



Appendix C

ESDAL Review

From: SC Abnormal Loads <SCAbnormal.Loads@scottishcanals.co.uk>
Sent: 12 October 2018 15:37
To: cezary.noreMBERG <cezary.noreMBERG@wyg.com>
Subject: RE: Gordonbush Wind Farm Impact on Infrastructure

No Scottish Canals infrastructure affected

Regards

Adele

SC Abnormal Loads

Email: SCAbnormal.Loads@scottishcanals.co.uk

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From: Howell, Tania <Tania.Howell@jacobs.com>
Sent: 15 October 2018 10:25
To: cezary.noreMBERG <cezary.noreMBERG@wyg.com>
Subject: RE: Gordonbush Wind Farm Impact on Infrastructure

Dear Cezary,

I've assessed both routes for this project.

Neither are a problem for me, since they don't impact on any HRE structures.

Regards

Tania

Tania Howell

Abnormal Loads Officer

Jacobs

DDI: 0118 946 8911

If your mail concerns abnormal load movements, please reply to RSGBRB@jacobs.com

From: Nicholson Katie <Katie.Nicholson@networkrail.co.uk> **On Behalf Of** Network Rail Abnormal Loads

Sent: 16 October 2018 11:11

To: cezary.noremborg <cezary.noremborg@wyg.com>

Subject: RE: Q-673 Gordonbush Wind Farm Impact on Infrastructure

Your proposed movement does not affect any Network Rail owned road over rail bridges or tunnels therefore we have no objection to your proposed route.

Please note we only check the load carrying capacity of Network Rail owned road over rail bridges affected we do not check anything else including:

- Load carrying capacity of level crossings
- Clearance to bridge parapets
- Clearance under a rail bridge
- Clearance to overhead wires at level crossings

Many Thanks

Katie Nicholson

Abnormal Loads Assistant

Abnormal Loads Help Desk: 01908 783 140



Abnormal Loads | National Records Group | Route Services

The Quadrant | Elder Gate | Milton Keynes | MK9 1EN

W <http://www.networkrail.co.uk/abnormal-indivisible-road-loads/>



From: Stephen Oakley <SOakley@bearsotland.co.uk>
Sent: 16 October 2018 11:31
To: cezary.noremborg <cezary.noremborg@wyg.com>
Cc: NW AbnormalLoad <NWAbnormalLoad@bearsotland.co.uk>
Subject: RE: Gordonbush Wind Farm Impact on Infrastructure

Dear Cezary,

We have no objections in principle to the proposed movements.

Except for Evelix New (OSGR 276820 , 890450) the bridges on that part of the A9 have a load capacity of 45HB (approx. 180T). Evelix New is rated at 29HB (approx. 116T) but can carry 45HB if the vehicles are restricted to the centreline of the road at slow speed.

Vehicles should not travel in close convoy whilst crossing Dornoch bridge (OSGR 274793 , 885879) or Fleet New bridge (OSGR 277560 , 898190).

There are no bridges over the A9 on the proposed route however the haulier should check if any overhead services crossing the A9 could be affected.

Due to the length of the load the haulier should survey the route to confirm passage without damage to street furniture particularly at roundabouts and through the villages of Golspie and Brora.

Any advice that the Operating Company gives to hauliers or companies shall be based on such Records as the Operating Company may possess or to which the Operating Company has access. The Operating Company shall inform hauliers and companies that by advising or commenting on a proposed abnormal indivisible load route:

(i) the Operating Company and Director shall not assume responsibility of any kind in connection with the movement of the relevant abnormal indivisible load or abnormal vehicle, and



(ii) in following any advice provided, the owner and the operator of the vehicle shall not be relieved of any of obligations or liabilities under the relevant Legislation

Regards

Stephen Oakley
Bridges Engineer | Bridges Team
BEAR Scotland | North West Unit

WYG The Cube, 45 Leith Street, Edinburgh. EH1 3AT	Direct 0800 688 588 E-mail plantprotection@cadentgas.com
Date: 17.10.2018	www.nationalgrid.com
Your Ref: Gordonbush Wind Farm	
Our Ref: <u>XX XX 3HWP 000241</u>	

F.A.O. Cezary Noremborg

RE: HIGH LOAD ROUTE. NH Gordonbush Wind Farm Impact on Infrastructure

Thank you for your recent e-mail received on 12.10.2018

We have carried out detailed checks in respect to our operational transmission networks. Based on the information you have provided and the proximity and sensitivity of these networks we have concluded that the risk is negligible.

It is recommended that when passing beneath an overhead transmission line that the vehicle does not stop for a distance of six metres either side of the outermost conductors. In the event of a breakdown beneath an overhead transmission line under no circumstances allow anyone to climb on top of the vehicle or load.

Yours faithfully



Plant Protection
0800 688 588

From: Paul.Winn@transport.gov.scot <Paul.Winn@transport.gov.scot>
Sent: 12 October 2018 14:52
To: cezary.noremborg <cezary.noremborg@wyg.com>
Subject: RE: Gordonbush Wind Farm Impact on Infrastructure

Hi

We would prefer Nigg to be used as the port of entry if possible as this is slightly closer than Invergordon. You might want to check this with Bear North West as they are responsible for this part of the A9

Paul

Paul Winn

Network Administrator
Administration Team
Roads Directorate
T: 0141 272 7339
transport.gov.scot

Transport Scotland, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF



Transport Scotland, the national transport agency
Còmhdaill Alba, buidheann nàiseanta na còmhdaill

Strike it Out: [preventing bridge strikes](#)

- Plan your route to avoid low bridges
www.freightscotland.org/lowbridges or 0800 028 1414

Do not rely upon SAT NAV – it may not hold accurate bridge height information.



Please see our [privacy policy](#) to find out why we collect personal information and how we use it

