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Appendix C ESDAL Correspondence

From: Sent: To: Subject: Paul.Winn@transport.gov.scot 28 April 2021 16:07 Jordan Stirrat RE: Appin Wind Farm ESDAL

Hi

We would prefer Ayr to be used for both the blades and towers but if this is not possible we would be OK for KGV to be used.

Regards Paul

Paul Winn Network Administrator Administration Team Roads Directorate

transport.gov.scot

I normally work from Monday to Wednesday

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



Transport Scotland, the national transport agency Còmhdhail Alba, buidheann nàiseanta na còmhdhail

Strike it Out: preventing bridge strikes

o Plan your route to avoid low bridges <u>www.freightscotland.org/lowbridges</u> 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

From: Jordan Stirrat <JStirrat@pellfrischmann.com>

Sent: 28 April 2021 15:57

To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Winn P (Paul) <Paul.Winn@transport.gov.scot>; esdal@dumgal.gov.uk; OSDAbnormalLoadsScotland@scotland.pnn.police.uk; abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com Subject: Appin Wind Farm ESDAL

Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

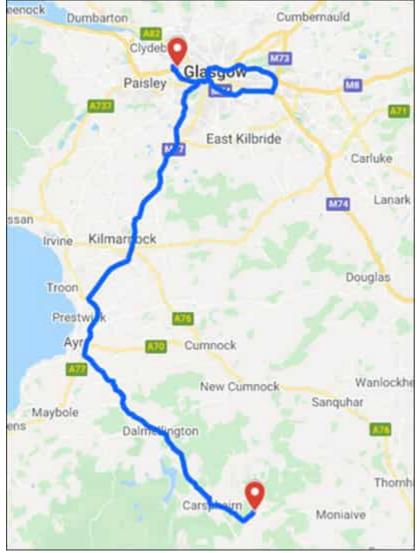
• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.

The proposed access route is illustrated in the figure below:



The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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CORONAVIRUS (COVID 19): In order to protect our colleagues, we have temporarily closed our offices until it is confirmed by the government that it is safe to re-open. Further information can be found **HERE**.

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From: Sent: To: Subject: SC Abnormal Loads <SCAbnormal.Loads@scottishcanals.co.uk> 29 April 2021 21:17 Jordan Stirrat RE: Appin Wind Farm ESDAL

Good evening,

No Scottish Canals structures affected.

Thanks, Brian.

From: Jordan Stirrat <JStirrat@pellfrischmann.com> Sent: 28 April 2021 15:57 To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SC Abnormal Loads <SCAbnormal.Loads@scottishcanals.co.uk>; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; esdal@dumgal.gov.uk; OSDAbnormalLoadsScotland@scotland.pnn.police.uk; abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com Subject: Appin Wind Farm ESDAL

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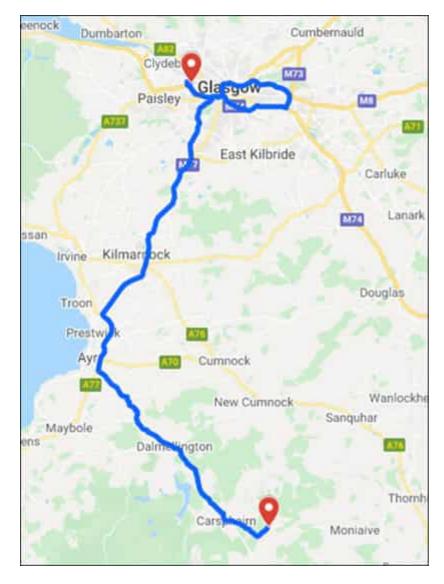
- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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CORONAVIRUS (COVID 19): In order to protect our colleagues, we have temporarily closed our offices until it is confirmed by the government that it is safe to re-open. Further information can be found **HERE**.

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From:

Sent: To: Subject: OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.pnn.police.uk> 29 April 2021 10:05 Jordan Stirrat RE: Appin Wind Farm ESDAL [OFFICIAL]

OFFICIAL

Good Morning,

In response to your email enquiry dated 28th April 2021, I can provide the following information on behalf of Police Scotland.

When a haulier has been selected for a particular project and they have been furnished with precise dimensions of the load to be transported by road, thereafter as part of the planning process a detailed route survey is produced by the haulier identifying all potential issues often referred to as "pinch points" along the entire proposed route. The route is then examined and commented upon by Transport Scotland /Transerv and the relevant Local Council amongst other partners.

Police Scotland consider the proposed route primarily from a road safety perspective .If due to the abnormal dimensions it is apparent other road users will be required to be directed to stop along the route by police in order to safely facilitate the movement or encroachment into an opposing undivided carriageway will occur, then police officers will be deployed to warn other road users of the presence of the abnormal load. The timings of the movements are dependent on many factors dependant on the route and Transport Scotland may place restrictions on travel during peak times to ensure journey time reliability along their trunk road network.

In general terms the movement of Abnormal Indivisible Loads (A.I.L) along most if not all routes in more rural areas, from my experience has an impact on the infrastructure of the general area and local community although Police Scotland are not best placed to comment in detail on this subject. Examples of this from previous projects could include, delays to freight traffic travelling to or from ferry ports, delays experienced by bus services including tourist bus tours operated in the area (Invergordon Port being a cruise ship port), delays to teachers and or pupils attending for scheduled school start times and delays to staff and the public attending hospital or medical appointments.

Regards

Frankie Anderson Business Support Administrator Vehicle Recovery & Abnormal Loads Police Scotland Fife Divisional HQ Detroit Road Glenrothes Fife KY6 2RJ

(not monitored 24/7 if no response call 101 or send email)

Website: http://www.scotland.police.uk/ Twitter: @policescotland Facebook: www.facebook.com/policescotland

It is the responsibility of the Haulier to check for any roadworks that affect your route as there may be planned or emergency works

A7 Hawick. Due to ongoing repairs and investigations on the A7 at Hawick, this route is not suitable to any Abnormal Load of 3.2m or wider. There are no holding points suitable within the vacinity and Hauliers are to review their route and avoid this section of the journey. Works are currently due to be completed 16 Apr 2021.

***A83 – Rest and be Thankful & OMR (Old Military Road) Diversion. Due to ongoing repairs and investigations on the A83 at the Rest and be Thankful, this route is not suitable to any Abnormal Load of 2.9m or wider. Hauliers are to review their route and avoid this section of the journey. ***

A9 Luncarty to Birnam – A 3m width restriction is in place through the roadworks from 5 Feb 19 until further notice. All abnormal Loads that exceed 3m are to pull into the designated wide load holding bays and are to contact 07525 838 026, to await to be escorted through the roadworks by the Traffic Management Team. Any Haulier not adhering to this notice could be committing a Road Traffic Offence and could be reported to the Procurator Fiscal and Traffic Commissioner.

From: Jordan Stirrat [mailto:JStirrat@pellfrischmann.com]

Sent: 28 April 2021 15:57

To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; esdal@dumgal.gov.uk; OSD Abnormal Loads Scotland; abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com **Subject:** Appin Wind Farm ESDAL

Dear All

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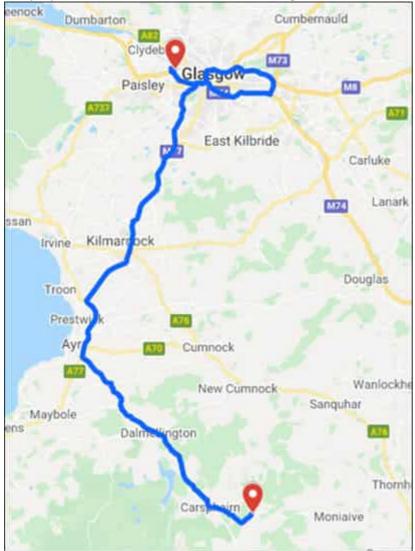
The proposed access route to site is as follows:

- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;
- Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed access route is illustrated in the figure below:

The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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From:	M8DBFO Abloads <m8dbfoabloads@amey.co.uk></m8dbfoabloads@amey.co.uk>
Sent:	23 July 2021 15:01
То:	Tim Lockett
Cc:	M8DBFO Abloads
Subject:	RE: Potential Impact on Infrastructure - Appin
Importance:	High

Commenting on behalf of Scottish Roads Partnership which is responsible for only the following section of the route.

M8 J10 to J8, M73 J2 to J1 and M74 J4 to J3A

There are no issues with your proposed movements on this part of the route.

Regards

Iain Franklin BSc. Hons C.Eng. MICE MCIHT Principal Engineer | Structures | Amey Consulting

| e: iain.franklin@amey.co.uk Amey | Precision house | McNeil Drive | Motherwell | ML1 4UR

ameyconsulting

Personal pride in our public service | EMPOWER | ENGAGE EXCEL



From: Tim Lockett <TLockett@pellfrischmann.com> Sent: 23 July 2021 14:52 To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; paul.winn@transport.gov.scot; esdal@dumgal.gov.uk; OSDAbnormalLoadsScotland@scotland.pnn.police.uk; abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; M8DBFO Abloads <M8DBFOAbloads@amey.co.uk>; M77DBFOAbnormalLoads@balfourbeatty.com Subject: Potential Impact on Infrastructure - Appin

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Sir / Madam

We have been commissioned to undertake a route review for a proposed wind farm site located to the west of Auchenbrack, Thornhill.

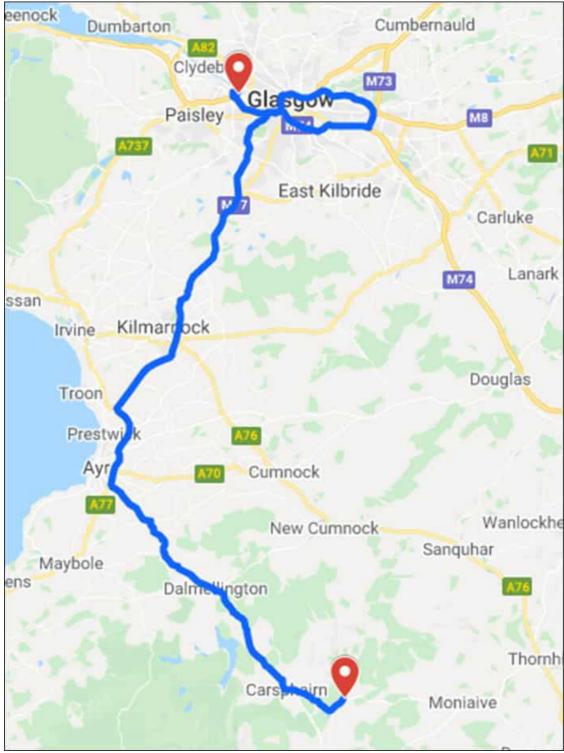
The proposed blade access route to site is as follows:

Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;

- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;
- Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;
- Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;
- Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and
- Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.

The proposed access route is illustrated in Figure 4.





The proposed tower access route is as follows;

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.

The proposed access route is illustrated in Figure 5.

Figure 5: Proposed Tower Access Route



The maximum axle load is 12tonnes, with the gross vehicle weight for the heaviest load expected to be in the region of 140 tonnes. The maximum height is 4.9m, with the widest load at 4.8m. The longest loads will have a rigid length of 76m. The assessment is at an early stage at present, however I would be grateful if you could confirm if there are any structures along the route that may present a particular issue. A further, more detailed assessment will be undertaken once the turbine haulier and turbine model have been selected by the developer.

Kind regards,

Tim

Timothy Lockett
Principal Transport Consultant
93 George Street
Edinburgh
EH2 3ES
Pell Frischmann

in 💟 www.pellfrischmann.com

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From:	M8DBFO Abloads <m8dbfoabloads@amey.co.uk></m8dbfoabloads@amey.co.uk>
Sent:	28 April 2021 17:02
То:	Jordan Stirrat
Cc:	M8DBFO Abloads
Subject:	RE: Appin Wind Farm ESDAL
-	

Importance:

High

On behalf of Scottish Roads Partnership

We have no issues with your proposed route in our area which comprises of; M8 J10 to J8 M73 J2 to J1 M74 J4 to J3A

Regards

Iain Franklin Principal Project Manager | M8 DBFO | Transport Infrastructure

e: iain.franklin@amey.co.uk Amey | Bargeddie Office | Langmuir Road | Bargeddie | G69 7TU Personal pride in our public service EM POWER | ENGAGE | EXCEL

From: Jordan Stirrat <JStirrat@pellfrischmann.com>

Sent: 28 April 2021 15:57

To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; esdal@dumgal.gov.uk; OSDAbnormalLoadsScotland@scotland.pnn.police.uk; abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; M8DBFO Abloads <M8DBFOAbloads@amey.co.uk>; M77DBFOAbnormalLoads@balfourbeatty.com Subject: Appin Wind Farm ESDAL

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Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

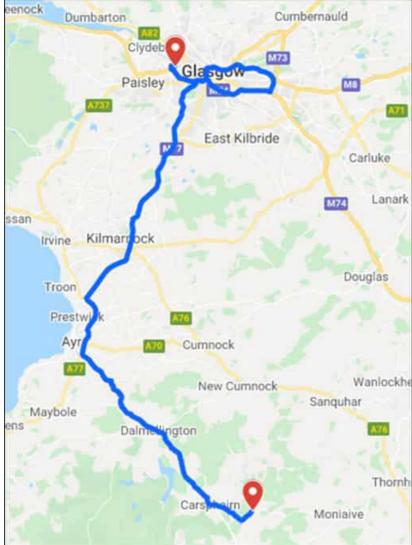
- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue; •
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed access route is illustrated in the figure below:

The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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From: Sent: To: Subject: rsgbrb <rsgbrb@jacobs.com> 29 April 2021 14:14 Jordan Stirrat RE: Appin Wind Farm ESDAL

Dear Jordan,

Thank you for your enquiry.

I have assessed the routes on behalf of Highways England Historical Railways Estate, and can confirm that no structures belonging to that authority will be affected by either.

Regards Tania

Tania Howell Abnormal Loads Officer (on behalf of **Highways England Historical Railways Estate**) Jacobs DDI:

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

From: Jordan Stirrat <JStirrat@pellfrischmann.com>

Sent: 28 April 2021 15:57

To: abnormalloadscontact@networkrail.co.uk; rsgbrb <rsgbrb@jacobs.com>;

SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; esdal@dumgal.gov.uk; OSDAbnormalLoadsScotland@scotland.pnn.police.uk;

abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com

Subject: [EXTERNAL] Appin Wind Farm ESDAL

Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

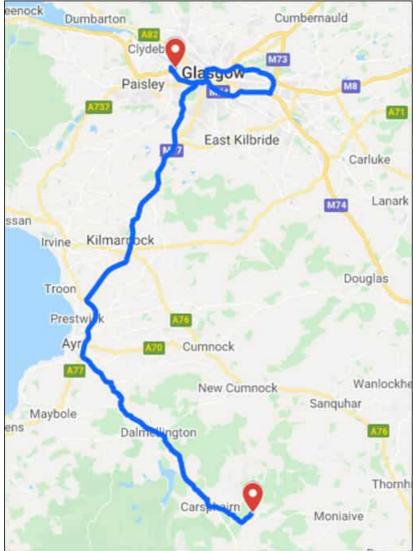
• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.

The proposed access route is illustrated in the figure below:



The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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From: Sent: To: Cc: Subject: O'Connor, Brian (NRS) <Brian.OConnor@glasgow.gov.uk> 28 April 2021 16:30 Jordan Stirrat Dempsey, Henry (NRS); Ford, James (NRS) RE: Appin Wind Farm ESDAL (OFFICIAL)

OFFICIAL

Hi Jordan,

Good news, the proposed route out of KGV is acceptable to Glasgow City Council.

However just to give you a heads up there are currently emergency works on the M8 between Jct 18 and Jct 15 on the Woodside Viaduct and this may be problematic for these moves. Perhaps Amey will get back to soon on this!

Alternatives to consider would be circumnavigating some of the shorter vehicles by utilising the Seward St junction, next to Jct 21 of the M8 and the longer vehicles could circumnavigate at the M74 Jct 2A Fullarton Rd. Just a thought.

Regards.

Brian O'Connor.

From: Jordan Stirrat [mailto:JStirrat@pellfrischmann.com]
Sent: 28 April 2021 15:57
To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; esdal@dumgal.gov.uk;
OSDAbnormalLoadsScotland@scotland.pnn.police.uk; abnormalloadrouting@scotlandtranserv.co.uk; AbnormalLoads (NS) <AbnormalLoads@glasgow.gov.uk>; m8dbfo.abloads@amey.co.uk;
M77DBFOAbnormalLoads@balfourbeatty.com
Subject: Appin Wind Farm ESDAL

Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

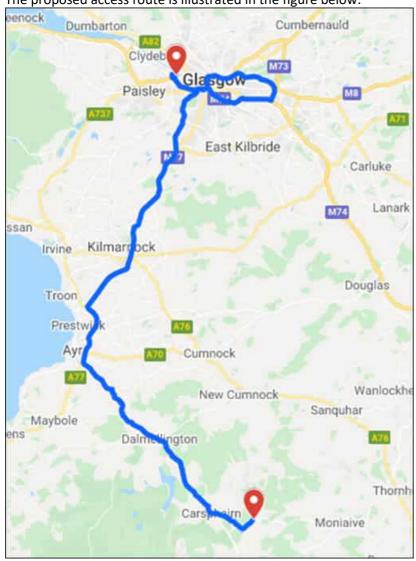
- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed access route is illustrated in the figure below:

The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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From: Sent: To: Cc: Subject: Electronic Service Delivery for Abnormal Loads <ESDAL@dumgal.gov.uk> 18 July 2021 15:03 Jordan Stirrat Electronic Service Delivery for Abnormal Loads RE: EXTERNAL: Appin Wind Farm ESDAL

OFFICIAL

Good afternoon,

Apologies for the delay in responding to your enquiry.

The proposed route through Dumfries and Galloway (A713, B729 and C35s) has been used to serve other wind farm developments and I would confirm provisionally that it should be suitable for the proposed site.

However, a route survey should be undertaken during the preparation of the traffic management plan and abnormal load route for the site to confirm that the route geometry is suitable for all proposed vehicles.

Regards,

Lauryn

Lauryn Steel | Principal Technician : Structures Engineering Design | Communities / Dumfries and Galloway Council

OFFICIAL

From: Jordan Stirrat <JStirrat@pellfrischmann.com>

Sent: 28 April 2021 15:57

To: abnormalloadscontact@networkrail.co.uk; rsgbrb@jacobs.com; SCAbnormal.Loads@scottishcanals.co.uk; abloads@ayrshireroadsalliance.org; Paul.Winn@transport.gov.scot; Electronic Service Delivery for Abnormal Loads <ESDAL@dumgal.gov.uk>; OSDAbnormalLoadsScotland@scotland.pnn.police.uk;

abnormalloadrouting@scotlandtranserv.co.uk; abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com

Subject: EXTERNAL: Appin Wind Farm ESDAL

Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

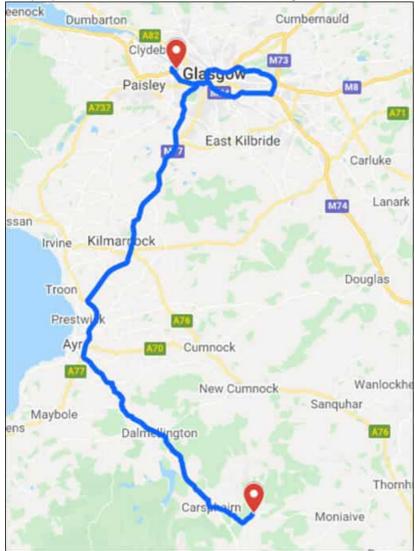
- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

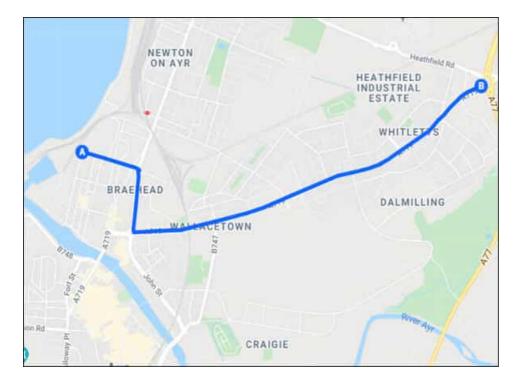
• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed access route is illustrated in the figure below:

The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



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From: Sent: To: Subject: McCulloch, John <john.mcculloch@balfourbeatty.com> 23 July 2021 15:04 Tim Lockett Tower Access

In Response to your Email I don't see any problems in our network with this Abnormal Load

Regards

John McCulloch

Roads Inspector | Balfour Beatty | Regional | Scotland

| E: john.mcculloch@balfourbeatty.com

M77 Operations Centre, Ayr Road, Newton Mearns, East Renfrewshire, G77 6RT

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From: Sent: To: Subject: McCulloch, John <john.mcculloch@balfourbeatty.com> 30 April 2021 14:14 Jordan Stirrat Appin Windfarm

Just to say that I don't see any problems with this load in our network.

Regards

John McCulloch

Roads Inspector | Balfour Beatty | Regional | Scotland

| E: john.mcculloch@balfourbeatty.com

M77 Operations Centre, Ayr Road, Newton Mearns, East Renfrewshire, G77 6RT

www.balfourbeatty.com | 🗢 @balfourbeatty | 📭 LinkedIn



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From: Sent:	lerland, Alan <alan.lerland@ayrshireroadsalliance.org> 30 April 2021 10:23</alan.lerland@ayrshireroadsalliance.org>
То:	Jordan Stirrat
Cc:	Nairn, Douglas; Greig, Scott; Ferguson, Iain; Smith, Kirsty; Walker, Ciaran
Subject:	RE: Appin Wind Farm ESDAL [OFFICIAL] [PUBLIC]

CLASSIFICATION: PUBLIC

Jordan,

The following response is given on behalf of both South Ayrshire Council (SAC) and East Ayrshire Council (EAC).

SAC - Ayr docks to A77 Whitletts Roundabout for turbine component (towers) abnormal loads

This route has been used for a variety of wind farm abnormal load movements and should present no issues for the axle loads proposed. Swept path analysis may be required for longer length vehicles (blades, towers). There are two underpass structures owned/maintained by SAC and one railway bridge owned/maintained by Network Rail on the route.

A77

The A77 is a trunk road for which responsibility lies with Transport Scotland and their operating company Amey.

A713

Both SAC and EAC have responsibility for sections of the A713 within the proposed route.

SAC section of A713

The section of A713 within South Ayrshire from the A77/A713 Bankfield roundabout to the SAC/EAC Boundary at OS 237434 617249 cross only minor culverts and should present no issues for the abnormal loads associated with the wind farm coming from Port of Ayr and KGV Glasgow.

EAC section of A713

On the section of A713 within East Ayrshire from the SAC/EAC Boundary to the EAC/DGC boundary there are some 28 structures (bridges, culverts, retaining walls)

The route is currently not suitable for the loads proposed but following strengthening works being undertaken by the South Kyle Wind Farm (SKWF) developer all bridges and culverts on the A713 between the SAC/EAC boundary and the EAC/DGC boundary **are likely** to be satisfactory for the abnormal loads proposed. However, structural load assessments would still require to be carried out by the applicant to verify the suitability of all of these structures for the proposed abnormal load configurations.

A713/30 Boneston Bridge at OS 238606, 616244 (Approximately 4.5km from the A713/A77 junction) was recently strengthened by the South Kyle Wind Farm developer to accommodate their respective abnormal load vehicles.

A further bridge has been identified as requiring strengthening for the SKWF and a design is currently being considered by them in consultation with ARA.

Other structures on the route are also currently being assessed by SKWF's consultant and further issues may yet be highlighted.

ARA would respectfully request that the Appin WF developer liaise with the SKWF developer and seek to come to some arrangement whereby their abnormal load requirements can also be taken into account in the bridge assessments and strengthenings being undertaken on behalf of the SKWF developer.

Rail bridges owned by Network Rail

Two of the rail bridges on the EAC section of the A713 are owned and maintained by Network Rail and they should be consulted to confirm their suitability for the abnormal loads proposed. These are;

A713/50, Rail Bridge No 212/12 [Holehouse] A713/70, Rail Bridge No. 212/18 [Downieston, Patna]

EAC/DGC Boundary Bridge

A713/130/C100, Polnaskie Bridge is a boundary bridge owned jointly between East Ayrshire Council and Dumfries and Galloway Council. DGC are the lead authority in respect of the management of the bridge and contact should be made with them in respect of the bridges suitability to carry the proposed abnormal loads.

A713 road alignment

There are a number of tight bends along the route which may prove problematic. The horizontal alignment passing over A713/100 Buchans Bridge, north of Dalmellington and A713/120 Kirn Bridge south of Dalmellington may also prove difficult. Swept path analysis/trial runs should be carried out to demonstrate suitability. The developer for the South Kyle Wind Farm is proposing localised widening of the route at specific pinch points to satisfy over run / over sail issues relevant to the transport of wind turbine components associated with their wind farm development. As mentioned above, the Appin developer should liaise with the SKWF developer to ensure that the road adjustments being proposed would also meet their requirements.

<u>Crane abnormal loads</u> – I would ask that you remind your client that the cranes and associated ballast vehicles (abnormal loads) required to deal with the wind turbine components on site may potentially be more critical for a route than the actual turbine component abnormal loads and require to be given due consideration at an early stage.

Summary

All bridges and culverts on the proposed routes will have to be considered in relation to the specific abnormal load configurations proposed for the wind farm. This should also include for any mobile cranes and crane ballast vehicles which fall within the abnormal load regulations. Such cranes often have more onerous axle load configurations than the abnormal load vehicles delivering the wind turbine components.

Inspections will require to be undertaken by the applicant of the roads and all known structures, culverts and drains below the affected public road to confirm their ability to carry abnormal loads and construction traffic and to determine all necessary repairs prior to any works commencing.

It is likely that, some, if not all of the structures will require a structural load assessment with respect to the proposed load configurations. These load assessments would require to be carried out by the applicant, at their expense, to the satisfaction of the Roads Design Manager. As mentioned above, the SKWF developer is currently undertaking such work and it would make sense for the Appin WF requirements to be taken into account at the same time.

Any strengthening/replacement works necessary as a result of these assessments or repairs required to ensure the integrity of the road or structure prior to any abnormal load movement will require to be funded directly by the applicant. In addition any damage due to the applicant's abnormal loads will require to be repaired at the applicant's expense.

Swept path analysis will be required to demonstrate suitability of the route alignment for the proposed vehicles.

EAC will require the developer to enter into a Roads (Scotland) Act 1984, Section 96 agreement with financial bond in respect of the abnormal load movements.

Contact should be made with Ayrshire Roads Alliance Design Section based at the Opera House, Kilmarnock (tel. 01563 503164) regarding the suitability of any existing structures for proposed abnormal loads well in advance of any proposed load movements.

I trust the above is of assistance but would stress that until all of the above has been undertaken, ARA will not approve the passage of any Appin WF abnormal load vehicles travelling south on the A713. I would be grateful if you would forward this email response to the developer.

Regards,

Alan Ierland, BSc Hons, CENG, MICE Design & Environment Team Manager – Ayrshire Roads Alliance Opera House, 8 John Finnie Street, Kilmarnock, East Ayrshire, KA1 1DD





From: Jordan Stirrat <<u>JStirrat@pellfrischmann.com</u>>

Sent: 28 April 2021 15:56

To: <u>abnormalloadscontact@networkrail.co.uk;</u> <u>rsgbrb@jacobs.com;</u> <u>SCAbnormal.Loads@scottishcanals.co.uk;</u> ARA.AbnormalLoad; <u>Paul.Winn@transport.gov.scot;</u> <u>esdal@dumgal.gov.uk;</u> <u>OSDAbnormalLoadsScotland@scotland.pnn.police.uk;</u> <u>abnormalloadrouting@scotlandtranserv.co.uk;</u>

abnormalloads@glasgow.gov.uk; m8dbfo.abloads@amey.co.uk; M77DBFOAbnormalLoads@balfourbeatty.com Subject: Appin Wind Farm ESDAL

Dear All

We have been commissioned to undertake a route review for the proposed Appin Wind Farm, located to the west of Auchenbrack, Thornhill. The proposed Port of Entry is in Glasgow for blade loads and Ayr for towers.

The proposed access route to site is as follows:

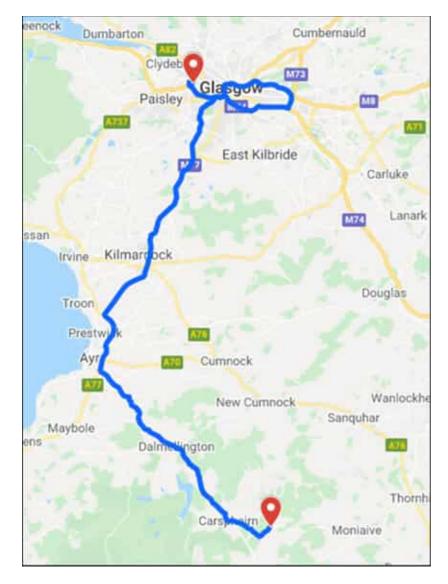
- Loads would depart KGV Dock and travel west on Kings Inch Drive before turning left onto Mayo Avenue;
- Loads would join the eastbound M8 and continue to Junction 8;
- Loads would leave the M8 and join the M73 travelling south;
- At Junction 4, loads would join the westbound M74;

• Loads would depart the M74 at Junction 1 and join the M8 westbound before leaving at Junction 22 and join the M77 travelling southbound;

• Loads would continue southbound on the M77 / A77 until Bankfield Roundabout south of Ayr, where they would turn left onto the A713;

• Loads would proceed southbound on the A713 to the south of Carsphairn, where they would turn left onto the B729; and

• Loads would proceed southeast on the B729. At the junction with the Lorg Forest road, loads would turn north and would continue through to the site access junction.



The proposed tower access route is as follows:

- Loads would depart the Port of Ayr and continue east on Waggon Road;
- Loads would turn right onto Allison Street and then left onto Whitletts Road; and
- Loads would continue east on Whitletts Road to Whitletts Roundabout where they would turn right onto the A77 and join the main route.



Kind regards, Jordan



in Mhttp://www.pellfrischmann.com

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