

# Technical Appendix 13.2: Achany Extension Wind Farm

#### **Route Survey Report**



SSER 02-07-2021

### Prepared on Behalf of Tetra Tech Group Limited. Registered in

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#### **1. INTRODUCTION**

#### **Report Purpose**

- 1.1 Tetra Tech has been commissioned by SSE Renewables (hereafter to be known as SSER) to undertake a route review for the delivery of abnormal loads associated with the proposed Achany Extension Wind Farm. This report reviews the constraints associated with the transportation of wind turbine components from the Port of Invergordon and Nigg Port to the proposed site located west of Lairg, Highland.
- 1.2 Tetra Tech has been commissioned to prepare this route survey report as a source of guidance. The report identifies the key points and issues associated with the routes that may require remedial works to accommodate the predicted loads. The detailed design of these remedial works, however, are beyond the agreed scope of works. It is the responsibility of the turbine supplier (depending on contractual arrangements) to ensure that the access route from the Port of Entry (POE) to the road transfer point is fit for purpose and that appropriate consideration for all road users has been made in accordance with the relevant health and safety legislation and ruling transport requirements.
- 1.3 This report has been prepared in accordance with instructions from SSER on the above project details. No liability is accepted for the use of all or part of this report by third parties.
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#### **Report Structure**

# 1.5 Following this introduction, the proceeding chapters of the report are structured as follows:

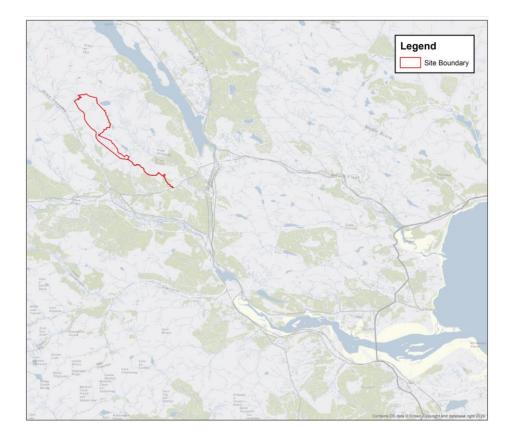
- **Chapter Two** describes the location of the proposed wind farm development;
- **Chapter Three** describes the route options reviewed on the Site visit along with areas of potential significant constraints;
- Chapter Four details a Framework Traffic Management Plan; and
- **Chapter Five** provides a summary of the report and an outline of suggested further works, actions and recommendations for consideration.



#### 2. PROPOSED SITE AND ACCESS STRATEGY Site Description and Location

2.1 The proposed Achany Extension Wind Farm (Proposed Development) is approximately 11km west-north- west of Lairg, Highland. The Site entrance is illustrated below in Plate 2-1.

#### Plate 2-1: Site Location



#### **Candidate Turbine**

- 2.2 SSER have indicated they are considering either a Vestas V136 turbine or Nordex N133 turbine as the potential component for the proposed site extension. The final choice of turbine would be dependent on economics and available technology at the time of construction.
- 2.3 Tetra Tech has assumed the worst case loads of the proposed turbines to be the 66.7m blade carried in a Super Wing Carrier type trailer with the worst case tower (mid-section)



carried in a 4+7 axle clamp trailer. The worst-case dimensions are illustrated within Table 2-1 below.

#### Table 2-1: Worst-case Components

Component	Length (m)	Maximum Width on Vehicle (m)
Vestas V136 Blade	66.7	4.3
Vestas V136 Mid Tower (Hybrid)	29.96	4.3

- 2.4 At this point in time, no assessment of the erection crane has been undertaken.
- 2.5 Tetra Tech has assumed that all loads will follow the relevant manufacturers transport guidelines. The components can be delivered on a variety of transport platforms all of which feature independent rear wheel steering and would be provided with both Police and civilian escorts.
- 2.6 The Super Wing carrier allows the load overhang at the rear of the trailer to be adjusted when loaded by use of a sliding bolster and load rack and can utilise rear-wheel steering.
- 2.7 The Tower, Hub and Nacelle components can be delivered on a variety of transport platforms all of which feature independent rear-wheel steering.
- 2.8 Photos 2-1 and 2-2 illustrate similar components being delivered.



Photo 2-1: Indicative Blade in Super Wing Trailer



Photo 2-2: Indicative Tower Component Transport Configurations





#### 3. ROUTE REVIEW

#### **Route Overview**

- 3.1 A route review has been undertaken by video survey from both the Port of Invergordon and the Port of Nigg through to the Proposed Development access in March 2020. This method allows a full record of the route to be undertaken, with notes recorded following completion of the survey. Not only is this process efficient, it also provides a much safer working environment for staff. The video survey allows a full record of the route to be kept for future reference. To accompany the video survey, various Points of Interest (POI) were recorded using a Global Positioning System (GPS) tracker that logs the locations of points on the routes to Ordnance Survey (OS) co-ordinates.
- 3.2 Access to the Proposed Development could be taken from a number of suitable ports of entry (POE) such as Invergordon or Nigg Port. These ports provide direct access onto the trunk road network and have experience as renewable energy delivery hubs.
- 3.3 Invergordon has been extensively used by the abnormal load and wind farm industries in the past. Multiple wind farms to the north of Inverness, excluding Caithness sites, have used Invergordon. The port was utilised for deliveries to Lairg, Gordonbush and Lochluichart Wind Farms.
- 3.4 The Port of Nigg is a major hub for the offshore wind market and recently served as the POE for the Gordonbush Wind Farm extension delivering Siemens Gamesa SG132 turbines. There are large areas for component storage at the port which are currently in use for offshore developments.
- 3.5 While both ports have previously been utilised for the delivery of wind turbine components and either would be suitable as a POE, Nigg is considered to be the preferred option from a transport and access perspective based on recent experience of handling components of a similar size relating to Gordonbush Wind Farm extension, easy access to the strategic road network and limited mitigation requirement
- 3.6 This report is informed by Tetra Tech's experience and knowledge of Abnormal Indivisible Load (AIL) transport movements in this area gained from consulting on recently successful AIL deliveries in the area such as Gordonbush Wind Farm and prior site visits in the area reviewing both routes under consideration.



- 3.7 The site visit did not include any geotechnical, utility or environmental reviews and as such the information provided in this report is based solely on the observations noted on the site visit and subsequent swept path assessments.
- 3.8 Plans illustrating the location of the constraints and a detailed list of POIs are provided in Appendix A.

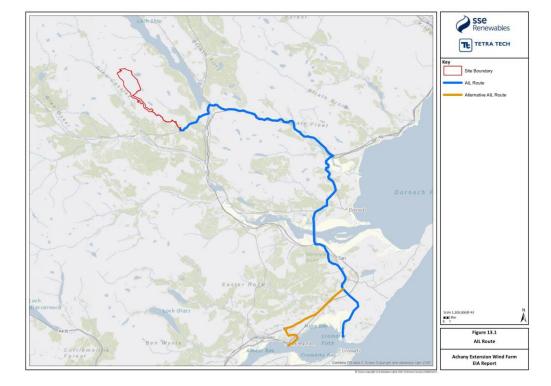


## **ROUTE DESCRIPTION**It is proposed that all loads will follow

It is proposed that all loads will follow the preferred access route described below and as shown in Plate 3-1:

- Depart the Port of Nigg and proceed northbound on the B9175,
- Contraflow the Nigg Roundabout joining the A9 northbound,
- Loads will proceed north on the A9, loads will contraflow the A9 / A836 roundabout at Tarlogie,
- Loads will continue northbound on the A9 to The Mound where loads will exit the A9 left onto the A839,
- Loads will continue westbound on the A839 towards Lairg before either
- Turning left onto the A836 and proceeding south, or
- Turning right onto the A836 and proceeding to a suitable location to u-turn before proceeding south,
- Loads will exit the A836 crossing Black Bridge and joining the A839, and
- Loads will continue on the A839 westbound, approximately 4.2km, towards the Achany Extension Wind Farm site access.





#### Plate 4-1: Proposed Access Route

4.2 Within the Proposed Development, loads would then proceed ahead to the turbine locations. All on-site access roads should be designed to the selected turbine manufactures minimum standards and as such are excluded from this report.

#### **Network Constraints**

- 4.3 This section outlines the potential constraint locations to the movement of the proposed turbine components and Table 3-1 details the potential constraint point locations on the route from the expected POE: The Port of Nigg, through to the proposed site access.
- 4.4 Plans illustrating the location of constraints at Points of Interest (POI) are provided in Appendix A and a detailed description of mitigation requirements is provided below in Table 3-1.



POI	Key Constraint	Details
1	Port of Nigg Exit	Loads will exit the Port of Nigg turning left and proceed northbound on the B9175.
	<image/>	Loads would approach the exit junction from the existing parking area within the port and the approach agreed with the port authorities should be cleared of all street furniture and obstacles including lighting columns, signs and fencing. The exit splitter island should be provided with a load bearing surface and two bollards should be removed. Loads will over-run and over-sail the eastern footway and verge of the B9175 where a load bearing surface should be laid and the land reprofiled to carriageway level. Vegetation should be cleared. Discussions should be held with the Port Authority to ensure that the required land is available. All street furniture should be cleared from these areas. Swept path drawings SPA001 are included in Appendix B.

#### **Table 4-2: Route Constraint Points**



POI	Key Constraint	Details
2	B9175 Lower Pitcalzean	It is recommended that a full overhead utility search is carried out along the route to ensure that height clearances are suitable for normal temperature ranges.
3	B9175 Pitcalnie	Tree canopy and vegetation to be trimmed back along the route. Loads will occupy the entire carriageway through multiple bends throughout the route. A rolling escort is required to hold oncoming traffic back at least 60m in advance of all junctions and pinch points.
4	B9175 East of Glastullich	Escorts to seek permission to transit through the level crossing from Network Rail.



POI	Key Constraint	Details
5	A9 / B9175 Nigg Roundabout	Loads will undertake a <b>contra flow</b> <b>manoeuvre</b> through the roundabout. Loads will over-sail the north eastern verge on approach to and exit from the roundabout. Loads will over-run and over-
		sail the north eastern edge of the roundabout island where a load bearing surface should be laid and one lit chevron sign should be removed. Swept path drawings SPA002 are included in Appendix B.
6	A9 Utilities	It is recommended that a full overhead utility search is carried out along the route to ensure that height clearances are suitable for normal temperature ranges.



POI	Key Constraint	Details
7	A9 / A836 Roundabout	A9 / A836 Roundabout
		Loads will take the second exit at the junction and will continue northbound on the A9. A <b>contraflow manoeuvre</b> of the junction is required.
		Loads will over-sail the southern verge and north eastern verge on entry and exit from the roundabout. Loads will over-run and over-sail the northern edge of the approach road splitter island where a load bearing surface should be laid, and one bollard and one road sign should be removed. Loads will over-run and over-sail the north eastern edge of the roundabout island where a load bearing surface should be laid, and vegetation and trees should be removed.
		Bear Scotland have requested that vehicles should not cross Dornoch Bridge in close convoy.
		Swept path assessment drawing SPA003 is included in Appendix B.
8	8 A9 / A949 Junction Left Bend and Evelix New Bridge	Vehicles should be banned from making the right turn from the A9 onto the A949 when the convoy is passing as loads will over-sail into the right turn lane.
		Bear Scotland have previously requested that loads are restricted to the centreline and cross the bridge at a slow speed.
		OSGR: 276820, 890450



POI	Key Constraint	Details
9	A9 Right Bend Evelix	Loads will occupy the entire carriageway through the bend.
		Loads will over-sail the western verge on entry to the bend and the south eastern verge on exit from the bend, one road sign should be removed to improve overall clearances. Swept path drawings SPA004 are included in Appendix B.
10	A9 Right Bend South of Cambusavie	Loads will proceed ahead around the right- hand bend.
		Loads will over-run and over-sail the western verge where a load bearing surface should be laid and two road signs and all traffic bollards should be removed. All underground utilities should be protected. Loads will over-sail the verge on the inside of the bend where vegetation should be cleared.
		Swept path assessment drawing SPA005 is included in Appendix B.



POI	Key Constraint	Details
11	A9 Right Bend Near Cambusavie	Loads will proceed ahead through this section of road.
		Loads will over-run and over-sail the verge on the outside of the right bend where a load bearing surface should be laid. Six chevron signs and seven bollards will need to be removed and the blade tip will over- sail eight bollards. The tree canopy should be trimmed to allow load over-sail of the verge on the inside of the bend. Loads will over-sail the verge on the inside of the bend where trees and a section of wall should be removed.
		It is recommended that due to the constrained nature of the bend, a topographical survey is completed, and the swept path assessment repeated.
		Swept path drawings SPA006 are included in Appendix B.
12	A9 Left Bend North of Cambusavie Cottage	Loads will over-sail the verge on the inside and outside of the left bend where one road sign should be removed.
		Due to the sinuous alignment of the section and the amount of tree canopy cover a test-run is recommended through this section.
		Swept path drawings SPA007 are included in Appendix B.



POI	Key Constraint	Details
13	A9 Gatehouse	No physical mitigation is expected at this bend however loads will require the full width of the carriageway and over-sail close to the carriageway edge. Trees and vegetation to be trimmed back throughout the area. Swept path drawings SPA008 are included in Appendix B.
14	A9 Right Bend South of Cambusmore Lodge	Loads will proceed ahead through this section of road.
		Loads will over-sail the inside verge through the bend. No physical mitigation measures are required.
		Swept path drawings SPA009 are included in Appendix B.
15	A9 Right Bend Cambusmore Lodge and Fleet New Bridge	Loads will proceed ahead through this section of road.
		Loads will over-sail the inside verge through the bend. No physical mitigation measures are required.
	Fill International	Bear Scotland have previously requested that loads don't cross Fleet New Bridge in close convoy (OSGR 277560, 898190).
		Swept path drawings SPA010 are included in Appendix B.



POI	Key Constraint	Details
16	A9 / A8893 Left Turn, the Mound	Loads will turn left onto the A839.
		Loads will over-sail the southern verge on approach and the verge on the inside of the left turn at the junction where one bollard and one road sign should be removed, and loads will also over-sail the splitter island. Embankment reprofiling may be required. It is recommended that the extent of adopted boundary is confirmed. Along the length of the route trees and vegetation should be cleared back from the carriageway and adopted verge in adherence to minimum standards. Swept path assessment drawing SPA011 is included in Appendix B.
17	A839 Pittentrail	Loads will continue north on the A839.
	<image/>	Loads will over-sail the western verge on entry to the town and over-sail the eastern footway where a section of pedestrian guardrail should be removed and parking prohibited through Temporary Traffic Restriction Order (TTRO) during the delivery window. Loads will over-run and over-sail the eastern and western footways through the left-hand bend where load bearing surfaces should be laid. Proximity to one lighting column and one road sign to be confirmed exiting the section. Due to the constrained nature of this location a test-run is strongly recommended. Some deterioration of carriageway was observed at this location, a re-assessment of the road condition should be undertaken in advance of load delivery. Swept path assessment drawing SPA012 is included in Appendix B.



POI	Key Constraint	Details
18	A839 West Pittentrail	Loads will continue west on the A839. Loads will over-sail the inside of the bend where two road signs should be removed or set-back. Swept path assessment drawing SPA013 is included in Appendix B.
19	A839 Left Bend, Rovie Lodge	Loads will over-sail both sides of the carriageway. Vegetation to be trimmed back, tree canopy to be trimmed and two bollards to be over-sailed. Swept path assessment drawing SPA014 is included in Appendix B.
20	A839 Right Bend, Torbreck	Loads will over-sail both sides of the carriageway. Vegetation to be trimmed back, tree canopy to be trimmed. One road sign to be set-back. Swept path assessment drawing SPA015 is included in Appendix B.



POI	Key Constraint	Details
21	A839 Left Bend, Tressady	Loads will over-sail both sides of the carriageway. Vegetation to be trimmed back, tree canopy to be trimmed. Swept path assessment drawing SPA016 is included in Appendix B.
22	A839 Right Bend, Blarich Schoolhouse	Loads will over-sail both sides of the carriageway. Vegetation to be trimmed back, tree canopy to be trimmed. Swept path assessment drawing SPA017 is included in Appendix B.



POI	Key Constraint	Details
23	<image/>	Loads will over-sail close to the carriageway edge and possibly into the adopted verge. Trees and vegetation to be trimmed back.
24	A839 Right Bend, Milton	Loads will over-sail both sides of the carriageway. Vegetation and tree canopy to be trimmed back from the carriageway and load over-sail areas. Swept path assessment drawing SPA018 is included in Appendix B.



POI	Key Constraint	Details
25	A839 Series of Bends	Loads will over-sail close to the carriageway edge and possibly into the adopted verge. Tree canopy and vegetation to be trimmed back from the carriageway and load over-sail areas.
26	<image/>	Loads will over-sail both sides of the carriageway. Vegetation to be trimmed back, tree canopy to be trimmed. The ordnance survey mapping was noted to differ from the carriageway alignment on site and an indicative road edge has been provided for illustration only, a test run is recommended. Swept path assessment drawing SPA019 is included in Appendix B.

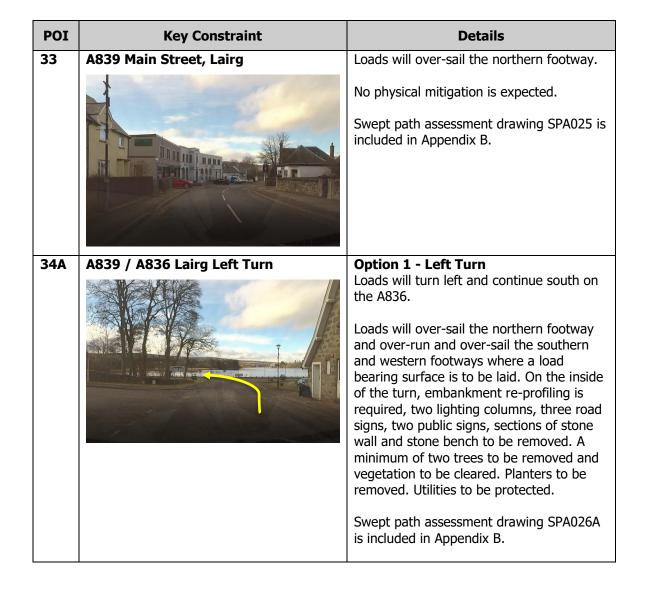


POI	Key Constraint	Details
27	A839 Left Bend Near Rhaoine	Loads will over-sail both sides of the carriageway. Tree canopy and vegetation to be trimmed back from the carriageway and load over-sail areas. Swept path assessment drawing SPA020 is included in Appendix B.
28	A839 Potential Vertical	Assessment of vertical alignment recommended to be undertaken.
29	A839 Right Bend East of Lairg	Loads will over-sail both sides of the carriageway. Tree canopy and vegetation to be trimmed back from the carriageway and load over-sail areas. A test-run or topographical survey is recommended at this location to confirm clearances to tree line and rock face. Swept path assessment drawing SPA021 is included in Appendix B.



POI	Key Constraint	Details
30	A839 Left Bend Approaching Lairg	Loads will over-sail both sides of the carriageway. Tree canopy and vegetation to be trimmed back from the carriageway and load over-sail areas. Swept path assessment drawing SPA022 is included in Appendix B.
31	A839 Left Bend Approaching Lairg 2	Loads will over-sail both sides of the carriageway. Tree canopy and vegetation to be trimmed back from the carriageway and load over-sail areas. Swept path assessment drawing SPA023 is included in Appendix B.
32	A839 Right Bend Approaching Lairg Main Street	Loads will over-run and over-sail the outside of the bend where a load bearing surface should be laid and the ditch culverted. Limits of adoption to be confirmed through this section. Loads will over-sail the inside bend where the proximity to the fence-line should be confirmed. Swept path assessment drawing SPA024 is included in Appendix B.







POI	Key Constraint	Details
348	A839 / A836 Lairg Right Turn	<ul> <li>Option 2 - Right Turn Loads will turn right and continue north on the A836 to a point suitable to undertake a U-turn and return southbound. </li> <li>Loads will over-sail the south of Main Street on approach where one road sign, one local sign and the over-hanging tree canopy should be removed. Loads will over-run and over-sail both sides of the A836 carriageway where load bearing surfaces should be laid. Two lighting columns, one post and planters should be removed. Stone wall and garden to be over-sailed by loads upon confirmation of vertical clearances. If a location is selected for a U-turn to be undertaken to the north of Lairg, Tetra Tech recommends that a swept path assessment be made of the reverse manoeuvre location and a route survey assessment undertaken of the route to that point. Swept path assessment drawing SPA026B is included in Appendix B.</li></ul>



35

A836 / A839 Black Bridge, Lairg



**Option A:** Loads will over-sail all sides of the carriageway.

In the eastern embankment one lighting column and two road signs to be removed. The embankment height should be confirmed to ensure vertical clearances for blade-tip over-sail. Sections of fence may require removal and trees and vegetation to be cleared. Loads will over-sail north and south of the bridge. Five lighting columns, four road signs, and section of fence to be removed or lowered. Bridge guard rail heights to be confirmed suitable for load over-sail. Trees and vegetation to be removed. Limits of adoption to be confirmed on exiting the bridge.

A test-run is strongly recommended to confirm vertical clearances over bridge guard-rail and clearances to two OH pylons with stay cables west of the bridge.

#### **Option B:**

Loads will over-sail all sides of the carriageway as above, in addition loads will over-run the eastern verge on approach, the southern footway of the bridge and the western footway on exit from the bridge. A load bearing surface is to be laid in all over-run areas and the load bearing capacity of the bridge footway confirmed. Increased over-sail will occur to the west where one junction box should be confirmed suitable for blade-tip over-sail, embankment re-profiling and retaining structures may be required subject to detailed design, sections of fence to be removed and stone wall removal potentially required. Area to be cleared of all obstructions. West of the A839, one lighting column, two chevron signs, petrol station signage and one planter to be removed. Limits of adoption to be confirmed.



POI	Key Constraint	Details
		<b>Option C:</b> Mitigation is similar to Option B with greater areas of over-run and over-sail with additional over-run on the bridge northern footway where the load bearing capacity should be confirmed. Over-sail inside of the left turn exiting the bridge is reduced. Re-profiling of the eastern embankment will be required with retaining structures and removal of all obstructions will be required to permit required over-run and over-sail. Additional over-sail will occur north of the bridge where load clearance to the parapet is <0.3m. Loads will over-run and over-sail beyond the footway into the Petrol Station forecourt. One telephone box, one lighting column, one planter, two chevron signs to be removed. All commercial signage to be removed to increase vertical clearances, and proximity to pumps and building to be confirmed through topographical survey, removal of pumps may be required. Limits of adoption north of the forecourt to be confirmed. A topographical survey is strongly recommended at this location. Swept path assessment drawing SPA027 is included in Appendix B.



POI	Key Constraint	Details
36	<image/>	Loads will over-sail all sides of the carriageway. On approach clearances to the western stone wall are limited and a test-run is recommended. Three road signs to be set back or removed, utilities within the verge to be protected and tree canopy and vegetation to be trimmed back throughout. Limits of adoption to be confirmed throughout. Some mild carriageway edge deterioration was observed following this section, a re- assessment of the road condition should be undertaken in advance of load delivery. Swept path assessment drawing SPA028 is included in Appendix B.



POI	Key Constraint	Details
37	A839 Double Right Bend, Lairg and vertical assessment	Loads will over-sail all sides of the carriageway.
		Four road signs to be set back or confirmed outwith over-sail areas, utilities within the verge to be protected and tree canopy and vegetation to be trimmed back throughout. Limits of adoption to be confirmed throughout.
		It is recommended a test-run or topographical survey is undertaken to ensure the vertical alignment is acceptable for proposed loads.
		Swept path assessment drawing SPA029 is included in Appendix B.
38	A839 Minor Left Bend, West of B864	Loads will over-sail the northern and southern verges.
		The OS mapping carriageway and boundary alignments were found to differ from on-site observations. A test-run is recommended to confirm the extents of the adopted road. Swept path assessment drawing SPA030 is included in Appendix B.



POI	Key Constraint	Details
39	A839 Left Bend Approaching Claonel	Loads will over-sail the northern and southern verges. No physical mitigation is expected at this location however poor-quality road widening was observed. The entire route should be confirmed to adhere to manufacturer minimum standards. Swept path assessment drawing SPA031 is included in Appendix B.
40	<section-header></section-header>	Loads will over-sail all sides of the carriageway however no physical mitigation is expected beyond vegetation being trimmed back. Limits of adoption to be confirmed. Swept path assessment drawing SPA032 is included in Appendix B.



POI	Key Constraint	Details
41	A839 Series of Bends south of Claonel	Loads will over-sail all sides of the carriageway. Vegetation to be trimmed back from blade web over-sail of the western embankment. One road sign to be removed or relocated.
		It is recommended a test-run or topographical survey is undertaken to ensure the vertical alignment is acceptable for proposed loads. The road width narrows from this location and it should be ensured the road width is in accordance with turbine manufacturer's minimum standards.
		Swept path assessment drawing SPA033 is included in Appendix B.



POI	Key Constraint	Details
42	<image/>	Loads will over-sail all sides of the carriageway and over-run to the south. The OS mapping indicates a <4.5m carriageway width, widening to be undertaken to achieve minimum standards. Vegetation to be cleared from all over-sail areas, one road sign to be removed or relocated and some embankment re- profiling may be required to allow the blade web to over-sail the northern embankment. A test-run is recommended due to both vertical and horizontal fluctuations in the carriageway alignment. Swept path assessment drawing SPA034 is included in Appendix B.



POI	Key Constraint	Details
43	<image/>	Loads will over-sail both sides of the carriageway. Two telegraph pole stay wires may require realignment to allow loads to pass safely. Vegetation to be trimmed back throughout. Swept path assessment drawing SPA035 is included in Appendix B.



POI	Key Constraint	Details
44	<image/>	Loads will over-sail both sides of the carriageway. One road sign to be removed and one telegraph stay wire to be realigned to improve clearances. Crossing the bridge, the blade web and blade tip will over-sail the bridge parapet, guard-rail and two bollards. Trees and vegetation to be trimmed back. Swept path assessment drawing SPA036 is included in Appendix B.
45	A839 West of Braemore	Loads will over-sail both sides of the carriageway. No physical mitigation is expected however the blade tip will over- sail one road sign. Swept path assessment drawing SPA037 is included in Appendix B.



POI	Key Constraint	Details
46	A839 Series of Bends Approaching Site	Loads will over-sail both sides of the carriageway. No physical mitigation is expected however the blade tip will over- sail one road sign. Swept path assessment drawing SPA038 is included in Appendix B.
47	A839 / Achany Extension Wind Farm Access	Loads will exit the A839 turning right into the Site access. Loads will over-sail the inside fence. Loads will over-sail south of the carriageway. The
		OS mapping does not accurately reflect the alignment of the carriageway width on approach to the Site access or the location of the southern fence line. The blade tip may over-sail the southern fence line.
		Swept path assessment drawing SPA039 is included in Appendix B.



### **Swept Path Assessment Results**

- 4.5 The drawings in Appendix B illustrate tracking undertaken at each location with a number of locations. The colours provided on the swept paths are:
  - Green vehicle/trailer outline (body swept path);
  - Red wheel tracked pathway (wheel swept path); and
  - Purple load over-sail tracked path (load swept path).
- 4.6 Where mitigation works are required, the locations are illustrated on the swept path drawings. Please note that any alterations to the specified load or vehicle details will invalidate the assessment results.
- 4.7 It is important to note that a number of the swept path assessments undertaken have been based on OS data. There can be measurement errors associated with the use of this data.
- 4.8 The drawings illustrate the street furniture modifications required to enable transit. The exact individual location of all street furniture in the vicinity of the POIs is not shown as these cannot be accurately plotted on the OS data without recourse to the various road authorities. Please note that Tetra Tech cannot accept any liability for errors on the data source.

#### **Route Summary**

4.9 Where noted, SSER should secure the land necessary to accommodate the proposed mitigation along the route. Assuming that the outlined mitigation is performed, either the preferred route from the Port of Nigg or the alternative route from the Port of Invergordon to the Site access is considered feasible for the delivery of proposed components.

#### Land Ownership and Utilities

4.10 The limits of road adoption can vary depending upon the location of the Site and the history of the adopting agency. In general, the adopted area is that contained within a defined boundary where the local roads authority or Transport Scotland holds the maintenance rights for the land from the original landowner. In urban areas, this is



usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

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

#### **General Comments**

- 4.12 Tetra Tech has undertaken a review of the potential access route from the POE through to the proposed site access. Tetra Tech would strongly suggest that a review of the following is undertaken prior to the delivery of the abnormal loads, to ensure load and road user safety:
  - A review of maximum axle loading on structures along the entire access route with the various road agencies is undertaken immediately prior to the loads being transported in case of last-minute changes to structures;
  - A review of clear heights with utility providers and the transport agencies along the route.
  - The chosen haulier is recommended to ensure with utility providers that there is sufficient clearance with an appropriate safety factor (especially with respect to power lines);
  - That any vegetation which may foul the loads is trimmed back to allow passage (this is of concern once the load is on the local road network and should be assessed for summer conditions);
  - That there are no roadwork's or closures that could affect the passage of the loads. A check with the affected Council areas and Transport Scotland should be made before the transit of the first abnormal load;
  - That a test run is completed to further assess the route for all components and confirm findings of the swept path assessments;
  - That there are no new or diverted underground services on the access route that are at risk from the abnormal loads.



### 5. OUTLINE TRAFFIC MANAGEMENT PLAN

### Introduction

5.1 This chapter introduces a number of traffic management measures that could help reduce the impact of the abnormal load convoys. These measures are currently presented as indicative and should be confirmed with the Police and Transport Scotland closer to the construction date.

### **Advance Warning Signage**

5.2 Advance warning signs would be installed on the approaches to the affected roads network. Temporary signage advising drivers that abnormal loads will be operating could be erected on the sections of the selected route close to the main areas of constraint. Signs such as the example shown in Plates 4.2 and 4.3 could be installed to help assist drivers. Flip up panels (shown in grey) can be used to mask over days where convoys would not be operating. Plate 4.2 illustrates a cover panel secured by clips that would alert drivers that no convoys were operating during that week.

#### Plate 5-2: Indicative Information Sign

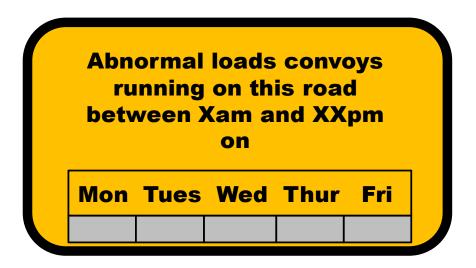




Plate 5-3: Indicative Information Sign



5.3 The purpose of this type of signage is to help improve driver information and allow drivers of oncoming traffic to be aware of the potential for wide loads.

### **Public Information**

- 5.4 Information on the movement of abnormal load convoys should be provided to local media outlets to help assist the public. Information could be provided to local newspapers and radio stations that related to expected vehicle movements along the proposed route. It is hoped that this level of information will make residents aware of convoy movements and help reduce any potential conflicts.
- 5.5 Tetra Tech also suggest that the developer may wish to consider producing a local newsletter for distribution to properties along the most affected sections of the proposed access route, advising of convoy movements and the measures put in place to ensure the safe and efficient operation of the road network.

### **Convoy System**

5.6 A police escort will be required to facilitate the delivery of the predicted loads. The police escort would be further supplemented by a civilian pilot car to assist with the escort duty. It is proposed that an advanced escort would warn oncoming vehicles ahead of the convoy, with one escort staying with the convoy at all times. The escorts and convoy would remain in radio contact at all times where possible.



- 5.7 It is recommended that abnormal load convoys should be no more than three HGV's long for non-blade convoys (three for blade convoys), to permit safe transit along the delivery route and to allow limited overtaking opportunities for following traffic where it is safe to do so however, a final determination will be made by the relevant authorities after a test-run.
- 5.8 The times in which the convoys would travel will need to be agreed with the local constabularies. Typical delivery times for similar projects has seen the early morning periods used in constrained sections, as traffic levels are generally lighter than those found in the afternoon.
- 5.9 A full convoy operation plan for the route will require to be developed in consultation with Police Scotland, Transport Scotland and the local roads authorities before deliveries commence to the Site.



### 6. SUMMARY AND FURTHER WORKS

#### **Summary**

- 6.1 Tetra Tech has commissioned by SSER to undertake a route review for the delivery of abnormal loads associated with the proposed Achany Extension Wind Farm located to the southwest of Lairg, Highland.
- 6.2 This report identifies the key points and issues associated with the proposed route from the PoE to the Proposed Development access.
- 6.2.1 The route is considered feasible, subject to the delivery of the proposed mitigation measures.
- 6.3 From this review Tetra Tech would suggest any mitigation works are designed to be permanent to ensure that future wind farm maintenance can be undertaken without the need to re-open land and access rights on site.





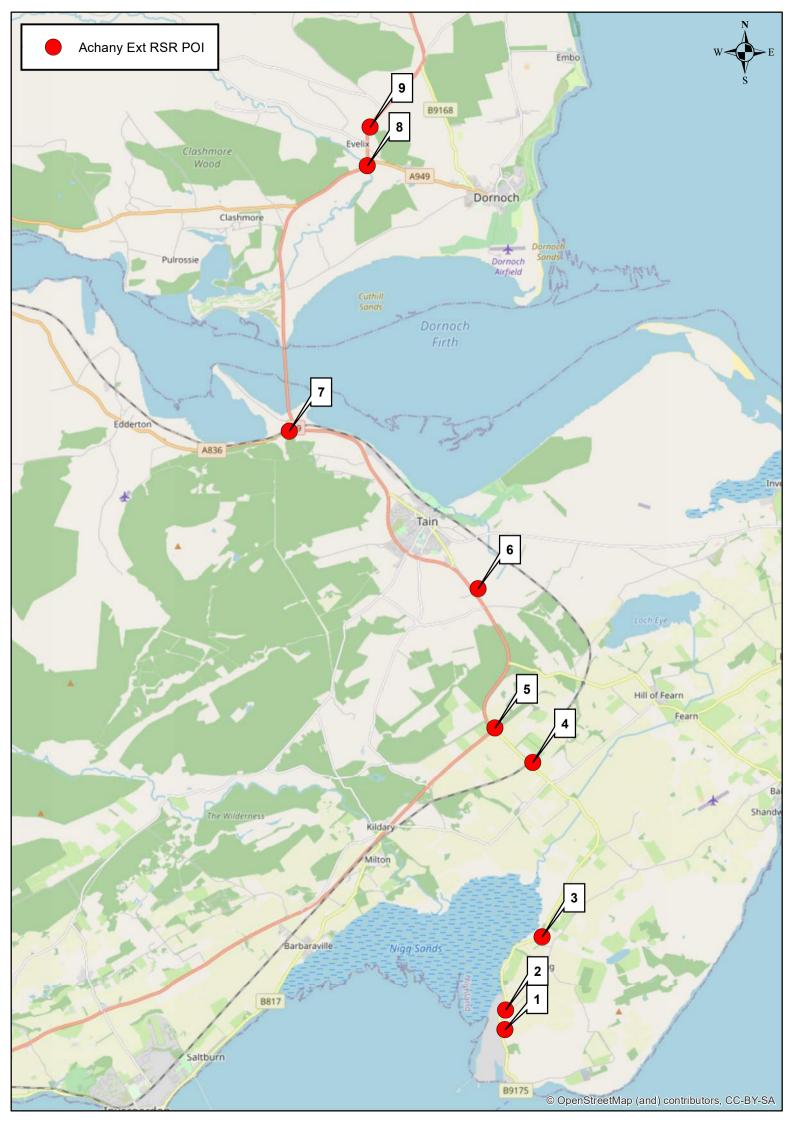
### **APPENDICES**

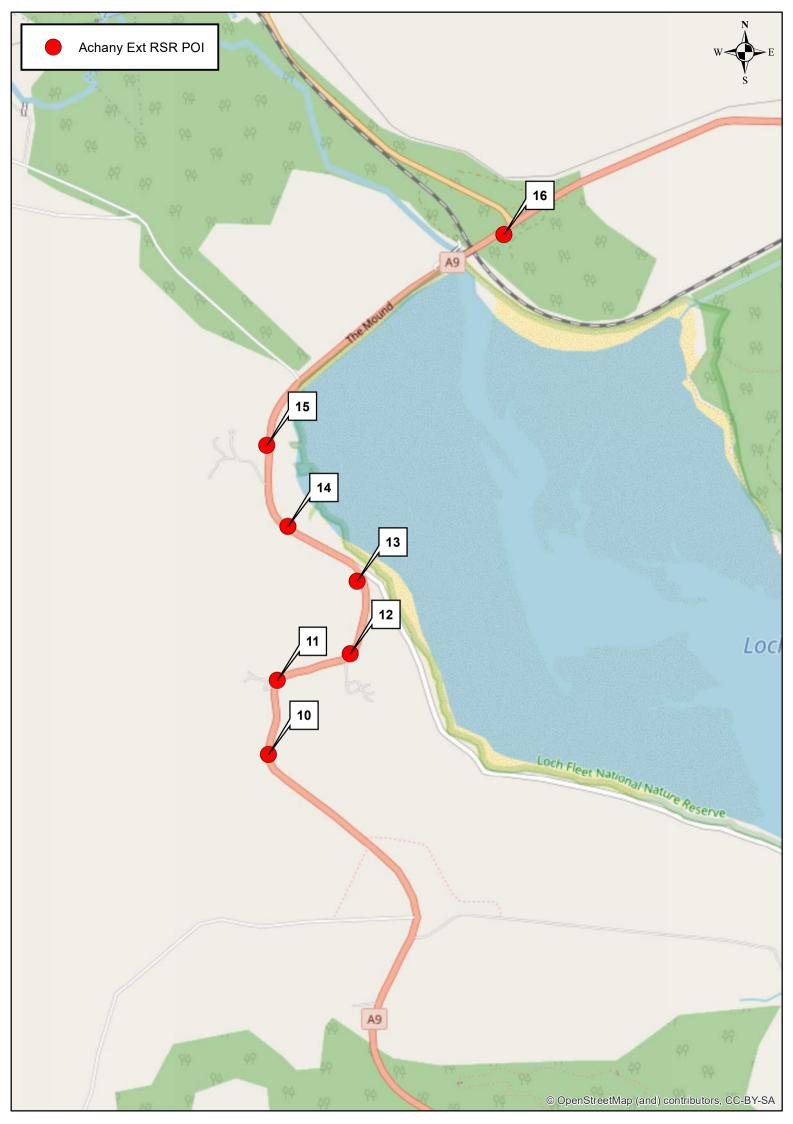
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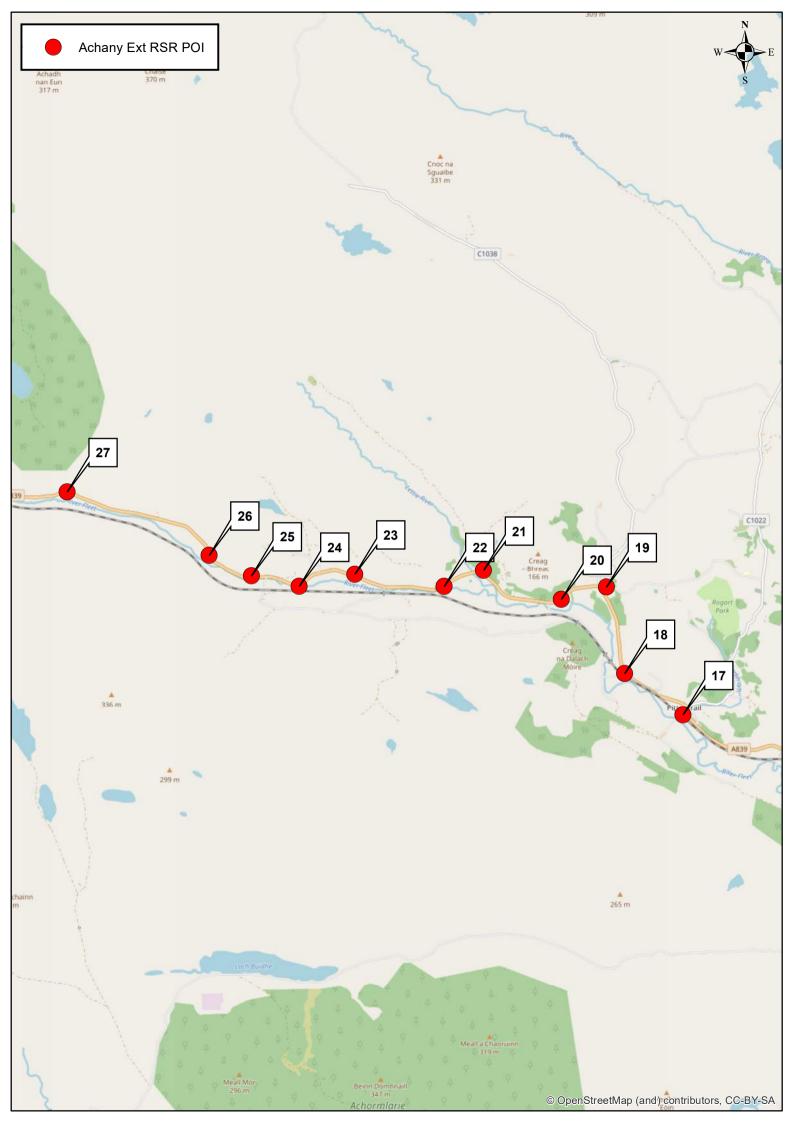


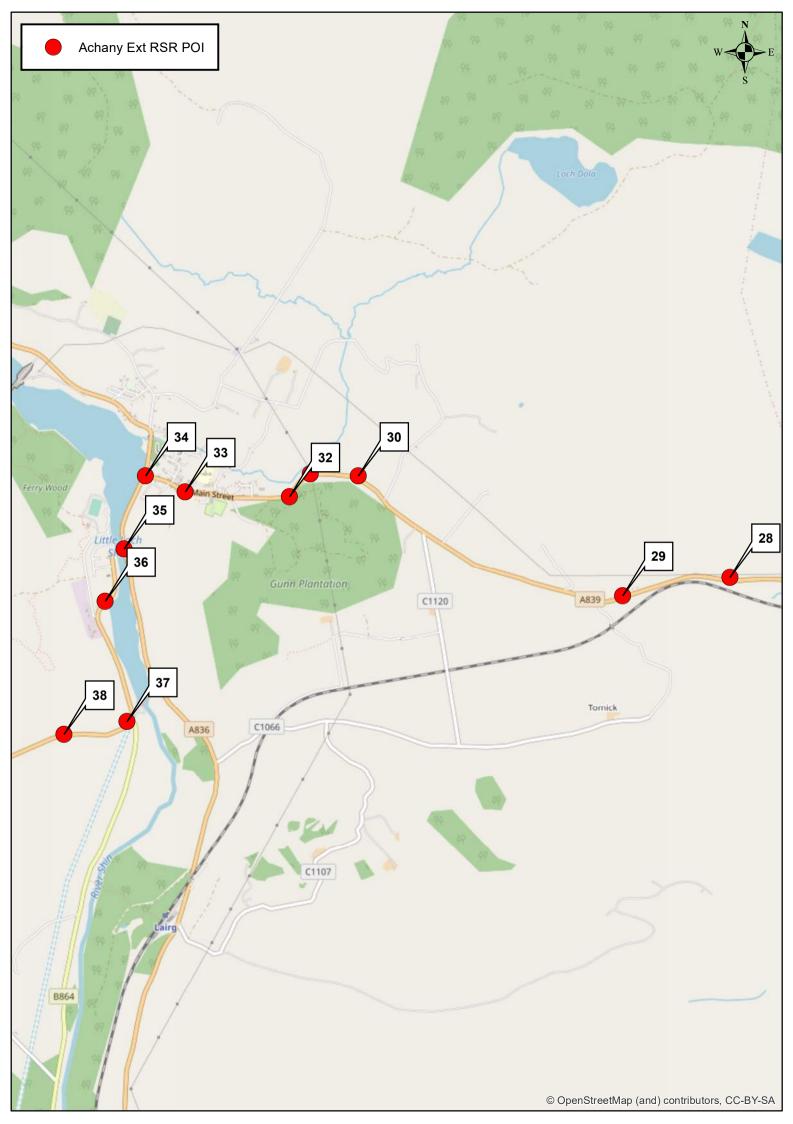
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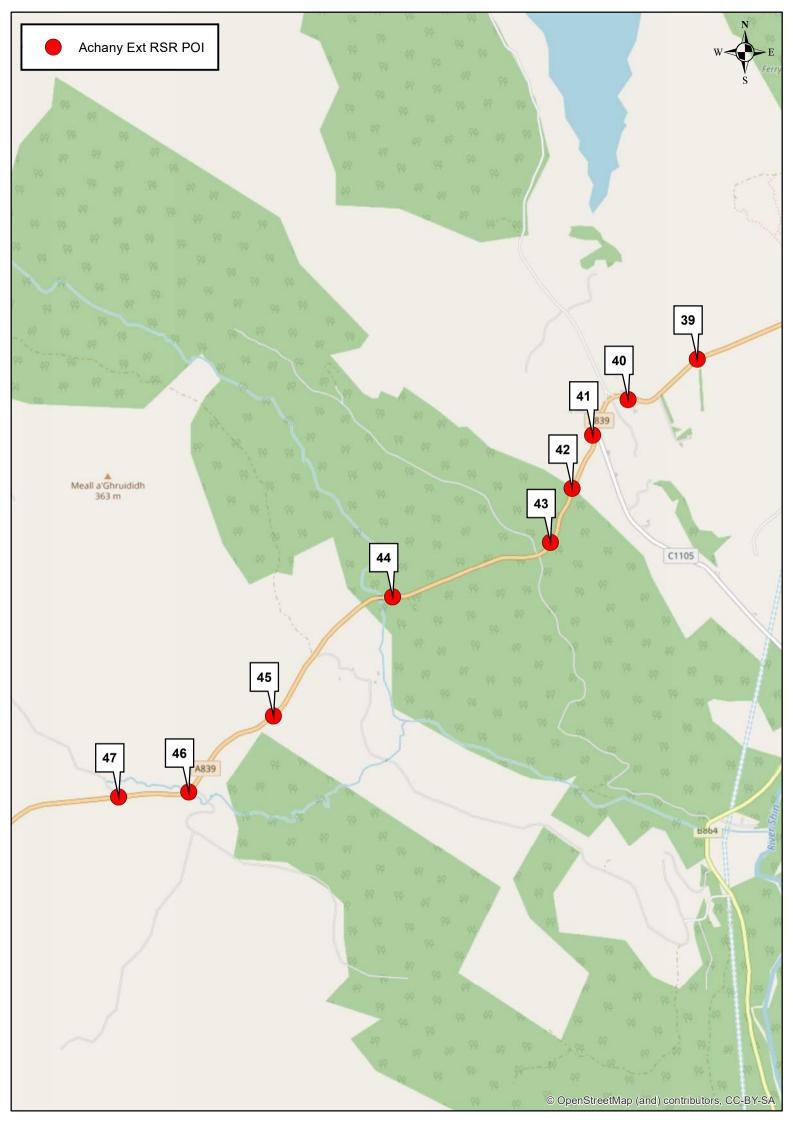
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### B. Swept Path Assessment (SPA)

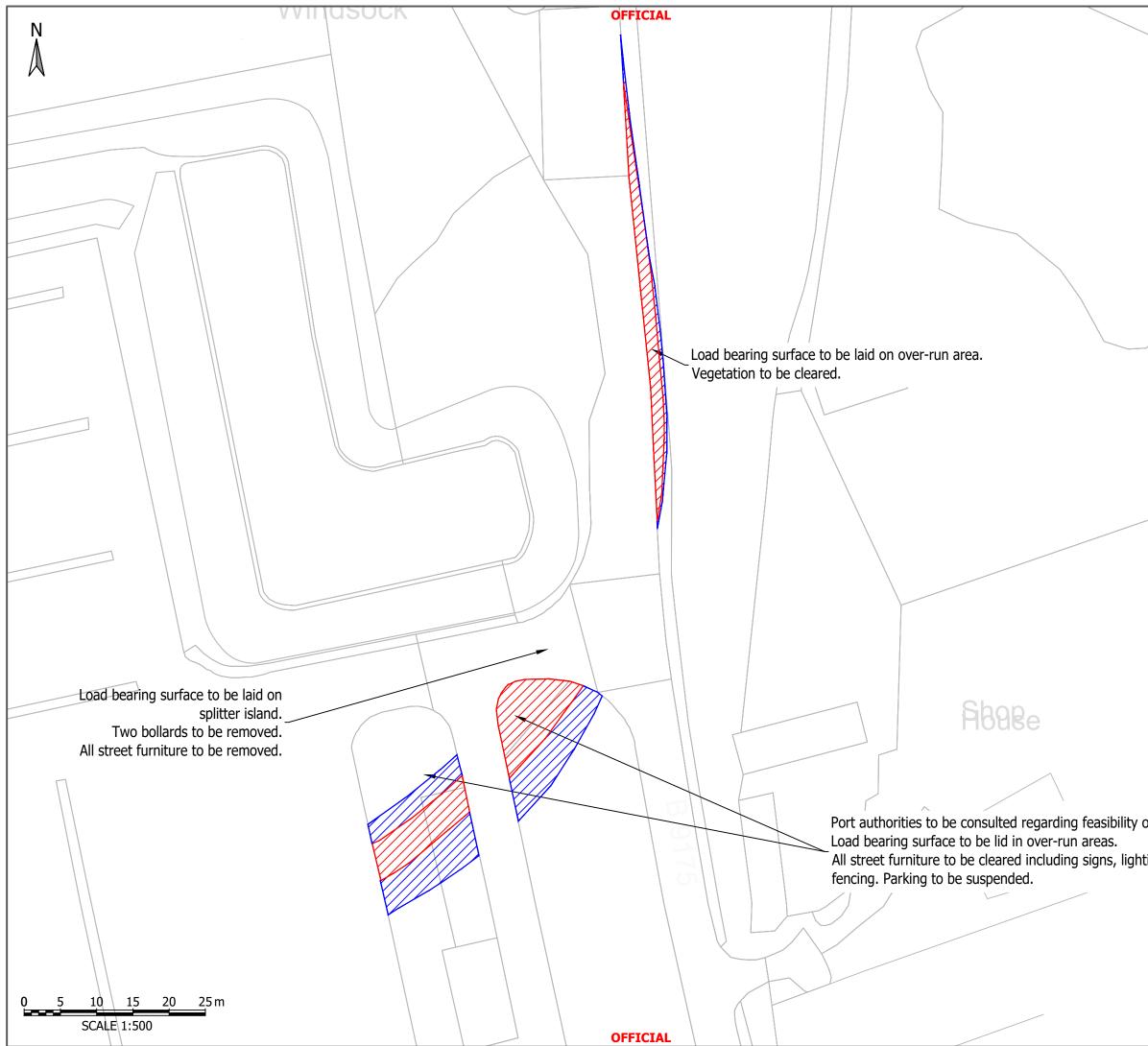
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# Achany Ext Wind Farm

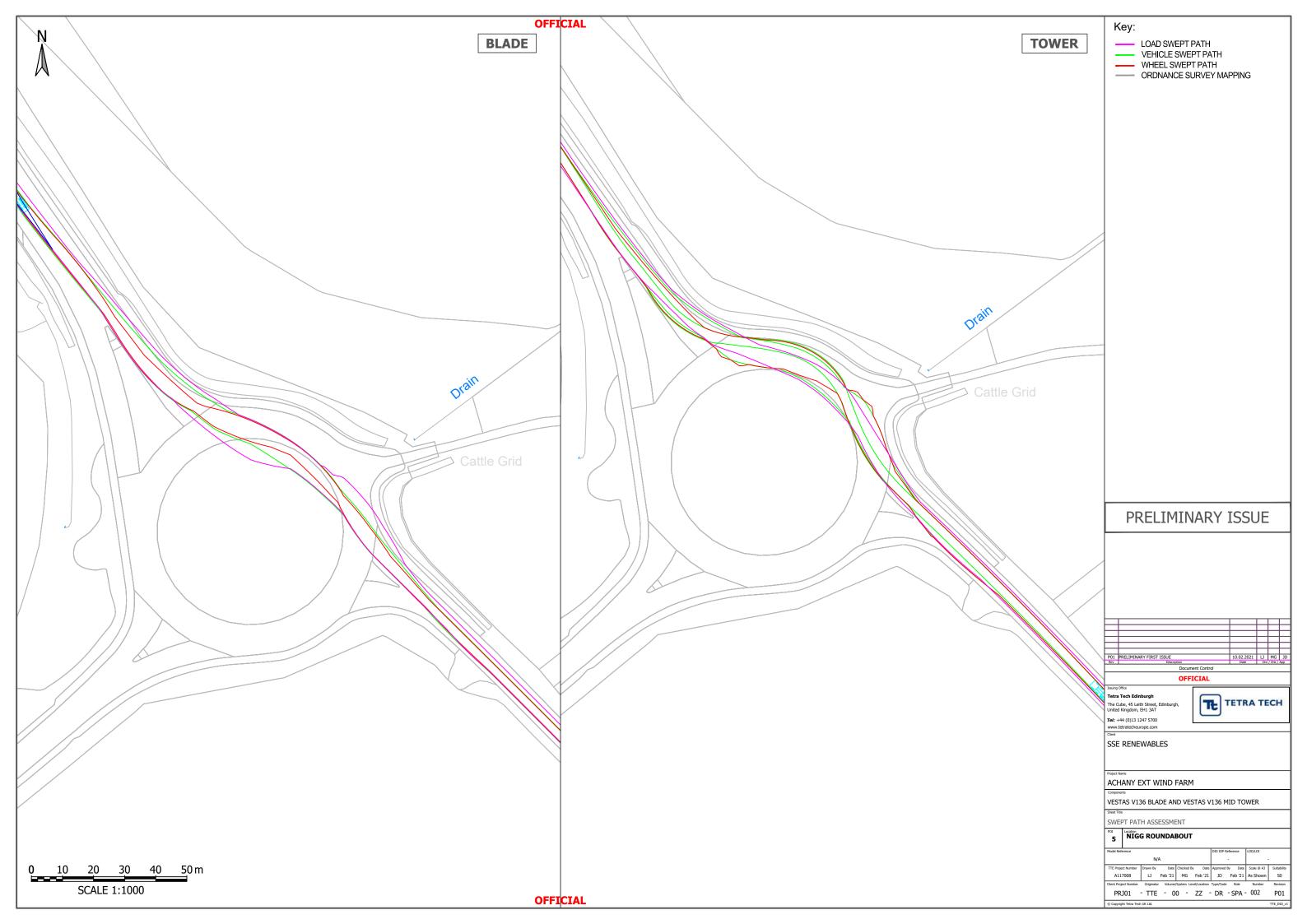


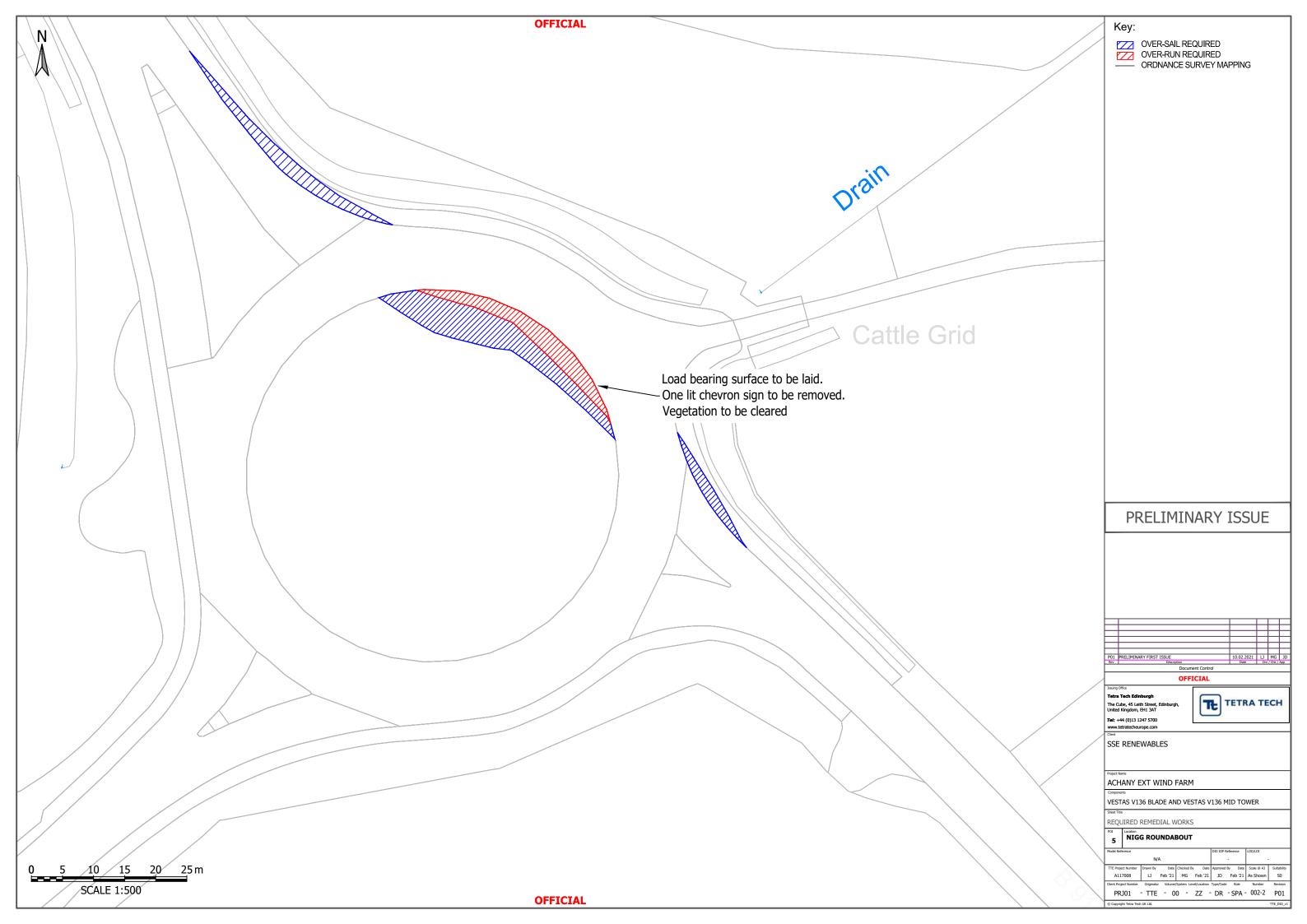
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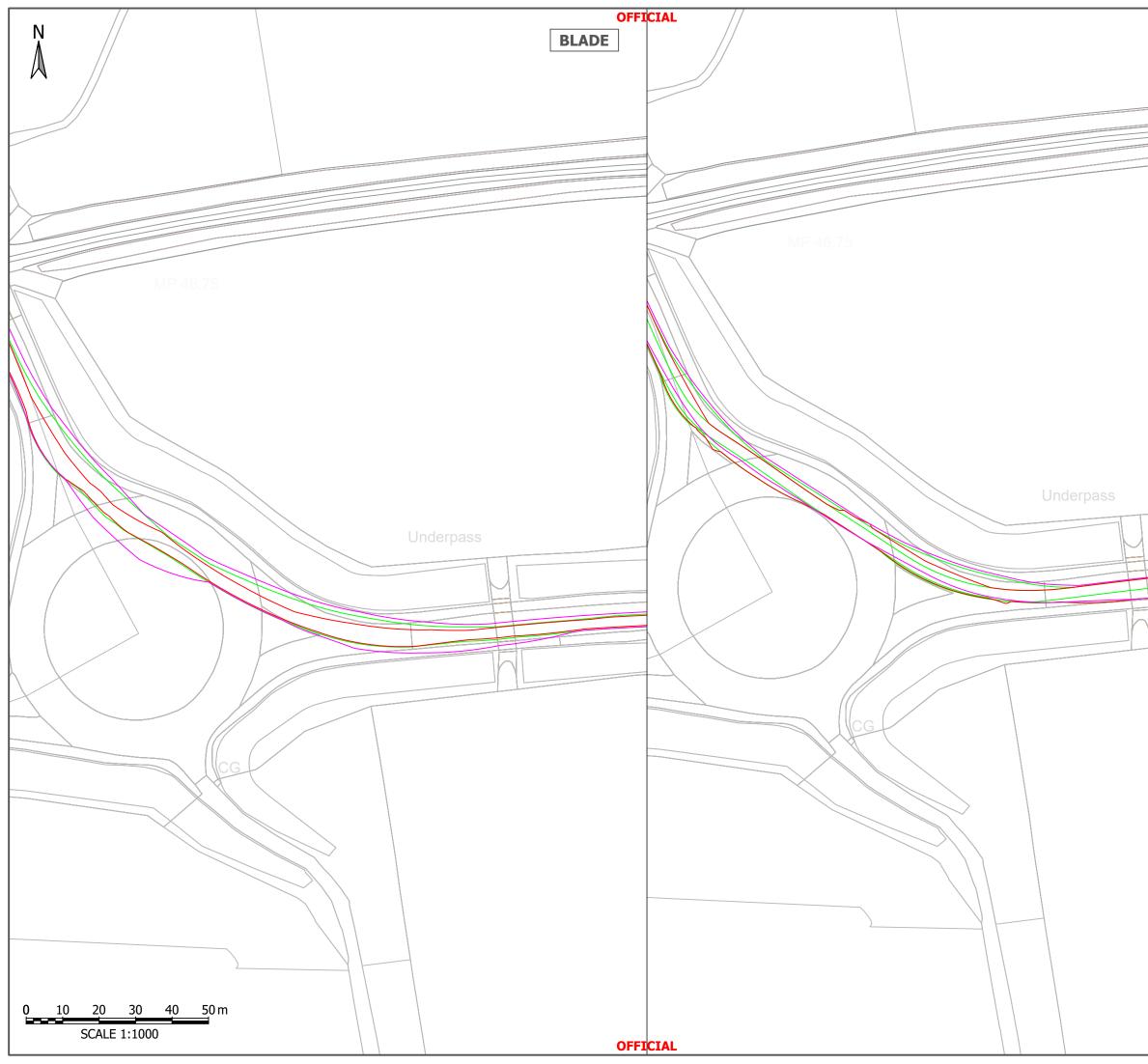




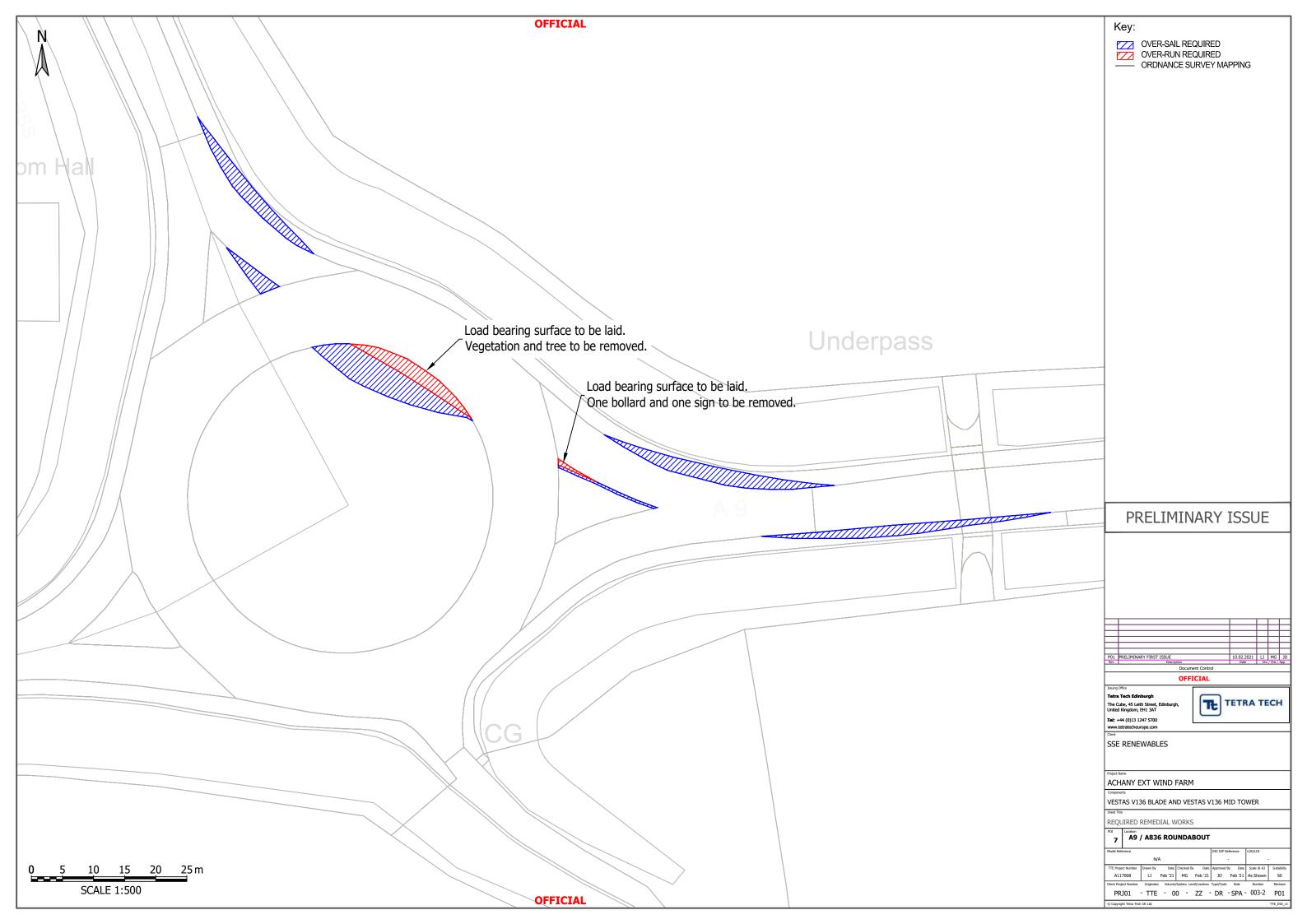
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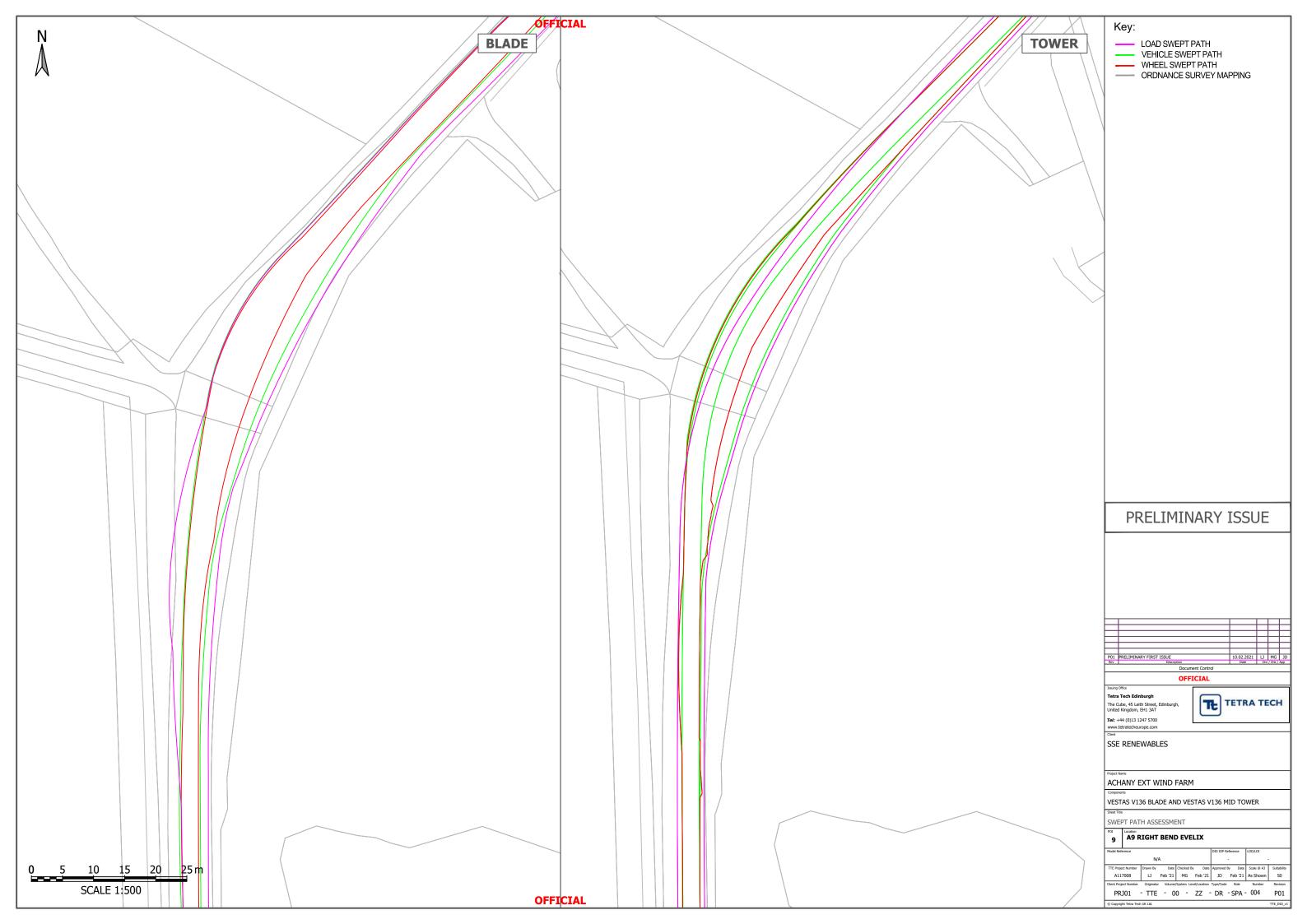


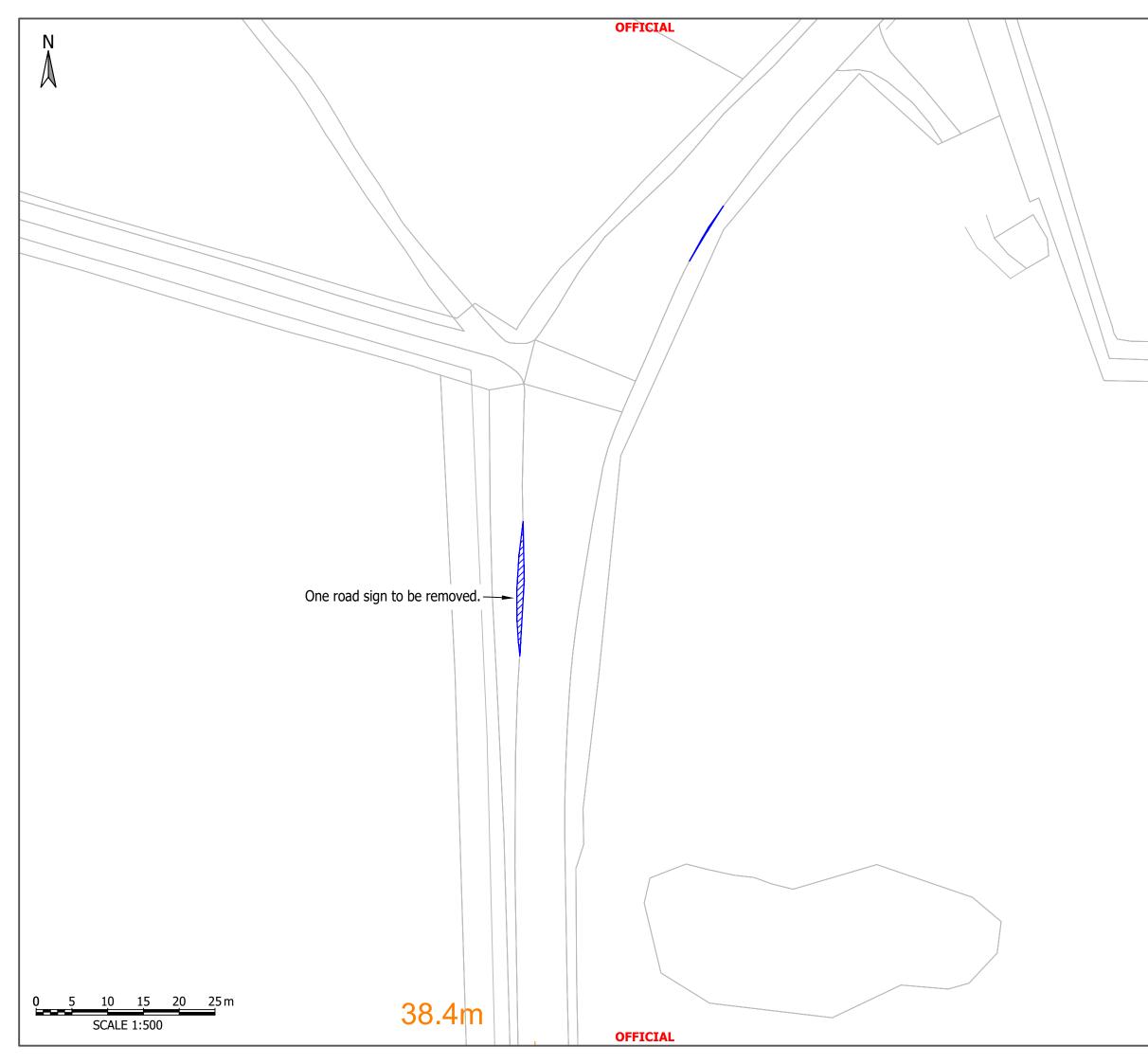




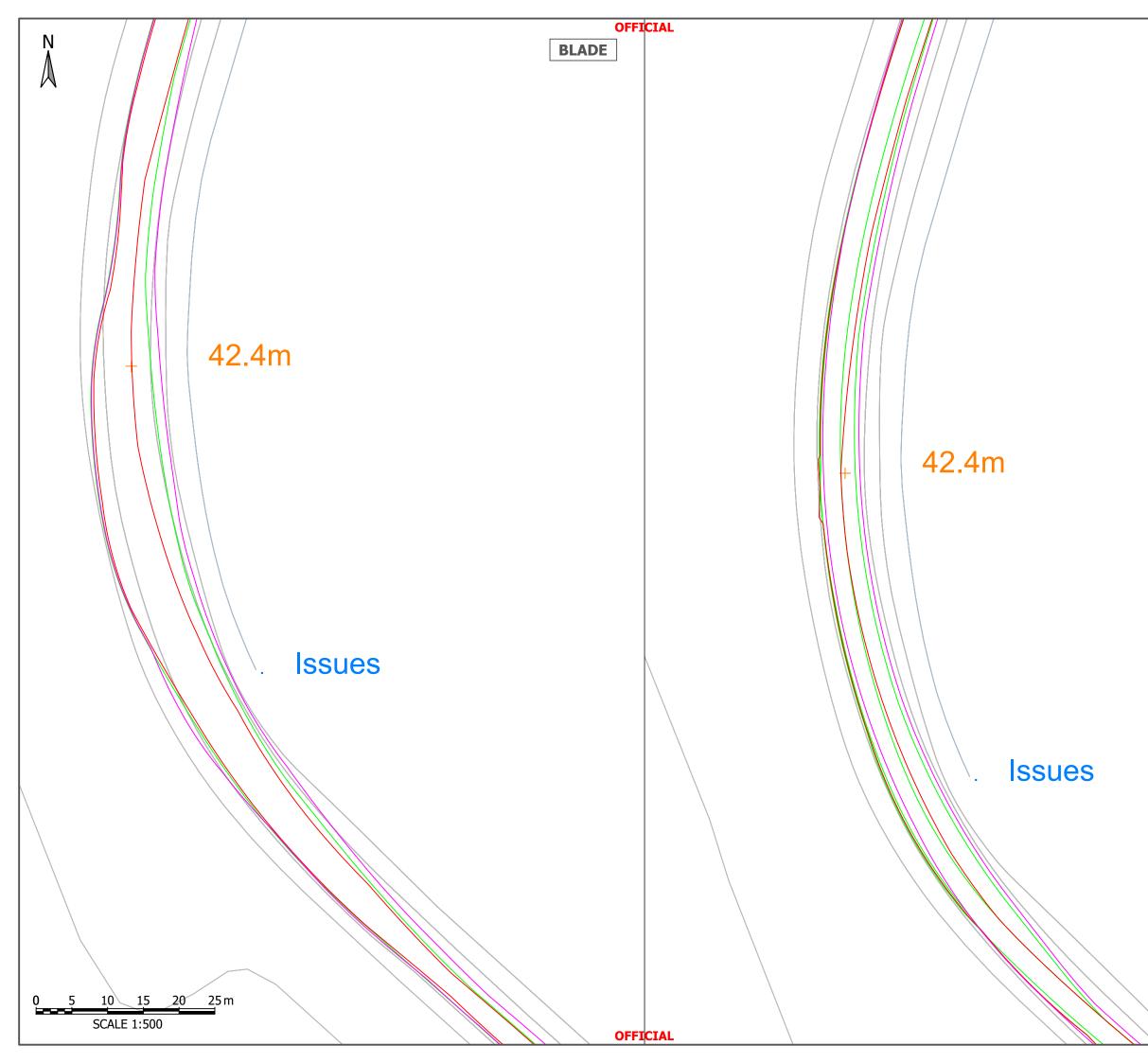
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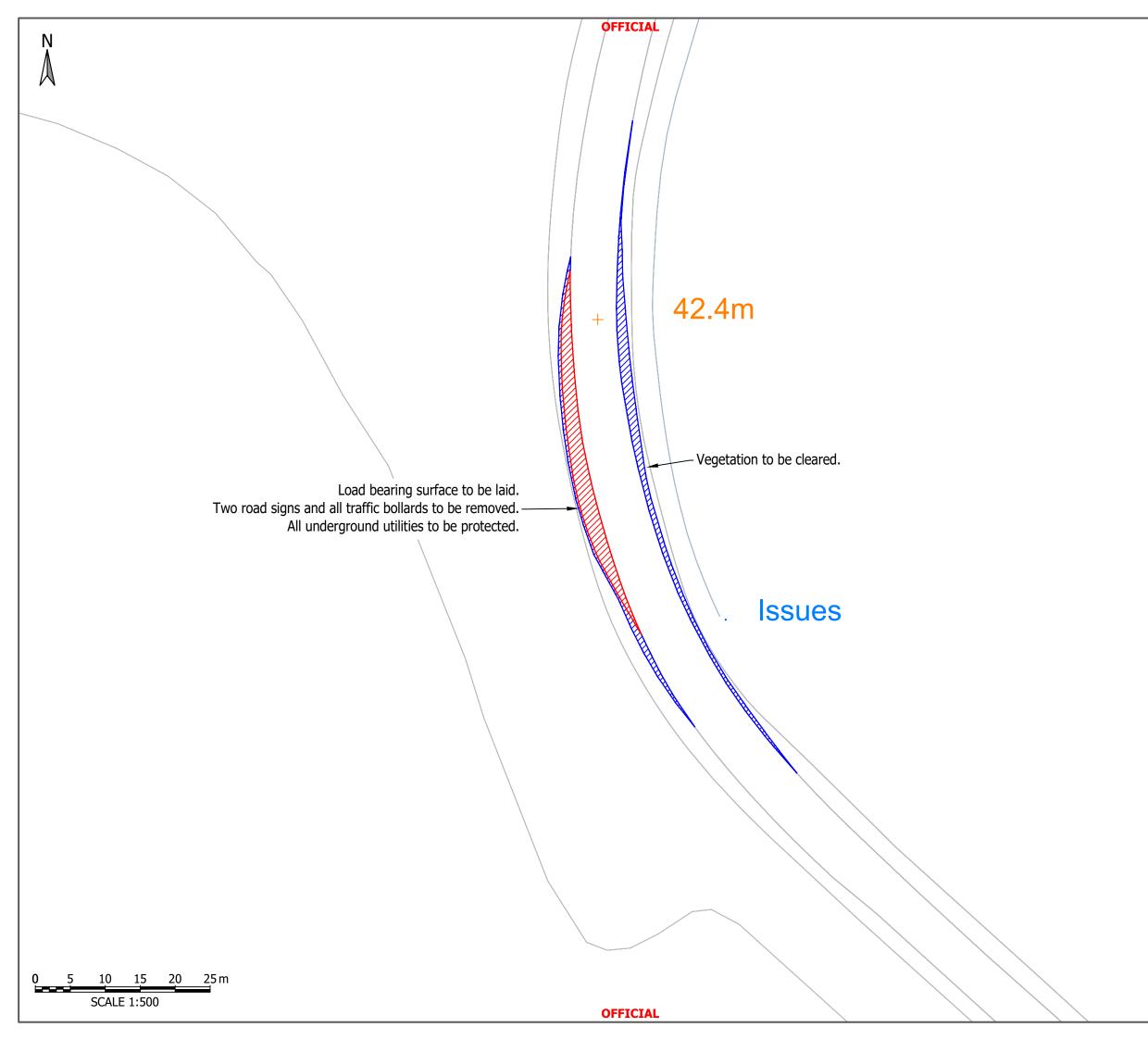




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Load bearing surface to be laid in over-run area. Load bearing capacity of verge to be confirmed. One chevron sign and all bollards to be removed during deliveries.

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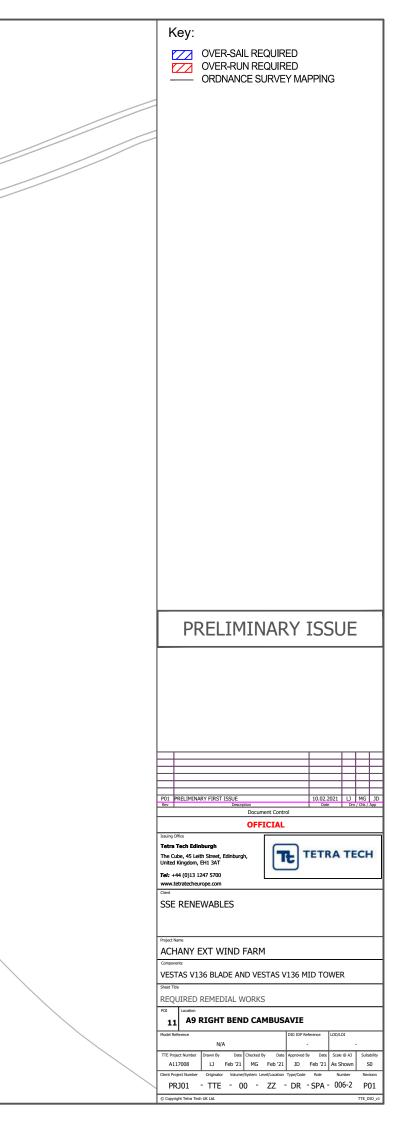
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Trees and vegetation to be cleared.

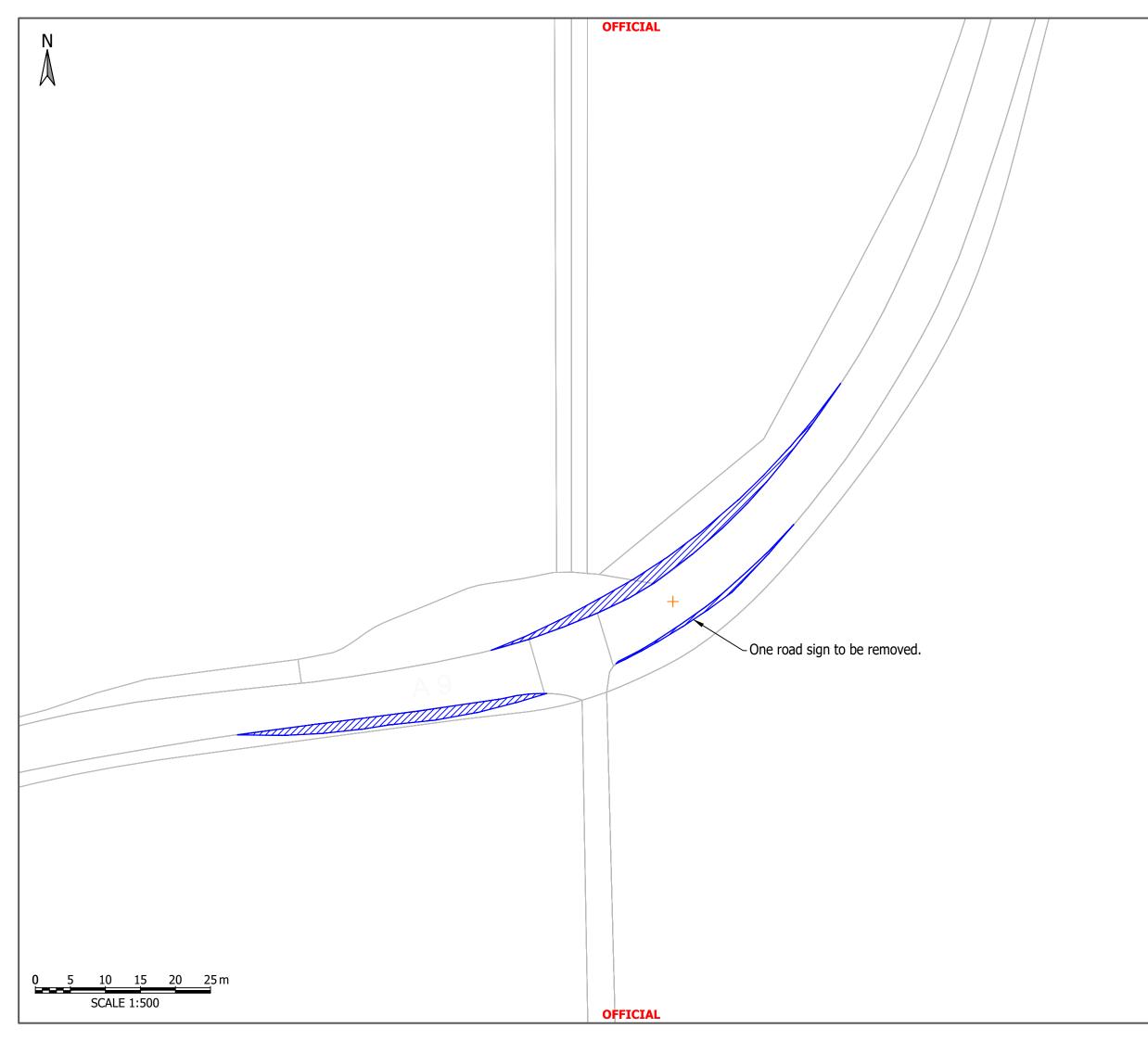
Loads to over-sail stone wall.

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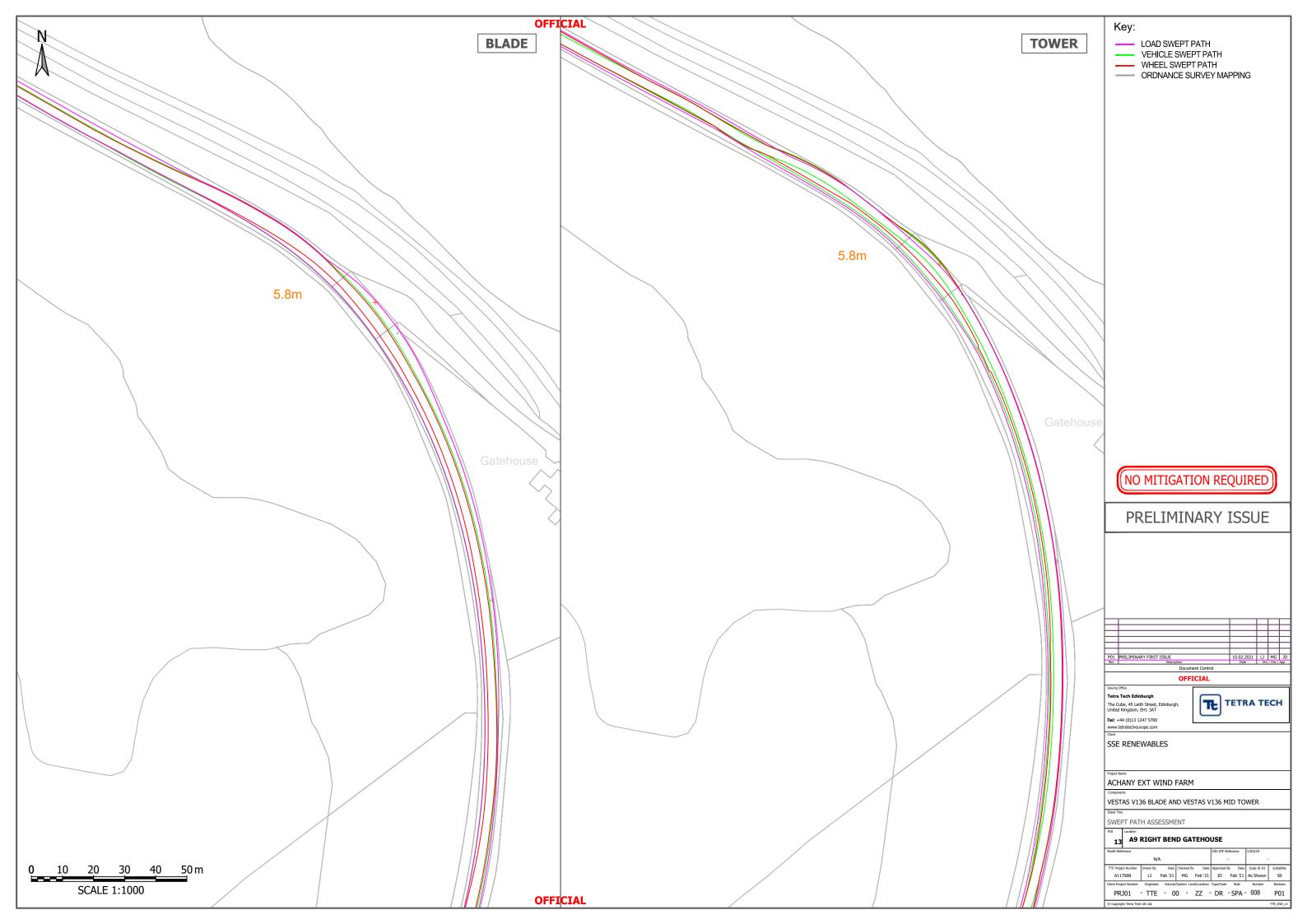
Proximity to trees to be confirmed, potentially three to five ~established trees to be removed, their location should be confirmed through comprehensive topographical survey.

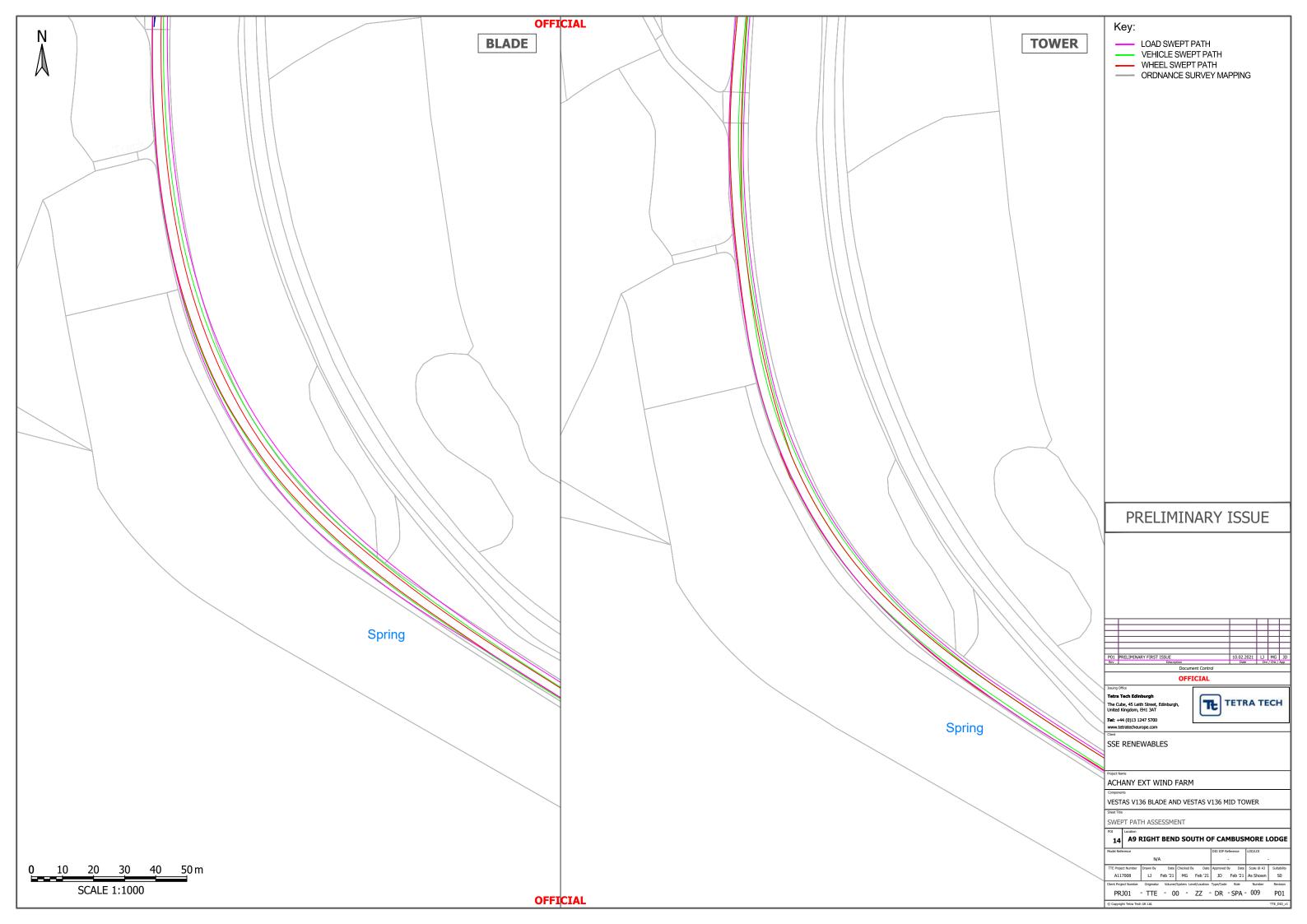


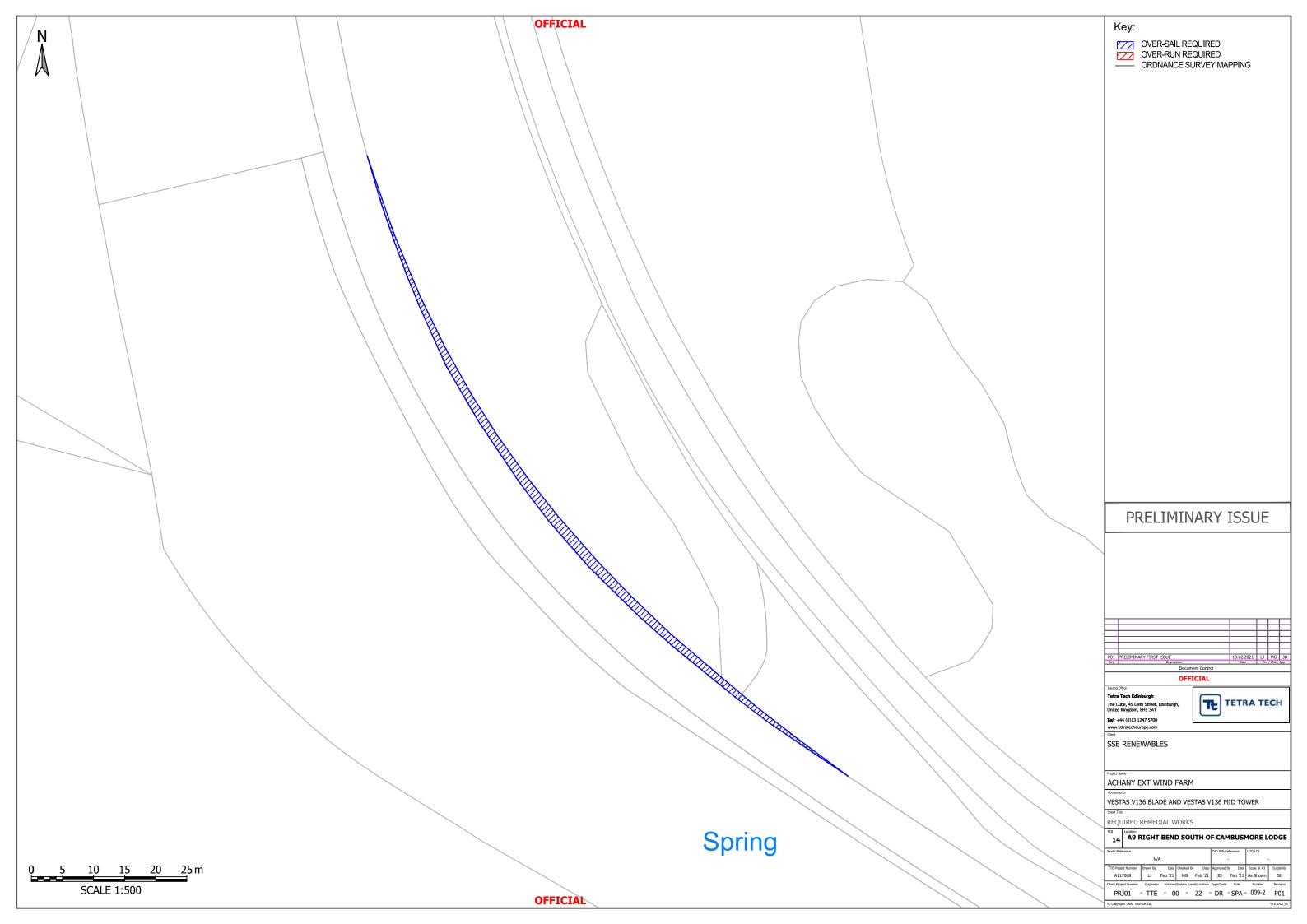


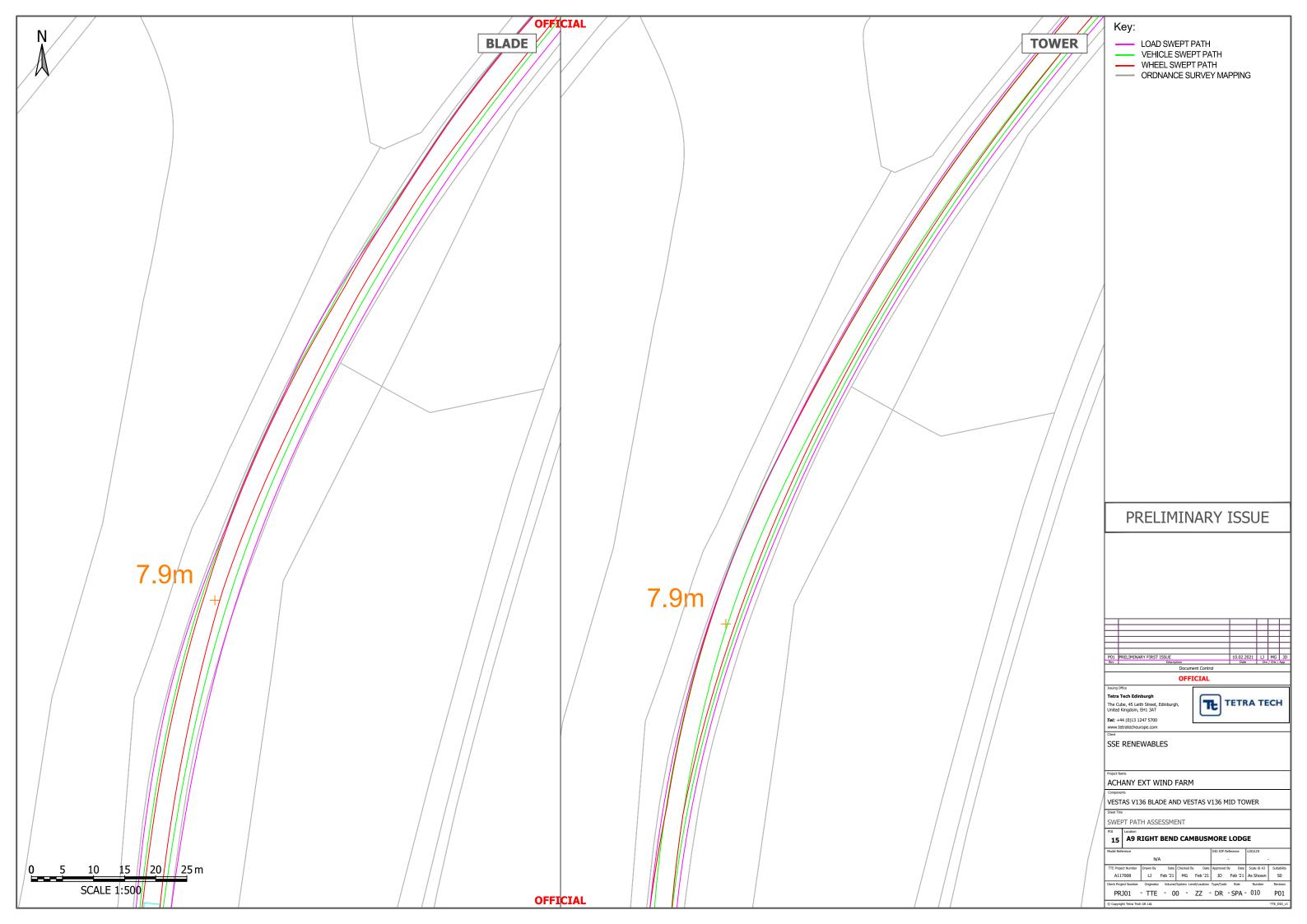


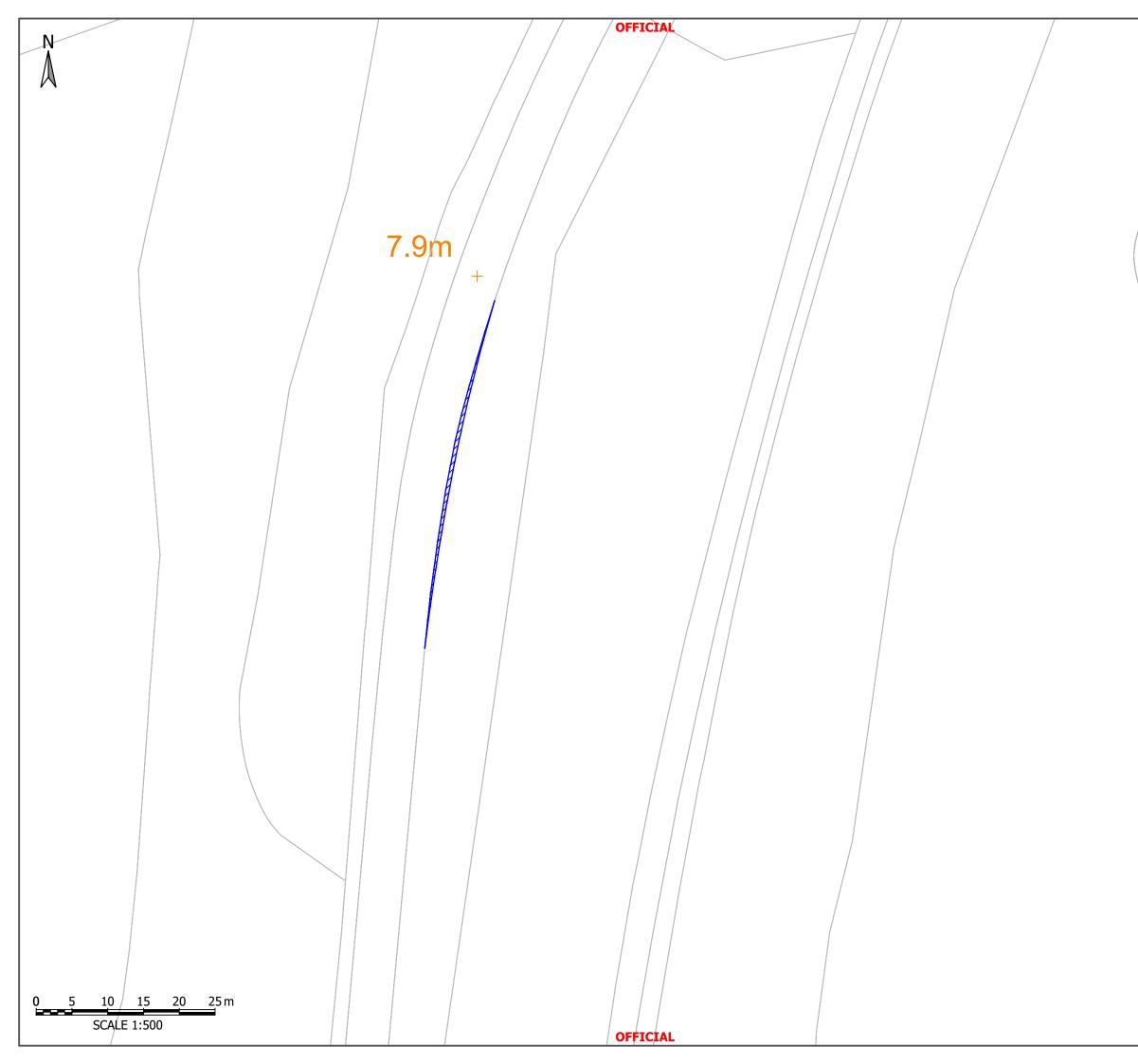
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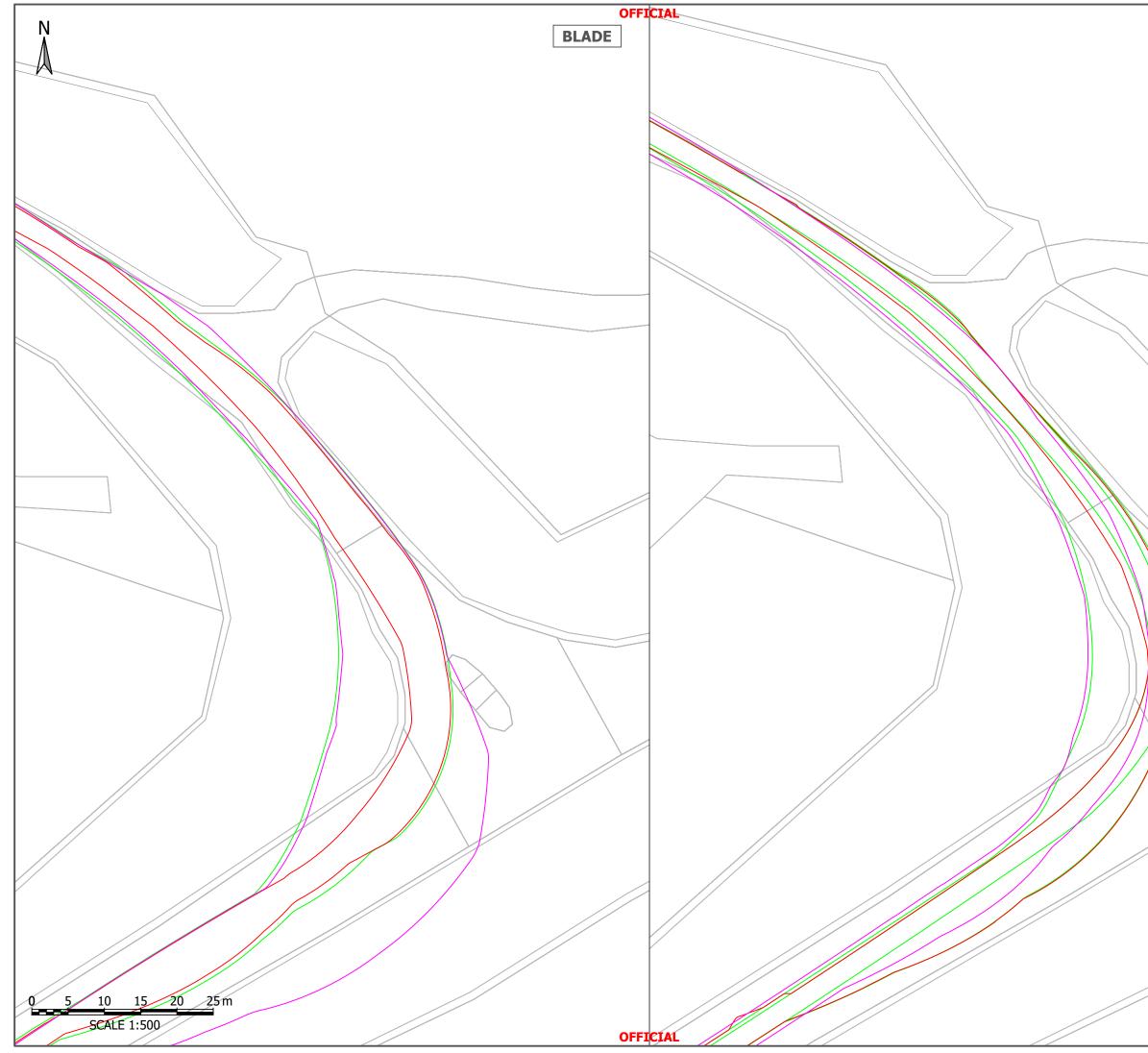




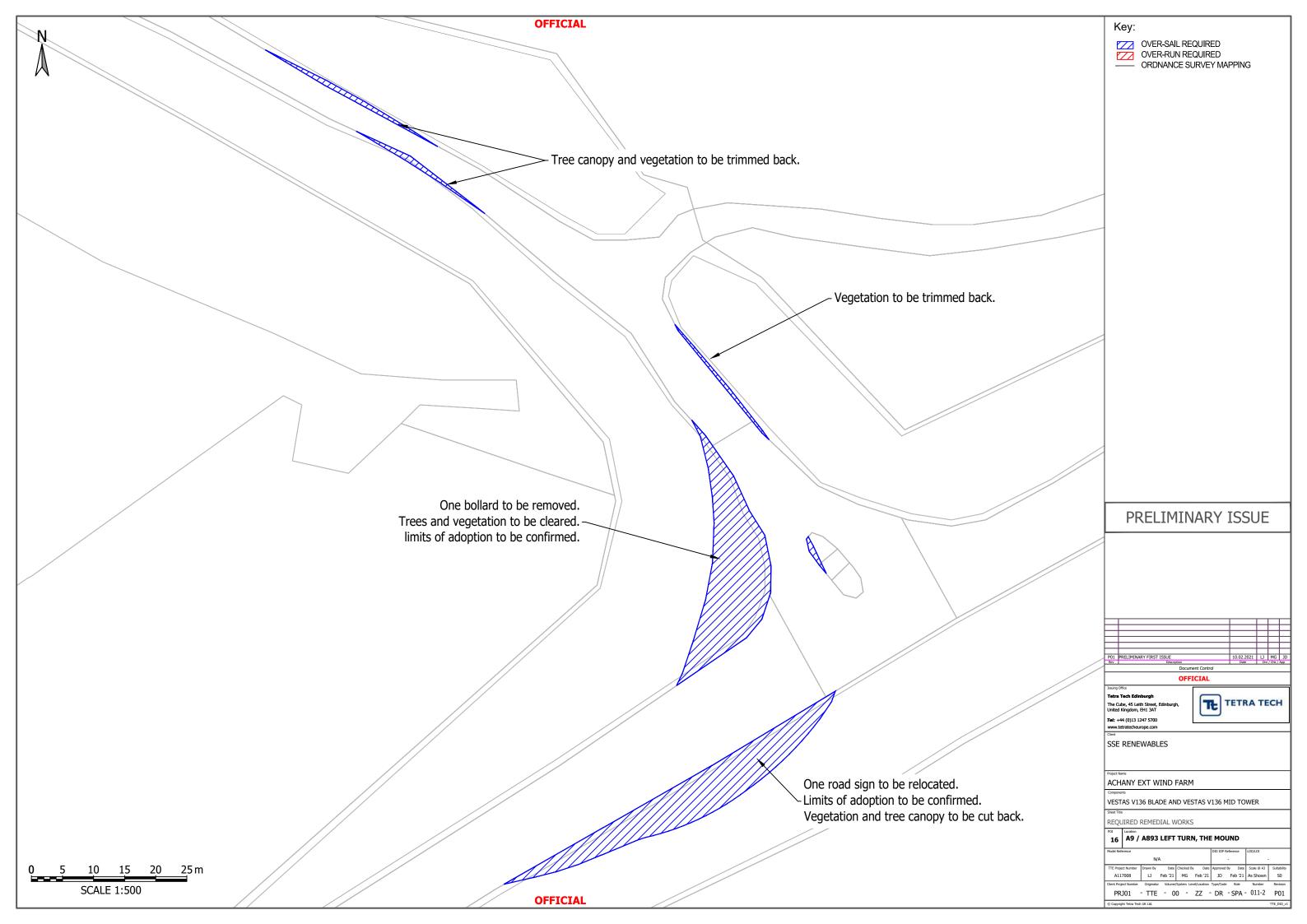




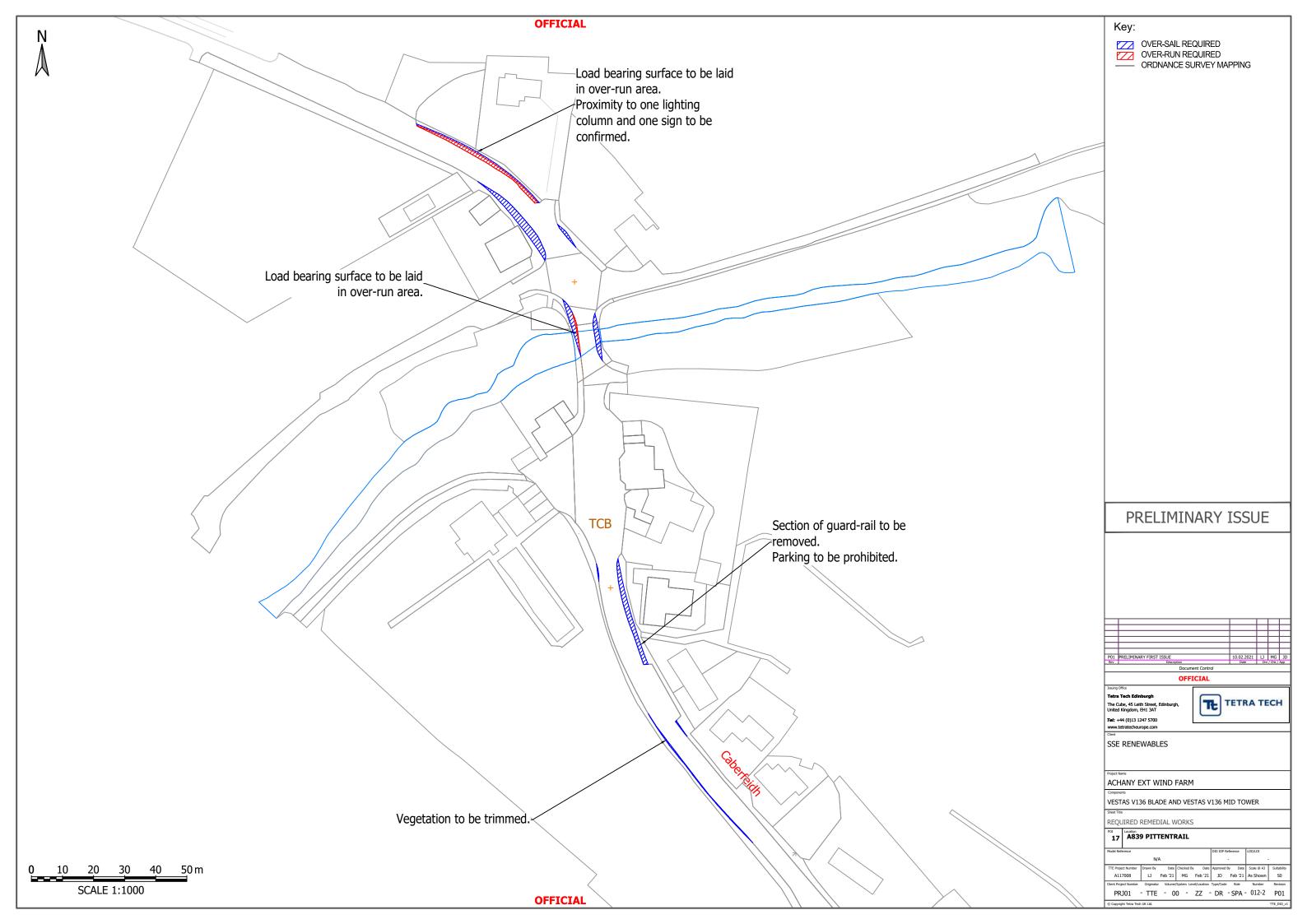
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	Project Name ACHANY EXT WIND FARM
	Components
	VESTAS V136 BLADE AND VESTAS V136 MID TOWER Sheet Title
	REQUIRED REMEDIAL WORKS
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	Model Reference L00/L01
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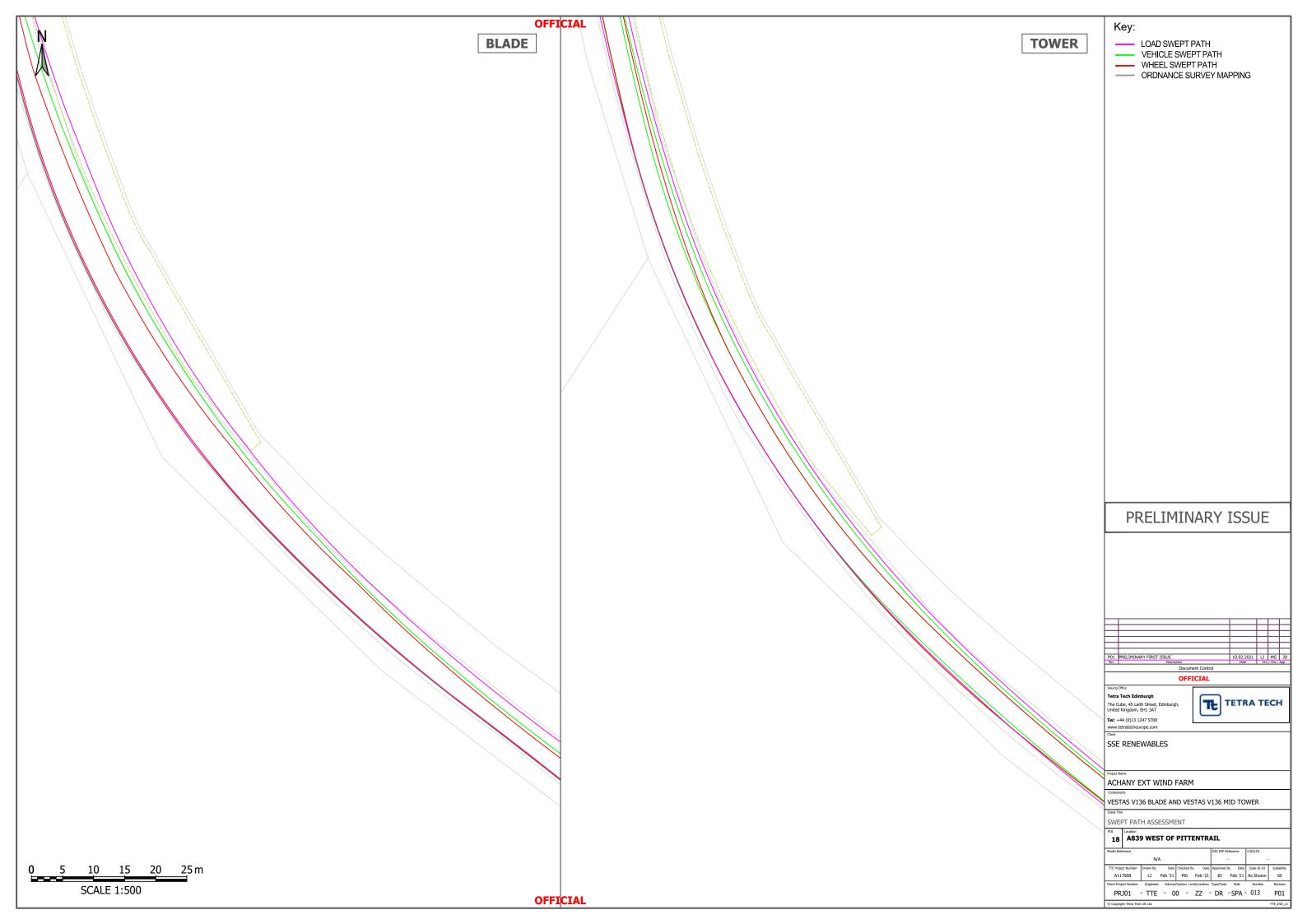


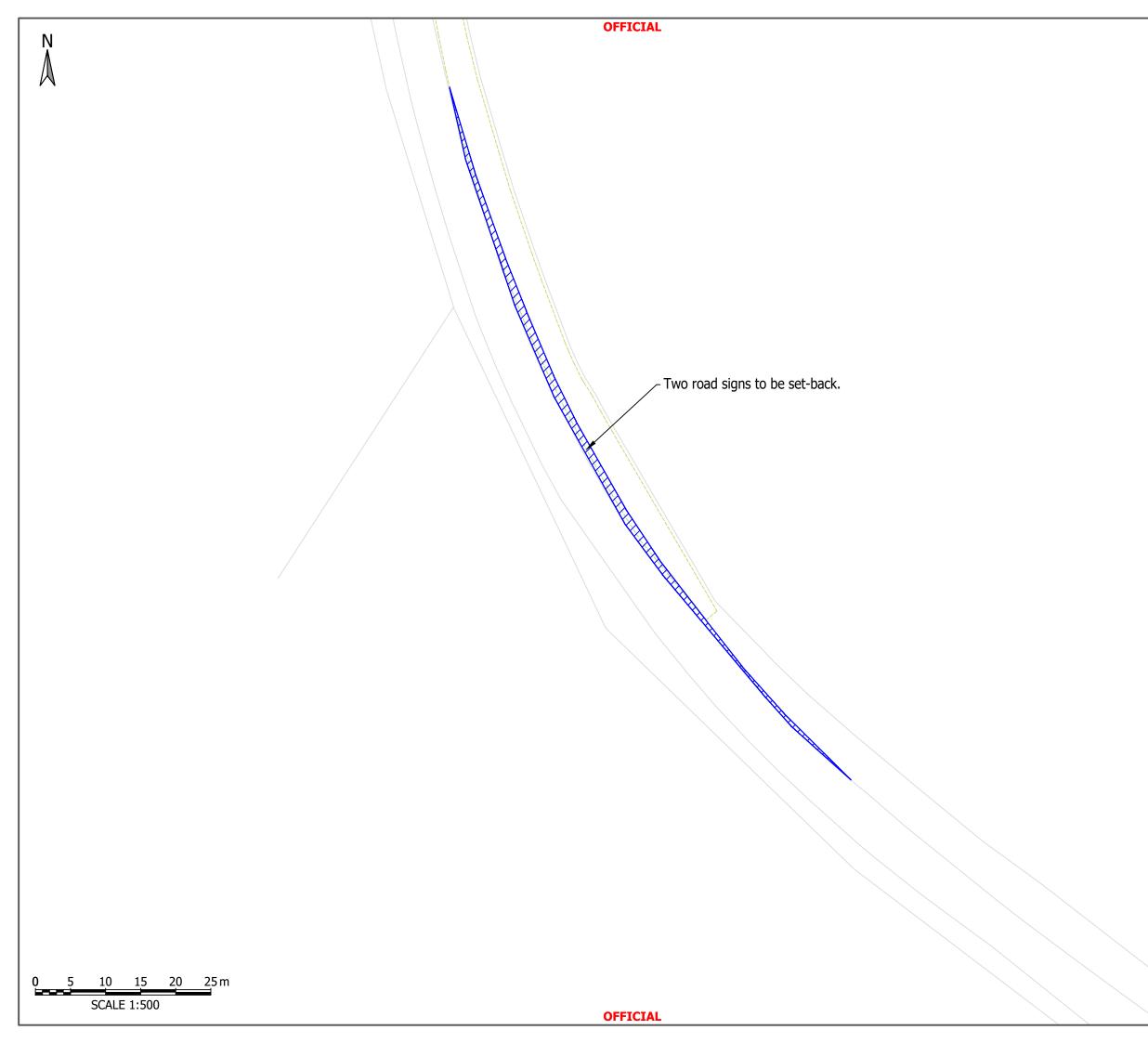
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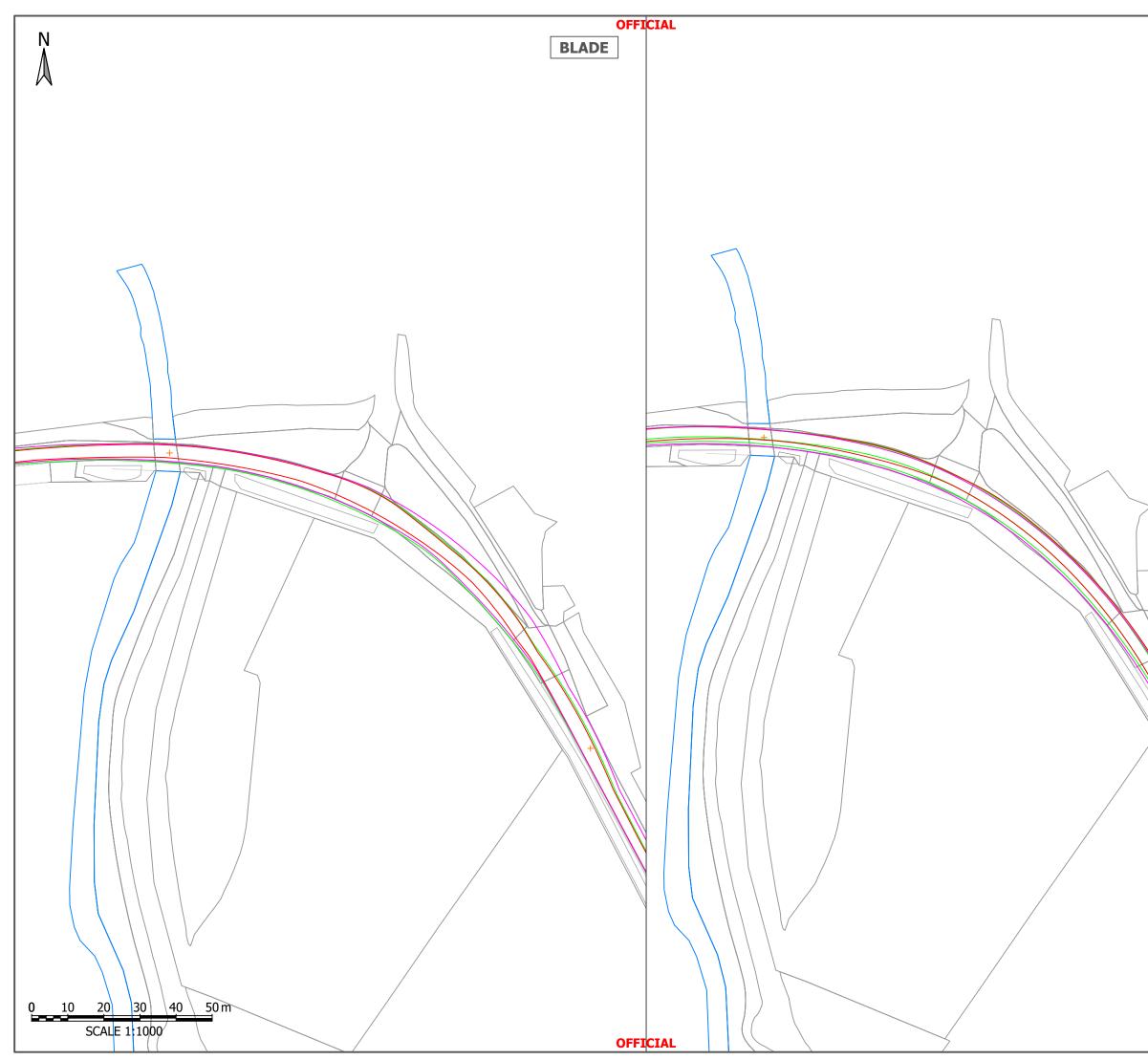




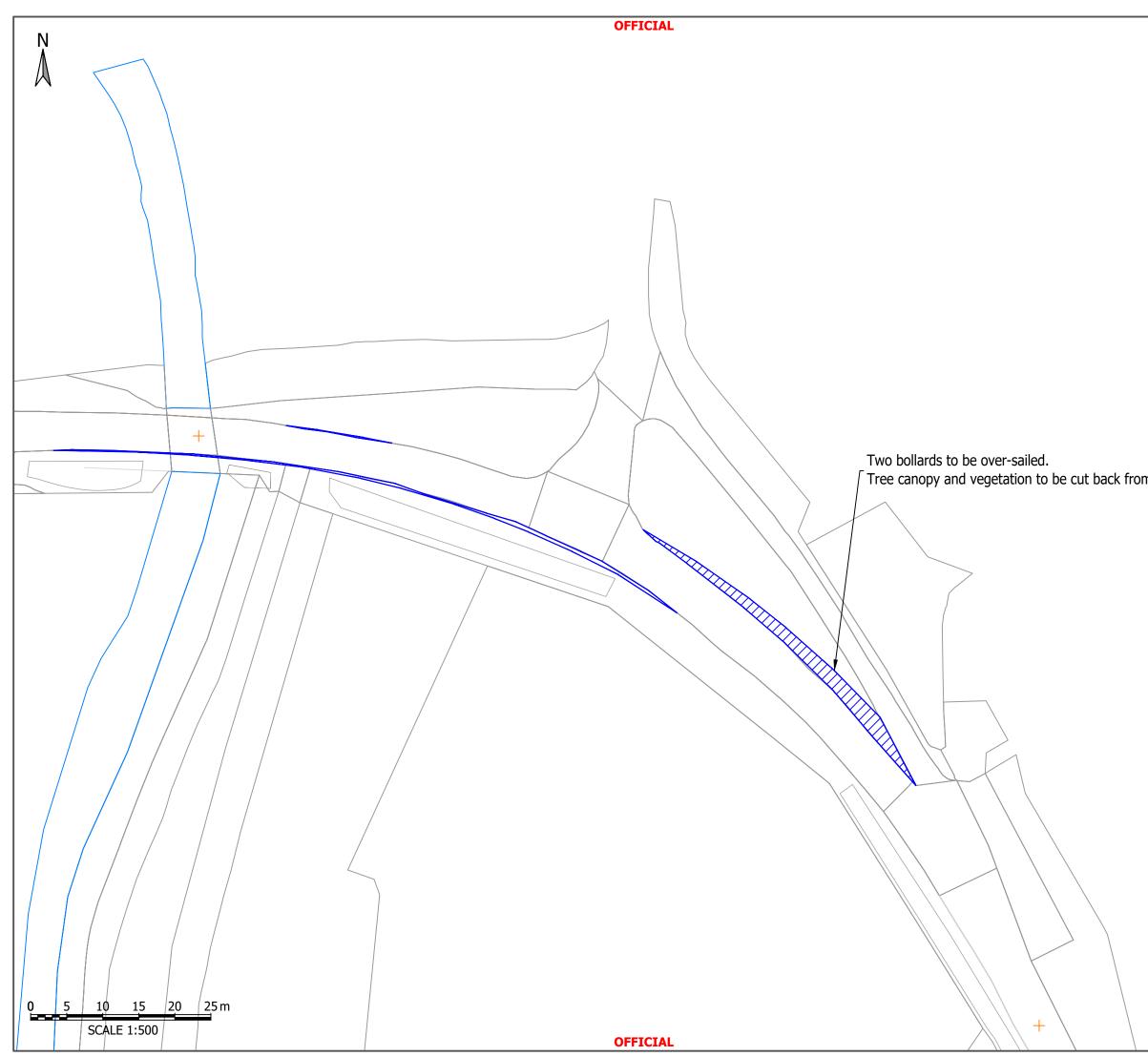




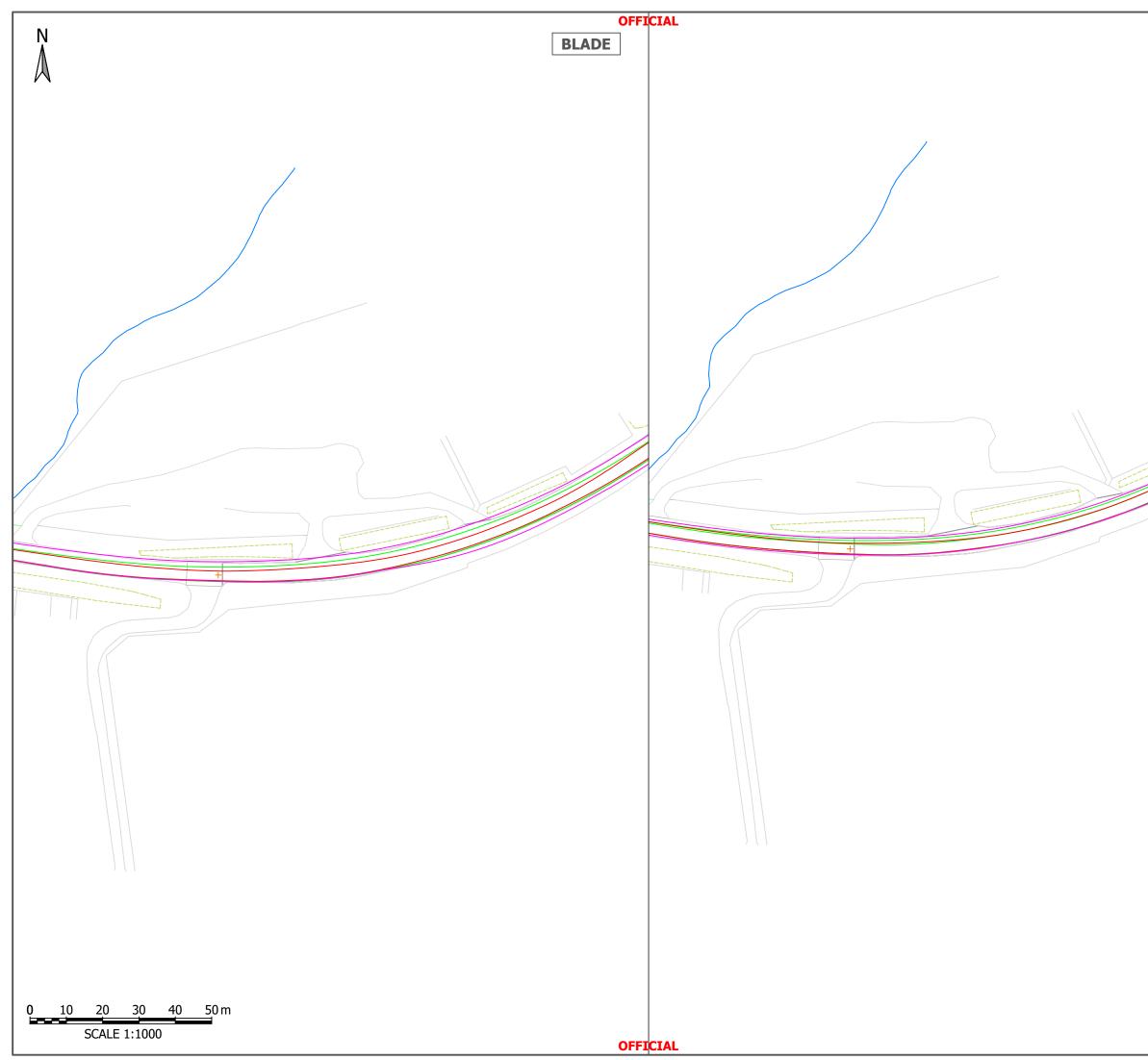
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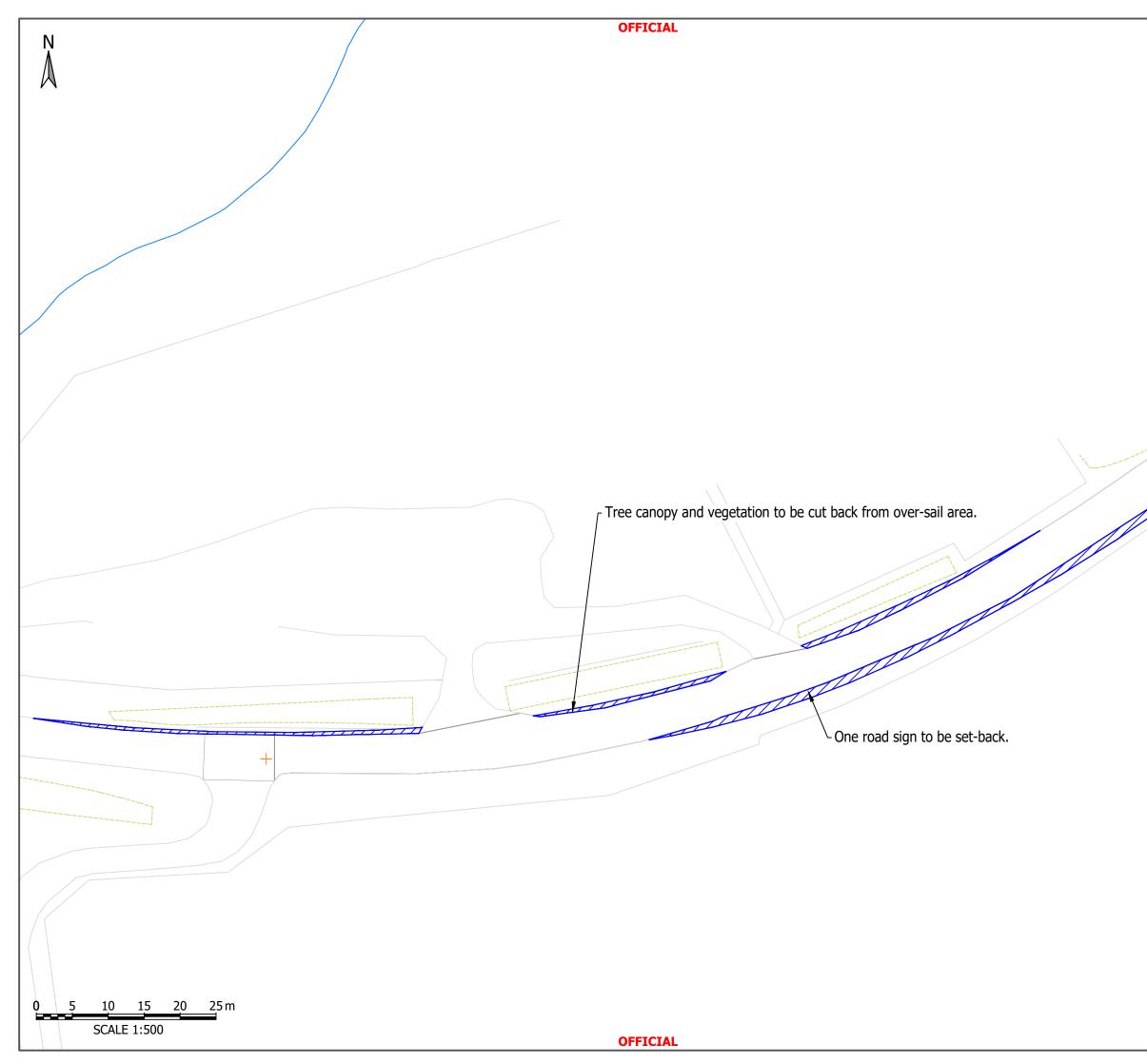
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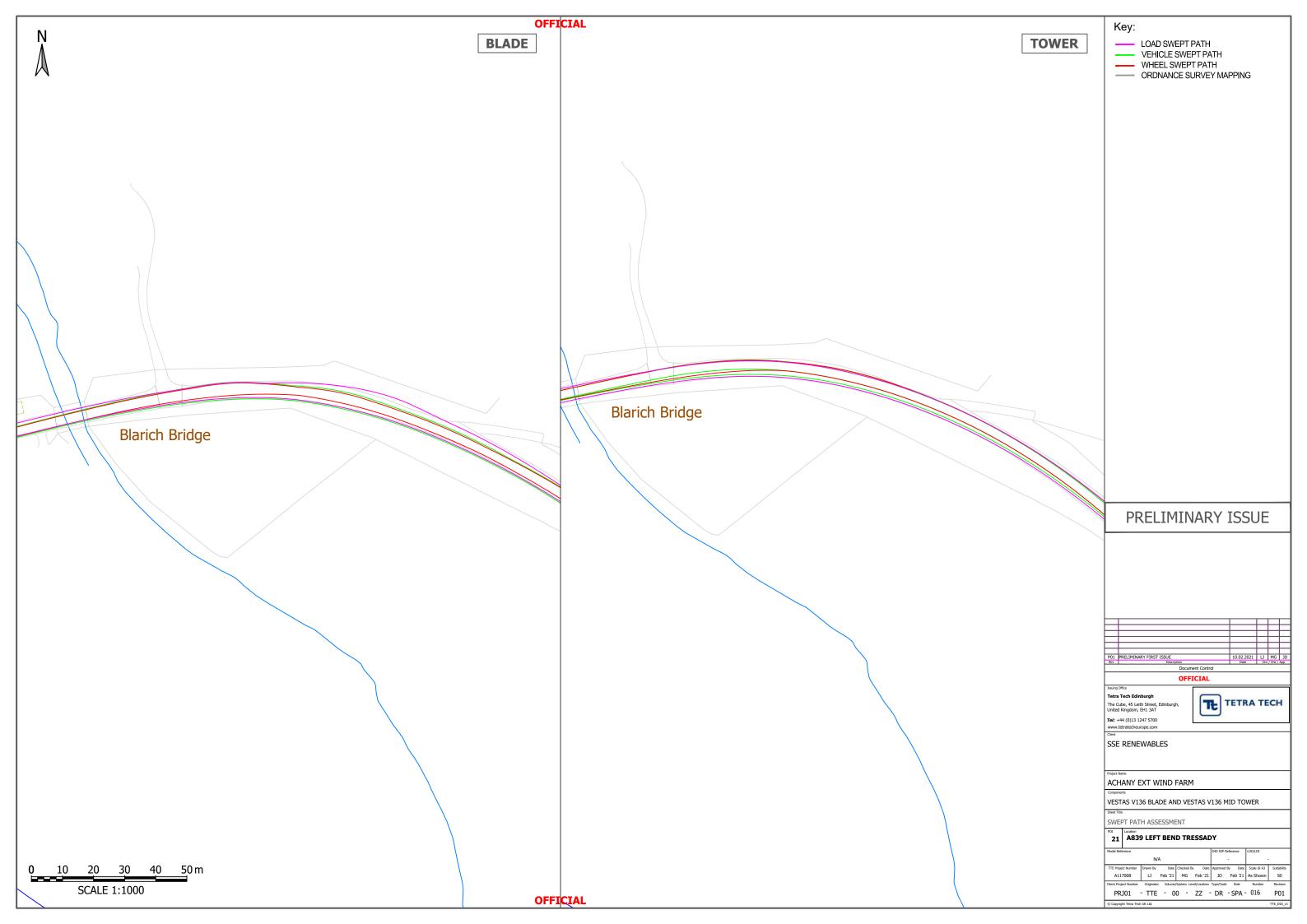
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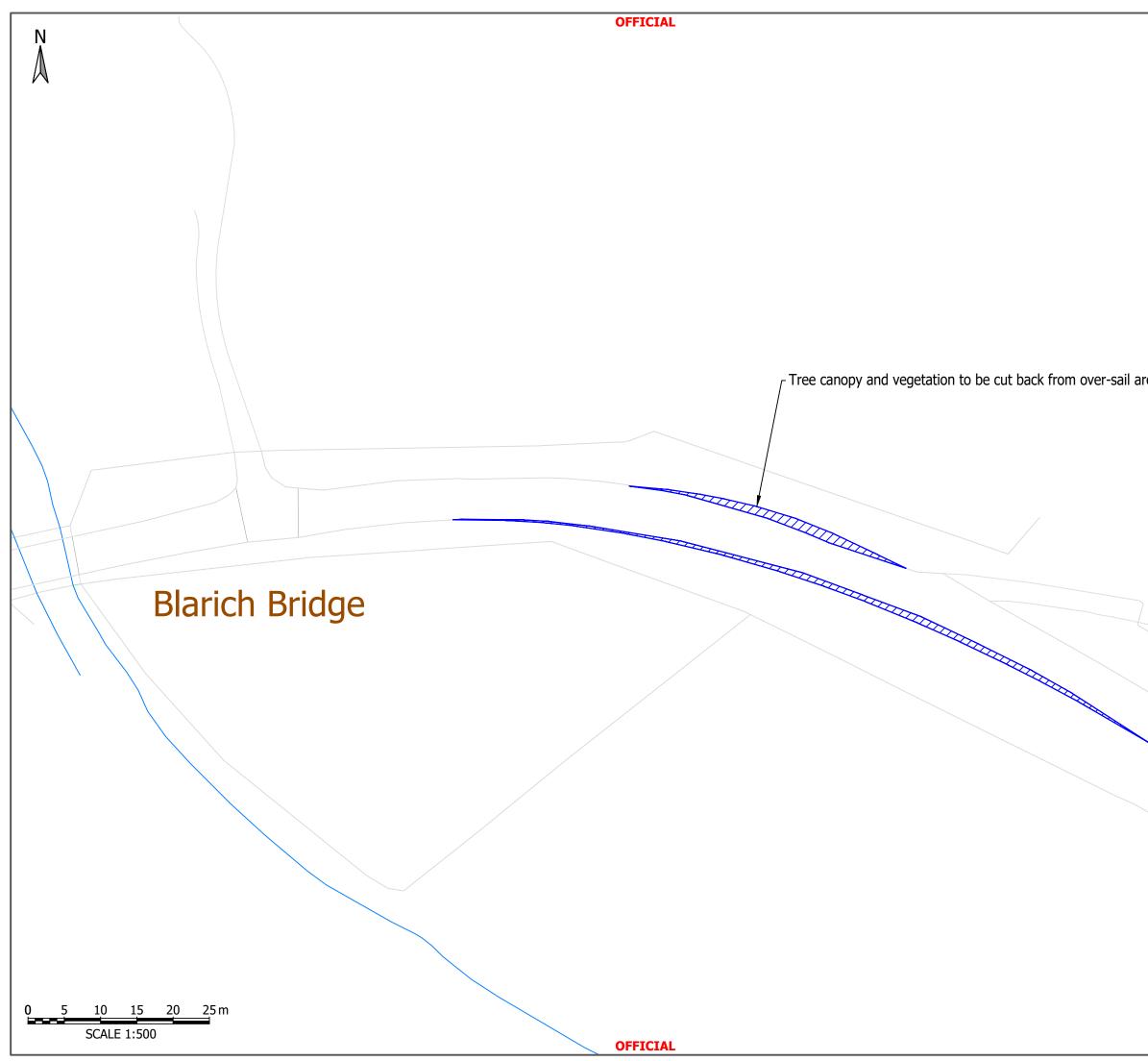


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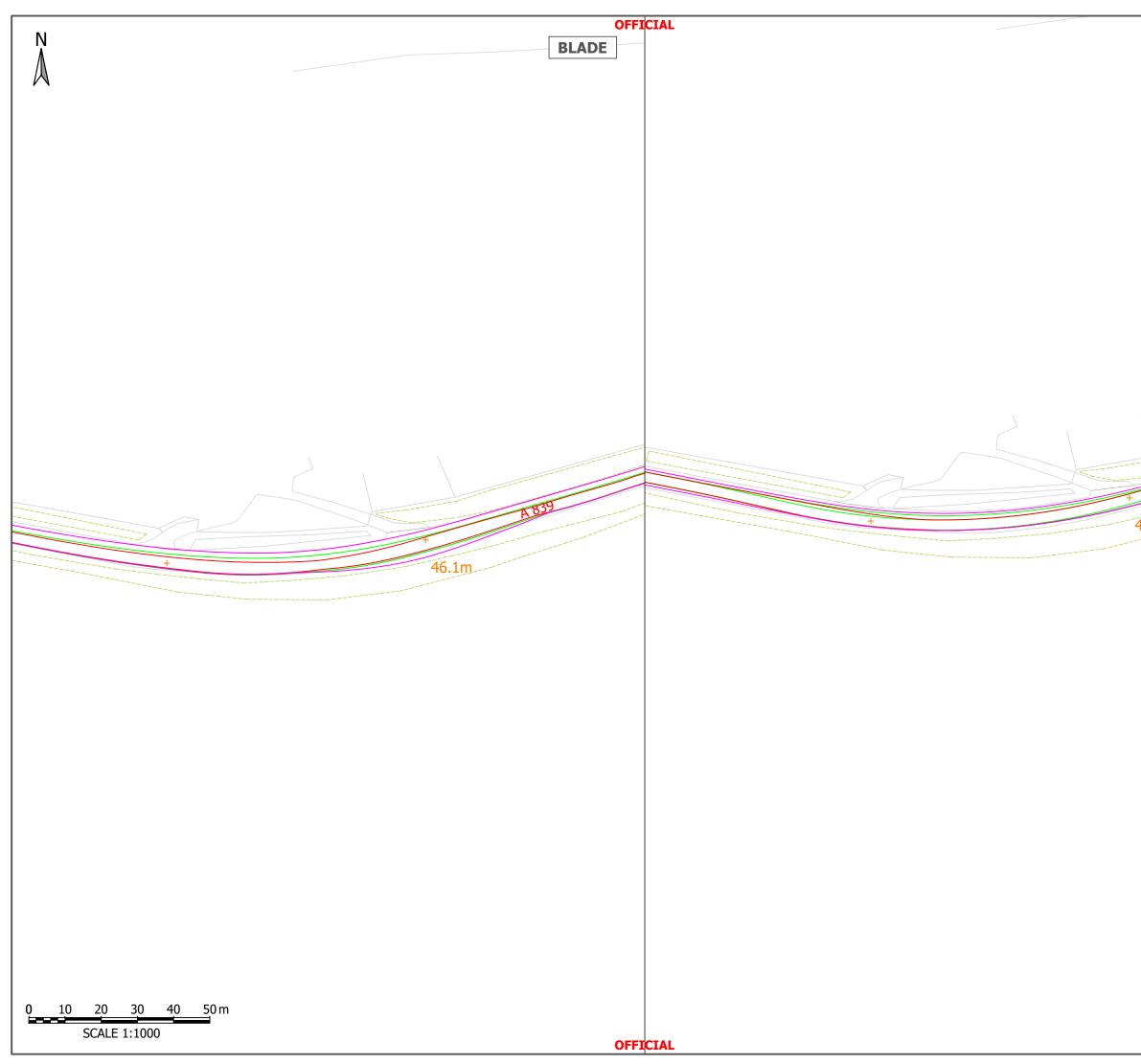


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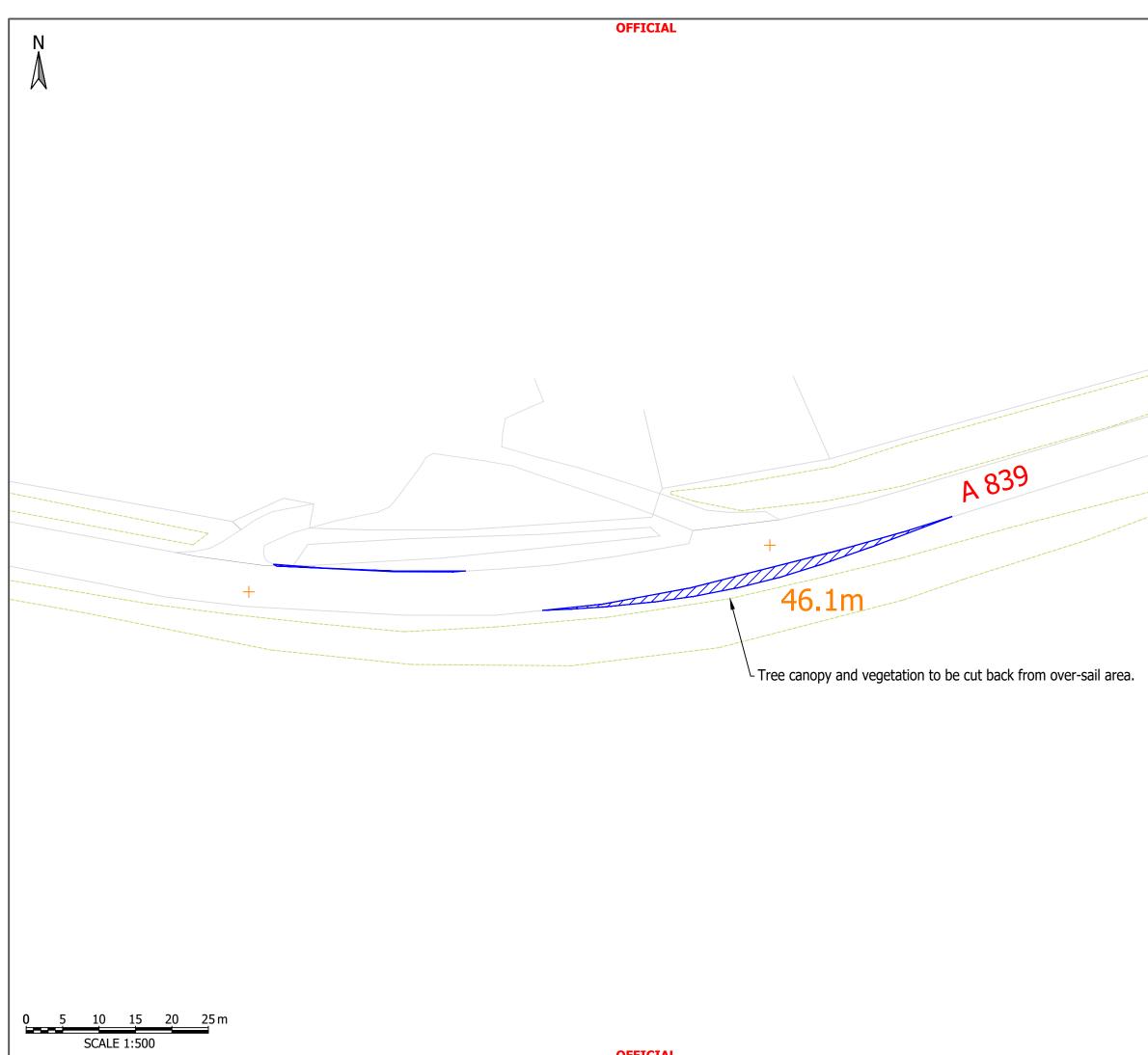




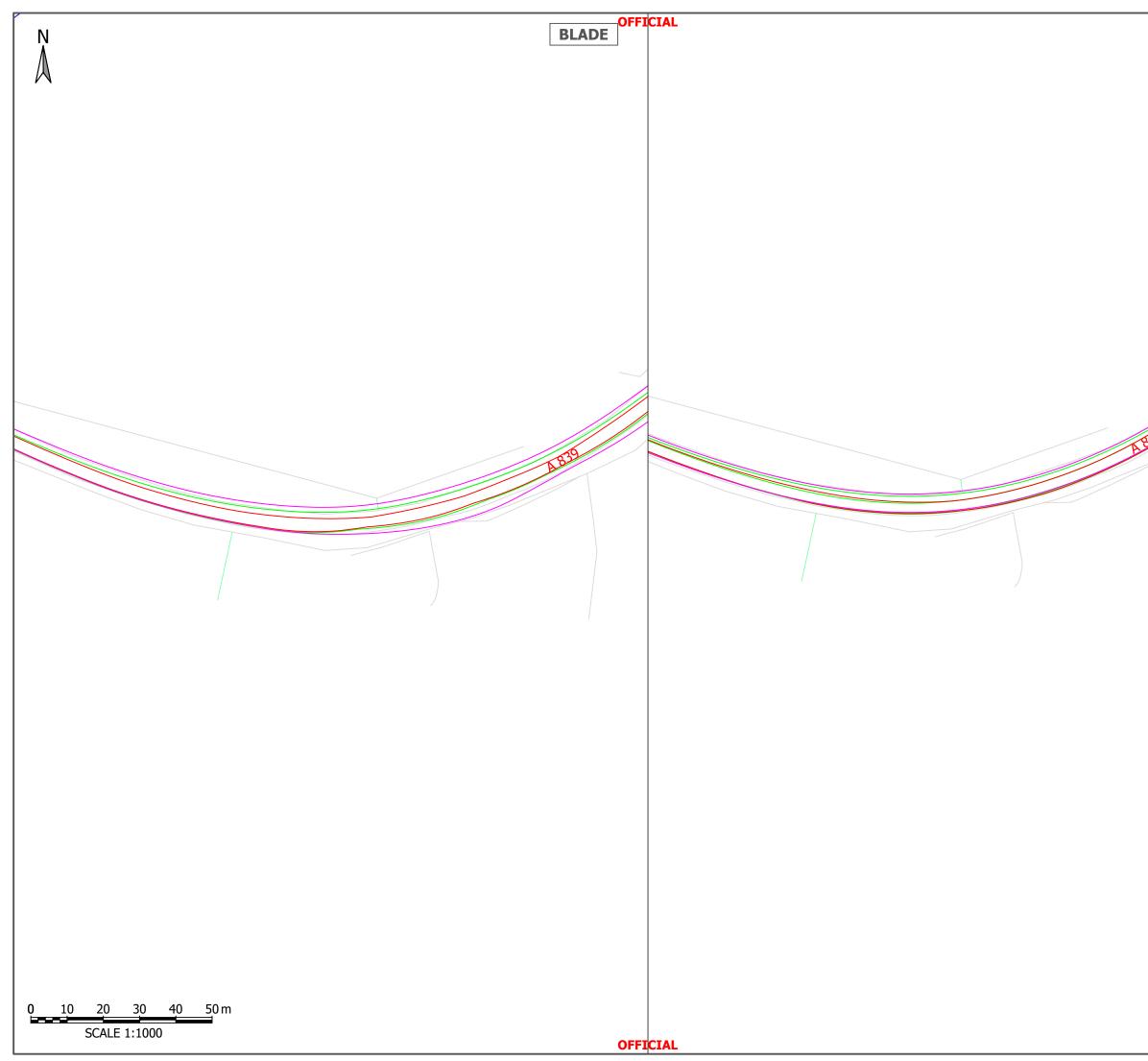
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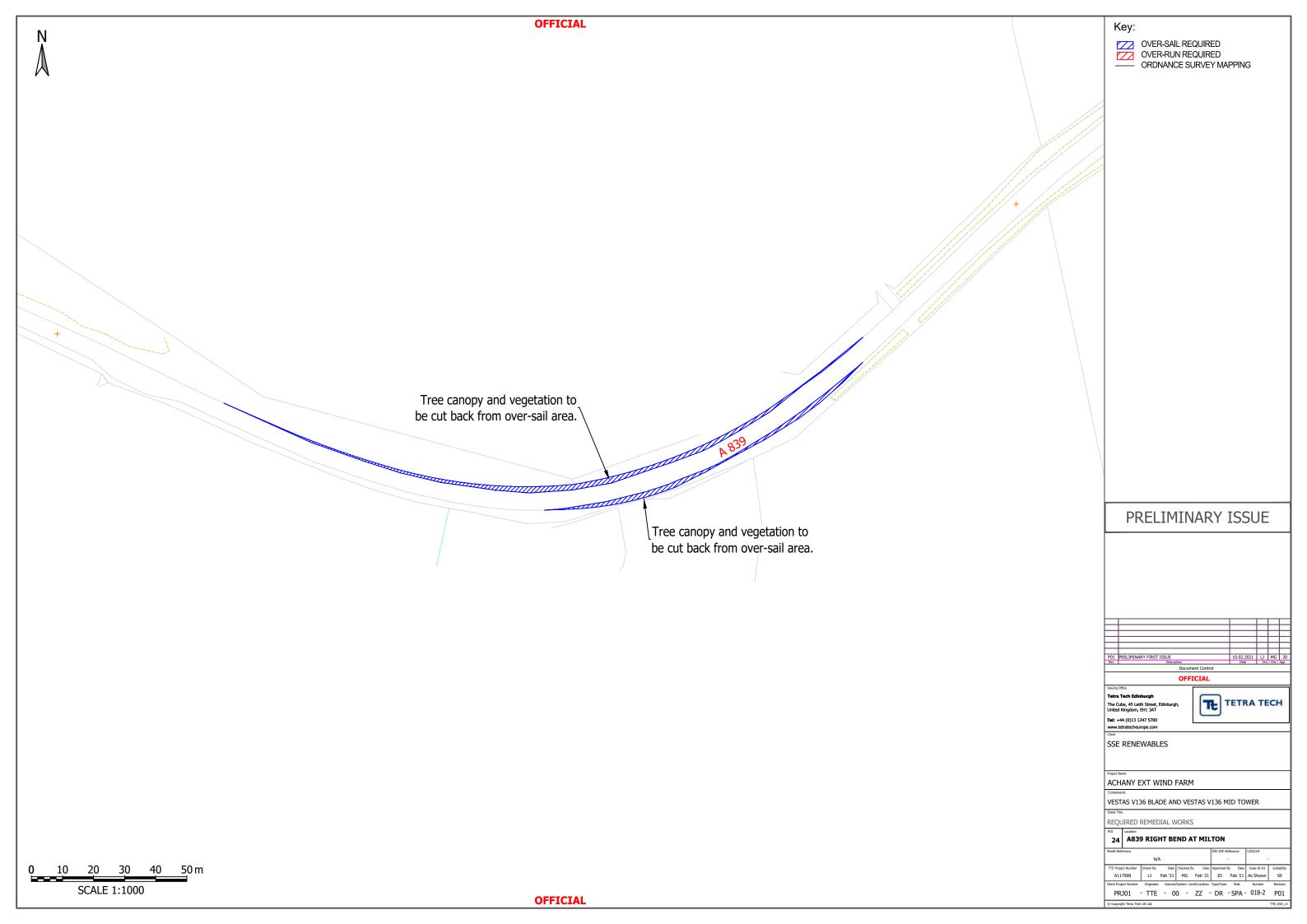
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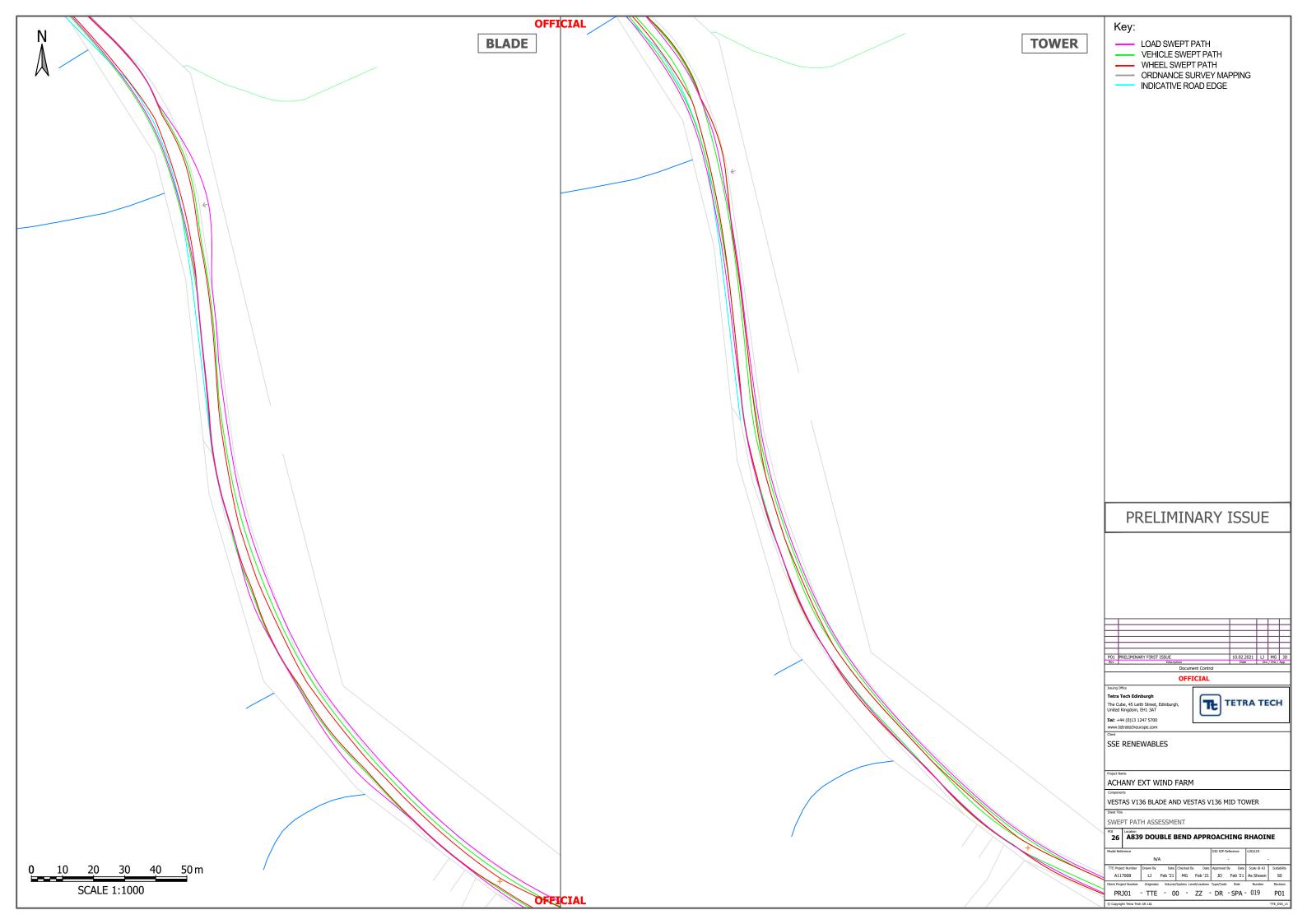


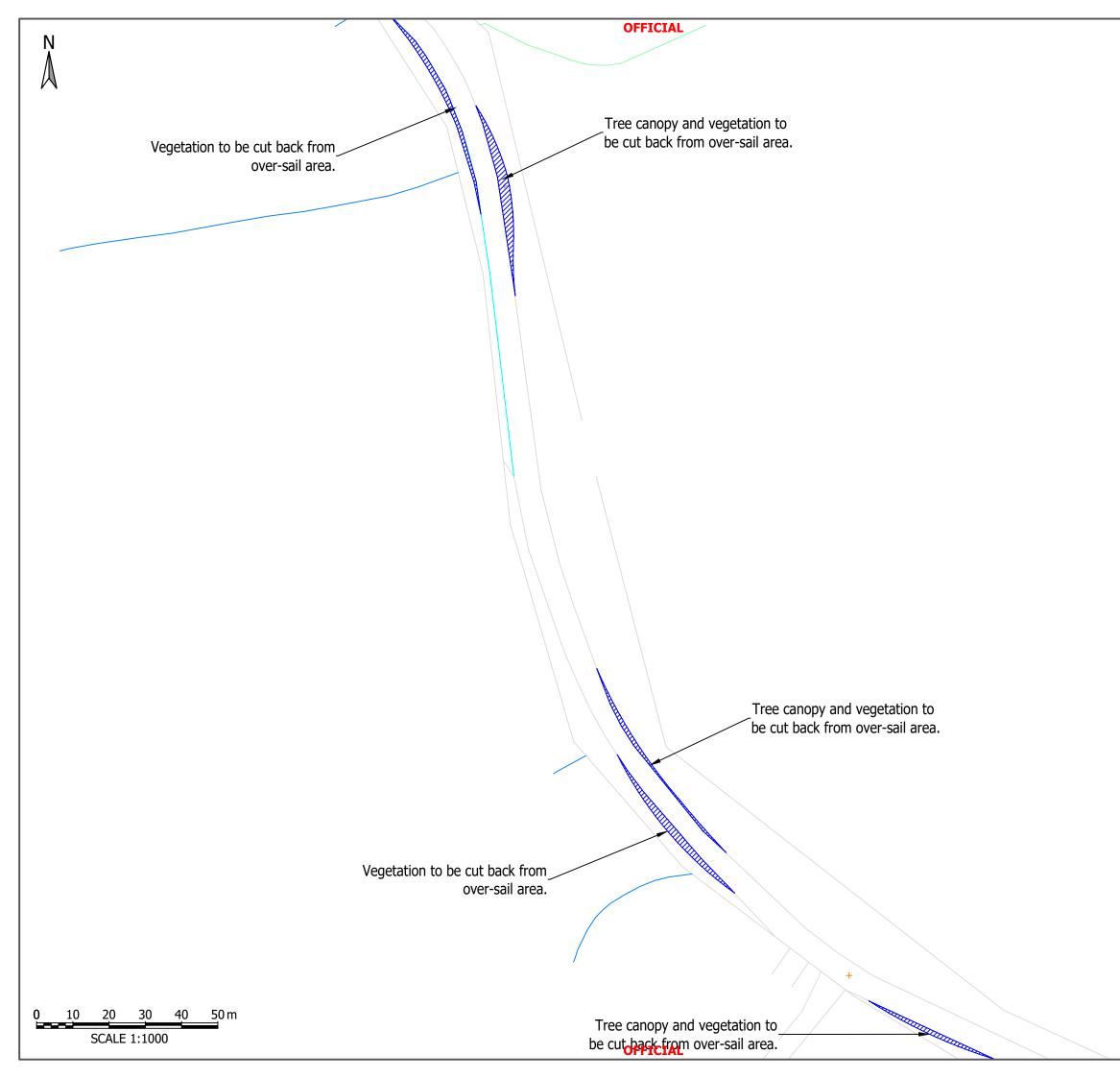
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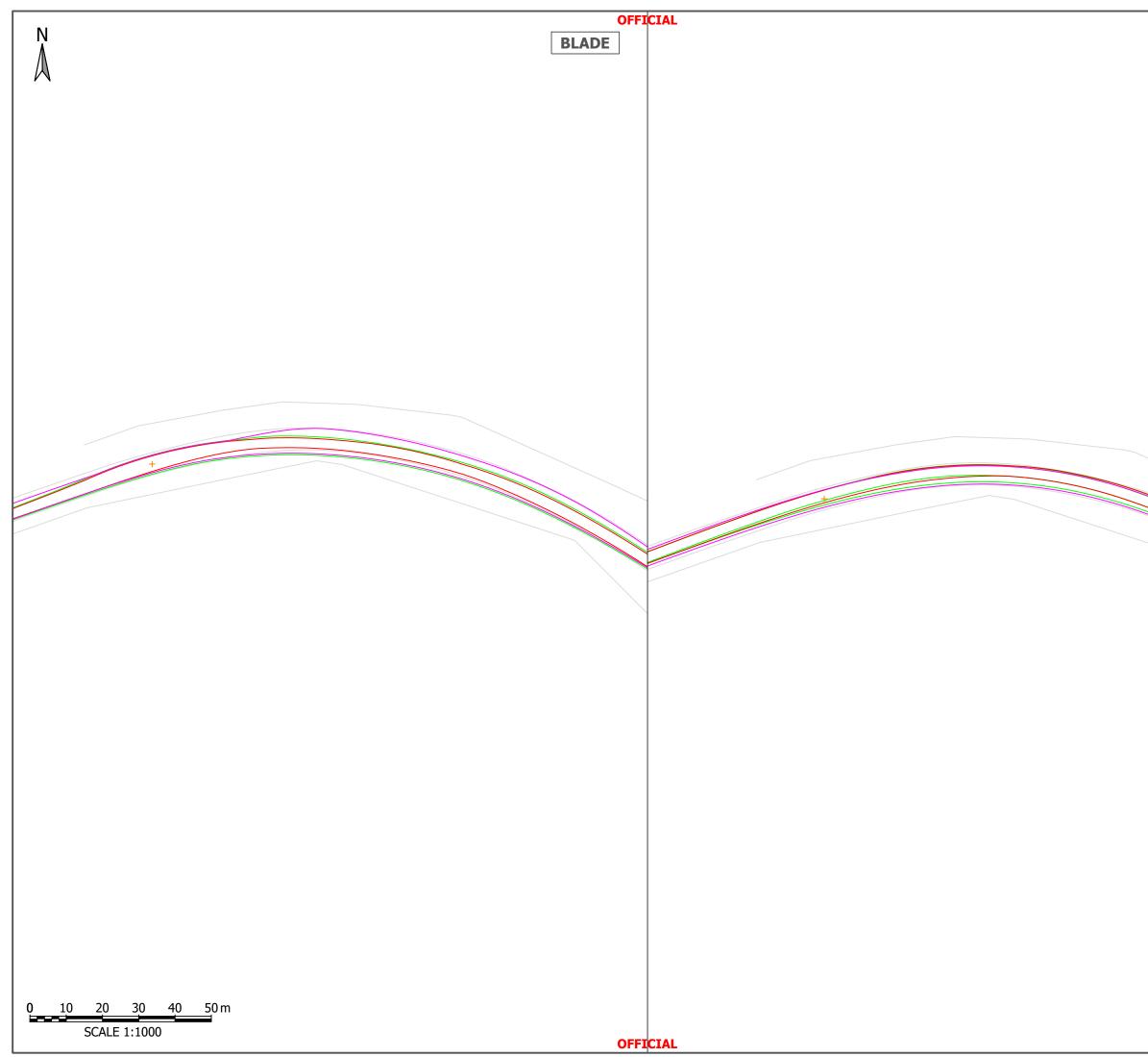
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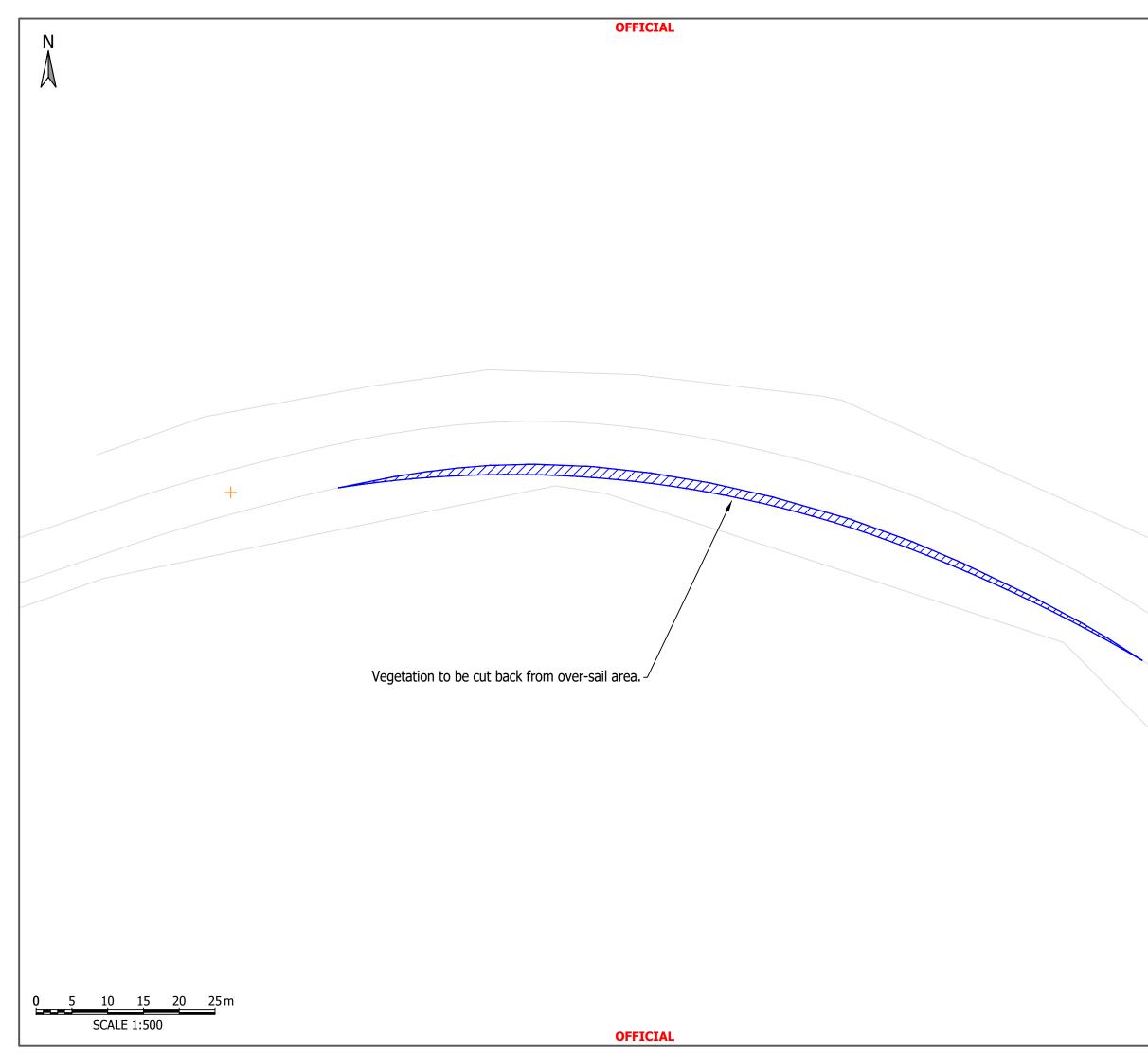




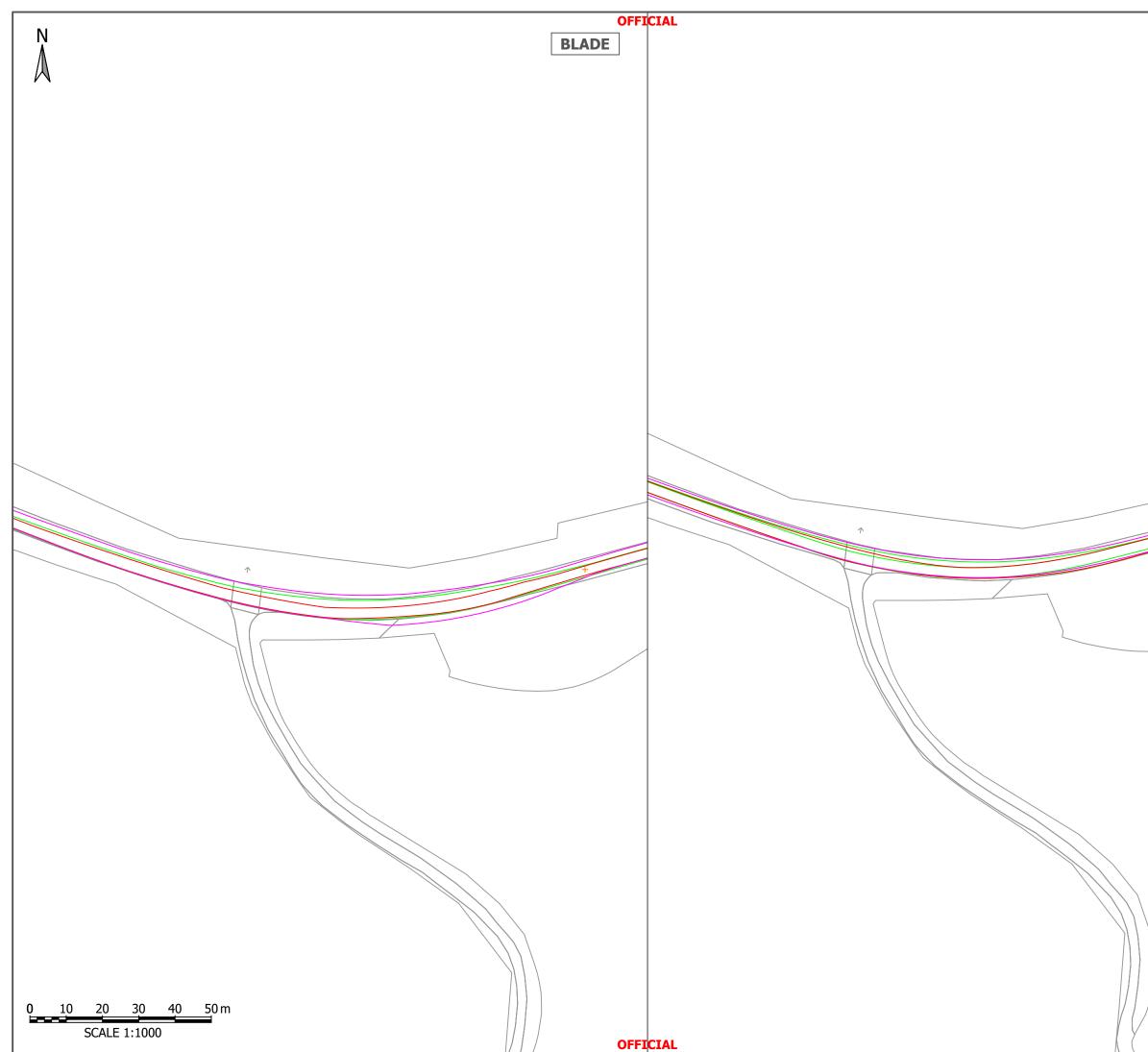
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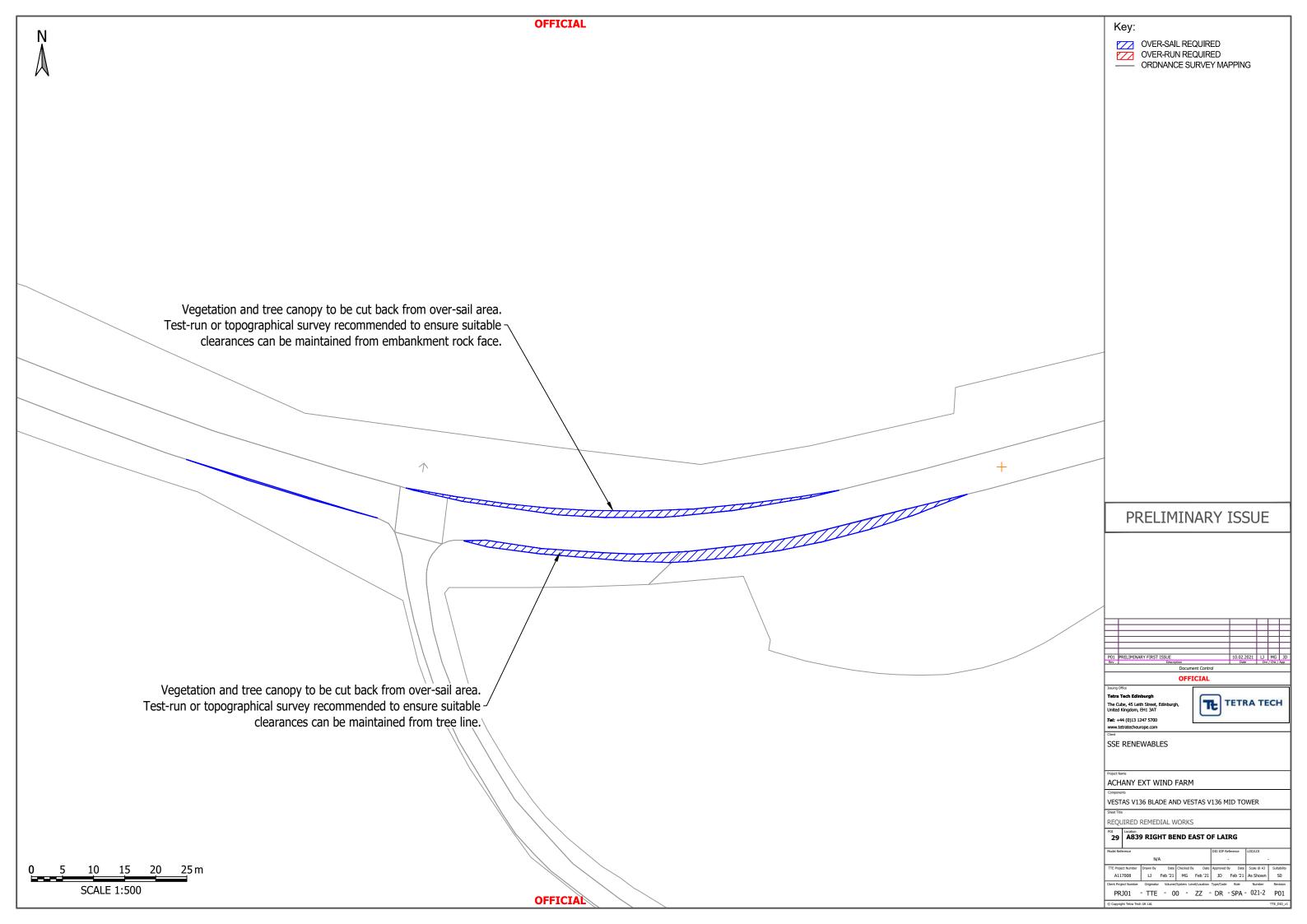
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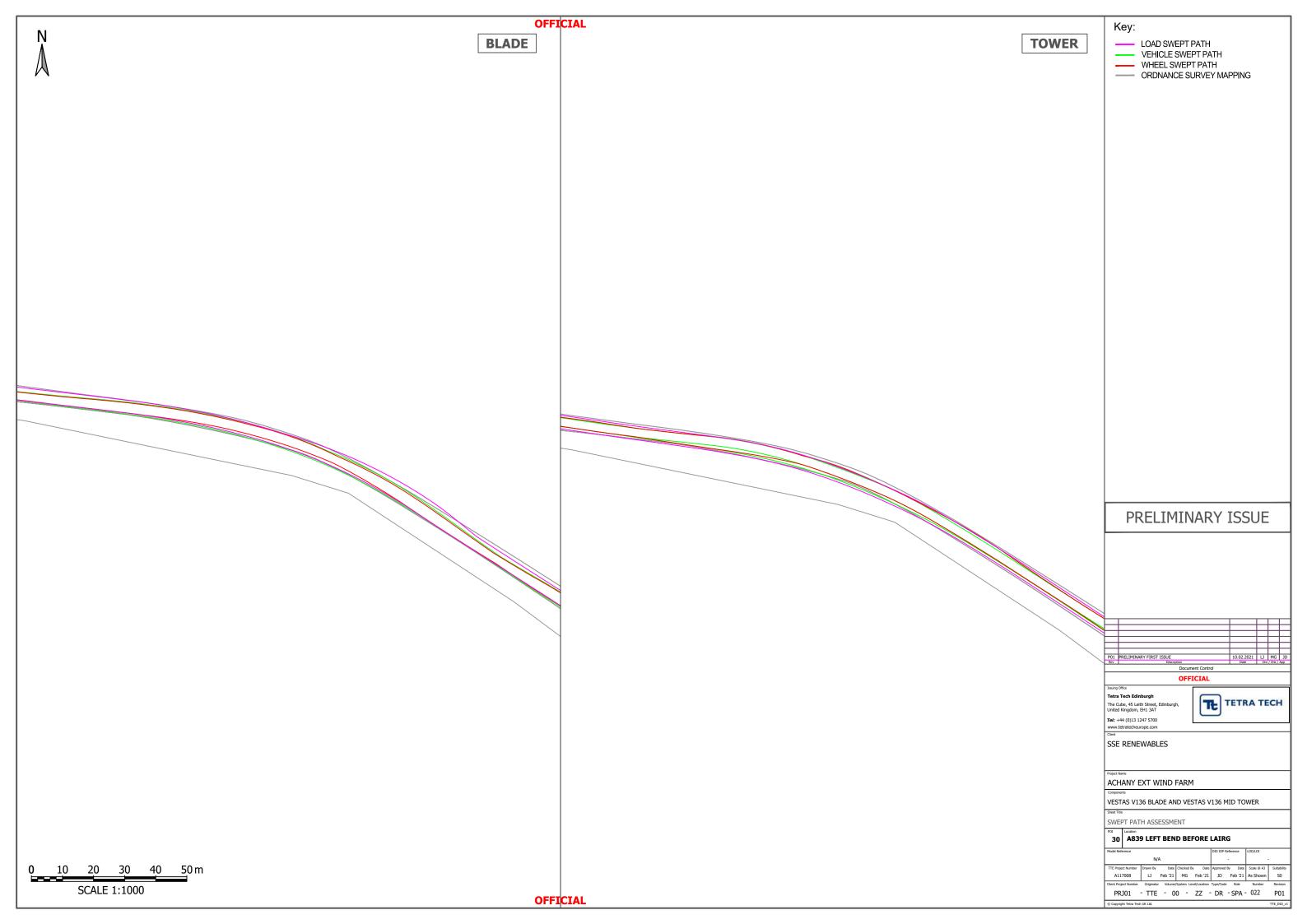


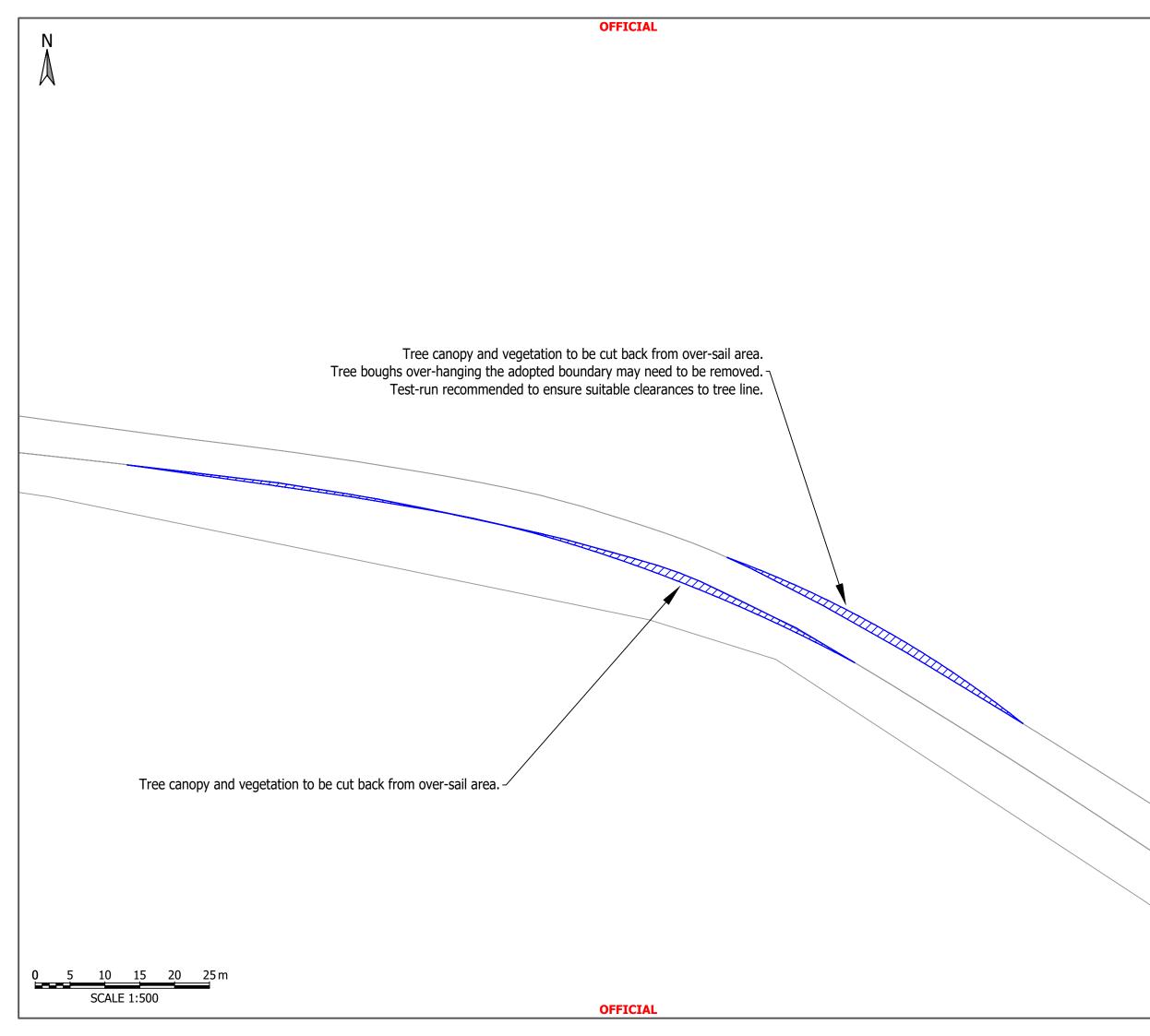
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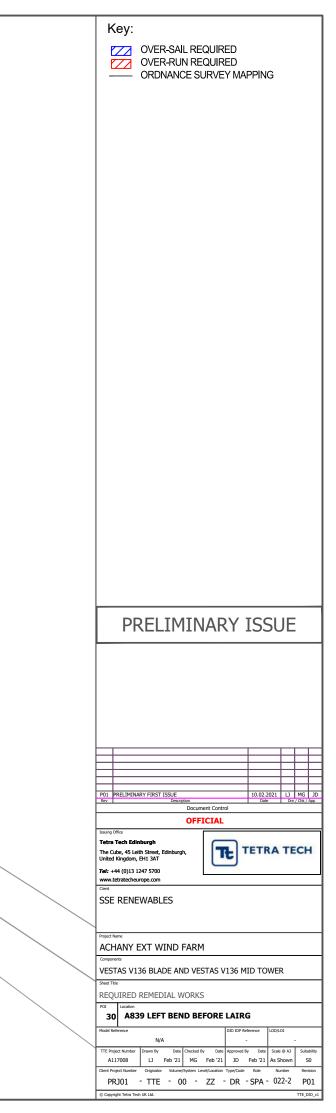


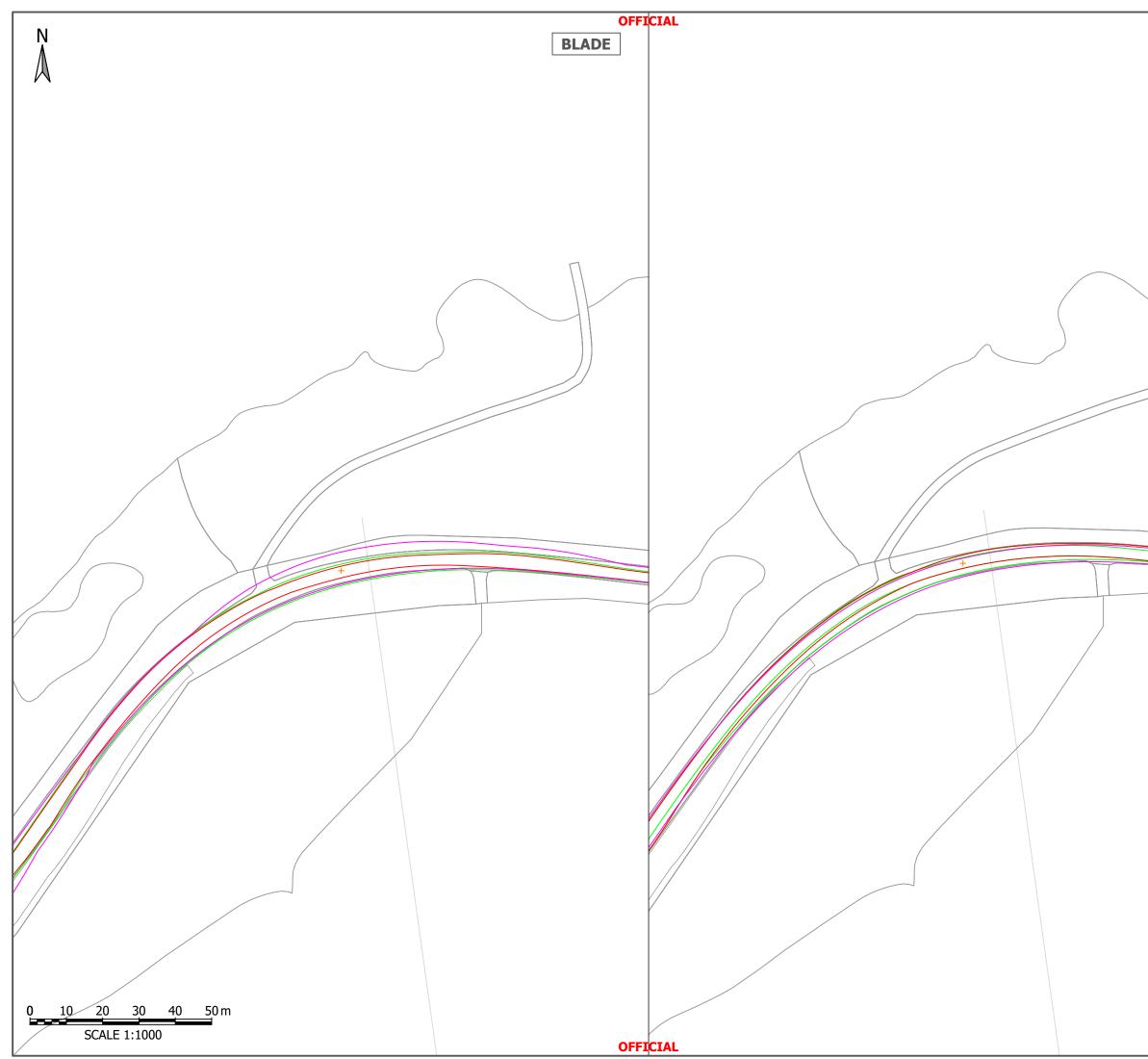
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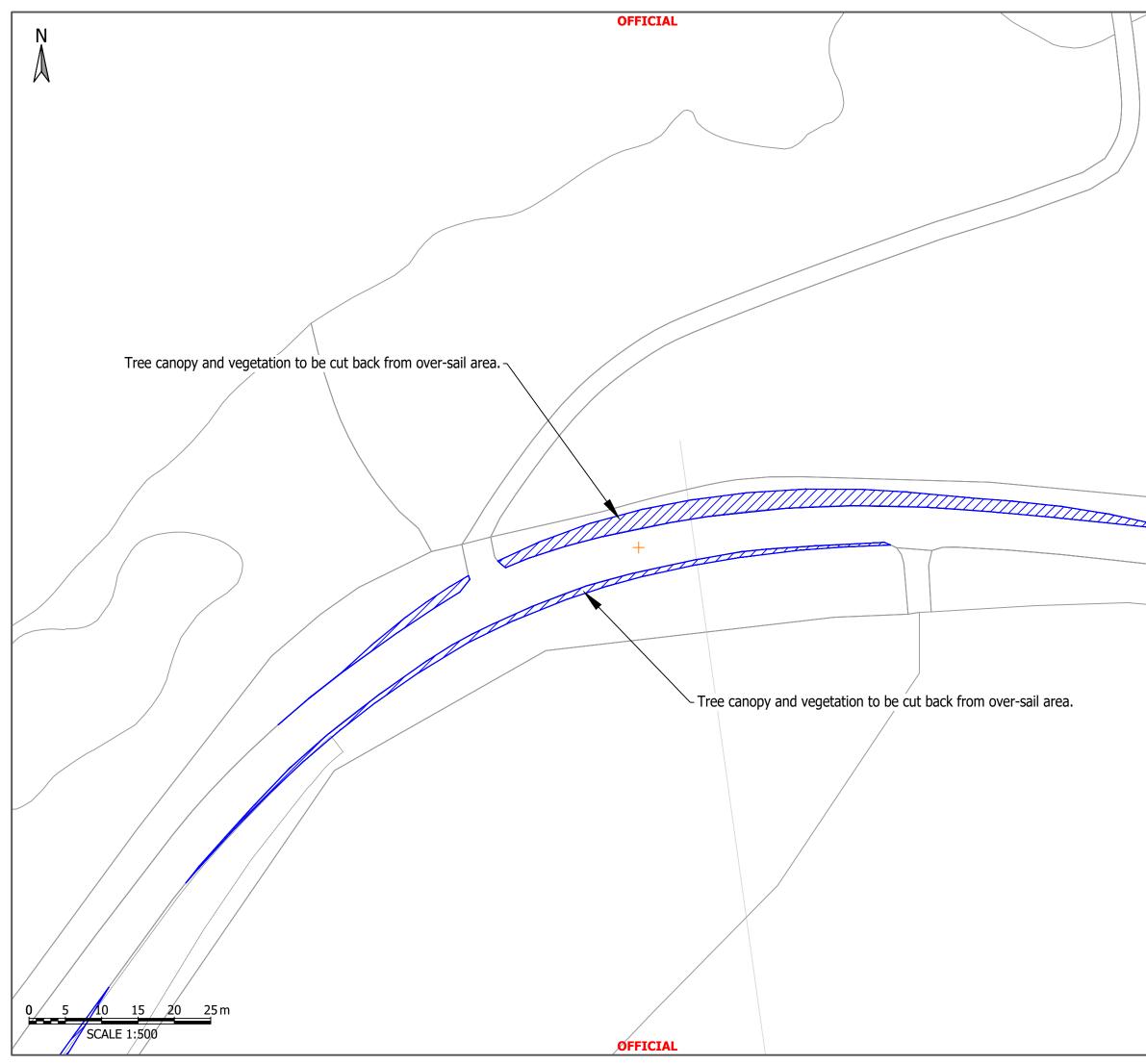




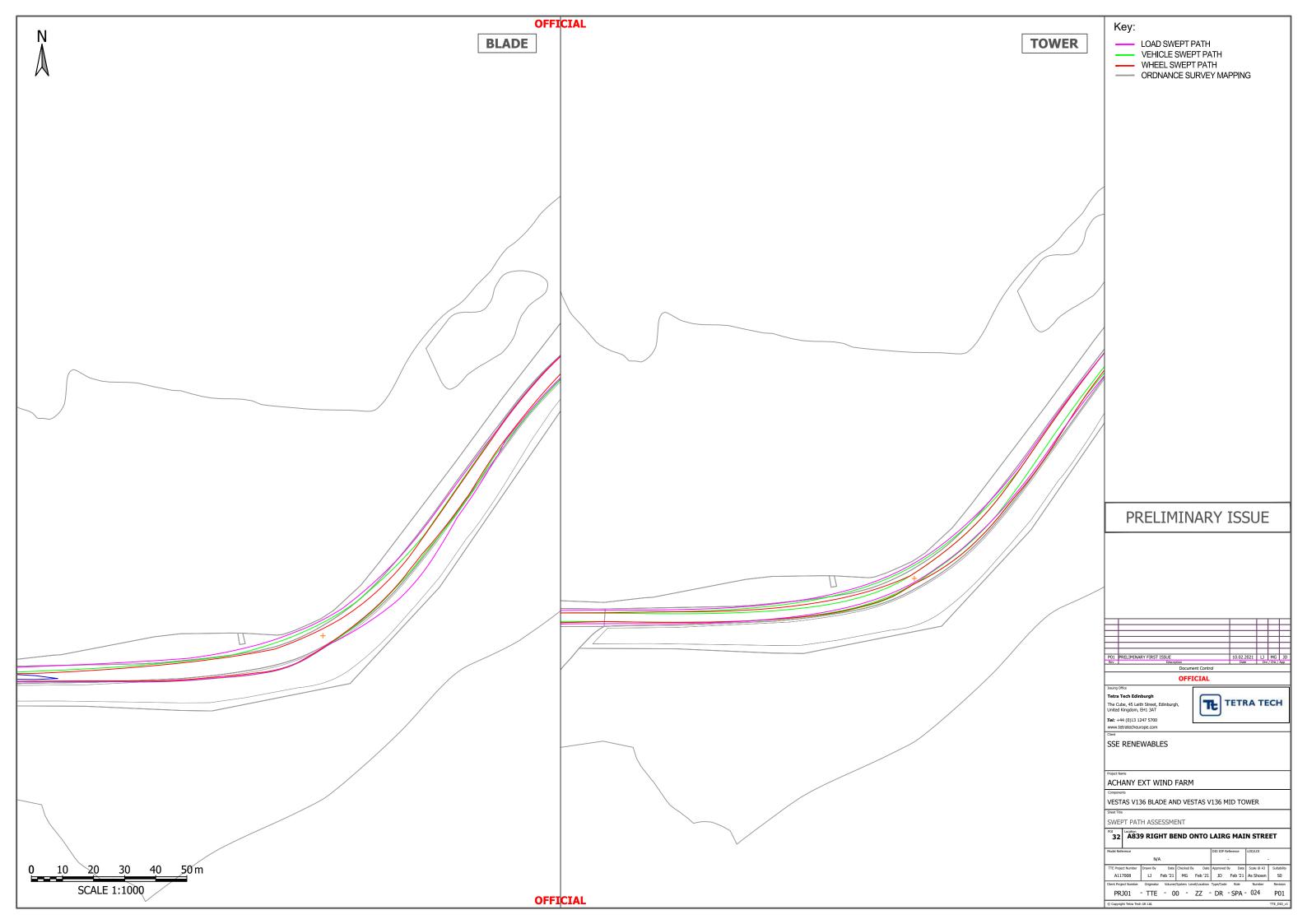


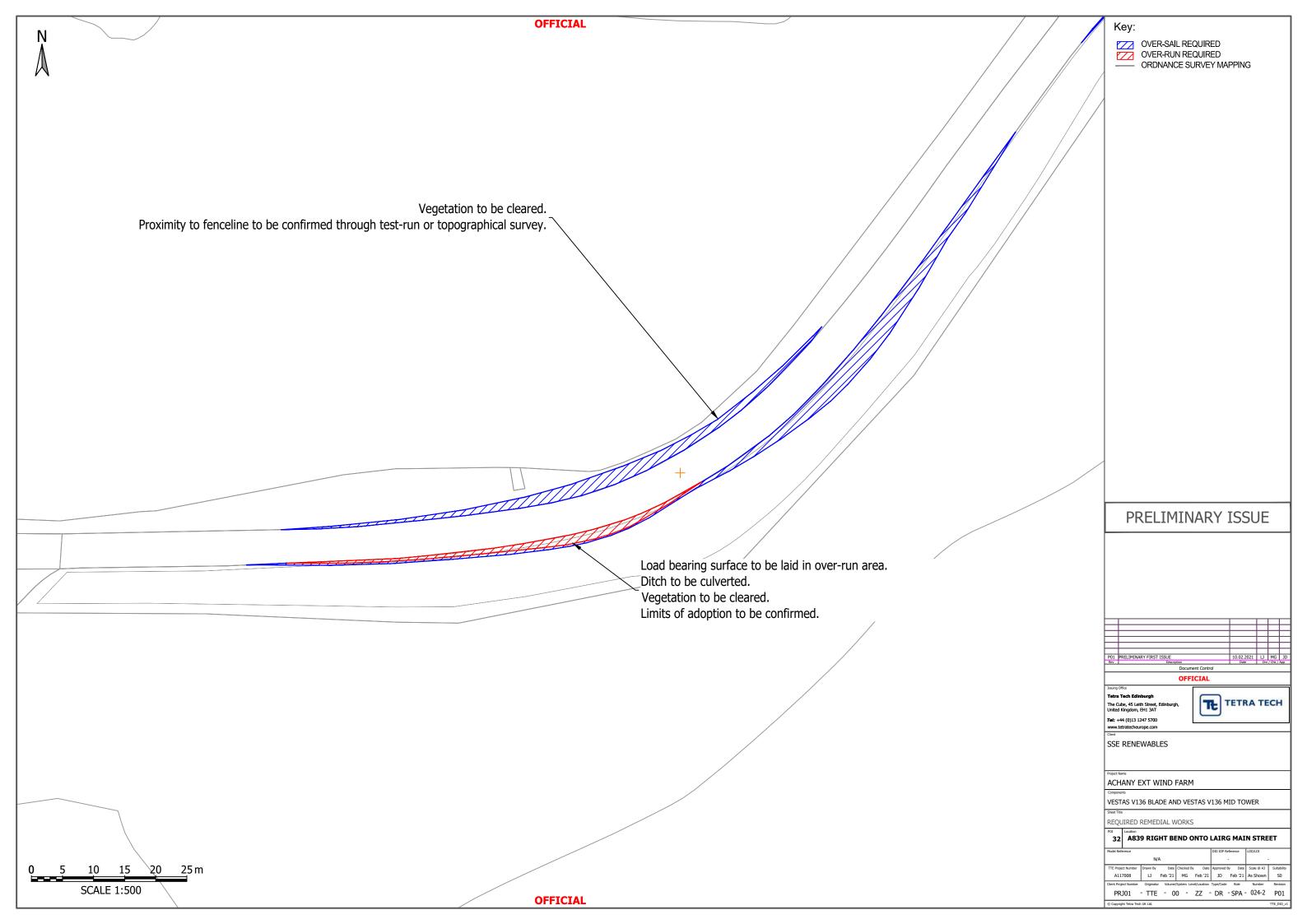


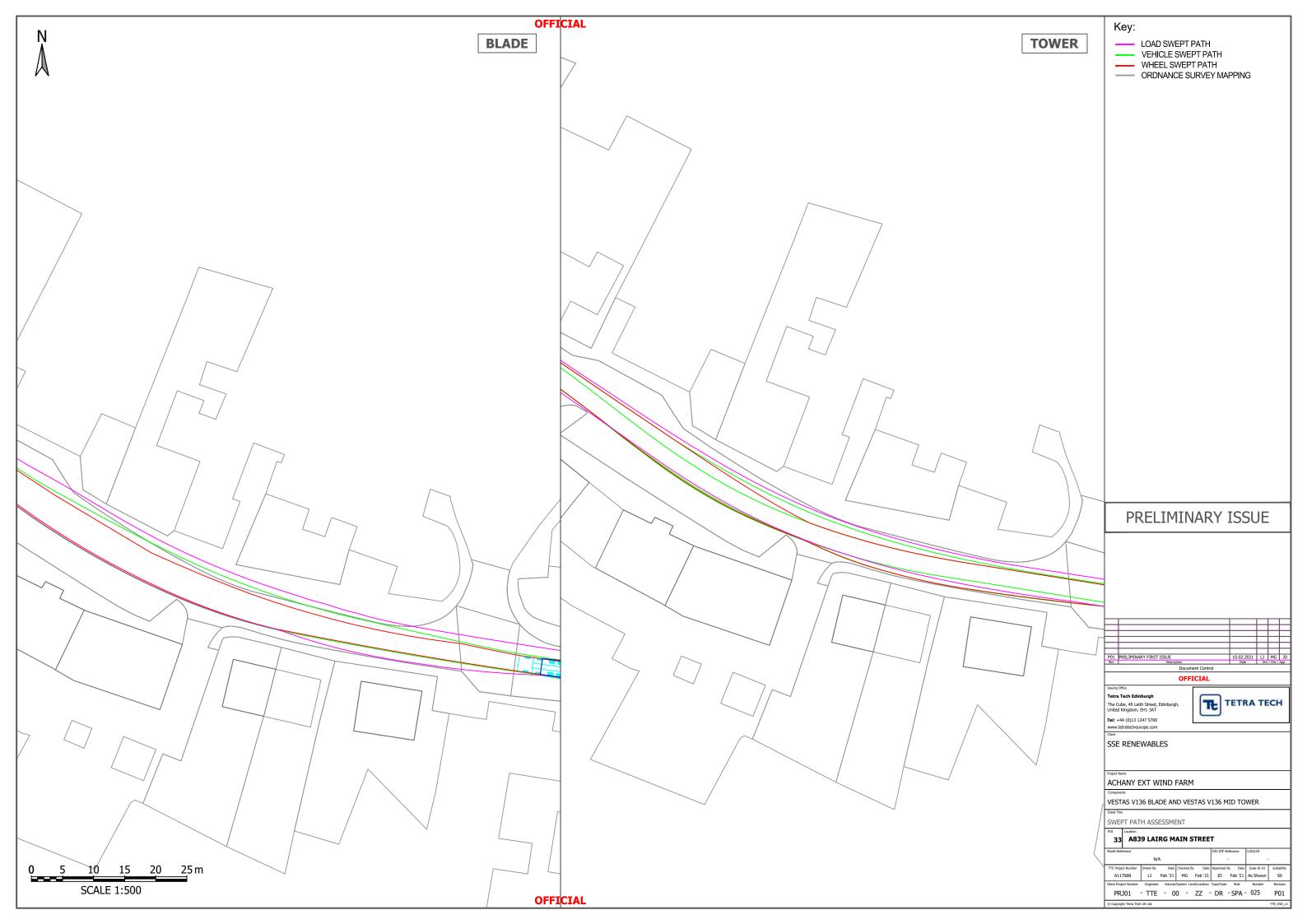
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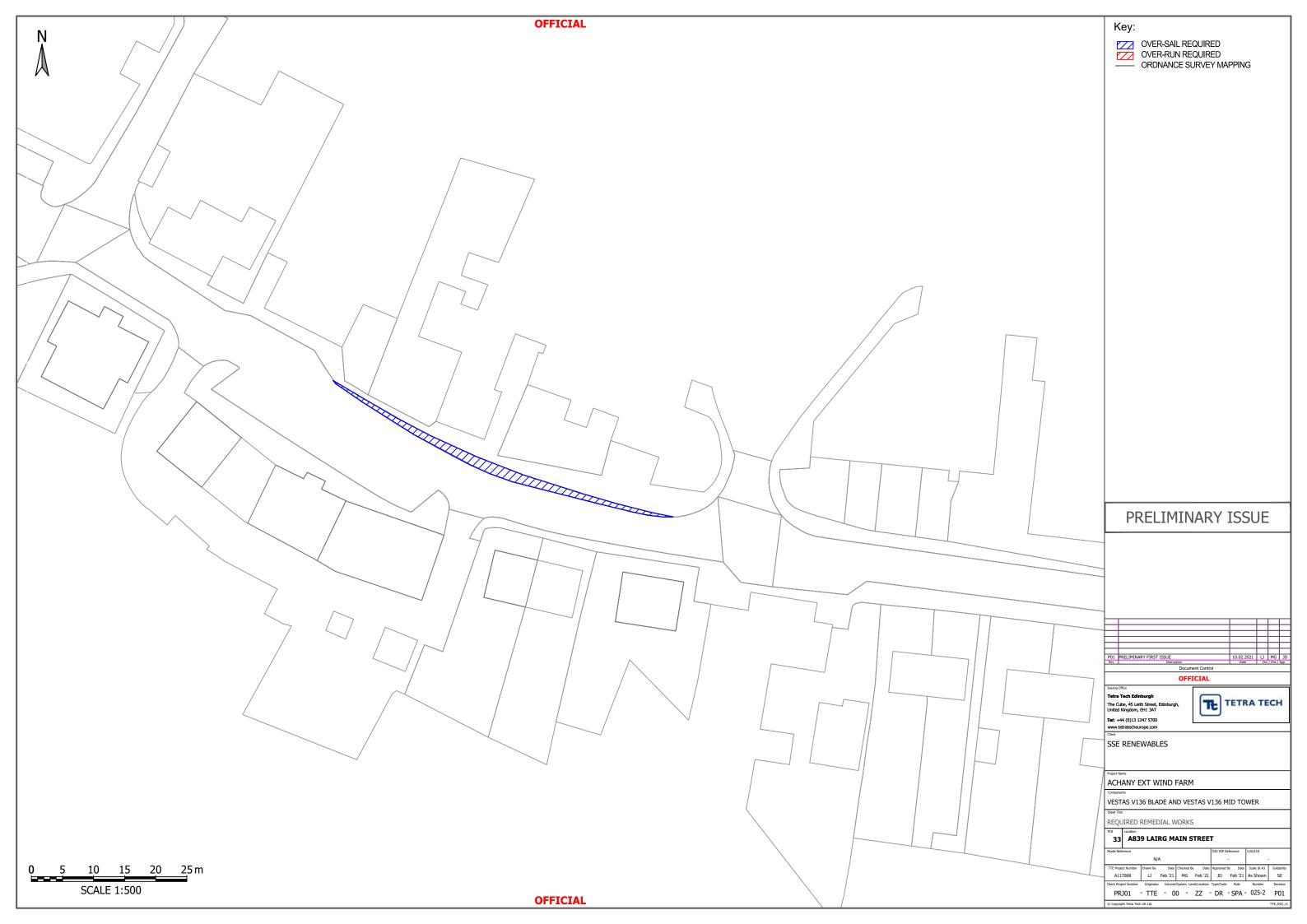


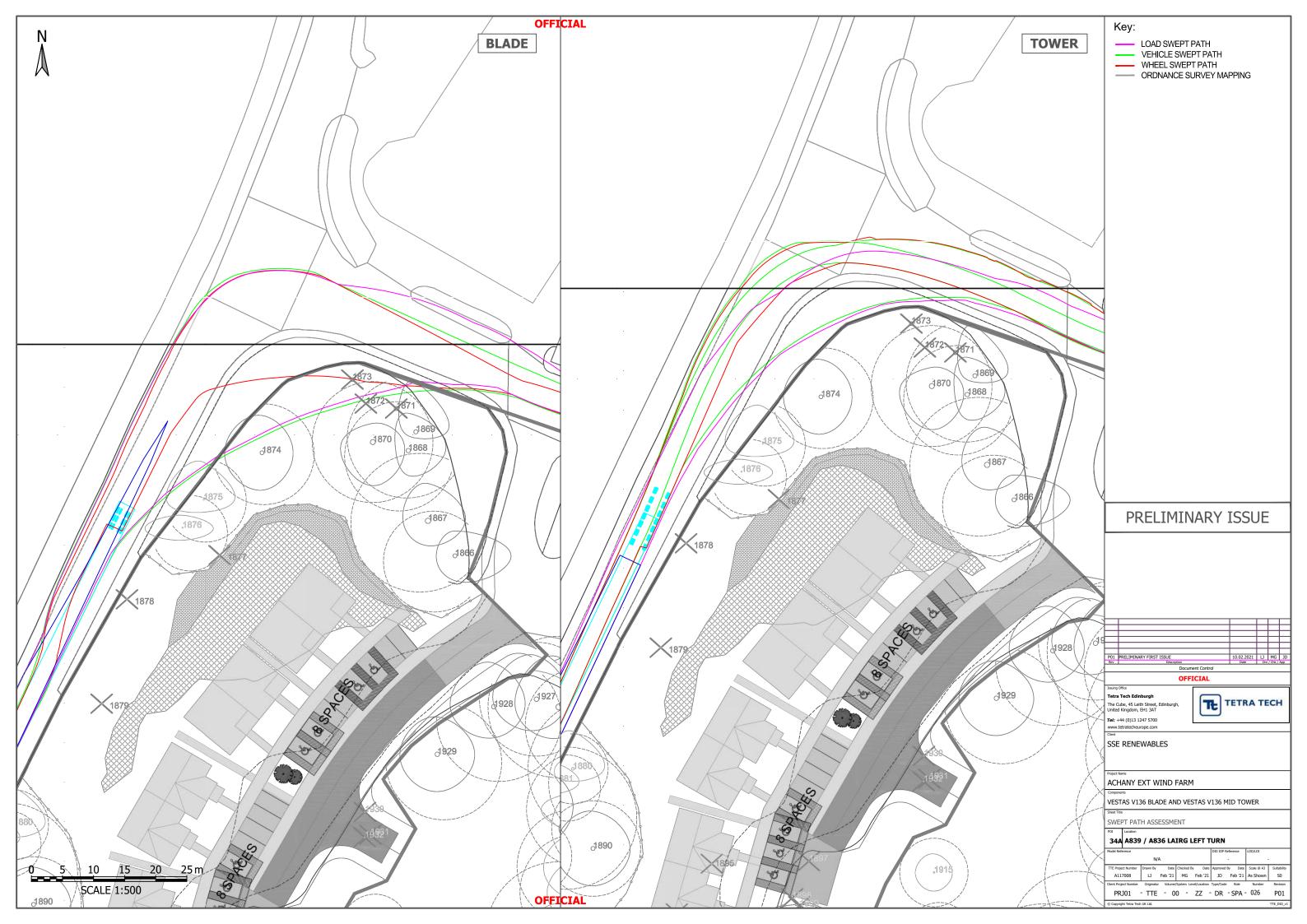
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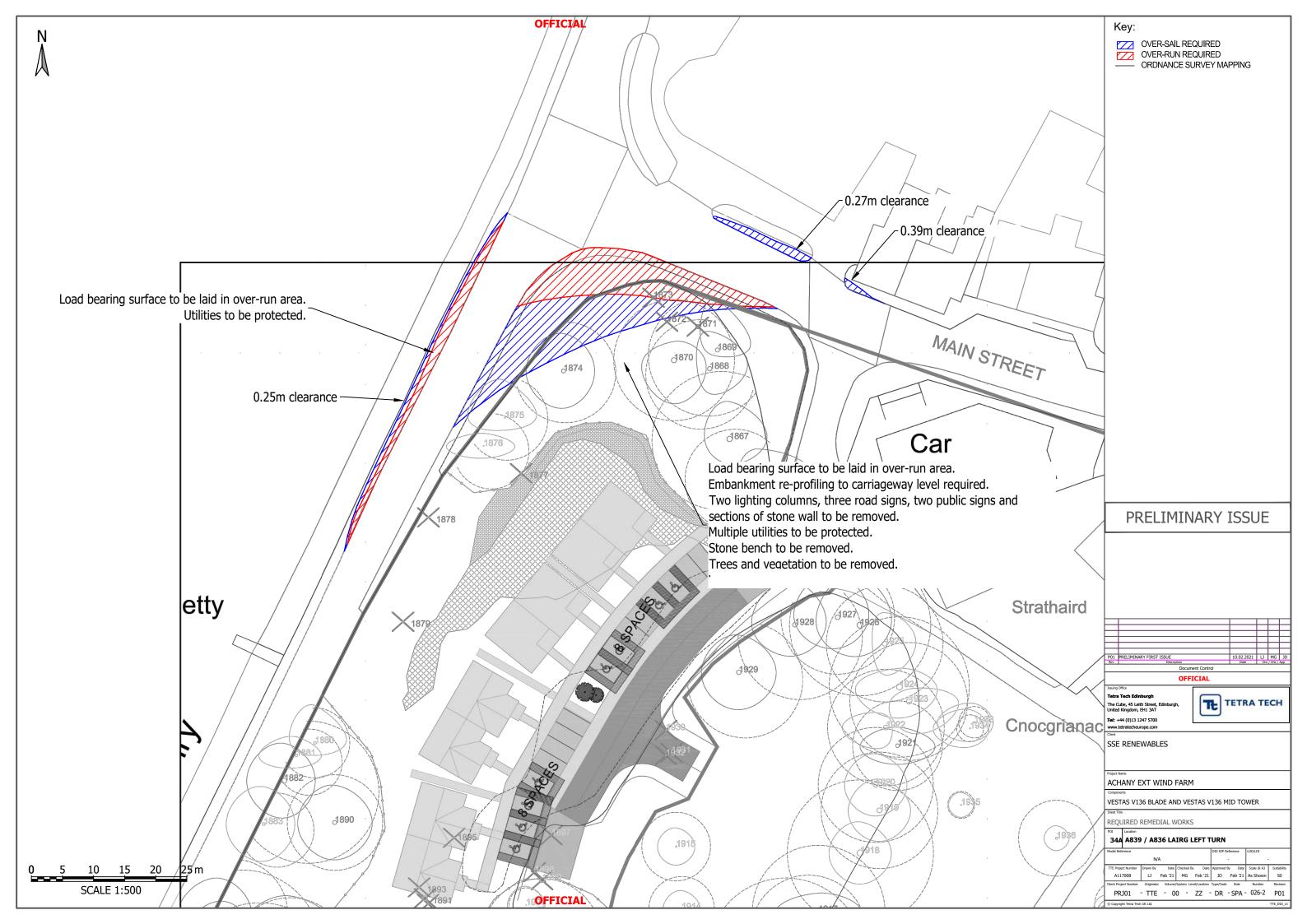


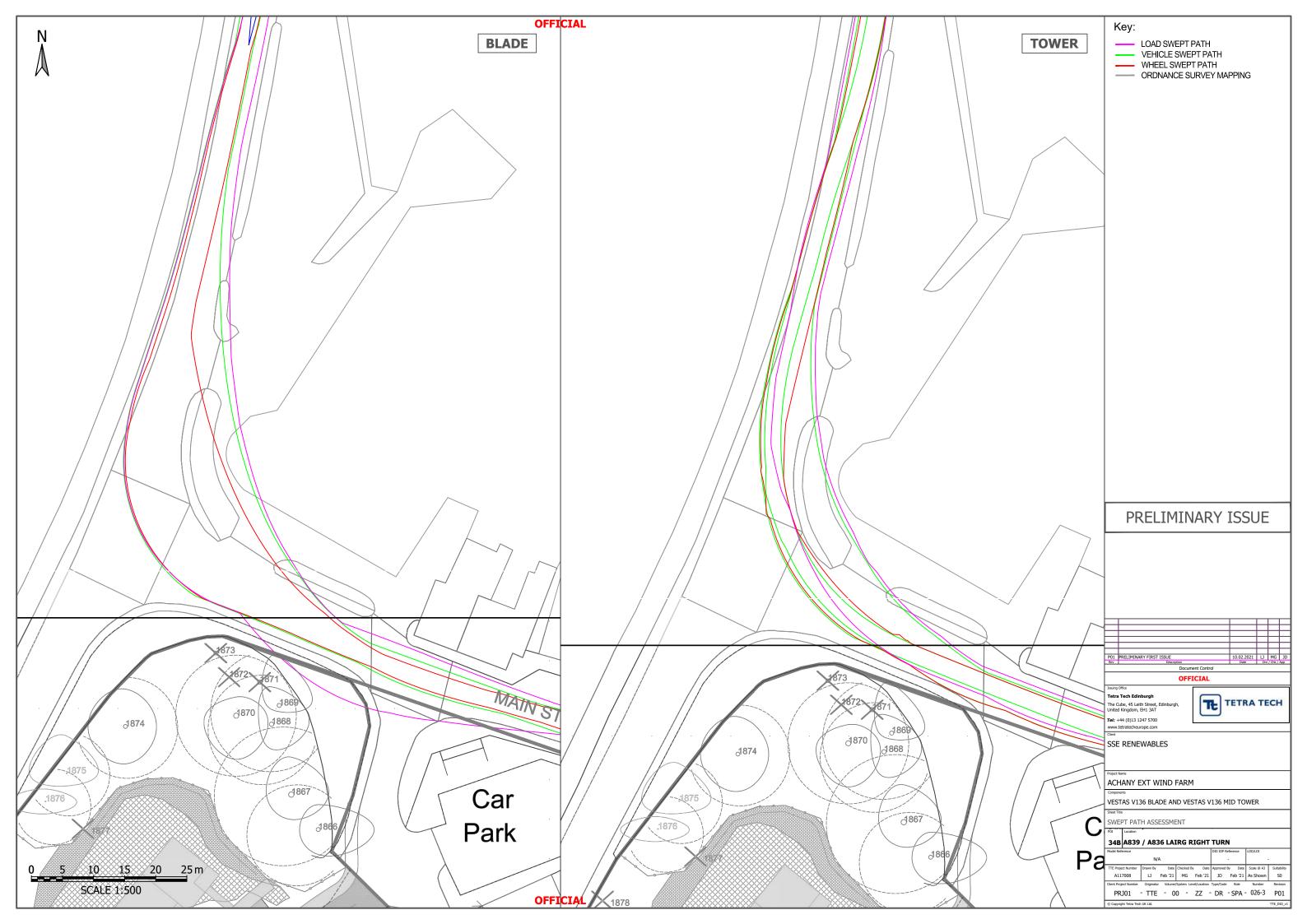


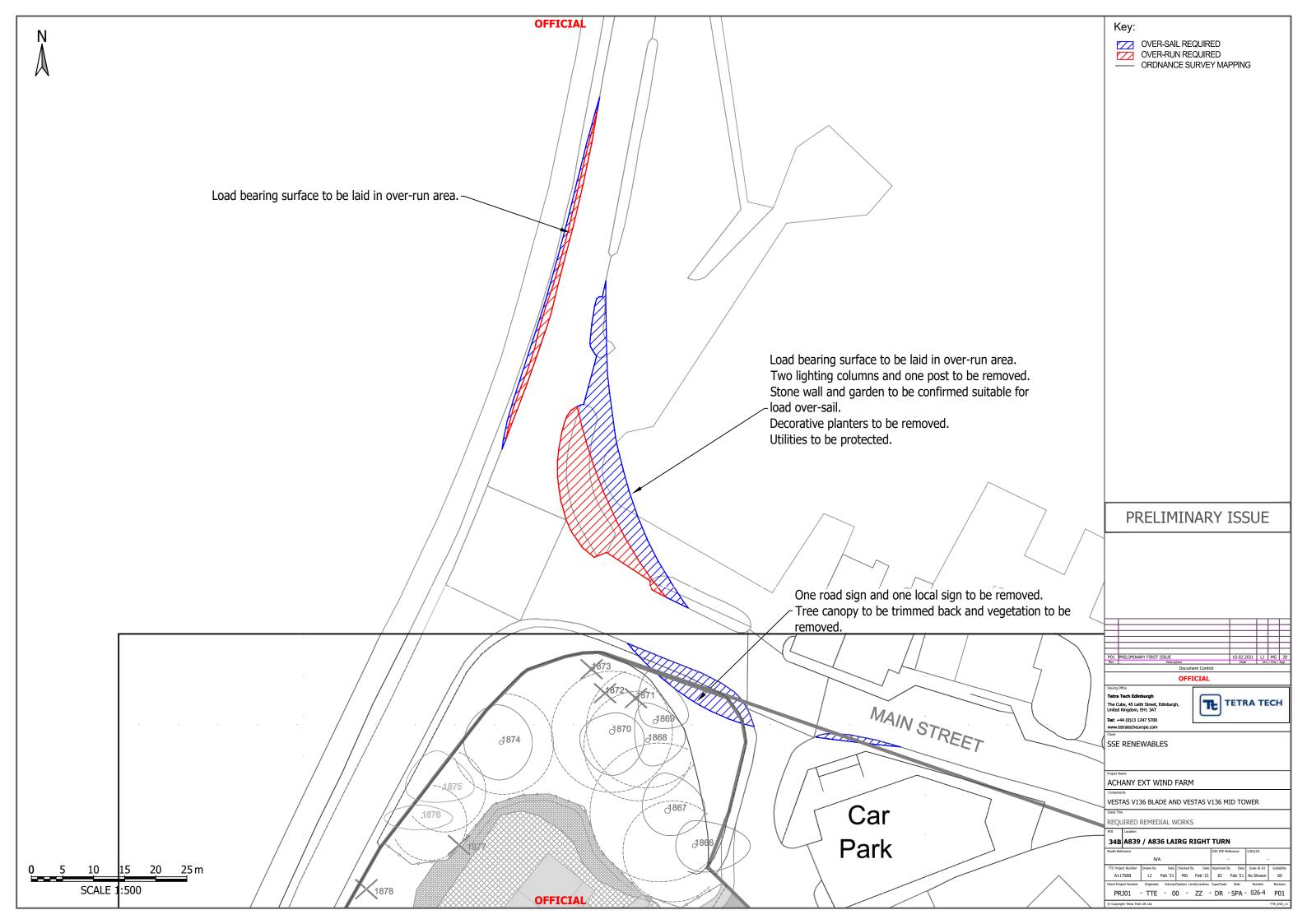




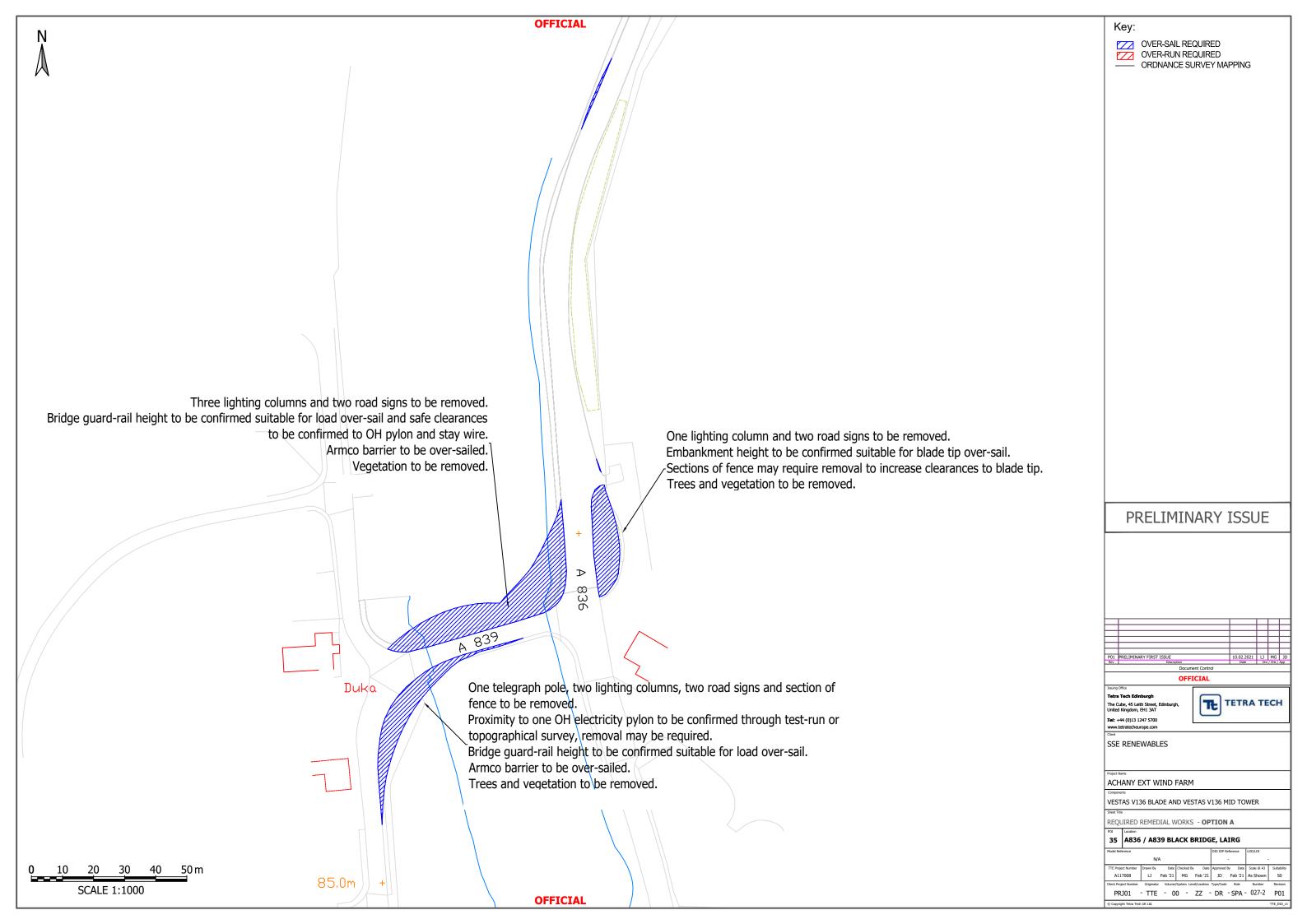




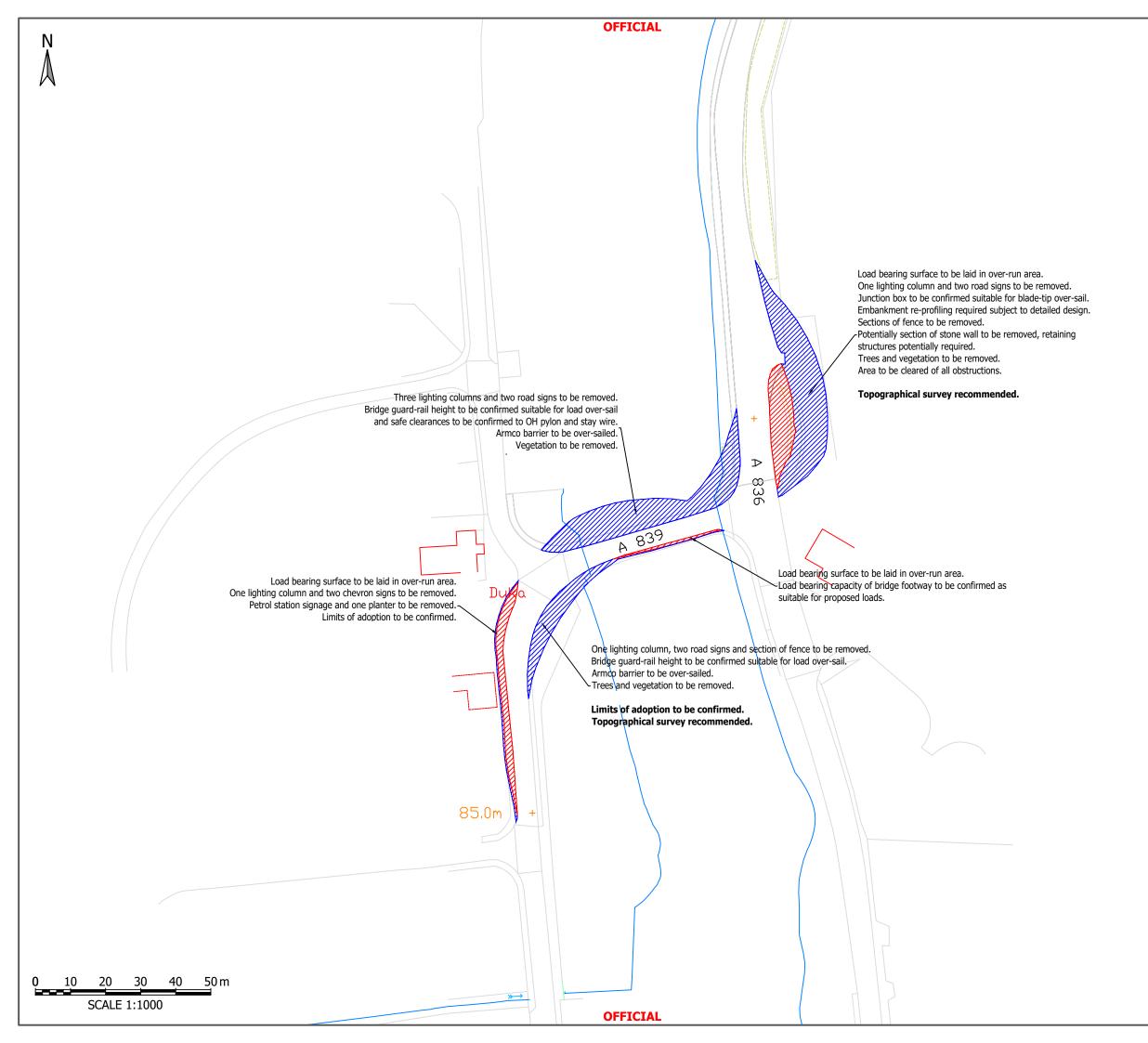




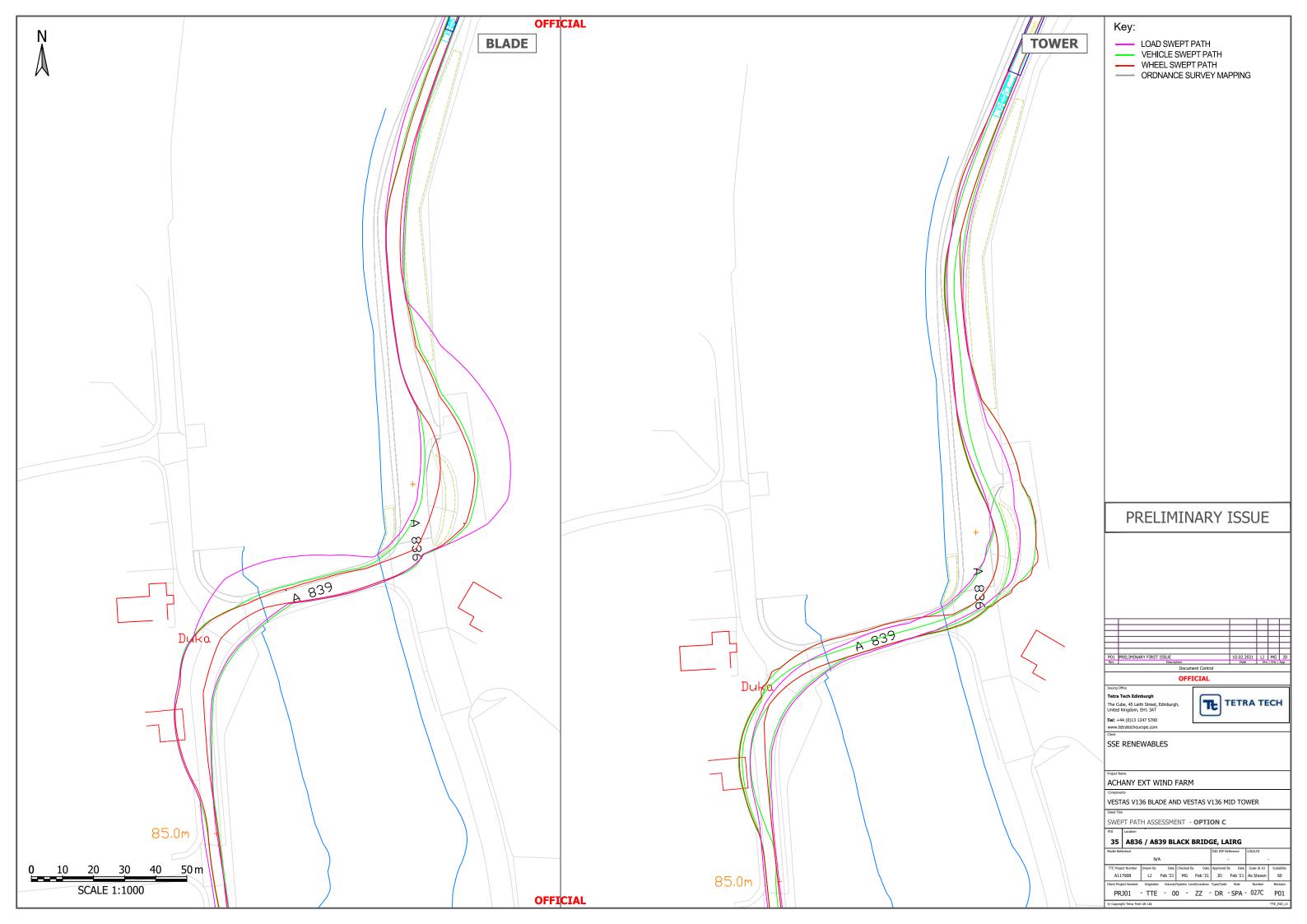


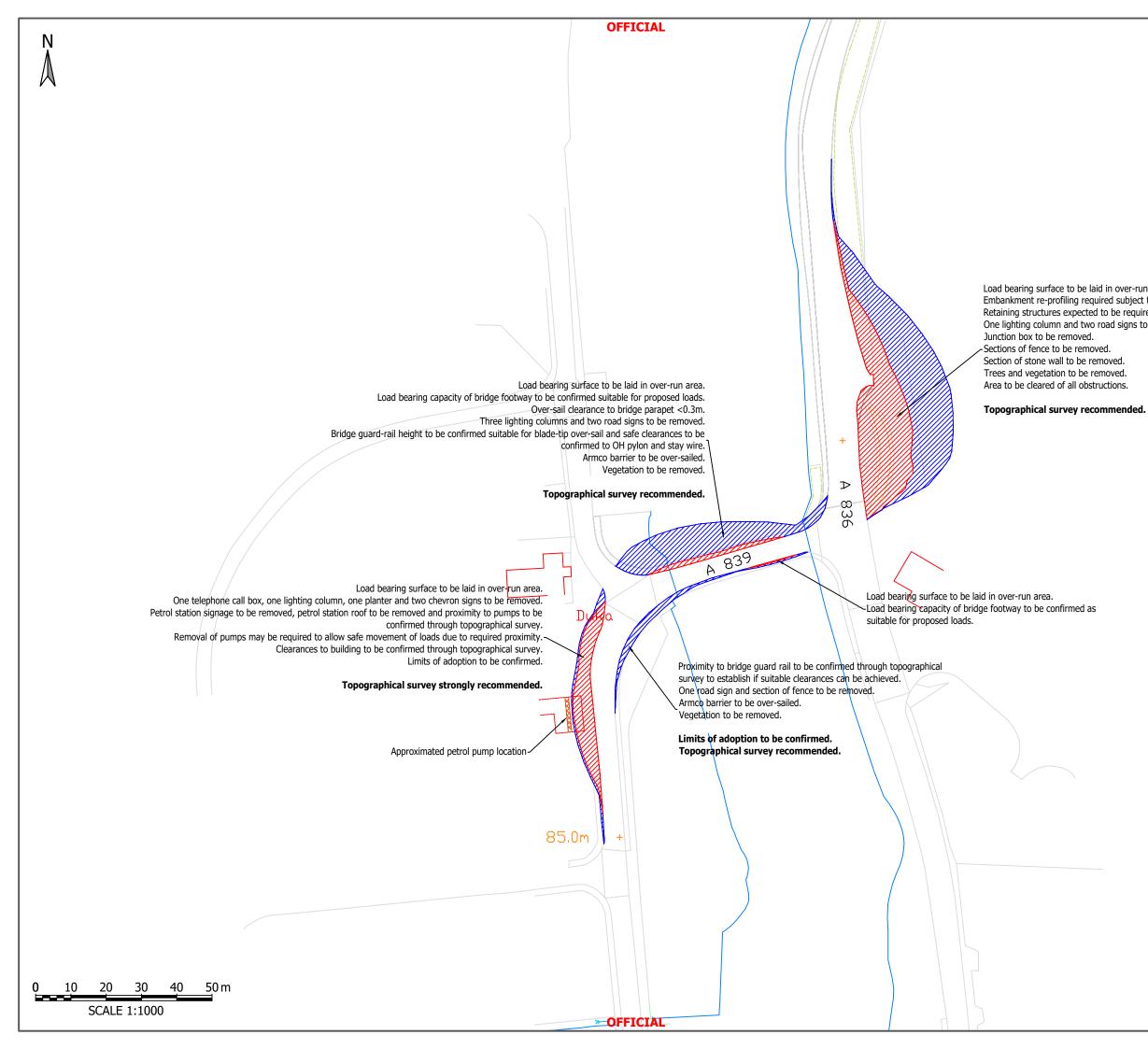






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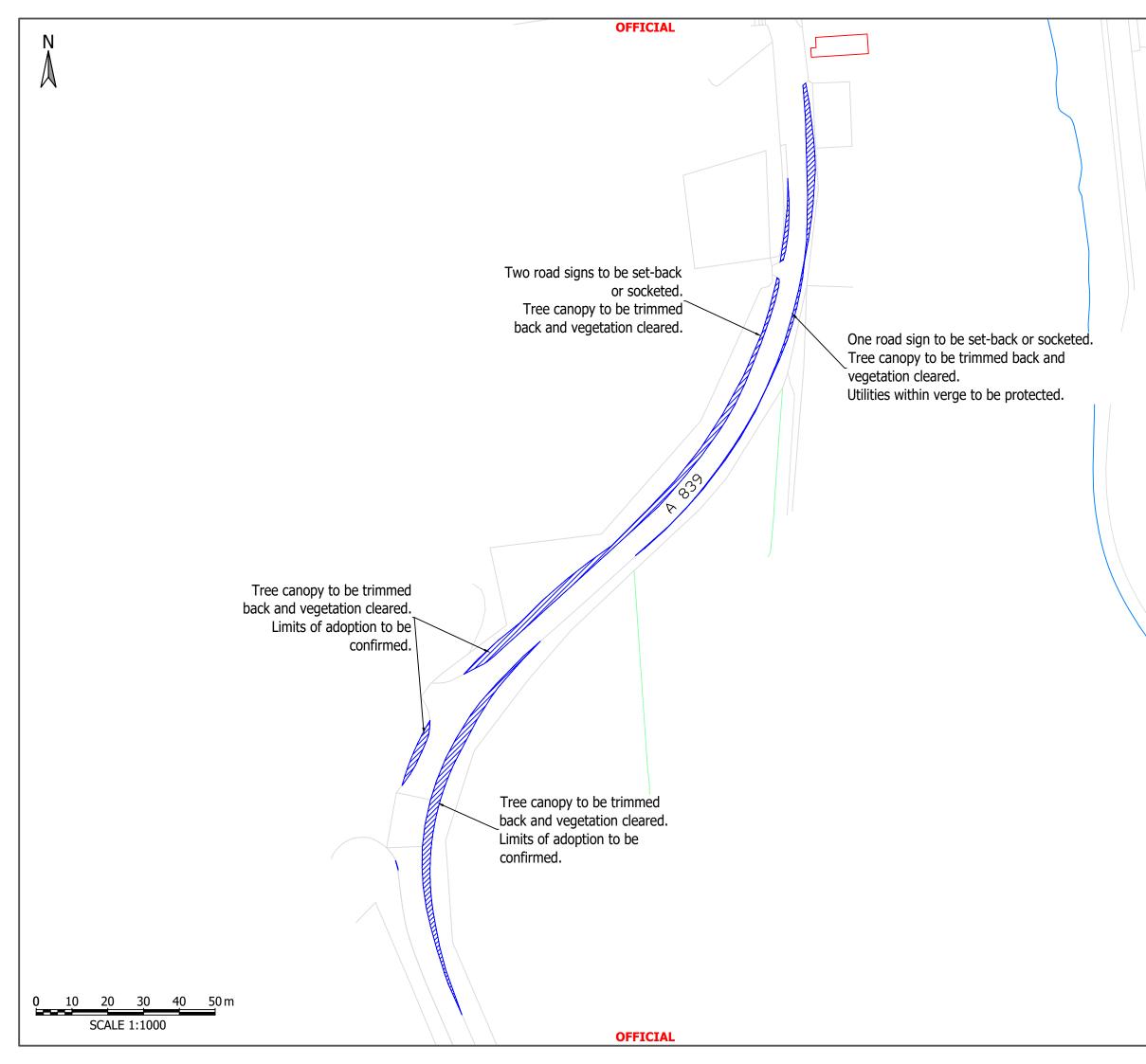


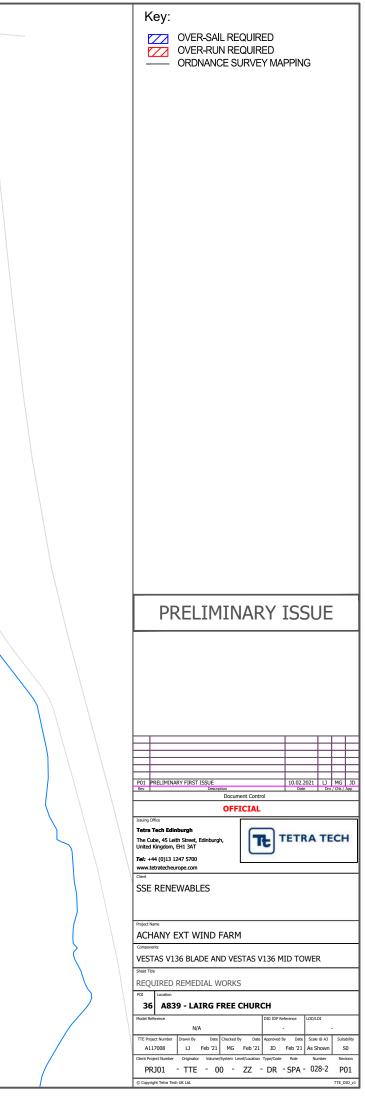


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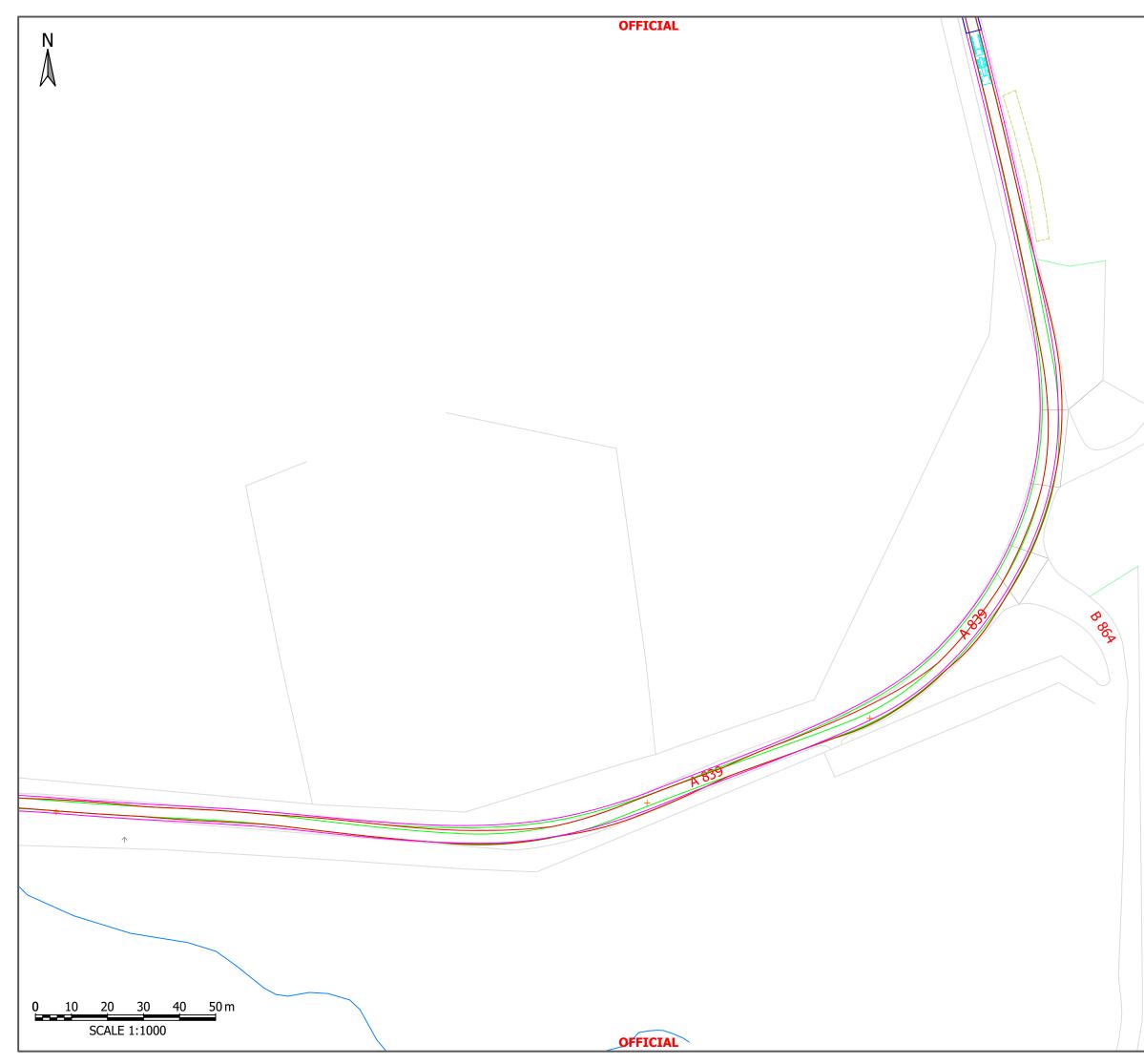
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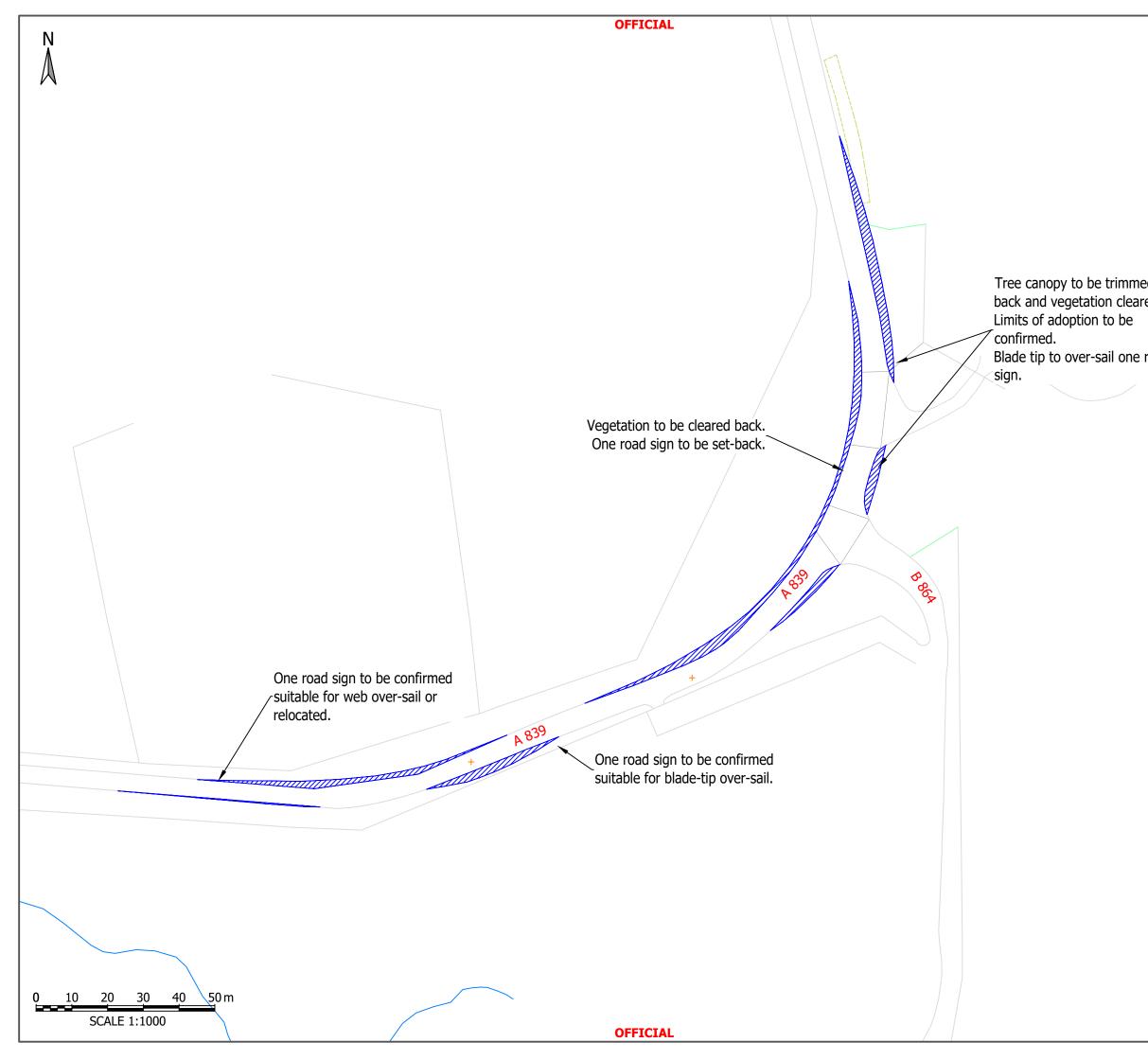




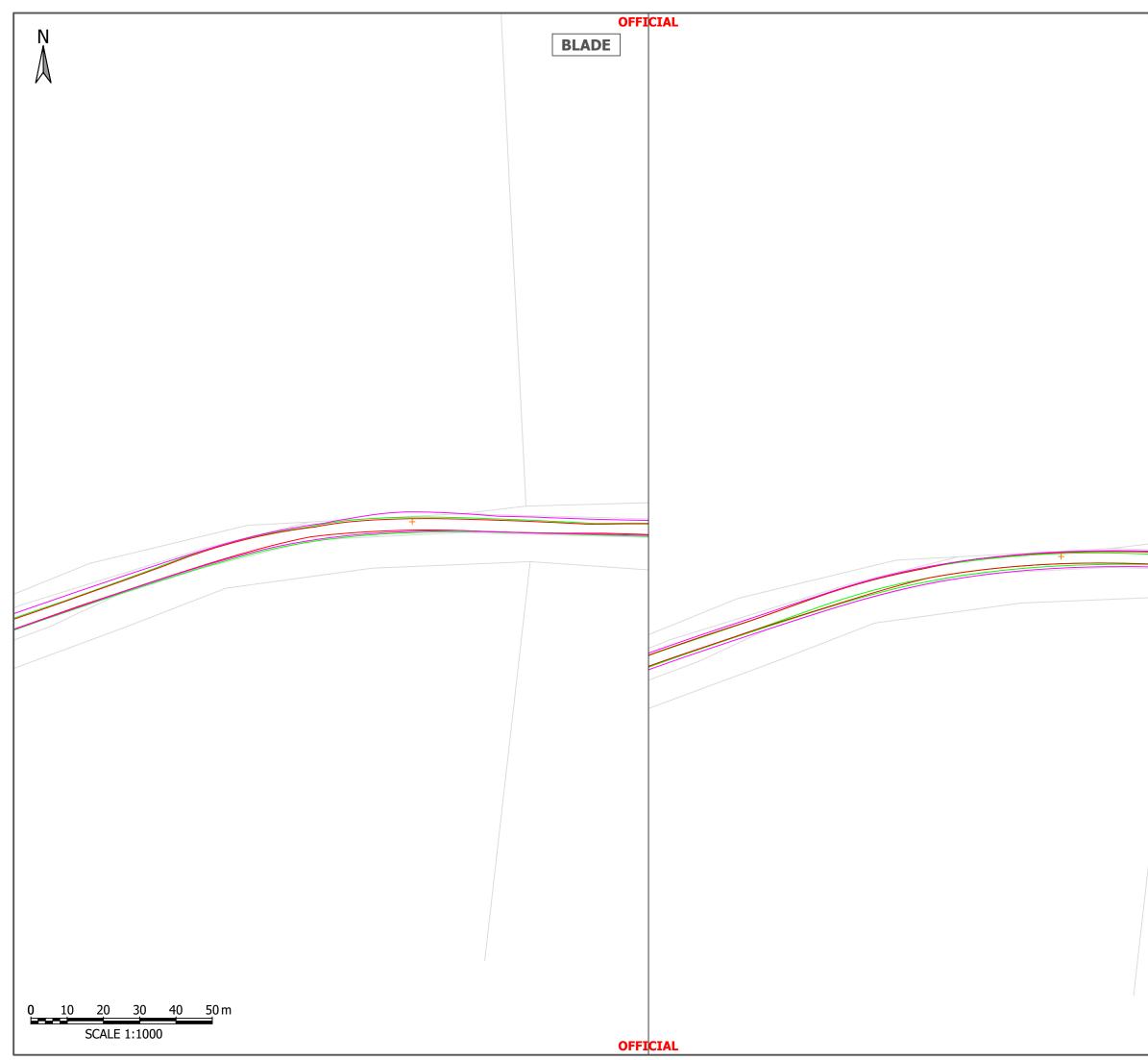
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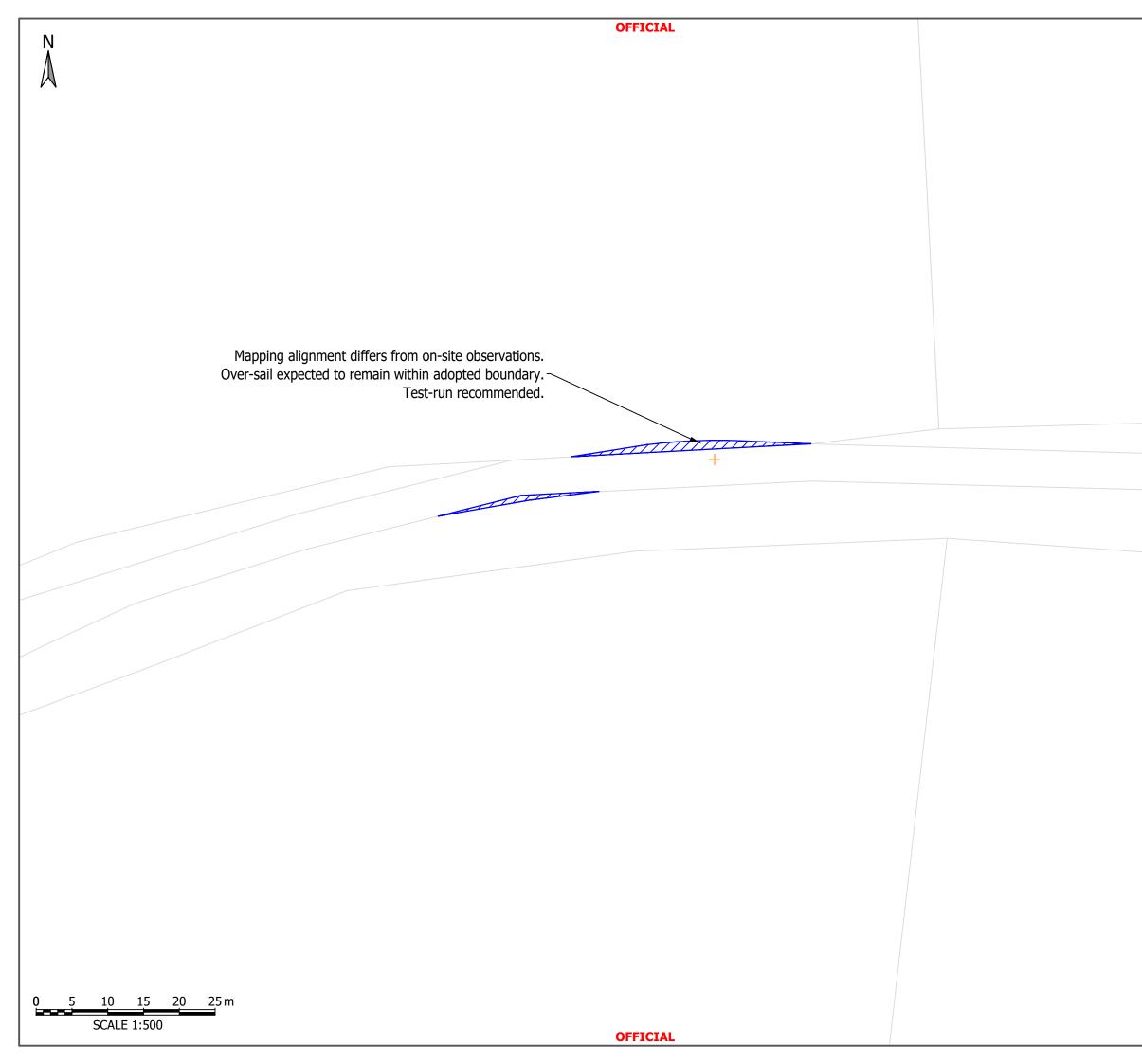
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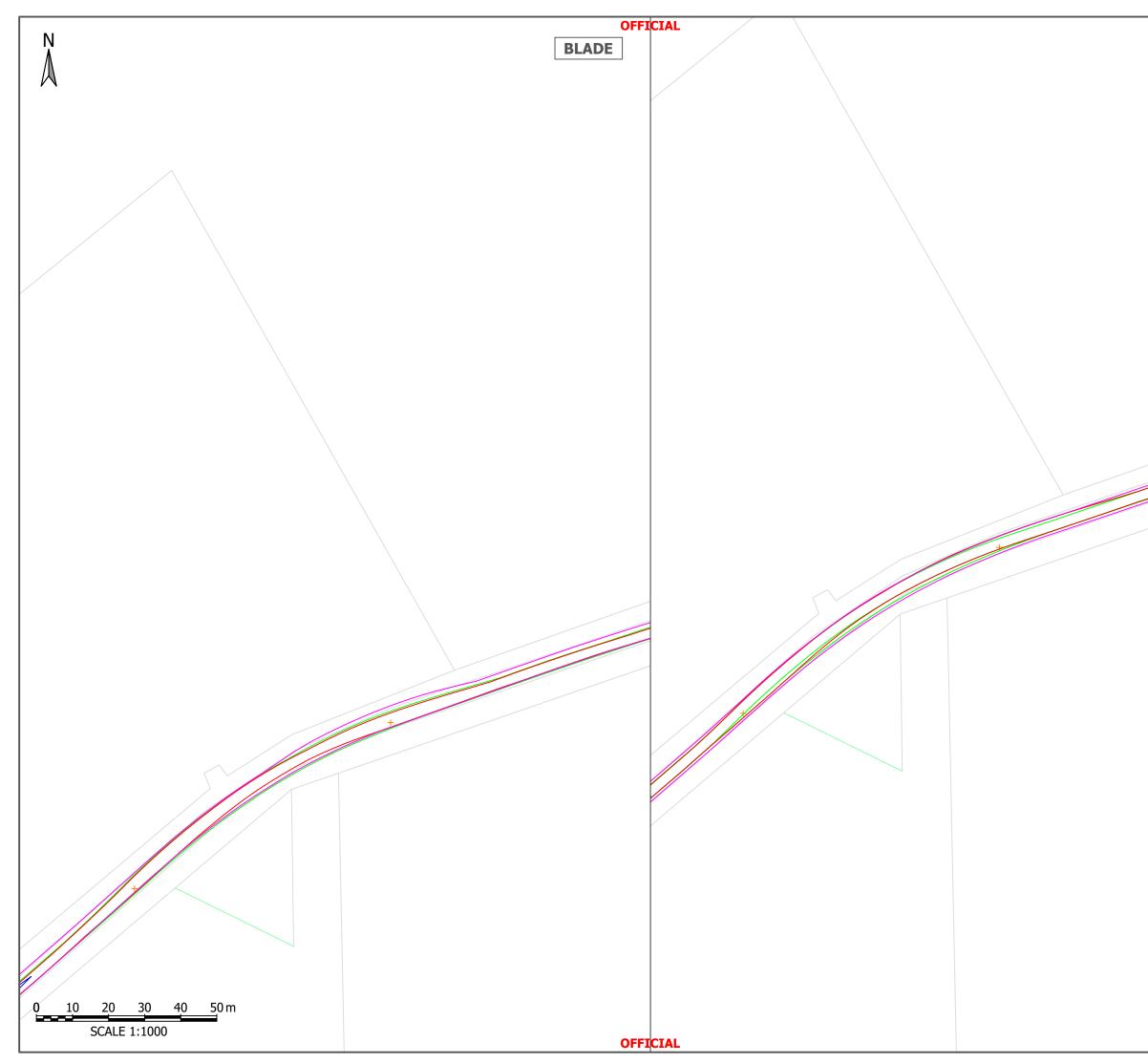
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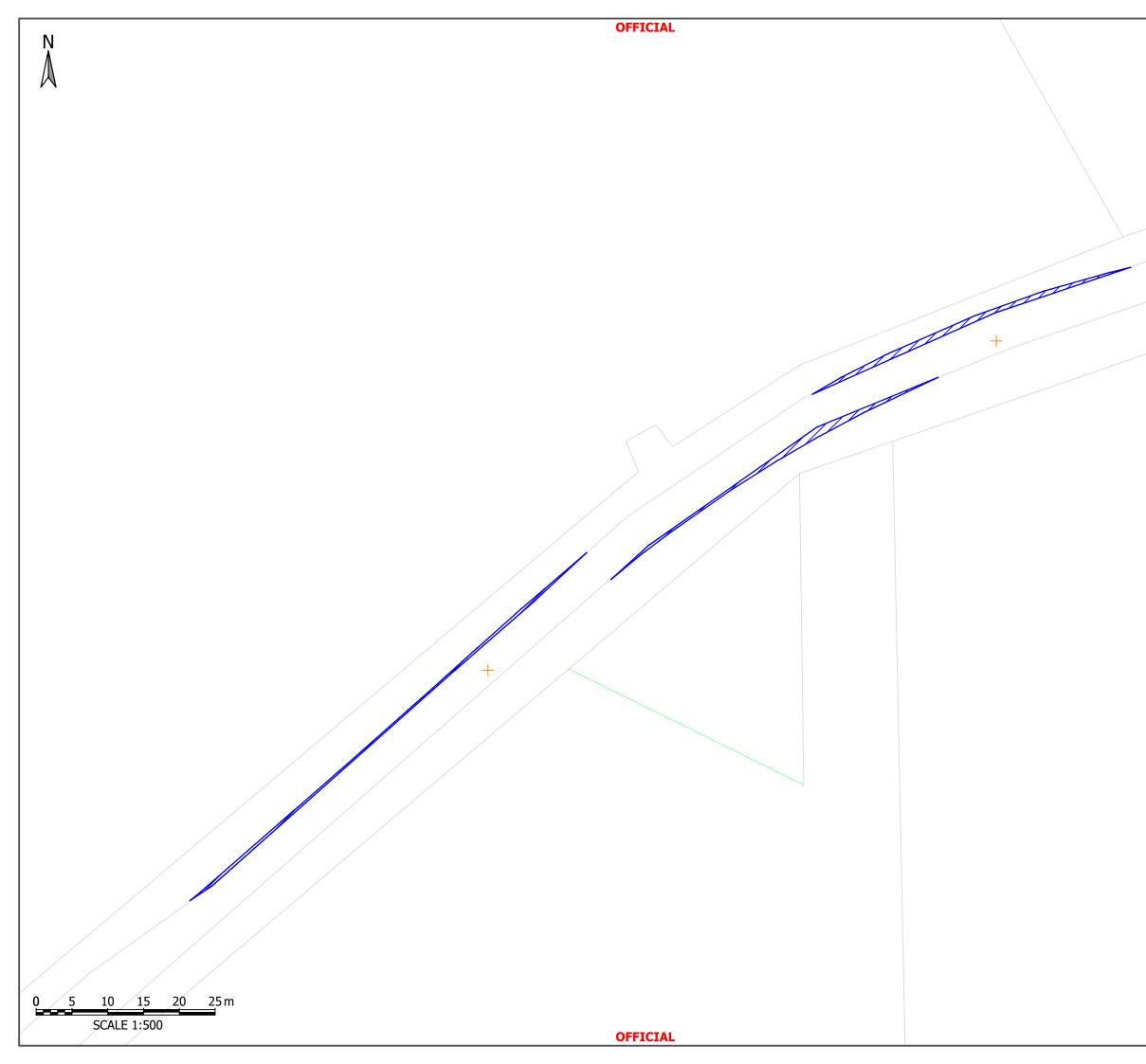
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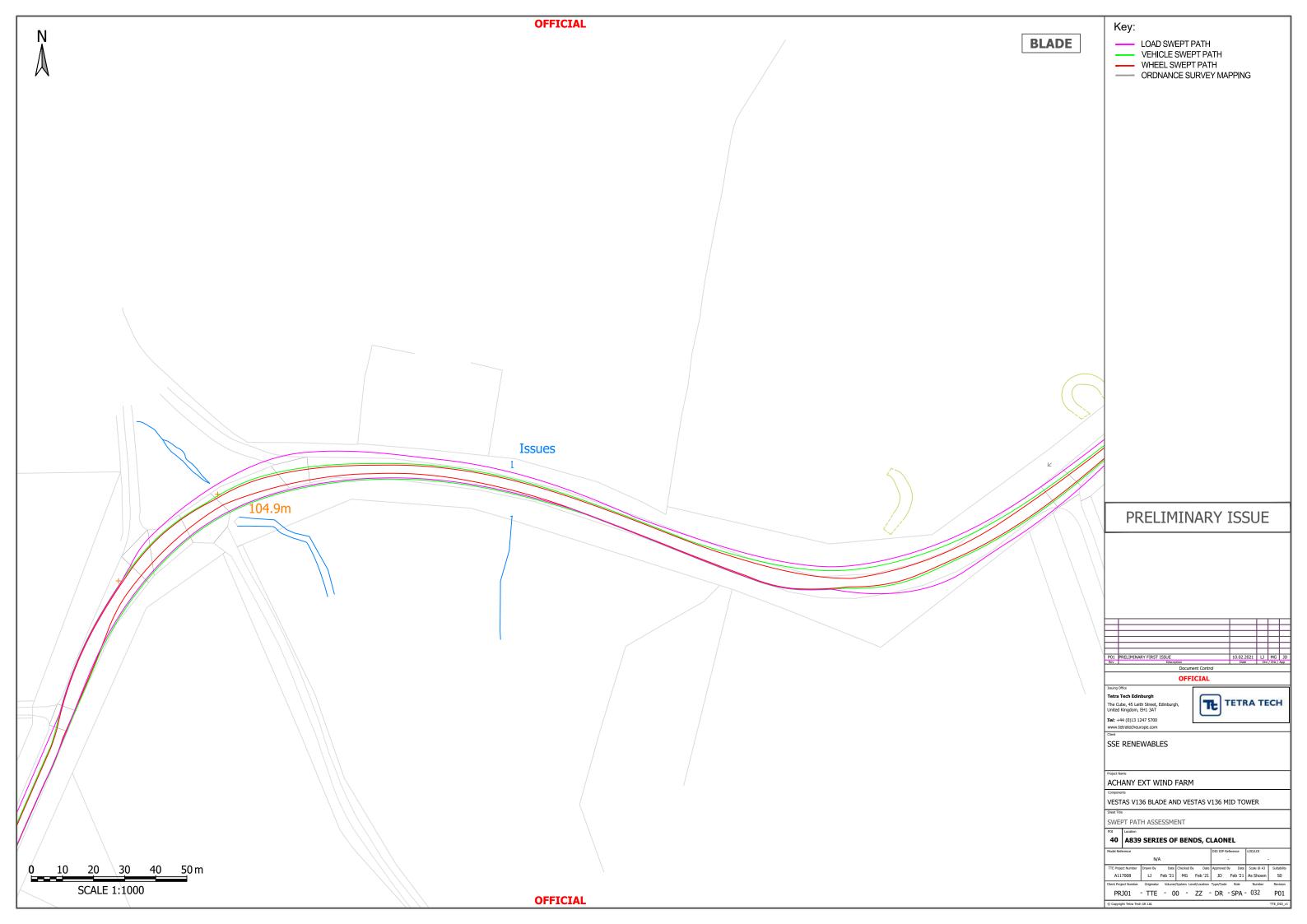
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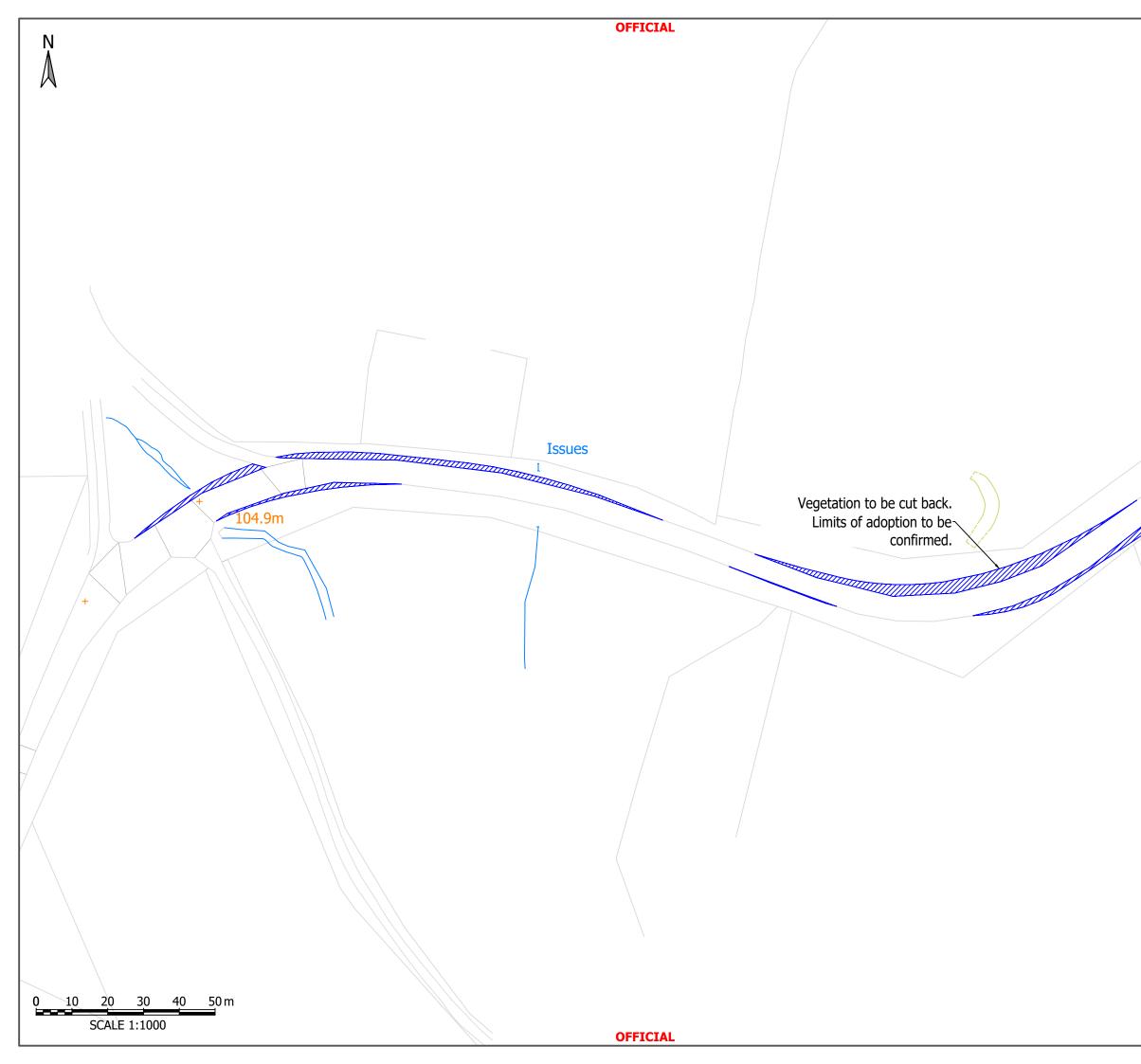


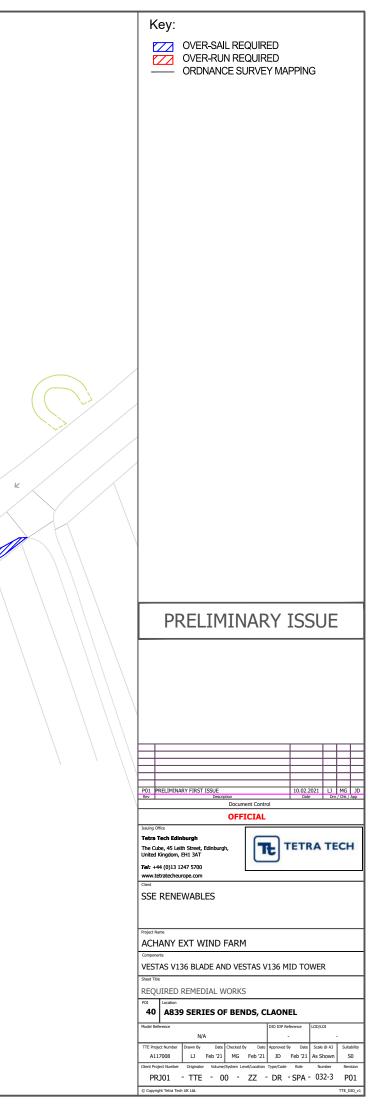
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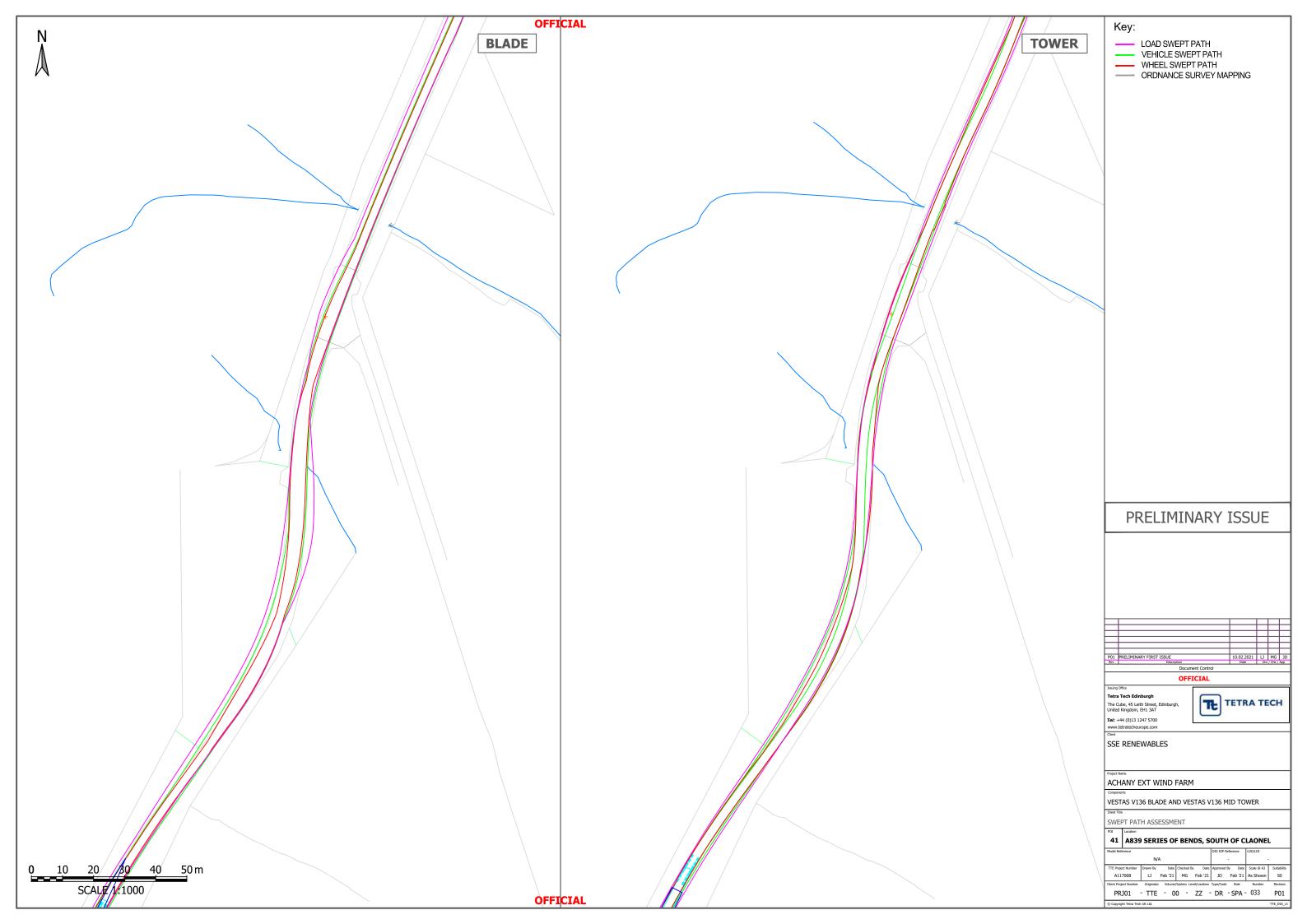


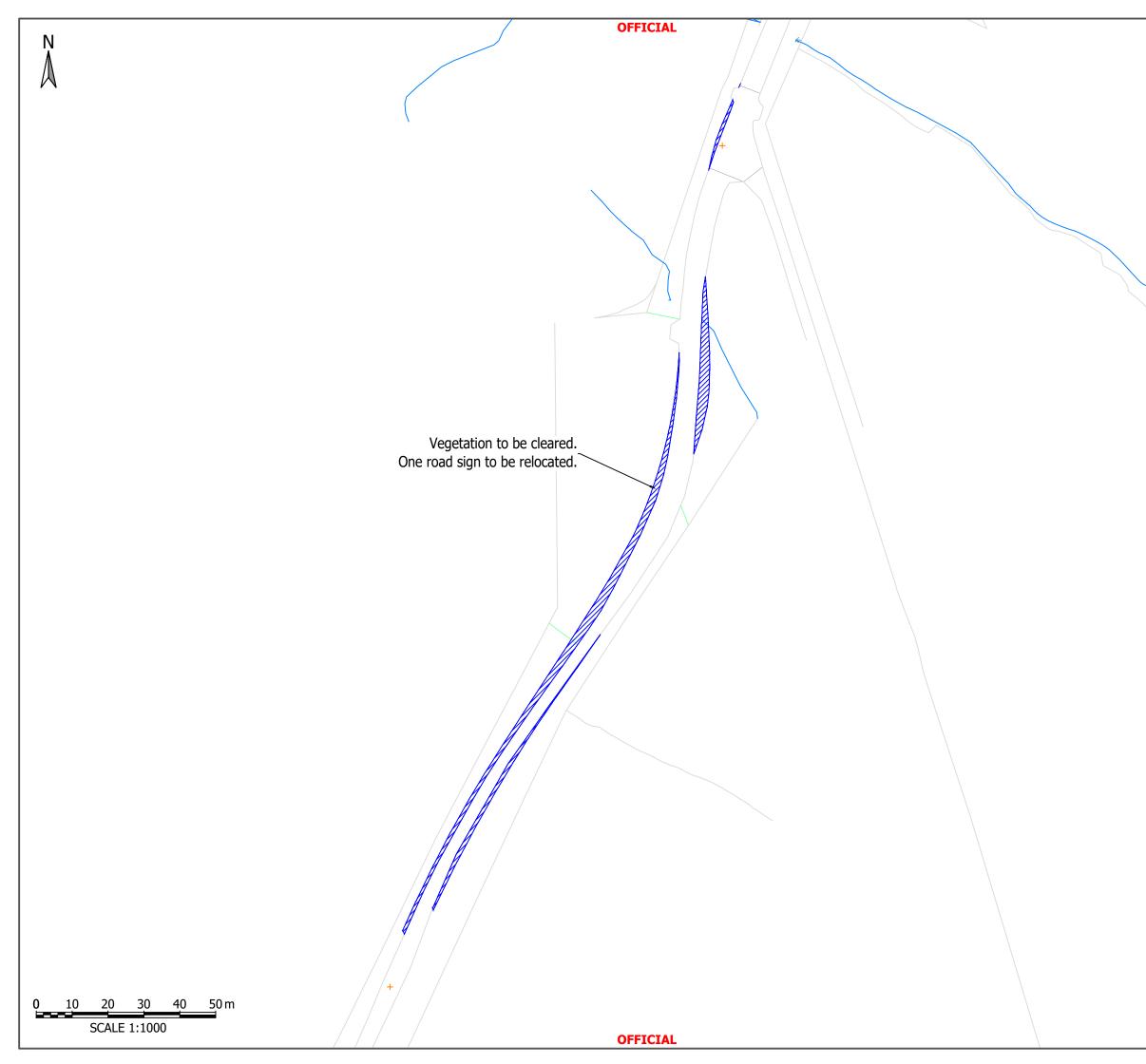


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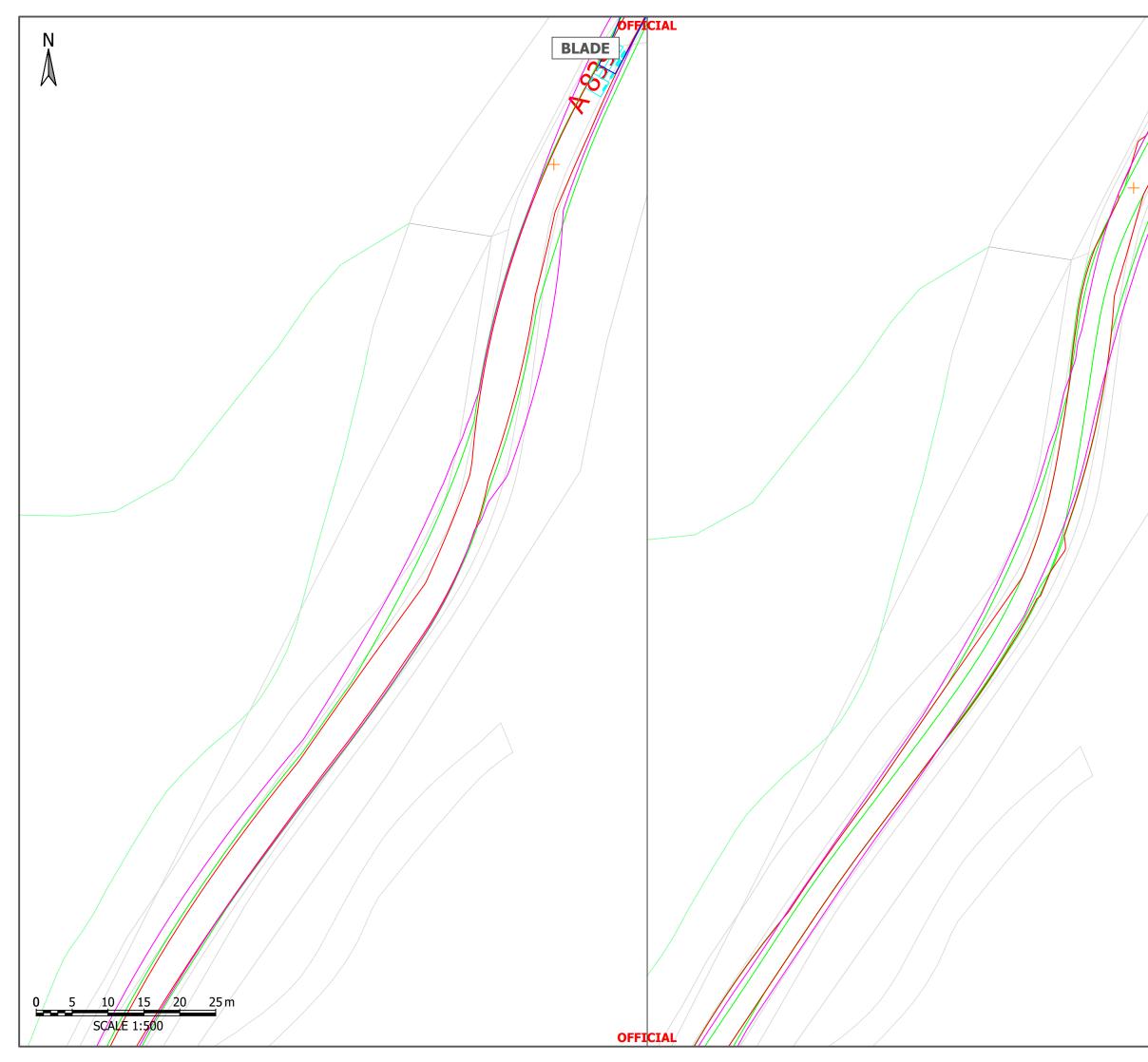




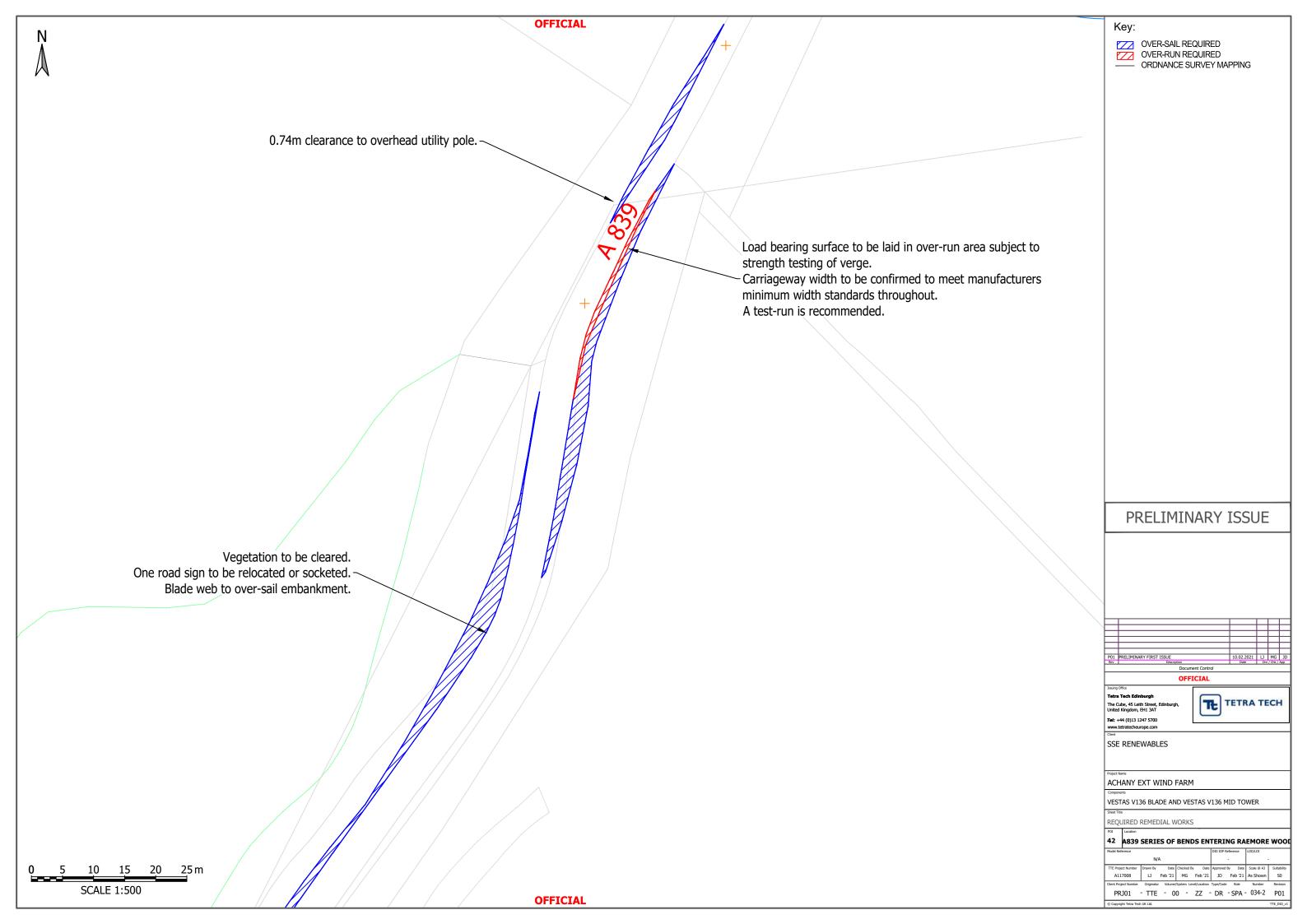


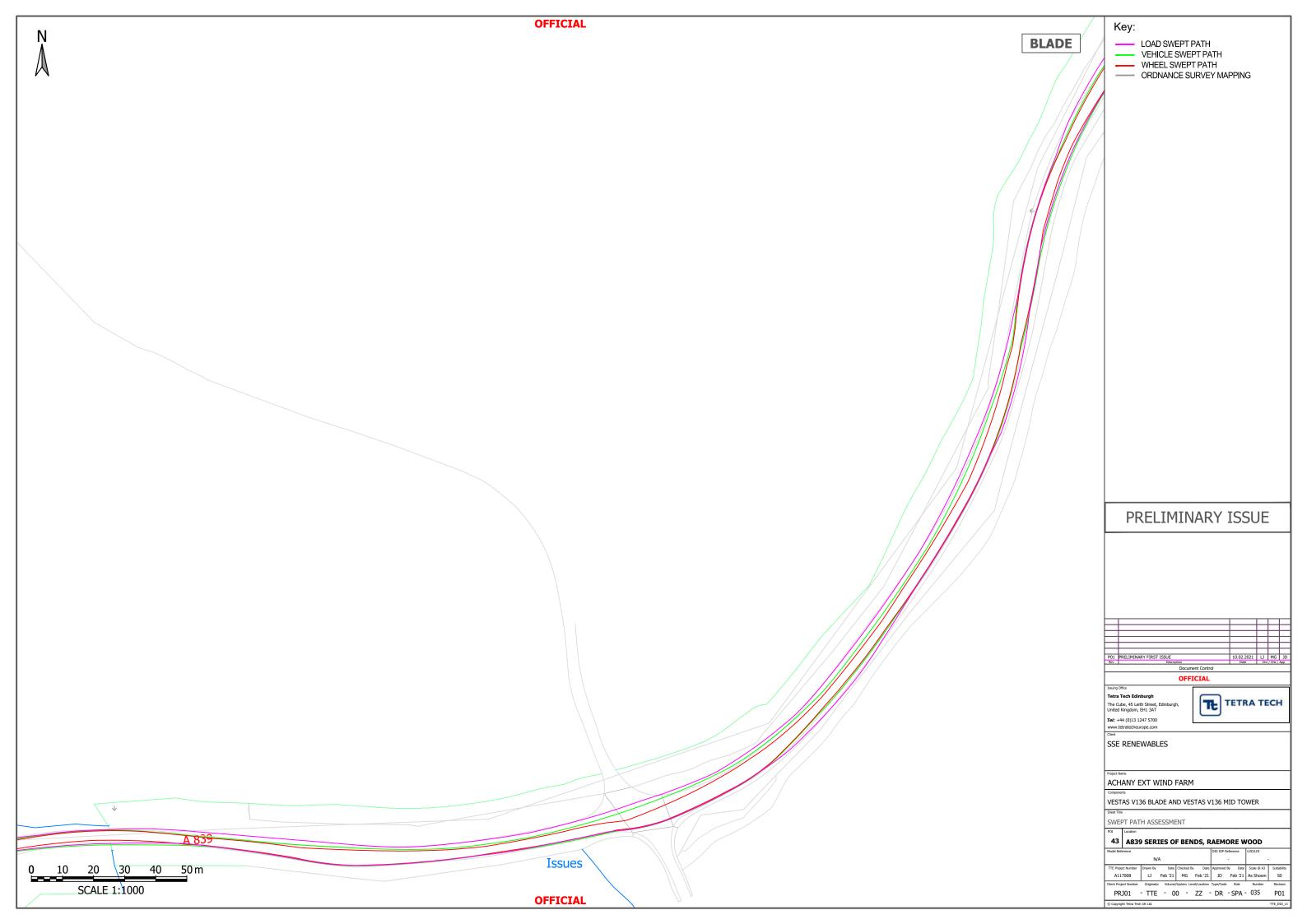


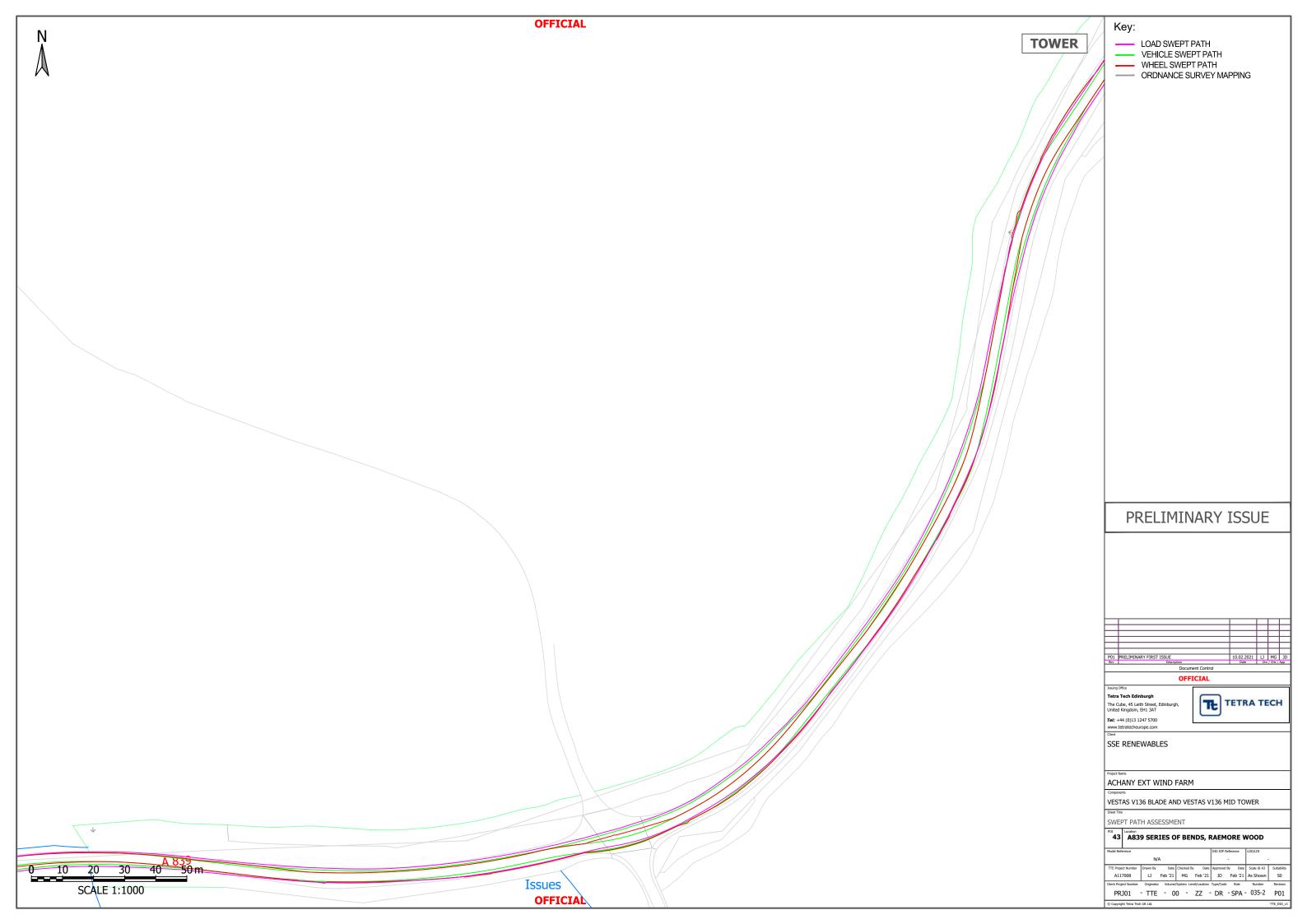
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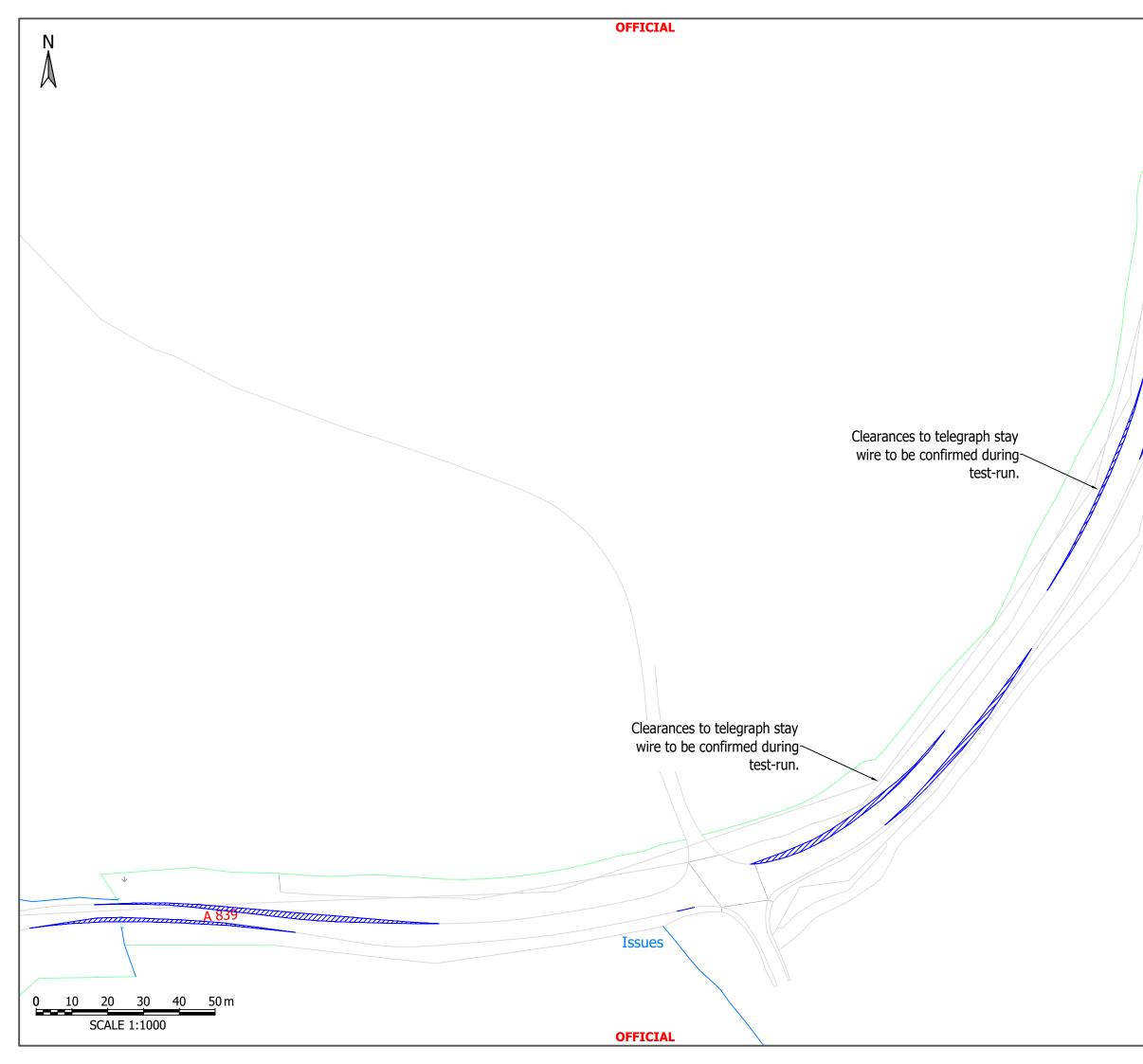


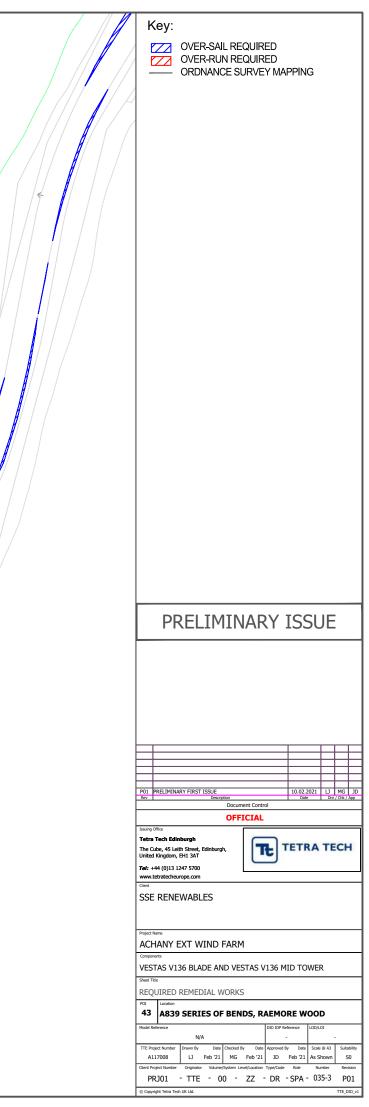
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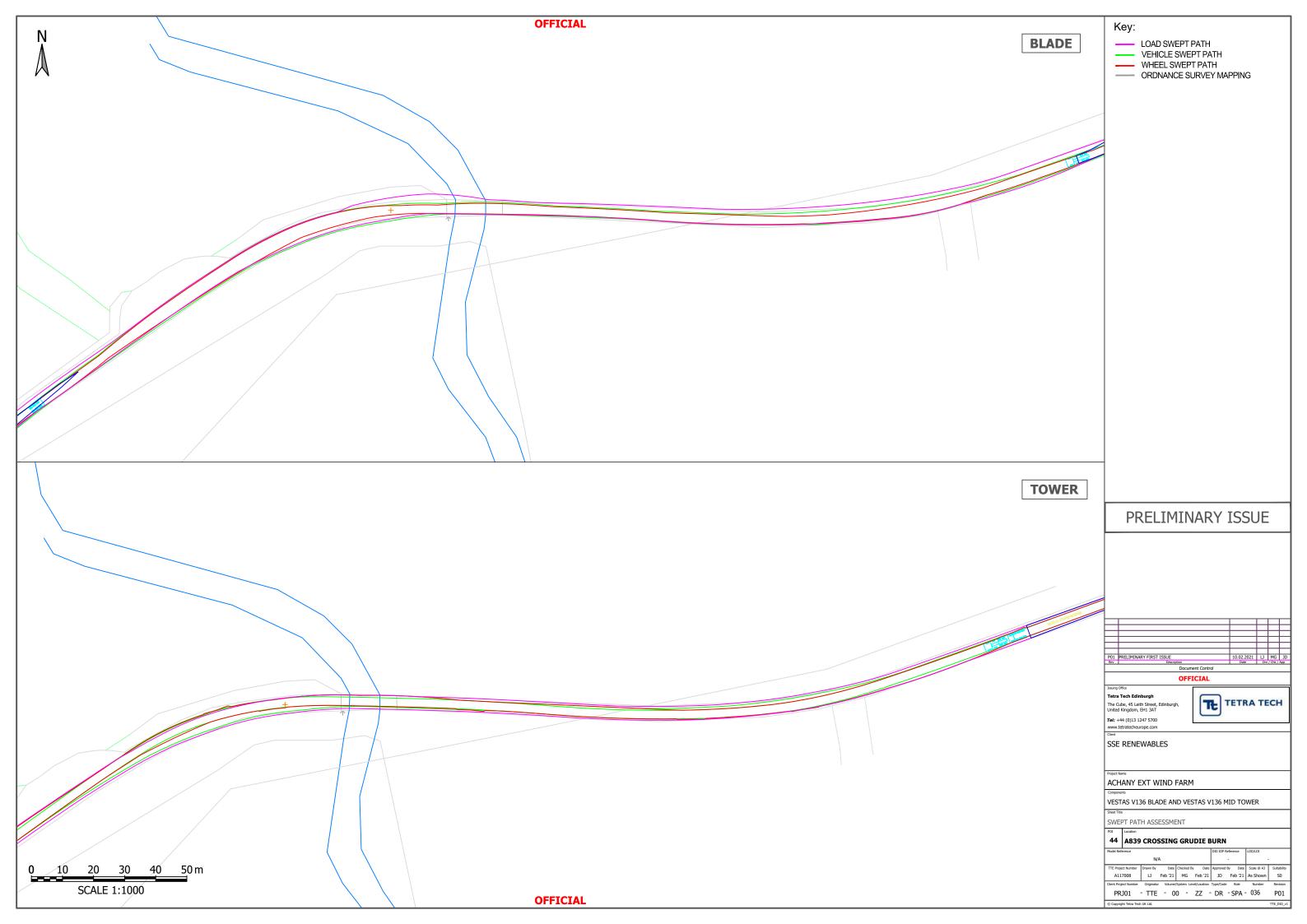


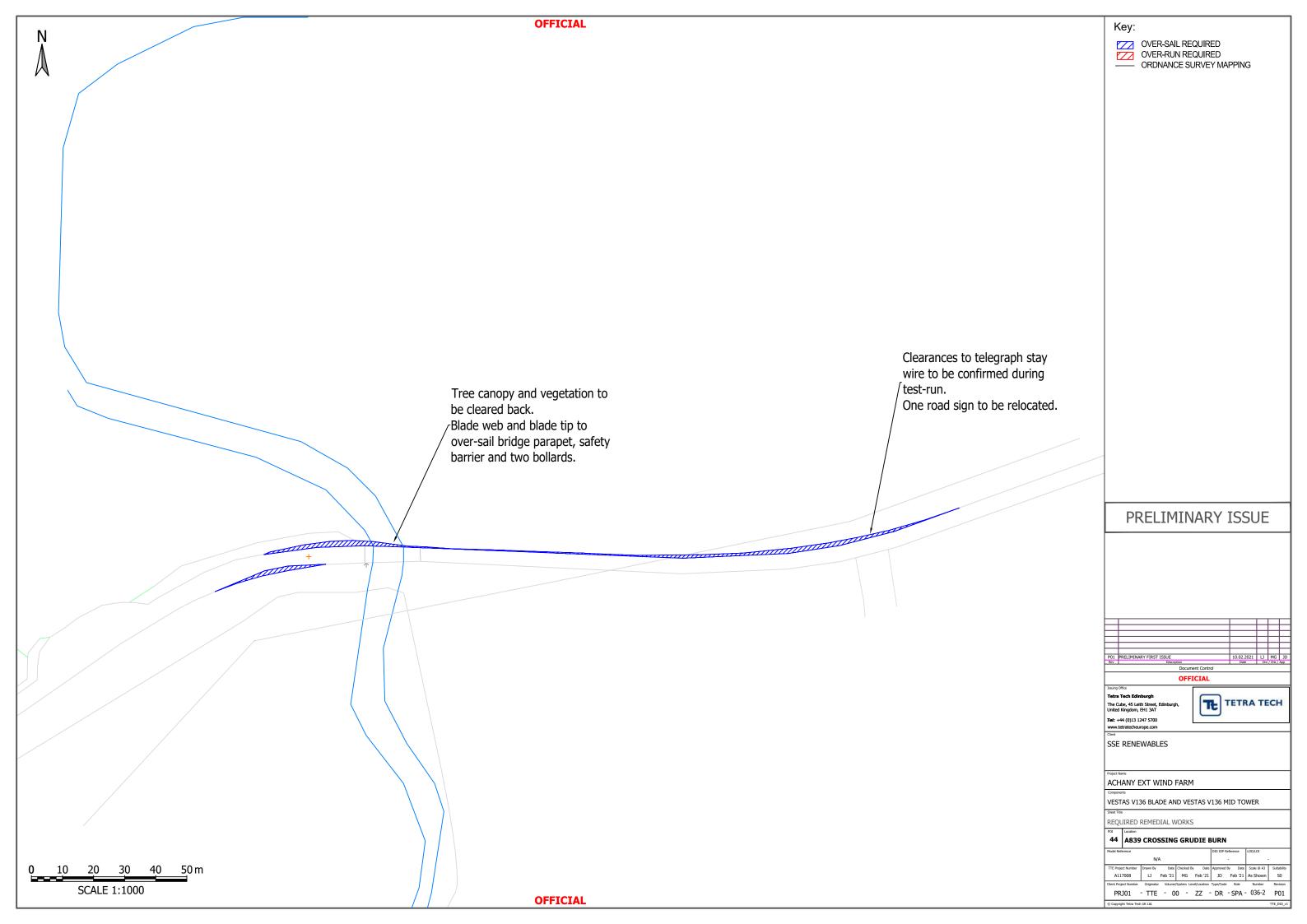


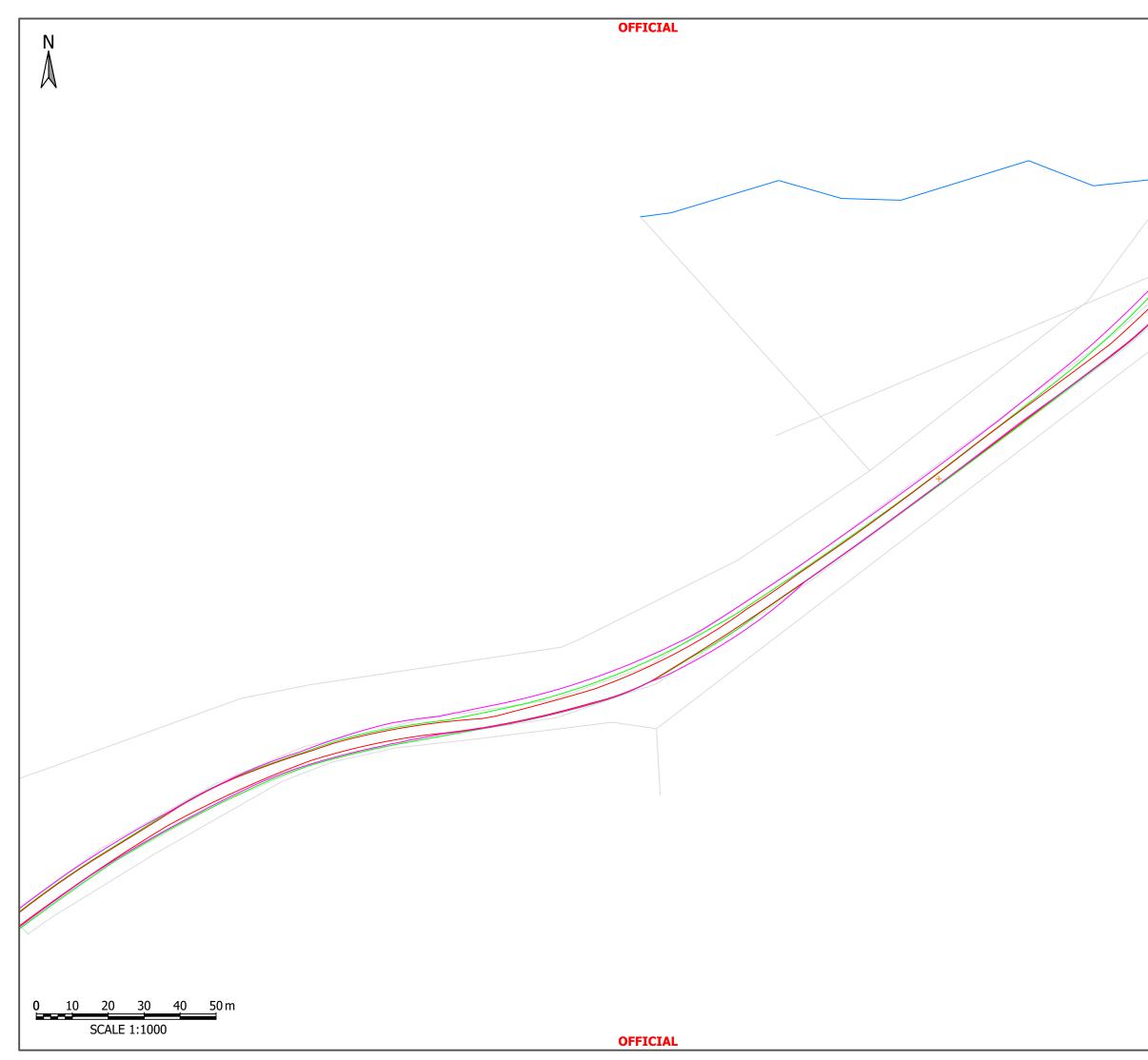




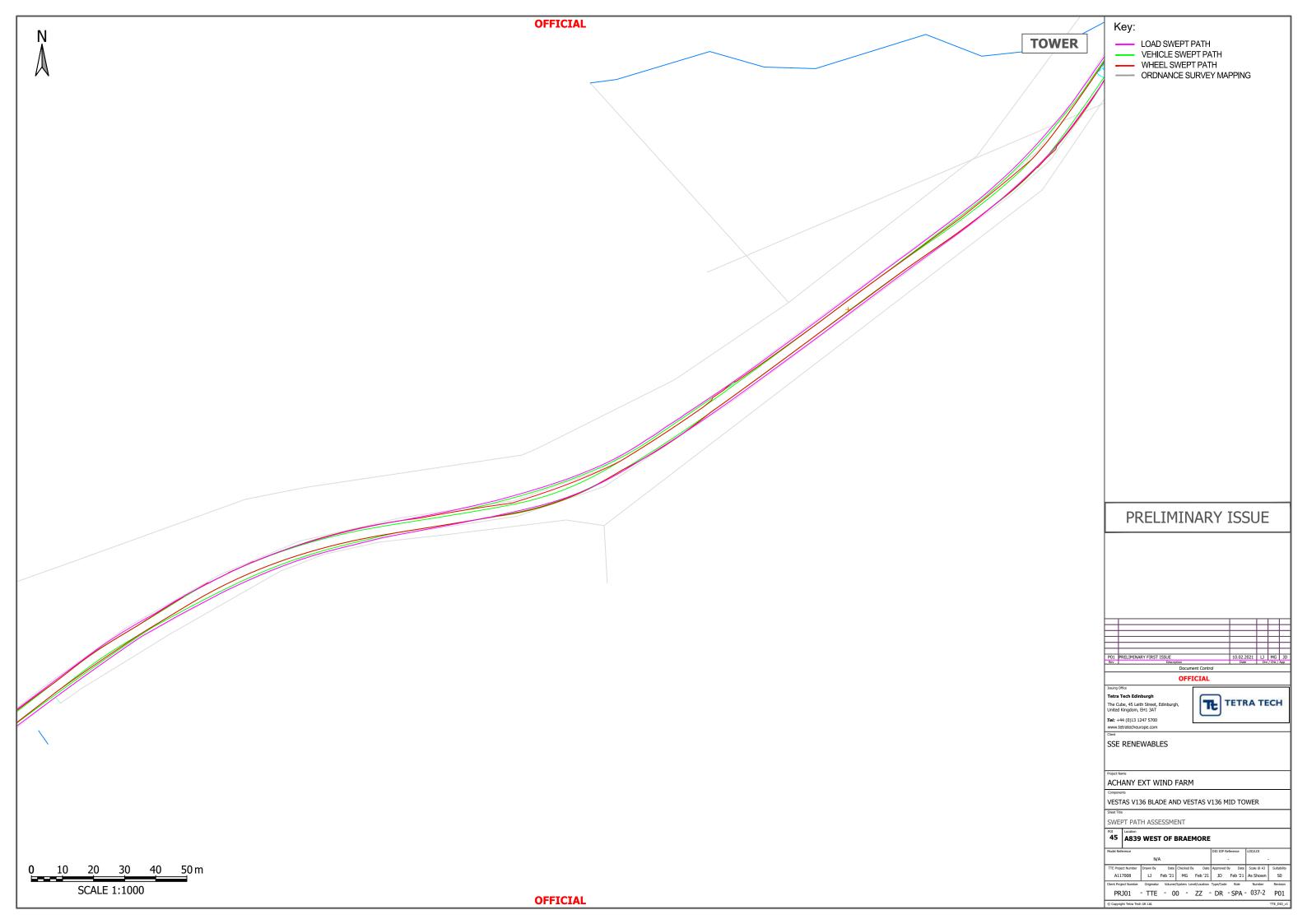


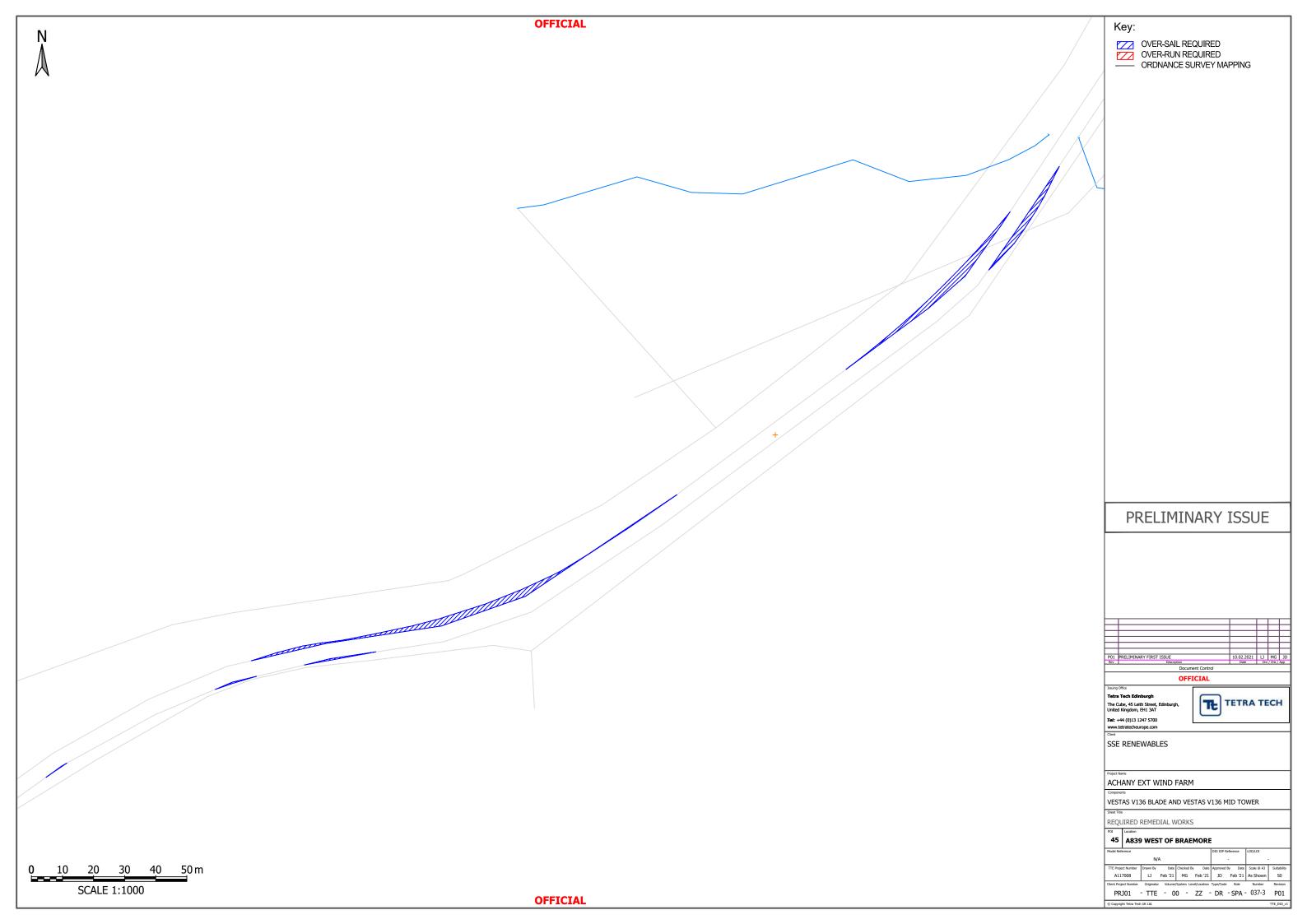


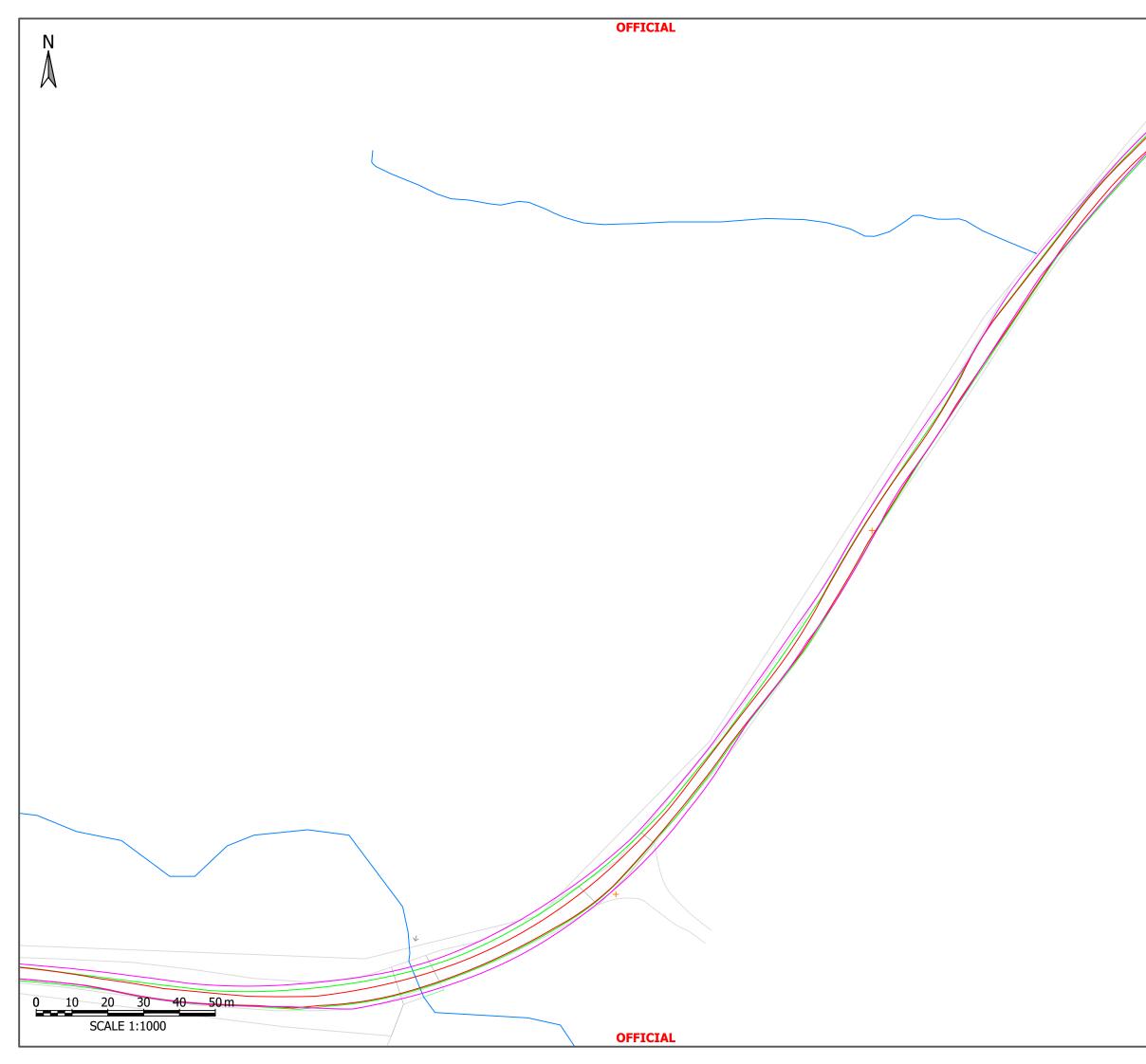




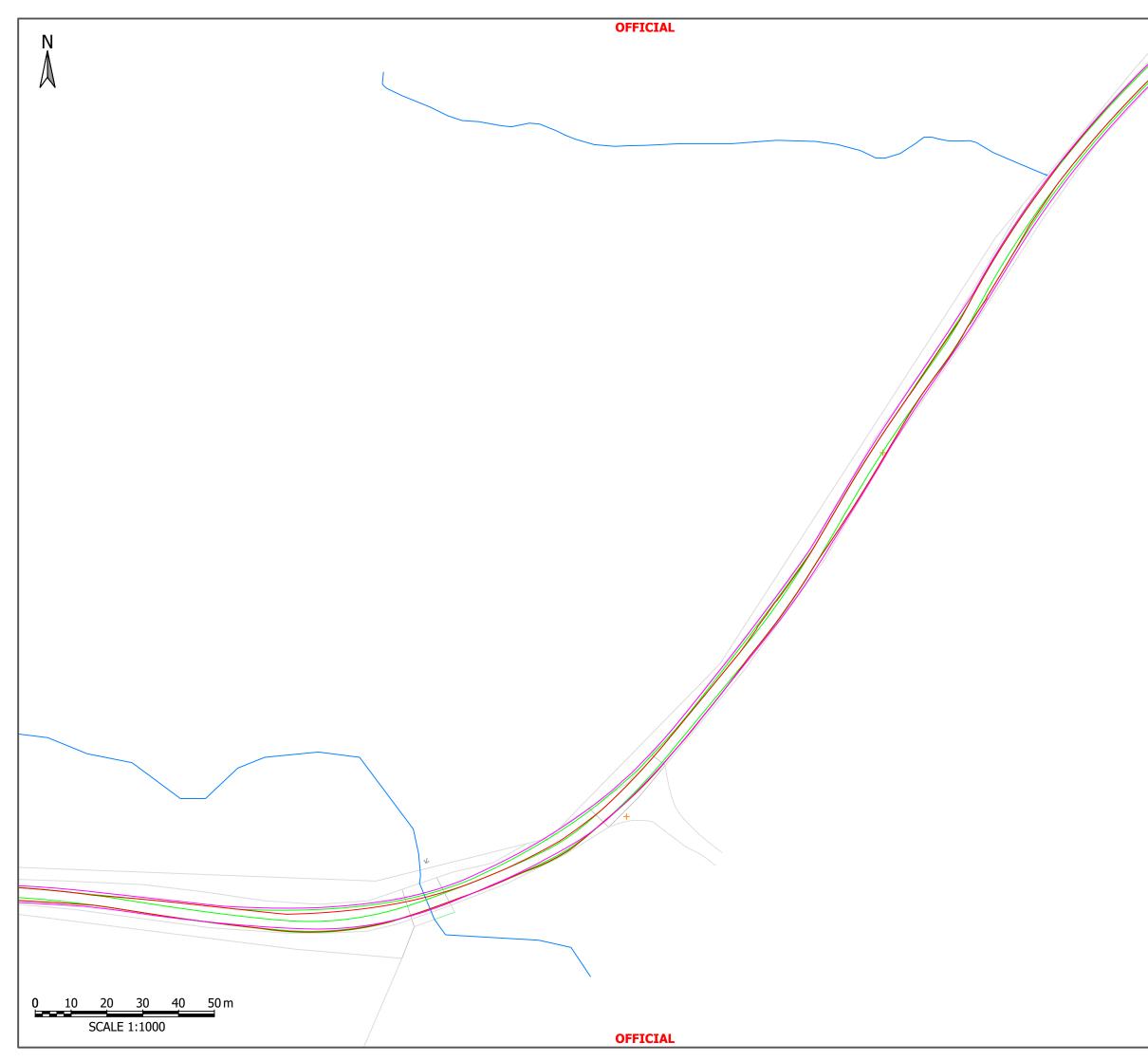
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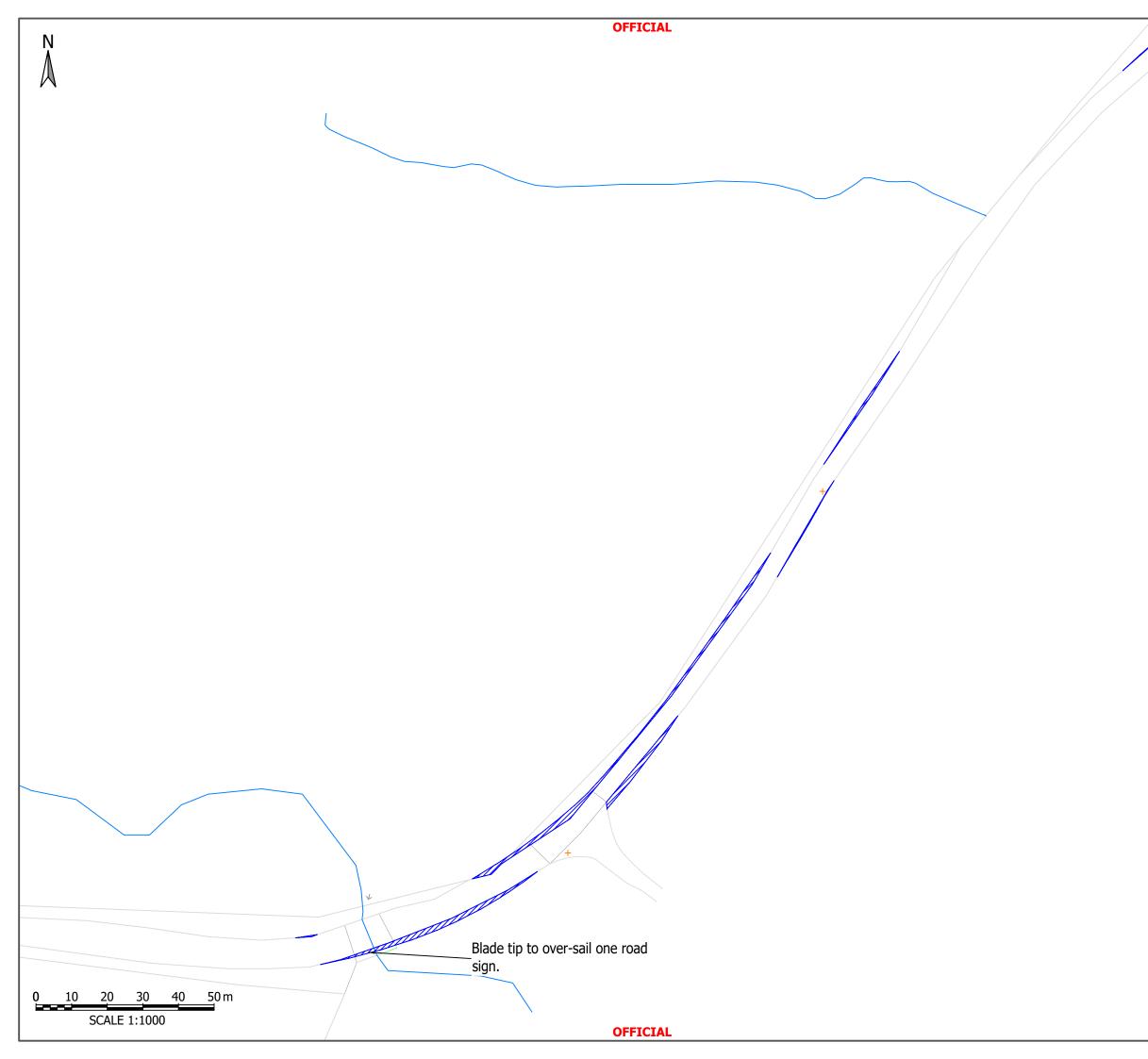




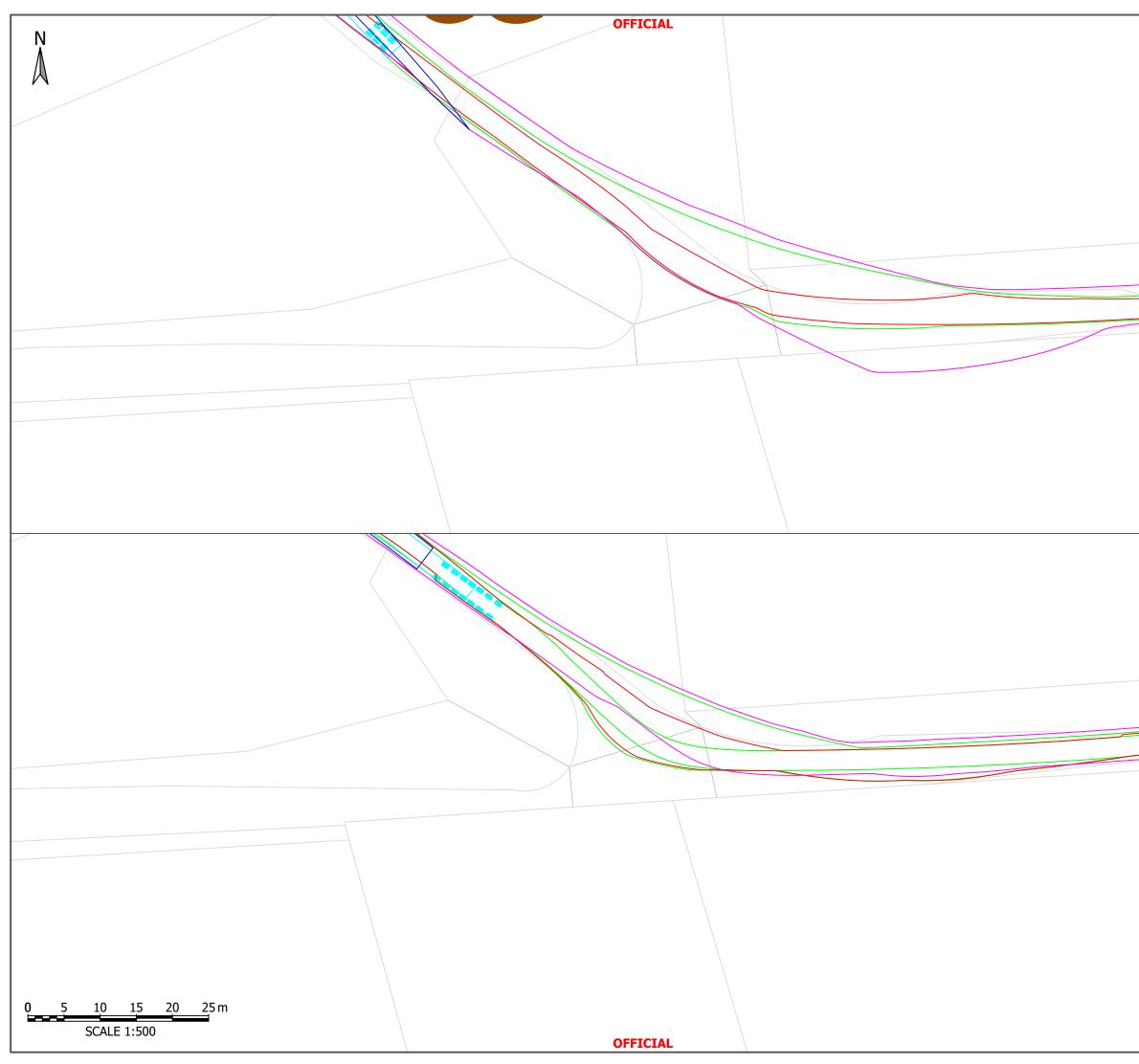
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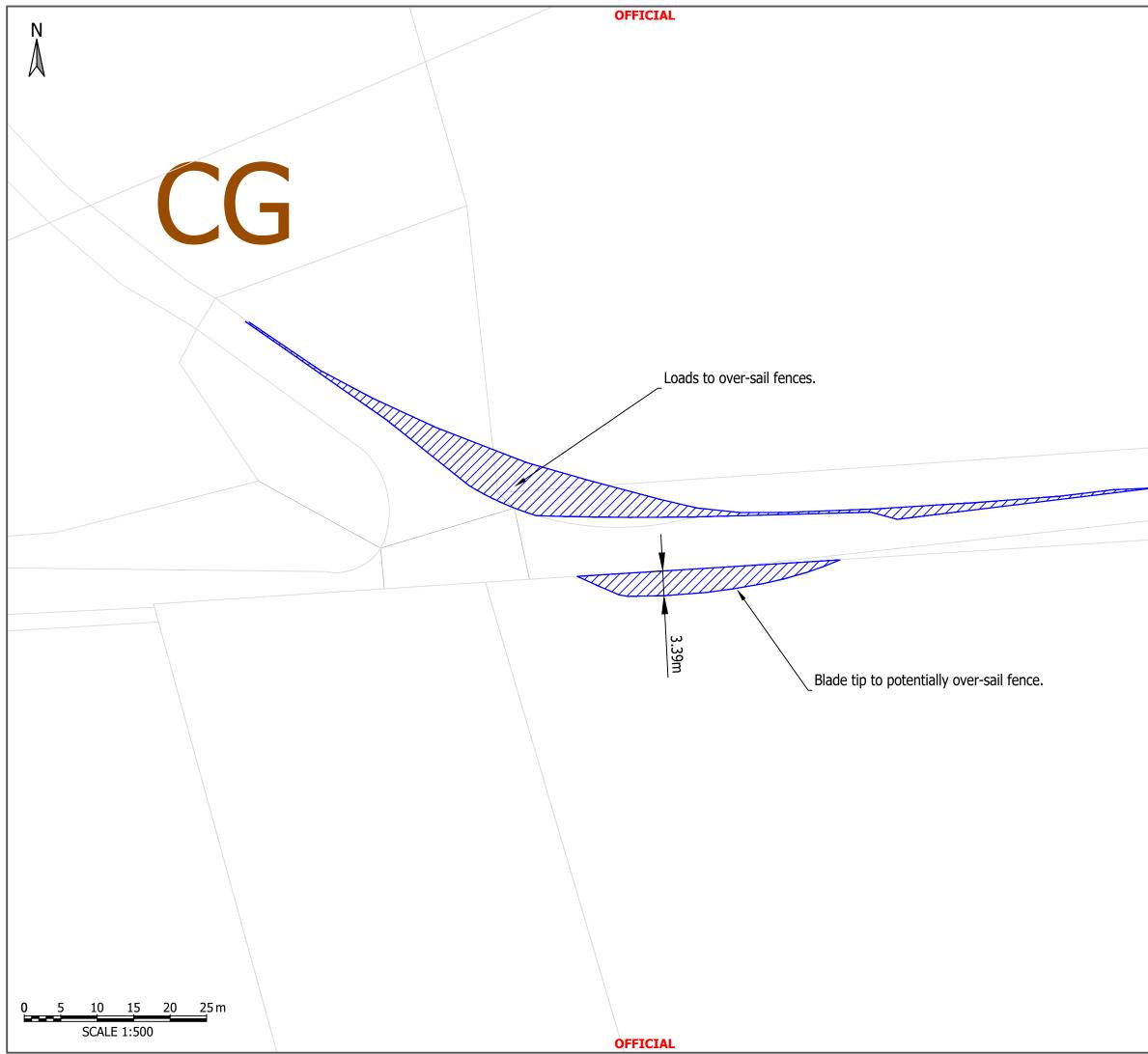
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