

Construction Traffic Management Plan (CTMP) – Phase 1

Chleansaid Wind Farm

Planning Condition 17 (1) Response and

Planning Condition 18 Response



SC00150-RPS-ZZ-XX-RP-C-0400-P01

CTMP Phase 1

P01

3rd November 2025

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Executive summary

This report provides the response to the following conditions set out in Annex 2 – Section 36 Conditions and Deemed Planning Conditions of the Scottish Minister’s consent letter dated 15th December 2023, for Chleansaid Wind Farm (ECU Reference: ECU00002031).

- Condition 17 (1) – Construction Traffic Management Plan

(1) No Development shall commence until Phase 1 of a Construction Traffic Management Plan (CTMP) has been submitted to and approved by the Planning Authority in consultation with the Local Roads Authority and Transport Scotland. The Phase 1 CTMP, which shall be implemented as approved during all period of construction and decommissioning, shall include:

(a) A description of all measures to be implemented in order to manage traffic during the construction phase (including routing strategies), with any additional or temporary signage and traffic control undertaken by a recognised suitably qualified traffic management consultant;

(b) The identification and delivery of all upgrades to the public road network, including but not limited to upgrades to the local and trunk road network to make it suitable for construction traffic, to ensure that it is to a standard capable of accommodating construction related traffic (including the formation or improvement of any junctions leading from the site to the public road) to the satisfaction of the Roads Authorities, including but not limited to;

- *Access into and egress out of the site from the A836;*
- *Detailed assessment of the delivery routes site for general construction traffic;*
- *Details of all mitigation/improvement works for general construction traffic, to be presented as a Road Mitigation Schedule of works;*
- *A high-level review of the Abnormal Indivisible Loads route from the preferred Ports of Entry which are the Port of Cromarty and Port of Nigg;*
- *A procedure to limit HGV movements accessing and leaving the site (excluding abnormal loads and concrete delivery) during construction of the wind farm to 07.00 to 19.00 Monday to Friday, and 07.00 to 13.00 on Saturdays, with no HGV movements to or from site taking place on a Sunday or Public Holiday, unless otherwise agreed in advance in writing by the Planning Authority, and to avoid peak school drop off and pick up times;*
- *An initial route assessment report for abnormal loads and construction traffic, including swept path analysis and details of the movement of any street furniture, any traffic management measures and any upgrades and mitigation measures as necessary;*
- *An assessment of the capacity of existing bridges and other structures along the construction access routes to cater for all construction traffic, with upgrades and mitigation measures proposed and implemented as necessary; and*
- *Procedure for the regular monitoring of road conditions and the implementation of any remedial works required during the construction and decommissioning periods.*

- Condition 18 Road Wear and Tear Agreement

There shall be no Commencement of Development until the Company has entered into a legal agreement under Section 96 of the Roads (Scotland) Act 1984 for the provision of a Road Bond or similar security, under which the developer is responsible for the repair of any damage to the public road network that can reasonably be attributed to construction related traffic. The agreement shall take account of any neighbouring significant developments that might progress concurrent with the works proposed and will provide, if necessary, a mechanism for apportionment of costs between respective developers. As part of this agreement, pre-start and post-construction road condition surveys must be carried out by the developer, to the satisfaction of the roads authority. The scope of said road condition surveys, both pre-start and post-construction, should be agreed with the roads authority prior to any works being undertaken.

Section 6 Regular Monitoring of Road Conditions describes the proposed arrangements for the pre-start and post-construction road condition surveys, for agreement with the road authority. The legal agreement will be progressed as a separate discussion between the developer and road / planning authority.

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Appendices

Appendix A Traffic Routes

SC00150-RPS-ZZ-XX-DR-C-0401

SC00150-RPS-ZZ-XX-DR-C-0402

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SCR150-RPS-ZZ-XX-DR-C-0111 to 0114

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1 Introduction

Construction Traffic Management Plan Overview

- 1.1 This Phase 1 Construction Traffic Management Plan (CTMP) has been prepared for the Chleamsaid Wind Farm development (herein referred to as “the Development”) and in response to the Development’s Condition 17 (1) CTMP and Condition 18 Road Wear and Tear Agreement. **Table 1.1 CTMP Condition Schedule** presents the Condition requirements and a reference to the relevant section of this CTMP document where each requirement is addressed.

Table 1.1: CTMP Condition Schedule

Condition 17 (1) and 18 Requirement	Applicable CTMP Section
Condition 17 (1) Construction Traffic Management Plan Phase 1	
<i>(1) No Development shall commence until Phase 1 of a Construction Traffic Management Plan (CTMP) has been submitted to and approved by the Planning Authority in consultation with the Local Roads Authority and Transport Scotland. The Phase 1 CTMP, which shall be implemented as approved during all period of construction and decommissioning, shall include:</i>	Whole Phase 1 CTMP Report
<i>(a) A description of all measures to be implemented in order to manage traffic during the construction phase (including routing strategies), with any additional or temporary signage and traffic control undertaken by a recognised suitably qualified traffic management consultant;</i>	Whole Phase 1 CTMP Report
<i>(b) The identification and delivery of all upgrades to the public road network, including but not limited to upgrades to the local and trunk road network to make it suitable for construction traffic, to ensure that it is to a standard capable of accommodating construction related traffic (including the formation or improvement of any junctions leading from the site to the public road) to the satisfaction of the Roads Authorities, including but not limited to;</i>	Section 2 Project Description, Site Access and A836 Upgrades and Appendix C and D
• Access into and egress out of the site from the A836;	Section 2 Project Description, Site Access and A836 Upgrades and Appendix C
• Detailed assessment of the delivery routes site for general construction traffic;	Section 2 Project Description, Initial Consultation with the Road Authority and Appendix A, C and D
• Details of all mitigation/improvement works for general construction traffic, to be presented as a Road Mitigation Schedule of works;	Section 2 Project Description, Site Access and A836 Upgrades and Appendix C Table 3.1: General Construction Traffic Road Mitigation Schedule of Works

• A high-level review of the Abnormal Indivisible Loads route from the preferred Ports of Entry which are the Port of Cromarty and Port of Nigg;	Section 2 Project Description, Abnormal Indivisible Load (AIL) Routes and Phase 2 CTMP and Appendix B
• A procedure to limit HGV movements accessing and leaving the site (excluding abnormal loads and concrete delivery) during construction of the wind farm to 07.00 to 19.00 Monday to Friday, and 07.00 to 13.00 on Saturdays, with no HGV movements to or from site taking place on a Sunday or Public Holiday, unless otherwise agreed in advance in writing by the Planning Authority, and to avoid peak school drop off and pick up times;	Section 3 Construction Management and Traffic Volumes and: Section 4 Mitigation Measures, Hours of Working
• An initial route assessment report for abnormal loads and construction traffic, including swept path analysis and details of the movement of any street furniture, any traffic management measures and any upgrades and mitigation measures as necessary;	Section 2 Project Description, Abnormal Indivisible Load (AIL) Routes and Phase 2 CTMP and Appendix B
• An assessment of the capacity of existing bridges and other structures along the construction access routes to cater for all construction traffic, with upgrades and mitigation measures proposed and implemented as necessary; and	Section 2 Project Description, Initial Consultation with the Road Authority Paragraph 2.26
• Procedure for the regular monitoring of road conditions and the implementation of any remedial works required during the construction and decommissioning periods.	Section 6 Regular Monitoring of Road Conditions
Condition 18 Wear and Tear Agreement	
• There shall be no Commencement of Development until the Company has entered into a legal agreement under Section 96 of the Roads (Scotland) Act 1984 for the provision of a Road Bond or similar security, under which the developer is responsible for the repair of any damage to the public road network that can reasonably be attributed to construction related traffic. The agreement shall take account of any neighbouring significant developments that might progress concurrent with the works proposed and will provide, if necessary, a mechanism for apportionment of costs between respective developers. As part of this agreement, pre-start and post-construction road condition surveys must be carried out by the developer, to the satisfaction of the roads authority. The scope of said road condition surveys, both pre-start and post-construction, should be agreed with the roads authority prior to any works being undertaken.	Section 6 Regular Monitoring of Road Conditions The legal agreement will be progressed as a separate discussion between the developer and road / planning authority

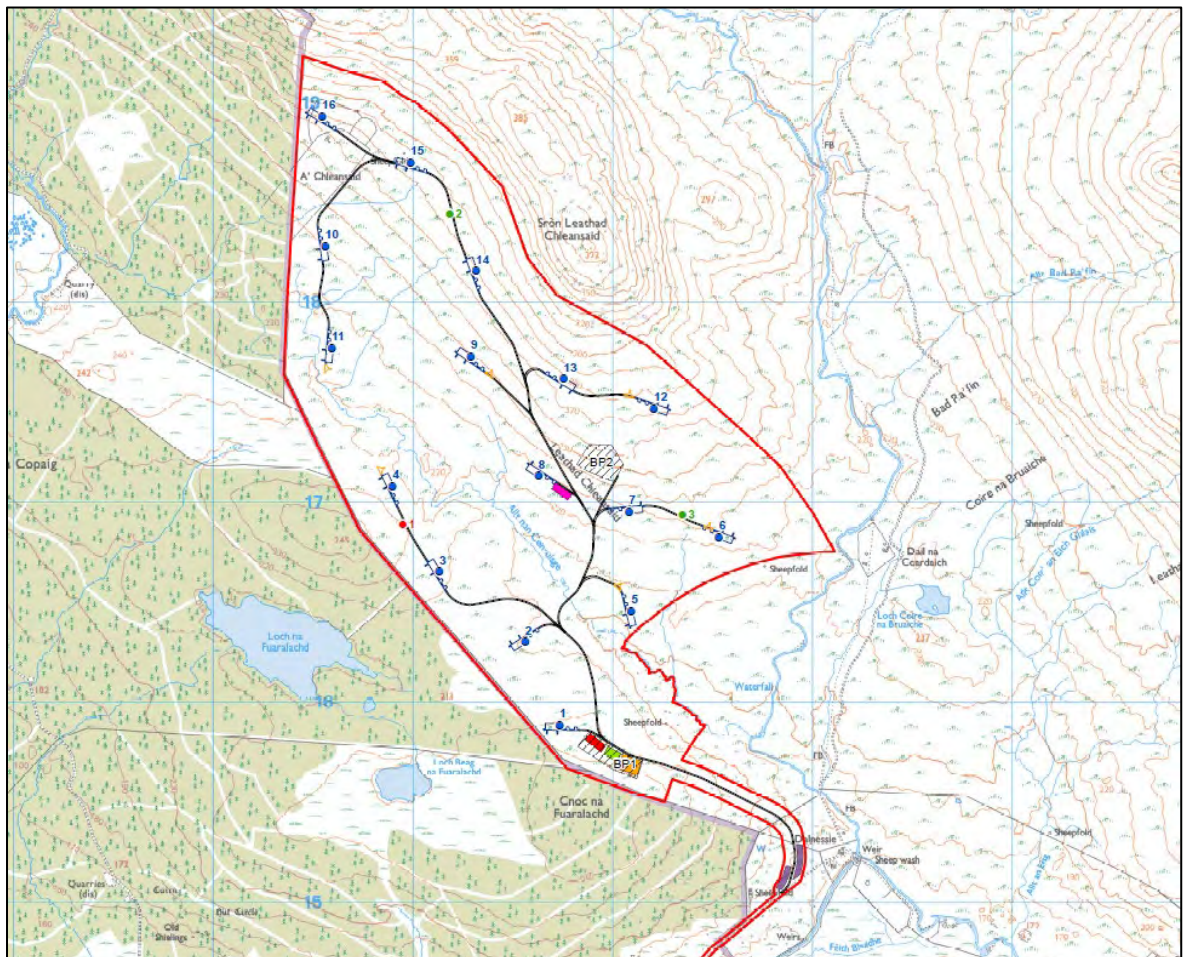
- 1.2 Condition 17 focuses on the management of impacts on the public road network and consists of two phases. Phase 1 is relevant to general construction traffic and Phase 2 is relevant to AIL deliveries.
- 1.3 The purpose of the Phase 1 CTMP is to address the requirements of Condition 17 (1) by providing the specific management measures that will be implemented during the construction phase of the project in relation to general construction traffic.
- 1.4 The Phase 1 CTMP builds upon the EIA Report Outline CTMP which is possible further to the completion of the detailed ground investigation development of the outline engineering design, further engagement with stakeholders and production of detailed environmental management plans.
- 1.5 The Phase 1 CTMP captures the outcomes from initial consultation with the Road Authority regarding the requirements for the CTMP and associated design proposals for the access route and site access junction upgrade.
- 1.6 The document summarises the parties responsible for implementing and monitoring the requirements of the CTMP including communication and consultation with parties who may be affected by the construction traffic.

2 Project Description

Site Description

- 2.1 The consented development extends to 486 hectares in size and is located on the Dalnессie Estate, approximately 13km to the northeast of Lairg in the Scottish Highlands and west of the A836 public road.
- 2.2 The site is located within the administrative boundary of The Highland Council (THC) Planning Authority. The construction traffic and abnormal indivisible load (AIL) routes include Local Roads and the A9 Trunk Road. THC is the Road Authority for the Local Roads including the A836. Transport Scotland is the Road Authority for the A9 Trunk Road which is operated and maintained on behalf of Transport Scotland by BEAR Scotland.
- 2.3 The main development site layout and boundary is shown on **Figure 1.1** below.
- 2.4 The site is accessed via a private road on the Dalnессie Estate from the A836.
- 2.5 This access will serve both inbound and outbound construction traffic. All loaded vehicles are required to approach from the south and will not be permitted to cross the listed Feith Osdail Bridge on the A836 just north of the site access.

Figure 1.1: Consented Site Layout Plan



- 2.6 All public access roads are of single carriageway two lane standard accept the final section of the A836. The A836 is single carriageway two lane road up to the access for Dalchork Substation. The final section, of approximately 3.8km, between Dalchork

Substation access and the Dalnessie Estate / Chleansaid Wind Farm access is a single-track road with passing places.

General Construction Traffic Routes

- 2.7 The proposed route for general construction vehicles including HGVs, LGVs, vans and cars is shown on drawing **SC00150-RPS-ZZ-XX-DR-C-0401** presented in **Appendix A**. It is intended that all general construction traffic (excluding AIL vehicles, which will follow a separate route from Nigg Port) will travel via the A9, exiting at Meikle Ferry Roundabout onto the A836, a two-way single carriageway. From the roundabout, vehicles will remain on the A836, turning left at Bonar Bridge and continuing through Lairg. Beyond Lairg, and after the A836 intersection with the A838, the road narrows to a single-track carriageway with multiple passing places along the route to the development site. Up to the A838 junction, the A836 is considered suitable for general construction traffic and has previously supported similar developments such as Creag Riabhach wind farm.
- 2.8 The A836 beyond the A838 and Dalchork Substation is a single-track road with passing places. To accommodate two-way HGV traffic movements at the existing passing places, some will require widening.

Quarry Delivery Routes

- 2.9 There are several quarries located in the surrounding area which will provide suitable construction materials:
- Asphalt - Caplich Quarry, Alness (IV17 0XU);
 - Aggregate - Tor Lethan, Strathrory (IV17 0YD);
 - Sand/Gravel & Concrete - Dornoch Bridge Quarry (IV25 3RG).

All three locations and access routes are shown on drawing **SC00150-RPS-ZZ-XX-DR-C-0401** contained within **Appendix A**.

Abnormal Indivisible Load (AIL) Routes and Phase 2 CTMP

- 2.10 The Phase 2 CTMP will cover the management of AIL deliveries. However as required of Condition 17(1) a high-level review and initial route assessment report has been carried out. The assessment was undertaken by an AIL haulier, Collett Transport. Two routes were assessed, one from Port of Nigg and the other from Port of Cromarty at Invergordon. The selected route is from the Port of Nigg and abnormal loads will be transported via the B9175, A9, A939 and the A836 before turning into the Dalnessie Estate private road to access the wind farm. The AIL initial route assessment report is presented in **Appendix B**.
- 2.11 All works associated with the AIL deliveries and the final details of the Phase 2 CTMP will be developed in consultation with the Road Authority. The Phase 2 CTMP will be submitted to the Planning Authority at least two months before AIL deliveries are scheduled to commence.

Initial Consultation with the Road Authority

- 2.12 Initial consultation was undertaken with the Road Authority between November and December 2025. The key outcomes from the consultation are summarised in this section.
- 2.13 The A839 between The Mound and Lairg should only be used for AIL deliveries and not for general construction traffic which must use the A836.
- 2.14 The A836 suffered some surface deterioration during the construction of Creag Riabhach Wind Farm however the road foundation is generally considered to be suitable for typical wind farm and construction traffic loading.
- 2.15 The number of existing passing places, at around 21, between Dalchork Substation and the wind farm access was considered sufficient and provide a good level of intervisibility.
- 2.16 The size of the passing places require assessment to determine widening works for two-way passage of HGV traffic.
- 2.17 The quarries that are to be used for the import of aggregate and the associated access routes are to be defined as part of the Phase 1 CTMP.
- 2.18 Several other projects are likely to be in progress at the same time as Chleansaid Wind Farm and will be using the parts of the same public roads. These include:
- Sallachy Wind Farm, Sallachy Estate, northwest of Lairg – also using the A836 before turning west along the A838 which is to be upgraded. The upgrade will involve a road closure which is, as the time of writing, scheduled to commence in spring 2026.
 - Loch Buidhe Carnaig Substation, Ardgay, southeast of Lairg – noting at the time of writing, the application had recently been rejected by the Highland Council Planning Authority.
- 2.19 The project is expected to consult directly with all other developers to allow coordination and assist in minimising the impact on local road users.
- 2.20 The works required for general construction traffic access (A836 passing place and access junction upgrade) and the works required for AIL access (A836 strip widening) may be progressed in discrete phases to assist in managing and minimising the impact on local road users.
- 2.21 The traffic numbers provided as part of the CTMP are to be strictly adhered to with any increases agreed in advance with the Road Authority. A traffic counter is required at the site entrance.
- 2.22 The road boundary where not clearly defined by the presence of a fence line, drainage, road embankments or cuttings shall be taken as being 3m from the existing road edge.
- 2.23 The presence of a fibre optic in the verge of the A836 was highlighted with the suggestion that strip widening would be introduced on the opposite side, if possible.
- 2.24 In addition to pre-start and post-construction road conditions surveys, monthly road surveys are required. They may be video surveys and must be geo-referenced.
- 2.25 The impact of the existing Feith Osdail bridge road alignment and parapets on visibility at the A836 access junction was discussed noting the wind farm access may benefit from a stop line and sign rather than a give way. The stop line set back may be considered as a means to maximising visibility.

Continued overleaf

- 2.26 An enquiry was placed with THC structures team to request requirements for capacity assessment of structures managed by THC. Of the two structures on the A836 (reference A08360140 and A08360140C53) confirmation was received that no action was required.
- 2.27 THC advised that the structure just north of the site entrance (A08360150) over the Feith Osdail would require assessment if to be used. HGV and AIL access over this structure will be restricted as part of the CTMP requirements.

3 Scope of Works

Work Scope and Phasing

- 3.1 The works will be progressed in two phases that will include an Advanced Civil Enabling phase and a Main Works phase.
- 3.2 The wind farm development will include the following infrastructure:
- 16 wind turbines and foundations;
 - Permanent crane hardstanding areas;
 - A meteorological mast and lidar facilities with associated compounds;
 - Approximately 11km of new access tracks and watercourse crossings;
 - Approximately 6km of upgraded existing access tracks and watercourse crossings;
 - Substation and control buildings with parking and welfare facilities, and associated compounds;
 - Temporary site construction compounds and laydown areas;
 - Up to 2 borrow pits (development of 1 borrow pit is expected);
 - Underground cabling and telecommunications equipment; and
 - An upgraded site access junction and off-site road improvements.
- 3.3 Two borrow pits have been consented as part of the works. Based upon detailed ground investigation it is currently proposed to firstly develop the borrow pit 1 area, which is coincident with substation platform and temporary compounds, as part of the advanced civils works package and thereafter, as part of the main civils package, borrow pit 2 will be developed. The site will utilise the borrow pits to supply all formation, capping, and subbase materials, significantly reducing the volume of traffic and impact on the local road network. Additionally, concrete will be batched on-site for which it is likely the aggregate will also be taken from the borrow pit, further minimising the impact on local traffic. Back up concrete supplies may however be sourced from an off-site location. This will be confirmed by the Principal Contractor once appointed.
- 3.4 The consent includes for a battery energy storage facility however this will not form part of the works.

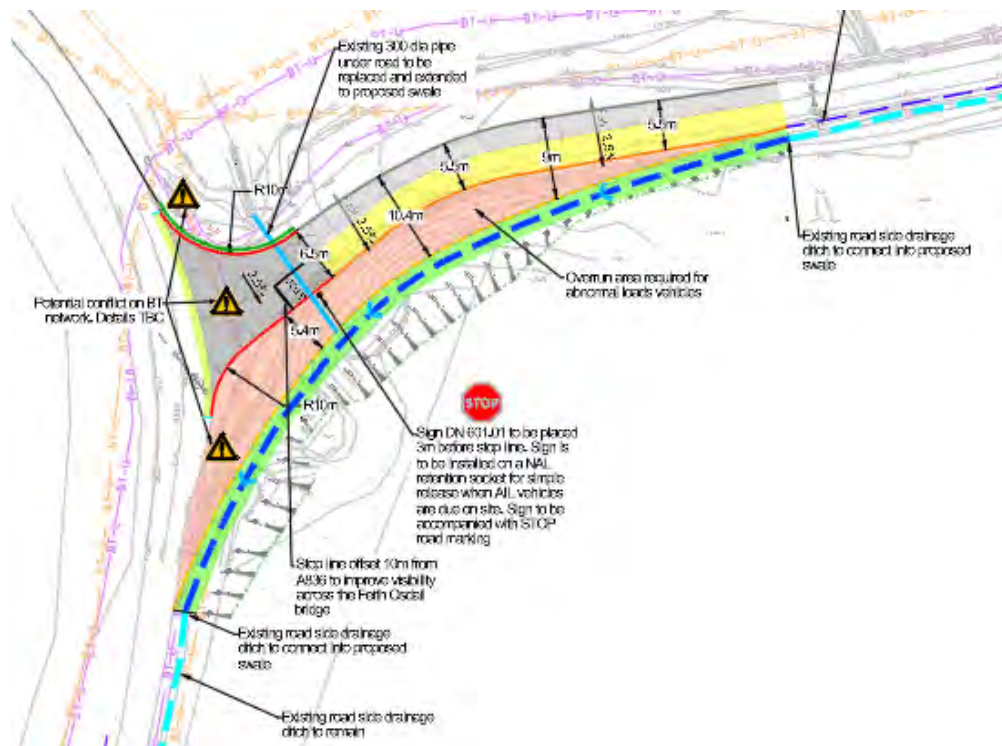
Advanced Civil Enabling Works

- 3.5 In order to develop access to the site and prioritise construction of the substation an Advanced Civil Enabling Works phase will proceed the majority of the work scope. The Advanced Civil Enabling Works phase will require material to be imported to site to allow construction of the following infrastructure:
- A836 access junction;
 - A836 passing place upgrades;
 - Feith Osdail watercourse crossing upgrade;
 - Haul road construction from the existing private track to the substation;
 - Construction of the substation platform.

Site Access and A836 Upgrades

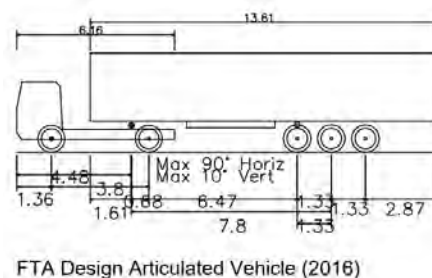
- 3.6 Access to the site will be provided by an existing access junction from the A836 south of the Feith Osdail Bridge which currently provides access to Dalnессie Estate. The access will be reconstructed to standard agreed with the Road Authority. An overrun area will also be introduced to facilitate AIL deliveries and roadside drainage will be adjusted accordingly. The overrun area will be coned off to prevent use by regular traffic when not in use. **Figure 3.1** below shows the new junction proposals. Further details are shown on drawings **SCR150-RPS-ZZ-XX-DR-C-0111 to 0114** presented in **Appendix C** and in **Table 3.1: General Construction Traffic Road Mitigation Schedule of Works**, overleaf.

Figure 3.1: Proposed Amended Access off the A836



- 3.7 The A836, from its junction with the A838, is a single-track road with passing places. A swept path analysis was carried out to assess whether the passing places can accommodate two-way HGV movements. The findings are shown on drawings **SCR150-RPS-ZZ-XX-DR-C-0101 to 110** presented in **Appendix D** and in **Table 3.1: General Construction Traffic Road Mitigation Schedule of Works**, overleaf. The drawing also shows the passing place widening proposals. The analysis was based on a 16.48 m articulated vehicle, as illustrated in **Figure 3.2** overleaf.

Figure 3.2: Typical HGV Articulated Vehicle Details



- 3.8 Construction details are presented on drawing **SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details** presented in **Appendix C**

Table 3.1: General Construction Traffic Road Mitigation Schedule of Works

Item Description	Drawing Reference
<i>A836 Access Junction Upgrade</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0111 General Arrangement SCR150-RPS-ZZ-XX-DR-C-0112 and 0013 Visibility Splay SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 2 Widening by 0.75m at 257590,911045 Passing Place 3 Widening by 0.75m at 257623,911223 Passing Place 4 Widening by 0.75m at 257643,911345</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0103 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 7 Widening at by 0.5m at 257719,911735</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0104 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 11 Widening at by 0.75m at 257789,912240</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0106 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 15 Widening at by 1m at 257695,912696 Passing Place 16 Widening at by 1m at 257728,912785</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0107 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 18 Widening at by 0.5m at 257634,913122 Passing Place 19 Widening at by 0.5m at 257574,913266</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0108 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>
<i>Passing Place 21 Widening at by 0.5m at 257475,913795</i>	<i>SCR150-RPS-ZZ-XX-DR-C-0110 SPA SCR150-RPS-ZZ-XX-DR-C-0114 Standard Details</i>

- 3.9 A site walkover survey was undertaken on 24th November 2025 to verify the proposals against actual site conditions. A key observation related to the presence of hard verges that are understood to have been constructed to accommodate construction of Creag Riabhach Wind Farm. The construction makeup of these will require verification in order to establish the load bearing width and the extents of additional strip widening for AIL deliveries.
- 3.10 The final proposals for the strip widening will be confirmed by the Principal Contractor and will be developed in consultation with the Road Authority forming part of the Phase 2 CTMP.

4 Construction Arrangements and Traffic Volume

Construction Management

- 4.1 For details of the management measures that are to be implemented during construction of the works refer to the **Construction Environmental Management Plan (CEMP)** prepared response to Condition 14. The CEMP provides details of roles and responsibilities of key parties that will be managing the works including implementation of the CTMP. Key roles include:
- 4.2 The **Principal Contractor** is responsible for design and construction of the Development including implementation and communication of the CTMP.
- 4.3 The **Chleainsaid Wind Farm (CWFL) Representative** has overall responsibility for the delivery of the project.
- 4.4 The **Planning Monitoring Office (PMO)** shall be appointed by CWFL and monitor compliance with the terms of the deemed planning permission and conditions.
- 4.5 The **Environmental Clerk of Works (ECow)** shall be appointed by CWFL and monitor compliance with ecological, ornithological, and hydrological commitments provided in the EIA Report and associated management plans.

Construction Programme

- 4.6 At this stage it is anticipated that the construction programme will span over a period of approximately 32 months, starting from April 2026 to completion of commissioning and commercial operation of the wind farm in November 2028.
- 4.7 Further details of the anticipated construction programme are presented in **Section 3.2** of the **CEMP**.

Construction Traffic Type and Volume

- 4.8 **Chapter 12 Traffic and Transportation** of the **EIA Report** and **Outline Construction Management Plan** presented two scenarios for construction traffic movements. Scenario 1 was based upon all materials being sourced from offsite locations and Scenario 2 was based upon earthworks aggregate being sourced from the onsite borrow pits. For both scenarios the project programme was anticipated to be 21 months.
- 4.9 Further to completion of the detailed ground investigation and outline design and further to engagement with the stakeholders and the supply chain the project is planned for construction over a duration of 32 months where HGV movements occur over a 21 month period.
- 4.10 Based upon the anticipated programme the updated construction traffic movements are presented in **Table 3.1** overleaf.
- 4.11 The total number of HGV vehicle movements are similar to Scenario 2 with a 5% increase to account for the 32 month project duration.. The peak daily HGV flow however remains the same at 50 two-way movements.
- 4.12 The project has a planned date for establishment in April 2026 thus coordination of HGV vehicle movements with other developments will be required from that date.

Table 3.1: Estimated Two-way Construction Vehicles Movements (HGVs and General Site Traffic)

	2026												2027												2028												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	
Activity / Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Site establishment & Advance Civil Enabling Works				1089	1089	1089	50	50	50																												
Construction of new access tracks and hardstands										50	50	50																									
Turbine foundation construction													356	356	356	356	356	356	356	356	356																
Substation and electrical works														97	97	97	97	97	97	97	97	97	50	50	50												
Substation commissioning																																					
Turbine delivery																										96	80	80	96								
Turbine erection																																					
Turbine commissioning																																					
Site reinstatement																																					
Wind farm Commercial Operation																																					
General Site Traffic	550	550	550	550	550	550	550	550	550	550	550	770	1100	1100	1100	1100	1100	1100	1100	1100	1100	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	
Monthly All Total	550	550	550	1639	1639	1639	600	600	600	600	600	820	1456	1553	1553	1553	1553	1553	1553	1553	1553	647	600	600	600	646	630	630	646	562	562	562	562	550	550	550	
Daily All Total	25	25	25	76	76	76	28	28	28	28	28	38	67	72	72	72	72	72	72	72	72	30	28	28	28	30	29	29	30	26	26	26	26	25	25	25	
Monthly HGV Total	0	0	0	1089	1089	1089	50	50	50	50	50	50	356	453	453	453	453	453	453	453	453	97	50	50	50	96	80	80	96	12	12	12	12	0	0	0	
Daily HGV Total	0	0	0	50	50	50	2	2	2	2	2	2	16	21	21	21	21	21	21	21	21	4	2	2	2	4	4	4	4	1	1	1	1	0	0	0	

5 Mitigation Measures

Contractors and Sub-Contractors

- 5.1 Construction management arrangement and responsible personnel are summarised in **Section 3 Construction Management** of this report.
- 5.2 All Contractors and Sub-Contractors are required to read, understand and adopt all procedures outlined within the Phase 1 and Phase 2 CTMP.
- 5.3 Contractors and Sub-Contractors who formulate a CTMP for their work activity must issue it to the Principal Contractor for approval and acceptance prior to site issue. Any traffic management procedures required to secure a work area or safeguard Contractors and Sub-Contractors operatives must be coordinated with the Principal Contractor (e.g. use of banksmen, operatives carrying out works roadside).
- 5.4 The Principal Contractor must be informed of any planned site activity and movement of site traffic; the issue of this information must be received within a suitable and agreed timescale to allow co-ordination of other site activities.
- 5.5 The Principal Contractor will liaise with the THC and the concurrent construction projects to ensure works and deliveries are coordinated and that the cumulative impacts are managed and mitigated as far as practical.

Hours of Working

- 5.6 Activities that may give rise to audible noise at the surrounding properties, as defined in the EIA Chapter 11 Noise and Vibration, would be limited to the hours 07:00 to 19:00 Monday to Friday and 08:00 to 13:00 on Saturdays unless otherwise approved in advance by THC (except in case of an emergency). Those activities that are unlikely to give rise to noise audible at the project area boundary (including turbine erection, maintenance, emergency works, dust suppression, and the testing of plant and equipment), or light vehicle traffic accessing the site such as that involved with staff mobilisation, may continue outside of the stated hours.
- 5.7 In accordance with Condition 17 CTMP, heavy good vehicles (HGV) movements accessing and leaving the site (excluding abnormal loads and concrete delivery) during construction of the wind farm would be limited to 07.00 to 19.00 Monday to Friday, and 07.00 to 13.00 on Saturdays, with no HGV movements to or from site taking place on a Sunday or Public Holiday, unless otherwise agreed in advance in writing by the THC, and to avoid peak school drop off and pick up times;

Road Signs

- 5.8 The final sign provision will be confirmed by the Principal Contractor however it will feature, as a minimum temporary road signs to inform road users of site traffic, the wind farm construction site access as well as the characteristics of the single-track section of the A836 including:
 - Road Narrows (permanent sign already in place near Dalchork Substation);
 - Single Track Road with Passing Places (permanent sign already in place near Dalchork Substation);
 - Bespoke signs advising 'Pass Safely at Passing Places Only' along A836 single track section
 - Caution Site Entrance;

- New Road Layout Ahead;
 - Caution Vehicles Emerging from a Concealed Entrance;
 - Caution Construction Traffic;
 - Road Works Ahead Warning Sign;
 - Cones at AIL site access over run area;
 - No Access for Site Traffic (over A836 Feith Osdail Bridge)
- 5.9 All signage required on the public highway would be erected and positioned in accordance with the requirements of the Chapter 8 Traffic Signs Manual, Traffic Safety Measures and Signs for Road Works and Temporary Situations (2009 – 2020), and in consultation with THC and TS (if appropriate).
- 5.10 Any permanent signs and street furniture which are required to be relocated to allow abnormal loads to pass shall be identified in consultation with Transport Scotland (TS) and The Highland Council (THC). Further details will be provided in the Phase 2 CTMP.
- 5.11 The junction off the A836 will utilise a stop sign and line. This is because visibility looking north along the A836 is impacted by the Feith Osdail bridge, where the alignment of the road and the bridge parapets introduce a location in advance of the bridge with limited visibility. To help mitigate this, construction traffic will be required to stop before exiting on to the public road. A stop line is proposed accompanied by a stop sign to encourage this. The stop line has been set back 10m from the A836 road channel as this provides greater visibility across the bridge. Additional advanced warning signage will also be placed on the A836 to warn users of construction site access and of modification to the access layout by means of a temporary 'new road layout ahead'.
- 5.12 The presence of hard verges along the single carriageway section of the A836 increases the risk that drivers attempt to pass one another in between the designated passing places. Bespoke temporary signs are therefore proposed showing the text 'Pass Safely at Passing Places Only' at a regular interval along the single-track section of the A836 to remind traffic to pass safely using the formal passing places only.

Traffic Management

- 5.13 Traffic management will be provided to facilitate construction of the A836 access junction and upgrade of the A836 passing places.
- 5.14 Traffic management will also be provided to facilitate construction works for AIL access. Further details of this will be provided within the Phase 2 CTMP. This work will be progressed separately in order to assist in managing and minimising the impact on local road users.
- 5.15 A key aspect of the traffic management planning will be coordination with concurrent construction works (including road closures on the A838) and with the local community, as detailed in **Section 5 Community Liaison**.
- 5.16 In accordance with Condition 17 traffic control will be undertaken by a recognised suitably qualified traffic management consultant. For Phase 1 CTMP A836 works this will be coordinated and provided by the Principal Contractor. For Phase 2 CTMP AIL work this will be coordinated by the Principal Contractor and specialist AIL Haulier.
- 5.17 The final details for Traffic Management for the Phase 1 CTMP A836 works will be confirmed by the Principal Contractor. It is anticipated that stop-go boards will be used in order to temporarily stop traffic so that waiting times are kept to a minimum.

Adverse Weather Conditions

- 5.18 All works will be forward planned wherever practicable and forecasted weather will be taken into account. The Principal Contractor will assess the weather conditions prior to permitting access to the Site.
- 5.19 Due to the location and topography of the Site the weather can be severe, resulting in an adverse effect on visibility, and will be constantly monitored and if necessary, all plant / vehicle movements would be stopped / suspended by the Principal Contractor if they deem it is unsafe for work to continue.
- 5.20 Contractors and Sub-Contractors will be required to contact the Principal Contractor to find out the situation at the Site prior to arrival to the Site, if required.
- 5.21 All Contractors and Sub-Contractors would be required to make their own assessment of track conditions during access or egress from the Site and take appropriate action determined during their assessment. Over the course of the day, and in the event of weather conditions deteriorating, the Principal Contractor would notify the nominated personnel from the Contractors and Sub-Contractors on site to the present condition.
- 5.22 Contractors and Sub-Contractors will be advised that they have a duty to consider the weather and track conditions throughout the day and take appropriate action to ensure their safety.

On-Site Management

- 5.23 **On-Site Safety** - All personnel entering the working area would wear hi-visibility vest or jacket, head protection, safety footwear at all times when out with the vehicle.

Everyone required to work within the Site would be made aware that they have a responsibility for the safety of themselves and others. All site operatives and visitors have a “duty of care” to themselves and others and need to be conscious of the surroundings and ongoing activities locally. In the event of an emergency, right of way to all emergency services would always be given. Emergency services and control of access would be carried out in compliance with the site emergency procedures.
- 5.24 **Vehicle Parking** - Vehicle parking areas located at the Site construction compound would have safe and secure barriers to segregate all personnel from site plant and vehicle routes. All signage within designated car parking areas must be followed, with no vehicles parked in a way which restricts either vision or access. Other than for local inspection purposes no parking whatsoever would be allowed on public roads; all cars that are directed to the site car park would be required to reverse park to comply with the Principal Contractors requirements.
- 5.25 **On-Site Tracks** - Access tracks would be monitored daily to identify any deterioration of the track condition. Non-emergency remedial works to the track would be carried out at times outside peak times of usage and significant emergency repairs would be undertaken immediately and adjacent track sections would be restricted from use as required to safely accommodate works. All routes would be monitored for dust and control or suppression methods would be deployed as appropriate using dust suppression systems
- 5.26 **Site Traffic** - All traffic visiting the Site would be required to report to site security where they would obtain clear instructions before further movement is acceptable. If applicable an induction would be completed, vehicle permits would be issued, and the site rules & emergency procedure would be explained.

All site traffic will observe site speed limits as prescribed on road signs on the internal site access route.

All traffic would use the site passing places and all drivers would accommodate other track users in a courteous manner. Reversing (other than to park) within the compound areas would not be permitted.

Full time site traffic (vehicles/plant situated on-site for majority of construction phase) that requires re-fueling would follow the instructions supplied at their induction and also the guidelines within their method statement for the works.

Heavy site traffic would be equipped with audible reversing warning with additional visual aids e.g. reversing cameras, mirrors utilised on all plant. All safety features must be inspected daily with faults immediately reported to the Foreman Fitter who would assess and repair any damage to the plant. Management would ensure that all loads are covered fully to limit the loss of material in transit.

- 5.27 **Vehicle Cleaning** – Given the length of the access track to and from the A836, it is likely that most loose material will not be deposited on to the public highway. For further mitigation measures, the first 15.5m of the new improved junction will be an asphalt surface course. Suitable measures on site will be in place to ensure materials are not transferred on to the public road. If it is found materials are getting onto the A836 exiting the wind farm then road sweeping would take place.

6 Regular Monitoring of Road Conditions

6.1 Condition 18 of the planning consent states:

“There shall be no Commencement of Development until the Company has entered into a legal agreement under Section 96 of the Roads (Scotland) Act 1984 for the provision of a Road Bond or similar security, under which the developer is responsible for the repair of any damage to the public road network that can reasonably be attributed to construction related traffic. The agreement shall take account of any neighbouring significant developments that might progress concurrent with the works proposed and will provide, if necessary, a mechanism for apportionment of costs between respective developers. As part of this agreement, pre-start and post-construction road condition surveys must be carried out by the developer, to the satisfaction of the roads authority. The scope of said road condition surveys, both pre-start and post-construction, should be agreed with the roads authority prior to any works being undertaken.”

6.2 Consultation with Road Authority prior to submission of the Phase 1 CTMP also established the requirement for a monthly road condition survey.

6.3 The road condition survey will be coordinated by the Principal Contractor. The procedure for finalising the scope and undertaking the road condition survey will be as follows:

- The road condition survey will follow the construction and AIL traffic route identified on drawings **SC00150-RPS-ZZ-XX-DR-C-0401** and contained within **Appendix A**, or otherwise agreed in advance with the Road Authority;
- The road condition will be recorded by means of a video survey of suitable resolution and refresh rate to accurately record the surface characteristics of the road pavement and adjacent road infrastructure;
- A chainage reference will be marked out along the survey routes at a suitable interval (100m minimum). The chainage reference will be visible and legible from the camera location and shall be maintained until the completion of the post-construction survey;
- If an alternative geo-reference system is proposed, then this shall be agreed in advance with the CWFL Representative and the Road Authority.
- The road condition survey will comprise pre-start, post-construction surveys with monthly surveys in the intervening period;
- If a reduced survey frequency is deemed appropriate, then this will be agreed in advance with the CWFL Representative and the Road Authority;
- The Principal Contractor will coordinate with the CWFL Representative and the Road Authority on the timing of the surveys to allow for their attendance;
- The Principal Contractor will review the surveys to ensure each complies with these road condition monitoring requirements. The video survey file will be issued to the CWFL Representative once reviewed.

7 Community Liaison

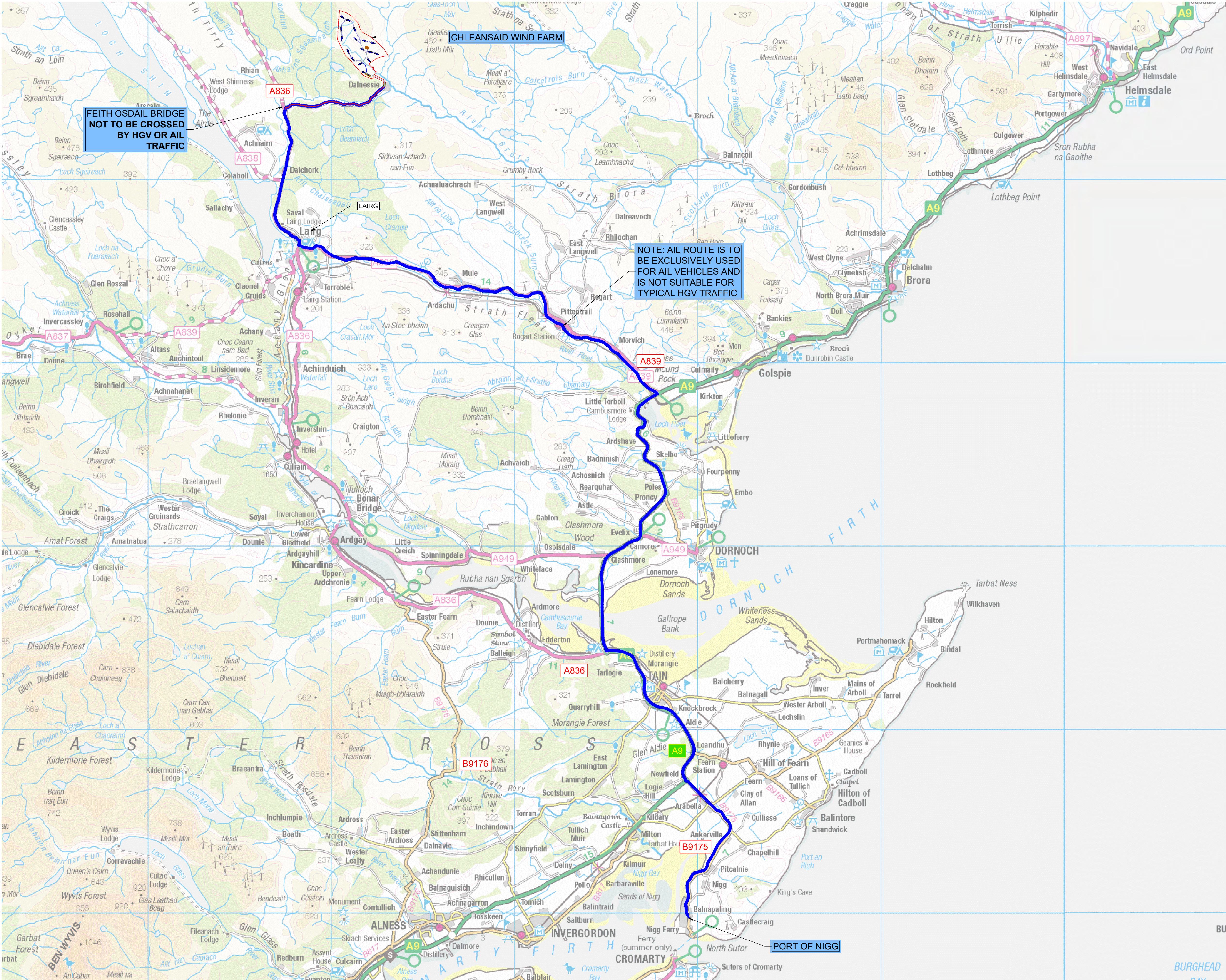
- 7.1 In accordance with the interests of the local community, CWFL and as per the requirements of Condition 38 a Community Liaison Group has been established in collaboration with the Planning Authority and affected local Community Councils.
- 7.2 The group will maintain close liaison with community representatives, landowners and statutory consultees throughout pre-construction, construction and post-construction of the project. In summary the Community Liaison Group will:
- Allow community representatives to bring forward ideas and suggestions to help shape and ensure as a smooth construction/traffic plan as possible;
 - Seek to ensure that those affected by the project are aware of what is happening in advance of works being carried out;
 - Provide community members with a consistent point of contact throughout pre-construction and construction;
 - Be responsive, responsible and accessible.
- 7.3 As part of pre-construction and construction activity, the CWFL is committed to liaison and engagement with communities to help create and inform traffic management plans as well as wider awareness raising of the planned works.
- 7.4 Membership was discussed and agreed with Community Council representatives in April 2025 - it includes:
- The community - including representatives from Rogart Community Council, Lairg Community Council, Golspie Community Council;
 - Key stakeholders - including The Highland Council Roads Department, Police Scotland, BEAR Scotland;
 - The Developer - ESB.
- 7.5 ESB is open to other community organisations and groups to be included, as agreed with the Community Councils.
- 7.6 In addition to holding Community Liaison Group meetings, CWFL will also participate in other events and forums to raise awareness and receive feedback (eg Community Council meetings if requested and one-to-one meetings with local residents and interested parties). Social media will also be used to keep the Community informed.

8 Complaints and Enquires Procedure

- 8.1 Complaints and enquiries can be made directly to either the Principal Contractor's Site Manager or CWFL Representative.
- 8.2 Contact details will be provided on signage at the site entrance, via the local press and mail drops where appropriate.
- 8.3 A communication channel will also be available through the Community Liaison Group representative as summarised in **Section 7 Community Liaison**.
- 8.4 All complaints and enquiries will be logged promptly by the Principal Contractor and kept e
- 8.5 The Principal Contractor will be responsible for monitoring complaints and their resolution, the results of which shall be fed back for inclusion within the CTMP if necessary.
- 8.6 The Principal Contractor will be responsible for implementing and managing non-conformance or compliance procedure which incorporates the following steps:
- Completion of a Non-Conformance Report – this would record any traffic related incident and work that has not been carried out in accordance with the CTMP or relevant Method Statement;
 - Completion of a Corrective Action Report – this would record any identified deficiency as a result of monitoring, inspection, surveillance and valid complaint; and
 - Action – any necessary actions identified as a result of the above would be allocated to a responsible person, along with a timescale for the action to be undertaken.
- 8.7 The Principal Contractor will be responsible for checking and monitoring corrective actions. This will ensure that the construction activities are being undertaken in accordance with the CTMP and that individual Contractors and their associated companies are held to account throughout the construction process.
- 8.8 The records will be maintained either in hard copy or electronically in such a manner that they are readily identifiable, retrievable and protected against damage, deterioration or loss.

Appendices

Appendix A Traffic Routes



NOTES

1. CONTAINS ORDNANCE SURVEY DATA. ORDNANCE SURVEY CROWN COPYRIGHT 2025 ALL RIGHTS RESERVED.

2. AIL DELIVERY ROUTE BASED ON COLLETS TRANSPORT ROUTE SURVEY "Cheleasaid Route Survey - REV02 August 25 (1)"

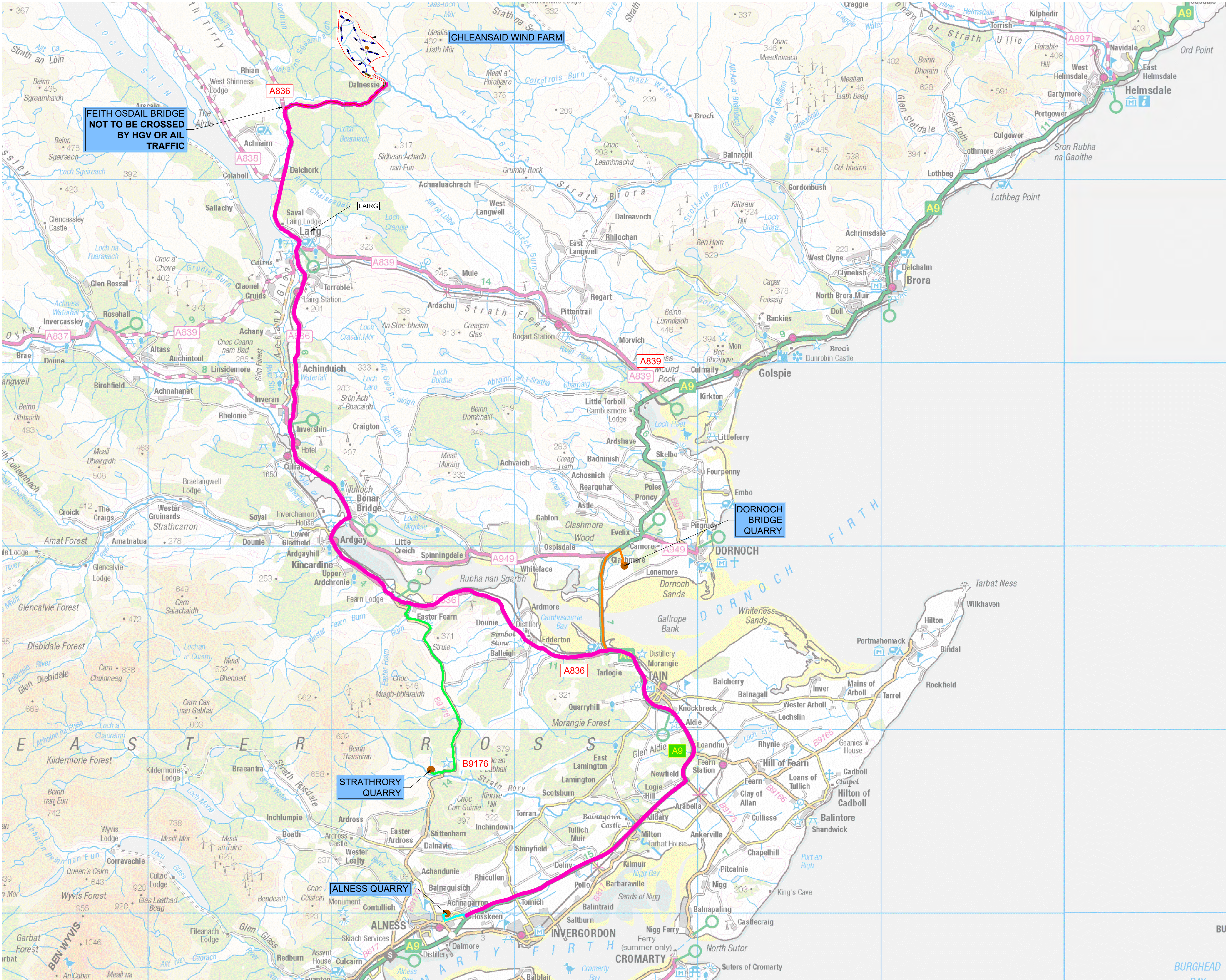
LEGEND

SITE RED LINE BOUNDARY

AIL DELIVERY ROUTE

R01	FIRST ISSUE	MD	JM	CM	16/12/25
Rev	Amendment Details	D'n	Chk	App	Date
TETRA TECH RPS 3rd Floor, Quay 2 139 Fountainbridge Edinburgh EH3 9QG	ES3 Energy for generations				
Client					
Project Cheleasaid Wind Farm					
Title AIL Delivery Route					
Project Number SC00150		Sheet Size A1		Drawing Scale 1:100000	
Drawing Number SC00150-RPS-ZZ-XX-DR-C-0401					
Drawn By MD		Status Planning		Revision P01	
Checked By JM		Approved By CM		Date 16/12/2025	

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NOTES

1. CONTAINS ORDNANCE SURVEY DATA. ORDNANCE SURVEY CROWN COPYRIGHT 2025 ALL RIGHTS RESERVED.
2. HGV DELIVERY ROUTE BASED ON PLANNING DOCUMENT "Volume 2a - Figure 12.1 - Traffic Study Area"

LEGEND

- SITE RED LINE BOUNDARY
- HGV DELIVERY ROUTE
- ALNESS QUARRY ROUTE
- STRATHORY QUARRY ROUTE
- DORNOCH BRIDGE QUARRY ROUTE
- QUARRY

R01	FIRST ISSUE	MD	JM	CM	16/12/25
Rev	Amendment Details	D'n	Chk	App	Date



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Client



Project
Chealsaid Wind Farm

Title
HGV & Quarry Delivery Routes

Project Number SC00150	Sheet Size A1	Drawing Scale 1:100000
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Drawing Number
SC00150-RPS-ZZ-XX-DR-C-0402

Drawn By MD	Status Planning	Revision P01
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Checked By JM	Approved By CM	Date 16/12/2025
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Appendix B Initial AIL Assessment Report

Chleansaid

Route Survey Report

Project reference no:1246386

Contacts	Function	
Maxine Helliwell	GE Wind Energy GmbH abbreviated as “Seller”	Project Management: E: maxine.helliwell@gevernova.com
ESB ENERGY INTERNATIONAL LIMITED	ESB ENERGY INTERNATIONAL LIMITED as “Buyer”	Project Development: E: XXX

Revision History

Revision	Date	Changes	Author(s)
00	July 7, 2025	Creation of the report	Maxine Helliwell
01	15 July 2025	Clerical errors in the report corrected.	Maxine Helliwell
02	06 August 2025	Blade drawing corrected	Maxine Helliwell

Submitted by: GE Vernova

Revision No. 02

6 August 2025



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1.3 Example vehicle drawings 3

2 Responsibilities 4

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2.2 Buyer Responsibilities 4

3 Intended Transportation Route 5

3.1 Overview of transport route 5

3.2 Project specific Hand Over Point and windfarm entrance 5

3.3 Route critical points 5

4 Final Remarks 6

Appendix – Collett Route Survey - GE - Chleansaid Route Access Survey – 412233 – REV02

1 General Information

The planned transportation route, as well as any road modifications required for the transportation of the wind turbine(s) within the project are described in the present route survey report and explained by means of further illustrations (e.g. maps / photos). This includes the division of responsibilities between the Buyer and the Seller.

Chapter 1 of this report first defines key terms. In addition, the survey criteria applied by the Seller in the context of the transport study are explained in more detail, based on the technical characteristics of the above-mentioned WTGs, the intended transport route and the transport vehicles that are likely to be used, which have already been taken into account in the route survey.

1.1 General Definitions

Recurring terms, which are central elements of this report, are defined below:

Term	Description
Transportation route	Planned and intended route for the transport of the components of the above-mentioned WTGs, from port of import or manufacturing point to the wind farm entrance, as described in this route survey report (see in particular Chapter 3).
Handover point (HOP)	The point on the transport route from which all road modifications along the transport route are to be carried out by the Buyer. The handover point is defined on a project-specific basis in Chapter 3.2 of this report.
Wind farm entrance	The access point to the wind farm from which the wind farm or construction site begins and from which the Buyer is responsible for all necessary measures to be carried out. The wind farm site entrance point is defined on a project-specific basis in chapter 3.2 of this route report.
Project site / wind farm	The area, which according to chapter 3 starts behind the wind farm entrance (including the entrance itself).

1.2 Survey criteria and vehicle dimensions

The transportation route was checked for the following dimensions:

- See appendix

The final vehicle configurations used depend on the transport permits issued at the time of project execution and their conditions. Any necessary changes to the transportation route resulting from this and / or additionally necessary road modifications must be agreed between Buyer and Seller in the course of the project execution phase.

1.3 Example vehicle drawings

See appendix.

2 Responsibilities

Chapter 2 regulates the responsibilities of the parties during the transport along the intended transport route to the wind farm entrance. The intended transport route and the wind farm entrance referred to in this Chapter 2 are defined in more detail in the following at Chapter 3.

2.1 Seller Responsibilities

- Unless otherwise stated in Chapter 3 of the route survey report, Seller is responsible for:
- Driving permits and route planning for public roads (motorways, national, regional country and district roads) from the place of manufacturing to the wind farm entrance.
- All works along the transport route from the place of manufacture of the WTG components to the HOP defined in chapter 3.
- A test drive of the route will be carried out at a time agreed between both parties at approximately 4 weeks prior to deliveries.

2.2 Buyer Responsibilities

Unless otherwise agreed in Chapter 3 of the route survey report, Buyer is responsible for:

- The procurement of environmental permits along the transportation route (e.g. environmental permits for example tree cutting, etc.), within a timescale to allow the seller to obtain the required driving and works permits as planned.
- All private land-take and agreements with private landowners on the transportation route, within a timescale to allow the seller to obtain the required driving and works permits as planned.
- Bridge calculations, bridge monitoring and bridge reinforcement if required along the transportation route, within a timescale to allow the seller to obtain the required driving and works permits as planned.
- Procurement of any transportation permit related to private roads, within a timescale to allow the seller to obtain the required driving and works permits as planned.
- All works including permits from the HOP to the wind farm entrance.
- Provide support to the Seller to obtain driving permits (e.g. exceptions, etc.)
- At least 4 weeks prior to the start of the initial deliveries the Buyer shall ensure at its own expense that all road modifications within the customer scope for the delivery of the WTG(s) have been carried out as stated in Chapter 3, so that the WTG(s) can be delivered to the site unhindered and without delay.

3 Intended Transportation Route

Chapter 3 explains the intended transport route and the necessary measures along the route to ensure safe transport of the WTG(s).

See appendix.

3.1 Overview of transport route

See appendix

3.2 Project specific Hand Over Point and windfarm entrance

	Hand Over Point: Port exit – TBC Either Nigg or Invergordon
	Windfarm entrance: 58.091203865611554, -4.418506003566007

3.3 Route critical points

See appendix

4 Final Remarks

The transport route evaluated and outlined in this Route Survey report, along with the necessary measures for transporting the wind turbines, reflects the conditions observed at the time of inspection. Should the conditions of the transport route change after the inspection date, as detailed in Chapter 3, or if official approvals for transporting the wind turbines or the required measures are not obtained, the seller will perform a new route survey to determine an alternative transport route. Any additional costs and schedule impacts resulting from necessary changes to the transport route or additional measures will be the responsibility of the Buyer.

COLLETT

EXPERTS IN MOTION



Route Access Survey – Revision 2

412233

Chleansaid Wind Farm

GE

July 2025



GE VERNOVA

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Report Details**Report for**

Maxine Helliwell

Attendees of Survey

Alfie Cooke & Jake Halstead

Time / Date of Survey: 17th June 2025

General weather conditions: Mixed

Issued by

Jake Halstead

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Document Revisions

No	Date	Details
412233 – REV02	28/07/2025	Updated loaded component drawings

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1. Executive Summary

- 1.1. This report comprises of a study of the road route as detailed here in for the road transport of GE wind turbine components to the entrance of Chleamsaid Wind Farm.
- 1.2. Two routes have been assessed in the assessment, one from the Port of Nigg and on from the Port of Invergordon to the site entrance.

Third party land

- 1.3. Third party land is required at a number of locations along the route –
 - 5.6.1 - Unclassified Road / Academy Road Junction
 - 5.6.2 - Academy Road / A9 Junction
 - 6.7.2 - A9 Right Hand Bend At Strathview Lodge
 - 6.9.5 - A836 Left Hand Bend In Lairg

Road widening

- 1.4. Road widening within highways owned land is required at numerous locations on the route –
 - 5.4.1 - Invergordon Dock Exit
 - 5.5.2 - B817 / Unclassified Road Junction
 - 5.6.2 - Academy Road / A9 Junction
 - 6.6.9 - Nigg Roundabout
 - 6.7.4 - A9 / A839 Junction
 - 6.9.4 - A839 / A836 Junction In Lairg
 - 6.10.1 - A836 Right Hand Bend
 - 6.10.2 - A836 Bridge
 - 6.10.3 - A836 / Unclassified Road Junction
 - 6.10.4 - Unclassified Road Right Hand Bend
 - 6.10.5 - Unclassified Road Right Hand Bend

Modifications to street furniture

- 1.5. Modifications to street furniture is required at numerous locations on the route –
 - 5.4.1 - Invergordon Dock Exit
 - 5.5.2 - B817 / Unclassified Road Junction
 - 5.6.1 - Unclassified Road / Academy Road Junction
 - 5.6.2 - Academy Road / A9 Junction
 - 6.6.9 - Nigg Roundabout
 - 6.7.1 - A9 Right Hand Bend Prior To Strathview Lodge
 - 6.7.2 - A9 Right Hand Bend At Strathview Lodge
 - 6.7.3 - A9 Left Hand Bend After Strathview Lodge
 - 6.7.4 - A9 / A839 Junction
 - 6.8.2 - A839 Through Pittentrail
 - 6.9.4 - A839 / A836 Junction In Lairg
 - 6.9.5 - A836 Left Hand Bend In Lairg
 - 6.10.3 - A836 / Unclassified Road Junction

Other areas of note

- 1.6. Trees are to be removed at the following locations –
 - 5.6.1 - Unclassified Road / Academy Road Junction.
 - 6.6.9 - Nigg Roundabout
 - 6.7.2 - A9 Right Hand Bend At Strathview Lodge
 - 6.7.4 - A9 / A839 Junction
 - 6.9.5 - A836 Left Hand Bend In Lairg

2. Introduction

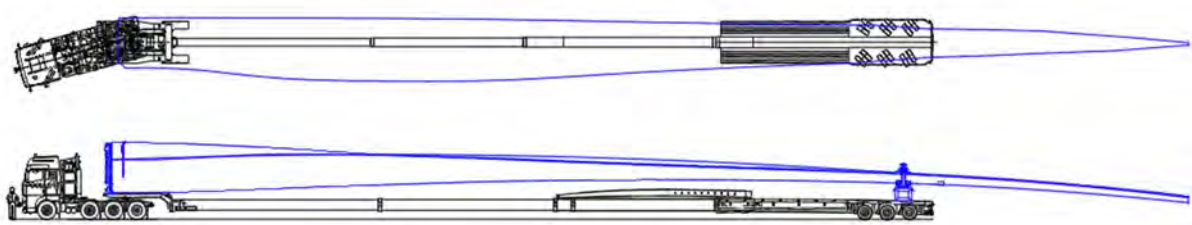
- 2.1 Collett & Sons Ltd. were commissioned by GE to undertake an abnormal loads route access study to assess the transportation of GE 158 components to the entrance of Chleasaid Wind Farm.
- 2.2 The road routes as detailed herein are for the road transport of the GE158 components identified in Section 4.

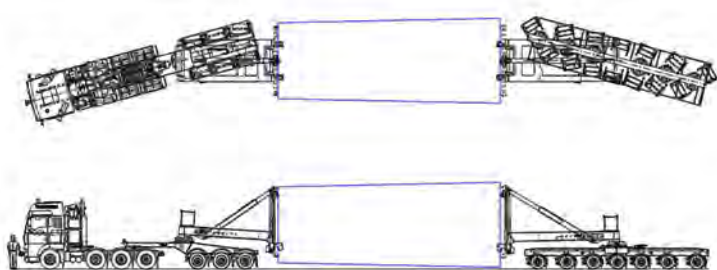
3. Candidate Abnormal Loads

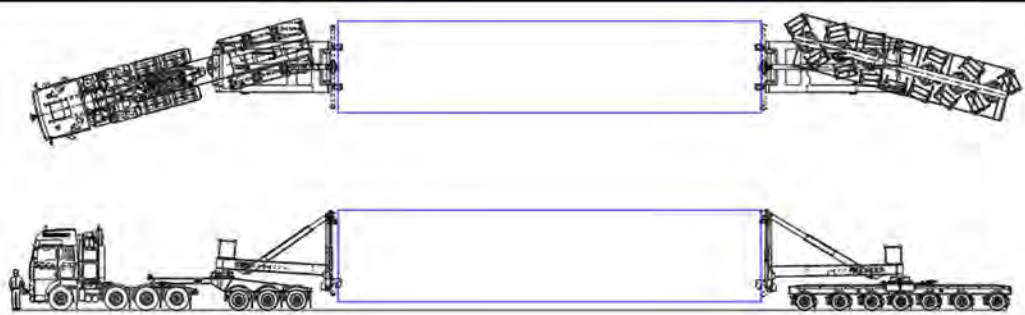
- 3.1. The specification of the GE158 was agreed with by GE.

4. Abnormal Indivisible Load Profiles

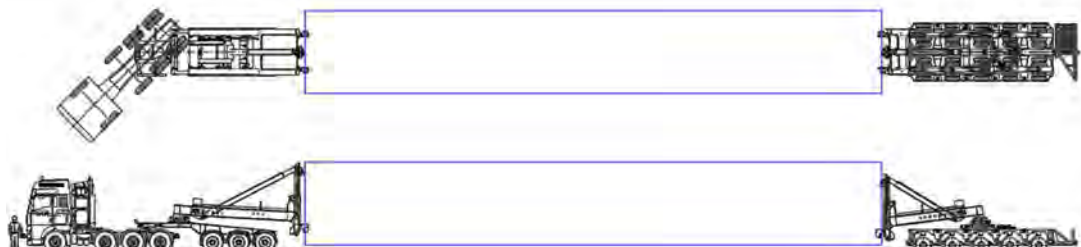
- 4.1. The abnormal load components are assessed based on weight, length, width and height and loaded to the most appropriate vehicle the weights and dimensions of these are detailed below. The loading diagrams are detailed in Appendix 1.

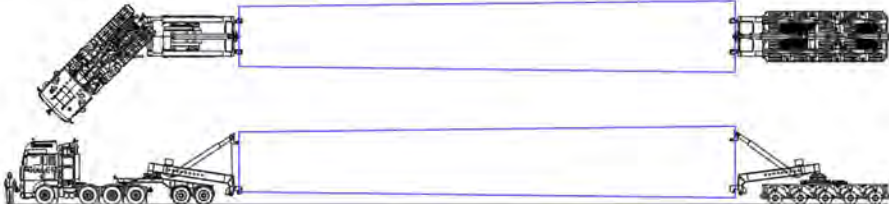
	412233 - A
GE158 - Blade	
	
	Loaded vehicle dimensions
Overall vehicle Length	70.99m
Rigid Length	65.93m
Width	3.83m
Height	4.63m
Gross Vehicle Weight	65.00Te
Maximum axle weight	12.00Te

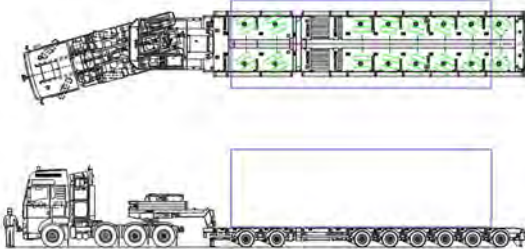
	412233 - B
GE158 – Bottom Tower	
	
	Loaded vehicle dimensions
Overall vehicle Length	39.16m
Rigid Length	27.41m
Width	4.81m
Height	4.91m
Gross Vehicle Weight	130.00Te
Maximum axle weight	10.00Te

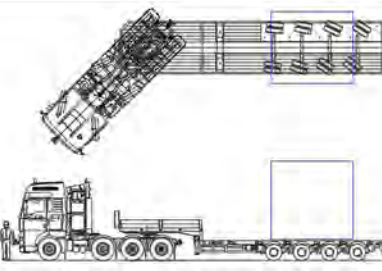
412233 – C	
GE158 – Middle Tower C	
	
Loaded vehicle dimensions	
Overall vehicle Length	46.45m
Rigid Length	34.70m
Width	4.30m
Height	4.70m
Gross Vehicle Weight	133.00te
Maximum axle weight	10.00Te

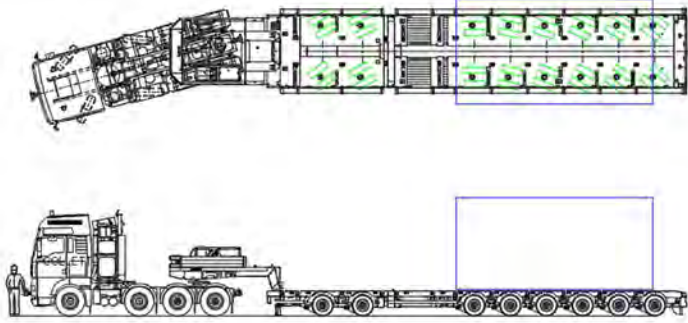
412233 – D	
GE158 – Middle Tower B	
	
Loaded vehicle dimensions	
Overall vehicle Length	53.12m
Rigid Length	41.37m
Width	4.30m
Height	4.70m
Gross Vehicle Weight	135.00te
Maximum axle weight	10.00Te

412233 – E	
GE158 – Middle Tower A	
	
Loaded vehicle dimensions	
Overall vehicle Length	54.81m
Rigid Length	43.31m
Width	4.30m
Height	4.70m
Gross Vehicle Weight	119.00te
Maximum axle weight	12.00Te

412233 – F	
GE158 – Top Tower	
	
Loaded vehicle dimensions	
Overall vehicle Length	52.44m
Rigid Length	41.61m
Width	4.30m
Height	4.70m
Gross Vehicle Weight	115.00te
Maximum axle weight	12.00Te

412233 – G	
GE158 - Nacelle	
	
Loaded vehicle dimensions	
Overall vehicle Length	24.97m
Rigid Length	19.46m
Width	4.30m
Height	4.78m
Gross Vehicle Weight	139.00te
Maximum axle weight	12.00Te

412233 – H	
GE158 - Hub	
	
Loaded vehicle dimensions	
Overall vehicle Length	18.01m
Rigid Length	13.08m
Width	3.50m
Height	4.83m
Gross Vehicle Weight	81.00te
Maximum axle weight	11.50Te

412233 – I	
GE158 – Drive Train	
	
	Loaded vehicle dimensions
Overall vehicle Length	24.97m
Rigid Length	19.46m
Width	4.98m
Height	4.44m
Gross Vehicle Weight	129.00te
Maximum axle weight	12.00Te

5. Route Assessment Overview

- 5.1. This section of the report illustrates the route assessed for the delivery of a GE158 Wind Turbine Components to the entrance of Chleainsaid Wind Farm.
- 5.2. For the purpose of this report, two routes to the site were surveyed.

Route A

Start Location	Invergordon Port	Distance of Route	Km	Miles
Via:	B817 / Academy Road / A9		16.9	10.5
• Exit Invergordon Port onto B817; • Continue on B817 to junction with Unclassified Road, • At junction turn left onto Unclassified Road, • Continue on Unclassified Road to junction with Academy Road, • At junction turn right onto Academy Road, • Continue on Academy Road to junction with A9, • At junction turn right onto A9, • Continue on A9 for 7 miles – Continue as per route B				

5.3. Map Overview



5.4. Map extract of survey locations



Amendment Categorisation

For the purposes of this report, the route amendments have been identified into 3 categories.

Major Amendments – Third Party Land, Road Widening

Minor Amendments – Modifications to Street Furniture, Pruning, Contraflow Manoeuvre, Manual Steering

No Amendments - Location is suitable as assessed during this survey

The categories have been colour coded for each report item as per the below key.

KEY			
	Major Amendments		Minor Amendments
			No Amendments

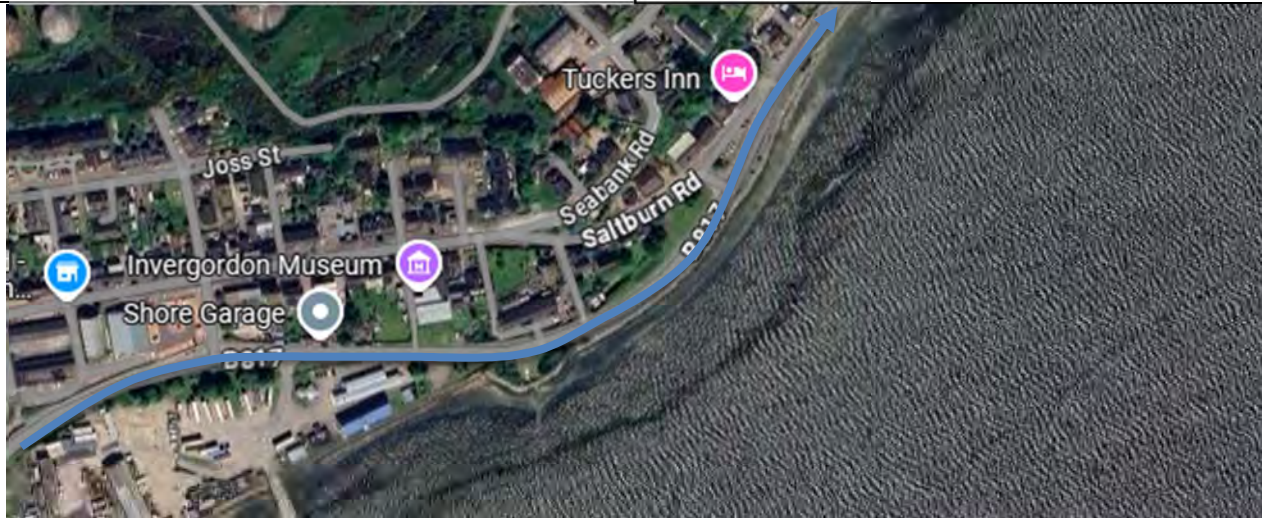
ITEM NUMBER	5.4.1	LOCATION	INVERGORDON DOCK EXIT
DIRECTION	Exit the port onto the B817		
GRID REFERENCE	NH 70200 68616		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that dock exit is to be upgraded to allow the loaded blade to navigate this location this will include road widening and modifications to the fence.			
		Prior to junction	
			
View of junction		View after junction	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-10		

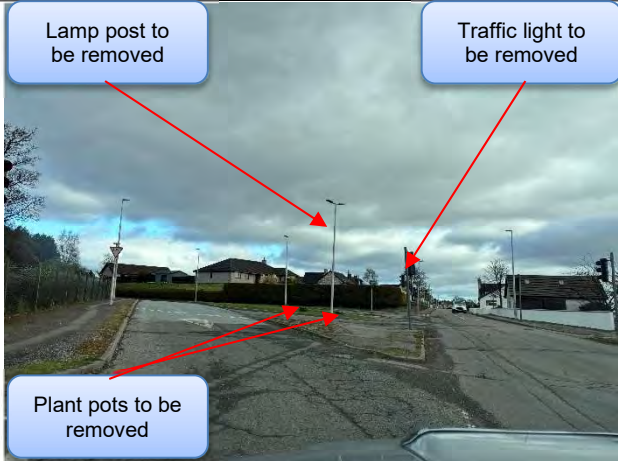
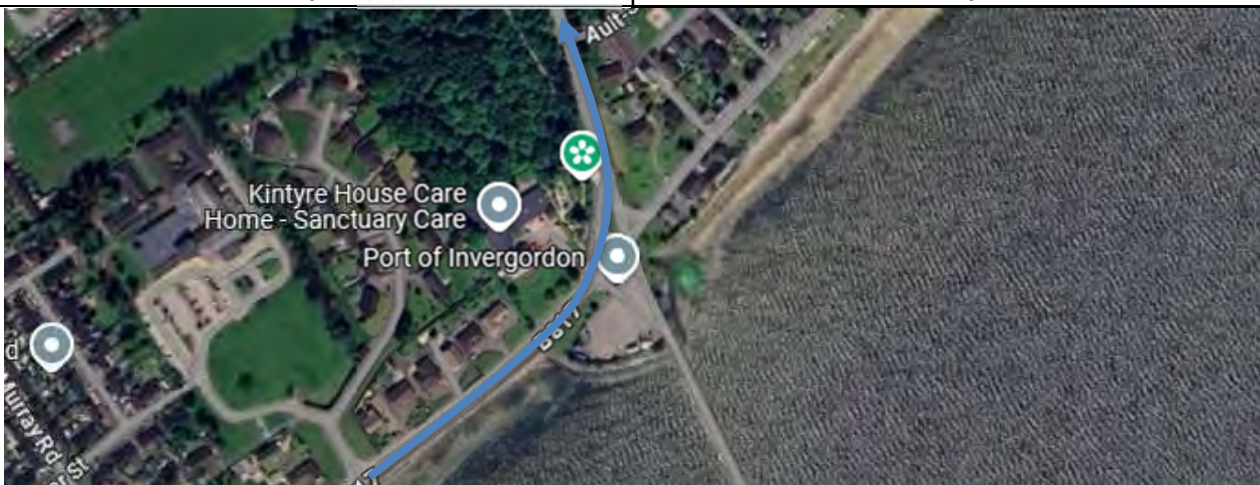
ITEM NUMBER	5.4.2	LOCATION	LEFT HAND BEND ON B817	
DIRECTION	Continue on B817 through left hand bend			
GRID REFERENCE	NH 70781 68347			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded vehicles will navigate this location utilising manual steering.				
		Prior to bend		
				
View of bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-20		

ITEM NUMBER	5.4.3	LOCATION	RIGHT HAND BEND ON B817
DIRECTION	Continue on B817 through right hand bend		
GRID REFERENCE	NH 70935 68504		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that loaded vehicles will navigate this location utilising manual steering.			
		Prior to bend	
			
View of bend		View after bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-30		

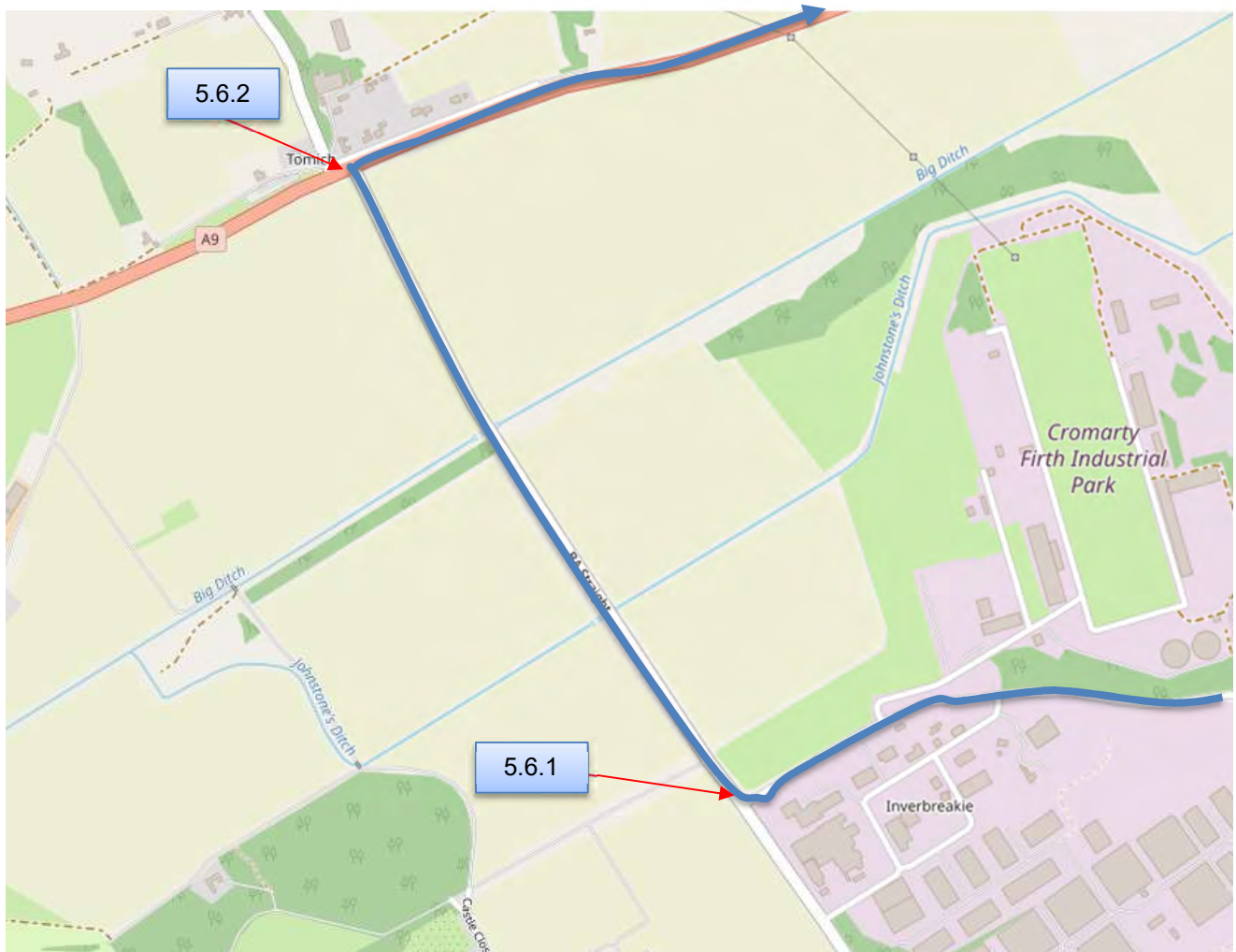
1.1. Map extract of survey locations

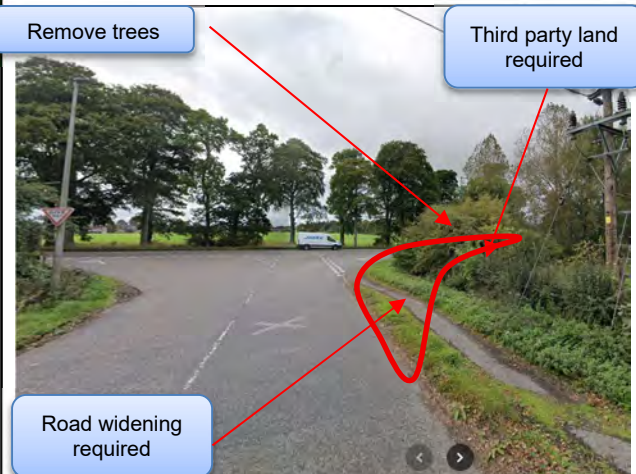


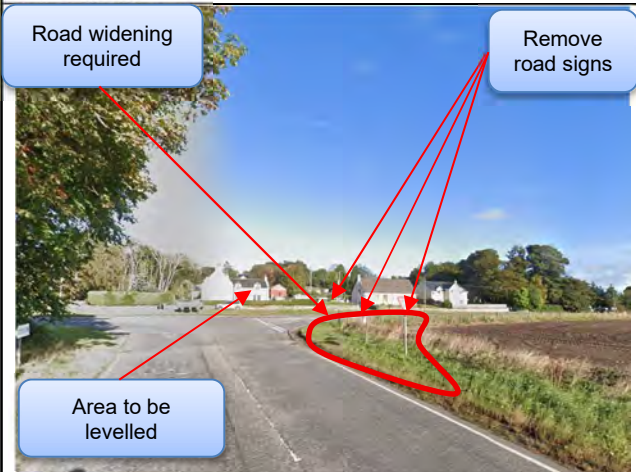
ITEM NUMBER	5.5.1	LOCATION	LEFT HAND BEND ON B817	
DIRECTION	Continue on B817 through left hand bend			
GRID REFERENCE	NH 71343 68584			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded vehicles will navigate this location utilising manual steering.				
		Prior to bend		
				
View of bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-40		

ITEM NUMBER	5.5.2	LOCATION	B817 / UNCLASSIFIED ROAD JUNCTION	
DIRECTION	At junction turn left onto Unclassified Road			
GRID REFERENCE	NH 72125 69400			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates road widening is required on both splitter islands. Lamp post, traffic light and plant pots on splitter islands are to be removed.				
		Prior to junction		
				
View of junction		View after junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-50		

1.2. Map extract of survey locations



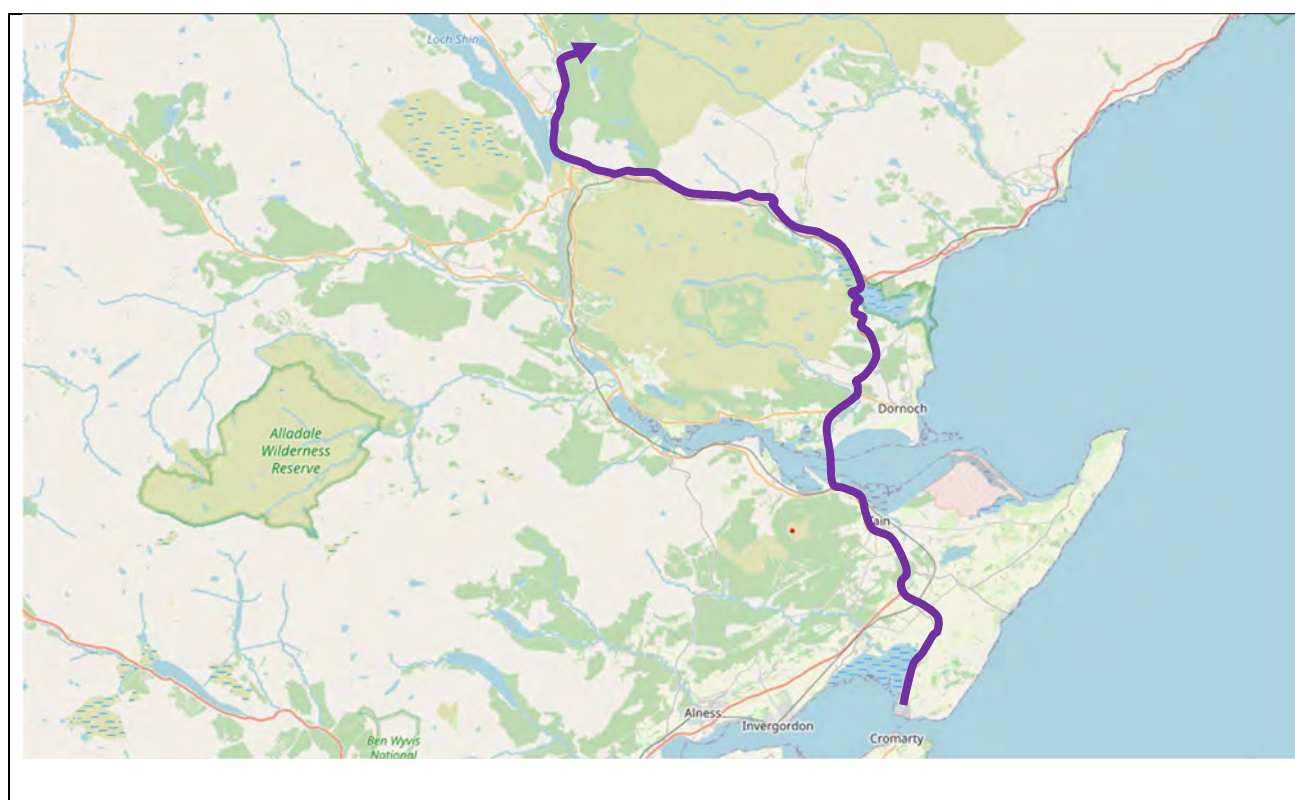
ITEM NUMBER	5.6.1	LOCATION	UNCLASSIFIED ROAD / ACADEMY ROAD JUNCTION	
DIRECTION	At junction turn right onto Academy Road			
GRID REFERENCE	NH 70721 69798			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that third party is required on the offside of the junction. Trees and road sign to be removed.				
		Prior to junction		
				
View of junction		View after junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-60		

ITEM NUMBER	5.6.2	LOCATION	ACADEMY ROAD / A9 JUNCTION
DIRECTION	At junction turn right onto A9		
GRID REFERENCE	NH 70073 70904		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that third party land is required on the offside to avoid the removal of large trees in third party land on the nearside. Road widening is required on both Academy Road and the A9. The telegraph pole, fence and road signs to be removed as indicated.			
		Prior to junction	
			
View of junction		View after junction	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-70		

Route B

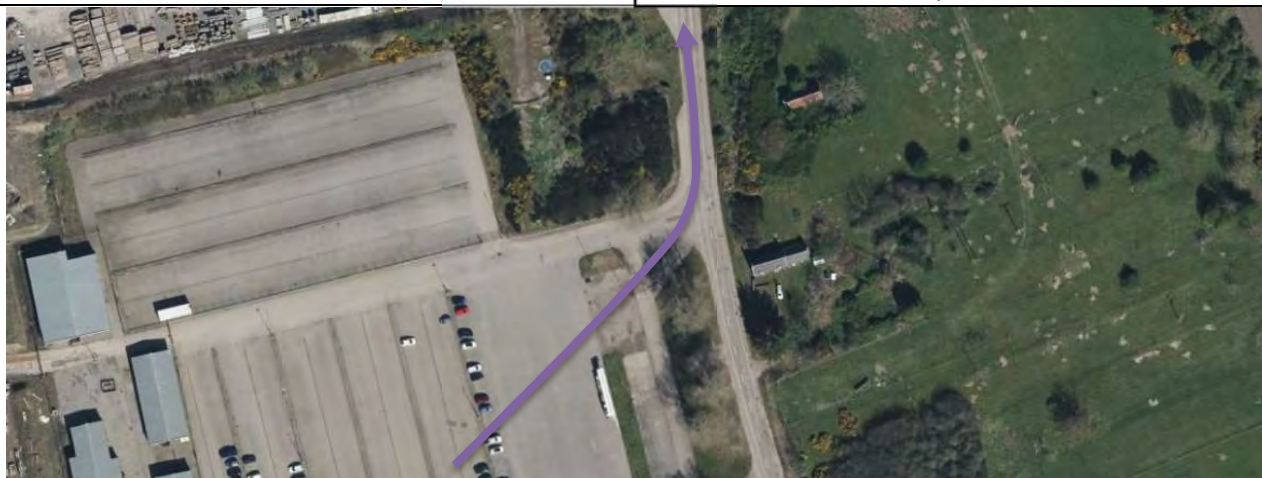
Start Location	Nigg Port	Distance of Route	Km	Miles
Via:	B9175 / A9 / A839 / A836		70.9	44
• Exit Nigg Port onto B9175, • Continue on B9175 to roundabout at junction with A9, • At roundabout take exit onto A9, • Continue on A9 to junction with A839, • At junction turn left onto A839, • Continue on A839 to junction with A836 in Lairg, • At junction turn right onto A836, • Continue on A836 to junction with unclassified road, • At junction turn right onto unclassified road and continue to site entrance at approx. NC 59640 14208.				

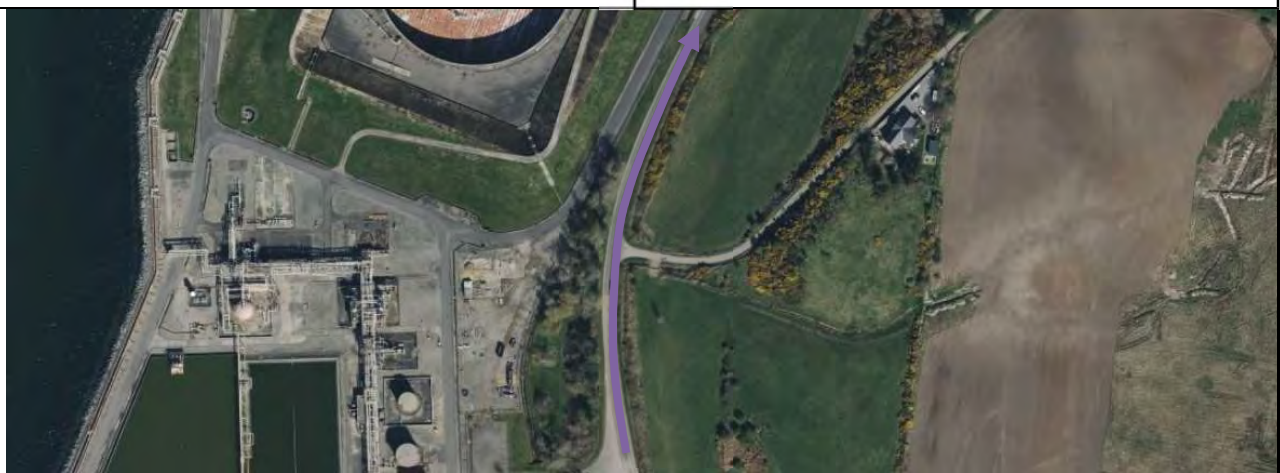
1.3. Map Overview

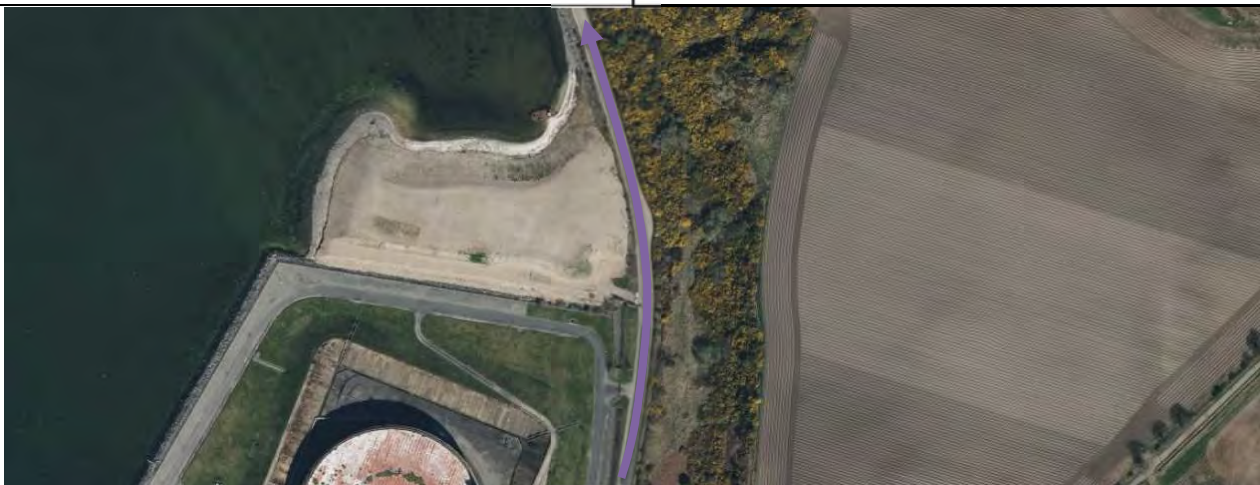


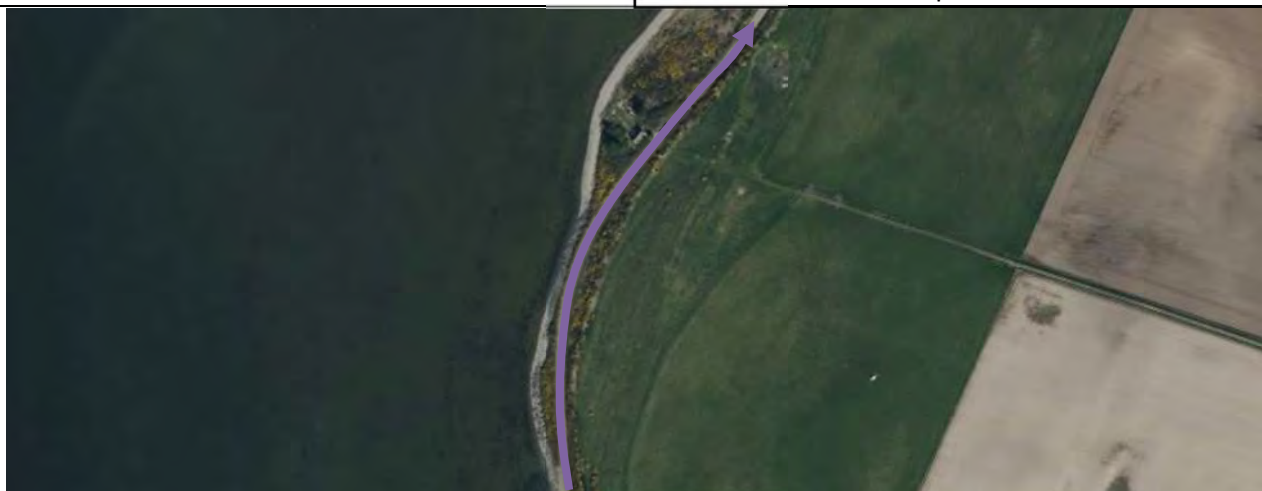
1.4. Map extract of survey locations



ITEM NUMBER	6.6.1	LOCATION	NIGG PORT EXIT
DIRECTION	Exit the port onto the B9175		
GRID REFERENCE	NH 79372 70033		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that the loaded blade will exit the port without issue.			
		View of road	
			
View of road		View of power lines	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-100		

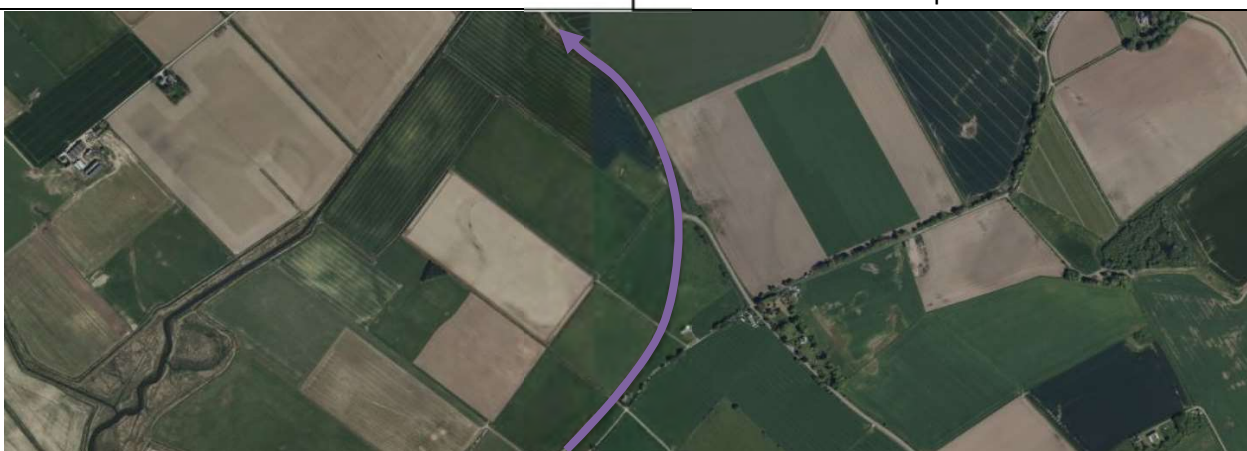
ITEM NUMBER	6.6.2	LOCATION	RIGHT HAND BEND ON B9175
DIRECTION	Continue straight at this location		
GRID REFERENCE	NH 79342 70486		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.			
		View of road	
			
		View of road	
		Aerial View of Location	
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-110		

ITEM NUMBER	6.6.3	LOCATION	LEFT HAND BEND ON B9175	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 79494 70950			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.				
		View of road		
				
View of road		View of power lines		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-120		

ITEM NUMBER	6.6.4	LOCATION	RIGHT HAND BEND ON B9175	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 79434 71635			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.				
		View of road		
				
View of road		View of power lines		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-130		

ITEM NUMBER	6.6.5	LOCATION	NIGG PORT EXIT
DIRECTION	Continue straight at this location		
GRID REFERENCE	NH 79763 72130		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.			
		View of road	
			
View of road		View of power lines	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-140		

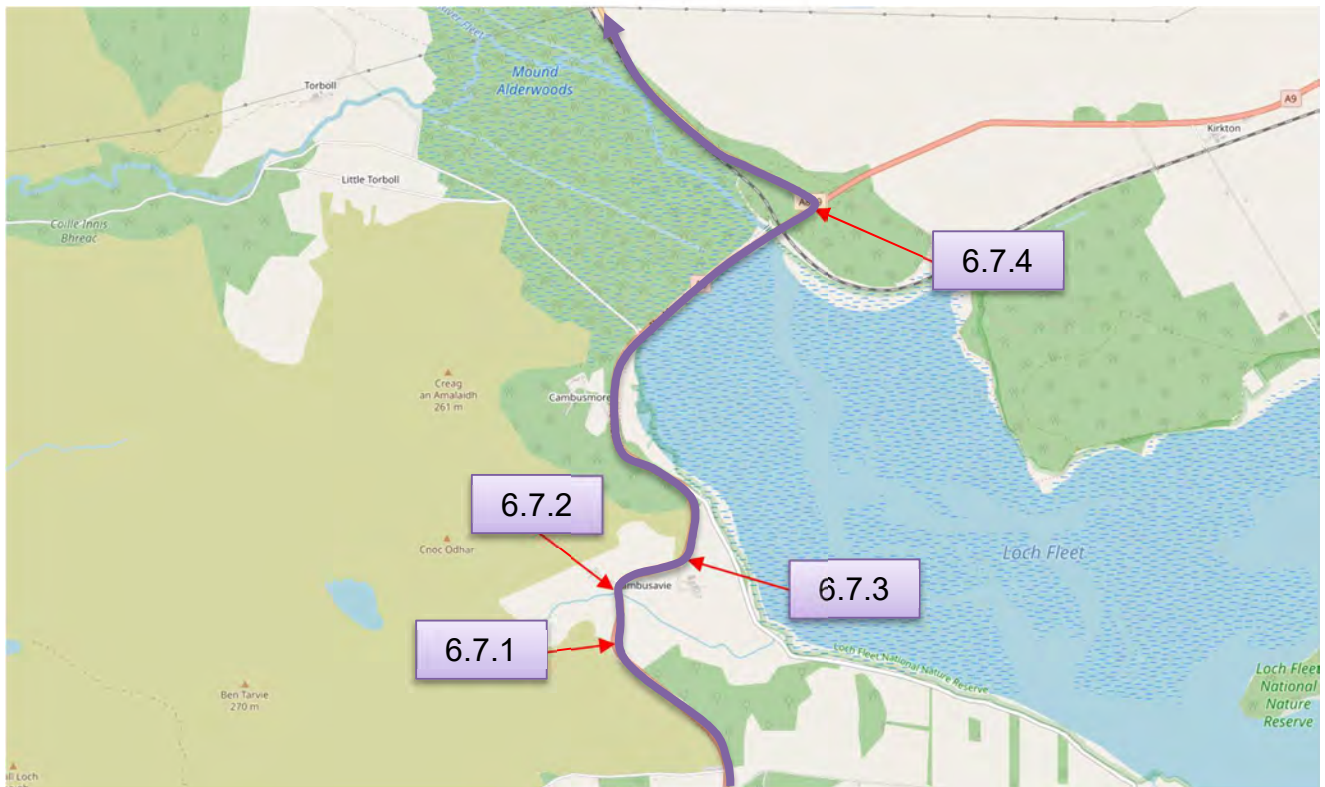
ITEM NUMBER	6.6.6	LOCATION	LEFT HAND BEND ON B9175	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 80490 72505			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.				
		View of road		
				
View of road		View of power lines		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-150		

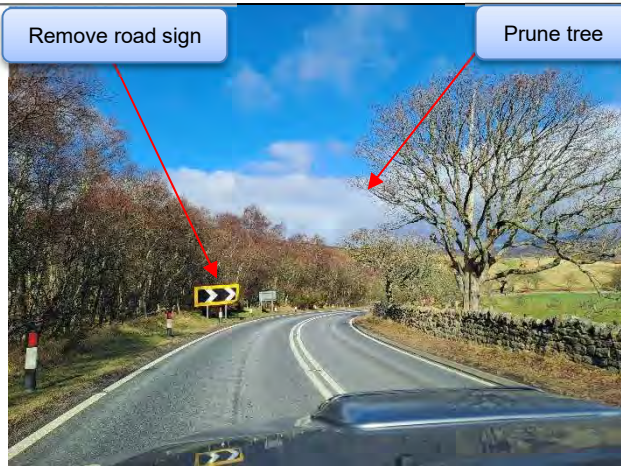
ITEM NUMBER	6.6.7	LOCATION	LONG LEFT HAND BEND ON B9175
DIRECTION	Continue straight at this location		
GRID REFERENCE	NH 81665 74348 - NH 81450 75221		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.			
		View of road	
			
View of road		View of power lines	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-160		

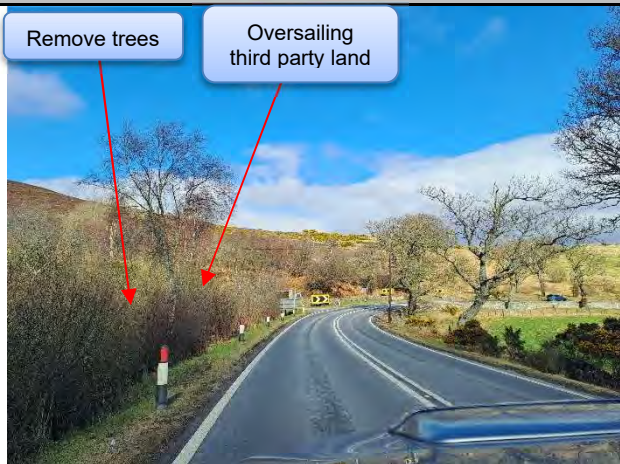
ITEM NUMBER	6.6.8	LOCATION	LEFT HAND BEND ON B9175	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 81267 75504			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that the loaded vehicles will navigate this bend utilising manual steering.				
		View of road		
				
View of road		View of power lines		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-170		

ITEM NUMBER	6.6.9	LOCATION	NIGG ROUNDABOUT
DIRECTION	Take the 1 st exit onto the A9		
GRID REFERENCE	NH 79383 77180		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required on the central reservation. Road sign and trees on central reservation is required to be removed.			
		View of road	
			
View of road		View of power lines	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-180		

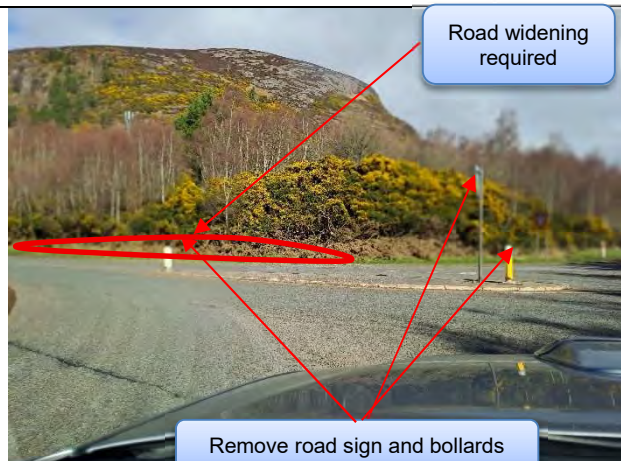
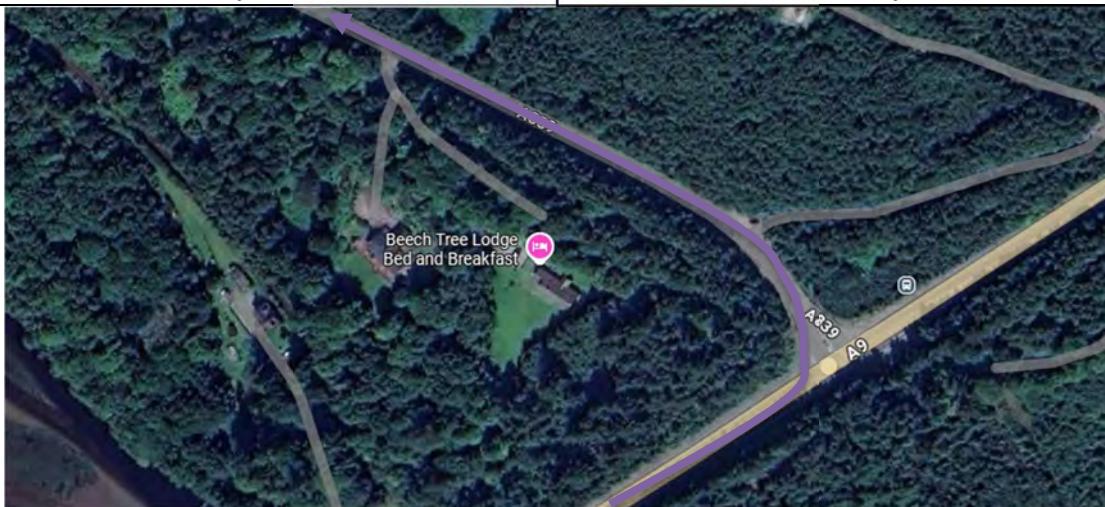
1.5. Map extract of survey locations



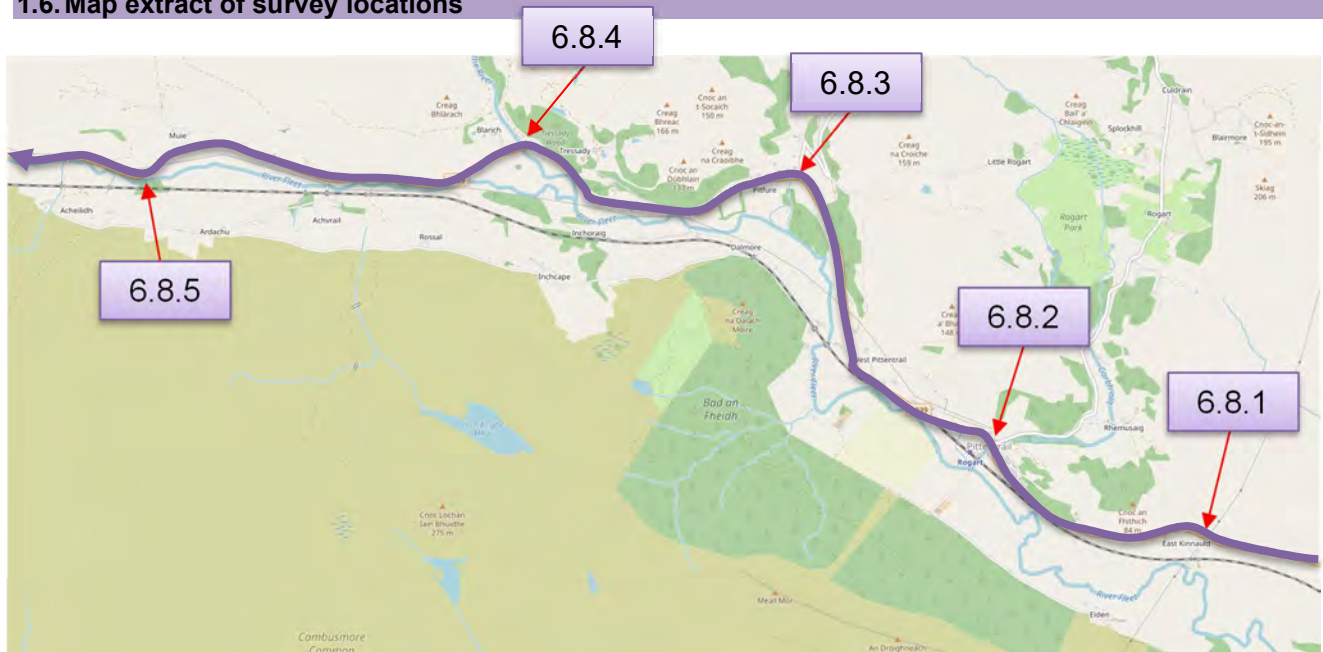
ITEM NUMBER	6.7.1	LOCATION	A9 RIGHT HAND BEND PRIOR TO STRATHVIEW LODGE	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 76702 96087			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that modifications to street furniture and tree pruning is required.				
		View prior to bend		
				
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-190		

ITEM NUMBER	6.7.2	LOCATION	A9 RIGHT HAND BEND AT STRATHVIEW LODGE	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NH 76751 96426			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates the rear projection of the blade will oversail third party land on the nearside of the bend. Trees and road signs to be removed to allow the rear projection of the blade to oversail.		Remove trees Oversailing third party land 		
		View prior to bend		
Remove road signs 		Remove road signs 		
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS		412233-200		

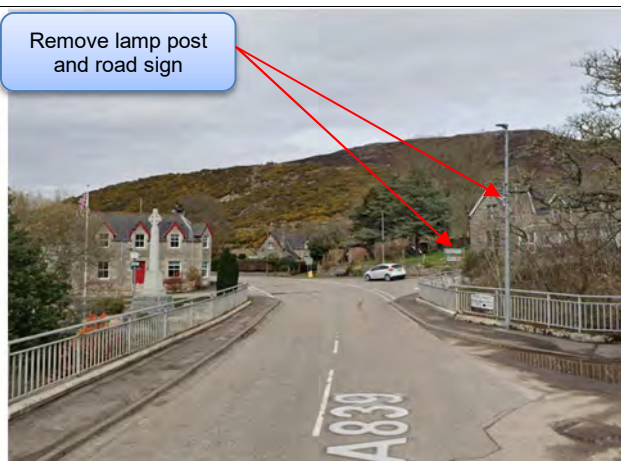
ITEM NUMBER	6.7.3	LOCATION	A9 LEFT HAND BEND AFTER STRATHVIEW LODGE
DIRECTION	Continue straight at this location		
GRID REFERENCE	NH 77043 96510		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that the road sign on the nearside is to be removed.		 View prior to bend	
 View on bend		 View after bend	
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept path analysis 412233-210	

ITEM NUMBER	6.7.4	LOCATION	A9 / A839 JUNCTION
DIRECTION	Continue straight at this location		
GRID REFERENCE	NH 77782 98329		
MODIFICATION AND DESCRIPTION	PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that road widening is required on the offside of the A839. Trees on offside of A9 are required to be removed to allow the rear projection of the blade to oversail. Road signs and bollards on splitter island are to be removed to allow the trailer to oversail.	 Remove trees View prior to junction		
 Road widening required Remove road sign and bollards View on junction	 Road widening required View after junction		
 Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept path analysis
RELATED DOCUMENT NUMBERS	412233-220		

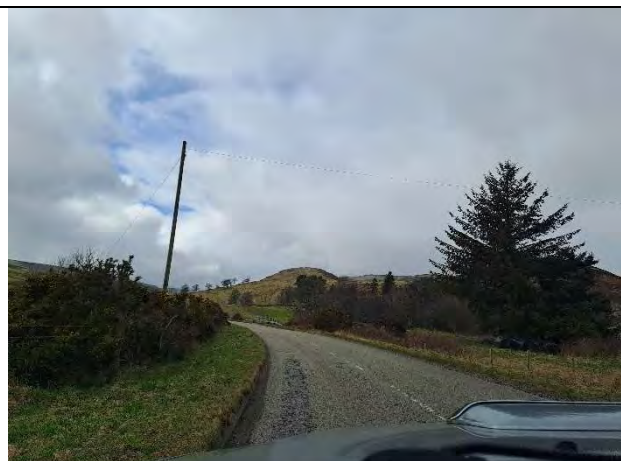
1.6. Map extract of survey locations



ITEM NUMBER	6.8.1	LOCATION	A839 RIGHT HAND BEND AT KINNAULD	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 74159 01300			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Visual inspection indicates that no modifications are required at this location.				
		View prior to bend		
				
View of power lines		View after junction		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		NO	TYPE	N/A
RELATED DOCUMENT NUMBERS		N/A		

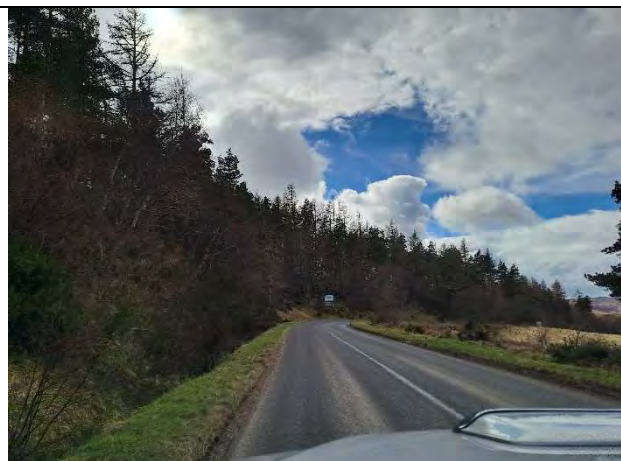
ITEM NUMBER	6.8.2	LOCATION	A839 THROUGH PITTENTRAIL	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 72637 02038			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that a lamp post and road sign is to be removed. Caution is to be taken when navigating this bend due to the close proximity of the buildings. Tractor unit is required to utilise the footpath on the offside.				
		View prior to bend		
				
View on bridge		View on left bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-230		

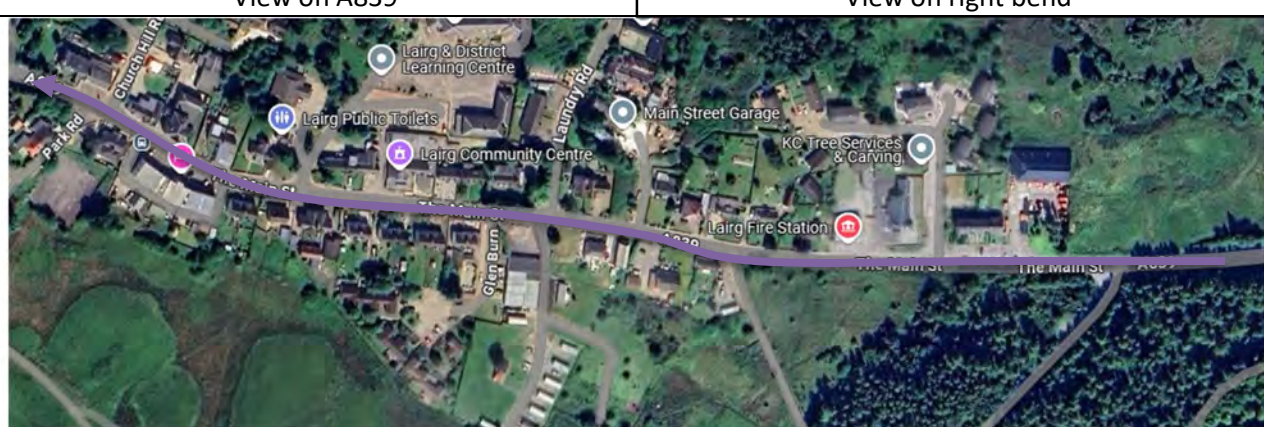
ITEM NUMBER	6.8.3	LOCATION	A839 LEFT HAND BEND
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 71402 03840		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that loaded blade will navigate this bend without issue.			
		View prior to bend	
			
View of power lines		View of power lines	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		412233-240	

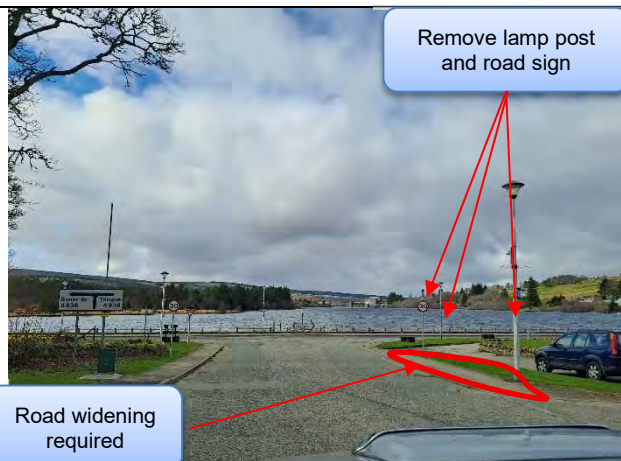
ITEM NUMBER	6.8.4	LOCATION	A839 LEFT HAND BEND	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 69631 041074			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded blade will navigate this bend without issue.				
		View prior to bend		
				
View of power lines		View of power lines		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-250		

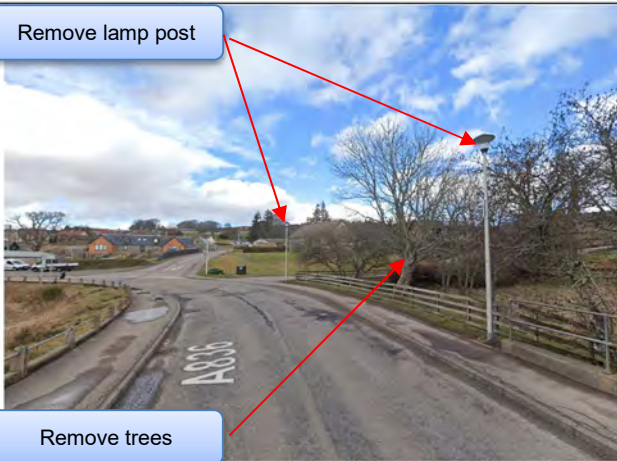
ITEM NUMBER	6.8.5	LOCATION	A839 RIGHT HAND BEND	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 66961 03994			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded blade will navigate this bend without issue.				
		View prior to bend		
				
View of bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-260		

ITEM NUMBER	6.9.1	LOCATION	A839 RIGHT HAND BEND PRIOR TO LAIRG	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 60812 05604			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded blade will navigate this bend without issue.				
		View prior to bend		
				
View of bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-270		

ITEM NUMBER	6.9.2	LOCATION	A839 S-BEND PRIOR TO LAIRG	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 59090 03321			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that loaded blade will navigate this bend without issue.				
		View on left bend		
				
View in between bends		View on right bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-280		

ITEM NUMBER	6.9.3	LOCATION	A839 THROUGH LAIRG
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 558439 06326		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that loaded blade will navigate this bend without issue.			
		View of OHL	
			
View on A839		View on right bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		N/A	TYPE
RELATED DOCUMENT NUMBERS		N/A	

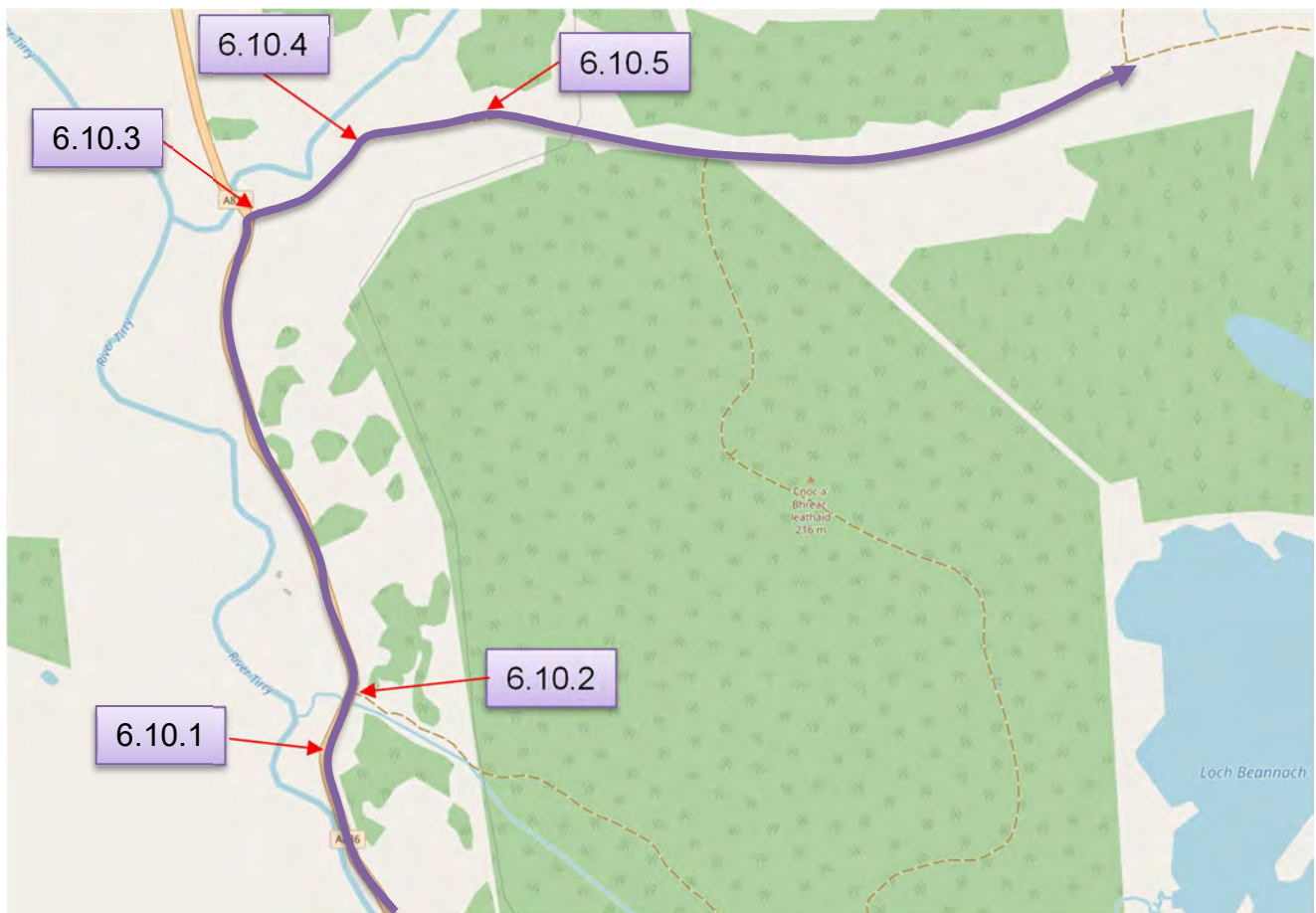
ITEM NUMBER	6.9.4	LOCATION	A839 / A836 JUNCTION IN LAIRG
DIRECTION	Turn right at this junction		
GRID REFERENCE	NC 558439 06326		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required on the offside of the junction. Lamp post and road sign on the offside of the junction to be removed to allow the tower to oversail.			
		View prior to junction	
			
View on junction		Reverse view of junction	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	412233-300		

ITEM NUMBER	6.9.5	LOCATION	A836 LEFT HAND BEND IN LAIRG	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 58270 06673			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that lamp post and trees on the offside are to be removed to allow the rear projection of the blade to oversail. Tractor unit is required to utilise the existing road widening on the offside of the bend.				
		View prior to bend		
				
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-310		

ITEM NUMBER	6.9.6	LOCATION	A836 LEFT HAND BEND AT LAIRG DAM	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 57657 07122			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that no modifications are required at this bend.				
		View prior to bend		
				
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-320		

ITEM NUMBER	6.9.7	LOCATION	A836 RIGHT HAND BEND AFTER LAIRG DAM	
DIRECTION	Continue straight at this location			
GRID REFERENCE	NC 57280 07333			
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that no modifications are required at this bend.				
		View prior to bend		
				
View on bend		View after bend		
				
Aerial View of Location				
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS		412233-330		

1.8. Map extract of survey locations



ITEM NUMBER	6.10.1	LOCATION	A836 RIGHT HAND BEND
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 57639 12611		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required to meet the GE specification.			
		View prior to bend	
			
View on bend		View after bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?		YES	TYPE
RELATED DOCUMENT NUMBERS		Swept Path Analysis	
		412233-340	

ITEM NUMBER	6.10.2	LOCATION	A836 BRIDGE
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 57732 127996		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required to meet the GE specification. Visual inspection indicates that a topographical survey is required at this location to ascertain more accurate mapping data and to determine the exact modifications required.			
		View of bridge	
			
View on bend		View after bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	412233-350		

ITEM NUMBER	6.10.3		LOCATION	A836 / UNCLASSIFIED ROAD JUNCTION	
DIRECTION	Turn right at this junction				
GRID REFERENCE	NC 57722 13900				
MODIFICATION AND DESCRIPTION			PHOTOGRAPH OF LOCATION		
Swept path analysis indicates that road widening is required to meet the GE specification.					
			View prior to junction		
					
View of junction			View after bend		
					
Aerial View of Location					
FURTHER INVESTIGATION UNDERTAKEN?			YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS			412233-360		

ITEM NUMBER	6.10.4	LOCATION	UNCLASSIFIED ROAD RIGHT HAND BEND
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 57722 13900		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required to meet the GE specification.			
		View prior to bend	
			
View of bend		View after bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	412233-370		

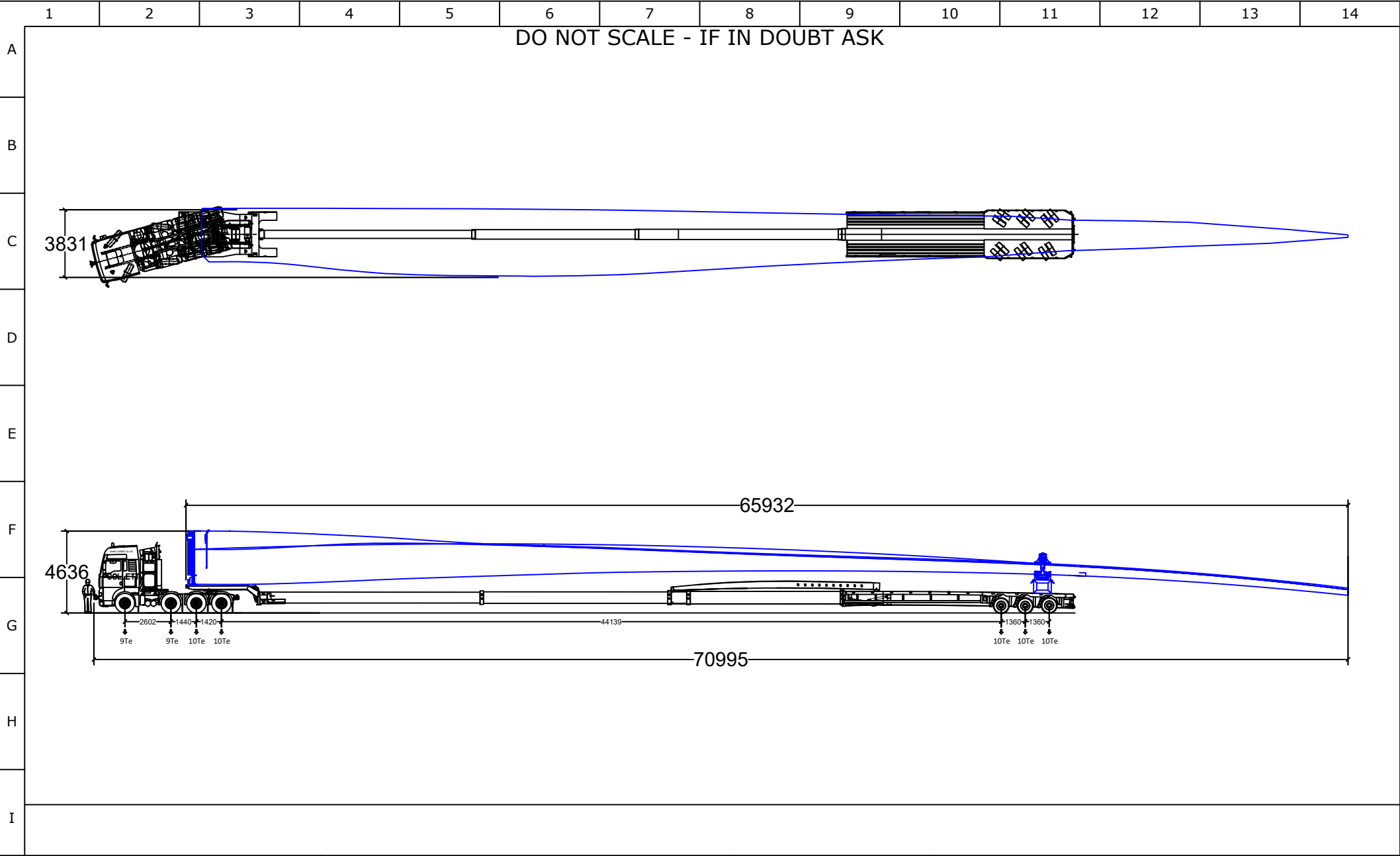
ITEM NUMBER	6.10.5	LOCATION	UNCLASSIFIED ROAD RIGHT HAND BEND
DIRECTION	Continue straight at this location		
GRID REFERENCE	NC 58131 14115		
MODIFICATION AND DESCRIPTION		PHOTOGRAPH OF LOCATION	
Swept path analysis indicates that road widening is required to meet the GE specification.			
		View prior to bend	
			
View of junction		View after bend	
			
Aerial View of Location			
FURTHER INVESTIGATION UNDERTAKEN?	YES	TYPE	Swept Path Analysis
RELATED DOCUMENT NUMBERS	412233-380		

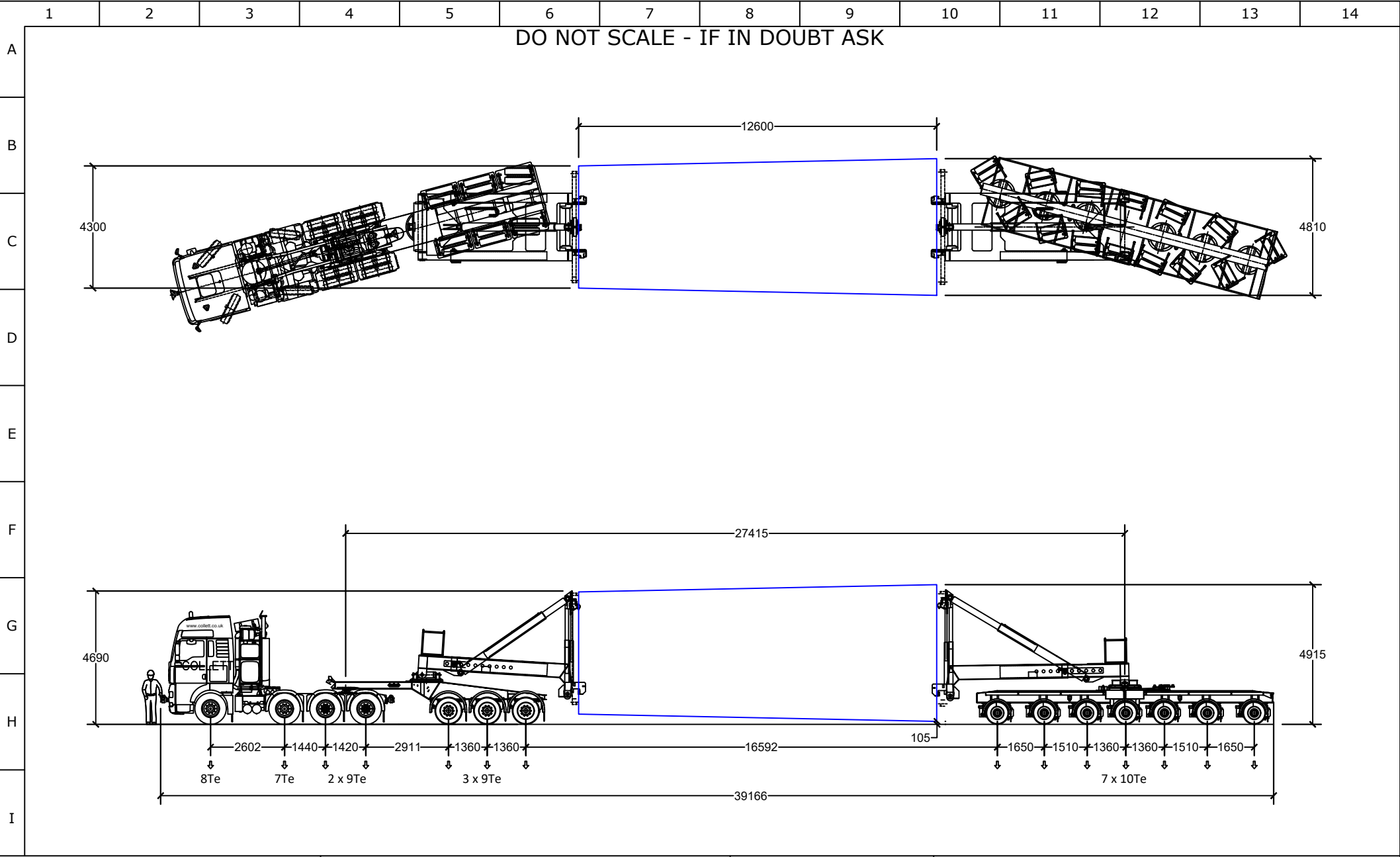
2. Important Notes

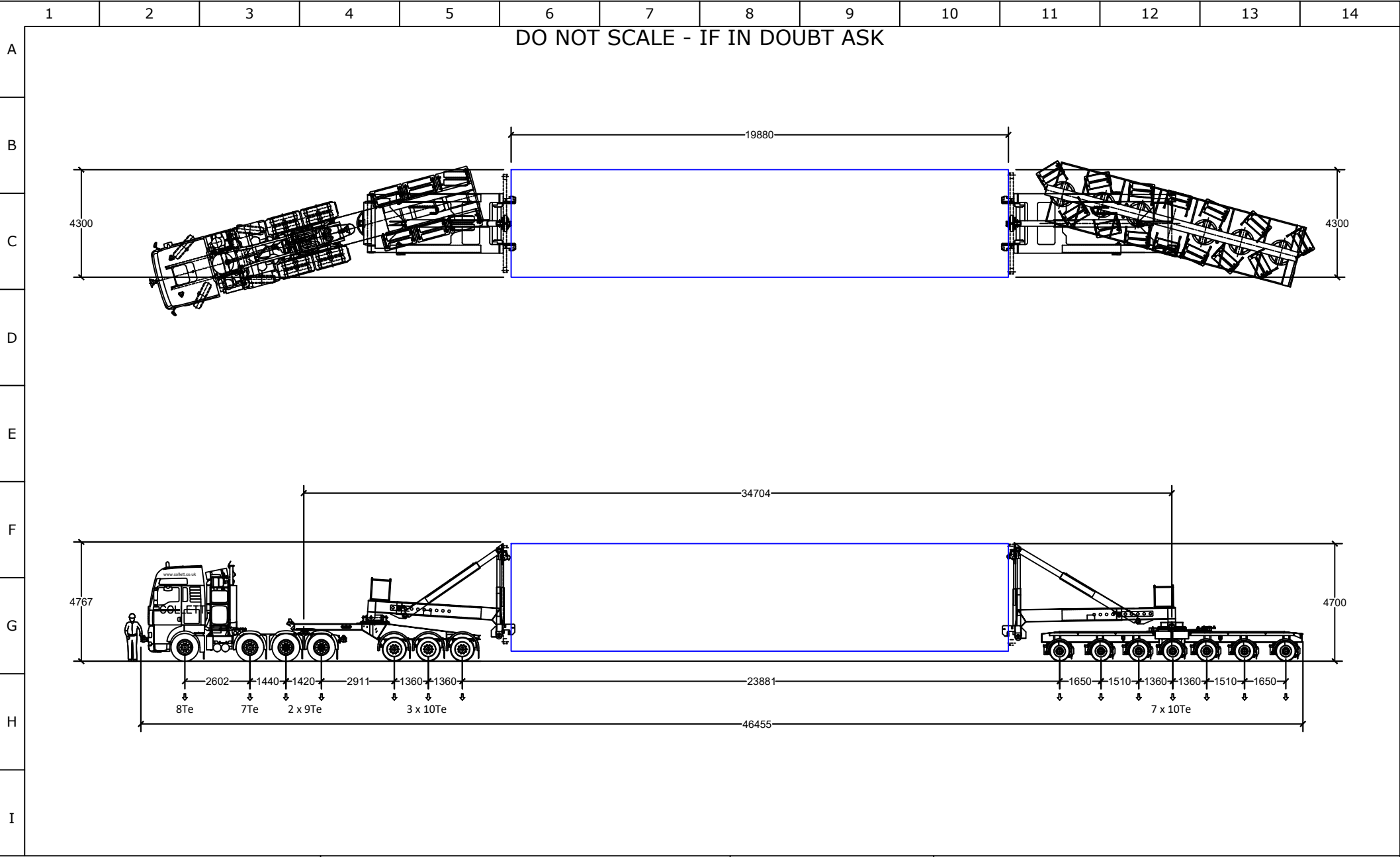
- 2.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive.
- 2.2. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- 2.3. A Police escort or pilot car will be required in order to assist with traffic control for the entire route surveyed.
- 2.4. Permits will be required for the movement of all loads. These permits are at the discretion of the Highways Agency (H.A). Therefore, approval of these permits by the H.A is a major consideration before any movements can be undertaken.
- 2.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.
- 2.6. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a suitable minimum envelope.
- 2.7. All street furniture, signage etc. along the nominated route must be removed to allow a suitable minimum envelope on the road. Other specific street furniture has been nominated in this report to facilitate over-sailed and swept areas.
- 2.8. The turbine manufactures transport guidance notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this.
- 2.9. In areas where land take or road widening is required, the road construction must be formed to the minimum specification suitable for the transfer of axle loadings up to 16Te, the road construction must be formed to the minimum specification contained in the selected manufacturers transport and erection guidance notes.
- 2.10. Overhead utility cables have not been measured as part of this survey and correspondence with the utility companies regarding cable heights and possible remedial solutions should be undertaken prior to any delivery.
- 2.11. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.
- 2.12. Land take is usually referred to when land is required from private land owners; road widening is usually referred to when land is required within highways boundaries. However the details of the nominated land take and road widening contained in this report are highlighting the expected areas of concern, and can only be confirmed by swept path analysis. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- 2.13. All inspections and assessments are made for the road movement of loaded trailer equipment carrying specific storage tank components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.
- 2.14. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- 2.15. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver to site using this route before further structural analysis has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

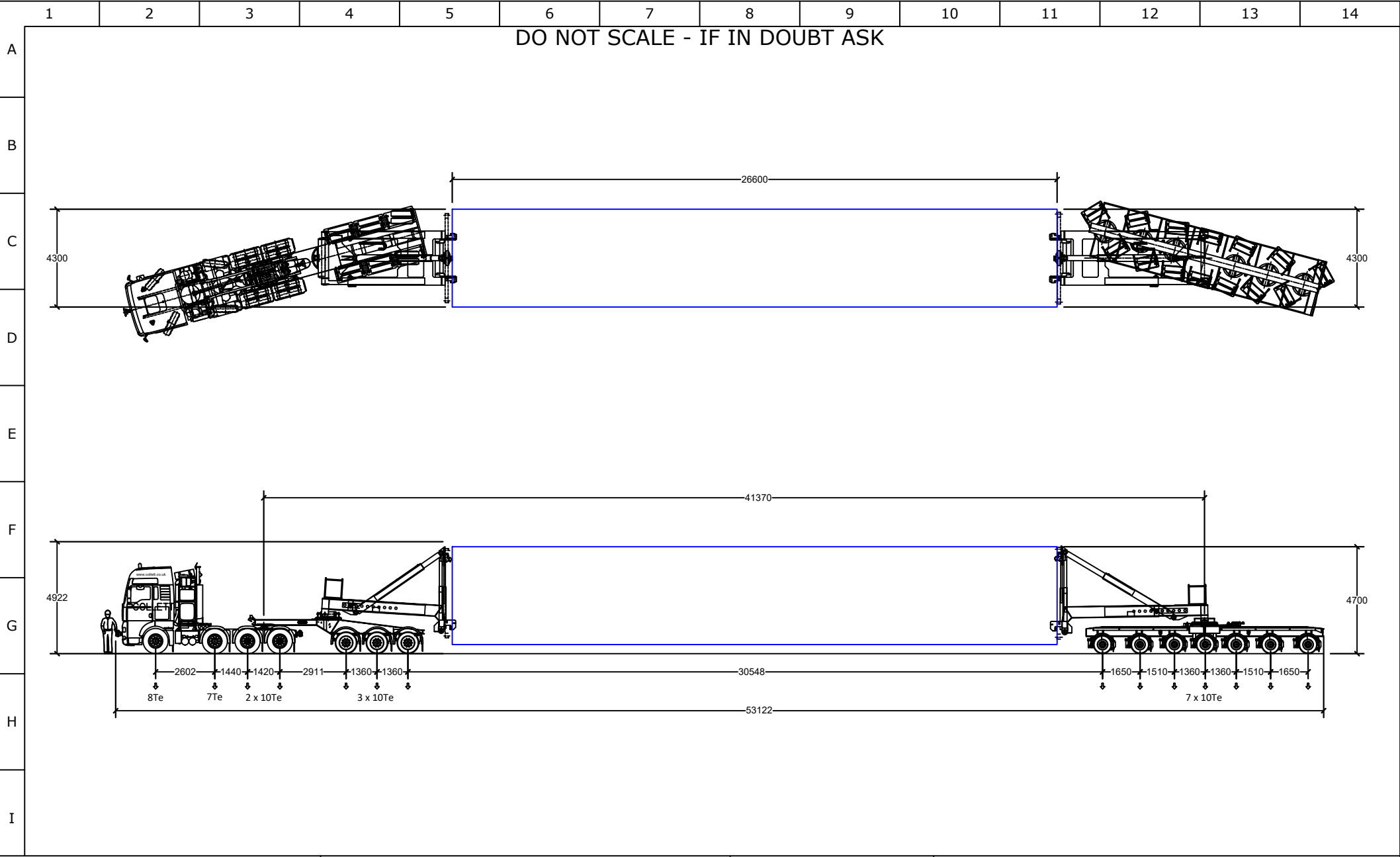
APPENDIX 1

LOADED CONFIGURATION DRAWINGS

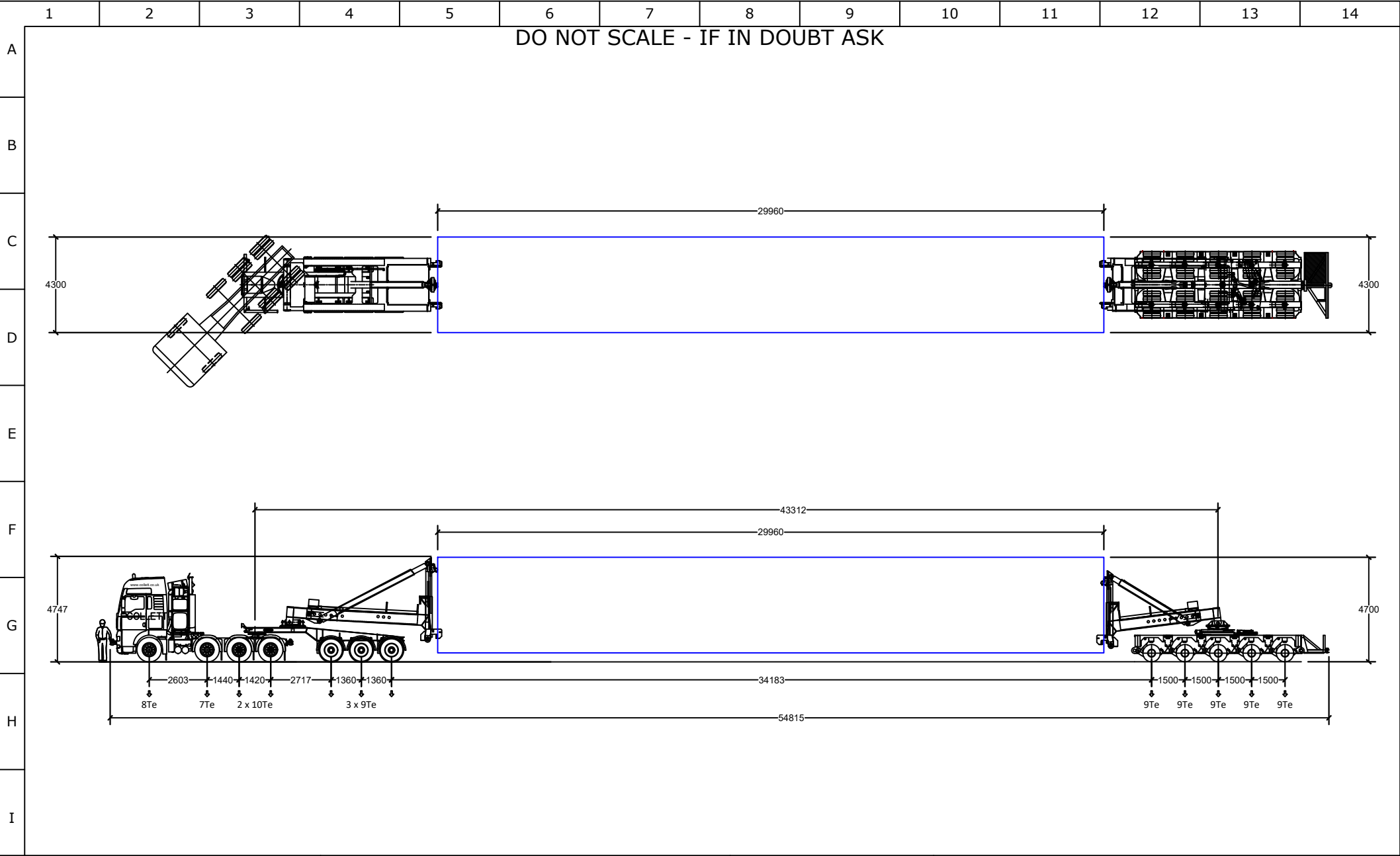


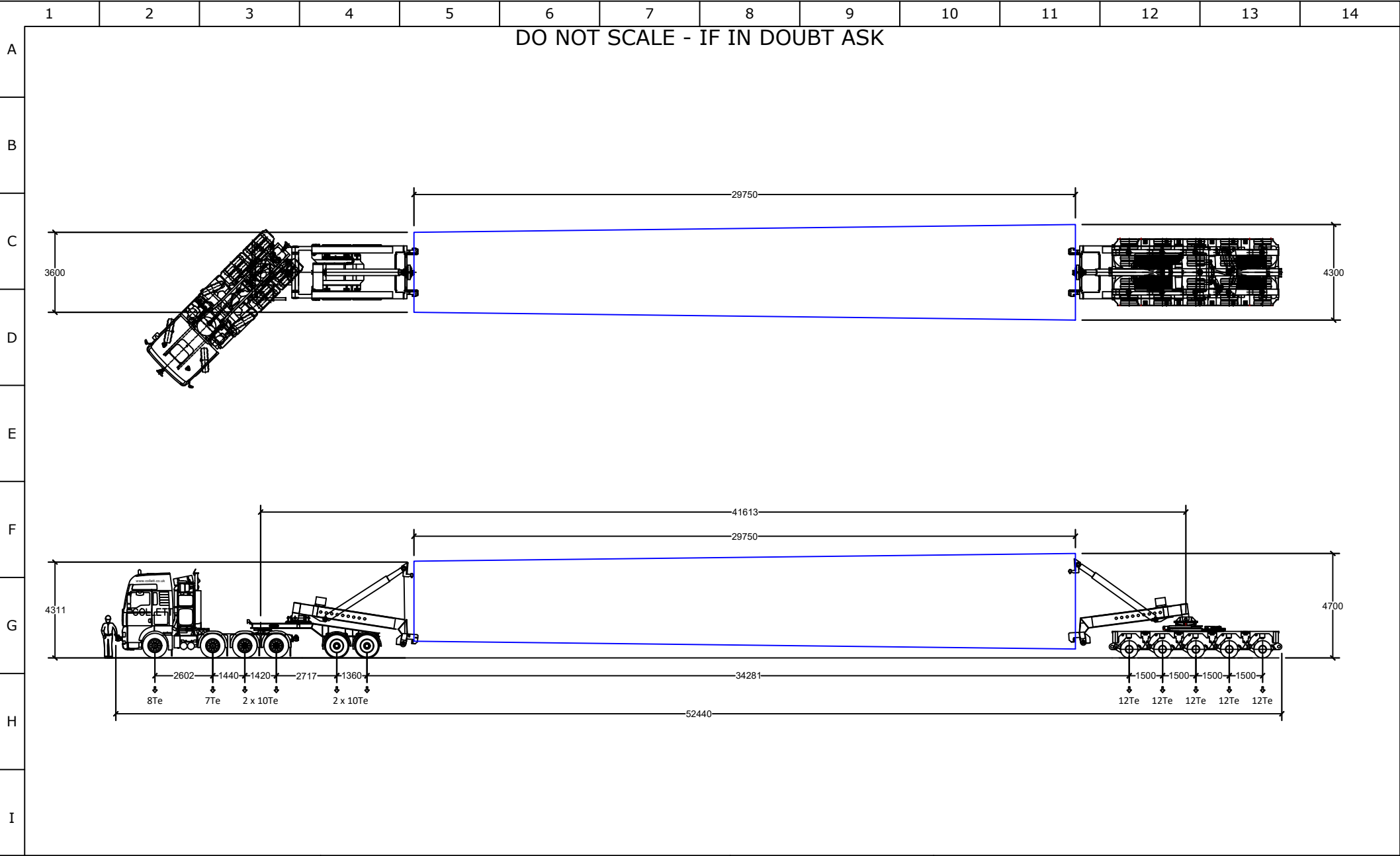


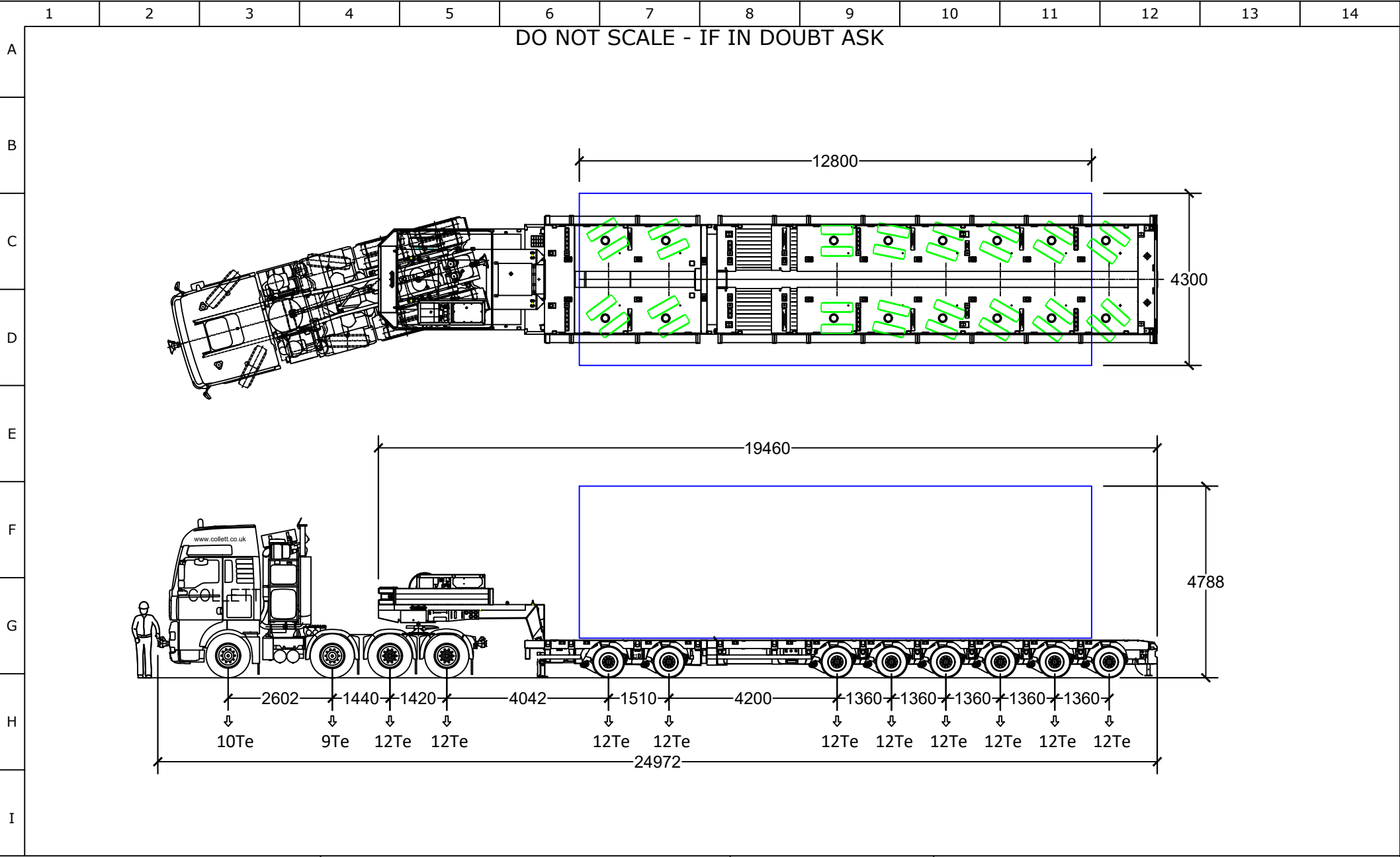




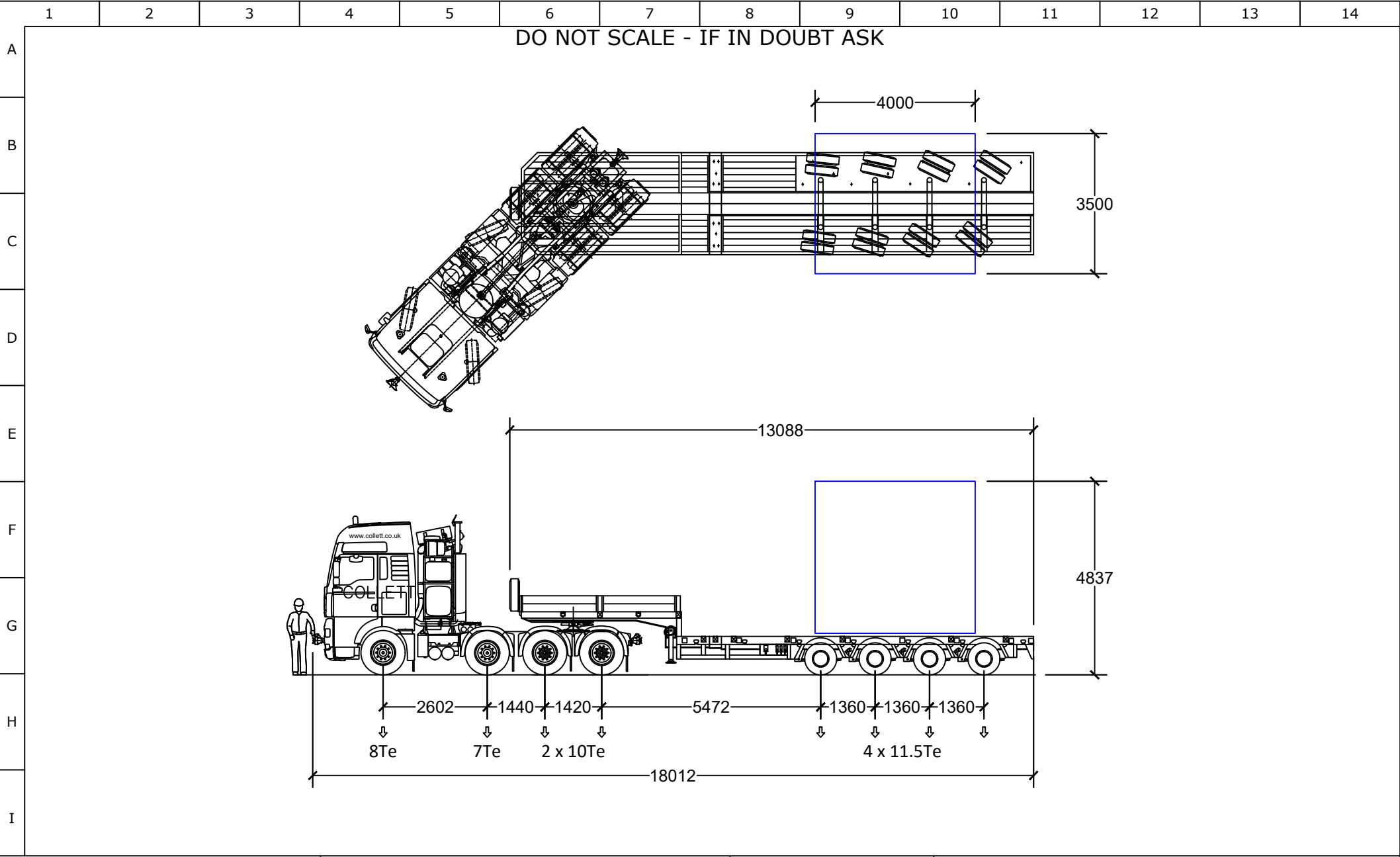
COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal Albert Road Halifax, HX2 0DF TEL: +44(0)8456 255288 FAX: +44(0)8456 255244 WEB: www.collett.co.uk		DRAWN J.HALSTEAD		TITLE GE 158 - 110M HH - MIDDLE TOWER B	
			DATE 02/07/2025		SITE CHLENSAID WIND FARM	
			SCALE 1:225	SIZE A4	CUSTOMER	
					GE	DRG No. 412233 - D



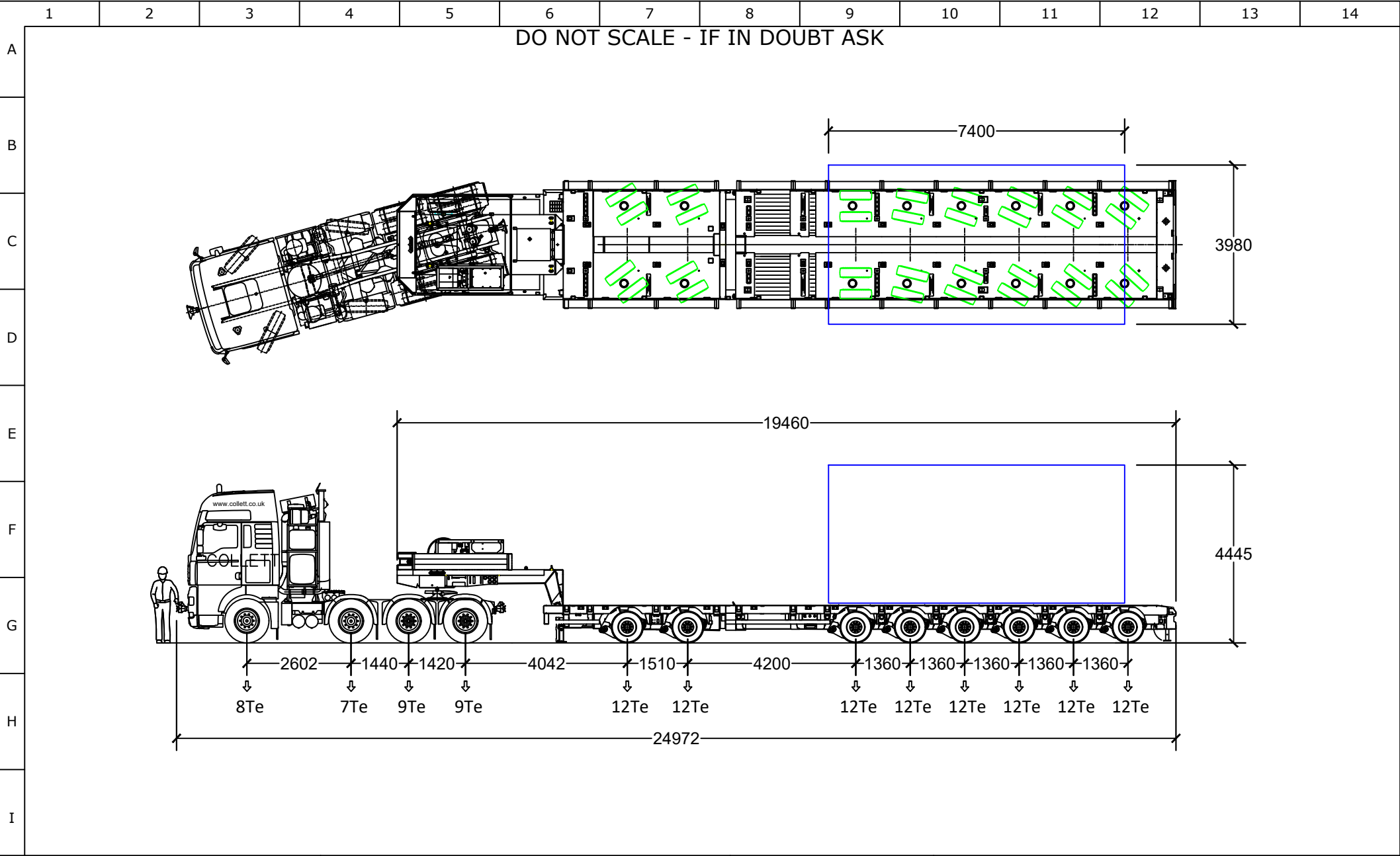




COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria Terminal Albert Road Halifax, HX2 0DF TEL: +44(0)8456 255288 FAX: +44(0)8456 255244 WEB: www.collett.co.uk	DRAWN J. HALSTEAD		TITLE GE 158 - NACELLE	
		DATE 02/07/2025		SITE CHLEANS AID WIND FARM	
		SCALE 1:125	SIZE A4	CUSTOMER GE	
				DRG No. 412233 - G	



COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED				DRAWN J. HALSTEAD		TITLE GE 158 - HUB	
	Victoria Terminal TEL: +44(0)8456 255288				DATE 02/07/2025		SITE CHLEANS AID WIND FARM	
	Albert Road FAX: +44(0)8456 255244				SCALE 1:125		CUSTOMER GE	
	Halifax, HX2 0DF WEB: www.collett.co.uk				SIZE A4		DRG No. 412233 - H	

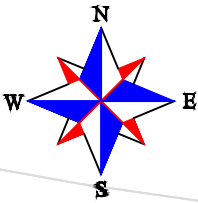
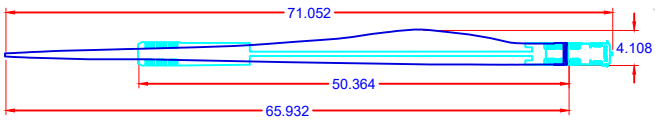


COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED Victoria TerminalTEL: +44(0)8456 255288 Albert Road FAX: +44(0)8456 255244 Halifax, HX2 0DF WEB: www.collett.co.uk	DRAWN		J.HALSTEAD		TITLE		GE 158 - DRIVE TRAIN	
		DATE		02/07/2025		SITE		CHLENSAID WIND FARM	
		SCALE		1:125		SIZE		A4	
						CUSTOMER		GE	

APPENDIX 2

SWEPT PATH ANALYSIS DRAWINGS

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Exit Invergordon Docks onto B817.
Turn right on B817.

****Caution****

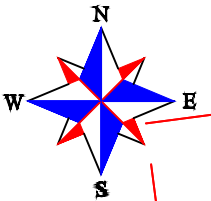
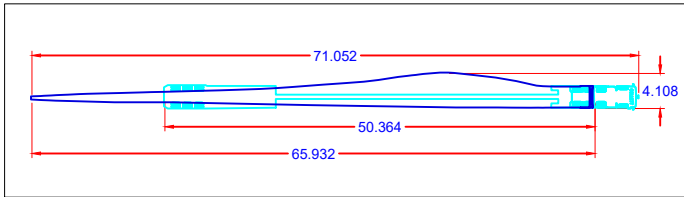
- Widening required to provide a useable road surface as indicated by the red hatching.
- Fence to be removed as indicated.
- Area within magenta hatching is to be cleared of all obstructions to allow the trailer and the rear projection of the blade to oversail.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: NH 70200 68616

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Police escorts and permits will be required for the movement of all of the components. Form 'BE16' permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Highway Agency (HA). Therefore, approval of these 'permits for movements' by the HA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on B817 through left hand bend.

****Caution****

- Loaded blade will navigate this location utilising manual steering.

UK Grid Reference: NH 70781 68347

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Police escorts and permits will be required for the movement of all of the components. Form 'BE16' permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Highway Agency (HA). Therefore, approval of these 'permits for movements' by the HA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
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- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

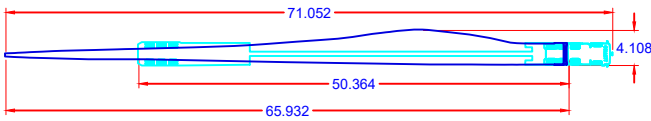


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Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	J.HALSTEAD	TITLE	LEFT HAND BEND ON B817	
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY
			COLLETT	SITE
			CHLEANSARD WIND FARM	DWG. NO. 412233-20A1.1

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on B817 through right hand bend.

****Caution****

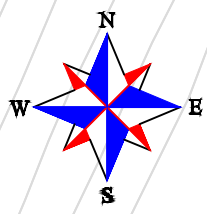
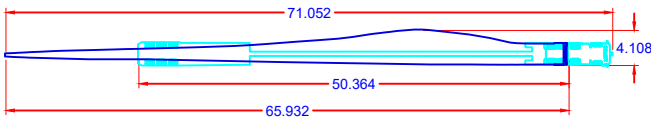
- Loaded blade will navigate this location utilising manual steering.

UK Grid Reference: NH 70935 68504

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Police escorts and permits will be required for the movement of all of the components. Form 'BE16' permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Highway Agency (HA). Therefore, approval of these 'permits for movements' by the HA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
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- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on B817 through left hand bend.

****Caution****

- Loaded blade will navigate this location utilising manual steering.

UK Grid Reference: NH 71343 68584

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Police escorts and permits will be required for the movement of all of the components. Form 'BE16' permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Highway Agency (HA). Therefore, approval of these 'permits for movements' by the HA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

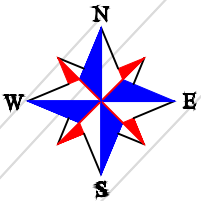
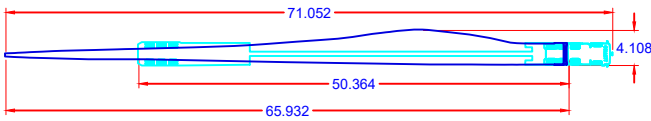
- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

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Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	J.HALSTEAD	TITLE	LEFT HAND BEND ON B817	
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY
			COLLETT	SITE
			CHLEANSARD WIND FARM	DWG. NO. 412233-40A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on B817 to junction with
Unclassified Road.
At junction turn left onto Unclassified Road.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Lamp post, traffic light and plant posts to be removed.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: NH 72125 69400

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private Land Owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- Police escorts and permits will be required for the movement of all of the components. Form 'BE16' permits will also be required to undertake the movement of the vehicle shown in the swept path analysis. These permits are at the discretion of the Highway Agency (HA). Therefore, approval of these 'permits for movements' by the HA are a major consideration before the physical capability to deliver these components are undertaken.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufactures Transport Guidance Notes.
- The Turbine Manufactures Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

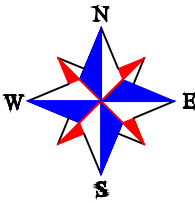
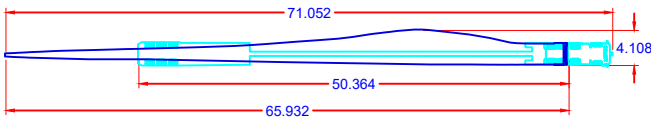
- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



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DRAWN J.HALSTEAD		TITLE B817 / UNCLASSIFIED ROAD JUNCTION		
DATE 01/07/2025		MAPPING ORDNANCE SURVEY	CUSTOMER GE	
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANSaid WIND FARM	DWG. NO. 412233-50A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on Unclassified Road to junction with Academy Road.
At junction turn right onto Academy Road.

****Caution****

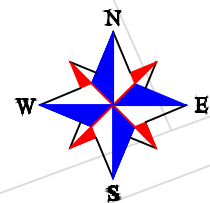
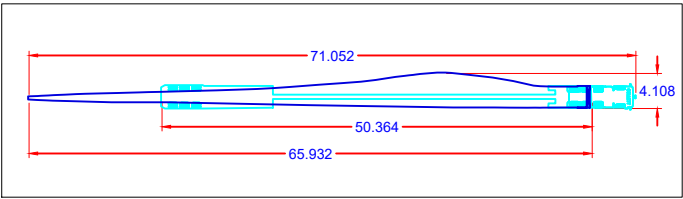
- Third party land is required on the offside of the junction.
- Road widening is required as indicated by the red hatching.
- Trees and road sign to be removed as indicted.

UK Grid Reference: NH 70721 69798

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Topographical Survey Data collected on site by Collett Consulting. The topographical survey is to a local grid and not to the national co-ordinates.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
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- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on Academy Road to junction with A9.
At junction turn right onto A9.

****Caution****

- Third party land is required on the offside to avoid the removal of large trees in third party land on the nearside.
- Road widening is required as indicated by the red hatching.
- The telegraph pole, fence and road signs to be removed as indicated.

UK Grid Reference: NH 70073 70904

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- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

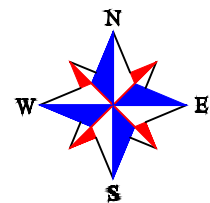
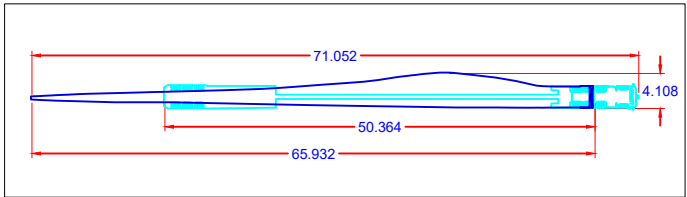
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- Area within green outline will be oversailed by trailer body



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DRAWN	J.HALSTEAD	TITLE ACADEMY ROAD / A9 JUNCTION			
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER	GE
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
				SITE	CHLEANS AID WIND FARM
				DWG. NO.	412233-70A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Exit Nigg Docks onto B9175 northbound .

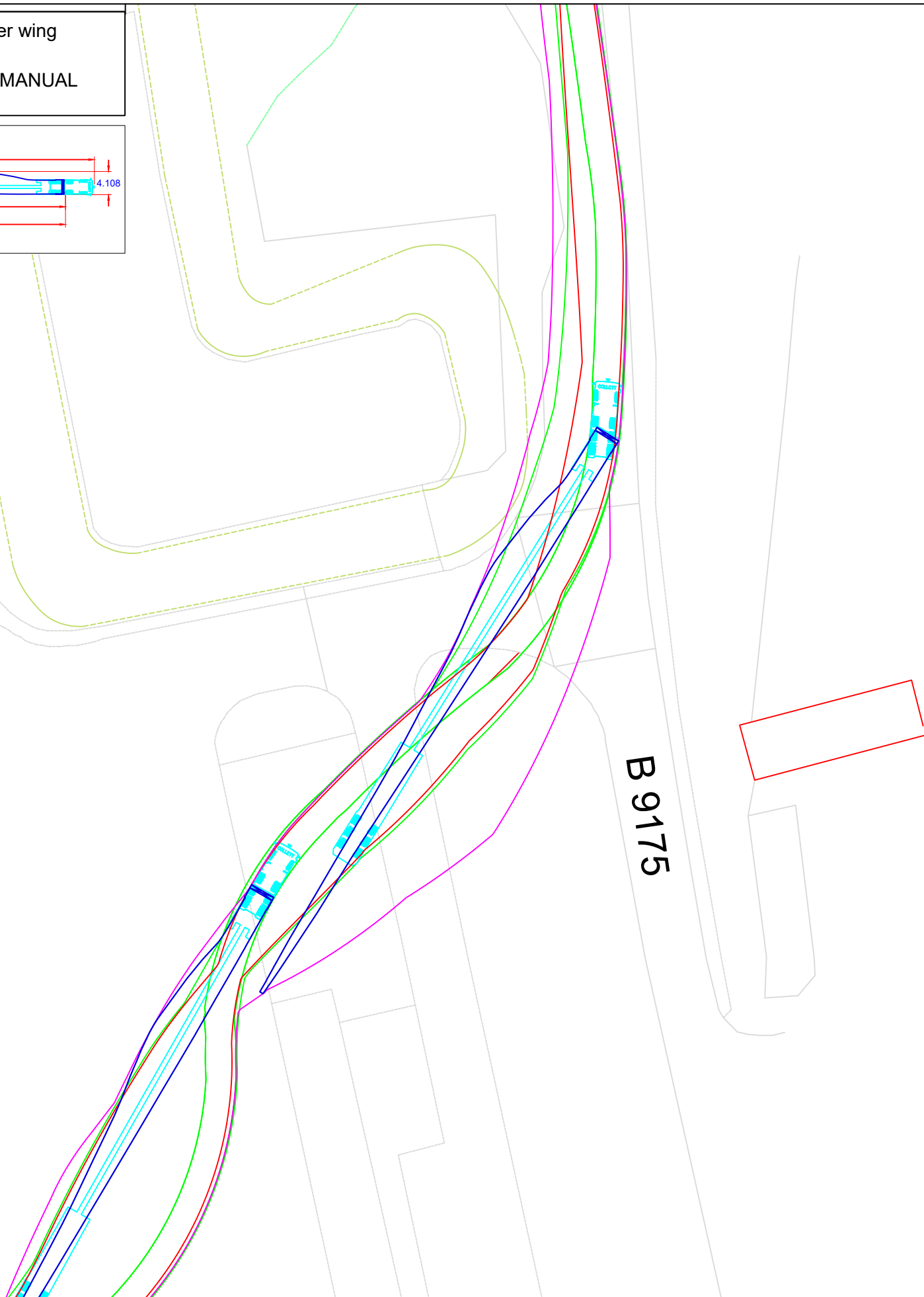
****Caution****

- Loaded blade will exit the Port of Nigg without issue

UK Grid Reference: NH 79381 70033

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- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

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- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

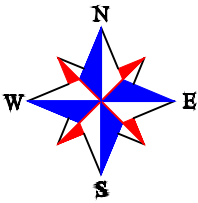
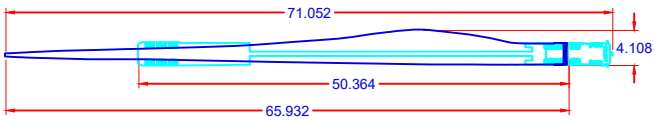


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DRAWN J.HALSTEAD		TITLE NIGG PORT EXIT			
DATE 01/07/2025		MAPPING ORDNANCE SURVEY		CUSTOMER GE	
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT		SITE CHLEANSARD WIND FARM	DWG. NO 412233-100A1.1

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9..

- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NH 79342 70486

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- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



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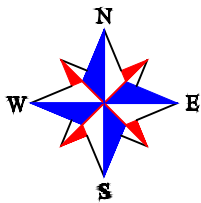
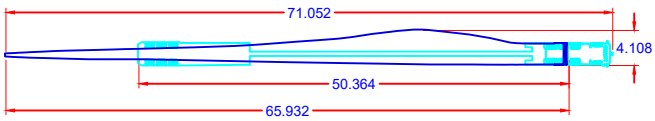
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Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN	J.HALSTEAD	TITLE RIGHT HAND BEND ON THE B9175			
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER	GE
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
				SITE	CHLEANSARD WIND FARM
				DWG. NO	412233-110A1.1

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

- Loaded blade component will navigate this bend without issue.

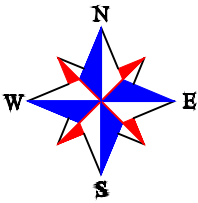
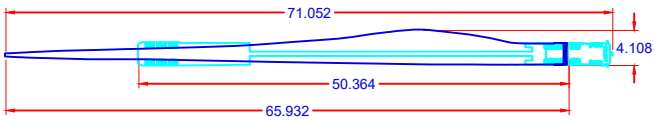
UK Grid Reference: NH 79494 70950

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- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

- Loaded blade component will navigate this bend without issue.

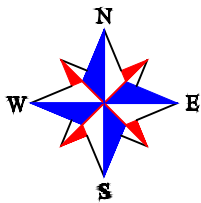
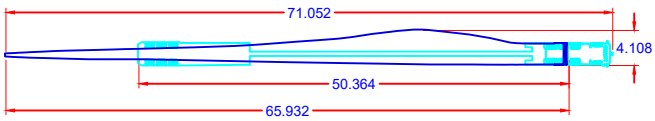
UK Grid Reference: NH 79434 71635

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- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

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- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

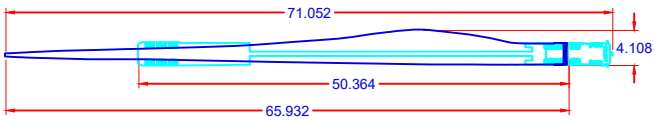
- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NH 79763 72130

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- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NH 80412 72381

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- Area within green outline will be oversailed by trailer body

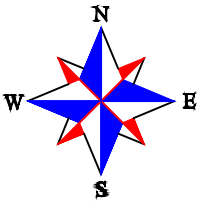
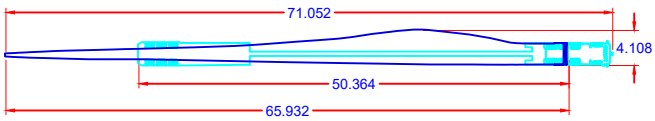
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DRAWN	J.HALSTEAD	TITLE	LEFT HAND BEND ON B9175	
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY
			COLLETT	SITE
			CHLEANSARD WIND FARM	DWG. NO
				412233-150A1.1

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

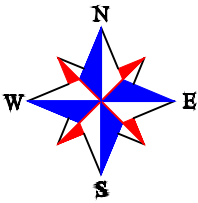
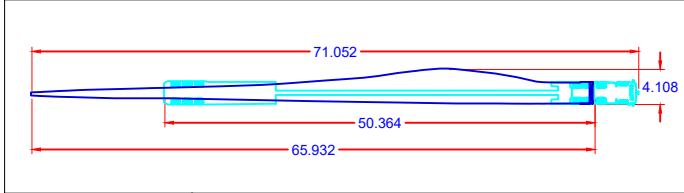
- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NH 81637 75025

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
- The drawing has been produced from Topographical Survey Data collected on site by Collett Consulting. The topographical survey is to a local grid and not to the national co-ordinates.
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- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673 (EMAP)

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 towards the A9.

- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NH 81267 75525

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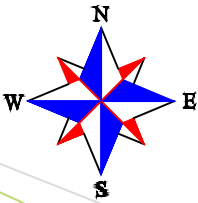
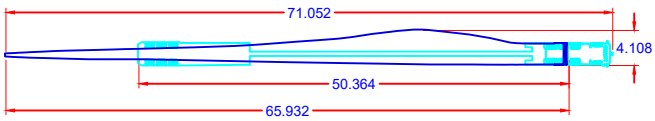
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DRAWN J.HALSTEAD		TITLE LEFT HAND BEND ON B9175	
DATE 01/07/2025		MAPPING ORDNANCE SURVEY	CUSTOMER GE
SCALE 1:750	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANSARD WIND FARM
		DWG. NO	412233-170A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on the A9 to roundabout at junction with B9175.
At roundabout take exit onto A9.

****Caution****

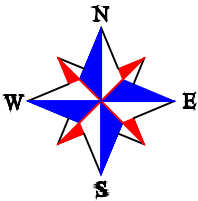
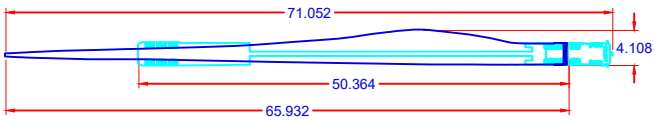
- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: NH 79378 77210

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- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
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- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on the B9175 to roundabout at junction with A9.
At roundabout take exit onto A9.

****Caution****

- Widening required to provide a useable road surface as indicated by the red hatching.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: NH 79378 77210

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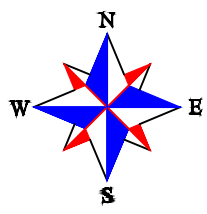
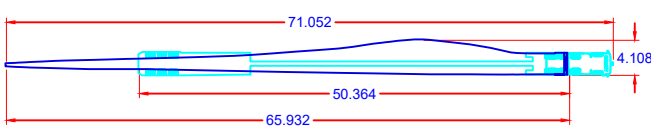
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DRAWN	J.HALSTEAD	TITLE	B9175 / A9 ROUNDABOUT		
DATE	01/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER	GE
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
			SITE	CHLEANSARD WIND FARM	DWG. NO 412233-180A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A9 through right hand bend prior to Strathveiw Lodge.

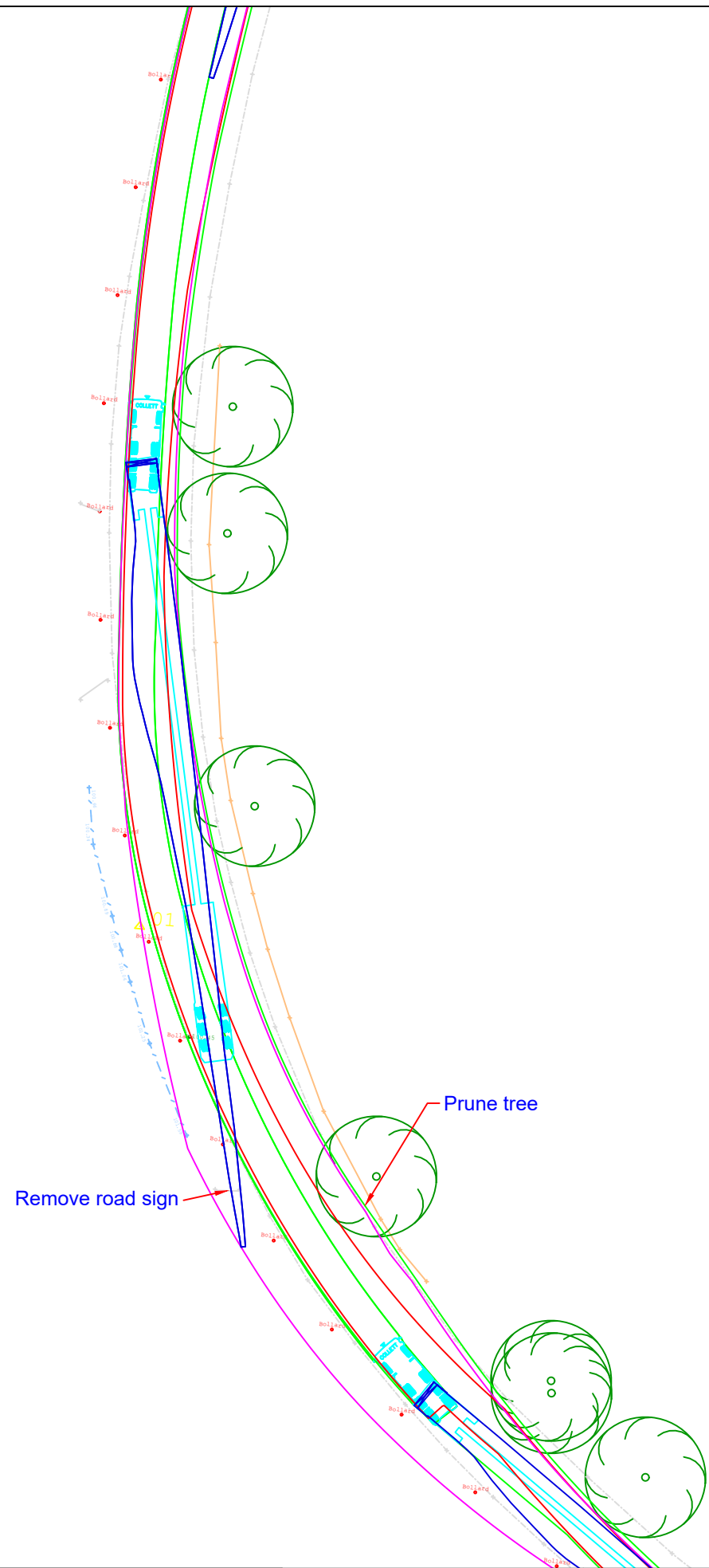
****Caution****

- Trees to be pruned.

UK Grid Reference: NH 76702 96087

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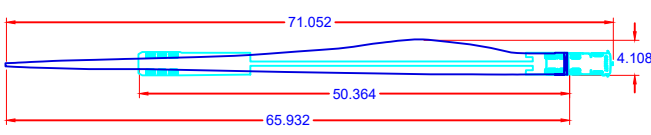
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DRAWN J.HALSTEAD		TITLE A9 RIGHT HAND BEND	
DATE 24/06/2025		MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER GE
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANS AID WIND FARM
		DWG. NO	412233-190A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A9 through right hand bend at Strathveiw Lodge.

****Caution****

- Rear projection of blade oversailing third party land.
- Trees and road signs on nearside required to be removed to allow the rear projection to oversai.

UK Grid Reference: NH 76751 96426

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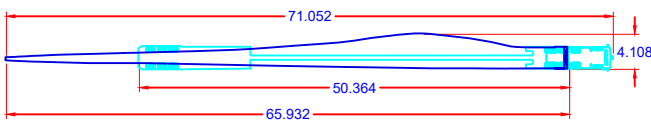
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DRAWN	J.HALSTEAD	TITLE A9 RIGHT HAND BEND AT STRATHVIEW LODGE		
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER GE	
SCALE	1:750	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANS AID WIND FARM
			DWG. NO	412233-200A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A9 through left hand bend after Strathveiw Lodge.

****Caution****

- Road sign on nearside to be removed..

UK Grid Reference: NH 77043 96510

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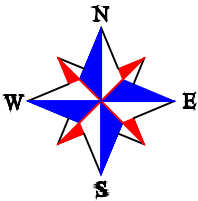
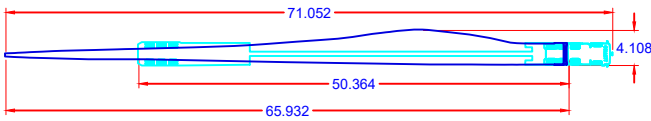
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DRAWN	J.HALSTEAD	TITLE	A9 LEFT HAND BEND AFTER STRATHVIEW LODGE	
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY COLLETT
		SITE	CHLEANSARD WIND FARM	DWG. NO 412233-210A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A9 to junction with A839.
At junction turn left onto A839.

****Caution****

- Road widening is required on offside of A839 as indicated by the red hatching.
- Trees, road signs and bollards to be removed as indicated.

UK Grid Reference: NH 77782 98329

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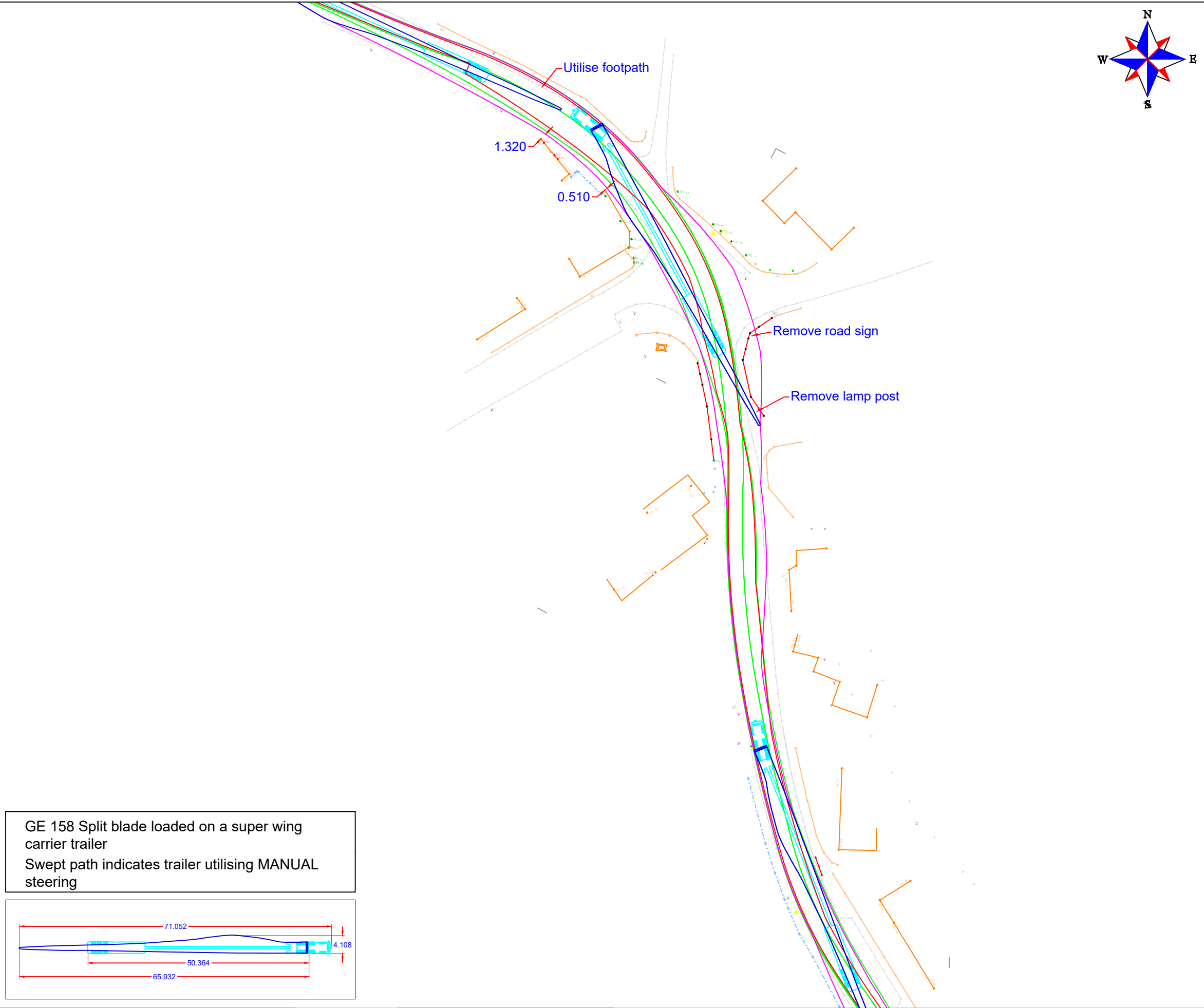
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DRAWN J.HALSTEAD
DATE 24/06/2025
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

A9 / A839 JUNCTION
CUSTOMER
CHLEANS AID WIND FARM
DWG. NO 412233-220A1.1



Continue on A839 through Pittentrail.

****Caution****

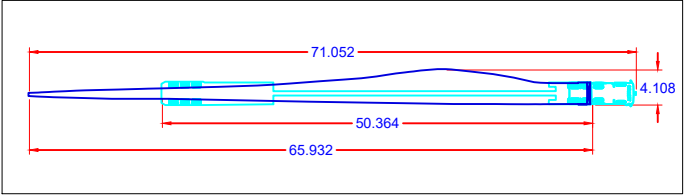
- Lamp post and road sign on offside to be removed.
- Tractor unit is required to utilise the footpath on the offside.
- Caution is to be taken when navigating this bend due to the close proximity of the building.

UK Grid Reference: NC 72641 02000

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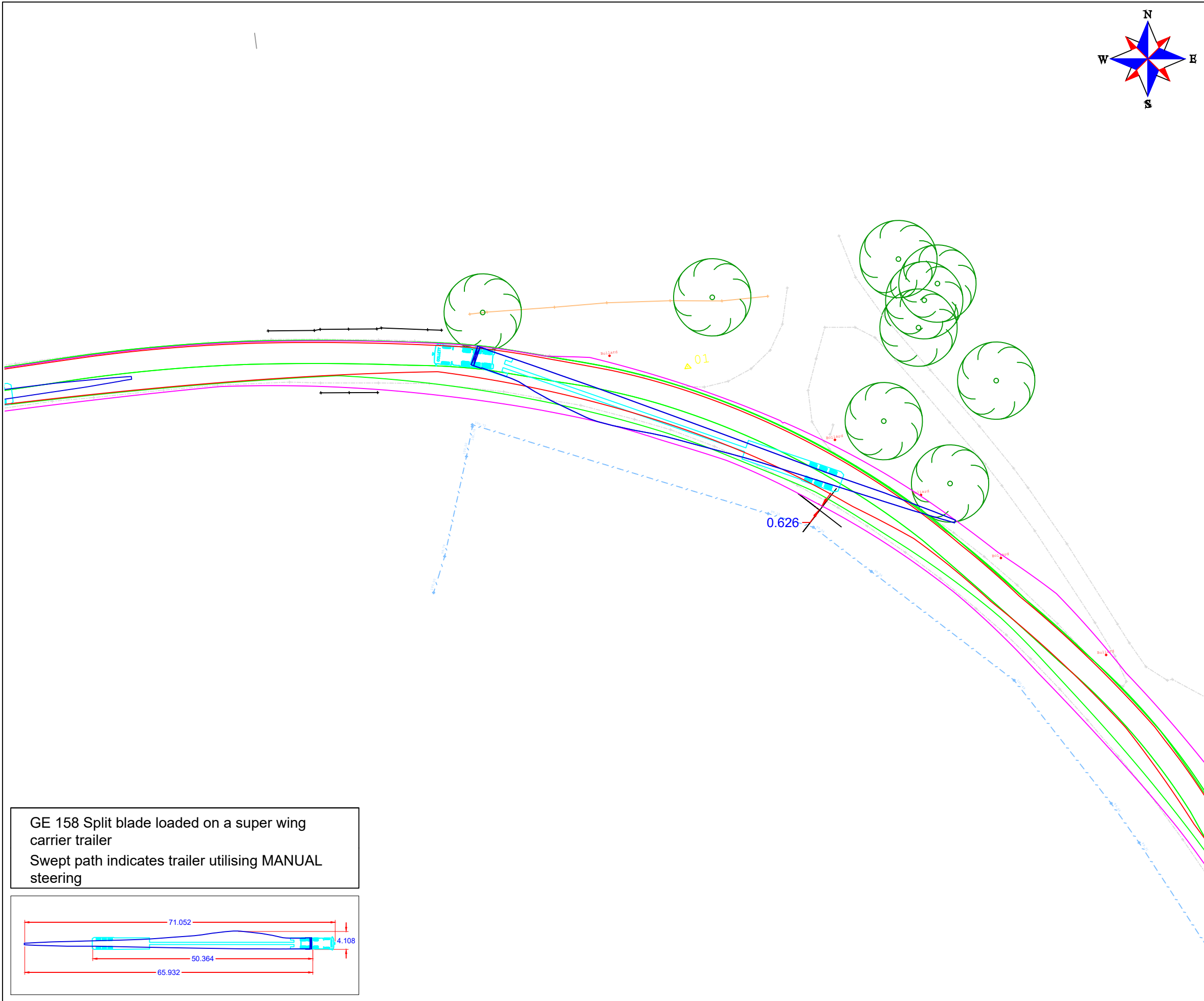
- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



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DRAWN J.HALSTEAD		TITLE A839 PITTENTRAIL			
DATE 24/06/2025		MAPPING TOPOGRAPHICAL SURVEY		CUSTOMER GE	
SCALE 1:750	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANS AID WIND FARM	DWG. NO 412233-230A1.1	



Continue on A839 through left hand bend.

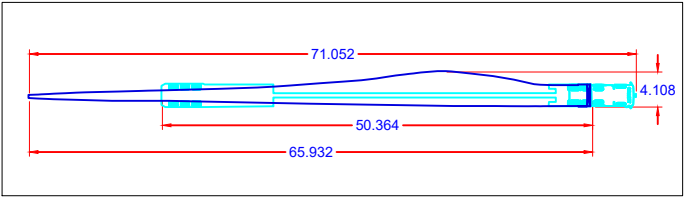
- Loaded blade will navigate this bend without issue.

UK Grid Reference: NC 71402 03840

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GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering

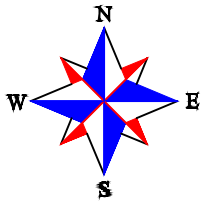
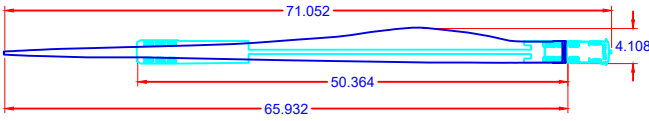


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DRAWN	J.HALSTEAD	TITLE	A839 LEFT HAND BEND	
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY COLLETT
		SITE	CHLEANSARD WIND FARM	DWG. NO 412233-240A1.1

GE 158 Split blade loaded on a super wing carrier trailer

Swept path indicates trailer utilising MANUAL steering



Continue on A839 through left hand bend.

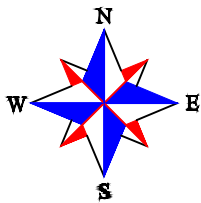
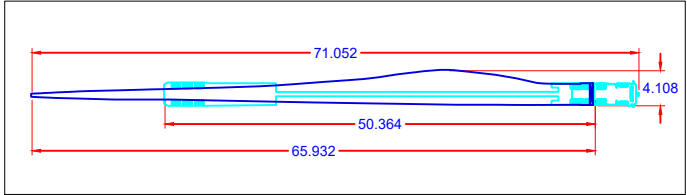
- Loaded blade will navigate this bend without issue.

UK Grid Reference: NC 69631 04107

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- Hatched area within red outline to be levelled and prepared to accept axle loadings
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- Area within green outline will be oversailed by trailer body

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A839 through right hand bend.

- Loaded blade will navigate this bend without issue.

UK Grid Reference: NC 66961 03994

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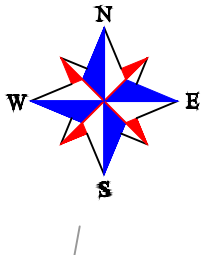
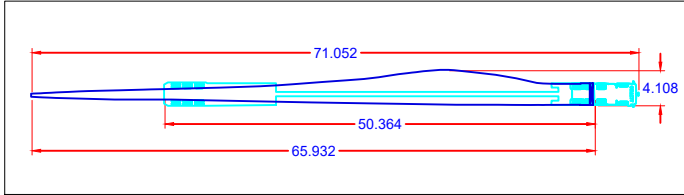
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DRAWN	J.HALSTEAD	TITLE	A839 RIGHT HAND BEND	
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE
SCALE	1:750	SIZE	A3	PINCH POINT IDENTIFIED BY COLLETT
		SITE	CHLEANS AID WIND FARM	DWG. NO 412233-260A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering

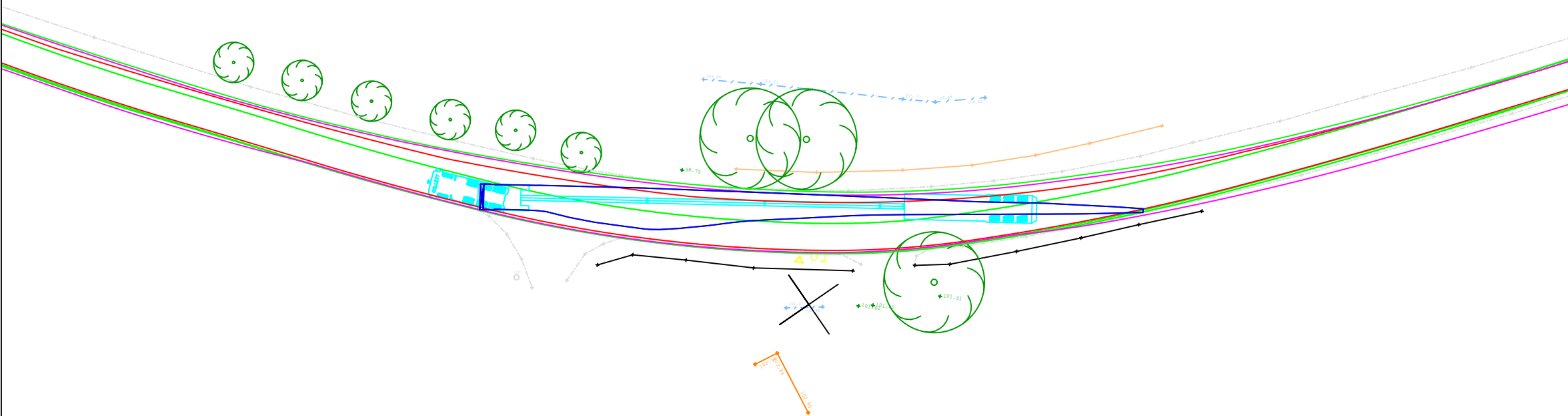


Continue on A839 through right hand bend prior to Lairg.

- Loaded blade will navigate this bend without issue.

UK Grid Reference: NC 60812 05604

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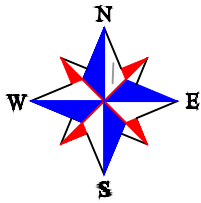
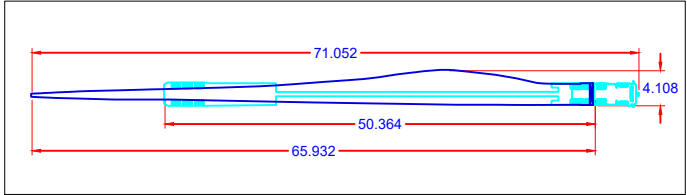
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DRAWN	J.HALSTEAD	TITLE	A839 RIGHT HAND BEND		
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE	
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY	COLLETT
			SITE	CHLEANSaid WIND FARM	DWG. NO 412233-270A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A839 through S-bend prior to Lairg.

****Caution****

- Tree on nearside to be removed to allow the rear projection of the blade to oversail.

UK Grid Reference: NC 59090 06321

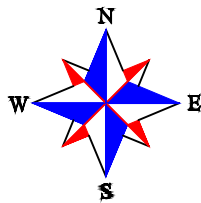
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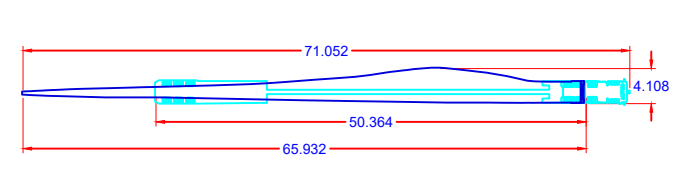
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DRAWN	J.HALSTEAD	TITLE	A839 S-BEND PRIOR TO LAIRG	
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY COLLETT
		SITE	CHLEANSARD WIND FARM	DWG. NO 412233-280A1.1



GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A839 through Lairg.

- Loaded blade will navigate this bend without issue.

UK Grid Reference: NC 58439 06326

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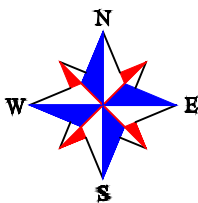
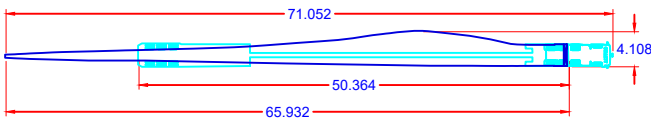
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DRAWN	J.HALSTEAD	TITLE	A839 RIGHT HAND BEND IN LAIRG	
DATE	24/06/2025	MAPPING TOPOGRAPHICAL SURVEY	CUSTOMER	GE
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY COLLETT
		SITE	CHLEANSaid WIND FARM	DWG. NO 412233-290A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A839 to junction with A836 in Lairg.
At junction turn right onto A836 northbound

****Caution****

- Road widening is required as indicted by the red hatching.
- Lamp post and road sign to be removed.

UK Grid Reference: NC 58241 06424

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DRAWN J.HALSTEAD
DATE 24/06/2025
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

A839 / A836 JUNCTION IN LAIRG

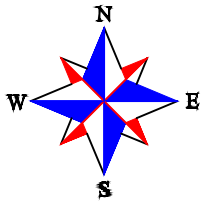
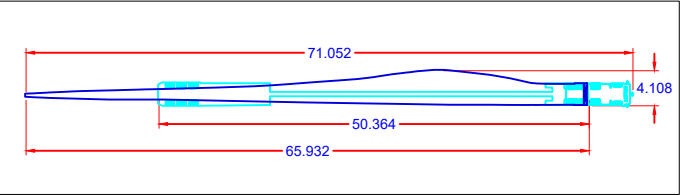
CUSTOMER

GE

SITE CHLEANS AID WIND FARM

DWG. NO 412233-300A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A836 through left hand bend in Lairg.

****Caution****

- Tractor unit is required to utilise the existing road widening on the offside of the bend.
- Trees and lamp post on offside to be removed to allow the rear projection to oversail.

UK Grid Reference: NC 58270 06673

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-

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- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

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Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN J.HALSTEAD
DATE 24/06/2025
SCALE 1:500 SIZE A3

TITLE
MAPPING TOPOGRAPHICAL SURVEY
PINCH POINT IDENTIFIED BY COLLETT

A836 LEFT HAND BEND IN LAIRG

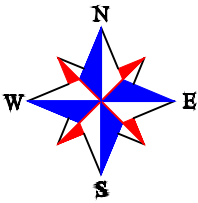
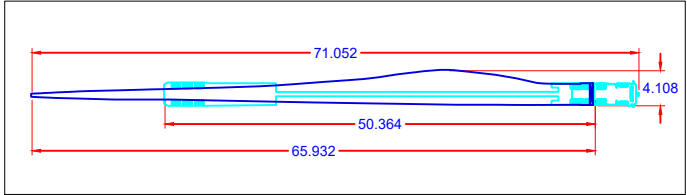
CUSTOMER

GE

SITE CHLEANS AID WIND FARM

DWG. NO 412233-310A1.1

GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



Continue on A836 through left hand bend in at junction with Lairg Dam.

- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NC 57657 07122

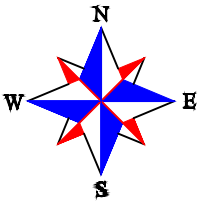
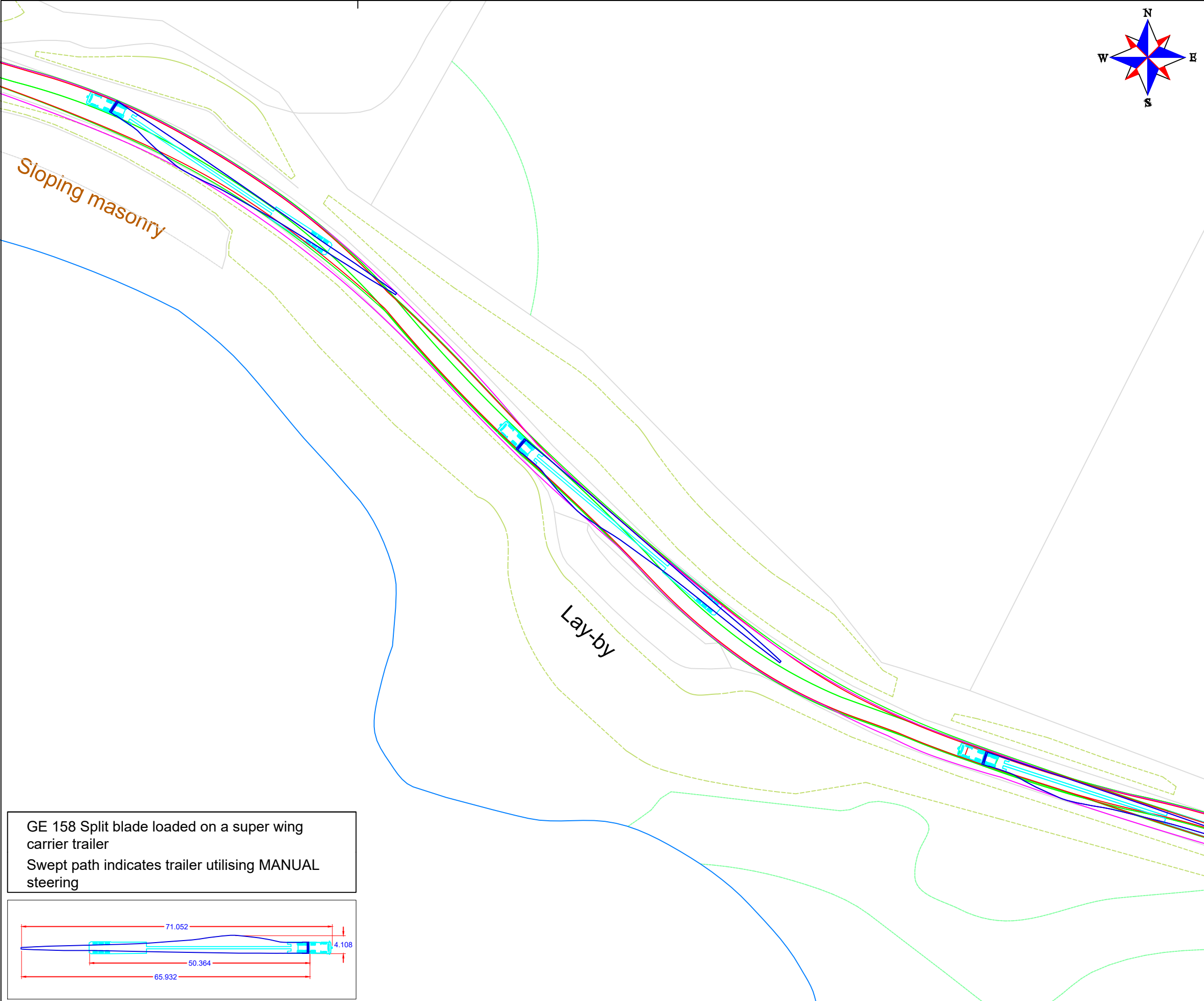
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive.
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DRAWN J.HALSTEAD		TITLE A836 LEFT HAND BEND AT LAIRG DAM		
DATE 02/07/2025		MAPPING ORDNANCE SURVEY	CUSTOMER GE	
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANSaid WIND FARM	DWG. NO 412233-320A1.1



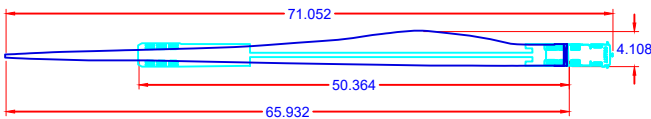
Continue on A836 through right hand bend after Lairg Dam.

- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NC 57280 07333

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GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering

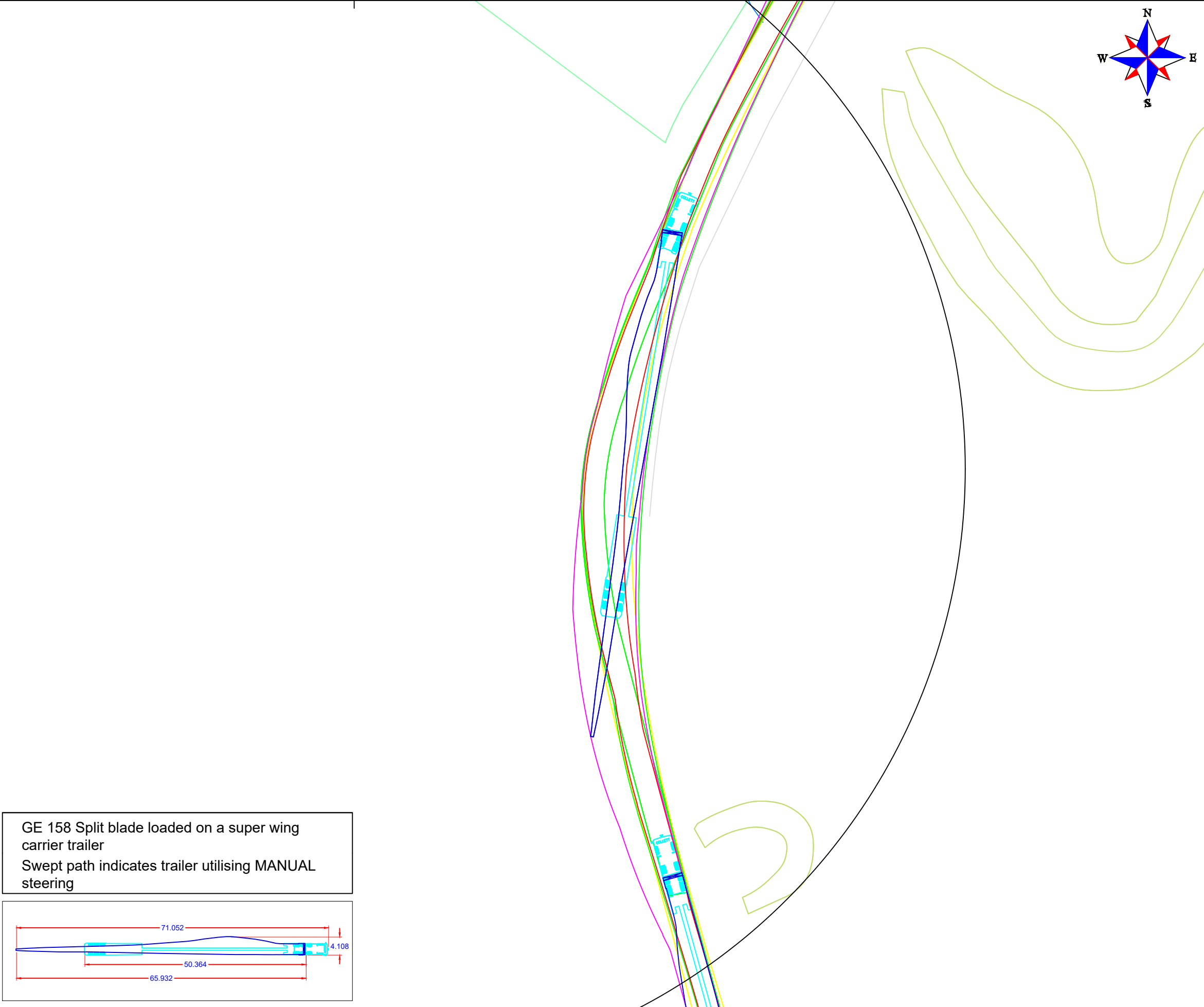


- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
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DRAWN	J.HALSTEAD	TITLE	A836 RIGHT HAND BEND	
DATE	02/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER
SCALE	1:500	SIZE	A3	
PINCH POINT IDENTIFIED BY		COLLETT	SITE	CHLEANS AID WIND FARM
			DWG. NO	412233-330A1.1



Continue on A836 through right hand bend prior to bridge.

****Caution****

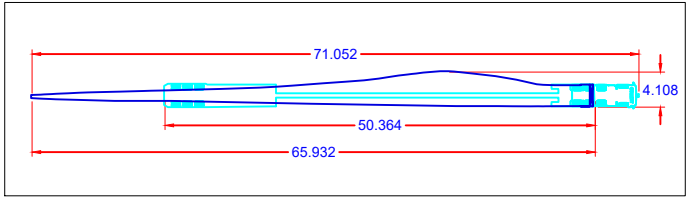
- Loaded blade component will navigate this bend without issue.

UK Grid Reference: NC 57639 12611

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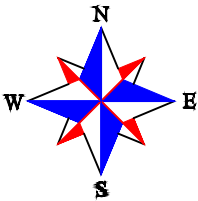
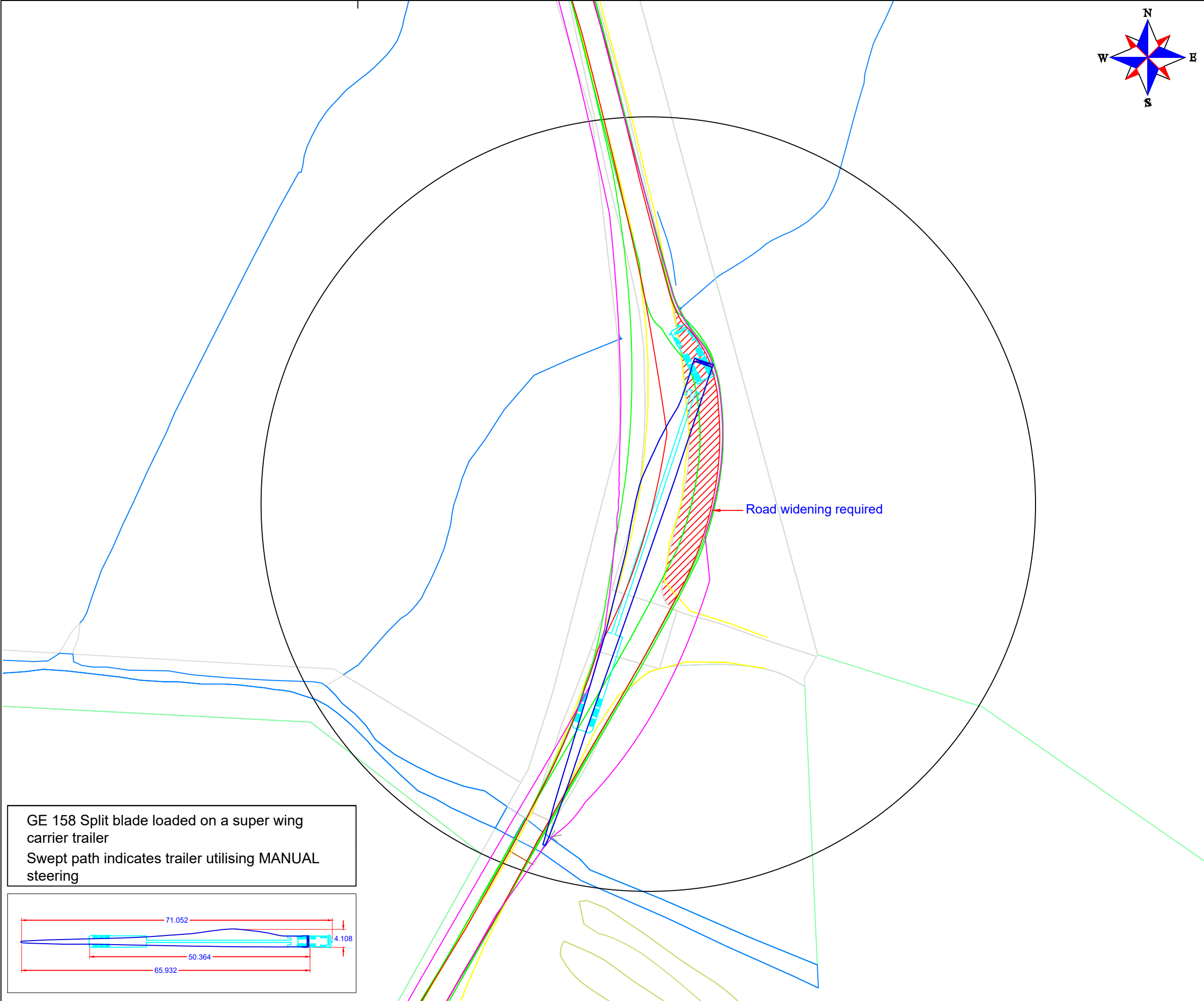
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GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



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DRAWN J.HALSTEAD		TITLE A836 RIGHT HAND BEND		
DATE 02/07/2025		MAPPING ORDNANCE SURVEY	CUSTOMER GE	
SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT	SITE CHLEANSaid WIND FARM	DWG. NO 412233-340A1.1



Continue on A836 through left hand bend after bridge.

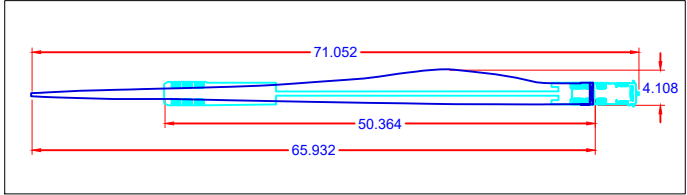
****Caution****

- Road widening is required throughout the A836 to meet the GE specification.
- Further investigation is required on the bridge to determine what/if modifications are required.

UK Grid Reference: NC 57732 12796

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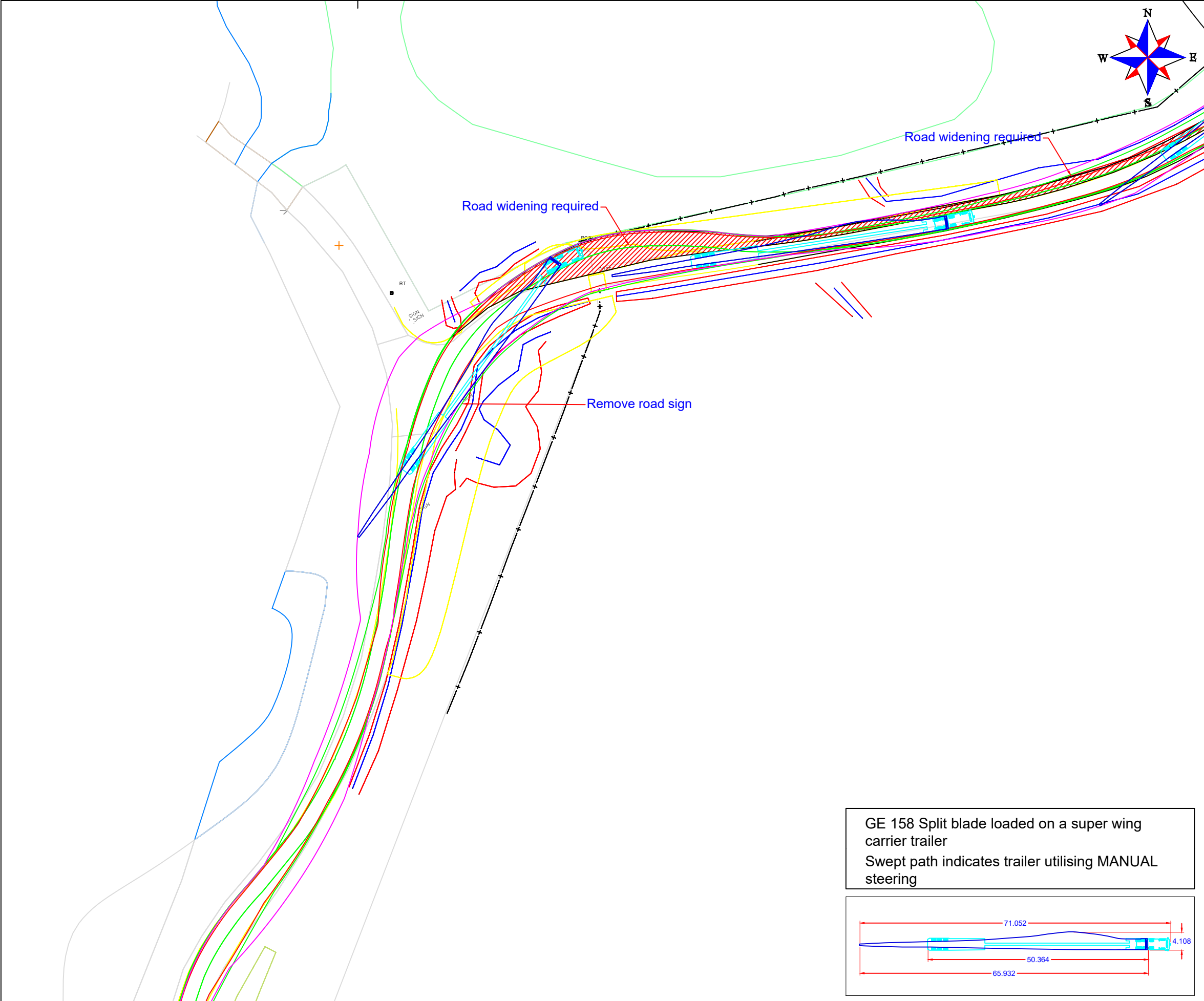


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DRAWN	J.HALSTEAD	TITLE	A836 LEFT HAND BEND	
DATE	02/07/2025	MAPPING	ORDNANCE SURVEY	CUSTOMER
SCALE	1:500	SIZE	A3	PINCH POINT IDENTIFIED BY
			COLLETT	SITE
			CHLEANSaid WIND FARM	DWG. NO
				412233-350A1.1



Continue on A836 to junction with unclassified road.
At junction turn right onto unclassified road.

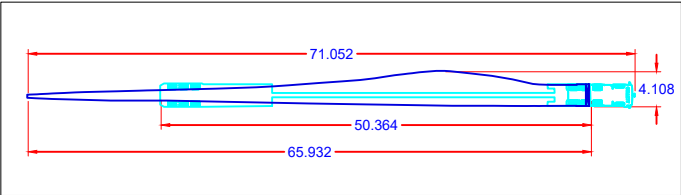
****Caution****

- Road widening is required throughout the A836 to meet the GE specification.

UK Grid Reference: NC 57522 13900

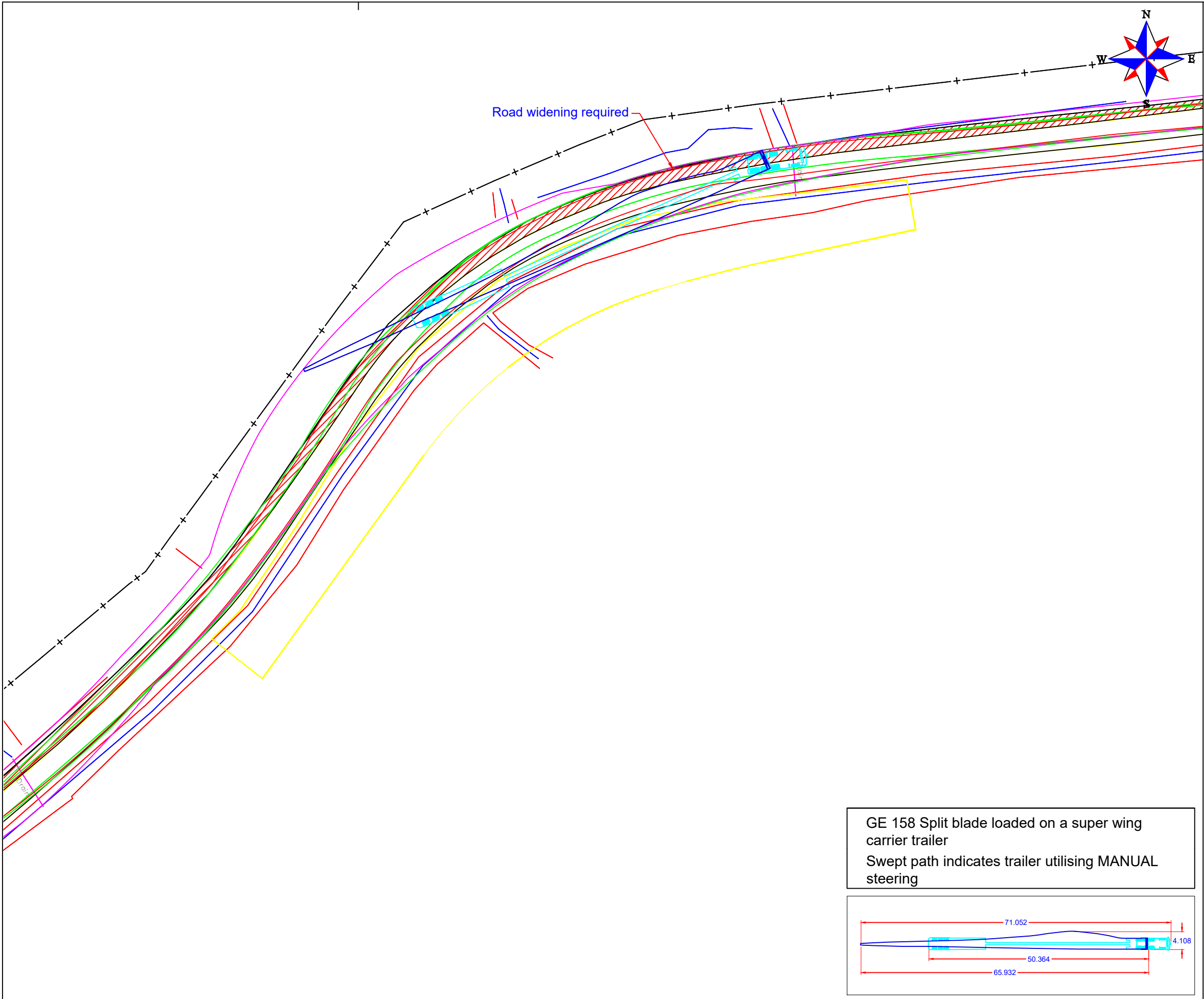
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GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



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COLLETT EXPERTS IN MOTION	COLLETT & SONS LIMITED		DRAWN	J.HALSTEAD	TITLE				A836 / UNCLASSIFIED ROAD JUNCTION													
	Victoria Terminal TEL: +44(0)8456 255288		DATE		02/07/2025		MAPPING		ORDNANCE SURVEY		CUSTOMER		GE									
	Albert Road FAX: +44(0)8456 255244		SCALE		1:500		SIZE		A3		PINCH POINT IDENTIFIED BY		COLLETT		SITE		CHLEANSaid WIND FARM		DWG. NO		412233-360A1.1	
	Halifax, HX2 0DF WEB: www.collett.co.uk																					



Continue on unclassified road through right hand bend.

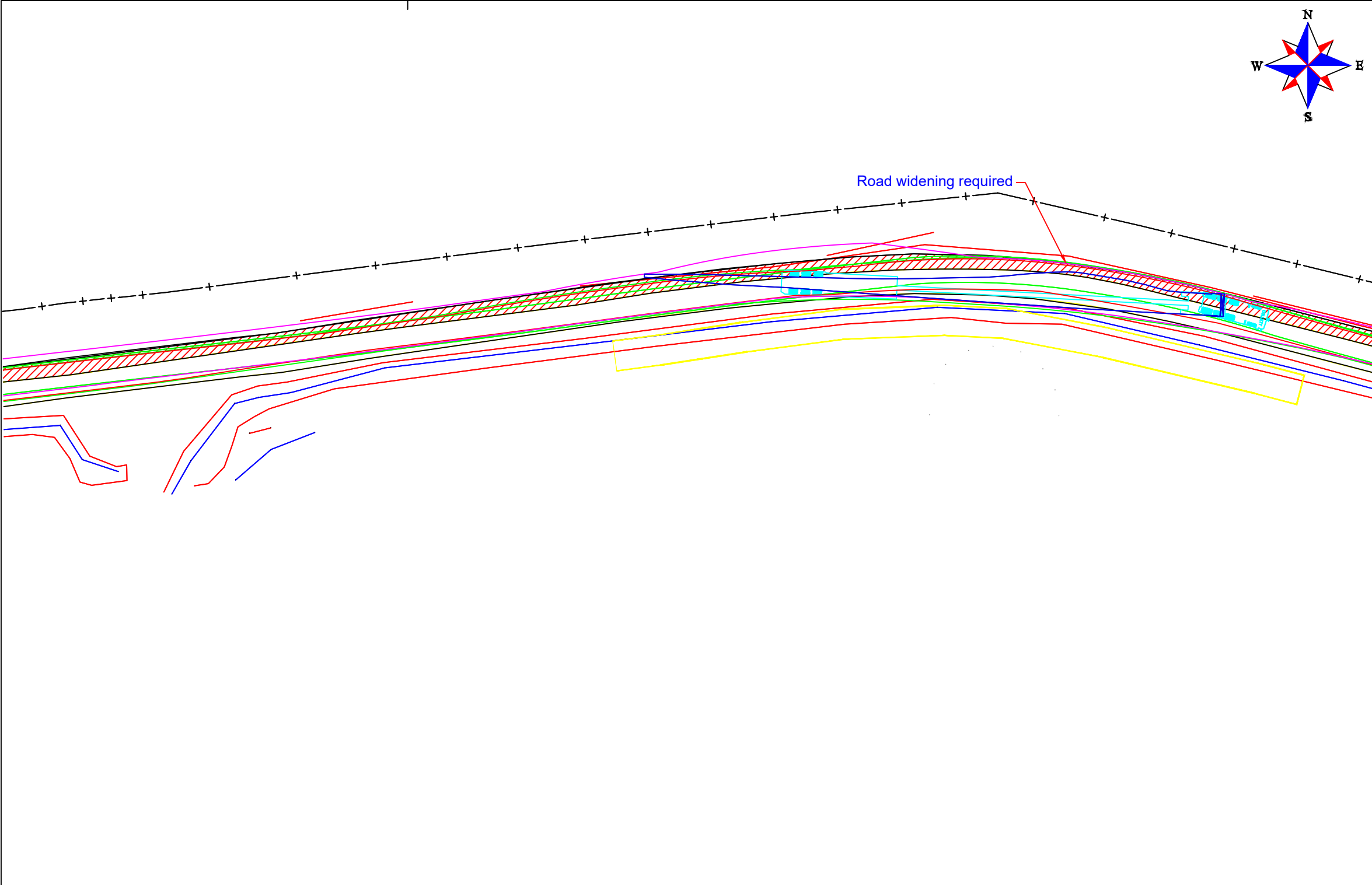
****Caution****

- Road widening is required throughout the unclassified road to meet the GE specification.

UK Grid Reference: NC 57802 14069

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Continue on unclassified road through right hand bend.

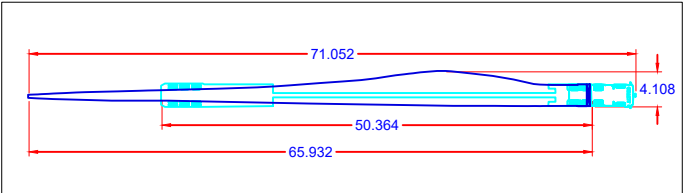
****Caution****

- Road widening is required throughout the unclassified road to meet the GE specification.

UK Grid Reference: NC 58131 14115

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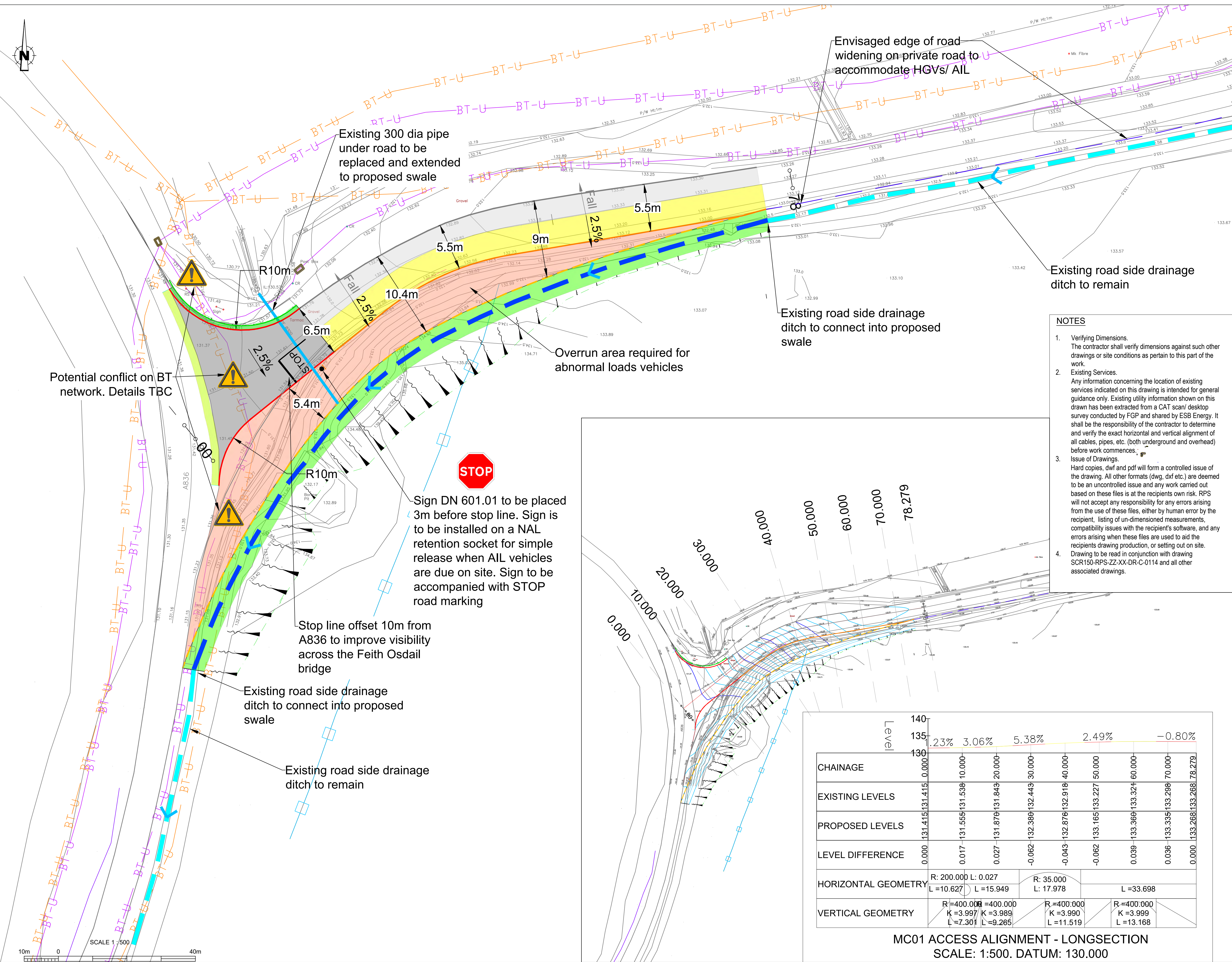
GE 158 Split blade loaded on a super wing carrier trailer
Swept path indicates trailer utilising MANUAL steering



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	COLLETT & SONS LIMITED Victoria Terminal Albert Road Halifax, HX2 0DF TEL: +44(0)8456 255288 FAX: +44(0)8456 255244 WEB: www.collett.co.uk	DRAWN J.HALSTEAD		TITLE UNCLASSIFIED ROAD RIGHT HAND BEND			
		DATE 02/07/2025		MAPPING ORDNANCE SURVEY		CUSTOMER GE	
		SCALE 1:500	SIZE A3	PINCH POINT IDENTIFIED BY COLLETT		SITE CHLEANS AID WIND FARM	DWG. NO 412233-380A1.1

Appendix C A836 Site Access Plan and Details



KEY

Proposed Flush Bullnose Kerb

Proposed Edge of Overrun Area

Proposed Edge of verge

Proposed Edge of Road

Existing Road Edge

Existing Hill Side Topsoil and Underlying Layers to be Removed to New Levels For Proposed Overrun Construction

Existing Granular Road To Be Removed For Proposed Full Depth Road Construction

Proposed 0.5m Verge Construction

Existing Granular Road to be Constructed to New Road Levels

Existing Granular Road to Remain

Proposed Swale

Proposed Sign

Longitudinal Tie-In

NOTES

1. Verifying Dimensions.
The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.

2. Existing Services.
Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. Existing utility information shown on this drawn has been extracted from a CAT scan/ desktop survey conducted by FGP and shared by ESB Energy. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.

3. Issue of Drawings.
Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site. Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114 and all other associated drawings.

4.

rev

amendments

check

date

Tt

TETRA TECH

rps

A TETRA TECH COMPANY

3rd Floor
Edinburgh Quay Two,
139 Fountainbridge,
EH3 9QG

T +44 (0) 131 555 5011
W www.rpsgroup.com

Client

ESB Energy for generations

Project

Chleansaid Wind Farm

Title

Junction Access General Arrangement

Project Number

SCR-00150

Sheet Size

A1

Drawing Scale

1:200

Drawing Number

SCR150-RPS-ZZ-XX-DR-C-0111

Drawn By

JM

Status

Approval

Revision

P01

Checked By

CM

Approved By

CM

Date

Dec 2025

Level	140																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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MC01 ACCESS ALIGNMENT - LONGSECTION
SCALE: 1:500. DATUM: 130.000



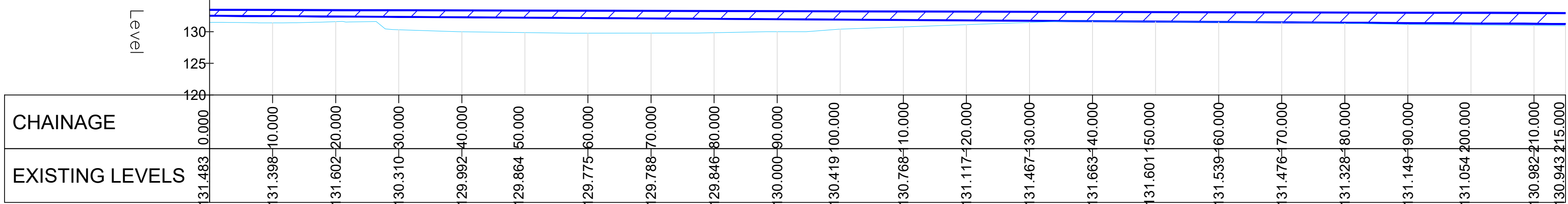
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 4. Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114.

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Client 			
Project Chleansaid Wind Farm			
Title Visibility Splay Sheet 1 of 2			
Project Number SCR-00150	Sheet Size A1	Drawing Scale 1:500	
Drawing Number SCR150-RPS-ZZ-XX-DR-C-0112			
Drawn By JM	Status Approval	Revision P01	
Checked By CM	Approved By CM	Date Dec 2025	



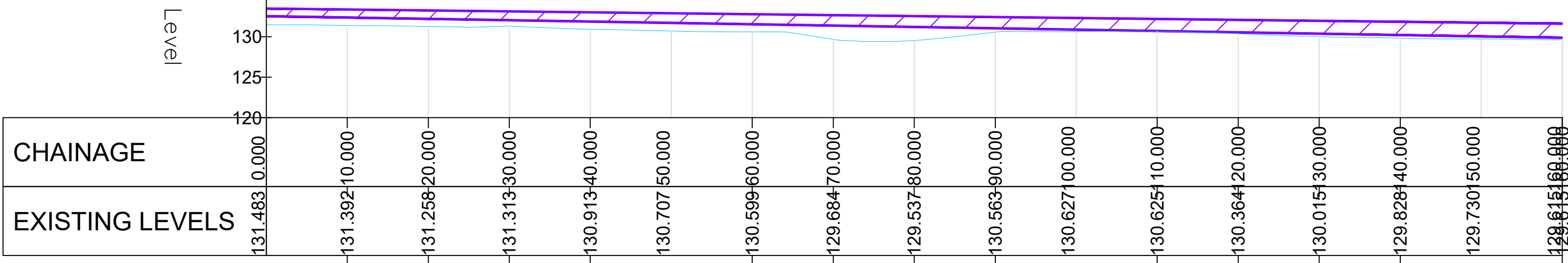
CH0 AT JUNCTION ACCESS
LOOKING NORTH
DRIVERS EYE HEIGHT
1.05m - 2m

OBJECT HEIGHT
0.24m - 2m



CH0 AT JUNCTION ACCESS
LOOKING NORTH
DRIVERS EYE HEIGHT
1.05m - 2m

OBJECT HEIGHT
0.24m - 2m



NOTES

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rev	amendments	check	date
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Client



Project

Chleansaid Wind Farm

Title

Visibility Splay
Sheet 2 of 2

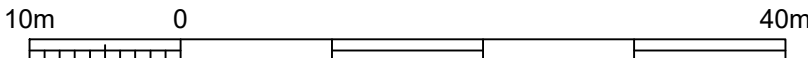
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SCR-00150	A1	1:500

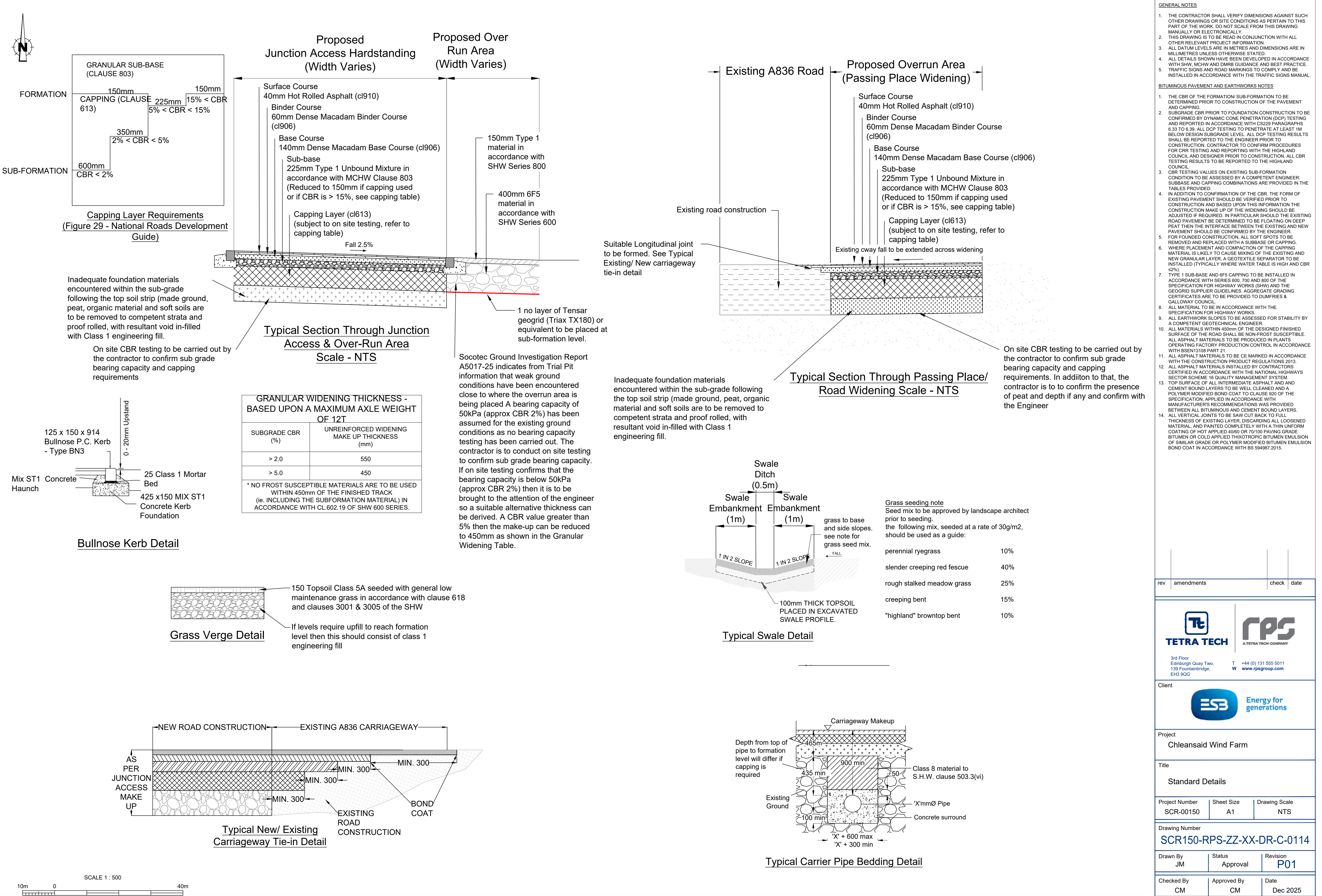
Drawing Number
SCR150-RPS-ZZ-XX-DR-C-0113

Drawn By	Status	Revision
JM	Approval	P01

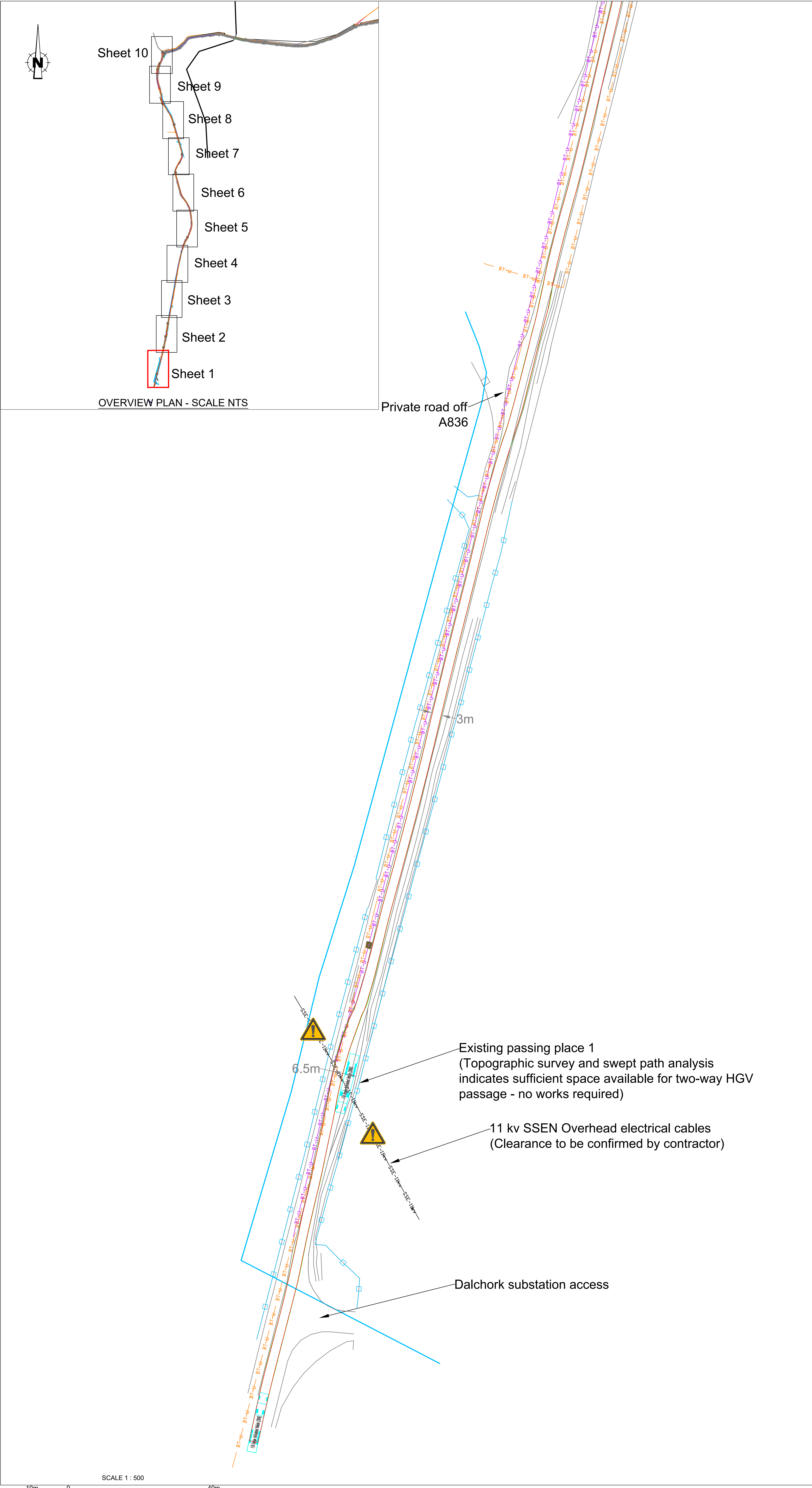
Checked By	Approved By	Date
CM	CM	Dec 2025

SCALE 1 : 500





Appendix D A836 HGV Swept Paths and Passing Place Improvements



OVERVIEW PLAN - SCALE NTS

Private road off
A836

Existing passing place 1
(Topographic survey and swept path analysis
indicates sufficient space available for two-way HGV
passage - no works required)

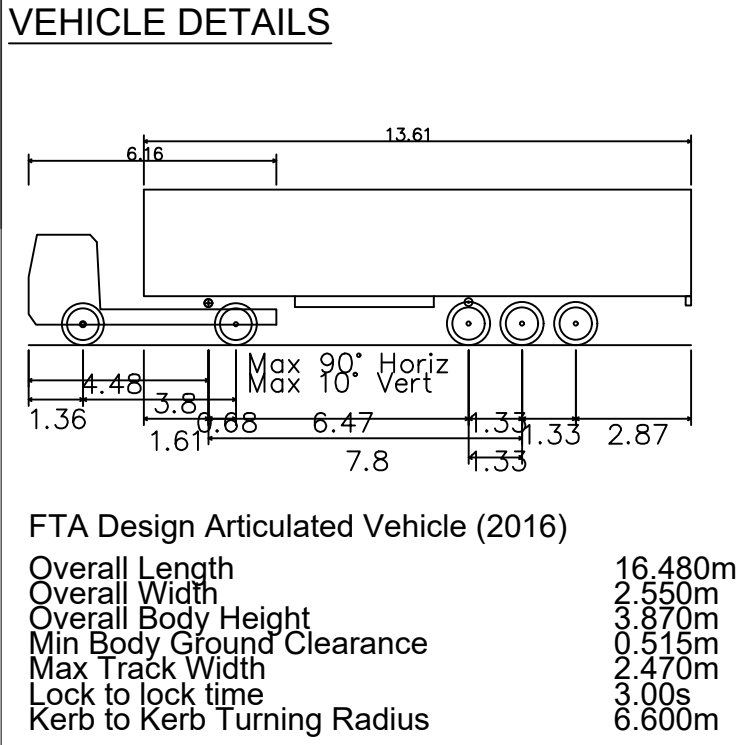
11 kv SSEN Overhead electrical cables
(Clearance to be confirmed by contractor)

Dalchork substation access

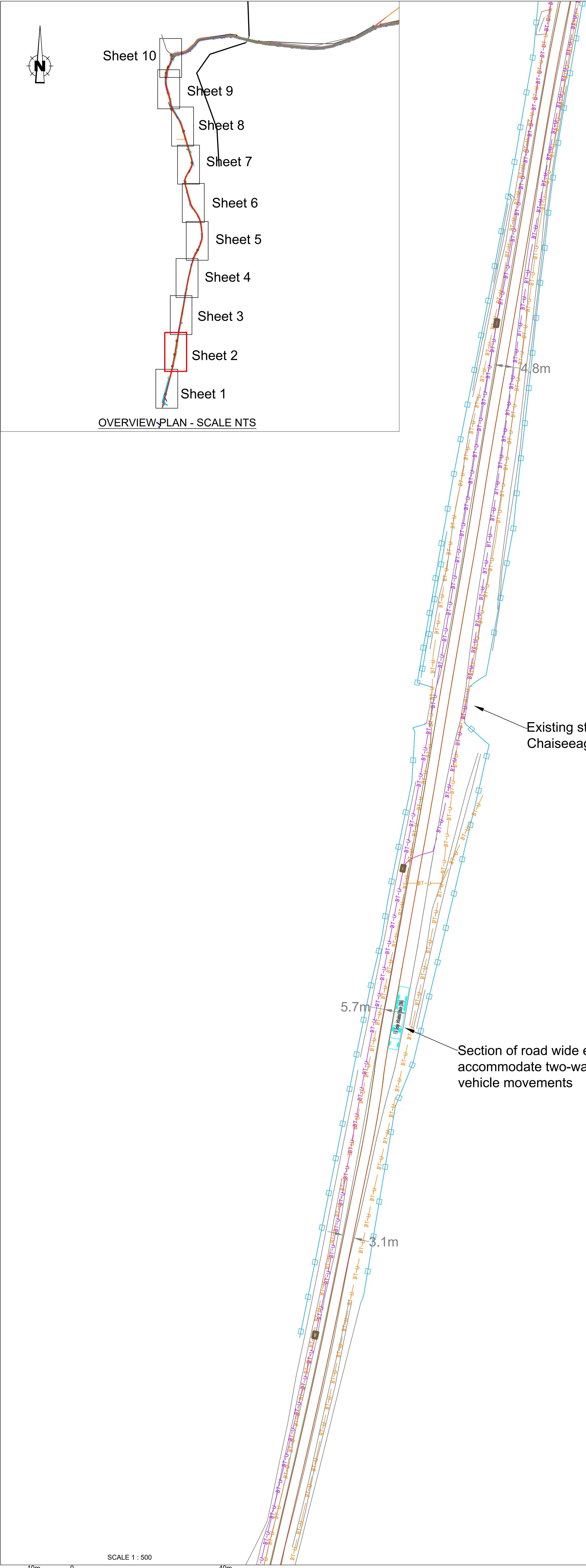
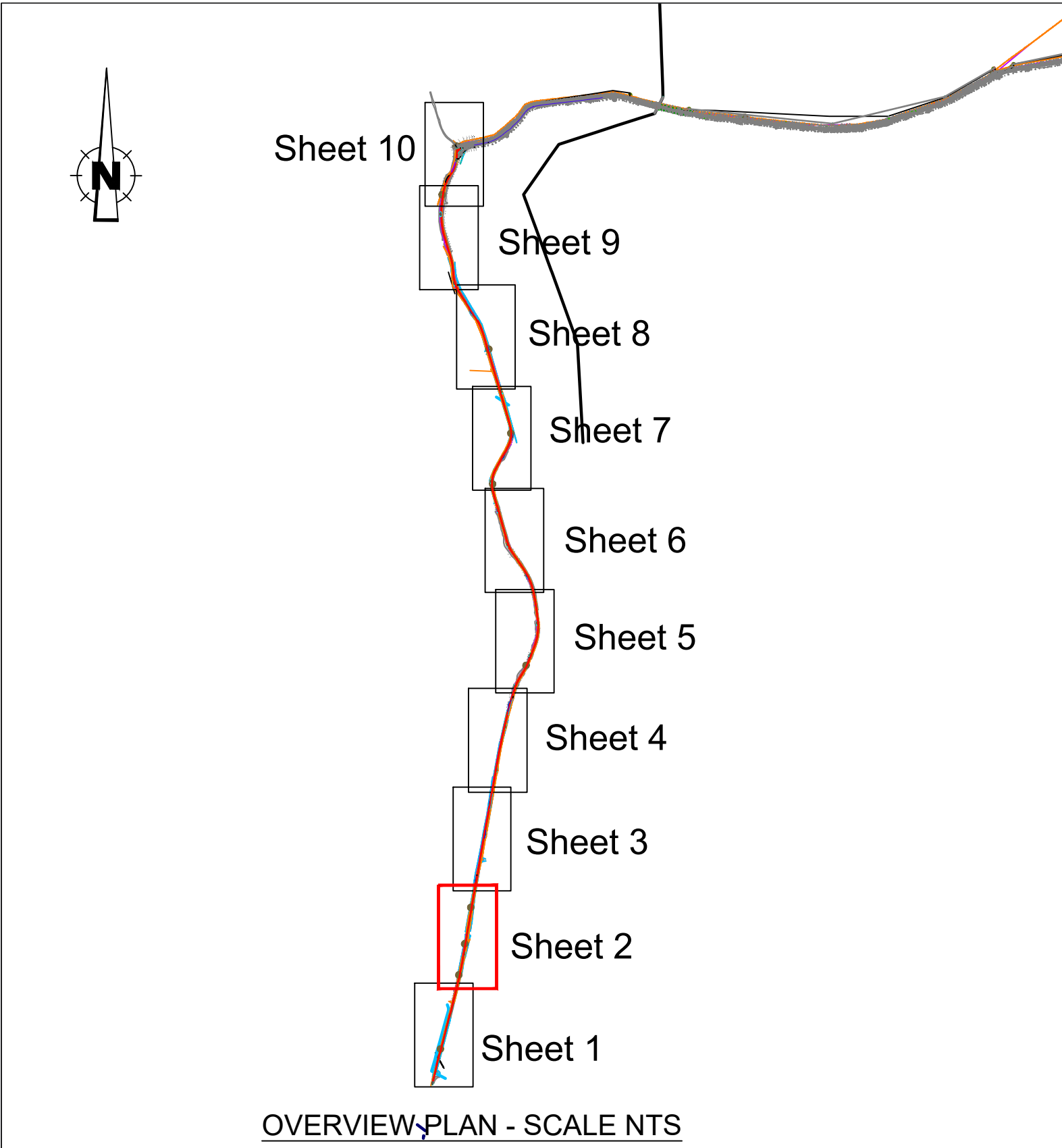
SCALE 1 : 500

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 4. Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114 and all other RPS associated drawings.
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- KEY**
- Vehicle Wheel Outline
 - Body of Vehicle
 - Existing Underground BT Services
 - Existing Underground BT Services
 - Existing Road Channel
 - Existing Fence Line (Highway Boundary)



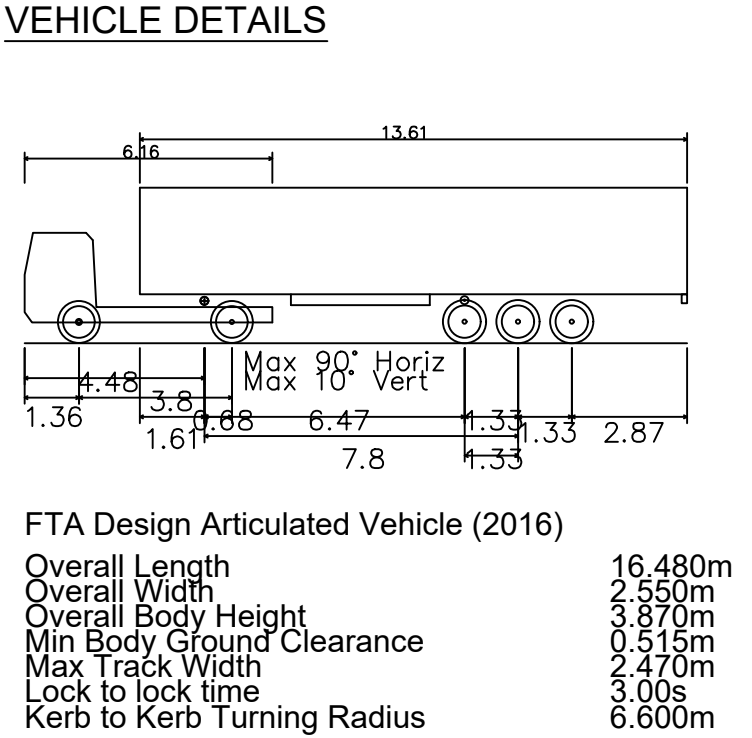
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Project			
Chleansaid Wind Farm			
Title			
Swept Path Analysis - 16.48m HGV Sheet 1 of 10			
Project Number	Sheet Size	Drawing Scale	
SCR-00150	A1	1:500	
Drawing Number			
SCR150-RPS-ZZ-XX-DR-C-0101			
Drawn By	Status	Revision	
JM	Approval	P01	
Checked By	Approved By	Date	
CM	CM	Nov 2025	



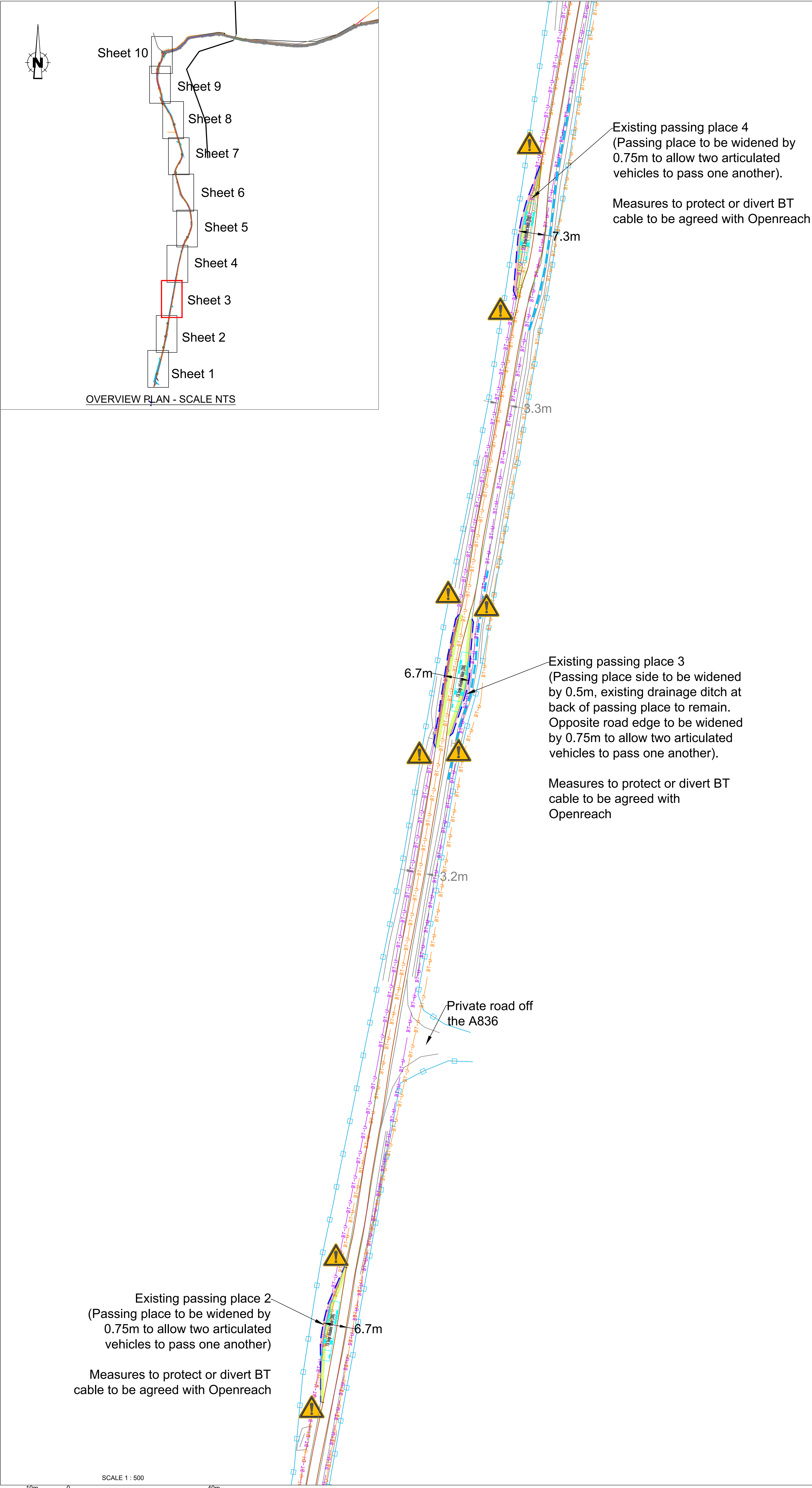
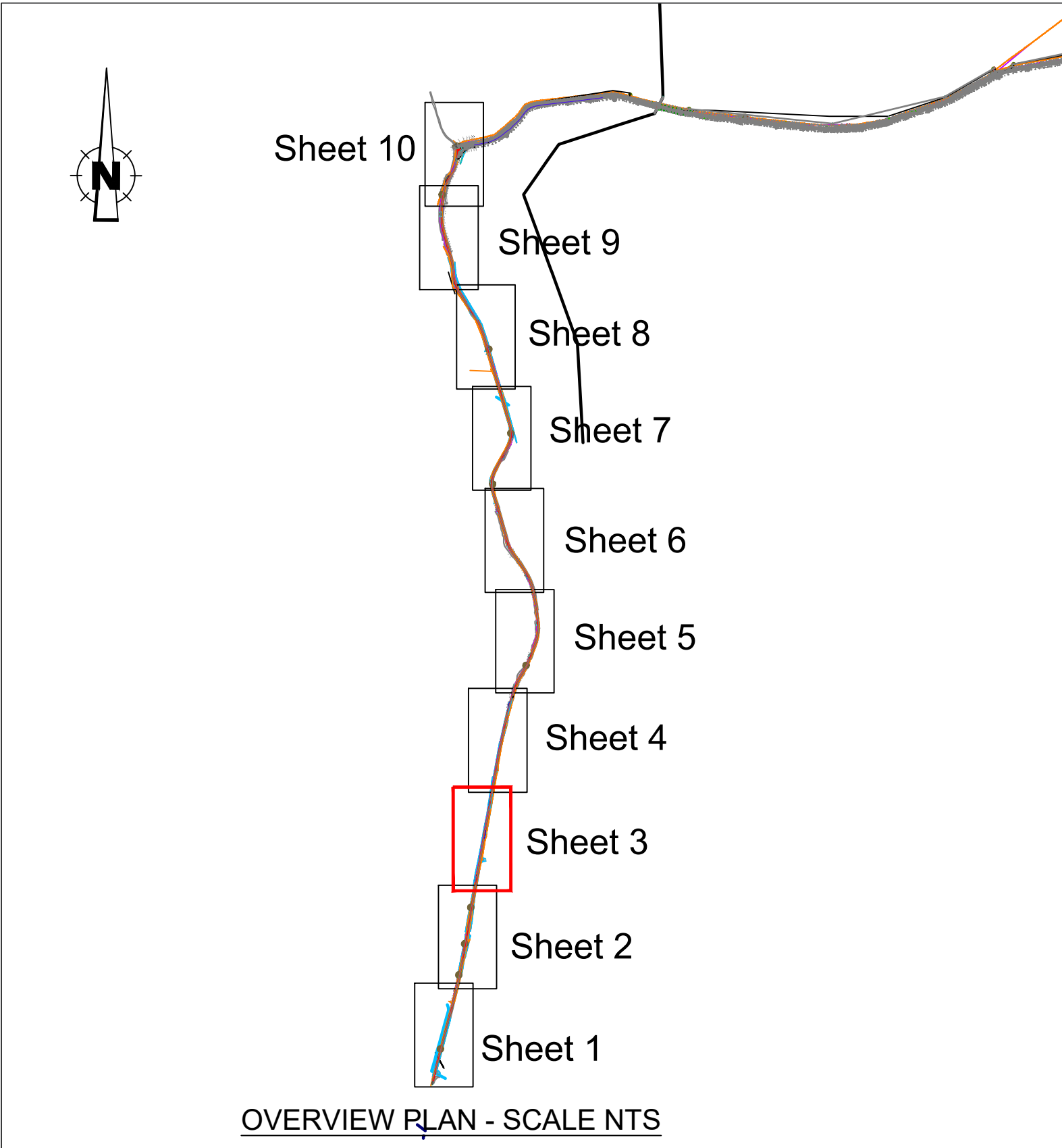
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KEY

Vehicle Wheel Outline	—
Body of Vehicle	—
Existing Underground BT Services	BT-U
Existing Underground BT Services	BT-U
Existing Road Channel	—
Existing Fence Line (Highway Boundary)	—



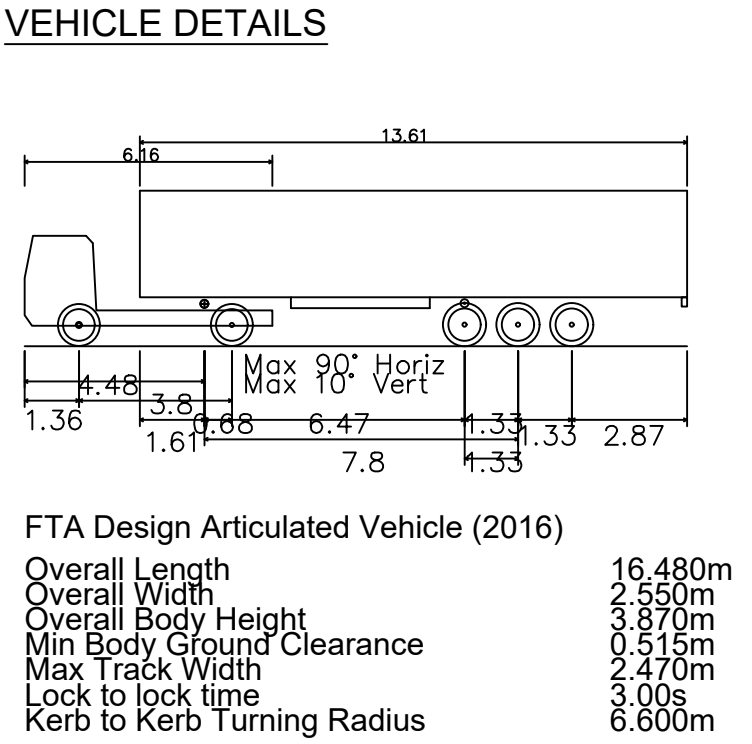
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Project							
Chleansaid Wind Farm							
Title							
Swept Path Analysis - 16.48m HGV Sheet 2 of 10							
Project Number SCR-00150		Sheet Size A1		Drawing Scale 1:500			
Drawing Number							
SCR150-RPS-ZZ-XX-DR-C-0102							
Drawn By JM		Status Approval		Revision P01			
Checked By CM		Approved By CM		Date Nov 2025			



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KEY

Vehicle Wheel Outline	—
Body of Vehicle	—
Passing Place/ Road Widening	—
Existing Underground BT Service	—BT—U
Existing Underground BT Service	—BT—U
Proposed Edge of Passing Place/ Road Widening	- - -
Longitudinal Tie-in	—
Existing Road Channel	—
Existing Roadside Drainage Ditch	- - -
Existing Fence Line (Highway Boundary)	—□—□—□—



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Chleansaid Wind Farm							
Title							
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Project Number SCR-00150		Sheet Size A1		Drawing Scale 1:500			
Drawing Number							
SCR150-RPS-ZZ-XX-DR-C-0103							
Drawn By JM		Status Approval		Revision P01			
Checked By CM		Approved By CM		Date Nov 2025			



Sheet 10

Sheet 9

Sheet 8

Sheet 7

Sheet 6

Sheet 5

Sheet 4

Sheet 3

Sheet 2

Sheet 1

OVERVIEW PLAN - SCALE NTS

Existing passing place 7
(Passing place to be widened
by 0.5m to allow two
articulated vehicles to pass
one another)

Measures to protect or divert
BT cable to be agreed with
Openreach



7.5m

6.4m

Existing passing place 6
(It was found after a site inspection
where measurements were taken, that
there was sufficient width for two-way
HGV passage - no works required)

13m

6.7m

Existing passing place 5
(It was found after a site inspection
where measurements were taken,
that there was sufficient width for
two-way HGV passage - no works
required)

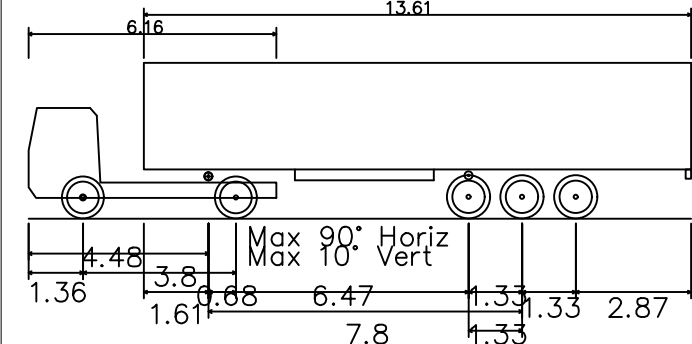
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Body of Vehicle	
Passing Place/ Road Widening	
Existing Underground BT Service	
Existing Underground BT Service	
Proposed Edge of Passing Place/ Road Widening	
Longitudinal Tie-in	
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Existing Roadside Drainage Ditch	
Existing Fence Line (Highway Boundary)	

VEHICLE DETAILS

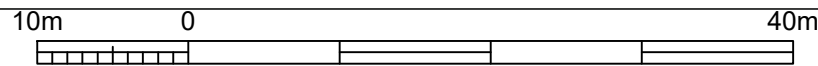


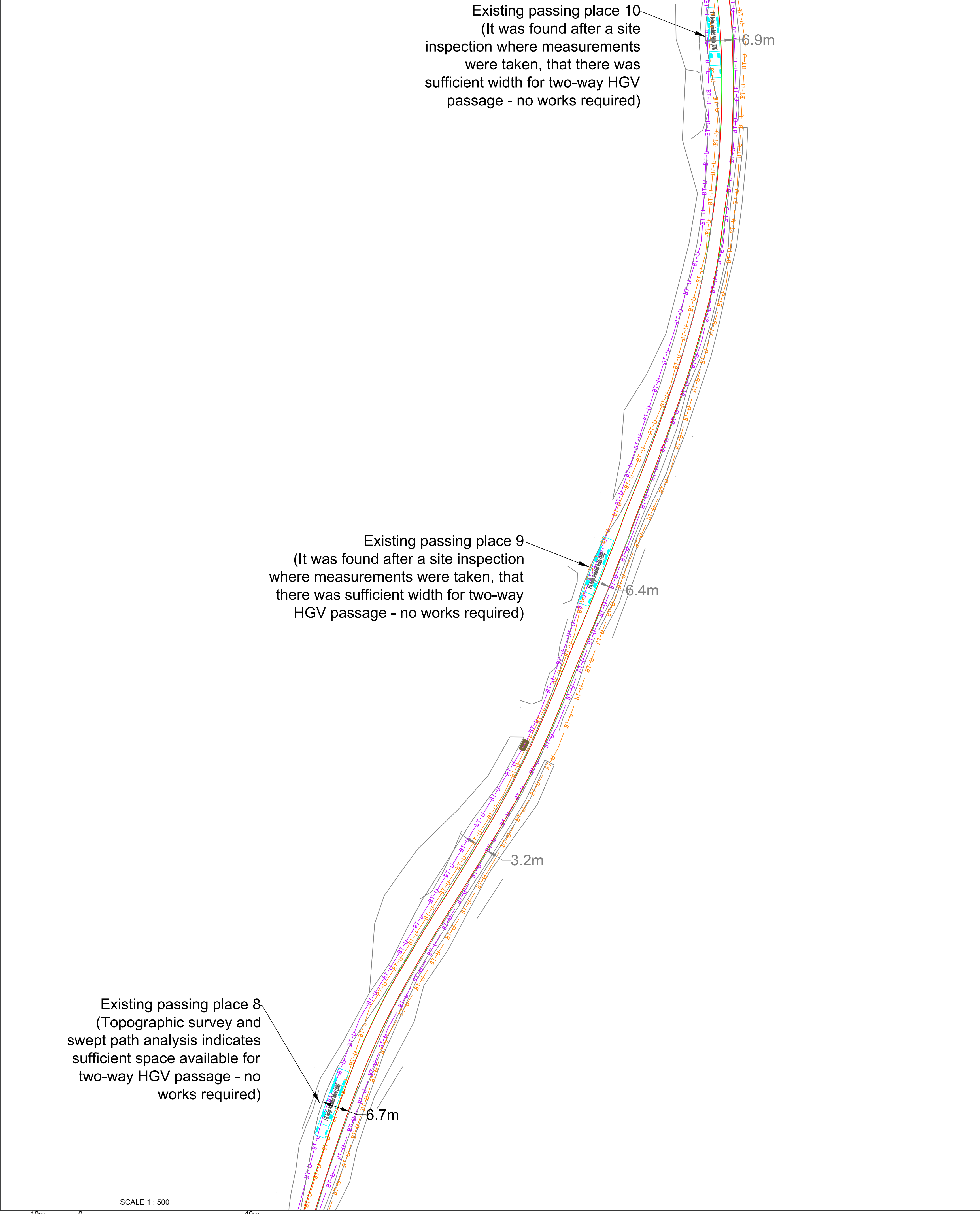
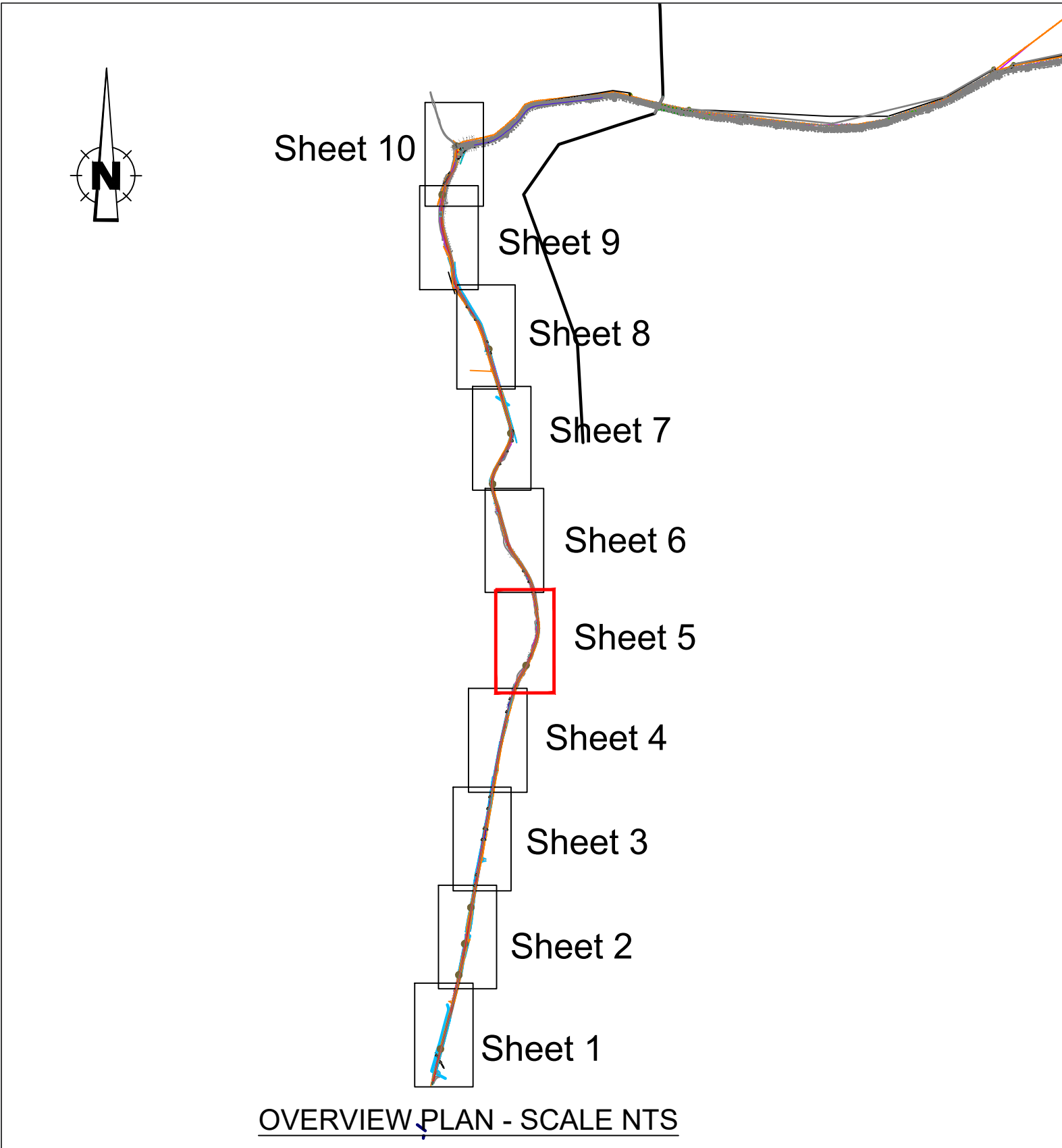
FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

rev	amendments	check	date
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Client			
 Energy for generations			
Project			
Chleansaid Wind Farm			
Title			
Swept Path Analysis - 16.48m HGV Sheet 4 of 10			
Project Number SCR-00150	Sheet Size A1	Drawing Scale 1:500	
Drawing Number			
SCR150-RPS-ZZ-XX-DR-C-0104			
Drawn By JM	Status Approval	Revision P01	
Checked By CM	Approved By CM	Date Nov 2025	

SCALE 1 : 500

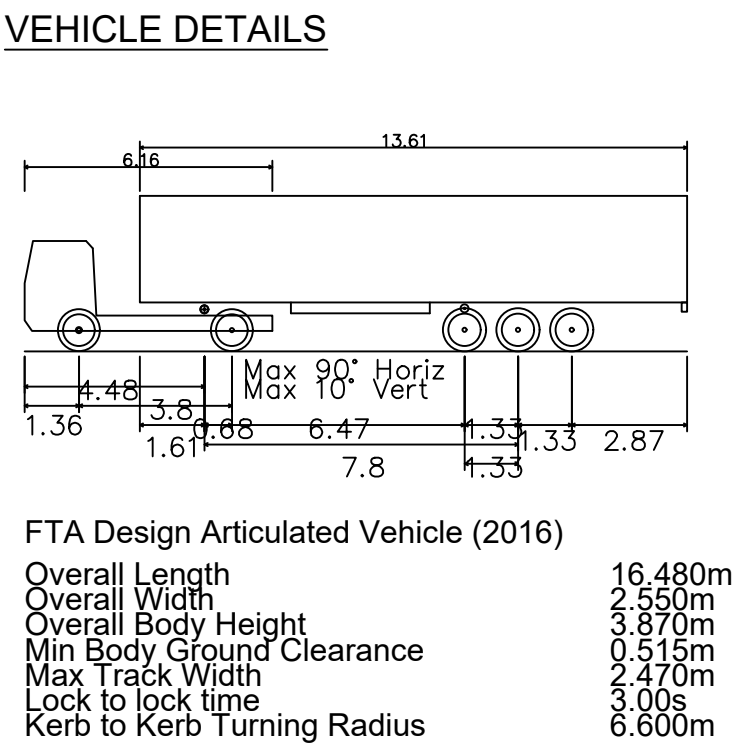




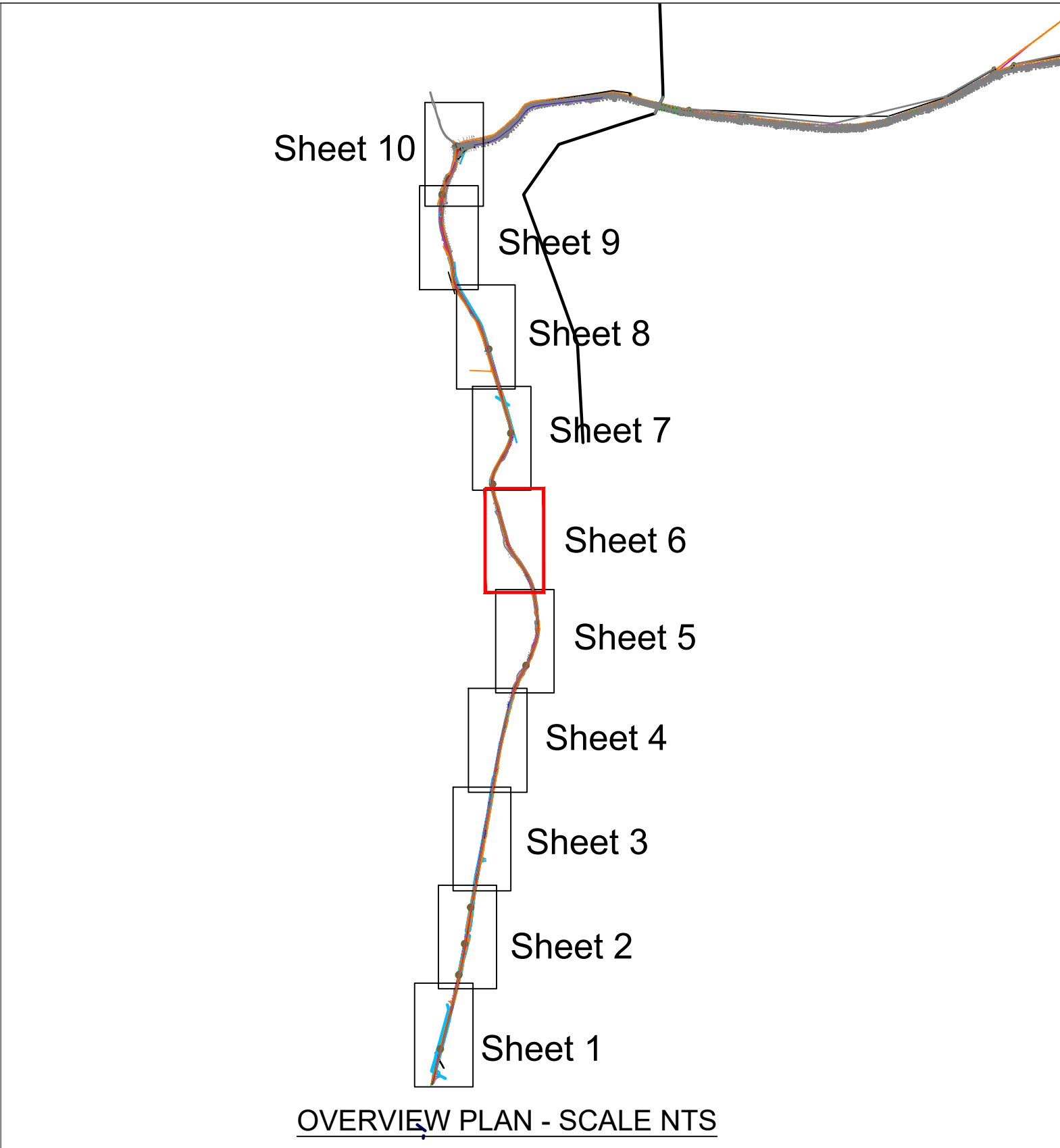
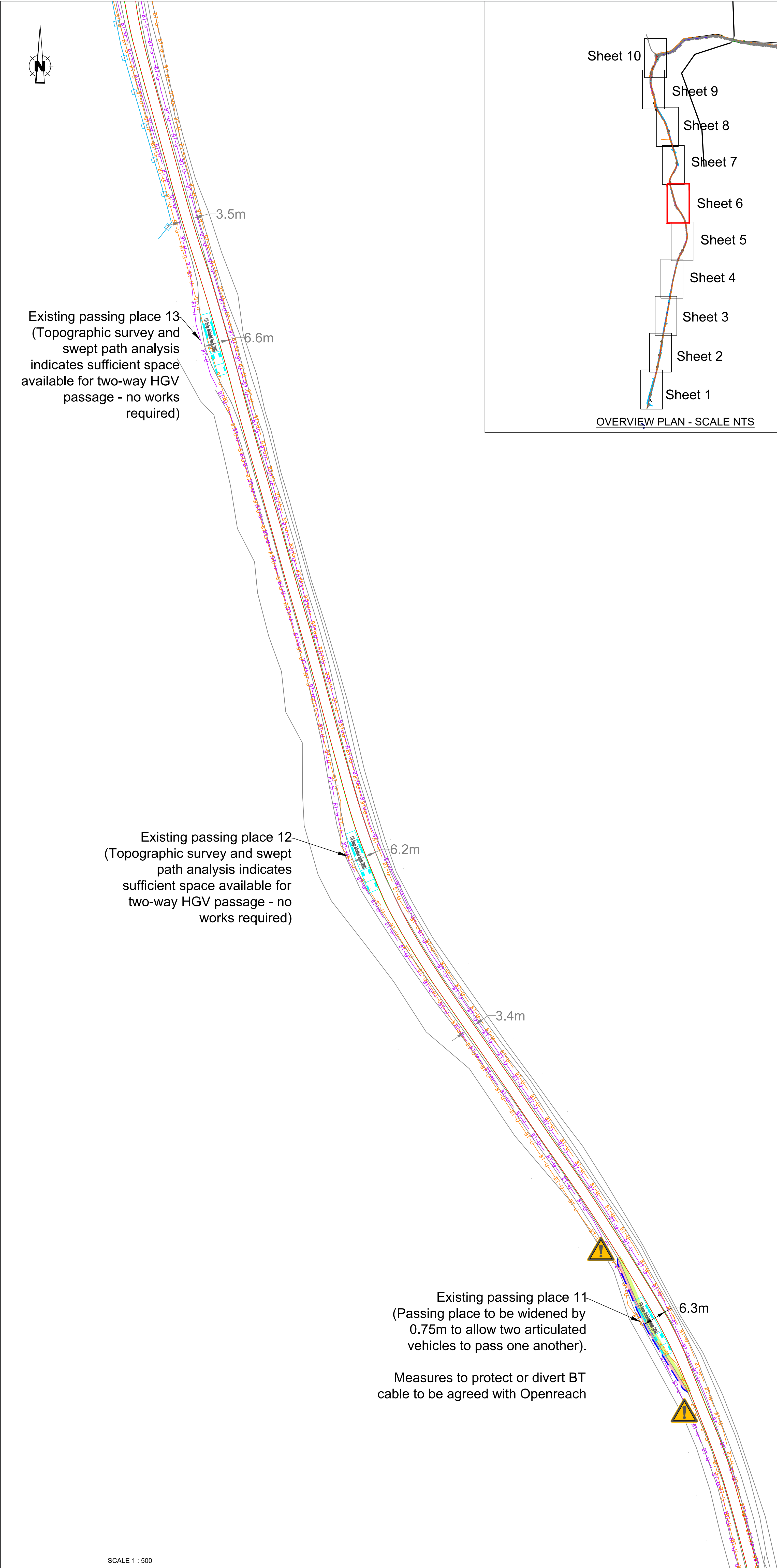
- NOTES**
- Verifying Dimensions.
The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
 - Existing Services.
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 - Issue of Drawings.
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 - Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114 and all other RPS associated drawings.
 - This drawing presents an assessment of two-way HGV passage along the A836 between Dalchork Substation and the wind farm site entrance and identifies where works are required to accommodate two-way passage of HGVs. It forms part of the Stage 1 - Construction Traffic Management Plan (CTMP) which details plans for the management of HGV (non AIL) traffic in advance of and during the wind farm construction stage. A subsequent Stage 2 CTMP will provide confirmation of the works required to accommodate and manage AIL traffic during the turbine delivery phase. Preliminary details of the works required for AIL traffic are provided as an appendix to the Stage 1 CTMP.

KEY

Vehicle Wheel Outline	—
Body of Vehicle	—
Passing Place/ Road Widening	—
Existing Underground BT Service	—BT—U—
Existing Underground BT Service	—BT—U—
Proposed Edge of Passing Place/ Road Widening	- - -
Longitudinal Tie-in	—
Existing Road Channel	—



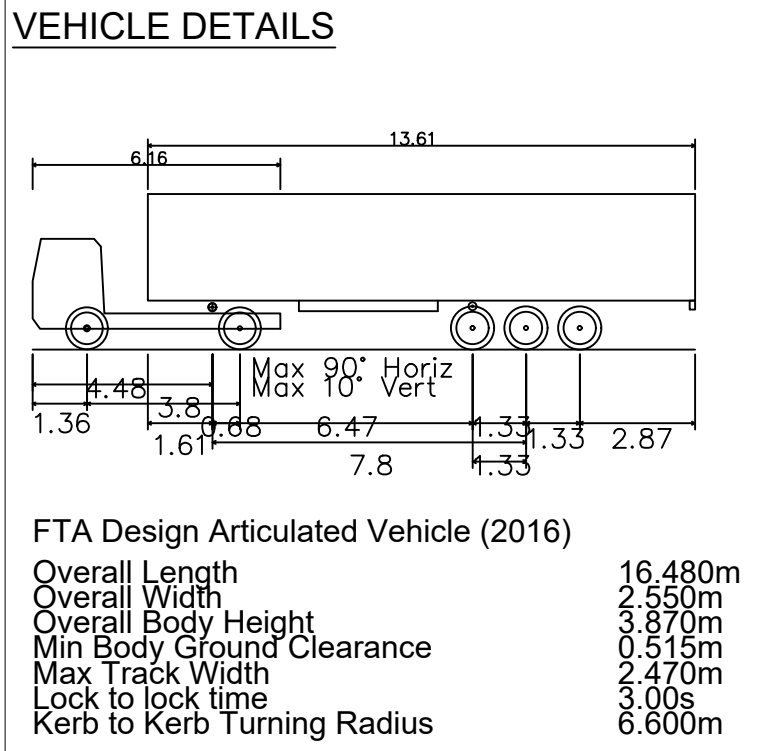
rev		amendments		check		date			
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Client									
				Energy for generations					
Project									
Chleansaid Wind Farm									
Title									
Swept Path Analysis - 16.48m HGV Sheet 5 of 10									
Project Number		Sheet Size		Drawing Scale					
SCR-00150		A1		1:500					
Drawing Number									
SCR150-RPS-ZZ-XX-DR-C-0105									
Drawn By		Status		Revision					
JM		Approval		P01					
Checked By		Approved By		Date					
CM		CM		Nov 2025					



- NOTES**
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 4. Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114 and all other RPS associated drawings.
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KEY

Vehicle Wheel Outline	—
Body of Vehicle	—
Passing Place/ Road Widening	—
Existing Underground BT Service	—BT—U—
Existing Underground BT Service	—BT—U—
Proposed Edge of Passing Place/ Road Widening	— — —
Longitudinal Tie-in	—
Existing Road Channel	—
Existing Fence Line (Highway Boundary)	—□—□—□—



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Client 			
Project Chleansaid Wind Farm			
Title Swept Path Analysis - 16.48m HGV Sheet 6 of 10			
Project Number SCR-00150	Sheet Size A1	Drawing Scale 1:500	
Drawing Number SCR150-RPS-ZZ-XX-DR-C-0106			
Drawn By JM	Status Approval	Revision P01	
Checked By CM	Approved By CM	Date Nov 2025	



Existing passing place 17
(Topographic survey and swept path analysis indicates sufficient space available for two-way HGV passage - no works required)

Existing culvert underneath A836

7.1m

3.2m

Existing structure over Allt a Bhreac-leathaig watercourse

7.1m

Existing passing place 16
(Passing place to be widened by 1m to allow two articulated vehicles to pass one another. Drainage ditch to the back of the passing place may require minor realignment, will be subject to on-site verification by the contractor).

Measures to protect or divert BT cable to be agreed with Openreach

7m

Existing passing place 15
(Passing place to be widened by 1m to allow two articulated vehicles to pass one another).

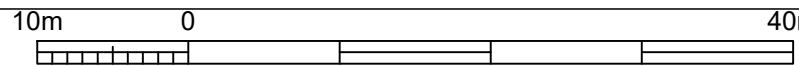
Measures to protect or divert BT cable to be agreed with Openreach

3.3m

Existing passing place 14
(Topographic survey and swept path analysis indicates sufficient space available for two-way HGV passage - no works required)

6.6m

SCALE 1 : 500



Sheet 10

Sheet 9

Sheet 8

Sheet 7

Sheet 6

Sheet 5

Sheet 4

Sheet 3

Sheet 2

Sheet 1

OVERVIEW PLAN - SCALE NTS

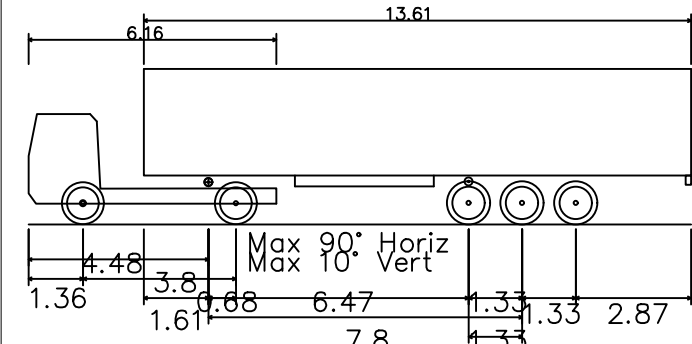
NOTES

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KEY

Vehicle Wheel Outline	
Body of Vehicle	
Passing Place/ Road Widening	
Existing Underground BT Service	
Existing Underground BT Service	
Proposed Edge of Passing Place/ Road Widening	
Longitudinal Tie-in	
Existing Road Channel	
Existing Roadside Drainage Ditch	
Existing Fence Line (Highway Boundary)	

VEHICLE DETAILS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.370m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

rev	amendments	check	date
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Client



Project

Chleansaid Wind Farm

Title

Swept Path Analysis - 16.48m HGV
Sheet 7 of 10

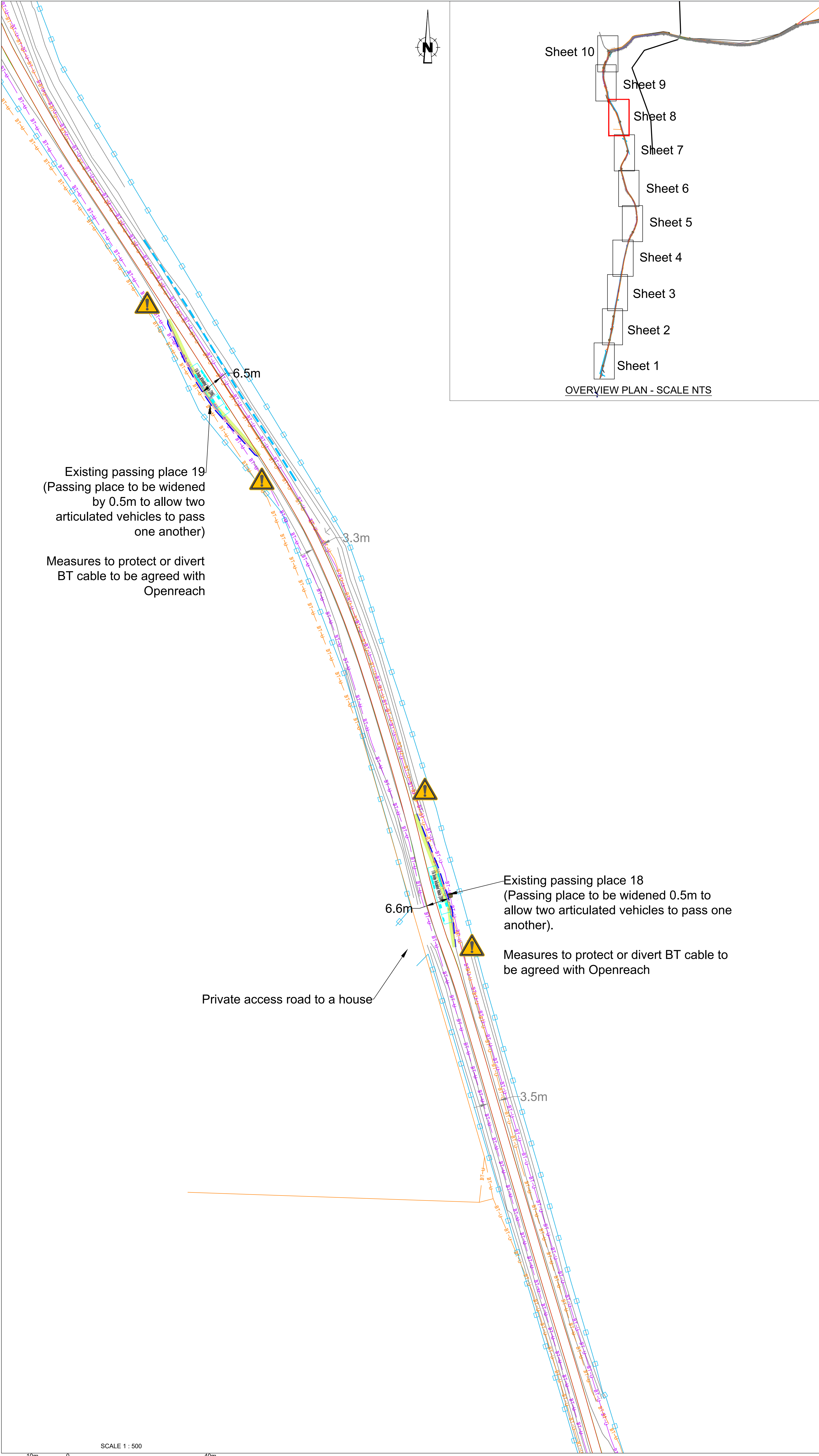
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SCR-00150	A1	1:500

Drawing Number

SCR150-RPS-ZZ-XX-DR-C-0107

Drawn By	Status	Revision
JM	Approval	P01

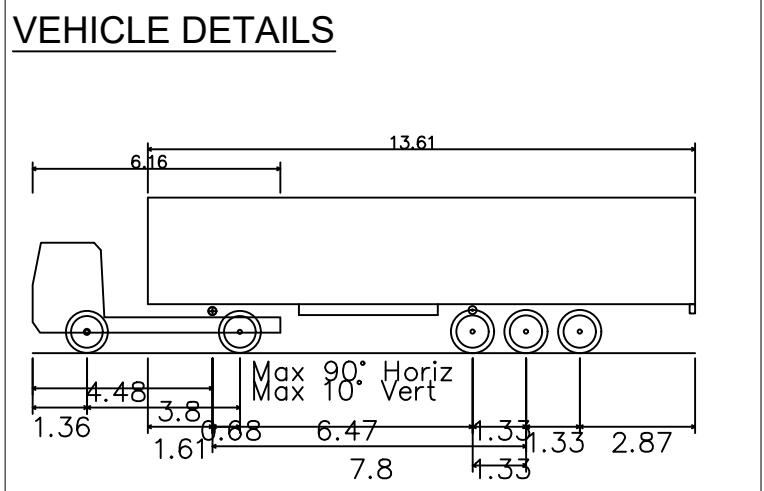
Checked By	Approved By	Date
CM	CM	Nov 2025



- NOTES**
- Verifying Dimensions.
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KEY

Vehicle Wheel Outline	—
Body of Vehicle	—
Passing Place/ Road Widening	—
Existing Underground BT Service	—BT—U—
Existing Underground BT Service	—BT—U—
Proposed Edge of Passing Place/ Road Widening	—
Longitudinal Tie-In	—
Existing Road Channel	—
Existing Roadside Drainage Ditch	—
Existing Fence Line (Highway Boundary)	—



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

rev	amendments	check	date
TETRA TECH RPS A TETRA TECH COMPANY 3rd Floor Edinburgh Quay Two, 139 Fountainbridge, EH3 9QG T +44 (0) 131 555 5011 W www.rpsgroup.com			
Client 			
Project Chleansaid Wind Farm			
Title Swept Path Analysis - 16.48m HGV Sheet 8 of 10			
Project Number SCR-00150	Sheet Size A1	Drawing Scale 1:500	
Drawing Number SCR150-RPS-ZZ-XX-DR-C-0108			
Drawn By JM	Status Approval	Revision P01	
Checked By CM	Approved By CM	Date Nov 2025	



cable to be agreed with Openreach

4.9m

Section of road wide enough to accommodate two-way HGV vehicle movements

5.5m

3.2m

Existing passing place 20 (Topographic survey and swept path analysis indicates sufficient space available for two-way HGV passage - no works required)

7.9m

Sheet 10

Sheet 9

Sheet 8

Sheet 7

Sheet 6

Sheet 5

Sheet 4

Sheet 3

Sheet 2

Sheet 1

OVERVIEW PLAN - SCALE NTS

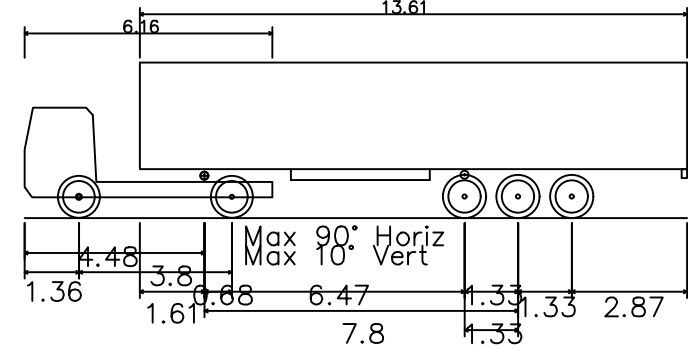
NOTES

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KEY

Vehicle Wheel Outline	
Body of Vehicle	
Passing Place/ Road Widening	
Existing Underground BT Service	
Existing Underground BT Service	
Proposed Edge of Passing Place/ Road Widening	
Longitudinal Tie-In	
Existing Road Channel	
Existing Fence Line (Highway Boundary)	

VEHICLE DETAILS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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Client					
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Project					
Chleansaid Wind Farm					
Title					
Swept Path Analysis - 16.48m HGV Sheet 9 of 10					
Project Number SCR-00150		Sheet Size A1		Drawing Scale 1:500	
Drawing Number					
SCR150-RPS-ZZ-XX-DR-C-0109					
Drawn By JM		Status Approval		Revision P01	
Checked By CM		Approved By CM		Date Nov 2025	



Sheet 10

Sheet 9

Sheet 8

Sheet 7

Sheet 6

Sheet 5

Sheet 4

Sheet 3

Sheet 2

Sheet 1

OVERVIEW PLAN - SCALE NTS

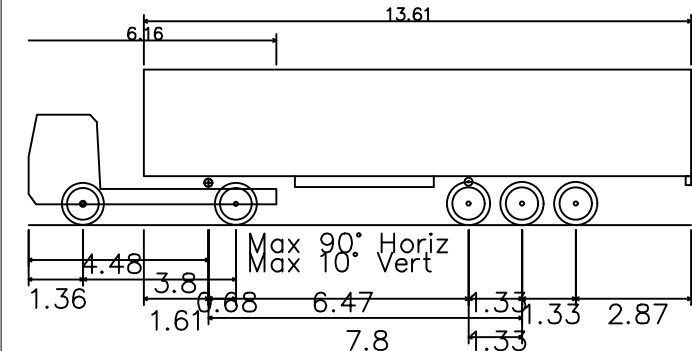
NOTES

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4. Drawing to be read in conjunction with drawing SCR150-RPS-ZZ-XX-DR-C-0114 and all other RPS associated drawings.
5. For details regarding site access junction, refer to drawings SCR150-RPS-ZZ-XX-DR-C-0111 - 113.
6. This drawing presents an assessment of two-way HGV passage along the A836 between Dalchork Substation and the wind farm site entrance and identifies where works are required to accommodate two-way passage of HGVs. It forms part of the Stage 1 - Construction Traffic Management Plan (CTMP) which details plans for the management of HGV (non AIL) traffic in advance of and during the wind farm construction stage. A subsequent Stage 2 CTMP will provide confirmation of the works required to accommodate and manage AIL traffic during the turbine delivery phase. Preliminary details of the works required for Ail traffic are provided as an appendix to the Stage 1 CTMP.

KEY

- Vehicle Wheel Outline
- Body of Vehicle
- Passing Place/ Road Widening
- Proposed Edge of New Passing Place
- Proposed Flush Bullnose Kerb - Access Junction
- Proposed Edge of Overrun Area - Access Junction
- Proposed verge - Access Junction
- Proposed Edge of Road - Junction Access
- Proposed Overrun Construction - Access Junction
- Proposed Access Junction
- Longitudinal Tie-In
- Existing Road Channel
- Existing Fence Line (Highway Boundary)

VEHICLE DETAILS



FTA Design Articulated Vehicle (2016)	
Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.315m
Max track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

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Project							
Chleansaid Wind Farm							
Title							
Swept Path Analysis - 16.48m HGV Sheet 10 of 10							
Project Number SCR-00150		Sheet Size A1		Drawing Scale 1:500			
Drawing Number							
SCR150-RPS-ZZ-XX-DR-C-0110							
Drawn By JM		Status Approval		Revision P01			
Checked By CM		Approved By CM		Date Nov 2025			

Existing passing place 21
(Passing place to be widened by
0.5m to allow two articulated
vehicles to pass one another)

Measures to protect or divert BT
cable to be agreed with Openreach

SCALE 1 : 500

