



Technical note:




Enoch Hill Variation Swept Path Analysis Pinch Point Summary




1. Summary of Mitigation at Pinch Points




1.1 Port to Afton Road


Table 1.1 Summary of Mitigation at Pinch Points 1-12

Pinch Point	Drawing Number	Location	Overrun		Overhang		Comments	Photo
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary		
1	37898-Gos117a	Wagon Road/Allison Street Roundabout, Ayr	No	N/A	Yes	Within highway boundary	Street furniture to be temporarily removed on central islands, vehicle contraflow south on Allison Street.	
2	37898-Gos118a	Allison Street/A719 junction, Ayr	Yes	Within highway boundary	Yes	3 rd party land (communal green space)	Overrun will require the temporary removal of central islands and street lighting columns on the north and east arm. Overhang will not require any physical mitigation but results in overhang into 3 rd party land on the north eastern side of the junction. Approx. 1.95m overhang occurs as a result of the trailer offset to account for any inaccuracies.	

Pinch Point	Drawing Number	Location	Overrun		Overhang		Comments	Photo
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary		
3	37898-Gos234	A77/A719 Sandyford Toll roundabout	No	N/A	Yes	Within highway boundary	Overhang can be accommodated within the highway boundary. Temporary removal of a street lighting column will be required on the southern approach to the roundabout.	
4	37898-Gos230	A78/A77 Kilmarnock Road Dutch House Roundabout	Yes	Within highway boundary	Yes	Within highway boundary	Vehicle overrun on the south east approach and the central island will require removal of kerbs and the construction of hardstanding. Vehicle overhang may require the removal of street furniture on the south east approach and on the central island.	
5	37898-Gos231	A76/A77-Bellfield interchange	Yes	Within highway boundary	Yes	Within highway boundary – overhang occurs over A77	Vehicle overhang over the A77 running carriageway and minor overrun at numerous locations around the junction. Street furniture is required to be removed and hardstanding is required to be provided over verges at locations around the junction. Consult Transport Scotland and Haulier to confirm clearance of Armco-barrier.	

Pinch Point	Drawing Number	Location	Overrun		Overhang		Comments	Photo
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary		
6	37898-Gos235	A76/B7073 Roundabout	No	N/A	Yes	Within highway boundary	No physical mitigation is required as a result of the overhang. The vehicle will be required to contraflow around the western side of the carriageway to avoid significant mitigation.	
7	37898-Gos236	A76/A719 Crossroads Roundabout	No	N/A	Yes	Within highway boundary	Overhang is expected at the northern and southern arms and over the central island. Overhang over the central island may require the temporary removal of signage and overhang over the southern arm may require the temporary removal of street furniture and a street lighting column.	
8	37898-Gos237	A76/A70 Dettingen Roundabout	Yes	Within highway boundary	Yes	Within highway boundary	Overhang is expected in three locations, on the north western approach to the junction, over the central island, and on the south eastern exit. The overhang will require street furniture and street lighting to be temporarily removed. Overrun is expected over the central island, this may require the construction of a section of hardstanding all within highway boundary.	

Pinch Point	Drawing Number	Location	Overrun		Overhang		Comments	Photo
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary		
9	37898-Gos238	A76 Dumfries Road/B7043 Skerrington Roundabout	Yes	Within highway boundary	Yes	Within highway boundary	Overhang is expected in three locations. Mitigation will be required to remove the street furniture over the central island and the exit to the eastern arm of the carriageway. Overrun will be required over the central island, this may require the construction of a section of hardstanding. The vehicle will be required to contraflow around the western side of the carriageway to keep mitigation to a minimum.	
10	37898-Gos239	A76/Minor Road junction	Yes	Within highway boundary	Yes	Within highway boundary	Overhang is expected in three locations, the entry to the roundabout from the west, over the central island and on the eastern exit. Mitigation will be required to temporarily remove street furniture in the central island and the eastern exit. Overrun of the central island may require the construction of hardstanding.	
11	37898-Gos233	A76, Railway Bridge and Pathead	Yes	Within highway boundary	Yes	Possible 3 rd party land (Network Rail?)	Overrun and overhang over the north side of the carriageway on the approach to the bend onto/over a footway either side of the junction, this may require the temporary removal of signage, street lighting, Bus stop and the temporary closure of parking bays. Overhang in three additional locations including bridge parapet to east and footway and stairs to west – possible Network Rail. Dry run will confirm result of SPA. 3.4m blade overhang east of carriageway/north of rail line. 1.5m trailer overhang south of west of carriageway/south of rail line.	

Pinch Point	Drawing Number	Location	Overrun		Overhang		Comments	Photo
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary		
12	37898-Gos232	A76/B741/Afton Road, New Cumnock	Yes	Within highway boundary	Yes	3 rd party land (Garden of residential property 1b)	<p>All overrun appears to be accommodated within the highway boundary. The central splitter island on the Afton Road arm of the junction will have to be temporarily removed.</p> <p>Overhang is required at numerous locations around the junction, including over footways which will require the removal of street furniture. Overhang over the eastern side of the carriageway will require 3rd party land. 4m trailer overhang into residential garden to the east.</p>	

1.2 B741 (between New Cumnock and the site access)

Table 1.2 Summary of Mitigation on B741

Pinch Point ref	Drawing Number	Location	Overrun		Overhang		Comments
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary	
2.16	37898-Gos244	B741 at Connel park	Yes	3 rd party land north of the B741	Yes	Within Highway Boundary	<p>Overrun is required into 3rd party land north of the B741 where the AIL vehicle is proposed to exit of the bend while the vehicle routes south. The vehicle overrun will require the construction of a section of hardstanding to ensure safe passage of the AIL vehicle.</p> <p>Overhang is required at numerous locations around the pinch point. All overhang can be accommodated within the highway boundary, however street furniture will be required to be temporarily removed at two locations on the inside of the bends through this pinch point.</p>
2.17	37898-Gos245	B741 at Bankglen	No	N/A	Yes	Within Highway Boundary	No impact expected from the overhang and therefore no physical mitigation is expected to be required.
2.19	37898-Gos246 – Option 1	B741 at Duneagles	Yes	Assumed within Highway Boundary	Yes	3 rd party land required	<p>Blade and body overhang into 3rd party land on the north side of the carriageway where the AIL vehicle negotiates the bend.</p> <p>Overhang expected on the east side of the carriage way on the entry to the pinch point. Overhang and overrun in this location is assumed within the highway boundary, no impact is expected.</p> <p>Overrun is expected on the southern side of the carriageway through the pinch point. The overrun is located on the verge within the assumed highway boundary. Hardstanding will be required to be constructed to allow safe passage of the AIL vehicle through the overrun area.</p>

Pinch Point ref	Drawing Number	Location	Overrun		Overhang		Comments
			Y/N	3 rd Party/Highway boundary	Y/N	3 rd Party/Highway boundary	
2.19	37898-Gos246 – Option 2	B741 at Duneagles	No	N/a	Yes	3 rd party land required	Blade and body overhang into 3 rd party land on the north side of the carriageway where the AIL vehicle negotiates the bend. Overhang also expected on the east side of the carriageway on the entry to the pinch point. Overhang assumed within the highway boundary, no impact is expected.
2.20	37898-Gos247	B741 at Duneagles	No	N/A	No	N/A	No impact expected at this location.
2.21	37898-Gos248 Sheet 1-3	B741 at Knockburnie	Yes	Within assumed Highway Boundary	Yes	Within assumed Highway Boundary	Overrun and overhang are expected on the southern side of the carriageway on the entry and exits to the bend throughout the pinch point. Hardstanding will be required to be constructed where overrun exists to provide safe passage for the AIL vehicle. Blade and Body overhang is expected on the north side of the carriageway on the inside of the bend throughout the pinch point. The overhang is expected to be within the highway boundary and no impact is therefore expected.
2.25	37898-Gos249	B741 west of Knockburnie	No	N/A	Yes	Within assumed Highway Boundary	Blade and body overhang on the inside of the bend, south of the carriageway, throughout the pinch point. Overhang is expected to be within the highway boundary and therefore no impact is expected.
2.27	37898-Gos250	B741 at the site access	Yes	Within red line boundary	Yes	Within red line boundary	Additional overrun and overhang is expected at the site access due to the use of a longer blade. The current drawing showing the AIL overrun area at the site access does not provide a sufficient area to accommodate the additional overrun as a result of the increase in blade size. The additional overrun can however be accommodated within the red line boundary of the Development Site.

Issued by

Adam Guy**Approved by**

Adrian Simms**Copyright and non-disclosure notice**

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BLADE OVERHANG.
NO IMPACT EXPECTED.

STREET FURNITURE WILL BE
TEMPORARILY REMOVED TO ALLOW
THE VEHICLE TO PASS THROUGH THE
JUNCTION.
APPOINTED HAULIER TO CONFIRM.

BLADE OVERHANG.
NO IMPACT EXPECTED.

VEHICLE OVERHANG.
NO IMPACT EXPECTED.

VEHICLE TO CONTRAFLOW
SOUTH ON ALLISON STREET.
TEMPORARY ROAD CLOSURE
TO BE IMPLEMENTED.

NOTES

1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
2. THE SWEEP PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
3. PLEASE NOTE THAT THE MANUFACTURER OF VEHICLE TRACKING GIVES NO WARRANTY AS TO THE RESULTS OR PERFORMANCE OF THIS SOFTWARE.
4. THIS SWEEP PATH ANALYSIS IS A HIGH LEVEL ASSESSMENT BASED ON PRELIMINARY MAPPING. AS A RESULT FURTHER DETAILED ANALYSIS MAYBE NEEDED TO ENSURE KEY CONSTRAINTS ARE CONSIDERED AND AVOIDED WHEREVER POSSIBLE.
5. ANY STREET FURNITURE LOCATED WITHIN THE SWEEP PATH EXTENTS SHOWN WILL NEED TO BE REMOVED AND RELOCATED AS NEEDED. LOCATION OF STREET FURNITURE IS AN APPROXIMATION BASED ON GOOGLE STREET VIEW. TO BE CONFIRMED BY HAULIER.
6. THE OVERRUN AND OVERHANG HATCHED ZONES INCLUDE A 0.3 METRE OFFSET TO ACCOUNT FOR ANY INACCURACIES.
7. THE VEHICLE CONFIGURATION INCLUDES AN 9 METRE OVERHANG OVER THE REAR OF THE TRAILER.
8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

SWEEP PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A.P.
07/02	A	Draft		AG	AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUYA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

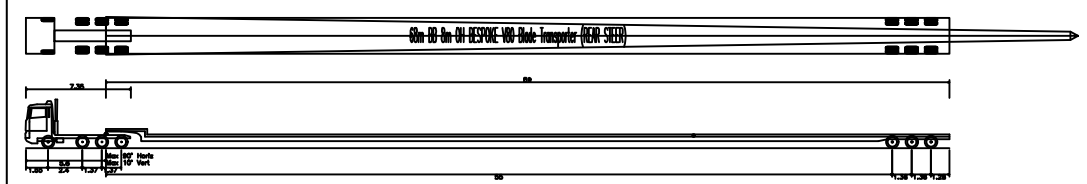
SWEEP PATH ANALYSIS
WAGON ROAD/ALLISON STREET ROUNDABOUT

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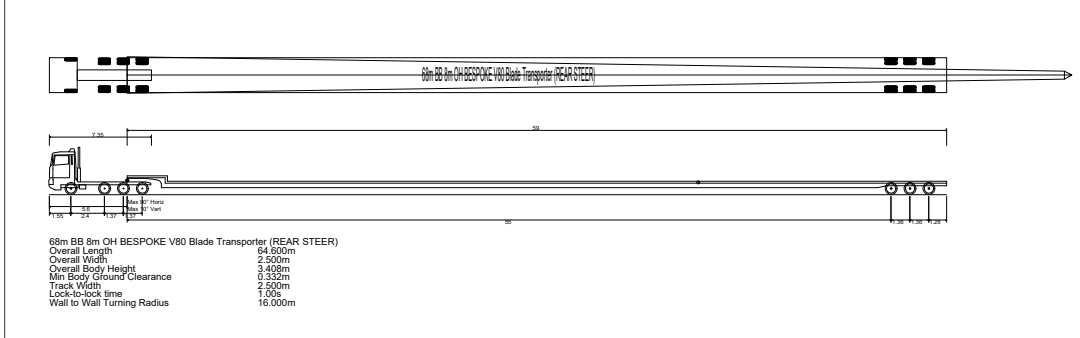
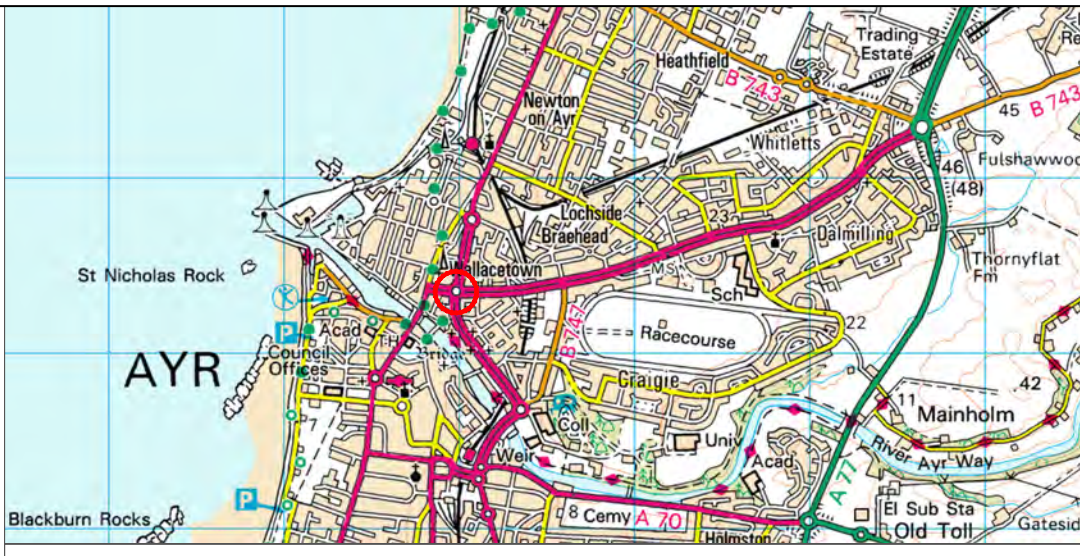
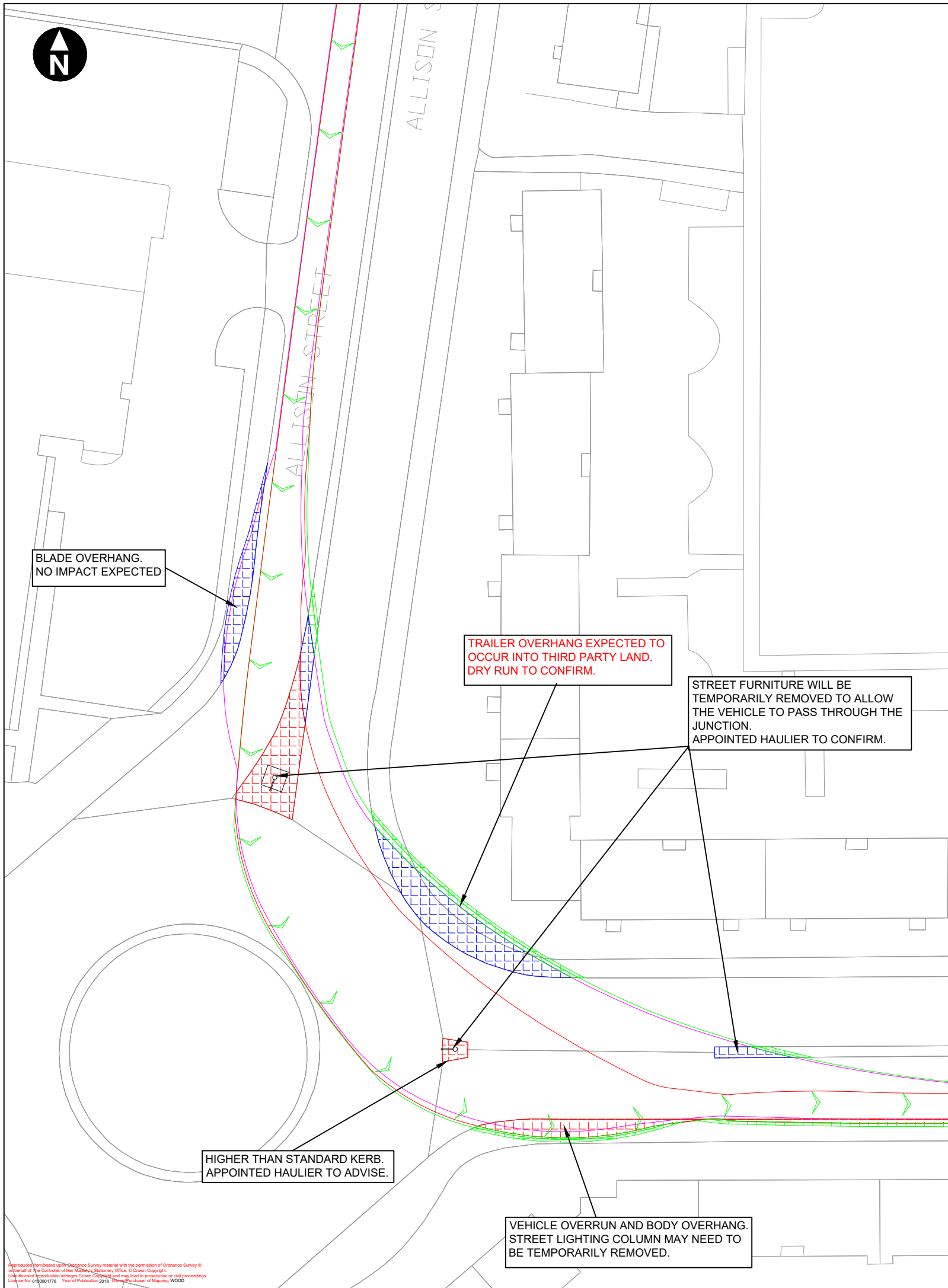


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DWG No. 37898-Gos117 REV. A



68m 8m OH BESPOKE V80 Blade Transporter (REAR STEER)
 Overall Length 81.00m
 Overall Width 8.50m
 Overall Body Height 3.30m
 Min Body Ground Clearance 1.00m
 Track Width 2.50m
 Lock-to-lock time 1.00s
 Wall to Wall Turning Radius 16.000m



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PURPOSE OF ISSUE: DRAFT

DRAWING TITLE: ENOCH WIND FARM VARIATION APPLICATION

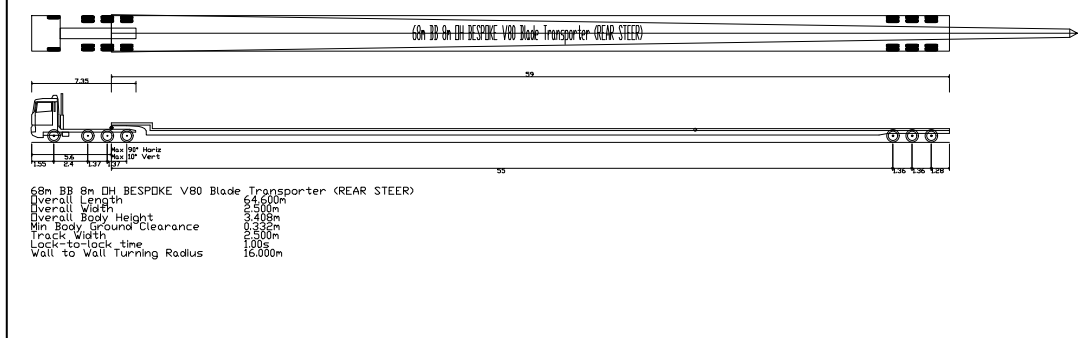
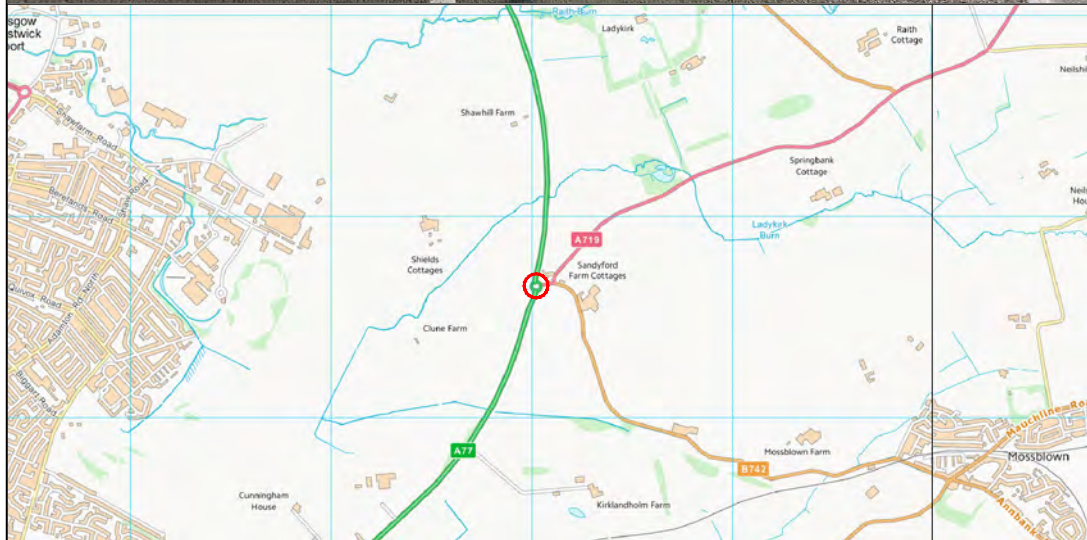
SWEPT PATH ANALYSIS
 A719/ALLISON STREET ROUNDABOUT

CLIENT: **RWE**

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LOAD AND BODY OVERHANG. NO IMPACT EXPECTED.

SANDYFORD TOLL ROUNDABOUT

OVERHANG OVER VERGE. TEMPORARY REMOVAL OF A STREET LIGHT COLUMN REQUIRED.

LOAD OVERHANG OVER CENTRAL RESERVATION. NO IMPACT EXPECTED

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ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS

A77/A719 SANDYFORD TOLL ROUNDABOUT

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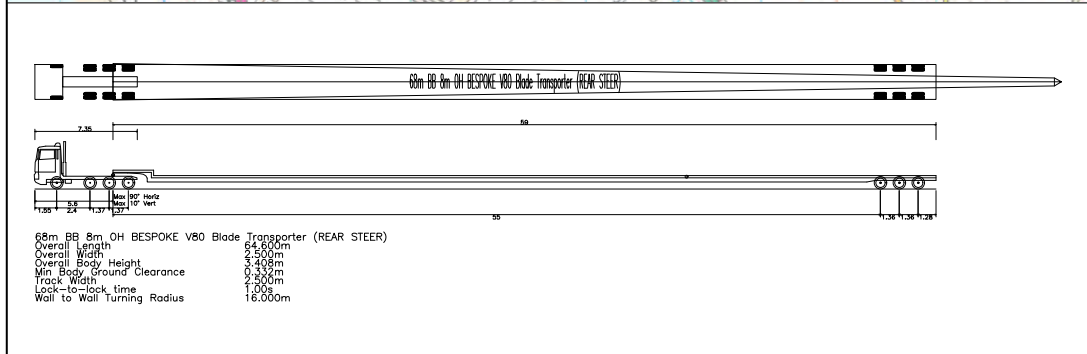
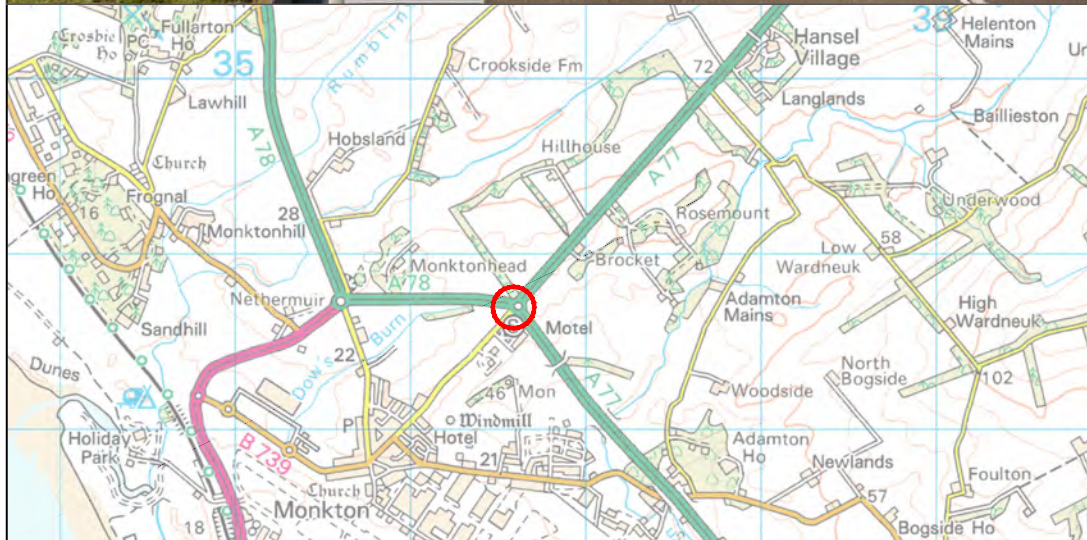


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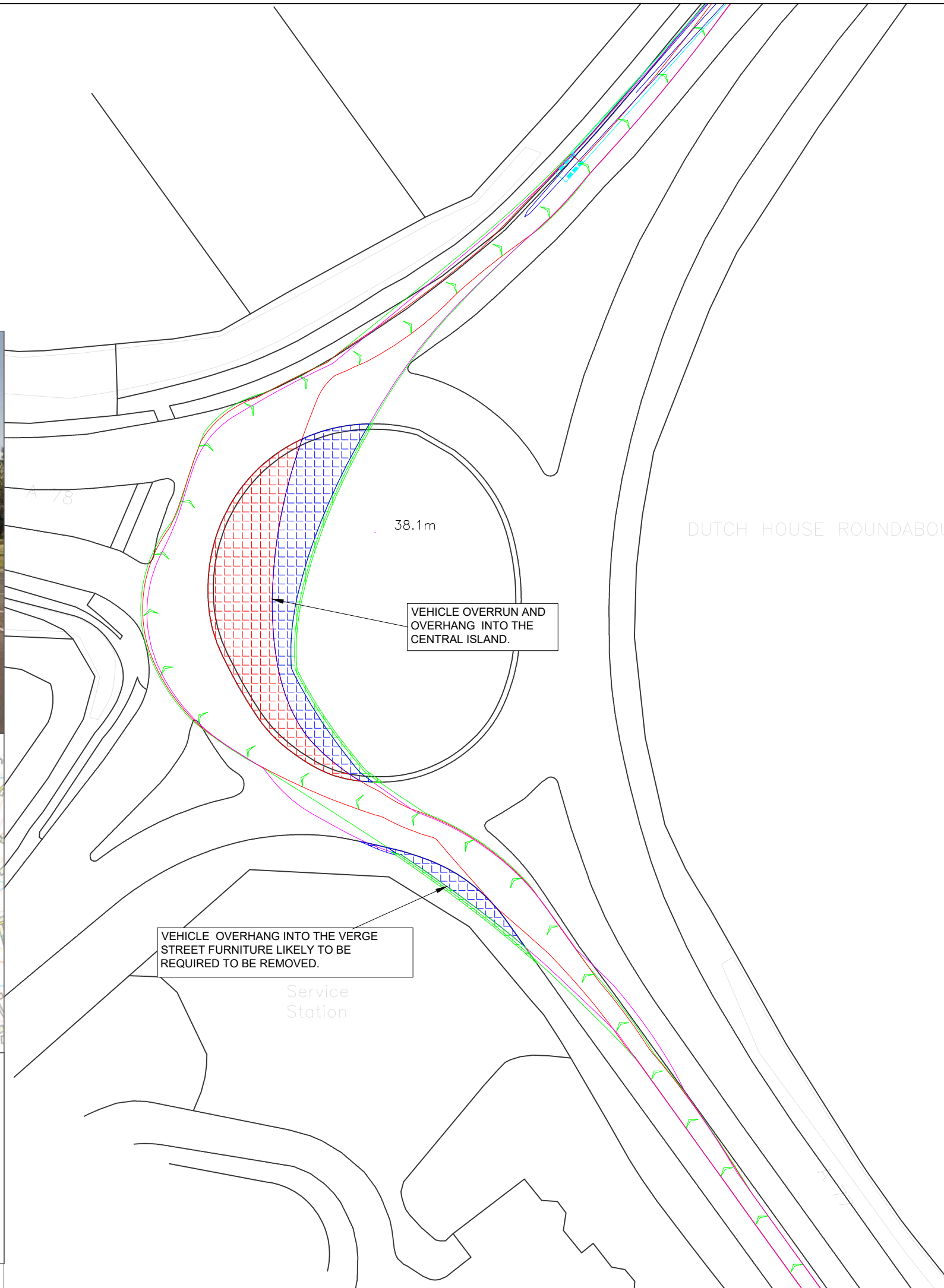


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NOTES

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DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	DRAFT	GUYA	SIMMA

SCALE: 1:750 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
A78/A77 KILMARNOCK ROAD ROUNDABOUT



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OVERHANG OVER FOOTWAY AND GRASS VERGE. NO IMPACT EXPECTED.

OVERHANG OVER A77. DRY RUN TO CONFIRM SPA RESULT.

OVERHANG AND OVERRUN OVER FOOTWAY AND GRASS VERGE. NO IMPACT EXPECTED.

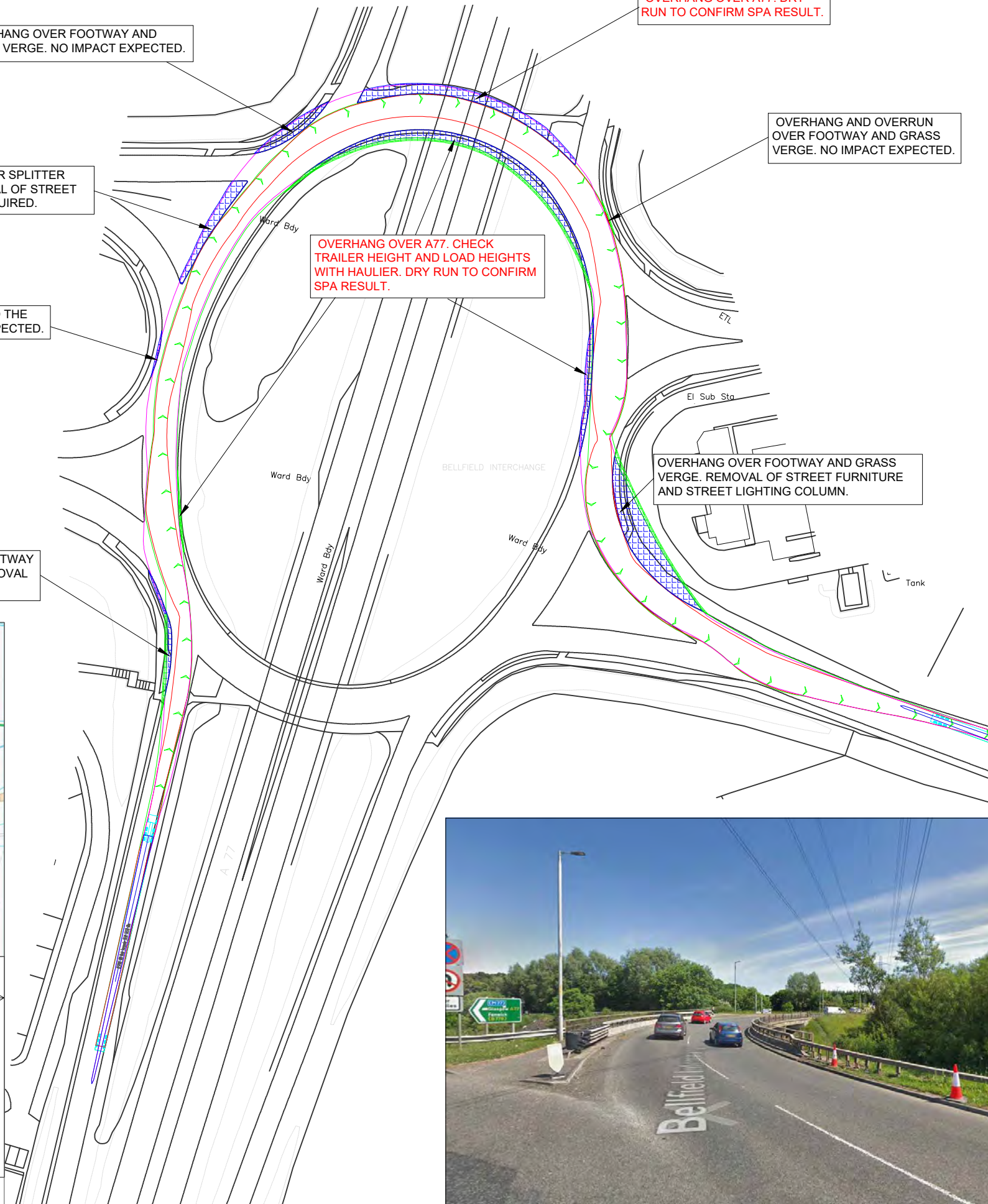
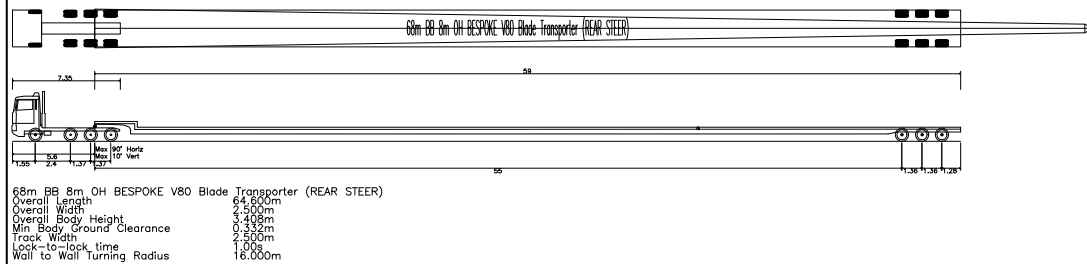
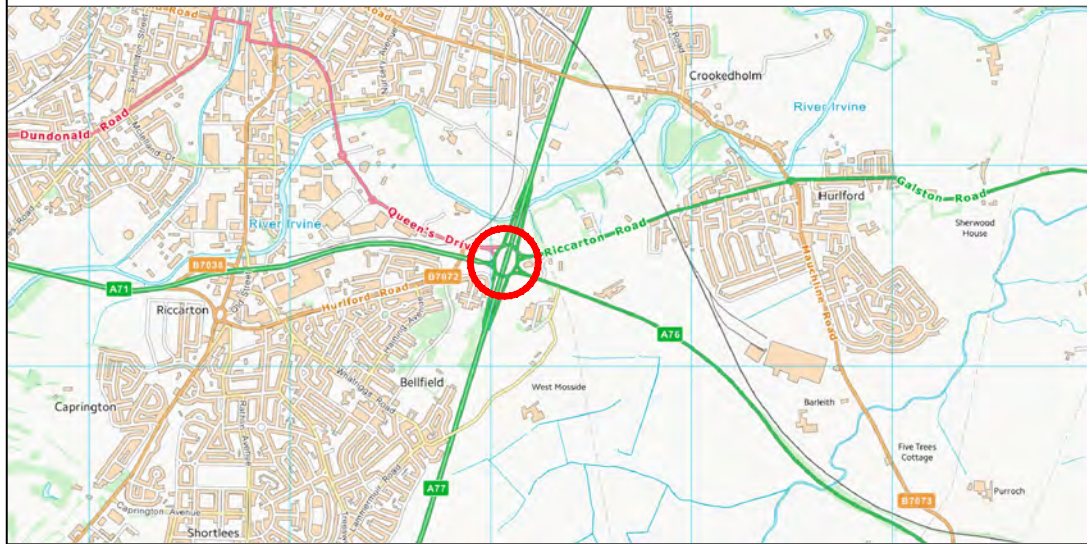
OVERHANG OVER SPLITTER ISLAND. REMOVAL OF STREET FURNITURE REQUIRED.

OVERHANG OVER A77. CHECK TRAILER HEIGHT AND LOAD HEIGHTS WITH HAULIER. DRY RUN TO CONFIRM SPA RESULT.

BLADE OVERHANG INTO THE VERGE. NO IMPACT EXPECTED.

OVERHANG OVER FOOTWAY AND GRASS VERGE. REMOVAL OF STREET FURNITURE AND STREET LIGHTING COLUMN.

VEHICLE OVERHANG OVER FOOTWAY AND VERGE. TEMPORARY REMOVAL OF SIGNAGE REQUIRED.



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 7. THE VEHICLE CONFIGURATION INCLUDES AN 9 METRE OVERHANG OVER THE REAR OF THE TRAILER.
 8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

- SWEPT PATH KEY
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A.P
07/02	A	DRAFT		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAFT	DRAWN BY	CHECKED BY
07/02/20	DRAFT		GUYA	SIMMA

SCALE: 1:1250 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE

ENOCH WIND FARM VARIATION APPLICATION

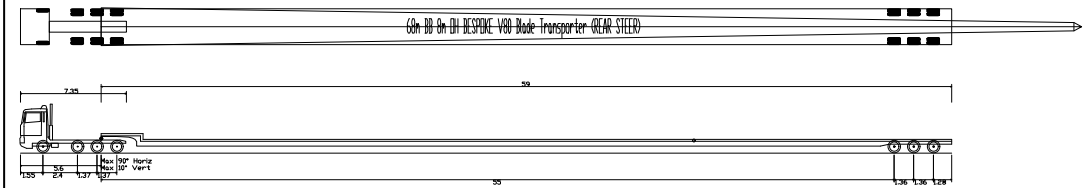
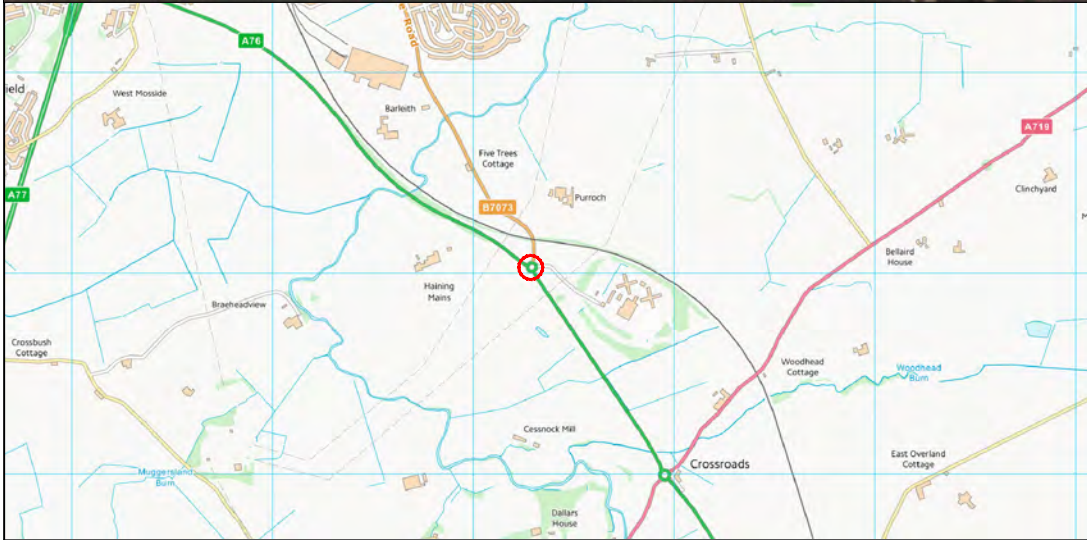
SWEPT PATH ANALYSIS

A76/A77-BELLFIELD INTERCHANGE

CLIENT

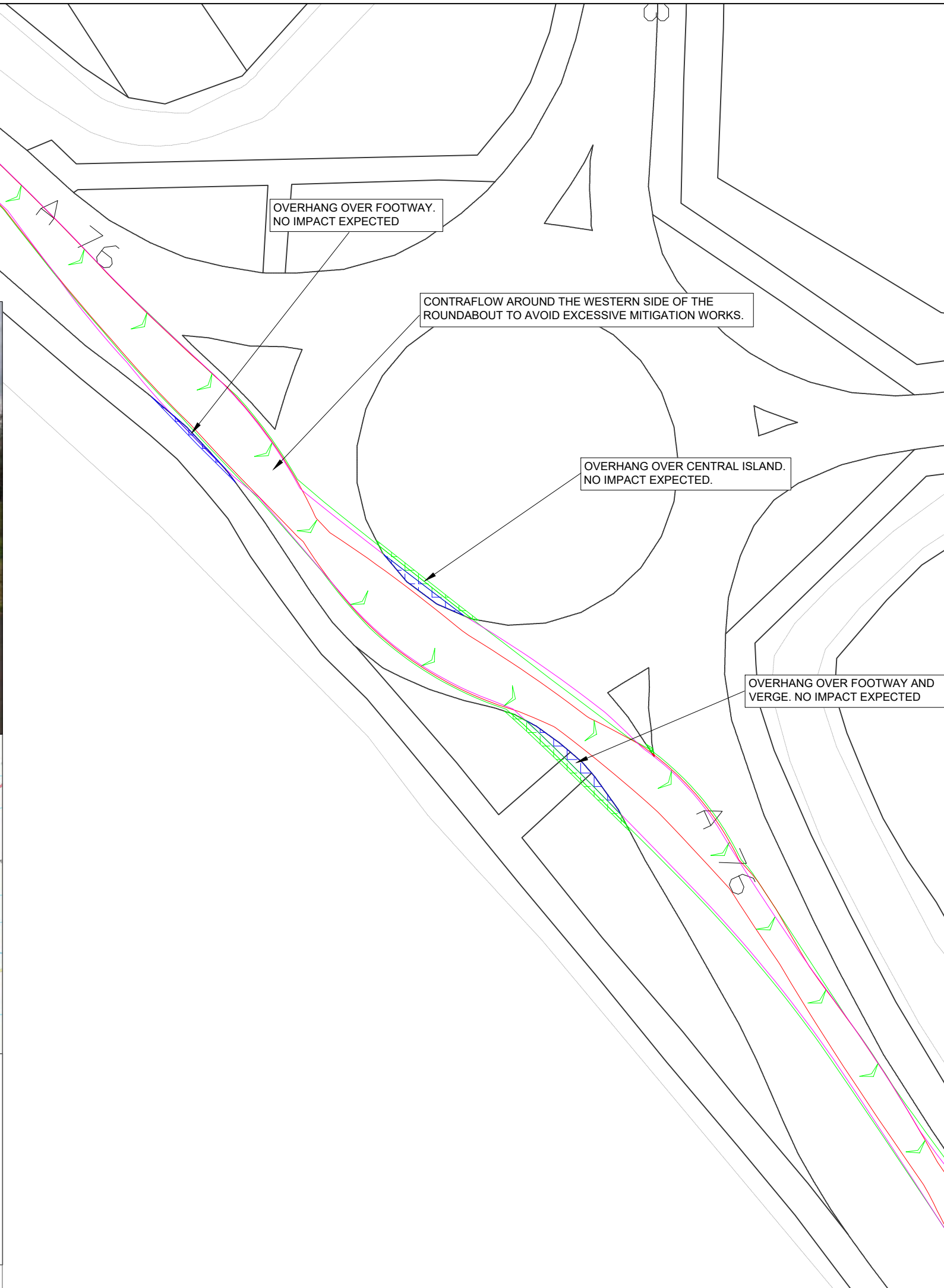


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68m BB 8m DH BESPOKE V80 Blade Transporter (REAR STEER)
 Overall Length 54.500m
 Overall Width 6.200m
 Overall Body Height 3.408m
 Min Body Ground Clearance 0.500m
 Track Width 3.500m
 Lock-to-lock time 19.915s
 Wall to Wall Turning Radius 16.000m

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OVERHANG OVER FOOTWAY.
NO IMPACT EXPECTED

CONTRAFLOW AROUND THE WESTERN SIDE OF THE
ROUNDBOUT TO AVOID EXCESSIVE MITIGATION WORKS.

OVERHANG OVER CENTRAL ISLAND.
NO IMPACT EXPECTED.

OVERHANG OVER FOOTWAY AND
VERGE. NO IMPACT EXPECTED

- NOTES
1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
 2. THE SWEEP PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
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SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A/P
07/02	A	DRAFT		AG	AS AS

DATE 1ST ISSUE: 07/02/20
 DESCRIPTION: DRAFT
 DRAWN BY: GUYA
 CHECKED BY: SIMMA

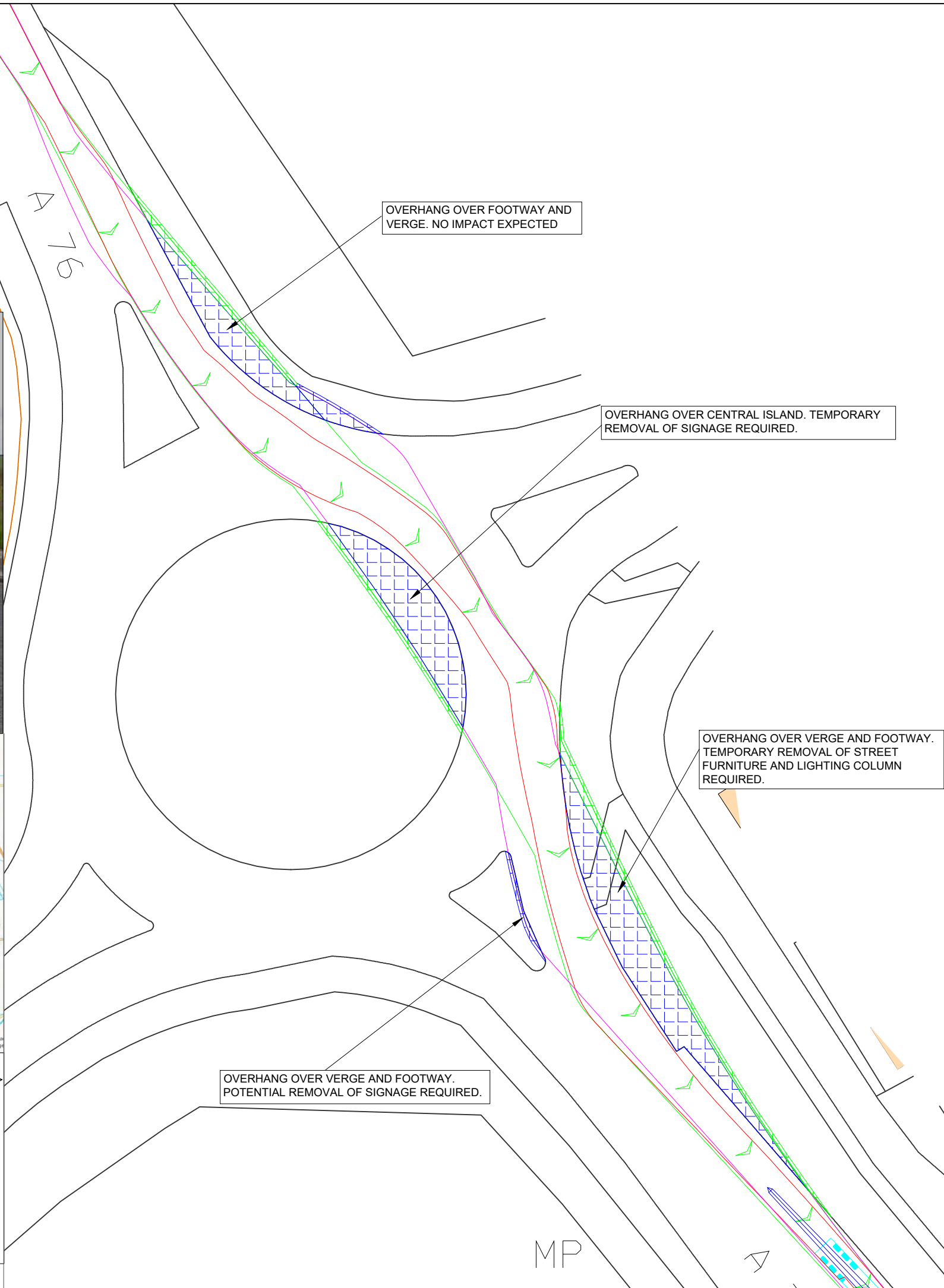
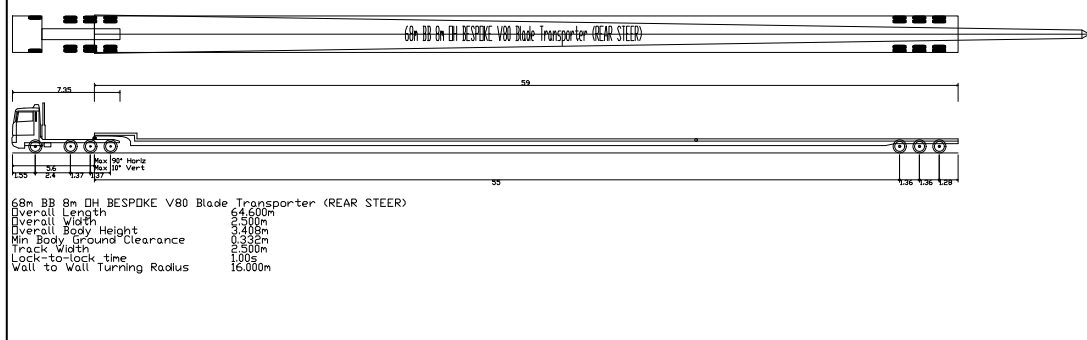
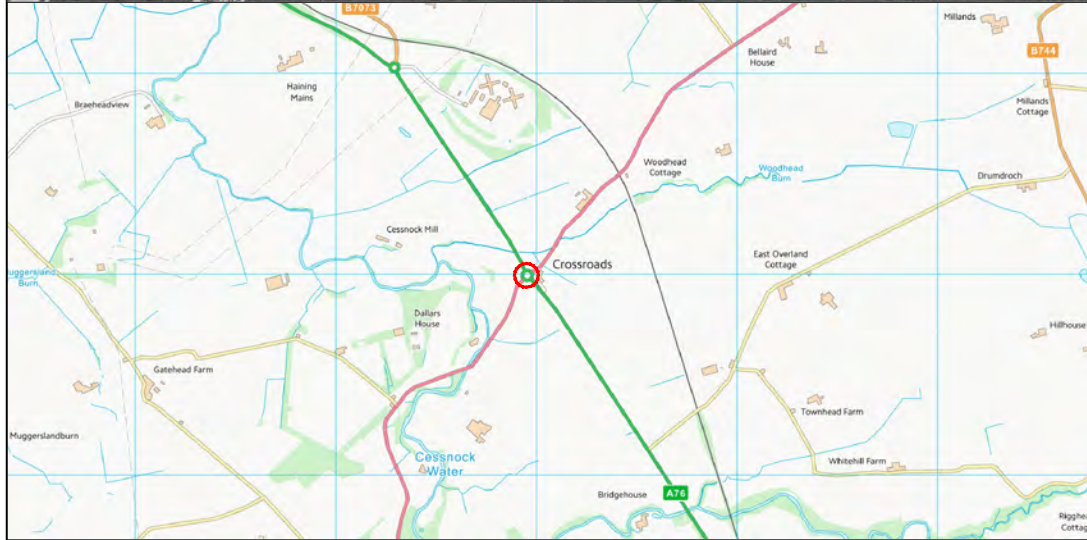
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PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
 ENOCH WIND FARM VARIATION APPLICATION
 SWEEP PATH ANALYSIS
 A76/B7073 ROUNDBOUT

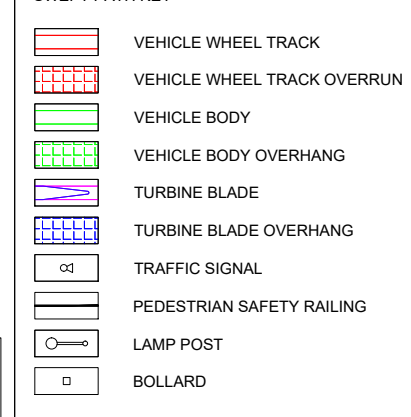


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- NOTES
1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
 2. THE SWEEP PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
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- SWEPT PATH KEY
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD



REVISIONS

DATE	MARK	REVISION	DWN	CHK	A.P.
07/02	A	DRAFT		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAFT	DRAWN BY	CHECKED BY
07/02/20			GUYA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

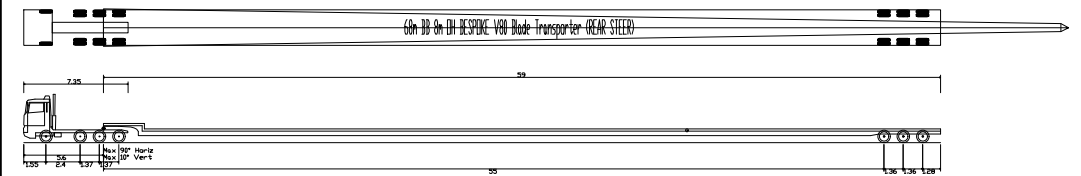
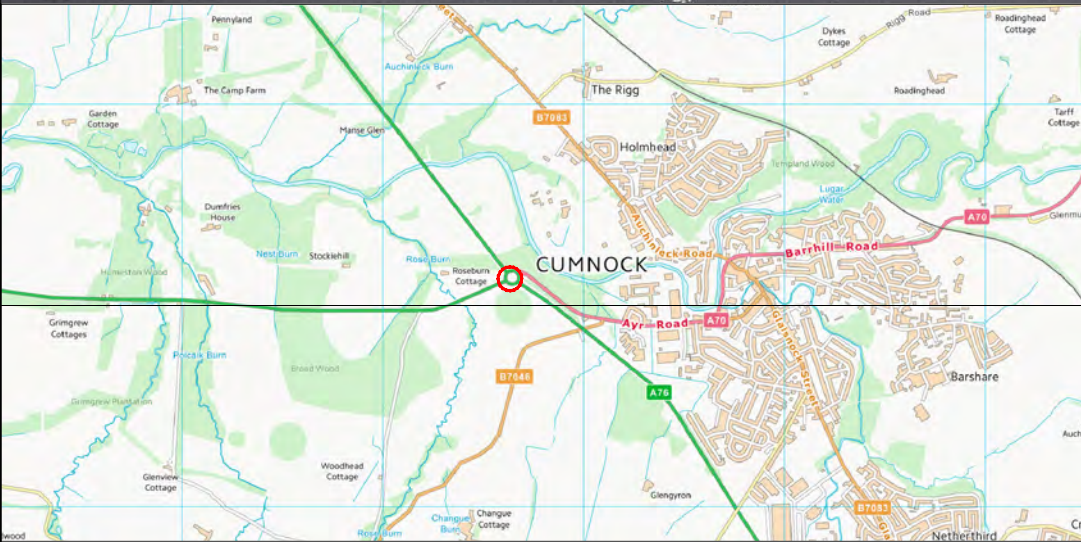
DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
A76/A719 CROSSROADS ROUNDABOUT



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68m BB 8m DH BESPOKE V80 Blade Transporter (REAR STEER)
 Overall Length 64.500m
 Overall Width 6.500m
 Overall Body Height 3.400m
 Min Body Ground Clearance 0.150m
 Track Width 2.800m
 Lock-to-lock time 1.900s
 Wall to Wall Turning Radius 16.000m

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OVERHANG OVER FOOTWAY AND VERGE.
STREET LIGHTING COLUMN TO BE TEMPORARILY REMOVED.

OVERRUN OVER CENTRAL ISLAND.
HARDSTANDING WILL BE REQUIRED.

OVERHANG OVER CENTRAL ISLAND.
STREET FURNITURE TO BE TEMPORARILY REMOVED.

OVERHANG OVER VERGE.
STREET LIGHTING COLUMN TO BE TEMPORARILY REMOVED.

OVERHANG OVER SPLITTER ISLAND.
NO IMPACT EXPECTED.

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SWEPT PATH KEY

	VEHICLE WHEEL TRACK
	VEHICLE WHEEL TRACK OVERRUN
	VEHICLE BODY
	VEHICLE BODY OVERHANG
	TURBINE BLADE
	TURBINE BLADE OVERHANG
	TRAFFIC SIGNAL
	PEDESTRIAN SAFETY RAILING
	LAMP POST
	BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A.P
07/02	A	DRAFT		AG	AS AS

DATE 1ST ISSUE: 07/02/20
 DESCRIPTION: DRAFT
 DRAWN BY: GUYA
 CHECKED BY: SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: **DRAFT**

DRAWING TITLE
 ENOCH WIND FARM VARIATION APPLICATION

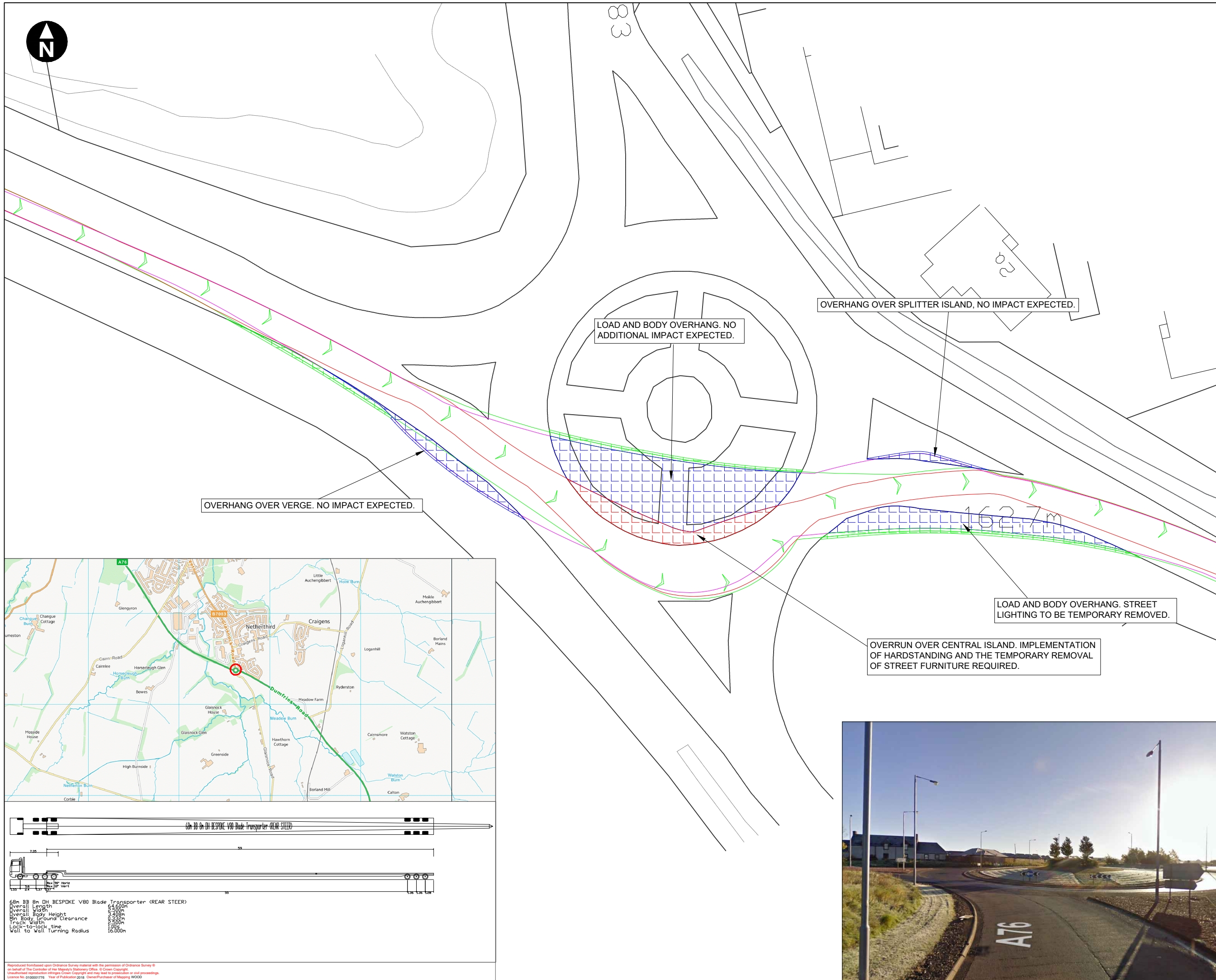
SWEPT PATH ANALYSIS
 A76/A70 DETTINGEN ROUNDABOUT

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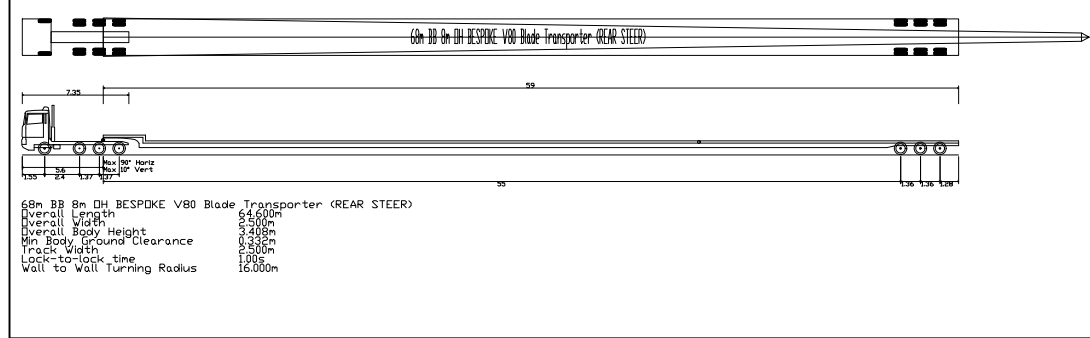
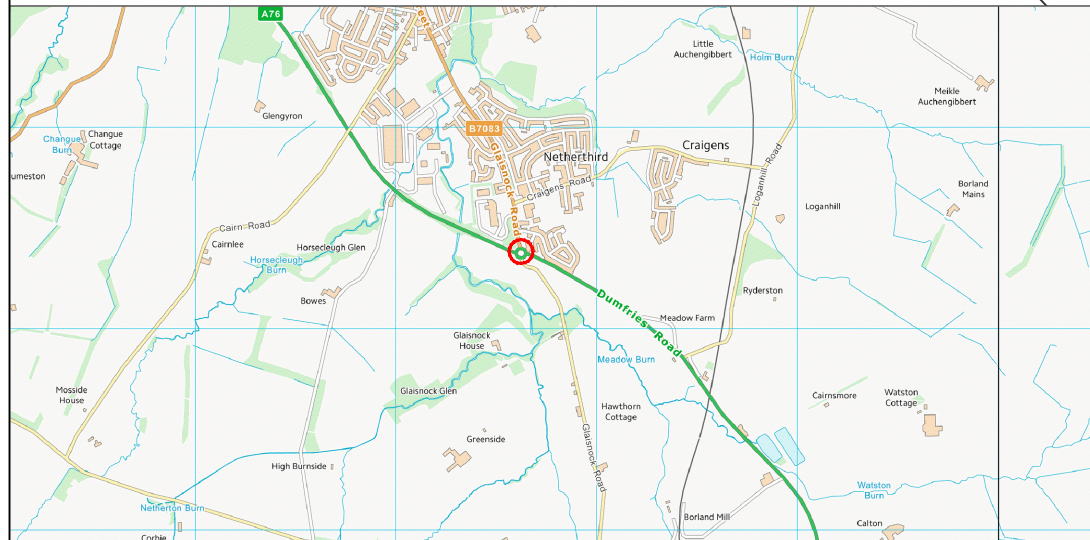
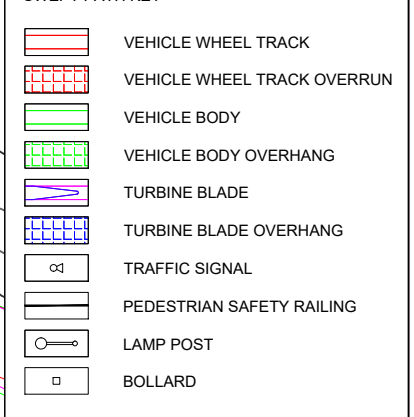
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wood.



- NOTES**
1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
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- SWEPT PATH KEY**
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD



REVISIONS

DATE	MARK	REVISION	DWN	CHK	A/P
07/02	A	DRAFT		AG	AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	DRAFT	GL/JVA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: **DRAFT**

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
A76 DUMFRIES ROAD/B7083 JUNCTION



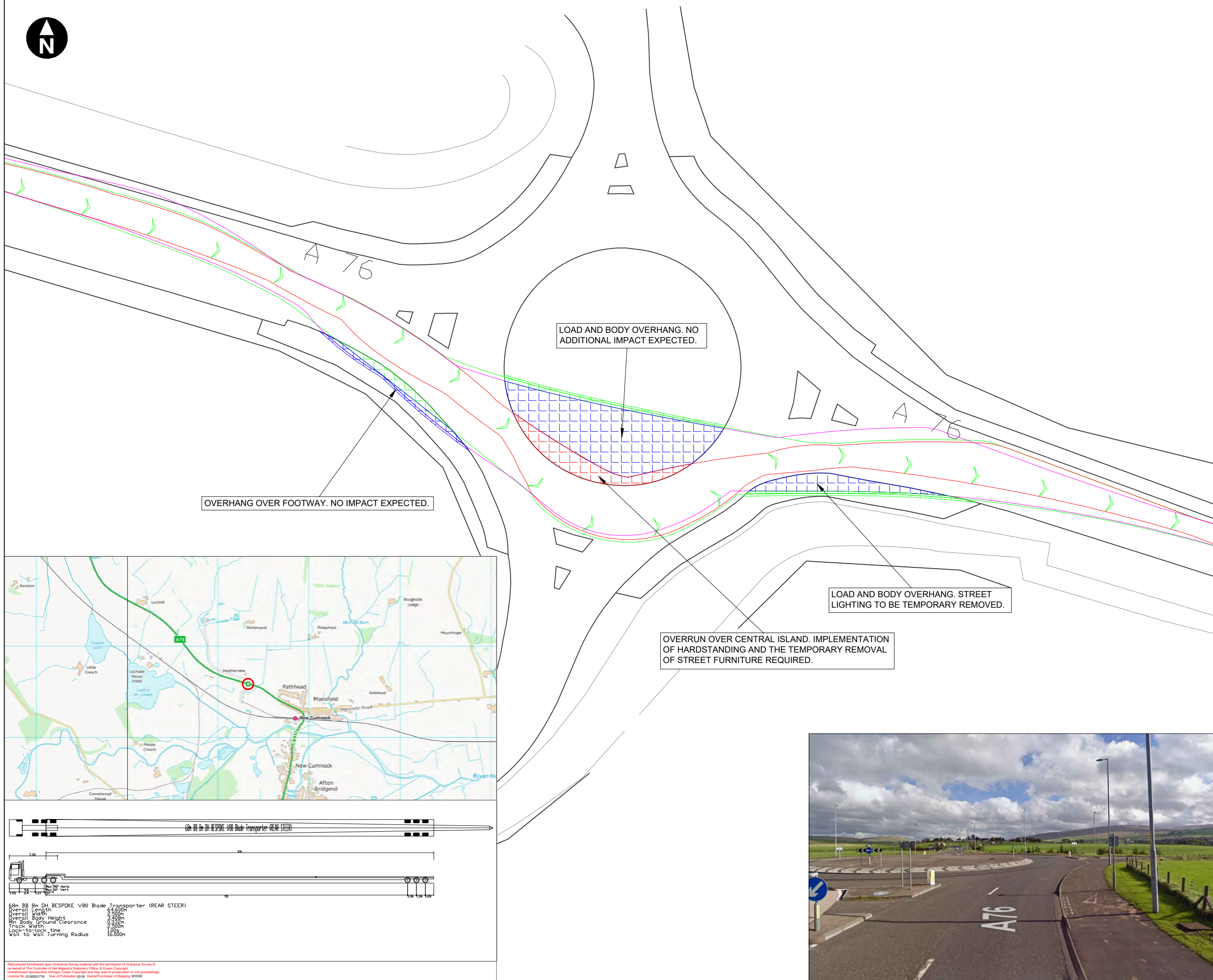
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NOTES

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SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A/P
07/02	A	DRAFT		AG	AS

DATE 1ST ISSUE	DESCRIPTION	DRAFT	DRAWN BY	CHECKED BY
07/02/20			GL/YA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: **DRAFT**

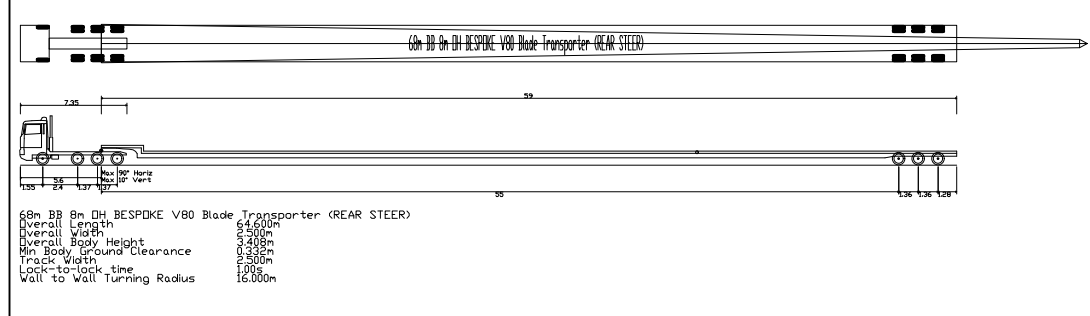
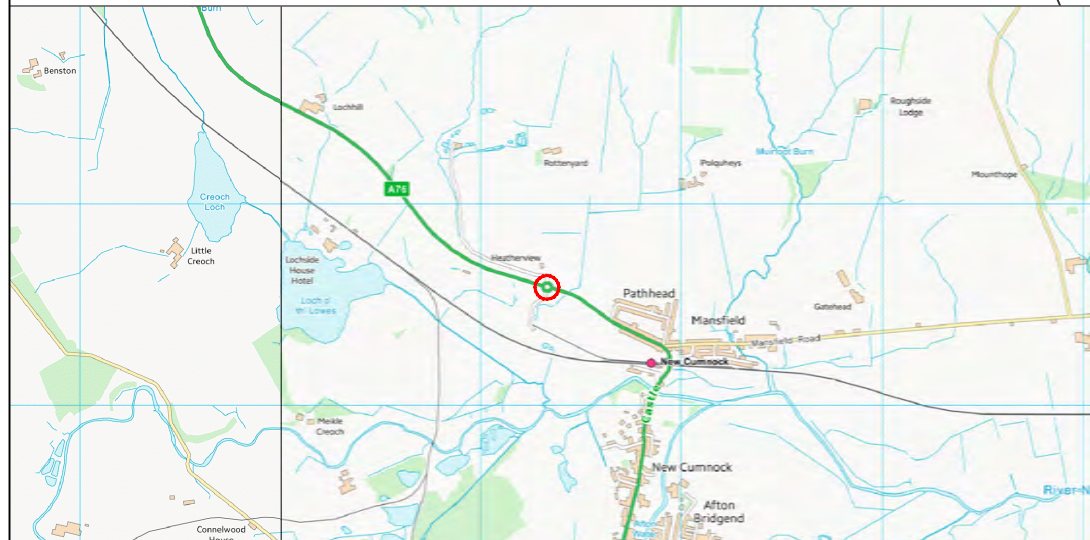
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ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
A76/MINOR ROAD ROUNDABOUT JUNCTION

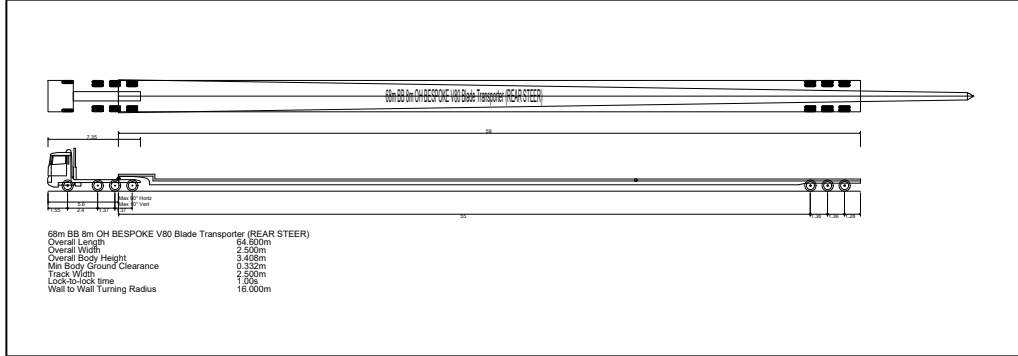
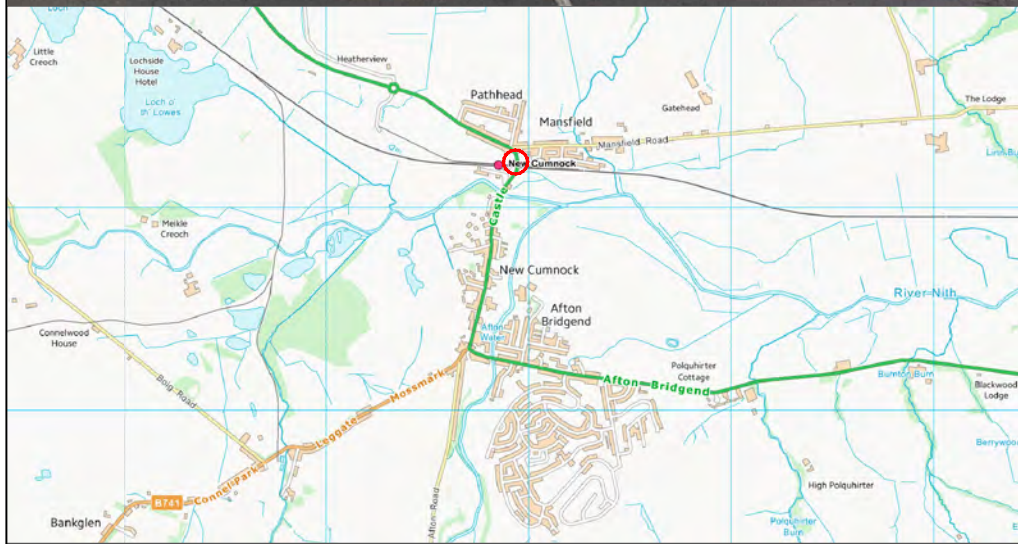
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OVERRUN AND OVERHANG OVER FOOTWAY, PARKING BAYS AND BUS STOP. STREET FURNITURE TO BE REMOVED.

BLADE AND BODY OVERHANG OVER FOOTWAY. NO IMPACT EXPECTED.

BLADE OVERHANG OVER GRASS VERGE. HAULIER TO CONFIRM TRAILER/BLADE OVERHANG CLEARANCE. DRY RUN TO CONFIRM SPA RESULT.

OVERHANG OVER BRIDGE WALL. HAULIER TO CONFIRM TRAILER/BLADE OVERHANG CLEARANCE. DRY RUN TO CONFIRM SPA RESULT.

OVERHANG OVER FOOTWAY AND INTO THIRD PARTY LAND. HAULIER TO CONFIRM TRAILER/BLADE OVERHANG CLEARANCE. DRY RUN TO CONFIRM SPA RESULT.

- NOTES
1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
 2. THE SWEEP PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
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SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A.P
07/02	A	DRAFT		AG	AS AS

SCALE: 1:750 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
A76, RAILWAY BRIDGE AND PATHEAD JUNCTION

CLIENT
RWE

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DWG No. 37898-Gos233 REV. A



OVERHANG OVER A FOOTWAY, REMOVAL OF RAILINGS REQUIRED. DRY RUN TO CONFIRM EXTENT OF OVERSAIL INTO THIRD PARTY LAND.

OVERHANG OVER FOOTWAY, STREET FURNITURE TO BE REMOVED.

REMOVAL OF A STREET LIGHT REQUIRED

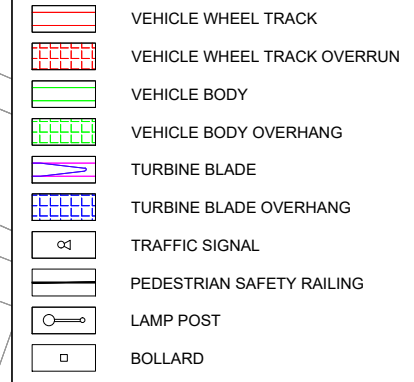
REMOVAL OF STREET FURNITURE REQUIRED

OVERHANG INTO THIRD PARTY LAND

- NOTES
1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING A 68m LONG BLADE
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 6. THE OVERRUN AND OVERHANG HATCHED ZONES INCLUDE A 0.3 METRE OFFSET TO ACCOUNT FOR ANY INACCURACIES.
 7. THE VEHICLE CONFIGURATION INCLUDES AN 9 METRE OVERHANG OVER THE REAR OF THE TRAILER.
 8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD



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DATE	MARK	REVISION	DWN	CHK	A.P
07/02	A	DRAFT		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAFT	DRAWN BY	CHECKED BY
07/02/20	DRAFT		GUYA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

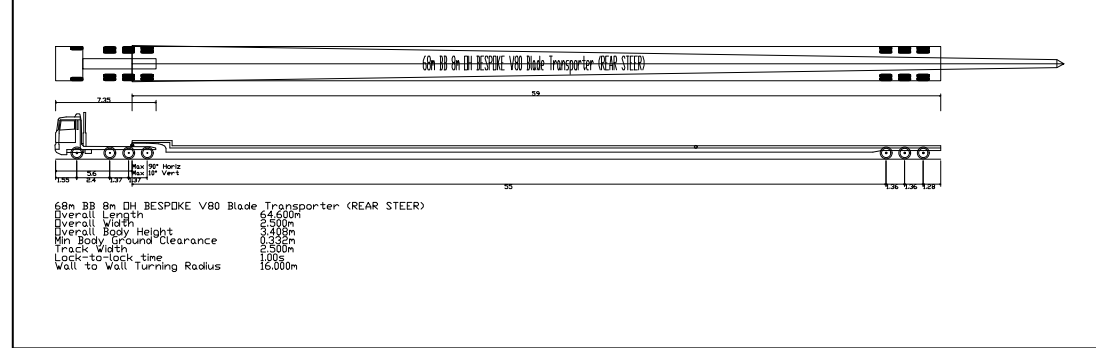
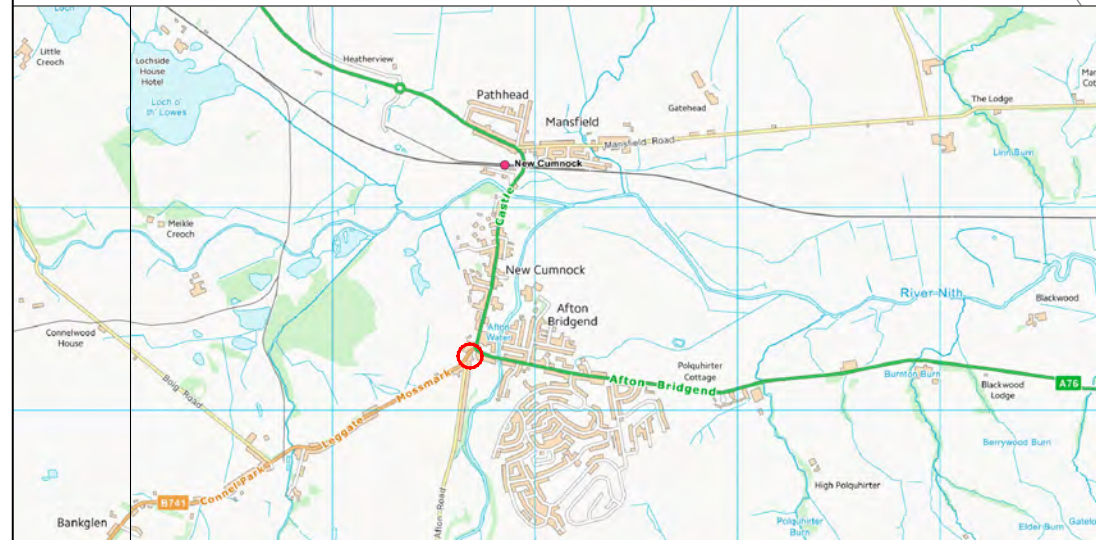
SWEPT PATH ANALYSIS
B741/AFTON ROAD, NEW CUMNOCK



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wood.

DWG No. 37898-Gos232 REV. A



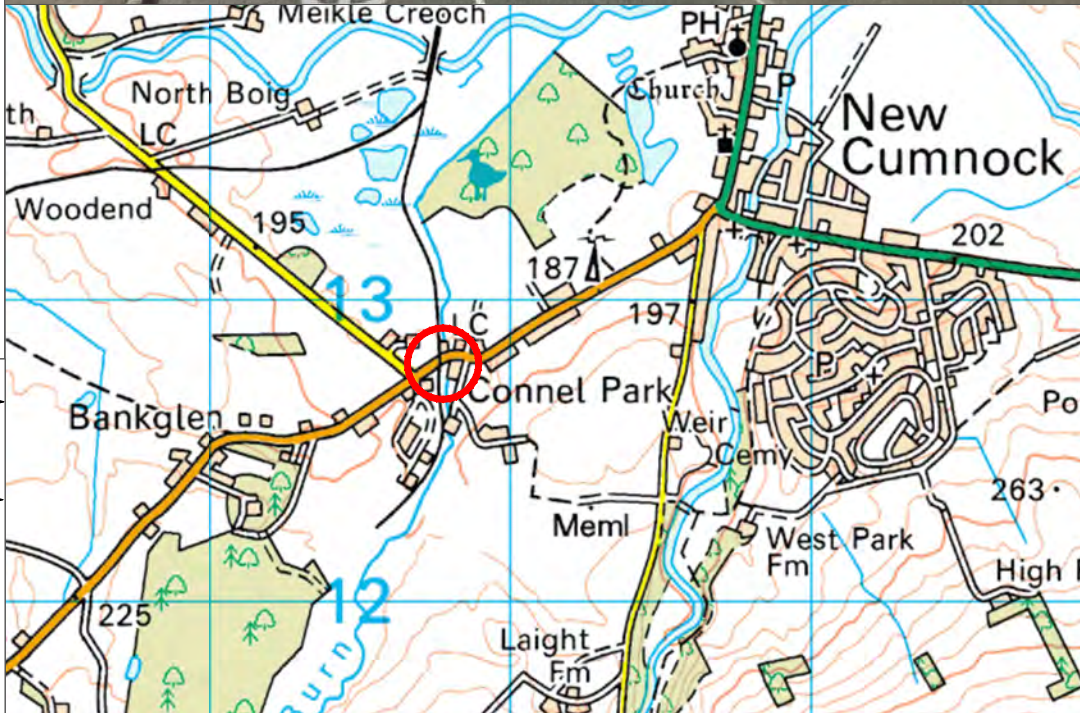
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- NOTES
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- SWEEP PATH KEY
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD



REVISIONS

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07/02	A	Draft		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUYA	SIMMA

SCALE: 1:750 @ A3

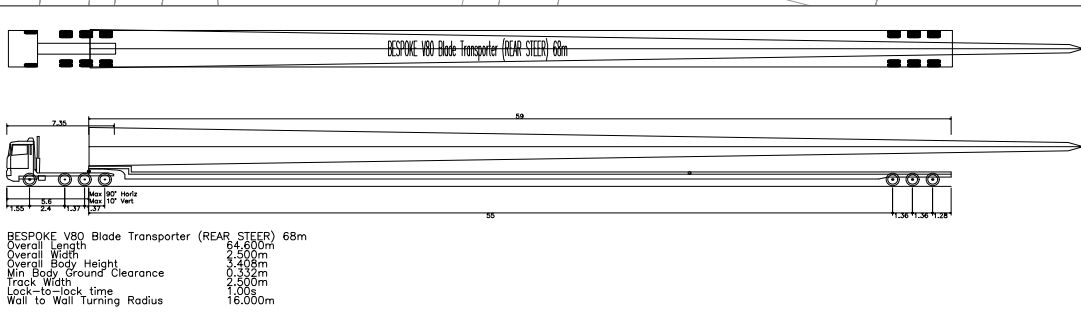
PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEEP PATH ANALYSIS
B741 PINCH POINT 1 - 2.16



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BLADE AND BODY OVERHANG
OVER FOOTWAY. NO IMPACT
EXPECTED.

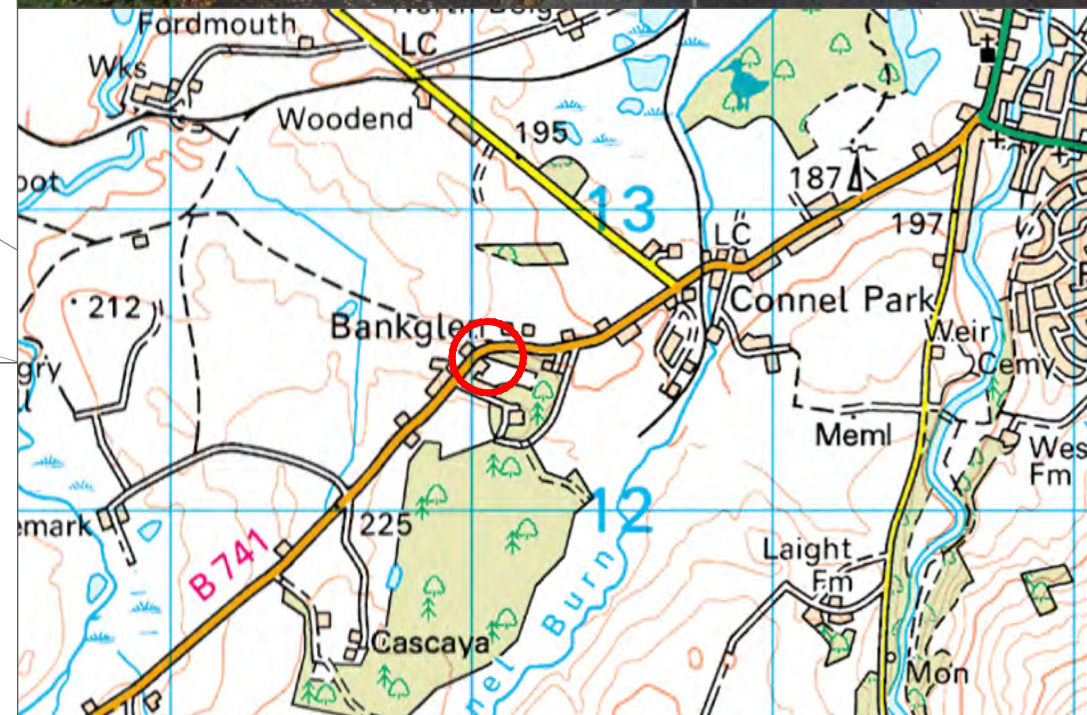


NOTES

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8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD



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DATE	1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
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SCALE: 1:750 @ A3

PURPOSE OF ISSUE: **DRAFT**

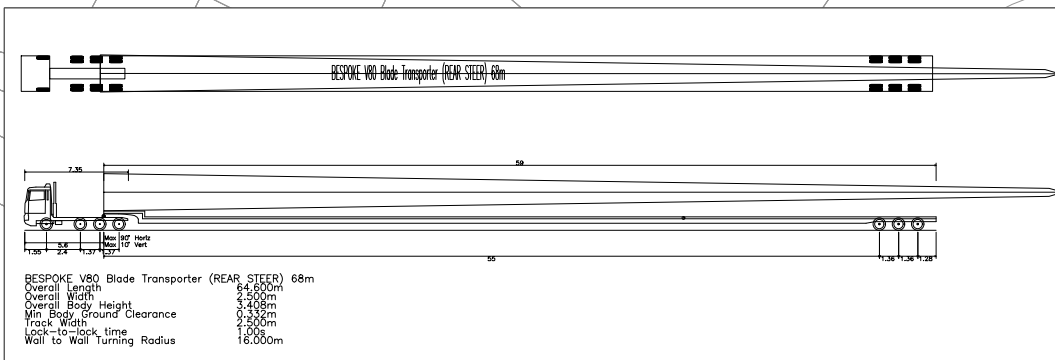
DRAWING TITLE: ENOCH WIND FARM VARIATION APPLICATION

SWEEP PATH ANALYSIS
B741 PINCH POINT 2 - 2.17

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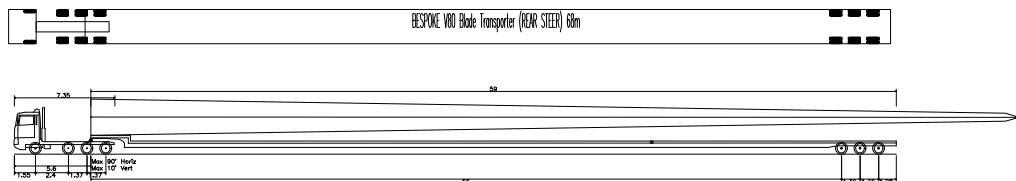


BLADE AND BODY OVERHANG INTO THIRD PARTY LAND.

WHEEL TRACK OVERRUN ASSUMED TO BE WITHIN HIGHWAY BOUNDARY

Sheepfold

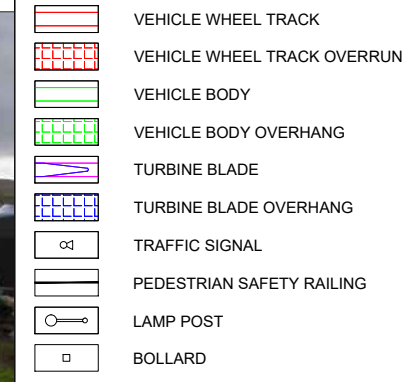
Track



BESPOKE V80 Blade Transporter (REAR STEER) 68m	
Overall Length	68.000m
Overall Width	4.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.300m
Track Width	0.300m
Lock-to-lock time	1.000m
Wall to Wall turning Radius	16.000m

- NOTES
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- SWEPT PATH KEY
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD



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DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUJA	SIMMA

SCALE: 1:750 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION
SWEEP PATH ANALYSIS
B741 PINCH POINT 3 OPTION 1 - 2.19



WOOD ENVIRONMENT & INFRASTRUCTURE SOLUTIONS UK LIMITED, NICHOLLS HOUSE, HOMER CLOSE, LEAMINGTON SPA, WARWICKSHIRE CV32 6JX 01926 439000

DWG No.	37898-Gos246	REV.	A
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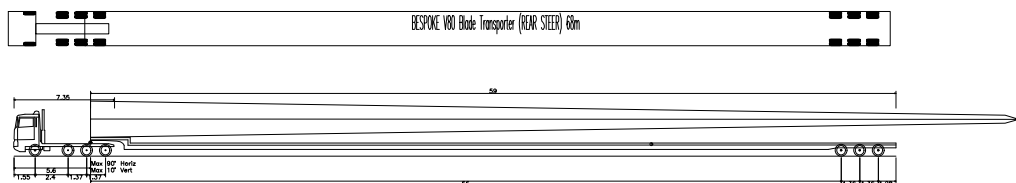
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BLADE AND BODY OVERHANG INTO THIRD PARTY LAND.

Sheepfold

Track













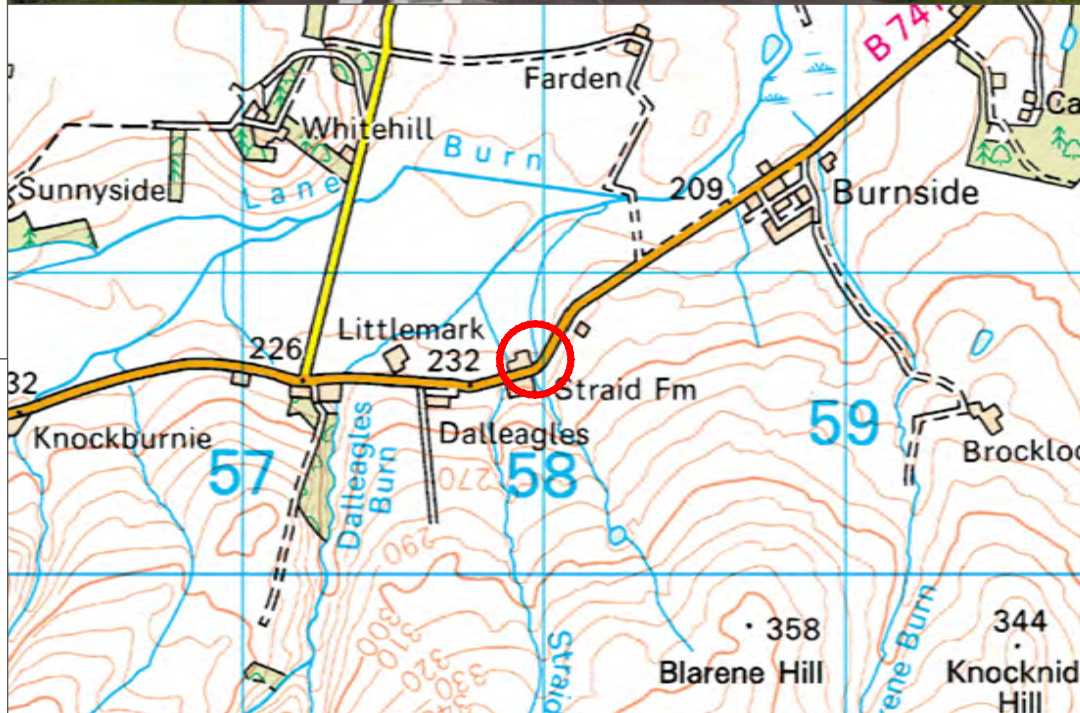
BESPOKE V80 Blade Transporter (REAR STEER) 68m
Overall Length 84.500m
Overall Width 4.500m
Overall Body Height 2.300m
Min Body Ground Clearance 0.300m
Track Width 2.700m
Lock-to-lock time 1.000m
Wall to Wall Turning Radius 16.000m

NOTES

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8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

SWEPT PATH KEY

-  VEHICLE WHEEL TRACK
-  VEHICLE WHEEL TRACK OVERRUN
-  VEHICLE BODY
-  VEHICLE BODY OVERHANG
-  TURBINE BLADE
-  TURBINE BLADE OVERHANG
-  TRAFFIC SIGNAL
-  PEDESTRIAN SAFETY RAILING
-  LAMP POST
-  BOLLARD



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PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
B741 PINCH POINT 3 OPTION 2 - 2.19



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- SWEPT PATH KEY
- VEHICLE WHEEL TRACK
 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
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DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUJA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: **DRAFT**

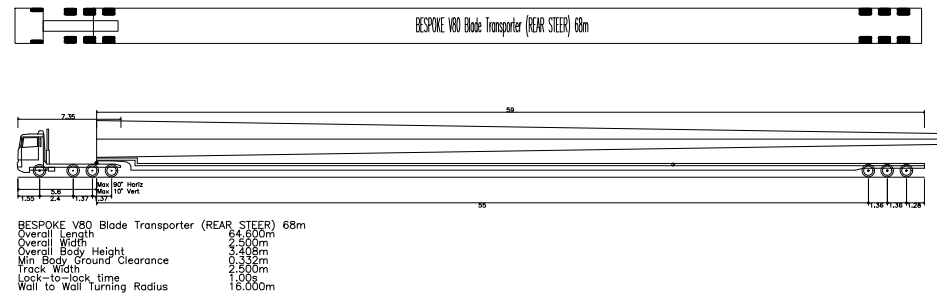
DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
B741 PINCH POINT 4 - 2.20



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BLADE AND BODY OVERHANG, NO IMPACT EXPECTED.
ASSUMED TO BE WITHIN HIGHWAY BOUNDARY.

MINOR BLADE AND VEHICLE OVERHANG AND WHEEL
OVERRUN. HARDSTANDING REQUIRED. ASSUMED TO BE
WITHIN HIGHWAY BOUNDARY.

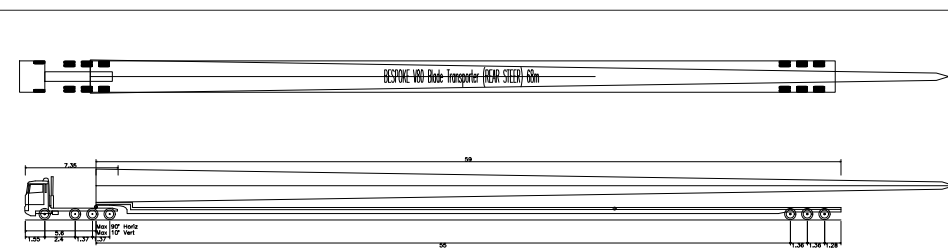
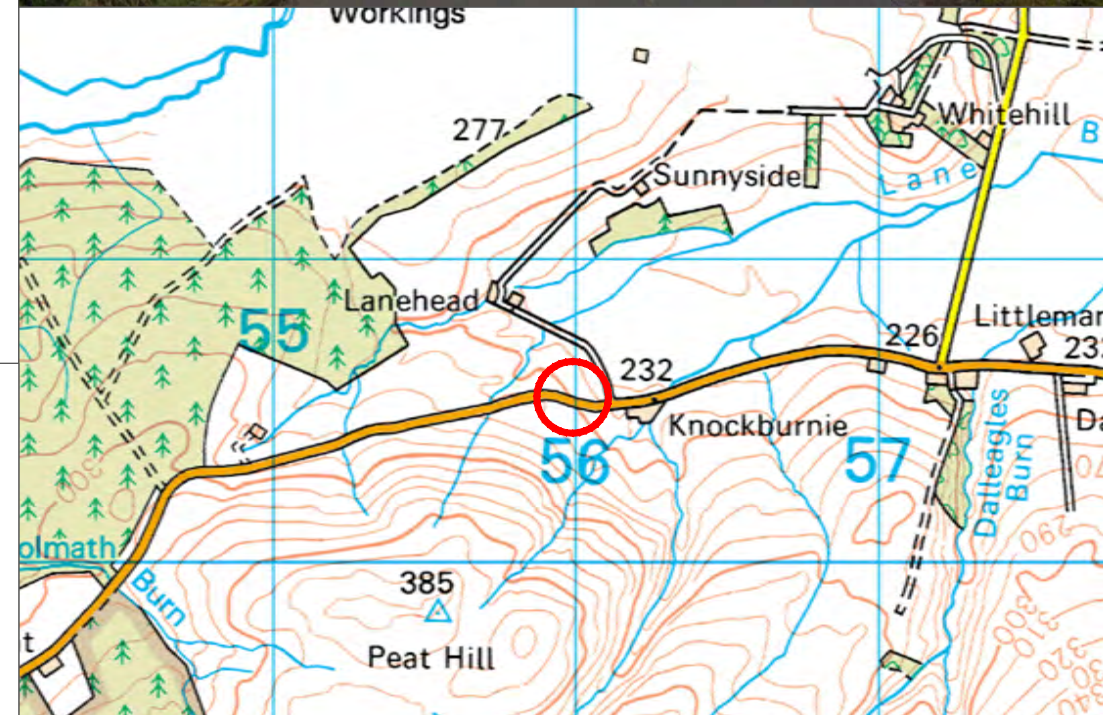
MINOR BLADE AND VEHICLE OVERHANG AND WHEEL
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SWEEP PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERHANG
- TURBINE BLADE
- TURBINE BLADE OVERHANG
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD



RESPOKE V90 Blade Transporter (REAR STEER) 68m
 Overall Length 64.000m
 Overall Width 3.200m
 Overall Body Height 3.200m
 Min Body Ground Clearance 0.200m
 Track Width 1.500m
 Lock-to-Lock Time 1.000m
 Wall to Wall Turning Radius 18.000m

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07/02	A	Draft		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUJA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
ENOCH WIND FARM VARIATION APPLICATION

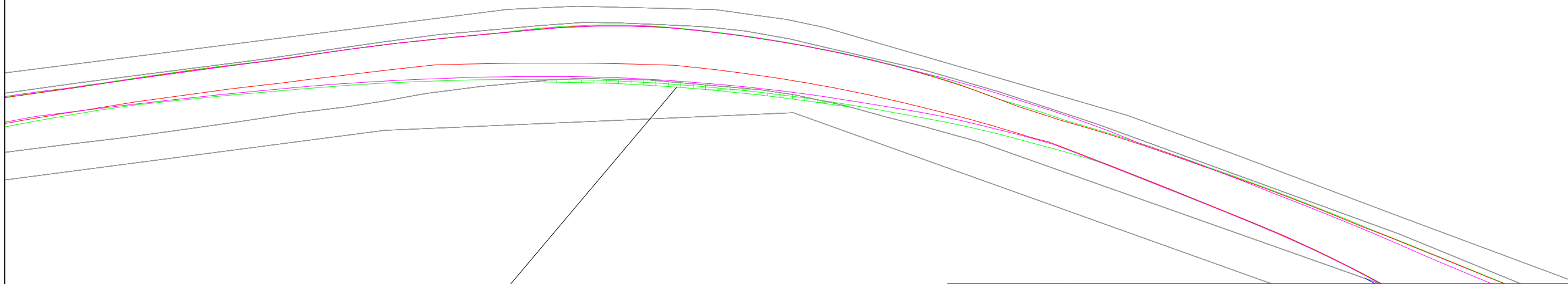
SWEEP PATH ANALYSIS
B741 PINCH POINT 5, SHEET 1 OF 3 - 2.22



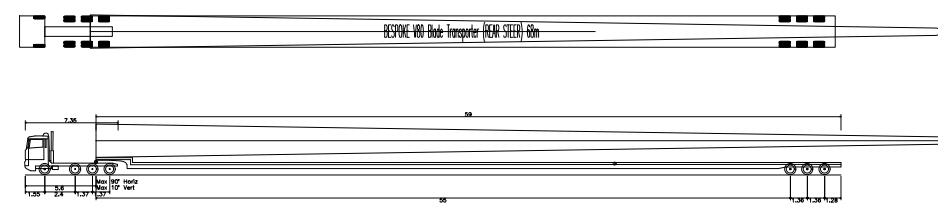
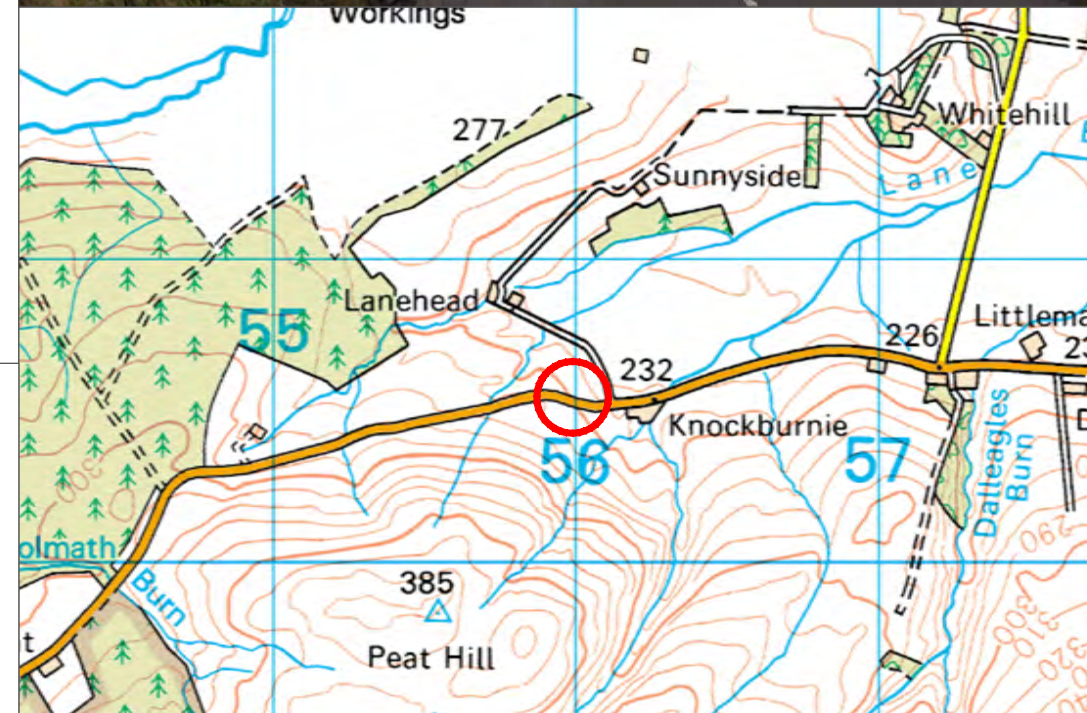
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MINOR VEHICLE OVERHANG. NO IMPACT EXPECTED.



RESPICE V90 Blade Transporter (REAR STEER) 68m
 Overall Length 64.000m
 Overall Width 4.200m
 Overall Body Height 3.200m
 Min Body Ground Clearance 0.200m
 Track Width 1.500m
 Lock-to-Lock Time 1.000m
 Wall to Wall Turning Radius 18.000m

NOTES

1. SWEEP PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
2. THE SWEEP PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
3. PLEASE NOTE THAT THE MANUFACTURER OF VEHICLE TRACKING GIVES NO WARRANTY AS TO THE RESULTS OR PERFORMANCE OF THIS SOFTWARE.
4. THIS SWEEP PATH ANALYSIS IS A HIGH LEVEL ASSESSMENT BASED ON PRELIMINARY MAPPING. AS A RESULT FURTHER DETAILED ANALYSIS MAYBE NEEDED TO ENSURE KEY CONSTRAINTS ARE CONSIDERED AND AVOIDED WHEREVER POSSIBLE.
5. ANY STREET FURNITURE LOCATED WITHIN THE SWEEP PATH EXTENTS SHOWN WILL NEED TO BE REMOVED AND RELOCATED AS NEEDED. LOCATION OF STREET FURNITURE IS AN APPROXIMATION BASED ON GOOGLE STREET VIEW. TO BE CONFIRMED BY HAULIER.
6. THE OVERRUN AND OVERHANG HATCHED ZONES INCLUDE A 0.3 METRE OFFSET TO ACCOUNT FOR ANY INACCURACIES.
7. THE VEHICLE CONFIGURATION INCLUDES AN 9 METRE OVERHANG OVER THE REAR OF THE TRAILER.
8. WHERE THE VEHICLE CONFIGURATION IS REQUIRED TO MOUNT KERBS/OVERRUN PROTECTION WILL BE LAID DOWN.

SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERRUN
- TURBINE BLADE
- TURBINE BLADE OVERRUN
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD

REVISIONS

DATE	MARK	REVISION	DWN	CHK	A/P
07/02	A	Draft		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUJA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE

ENOCH WIND FARM VARIATION APPLICATION

SWEPT PATH ANALYSIS
B741 PINCH POINT 5, SHEET 2 OF 3 - 2.22

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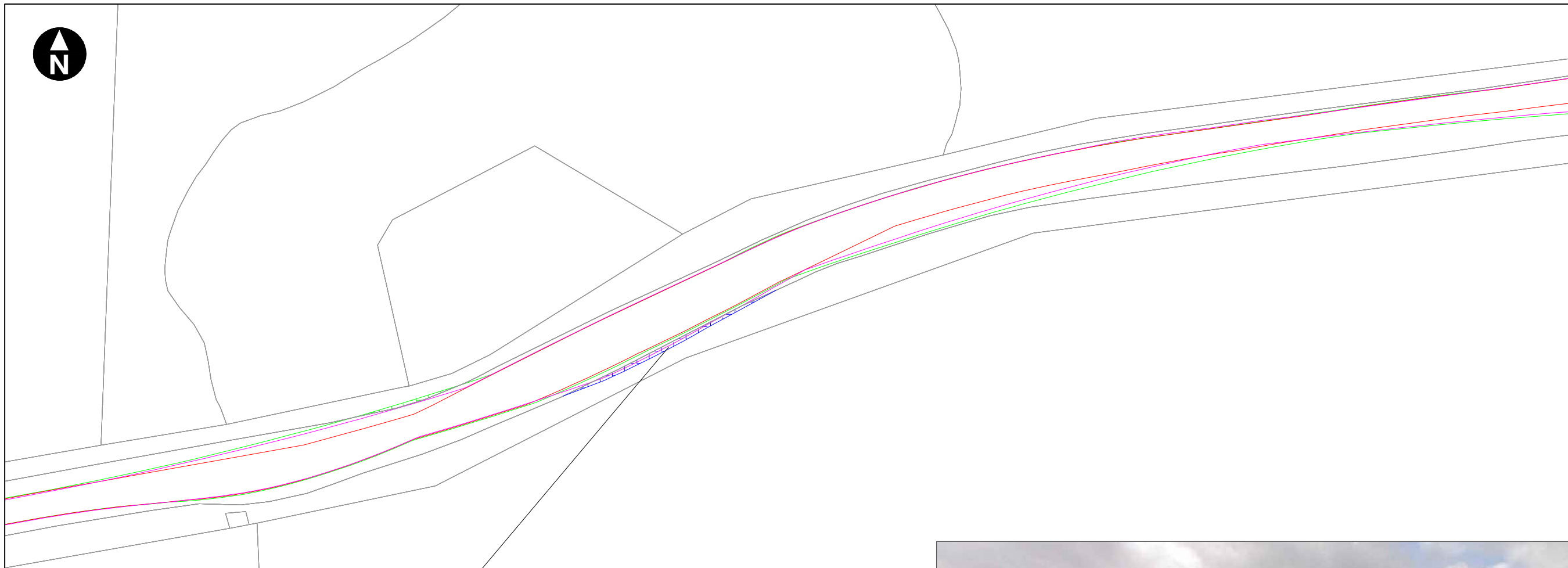


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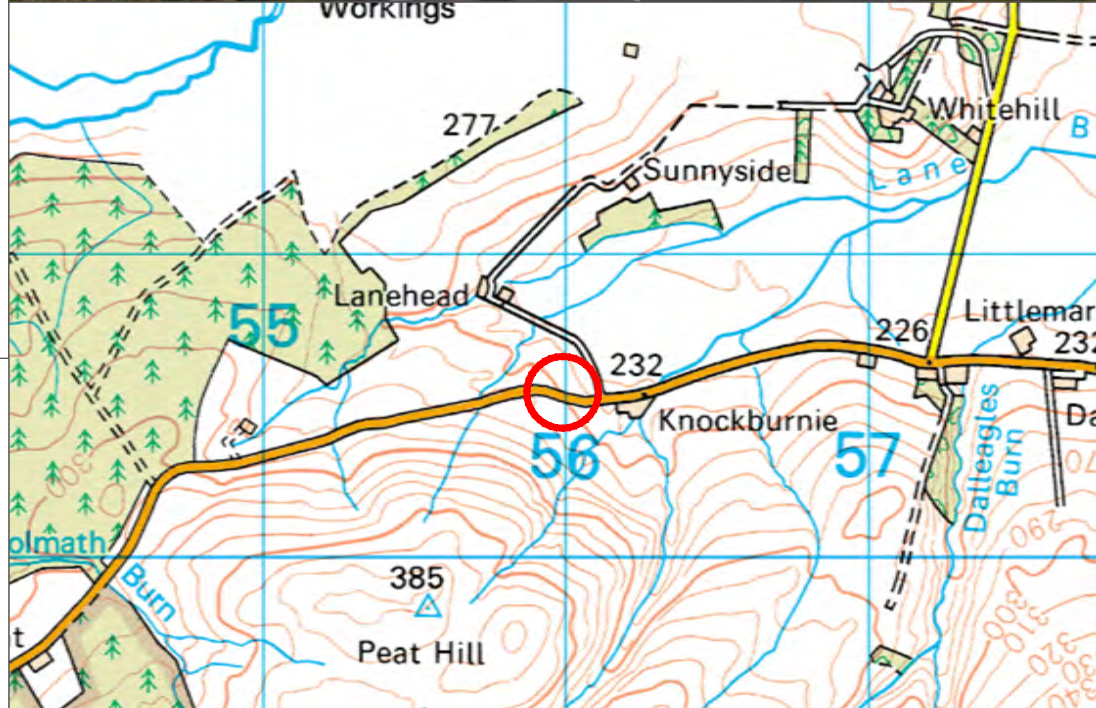


MINOR BLADE OVERHANG. NO IMPACT EXPECTED.

- NOTES
1. SWEPT PATH BASED ON BLADE TRANSPORTER CARRYING 68m LONG BLADE
 2. THE SWEPT PATHS SHOWN ON THIS DRAWING HAVE BEEN PRODUCED USING REAR WHEEL STEERING. AUTODESK CONFIRM THAT THESE PATHS ARE AS ACCURATE AS POSSIBLE USING THE CORRECT SPEED AND TURN RATE OF A REAL LIFE VEHICLE. HOWEVER, THE EXACT ALIGNMENT CAN NOT BE GUARANTEED DUE TO THE ACCURACY DIFFERENCE BETWEEN THE SOFTWARE OPERATOR AND THE VEHICLE DRIVER
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 5. ANY STREET FURNITURE LOCATED WITHIN THE SWEPT PATH EXTENTS SHOWN WILL NEED TO BE REMOVED AND RELOCATED AS NEEDED. LOCATION OF STREET FURNITURE IS AN APPROXIMATION BASED ON GOOGLE STREET VIEW. TO BE CONFIRMED BY HAULIER.
 6. THE OVERRUN AND OVERHANG HATCHED ZONES INCLUDE A 0.3 METRE OFFSET TO ACCOUNT FOR ANY INACCURACIES.
 7. THE VEHICLE CONFIGURATION INCLUDES AN 9 METRE OVERHANG OVER THE REAR OF THE TRAILER.
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SWEPT PATH KEY

- VEHICLE WHEEL TRACK
- VEHICLE WHEEL TRACK OVERRUN
- VEHICLE BODY
- VEHICLE BODY OVERRUN
- TURBINE BLADE
- TURBINE BLADE OVERRUN
- TRAFFIC SIGNAL
- PEDESTRIAN SAFETY RAILING
- LAMP POST
- BOLLARD



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07/02	A	Draft		AG	AS AS

DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GLYA	SIMMA

SCALE: 1:500 @ A3

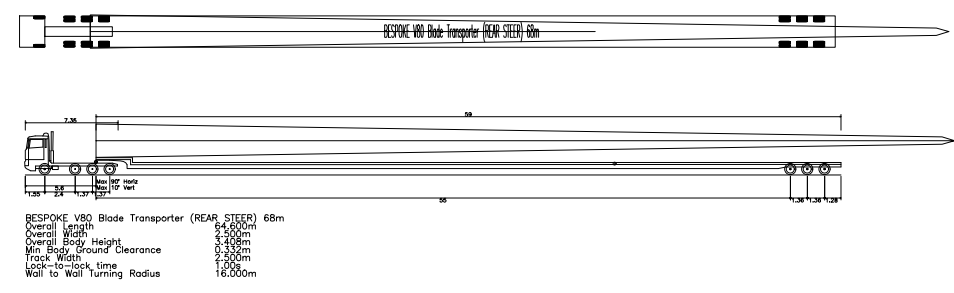
PURPOSE OF ISSUE: DRAFT

DRAWING TITLE
 ENOCH WIND FARM VARIATION APPLICATION
 SWEPT PATH ANALYSIS
 B741 PINCH POINT 5, SHEET 3 OF 3 - 2.22

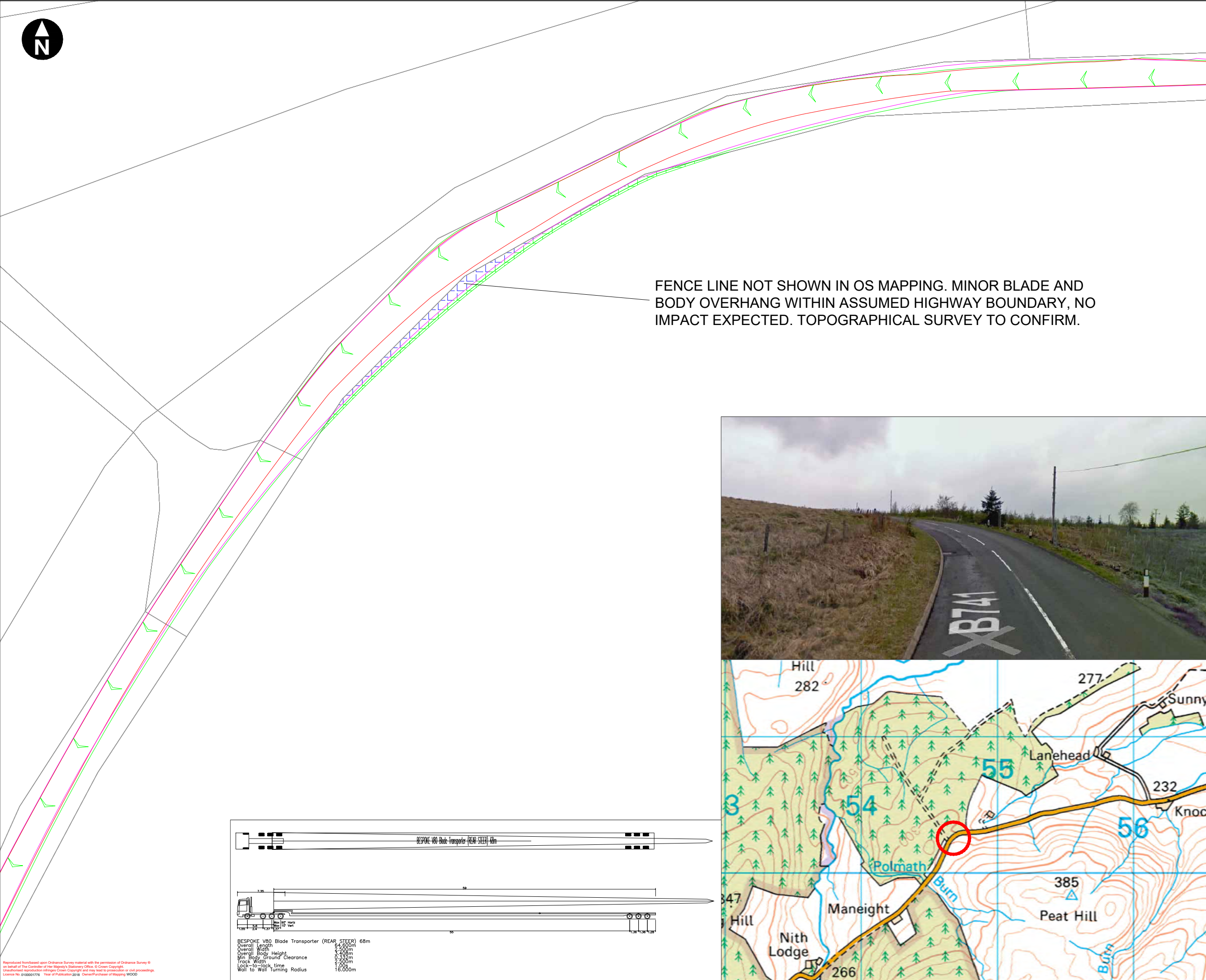


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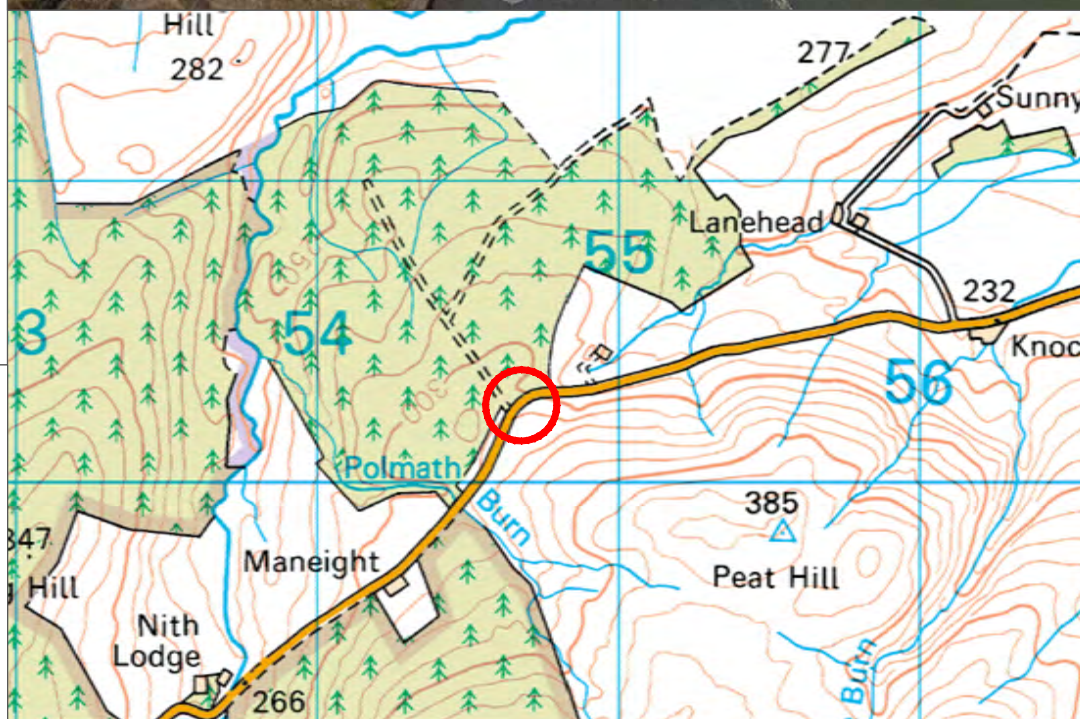
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FENCE LINE NOT SHOWN IN OS MAPPING. MINOR BLADE AND BODY OVERHANG WITHIN ASSUMED HIGHWAY BOUNDARY, NO IMPACT EXPECTED. TOPOGRAPHICAL SURVEY TO CONFIRM.

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 - VEHICLE WHEEL TRACK OVERRUN
 - VEHICLE BODY
 - VEHICLE BODY OVERHANG
 - TURBINE BLADE
 - TURBINE BLADE OVERHANG
 - TRAFFIC SIGNAL
 - PEDESTRIAN SAFETY RAILING
 - LAMP POST
 - BOLLARD



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DATE	MARK	REVISION	DWN	CHK	A/P
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DATE 1ST ISSUE	DESCRIPTION	DRAWN BY	CHECKED BY
07/02/20	Draft	GUJA	SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: DRAFT

DRAWING TITLE: ENOCH WIND FARM VARIATION APPLICATION

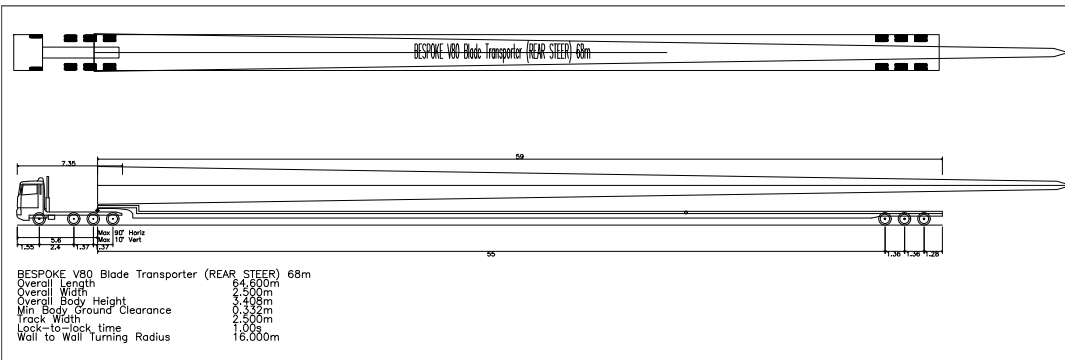
SWEPT PATH ANALYSIS B741 PINCH POINT 6 - 2.25

CLIENT: RWE

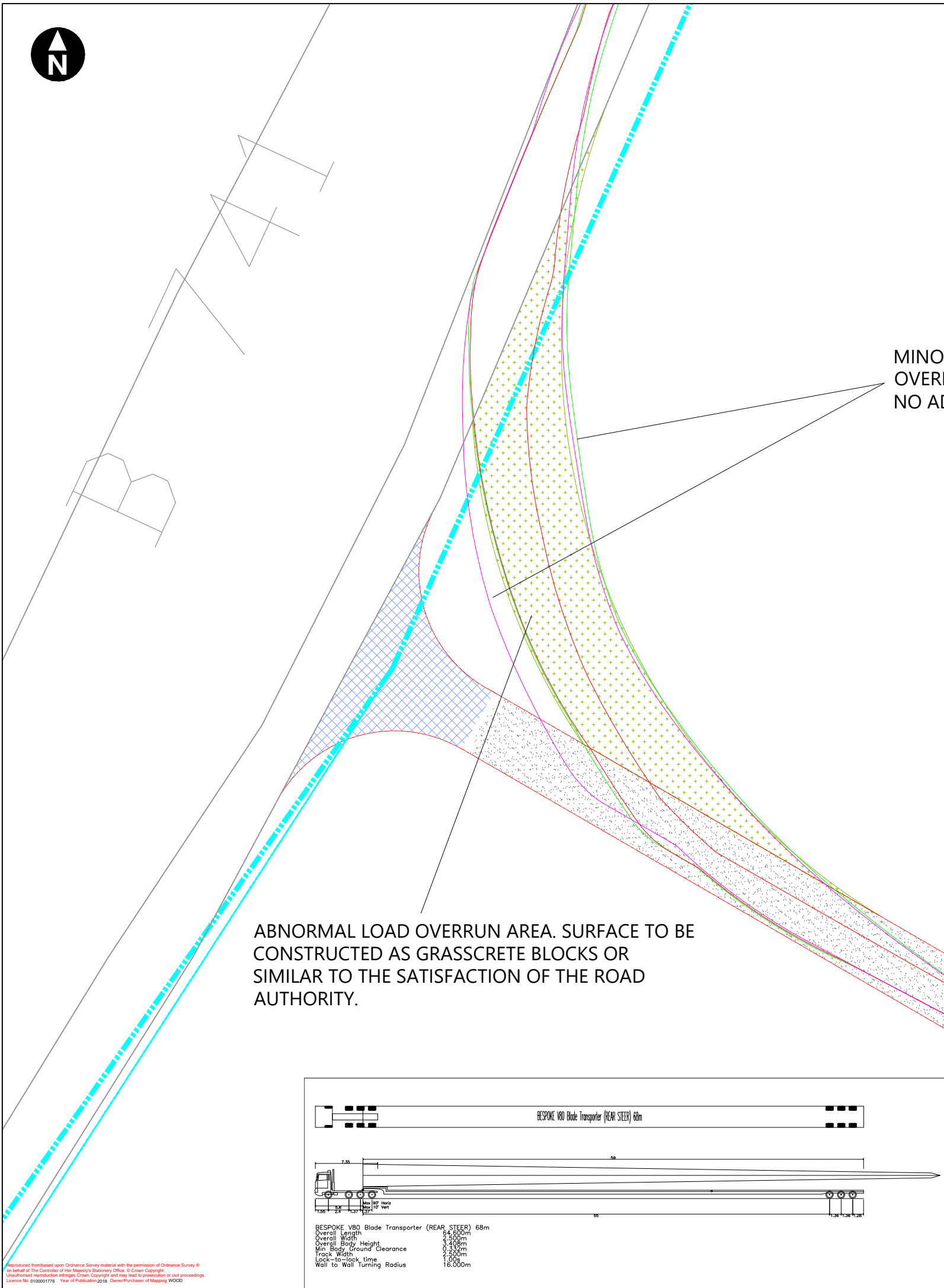
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DWG No: 37898-Gos249 REV: A

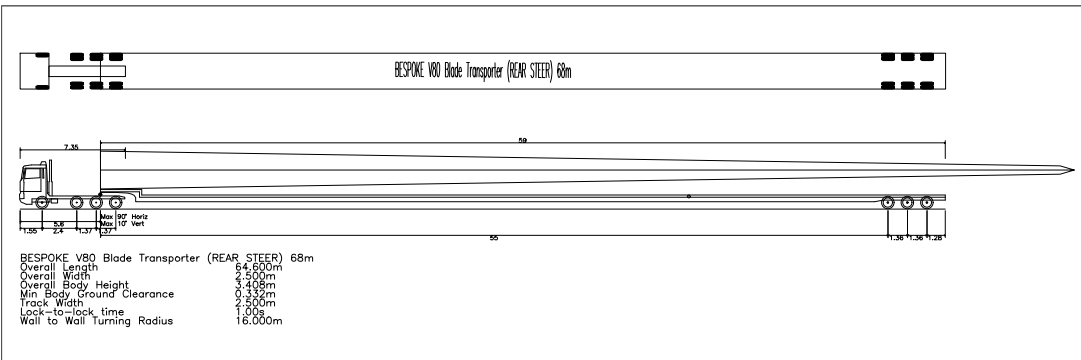


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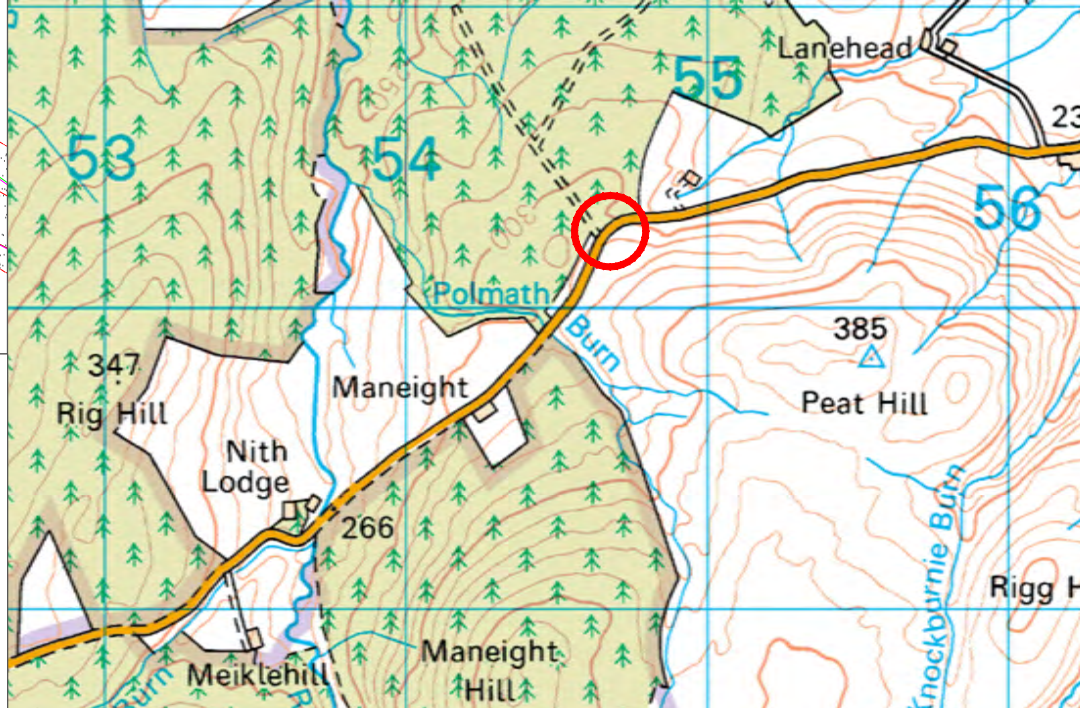
MINOR BODY AND BLADE OVERHANG OVER ABNORMAL LOAD OVERRUN AREA. LAND IS WITHIN RED LINE BOUNDARY, THEREFORE NO ADDITIONAL IMPACT IS EXPECTED.

ABNORMAL LOAD OVERRUN AREA. SURFACE TO BE CONSTRUCTED AS GRASSCRETE BLOCKS OR SIMILAR TO THE SATISFACTION OF THE ROAD AUTHORITY.



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 - VEHICLE BODY OVERHANG
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 - TURBINE BLADE OVERHANG
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 - PEDESTRIAN SAFETY RAILING
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 - BOLLARD



REVISIONS

DATE	MARK	REVISION	DWN	CHK	A/P
07/02	A	Draft		AG	AS

DATE 1ST ISSUE: 07/02/20
 DESCRIPTION: Draft
 DRAWN BY: GUYA
 CHECKED BY: SIMMA

SCALE: 1:500 @ A3

PURPOSE OF ISSUE: **DRAFT**

DRAWING TITLE: ENOCH WIND FARM VARIATION APPLICATION
 SWEEP PATH ANALYSIS
 B741 INTO SITE ACCESS - 2.27



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