Figure 4.2: Typical Wind Turbine - 180m Tip Height

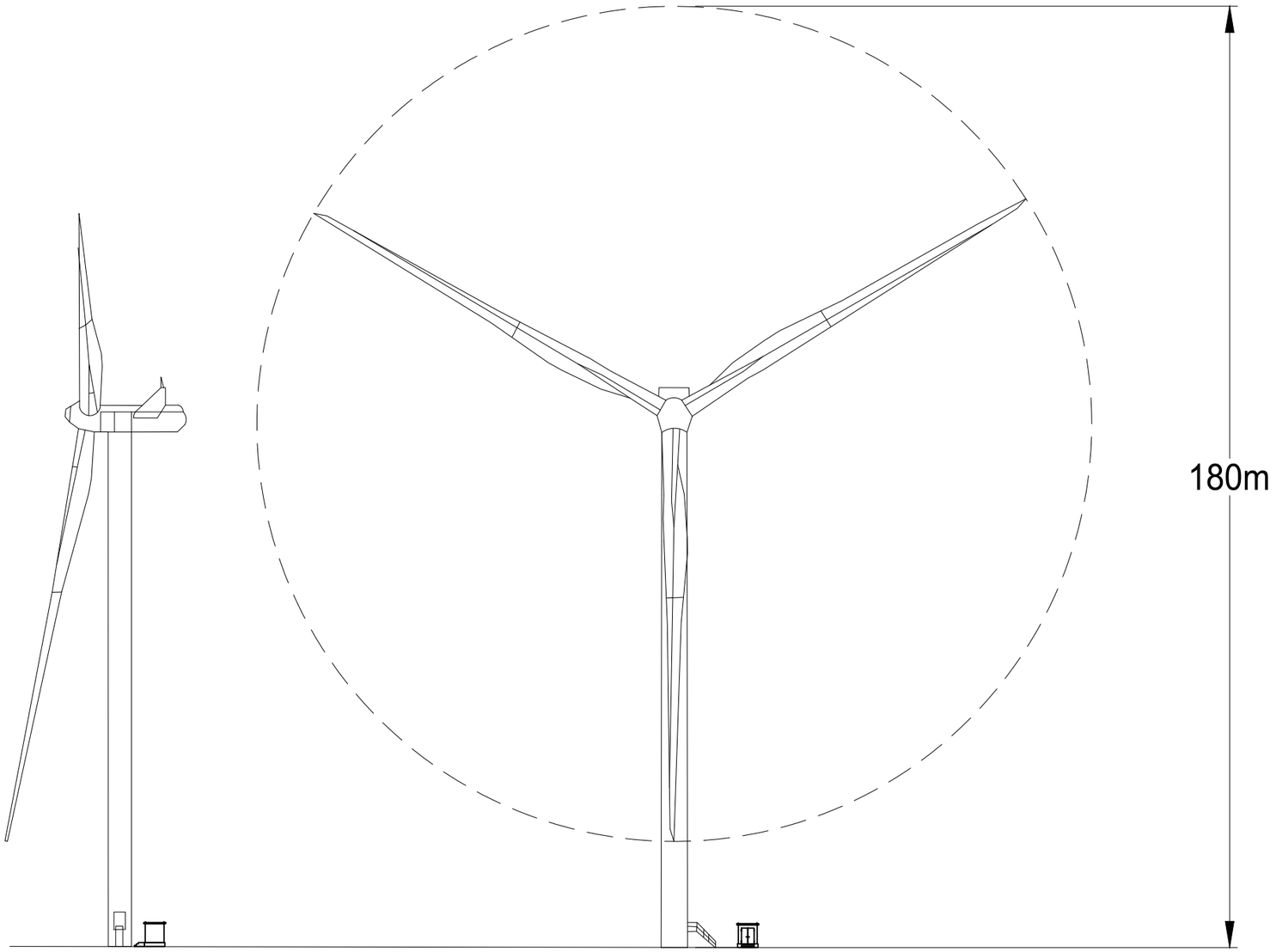

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Figure 4.3: Typical Turbine Foundation

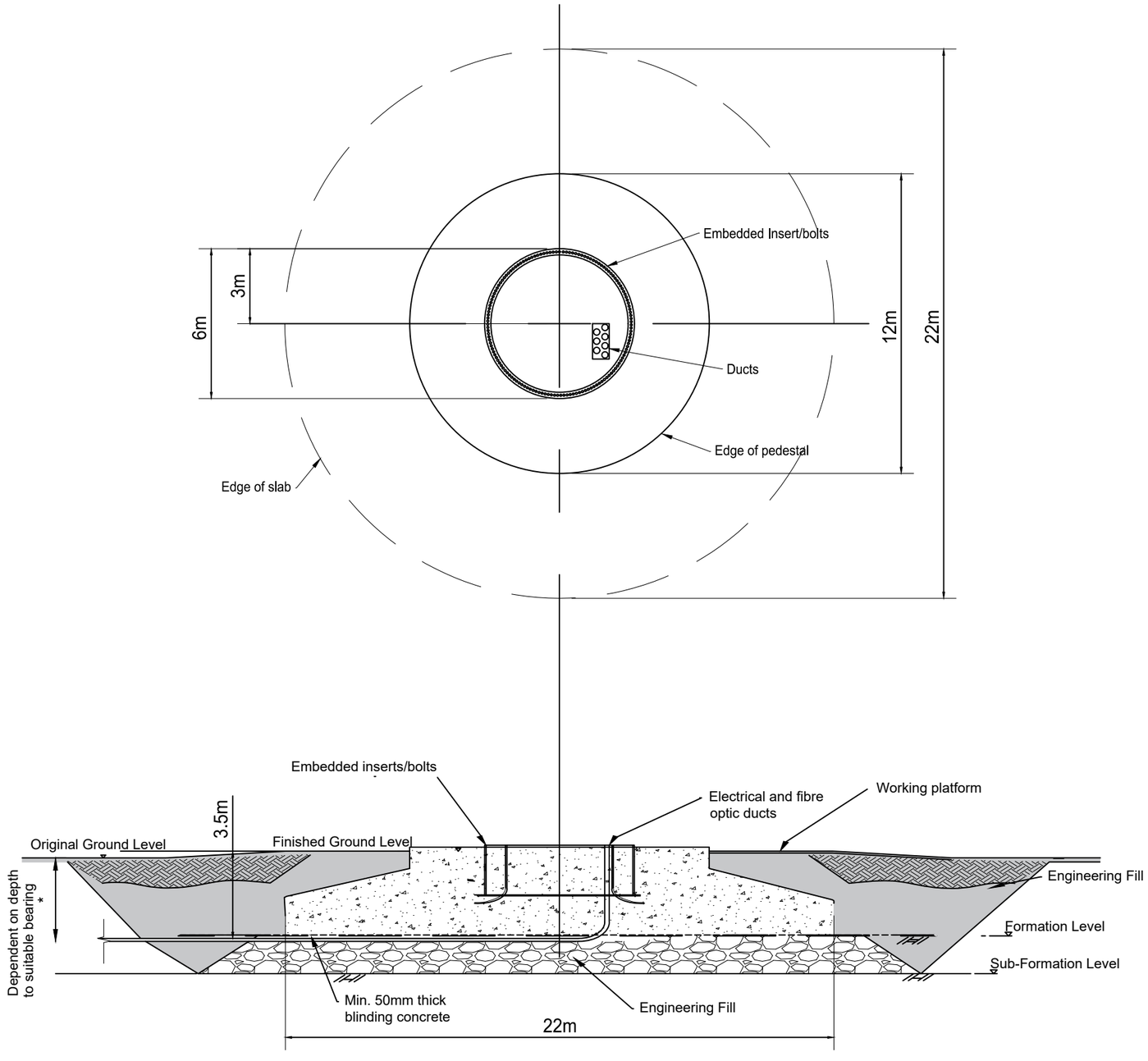

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Figure 4.4: Typical Crane Hardstanding

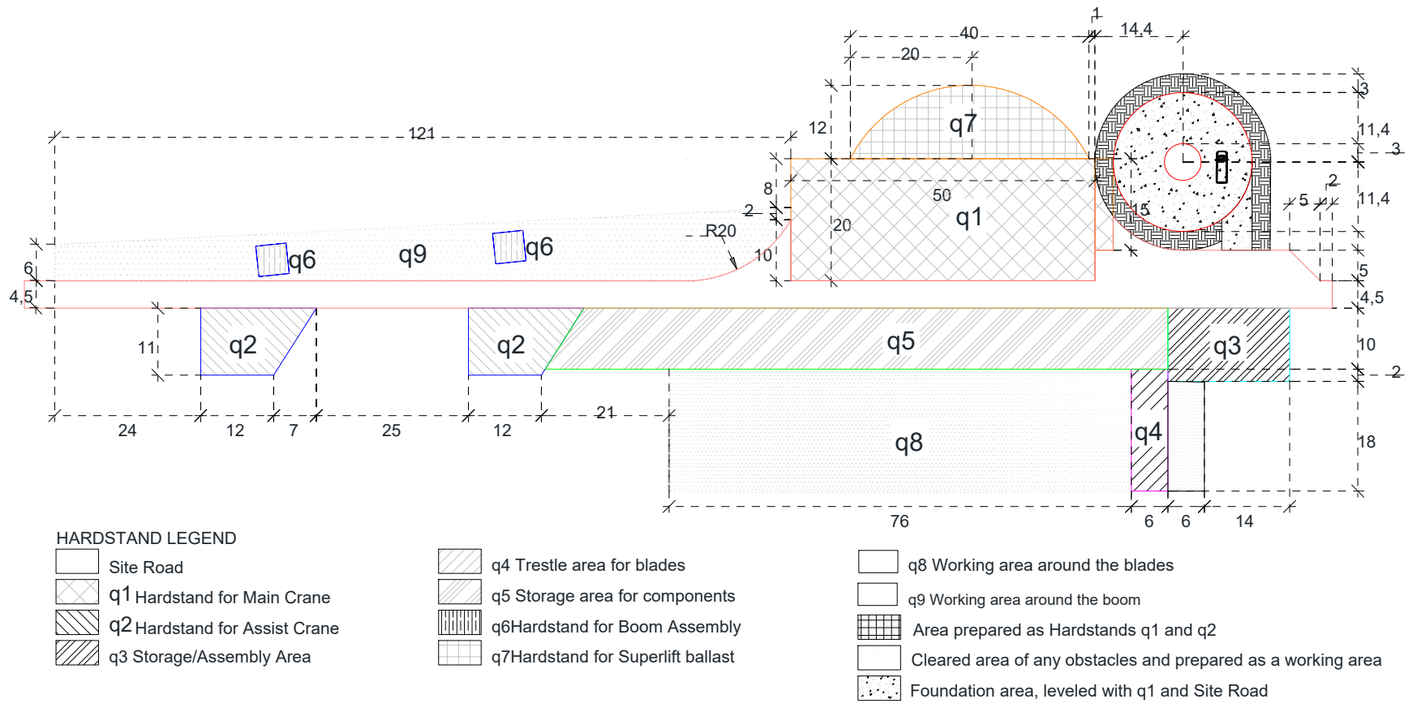

Figure 1: Example of Installation Area with modified rectangular Hardstand for the Main Crane (LG1750)

Area	Description	Max. fall	Area (m2)	Dimensions (m)	Maintenance	Relationship to other q areas
Road	Site road section from q1 to q2	≤0.25%		4,5	Permanent	Level with q1, q2, q3 and q5
q1	Hardstand for Main Crane	≤0.25%	1,045	(50 x 20) + (15 x 3)	Permanent	See comments below
q2	Hardstand for Assist Crane	1.5%	341	2x (12 x 11) + 77	Temporary	Ideally the q2 will be level with the site road, if not, then access for the assist crane must be provided.
q3	Storage/ Assembly Area	≤0.25%	240	20 x 12	Temporary	Level with site road, q4 and q5
q4	Trestle area for blades	≤0.25%	120	6 x 20	Temporary	Level with q3, q5 and q8
q5	Storage area for components	≤0.25%	975	(96 x 10) + 15	Temporary	Level with site road, q2, q3, q4 and q8
q6	Hardstand for boom assembly	≤0.25%	50 / 75	2x (5 x 5) or 3x (5 x 5)	Temporary	Level with or higher than q1.
q7	Hardstand for Superlift ballast	≤0.25%	336	12 x 40 – 12 x 12	Temporary	Level with q1
q8	Working area around the blades	≤0.25%	1.628	76 x 20 + 6 x 18	Temporary	Level with q4 and q5
q9	Working area around the boom	≤ 1.5%	835 or 810	885m² – (2x 5x5) or 885m² – (3x 5x5)	Temporary	Level with site road

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Figure 4.5: Typical Anemometer Mast

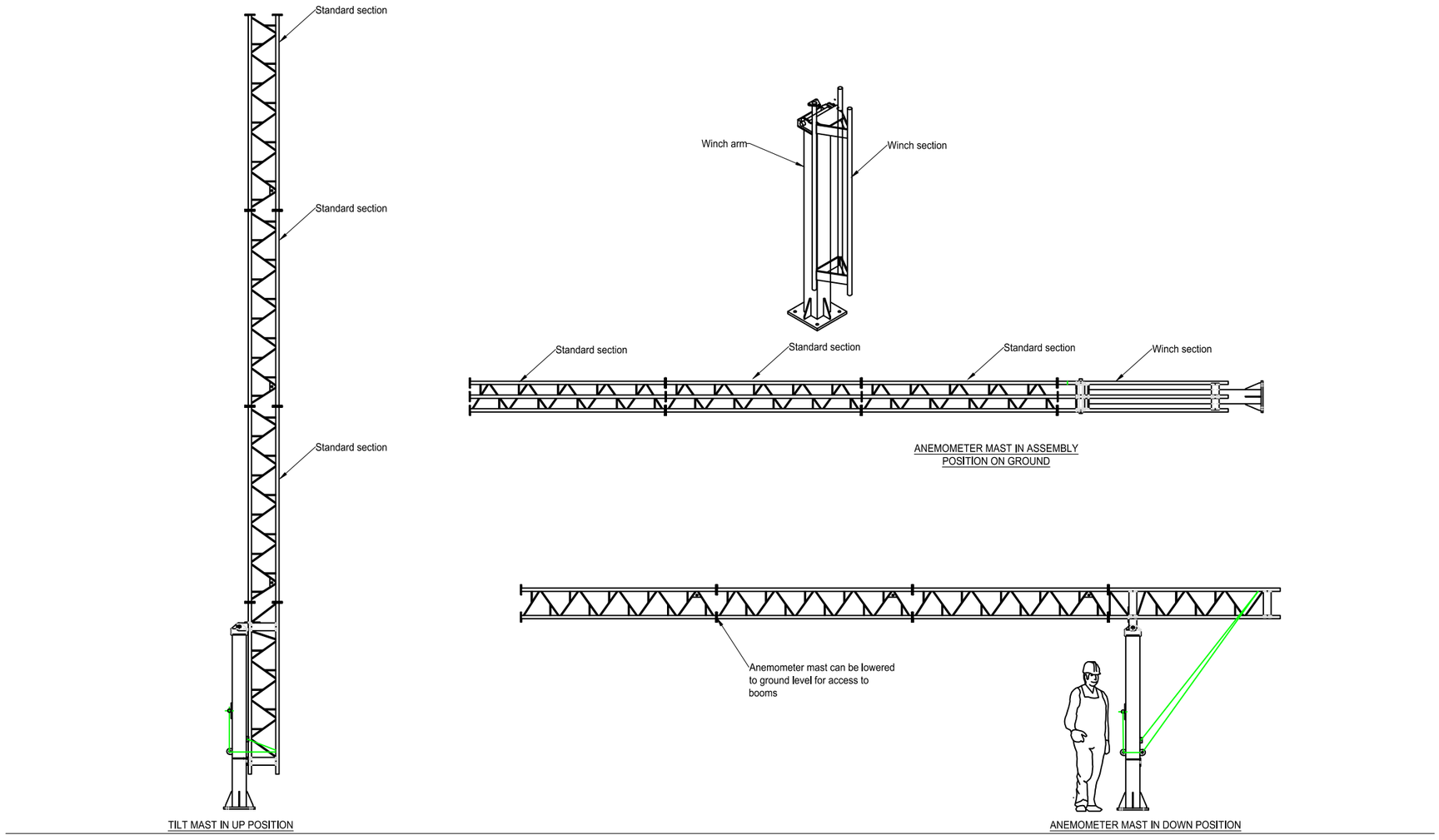

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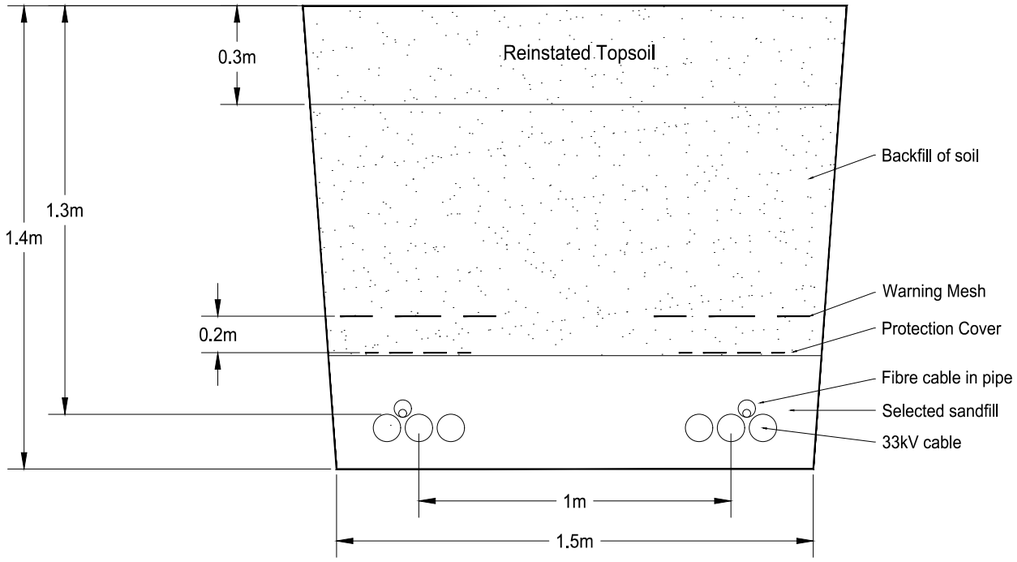
Figure 4.6: Typical Cable Trench



Typical Cable Trench

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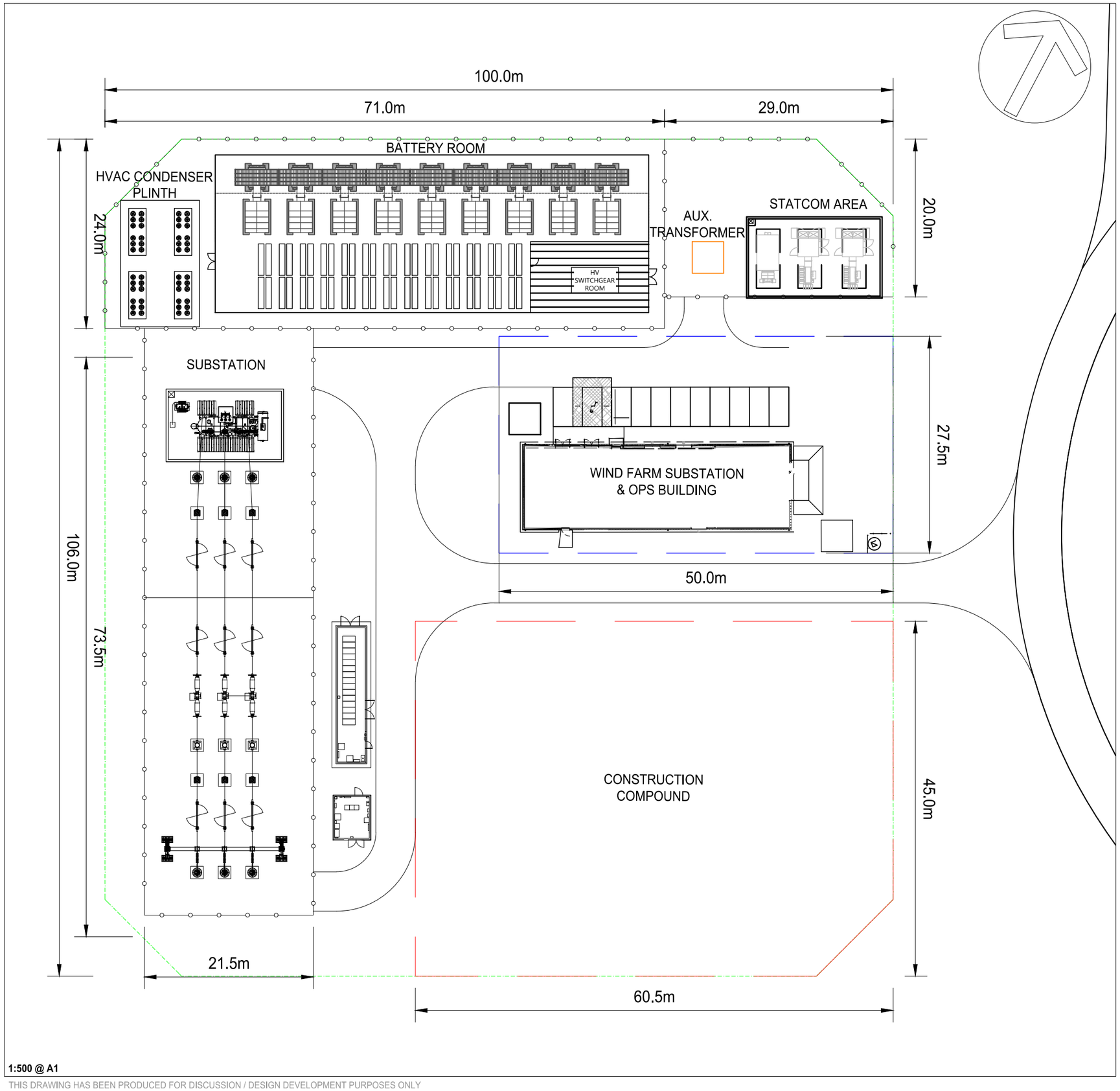
Figure 4.7a: Proposed Compound and Substation Layout



1:500 @ A1

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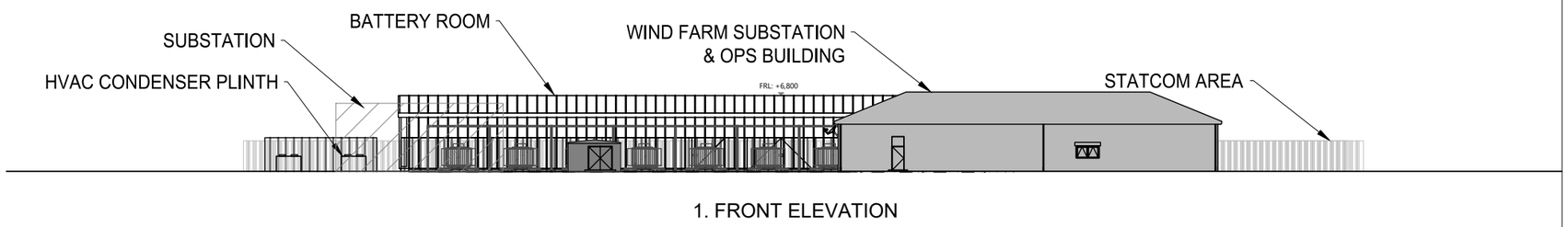
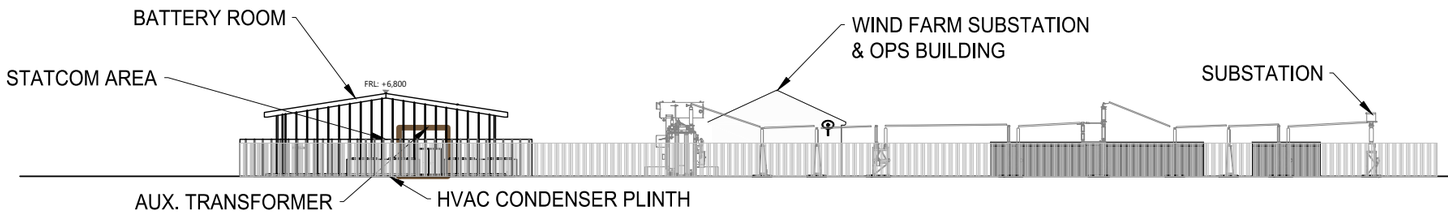
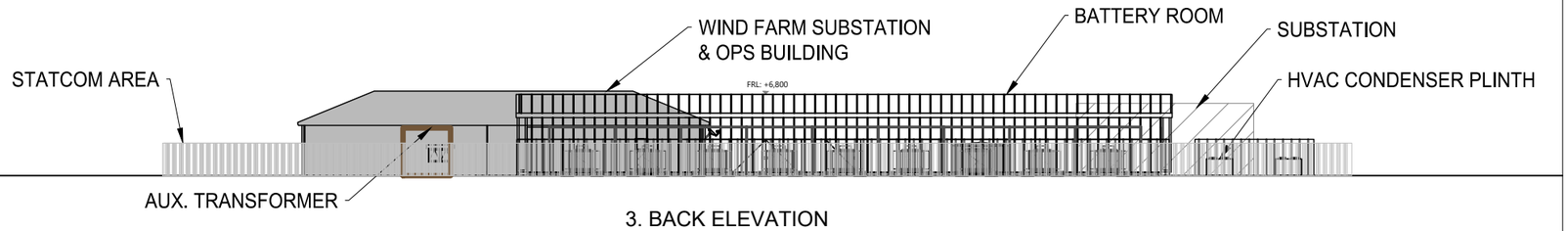
Figure 4.7b: Proposed Substation Elevations



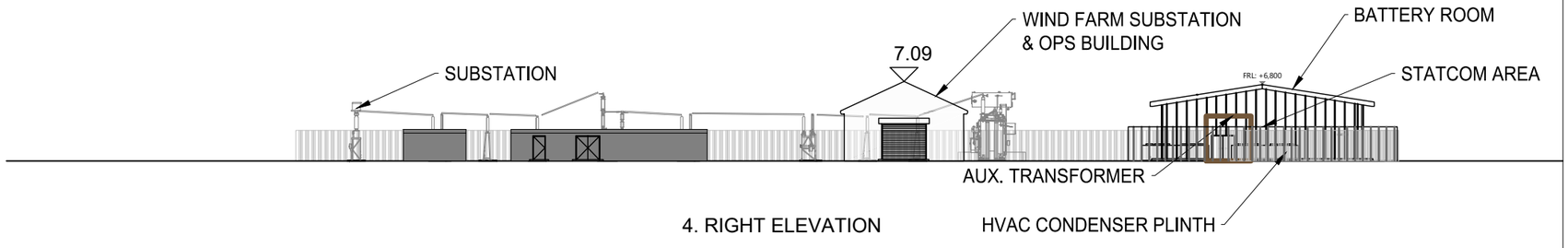
1. FRONT ELEVATION



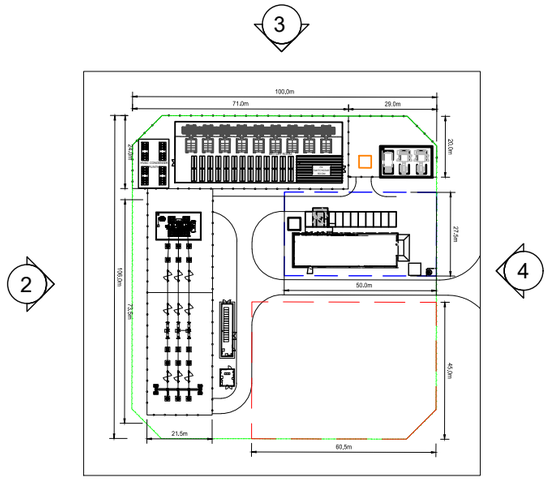
2. LEFT ELEVATION



3. BACK ELEVATION



4. RIGHT ELEVATION



KEY PLAN

1:500 @ A1

Drawing Reference: 104565

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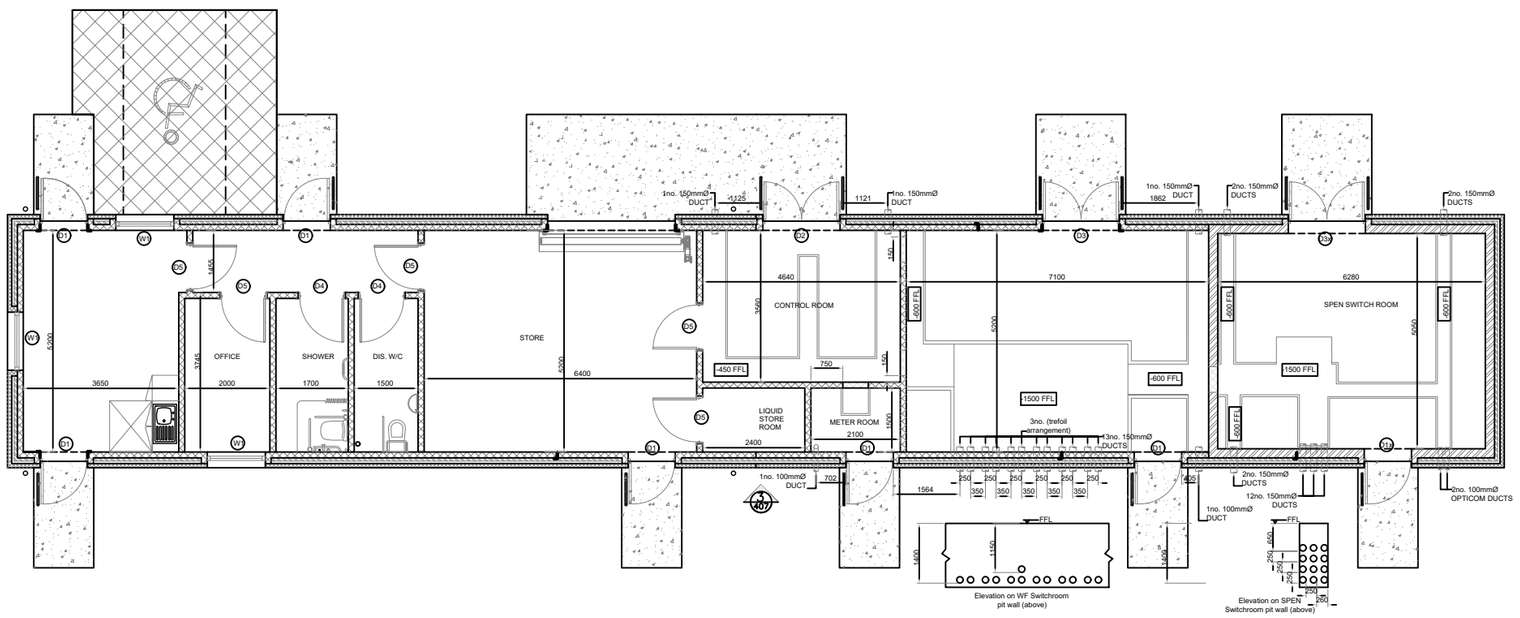
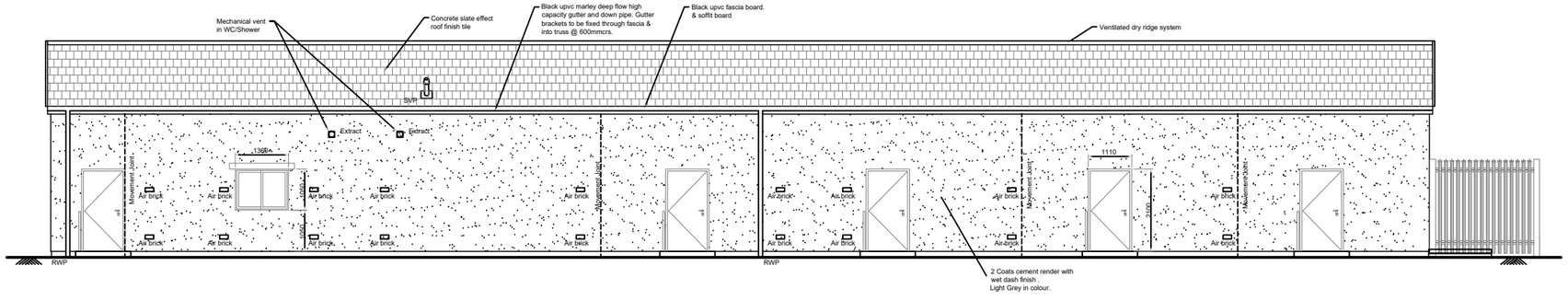
Figure 4.8: Typical Onsite Control Building - Plan and Elevation





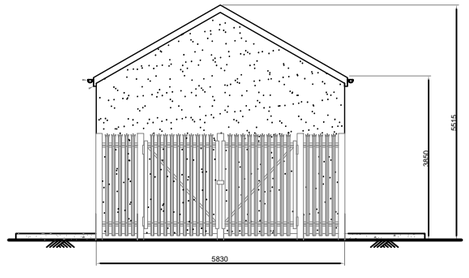


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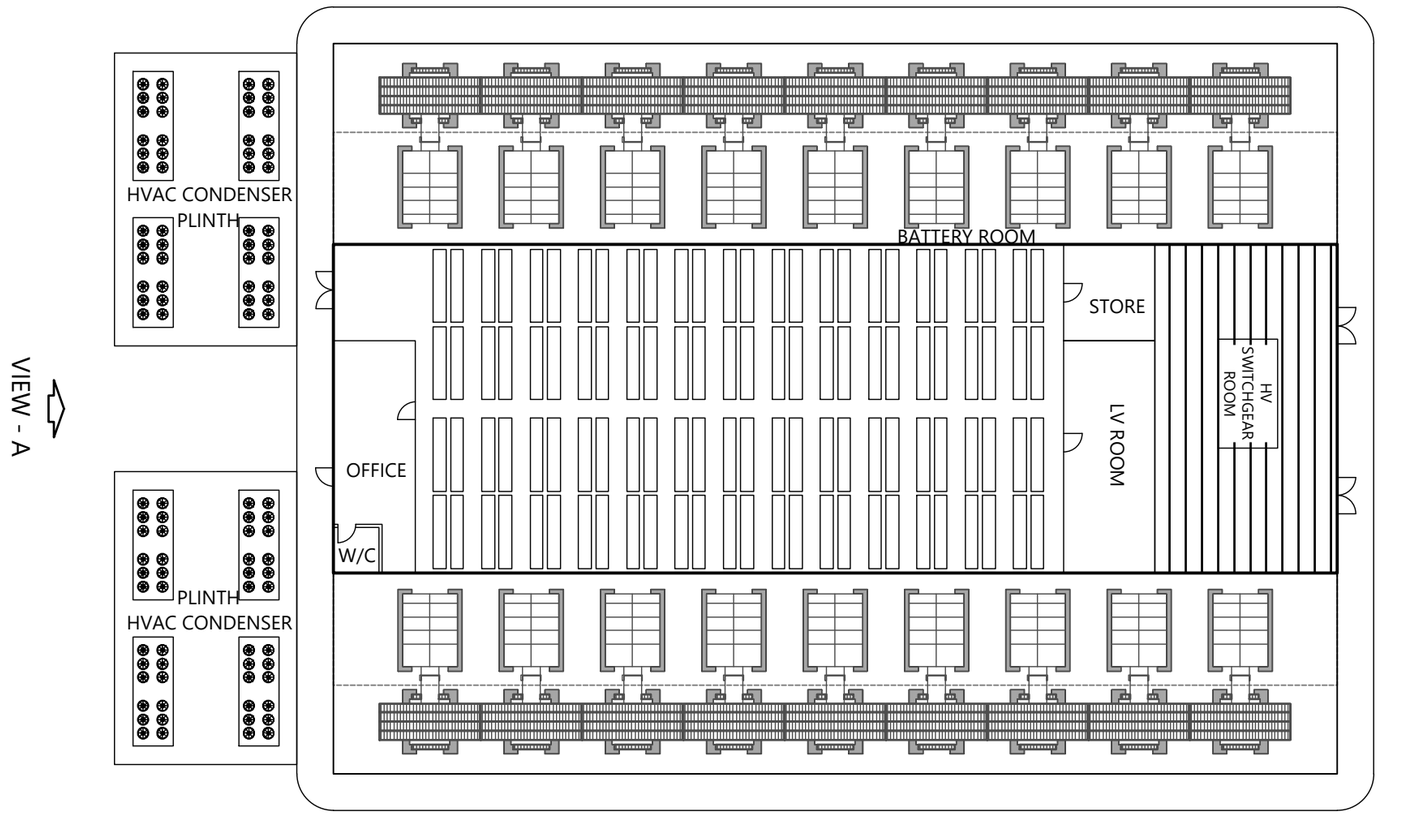
Figure 4.9: Typical Onsite Energy Storage Facility - Plan and Elevation



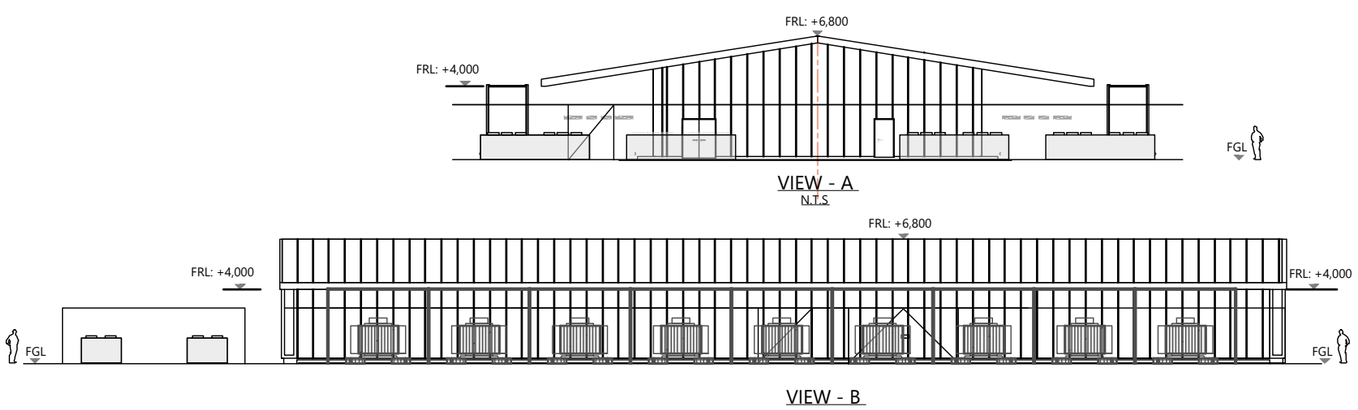


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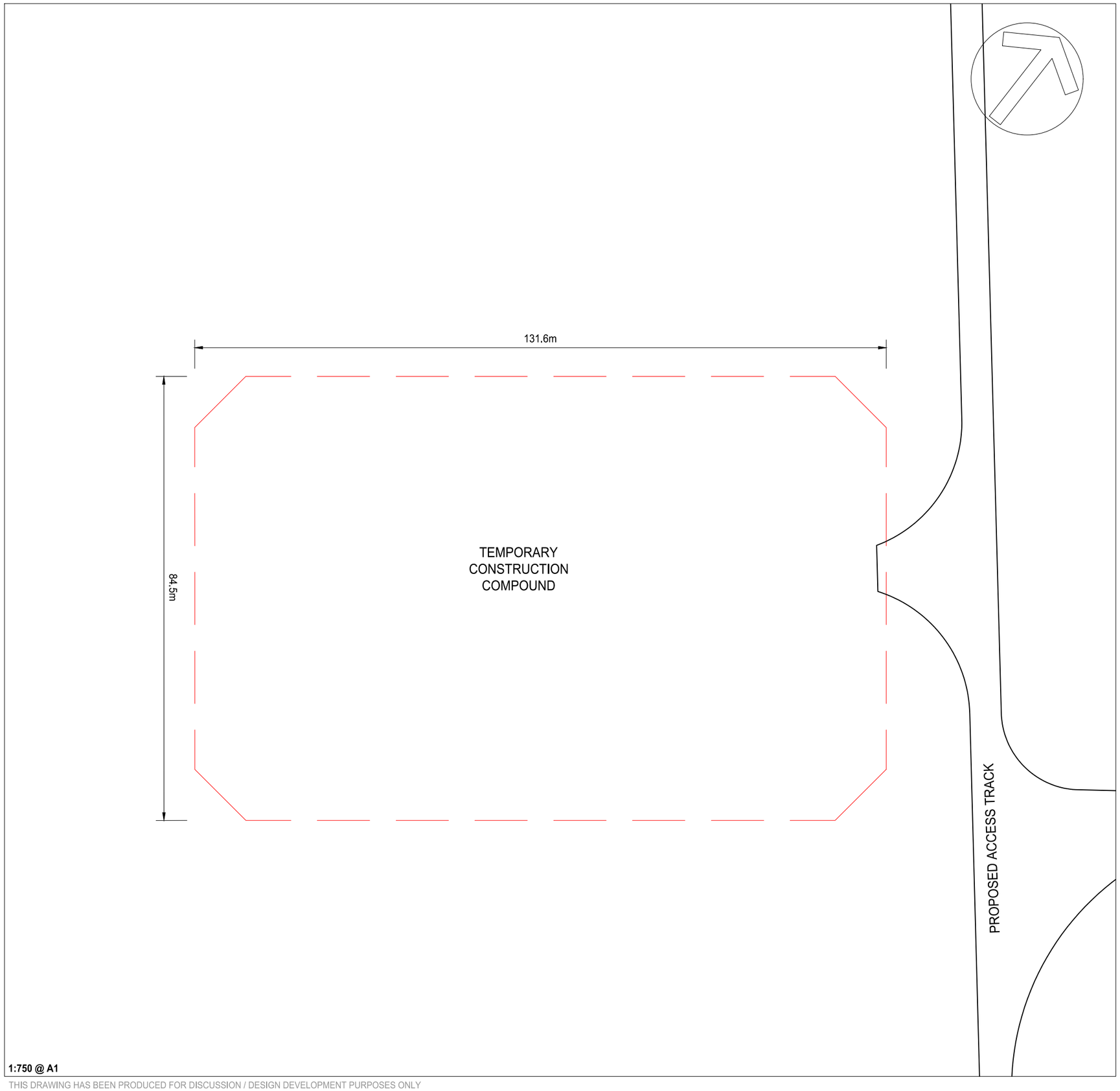
Figure 4.10: Proposed Construction Compound Layout



1:750 @ A1

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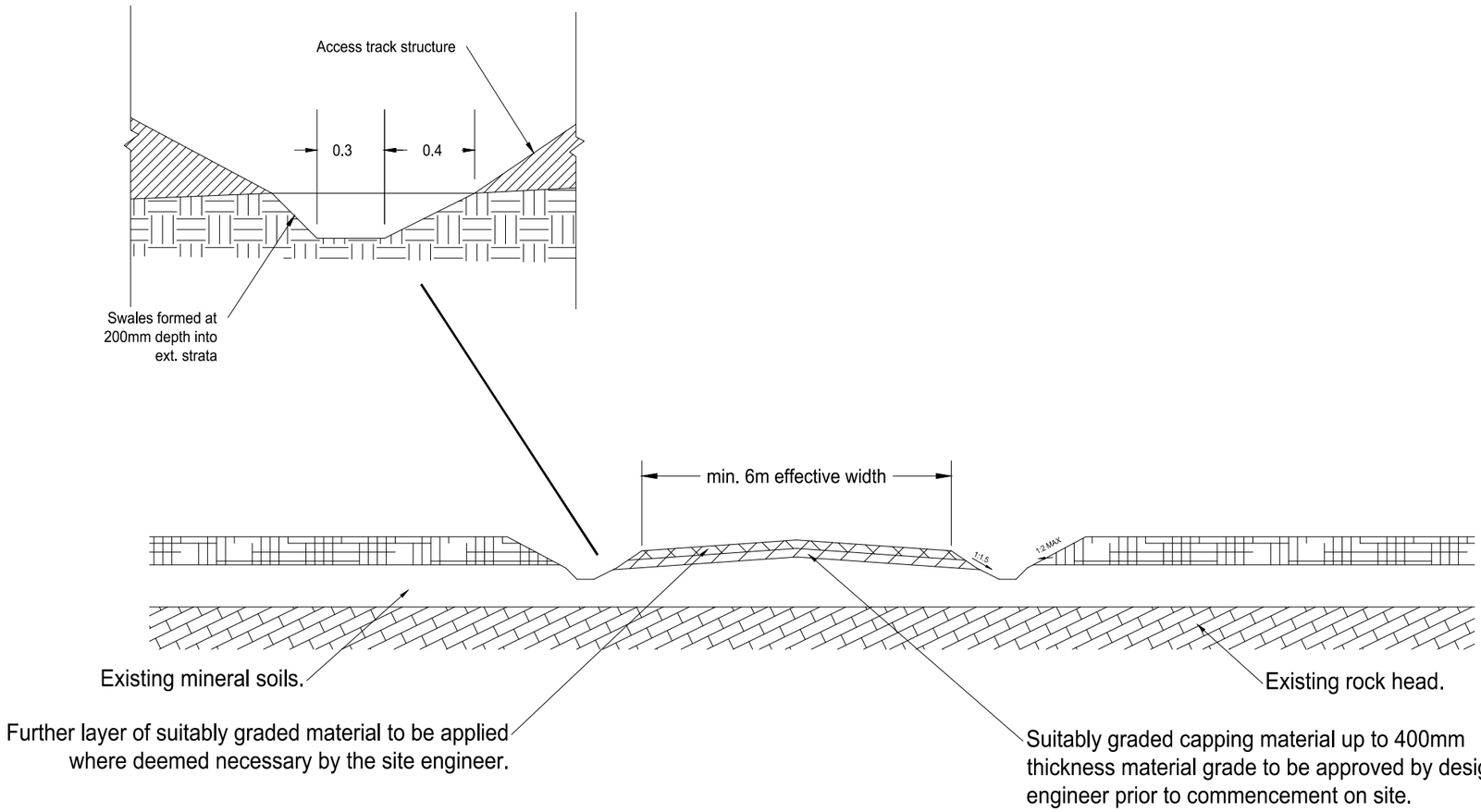
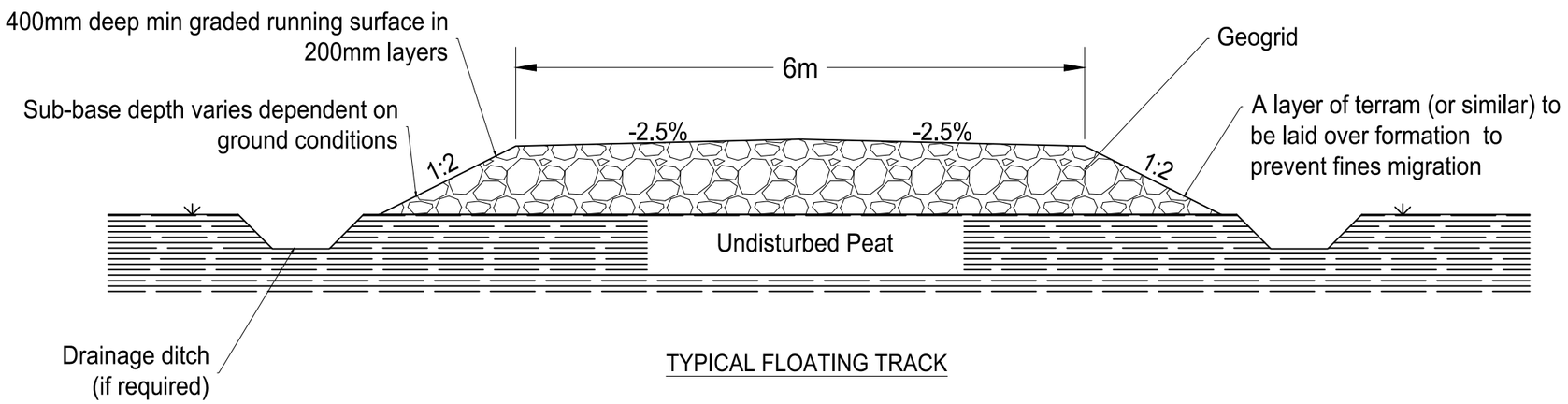
Figure 4.11: Typical Cut and Floating Track Details



TYPICAL TRACK FORMATION ON OVERBURDEN SOIL



TYPICAL FLOATING TRACK

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Figure 4.12: Indicative Junction Design on A83

KEY:

Proposed Junction

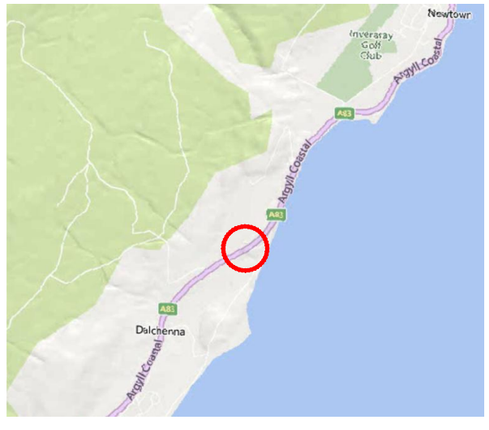

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Figure 4.13a: Indicative Junction Design on Upper Ave / A819

KEY:

- Proposed Junction
- 160m x 4.5m Visibility Splay

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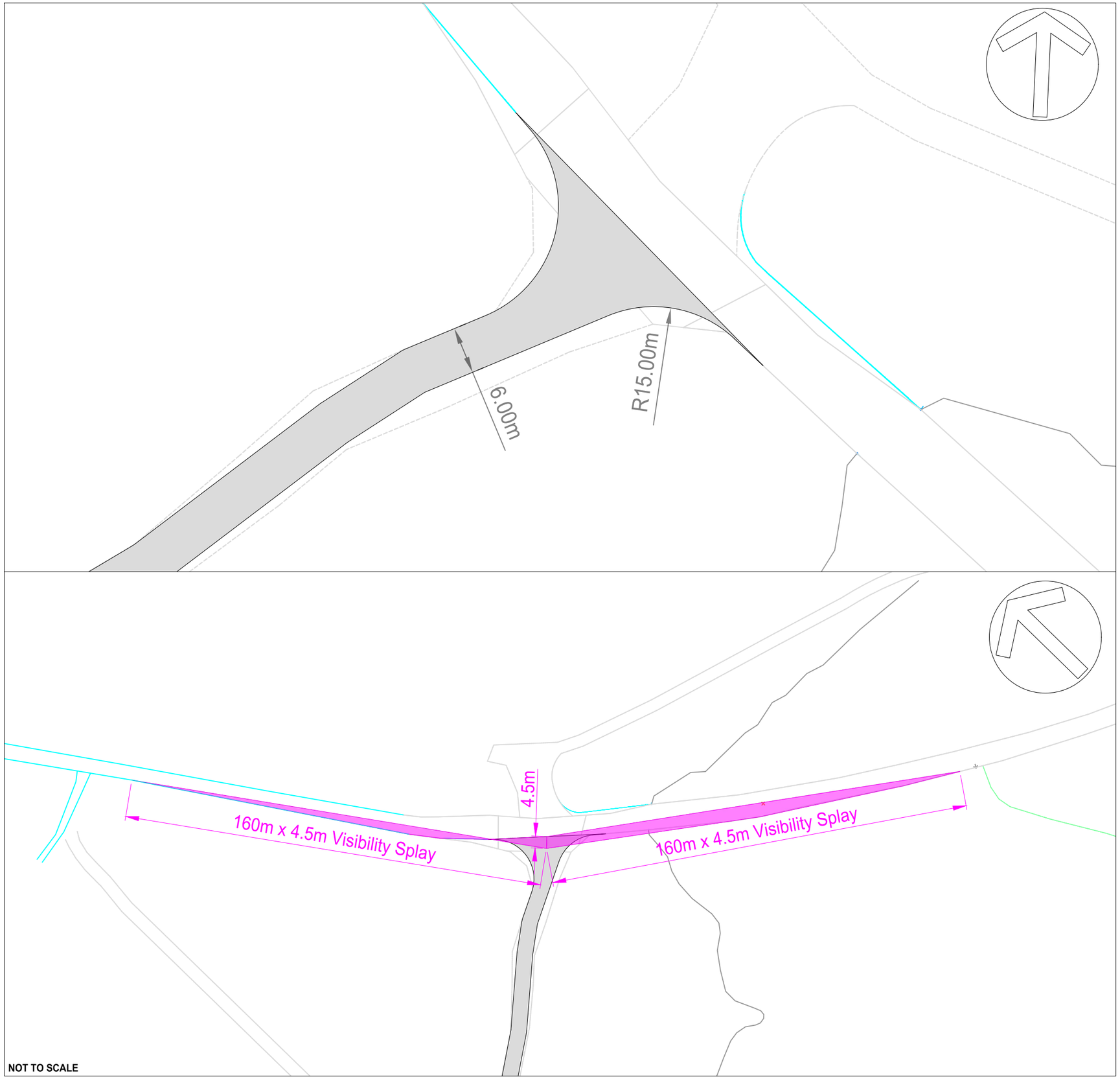
Figure 13b: Indicative Junction Design on A819

KEY:

- Proposed Junction
- 160m x 4.5m Visibility Splay



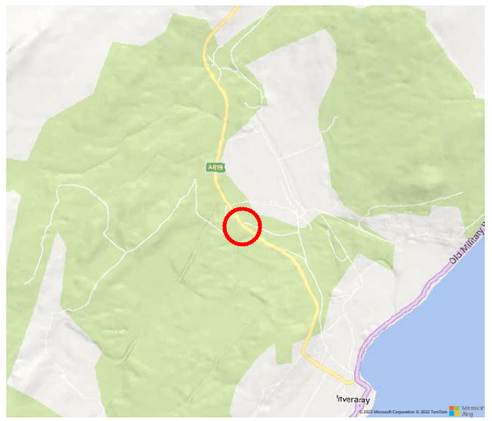


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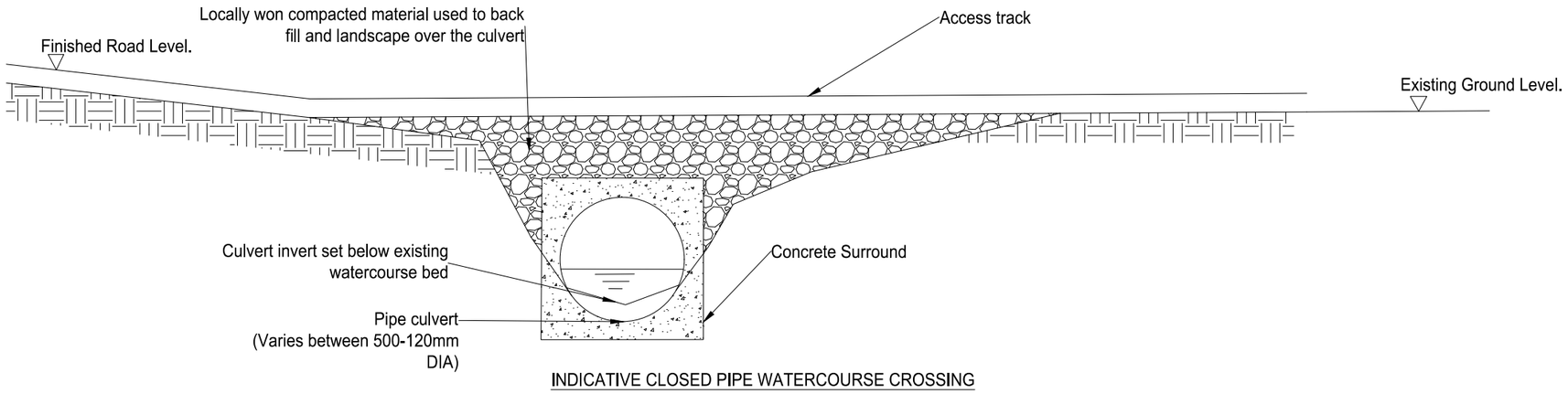
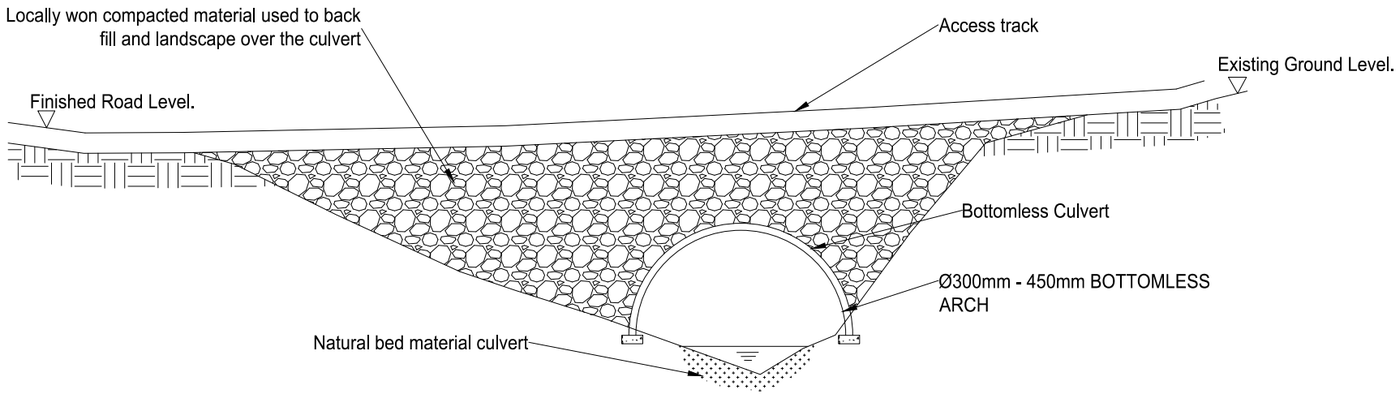
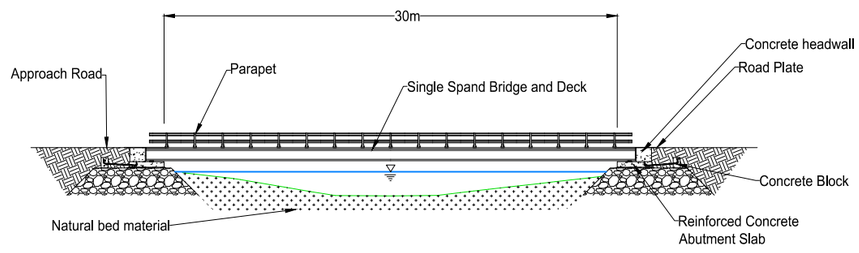
Figure 4.14: Typical Watercourse Crossing Methods



INDICATIVE CLOSED PIPE WATERCOURSE CROSSING



INDICATIVE BOTTOMLESS ARCH WATERCOURSE CROSSING



INDICATIVE SINGLE SPAN WATERCOURSE CROSSING

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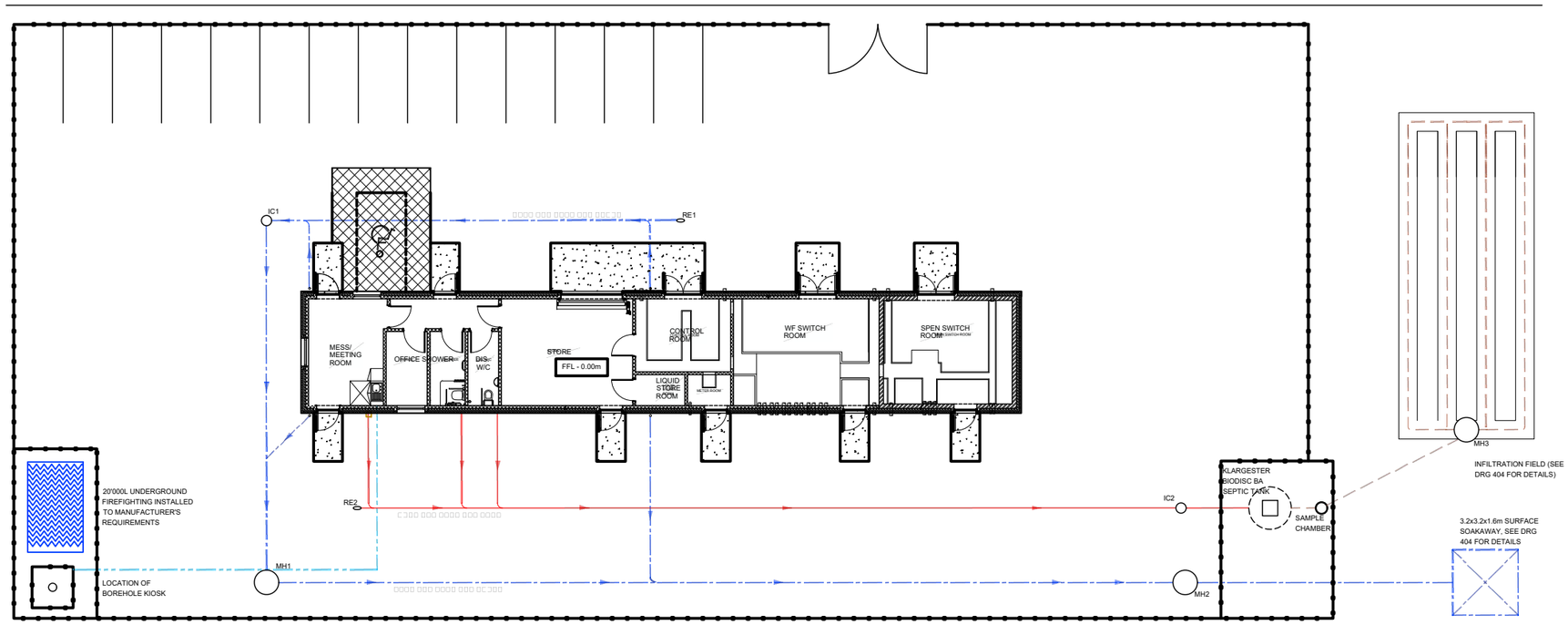
Figure 4.15: Drainage Design



Surface Drainage Pipe (D.N. 150mm UPVC) UNO

Foul Drainage Pipe (D.N. 110mm UPVC) UNO

Treated Drainage Pipe (D.N. 110mm UPVC) UNO

Borehole Water Supply

Inspection/Sample Chamber

Precast Manhole

RE Rodding Eye

Direction of Flow

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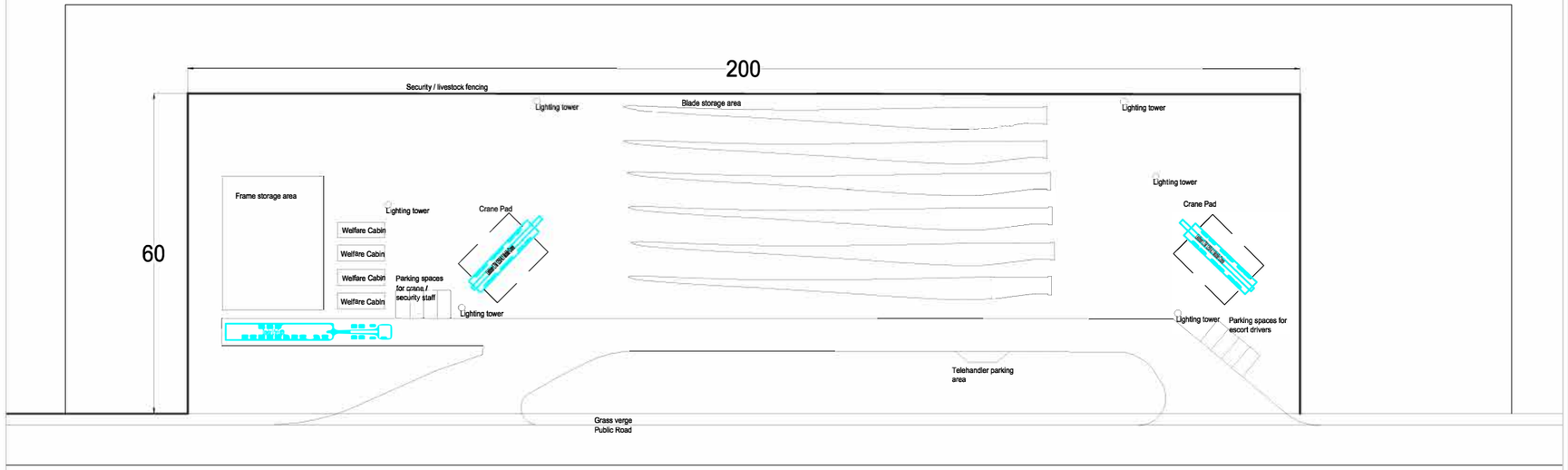
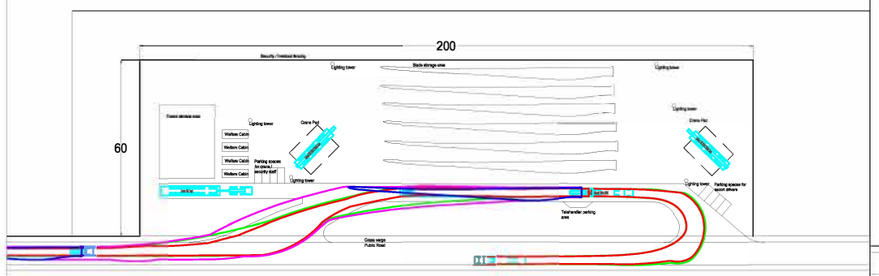
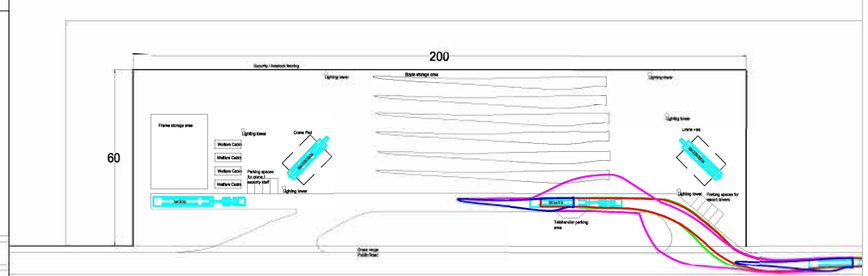
Figure 4.16: Indicative Blade Transfer Area Layout

Layout
Assumes
Blade Lifter
@ 60°





Superwing Carrier Delivery with blade in the flat position. Blade was delivered, unloaded and then empty trailer returns to point of origin.



Blade is lifted to the lifting trailer and then departs site with the blade tip elevated to 60 degrees.

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