBERS	425548-10AV		

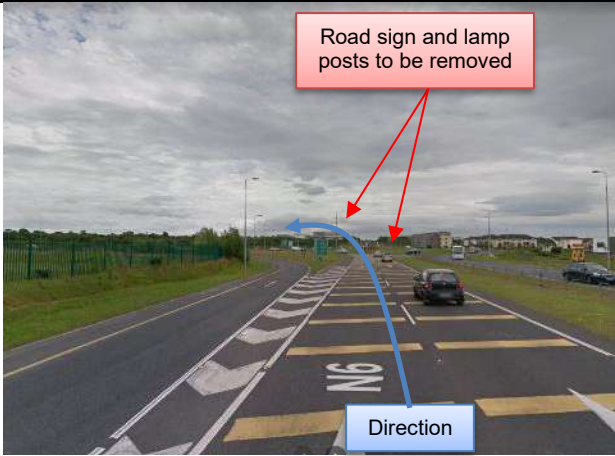
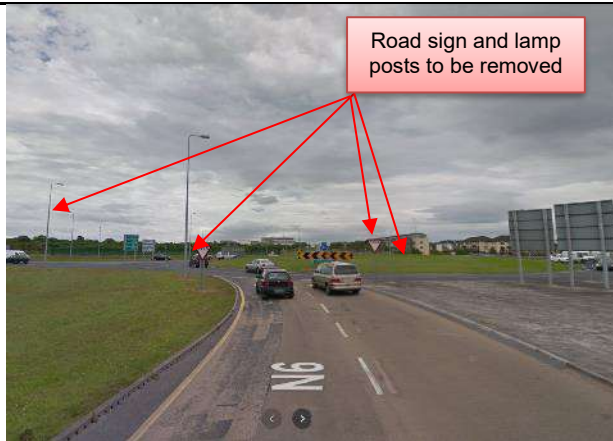
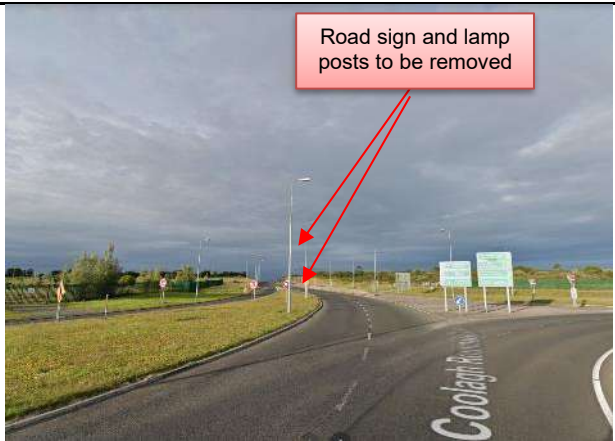
ITEM NUMBER	7.2.3	LOCATION	LOUGH ATALIA ROAD/R339 JUNCTION	
DIRECTION	Turn right at this junction			
GRID REFERENCE	M 31010 26058			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that there are the loaded vehicle will navigate this junction utilising a contraflow manoeuvre.				
		View towards the junction		
				
		View of the junction		
				
Aerial View of Location		View of the junction		
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A
RELATED DOCUMENT NUMBERS		N/A		

ITEM NUMBER	7.2.4	LOCATION	R339/R338 JUNCTION
DIRECTION	Continue straight at this junction		
GRID REFERENCE	M 31119 26239		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
<p>Visual inspection indicates that a contraflow manoeuvre will be required at this junction.</p> <p>Flexi bollards on the splitter islands after the junction to be removed.</p>			
		View of the approach to the junction	
			
		View of the junction	
Aerial View of Location			
		View of the splitter islands	
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

ITEM NUMBER	7.2.5	LOCATION	R339/CONNOLLY AVENUE JUNCTION	
DIRECTION	Turn left at this junction			
GRID REFERENCE	M 31786 26676			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that third party land is required on the nearside due to oversail. Wall and fence to be removed.</p> <p>Road widening is required on the offside pavement after the junction.</p> <p>Lamp posts and traffic light on the nearside of the junction to be removed.</p> <p>Electric pole on the offside of the R339 to be removed.</p> <p>Tree pruning required on the nearside.</p> <p>Manual steering required to assist navigation.</p>				
		View of the approach to the junction		
				
View of the junction		View of the junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		425548-20		

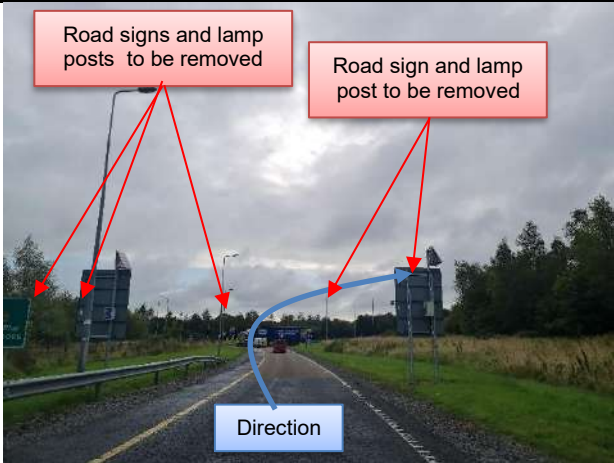
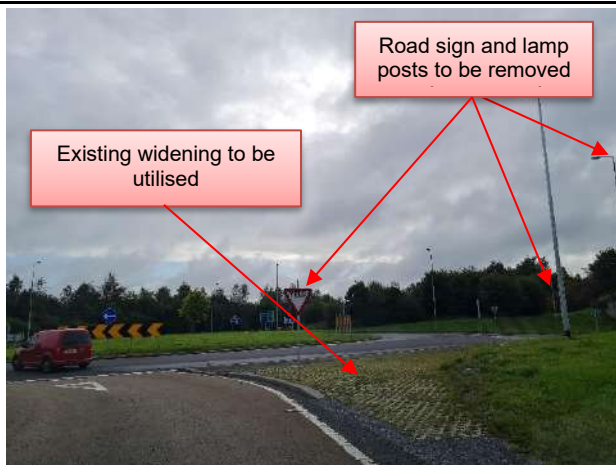
ITEM NUMBER	7.2.6	LOCATION	CONNOLLY AVENUE/R336 JUNCTION	
DIRECTION	Turn right at this junction			
GRID REFERENCE	M 31840 26985			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening is required on the offside of the junction and on the nearside R336 pavement.</p> <p>Lamp post on the offside of the junction to be removed.</p> <p>Manual steering required to assist navigation.</p>				
		View approaching junction		
				
View of the junction		Reverse view of the junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		425548-30		

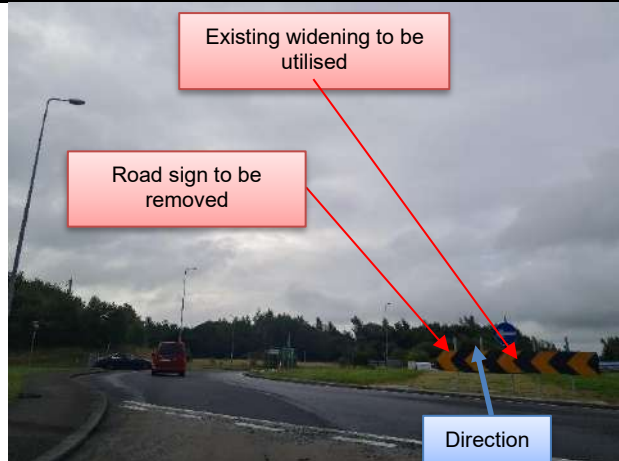
ITEM NUMBER	7.2.7	LOCATION	R336 / N6 JUNCTION
DIRECTION	Turn right at this junction		
GRID REFERENCE	M 32049 27159		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
<p>Swept Path Analysis indicates that the road signs and lamp post on the nearside of the R336 are to be removed due to the rear projection of the blade component.</p> <p>Railings, lamp post and traffic lights on the offside of contra flowed slip road to be removed.</p> <p>Tree on the offside to be removed.</p> <p>Loaded component to contraflow slip road in order to navigate this junction.</p>		 <p>View approaching junction</p>	
 <p>Direction</p> <p>View of slip road</p>		 <p>View of street furniture on offside of slip road</p>	
 <p>Aerial View of Location</p>			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		425548-40	

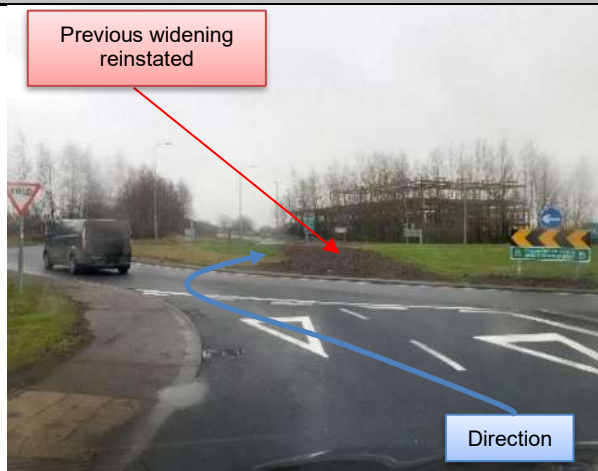
ITEM NUMBER	7.2.8	LOCATION	N6 COOLAGH ROUNDABOUT
DIRECTION	Take 1st Exit at the roundabout		
GRID REFERENCE	M 34736 26588		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
<p>Swept Path Analysis indicates lamp posts and road signs on the nearside of roundabout entry to be removed due to the oversail of the trailer body.</p> <p>Road signs on the offside splitter island to be removed due to the rear projection of the blade component.</p> <p>Manual steering required to assist navigation.</p>		 <p>Road sign and lamp posts to be removed</p> <p>Direction</p>	
		View approaching roundabout	
 <p>Road sign and lamp posts to be removed</p>	 <p>Road sign and lamp posts to be removed</p>		
View of the roundabout		View of roundabout exit	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	425548-50		

7.3. Map extract of survey locations



ITEM NUMBER	7.3.1		LOCATION	M6/N52 ROUNDABOUT	
DIRECTION	Take 3 rd exit at roundabout				
GRID REFERENCE	N 33641 34410				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates the loaded vehicle will be required to utilise the existing widening on the offside of the entry slip road. Extents of existing widening to be determined. Additional widening may be required.</p> <p>Road signs and lamp posts on both sides of the slip road to be removed.</p> <p>Manual steering required to assist navigation.</p> <p>Loaded vehicles to contraflow this roundabout.</p>					
			View of approach to roundabout		
					
View of the offside of the roundabout			View of the roundabout exit		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS			425548-60		

ITEM NUMBER	7.3.2		LOCATION	N52/M6 ROUNDABOUT	
DIRECTION	Take 2 nd exit at roundabout				
GRID REFERENCE	N 33674 34228				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Swept path analysis indicates that the existing widening on the roundabout to be utilised. Extents of the widening unknown and should be established to determine whether further widening would be required.</p> <p>Road sign on the central island to be removed.</p> <p>Manual steering required to assist navigation.</p>					
			View of the roundabout		
					
			View of the roundabout exit		
			Aerial View of Location		
			FURTHER INVESTIGATION UNDERTAKEN?		
RELATED DOCUMENT NUMBERS			425548-70		

ITEM NUMBER	7.4.1		LOCATION	N52/R420 ARDAN ROUNDABOUT	
DIRECTION	Take 2nd Exit at the roundabout				
GRID REFERENCE	N 34491 26539				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
<p>Swept path analysis indicates that road widening is required on the central island of the roundabout.</p> <p>Manual steering required to assist navigation.</p> <p>Roundabout has been previously widened for 162m rotor turbine deliveries although these works have been reinstated.</p>					
			View of roundabout entry		
					
			View of exit from roundabout		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS			425548-80		

ITEM NUMBER	7.4.2	LOCATION	N52/L2025 CAPPANCUR ROUNDABOUT	
DIRECTION	Take 1 st exit onto L2025			
GRID REFERENCE	N 35593 25285			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening is required on the central island of the roundabout.</p> <p>Loaded blade will require to contraflow this roundabout in order to reduce the amount of modifications required.</p> <p>Road sign on central island to be removed.</p> <p>Manual steering required to assist navigation.</p>		 <p>Direction</p>		
		Approach to Roundabout		
 <p>Road widening required</p>		 <p>Road sign to be removed</p>		
View of the roundabout		Reverse view of the roundabout exit		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		425548-90		

ITEM NUMBER	7.4.3	LOCATION	N52/R420 CLONCOLLOG ROUNDABOUT	
DIRECTION	Take the 2 nd exit at the roundabout			
GRID REFERENCE	N 35887 24132			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>Loaded blade will require to contraflow this roundabout in order to reduce the amount of modifications required.</p> <p>Two road signs on central island to be removed.</p>				
		View of roundabout entry		
				
View on roundabout		Reverse view of roundabout exit		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		425548-100		

ITEM NUMBER	7.4.4	LOCATION	N52/R443 CLONMINCH ROUNDABOUT		
DIRECTION	Take the 2 nd exit at the roundabout				
GRID REFERENCE	N 34865 22745				
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION			
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>Road signs on central island and on exit splitter island to be removed.</p>					
		View of roundabout entry			
					
View on roundabout		Reverse view on roundabout exit			
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis	
RELATED DOCUMENT NUMBERS		425548-110			

ITEM NUMBER	7.4.5	LOCATION	N52 DISTILLERY ROUNDABOUT	
DIRECTION	Take the 2 nd exit at the roundabout			
GRID REFERENCE	N 33273 22502			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>One road sign on central island to be removed.</p>		 <p>Road signs to be removed</p> <p>Direction</p>		
		View of roundabout entry		
 <p>Road widening required</p>				
View on roundabout		View on roundabout exit		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		425548-120		

ITEM NUMBER	7.4.6	LOCATION	N52/R421 BALLARD ROUNDABOUT	
DIRECTION	Take the 2 nd exit at the roundabout			
GRID REFERENCE	N 32386 22433			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>Loaded blade will require to contraflow this roundabout in order to reduce the amount of modifications required.</p> <p>Road sign on central island of the roundabout to be removed.</p>				
		View of roundabout entry		
				
Reverse view on roundabout		Reverse view on roundabout exit		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		425548-130		

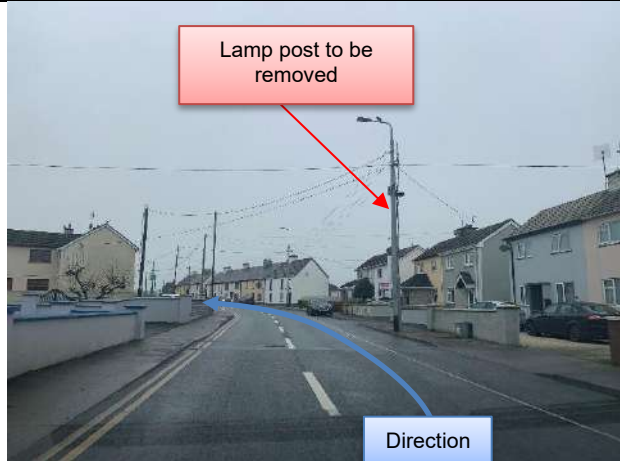
ITEM NUMBER	7.4.7	LOCATION	N52/R421 CHARLEVILLE ROUNDABOUT		
DIRECTION	Take the 1 st exit at the roundabout				
GRID REFERENCE	N 32039 22690				
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION			
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>Road sign on the nearside to be removed.</p> <p>Manual steering required to assist navigation.</p>					
		View of roundabout entry			
					
View on roundabout		View on roundabout exit			
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis	
RELATED DOCUMENT NUMBERS		425548-140			

ITEM NUMBER	7.4.8	LOCATION	N52/L6009 MUCKLAGH ROUNDABOUT	
DIRECTION	Take the 2 nd exit at the roundabout			
GRID REFERENCE	N 30975 22828			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening will be required on the central island.</p> <p>Loaded blade will require to contraflow this roundabout in order to reduce the amount of modifications required.</p> <p>Road sign on central island to be removed.</p>				
		View of roundabout entry		
				
View on roundabout		View on roundabout exit		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		425548-150		

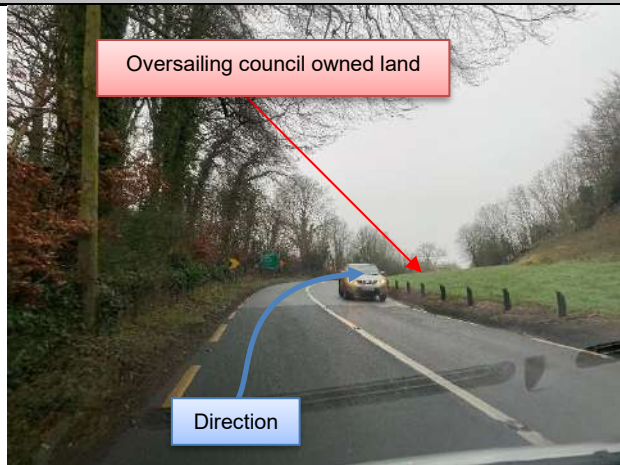
7.5. Map extract of survey locations

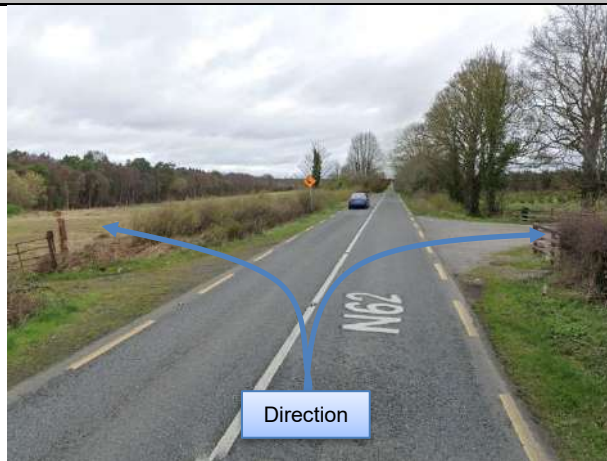


ITEM NUMBER	7.5.1	LOCATION	RIGHT BEND ON N52 IN KILCORMAC	
DIRECTION	Continue straight			
GRID REFERENCE	N 18463 14008			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that road widening will be required on the nearside footpath.</p> <p>Parking restrictions will be required on both sides of the road.</p> <p>Trees and road sign on the nearside to be removed.</p> <p>Manual steering required to assist navigation.</p>				
		View of prior to bend		
				
		View on bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis	
RELATED DOCUMENT NUMBERS	425548-160			

ITEM NUMBER	7.5.2	LOCATION	LEFT BEND ON N52 IN KILCORMAC	
DIRECTION	Continue straight			
GRID REFERENCE	N 18077 13975			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that a lamp post on the offside of the road will require removal.</p> <p>Parking restriction will be required on the offside to allow the tractor unit to utilise the area.</p> <p>Manual steering required to assist navigation.</p>				
		View of prior to bend		
				
		View on bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		425548-170		

ITEM NUMBER	7.5.3	LOCATION	N52/N62 JUNCTION	
DIRECTION	Turn right onto N62			
GRID REFERENCE	N 07398 07436			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates that a reverse manoeuvre will be required at this junction.</p> <p>Third party land required on the nearside of the N52 to allow the loaded vehicle into the land in order to drive forward onto the N62.</p> <p>Trees, road signs and lamp post on nearside of N52 required to be removed.</p> <p>Manual steering required to assist navigation.</p>				
		View of junction		
				
View on junction		Reverse View of the junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		425548-180		

ITEM NUMBER	7.5.4	LOCATION	RIGHT BEND ON N62	
DIRECTION	Continue on N62			
GRID REFERENCE	N 07225 07932			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
<p>Swept Path Analysis indicates the loaded blade will oversail council owned land on the offside of the bend.</p> <p>The client has indicated that this land is in control of the County Council.</p>				
		View prior to bend		
				
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		425548-190		

ITEM NUMBER	7.5.5	LOCATION	SITE ENTRANCE
DIRECTION	Turn left/right into site		
GRID REFERENCE	N 07615 10048		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates a suitable site entrance is to be constructed to the manufacturers specification to accommodate all loaded components.			
		Reverse view of entrance	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS	N/A		

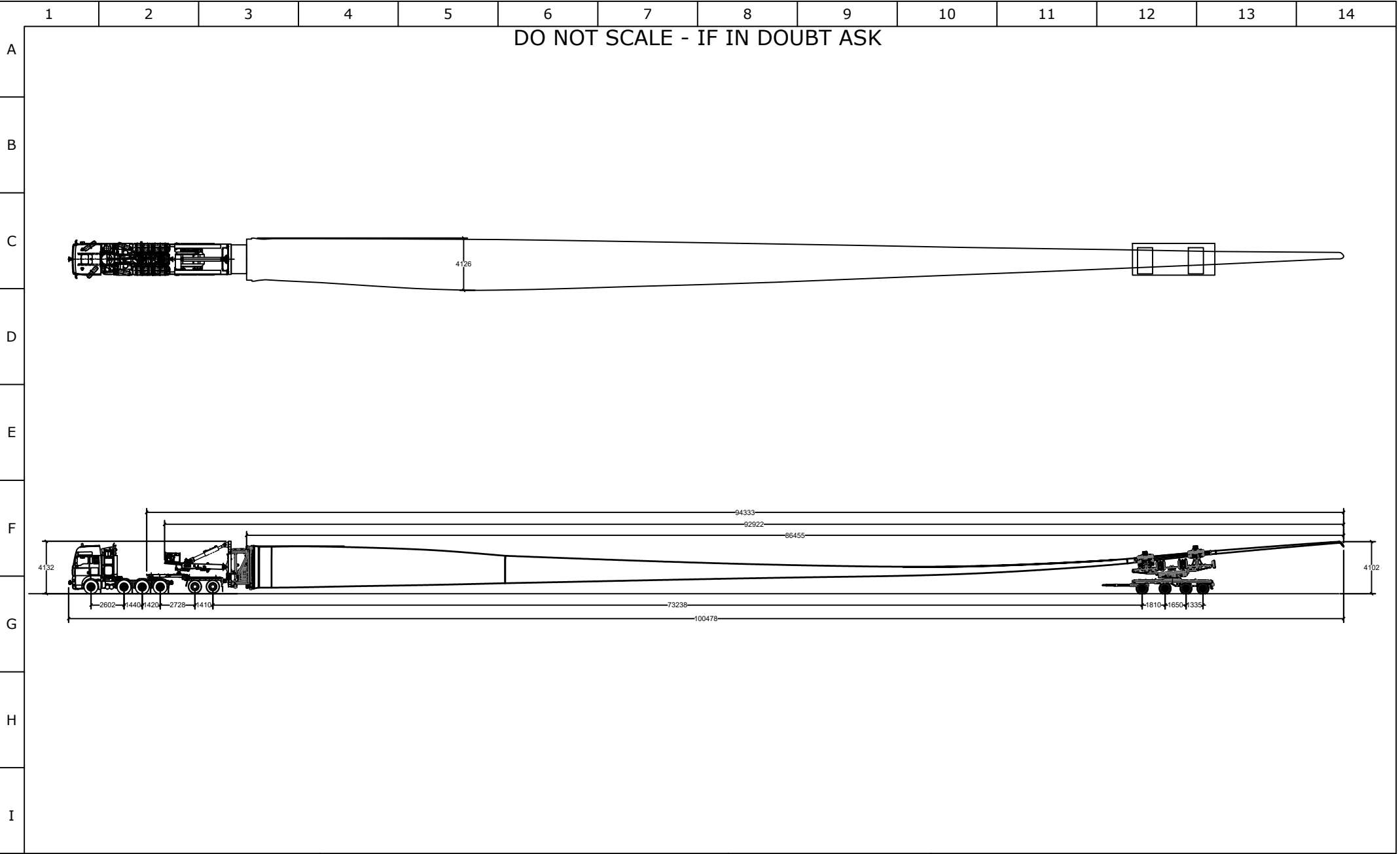
8. Important Notes

- 8.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive.
- 8.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- 8.3. A Police escort or pilot car will be required in order to assist with traffic control for the entire route surveyed.
- 8.4. Permits will be required for the movement of all loads. These permits are at the discretion of the Local Authorities (L.A). Therefore, approval of these permits by the L.A is a major consideration before any movements can be undertaken.
- 8.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.
- 8.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a suitable minimum envelope.
- 8.7. All street furniture, signage etc. along the nominated route must be removed to allow a suitable minimum envelope on the road. Other specific street furniture has been nominated in this report to facilitate over-sailed and swept areas.
- 8.8. 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.
- 8.9. In areas where land take or road widening is required, the road construction must be formed to the minimum specification suitable for the transfer of axle loadings up to 16Te, the road construction must be formed to the minimum specification contained in the selected manufacturers transport and erection guidance notes.
- 8.10. Overhead utility cables have not been measured as part of this survey and correspondence with the utility companies regarding cable heights and possible remedial solutions should be undertaken prior to any delivery.
- 8.11. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.
- 8.12. 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. However, the details of the nominated land take and road widening contained in this report are highlighting the expected areas of concern, and can only be confirmed by swept path analysis. 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.
- 8.13. All inspections and assessments are made for the road movement of loaded trailer equipment carrying wind turbine components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.
- 8.14. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited 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.
- 8.15. This report is based solely on a preliminary visual inspection. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver to site using this route before further

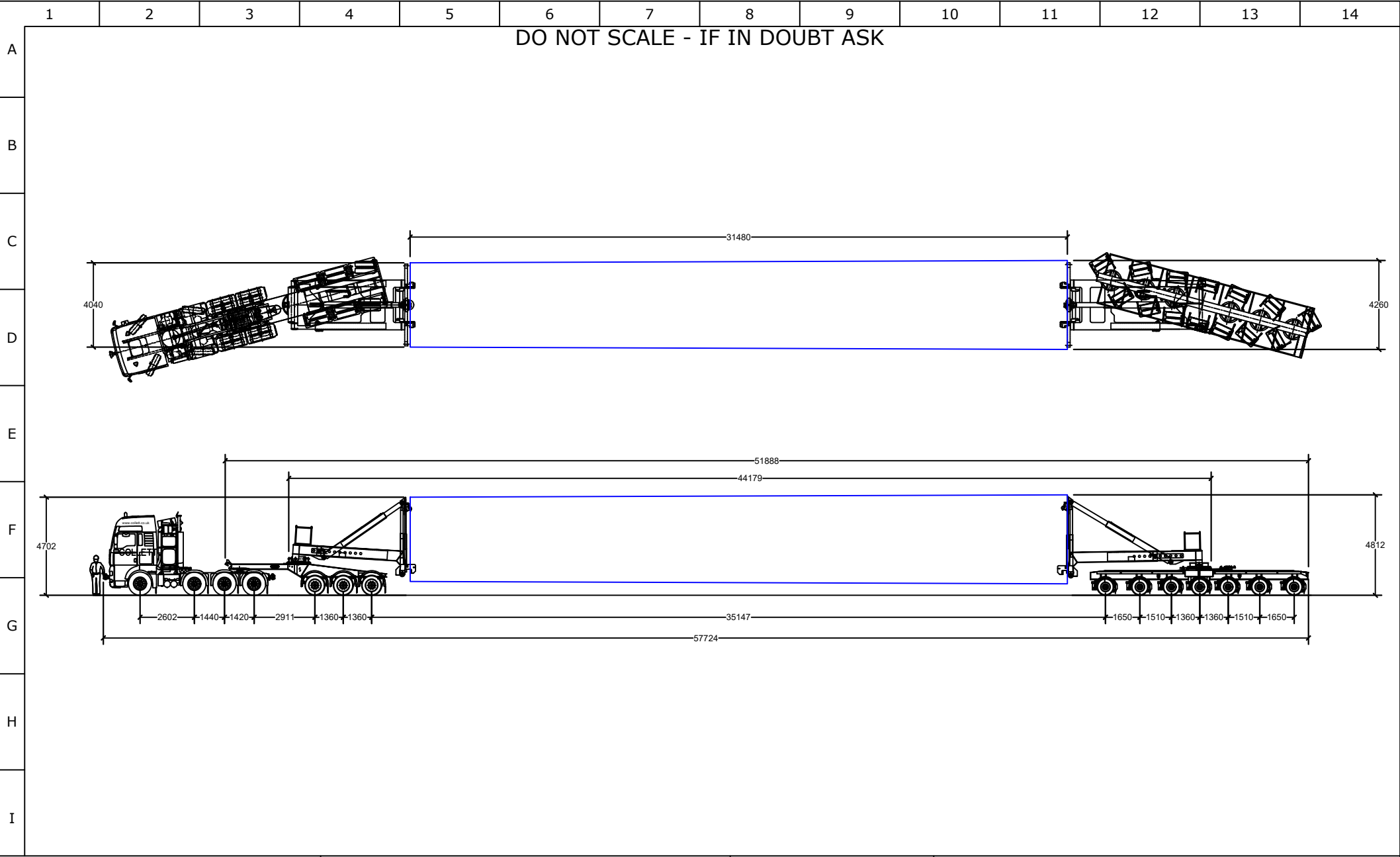
structural analysis has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

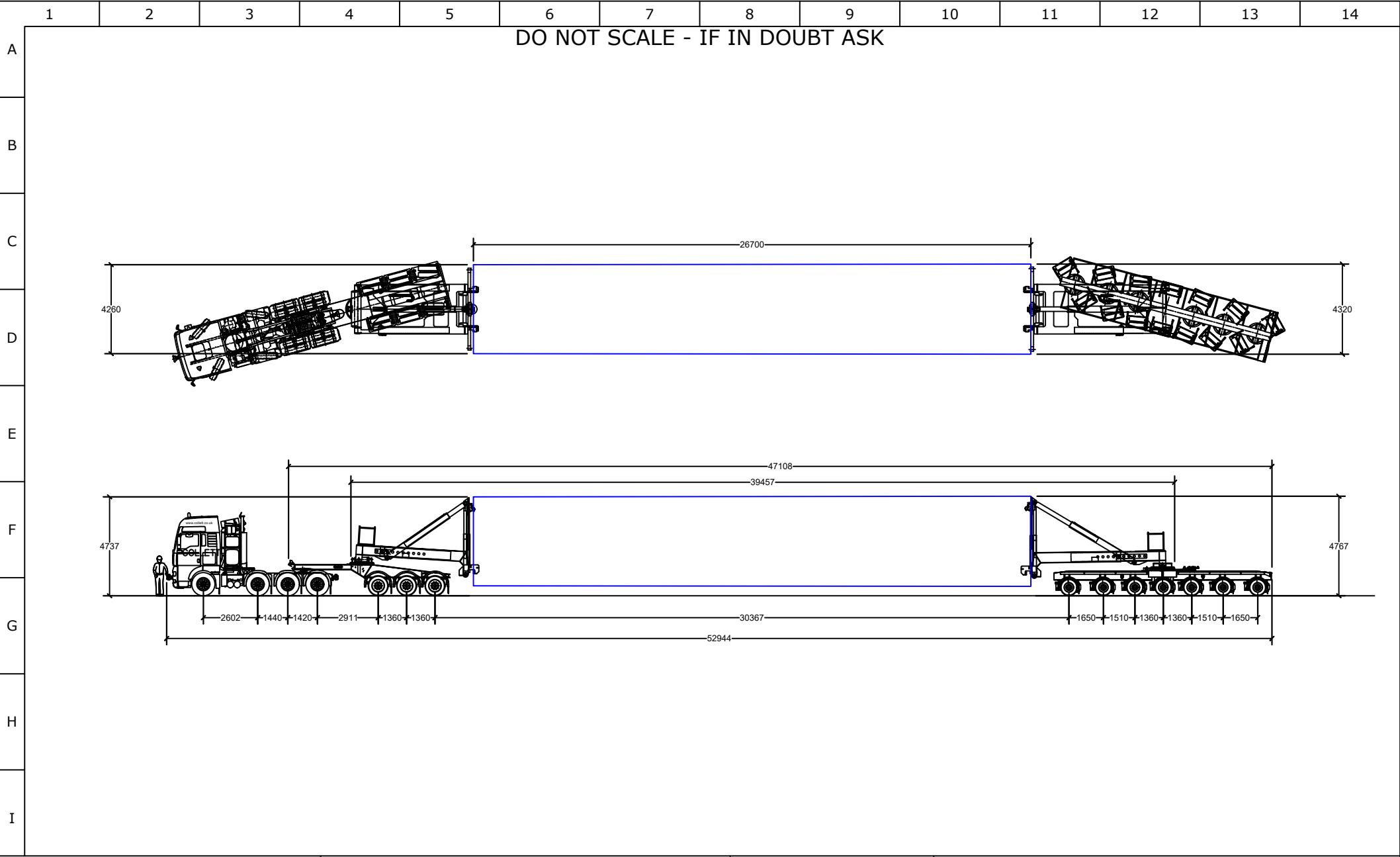
APPENDIX 1

LOADED CONFIGURATION DRAWINGS



<div>COLLETT</div> <div>EXPERTS IN MOTION</div>	COLLETT & SONS LIMITED		DRAWN		TITLE	
	Victoria Terminal		S.MANGHAM		ENERCON E175 BLADE	
	TEL: +44(0)8456 255288		DATE		SITE	
	Albert Road		08/04/2026		CUSH	
	FAX: +44(0)8456 255244		SCALE	SIZE	CUSTOMER	DRG No.
	Halifax, HX2 0DF		NTS	A4	CUSH WIND LTD	425548-A
	WEB: www.collett.co.uk					

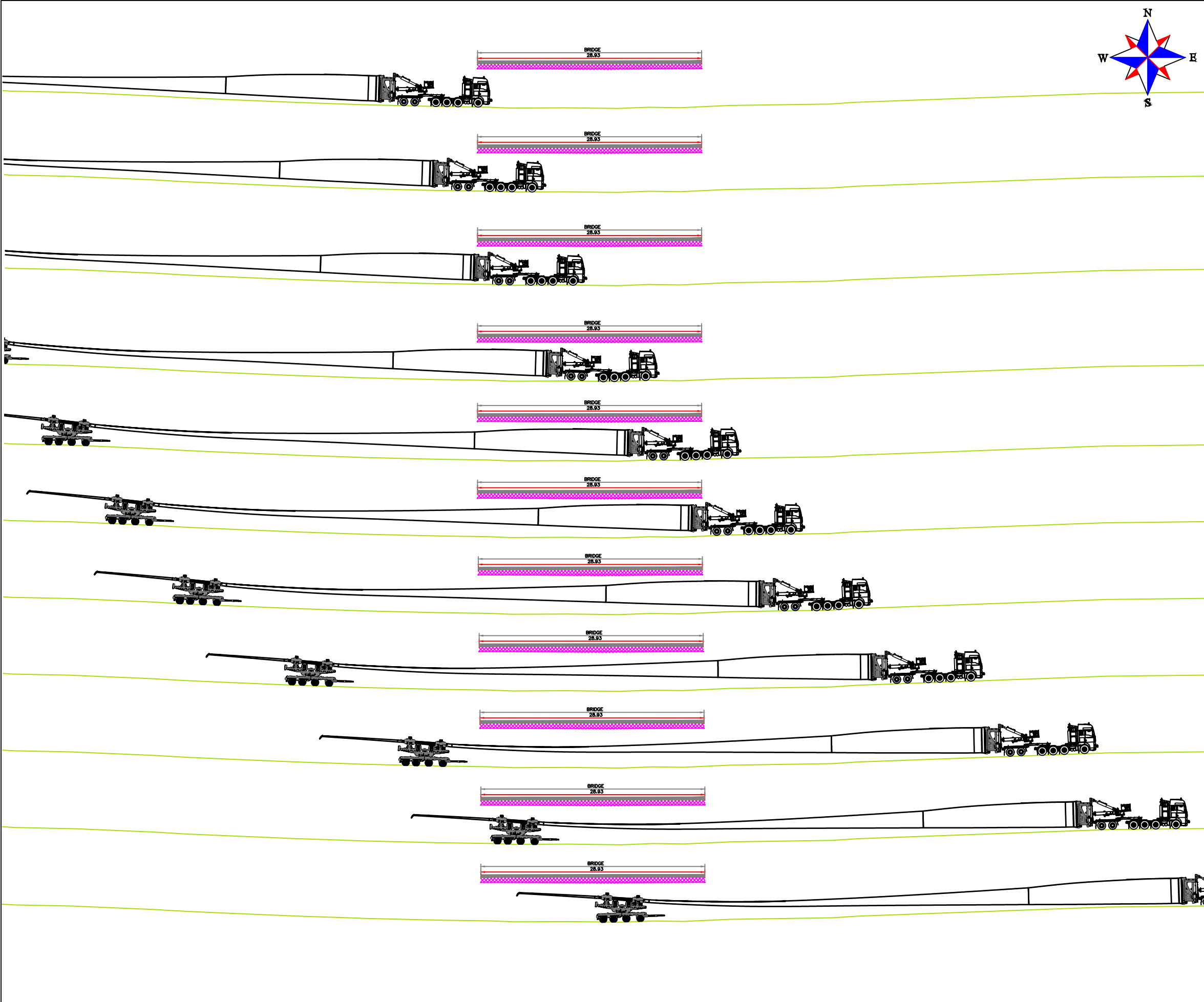




<div>COLLETT</div> <div>EXPERTS IN MOTION</div>	COLLETT & SONS LIMITED		DRAWN		S.MANGHAM		TITLE		E175 EP5 E2 132M HYBRID TWR SECTION 2			
	Victoria Terminal		TEL: +44(0)8456 255288		DATE		08/04/2026		SITE		CUSH	
	Albert Road		FAX: +44(0)8456 255244		SCALE		NTS		SIZE		A4	
	Halifax, HX2 0DF		WEB: www.collett.co.uk						CUSTOMER		CUSH WIND LTD	
									DRG No.		425548-B	

APPENDIX 2

SWEPT PATH ANALYSIS DRAWINGS

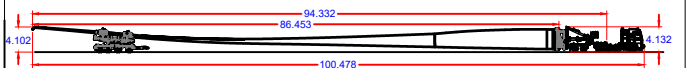


Continue on Lough Atalia Road underneath bridge.

****Caution****

- Loaded vehicle will navigate under this structure without any issues.

- 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 provided by the client.
- 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 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.
- 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

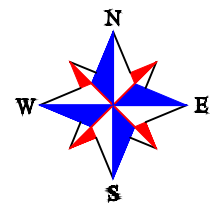
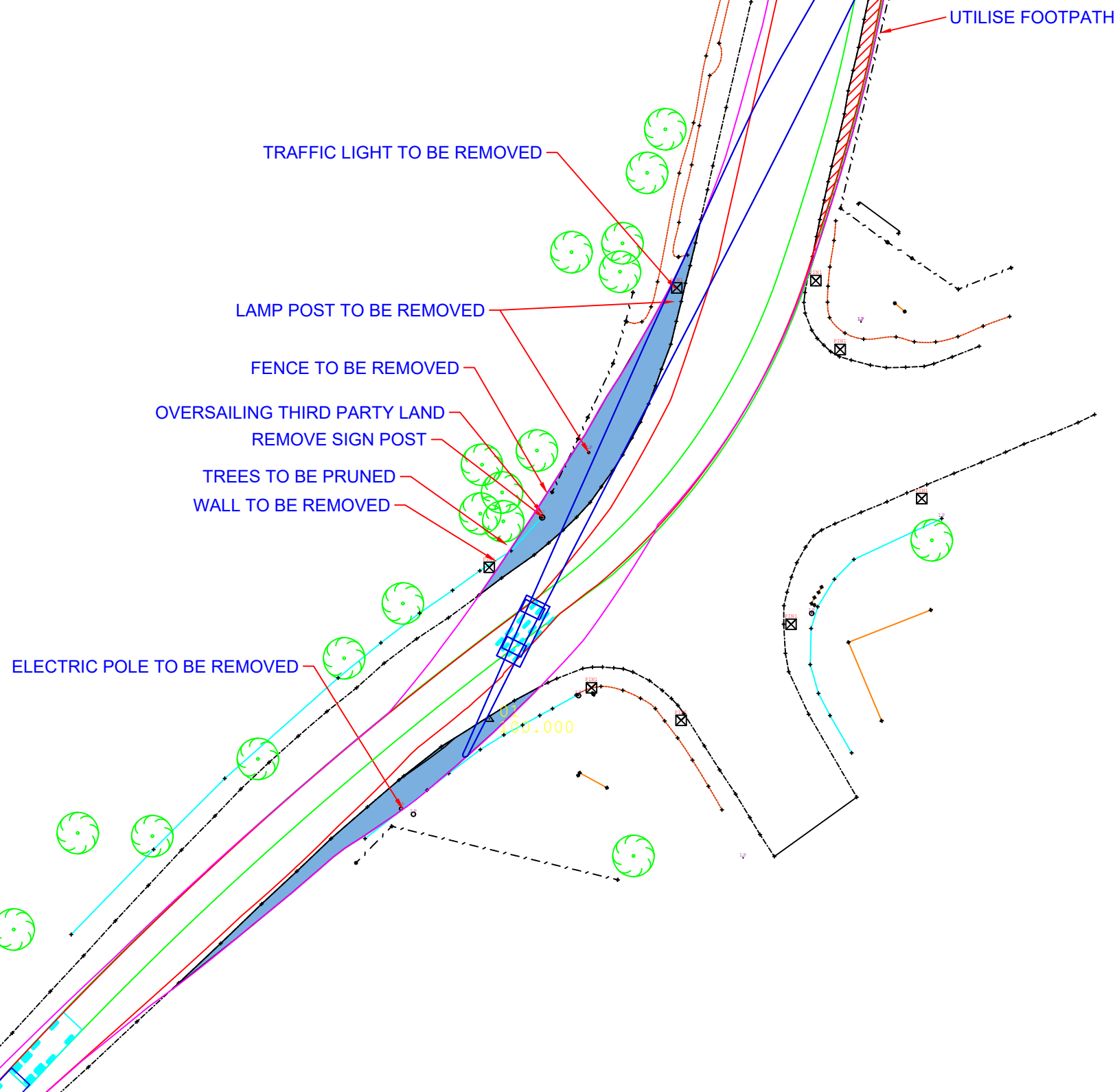


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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

<div>COLLETT</div> <div>EXPERTS IN MOTION</div>	COLLETT & SONS LIMITED		DRAWN	S.MANGHAM	TITLE				LOUGH ATALIA ROAD BRIDGE					
	Victoria Terminal TEL: +44(0)8456 255288		DATE		08/04/2026		MAPPING		TOPOGRAPHICAL SURVEY		CUSTOMER		CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244		SCALE		1:500		SIZE		A3		PINCH POINT IDENTIFIED BY		CLIENT	
	Halifax, HX2 0DF WEB: www.collett.co.uk										SITE		CUSH	
												DWG. NO. 425548-10AV.1		



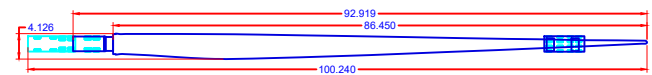
Continue on R339 to junction with Connolly Avenue.

At junction, turn left onto Connolly Avenue.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Loaded blade oversailing third party land on the offside of the junction.
- Wall and fence on offside to be removed.
- Indicated street furniture to be removed.
- Pruning required.
- Ground to be prepared to accept suitable axle loadings.

- 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 provided by the client.
- 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 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.
- 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



Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- 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

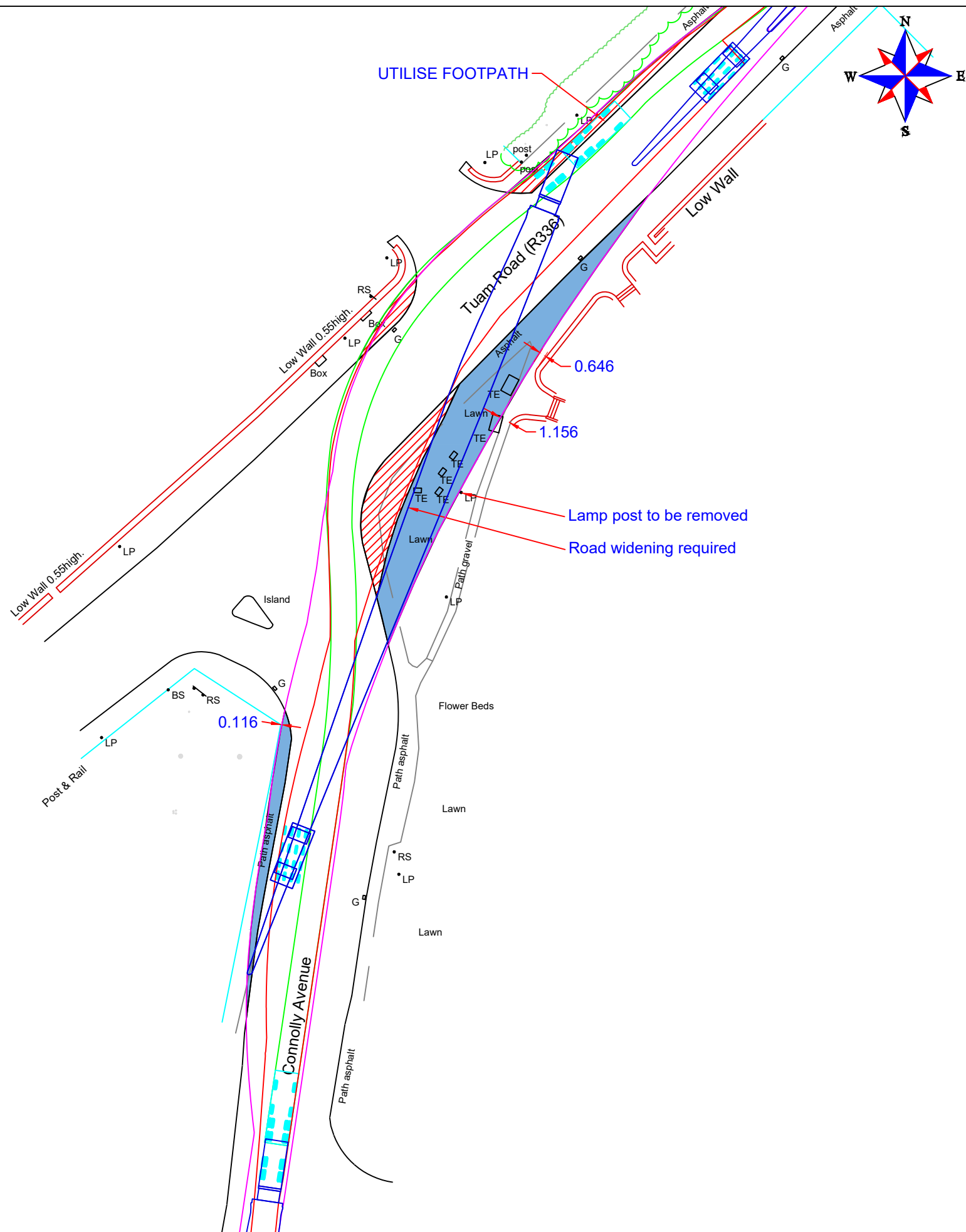
COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN S.MANGHAM
DATE 08/04/2026
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

R339/CONNOLLY AVENUE JUNCTION

CUSTOMER CUSH WIND LTD
SITE CUSH DWG. 425548-20A1.1



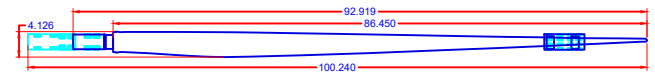
Continue on Connolly Avenue to junction with R336.

At junction, turn right onto R336.

****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.

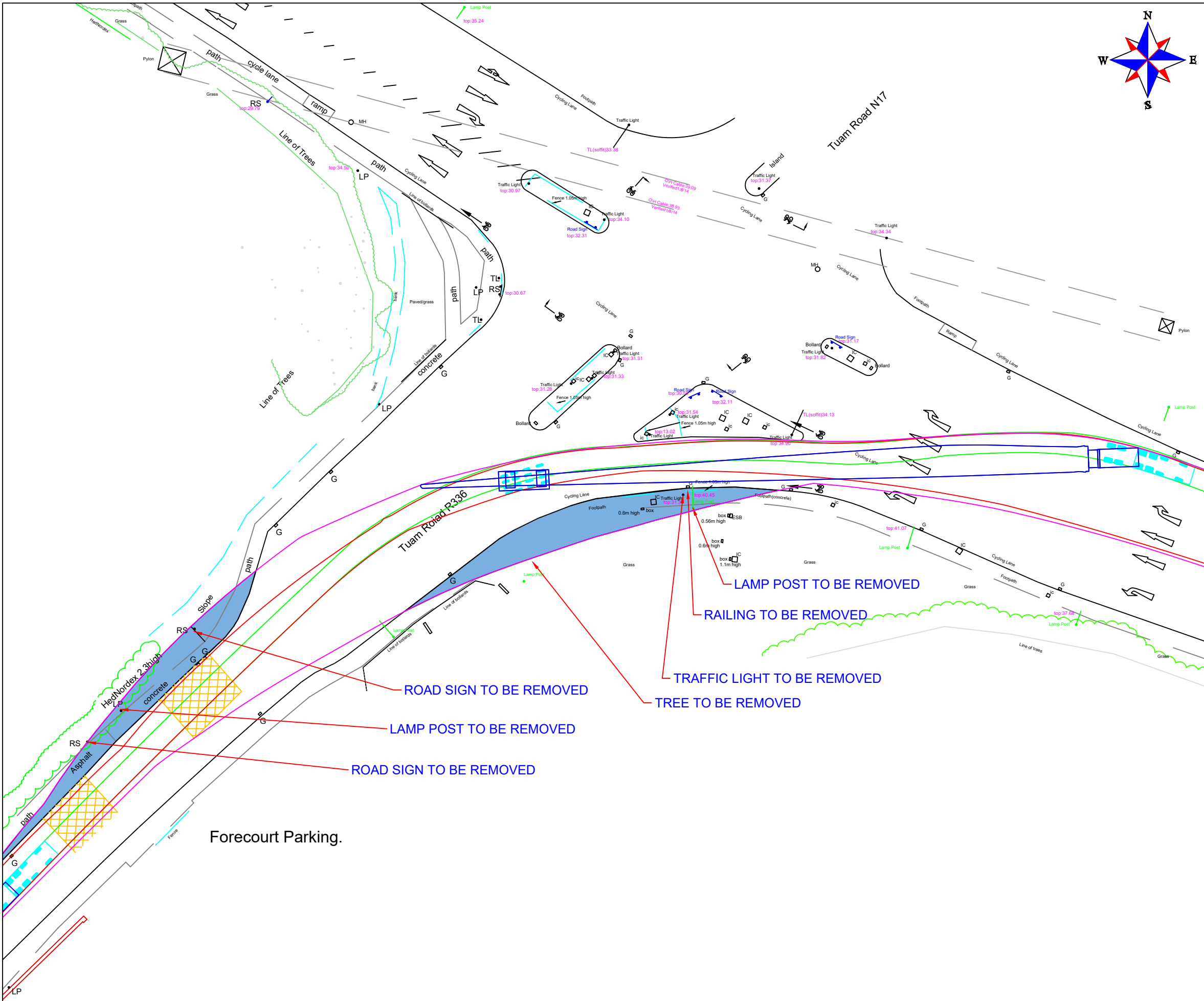
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept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



Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▭ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

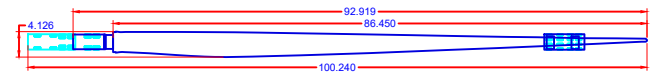


Continue on R336 to junction with N6.
At junction, turn right onto N6.

****Caution****

- Loaded vehicle to contraflow this junction.
- Indicated street furniture to be removed.
- Tree on offside to be removed.
- Manual steering required to assist navigation.

- 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 provided by the client.
- 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 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.
- 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



Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

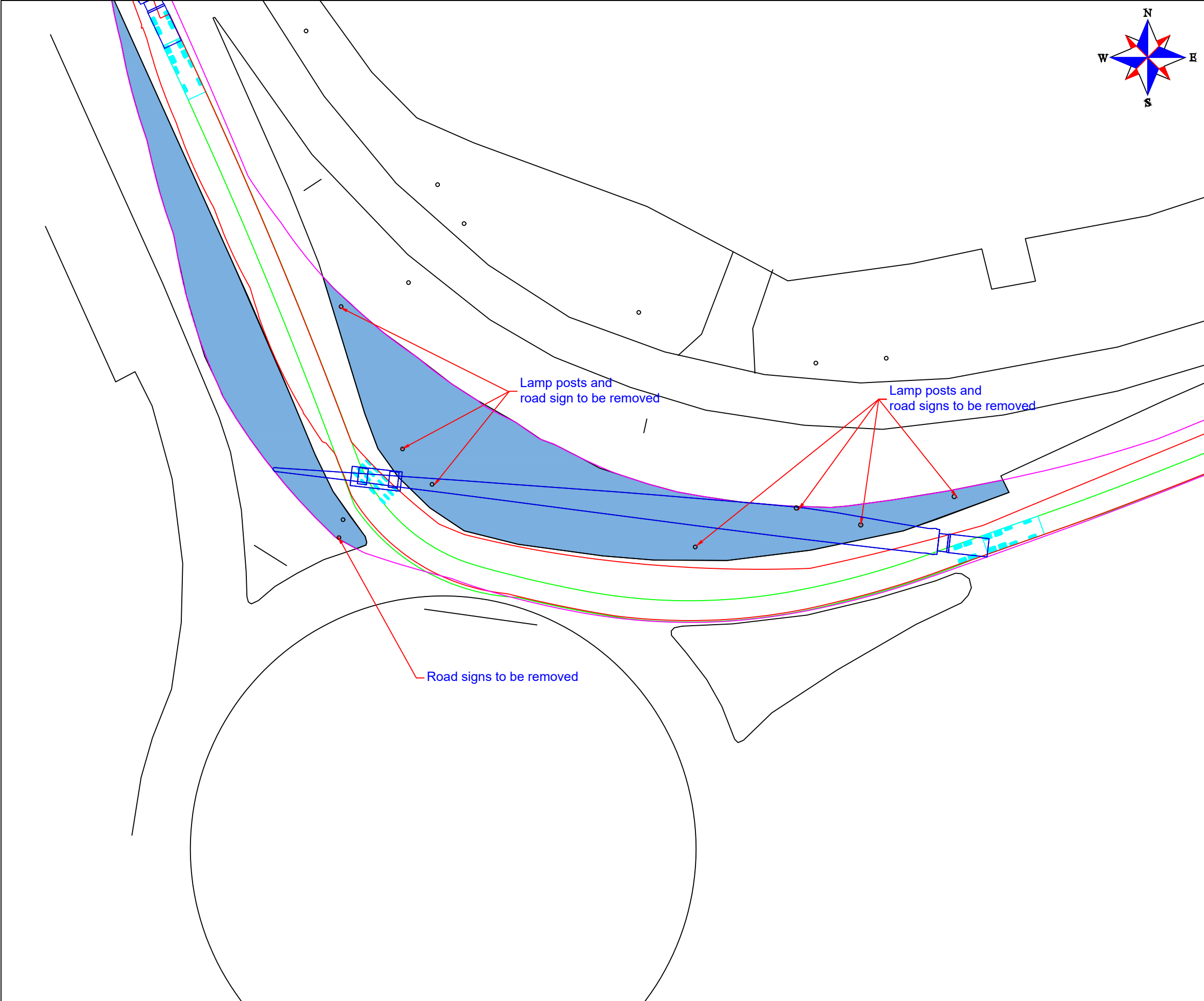
COLLETT
EXPERTS IN MOTION

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 S.MANGHAM
DATE 08/04/2026
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

R336/N6 JUNCTION
CUSTOMER CUSH WIND LTD
SITE CUSH DWG. 425548-40A1.1

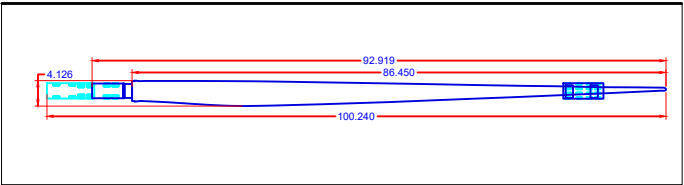


Continue on N6 to Coolagh Roundabout.
At roundabout, take 1st exit onto N6/M6.

****Caution****

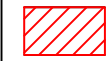
- Indicated street furniture to be removed.
- Manual steering required to assist navigation.

- 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 provided by the client.
- 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 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.
- 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

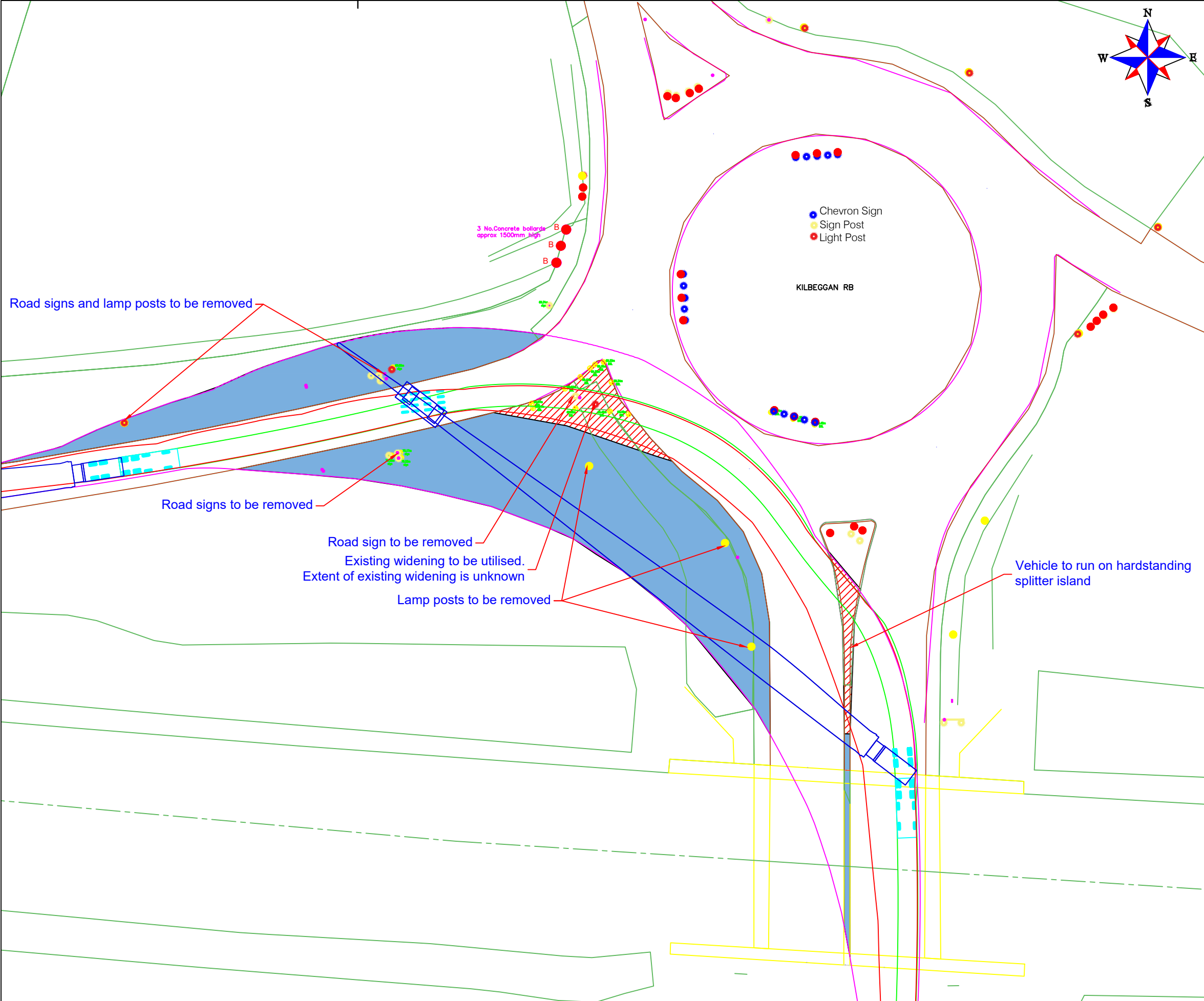


Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
-  Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

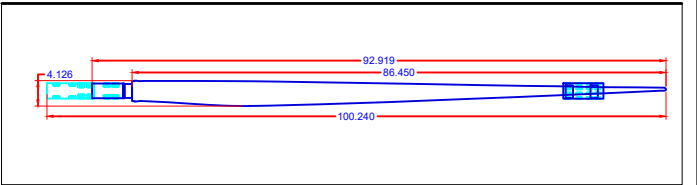
	COLLETT & SONS LIMITED		DRAWN	S.MANGHAM	TITLE				N6 COOLAGH ROUNDABOUT												
	Victoria Terminal TEL: +44(0)8456 255288		DATE		08/04/2026		MAPPING		AERIAL IMAGE CREATION		CUSTOMER		CUSH WIND LTD								
	Albert Road FAX: +44(0)8456 255244		SCALE		1:500	SIZE		A3		PINCH POINT IDENTIFIED BY		COLLETT		SITE		CUSH		DWG.		425548-50A1.1	
Halifax, HX2 0DF WEB: www.collett.co.uk																					



Continue on Slip Road to roundabout with the N52.
At roundabout, turn right onto N52.
****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Existing widening to be utilised. Extents are unknown.
- Boundary features alongside third party land to be removed.
- Indicated street furniture to be removed.
- Contraflow manoeuvre required.
- Ground to be prepared to accept suitable axle loadings.

- 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 provided by the client.
- 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 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.
- 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

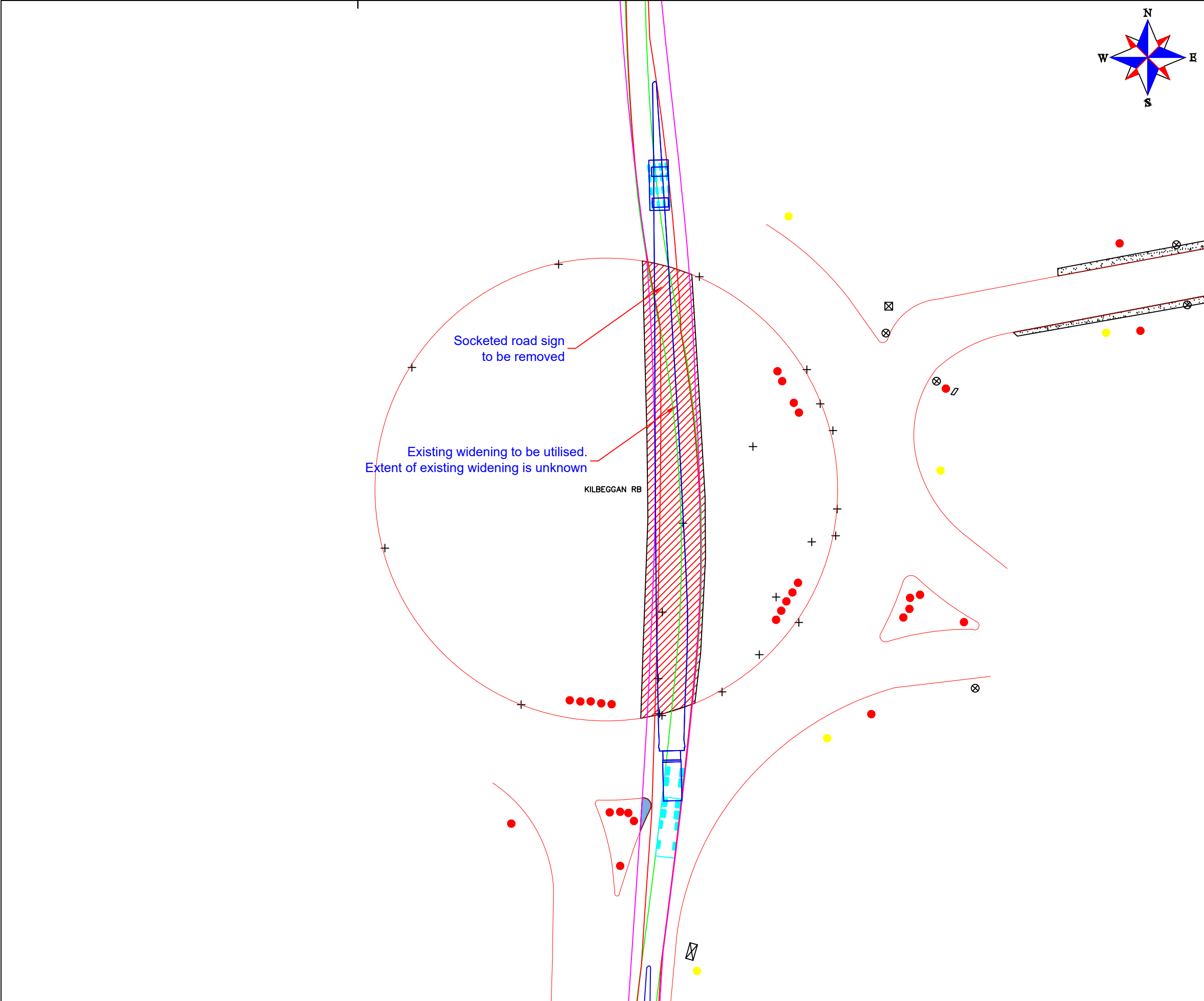


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	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 S.MANGHAM		TITLE M6 EAST/N52 ROUNDABOUT			
		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH	DWG. 425548-60A1.1

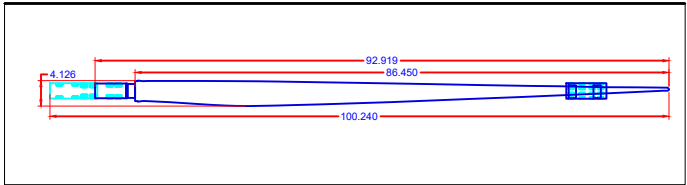


Continue on N52 to roundabout at junction with M6 West.
At roundabout, continue on N52.

****Caution****

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

- 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 provided by the client.
- 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 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.
- 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

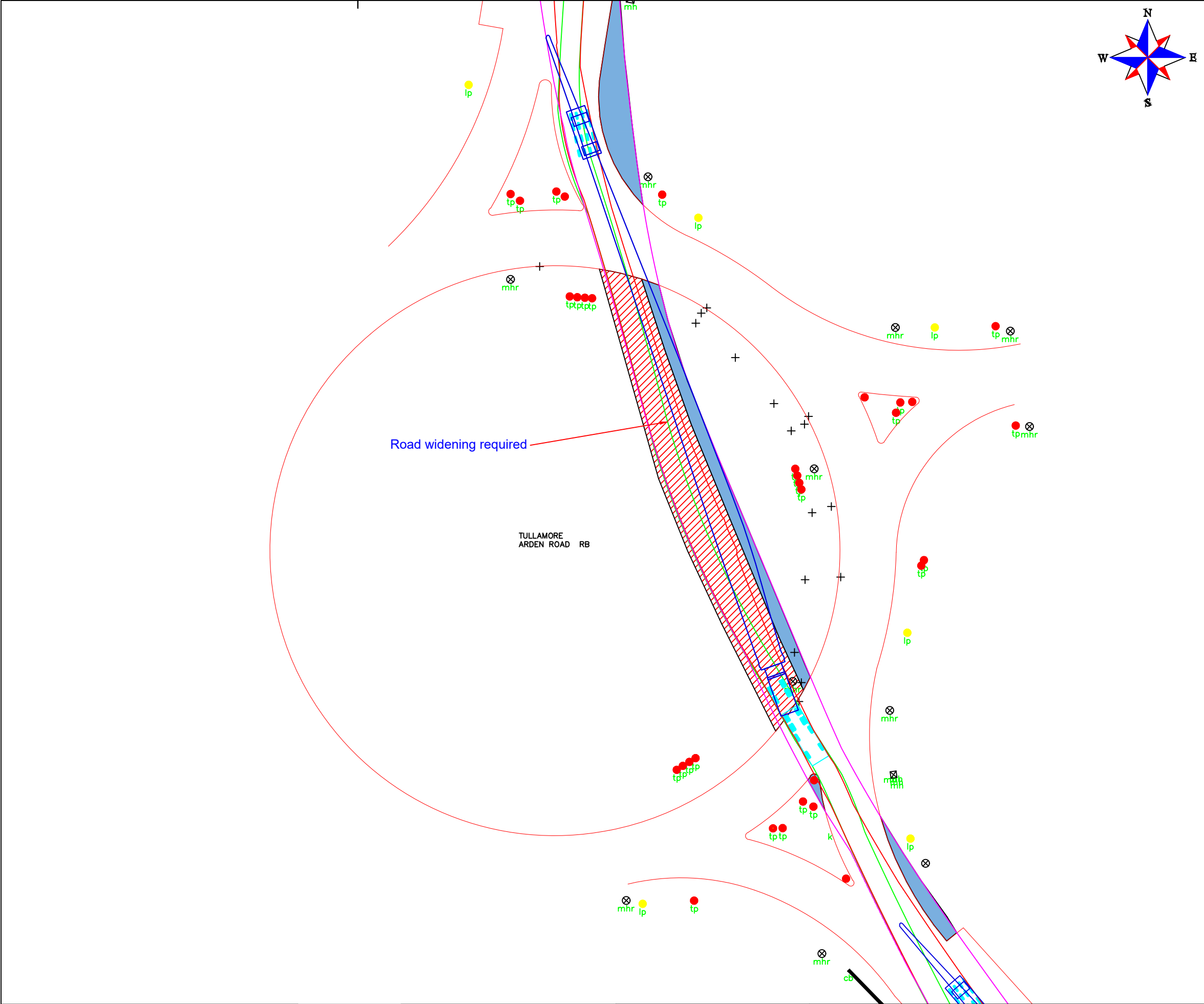


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	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 S.MANGHAM		TITLE N52/M6 WEST ROUNDABOUT		
		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER CUSH WIND LTD	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CUSH	DWG. 425548-70A1.1

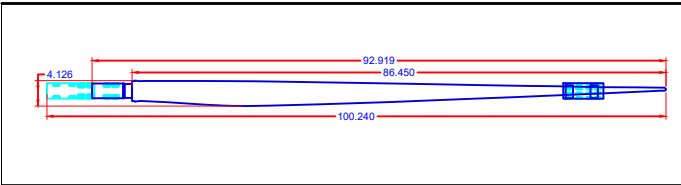


Continue on N52 to Arden Roundabout.
At roundabout, continue on N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

- 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 provided by the client.
- 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 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.
- 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

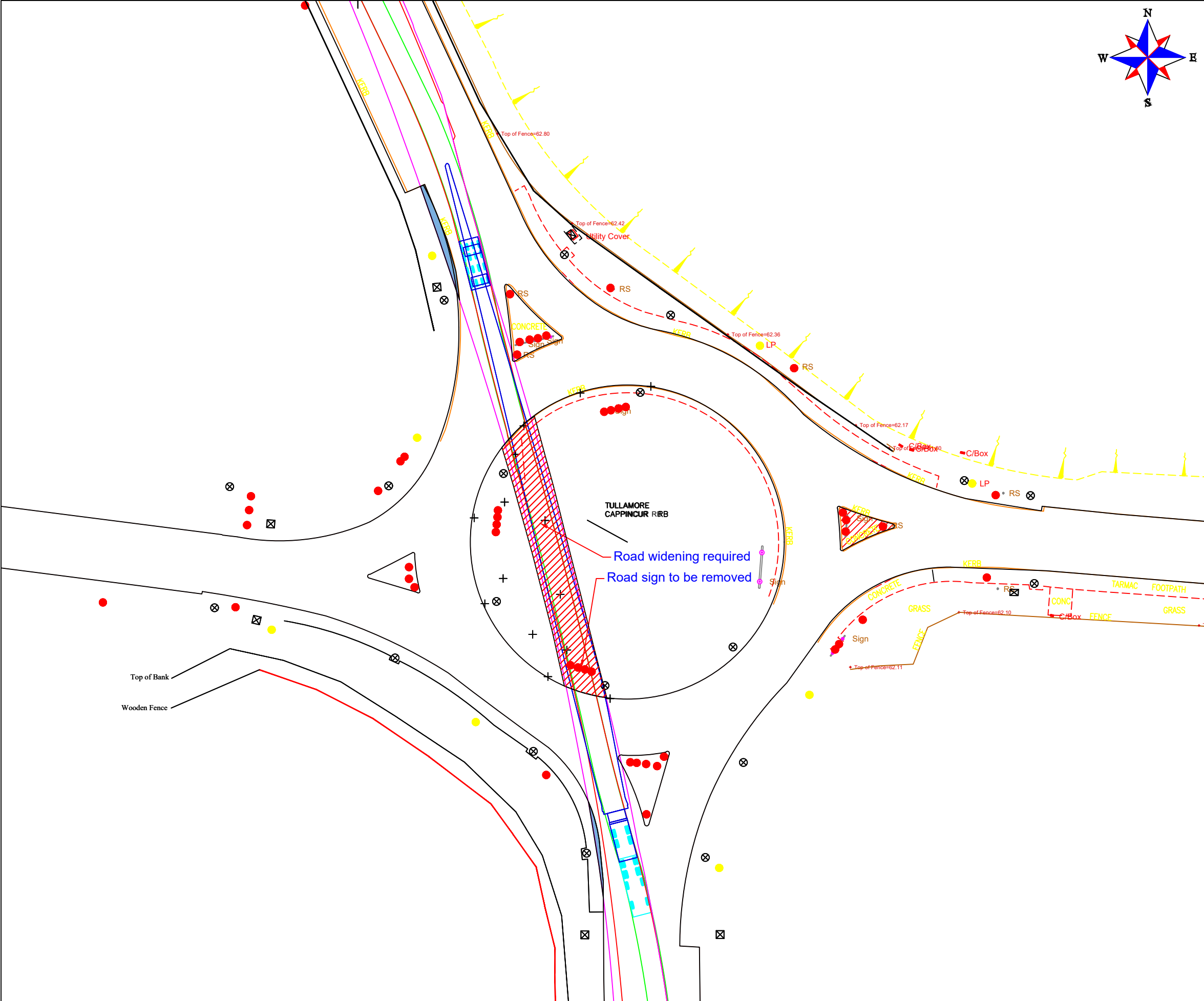


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▭ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	COLLETT & SONS LIMITED		DRAWN S.MANGHAM		TITLE N52 ARDEN ROUNDABOUT			
	Victoria Terminal TEL: +44(0)8456 255288		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244		SCALE 1:500 SIZE A3		PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH DWG. 425548-80A1.1	
Halifax, HX2 0DF WEB: www.collett.co.uk								

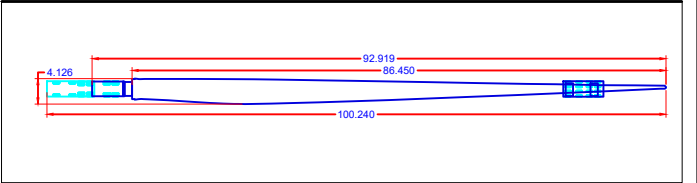


Continue on N52 to Cappancur Roundabout.
At roundabout, take 2nd exit onto N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Loaded vehicle to contraflow this roundabout.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

- 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 provided by the client.
- 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 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.
- 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

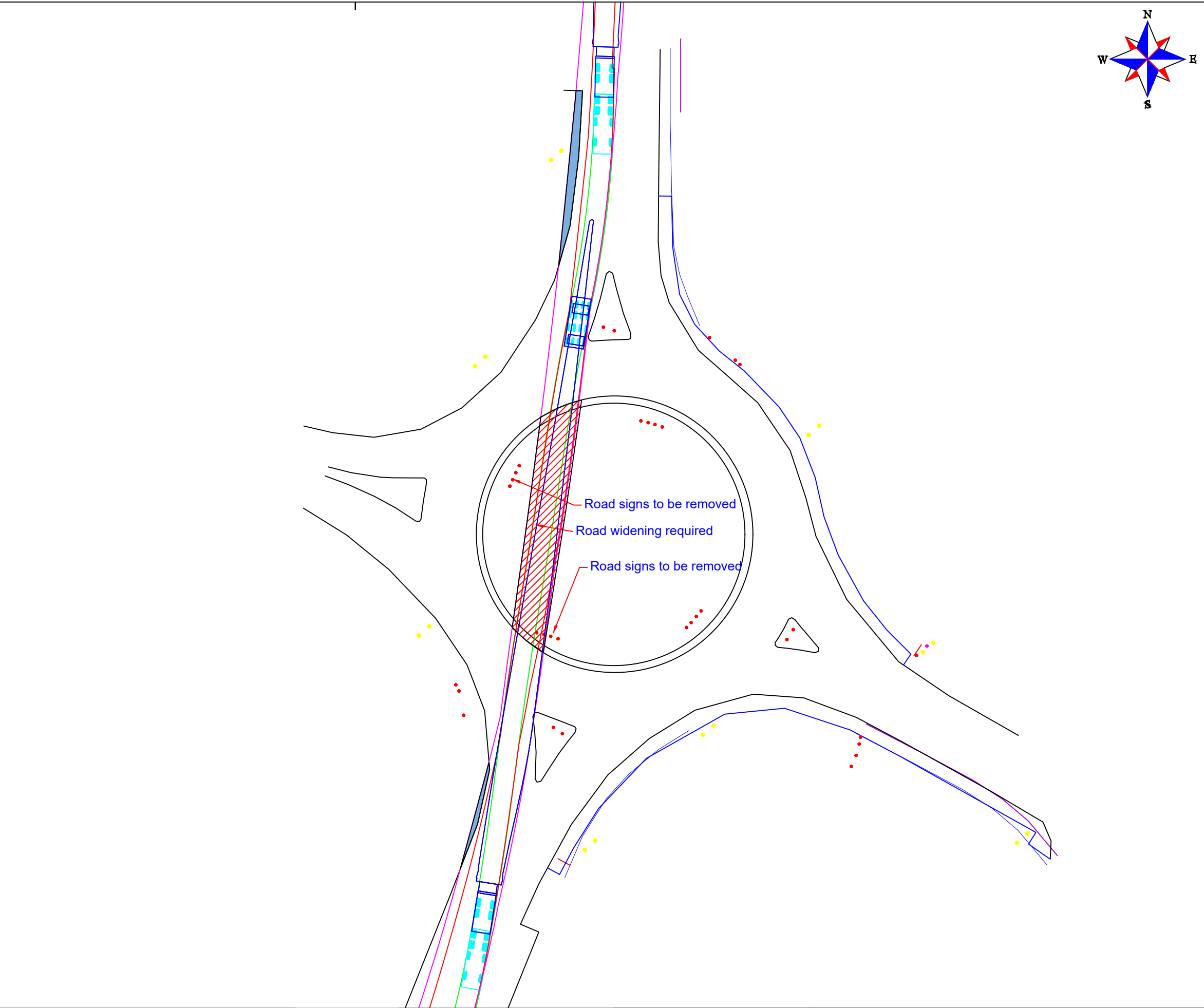


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	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 S.MANGHAM		TITLE N52/L2025 CAPPANCUR ROUNDABOUT		
		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER CUSH WIND LTD	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CUSH	DWG. 425548-90A1.1

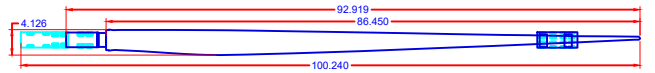


Continue on N52 to Cloncollog Roundabout.
At roundabout, take 2nd exit onto N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Loaded vehicle to contraflow this roundabout.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

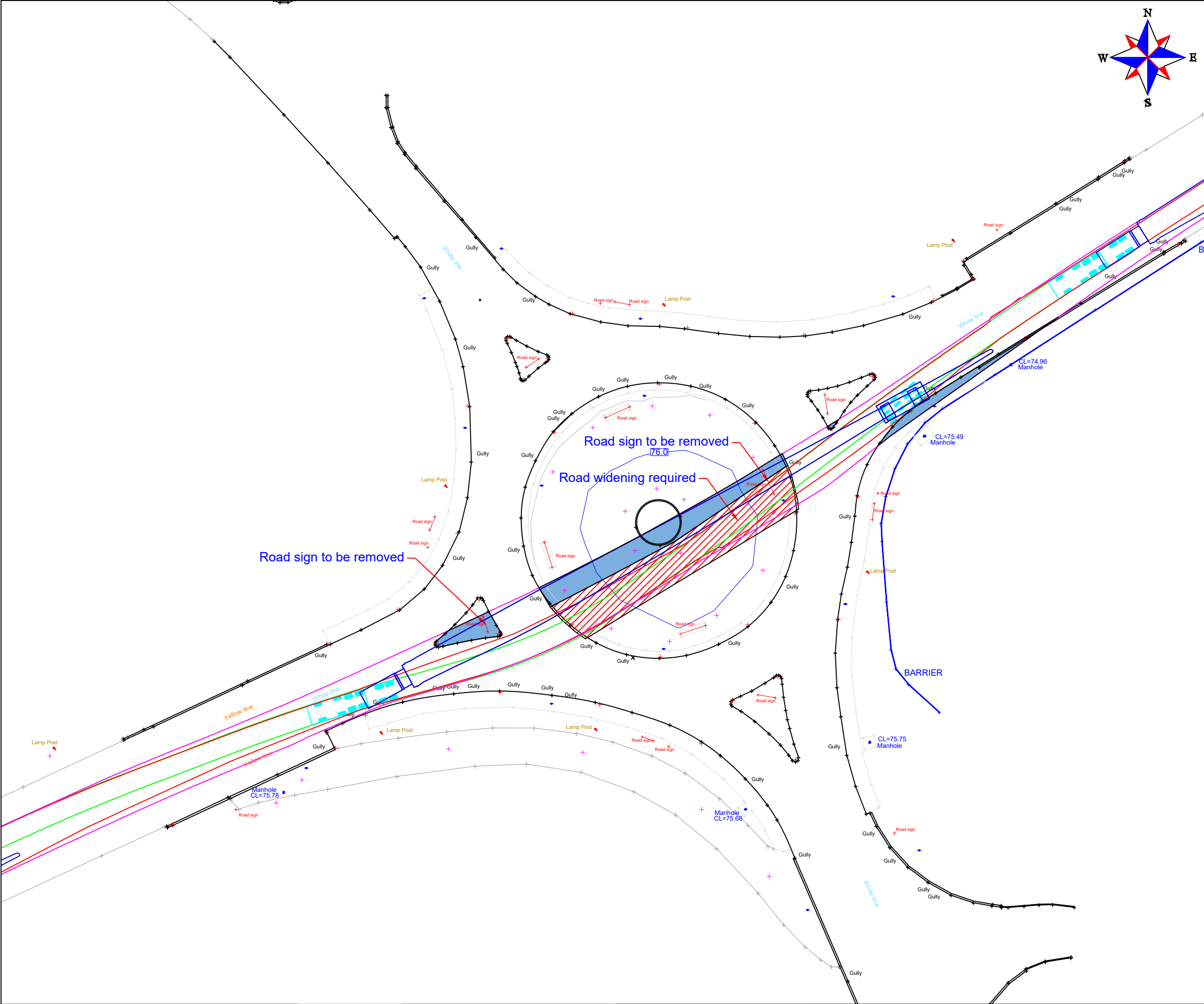
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept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



Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

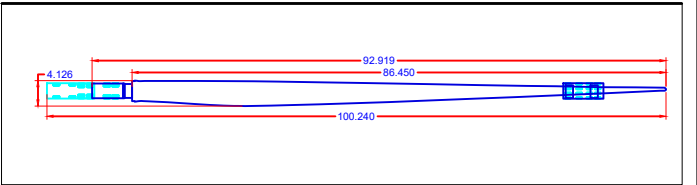


Continue on N52 to Clonminch Roundabout.
At roundabout, take 2nd exit onto N52.

****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.

- 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 provided by the client.
- 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 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.
- 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

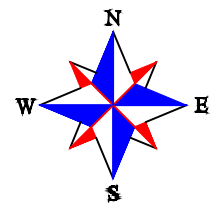


Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	COLLETT & SONS LIMITED		DRAWN S.MANGHAM		TITLE N52/R443 CLONMINCH ROUNDABOUT			
	Victoria Terminal TEL: +44(0)8456 255288		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244		SCALE 1:500 SIZE A3		PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH DWG. 425548-110A1.1	
Halifax, HX2 0DF WEB: www.collett.co.uk								

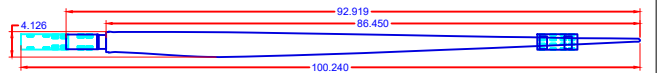


Continue on N52 to Distillery Roundabout.
At roundabout, take 2nd exit onto N52.

****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.

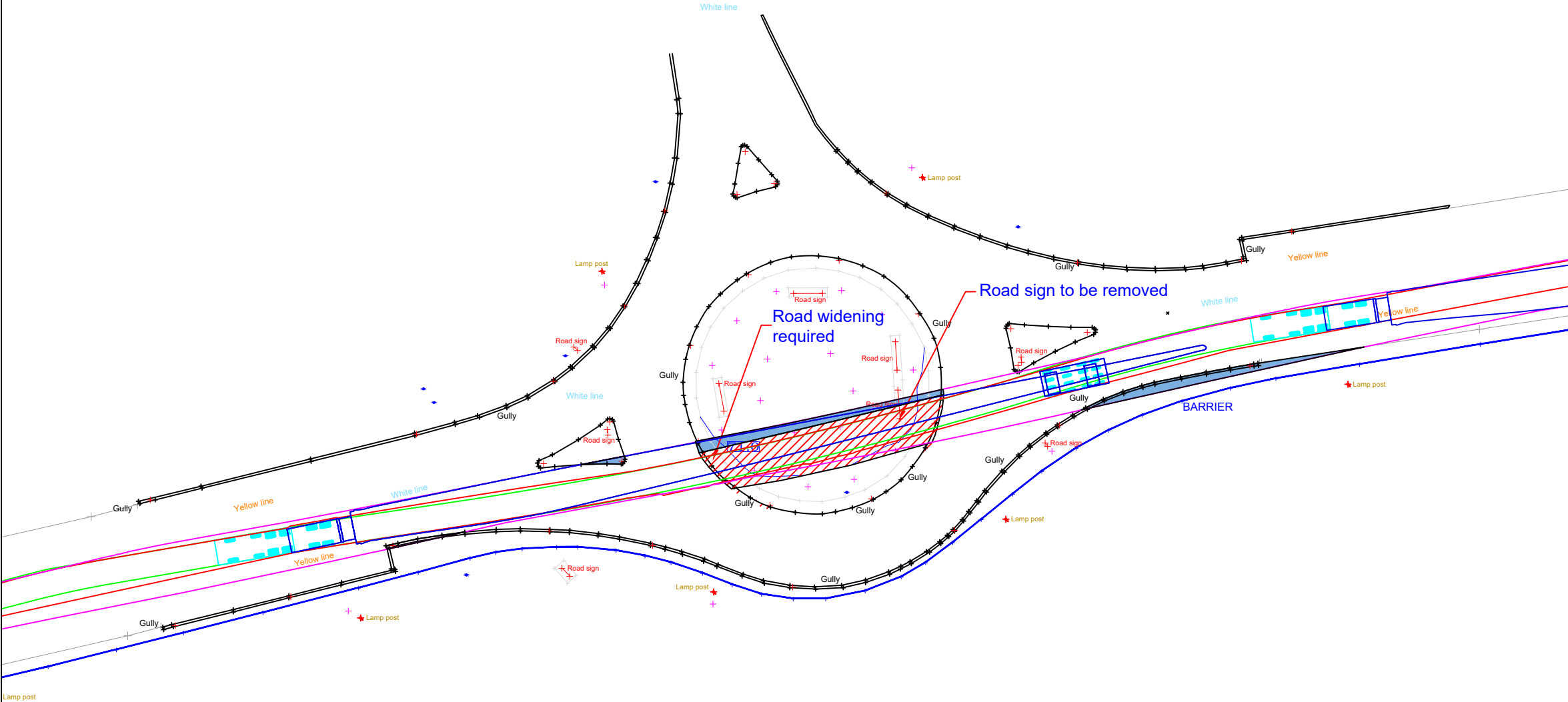
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept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

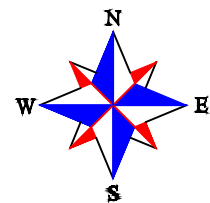


Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
-  Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



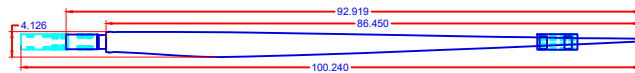


Continue on N52 to Ballard Roundabout.
At the roundabout, take the 2nd exit onto the N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Loaded vehicle to contraflow this roundabout.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

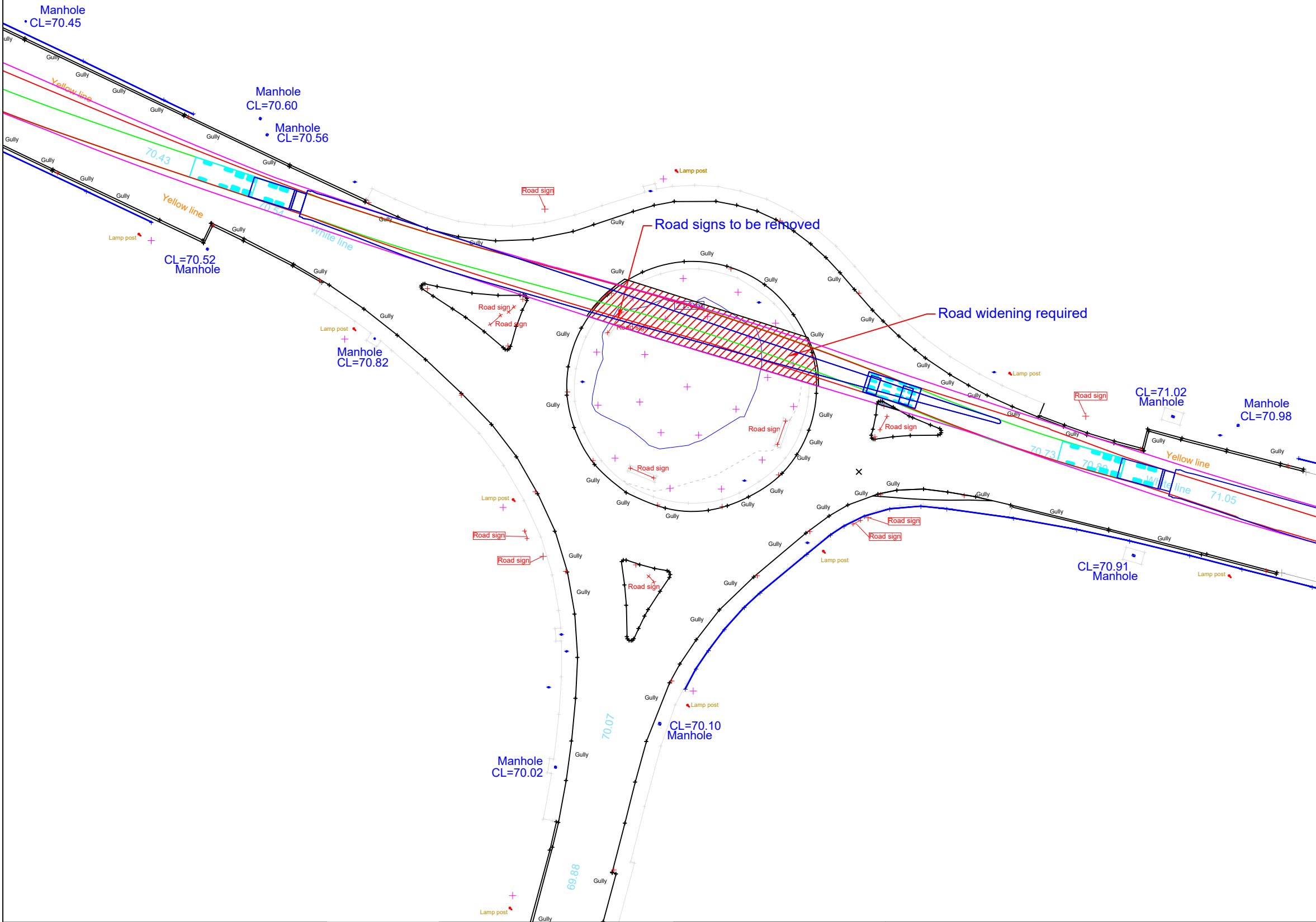
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept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

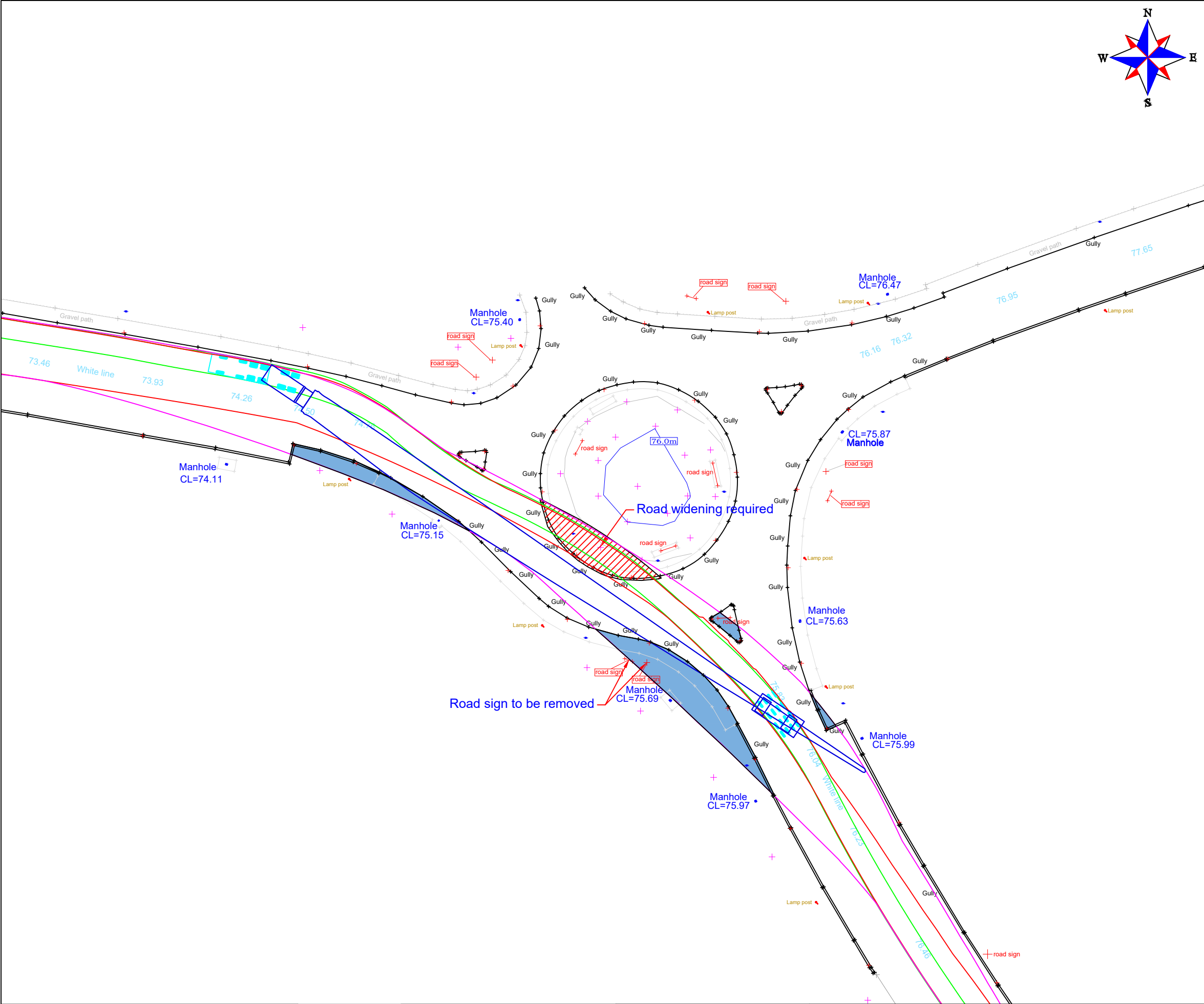


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



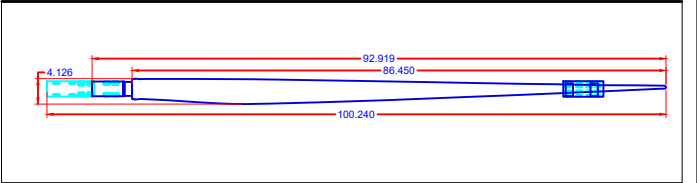


Continue on N52 to Charleville Roundabout.
At the roundabout, take the 1st exit onto N52.

****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.

- 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 provided by the client.
- 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 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.
- 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

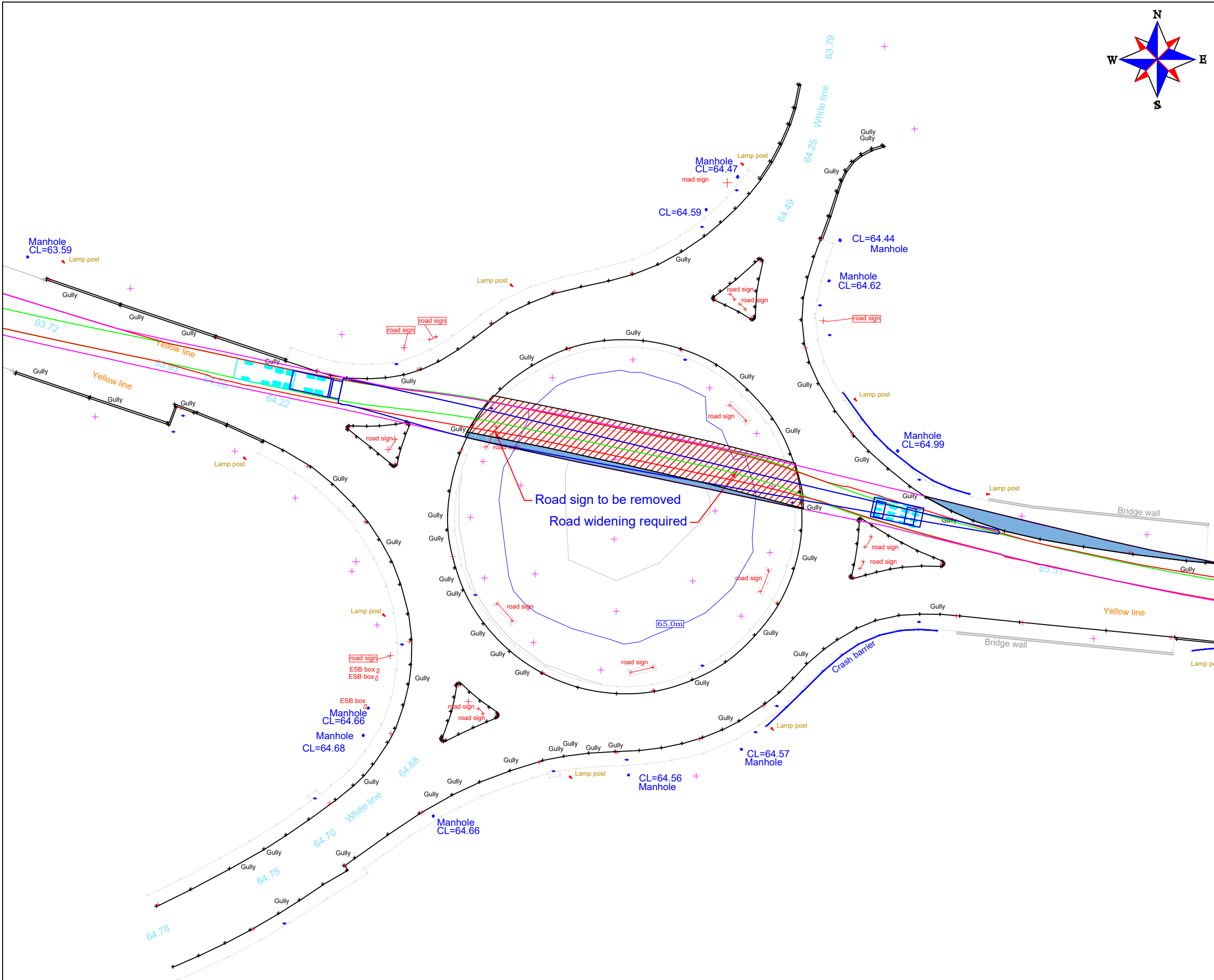


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	COLLETT & SONS LIMITED		DRAWN S.MANGHAM		TITLE N52/R421 CHARLEVILLE ROUNDABOUT			
	Victoria Terminal TEL: +44(0)8456 255288		DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244		SCALE 1:500 SIZE A3		PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH DWG. 425548-140A1.1	
Halifax, HX2 0DF WEB: www.collett.co.uk								



Continue on N52 to Mucklagh Roundabout.
At the roundabout, take the 2nd exit onto the N52.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Loaded vehicle to contraflow this roundabout.
- Indicated street furniture to be removed.
- Ground to be prepared to accept suitable axle loadings.

• 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 provided by the client.

• 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.

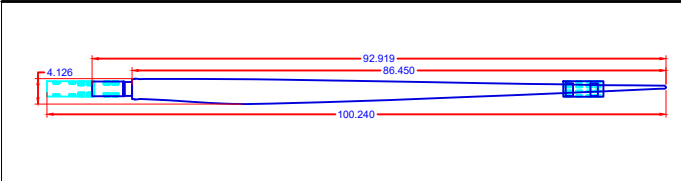
• Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. 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.

• 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



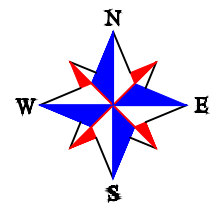
Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	COLLETT & SONS LIMITED	DRAWN S.MANGHAM		TITLE N52/L6009 MUCKLAGH ROUNDABOUT			
	Victoria Terminal TEL: +44(0)8456 255288	DATE 08/04/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244	SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH	DWG. 425548-150A1.1
EXPERTS IN MOTION	Halifax, HX2 0DF WEB: www.collett.co.uk						



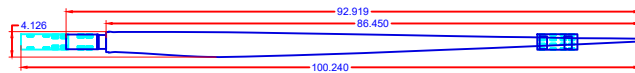


Continue on N52 to left bend in Kilcormac.

****Caution****

- Indicated street furniture to be removed.
- Parking to be restricted during deliveries.

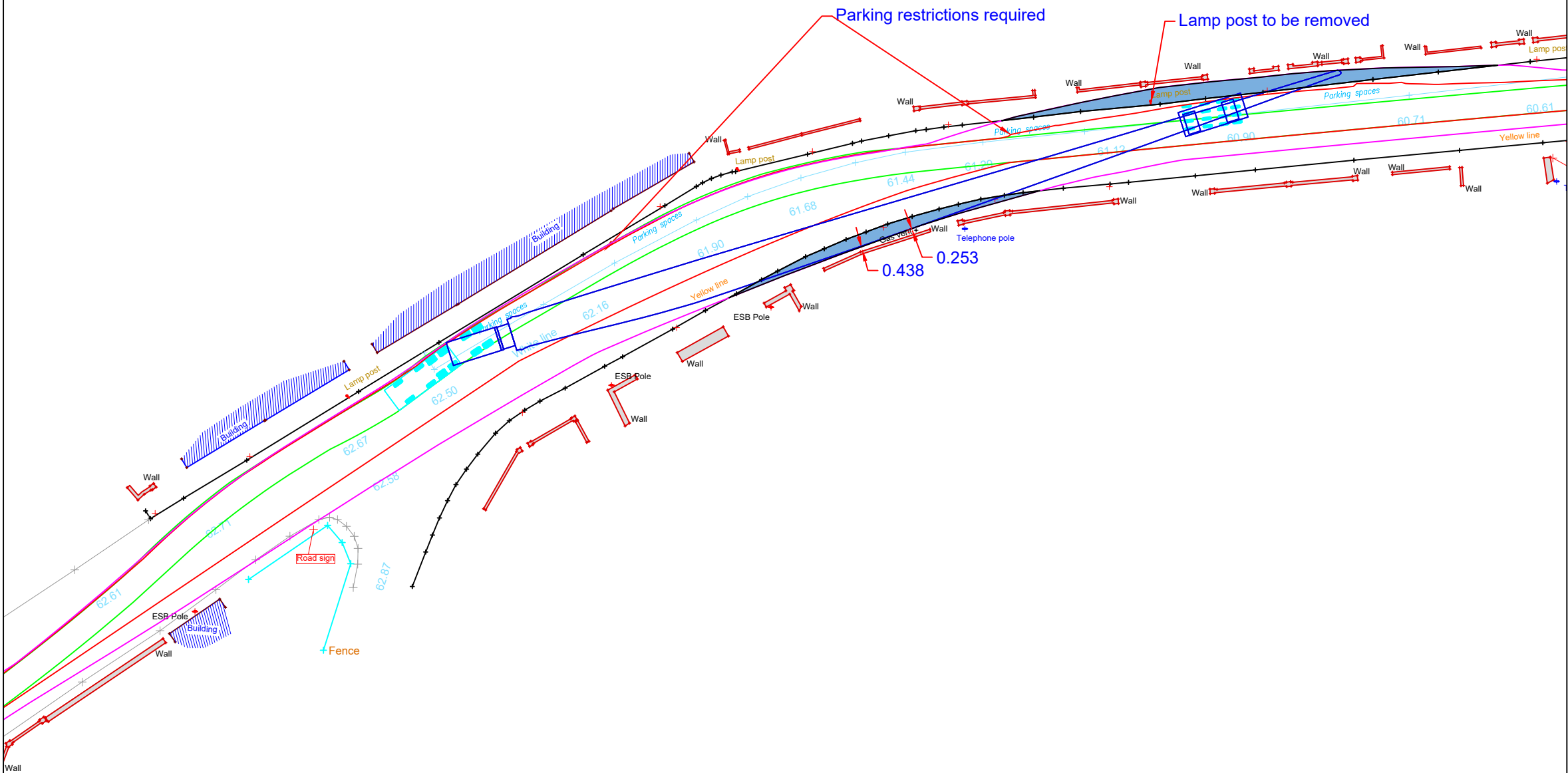
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from data provided by the client.
- All swept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



Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▒ Blue hatched area indicates oversail and should be cleared of any obstructions
- 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

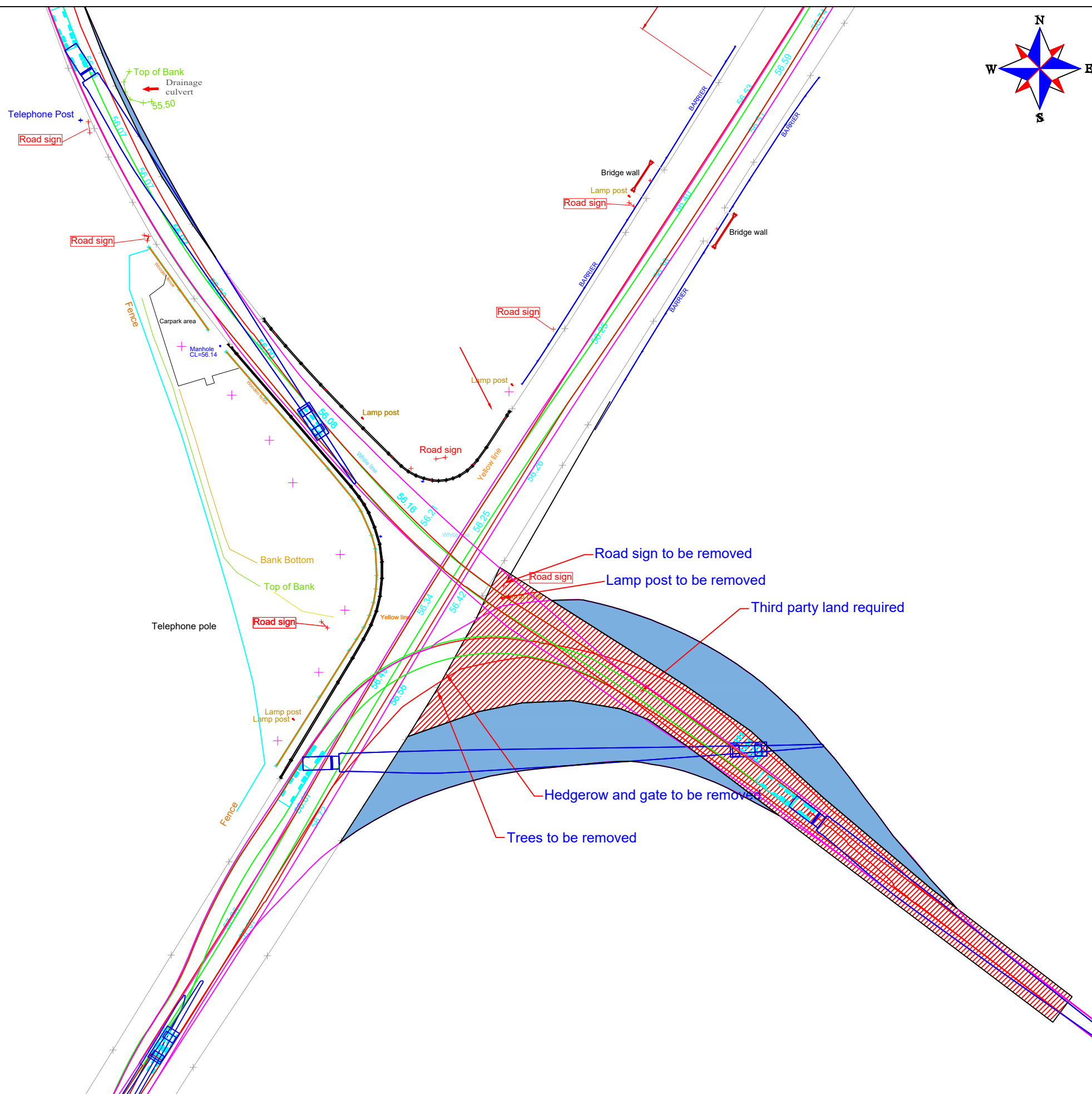
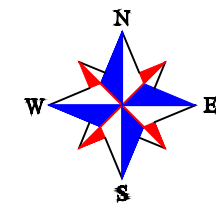
COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN S.MANGHAM
DATE 07/05/2026
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

LEFT BEND ON N52 IN KILCORMAC

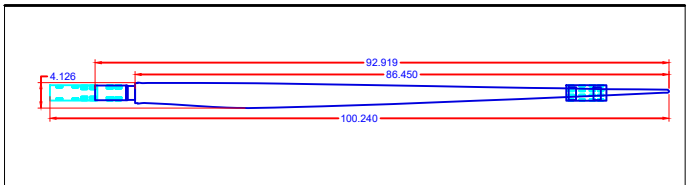
CUSTOMER CUSH WIND LTD
SITE CUSH DWG. 425548-170A1.2



Continue on N52 to junction with N62.
At junction, vehicle is to reverse in land on the
nearside then drive forward onto the N62.

- **Caution****
- Widening required to provide a useable road surface as indicated by the red hatching.
 - Third party land required on the nearside.
 - Boundary features alongside third party land to be removed.
 - Indicated street furniture to be removed.
 - Ground to be prepared to accept suitable axle loadings.

- 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 provided by the client.
- 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 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.
- 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

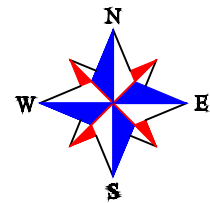
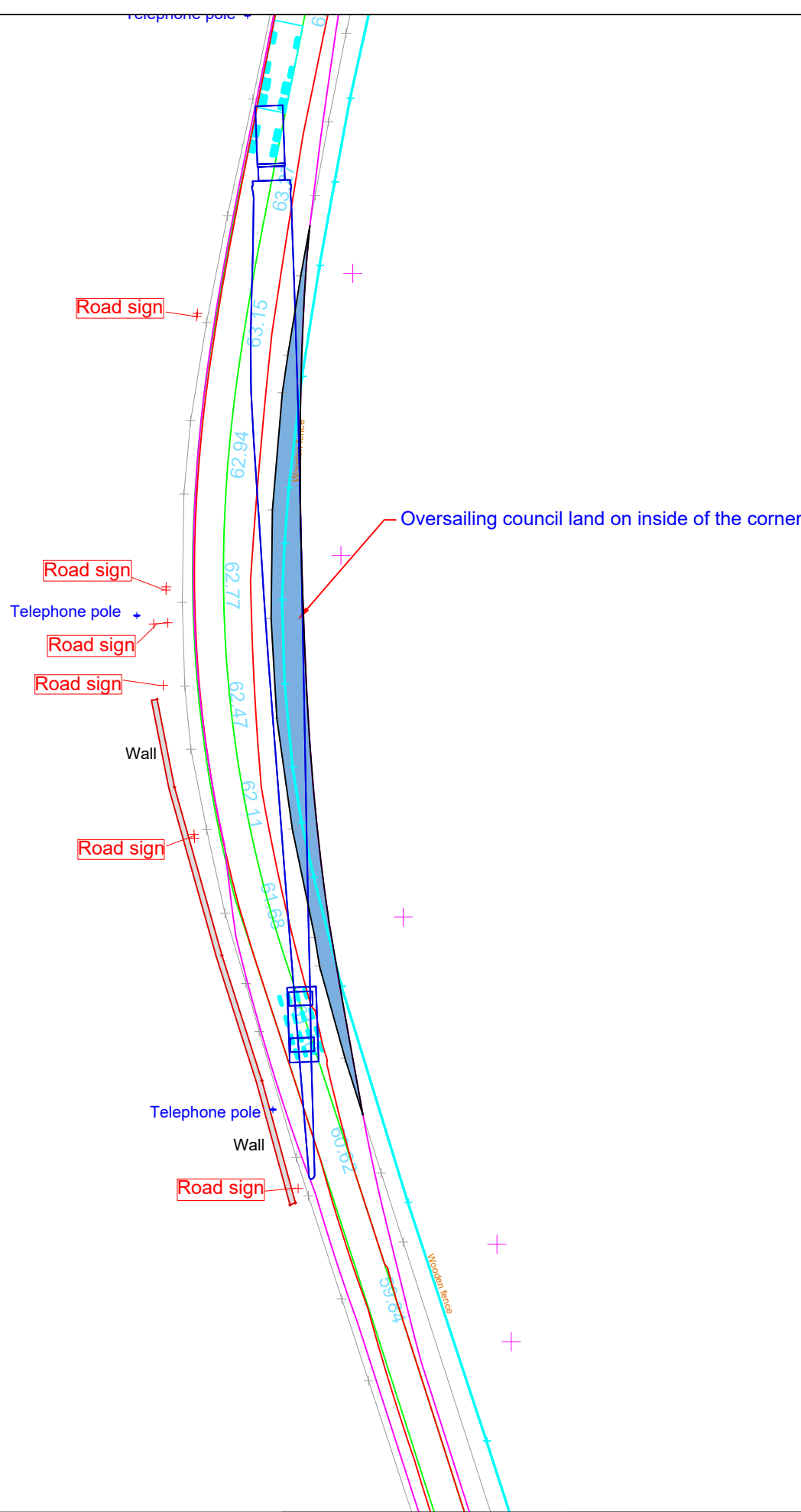


Swept Path indicates trailer utilising MANUAL steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- ▨ Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

	COLLETT & SONS LIMITED		DRAWN S.MANGHAM		TITLE N52/N62 JUNCTION			
	Victoria Terminal TEL: +44(0)8456 255288		DATE 07/05/2026		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER CUSH WIND LTD	
	Albert Road FAX: +44(0)8456 255244		SCALE 1:750 SIZE A3		PINCH POINT IDENTIFIED BY COLLETT		SITE CUSH DWG. 425548-180A1.2	
Halifax, HX2 0DF WEB: www.collett.co.uk								

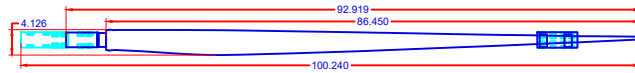


Continue on N62 to right bend.

****Caution****

- Loaded vehicle will oversail council land on the offside of the bend.

- 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 provided by the client.
- 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 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.
- 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



Swept Path indicates trailer utilising **MANUAL** steering

Enercon
E175 Blade Component
Clamp and Bogie

- 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
- Blue hatched area indicates oversail and should be cleared of any obstructions
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body