

Technical Appendix

Lairdmannoch Energy Park

Technical Appendix 11-1: Abnormal Loads Assessment

Lairdmannoch Energy Park Limited

wind2

May 2025



ABNORMAL LOADS ASSESSMENT



SYSTRA

LAIRDMANNOCH ENERGY PARK

ABNORMAL LOADS ASSESSMENT

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APPROVAL

Version	Name		Position	Date	Modifications
1	Author	R Donnelly	Senior Engineer	22/04/2025	V1.1
	Checked by	Alan DeVenny	Projects Director	22/04/2025	
	Approved by	Alan DeVenny	Projects Director	22/04/2025	
2	Author	R Donnelly	Senior Engineer	30/04/2025	V1.2
	Checked by	Alan DeVenny	Projects Director	30/04/2025	
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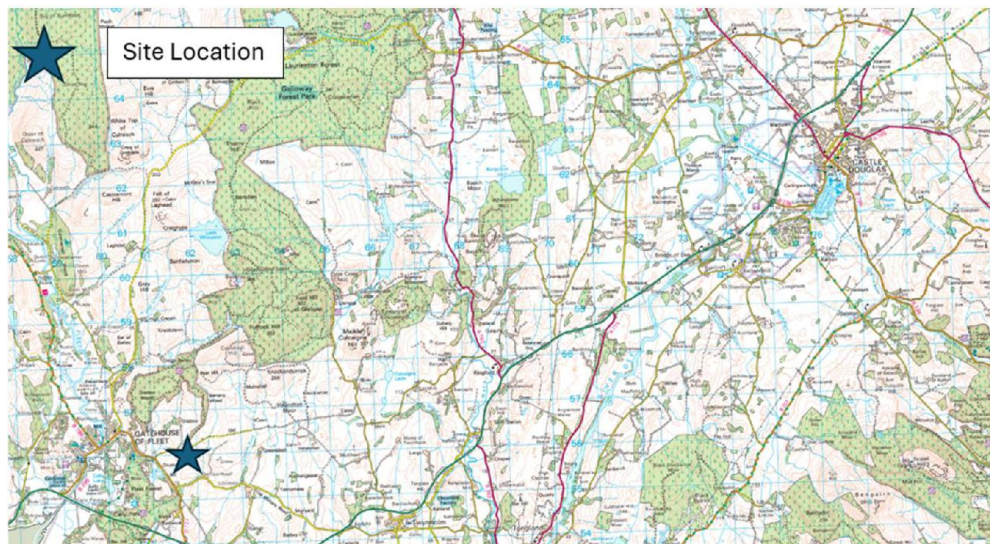
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1. INTRODUCTION

1.1 General

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned by Lairdmannoch Energy Park Limited to undertake an assessment of an identified abnormal load route to the Lairdmannoch Energy Park Farm Proposed Development Site. The site is centred on National Grid Reference (NGR) (approximate) NX 66233 62404 with all infrastructure located approximately 7km from the town of Gatehouse of Fleet. The approximate site entry location is indicated by **Figure 1** below.

Figure 1. Proposed Development Access Location



- 1.1.2 The Proposed Development Site access entrance is approximately 22km southeast of Newton Stewart and 21km southwest of Castle Douglas. The Proposed Development Site is bound by the B727 and agricultural land whilst the A75 trunk road lies approximately 2.0km to the south.

1.2 Turbine Transport Requirements

- 1.2.1 The candidate turbine for the Lairdmannoch Energy Park is still under consideration. However, for the purposes of this assessment a turbine blade, that covers a number of turbine models, has been assessed as the “worst-case” design components.

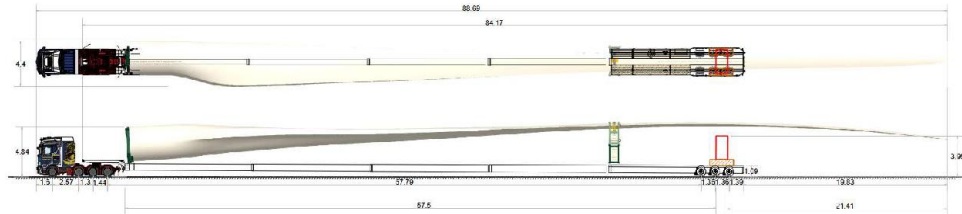
Blade Transporter

- 1.2.2 The turbine blade is 80m in length (when transported) and would be loaded onto a specialised blade trailer. For the purposes of assessment, it has been assumed that the Turbine Delivery Vehicle (TDV) would compose of a tractor unit and a Noteboom Super Wing Carrier Trailer.

1.2.3 The Super Wing Trailer incorporates pendle axles which allow for a secondary rear wheel angle of up to 55 degrees. The Super Wing trailer can be extended to 64.3m in length.

1.2.4 A drawing of the blade transporter is provided within **Appendix A** and at **Figure 2** below.

Figure 2. Turbine Delivery Vehicle



1.2.5 At this stage in the design process, the haulier of the wind turbine components is not yet known, nor the exact specifics of the vehicles that they will use. However, from experience of previous developments, and from the details of the components to be moved, it is possible to estimate (with some degree of accuracy) the specifics of the design vehicles that will be used to allow a detailed and accurate route assessment to be undertaken.

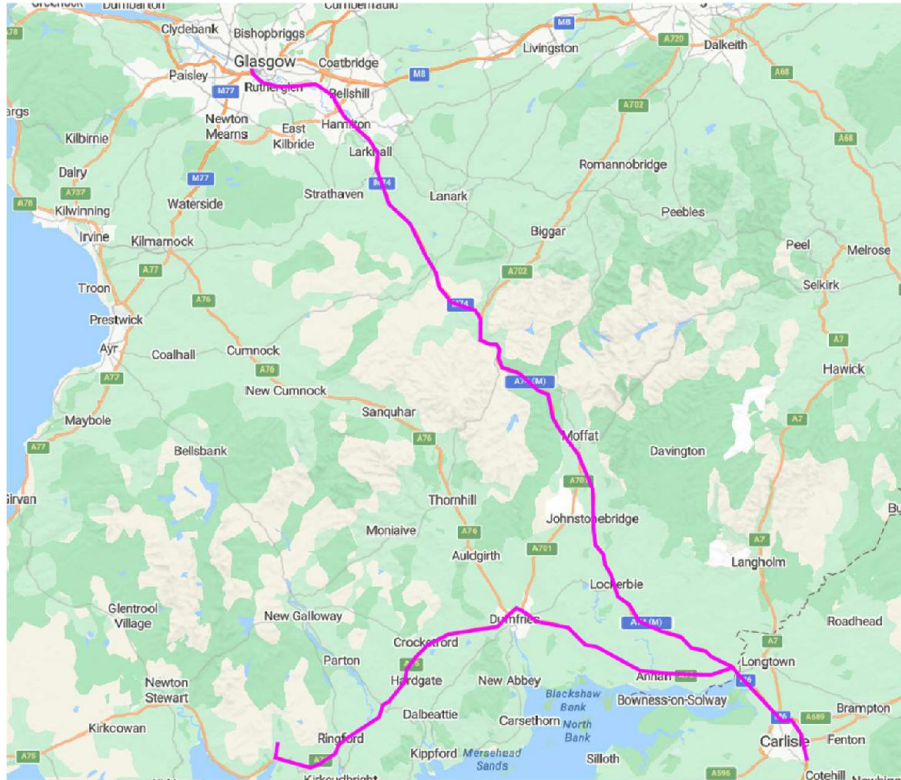
1.2.6 SYSTRA has used the Autodesk (CAD) extension package AutoTrack to undertake swept path analysis (SPA) for the identified Pinch Points (PP) on the delivery route. The trailer units associated with the design vehicle for the transportation of the blades are extendable so on delivery of the abnormal load, the trailer can be reduced in length. In these circumstances, the AutoTracking and route assessment has only been undertaken for the delivery route to the site.

1.3 Abnormal Loads Route

1.3.1 It is anticipated that the port of Entry (PoE) for the turbine components will be King George V Docks, Glasgow located approximately 110km to the north of the Proposed Development Site (as the crow flies). The facility is currently used for the transportation of renewable components on a regular basis.

1.3.2 The turbine components will leave the King George V Docks, traverse a series of roundabouts before joining the M8 and traveling east and joining the M74 heading south towards Carlisle. Due to the size of the vehicles and turbine components, it is not possible to join the A75 at Gretna. The vehicles will continue further south and join the M6 before turning around and head back north using the Rosehill Roundabout south of Carlisle. This route has been used many times before. The entire abnormal loads route is indicated by **Figure 3** below.

Figure 3. Abnormal Loads Route



- 1.3.3 The route segment has been identified as being generally suitable for abnormal load vehicles travelling to the Proposed Development Site. The identified abnormal load route sections are set out in **Table 1**.

Table 1. Abnormal Load - Route Sections

SECTION	CUMULATIVE DISTANCE (MILES)
The vehicles will leave the King George V docks and travel west on Kings Inch Drive, traversing 3 No. roundabouts.	0.5
The vehicles will take a left and head south onto the M8 eastbound slip road for 0.5 miles before joining the M8 and continuing east where the transport vehicles will merge onto the M74 and head south towards Carlisle.	100
Transport vehicles will exit the M6 southbound and traverse the Rosehill Roundabout, rejoining the M6 northbound, continuing for 11.0 miles, before exiting onto the A75 westbound at Gretna.	111
Transport vehicles will follow the A75 west for 21 miles bypassing Annan until the A75/A780 intersection roundabout, continuing north on the A75.	132
The vehicles will continue the A75 westbound for 33 miles, bypassing Dumfries and Castle Douglas traversing a series of roundabouts.	165
The vehicles will then exit the A75 heading northwest on the B727 for 1.4 miles until reaching the Proposed Development Site entrance.	166.4

Figure 6. PP7 – PP10

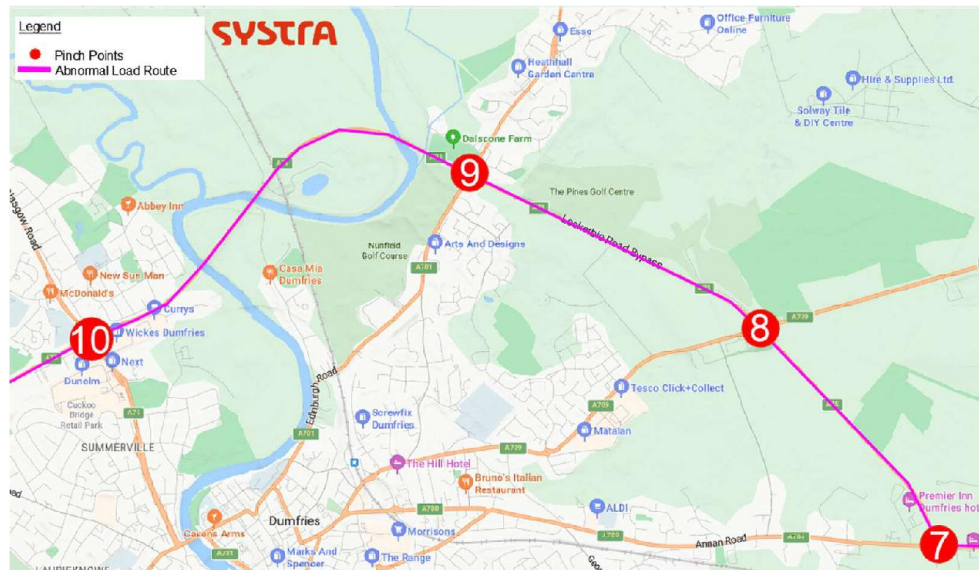


Figure 7. PP11 – P13

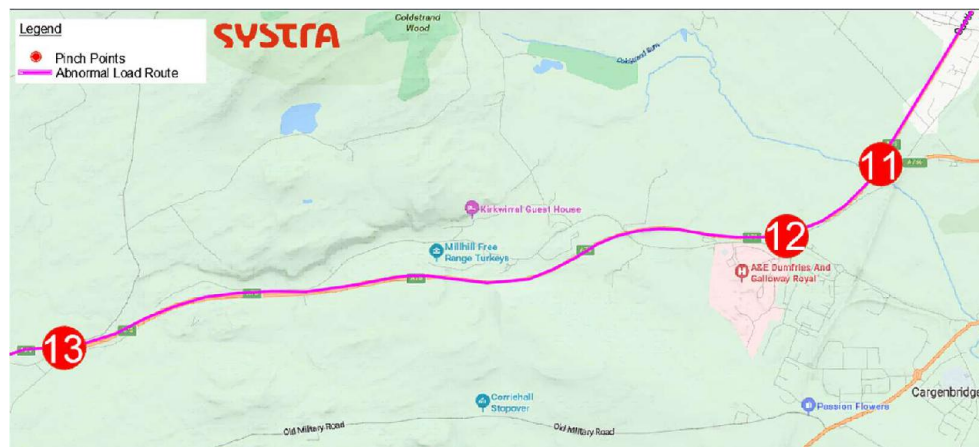


Figure 8. PP14 – P16

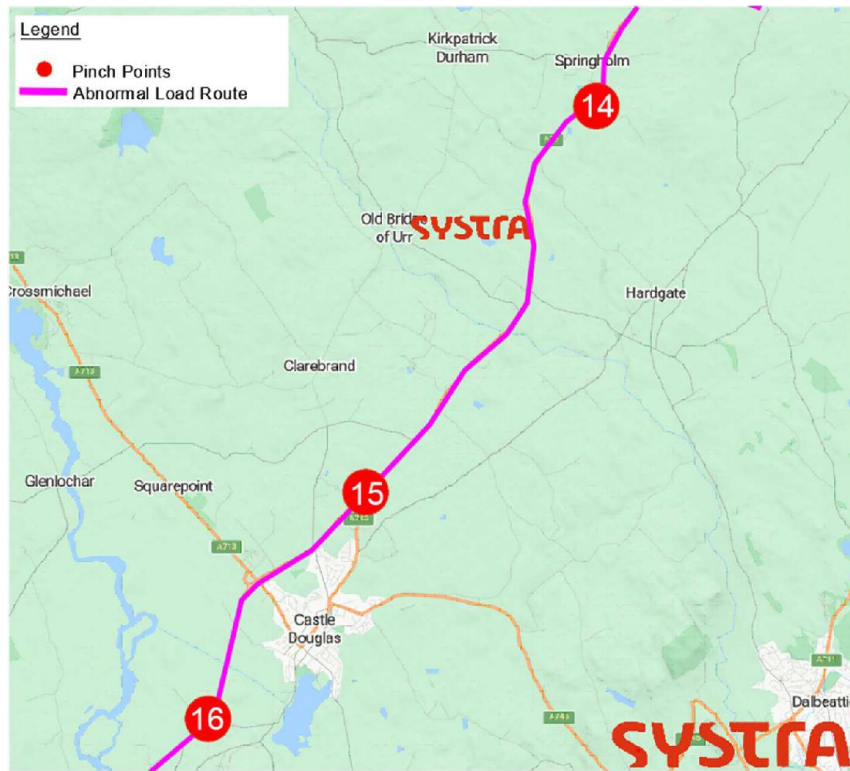
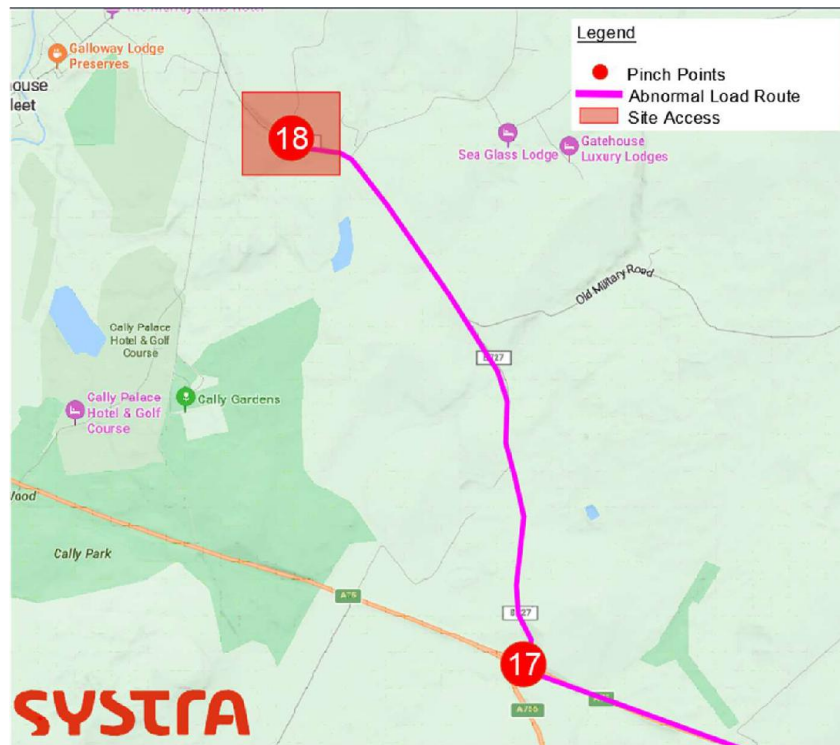


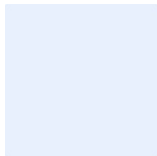
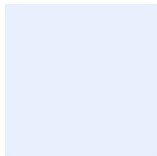
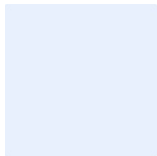
Figure 9. PP17 – P18 Proposed Development Site Access



- 2.1.2 A swept path exercise has been undertaken for each pinch point. The swept path plans are contained within **Appendix A**. The plans indicate areas of overrun and over-sail, as well as highlighting potential clashes with street furniture and requirements for third-party land.
- 2.1.3 **Table 2** summarises the findings at each location for the transportation of the blade component.

Table 2. Pinch Point Summary

PP	LOCATION	LAT	LONG	STREET FURNITURE REMOVAL	TEMPORARY PAVING / GRADING WORKS	3RD PARTY LAND REQUIREMENTS
01	Kings Inch Drive Roundabout / King George V Dock Exit	55.8709	-4.3560	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Loads to use existing overrun area through roundabout. 	<ul style="list-style-type: none"> None
02	Kings Inch Drive Roundabout / IKEA Entrance	55.8724	-4.3598	<ul style="list-style-type: none"> 2 No. Road signs 1 No. lighting column 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
03	Kings Inch Drive / Marlinford Road	55.8728	-4.3624	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
04	Kings Inch Drive / Old Govan Road Junction	55.8731	-4.3654	<ul style="list-style-type: none"> 2 No. lighting columns 1 No. Road sign 6 No. traffic signals 1 No. bollard Section of Pedestrian guard rail 	<ul style="list-style-type: none"> Temporary hardstanding overrun area required in central reserve, splitter island and southwestern verge 	<ul style="list-style-type: none"> None
05	M8 Eastbound On-Slip	55.8674	-4.3636	<ul style="list-style-type: none"> Section of VRS 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
06	Rosehill Roundabout, M6 Junction 42	54.8959	-2.8860	<ul style="list-style-type: none"> 7 No. lighting columns 7 No. Road signs 16 No. bollard Section of VRS 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
07	A75 / A780 Roundabout (East)	55.0689	-3.5568	<ul style="list-style-type: none"> 1 No. lighting column 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
08	A75 / A709 Roundabout	55.0788	-3.5712	<ul style="list-style-type: none"> 1 No. lighting column 2 No. Road signs 	<ul style="list-style-type: none"> Loads to use existing overrun area. 	<ul style="list-style-type: none"> Potential third-party agreement required for over-sail with southern landowner.
09	A75 / A701 Roundabout	55.0859	-3.5949	<ul style="list-style-type: none"> 2 No. lighting columns 1 No. Road sign 	<ul style="list-style-type: none"> Loads to use existing overrun area. 	<ul style="list-style-type: none"> Potential third-party agreement required for over-sail with southern landowners at entry and exit to the roundabout.
10	A75 / A76 Glasgow Road Roundabout	55.0784	-3.6259	<ul style="list-style-type: none"> 2 No. lighting columns 2 No. Road signs 	<ul style="list-style-type: none"> Temporary hardstanding overrun area required at east entry of roundabout. 	<ul style="list-style-type: none"> Potential third-party agreement required for over-sail with southern landowner at entry to the roundabout.
11	A75 / A780 Roundabout (West)	55.0650	-3.6473	<ul style="list-style-type: none"> 1 No. Road sign 	<ul style="list-style-type: none"> Loads to use existing overrun area through roundabout. 	<ul style="list-style-type: none"> None
12	A75 Garroch Roundabout	55.0612	-3.6555	<ul style="list-style-type: none"> 1 No. Road sign 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Potential third-party agreement required for over-sail with northern landowner at entry to the roundabout.
13	A75 Drummore Roundabout	55.0558	-3.7190	<ul style="list-style-type: none"> 2 No. Road signs 	<ul style="list-style-type: none"> Loads to use existing overrun area through roundabout. 	<ul style="list-style-type: none"> None
14	A75 Springholm Village	55.0047	-3.8700	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Potential third-party agreements required north and south of carriageway to accommodate over-sail. Land checks required.
15	A75 / A745 Roundabout	54.9580	-3.9181	<ul style="list-style-type: none"> 3 No. Road signs 1 No. lighting column 	<ul style="list-style-type: none"> Loads to use existing overrun area through roundabout. 	<ul style="list-style-type: none"> None
16	A75 / B736 Roundabout	54.9303	-3.9516	<ul style="list-style-type: none"> 1 No. lighting column 2 No. Road signs 	<ul style="list-style-type: none"> Loads to use existing overrun area through roundabout. 	<ul style="list-style-type: none"> None



PP	LOCATION	LAT	LONG	STREET FURNITURE REMOVAL	TEMPORARY PAVING / GRADING WORKS	3RD PARTY LAND REQUIREMENTS
17	A75 / B727 Junction	54.8619	-4.1574	<ul style="list-style-type: none">4 No. Road signs	<ul style="list-style-type: none">Temporary hardstanding overrun area required at central reserve and splitter island	<ul style="list-style-type: none">None
18	B727 / Proposed Development Site Access	54.8794	-4.1710	<ul style="list-style-type: none">1 No Access gateSection of fence line	<ul style="list-style-type: none">Temporary hardstanding overrun area required east of access junction	<ul style="list-style-type: none">Third-party agreement required for over-run with eastern landowner at entry to junction.

3. ASSESSMENT OUTCOMES AND CONCLUSIONS

3.1 Horizontal Feasibility

- 3.1.1 The abnormal load assessment has identified that the route from the King George V docks to the site via the M6 & A75 is technically feasible in terms of horizontal geometry but is potentially dependent upon third-party land agreements. It is noted that this report has focussed on the horizontal alignment of the route. No vertical checks have been undertaken at this point, but no major impediments have been identified at this stage and no weight restrictions have been identified on the route at this stage.
- 3.1.2 The most challenging pinch points are likely to be Pinch Point 5 at Kings Inch Drive and joining the M8 on-slip, Pinch Point 17 when leaving the A75 onto the B727 and Pinch Point 18 when entering the Proposed Development Site access on the B727. The Pinch Points are indicated by **Figures 10, 11 & 12** below.

Figure 10. Pinch Point 5, Kings Inch Drive.



Figure 11. Pinch Point 17 – A75 / B727 Junction



Figure 12. Pinch Point 18 – B727 right turn onto Proposed Development Site access.



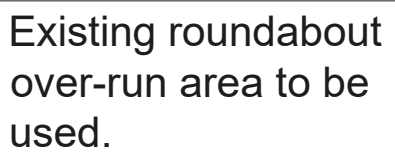
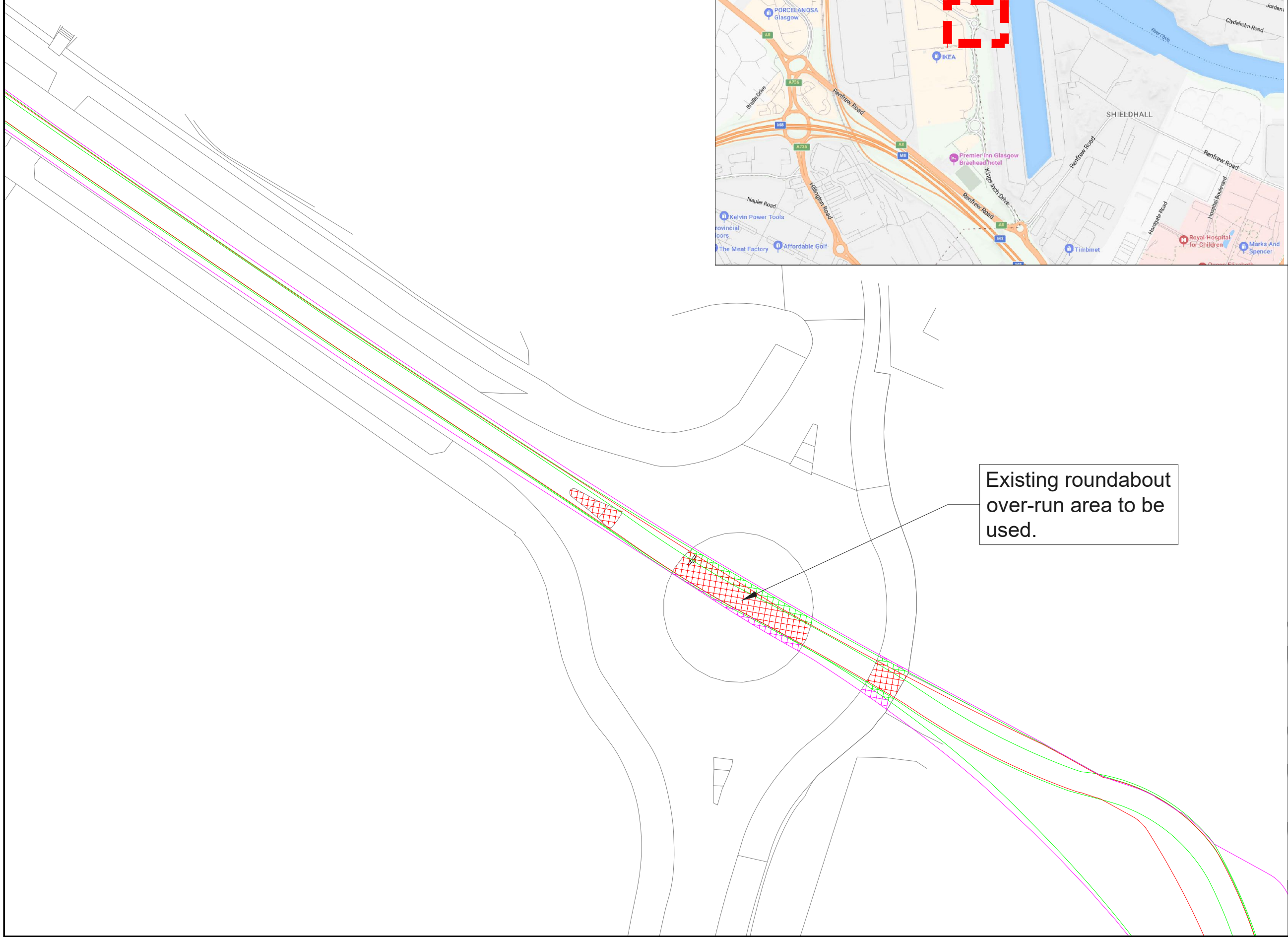
3.2 Identification of Bridge Structures

- 3.2.1 SYSTRA has identified several major structures along the proposed delivery route. As these structures are on the M6 & A75 and are frequently travelled by abnormal load vehicles it is anticipated that these structures are suitable but further checks will be required post-consent.







3.3 Summary

- If the necessary mitigation measures are achievable then the route can be navigated by vehicles carrying wind turbine components to the proposed site subject to confirmation of structural checks.
- Police escort or Pilot car will be required to accompany abnormal loads in order to assist with traffic control and the control of oncoming traffic.
- It is recommended to have adequate warning signs implemented to warn other road users at critical points along the route.
- All hedges, shrubs, bushes, trees, and overhanging branches along the nominated routes must be trimmed from within carriageway verges.
- Specific street furniture has been nominated in this report for removal to facilitate over-sailed and 'swept' areas.
- Full carriageway widths must be available along the entirety of the route. Measures to remove parked vehicles must therefore be in place.
- Measures to assist the vehicle negotiating the kerbed changes in level at footways, roundabouts, pedestrian refuges etc. will be required; and
- Steel road plates may be required at locations where the vehicle overruns utility boxes or footways.

Appendix A – TDV Drawing and Swept Path Assessment



1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

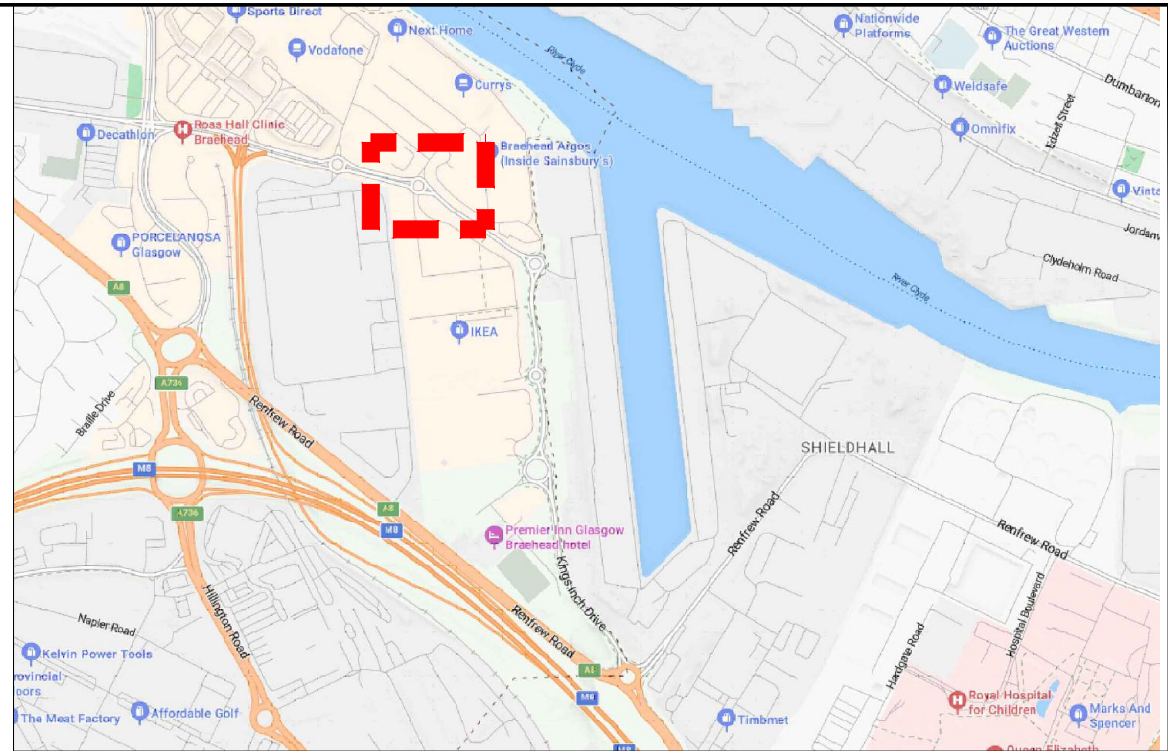
	Over-run envelope of tractor and trailer wheels
	Over-sail envelope being swept by tractor and trailer bed
	Over-sail envelope being swept by blade path
	Over-run area of tractor and trailer wheels out with carriageway
	Over-sail area of tractor and trailer bed out with carriageway
	Over-sail area of blade out with carriageway

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr '25	Scale 1:500
Drawing Status Information	Drawing Number GB01T19H78//SPA/001	Rev -



Temporary removal of
2 No. traffic signs

Temporary removal
of 1 No. lighting column



- Notes:
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- Key:
- Over-run envelope of tractor and trailer wheels
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 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway

Rev.	Date	Revision details	Drawn	Checked	Approved

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www.systra.co.uk

38 Queen Street,
Glasgow,
G1 3DX

T 0141 468 4205
F 0800 066 4367
E scotland@systra.co.uk

Client
Lairdmanoch Energy Park Limited

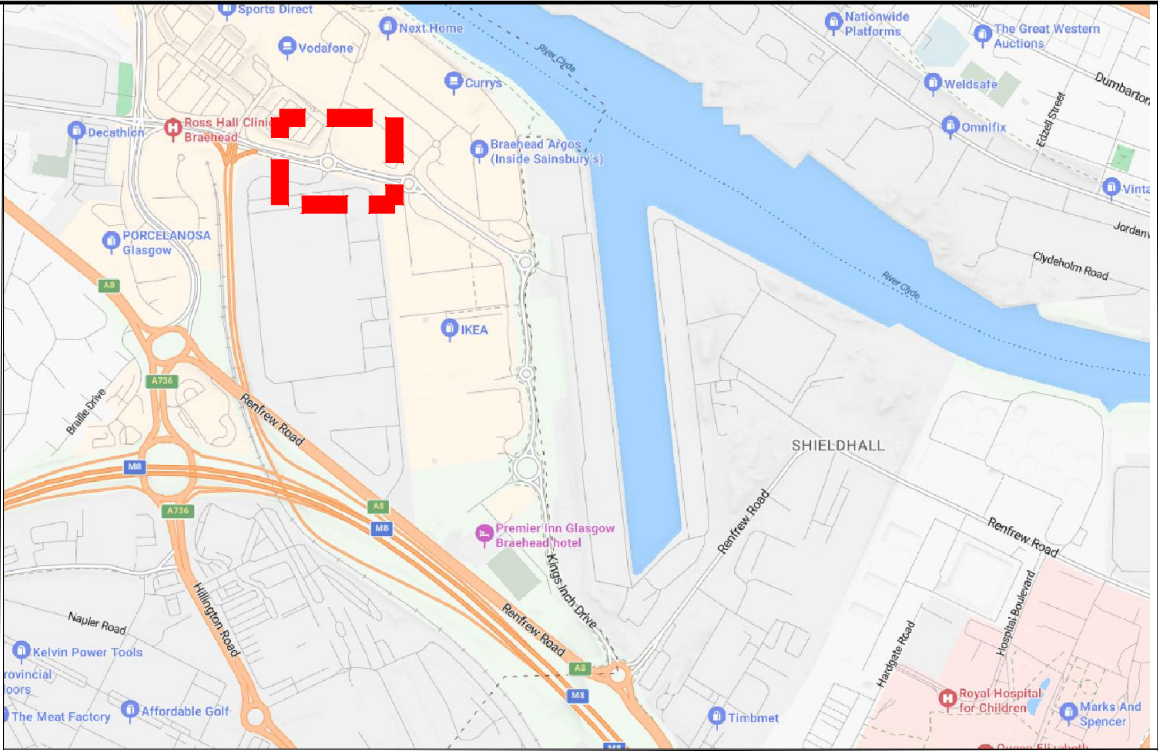
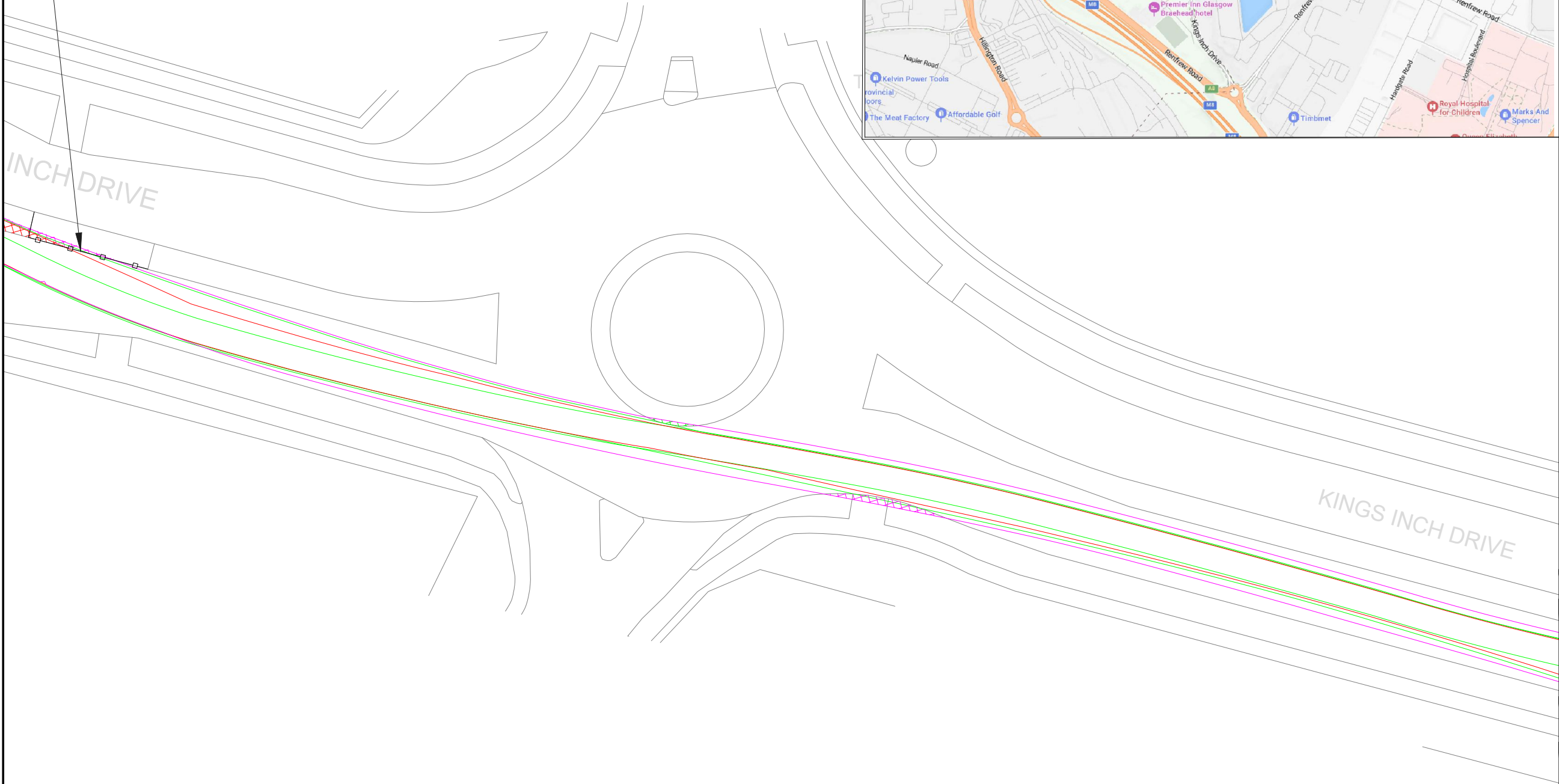
Project
Lairdmanoch Energy Park

Title
Swept Path Analysis
80m Blade Transporter
PP2

Drawn RD	Checked ADV	Approved ADV
Original dwg. size A3	Date Apr '25	Scale 1:500
Drawing Status Information	Drawing Number GB01T19H/I/SPA/002	Rev. -



Temporary removal of sections of pedestrian guardrail



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 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway

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38 Queen Street, Glasgow, G1 3DX
T 0141 468 4205
F 0800 066 4367
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Client: Lairdmannoch Energy Park Limited

Project: Lairdmannoch Energy Park

Title: Swept Path Analysis
80m Blade Transporter
PP3

Drawn	RD	Checked	ADV	Approved	ADV
Original drg. size	A3	Date	Apr '25	Scale	1:500
Drawing Status	Information		Drawing Number	GB01T19H78/II/SPA/003	Rev.
					-



Temporary removal of 4 no. traffic signals.

Temporary removal of sections of pedestrian guardrail

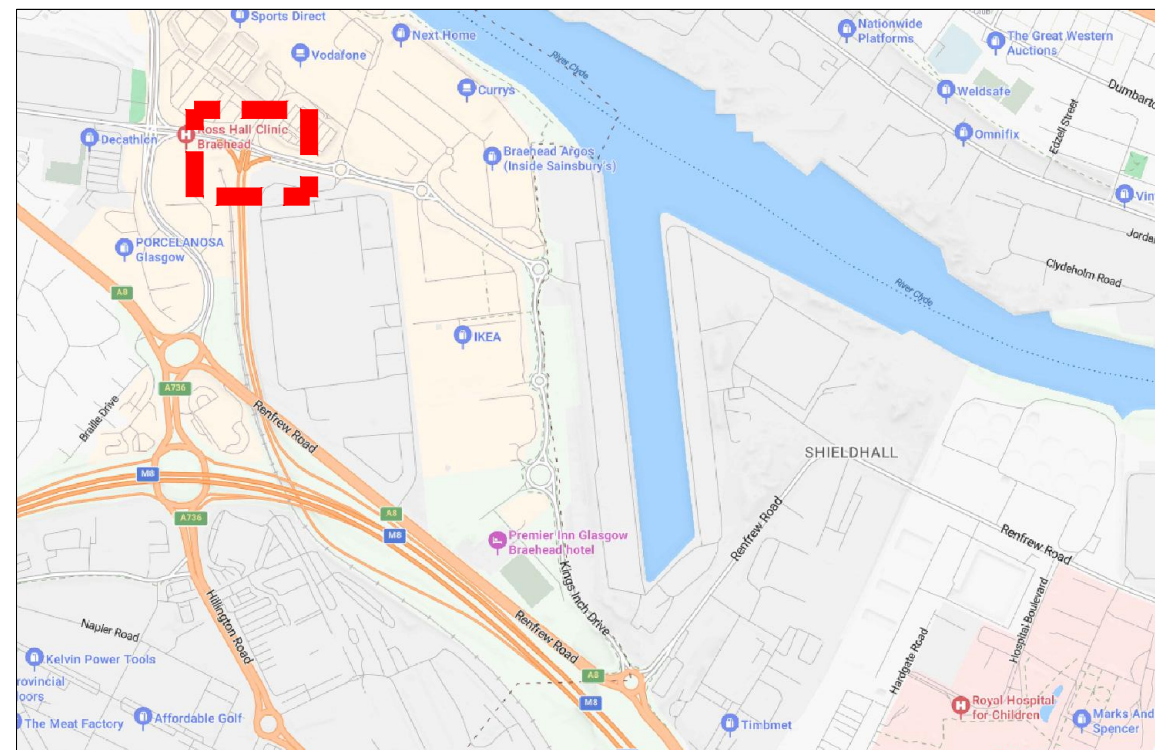
Temporary removal of sections of pedestrian guardrail

Temporary removal of 1 no. traffic signal, 1 no. bollard & 1 no. lighting column.

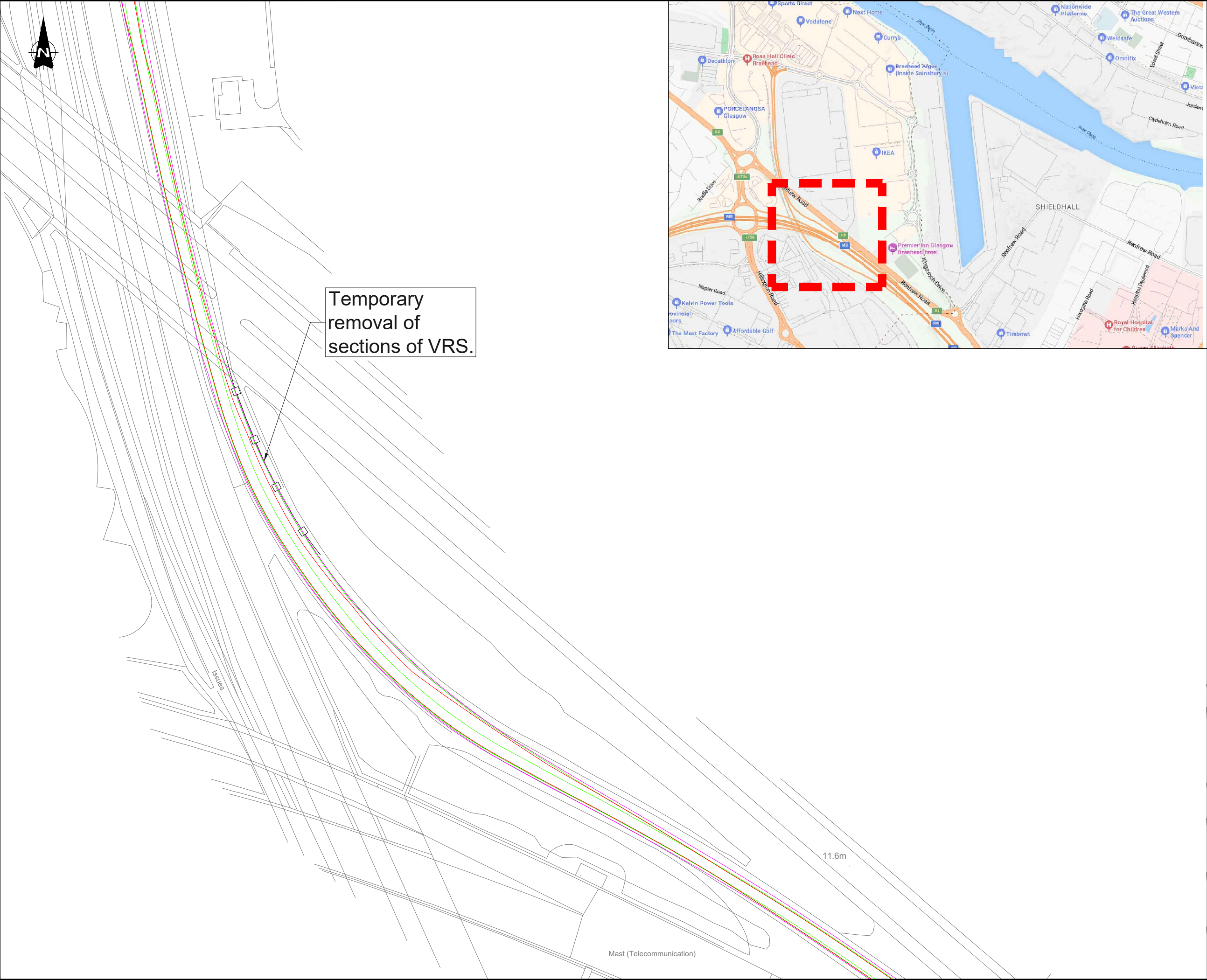
Temporary removal of 1 no. lighting column and 1 no. traffic sign

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 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway



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Client Lairdmannoch Energy Park Limited					
Project Lairdmannoch Energy Park					
Title Swept Path Analysis 80m Blade Transporter PP4					
Drawn RD		Checked ADV		Approved ADV	
Original dwg. size A3		Date Apr'25		Scale 1:750	
Drawing Status Information			Drawing Number GB01T19H78//SPA/004		
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Temporary
removal of
sections of VRS.

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T 0141 468 4205
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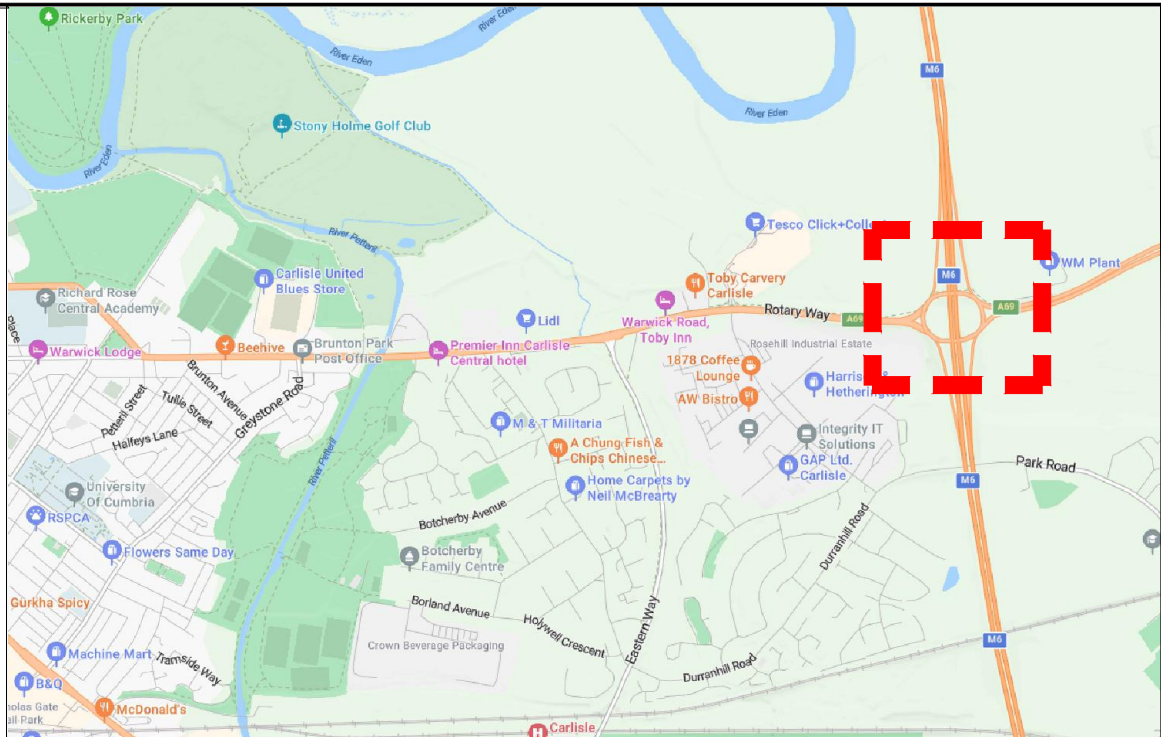
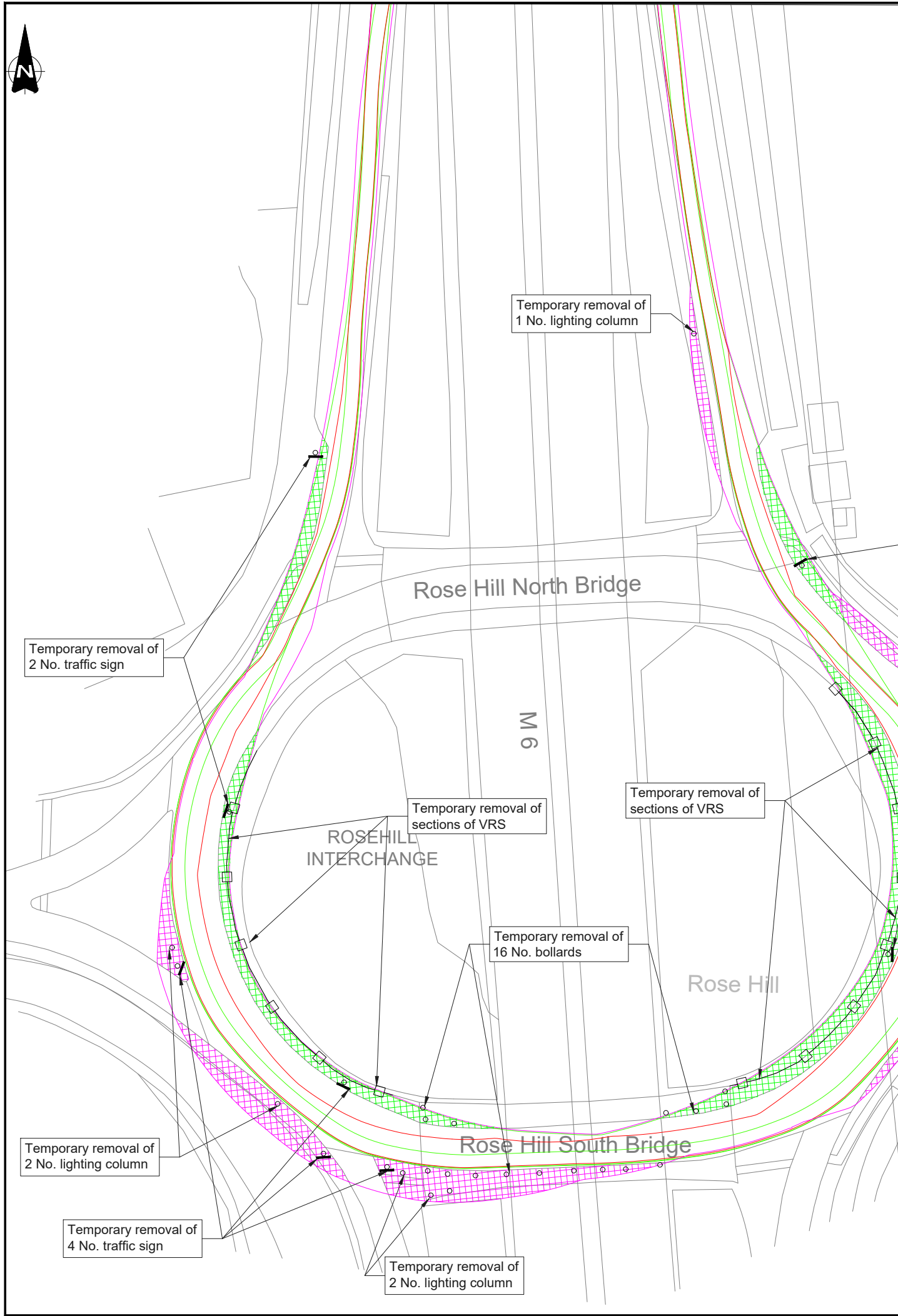
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Lairdmanoch Energy Park Limited

Project
Lairdmanoch Energy Park







Title
Swept Path Analysis
80m Blade Transporter
PP5

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr '25	Scale 1:1000
Drawing Status Information		Rev. -

Drawing Number
GB01T19H78/II/SPA/005



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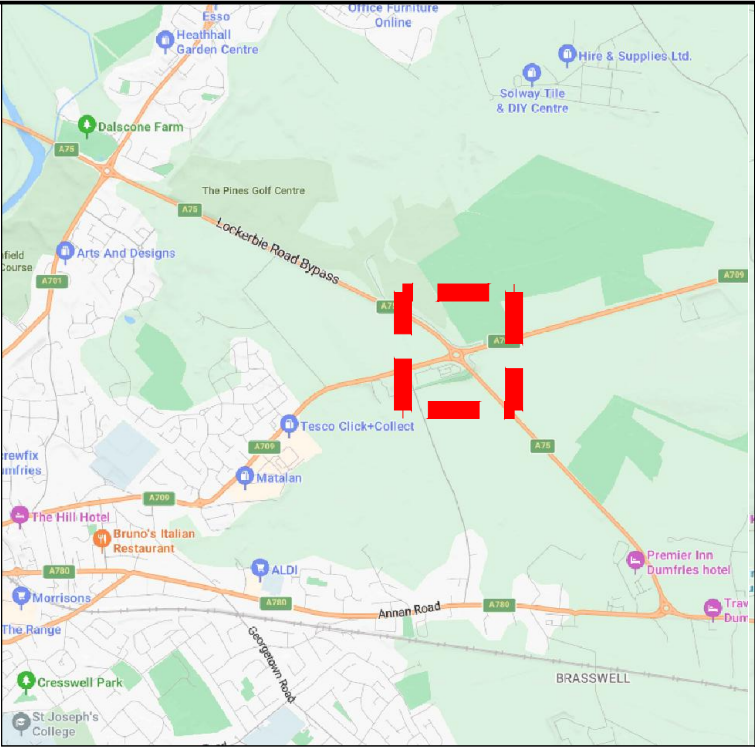
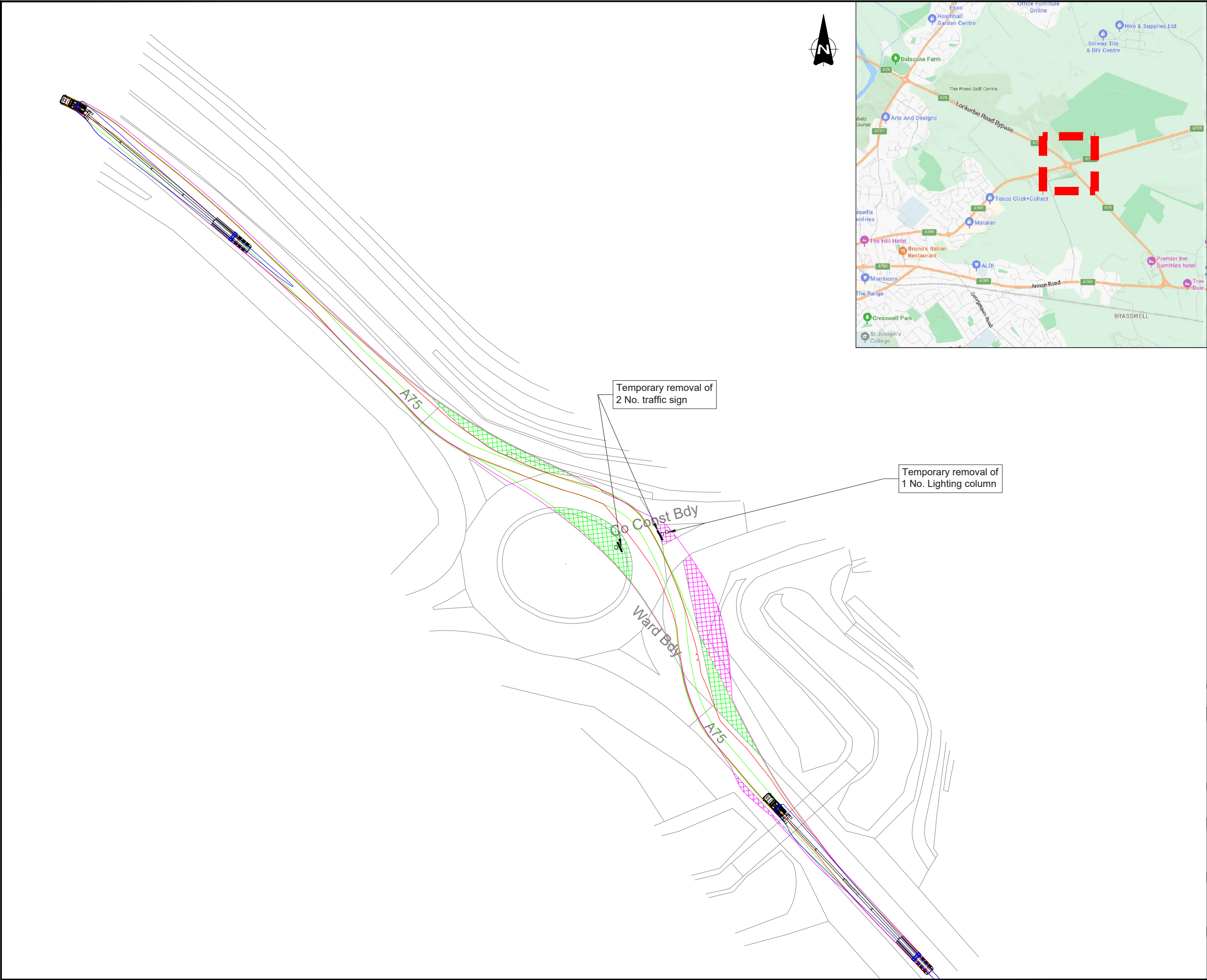
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-  Over-sail area of tractor and trailer bed out with carriageway
-  Over-sail area of blade out with carriageway

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Client **Lairdmannoch Energy Park Limited**

Swept Path Analysis
80m Blade Transporter
PP6

Drawn	Checked	Approved
RD	ADV	ADV
Original dwg. size	Date	Scale
A3	Apr '21	1:1000
Drawing Status	Drawing Number	Rev.
Information	GB01T19H78//SPA/006	-



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 - Over-sail area of blade out with carriageway

Rev.	Date	Revision details	Drawn	Checked	Approved

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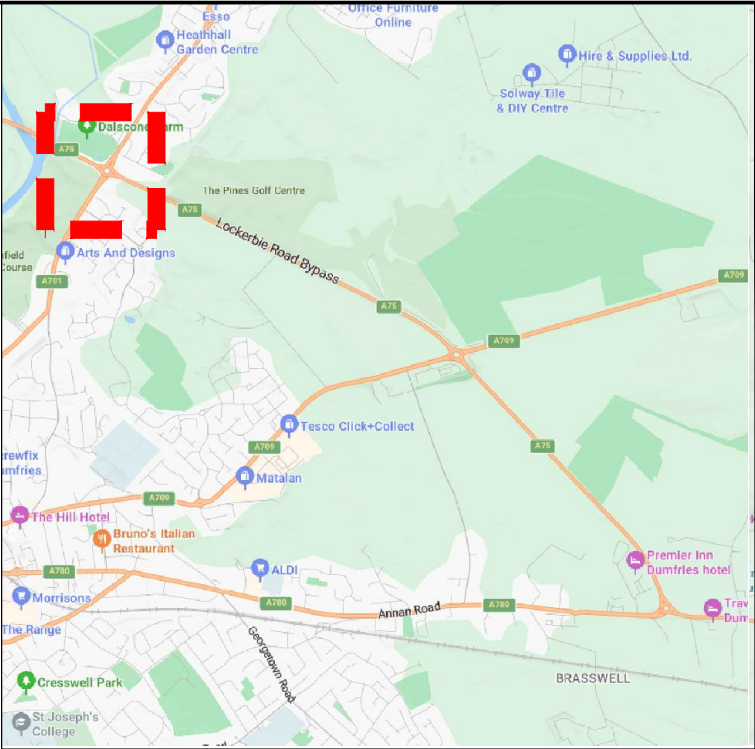
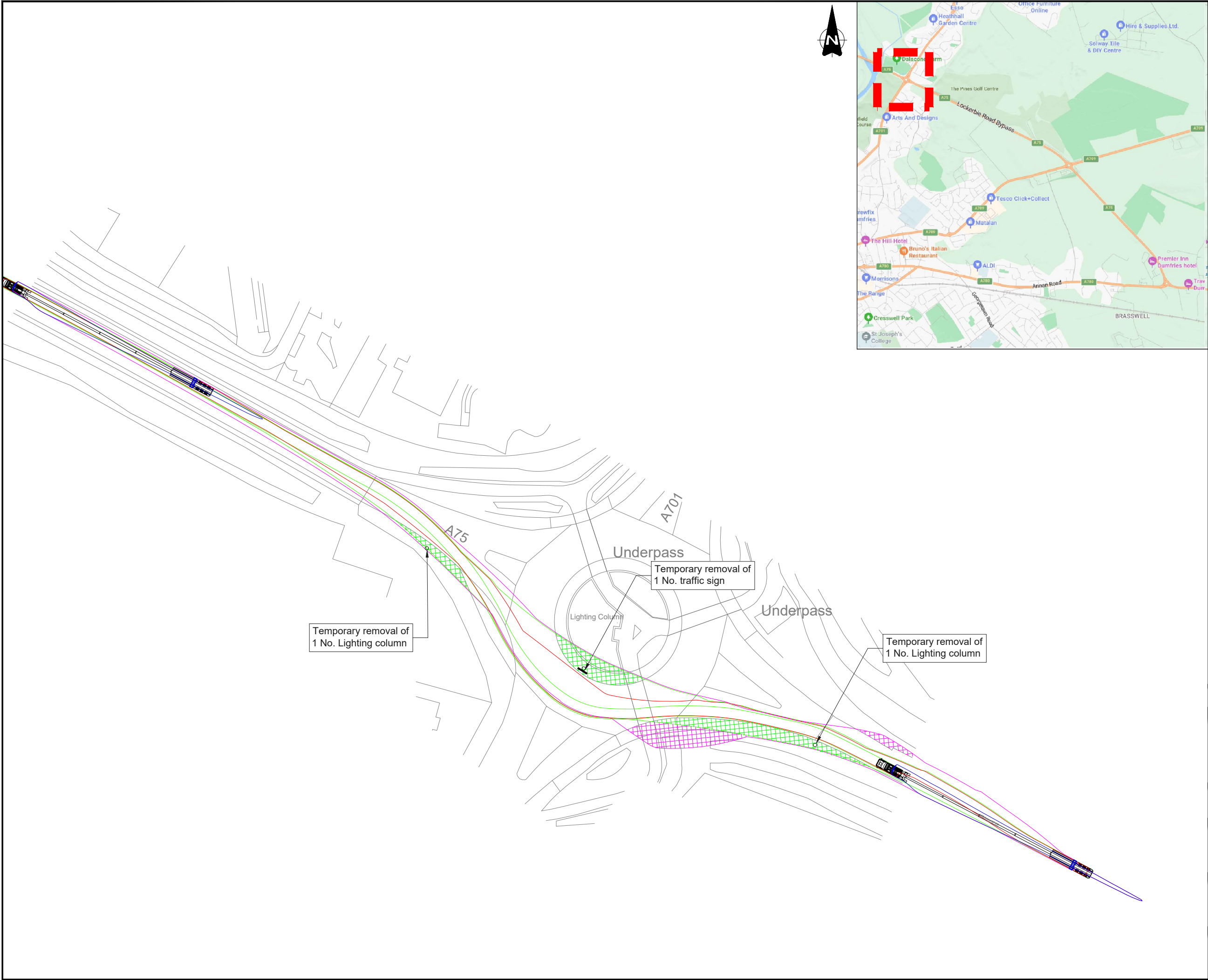
T 0141 468 4205
F 0800 066 4367
E scotland@systra.co.uk

Client
Lairdmannoch Energy Park Limited

Project
Lairdmannoch Energy Park

Title
Swept Path Analysis
80m Blade Transporter
PP8

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr '25	Scale 1:1000
Drawing Status Information	Drawing Number GB01T19H78/II/SPA/008	Rev. -



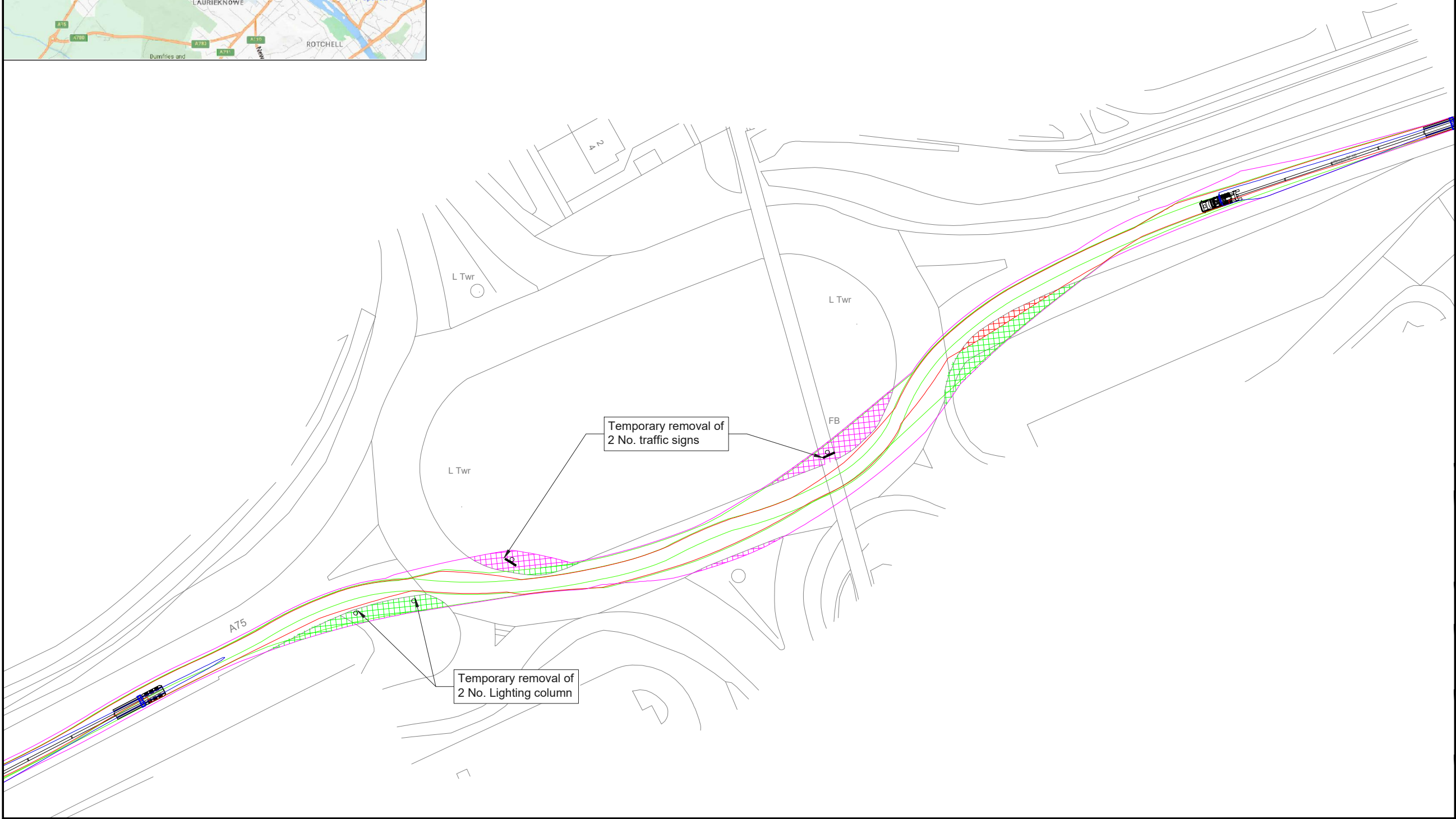
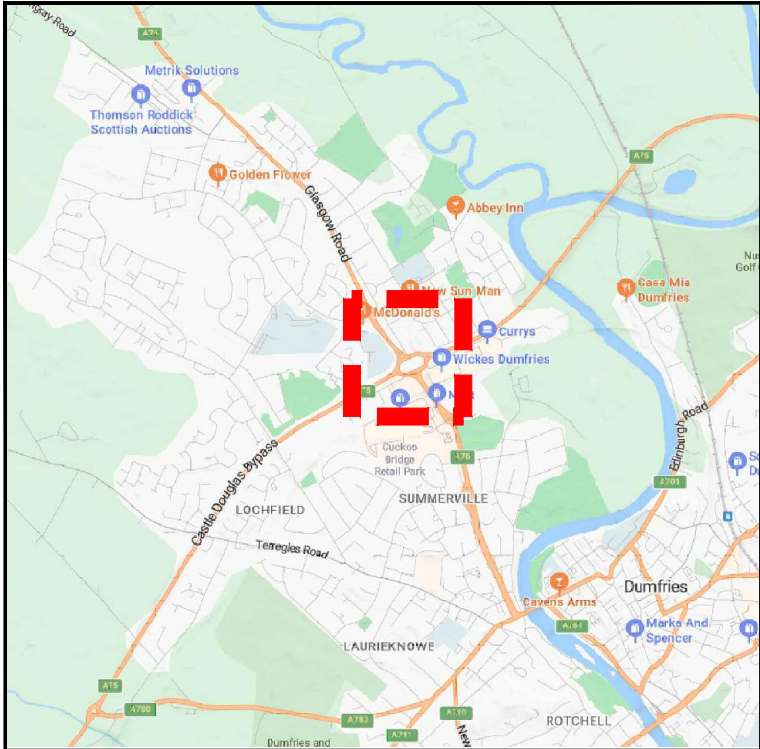
Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer bed
- Over-sail envelope being swept by blade path
- Over-run area of tractor and trailer wheels out with carriageway
- Over-sail area of tractor and trailer bed out with carriageway
- Over-sail area of blade out with carriageway

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Client Lairdmannoch Energy Park Limited					
Project Lairdmannoch Energy Park					
Title Swept Path Analysis 80m Blade Transporter PP9					
Drawn RD		Checked ADV		Approved ADV	
Original drg. size A3		Date Apr'25		Scale 1:1000	
Drawing Status Information		Drawing Number GB01T19H78//SPA/009			
		Rev. -			



Notes:

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- Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer bed
- Over-sail envelope being swept by blade path
- Over-run area of tractor and trailer wheels out with carriageway
- Over-sail area of tractor and trailer bed out with carriageway
- Over-sail area of blade out with carriageway

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F 0800 066 4367
E scotland@systra.co.uk

Client

Lairdmannoch Energy Park Limited

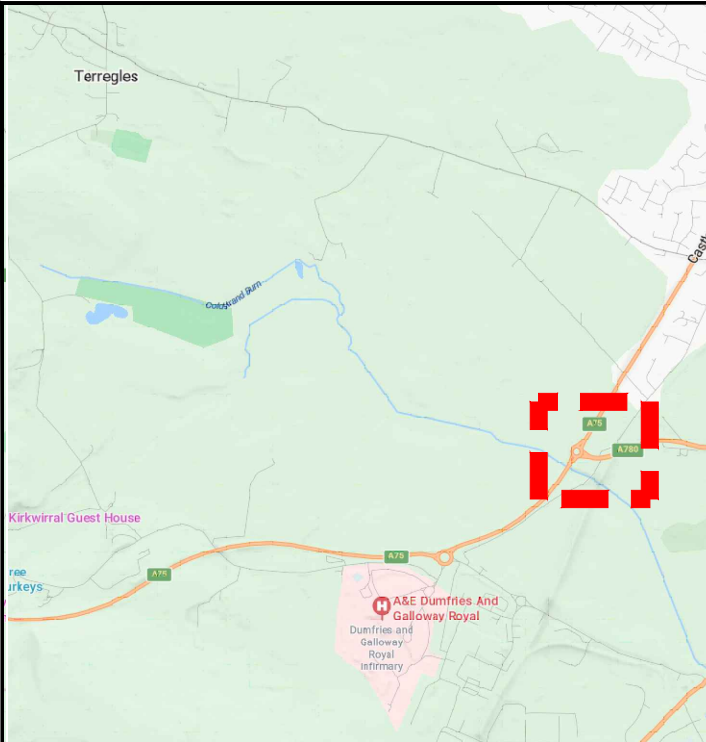
Project

Lairdmannoch Energy Park

Title

Swept Path Analysis
80m Blade Transporter
PP10

Drawn	Checked	Approved
RD	ADV	ADV
Original dwg. size	Date	Scale
A3	Apr'25	1:1000
Drawing Status	Drawing Number	Rev.
Information	GB01T19H78/II/SPA/010	-



- Notes:
1. Do not scale from drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

- Key:
- Over-run envelope of tractor and trailer wheels
 - Over-sail envelope being swept by tractor and trailer bed
 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway

Rev.	Date	Revision details	Drawn	Checked	Approved

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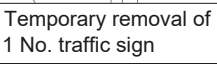
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F 0800 066 4367
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Client
Lairdmannoch Energy Park Limited

Project
Lairdmannoch Energy Park

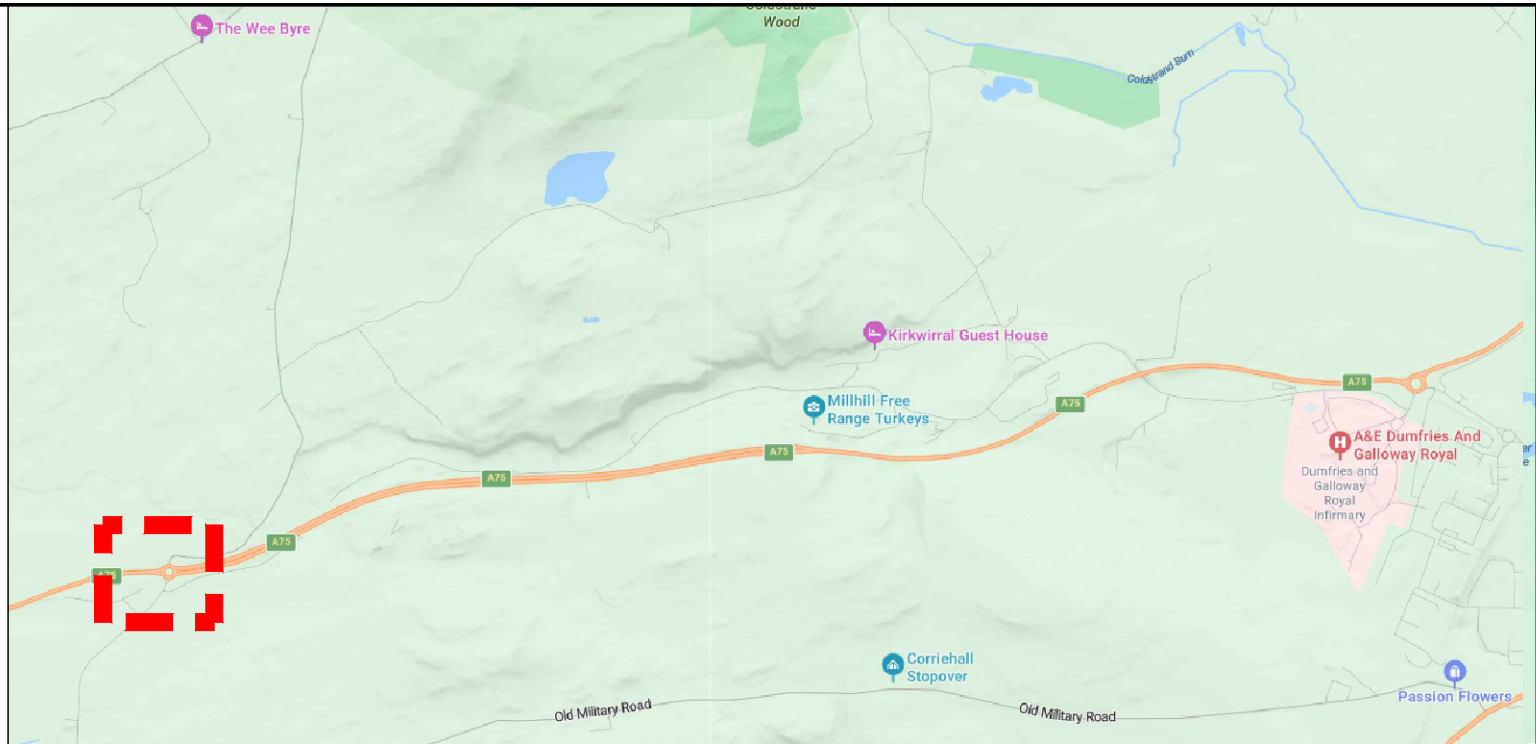
Title
Swept Path Analysis
80m Blade Transporter
PP11

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr '25	Scale 1:1000
Drawing Status Information	Drawing Number GB01T19H78/II/SPA/011	Rev. -

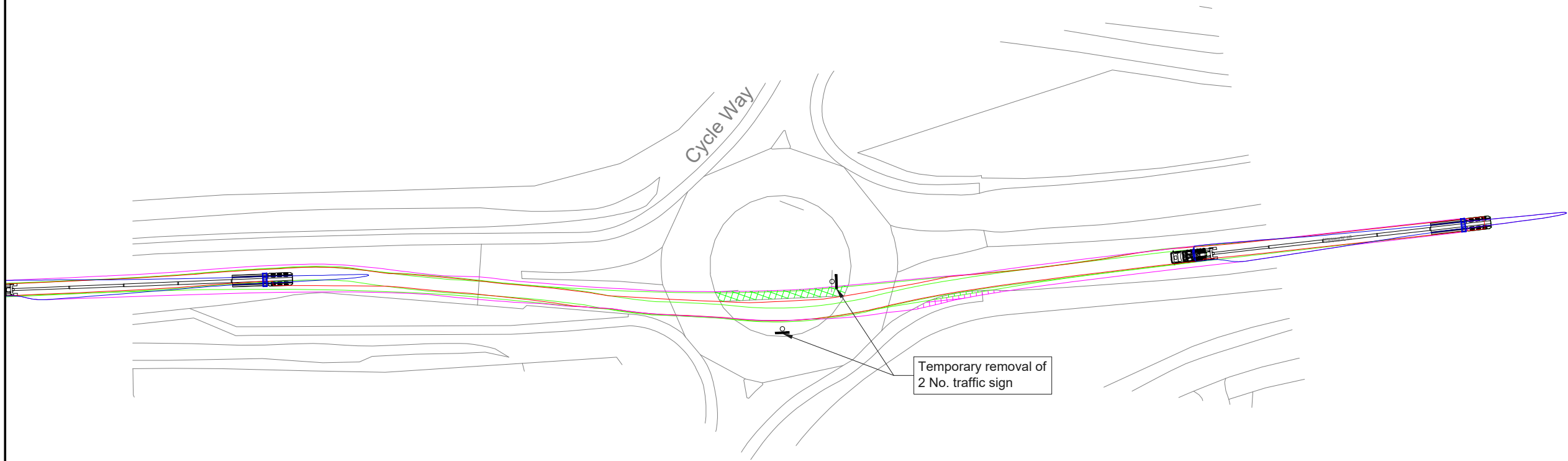


-  Over-run envelope of tractor and trailer wheels
-  Over-sail envelope being swept by tractor and trailer bed
-  Over-sail envelope being swept by blade path
-  Over-run area of tractor and trailer wheels out with carriageway
-  Over-sail area of tractor and trailer bed out with carriageway
-  Over-sail area of blade out with carriageway

Drawn	Checked	Approved
RD	ADV	ADV
Original dwg. size	Date	Scale
A3	Apr'25	1:1000
Drawing Status	Drawing Number	Rev.
Information	GB01T19H78//SPA/012	-



- Notes:**
1. Do not scale from drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.
- Key:**
- Over-run envelope of tractor and trailer wheels
 - Over-sail envelope being swept by tractor and trailer bed
 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway



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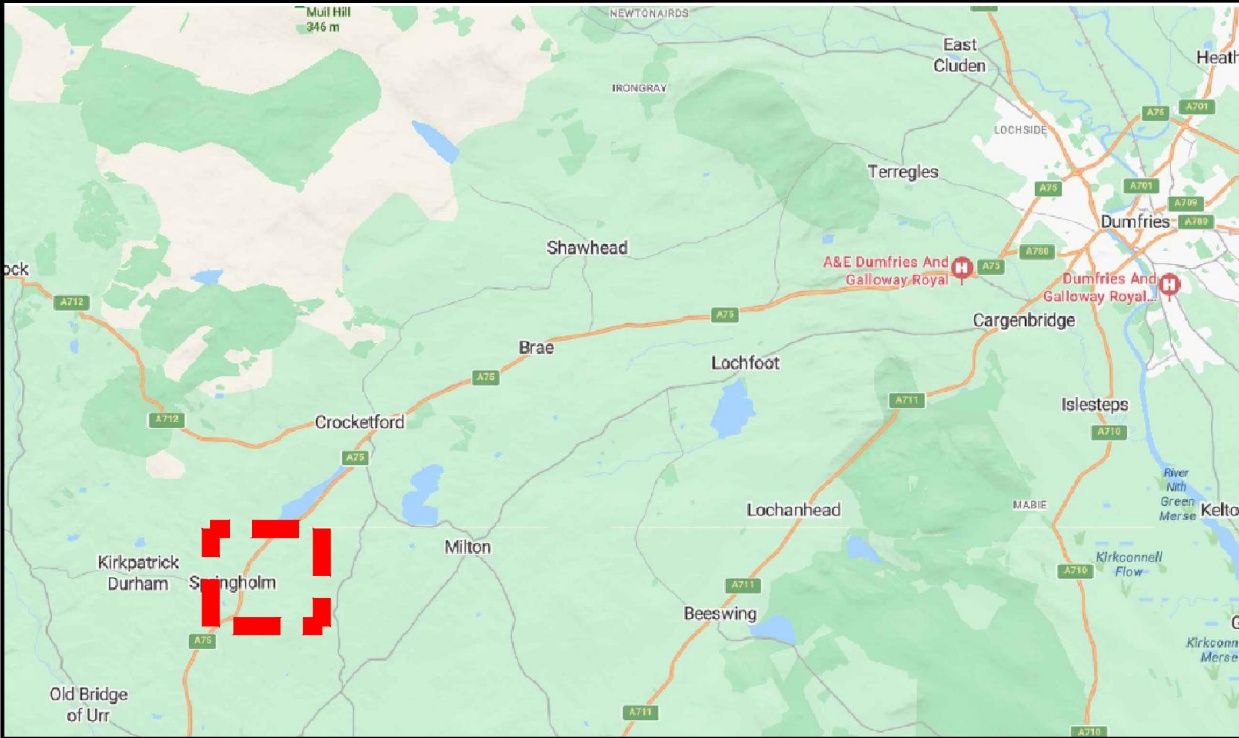
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F 0800 066 4367
E scotland@systra.co.uk

Client
Lairdmannoch Energy Park Limited

Project
Lairdmannoch Energy Park

Title
Swept Path Analysis
80m Blade Transporter
PP13

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr '25	Scale 1:1000
Drawing Status Information	Drawing Number GB01T19H78//SPA/013	Rev. -



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer bed
- Over-sail envelope being swept by blade path
- Over-run area of tractor and trailer wheels out with carriageway
- Over-sail area of tractor and trailer bed out with carriageway
- Over-sail area of blade out with carriageway

Rev.	Date	Revision details	Drawn	Checked	Approved

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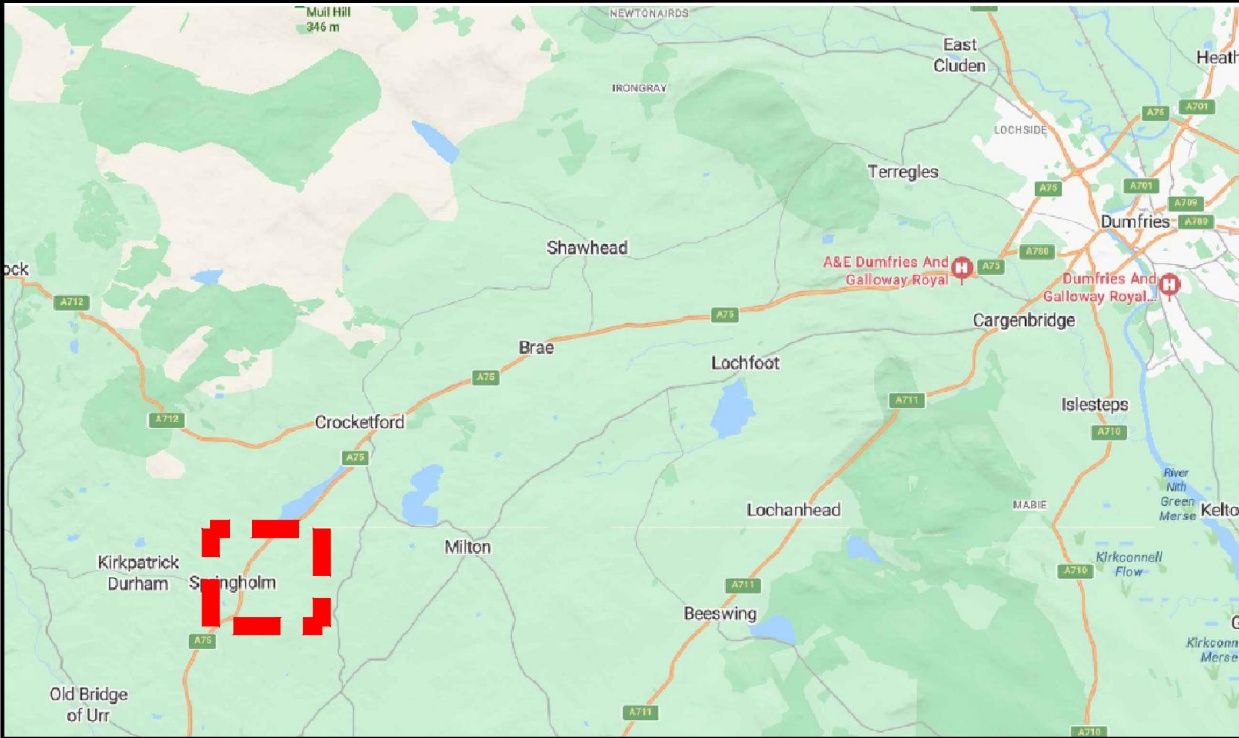
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www.systra.co.uk
38 Queen Street, Glasgow, G1 3DX
T 0141 468 4205
F 0800 066 4367
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Client: Lairdmannoch Energy Park Limited

Project: Lairdmannoch Energy Park

Title: Swept Path Analysis
80m Blade Transporter
PP14 - Sheet 1 of 2

Drawn	Checked	Approved
RD	ADV	ADV
Original drg. size	Date	Scale
A3	Apr'25	1:1000
Drawing Status	Drawing Number	Rev.
Information	GB01T19H78//SPA/014-1	-



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer bed
- Over-sail envelope being swept by blade path
- Over-run area of tractor and trailer wheels out with carriageway
- Over-sail area of tractor and trailer bed out with carriageway
- Over-sail area of blade out with carriageway

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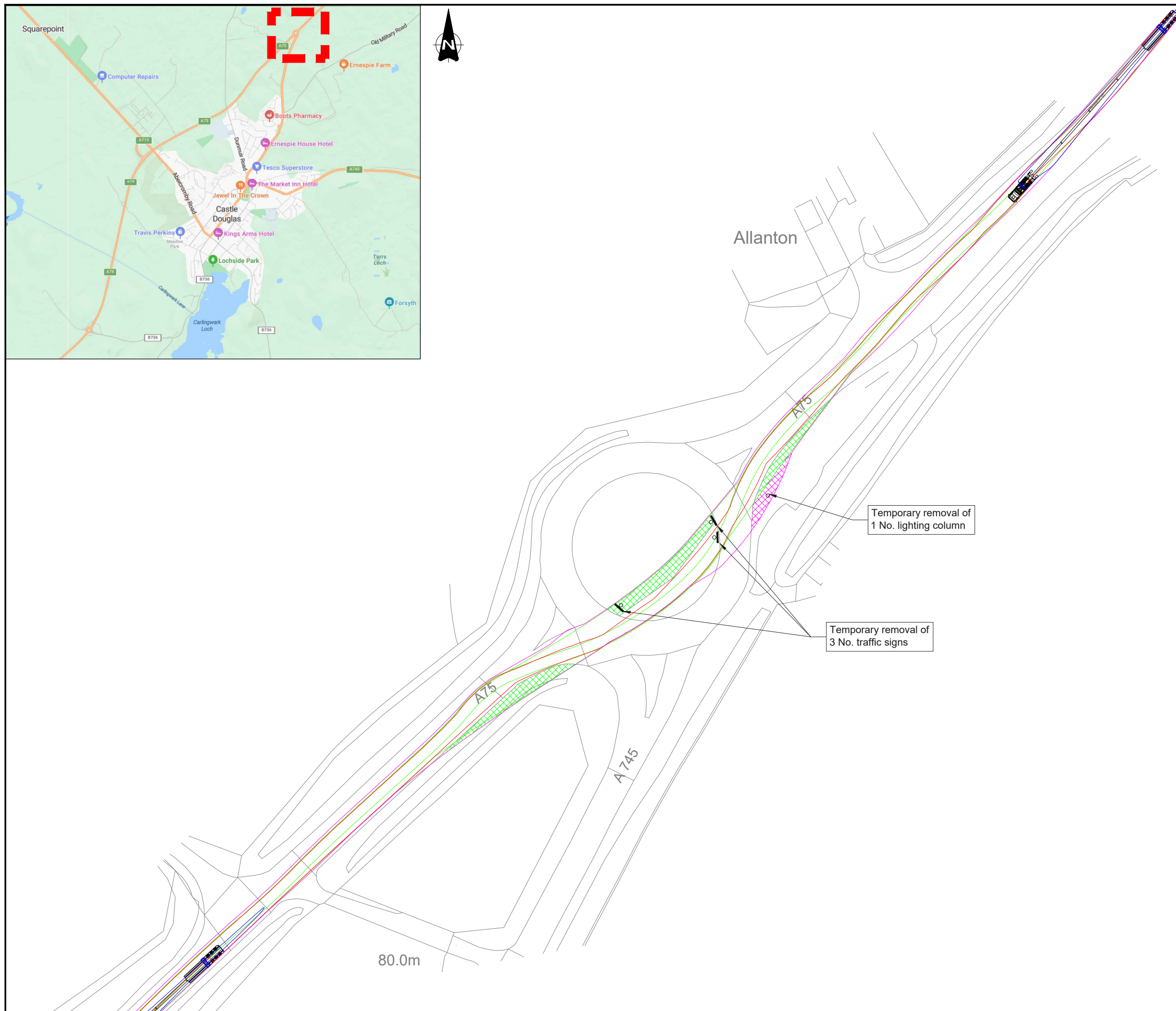
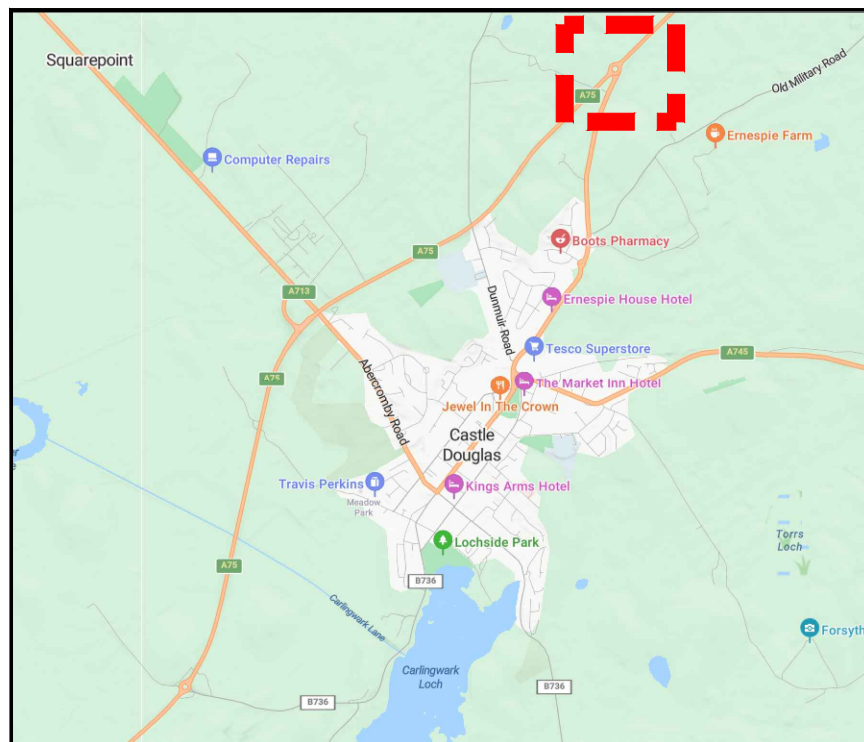
Client: Lairdmannoch Energy Park

Project: Lairdmannoch Energy Park

Title: Swept Path Analysis
80m Blade Transporter
PP14 - Sheet 2 of 2

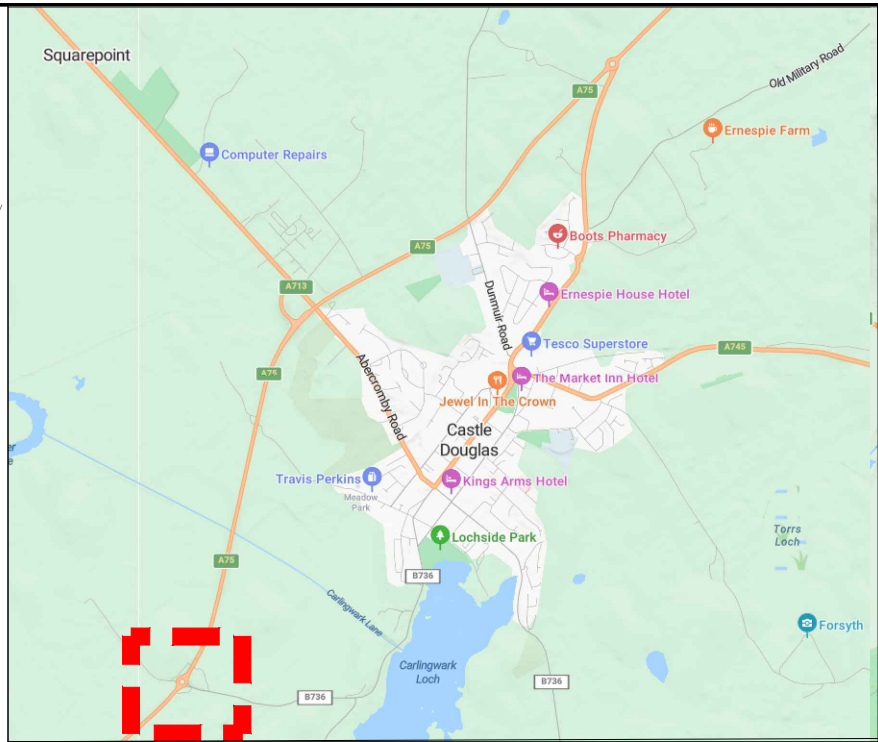
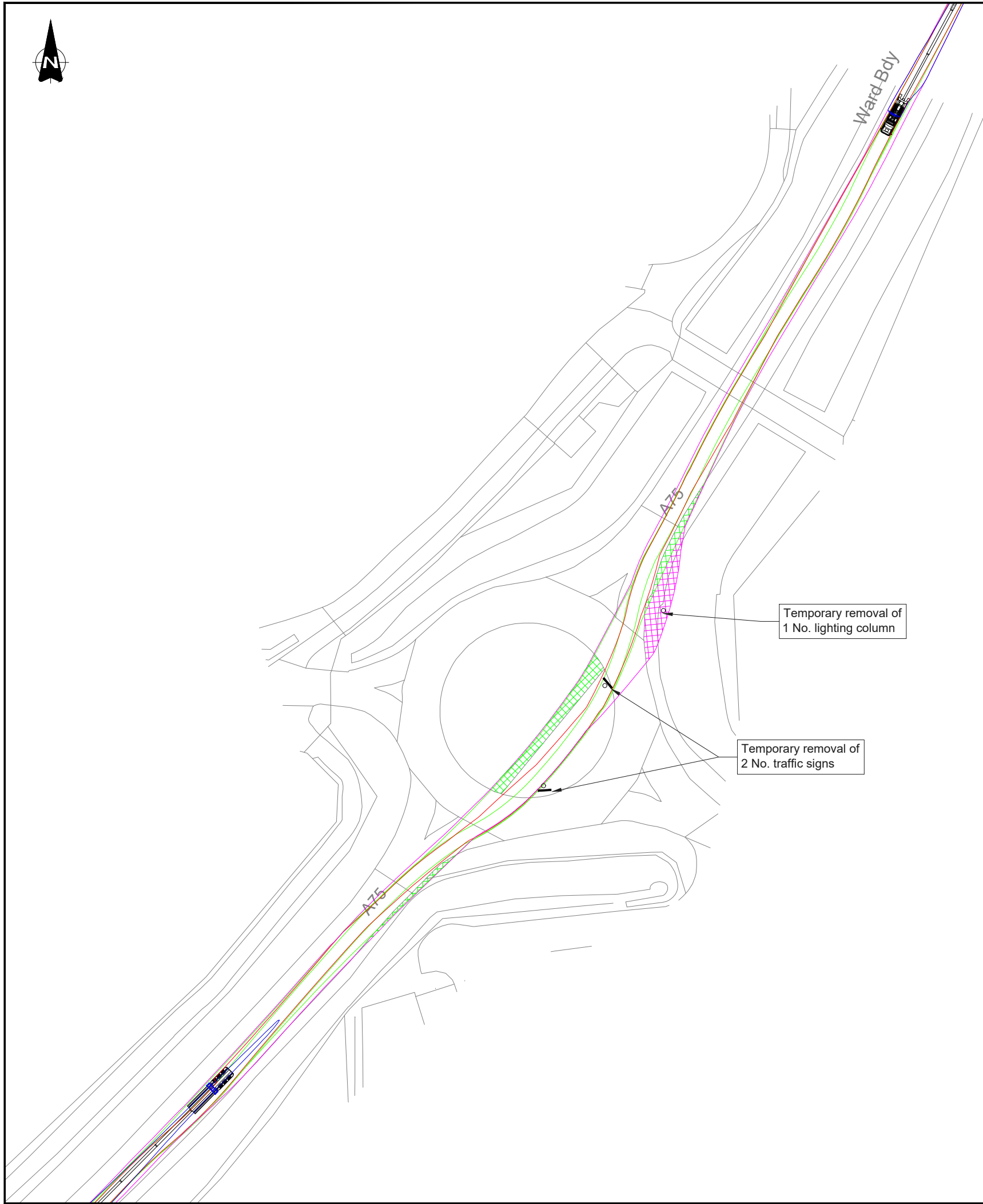
Drawn	Checked	Approved
RD	ADV	ADV
Original drg. size	Date	Scale
A3	Apr'25	1:1000

Drawing Status	Drawing Number	Rev.
Information	GB01T19H78//SPA/014-2	-



Notes:

Rev.	Date	Revision details	Drawn	Checked	Approved
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Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer bed
- Over-sail envelope being swept by blade path
- Over-run area of tractor and trailer wheels out with carriageway
- Over-sail area of tractor and trailer bed out with carriageway
- Over-sail area of blade out with carriageway

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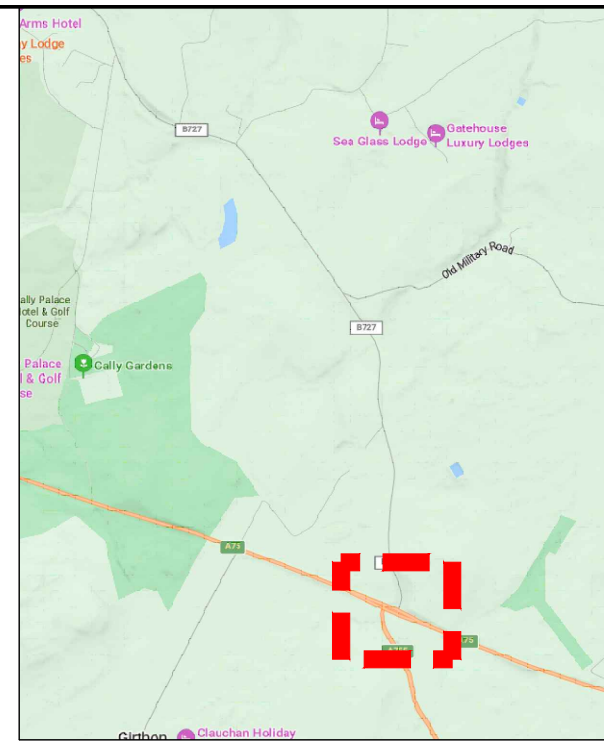
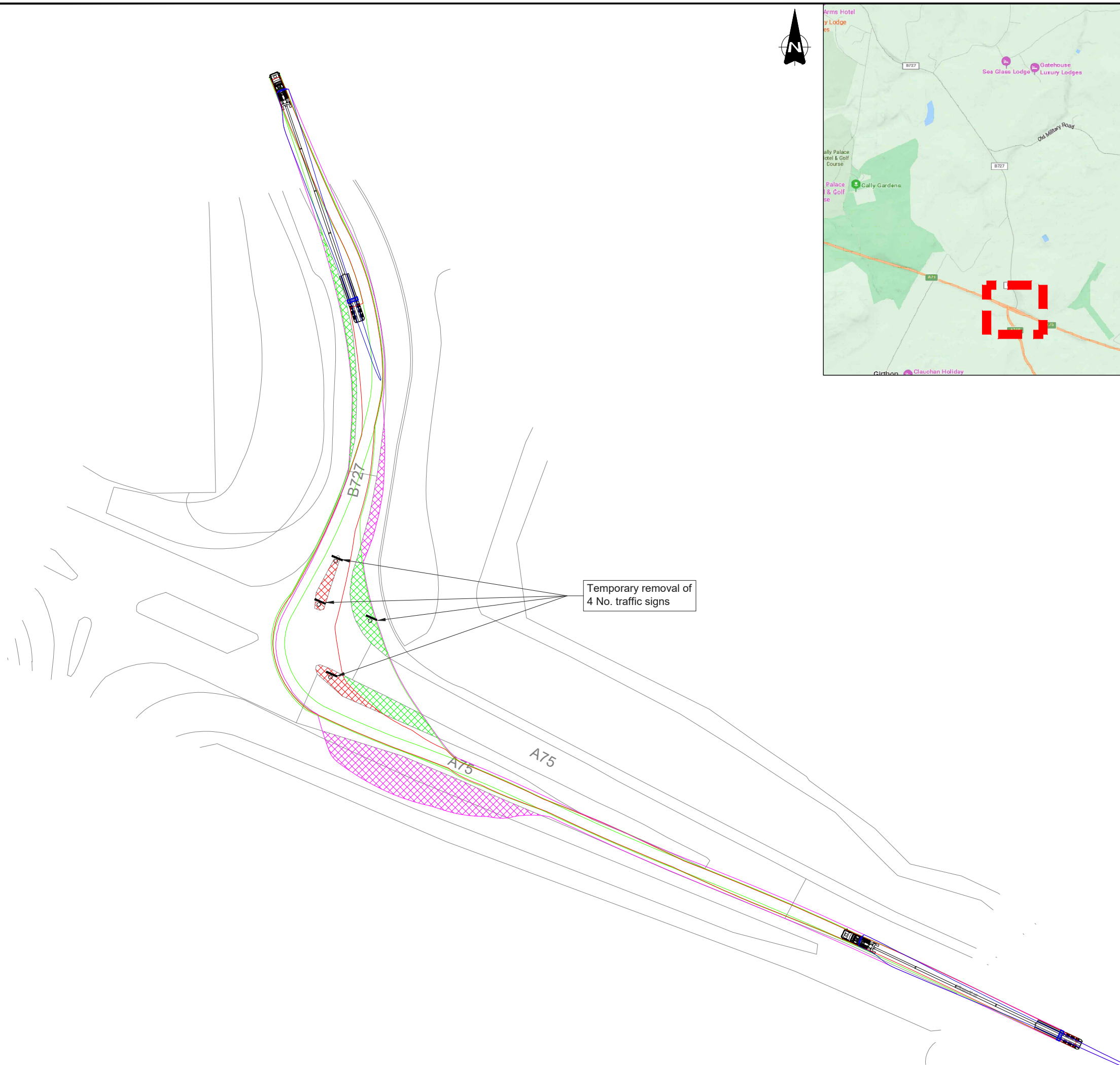
Client: Lairdmannoch Energy Park Limited

Project: Lairdmannoch Energy Park

Title: Swept Path Analysis
80m Blade Transporter
PP16

Drawn	Checked	Approved
RD	ADV	ADV
Original drg. size	Date	Scale
A3	Apr'25	1:1000

Drawing Status	Drawing Number	Rev.
Information	GB01T19H78/II/SPA/016	-



- Notes:
1. Do not scale from drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

- Key:
- Over-run envelope of tractor and trailer wheels
 - Over-sail envelope being swept by tractor and trailer bed
 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway

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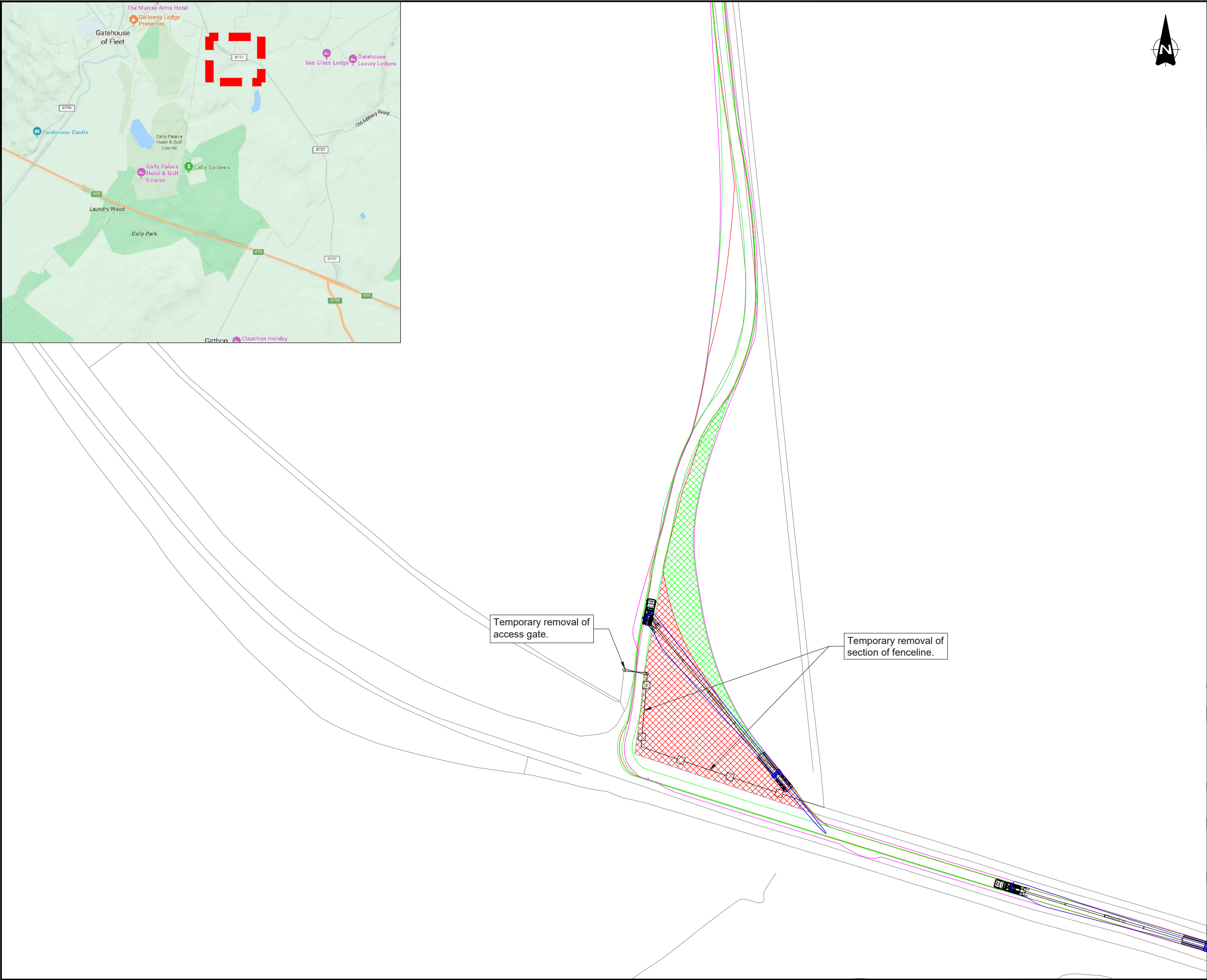
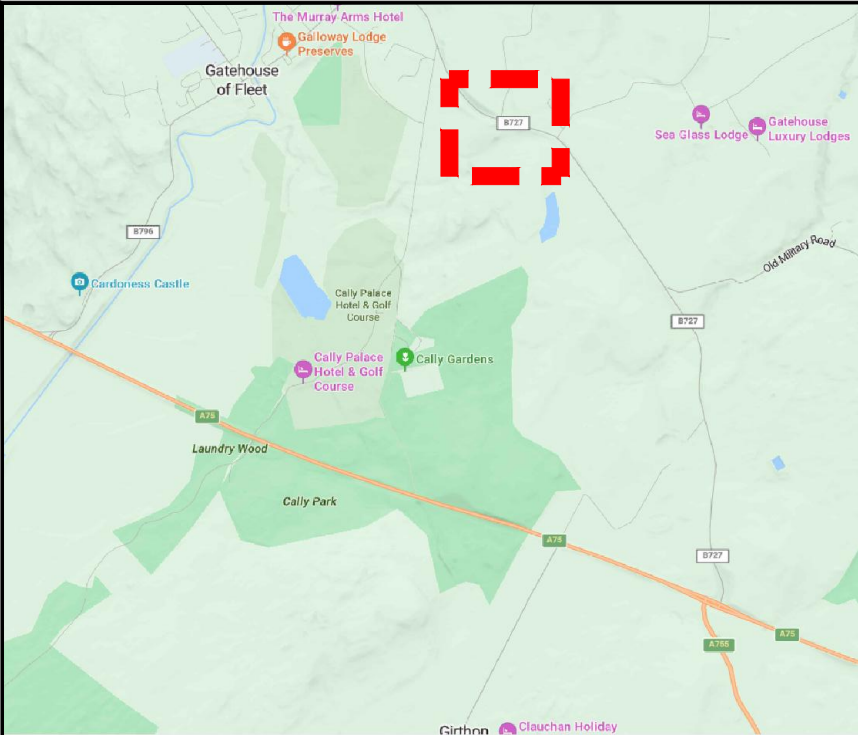
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Client
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Project
Lairdmannoch Energy Park

Title
Swept Path Analysis
80m Blade Transporter
PP17

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr'25	Scale 1:1000
Drawing Status Information	Drawing Number GB01T19H78/II/SPA/017	Rev.



- Notes:
1. Do not scale from drawing.
 2. All dimensions in metres unless otherwise stated.
 3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

- Key:
- Over-run envelope of tractor and trailer wheels
 - Over-sail envelope being swept by tractor and trailer bed
 - Over-sail envelope being swept by blade path
 - Over-run area of tractor and trailer wheels out with carriageway
 - Over-sail area of tractor and trailer bed out with carriageway
 - Over-sail area of blade out with carriageway

Rev.	Date	Revision details	Drawn	Checked	Approved

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F 0800 066 4367
E scotland@systra.co.uk

Client
Lairdmannoch Energy Park Limited

Project
Lairdmannoch Energy Park

Title
Swept Path Analysis
80m Blade Transporter
PP18

Drawn RD	Checked ADV	Approved ADV
Original drg. size A3	Date Apr'25	Scale 1:1000
Drawing Status Information		Drawing Number GB01T19H78/II/SPA/018
		Rev.

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Birmingham, B1 1TT
T: +44 (0)121 393 4841

Bristol

33 Colston Avenue, Bristol, BS1 4UA

Cork

City Quarter, Lapps Quay, Cork City
Cork, T12 WY42, Republic of Ireland

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin D02 AY91, Republic of Ireland
T: +353 (0) 1 566 2028

Edinburgh

Ground Floor, 18 Charlotte Square, Edinburgh, EH2 4DF
T: +44 (0)131 460 1847

Glasgow

The Centrum Business Centre Limited, 38 Queen Street, Glasgow,
G1 3DX
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London

One Carey Lane, London, England EC2V 8AE
T: +44 (0)20 3855 0079

Manchester

5th Floor, Four Hardman Street, Spinningfields
Manchester, M3 3HF
Tel: +44 (0)161 504 5026

Newcastle

Block C, First Floor, Portland House, New Bridge Street West,
Newcastle, NE1 8AL
Tel: +44 191 249 3816

Reading

Davidson House, Forbury Square,
Reading, RG1 3EU
T: +44 118 208 0111

Woking

Dukes Court, Duke Street
Woking, Surrey GU21 5BH
T: +44 (0)1483 357705

York

Meridian House, The Crescent
York, YO24 1AW
Tel: +44 1904 454 600

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