

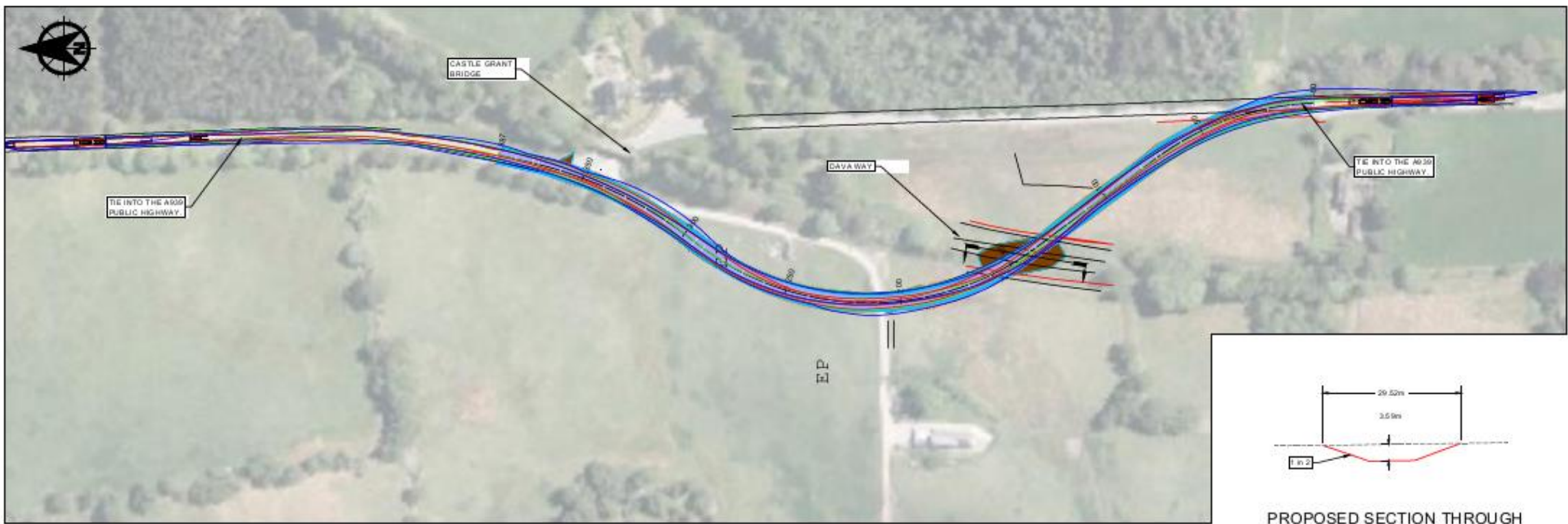
AGENDA ITEM 10

APPENDIX 4

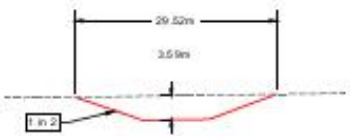
OURACK WIND FARM

CASTLE GRANT WESTERN BYPASS ROUTE

Appendix 4 – Castle Grant, Western Bypass Route



PROPOSED BYPASS PLAN
 1:1000



PROPOSED SECTION THROUGH
 DAVA WAY
 1:1000

NOTE
 EXISTING GROUND LEVELS AFTER CHANGE 200m IS BASED
 UPON INTERPOLATED GROUND LEVELS

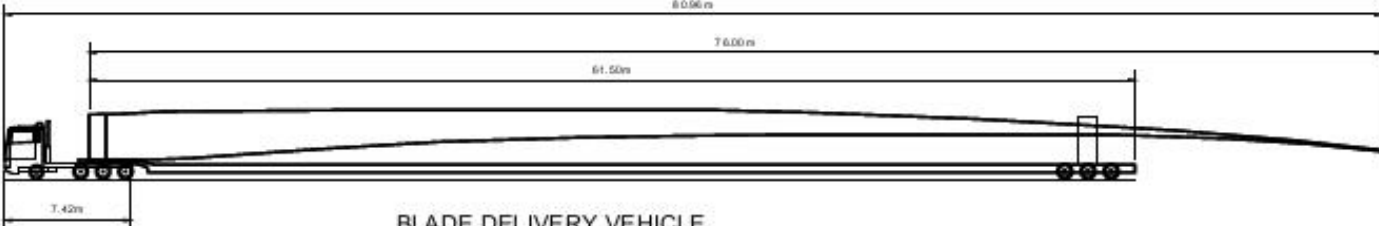
CHAINAGE	EXISTING LEVELS	PROPOSED LEVELS	LEVEL DIFFERENCE	HORIZONTAL GEOMETRY	VERTICAL GEOMETRY
00.000	262.250	262.250	0.000	R: 120.000 L: 7.2357	G = -0.54 9% K = 5.000 L = 12.60
10.000	262.400	262.400	0.000		
20.000	262.440	262.440	0.000	L = 64.623	R = 600.070 K = 6.001 L = 46.773
30.000	262.280	262.280	0.000		
40.000	262.250	262.250	0.000	R: 120.000 L: 157.542	G = 1.8 0% K = 5.000 L = 19.065
50.000	262.160	262.160	0.000		
60.000	261.850	261.850	0.000	R: 175.000 L: 77.370	R = 500.000 K = 5.000 L = 31.789
70.000	261.630	261.630	0.000		
80.000	261.440	261.440	0.000	+15.064	G = 4.58 7% K = 5.000 L = 23.679
90.000	261.210	261.210	0.000		
100.000	261.550	261.550	0.000		
110.000	261.850	261.850	0.000		
120.000	262.250	262.250	0.000		
130.000	262.710	262.710	0.000		
140.000	263.050	263.050	0.000		
150.000	263.340	263.340	0.000		
160.000	263.520	263.520	0.000		
170.000	263.570	263.570	0.000		
180.000	263.580	263.580	0.000		
190.000	263.510	263.510	0.000		
200.000	263.330	263.330	0.000		
210.000	263.050	263.050	0.000		
220.000	262.670	262.670	0.000		
230.000	262.190	262.190	0.000		
240.000	261.610	261.610	0.000		
250.000	260.930	260.930	0.000		
260.000	260.150	260.150	0.000		
270.000	259.270	259.270	0.000		
280.000	258.290	258.290	0.000		
290.000	257.210	257.210	0.000		
300.000	255.930	255.930	0.000		
310.000	254.450	254.450	0.000		
320.000	252.770	252.770	0.000		
330.000	250.890	250.890	0.000		
340.000	248.810	248.810	0.000		
350.000	246.530	246.530	0.000		
360.000	244.050	244.050	0.000		
370.000	241.370	241.370	0.000		
380.000	238.490	238.490	0.000		
390.000	235.410	235.410	0.000		
400.000	232.130	232.130	0.000		
410.000	228.650	228.650	0.000		
420.000	224.970	224.970	0.000		
430.000	221.090	221.090	0.000		
440.000	217.010	217.010	0.000		
450.000	212.730	212.730	0.000		
460.000	208.250	208.250	0.000		
470.000	203.570	203.570	0.000		
480.000	198.690	198.690	0.000		
490.000	193.610	193.610	0.000		
500.000	188.330	188.330	0.000		

CENTRELINE OPTION B - LONGSECTION
 SCALE: H 1:1000, V 1:1000. Datum: 250.000



BLADE DELIVERY VEHICLE NOTES

1. BLADE DELIVERY VEHICLE SHOWN HAS BEEN SUPPLIED BY RJ MCLEOD. DRAWING 'SR' SG17 011 508H Temp job 041 1201948 R and 0 (003) F, RECEIVED 21/06/2021.
2. THE ACCURACY OF THE DELIVERY VEHICLE ARRANGEMENT AND STEERING CAPABILITIES TO BE CONFIRMED BY THE DELIVERY CONTRACTOR PRIOR TO ANY WORKS.
3. IF THE ACTUAL VEHICLES USED FOR THE DELIVERY OF BLADES AT THE OURACK WIND FARM DIFFER FROM THOSE SHOWN ON THIS DRAWING THEN ANY DESIGN BASED UPON THIS INFORMATION WILL NEED TO BE REASSESSED TO CONFIRM THAT IT IS ACCEPTABLE.
4. THE FOLLOWING VEHICLE ASSUMPTIONS HAVE BEEN MADE WITH REGARDS TO THE DELIVERY VEHICLE SUPPLIED:
 - 4.1. TURNING RADIUS OF TRUCK ASSUMED TO BE 16.5M
 - 4.2. LOCK TO LOCK TURNING TIME ASSUMED TO BE 6 SECONDS.
 - 4.3. THE MAXIMUM DEGREE OF TRAILER WHEEL TURNING IS ASSUMED TO BE +/- 45°



BLADE DELIVERY VEHICLE
 1:200

NOTES

1. DO NOT SCALE FROM THIS DRAWING MANUALLY OR ELECTRONICALLY.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT PROJECT INFORMATION.
3. ALL DATUM LEVELS AND DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
4. CONTAINS AERIAL MAP DATA © 2021 MICROSOFT CORPORATION © 2021 MAXAR © CNES (2021) DISTRIBUTION AIRBUS DS*
5. ACCURACY OF MAP NOT GUARANTEED DUE TO REPRODUCTION METHODS.
6. STOPPING SIGHT DISTANCES FOR VISIBILITY SPLAYS BASED ON INFORMATION IN 'DESIGN MANUAL FOR ROADS AND BRIDGES, 'CD123' AND 'CD 109'
7. SURVEY SHOWN IS TOPOGRAPHICAL, SUPPLIED BY RJ MCLEOD, RECEIVED 12/10/2021.

IMPORTANT

HEALTH, SAFETY & ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS AND RISKS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, PLEASE NOTE THE FOLLOWING ADDITIONAL RISKS TO HEALTH AND SAFETY:

- DESIGNER'S RISK ASSESSMENT REFERENCE GIVING FULL DETAILS:
 DESIGNER'S RISK ASSESSMENT
- CONSTRUCTION PHASE:
1. EXISTING SERVICES NOT CURRENTLY SHOWN. THE PRESENCE OF SERVICES OVERHEAD AND UNDERGROUND SHOULD BE IDENTIFIED AND APPROPRIATE PRECAUTIONS OBSERVED.
 2. RISK OF OBSTRUCTION CONTAMINATION DUE TO PROPOSED EXISTING ENVIRONMENTAL AREAS. (2) REFLECT ON THE POSSIBLE EXISTING ENVIRONMENTAL AREAS. (3) REFLECT ON THE POSSIBLE EXISTING ENVIRONMENTAL AREAS. (4) REFLECT ON THE POSSIBLE EXISTING ENVIRONMENTAL AREAS.
- IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING UNDER THE RELEVANT APPROPRIATE TO AN APPROVED METHOD STATEMENT.

D	01.03.22	FOR DISCUSSION	CK	BR	MT
Rev	Date	Amendments and Details	Drn	Chk	App

This drawing should not be used for any other project without the written consent of the designer. It is the responsibility of the user to ensure that the drawing is used in accordance with the intended purpose. It is not to be used for any other purpose without the written consent of the designer. It is not to be used for any other purpose without the written consent of the designer.

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OURACK WIND FARM

CASTLE GRANT BRIDGE
 WESTERN BYPASS
 OPTION B

PRELIMINARY

Scale	As shown	SKETCH
Drawn by	CK	CK
Checked by	BR	MT
Drawn Date	A1	AS SHOWN
Drawn No	65201087	0

65201087-100-1023-SK09