

Pell Frischmann

Millennium East Wind Farm

Technical Appendix 10.2: Abnormal Indivisible Load  
Route Review

June 2025

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<b>Report Ref.</b>		<b>250607 Millennium East Rsr</b>				
<b>File Path</b>		<a href="https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/Renantis Millennium East (AWAIT PO NUMBER)/01 - WIP/Reports/250607 Millennium East RSR.docx">https://pellf.sharepoint.com/sites/EdinburghOfficeTeam/Shared Documents/General/Projects/Renantis Millennium East (AWAIT PO NUMBER)/01 - WIP/Reports/250607 Millennium East RSR.docx</a>				
Rev	Suit	Description	Date	Originator	Checker	Approver
01		Draft	15/12/2021	G Buchan	T Lockett	G Buchan
02		Issue	07/06/2025	G Buchan	T Lockett	G Buchan

Ref. reference. Rev revision. Suit suitability.

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# 1 Introduction

## 1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by Nadara Limited. (Nadara) to undertake a study of the delivery routes for wind turbine Abnormal Indivisible Loads (AIL) associated with the construction and development of Millennium East Wind Farm, located to the north Invergarry in The Highlands.

This Route Survey Report (RSR) has been prepared to help inform Nadara on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. This report is based upon a site visit review and 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 Nadara at this point in time.

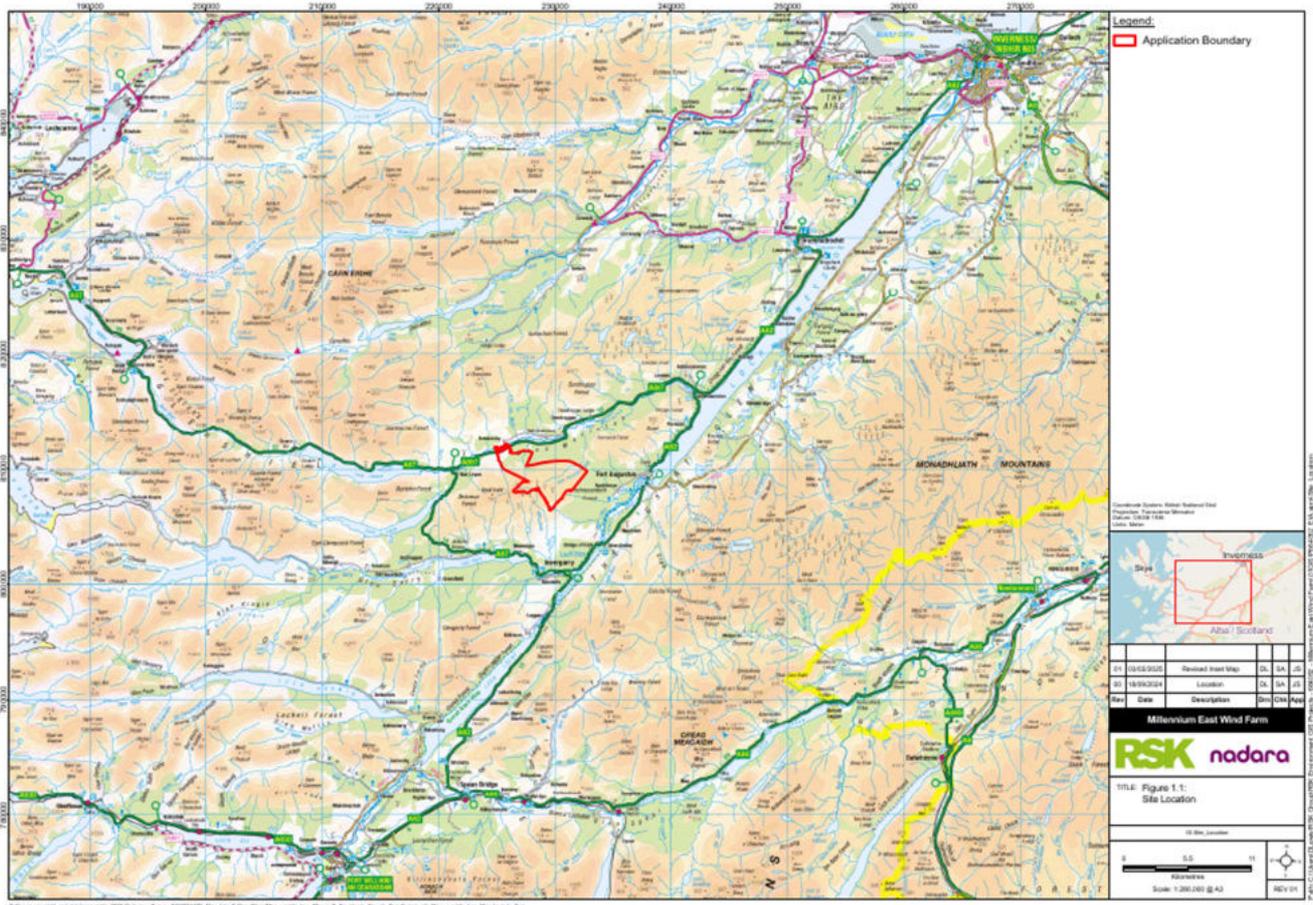
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration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

## 2 Site Background

### 2.1 Site Location

The development site is located the north of Invergarry. Figure 1 illustrates the general site location.

Figure 1: Site Location Plan



### 2.2 Candidate Turbine

Nadara have indicated that they wish to consider the worst case components from a Siemens Gamesa SGRE155 turbine for use at the site. The assessment has considered turbines options up to 200m tip heights.

The details of the components are detailed in Table 1.

Table 1: SGRE155 Turbine Size Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	76.000	4.500	3.400	23.100
Base	14.034	4.800	4.800	84.400
Mid Tower 1	19.880	4.800	4.800	84.300
Mid Tower 2	22.400	4.800	4.794	73.900
Mid Tower 3	28.560	4.794	4.102	72.000
Top Tower	35.040	4.102	3.574	70.300

The subsequent assessment has been based on the blade and tower Mid-Section.

### 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 access from the port of Kyle of Lochalsh is highly constrained and a blade lifting trailer would be required to exit the port. This trailer would only be used between the port and the airfield at Broadford. Loads would be swapped onto a Superwing carrier for the remainder of the journey.

Historic weight constraints and a general lack of operational space at Kyle of Lochalsh require that non-tower loads will need to be transported from Corpach Harbour, near Fort William. The base and mid towers would be carried on either 4+7 clamp trailers or on step frame trailers. The hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

Figure 2: Superwing Carrier Trailer



Figure 3: Blade Lifting Trailer



Figure 4: Tower Clamp Adaptor Trailer



## 3 Access Route Review

### 3.1 Ports of Entry

The nearest Port of Entry for the site is Kyle of Lochalsh Harbour. Loads can be offloaded by geared vessels or onshore mobile cranes. The harbour has been used for delivery of blade components for a number of windfarms including Stronelaig – the largest turbine being a Vestas V117 - and Millennium 1 and 2, the largest turbine being a Senvion MM92.

The nearest port suitable for tower and nacelle loads is Corpach. As with Kyle of Lochalsh, loads would need to be lifted from ship via mobile cranes or the use of a geared vessel. The port was used for the tower, nacelle and hub deliveries for the original Millennium project as well as for Beinneun and Stronelaig wind farms.

### 3.2 Proposed Access Routes

This study has been undertaken following a detailed site visit.

A historic bridge weight restriction is in place on the A87 to the east of Kyle of Lochalsh. This has forced previous schemes to split deliveries with blades being delivered from Kyle of Lochalsh and all other sections from Corpach. Both access routes have been considered using this split of components.

For blades, loads will use the following route:

- Loads would exit Kyle Harbour turning left onto the A87 and continuing over the Skye Bridge to the proposed storage area located at the Skye Aerodrome;
- Loads would exit the Skye Aerodrome and turn left onto the A87;
- Continue on the A87 until the junction with the A887;
- Loads will join the A887 before turning right into the existing Millennium Wind Farm access junction. Loads would then proceed to site via the existing and new private access tracks.

The blade route is illustrated in Figure 5.

All other loads will use the following route:

- Loads would exit Corpach Harbour via the main gate turning right onto the A830;
- Continue on the A830 for 4.5km before turning left onto the A82;
- Continue on the A82 for to Invergarry;
- At Invergarry, loads will turn left and will join the A87 northbound;
- At the junction of the A87 and A887, loads would turn right and will then proceed eastbound on the A887 to the site access junction.

The non-blade access route is illustrated in Figure 6.

Figure 5: Proposed Blade Access Route

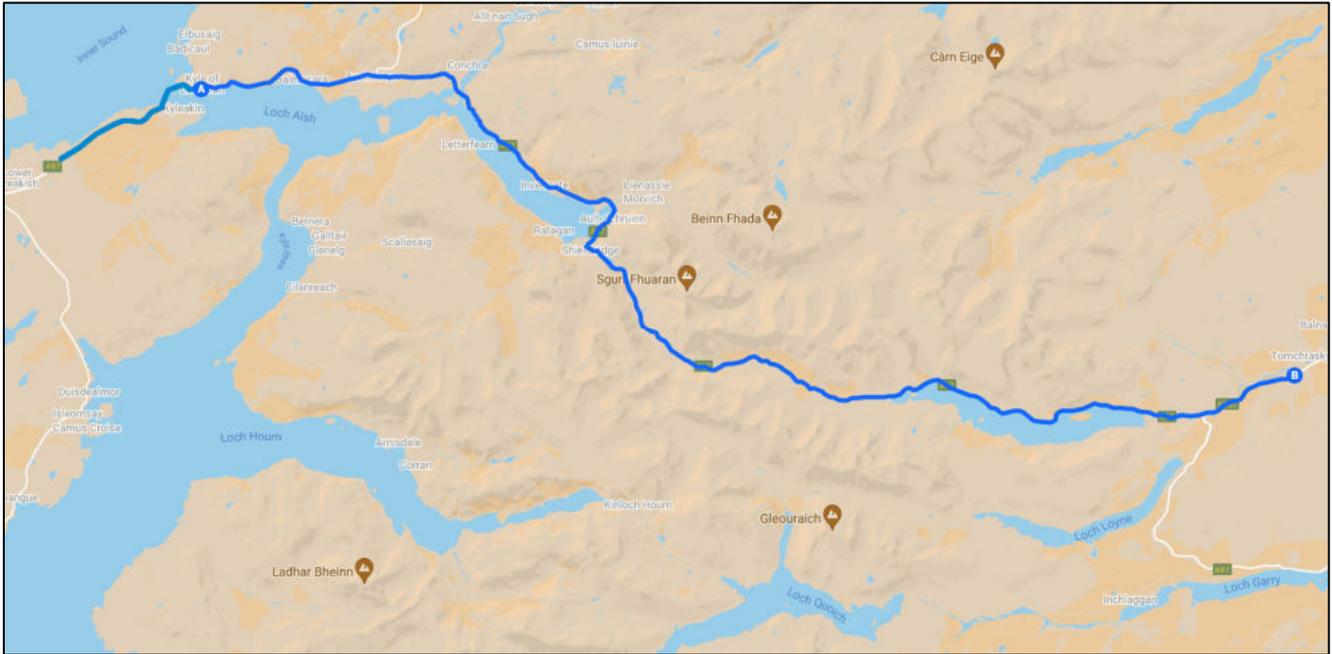


Figure 6: Proposed Non-Blade Access Route



### 3.3 Route Constraints

The constraints noted on both routes are detailed in Table 2. These cover all constraints from the port access gate through to the proposed site access junction. No consideration of the transport issues within the development site have been undertaken.

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

**Table 2: Route Constraint Points and Details**

POI	Key Constraint	Details
<p>1 &amp; 2</p>	<p><b>Kyle of Lochalsh Port Exit</b></p> 	<p>Loads will turn left exiting the west pier onto the adjacent access road. Loads will then turn left onto the A87.</p> <p>To exit the port, loads will need to be placed in a blade lifting trailer. This will need to be raised to 60 degrees to exit the port and should remain in the upright position through to Broadford Airfield (the blade can be lowered on straight sections if required).</p> <p>Supering carrier loads will travel from Broadford Airfield through to the site passing the Port Road / A87 junction.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the railway line into <b>third party land</b> where loads will oversail the metal fence. Two lighting columns should be removed. Agreement with Network Rail will be required.</p> <p>Loads will oversail both verges through the first right turn manoeuvre, but no works are required. Loads will overrun and oversail the inside of the right bend where a load bearing surface should be laid.</p> <p>Loads will oversail the eastern verge on approach to the A87 junction where third party land will be required.</p> <p>The blade will continue in the raised position onto the Skye bridge, where it should be lowered to reduce wind effects on the bridge. The blade should then be raised on Skye.</p> <p>Where the blade is in the raised position, all overhead utility lines will need to be relocated or placed underground.</p> <p>A swept path assessment SK01 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
3	<p><b>A87 Kylekin Roundabout</b></p> 	<p>Loads coming from the port will turn right and continue on the A87 (3rd exit) at the roundabout utilising a contra-flow manoeuvre.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the northern splitter island.</p> <p>Loads will oversail the south western splitter island where two bollards, one road signs and one lighting column should be removed.</p> <p>A swept path assessment SK02 has been undertaken and is included in Appendix B.</p>
4	<p><b>A87 Overhead Utilities</b></p> 	<p>The blades could be lowered under the overhead cables at this location. Alternatively, and to help reduce transit times, the cables could be placed under the road.</p>
5	<p><b>A87 Broadford Airport</b></p> 	<p>Loads will turn right into the Skye Aerodrome and following storage will turn left in the direction of Kyle.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the south eastern verge of the A87 where the blade tip will oversail two bollards and section of safety barrier. The tree canopy and vegetation should be trimmed back. Potential <b>third party land</b> may be required and a review of road adoption is recommended.</p> <p>Loads will overrun and oversail the inside of the junction where a load bearing surface should be laid, with existing levels to be adjusted to carriageway level. Vegetation should be cleared and <b>third party land</b> is required.</p> <p>Loads will oversail the western verge of the Broadford Airport access road where one road sign should be removed and vegetation cleared.</p> <p>A swept path assessment SK03 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
<p>3</p>	<p><b>A87 Kylekin Roundabout</b></p> 	<p>Loads coming from Broadford Airfield will take the first exit and continue on the A87.</p> <p>A swept path assessment has been undertaken and indicates that loads will over-run the northern splitter island where a load bearing surface should be laid and two bollards removed.</p> <p>Loads will overrun and oversail the western verge where a load bearing surface should be laid, and the vegetation trimmed back. Two lighting columns and two road signs should be removed.</p> <p>Loads will oversail the south western splitter island where two bollards, one road signs and one lighting column should be removed.</p> <p>Loads will oversail the southern verge of the south western arm, however no works are required.</p> <p>A swept path assessment SK02 has been undertaken and is included in Appendix B.</p>
<p>2</p>	<p><b>A87 / Port Access Road Junction</b></p> 	<p>Loads will continue on the A87.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the northern verge where three lighting columns should be removed. Loads will also oversail the southern verge, however no physical works are required.</p> <p>A swept path assessment SK01 has been undertaken and is included in Appendix B.</p>
<p>6</p>	<p><b>A87 Bends East of Kyle of Lochalsh</b></p> 	<p>Loads will continue on the A87.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail both verges through the bends, however no physical works are required.</p> <p>A swept path assessment SK04 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
7	<p><b>A87 Bends east of Dornie</b></p> 	<p>Loads will continue on the A87.</p> <p>A swept path assessment has been undertaken through a series of bends at this location and indicates that loads will oversail the eastern verge through the left bend where vegetation should be trimmed back.</p> <p>Loads will oversail both verges through the right bend where loads will oversail the safety barrier on the western verge. Trees and vegetation should be trimmed.</p> <p>A swept path assessment SK05 has been undertaken and is included in Appendix B.</p>
8	<p><b>A87 Loch Duich Causeway</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that no mitigation is required although loads will occupy the entire carriageway.</p> <p>A swept path assessment SK06 has been undertaken and is included in Appendix B.</p>
9	<p><b>A87 North of Shiel Bridge</b></p> 	<p>Loads will continue on the A87 eastbound through the bend at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the outside of the bend at this location where four road signs and two bollards should be removed. Loads will oversail the safety barrier. Trees and vegetation should be trimmed.</p> <p>Loads will oversail the inside of the bend where the vegetation and trees should be trimmed back.</p> <p>A swept path assessment SK07 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
10	<p><b>A87 at Loch Shiel</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail both verges through the first bend where loads will oversail the safety barrier on the eastern verge. Trees and vegetation should be trimmed back.</p> <p>Loads will oversail both verges through the second bend where one set of chevron signs should be removed. Vegetation and trees should be trimmed back.</p> <p>Loads will oversail both verges through the third bend where the proximity to the rock face on the western verge should be confirmed on the test run or via a topographical survey.</p> <p>A swept path assessment SK08 has been undertaken and is included in Appendix B.</p>
11	<p><b>A87 Bend near River Shiel</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the inside of the first two left bends where vegetation should be trimmed.</p> <p>Loads will oversail the north eastern verge through the right bend where loads will oversail the safety barrier and a number of bollards.</p> <p>Loads will oversail the inside of the right bend where the proximity to the rock face should be confirmed on the test run or topographical survey and vegetation trimmed.</p> <p>A swept path assessment SK09 has been undertaken and is included in Appendix B.</p>
12	<p><b>A87 Bends</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the northern verge through the left bend where loads will oversail the safety barrier.</p> <p>Loads will oversail the northern verge through the right bend where loads will oversail the safety barrier and a number of bollards.</p> <p>Loads will oversail the inside of the right bend where the proximity to the stone wall should be confirmed during the test run or via a topographical survey.</p> <p>A swept path assessment SK10 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
13	<p><b>A87 Bends</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the north western verges where the embankment may need to be reprofiled and the wall removed. Potential <b>third party land</b> may be required and a land search is recommended.</p> <p>A swept path assessment SK11 has been undertaken and is included in Appendix B.</p>
14	<p><b>A87 Clunie Inn Bends</b></p> 	<p>Loads will continue on the A87 eastbound through the bends at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail both verges through the first bend, however no physical works are required.</p> <p>Loads will oversail the northern verge through the second bend where loads will oversail a number of bollards and one road sign should be removed.</p> <p>Loads will also oversail the northern verge through the third bend, however no physical works are required.</p> <p>A swept path assessment SK12 has been undertaken and is included in Appendix B.</p>
15	<p><b>A887 Millennium Wind Farm Access Junction</b></p> 	<p>Loads will turn right at the junction and will enter the site.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the northern verge of the A887, however no physical works are required.</p> <p>Loads will overrun and oversail the inside of the existing junction where a load bearing surface should be laid. The new junction should be designed to the turbine supplier standards. The land should be reprofiled and the ditch culverted. The existing fence and gate should be removed. <b>Third party land</b> is required.</p> <p>A review of the access tracks should be undertaken to determine if any upgrade works are required on site to allow access for the larger turbine sections, the original track having been constructed for a smaller Nordex N80 turbine.</p> <p>A swept path assessment SK13 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
16	<p><b>Corpach Harbour Exit</b></p> 	<p>Loads will exit the Corpach harbour gate and turn right onto the A830.</p> <p>A swept path assessment has been undertaken and indicates that loads will overrun and oversail the northern verge into <b>third party land</b>. Trees and vegetation should be removed and a load bearing surface laid. The land should be reprofiled.</p> <p>The land required to the north is understood to be owned by the port operator.</p> <p>Loads will oversail the northern verge east of the opposite junction where one sign and fence should be removed.</p> <p>A swept path assessment SK14 has been undertaken and is included in Appendix B.</p>
17	<p><b>A830 Bollards Corpach</b></p> 	<p>Loads will continue eastbound on the A830.</p> <p>At three locations within Corpach, the existing Weebol bollards will need to be socketed and removed or lowered.</p> <p>Escorts will need to ensure that loads do not stop on the nearby canal bridge. Access to the full carriageway width will be required when crossing the structure.</p>
18	<p><b>A830 Blar Mhor Roundabout</b></p> 	<p>Loads continue ahead on the A830 and will pass the roundabout using a contra-flow manoeuvre.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the western verge of the central island where one road sign and a set of chevron signs should be removed.</p> <p>Loads will oversail the western verge of the exit arm, however no physical works are required.</p> <p>A swept path assessment SK15 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
19	<p><b>A830 / A82 Roundabout</b></p> 	<p>Loads turn left from the A830 onto the A82.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the northern verge through the roundabout where the wall and bridge parapet should be lowered or the load lifted to avoid physical works. Two lighting columns should be removed. <b>Third party land</b> is required.</p> <p>Loads will oversail the exit splitter island where one road sign and two bollards should be removed.</p> <p>Loads will overrun and oversail the south eastern verge of the exit arm where a load bearing surface should be laid. One road sign, two bollards and one lighting column should be removed.</p> <p>A swept path assessment SK16 has been undertaken and is included in Appendix B.</p>
20	<p><b>A82 Left Bend Spean Bridge</b></p> 	<p>Loads will continue on the A82 heading north.</p> <p>A swept path assessment has been undertaken and indicates that load will oversail the inside of the bend where the clearance over the bridge parapet should be confirmed once the loads have been lifted in the clamp trailer. Two road signs should be removed and <b>third party land</b> is required.</p> <p>Loads will overrun and oversail the north eastern verge where a load bearing surface should be laid and one lighting column removed.</p> <p>A swept path assessment SK17 has been undertaken and is included in Appendix B.</p>
21	<p><b>A82 Bend, Spean Bridge</b></p> 	<p>Loads will proceed ahead through the bend on the A82 at this location.</p> <p>A swept path assessment has been undertaken and indicates that no mitigation is required although there is close proximity to an overhead high voltage utility line and loads will occupy the entire carriageway.</p> <p>A swept path assessment SK18 has been undertaken and is included in Appendix B.</p>
22	<p><b>A82 Bends, River Gloy</b></p> 	<p>Loads will proceed ahead through the bends on the A82 at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge where trees and vegetation should be trimmed. Loads will oversail the safety barrier. Two road signs and six chevron signs should be removed. A topographical survey required to confirm the exact mitigation measures.</p> <p>Loads will oversail the western verge where vegetation should be trimmed, and trees removed.</p> <p>A swept path assessment SK19 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
23	<p><b>A82 Bends, Laggan Locks</b></p> 	<p>Loads will proceed ahead through the bend on the A82 at this location.</p> <p>A swept path assessment has been undertaken and indicates that load will oversail the inside of the bend where trees and vegetation should be removed.</p> <p>Tree canopies should be trimmed on either side of the carriageway to give a 5m clearance height.</p> <p>A swept path assessment SK20 has been undertaken and is included in Appendix B.</p>
24	<p><b>A82 Loch Oich Swing Bridge</b></p> 	<p>Loads will proceed ahead through the bend at the swing bridge on the A82 at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the western verge, however no physical works are required.</p> <p>A swept path assessment SK21 has been undertaken and is included in Appendix B.</p>
25	<p><b>A82 Invergarry Castle Bends</b></p> 	<p>Loads will proceed ahead through the bend on the A82 at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the inside of the left bend where vegetation should be trimmed and one road sign removed.</p> <p>A swept path assessment SK22 has been undertaken and is included in Appendix B.</p>
26	<p><b>A82 Right Bend Invergarry</b></p> 	<p>Loads will turn left at the junction and will turn onto the A87. Loads will then proceed northbound on the A87.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the inside of the junction where clearance over the bridge parapet should be confirmed via a topographical survey. One lighting column, one road sign and one third party sign should be removed. <b>Third party land</b> is required.</p> <p>Loads will overrun and oversail the northern verge where a load bearing surface should be laid and the land reprofiled. Trees, vegetation and one third party sign should be removed. <b>Third party land</b> is required.</p> <p>A swept path assessment SK23 has been undertaken and is included in Appendix B.</p>

POI	Key Constraint	Details
27	<p><b>A87 Loch Garry Bends</b></p> 	<p>Loads will proceed ahead through the bend on the A87 at this location.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the inside of the bend where trees and vegetation should be trimmed. Loads will oversail the safety barrier and bridge parapet where the clearance should be confirmed. <b>Third party land</b> is required.</p> <p>A swept path assessment SK24 has been undertaken and is included in Appendix B.</p>
28	<p><b>A87 Bun Loyne Bends</b></p> 	<p>Loads will proceed ahead through the bend on the A87 at this location.</p> <p>A swept path assessment has been undertaken and indicates that whilst no physical mitigation measures are required, loads will occupy the entire carriageway.</p> <p>A swept path assessment SK25 has been undertaken and is included in Appendix B.</p>
29	<p><b>A87 / A887 Junction</b></p> 	<p>Loads will turn right at the junction and will enter the A887 eastbound.</p> <p>A swept path assessment has been undertaken and indicates that loads will oversail the eastern verge on approach to the junction where loads will oversail the clearance over the bridge parapet should be confirmed and one bollard removed.</p> <p>Loads will overrun and oversail the northern verge into <b>third party land</b> (Secretary of State for Scotland Land). A load bearing surface should be laid and the embankment reprofiled.</p> <p>From this location, loads will proceed to the site access junction using the same route as the blade loads.</p> <p>A swept path assessment SK26 has been undertaken and is included in Appendix B.</p>

### 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.

Where provided by the client, topographical data has been utilised. 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

It is recommended that a weight review is undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website [www.esdal.com](http://www.esdal.com), prior to load deliveries commencing. The relevant ESDAL contacts are noted in Table 3.

**Table 3: ESDAL Contacts**

Organisation	Email Address
Police Scotland	OSDAbnormalLoadsScotland@scotland.pnn.police.uk
Network Rail	abnormalloadscontact@networkrail.co.uk
Historic Rail Estate	rsgbrb@jacobs.com
Scottish Canals	SCAbnormal.Loads@scottishcanals.co.uk
Highland Council	abnormal.loads@highland.gov.uk
Transport Scotland	Paul.winn@transport.gov.scot
Bear North West	NWAbnormalload@bearsotland.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 Highland Council has previously stated that their general rule is that the area of adoption is between established fence / hedges lines or a maximum 3m from the road edge. This can vary between areas and location.

### 3.7 Summary Issues

It is strongly suggested that following a review of the RSR, Nadara 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 Nadara to prepare a desktop Route Survey Report to examine the issues associated with the transport of AIL turbine components to Millennium East Wind Farm.

This report has been based upon SGRE 155 components and identifies the key points and issues associated with two proposed routes and outlines the issues that will need to be considered for successful delivery of components.

The report is presented for consideration to Nadara. Various assessment reviews, 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.

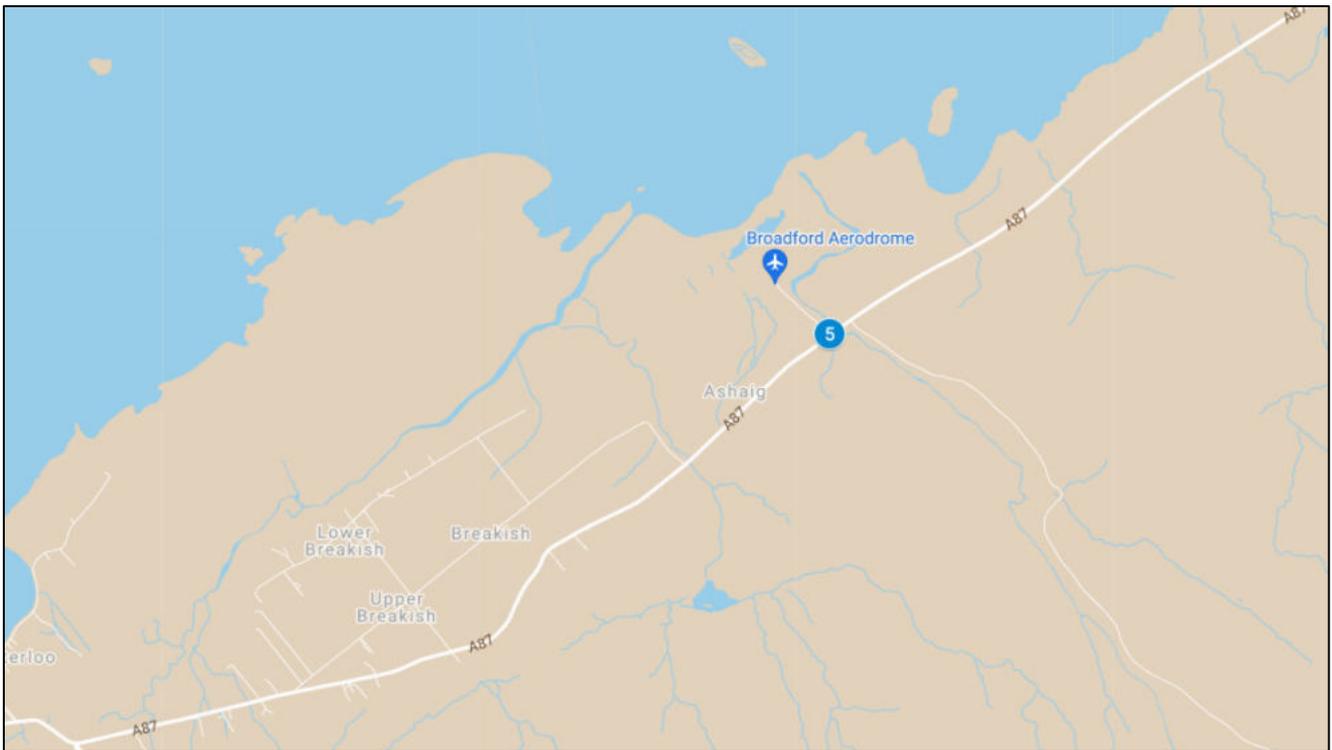
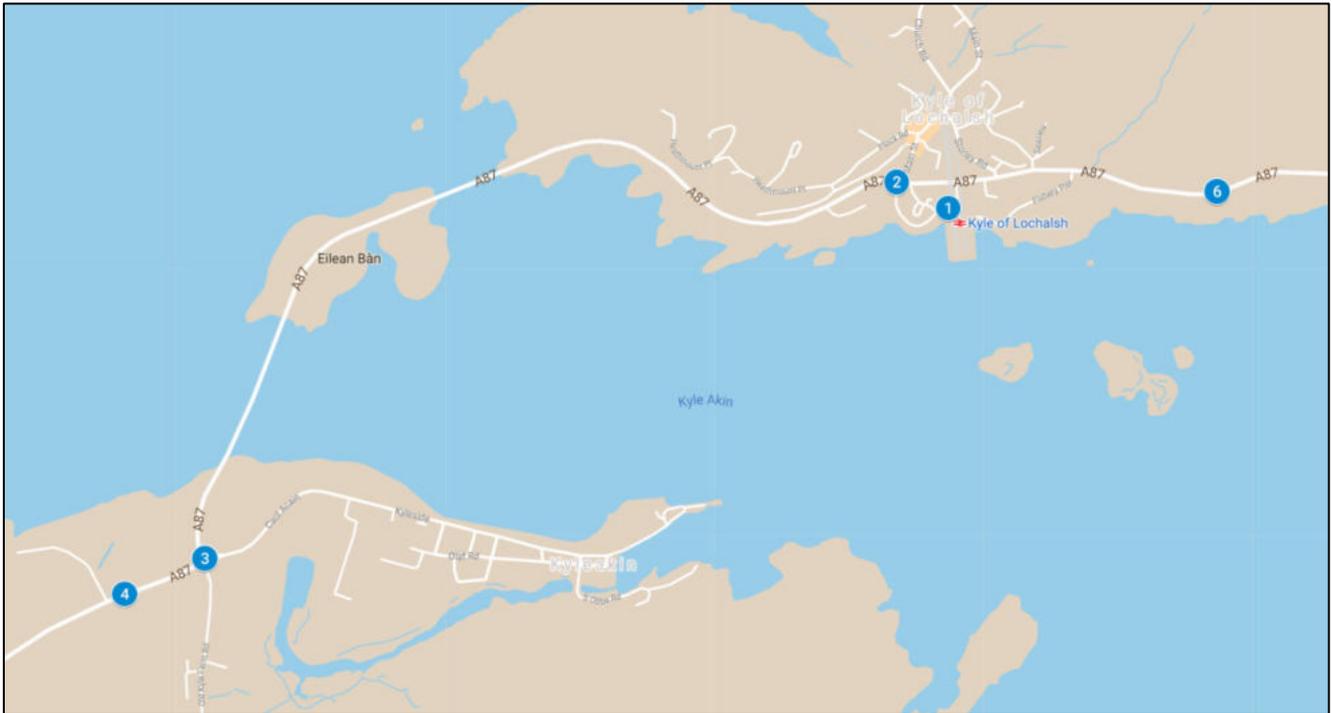
### 4.2 Further Actions

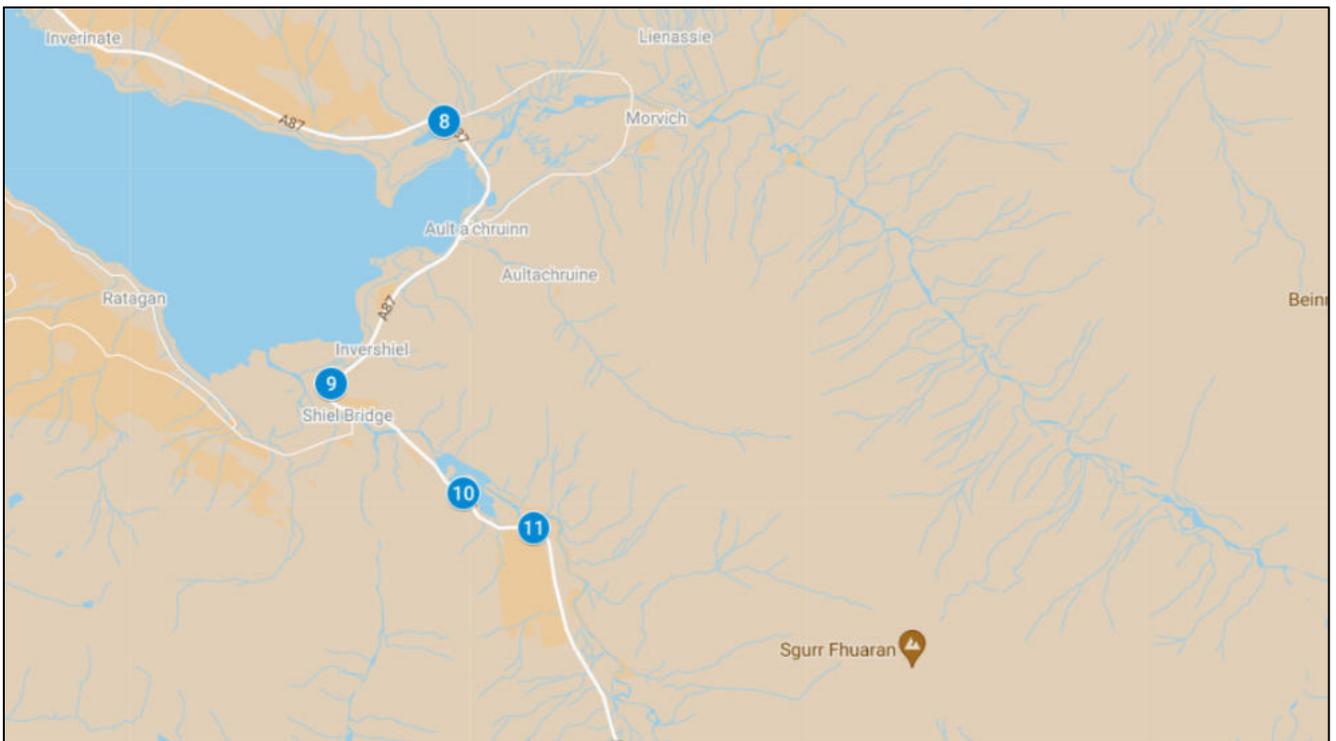
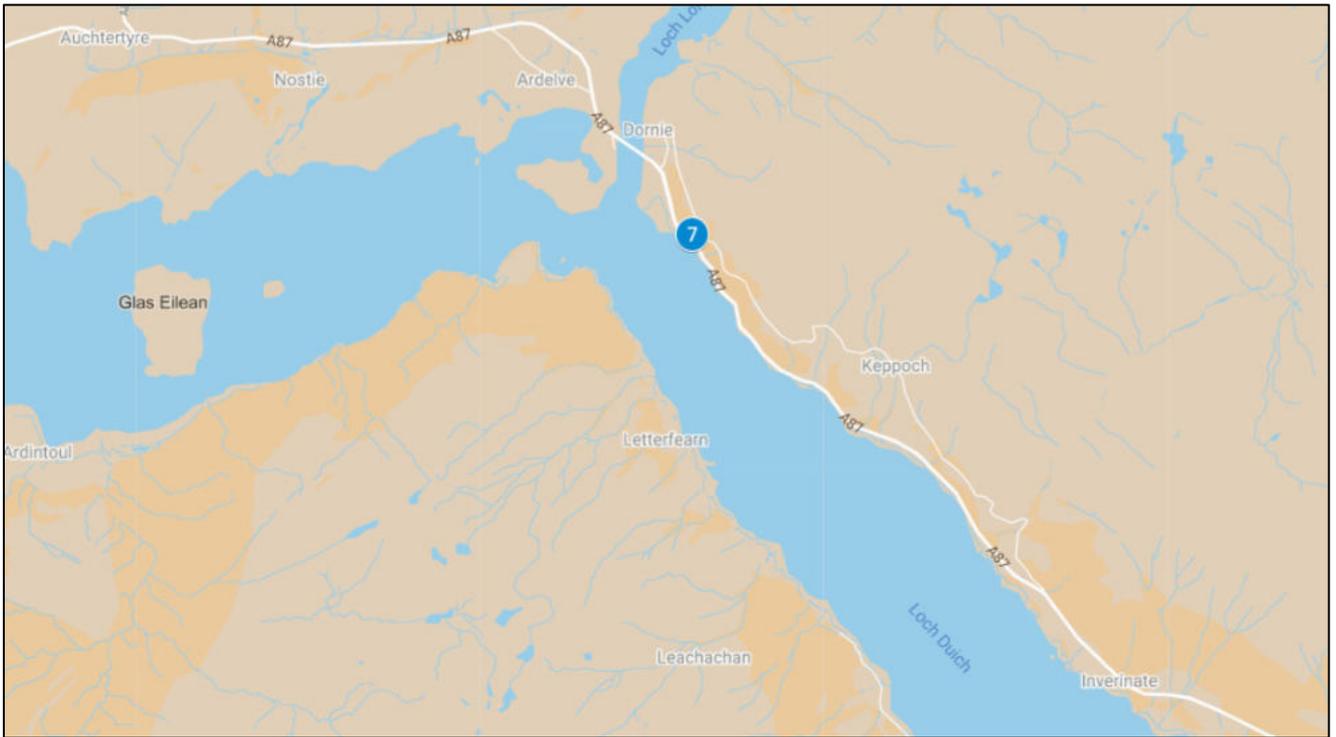
The following actions are recommended to pursue the transport and access issues further:

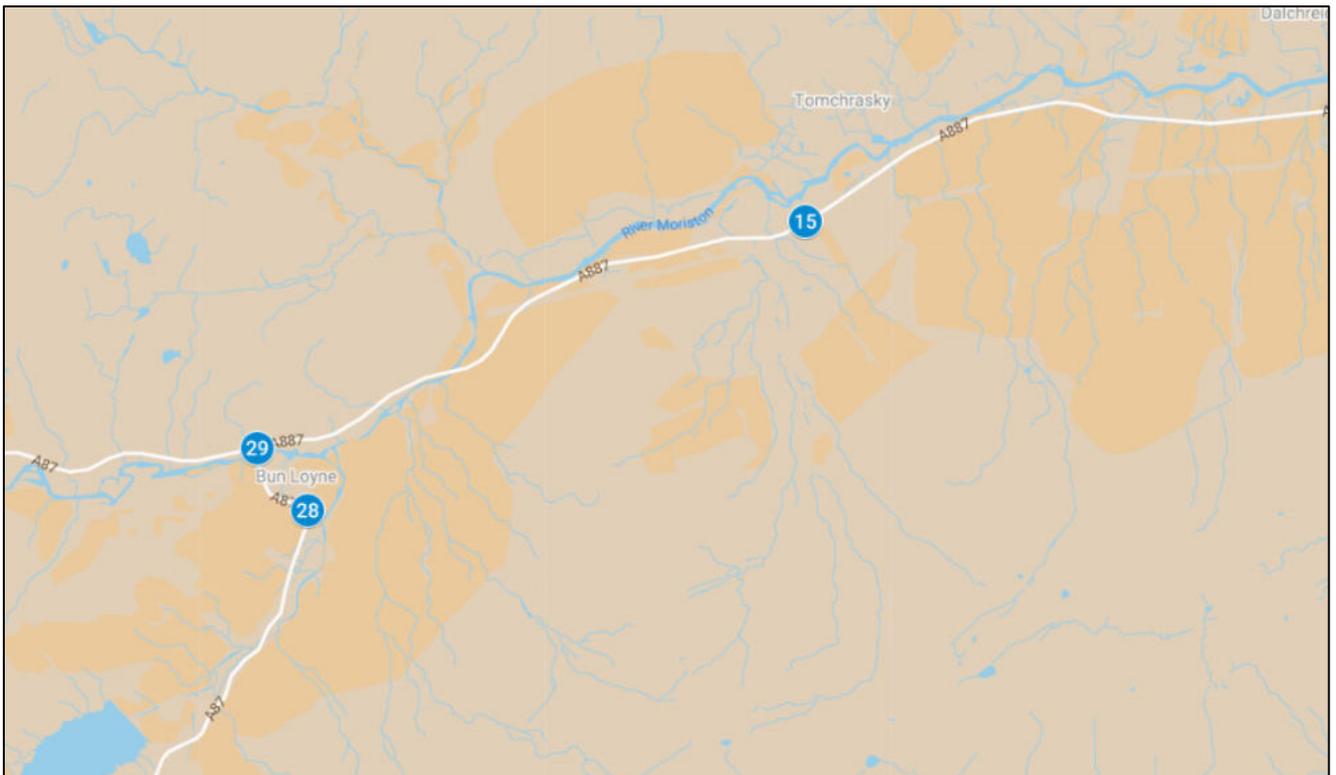
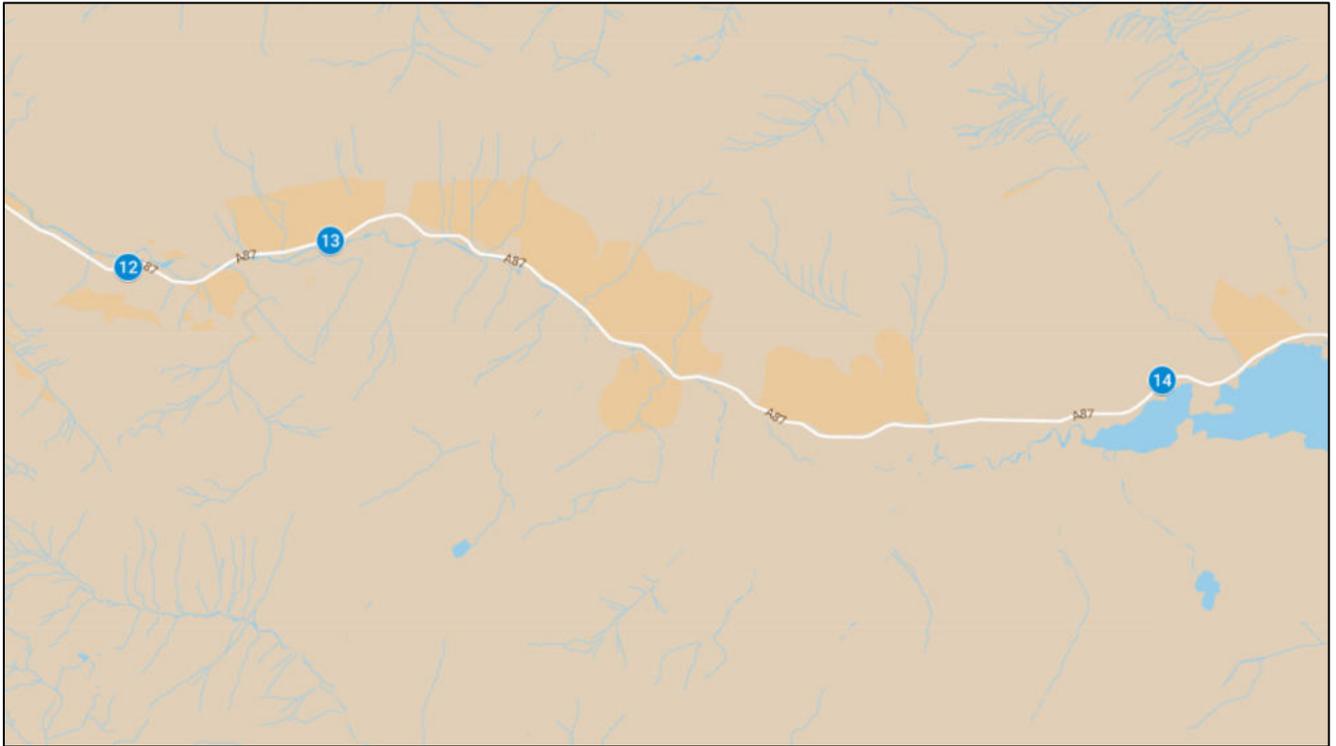
- Undertake topographical reviews where required;
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory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

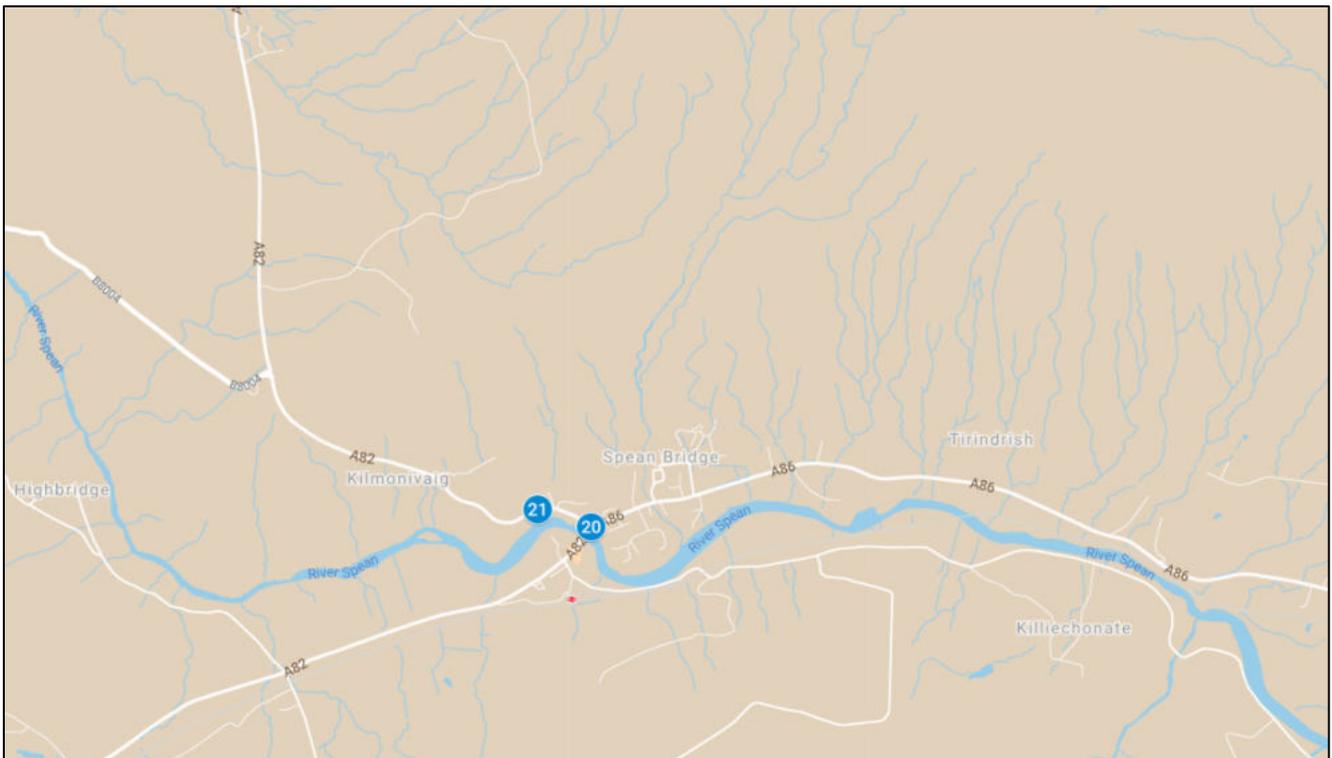
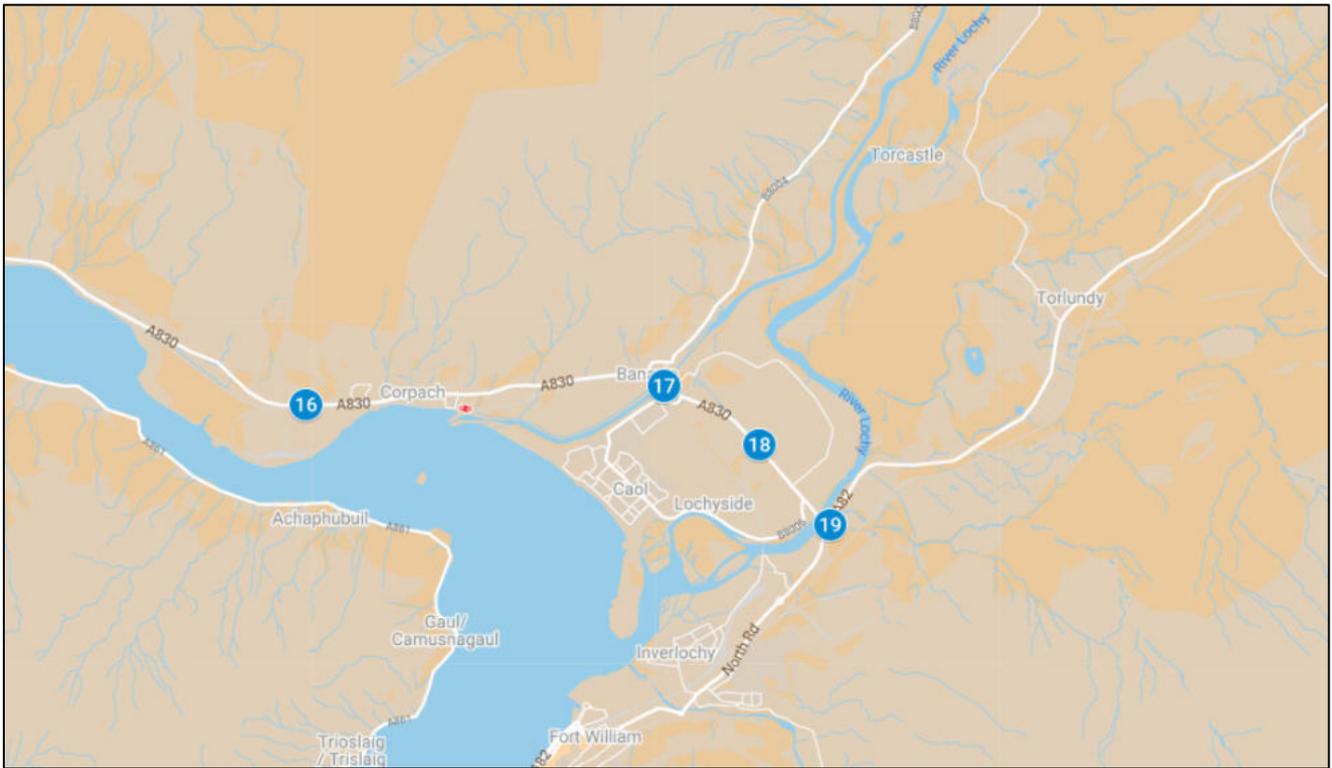
## Appendix A Points of Interest

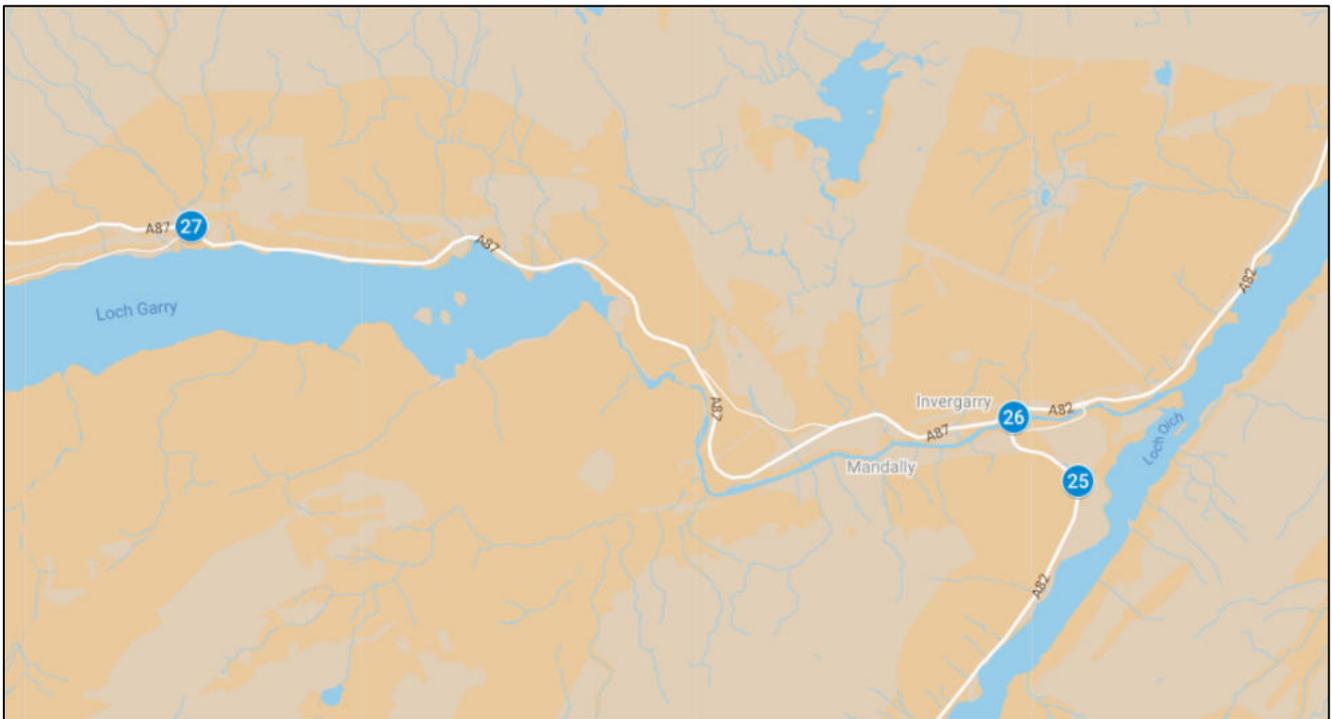
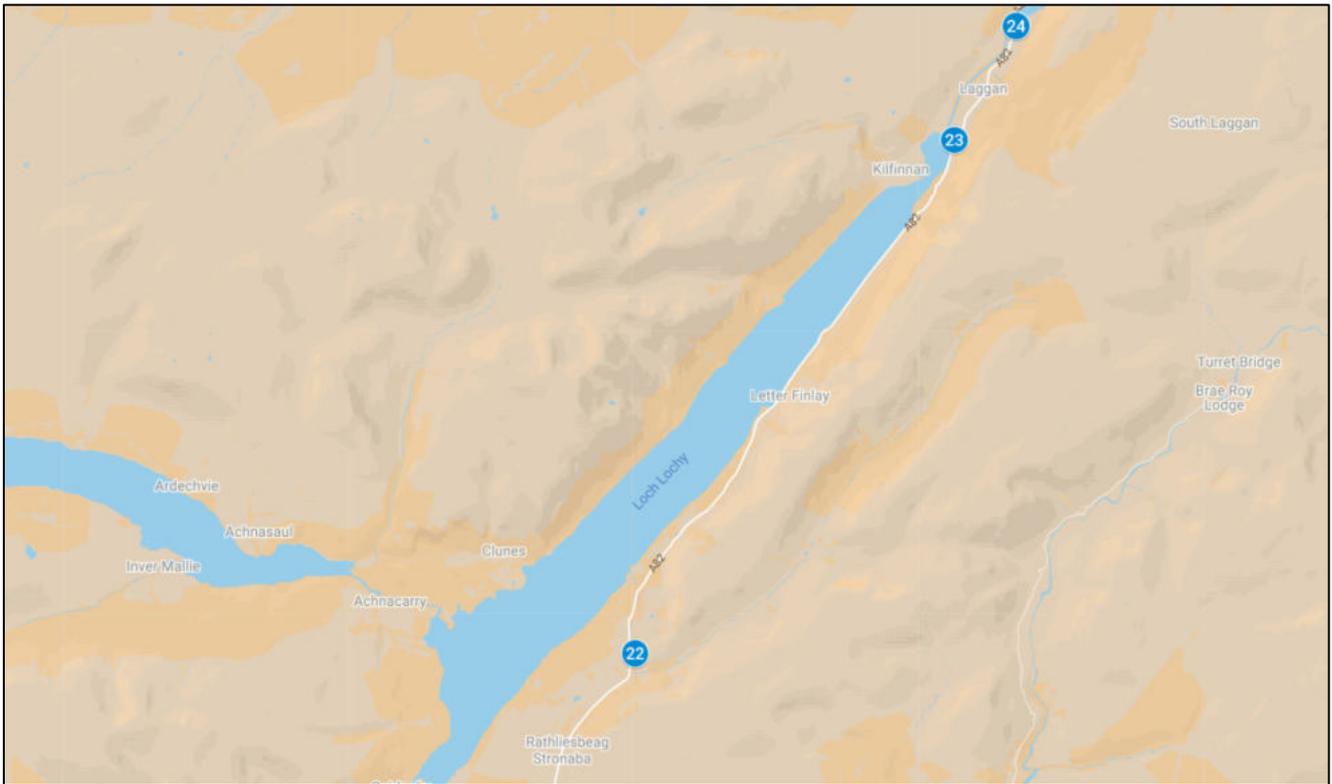
An electronic version of these plans can be found here:  
<https://www.google.com/maps/d/edit?mid=13EN0nl45XXBVMG3E1Np6ZI1M9KWAQ3v&usp=sharing>











## Appendix B Swept Path Assessment Drawings

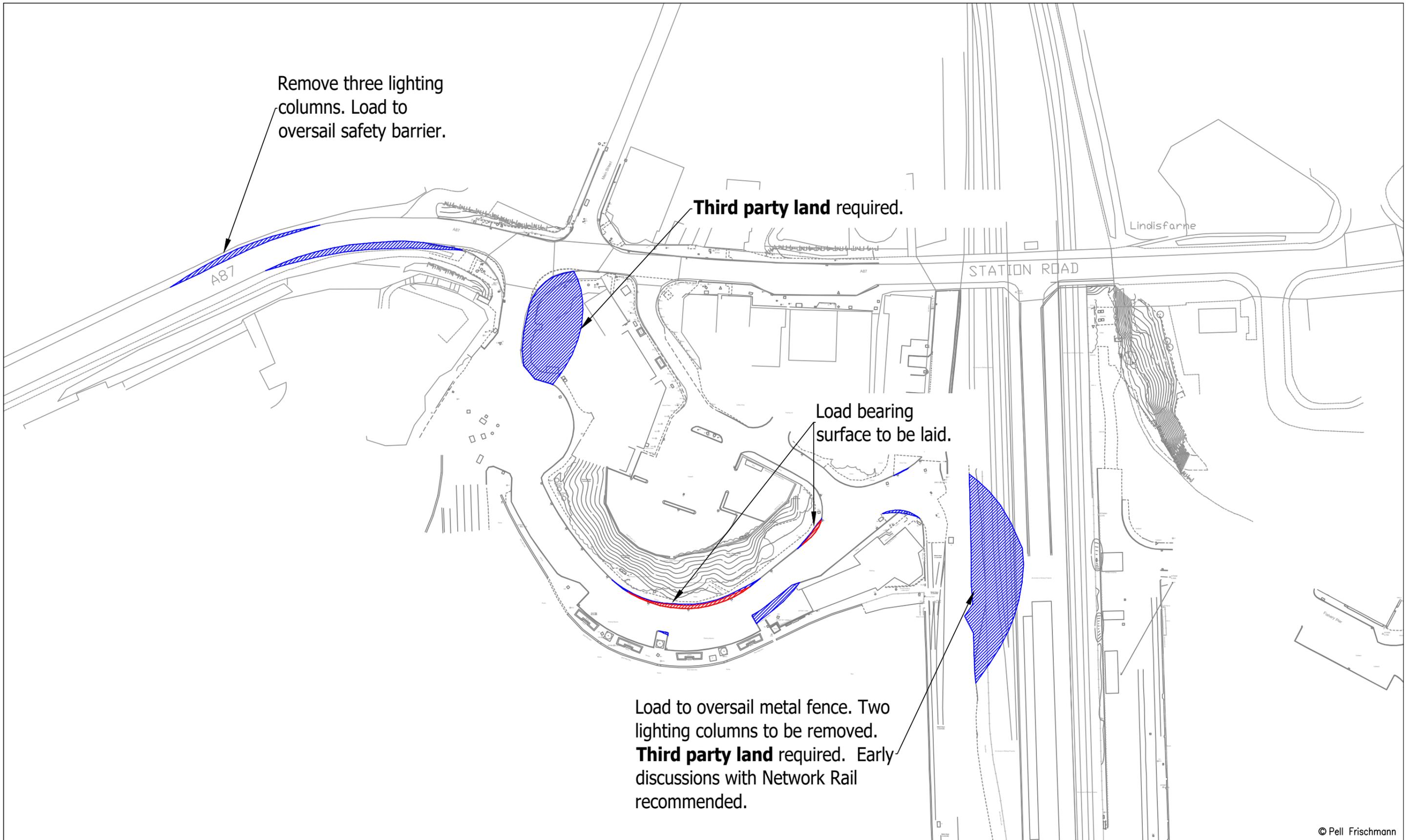
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Wheel SPA (Red line) Body SPA (Green line) Load SPA (Magenta line) Indicative (Cyan line) Over-run (Red hatched box) Over-sail (Blue hatched box)	Kyle of Lochalsh Port Exit			Notes:		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		0	

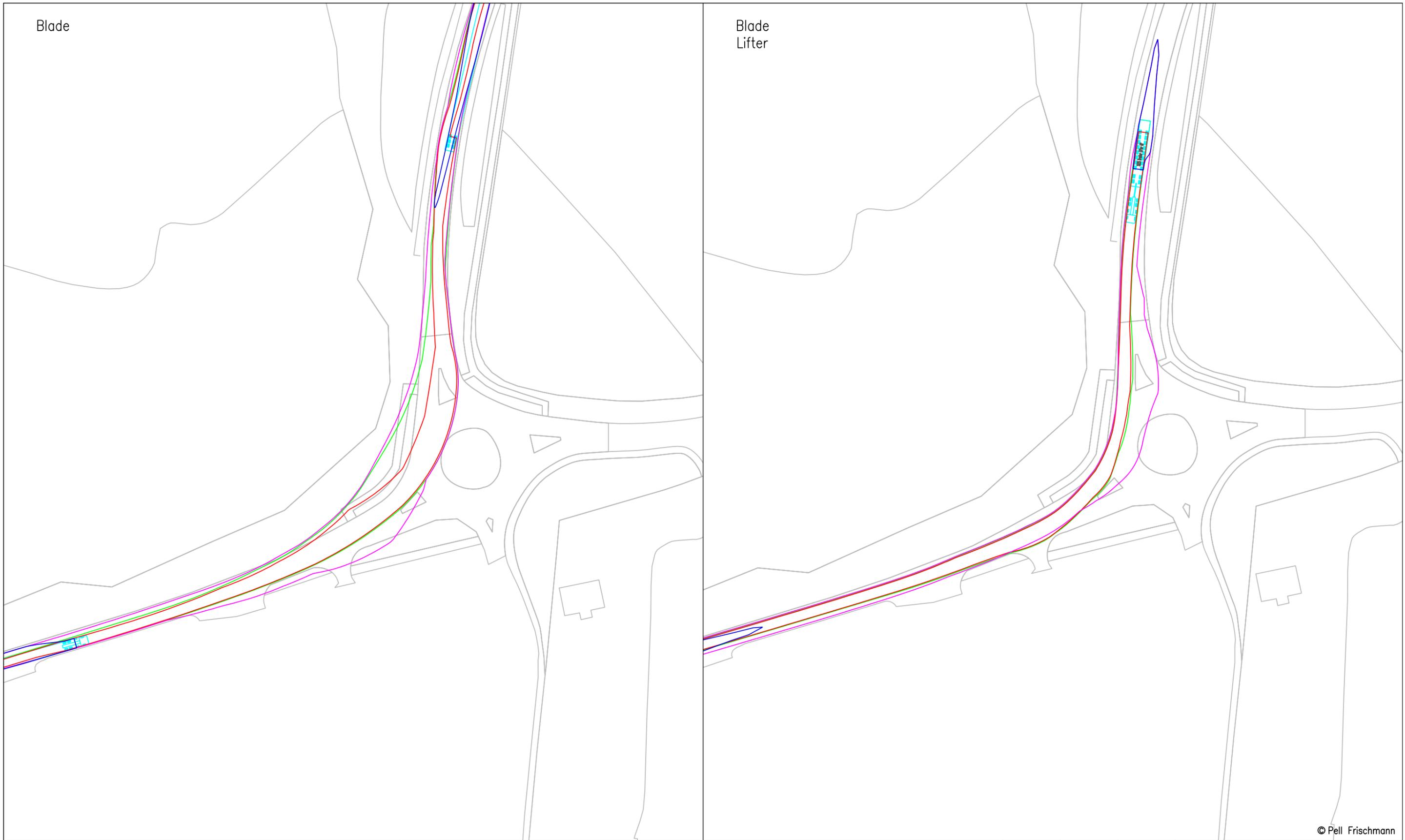


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Project

Millennium East Wind Farm

Drawn	SK + JS	07/06/2025	Scale	1:1000 @ A3
Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
Checked	GB	07/06/2025	Drawing Status	Draft
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Client **Nadara Ltd**

Drawing Title

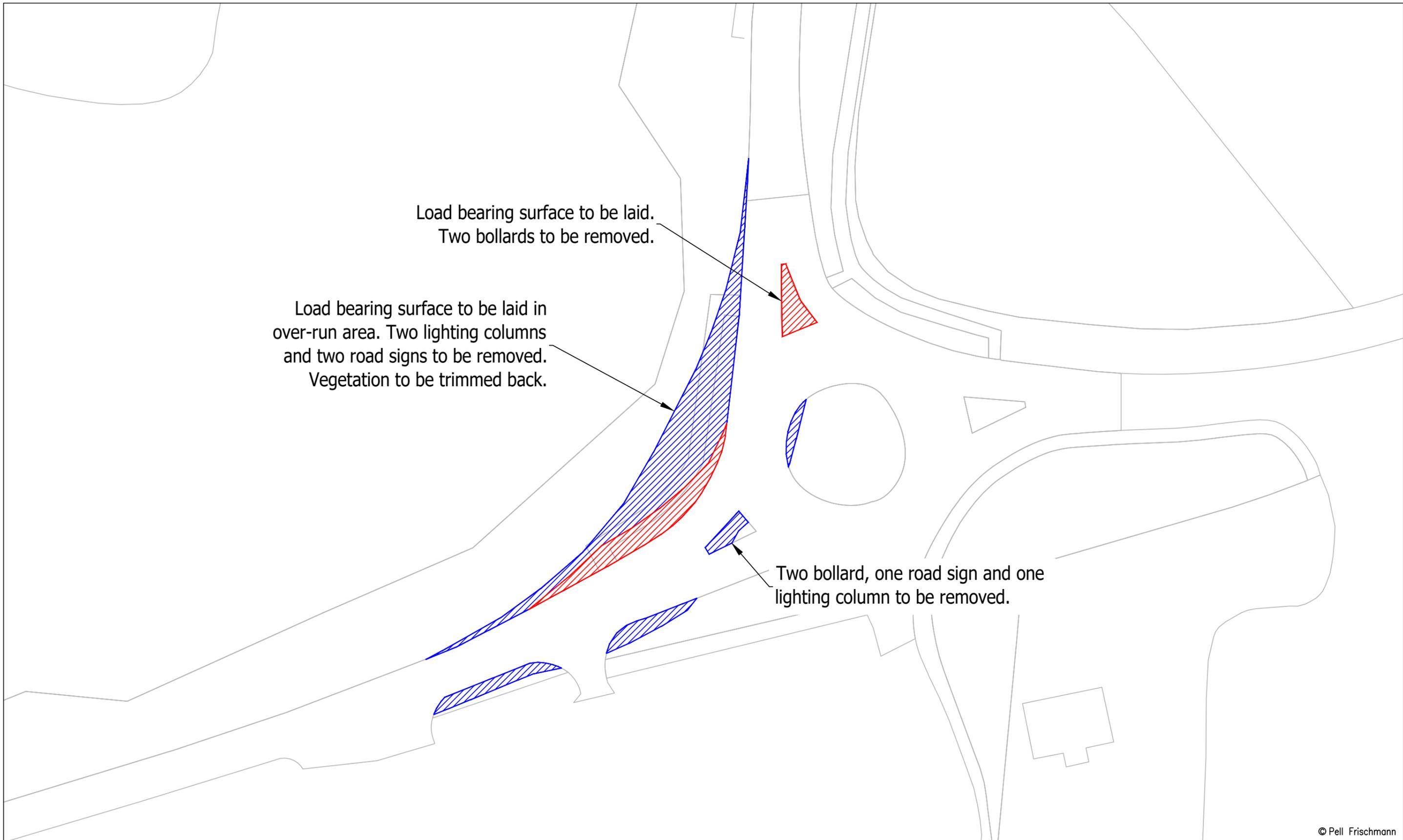
Siemens SG155 and Tower

Key						
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SPA Location

A87 Kylekin Roundabout

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.
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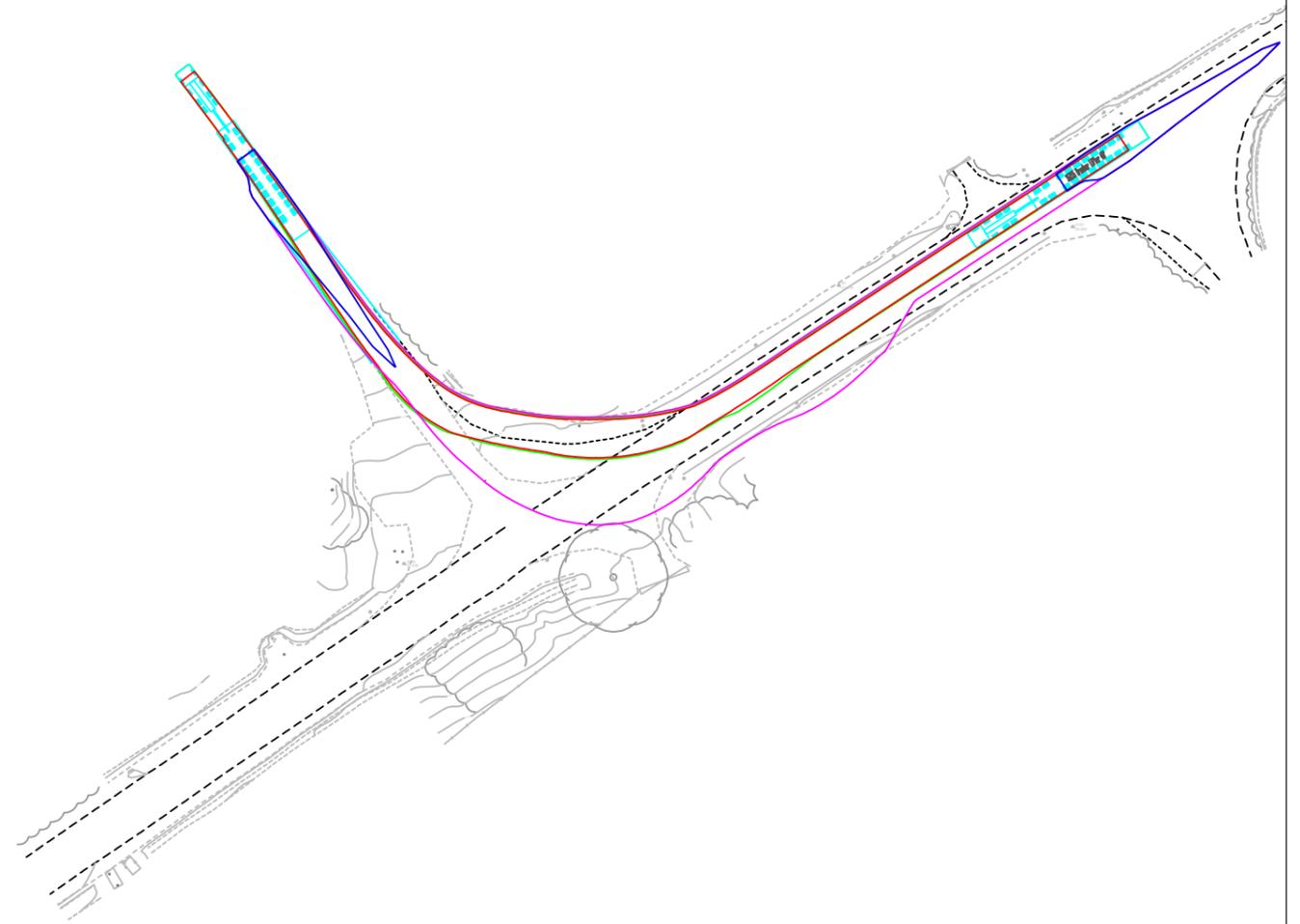
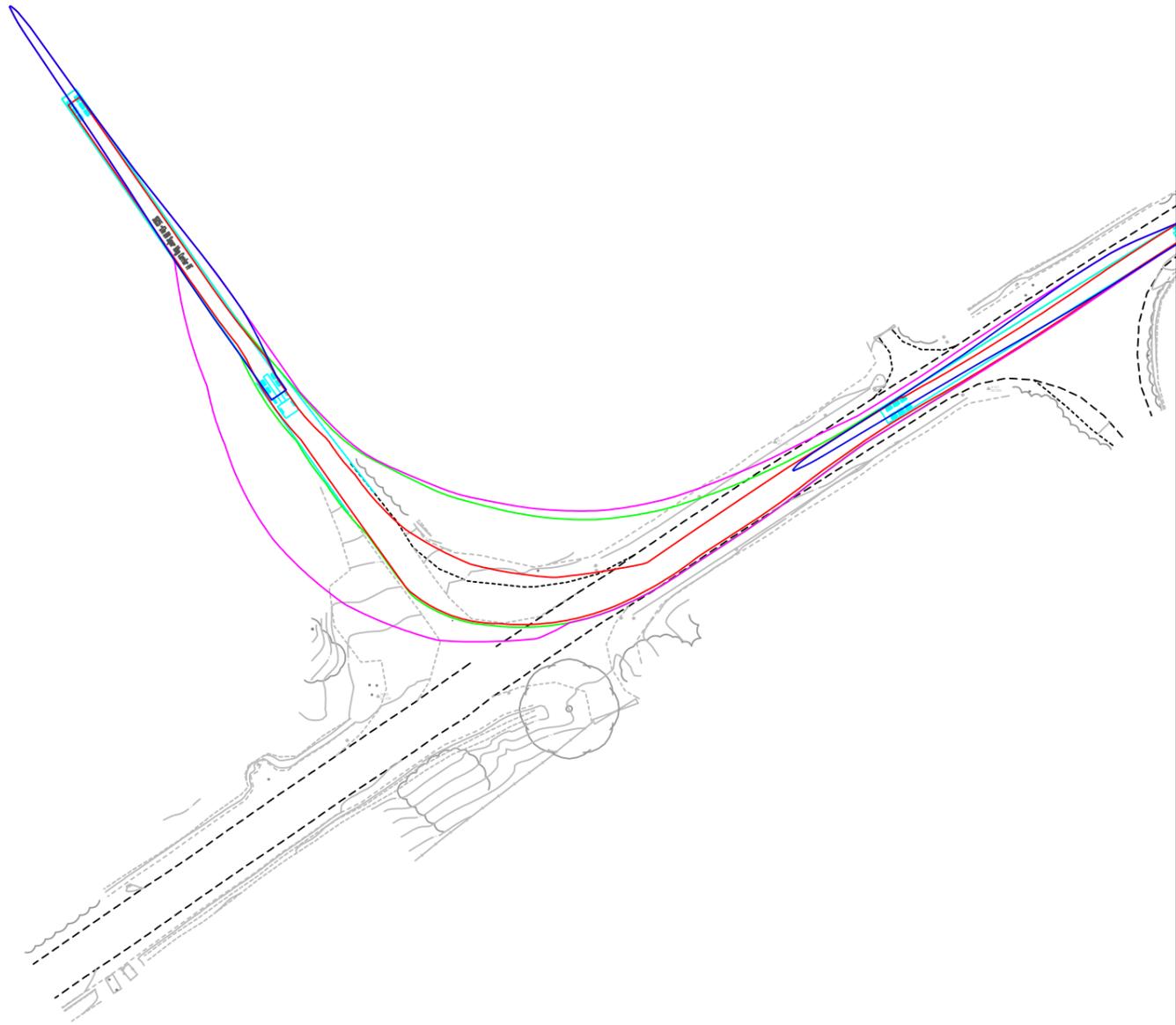


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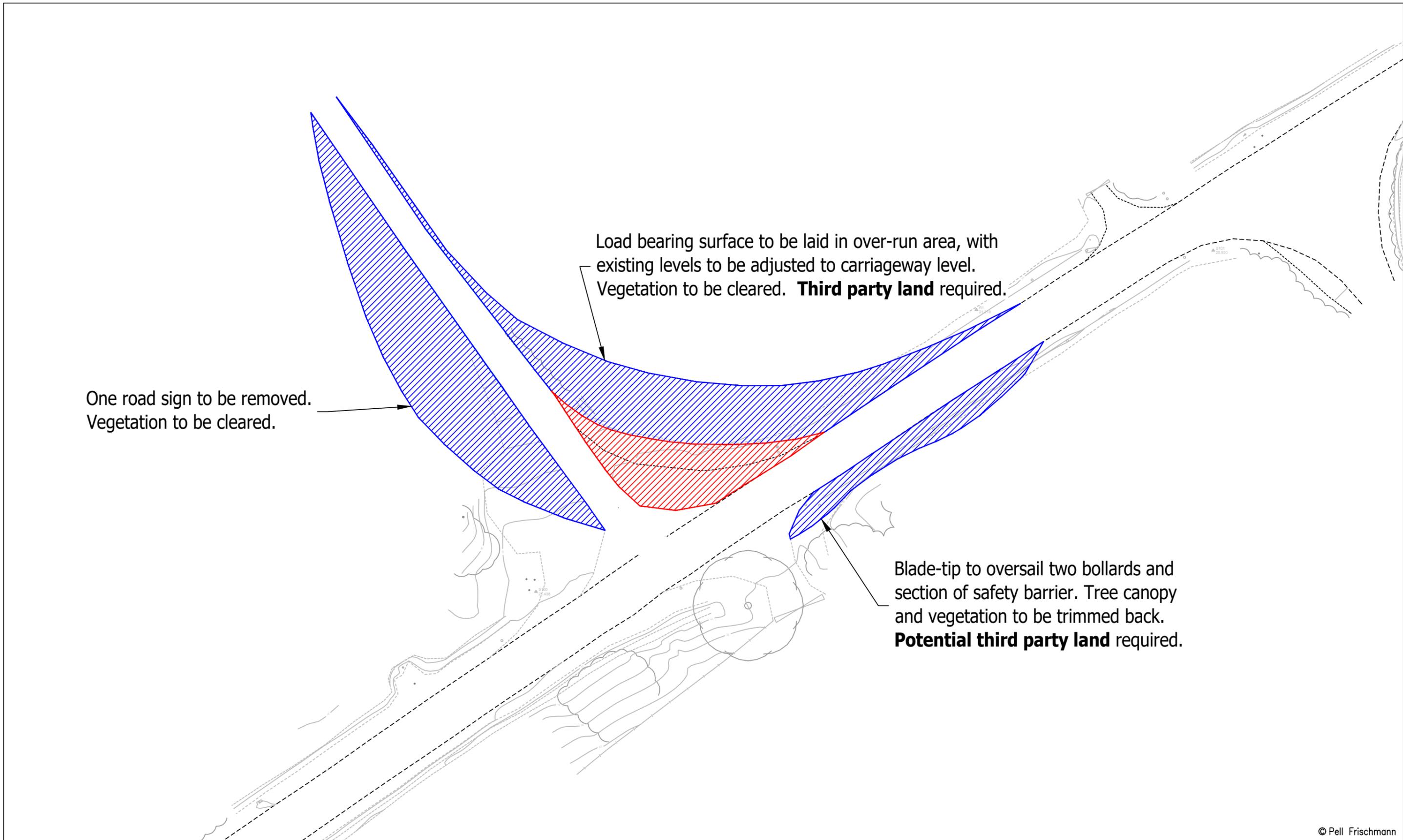
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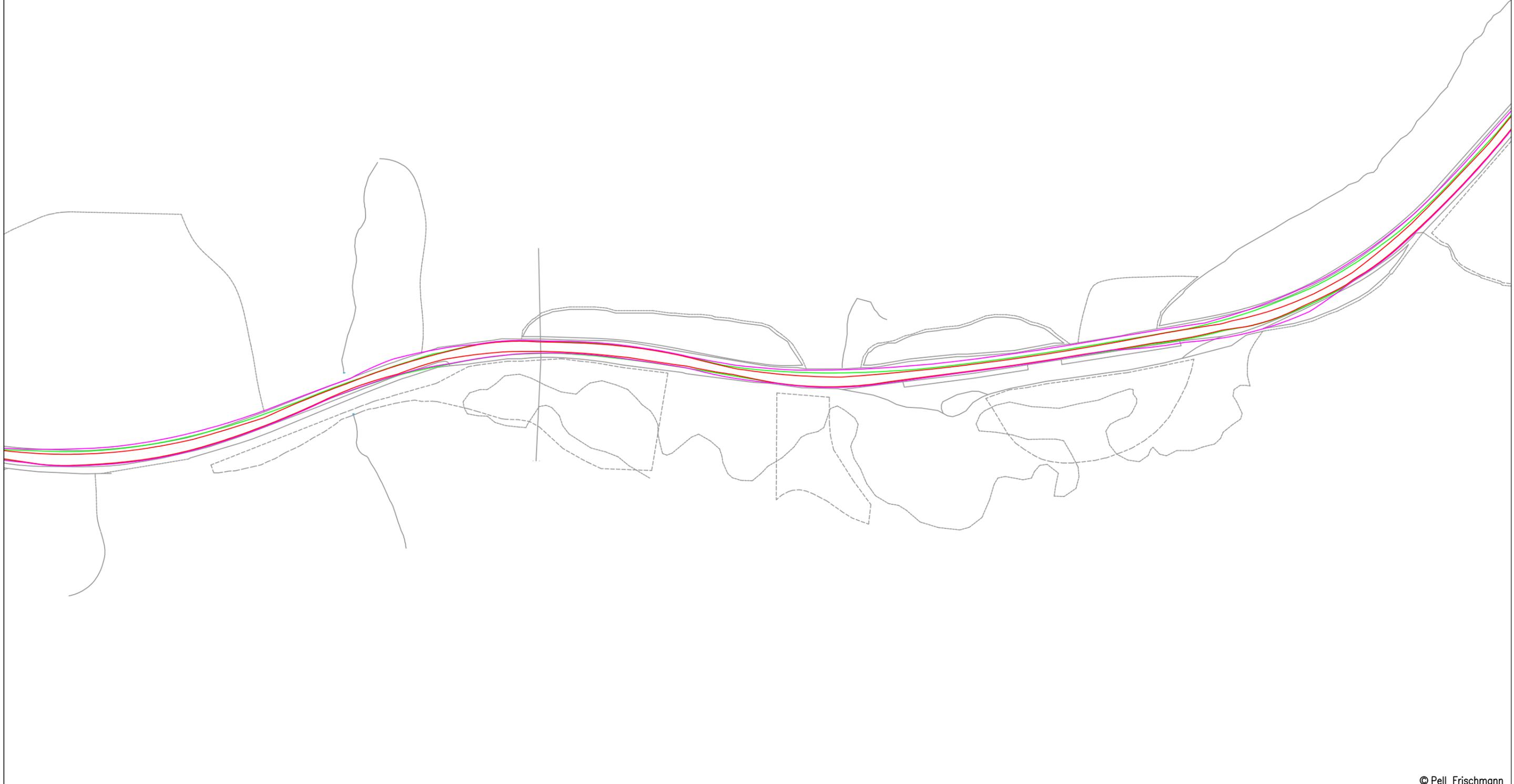
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	<table border="1"> <tr> <td>Name</td> <td>Date</td> <td>Scale</td> </tr> <tr> <td>SK + JS</td> <td>07/06/2025</td> <td>1:1000 @ A3</td> </tr> </table>	Name	Date	Scale	SK + JS	07/06/2025	1:1000 @ A3																				
	Name	Date	Scale																										
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File No.	Drawing Status																												
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Point of Interest	5	Drawing No.	SK03	Notes:	Revision																								
				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.	0																								



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				2. This is not a construction drawing and is intended for illustration purposes only.					

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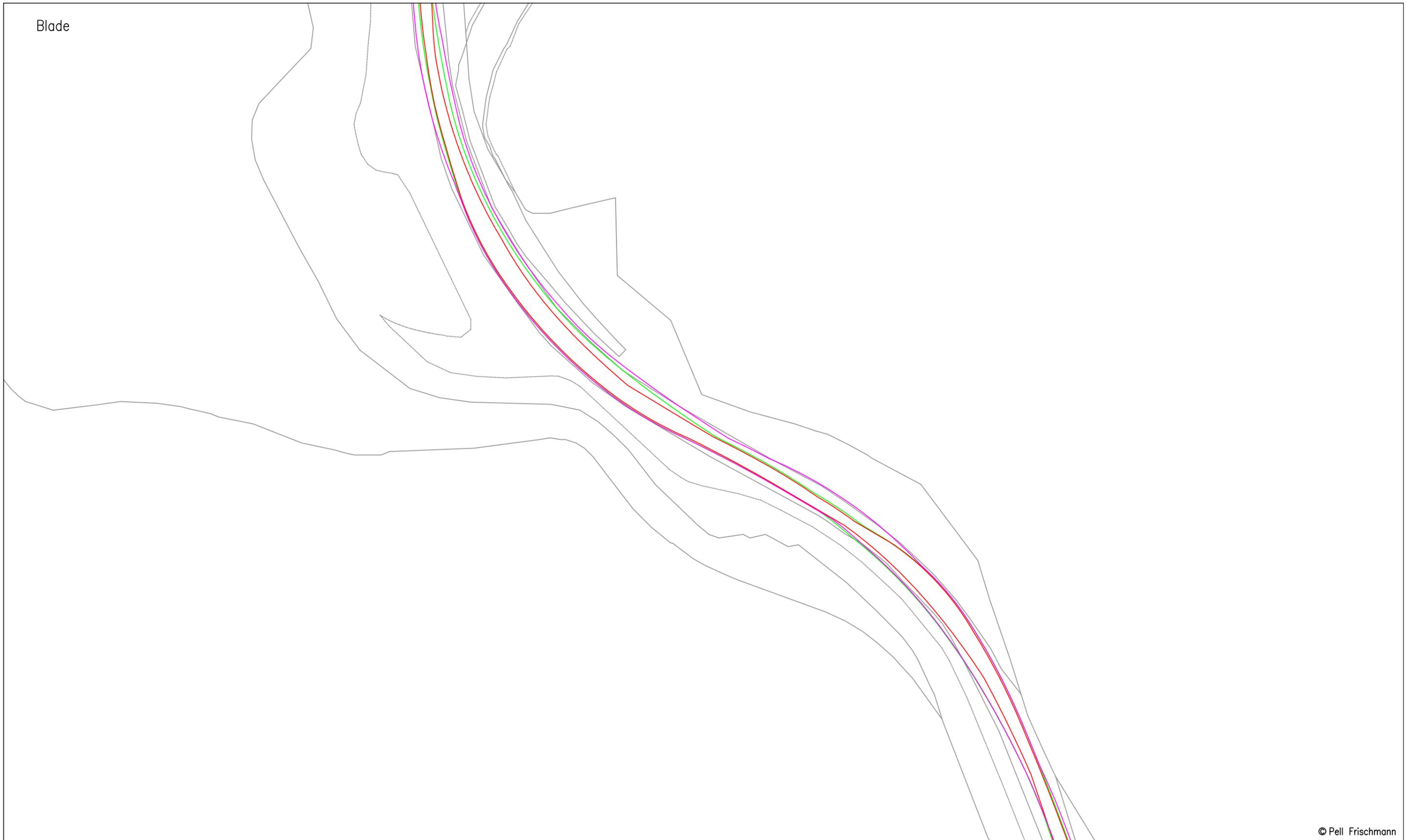


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Point of Interest	6	Drawing Status	Draft															
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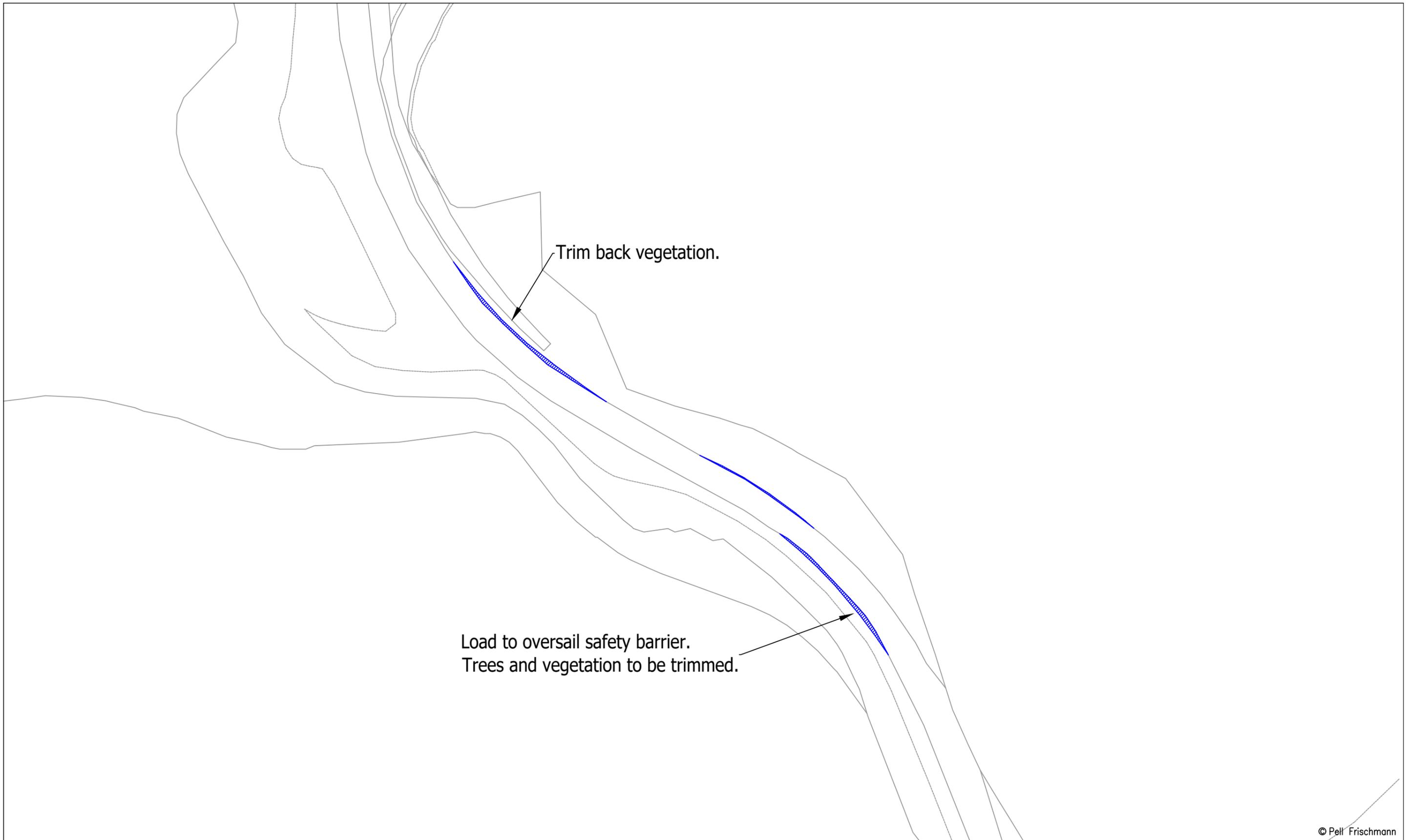
- Wheel SPA —
- Body SPA —
- Load SPA —
- Indicative —
- Over-run / / / / / / / /
- Over-sail / / / / / / / /

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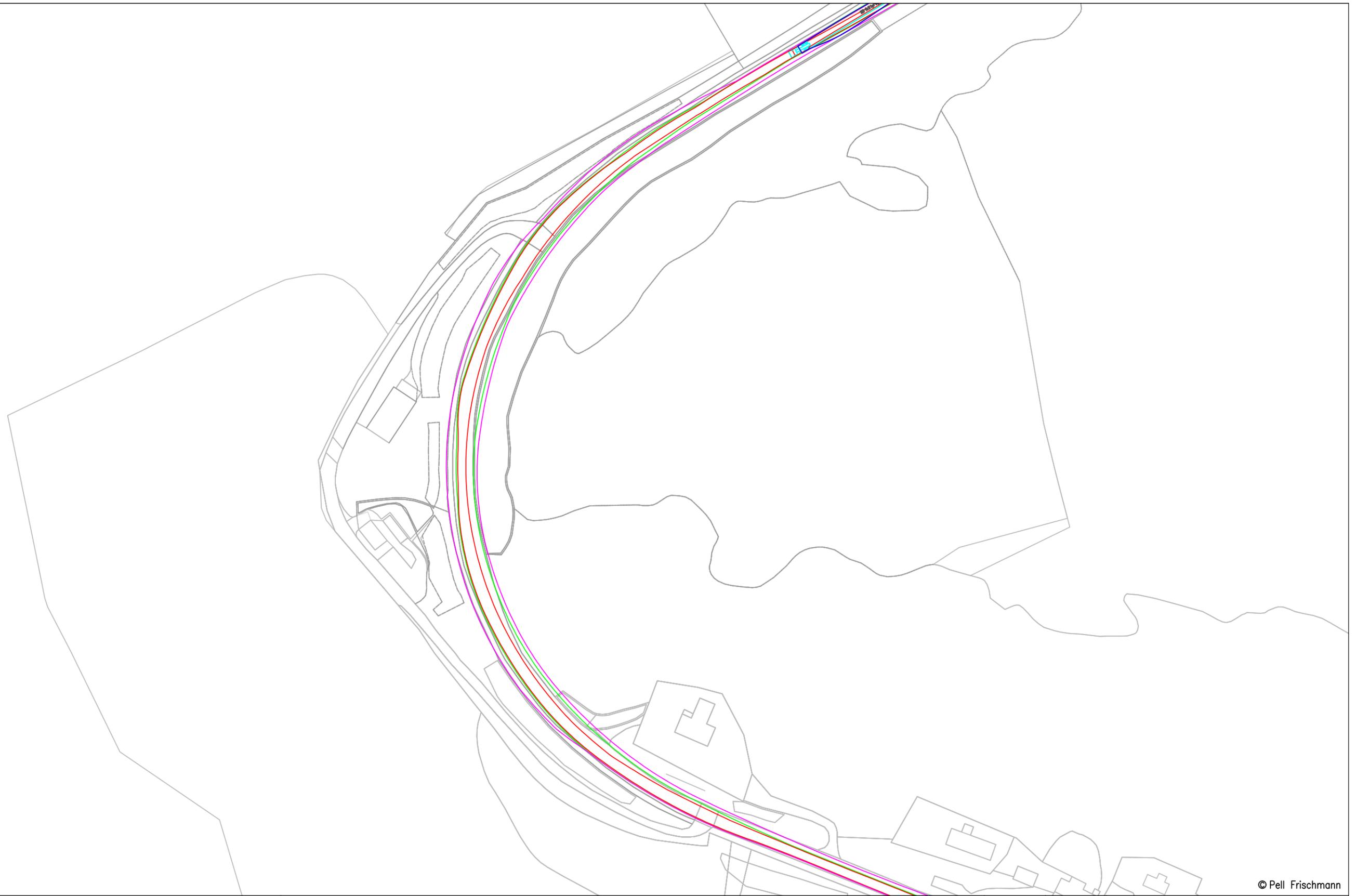
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									1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	

Four road signs and two bollards to be removed. Load to oversail safety barrier. Trim back trees and vegetation.

Trim back vegetation and trees.

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Project

Millennium East Wind Farm

	Name	Date	Scale
Drawn	SK + JS	07/06/2025	1:1250 @ A3
Designed	JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg
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Point of Interest			Drawing Status
9			Draft

Client **Nadara Ltd**

Drawing Title

Siemens SG155 and Tower

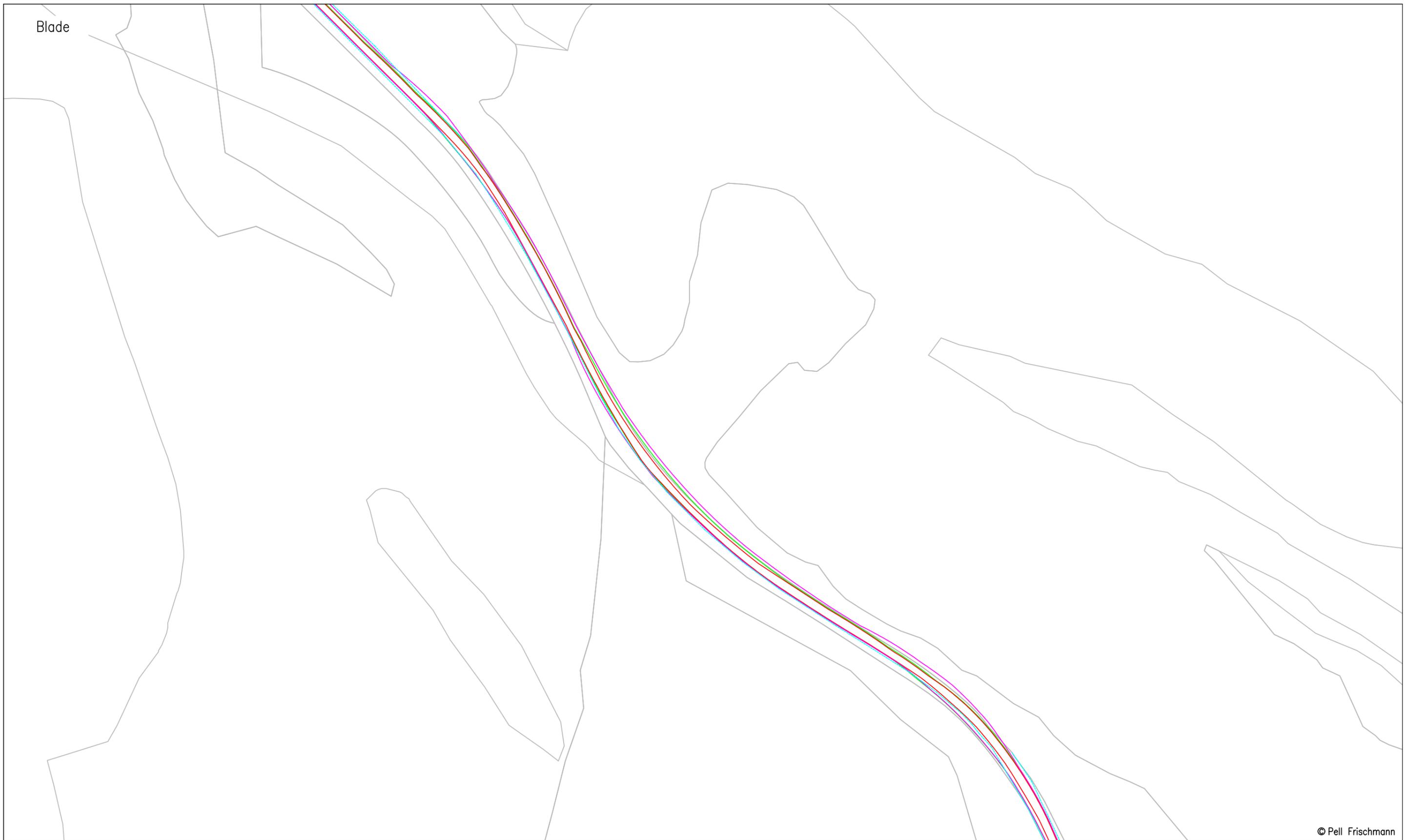
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Key						
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SPA Location

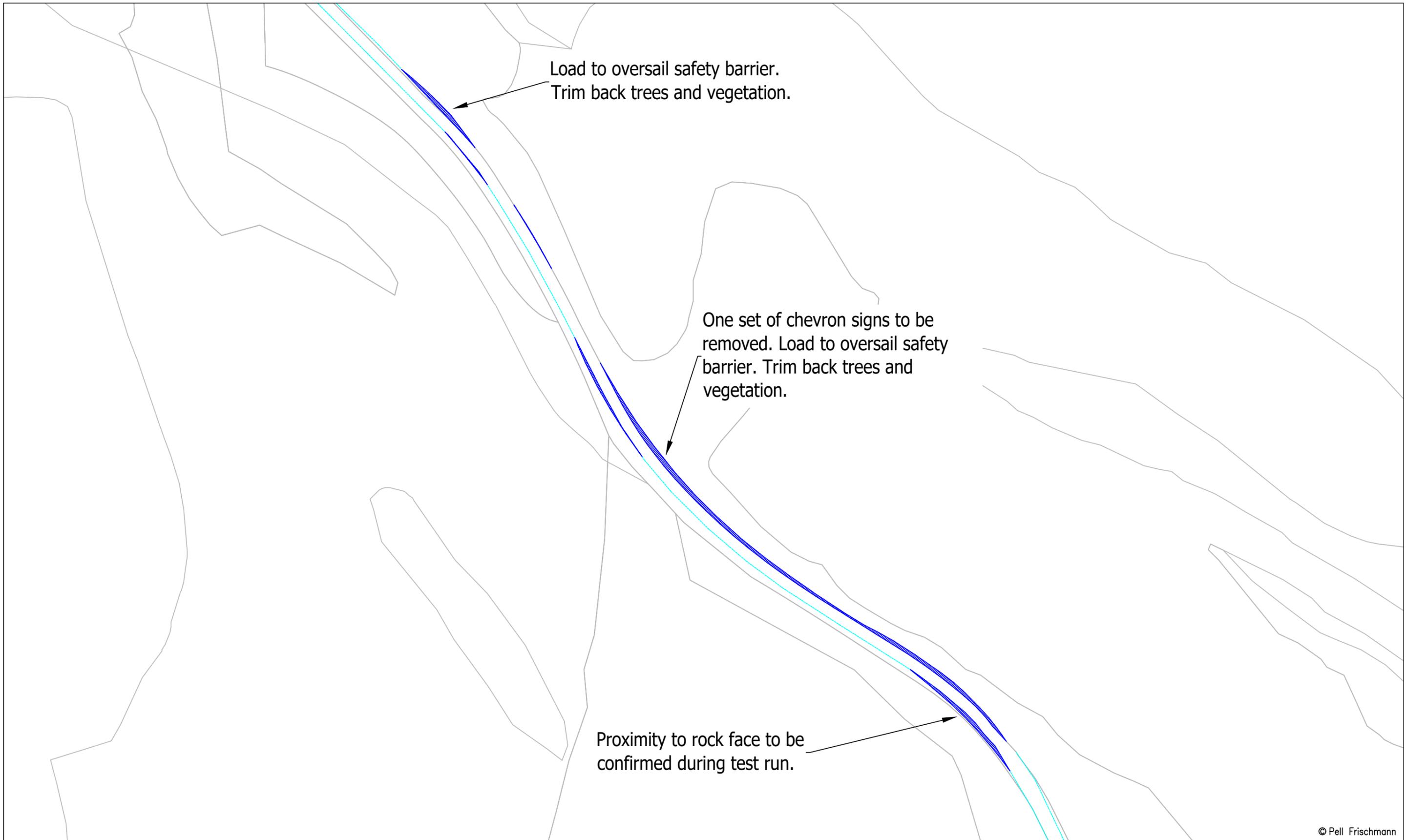
A87 North of Shiel Bridge

Blade



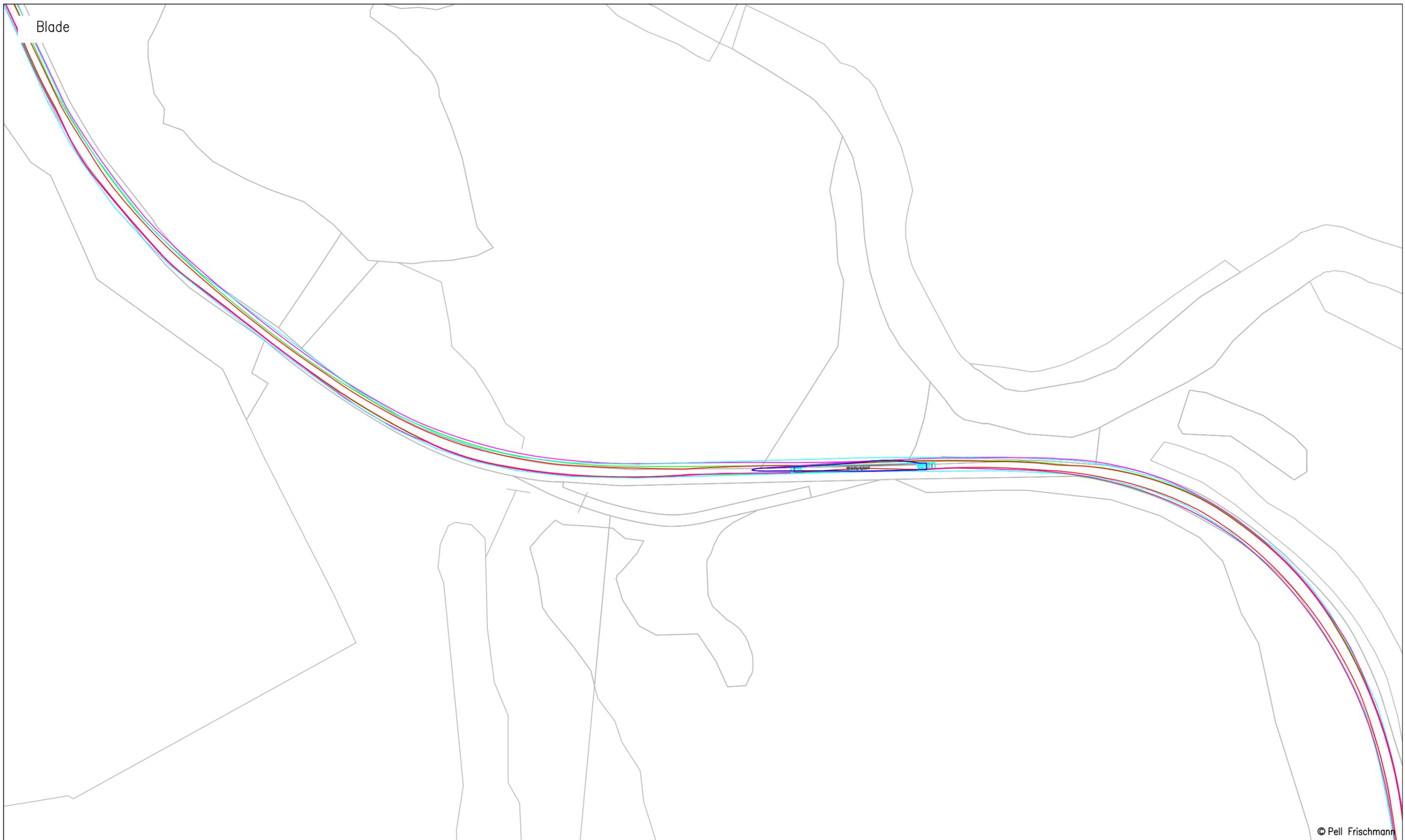
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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg		
<b>Key</b>  Wheel SPA  Body SPA  Load SPA  Indicative  Over-run  Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft		
	SPA Location	A87 at Loch Shiel	Point of Interest	10		Drawing No.	SK08	Notes:	Revision
							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.		0



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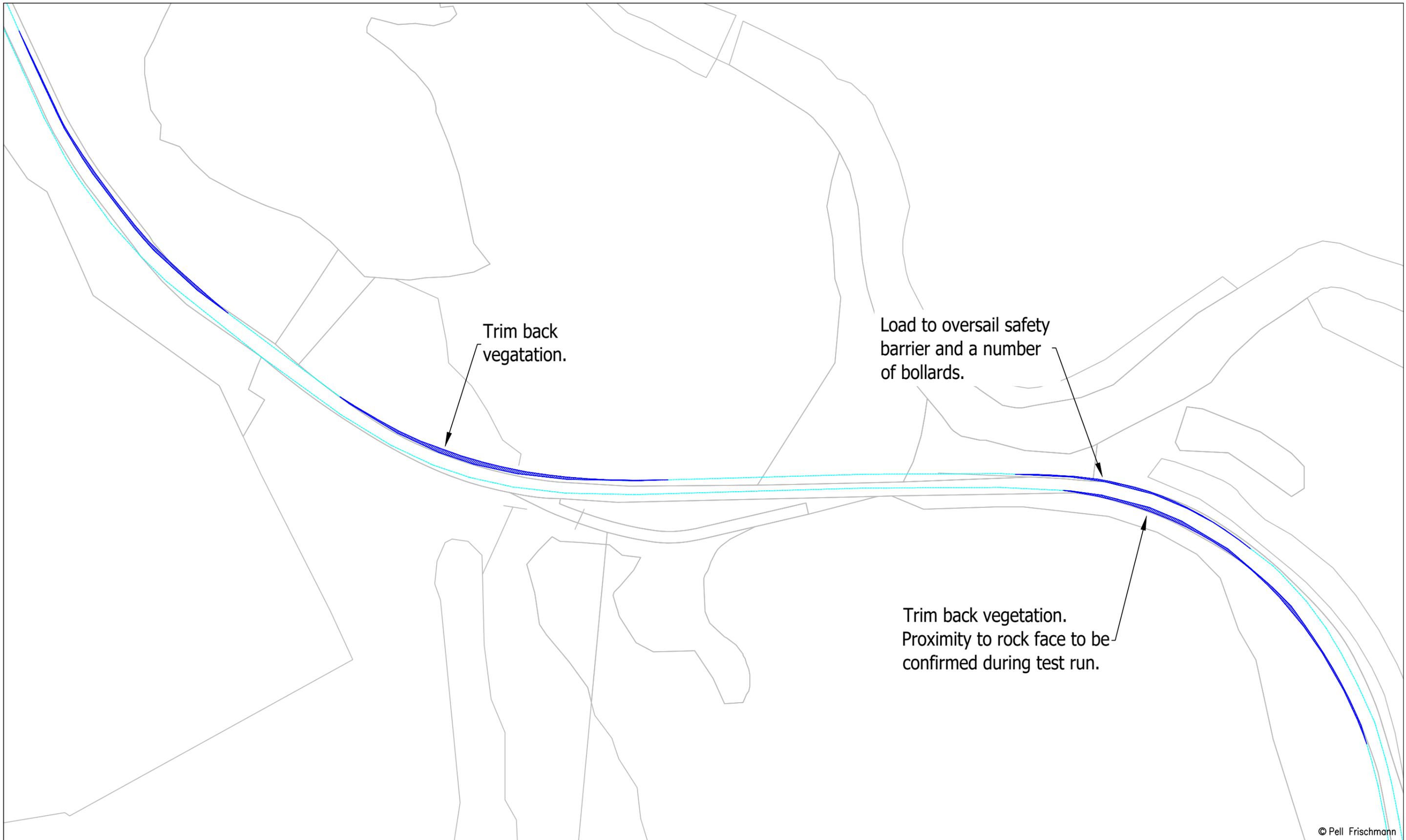
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfe@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	Name	SK + JS	Date	07/06/2025	Scale	1:1500 @ A3	
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg		
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft		
	SPA Location	A87 at Loch Shiel	Point of Interest	10		Drawing No.	SK08A	Notes:	Revision
							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.		0



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		Name	Date	Scale																			
Drawn	SK + JS	07/06/2025	1:1500 @ A3																				
Designed	JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg																				
Checked	GB	07/06/2025	Drawing Status																				
Point of Interest			Draft																				
Client	Drawing Title	Siemens SG155 and Tower	<table border="1"> <tr> <td>Drawing No.</td> <td>Notes:</td> <td>Revision</td> </tr> <tr> <td>SK09</td> <td>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.</td> <td>0</td> </tr> </table>	Drawing No.	Notes:	Revision	SK09	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.	0														
Drawing No.	Notes:	Revision																					
SK09	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.	0																					
Key	SPA Location	A87 Bend near River Shiel																					

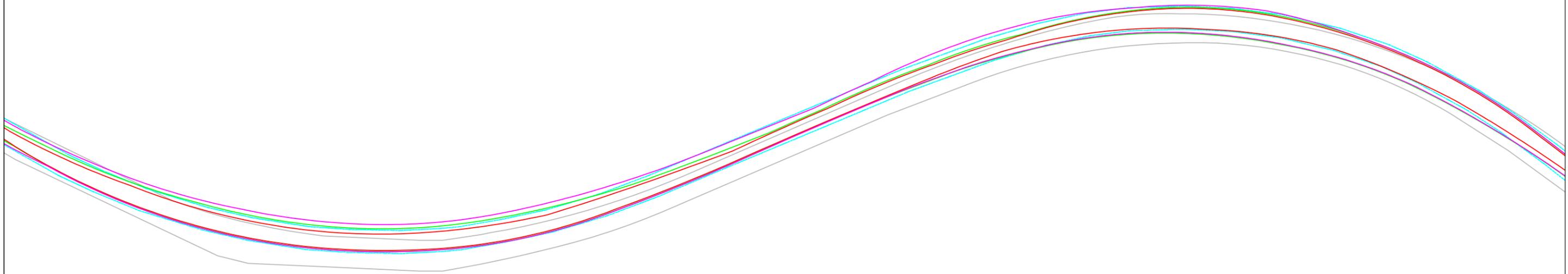
Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail



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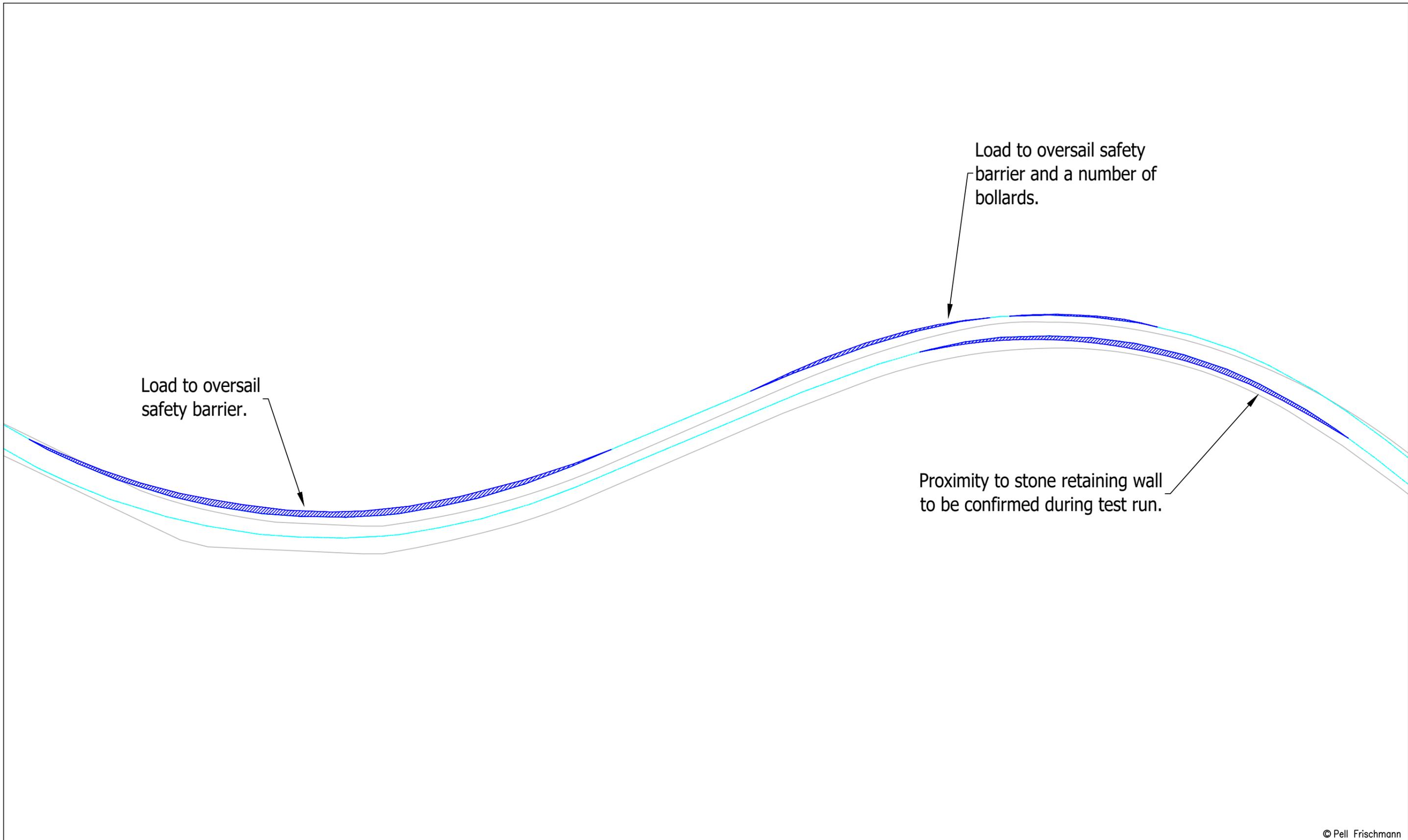
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfe@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	Drawn	SK + JS	07/06/2025	Scale	1:1500 @ A3	
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
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	SPA Location	A87 Bend near River Shiel	Point of Interest	11		Drawing No.	SK09A	Revision
				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.		

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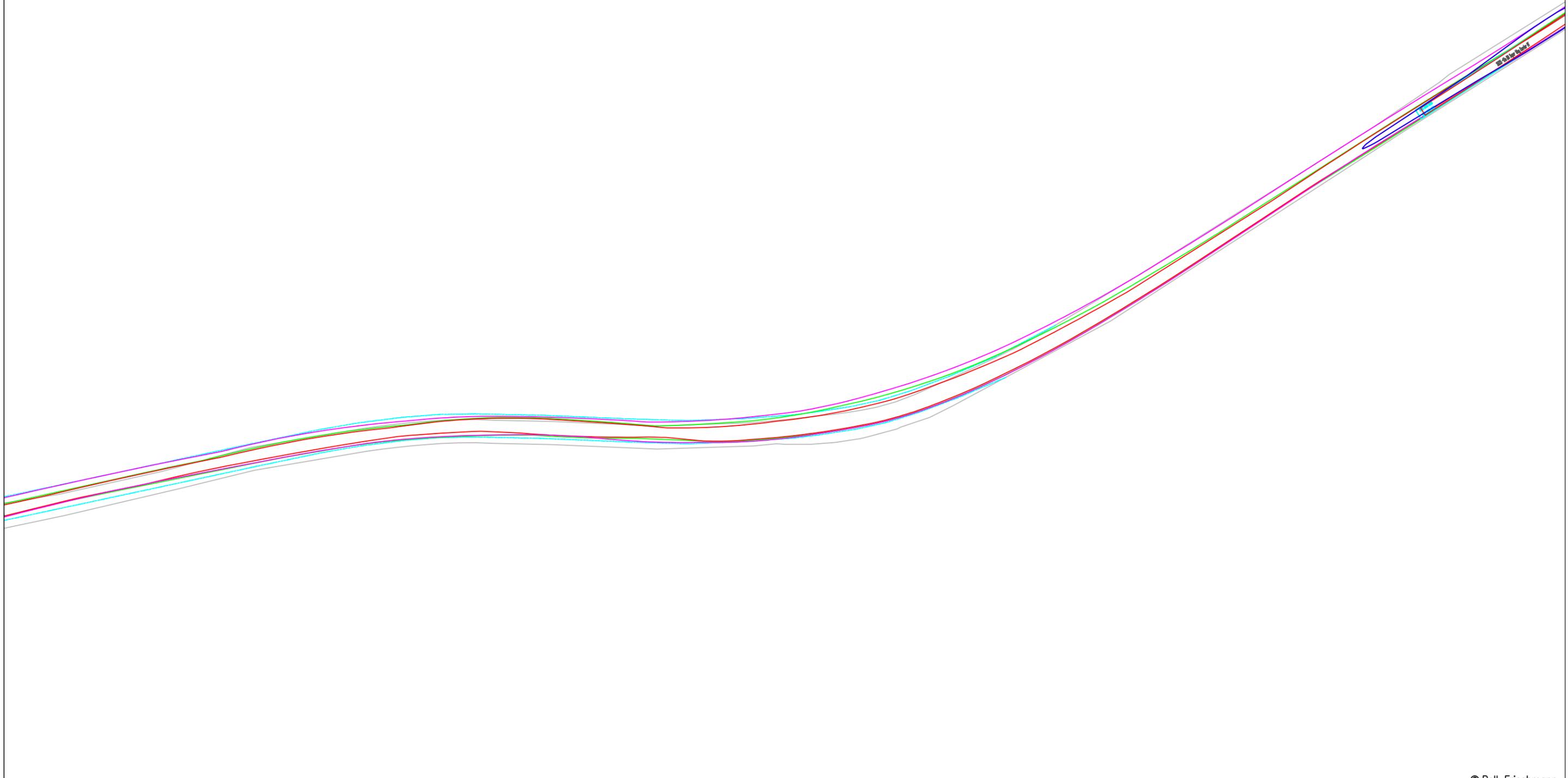
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfe@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	<table border="1"> <tr> <td></td> <td>Name</td> <td>Date</td> <td>Scale</td> </tr> <tr> <td>Drawn</td> <td>SK + JS</td> <td>07/06/2025</td> <td>1:1000 @ A3</td> </tr> <tr> <td>Designed</td> <td>JS</td> <td>07/06/2025</td> <td rowspan="2">File No. 131221 Millenium Tracking FINAL.dwg</td> </tr> <tr> <td>Checked</td> <td>GB</td> <td>07/06/2025</td> </tr> </table>		Name	Date	Scale	Drawn	SK + JS	07/06/2025	1:1000 @ A3	Designed	JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg	Checked	GB	07/06/2025
		Name	Date	Scale														
	Drawn	SK + JS	07/06/2025	1:1000 @ A3														
Designed	JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg															
Checked	GB	07/06/2025																
Client	Nadara Ltd	Drawing Title	Siemens SG155 and Tower															
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border:1px solid red; display:inline-block; width:10px; height:10px; transform: rotate(45deg); background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px);"></span> Over-run <span style="border:1px solid blue; display:inline-block; width:10px; height:10px; transform: rotate(45deg); background: repeating-linear-gradient(45deg, transparent, transparent 2px, blue 2px, blue 4px);"></span> Over-sail	SPA Location	A87 Bends	<table border="1"> <tr> <td>Point of Interest</td> <td>12</td> <td>Drawing Status</td> <td>Draft</td> </tr> <tr> <td>Drawing No.</td> <td>SK10</td> <td>Notes:</td> <td>Revision</td> </tr> <tr> <td></td> <td></td> <td>           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.         </td> <td>0</td> </tr> </table>	Point of Interest	12	Drawing Status	Draft	Drawing No.	SK10	Notes:	Revision			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.	0			
	Point of Interest	12	Drawing Status	Draft														
Drawing No.	SK10	Notes:	Revision															
		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.	0															



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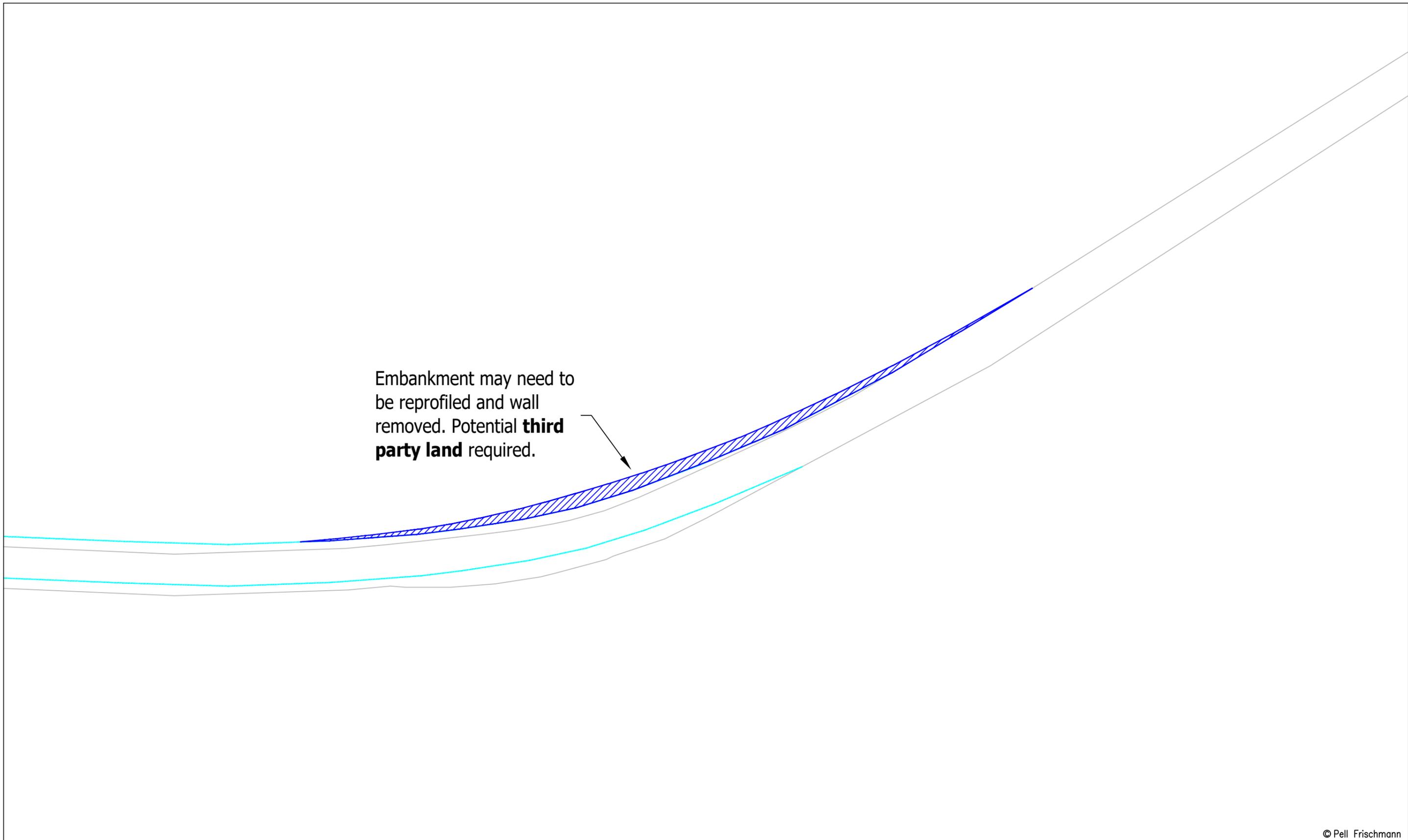
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0) 131 240 1270</small> <small>Email: pfe@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	Name	SK + JS	Date	07/06/2025	Scale	1:1000 @ A3
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
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	SPA Location	A87 Bends	Point of Interest	12		Drawing No.	SK10A	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.	0

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
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	SPA Location	A87 Bends	Point of Interest	13		Drawing No.	SK11
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						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.	0



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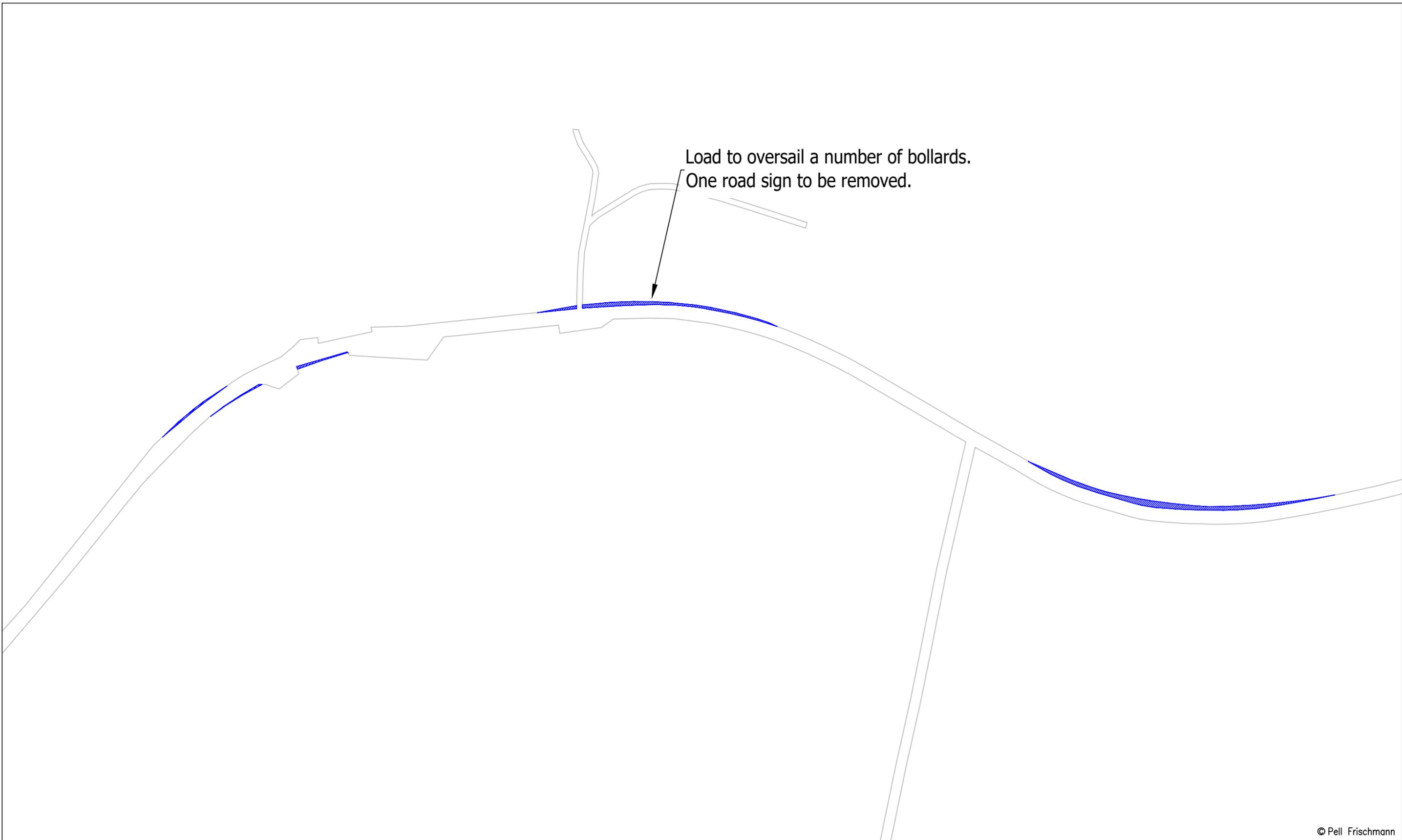
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	Name	SK + JS	Date	07/06/2025	Scale	1:500 @ A3	
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg		
	Key	<span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg); background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg); background: repeating-linear-gradient(45deg, transparent, transparent 2px, blue 2px, blue 4px);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft
	SPA Location	A87 Bends	Point of Interest	13		Drawing No.	SK11A	Notes:	Revision
				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.				0	

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, blue 2px, blue 4px);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft
	SPA Location	A87 Clunie Inn Bends	Point of Interest	14		Drawing No.	SK12
			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	0



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	Client	Nadara Ltd		Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower		Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A87 Clunie Inn Bends		Point of Interest	14		Drawing No.	SK12A	
							Notes:	Revision	
							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.	0	

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Tower



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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
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	SPA Location	A887 Millennium Wind Farm Access Junction	Point of Interest	15		Drawing No.	SK13	
			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	0	



Load bearing surface to be laid. Land to be reprofiled. Fence and gate to be removed. Ditch to be culverted. Junction to be designed to manufacturer's guidelines. **Third party land** required.

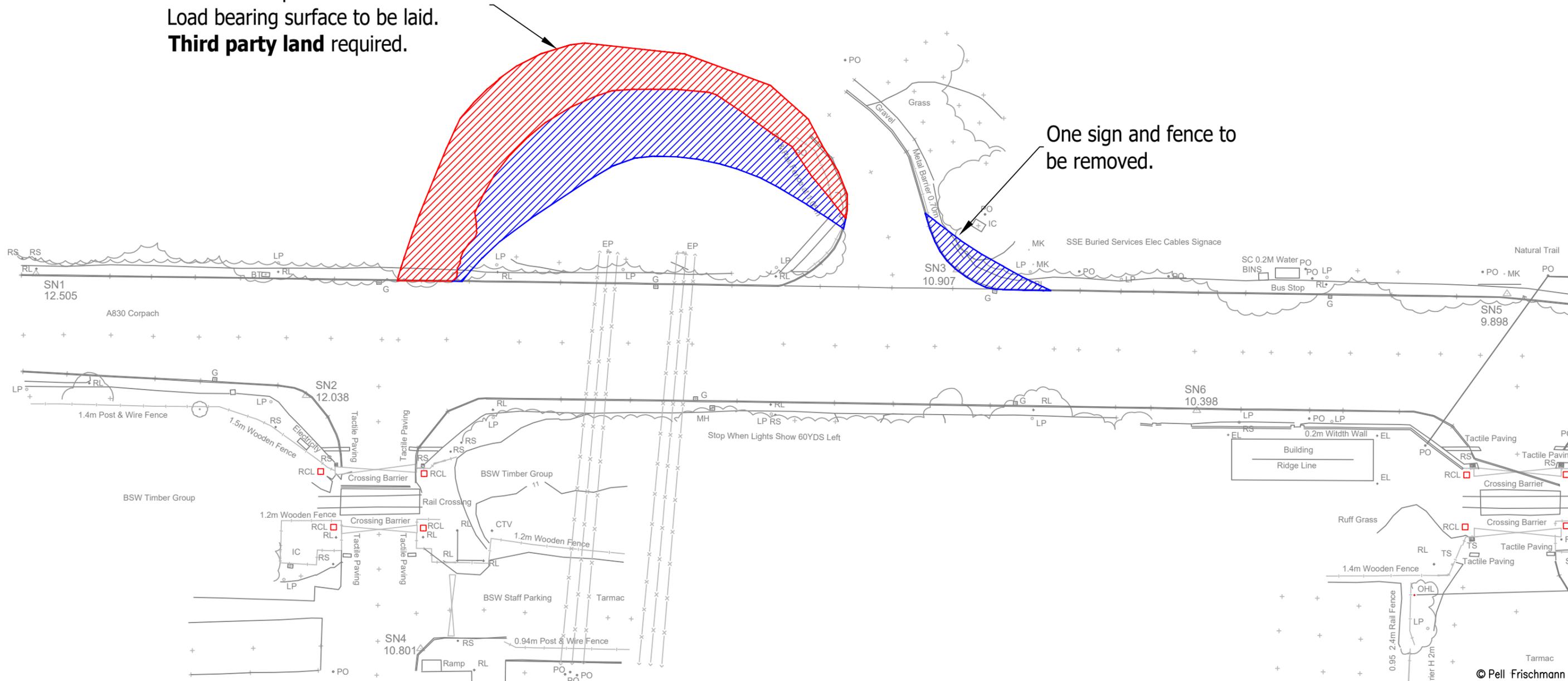
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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
<b>Key</b> <span style="color:red">—</span> Wheel SPA <span style="color:green">—</span> Body SPA <span style="color:magenta">—</span> Load SPA <span style="color:cyan">—</span> Indicative <span style="color:red">▨</span> Over-run <span style="color:blue">▨</span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A887 Millennium Wind Farm Access Junction	Point of Interest	15		Drawing No.	SK13A	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.	0



Trees and vegetation to be removed.  
 Land to be reprofiled.  
 Load bearing surface to be laid.  
**Third party land required.**

One sign and fence to be removed.



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Client **Nadara Ltd**

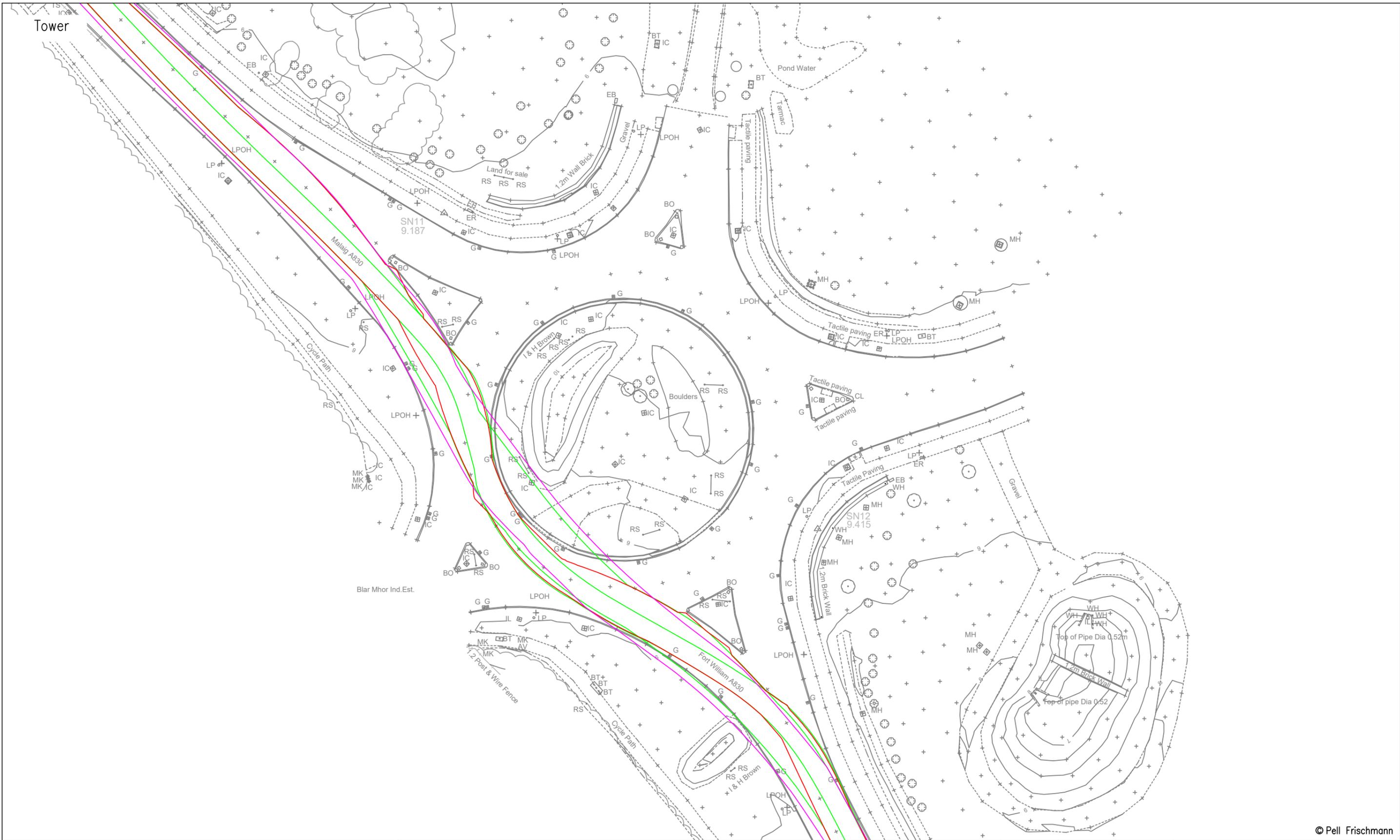
Key	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: magenta;">—</span>	<span style="color: cyan;">—</span>	<span style="color: red;">▨</span>	<span style="color: blue;">▨</span>
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project  
**Millennium East Wind Farm**

Drawing Title  
**Siemens SG155 and Tower**

SPA Location  
**Corpach Harbour Exit**

Drawn	SK + JS	07/06/2025	Scale	1:500 @ A3
Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
Checked	GB	07/06/2025	Drawing Status	Draft
Point of Interest	16		Drawing No.	SK14A
Notes:				Revision
1. All mitigation is subject to confirmation through a test run.				0
2. This is not a construction drawing and is intended for illustration purposes only.				



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 www.pellfrischmann.com

Client: **Nadara Ltd**

Key

<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: magenta;">—</span>	<span style="color: cyan;">—</span>	<span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px;"></span>	<span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span>
Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

Project: **Millennium East Wind Farm**

Drawing Title: **Siemens SG155 and Tower**

SPA Location: **A830 Blar Mhor Roundabout**

Drawn	SK + JS	07/06/2025	Scale	1:500 @ A3
Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
Checked	GB	07/06/2025	Drawing Status	Draft
Point of Interest	18		Drawing No.	SK15
Notes:			Revision	
1. All mitigation is subject to confirmation through a test run.			0	
2. This is not a construction drawing and is intended for illustration purposes only.				



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	Client	Nadara Ltd			Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
<b>Key</b> 	Drawing Title	Siemens SG155 and Tower			Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A830 Blar Mhor Roundabout			Point of Interest	18		Drawing No.	SK15A	
								Notes:	Revision	
								1. All mitigation is subject to confirmation through a test run.	0	
								2. This is not a construction drawing and is intended for illustration purposes only.		



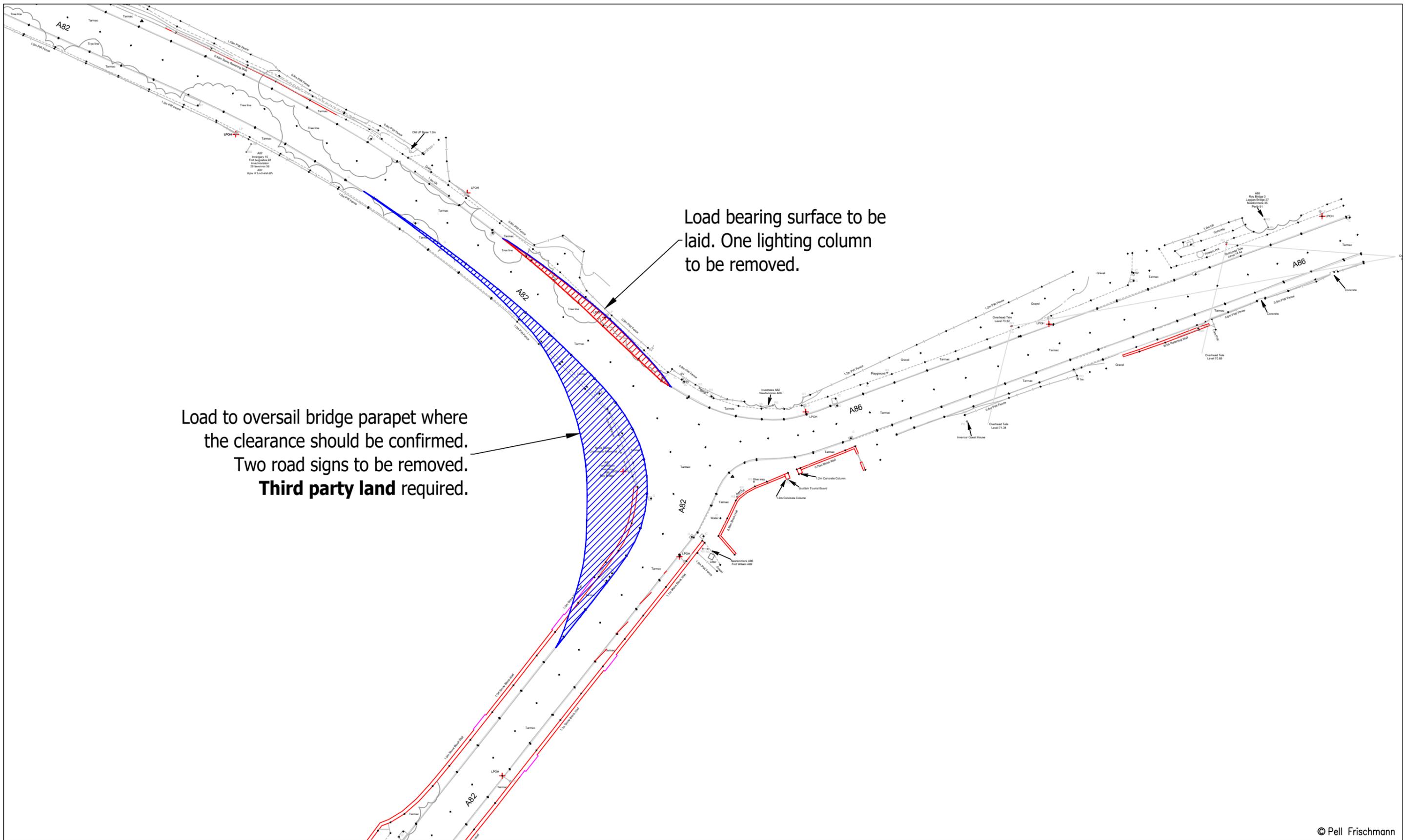


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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft
	SPA Location	A830 / A82 Roundabout	Point of Interest	19		Drawing No.	SK16A
	Notes:						Revision

1. All mitigation is subject to confirmation through a test run.  
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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft
	SPA Location	A82 Left Bend Spean Bridge	Point of Interest	20		Drawing No.	SK17A
			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	0

Tower



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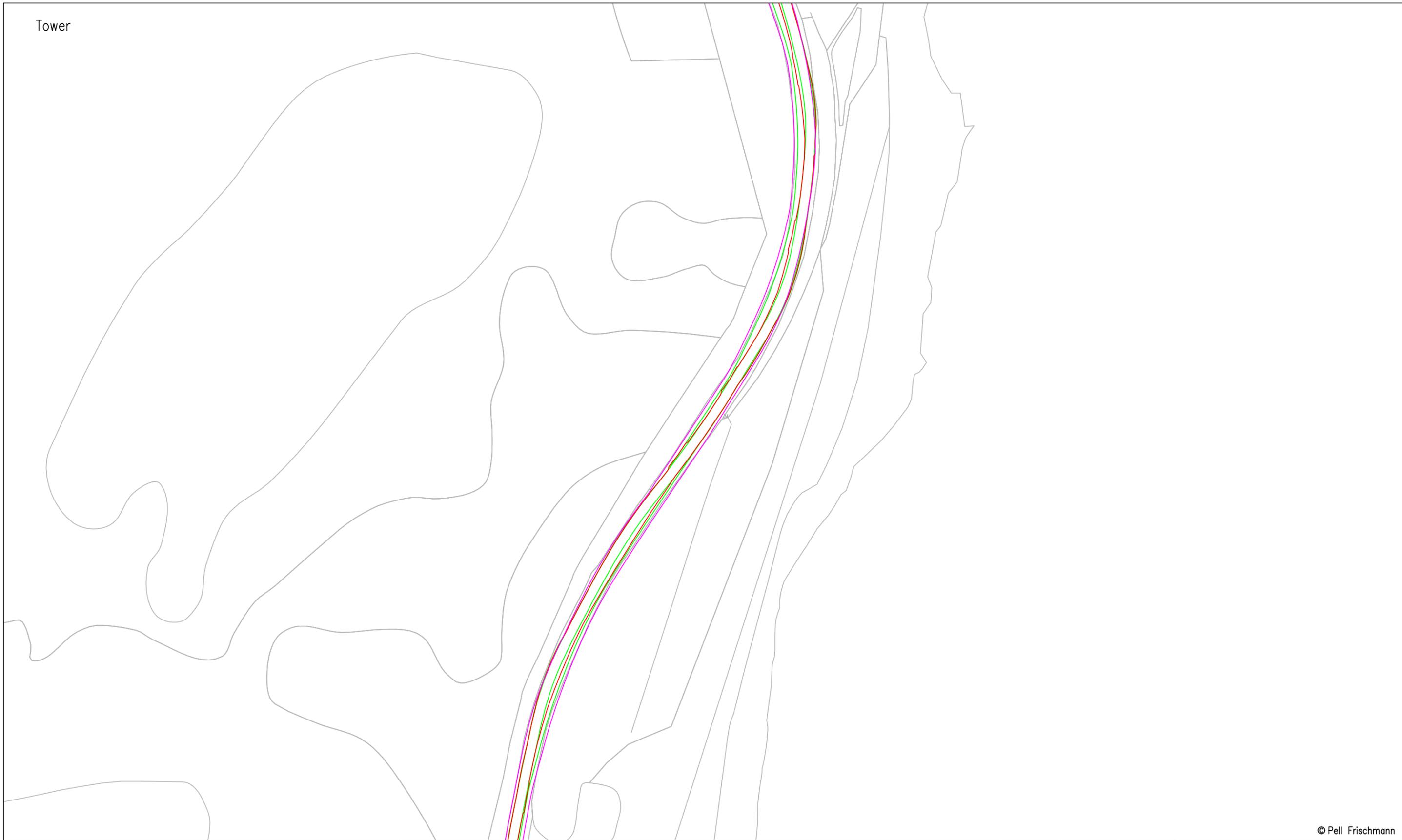
<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfe@pellfrischmann.com www.pellfrischmann.com	Project	Millennium East Wind Farm	Name	SK + JS	Date	07/06/2025	Scale	1:500 @ A3	
	Client	Nadara Ltd	Drawn	SK + JS	07/06/2025	Designed	JS	07/06/2025	File No
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft	Revision	0
	SPA Location	A82 Bend, Spean Bridge	Point of Interest	21		Drawing No.	SK18	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.	



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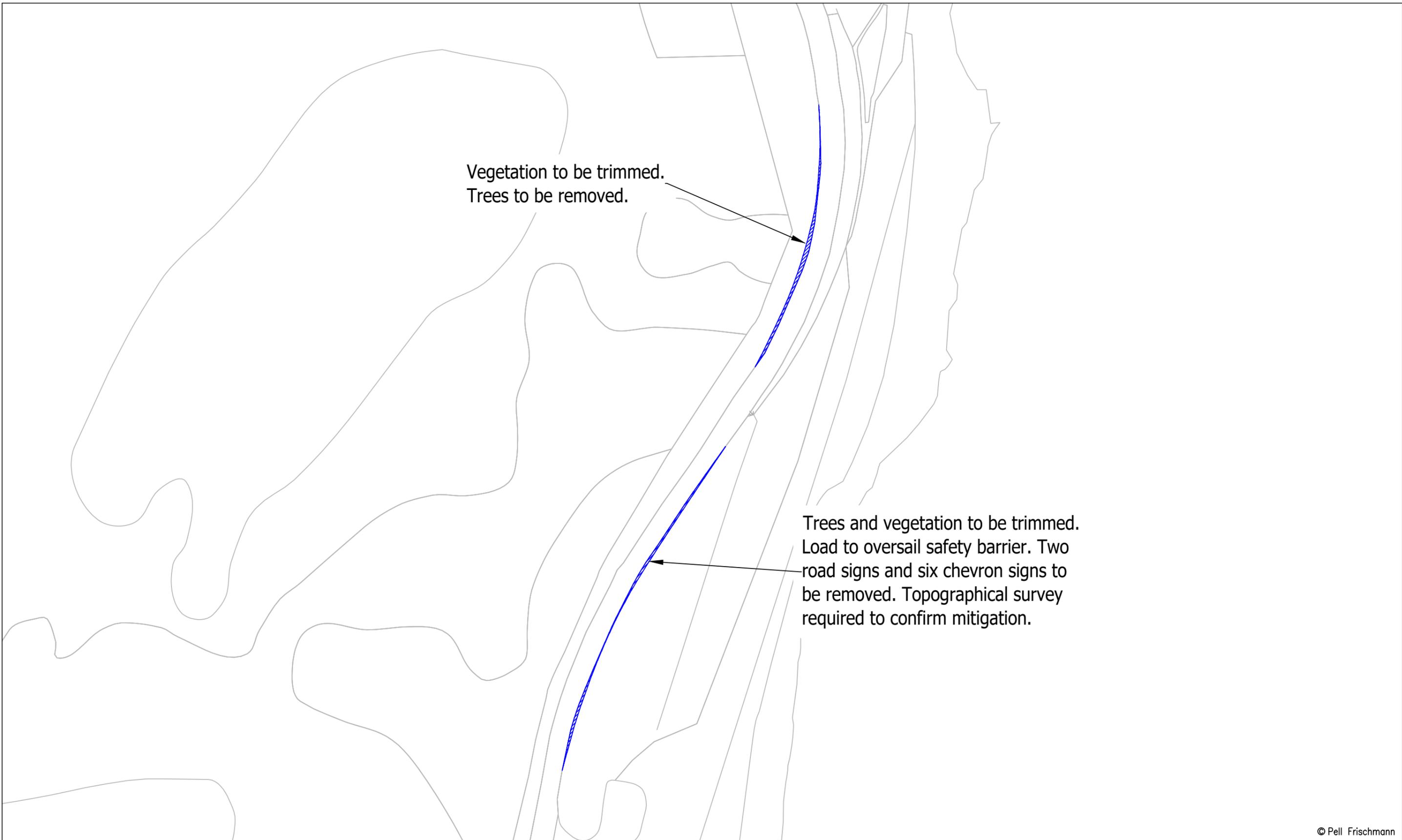
<b>Pell Frischmann</b> 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Millennium East Wind Farm	Name	SK + JS	Date	07/06/2025	Scale	1:500 @ A3	
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No	131221 Millenium Tracking FINAL.dwg		
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft		
	SPA Location	A82 Bend, Spean Bridge	Point of Interest	21		Drawing No.	SK18A	Notes:	Revision
							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.		0

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	Client	Nadara Ltd		Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg		
	Key	Wheel SPA             Body SPA             Load SPA             Indicative             Over-run             Over-sail		Checked	GB	07/06/2025	Drawing Status	Draft		
	Drawing Title	Siemens SG155 and Tower		Point of Interest	22		Drawing No.	SK19		
	SPA Location	A82 Bends, River Gloy		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	0



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	Client	Drawing Title	Siemens SG155 and Tower	Drawn	SK + JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg
				Designed	JS	07/06/2025	
Client <b>Nadara Ltd</b>	SPA Location	A82 Bends, River Gloy	Checked	GB	07/06/2025	Drawing Status	Draft
			Point of Interest	22		Notes:	Revision
			Drawing No.	SK19A			
Key			Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail				

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg		
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft		
	SPA Location	A82 Bends, Laggan Locks	Point of Interest	23		Drawing No.	SK20	Notes:	Revision
							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.		0



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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No	131221 Millennium Tracking FINAL.dwg		
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft		
	SPA Location	A82 Bends, Laggan Locks	Point of Interest	23		Drawing No.	SK20A	Notes:	Revision
							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.		0

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A82 Loch Oich Swing Bridge	Point of Interest	24		Drawing No.	SK21	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.				0	



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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg		
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							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.		0

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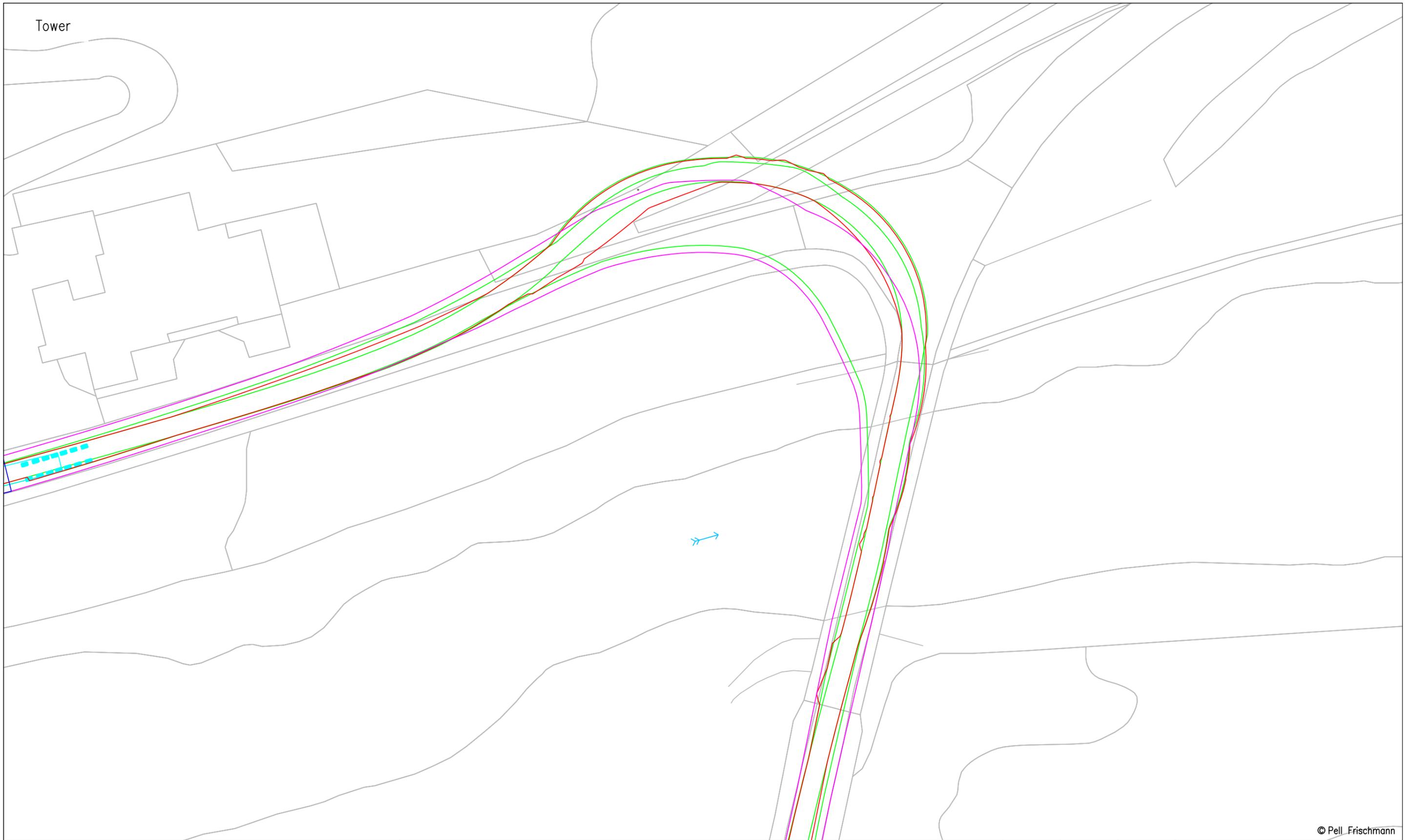
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0) 131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm	Drawn	SK + JS	07/06/2025	Scale	1:1000 @ A3	
	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
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	SPA Location	A82 Invergarry Castle Bends	Point of Interest	25		Drawing No.	SK22	
			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



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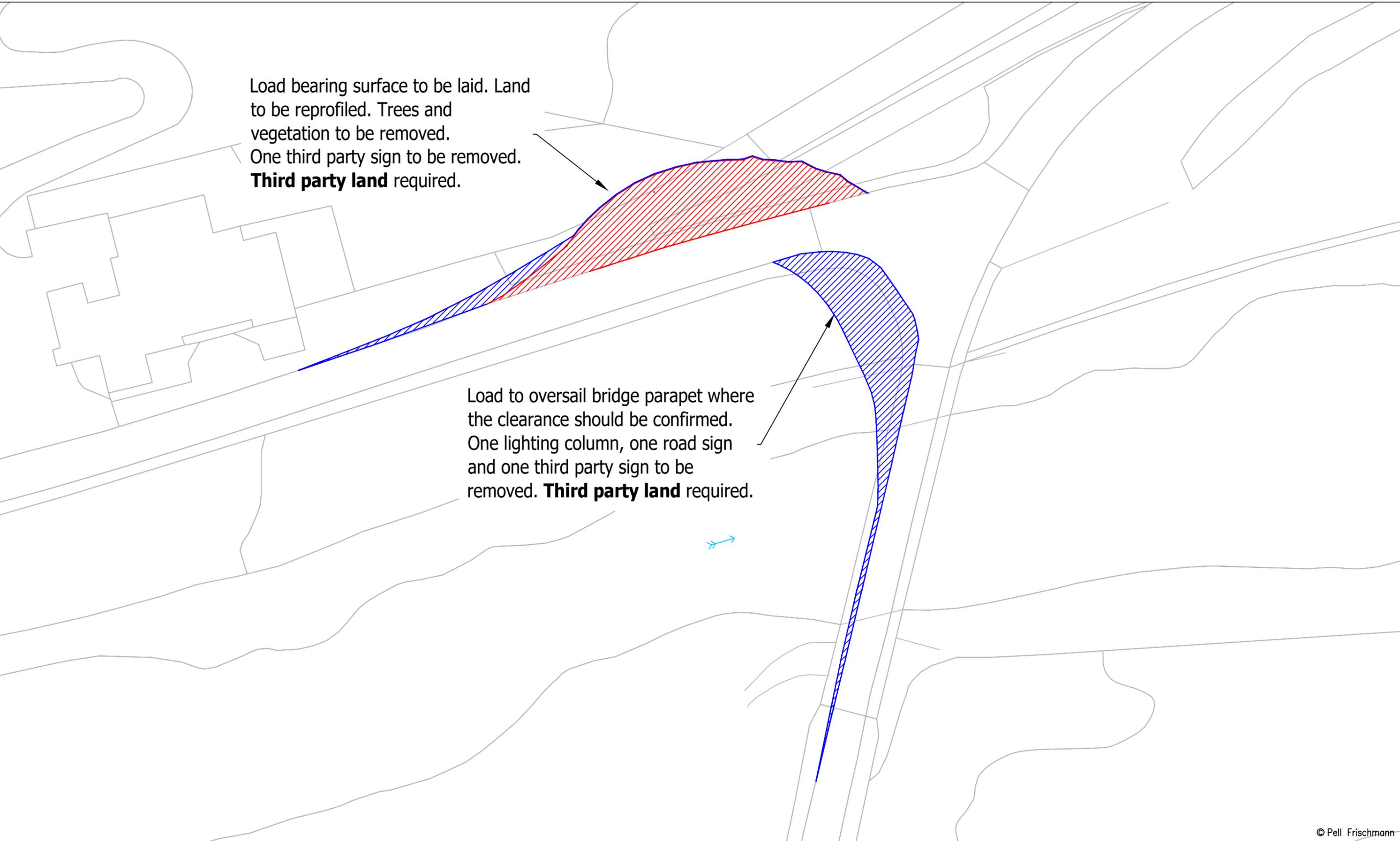
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm			Scale	1:500 @ A3		
	Client	Nadara Ltd			Drawn	SK + JS	07/06/2025	
<b>Key</b> Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing Title	Siemens SG155 and Tower			Designed	JS	07/06/2025	
	SPA Location	A82 Invergarry Castle Bends			Checked	GB	07/06/2025	
				Point of Interest	25		File No	131221 Millenium Tracking FINAL.dwg
				Drawing No.	SK22A		Drawing Status	Draft
				Notes:			Revision	0
				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.				

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		Name	Date	Scale														
Drawn	SK + JS	07/06/2025	1:500 @ A3															
Designed	JS	07/06/2025	File No. 131221 Millenium Tracking FINAL.dwg															
Checked	GB	07/06/2025																
Client	Nadara Ltd	Drawing Title	Siemens SG155 and Tower															
Key	<table border="0"> <tr> <td><span style="color: red;">—</span></td> <td><span style="color: green;">—</span></td> <td><span style="color: magenta;">—</span></td> <td><span style="color: cyan;">—</span></td> <td></td> <td></td> </tr> <tr> <td>Wheel SPA</td> <td>Body SPA</td> <td>Load SPA</td> <td>Indicative</td> <td>Over-run</td> <td>Over-sail</td> </tr> </table>	<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: magenta;">—</span>	<span style="color: cyan;">—</span>			Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	SPA Location	A82 Right Bend Invergarry			
<span style="color: red;">—</span>	<span style="color: green;">—</span>	<span style="color: magenta;">—</span>	<span style="color: cyan;">—</span>															
Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail													
		Point of Interest	26	Drawing Status	Draft													
		Drawing No.	SK23	Notes:	Revision													
		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.			0													



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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
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	SPA Location	A82 Right Bend Invergarry	Point of Interest	26		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.					0

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A87 Loch Garry Bends	Point of Interest	27		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	0



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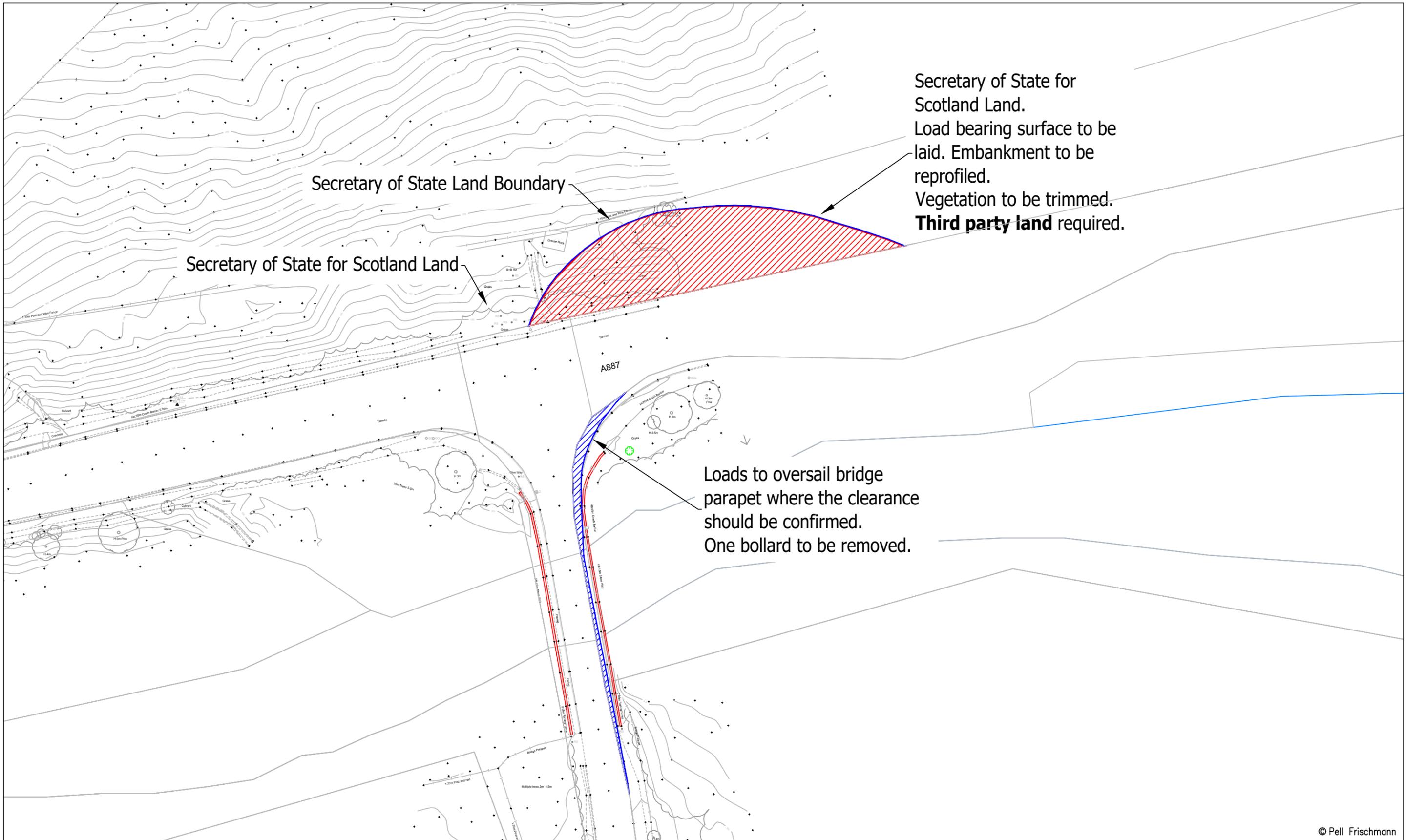
<b>Pell Frischmann</b> <small>93 GEORGE STREET, EDINBURGH, EH2 3ES</small> <small>Tel: +44 (0)131 240 1270</small> <small>Email: pfeinburgh@pellfrischmann.com</small> <small>www.pellfrischmann.com</small>	Project	Millennium East Wind Farm		Drawn	SK + JS	07/06/2025	Scale	1:1000 @ A3	
	Client	Nadara Ltd		Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg	
<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower		Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A87 Bun Loyne Bends		Point of Interest	28		Drawing No.	SK25	
	<b>NO MITIGATION REQUIRED</b>		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	0	

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millennium Tracking FINAL.dwg	
<b>Key</b> <span style="color: red;">—</span> Wheel SPA <span style="color: green;">—</span> Body SPA <span style="color: magenta;">—</span> Load SPA <span style="color: cyan;">—</span> Indicative <span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-run <span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px; transform: rotate(45deg);"></span> Over-sail	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft	
	SPA Location	A87 Loch Garry Bends	Point of Interest	27		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.				0	



Secretary of State for Scotland Land.  
 Load bearing surface to be laid. Embankment to be reprofiled.  
 Vegetation to be trimmed.  
**Third party land** required.

Secretary of State Land Boundary

Secretary of State for Scotland Land

Loads to oversail bridge parapet where the clearance should be confirmed.  
 One bollard to be removed.

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	Client	Nadara Ltd	Designed	JS	07/06/2025	File No.	131221 Millenium Tracking FINAL.dwg
<b>Key</b> 	Drawing Title	Siemens SG155 and Tower	Checked	GB	07/06/2025	Drawing Status	Draft
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			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	0

