POI	Key Constraint	Details
31	A920 Arnhall Cottages	Loads will occupy the entire carriageway through the bend however no mitigation measures are required.
32	A920 Craighead	Loads would continue west on the A920.
		Loads will oversail the northern verge on the inside of two right bends where vegetation should be trimmed.
		Prior to the first bend loads will oversail the southern verge where vegetation should be trimmed. One road sign and one utility pole should be removed.
		The loads will oversail both verges through the remainder of the section. No physical mitigation is 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 SPA27 is included in Appendix B.
33	A920 Cairnford	Loads would continue west on the A920.
	1 and	Loads will oversail the northern verge and southern verge. Loads should be placed on their higher suspension settings to avoid the need for verge re-profiling. These should be reset following the bend. Vegetation should be trimmed on both verges.
		Loads will oversail the southern verge through the bend where a land search is recommended to confirm the extent of the adopted boundary.
		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 SPA28 is included in Appendix B.



Details

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.

Loads would continue along the A920.

Loads will overrun and oversail into third party land to the south of the road where a load bearing surface should be laid. Fence and one utility pole should be removed. Third party land may be required to facilitate construction of the load bearing surface.

Loads will overrun and oversail the southern verge of the following left bend where a load bearing surface should be laid, and vegetation cleared. Third party land will be required at this location.

Loads will continue to oversail both verges through the remain section of bends.

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.

It is recommended that a topographical survey is completed, and the swept path assessment repeated to confirm the required mitigation.

Swept path assessment SPA30 is included in Appendix B.

Loads would continue west on the A920.

Loads will overrun and oversail the northern verge where a load bearing surface should be laid.

Loads will oversail the southern verge, but no works are required.

Swept path assessment SPA31 is included in Appendix B.

POI	Key Constraint	Details
38	A920 Wester Bodylair	Loads will continue west on the A920 through a series of bends.
		Loads will straddle the centreline through the section. Escorts should hold oncoming vehicles in advance of the section.
39, 40	A920 Corsemaul Croft	Loads will continue west on the A920 through a series of bends.
		Loads will straddle the centreline through the section. Escorts should hold oncoming vehicles in advance of the section.
41	A920 Raehutcheon	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 commencing.



Details

Loads will continue west and north through the bends on the A920.

Loads will oversail and overrun into third party land on the inside of the right bend where a load bearing surface should be laid. Detailed design on a topographical base will be required on a topographical base to confirm the required mitigation and bank reprofiling extents.

Loads will continue to oversail both verges through the following bend where vegetation should be trimmed on the east and the blade tip will oversail the safety barrier on the west.

Swept path assessment SPA32 is included in Appendix B.

Loads will continue west on the A920 at Coldhome.

Loads will oversail both the inside and outside of the left bend. It is recommended that the swept path assessment is repeated on a topographical base map. It is strongly recommended that a third party land search for all areas is undertaken.

Vegetation and trees should be removed. The ability of loads to oversail the safety barrier on the inside of the left bend should be confirmed during the test run.

Swept path assessment SPA33 is included in Appendix B.

POI	Key Constraint	Details						
45, 46	A920 Milltown of Auchindoun	Loads will continue through Milltown of Auchindoun on the A920.						
		It is recommended that the swept path assessment is repeated on a topographical base map to confirm the required mitigation.						
		Loads will overrun and oversail into third party land to the south of the road where a load bearing surface should be laid. It will be necessary to build the land up at this location to form the required overrun area and detailed design will be required. One telegraph pole should be removed.						
		Loads will continue to overrun and oversail the southern verge through the following left bend where a load bearing surface should be laid and potential third party land is required.						
		It is recommended that a vertical assessment is completed on a topographical base plan to ensure adequate ground clearance is available for loads when transiting the section, or that clearances are reviewed in the test run when the haulier is selected.						
		Swept path assessment SPA34 is included in Appendix B.						
47	A920 Tullochallum	Loads will continue west on the A920.						
		Loads will occupy the entire carriageway through the section and oversail both verges. Vegetation should be trimmed.						
		Escorts to hold oncoming vehicles in advance of the left turn at POI49.						
48	A920 Tullochallum	Loads will continue west on the A920.						
		Loads will occupy the entire carriageway through the section and oversail both verges. Vegetation should be trimmed.						
		Escorts to hold oncoming vehicles in advance of the left turn at POI49.						



Details

Loads would exit the A920 and turn right to join the southbound A941.

Loads will oversail the northern verge of the A920 on approach to the junction.

Loads will overrun and oversail the verge on the inside of the left bend. A load bearing surface should be laid. Detailed design on a topographical base will be required to confirm the extent of mitigation. Third party land will be required. The drainage ditch should be culverted, and trees and vegetation cleared. Two traffic bollards should be removed.

Loads will overrun and oversail the western verge of the A941 where a load bearing surface should be laid, and one road sign removed.

Swept path assessment SPA35 is included in Appendix B.

Loads would continue south on the A941.

Loads will overrun and oversail the verge on the inside of the left bend where a load bearing surface should be laid, and vegetation cleared.

Loads will overrun and oversail the inside of the right bend where a load bearing surface should be laid, and the fence removed. Trees and vegetation should be cleared. Third party land is required.

Swept path assessment SPA36 is included in Appendix B.

Loads will continue south on the A941.

Loads will overrun and oversail the western verge where a load bearing surface should be laid.

Loads will oversail the eastern verge but no works are required.

Swept path assessment SPA51 is included in Appendix B.

POI	Key Constraint	Details
52, 53	A941 South of Tomnoan	Loads will continue south on the A941. Loads will oversail the inside verge of the left bend where vegetation should be trimmed before oversailing both verges through the following right bend. It is recommended that a land search is completed to confirm the extent of adopted boundary on the western verge through the right bend. Potential third party land is required. Swept path assessment SPA38 is included in Appendix B.
54	A941 Gallow Hill	Loads will continue south on the A941 past Gallow Hill. Loads will oversail both verges through the section. Loads will overrun the verge on the outside of the right bend. A load bearing surface should be laid and one traffic bollard should be removed. One road sign should be removed from the western verge. Swept path assessment SPA39 is included in Appendix B.
55	A941 Rows Cottage	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.
56	A941 North of Laggan	Loads will continue south on the A941. The OS mapping does not accurately represent the road network as noted on site. An indicative road edge has been provided for illustration only and should be confirmed during the test run or through a topographical survey. Loads will oversail both verges through the section without the requirement for physical mitigation. Swept path assessment SPA40 is included in Appendix B.



Details

Loads will continue south on the A941.

- Loads will oversail both verges through the section.
- Sections of fence should be removed on the eastern verge and third party land is required.
- Swept path assessment SPA41 is included in Appendix B.

Loads will continue south on the A941 at Bridgehaugh.

- Loads will oversail both verges through the first bend where a section of barrier should be removed on the eastern verge.
- Loads will overrun and oversail the verge on the outside of the second bend where a load bearing surface should be laid. One traffic bollard and the crash barrier should be removed.
- Loads will oversail the western verge before the second bend where vegetation should be removed.
- Swept path assessment SPA58 is included in Appendix B.

Loads will continue south on the A941.

Loads will oversail both verges through the section with no requirement for physical mitigation.

Loads will continue east on the A941.

- Loads will oversail both verges through the initial left bend where land searches should be completed to confirm the extent of adopted boundary. Third party land may be required.
- Loads will oversail both verges through the following right bend and overrun the south western verge where a load bearing surface should be laid. Vegetation should be removed.
- Swept path assessment SPA43 is included in Appendix B.

POI	Key Constraint	Details
62	A941 Glacks of Balloch	It is recommended that the road is widened to meet manufacturer standards. 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.
63	A941 Ballochford	Loads will continue south on the A941. Loads will oversail both verges through the bend. Loads will overrun and oversail the western verge where a load bearing surface should be laid and potential third party land may be required to allow for construction works. Swept path assessment SPA44 is included in Appendix B.
64	A941 Ballochford	Loads will continue through the constrained section at Ballochford. It is recommended that a topographical survey is completed, and the swept path assessment repeated to confirm the required mitigation. Loads will overrun and oversail the western verge through the left bend where a load bearing surface should be laid, and the fence removed. Third party land is required. Trees should be trimmed. Loads will overrun and oversail the inside of the left bend where a load bearing surface should be laid. Trees should be cleared and third party land is required. Loads will overrun and oversail the inside of the right bend where a load bearing surface should be laid. Trees should be cleared, and the fence removed. Third party land is required. Loads will overrun and oversail the eastern verge on the outside of the right bend when exiting the section. A load bearing surface should be laid, and detailed design will be required to confirm the required mitigation. Bank reprofiling will be required and further third party land may be required to provide the mitigation. Swept path assessment SPA45 is included in Appendix B.



Details

Loads will continue south east on the A941

The road should be widened to meet manufacturer minimum standards of 4.5m. It is recommended that a topographical survey is completed and the swept path assessment repeated.

Loads will oversail both verges on approach before overrunning the eastern verge on the outside of the bend where a load bearing surface will be required. Detailed design will be required to confirm the extent of works. Bank reprofiling will be required and tree removal. Third party land is required.

Bollards should be removed on the western verge.

Swept path assessment SPA46 is included in Appendix B.

Loads will continue south east on the A941

The road should be widened to meet manufacturer minimum standards of 4.5m.

Loads will oversail both verges through the section.

The fence should be removed on the eastern verge and third party land is required.

Swept path assessment SPA47 is included in Appendix B.

A new access junction could be created at this location to meet manufacturer standards.

The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.

POI	Key Constraint	Details
69	A941 Rhinturk	Loads will continue south east on the A941 The road should be widened to meet manufacturer minimum standards of 4.5m.
		Loads will oversail both verges through the section. An overrun area is required in the north eastern verge on the outside of the right bend. A load bearing surface should be laid.
		Detailed design on a topographical survey base is required to confirm the mitigation. Verge reprofiling will be required along the removal of a stone wall. Third party land is required.
		Swept path assessment SPA48 is included in Appendix B.
70	A941 Possible Site Access	A new access junction could be created at this location to meet manufacturer standards.
		The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.
71	A941 Possible Site Access	A new access junction could be created at this location to meet manufacturer standards.
		The new junction would be required to provide an indicative visibility splay of 4.5m x 160m in either direction. This would be clarified through discussions with Moray Councils roads team.

Swept Path Assessment Results and Summary 3.4

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 caseloads at each location.

The colours illustrated on the swept paths are:

- Grey / Black OS / Topographical Base Mapping; ٠
- Green Vehicle body outline (body swept path); ٠
- Red Tracked pathway of the wheels (wheel swept path); and •
- Purple The oversail tracked path of the load where it encroaches out with the trailer ٠ (load swept path).

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

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source. Please note that PF cannot accept liability for errors on the mapping 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 and all have been contacted to ascertain if there are any relevant constraints that should be noted.

Table 3: 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
Dundee City Council	mark.cobb@dundeecity.gov.uk
Aberdeenshire Council	abnormal.loads@aberdeenshire.gov.uk
Moray Council	abloads@moray.gov.uk
Transport Scotland	Paul.Winn@transport.gov.scot
Bear North East	abnormal-load@bearscotland.co.uk

The responses from the ESDAL search are contained in Appendix C.

Land Ownership 3.6

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 / hedges 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, Statkraft should undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- Topographical data is collected and the required assessments repeated;
- A revised 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.

The developer should undertake the necessary land negotiations and obtain the rights and permits to upgrade the roads as appropriate. The liaison with overhead utility providers and an ecological review of the tree canopy should be undertaken.

4 Summary

Summary of Access Review 4.1

PF has been commissioned by Statkraft to prepare a Route Survey Report to examine the issues associated with the transport of AIL turbine components to the development site.

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 Statkraft for consideration. Various road modifications and interventions are required to successfully access the site. If these are assessed, approved and 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:

- Obtain the necessary land rights:
- discussions;
- Undertake discussions with the affected utility providers and roads agencies:
- Obtain the necessary statutory licences to enable the mitigation measures; and
- proposed loads.

Prepare detailed mitigation design proposals to help inform consultee / licence

Develop a detailed operational Transport Management Plan to assist in transporting the

Appendix A Points of Interest Locations





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Appendix B Swept Path Assessments



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Key	JPA Location A90 / B960 Roundabout	SK07



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Load bearing surface to be laid in over-run area. One road sign and one bollard to be removed. Load bearing surface to be laid. Section of pedestrian guardrail and one lighting column to be removed. Load bearing surface to be laid. Three road signs, one set of chevron signs and safety barrier to be removed. One lit road sign to be removed. Vegetation to be cleared back. Load bearing surface to be laid. One lighting column to be removed. Loads to oversail the barrier. Load bearing surface to laid in over-run area. One road sign to be rel • One lighting column to removed. Section of guard rail to removed. One road sign, one lig column and one bolla removed. Loads to oversail safety barrier. Two traffic signs and trees to be removed. One Lighting column, Vegetation to be trimmed back. one road sign and one bollard to be removed. Project Pell Frischmann Drawn Craig Watch Wind Farm 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Designed Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com Checked Drawing Title Client Point of Interest Statkraft SGRE 155 Blade and Tower Drawing No. Key SK07B SPA Location A90 / B960 Roundabout

Wheel SPA

Body SPA

Load SPA

Indicative

Over-run

Over-sail

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One lit road sign one lighting column and guardrail to be removed	One lit road sign, two chevron signs and roundabout sign to be removed.		Ward Bay
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES	Craia Watch Wind Farm	Drawn	Name Date Scale 1:500_1 @ A3 JS 03/03/2021
Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Graig watch wina Farm	Designed	JS 03/03/2021 File No. 210202 Craig Watch Tracking.dwg
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Two lighting co	lumns to be removed.	
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Load bearing surface to be laid.-



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	One road sign and one lighting					
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Pell Frischmann 93 GEORGE STREET, EDINBURGH. EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com	Project Craig Watch Wind Farm	Drawn Designed
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	Height clearance for loads over the raised roundabout to be confirmed during the test run. One lit chevron sign to be removed.	Blade tip One
Pell Frischmann Piell Frischmann Vielensterienten Vielensterienten Breit Preferingerie Einer breidensonn.com Www.pellischmann.com Client Statkraft	Project Craig Watch Wind Farm	de tip to o rier. e lighting noved.
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Height clearance for loads over the raised roundabout to be confirmed during the test run. One lit chevron sign to be removed.

> Blade tip to oversail safet barrier. One lighting colube removed. Land search recommended to confirm extent of adopted bounda

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	Load bearing surface to be laid. Two sets of chevron signs and vegetation to be removed.	
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93 GEORGE STREET, EDINBURGH. EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com	Craig Watch Wind Farm	Designed
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Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		

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	One lighting column and one road sign to be removed. Two bollards to be oversailed.			
	One chevron sign and vegetation to be removed.			
	One lighting column and vegetation to be removed.			
Pell Frischmann 93 GEORGE STREET, EDINBURGH. EH2 3ES Tel: +44 (0)131 240 1270	Project Craig Watch Wind Farm	Drawn Designed	Name Date JS 03/03/202 JS 03/03/202	Scale 1:500_1 @ A3
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	Pell Frischmann	Project			
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	One lighting column to be removed.			
	One set of chevron sig	gns to be	removed.	
		ne lighting	g column to be	e removed.
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Blade	Tower				
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	Load bearing surface to be laid. One traffic bollard and vegetation to be removed. Vegetation to be trimmed.					
	Vegetation to be trimmed.					Pell Frischmann
Pell Frischmann 93 GEORGE STREET, EDINBURCH, EH2 3ES Tel: +44 (0)131 240 1270	Project Craig Watch Wind Farm	Drawn	Name JS 0	Date Scale 3/03/2021 5/03/2021 File No. 21020	1:500_1 @ A3	
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