

POI	Key Constraint	Details
31	<b>A920 Arnhall Cottages</b> 	<p>Loads will occupy the entire carriageway through the bend however no mitigation measures are required.</p>
32	<b>A920 Craighead</b> 	<p>Loads would continue west on the A920.</p> <p>Loads will oversail the northern verge on the inside of two right bends where vegetation should be trimmed.</p> <p>Prior to the first bend loads will oversail the southern verge where vegetation should be trimmed. One road sign and one utility pole should be removed.</p> <p>The loads will oversail both verges through the remainder of the section. No physical mitigation is required.</p> <p>The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.</p> <p>Swept path assessment SPA27 is included in Appendix B.</p>
33	<b>A920 Cairnford</b> 	<p>Loads would continue west on the A920.</p> <p>Loads will oversail the northern verge and southern verge. Loads should be placed on their higher suspension settings to avoid the need for verge re-profiling. These should be reset following the bend. Vegetation should be trimmed on both verges.</p> <p>Loads will oversail the southern verge through the bend where a land search is recommended to confirm the extent of the adopted boundary.</p> <p>The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.</p> <p>Swept path assessment SPA28 is included in Appendix B.</p>

POI	Key Constraint	Details
34	<b>A920 Waterside of Blairmore</b> 	<p>The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.</p>
35, 36	<b>A920 Greystonefolds</b> 	<p>Loads would continue along the A920.</p> <p>Loads will overrun and oversail into <b>third party land</b> to the south of the road where a load bearing surface should be laid. Fence and one utility pole should be removed. Third party land may be required to facilitate construction of the load bearing surface.</p> <p>Loads will overrun and oversail the southern verge of the following left bend where a load bearing surface should be laid, and vegetation cleared. <b>Third party land</b> will be required at this location.</p> <p>Loads will continue to oversail both verges through the remain section of bends.</p> <p>The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.</p> <p>It is recommended that a topographical survey is completed, and the swept path assessment repeated to confirm the required mitigation.</p> <p>Swept path assessment SPA30 is included in Appendix B.</p>
37	<b>A920 Easter Bodylair</b> 	<p>Loads would continue west on the A920.</p> <p>Loads will overrun and oversail the northern verge where a load bearing surface should be laid.</p> <p>Loads will oversail the southern verge, but no works are required.</p> <p>Swept path assessment SPA31 is included in Appendix B.</p>

POI	Key Constraint	Details
38	<b>A920 Wester Bodylair</b> 	<p>Loads will continue west on the A920 through a series of bends.</p> <p>Loads will straddle the centreline through the section. Escorts should hold oncoming vehicles in advance of the section.</p>
39, 40	<b>A920 Corsemaul Croft</b>  	<p>Loads will continue west on the A920 through a series of bends.</p> <p>Loads will straddle the centreline through the section. Escorts should hold oncoming vehicles in advance of the section.</p>
41	<b>A920 Raehutcheon</b> 	<p>The road surface was noted to be in a poor state of repair at this location. It is recommended that discussions are held with the roads authority to ensure repairs are completed prior to deliveries commencing.</p>

POI	Key Constraint	Details
42, 43	<b>A920 Bakebare</b>  	<p>Loads will continue west and north through the bends on the A920.</p> <p>Loads will oversail and overrun into <b>third party land</b> on the inside of the right bend where a load bearing surface should be laid. Detailed design on a topographical base will be required on a topographical base to confirm the required mitigation and bank reprofiling extents.</p> <p>Loads will continue to oversail both verges through the following bend where vegetation should be trimmed on the east and the blade tip will oversail the safety barrier on the west.</p> <p>Swept path assessment SPA32 is included in Appendix B.</p>
44	<b>A920 Coldhome</b> 	<p>Loads will continue west on the A920 at Coldhome.</p> <p>Loads will oversail both the inside and outside of the left bend. It is recommended that the swept path assessment is repeated on a topographical base map. It is strongly recommended that a third party land search for all areas is undertaken.</p> <p>Vegetation and trees should be removed. The ability of loads to oversail the safety barrier on the inside of the left bend should be confirmed during the test run.</p> <p>Swept path assessment SPA33 is included in Appendix B.</p>

POI	Key Constraint	Details
45, 46	<b>A920 Milltown of Auchindoun</b> 	<p>Loads will continue through Milltown of Auchindoun on the A920.</p> <p>It is recommended that the swept path assessment is repeated on a topographical base map to confirm the required mitigation.</p> <p>Loads will overrun and oversail into <b>third party land</b> to the south of the road where a load bearing surface should be laid. It will be necessary to build the land up at this location to form the required overrun area and detailed design will be required. One telegraph pole should be removed.</p> <p>Loads will continue to overrun and oversail the southern verge through the following left bend where a load bearing surface should be laid and potential <b>third party land</b> is required.</p> <p>It is recommended that a vertical assessment is completed on a topographical base plan to ensure adequate ground clearance is available for loads when transiting the section, or that clearances are reviewed in the test run when the haulier is selected.</p> <p>Swept path assessment SPA34 is included in Appendix B.</p>
47	<b>A920 Tullochallum</b> 	<p>Loads will continue west on the A920.</p> <p>Loads will occupy the entire carriageway through the section and oversail both verges. Vegetation should be trimmed.</p> <p>Escorts to hold oncoming vehicles in advance of the left turn at POI49.</p>
48	<b>A920 Tullochallum</b> 	<p>Loads will continue west on the A920.</p> <p>Loads will occupy the entire carriageway through the section and oversail both verges. Vegetation should be trimmed.</p> <p>Escorts to hold oncoming vehicles in advance of the left turn at POI49.</p>

POI	Key Constraint	Details
49	<b>A920 / A941 Junction Bridge of Burnend</b> 	<p>Loads would exit the A920 and turn right to join the southbound A941.</p> <p>Loads will oversail the northern verge of the A920 on approach to the junction.</p> <p>Loads will overrun and oversail the verge on the inside of the left bend. A load bearing surface should be laid. Detailed design on a topographical base will be required to confirm the extent of mitigation. <b>Third party land</b> will be required. The drainage ditch should be culverted, and trees and vegetation cleared. Two traffic bollards should be removed.</p> <p>Loads will overrun and oversail the western verge of the A941 where a load bearing surface should be laid, and one road sign removed.</p> <p>Swept path assessment SPA35 is included in Appendix B.</p>
50	<b>A941 South of Bridge of Burnend</b> 	<p>Loads would continue south on the A941.</p> <p>Loads will overrun and oversail the verge on the inside of the left bend where a load bearing surface should be laid, and vegetation cleared.</p> <p>Loads will overrun and oversail the inside of the right bend where a load bearing surface should be laid, and the fence removed. Trees and vegetation should be cleared. <b>Third party land</b> is required.</p> <p>Swept path assessment SPA36 is included in Appendix B.</p>
51	<b>A941 Tomnoan</b> 	<p>Loads will continue south on the A941.</p> <p>Loads will overrun and oversail the western verge where a load bearing surface should be laid.</p> <p>Loads will oversail the eastern verge but no works are required.</p> <p>Swept path assessment SPA51 is included in Appendix B.</p>

POI	Key Constraint	Details
52, 53	<b>A941 South of Tomnoan</b> 	<p>Loads will continue south on the A941.</p> <p>Loads will oversail the inside verge of the left bend where vegetation should be trimmed before oversailing both verges through the following right bend.</p> <p>It is recommended that a land search is completed to confirm the extent of adopted boundary on the western verge through the right bend. Potential <b>third party land</b> is required.</p> <p>Swept path assessment SPA38 is included in Appendix B.</p>
54	<b>A941 Gallow Hill</b> 	<p>Loads will continue south on the A941 past Gallow Hill.</p> <p>Loads will oversail both verges through the section.</p> <p>Loads will overrun the verge on the outside of the right bend. A load bearing surface should be laid and one traffic bollard should be removed. One road sign should be removed from the western verge.</p> <p>Swept path assessment SPA39 is included in Appendix B.</p>
55	<b>A941 Rows Cottage</b> 	<p>The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.</p>
56	<b>A941 North of Laggan</b> 	<p>Loads will continue south on the A941.</p> <p><i>The OS mapping does not accurately represent the road network as noted on site. An indicative road edge has been provided for illustration only and should be confirmed during the test run or through a topographical survey.</i></p> <p>Loads will oversail both verges through the section without the requirement for physical mitigation.</p> <p>Swept path assessment SPA40 is included in Appendix B.</p>

POI	Key Constraint	Details
57	<b>A941 Blackfolds</b> 	<p>Loads will continue south on the A941.</p> <p>Loads will oversail both verges through the section.</p> <p>Sections of fence should be removed on the eastern verge and <b>third party land</b> is required.</p> <p>Swept path assessment SPA41 is included in Appendix B.</p>
58	<b>A941 Bridgehaugh</b> 	<p>Loads will continue south on the A941 at Bridgehaugh.</p> <p>Loads will oversail both verges through the first bend where a section of barrier should be removed on the eastern verge.</p> <p>Loads will overrun and oversail the verge on the outside of the second bend where a load bearing surface should be laid. One traffic bollard and the crash barrier should be removed.</p> <p>Loads will oversail the western verge before the second bend where vegetation should be removed.</p> <p>Swept path assessment SPA58 is included in Appendix B.</p>
59	<b>A941 South of Bridgehaugh</b> 	<p>Loads will continue south on the A941.</p> <p>Loads will oversail both verges through the section with no requirement for physical mitigation.</p>
60, 61	<b>A941 Glacks of Balloch</b> 	<p>Loads will continue east on the A941.</p> <p>Loads will oversail both verges through the initial left bend where land searches should be completed to confirm the extent of adopted boundary. <b>Third party land</b> may be required.</p> <p>Loads will oversail both verges through the following right bend and overrun the south western verge where a load bearing surface should be laid. Vegetation should be removed.</p> <p>Swept path assessment SPA43 is included in Appendix B.</p>

POI	Key Constraint	Details
62	<p><b>A941 Glacks of Balloch</b></p> 	<p>It is recommended that the road is widened to meet manufacturer standards.</p> <p>The road surface was noted to be in a poor state of repair at this location. It is recommended that discussions are held with the roads authority to ensure repairs are completed prior to deliveries.</p>
63	<p><b>A941 Ballochford</b></p> 	<p>Loads will continue south on the A941.</p> <p>Loads will oversail both verges through the bend.</p> <p>Loads will overrun and oversail the western verge where a load bearing surface should be laid and potential <b>third party land</b> may be required to allow for construction works.</p> <p>Swept path assessment SPA44 is included in Appendix B.</p>
64	<p><b>A941 Ballochford</b></p> 	<p>Loads will continue through the constrained section at Ballochford.</p> <p>It is recommended that a topographical survey is completed, and the swept path assessment repeated to confirm the required mitigation.</p> <p>Loads will overrun and oversail the western verge through the left bend where a load bearing surface should be laid, and the fence removed. <b>Third party land</b> is required. Trees should be trimmed.</p> <p>Loads will overrun and oversail the inside of the left bend where a load bearing surface should be laid. Trees should be cleared and <b>third party land</b> is required.</p> <p>Loads will overrun and oversail the inside of the right bend where a load bearing surface should be laid. Trees should be cleared, and the fence removed. <b>Third party land</b> is required.</p> <p>Loads will overrun and oversail the eastern verge on the outside of the right bend when exiting the section. A load bearing surface should be laid, and detailed design will be required to confirm the required mitigation. Bank reprofiling will be required and further <b>third party land</b> may be required to provide the mitigation.</p> <p>Swept path assessment SPA45 is included in Appendix B.</p>

POI	Key Constraint	Details
65	<p><b>A941 Bridge of Rhinturk</b></p> 	<p>Loads will continue south east on the A941</p> <p>The road should be widened to meet manufacturer minimum standards of 4.5m. It is recommended that a topographical survey is completed and the swept path assessment repeated.</p> <p>Loads will oversail both verges on approach before overrunning the eastern verge on the outside of the bend where a load bearing surface will be required. Detailed design will be required to confirm the extent of works. Bank reprofiling will be required and tree removal. <b>Third party land</b> is required.</p> <p>Bollards should be removed on the western verge.</p> <p>Swept path assessment SPA46 is included in Appendix B.</p>
66, 67	<p><b>A941 Rhinturk</b></p> 	<p>Loads will continue south east on the A941</p> <p>The road should be widened to meet manufacturer minimum standards of 4.5m.</p> <p>Loads will oversail both verges through the section.</p> <p>The fence should be removed on the eastern verge and <b>third party land</b> is required.</p> <p>Swept path assessment SPA47 is included in Appendix B.</p>
68	<p><b>A941 Possible Site Access</b></p> 	<p>A new access junction could be created at this location to meet manufacturer standards.</p> <p>The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.</p>

POI	Key Constraint	Details
69	<p><b>A941 Rhinturk</b></p> 	<p>Loads will continue south east on the A941</p> <p>The road should be widened to meet manufacturer minimum standards of 4.5m.</p> <p>Loads will oversail both verges through the section. An overrun area is required in the north eastern verge on the outside of the right bend. A load bearing surface should be laid.</p> <p>Detailed design on a topographical survey base is required to confirm the mitigation. Verge reprofiling will be required along the removal of a stone wall. <b>Third party land</b> is required.</p> <p>Swept path assessment SPA48 is included in Appendix B.</p>
70	<p><b>A941 Possible Site Access</b></p> 	<p>A new access junction could be created at this location to meet manufacturer standards.</p> <p>The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.</p>
71	<p><b>A941 Possible Site Access</b></p> 	<p>A new access junction could be created at this location to meet manufacturer standards.</p> <p>The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.</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 caseloads at each location.

The colours illustrated on the swept paths are:

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

Where mitigation works are required, the extents of overrun and oversail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source. Please note that PF cannot accept liability for errors on the mapping data source, be that OS base mapping or client supplied data.

### 3.5 Weight Review

A weight review has been undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website [www.esdal.com](http://www.esdal.com).

All of the relevant ESDAL contacts are noted in Table 3 and all have been contacted to ascertain if there are any relevant constraints that should be noted.

Table 3: ESDAL Contacts

Organisation	Email Address
Police Scotland	osdwindfarmabnormalloads@scotland.pnn.police.uk
Network Rail	Abloadsedal@networkrail.co.uk
Historic Rail Estate	rsgbrb@jacobs.com
Scottish Canals	SCAbnormal.Loads@scottishcanals.co.uk
Dundee City Council	mark.cobb@dundeecity.gov.uk
Aberdeenshire Council	abnormal.loads@aberdeenshire.gov.uk
Moray Council	abloads@moray.gov.uk
Transport Scotland	Paul.Winn@transport.gov.scot
Bear North East	abnormal-load@bearsotland.co.uk

The responses from the ESDAL search are contained in Appendix C.

### 3.6 Land Ownership

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. In these locations, the general rule is that the area of adoption is between established fence / hedges lines or a maximum 2m from the road edge. This can vary between areas and location.

### 3.7 Summary Issues

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

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

The developer should undertake the necessary land negotiations and obtain the rights and permits to upgrade the roads as appropriate. The liaison with overhead utility providers and an ecological review of the tree canopy should be undertaken.

## 4 Summary

### 4.1 Summary of Access Review

PF has been commissioned by Statkraft 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.

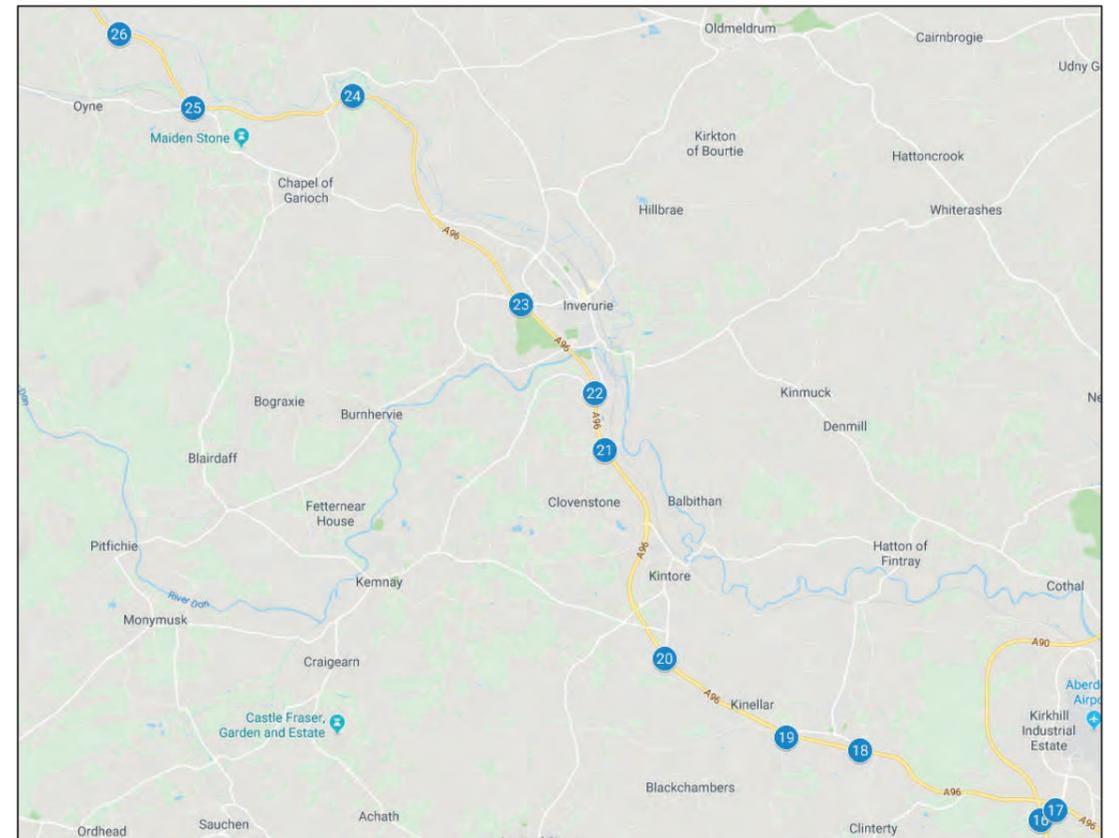
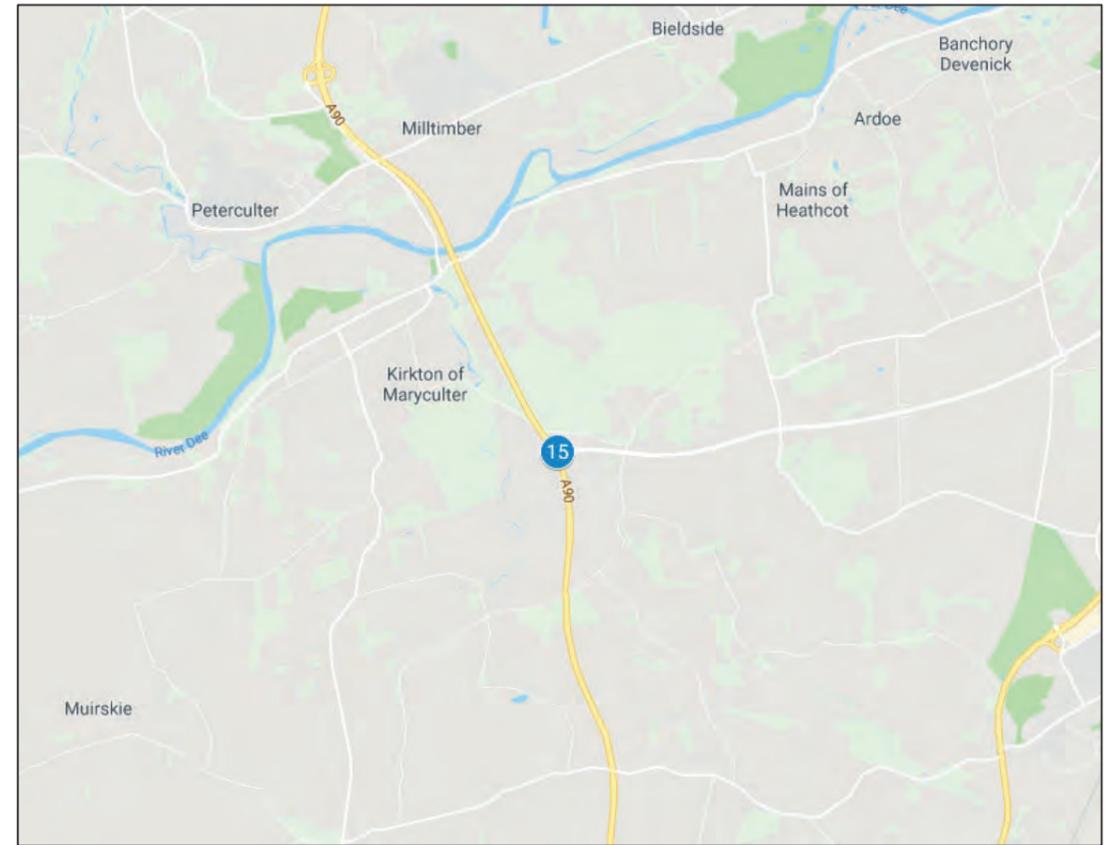
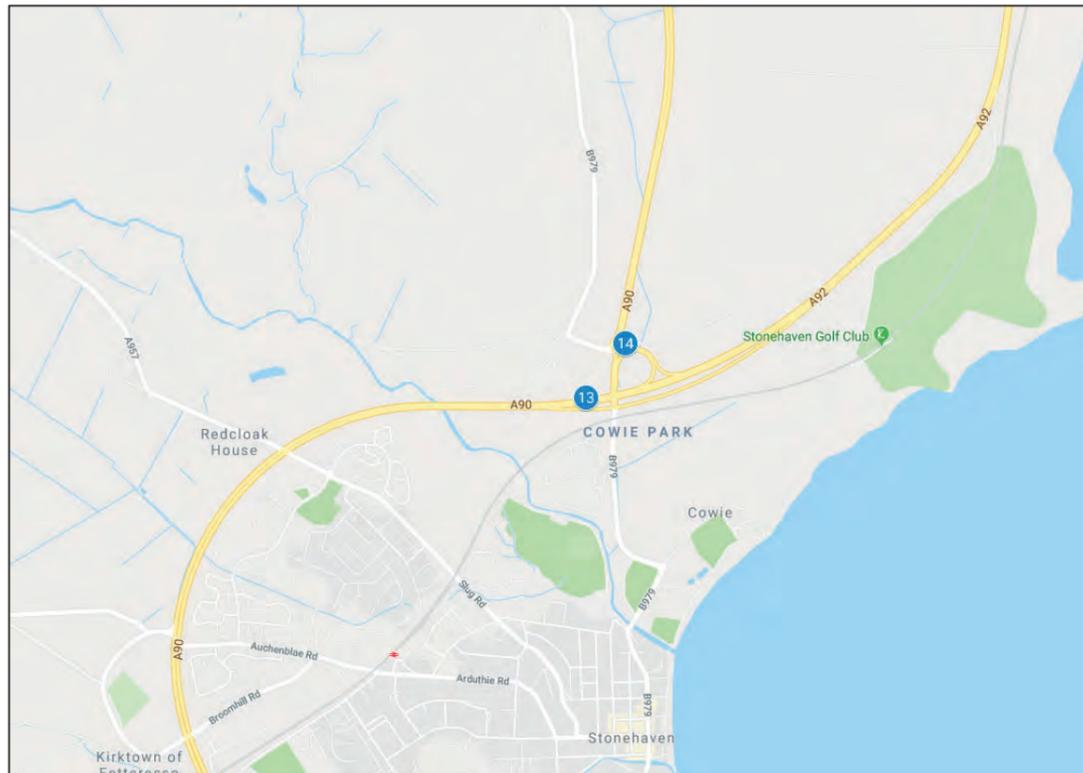
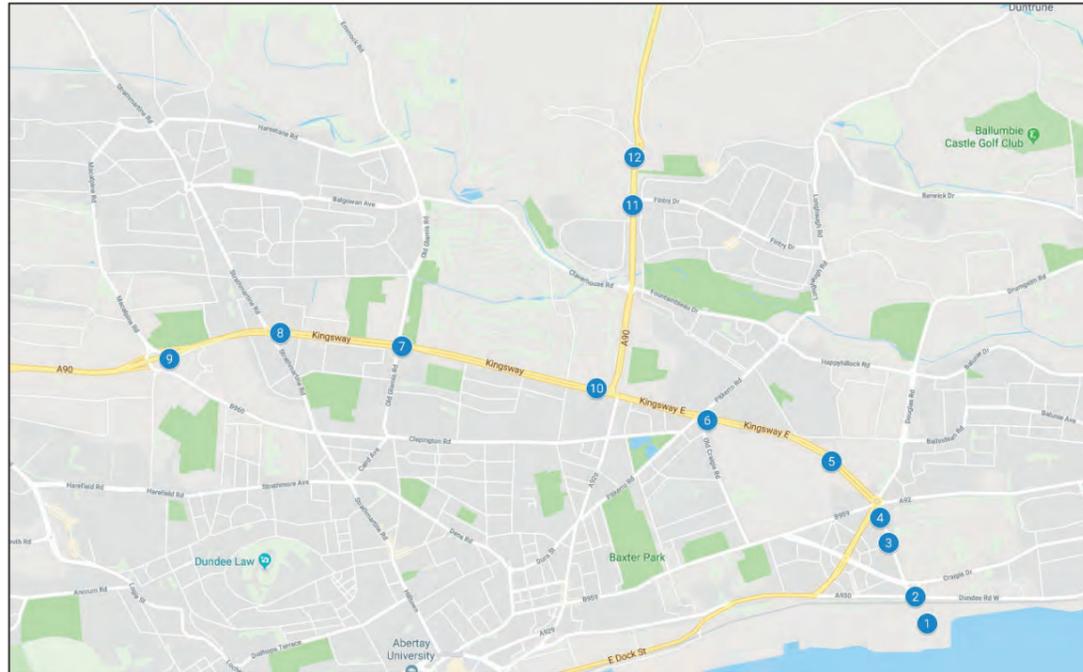
The report is presented to Statkraft for consideration. Various road modifications and interventions are required to successfully access the site. If these are assessed, approved and undertaken, access to the consented wind farm site is considered feasible.

### 4.2 Further Actions

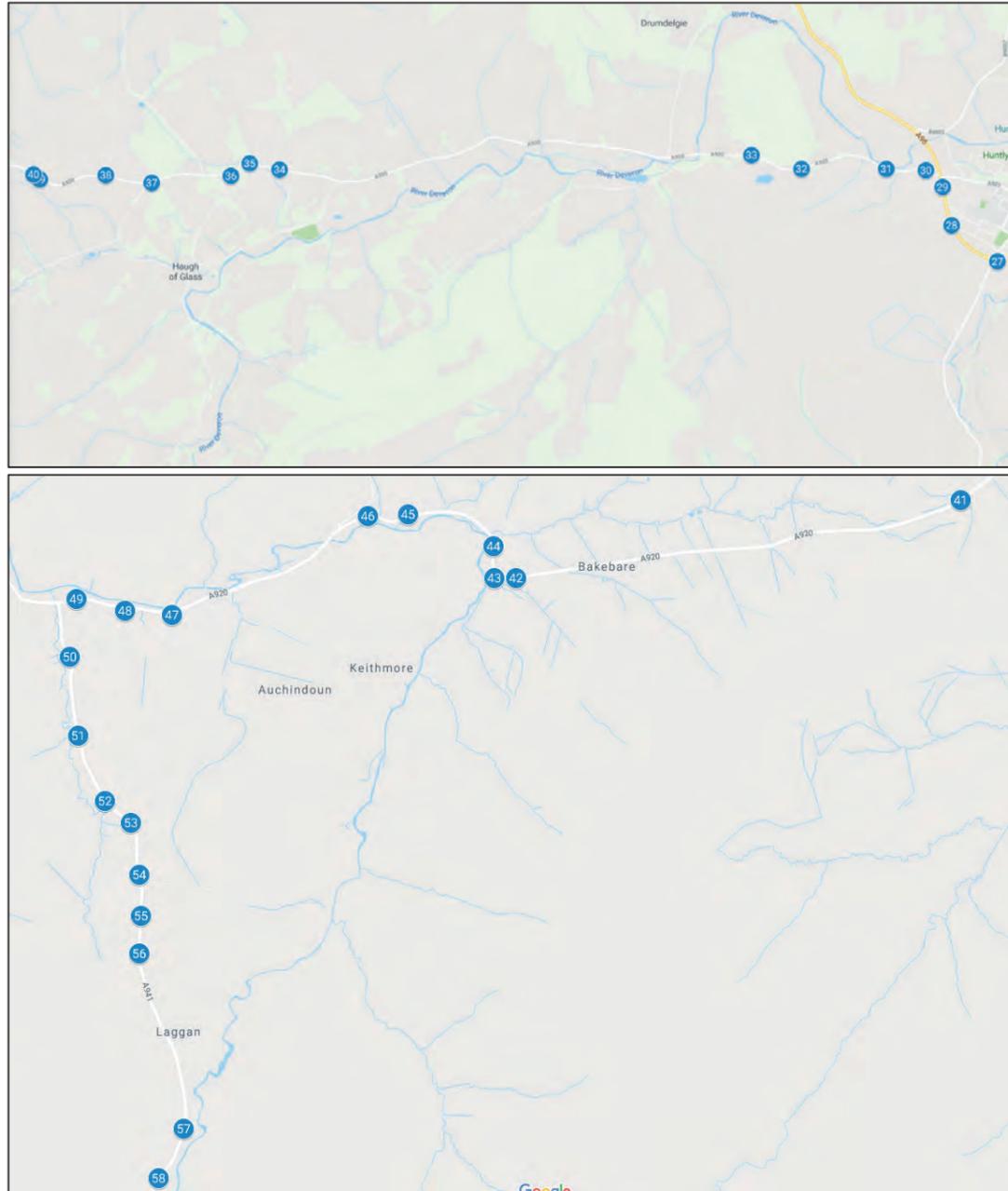
The following actions are recommended to pursue the transport and access issues further:

- Obtain the necessary land rights;
- Prepare detailed mitigation design proposals to help inform consultee / licence discussions;
- Undertake discussions 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.

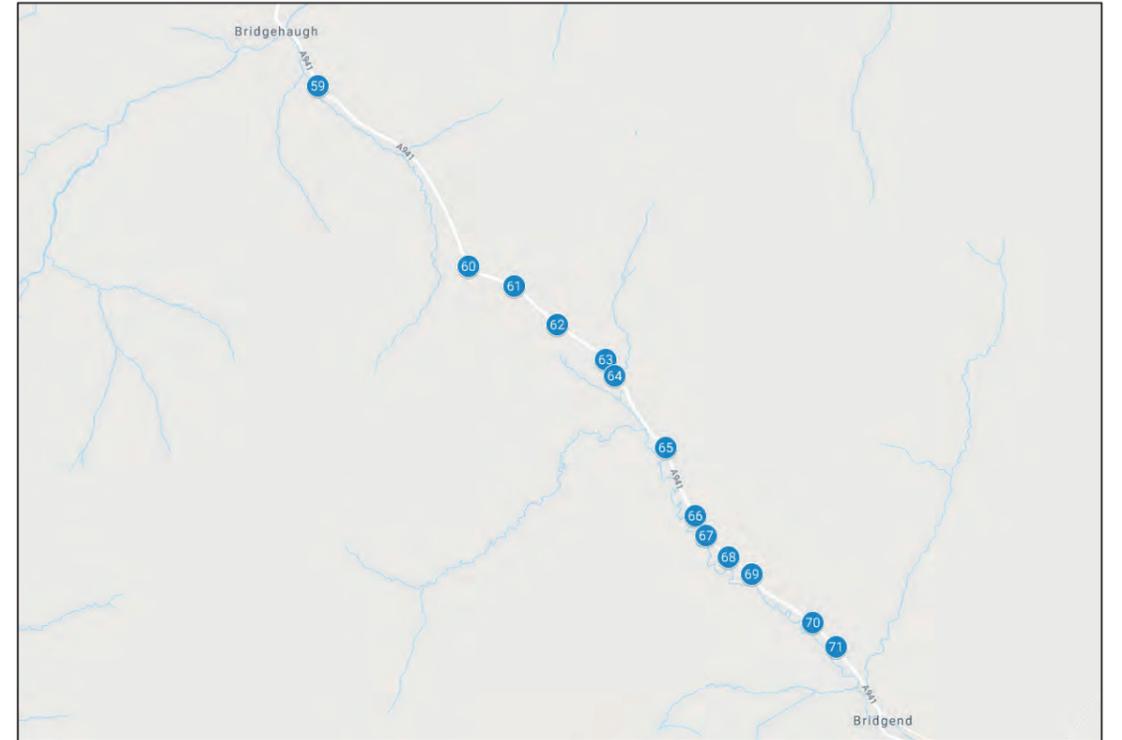
## Appendix A Points of Interest Locations



Craig Watch Wind Farm RSR

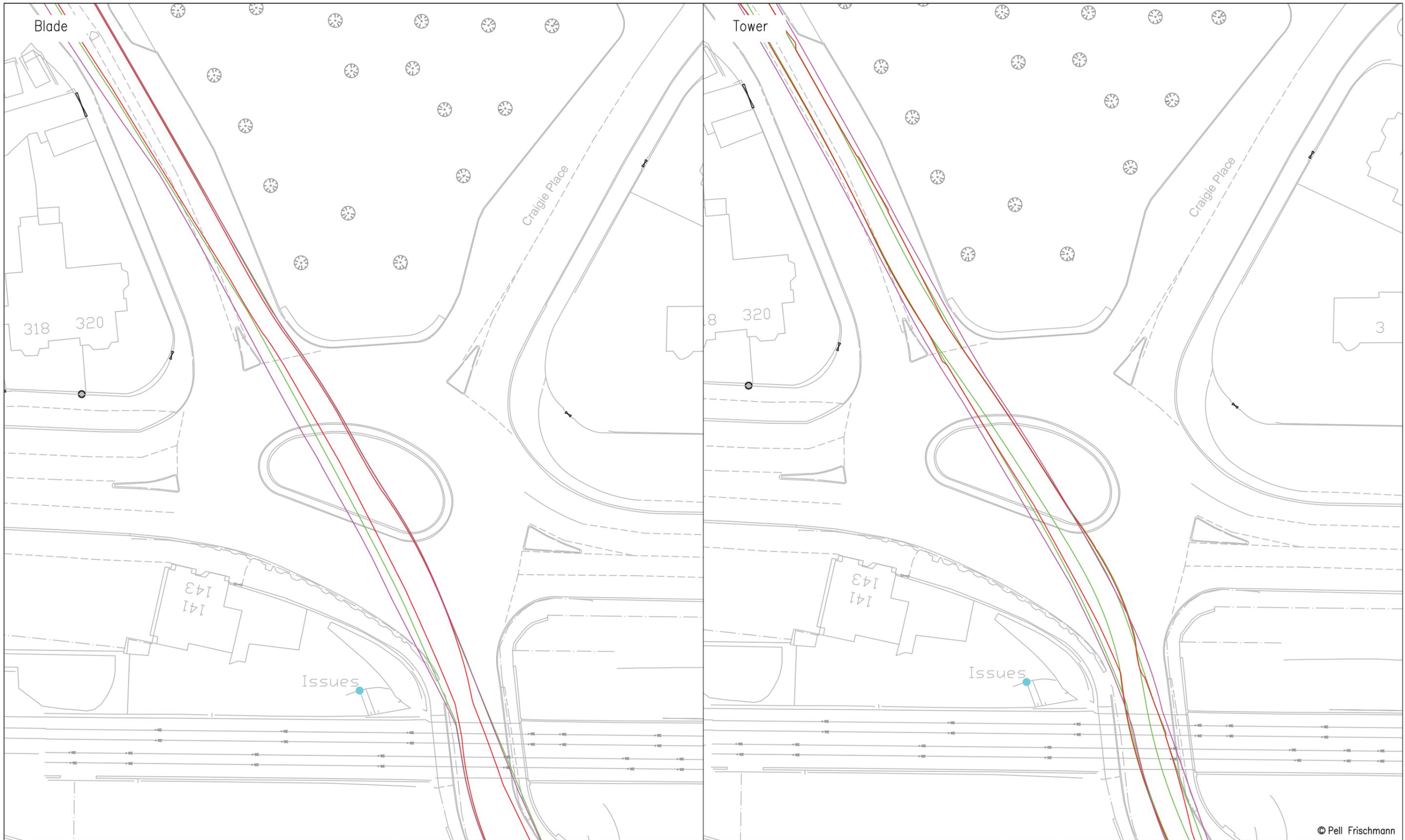


Craig Watch Wind Farm RSR



## **Appendix B**

### **Swept Path Assessments**



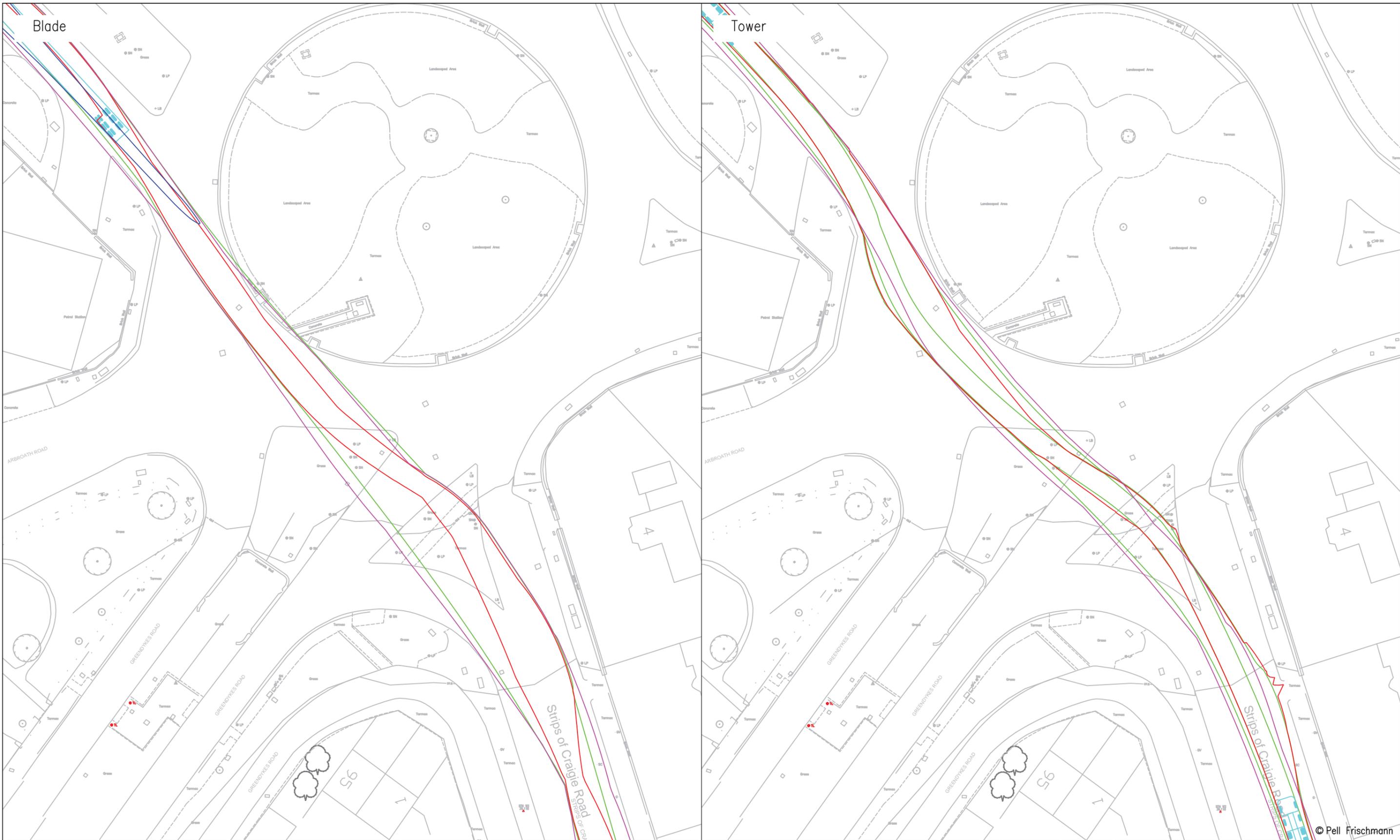
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<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: ptedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Craig Watch Wind Farm		Name	JS	Date	03/03/2021	Scale	1:500_1 @ A3	
	Client	Statkraft		Drawn	JS	Designed	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
<b>Key</b>  Wheel SPA    Body SPA    Load SPA    Indicative    Over-run    Over-sail	Drawing Title	SGRE 155 Blade and Tower		Checked	GB	Date	03/03/2021	Drawing Status	Draft	
	SPA Location	Dundee Port Stannergate Roundabout		Point of Interest			2	Revision	1	
					Drawing No.	SK01		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	



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	Client	Statkraft			Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
<b>Key</b> 	Drawing Title	SGRE 155 Blade and Tower			Checked	GB	03/03/2021	Drawing Status	Draft	
	SPA Location	Dundee Port Stannergate Roundabout			Point of Interest	2		Drawing No.	SK01A	
				Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				Revision	1



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Client: **Statkraft**

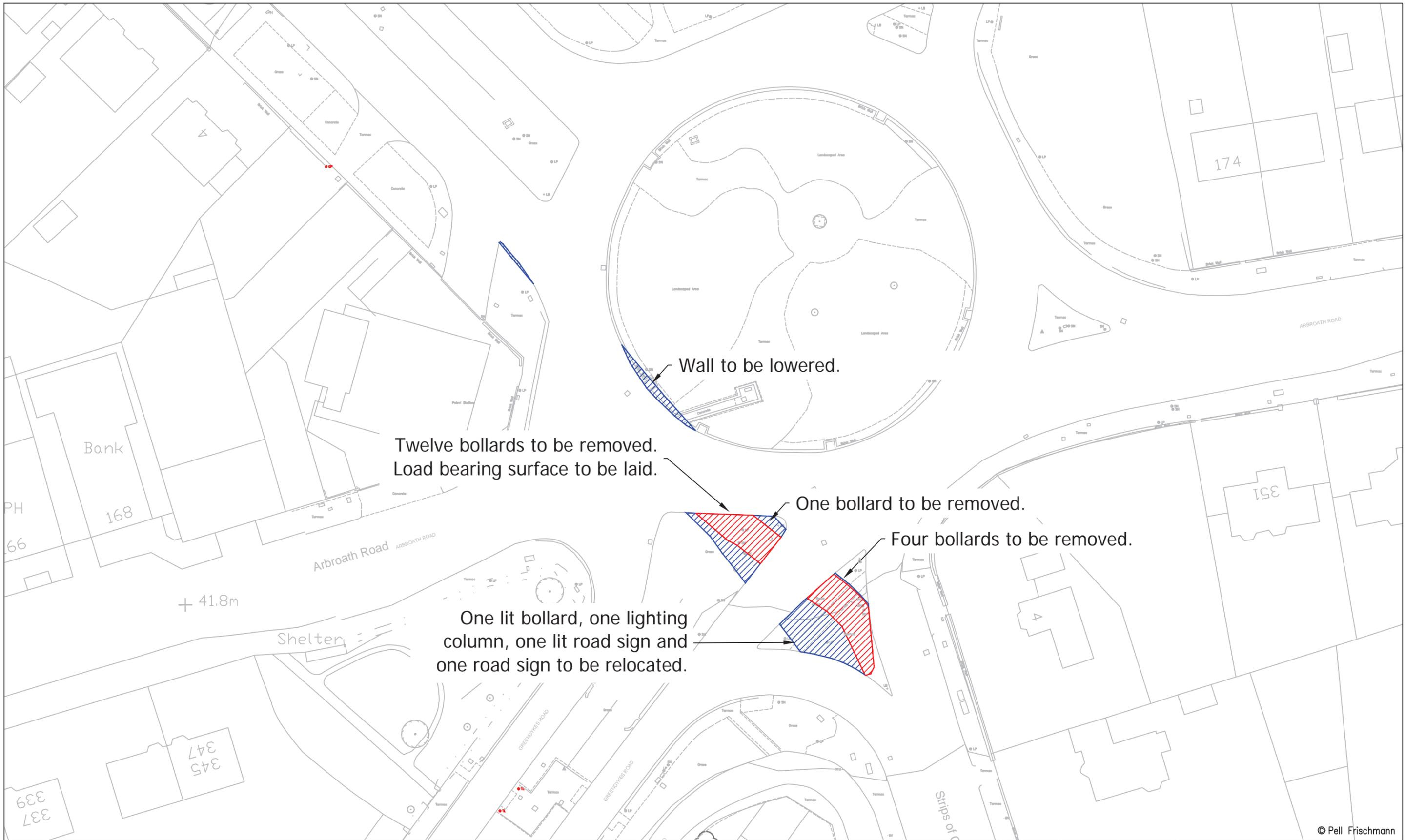
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 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Blue line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

Project: **Craig Watch Wind Farm**

Drawing Title: **SGRE 155 Blade and Tower**

SPA Location: **Strips of Craigie / A92 Roundabout**

Drawn	Name	Date	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	4		Revision	1
Drawing No.	SK02		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.



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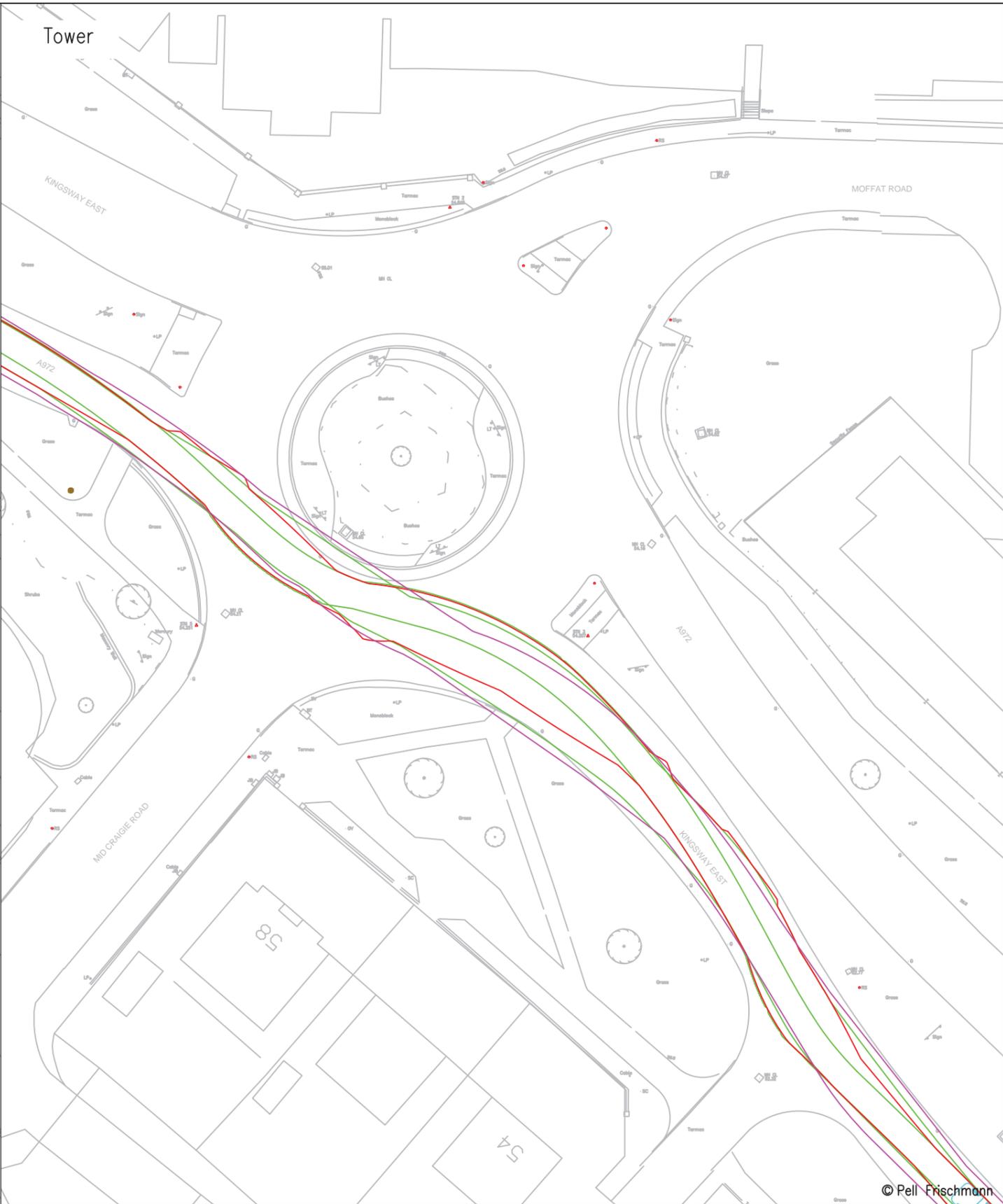
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Client: **Statkraft**

Key  
 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	Strips of Craigie / A92 Roundabout

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	4		Revision	1
Drawing No.	SK02A		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.



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Key

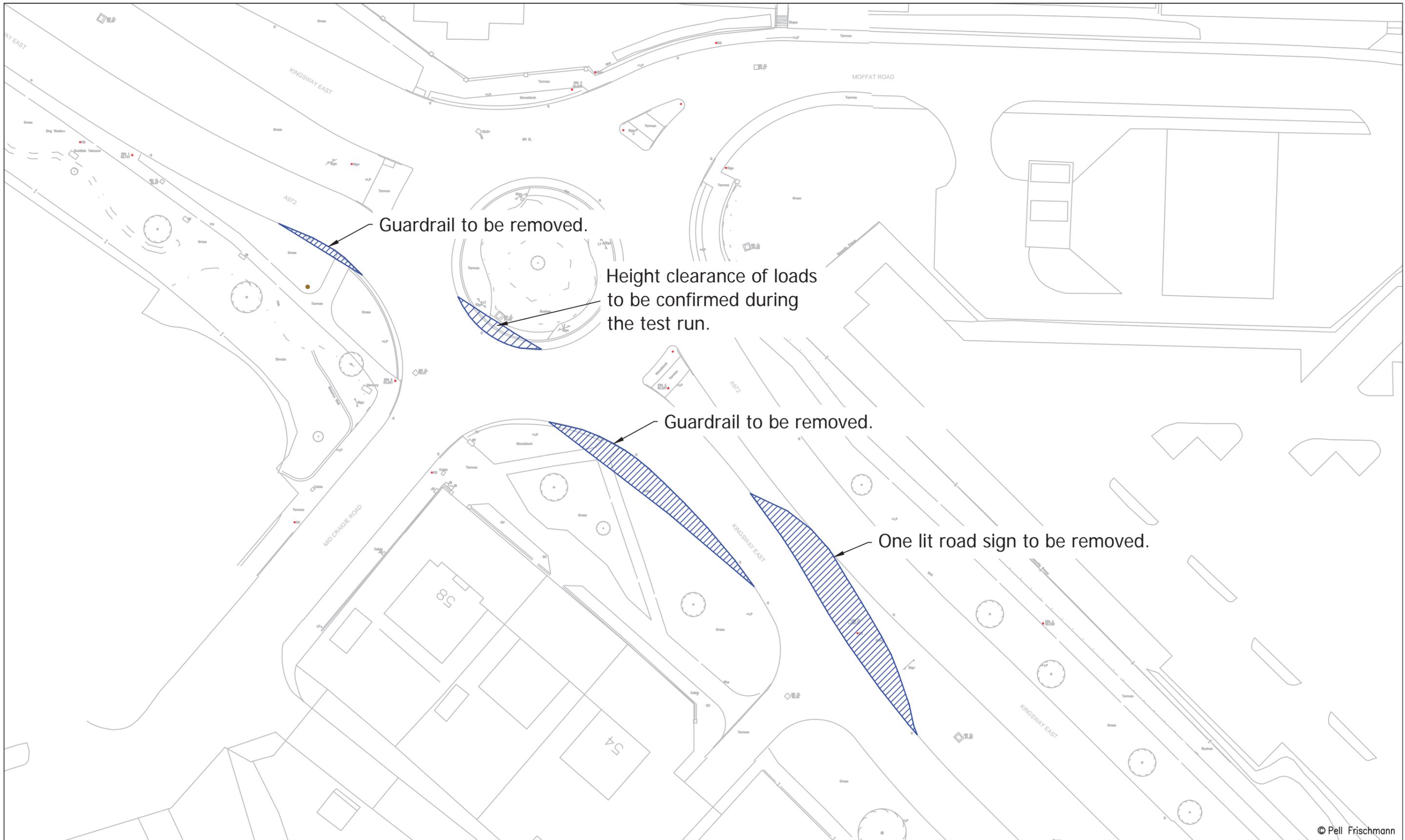
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Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project: **Craig Watch Wind Farm**

Drawing Title: **SGRE 155 Blade and Tower**

SPA Location: **Kingsway East / Mid Craigie Roundabout**

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
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Checked	GB	03/03/2021	Drawing Status	Draft	
Point of Interest	5		Drawing No.	SK03	
Notes:			Revision		1
1. All mitigation is subject to confirmation through a test run.			2. This is not a construction drawing and is intended for illustration purposes only.		



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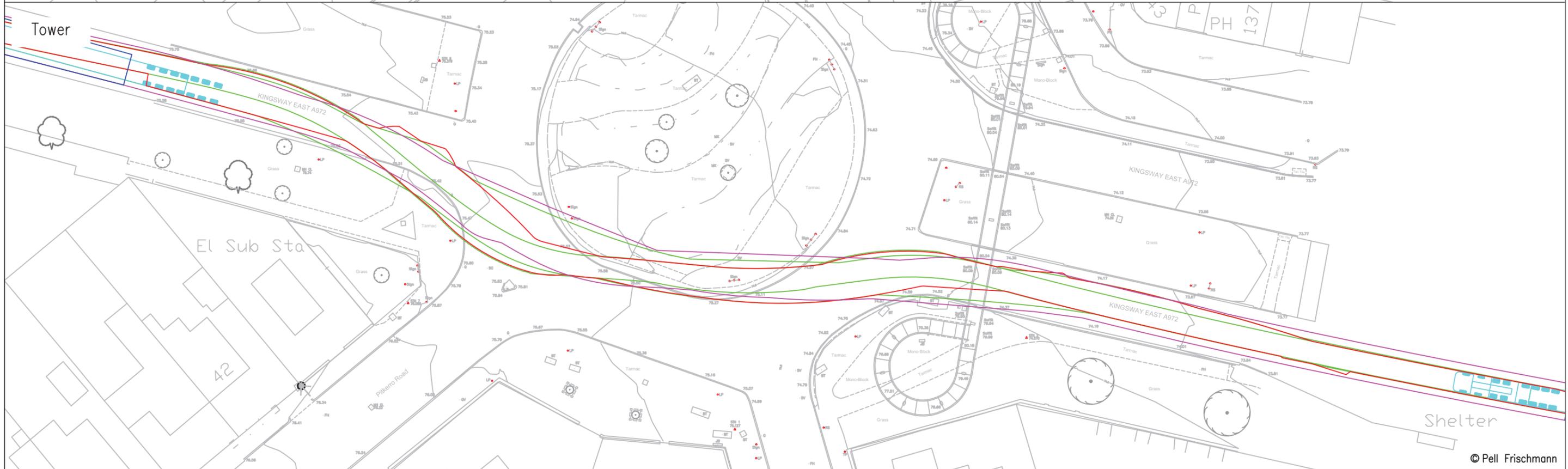
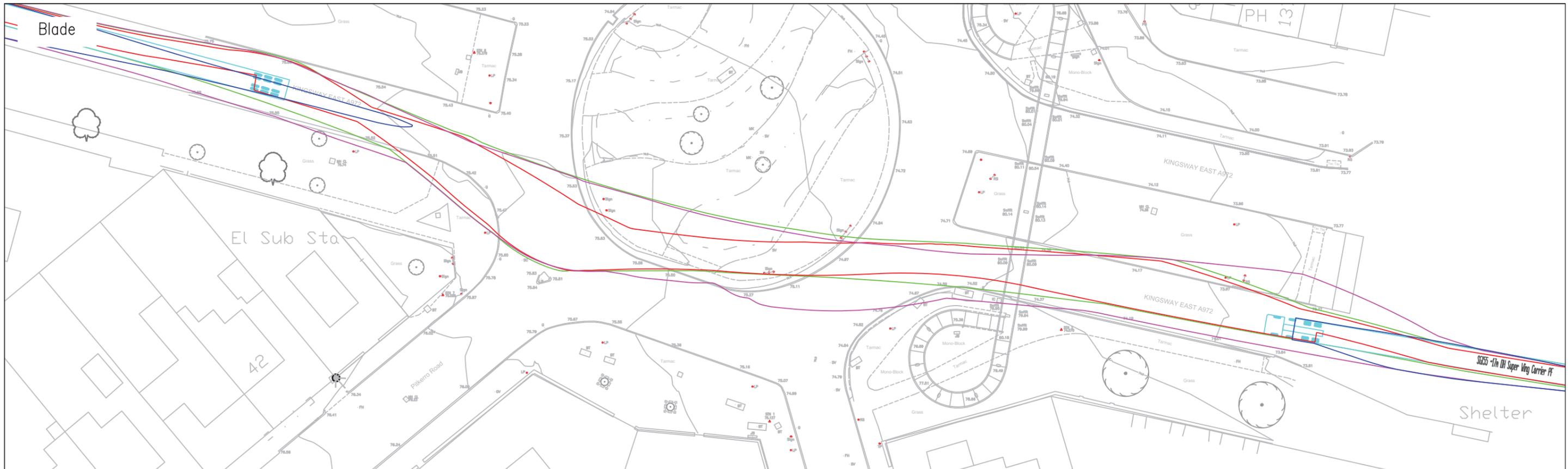
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 Tel: +44 (0)131 240 1270  
 Email: ptedinburgh@pellfrischmann.com  
 www.pellfrischmann.com

Client: **Statkraft**

Key  
 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched area)  
 Over-sail (Blue hatched area)

Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	Kingsway East / Mid Craigie Roundabout

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	5		Revision	1
Drawing No.	SK03A		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.



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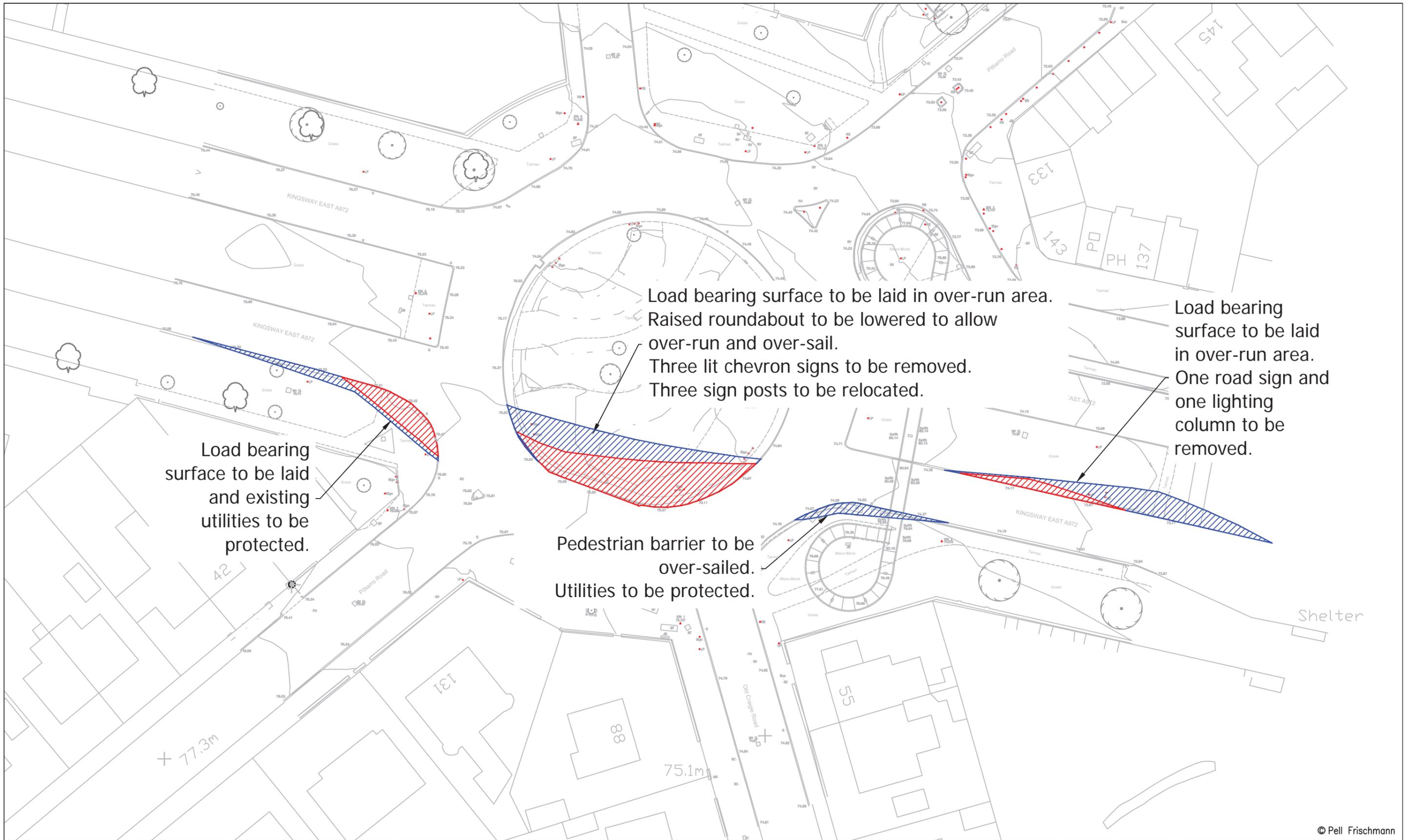
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Client: **Statkraft**

Key  
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 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched area)  
 Over-sail (Blue hatched area)

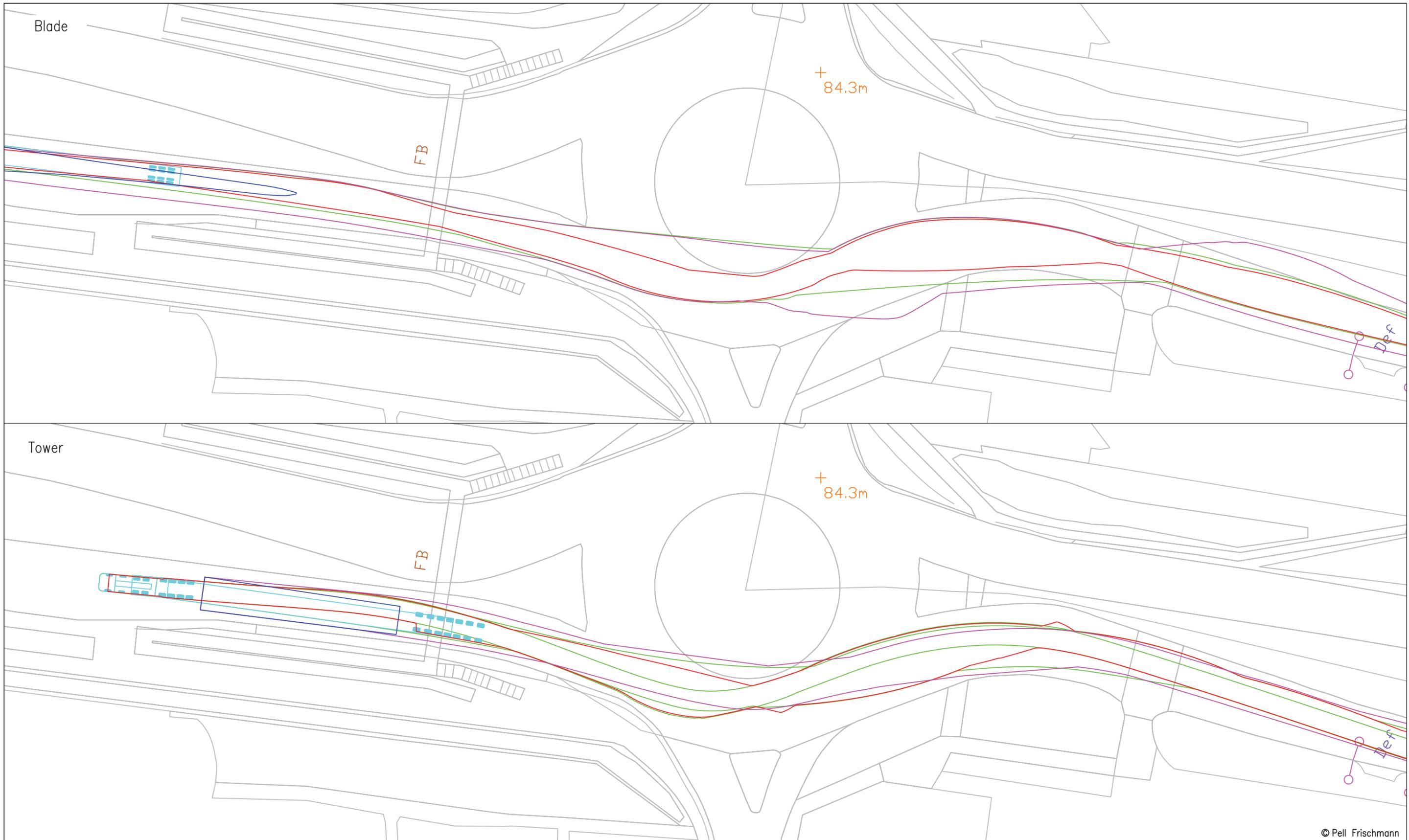
Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	Pitkerro Roundabout

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	6		Revision	1
Drawing No.	SK04	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.		



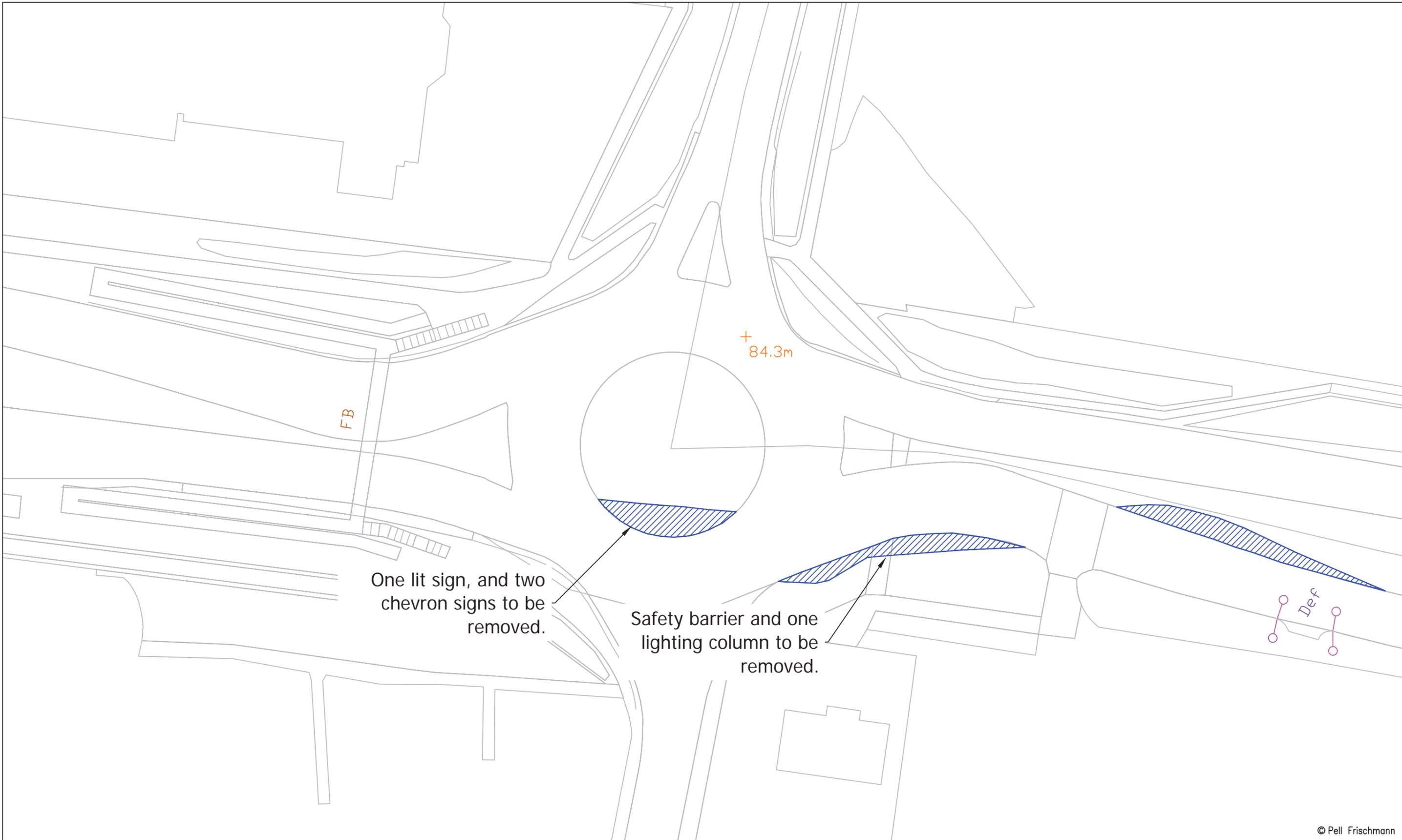
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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b>  Wheel SPA   Body SPA   Load SPA   Indicative   Over-run   Over-sail	Drawing No.	SK04A	Checked	GB	03/03/2021	Drawing Status	Draft	Revision	1
	SPA Location	Pitkerro Roundabout	Point of Interest	6	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.		



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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Old Glamis Road Roundabout	Checked	GB	03/03/2021	Drawing Status	Draft	
			Point of Interest	7		Drawing No.	SK05	
				Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision	1



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Client **Statkraft**

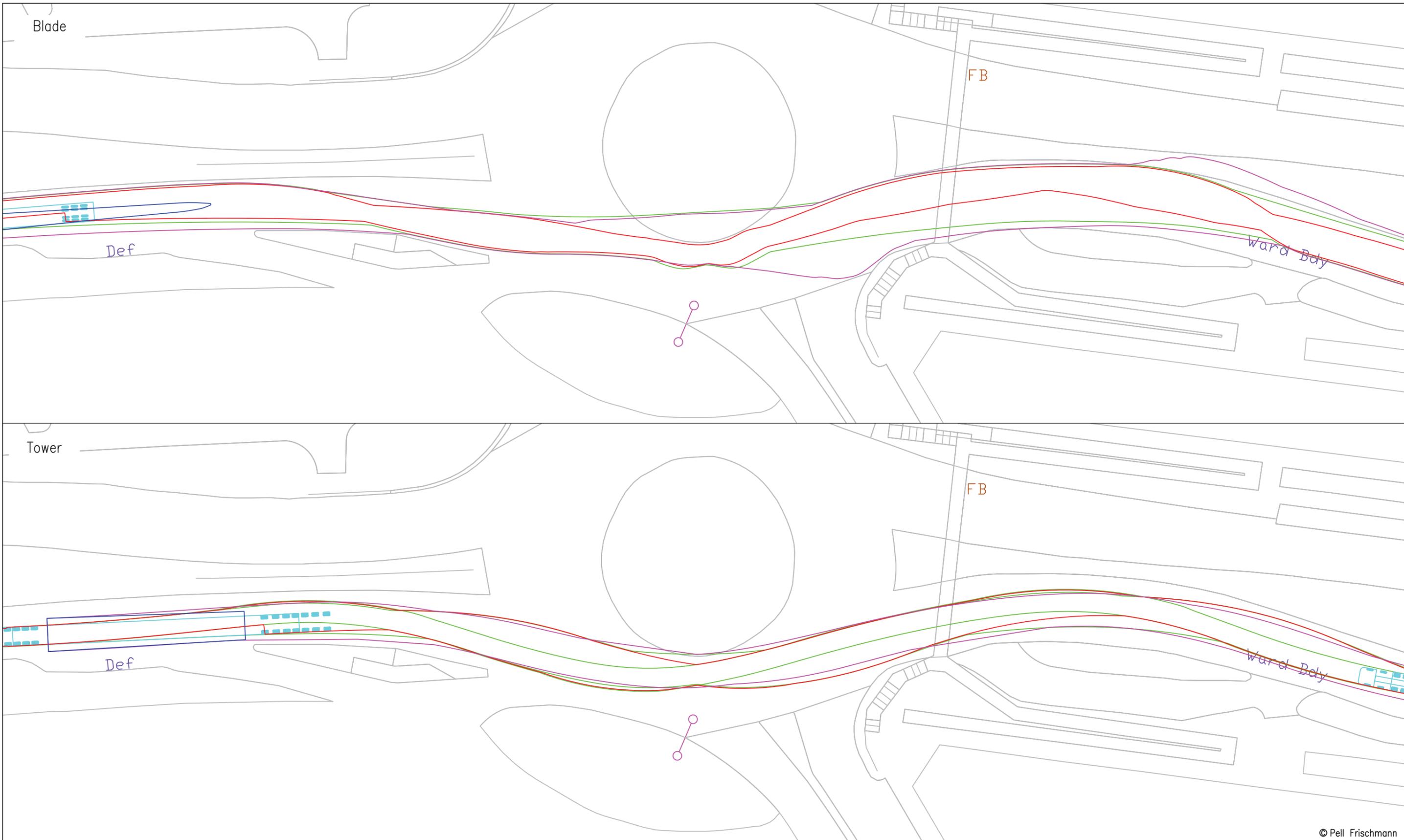
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Project  
 Craig Watch Wind Farm

Drawing Title  
 SGRE 155 Blade and Tower

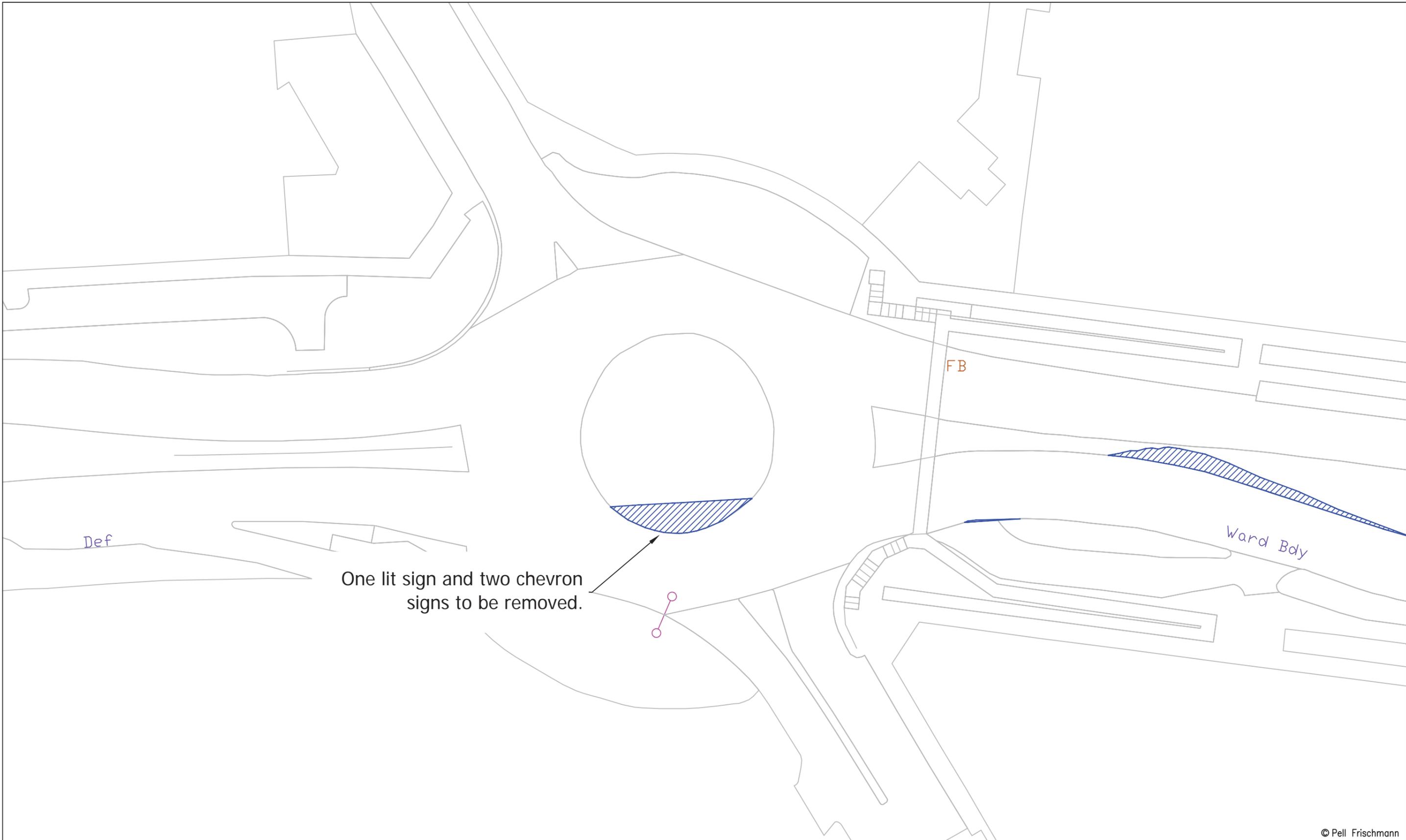
SPA Location  
 Old Glamis Road Roundabout

Name	Date	Scale
Drawn JS	03/03/2021	1:500_1 @ A3
Designed JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg
Checked GB	03/03/2021	Drawing Status Draft
Point of Interest	7	
Drawing No. SK05A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1



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	Client	Statkraft	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	SGRE 155 Blade and Tower	Checked	GB	03/03/2021	Drawing Status	Draft
	SPA Location	Strathmartine Road Roundabout	Point of Interest	8		Drawing No.	SK06
Notes:							Revision
1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.							1



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	Name	Date	Scale										
JS	03/03/2021	1:500_1 @ A3											
Client	Drawing Title	SGRE 155 Blade and Tower	<table border="1"> <tr> <td>Drawn</td> <td>Designed</td> <td>Checked</td> <td>Point of Interest</td> <td>Drawing Status</td> </tr> <tr> <td>JS</td> <td>JS</td> <td>GB</td> <td>8</td> <td>Draft</td> </tr> </table>	Drawn	Designed	Checked	Point of Interest	Drawing Status	JS	JS	GB	8	Draft
Drawn	Designed	Checked	Point of Interest	Drawing Status									
JS	JS	GB	8	Draft									
<b>Statkraft</b>	SPA Location	Strathmartine Road Roundabout	<table border="1"> <tr> <td>File No.</td> <td>Revision</td> </tr> <tr> <td>210202 Craig Watch Tracking.dwg</td> <td>1</td> </tr> </table>	File No.	Revision	210202 Craig Watch Tracking.dwg	1						
File No.	Revision												
210202 Craig Watch Tracking.dwg	1												
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	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.												

Blade



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Client **Statkraft**

Key	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: purple;">—</span>	<span style="color: cyan;">—</span>		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

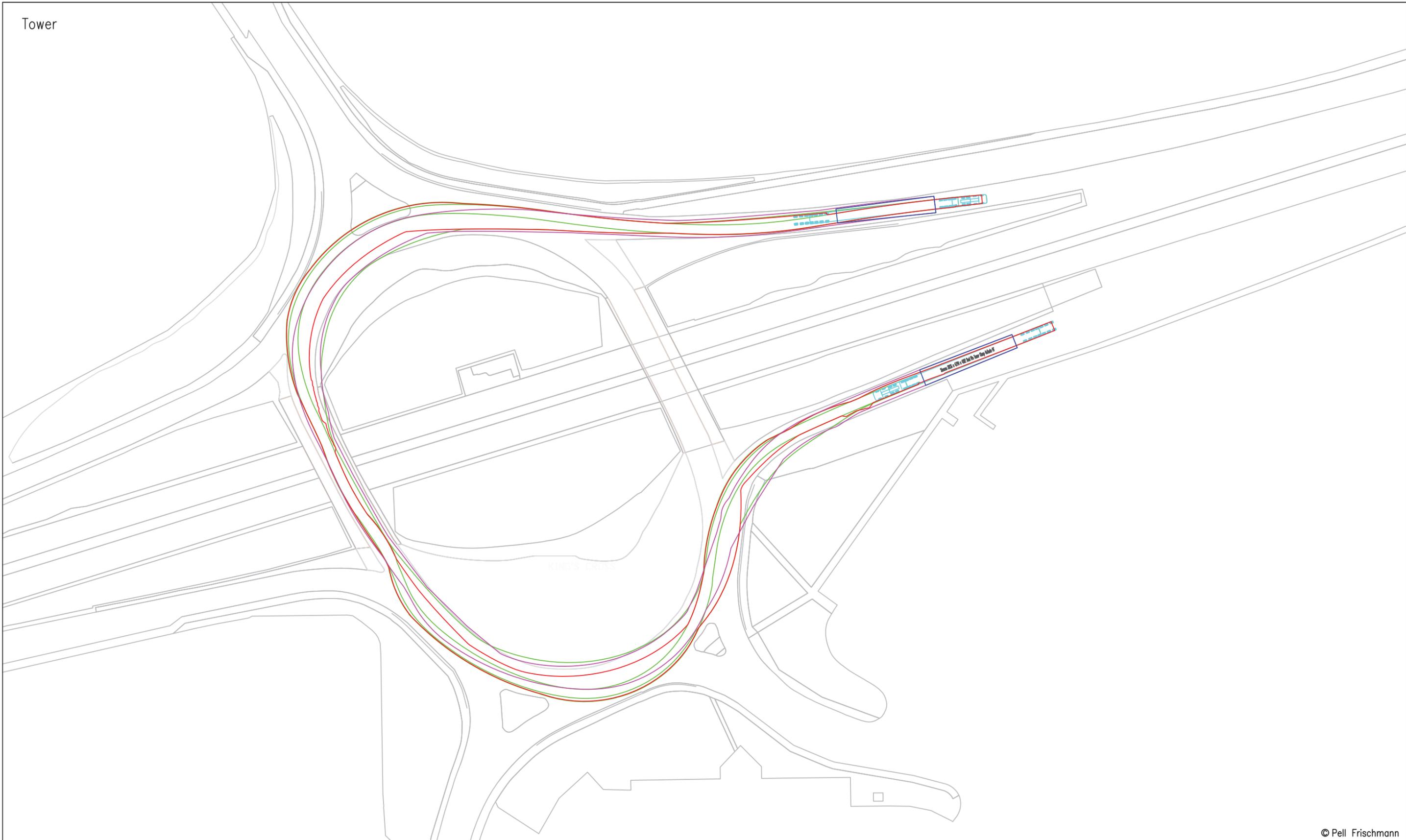
Project  
 Craig Watch Wind Farm

Drawing Title  
 SGRE 155 Blade and Tower

SPA Location  
 A90 / B960 Roundabout

	Name	Date	Scale	1:1000 @ A3
Drawn	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg	Drawing Status Draft
Designed	JS	03/03/2021		
Checked	GB	03/03/2021		
Point of Interest		9		
Drawing No.	Notes:			Revision
SK07	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1

Tower



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Client **Statkraft**

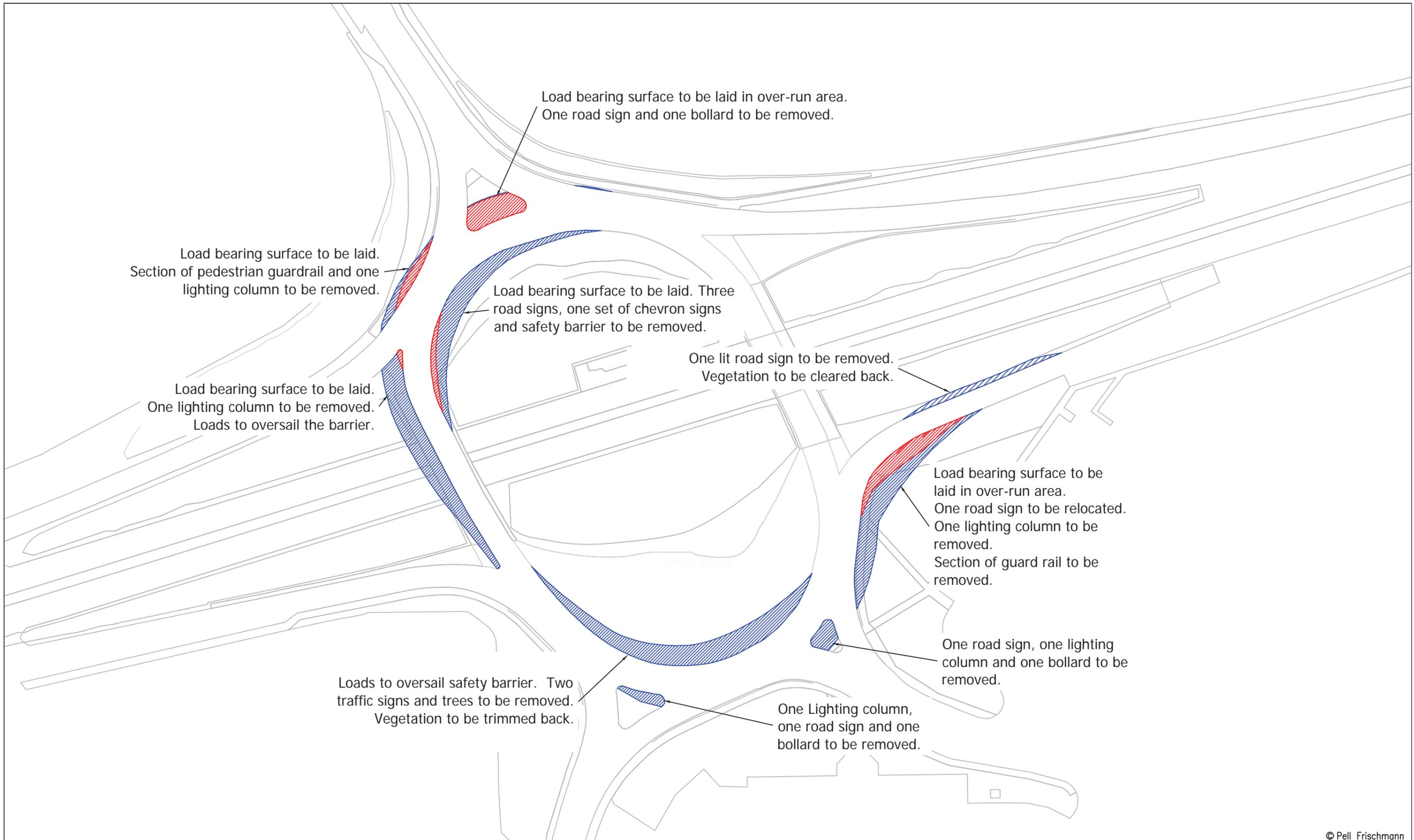
Key	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: purple;">—</span>	<span style="color: cyan;">—</span>		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project  
**Craig Watch Wind Farm**

Drawing Title  
**SGRE 155 Blade and Tower**

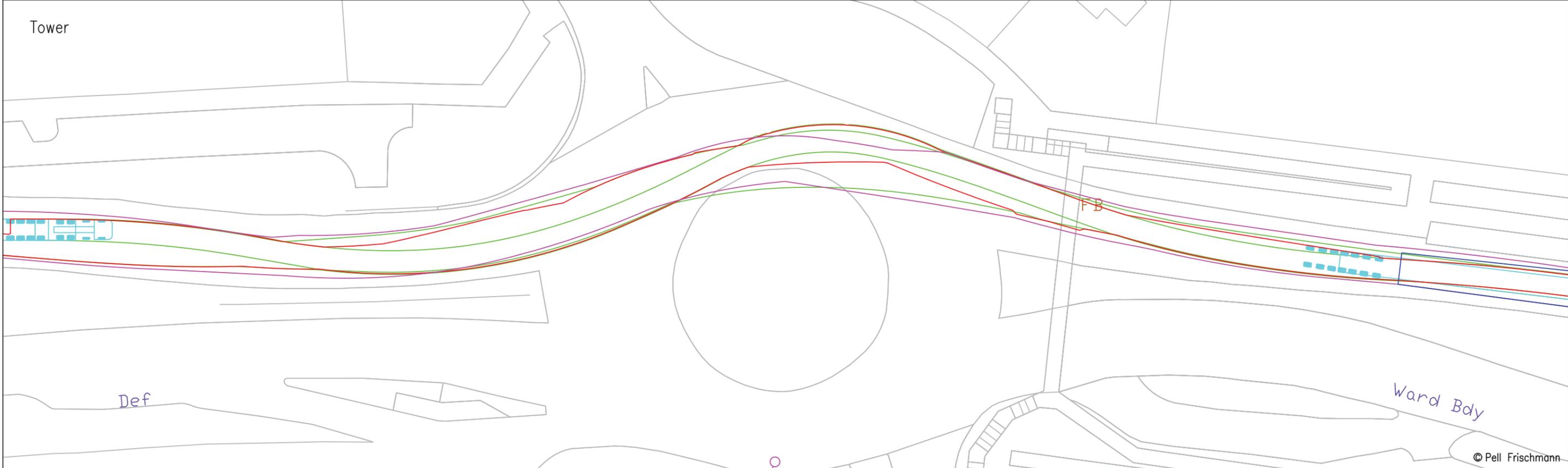
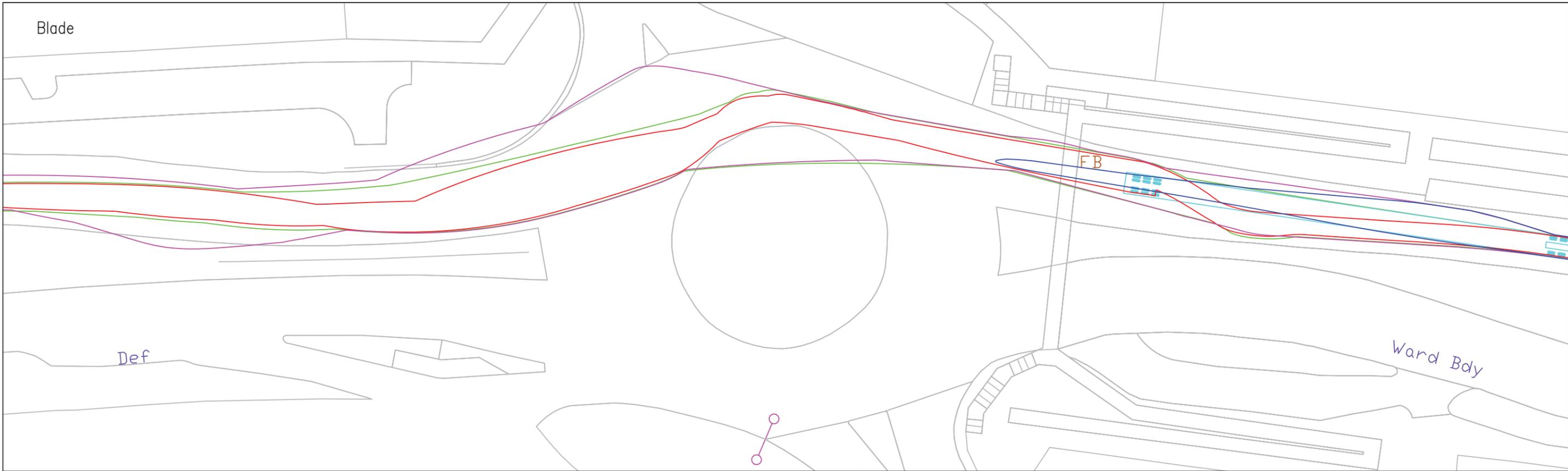
SPA Location  
**A90 / B960 Roundabout**

	Name	Date	Scale	1:1000 @ A3
Drawn	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg	Drawing Status Draft
Designed	JS	03/03/2021		
Checked	GB	03/03/2021		
Point of Interest		9		
Drawing No.	Notes:			Revision
SK07A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1



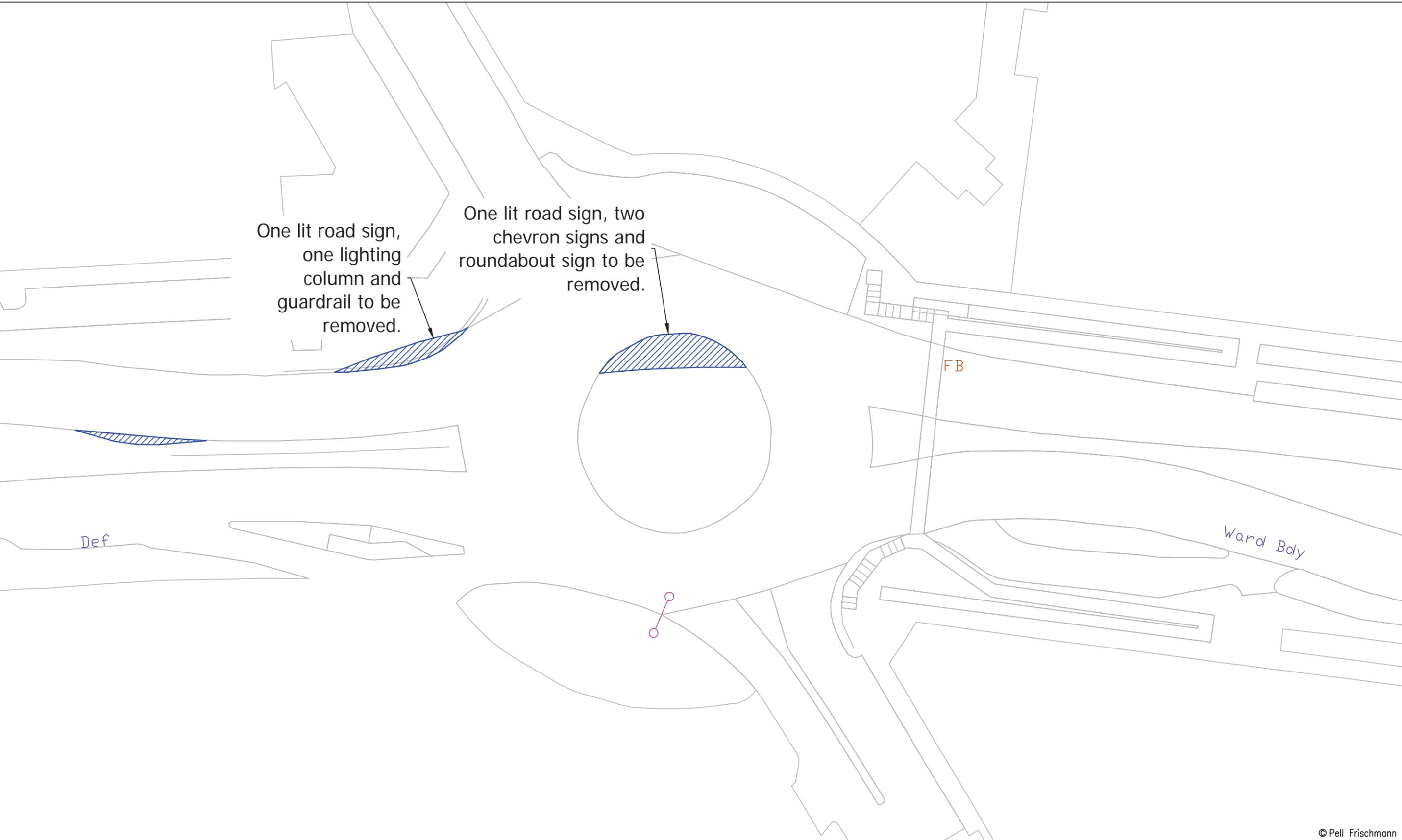
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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A90 / B960 Roundabout	Checked	GB	03/03/2021	Point of Interest	9	Drawing Status	Draft
			Drawing No.	SK07B	Notes:			Revision	1



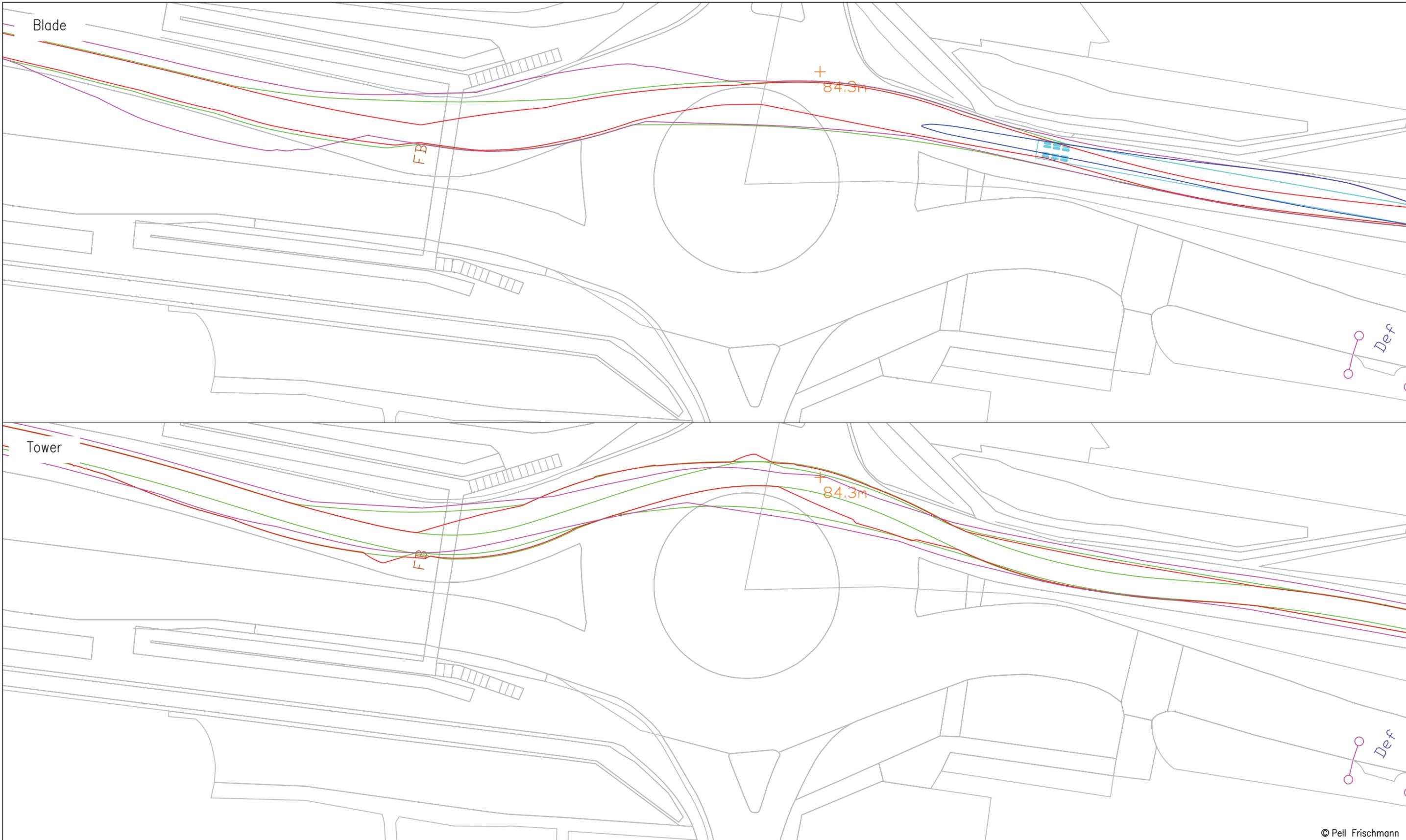
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<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: ptedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Craig Watch Wind Farm	Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Strathmartine Road Roundabout – East	Checked	GB	03/03/2021	Drawing Status	Draft	
			Point of Interest	8		Drawing No.	SK08	
				Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision	1



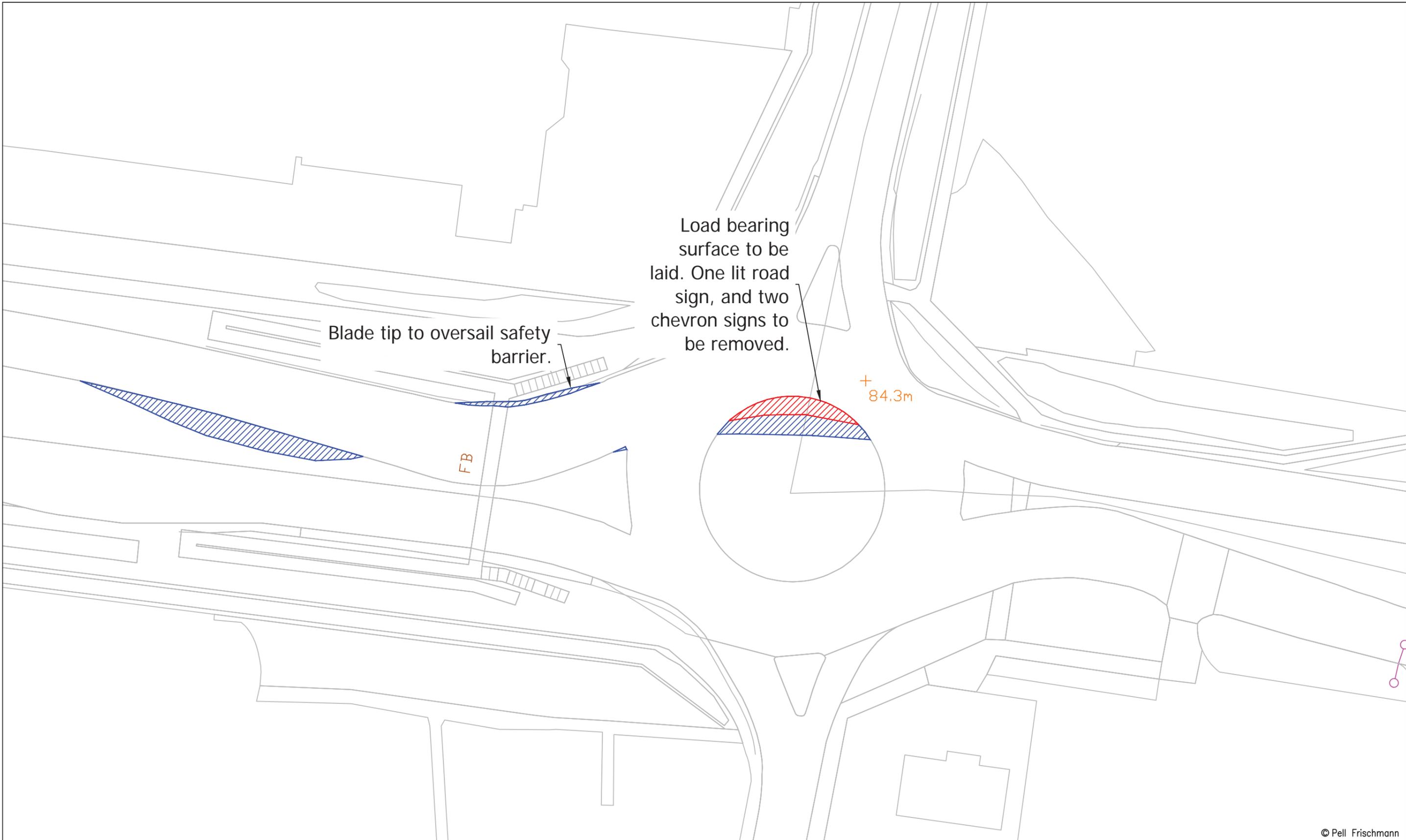
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	Client	Statkraft			Drawn	JS	03/03/2021	
<b>Key</b>  Wheel SPA   Body SPA   Load SPA   Indicative   Over-run   Over-sail	Drawing Title	SGRE 155 Blade and Tower			Designed	JS	03/03/2021	
	SPA Location	Strathmartine Road Roundabout – East			Checked	GB	03/03/2021	
		Point of Interest	8		File No.		210202 Craig Watch Tracking.dwg	
		Drawing No.	SK08A		Drawing Status		Draft	
		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				Revision	1



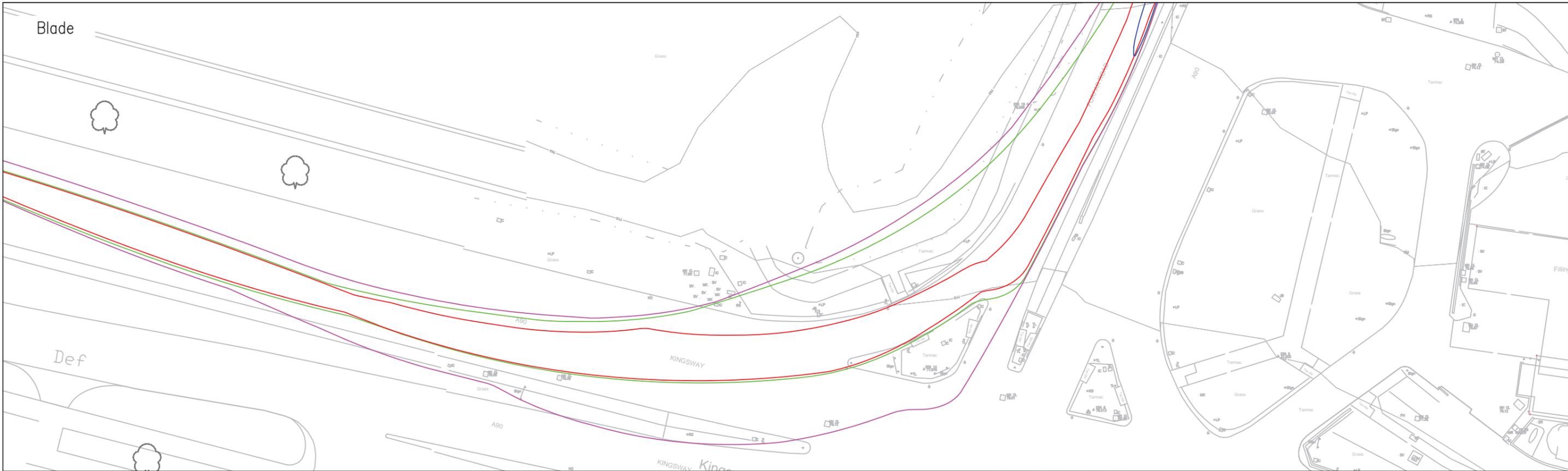
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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
	<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Old Glamis Road Roundabout - East	Checked	GB	03/03/2021	Drawing Status	Draft	
				Point of Interest		7	Revision	1	
			Drawing No.	SK09	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.				



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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Old Glamis Road Roundabout – East	Checked	GB	03/03/2021	Drawing Status	Draft	
			Point of Interest	7		Revision	1	
			Drawing No.	SK09A		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	



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Client: **Statkraft**

Key  
 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

Project: **Craig Watch Wind Farm**

Drawing Title: **SGRE 155 Blade and Tower**

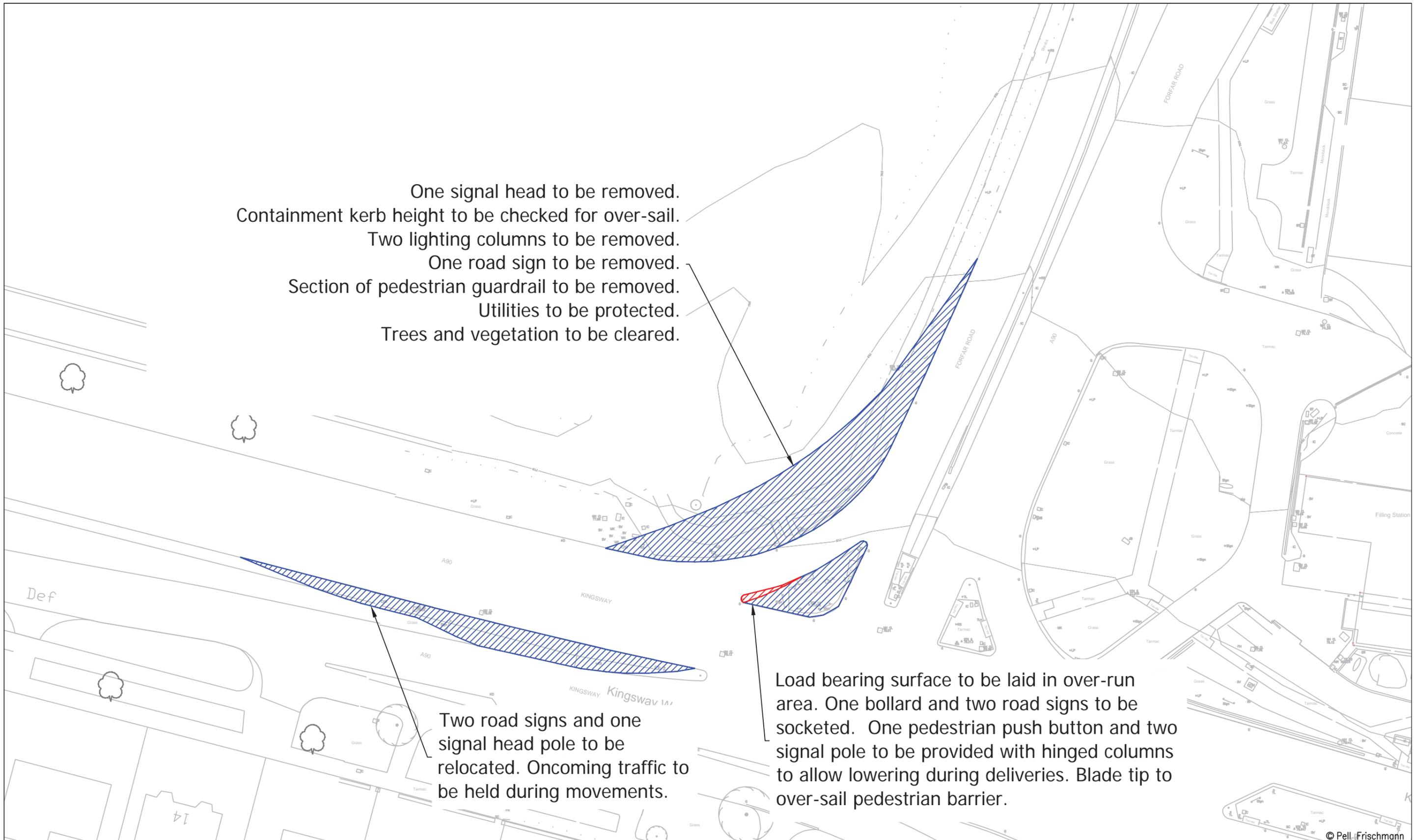
SPA Location: **A90 Kingsway / A90 Forfar Road Junction**

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
Checked	GB	03/03/2021	Drawing Status	Draft	
Point of Interest	10		Drawing No.	SK10	Revision
Notes:			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1

One signal head to be removed.  
 Containment kerb height to be checked for over-sail.  
 Two lighting columns to be removed.  
 One road sign to be removed.  
 Section of pedestrian guardrail to be removed.  
 Utilities to be protected.  
 Trees and vegetation to be cleared.

Two road signs and one signal head pole to be relocated. Oncoming traffic to be held during movements.

Load bearing surface to be laid in over-run area. One bollard and two road signs to be socketed. One pedestrian push button and two signal pole to be provided with hinged columns to allow lowering during deliveries. Blade tip to over-sail pedestrian barrier.



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Client **Statkraft**

Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project  
 Craig Watch Wind Farm

Drawing Title  
 SGRE 155 Blade and Tower

SPA Location  
 A90 Kingsway / A90 Forfar Road Junction

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	10		Drawing No.	SK10A
Notes:			Revision	
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Client: **Statkraft**

Key  
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 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

Project: **Craig Watch Wind Farm**

Drawing Title: **SGRE 155 Blade and Tower**

SPA Location: **A90 / Fintry Drive Roundabout**

Name	Date	Scale	1:500_1 @ A3	
Drawn	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg	
Designed	JS	03/03/2021	Drawing Status	
Checked	GB	03/03/2021	Draft	
Point of Interest	11	Revision		
Drawing No.	SK11	Notes:	1	
		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	1	



Two road signs and one set of chevron signs to be relocated.

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Client: **Statkraft**

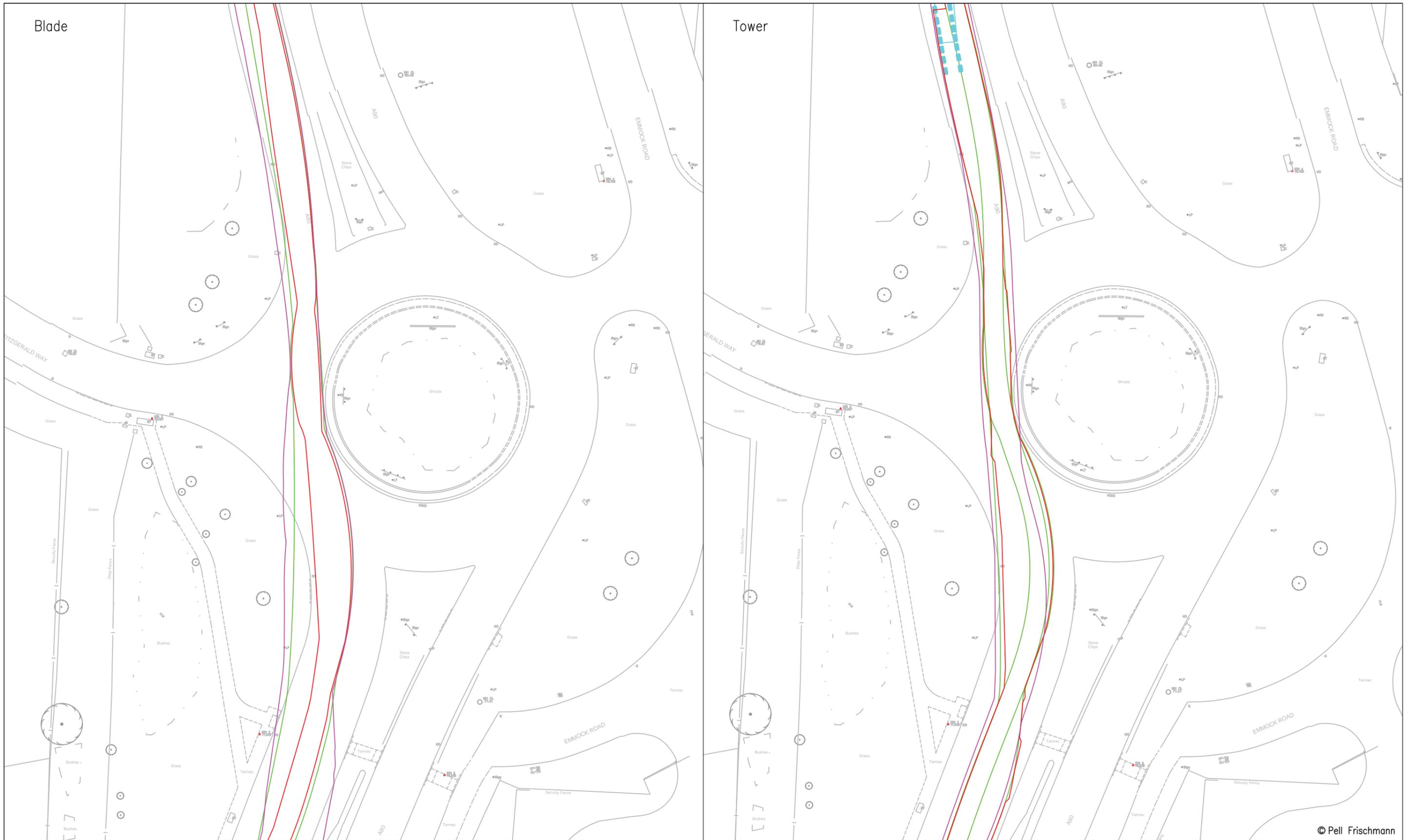
Key  
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 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	A90 / Fintry Drive Roundabout

Name	JS	Date	03/03/2021	Scale	1:500_1 @ A3
Drawn	JS	03/03/2021	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Designed	GB	03/03/2021	03/03/2021	Drawing Status	Draft
Checked	11	Point of Interest			
Drawing No.	SK11A	Notes:			Revision
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Blade

Tower



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Project

Craig Watch Wind Farm

	Name	Date	Scale
Drawn	JS	03/03/2021	1:500_1 @ A3
Designed	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status
Point of Interest	12		Draft
Drawing No.	SK12		Revision
Notes:			1
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.			

Client

Statkraft

Drawing Title

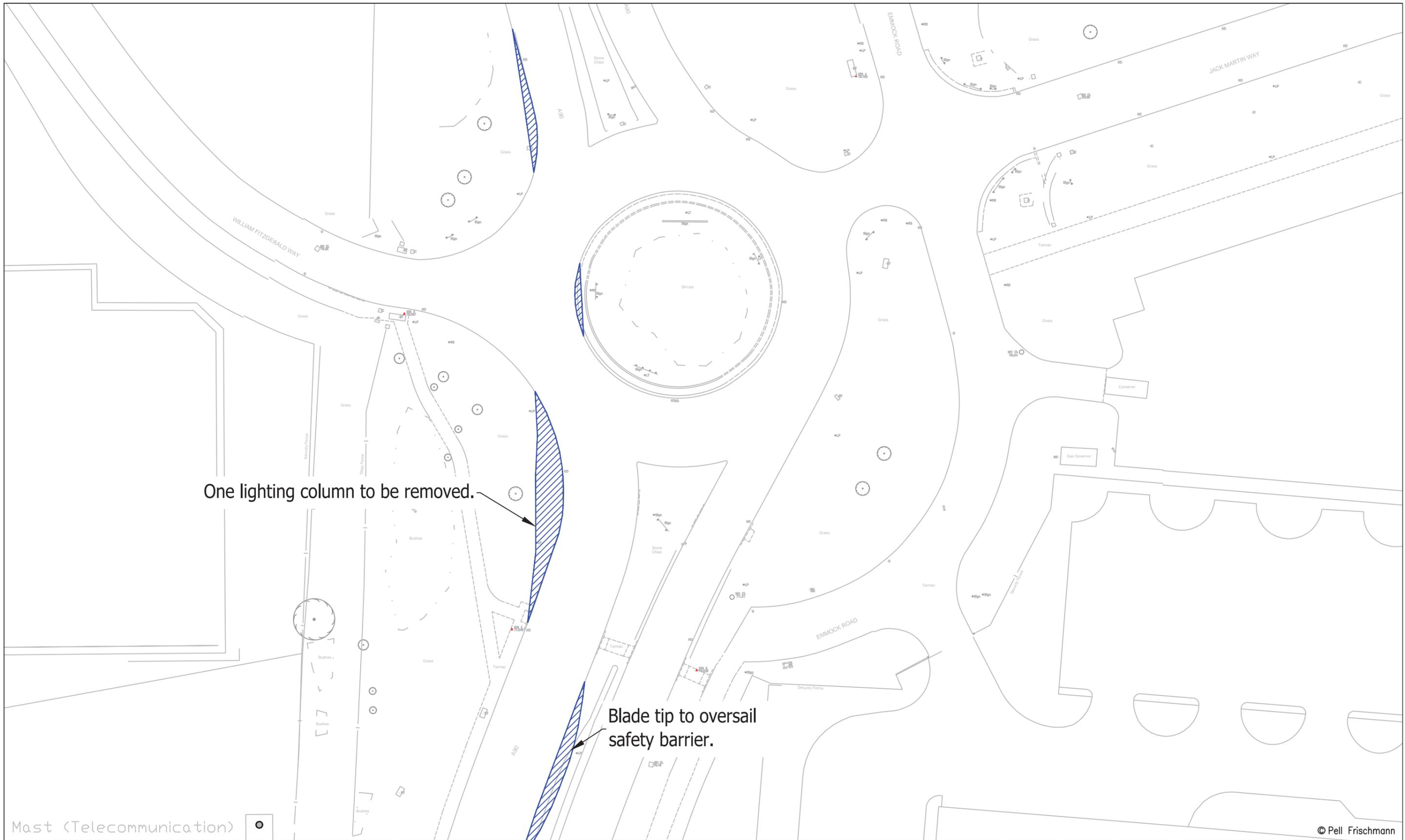
SGRE 155 Blade and Tower

Key



SPA Location

A90 / Jack Martin Way Roundabout



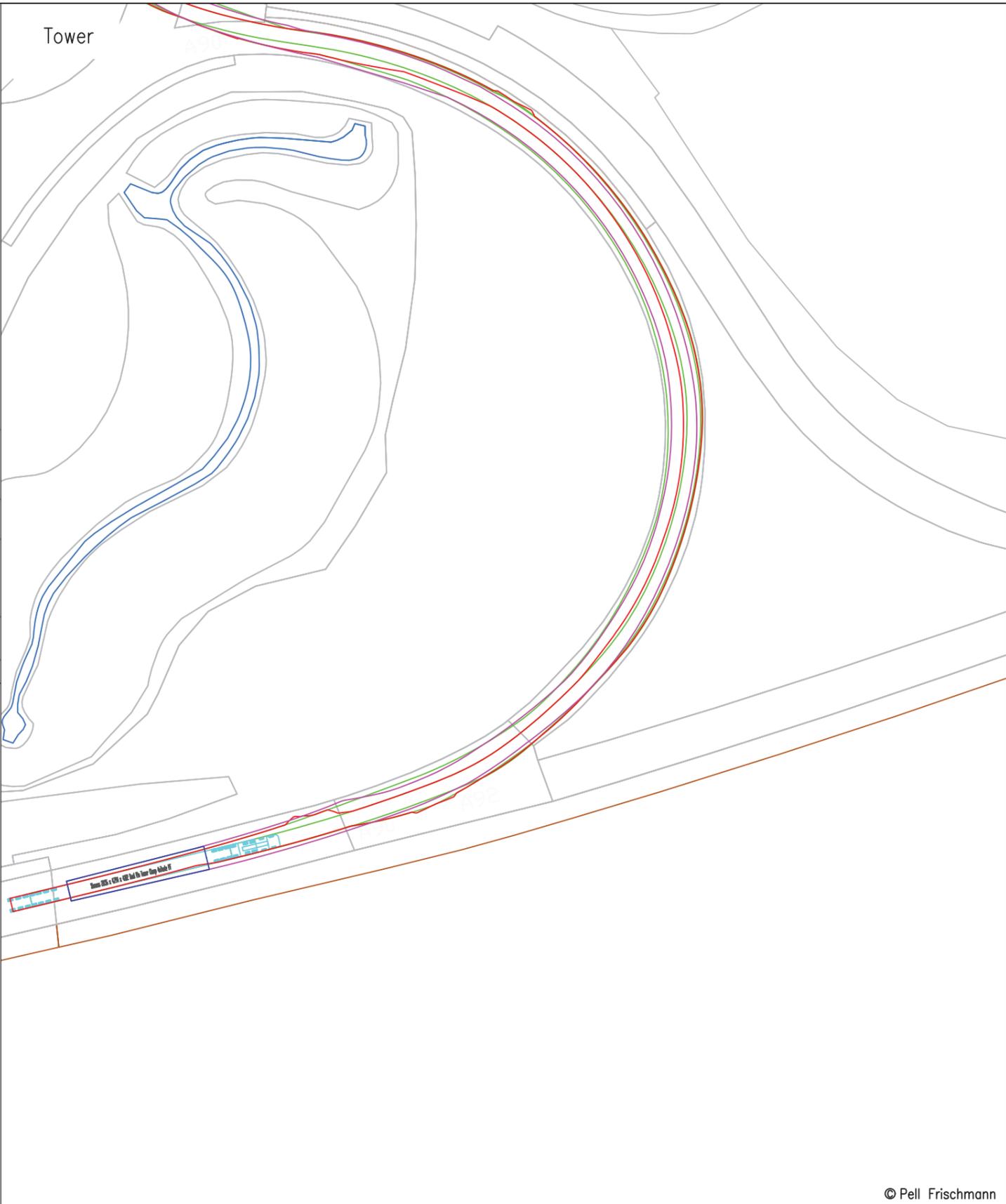
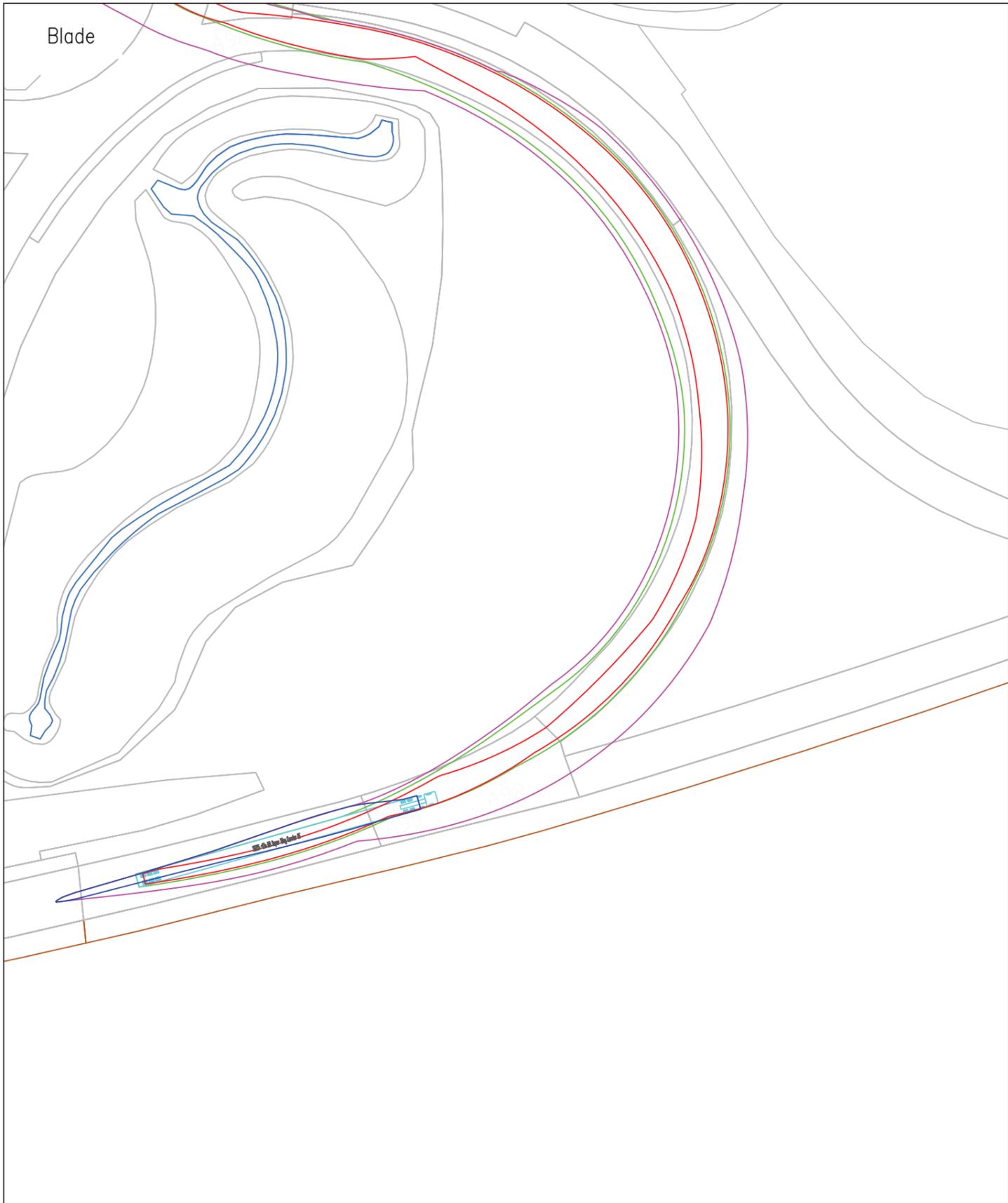
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Client: **Statkraft**

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 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched box)  
 Over-sail (Blue hatched box)

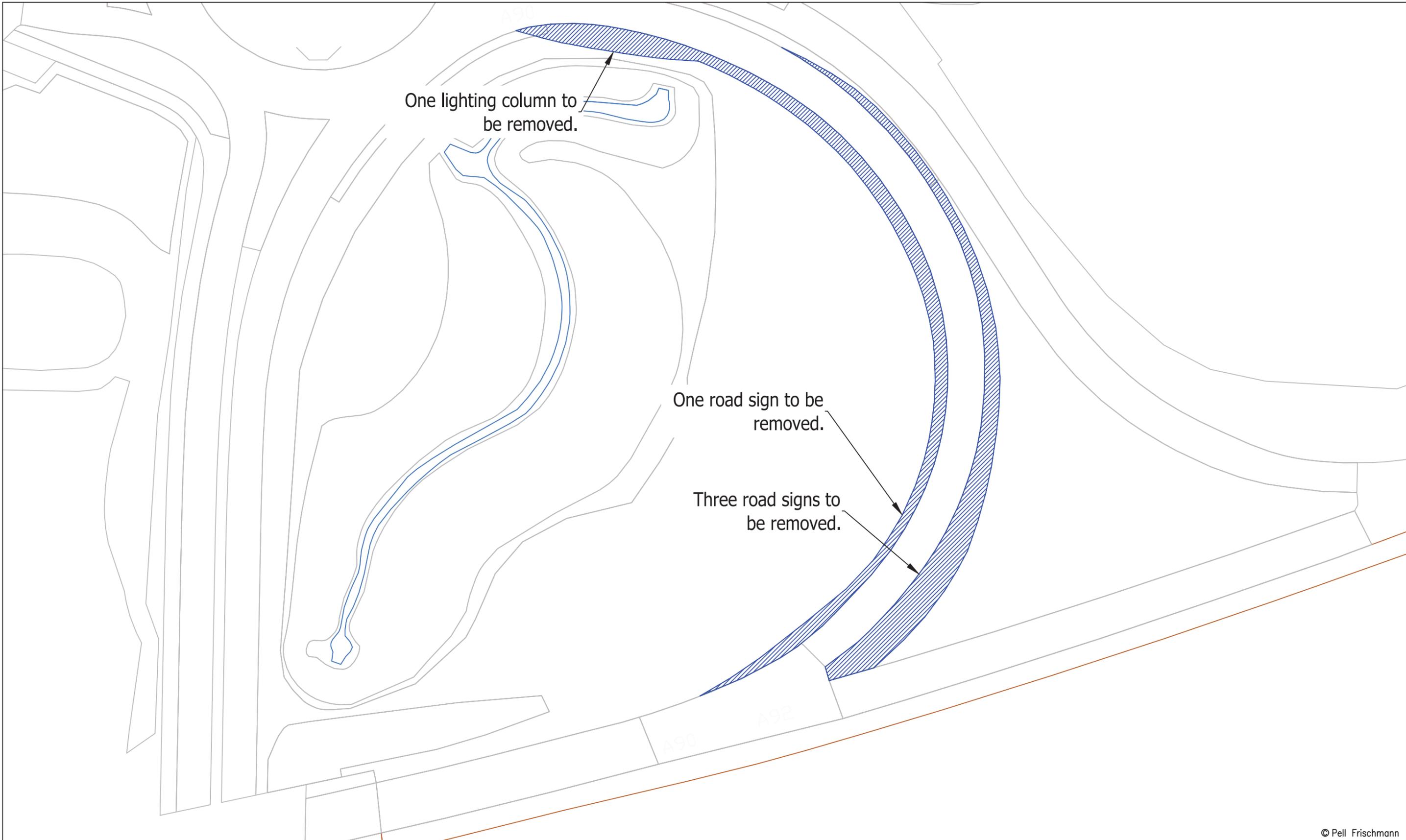
Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	A90 / Jack Martin Way Roundabout

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	12		Drawing No.	SK12A
Notes:			Revision	
1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1	



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	Client	Statkraft	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b>  Wheel SPA  Body SPA  Load SPA  Indicative  Over-run  Over-sail	Drawing Title	SGRE 155 Blade and Tower	Checked	GB	03/03/2021	Drawing Status	Draft
	SPA Location	A90 / AWPR Stonehaven Junction	Point of Interest	13		Drawing No.	SK13
						Notes:	Revision
						1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	1

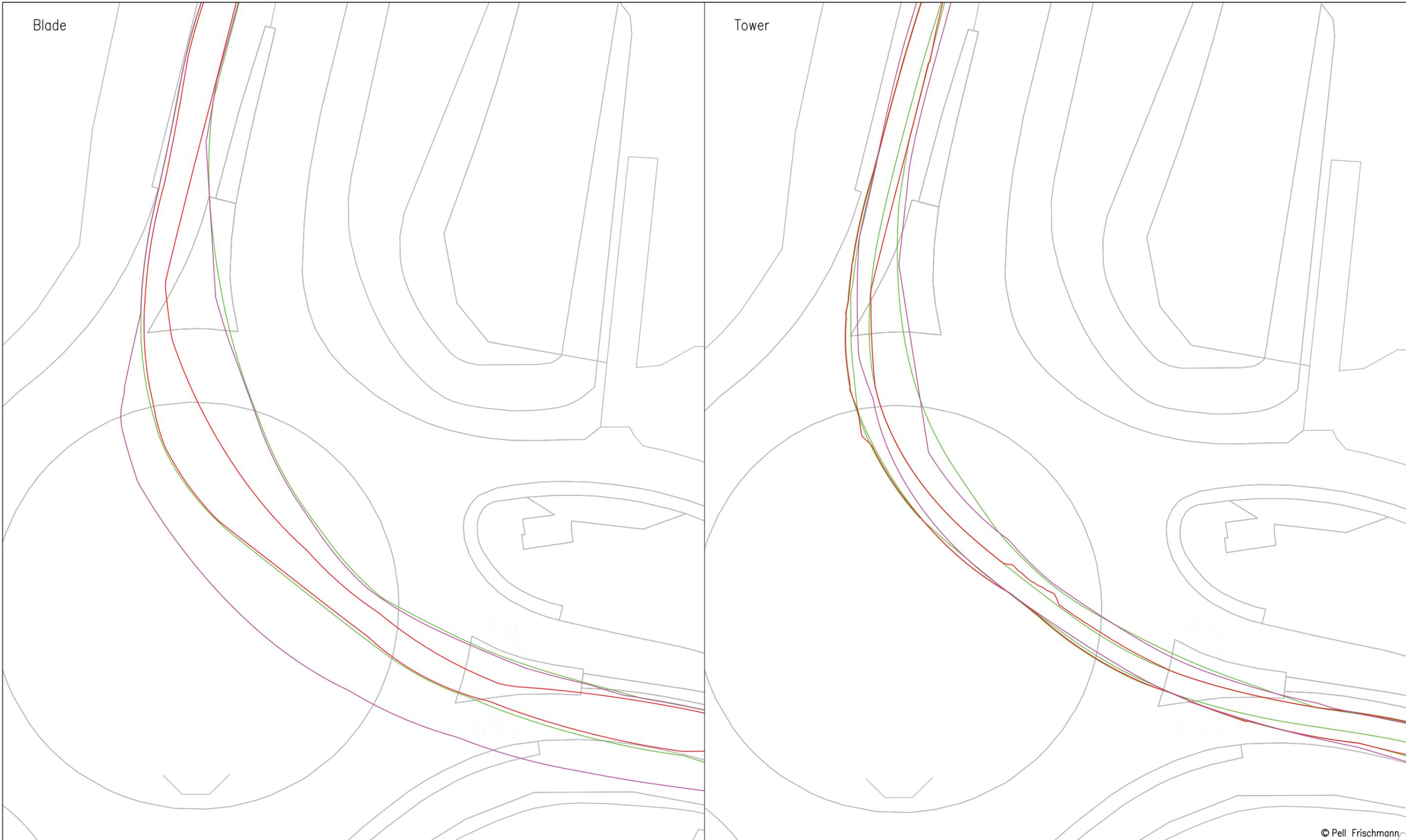


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	Client	Drawing Title	Point of Interest	Designed	JS	03/03/2021	Drawing Status	Draft
				Checked	GB	03/03/2021		
	Client	Statkraft	SPA Location	A90 / AWPR Stonehaven Junction	Drawing No.	SK13A	Notes:	Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				

Blade

Tower



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Project

Craig Watch Wind Farm

Name

Date

Scale

1:500\_1 @ A3

Drawn

JS

03/03/2021

File No.

210202 Craig Watch Tracking.dwg

Designed

JS

05/02/2021

Checked

GB

03/03/2021

Drawing Status

Draft

Point of Interest

14

Drawing No.

SK14

Notes:

1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision

1

Client

Statkraft

Drawing Title

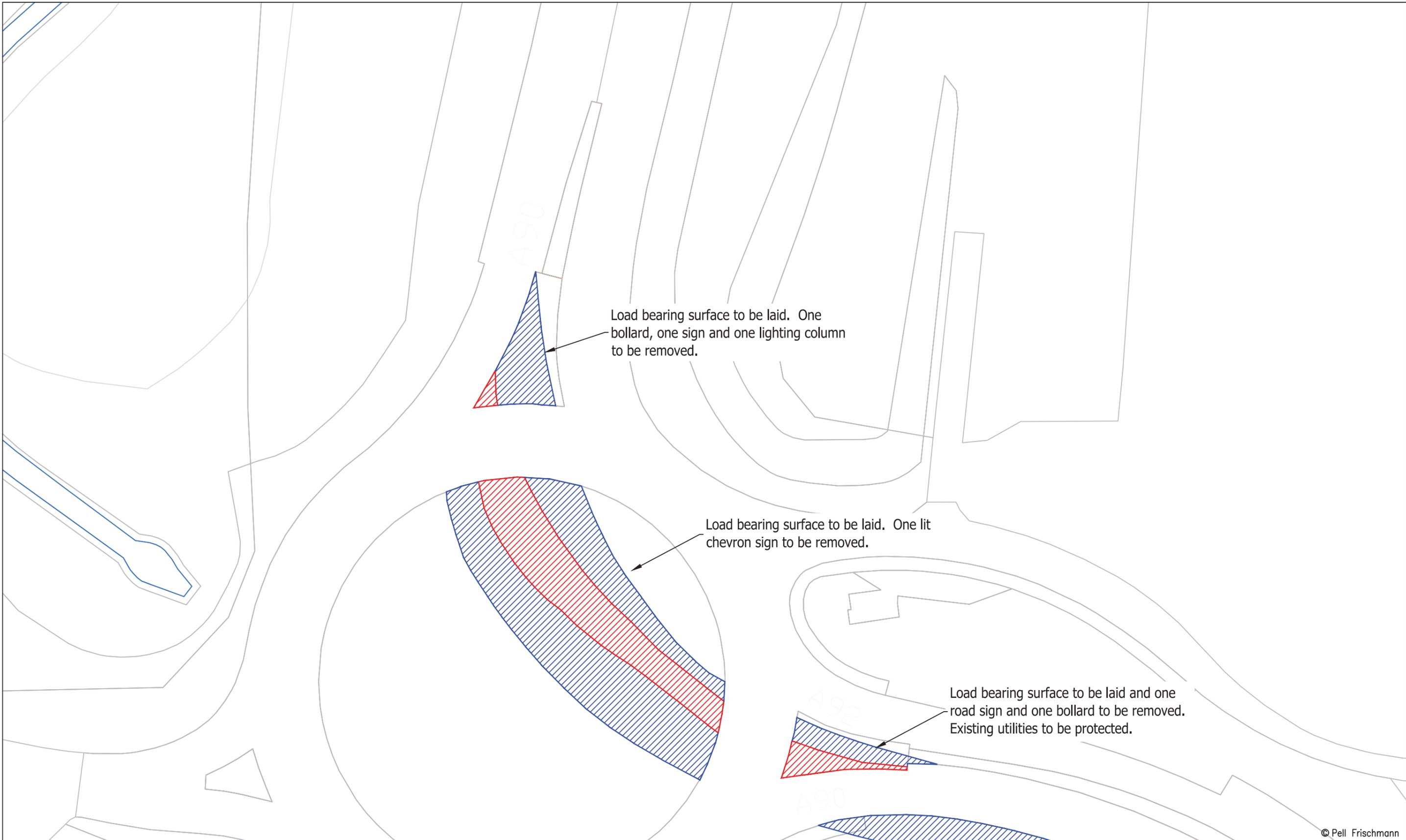
SGRE 155 Blade and Tower

SPA Location

A90 Stonehaven Roundabout

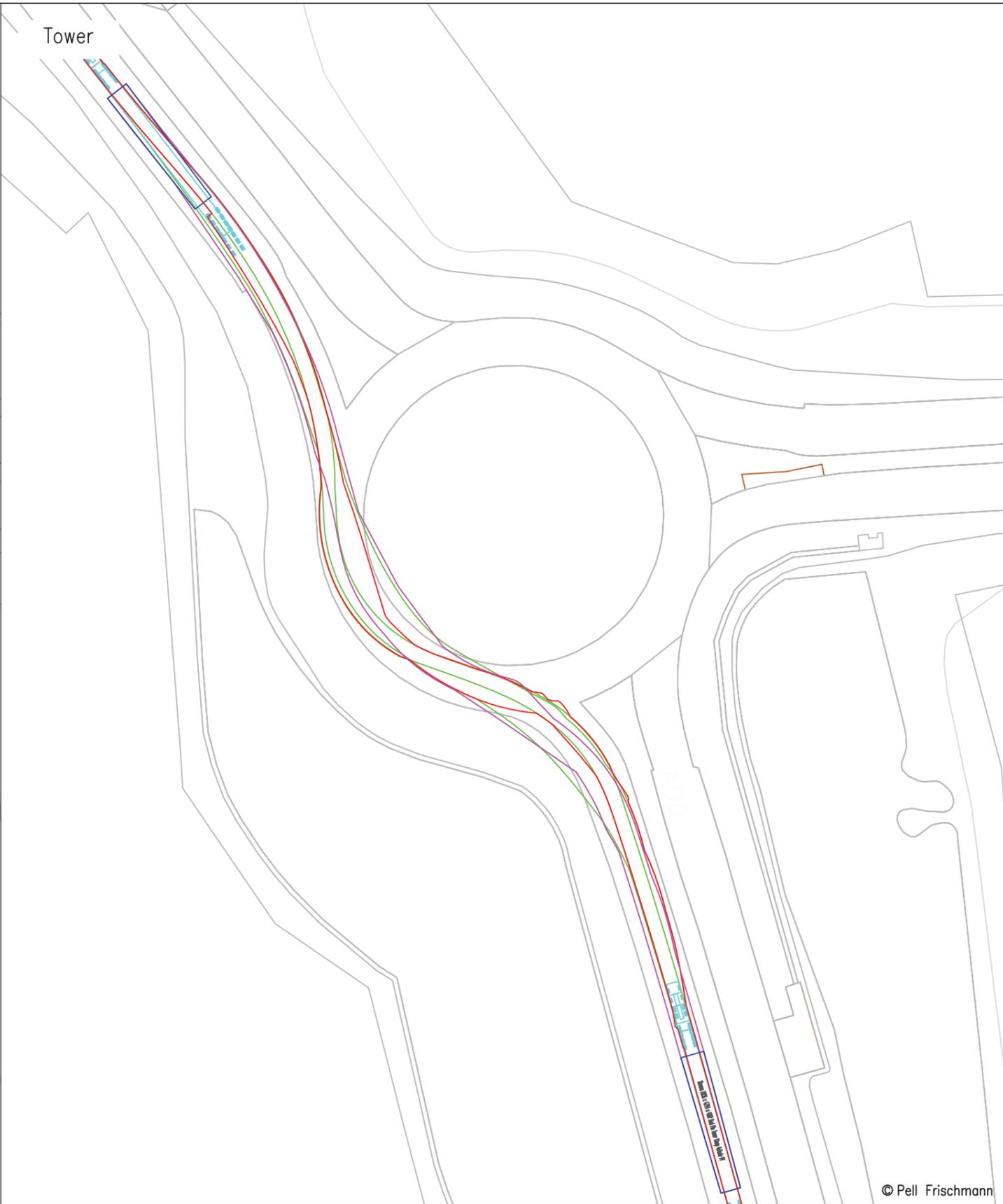
Key

- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Over-run
- Over-sail



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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A90 Stonehaven Roundabout	Checked	GB	03/03/2021	Drawing Status	Draft	Revision	1
			Point of Interest	14	Drawing No.	SK14A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		



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Client **Statkraft**

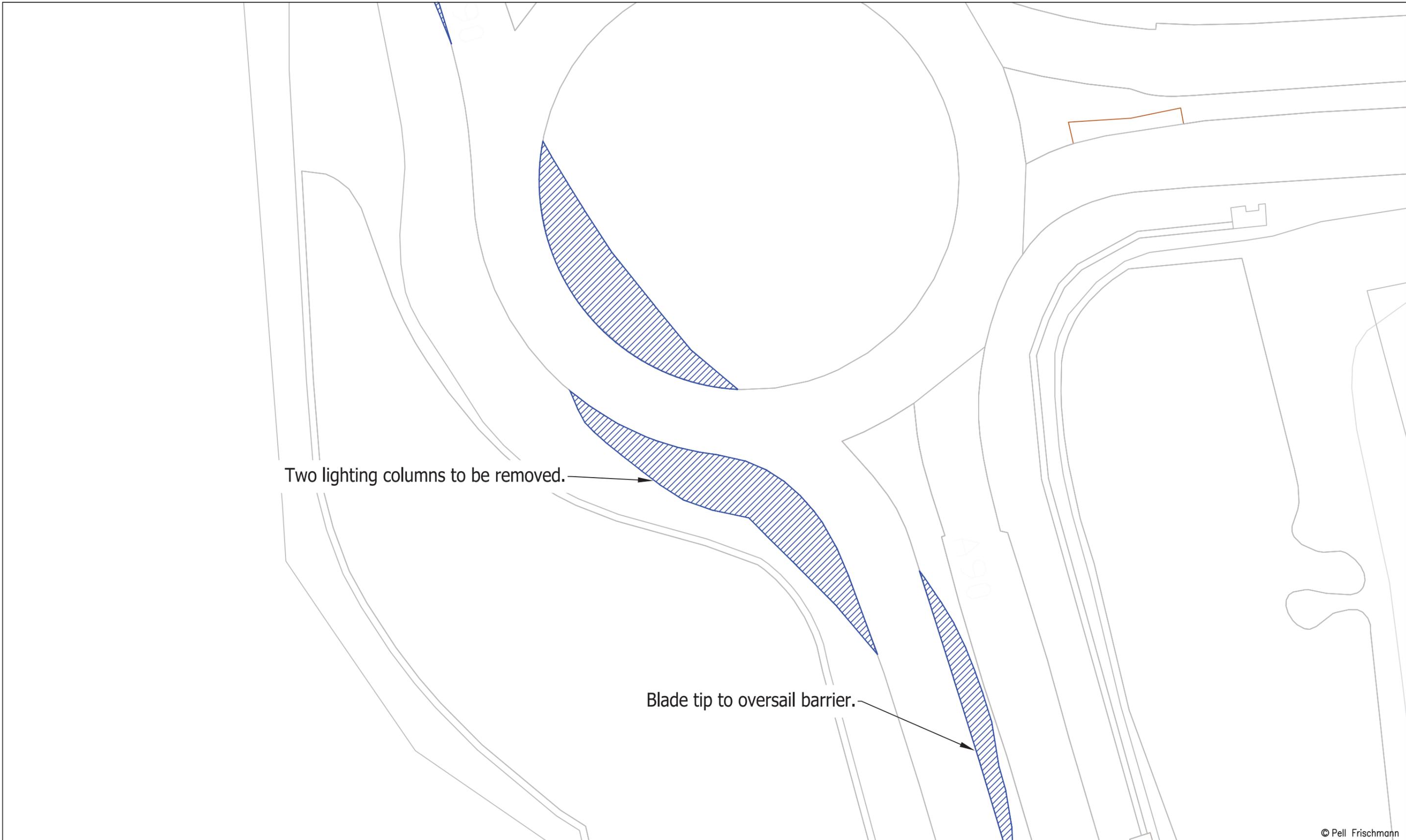
Key	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: purple;">—</span>	<span style="color: cyan;">—</span>		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project  
**Craig Watch Wind Farm**

Drawing Title  
**SGRE 155 Blade and Tower**

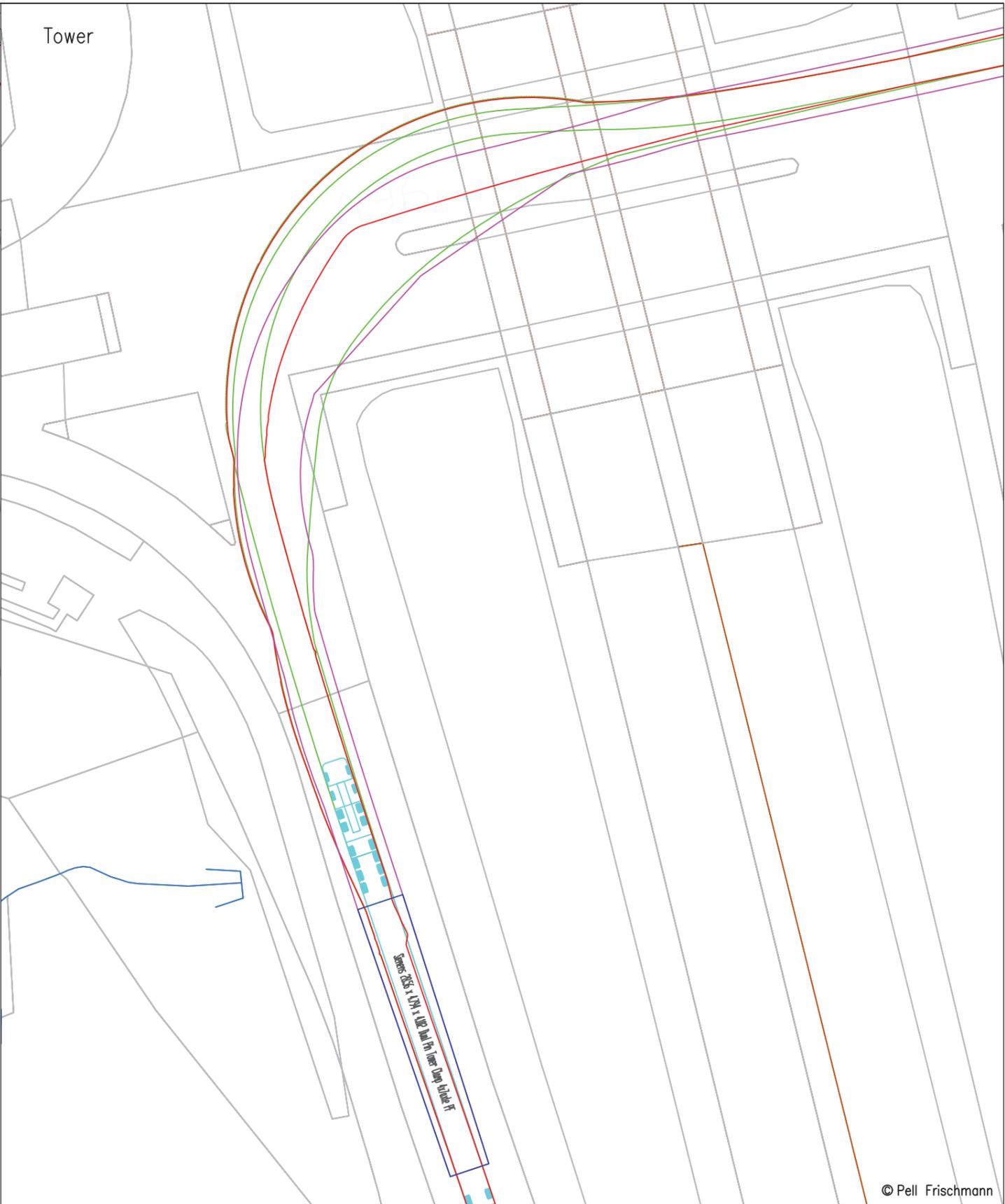
SPA Location  
**A90 Cleanhill Roundabout**

Drawn	JS	03/03/2021	Scale	1:1000 @ A3	
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
Checked	GB	03/03/2021	Drawing Status	Draft	
Point of Interest	15		Drawing No.	SK15	Revision
			Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
					1



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	Client	Drawing Title	SPA Location	Designed	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg			
				Checked	GB	03/03/2021	Drawing Status Draft			
				Point of Interest	15		Revision			
Key	Statkraft	SGRE 155 Blade and Tower	Drawing No.	Notes:				1		
Wheel SPA (Red line) Body SPA (Green line) Load SPA (Purple line) Indicative (Cyan line) Over-run (Red hatched) Over-sail (Blue hatched)		A90 Cleanhill Roundabout	SK15A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.						



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Client **Statkraft**

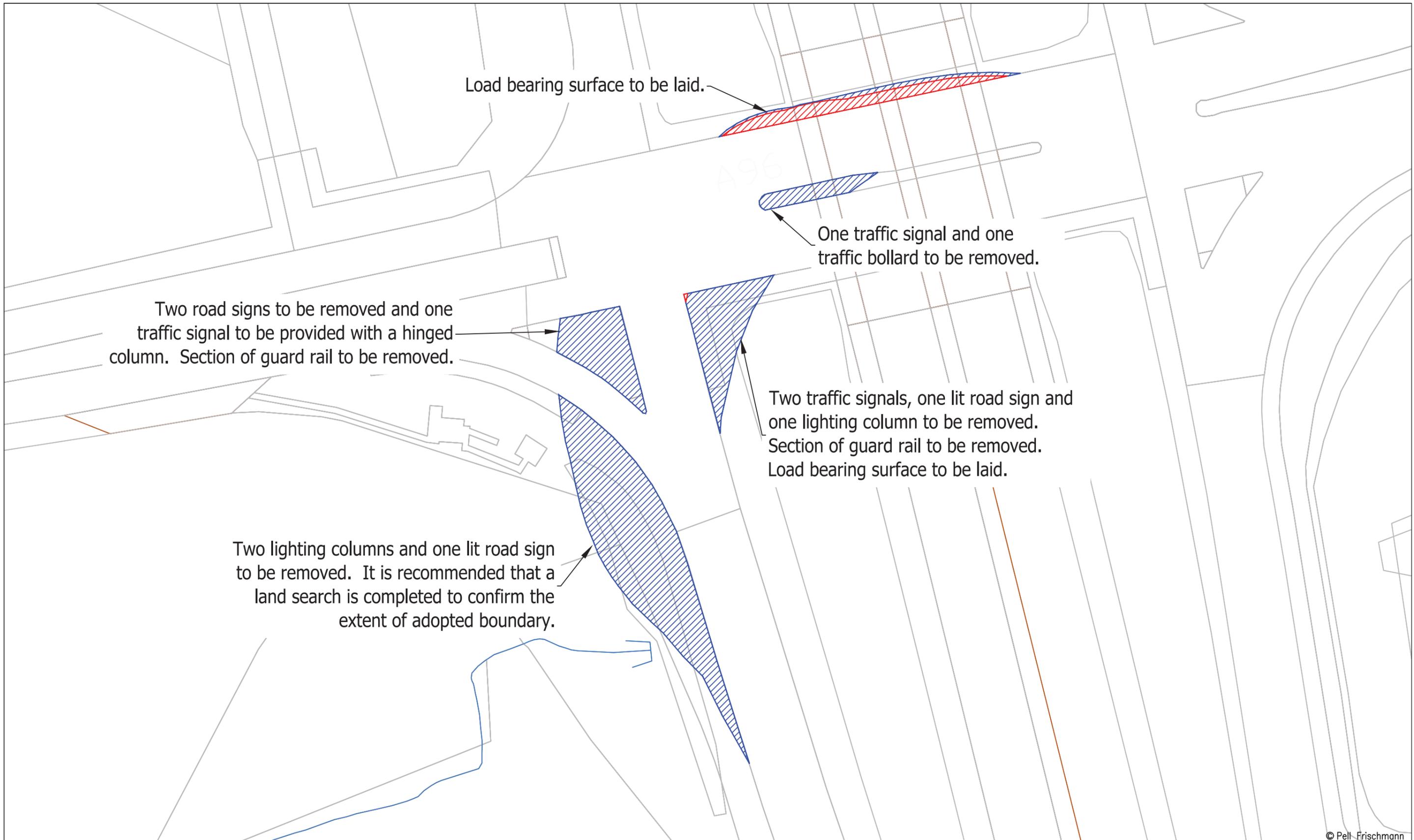
Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project **Craig Watch Wind Farm**

Drawing Title **SGRE 155 Blade and Tower**

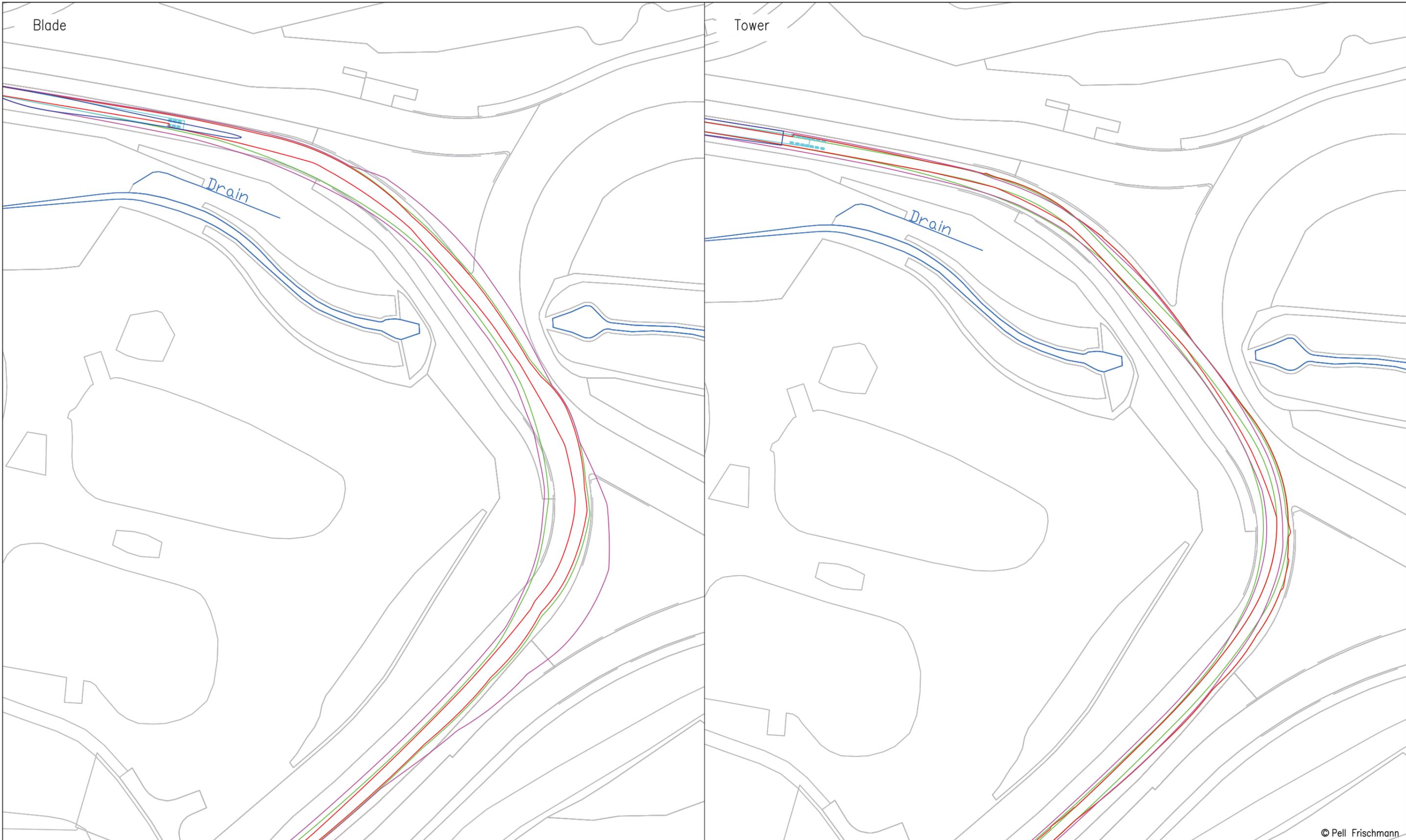
SPA Location **A90 / C89c Craibstone Junction**

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
Checked	GB	03/03/2021	Drawing Status	Draft	
Point of Interest	16		Drawing No.	SK16	
Notes:			Revision		
1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1		1



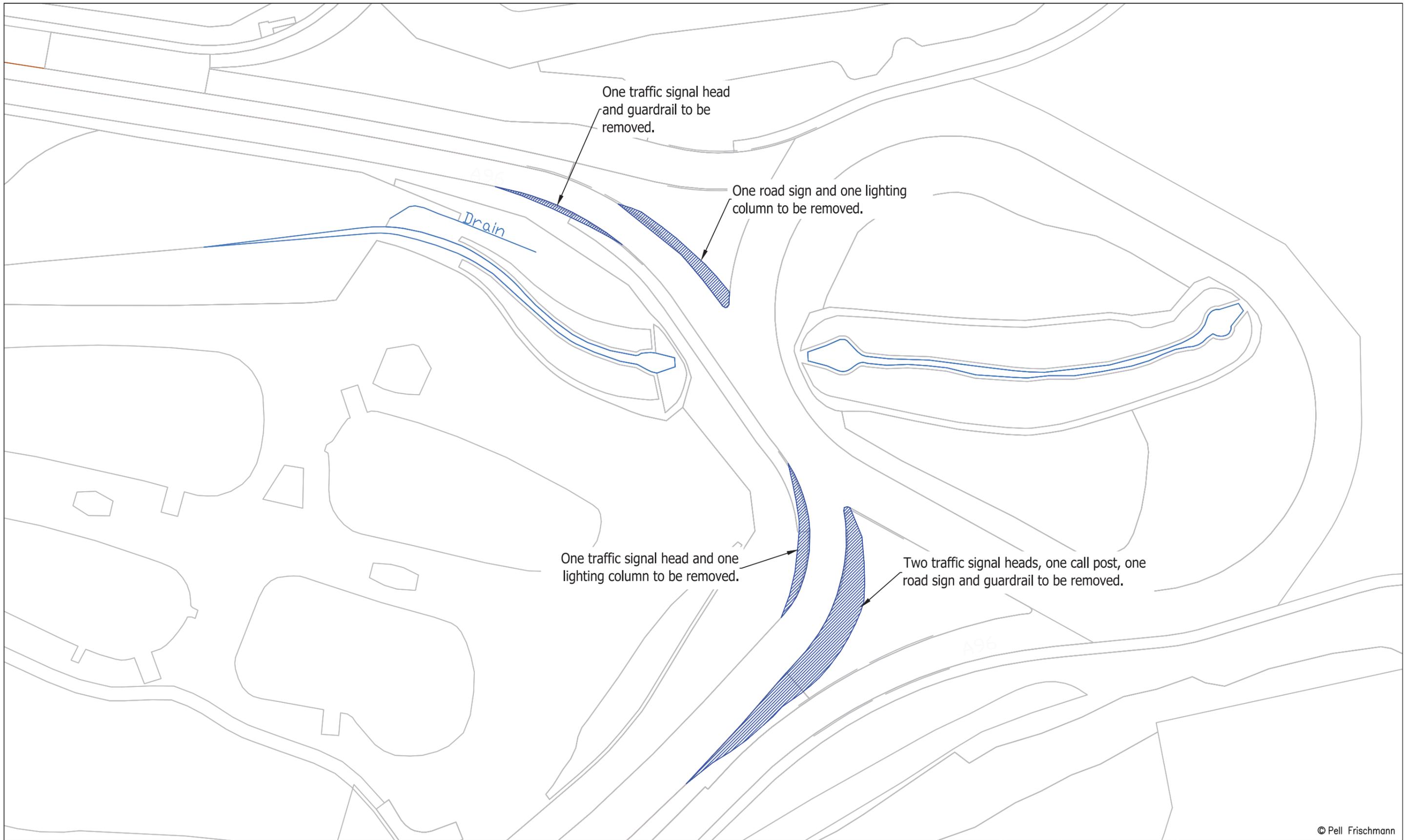
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	Client	Statkraft			Drawn	JS	03/03/2021	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
<b>Key</b> 	Drawing Title	SGRE 155 Blade and Tower			Designed	GB	03/03/2021	03/03/2021	Drawing Status	Draft	
	SPA Location	A90 / C89c Craibstone Junction			Checked	16		Point of Interest	Revision		
					Drawing No.	SK16A		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		
										1	



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	Client	Statkraft		Drawn	JS	Designed	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
<b>Key</b>  Wheel SPA   Body SPA   Load SPA   Indicative   Over-run   Over-sail	Drawing Title	SGRE 155 Blade and Tower		Checked	GB	Date	03/03/2021	Drawing Status	Draft	
	SPA Location	C89c / A96 Craibstone Roundabout		Point of Interest			17			
		Drawing No.	SK17		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				Revision



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Client: **Statkraft**

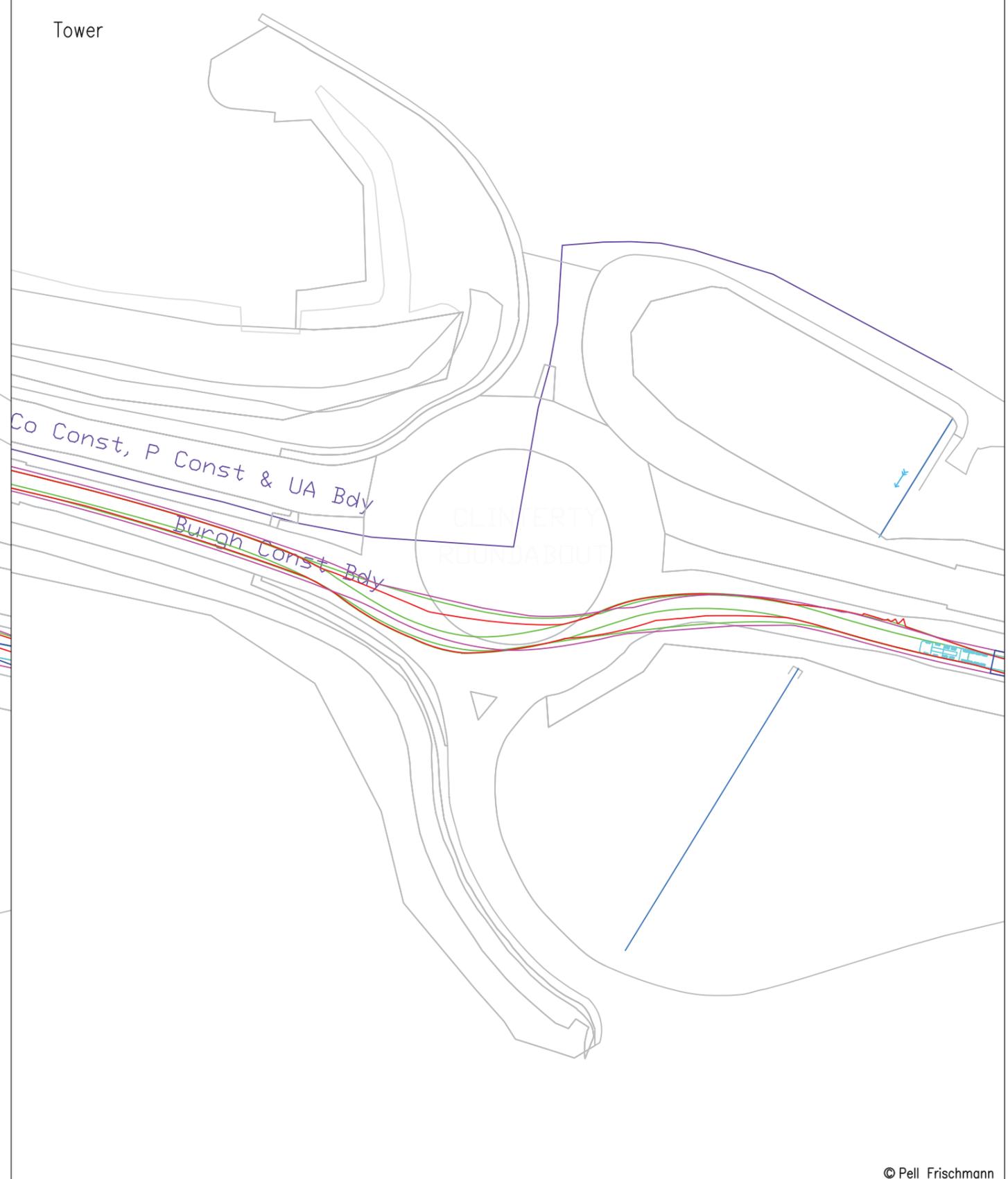
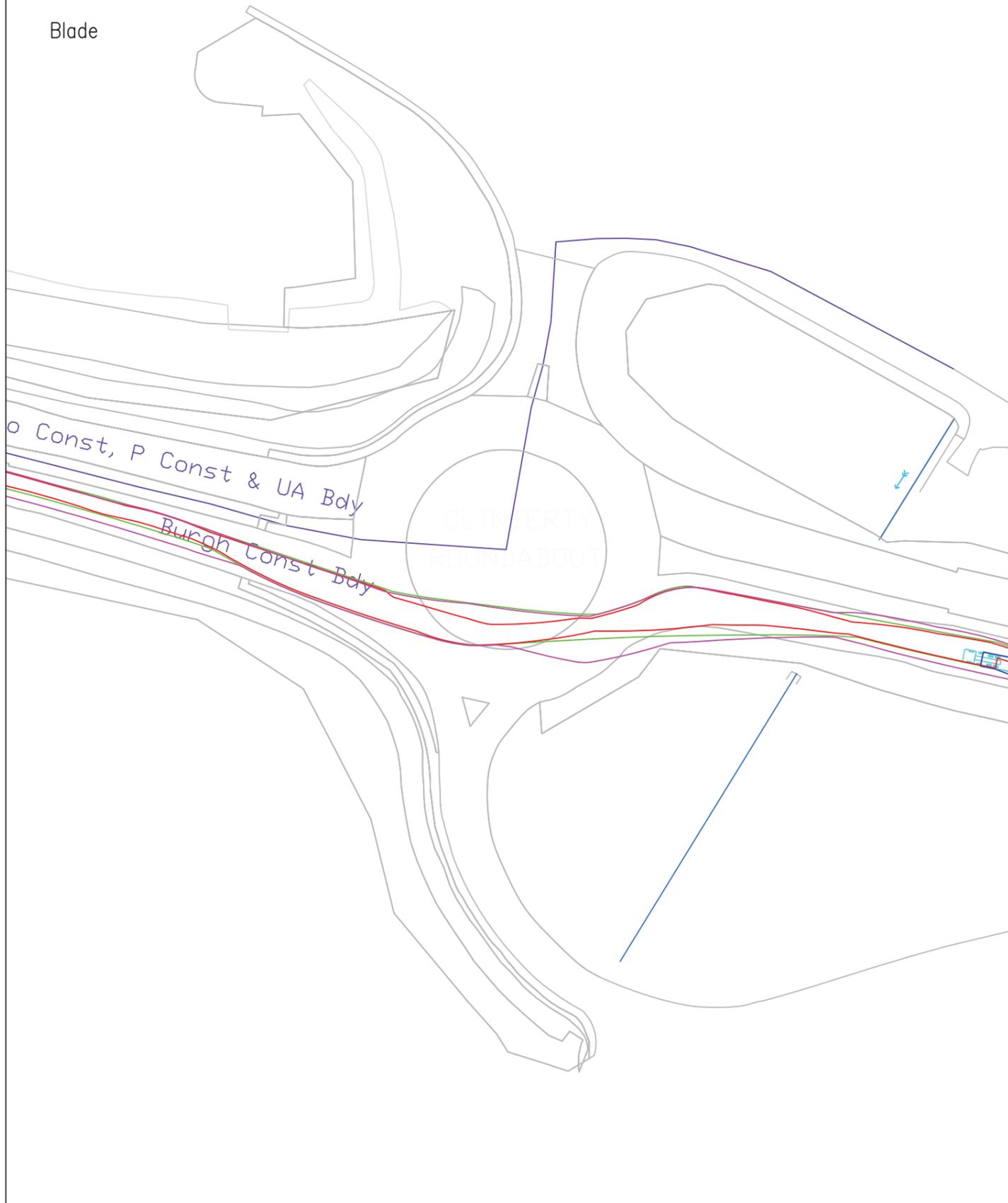
Key  
 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Purple line)  
 Indicative (Cyan line)  
 Over-run (Red hatched area)  
 Over-sail (Blue hatched area)

Project	Craig Watch Wind Farm
Drawing Title	SGRE 155 Blade and Tower
SPA Location	C89c / A96 Craibstone Roundabout

Drawn	JS	03/03/2021	Scale	1:1000 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	17		Drawing No.	SK17A
Notes:				Revision
1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				1

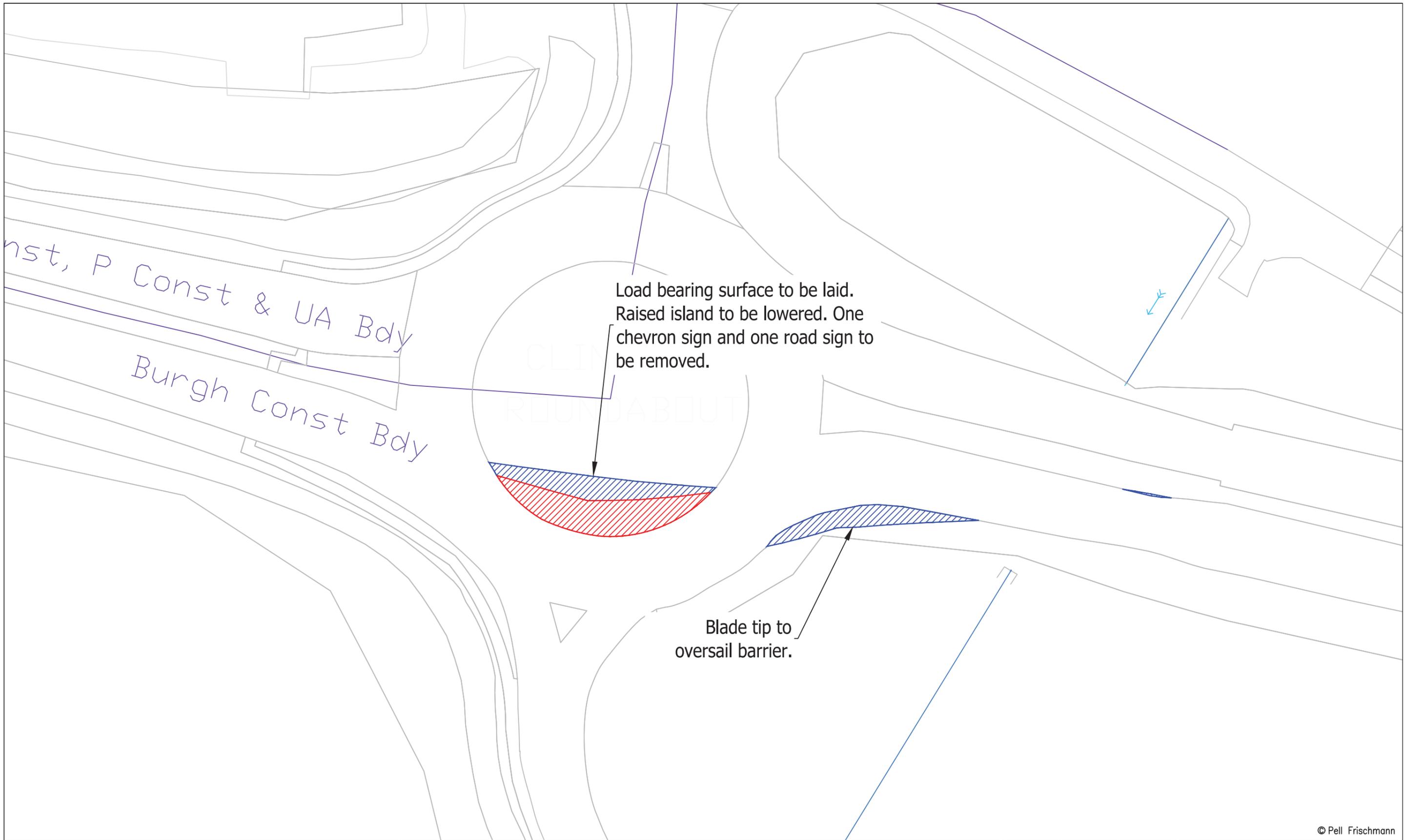
Blade

Tower



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	Client	Statkraft			Drawn	JS	03/03/2021	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	SGRE 155 Blade and Tower			Designed	JS	03/03/2021	
	SPA Location	A96 Clinterty Roundabout			Checked	GB	03/03/2021	
		Point of Interest	18		File No.		210202 Craig Watch Tracking.dwg	
		Drawing No.	SK18		Drawing Status		Draft	
		Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				Revision	1

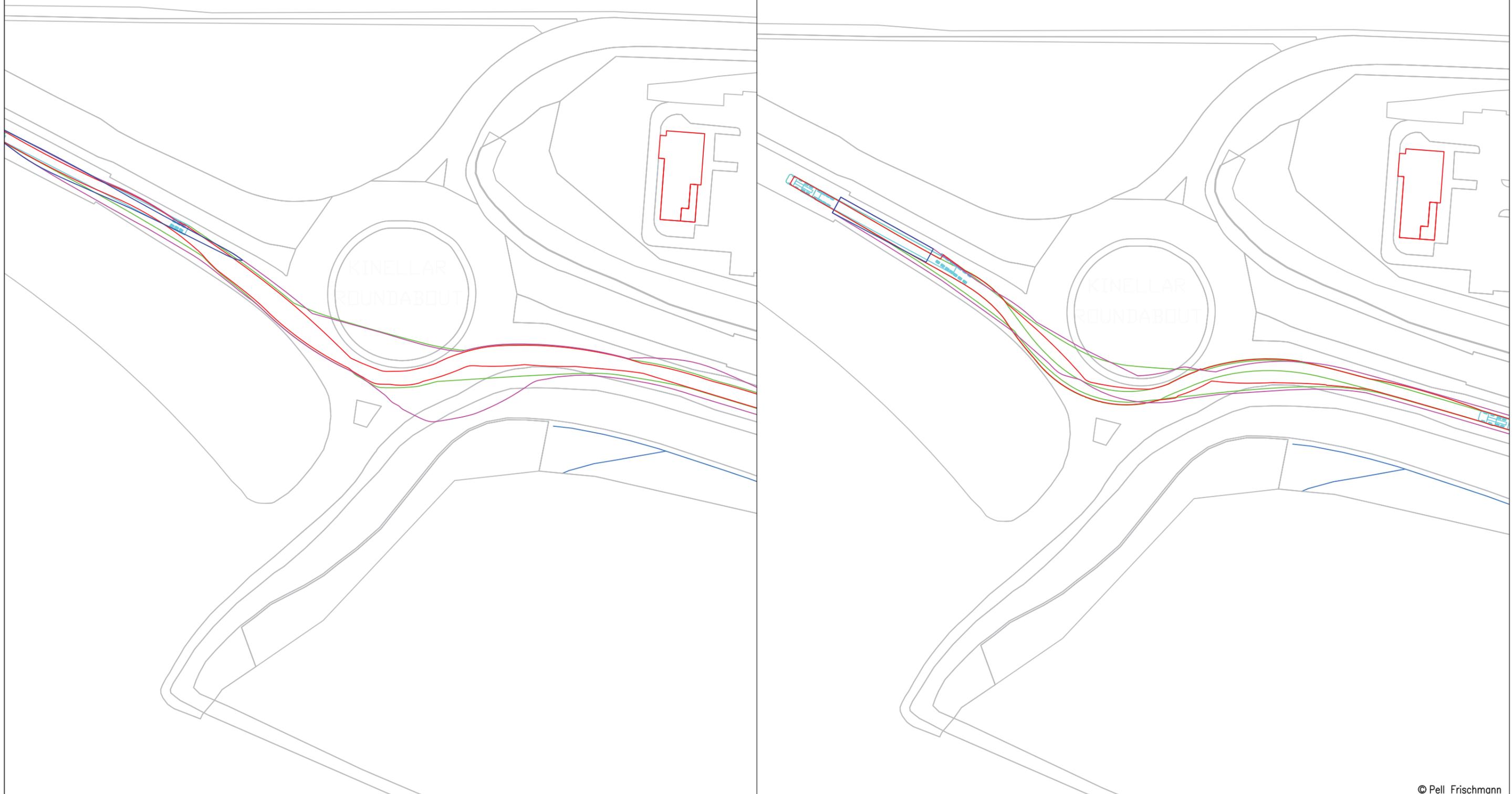


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	Client	Drawing Title	SPA Location	Designed	JS	03/03/2021	File No.		210202 Craig Watch Tracking.dwg		
				Checked	GB	03/03/2021	Drawing Status		Draft		
				Point of Interest		18		Revision		1	
Key <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:purple">—</span> Load SPA <span style="color:blue">—</span> Indicative <span style="color:red">▨</span> Over-run <span style="color:blue">▨</span> Over-sail		SGRE 155 Blade and Tower	A96 Clinterty Roundabout	Drawing No.	SK18A			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.			

Blade

Tower



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Client **Statkraft**

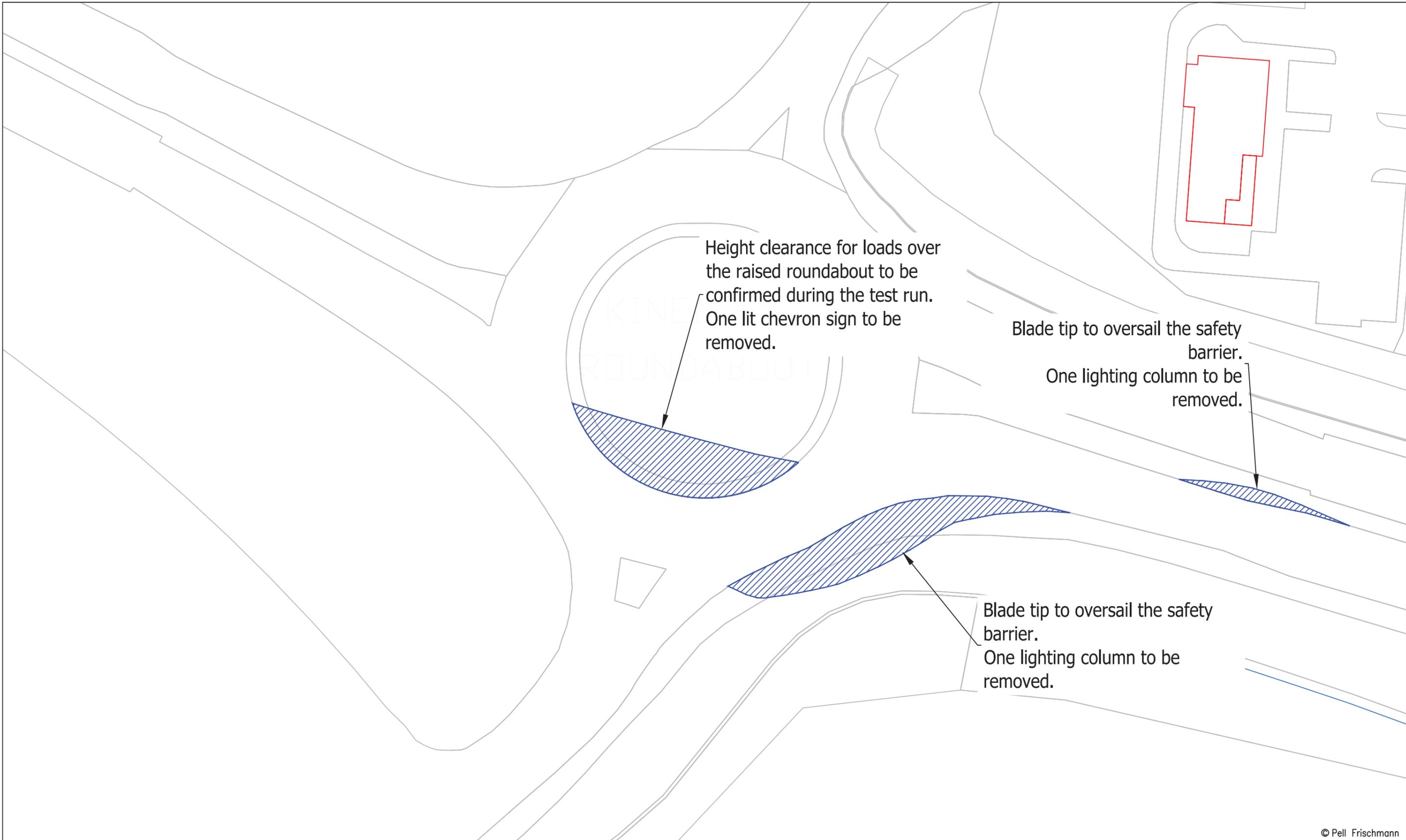
Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project  
**Craig Watch Wind Farm**

Drawing Title  
**SGRE 155 Blade and Tower**

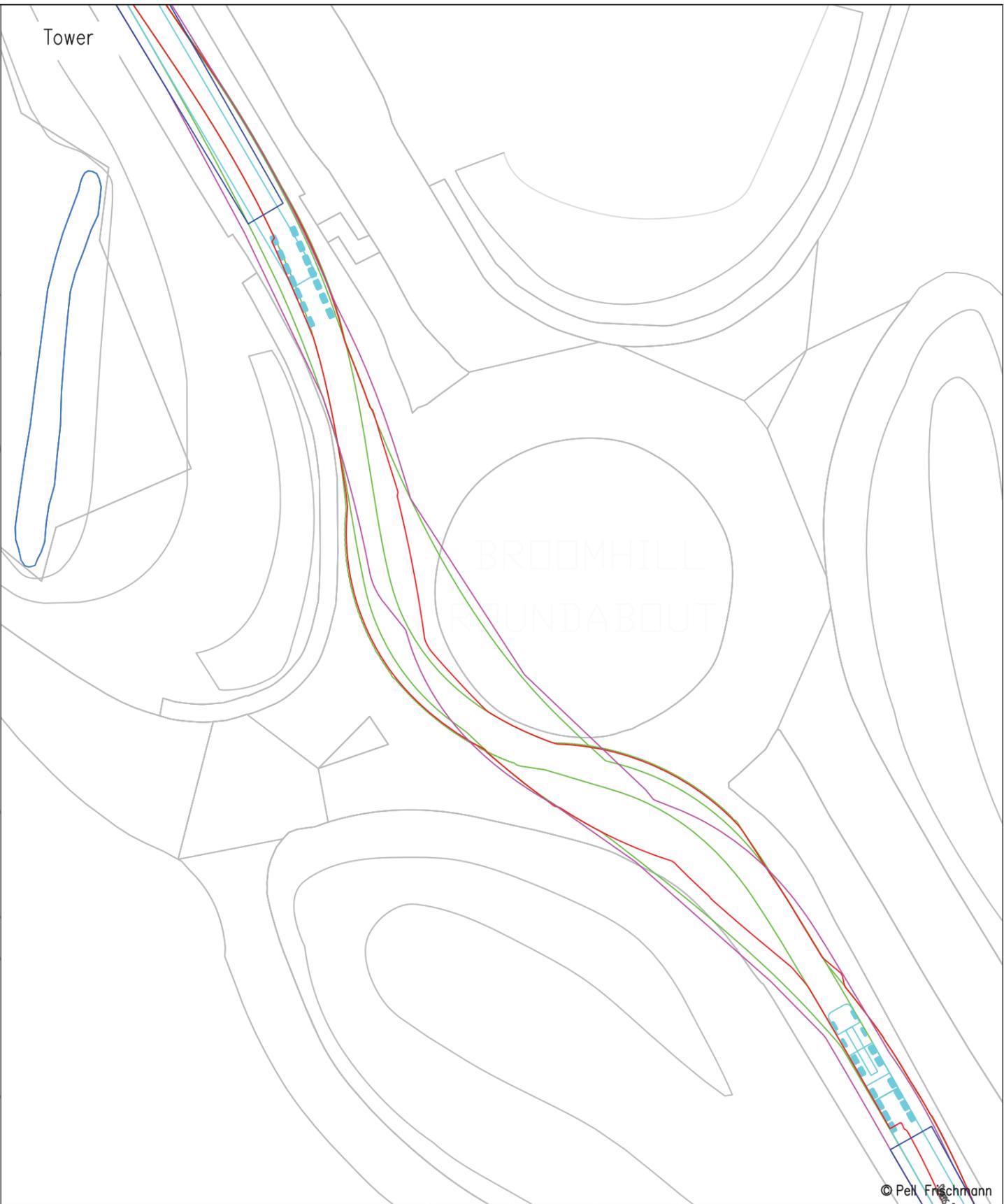
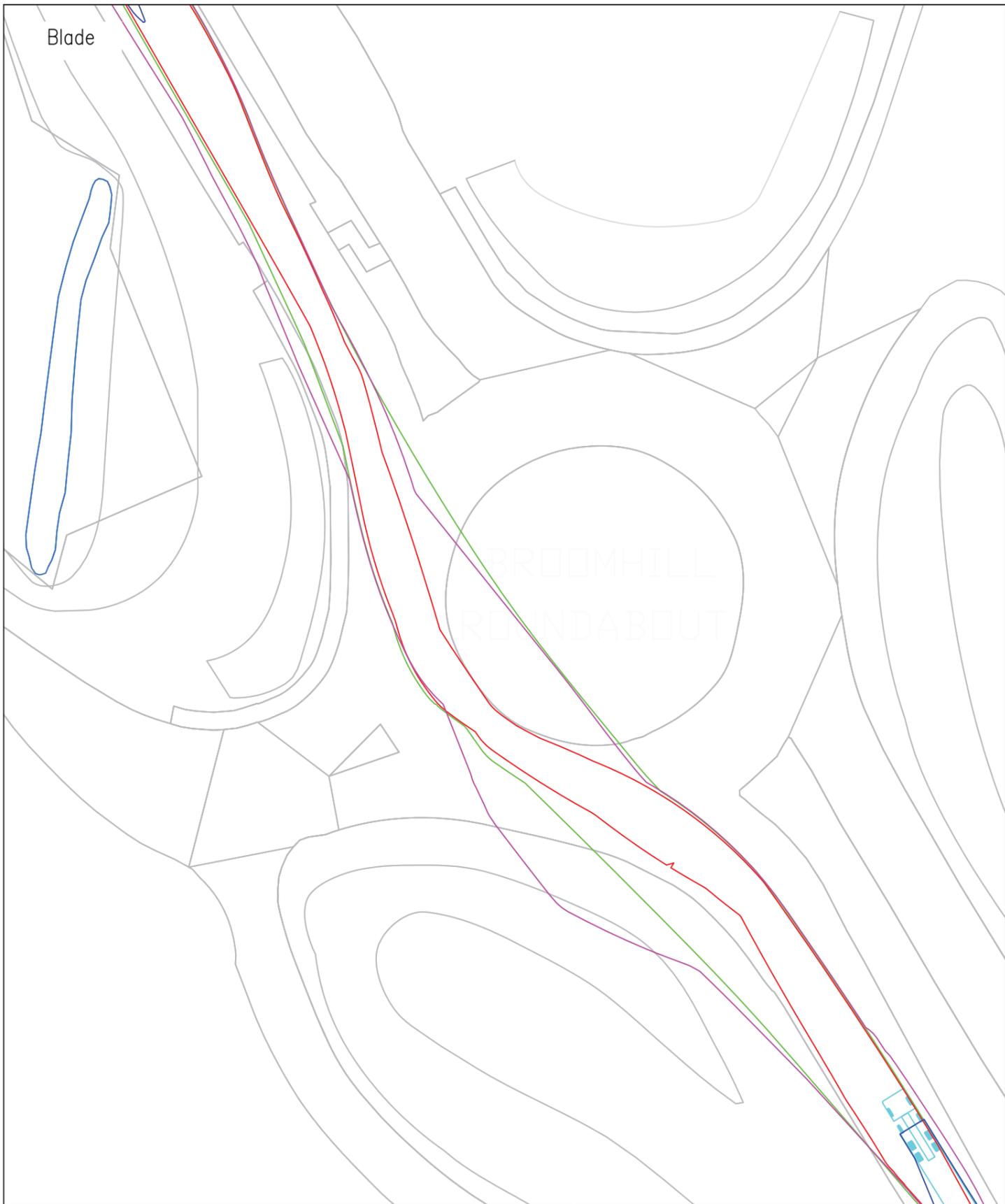
SPA Location  
**A96 Kinellar Roundabout**

	Name	Date	Scale	1:1000 @ A3		
Drawn	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg		
Designed	JS	03/03/2021		Drawing Status	Draft	
Checked	GB	03/03/2021			Revision	
Point of Interest		19	Drawing No.	Notes:	1	
			SK19	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	1	



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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A96 Kinellar Roundabout	Checked	GB	03/03/2021	Drawing Status	Draft	Revision	1
			Point of Interest	19		Drawing No.	SK19A	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.	



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Client: **Statkraft**

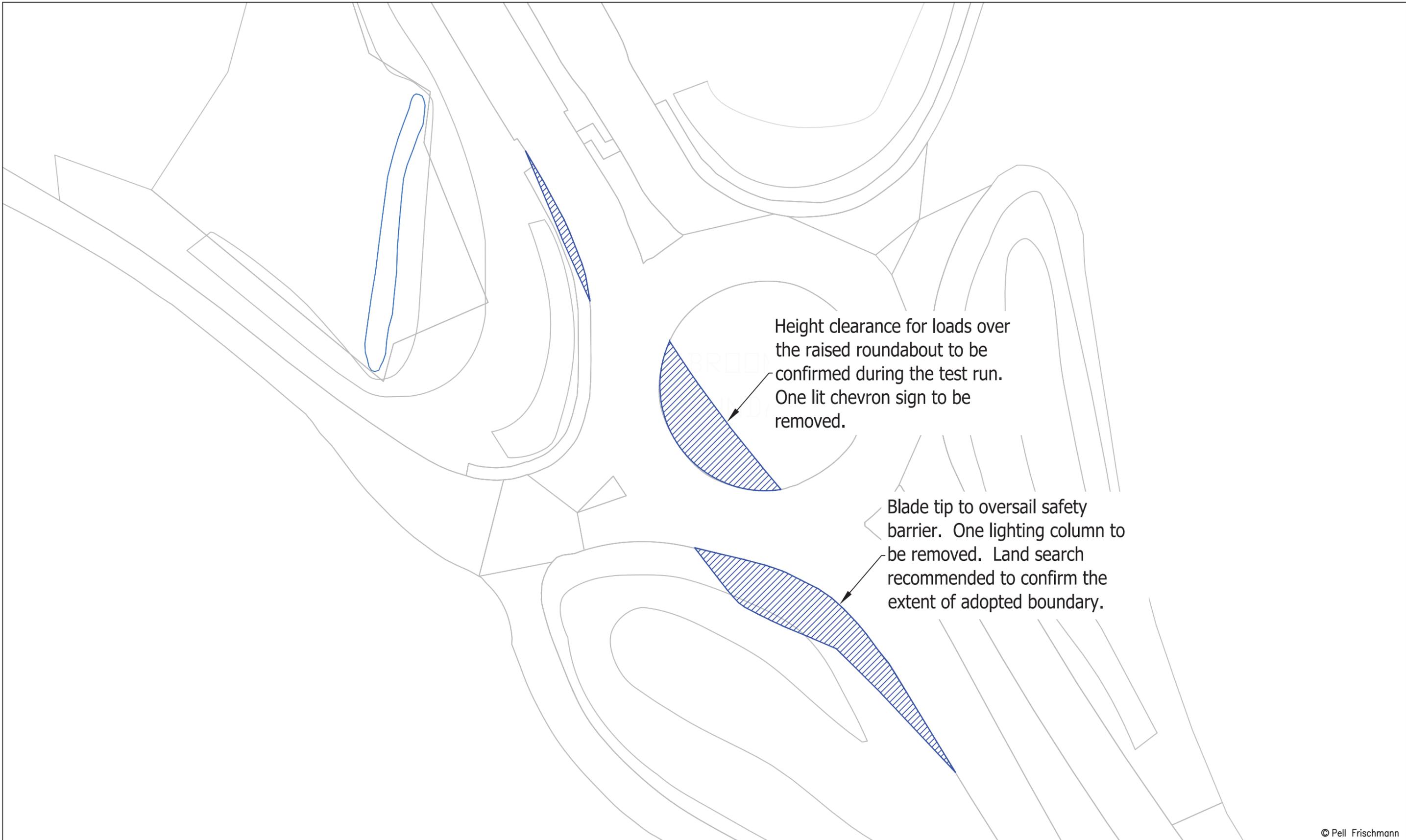
Key	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: purple;">—</span>	<span style="color: cyan;">—</span>		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project: **Craig Watch Wind Farm**

Drawing Title: **SGRE 155 Blade and Tower**

SPA Location: **A96 Broomhill Roundabout**

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg	
Checked	GB	03/03/2021	Drawing Status	Draft	
Point of Interest	20		Drawing No.	SK20	Revision
Notes:			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1



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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A96 Broomhill Roundabout	Checked	GB	03/03/2021	Point of Interest	20	Drawing Status	Draft
			Drawing No.	SK20A	Notes:			Revision	1

Blade

Tower



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Project

Craig Watch Wind Farm

Drawn	JS	03/03/2021	Scale	1:500_1 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	21		Revision	1
Drawing No.	SK21			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.

Client

Statkraft

Drawing Title

SGRE 155 Blade and Tower

Key



SPA Location

A96 Thainstone Roundabout

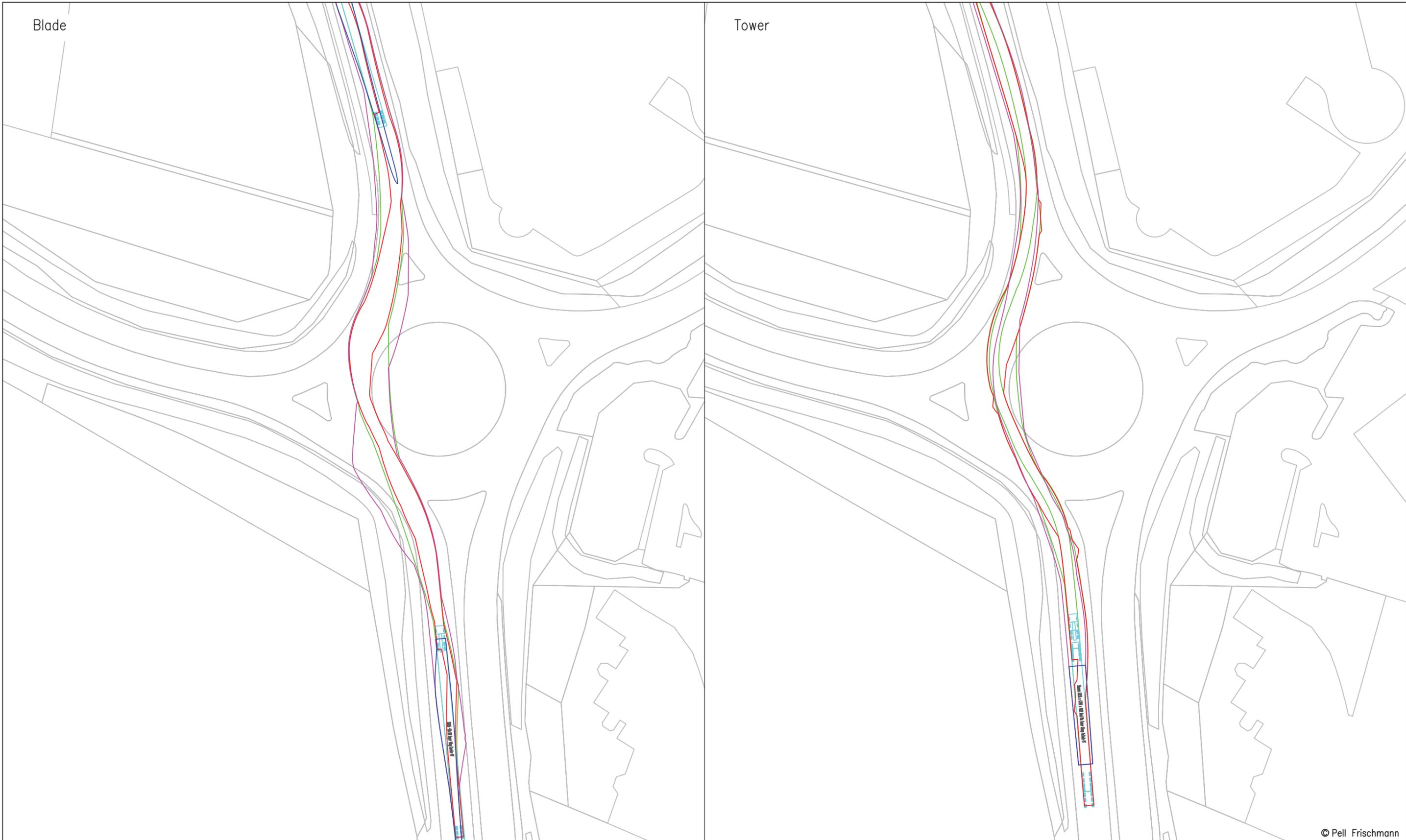


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	Client	Drawing Title	SPA Location	Drawn	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg		
				Designed	JS	03/03/2021	Drawing Status	Draft		
				Checked	GB	03/03/2021	Point of Interest	21	Revision	1
Client	Statkraft		Drawing Title	SGRE 155 Blade and Tower		Drawing No.	SK21A		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.
Key	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	SPA Location		A96 Thainstone Roundabout	

Blade

Tower



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Project

Craig Watch Wind Farm

Name

Date

Scale

1:1000 @ A3

Drawn

JS

03/03/2021

File No. 210202 Craig Watch Tracking.dwg

Designed

JS

03/03/2021

Checked

GB

03/03/2021

Drawing Status

Draft

Point of Interest

22

Drawing No.

SK22

Notes:

- All mitigation is subject to confirmation through a test run.
- This is not a construction drawing and is intended for illustration purposes only.

Revision

1

Client

Statkraft

Drawing Title

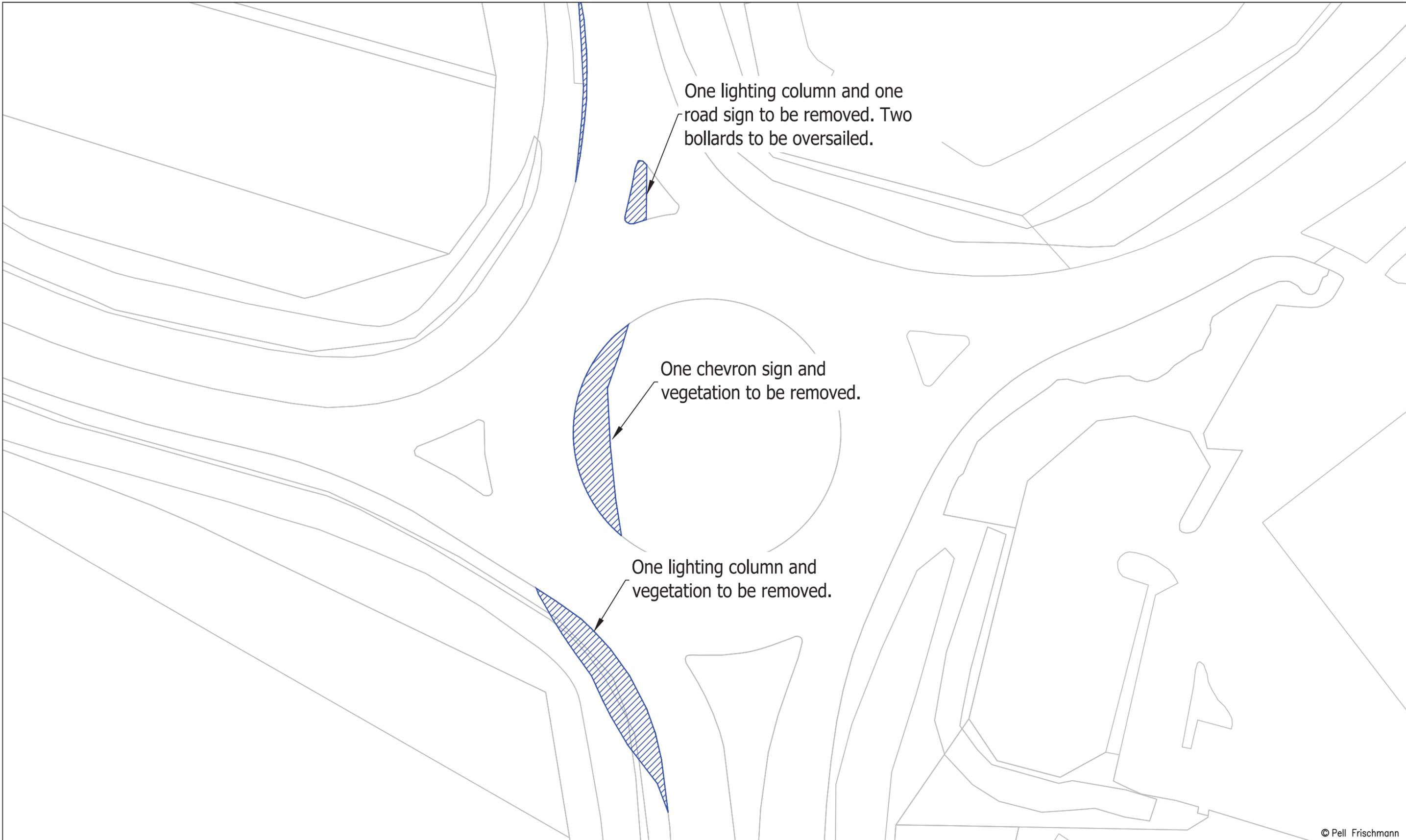
SGRE 155 Blade and Tower

Key

- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Over-run
- Over-sail

SPA Location

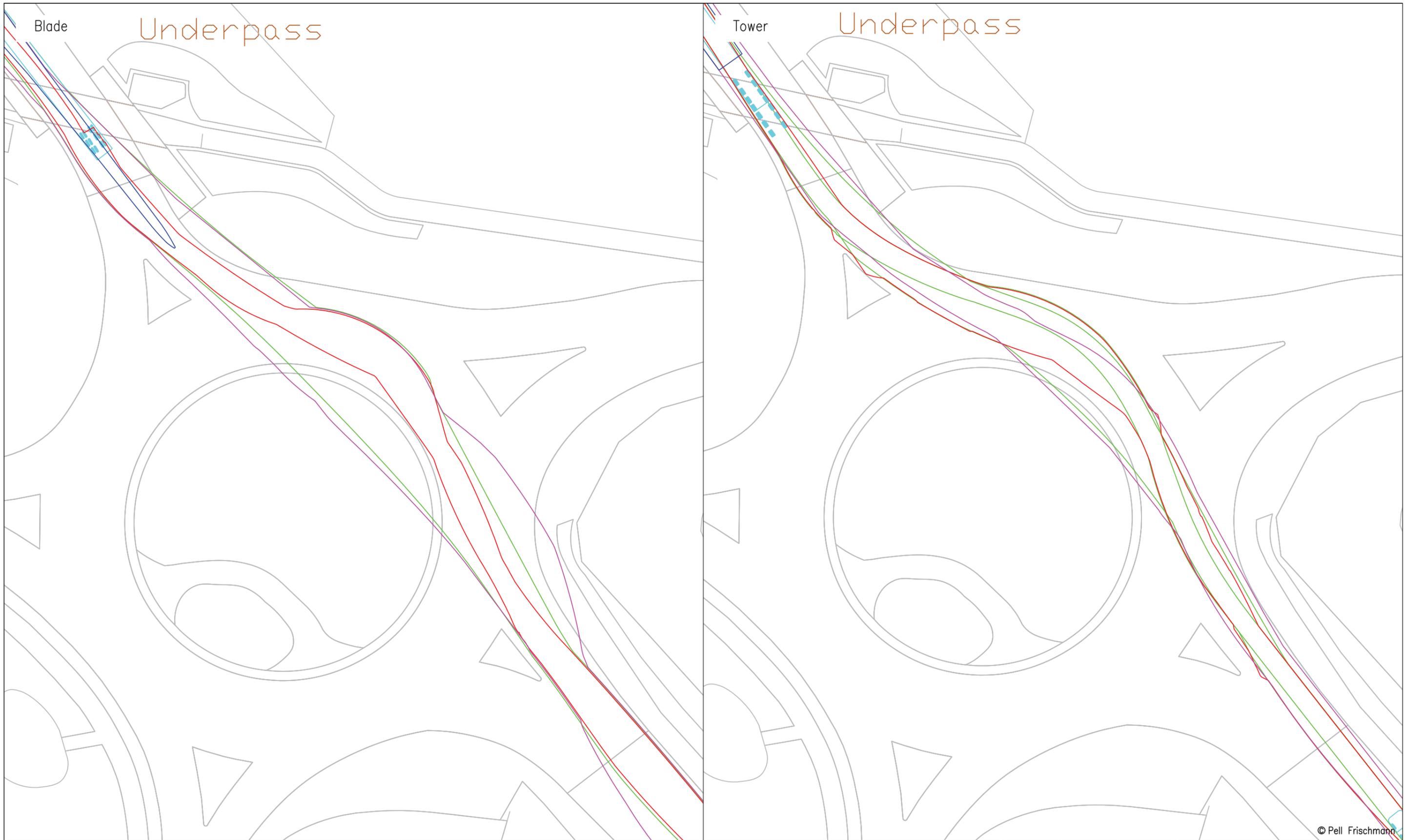
A96 Inverurie Roundabout



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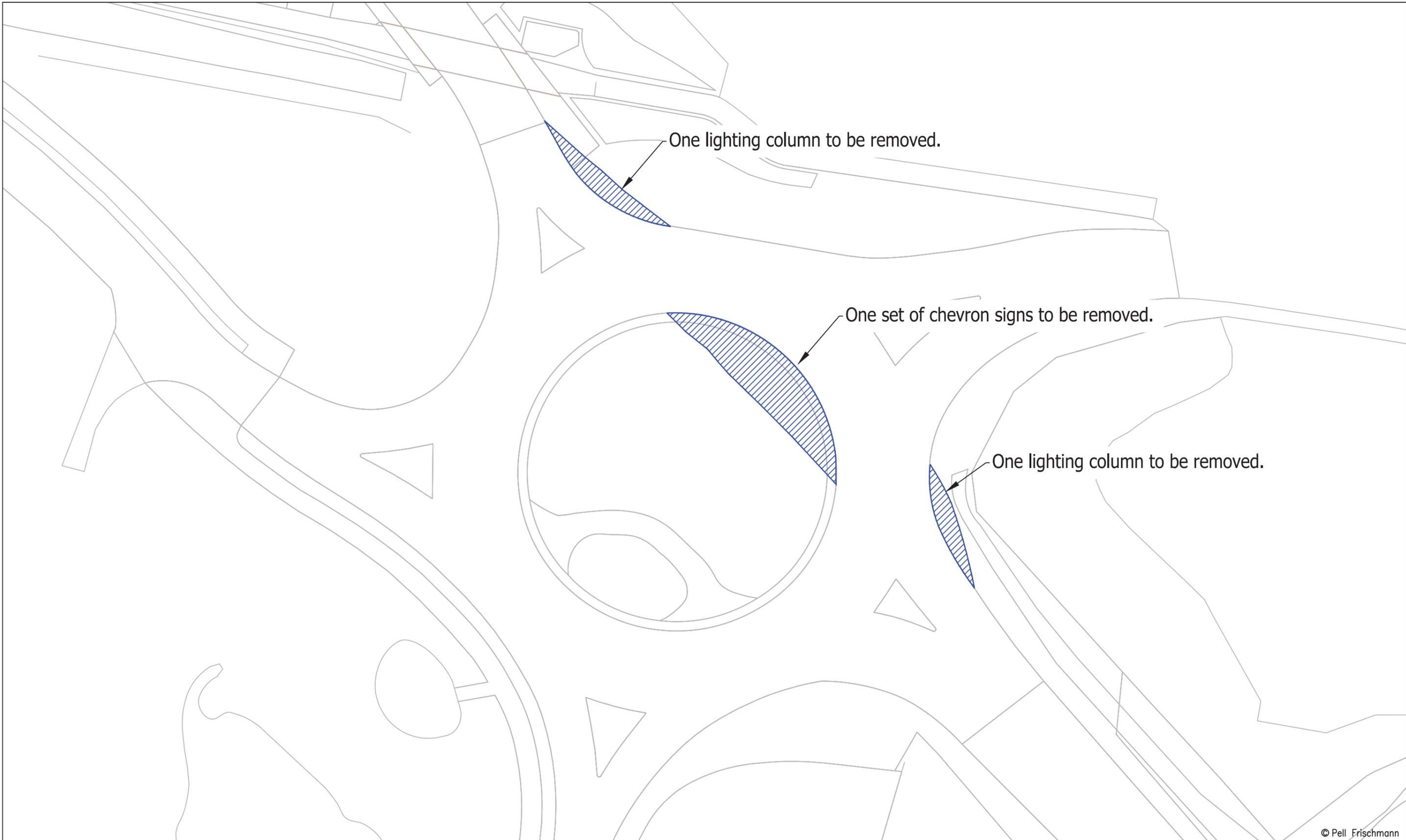
<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: ptedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Craig Watch Wind Farm			Name	JS	Date	03/03/2021	Scale	1:500_1 @ A3		
	Client	Statkraft			Designed	JS	03/03/2021	Checked	GB	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	SGRE 155 Blade and Tower			Point of Interest		22		Drawing Status			Draft
	SPA Location	A96 Inverurie Roundabout			Drawing No.	SK22A			Notes:		Revision	

1. All mitigation is subject to confirmation through a test run.  
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	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A96 Blackhall Roundabout	Checked	GB	03/03/2021	Drawing Status	Draft	
			Point of Interest	23		Drawing No.	SK23	
				Notes:	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision	1

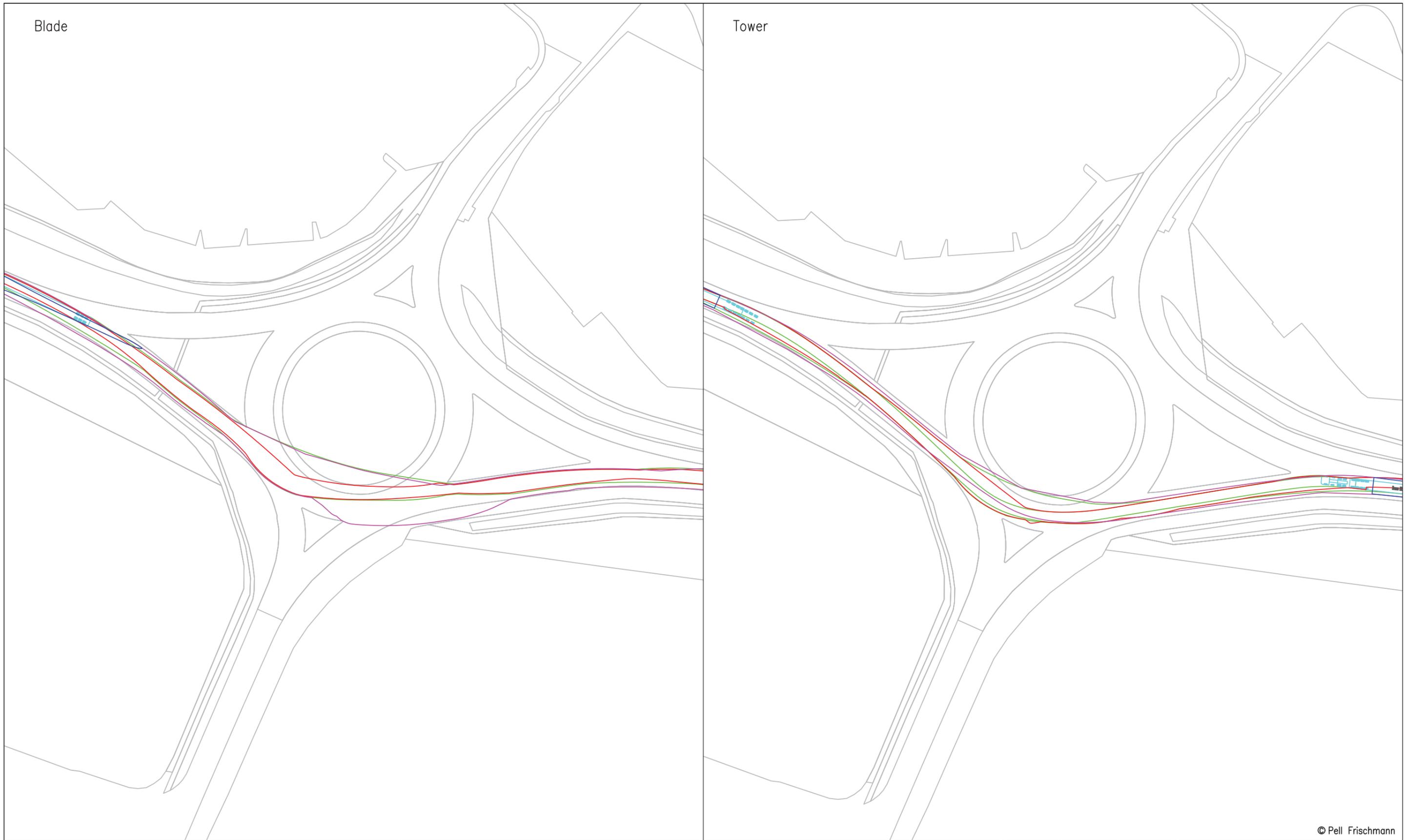


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	Client	Drawing Title	SPA Location	Drawn	JS	03/03/2021	File No. 210202 Craig Watch Tracking.dwg				
				Designed	JS	03/03/2021	Drawing Status				
				Checked	GB	03/03/2021	Draft				
Statkraft	SGRE 155 Blade and Tower	A96 Blackhall Roundabout	Point of Interest	23		Revision					
Key	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	Drawing No.	Notes:			1
							SK23A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1

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Project

Craig Watch Wind Farm

Drawn	JS	03/03/2021	Scale	1:1000 @ A3
Designed	JS	03/03/2021	File No.	210202 Craig Watch Tracking.dwg
Checked	GB	03/03/2021	Drawing Status	Draft
Point of Interest	27		Revision	1
Drawing No.	SK24			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.

Client **Statkraft**

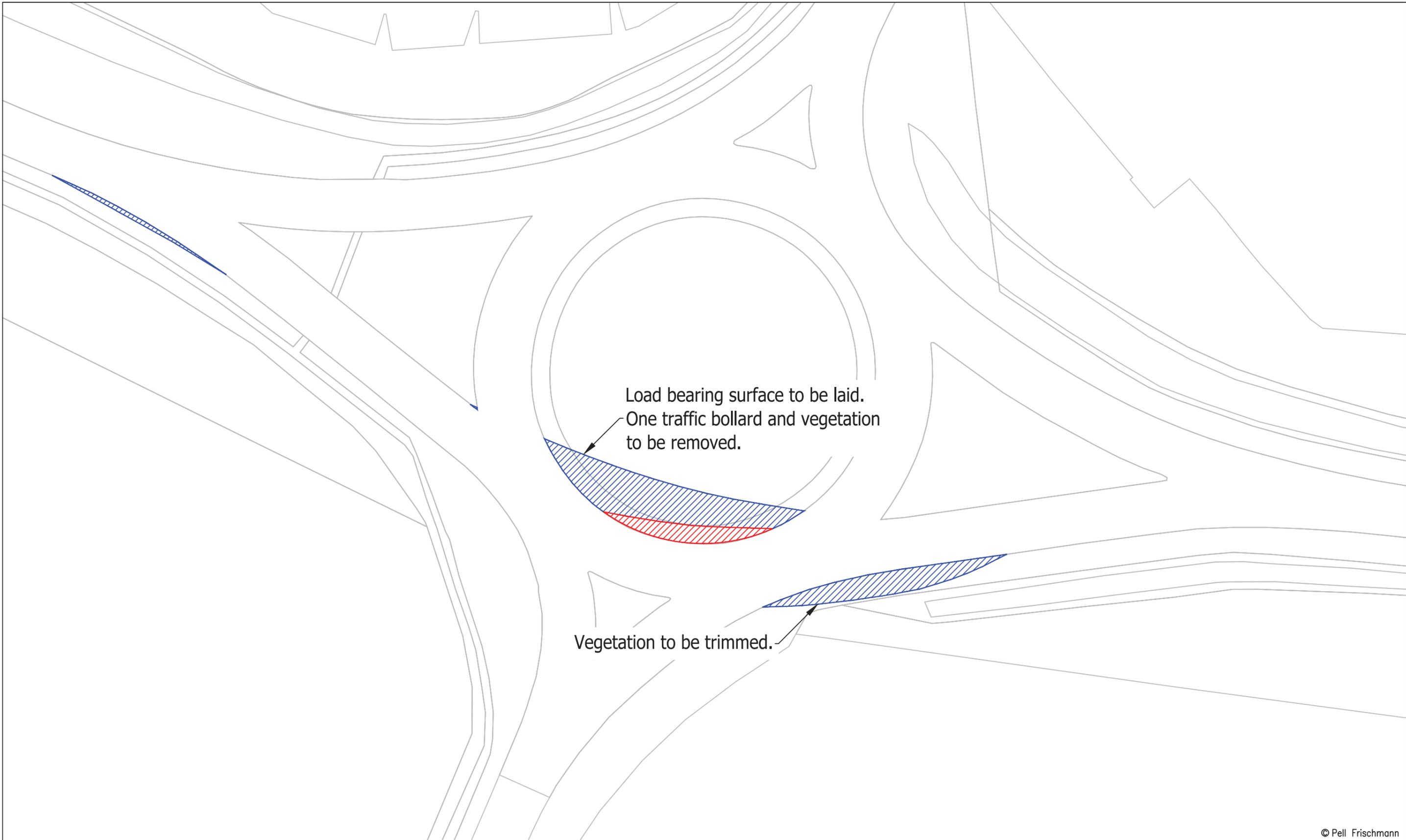
Drawing Title

SGRE 155 Blade and Tower

Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

SPA Location

A96 Huntly Roundabout



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<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: ptedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Craig Watch Wind Farm	Drawn	JS	03/03/2021	Scale	1:500_1 @ A3	
	Client	Statkraft	Drawing Title	SGRE 155 Blade and Tower	Designed	JS	03/03/2021	File No.
<b>Key</b> 	SPA Location	A96 Huntly Roundabout	Checked	GB	03/03/2021	Drawing Status	Draft	
			Point of Interest	27		Drawing No.	SK24A	Notes:
							1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	1