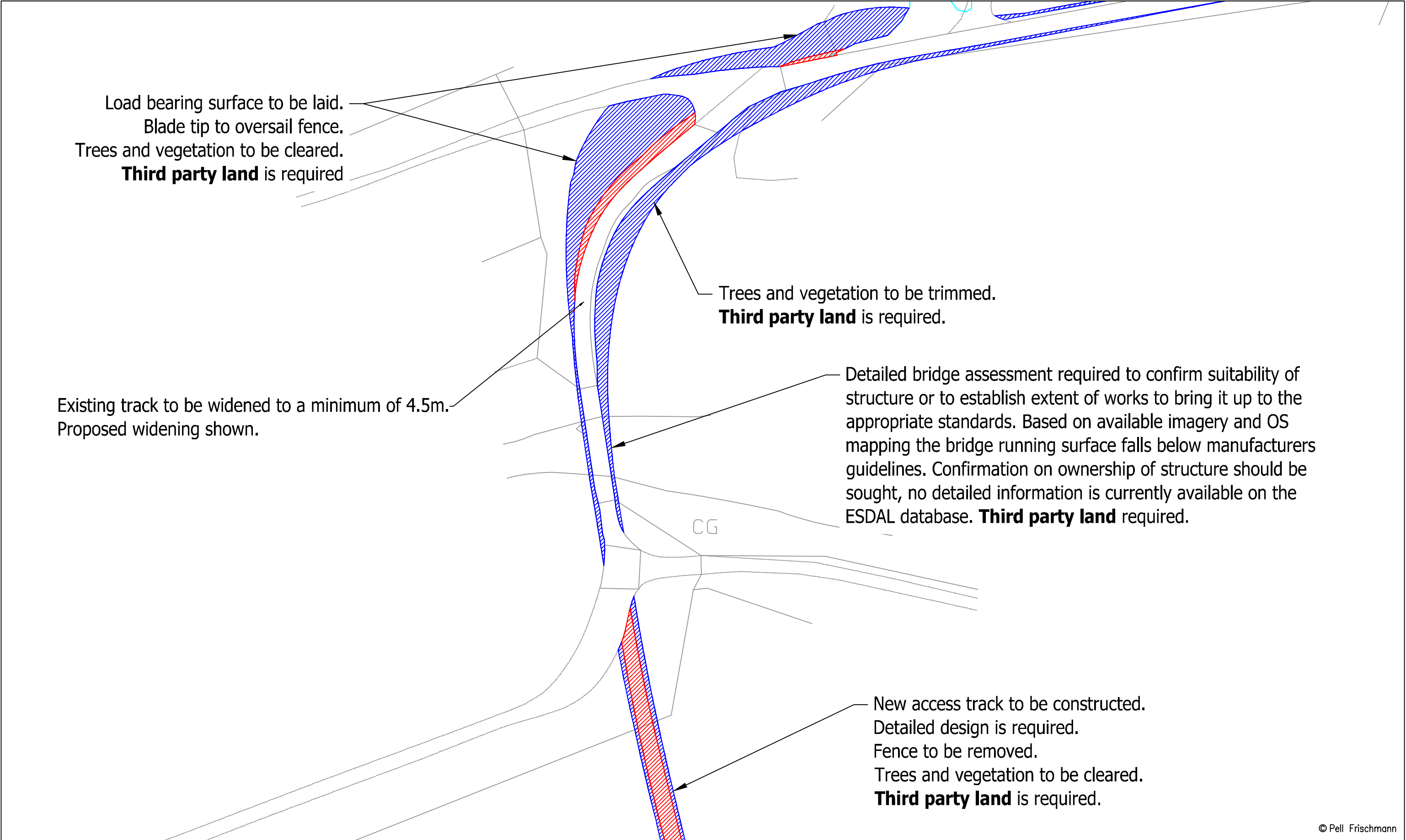


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				Drawn	JS	04/06/2025	1:750 @ A3		
				Designed	JS	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg		
				Checked	SC	04/06/2025	Drawing Status		
Client	Coille Beith Wind Farm Ltd.	Drawing Title	Vestas V172 Blade and Tower	Point of Interest		78	Draft		
				Drawing No.	Notes:			Revision	
Key	<div><div></div>Wheel SPA</div> <div><div></div>Body SPA</div> <div><div></div>Load SPA</div> <div><div></div>Indicative</div> <div><div></div>Overrun</div> <div><div></div>Oversail</div>	SPA Location	Oykel Bridge Road (U3581), Poll Crom	SK60		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00

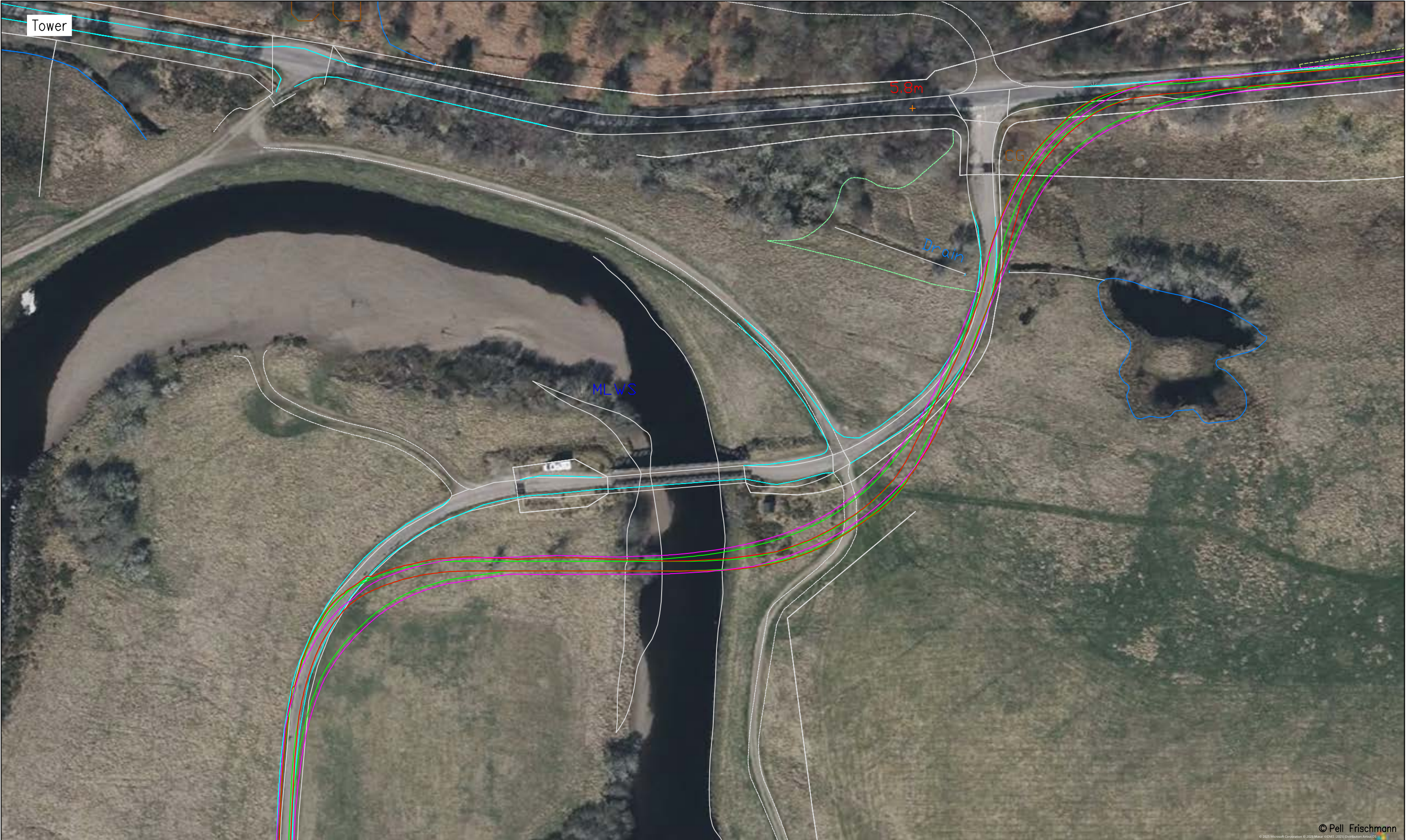


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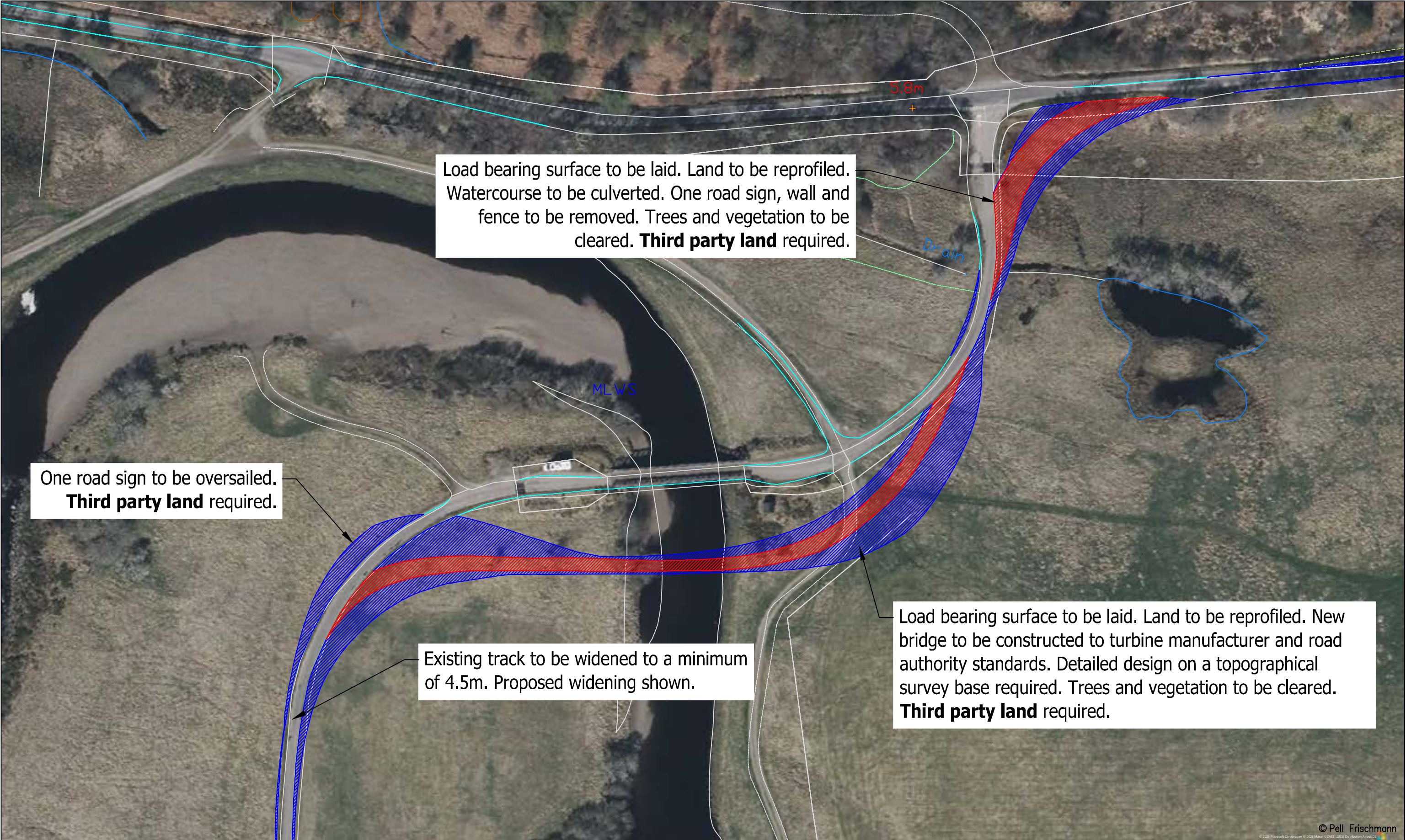
<div>Pell Frischmann</div> <div>93 GEORGE STREET, EDINBURGH, EH2 3ES</div> <div>Tel: +44 (0) 131 240 1270</div> <div>Email: p@edinburgh@pellfrischmann.com</div> <div>www.pellfrischmann.com</div>	Project	Coille Beith Wind Farm			Name	Date	Scale		
				Drawn	JS	04/06/2025	1:750 @ A3		
				Designed	JS	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg		
				Checked	SC	04/06/2025	Drawing Status		
Client	Coille Beith Wind Farm Ltd.	Drawing Title	Vestas V172 Blade and Tower	Point of Interest		78		Draft	
				Drawing No.	Notes:		Revision		
Key	<div><div></div> Wheel SPA</div> <div><div></div> Body SPA</div> <div><div></div> Load SPA</div> <div><div></div> Indicative</div> <div><div></div> Overrun</div> <div><div></div> Oversail</div>	SPA Location	Oykel Bridge Road (U3581), Poll Crom	SK60A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00		



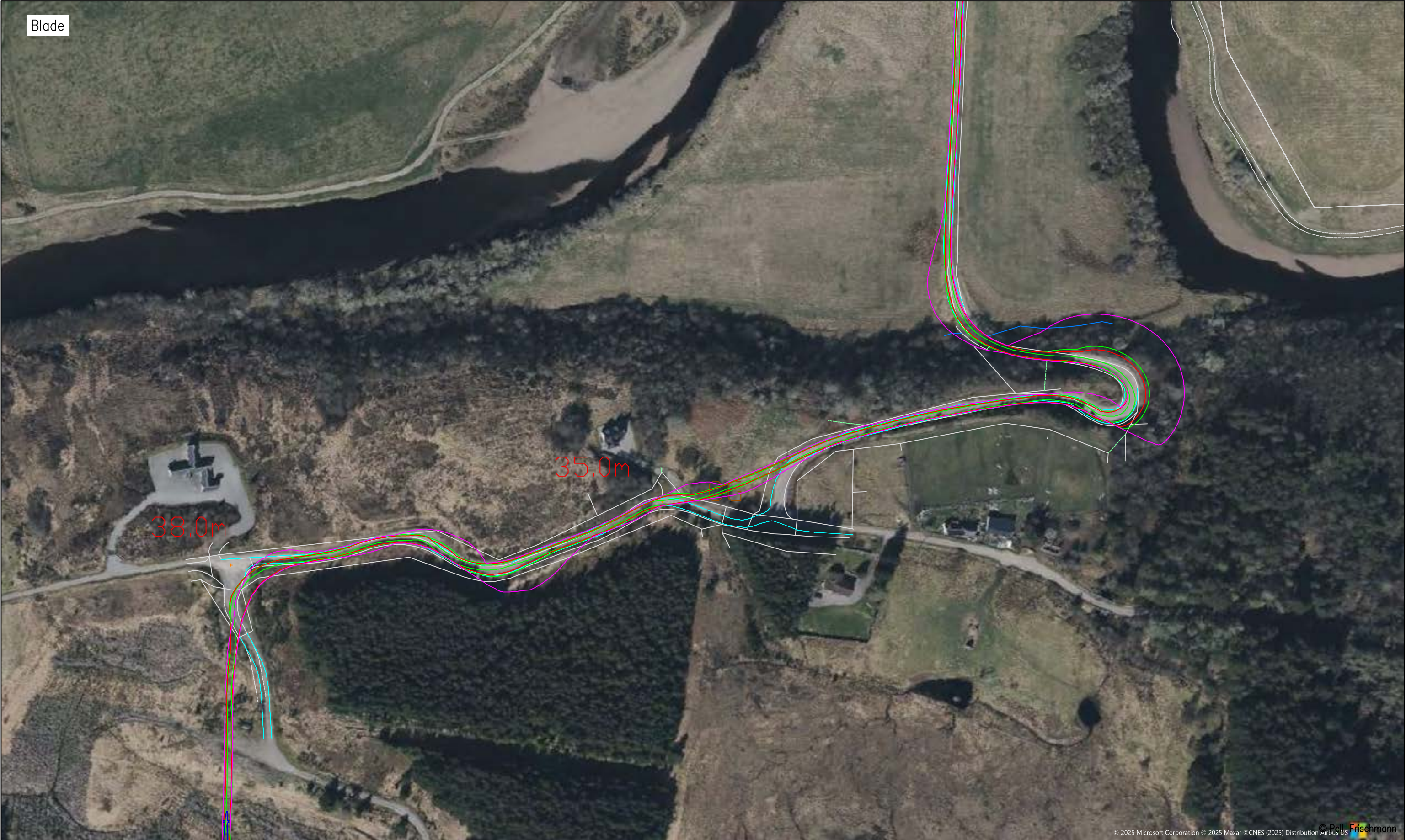
<div><div>Pell Frischmann</div><div>93 GEORGE STREET, EDINBURGH, EH2 3ES</div><div>Tel: +44 (0) 131 240 1270</div><div>Email: ptedinburgh@pellfrischmann.com</div><div>www.pellfrischmann.com</div></div>	Project		Coille Beith Wind Farm			Name	Date	Scale		1:1000 @ A3	
					Drawn	AD	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg			
					Designed	AD	04/06/2025				
					Checked	SC	04/06/2025	Drawing Status Draft			
Client		Coille Beith Wind Farm Ltd.		Point of Interest		79					
Key <div><div>Wheel SPA</div><div>Body SPA</div><div>Load SPA</div><div>Indicative</div><div>Overrun</div><div>Oversail</div></div>		Drawing Title		Vestas V172 Blade and Tower		Drawing No.		Notes:		Revision	
		SPA Location		A837 / U2126 Junction		SK61		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	



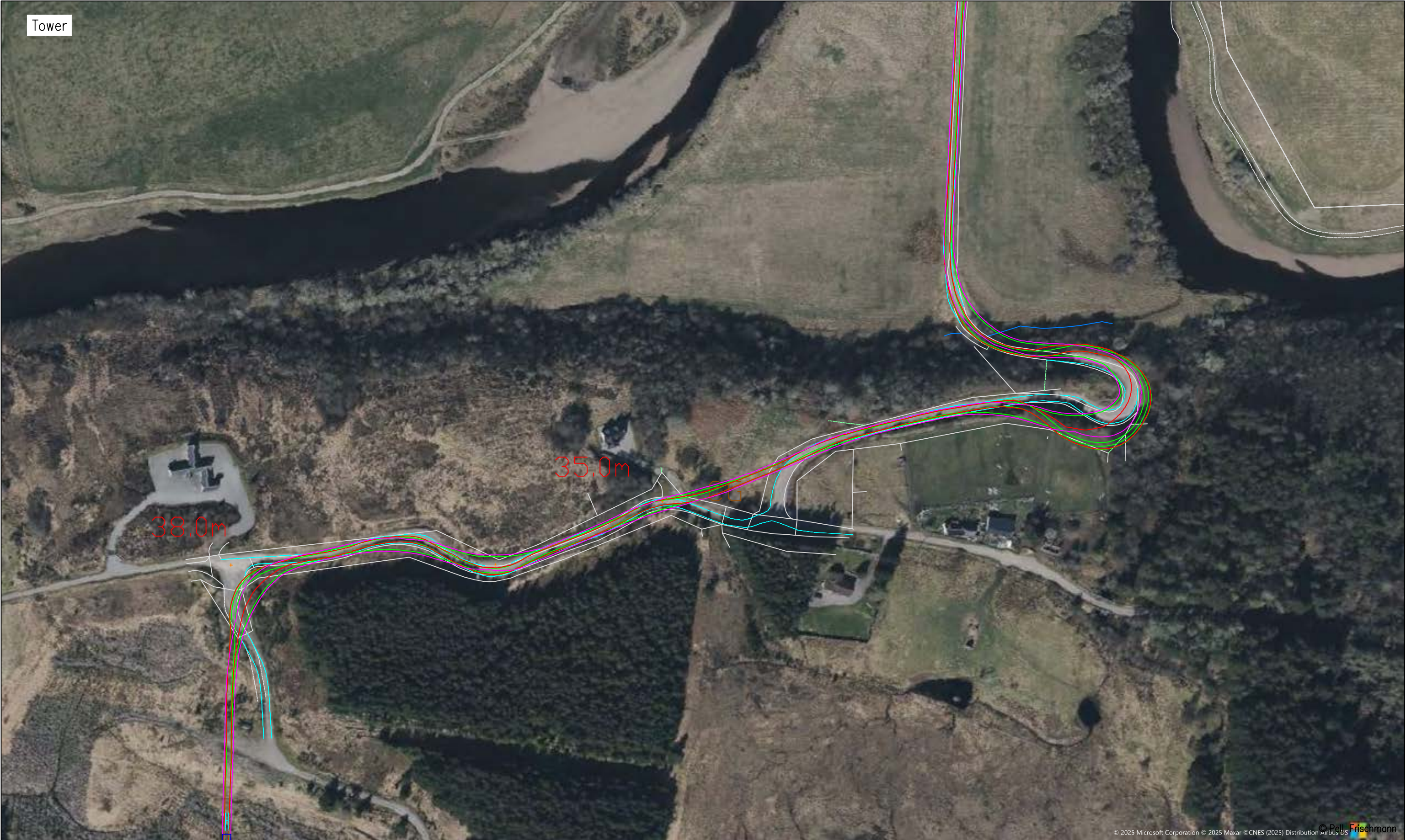
<div><div>Pell Frischmann</div><div>93 GEORGE STREET, EDINBURGH, EH2 3ES</div><div>Tel: +44 (0) 131 240 1270</div><div>Email: p@edinburgh@pellfrischmann.com</div><div>www.pellfrischmann.com</div></div>	Project		Coille Beith Wind Farm			Name	Date	Scale		1:1000 @ A3	
	Drawing Title		Vestas V172 Blade and Tower		Drawn	AD	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg			
					Designed	AD	04/06/2025				
					Checked	SC	04/06/2025	Drawing Status			
Client		Coille Beith Wind Farm Ltd.		Point of Interest		79					
				Drawing No.		SK61A		Notes:		Revision	
Key											
Wheel SPA		Body SPA		Load SPA		Indicative		Overrun		Oversail	
		SPA Location		A837 / U2126 Junction				1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	



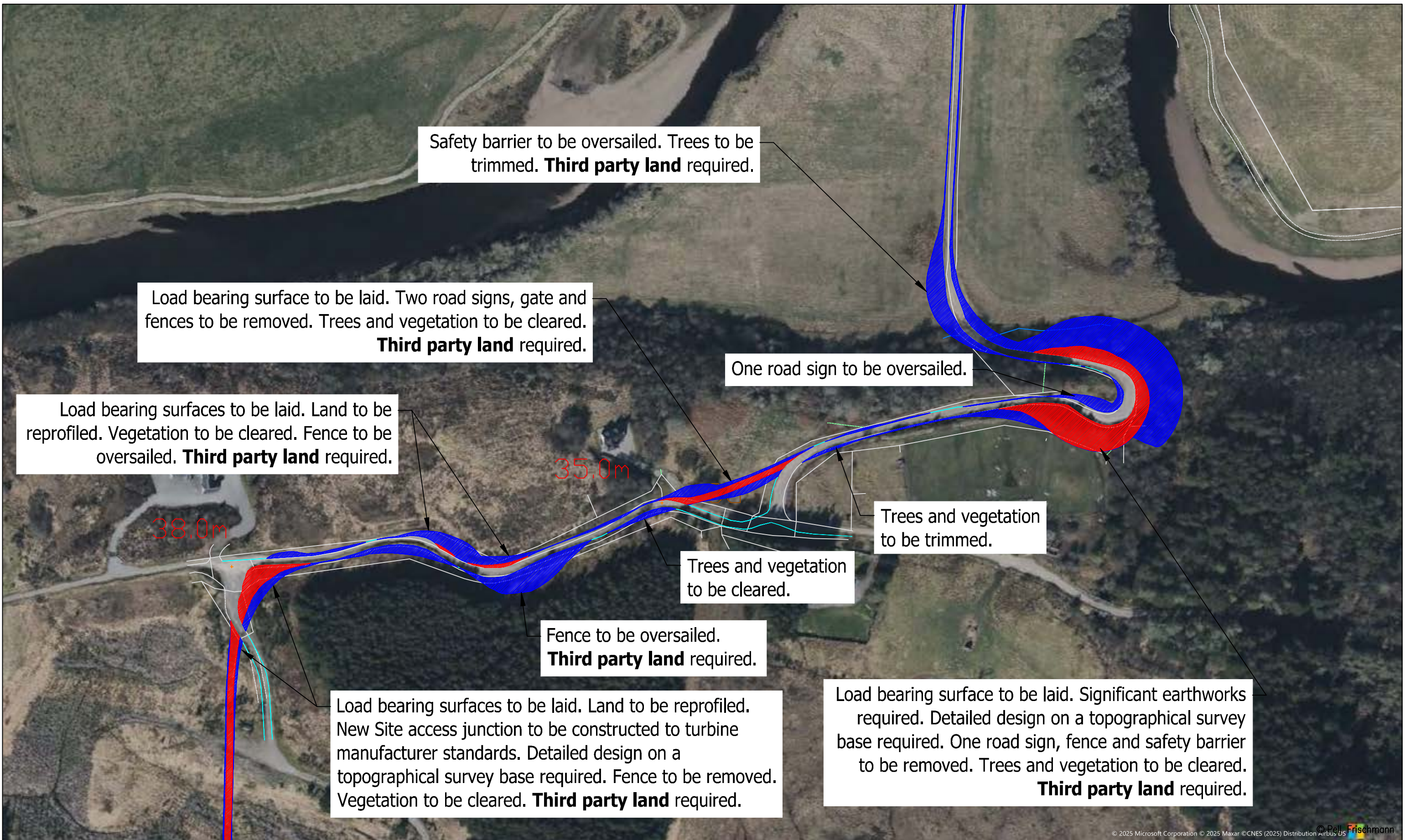
<div>Pell Frischmann</div> <div>93 GEORGE STREET, EDINBURGH, EH2 3ES</div> <div>Tel: +44 (0) 131 240 1270</div> <div>Email: p@edinburgh@pellfrischmann.com</div> <div>www.pellfrischmann.com</div>	Project		Coille Beith Wind Farm			Name	Date	Scale		1:1000 @ A3		
	Client		Coille Beith Wind Farm Ltd.		Drawing Title		Vestas V172 Blade and Tower		Point of Interest		79	
					SPA Location		A837 / U2126 Junction		Drawing No.		SK61B	
Key		<div><div></div>Wheel SPA</div> <div><div></div>Body SPA</div> <div><div></div>Load SPA</div> <div><div></div>Indicative</div> <div><div></div>Overrun</div> <div><div></div>Oversail</div>						Notes:		Revision		
								1. All mitigation is subject to confirmation through a test run.		00		
								2. This is not a construction drawing and is intended for illustration purposes only.				



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	Drawing Title		Vestas V172 Blade and Tower		Drawn	AD	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg			
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					Checked	SC	04/06/2025	Drawing Status Draft			
Client		Coille Beith Wind Farm Ltd.		Point of Interest		80, 81, 82					
<div>Key</div> <div><div>Wheel SPA</div><div>Body SPA</div><div>Load SPA</div><div>Indicative</div><div>Overrun</div><div>Oversail</div></div>	SPA Location		U2126 / C1136 Junction		Drawing No.		Notes:		Revision		
					SK62		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00		



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	Coille Beith Wind Farm				AD		04/06/2025		1:2000 @ A3	
					AD		04/06/2025		File No. 250603 Coille Beith SPA V172.dwg	
					SC		04/06/2025		Drawing Status	
Client	Coille Beith Wind Farm Ltd.		Drawing Title		Point of Interest		80, 81, 82		Draft	
<div>Key</div> <div><div><div></div>Wheel SPA</div><div><div></div>Body SPA</div><div><div></div>Load SPA</div><div><div></div>Indicative</div><div><div></div>Overrun</div><div><div></div>Oversail</div></div>	SPA Location		Vestas V172 Blade and Tower		Drawing No.		Notes:		Revision	
	U2126 / C1136 Junction				SK62A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	



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	Coille Beith Wind Farm		Drawn	AD	04/06/2025	1:2000 @ A3		
			Designed	AD	04/06/2025	File No. 250603 Coille Beith SPA V172.dwg		
			Checked	SC	04/06/2025	Drawing Status		
Client	Coille Beith Wind Farm Ltd.		Drawing Title		Point of Interest		80, 81, 82	Draft
	SPA Location		Vestas V172 Blade and Tower		Drawing No.		Revision	
U2126 / C1136 Junction			SK62B		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	
<div>Key</div> <div><div>Wheel SPA</div><div>Body SPA</div><div>Load SPA</div><div>Indicative</div><div>Overrun</div><div>Oversail</div></div>								

Annex C ESDAL Responses

From: [REDACTED]
Sent: 04 June 2025 08:27
To: [REDACTED]
Subject: Fw: Proposed Wind Farm ESDAL

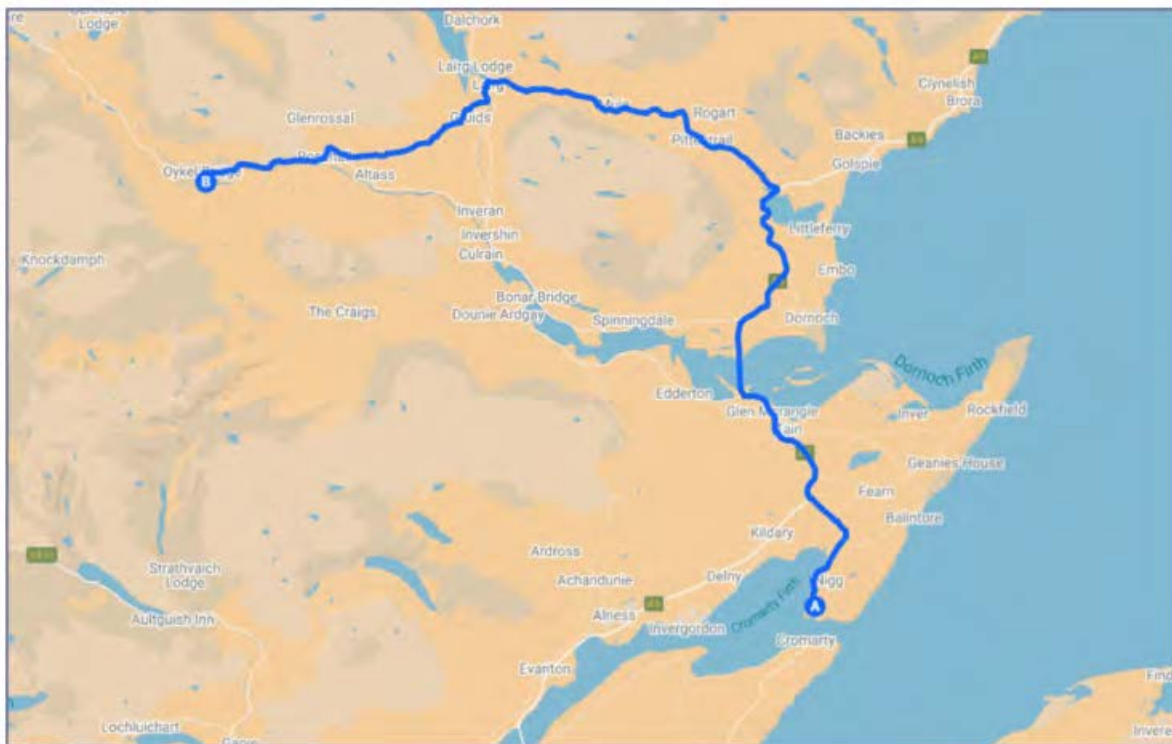
Hello there,

We have been commissioned to undertake a route review for a proposed wind farm development located approximately 18 km southwest of Lairg and 20 km northwest of Bonar Bridge within an area of commercial forestry on the southern slopes of Strath Oykel, Highland Council. Two site entrances have been identified.

The access route is as follows:

- Loads would exit the Port of Nigg, turn left onto the B9175 and continue north;
- Loads would continue north onto the A9;
- At The Mound, loads would turn left onto the A839 heading northwest towards Lairg;
- In Lairg, loads would turn left and continue southbound on the A836;
- Loads would continue west on the A839;
- Loads would turn right onto the A837 and continue through Invercassley and Rosehall;
- To reach the eastern access location, approximately 1.3km southwest of the bridge crossing the River Cassley within Invercassley loads would turn left onto the U2126 and head south. They would then turn right onto the C1136 and head west until reaching the site entrance;
- To reach the western access location loads would continue west on the A839 and cross the Oykel bridge. Immediately after the bridge they will turn left onto Oykel Terrace and head south until reaching the site entrance.

The route is illustrated below:





The longest loads will have a maximum rigid length of 84.402 metres (m). The maximum axle load is 12 tonnes, with the gross vehicle weight of the heaviest load expected to be in the region of 137 tonnes. The maximum height is 4.900m, with the widest load at 4.800m. An indicative load table has been attached which shows the axle spacings and individual axle loads. However, this does not account for the use of a blade lifting trailer which is planned for more constrained sections of the route.

The assessment is at an early stage at present, though I would be grateful if you could confirm if there are any structures along the route that may present a particular issue. A more detailed assessment will be undertaken once the turbine haulier and turbine model have been selected by the developer.

Kind regards,

Aleks

[Redacted Signature]

Graduate Engineer

93 George Street T: 0131 240 1270

Edinburgh

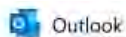
EH3 3E5

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RE: Proposed Wind Farm ESDAL

From Stephen Oakley <[REDACTED]>
Date Thu 05/06/2025 8:39 AM
To Aleks Dimitrov <[REDACTED]>
Cc NW AbnormalLoad <[REDACTED]>

Good morning,

Based on the information provided we don't see a problem with any structures on the A9 trunk road section of the proposed route.

Regards

Stephen Oakley
Bridge Engineer | BEAR Scotland | North West Unit
Telephone [REDACTED] Visit us @ www.bearscof.com



RE: Proposed Wind Farm ESDAL

From rsgbrb <[REDACTED]>
Date Thu 05/06/2025 3:21 PM
To Aleks Dimitrov <[REDACTED]>

Good afternoon Aleks,

Thank you for your enquiry

I have looked at the proposed routes and can report that neither would affect any HRE structures.

I therefore have no objections or any further comment.

Regards
Tania

Tania Howell
Abnormal Loads Officer (on behalf of National Highways Historical Railways Estate)
Jacobs
DDI: [REDACTED]

If your mail concerns abnormal load movements, please reply to [REDACTED]



RE: AB-72656/SM Fw: Proposed Wind Farm ESDAL

From Abnormal Loads Enquiries <[REDACTED]>

Date: Fri 06/06/2025 1:28 PM

To: Aleks Dimitrov <[REDACTED]>

OFFICIAL

Hi Aleks

We have no objections to this particular route enquiry as it does not appear to affect any road over rail Network Rail owned structures. Please note this only applies to this route enquiry.

We check the load carrying capacity of Network Rail owned road over rail bridges affected. We do not check anything else, including:

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

Many Thanks

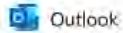
Sunil Maniraj

Abnormal Loads Clerk

Abnormal Loads Help Desk <[REDACTED]>

Abnormal Loads Team – Part of the National Records Group





RE: Proposed Wind Farm ESDAL [OFFICIAL]

From OSD Abnormal Loads Scotland [REDACTED]

Date Mon 09/06/2025 10:37 AM

To Aleks Dimitrov <[REDACTED]>

OFFICIAL

Good morning

We have had feedback from our RP representative in the Highlands and they have a number of concerns – see below

I have had a look at the proposed route and the only potential issues I can see are the tight series of bends on the A9 at Cambusmore (although many loads have passed through here) and the junction from the A836 onto the bridge on the A839 might be quite tight as well as the junction off the A839 towards the site.

Although I cannot comment on any of the structures, there are several stone bridges on the A839 and tight bends on narrow sections of the road (some of it is single track) but the haulier will need to carry out a swept path analysis and trial runs which would negotiate these? I am also not sure what condition the road is like after you turn off the A839 towards site as it did previously turn to a dirt track although this may have been updated.

Regards

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

Tel: [REDACTED]

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

Email: [REDACTED]

Website: <http://www.scotland.police.uk/>

Twitter: @policescotland

Facebook: <www.facebook.com/policescotland>



RE: Proposed Wind Farm ESDAL

From [REDACTED]

Date Wed 04/06/2025 8:54 AM

To [REDACTED]

Morning Aleks,

Thank you for your email. Transport Scotland will not make comments for this proposal.

We note that you have contacted the Operating Company for this area and they will contact you in due course with comments on behalf of Transport Scotland.

Kind Regards
Irene Cartin
Current Working Days: Tue, Wed & Thur
Network Administrator
Administration Team Roads Directorate
[REDACTED]