APPENDIX 14-1

ROUTE ACCESS SURVEY

COLLETT

EXPERTS IN MOTION

Route Access Survey - 343155 – Vestas V162

Seven Hills Wind Farm, County Roscommon, Ireland

Galetech Energy Services

December 2021

GALETECH ENERGY SERVICES

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Contents

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Galetech Energy
Clondargan
Stradone
County Cavan
Ireland

Attendees of Survey
Jacob Halstead

Time / Date of Survey: 24th February 2020

General weather conditions: Mixed

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Document Revisions

No	Date	Details
REV1	23/11/2020	Updated to V162 & SPA added
REV2	08/10/2021	Updated to Robert Scott Spec'.
REV 3	11/01/2022	Updated to Robert Scott Spec'.

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1. Executive Summary

1.1. This report comprises of a study of the road route as detailed here in for the road transport of Vestas V162 Turbine Blade Components to the proposed proposed Seven Hills Wind Farm, near Athlone, County Roscommon.

1.2. One route has been assessed from the Port of Galway to the proposed site entrances on the R363.

Third party land

1.3. Third party land is not required along any section of the route.

Road widening

1.4. Road widening within highways owned land is required at a number of locations:

- M6 northbound junction 13.
- M6 Slip road / R362 roundabout.
- R362 Roundabout.
- R363 1st possible site entrance.
- R363 2nd possible site entrance.

Modifications to street furniture

1.5. Modifications to street furniture will be required along the route at a number of locations:

- M6 Slip road / R362 roundabout – Lamp post, trees, road signs and bollards to be removed.
- R362 Roundabout – Road signs to be removed.
- R363 1st possible site entrance – Hedge to be removed
- R363 2nd possible site entrance – Wall to be removed

Vertical Alignment

1.6. No vertical alignment issues were identified by the assessment.

Structural Assessment

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

Other areas of note

1.8. No other areas to note.

2. Introduction

2.1 Collett & Sons Ltd. were commissioned by Galetech Energy to undertake an abnormal loads route access study to assess the transportation of Vestas V162 Wind Turbine blade to the proposed Seven Hills Wind Farm, near Athlone, County Roscommon.

2.2 The road routes as detailed herein are for the road transport of the V162 wind turbine blade components. No tower specification was supplied for assessment.

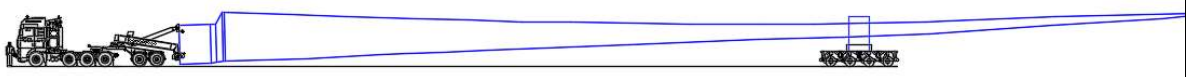
2.3 The purpose of this report is to detail access from the Port of Galway.

3. Candidate Abnormal Loads

3.1. The turbine specification was identified by Galetech Energy.

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.

4.2.	343155-B
Vestas V162 Blade	
	
	Loaded vehicle dimensions
Overall vehicle Length	94.183m
Rigid Length	67.671m
Width	4.500m
Height	4.260m
Gross Vehicle Weight	77.00Te
Maximum axle weight	8.00Te

4.3. Movements within the Republic of 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.

4.4. Permit Scheme administered by An Garda Síochána

An 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.

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.

4.5. 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

4.6. Movements within Northern Ireland

In Northern Ireland, there are only two authorities that need to be informed if you propose to move a large load along Northern Irish roads:

- Roads Service Northern Ireland
- Police Service of Northern Ireland

4.7. Roads Service Northern Ireland

An Abnormal Loads (AL1) Application Form will need submitting to notify Roads Service of any impending movements. Depending on the type and size of the loads, the Roads Service will required a set amount of days' notice as detailed below, before any movements are undertaken.

Two clear working days' notice is required for all of the above.

- All loads in excess of 38 tonnes on four axles
- All loads in excess of 40 tonnes on five axles
- All loads in excess of 44 tonnes on six axles
- All loads in excess of five metres in width

Five clear working days' notice is required for:

- All loads in excess of 80 tonnes
- All loads in excess of 6.1 metres in width
- All loads in excess of 27.4 metres in length

A special permit is required for:

- All loads in excess of 150 tonnes
- All loads in excess of 6.1 metres in width
- All loads in excess of 27.4 metres in length

Although there is no legal requirement, it is advisable to notify Roads Service regarding all loads in excess of 4.3 metres in width, due to width restrictions on certain routes throughout the province.

4.8. Police Service of Northern Ireland (PSNI)

The PSNI require a minimum of two clear days' notice to arrange movement of an abnormal load. Depending on the type and size of the load, a police escort may or may not be required. Details of whether an escort will be required can be found below:

Information about loads

- If a load is between 2.9 metres and 3.66 metres in width and the overall length of the load does not exceed 27.4 metres this vehicle / load may move unescorted.
- If a load is between 3.66 metres and 4.3 metres in width and the overall length does not exceed 27.4 metres this vehicle / load may move, provided that the haulier supplies an escort vehicle.
- If a load exceeds 4.3 metres in width or 27.4 metres in length this vehicle / load may be provided with a police escort, subject to operational constraints and other factors.
- If a load has a gross vehicle weight of 80 tonnes or more the 2 day notice rule applies irrespective of dimensions.
- The notifiable lengths start at 18.65 metres under Construction and Use and 18.3 metres under Special Types Legislation. Where the width of any vehicle or load exceeds 3.50 metres or the notifiable lengths, as above, an attendant, in addition to the driver, is required.

Legislation

The relevant legislation for movements of Abnormal Loads can be found in the following:

- Motor Vehicles (Construction and use) Regulations (Northern Ireland) 1999
- Road Traffic and Vehicles Motor Vehicles (Authorisation of Special Types) Order (Northern Ireland) 1997

Peak traffic period warning

Permission will not be granted for movement of abnormal loads during peak traffic periods except in a case of emergency.

Identified peak traffic periods for the Greater Belfast and Londonderry areas are as follows:
Monday - Friday 0730 - 0930
Monday - Thursday 1530 - 1830
Friday 1500 - 1800
Times for movement in all other areas will be considered on request.

Night Time Moves

The movement of abnormal loads during the hours of darkness is not allowed, unless the police Abnormal Loads Office have granted permission.

4.9. Designated Roads as specified in Statutory Instrument S.I. No. 147/2009 – Road Traffic (Specialised Vehicle Permits) Regulations 2009)

- M1 from Dublin Port to Dundalk
- N1 from Dundalk to Border
- N4 from M50 to Leixlip
- M4 from Leixlip to Kinnegad
- M6 from Kinnegad to Athlone
- N6 from Athlone to Galway
- N7 from M50 to Naas
- M7 from Naas to Portlaoise
- N7 from Portlaoise to Limerick
- N8 from Portlaoise to Cashel
- M8 from Cashel to Fermoy
- N8 from Fermoy to Cork
- N8 from Dunkettle Interchange (Lower Glanmire Road) to Tivoli Flyover into Cork Port)
- M9 from Newbridge to Kilcullen
- N9 from Kilcullen to Prumplestown
- M9 from Prumplestown to Powerstown
- N9 from Powerstown to Waterford
- M11/N11 from Dublin to Wexford
- N25 from Cork to Wexford
- N25 from Wexford to Rosslare
- N25 from Dunkettle Interchange (via Lee Tunnel) to Bloomfield Interchange
- N28 from Bloomfield Interchange into Ringaskiddy Port
- M50.

5. Route Assessment Overview

5.1. This section of the report illustrates the route assessed for the delivery of Vestas V162 Wind Turbine blade component to the proposed Seven Hills Wind Farm, near Athlone, County Roscommon. No tower specification has been assessed.

5.2. For the purpose of this report, one route to the site was surveyed. The route surveyed in this report have been identified by Galetech.

5.3. Map Overview

Start Location	Galway Port	Distance of Route	Km	Miles
Via:	M6 / R362 / R363		98.3	61.1

- 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,
- Turn right onto N6,
- At roundabout turn left onto N6/M6,
- Continue on M6 to junction 13,
- At junction exit onto roundabout junction with R362,
- Continue on R362 through 1 roundabout,
- Continue on R362 to merge onto R363,
- Continue on R363 to site entrance at approx. Irish grid ref: M 95339 43381.

5.4. Map Overview

5.5. 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

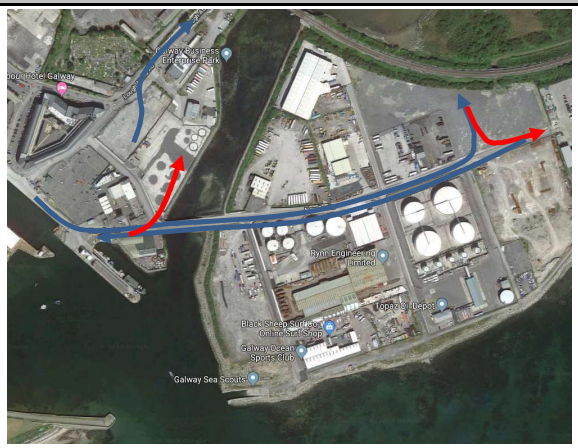
5.6. Key Amendments

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

KEY					
	Major Amendments		Minor Amendments		No Amendments

5.6 Map extract of survey locations

ITEM NUMBER	5.6.1	LOCATION	Exit from Galway Port
DIRECTION	Exit the Storage Area and turn right onto Lough Atalia Road.		
GRID REFERENCE	M 30175 24820		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
**Visual inspection indicates that the V162 blade will NOT navigate out of Galway port. Previous discussions with the port may suggest that modifications be carried out to accommodate this size blade in the future. **	
	
	

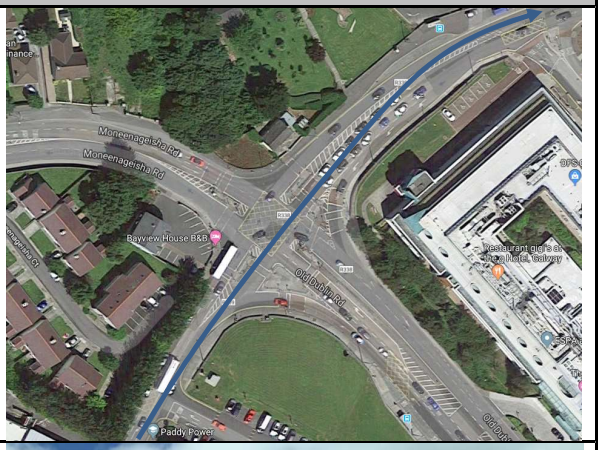
FURTHER INVESTIGATION RECOMMENDED	NO	TYPE	N/A

ITEM NUMBER	5.6.2	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 a contraflow manoeuvre will be required at this junction. Loaded blade component may be required to run upon the offside kerb to avoid street furniture on the nearside.	

FURTHER INVESTIGATION RECOMMENDED	NO	TYPE	N/A

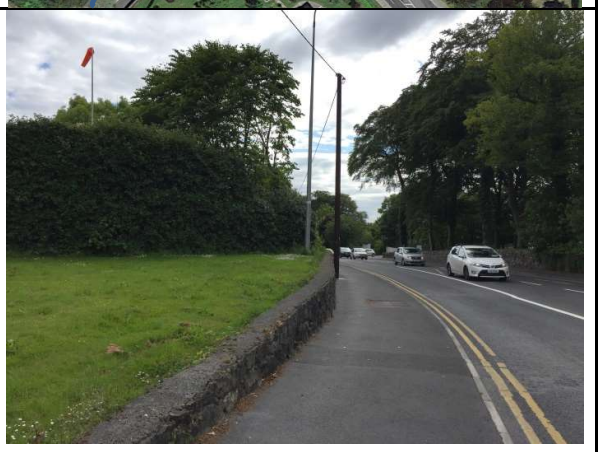
ITEM NUMBER	5.6.3	LOCATION	R339 / R338 Junction
DIRECTION	Continue straight at this junction		
GRID REFERENCE	M 31119 26239		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that a contraflow manoeuvre will be required at this junction.	
	

FURTHER INVESTIGATION RECOMMENDED	NO	TYPE	N/A

ITEM NUMBER	5.6.4	LOCATION	R339 / Unnamed Road junction
DIRECTION	Turn left at this junction		
GRID REFERENCE	M 31786 26676		

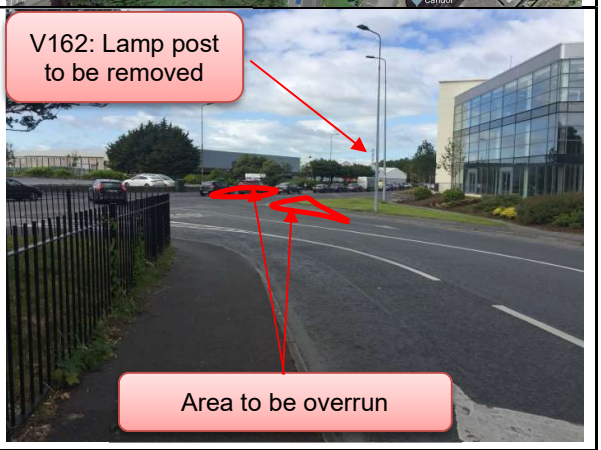
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates road widening will be required on nearside of junction Traffic light on nearside required to be removed to allow blade to oversail.	



FURTHER INVESTIGATION RECOMMENDED	YES	TYPE	Swept Path Analysis

ITEM NUMBER	5.6.5	LOCATION	Unnamed Road / R336
DIRECTION	Turn right at this junction		
GRID REFERENCE	M 31840 26985		

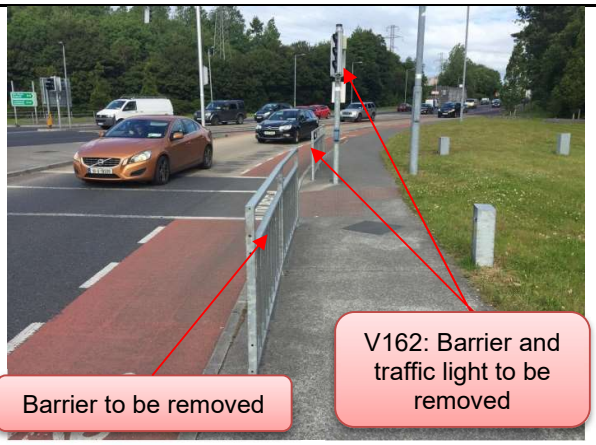
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that the area on the offside is required to be overrun by the loaded vehicle. Lamp post on the offside is required to be removed.	



FURTHER INVESTIGATION RECOMMENDED	YES	TYPE	Swept Path Analysis

ITEM NUMBER	5.6.6	LOCATION	R336 / N6 junction
DIRECTION	Turn onto N6		
GRID REFERENCE	M 32049 27159		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that a contraflow manoeuvre will be required at this junction. Railings and Traffic light on offside of slip road to be removed due to oversail.	



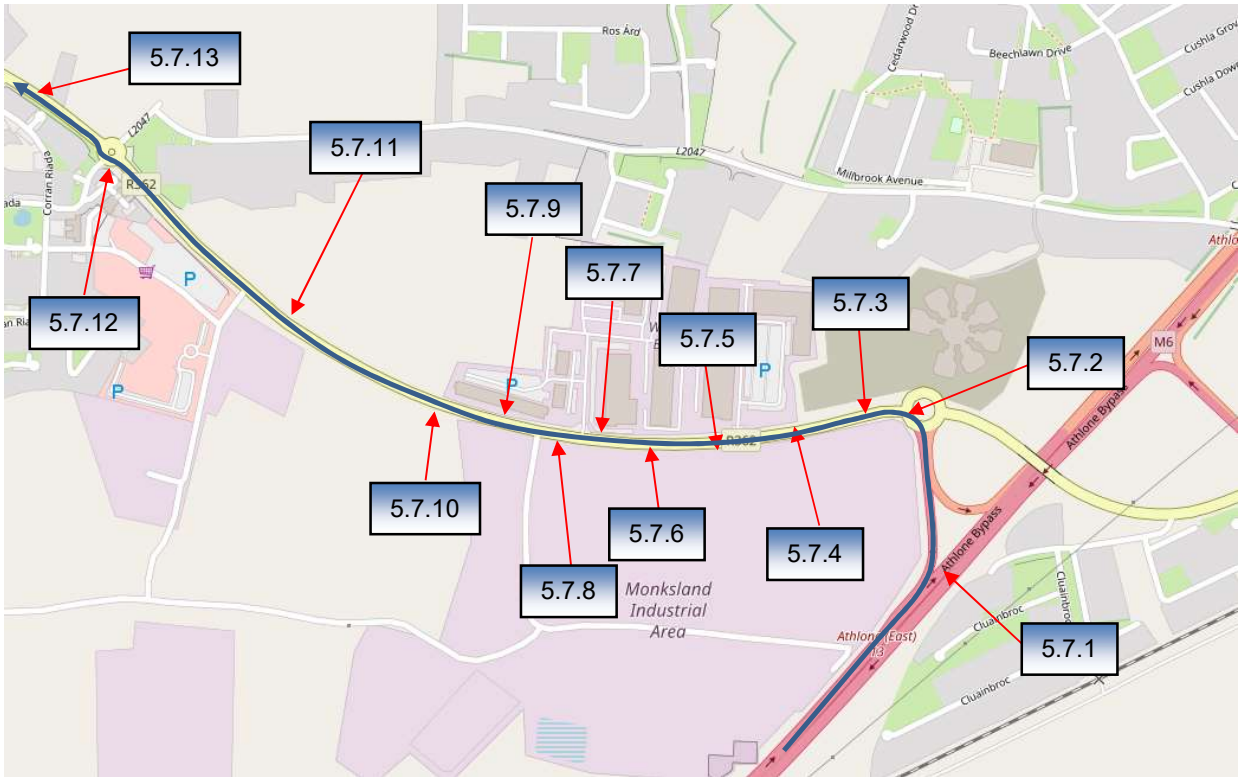
FURTHER INVESTIGATION RECOMMENDED	YES	TYPE	Swept Path Analysis

ITEM NUMBER	5.6.7	LOCATION	N6 Coolagh Roundabout
DIRECTION	Take 1st Exit at the roundabout		
GRID REFERENCE	M 34757 26617		

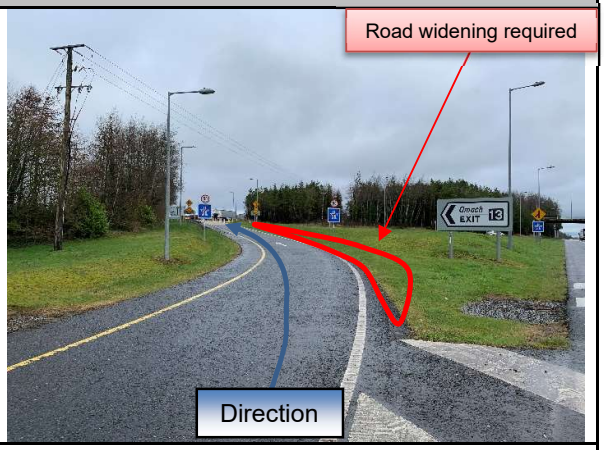
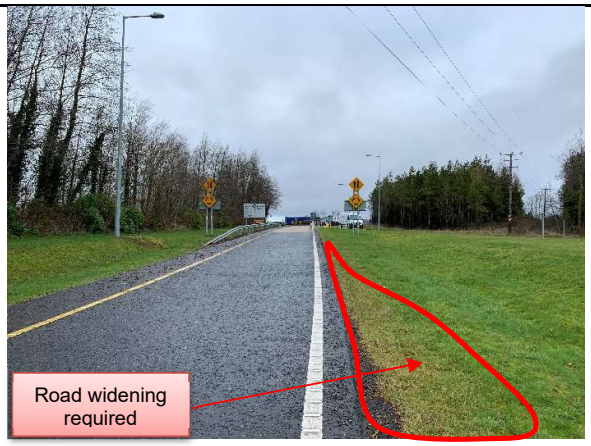
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Visual inspection indicates that modifications to street furniture will be required at this location. 2x road signs on the offside to be removed due to oversail. Manual steering required to assist navigation.	

FURTHER INVESTIGATION RECOMMENDED	NO	TYPE	N/A

5.7. Map extract of survey locations

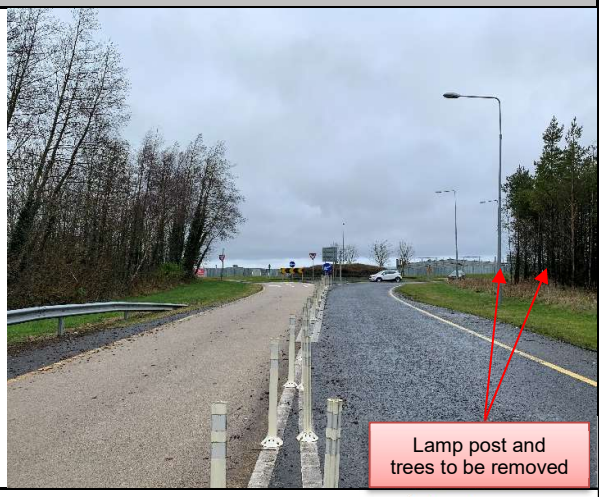


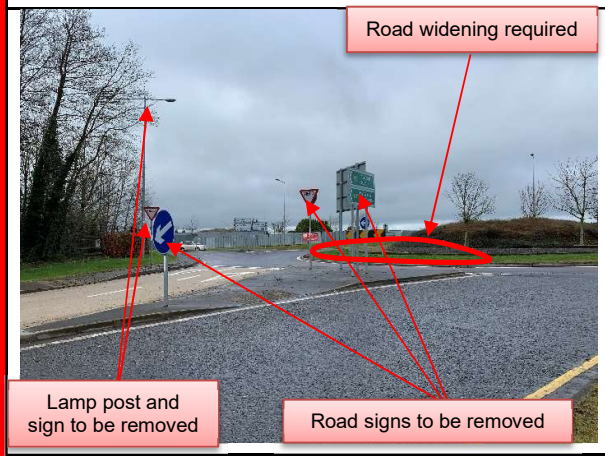
ITEM NUMBER	5.7.1	LOCATION	Exit M6 northbound at junction 13
DIRECTION	Turn left onto slip road		
GRID REFERENCE	N 01152 40992		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that loaded blade will require road widening on the offside.	
	View of slip road
	
View on slip road	View of exit of slip road
	
Aerial View of Location	

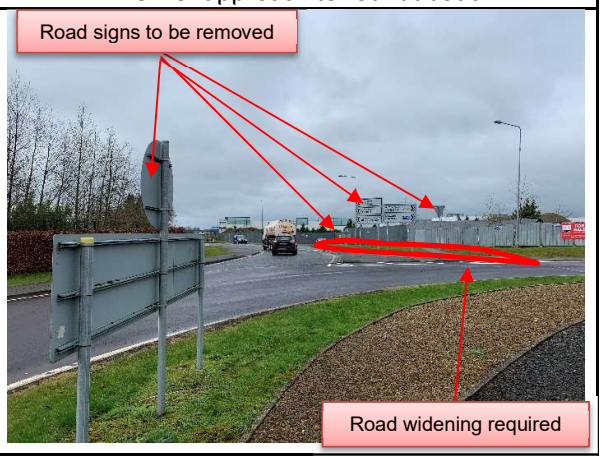
FURTHER INVESTIGATION UNDERTAKEN	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS:	343155-50		

ITEM NUMBER	5.7.2	LOCATION	M6 slip road / R362 Roundabout
DIRECTION	Take the 1st exit at the roundabout		
GRID REFERENCE	N 01131 41160		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that loaded blade will require road widening on the central island and on the offside of the exit. Lamp post and trees on offside to be removed to allow rear projection to oversail All road signs on entrance and exit splitter island are required to be removed to allow blade to oversail. Lamp post and road sign on nearside to be removed to allow blade to oversail.	 View of approach to roundabout



View of entrance roundabout



View on roundabout

Aerial View of Location

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS:	343155-60		

ITEM NUMBER	5.7.3	LOCATION	1st splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 01047 41162		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.4	LOCATION	2nd splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00930 41136		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.5	LOCATION	3rd splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00891 41131		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.6	LOCATION	4th splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00795 41133		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.7	LOCATION	5th splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00711 41141		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.8	LOCATION	6th splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00648 41156		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.9	LOCATION	7th splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00648 41156		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.10	LOCATION	8th splitter island
DIRECTION	Continue on R362		
GRID REFERENCE	N 00430 41243		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Visual inspection indicates that loaded blades will navigate this island without.		 View of island	
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE N/A

ITEM NUMBER	5.7.11	LOCATION	9th splitter island	
DIRECTION	Continue on R362			
GRID REFERENCE	N 00270 41370			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that loaded blades will navigate this island without.		 View of island		
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE	N/A

ITEM NUMBER	5.7.12	LOCATION	R362 Roundabout
DIRECTION	Take second exit to continue on R362		
GRID REFERENCE	N 00170 41480		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that road widening will be required on the central island and the nearside of the exit of the roundabout. The road widening on the central island is required to avoid the removal of a traffic light and lamp post on the nearside entrance. Road signs on central island required to be removed to allow blade to oversail.	 View of entrance

View of roundabout

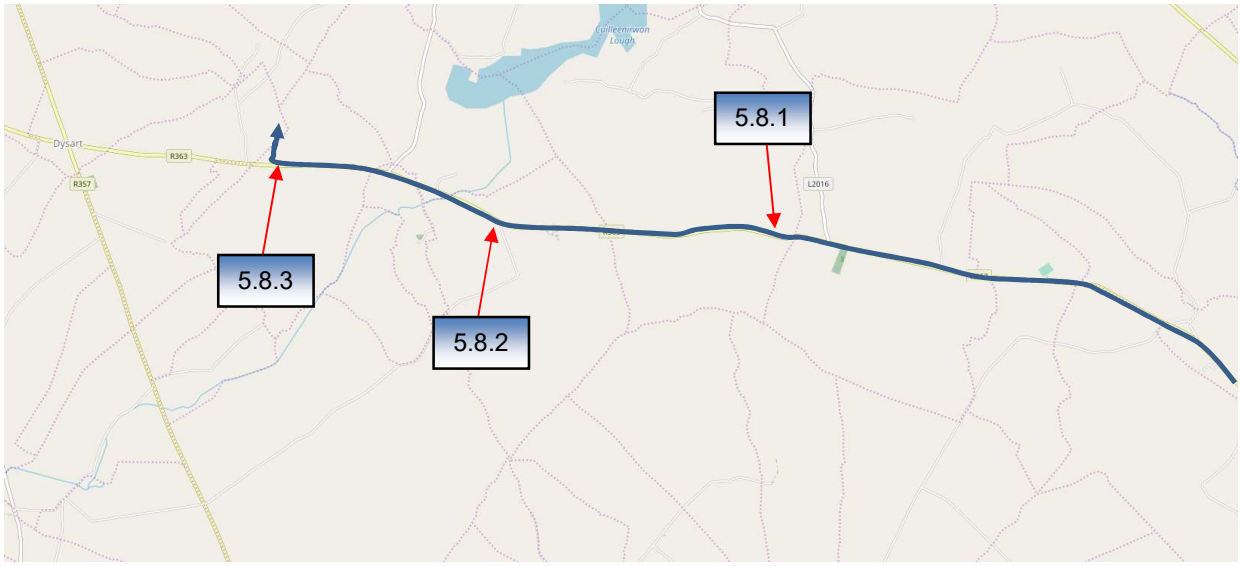
View of exit

Aerial View of Location

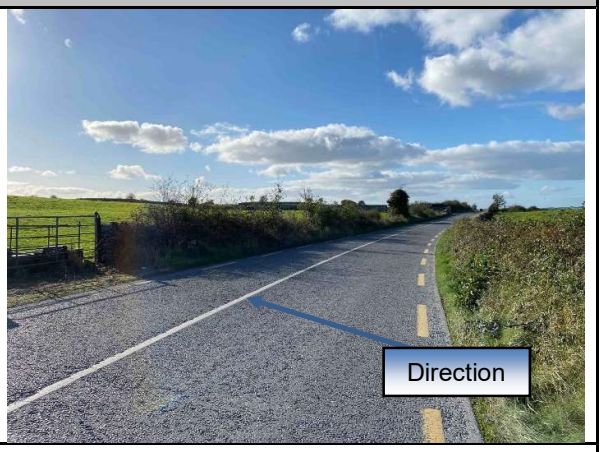
FURTHER INVESTIGATION UNDERTAKEN	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS:	343155-70		

ITEM NUMBER	5.7.13	LOCATION	10th splitter island	
DIRECTION	Take second exit to continue on R362			
GRID REFERENCE	N 00111 41526			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that loaded blades will navigate this island without.		 View of island		
FURTHER INVESTIGATION RECOMMENED?		NO	TYPE	N/A

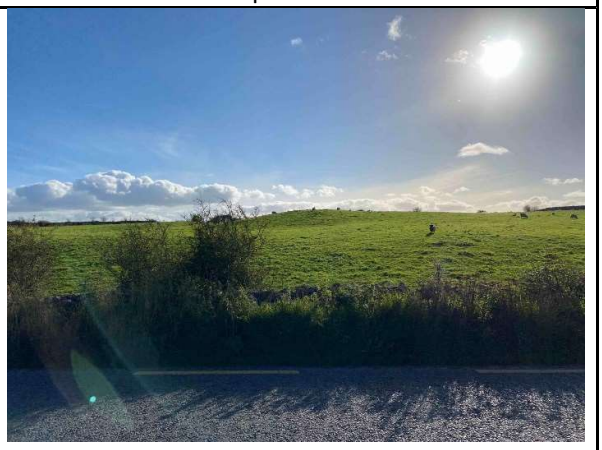
5.8. Map extract of survey locations



ITEM NUMBER	5.8.1	LOCATION	R363 1st POSSIBLE SITE ENTRANCE
DIRECTION	Turn left towards proposed site entrance		
GRID REFERENCE	M 90935 45329		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Note This is an intended site entrance. The direction would be a left turn off the R362 onto the proposed site entrance. Swept path analysis indicates that loaded blade will require a suitable site entrance to be constructed in accordance with the turbine specification. Swept path analysis indicates loaded blade will navigate this bend utilising manual steering.	
	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:	343155-80B1.1		

ITEM NUMBER	5.8.2	LOCATION	R363 2nd POSSIBLE SITE ENTRANCE
DIRECTION	Turn left at Cloonaugh Upper		
GRID REFERENCE	M 88929 45412		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that loaded blade will require a suitable site entrance to be constructed in accordance with the turbine specification. Swept path analysis indicates that the loaded vehicle will navigate this location using manual steering.	
	View prior to entrance
	
View of field next to entrance	View on unclassified road
	
Aerial View of Location	

FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS:	343155-90B1.1		

ITEM NUMBER	5.8.3	LOCATION	R363 3rd POSSIBLE SITE ENTRANCE
DIRECTION	Turn right onto proposed entrance		
GRID REFERENCE	M 87287 45864		

MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION
Swept path analysis indicates that loaded blade will require a suitable site entrance to be constructed in accordance with the turbine specification. Swept path analysis indicates that the loaded vehicle will navigate this location using manual steering.	
	View prior to entrance
	
View of field next to entrance	View on proposed entrance.
	
Aerial View of Location	

FURTHER INVESTIGATION UNDERTAKEN?	NO	TYPE	N/A
RELATED DOCUMENT NUMBERS:	343155-100B1.1		

6. Important Notes

6.1. 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.

6.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.

6.3. A Garda escort or pilot car will be required in order to assist with traffic control for the entire route surveyed.

6.4. 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.

6.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.

6.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a suitable minimum envelope.

6.7. 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.

6.8. 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.

6.9. 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.

6.10. 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.

6.11. 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.

6.12. 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.

6.13. All inspections and assessments are made for the road movement of loaded trailer equipment carrying specific storage tank components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.

6.14. 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.

6.15. 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.