



# **Technical Appendix 14-1 Abnormal Indivisible Load Route Survey**

**EIAR – Volume 3**

**Muingmore Wind Farm**

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April 2026

Pell Frischmann

Muingmore Wind Farm

Abnormal Indivisible Load Route Survey – Blade  
Lifting Trailer from Port to Site

January 2026

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# 1 Introduction

## 1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by RWE to undertake a survey of the Abnormal Indivisible Load (AIL) delivery route for wind turbine loads associated with the construction and development of Muingmore Wind Farm, located to the west of Bangor Erris, County Mayo.

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. This report is based upon a desktop study and 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. RWE has requested that the blade is carried using a blade lifting trailer for the entire route.

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.

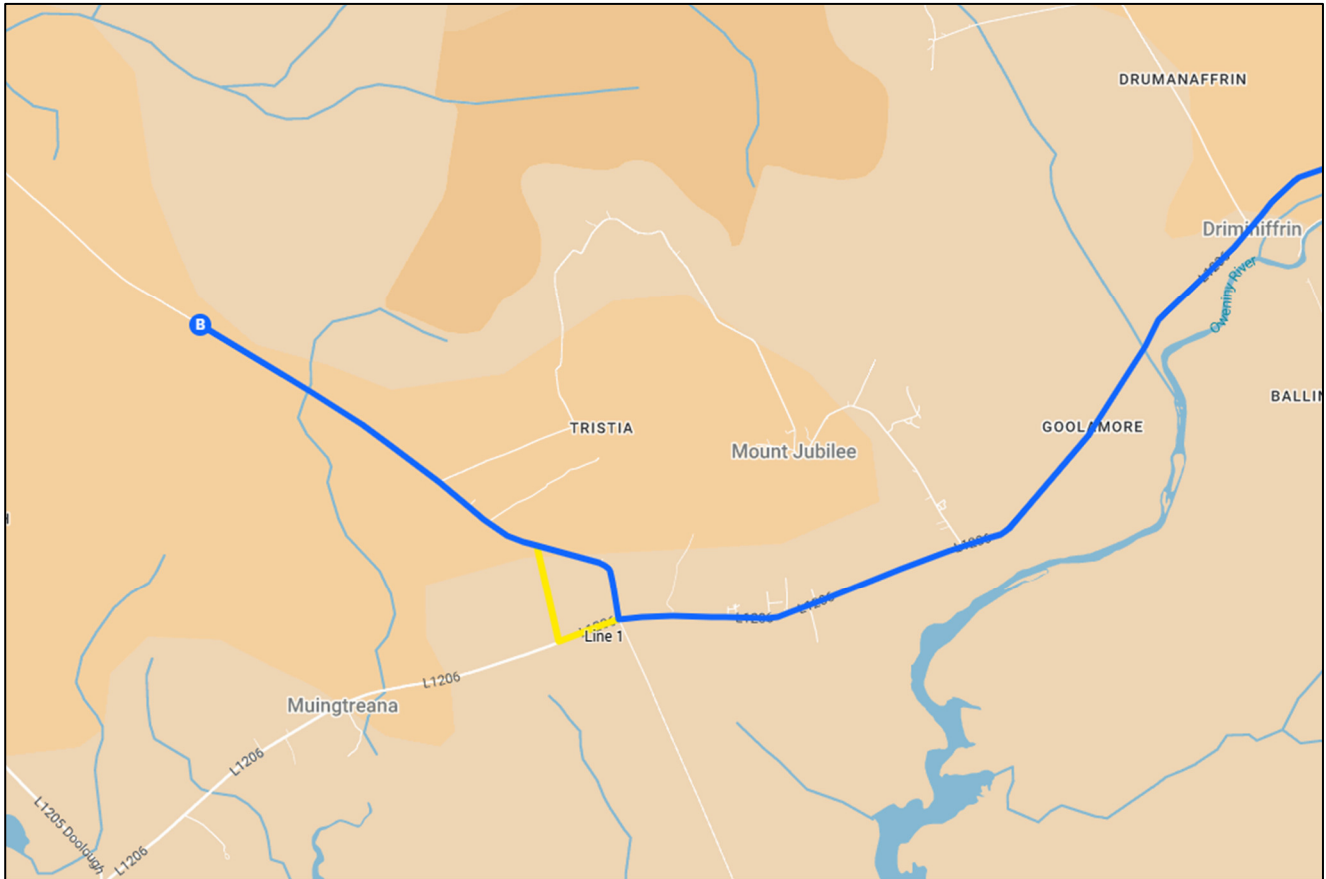
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users and 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 west of Bangor Erris, County Mayo. Figure 2-1 illustrates the general site location.

Figure 2-1: Site Location Plan



### 2.2 Candidate Turbine

RWE have indicated that they wish to consider the worst-case components from the Nordex N163 turbines. They have indicated that it is a Class II site. Nordex have provided the following turbine details that could site this specification. The details of the components are detailed in Tables 2-1, 2-2 and 2-3 below.

Table 2-1: Turbine Size Summary – N163 and TS118 Tower

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
N163 Blade	81.500	4.395	4.110	28.871
Base Tower	11.600	4.300	4.290	82.900
Mid Tower 1	16.400	4.290	4.290	82.900
Mid Tower 2	21.100	4.290	4.280	82.200
Mid Tower 3	30.000	4.280	4.270	81.700
Top Tower	35.000	4.270	3.260	59.800

In order to present a worst-case kinematic envelope along the route, a bespoke tower of 30m x 4.3m x 4.3m has been utilised for the N163 swept path assessment.

## 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 using a Goldhofer blade lifting trailer. This trailer has the ability to lift blades up to a maximum angle of 60 degrees, lifting blades over potential constraints and shortening the length plan view.

Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

Figures 2-2 and 2-3 illustrate examples of the proposed delivery equipment.

**Figure 2-2: Blade Lifting Trailer**



**Figure 2-3: Tower Trailer**



## 3 Access Route Review

### 3.1 Port of Entry

The nearest feasible and economical Port of Entry (PoE) for the site is Killybegs Harbour. The port has been previously used for turbines imports associated with a number of projects including Oweninney Wind Farm.

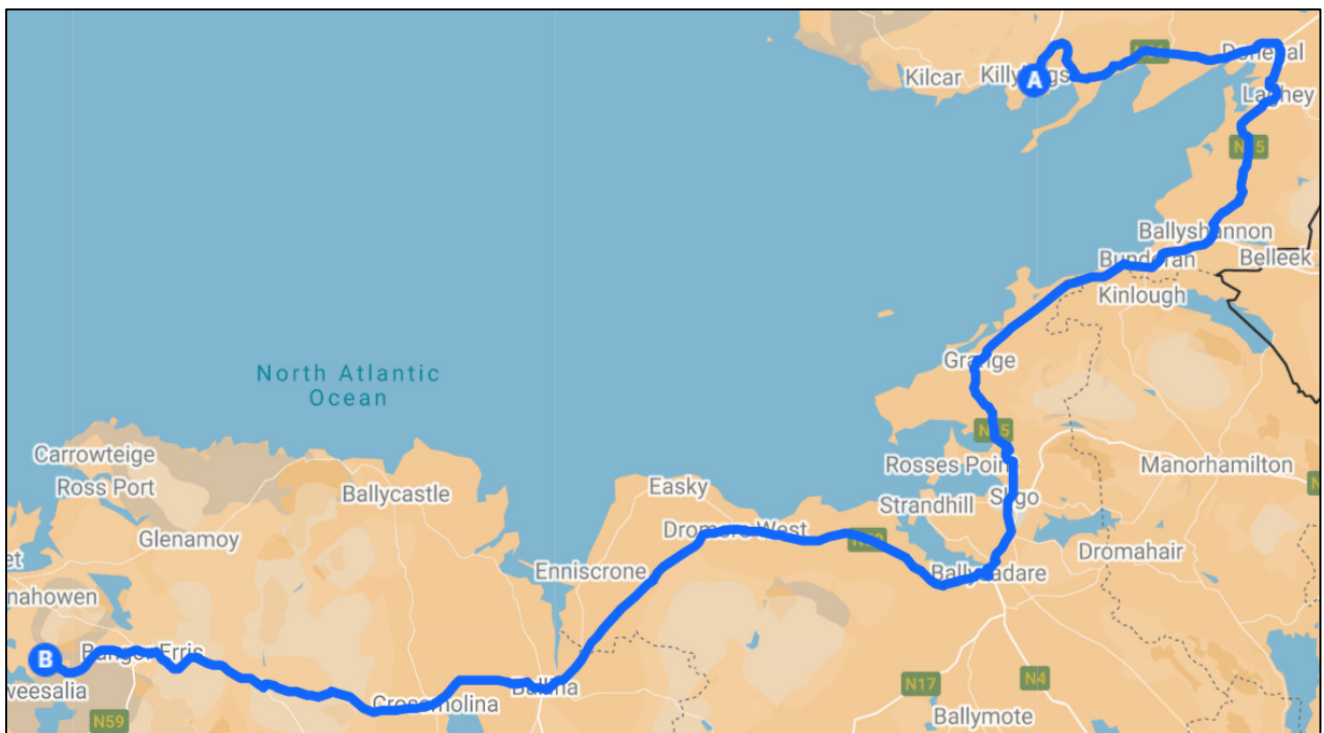
### 3.2 Proposed Access Routes

The proposed access route to the site access junction from Killybegs Harbour is as follows:

- Loads would exit Killybegs port using the storage area to the south west of the gate house to reduce mitigation works and continue north on Shore Road;
- Loads would continue north onto the R263 through Killybegs;
- The R263 continues onto the N56 travelling east towards Donegal;
- Loads would join the southbound N15 and continue onto the N4 through Sligo;
- Loads will depart the N4 near Ballysadare onto the westbound N59 to Ballina;
- On entering Ballina, loads will leave the N59 and turn left onto the Bunree Road before turning right onto the R294 and continue through the town on Tone Street and then McDermott Street. This will involve the closure of a section of Tone Street as loads will need to travel against the one way system;
- At Gurteens Roundabout loads will re-join the N59 and continue west to Bangor Erris onto the R313;
- Loads would then use a proposed offline route to join the L1206 travelling south west; and
- It is proposed that an offline track will be constructed to the east of Muingtreana to allow loads to travel north onto the unclassified road leading to site.

The proposed access routes are illustrated in Figure 3-1.

**Figure 3-1: Proposed Access Route**



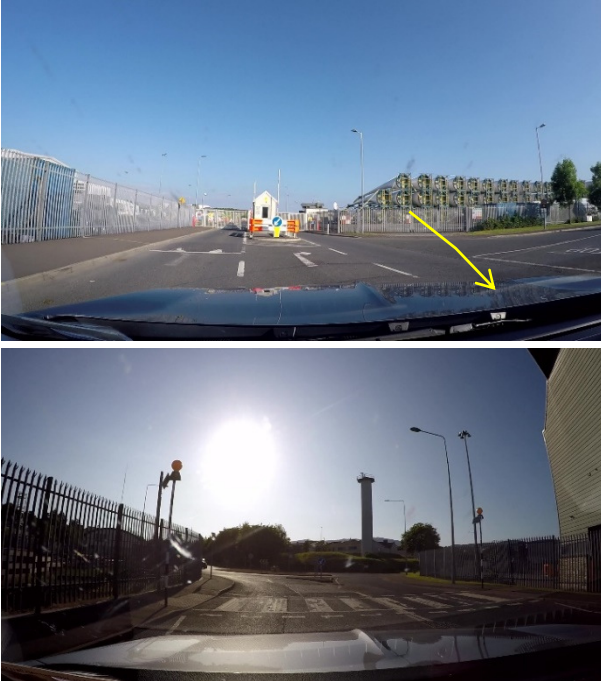

### 3.3 Route Constraints




The constraints noted on the route are detailed in Table 3-1. These cover all constraints from the port access gate through to the proposed site access junctions. No consideration of the transport issues within the development site have been undertaken.

At RWE’s request the blade is carried in the raised position using the blade lifter through each constraint location. All overhead utilities and obstructions must be removed.

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





**Table 3-1: Constraint Summary**

POI	Key Constraint	Details
<p>1, 2</p>	<p><b>Exit from Killybegs Harbour</b></p> 	<p>All loads will depart from the southern storage area to bypass the gatehouse. This manoeuvre should be confirmed during the final test run. A load bearing surface should be laid where one road sign should be removed and a tree should be cleared.</p> <p>After exiting the harbour loads will take the second exit at the roundabout onto Shore Road, undertaking a contraflow manoeuvre.</p> <p>Loads will overrun and oversail the entry arm splitter island where a load bearing surface should be laid and two road signs should be removed.</p> <p>One road sign should be removed from the eastern verge of the roundabout.</p> <p>The blade is carried in its raised position; therefore all overhead utilities must be removed to allow safe passage unless where the blade is lowered into the flat position.</p> <p>Swept path assessment SK01 is included in Appendix B.</p>
<p>3</p>	<p><b>R263 near Killybegs Playground</b></p> 	<p>Loads will continue on the R263 northbound.</p> <p>Bollards should be removed from the traffic island, and a load bearing surface should be laid to allow overrun. All overhead utilities should be removed.</p>




POI	Key Constraint	Details
<p>4</p>	<p><b>N56 Five Points</b></p> 	<p>Loads will continue on the N56 eastbound through a series of bends. All overhead utilities should be removed.</p>
<p>5</p>	<p><b>N56 South of Curraghfeehan</b></p> 	<p>Loads will continue on the N56 southbound.</p> <p>It was noted that the vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.</p>
<p>6</p>	<p><b>N56 Castlereagh</b></p> 	<p>Loads will continue on the N56 southbound.</p> <p>The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.</p>





POI	Key Constraint	Details
7, 8	<p><b>N56 North of Bruckless</b></p> 	<p>Loads will continue on the N56 southbound through a series of bends.</p> <p>Loads will oversail the western verge of the first bend and the eastern verge of the second band however no mitigation is required. All overhead utilities should be removed.</p> <p>Swept path assessment SK02 is included in Appendix B.</p>
9,10	<p><b>N56 South of Bruckless</b></p> 	<p>Loads will continue on the N56 through a series of bends. All overhead utilities and obstructions should be removed.</p> <p>Through the second right-hand bend loads will oversail the southern verge however no mitigation is required.</p> <p>Through the final right-hand bend, one bollard should be removed from the western verge where trees should be trimmed.</p> <p>Swept path assessment SK03 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>11</p>	<p><b>N56 Northeast of Leitir</b></p> 	<p>Loads will continue on the N56 eastbound through two bends. All overhead utilities should be removed.</p> <p>Loads will oversail the northern verge through the bend where vegetation should be trimmed.</p> <p>Swept path assessment SK04 is included in Appendix B.</p>
<p>12</p>	<p><b>N56 Dunkineely</b></p> 	<p>Loads will continue on the N56 eastbound through Dunkineely. All overhead utilities should be removed.</p> <p>Parking through the village should be suspended during deliveries.</p> <p>Loads are likely to project over the road centre line through Dunkineely. To ensure the safety of the convoy and other road users, escort vehicles should be deployed ahead to hold traffic at a safe location for the loads to pass. A traffic management plan should be in place. Loads will oversail the footway on the inside of each of the bends.</p>
<p>13</p>	<p><b>N56 Doonan Court</b></p> 	<p>Loads will continue on the N56 eastbound.</p> <p>Two bollards and one road sign should be removed from the traffic island to allow loads to oversail the island and straddle the road centreline.</p>

POI	Key Constraint	Details
14	<p><b>N56 Doonan Roundabout</b></p> 	<p>Loads will take the second exit at the roundabout to continue on the N56 northbound.</p> <p>Loads will oversail the northern footway, northern verge of the central island, and northern footway of the exit arm however no mitigation is required.</p> <p><u>Following the roundabout, blade loads should be lowered in the flat position to avoid overhead utility conflict.</u></p> <p>Swept path assessment SK05 is included in Appendix B.</p>
15	<p><b>N56 Drumroosk West Overhead – Blade lowered</b></p> 	<p>Loads will pass under an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>
16	<p><b>N56 Drumlonagher Roundabout – Blade Lowered</b></p> 	<p>Loads will take the second exit at the roundabout undertaking a contraflow manoeuvre and head southeast on the N15. <u>Blade loads will remain in the flat position throughout the whole manoeuvre.</u></p> <p>Loads will overrun and oversail the western footway and entry splitter island where a load bearing surface should be laid. Three road signs and one bollard should be removed.</p> <p>A load bearing surface should be laid on the central island. The island should be lowered to carriageway level to allow construction of the load bearing surface. Four road signs and two sets of chevron signs should be removed. Vegetation should be cleared.</p> <p>Loads will overrun and oversail the southern verge of the exit arm where a load bearing surface should be laid. Trees and vegetation should be trimmed.</p> <p>Swept path assessment SK06 is included in Appendix B.</p>
17	<p><b>N15 Drumenny Overhead – Blade Lowered</b></p> 	<p>Loads will pass under an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>

POI	Key Constraint	Details
18, 19	<p><b>N15 Tullyearl Roundabout – Blade Lowered</b></p> 	<p>Loads will take the first exit at the roundabout and continue south on the N15. Blade loads will remain in the flat position throughout the whole manoeuvre due to the high voltage overhead line prior to the roundabout.</p> <p>One road sign should be removed from the eastern verge of the entry arm.</p> <p>Loads will overrun and oversail the central island and eastern verge of the exit arm where the existing overrun areas should be extended as required. Three sets of chevron signs should be removed from the roundabout island. Vegetation should be cleared.</p> <p>Loads will oversail the splitter island of the exit arm where two road signs should be removed.</p> <p>Swept path assessment SK07 is included in Appendix B.</p>
20	<p><b>N15 Tullygallan – Blade Lowered</b></p> 	<p>Loads will pass through an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>
21	<p><b>N15 Carrick East – Blade Lowered</b></p> 	<p>Loads will pass through an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>
22	<p><b>N15 Ballymagrorty Scotch – Blade Lowered</b></p> 	<p>Loads will pass through an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>

POI	Key Constraint	Details
23	<p><b>N15 Ardgillew – Blade Lowered</b></p> 	<p>Loads will pass through an overhead high voltage line where blade loads should remain with the blade lowered in the flat position.</p>
24, 25	<p><b>N15 Erne Roundabout – Blade Raised</b></p> 	<p><u>Prior to this roundabout, loads should be lifted back into their raised positions.</u> Loads will take the first exit at the roundabout. Underground utilities should be protected at this location.</p> <p>Loads will oversail the northern verge of the entry arm and southern verge of the entry arm. One road sign and safety barrier should be removed. Vegetation should be cleared.</p> <p>A load bearing surface should be laid on the central island to allow loads to overrun and oversail.</p> <p>Loads will overrun the exit arm splitter island where three road signs and one bollard should be removed.</p> <p>Following the roundabout, blade loads should be lowered in the flat position to avoid overbridge and overhead utility conflict. They should remain in this position until POI 28 where they will be lifted back into the raised position prior to entry into the roundabout.</p> <p>Swept path assessment SK08 is included in Appendix B.</p>
26, 27	<p><b>N15 Dunmuckrum Overheads – Blade Lowered</b></p> 	<p>Loads will continue on the N15 in the flat position through two overhead bridges and two overhead utilities in order to avoid conflict.</p> <p>Following these, blades should be raised back into the lifted position.</p>

POI	Key Constraint	Details
28, 29	<p><b>N15 Drumacrin Roundabout</b></p> 	<p>Loads will take the first exit at the roundabout and continue west on the N15.</p> <p>Loads will make use of the existing load bearing surface on the roundabout island which should be extended to accommodate overrun and oversail. One set of chevron signs should be removed.</p> <p>Following the roundabout, blade loads should be lowered in the flat position to avoid overbridge and overhead utility conflict. They should remain in this position until POI 31 where they will be lifted back into the raised position prior to entry into the roundabout.</p> <p>Swept path assessment SK09 is included in Appendix B.</p>
30	<p><b>N15 Ardfarn Overheads – Blade Lowered</b></p> 	<p>Loads will continue on the N15 in the flat position through an overhead bridge and an overhead utility in order to avoid conflict.</p> <p>Following these, blades should be raised back into the lifted position.</p>
31	<p><b>N15 Tullaghan Roundabout – Blade Raised</b></p> 	<p>Blade loads to be raised to negotiate the section.</p> <p>Loads will take the first exit at the roundabout heading southwest.</p> <p>A load bearing surface should be laid on the central island to allow loads to overrun and oversail.</p> <p>Following the roundabout, all overhead utilities should be removed to avoid conflict.</p> <p>Swept path assessment SK10 is included in Appendix B.</p>
32	<p><b>N15 Cliffony</b></p> 	<p>It is recommended that the central island is cleared of two bollards and one lighting column to allow loads to oversail. All overhead utilities should be removed.</p>

POI	Key Constraint	Details
33	<p><b>N15 Grange</b></p> 	<p>There is evidence of the lefthand town entry sign having been struck previously. As such it is recommended that the lefthand sign faceplate is rotated during deliveries to provide additional oversail clearance.</p> <p>It is recommended that the central island is cleared of two bollards and one lighting column to allow load oversail. All overhead utilities should be removed.</p>
34	<p><b>N15 Benbulbin View</b></p> 	<p>The bollards for all of the central traffic islands should be laid flat to allow load oversail. All overhead utilities should be removed.</p>
35	<p><b>Summerhill Roundabout</b></p> 	<p>Loads will head south on the N4 taking the second exit at the roundabout.</p> <p>Loads will oversail the eastern verge of the central island where one road sign and one set of chevron signs should be removed.</p> <p>Following the roundabout, blade loads should be lowered to the flat position to avoid overbridge and overhead utility conflict. They should remain in this position until POI 38 where they will be lifted back into the raised position.</p> <p>Swept path assessment SK11 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>36, 37</p>	<p><b>N4 Caltragh – Blade Lowered</b></p> 	<p>Loads will continue on the N4 in the flat position through three overhead bridges and two overhead utilities in order to avoid conflict.</p>
<p>38 - 40</p>	<p><b>N4 / N59 Slip Road – Blade Raised, Lowered and then Raised.</b></p> 	<p>Blade loads should negotiate the slip road in the raised position. Once onto the N59, they should stop and be lowered.</p> <p>Loads will head south on the N4 and enter the N59 and head south.</p> <p>Loads will overrun and oversail splitter reserve where a load bearing surface should be laid. One road sign and three bollards should be removed.</p> <p>The blade carried in the horizontal lower position will pass under the N4 motorway bridge and then the railway bridge. It is recommended that a topographical survey of the railway bridge is completed to confirm the feasibility of loads to pass safely through the structure.</p> <p>Once the blade tip is through the railway bridge, the convoy should again stop and raise the blade to enable it to negotiate the following bends.</p> <p>Swept path assessment SK12 is included in Appendix B</p>




POI	Key Constraint	Details
41	<p><b>N59 Knockmuldowney</b></p> 	<p>Loads will oversail the footway on the southern and northern verge of the left bend on entry into Ballysadare where all impacted bollards should be removed.</p> <p>Following this location, blade loads should be lowered in the flat position to avoid overhead utility conflict. They should remain in this position until POI 43 where they will be lifted back into the raised position.</p> <p>Swept path assessment SK13 is included in Appendix B</p>
42	<p><b>N59 Knockmuldowney Overhead</b></p> 	<p>Loads will continue on the N59 in the flat position through an overhead utility in order to avoid conflict.</p>
43	<p><b>N59 / Old Rd Roundabout</b></p> 	<p>Loads will continue south and west through the mini roundabout in Ballysadare. Loads should be lifted back into their raised positions prior to this POI.</p> <p>On approach to the roundabout loads will overrun a traffic island where a load bearing surface should be laid and two bollards should be removed.</p> <p>Loads will oversail the decorative planters on the northeastern verge.</p> <p>Loads will overrun both splitter islands at the mini roundabout where load bearing surfaces should be laid and four road signs should be removed. One road sign should be removed from the western footway.</p> <p>Parking at this location should be suspended during deliveries. All overhead obstructions should be removed to make way for the raised blade.</p> <p>Swept path assessment SK14 is included in Appendix B.</p>





POI	Key Constraint	Details
44	<p><b>N59 / R290 Roundabout</b></p> 	<p>Loads will continue across the bridge and turn right at the mini roundabout.</p> <p>Tower loads will oversail the northern footway, verge and bridge into land to the north. One traffic signal, three road signs, one bollard, the bridge railing, pedestrian guardrail and wall should be removed. The raised blade tip will oversail the southeastern footway and bridge railing into land to the east.</p> <p>All overhead utilities and obstructions to be removed.</p> <p>Swept path assessment SK15 is included in Appendix B.</p>
45	<p><b>N59 Mill Grove – Blade Lowered</b></p> 	<p>Loads will continue on the N59 in the flat position through a crossing island and an overhead line in order to avoid conflict where a load bearing surface should be laid on the crossing island. Three bollards and one lighting column should be removed.</p> <p>Following the high voltage line, loads should then be raised in order to negotiate the bend at POI 46 without the need for further mitigation</p>
46	<p><b>N59 Lugnadeffa – Blade Raised</b></p> 	<p>Loads will continue on the N59 heading west.</p> <p>At this location and throughout the entire route, the tree canopy needs to be trimmed to provide a clear head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the relevant road authority is undertaken to agree cutting times and permits.</p> <p>All overhead utilities should be removed.</p>
47	<p><b>N59 Knockaculleen</b></p> 	<p>Loads will continue on the N59 through four traffic islands. Parking should be suspended during deliveries.</p> <p>A swept path assessment has been undertaken and indicates that eight bollards and one lighting column should be removed. Loads will overrun the second and fourth crossing island where a load bearing surface should be laid.</p> <p>Swept path assessment SK16 is included in Appendix B.</p>




POI	Key Constraint	Details
48	<p><b>N59 / Bunree Rd Junction</b></p> 	<p>Loads will turn left onto Bunree Road.</p> <p>Loads will oversail beyond the northern bridge parapet into land to the north. All overhead utilities should be removed.</p> <p>Loads will oversail the southeastern verge where one utility pole, two traffic signals, one bench, two junction boxes, walls and bridge railing should be removed. Trees and vegetation should be cleared.</p> <p>Swept path assessment SK17 is included in Appendix B.</p>
49	<p><b>Bunree Rd / R294 Junction</b></p> 	<p>Loads will turn right onto the R294.</p> <p>Loads will oversail the eastern verge, however no mitigation is required.</p> <p>Loads will overrun and oversail into the western car park where a load bearing surface should be laid. One road sign, one lighting column, twenty bollards, four decorative planters, overhead utilities and one bin should be removed. Parking should be suspended during deliveries. The proximity to the building should be confirmed on a topographical base plan.</p> <p>Swept path assessment SK18 is included in Appendix B.</p>
50	<p><b>R294 Ardnaree</b></p> 	<p>A full traffic management plan will be required for the movement of loads through Ballina.</p> <p>Loads will continue along the R294 through a right bend.</p> <p>Parking should be suspended on the inside of the bend, and all overhead utilities and obstructions should be removed.</p>

POI	Key Constraint	Details
<p>51, 52</p>	<p><b>Tone Street and McDermott Street</b></p> 	<p>Loads will cross the bridge and continue west onto Tone Street. A full traffic management plan will be required to allow loads to continue through the one way system on the section linking to McDermott Street. All overhead utilities and bunting should be removed.</p> <p>It is strongly recommended that a topographical survey is completed and the swept path assessment is repeated due to the constrained nature of the section.</p> <p>Loads will oversail the first splitter island and southern verge of the final bend where four bollards and two road signs should be removed. Parking should be suspended during load movements.</p> <p>Swept path assessment SK19 is included in Appendix B.</p>
<p>53</p>	<p><b>McDermott Street</b></p> 	<p>Loads will continue through McDermott Street.</p> <p>Loads will oversail both verges throughout where one utility pole and all overhead utility poles should be removed.</p> <p>Swept path assessment SK20 is included in Appendix B</p>
<p>54</p>	<p><b>N59 / L2209 Roundabout</b></p> 	<p>Loads will rejoin the N59 via the roundabout, taking the second exit by utilising a contraflow manoeuvre.</p> <p>Loads will oversail trees on the northeastern verge and entry splitter island where one road sign and one bollard should be removed.</p> <p>Loads will overrun and oversail the northern verge of the central island where a load bearing surface should be laid. Two sets of chevron signs should be removed.</p> <p>Loads will oversail the northern verge of the exit arm, however no mitigation is required.</p> <p>Following this location, blade loads should be lowered in the flat position to avoid overhead utility conflict.</p> <p>Swept path assessment SK21 is included in Appendix B</p>

POI	Key Constraint	Details
55, 56	<p><b>N59 Knocksbarrett – Blade Lowered</b></p> 	<p>The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.</p> <p>Loads will continue on the N59 in the flat position through two overhead utilities in order to avoid conflict. Loads should be lifted back into their raised position immediately following this.</p>
57	<p><b>Knockadangan Bridge – Blade Lowered</b></p> 	<p>Following the bend at Knockadine, blade loads should be lowered into a flat position to avoid conflict with the over high voltage line. Immediately following this location, loads should be lifted back into their raised position.</p> <p>At this location and throughout the entire route, the tree canopy needs to be trimmed to provide a clear head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the relevant road authority is undertaken to agree cutting times and permits.</p>
58	<p><b>N59 Crossmolina – Blade Raised</b></p> 	<p>Loads will continue through the village of Crossmolina. An historic topographical survey has been used. It is recommended that an updated topographical survey is commissioned and the swept path assessment repeated to confirm the required mitigation.</p> <p>All overhead utilities and obstructions should be removed.</p> <p>Due to the constrained nature of this location, minimal clearance is expected between the loads and nearby structures at several locations. It is required that the clearances are confirmed sufficient during the test run.</p> <p>Loads will overrun and oversail the northern footway where a load bearing surface should be laid and two lighting columns and three road signs should be removed. Underground utilities should be protected. 250mm clearance was noted to the northern building.</p> <p>A load bearing surface should be laid on the southern footway to allow loads to overrun and oversail. One road sign should be removed. 150mm clearance was noted to the southern building.</p> <p>A load bearing surface should be laid on the northern footway to allow loads to overrun and oversail. 200mm clearance was noted to the western building.</p> <p>Loads will overrun and oversail the southeastern footway where a load bearing surface should be laid and underground utilities should be protected.</p> <p>Swept path assessment SK22 is included in Appendix B</p>

POI	Key Constraint	Details
59	<p><b>N59 Dooleeg More – Blade Lowered</b></p> 	<p>Loads will continue east along the N59. Blade loads should lower the blade into the flat position in order to avoid conflict with the overhead high voltage lines.</p> <p>Loads will oversail both verges throughout this section where five chevron signs, section of safety barrier and one road sign should be removed.</p> <p>Swept path assessment SK23 is included in Appendix B</p>
60	<p><b>N59 / R312 Junction</b></p> 	<p>Loads will head northwest on the N59. Blade loads should be lowered into the flat position in order to avoid conflict with the overhead high voltage line.</p> <p>A cut-through track has been created to bypass the tight right bend. Permission to utilise this should be sought prior to deliveries. The existing track should be resurfaced and a new culvert crossing should be constructed to accommodate proposed load movements.</p> <p>Prior to the cut access, loads will oversail the eastern verge where one traffic sign should be removed. Land search recommended to confirm extent of available boundary.</p> <p>An indicative track has been provided for illustration purposes only. It is recommended that the swept path assessment is repeated on a topographical survey base to confirm the required mitigation.</p> <p>Vegetation should be cleared from both sides of the cut-through track. <u>Immediately following this location, loads should be lifted back into their raised position.</u></p> <p>Swept path assessment SK24 is included in Appendix B</p>
61	<p><b>N59 Bellacorick</b></p> 	<p>At this location and throughout the entire route, the tree canopy needs to be trimmed to provide a clear head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the relevant road authority is undertaken to agree cutting times and permits.</p> <p>All overhead utilities should be removed.</p>

POI	Key Constraint	Details
62	<p><b>N59 Ballymunnelly</b></p> 	<p>Loads will head west on the N59 driving over a bridge and through two bends.</p> <p>Loads will oversail the southern verge through the second bend, however no mitigation is required.</p> <p>Through the second bend, loads will oversail the southern verge where one bollard should be removed.</p> <p>Swept path drawing SK25 is included in Appendix B.</p>
63	<p><b>N59 Southwest of Largan</b></p> 	<p>Loads will continue southwest on the N59.</p> <p>All overhead utilities should be removed. Loads will oversail both verges through the bend. Trees should be trimmed on the western verge.</p> <p>Swept path drawing SK26 is included in Appendix B.</p>
64, 65	<p><b>R313 Bangor Erris</b></p> 	<p>Loads will head northwest on the R313 through a right bend.</p> <p>Loads will occupy the entire carriageway width throughout this section. Parking should be suspended during deliveries.</p> <p>It is proposed that a new offline track would be constructed to link the R313 to the L1206.</p> <p>An indicative track alignment has been provided for illustration only. Full detailed design of the track will be required to confirm all mitigation works that would be required to construct the track.</p> <p>Swept path drawing SK27 is included in Appendix B.</p>
66	<p><b>L1206 Goolamore</b></p> 	<p>Loads will continue on the L1206.</p> <p>Loads will oversail the northern verge of the bend, however no mitigation is required.</p> <p>Swept path drawing SK28 is included in Appendix B.</p>

POI	Key Constraint	Details
67	<p><b>L1206 West of Goolamore – Indicative Access Track</b></p> 	<p>It is proposed that a new offline track would be constructed to link the L1206 to the unclassified road leading to the Site Access.</p> <p>An indicative track alignment has been provided for illustration only. Full detailed design of the track will be required to confirm all mitigation works that would be required to construct the track.</p> <p>Swept path drawings SK29 are included in Appendix B.</p>
68	<p><b>L1206 West of Goolamore – Indicative Access Track</b></p> 	<p>It is proposed that a new offline track would be constructed to link the L1206 to the unclassified road leading to the Site Access.</p> <p>An indicative track alignment has been provided for illustration only. Full detailed design of the track will be required to confirm all mitigation works that would be required to construct the track.</p> <p>Swept path drawing SK30 is included in Appendix B.</p>
69	<p><b>Site Access Option 1</b></p> 	<p>Loads will turn into a newly constructed site access junction. PF have not been provided with details of the junction and as such no swept path assessment has been completed.</p> <p>The access junction should be constructed to turbine manufacturer and road authority standards. Detailed design is required. A load bearing surface should be laid. Vegetation should be cleared.</p> <p>Visibility splays of 215x4.5m in each direction are required subject to confirmation with the local road authority and should be included in the land option.</p>

### 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
- Magenta – The oversail tracked path of the load where it encroaches outwith the trailer (load swept path).

Please note that where assessments have been undertaken using Ordnance Survey (OSI) base mapping, CAD based aerial mapping and historic topographical data, there can be errors in these data sources.

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, aerial mapping, historic topographical surveys or client supplied data.

Where mitigation works are required, the extents of over-run and oversail areas are illustrated on the swept path drawings. Additional land areas to those indicated in the swept path assessment drawings may be required to facilitate the construction of the proposed physical mitigation measures depending on the site conditions and topography. The extent of any additional areas required to construct mitigation works highlighted within this study and the detailed design of said mitigation works is outwith the scope of this study and should be confirmed on detailed topographical survey data.

### 3.5 Third Party Land

A review of third party land should be undertaken by the client to ensure that no additional land rights are required to enable deliveries or mitigation works. Pell Frischmann accepts no responsibility for the accuracy of land ownership assumptions, all of which should be confirmed across the entire access route by a qualified land agent.

### 3.6 Summary Issues

It is strongly suggested that following a review of the RSR, the 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 completed;
- 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 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

PF has been commissioned by RWE to prepare a Route Survey Report to examine the issues associated with the transport of AIL turbine components to the development site.

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 consented wind farm site is considered feasible for the N163 turbine carried in the raised position.

### 4.2 Further Actions

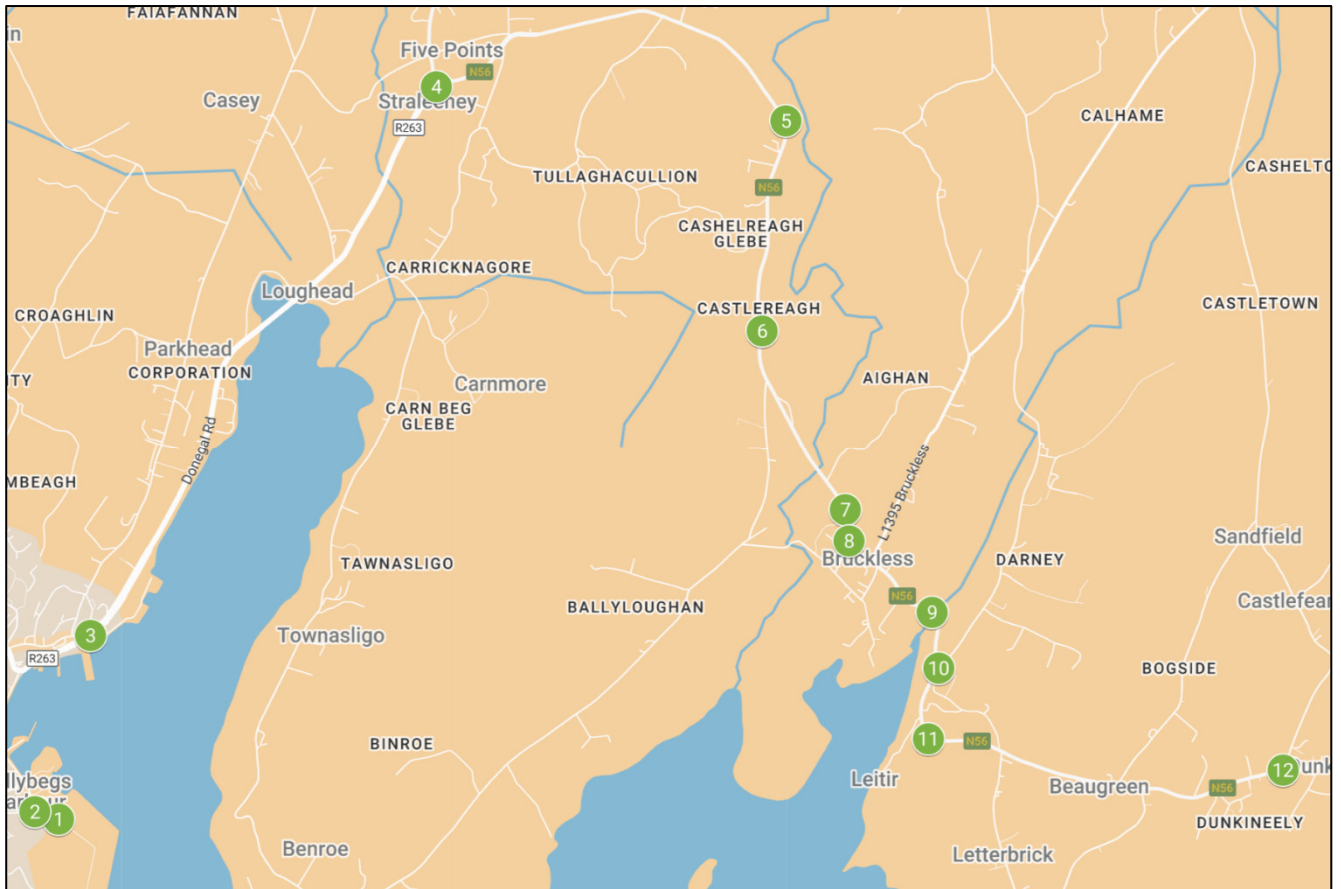
The following actions are recommended to pursue the transport and access issues further:

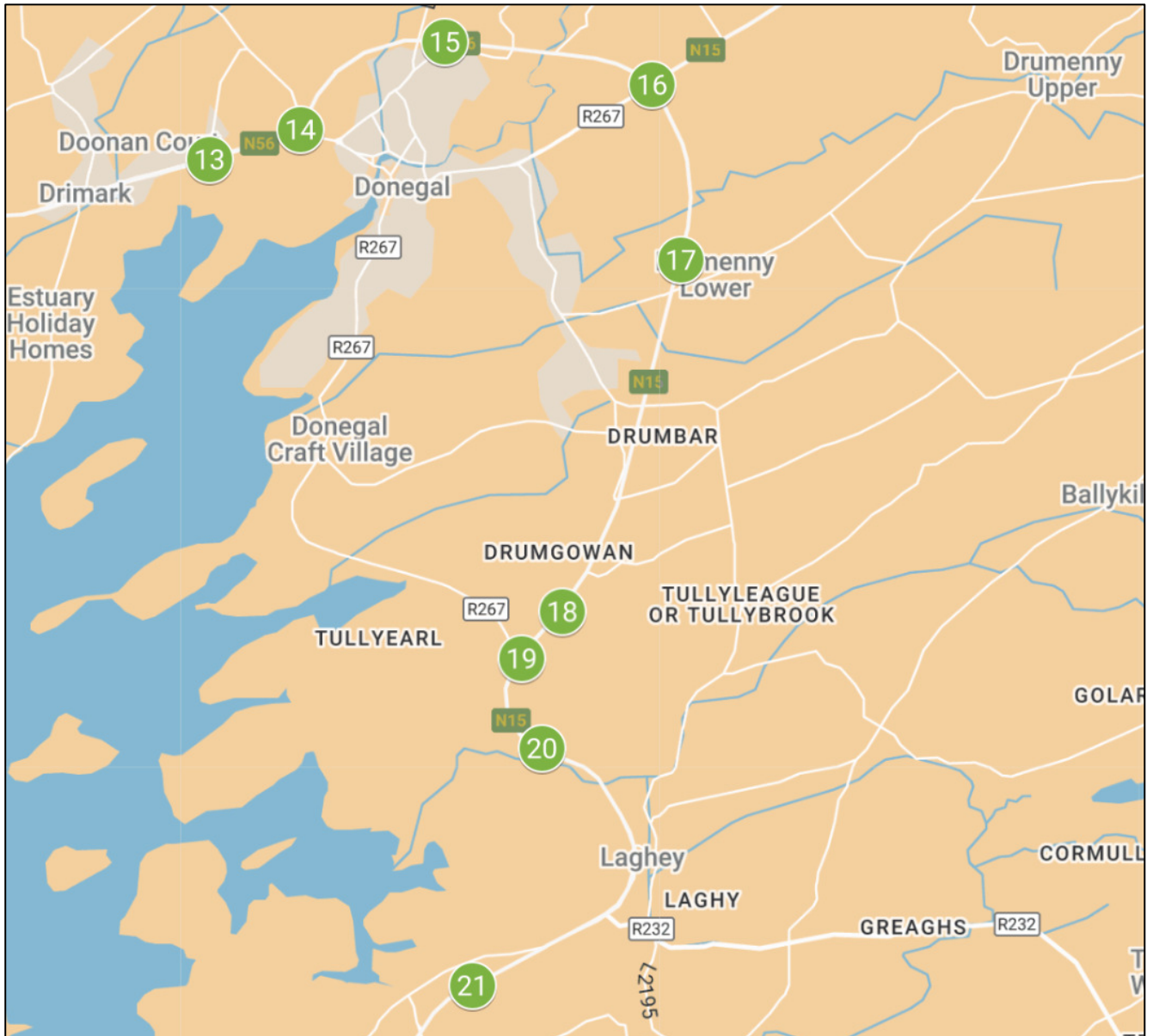
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
-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

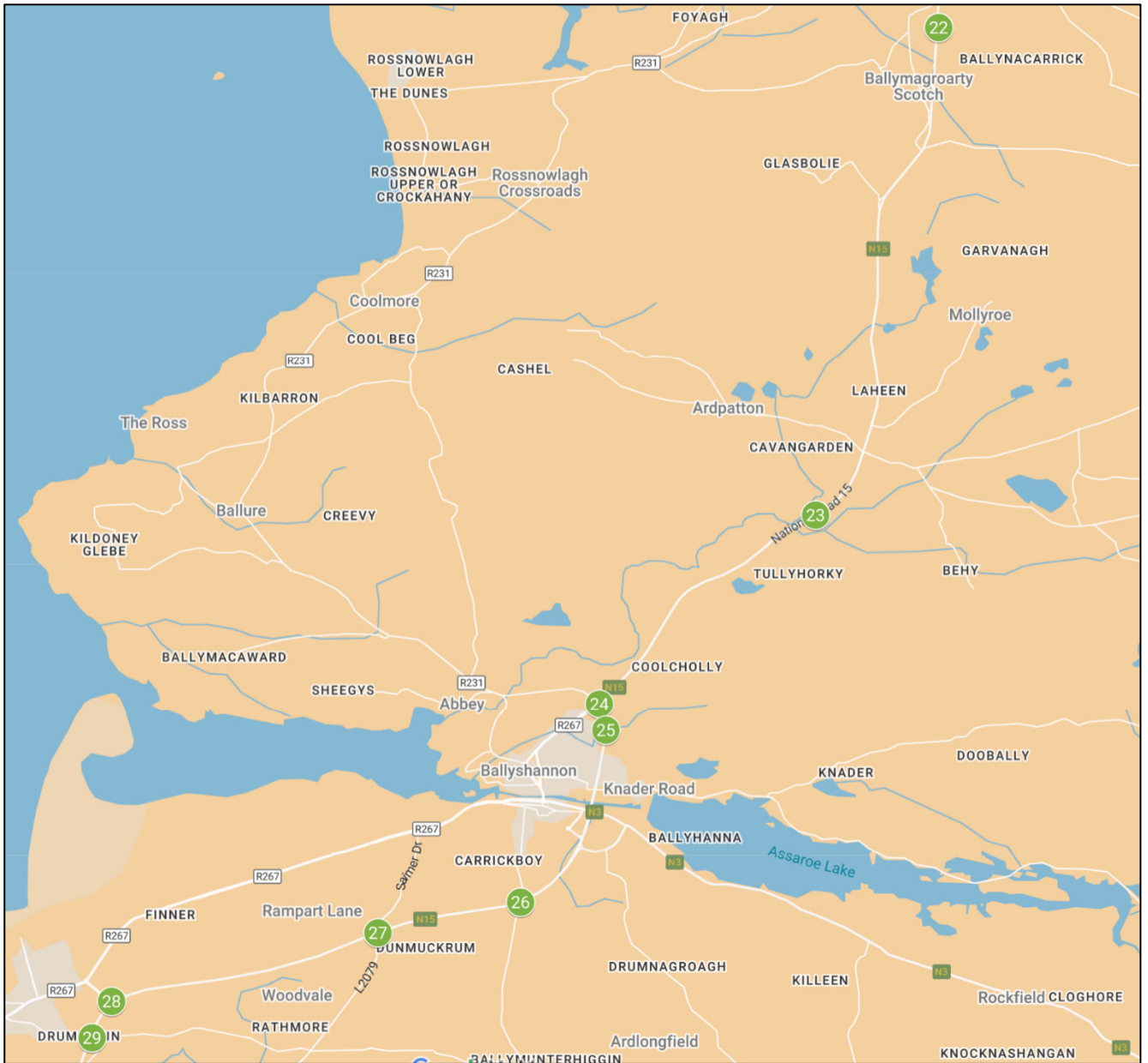
## Appendix A Points of Interest

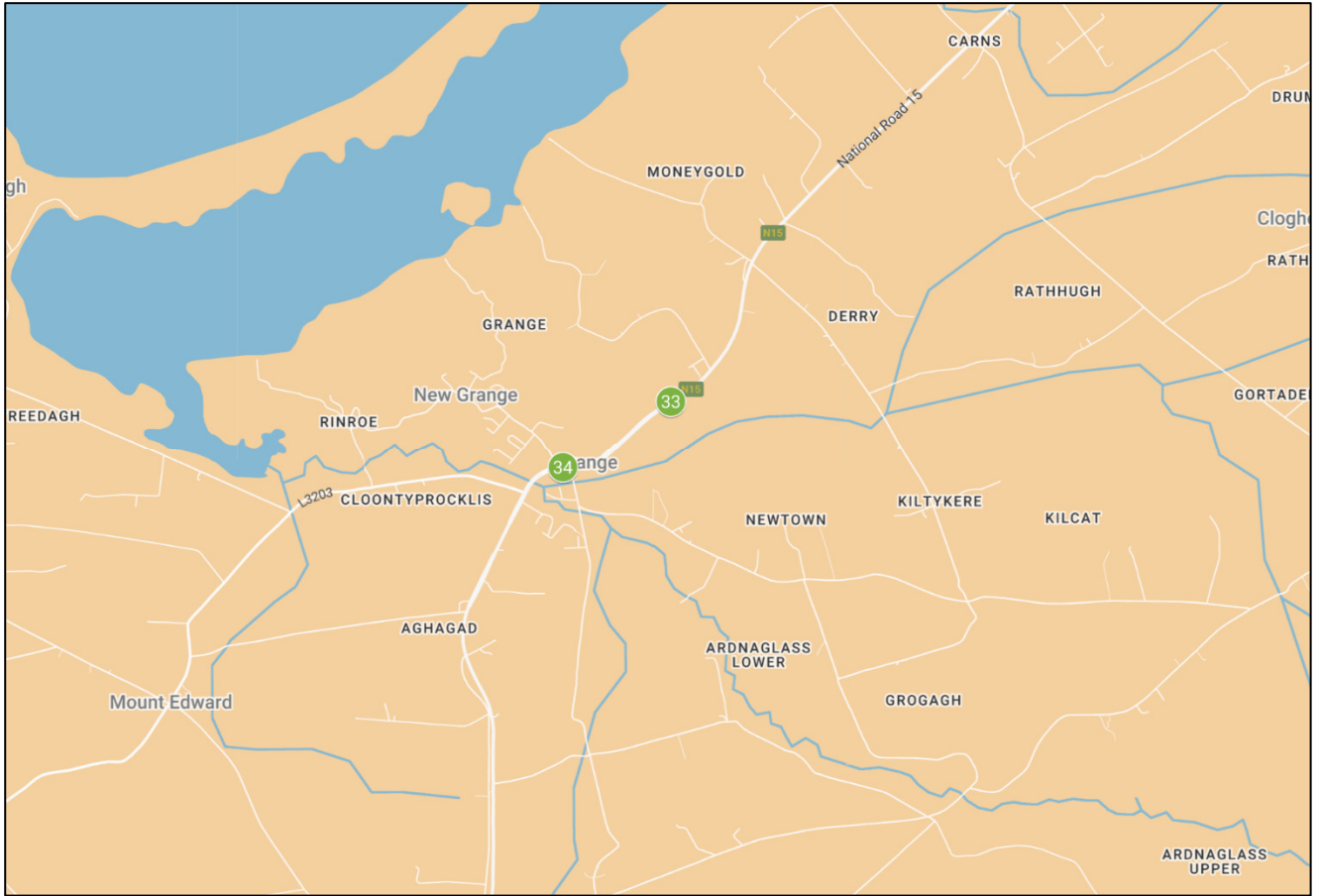
An electronic copy of the POI plans can be found here:

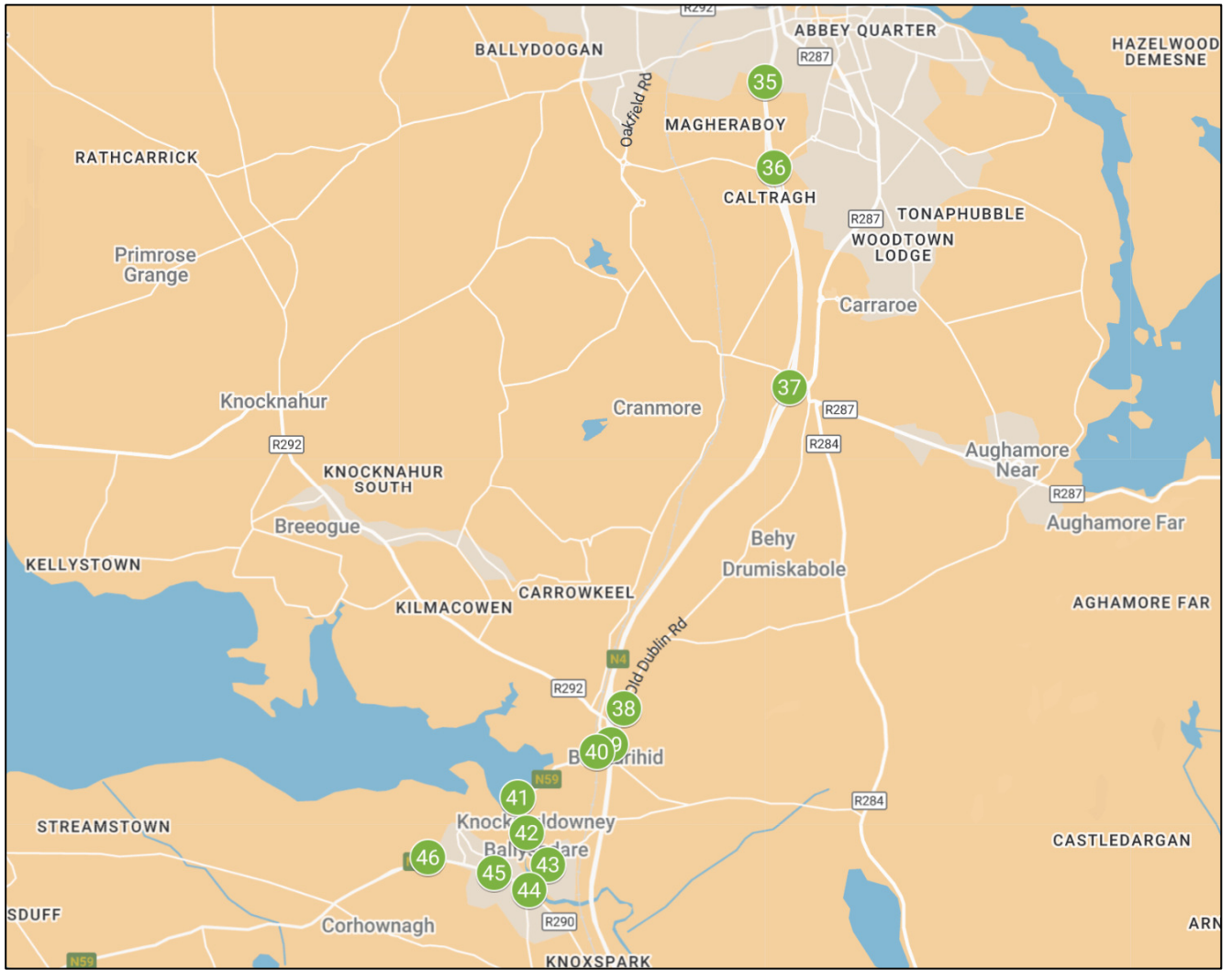
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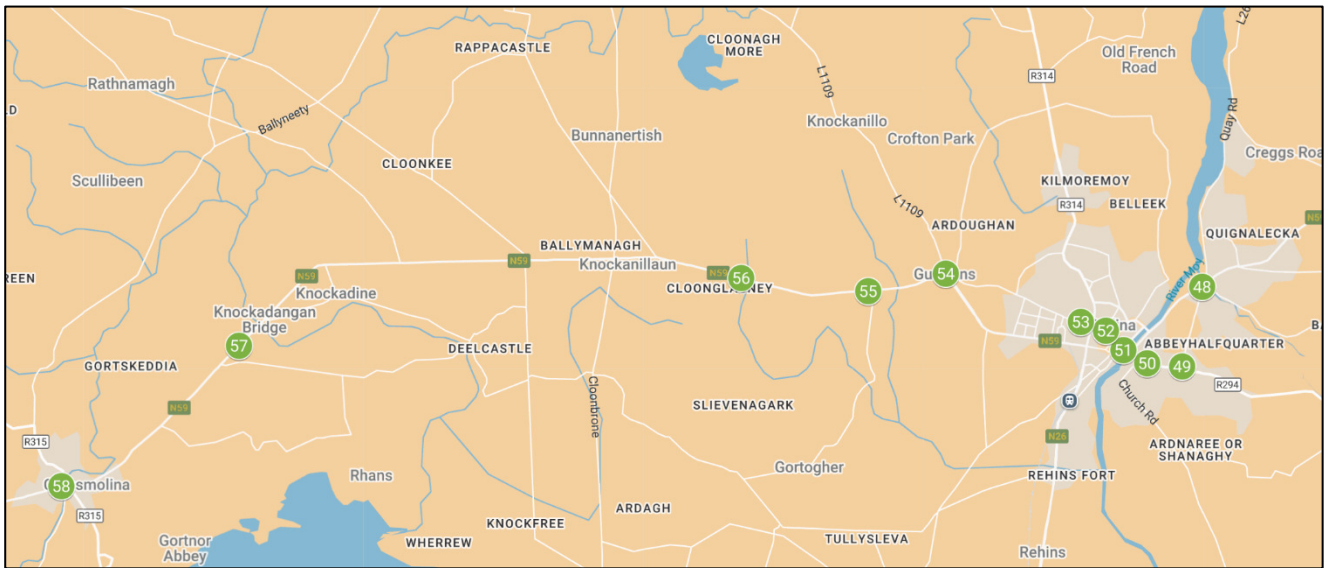
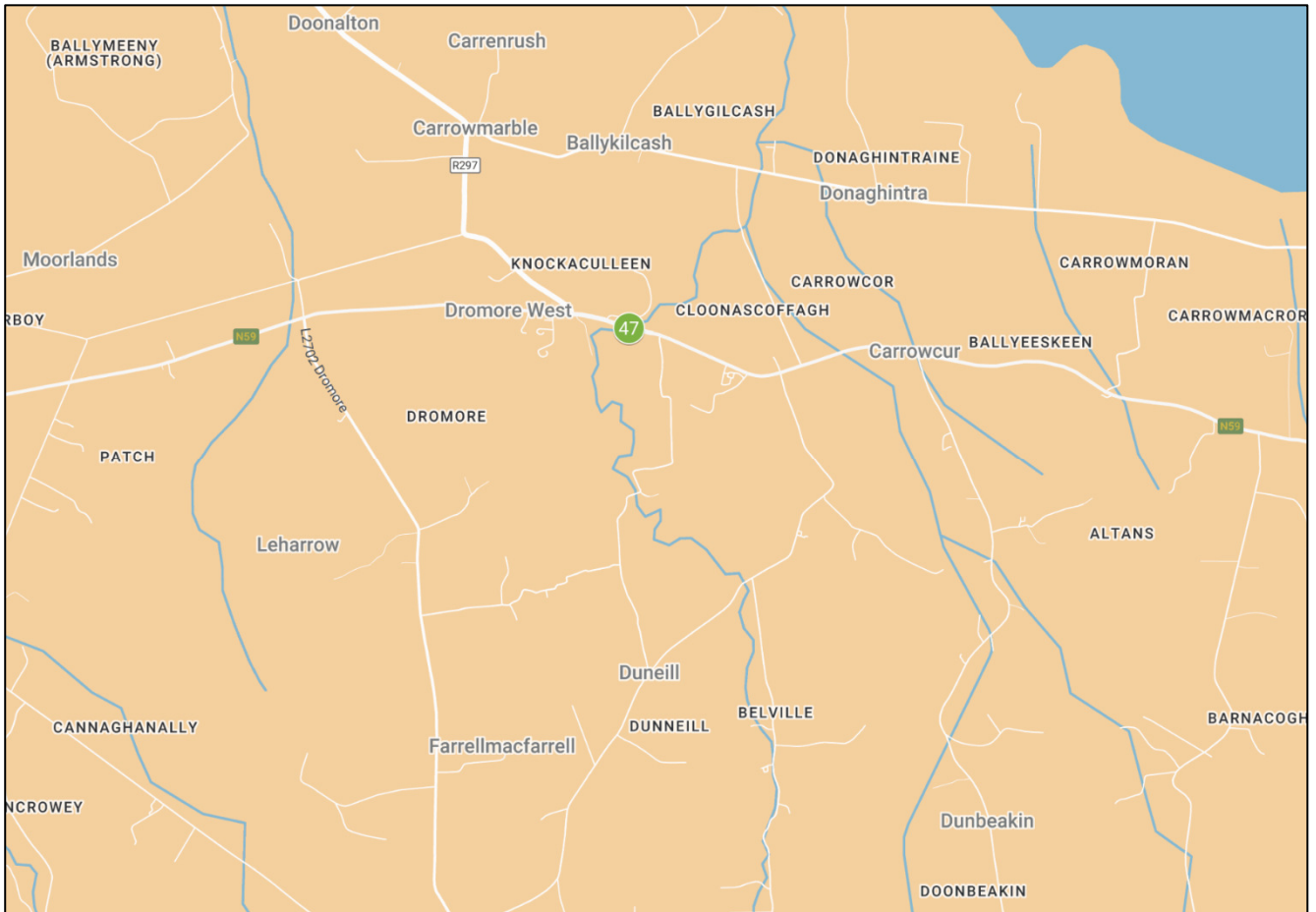






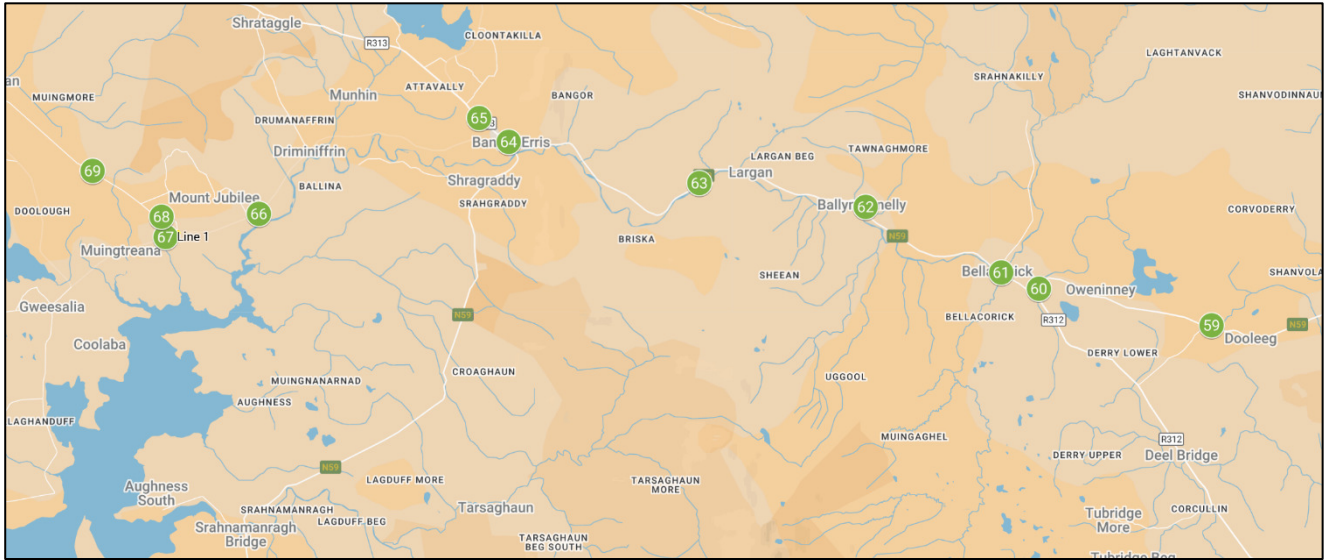






# Muingmore Wind Farm

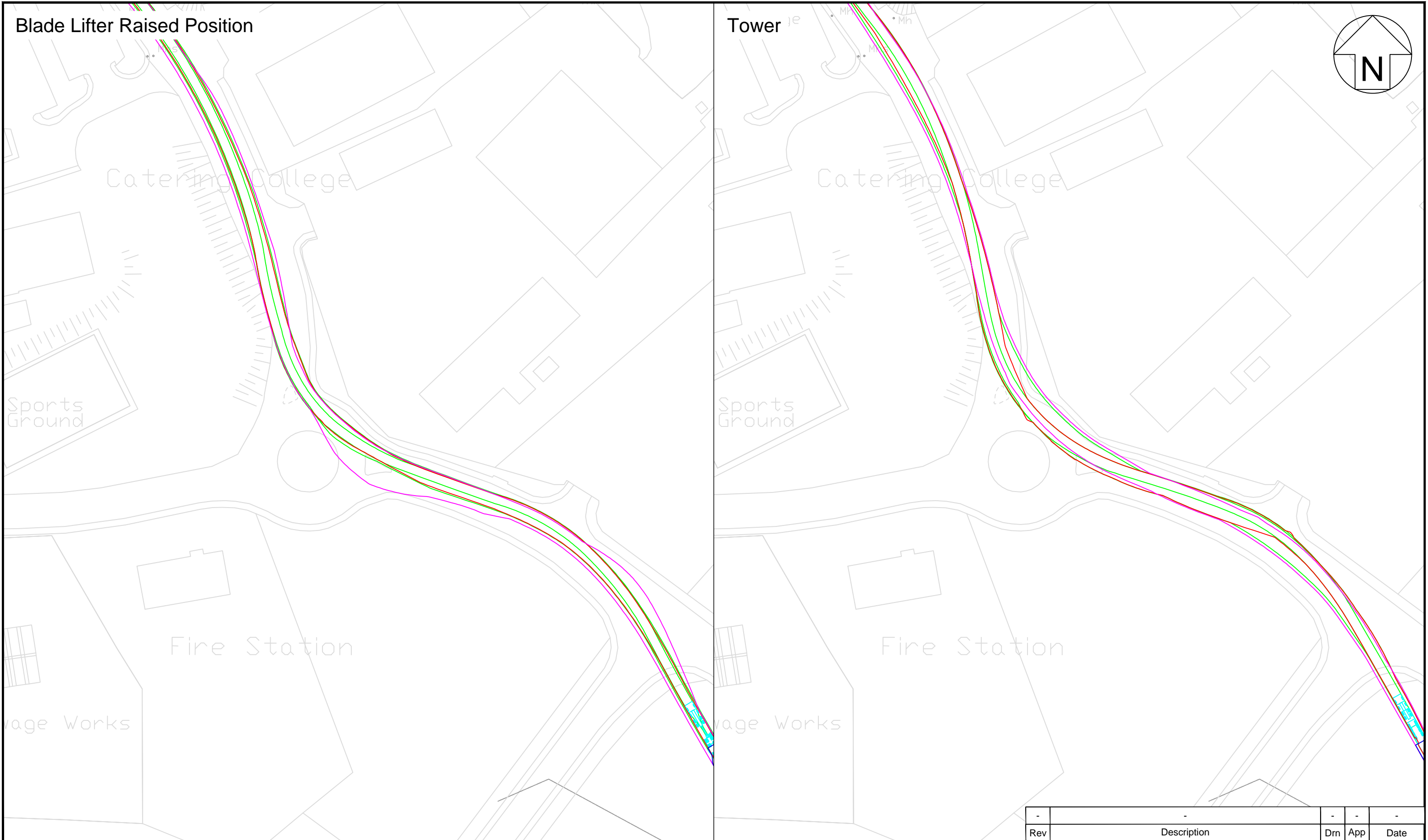
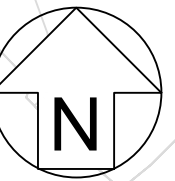
## Abnormal Indivisible Load Route Survey – Blade Lifting Trailer from Port to Site



## Appendix B Swept Path Assessments

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **1, 2** SPA Location **Exit from Killybegs Harbour**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

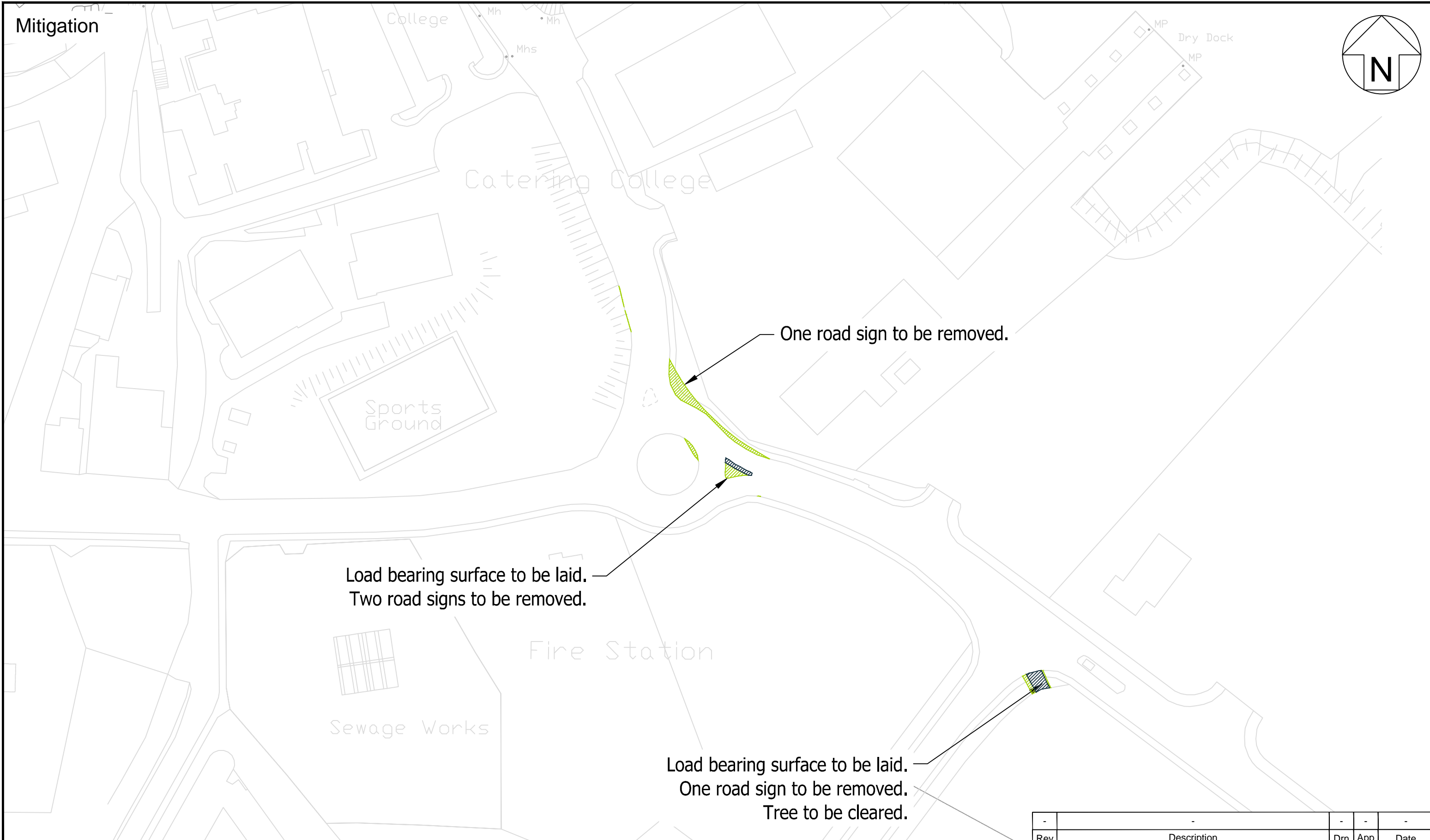
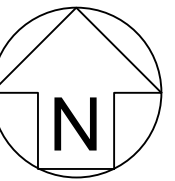
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Drawn **TJL** Approved **TL** Date **13/01/2026**

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Revision	00	
Scale	1:1000 @ A3	

Drawing No. **10110851 - PF - SPA - 01**

Mitigation



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Client

RWE

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	1, 2	SPA Location	Exit from Killybegs Harbour

Notes

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Scale	1:1000 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 01A						

Blade Lifter Raised Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**7, 8**

SPA Location  
**N56 North of Bruckless**

Notes  
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3. Do not scale from this drawing.

Drawing Title  
**N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key	
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		<span style="color: magenta;">—</span> Load SPA	DoT
		<span style="color: cyan;">—</span> Indicative	

Drawing No. **10110851 - PF - SPA - 02**



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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **7, 8** SPA Location **N56 North of Bruckless**

Notes  
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 2. This is not a construction drawing and is intended for illustration purposes only.  
 3. Do not scale from this drawing.

Rev	Description	Drn	App	Date
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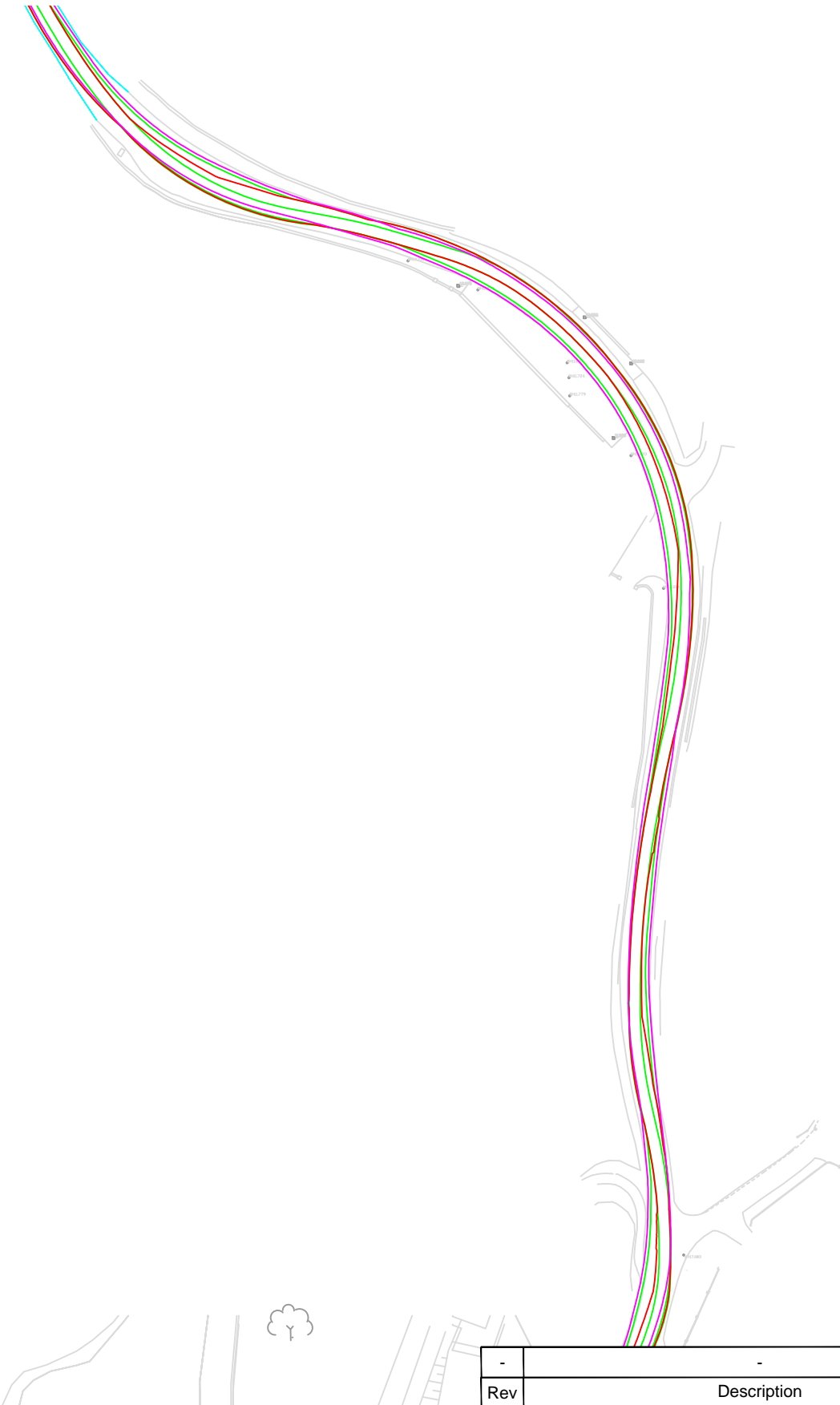
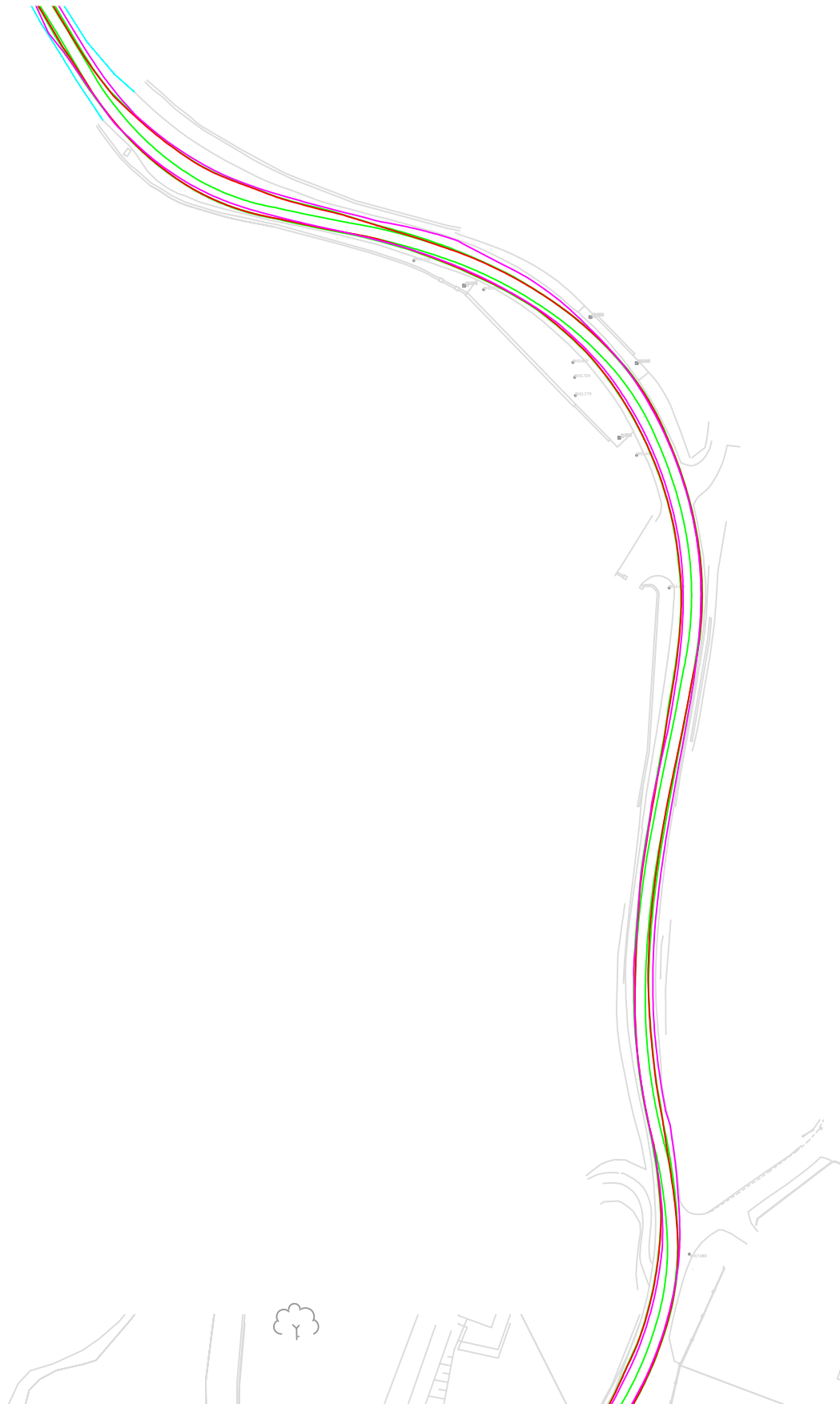
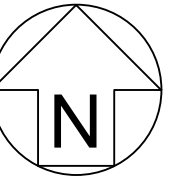
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Revision	00	
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Drawing No. **10110851 - PF - SPA - 02A**

Blade Lifter Raised Position

Tower



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Client **RWE**

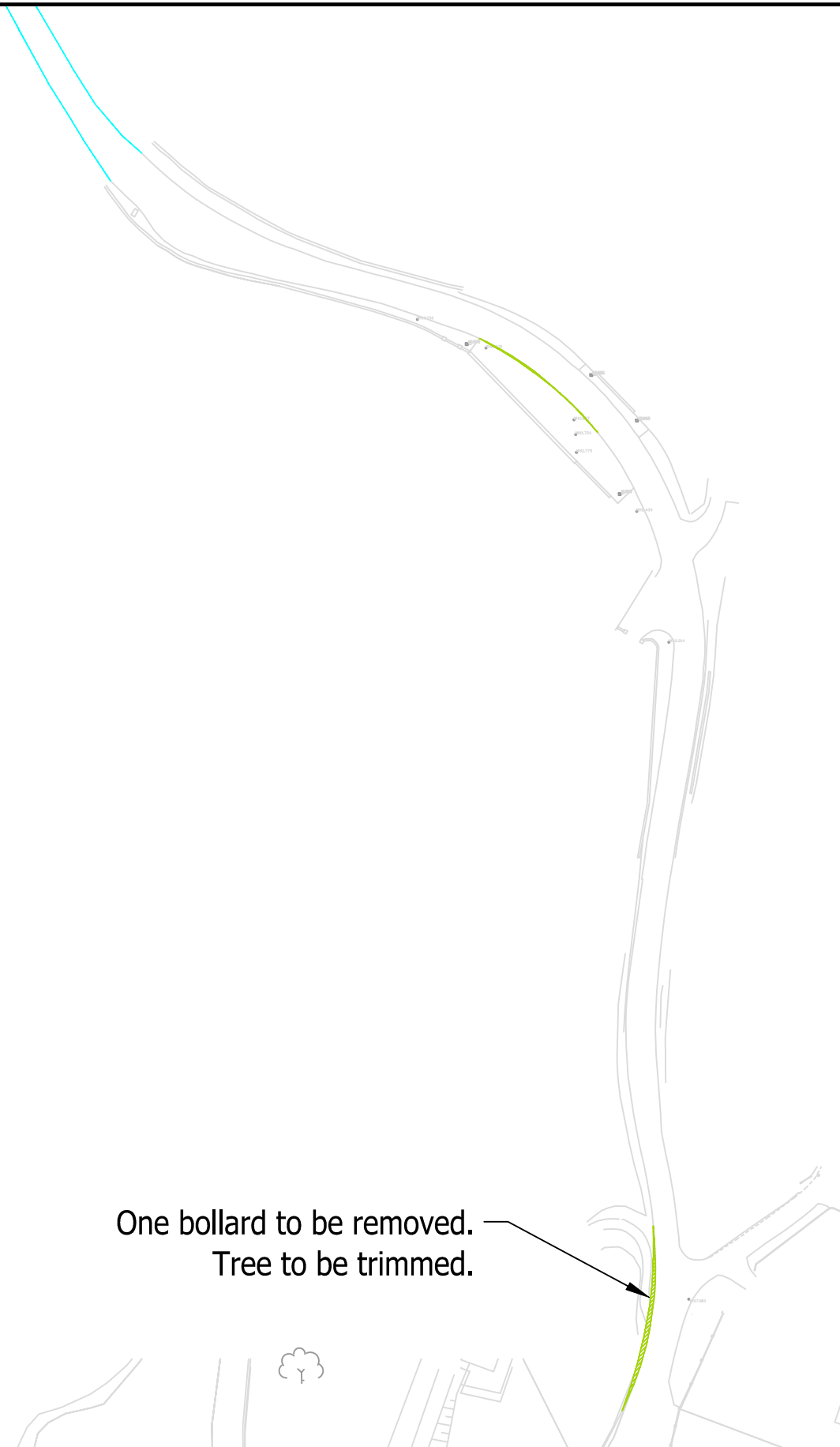
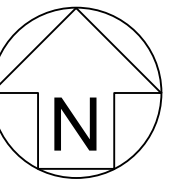
Project **Muingmore Wind Farm**

POI **9, 10** SPA Location **N56 South of Bruckless**

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative Overrun Oversail DoT						
Revision	00								
Scale	1:1500 @ A3								
Drawing No.	10110851 - PF - SPA - 03								



One bollard to be removed.  
Tree to be trimmed.

Quay

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Client **RWE**

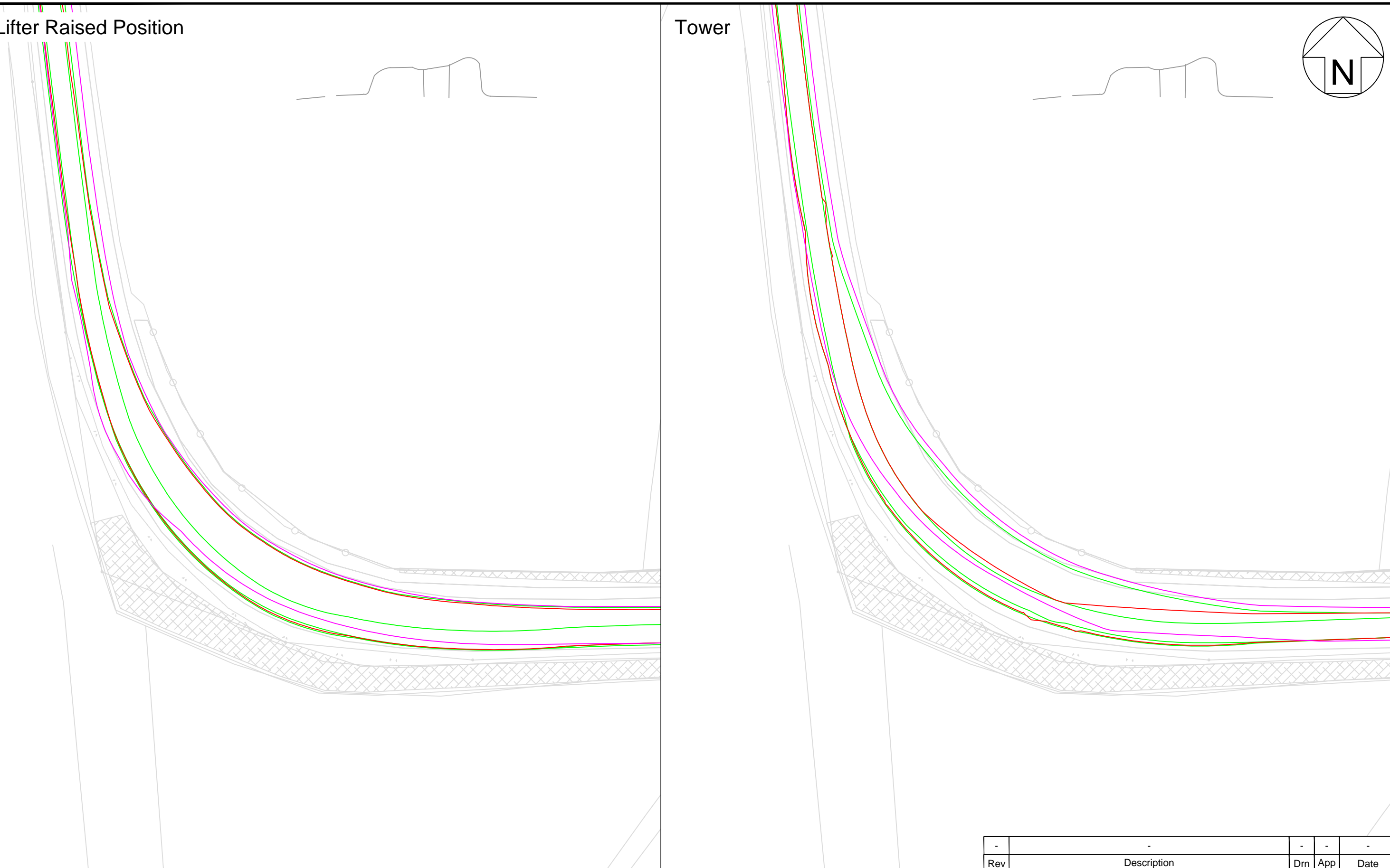
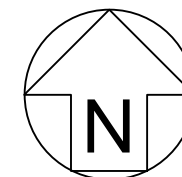
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	9, 10	SPA Location	N56 South of Bruckless

Notes  
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 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
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Revision	00		Body SPA <span style="color: green;">—</span> Oversail						
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Indicative	<span style="color: cyan;">—</span>								
Drawing No.	10110851 - PF - SPA - 03A								

Blade Lifter Raised Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**11**

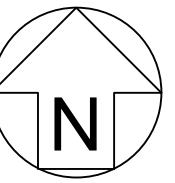
SPA Location  
**N56 Northeast of Leitir**

Notes  
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 2. This is not a construction drawing and is intended for illustration purposes only.  
 3. Do not scale from this drawing.

Drawing Title  
**N163 Blade Lifter and Tower**

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		— Wheel SPA  Overrun — Body SPA  Oversail — Load SPA  DoT — Indicative				
Revision	00								
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 04								

Mitigation



Vegetation to be trimmed.

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Client

RWE

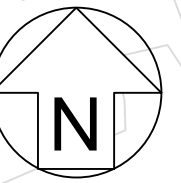
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	11	SPA Location	N56 Northeast of Leitir

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
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Revision	00		Wheel SPA	Overrun					
Scale	1:500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 04A						

Blade Lifter Raised Position

Belsho



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Client

RWE

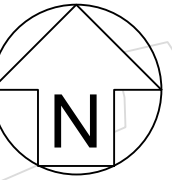
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	14	SPA Location	N56 Doonan Roundabout

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
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Revision	00								
Scale	1:1000 @ A3								
Drawing No.	10110851 - PF - SPA - 05								

Tower

Belsho



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Client

RWE

Project

Muingmore Wind Farm

Drawing Title

N163 Blade Lifter and Tower

POI

14

SPA Location

N56 Doonan Roundabout

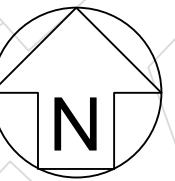
Notes

1. All mitigation is subject to confirmation through a test run.
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Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key			
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Scale	1:1000 @ A3		Body SPA	Oversail		
Drawing No.	10110851 - PF - SPA - 05A					

	Wheel SPA		Overrun
	Body SPA		Oversail
	Load SPA		DoT
	Indicative		

Mitigation



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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

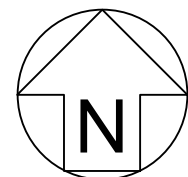
POI **14** SPA Location **N56 Doonan Roundabout**

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.  
 3. Do not scale from this drawing.

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		Wheel SPA Body SPA Load SPA Indicative Overrun Oversail DoT				
Revision	00								
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 05B								

Blade Lifter Lowered Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

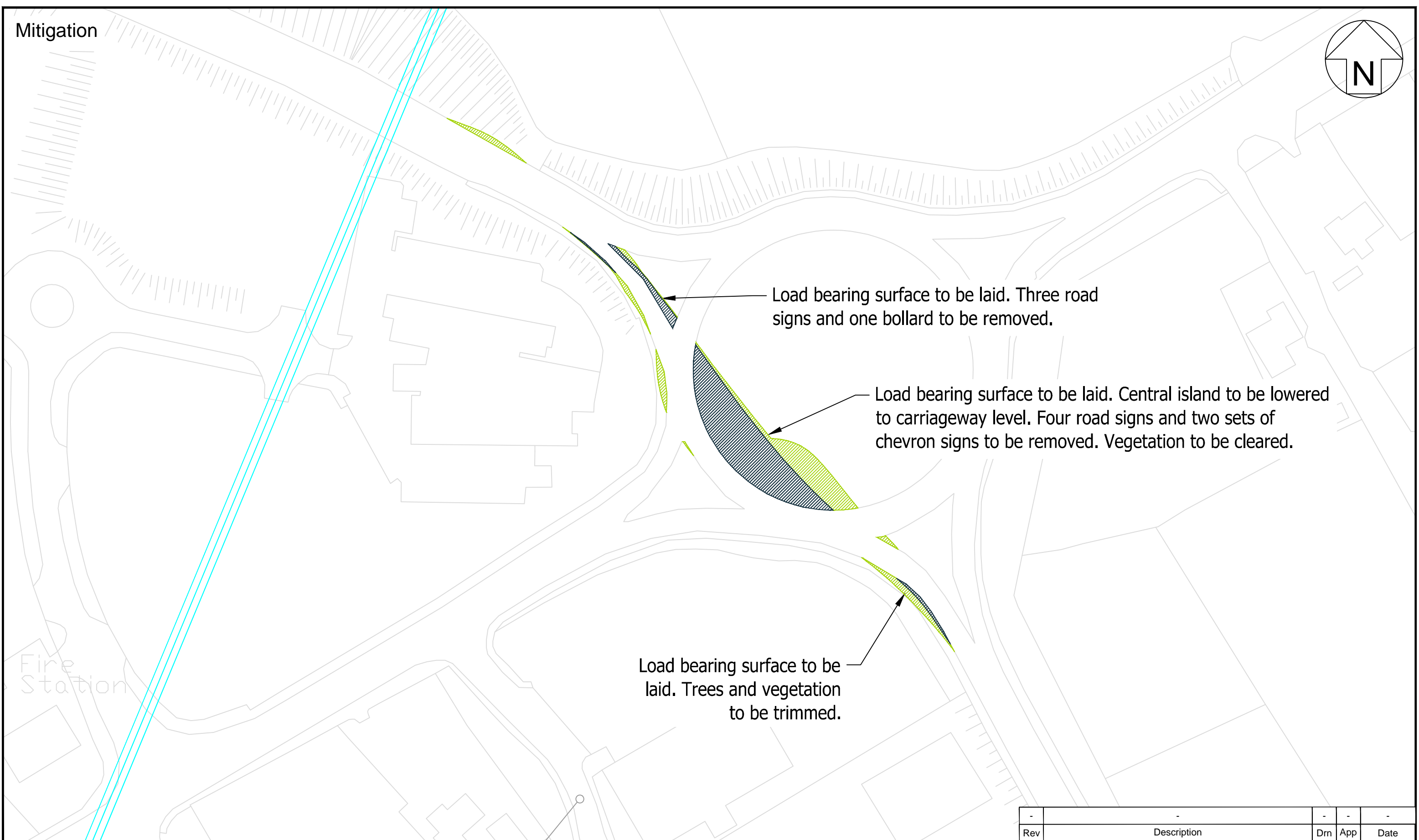
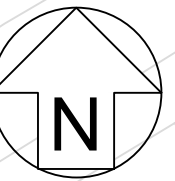
POI **16** SPA Location **N56 Drumlonagher Roundabout**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative Overrun Oversail DoT						
Revision	00								
Scale	1:1000 @ A3								
Drawing No.	10110851 - PF - SPA - 06								

Mitigation



Load bearing surface to be laid. Three road signs and one bollard to be removed.

Load bearing surface to be laid. Central island to be lowered to carriageway level. Four road signs and two sets of chevron signs to be removed. Vegetation to be cleared.

Load bearing surface to be laid. Trees and vegetation to be trimmed.

Fire Station

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **16** SPA Location **N56 Drumlonagher Roundabout**

Notes  
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2. This is not a construction drawing and is intended for illustration purposes only.  
3. Do not scale from this drawing.

Rev	-			Drn	App	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026		
Status	Draft		Key		Wheel SPA	Overrun	
Revision	00		Body SPA	Overhaul			
Scale	1:1000 @ A3		Load SPA	DoT			
Drawing No.	10110851 - PF - SPA - 06A						

Blade Lifter Lowered Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **18, 19** SPA Location **N15 Tullyearl Roundabout**

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date 13/01/2026
Status	Draft	Key		
Revision	00	— Wheel SPA	▨ Overrun	
Scale	1:1000 @ A3	— Body SPA	▨ Oversail	
		— Load SPA	⚡ DoT	
		— Indicative		
Drawing No.	<b>10110851 - PF - SPA - 07</b>			

Mitigation



One road sign to be removed.

Existing load bearing surface to be utilised and extended. Three sets of chevron signs to be removed. Vegetation to be cleared.

Two road signs to be removed.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

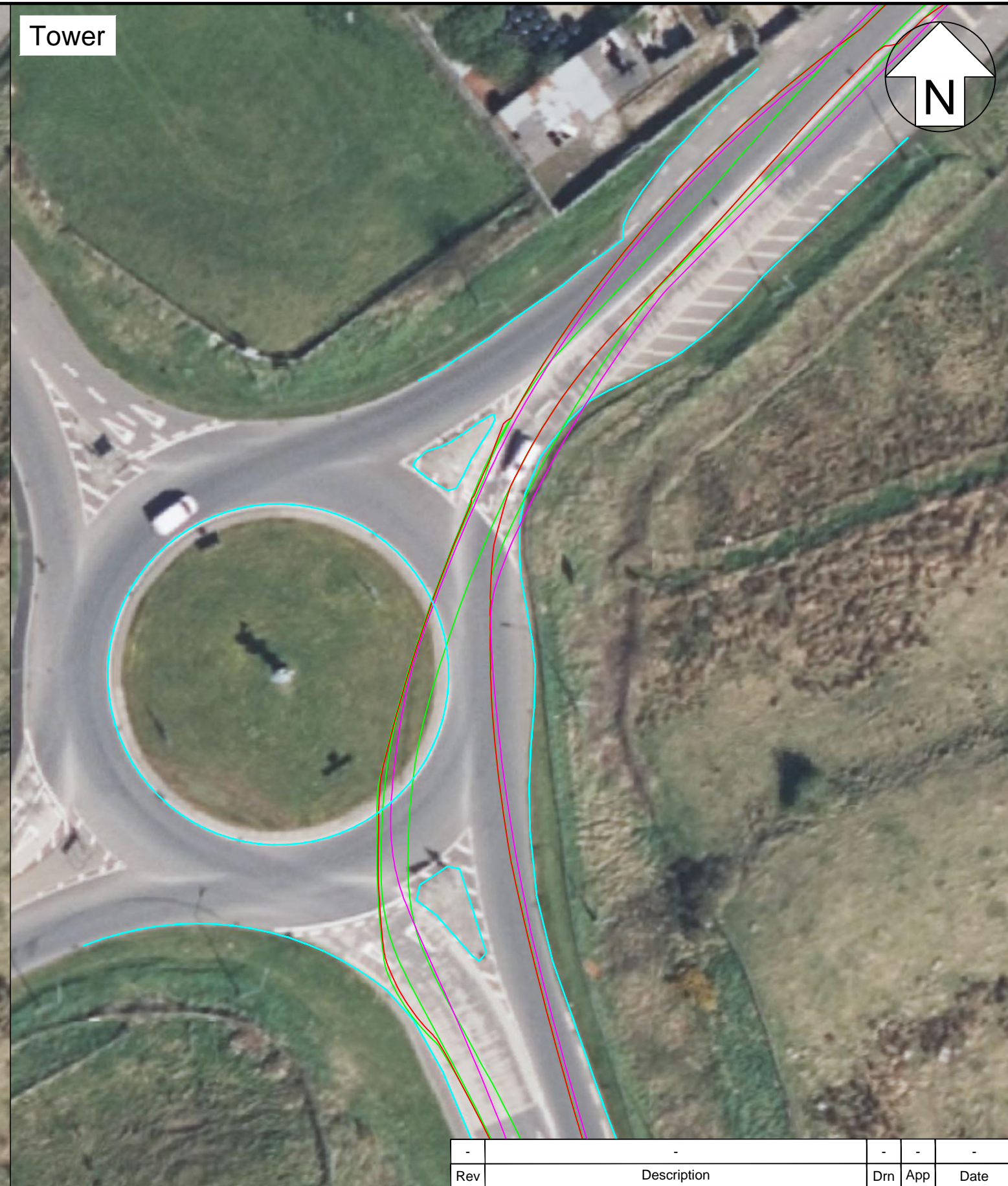
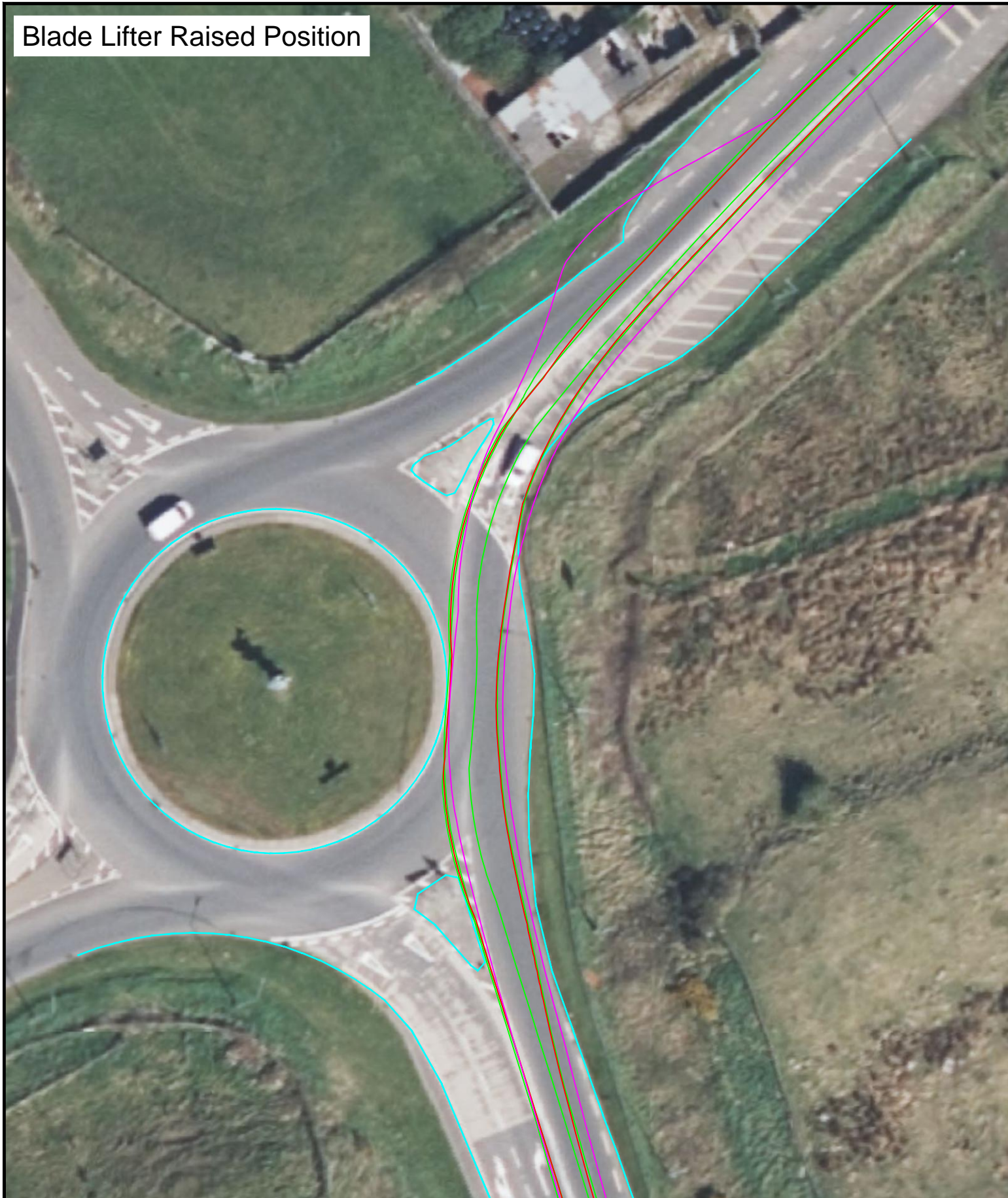
POI **18, 19** SPA Location **N15 Tullyearl Roundabout**

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.  
3. Do not scale from this drawing.

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:1000 @ A3		Body SPA	Overhaul					
Drawing No.			Load SPA	DoT					
			Indicative						
			10110851 - PF - SPA - 07A						

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **24** SPA Location **N15 Erne Roundabout**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA  Overrun <span style="color: green;">—</span> Body SPA  Oversail <span style="color: magenta;">—</span> Load SPA  DoT <span style="color: cyan;">—</span> Indicative
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 08**

Mitigation



Load bearing surface to be laid.

One road sign and safety barrier to be removed. Vegetation to be cleared.

Three road signs and one bollard to be removed.

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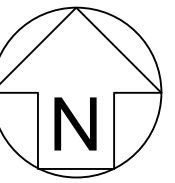
Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	24	SPA Location	N15 Erne Roundabout
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 08A						

Blade Lifter Raised Position

Tower



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Client **RWE**

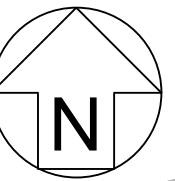
Project **Muingmore Wind Farm**

POI **28** SPA Location **N15 Drumacrin Roundabout**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT			
Revision	00					
Scale	1:1000 @ A3					
Drawing No.	10110851 - PF - SPA - 09					



Existing load bearing surface to be utilised and extended. One set of chevron signs to be removed.



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Client

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Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	28	SPA Location	N15 Drumacrin Roundabout

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Body SPA	Load SPA	Indicative	Overrun	Oversail	DoT
Scale	1:1000 @ A3								
Drawing No.	10110851 - PF - SPA - 09A								

Blade Lifter Raised Position



Tower



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Client **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	31	SPA Location	N15 Tullaghan Roundabout

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 10						



Load bearing surface to be laid.



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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **31** SPA Location **N15 Tullaghan Roundabout**

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
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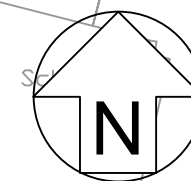
Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 10A**

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **35** SPA Location **N4 Summerhill Roundabout**

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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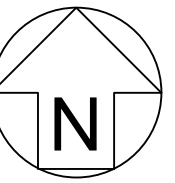
Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	Approved	Date		
TJL	TL	13/01/2026		

Status	Draft	Key	— Wheel SPA	▨ Overrun
Revision	00		— Body SPA	▨ Oversail
Scale	1:1000 @ A3		— Load SPA	↘ DoT
			— Indicative	

Drawing No. **10110851 - PF - SPA - 11**

Mitigation



One road sign and one set of chevron signs to be removed.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **35** SPA Location **N4 Summerhill Roundabout**

Notes  
1. All mitigation is subject to confirmation through a test run.  
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3. Do not scale from this drawing.

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key	
Revision	00	— Wheel SPA	▨ Overrun
Scale	1:1000 @ A3	— Body SPA	▨ Oversail
		— Load SPA	◁ DoT
		— Indicative	

Drawing No. **10110851 - PF - SPA - 11A**

Blade Lifter Raised / Lowered / Raised Positions

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **38 - 40** SPA Location **N4 / N59 Slip Road**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

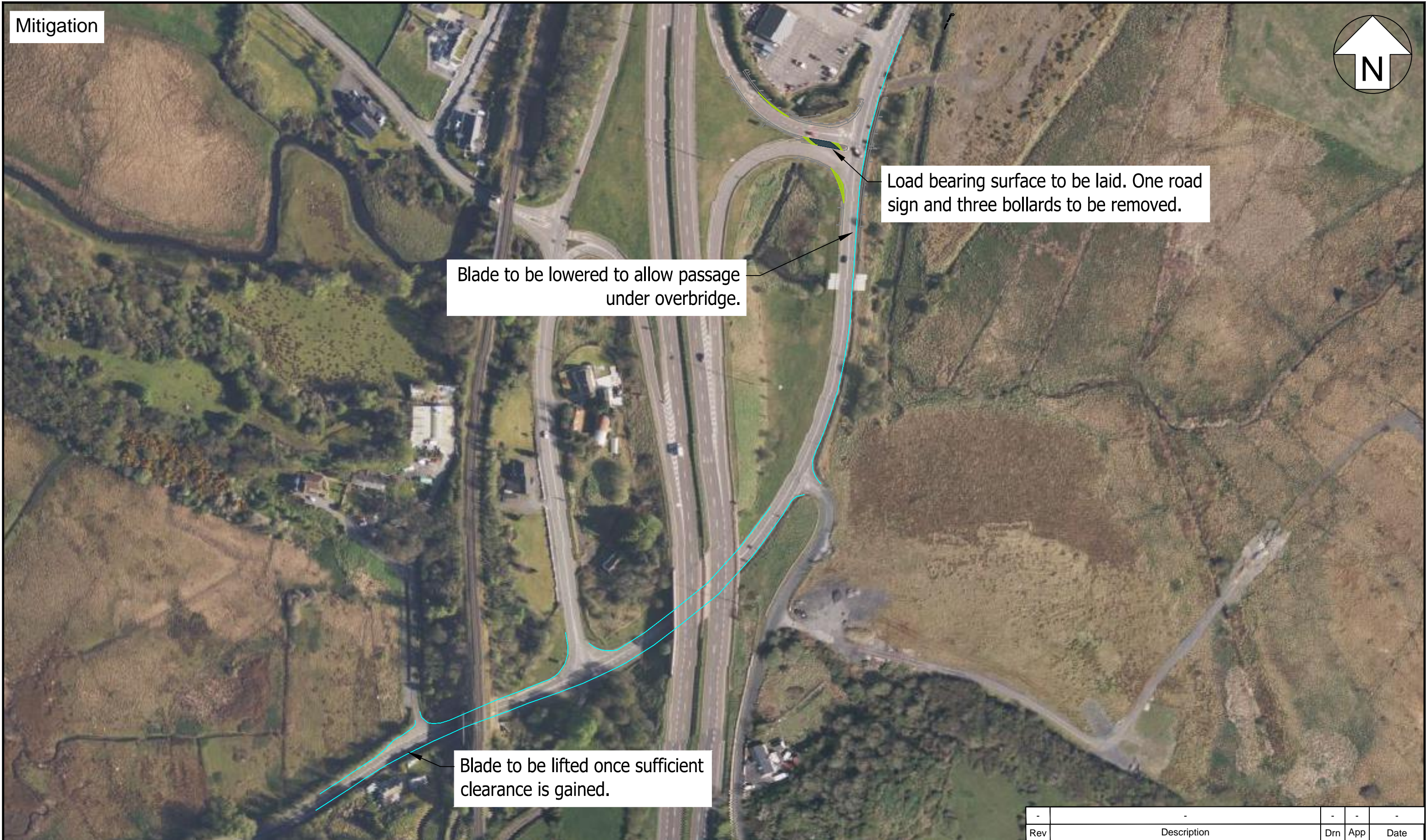
Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key	
Revision	00	<span style="color: red;">—</span> Wheel SPA	Overrun
Scale	1:2000 @ A3	<span style="color: green;">—</span> Body SPA	Oversail
		<span style="color: magenta;">—</span> Load SPA	DoT
		<span style="color: cyan;">—</span> Indicative	

Drawing No. **10110851 - PF - SPA - 12**

Mitigation



Load bearing surface to be laid. One road sign and three bollards to be removed.

Blade to be lowered to allow passage under overbridge.

Blade to be lifted once sufficient clearance is gained.

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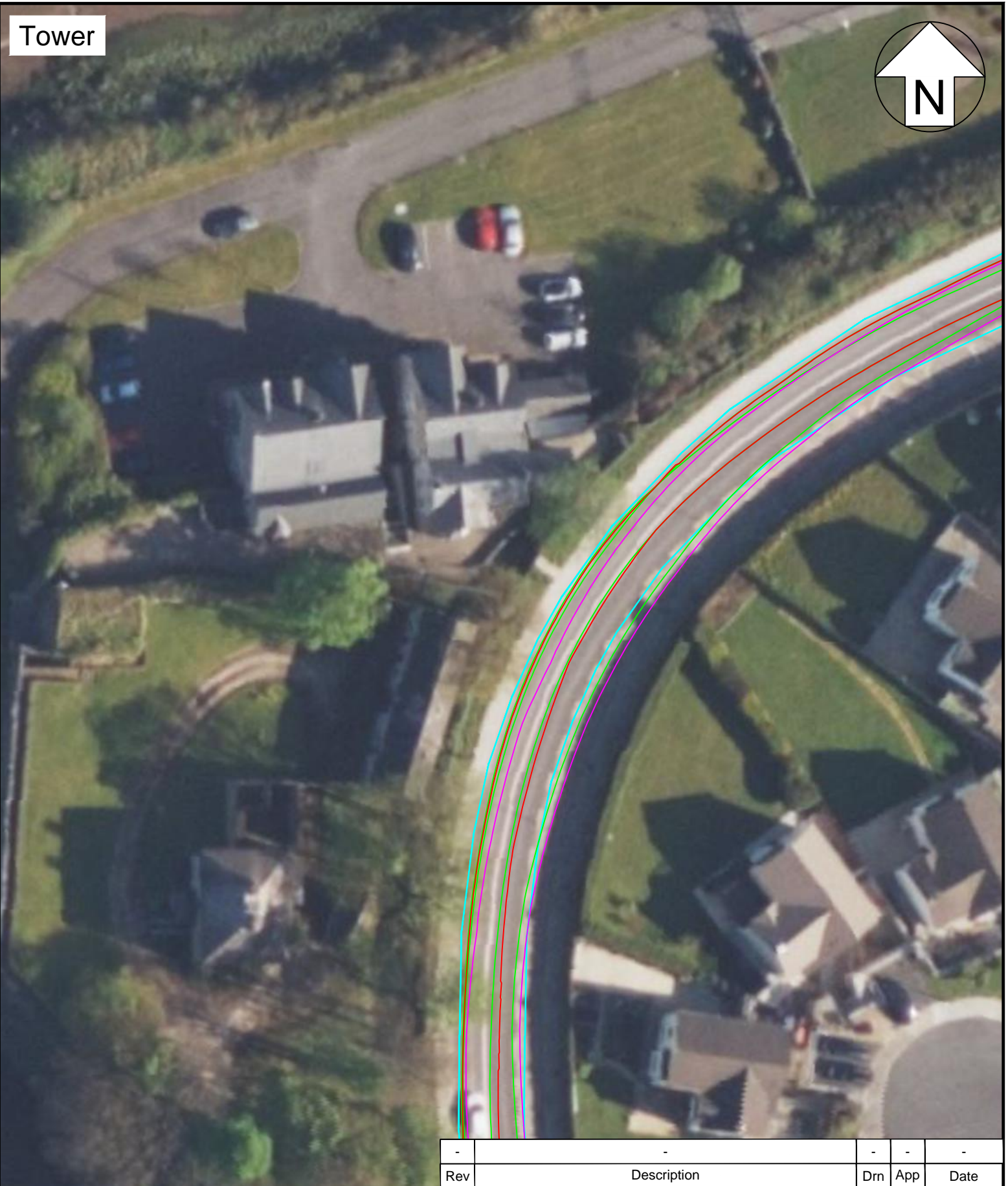
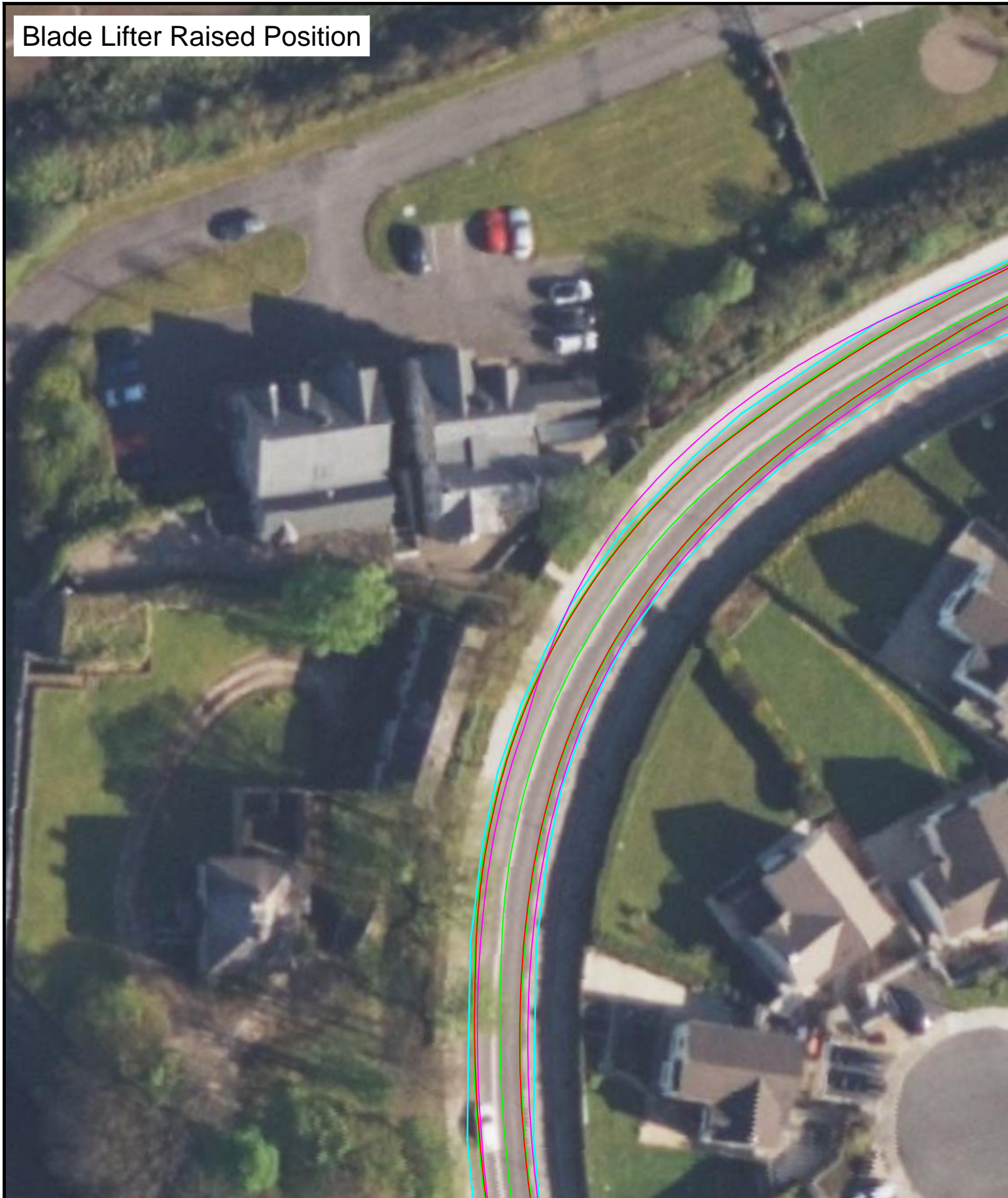
Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	38 - 40	SPA Location	N4 / N59 Slip Road
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		— Wheel SPA — Body SPA — Load SPA — Indicative [Hatched] Overrun [Hatched] Oversail [Arrow] DoT				
Revision	00		Scale		1:2000 @ A3				
Drawing No.			10110851 - PF - SPA - 12A						

Blade Lifter Raised Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**41**

SPA Location  
**N59 Knockmuldowney**

Notes  
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 2. This is not a construction drawing and is intended for illustration purposes only.  
 3. Do not scale from this drawing.

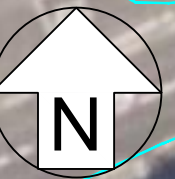
Drawing Title  
**N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 10px; height: 10px; vertical-align: middle;"></span> Overrun <span style="color: green;">—</span> Body SPA <span style="border: 1px solid black; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 10px; height: 10px; vertical-align: middle;"></span> Oversail <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="color: orange;">↙</span> DoT
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 13**



Bollards to be removed.

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Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	41	SPA Location	N59 Knockmuldowney
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		— Wheel SPA     Overrun — Body SPA     Oversail — Load SPA     DoT — Indicative				
Revision	00								
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 13A								

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **43** SPA Location **N59 / Old Rd Roundabout**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA  Overrun <span style="color: green;">—</span> Body SPA  Oversail <span style="color: magenta;">—</span> Load SPA  DoT <span style="color: cyan;">—</span> Indicative
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 14**

Mitigation



Load bearing surface to be laid.  
Two bollards to be removed.

Decorative planter to be oversailed.  
Overhead utilities to be removed.

Load bearing surface to be laid. Two  
road signs to be removed.

One road sign to be removed.

Load bearing surface to be laid. Two  
road signs to be removed.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **43** SPA Location **N59 / Old Rd Roundabout**

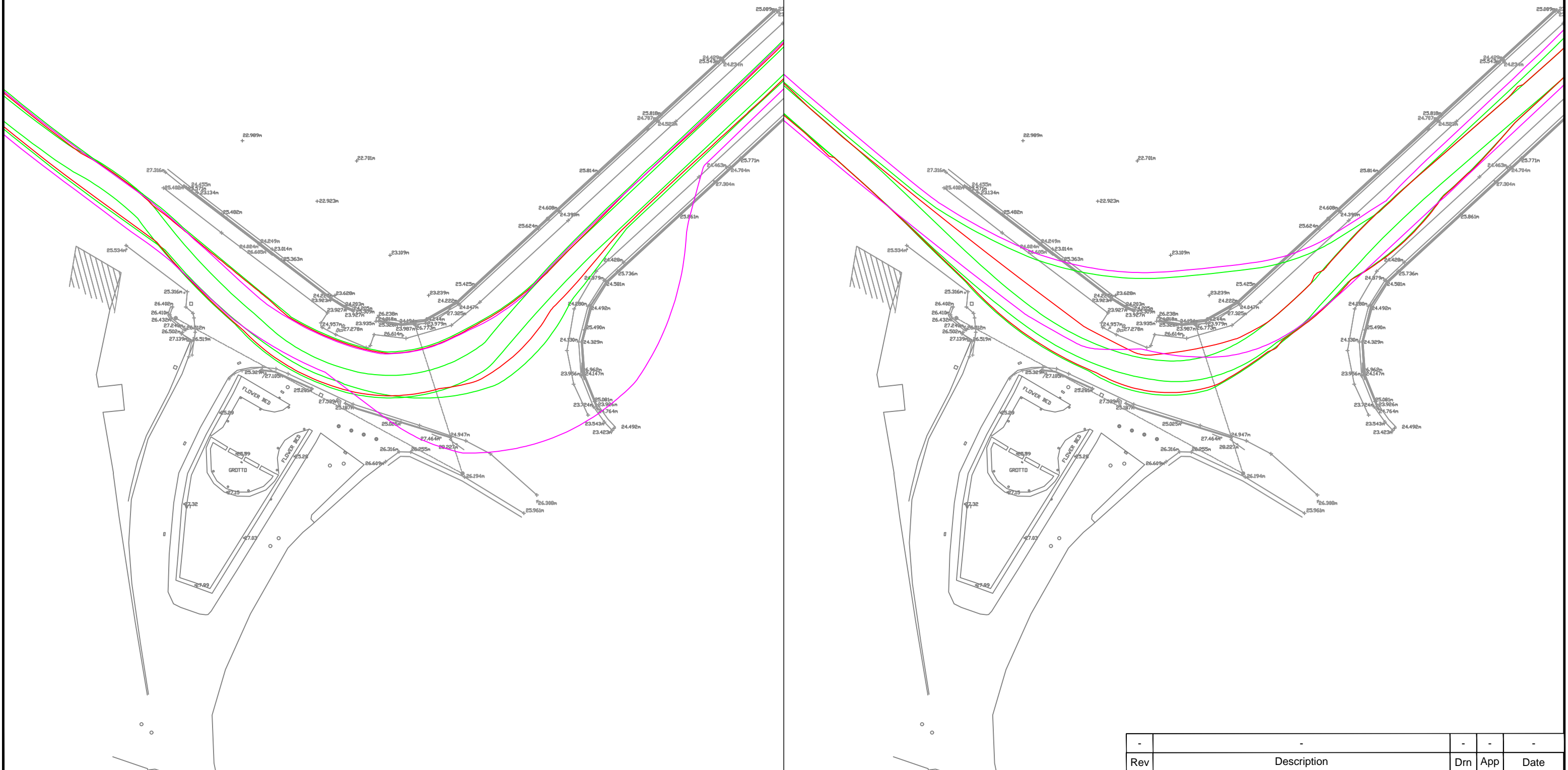
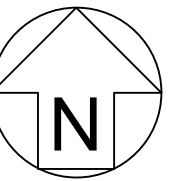
Notes  
1. All mitigation is subject to confirmation through a test run.  
2. This is not a construction drawing and is intended for illustration purposes only.  
3. Do not scale from this drawing.

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date 13/01/2026
Status	Draft	Key		
Revision	00	Wheel SPA	Overrun	
Scale	1:500 @ A3	Body SPA	Oversail	
		Load SPA	DoT	
		Indicative		

Drawing No. **10110851 - PF - SPA - 14A**

Blade Lifter Raised Position

Tower



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Client **RWE**

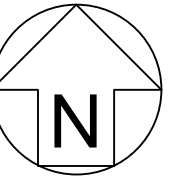
Project **Muingmore Wind Farm**

POI **44** SPA Location **N59 / R290 Roundabout**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key			
Revision	00		—	Wheel SPA	▨	Overrun
Scale	1:500 @ A3		—	Body SPA	▨	Oversail
Drawing No.	10110851 - PF - SPA - 15		—	Load SPA	—	DoT
			—	Indicative		



One traffic signal, three road signs, one bollard, bridge railing, pedestrian guardrail and wall to be removed.



Bridge railing, one road sign and decorative planter to be oversailed.

Pedestrian guardrail and two road signs to be oversailed.

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Client **RWE**

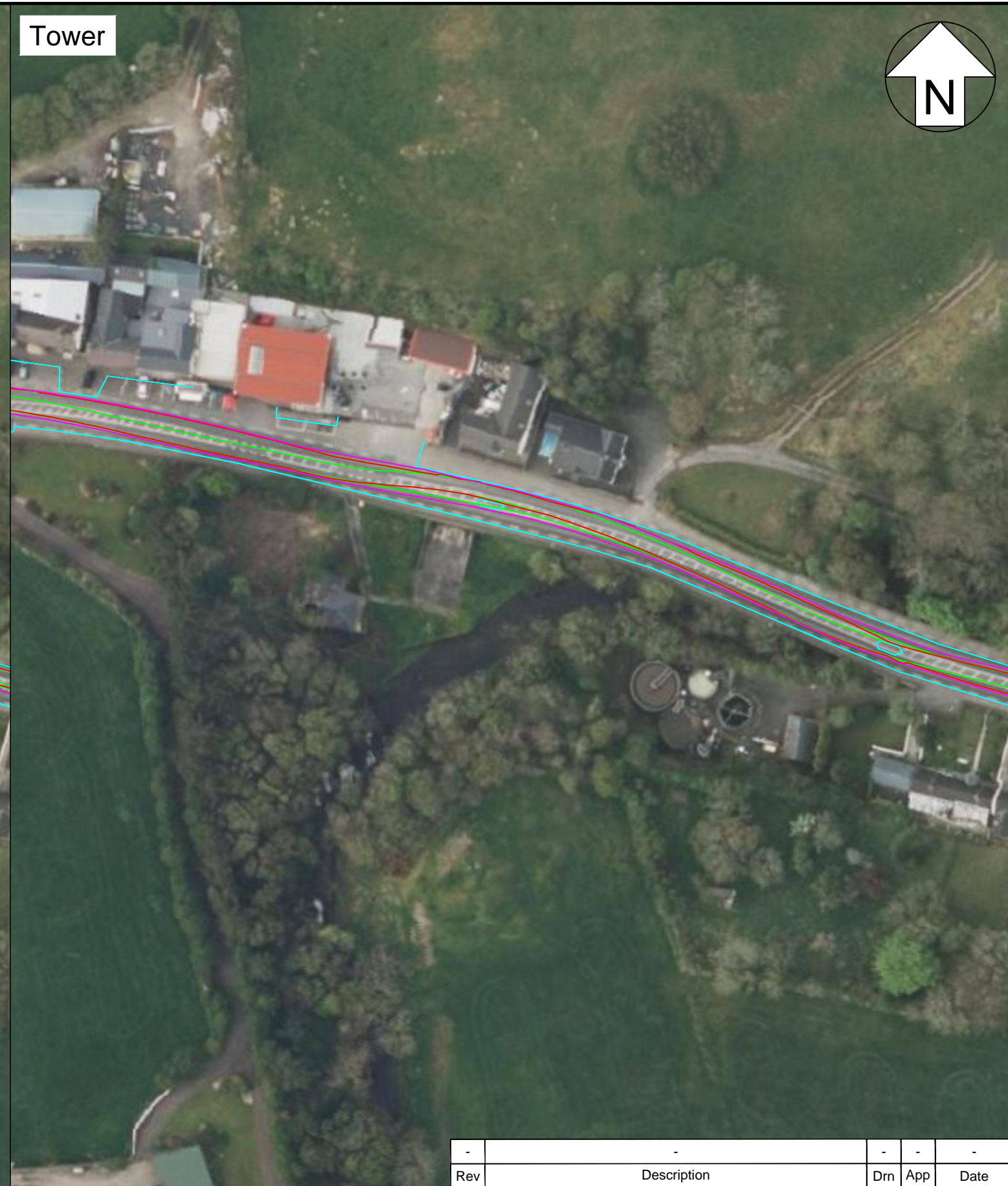
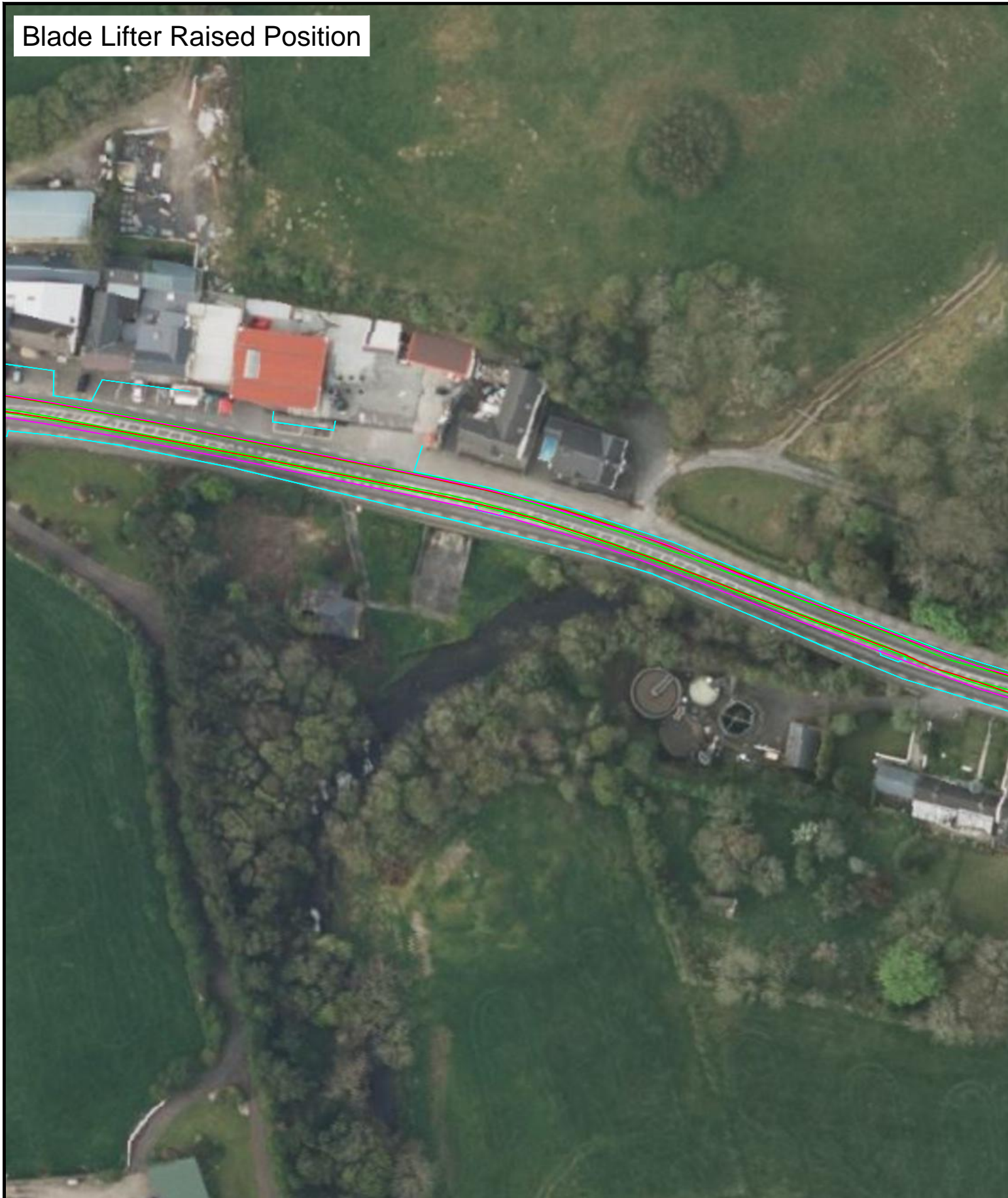
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	44	SPA Location	N59 / R290 Roundabout

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.		10110851 - PF - SPA - 15A							

Blade Lifter Raised Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**47**

SPA Location  
**N59 Knockaculleen**

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.  
3. Do not scale from this drawing.

Drawing Title  
**N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key	
Revision	00	<span style="color: red;">—</span> Wheel SPA	Overrun
Scale	1:1000 @ A3	<span style="color: green;">—</span> Body SPA	Oversail
		<span style="color: magenta;">—</span> Load SPA	DoT
		<span style="color: cyan;">—</span> Indicative	

Drawing No. **10110851 - PF - SPA - 16**

Mitigation



Load bearing surface to be laid. Two bollards to be removed.

Two bollards to be removed.

Load bearing surface to be laid. Two bollards to be removed.

Two bollards and one lighting column to be removed.

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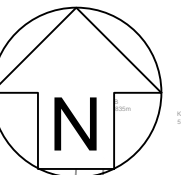
Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	47	SPA Location	N59 Knockaculleen
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:1000 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 16A						

# Blade Lifter Raised Position

# Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **48** SPA Location **N59 / Bunree Rd Junction**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

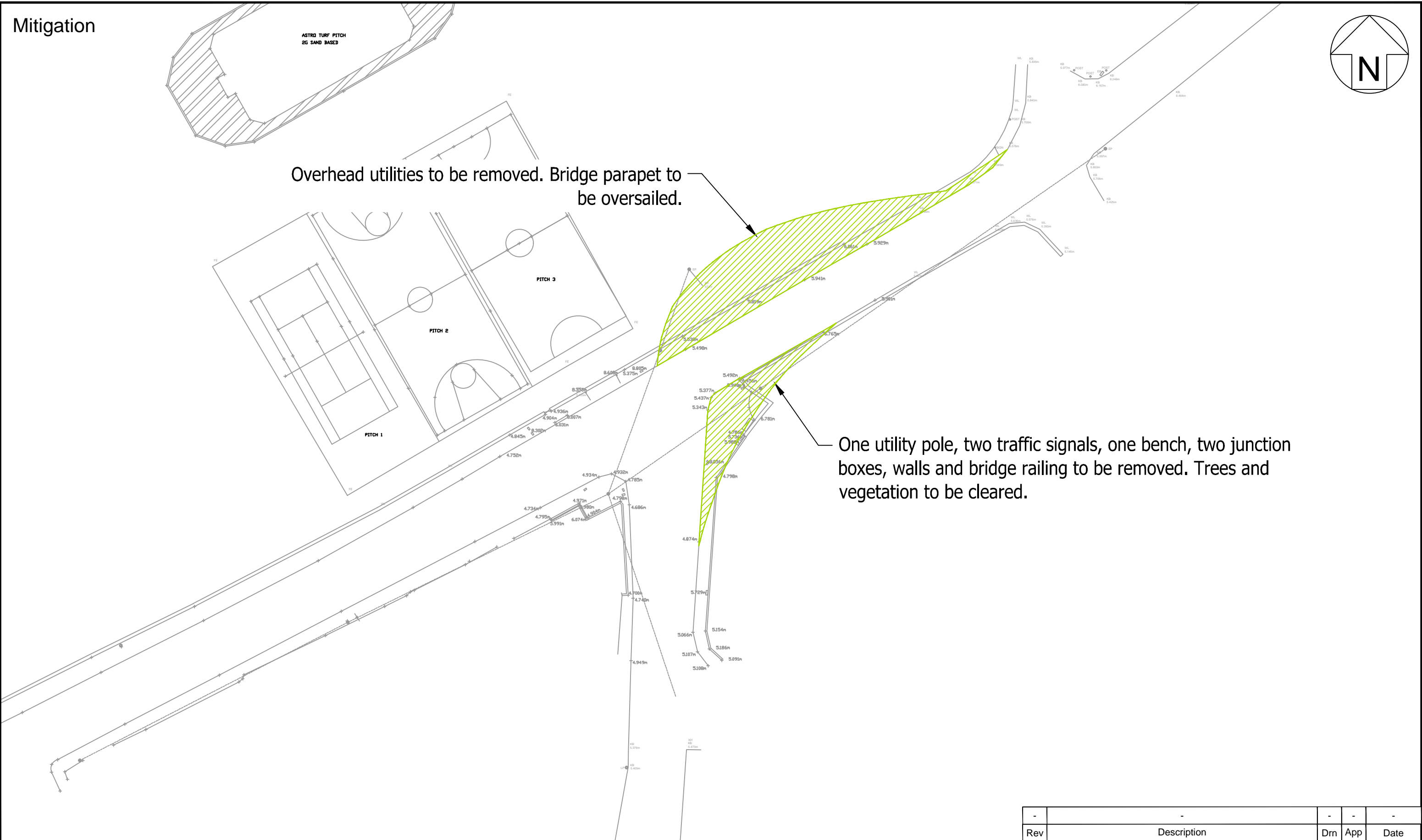
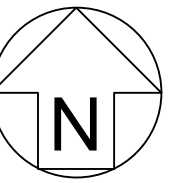
Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="border: 1px solid black; background-color: #cccccc; padding: 2px;"> </span> Overrun <span style="color: green;">—</span> Body SPA <span style="border: 1px solid black; background-color: #ffffcc; padding: 2px;"> </span> Oversail <span style="color: magenta;">—</span> Load SPA <span style="border: 1px solid black; padding: 2px;"> </span> DoT <span style="color: cyan;">—</span> Indicative
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 17**

Mitigation



Overhead utilities to be removed. Bridge parapet to be oversailed.

One utility pole, two traffic signals, one bench, two junction boxes, walls and bridge railing to be removed. Trees and vegetation to be cleared.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

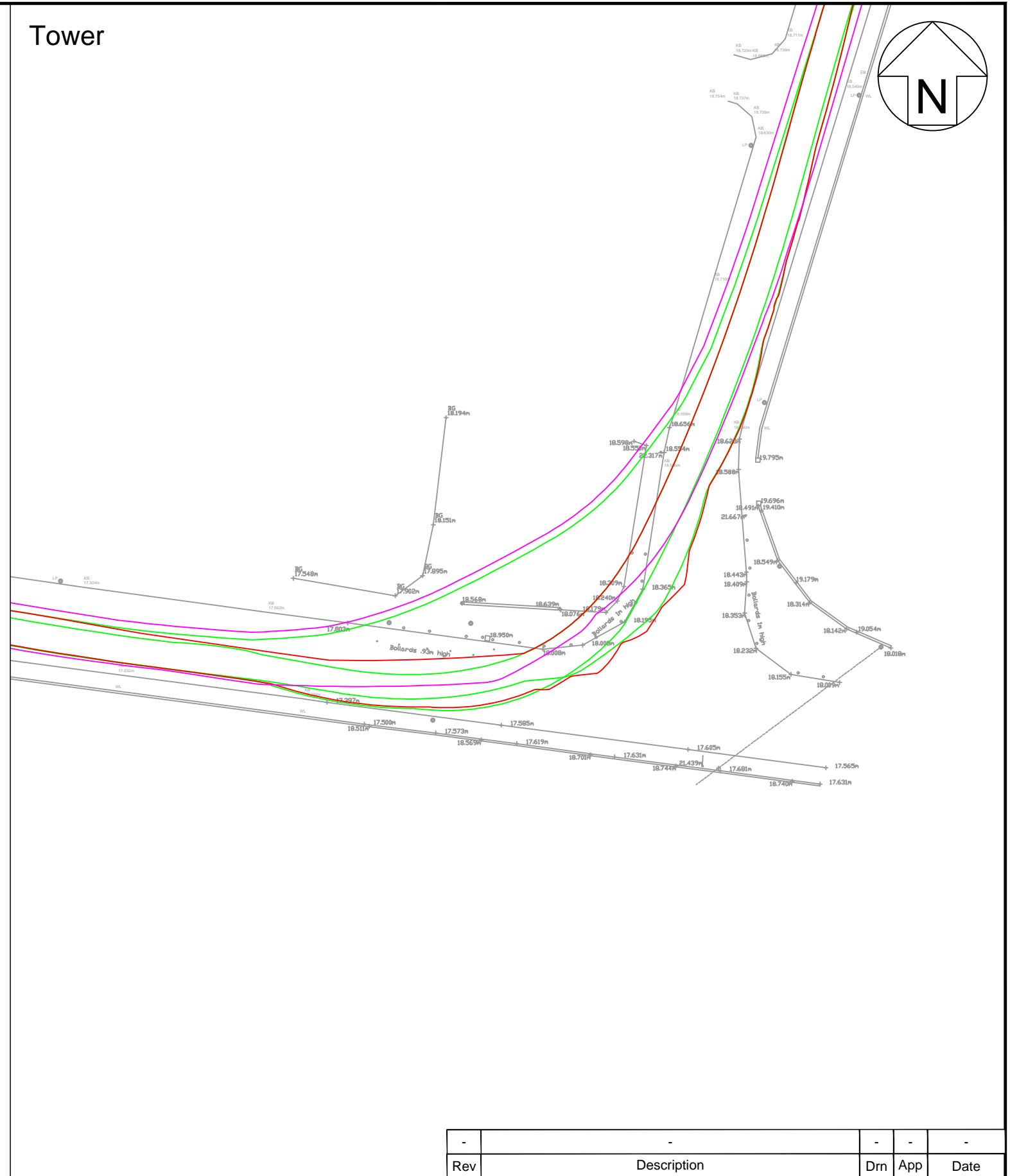
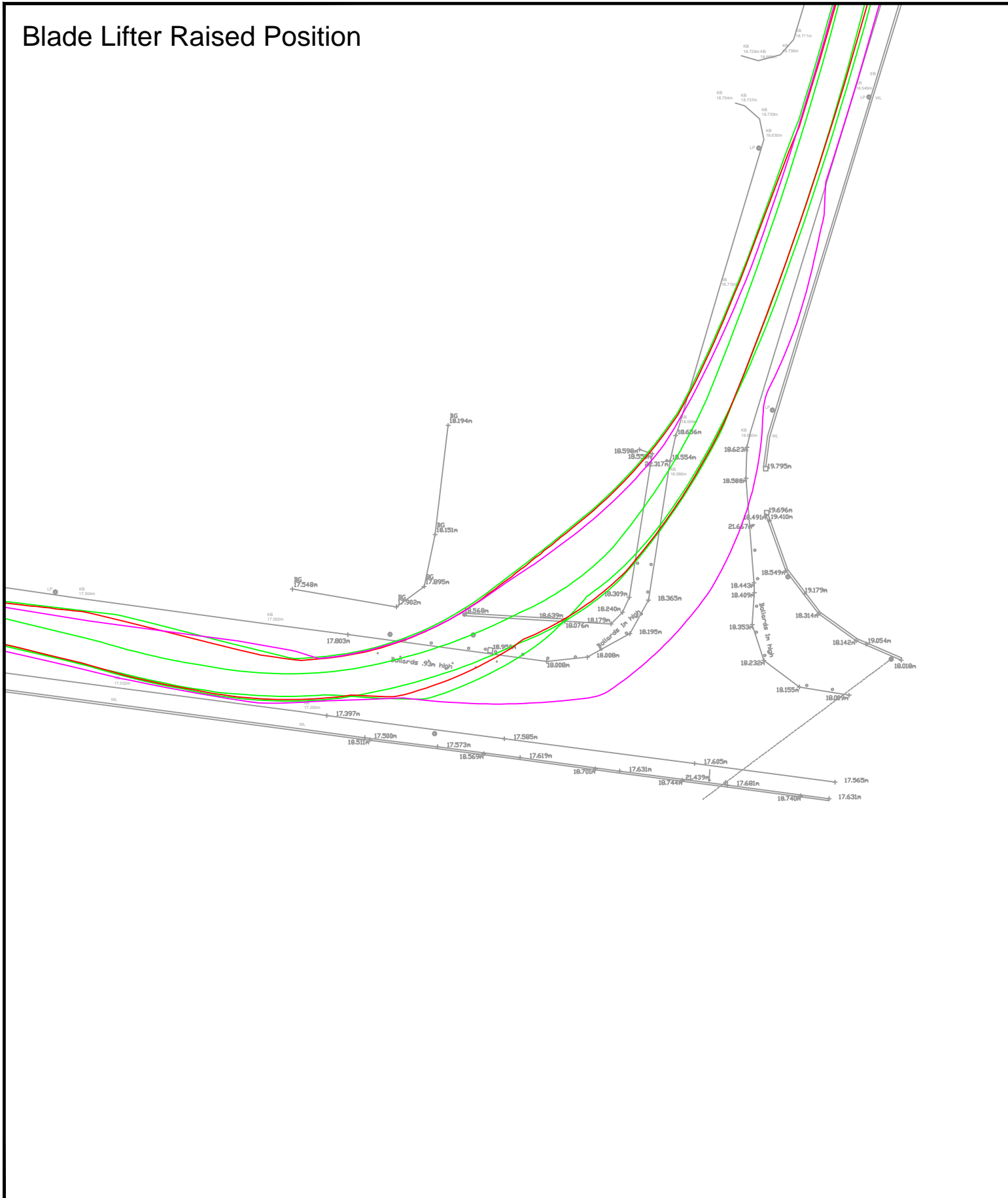
POI **48** SPA Location **N59 / Bunree Rd Junction**

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.  
3. Do not scale from this drawing.

Rev	Description			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key			
Revision	00		Wheel SPA	Overrun		
Scale	1:500 @ A3		Body SPA	Oversail		
Drawing No.	10110851 - PF - SPA - 17A					

# Blade Lifter Raised Position

# Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **49** SPA Location **Bunree Rd / R294 Junction**

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.  
 3. Do not scale from this drawing.

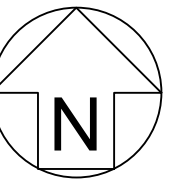
Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

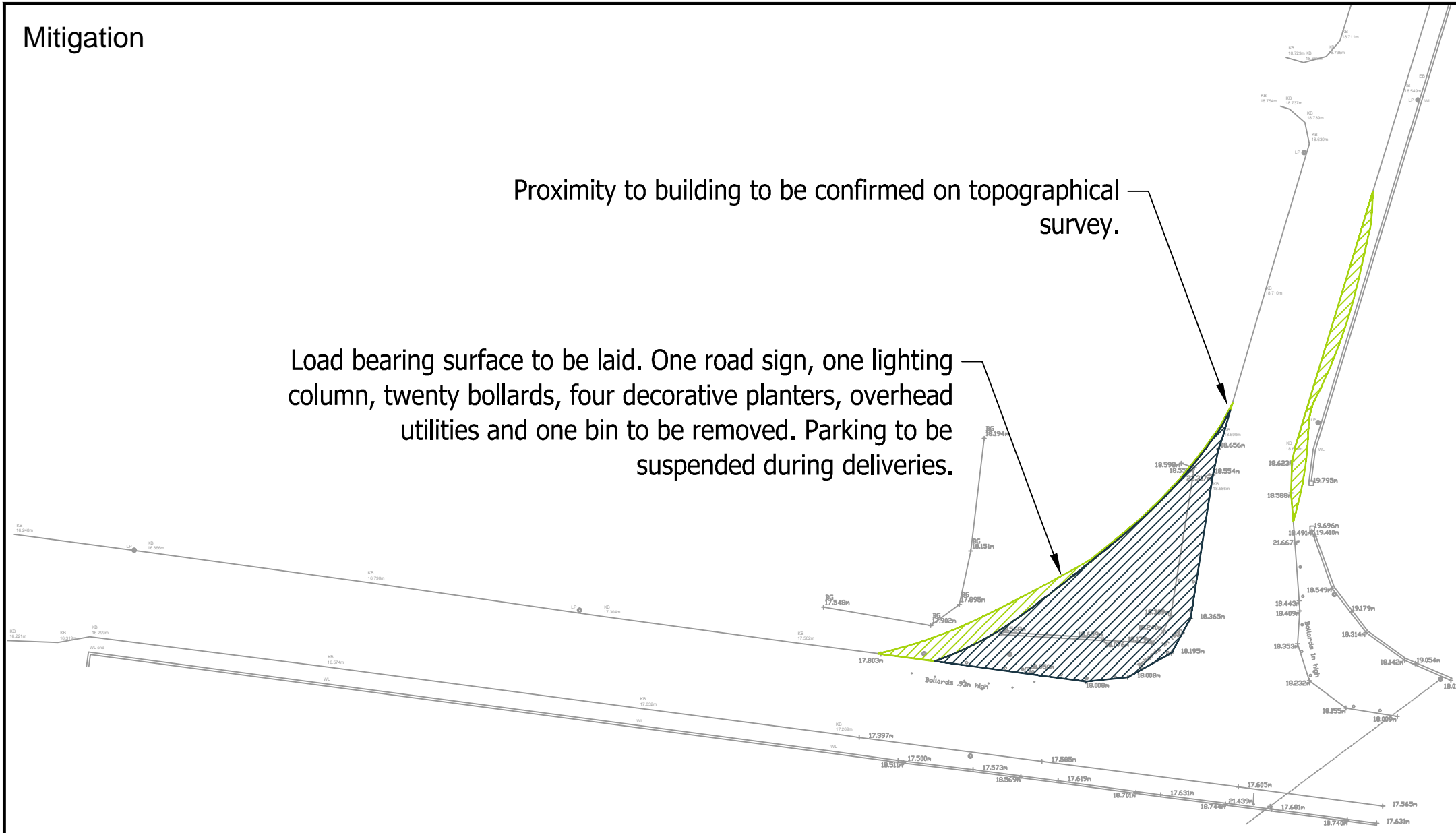
Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 10px; height: 10px;"></span> Overrun <span style="color: green;">—</span> Body SPA <span style="border: 1px solid black; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, black 2px, black 4px); display: inline-block; width: 10px; height: 10px;"></span> Oversail <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="color: orange;">↙</span> DoT
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 18**



Proximity to building to be confirmed on topographical survey.

Load bearing surface to be laid. One road sign, one lighting column, twenty bollards, four decorative planters, overhead utilities and one bin to be removed. Parking to be suspended during deliveries.



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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **49** SPA Location **Bunree Rd / R294 Junction**

- 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.
  3. Do not scale from this drawing.

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date 13/01/2026

Status	Draft	Key
Revision	00	<ul style="list-style-type: none"> <li><span style="color: red;">—</span> Wheel SPA</li> <li><span style="color: green;">—</span> Body SPA</li> <li><span style="color: magenta;">—</span> Load SPA</li> <li><span style="color: cyan;">—</span> Indicative</li> <li> Overrun</li> <li> Oversail</li> <li> DoT</li> </ul>
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 18A**

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **51, 52** SPA Location **Tone Street and McDermott Street**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key			
Revision	00		Wheel SPA	Overrun		
Scale	1:1000 @ A3		Body SPA	Oversail		
Drawing No.	10110851 - PF - SPA - 19					

Wheel SPA	Overrun
Body SPA	Oversail
Load SPA	DoT
Indicative	

Drawing No. **10110851 - PF - SPA - 19**

Mitigation



Parking to be suspended.  
One road sign to be removed.

Four bollards and one  
road sign to be removed.

Parking to be suspended.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **51, 52** SPA Location **Tone Street and McDermott Street**

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
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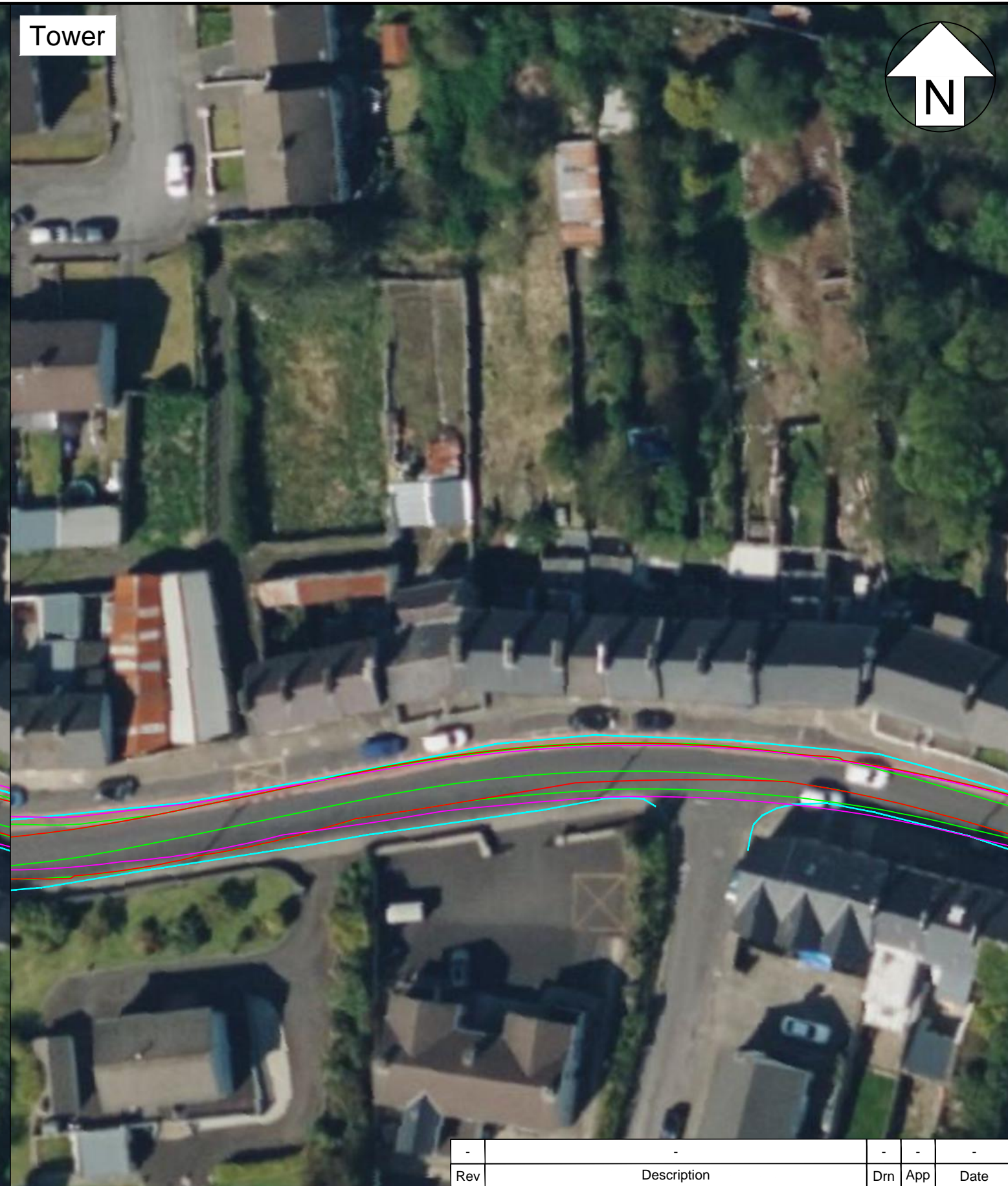
Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail DoT
Revision	00	
Scale	1:1000 @ A3	

Drawing No. **10110851 - PF - SPA - 19A**

Blade Lifter Raised Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**53**

SPA Location  
**McDermott Street**

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.
3. Do not scale from this drawing.

Drawing Title  
**N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 20**



One utility pole to be removed.  
Overhead utilities to be removed.

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Client **RWE**

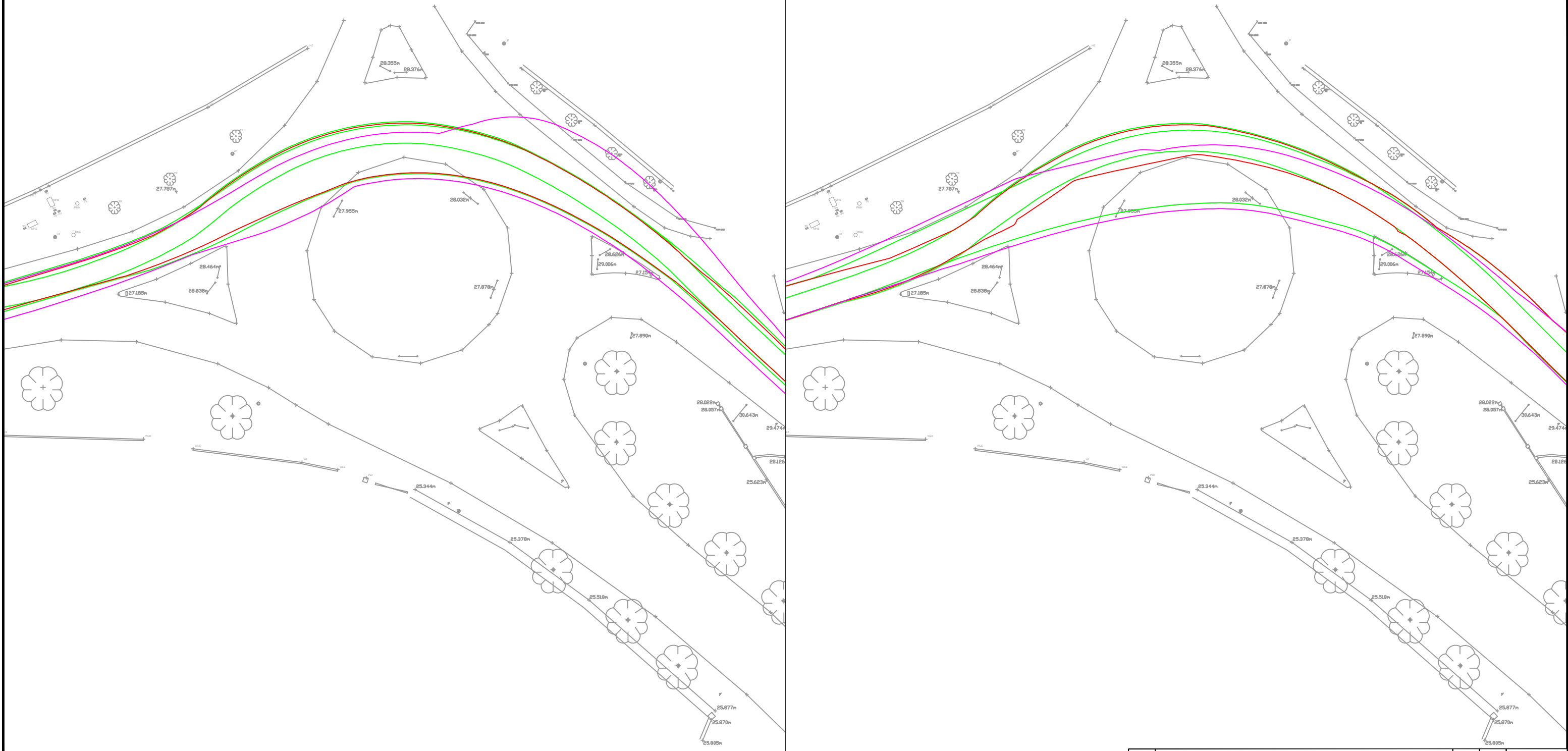
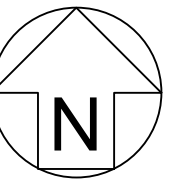
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	53	SPA Location	McDermott Street

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		— Wheel SPA     Overrun — Body SPA     Oversail — Load SPA     DoT — Indicative				
Revision	00								
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 20A								

# Blade Lifter Raised Position

# Tower



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Project **Muingmore Wind Farm**

POI **54** SPA Location **N59 / L2209 Roundabout**

Notes  
 1. All mitigation is subject to confirmation through a test run.  
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 3. Do not scale from this drawing.

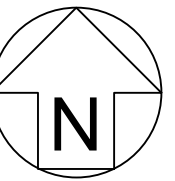
Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT
Revision	00	
Scale	1:500 @ A3	

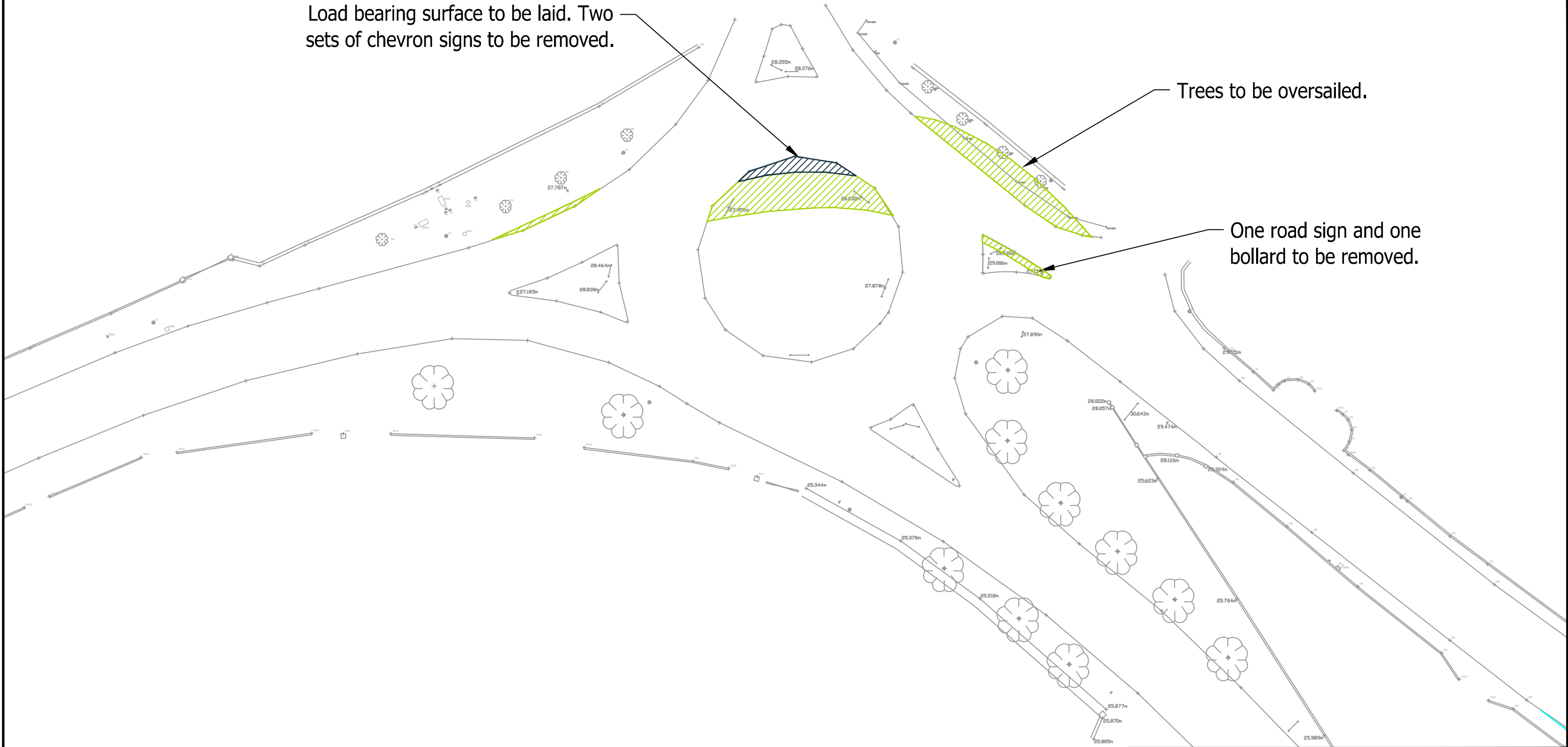
Drawing No. **10110851 - PF - SPA - 21**



Load bearing surface to be laid. Two sets of chevron signs to be removed.

Trees to be oversailed.

One road sign and one bollard to be removed.



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Client **RWE**

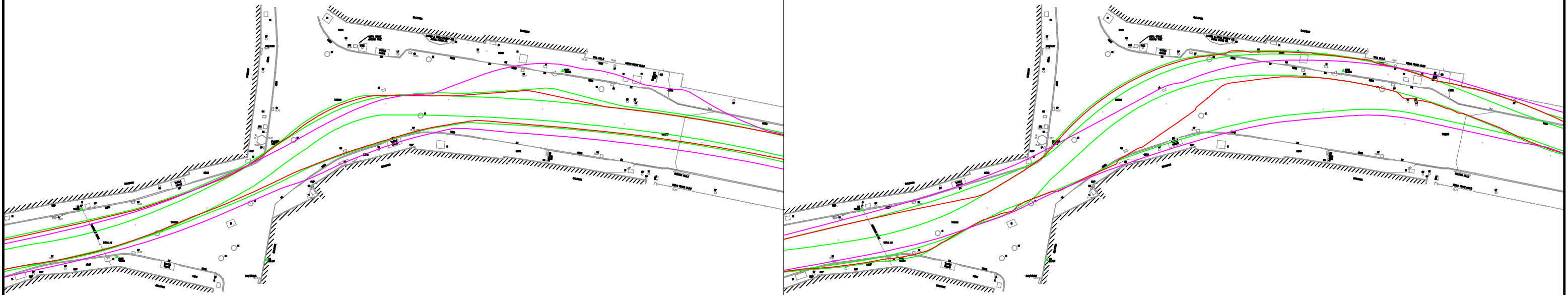
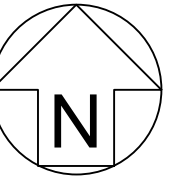
Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	54	SPA Location	N59 / L2209 Roundabout

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.  
 3. Do not scale from this drawing.

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.		10110851 - PF - SPA - 21A							

Blade Lifter Raised Position

Tower



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Client **RWE**

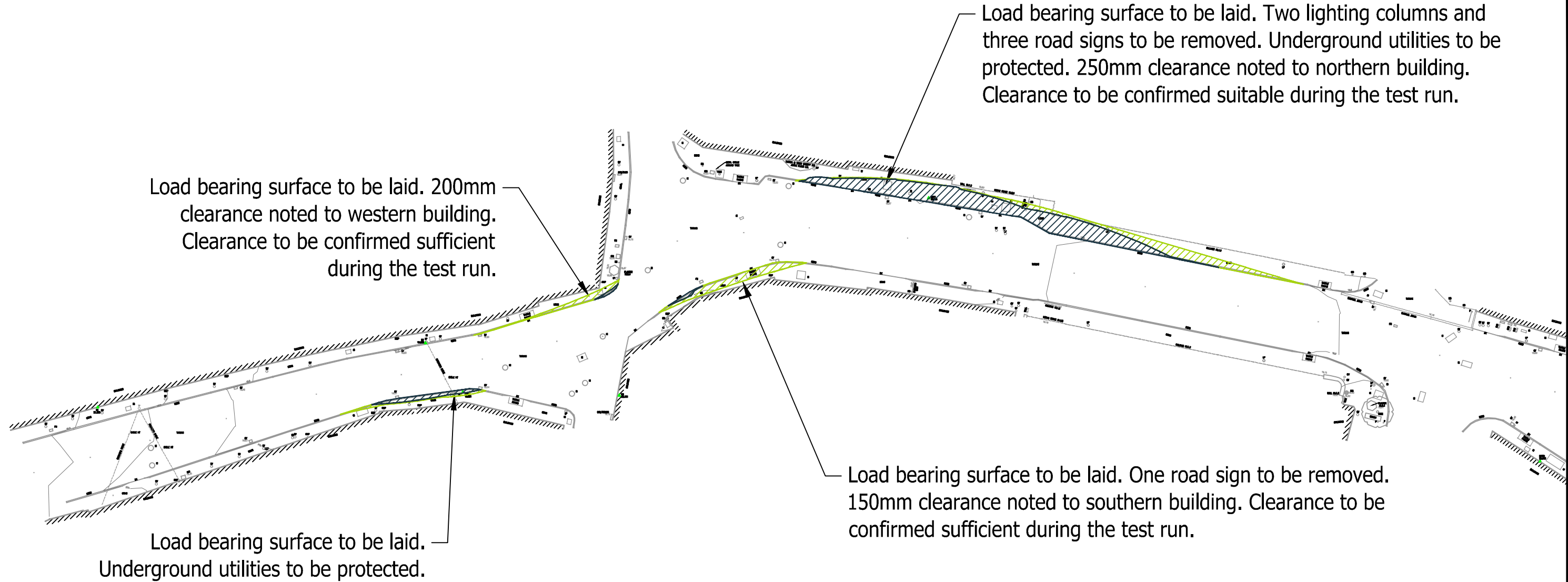
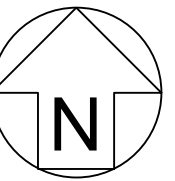
Project **Muingmore Wind Farm**

POI **58** SPA Location **N59 Crossmolina**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date 13/01/2026
Status	Draft	Key		
Revision	00	— Wheel SPA	▨ Overrun	
Scale	1:500 @ A3	— Body SPA	▨ Oversail	
Drawing No.	10110851 - PF - SPA - 22			
		— Load SPA	⚡ DoT	
		— Indicative		



Load bearing surface to be laid.  
Underground utilities to be protected.

Load bearing surface to be laid. 200mm  
clearance noted to western building.  
Clearance to be confirmed sufficient  
during the test run.

Load bearing surface to be laid. One road sign to be removed.  
150mm clearance noted to southern building. Clearance to be  
confirmed sufficient during the test run.

Load bearing surface to be laid. Two lighting columns and  
three road signs to be removed. Underground utilities to be  
protected. 250mm clearance noted to northern building.  
Clearance to be confirmed suitable during the test run.

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Client

RWE

Project

Muingmore Wind Farm

Drawing Title

N163 Blade Lifter and Tower

POI

58

SPA Location

N59 Crossmolina

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.
3. Do not scale from this drawing.

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date
Status	Draft	Key		
Revision	00	Wheel SPA	Overrun	
Scale	1:500 @ A3	Body SPA	Oversail	
Drawing No.	10110851 - PF - SPA - 22A			

Blade Lifter Lowered Position

Tower



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Client

RWE

Project  
**Muingmore Wind Farm**

POI  
**59**

SPA Location  
**N59 Dooleg More**

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.  
3. Do not scale from this drawing.

Drawing Title  
**N163 Blade Lifter and Tower**

Rev	-			Drn	App	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026		
Status	Draft		Key		Overrun		
Revision	00		Wheel SPA	Overrun			
Scale	1:1000 @ A3		Body SPA	Oversail			
Drawing No.			Load SPA	DoT			
			Indicative				
10110851 - PF - SPA - 23							

Mitigation



Two chevron signs to be removed.  
Land search recommended to confirm the extent of adopted boundary available.

Two chevron signs and section of safety barrier to be removed.

One bollard to be removed.

One chevron sign, section of safety barrier and one road sign to be removed.

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Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	59	SPA Location	N59 Dooleg More
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		— Wheel SPA     Overrun — Body SPA     Oversail — Load SPA     DoT — Indicative				
Revision	00								
Scale	1:1000 @ A3								
Drawing No.	10110851 - PF - SPA - 23A								

Blade Lifter Lowered Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **60** SPA Location **N59 / R312 Junction**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	

Status	Draft	Key	— Wheel SPA	Overrun
Revision	00		— Body SPA	Oversail
Scale	1:1500 @ A3		— Load SPA	DoT
			— Indicative	

Drawing No. **10110851 - PF - SPA - 24**



Existing track to be resurfaced and a new culvert crossing to be constructed to accommodate proposed load movements.

One traffic sign to be removed. Land search recommended to confirm the extent of available boundary.

Vegetation to be cleared.

Vegetation to be cleared.

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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **60** SPA Location **N59 / R312 Junction**

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.  
3. Do not scale from this drawing.

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key		Overrun	
Revision	00		Wheel SPA	Overrun	Overrun	
Scale	1:1500 @ A3		Body SPA	Overrun	Oversail	
Drawn	TJL		Load SPA	Overrun	DoT	
Approved	TL		Indicative	Overrun	DoT	
Date	13/01/2026		Overrun	Overrun	DoT	
Drawing No.			10110851 - PF - SPA - 24A			

Blade Lifter Raised Position

Tower



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Client RWE

Project Muingmore Wind Farm

POI 62 SPA Location N59 Ballymunnelly

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.  
3. Do not scale from this drawing.

Drawing Title N163 Blade Lifter and Tower

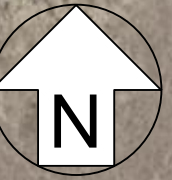
Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn TJL Approved TL Date 13/01/2026

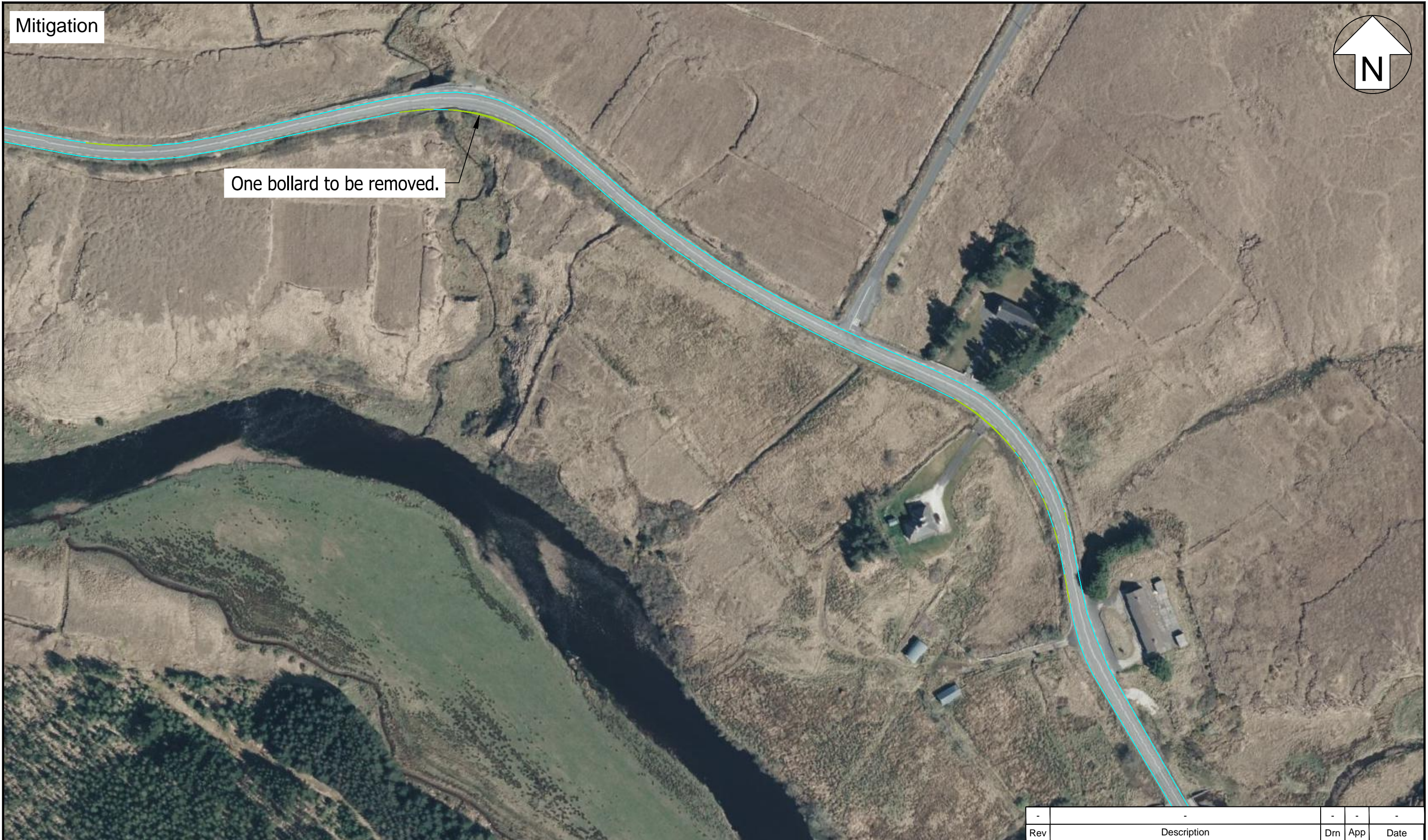
Status	Draft	Key <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT
Revision	00	
Scale	1:1500 @ A3	

Drawing No. 10110851 - PF - SPA - 25

Mitigation



One bollard to be removed.



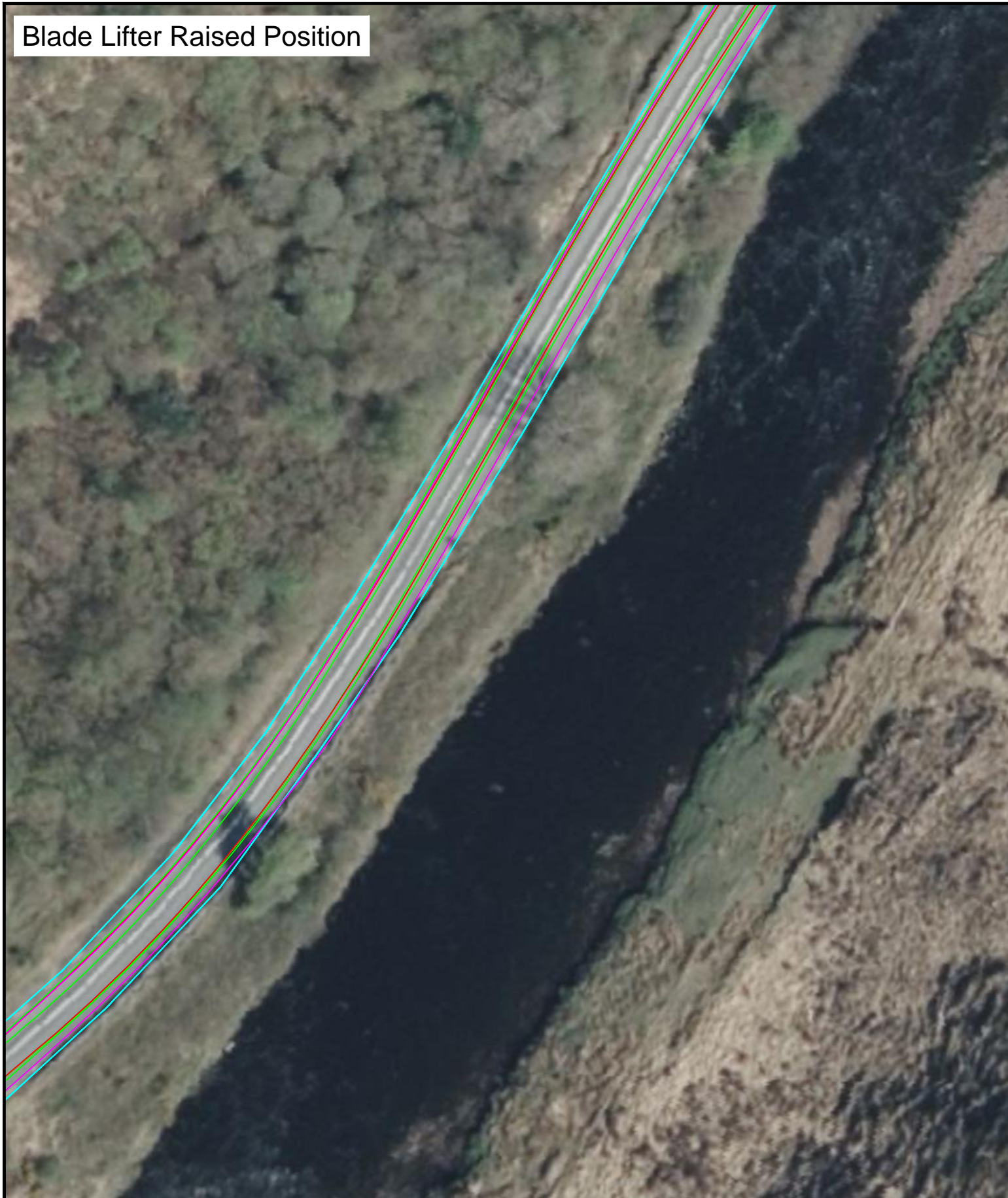
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Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	62	SPA Location	N59 Ballymunnelly
Notes	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:1500 @ A3		Body SPA	Overhaul					
			Load SPA	DoT					
			Indicative						
Drawing No.			10110851 - PF - SPA - 25A						

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **63** SPA Location **N59 Southwest of Largan**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key		<div style="display: flex; justify-content: space-between;"> <div> <p><span style="color: red;">—</span> Wheel SPA</p> <p><span style="color: green;">—</span> Body SPA</p> <p><span style="color: magenta;">—</span> Load SPA</p> <p><span style="color: cyan;">—</span> Indicative</p> </div> <div> <p> Overrun</p> <p> Oversail</p> <p> DoT</p> </div> </div>				
Revision	00								
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 26								

Mitigation



Trees to be trimmed.

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Client

RWE

Project

Muingmore Wind Farm

Drawing Title

N163 Blade Lifter and Tower

POI

63

SPA Location

N59 Southwest of Largan

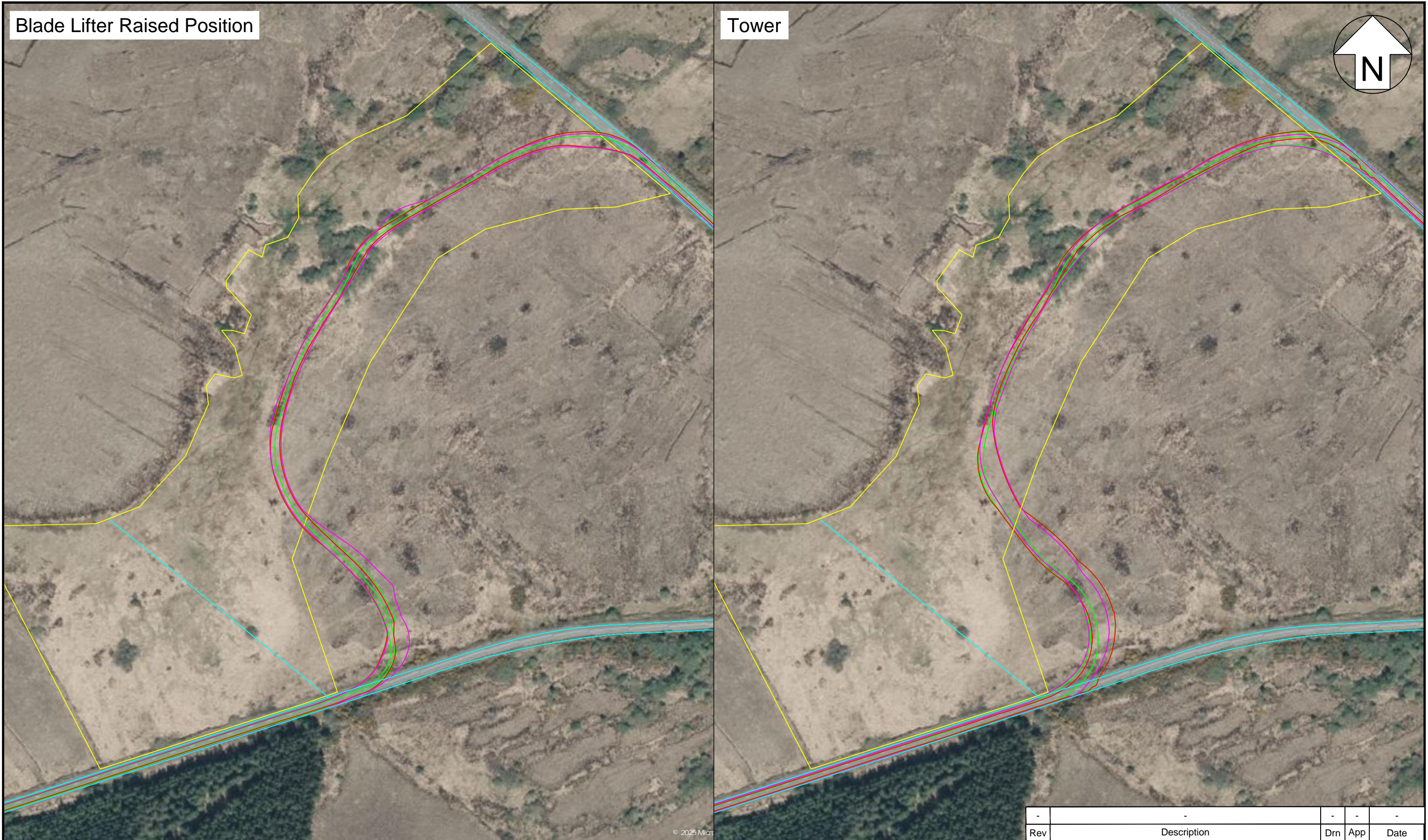
Notes

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.
3. Do not scale from this drawing.

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key		Overrun	
Revision	00		Wheel SPA	Overrun		
Scale	1:500 @ A3		Body SPA	Oversail		
Drawing No.			Load SPA	DoT		
			Indicative			
10110851 - PF - SPA - 26A						

Blade Lifter Raised Position

Tower



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Client **RWE**

Project **Muingmore Wind Farm**

POI **64, 65** SPA Location **R313 Bangor Erris**

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.  
3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn **TJL** Approved **TL** Date **13/01/2026**

Status	Draft	Key	
Revision	00	<span style="color: red;">—</span> Wheel SPA	Overrun
Scale	1:2000 @ A3	<span style="color: green;">—</span> Body SPA	Oversail
		<span style="color: magenta;">—</span> Load SPA	DoT
		<span style="color: cyan;">—</span> Indicative	

Drawing No. **10110851 - PF - SPA - 27**

Mitigation



Load bearing surface to be laid. New bypass track and junction to be constructed to turbine manufacturer and road authority guidelines. Detailed design on a topographical survey base required. Fence and all other street furniture and obstacles to be removed. Vegetation to be cleared.



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Client **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	64, 65	SPA Location	R313 Bangor Erris

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.  
 3. Do not scale from this drawing.

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		Key			
Revision	00		Wheel SPA	Overrun		
Scale	1:2000 @ A3		Body SPA	Oversail		
Drawing No.			Load SPA	DoT		
			Indicative			
10110851 - PF - SPA - 27A						

Blade Lifter Raised Position

Tower



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Client **RWE**

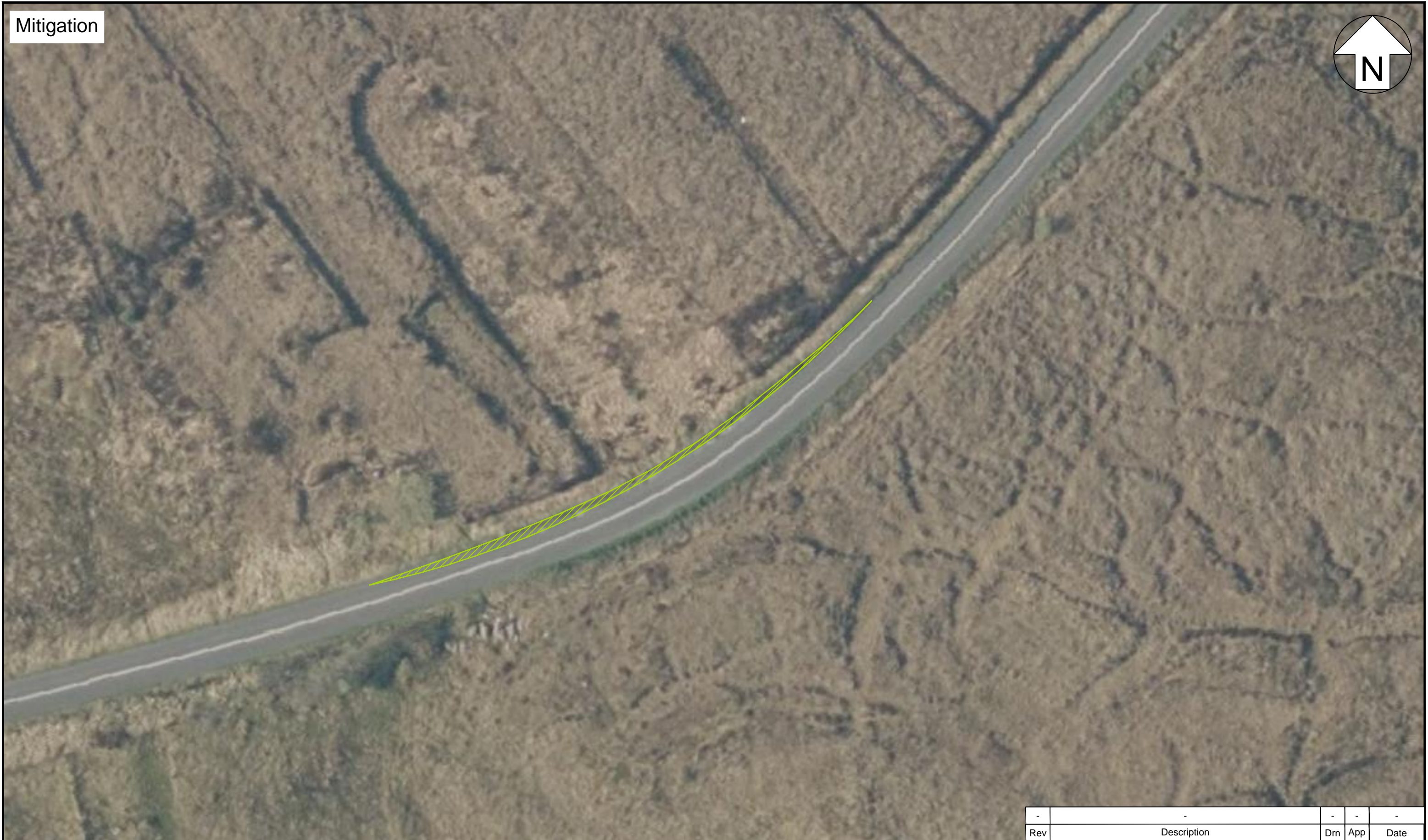
Project **Muingmore Wind Farm**

POI **66** SPA Location **L1206 Goolamore**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	
Status	Draft		<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Overrun Oversail DoT			
Revision	00					
Scale	1:500 @ A3					
Drawing No.			10110851 - PF - SPA - 28			



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Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	66	SPA Location	L1206 Goolamore
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft	Key		Wheel SPA (Red line) Body SPA (Green line) Load SPA (Magenta line) Indicative (Cyan line)					
Revision	00			Overrun (Blue hatched) Oversail (Yellow hatched) DoT (Orange arrow)					
Scale	1:500 @ A3								
Drawing No.	10110851 - PF - SPA - 28A								

Blade Lifter Raised Position

Tower



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Client

RWE

Project

Muingmore Wind Farm

POI

67

SPA Location

L1206 West of Goolamore - Indicative Access Track

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.
3. Do not scale from this drawing.

Drawing Title

N163 Blade Lifter and Tower

Rev	Description	Drn	App	Date
-	-	-	-	-
Drawn	TJL	Approved	TL	Date 13/01/2026
Status	Draft	Key		
Revision	00	Wheel SPA	Overrun	
Scale	1:500 @ A3	Body SPA	Oversail	
Drawing No.	10110851 - PF - SPA - 29			
		Load SPA	DoT	
		Indicative		



Load bearing surface to be laid. New bypass track and access junction to be constructed to turbine manufacturer and road authority guidelines. Detailed design on a topographical survey base required. Fence to be removed. Vegetation to be cleared.



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Client **RWE**

Project **Muingmore Wind Farm** Drawing Title **N163 Blade Lifter and Tower**

POI **67** SPA Location **L1206 West of Goolamore - Indicative Access Track**

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.  
3. Do not scale from this drawing.

Rev	-			Drn	App	Date
Drawn	TJL	Approved	TL	Date	13/01/2026	

Status	Draft	Key <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative Overrun Oversail DoT
Revision	00	
Scale	1:500 @ A3	

Drawing No. **10110851 - PF - SPA - 29A**

Blade Lifter Raised Position

Tower



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Client **RWE**

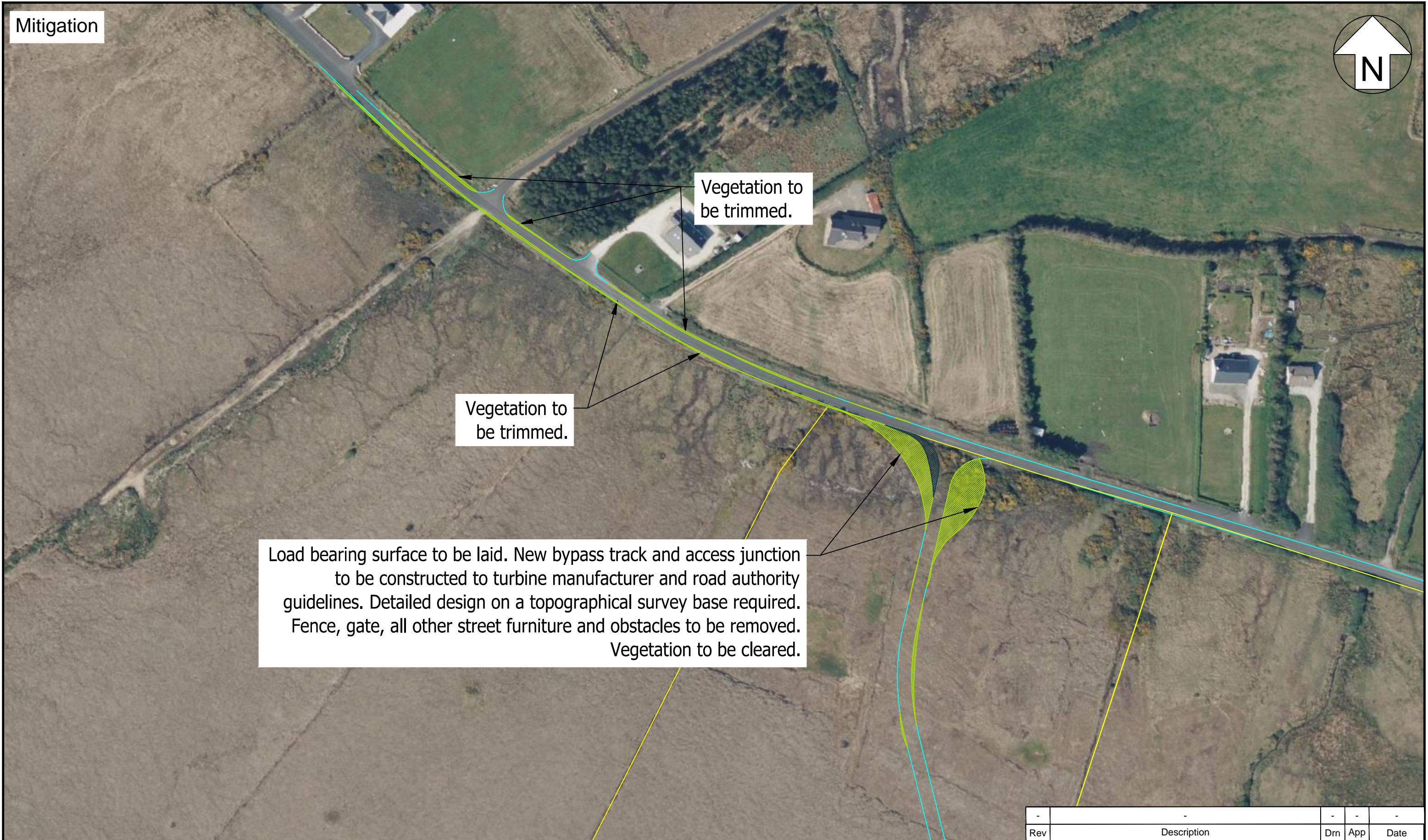
Project **Muingmore Wind Farm**

POI **68** SPA Location **L1206 West of Goolamore - Indicative Access Track**

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.  
 3. Do not scale from this drawing.

Drawing Title **N163 Blade Lifter and Tower**

Rev	-			Drn	App	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026		
Status	Draft		Key		Overrun		
Revision	00		Wheel SPA	Overrun			
Scale	1:1500 @ A3		Body SPA	Oversail			
Drawing No.	10110851 - PF - SPA - 30						
			Load SPA	DoT			
			Indicative				



Vegetation to be trimmed.

Vegetation to be trimmed.

Load bearing surface to be laid. New bypass track and access junction to be constructed to turbine manufacturer and road authority guidelines. Detailed design on a topographical survey base required. Fence, gate, all other street furniture and obstacles to be removed. Vegetation to be cleared.

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Client: **RWE**

Project	Muingmore Wind Farm	Drawing Title	N163 Blade Lifter and Tower
POI	68	SPA Location	L1206 West of Goolamore - Indicative Access Track
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. 3. Do not scale from this drawing.		

Rev	-	Description	-	Drn	-	App	-	Date	-
Drawn	TJL	Approved	TL	Date	13/01/2026				
Status	Draft		Key						
Revision	00		Wheel SPA	Overrun					
Scale	1:1500 @ A3		Body SPA	Oversail					
			Load SPA	DoT					
			Indicative						
Drawing No.		10110851 - PF - SPA - 30A							