

Pell Frischmann

Eredine Wind Farm

Abnormal Indivisible Load Route Survey

October 2024

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by RWE Renewables UK Limited (RWE) to undertake a route access review of potential delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with the construction and development of Eredine Wind Farm, located to the west of Inverary, Argyll and Bute.

The Route Survey Report (RSR) has been prepared to help inform RWE on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. This 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 RWE at this point in time.

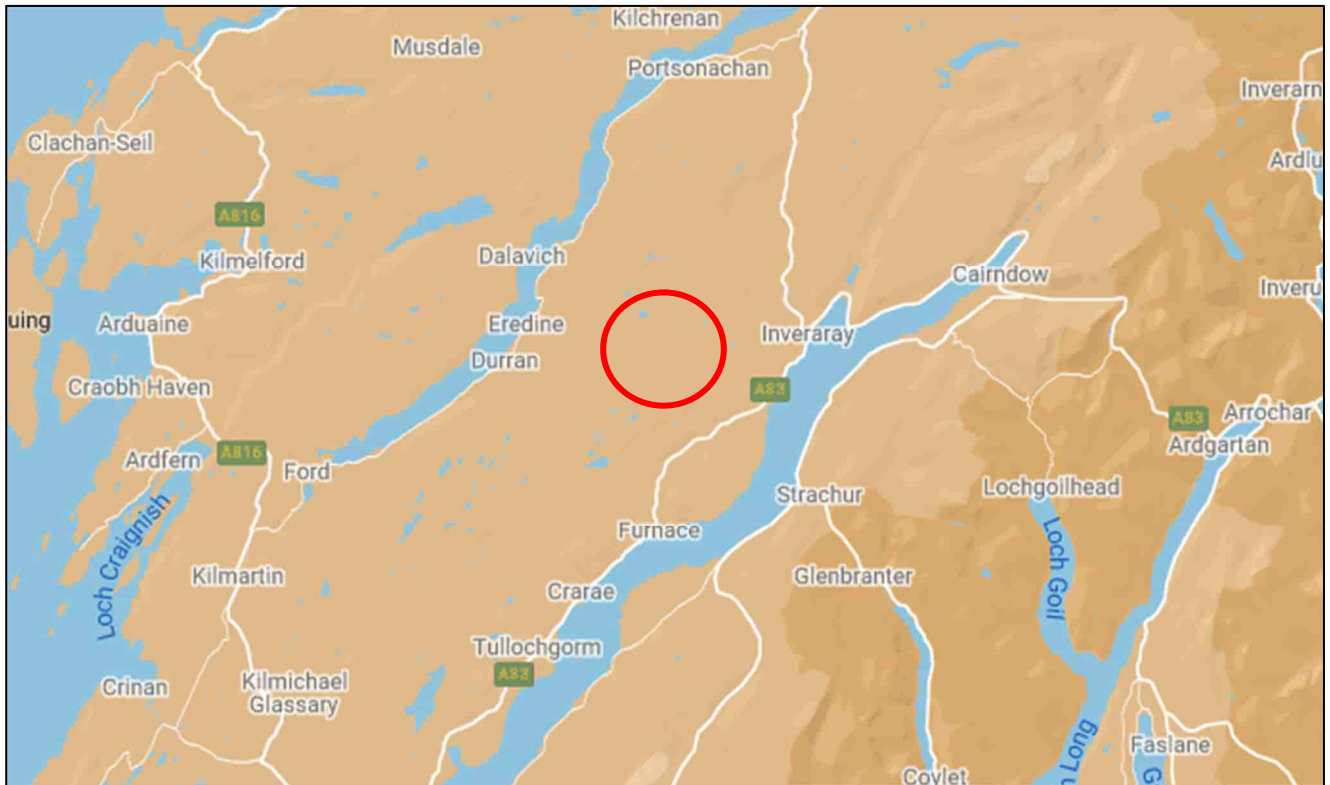
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration 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 Inveraray, Argyll and Bute. Figure 2-1 illustrates the general site location.

Figure 2-1: Site Location Plan



2.2 Candidate Turbine

RWE have indicated that they wish to consider the worst case components from the Siemens Gamesa SGRE155 turbine at a maximum tip height of 230m. As this would require a site specific tower, a worst case tower has been utilised at this time.

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

Table 2-1: Turbine Components Summary – 200m to tip

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	76.000	4.500	3.400	23.100
Worst Case Tower	29.977	4.800	4.793	-

It has been assumed that the top tower can be carried using a step frame trailer and configured to pass under any height restrictions on the route.

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.

Where constraints are extreme, loads would be transferred onto a Goldhofer blade lifting trailer. This trailer has the ability to lift blades up to a maximum angle of 60 degrees, lifting blades over potential constraints and shortening the length plan view.

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

Figure 2-2: Superwing Carrier Trailer



Figure 2-3: Blade Lifting Trailer



Figure 2-4: Tower Trailer



3 Access Route Review

3.1 Port of Entry

The nearest Port of Entry for the site is Campbeltown Harbour. This is the only feasible port due to restrictions on the wider A83 at Inveraray, Tarbert, and Arrochar. The port has been previously used by turbine imports in the past, having been used for Beinn an Turic, Allt Dearg, Tangy, A'Chruach, and Carraig Gheal Wind Farms.

Loads can be offloaded by geared vessels, onshore mobile cranes, or using the redundant ferry service RO/RO ramps (subject to suitable vessel / ramp interface). The quay at Campbeltown has been upgraded to accommodate heavier offshore tower sections and the access road to and from the quay is well proven.

3.2 Proposed Access Route

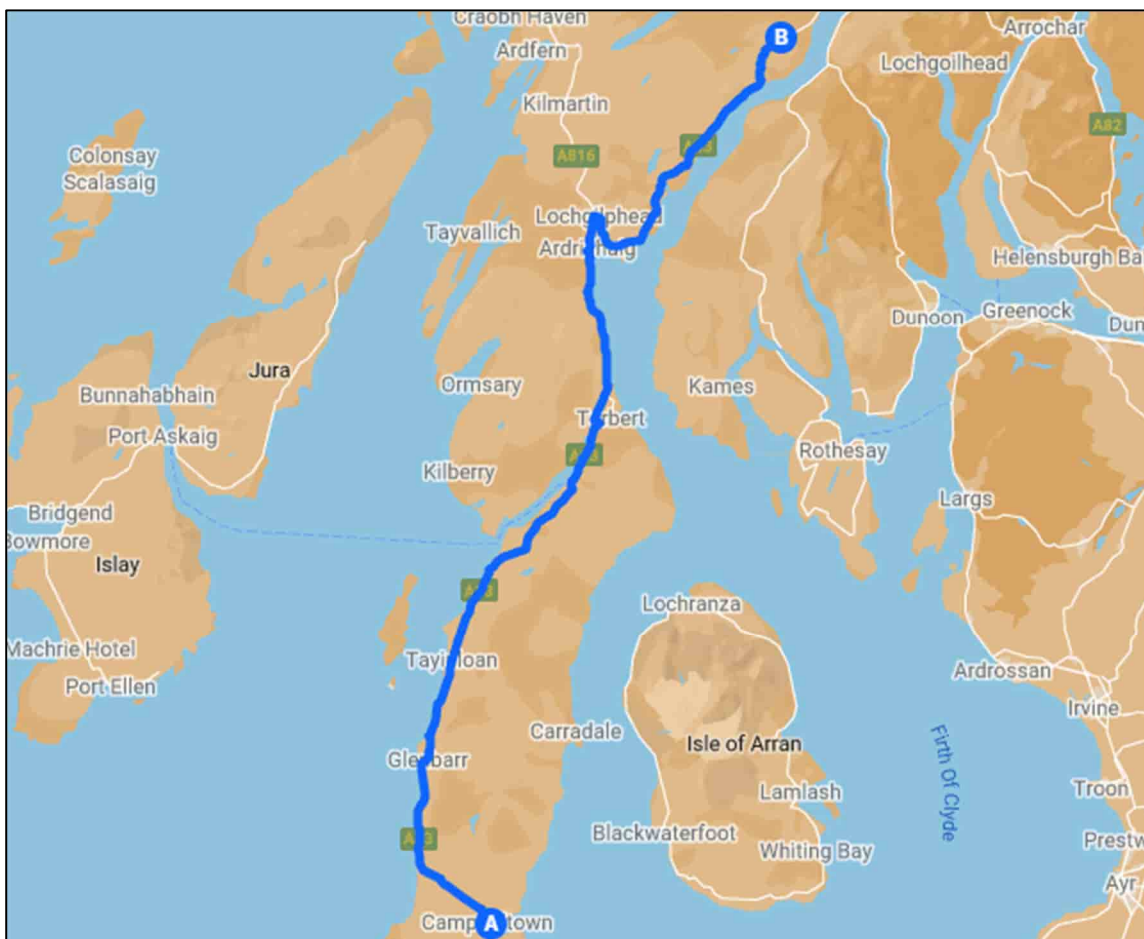
Plans detailing the location of the GPS Points of Interest (POIs) where further assessment has been carried out is contained within Appendix A.

The proposed access route is detailed below:

- Loads would exit Campbeltown Harbour and join the A83 northbound;
- Loads would turn left southwest of Tarbert to exit the A83 and join the B8024 northbound;
- Loads would turn left north of Tarbert to exit the B8024 and re-join the A83 northbound;
- Loads would continue through Lochgilphead on the A83 northbound to Inverary; and
- Loads would turn left into the site access junction west of Killlean.

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

Figure 3-1: Proposed Access Route



3.3 Route Constraints

The constraints noted on the site visit are detailed in the table below. These cover all constraints from the port access gate through to the site access junction. No consideration of the transport issues within the port or development site have been undertaken and this includes the design of the site access junction.

Plans illustrating the location of the constraints are provided in Appendix A.

Table 3-1: Constraint Points and Details

POI	Key Constraint	Details
1	Egress from Campbeltown Port 	Loads will exit Campbeltown Harbour and join Hall Street northbound. Loads will contraflow and utilise the opposing lane of traffic. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the inside of the turn where the existing over-run area should be utilised. One lighting column, one road sign, and a section of guardrail should be removed. The blade tip is required to oversail the port fence and gate. The existing over-run area on the central reserve should be extended, and one lighting column should be removed. Two trees and the vegetation should be cleared. Swept path assessment SK01 is included in Appendix B.
2	Hall Street / Quay Head Roundabout 	Loads will take the third exit at the roundabout to join Kinloch Road northbound, undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards on the south-western verge prior to the roundabout where one tree should be removed. Loads will over-sail the north-eastern verge on entry, though no physical mitigation measures will be required. Temporary parking restrictions are required to allow loads to utilise the entire carriageway through the section. Swept path assessment SK02 is included in Appendix B.
3	Aqualibrium Avenue Left Bend 	Loads will continue on Kinloch Road northbound before joining the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the outside verge of the bend prior to the junction where one lighting column should be removed and the trees trimmed. A land search is recommended to confirm the extent of the adopted land boundary. Loads will over-run and over-sail the outside verge of the bend following the junction where a load bearing surface should be laid. Existing utilities should be protected, and overhead utilities and obstructions should be removed. Loads will over-sail the inside verge of the bend, though no physical mitigation measures will be required. Swept path assessment SK03 is included in Appendix B.

POI	Key Constraint	Details
4	Aqualibrium Avenue Right Bend 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the outside verge of the bend where one lighting column should be removed. Loads will over-sail the inside verge where one signpost and one lighting column should be removed. Loads will over-run and over-sail the south-western verge immediately following the bend where load bearing surfaces should be laid and existing utilities protected. Land searches should be completed through the section to ensure all areas of over-run and over-sail are within the adopted road network. There are limited clearances to the buildings on both verges through the bend. This is an extremely constrained section for this size of blade. Swept path assessment SK04 is included in Appendix B.
5	A83 Mill Knowe 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the right-hand bend. Temporary parking restrictions are required to allow loads to utilise the entire carriageway through the section.
6	A83 Milknowe Road 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the outside verge of the bend prior to the access junction where a load bearing surface should be laid, and one lighting column should be removed. The vegetation should be trimmed. Loads will over-run and over-sail the outside verge following the access junction where a load bearing surface should be laid and two road signs and one lighting column should be removed. Loads will over-sail the inside verge of the bend, though no physical mitigation measures will be required. Swept path assessment SK05 is included in Appendix B.
7	A83 Balegreggan 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the right-hand bend, though no physical mitigation measures will be required.

POI	Key Constraint	Details
8	A83 Lagnagarach 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the outside verge of the bend where the vegetation should be trimmed. Loads will over-sail the inside verge in several sections. One lighting column should be removed. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. Swept path assessment SK06 is included in Appendix B.
9	A83 Kilmaho 	Loads will continue on the A83 northbound. Loads are likely to project over the road centre line at this location. To ensure the safety of the convoy and other road users, escort vehicles should be deployed ahead to hold traffic at a safe location for the loads to pass. Vegetation should be trimmed on the inside verge of the bend.
10	A83 south of Kilchenzie 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the outside verge of the first right-hand bend where load bearing surfaces should be laid and one road sign and all bollards removed. The blade tip will over-sail the stone wall. Third party land will be required. The blade tip will over-sail several bollards on the outside verge of the second right-hand bend. Loads will over-sail the inside verge slightly where the vegetation should be trimmed. Swept path assessment SK07 is included in Appendix B.
11	A83 Kilchenzie 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the stone wall and vegetation on the outside verge of the bend where two road signs should be removed. Third party land will be required. Loads will over-sail the inside verge where a section of fence should be removed. Third party land will be required. The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges. Swept path assessment SK08 is included in Appendix B.

POI	Key Constraint	Details
12	A83 Drum 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the left-hand bend where the vegetation should be trimmed.
13	A83 Low Ballevain 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the bend where the vertical clearance to the embankment should be confirmed during the test run. Loads will over-run and over-sail the outside verge where a load bearing surface should be laid, and two chevron signs and several bollards should be removed. The blade tip will over-sail the fence and embankment. Third party land will be required. A detailed design is required to confirm whether verge strengthening is required. A topographical base survey of this section is recommended. The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges. Swept path assessment SK09 is included in Appendix B.
14	A83 Rosehill 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.

POI	Key Constraint	Details
15	A83 northwest of Glencreggan 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
16	A83 Druim an Rathaid 	Loads will continue on the A83 northbound. An historic topographical base survey of the section has been utilised. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the safety barrier on the outside verge of the first right-hand bend where all street furniture should be removed, and the vegetation should be trimmed. Third party land will be required. Loads will over-sail the inside verge where a section of fence and several bollards should be removed. The land should be reprofiled to allow over-sail. Third party land will be required. The blade tip will over-sail the safety barrier and suspended walkway on the outside verge of the second right-hand bend where all street furniture should be removed, and the trees and vegetation should be trimmed. Parking should be suspended during deliveries. Third party land will be required. Loads will over-sail the inside verge where several bollards should be removed. Loads will over-sail the inside verge of the final left-hand bends where a section of fence should be removed, and the vegetation should be cleared. Third party land will be required. Swept path assessment SK10 is included in Appendix B.
17	A83 North Muasdale 	Loads will continue on the A83 northbound. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.

POI	Key Constraint	Details
18	A83 Beachmenach 	Loads will continue on the A83 northbound. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. It is strongly 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.
19	A83 Killean 	Loads will continue on the A83 northbound. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
20	A83 south of Tayinloan 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended.
21	A83 Achanadriane 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that the blade tip will over-sail the outside verge of the right-hand bend, where vegetation should be cleared and one road sign removed. The blade tip will over-sail the south-eastern verge between the bends, though no physical mitigation measures will be required. Loads will over-sail the bridge parapet on the inside verge of the following left-hand bend where the vegetation should be trimmed. A repeat assessment on a topographical base survey is recommended. Third party land may be required. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. Swept path assessment SK11 is included in Appendix B.

POI	Key Constraint	Details
22	A83 Achnafad 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
23	A83 south of Ballochroy 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
24	A83 north of Ballochroy 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
25	A83 Correchrevie 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail both verges through both bends where one bollard and vegetation should be removed. Swept path assessment SK12 is included in Appendix B.
26	A83 Ronachan 	Loads will continue on the A83 northbound. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended.

POI	Key Constraint	Details
27	A83 Clachan 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the right-hand bend where the vegetation should be trimmed.
28	A83 Monyliadh 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will slightly over-sail the inside verge of the left-hand bend, though no physical mitigation measures will be required. The blade tip will over-sail the bollards on the outside verge of the following right-hand bend where the trees and vegetation should be trimmed. Loads will over-sail the inside verge, though no physical mitigation measures will be required. Swept path assessment SK13 is included in Appendix B.
29	A83 Creag na h-Inghean 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
30	A83 Gartnagrenach 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
31	A83 Achnaclaod 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed, and one bollard removed.

POI	Key Constraint	Details
32	A83 Millbrae Plantations 	Loads will continue on the A83 northbound. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed.
33	A83 Redhouse 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the bend where the vegetation should be trimmed. Swept path assessment SK14 is included in Appendix B.
34	A83 Kennacraig 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the left-hand bend where one bollard should be removed. The blade tip will over-sail the bollards on the outside verge of the following right-hand bend where three chevron signs should be removed and the vegetation trimmed. Loads will over-sail the inside verge where the vegetation should be trimmed. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. Swept path assessment SK15 is included in Appendix B.
35	A83 southwest of Achnacarnan 	Loads will continue on the A83 northbound. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed.

POI	Key Constraint	Details
36	A83 Achnacraig 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. The clearances to overhead power lines at this location should be reviewed with the utility provider prior to loads moving to ensure that there is sufficient head height and flashover protection for all temperature ranges.
37	A83 north of Achadacaie 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed.
38	A83 southwest of Eilean da Ghallagain 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed.
39	A83 Corranbuie 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed.
40	A83 southwest of Escart Farm 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.

POI	Key Constraint	Details
41	A83 south of West Tarbert 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended.
42	A83 north of West Tarbert 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
TP1	Potential Blade Transfer Point  	A suitable location for a blade transfer point is required to the west of Tarbert and the A83 / B8024 junction to allow the blades to be transferred from the Superwing Carrier trailers to blade lifting trailers. The land immediately south west of the junction has been identified as a potential transfer point. The area of land required will need to be circa 150m x 40m and must include an access junction and two crane pads. Storage for up to three blades should be available, with all infrastructure designed in accordance with turbine manufacturer standards. The location of the transfer point is dependent upon RWE agreeing a land option. A potential area is illustrated opposite and is considered suitable, subject to the design of the required infrastructure. Once loaded onto the tilting trailer, the loads will proceed on the B8024 to bypass Tarbert and then north on the A83 to the second transfer location east of Lochgilphead. The blade will be carried in the raised position between the transfer points. All overhead utilities and obstructions along the route should be cleared.

POI	Key Constraint	Details
43	A83 / B8024 Junction 	Loads will turn left to exit the A83 and join the B8024 northbound. If the field adjacent to the junction is utilised as the transfer point then an access directly onto the B8024 will be created and there will be no requirement for alterations to the A83 junction. As the land has not yet been secured an option assuming that the blade approaches from the south on the A83 is presented for completeness. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the fence on the south-eastern verge of the A83 on turning where two road signs should be removed and one tree should be cleared. Third party land will be required. Loads will over-run and over-sail the inside verge of the turn where a load bearing surface should be laid, and the land should be reprofiled. One bollard and one road sign should be removed. The trees and vegetation should be cleared. A detailed design on a topographical base survey is recommended. Third party land is required. Loads will over-run and over-sail the north-eastern verge of the B8024 where a load bearing surface should be laid, and the vegetation should be cleared. loads will over-sail the south-western verge, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared. The entirety of the B8024 will need to be widened to a minimum of 4.5m along its entire length. Swept path assessment SK16 is included in Appendix B.

POI	Key Constraint	Details
44	B8024 Stonefield 	Loads will continue on the B8024 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail both verges prior to the bends, though no physical mitigation measures will be required. Through the tight dog-leg section, the blade tip will over-sail the fence on the outside verge of the left-hand bend where land reprofiling and rock blasting may be required. A topographical base survey is recommended. One chevron sign should be removed and all trees and obstructions should be cleared. Third party land will be required. Loads will over-sail the inside verge of the immediate right-hand bend where one road sign and one utility pole should be removed and the trees and vegetation cleared. Third party land will be required. Loads will over-sail the inside verge of the left -hand bend and continue to over-sail through the outside verge of the right-hand bend where the trees and vegetation should be cleared. Extensive land reprofiling and rock removal will be required. A topographical base survey is recommended. Third party land will be required. <i>Due to the presents of a number of high voltage lines north of the chicane section it will be necessary for the blade to be lowered to travel beneath them. Clearance checks will be required to ensure that it is possible for the blade to pass under them when lowered due to the topography of the land.</i> Loads will over-sail both verges following the dog-leg bends in several locations. The trees should be trimmed on the south-western verge at the end of the section. All overhead utilities and obstructions should be cleared. The gradient of the road through this section is considerable and care should be taken to engage the appropriate gears. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. Swept path assessment SK17 is included in Appendix B.

POI	Key Constraint	Details
45	B8024 Tarbert Golf Club 	Loads will continue on the B8024 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that the blade tip will over-sail the outside verge of the bend where one road sign should be removed and the trees should be cleared. Third party land will be required. Loads will over-sail the inside verge where the fence and metal gate should be removed and the vegetation should be trimmed. Third party land will be required. Loads will over-sail both verges following the bends, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared. The road needs to be widened throughout. Swept path assessment SK18 is included in Appendix B.
46	B8024 Glenralloch 	Loads will continue on the B8024 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the north-western verge prior to the bridge where a load bearing surface should be laid, and land reprofiling will be required. A section of fence should be removed and the trees and vegetation cleared. Third party land will be required. Loads will over-sail the inside verge of the bend over the bridge where the stone bridge parapet should be lowered, and the trees and vegetation should be trimmed. Third party land will be required. Loads will over-sail both verges following the bend, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. Swept path assessment SK19 is included in Appendix B.

POI	Key Constraint	Details
47	B8024 / A83 Junction 	Loads will turn left at the junction to exit the B8024 and re-join the A83 northbound. The final section of the B8024 was closed for upgrade during the site visit and as such it was not possible to drive the section. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> Due to the land falling away to the west of the road at the junction the swept path assessment has not overrun this area. The swept path assessment indicates that loads will over-sail both verges prior to the sharp right-hand bend, though no physical mitigation measures will be required. The blade tip will over-sail the fence and metal gate on the outside verge of the right-hand bend where the trees and vegetation should be trimmed. Third party land will be required. Loads will over-sail the inside verge where one road sign should be removed, and the trees and vegetation should be cleared. The blade tip will over-sail the bollards on loads turning at the junction. Third party land will be required. Loads will over-run and over-sail the inside verge of the turn where a load bearing surface should be laid and verge strengthening may be required. Two chevron signs should be removed and the trees and vegetation should be cleared. Loads will over-sail both verges of the right-hand bend on the A83, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared. Swept path assessment SK20 is included in Appendix B.
48	A83 Stonefield Castle Hotel 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail both verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

POI	Key Constraint	Details
49	A83 Upper Ashens 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended.
50	A83 Mid Lodge 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
51	A83 Oakdean 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will over-sail the eastern verge prior to the bridge, though no physical mitigation measures will be required. Loads will over-sail the safety barrier and stone bridge parapet on the eastern verge over the bridge. Vertical clearance of loads to the parapet to be confirmed during the test run. Third party land will be required. The blade tip will over-sail the stone bridge parapet and bollards on the western verge where the trees should be trimmed. Third party land may be required. The blade tip will over-sail the bollards on the outside verge of the following left-hand bend. Loads will over-sail the inside verge, though no physical mitigation measures will be required. Loads will over-sail the inside verge of the final left-hand bend, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK21 is included in Appendix B.

POI	Key Constraint	Details
52	A83 North Lodge 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail both verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
53	A83 Southeast of Erines 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip and loads will over-sail the safety barrier at several points on the eastern verge where the vegetation should be trimmed. Third party land may be required. A topographical base survey is recommended due to the lack of clarity in available OS mapping. Loads will over-sail the western verge at several points where there is limited clearance to the rock face, and vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK22 is included in Appendix B.
54	A83 Erines 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
55	A83 Artilligan Cottage 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the right-hand bend where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

POI	Key Constraint	Details
56	A83 north of Artilligan Cottage 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the safety barrier on the outside verge of the first left-hand bend where the trees and vegetation should be trimmed. Loads will over-sail the inside verge where the vegetation should be trimmed. Loads will over-sail the eastern verge prior to the second slight left-hand bend, though no physical mitigation measures will be required. Loads will over-sail the inside verge of the second slight left-hand bend where the trees and vegetation should be trimmed. Loads will then over-sail the safety barrier on the inside verge of the final right-hand bend. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding. The road surface was noted to be in a poor state of repair at this location. It is recommended that discussions are held with the roads authority to ensure repairs are completed prior to deliveries. Swept path assessment SK23 is included in Appendix B.
57	A83 Nead an Fhithich 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed. The road was noted to be in poor condition through this section and it is recommended that discussions are held with Transport Scotland. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

POI	Key Constraint	Details
58	A83 northwest of Nead an Fhithich 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
59	A83 south of Rubh' a' Mhinidhe Mor 	Loads will continue on the A83 northbound. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with Transport Scotland is recommended. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
60	A83 Rubh' a' Mhinidhe Mor 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the south-western verge slightly prior to the bends, though no physical mitigation measures will be required. Loads will over-run and over-sail the outside verge of the first left-hand bend where a load bearing surface should be laid and land reprofiling will be required. Several bollards and three road signs should be removed. The vegetation should be trimmed. Parking in the layby should be suspended during deliveries. The blade tip will over-sail the bollards on the outside verge of the following slight right-hand bend where the vegetation should be trimmed. Loads will over-sail the inside verge where one road sign should be removed. Loads will over-sail both verges through the final slight bends, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK24 is included in Appendix B.
61	A83 northeast of Srondoire 	Loads will continue on the A83 northbound. Loads will over-sail both verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

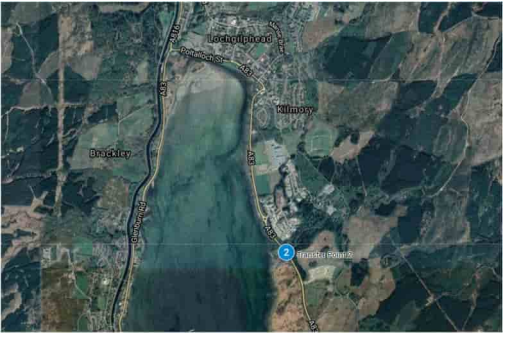
POI	Key Constraint	Details
62	A83 Stronachullin Farm 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
63	A83 Stronachullin Lodge 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards and two chevron signs on the outside verge of the left-hand bend where the trees and vegetation should be trimmed. Loads will over-sail the inside verge, though no physical mitigation measures will be required. The blade tip will over-sail the bollards and two chevron signs on the outside verge of the following right-hand bend where the vegetation should be trimmed. Loads will over-sail the safety barrier on the inside verge. Land searches are recommended on both verges to confirm the extent of the adopted land boundaries. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK25 is included in Appendix B.
64	A83 south of Churchill House 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend where there is limited clearance to the utility pole stay wire. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. There were a number of utilities noted between this point and POI 65 that will need to be removed.
65	A83 Brenfield Point 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the left-hand bend where two bollards should be removed. The road surface was noted to be in a poor state of repair at this location. It is recommended that discussions are held Transport Scotland to ensure repairs are completed prior to deliveries. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

POI	Key Constraint	Details
66	A83 northwest of Brenfield Point 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the right-hand bend where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
67	A83 southeast of Upper Brenfield 	Loads will continue on the A83 northbound. Loads will over-sail the inside verges of the bends where the vegetation should be trimmed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.
68	A83 Creag a' Ghuail 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards and two chevron signs on the outside verge of the first left-hand bend. The suspension should be raised to allow loads to over-sail the low stone wall on the inside verge where the vegetation should be cleared. Third party land may be required. Loads will over-sail the inside verge of the following slight right-hand bend, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK26 is included in Appendix B.
69	A83 northeast of Upper Brenfield 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verges of the bends, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. .

POI	Key Constraint	Details
70	A83 Ardrishaig Basin 	Loads will continue on the A83 northbound. An historic topographical survey of the bridge area has been utilised. It is recommended that an updated topographical survey is commissioned to ensure that no further changes have occurred at this section. <i>The parapet walls measure 1260mm to the top. Upon selection of the haulier, they should confirm the loaded components are able to clear the parapet. The road width between the kerbs was measured at 3150mm. There is 4000mm between the parapet walls.</i> A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the north-western verge over the bridge where load bearing surfaces should be laid. The entrance and exit barrier arms and one traffic signal should be removed. The vertical clearance of loads to the platform wall and stone wall should be confirmed during the test run. Third party land will be required. Loads will over-run and over-sail the south-eastern verge over the bridge where a load bearing surface should be laid. The blade tip will over-sail the barriers, fence, one lighting column, and one lit road sign. Third party land will be required. Loads will over-run and over-sail the sea wall on the eastern verge following the bridge where a load bearing surface should be laid, and a section of pedestrian guardrail, one lighting column, and one lit road sign should be removed. Ground assessments should be completed to confirm the suitability of the sea wall for over-run. A test run is essential to confirm the viability of load movements through the section. Confirmation should be sought as to any load restrictions across the bridge. A full weight assessment should be undertaken to ensure the bridge is suitable for all proposed components. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK27 is included in Appendix B.
71	A83 west of Ardrishaig Slipway 	Loads will continue on the A83 northbound. It is recommended that a traffic management plan is created to control the movement of loads through Ardrishaig. Loads will over-sail the inside verge of the right-hand bend, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared.

POI	Key Constraint	Details
72	A83 southeast of Kilduskland 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK28 is included in Appendix B.
73	A83 / A816 Roundabout 	Loads will take the second exit at the roundabout to continue on the A83 eastbound, undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the western verge on approach, though no physical mitigation measures will be required. Loads will over-run both splitter islands where load bearing surfaces should be laid. One bollard should be removed from each island. Loads will over-run and over-sail the inside verge of the turn where a load bearing surface should be laid and one lit road sign should be removed. Existing utilities should be protected. Loads will over-sail the northern verge following the roundabout, though no physical mitigation measures will be required. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. The tree canopy should be trimmed to ensure that there is a 5m clear head height. Trimming works can be subject to ecological time constraints and early engagement with the relevant authority is recommended. Swept path assessment SK29 is included in Appendix B.
74	A83 / Argyll St Roundabout 	Loads will take the second exit at the roundabout to continue on the A83 eastbound. A swept path assessment has been undertaken and indicates that loads will over-run the exit splitter island where a load bearing surface should be laid, and two bollards should be removed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK30 is included in Appendix B.

POI	Key Constraint	Details
75 & 76	A83 / Cossack St Roundabout 	Loads will take the second exit at the roundabout to continue on the A83 eastbound, undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the north-eastern verge on entering the roundabout where a load bearing surface should be laid. Loads will over-run the entry and exit splitter islands and inside verge where a load bearing surface should be laid and four bollards, one lighting column and one lit road sign should be removed. Loads will over-run and over-sail the south-eastern verge on exit where a load bearing surface should be laid. The vehicles will over-run and over-sail the outside verge of the left-hand bend where a load bearing surface should be laid, and existing utilities should be protected. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK31 is included in Appendix B.
77	A83 Ardrishaig Industrial Estate Roundabout 	Loads will take the second exit at the roundabout to continue on the A83 eastbound, undertaking a contraflow manoeuvre. A swept path assessment has been undertaken and indicates that loads will over-sail the entry and exit splitter islands where two bollards should be removed. Loads will over-run and over-sail the south-western section of the central island where a load bearing surface should be laid and one lit chevron sign should be removed. All overhead utilities and obstructions should be cleared to allow passage of the raised blade. Swept path assessment SK32 is included in Appendix B.
78	A83 Dun Cholgain 	Loads will continue on the A83 eastbound. Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with Transport Scotland is undertaken to agree cutting times and permits. All overhead utilities and obstructions should be cleared to allow passage of the raised blade.

POI	Key Constraint	Details
TP2	Potential Blade Transfer Point  	A suitable location for a blade transfer point is required to the east of Lochgilphead to allow the blades to be transferred from the blade lifting trailers to Superwing Carrier trailers. The area of land required will need to be circa 150m x 40m and must include an access junction and two crane pads. Storage for up to three blades should be available, with all infrastructure designed in accordance with turbine manufacturer standards. The location of the transfer point is dependent upon RWE agreeing a land option. A potential area is illustrated opposite and is considered suitable, subject to the design of the required infrastructure. Once loaded onto the Superwing trailer, loads will then continue to the site access junction.
79	A83 Ballimore 	Loads will continue on the A83 eastbound. A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the left-hand bend, though no physical mitigation measures will be required. Swept path assessment SK33 is included in Appendix B.
80	A83 Druim Fuar 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the left-hand bend where the vegetation should be trimmed.
81	A83 Achnaba 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the left-hand bend where the trees should be trimmed. Swept path assessment SK34 is included in Appendix B.

POI	Key Constraint	Details
82	A83 north of Achnaba Cottage 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the western verge prior to the bends, though no physical mitigation measures will be required. Loads will over-run and over-sail the outside verge of the right-hand bend where a load bearing surface should be laid and several bollards and three chevron signs removed. The trees and vegetation should be trimmed. A land search is recommended to confirm the extent of the adopted land boundary. Loads will over-sail the inside verge where several bollards should be removed. Loads will over-sail the inside verge of the following left-hand bend where the vegetation should be trimmed. Swept path assessment SK35 is included in Appendix B.
83	A83 east of Cnoc Odhar 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Loads will over-sail the inside verge of the left-hand bend where the vegetation should be trimmed.
84	A83 south of Middle Kames 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards on the outside verge of the left-hand bend where the chevron signs should be removed. Loads will over-sail the inside verge, though no physical mitigation measures will be required. The blade tip will over-sail the bollards on the outside verge of the following right-hand bend where two chevron signs should be removed, and the vegetation should be trimmed. A land search is recommended to confirm the extent of the adopted land boundary. Loads will over-sail the inside verge, though no physical mitigation measures will be required. Swept path assessment SK36 is included in Appendix B.

POI	Key Constraint	Details
85	A83 Middle Kames 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the safety barrier on the outside verge of the left-hand bend, though no physical mitigation measures will be required. Loads will over-sail the inside verge where the vegetation should be trimmed. The proximity to the rock face should be confirmed on a topographical base survey. The blade tip will over-sail the bollards on the outside verge of the following right-hand bend where the chevron signs should be removed, and the vegetation should be trimmed. Loads will over-sail the inside verge, though no physical mitigation measures will be required. Swept path assessment SK37 is included in Appendix B.
86	A83 Newhouse 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards on the outside verge of the bend where one chevron sign should be removed, and the trees and vegetation should be trimmed. Loads will over-sail the inside verge where one utility pole should be removed and the trees and vegetation cleared. Land searches are recommended on both verges to confirm the extent of the adopted land boundaries. Swept path assessment SK38 is included in Appendix B.
87	A83 Lochgair Hotel 	Loads will continue on the A83 northbound. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road.

POI	Key Constraint	Details
88	A83 Lochgair Power Station 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the outside verge of the left-hand bend prior to the junction where a load bearing surface should be laid, and several bollards should be removed. The vegetation should be cleared. Loads will continue to over-run and over-sail the outside verge following the junction where a load bearing surface should be laid and one road sign and several bollards removed. The vegetation should be cleared and existing utilities protected. Loads will over-run and over-sail the outside verge of the following right-hand bend where a load bearing surface should be laid, and two road signs should be removed. The trees and vegetation should be trimmed. Loads will over-sail the inside verge where one road sign should be removed and the vegetation trimmed. Swept path assessment SK39 is included in Appendix B.
89	A83 southeast of Creag Fheargach 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.
90	A83 Kilmichael Beg 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the safety barrier on the inside verge of the right-hand bend where the vegetation should be trimmed. The blade tip will over-sail the outside verge, though no physical mitigation measures will be required. Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with Transport Scotland is undertaken to agree cutting times and permits. Swept path assessment SK40 is included in Appendix B.
91	A83 Bar-liath 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend where the vegetation should be trimmed.

POI	Key Constraint	Details
92	A83 Tullochgorm 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that the blade tip will over-sail the bollards on the outside verge of the first left-hand bend. Loads will over-sail the inside verge where the trees and vegetation should be trimmed. Loads will over-sail the inside verge of the following slight left-hand bend, though no physical mitigation measures will be required. The blade tip will over-sail the stone wall and bollards on the outside verge of the right-hand bend prior to the access where one chevron sign should be removed, and the trees and vegetation should be trimmed. Third party land may be required. Loads will over-run and over-sail the outside verge following the access where a load bearing surface should be laid. One grit bin, one road sign and several bollards should be removed. The trees and vegetation should be trimmed. Loads will over-sail the inside verge where the trees and vegetation should be cleared. A land search is recommended to confirm the extent of the adopted land boundary. Swept path assessment SK41 is included in Appendix B.
93, 94	A83 Minard  	Loads will continue through the narrow single track section at Minard on the A83. A swept path assessment has been undertaken and indicates that loads will over-sail both verges through the section, though no physical mitigation measures will be required. Parking should be suspended through the section during deliveries. The lead escorts should hold oncoming traffic back from this location, as loads will straddle the centre line of the road. Swept path assessment SK42 is included in Appendix B.
95	A83 Crarae 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail both verges through the section. The vegetation should be trimmed on both verges. Swept path assessment SK43 is included in Appendix B.

POI	Key Constraint	Details
96	A83 south of Cumloddan Cottage 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend, though no physical mitigation measures will be required.
97	A83 Cumloddan Cottage 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail the inside verge of the bend where the vegetation should be trimmed. Throughout the route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with Transport Scotland is undertaken to agree cutting times and permits. Swept path assessment SK44 is included in Appendix B.
98	A83 south of Drinliath House 	Loads will continue on the A83 northbound. Loads will over-sail the inside verge of the bend, though no physical mitigation measures will be required.
99	A83 Sandhole 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the inside verge of the right-hand bend where a load bearing surface should be laid and a section of guardrail removed. Loads will over-sail the safety barrier and stone bridge parapet. The trees and vegetation should be trimmed. Third party land will be required. The blade tip will over-sail the outside verge slightly where the vegetation should be trimmed. Loads will over-sail the south-eastern verge slightly following the bend, though no physical mitigation measures will be required. Swept path assessment SK45 is included in Appendix B.

POI	Key Constraint	Details
100	A83 Furnace 	Loads will continue on the A83 northbound. A swept path assessment has been undertaken and indicates that loads will over-sail both verges of the first left-hand bend, though no physical mitigation measures will be required. Loads will over-sail the safety barrier on the inside verge of the following right-hand bend where one road sign should be removed, and the trees and vegetation should be trimmed. A land search is recommended to confirm the extent of the adopted land boundary. Loads will over-run and over-sail the outside verge where a load bearing surface should be laid and six chevron signs and several bollards should be removed. The blade tip will over-sail the stone wall and several bollards. The trees and vegetation should be trimmed. Third party land required. The blade tip will over-sail the safety barrier on the outside verge of the second left-hand bend where one chevron sign should be removed, and the trees and vegetation should be trimmed. Loads will over-sail the inside verge where the land may require reprofiling and the bollards should be removed. The vegetation should be trimmed. The blade tip will over-sail the bollards on the outside verge of the final slight right-hand bend where two chevron signs should be removed and the trees and vegetation trimmed. Loads will over-sail the safety barrier on the inside verge where the trees should be trimmed. Swept path assessment SK46 is included in Appendix B.
101	A83 South Craleckan 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will over-sail the safety barrier on the inside verge of the right-hand bend where the trees should be trimmed. Loads will over-run and over-sail the outside verge where a load bearing surface should be laid, and the ditch should be culverted. The land should be reprofiling. Two chevron signs should be removed and the trees and vegetation should be trimmed or cleared as required. Loads will over-sail both verges between the bends, though no physical mitigation measures will be required. No physical mitigation measures will be required through the left-hand bend. Swept path assessment SK47 is included in Appendix B.

POI	Key Constraint	Details
102	A83 North Craleckan 	Loads will continue on the A83 northbound. <i>The OS mapping in this section does not accurately represent the road alignment. As such, available aerial resources were used to provide an indicative road edge. It is recommended that the swept path assessments are repeated on a topographical base survey to confirm the proposed mitigation.</i> A swept path assessment has been undertaken and indicates that loads will oversail both verges through the first right-hand bend, though no physical mitigation measures will be required. Loads will over-sail the inside verge of the following left-hand bend where the trees and vegetation should be trimmed. Loads will over-sail both verges of the final slight right-hand bend, though no physical mitigation measures will be required. Swept path assessment SK48 is included in Appendix B.
103	Site Access Junction 	Loads will turn left into the site access junction. A swept path assessment has been undertaken and indicates that the blade tip will over-sail one chevron sign on the outside verge of the right-hand bend prior to the access junction. Loads will over-sail the inside verge, though no physical mitigation measures will be required. On turning into the access, the blade tip will over-sail the bridge parapet and safety barrier on the southern verge of the A83 where the trees and vegetation should be trimmed. Third party land will be required. Loads will over-run and over-sail the inside verge of the turn where a load bearing surface should be laid, and a section of safety barrier, stone bridge parapet and fence should be removed. The trees and vegetation should be cleared. Third party land will be required. Loads will over-run and over-sail the eastern verge of the access track where a load bearing surface should be laid, and a section of fence should be removed. The trees and vegetation should be cleared. Third party land will be required. The junction should be upgraded in accordance with turbine manufacturer and local authority design standards. Swept path assessment SK49 is included in Appendix B.

3.4 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 over-sail tracked path of the load where it encroaches outwith the trailer (load swept path).

Where mitigation works are required, the extents of over-run and over-sail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this 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 OS base mapping or client supplied data.

3.5 Weight Review

A weight review has been undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website www.esdal.com.

All of the relevant ESDAL contacts are noted in Table 3-2, and all have been contacted to ascertain if there are any relevant constraints that should be noted. The feedback from the consultees is provided in Appendix C.

Table 3-2: ESDAL Contacts

Organisation	Email Address
Police Scotland	osdwindfarmabnormalloads@scotland.pnn.police.uk
Network Rail	AbLoadsESDAL@networkrail.co.uk
Historic Rail Estate	rsgbrb@jacobs.com
Scottish Canals	SCAbnormal.Loads@scottishcanals.co.uk
Transport Scotland	AbnormalLoads@transport.gov.scot
Argyll and Bute Council	abnormalloads@argyll-bute.gov.uk
Bear North West	NWAbnormalload@bearsotland.co.uk
Scottish Power	Customer.resolution@spenergynetworks.co.uk

3.6 Land Ownership

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. In these locations, the general rule is that the area of adoption is between established fence / hedge lines or a maximum 2m from the road edge. This can vary between areas and location.

3.7 Summary Issues

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

- That any necessary topographical surveys are undertaken, and the swept path results repeated;
- 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

PF has been commissioned by RWE to prepare a Route Survey Report to examine the issues associated with the transport of AIL turbine components to Eredine Wind Farm.

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 to RWE for consideration. Various road modifications, structural reviews, and interventions are required to successfully access the site. If these are undertaken, access to the consented wind farm site is considered feasible.

4.2 Further Actions

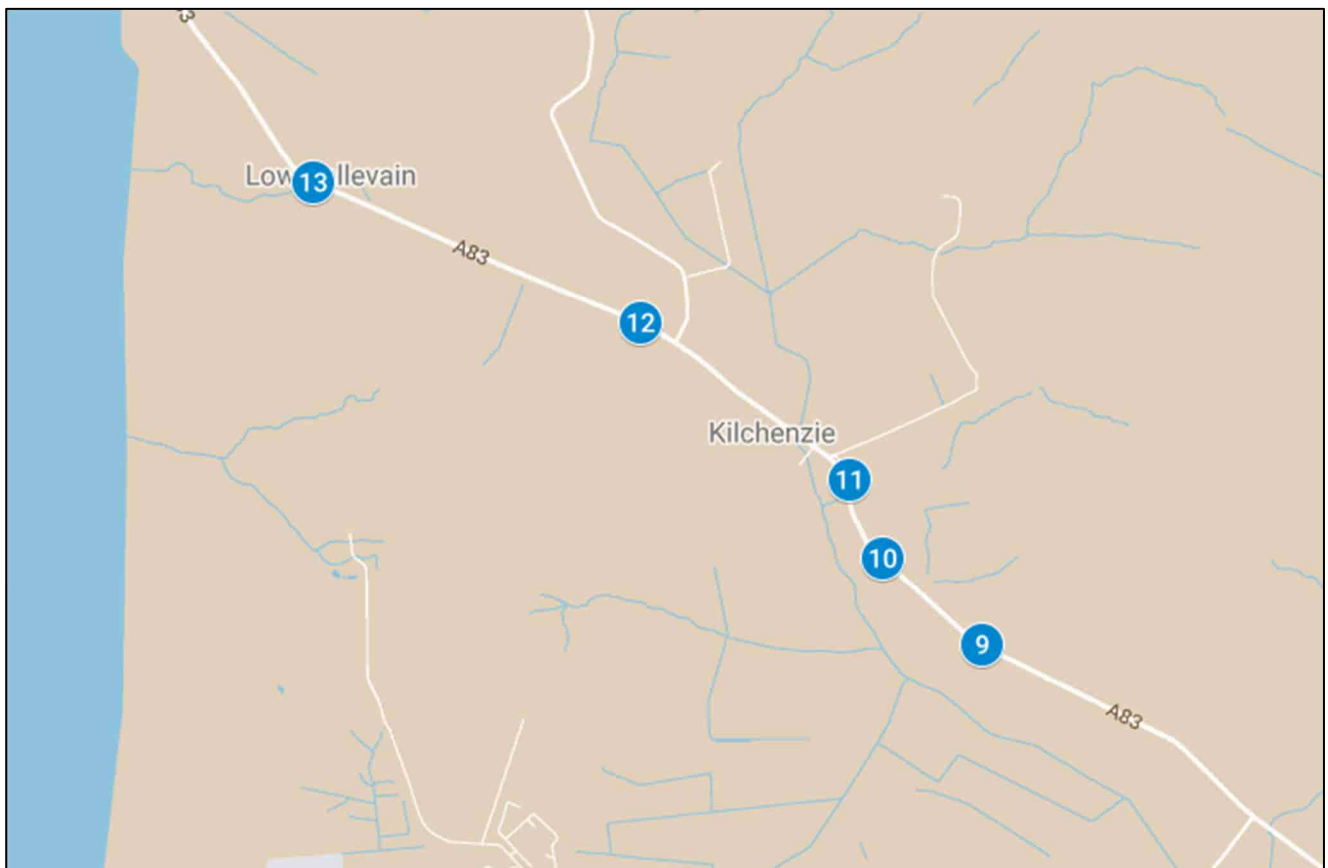
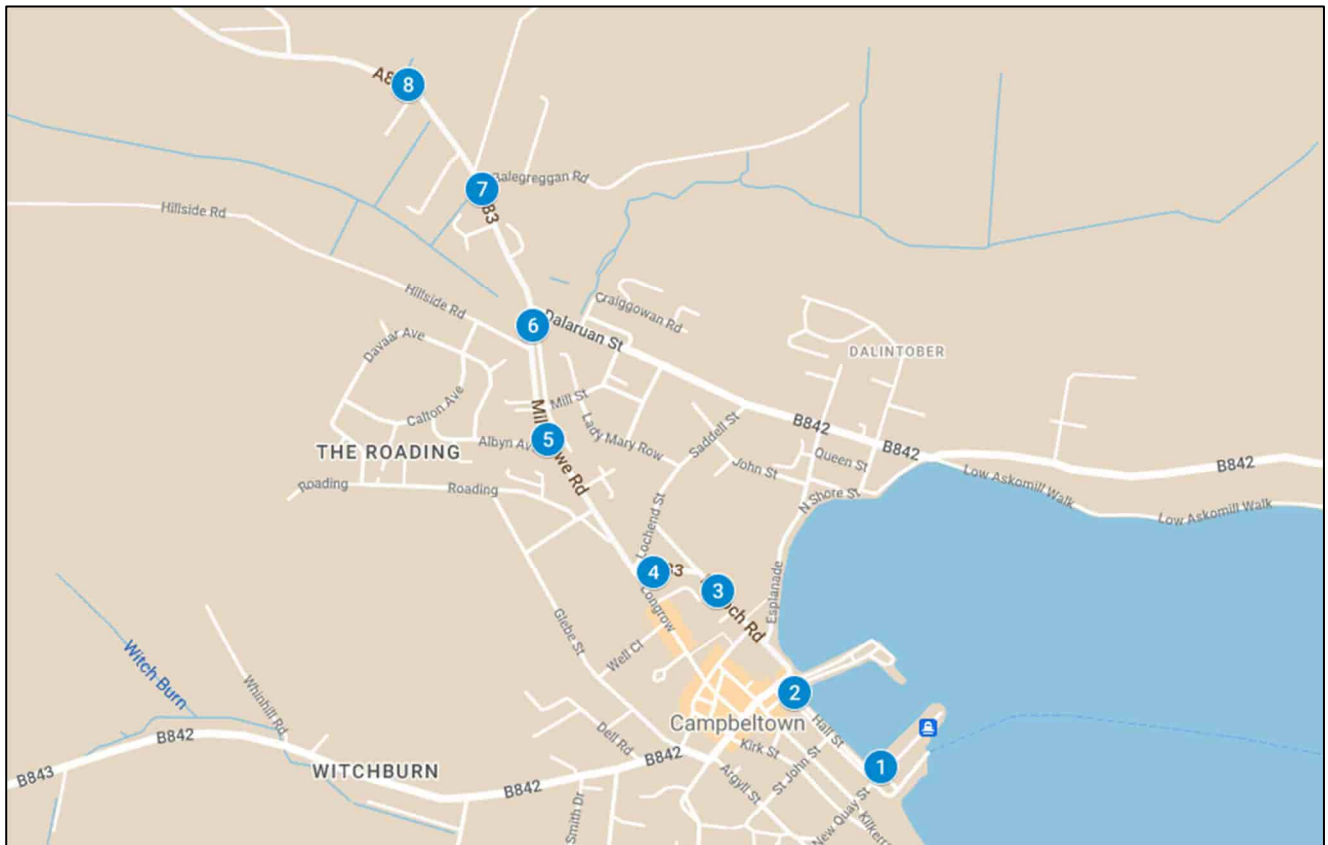
The following actions are recommended to pursue the transport and access issues further:

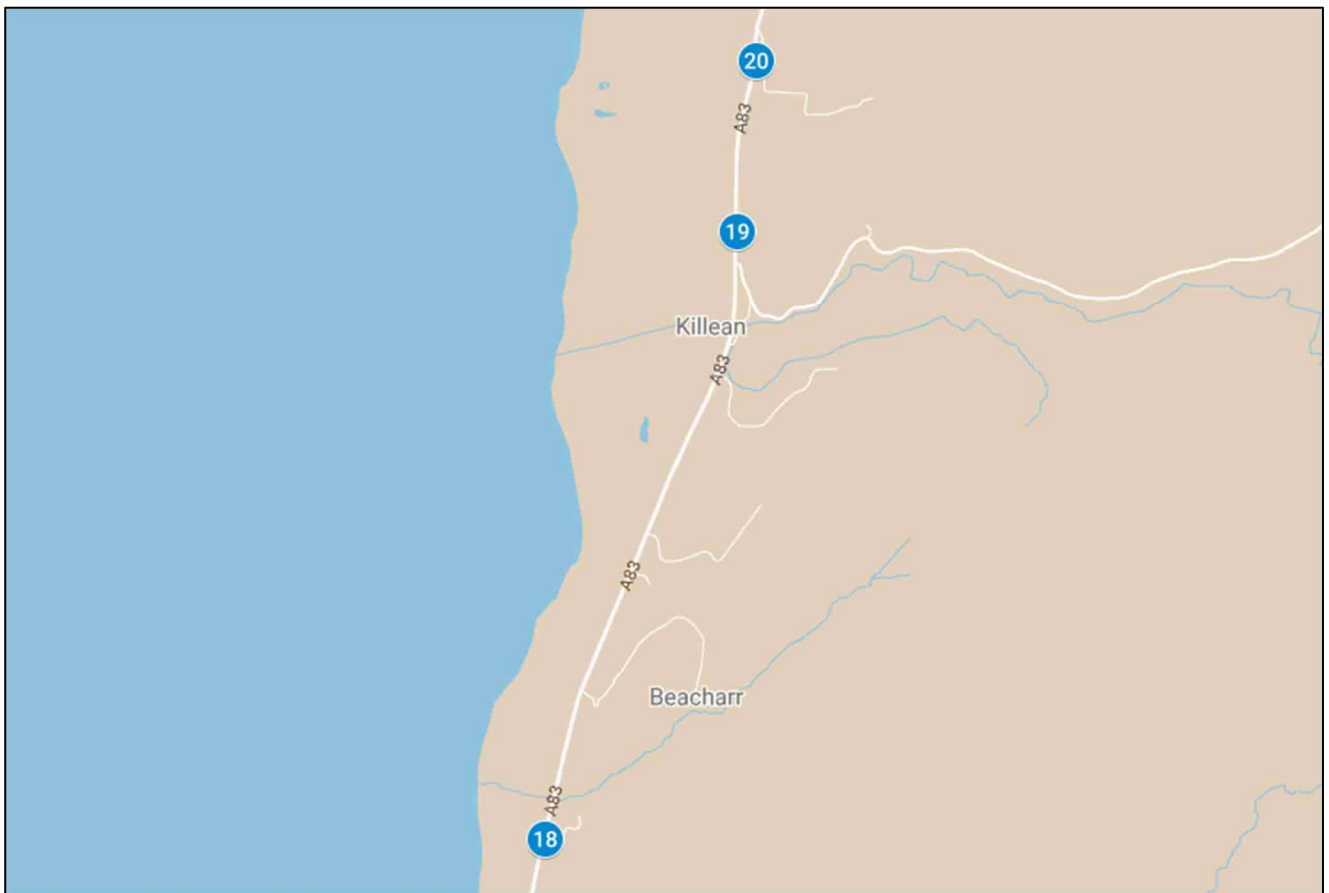
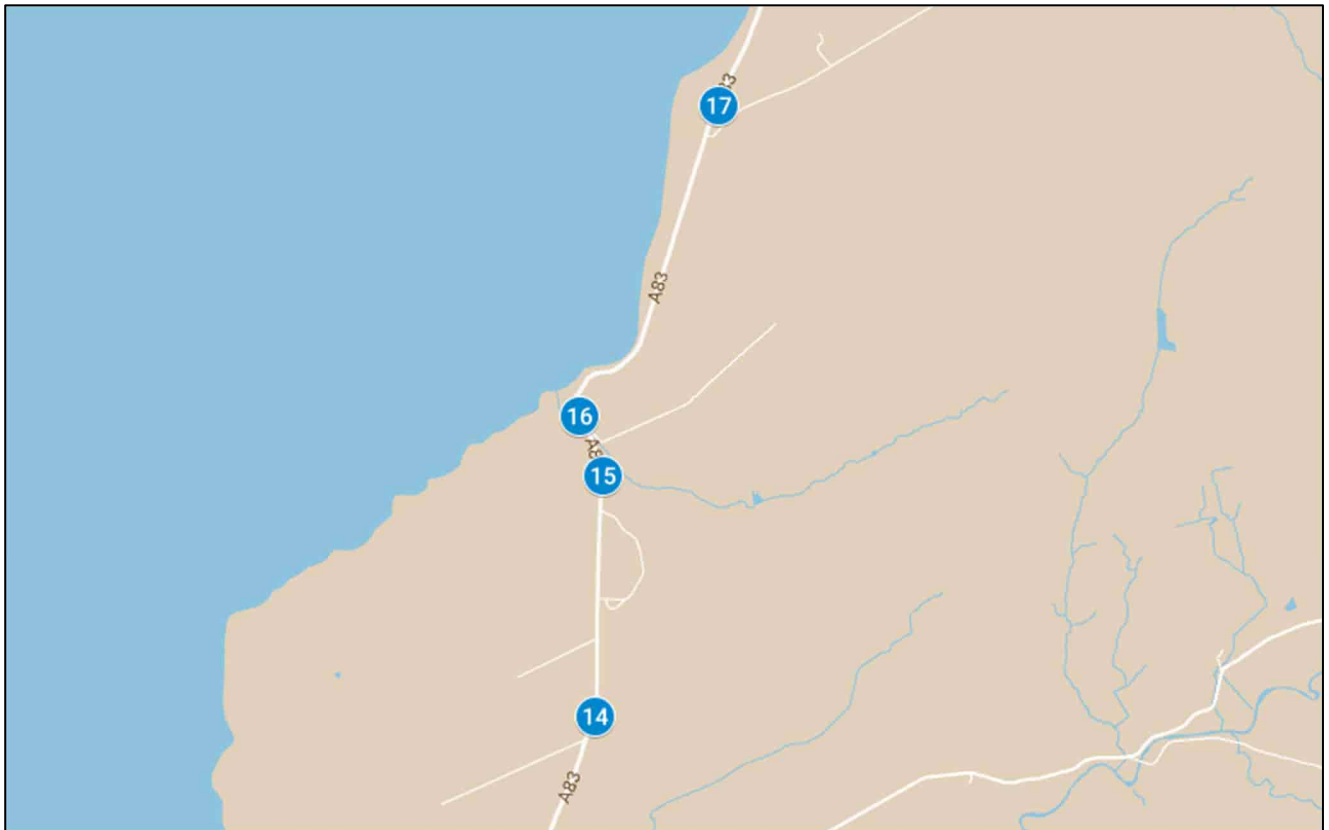
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
-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

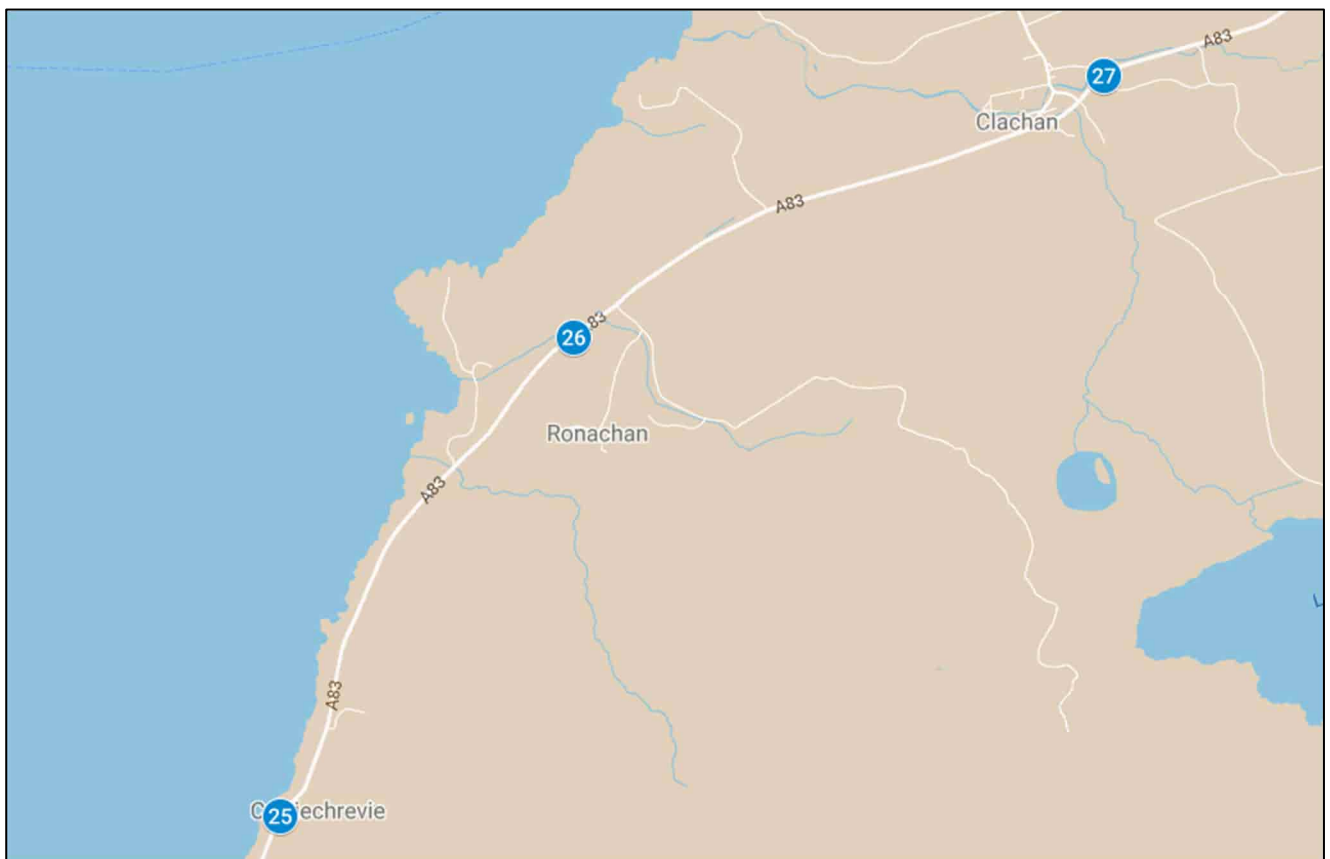
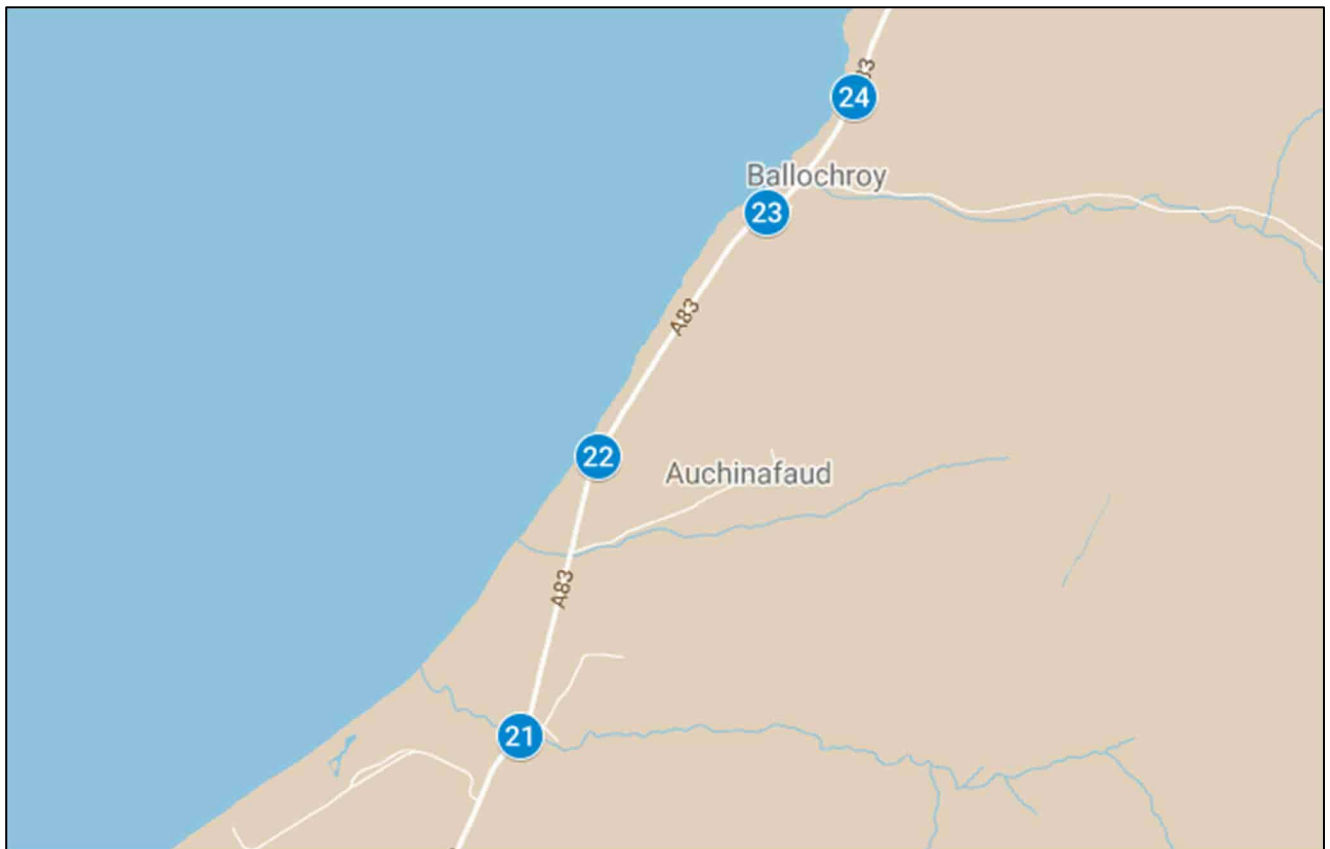
Appendix A Points of Interest

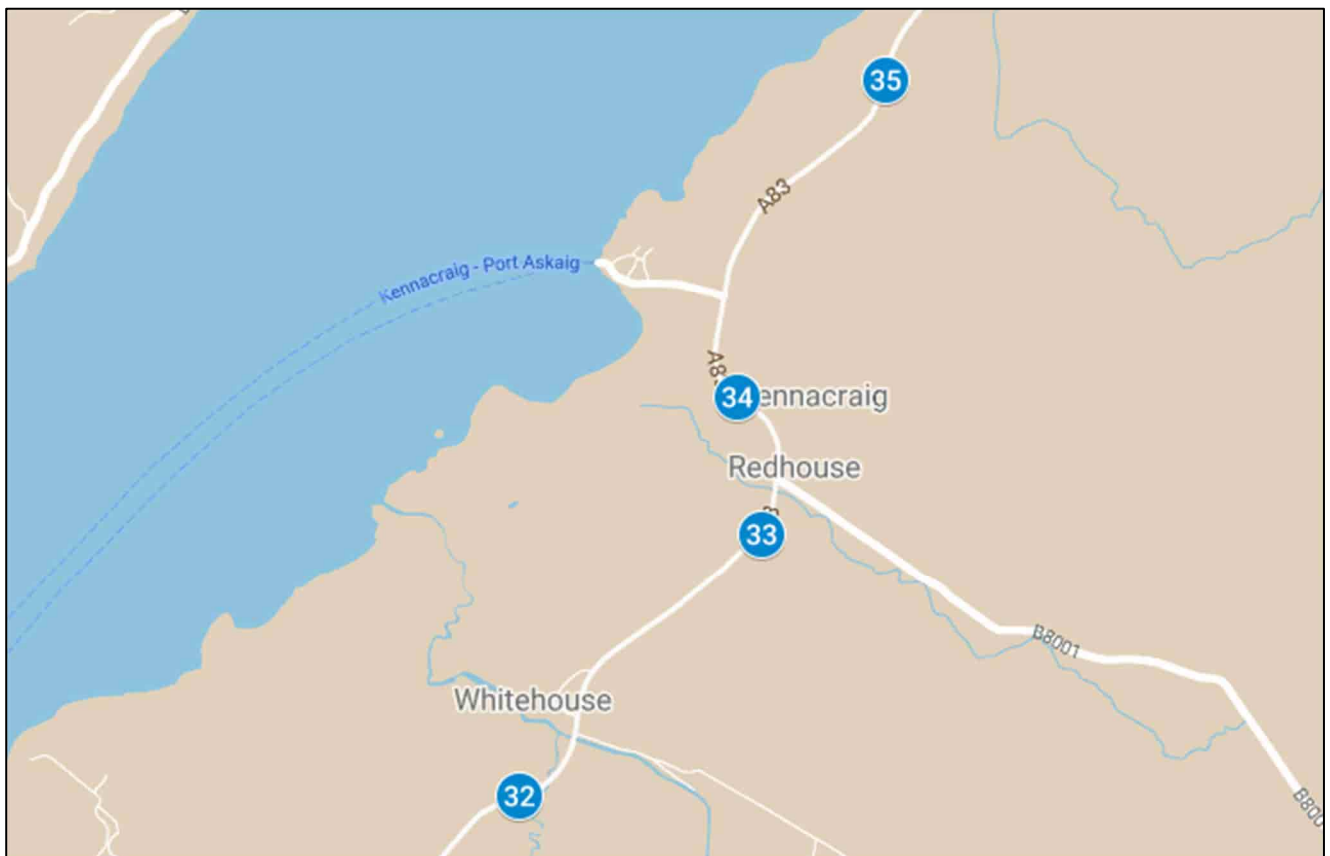
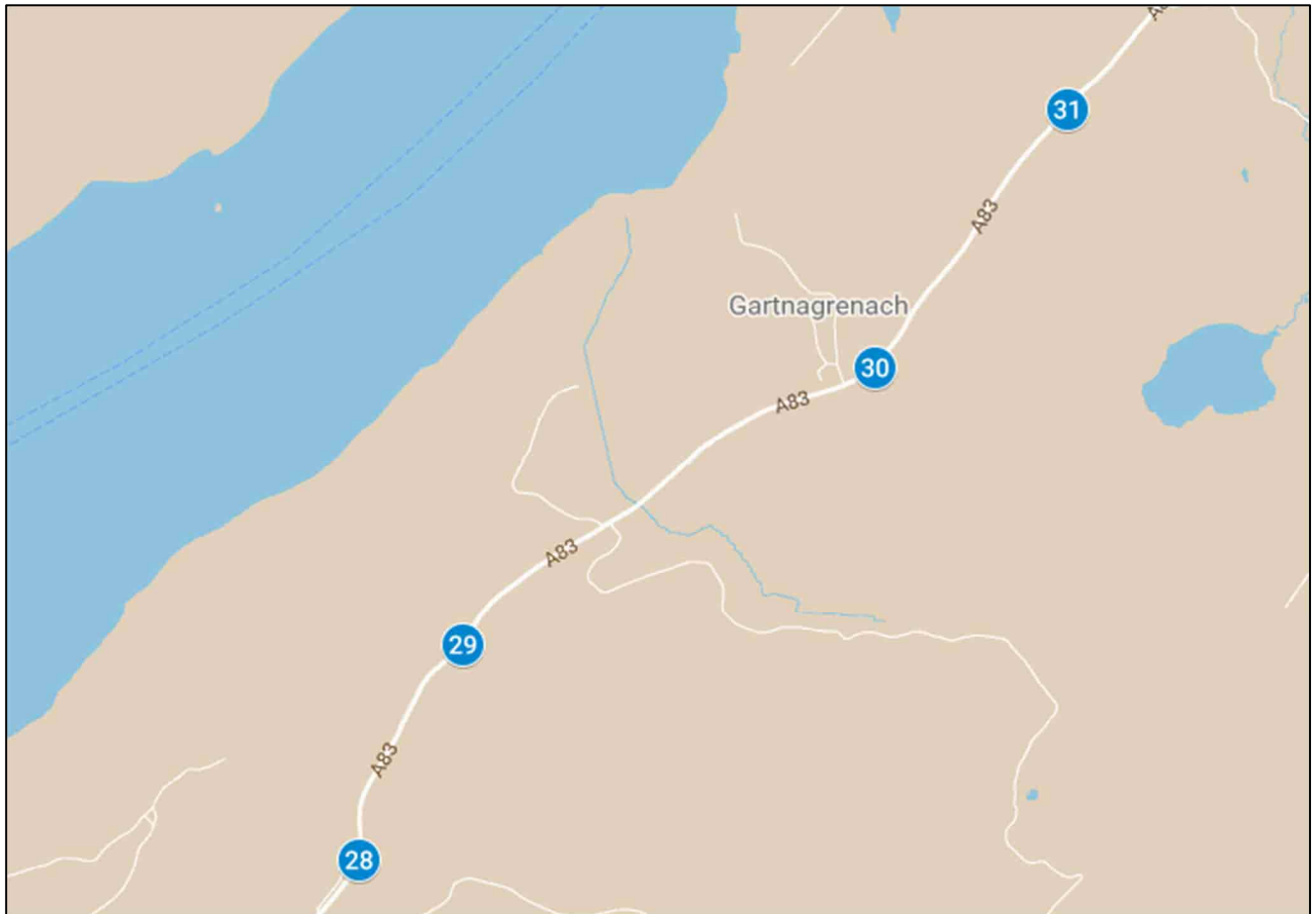
An electronic version of the POI plan can be found here:

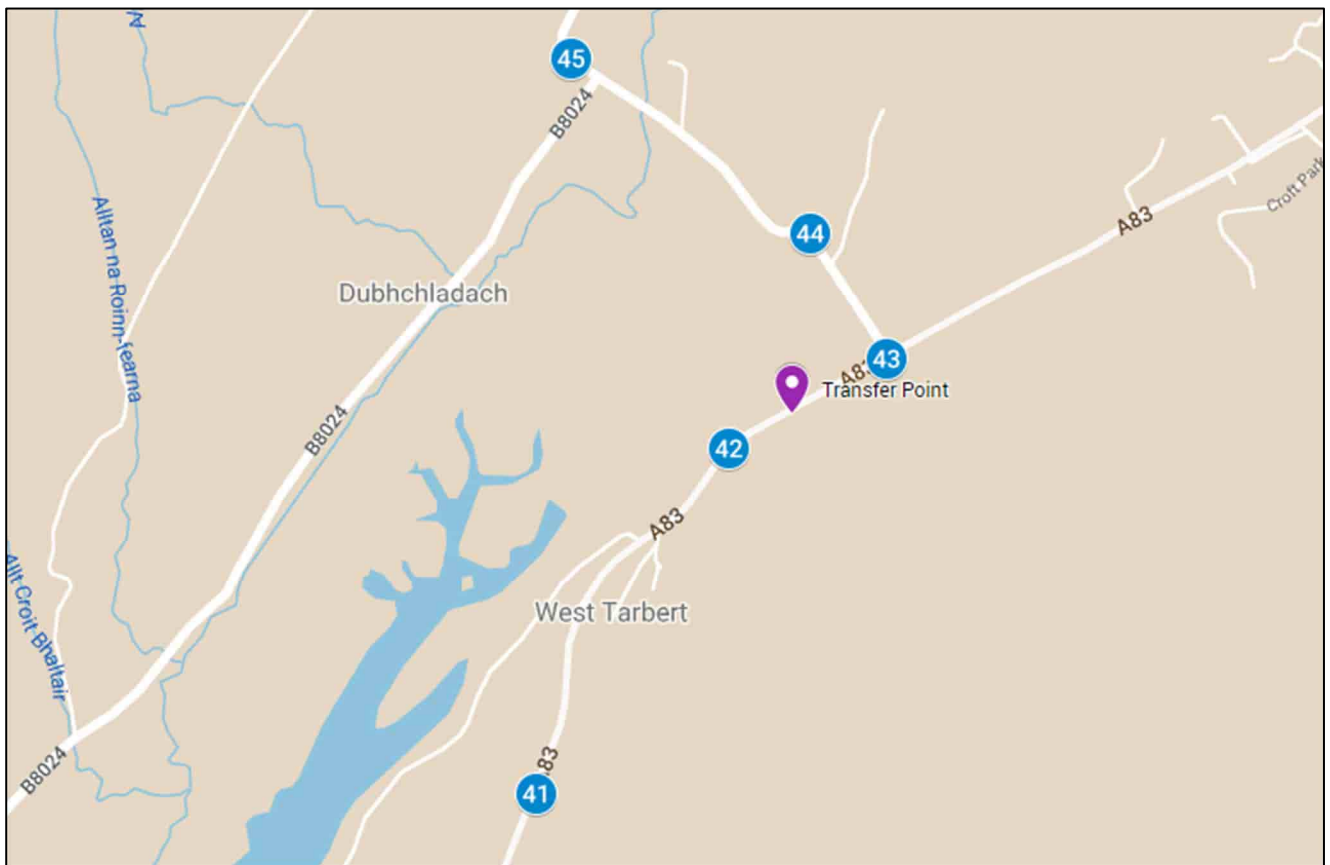
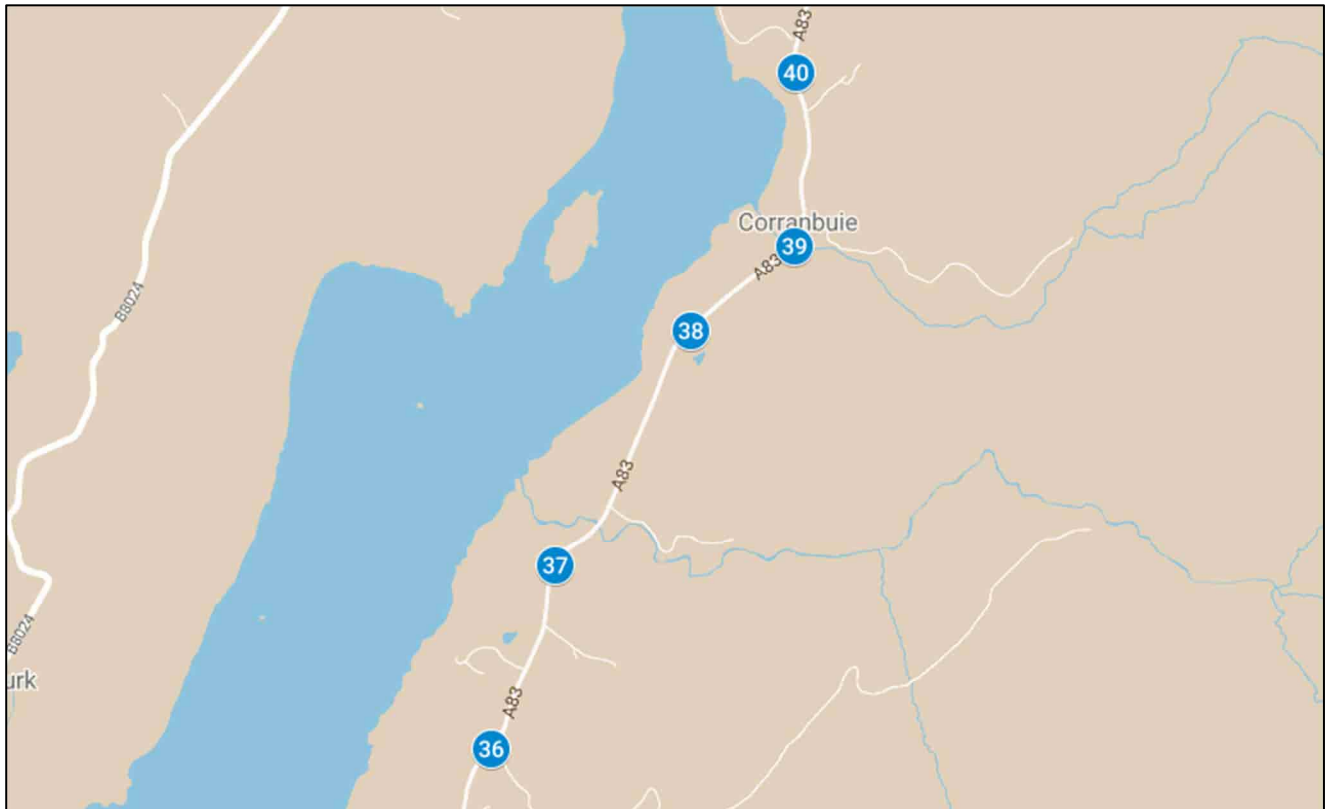
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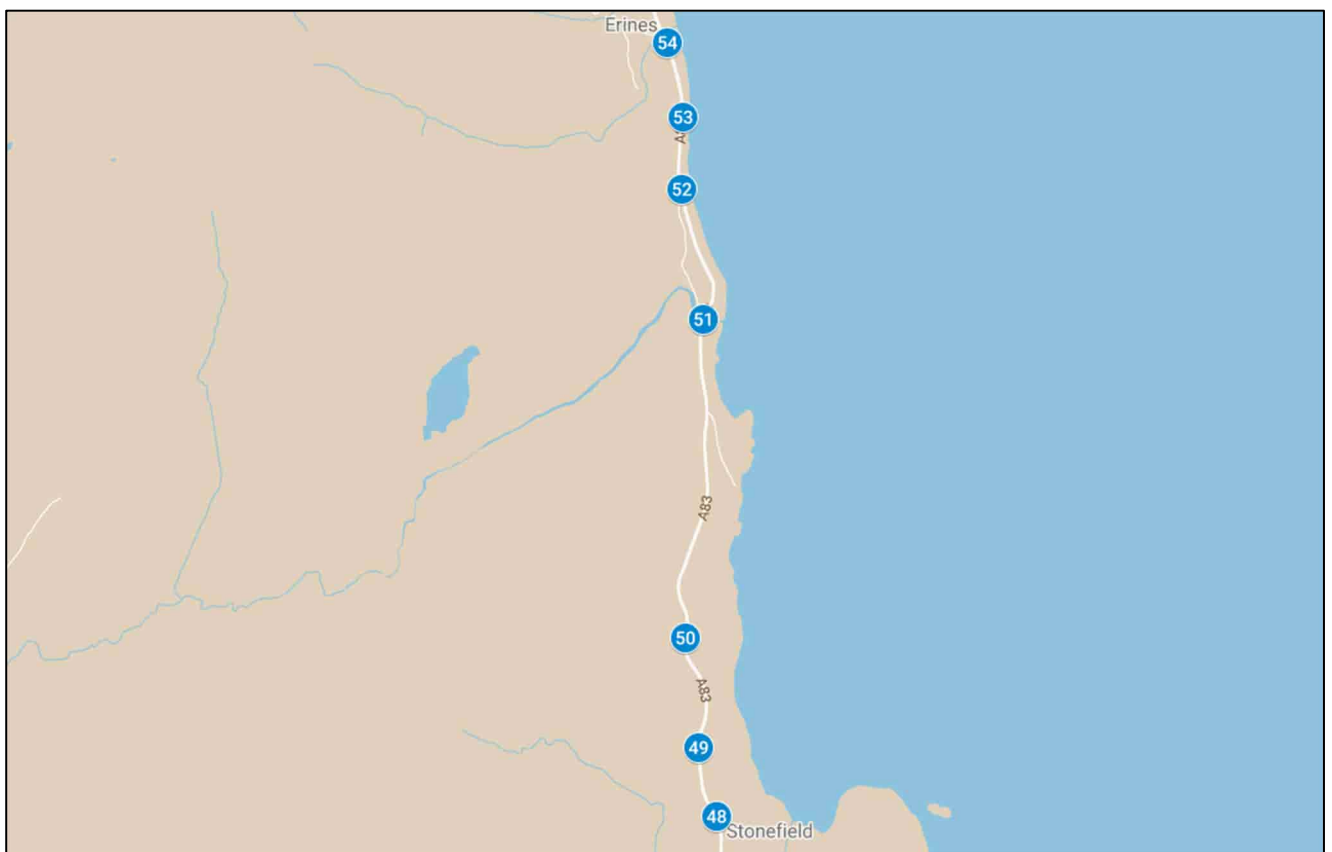
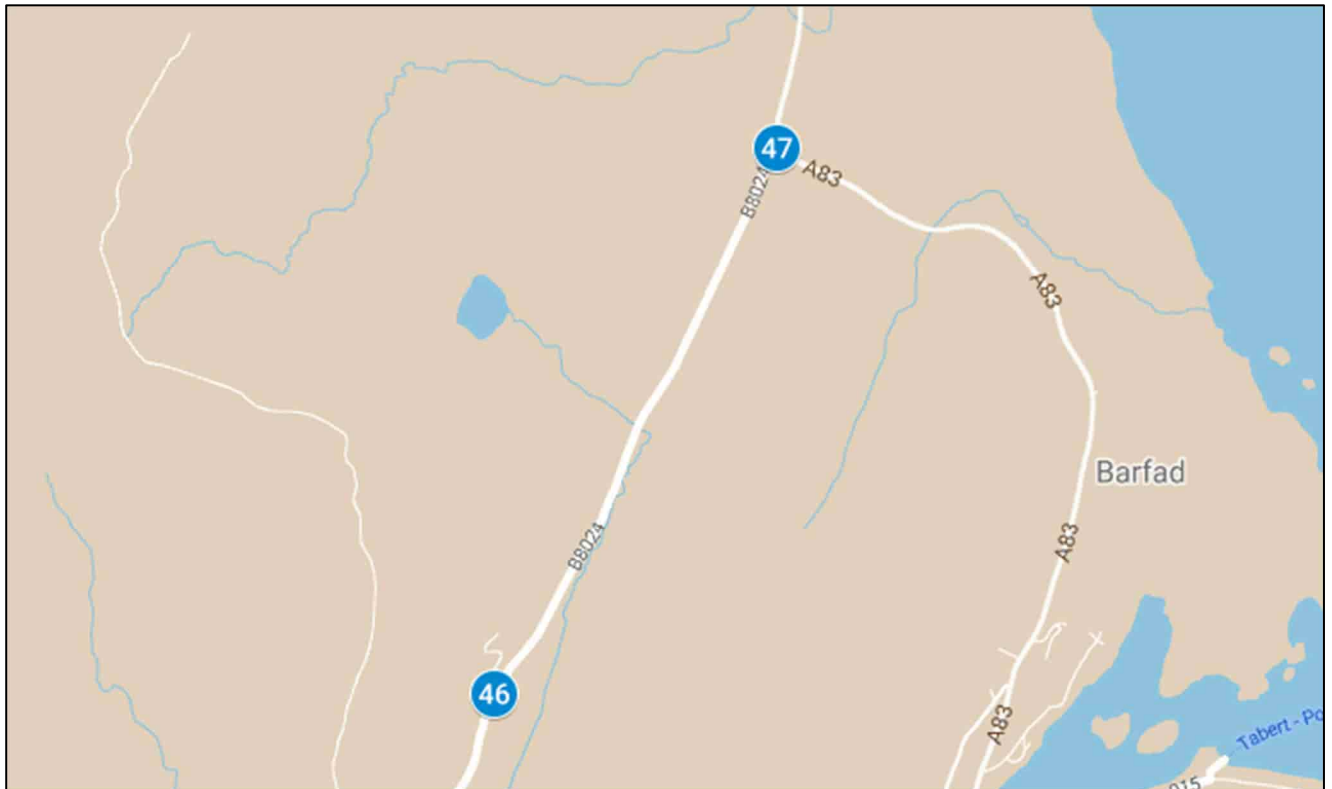


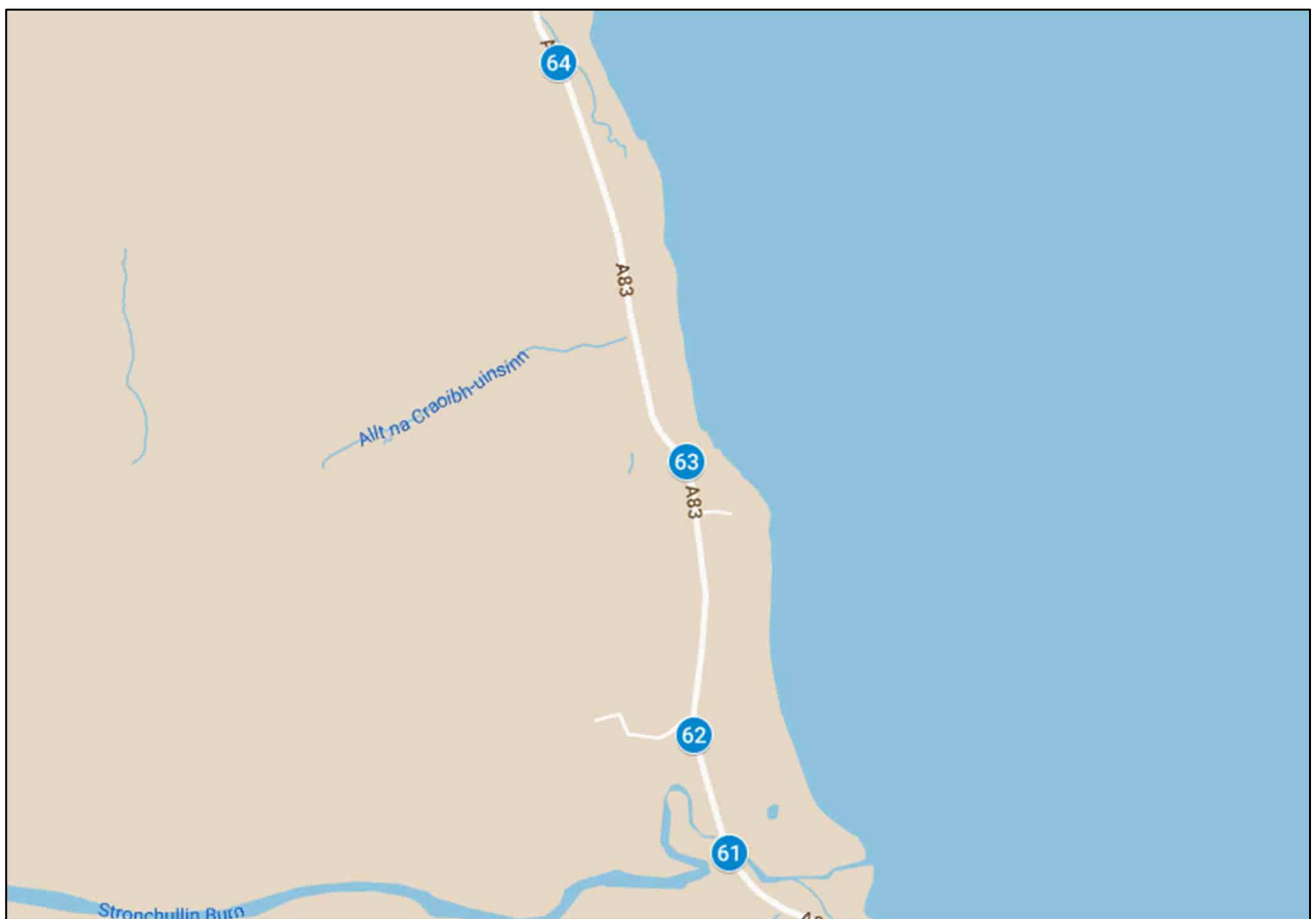
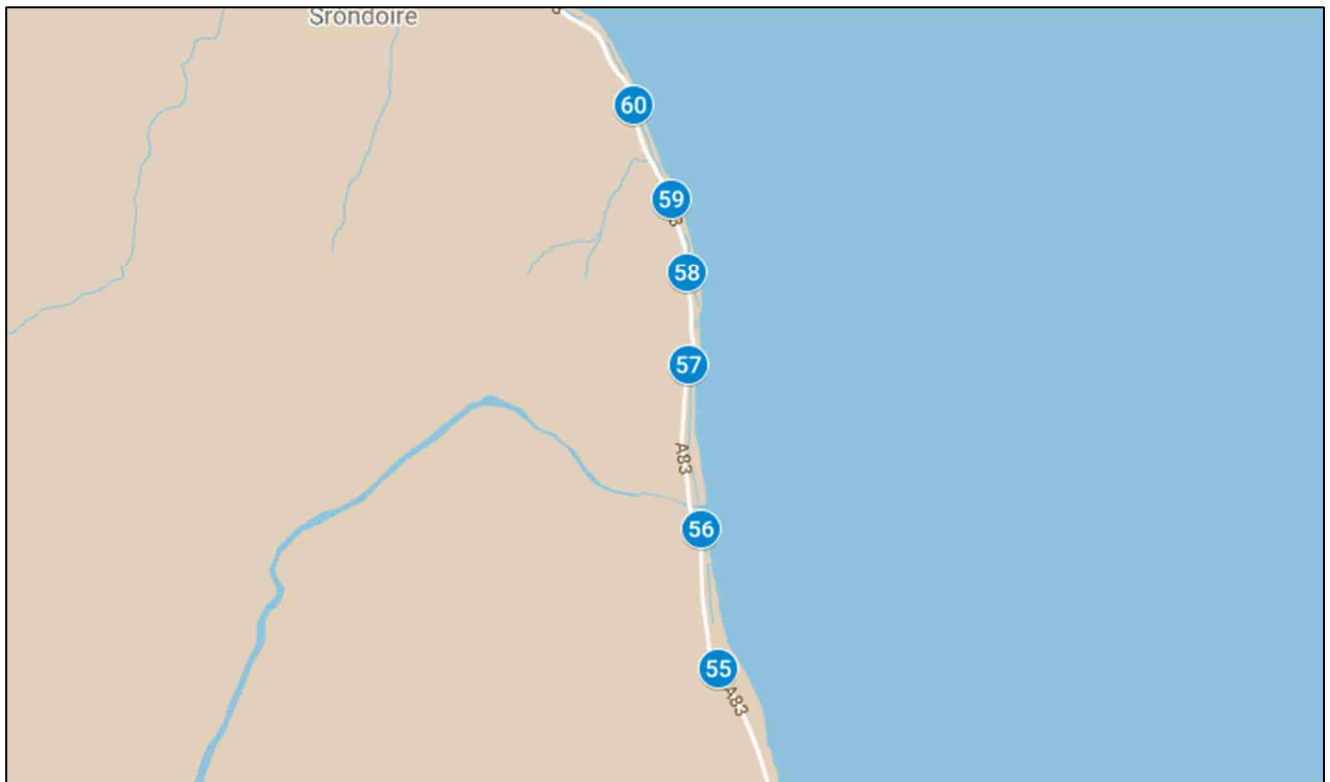


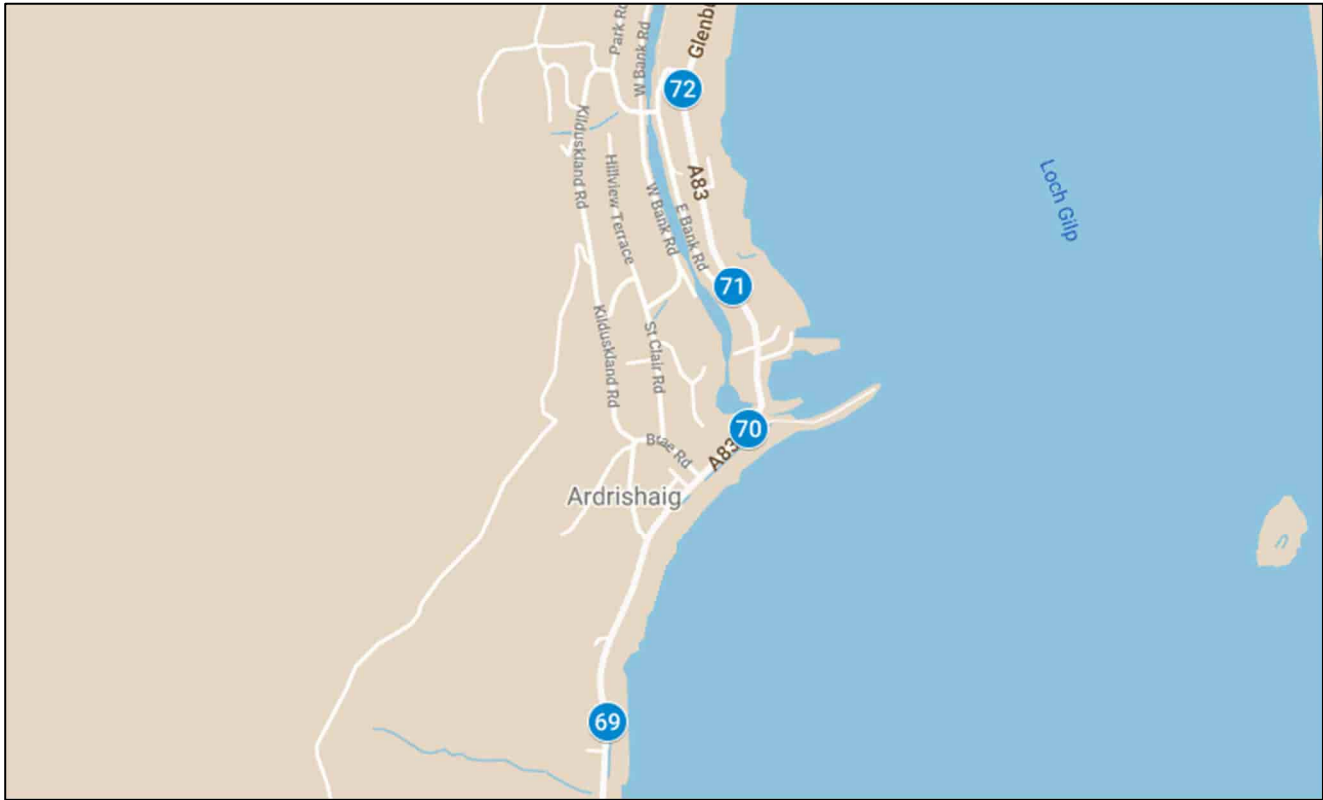
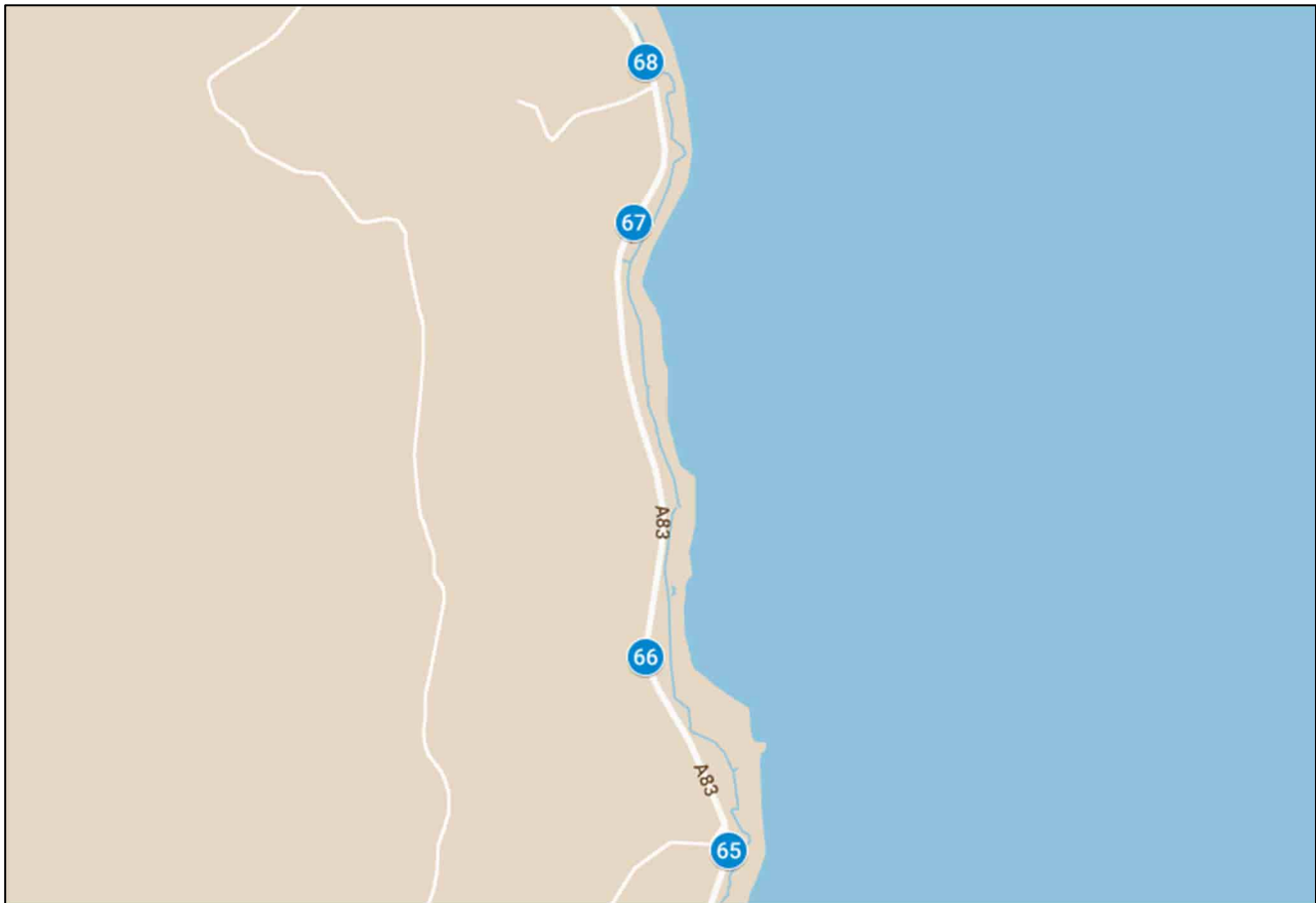


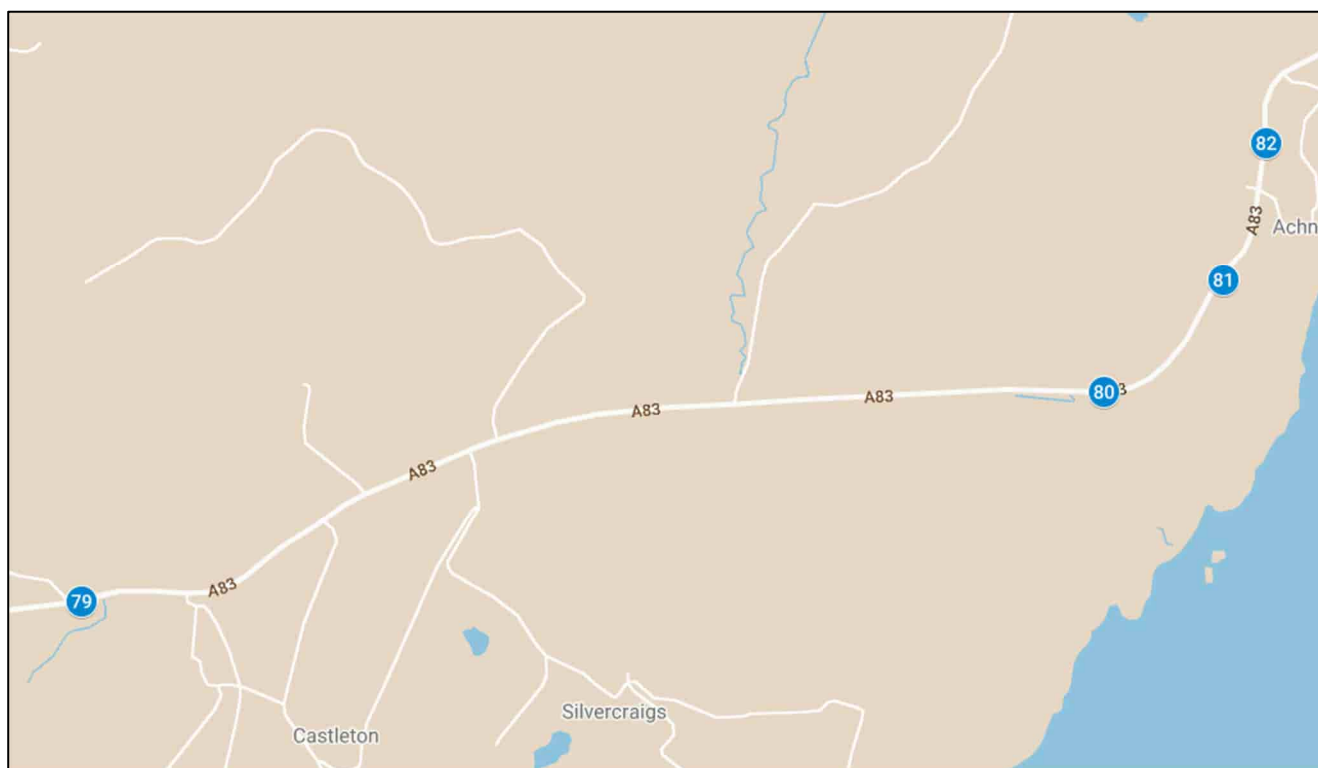
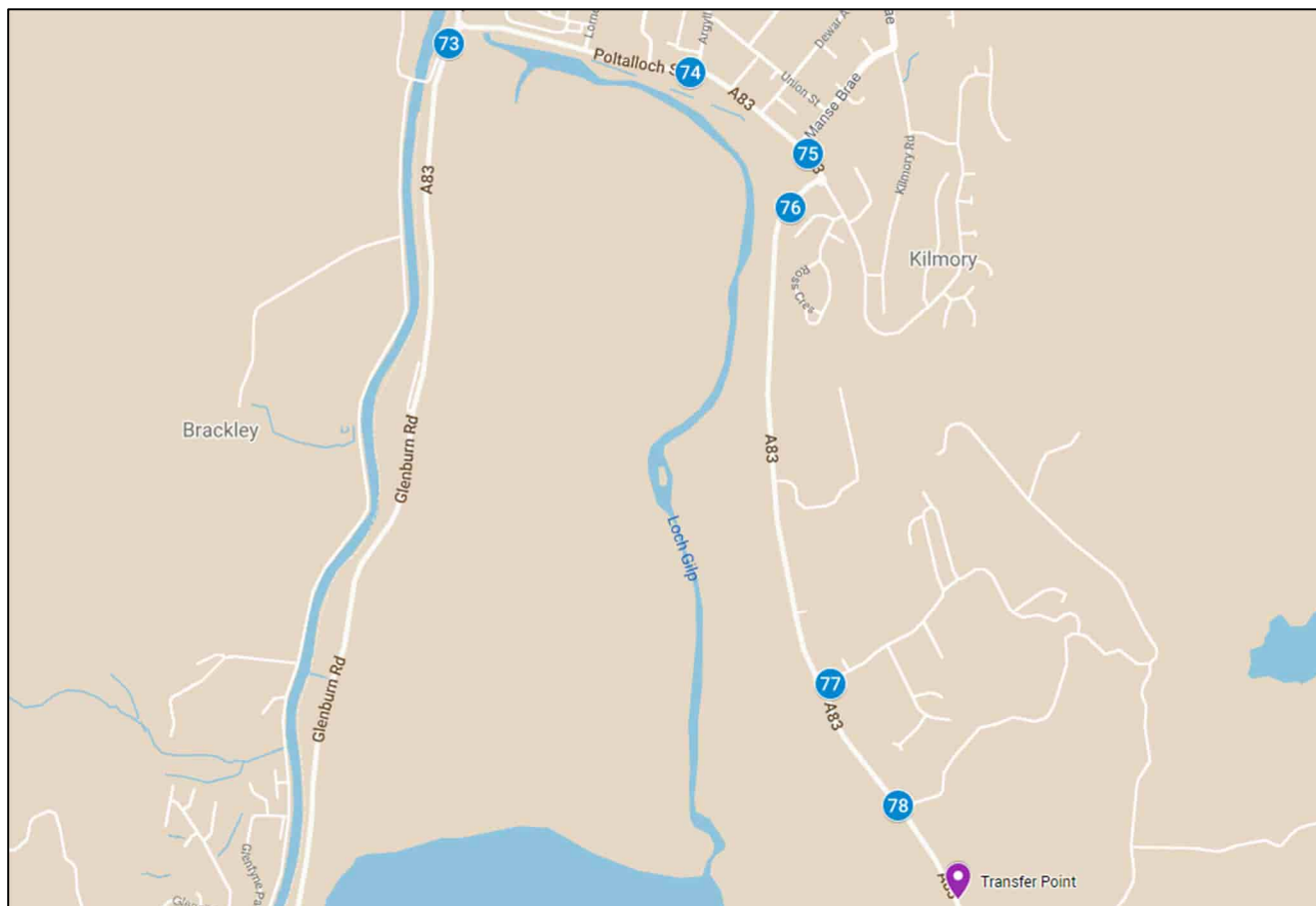


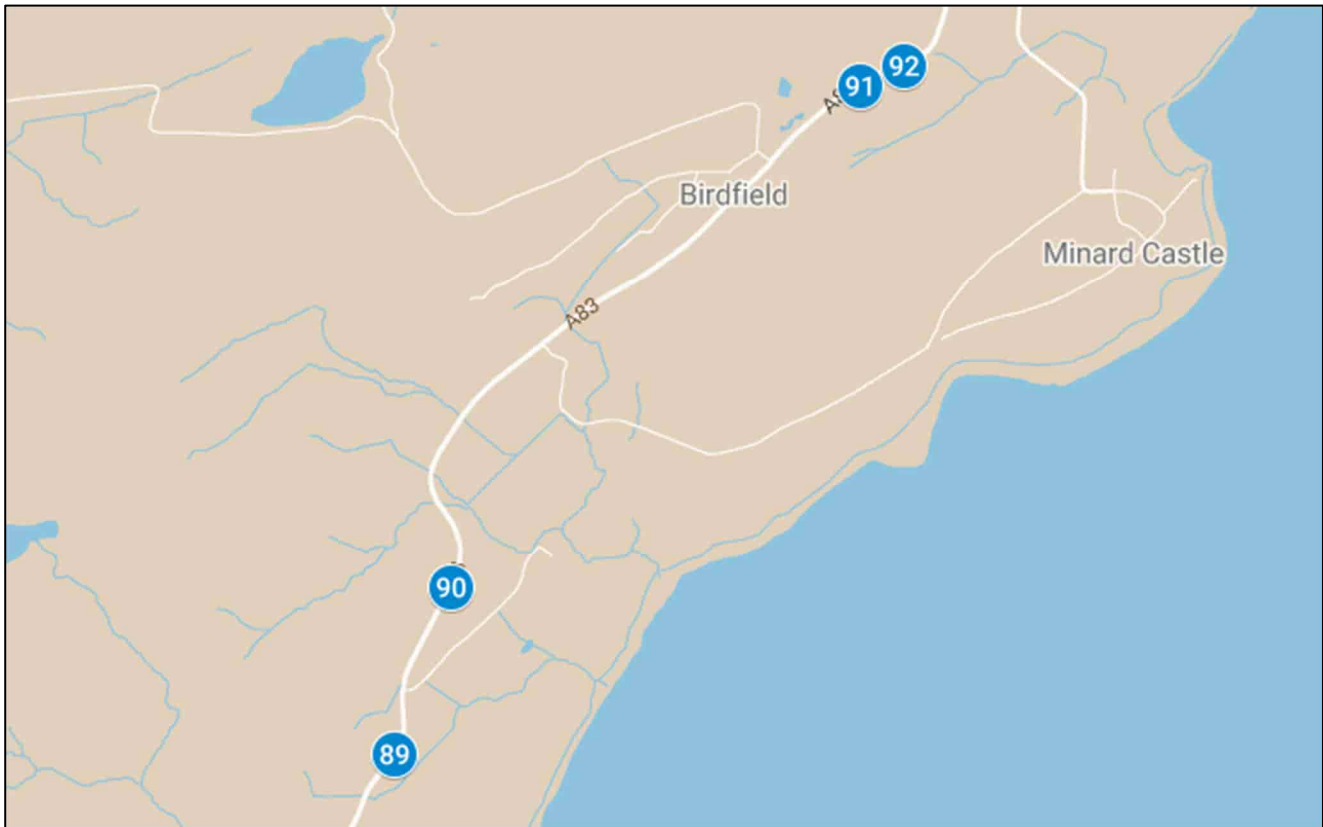
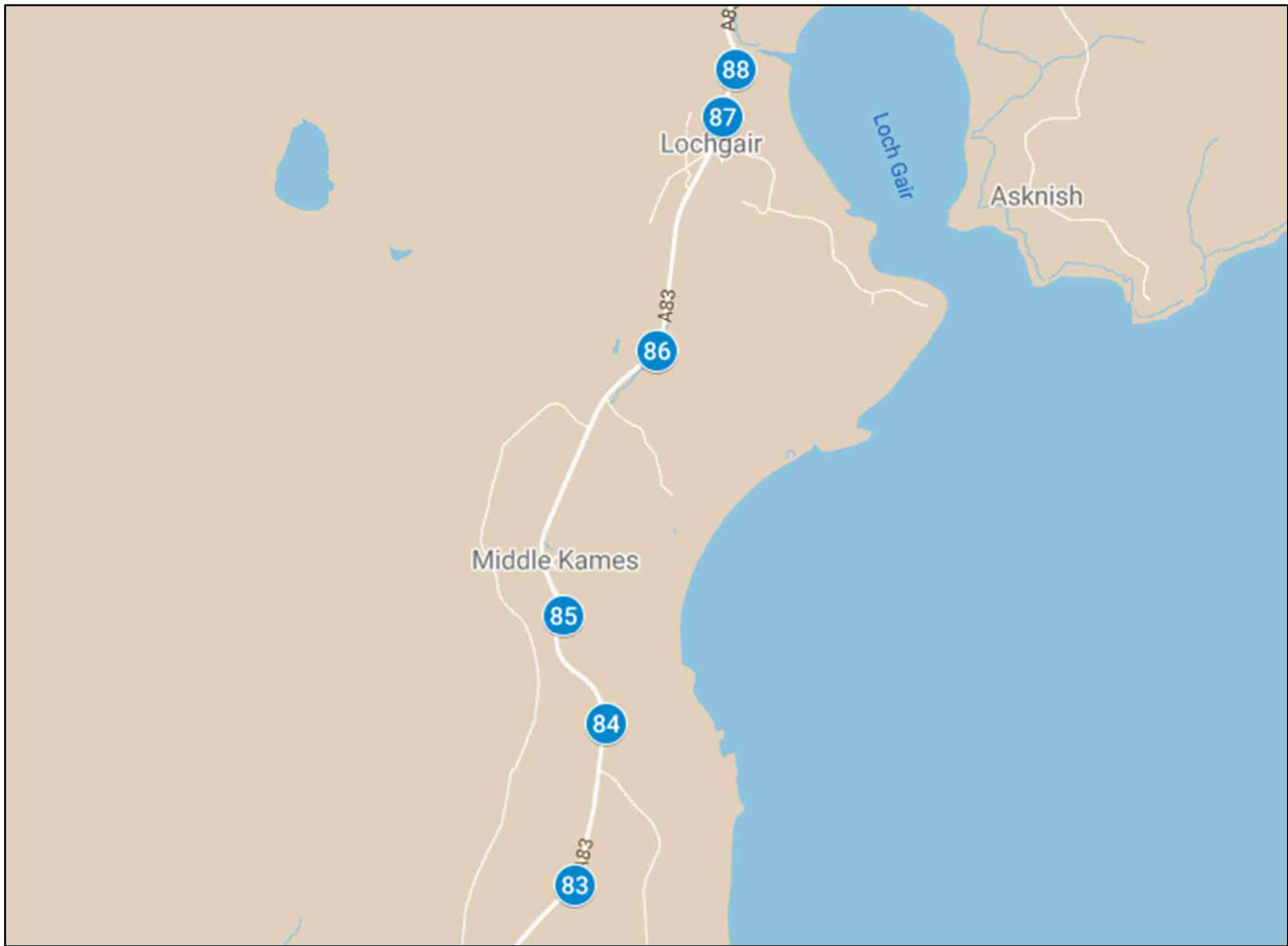


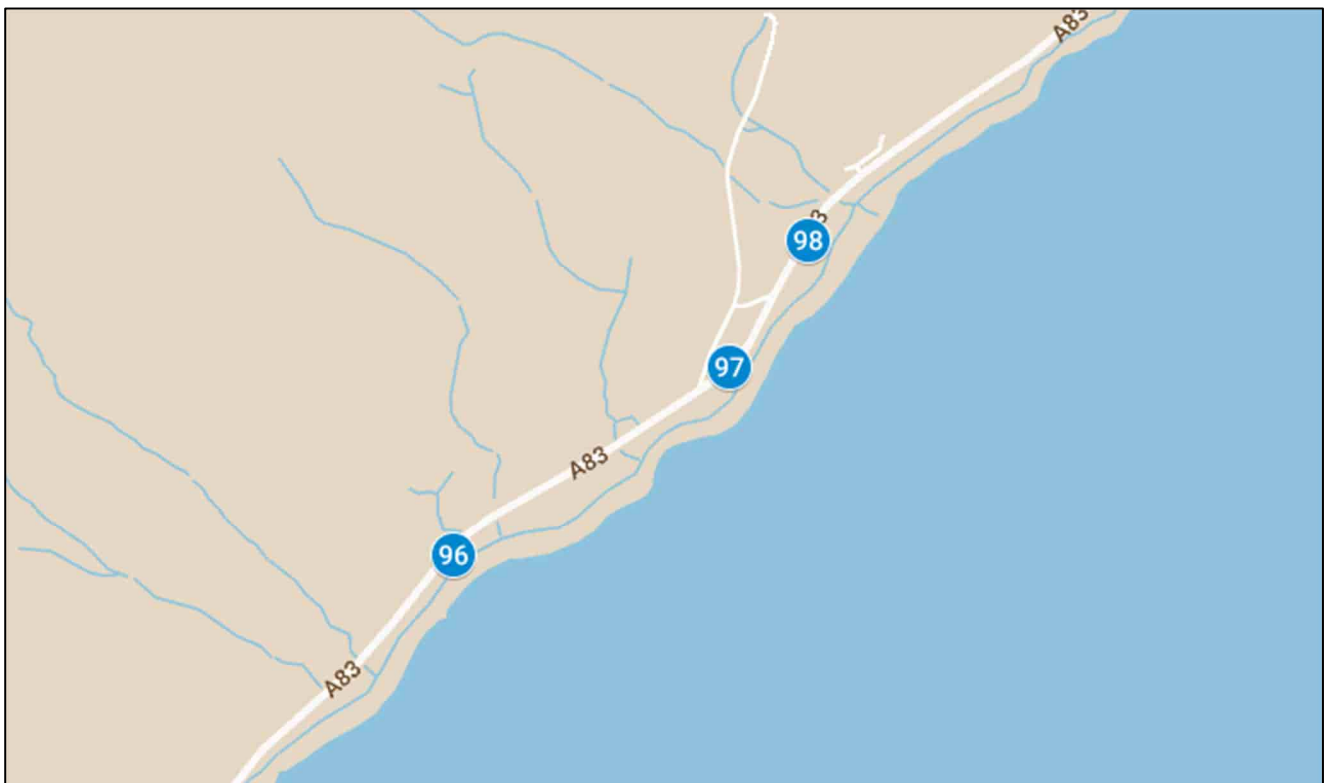
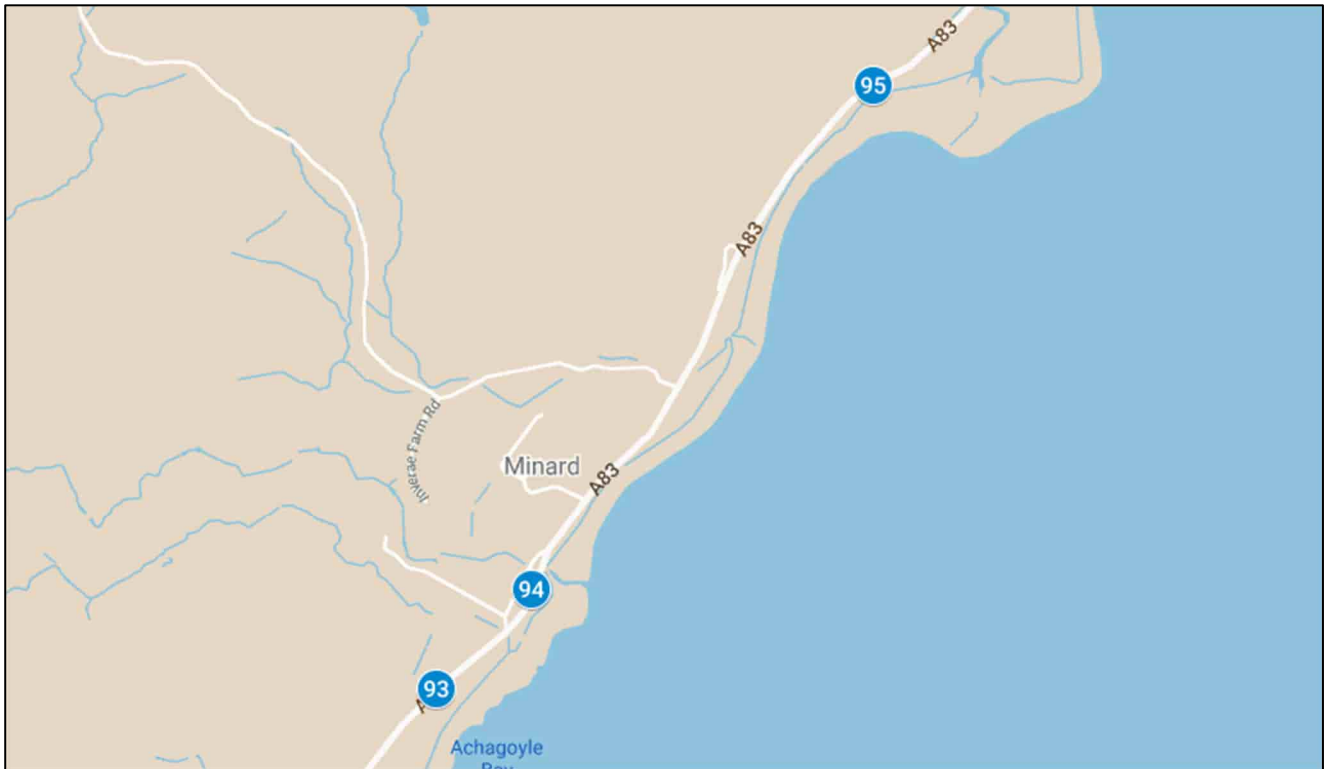


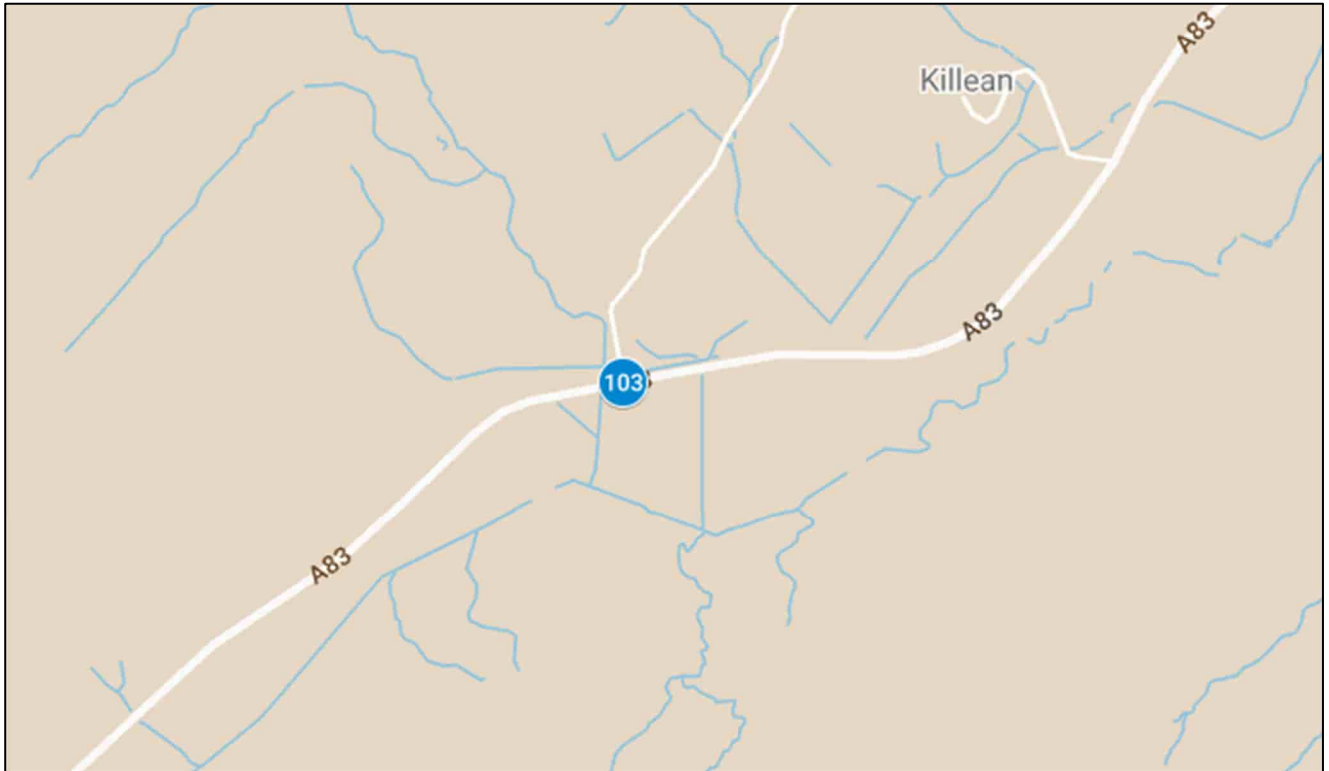
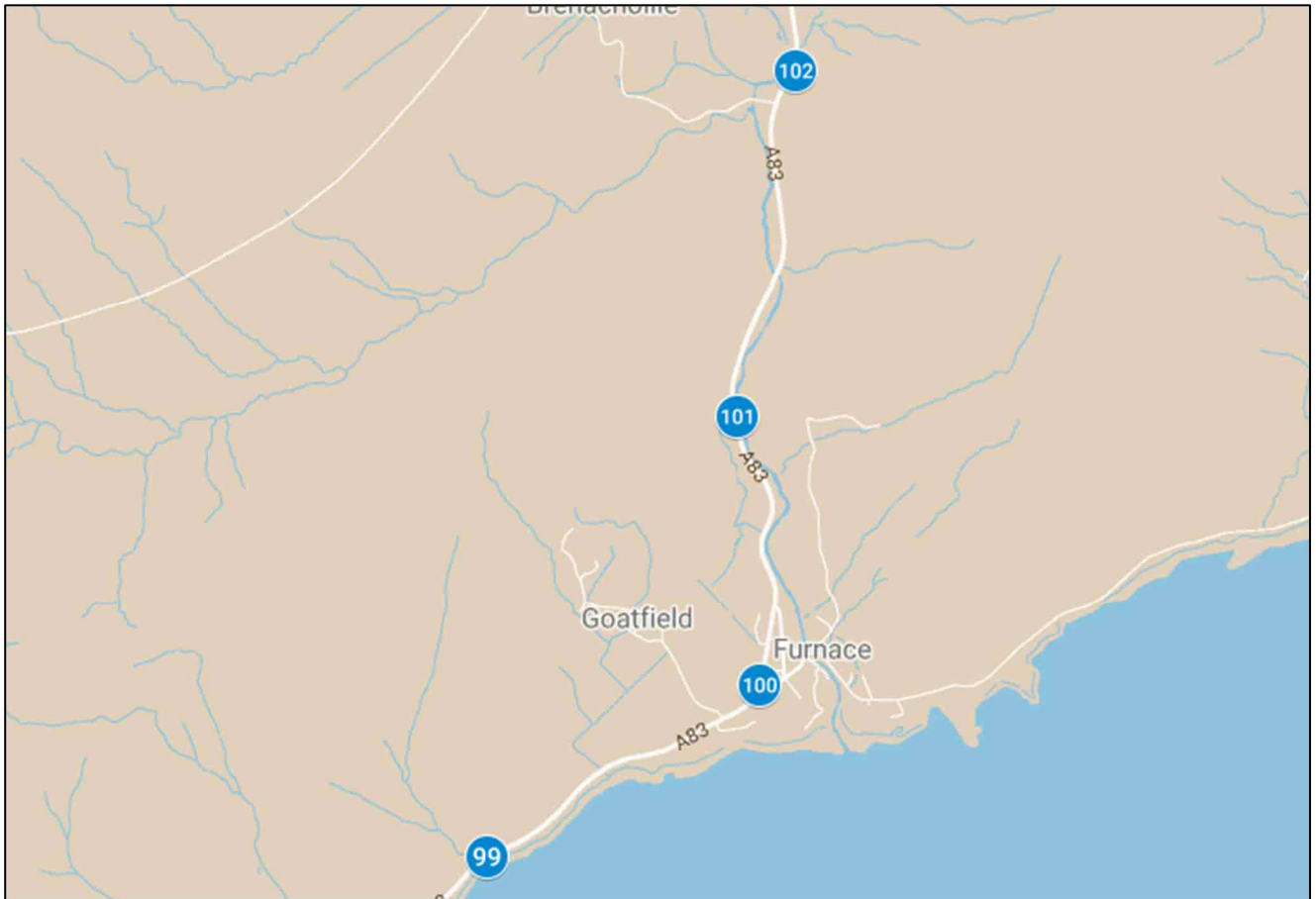




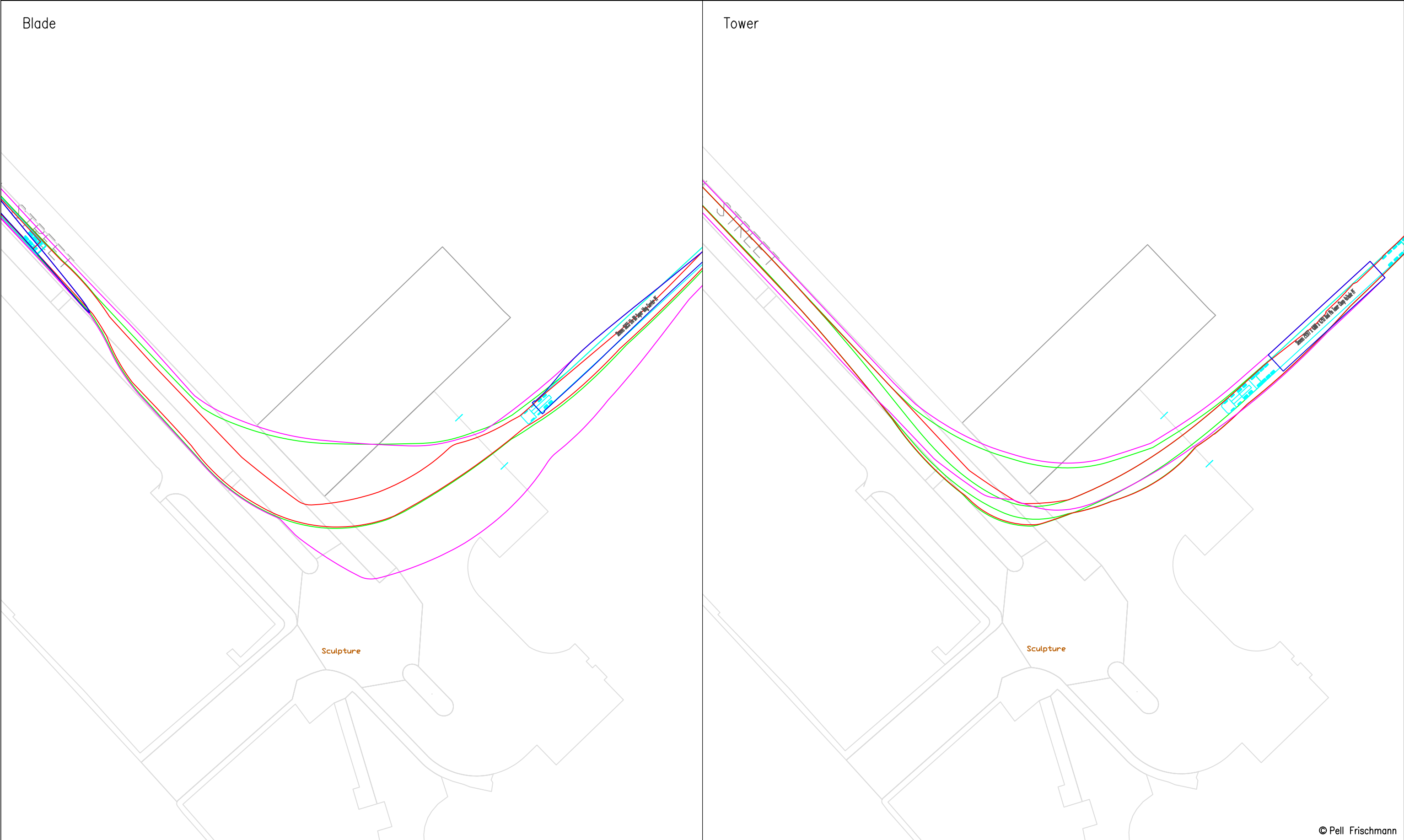






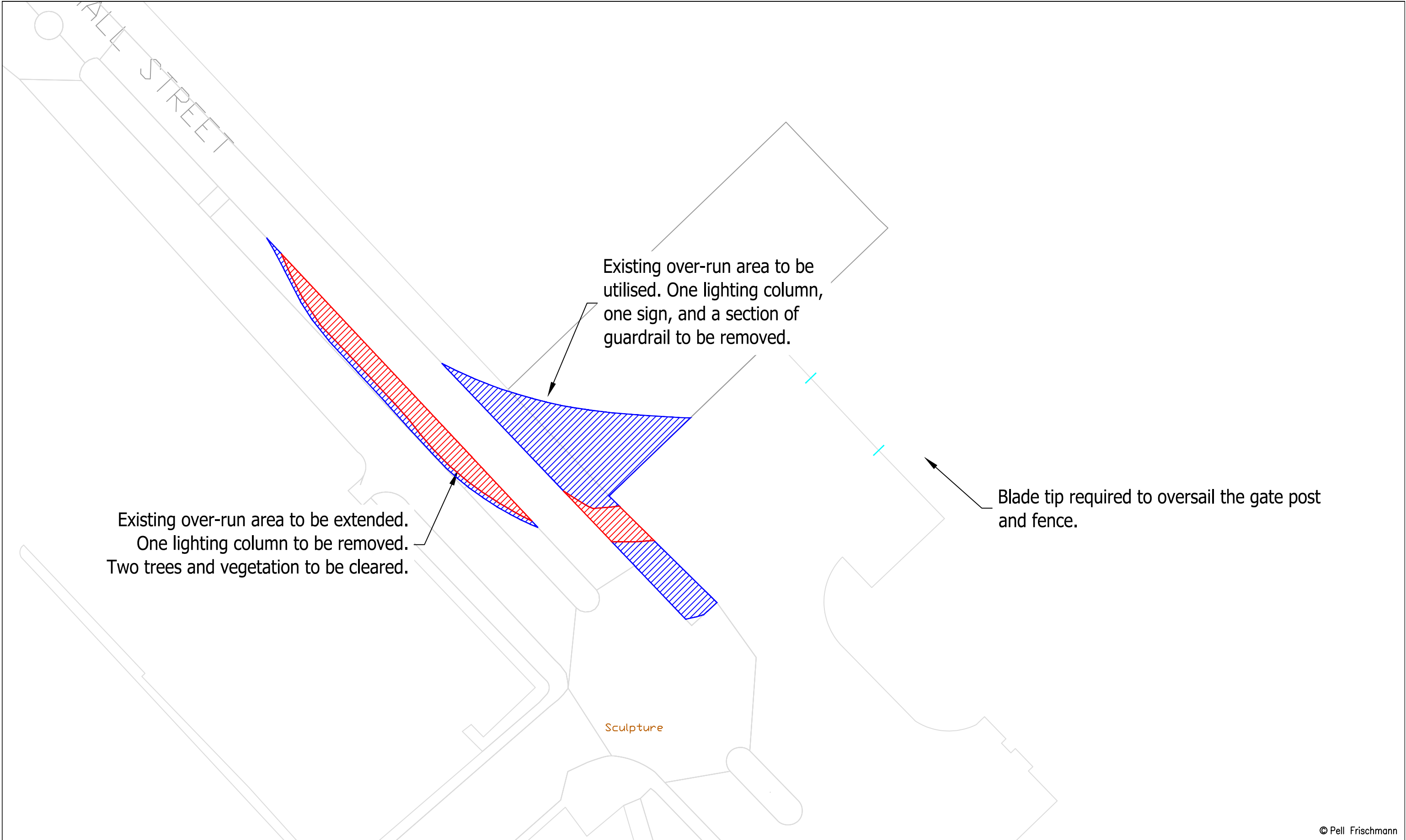


Appendix B Swept Path Assessments



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			Drawing No. SK01		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 Egress from Campbeltown Port							



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			Drawing No. SK01A	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
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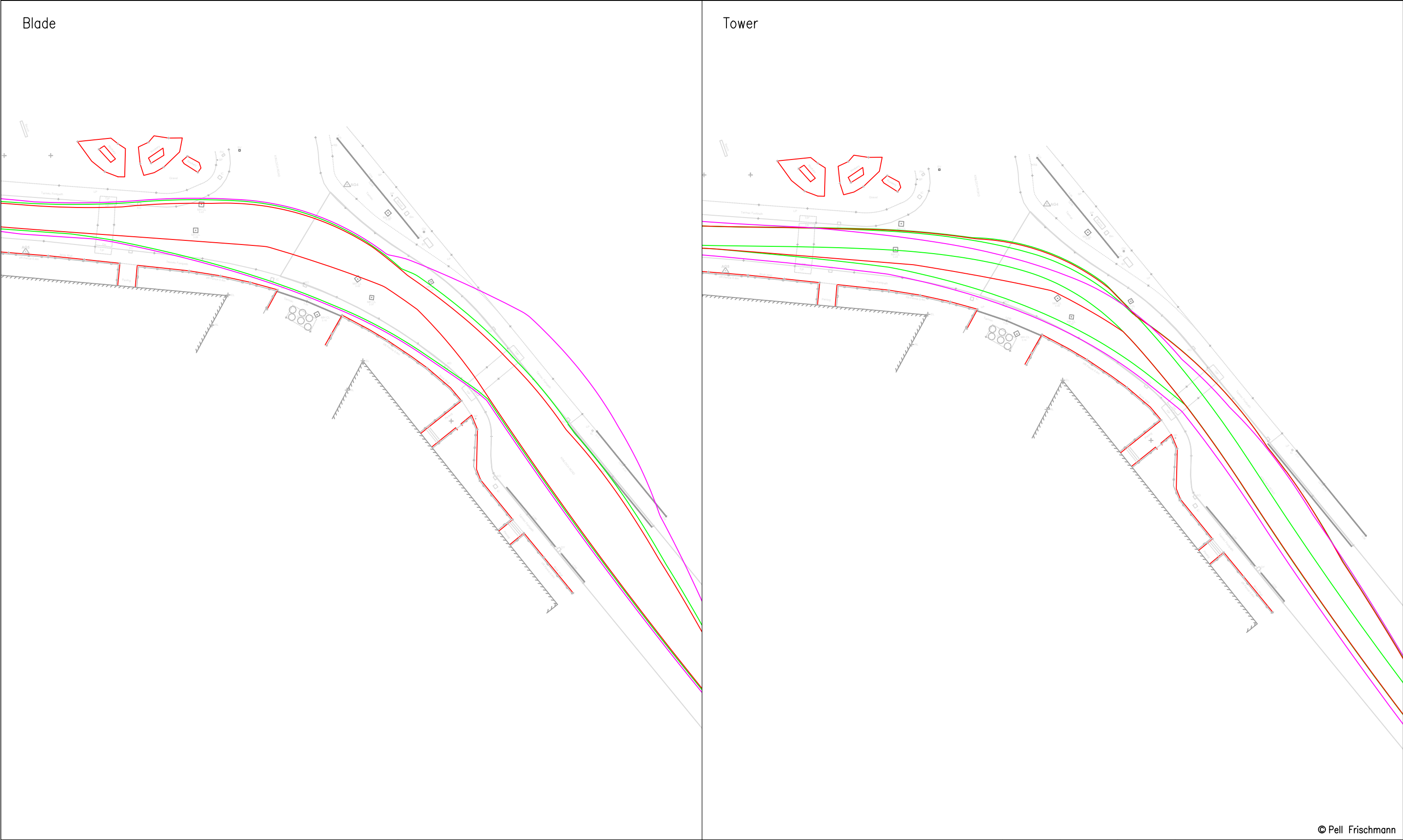


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Key		Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		SPA Location		Hall Street / Quay Head Roundabout		Drawing No.		Notes:		Revision	
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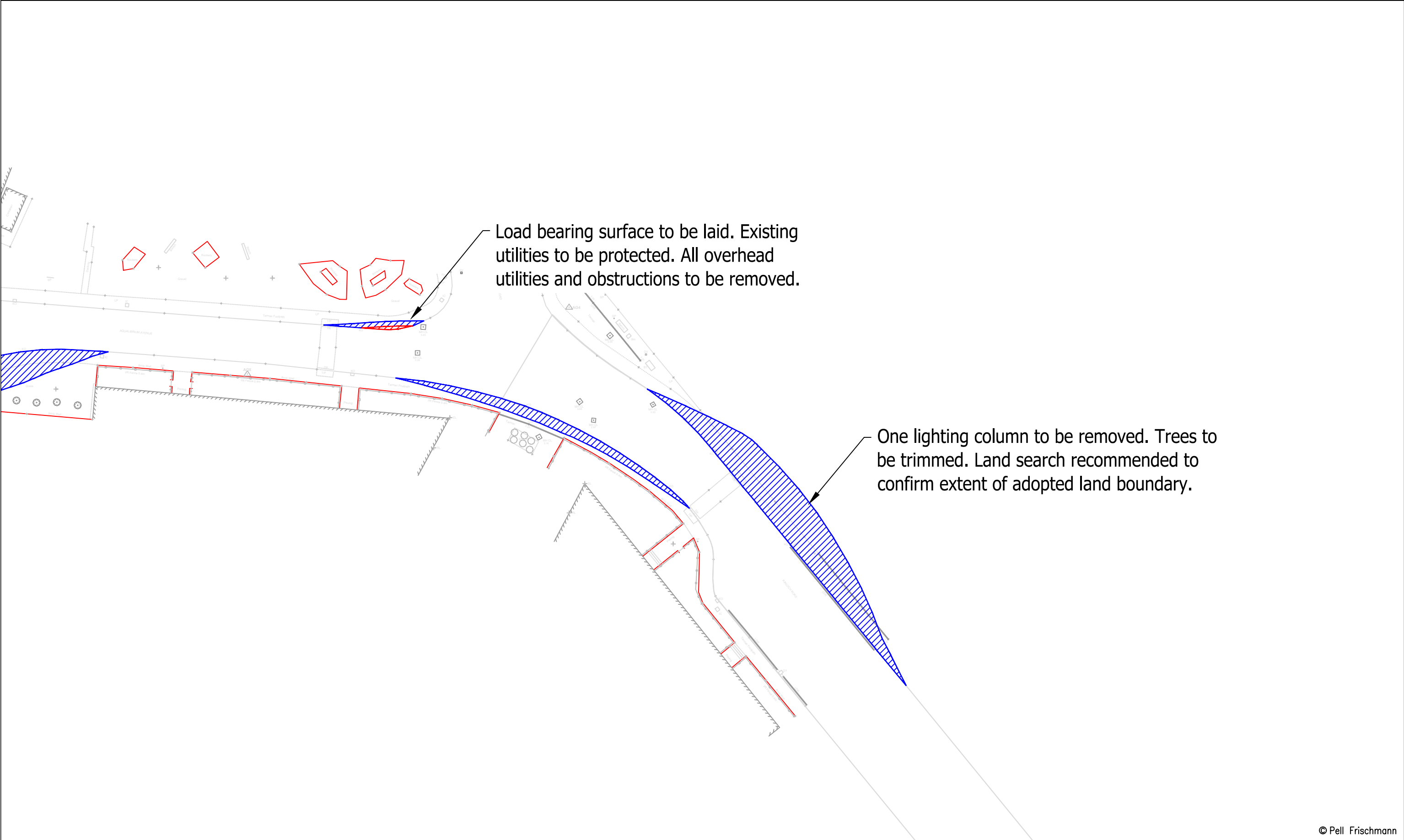


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			Drawing No. SK02A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 1	
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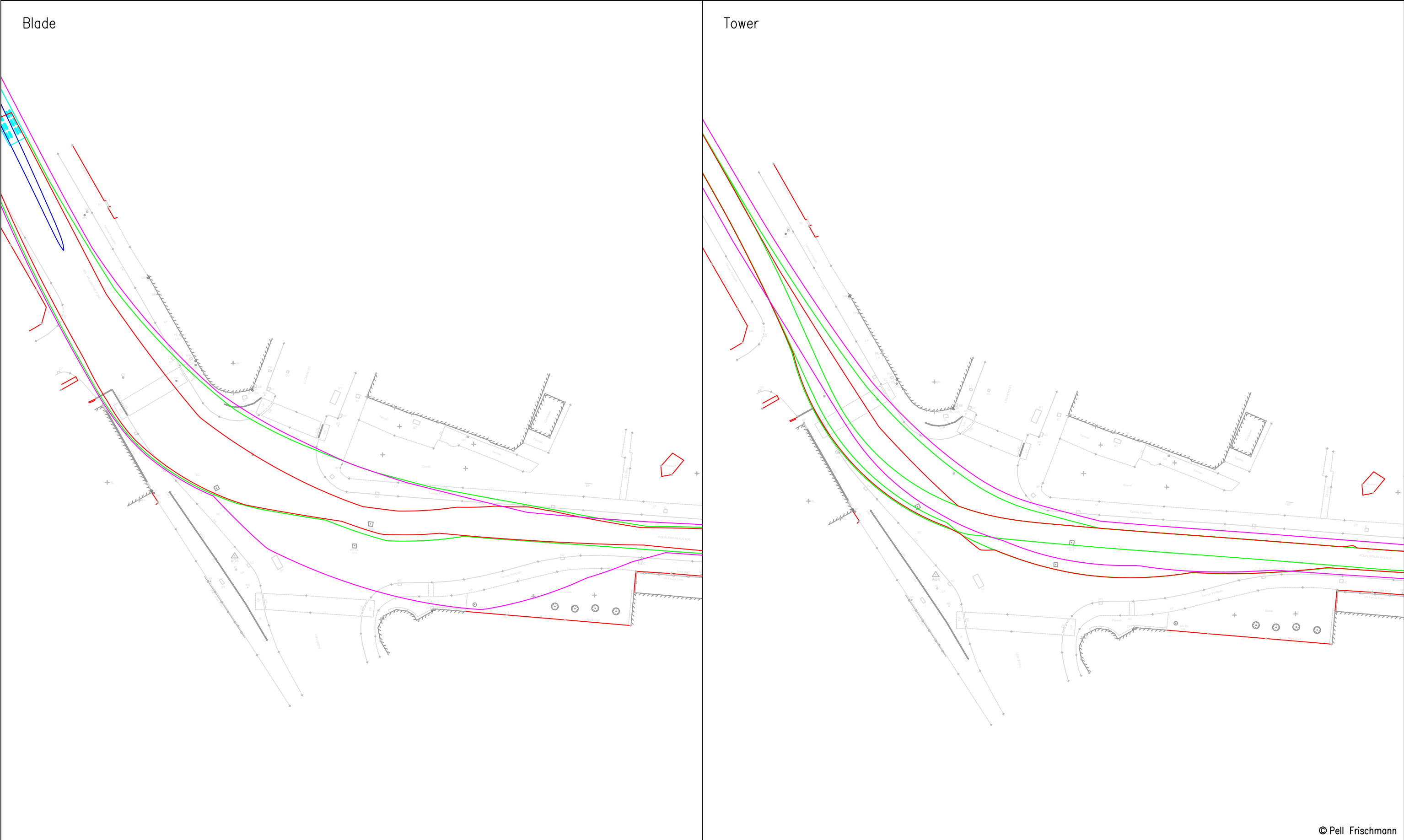


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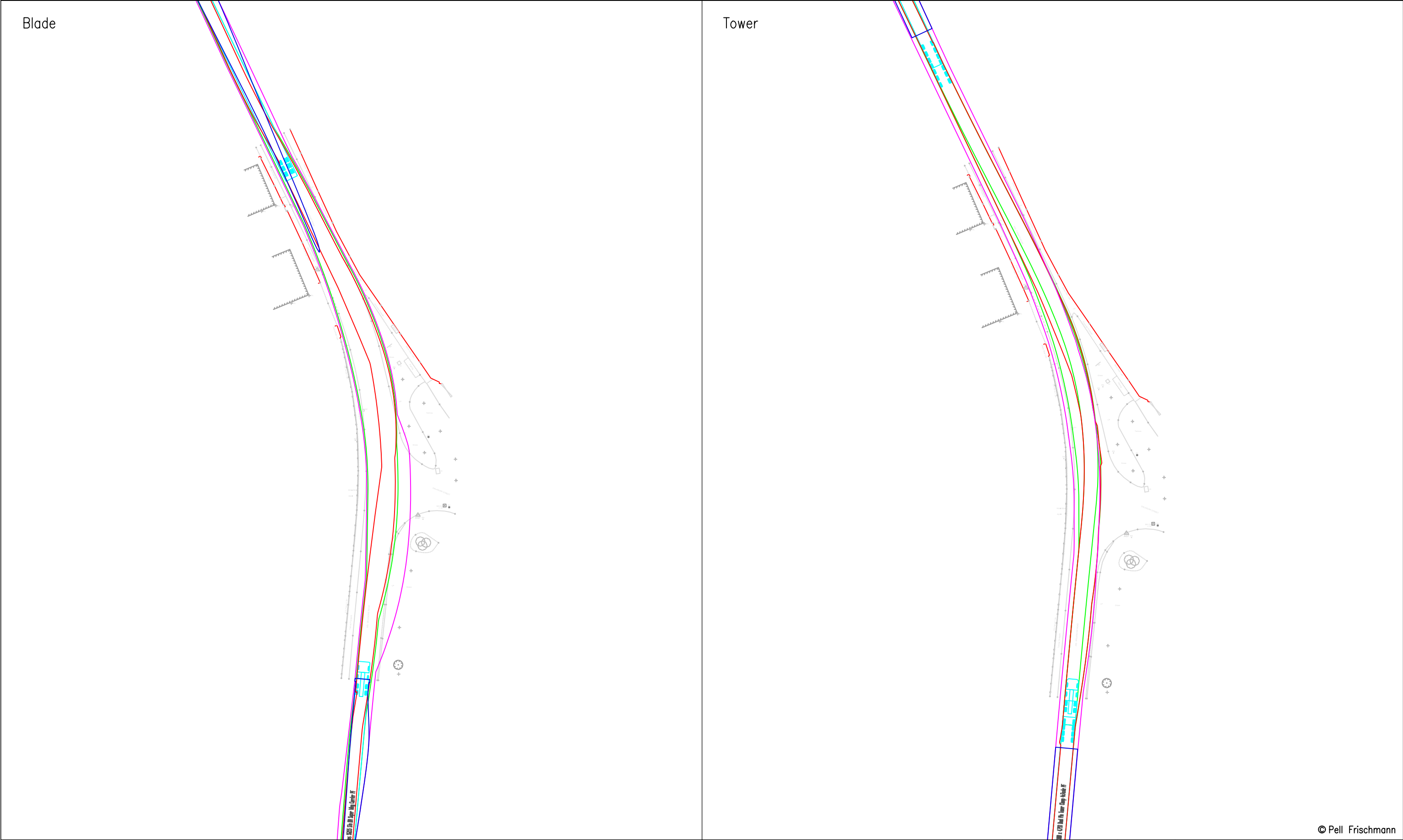
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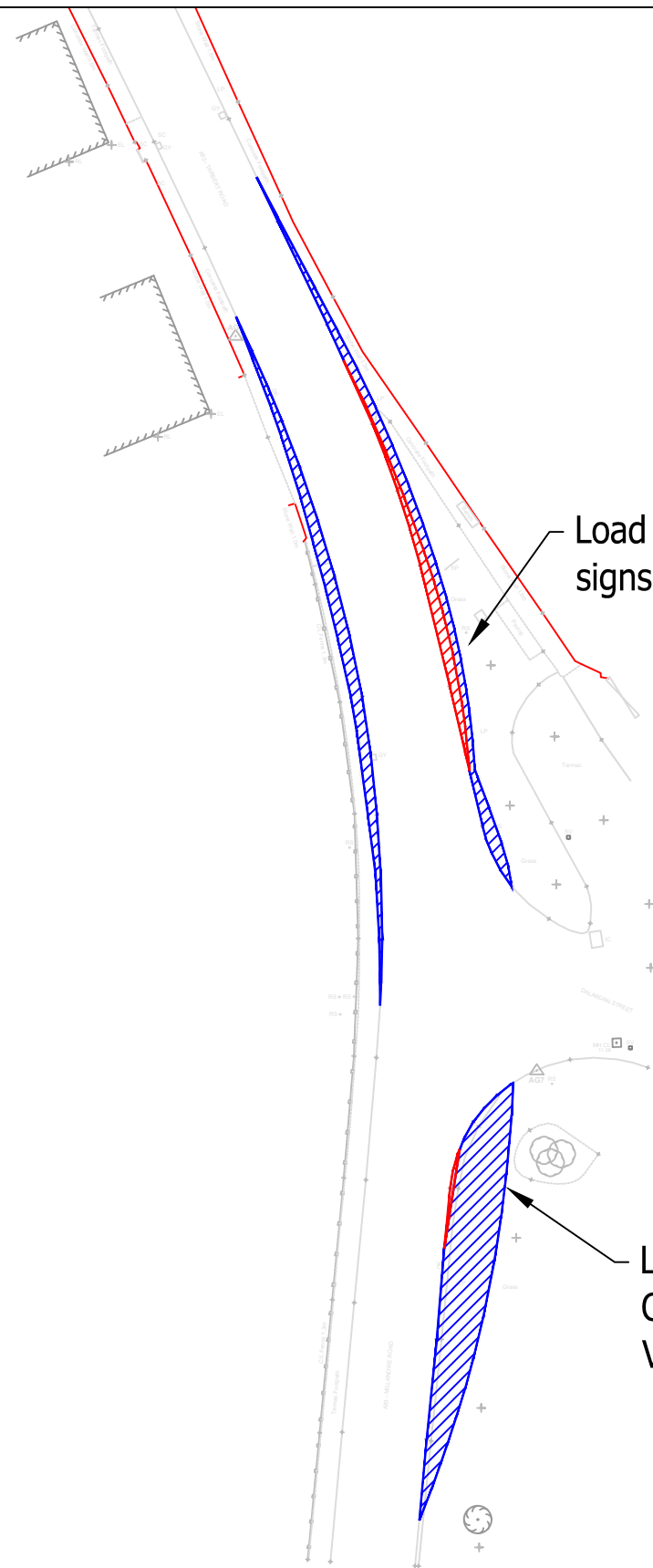
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Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGR155 Blade & Tower		Point of Interest		4			
			Drawing No. SK04	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			Revision 1	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location Aqualibrium Avenue Right Bend							



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Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Milknowe Road	SK05	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	

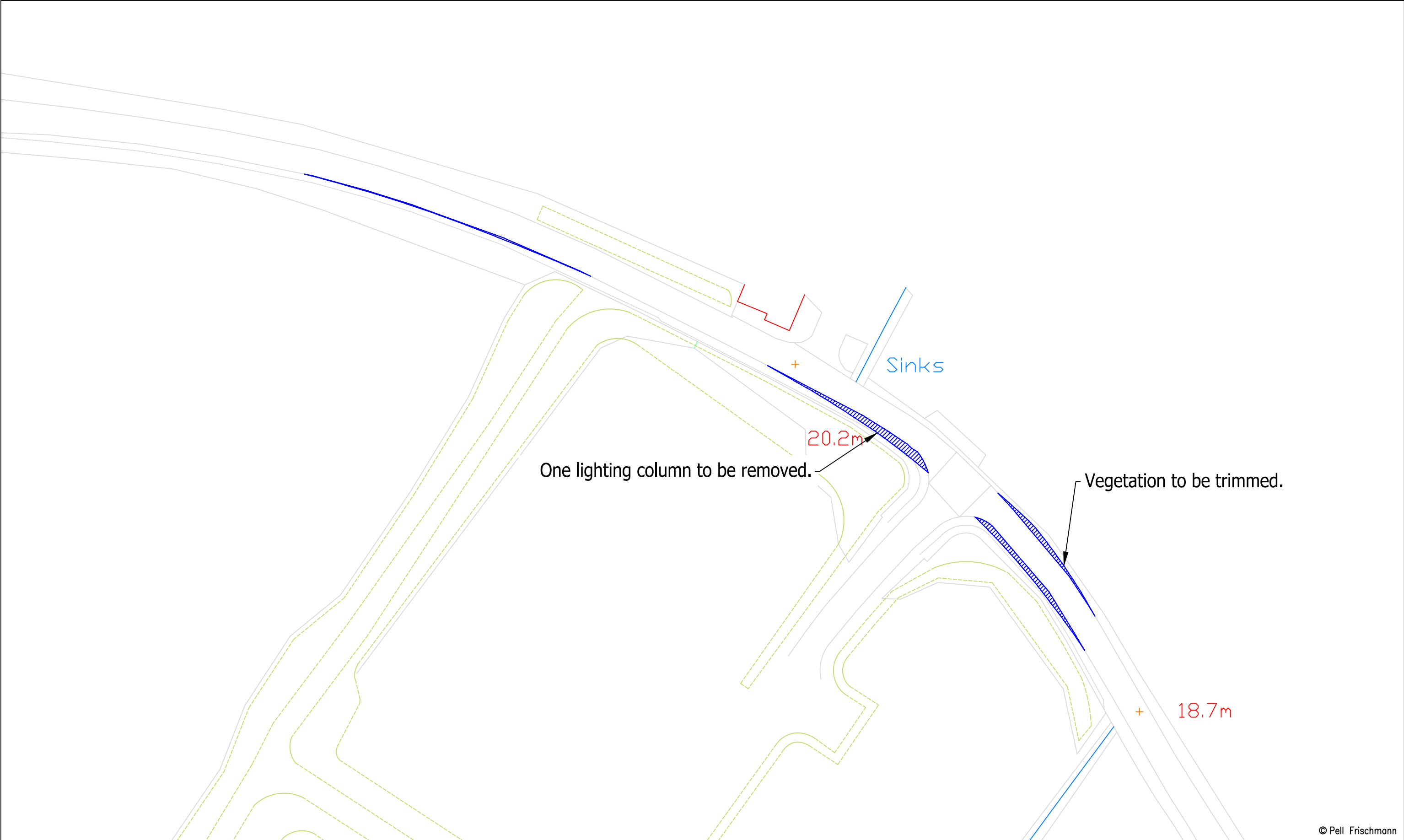


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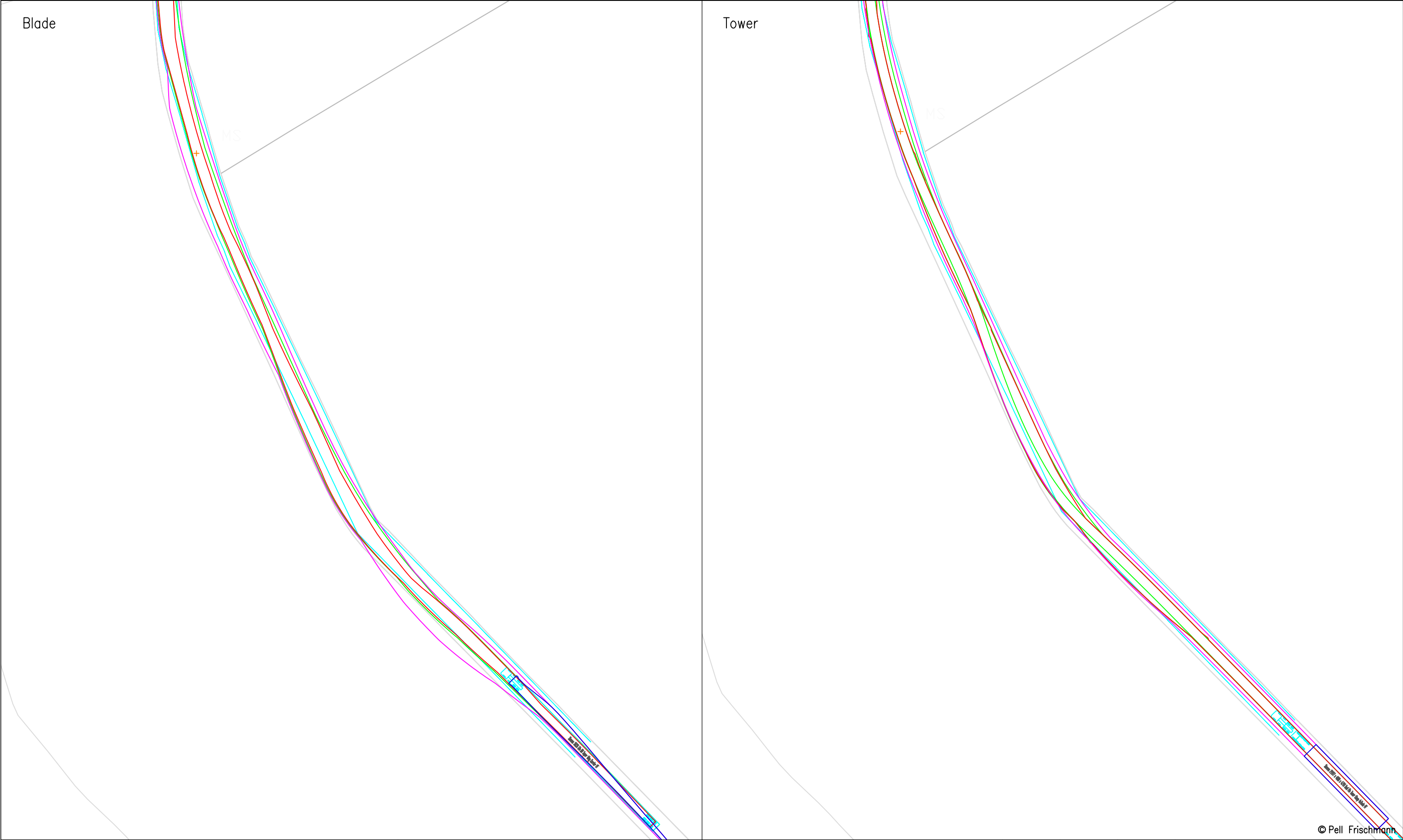


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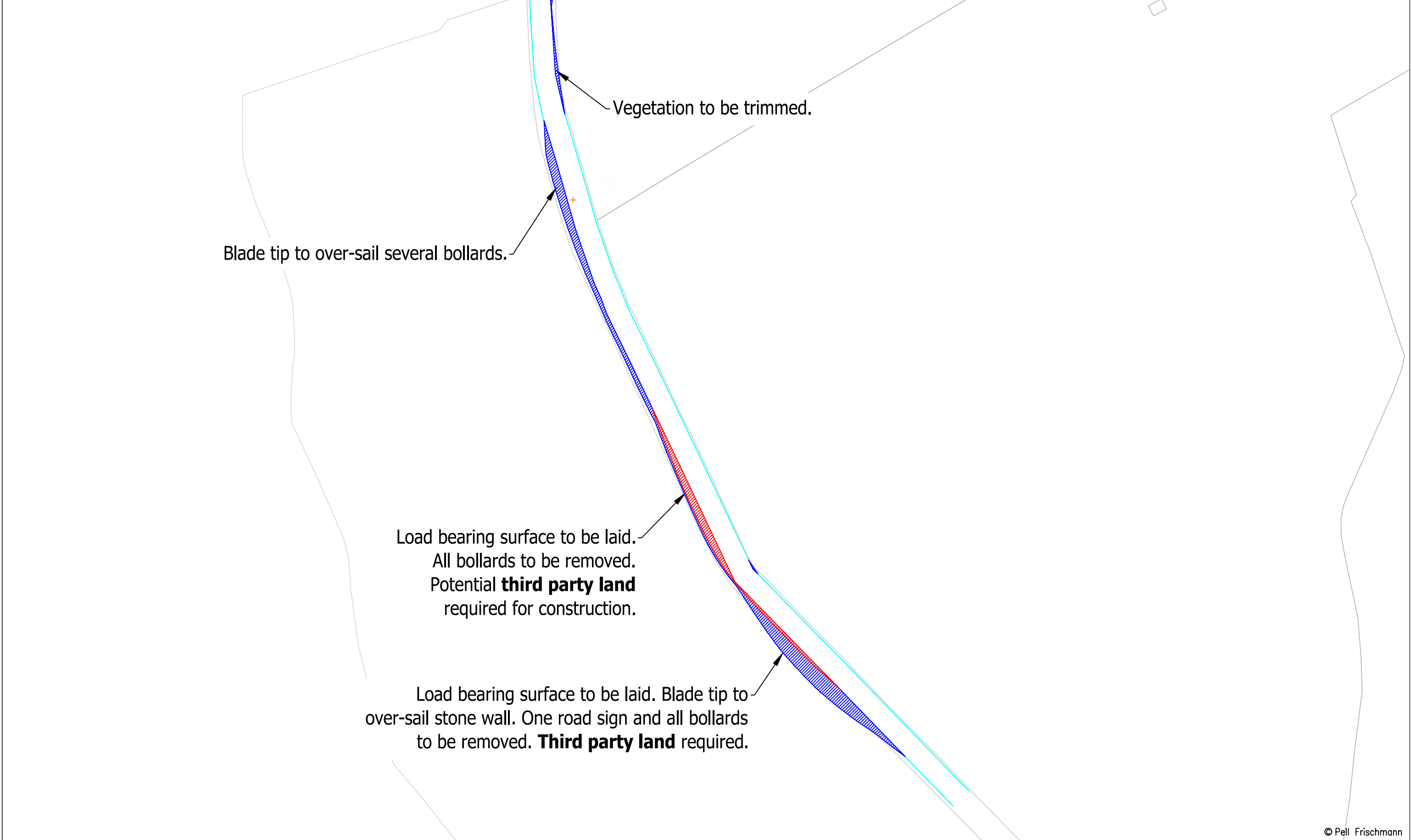
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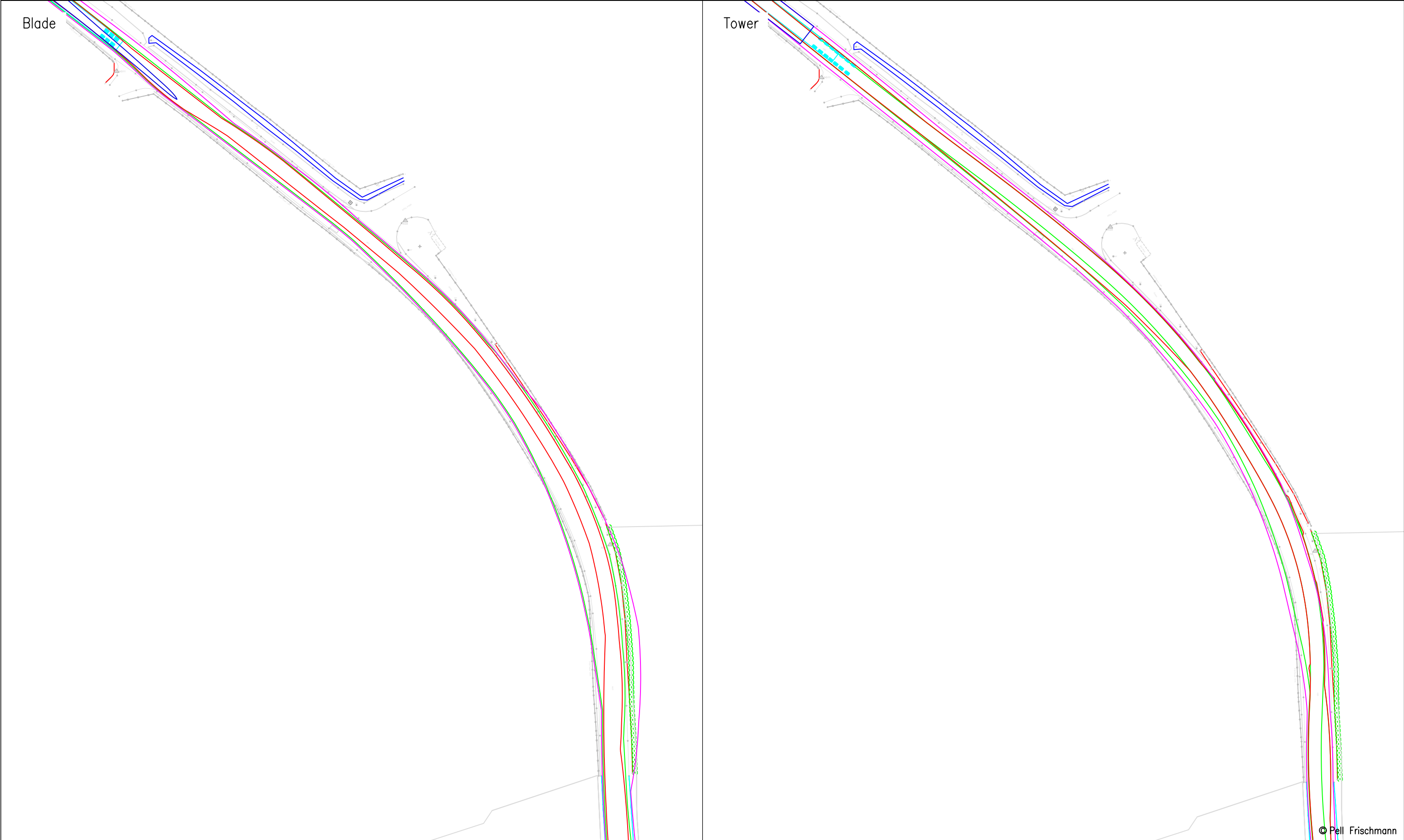
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					Revision				
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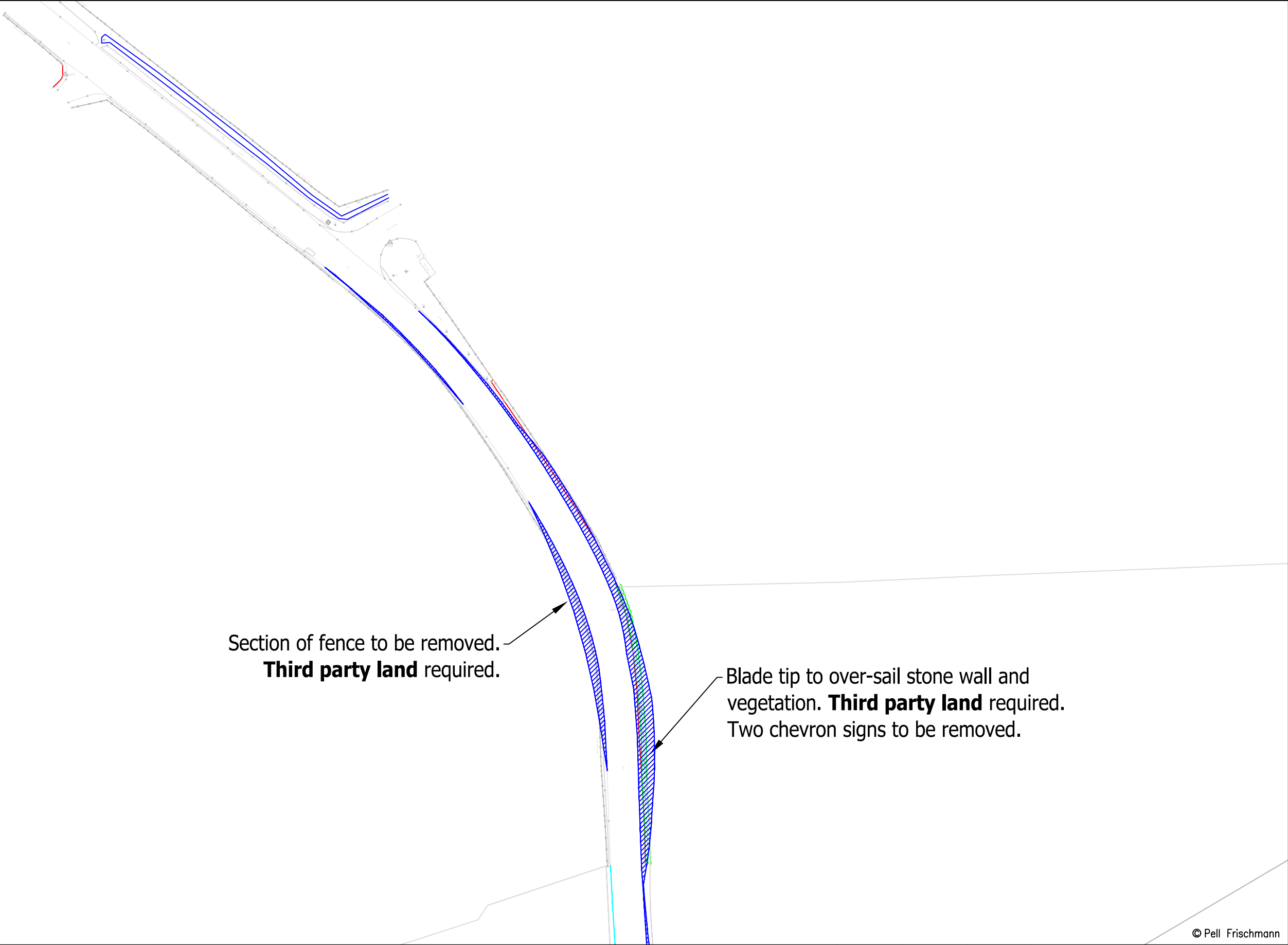


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			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		10		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A83 south of Kilchenzie		Drawing No. SK07A		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

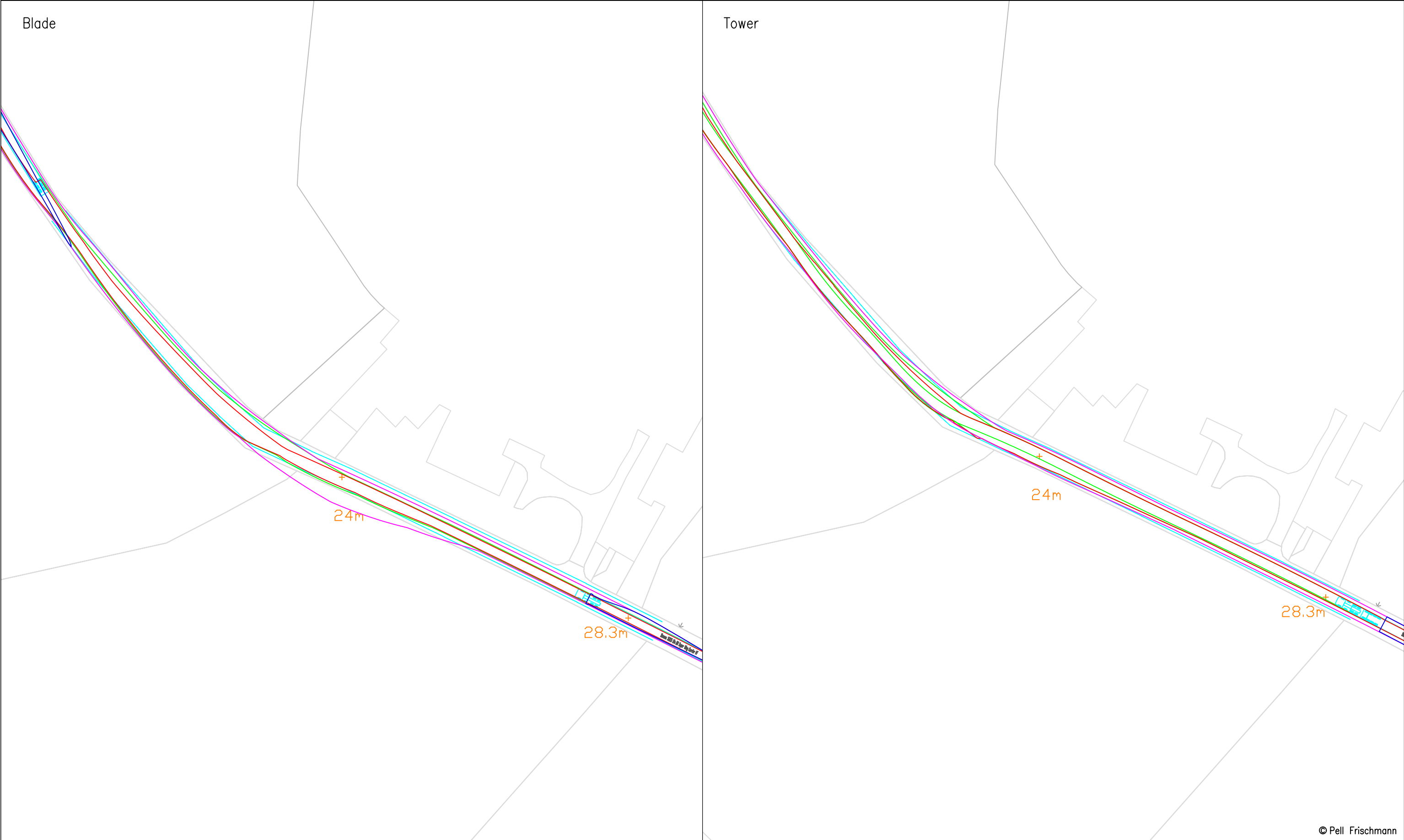


Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project Eredine Wind Farm			Name	Date	Scale 1:750 @ A3	
			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		11		
			Drawing No. SK08	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 A83 Kilchenzie



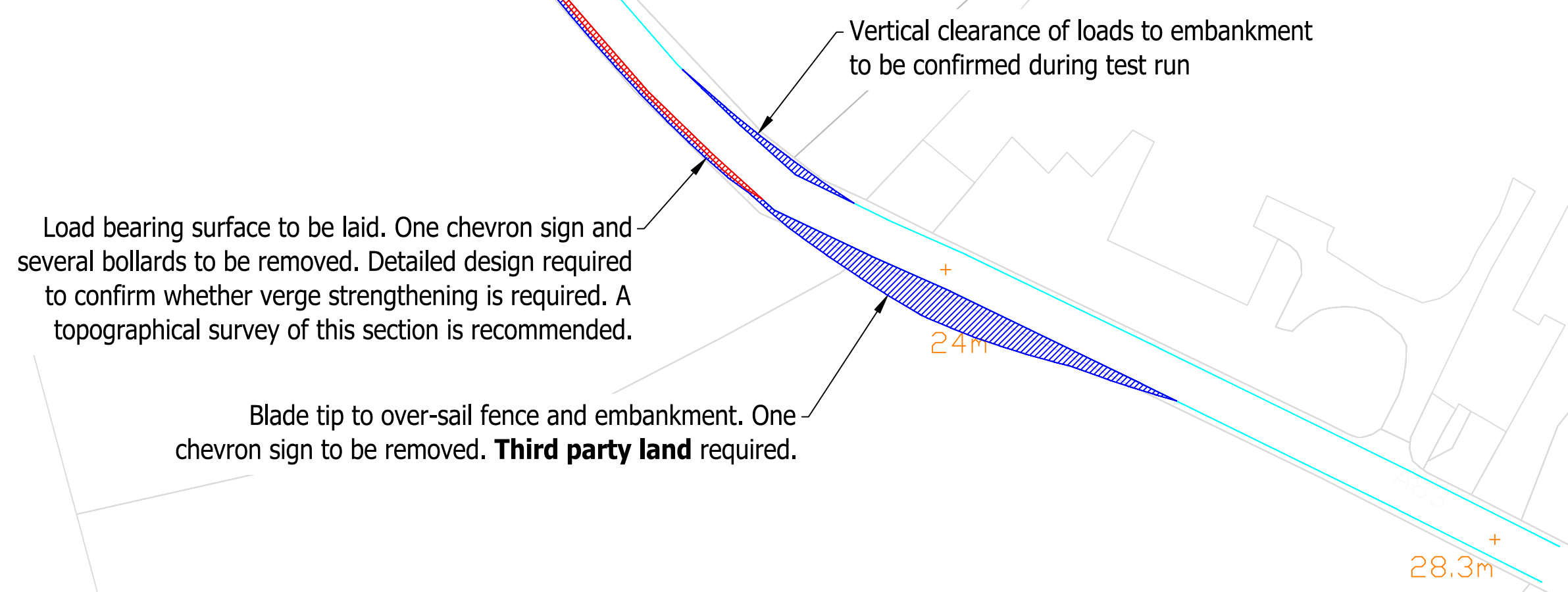
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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg				
			Designed	GLJ	14/09/2022					
			Checked	GB	14/09/2022	Drawing Status				
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		11		Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Kilchenzie	Drawing No.	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		
			SK08A					1		



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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg		
			Designed	GLJ	14/09/2022			
			Checked	GB	14/09/2022	Drawing Status Draft		
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGR155 Blade & Tower		Point of Interest		13			
	SPA Location A83 Low Ballevain		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								



Load bearing surface to be laid. One chevron sign and several bollards to be removed. Detailed design required to confirm whether verge strengthening is required. A topographical survey of this section is recommended.

Vertical clearance of loads to embankment to be confirmed during test run

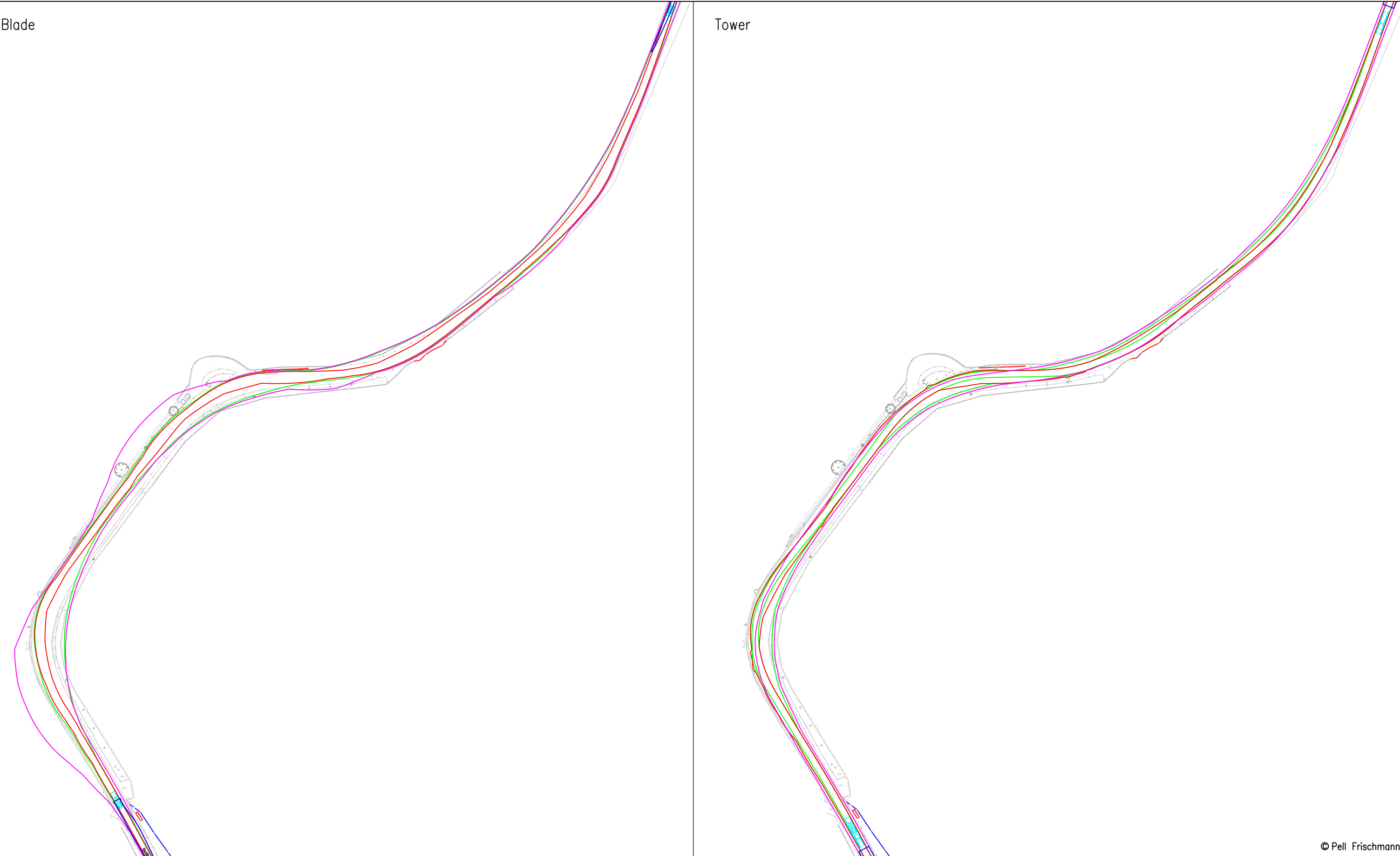
Blade tip to over-sail fence and embankment. One chevron sign to be removed. **Third party land** required.

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				Drawn	GLJ	14/09/2022	1:750 © A3		
				Designed	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg		
				Checked	GB	14/09/2022	Drawing Status		
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		13	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 1	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Low Ballevain						

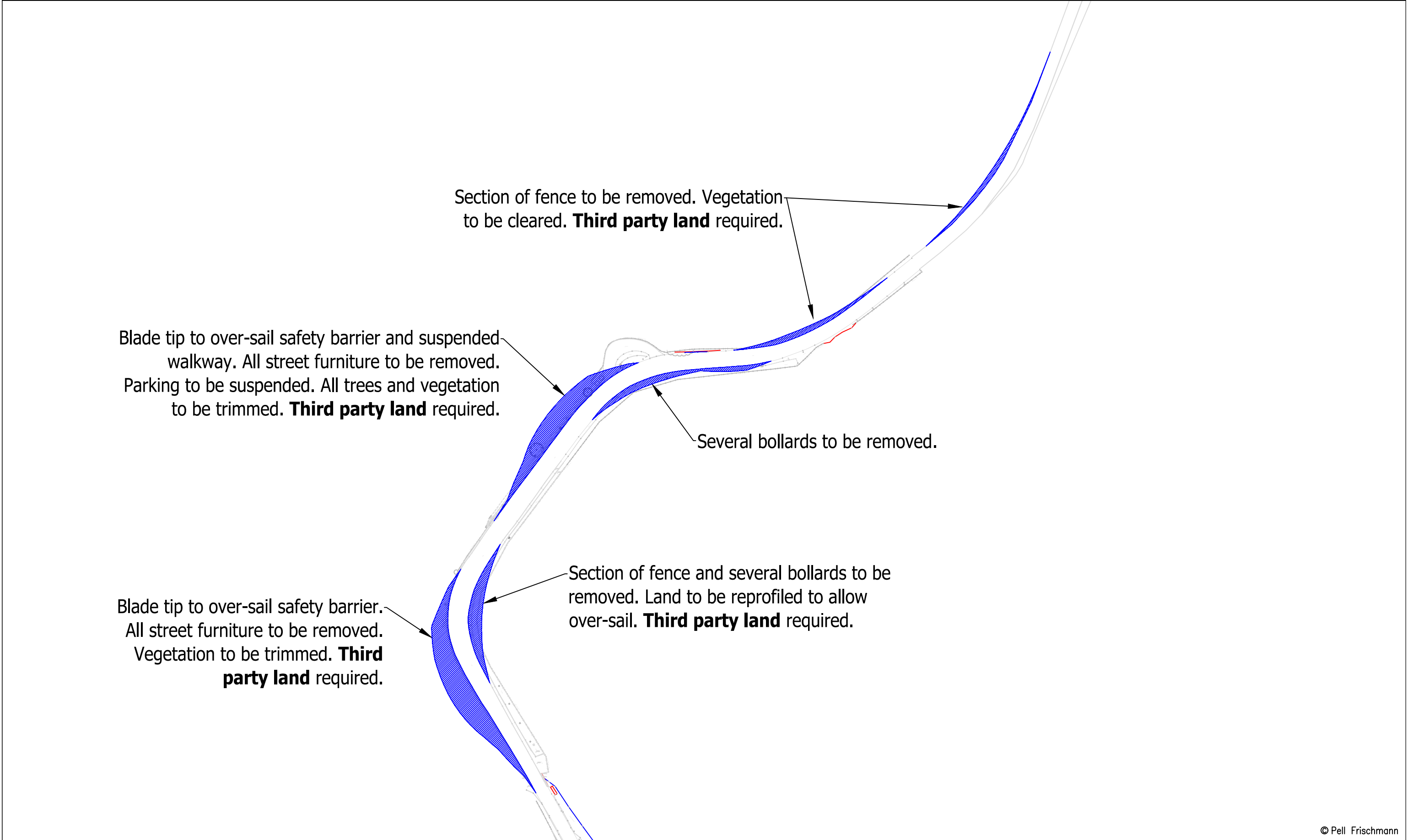
Blade

Tower



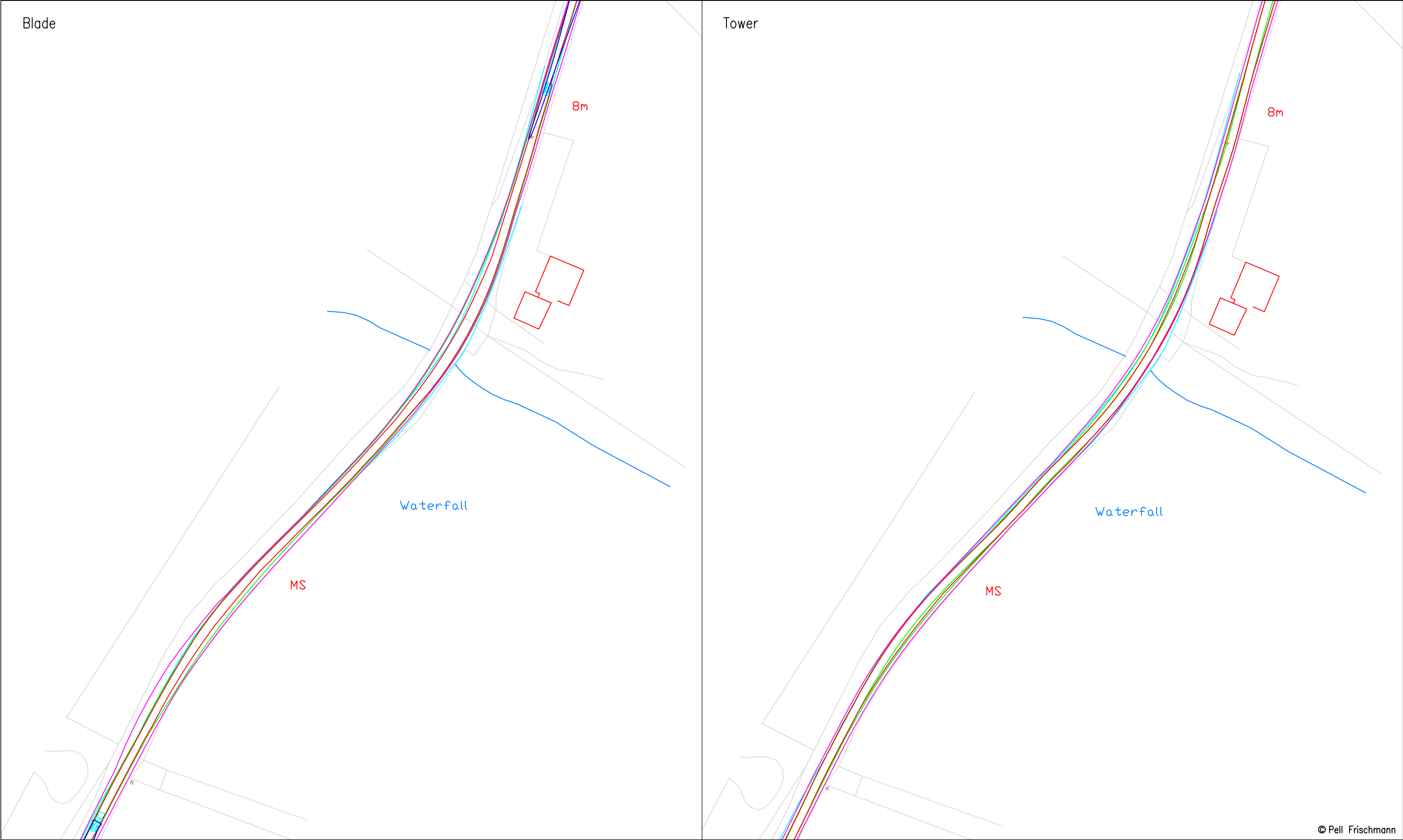
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			Drawn	GLJ	14/09/2022	1:1500 @ A3			
			Designed	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg			
			Checked	GB	14/09/2022	Drawing Status			
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGR155 Blade & Tower		Point of Interest		16	Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Druim an Rathaid		Drawing No.	Notes:		Revision	
			SK10	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	GLJ	14/09/2022	File No.		220816 Eredine Tracking GLJ.dwg	
				Designed	GLJ	14/09/2022	Drawing Status		Draft	
				Checked	GB	14/09/2022				
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		16			
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Druim an Rathaid		Drawing No.	Notes:		Revision		
				SK10A	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	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022	Drawing Status Draft	
			Checked	GB	14/09/2022		
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		21		
			Drawing No. SK11	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 A83 Achanadriane						

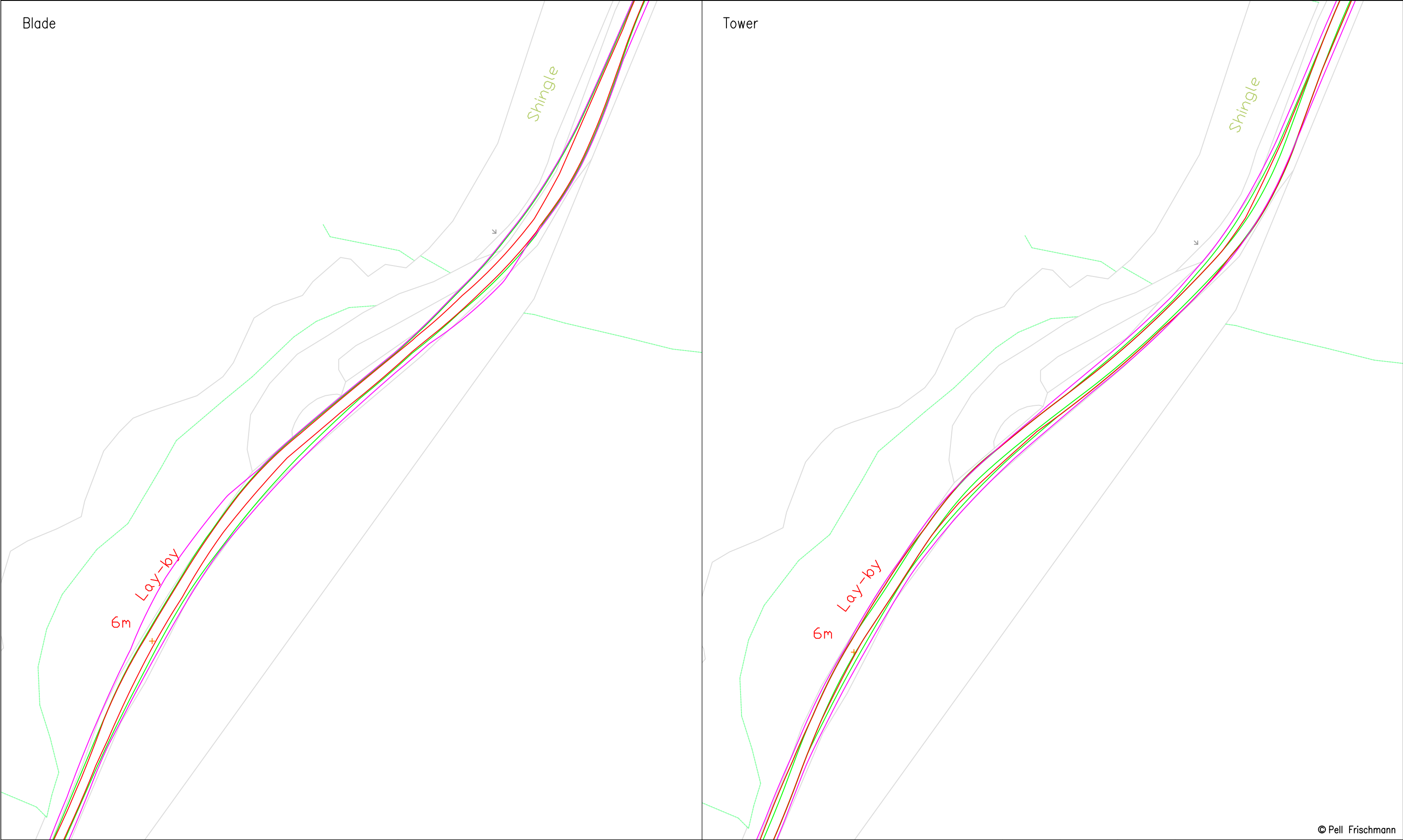
Loads to over-sail bridge parapet. Repeat assessment on topographical base survey recommended. Vegetation to be trimmed. One chevron sign to be removed. Potential **third party land** required.

Waterfall

MS

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				Drawn	GLJ	14/09/2022	File No.		220816 Eredine Tracking GLJ.dwg		
				Designed	GLJ	14/09/2022	Drawing Status		Draft		
				Checked	GB	14/09/2022	Point of Interest		21		
Client	RWE Renewables UK Limited		Drawing Title	Siemens Gamesa SGRE155 Blade & Tower		Drawing No.		Notes:		Revision	
Key			SPA Location	A83 Achanadriane		SK11A		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	
	Wheel SPA	Body SPA		Load SPA	Indicative	Over-run	Over-sail				



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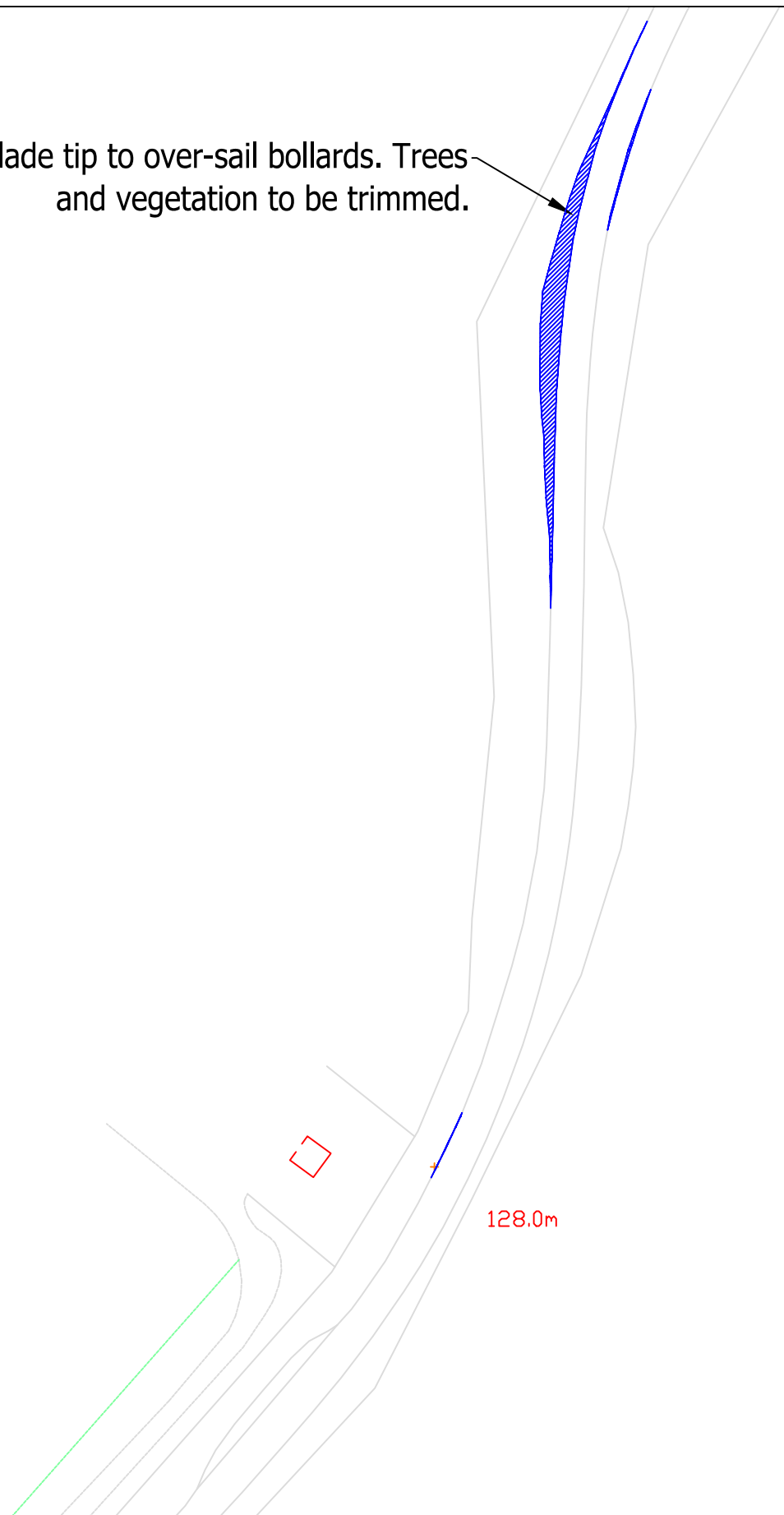
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Eredine Wind Farm		Name	Date	Scale		
			Drawn	GLJ	14/09/2022	1:1000 @ A3		
			Designed	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg		
			Checked	GB	14/09/2022	Drawing Status		
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGR155 Blade & Tower	Point of Interest		25	Draft	
				Drawing No.	SK12	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	A83 Correchrevie					



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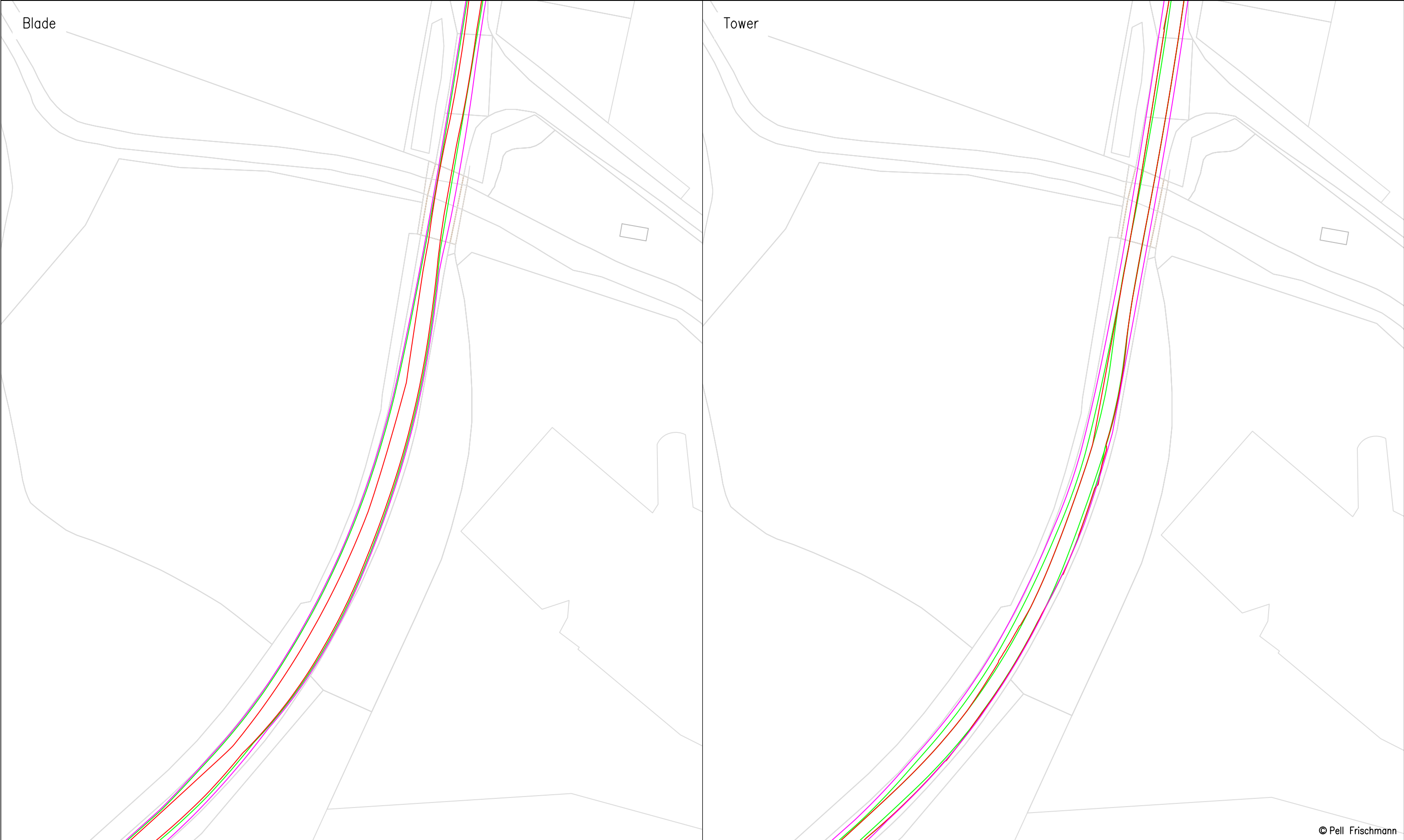
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project Eredine Wind Farm			Name	Date	Scale 1:1250 @ A3	
			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		28		
			Drawing No. SK13	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 A83 Monyliadh						

Blade tip to over-sail bollards. Trees and vegetation to be trimmed.



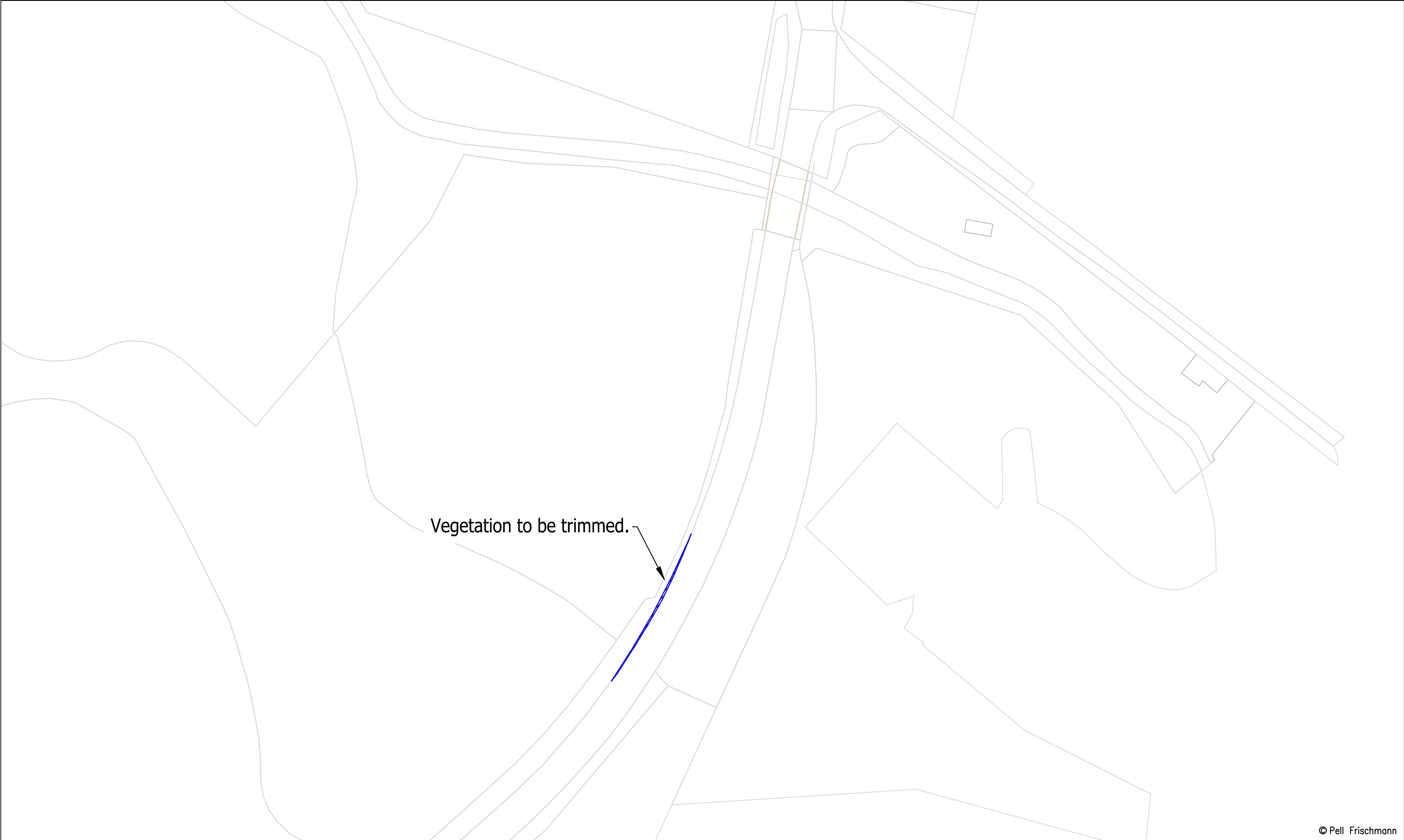
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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg			
			Designed	GLJ	14/09/2022				
			Checked	GB	14/09/2022	Drawing Status		Draft	
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGRE155 Blade & Tower			Point of Interest		28	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A83 Monyliadh	Drawing No.	Notes:				Revision	
			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.				1	



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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg		
			Designed	GLJ	14/09/2022			
			Checked	GB	14/09/2022	Drawing Status		Draft
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		33			
			Drawing No. SK14	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 A83 Redhouse							



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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
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Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		33		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A83 Redhouse		Drawing No. SK14A		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

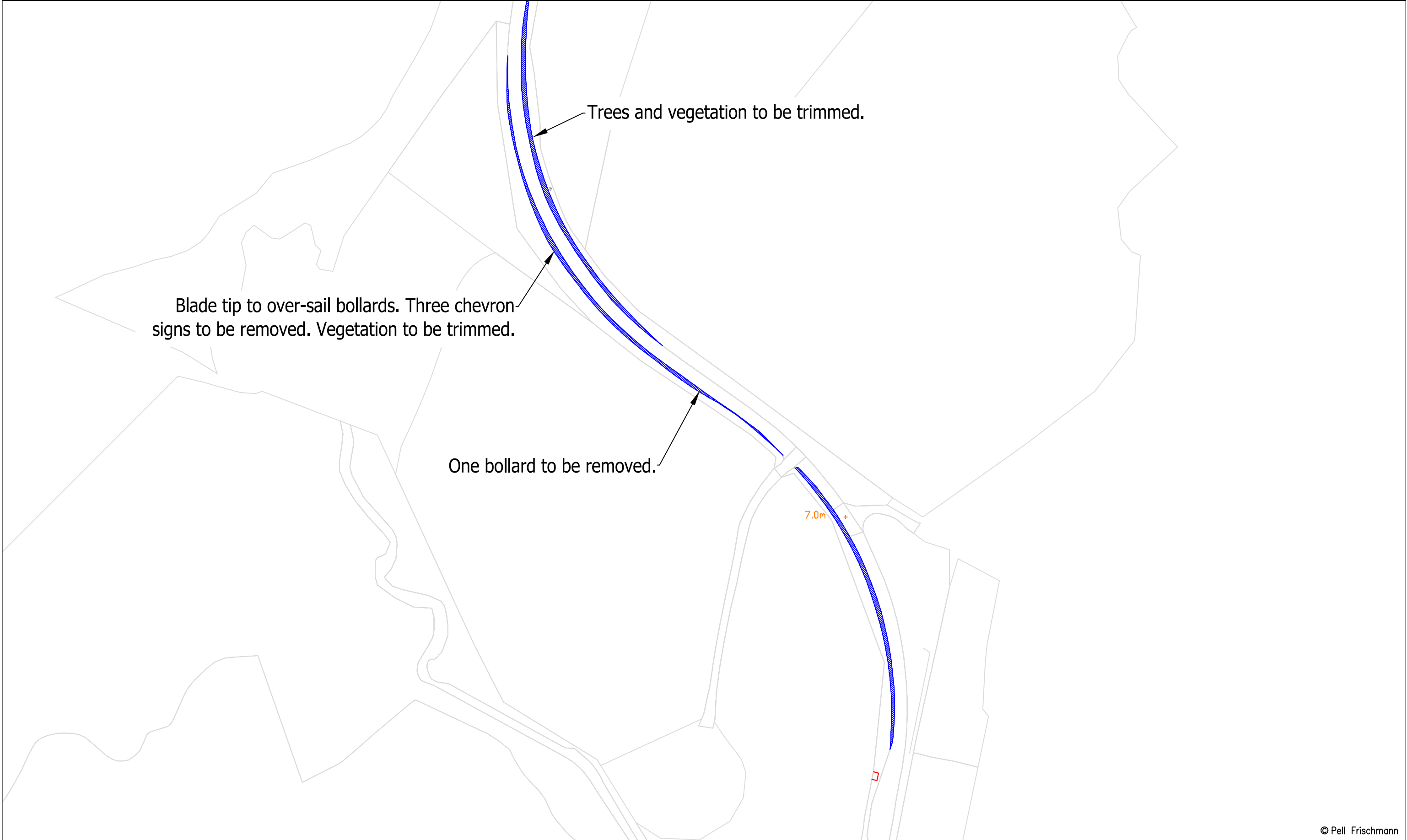
Tower

7.0m

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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		34		
			Drawing No. SK15	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 A83 Kennacraig						

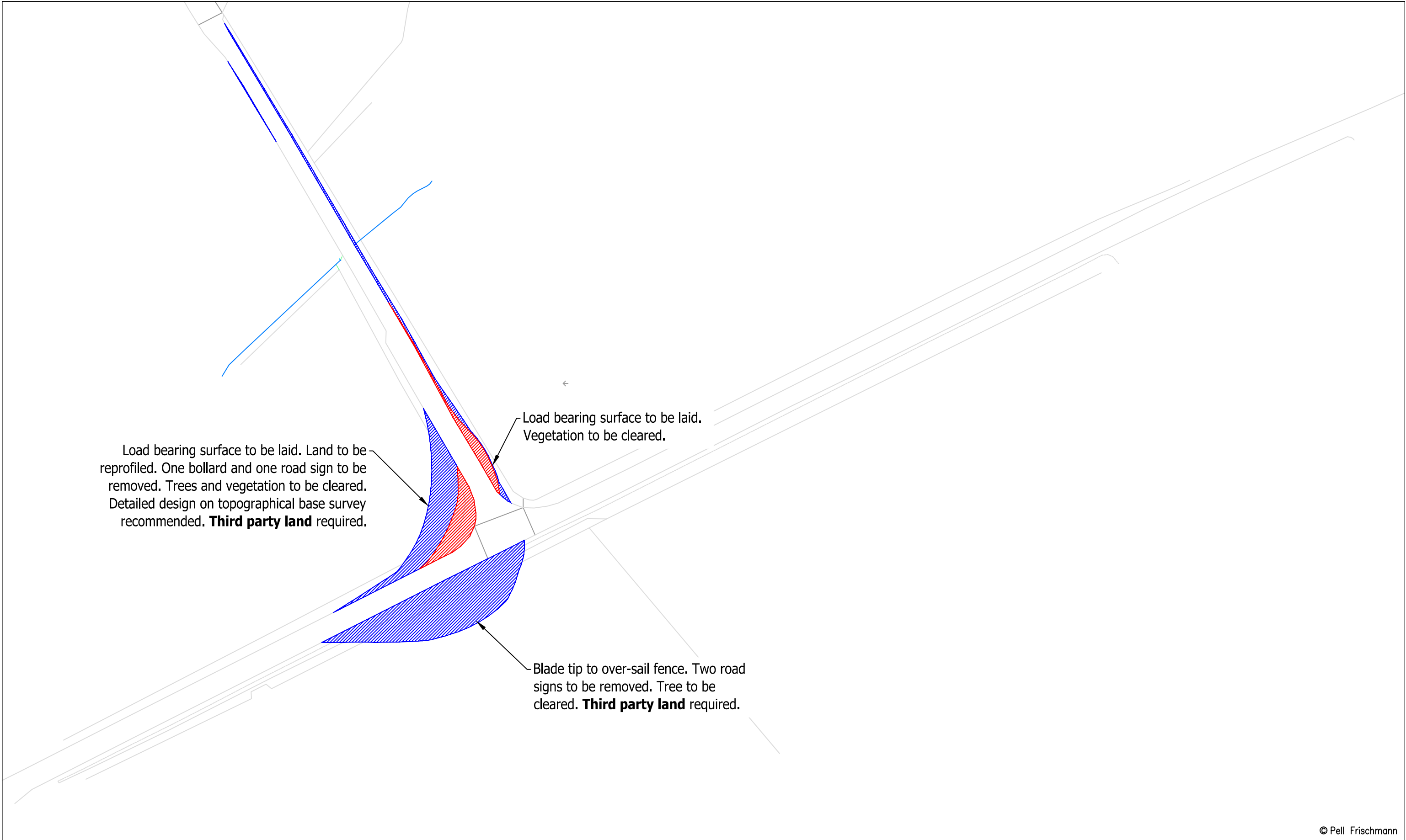


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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg		
			Designed	GLJ	14/09/2022	Drawing Status Draft		
			Checked	GB	14/09/2022			
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		34			
			Drawing No. SK15A	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 A83 Kennacraig							

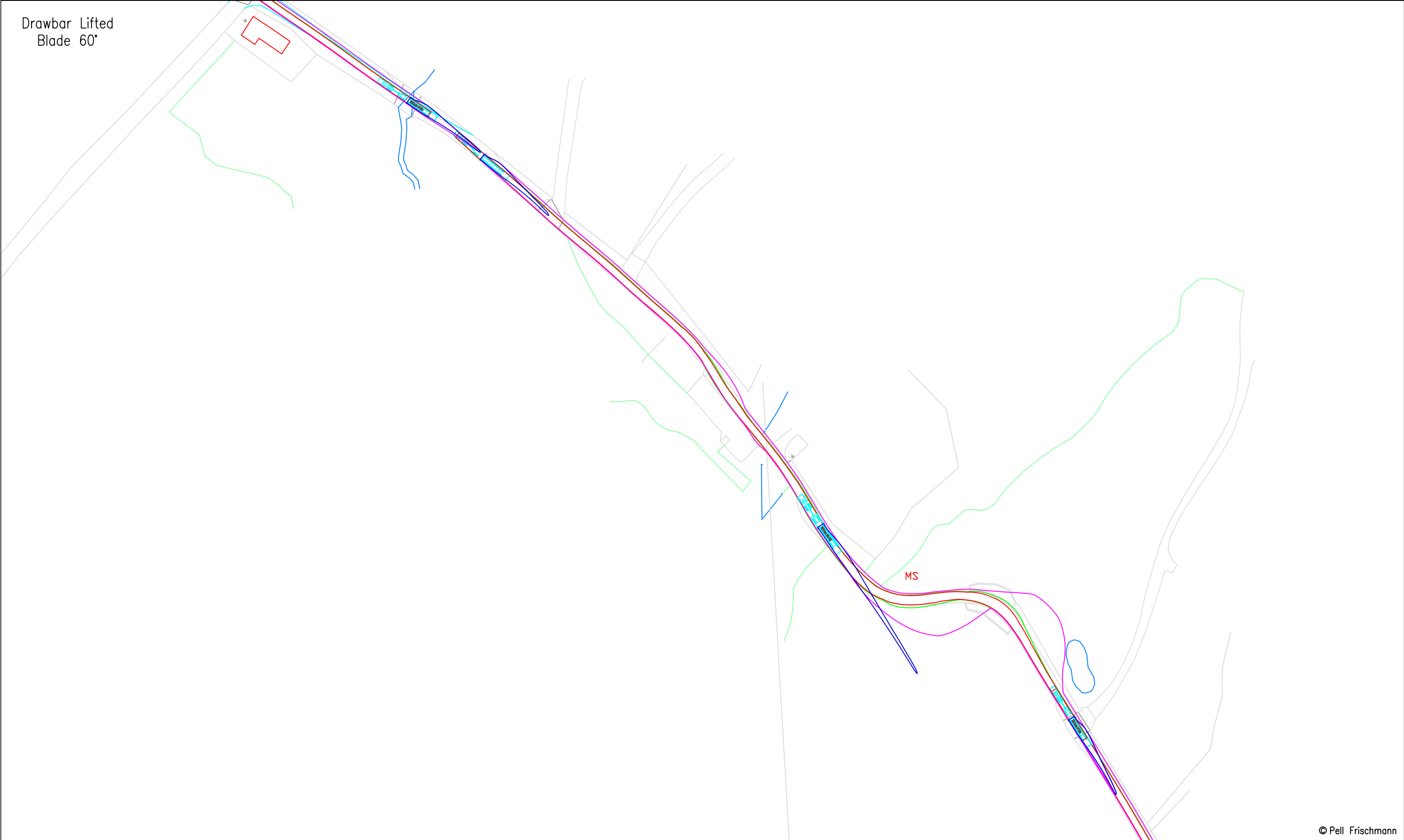


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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg							
			Designed	GLJ	14/09/2022								
			Checked	GB	14/09/2022	Drawing Status				Draft			
Client	RWE Renewables UK Limited	Drawing Title	Siemens Gamesa SGRE155 Blade & Tower	Point of Interest		43							
				Key	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	SPA Location	A83 / B8024 Junction	Drawing No.



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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		43		
			Drawing No. SK16A	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 A83 / B8024 Junction						



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				Drawn	GLJ	14/09/2022	1:1500 @ A3	
				Designed	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
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Client RWE Renewables UK Limited		Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		44	Draft	
		SPA Location B8024 Stonefield		Drawing No.		SK17	Notes:	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail						1. All mitigation is subject to confirmation through a test run.		Revision
						2. This is not a construction drawing and is intended for illustration purposes only.		1

Tower

Kabinenbahn

Kabinenbahn

MS

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			Drawn	GLJ	14/09/2022	File No. 220816 Eredine Tracking GLJ.dwg	
			Designed	GLJ	14/09/2022		
			Checked	GB	14/09/2022	Drawing Status Draft	
Client RWE Renewables UK Limited	Drawing Title Siemens Gamesa SGRE155 Blade & Tower		Point of Interest		44		
			Drawing No. SK17A		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 B8024 Stonefield						

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Eredine Wind Farm

Siemens Gamesa SGRE155 Blade & Tower

B8024 Stonefield

1:1500 @ A3

File No. 220816 Eredine Tracking GLJ.dwg

Drawing Status	Draft
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Point of Interest	
Drawing No.	N
SK17A	1 2

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.

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