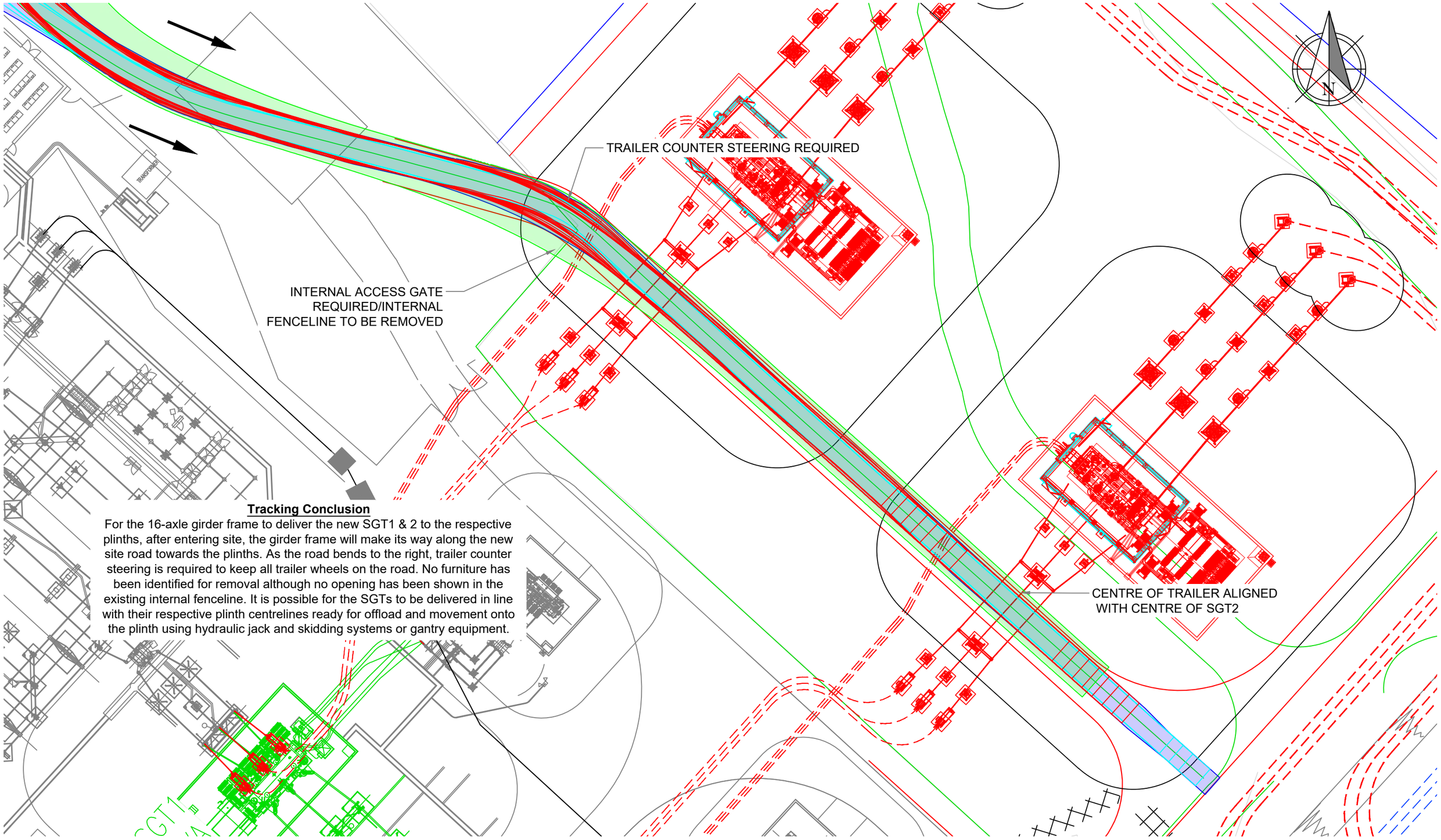
# Appendix D

*Swept Path Assessments*

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## Tracking Conclusion

For the 16-axle girder frame to deliver the new SGT1 & 2 to the respective plinths, after entering site, the girder frame will make its way along the new site road towards the plinths. As the road bends to the right, trailer counter steering is required to keep all trailer wheels on the road. No furniture has been identified for removal although no opening has been shown in the existing internal fenceline. It is possible for the SGTs to be delivered in line with their respective plinth centrelines ready for offload and movement onto the plinth using hydraulic jack and skidding systems or gantry equipment.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
|---|---|---|
| | | LT519-FAUG4-1104-0004 |

**REVISION HISTORY**

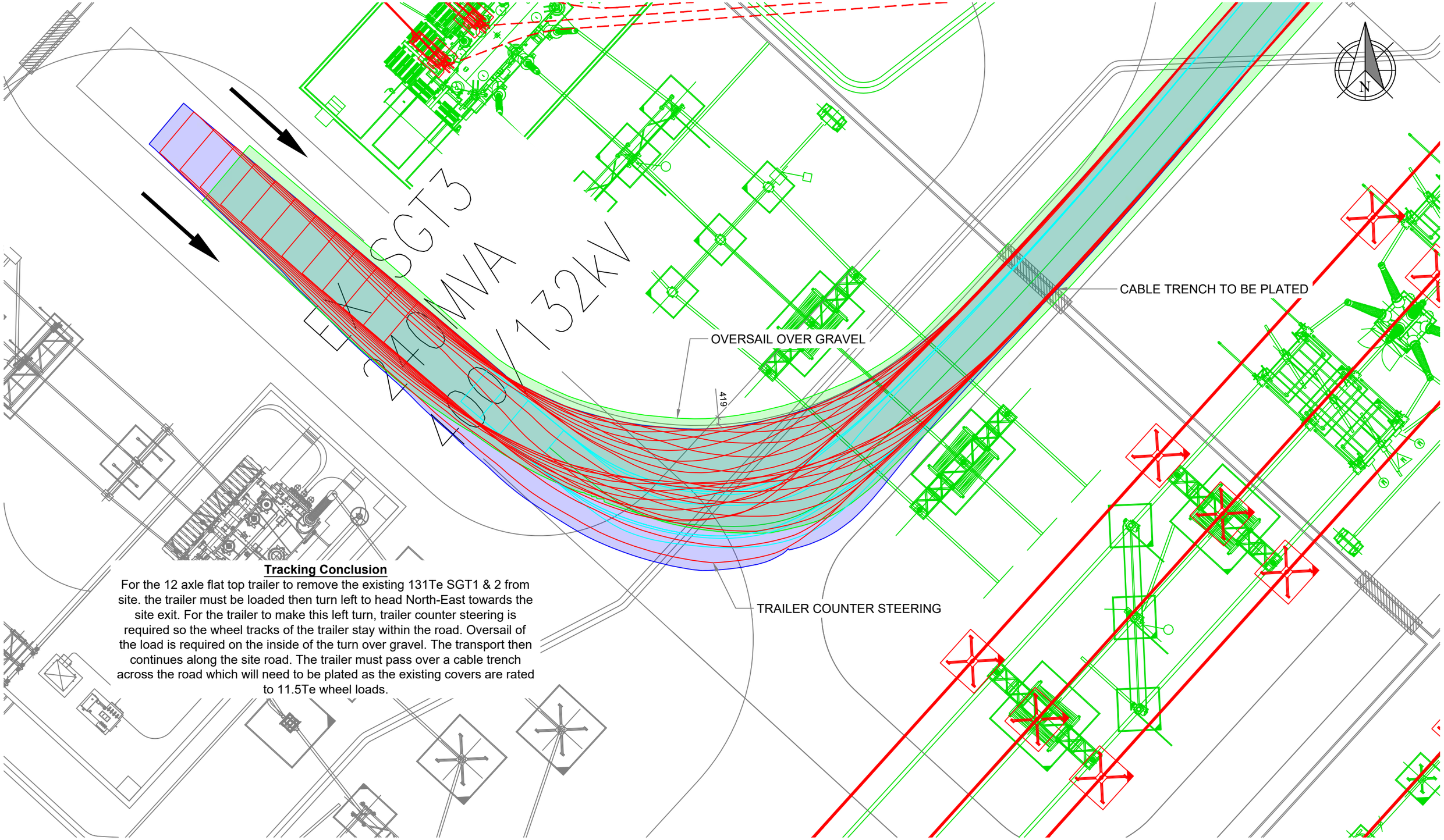
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 16 Axle Girder Frame Swept Path Delivery of 185 te SGT1 & 2 |
| Scale (A3) | 1:400 |
| Sheet No. | 1 |
| Total No. | 1 |
| Dwg. No | ALL-A232071-SPA-01 |

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**Tracking Conclusion**

For the 12 axle flat top trailer to remove the existing 131Te SGT1 & 2 from site. the trailer must be loaded then turn left to head North-East towards the site exit. For the trailer to make this left turn, trailer counter steering is required so the wheel tracks of the trailer stay within the road. Oversail of the load is required on the inside of the turn over gravel. The transport then continues along the site road. The trailer must pass over a cable trench across the road which will need to be plated as the existing covers are rated to 11.5Te wheel loads.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-03

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
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| | | LT519-FAUG4-1104-0004 |

**REVISION HISTORY**

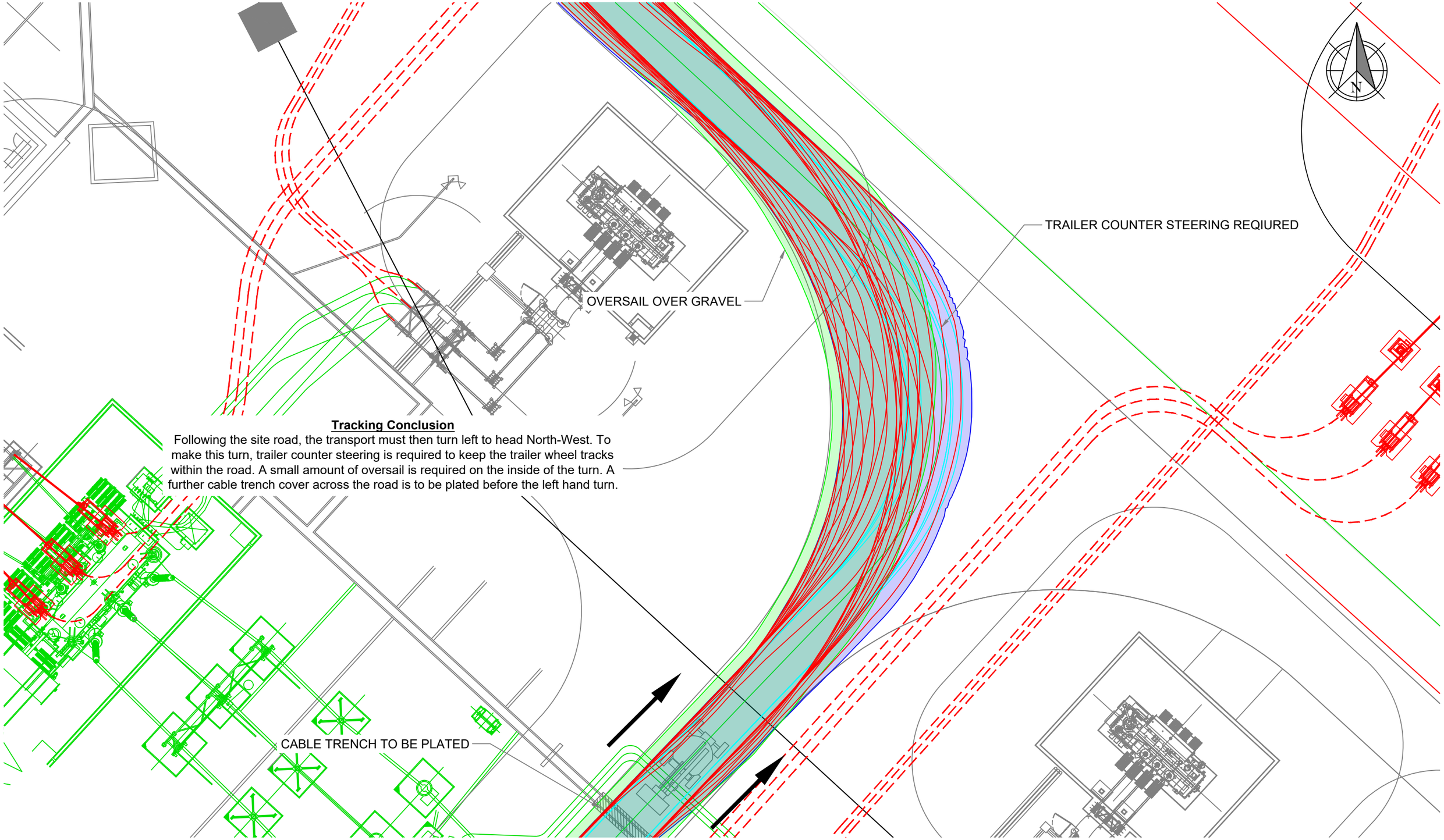
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 12 Axle Flat Top Trailer Swept Path<br>Removal of Existing SGT1 & 2 |
| Scale (A3) | 1:200 |
| Sheet No. | 1 |
| Total No. | 4 |
| Dwg. No | ALL-A232071-SPA-02 |

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**Tracking Conclusion**

Following the site road, the transport must then turn left to head North-West. To make this turn, trailer counter steering is required to keep the trailer wheel tracks within the road. A small amount of oversail is required on the inside of the turn. A further cable trench cover across the road is to be plated before the left hand turn.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-03

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
|---|---|---|
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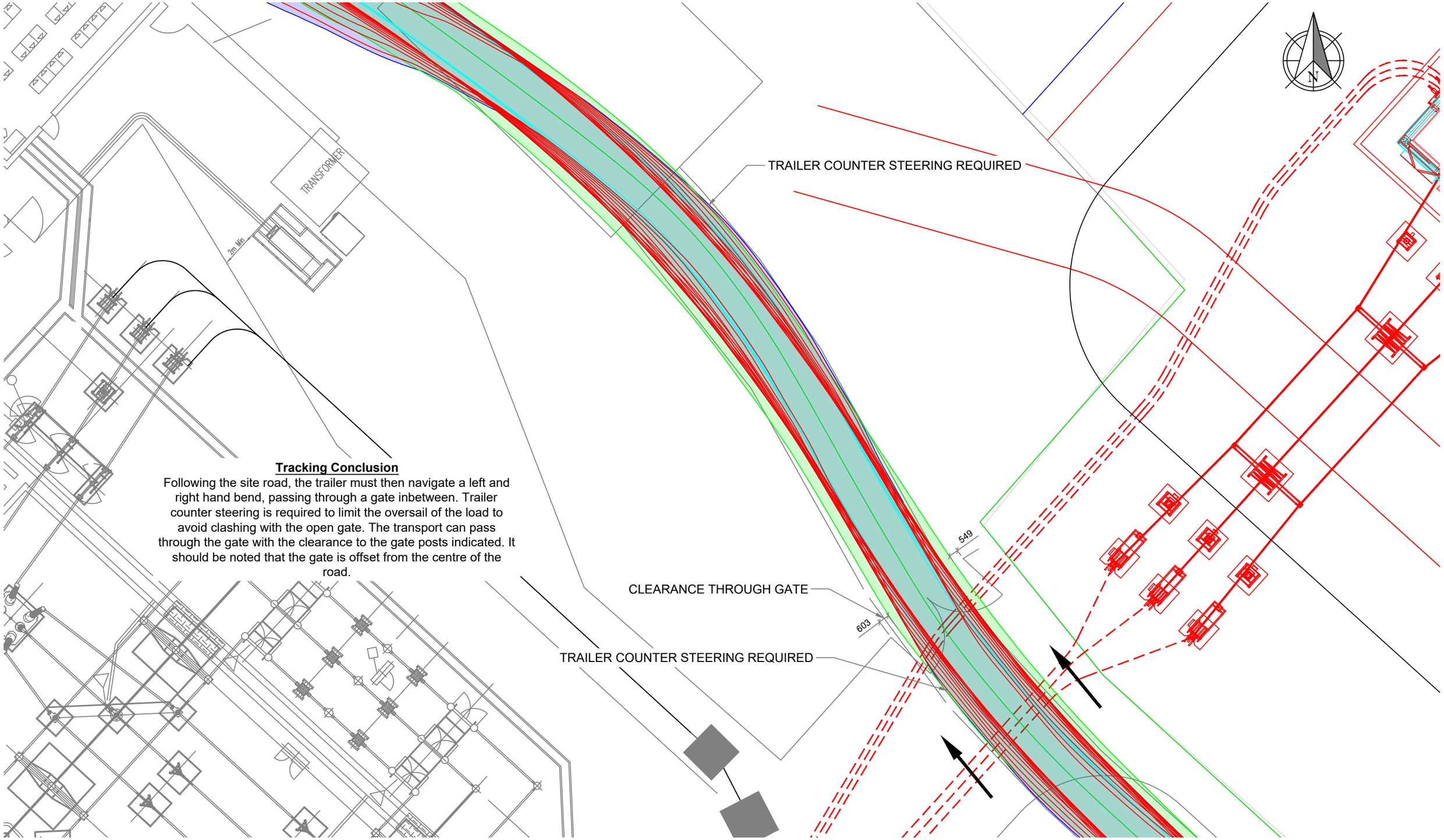
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 12 Axle Flat Top Trailer Swept Path<br>Removal of Existing SGT1 & 2 |
| Scale (A3) | 1:200 |
| Sheet No. | 2 |
| Total No. | 4 |
| Dwg. No | ALL-A232071-SPA-02 |

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**Tracking Conclusion**

Following the site road, the trailer must then navigate a left and right hand bend, passing through a gate inbetween. Trailer counter steering is required to limit the oversail of the load to avoid clashing with the open gate. The transport can pass through the gate with the clearance to the gate posts indicated. It should be noted that the gate is offset from the centre of the road.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-03

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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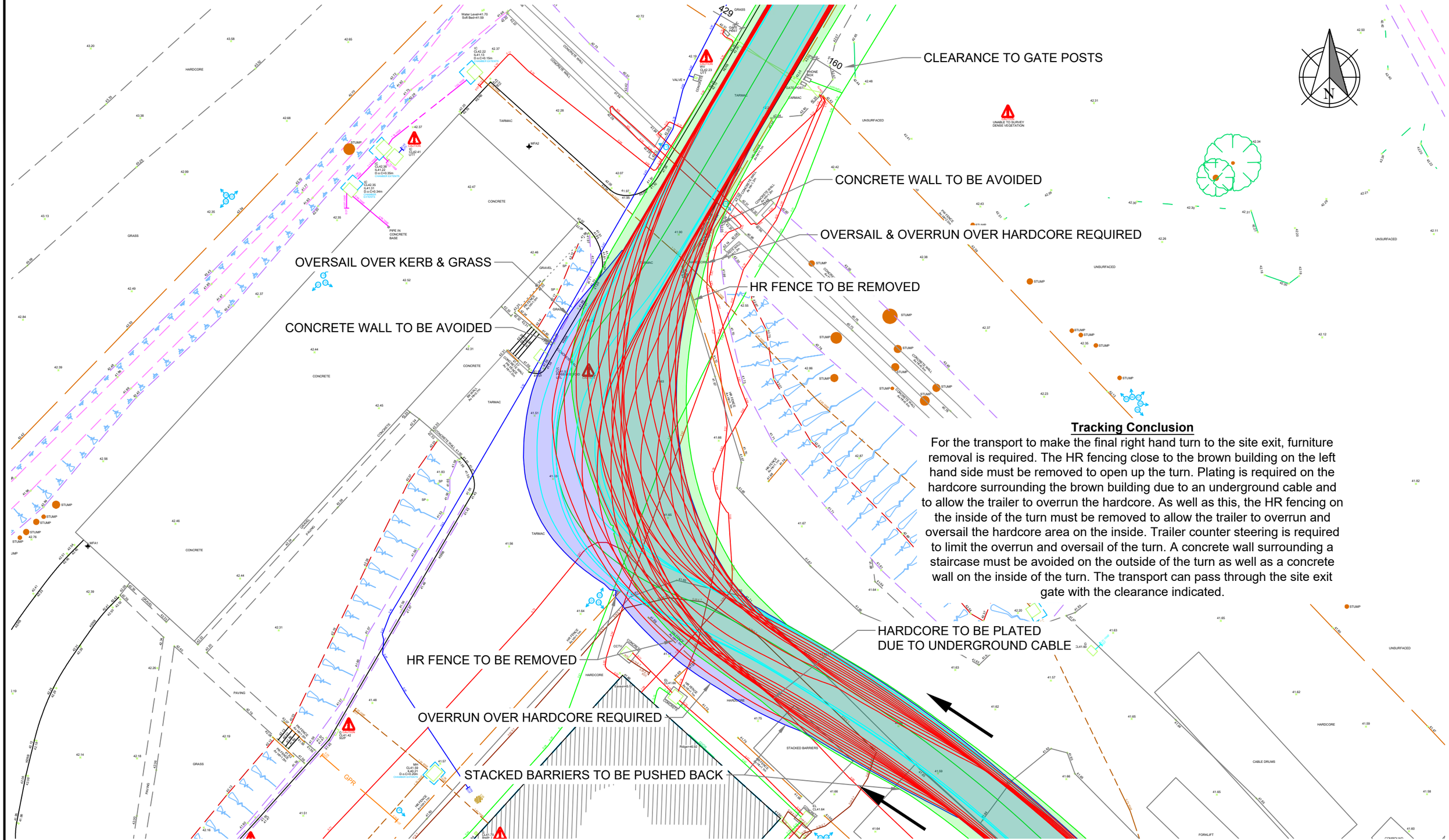
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| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 12 Axle Flat Top Trailer Swept Path<br>Removal of Existing SGT1 & 2 |
| Scale (A3) | 1:200 |
| Sheet No. | 3 |
| Total No. | 4 |
| Dwg. No | ALL-A232071-SPA-02 |

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## Tracking Conclusion

For the transport to make the final right hand turn to the site exit, furniture removal is required. The HR fencing close to the brown building on the left hand side must be removed to open up the turn. Plating is required on the hardcore surrounding the brown building due to an underground cable and to allow the trailer to overrun the hardcore. As well as this, the HR fencing on the inside of the turn must be removed to allow the trailer to overrun and oversail the hardcore area on the inside. Trailer counter steering is required to limit the overrun and oversail of the turn. A concrete wall surrounding a staircase must be avoided on the outside of the turn as well as a concrete wall on the inside of the turn. The transport can pass through the site exit gate with the clearance indicated.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-03

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 12 Axle Flat Top Trailer Swept Path<br>Removal of Existing SGT1 & 2 |
| Scale (A3) | 1:200 |
| Sheet No. | 4 |
| Total No. | 4 |
| Dwg. No | ALL-A232071-SPA-02 |

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**Tracking Conclusion**

For the 6 bed 6 to remove the existing SGT5 & 6 split tank units, the transport must make a left hand turn from the SGT5 & 6 area. To make this turn, trailer counter steering is required to eliminate the need to overrun either side of the road. Oversail is required on both the inside and outside of the turn by the tractor unit and the load. A cable trench which lies across the road must be plated as the trench covers are rated to 11.5Te.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
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4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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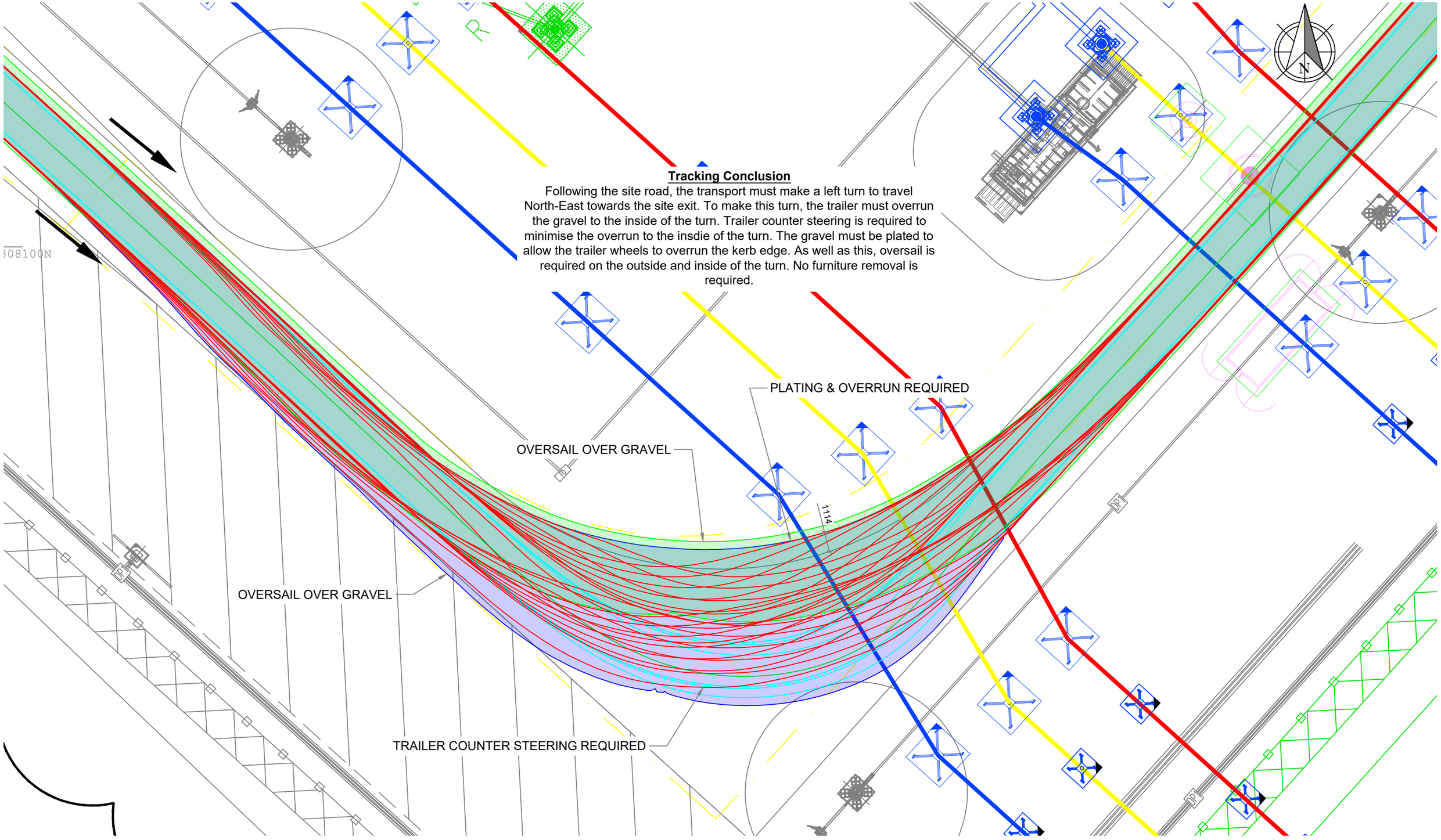
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 6 Bed 6 Trailer Swept Path<br>Removal of SGT5 & 6 |
| Scale (A3) | 1:200 |
| Sheet No. | 1 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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## Tracking Conclusion

Following the site road, the transport must make a left turn to travel North-East towards the site exit. To make this turn, the trailer must overrun the gravel to the inside of the turn. Trailer counter steering is required to minimise the overrun to the insdie of the turn. The gravel must be plated to allow the trailer wheels to overrun the kerb edge. As well as this, oversail is required on the outside and inside of the turn. No furniture removal is required.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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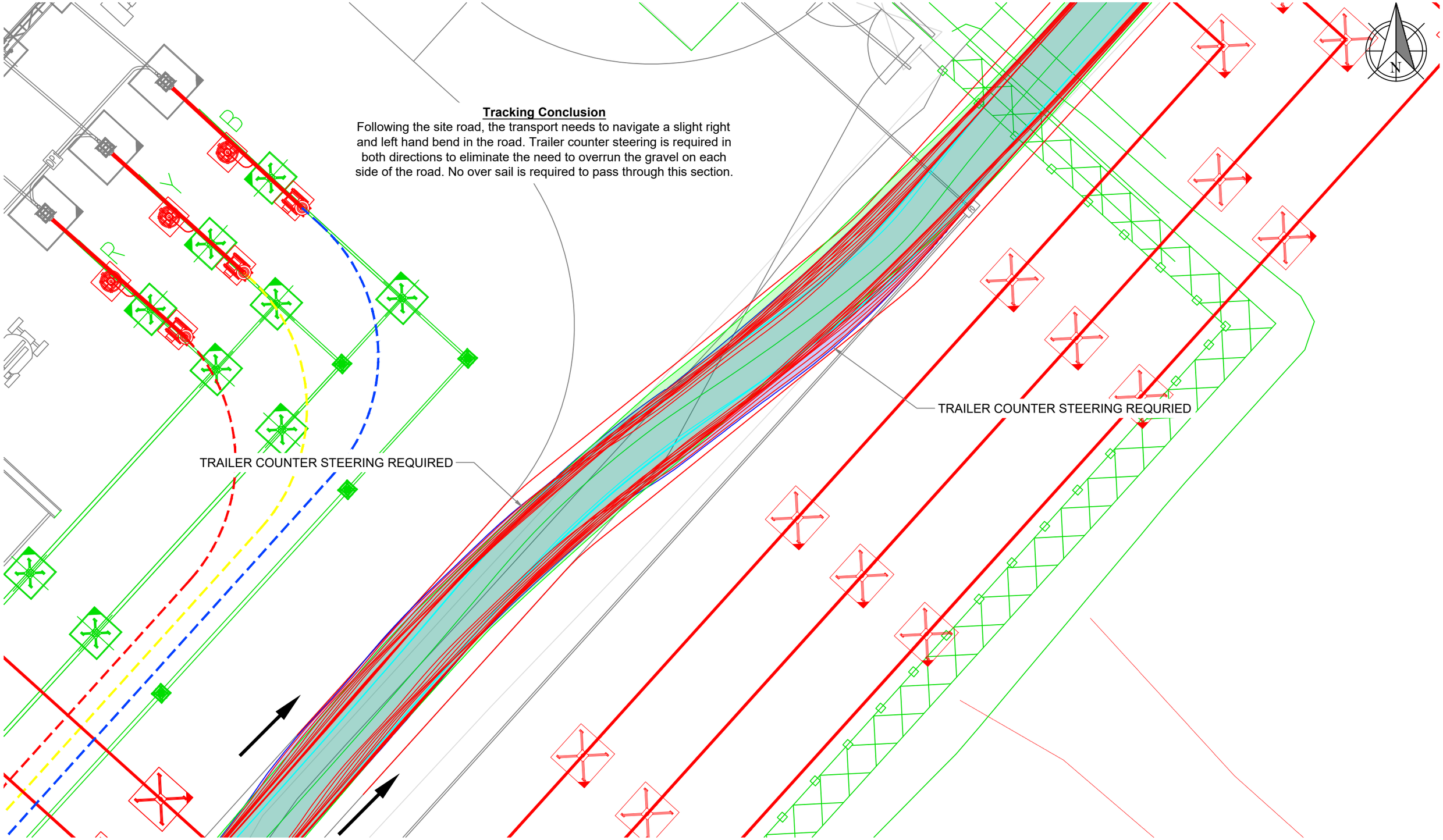
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| Scale (A3) | 1:200 |
| Sheet No. | 2 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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## Tracking Conclusion

Following the site road, the transport needs to navigate a slight right and left hand bend in the road. Trailer counter steering is required in both directions to eliminate the need to overrun the gravel on each side of the road. No over sail is required to pass through this section.




DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
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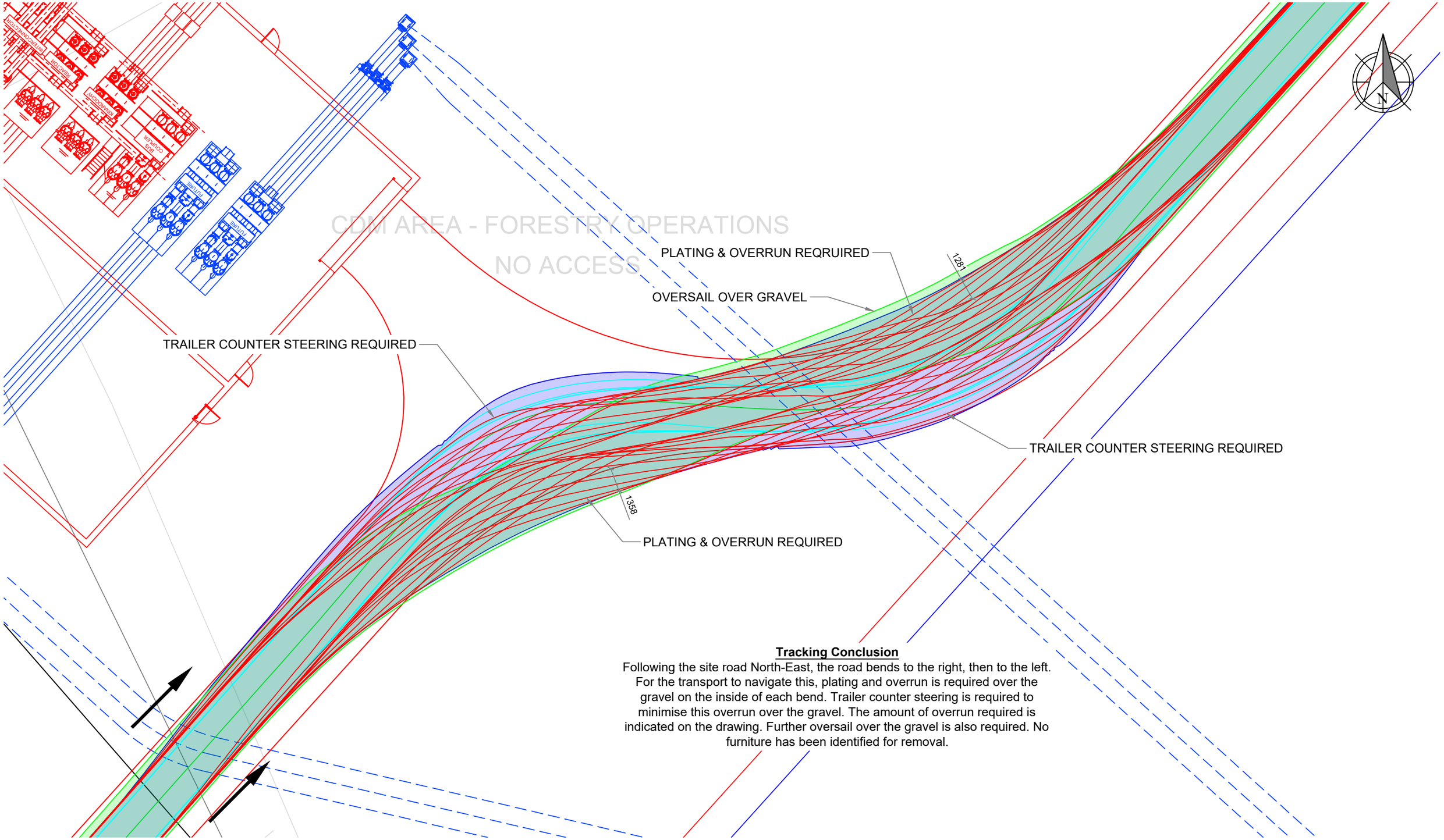
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 6 Bed 6 Trailer Swept Path<br>Removal of SGT5 & 6 |
| Scale (A3) | 1:200 |
| Sheet No. | 3 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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**Tracking Conclusion**

Following the site road North-East, the road bends to the right, then to the left. For the transport to navigate this, plating and overrun is required over the gravel on the inside of each bend. Trailer counter steering is required to minimise this overrun over the gravel. The amount of overrun required is indicated on the drawing. Further oversail over the gravel is also required. No furniture has been identified for removal.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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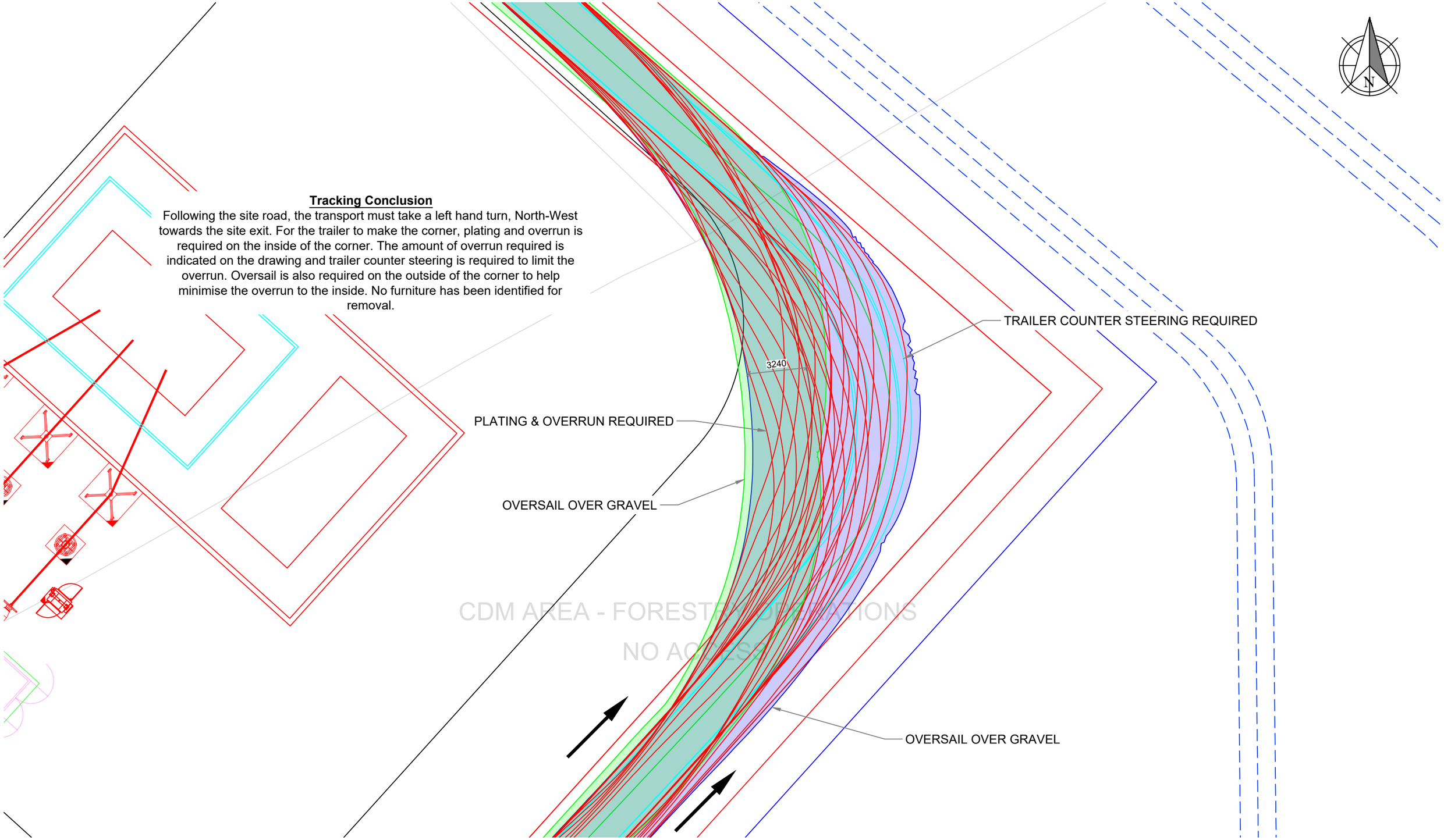
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 6 Bed 6 Trailer Swept Path<br>Removal of SGT5 & 6 |
| Scale (A3) | 1:200 |
| Sheet No. | 4 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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## Tracking Conclusion

Following the site road, the transport must take a left hand turn, North-West towards the site exit. For the trailer to make the corner, plating and overrun is required on the inside of the corner. The amount of overrun required is indicated on the drawing and trailer counter steering is required to limit the overrun. Oversail is also required on the outside of the corner to help minimise the overrun to the inside. No furniture has been identified for removal.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
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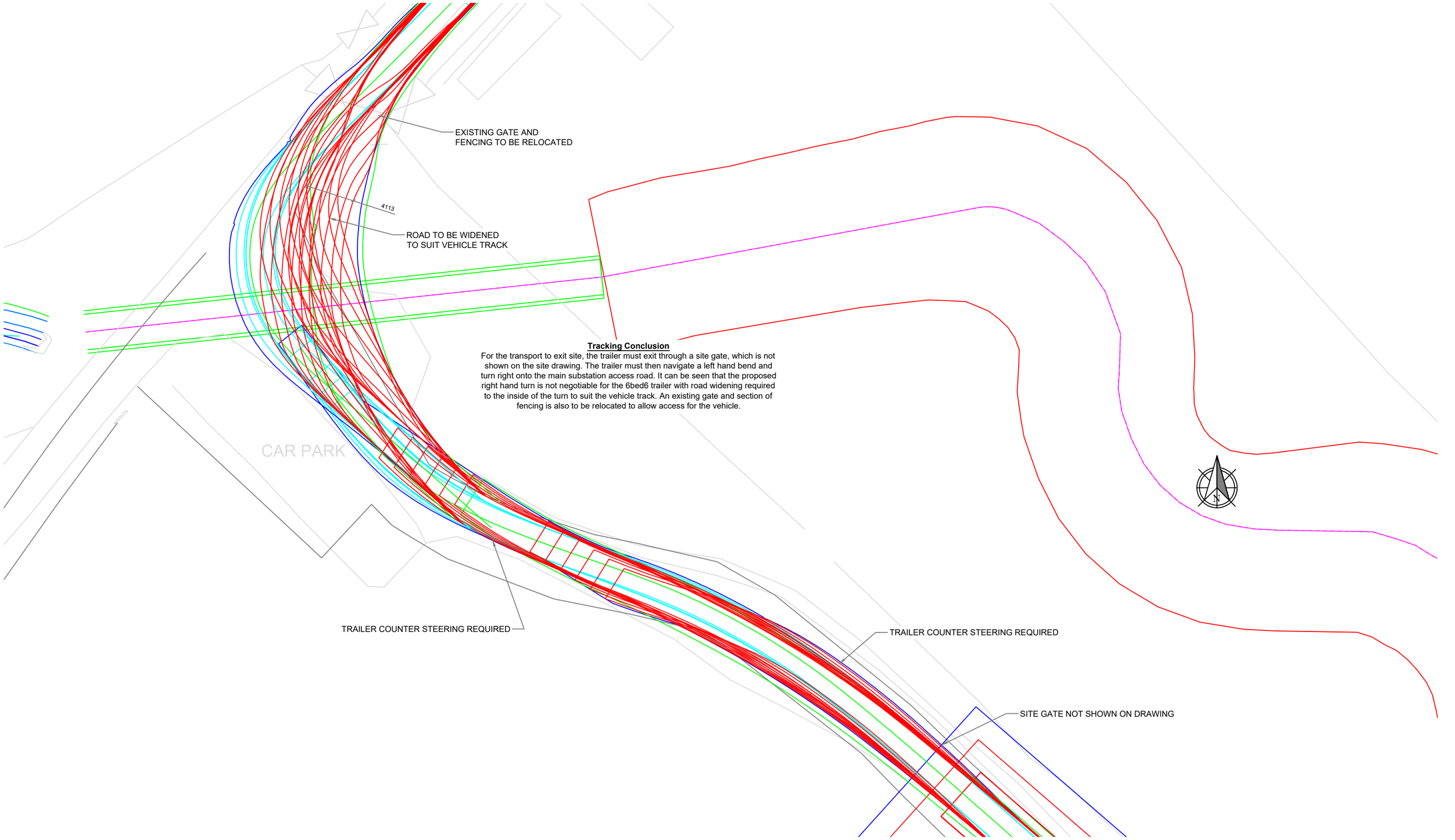
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 6 Bed 6 Trailer Swept Path Removal of SGT5 & 6 |
| Scale (A3) | 1:200 |
| Sheet No. | 5 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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**Tracking Conclusion**

For the transport to exit site, the trailer must exit through a site gate, which is not shown on the site drawing. The trailer must then navigate a left hand bend and turn right onto the main substation access road. It can be seen that the proposed right hand turn is not negotiable for the 6bed6 trailer with road widening required to the inside of the turn to suit the vehicle track. An existing gate and section of fencing is also to be relocated to allow access for the vehicle.

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN mm UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

| REV | DATE | DOCUMENT REFERENCE No. |
|---|---|---|
| | | LT519-FAUG4-1104-0004 |

**REVISION HISTORY**

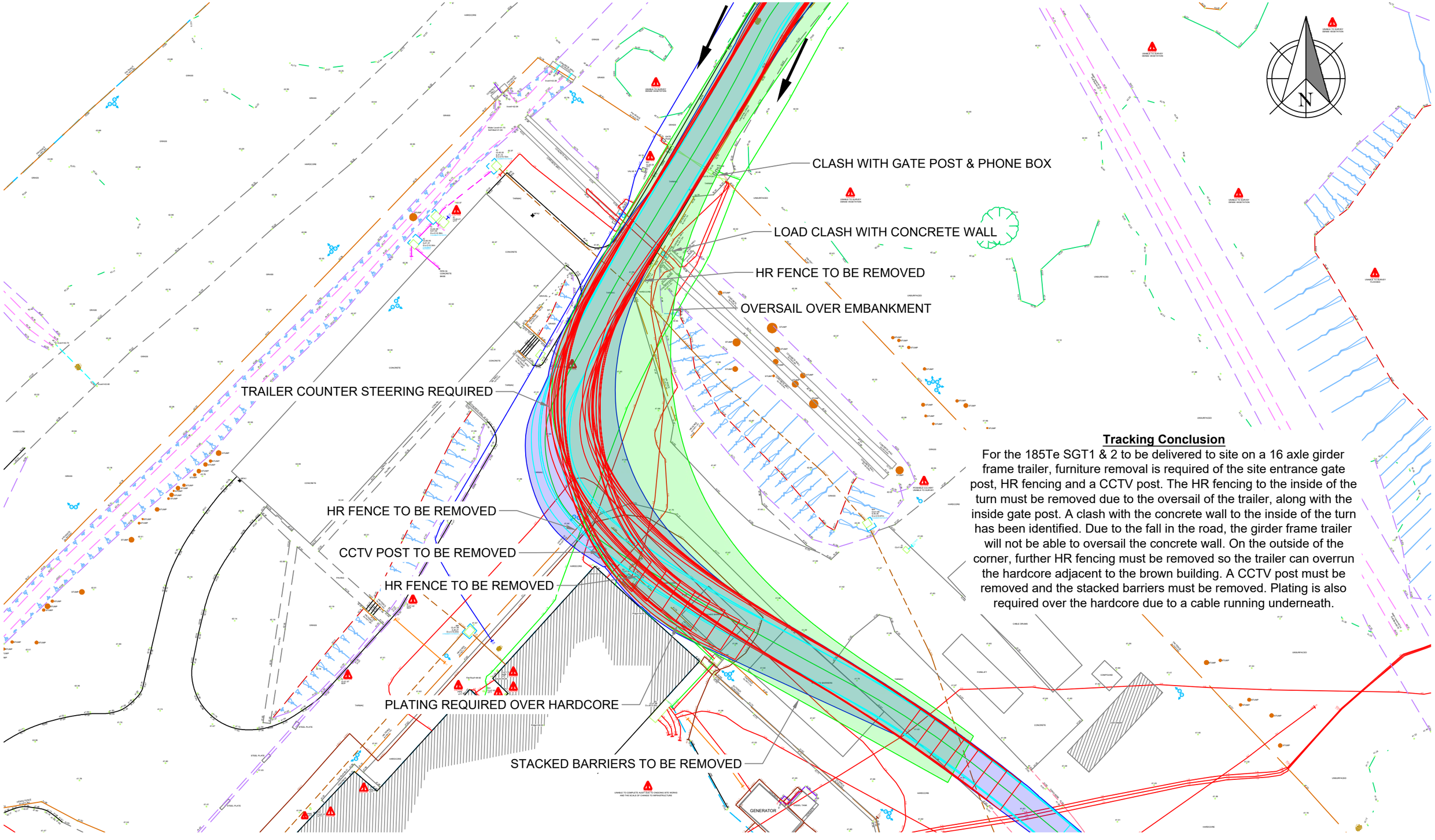
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| | |
|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 6 Bed 6 Trailer Swept Path<br>Removal of SGT5 & 6 |
| Scale (A3) | 1:300 |
| Sheet No. | 6 |
| Total No. | 6 |
| Dwg. No | ALL-A232071-SPA-03 |

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## Tracking Conclusion

For the 185Te SGT1 & 2 to be delivered to site on a 16 axle girder frame trailer, furniture removal is required of the site entrance gate post, HR fencing and a CCTV post. The HR fencing to the inside of the turn must be removed due to the oversail of the trailer, along with the inside gate post. A clash with the concrete wall to the inside of the turn has been identified. Due to the fall in the road, the girder frame trailer will not be able to oversail the concrete wall. On the outside of the corner, further HR fencing must be removed so the trailer can overrun the hardcore adjacent to the brown building. A CCTV post must be removed and the stacked barriers must be removed. Plating is also required over the hardcore due to a cable running underneath.

DRAWING NOTES:

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TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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**REVISION HISTORY**

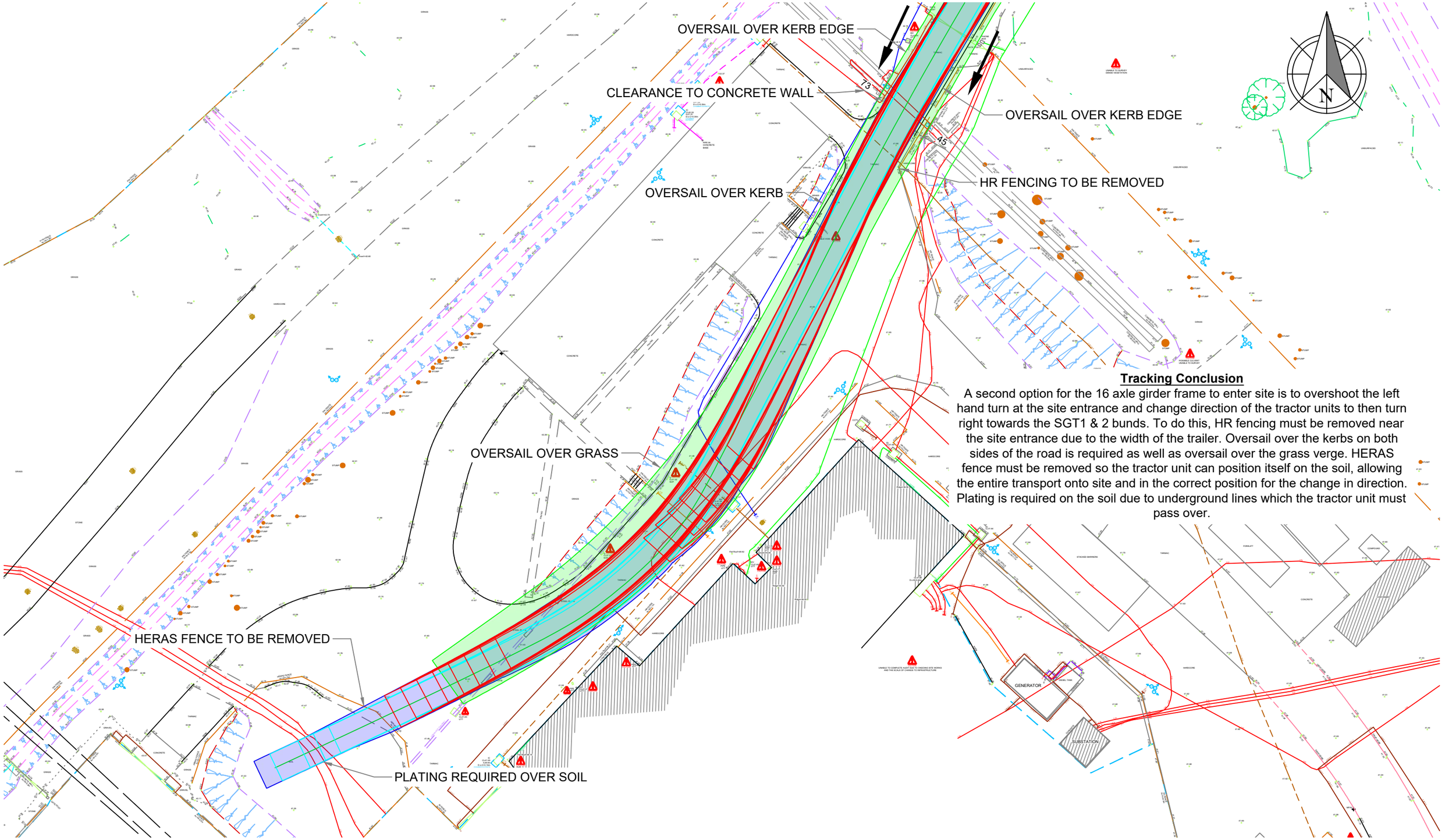
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 16 Axle Girder Frame Swept Path<br>SGT1 & 2 Delivery Site Entrance |
| Scale (A3) | 1:300 |
| Sheet No. | 1 |
| Total No. | 3 |
| Dwg. No | ALL-A232071-SPA-04 |

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## Tracking Conclusion

A second option for the 16 axle girder frame to enter site is to overshoot the left hand turn at the site entrance and change direction of the tractor units to then turn right towards the SGT1 & 2 bunds. To do this, HR fencing must be removed near the site entrance due to the width of the trailer. Oversail over the kerbs on both sides of the road is required as well as oversail over the grass verge. HERAS fence must be removed so the tractor unit can position itself on the soil, allowing the entire transport onto site and in the correct position for the change in direction. Plating is required on the soil due to underground lines which the tractor unit must pass over.

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TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

**CLIENT REFERENCE DOCUMENTS**

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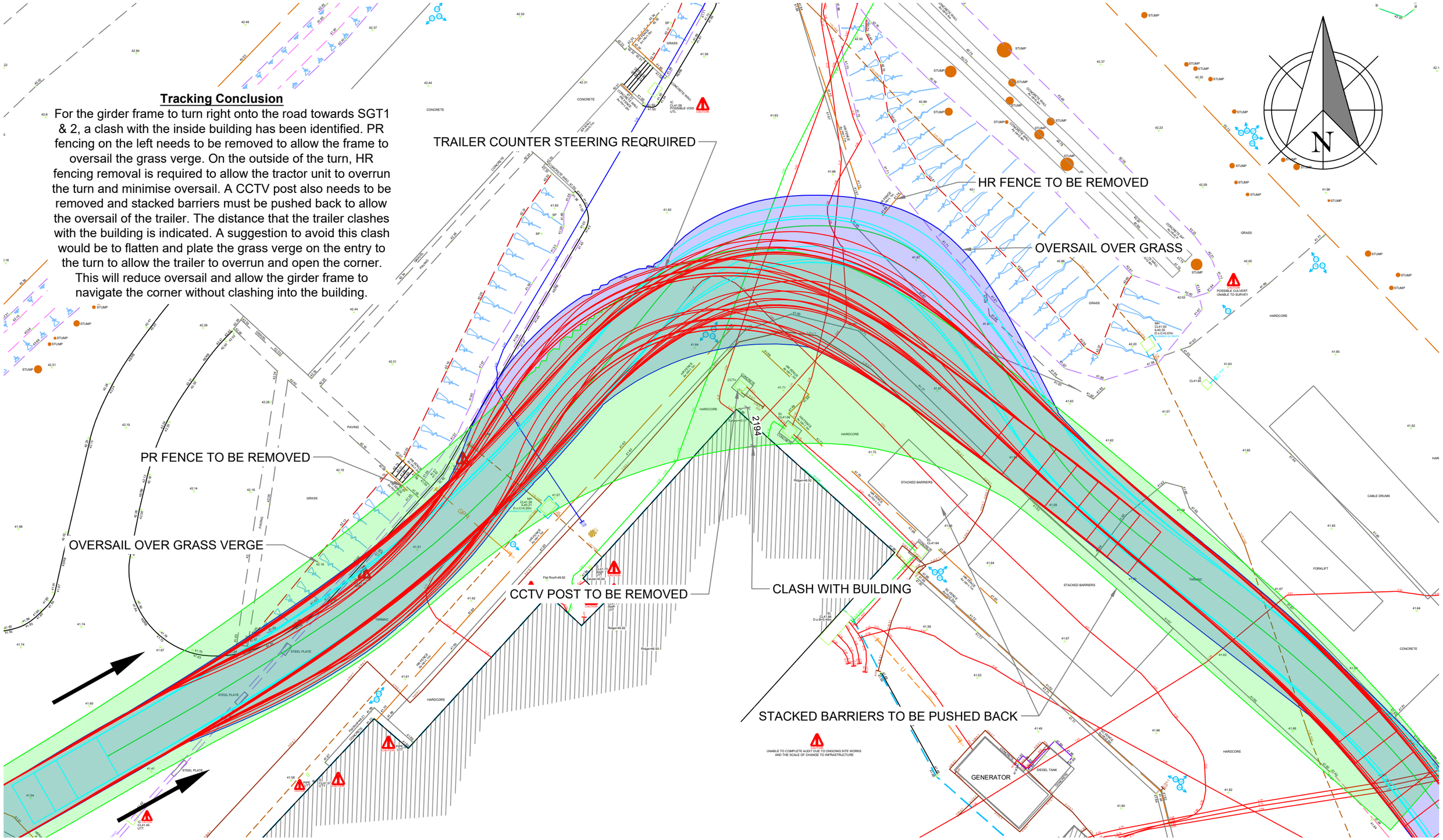
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|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 16 Axle Girder Frame Swept Path<br>SGT1 & 2 Delivery Site Entrance |
| Scale (A3) | 1:300 |
| Sheet No. | 2 |
| Total No. | 3 |
| Dwg. No | ALL-A232071-SPA-04 |

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## Tracking Conclusion

For the girder frame to turn right onto the road towards SGT1 & 2, a clash with the inside building has been identified. PR fencing on the left needs to be removed to allow the frame to oversail the grass verge. On the outside of the turn, HR fencing removal is required to allow the tractor unit to overrun the turn and minimise oversail. A CCTV post also needs to be removed and stacked barriers must be pushed back to allow the oversail of the trailer. The distance that the trailer clashes with the building is indicated. A suggestion to avoid this clash would be to flatten and plate the grass verge on the entry to the turn to allow the trailer to overrun and open the corner. This will reduce oversail and allow the girder frame to navigate the corner without clashing into the building.




### DRAWING NOTES:

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4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.

### TECHNICAL NOTES:

Based on Transport Arrangement ALL-A232071-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area

### CLIENT REFERENCE DOCUMENTS

| REV | DATE | DOCUMENT REFERENCE No. |
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| | |
|---|---|
| Client | SSEN |
| Project | Fort Augustus Route Survey |
| Title | 16 Axle Girder Frame Swept Path<br>SGT1 & 2 Delivery Site Entrance |
| Scale (A3) | 1:200 |
| Sheet No. | 3 |
| Total No. | 3 |
| Dwg. No | ALL-A232071-SPA-04 |