Pell Frischmann

Bloch Wind Farm

Technical Appendix 10.2: Route Survey Report

October 2022

106193

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01		Draft	31/03/2022	S Kolozsvari	G Buchan	G Buchan
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Prepared for

RES Ltd
Third Floor, STV
Pacific Quay
Glasgow
G51 1PQ

Prepared by

Pell Frischmann
93 George Street
Edinburgh
EH2 3ES

Pell Frischmann

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by RES (the applicant) to undertake a survey of the Abnormal Indivisible Load (AIL) delivery route for wind turbine loads associated with the construction and development of Bloch Wind Farm, located to the north-west of Canonbie.

The Route Survey Report (RSR) has been prepared to help inform the applicant on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. This RSR identifies the key issues associated with AIL deliveries and notes that remedial works, either in the form of physical works or as traffic management interventions will be required to accommodate the predicted loads.

The detailed assessment and subsequent designs of any remedial works are beyond the agreed scope of works between PF and the applicant at this point in time.

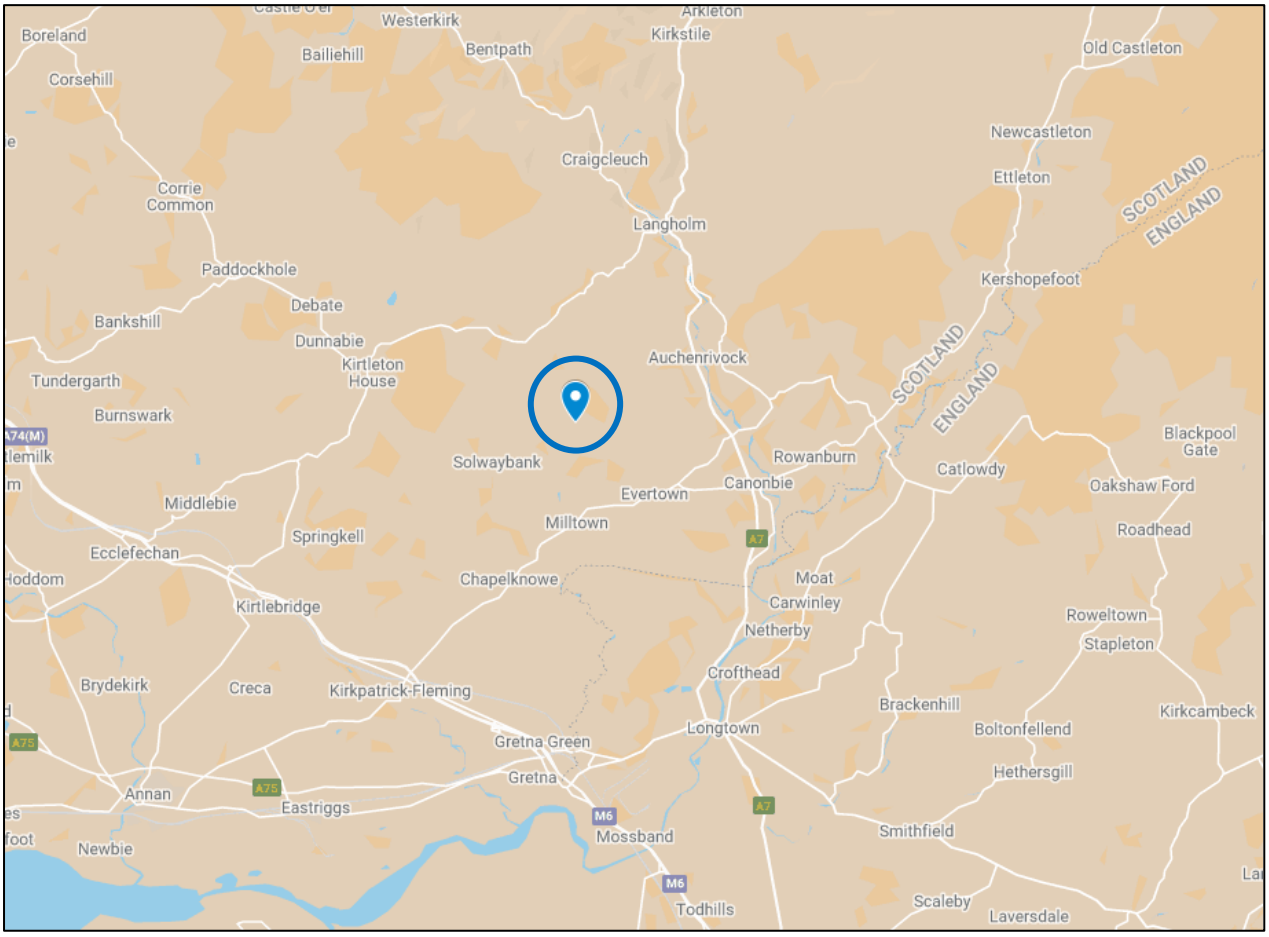
It is the responsibility of the the applicant to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The applicant will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users is in line with the relevant legislation at the time of delivery.

2 Site Background

2.1 Site Location

The site of the proposed development is located to the north-west of Canonbie. Figure 1 illustrates the general site location.

Figure 1: Site Location Plan



2.2 Candidate Turbine

The applicant has indicated that they wish to consider the worst case components from an V150 turbine at a tip height of 230m for use at the site and this has been used for this preliminary assessment.

The details of the components have been provided by Vestas and are detailed in Table 1 below.

Table 1: Turbine Size Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
V150 Blade	74.303	4.425	4.068	23.950
Worst Case Tower Section	29.960	4.676	4.170	73.000
Nacelle	18.279	4.180	4.351	70.001
Drive Train	7.475	2.884	3.296	96.700
Hub	4.138	3.607	3.504	34.956

2.3 Proposed Delivery Equipment

To provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be carried on a Superwing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

The base and mid towers would be carried on a 4+7 clamp trailer. The hub, nacelle housing, and top towers would be carried on a six-axle step frame trailer. The worst case loads for these sections will be considered in a further study.

Figure 2: Superwing Carrier Trailer

Figure 3: Tower Trailer

3 Access Route Review

3.1 Port of Entry

The nearest feasible and economical Port of Entry (PoE) for the site is King George V (KGV) Docks in Glasgow. The port has been used by renewables deliveries in the past for a number of wind farms, including Kype Muir, Kilgallioch, and Clyde Wind Farms.

The port has sufficient quay and storage space and is well located for the strategic trunk road network.

3.2 Proposed Access Route

The proposed access route is as follows:

- Components exit KGV Docks in Glasgow onto Kings Inch Drive;
- Continue along Kings Inch Drive before turning left onto the M8 slip road at Junction 25a;
- Continue east on the M8 to Junction 21 where they would join the M74 travelling south;
- Loads would travel south on the M74 and M6, before utilising the Golden Fleece Roundabout to turn around and travel north on the M6 and onto the M74 northbound;
- Loads would depart the M74 at Junction 45;
- Loads would turn right at the off-slip junction and continue east on the A6071;
- Loads would turn left onto the A7 and continue northbound;
- Loads would turn right onto Auchenrivock Road and would travel north before turning left onto the U251A and passing under the A7; and
- Loads would then use the Old Irvine – Kerr Track to travel west, before turning right onto the C70A.

The proposed access route is illustrated in Figure 4.

Figure 4: Proposed Access Route

3.3 Route Constraints

The constraints noted on the route are detailed in Table 2. These cover all constraints from the port access gate through to the proposed site entrances with the end of the public road network. No consideration of the transport issues within the site has been undertaken as these will be the responsibility of the applicant as part of the site design process.

Plans illustrating the location of the constraints are provided in Appendix A.

Table 2: Constraint Points and Details

POI	Constraint	Details
1	**Port Exit - Kings Inch Drive Roundabout 1** 	Loads will exit the port and take the second exit, proceeding west on King's Inch Drive. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the central island, where they will utilise the existing overrun area. Loads will also oversail the splitter island upon exiting the roundabout, where two lit road signs should be removed. Swept path drawing SK01 is included in Appendix B.
2	**Kings Inch Drive Roundabout 2** 	Loads will take the second exit at the roundabout and proceed west. A swept path assessment has been undertaken and indicates that loads will oversail both sides of the carriageway on approach to the roundabout, as well as the central island of the roundabout, though no physical mitigation will be required. Clearances to a lighting column on the southern verge is constrained. Swept path drawing SK02 is included in Appendix B.
3	**Kings Inch Drive Roundabout 3** 	Loads will take the first exit at the roundabout before turning left at the following junction. A swept path assessment has been undertaken and indicates that no physical mitigation measures will be required. Swept path drawing SK03 is included in Appendix B.

POI	Constraint	Details
4	**Kings Inch Drive / Mayo Avenue Junction** 	Loads will turn left at the junction and proceed south. A swept path assessment has been undertaken and indicates that loads will oversail the central reservation on approach to the junction, where oncoming traffic should be held during movements. Loads will also oversail the south eastern verge of the carriageway, where one pedestrian call post should be lowered. A land search should be carried out at this location to confirm the extent of adopted boundary. Loads will oversail the central island at the north western verge, where three hinged signal columns should be laid down. Swept path drawing SK04 is included in Appendix B.
5	**Merge onto the M8** 	Loads will travel through the left hand bend, before joining onto the M8. A swept path assessment has been undertaken and indicates that loads will not overrun or oversail the verges at this location. Swept path drawing SK05 is included in Appendix B. Loads will continue ahead and will join the M74 southbound. The M74 transitions into the M6 and loads will continue southbound until M6 Junction 42.

POI	Constraint	Details
27	**M6 - Golden Fleece Roundabout** 	Loads will depart the M6 and perform a U Turn on the roundabout, departing on the northern slip road. This is the junction required by the Police to undertake such manoeuvres. A swept path assessment has been undertaken and indicates that loads will oversail both verges of the carriageway on approach to the roundabout, where one road sign, one lit road sign and one lighting column should be removed. Loads will oversail the inside verges of the junction where vegetation should be trimmed at multiple locations. Loads will overrun and oversail the south-eastern, south-western and north-western verges of the inner verges where load bearing surfaces should be laid. Four sets of lit chevron sign should be removed. Loads will also oversail the western verge of the off-slip, where one road sign should be removed. Swept path drawing SK23 is included in Appendix B.
28	**M6 Junction 45 - Northbound Off-slip** 	Loads will exit the M6 and will turn right at the junction. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the southern verge of the carriageway, where a load bearing surface should be laid. Two lighting columns and two lit road signs should be removed. Loads will also overrun and oversail the inside of the junction, where a load bearing surface should be laid. Two lit road signs should also be removed. They will then overrun the western verge of the overpass, where a load bearing surface should be laid. Swept path drawing SK24 is included in Appendix B.

POI	Constraint	Details
29, 30,	**A6071 - Caldron Ditch**  	Loads will travel through the bends and continue north on the A6071. A swept path assessment has been undertaken and indicates that loads will require access to both lanes of the road. No physical mitigation measures are however required. Swept path drawing SK25 is included in Appendix B.
31	**A6071 – Gaitle** 	Loads will continue to travel east. Loads will occupy both lanes of the carriageway at this location. Escort vehicles should ensure traffic is held during movement. The vertical profile of the road 150m east of this location is pronounced and should be reviewed during the test run stage to ascertain if tar wedges will be required to prevent grounding.
32	**A6071/A7 Junction** 	Loads will turn left and travel north on the A7. A swept path assessment has been undertaken and indicates that loads will oversail and over-run the southern verge where a load bearing surface will be provided. Earthworks will be required at the pond and fencing, two road signs, gates, one utility pole and two underground service markers will need to be removed. Underground services will need protection. Loads will oversail the splitter island where one column and one bollard should be removed. They will also oversail both verges of the A7 however no physical works are required. Swept path drawing SK26 is included in Appendix B.

POI	Constraint	Details
33	**A7 - Dickstree Cottage** 	Loads will travel through the right hand bend at this location. A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge of the carriageway, through no physical mitigation measures are required. Swept path drawing SK27 is included in Appendix B.
34, 35	**A7 – West of Netherby**  	Loads will continue to travel north on the A7. Loads will occupy both lanes of the carriageway at this location. Escort vehicles should ensure that oncoming traffic is held during movement.
36	**A7 - Scotland/England Border** 	Loads will travel through the right hand bend at this location. A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge of the carriageway, however no physical mitigation is required. Swept path drawing SK28 is included in Appendix B.
37	**A7 - Scotland/England Border** 	Loads will continue to travel north, where they will occupy both lanes of the carriageway at this location. Escort vehicles should ensure traffic in held during movement.

POI	Constraint	Details
38	**A7/ Auchenrivock Road Junction** 	Loads will turn right at the junction and continue north on the unclassified road. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the splitter island the norther verge of the junction, where load bearing surfaces should be laid. One bollard and one road sign should be removed from the splitter island. Vegetation should also be trimmed. Swept path drawing SK29 is included in Appendix B.
39	**Auchenrivock Road - West of River Esk** 	Loads will travel through the bends at this location. The condition of the road from the A7 junction onwards was exceptionally poor and will require to be improved prior to loads using the road. A swept path assessment has been undertaken and indicates that loads will oversail the western verge of the carriageway, where the proximity to the embankment should be confirmed on a topographical survey of the area. Loads will also oversail the eastern verge of the carriageway, where overhanging trees should be trimmed. Swept path drawing SK30 is included in Appendix B.
40	**Auchenrivock Road - South of Irvine Burn** 	Loads will travel through the left hand bend and continue north. A swept path assessment has been undertaken and indicates that loads will oversail the western verge of the carriageway, where the proximity to the embankment should be confirmed on a topographical survey of the area. Swept path drawing SK31 is included in Appendix B.

POI	Constraint	Details
41, 42	**Auchenrivock Road - North of Irvine Burn**  	Loads will travel through the bends at this location. A swept path assessment has been undertaken and indicates that loads will oversail both verges of the carriageway and boundary walls. Trees and verge vegetation should be trimmed / removed. Swept path drawing SK32 is included in Appendix B.
43	**Auchenrivock Road - South of Docken Beck** 	Loads will turn left at the junction and proceed northwest. A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge of the carriageway on approach to the junction, where trees and vegetation should be trimmed. Loads will also overrun and oversail the inside verge of the junction, where a load bearing surface should be laid. A section of a stone wall and a gate should also be removed. From this point onwards, the road should be widened to a minimum of 4.5m and ensure that a minimum of 5.5m wide clearance to be provided for oversail areas. Swept path drawing SK33 is included in Appendix B.

POI	Constraint	Details
44, 45	**U251A Road**  	Loads will turn left at this bend and continue to the site access. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the southern verge of the turn, where a load bearing surface should be laid. A section of fencing, one utility post and vegetation should also be removed. A topographical survey of the vertical profile is required to consider clearances through the bridges for all loads. Swept path drawing SK34 is included in Appendix B.
46	**U251A – End of Public Road** 	The road will need to be widened to minimum Vestas standards (4.5m) and utility poles will need to be relocated to allow loads to oversail the verges. It is likely that the road will need to be reconstructed to accommodate the proposed axle loads. Proximity to utility posts should be checked to confirm whether their relocation is necessary. Tree canopies along the road would need to be trimmed to allow for a 5.5m height clearance. From this location, the existing private access tracks would be upgraded to allow access to the wind farm site. Swept path drawing SK35 is included in Appendix B.
47	**Old Irvine – Kerr Track Bend 1** 	Loads will travel through the right-hand bend. A swept path assessment has been undertaken and indicates that loads will oversail the northern verge of the road, where all street furniture and vegetation should be removed. Loads will also overrun and oversail the southern verge of the bend, where a load bearing surface should be laid. All street furniture, gates and fencing should be removed. Trees and vegetation to be cleared. Swept path drawing SK36 is included in Appendix B.

POI	Constraint	Details
48	**Old Irvine – Kerr Track Bend 2** 	Loads will turn left at the junction and continue westbound. A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge of the road, where all street furniture and vegetation should be removed. Loads will also overrun and oversail the southern verge of the road, where a load bearing surface should be laid. All street furniture, gates and fencing should be removed. Trees and vegetation to be cleared. Proximity to water course should be confirmed to determine appropriate mitigation. A topographical survey is required at this location. From this point onwards, the road should be widened to a minimum of 4.5m and ensure that a minimum of 5.5m wide clearance to be provided for oversail areas. Swept path drawing SK37 is included in Appendix B.
49	**Old Irvine – Kerr Track** 	Loads will continue southbound. A swept path assessment has been undertaken and indicates that loads will oversail both verges of the road. All street furniture, vegetation and fencing should be removed. Swept path drawing SK38 is included in Appendix B.

POI	Constraint	Details
50	**C70A / Old Irvine – Kerr Track Junction** 	Loads will turn right at the junction and continue northbound. A swept path assessment has been undertaken and indicates that loads will overrun and oversail the northern verge of the junction, where a load bearing surface should be laid. Section of fencing and one utility column should be removed. Vegetation to be trimmed. A services consultation should be undertaken at this location to determine the exact location of Scottish Water underground infrastructure and if they require any further protection measures at this location. From this point onwards, the road should be widened to a minimum of 4.5m and ensure that a minimum of 5.5m wide clearance to be provided for oversail areas. Swept path drawing SK39 is included in Appendix B.
51	**C70A Bend** 	Loads will travel northbound. A swept path assessment has been undertaken and indicates that loads will oversail the northern verge, where trees and vegetation should be removed. Swept path drawing SK40 is included in Appendix B.
52	**C70A Bend 2** 	Loads will travel through the bend and continue northbound. A swept path assessment has been undertaken and indicates that loads will oversail both verges of the road, where trees and vegetation should be removed. Swept path drawing SK41 is included in Appendix B.

POI	Constraint	Details
53	**C70A near Site Accesses** 	Loads will travel through the right-hand bend and arrive at the site access. A swept path assessment has been undertaken and indicates that loads will oversail the north-eastern verge on approach to the bend, where one road sign and cattle grid gate should be removed. Trees and vegetation should also be trimmed. Loads will also oversail both verges through the bend, where the gates and fencing should be removed. **Third party lands** will be required. Swept path drawing SK42 is included in Appendix B.

3.4 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in Appendix B for review. The drawings in Appendix B illustrate tracking undertaken for the worst case loads at each location.

The colours illustrated on the swept paths are:

- Grey / Black – OS / Topographical Base Mapping;
- Green – Vehicle body outline (body swept path);
- Red – Tracked pathway of the wheels (wheel swept path); and
- Purple – The over-sail tracked path of the load where it encroaches outwith the trailer (load swept path).

Where mitigation works are required, the extents of over-run and over-sail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source. Please note that PF cannot accept liability for errors on the data source, be that OS base mapping or client supplied data.

3.5 Weight Review

A weight review has been undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website www.esdal.com. All of the relevant ESDAL contacts are noted in Table 3 and all have been contacted to ascertain if there are any relevant constraints that should be noted. Copies of the responses received to date are detailed in Appendix C.

Table 3 - ESDAL Contacts

Organisation	Email Address
Renfrewshire Council	ei@renfrewshire.gov.uk
Dumfries and Galloway Council	esdal@dumgal.gov.uk
Amey (South West Scotland)	SWAbloads@amey.co.uk
Police Scotland	OSDAbnormalLoadsScotland@scotland.pnn.police.uk
Cumbria Constabulary	AbnormalLoads@cumbria.pnn.police.uk
Network Rail	AbLoadsESDAL@networkrail.co.uk

Organisation	Email Address
Transport Scotland	AbnormalLoads@transport.gov.scot
Scotland Transerv	abnormalloadrouting@scotlandtranserv.co.uk
M8 DBFO	m8dbfo.abloads@amey.co.uk
Autolink M6 ROM	abnormal.loads@m6dbfo.co.uk
National Highways North West Region	nwabnormalloadsenquiries@nationalhighways.co.uk
Connect Roads Balfour Beatty	CNDRAbnormalLoads@Balfourbeatty.com
Bear (South East Scotland)	seabnormalload@bearscotland.co.uk

3.6 Land Ownership

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. 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 location.

3.7 Alternative A7 Access Option

Discussions with TS have been held to ascertain if a direct AIL only access (inbound only) onto the A7 can be provided. Discussions are at an early stage at present and, should this proposal proceed, the new arrangement would be included in a revised Route Survey Report that would be provided to both TS and DGC once the candidate turbine has been confirmed, post planning determination. The requirement for the updated Route Survey Report is a reasonably standard planning condition and the applicant would welcome a suitable condition on this matter.

3.8 Summary Issues

It is strongly suggested that following a review of the RSR, the applicant should undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- That any necessary topographical surveys are undertaken and the swept path results completed;
- A review of 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 to ensure that there is sufficient space to allow for loads plus sufficient flashover protection (to electrical installations);
- That any verge vegetation and tree canopies which may foul loads is trimmed prior to loads moving;
- That a review of potential roadworks and or closures is undertaken once the delivery schedule is established in draft form;
- That a test run is completed to confirm the route and review any vertical clearance issues; and
- That a condition survey is undertaken to ascertain the extents of road defects prior to loads commencing to protect the developer from spurious damage claims.

4 Summary

4.1 Summary of Access Review

PF has been commissioned by the applicant to prepare a RSR to examine the issues associated with the transport of AIL turbine components to the site.

The report is presented for consideration to the applicant. Various road modifications, structural reviews and interventions are required to successfully access the site. If these are undertaken, access to the consented wind farm site is considered feasible.

4.2 Further Actions

The following actions are recommended to pursue the transport and access issues further:

- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan to assist in transporting the proposed loads.

Appendix A Points of Interest

An electronic version of the POI plans can be found here:
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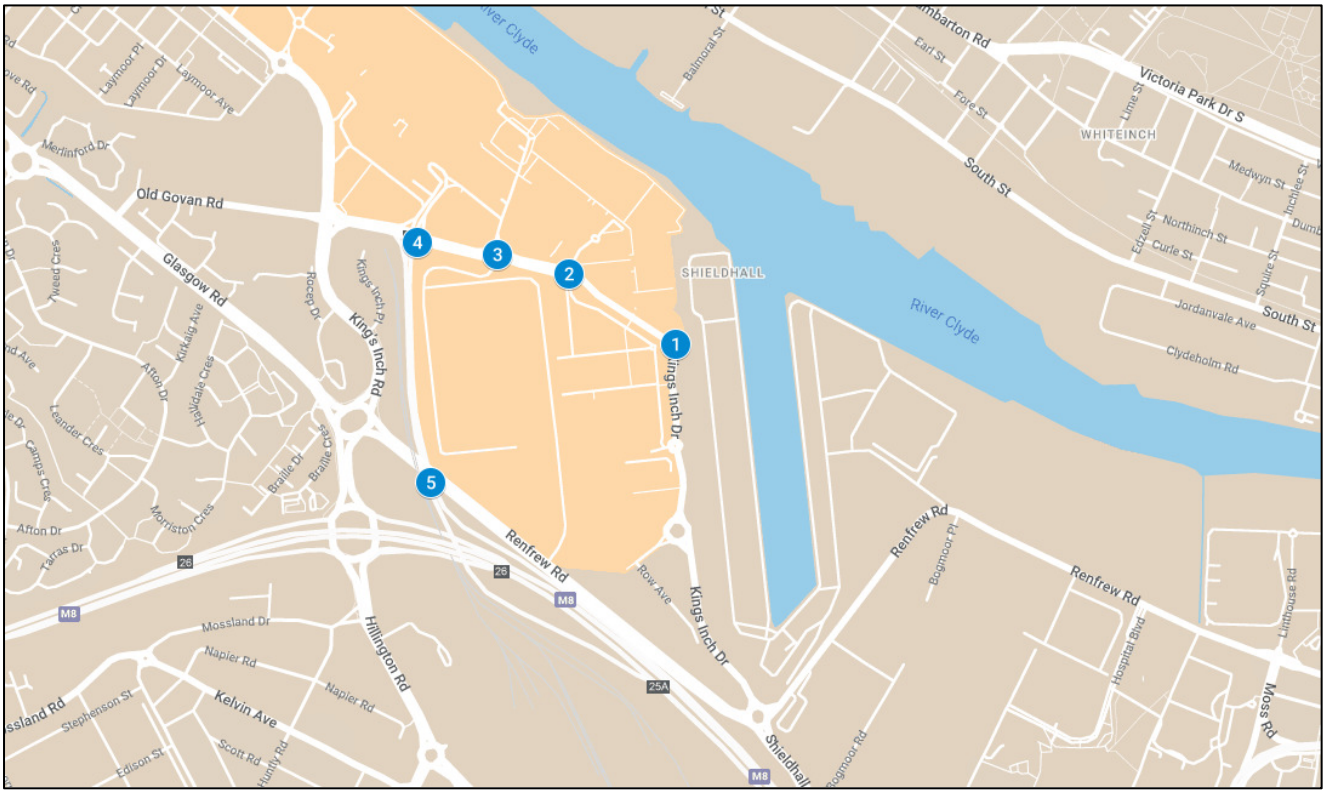

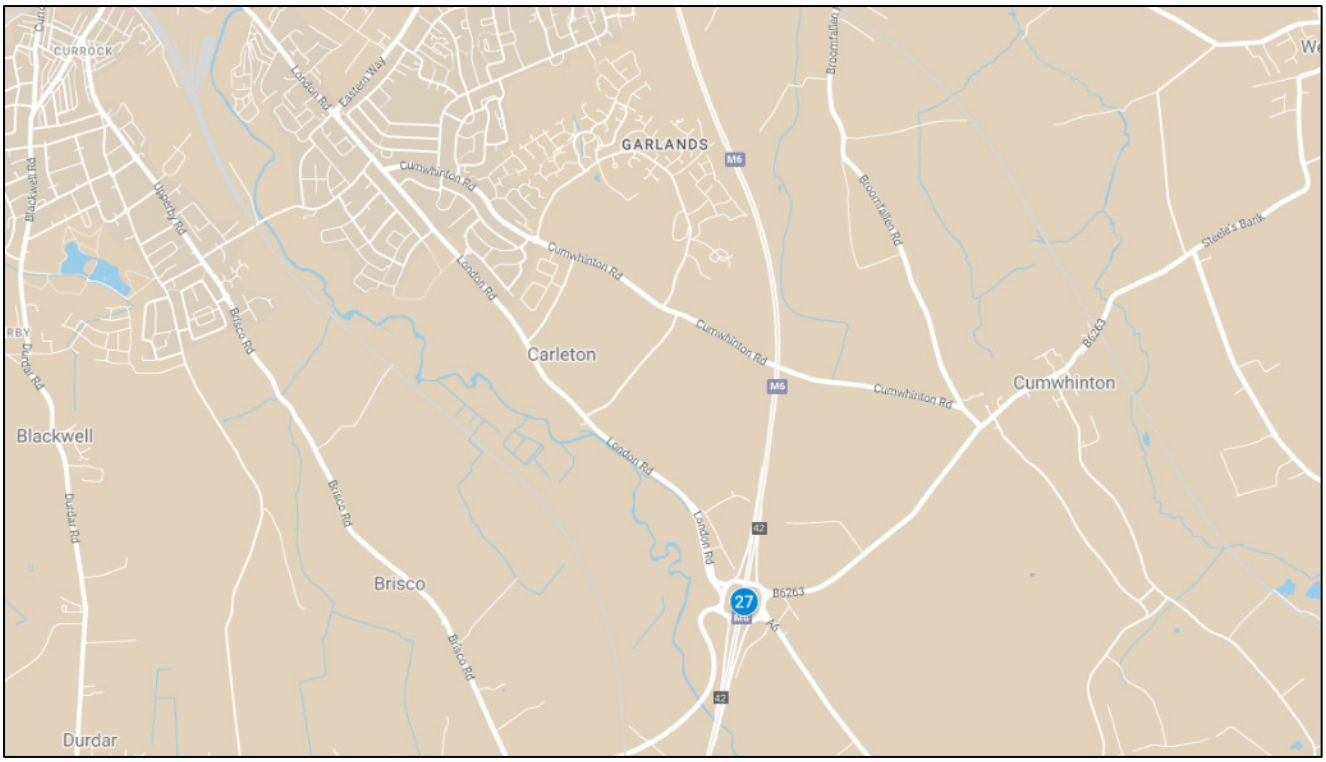

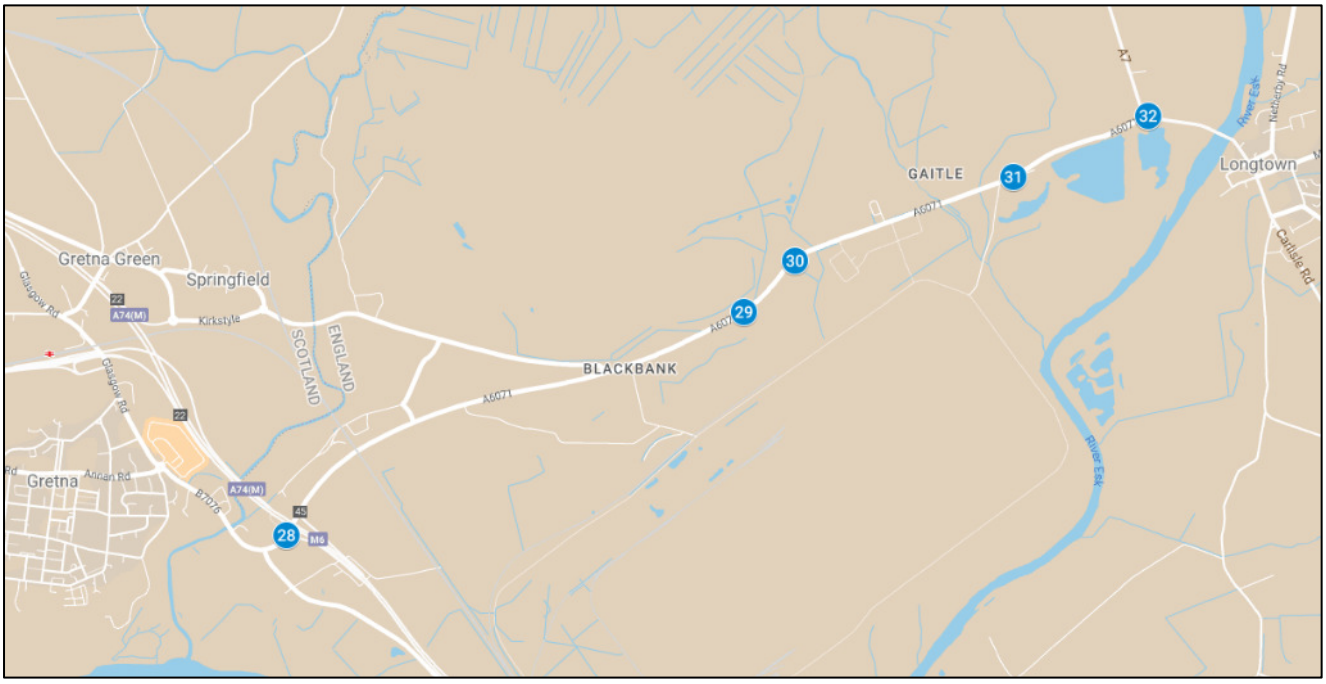
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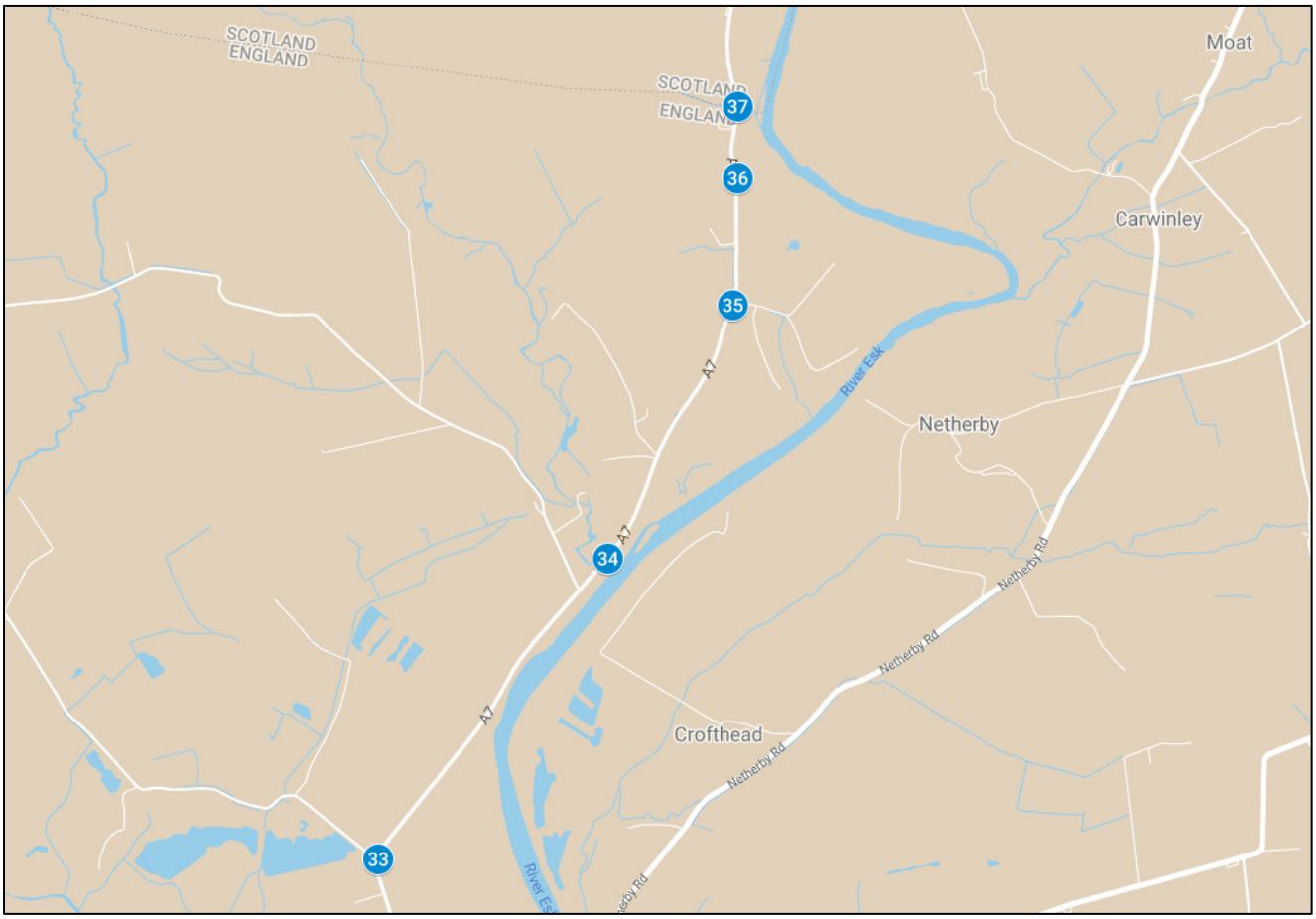
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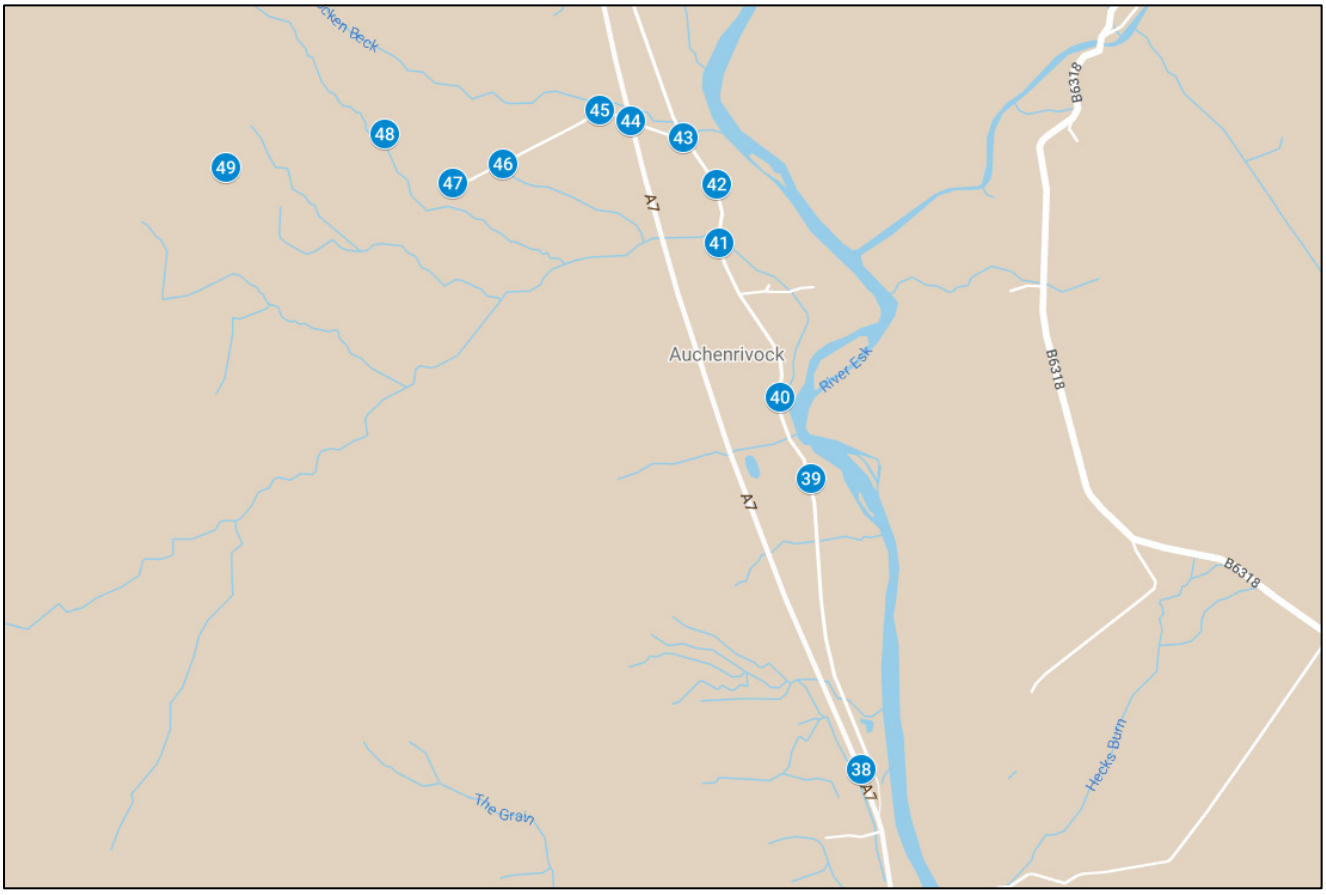
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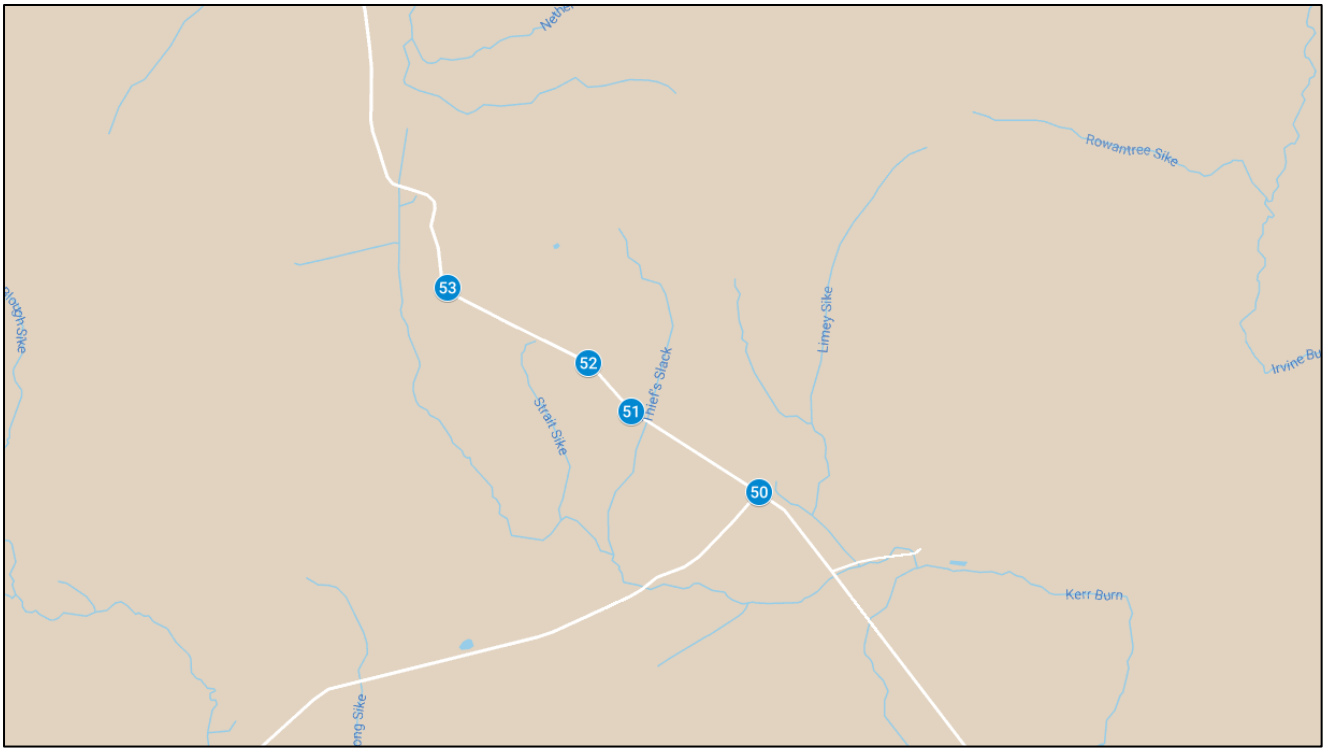
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Kerr Burn
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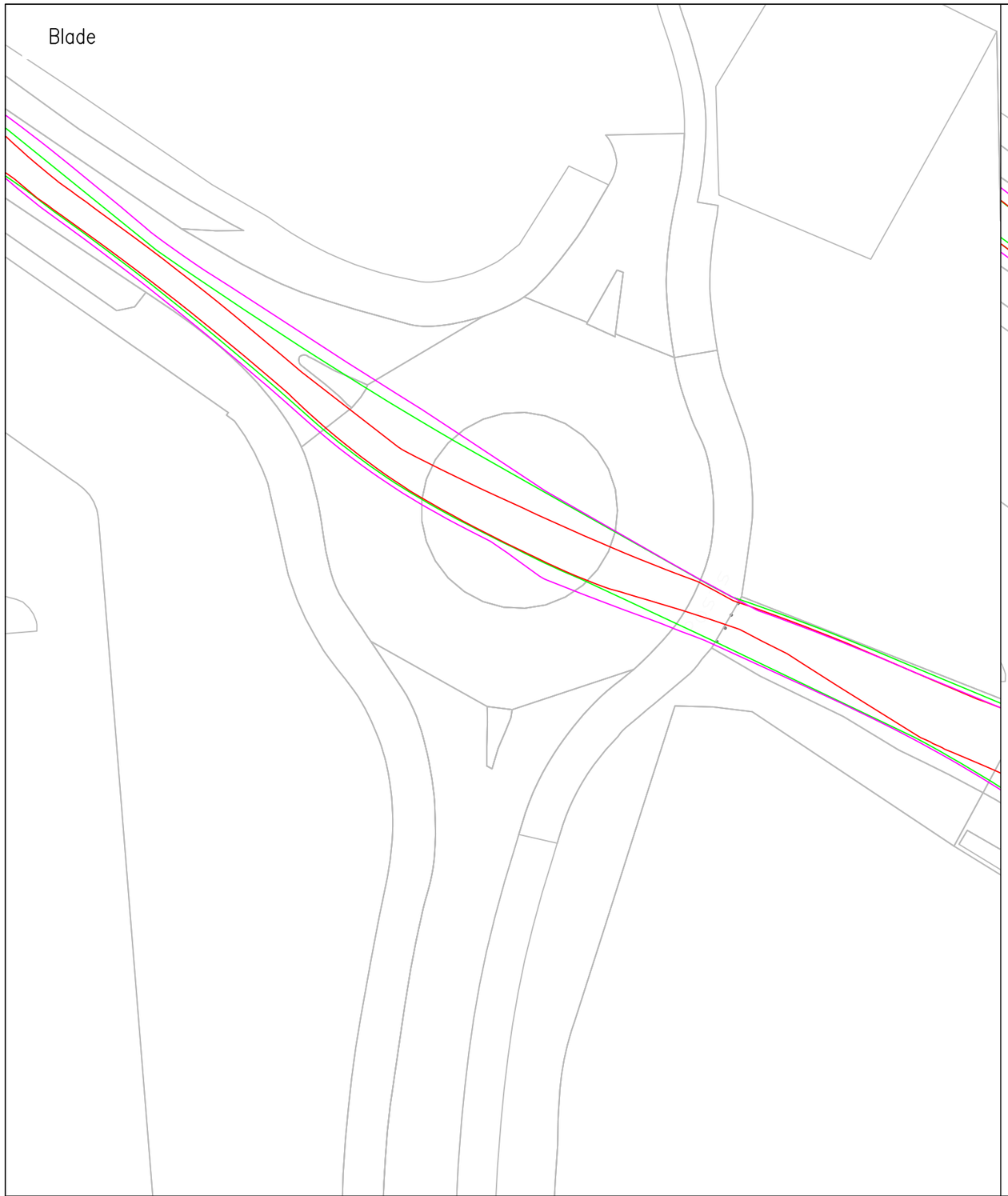
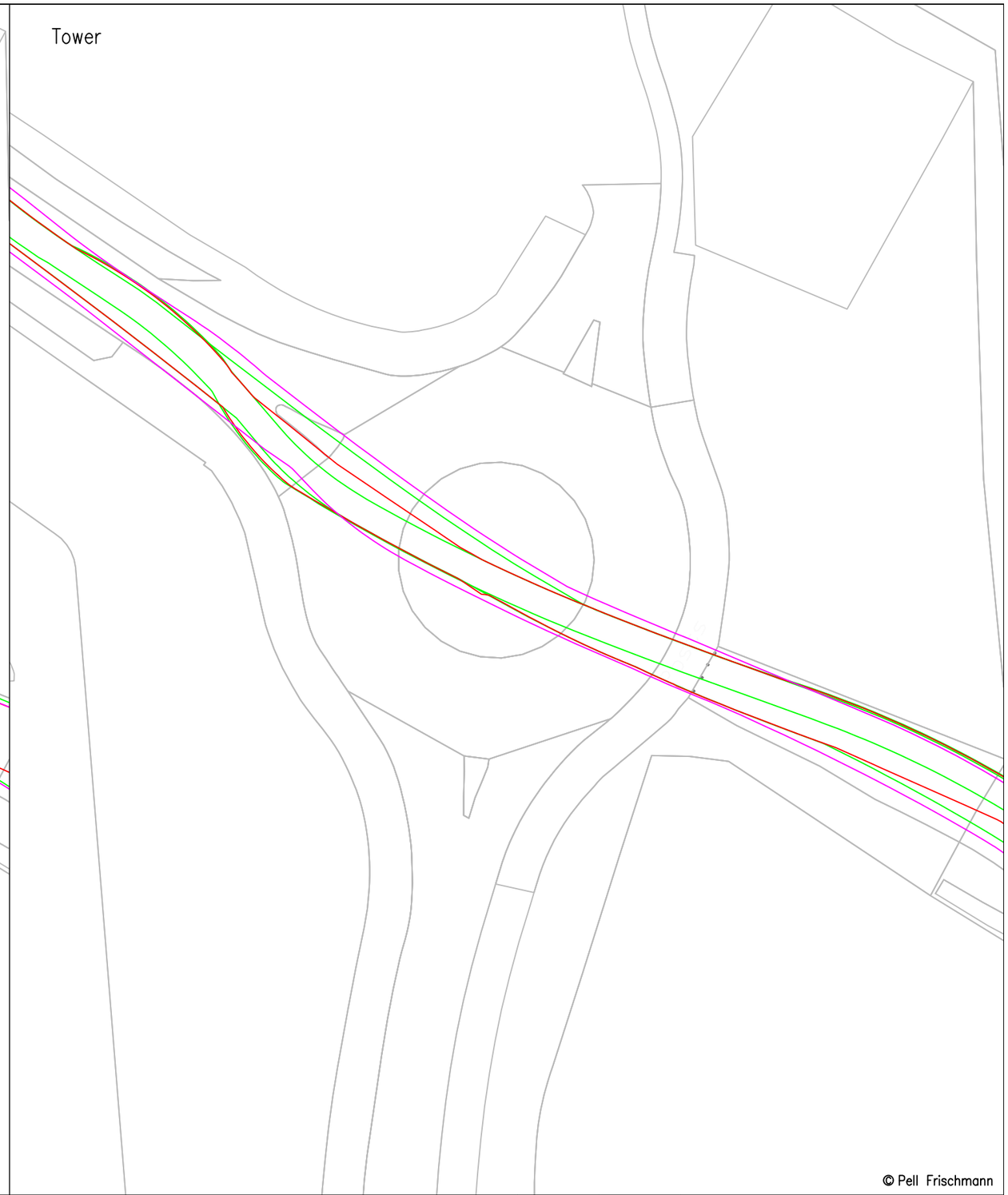
Appendix B Swept Path Assessments





Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Port Exit – Kings Inch Drive Roundabout 1

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		1

Scale: 1:500 @ A3

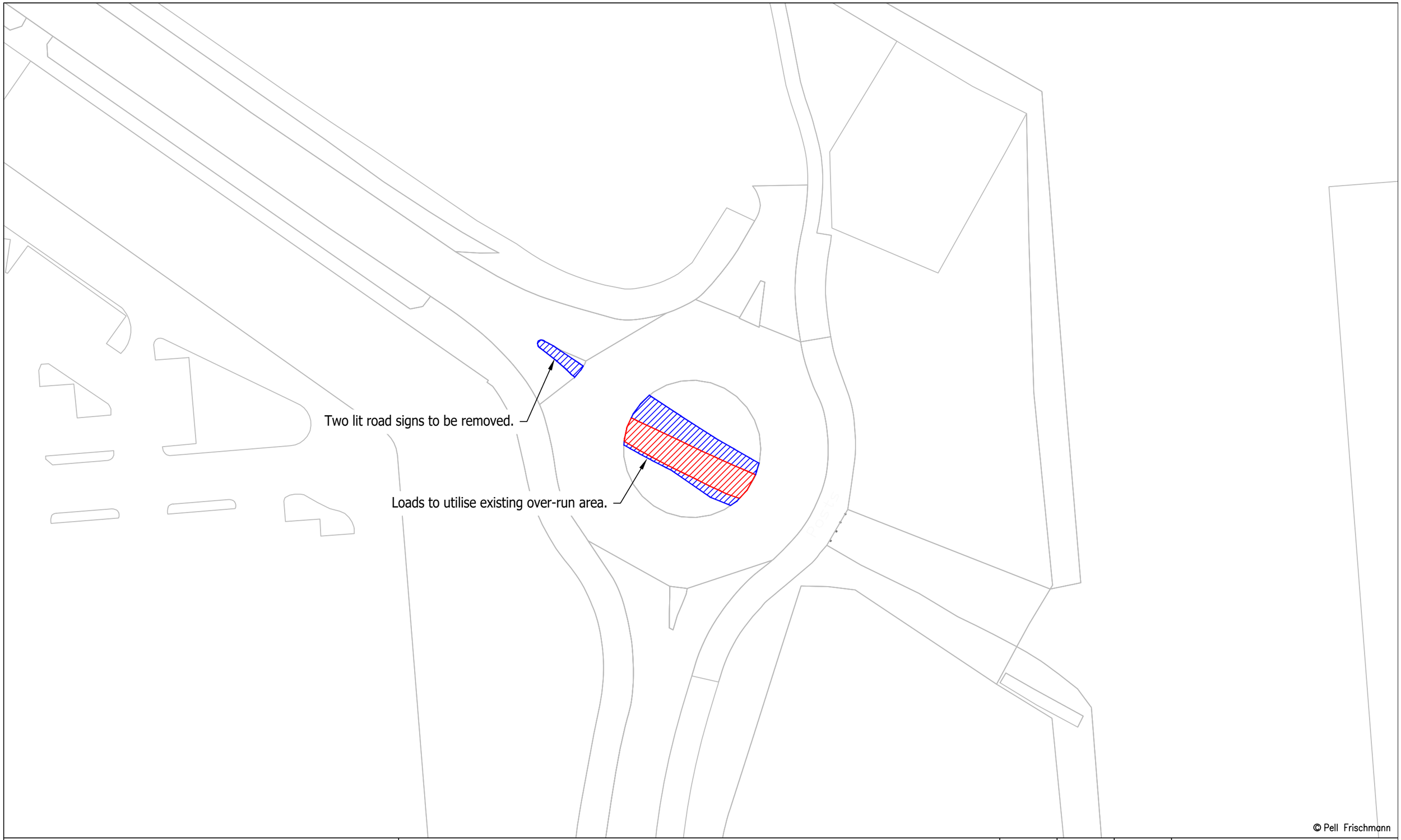
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK01

Notes:
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.

Revision: XXX



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive Roundabout 1

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		1

Scale: 1:500 @ A3

File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

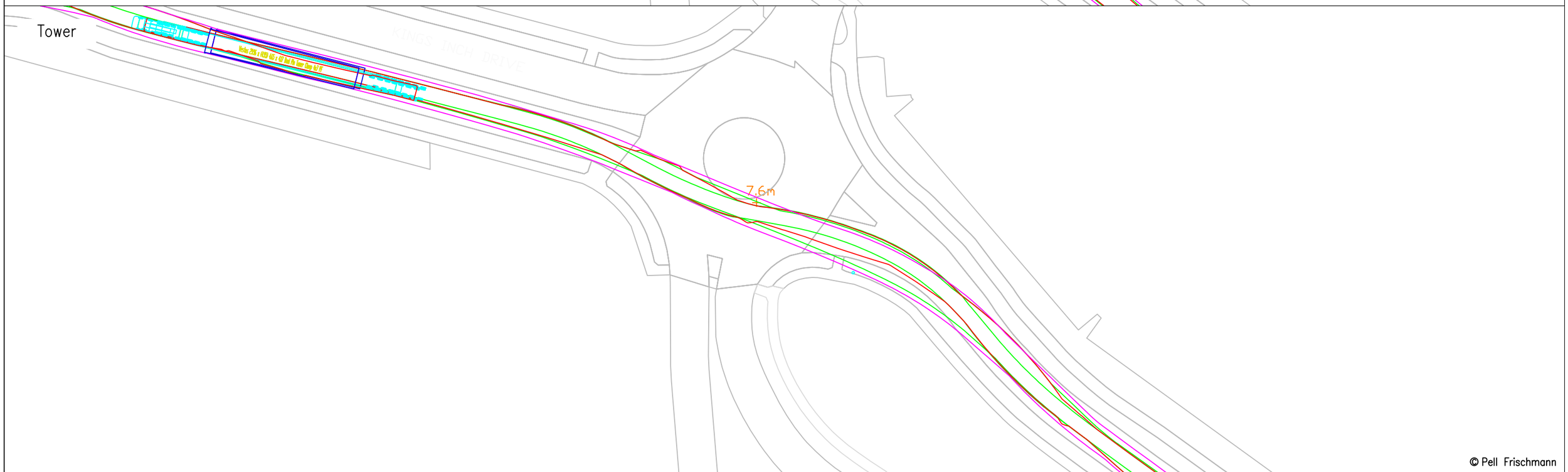
Drawing No.: SK01A

Notes:
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.

Revision: XXX

Blade

Tower



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Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive Roundabout 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		2

Scale: 1:750 @ A3

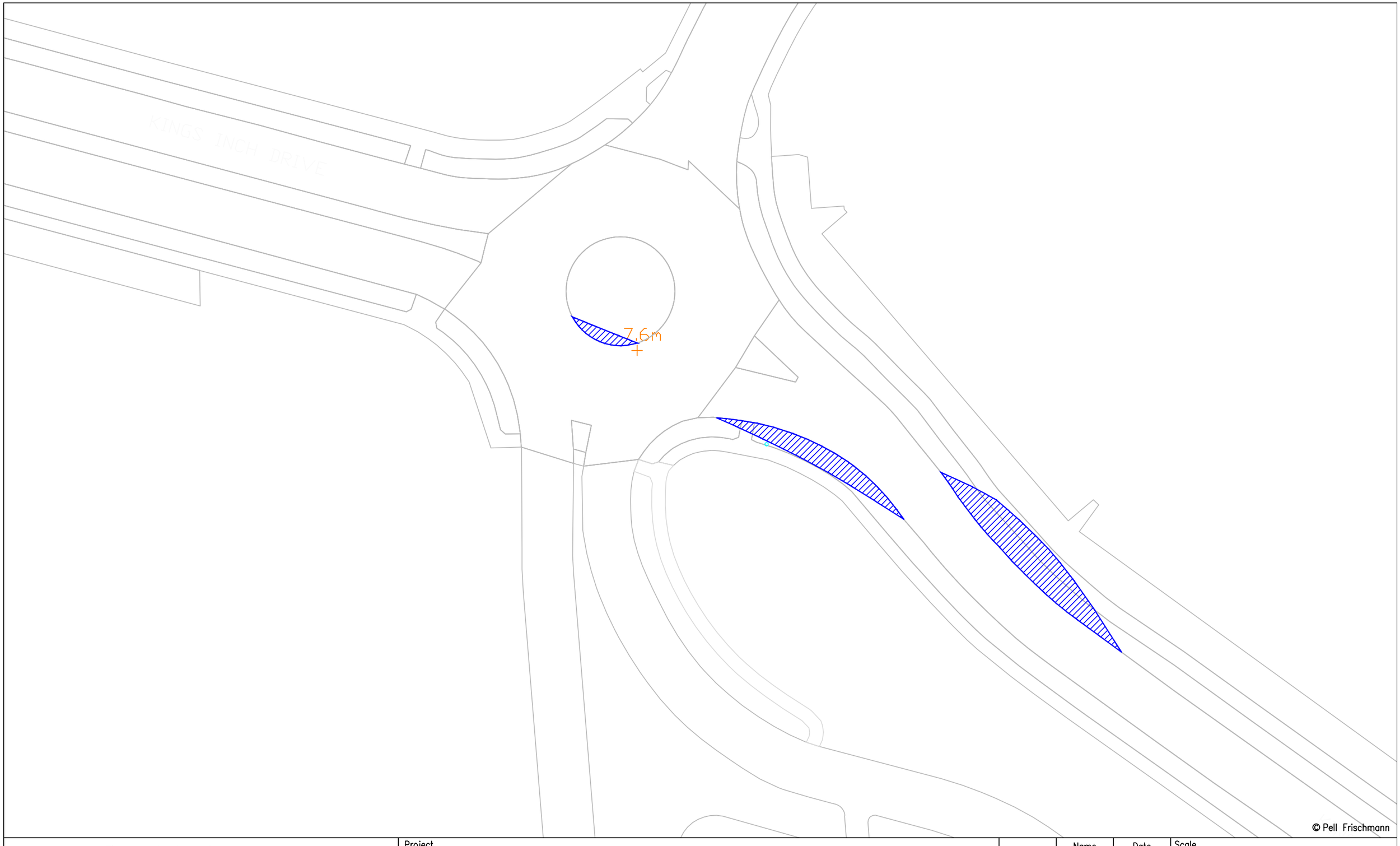
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK02

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive Roundabout 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		2

Scale: Custom @ A3

File No: 22108 Solwaybank SPA planning.dwg

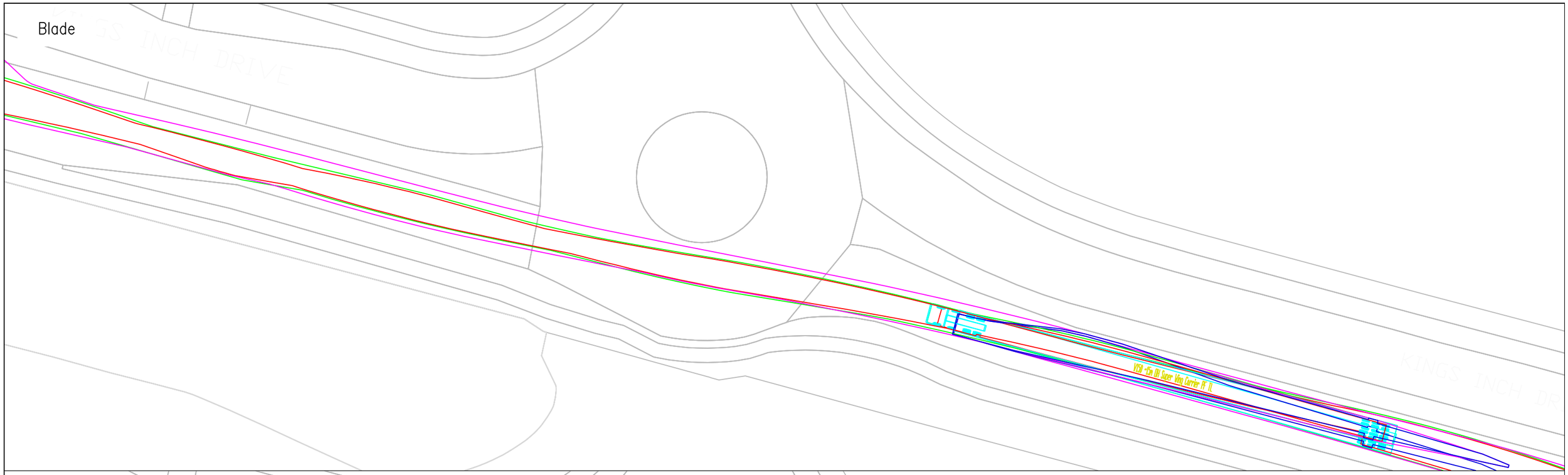
Drawing Status: Draft

Drawing No.: SK02A

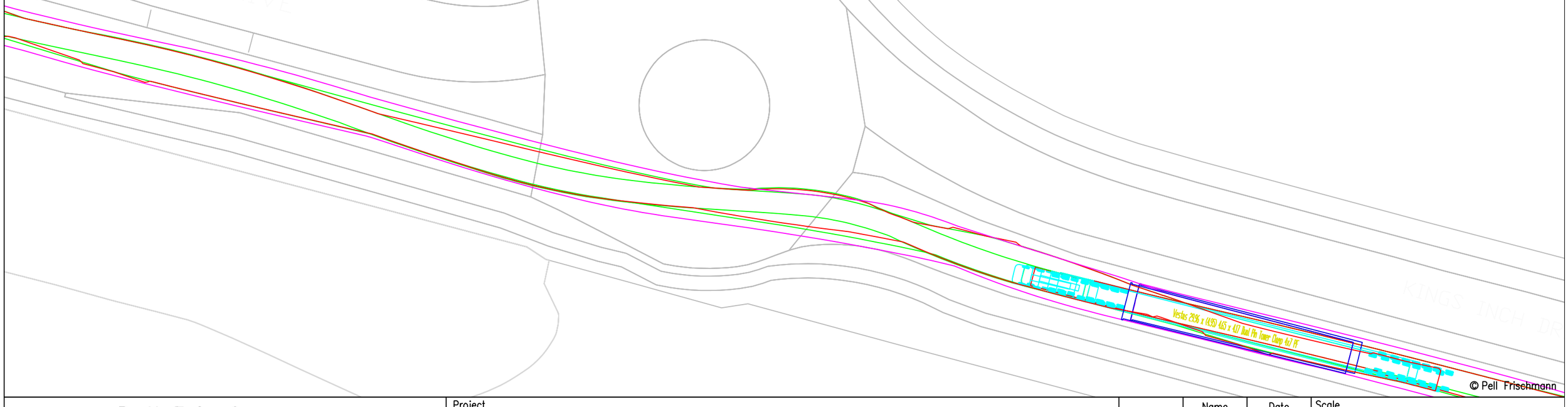
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive Roundabout 3

NO MITIGATION REQUIRED

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		3

Scale: 1:500 @ A3

File No: 22108 Solwaybank SPA planning.dwg

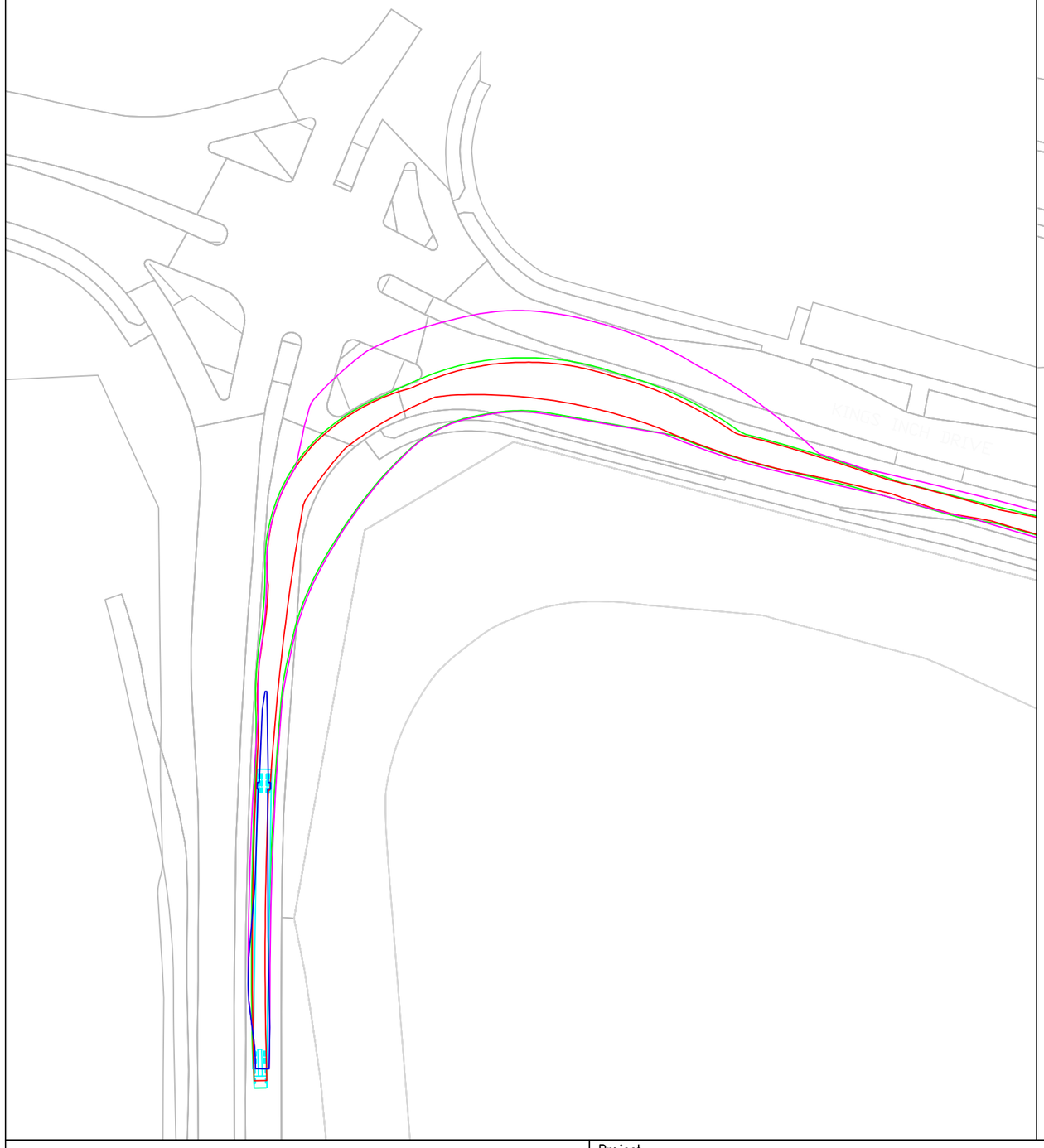
Drawing Status: Draft

Drawing No.: SK03

Notes:
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.

Revision: XXX

Blade



Tower

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93 GEORGE STREET, EDINBURGH, EH2 3ES
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive / Mayo Avenue Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		4

Scale: 1:1000 @ A3

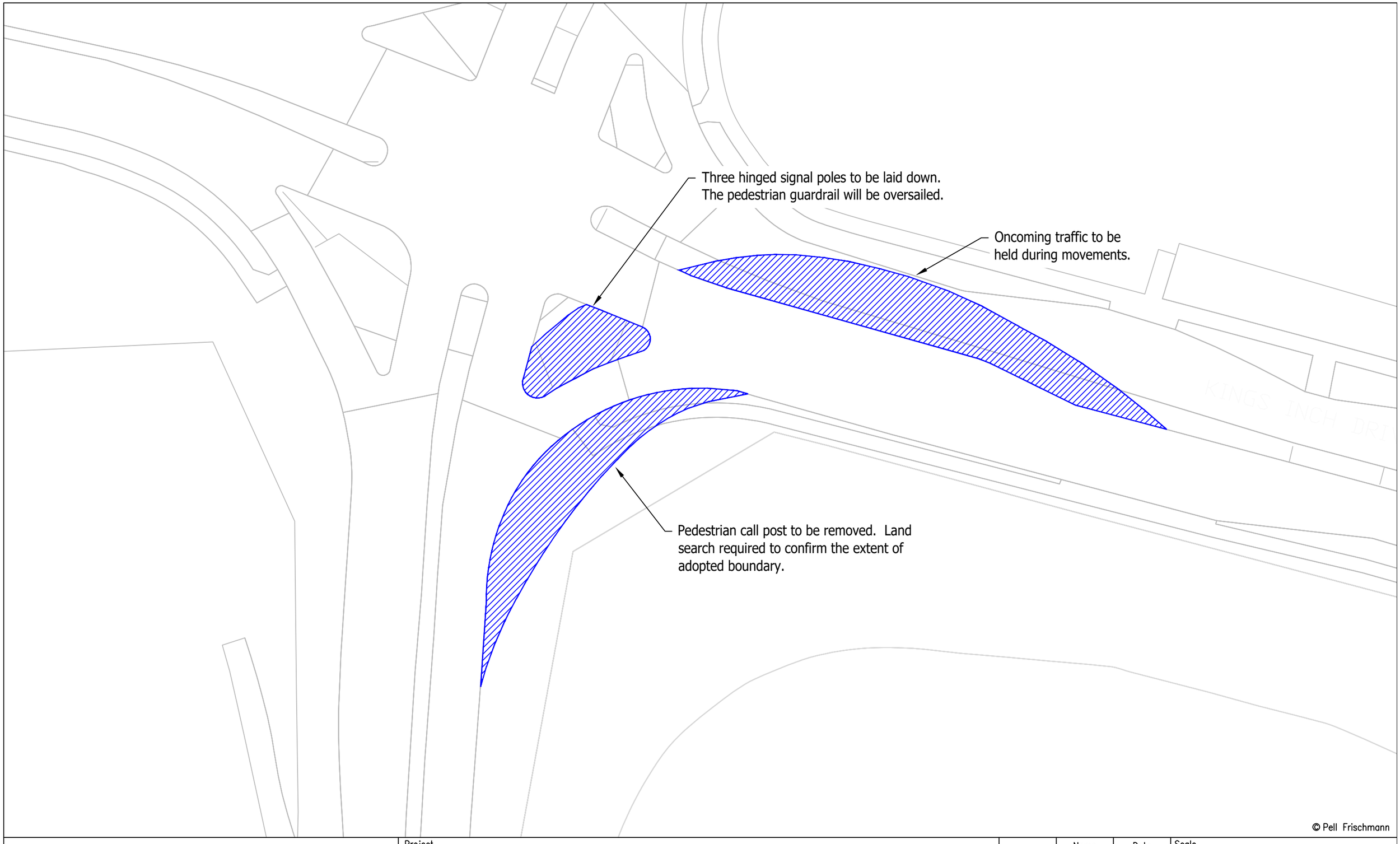
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK04

Notes:
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.

Revision: XXX



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Tel: +44 (0)131 240 1270
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Kings Inch Drive / Mayo Avenue Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		4

Scale: 1:500 @ A3

File No. 22108 Solwaybank SPA planning.dwg

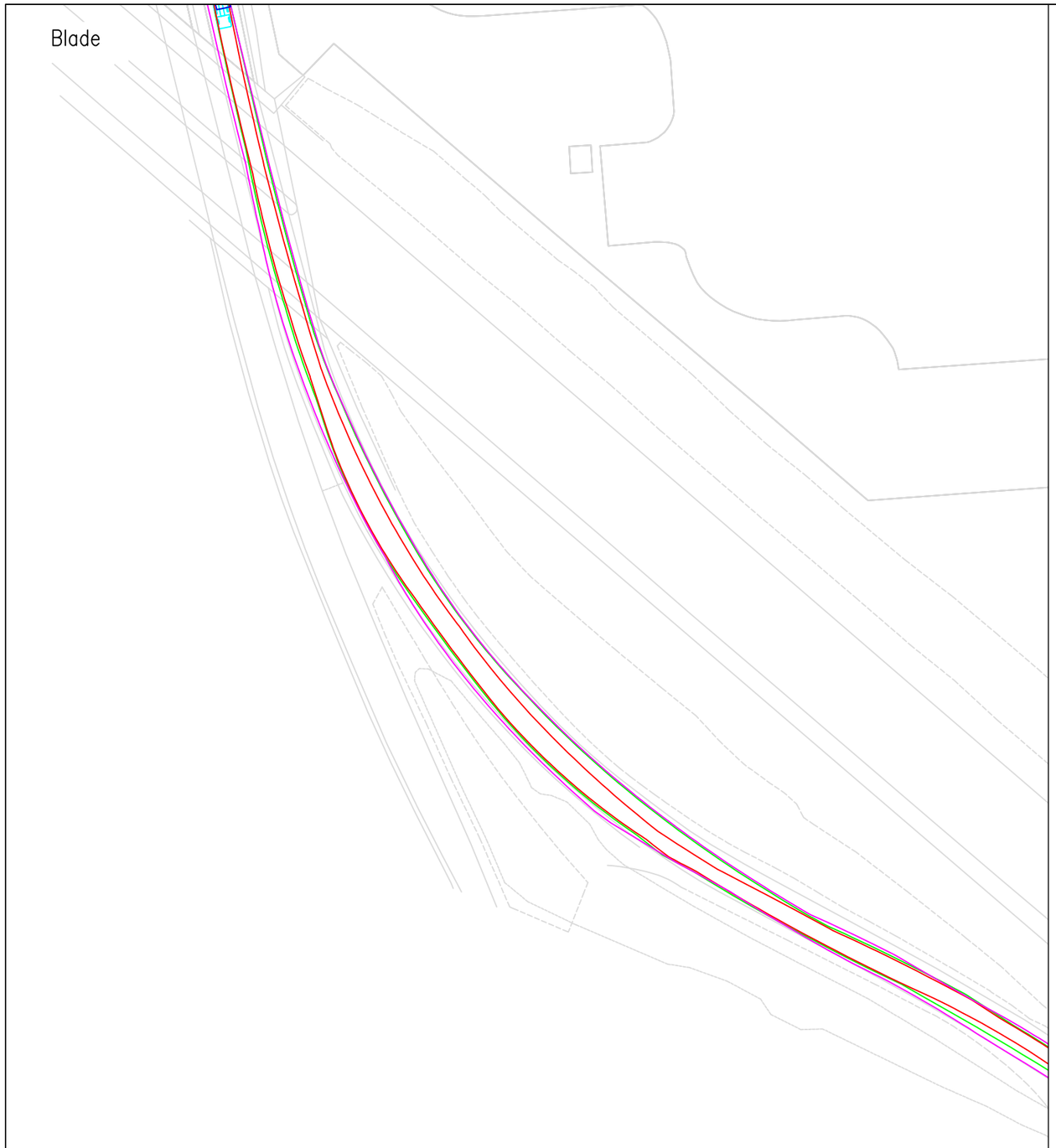
Drawing Status: Draft

Drawing No.: SK04A

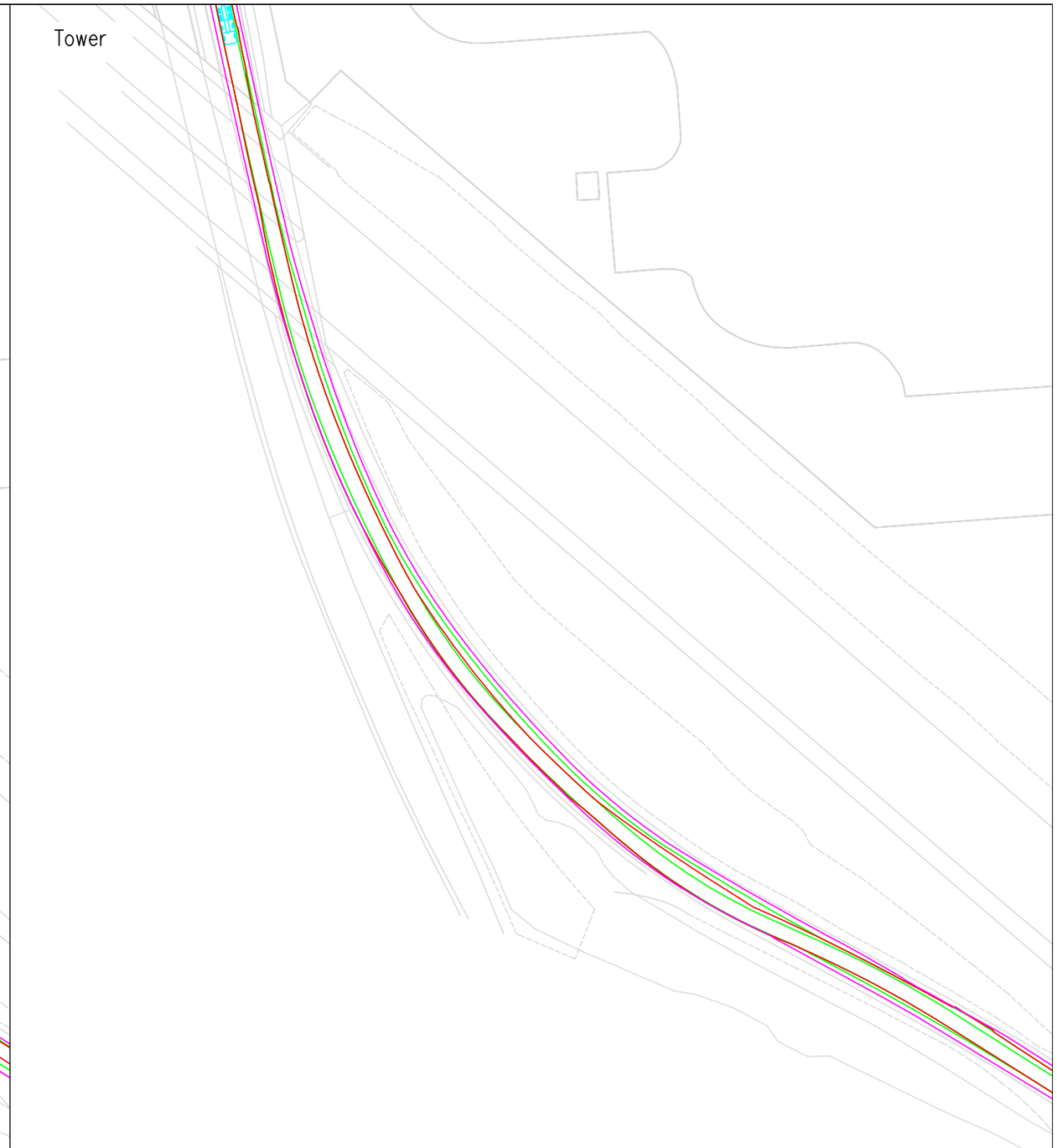
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH, EH2 3ES
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Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Merge onto the M8

NO MITIGATION REQUIRED

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		5

Scale: 1:1000 @ A3

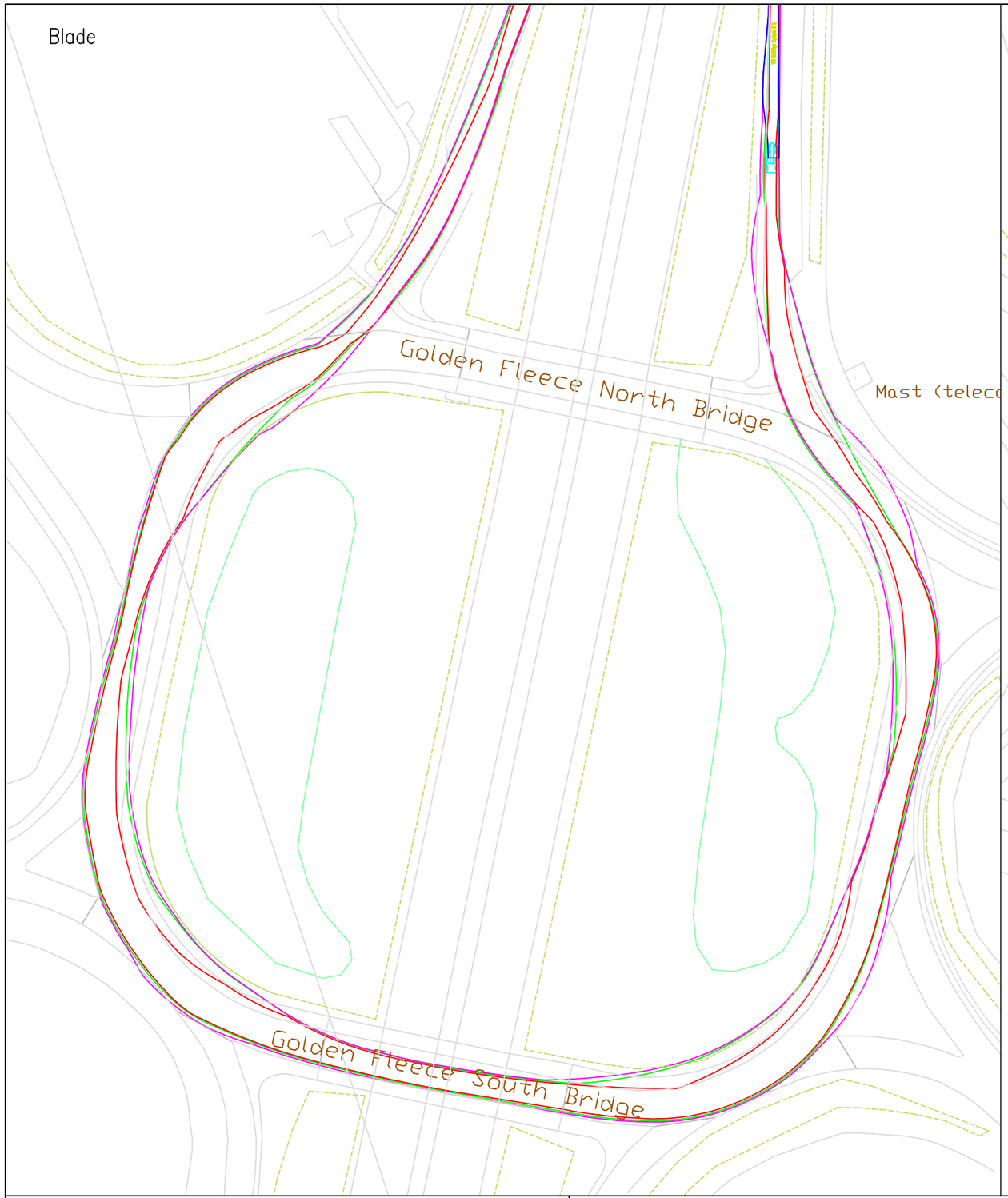
File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK05

Notes:
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.

Revision: XXX



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Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: M6 – Golden Fleece Roundabout

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		27

Scale: 1:1250 @ A3

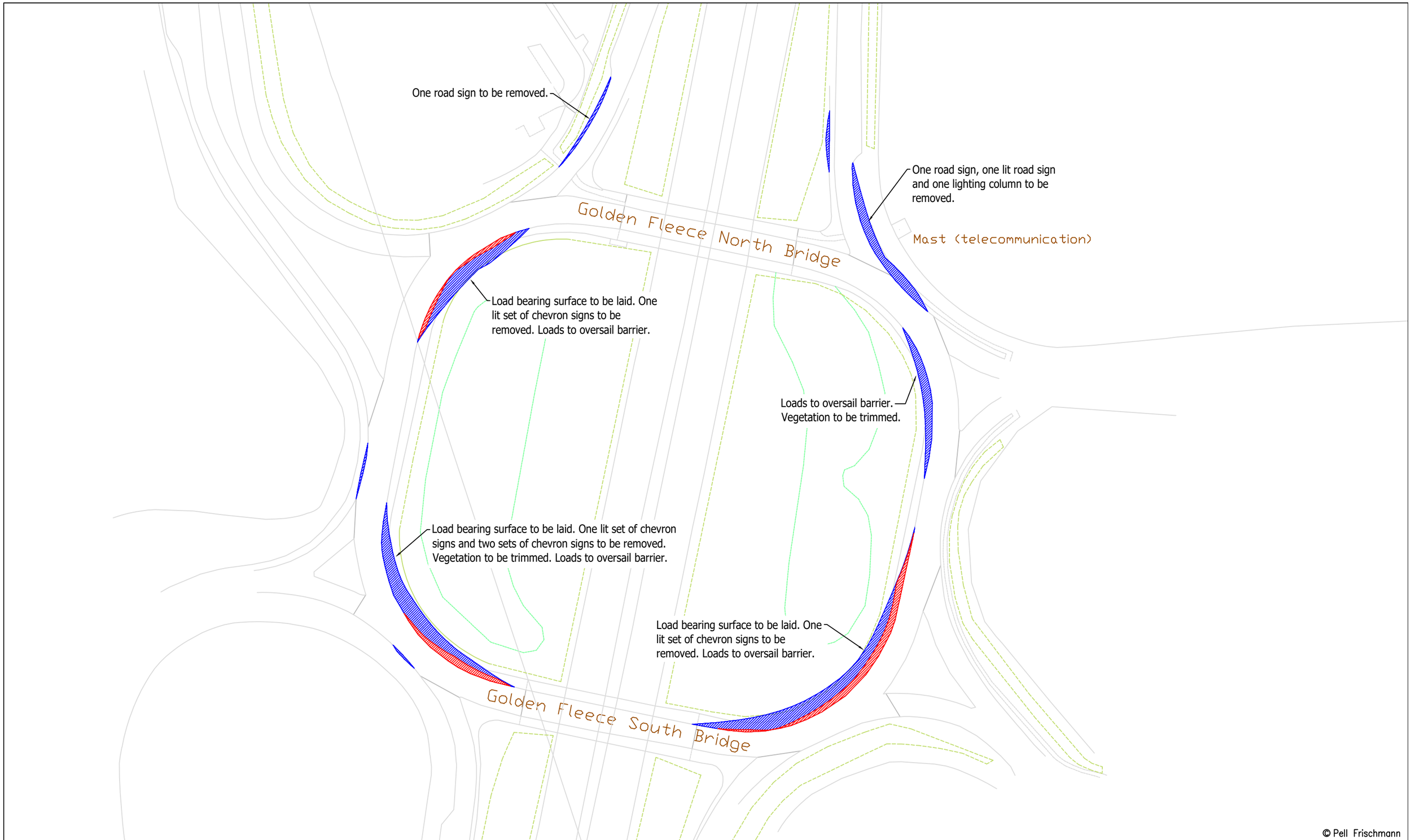
File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK23

Notes:
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.

Revision: XXX



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Tel: +44 (0)131 240 1270
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: M6 – Golden Fleece Roundabout

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		27

Scale: 1:1250 @ A3

File No: 22108 Solwaybank SPA planning.dwg

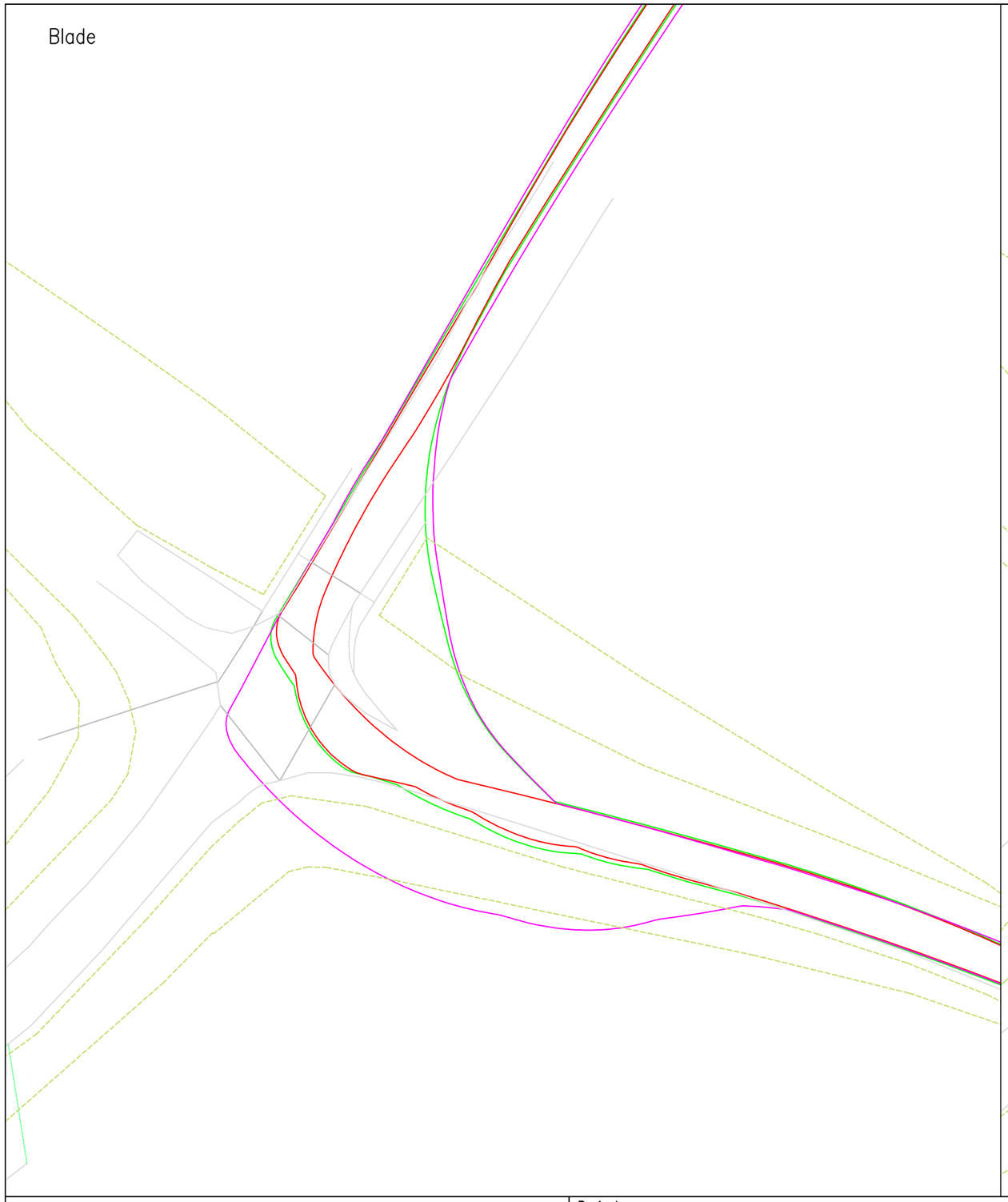
Drawing Status: Draft

Drawing No.: SK23A

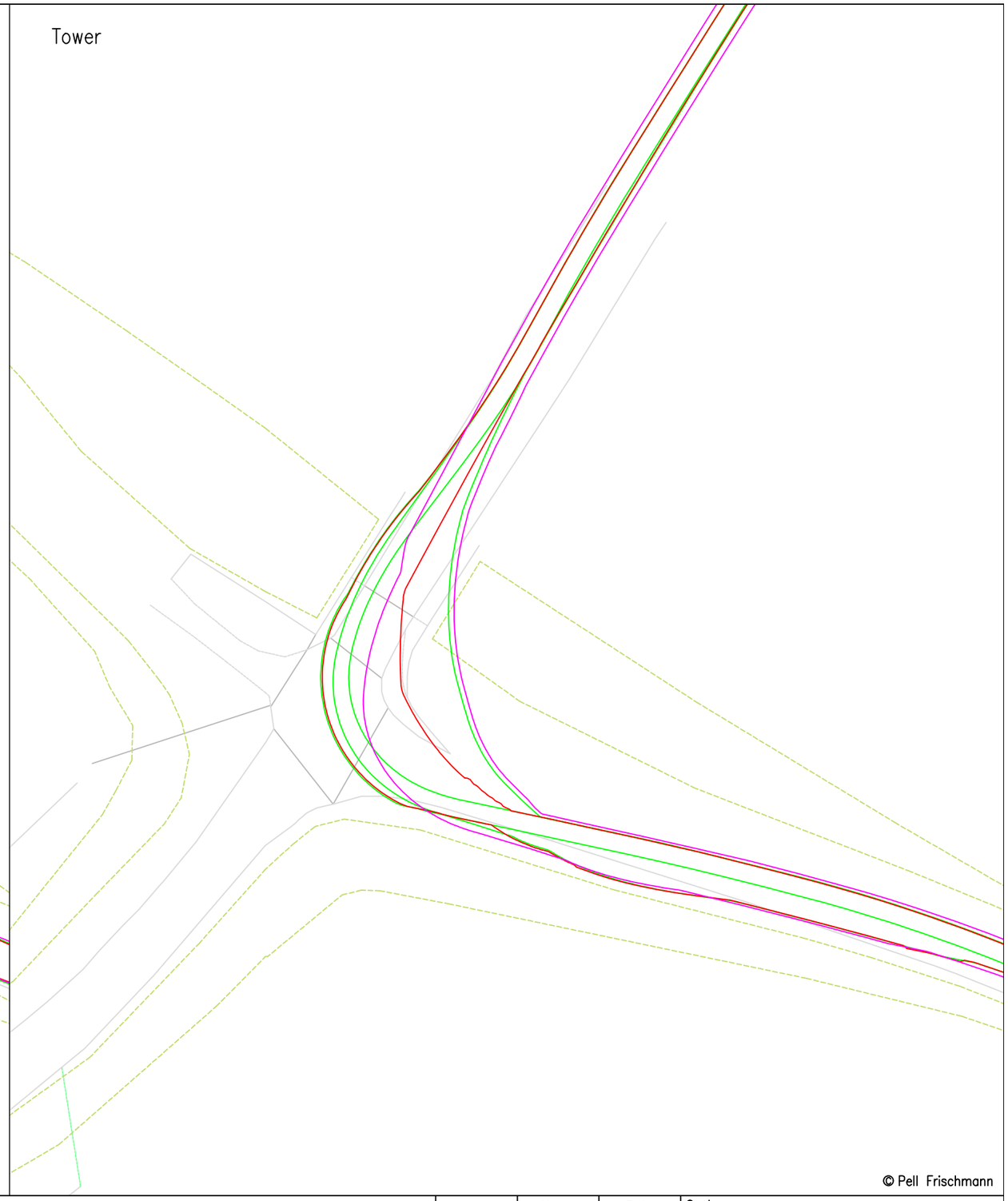
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: M6 Junction 45 – NB Off-slip

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		28

Scale: 1:750 @ A3

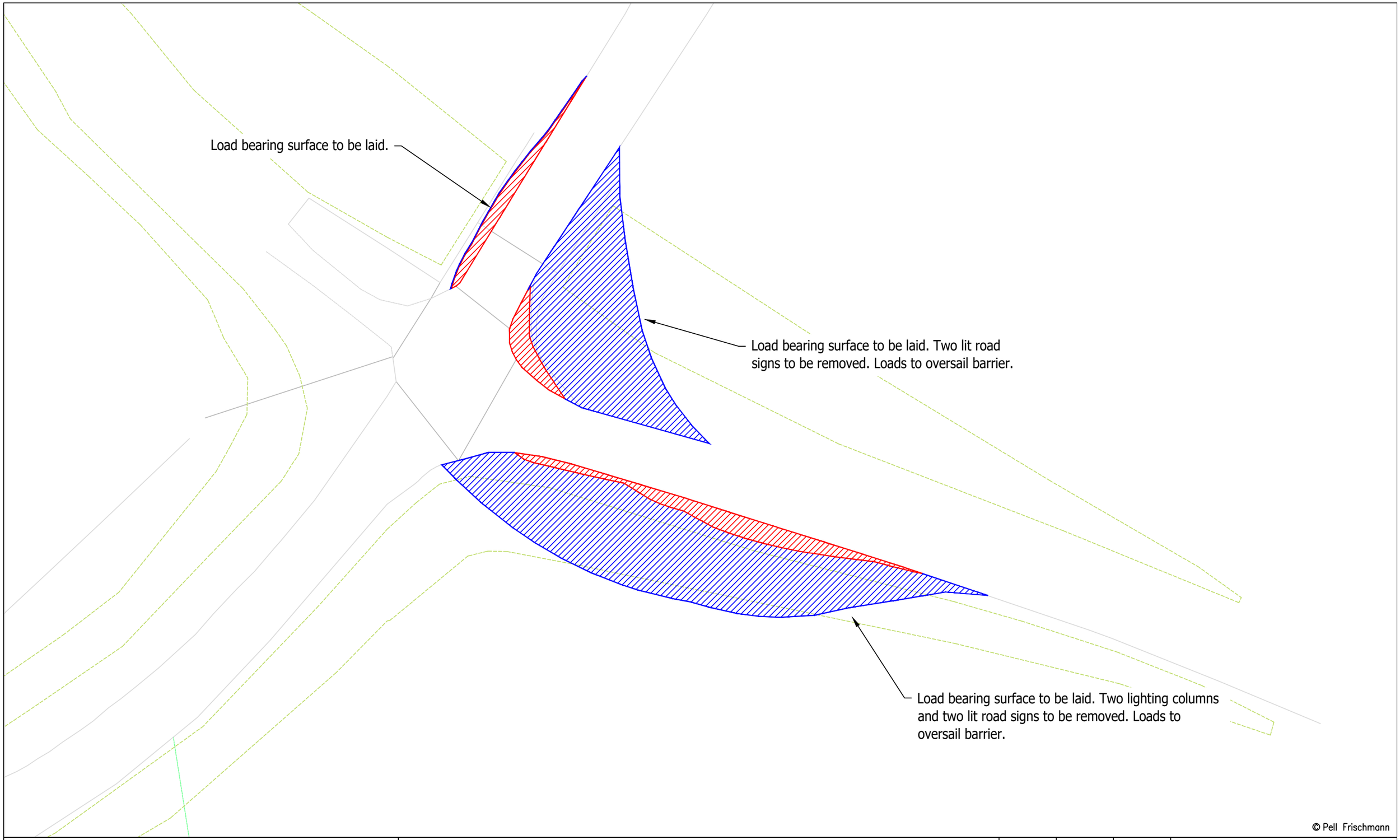
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK24

Notes:
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.

Revision: XXX



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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: M6 Junction 45 – NB Off–slip

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		28

Scale: 1:500 @ A3

File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

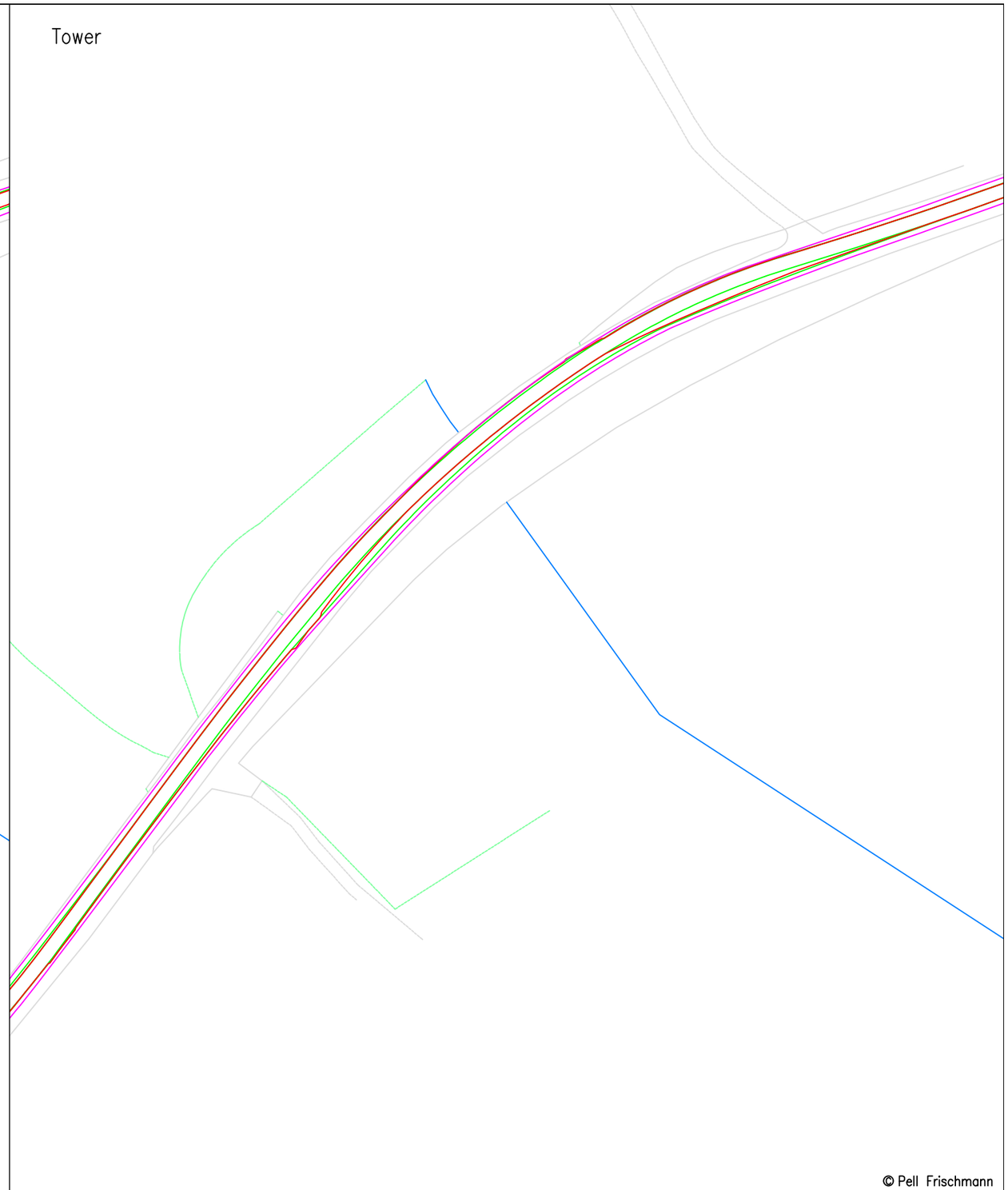
Drawing No.: SK24A

Notes:
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.

Revision: XXX

Blade

Tower



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Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A6071 – Caldron Ditch

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		29 & 30

Scale: 1:1000 @ A3

File No: 22108 Solwaybank SPA planning.dwg

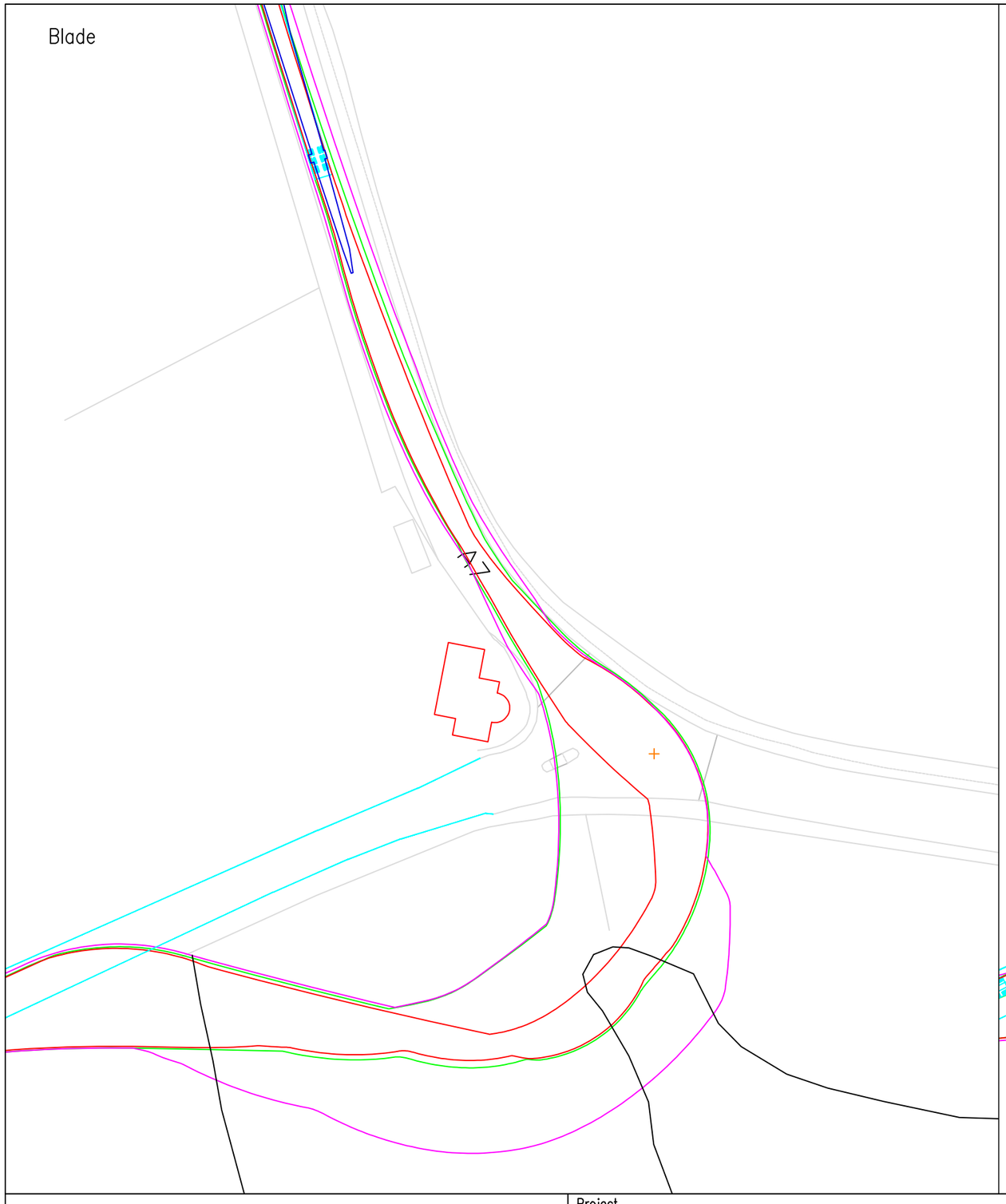
Drawing Status: Draft

Drawing No.: SK25

Notes:
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.

Revision: XXX

Blade



Tower

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A6071/A7 Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		32

Scale: 1:750 @ A3

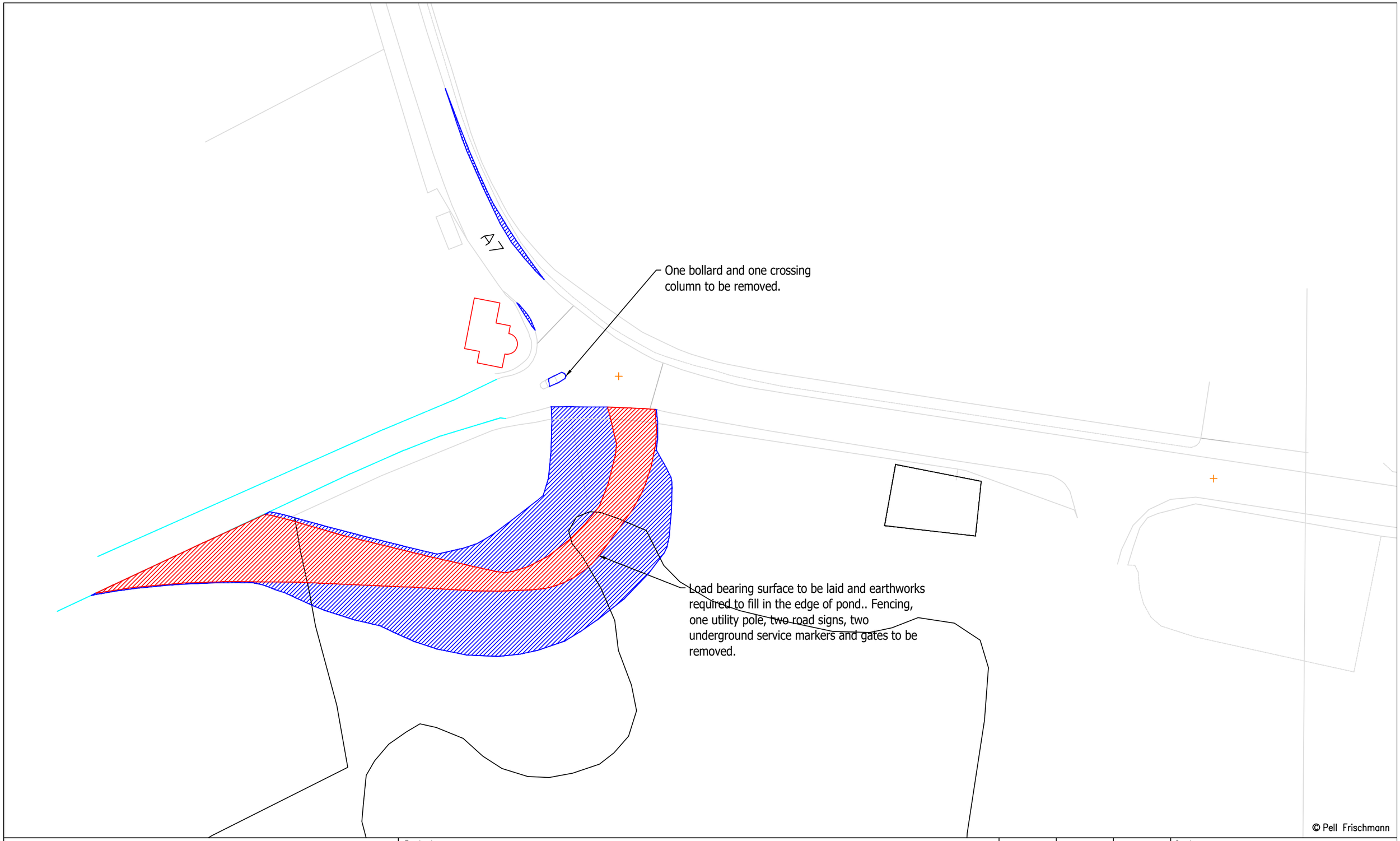
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK26

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A6071/A7 Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		32

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

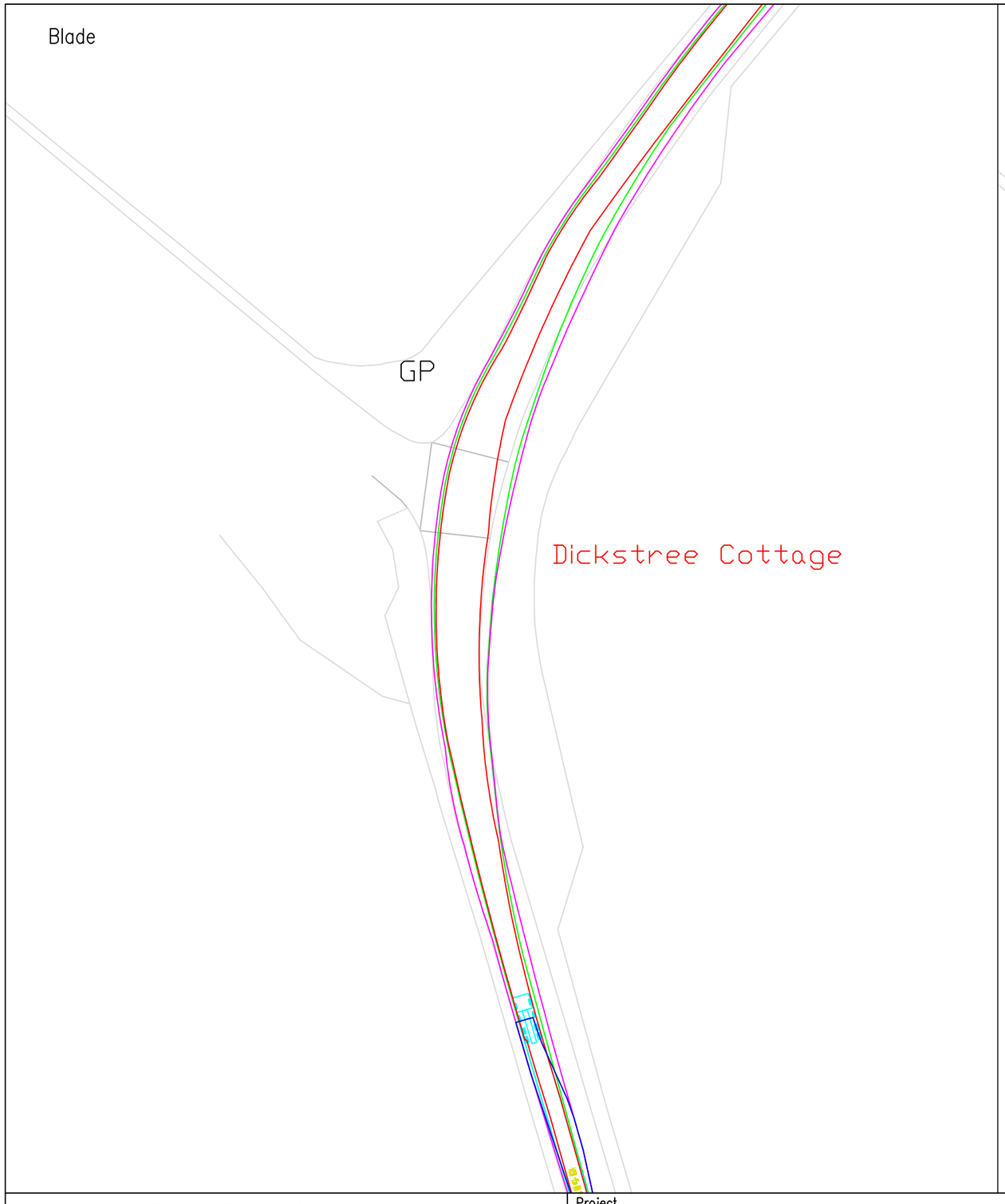
Drawing Status: Draft

Drawing No.: SK26A

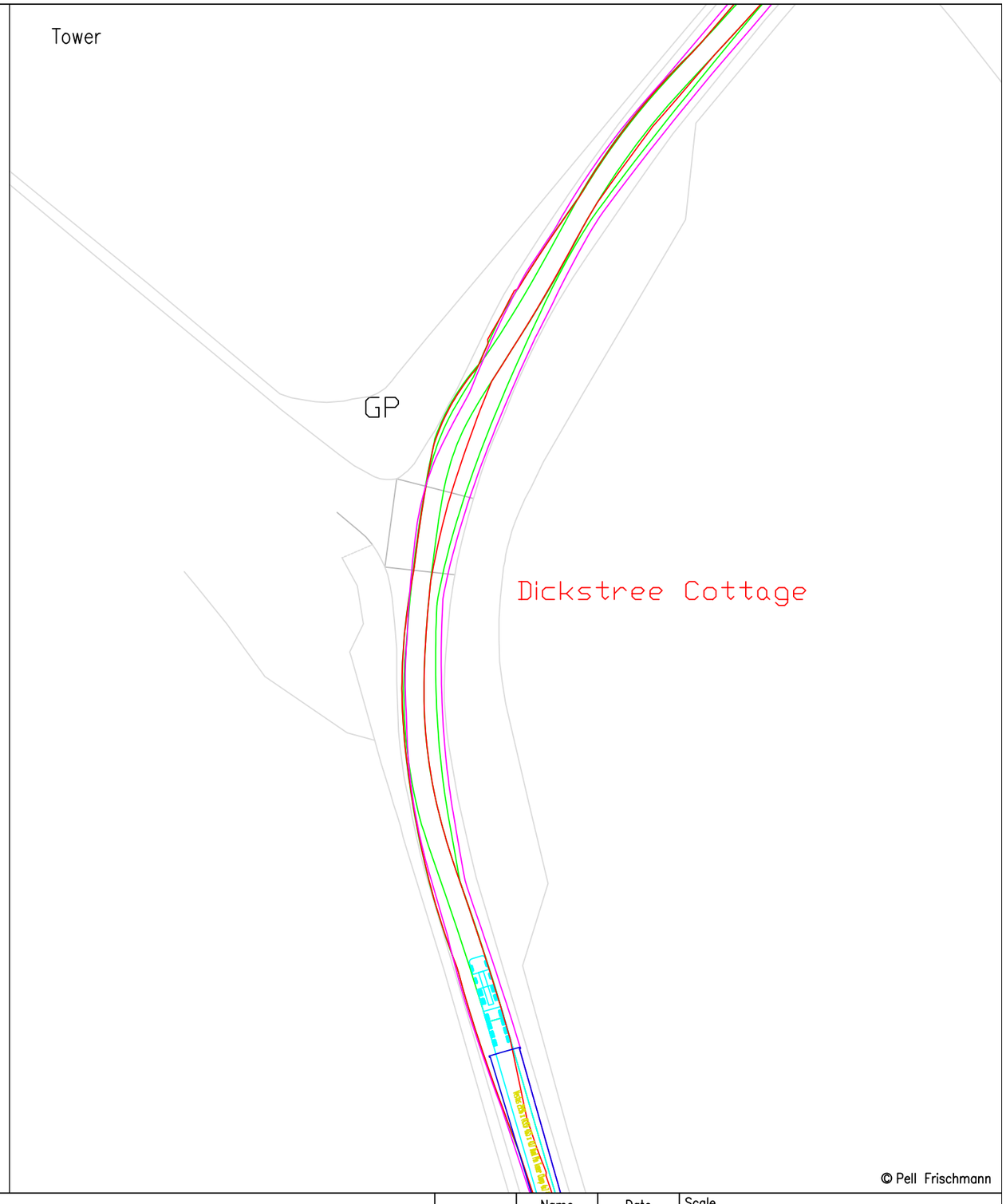
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH. EH2 3ES
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Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7 – Dickstree Cottage

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		33

Scale: 1:750 @ A3

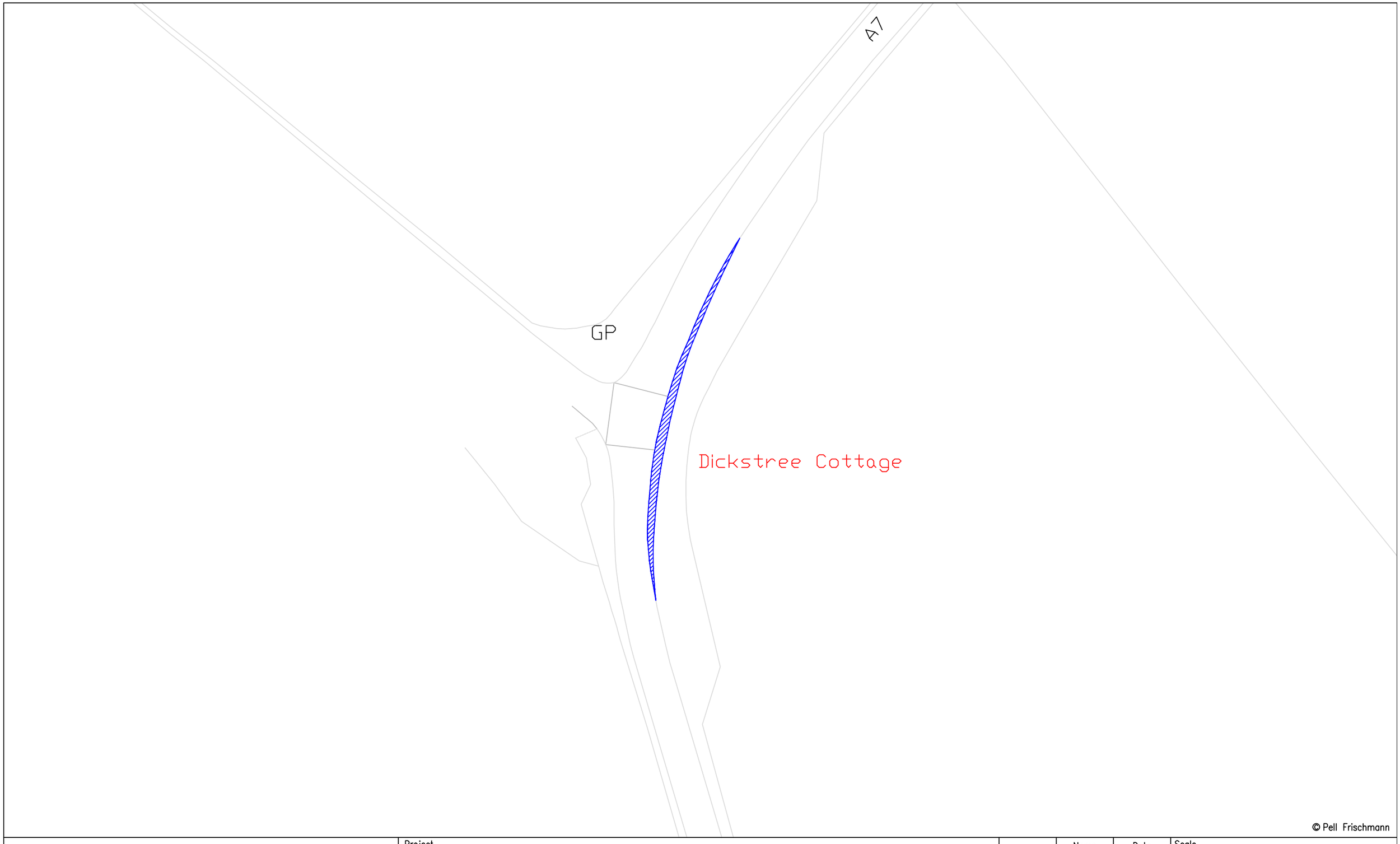
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK27

Notes:
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.

Revision: XXX



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Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7 – Dickstree Cottage

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		33

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK27A

Notes:
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.

Revision: XXX

Blade

Tower

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7 – Scotland/England Border

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		36 & 37

Scale: 1:1250 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK28

Notes:
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.

Revision: XXX

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7 – Scotland/England Border

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		36 & 37

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

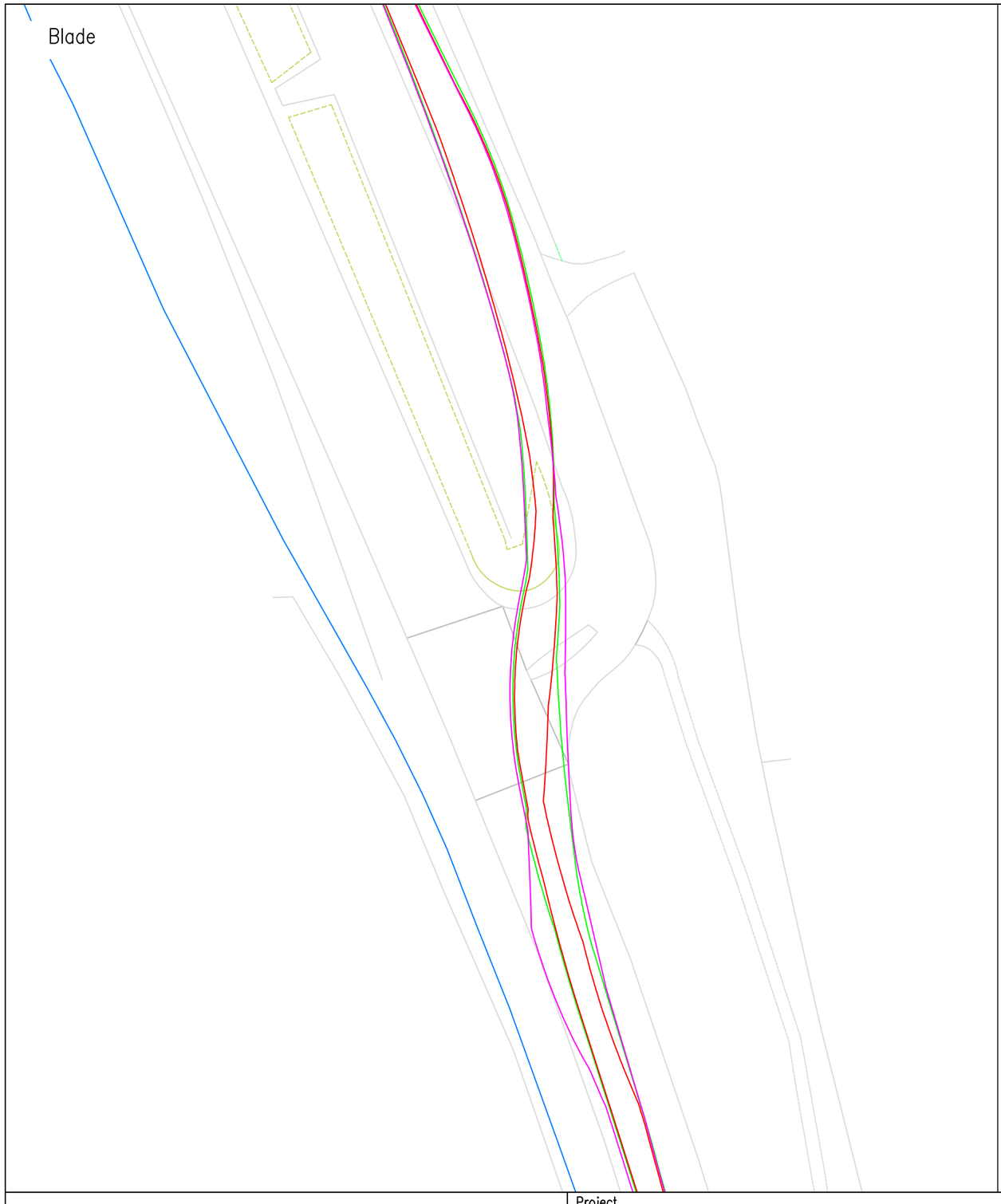
Drawing Status: Draft

Drawing No.: SK28A

Notes:
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.

Revision: XXX

Blade



Tower

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93 GEORGE STREET, EDINBURGH. EH2 3ES
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www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7/Auchenrivock Road Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		38

Scale: 1:750 @ A3

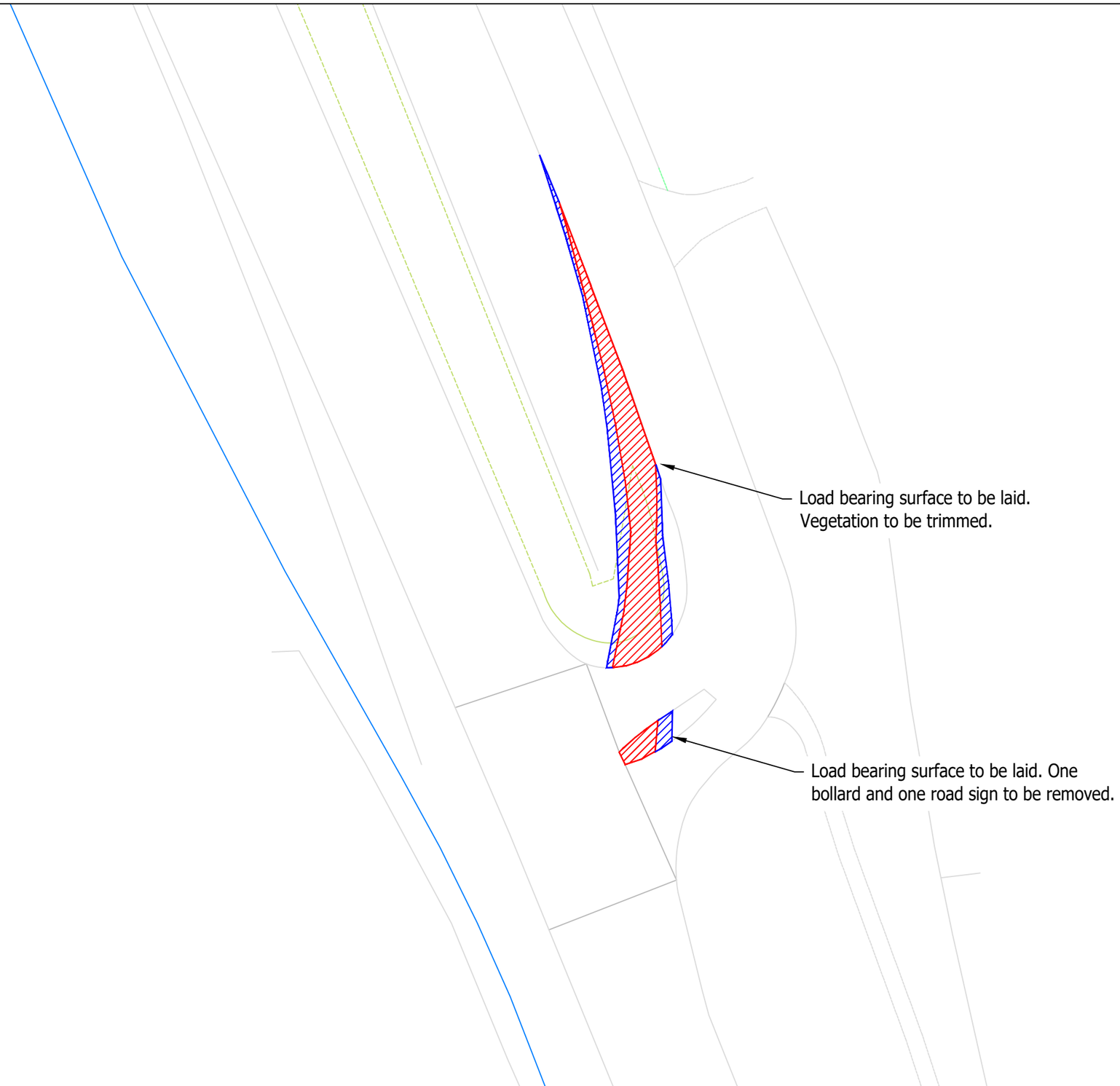
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK29

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: A7/Auchenrivock Road Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		38

Scale: 1:500 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK29A

Notes:
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.

Revision: XXX

Blade

Tower

60.6m

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – West of River Esk

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		39

Scale: 1:750 @ A3

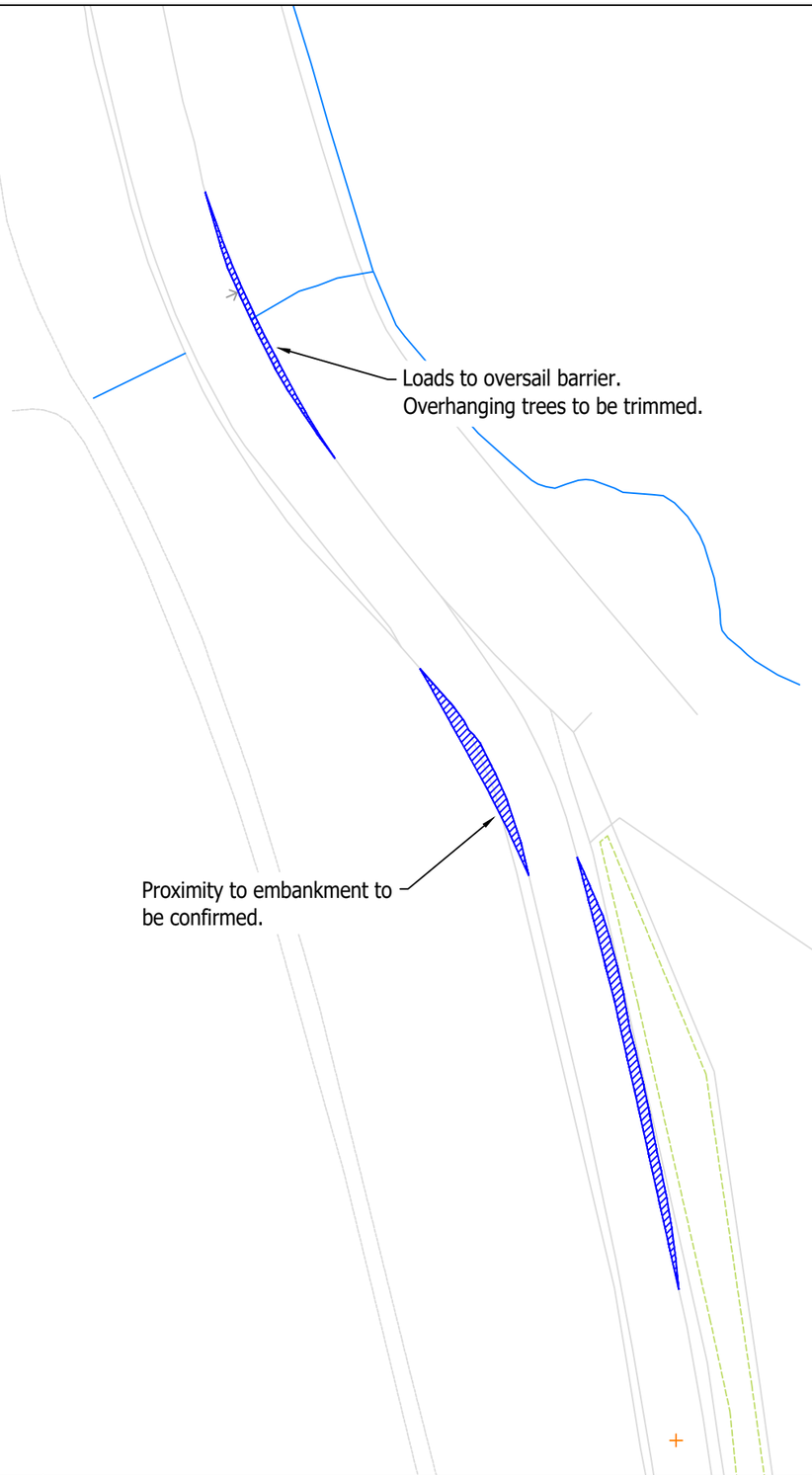
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK30

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – West of River Esk

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		39

Scale: 1:750 @ A3

File No. 22108 Solwaybank SPA planning.dwg

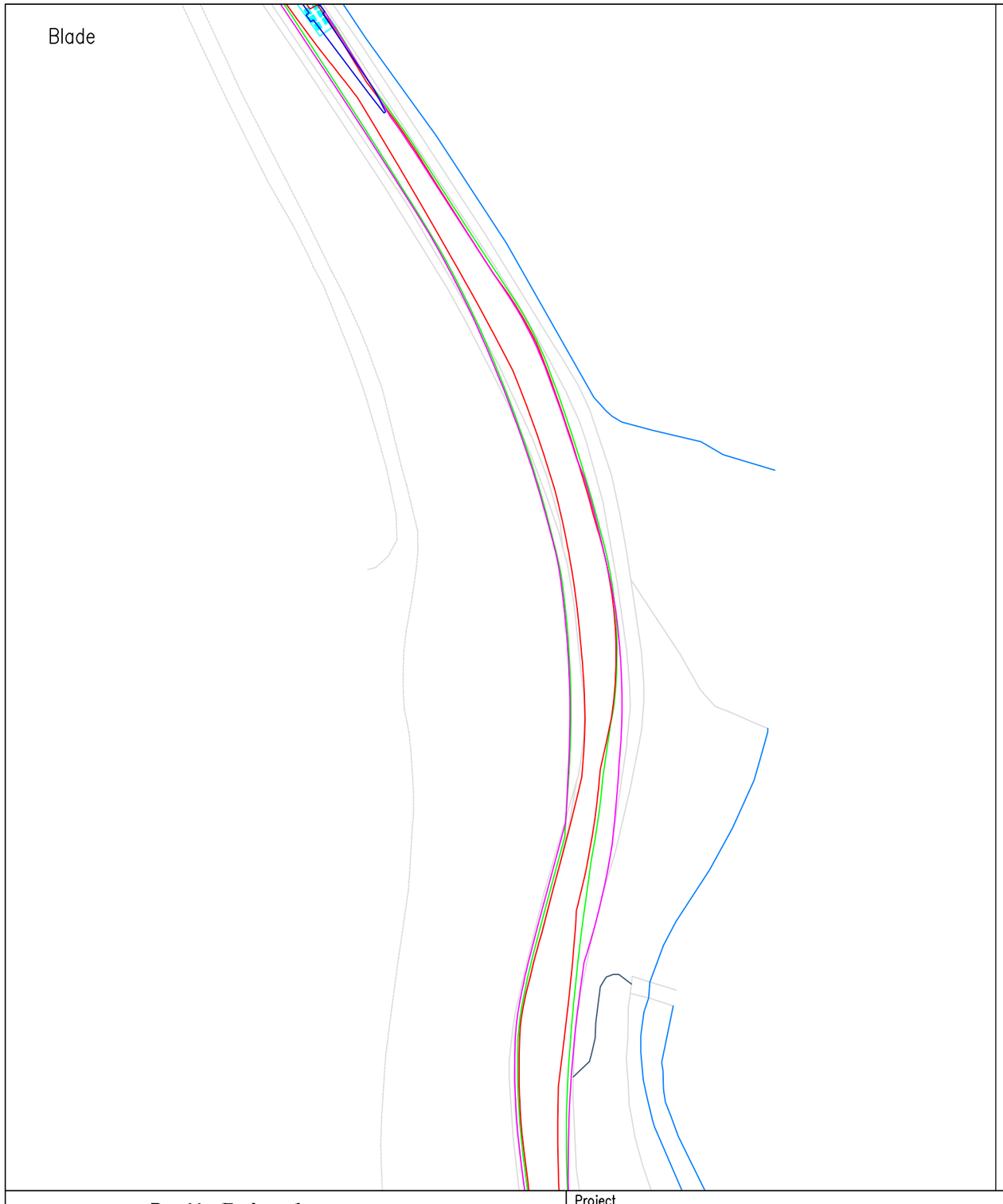
Drawing Status: Draft

Drawing No.: SK30A

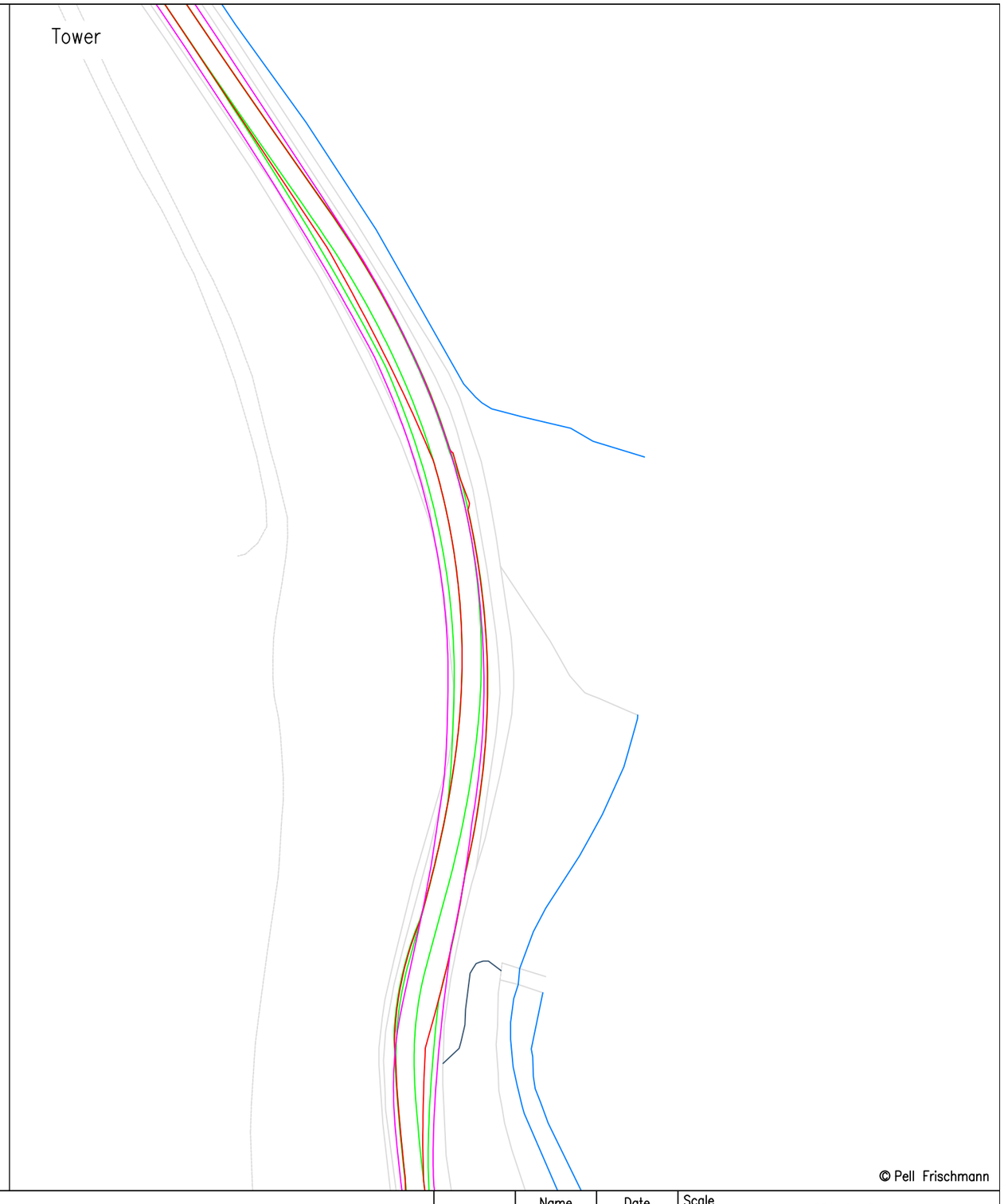
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – South of Irvine Burn

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		40

Scale: 1:750 @ A3

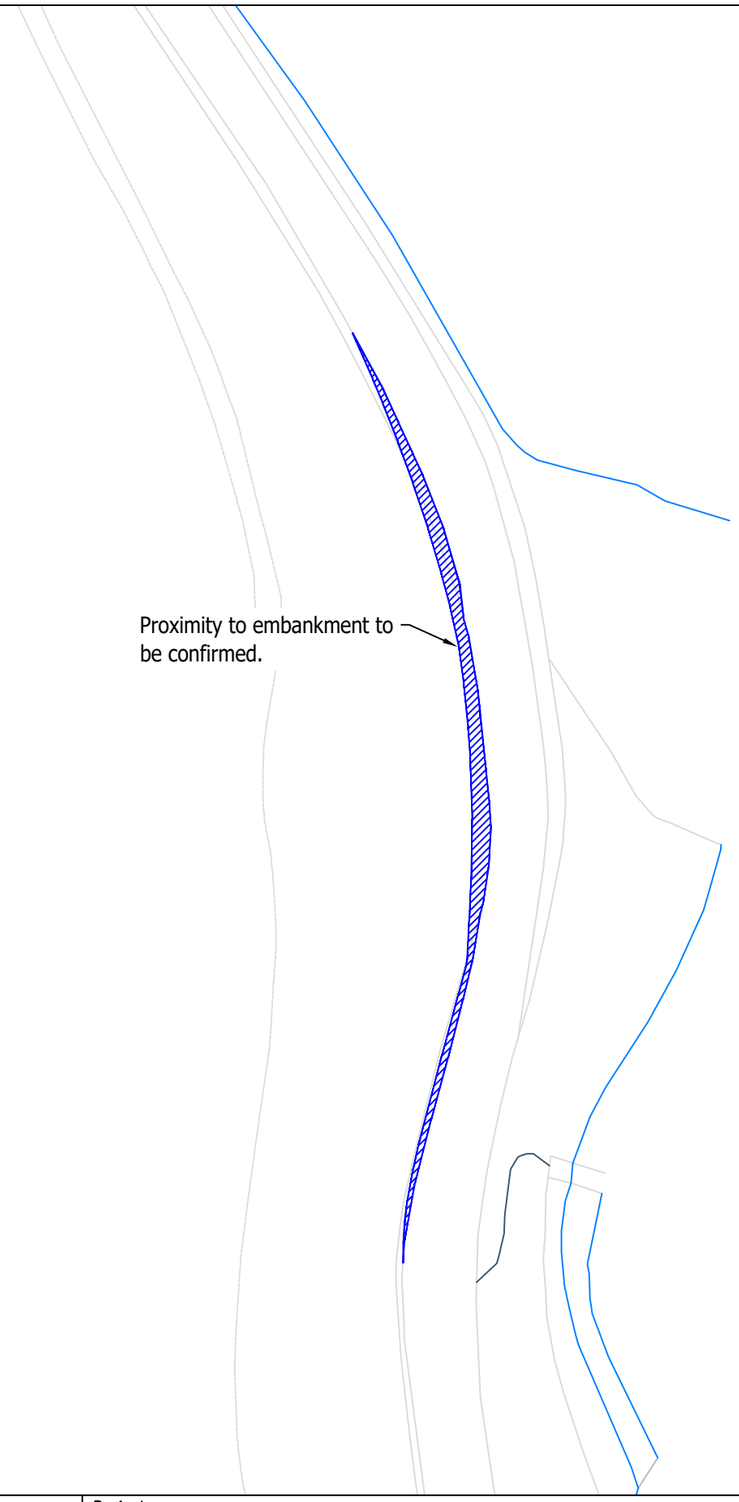
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK31

Notes:
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.

Revision: XXX



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www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – South of Irvine Burn

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		40

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

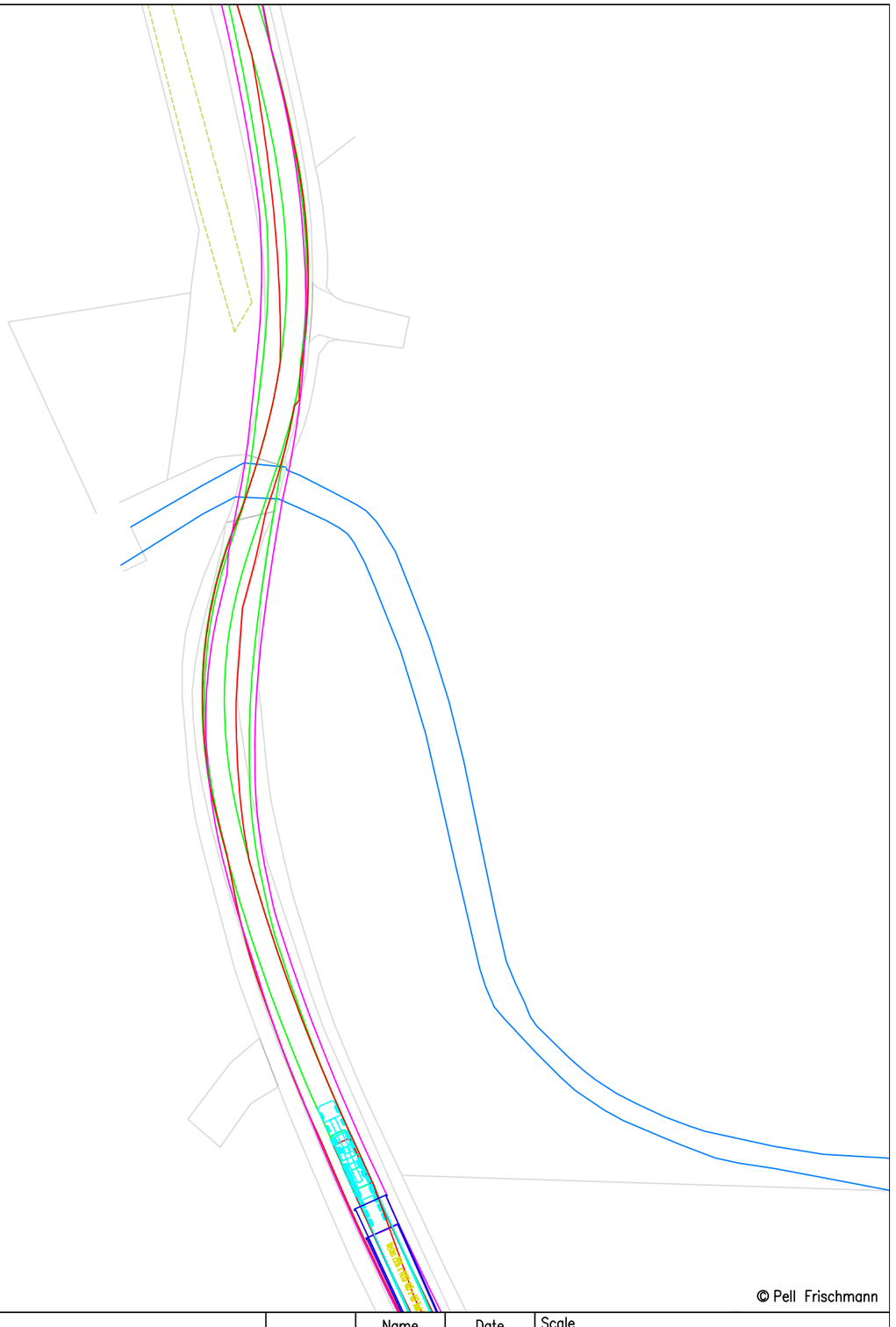
Drawing No.: SK31A

Notes:
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.

Revision: XXX

Blade

Tower



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Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over–run | Over–sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – North of Irvine Burn

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		41

Scale: 1:750 @ A3

File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK32

Notes:
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.

Revision: XXX

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – North of Irvine Burn

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		41

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

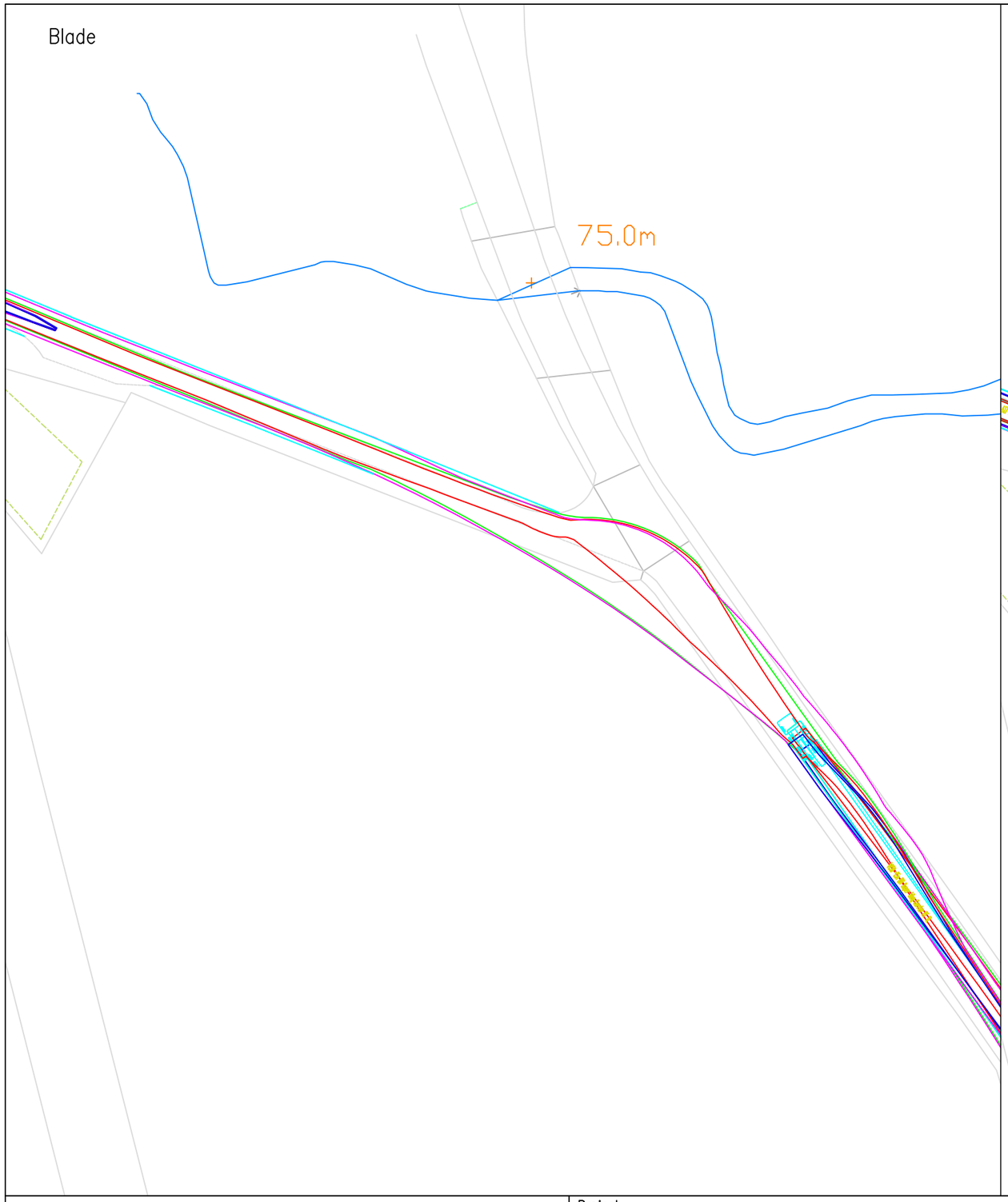
Drawing Status: Draft

Drawing No.: SK32A

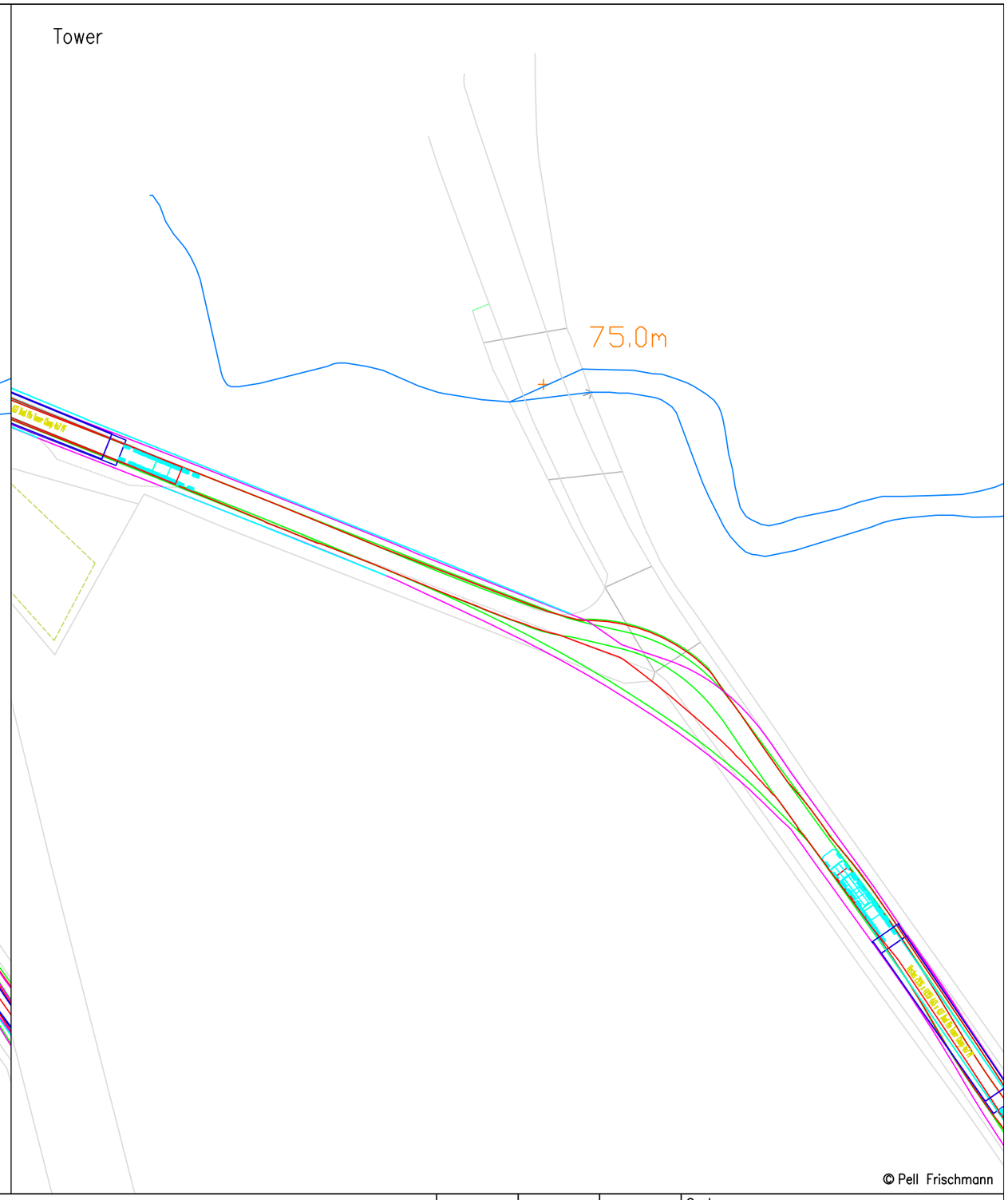
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – South of Docken Beck

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		43

Scale: 1:750 @ A3

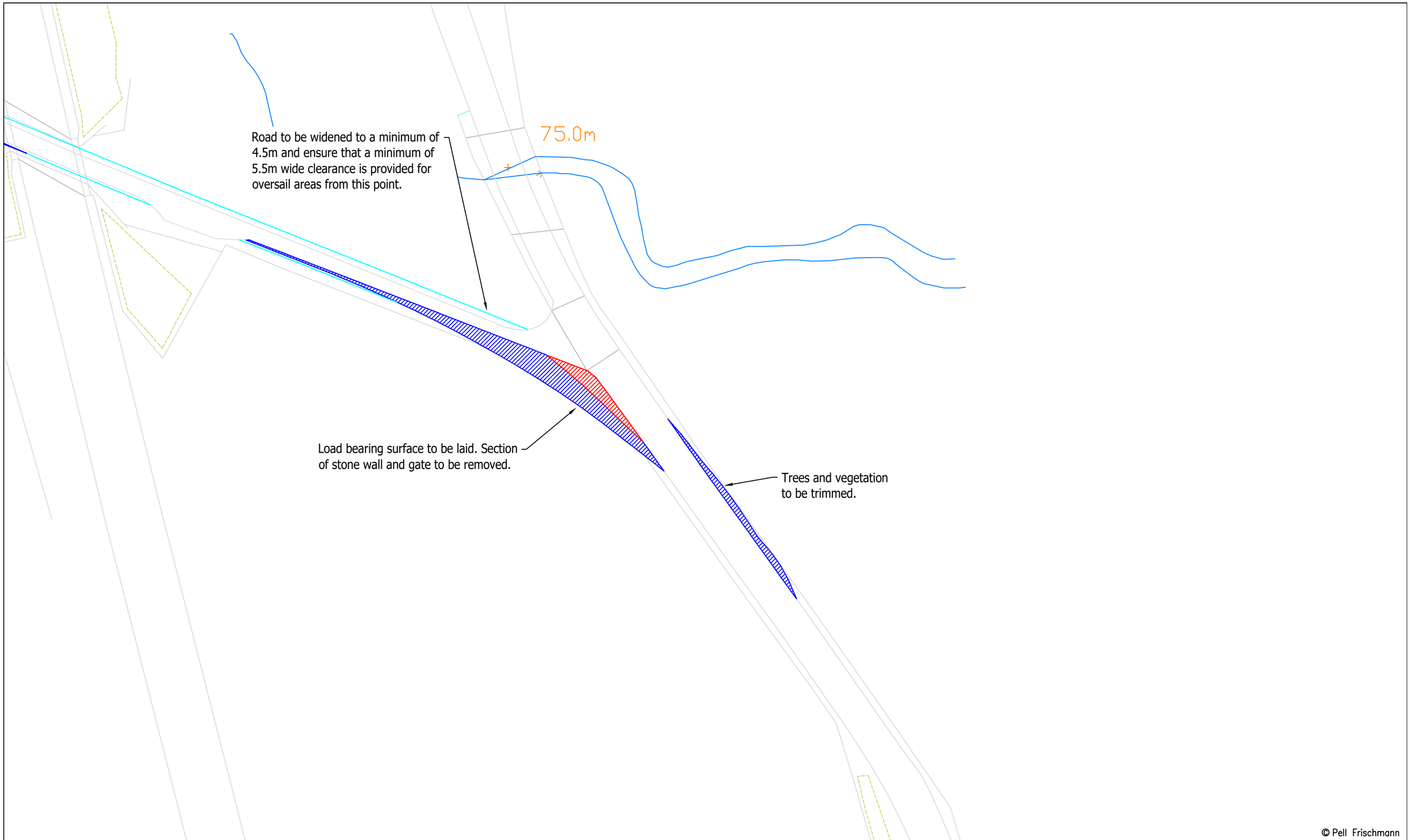
File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK33

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Auchenrivock Road – South of Docken Beck

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		43

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

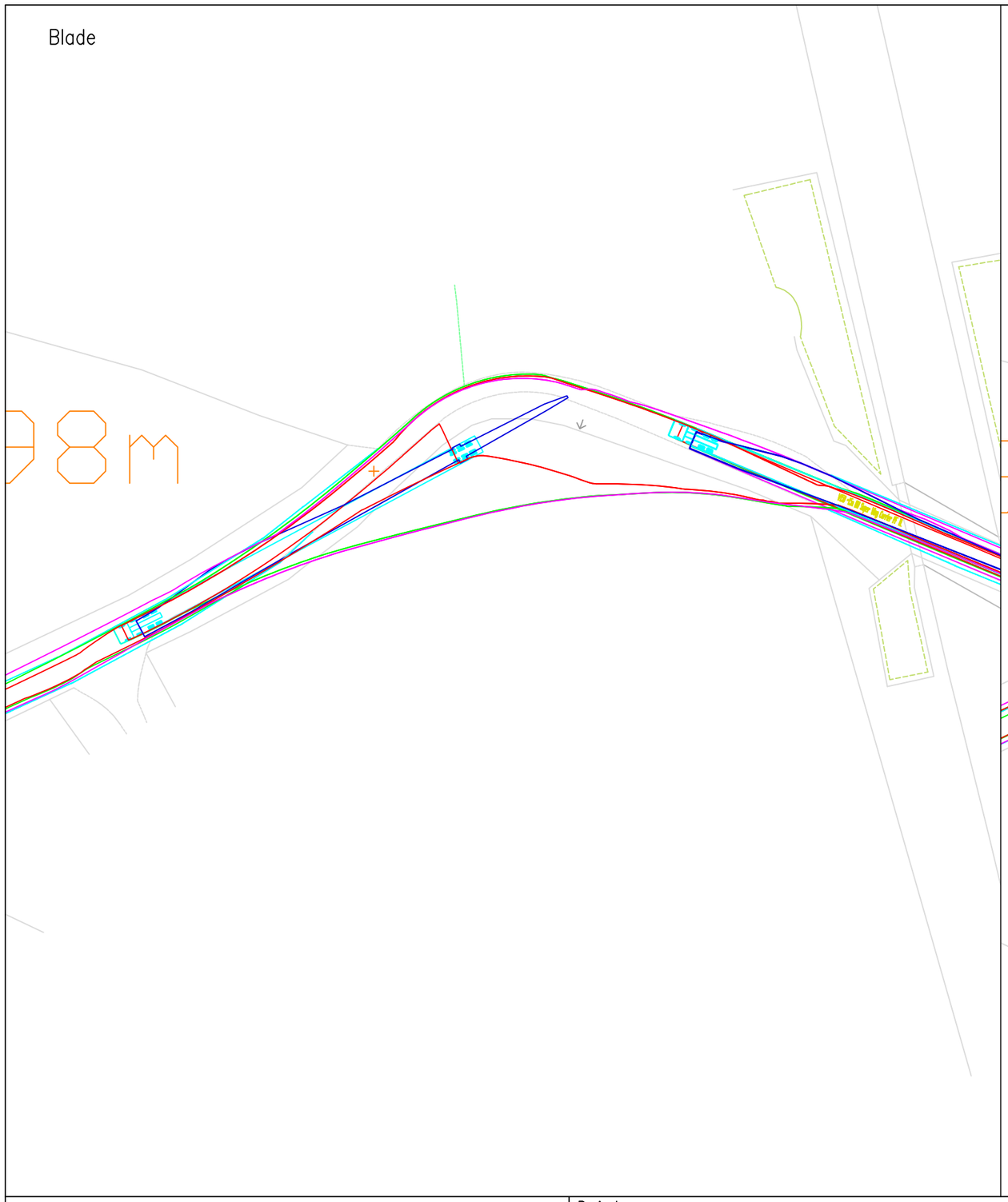
Drawing Status: Draft

Drawing No.: SK33A

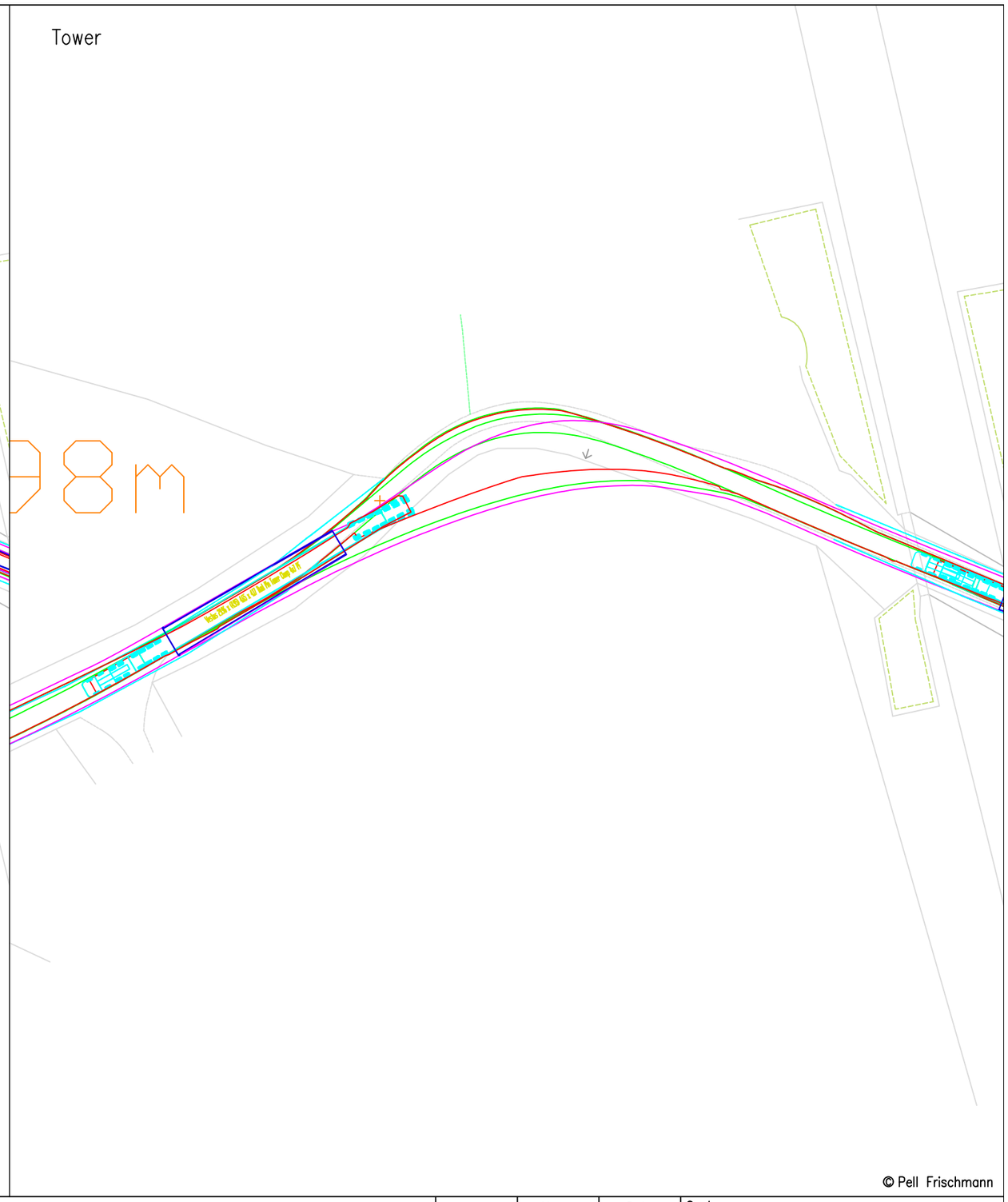
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: U251A Road

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		45

Scale: 1:750 @ A3

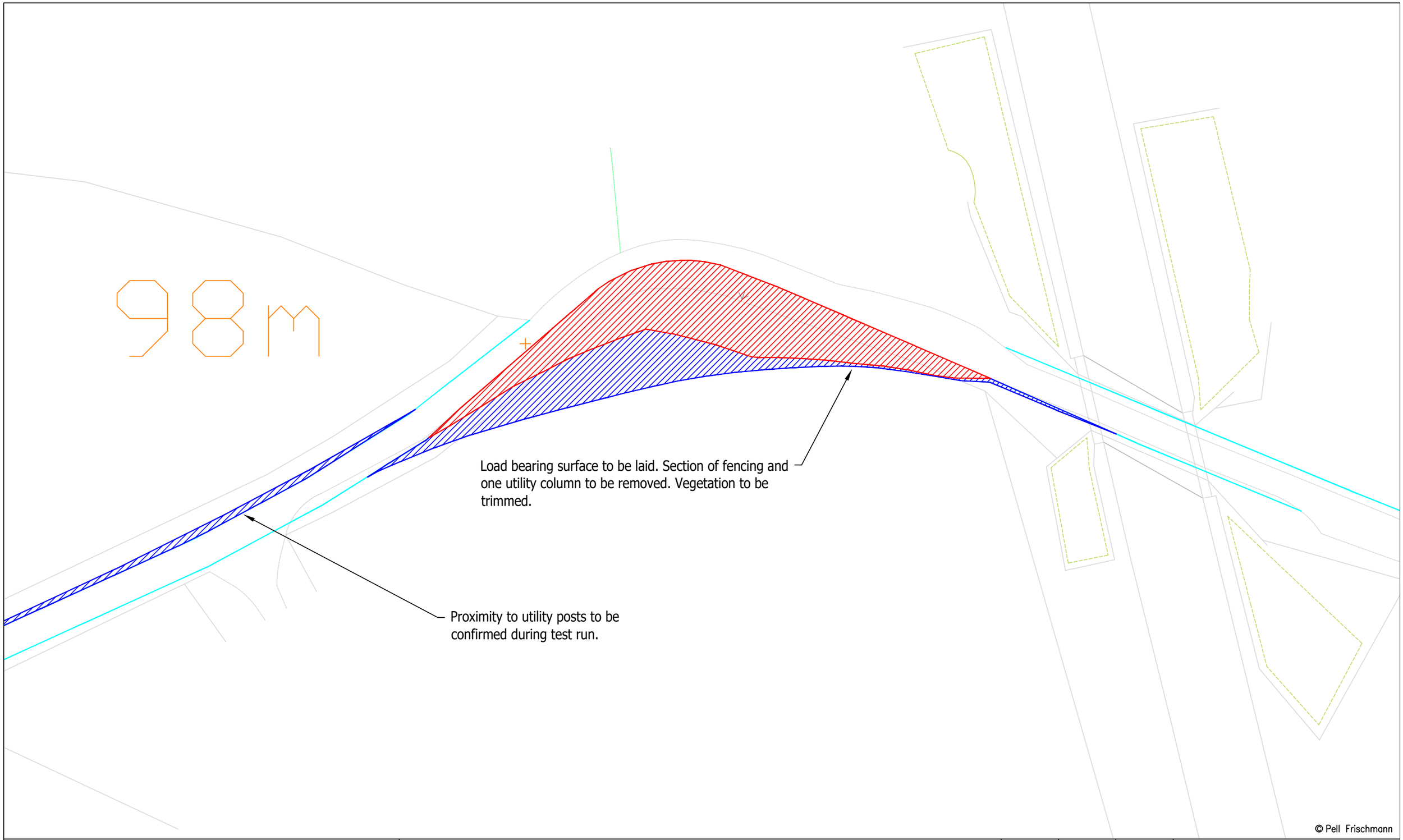
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK34

Notes:
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.

Revision: 1



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: U251A Road

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		45

Scale: 1:500 @ A3

File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK34A

Notes:
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.

Revision: 1

Blade

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Client: RES

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: U251A Road

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		46

Scale: 1:1250 @ A3

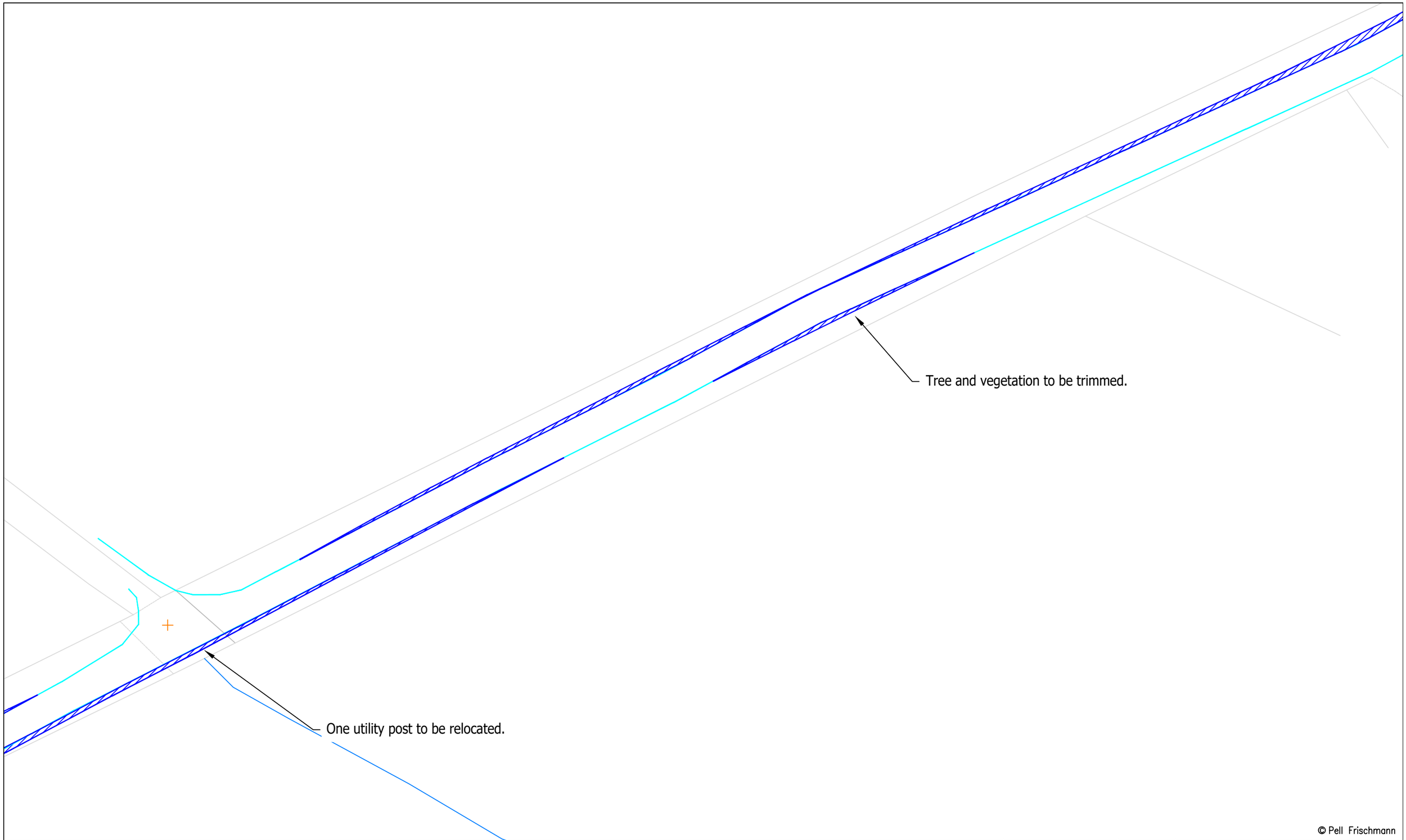
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK35

Notes:
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.

Revision: XXX



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93 GEORGE STREET, EDINBURGH, EH2 3ES
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: U251A Road

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		46

Scale: 1:500 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK35A

Notes:
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.

Revision: XXX

Blade

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93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track Bend 1

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		47

Scale: 1:750 @ A3

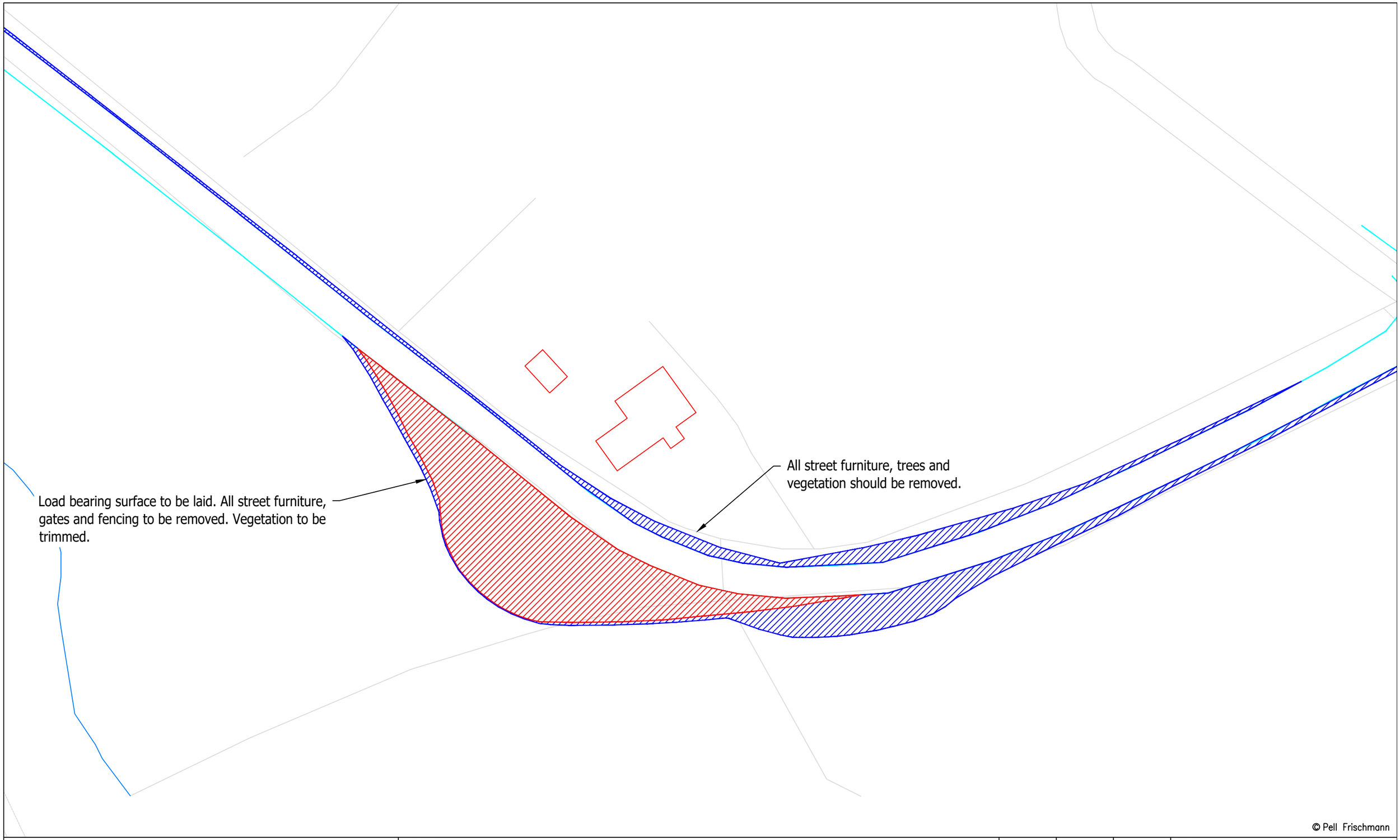
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK36

Notes:
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.

Revision: XXX



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Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track Bend 1

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		47

Scale: 1:500 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK36A

Notes:
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.

Revision: XXX

Blade

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track Bend 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		48

Scale: 1:750 @ A3

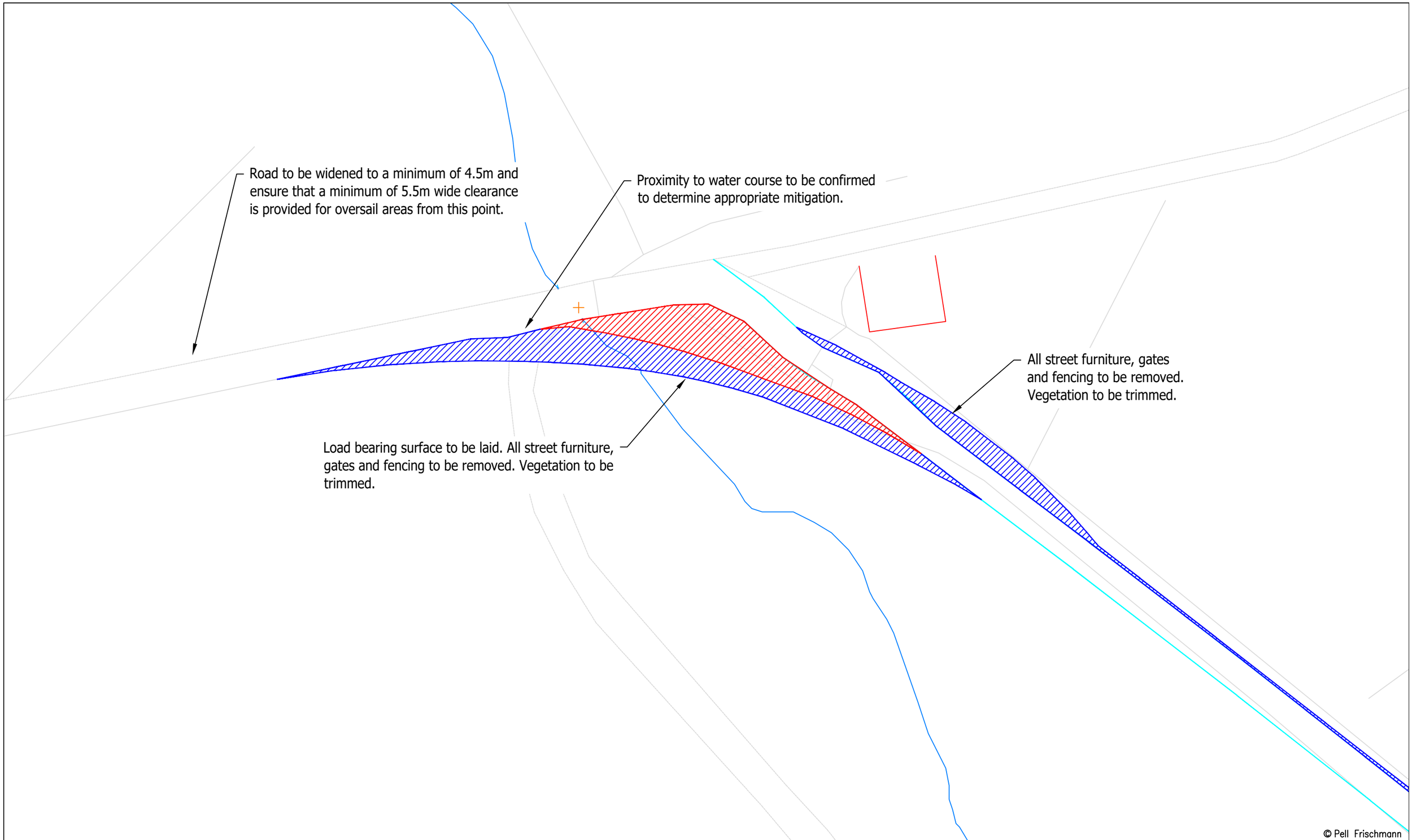
File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK37

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track Bend 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		48

Scale: 1:500 @ A3

File No: 22108 Solwaybank SPA planning.dwg

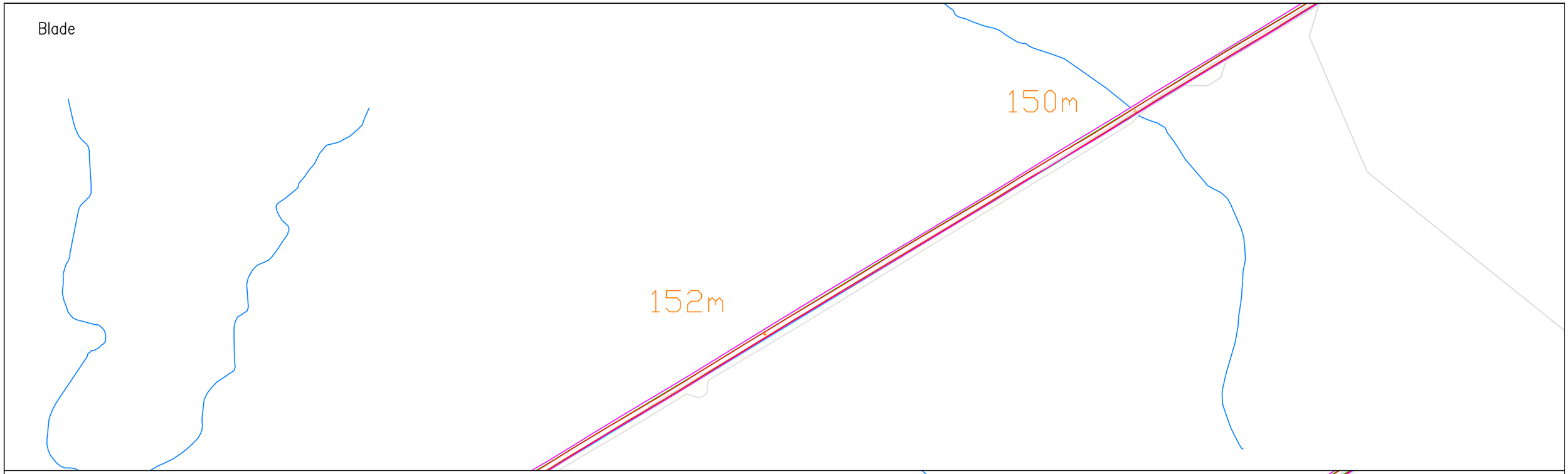
Drawing Status: Draft

Drawing No.: SK37A

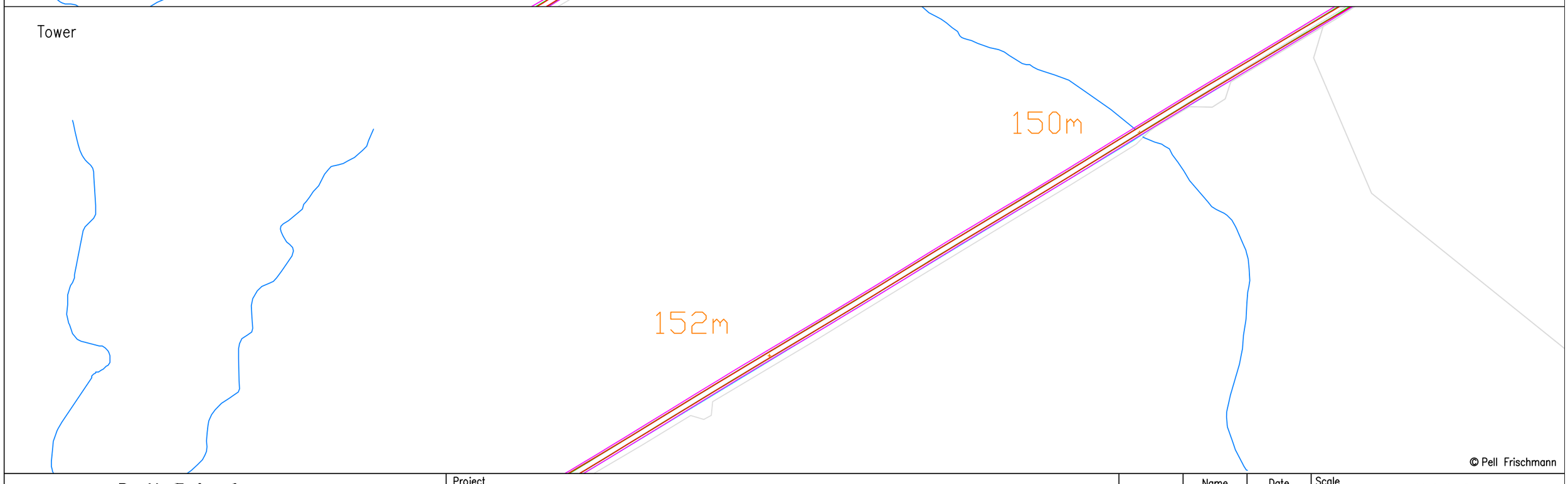
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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93 GEORGE STREET, EDINBURGH, EH2 3ES
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www.pellfrischmann.com

Client: RES

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Over-run; Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		49

Scale: 1:2000 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK38

Notes:
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.

Revision: XXX

149m

All street furniture, trees and vegetation should be removed.

150m

152m

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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		49

Scale: 1:2000 @ A3

File No. 22108 Solwaybank SPA planning.dwg

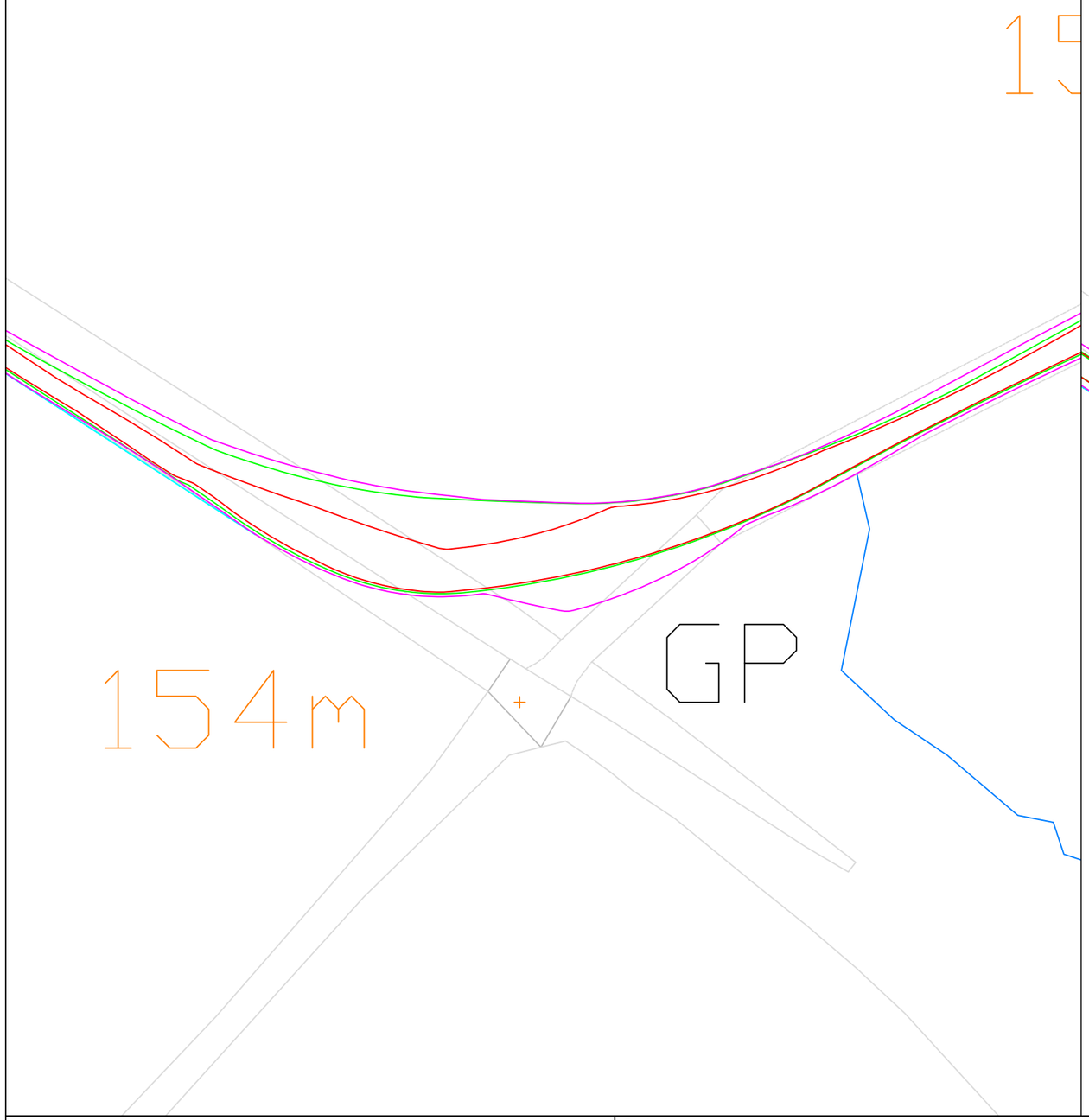
Drawing Status: Draft

Drawing No.: SK38A

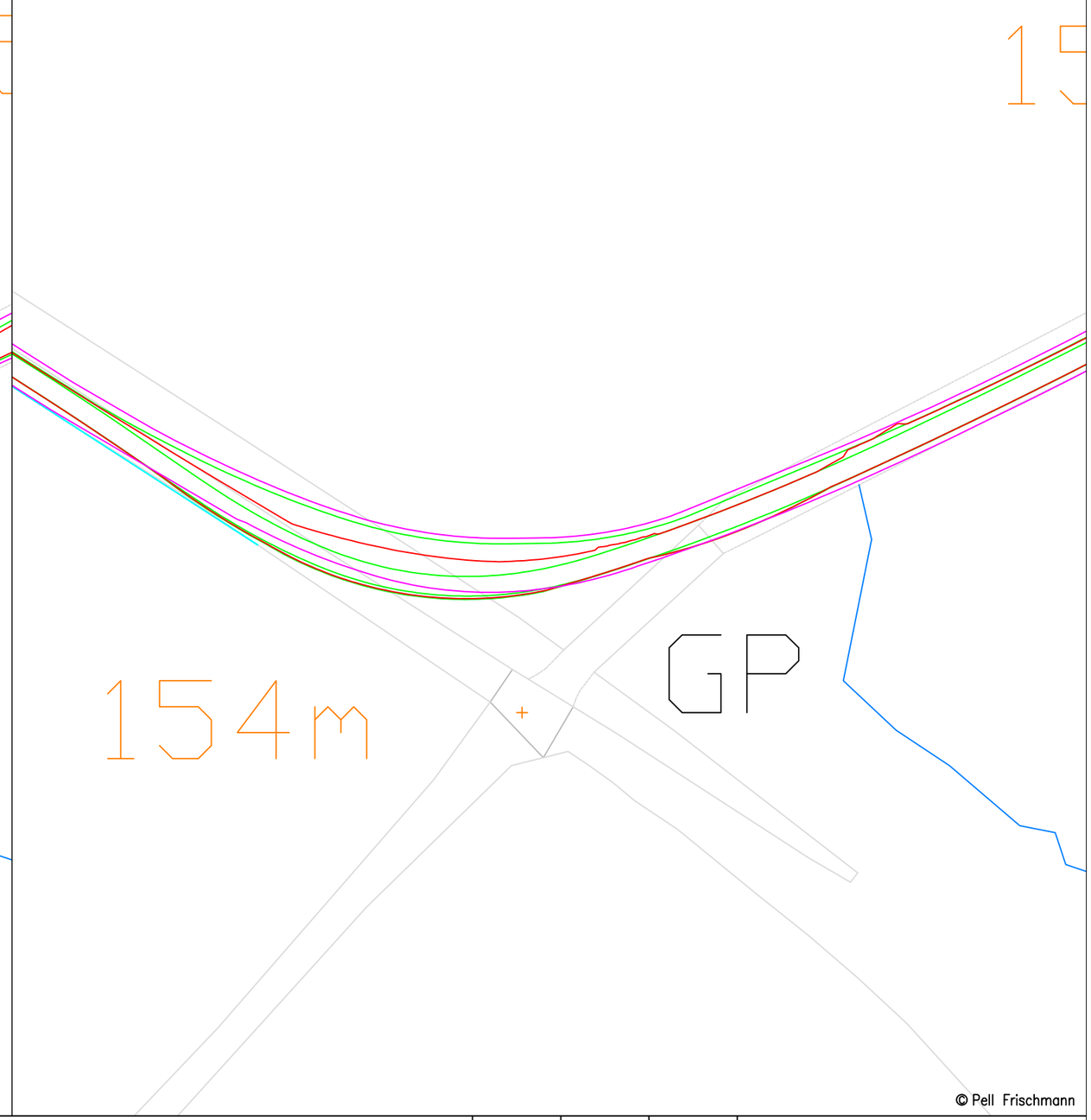
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track / C70A Road Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		50

Scale: 1:750 @ A3

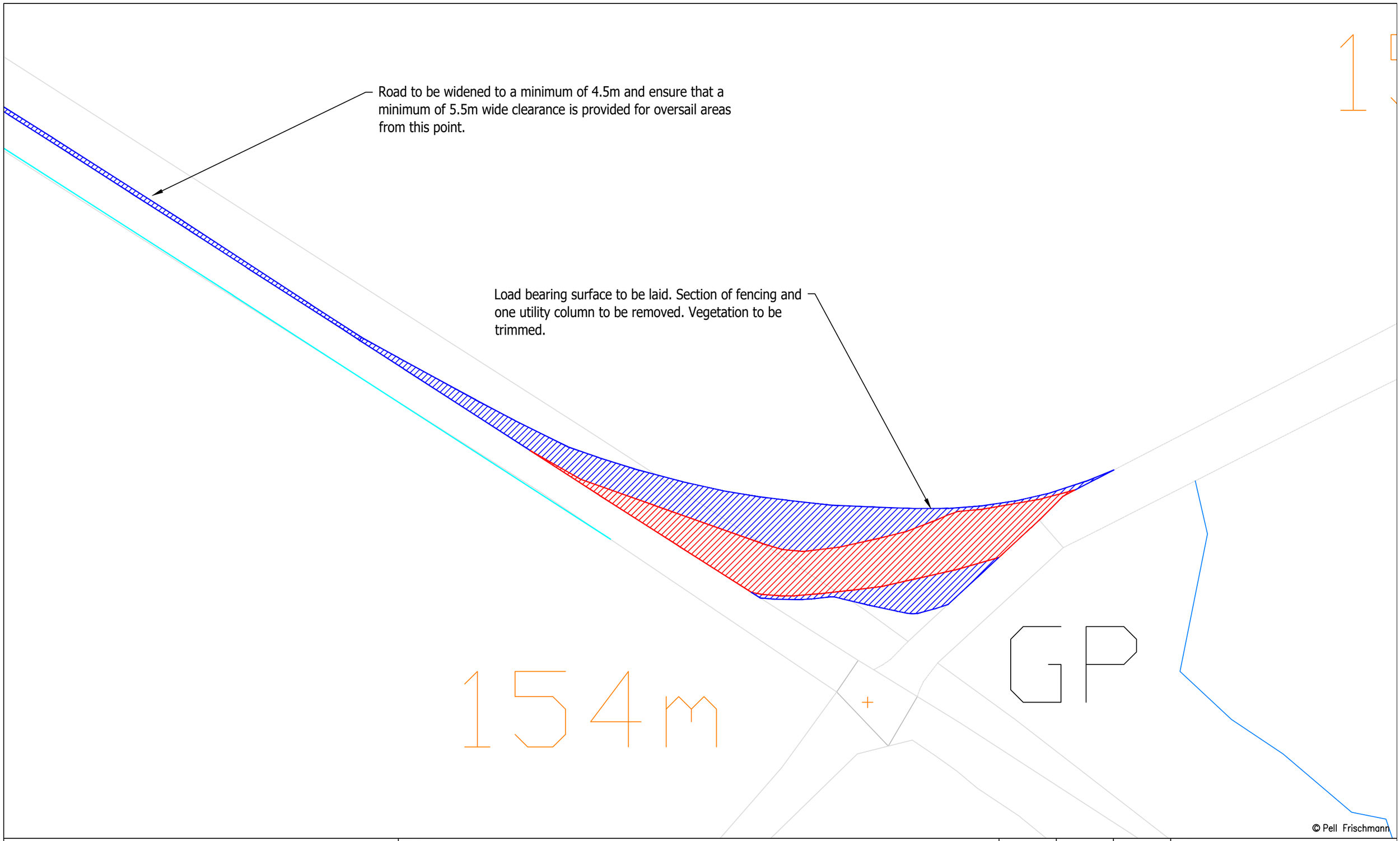
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK39

Notes:
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.

Revision: XXX



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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track / C70A Road Junction

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		50

Scale: 1:500 @ A3

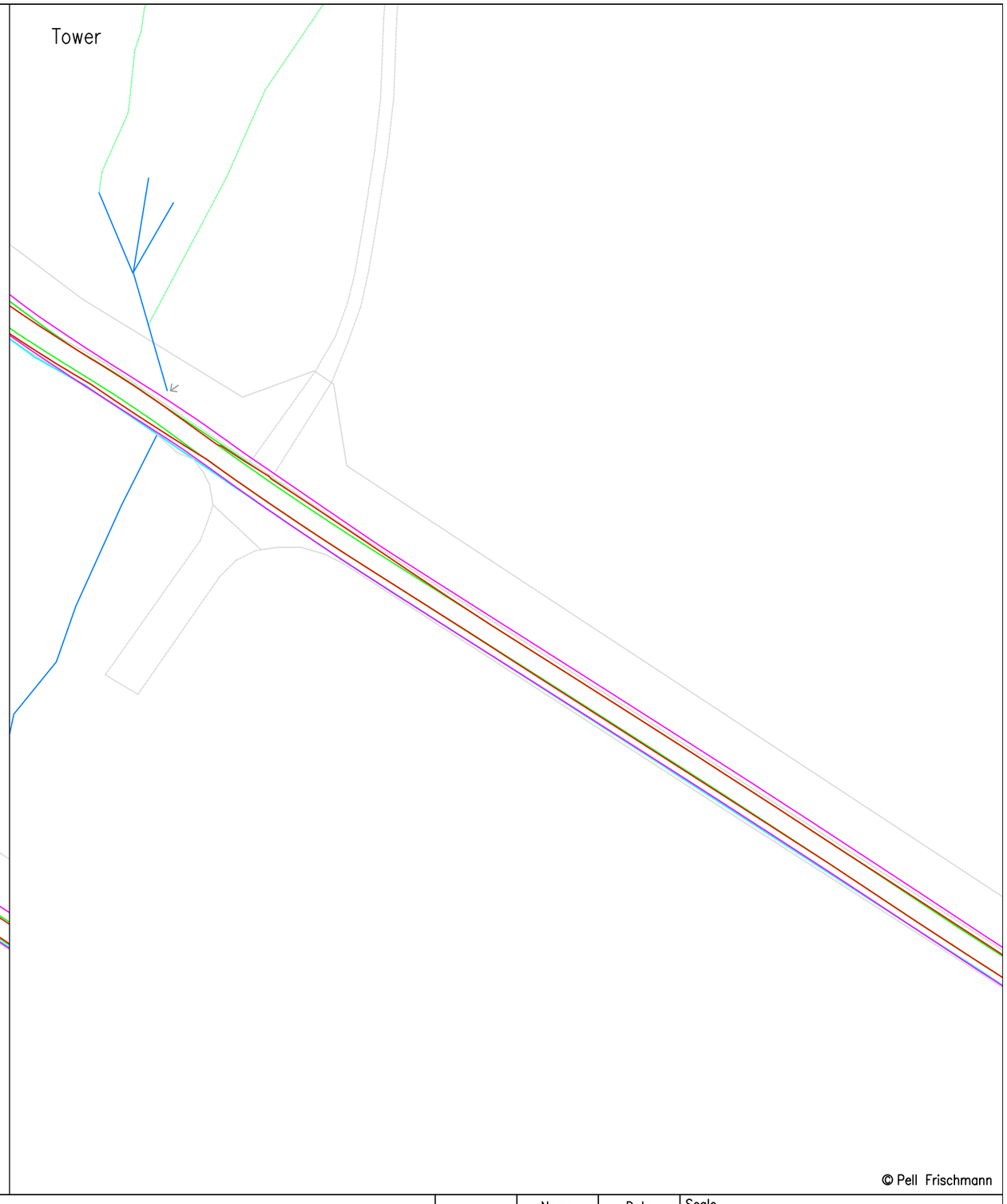
File No. 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK39A

Notes:
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.

Revision: XXX



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93 GEORGE STREET, EDINBURGH. EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
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Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: C70A

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		51

Scale: Custom @ A3

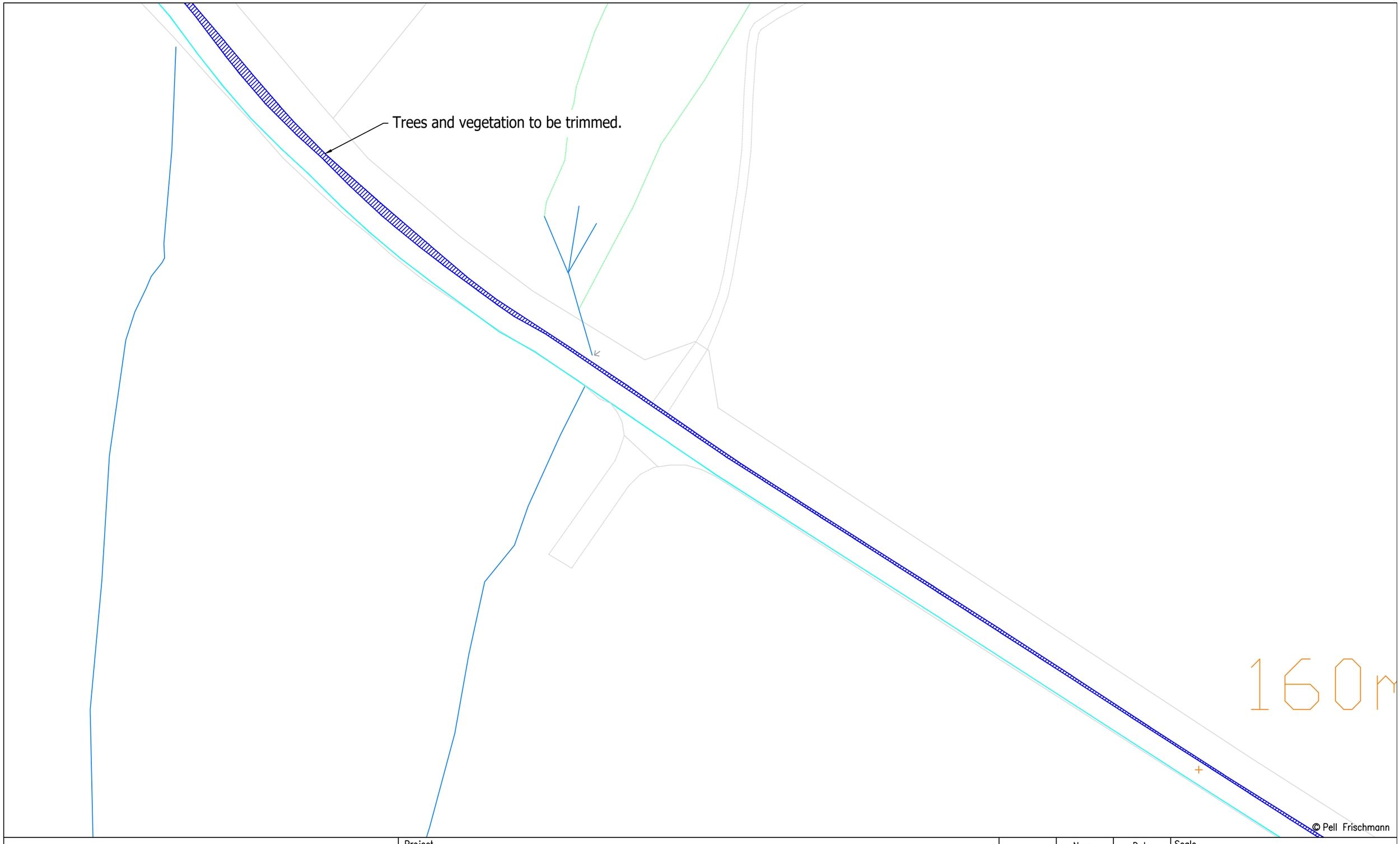
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK40

Notes:
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.

Revision: XXX



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: C70A

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		51

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

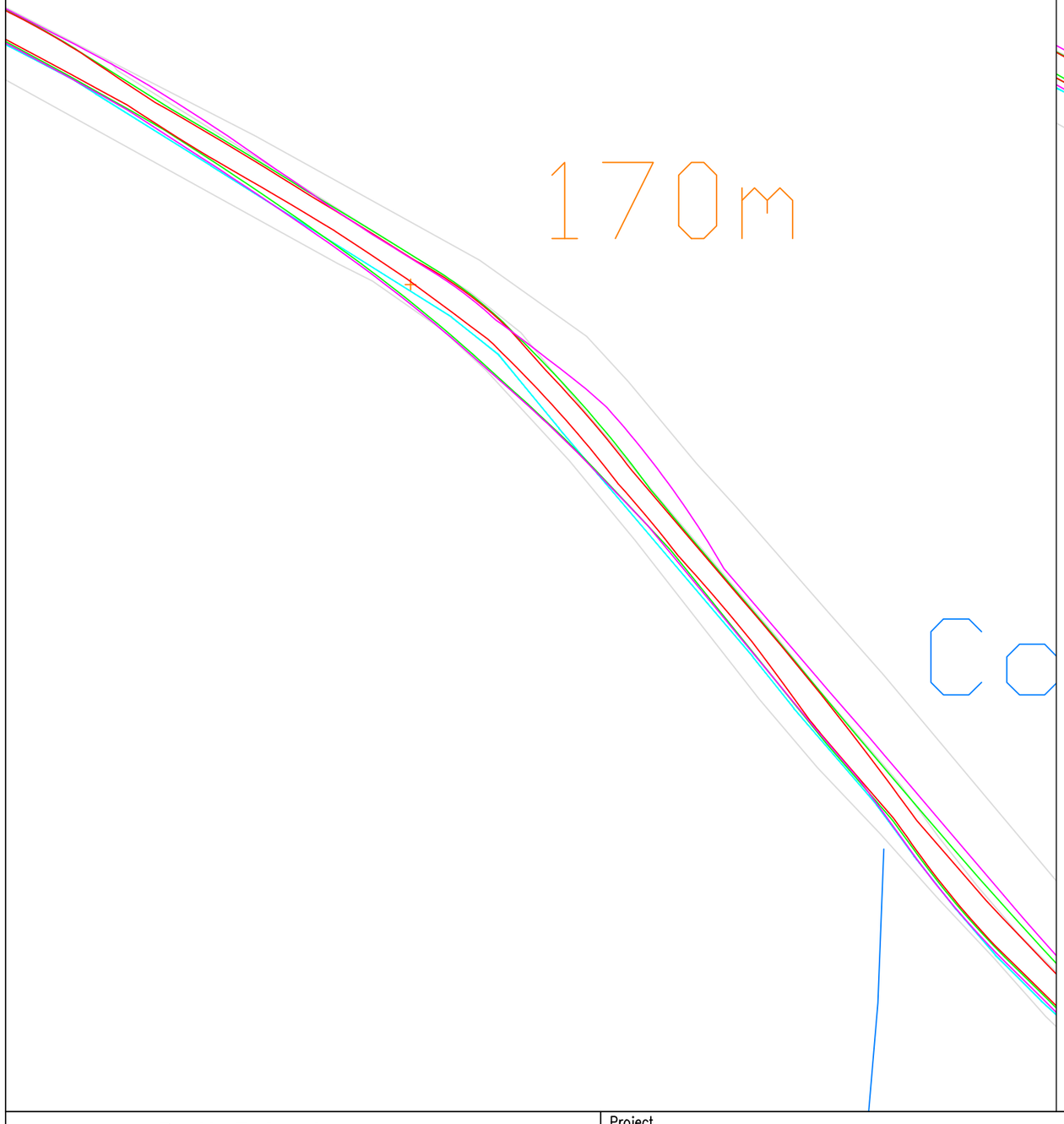
Drawing Status: Draft

Drawing No.: SK40A

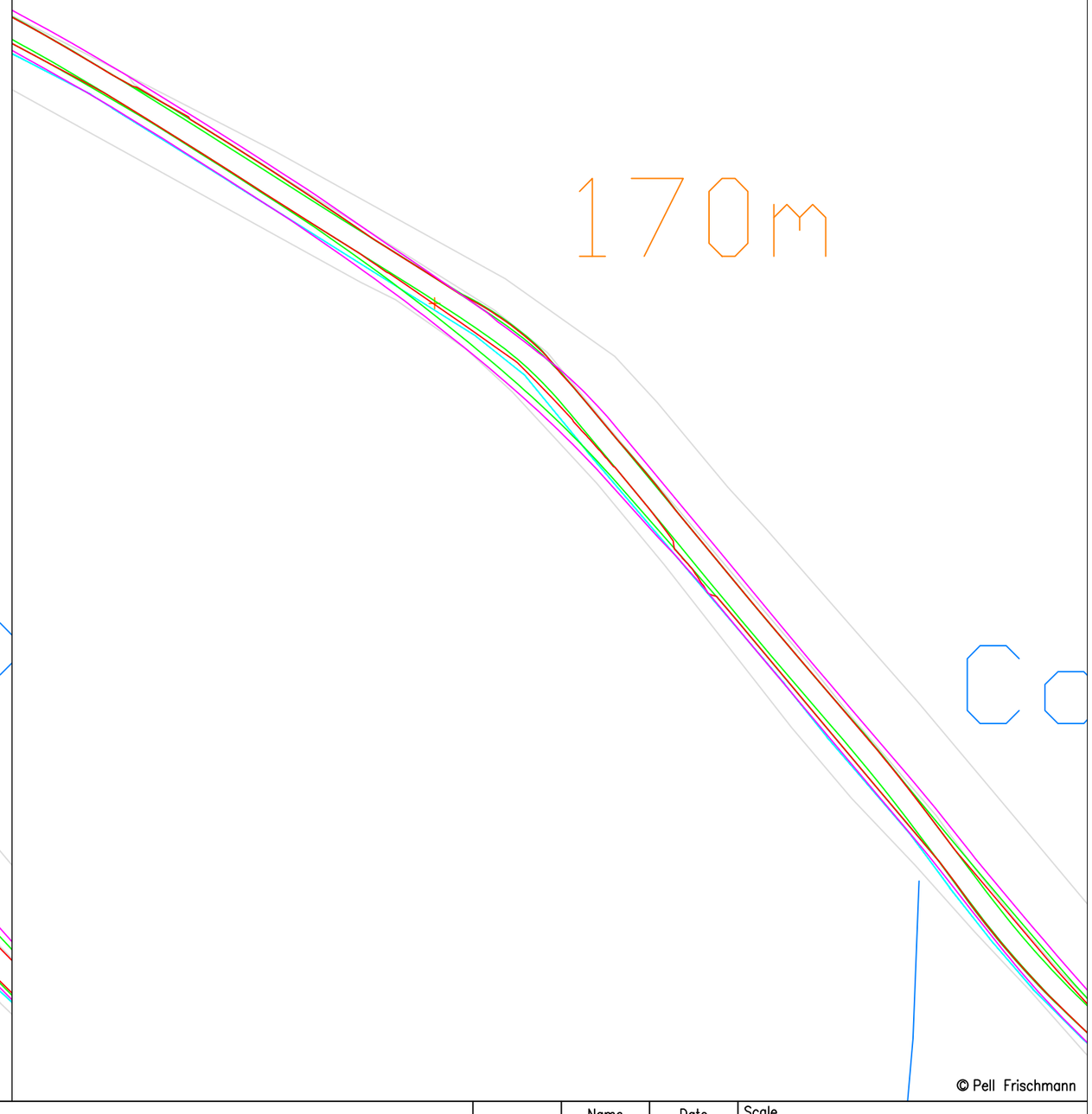
Notes:
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.

Revision: XXX

Blade



Tower



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: C70A Bend 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		52

Scale: Custom @ A3

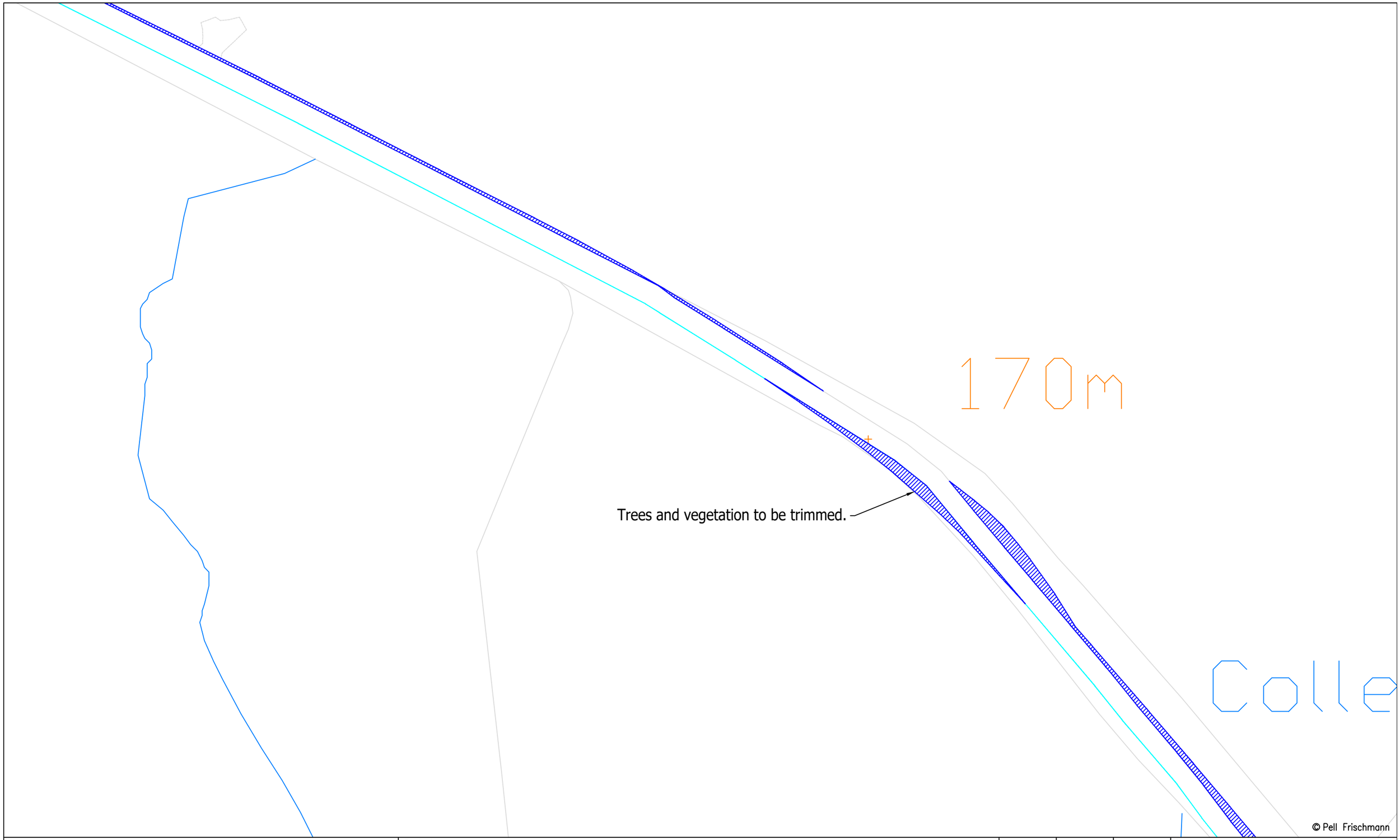
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK41

Notes:
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.

Revision: XXX



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: Old Irvine – Kerr Track Bend 2

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		52

Scale: 1:750 @ A3

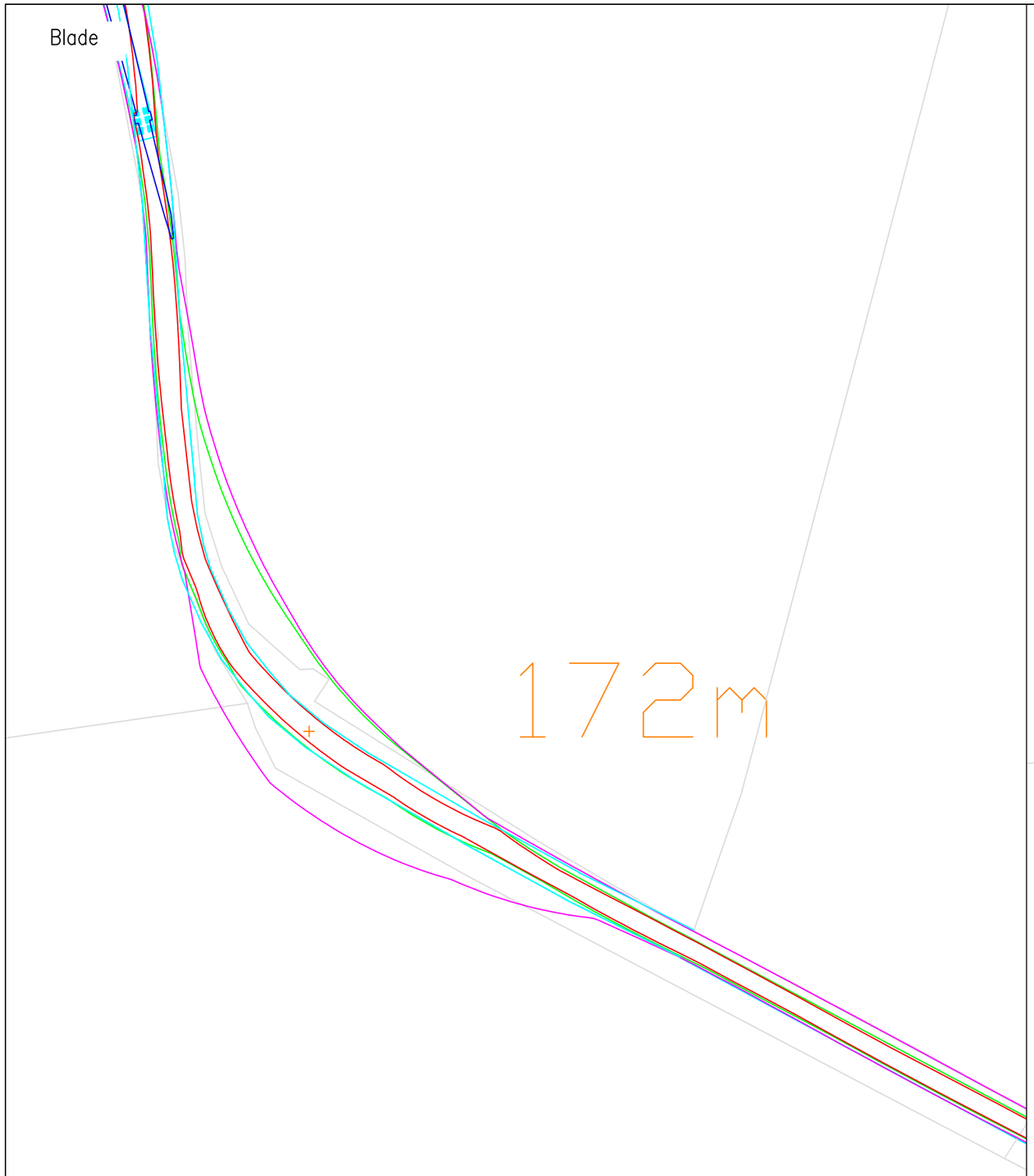
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK41A

Notes:
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.

Revision: XXX



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: C70A near Site Accesses

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		53

Scale: Custom @ A3

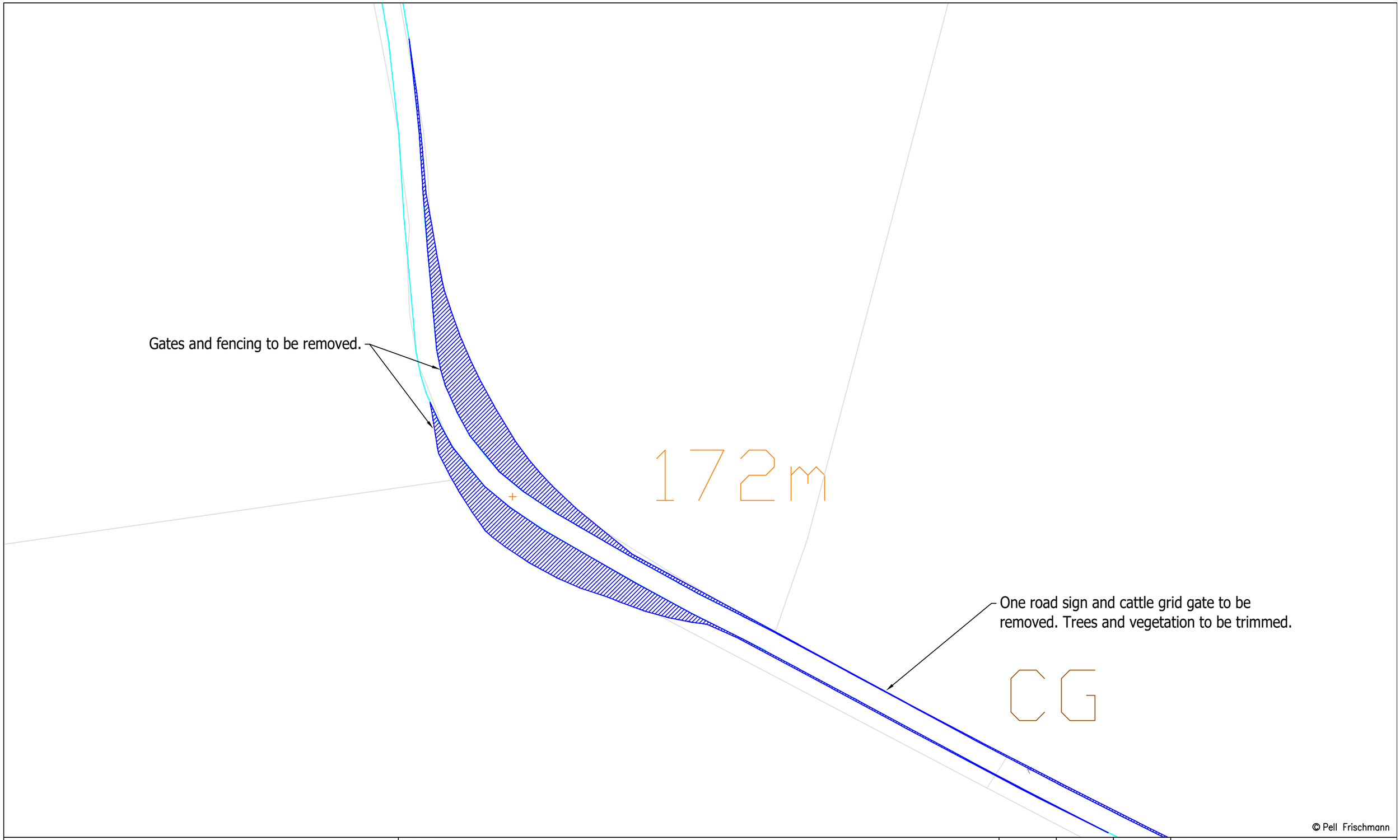
File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK42

Notes:
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.

Revision: XXX



Pell Frischmann
93 GEORGE STREET, EDINBURGH, EH2 3ES
Tel: +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: RES

Key: Wheel SPA | Body SPA | Load SPA | Indicative | Over-run | Over-sail

Project: Bloch Wind Farm

Drawing Title: Vestas V150 Swept Path Assessment

SPA Location: C70A near Site Accesses

	Name	Date
Drawn	SK	15/10/2022
Designed	SK	08/10/2022
Checked	GB	15/10/2022
Point of Interest		53

Scale: 1:750 @ A3

File No: 22108 Solwaybank SPA planning.dwg

Drawing Status: Draft

Drawing No.: SK42A

Notes:
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.

Revision: XXX

Appendix C ESDAL Responses