Chapter 4: Development Description - Figures

Revised Larbrax Wind Farm
EIA Report
for Ørsted Onshore UK Ltd

LUC

Figure 4.1: Site Layout

- Site boundary
- Turbine
- Hardstanding temporary
- Hardstanding permanent
- Temporary borrow pit
- Temporary construction compound
- Substation/battery storage
- Track to be upgraded
- Proposed new track/access junction
- Tree/scrub removal
- New watercourse crossing
- Existing (upgraded) watercourse crossing

Map scale 1:12,500 @ A3

0 0.5 1 km

CB: EB:robertson_s LUC 12469_EIA_SiteLayout 21/08/2024
Source: Ørsted, Pell Frischmann, LUC

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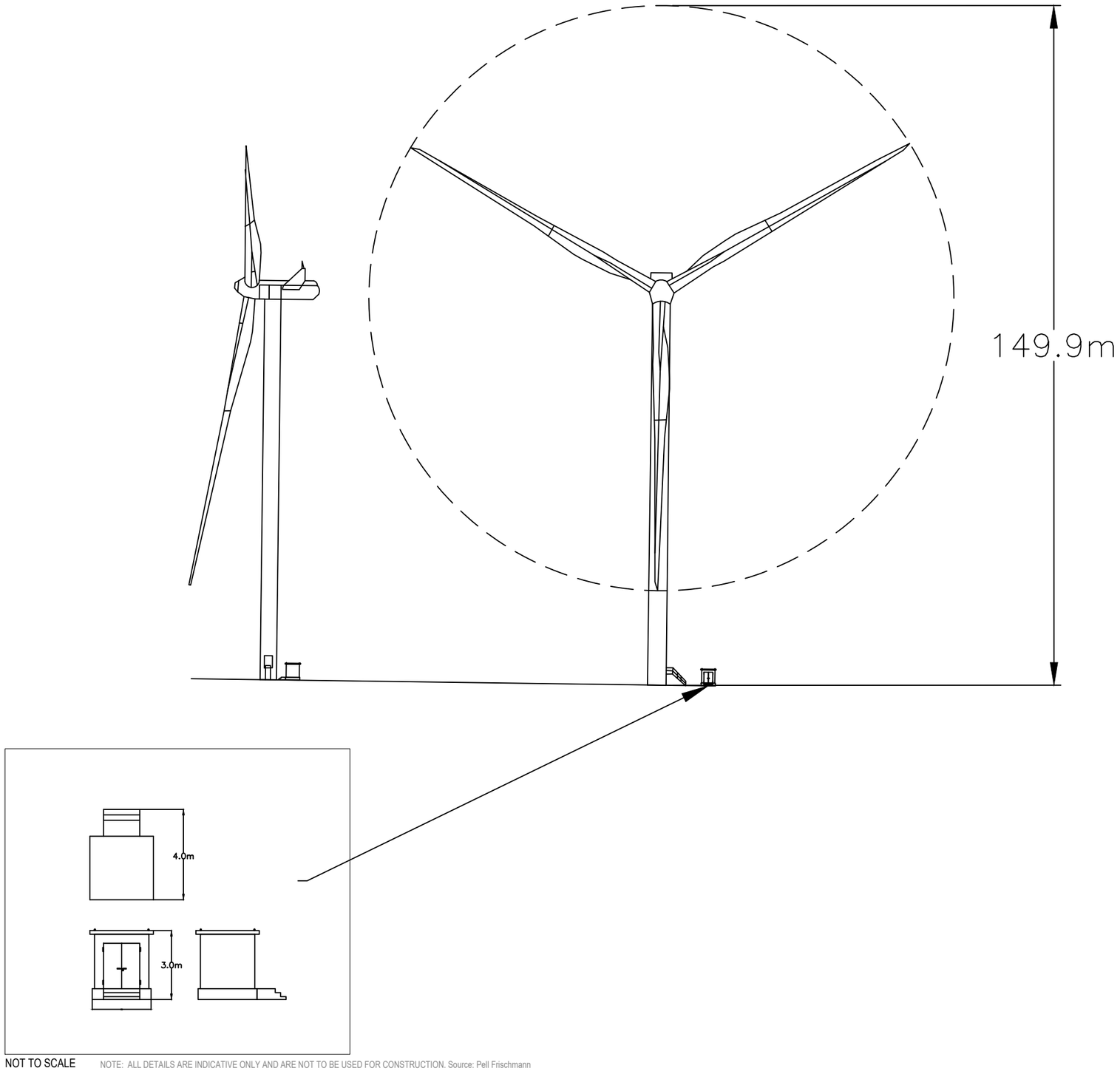
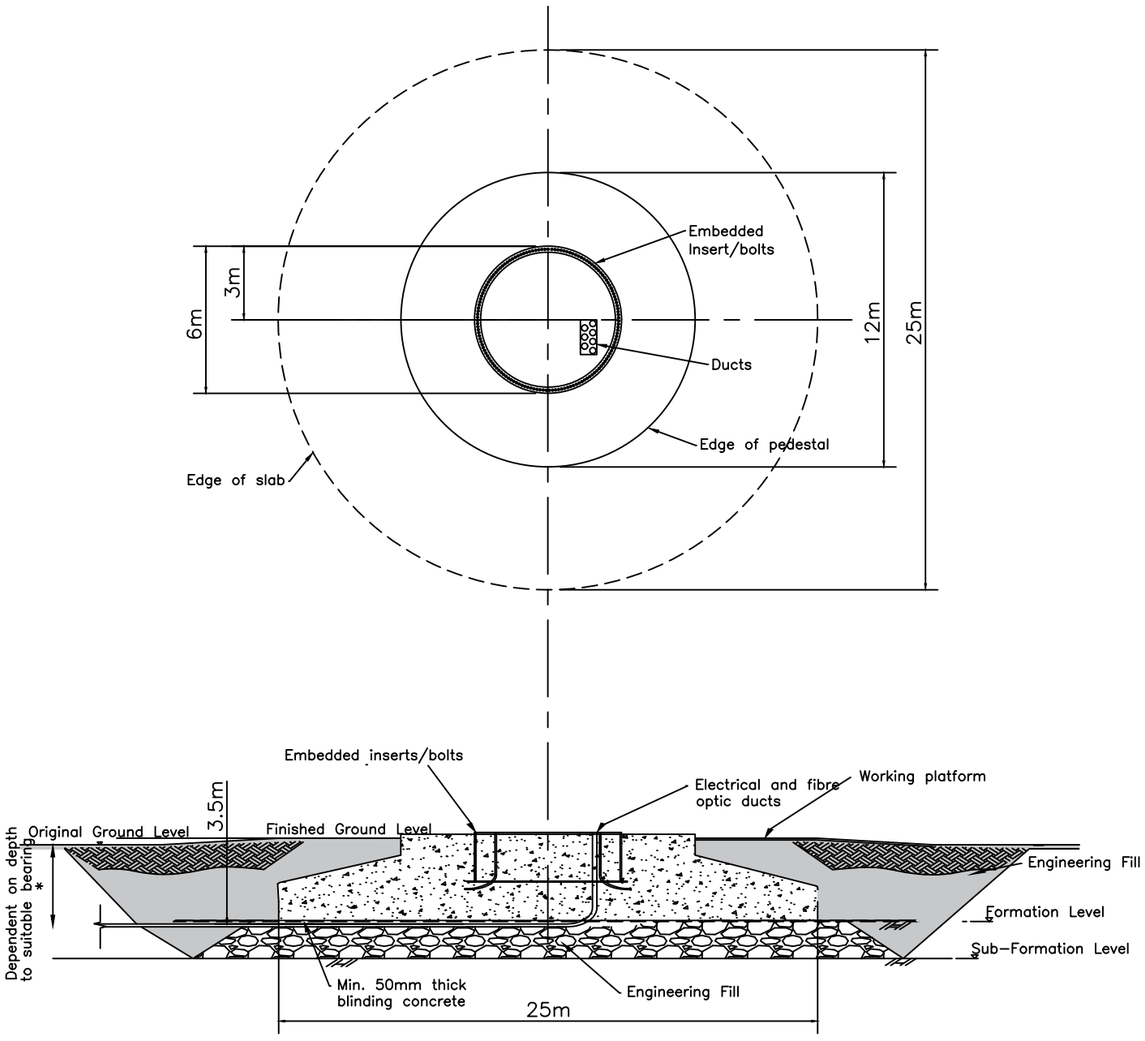
Figure 4.2: Typical Wind Turbine



NOT TO SCALE

NOTE: ALL DETAILS ARE INDICATIVE ONLY AND ARE NOT TO BE USED FOR CONSTRUCTION. Source: Pell Frischmann

Figure 4.3: Typical Turbine Foundation



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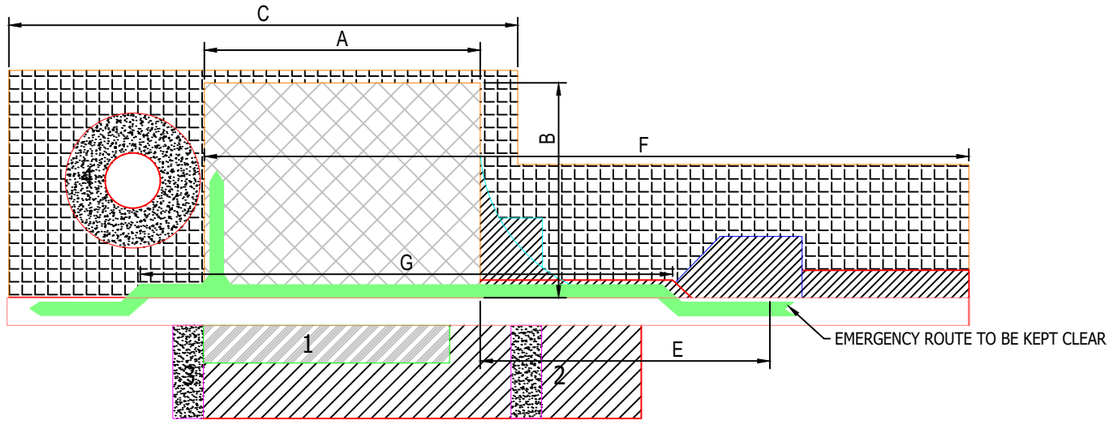

Figure 4.4: Typical Crane Hardstanding

Crane hard standing area		All TS towers	TCS164
A (length CHSA)	m	40	45
B (width CHSA)	m	35	35
C (length of clearing area)	m	74	83
E (distance of auxiliary crane pockets / each to the center point)	m	40	50
F (length of the jib assembly area / measured from the transition of the foundation edge / crane hard standing area)	m	160	210
G (length of emergency lane / it must be possible to drive around the longest vehicle (85 m blade / current worst-case assumption))	m	91	91
1 (pre-assembly area / handling area)	m	6 x 40	6 x 40
2 (blade storage area / optional)*	m	15 x 76	15 x 76
3 (blade fingers / support points for the rotor blade transport frames (distance in acc. with table, item 2.4))	m	15 x 15	15 x 15
4a (staircase to the foundation / table: inclination up to 10°: gravel / 11°-30° handrail + graveled steps / 31°-45° = steps + handrail)	m	Necessary	-
4b (access ramp from the side of the crane hard standing area onto the foundation / graveled on the graveled/ accessible foundation area / load-carrying capacity 120 kN)	m	-	Necessary

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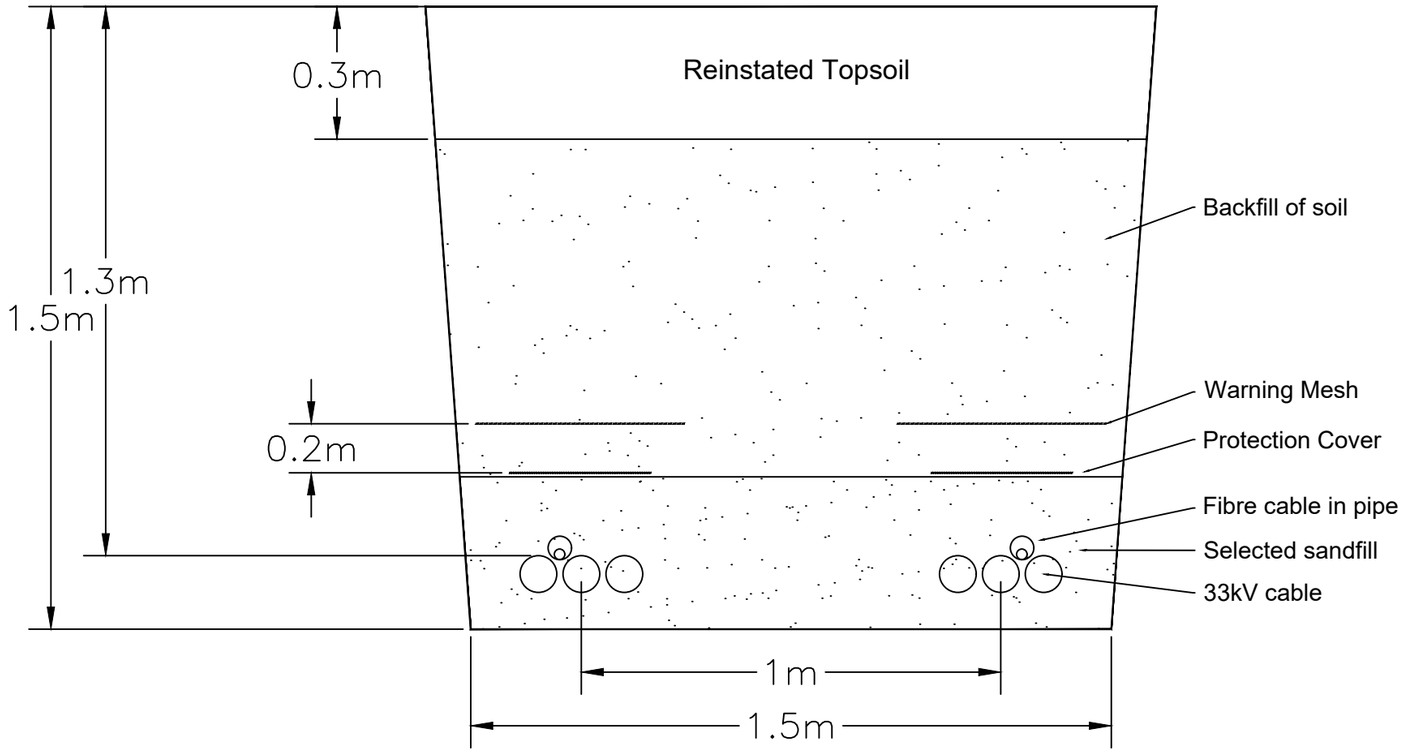
Figure 4.5: Typical Cable Trench



Typical Cable Trench

NOT TO SCALE

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Figure 4.6: Indicative Control Building, Substation and BESS Compound Layout

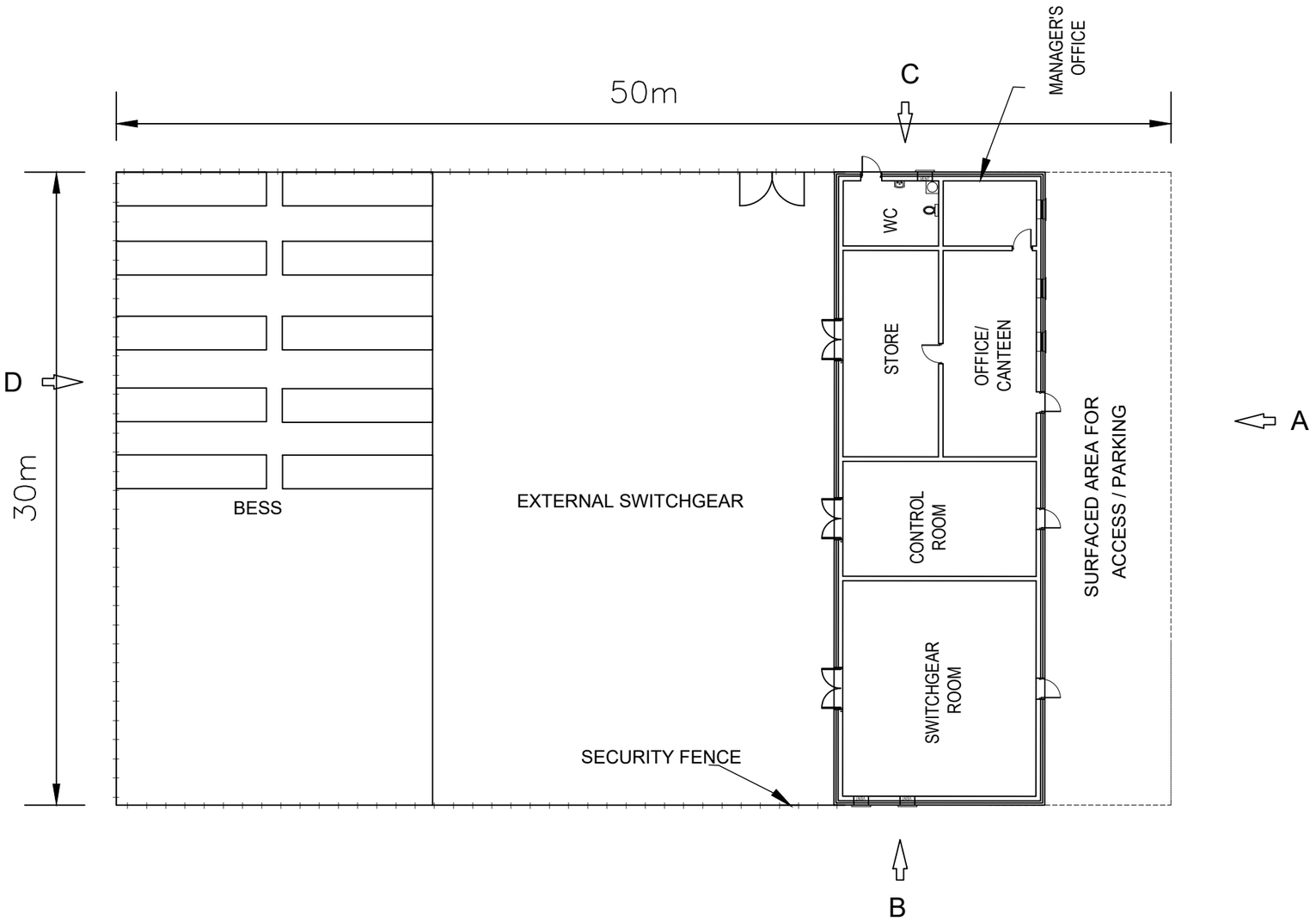

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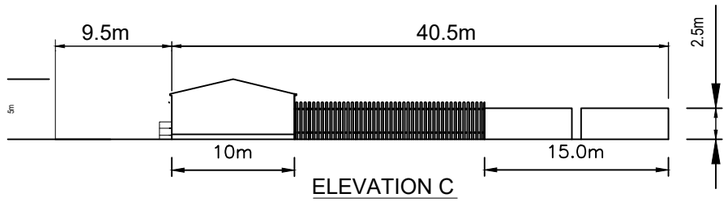
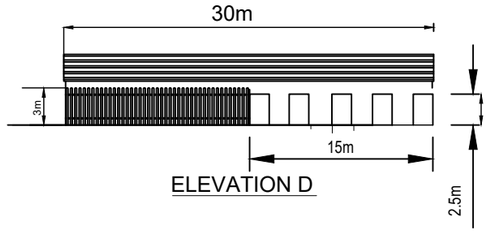
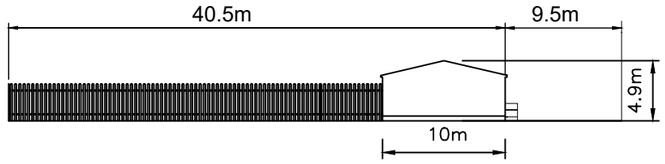
Figure 4.7: Indicative Control Building and BESS Elevations



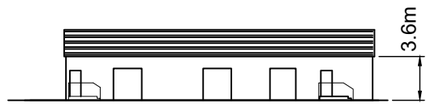
ELEVATION C



ELEVATION D



ELEVATION B



ELEVATION A

NOT TO SCALE

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Figure 4.8: Indicative New Site Junction

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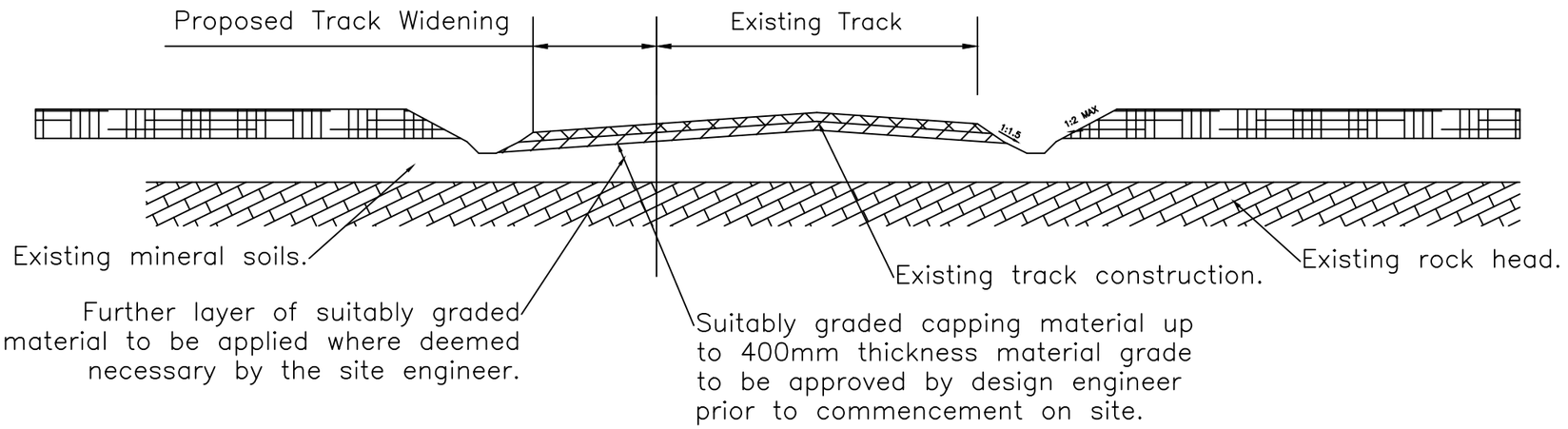
Figure 4.9:Existing Track Widening



TYPICAL TRACK WIDENING

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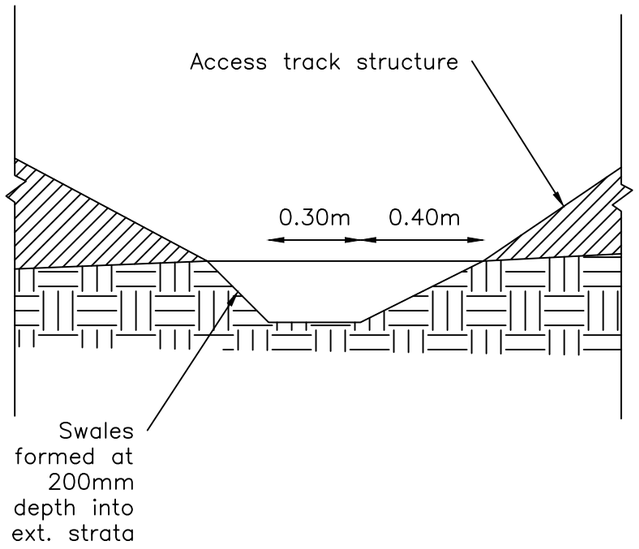
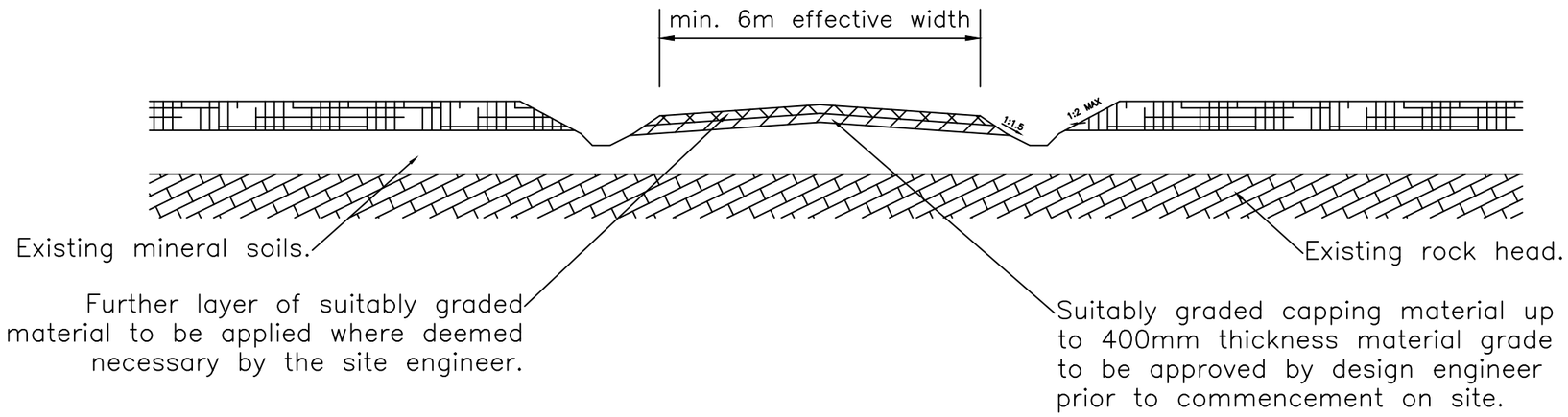
Figure 4.10:Typical Cut Track Details





TYPICAL TRACK FORMATION ON OVERBURDEN SOIL

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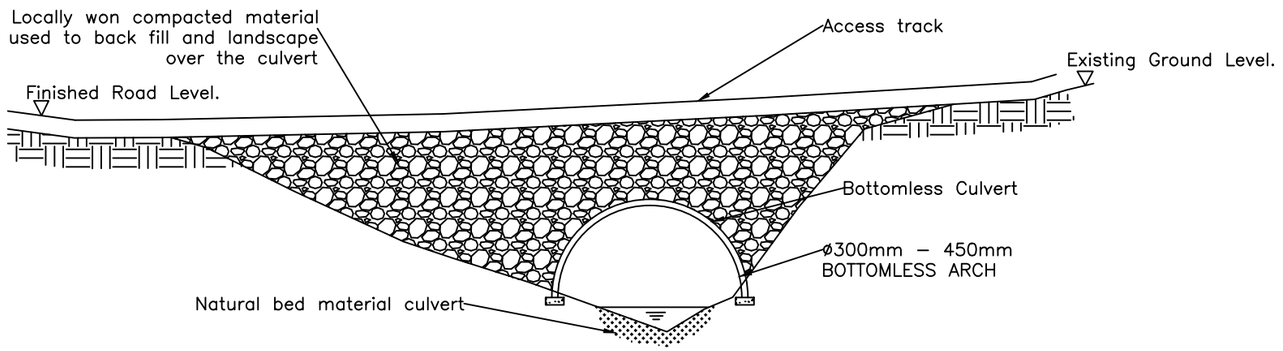
Figure 4.11a:Typical Watercourse Crossing Methods



INDICATIVE BOTTOMLESS ARCH WATERCOURSE CROSSING

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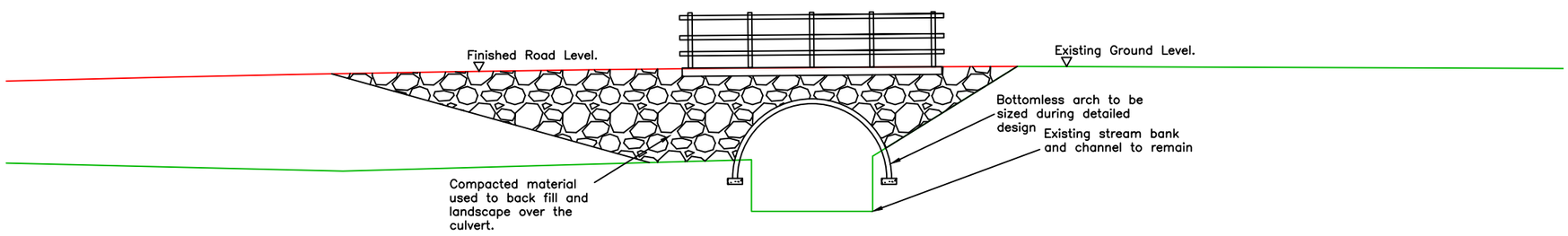
Figure 4.11b:Typical Green Burn Watercourse Crossing

PROPOSED ACCESS JUNCTION LONG SECTION



PROPOSED ACCESS JUNCTION
BOTTOMLESS CULVERT DETAIL

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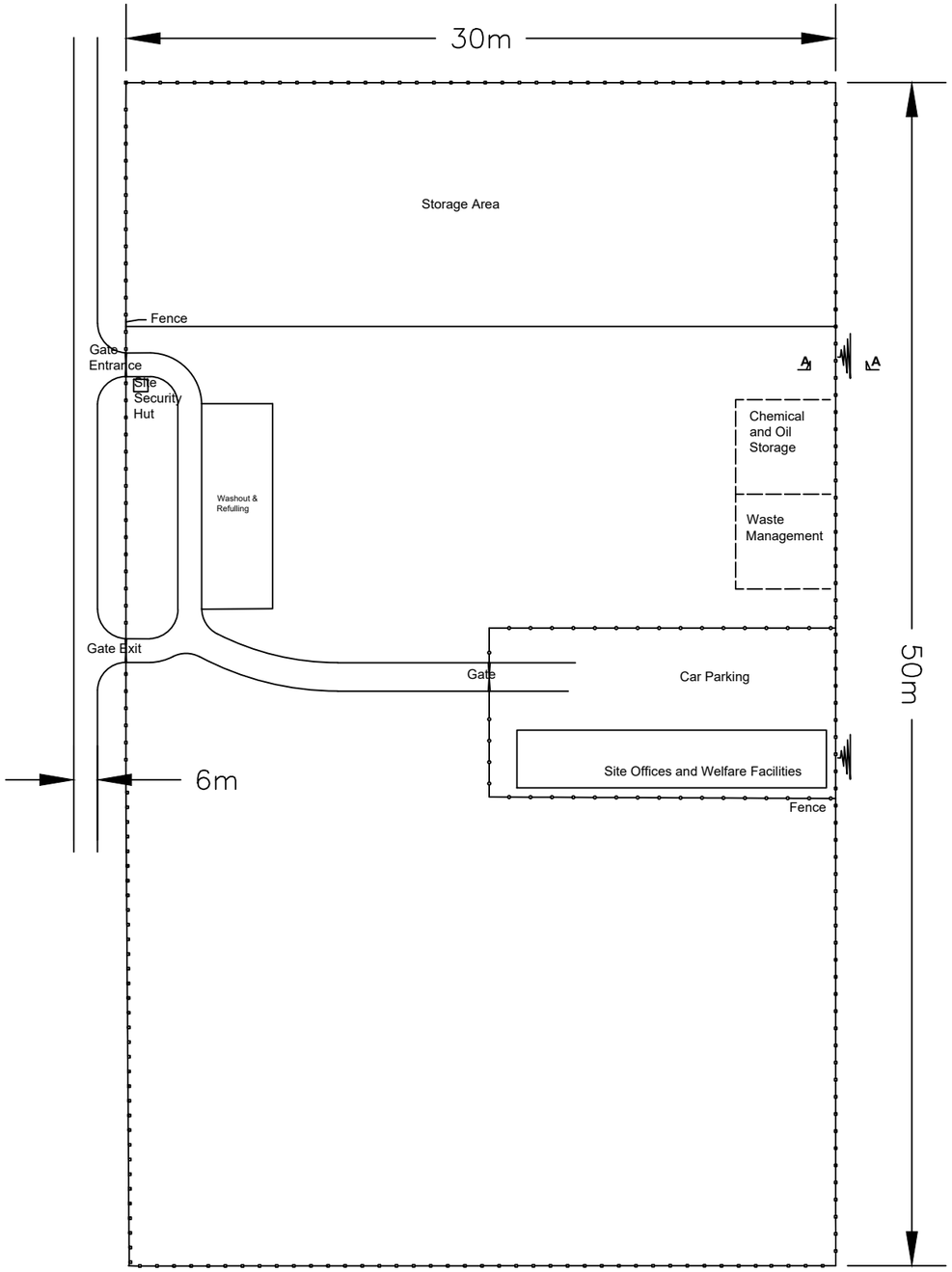
Figure 4.12:Typical Construction Compound



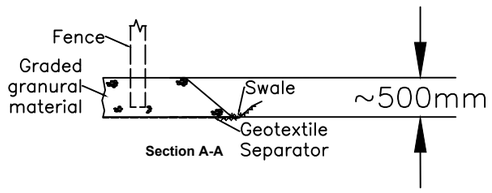


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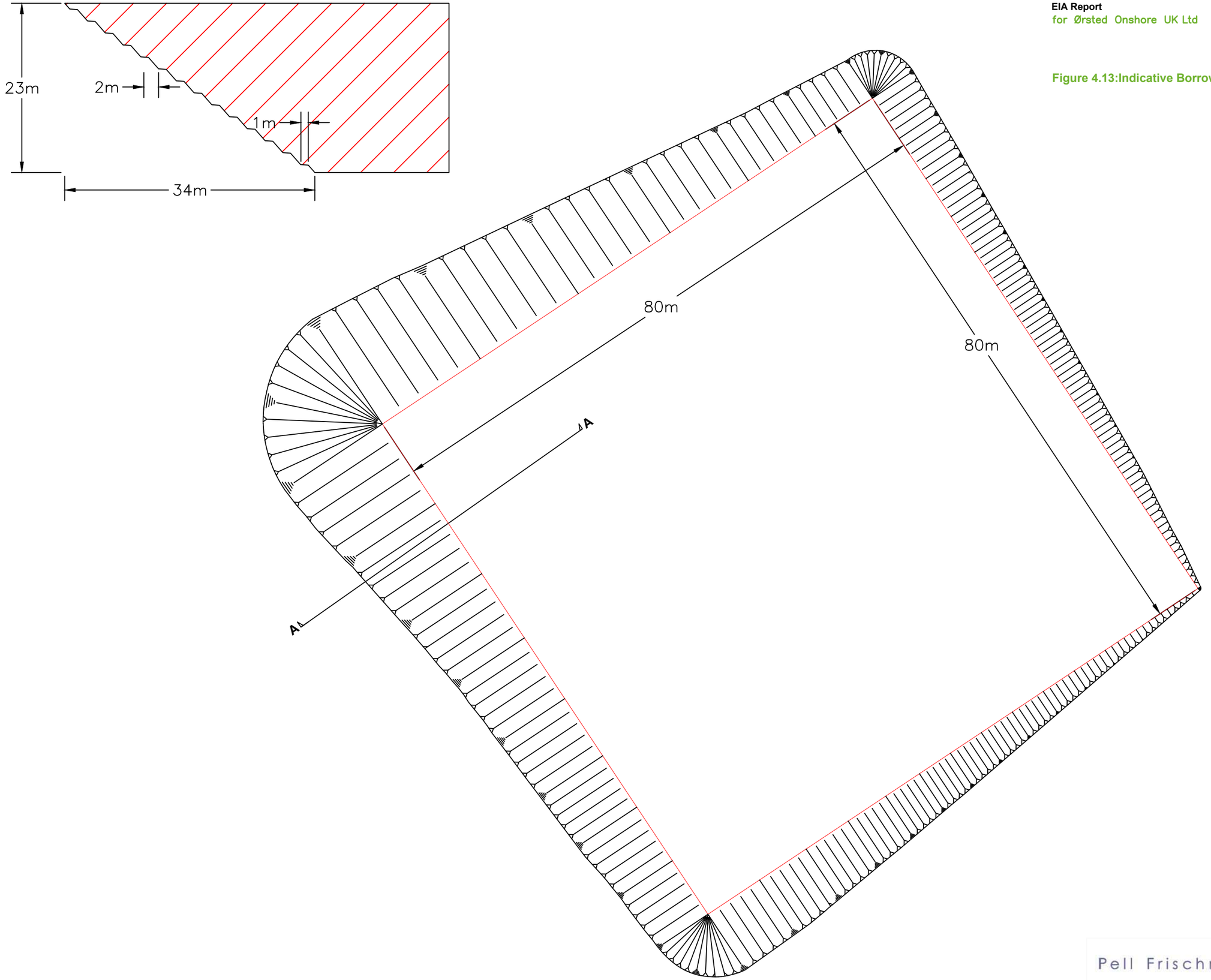
Figure 4.13:Indicative Borrow Pit Search Area



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