

## Annex C Route Survey Report

P e l l F r i s c h m a n n

## **Knockcronal Wind Farm**

### Abnormal Indivisible Load Route Survey



104441  
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### Revision Record

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# 1 Introduction

## 1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by ITP Energised UK Limited (ITP Energised) to undertake an access study of potential delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with the construction and development of Knockcronal Wind Farm, located to the south of Crosshill, South Ayrshire.

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

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

No site visit had been undertaken at this time. A site visit will be required to confirm the results of this report.

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, in line with the relevant legislation at the time of delivery.

## 2 Site Background

### 2.1 Site Location

The development site is located to the south of Crosshill, in South Ayrshire. Figure 1 illustrates the general site location.

Figure 1: Site Location Plan



### 2.2 Candidate Turbines

ITP Energised has indicated that they wish to consider the Siemens SG155 at a tip height between 180m and 200m. Tower and blade dimensions have been supplied by Siemens and are indicated below in Table 1.

Table 1: SG155 Turbine Dimensions

Section	Length (m)	Width (m)	Height (m)	Weight (t)
<b>Blade</b>	76.000	4.500	4.100	21.400
<b>Tower 1</b>	14.034	4.800	4.800	84.400
<b>Tower 2</b>	19.880	4.800	4.800	84.300
<b>Tower 3</b>	22.400	4.800	4.794	73.900
<b>Tower 4</b>	28.560	4.794	4.102	72.000
<b>Tower 5</b>	35.040	4.102	3.574	70.300

## 2.3 Proposed Delivery Equipment

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

Tower sections 1 and 2 would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and tower section 3 would be carried on a six axle step frame trailer.

Figure 2: Super Wing Carrier Trailer



Figure 3: Tower Trailer



## 3 Access Route Review

### 3.1 Access Route

All results described below are based upon a desk top assessment of the access route as agreed with ITP Energised and due to travel restrictions associated with the Covid 19 outbreak. Previous experience of sections of the route has been utilised as part of the assessment. A full site visit will be required to confirm that all constraints have been noted on the route.

Due to the size of the SG155 components it is not considered possible to transport blade components through the Port of Ayr. As such, it is proposed that blade components will be transported into KGV Dock, Glasgow. All other components will be landed at the Port of Ayr and continue to the proposed site entrance.

Both the Port of Ayr and KGV Docks in Glasgow have been used extensively for wind turbine component deliveries such as Assel Valley, Arecleoch, Kype Muir and Kellburn Wind Farms.

Loads can be offloaded by geared vessels or onshore mobile cranes.

### 3.2 Proposed Access Route

ITP Energised have requested that two potential routes to site are reviewed. Both routes will involve a diversion for higher loads such as towers and nacelles due to a low bridge at POI 20.

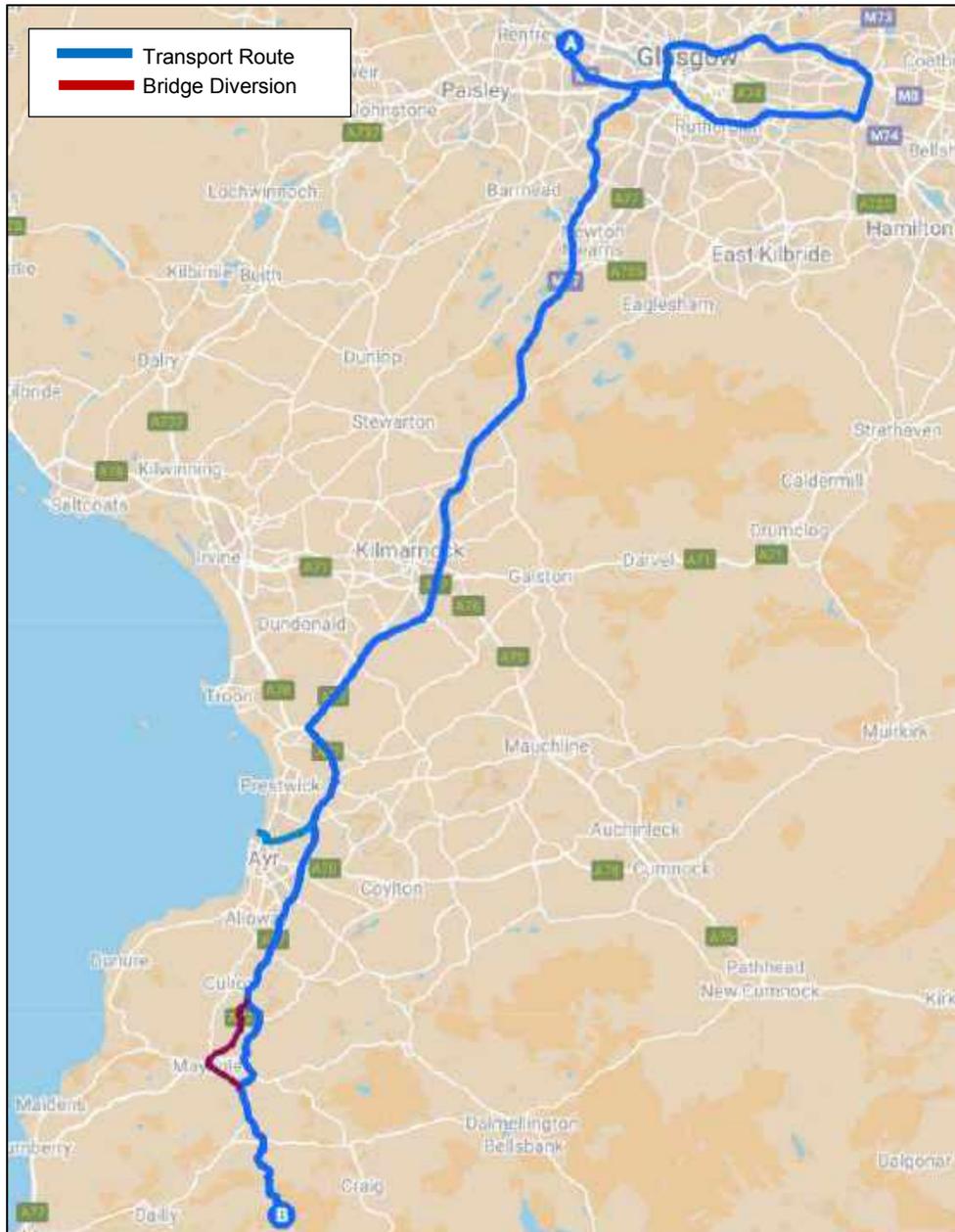
#### 3.2.1 Route 1

The proposed access route to the site entrance is as follows;

- Blades would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Blades would join the eastbound M8 and continue to Junction 8;
- Blades would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;
- Blades would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound; and
- Blades would continue south onto the A77 to Whitletts Roundabout east of Ayr.
- High loads would depart the Port of Ayr onto Waggon Road travelling east;
- High loads would turn right onto Allison Street before turning left onto Whitletts Road;
- High loads would join the A77 by turning right at Whitletts Roundabout;
- Blade loads would depart the A77 to the south of Minishant and turn left onto the B7045;
- *In order to avoid a low bridge railway bridge on the B7045, high loads such as the tower will continue on the A77 into Maybole village before turning left onto Kirkland Street;*
- *High loads would then turn left onto the B7023 and continue towards Ballochbroe where they would rejoin the blade loads and continue to the site;*
- Blade loads would continue east from the A77 on the B7045 before turning right onto the Crosshill Road and then left onto the B7023;
- All loads would continue south on the B7023 to Crosshill;
- Loads would turn right onto Dalhowan Street to Cloyntie;
- Loads would continue south through the crossroads onto Hill Road;
- Loads would continue south on Hill Road to the proposed site entrance.

Proposed access Route 1 is illustrated in Figure 5.

Figure 4: Proposed Access Route 1



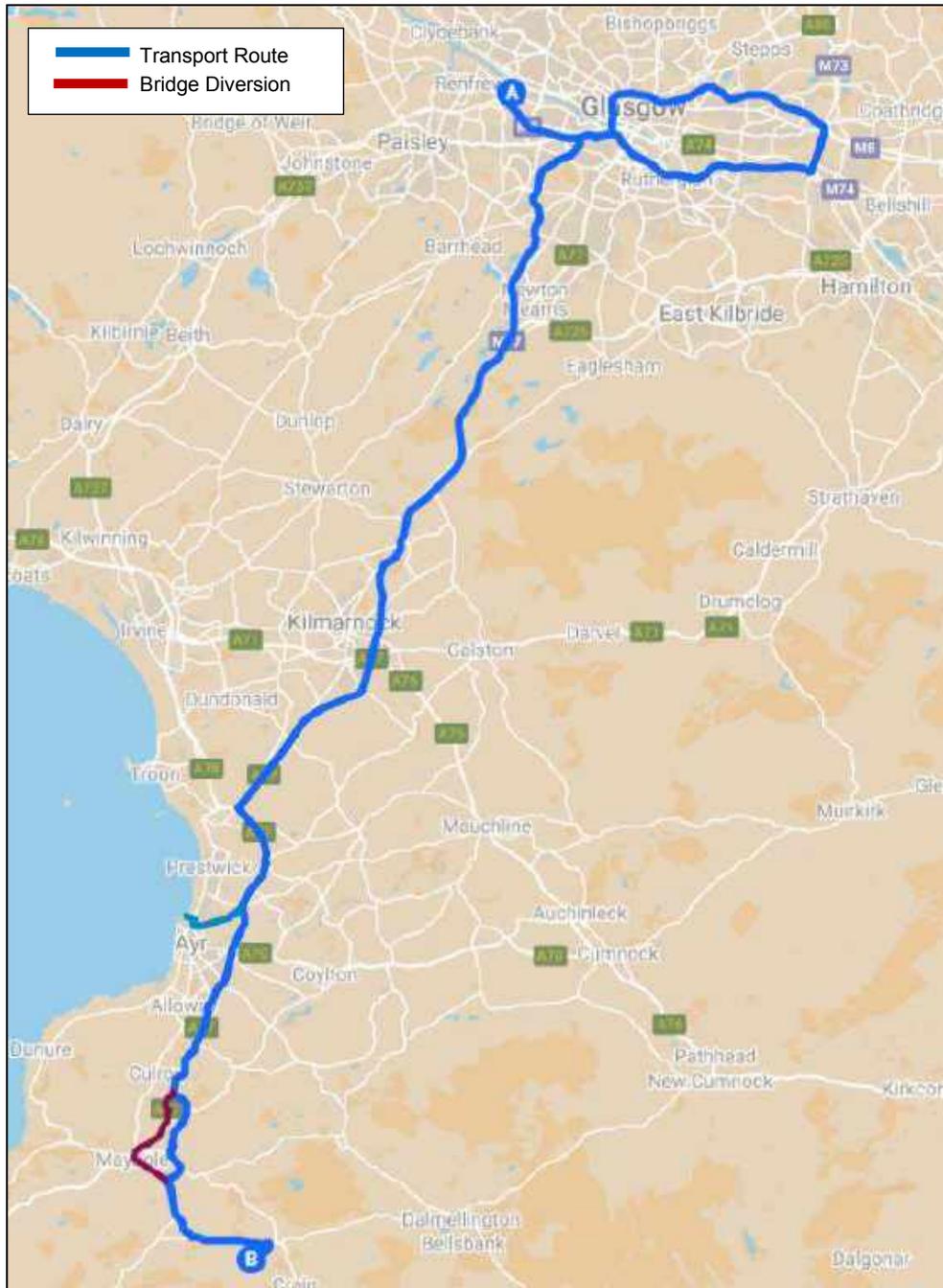
### 3.2.2 Route 2

The proposed access route to the site entrance is as follows;

- Loads would follow the same route as Route 1 to the village of Cloyntie;
- Loads would turn left onto the B741 travelling east; and
- Loads would turn right onto the unclassified road and continue to site.

Proposed access Route 2 is illustrated in Figure 6.

Figure 5: Proposed Access Route 2



### 3.3 Route Constraints

The constraints noted in the review for both access options are detailed in Tables 2, 3 & 4. These cover all constraints from the Port of Ayr through to the site access junctions. No consideration of the transport issues within the ports or within the development site have been undertaken and this includes the design of the site access junction.

Plans illustrating the location of the constraints and a detailed list of POI are provided in Appendix A.

#### 3.3.1 Proposed Access Route 1

Table 2: Route 1 Constraint Points and Details

POI	Key Constraint	Details
<p><b>1</b></p>	<p><b>Kings Inch Drive Roundabout 1 - Blade Only</b></p> 	<p>Blades will exit the port via the AIL access gate onto Kings Inch Drive.</p> <p>Blades will oversail the southern verge on exiting the port.</p> <p>Blades will cross the central island of the junction where the existing overrun should be utilised and will proceed westbound.</p> <p>Two road signs on the exit splitter island would need to be removed to enable over-sail.</p> <p>Swept path assessment SK01 is included in Appendix B.</p>
<p><b>2</b></p>	<p><b>Kings Inch Drive Roundabout 2 - Blade Only</b></p> 	<p>Blades will proceed ahead taking the second exit onto Kings Inch Drive.</p> <p>Blades will oversail the southern verge on the approach arm where one lighting column should be removed.</p> <p>Blades will oversail the north eastern verge and footway on the approach arm.</p> <p>Blades will oversail the southern edge of the central island and southern verge of the exit arm, but no works are required.</p> <p>Swept path assessment SK02 is included in Appendix B.</p>

POI	Key Constraint	Details
3	<p><b>Kings Inch Drive Roundabout 3 - Blade Only</b></p> 	<p>Blades will proceed ahead at the junction, taking the second exit.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p> <p>Swept path assessment SK03 is included in Appendix B.</p>
4	<p><b>Kings Inch Drive / Mayo Avenue Junction - Blade Only</b></p> 	<p>Blades will turn left at the junction and will enter the M8 spur road.</p> <p>Blades will oversail the northern central reserve where escorts should hold oncoming vehicles during load movements.</p> <p>Blades will oversail the splitter island where two traffic signal heads, one call post and guardrail should be removed. One bollard will be oversailed.</p> <p>Blades will oversail the eastern verge where one VMS road sign, one road sign, one lighting column and one pedestrian call post should be removed. Vegetation should be cleared back. <b>Third party land required.</b></p> <p>Swept path assessment SK04 is included in Appendix B.</p>
5	<p><b>M8 Junction 25a Slip Road - Blade Only</b></p> 	<p>Blades will continue on the M8 at this location.</p> <p>Loads will oversail the north eastern verge where the ground clearance for load over the safety barrier should be confirmed during the test run.</p> <p>Swept path assessment SK05 is included in Appendix B.</p>
6	<p><b>M8 / M73 Slip Road - Blade Only</b></p> 	<p>Blades will take the slip road and join the M73 at this location.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p>

POI	Key Constraint	Details
7	<p><b>M73 / M74 Bend - Blade Only</b></p> 	<p>Blades will proceed ahead at this location.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p>
8	<p><b>M77 Slip Road - Blade Only</b></p> 	<p>Blades will take the slip road and join the M77 at this location.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p>
9	<p><b>Dutch House Roundabout - Blade Only</b></p> 	<p>Blades will take the first exit at the roundabout.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p> <p>Swept path assessment SK06 is included in Appendix B.</p>
10	<p><b>Sandyford Toll Roundabout - Blade Only</b></p> 	<p>Blades will take the second exit at the roundabout.</p> <p>Blades will oversail the central reserve on the entry arm where the blade tip will oversail the bollards and safety barrier.</p> <p>Blades will oversail the eastern verge where the three lighting columns should be removed.</p> <p>Blades will oversail the eastern splitter island, but no works are required.</p> <p>Blades will oversail the eastern side of the central island where one set of chevron signs should be removed.</p> <p>Swept path assessment SK07 is included in Appendix B.</p>

POI	Key Constraint	Details
11	<p><b>Port of Ayr Exit Gate - Tower Only</b></p> 	<p>Loads will exit the Port of Ayr and continue onto Waggon Road.</p>
12	<p><b>Waggon Road / Allison Street Junction - Tower Only</b></p> 	<p>Loads will turn right onto Allison Street. It is proposed that loads will contraflow the junction.</p> <p>No physical mitigation works are required however, loads will require access to all lanes.</p> <p>Swept path assessment SK08 is included in Appendix B.</p>
13	<p><b>Allison Street / Whitletts Road Junction - Tower Only</b></p> 	<p>Loads will turn left onto Whitletts Road.</p> <p>Loads will overrun and oversail the central reserve where a load bearing surface should be laid and one lighting column removed.</p> <p>Loads will oversail the footway on the inside of the left turn.</p> <p>Swept path assessment SK09 is included in Appendix B.</p>
14	<p><b>Whitletts Road Railway Bridge - Tower Only</b></p> 	<p>There is a historic weight restriction crossing Whitletts Road Railway Bridge.</p> <p>Consultation with Network Rail and the Ayrshire Road Alliance should be completed to confirm whether the proposed loads will be affected by the restrictions.</p>

POI	Key Constraint	Details
15	<p><b>A77 Whitletts Roundabout</b></p> 	<p>Blades will continue through the roundabout taking the second exit heading south. It is proposed that towers coming from Ayr will take continue round the junction taking the fourth exit.</p> <p>Blades will oversail the eastern verge of the northern entry arm where one traffic signal should be removed.</p> <p>Towers will navigate the roundabout utilising all lanes but no physical mitigation is required.</p> <p>Swept path assessment SK10 is included in Appendix B.</p>
16	<p><b>A77 Holmston Roundabout</b></p> 	<p>Loads will continue straight through the roundabout.</p> <p>Loads will oversail the eastern verge on the approach to the roundabout where the blade tip will oversail the pedestrian barrier and two lighting columns should be removed.</p> <p>Loads will oversail the eastern edge of the roundabout island, however no physical works are required.</p> <p>Swept path assessment SK11 is included in Appendix B.</p>
17	<p><b>A77 Bankfield Roundabout</b></p> 	<p>Loads will proceed ahead at the roundabout.</p> <p>Loads will oversail the eastern verge on the entry to and through the roundabout where one lighting column should be removed.</p> <p>Loads will overrun and oversail the south eastern edge of the roundabout island where a load bearing surface should be laid, and one lit chevron sign should be removed. Vegetation should be trimmed.</p> <p>Loads will oversail the southern verge and edge of the exit road splitter island where one lit and one non lit sign should be removed.</p> <p>Loads will oversail the south eastern verge of the exit arm.</p> <p>Swept path assessment SK12 is included in Appendix B.</p>

POI	Key Constraint	Details
18	<p><b>A77 Minishant</b></p> 	<p>All traffic islands through the village of Minishant should be cleared of street furniture to allow loads to oversail.</p>
19	<p><b>A77 / B7045 Roundabout</b></p> 	<p><b>It is proposed that blade loads and any loads that can negotiate a 4.57m (15 foot) height restriction will turn left on the B7045. All other loads will continue straight on.</b></p> <p>Loads will overrun and oversail the verge on the inside of the left turn where a load bearing surface should be laid and two road signs and a traffic bollard should be removed.</p> <p>Loads will overrun and oversail the south western verge and oversail the north eastern verge through the following bends. Load bearing surfaces should be laid and vegetation cleared. It is recommended that land searches are completed to confirm the extent of adopted boundary through the section.</p> <p>Loads will oversail the north eastern verge of the B7045 where vegetation should be cleared. <b>Third party land is required.</b></p> <p>Swept path assessment SK13 is included in Appendix B.</p>
20	<p><b>B7045 Railway Underbridge</b></p> 	<p>The B7045 travels underneath a railway bridge with a marked height restriction of 4.57m (15 feet). Hauliers to ensure that blades are loaded and suspension settings are rigged to meet this restriction.</p> <p>Higher loads such as tower and nacelle components will not be able to utilise this section of the route and must follow the diversionary route provided.</p>

POI	Key Constraint	Details
21	<p><b>B7045 Cassillis Gate Bridge – Blade Only</b></p> 	<p>Loads will oversail the eastern verge into <b>third party land</b> on approach to the bridge where vegetation and trees should be removed.</p> <p>The height clearance for oversail of the western bridge parapet should be confirmed during the test run. <b>Third party land required.</b></p> <p>Loads will overrun and oversail the eastern verge on exit from the bridge where a load bearing surface should be laid and one utility pole should be removed.</p> <p>Swept path assessment SK14 is included in Appendix B.</p>
22	<p><b>B7045 Blairbowie Wood – Blade Only</b></p> 	<p>Loads will continue through the right bend.</p> <p>Loads will oversail both verges through the bend however no physical mitigation is required.</p> <p>Swept path assessment SK15 is included in Appendix B.</p>
23	<p><b>B7045 Blairbowie – Blade Only</b></p> 	<p>Loads will continue through the left / right bends.</p> <p>Loads will oversail both verges through the initial left bend and both verges through the following right bend however no physical mitigation is required.</p> <p>Swept path assessments SK16 &amp; SK17 are included in Appendix B.</p>
24	<p><b>B7045 Grimmet – Blade Only</b></p> 	<p>Loads will continue south on the B7045.</p> <p>Loads will continue through the left bend.</p> <p>Loads will oversail both verges through the bend where an area of load bearing surface is required on the eastern verge and vegetation should be cleared. Fences and trees should be removed. <b>Third party land is required.</b> Early engagement with the land owner is strongly recommended.</p> <p>Swept path assessment SK18 is included in Appendix B.</p>

POI	Key Constraint	Details
25	<p><b>B7045 Grimmet – Blade Only</b></p> 	<p>Loads will continue through the right bend.</p> <p>Loads will overrun and oversail both verges through the bend where load bearing surfaces should be laid. A culvert is required in the western verge and <b>third-party land</b> is required.</p> <p>Loads should utilise the existing layby area within the south eastern verge. It is recommended that a land search is completed to confirm the extent of the adopted boundary.</p> <p>Swept path assessment SK19 is included in Appendix B.</p>
26	<p><b>B7045 Grimmet – Blade Only</b></p> 	<p>Loads will continue through the left bend.</p> <p>Loads will oversail both verges through the bend where trees should be trimmed. A utility pole should be removed from the northern verge on the outside of the bend.</p> <p>Swept path assessment SK20 is included in Appendix B.</p>
27	<p><b>B7045 South of Harkieston Bridge – Blade Only</b></p> 	<p>Loads will continue south through the right / left bend section.</p> <p>Loads will oversail both verges through the bend. The fence and vegetation should be removed on the eastern verge and <b>third party land is required</b>. The land should be reprofiled to allow oversail.</p> <p>Swept path assessment SK21 is included in Appendix B.</p>

POI	Key Constraint	Details
28	<p><b>B7045 / Crosshill Road Junction – Blade Only</b></p> 	<p>Loads will depart the B7045 and turn right onto Crosshill Road.</p> <p>Loads will oversail both verges on approach to the junction. Loads will oversail the splitter island where one road sign should be removed.</p> <p>Loads will overrun and oversail into <b>third party land</b> to the east of the road through the following right bend where a load bearing surface should be laid and the fence and hedge should be removed.</p> <p>The exact location of the high voltage pylon should be confirmed on a topographical base plan. Loads will oversail the verge on the inside of the right bend where vegetation should be cleared.</p> <p>A load bearing surface should be laid in the western verge on the inside of the right bend where vegetation should be removed.</p> <p>Swept path assessment SK22 is included in Appendix B.</p>
29	<p><b>Crosshill Road East of Attiquin – Blade Only</b></p> 	<p>Loads will continue through the right bend.</p> <p>Loads will overrun and oversail both verges through the right bend where load bearing surfaces should be laid and one road sign should be removed. <b>Third party land</b> is required. Fencing and vegetation should be removed.</p> <p>Swept path assessment SK23 is included in Appendix B.</p>
30	<p><b>Crosshill Road East of Attiquin – Blade Only</b></p> 	<p>Loads will continue through the right bend.</p> <p>Loads will oversail both verges through the bend however no physical mitigation measures are required.</p> <p>Swept path assessment SK24 is included in Appendix B.</p>

POI	Key Constraint	Details
31	<p><b>Crosshill Road / B7023 Junction – Blade Only</b></p> 	<p>Loads will turn left on the B7023 at the junction.</p> <p>Loads will oversail the north eastern verge on approach to the junction.</p> <p>Loads will overrun and oversail into <b>third party land</b> on the inside of the left bend where a load bearing surface should be laid. The drainage ditch should be culverted. The hedge, fence, one traffic sign and one utility pole should be removed and the land will need to be reprofiled.</p> <p>Swept path assessment SK25 is included in Appendix B.</p>

**Table 3: Diversion Route Constraint Points and Details for Non Blade Components**

POI	Key Constraint	Details
32	<p><b>A77 Smithston Bridge – Tower Only</b></p> 	<p>It is proposed that high loads which are unable to negotiate the height restriction at POI 20 will continue on the A77 towards Maybole.</p> <p><i>It should be noted that a new bypass of Maybole is proposed and one new roundabout will be constructed prior to this location. It will be necessary for a swept path assessment to be completed on 'as built' drawings to confirm the required mitigation.</i></p> <p>Loads should travel through the centre of the arch bridge which has a noted height restriction of 5.02m.</p> <p>No mitigation is required although loads will require access to the entire carriageway.</p> <p>Swept path assessment SK26 is included in Appendix B.</p>
33	<p><b>A77 / Kirkland Street – Tower Only</b></p> 	<p>Loads will depart the A77 and turn left onto Kirkland Street.</p> <p>Loads will oversail the south eastern footway on the inside of the turn however no physical mitigation is required.</p> <p>Swept path assessment SK27 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>34</p>	<p><b>Kirkland Street – Tower Only</b></p> 	<p>Loads will continue south west along Kirkland Street.</p> <p>Loads will oversail the western footway buildout where they will oversail the pedestrian guardrail. Parking should be temporarily suspended.</p> <p>The street furniture should be removed from the traffic island.</p> <p>Swept path assessment SK28 is included in Appendix B.</p>
<p>35</p>	<p><b>Kirkland Street / B7023 Junction – Tower Only</b></p> 	<p>Loads will turn left onto the B7023 at the junction.</p> <p>It is strong recommended that the swept path assessment is repeated on a topographical survey due to minimal clearance being available for the proposed loads.</p> <p>Loads will overrun and oversail the north western footway on entry and south western footway on exit from the junction where load bearing surface should be laid and one lighting column should be removed.</p> <p>Loads will oversail into <b>third party land</b> on the inside of the turn where one lit road sign should be removed and clearance to the building should be confirmed on the topographical survey base.</p> <p>Swept path assessment SK29 is included in Appendix B.</p>

Table 4: Route 1 Constraint Points and Details Continued

POI	Key Constraint	Details
36	<p><b>B7023 Crosshill</b></p> 	<p>Loads will continue through the village of Crosshill.</p> <p>Loads will oversail the western footway on approach to the left bend. Loads will overrun and oversail the south western verge where a load bearing surface should be laid and parking should be suspended throughout.</p> <p>Swept path assessment SK30 is included in Appendix B.</p>
37	<p><b>B7023 Crosshill</b></p> 	<p>Loads will continue south through the right bend.</p> <p>Loads will oversail the verge on the inside of the bend. Parking should be temporarily suspended to ensure loads can access the entire carriageway width.</p> <p>Swept path assessment SK31 is included in Appendix B.</p>
38	<p><b>B7023 Dalhowan</b></p> 	<p>Loads will continue right onto Dalhowan Street.</p> <p>Loads will oversail the eastern footway on approach to the bend where parking should be suspended.</p> <p>Loads will overrun the western verge and oversail into <b>third party land</b>. A load bearing surface should be laid, and the hedge and fence removed. The exact location of the utility pole should be confirmed on a topographical survey base.</p> <p>Loads will oversail both verges through the following left bend.</p> <p>Swept path assessment SK32 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>39</p>	<p><b>B7023 Dalhowan</b></p> 	<p>Loads will continue south east on Dalhowan Street.</p> <p>Loads will oversail and overrun into <b>third party land</b> on the outside of the left bend where a load bearing surface should be laid and the hedge and fence should be removed. The drainage ditch should be culverted.</p> <p>Loads will oversail into <b>Third party land</b> on the inside of the bend where trees, vegetation and fence should be removed.</p> <p>Loads will oversail both verges following the bend however no physical mitigation is required.</p> <p>Swept path assessment SK33 is included in Appendix B.</p>
<p>40</p>	<p><b>B7023 Cloyntie Bridge</b></p> 	<p>Loads will continue through a chicane section.</p> <p>Loads will oversail and overrun into <b>third party land</b> on the south western verge where load bearing surfaces should be laid, and the fence removed. Trees and vegetation should be trimmed. Verge reprofiling is required.</p> <p>Loads will oversail the north eastern verge where the height clearance for load oversail of the verge should be confirmed during the test run. The hedge should be trimmed and potential <b>third party land</b> is required to enable reprofiling works.</p> <p>Loads will overrun and oversail the eastern verge where a load bearing surface should be laid, and the drainage ditch should be culverted. Vegetation and trees should be removed.</p> <p>Swept path assessment SK34 is included in Appendix B.</p>

POI	Key Constraint	Details
41	<p><b>B7023 Cloyntie Bridge</b></p> 	<p>Loads will continue through the crossroads on Cross Hill Road.</p> <p><i>A 3t weight restriction sign was noted at this location which is suspected to be in place to prevent heavy forestry traffic. Confirmation of the exact reason should be sought from the Ayrshire Roads Alliance to ensure that the road is suitable for the proposed abnormal loads.</i></p> <p>Loads will oversail both verges on approach to the crossroads where vegetation and two road signs should be removed.</p> <p>Loads will oversail and overrun the western verge of the entry road where a load bearing surface should be laid, and trees should be removed. <b>Third party land</b> is required.</p> <p>Loads will overrun the eastern verge of the exit road where a load bearing surface should be laid, and one road sign should be removed. The verge should be reprofiled.</p> <p>Loads will oversail into <b>third party land</b> on the western verge of the exit arm where the vegetation, trees and one road sign should be removed.</p> <p>Swept path assessment SK35 is included in Appendix B.</p>
42	<p><b>B7023 Gallow Knowe</b></p> 	<p>Loads will oversail both verges through the section where vegetation should be cleared.</p> <p><i>The road at this point reduces in width. It will be necessary for the road to be widened to a minimum of 5m from this point to the proposed site entrance. An indicative 5m road widening has been provided and all mitigation works beyond this edge have been identified.</i></p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Swept path assessment SK36 is included in Appendix B.</p>

POI	Key Constraint	Details
43	<p><b>B7023 Balsaggart</b></p> 	<p>Loads will continue through the left bend at Balsaggart.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will overrun and oversail beyond the indicative 5m widening throughout the bend. Load bearing surfaces should be laid.</p> <p>Vegetation and trees should be removed on the eastern verge and <b>third party land</b> is required.</p> <p>Swept path assessment SK37 is included in Appendix B.</p>
44	<p><b>B7023 Auchalton Toll</b></p> 	<p>Loads will oversail beyond the indicative 5m widening on approach to the bridge and left bend.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail into <b>third party land</b> on both sides of the road through the left bend where trees and two utility poles should be removed. The blade tip will oversail the northern bridge parapet.</p> <p>The swept path assessment should be repeated on a topographical survey to confirm the proposed mitigation.</p> <p>Swept path assessment SK38 is included in Appendix B.</p>

POI	Key Constraint	Details
45	<p><b>B7023 Auchalton Toll</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><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail both verges beyond the indicative 5m widening.</p> <p>Swept path assessment SK39 is included in Appendix B.</p>
46	<p><b>B7023 Auchalton</b></p> 	<p>The swept path assessment should be repeated on a topographical survey base to confirm the proposed mitigation.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>The road should be widened to a minimum of 5m.</p> <p>Loads will overrun and oversail into <b>third party land</b> on both sides of the road through the initial right / left bend where trees removed.</p> <p>Loads will continue to overrun and oversail both verges through the following left bend where load bearing surfaces should be laid the drainage ditch culverted. Confirmation of the extent of adopted boundary should be sought.</p> <p>Swept path assessment SK40 is included in Appendix B.</p>

POI	Key Constraint	Details
47	<p><b>B7023 Auchalton Meadows</b></p> 	<p>Loads will continue south through Auchalton Meadow where the road narrows further.</p> <p><i>It will be necessary for the road to be widened to a minimum of 5m from this point to the proposed site entrance. An indicative 5m road widening has been provided and mitigation works beyond this edge have been identified.</i></p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail into <b>third party land</b> on both sides of the road through the section where vegetation and trees should be cleared. One road sign, one utility pole and the fence should be removed.</p> <p>The swept path assessment should be repeated on a topographical survey base.</p> <p>Swept path assessment SK41 is included in Appendix B.</p>
48, 49	<p><b>B7023 West of Shawsknowe</b></p> 	<p>Loads will continue through the right left bends west of Shawsknowe.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail into <b>third party land</b> beyond the 5m widening on both sides of the road. Trees / vegetation should be removed along with a utility pole and the fence.</p> <p>Loads will overrun and oversail into <b>third party land</b> on the inside of the left bend where a load bearing surface should be laid. Trees / vegetation, one road sign and the fence should be removed. The drainage ditch should be culverted.</p> <p>The swept path assessment should be repeated on a topographical survey base.</p> <p>Swept path assessment SK42 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>50, 51</p>	<p><b>B7023 West of Shawsknowe</b></p> 	<p>Loads will continue south on the unclassified road.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail both verges through the initial left bend where the drainage ditch should be culverted to facilitate the required widening of the road to 5m. Trees / vegetation should be removed. <b>Third party land</b> is required on the eastern verge.</p> <p>Loads will oversail the eastern verge through the following right bend and overrun and oversail the western verge where <b>third party land</b> will be required. Trees / vegetation should be removed and a load bearing surface laid. The drainage ditch should be culverted and the fence removed.</p> <p>Swept path assessment SK43 is included in Appendix B.</p>
<p>52</p>	<p><b>B7023 East of Cullochknowes</b></p> 	<p>Loads will continue south to the east of Cullochknowes.</p> <p><u><i>There is a forestry access at this point which departs to the left of the road. Further work is recommended to assess the feasibility of utilising this junction to access the proposed site via upgraded forestry tracks. This would be a separate piece of work to this current commission.</i></u></p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail to the west of the road. Trees / vegetation should be cleared.</p> <p>Loads will oversail the verge on the inside of the bend into <b>third party land</b>. The drainage ditch will need to be culverted as part of the road widening work.</p> <p>Swept path assessment SK44 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>53, 54</p>	<p><b>B7023 Drummyork Hill</b></p> 	<p>Loads will continue through a sinuous section of road passing Drummyork Hill.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will overrun both verges through the initial right bend. Oversail into <b>third party land</b> will be required. Load bearing surfaces should be laid and trees / vegetation should be cleared. The fence and a traffic sign should be removed and the drainage ditch culverted as part of the 5m widening.</p> <p>Loads will overrun and oversail the eastern verge through the following left bend where a load bearing surface should be laid and the drainage ditch culverted. The cattle grid should be replaced with a load bearing surface and <b>third party land</b> will be required. The bank will need to be reprofiled.</p> <p>Swept path assessment SK45 is included in Appendix B.</p>
<p>55</p>	<p><b>B7023 Craigens</b></p> 	<p>Loads will oversail both verges on approach to the right bend.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail into <b>third party land</b> beyond the required widening to 5m on both sides of the road through the right bend. Vegetation should be removed throughout.</p> <p>Swept path assessment SK46 is included in Appendix B.</p>
<p>56</p>	<p><b>B7023 West of Clauchrie Hill</b></p> 	<p>Loads will continue south to the west of Clauchrie Hill.</p> <p>Loads will oversail both verges throughout the section. Vegetation should be cleared and it is recommended that land searches are completed to confirm the extent of adopted boundary available through the section.</p> <p>Swept path assessment SK47 is included in Appendix B.</p>

POI	Key Constraint	Details
57	<p><b>B7023 West of Clauchrie Hill</b></p> 	<p>Loads will continue south through a chicane section.</p> <p>Loads will oversail both verges throughout the section. Vegetation should be cleared and it is recommended that land searches are completed to confirm the extent of adopted boundary available through the section.</p> <p>Swept path assessment SK48 is included in Appendix B.</p>
58	<p><b>B7023 West of Clauchrie Hill</b></p> 	<p>Loads will continue south through a left / right section.</p> <p>Loads will oversail both verges throughout the section. Vegetation should be cleared and it is recommended that land searches are completed to confirm the extent of adopted boundary available through the section. Verge to the east to be reprofiled to allow oversail.</p> <p>Vegetation should be removed and <b>third party land</b> is required on the western verge through the first bend.</p> <p>Swept path assessment SK49 is included in Appendix B.</p>
59, 60	<p><b>B7023 Deli's Elbow</b></p> 	<p>Loads will oversail the northern verge on approach to the initial right bend.</p> <p>Loads will overrun and oversail into <b>third party land</b> on the outside of the right bend where load bearing surfaces should be laid and the verge will need to be reprofiled to facilitate oversail and overrun. The drainage ditch should be culverted and trees / vegetation should be removed.</p> <p>Loads will oversail into <b>third party land</b> on the inside of the right bend where trees / vegetation should be removed.</p> <p>Loads will oversail both verges through the following right bend. Vegetation should be cleared and it is recommended that land searches are completed to confirm the extent of adopted boundary available through the bend.</p> <p>Swept path assessment SK50 is included in Appendix B.</p>

POI	Key Constraint	Details
61	<p><b>B7023 South of Deli's Elbow</b></p> 	<p>Loads will oversail both verges throughout the section. Vegetation should be cleared and it is recommended that land searches are completed to confirm the extent of adopted boundary available through the section.</p> <p>Swept path assessment SK51 is included in Appendix B.</p>
62	<p><b>Proposed Site Entrance</b></p> 	<p>Loads will depart the unclassified road and turn left into the existing forestry track entrance.</p> <p>Loads will oversail the western verge north of the junction where vegetation should be cleared, and <b>third party land</b> is required.</p> <p>The junction will need to be upgraded to meet manufacturer and Ayrshire Road Alliance standards. <b>Third party land</b> will be required.</p> <p>Swept path assessment SK52 is included in Appendix B.</p>

### 3.3.2 Route 2

Loads will follow the same route as Route 1 to Cloyntie (POI 41) where they will turn left onto the B741 as detailed below.

Table 5: Route 2 Constraint Points and Details

POI	Key Constraint	Details
<p>41, 53</p>	<p><b>B7023 Cloyntie Bridge</b></p> 	<p>Loads will turn left onto the B741.</p> <p>Loads will oversail both verges on approach to the junction with <b>third party land</b> required in the western verge where trees should be removed, and a load bearing should be laid in the western verge. One road sign should be removed along with vegetation on the east.</p> <p>Loads will oversail the verge on the inside of the left bend where one road sign should be removed, and a land search completed the confirm the extent of adopted boundary.</p> <p>Loads will overrun and oversail into <b>third party land</b> to the south of the B741 where a load bearing surface should be laid, and the fence and hedge removed.</p> <p>Loads will continue to oversail the southern verge on the inside of the following right bend.</p> <p>Swept path assessment SK53 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>64, 65, 66</p>	<p><b>B741 Drumquhill Bends</b></p> 	<p>Loads will continue east on the B741.</p> <p>Loads will oversail both bends through the series of bends where vegetation should be cleared.</p> <p>Swept path assessment SK54 is included in Appendix B.</p>
<p>67, 68</p>	<p><b>B741 Balgreggan Bends</b></p> 	<p>Loads will continue east.</p> <p>Loads will both verges through the bends section however no physical mitigation measures are required.</p> <p>Swept path assessment SK55 is included in Appendix B.</p>

POI	Key Constraint	Details
69	<p><b>B741 West of Girvan Lodge</b></p> 	<p>Loads will continue east through the bends west of Girvan Lodge.</p> <p>Loads will oversail the northern verge where vegetation should be cleared.</p> <p>Loads will overrun and oversail the southern verge where a load bearing surface should be laid.</p> <p>Swept path assessment SK56 is included in Appendix B.</p>
70	<p><b>B741 Girvan Lodge</b></p> 	<p>Loads will continue through the right bend at Girvan Lodge.</p> <p>Loads will oversail the southern verge on the inside of the right bend but no works are required.</p> <p>Swept path assessment SK57 is included in Appendix B.</p>
71	<p><b>B741 The Cloisters</b></p> 	<p>Loads will continue south east on the B741.</p> <p>Loads will oversail the south eastern verge however no physical mitigation is required.</p> <p>Swept path assessment SK58 is included in Appendix B.</p>
72	<p><b>B741 The Cloisters</b></p> 	<p>Loads will continue south east on the B741.</p> <p>Loads will oversail both verges through the section where vegetation should be cleared.</p> <p>Swept path assessment SK59 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>73, 74</p>	<p><b>B741 Craigens</b></p> 	<p>Loads will continue east through the left / right bend section.</p> <p>Loads will oversail into <b>third party land</b> on both sides of the road through the initial left bend where trees should be removed.</p> <p>Loads will oversail both verges through the following right bend however no physical mitigation is required.</p> <p>Loads will oversail the northern verge through the third bend. Loads will overrun and oversail the southern verge where a load bearing surface should be laid.</p> <p>Swept path assessment SK60 is included in Appendix B.</p>
<p>75, 76</p>	<p><b>B741 / Unclassified Road Junction</b></p> 	<p>Loads will turn right from the B741 onto the unclassified road leading to site.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail both verges on approach to the right turn. Loads will overrun and oversail into <b>third party land</b> on the inside of the right turn where a load bearing surface should be laid and the ditch culverted. Trees and the stone wall should be removed.</p> <p><u><i>The road from this point to the proposed site entrance should be widened to 5m running width. An indicative 5m widening line has been shown on the drawings for illustration only with mitigation shown beyond this line. All proposed works should be confirmed during the test run or during detailed design.</i></u></p> <p>Loads will overrun and oversail both verges through the following bends where load bearing surfaces should be laid, and the vegetation cleared. Ditch should be culverted.</p> <p>Swept path assessment SK61 is included in Appendix B.</p>

POI	Key Constraint	Details
<p>77, 78</p>	<p><b>Unclassified Road Bennan</b></p> 	<p>Loads will continue south on the unclassified road.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>The road should be widened to 5m running width.</p> <p>Loads will oversail and overrun both verges through the bends section where load bearing surfaces should be laid and the ditch culverted. Vegetation should be cleared throughout.</p> <p><b>Third party land</b> will be required for oversail on the inside of the last right bend in the section where the stone wall / fence should be removed and the land reprofiled. It is recommended that the swept path assessment is repeated on a topographical base plan to confirm the proposed mitigation works.</p> <p>Swept path assessment SK62 is included in Appendix B.</p>
<p>79, 80</p>	<p><b>Unclassified Road East of Dyke</b></p> 	<p>Loads will continue south through the left / right bends.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail both verges through the section. A load bearing surface should be laid within the north western verge through the initial left bend and the drainage ditch should be culverted.</p> <p>The road should be widened to 5m throughout.</p> <p>Swept path assessment SK63 is included in Appendix B.</p>

POI	Key Constraint	Details
81	<p><b>Unclassified Road Dyke</b></p> 	<p>Loads will pass the farm at Dyke heading south west.</p> <p><i>OS mapping does not identify the road edge through this section. An indicative road edge has been provided for illustration only and should be confirmed on a topographical base plan.</i></p> <p>Loads will oversail into <b>third party land</b> on the inside of the initial right bend where trees and the fence should be removed.</p> <p>Loads will overrun and oversail the southern verge where a load bearing surface should be laid.</p> <p>Swept path assessment SK64 is included in Appendix B.</p>
82	<p><b>Unclassified Road – Proposed Site Entrance</b></p> 	<p>Loads would turn left into a new access junction.</p> <p>A new access junction should be built to meet the turbine manufacturer and Ayrshire Road Alliance standards.</p> <p>Minimum visibility splays of 4.5m x 160m should be provided however this should be confirmed with the Ayrshire Roads Alliance.</p> <p>Swept path assessment SK65 is included in Appendix B.</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
- Purple – The over-sail tracked path of the load where it encroaches outwith the trailer (load swept path).

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

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source.

Please note that PF cannot accept liability for errors on the data source, be that OS base mapping or client supplied data.

### 3.5 Weight Review

No weight assessment has been carried out at this time as the client has informed PF that the site is not yet fully in the public domain. As such it is recommended that a full weight review is carried out using the ESDAL system once the site becomes public.

### 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. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land from the original land owner. 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 Access Junction Considerations

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

The design and form of the junction would need to be discussed with the Ayrshire Road Alliance. The design of the junctions should take into account the requirement for provision of visibility splays at a maximum of 4.5m x 160m in both directions.

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

### 3.8 Summary Issues

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

- That a full site visit is completed and the RSR is updated to ensure that all constraints have been noted;
- That any necessary topographical surveys are undertaken and the swept path results repeated;
- A review of axle loading on structures along the entire access route with the various road agencies;
- 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.

### 3.9 Mitigation Summary

Streetworks, third party land reviews and or agreements will be required at the locations summarised in Table 4.

Table 6: Mitigation Works Summary

POI	Works within Adopted Boundary	Land Search Required	Third Party Land Required	Topographical Survey Required
1	X			
2	X			
3	X			
4			X	
5	X			
6	X			
7	X			
8	X			
9	X			
10	X			
11	X			
12	X			

POI	Works within Adopted Boundary	Land Search Required	Third Party Land Required	Topographical Survey Required
13	X			
14	X			
15	X			
16	X			
17	X			
18	X			
19		X		
20	X			
21			X	X
22	X			
23	X			
24			X	
25		X	X	X
26	X			
27			X	
28			X	X
29			X	
30	X			
31			X	
32	X			
33	X			
34	X			
35			X	X
36	X			
37	X			
38			X	X
39			X	
40			X	
41			X	
42	X			
43			X	X
44			X	X
45	X			
46			X	X
47			X	X
48			X	X
49			X	X
50			X	

POI	Works within Adopted Boundary	Land Search Required	Third Party Land Required	Topographical Survey Required
51			X	
52			X	
53			X	
54			X	
55			X	
56		X		
57		X		
58		X	X	
59		X	X	
60		X		
61		X		
62			X	X
63		X	X	
64	X			
65	X			
66	X			
67	X			
68	X			
69	X			
70	X			
71	X			
72	X			
73			X	
74	X			
75			X	
76	X			
77	X			
78			X	
79	X			
80	X			
81			X	
82			X	

## 4 Summary

### 4.1 Summary of Access Review

PF has been commissioned by ITP Energised to prepare a desk based 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 routes and outlines the issues that will need to be considered for successful delivery of components.

The access review has been based upon Siemens SG155 components.

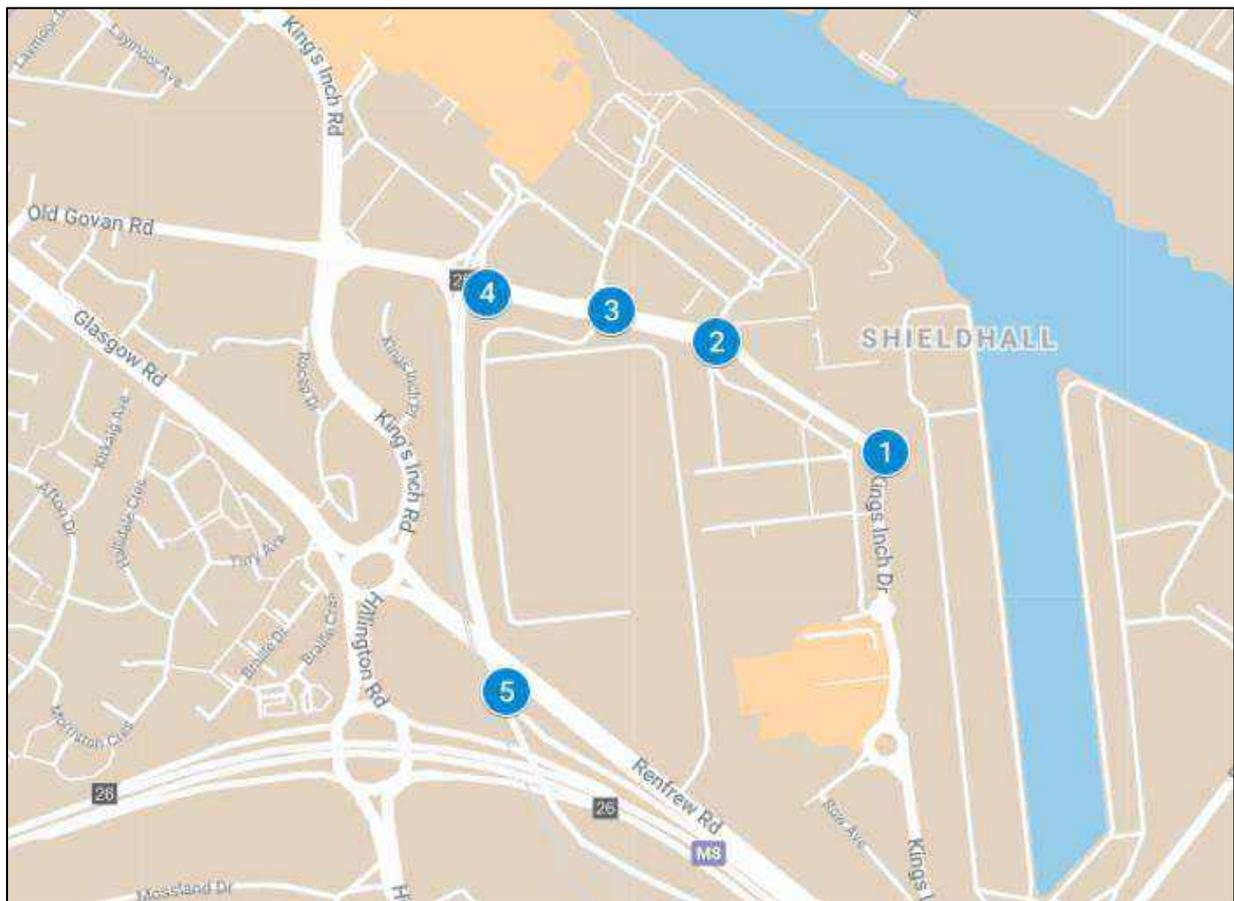
The report is presented for consideration to ITP Energised. Various third party land arrangements, road modifications and interventions are required to successfully access the site. If these are assessed, approved and undertaken, access to the consented wind farm site is considered potentially feasible.

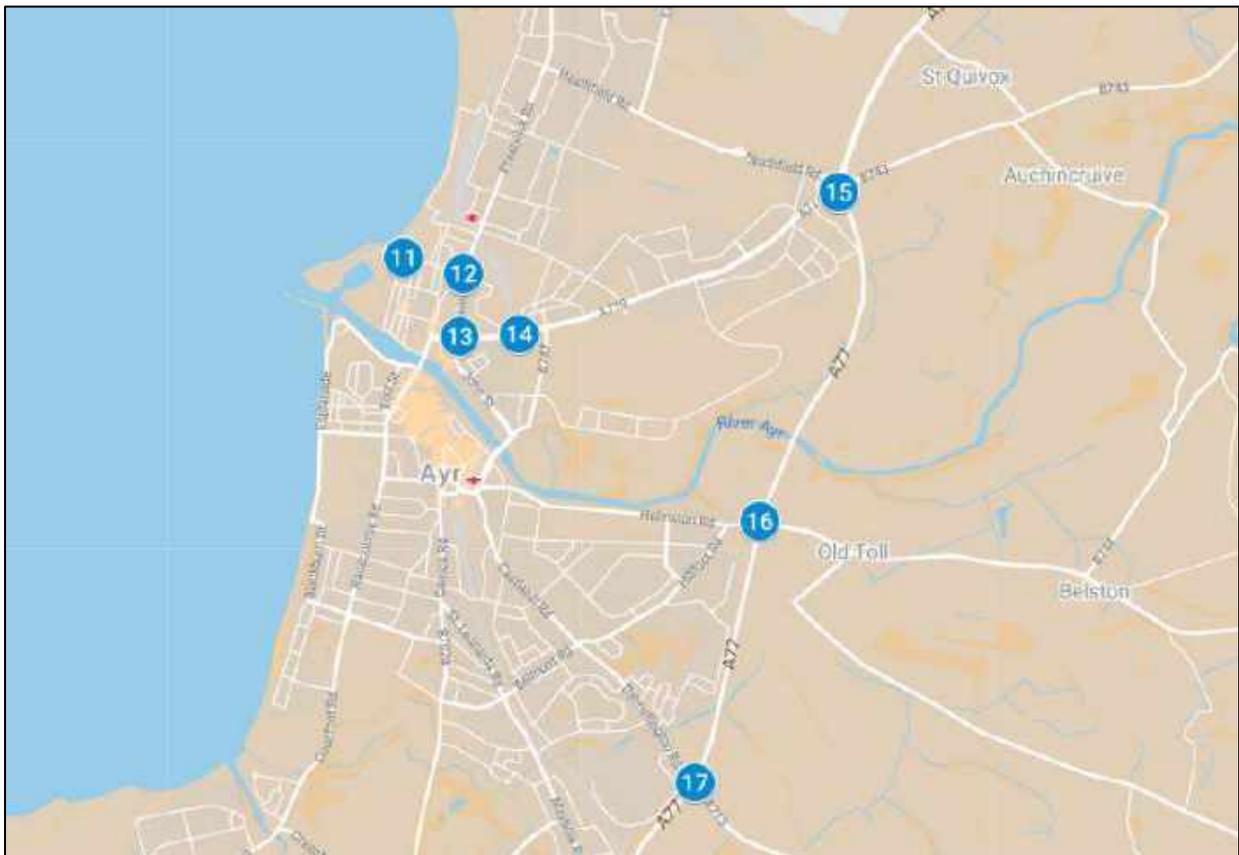
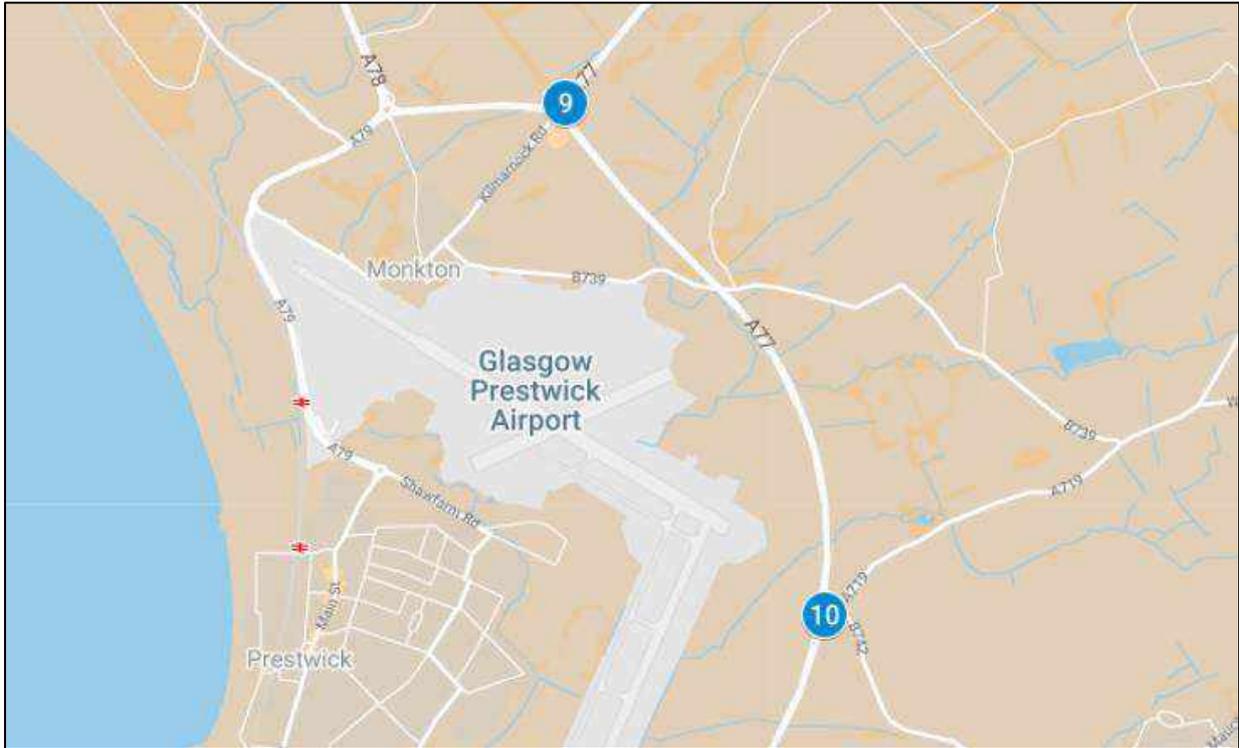
### 4.2 Further Actions

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

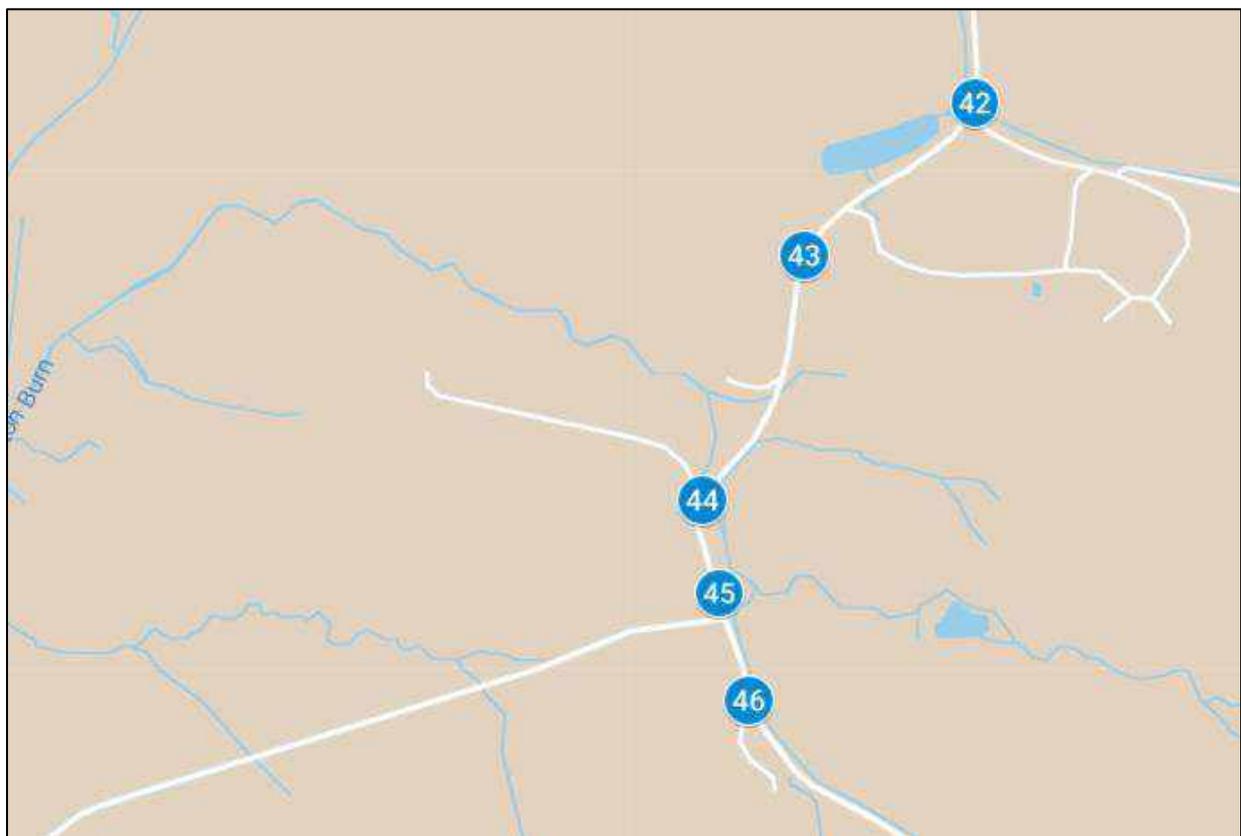
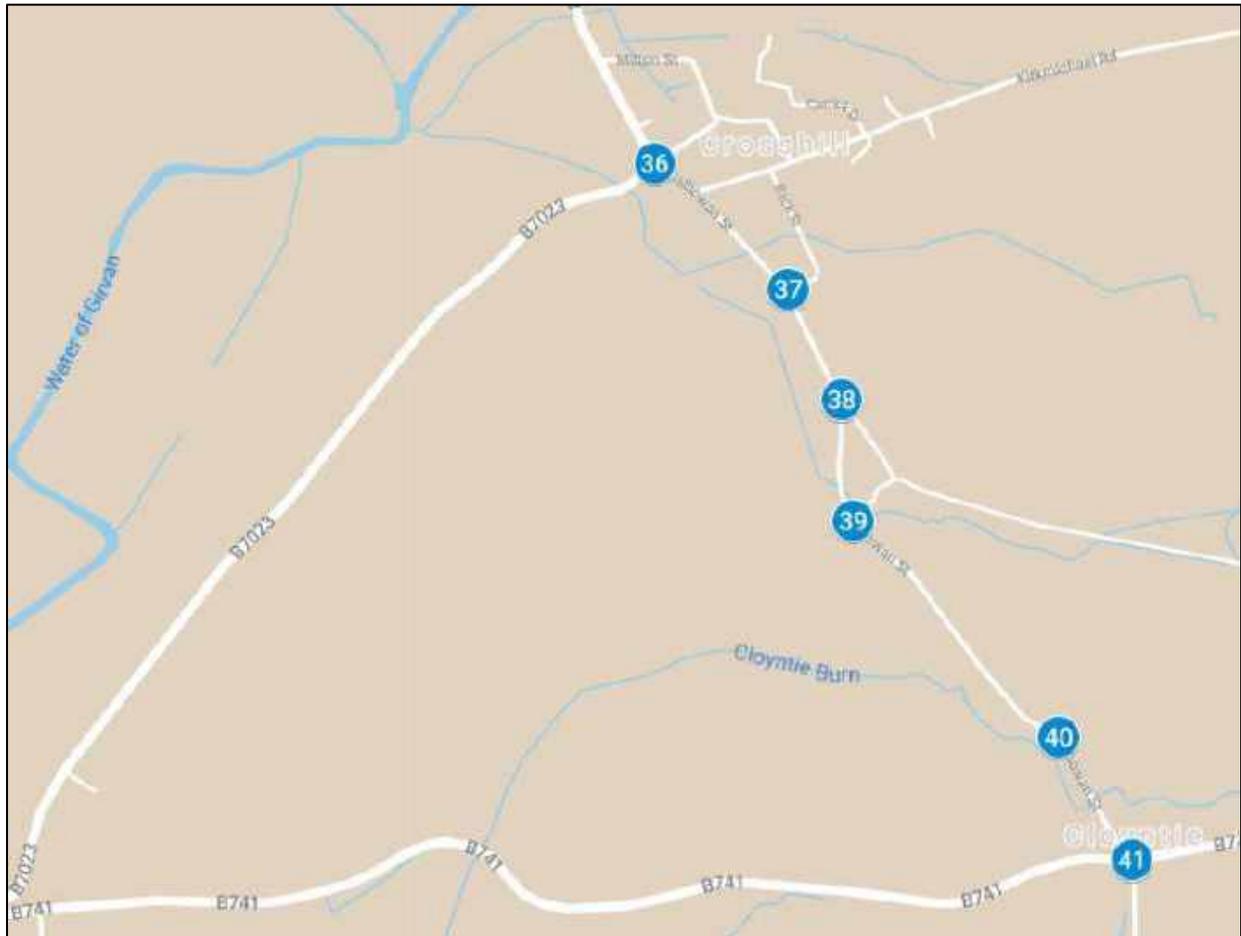
- Undertake a full site visit and update the route survey report for the proposed site;
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;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

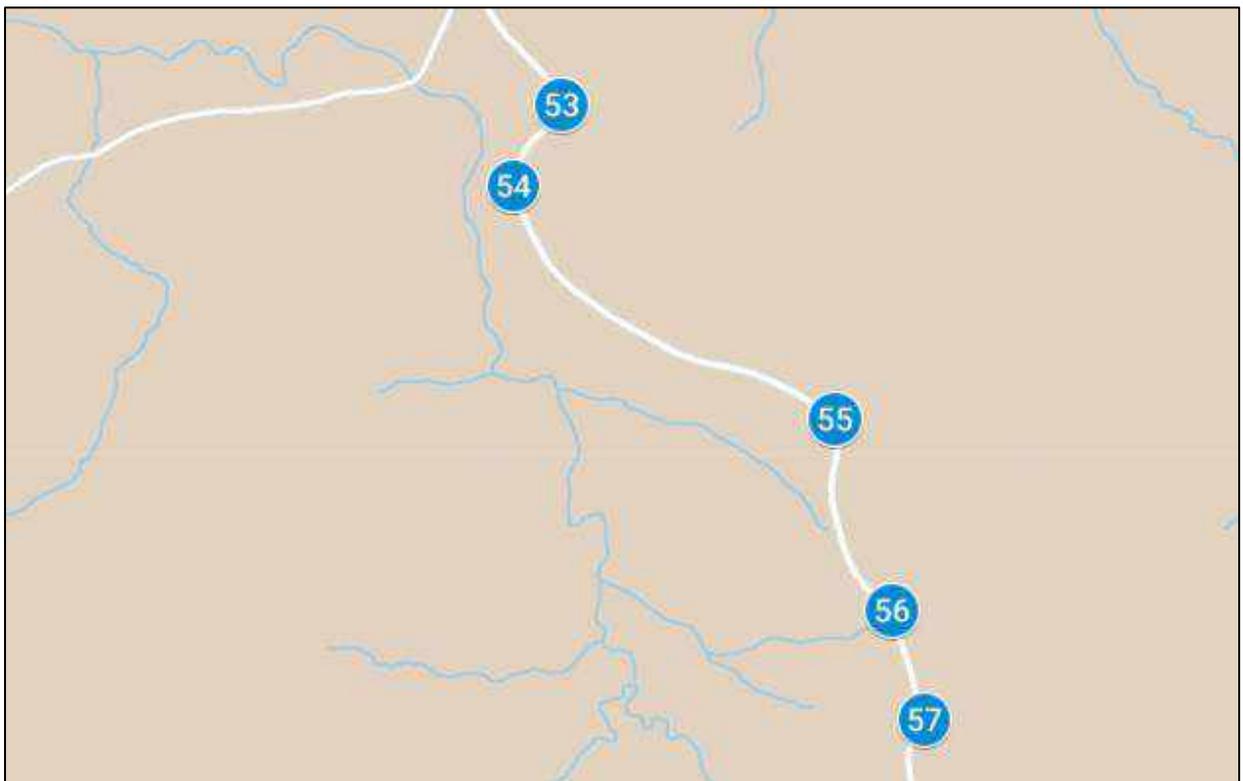
## Appendix A Points of Interest Locations

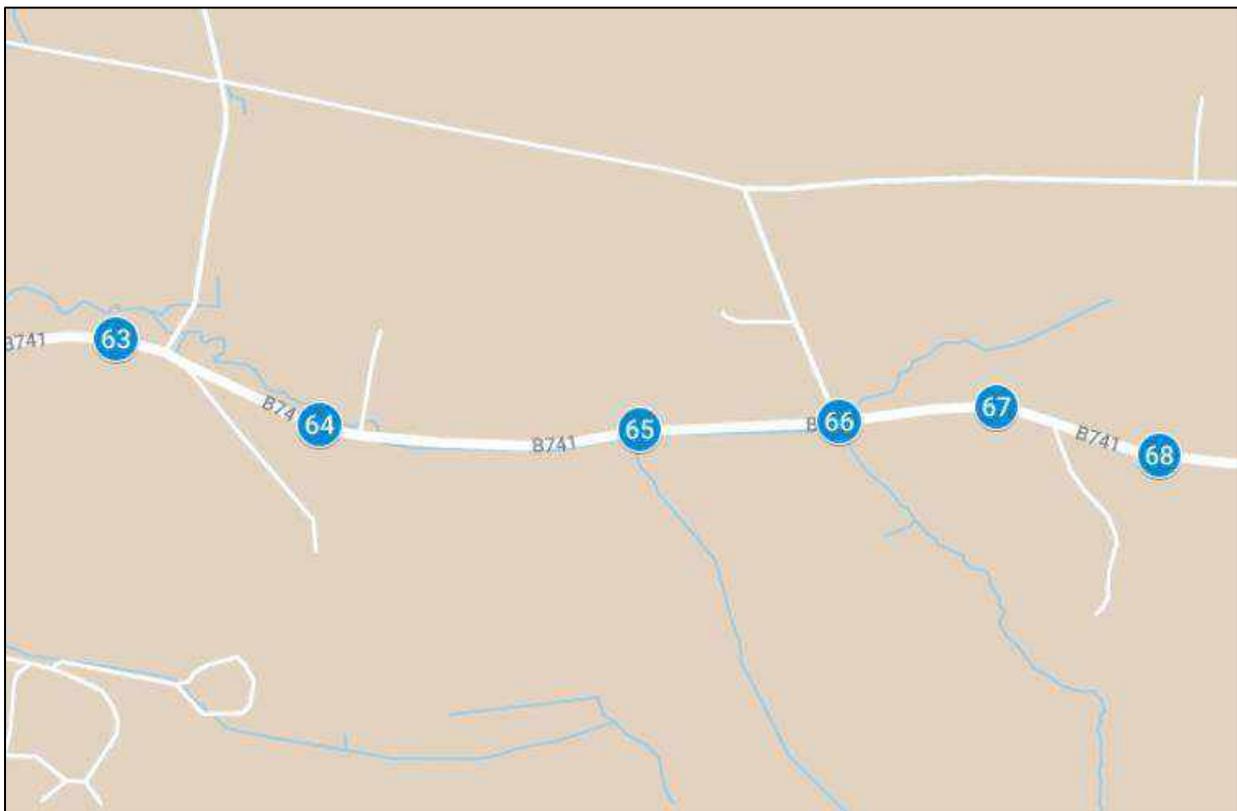
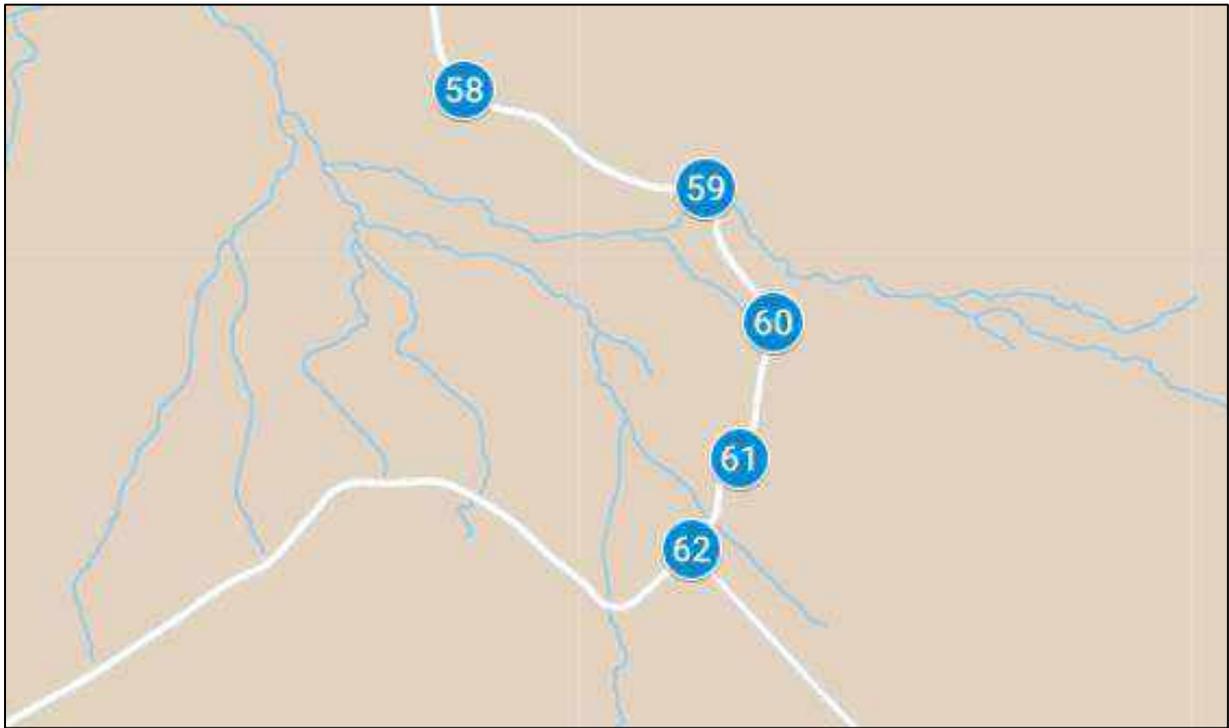
















## Appendix B

# Swept Path Assessments

Blade

Mitigation



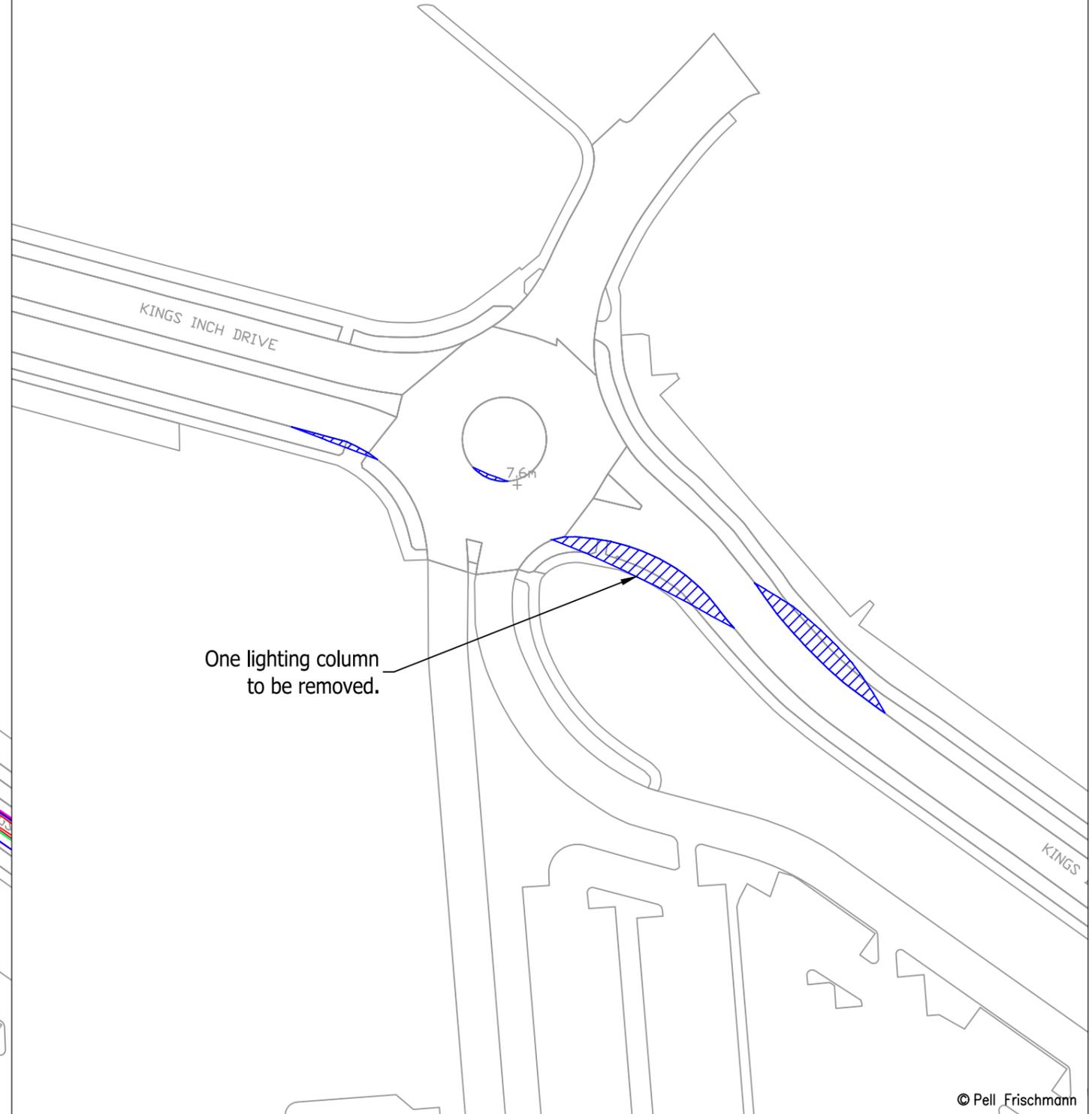
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<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfeinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Knockcronal Wind Farm	Drawn	Name	Date	Scale	1:1000 @ A3		
	Client		IPTenergised	Designed	GB	27/01/2021		File No.	Knockcronal SG155 Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower	Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	Kings Inch Drive Roundabout 1	Point of Interest	1		Drawing No.	SK01	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.		XXX

Blade



Mitigation



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Client ITP Energised

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

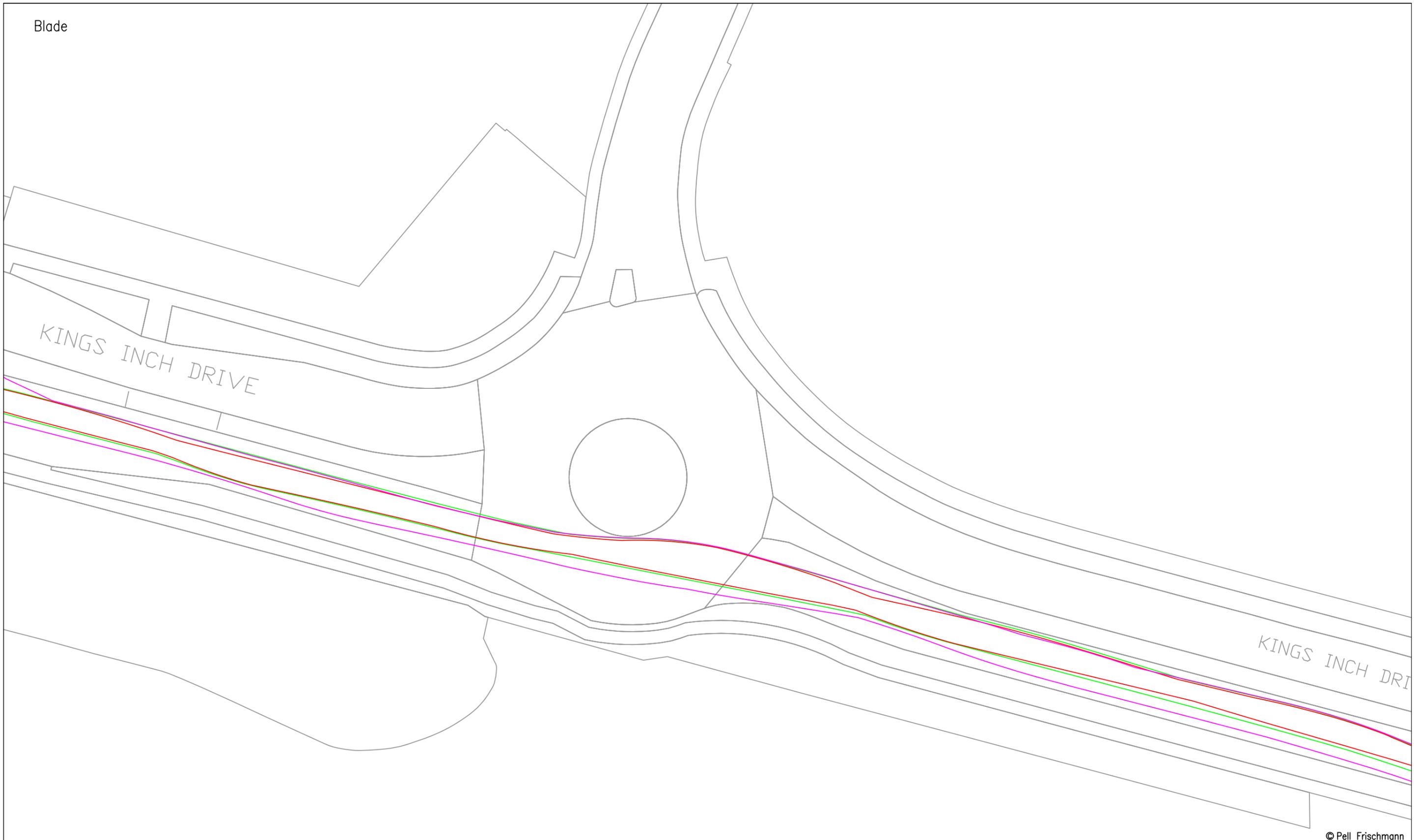
Project  
Knockcronal Wind Farm

Drawing Title  
Siemens SG155 Blade and Tower

SPA Location  
Kings Inch Drive Roundabout 2

	Name	Date	Scale	1:1000 @ A3
Drawn	JS	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
Designed	GB	27/01/2021	Drawing Status	Draft
Checked	GB	27/01/2021	Point of Interest	2
Drawing No.	SK02	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.		XXX

Blade

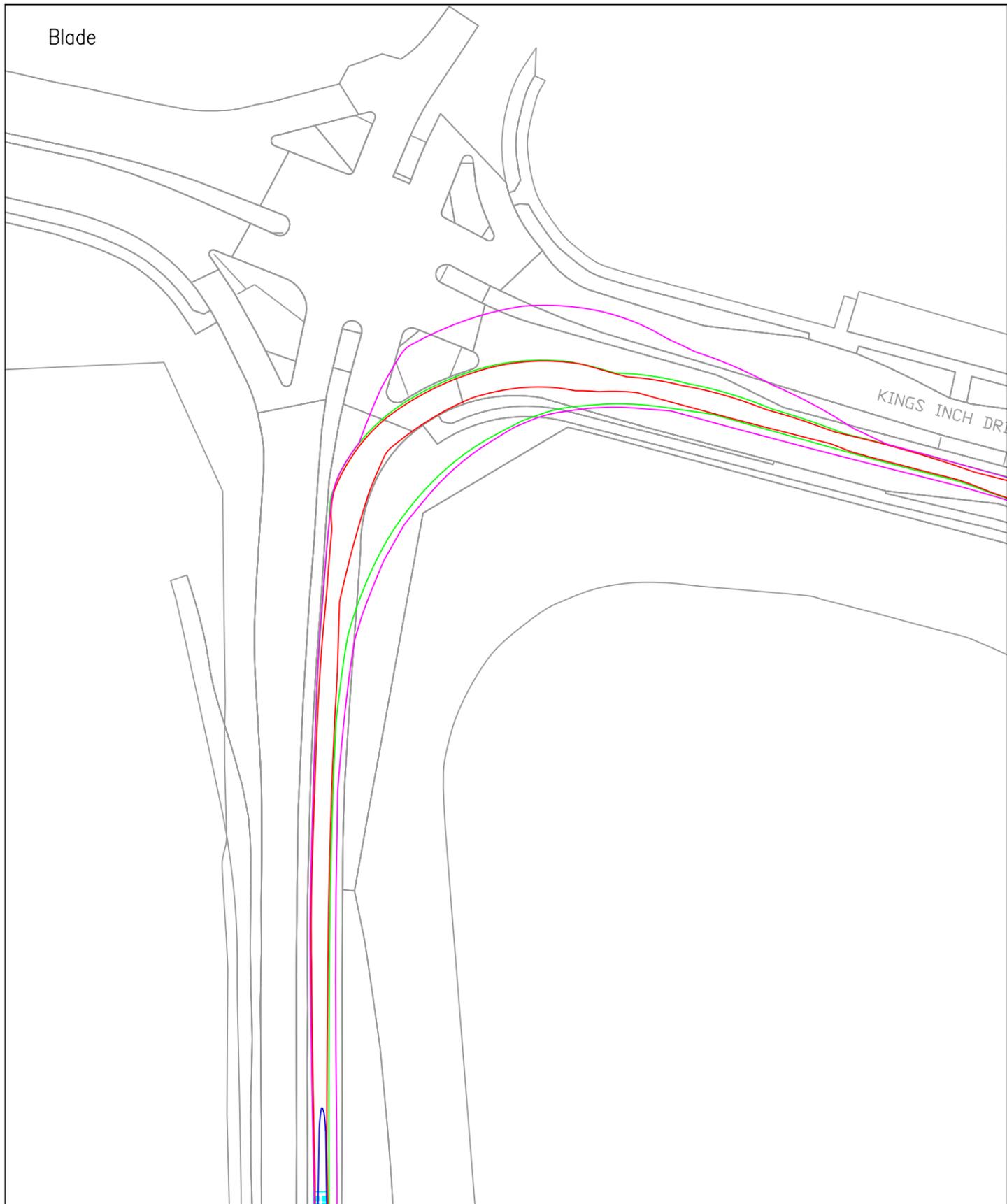


© Pell Frischmann

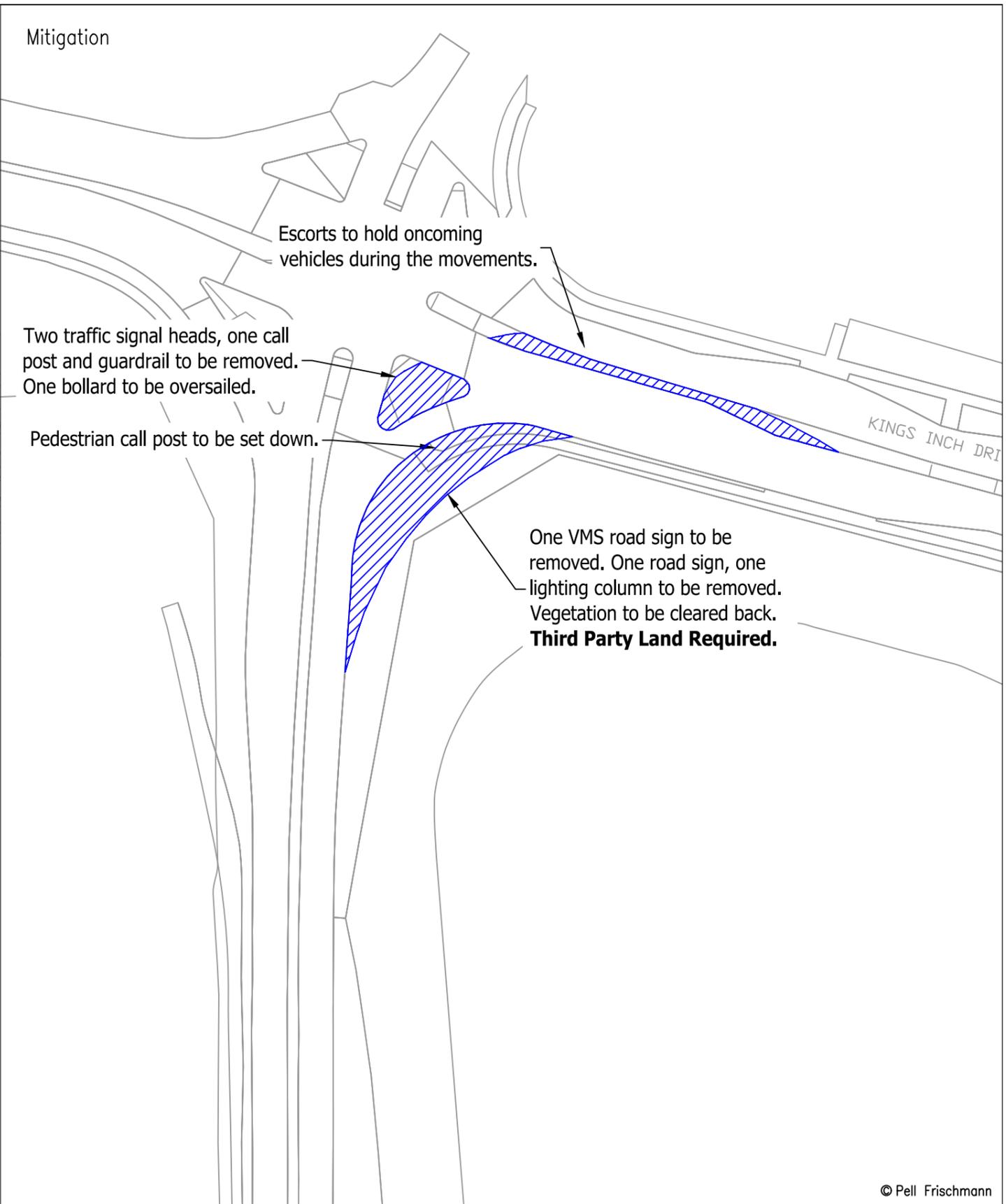
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Knockcronal Wind Farm		Drawn	JS	27/01/2021	Scale	1:500 @ A3	
	Drawing Title	Siemens SG155 Blade and Tower		Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Client	ITPEnergised		SPA Location	Kings Inch Drive Roundabout 3	Checked	GB	27/01/2021	Drawing Status	Draft
Key	Wheel SPA             Body SPA             Load SPA             Indicative             Over-run             Over-sail				Point of Interest	3	Drawing No.	SK03	Revision
							Notes:		XXX
							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.		

NO MITIGATION

Blade

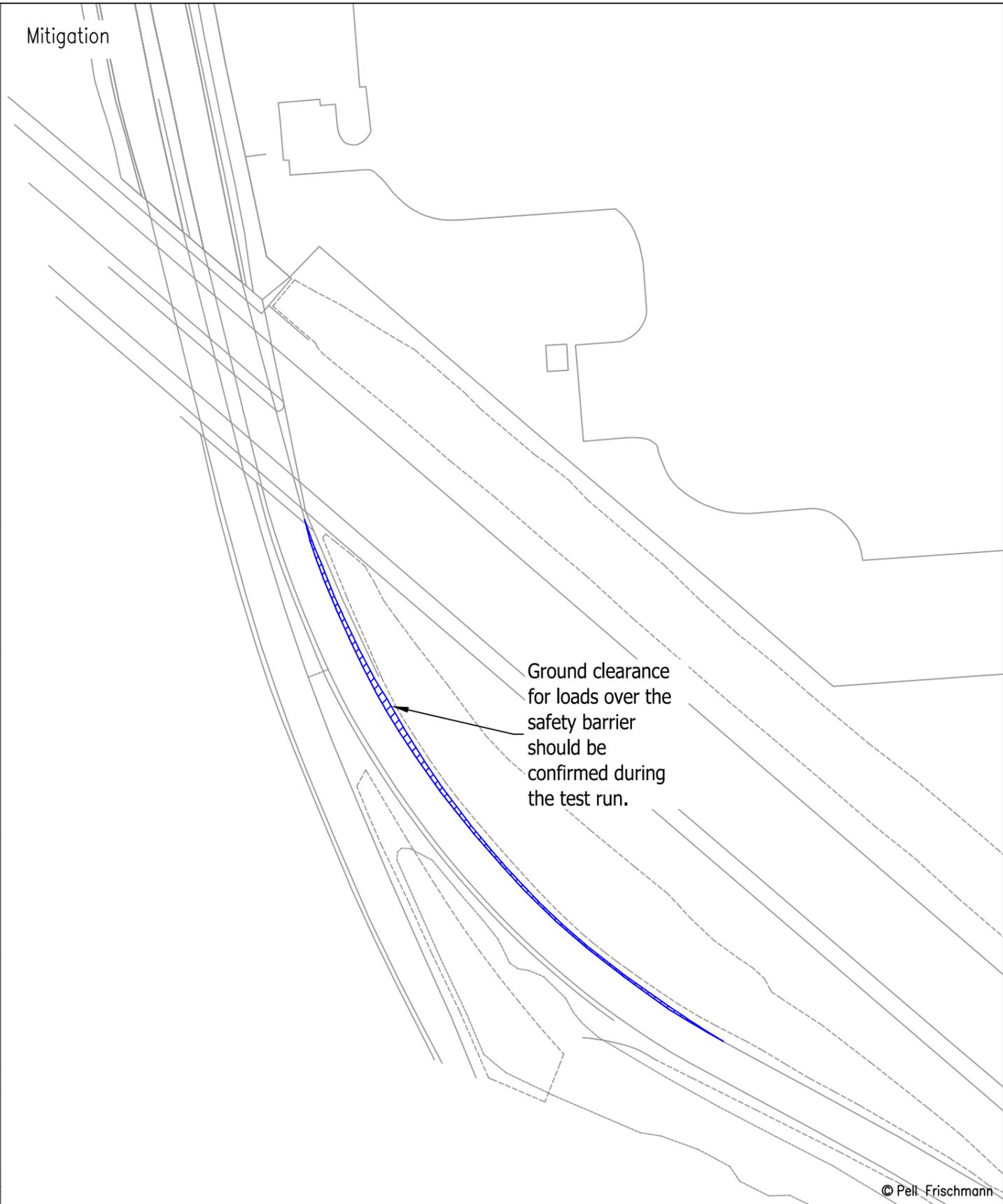


Mitigation



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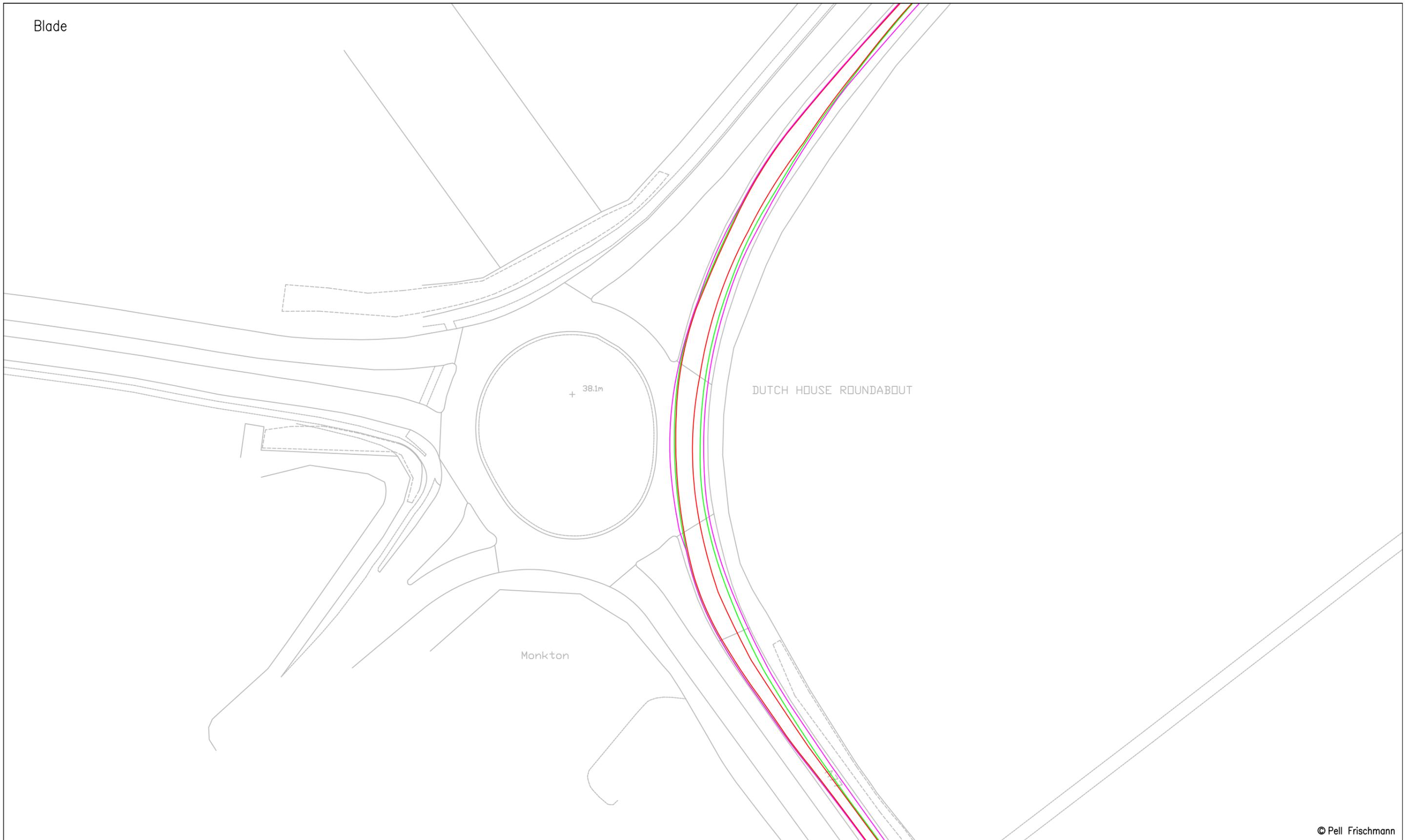
<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfeinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Knockcronal Wind Farm			Drawn	JS	27/01/2021	Scale	1:1000 @ A3	
	Drawing Title	Siemens SG155 Blade and Tower			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Client	ITPEnergised			Checked	GB	27/01/2021	Drawing Status	Draft		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing No.	SK04			Point of Interest	4		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	
	SPA Location	Kings Inch Drive / Mayo Avenue Junction							XXX	



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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:purple">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); border-radius: 50%;"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, blue 2px, blue 4px); border-radius: 50%;"></span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	M8 Junction 25a Slip Road			Point of Interest	5		Drawing No.	SK05	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.		XXX

Blade



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Project  
 Knockcronal Wind Farm

	Name	Date	Scale
Drawn	JS	27/01/2021	Custom @ A3
Designed	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status
			Draft
Point of Interest		9	

Client  
 ITP Energised

Drawing Title  
 Siemens SG155 Blade and Tower

**NO MITIGATION**

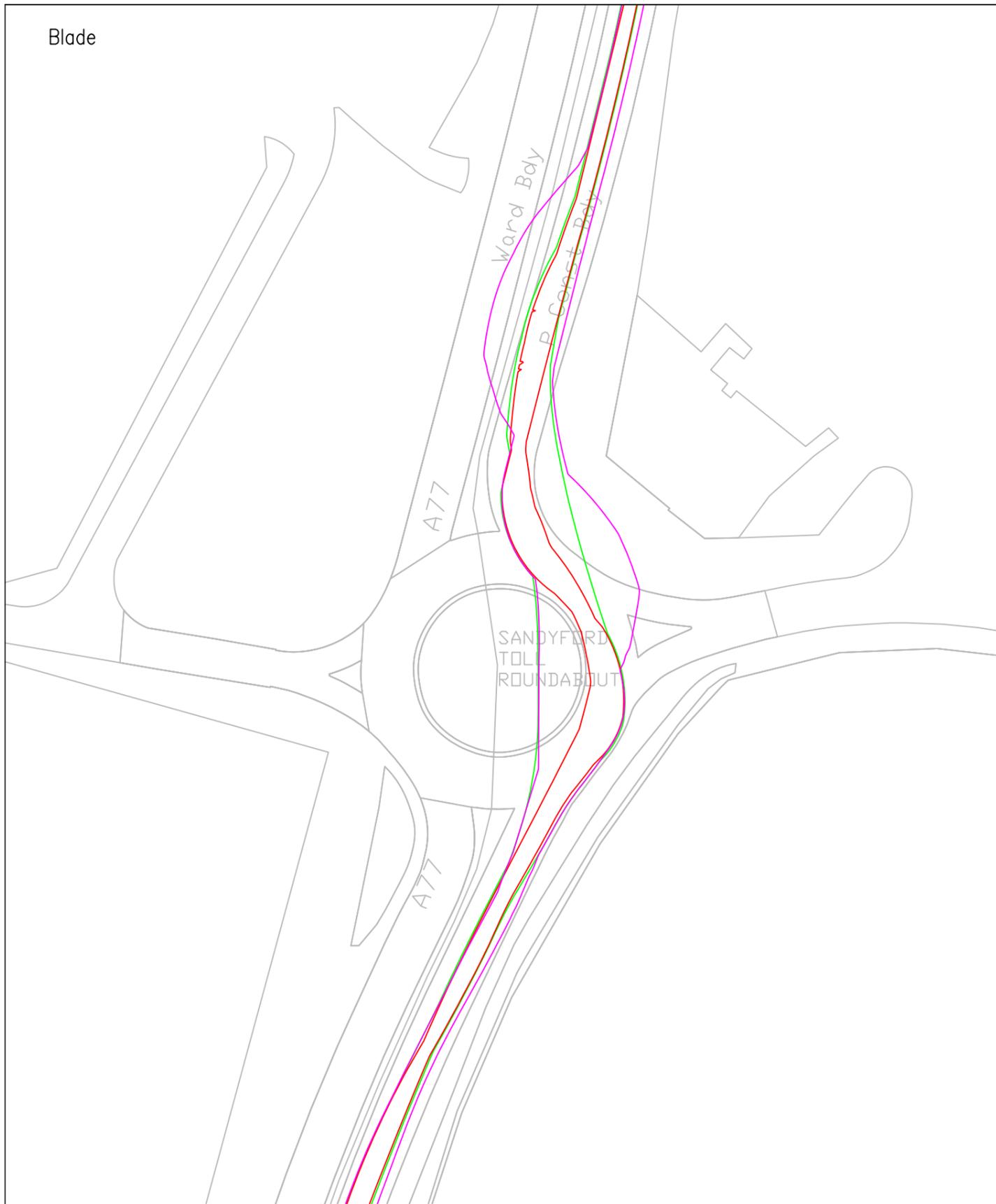
Key

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

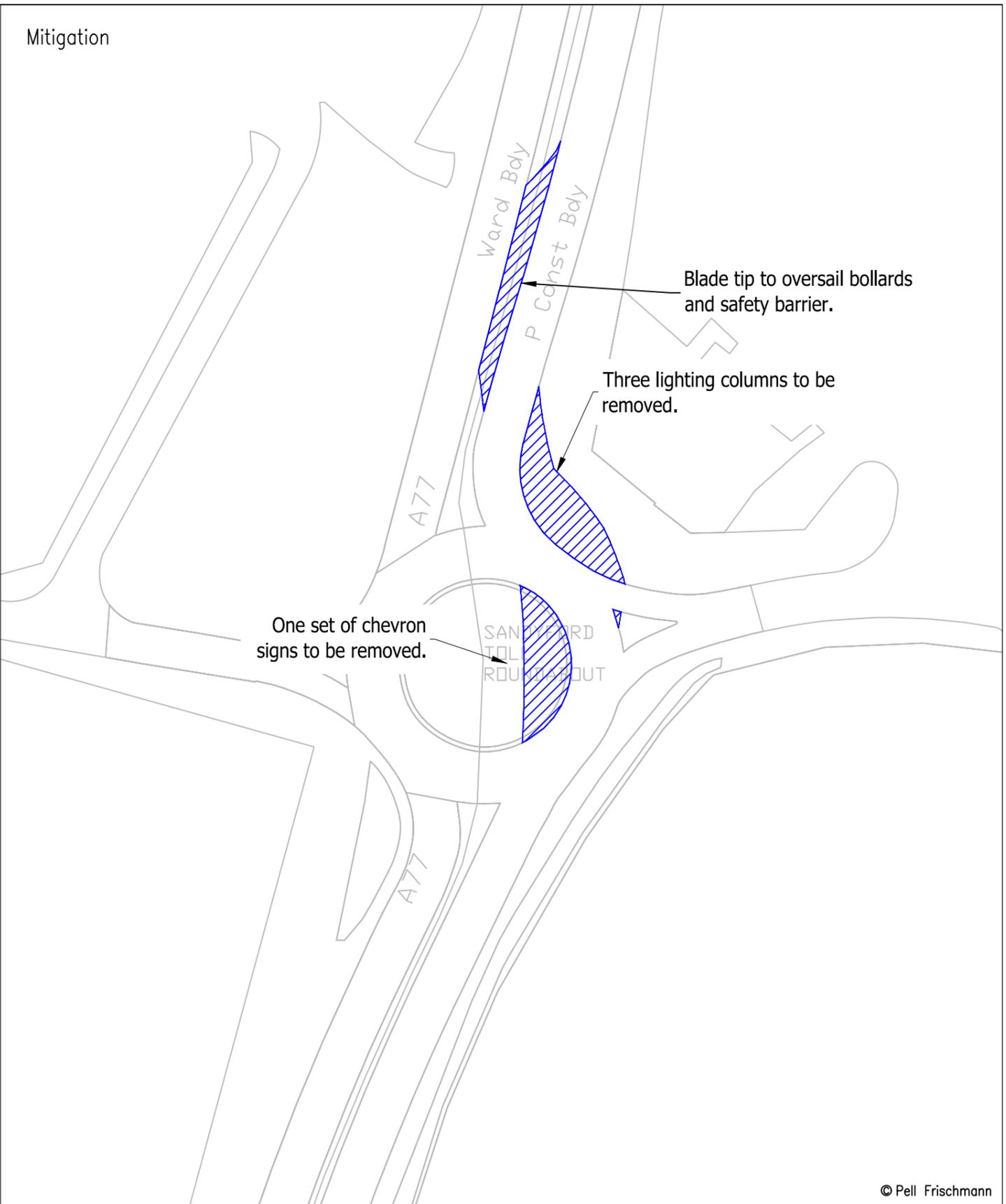
SPA Location  
 Dutch House Roundabout

Drawing No. SK06	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 XXX
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Blade



Mitigation



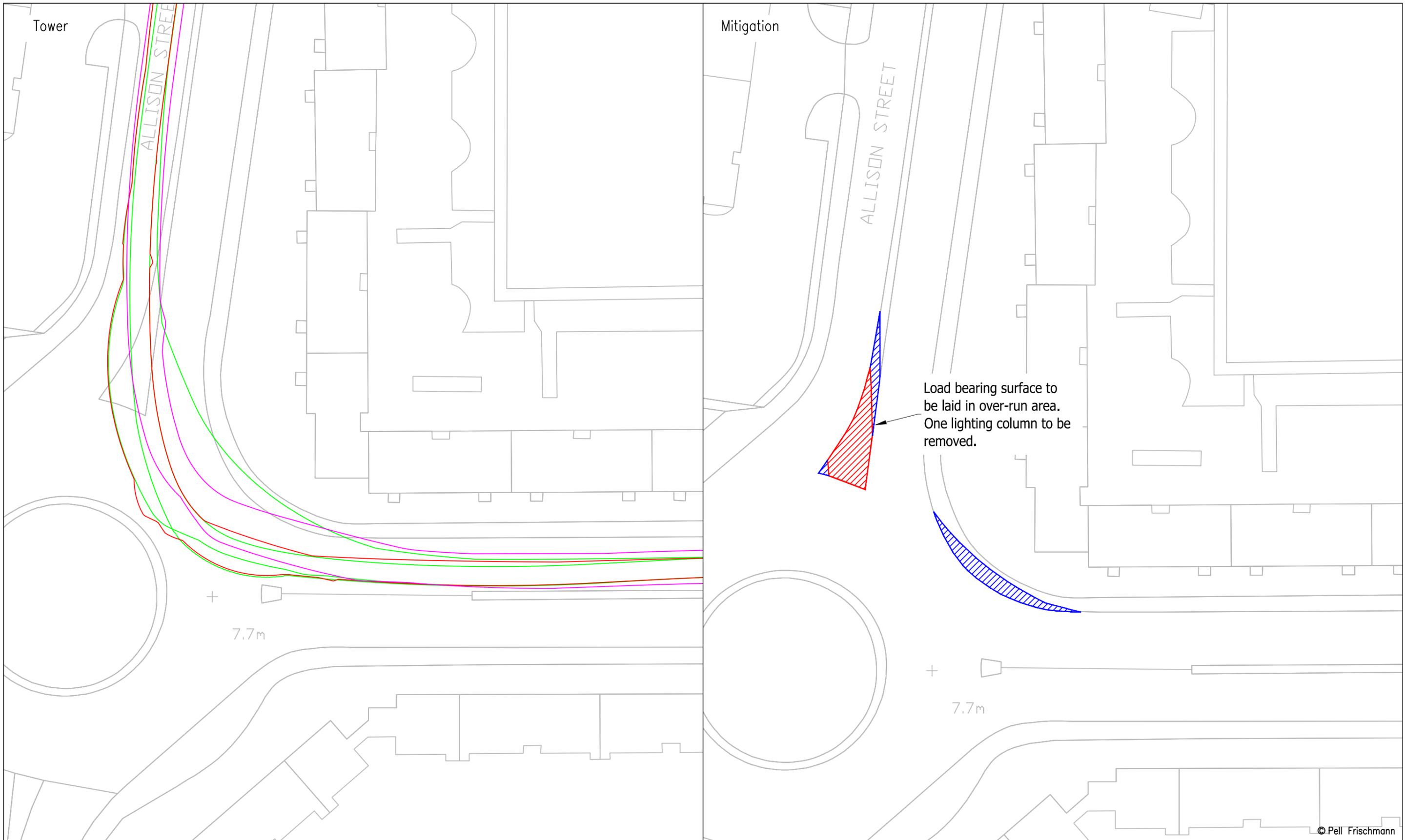
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	Drawing Title	Siemens SG155 Blade and Tower			Drawn	JS	27/01/2021		
Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft
	SPA Location	Sandyford Toll Roundabout			Point of Interest	10		Revision	XXX
				Drawing No.	SK07			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	ITPEnergised		Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<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 <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower		Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	Waggon Road / Allison Street Junction		Point of Interest	12		Drawing No.	SK08	Notes:	Revision
		<b>NO MITIGATION REQUIRED</b>						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.		XXX



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Client: **ITPEnergised**

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

Project: **Knockcronal Wind Farm**

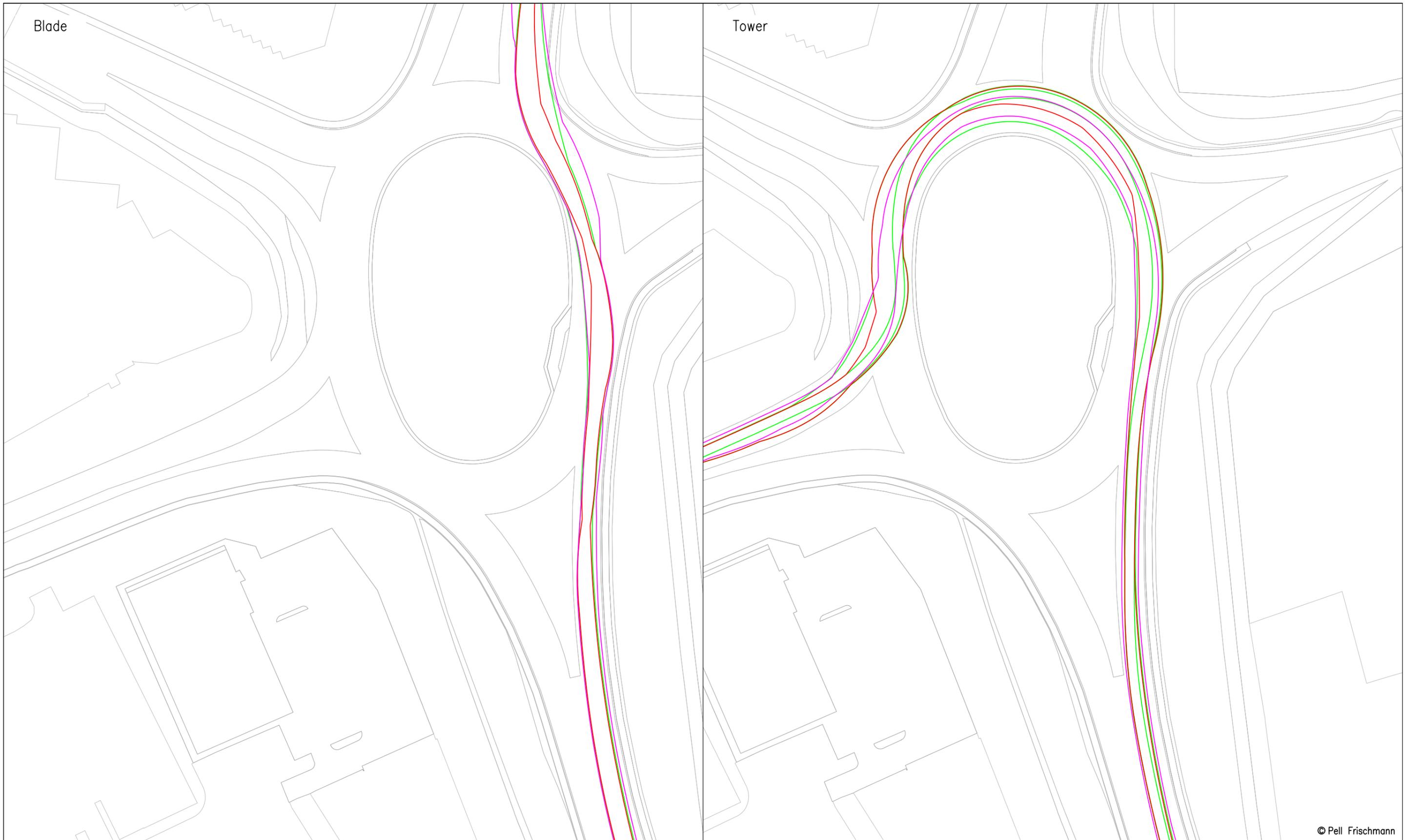
Drawing Title: **Siemens SG155 Blade and Tower**

SPA Location: **Allison Street / Whitletts Junction**

Drawn	JS	27/01/2021	Scale	1:500 @ A3	
Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Checked	GB	27/01/2021	Drawing Status	Draft	
Point of Interest	13		Drawing No.	SK09	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.		XXX

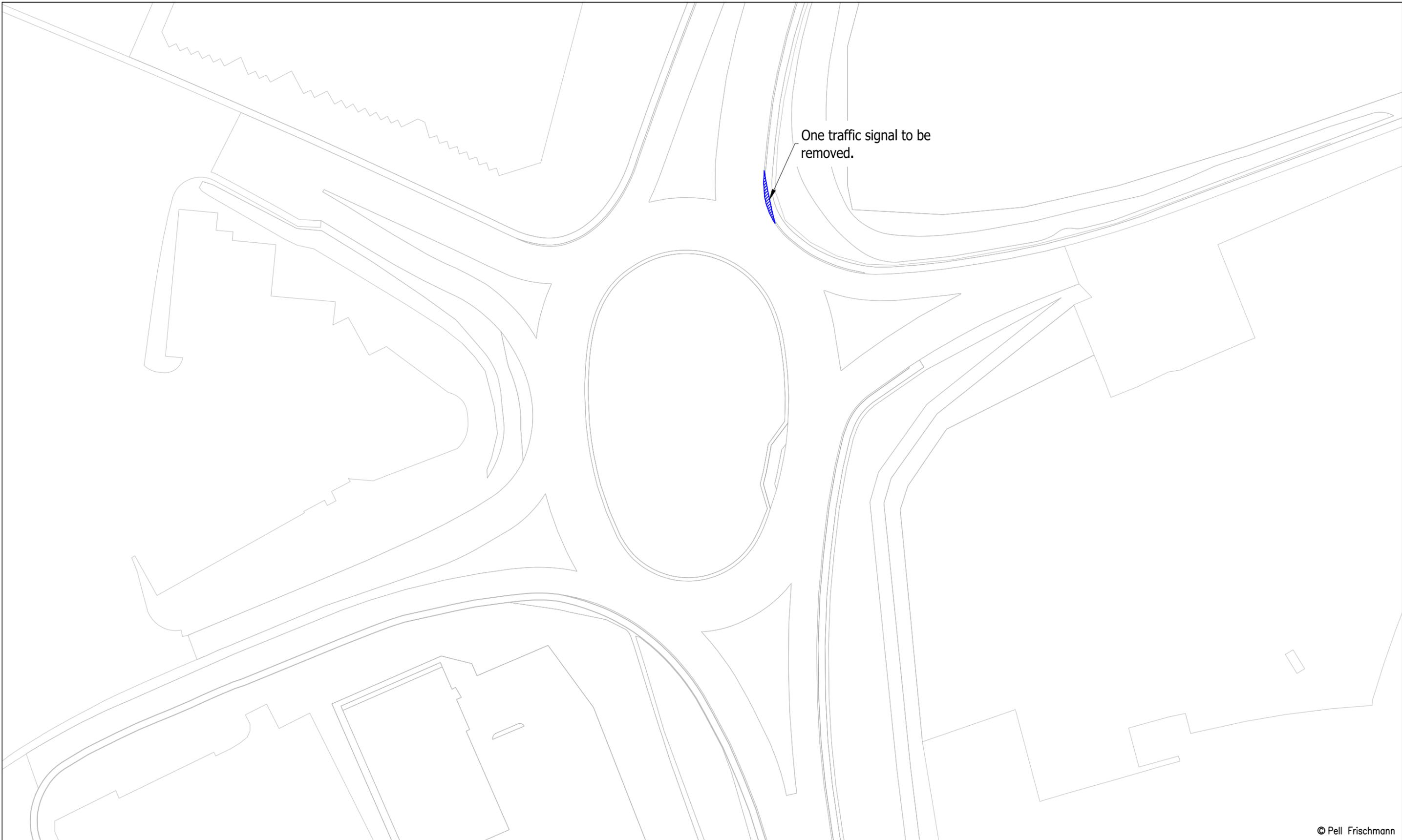
Blade

Tower



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	Client		ITP Energised	Drawn	JS		27/01/2021	File No.
<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 <span style="border:1px solid red; display:inline-block; width:10px; height:10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px);"></span> Over-run <span style="border:1px solid blue; display:inline-block; width:10px; height:10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, blue 2px, blue 4px);"></span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower	Designed	GB	27/01/2021	Drawing Status	Draft	
	SPA Location	A77 Whitletts Roundabout	Checked	GB	27/01/2021	Point of Interest	15	
				Drawing No.	SK10	Notes:	Revision	XXX
			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: ITP Energised

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

Project: Knockcronal Wind Farm

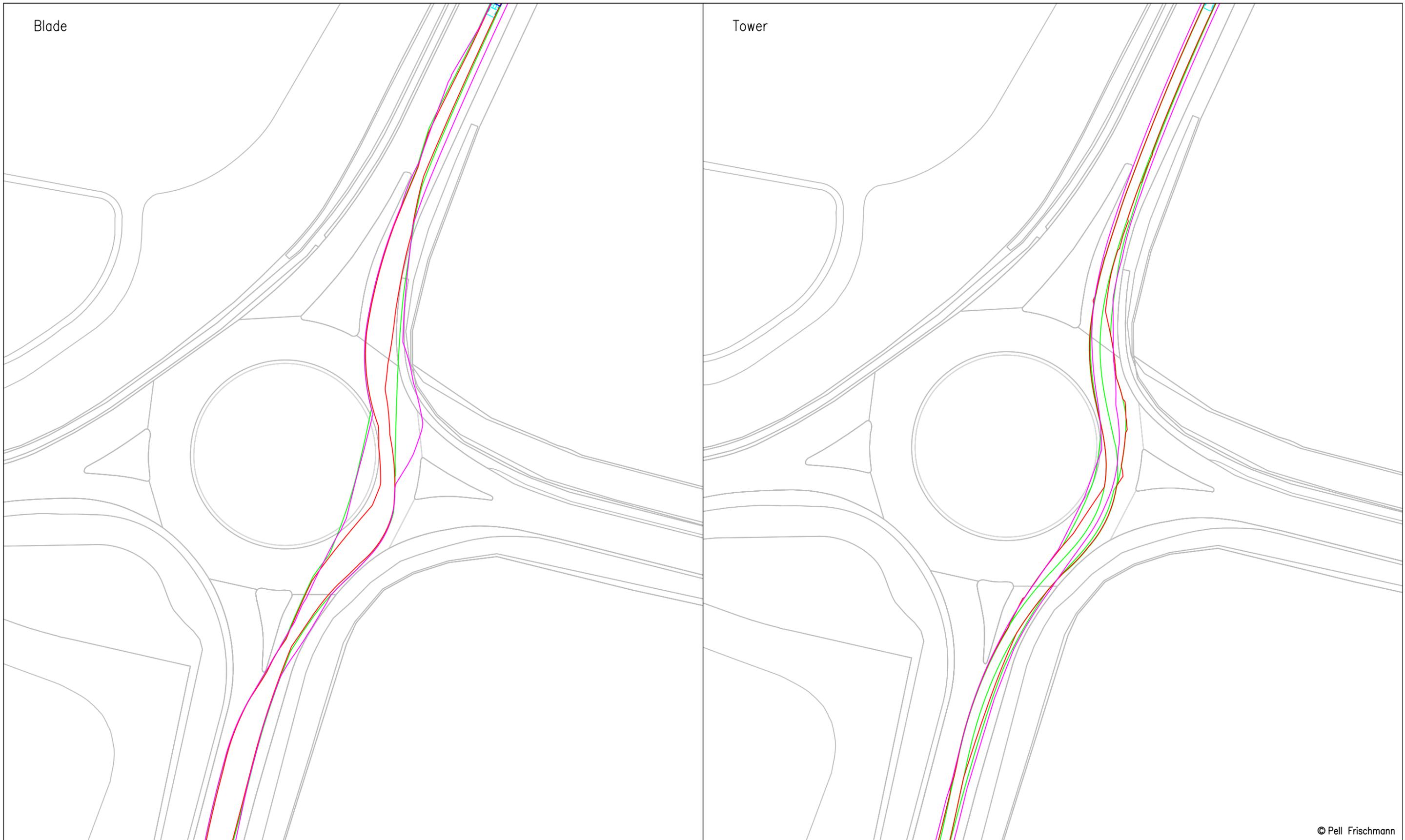
Drawing Title: Siemens SG155 Blade and Tower

SPA Location: A77 Whitletts Roundabout

Drawn	JS	27/01/2021	Scale: 1:1000 @ A3
Designed	GB	27/01/2021	
Checked	GB	27/01/2021	
Point of Interest: 15			File No.: Knockcronal SG155 Tracking.dwg
Drawing No.: SK10A			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: XXX

Blade

Tower



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Project

Knockcronal Wind Farm

	Name	Date	Scale
Drawn	JS	27/01/2021	1:1000 @ A3
Designed	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status
Point of Interest		16	Draft

Client ITP Energised

Drawing Title

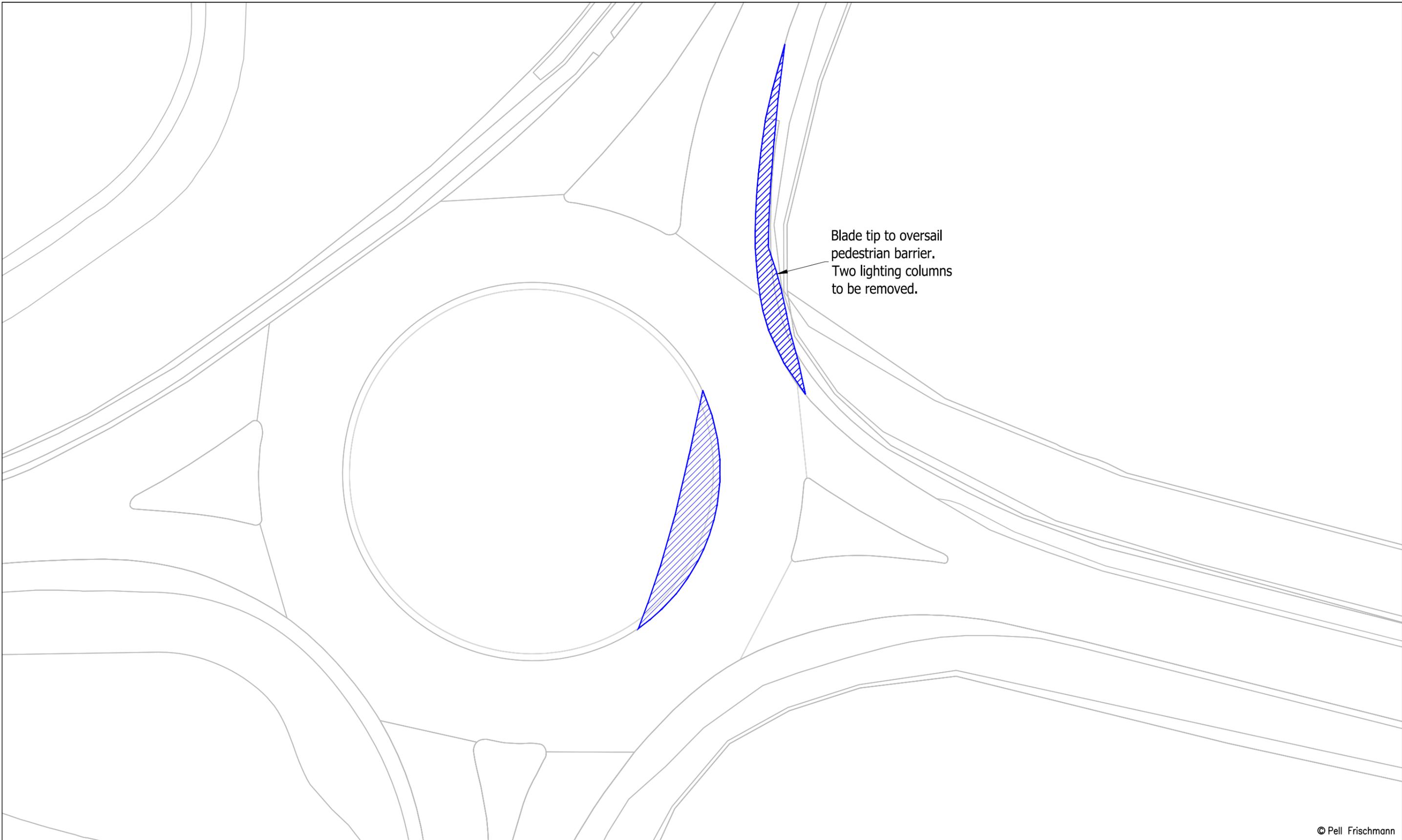
Siemens SG155 Blade and Tower

Drawing No.	Notes:	Revision
SK11	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.	XXX

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

SPA Location

A77 Holmston Roundabout

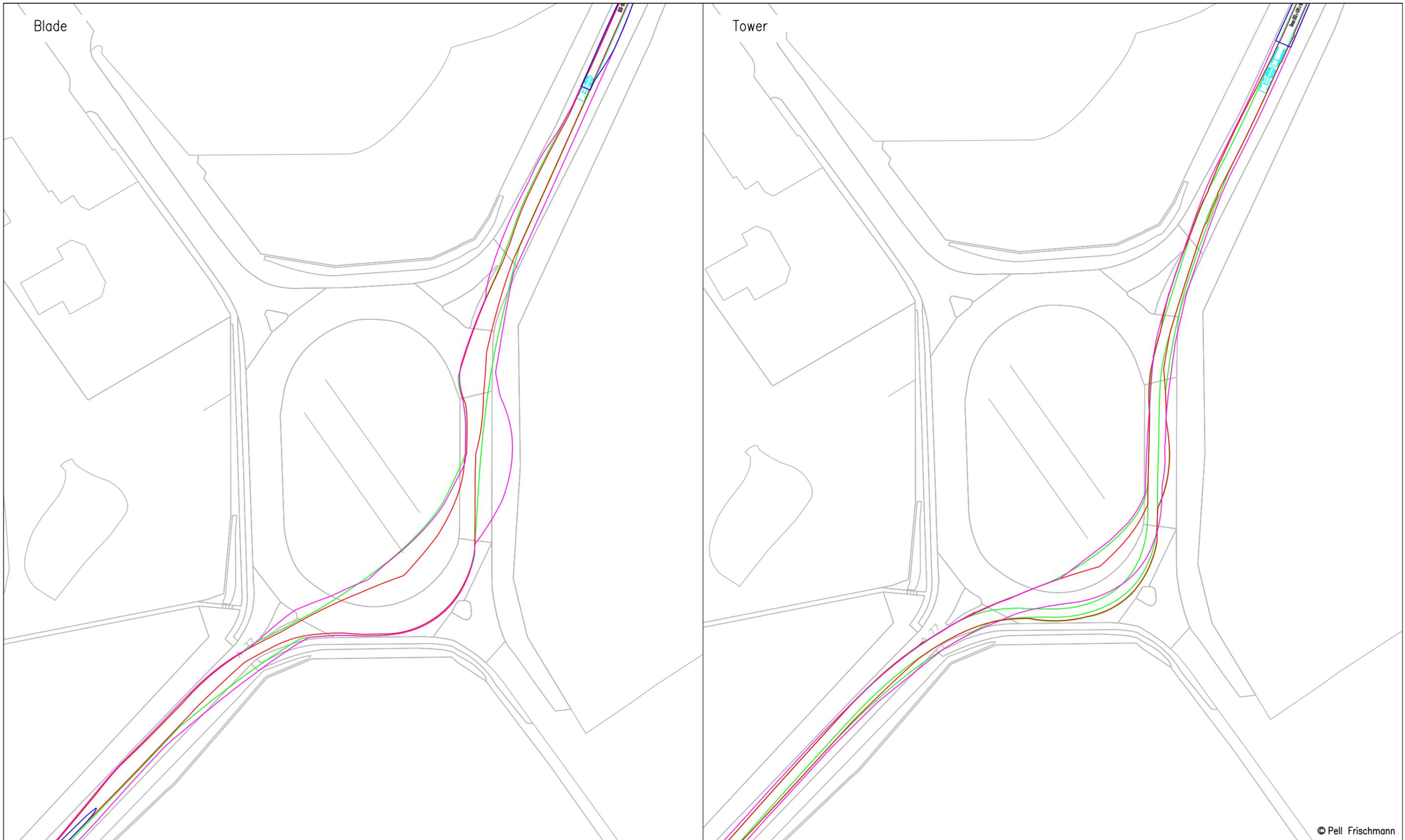


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	Client	ITPEnergised		Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower		Checked	GB	27/01/2021	Drawing Status	Draft	
	SPA Location	A77 Holmston Roundabout		Point of Interest	16		Drawing No.	SK11A	
				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	XXX	

Blade

Tower



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	Drawing Title	Siemens SG155 Blade and Tower			Drawn	JS	27/01/2021		
Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
<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 <span style="border: 1px solid red; padding: 2px;"> </span> Over-run <span style="border: 1px solid blue; padding: 2px;"> </span> Over-sail	SPA Location	A77 Bankfield Roundabout			Checked	GB	27/01/2021	Drawing Status	Draft
					Point of Interest	17		Drawing No.	SK12
					Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			Revision	XXX



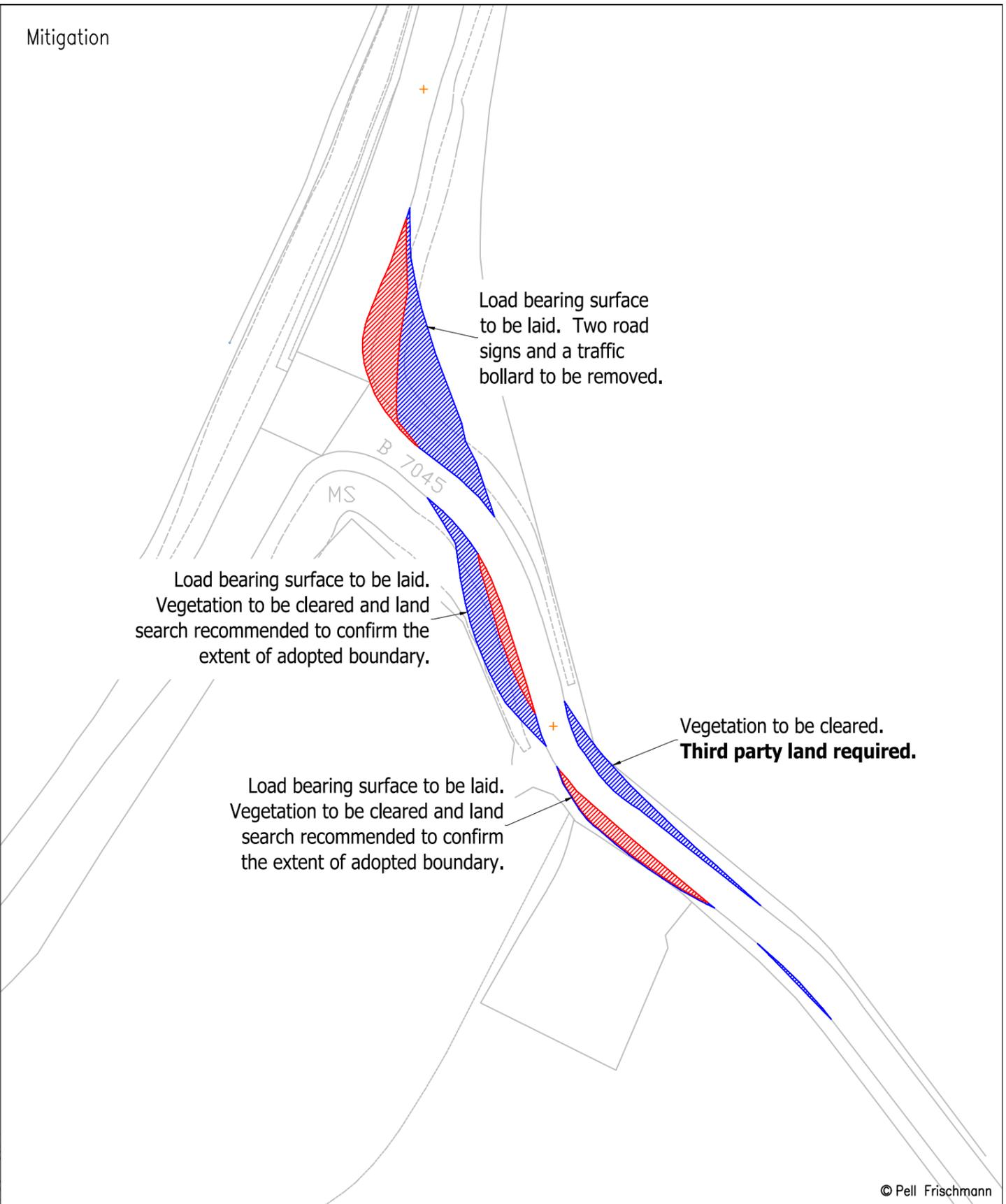
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	Client	ITPEnergised		Drawn	JS	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower		Designed	GB	27/01/2021	Drawing Status	Draft
	SPA Location	A77 Bankfield Roundabout		Checked	GB	27/01/2021	Point of Interest	17
		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.				

Blade



Mitigation

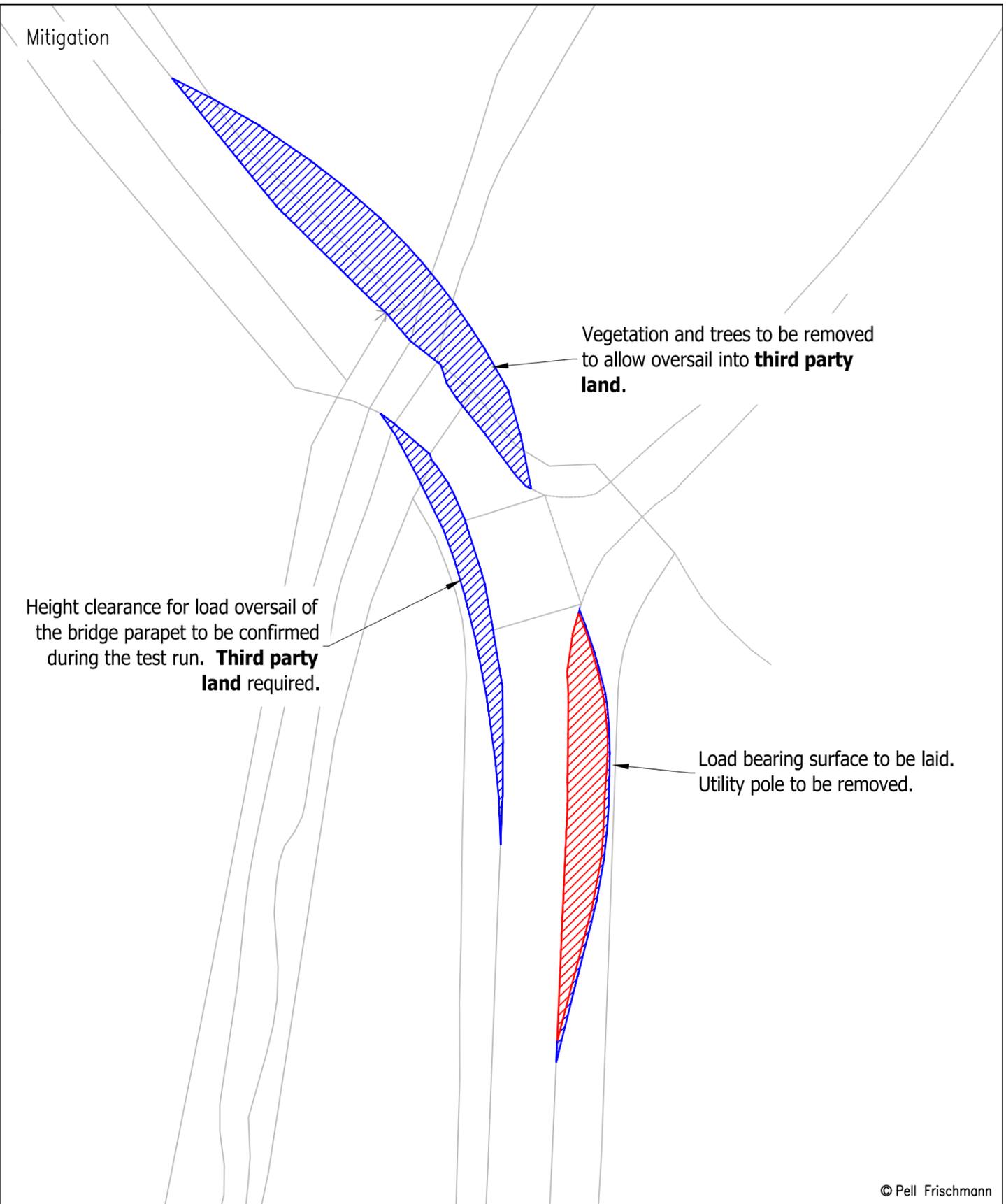
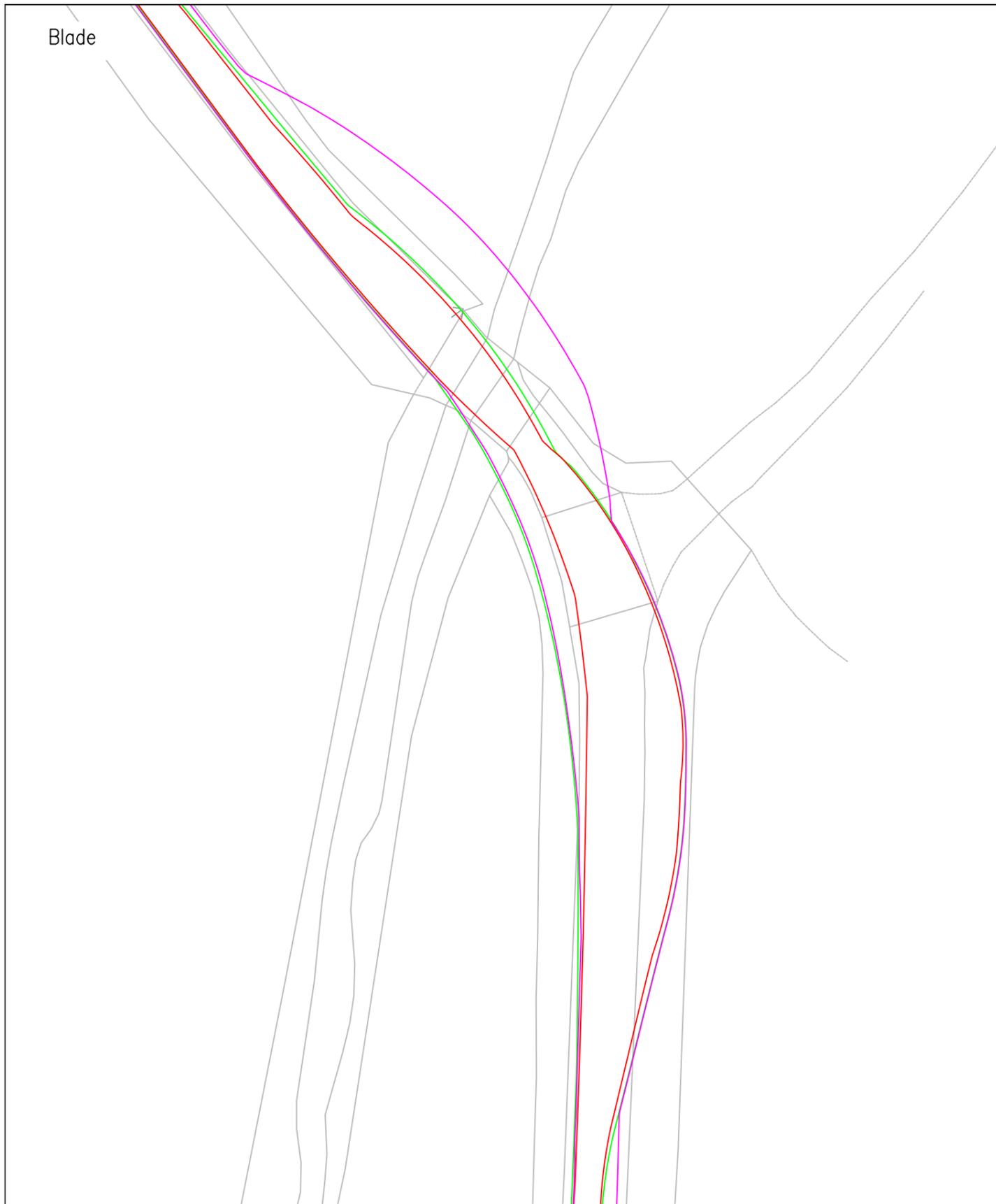


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	Drawing Title	Siemens SG155 Blade and Tower			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Client	ITPEnergised			Checked	GB	27/01/2021	Drawing Status	Draft		
Key	SPA Location			Point of Interest	19		Drawing No.	Notes:		Revision
Wheel SPA (Red line) Body SPA (Green line) Load SPA (Magenta line) Indicative (Cyan line) Over-run (Red hatched) Over-sail (Blue hatched)	A77 / B7045 Junction – Blade Only			SK13	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		XXX			

Blade

Mitigation



Vegetation and trees to be removed to allow oversail into **third party land**.

Height clearance for load oversail of the bridge parapet to be confirmed during the test run. **Third party land** required.

Load bearing surface to be laid. Utility pole to be removed.

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Client ITP Energised

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

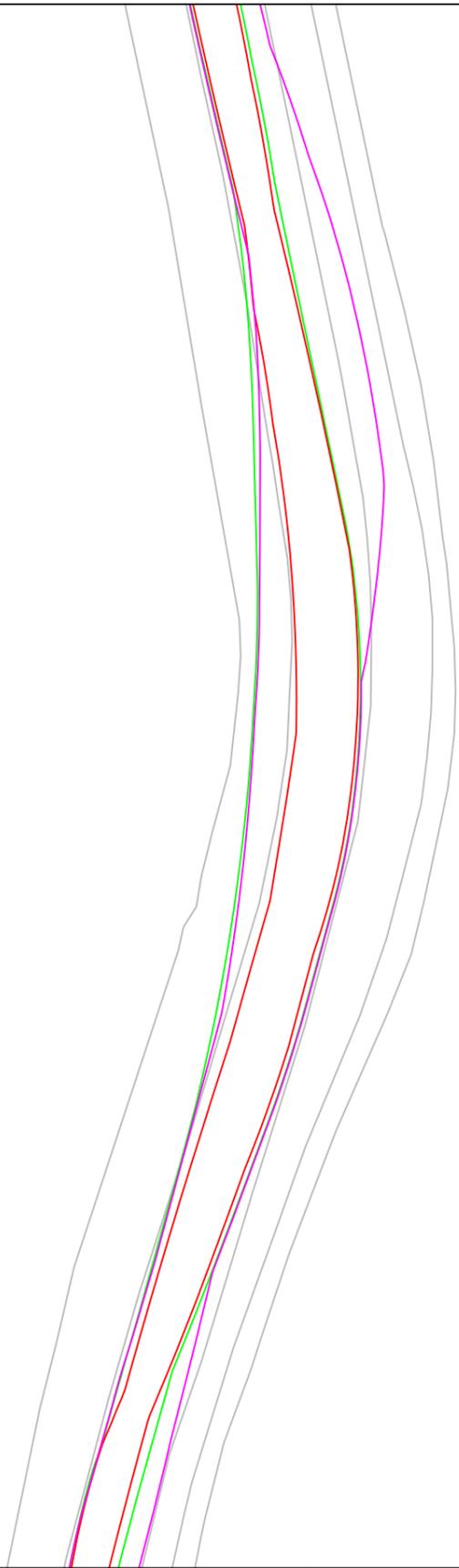
Project  
Knockcronal Wind Farm

Drawing Title  
Siemens SG155 Blade and Tower

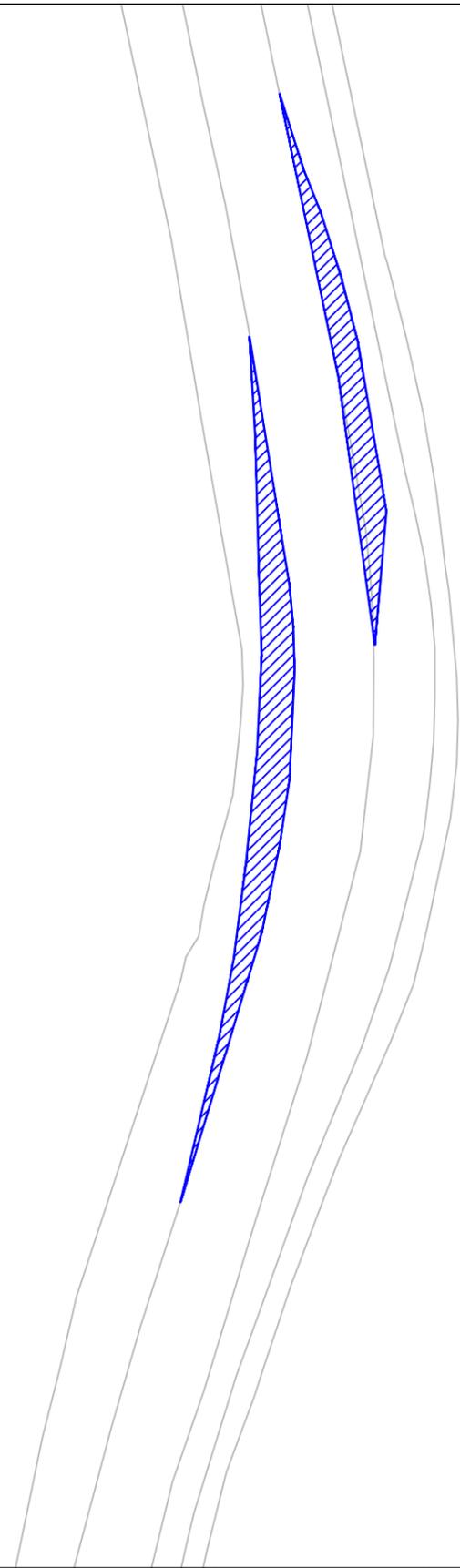
SPA Location  
B7045 Cassillis Gate Bridge – Blade Only

Drawn	Name	Date	Scale
Designed	JS	27/01/2021	1:500 @ A3
Checked	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Point of Interest	21	Drawing Status	Draft
Drawing No.	SK14	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.	XXX

Blade



Mitigation



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Project

Knockcronal Wind Farm

	Name	Date
Drawn	JS	27/01/2021
Designed	GB	27/01/2021
Checked	GB	27/01/2021

Scale  
Custom @ A3

File No. Knockcronal SG155 Tracking.dwg

Drawing Status  
Draft

Client

ITPEnergised

Drawing Title

Siemens SG155 Blade and Tower

Point of Interest  
22

Drawing No.  
SK15

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

Revision  
XXX

Key

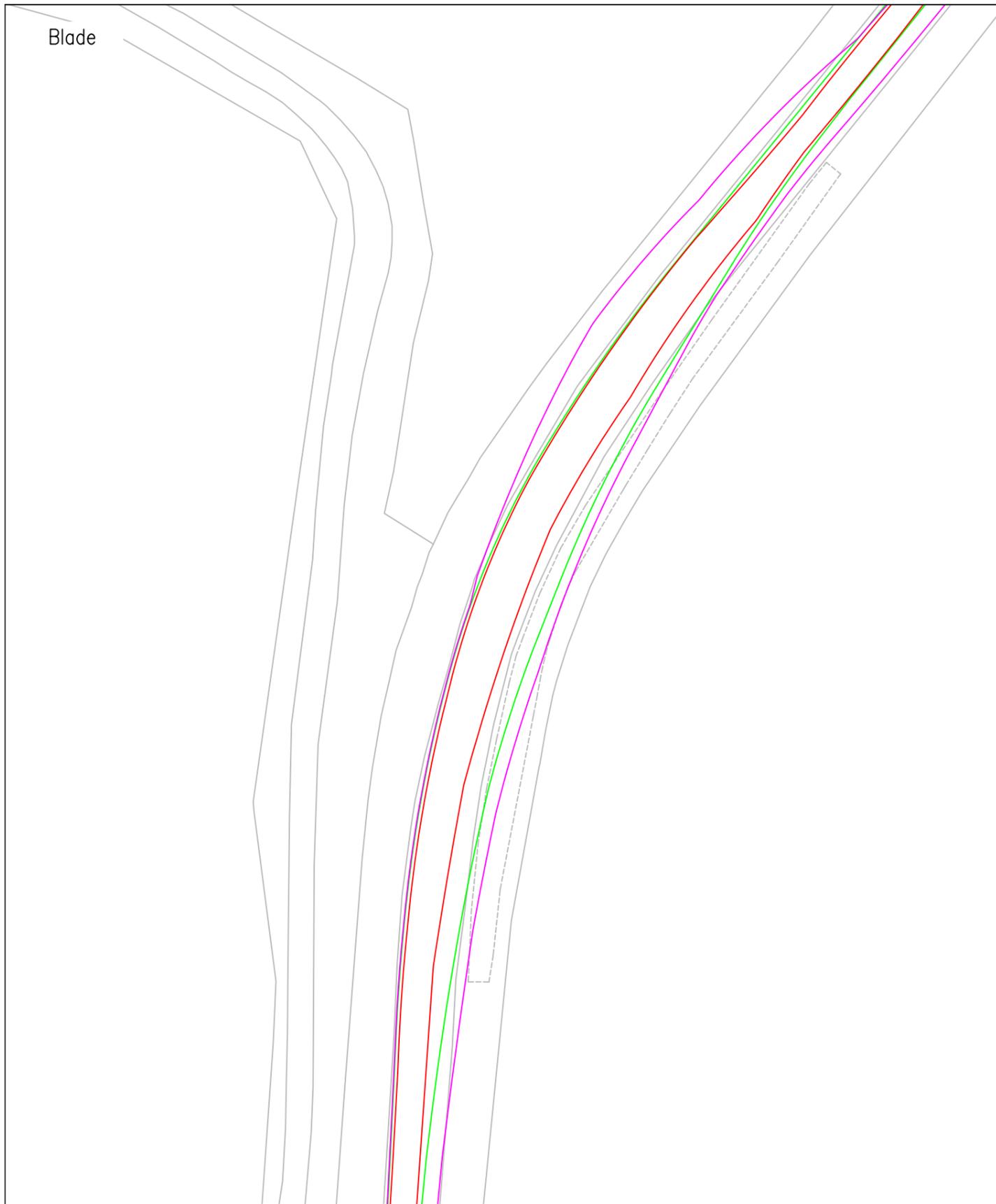
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Over-run
- Over-sail

SPA Location

B7045 Blairbowie Wood – Blade Only

Blade

Mitigation



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Project

Knockcronal Wind Farm

Drawn	JS	27/01/2021	Scale	1:500 @ A3
Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status	Draft
Point of Interest		23		

Client ITP Energised

Drawing Title

Siemens SG155 Blade and Tower

SPA Location

B7045 Blairbowie – Blade Only

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

Drawing No.	Notes:	Revision
SK16	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.	XXX

Blade



Mitigation



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Project

Knockcronal Wind Farm

Drawn	JS	27/01/2021	Scale	1:1000 @ A3
Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status	Draft
Point of Interest		23		

Client ITP Energised

Drawing Title

Siemens SG155 Blade and Tower

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

SPA Location

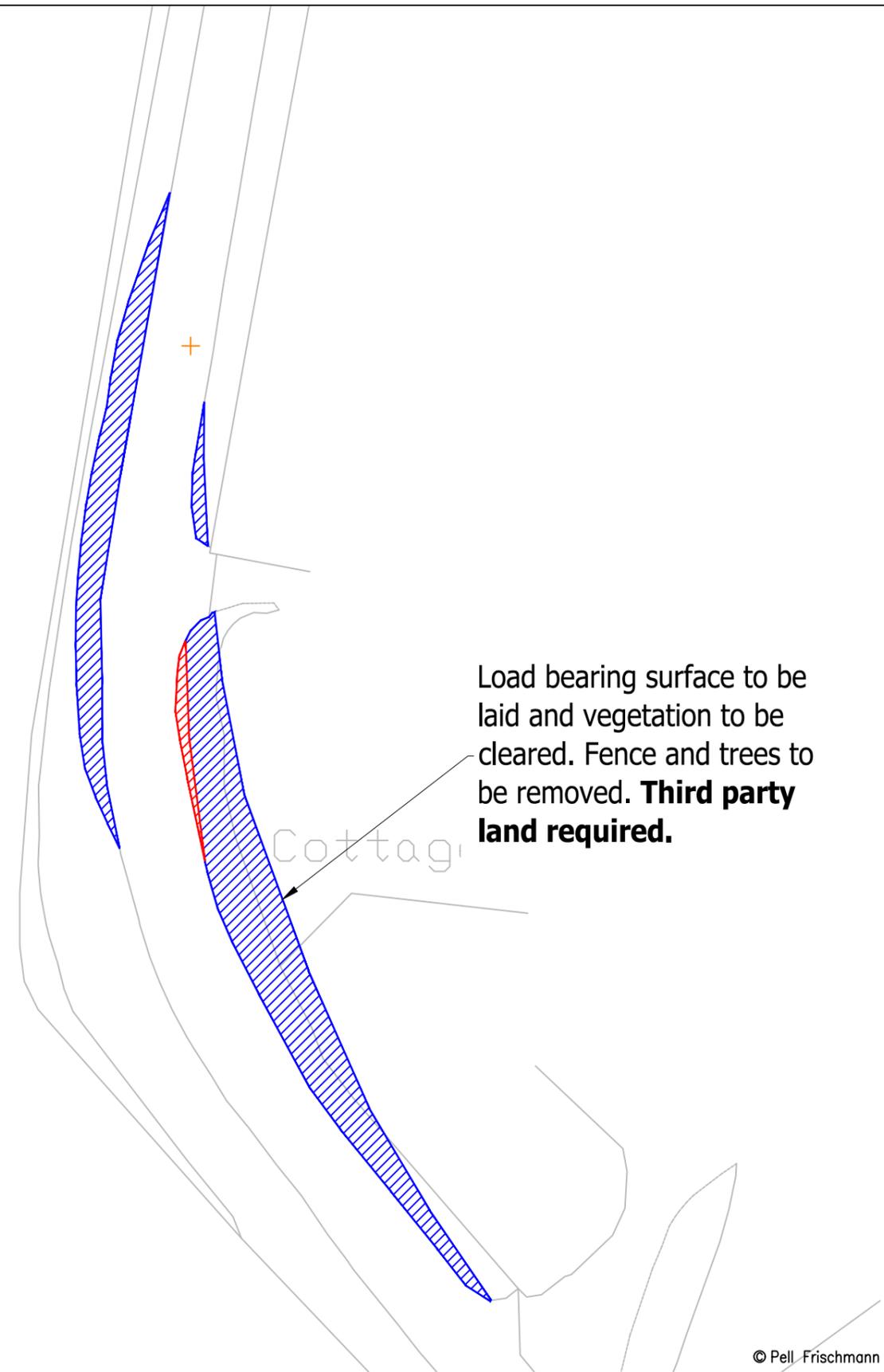
B7045 Blairbowie contd. – Blade Only

Drawing No.	SK17	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.	XXX

Blade



Mitigation



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Project

Knockcronal Wind Farm

Drawn	Name	Date	Scale
Designed	GB	27/01/2021	1:500 @ A3
Checked	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Point of Interest	24		Drawing Status Draft
Drawing No.	Notes:	Revision	
SK18	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.	XXX	

Client ITP Energised

Drawing Title

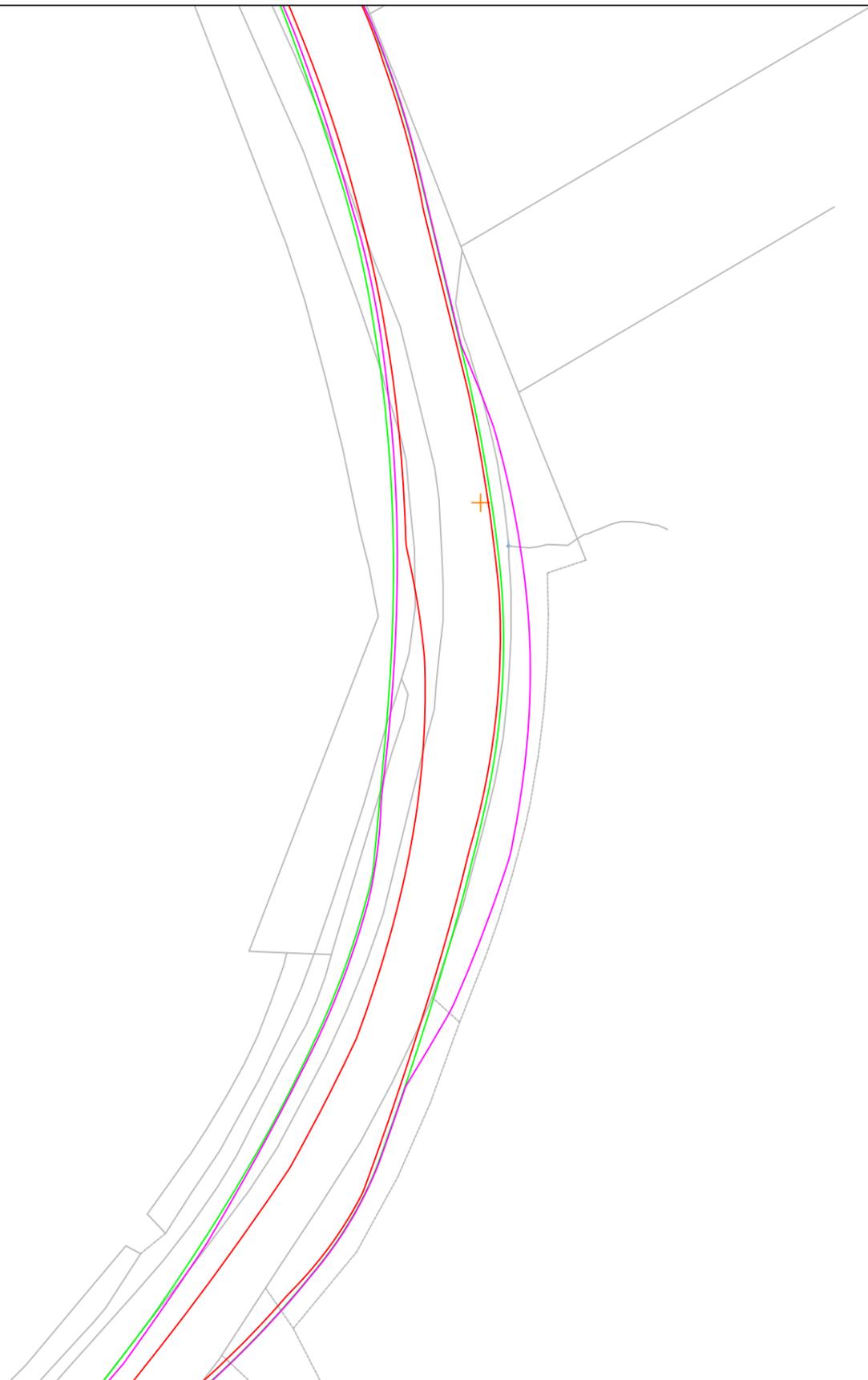
Siemens SG155 Blade and Tower

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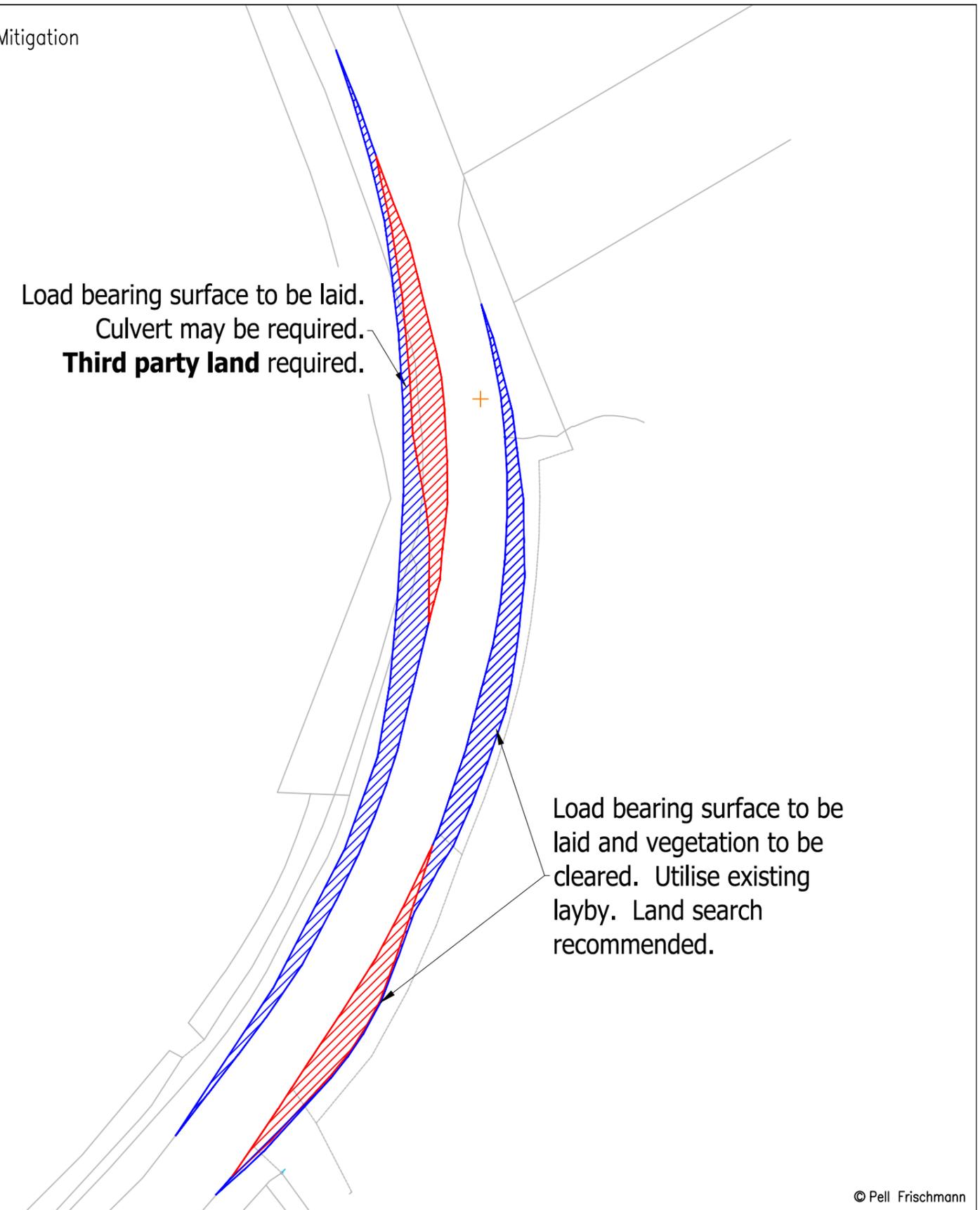
SPA Location

B7045 Grimmet – Blade Only

Blade



Mitigation



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Client ITP Energised

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

Project  
Knockcronal Wind Farm

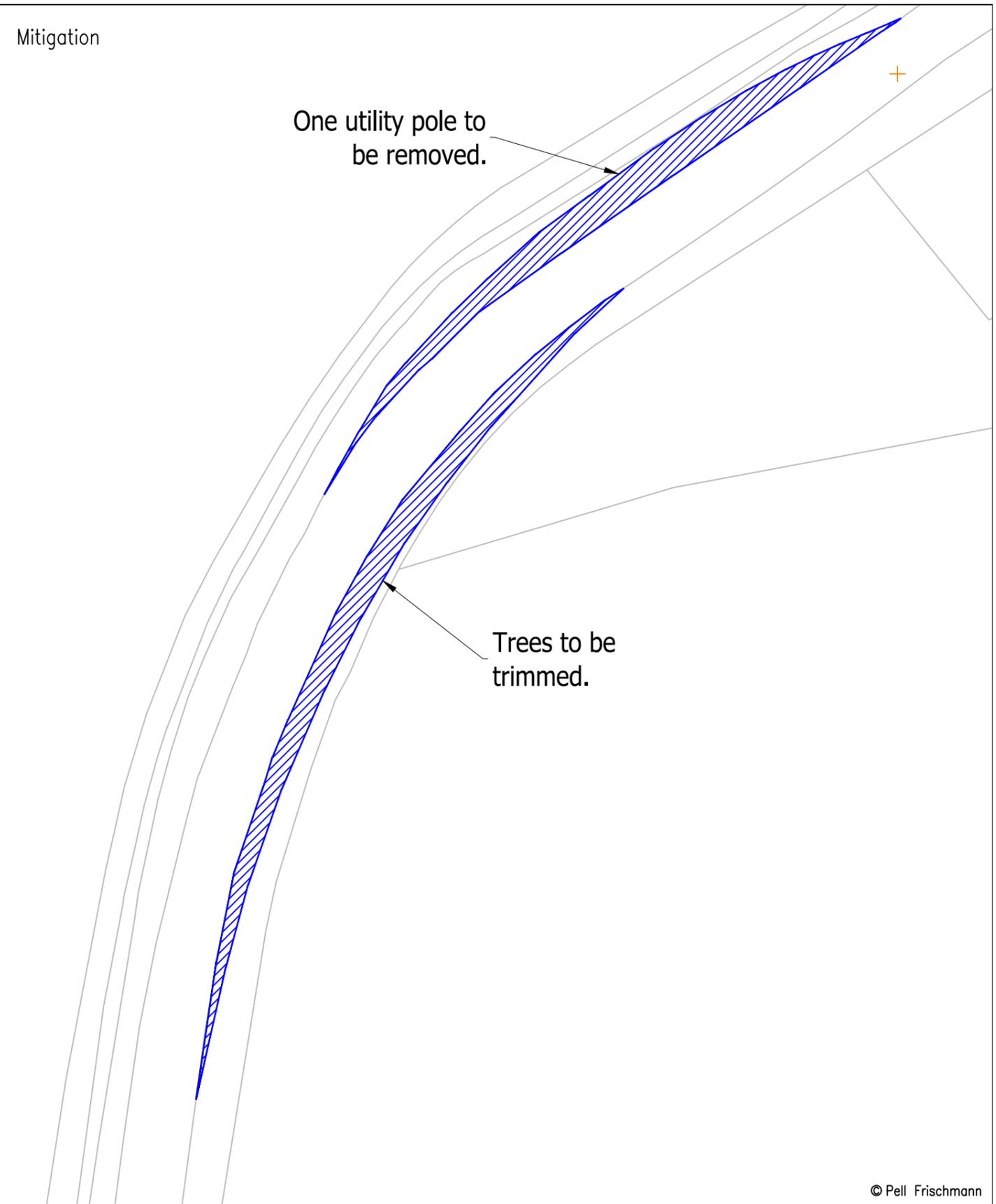
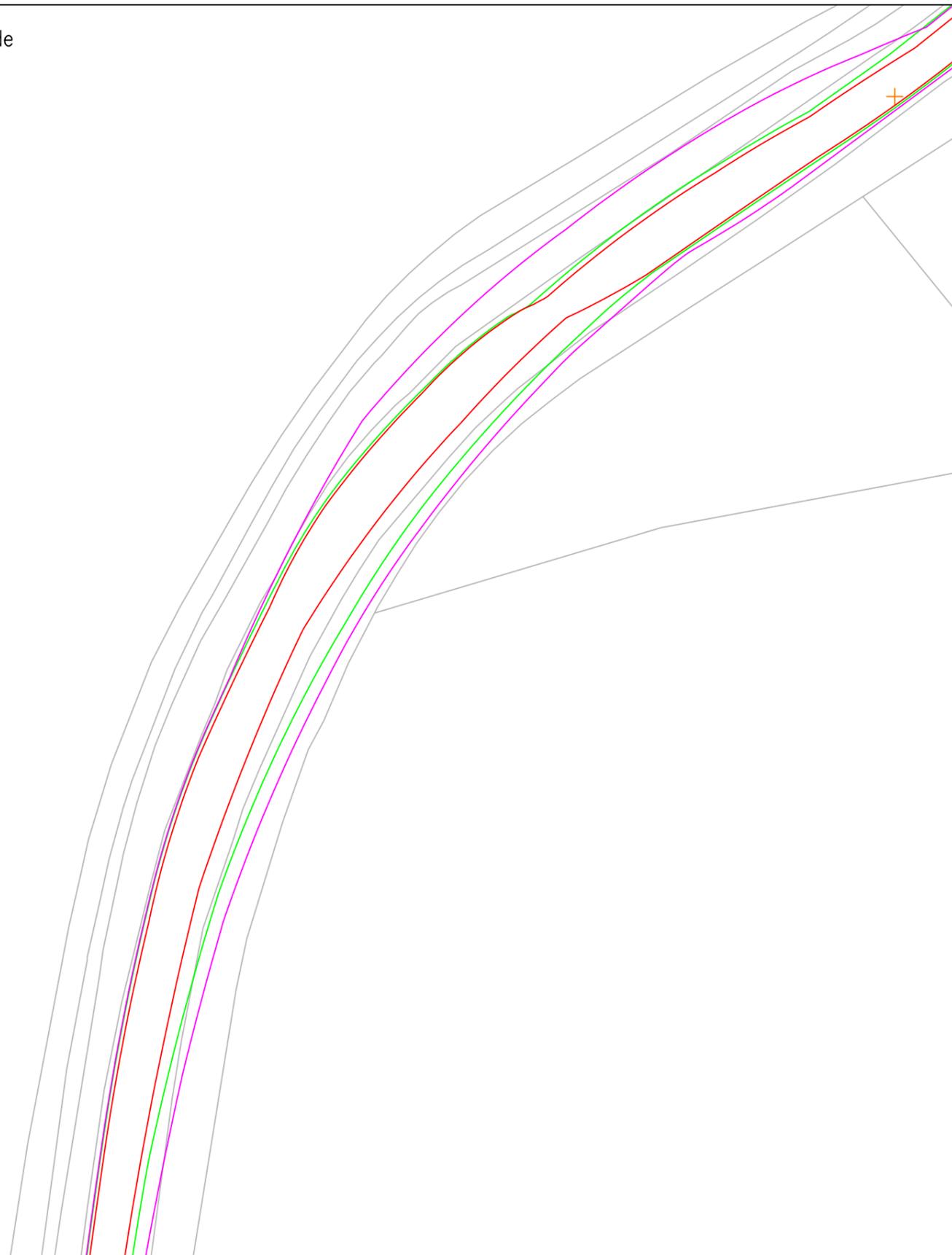
Drawing Title  
Siemens SG155 Blade and Tower

SPA Location  
B7045 Grimmet – Blade Only

Drawn	Name	Date	Scale
Designed	GB	27/01/2021	1:500 @ A3
Checked	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Point of Interest	25	Drawing Status	Draft
Drawing No.	SK19	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.	XXX

Blade

Mitigation



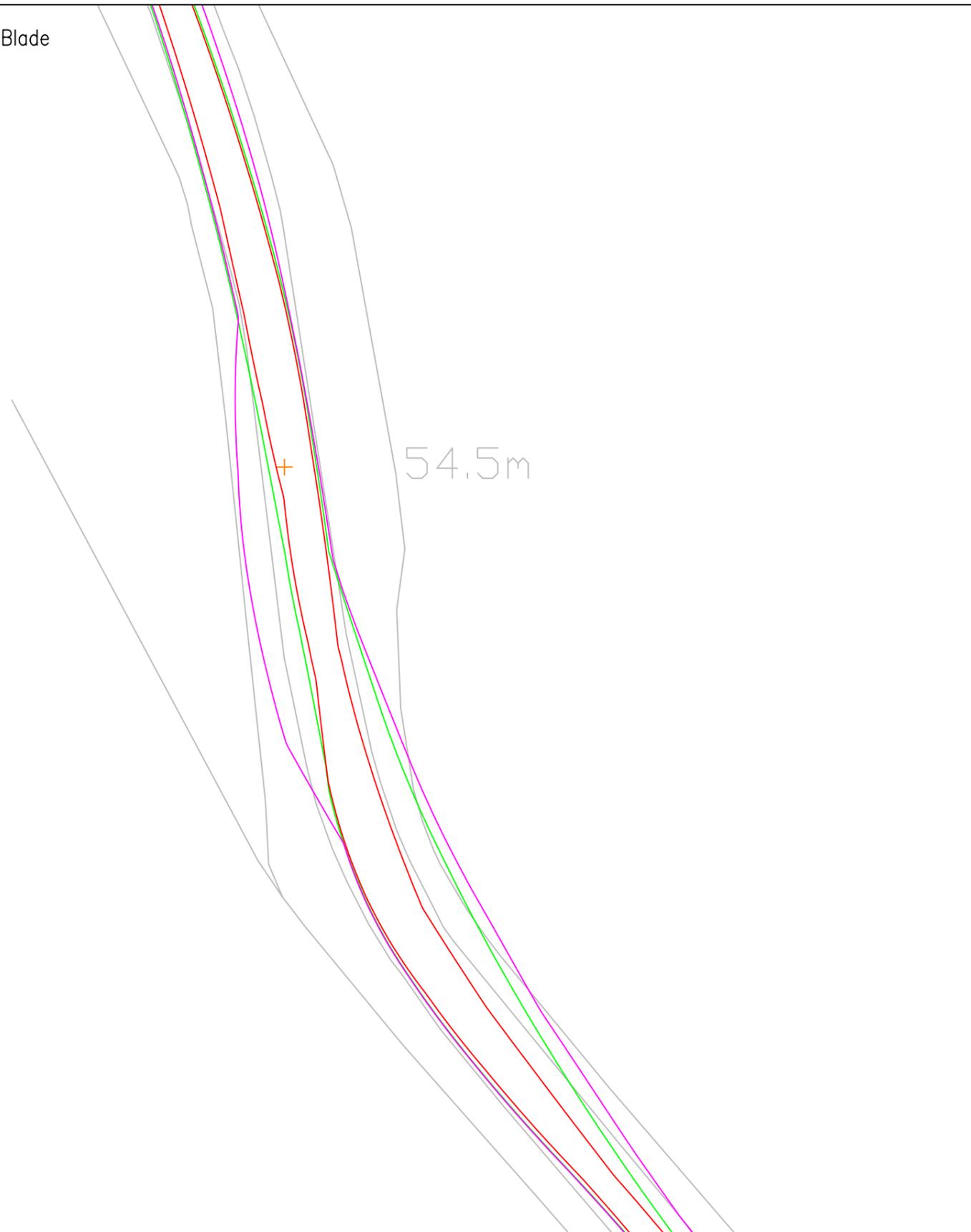
One utility pole to be removed.

Trees to be trimmed.

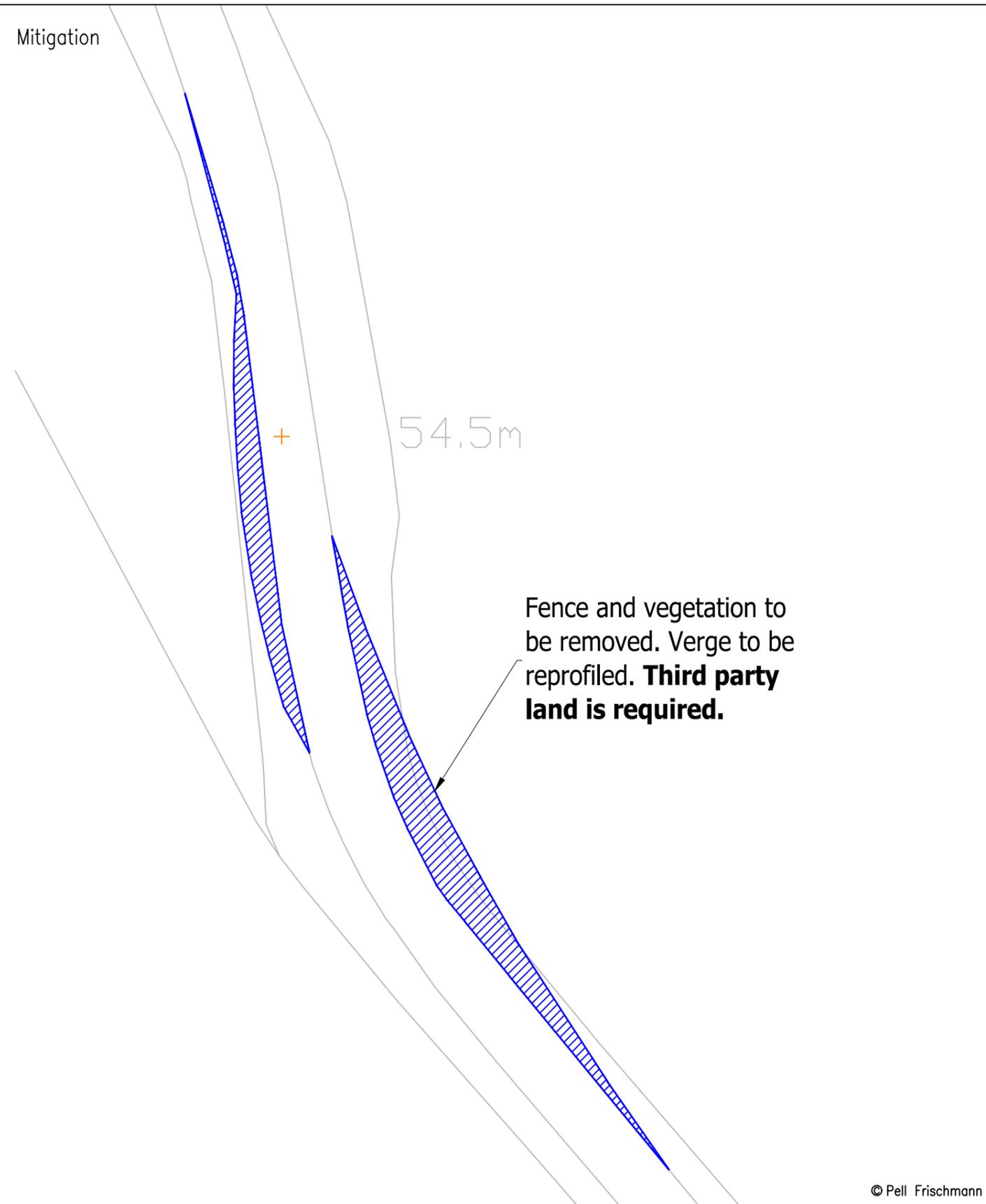
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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border:1px solid red; display:inline-block; width:10px; height:10px; transform: rotate(45deg);"></span> Over-run <span style="border:1px solid blue; display:inline-block; width:10px; height:10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	B7045 Grimmet – Blade Only			Point of Interest	26		Drawing No.	SK20	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.		XXX

Blade



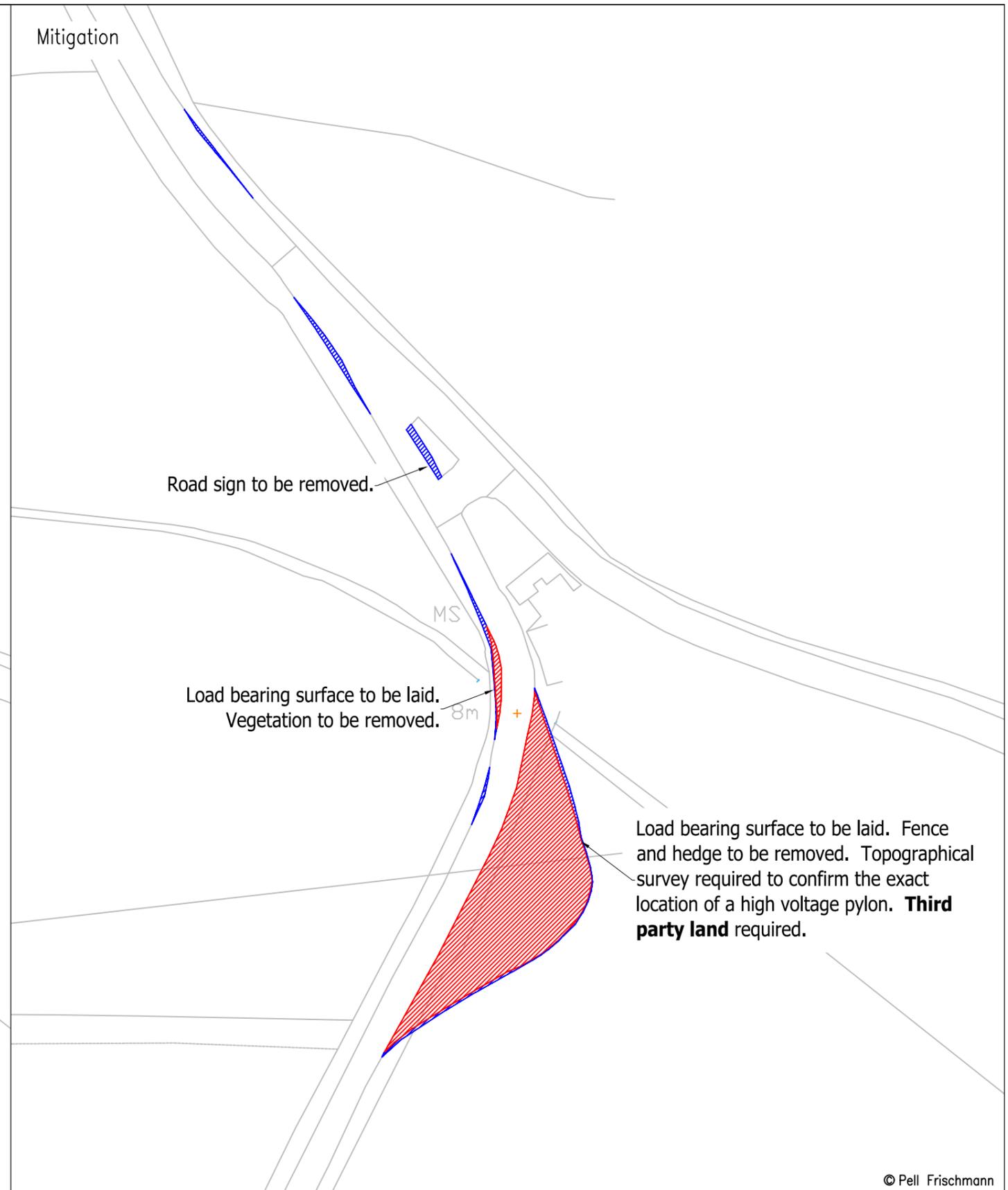
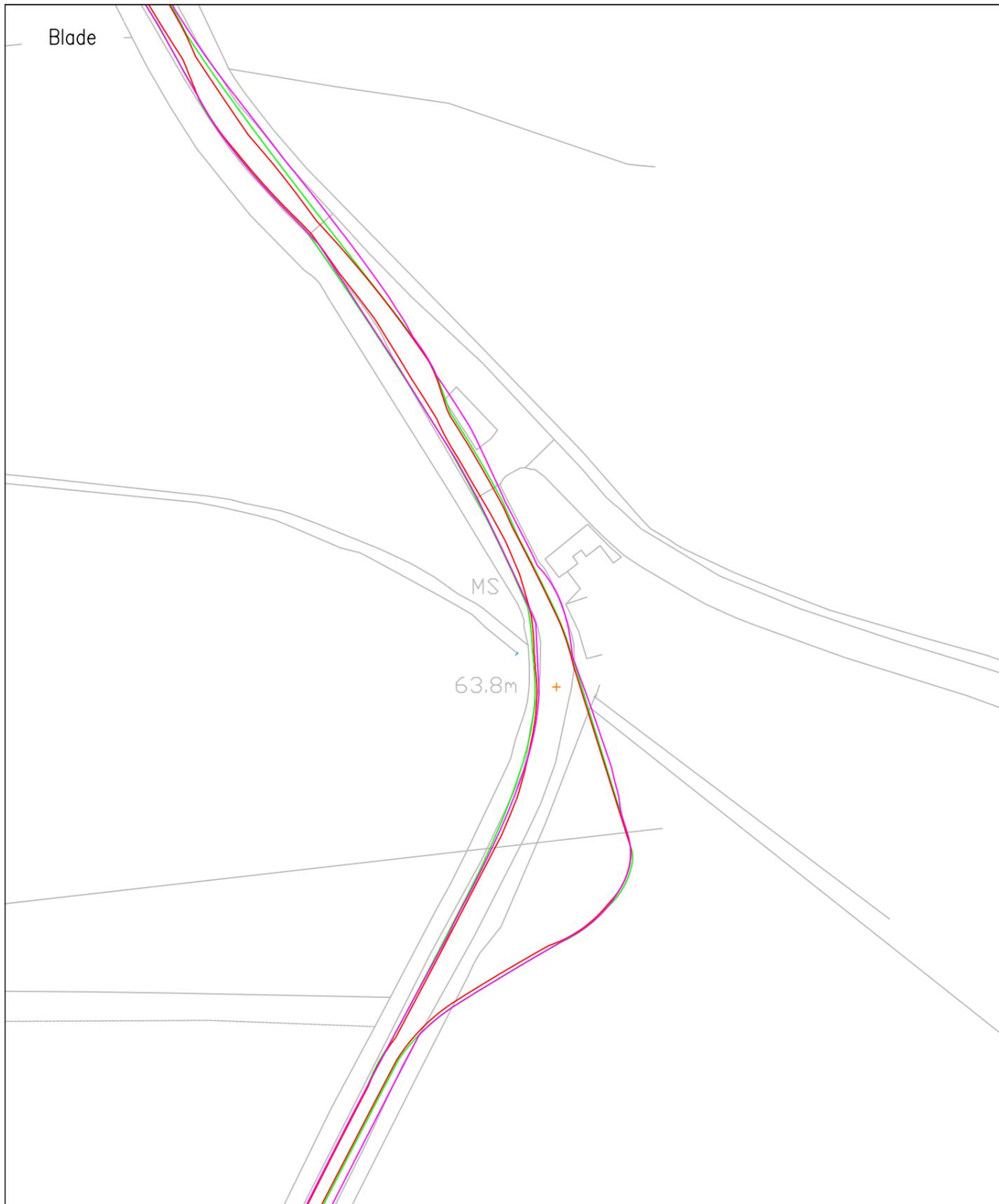
Mitigation



Fence and vegetation to be removed. Verge to be reprofiled. **Third party land is required.**

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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<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 <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	B7045 South of Harkieston Bridge – Blade Only			Point of Interest	27		Drawing No.	SK21	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.		XXX

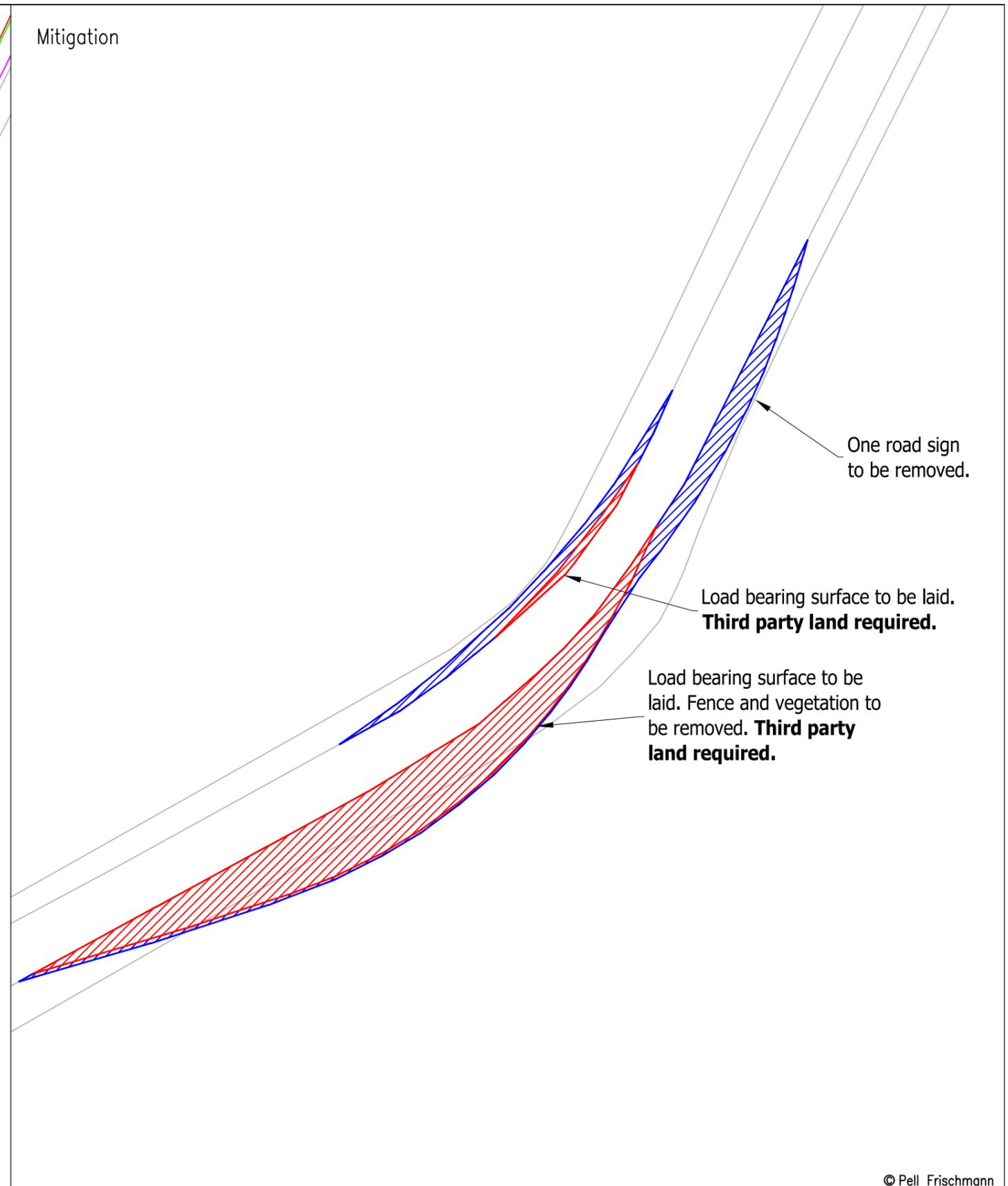
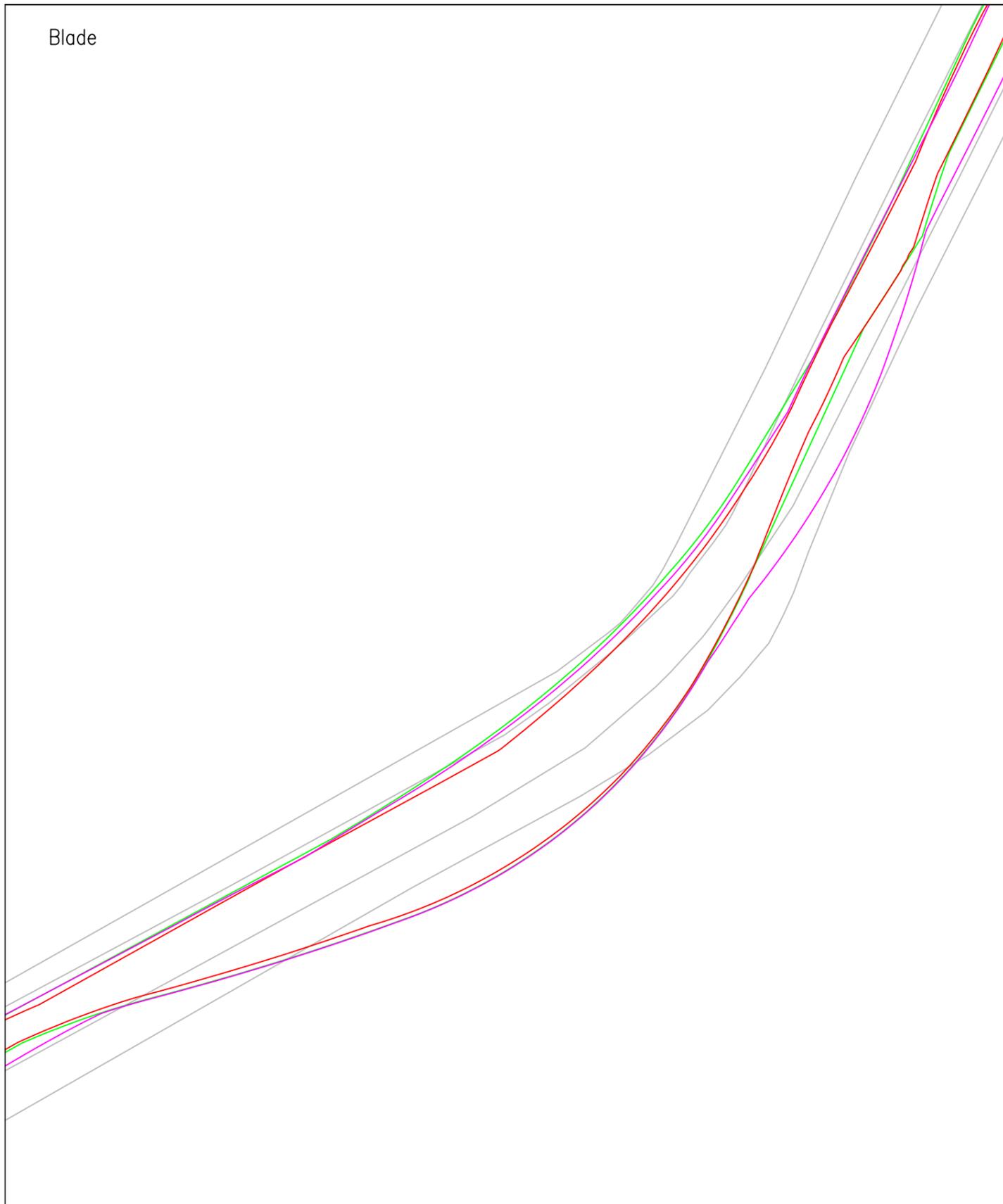


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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	B7045 / Crosshill Road Junction – Blade Only			Point of Interest	28		Drawing No.	SK22	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.		XXX

Blade

Mitigation

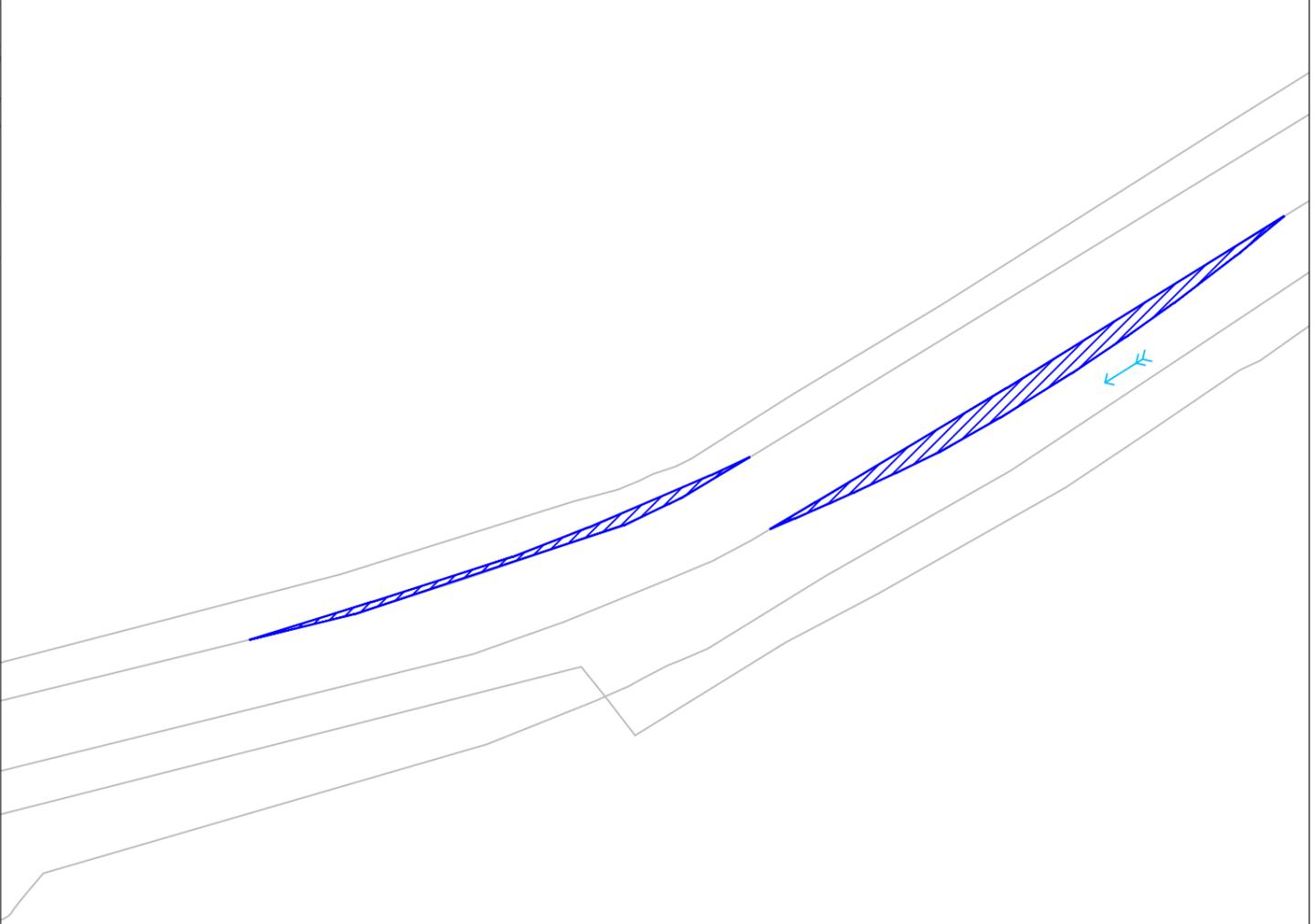
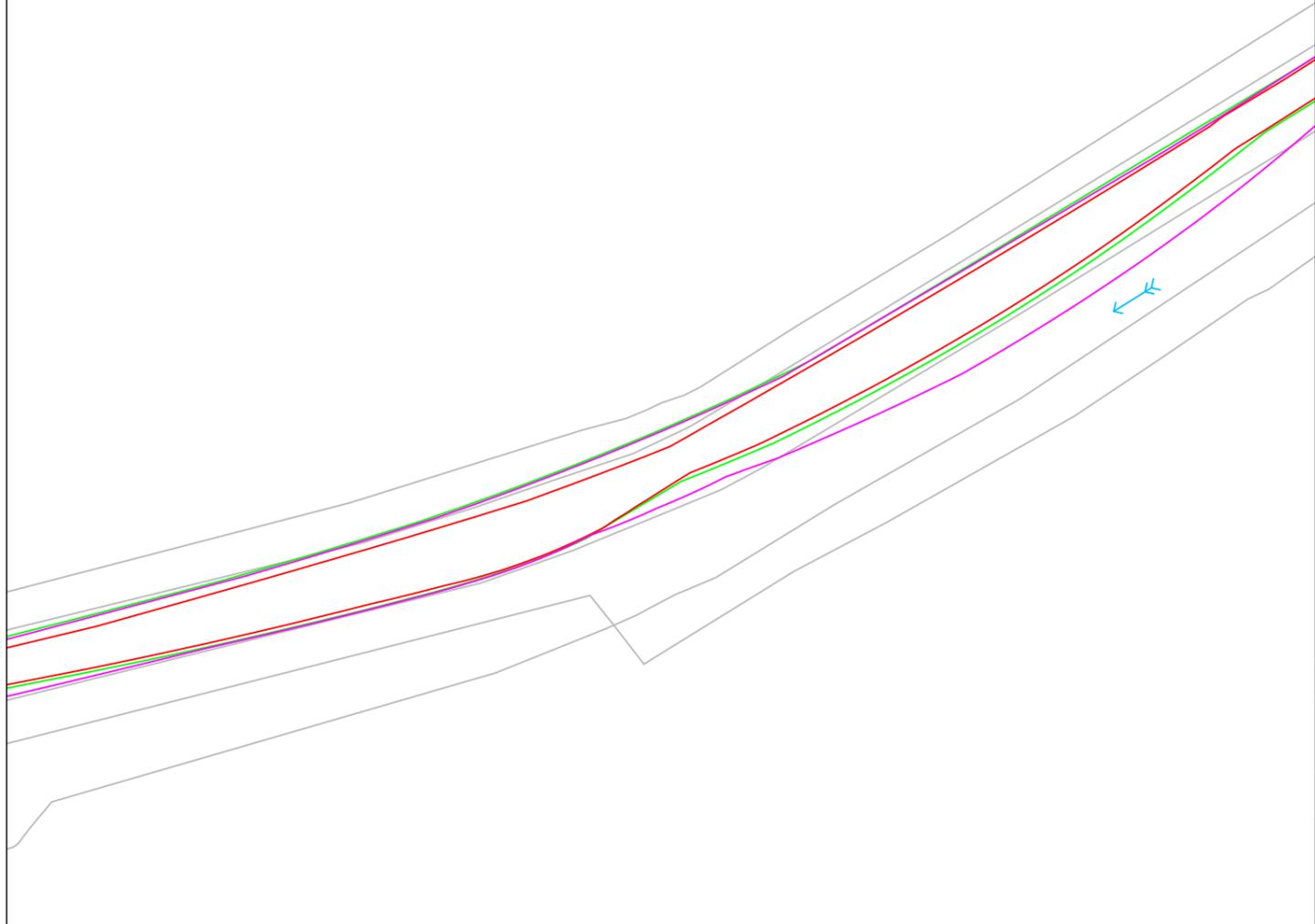


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	Client	ITPEnergised	Drawing Title	Siemens SG155 Blade and Tower	Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border:1px solid red; display:inline-block; width:10px; height:10px; transform: rotate(45deg);"></span> Over-run <span style="border:1px solid blue; display:inline-block; width:10px; height:10px; transform: rotate(45deg);"></span> Over-sail	SPA Location	Crosshill Road East of Attiquin – Blade Only	Checked	GB	27/01/2021	Drawing Status	Draft		
				Point of Interest	29		Drawing No.	SK23	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.						

Blade

Mitigation



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Project

Knockcronal Wind Farm

Drawn	JS	27/01/2021	Scale	1:500 @ A3
Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status	Draft
Point of Interest		30		

Client ITP Energised

Drawing Title

Siemens SG155 Blade and Tower

Drawing No.	SK24	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.	XXX

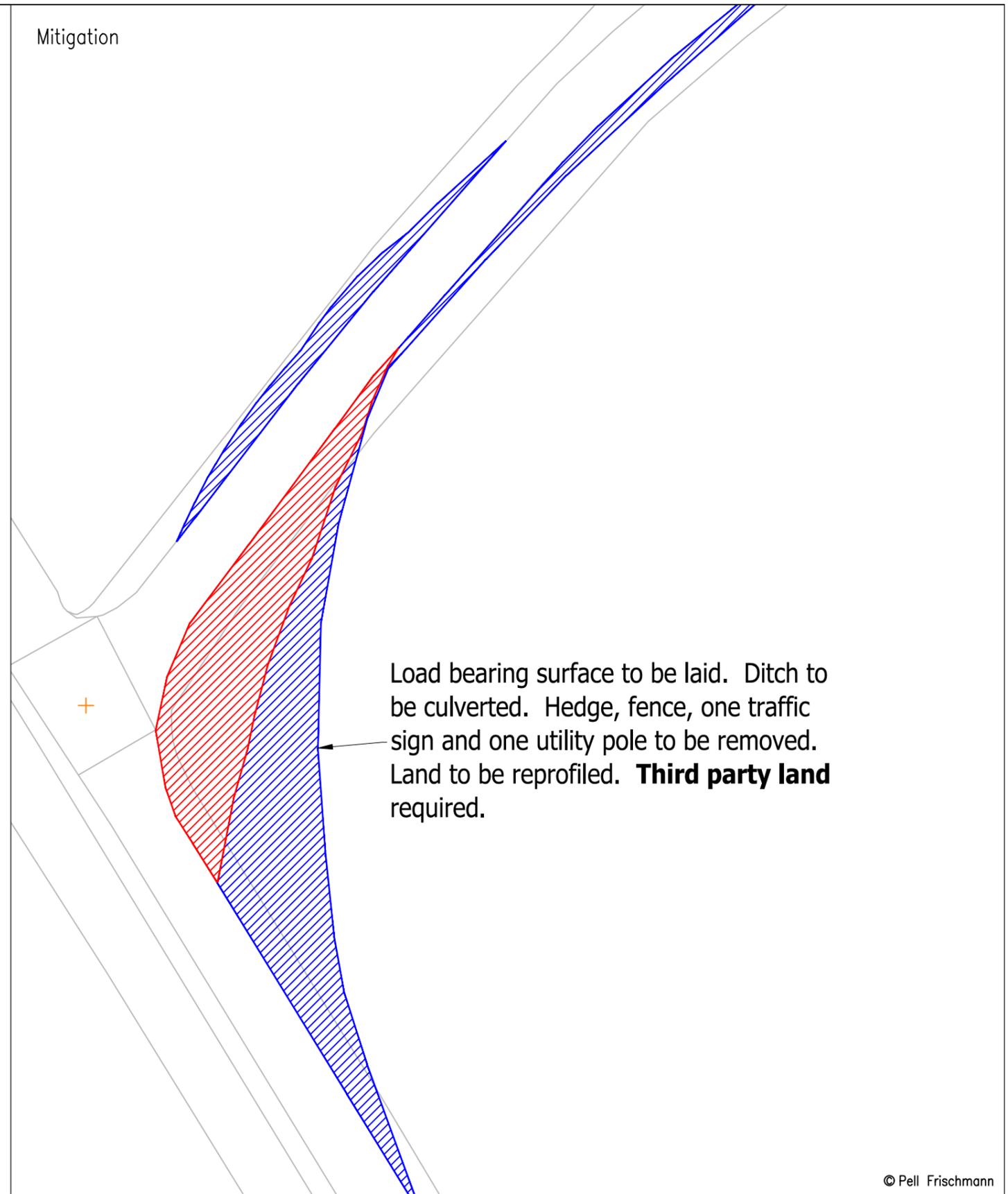
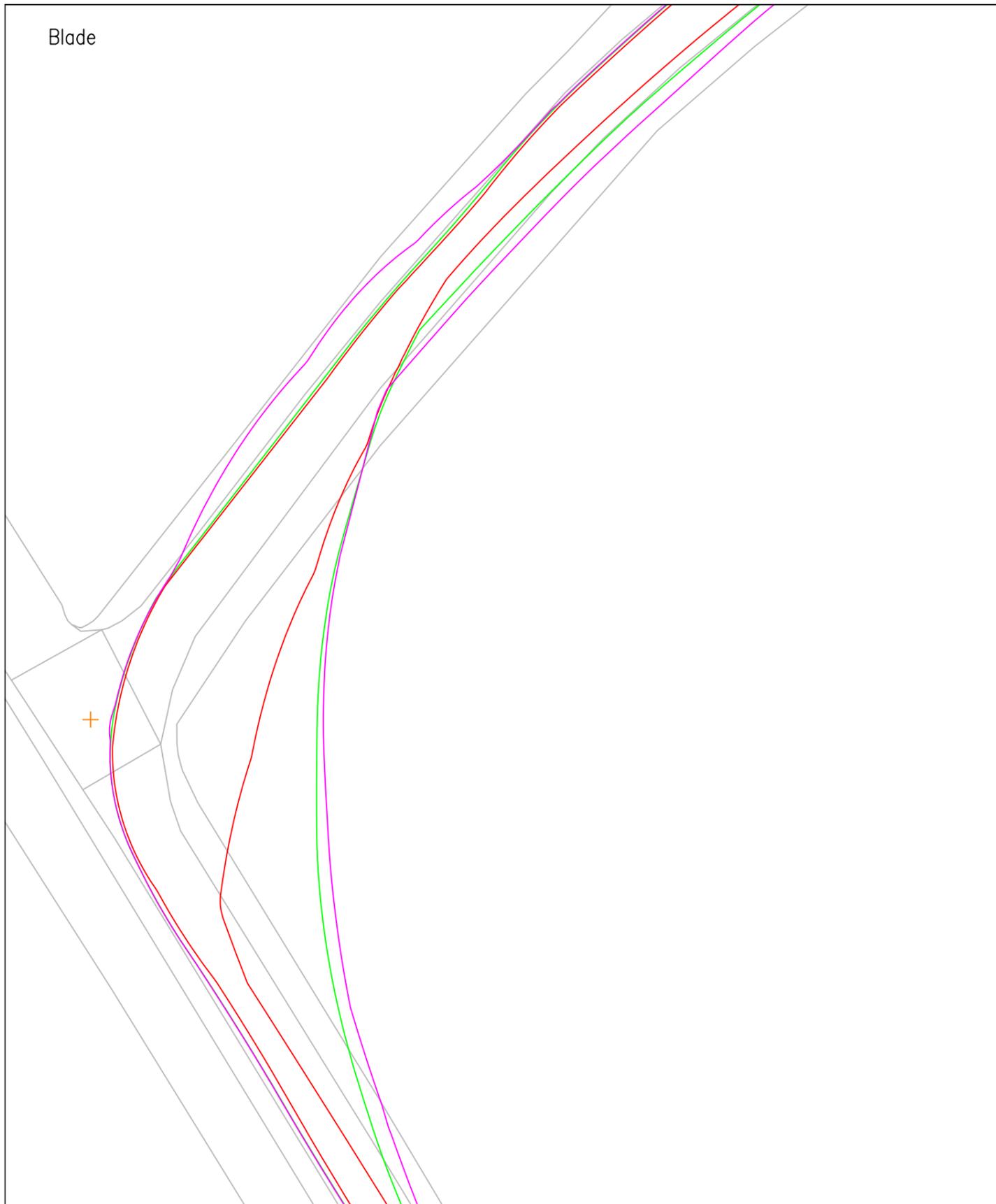
Key	<span style="color:red">—</span>	<span style="color:green">—</span>	<span style="color:magenta">—</span>	<span style="color:cyan">—</span>		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

SPA Location

Crosshill Road South of Attiquin – Blade Only

Blade

Mitigation



Load bearing surface to be laid. Ditch to be culverted. Hedge, fence, one traffic sign and one utility pole to be removed. Land to be reprofiled. **Third party land** required.

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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<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 <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft		
	SPA Location	Crosshill Road / B7023 Junction – Blade Only			Point of Interest	31		Drawing No.	SK25	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.		XXX

Tower

# Smithston Bridge



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	Client	Drawing Title	SPA Location	Designed	GB	27/01/2021	Point of Interest	32	File No.	Knockcronal SG155 Tracking.dwg
				Checked	GB	27/01/2021			Drawing Status	Draft
				Drawing No.	SK26	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
Key										

Client: ITP Energised

Key:

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

Drawing Title: Siemens SG155 Blade and Tower

SPA Location: A77 Smithston Bridge – Tower Only

**NO MITIGATION REQUIRED**

Drawing No.: SK26

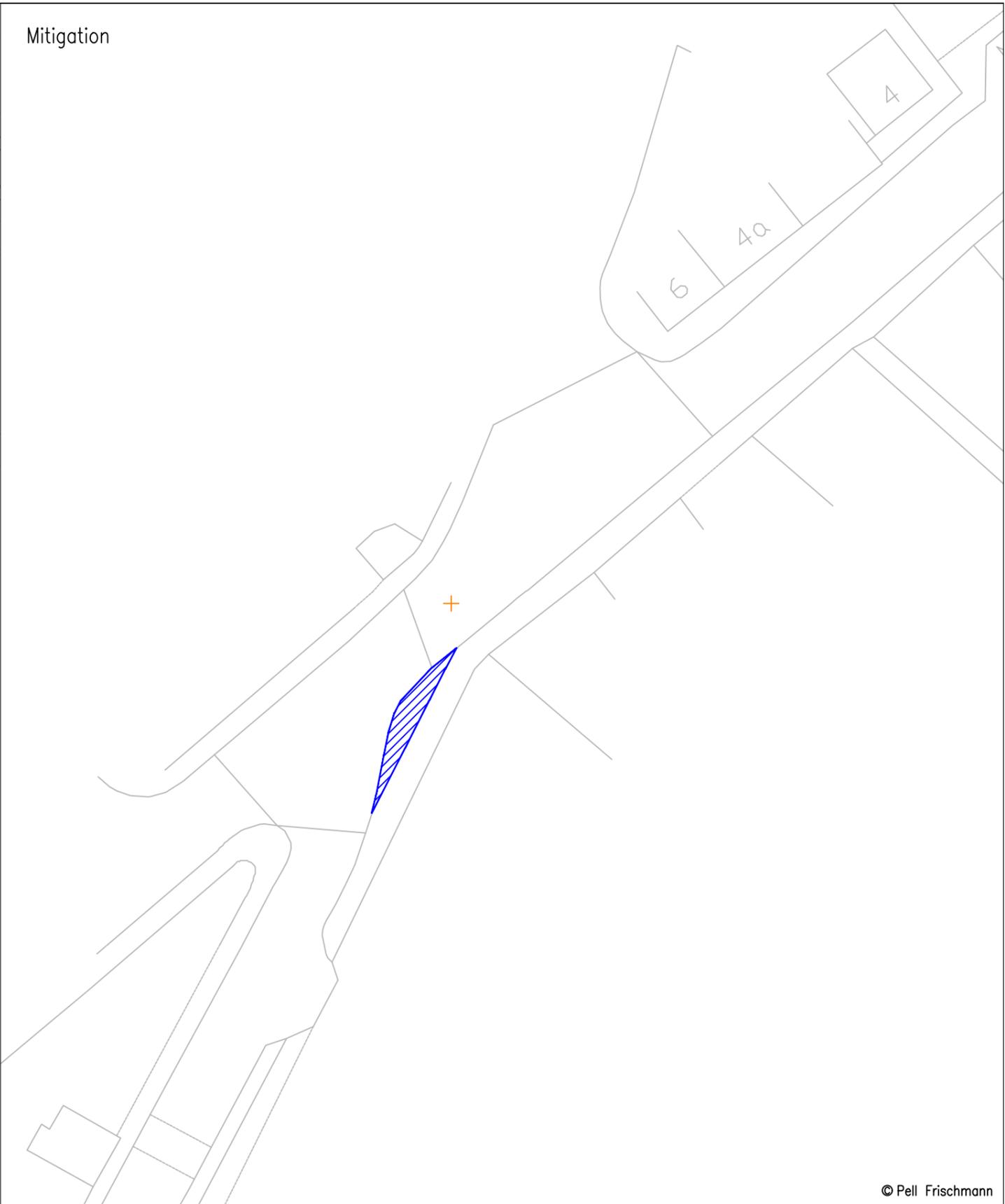
Notes:

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

Revision: XXX

Tower

Mitigation



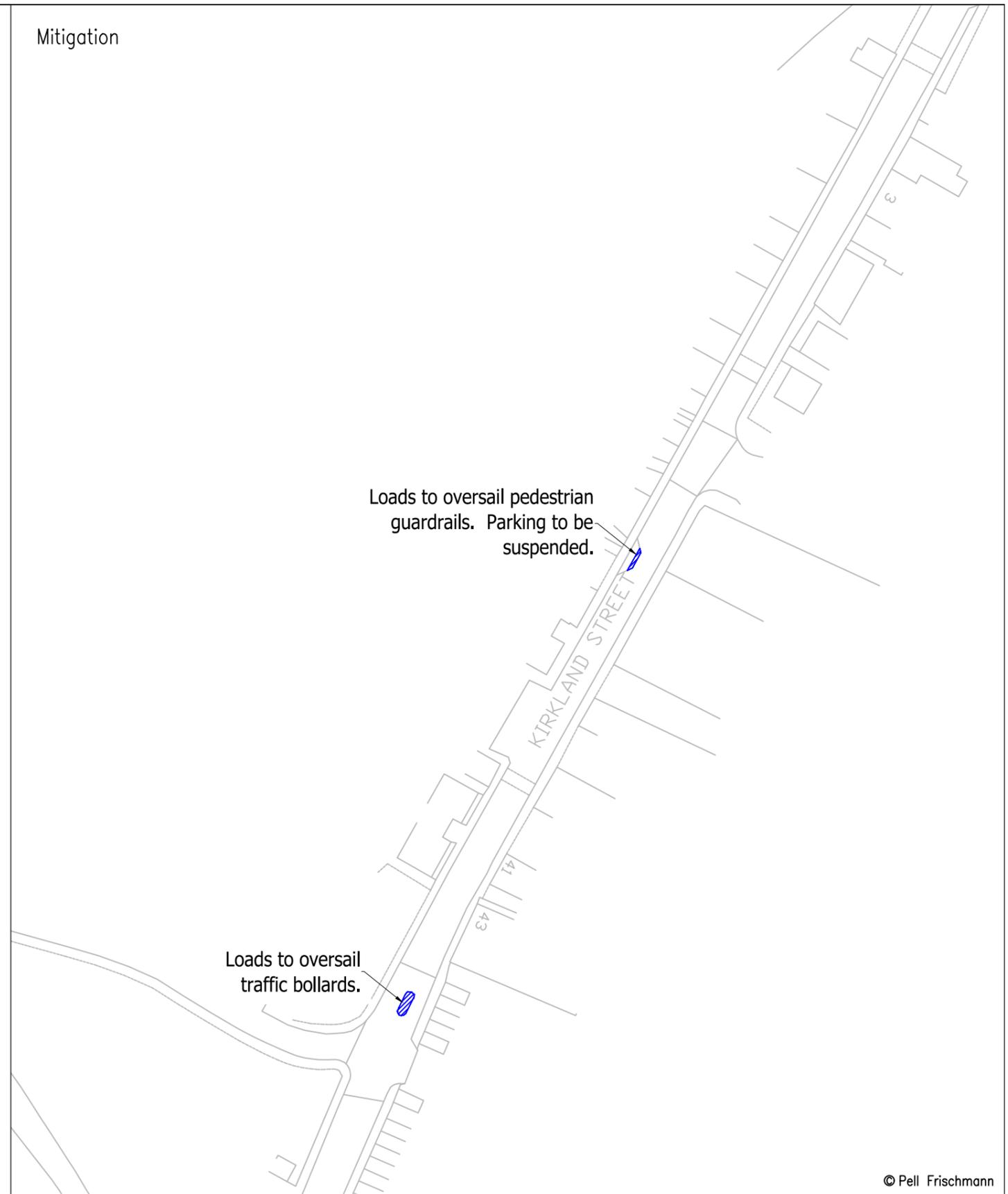
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	Client		IPEnergised	Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower	Checked	GB	27/01/2021	Drawing Status	Draft	
	SPA Location	A77 / Kirkland Street – Tower Only	Point of Interest	33		Drawing No.	SK27	
		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	XXX	

Tower



Mitigation



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	Client	ITPEnergised			Drawn	JS	27/01/2021	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Designed	GB	27/01/2021	
	SPA Location	Kirkland Street – Tower Only			Checked	GB	27/01/2021	
		Point of Interest	34		File No.		Knockcronal SG155 Tracking.dwg	
		Drawing No.	SK28		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	XXX



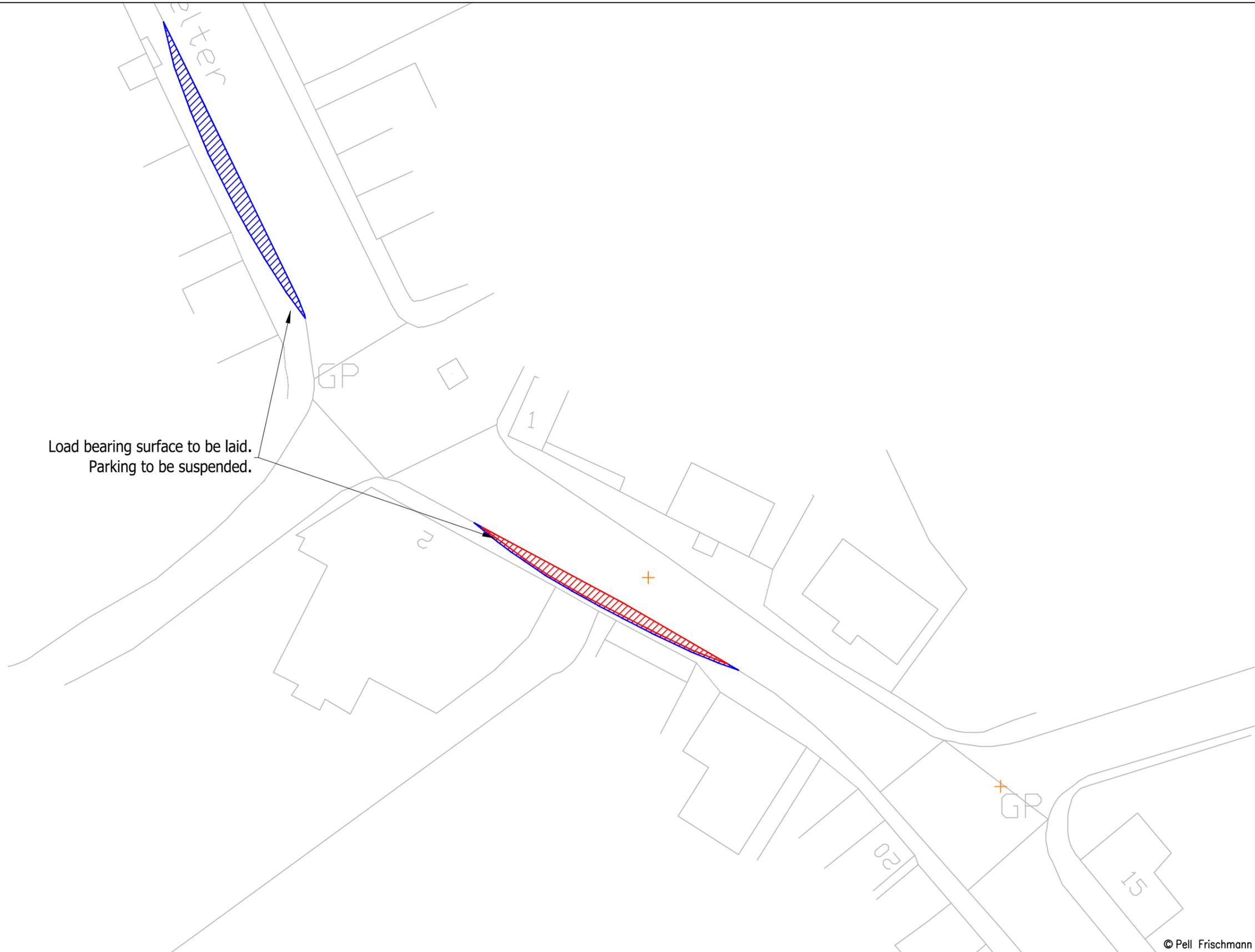
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	Client	ITPEnergised			Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border: 1px solid red; padding: 2px;"> </span> Over-run <span style="border: 1px solid blue; padding: 2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Checked	GB	27/01/2021	Drawing Status	Draft	
	SPA Location	Kirkland Street / B7023 Junction – Tower Only			Point of Interest	35		Drawing No.	SK29	
					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	XXX	



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	Client		IPEnergised	Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
<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 <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower	Checked	GB	27/01/2021	Drawing Status	Draft	
	SPA Location	B7023 Crosshill	Point of Interest	36		Drawing No.	SK30	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	ITPEnergised	Drawing Title	Siemens SG155 Blade and Tower	Designed	GB	27/01/2021	File No.
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	B7023 Crosshill	Checked	GB	27/01/2021	Drawing Status	Draft	
			Point of Interest	36		Drawing No.	SK30A	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.	XXX

Blade

Tower



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Client: **ITPEnergised**

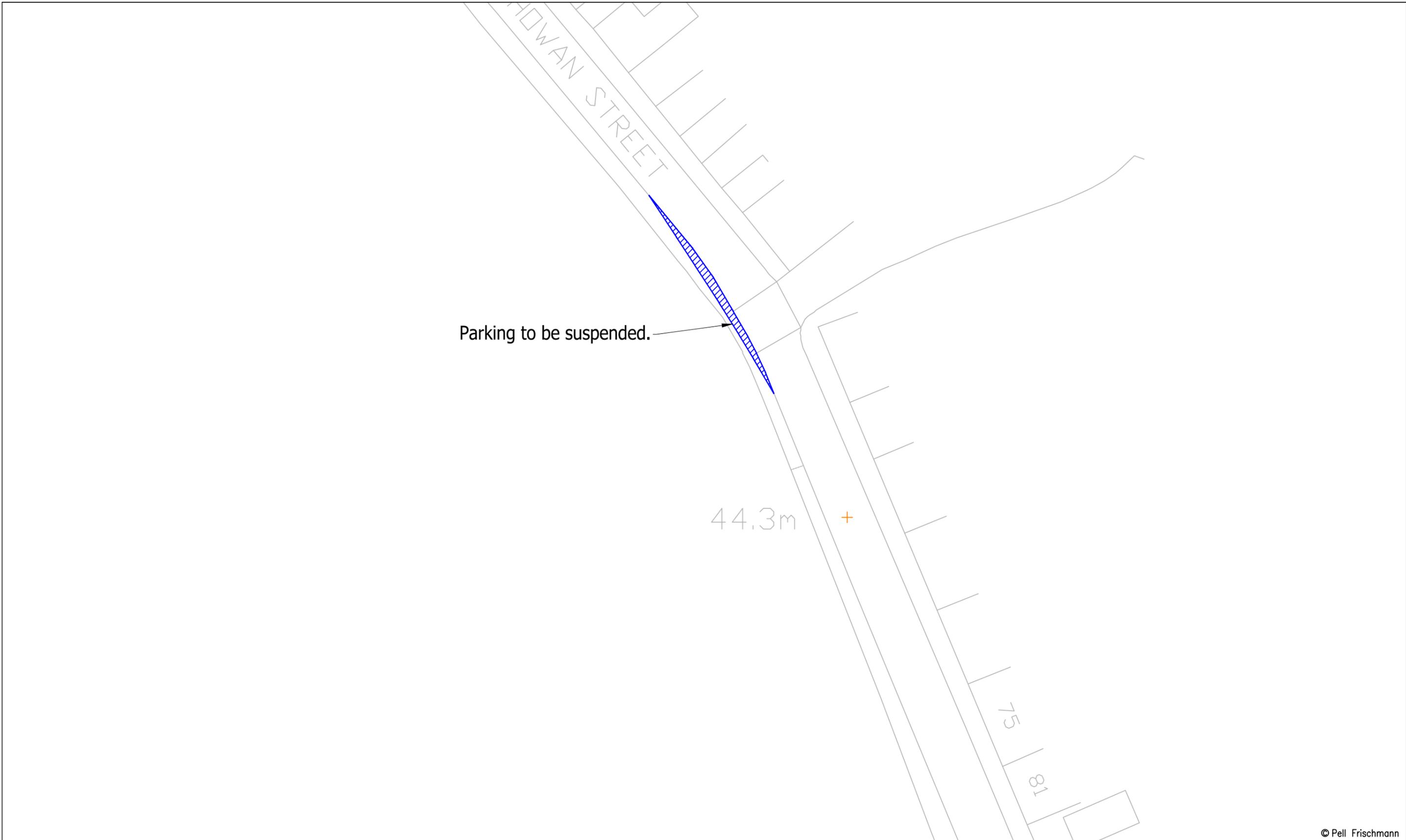
Key  
 Wheel SPA (Red line)  
 Body SPA (Green line)  
 Load SPA (Magenta line)  
 Indicative (Cyan line)  
 Over-run (Red hatched area)  
 Over-sail (Blue hatched area)

Project: **Knockcronal Wind Farm**

Drawing Title: **Siemens SG155 Blade and Tower**

SPA Location: **B7023 Crosshill**

Drawn	JS	27/01/2021	Scale	1:500 @ A3	
Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
Checked	GB	27/01/2021	Drawing Status	Draft	
Point of Interest		37	Revision		
Drawing No.	SK31	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.		XXX	



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	Client		Drawing Title	Drawn	27/01/2021
<b>ITPEnergised</b>	SPA Location	Siemens SG155 Blade and Tower		Designed	27/01/2021
			Checked	27/01/2021	Knockcronal SG155 Tracking.dwg
			Point of Interest	37	Drawing Status
Key			Drawing No.	Notes:	Revision
<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 <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	B7023 Crosshill		SK31A	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.	XXX

Blade

Tower



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Project

Knockcronal Wind Farm

	Name	Date	Scale
Drawn	JS	27/01/2021	1:1000 @ A3
Designed	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	
Point of Interest			Drawing Status
38			Draft

Client ITP Energised

Drawing Title

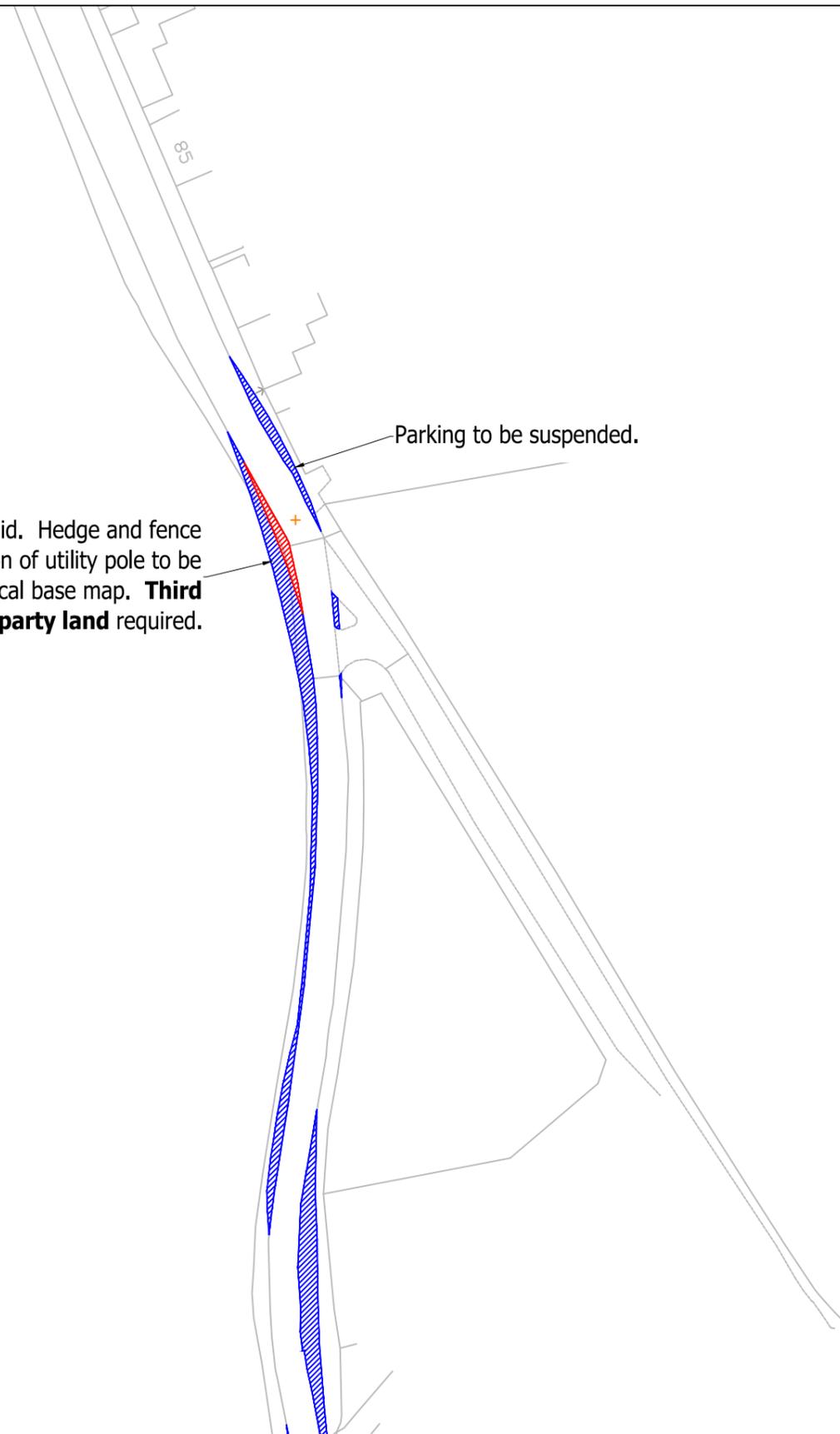
Siemens SG155 Blade and Tower

Drawing No.	Notes:	Revision
SK32	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.	XXX

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

SPA Location

B7023 Dalhowan



Load bearing surface to be laid. Hedge and fence to be removed. Exact location of utility pole to be confirmed on a topographical base map. **Third party land** required.

Parking to be suspended.

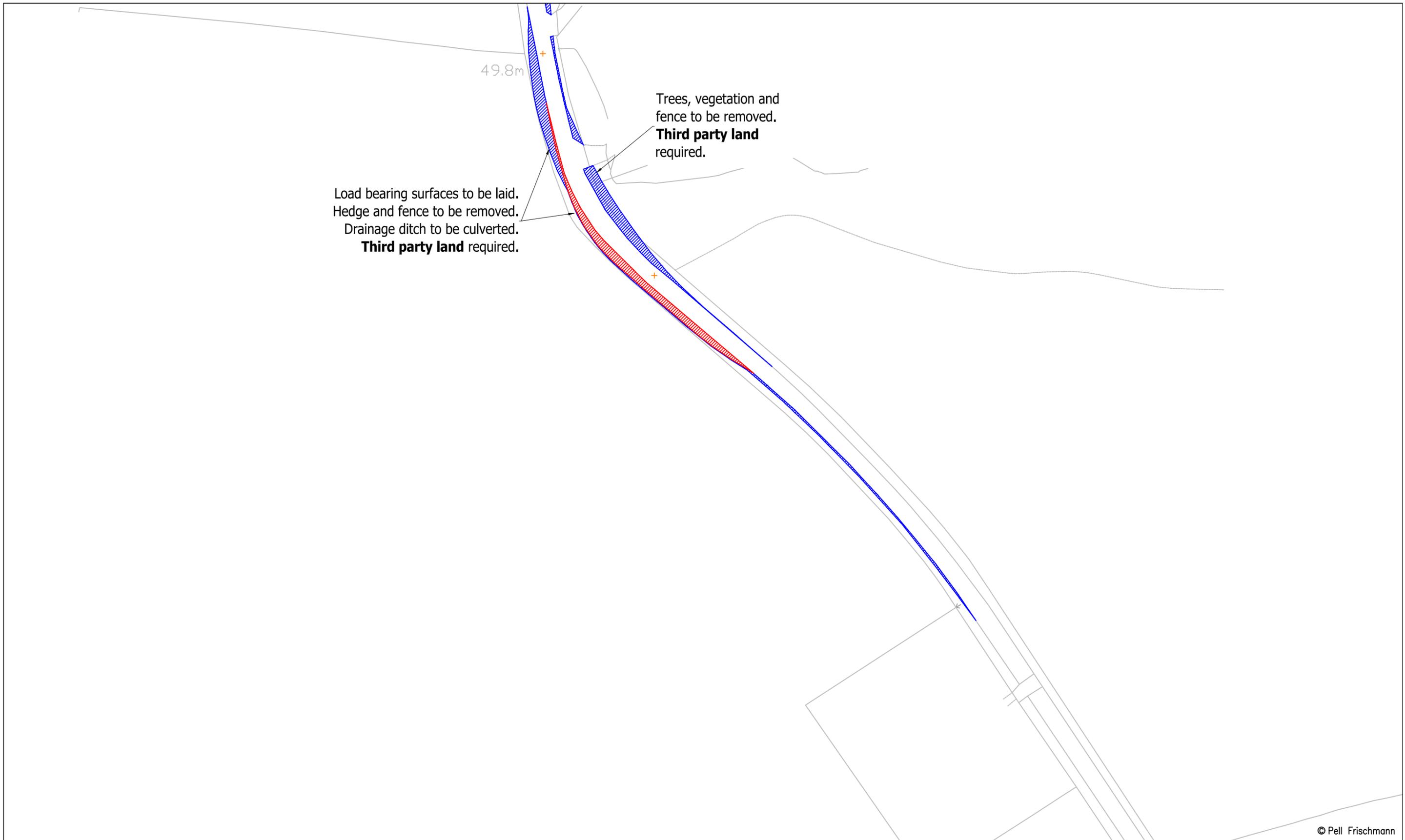
© Pell Frischmann

<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Knockcronal Wind Farm		Name	JS	Date	27/01/2021	Scale	1:1000 @ A3		
	Client	ITPEnergised		Designed	GB	27/01/2021	Checked	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower		Point of Interest		38		Drawing Status			Draft
	SPA Location	B7023 Dalhowan		Drawing No.	SK32A		Notes:		Revision		XXX
				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		ITPEnergised	Designed	GB	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg		
<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 <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower	Checked	GB	27/01/2021	Drawing Status	Draft			
	SPA Location	B7023 Dalhowan	Point of Interest	39		Drawing No.	SK33		Revision	XXX
			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	ITPEnergised		Designed	GB	27/01/2021	27/01/2021	File No.	Knockcronal SG155 Tracking.dwg	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 Blade and Tower		Checked	GB	27/01/2021	27/01/2021	Drawing Status	Draft	
	SPA Location	B7023 Dalhowan		Point of Interest	39		Drawing No.	SK33A	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	XXX	

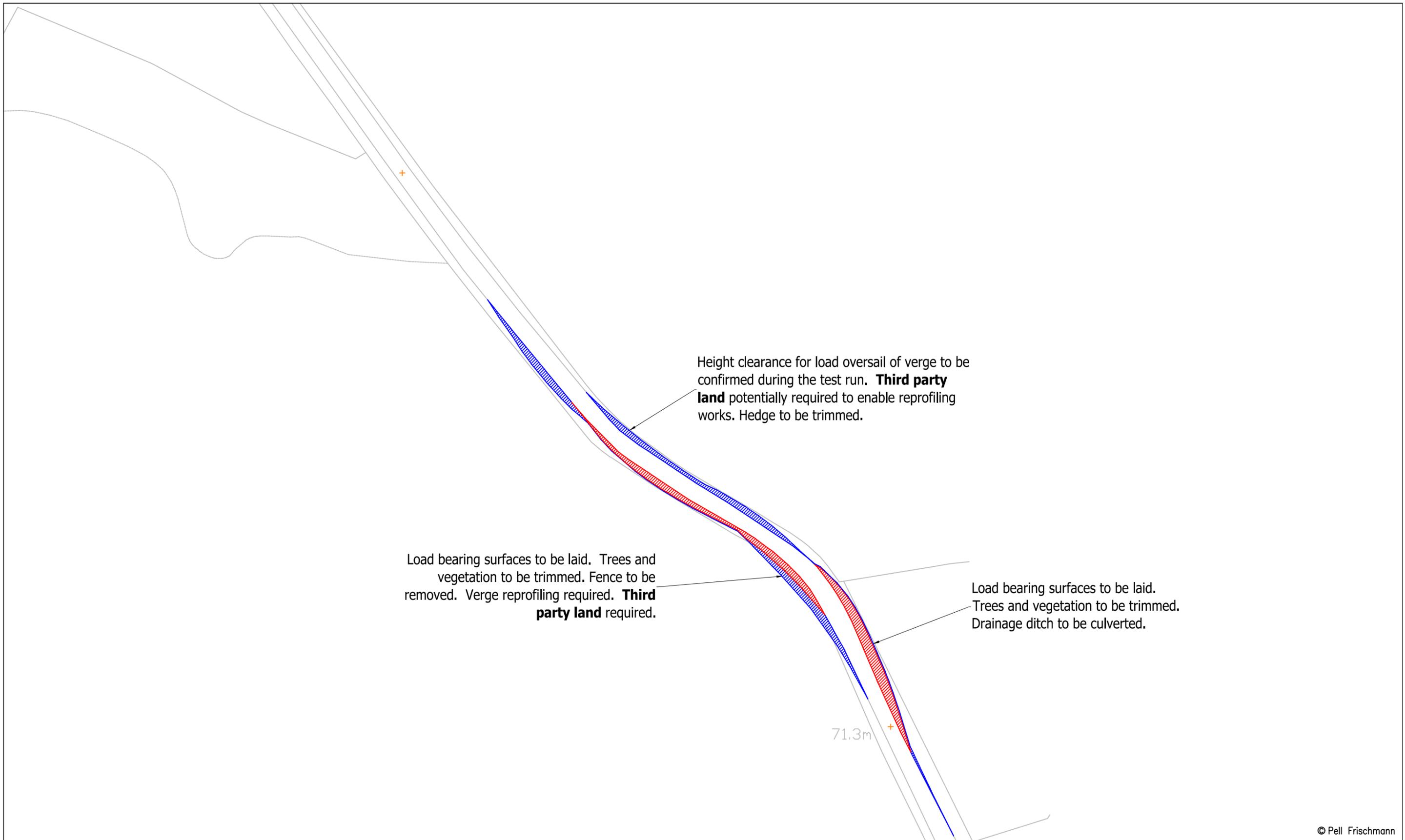
Blade

Tower



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	Client	Drawing Title	SPA Location	Siemens SG155 Blade and Tower	Designed	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg				
					Checked	GB	27/01/2021	Drawing Status Draft				
					Point of Interest		40		Revision			
Client	ITPEnergised			Drawing No.	SK34				Notes:		Revision	
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 <span style="border:1px solid red; padding:2px;"> </span> Over-run <span style="border:1px solid blue; padding:2px;"> </span> 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.				XXX



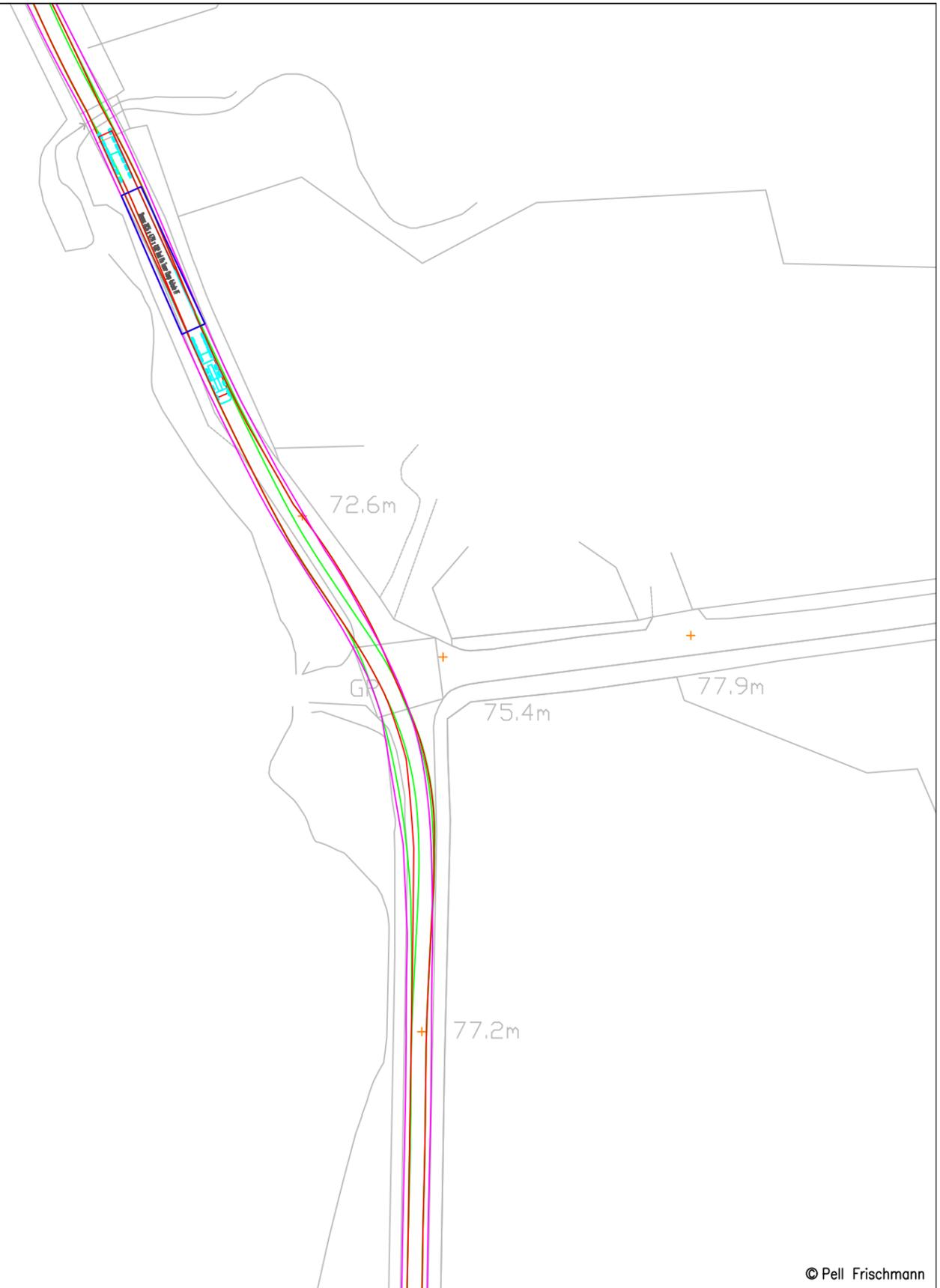
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	Client	ITPEnergised			Drawn	JS	27/01/2021	
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border: 1px solid red; padding: 2px;"> </span> Over-run <span style="border: 1px solid blue; padding: 2px;"> </span> Over-sail	Drawing Title	Siemens SG155 Blade and Tower			Designed	GB	27/01/2021	
	SPA Location	B7023 Cloyntie Bridge			Checked	GB	27/01/2021	
		Point of Interest	40		File No.		Knockcronal SG155 Tracking.dwg	
		Drawing No.	SK34A		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	XXX

Blade



Tower



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Client

ITPEnergised

Key



Project

Knockcronal Wind Farm

Drawing Title

Siemens SG155 Blade and Tower

SPA Location

B7023 Cloyntie Bridge

	Name	Date	Scale
Drawn	JS	27/01/2021	1:1000 @ A3
Designed	GB	27/01/2021	File No. Knockcronal SG155 Tracking.dwg
Checked	GB	27/01/2021	Drawing Status
Point of Interest	41		Draft
Drawing No.	SK35		Revision
Notes:			XXX
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.			