

Pell Frischmann

Imerys Wind Farm

Abnormal Indivisible Load Route Survey

November 2023

10100045

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by Clean Earth to undertake a route access review of potential delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with a potential development site at Imerys Wind Farm, located to the west of Cocksbarrow, Cornwall.

This Route Survey Report (RSR) has been prepared to help inform Clean Earth on the likely 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 assessment and subsequent designs of any remedial works are beyond the agreed scope of works between PF and Clean Earth at this point in time.

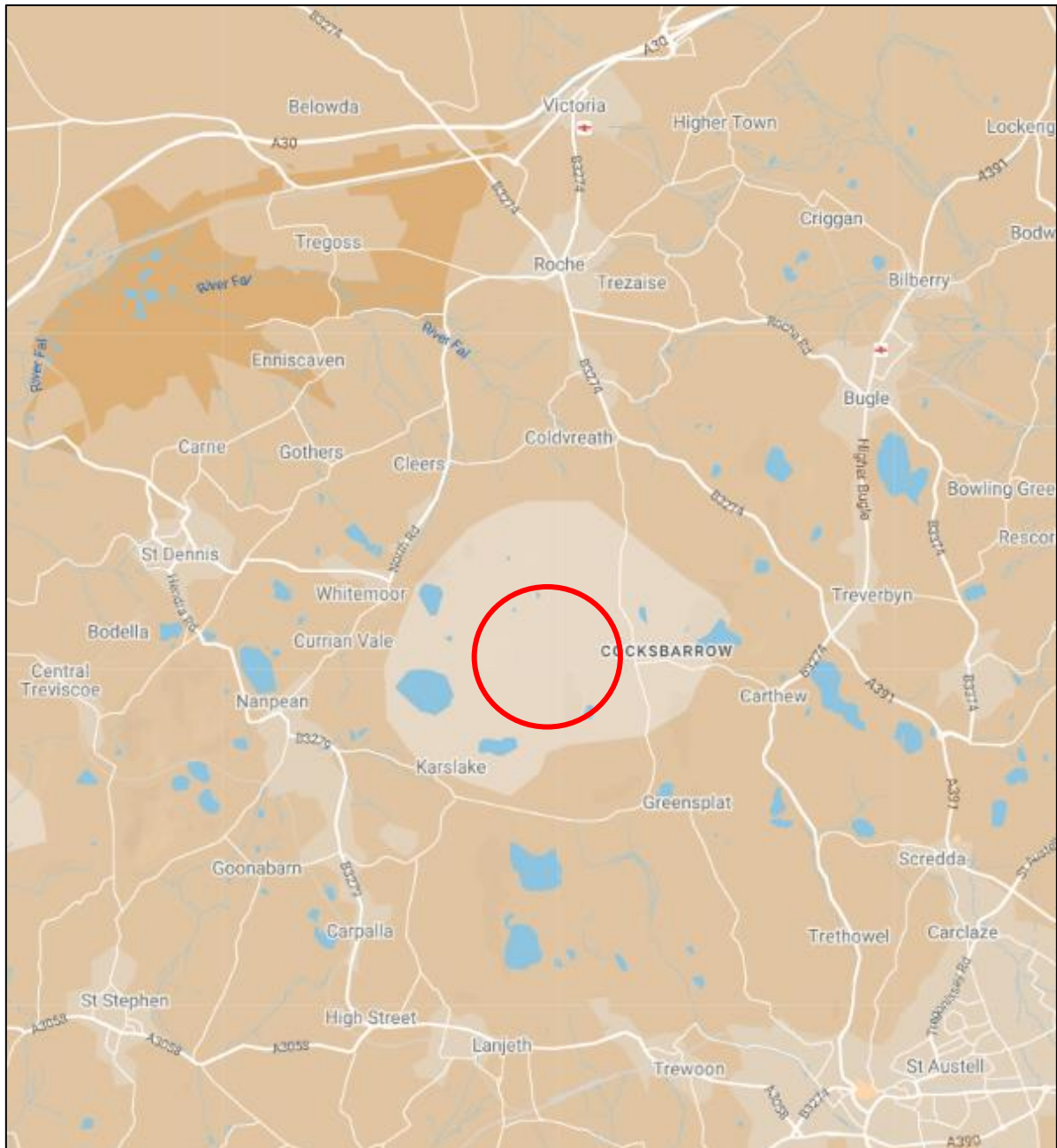
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users has been made in accordance with the relevant legislation at the time of delivery.

2 Site Background

2.1 Site Location

The development site is located to the west of Cocksbarrow, Cornwall. Figure 2-1 illustrates the general site location, whilst the development parcel is detailed in Figure 2-2.

Figure 2-1: Site Location Plan



2.2 Candidate Turbine

Clean Energy have indicated that they wish to consider the worst-case components from a Vestas V117 turbine at a tip height of 135m.

The details of the components have been provided by Vestas and are detailed in Table 2-1.

Table 2-1: Turbine Components Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	57.150	4.265	4.000	13.300
Base Tower	18.220	4.380	4.034	79.500
Mid Tower	23.240	4.034	3.916	55.500
Top Tower	30.000	3.916	3.268	44.000

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 Superwing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

Figure 2-2: Superwing Carrier Trailer



The base and mid towers would be carried on a 4+7 clamp trailer. The hub, nacelle housing, and top towers would be carried on a six-axle step frame trailer.

Figure 2-3: Clamp Tower Trailer



3 Access Route Review

3.1 Proposed Access Route

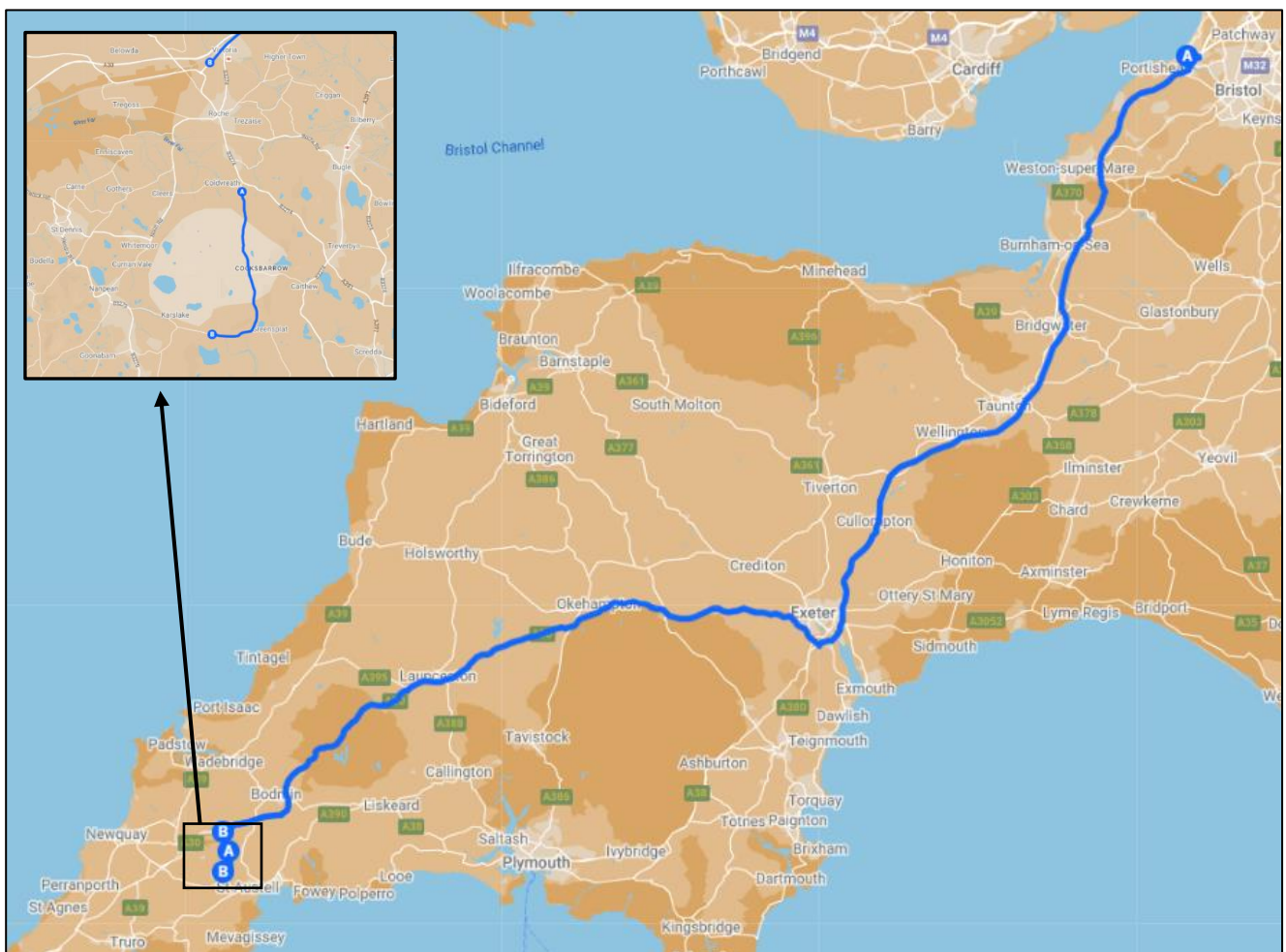
This assessment includes two route options which share sections of the proposed route.

The shared access route is detailed below.

- Loads will exit Avonmouth Dock taking the second exit at the St Andrews roundabout heading east;
- Loads will take the second exit at St Brendan's roundabout;
- Loads will take the M5 slip lane heading South on the M5;
- Loads will take Junction 31 of the M5 onto the A30 heading west;
- Loads will continue on the A30 until they take the slip road to join the B3274 roundabout at Cornwall Services;
- Loads will take the first exit at the roundabout to join the B3274 southwest bound;
- From this point two options have been considered as shown in figure 3-2 and figure 3-3;
- Both route options will re-join the unnamed road southeast of coldvreath where loads will continue to the proposed site access junction.
-

The proposed shared access route to site is illustrated in Figure 3-1.

Figure 3-1: Proposed Access Route – Shared Route

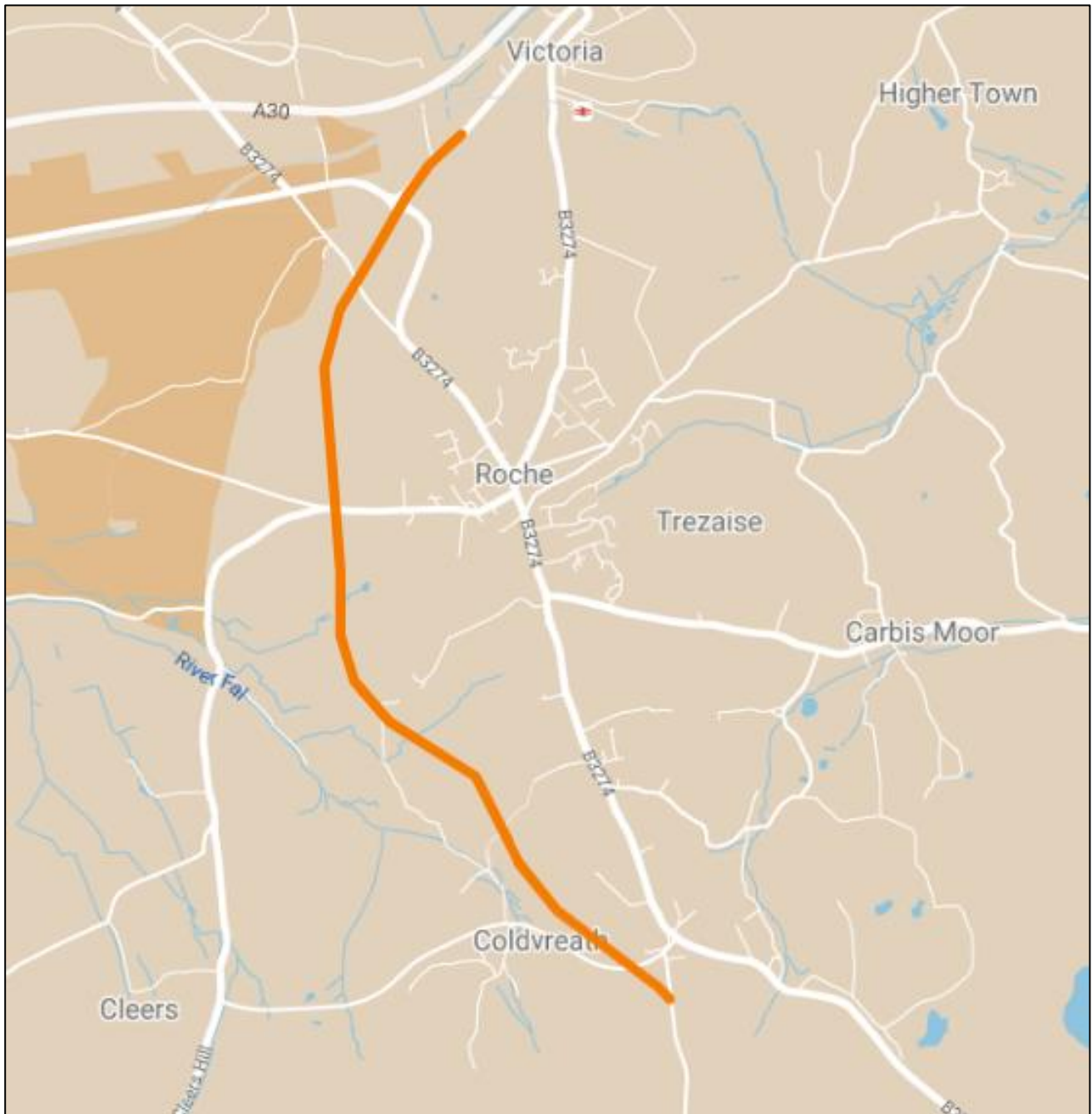


The Roche Bypass route option is detailed below.

- Loads will continue onto the new Roche Bypass heading south;
- Loads will continue straight through all the new roundabouts to continue on the bypass;
- Loads contraflow the new roundabout southeast of Cldvreach to join the unnamed road south bound;
- Loads will re-join the shared route option detailed in Figure 3-1.

The proposed Roche Bypass Option is illustrated in Figure 3-2.

Figure 3-2: Proposed Access Route – Roche Bypass Option

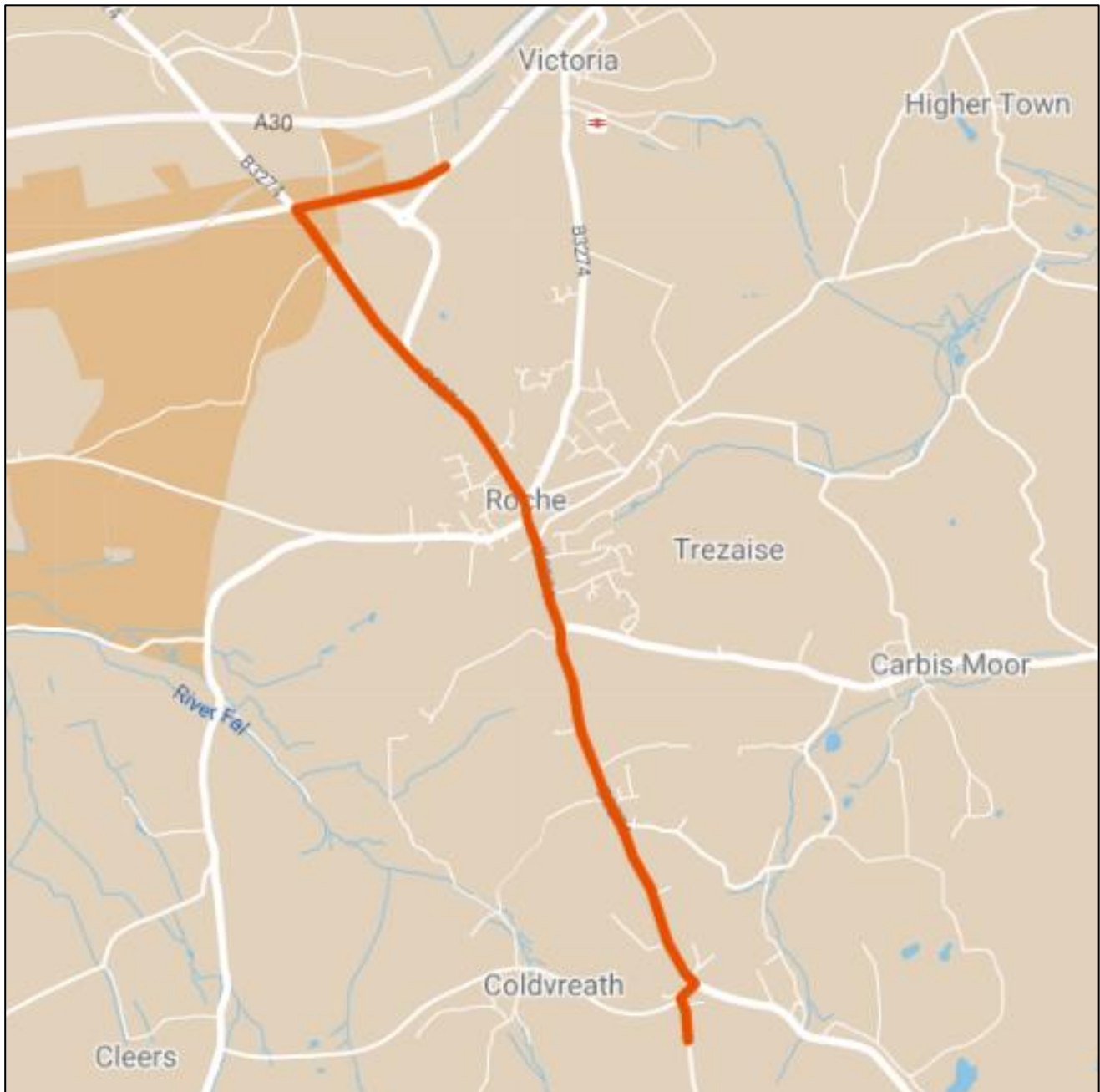


The existing road network option is detailed below.

- Loads will turn left at the junction to continue on the B3274 southbound southwest of Victoria;
- Loads will continue on the B3274 southbound;
- Loads will turn right at the junction east of Coldvreath then proceed to turn left into the following junction to join the unnamed road heading south;
- Loads will re-join the shared route option detailed in Figure 3-1.

The proposed Existing Road Network Option is illustrated in Figure 3-3.

Figure 3-3: Proposed Access Route – Existing Road Network Option



3.2 Route Constraints

The constraints noted on the route are provided in the tables below. These cover all constraints from Avonmouth Dock through to the proposed site access junction. No consideration of the transport issues within the development site have been undertaken.

Table 3-1: Constraint Points and Details – Shared Route

POI	Key Constraint	Details
1	Avonmouth Dock Access Gate 	Loads will depart the port using the access gate onto King Road. Loads will be under police escort from this point through to the site access junction.
2	St Andrews Roundabout 	Loads will proceed across the junction, taking the second exit. A swept path assessment has been undertaken and indicates that no physical mitigation works are required at this location. Swept path assessment SK01 is included in Appendix B.
3	St Brendan's Roundabout 	Loads will proceed across the junction, taking the second exit onto the M5 slip roads. A swept path assessment has been undertaken and indicates that no physical mitigation works are required at this location. Loads will require access to all of the entry, circulation and exit lanes of the junction. Swept path assessment SK02 is included in Appendix B.
4	M5 Slip Road, Avonmouth 	Loads will proceed ahead onto the slip road, joining the M5 westbound at Junction 18. A swept path assessment has been undertaken and indicates that no physical mitigation works are required at this location. Swept path assessment SK03 is included in Appendix B.

POI	Key Constraint	Details
5	M5 / A30 Slip Road 	Loads will join the A30 at Junction 31. No mitigation works required.
6	A30/B3274 Roundabout  	Loads will take the second exit at this roundabout. A swept path assessment has been undertaken and indicates that on the northern verge on approach to the roundabout, the blade tip will oversail the safety barrier where one lighting column will need to be removed. Third party land is required. Loads will oversail the southern verge of the entry arm where one lit road sign and one lighting column should be removed. Third party land is required. Loads will oversail the central island where one set of chevron signs should be removed. Loads will oversail the exit arm splitter island where one bollard should be removed. Loads will require access to all lanes at the junction and the lead escorts will need to hold back oncoming traffic. Swept path assessment SK04 is included in Appendix B.
14	Unnamed Road southwest of Hensbarrow Beacon 	Loads will continue on the unnamed road. A swept path assessment has been undertaken and indicates that one utility pole should be removed on the western verge through the right bend. Vegetation should be trimmed on the inside verge through both bends. The road should be widened to a minimum of 4.5m from this location to the site access if the existing road width doesn't meet this standard. Swept path assessment SK12 is included in Appendix B.

POI	Key Constraint	Details
15	Unnamed Road west of Greensplat 	Loads will continue on the unnamed road. Loads will oversail the western verge although no mitigation is required.
16	Unnamed Road west of Greensplat 	Loads will continue on the unnamed road. A swept path assessment has been undertaken and indicates that trees should be trimmed on the western verge through the right bend. Swept path assessment SK13 is included in Appendix B.
17	Unnamed Road Goonamarth Farm 	Loads will continue on the unnamed road. A swept path assessment has been undertaken and indicates that vegetation should be trimmed on the northern verge through the third right bend. Swept path assessment SK14 is included in Appendix B.

Table 3-2: Constraint Points and Details – Roche Bypass

POI	Key Constraint	Details
7	Unnamed Roundabout 1 	Loads will contraflow this roundabout. A swept path assessment has been undertaken and indicates that all obstructions to be removed in oversail areas. A new bypass with several new roundabouts is proposed between the B3274 and site access. This section and the constraints associated with it should be confirmed by site visit. Swept path assessment SK05 is included in Appendix B.

8	Unnamed Roundabout 2 	Loads will contraflow this roundabout. A swept path assessment has been undertaken and indicates that all obstructions to be removed in oversail areas. A new track with several new roundabouts is proposed between the B3274 and site access. This section and the constraints associated with it should be confirmed by site visit. Swept path assessment SK06 is included in Appendix B.
9	Unnamed Roundabout 3 	Loads will contraflow this roundabout to join the unnamed road heading south. A swept path assessment has been undertaken and indicates that all obstructions to be removed in oversail areas. A new track with several new roundabouts is proposed between the B3274 and site access. This section and the constraints associated with it should be confirmed by site visit. Swept path assessment SK07 is included in Appendix B.

Table 3-3: Constraint Points and Details – Existing Road Network

POI	Key Constraint	Details
10	B3274 Junction North of Treranke Cottages 	Loads will turn left into the junction to continue on the B3274. A swept path assessment has been undertaken and indicates that loads will oversail the splitter island on approach to the junction where the bollards will be oversailed. One road sign should be removed from the northern verge on approach. A load bearing surface should be laid on the junction splitter island. One bollard should be removed. Loads will overrun and oversail the inside verge through the junction where a load bearing surface should be laid. Bollards, two poles and one utility marker should be removed. Trees and vegetation should be cleared. A load bearing surface should be laid on the western verge either side of the layby where vegetation should be cleared and a land search is recommended to confirm the extent of the adopted boundary. Swept path assessment SK08 is included in Appendix B.

POI	Key Constraint	Details
11	B3274 Roche Roundabout 	Loads will continue on the B3274. A swept path assessment has been undertaken and indicates that loads will overrun the entry arm splitter island where a load bearing surface should be laid. One bollard should be removed. One lighting column and the bollards should be laid on the western verge through the roundabout. It is recommended that a full overhead utility search is carried out along the route prior to deliveries to ensure that height clearances are suitable for normal temperature ranges. Swept path assessment SK09 is included in Appendix B.
12	B3274 Saint Gomonda's Church Roundabout 	Loads will continue on the B3274. A swept path assessment has been undertaken and indicates that loads will oversail the western verge on exit where one lit road sign should be removed. Swept path assessment SK10 is included in Appendix B.
13	B3274 Junction at Higher Trezaise 	Loads will turn right the junction then proceed to turn left at the following junction. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the western verge through the first junction where a load bearing surface should be laid. Bollards, one chevron sign, three road signs and one utility pole should be removed. Trees and vegetation should be cleared. A land search is recommended to confirm the extent of the adopted boundary. Loads will overrun and oversail the inside verge of the second junction where a load bearing surface should be laid. One road sign and one utility pole should be removed. Trees and vegetation should be cleared. Third party land is required. The road should be widened to a minimum of 4.5m from this location to the site access if the existing road width doesn't meet this standard. Swept path assessment SK11 is included in Appendix B.

3.3 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 oversail tracked path of the load where it encroaches outwith the trailer (load swept path).

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

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping or available CAD based aerial mapping, there can be errors in the data source.

Where provided by the client, topographical data has been utilised. Please note that PF cannot accept liability for errors on the data source, be that OSI base mapping, available aerial mapping or client supplied data.

3.4 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 local road authority. The design of the junctions should take into account the requirement for provision of visibility splays which should be confirmed with the road authority.

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

3.5 Summary Issues

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

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

4 Summary

4.1 Summary of Access Review

Pell Frischmann has been commissioned by Clean Earth to prepare a desktop Route Survey Report to examine the issues associated with the transport of AIL turbine components to the Imerys Wind Farm development area.

This report identifies the key points and issues associated with the proposed route and outlines the issues that will need to be considered for successful delivery of components.

The report is presented for consideration to Clean Earth. Various road modifications, structural reviews, and interventions are required to successfully access the site. If these are undertaken, access to the proposed wind farm site is considered feasible.

4.2 Further Actions

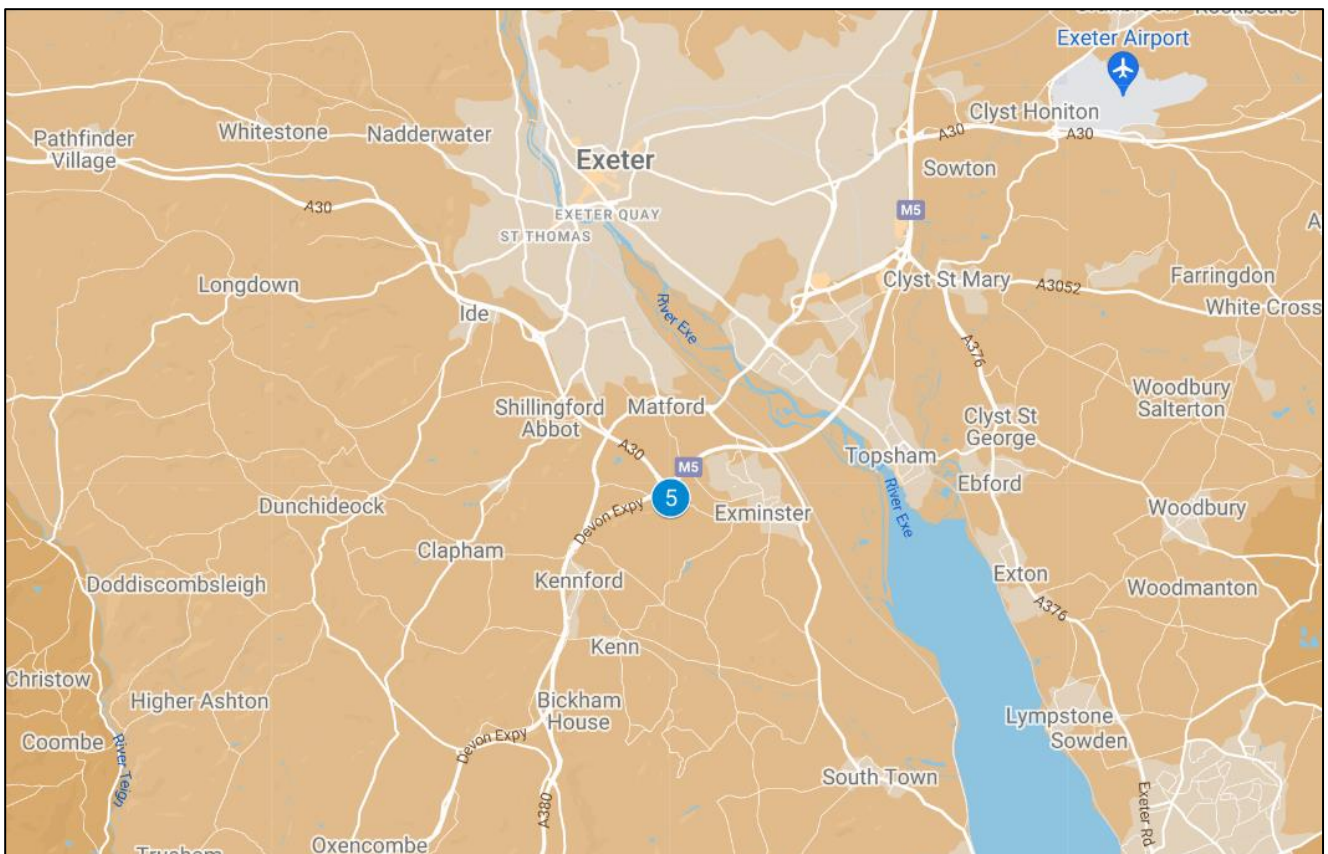
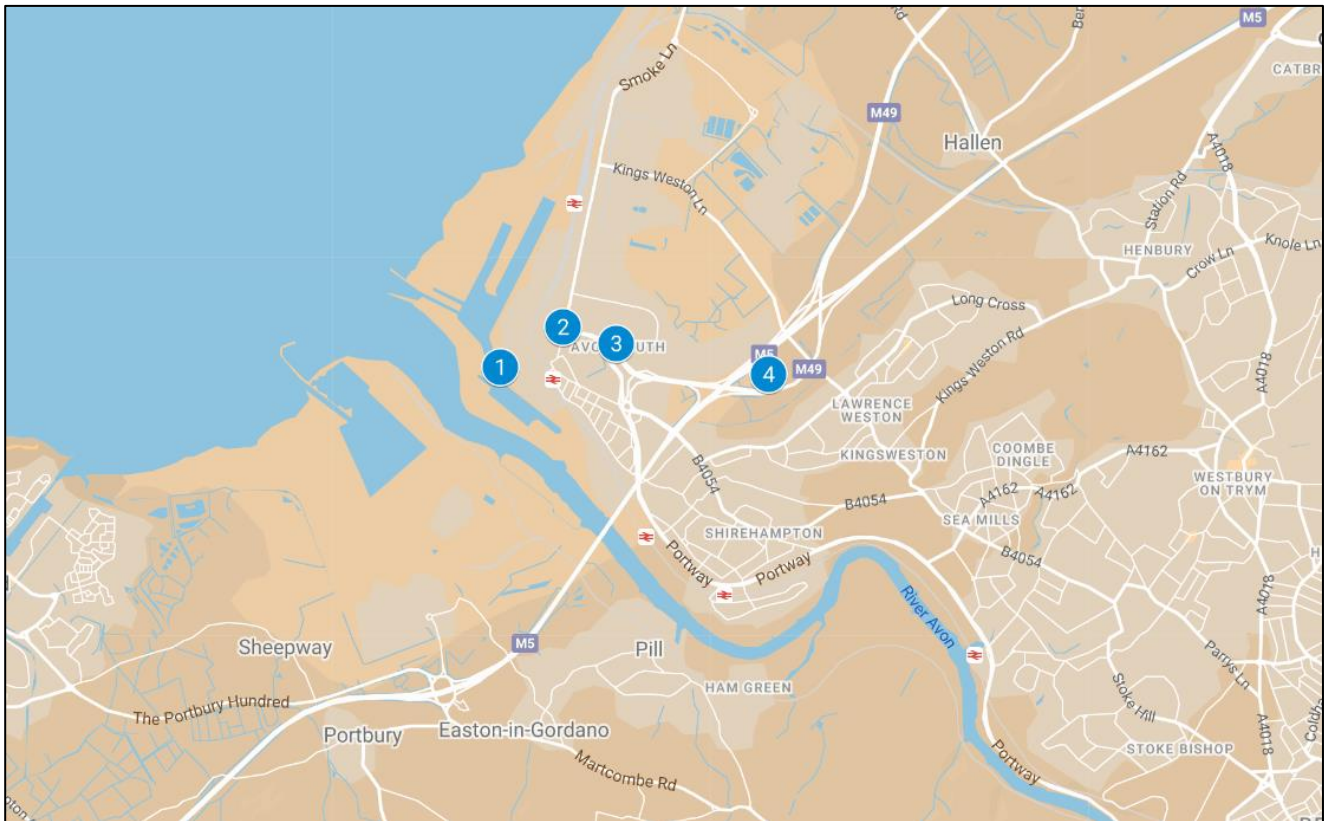
The following actions are recommended to pursue the transport and access issues further:

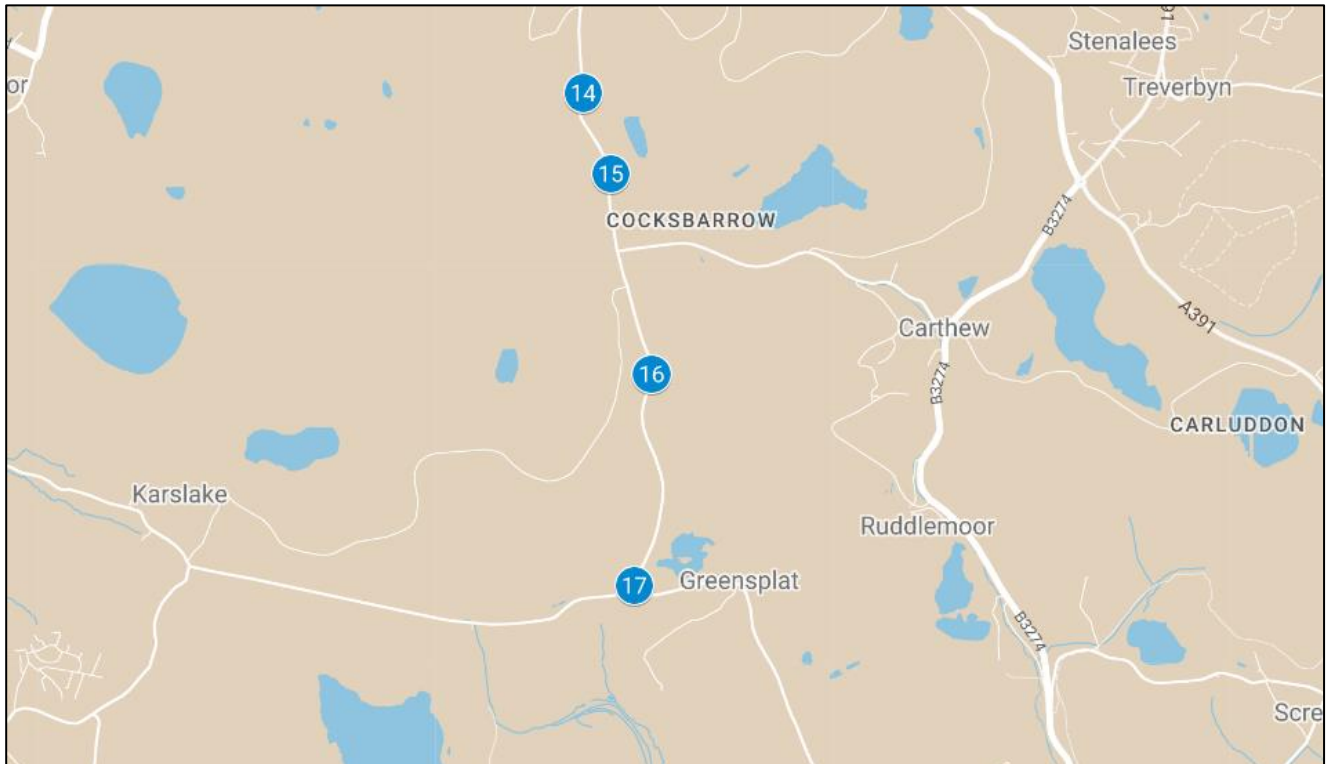
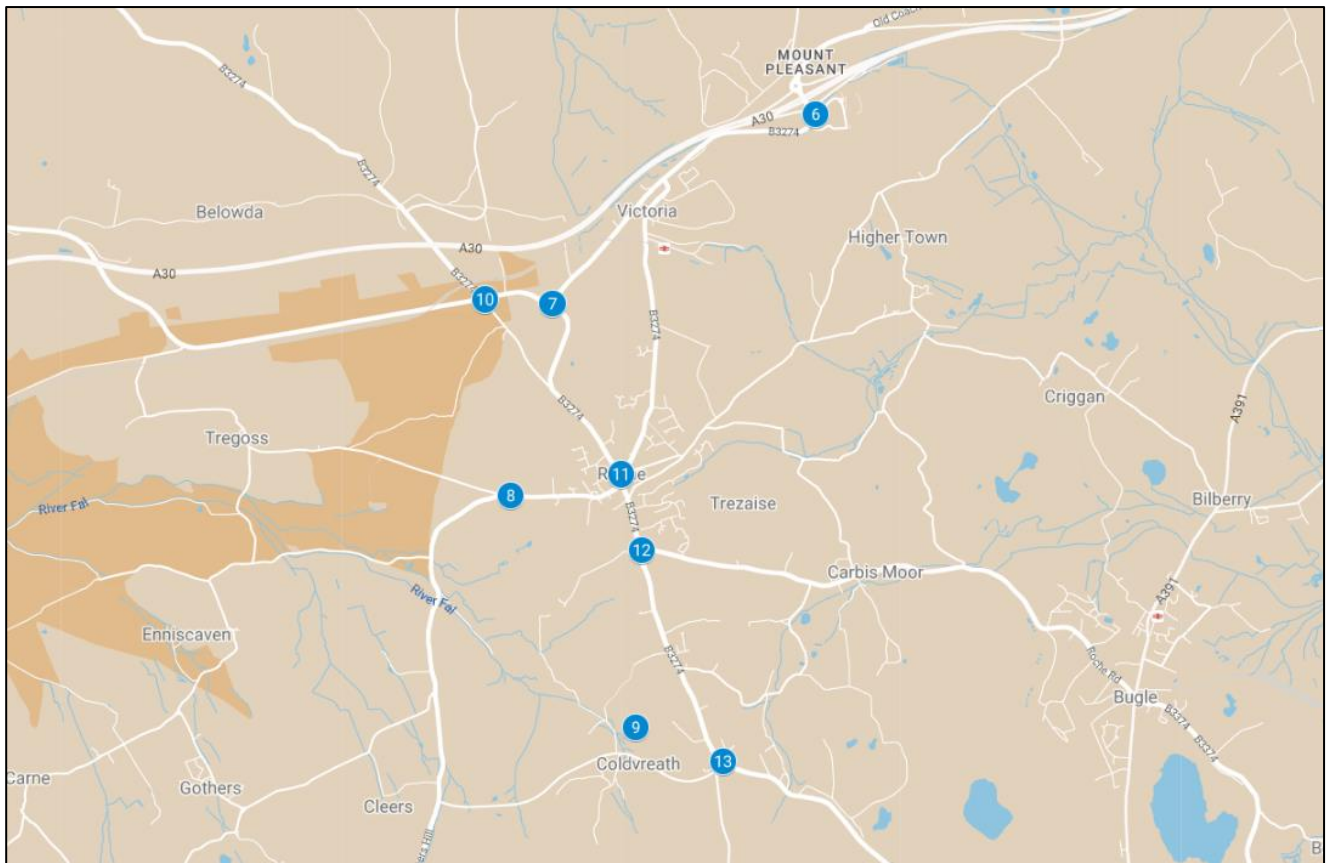
- Undertake a detailed site visit.
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable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

Appendix A Points of Interest

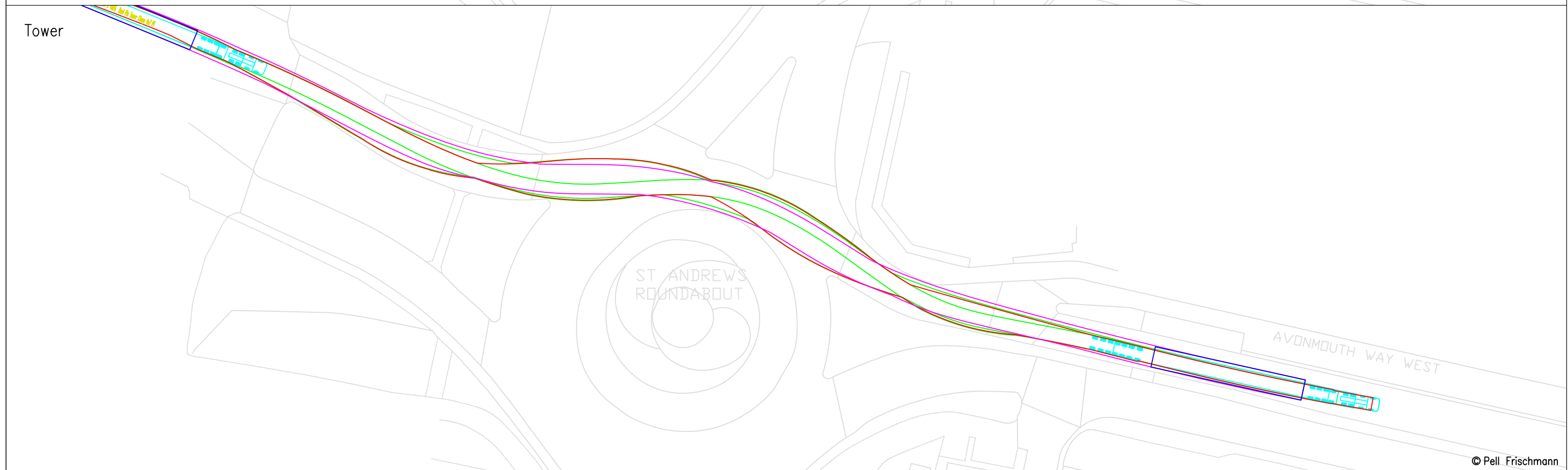
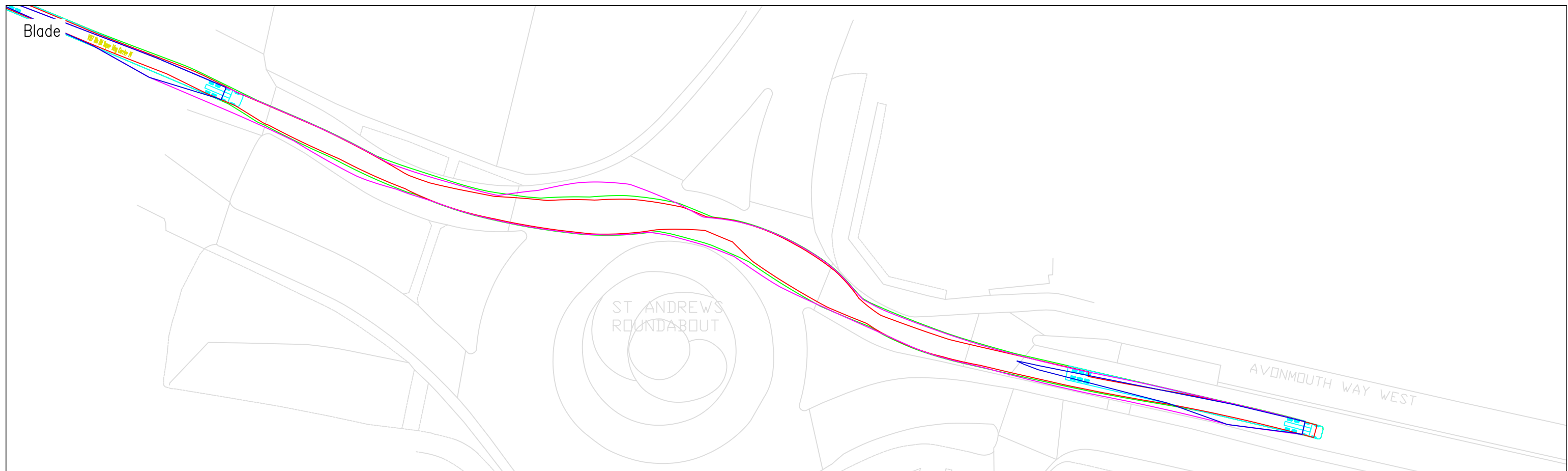
An electronic version of the POI plans can be found here:

<https://www.google.com/maps/d/edit?mid=1ltfro9fi7-E5limdZ0oWJi3JDpEsZ1E&usp=sharing>



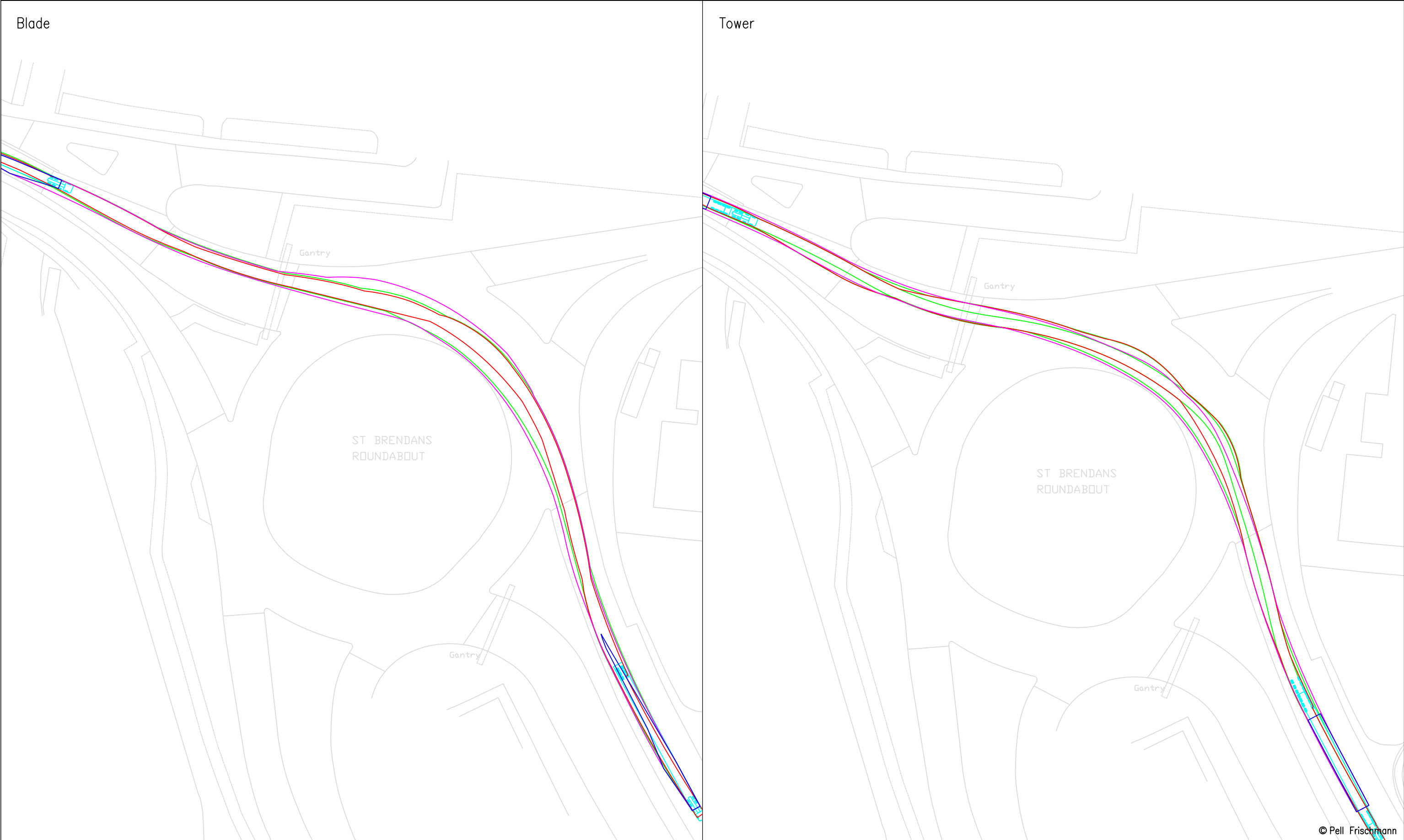


Appendix B Swept Path Assessments



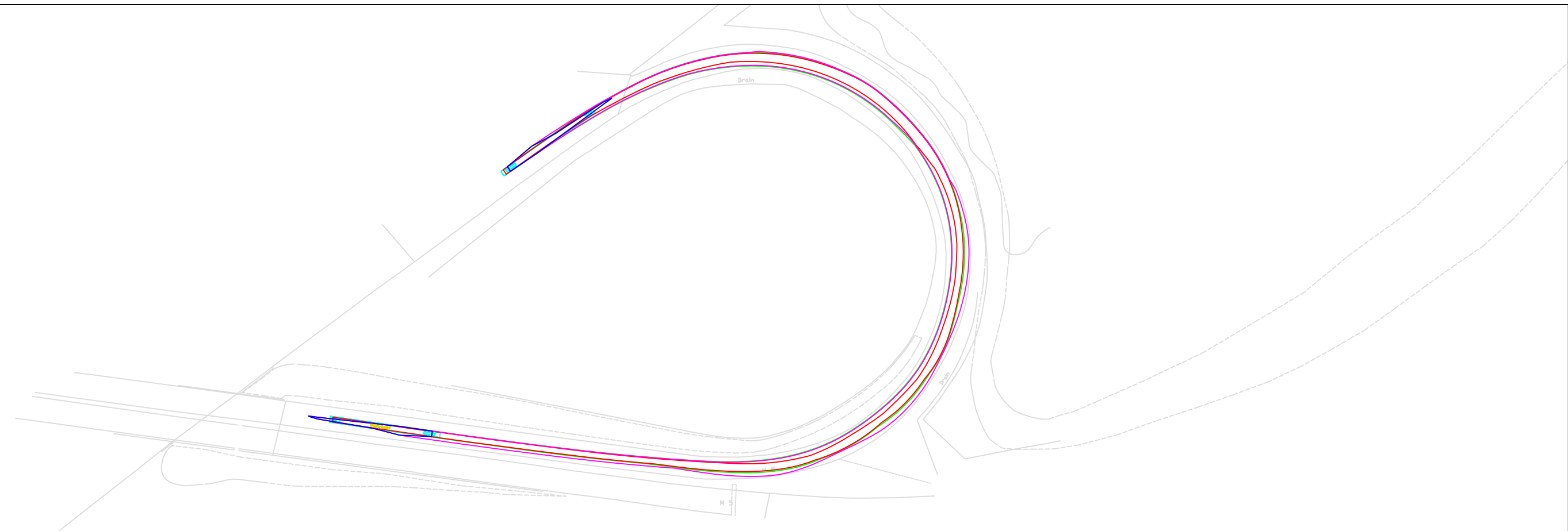
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			Checked	SMcG	30/11/2023	Drawing Status	Draft		
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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Avonmouth/St Andrews Roundabout	NO MITIGATION REQUIRED		Drawing No.	SK01	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.	1	

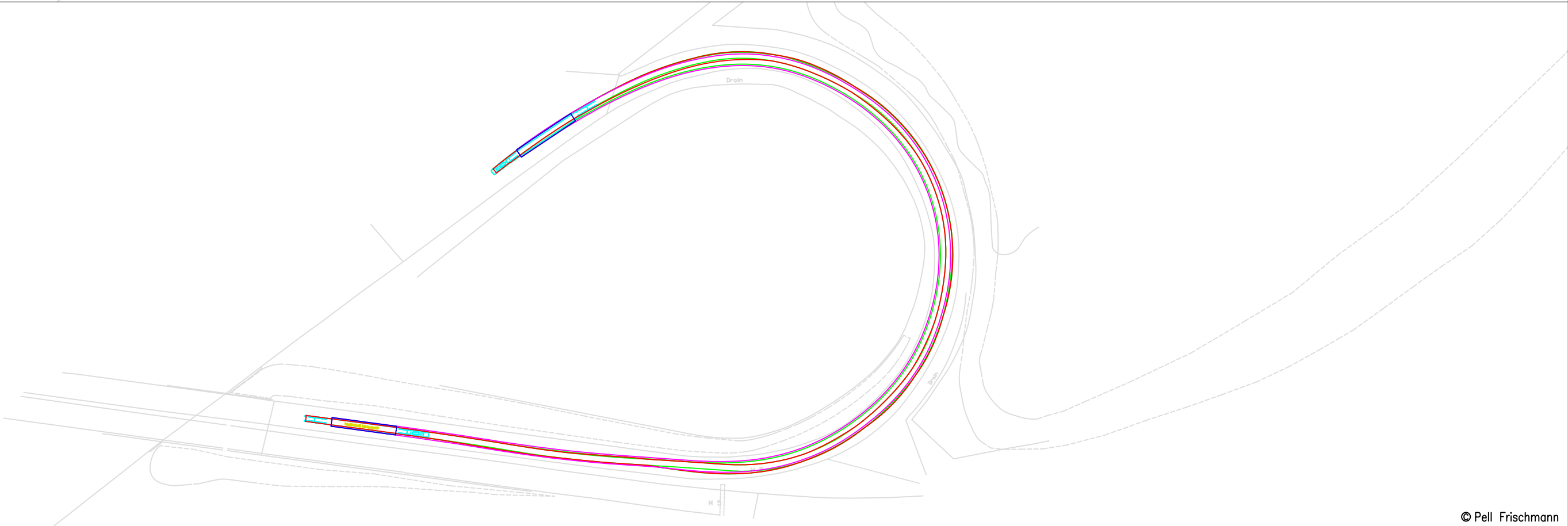


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	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail								

Blade

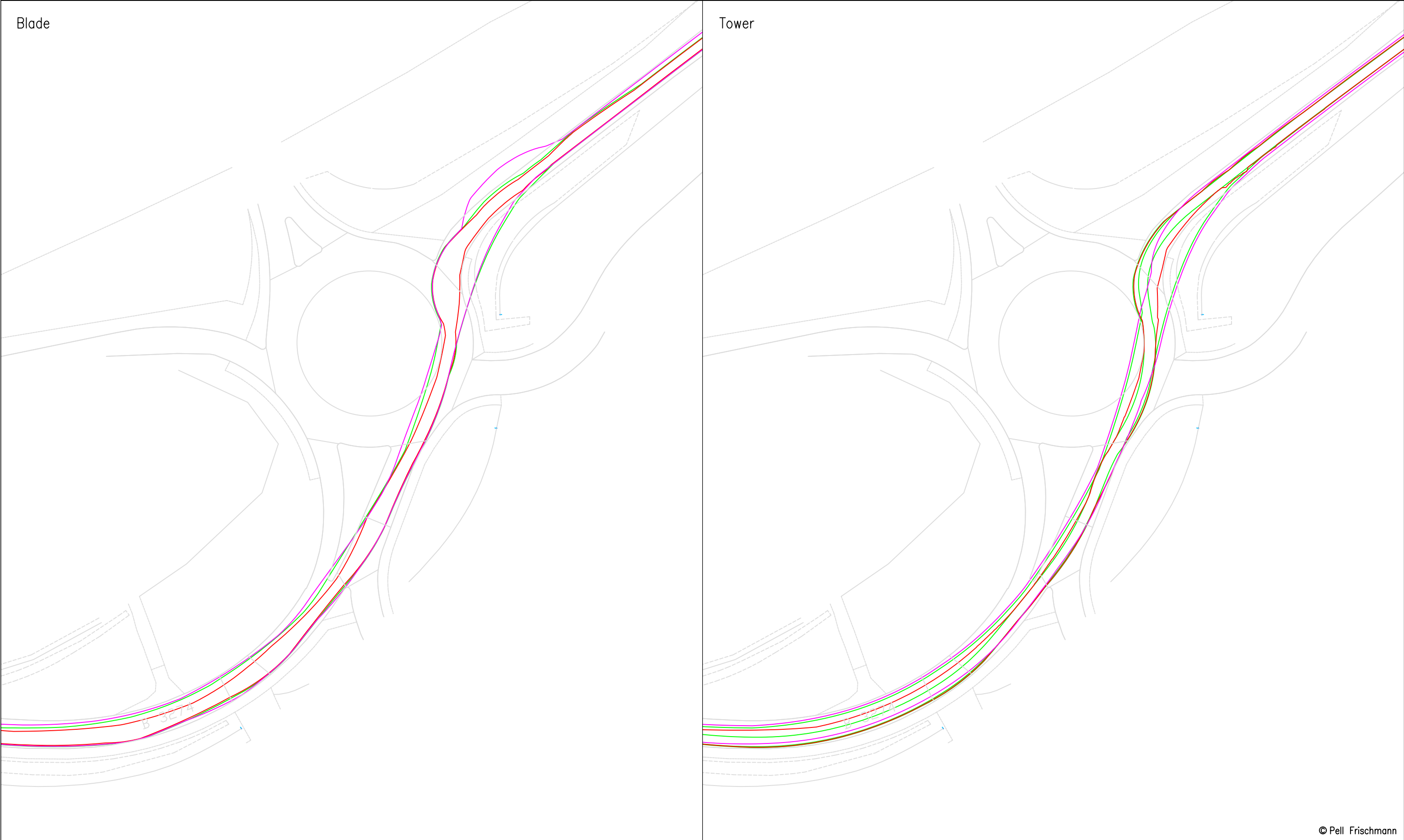


Tower



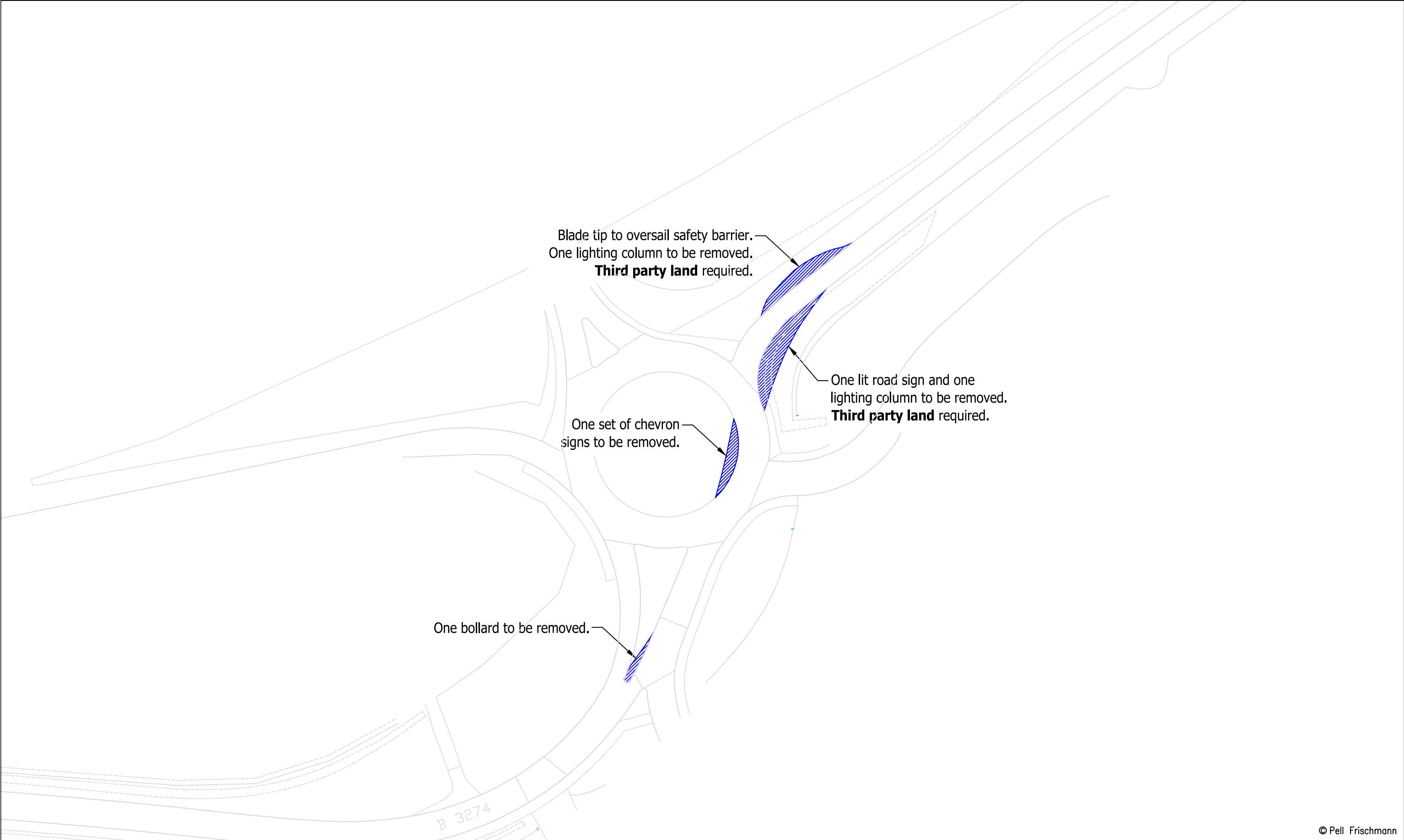
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Key							Notes:	Revision	
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							SK03	1	



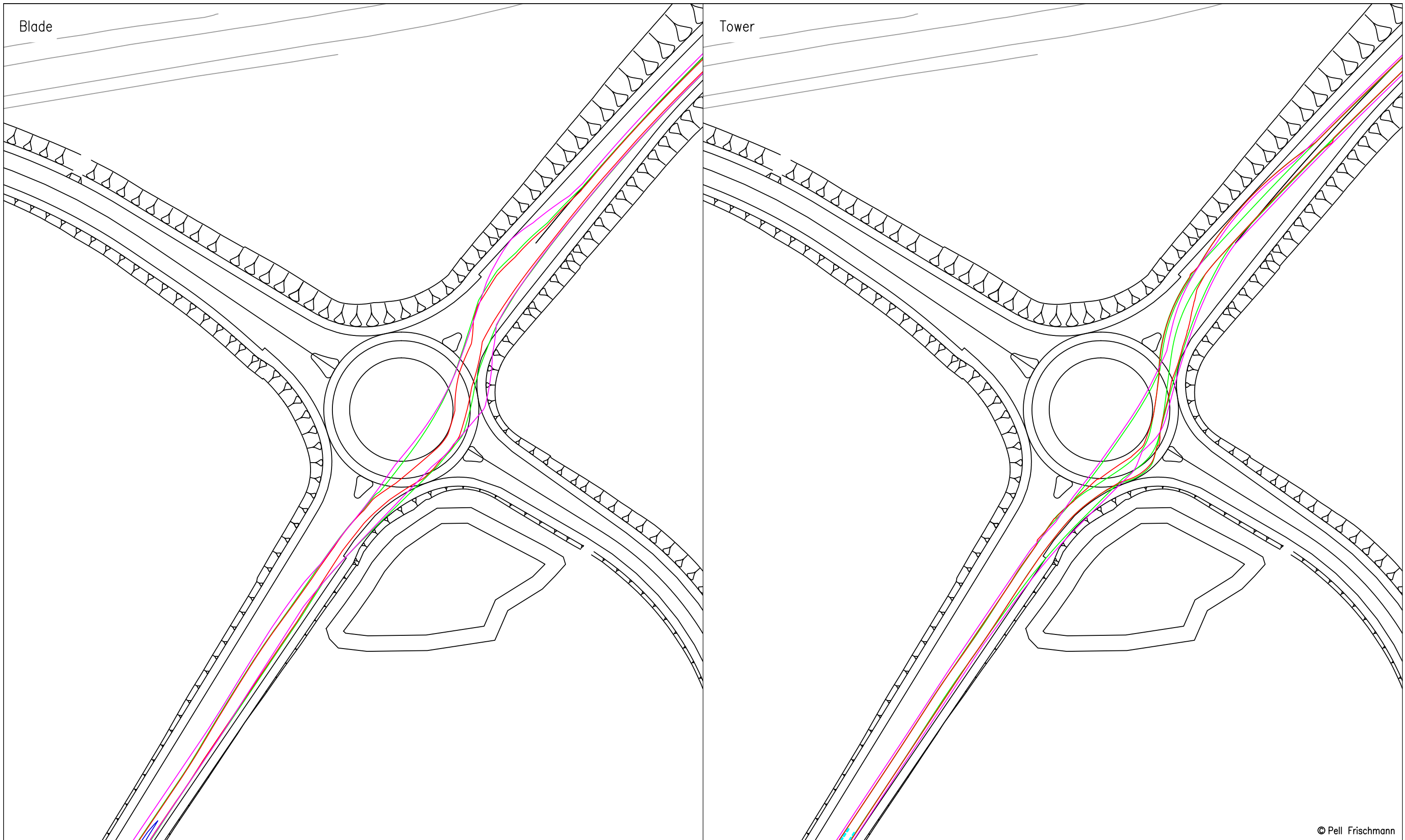
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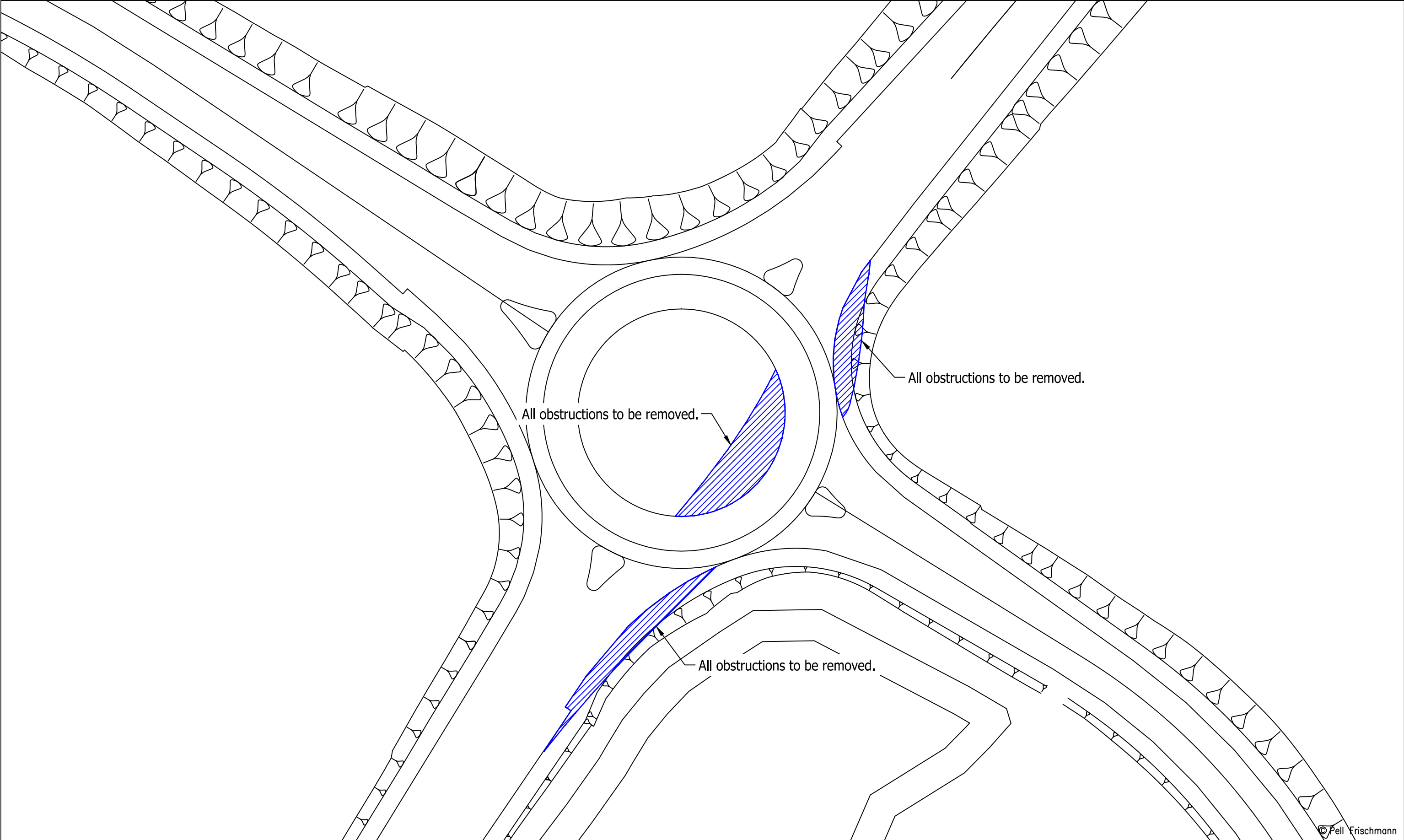
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			Drawing No. SK04A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision XXX	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A30 / B3274 Roundabout						



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



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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location Unnamed Roundabout 1 – Roche Bypass							

Blade

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Project	Imerys Wind Farm
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Drawing Title	V117 Blade & 4+7 Clamp Trailer
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SPA Location	Unnamed Roundabout 2 – Roche Bypass
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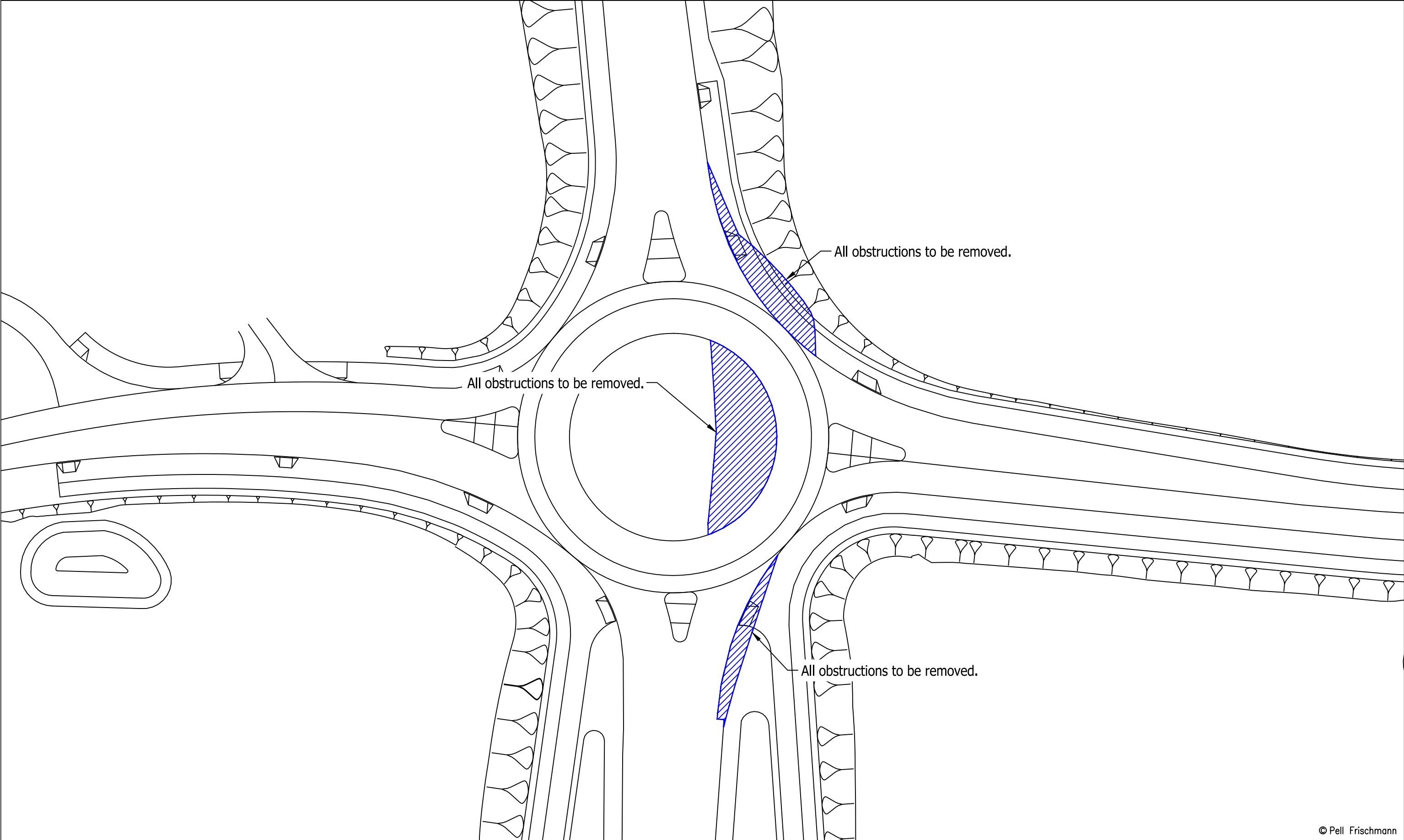
	Name	Date
Drawn	TJL	30/11/2023
Designed	SMcG	30/11/2023
Checked	SMcG	30/11/2023

Point of Interest	8	Draft
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 1

SK06	1. Air ingestion is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.
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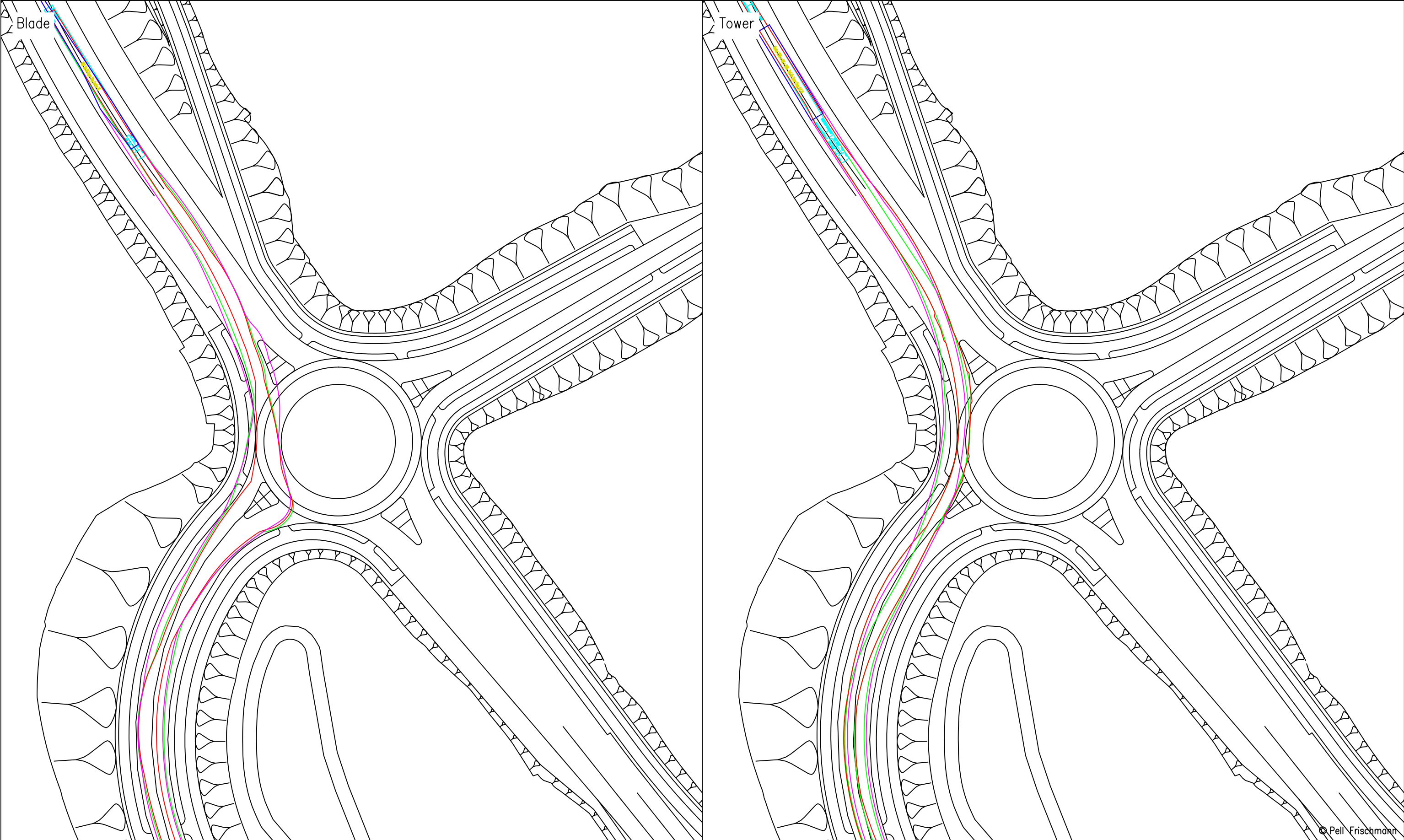
Key

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

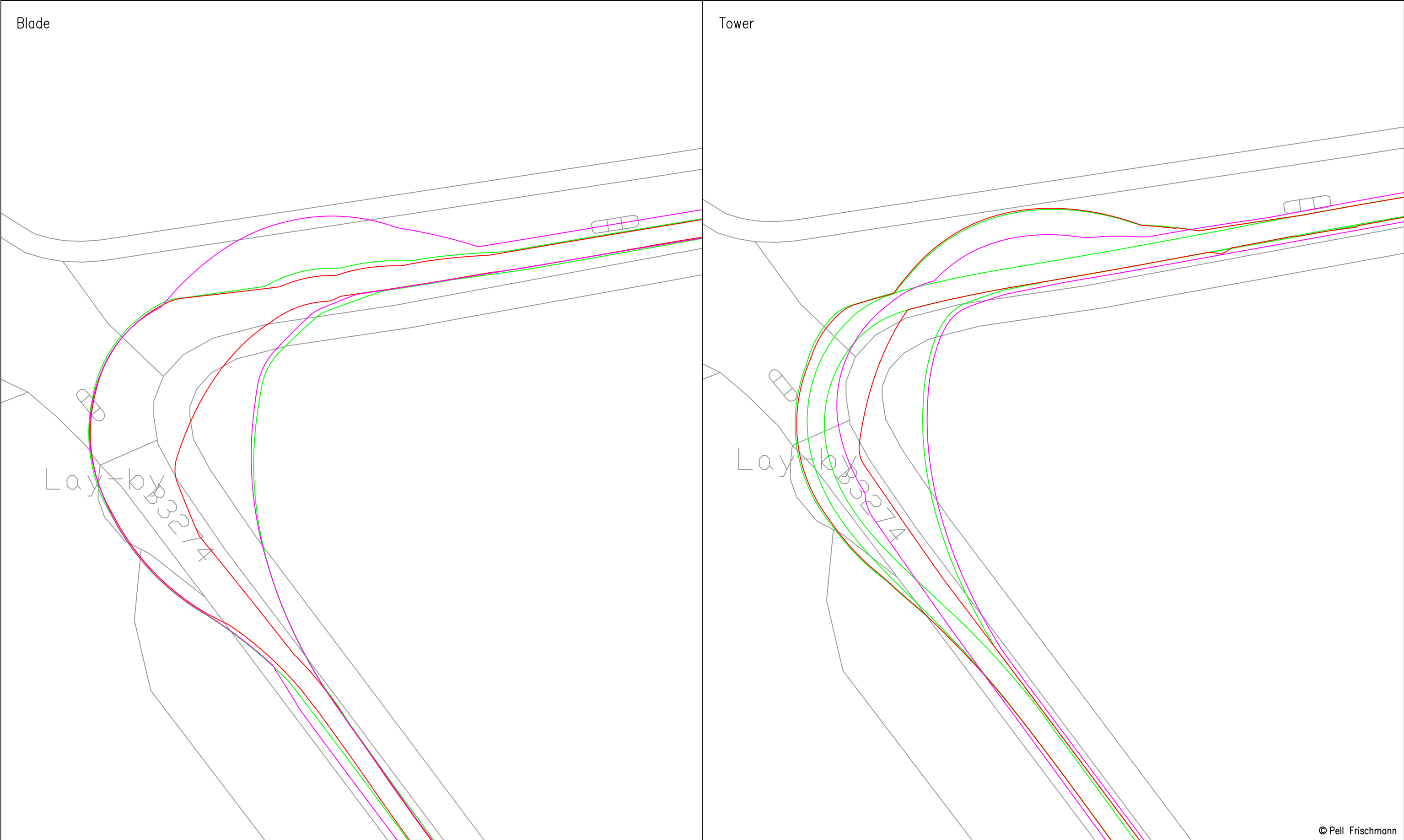


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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg		
			Designed	SMcG	30/11/2023			
			Checked	SMcG	30/11/2023	Drawing Status Draft		
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		8			
			Drawing No. SK06A		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 Unnamed Roundabout 2 – Roche Bypass							

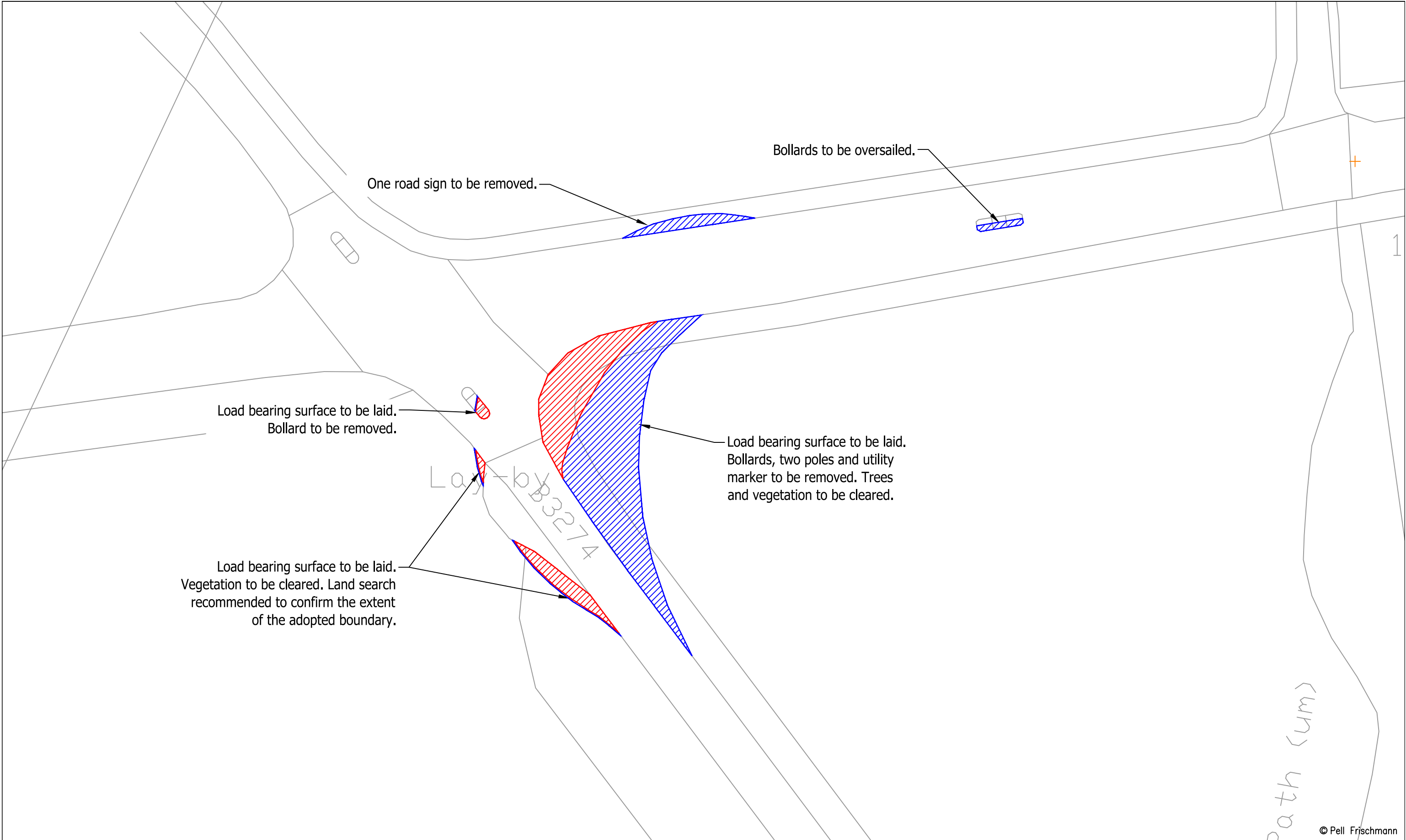


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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg	
			Designed	SMcG	30/11/2023		
			Checked	SMcG	30/11/2023	Drawing Status Draft	
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		9		
	SPA Location Unnamed Roundabout 3 – Roche Bypass		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.		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail						Revision 1	



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			Drawn	TJL	30/11/2023	1:500 @ A3			
			Designed	SMcG	30/11/2023	File No.	231130 Imerys V117.dwg		
			Checked	SMcG	30/11/2023	Drawing Status			
Client	CleanEarth	Drawing Title	V117 Blade & 4+7 Clamp Trailer		Point of Interest		10	Draft	
			SPA Location	B3274 Junction North of Treranke Cottages		Drawing No.	SK08	Notes:	Revision
Key		Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail				1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		1	

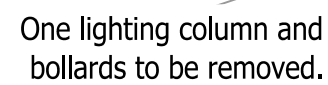


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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg		
			Designed	SMcG	30/11/2023			
			Checked	SMcG	30/11/2023	Drawing Status Draft		
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		10		Revision XXX	
	SPA Location B3274 Junction North of Treranke Cottages		Drawing No. SK08A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail								



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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg	
			Designed	SMcG	30/11/2023		
			Checked	SMcG	30/11/2023	Drawing Status Draft	
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		11		
			Drawing No. SK09		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision 1	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location B3274 Roche Roundabout						



	Name	Date	Scale 1:500 @ A3
Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg
Designed	SMcG	30/11/2023	
Checked	SMcG	30/11/2023	
Point of Interest		11	Drawing Status Draft
Drawing No. SK09A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision XXX

Blade

GP

2

The drawing shows a cross-section of a boat hull. A central vertical line represents the centerline, with a red line on the left and a green line on the right. The hull shape is outlined in black. A label 'Blade' is at the top left. A label 'GP' is in the middle right. A circled '2' is at the bottom left. An orange '+' is on the centerline near the bottom.

The drawing shows a technical architectural plan of a building facade. A central vertical element, possibly a chimney or tower, is highlighted with a thick red line. To the left of this central element, there is a curved line drawn in blue. The drawing includes various geometric shapes representing building components, such as rectangles and polygons. A small red cross is located near the base of the central vertical element. The text 'Tower' is written in the top left corner, and 'GP' is written near the central vertical element. The number '2' is written near the bottom left. The copyright notice '© Pell Frischmann' is in the bottom right corner.

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Project	Imerys Wind Farm
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Drawing Title	V117 Blade & 4+7 Clamp Trailer
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SPA Location	B3274 Saint Gomonda's Church Roundabout
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	Name	Date
Drawn	TJL	30/11/2023
Designed	SMcG	30/11/2023
Checked	SMcG	30/11/2023

Scale	1:500 @ A3
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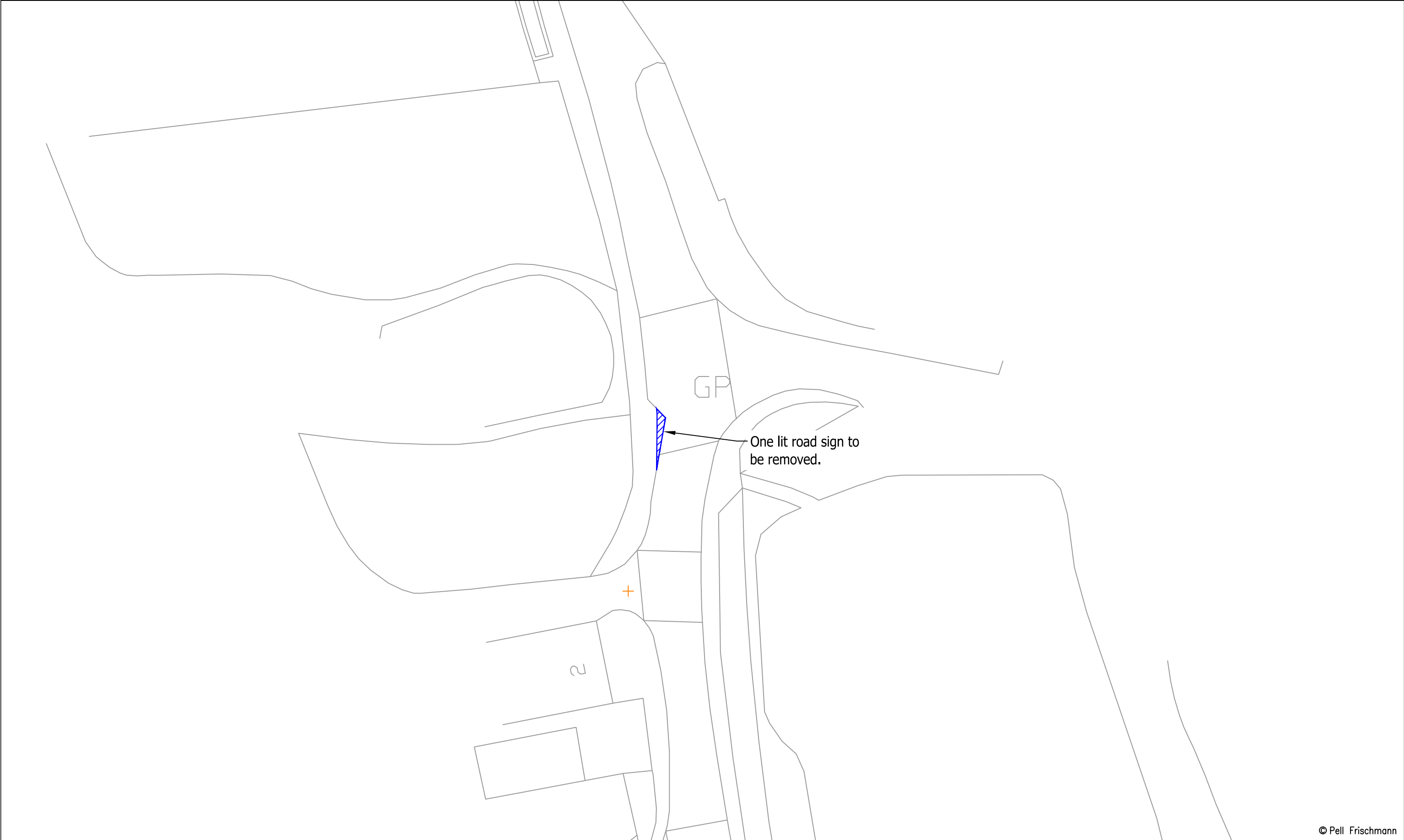
File No. 231130 Imerys V117.dwg

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

Key

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



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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg	
			Designed	SMcG	30/11/2023		
			Checked	SMcG	30/11/2023	Drawing Status Draft	
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		12		
			Drawing No. SK10A	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 B3274 Saint Gomonda's Church Roundabout						



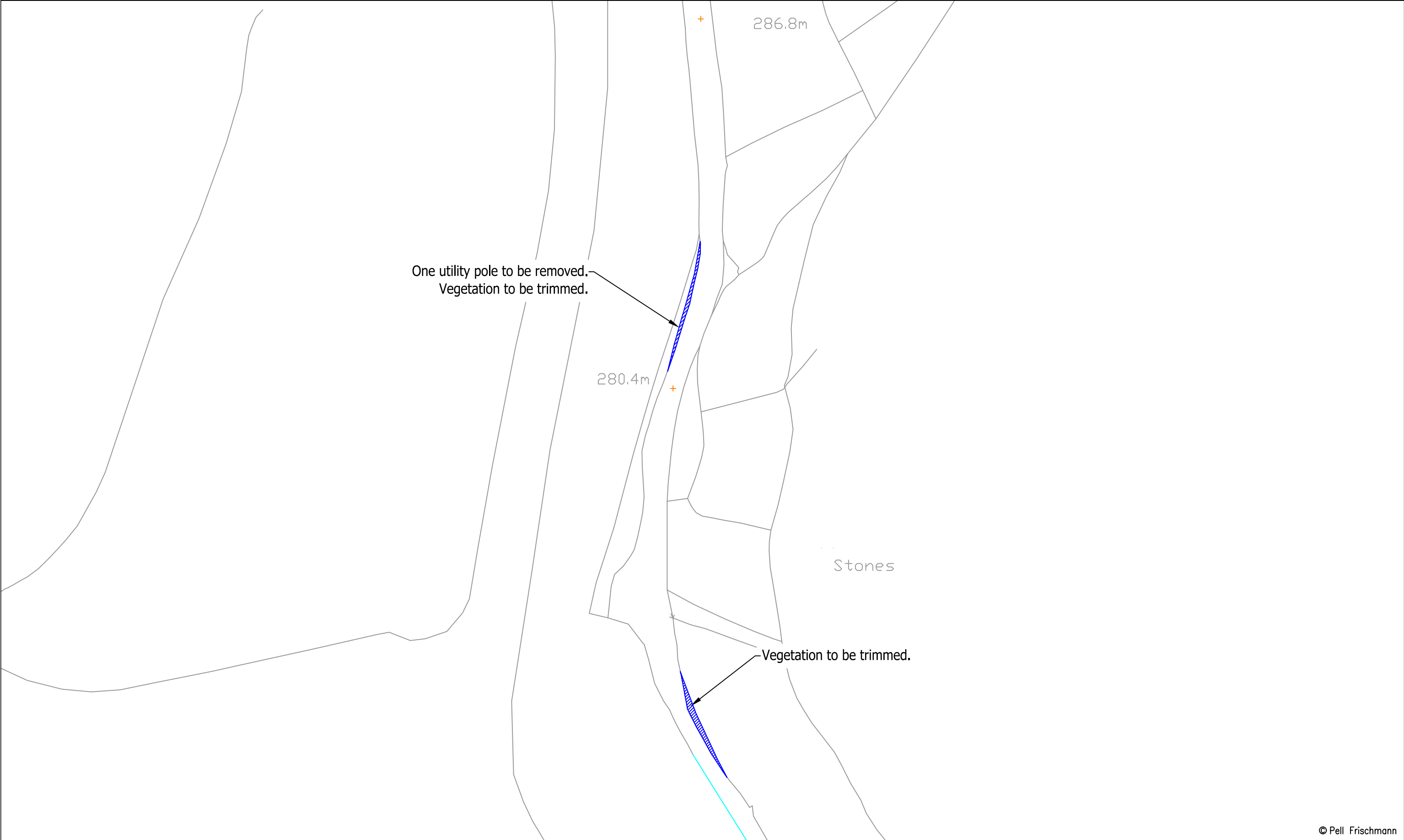
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			Drawn	TJL	30/11/2023	1:750 @ A3			
			Designed	SMcG	30/11/2023	File No.	231130 Imerys V117.dwg		
			Checked	SMcG	30/11/2023	Drawing Status			
Client		CleanEarth	Drawing Title		Point of Interest		13	Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		V117 Blade & 4+7 Clamp Trailer		Drawing No.		Notes:		Revision	
		SPA Location		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.		1	
		B3274 Junction at Higher Trezaise							



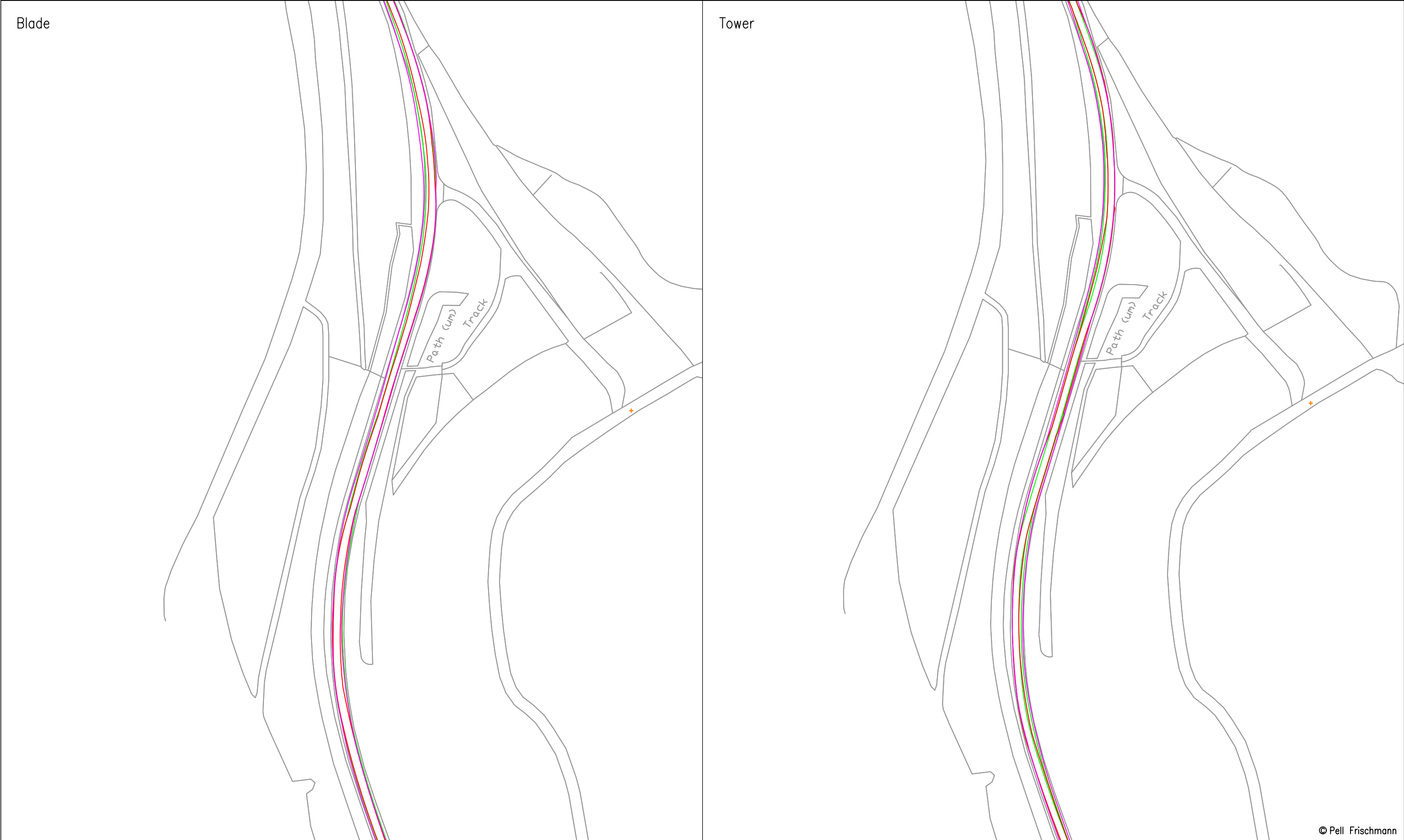
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	Drawing Title		V117 Blade & 4+7 Clamp Trailer		Drawn	TJL	30/11/2023	1:1000 @ A3	
					Designed	SMcG	30/11/2023	File No. 231130 Imerys V117.dwg	
					Checked	SMcG	30/11/2023	Drawing Status	
Client	CleanEarth		SPA Location		Point of Interest		14	Draft	
					Drawing No.	SK12			Revision
Key						Notes:			
Wheel SPA		Body SPA		Load SPA		1. All mitigation is subject to confirmation through a test run.			1
Indicative		Over-run		Over-sail		2. This is not a construction drawing and is intended for illustration purposes only.			



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			Drawn	TJL	30/11/2023	File No. 231130 Imerys V117.dwg	
			Designed	SMcG	30/11/2023		
			Checked	SMcG	30/11/2023	Drawing Status Draft	
Client CleanEarth	Drawing Title V117 Blade & 4+7 Clamp Trailer		Point of Interest		14		
			Drawing No. SK12A	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 Unnamed Road southwest of Hensbarrow Beacon						



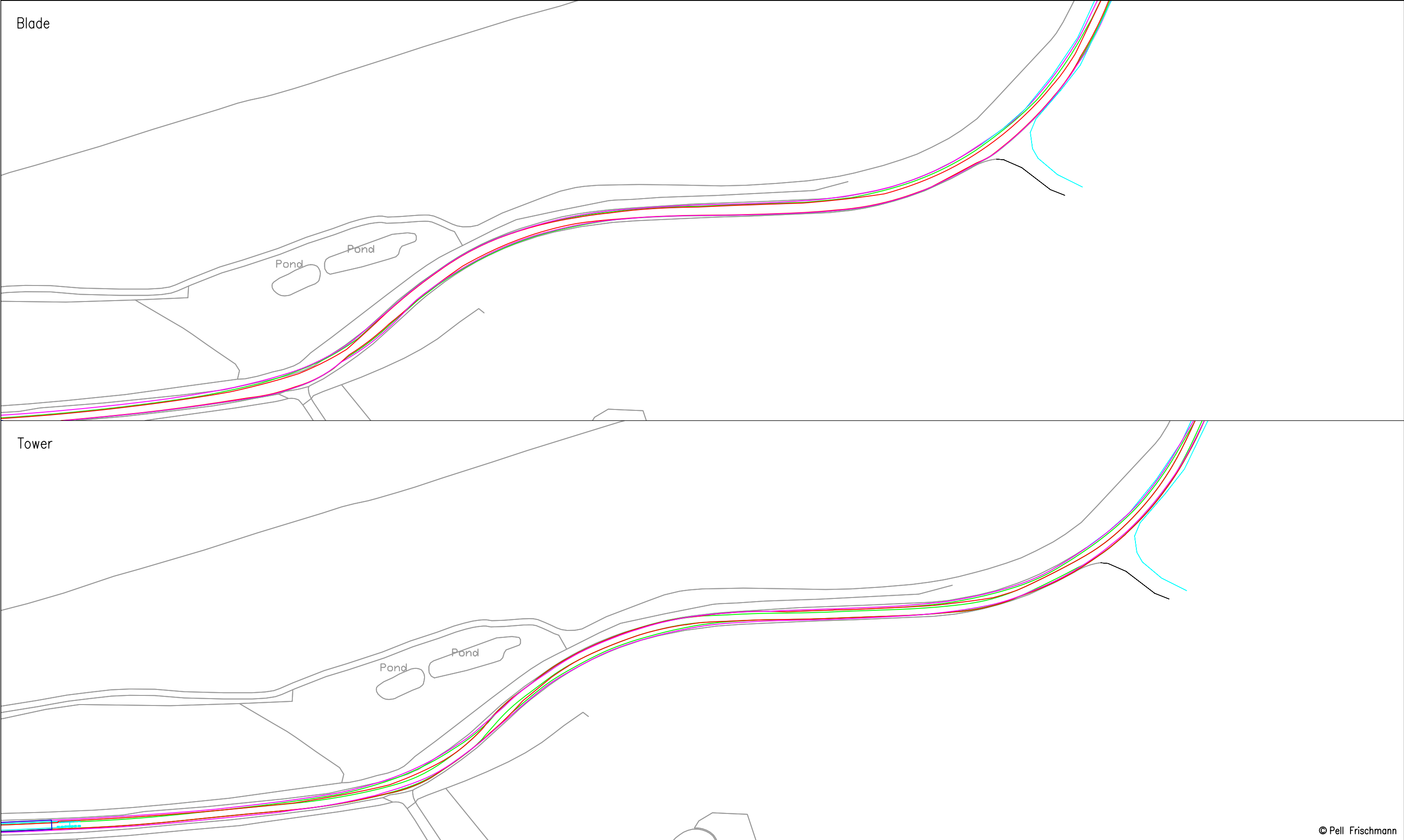
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			Drawn	TJL	30/11/2023	1:1500 @ A3		
			Designed	SMcG	30/11/2023	File No.	231130 Imerys V117.dwg	
			Checked	SMcG	30/11/2023	Drawing Status		
Client	CleanEarth	Drawing Title	V117 Blade & 4+7 Clamp Trailer	Point of Interest		16	Draft	
				Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unnamed Road west of Greensplat	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.			1



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			Drawn	TJL	30/11/2023	File No.		
			Designed	SMcG	30/11/2023	231130 Imerys V117.dwg		
			Checked	SMcG	30/11/2023	Drawing Status		
Client	CleanEarth	Drawing Title	V117 Blade & 4+7 Clamp Trailer	Point of Interest		16	Draft	
				Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unnamed Road west of Greensplat	SK13A	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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				Drawn	TJL	30/11/2023	1:1500 @ A3			
				Designed	SMcG	30/11/2023	File No.	231130 Imerys V117.dwg		
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Client	CleanEarth	Drawing Title	V117 Blade & 4+7 Clamp Trailer		Point of Interest		17	Draft		
					Drawing No.	Notes:			Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unnamed Road Goonamarth Farm		SK14		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			1



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			Drawn	TJL	30/11/2023	1:1000 @ A3		
			Designed	SMcG	30/11/2023	File No.	231130 Imerys V117.dwg	
			Checked	SMcG	30/11/2023	Drawing Status		
Client	CleanEarth	Drawing Title	V117 Blade & 4+7 Clamp Trailer	Point of Interest		17	Draft	
				Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unnamed Road Goonamarth Farm	SK14A	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