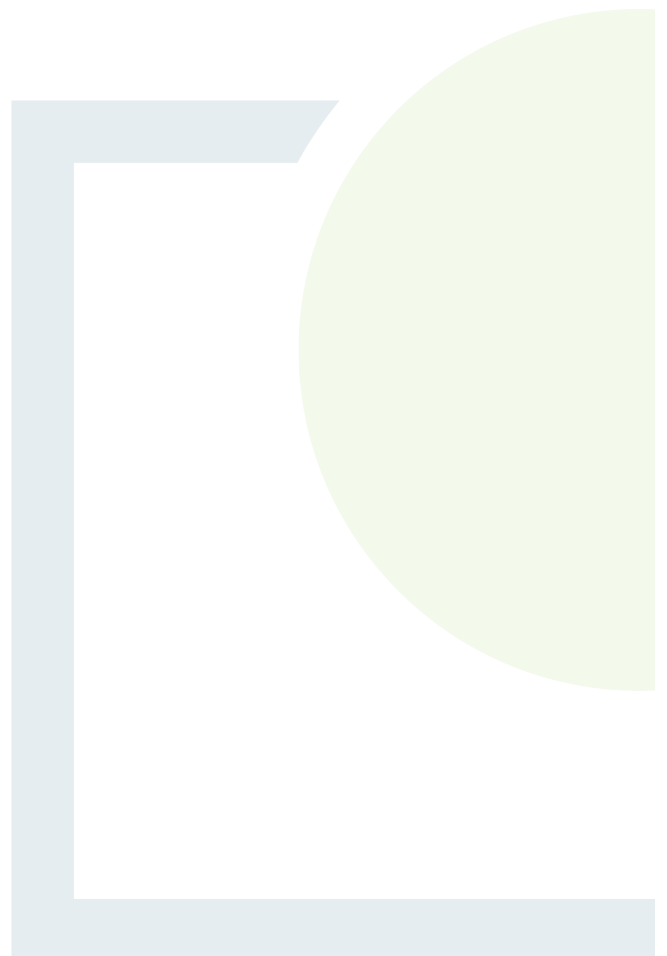




DESIGNING AND DELIVERING
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Appendix 14.1

Pell F. Turbine Delivery
Route Assessment



Pell Frischmann

North Galway Wind Farm

Abnormal Indivisible Load Route Survey

July 2025

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Report Ref.		240614 North Galway SG155 RSR.Docx				
File Path		https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/North Galway/01 - WIP/Reports/240614 North Galway SG155 RSR.docx				
Rev	Suit	Description	Date	Originator	Checker	Approver
01		Draft	17-01-2021	T Lockett	G Buchan	G Buchan
02		SG155 Revision	14-06-2024	J Stirrat	T Lockett	T Lockett
03		Final Report	29-07-2025	T Lockett	G Buchan	G Buchan
Ref. reference. Rev revision. Suit suitability.						

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by RWE Renewables Ireland Limited (RWE) to undertake a route access review of potential delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with the potential development site at North Galway, located to the northwest of Tuam, County Galway.

The Route Survey Report (RSR) has been prepared to help inform RWE on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. The report identifies the key issues associated with AIL deliveries and notes that remedial works, either in the form of physical works or as traffic management interventions will be required to accommodate the predicted loads.

The detailed assessment and subsequent designs of any remedial works are beyond the agreed scope of works between PF and RWE at this point in time.

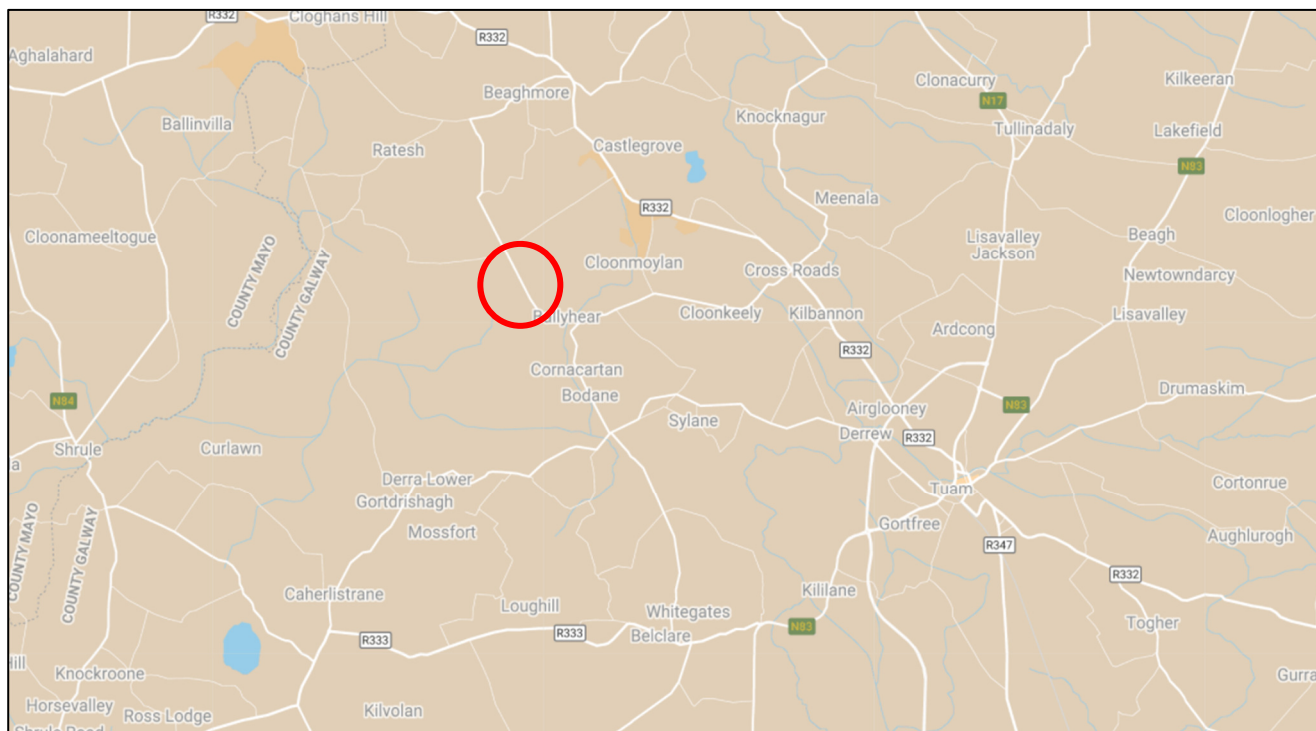
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users has been made in accordance with the relevant legislation at the time of delivery.

2 Site Background

2.1 Site Location

The development site is located to the northwest of Tuam, County Galway. Figure 2-1 illustrates the general site location, whilst the development parcel is detailed in Figure 2-2.

Figure 2-1: Site Location Plan



2.2 Candidate Turbine

RWE have indicated that they wish to consider the worst case components from a Siemens SG155 with a hub height of 102.5m.

The details of the components have been provided by Nordex and Vestas and are detailed in Table 2-1.

Table 2-1: SG155 102.5m HH IIA 50A Turbine Components Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	76.000	4.500	3.400	23.100
Base	16.474	4.700	4.434	85.636
Mid Tower 1	22.680	4.434	4.424	79.866
Mid Tower 2	27.160	4.424	3.559	68.693
Top Tower	33.600	3.559	3.503	67.885

2.3 Proposed Delivery Equipment

To provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be carried on a Superwing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

The base and mid towers would be carried on a 4+7 clamp trailer. The hub, nacelle housing, and top towers would be carried on a six-axle step frame trailer.

Figure 2-2: Superwing Carrier Trailer



Figure 2-3: Clamp Tower Trailer



3 Access Route Review

3.1 Port of Entry

The only suitable Port of Entry (PoE) for this site is Galway. It is not considered feasible to approach the site from the north due to a constraints through a number of towns.

At Galway Port, loads can be offloaded by geared vessels or onshore mobile cranes. The harbour has been used for delivery of components for a number of windfarms including Galway Wind Park. Figure 3-1 illustrates the general layout of the port.

Figure 3-1: Galway Port Layout



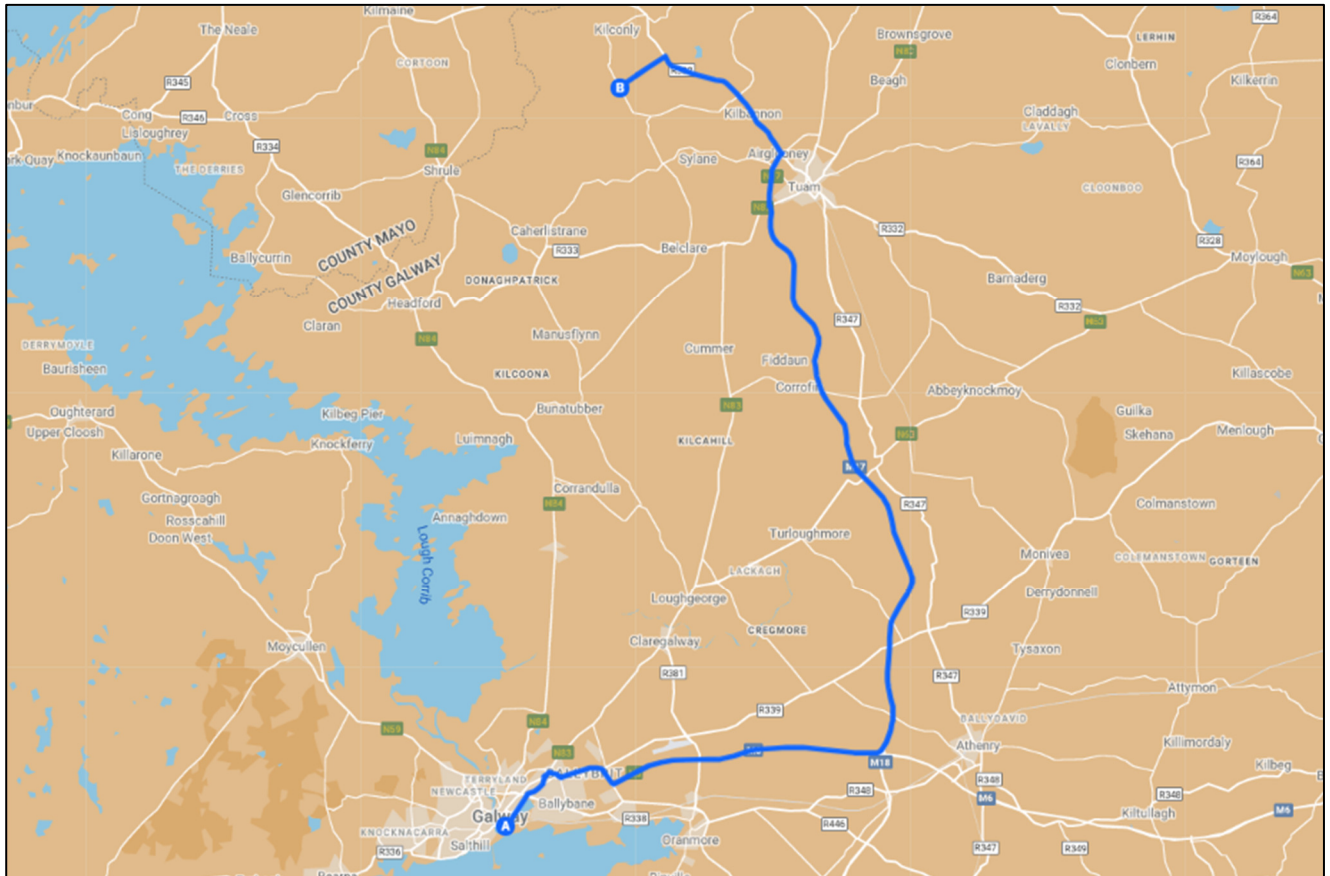
3.2 Proposed Access Route

The access route from Galway is detailed below.

- Loads will exit the docks and head northeast on Lough Atalia Road;
- Loads will take a slight right onto College Road / R339. They will then continue to follow R339;
- Loads will turn left at Connolly Avenue;
- Loads will then turn right onto Tuam Road / R336;
- Loads will turn right at the R386 / N6 junction and will proceed eastbound on the N6;
- Loads will continue on the N6 and the M6 eastbound;
- At Junction 18 loads would turn left onto the M17 northbound;
- Loads would follow the Tuam bypass onto the N17;
- Loads will turn left onto the R332;
- Loads will turn left onto the L6483 and continue west to the proposed site entrance.

The proposed access route is illustrated in Figure 3-2.

Figure 3-2: Proposed Access Route

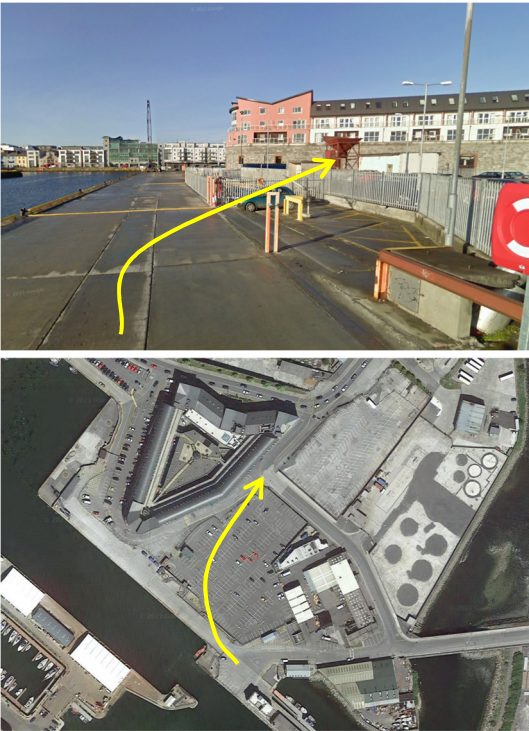


3.3 Route Constraints

The constraints noted on the route are provided in the table below. These cover all constraints from the port access gate through to the proposed site access junction. No consideration of the transport issues within the development site have been undertaken.

Plans illustrating the location of the constraints are provided in Appendix A.

Table 3-1: Constraint Points and Details

POI	Key Constraint	Details
1	Exit from Galway Harbour 	Loads will exit Galway Harbour and proceed onto Lough Atalia Road. Due to the length of the proposed blade loads, it will be necessary for them to utilise the nearby car park to exit the quay. Loads drive east and utilise a storage area to turn and then return west before transiting right through the car park and onto Atalia Road. Loads will need to travel through the car park where parking should be suspended and the fences removed. All street furniture should be removed. Loads will over-sail the right-hand verge of Lough Atalia Road where one lighting column should be removed. Swept path assessment SK01 is included in Appendix B.
2	Lough Atalia Road Railway Overbridge 	Loads will continue on Lough Atalia Road and pass through the tunnel at this location. Loads will straddle the centre line of the road. The bridge clearance is 5.46m and loads should be set on a lower suspension to provide additional clearances to the structure. Recent studies have been completed by the port authority which confirmed that a blade of similar dimensions is able to exit the port via this route.
3	Lough Atalia Road / College Road Junction 	Loads will merge onto the R339 northbound by undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that loads will over-sail both verges through the section. One traffic signal head should be removed from the right-hand verge and one traffic signal head, one road sign and two bollards should be removed from the left-hand verge. Swept path assessment SK02 is included in Appendix B.

POI	Key Constraint	Details
4	R339 / R338 Junction 	Loads will cross through the junction to continue on the R339. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the left-hand verge on entry where one traffic signal should be removed. Loads will over-sail the exit splitter island where three traffic signals, one crossing signal and pedestrian guardrails should be removed. Four bollards should be removed from the two splitter islands to the east of the junction which will be oversailed. Swept path assessment SK03 is included in Appendix B.
5	R339 / Connolly Avenue Junction 	Loads will turn left to join Connolly Avenue northbound. A swept path assessment has been undertaken and indicates that the blade tip will oversail the south eastern verge. Loads will overrun and oversail the footway on the inside of the left bend where a load bearing surface should be laid and one traffic signal and two lighting columns should be removed. Loads will overrun and oversail the eastern footway of the exit road where a load bearing surface should be laid and one traffic signal should be removed. Swept path assessment SK04 is included in Appendix B.
6	Connolly Avenue / R336 Junction 	Loads will turn right at the junction to join the R336 eastbound. A swept path assessment has been undertaken and indicates that the blade will oversail the lefthand verge on the entry arm of the junction. Loads will over-run and over-sail the inside verge of the right turn where a load bearing surface should be laid and two lighting columns should be removed. Swept path assessment SK05 is included in Appendix B.
7	R336 / N6 Junction 	Loads will turn right at the junction to join the N6 eastbound, undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that the blade will over-sail the lefthand verge on entry where one road sign and one lighting column should be removed and vegetation should be trimmed. Loads will oversail the inside verge of the right turn where one traffic signal, one lighting column and the pedestrian guardrail should be removed. Swept path assessment SK06 is included in Appendix B.

POI	Key Constraint	Details
8	N6 / R865 Junction 	Loads will continue through the junction to remain on the N6 eastbound. A swept path assessment has been undertaken and indicates that loads can pass the section without the requirement for mitigation. Swept path assessment SK07 is included in Appendix B.
9	N6 / R339 Junction 	Loads will continue through the junction to remain on the N6 eastbound. A swept path assessment has been undertaken and indicates that loads will oversail the central reservation on the exit arm where one bollard should be removed. Swept path assessment SK08 is included in Appendix B.
10	N6 Coolagh Roundabout 	Loads will take the first exit at the roundabout via the slip road to remain on the N6 eastbound. A swept path assessment has been undertaken and indicates that the blade will oversail the outside verge of the bend where four road signs should be removed. Loads will oversail the inside verge where four lighting columns and two road signs should be removed. Swept path assessment SK09 is included in Appendix B.
11	M6 Junction 18 Slip Road 	Loads would leave the M6 and join the slip road for the M17. Escorts to ensure that the convoy can safely complete the manoeuvre.

POI	Key Constraint	Details
12	M17 / N83 Roundabout 	Loads will continue straight over the M17 roundabout. A swept path assessment has been undertaken and indicates that the loads will overrun and oversail through the centre of the roundabout island where a load bearing surface should be laid. Loads will oversail the western verge on approach to the roundabout. Swept path assessment SK10 is included in Appendix B.
13	N17 / R332 Junction 	Loads will turn left from the N17 onto the R332. A swept path assessment has been undertaken and indicates that the loads will oversail the junction entry splitter island where one chevron sign and one road sign should be removed. Bollards will be oversailed. Two lighting columns and three road signs should be removed from the western verge on entry. Loads will overrun the entry splitter island at the roundabout and the central island where load bearing surfaces should be laid. Five road signs should be removed. Loads will oversail the exit splitter island at the roundabout where one bollard and one road sign should be removed. Swept path assessment SK11 is included in Appendix B.
14	R332 Kilconly Left Bend 	Loads will continue through the left bend. A swept path assessment has been undertaken and indicates that loads will oversail the verge on the inside of the bend where one road sign should be removed and vegetation should be trimmed. Swept path assessment SK12 is included in Appendix B.
15	R332 Right Bend Castlegrove 	Loads will continue through the right bend. Loads will oversail both verges where trees and vegetation should be trimmed through the inside verge. One utility pole should be removed. Swept path assessment SK13 is included in Appendix B.

POI	Key Constraint	Details
16	R332 / L6483 Junction 	Loads will turn left onto the L6483 at the junction. A swept path assessment has been undertaken and indicates that loads will oversail and overrun into third party land on the inside of the left bend where a load bearing surface should be laid and the drainage ditch culverted. Trees and vegetation should be cleared and one utility pole should be removed. The road from this point to the site will need to be widened to provide a minimum 4.5m running width and a 5.5m clearance width. This may require third party land to complete the construction. Detailed design should be completed for the remainder of the route. All swept path assessments from this point to site assume the above required works have been constructed and that the mitigation shown is in addition to the widening works. Swept path assessment SK14 is included in Appendix B.
17	L6483 	Loads will continue west on the L6483. The road along this section will need to be widened to provide a minimum 4.5m running width and a 5.5m clearance width. This may require third party land to complete the construction. Detailed design should be completed for the remainder of the route. Loads will oversail both verges through the section.
18	Proposed Site Entrance 	Loads will turn left into the proposed site entrance. A swept path assessment has been undertaken and indicates that loads will oversail and overrun into third party land on the inside of the left bend where a load bearing surface should be laid. Detailed design is required. Two road signs should be removed. Trees and vegetation should be cleared. The junction will need to be designed to meet manufacturer and local road authority standards. The road from this point to the site will need to be widened to provide a minimum 4.5m running width and a 5.5m clearance width. This may require third party land to complete the construction. Detailed design should be completed for the remainder of the route. All swept path assessments from this point to site assume the above required works have been constructed and that the mitigation shown is in addition to the widening works. Swept path assessment SK15 is included in Appendix B.

3.3.1 Transformer Delivery Assessment

An assessment of the impact of transformer deliveries has been completed on a section of route provided by RWE. The findings are detailed below in Table 3-2.

Table 3-2: Constraint Points and Details – Transformer Delivery

POI	Key Constraint	Details
19	Shrulegrove Right Bend 	The swept path analysis indicates that overrun within third party land will be required and a temporary road bearing surface should be laid. Swept path assessment SK16 is included in Appendix B.
20	Shrulegrove Left / Right Bend 	The swept path analysis indicates that overrun within third party land will be required and a temporary road bearing surface should be laid. Swept path assessment SK17 is included in Appendix B.
21	Shrulegrove Right / Left Bend 	The swept path analysis indicates that overrun within third party land will be required and a temporary road bearing surface should be laid. Swept path assessment SK17 is included in Appendix B.

3.4 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in Appendix B for review. The drawings in Appendix B illustrate tracking undertaken for the worst case loads at each location.

The colours illustrated on the swept paths are:

- Grey / Black – OS / Topographical Base Mapping;
- Green – Vehicle body outline (body swept path);
- Red – Tracked pathway of the wheels (wheel swept path); and
- Purple – The over-sail tracked path of the load where it encroaches outwith the trailer (load swept path).

Where mitigation works are required, the extents of over-run and over-sail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey Ireland (OSI) base mapping or available CAD based aerial mapping, there can be errors in the data source.

Where provided by the client, topographical data has been utilised. Please note that PF cannot accept liability for errors on the data source, be that OSI base mapping, available aerial mapping or client supplied data.

3.5 Access Junction Considerations

The access junction into the site would need to be built to accommodate the proposed physical size of loads and the number of trips predicted during the construction phase.

The design and form of the junction would need to be discussed with the local road authority. The design of the junctions should take into account the requirement for provision of visibility splays which should be confirmed with the road authority.

The junctions would also need to be built in accordance with the turbine supplier design criteria.

3.6 Summary Issues

It is strongly suggested that following a review of the RSR, RWE should undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- That any necessary topographical surveys are undertaken, and the swept path results repeated;
- A review of axle loading on structures along the entire access route with the various road agencies is undertaken immediately prior to the loads being transported in case of last minute changes to structures;
- A review of clear heights with utility providers and the transport agencies along the route to ensure that there is sufficient space to allow for loads plus sufficient flashover protection (to electrical installations);
- That any verge vegetation and tree canopies which may foul loads is trimmed prior to loads moving;
- That a review of potential roadworks and or closures is undertaken once the delivery schedule is established in draft form;
- That a test run is completed to confirm the route and review any vertical clearance issues; and
- That a condition survey is undertaken to ascertain the extents of road defects prior to loads commencing to protect the developer from spurious damage claims.

4 Summary

4.1 Summary of Access Review

Pell Frischmann has been commissioned by RWE to prepare a desktop Route Survey Report to examine the issues associated with the transport of AIL turbine components to the North Galway development area.

This report identifies the key points and issues associated with the proposed route and outlines the issues that will need to be considered for successful delivery of components.

The report is presented for consideration to RWE. Various road modifications, structural reviews, and interventions are required to successfully access the site. If these are undertaken, access to the proposed wind farm site is considered feasible.

4.2 Further Actions

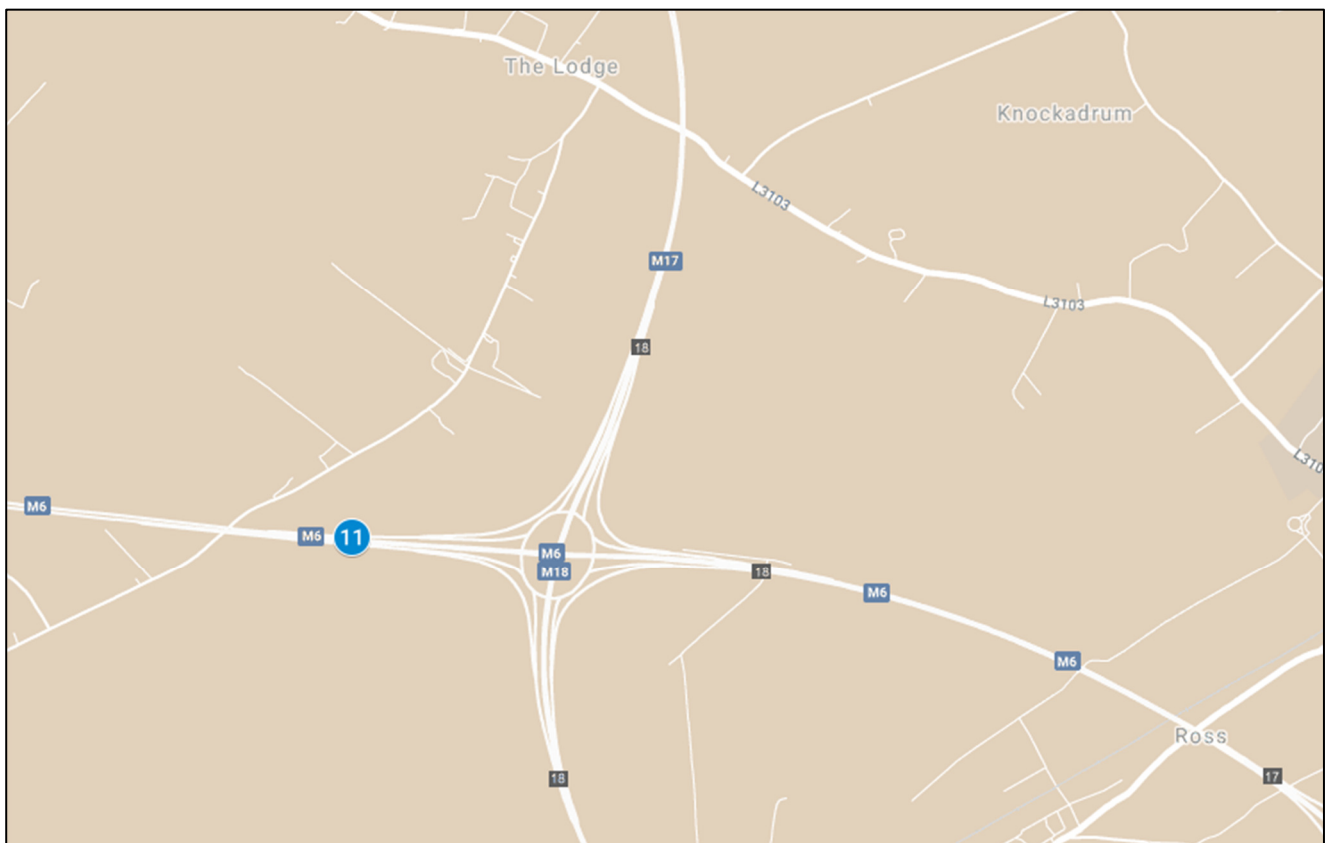
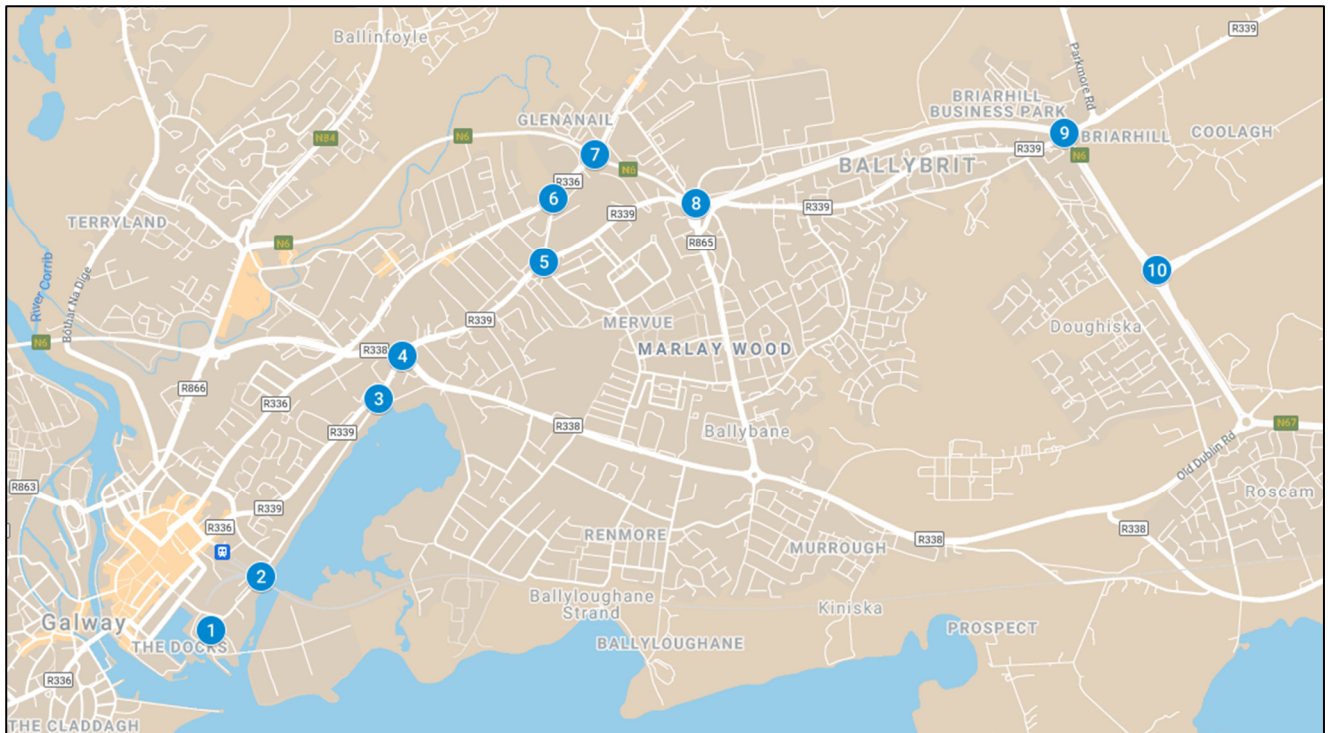
The following actions are recommended to pursue the transport and access issues further:

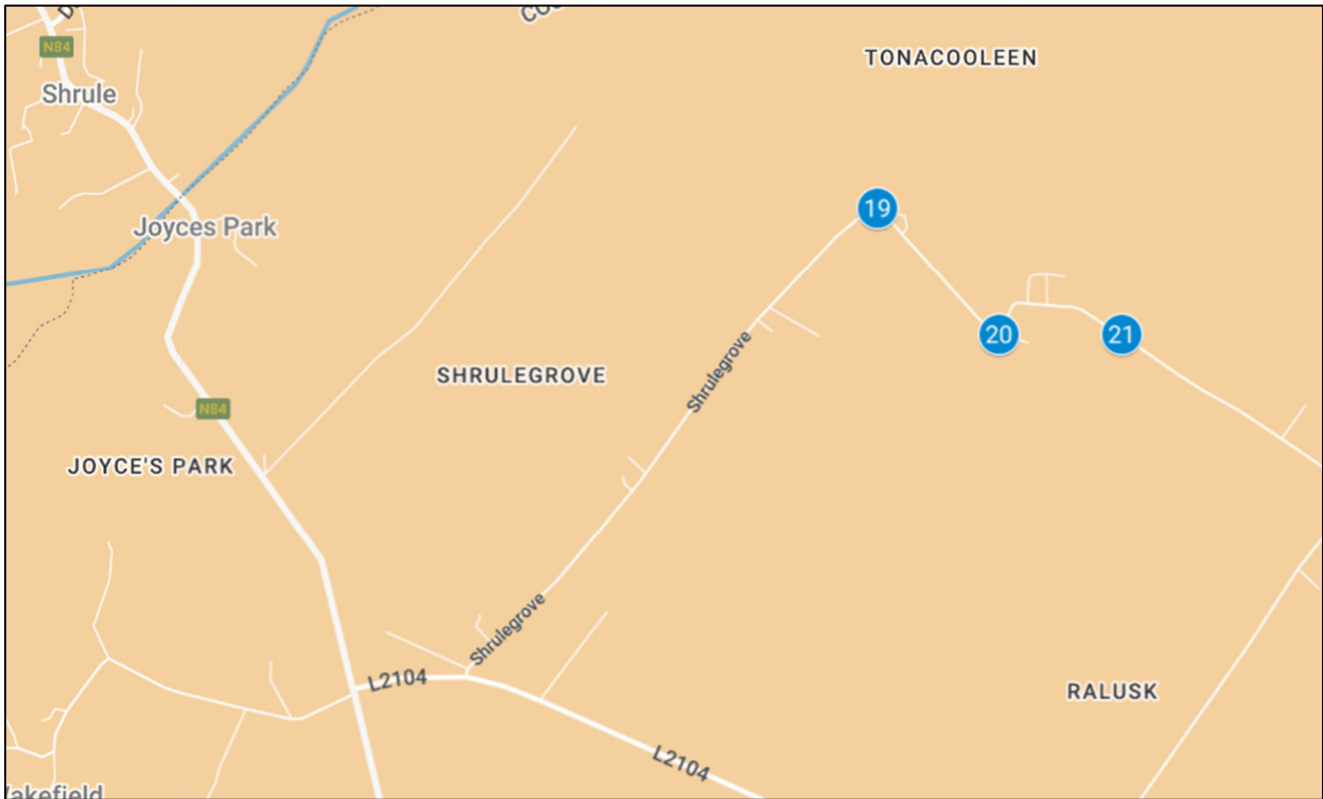
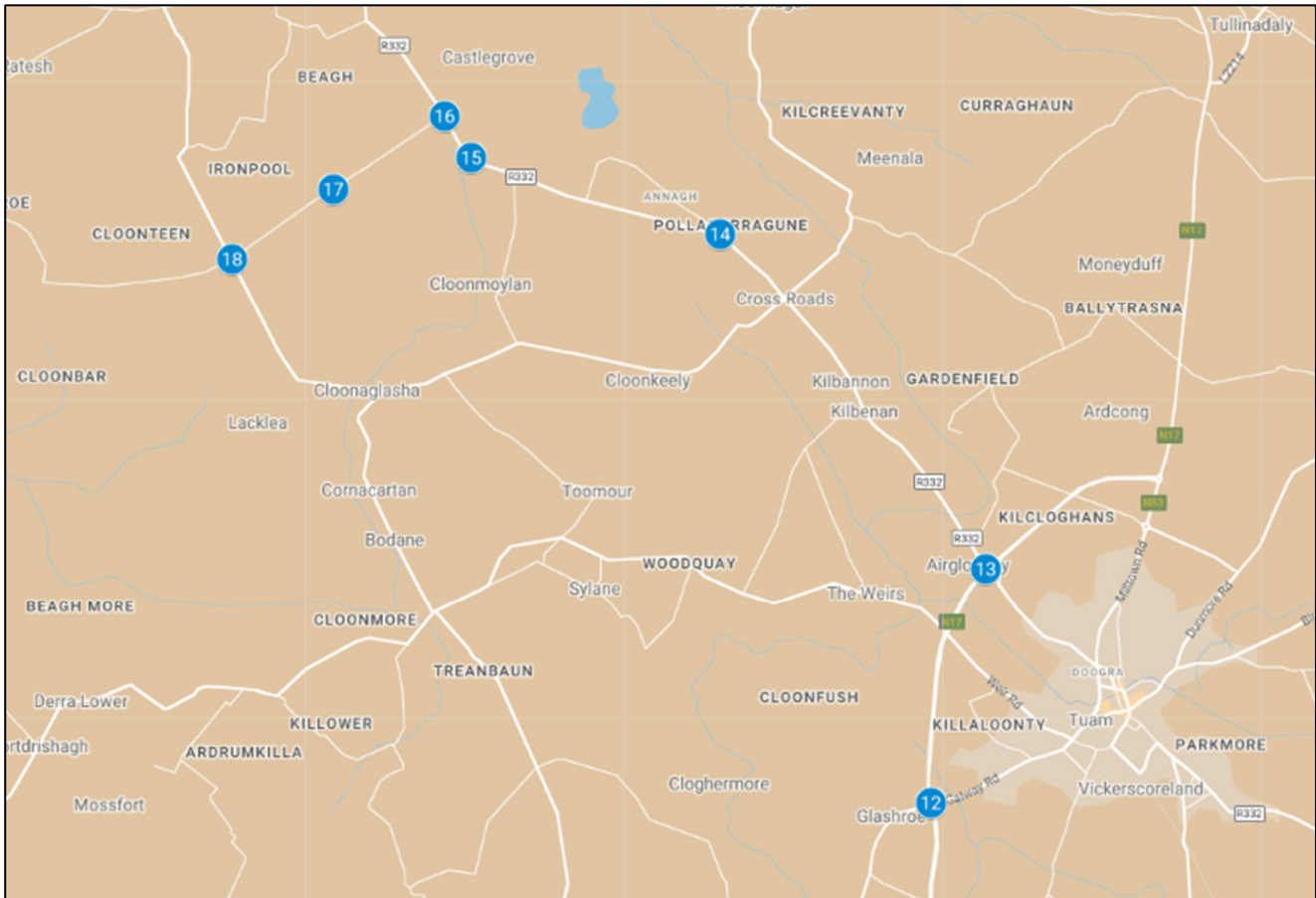
- Undertake a full site visit and update the route survey report for the proposed site;
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan to assist in transporting the proposed loads.

Appendix A Points of Interest

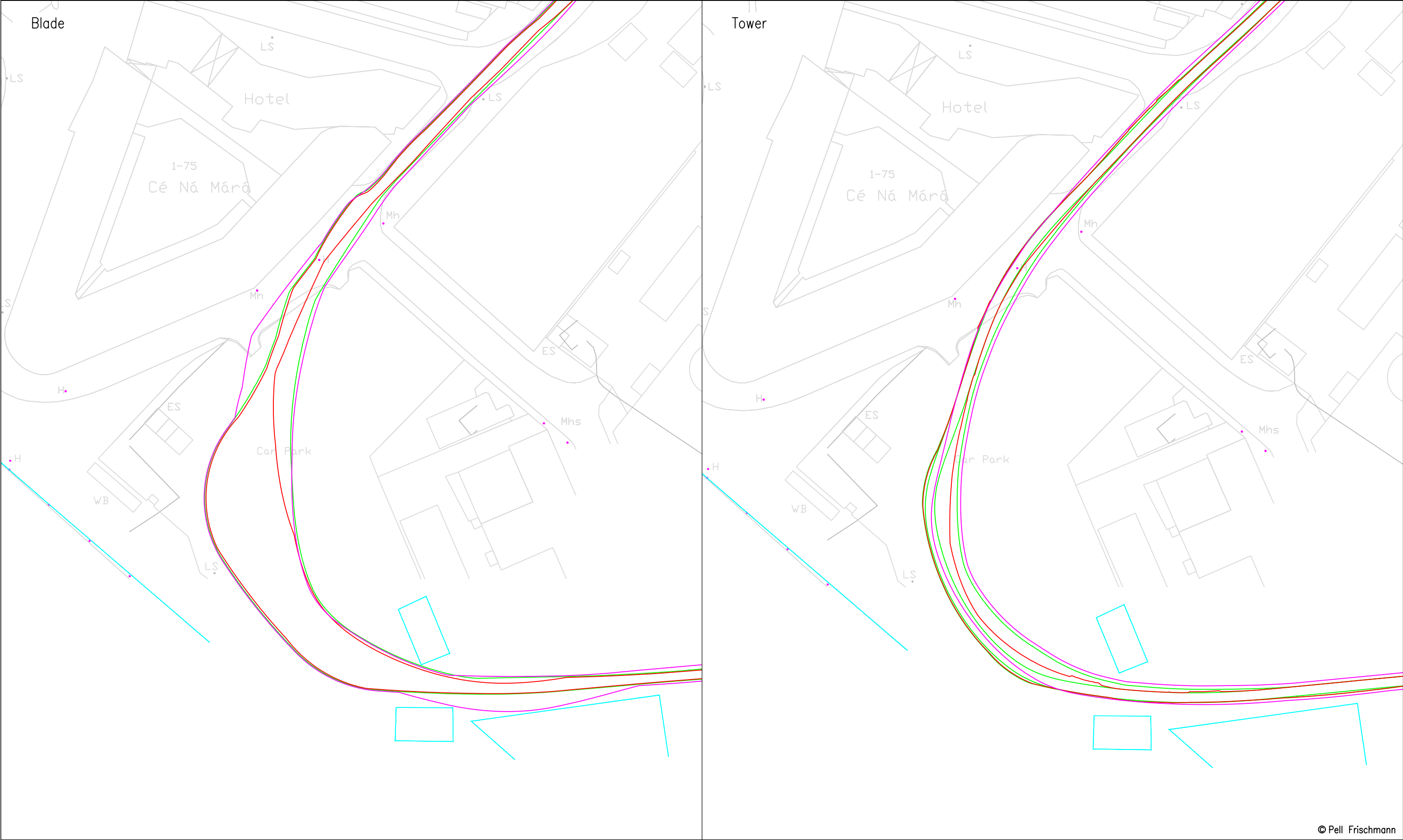
An electronic version of the POI plans can be found here:

<https://www.google.com/maps/d/edit?mid=1wliCgrymMWPINKOTfolAHCJFUFIXDWM&usp=sharing>



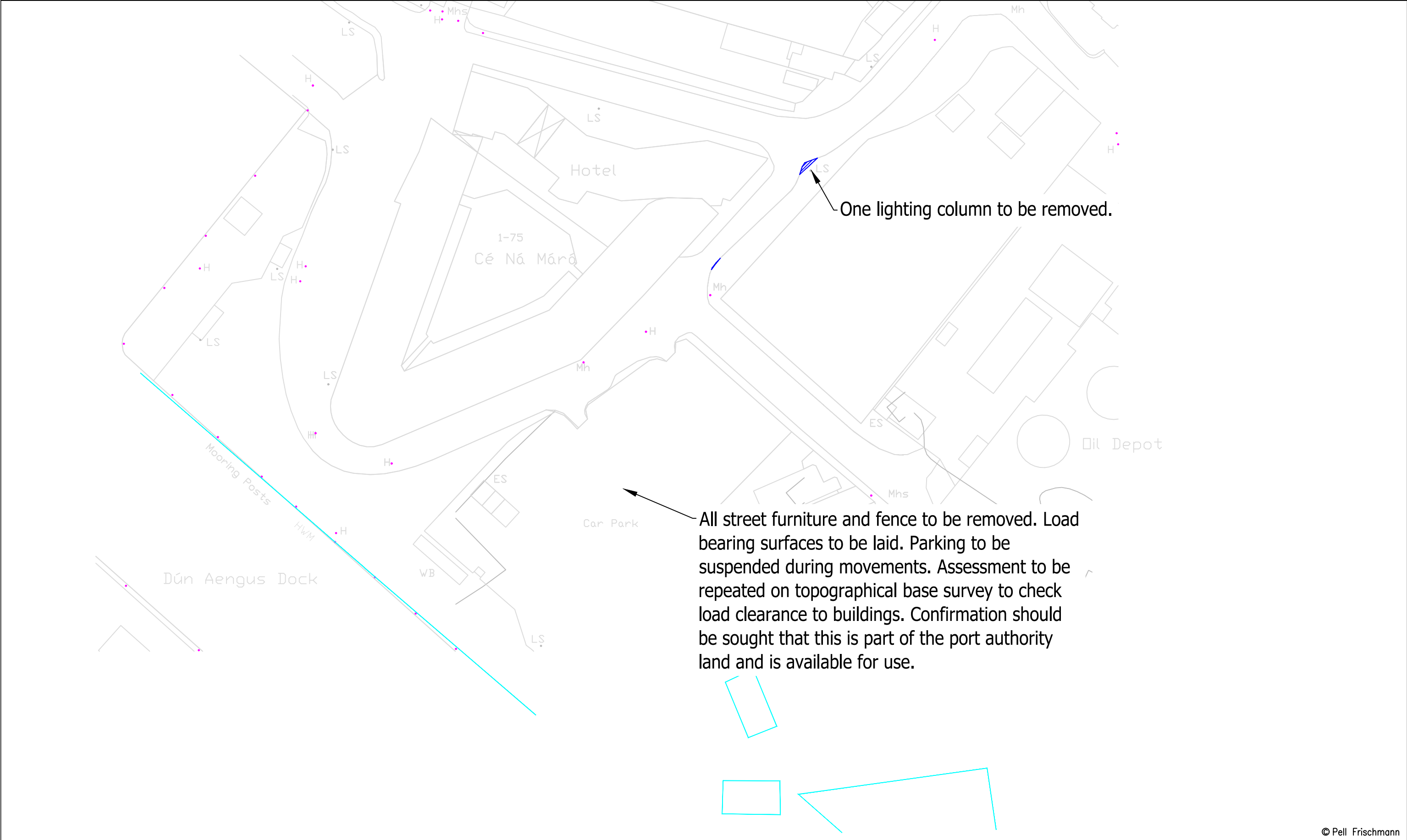


Appendix B Swept Path Assessments



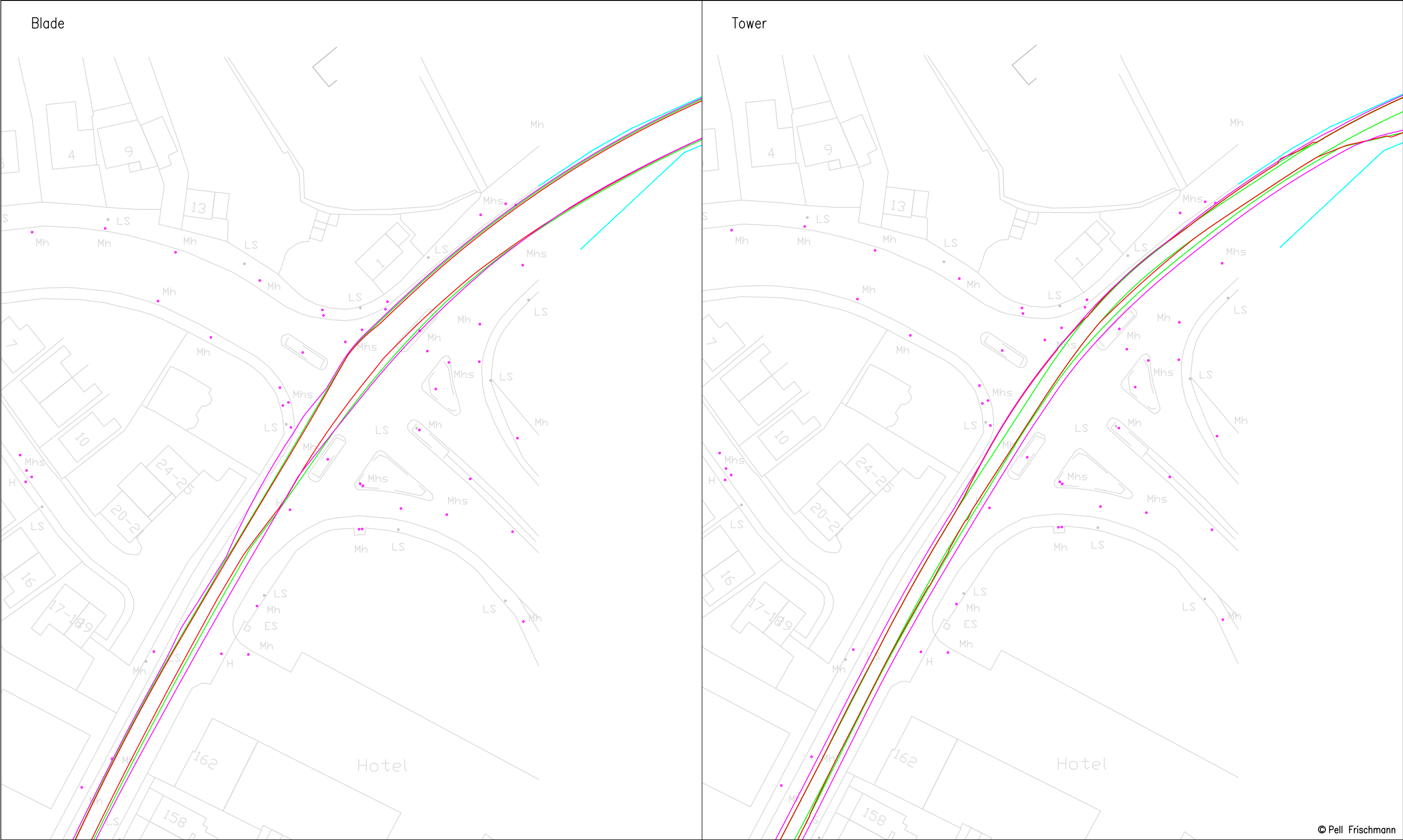
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			Checked	TL	21/06/2024	Drawing Status Draft		
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			Drawing No. SK01		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 1	
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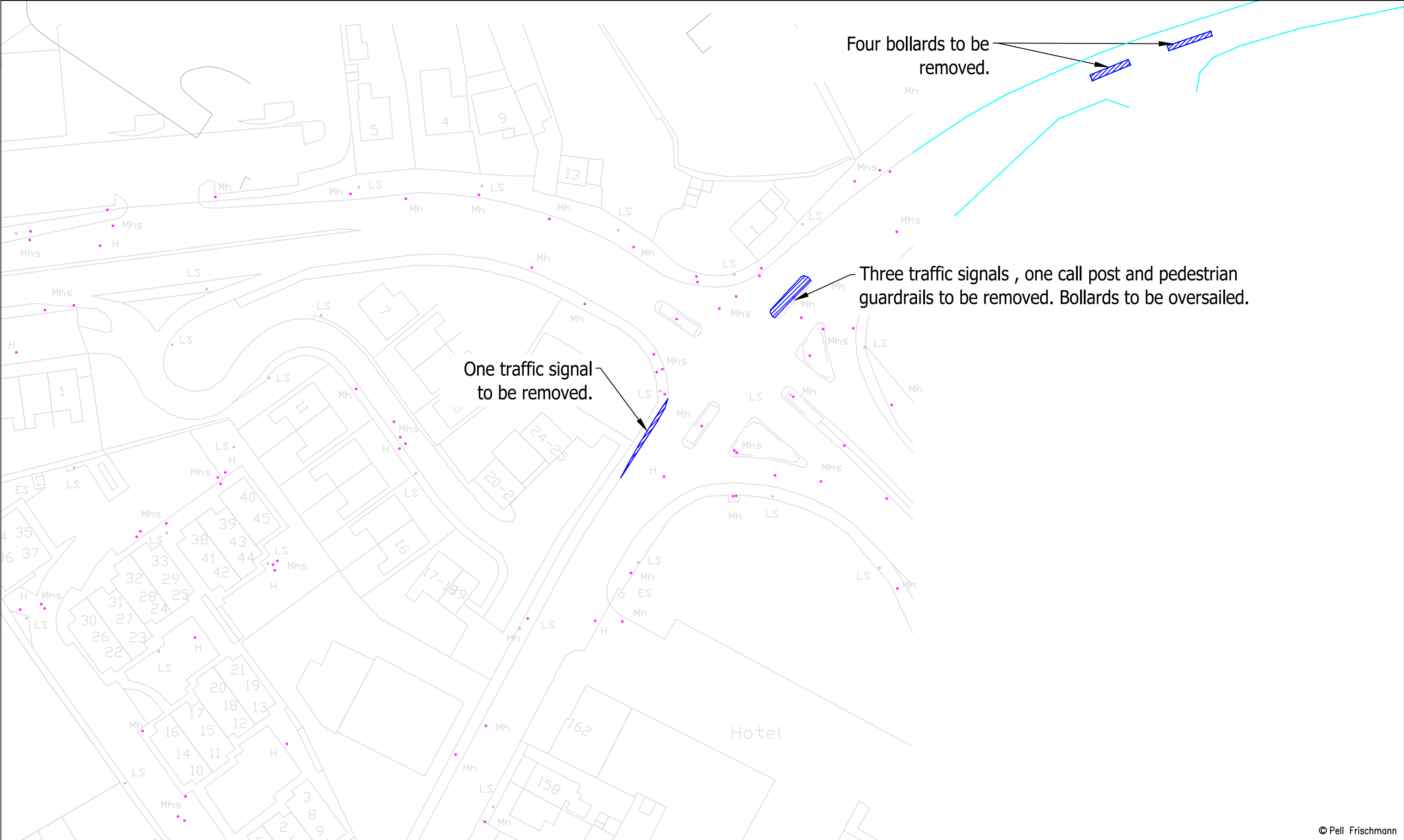


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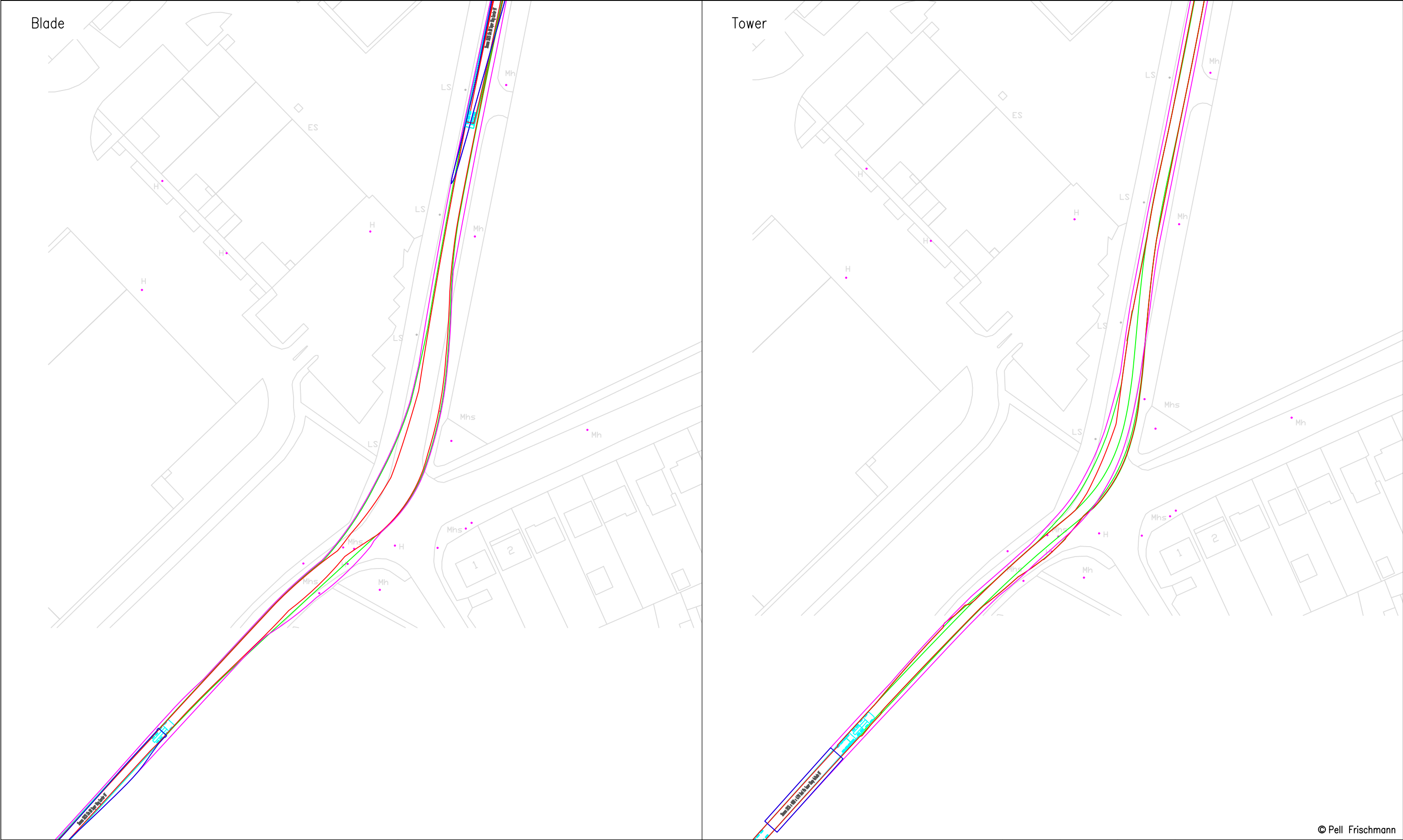


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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail					Drawing No.	Notes			Revision
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					Drawing No.	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision		
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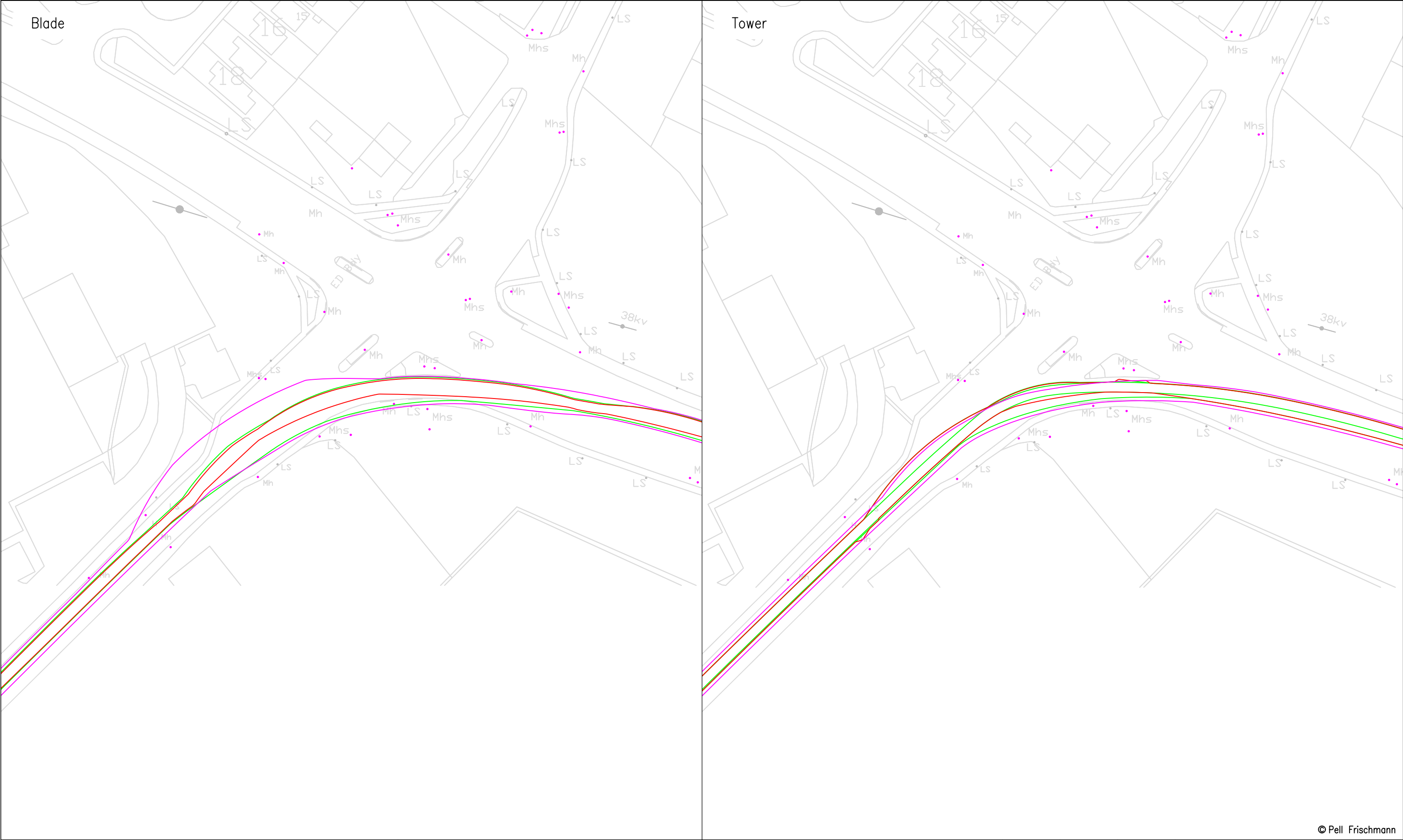
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		Drawing Title		Siemens SG155 Blade & Tower		Drawn	JS	21/06/2024	1:750 @ A3		
						Designed	TL	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg		
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Client		RWE		SPA Location		Point of Interest		5		Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		Drawing No.				SK04A		Notes:		Revision	
		R339 / Connolly Avenue Junction						1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	

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Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		6				
			SPA Location		Connolly Avenue / R336 Junction		Drawing No.		Revision		
Key		Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail <td colspan="2"></td> <td colspan="2">SK05</td> <td colspan="2">Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.</td> <td colspan="2">1</td>				SK05		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	



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				Drawn	JS	21/06/2024	1:750 @ A3		
				Designed	TL	21/06/2024	File No.	240613 North Galway SG155 SPA.dwg	
				Checked	TL	21/06/2024			
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		6	Drawing Status	
					Draft				
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Connolly Avenue / R336 Junction		Drawing No.	SK05A	Notes:		Revision
							1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		
1									



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					Drawn	JS	21/06/2024	File No240613 North Galway SG155 SPA.dwg	
					Designed	TL	21/06/2024	Drawing StatusDraft	
					Checked	TL	21/06/2024	Point of Interest7	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail					Drawing No.	Notes:			Revision
					SK06	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1

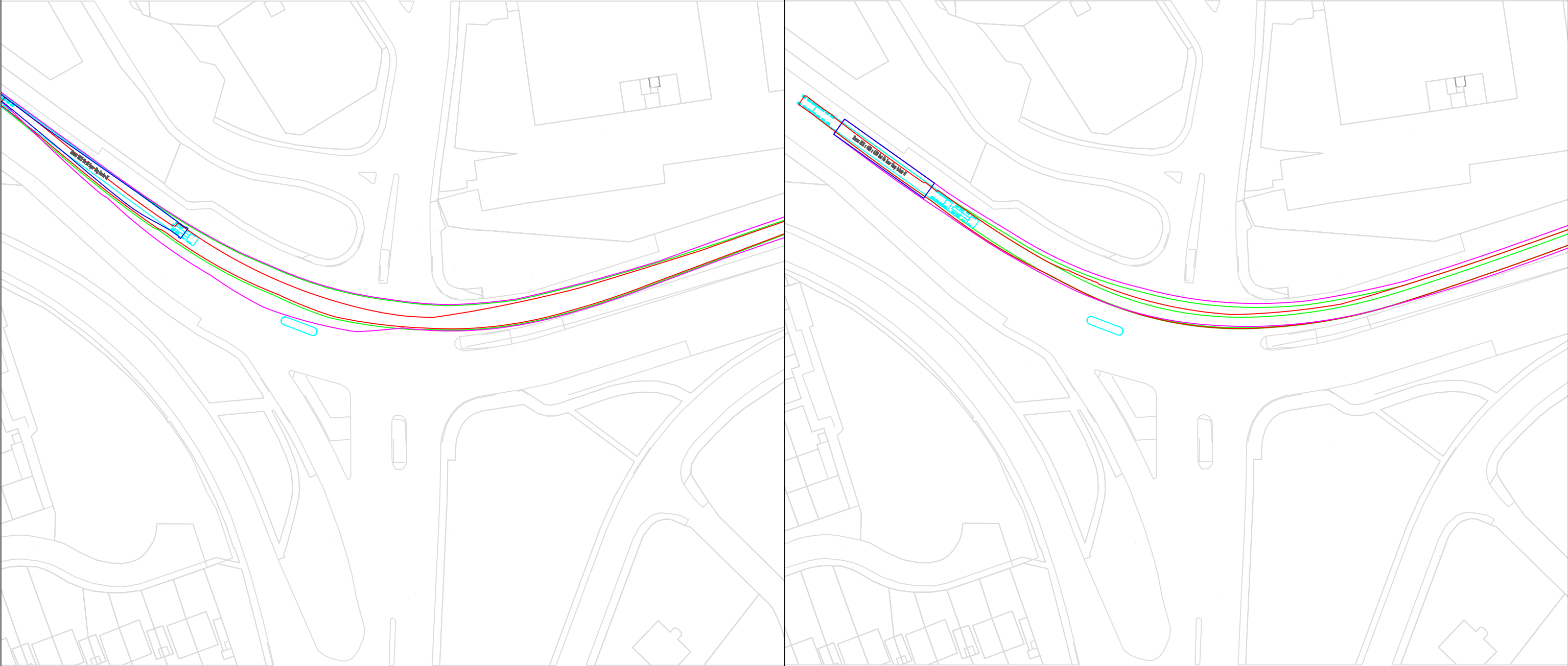


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				Drawn	JS	21/06/2024	1:750 @ A3		
				Designed	TL	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg		
				Checked	TL	21/06/2024	Drawing Status		
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		7	Draft	
					Drawing No.	SK06A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	R336 / N6 Junction						

Blade

Tower



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				Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg			
				Designed	TL	21/06/2024				
				Checked	TL	21/06/2024	Drawing Status		Draft	
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		8			
					Drawing No.	Notes:		Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	N6 / R865 Junction		NO MITIGATION REQUIRED		SK07	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1

An aerial photograph of a complex road intersection. A multi-lane road runs diagonally from the top left towards the bottom right. It intersects with a road running horizontally across the middle. Another road branches off to the right from the horizontal road. A fourth road branches off to the bottom from the horizontal road. The intersection area is marked with various road signs and lane markings. Several colored lines (cyan, magenta, red, green) are overlaid on the image, tracing paths that likely represent the movement of a blade or a vehicle through the intersection. The surrounding area includes parking lots with many cars, some buildings, and patches of grass and trees. A small white box with the word "Blade" is in the top left corner.

Tower

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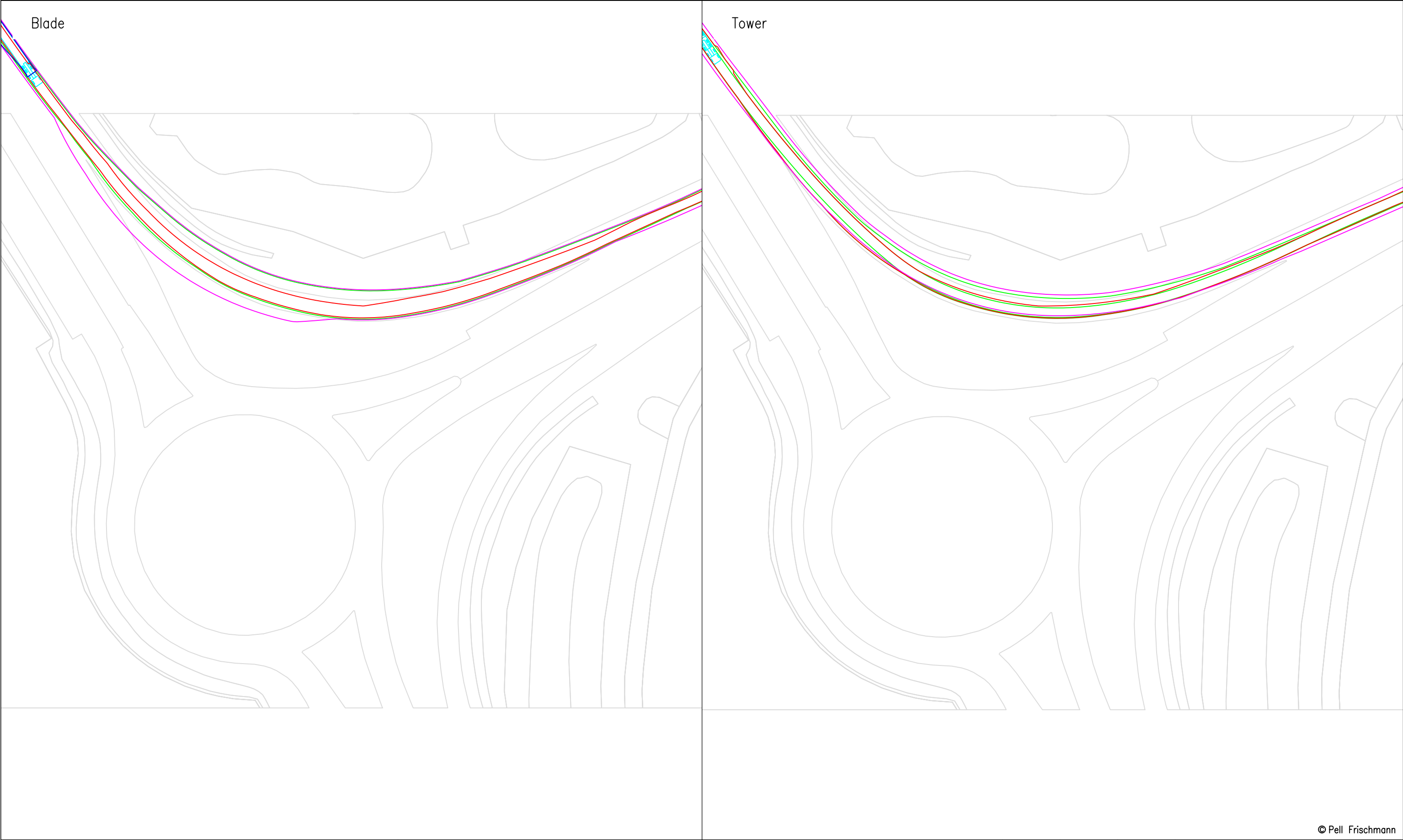
		N	Pr	Se
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		Drawn	JS	21/06/2024	File No.	240613 North Galway SG155 SPA.dwg					
		Designed	TL	21/06/2024		Drawing Status	Draft				
		Checked	TL	21/06/2024							
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		9				
			SPA Location	N6 / R339 Junction		Drawing No.		SK08		Notes:	
Key		Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail				1. All mitigation is subject to confirmation through a test run.		2. This is not a construction drawing and is intended for illustration purposes only.		1	



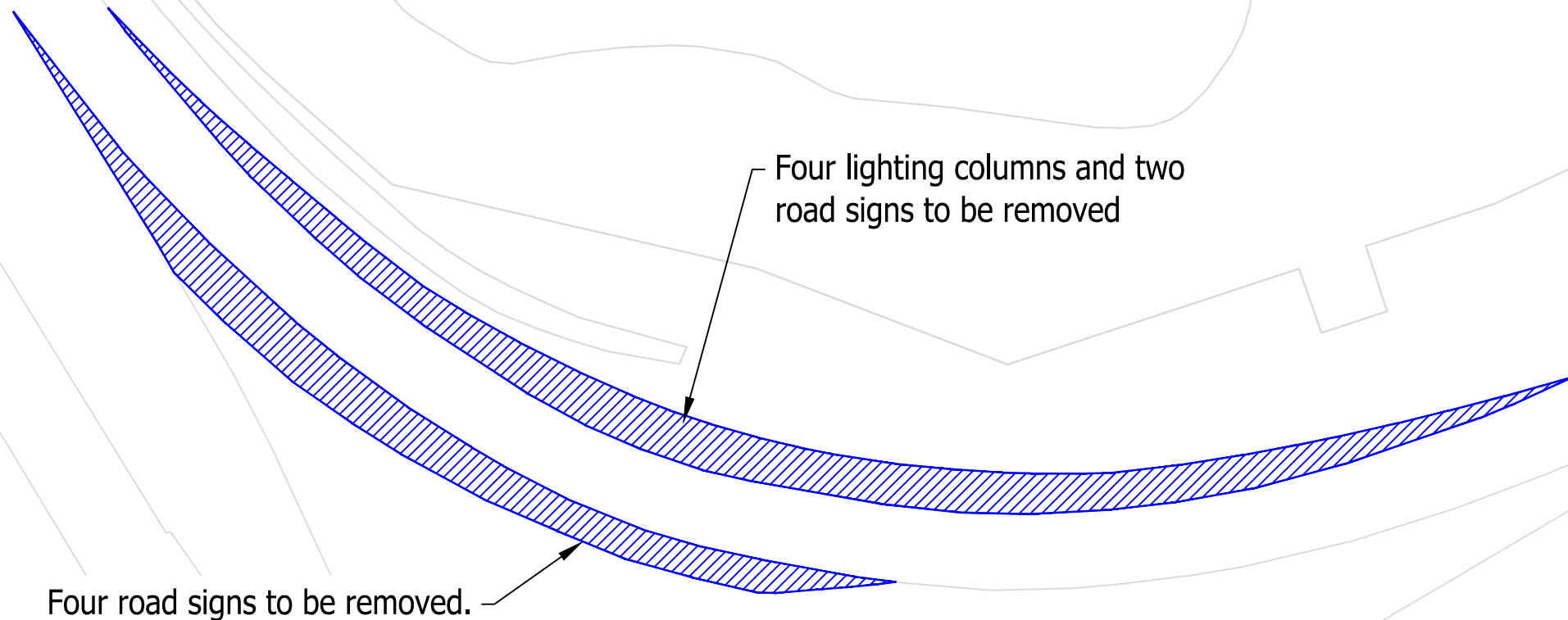
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				Drawn	JS	21/06/2024	1:750 @ A3		
				Designed	TL	21/06/2024	File No.	240613 North Galway SG155 SPA.dwg	
				Checked	TL	21/06/2024			
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		9	Drawing Status	
								Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	N6 / R339 Junction		Drawing No.	SK08A	Notes:		Revision
							1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		



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		Drawn	JS
		Designed	TL
Client	Drawing Title	Siemens SG155 Blade & Tower	
		Checked	TL
		Point of Interest	10
		Drawing No.	SK09
Key	SPA Location	N6 Coolagh Roundabout	
		Notes:	
		Revision	



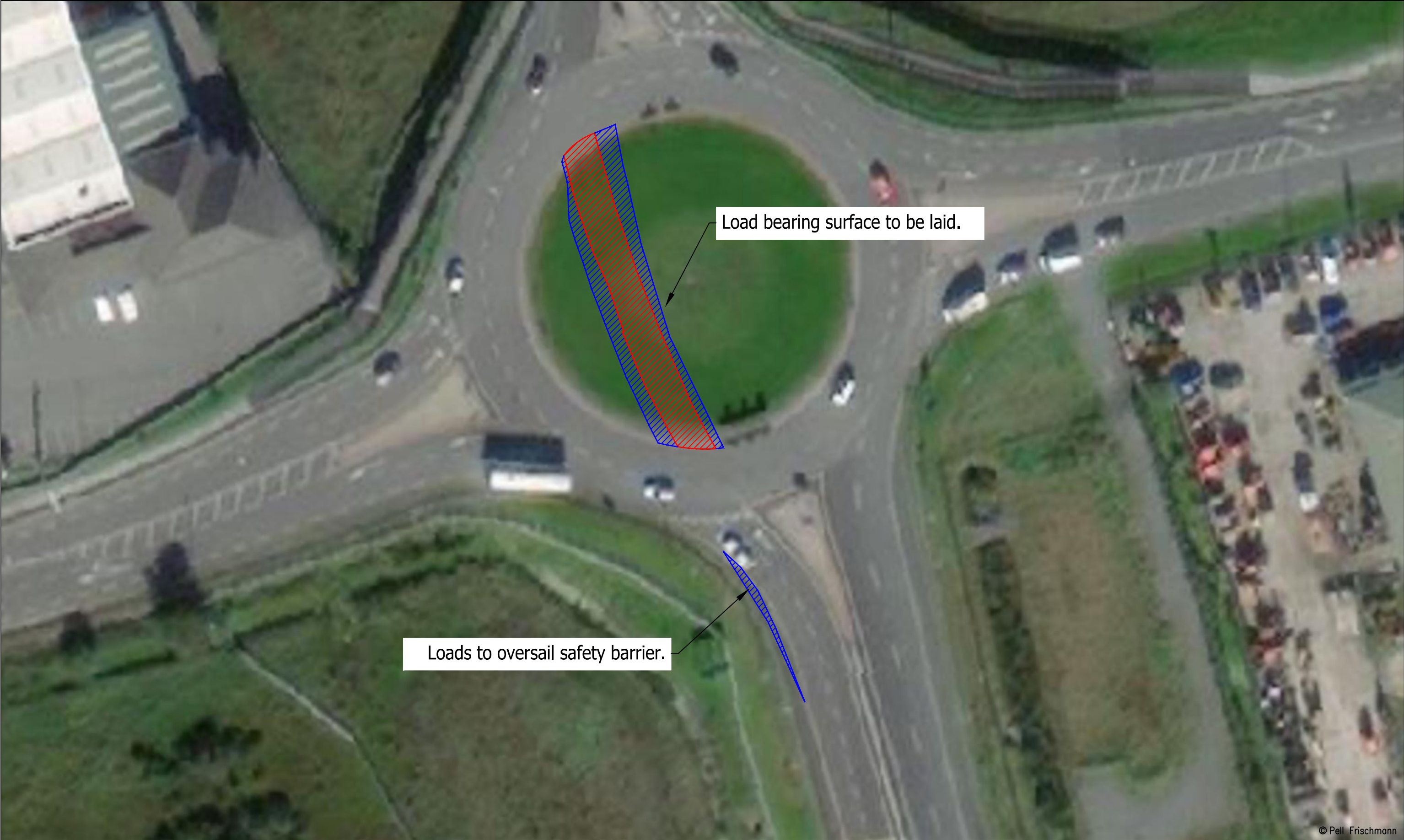
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project North Galway Wind Farm			Name	Date	Scale 1:500 @ A3		
			Drawn	JS	21/06/2024	File No 240613 North Galway SG155 SPA.dwg		
			Designed	TL	21/06/2024			
			Checked	TL	21/06/2024	Drawing Status Draft		
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		10			
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail			Drawing No. SK09A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1			
SPA Location N6 Coolagh Roundabout								

Blade

Tower

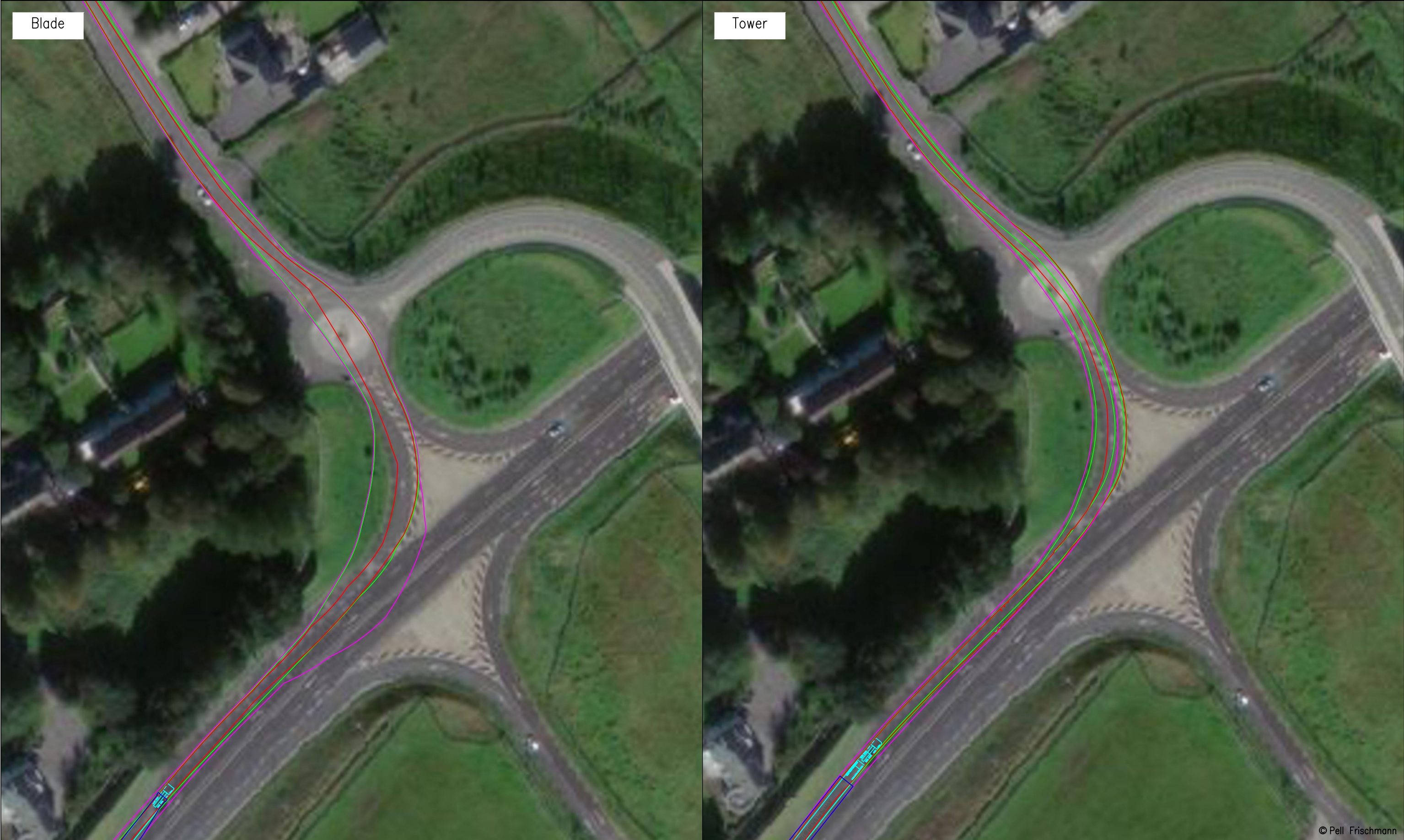


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				Drawn	JS	21/06/2024	1:500 @ A3		
				Designed	TL	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg		
				Checked	TL	21/06/2024	Drawing Status		
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		12	Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	M17 / N83 Roundabout		Drawing No.	Notes:		Revision	
					SK10	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	



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				Drawn	JS	21/06/2024	1:500 @ A3		
				Designed	TL	21/06/2024	File No.	240613 North Galway SG155 SPA.dwg	
				Checked	TL	21/06/2024			
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		12	Drawing Status	
					Draft				
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	M17 / N83 Roundabout		Drawing No.	SK10A	Notes:		Revision
							1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		
1									



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg	
			Designed	TL	21/06/2024		
			Checked	TL	21/06/2024	Drawing Status Draft	
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		13		
			Drawing No. SK11	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 1	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location N17 / R332 Junction						



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg	
			Designed	TL	21/06/2024		
			Checked	TL	21/06/2024	Drawing Status Draft	
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		14		
			Drawing No. SK12		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	SPA Location R332 Kilconly Left Bend



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			Drawn	JS	21/06/2024	1:500 @ A3			
			Designed	TL	21/06/2024	File No.	240613 North Galway SG155 SPA.dwg		
			Checked	TL	21/06/2024		Drawing Status		
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		14	Draft	
			SPA Location	R332 Kilconly Left Bend		Drawing No.	SK12A	Notes:	Revision
						1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	
Key		Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail							



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				Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg			
				Designed	TL	21/06/2024				
				Checked	TL	21/06/2024	Drawing Status			Draft
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower		Point of Interest		15			
					Drawing No.		Notes:		Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	R332 Right Bend Castlegrove		SK13		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	

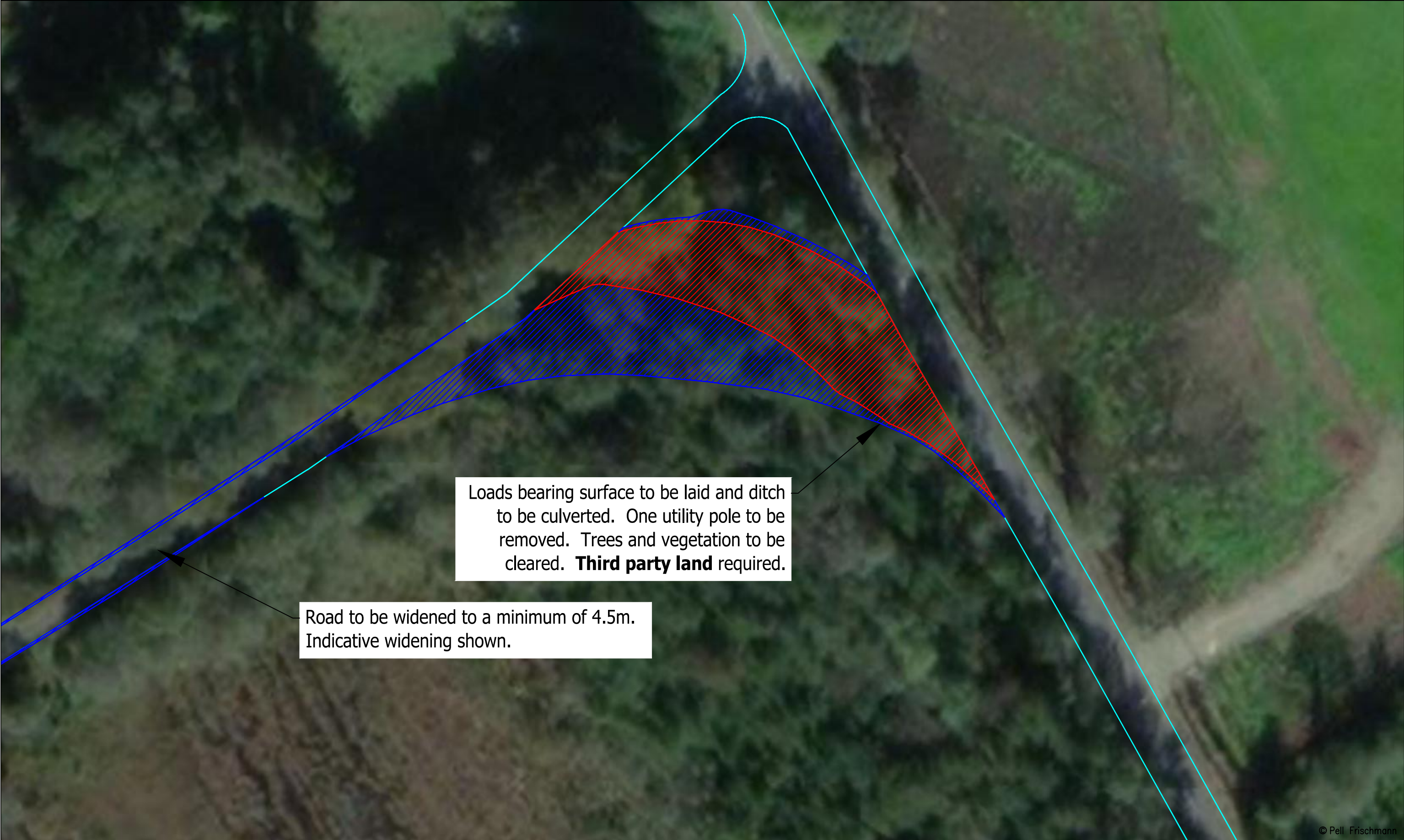


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			Drawn	JS	21/06/2024	File No.		
			Designed	TL	21/06/2024	240613 North Galway SG155 SPA.dwg		
			Checked	TL	21/06/2024	Drawing Status		
Client	RWE	Drawing Title	Siemens SG155 Blade & Tower	Point of Interest		15	Draft	
				Drawing No.	SK13A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	R332 Right Bend Castlegrove					



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg	
			Designed	TL	21/06/2024		
			Checked	TL	21/06/2024	Drawing Status Draft	
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		16		
			Drawing No. SK14		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key							
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg	
			Designed	TL	21/06/2024		
			Checked	TL	21/06/2024		Drawing Status Draft
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		16		
			Drawing No. SK14A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key							
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	
		SPA Location R332 / L6483 Junction					



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg	
			Designed	TL	21/06/2024		
			Checked	TL	21/06/2024	Drawing Status Draft	
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		18		
			Drawing No. SK15	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 1	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location R332 / L6483 Junction						



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			Drawn	JS	21/06/2024	File No. 240613 North Galway SG155 SPA.dwg		
			Designed	TL	21/06/2024			
			Checked	TL	21/06/2024	Drawing Status Draft		
Client RWE	Drawing Title Siemens SG155 Blade & Tower		Point of Interest		18			
			Drawing No. SK15A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 1	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location R332 / L6483 Junction							



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	Drawing Title		Indicative Transformer Vehicle		Drawn	JS	29/07/2025	File No.			
					Designed	TL	29/07/2025	250724 North Galway SG155 SPA v3.dwg			
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Client	RWE		SPA Location		Point of Interest		19		Draft		
Key		Drawing No.			Notes:		Revision				
Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		Shrulegrove Right Bend		SK16A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1			



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	Drawing Title		Indicative Transformer Vehicle		Drawn	JS	29/07/2025	1:500 @ A3					
					Designed	TL	29/07/2025	File No. 250724 North Galway SG155 SPA v3.dwg					
					Checked	TL	29/07/2025	Drawing Status Draft					
Client	RWE		SPA Location		Point of Interest		20		Revision				
Key		Drawing No. SK17A			Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1						
		Wheel SPA		Body SPA		Load SPA		Indicative		Over-run		Over-sail	

