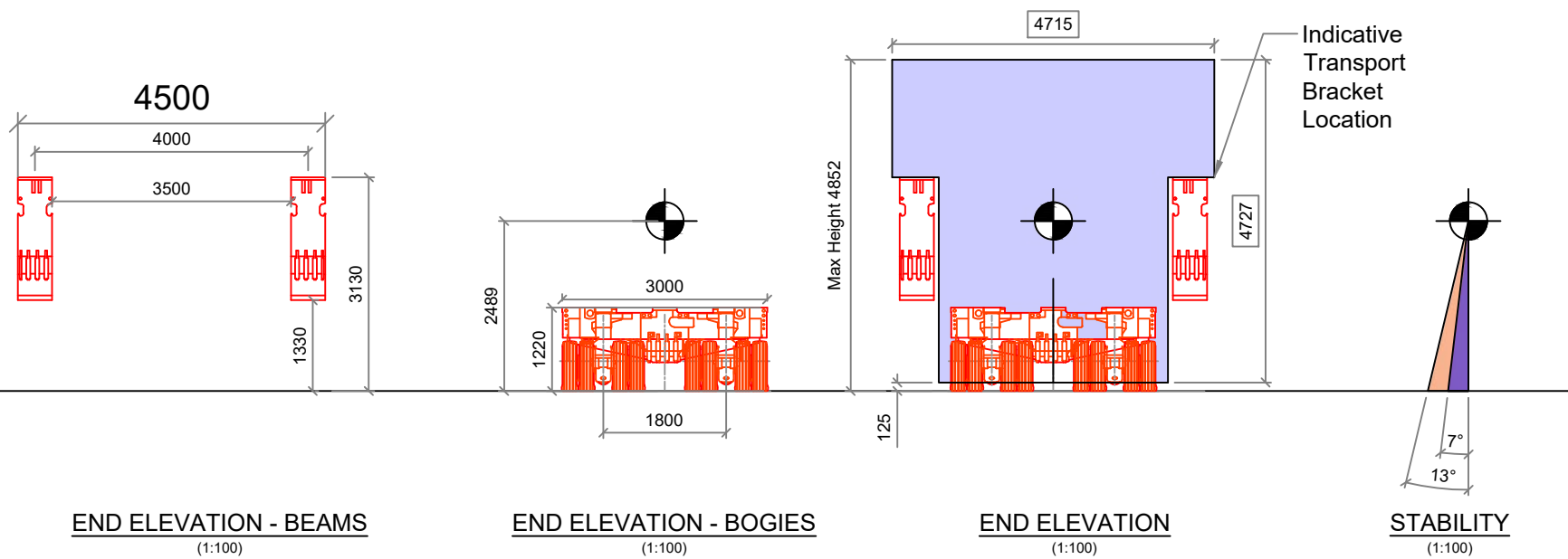
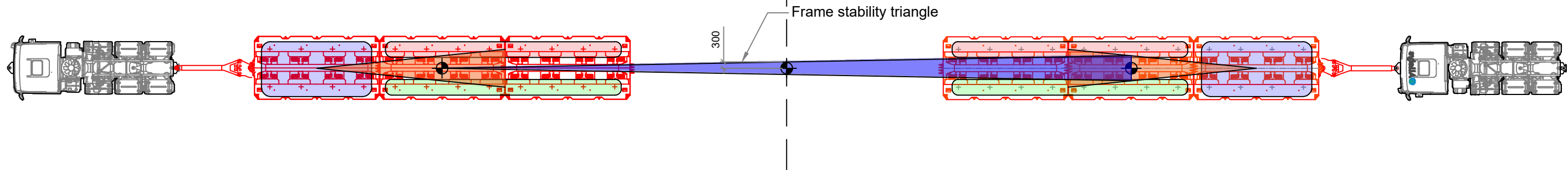
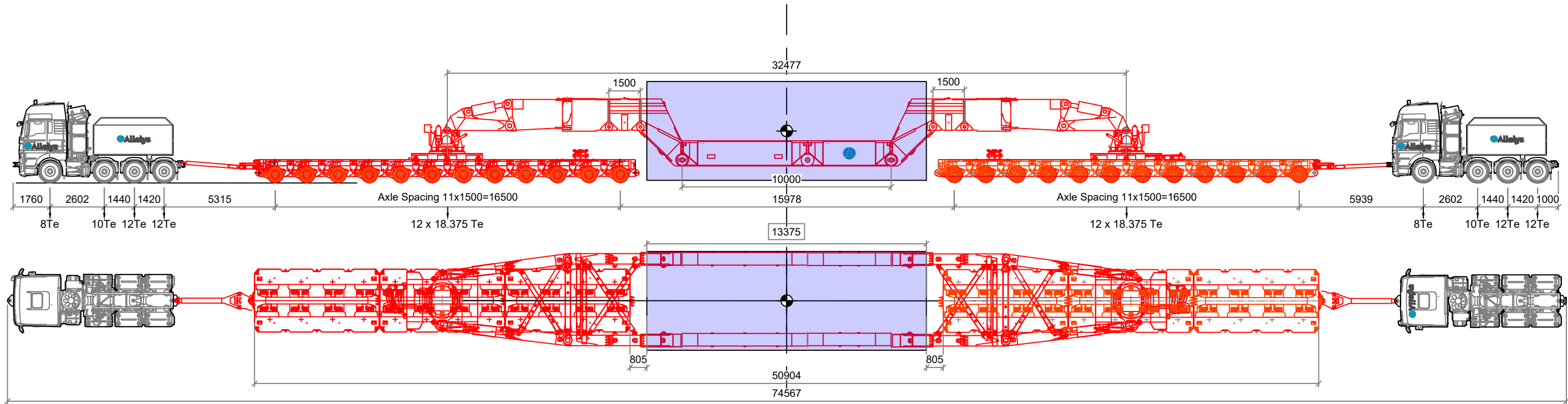
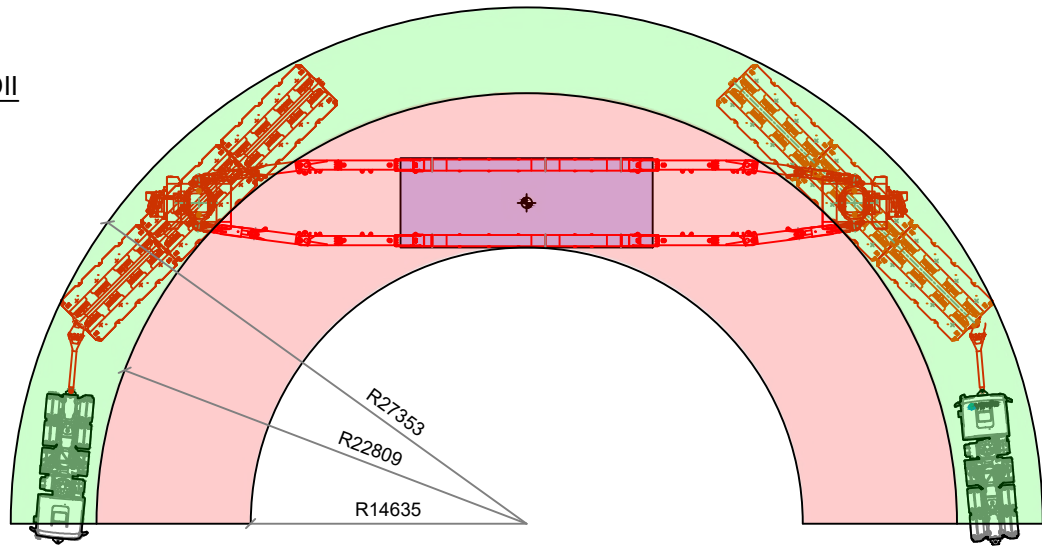


Appendix A

Trailer Arrangement Drawings



TURNING RADII
(1:400)



DRAWING NOTES:

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

ORIENTATION TO
BE CONFIRMED

TENDER ISSUE

TECHNICAL NOTES:

LOAD TABLE		CLIENT REFERENCE DOCUMENTS			REVISION HISTORY					
Applied Load Weight (Te)	261	REV	DATE	DOCUMENT REFERENCE No.	REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
Girder Frame Tare Weight (Te)	102.6				00	2/4/2024	First issue	RD		
Axles Tare Weight (Te)	77.4				A					
Auxiliary Steel Work Weight (Te)	0				B					
Transport Gross Weight (Te)	441				C					
Load per Bogie (Te)	220.5									
Load per Axle (Te)	18.375									
Block Ground Loading (Te/m²)	4.45									



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Client SSEN

Project Cambushinnie 400kV Substation

Title 261Te Transformer on a 24 Axle F5.5
Trailer Transport Arrangement (1.5+10+1.5)

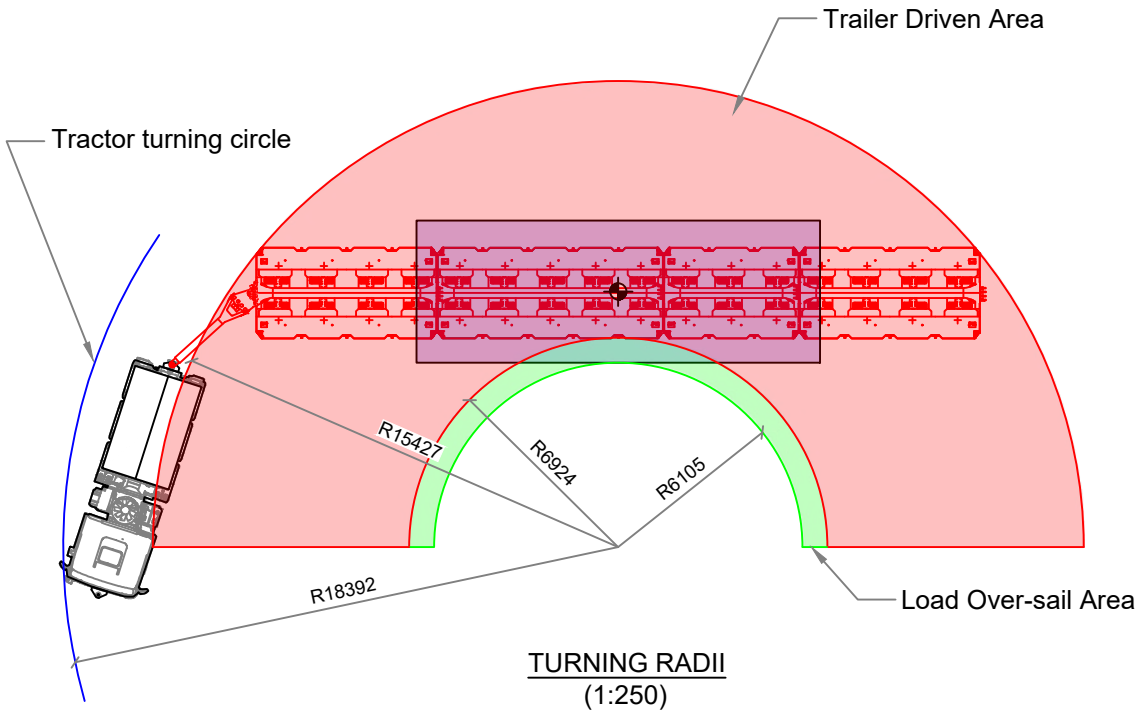
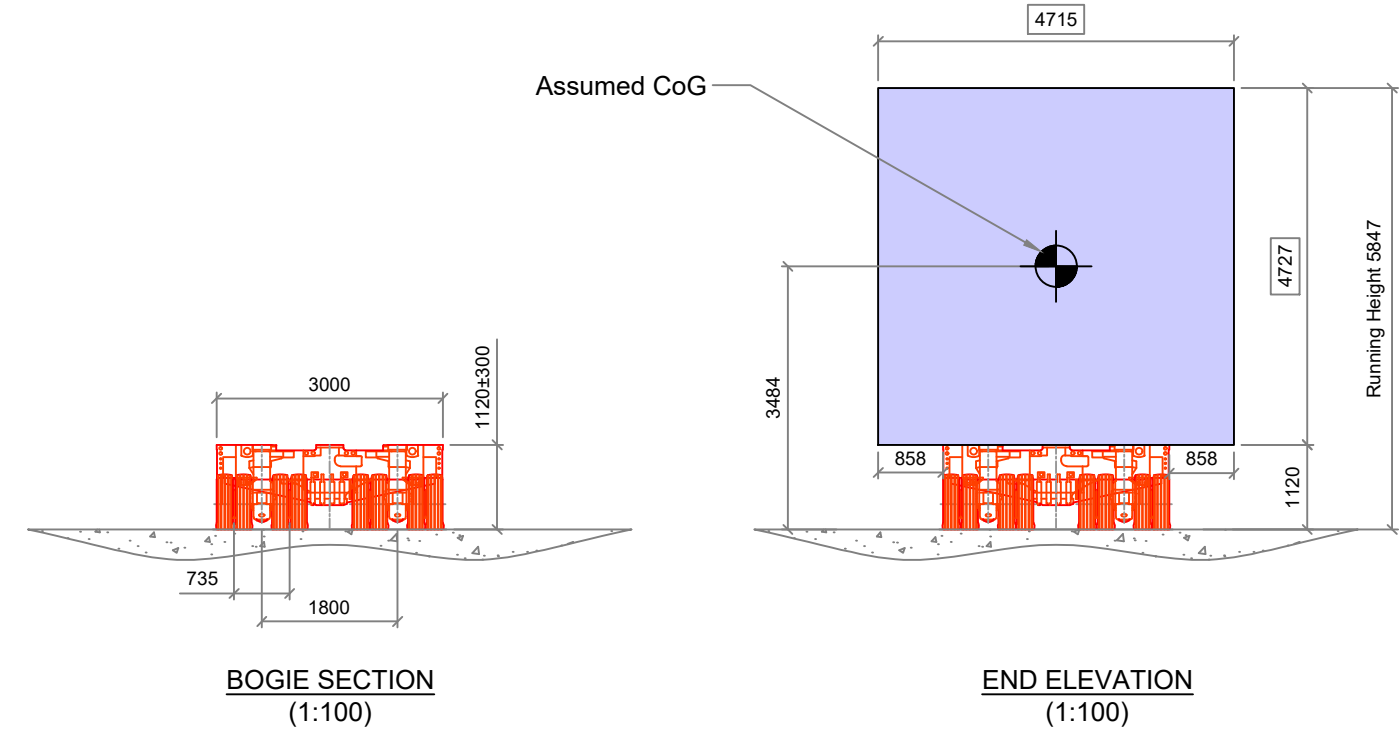
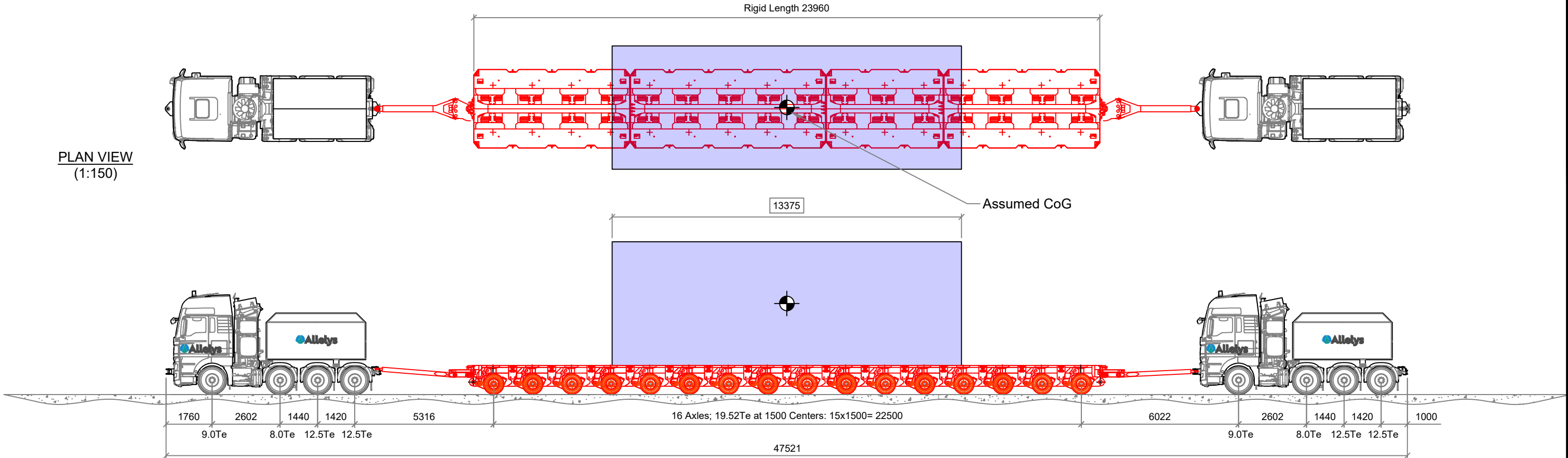
Scale (A3) As shown

Sheet No. 1

Total No. 1

Dwg. No

ALL-A242494-TA-01




DRAWING NOTES:

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

TECHNICAL NOTES:

LOAD TABLE		CLIENT REFERENCE DOCUMENTS			REVISION HISTORY					
Applied Load Weight (Te)	261.05	REV	DATE	DOCUMENT REFERENCE No.	REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
Trailer Tare Weight (Te)	51.33				00	23/07/24	First issue	EDA		
Auxiliary Steel Work (Te)	00.00				A					
Trailer Gross Weight (Te)	312.38				B					
Tractor Weight (Te) Not inc in Gross	42.00				C					
Load per Axle (Te)	19.52									
Block Ground Loading (Te/m²)	4.34									

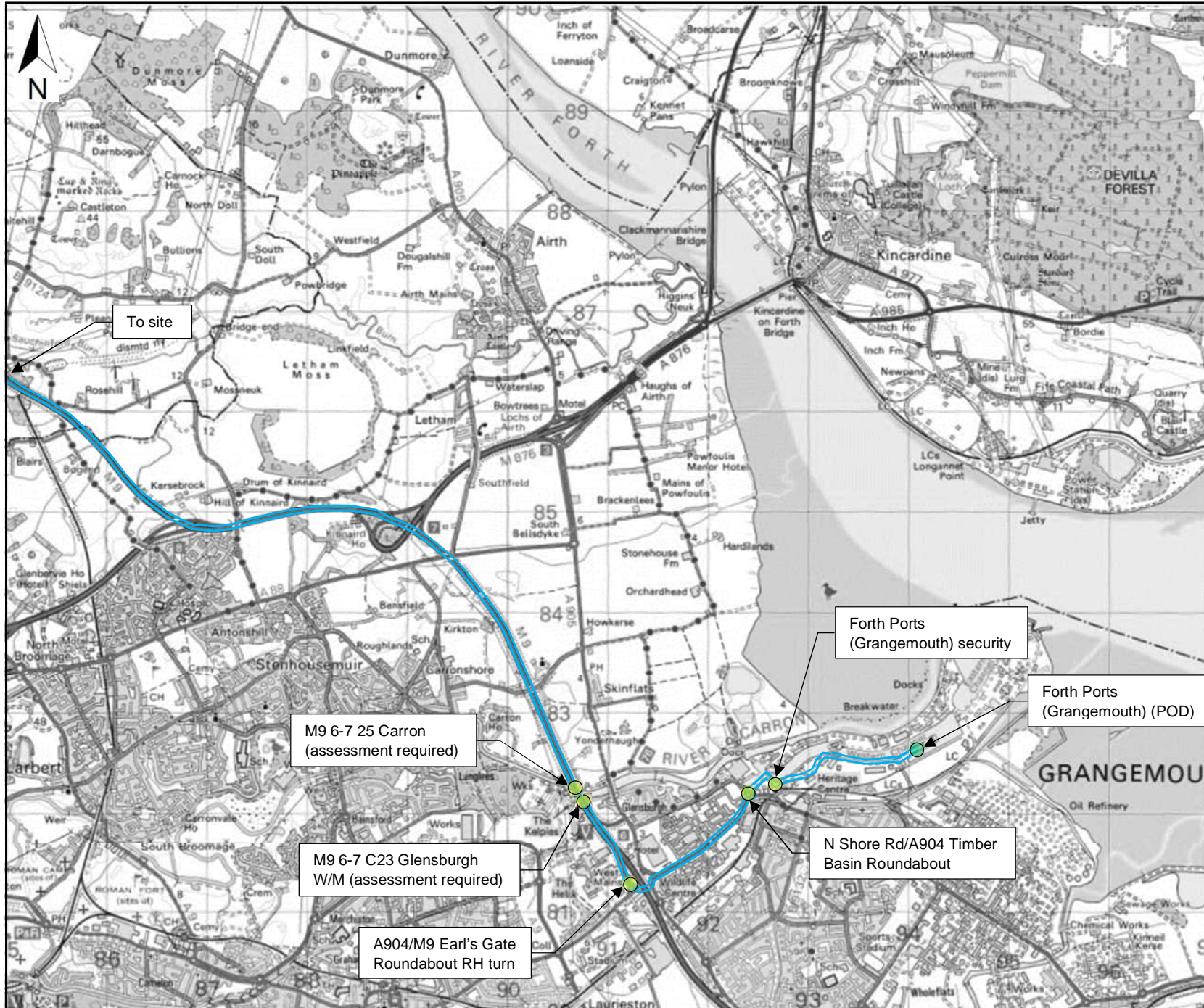



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Client	SSEN		
Project	Cambushinnie		
Title	261.05Te Transformer 16 Axle Flat Top Modular Trailer		
Scale (A3) As Shown	Sheet No. 1	Total No. 1	
Dwg. No	ALL-A242494-TA-02		







Appendix B

Maps









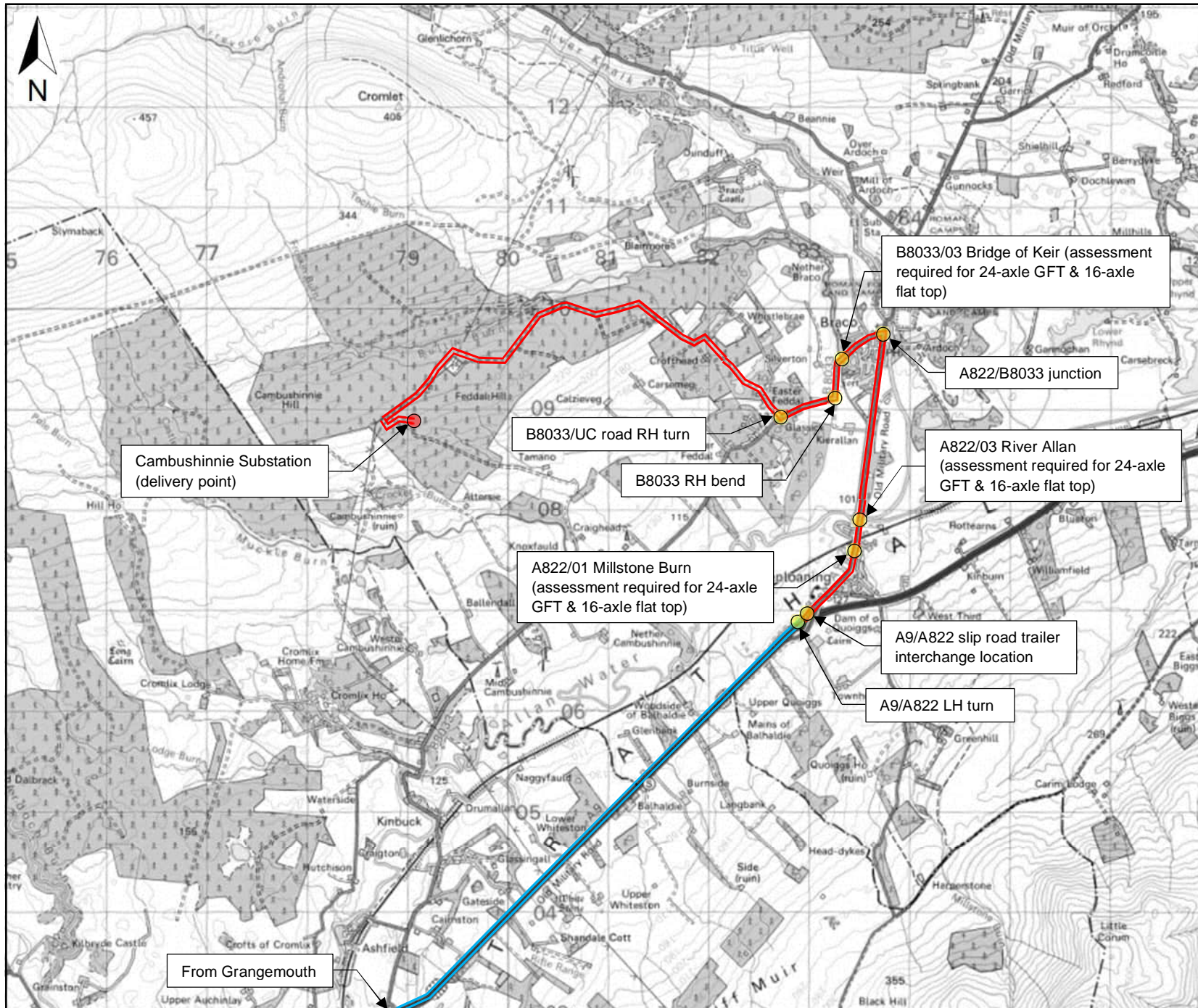
0	12/08/24	First issue
Rev.	Date	Amendments
Revisions		
 The Slough, Studley, Warwickshire B80 7EN Tel: +44 (0) 1527 852 408 e-mail: enquiries@allelys.co.uk		
Client		SSEN
Project A242494 Cambushinnie Substation		
Title 261 te Transformer Grangemouth to Cambushinnie		
Doc. no. ALL-A242494-MAP-01		
Sheet 1 of 4		Rev. 0
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Title	261 te Transformer Grangemouth to Cambushinnie	
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A	06/09/24	Amended for 16-ax FT
0	12/08/24	First issue
Rev.	Date	Amendments

Revisions		
		
The Slough, Studley, Warwickshire B80 7EN Tel: +44 (0) 1527 852 408 e-mail: enquiries@allelys.co.uk		

Client	SSEN	
Project	A242494 Cambushinnie Substation	
Title	261 te Transformer Grangemouth to Cambushinnie	
Doc. no.	ALL-A242494-MAP-01	
Sheet	4 of 4	Rev. A
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Appendix C

Structures Details

Table 2 Route 1 structures

Structure ID	Structure name	Structural authority	Check result	Easting	Northing	Category	Type	Class	Length [m]
141034-10	EARL'S ROAD	FALKIRK COUNCIL	Approved	292366	682065	ROAD BRIDGE	-	UNDERBRIDGE	-
A904-70	ICI PIPE DUCT	FALKIRK COUNCIL	Approved	291724	681489	ROAD BRIDGE	-	UNDERBRIDGE	-
M9 6-6 10	EARLSGATE SOUTH	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	291336	681264	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	39.8
M9 6-7 24	M9 KELPIES (HELIX) CANAL	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Assessment required	290750	682088	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDERBRIDGE	14.6
M9 6-7 C23	GLENSBURGH W/M	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	290726	682128	CULVERT	-	UNDERBRIDGE	2.1
M9 6-7 25	CARRON	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Assessment required	290658	682248	ROAD BRIDGE	CONTINUOUS SPAN, FIXED	UNDERBRIDGE	103.4
M9 6-7 C30	UNKNOWN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	290475	682636	CULVERT	-	UNDERBRIDGE	-
M9 6-7 C35	YONDERHAUGH W/M	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	290436	682727	CULVERT	-	UNDERBRIDGE	2.1
M9 6-7 50	WESTERTON O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	290214	683237	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	50.0
M9 6-7 75	KIRKTON O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	289735	684171	ACCOMMODATION ACCESS OVER	SIMPLY SUPPORTED SPAN	OVERBRIDGE	46.9
M9 6-7 C85	UNKNOWN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	289447	684498	CULVERT	-	UNDERBRIDGE	-
M9 6-7 90	LONGDYKE O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	289388	684553	ROAD BRIDGE	CONTINUOUS SPAN, FIXED	UNDER AND OVER BRIDGE	38.6
M9 6-7 C90	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	289351	684584	CULVERT	-	UNDERBRIDGE	-
M9 6-7 C95	KINNAIRD	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	289276	684646	CULVERT	-	UNDERBRIDGE	-
M9 7-8 C70	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	287514	684924	CULVERT	-	UNDERBRIDGE	-

M9 7-8 75	SO ALLOA ROAD O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	287281	684874	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	40.9
M9 8-8 C10	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	286920	684865	CULVERT	-	UNDERBRIDGE	-
M9 8-8 10	HILL O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	286728	684904	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	58.0
M9 8-9 C5	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	286576	684979	CULVERT	-	UNDERBRIDGE	-
M9 8-9 6	KERSEBROOK	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	286299	685181	ROAD BRIDGE	FIXED	UNDERBRIDGE	6.2
M9 8-9 8	POW BURN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285961	685599	ROAD BRIDGE	FIXED	UNDERBRIDGE	3.6
M9 8-9 C13	BOGEND BURN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285881	685683	CULVERT	-	UNDERBRIDGE	-
M9 8-9 15	TOR BURN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285692	685866	ROAD BRIDGE	FIXED	UNDERBRIDGE	7.2
M9 8-9 C19	ROSEHILL (2)	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285870	685963	CULVERT	-	UNDERBRIDGE	-
M9 8-9 20	ROSEHILL	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285548	685970	ROAD BRIDGE	FIXED	UNDER AND OVER BRIDGE	6.5
M9 8-9 C20	ROSEHILL (1)	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285545	685994	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C25	POWSWOOD	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285133	686231	CULVERT	-	UNDERBRIDGE	-
M9 8-9 30	POWSWOOD RAIL	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	285061	686274	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDERBRIDGE	10.1
M9 8-9 C30	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	284893	686385	CULVERT	-	UNDERBRIDGE	-
M9 8-9 35	CUSHAN QUARTER	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	284626	686669	ROAD BRIDGE	FIXED	UNDERBRIDGE	6.5

M9 8-9 C40	CUSHENQUARTER	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	284417	686903	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C45	SEWAGE WORKS	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	284237	687082	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C60	UNKNOWN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	283234	687672	CULVERT	-	UNDERBRIDGE	-
M9 8-9 60	PLEAN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	283152	687711	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	11.3
M9 8-9 C65	UNKNOWN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	282903	687766	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C75	PLEANBANK WOOD	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	282200	687890	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C78	ROADHEAD FARM	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	282020	687944	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C80	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	281774	688069	CULVERT	-	UNDERBRIDGE	-
M9 8-9 C90	BLOODY FOLD	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	281266	688481	CULVERT	-	UNDERBRIDGE	-
M9 9-9 10	PIRNHALL EAST O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	280689	688816	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	68.5
M9 9-9 20	PIRNHALL WEST O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	280511	688884	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	68.5
M9 9-10 C5	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	280078	689058	CULVERT	-	UNDERBRIDGE	-
M80 9-9 20	HERDSBRAE	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	279906	689090	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	36.2
M9 9-10 15	NEWLINE 2 SOUTH O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	279537	689342	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	21.9
M9 9-10 C20	FOOT O' GREEN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	279376	689575	CULVERT	-	UNDERBRIDGE	-

M9 9-10 27	CHARTERSHALL NEW	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	279031	6901448	ROAD BRIDGE	INTEGRAL	UNDER AND OVER BRIDGE	40.5
M9 9-10 30	BANNOCKBURN	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	278970	690269	ROAD BRIDGE	FIXED	UNDERBRIDGE	10.0
M9 9-10 35	NEWPARK FARM PATH	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	278859	690596	ACCOMMODATION ACCESS OVER	CONTINUOUS SPAN	OVERBRIDGE	52.3
M9 9-10 40	COXITHILL O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	278735	691096	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	51.3
M9 9-10 55	TORBREX O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	278431	692006	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	50.2
M9 9-10 C58	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	278243	692294	CULVERT	-	UNDERBRIDGE	-
M9 9-10 63	BIRKHILL O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	278055	692577	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	50.6
M9 9-10 F65	CAMBUSBARRON F/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	277930	692804	PEDESTRIAN BRIDGE	CONTINUOUS SPAN	OVERBRIDGE	52.6
M9 9-10 76	DUMBARTON ROAD W/M CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277709	693424	CULVERT	-	UNDERBRIDGE	3.7
M9 9-10 75	DUMBARTON ROAD O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	277672	693552	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	48.8
M9 9-10 C85	EDGE CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277602	694031	CULVERT	-	UNDERBRIDGE	-
M9 9-10 C90	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277592	694271	CULVERT	-	UNDERBRIDGE	-
A84S 5	CRAIGFORTH I/C O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	277613	695306	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	74.5
M9 10-11 5	FORTH	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Assessment required	277603	695398	ROAD BRIDGE	CONTINUOUS SPAN	UNDERBRIDGE	104.6
M9 10-11 C15	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277603	695967	CULVERT	-		-

M9 10-11 30	LECROPT O/B	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	N/A	277652	696340	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	47.4
M9 10-11 C35	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277767	696686	CULVERT	-	UNDERBRIDGE	-
M9 10-11 C55	CULVERT	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277988	697403	CULVERT	-	UNDERBRIDGE	-
M9 10-11 65	KNOCKHILL	TRANSPORT SCOTLAND / BEAR (SOUTH EAST)	Approved	277981	697864	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDER AND OVER BRIDGE	12.8
A9 40	SHOWFIELD U/P	TRANSPORT SCOTLAND / AMEY (NES)	Approved	277602	699531	ROAD BRIDGE	-	UNDERBRIDGE	4.5
A9 50 F	OLD DOUNE ROAD F/B	TRANSPORT SCOTLAND / AMEY (NES)	N/A	276899	700849	PEDESTRIAN BRIDGE	-	OVERBRIDGE	63.0
A9 60	DOUNE ROAD O/B	TRANSPORT SCOTLAND / AMEY (NES)	N/A	276880	701596	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	84.9
A9 70	AUCHINLAY ROAD U/P	TRANSPORT SCOTLAND / AMEY (NES)	Approved	277517	702213	ROAD BRIDGE	-	UNDER AND OVER BRIDGE	8.5
A9 80	AUCHINLAY RAIL	TRANSPORT SCOTLAND / AMEY (NES)	Assessment required	278325	702607	ROAD BRIDGE	SIMPLY SUPPORTED SPAN	UNDERBRIDGE	40.0
A9 90	ALLAN WATER	TRANSPORT SCOTLAND / AMEY (NES)	Assessment required	278387	702678	ROAD BRIDGE	CONTINUOUS SPAN	UNDERBRIDGE	90.0
A9 95	BARBUSH QUARRY U/P	TRANSPORT SCOTLAND / AMEY (NES)	Approved	278513	702794	ACCOMMODATION ACCESS UNDER	-	UNDERBRIDGE	6.0
A9 100	KINBUCK ROAD O/B	TRANSPORT SCOTLAND / AMEY (NES)	N/A	278773	702593	ROAD BRIDGE	CONTINUOUS SPAN	UNDER AND OVER BRIDGE	78.9
A9 100 C9	SCOURING BUN NO3	TRANSPORT SCOTLAND / AMEY (NES)	Approved	279086	703112	CULVERT	-	UNDERBRIDGE	2.4
A9 100 C15	CAIRNSTON	TRANSPORT SCOTLAND / AMEY (NES)	Approved	279417	703377	CULVERT	-	UNDERBRIDGE	-
A9 100 C35	SHANRAW	TRANSPORT SCOTLAND / AMEY (NES)	Approved	280200	704177	CULVERT	-	UNDERBRIDGE	-

A9 100 C65	BALHADDIE TOLL	TRANSPORT SCOTLAND / AMEY (NES)	Approved	281272	705260	CULVERT	-	UNDERBRIDGE	-
A9 100 C20	WOODSIDE OF BALHALDI	TRANSPORT SCOTLAND / AMEY (NES)	Approved	281559	705546	CULVERT	-	UNDERBRIDGE	-
A9 100 C30	UPPER QUIOGS	TRANSPORT SCOTLAND / AMEY (NES)	Approved	282267	706259	CULVERT	-	UNDERBRIDGE	-
A9 100 C40	LOWER QUIOGS	TRANSPORT SCOTLAND / AMEY (NES)	Approved	282545	706539	CULVERT	-	UNDERBRIDGE	-
A822/01	MILLSTONE BURN	PERTH AND KINROSS COUNCIL	Assessment required	283462	707651	ROAD BRIDGE	-	UNDERBRIDGE	-
SCM4/B/21	A822 MAIN ROAD	NETWORK RAIL	Approved	283473	707700	ROAD BRIDGE	-	UNDERBRIDGE	-
A822/03	RIVER ALLAN	PERTH AND KINROSS COUNCIL	Assessment required	283508	707890	ROAD BRIDGE	-	UNDERBRIDGE	-
B8033/03	BRIDGE OF KIER	PERTH AND KINROSS COUNCIL	Assessment required	283329	709514	ROAD BRIDGE	-	UNDERBRIDGE	-

Table 3 Route 2 structures

Structure ID	Structure name	Structural authority	Check result	Easting	Northing	Category	Type	Class	Length [m]
A822/01	MILLSTONE BURN	PERTH AND KINROSS COUNCIL	Assessment required	283462	707651	ROAD BRIDGE	-	UNDERBRIDGE	-
SCM4/B/21	A822 MAIN ROAD	NETWORK RAIL	Approved	283473	707700	ROAD BRIDGE	-	UNDERBRIDGE	-
A822/03	RIVER ALLAN	PERTH AND KINROSS COUNCIL	Assessment required	283508	707890	ROAD BRIDGE	-	UNDERBRIDGE	-
B8033/03	BRIDGE OF KIER	PERTH AND KINROSS COUNCIL	Assessment required	283329	709514	ROAD BRIDGE	-	UNDERBRIDGE	-

Sally Weston

From: James Bryce <James.Bryce1@amey.co.uk>
Sent: 29 July 2024 10:50
To: Sally Weston
Cc: Abnormal-loadNE; Seil Wie Chan
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good morning Sally,

We are regretted to inform you that having ran the load configuration provided along the route outlined below, **this movement would be rejected** due to being too heavy to cross the A9 80 Auchinlay Rail and A9 90 Allan Water with factors of 0.8 and 0.5 respectively.

Apologies for the inconvenience,
All the best,

Jamie Bryce MEng (he/him/his)
Graduate Engineer | Structures | NE NMC



✉ james.bryce1@amey.co.uk
Caledonian House, West Kinfauns, Perth, PH2 7XZ
amey.co.uk

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Tuesday, July 16, 2024 4:30 PM
To: James Bryce <James.Bryce1@amey.co.uk>
Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

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Hi Jamie,

Are you able to assist with another structural feasibility request please?

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 15 July 2024 17:47

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Importance: High

Good afternoon Amey NE,

Please could I have an update on the below feasibility request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 01 July 2024 17:57

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request
Importance: High

Good afternoon All,

Please could I have an update on the below feasibility request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 15 April 2024 21:08

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; abloadsedal@networkrail.co.uk; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>

Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>
Sent: 08 July 2024 11:01
To: Sally Weston; SE Abnormal Loads
Cc: Georgios Stravodimos
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good morning Sally,

Please find our responses in red – thank you.

Transport Scotland Structure ID	Structure Name	Lat, Long	Estimated Overutilisation (%)	Allelys queries	BEAR Responses
M9 10-11 5	FORTH	56.135564,-3.9711243	140	Ok	-
M9 6-6 10	EARLSGATE SOUTH	56.011867,-3.7443113	120	Overbridge only?	Yes, overbridge carrying M9 only
M9 6-7 24	M9 Kelpies (Helix) Canal	56.019337,-3.7542426	100	Ok	-
M9 6-7 25	CARRON	56.020461,-3.7554969	150	Ok	-
M9 9-10 35	NEWPARK FARM PATH	56.092695,-3.948678	110	Overbridge only?	Yes, overbridge spanning M9 only
M9S 7-7 10	KINNAIRD	56.043456,-3.7831112	110	Overbridge only?	Yes, overbridge spanning M9 at J7 leading to/from Kincardine only.

Kind regards,

Lewis Kane
Engineer | BEAR Scotland | NMC - South East Unit
Mobile: 07547 665 983 | Visit us @ www.bearscot.com



From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, July 1, 2024 5:51 PM
To: SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>
Cc: Georgios Stravodimos <GStravodimos@bearsotland.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Hi Lewis,

Thanks for your response on this, however, I have a few queries as shown in [blue](#) in the table below.

If you could advise on these, it would be most appreciated.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>
Sent: 24 May 2024 18:44
To: Sally Weston <sally.weston@allelys.co.uk>
Cc: SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>; Georgios Stravodimos <GStravodimos@bearsotland.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening Sally,

Apologies for the delay in response. From a high level check of the route we have identified a number of structures that would have an issue as listed below:

Transport Scotland Structure ID	Structure Name	Lat, Long	Estimated Overutilisation (%)	Allelys queries
M9 10-11 5	FORTH	56.135564,-3.9711243	140	Ok
M9 6-6 10	EARLSGATE SOUTH	56.011867,-3.7443113	120	Overbridge only?
M9 6-7 24	M9 Kelpies (Helix) Canal	56.019337,-3.7542426	100	Ok
M9 6-7 25	CARRON	56.020461,-3.7554969	150	Ok
M9 9-10 35	NEWPARK FARM PATH	56.092695,-3.948678	110	Overbridge only?
M9S 7-7 10	KINNAIRD	56.043456,-3.7831112	110	Overbridge only?

Further discussions and assessment would be required regarding these, so please factor these into your feasibility study and get back in touch whenever you have any queries or require further information – thank you.

Kind regards,

Lewis Kane
Engineer | BEAR Scotland | NMC - South East Unit
Mobile: 07547 665 983 | Visit us @ www.bearsotland.com



From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, April 15, 2024 9:08 PM

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; abloadsedal@networkrail.co.uk; OSD Abnormal Loads Scotland
<OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads
<SEAbnormalLoad@bearsotland.co.uk>
Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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BEAR Scotland Limited

Registered Office: BEAR House, Inveralmond Road, Perth PH1 3TW.

Registered in Scotland No 206139

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Sally Weston

From: James Mclean <james.mclean@falkirk.gov.uk>
Sent: 02 July 2024 09:35
To: abnormalloads; Sally Weston
Subject: FW: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request
Attachments: ALL-A242494-TA-01 24 Axle F5.5.pdf

From: James Mclean
Sent: Monday, June 3, 2024 11:48 AM
To: Molly Fitzsimmons <molly.fitzsimmons@falkirk.gov.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Hi Molly,

A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Further to your email on the above feasibility request, I confirm that the Bridges section have no adverse comments on the special vehicle load (261 te transformer on a 24-axle girder frame trailer) travelling the specified route. The load should be escorted and stay to the centre line of the road when travelling across pipes/ culverts.

Regards

James

From: abnormalloads <abnormalloads@falkirk.gov.uk>
Sent: Tuesday, April 16, 2024 3:07 PM
To: James Mclean <james.mclean@falkirk.gov.uk>
Subject: FW: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Hi James,

Can you please respond to the below load 😊

Thanks
Molly

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, April 15, 2024 9:08 PM
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; abloadsedal@networkrail.co.uk; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads <abnormalloads@falkirk.gov.uk>; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsScotland.co.uk>
Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: Simon Brett <Simon.Brett2@networkrail.co.uk> on behalf of Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>
Sent: 17 April 2024 09:58
To: Sally Weston
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

OFFICIAL

Good morning Sally,

I can confirm we have no objections to your proposed movement. Please note, we regularly inspect and assess our bridges and occasionally we have to revise the permitted load carrying capacity, as such I suggest that you contact us again closer to the movement to ensure that our bridges are still adequate. Once the movement dates are set, you will still need to submit an abnormal load notification for the move.

Many Thanks

Simon Brett
Abnormal Loads
Mobile : 07730 362984
Abnormal Loads Help Desk: 01908 783 140
Abnormal Loads Team – Part of the National Records Group



The Quadrant | Elder Gate | Milton Keynes | MK9 1EN
W <http://www.networkrail.co.uk/abnormal-indivisible-road-loads/>

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, April 15, 2024 9:08 PM
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; Ab Loads ESDAL <AbLoadsESDAL@networkrail.co.uk>; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>
Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

You don't often get email from sally.weston@allelys.co.uk. [Learn why this is important](#)

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: Communities Structure ALR <StructureALR@pkc.gov.uk>
Sent: 15 April 2024 14:40
To: Sally Weston
Subject: RE: A242494 Cambushinnie 261 te transformer structural feasibility request

Hi Sally

We would require assessments to be carried out on each of the 3 PKC structures. These would need to follow the DMRB CG300 technical approval process including Approval in Principle document and Assessment and check certification.

Best regards
Euan

Euan Lamont
Engineer (Structures)

Structures Team
Environment and Infrastructure
Economy, Place and Learning
Perth & Kinross Council
Pullar House
35 Kinnoull Street
Perth
PH1 5GD

Report a Perth & Kinross Council bridge, culvert or road retaining wall fault online [here](#).
Information regarding Abnormal Load Enquiries can be found [here](#).

From: Communities Abnormal Loads <AbnormalLoads@pkc.gov.uk>
Sent: Wednesday, April 10, 2024 11:20 PM
To: Communities Structure ALR <StructureALR@pkc.gov.uk>
Subject: FW: A242494 Cambushinnie 261 te transformer structural feasibility request

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Wednesday, April 10, 2024 11:19:27 PM (UTC+00:00) Dublin, Edinburgh, Lisbon, London
To: Mark Cobb <Mark.Cobb@dundeecity.gov.uk>; Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>;
liam@hindledemo.com <liam@hindledemo.com>; Communities Abnormal Loads <AbnormalLoads@pkc.gov.uk>;
abloadsedal@networkrail.co.uk <abloadsedal@networkrail.co.uk>; OSD Abnormal Loads Scotland
<OSDAbnormalLoadsScotland@scotland.police.uk>
Subject: A242494 Cambushinnie 261 te transformer structural feasibility request

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Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Dundee Port to a new site close to Braco Substation.

The route link is as follows although we'd be using the abnormal load crossing at Scott Fyffe Roundabout:

<https://maps.app.goo.gl/nBQW5dHuy87QDvKj6>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

I've attached a list of structures taken from ESDAL, for assistance.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: OSD Abnormal Loads Scotland
<OSDAbnormalLoadsScotland@scotland.police.uk>
Sent: 03 July 2024 08:38
To: Sally Weston
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility officer response [OFFICIAL]

OFFICIAL

Hi Sally

This move will require a police escort and will need to be done late evening or early hours of the morning as it will be slow.

Regards

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

Tel: 01592 418421 or Mobile : 07464 521799 – (Mon – Thu between 0800 – 1600 hrs)

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

Email: OSDAbnormalLoadsScotland@scotland.police.uk

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

Twitter: @policescotland

Facebook: www.facebook.com/policescotland

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

PLEASE NOTE THAT OUR BUSINESS EMAIL HAS CHANGED AND IS NOW
OSDAbnormalLoadsScotland@scotland.police.uk

A9 North of Inveralmond – Restrictions will be in place through the roadworks from 11 Apr 23 for 22 weeks

Abnormal Load movements using the A84 between Stirling and Lochearnhead.

Abnormal loads up to 44T (oversized loads) can continue to use A84 Drip Bridge.

Abnormal loads greater than 44T shall be directed to avoid A84 Drip Bridge by using A811 and Kirk Lane (under Police Escort) back onto A84. The weight restriction on Kirk Bridge is an amenity weight restriction, not structural. For loads not wider than ~6m- haulier to check suitability re width.

Abnormal loads that are greater than 44T and oversized, but not exceeding 80T, can use A84 Drip Bridge under Full Caution. That means Police Escort @ 10-12mph, constant speed, no breaking and no other vehicles.

All overweight abnormal loads that would have passed between Stirling and Lochearnhead on A84 going north, must do so Via A9/A85 or A9 A86.

Its anticipated that this may be in force for 3-5 years for repair only to A84 Drip Bridge, or 8-10 years for replacement, dependant on bridge condition.

A90 from Junction at A94 to Junction at A926 Northbound. Restrictions will be in place until the further notice along the A90 from the A94 Junction to the A926 Junction Northbound with a 44T weight limit restriction in place.

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, July 1, 2024 5:57 PM
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>
Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility officer response
Importance: High

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

Good afternoon All,

Please could I have an update on the below feasibility request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 15 April 2024 21:08

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; abloadsedal@networkrail.co.uk; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>

Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: Sunil Maniraj <Sunil.Maniraj@networkrail.co.uk> on behalf of Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>
Sent: 20 August 2024 11:14
To: Sally Weston
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

OFFICIAL

Dear Allelys Heavy Haulage Limited

We have reviewed your route enquiry, please find our report below.

Your Reference(s)

RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Move Start:

Case Manager: Sunil Maniraj

Case Reference: AB-56978/SM

Bridge: SCM4/B/21

Address: A822 Main Road

City: Greenloaning

Easting/Northing: 283471 707697

[View on map](#)

Outcome: We have no objections to this particular route enquiry.

Many Thanks

Sunil Maniraj

Abnormal Loads Clerk

Abnormal Loads Help Desk: 07395 391628

Abnormal Loads Team – Part of the National Records Group



From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Tuesday, August 20, 2024 10:59 AM
To: Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>; Ab Loads ESDAL <AbLoadsESDAL@networkrail.co.uk>; Sunil Maniraj <Sunil.Maniraj@networkrail.co.uk>; Simon Brett <Simon.Brett2@networkrail.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

OFFICIAL

Hi Both,

Have we any update on the below request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston
Sent: 24 July 2024 10:56
To: Abnormal Loads Enquiries <AbnormalLoadsEnquiries@networkrail.co.uk>; abloadsesdal@networkrail.co.uk; sunil.maniraj@networkrail.co.uk; Simon Brett <Simon.Brett2@networkrail.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good morning Simon/Sunil,

It has become apparent that it is not possible to get our 24-axle girder frame trailer through Braco village en route to Braco Substation. Therefore, we are now considering a trailer interchange from the girder frame onto a 16-axle flat top trailer once the girder frame has exited the A9.

Therefore, please could you confirm whether structure no. SCM4/B/21 A822 Main Road would be able to accommodate our 16-axle flat top trailer (drawing attached)?

U're logged in as S. Weston

Structure details

Structure general details

ESRN	: S-NN834077-1
Name	: SCM4/B/21 A822 Main Road
Unique Id	: SCM4/B/21
Coordinates	: 283473 , 707700
Owner/Stakeholder	: Network Rail
Category	: Road Bridge
Class	: Underbridge
Description	: 129.0055
Notes	: Motherwell - Dundee via Perth (Scottish Central Line)

Structure sections

Please select a section to view details .

Underbridge section 1 ☐

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Simon Brett <Simon.Brett2@networkrail.co.uk> On Behalf Of Abnormal Loads Enquiries
Sent: 17 April 2024 09:58
To: Sally Weston <sally.weston@allelys.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

OFFICIAL

Good morning Sally,

I can confirm we have no objections to your proposed movement. Please note, we regularly inspect and assess our bridges and occasionally we have to revise the permitted load carrying capacity, as such I suggest that you contact us again closer to the movement to ensure that our bridges are still adequate. Once the movement dates are set, you will still need to submit an abnormal load notification for the move.

Many Thanks

Simon Brett

Abnormal Loads

Mobile : 07730 362984

Abnormal Loads Help Desk: 01908 783 140

Abnormal Loads Team – Part of the National Records Group



The Quadrant | Elder Gate | Milton Keynes | MK9 1EN

W <http://www.networkrail.co.uk/abnormal-indivisible-road-loads/>

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Monday, April 15, 2024 9:08 PM
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; Ab Loads ESDAL <AbLoadsESDAL@networkrail.co.uk>; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>
Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

You don't often get email from sally.weston@allelys.co.uk. [Learn why this is important](#)

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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Sally Weston

From: EPL Structure ALR <StructureALR@pkc.gov.uk>
Sent: 22 August 2024 09:35
To: Sally Weston
Subject: RE: A242494 Cambushinnie 261 te transformer structural feasibility request

Hi Sally

We would require assessments to be carried out on each of the 3 PKC structures. These would need to follow the DMRB CG300 technical approval process including Approval in Principle document and Assessment and check certification.

As for the road I'm not sure who manages it. If you contact RoadsNetworkManagement@pkc.gov.uk they will have more information.

Thanks
Euan

-----Original Message-----

From: EPL Structure ALR <StructureALR@pkc.gov.uk>
Sent: Wednesday, August 21, 2024 12:17 PM
To: Euan Lamont <EuanLamont@pkc.gov.uk>
Subject: FW: A242494 Cambushinnie 261 te transformer structural feasibility request

Hi Euan,

As this is addressed to you, are you happy to respond to this?

Kind regards,
Rachel

-----Original Message-----

From: Communities Abnormal Loads <AbnormalLoads@pkc.gov.uk>
Sent: Tuesday, August 20, 2024 9:32 AM
To: EPL Structure ALR <StructureALR@pkc.gov.uk>
Subject: FW: A242494 Cambushinnie 261 te transformer structural feasibility request

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Tuesday, August 20, 2024 9:31:42 AM (UTC+00:00) Dublin, Edinburgh, Lisbon, London
To: EPL Structure ALR; Communities Abnormal Loads
Subject: Re: A242494 Cambushinnie 261 te transformer structural feasibility request

Good morning Euan,

Please could I have an update on the below requests?

I'm assuming that all three structures would need to be assessed as the axle line load for the flat top trailer is higher than that of the girder frame?

Also, ESDAL shows that the A9/A822 northbound slip road is actually managed by Amey so should I be asking them about closing it for a trailer interchange?

Many thanks,

Sally

Sally Weston CEng MRINA
Specialist Transport Route Planner
Allelys
Mob: +447985 899 046
Email: sally.weston@allelys.co.uk

> On 13 Aug 2024, at 15:59, Sally Weston <sally.weston@allelys.co.uk> wrote:

>
> Good afternoon Euan,
>
> Have we any update on the email below?

>
> Many thanks,

>
> Sally

>
> Sally Weston CEng MRINA
> Specialist Transport Route Planner
> Allelys

>
> Tel: 01527 852 408 (Option 3)
> Mob: +44(0)7985 899 046
> Web: [www.allelys.co.uk](https://allelys.co.uk)<<https://allelys.co.uk>>
> Email: sally.weston@allelys.co.uk<<mailto:sally.weston@allelys.co.uk>>
> Address: The Slough, Studley, Warwickshire, B80 7EN [Allelys] [Allelys
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>
>
> From: Sally Weston
> Sent: 24 July 2024 12:25
> To: Communities Structure ALR <StructureALR@pkc.gov.uk>; Abnormal
> Loads Officer <abnormalloads@pkc.gov.uk>
> Subject: RE: A242494 Cambushinnie 261 te transformer structural
> feasibility request

>
> Good afternoon Euan,

>
> It has become apparent that it is not possible to get our 24-axle girder frame trailer through Braco village en route to Braco Substation. Therefore, we are now looking at carrying out a trailer interchange from the girder frame onto a 16-axle flat top trailer (drawing attached) once the girder frame has exited the A9.

>
> We're currently considering using the northbound slip road from the A9 onto the A822 for the trailer interchange operation (lat/long 56.240750, -3.889500 shown in red below), which would require a full road closure to other road users, but it looks as though a short-term diversion could be made using the turning onto Millhill Road (lat/long 56.242250, -3.879667 shown in blue below).

>
> [cid:image007.jpg@01DAED99.C8CC43A0]

>
> Please could you advise whether this proposal is acceptable and, if so, how we would go about arranging for the closure of this section of road? We'd need the closure to be in place for one – two days. Please see attached drawing showing the type of operation required.

>
> Many thanks,

>
> Sally
>
> Sally Weston CEng MRINA
> Specialist Transport Route Planner
> Allelys
>
> Tel: 01527 852 408 (Option 3)
> Mob: +44(0)7985 899 046
> Web: [www.allelys.co.uk](https://allelys.co.uk/)<<https://allelys.co.uk/>>
> Email: sally.weston@allelys.co.uk<<mailto:sally.weston@allelys.co.uk>>
> Address: The Slough, Studley, Warwickshire, B80 7EN [Allelys] [Allelys
> Safety Memberships and Accreditations] [Visit Allelys on
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>
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applicable) to the exclusion of, and shall prevail over, any other terms and conditions that may at any time be
proposed by the customer. Terms are available on request.
>
>
> From: Communities Structure ALR
> <StructureALR@pkc.gov.uk<<mailto:StructureALR@pkc.gov.uk>>>
> Sent: 15 April 2024 14:40
> To: Sally Weston
> <sally.weston@allelys.co.uk<<mailto:sally.weston@allelys.co.uk>>>
> Subject: RE: A242494 Cambushinnie 261 te transformer structural
> feasibility request
>
> Hi Sally
>
> We would require assessments to be carried out on each of the 3 PKC structures. These would need to follow the
DMRB CG300 technical approval process including Approval in Principle document and Assessment and check
certification.
>
> Best regards
> Euan
>
> Euan Lamont
> Engineer (Structures)
>
> Structures
> Team<<http://www.pkc.gov.uk/article/19251/Bridges-and-structures>>
> Environment and Infrastructure
> Economy, Place and Learning
> Perth & Kinross Council
> Pullar House
> 35 Kinnoull Street
> Perth
> PH1 5GD
>
> Report a Perth & Kinross Council bridge, culvert or road retaining wall fault online
here<<http://www.pkc.gov.uk/roadbridgesandstructures>>.
> Information regarding Abnormal Load Enquiries can be found here<[http://www.pkc.gov.uk/article/17632/Abnormal-](http://www.pkc.gov.uk/article/17632/Abnormal-loads-procedure)
loads-procedure>.
>
>
> From: Communities Abnormal Loads
> <AbnormalLoads@pkc.gov.uk<<mailto:AbnormalLoads@pkc.gov.uk>>>

> Sent: Wednesday, April 10, 2024 11:20 PM
> To: Communities Structure ALR
> <StructureALR@pkc.gov.uk<mailto:StructureALR@pkc.gov.uk>>
> Subject: FW: A242494 Cambushinnie 261 te transformer structural
> feasibility request
>
>
>
> From: Sally Weston
> <sally.weston@allelys.co.uk<mailto:sally.weston@allelys.co.uk>>
> Sent: Wednesday, April 10, 2024 11:19:27 PM (UTC+00:00) Dublin,
> Edinburgh, Lisbon, London
> To: Mark Cobb
> <Mark.Cobb@dundeecity.gov.uk<mailto:Mark.Cobb@dundeecity.gov.uk>>;
> Abnormal-loadNE
> <Abnormal-loadNE@amey.co.uk<mailto:Abnormal-loadNE@amey.co.uk>>;
> liam@hindledemo.com<mailto:liam@hindledemo.com>
> <liam@hindledemo.com<mailto:liam@hindledemo.com>>; Communities
> Abnormal Loads
> <AbnormalLoads@pkc.gov.uk<mailto:AbnormalLoads@pkc.gov.uk>>;
> abloadsedal@networkrail.co.uk<mailto:abloadsedal@networkrail.co.uk>
> <abloadsedal@networkrail.co.uk<mailto:abloadsedal@networkrail.co.uk>
> >; OSD Abnormal Loads Scotland
> <OSDAbnormalLoadsScotland@scotland.police.uk<mailto:OSDAbnormalLoadsSc
>otland@scotland.police.uk>>
> Subject: A242494 Cambushinnie 261 te transformer structural
> feasibility request
> CAUTION: This email originated from an external organisation. Do not follow guidance, click links, or open
> attachments unless you have verified the sender and know the content is safe.
>
> Good evening All,
>
> We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder
> frame trailer (drawing attached) from Dundee Port to a new site close to Braco Substation.
>
> The route link is as follows although we'd be using the abnormal load crossing at Scott Fyffe Roundabout:
>
> <https://maps.app.goo.gl/nBQW5dHuy87QDvKj6>
>
> Please could you give your thoughts on the feasibility of moving the transformer on the route?
>
> National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility
> study.
>
> I've attached a list of structures taken from ESDAL, for assistance.
>
> Many thanks,
>
> Sally
>
> Sally Weston CEng MRINA
> Specialist Transport Route Planner
> Allelys
>
> Tel: 01527 852 408 (Option 3)
> Mob: +44(0)7985 899 046
> Web: www.allelys.co.uk<[https://allelys.co.uk](http://www.allelys.co.uk)>
> Email: sally.weston@allelys.co.uk<<mailto:sally.weston@allelys.co.uk>>
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>

>

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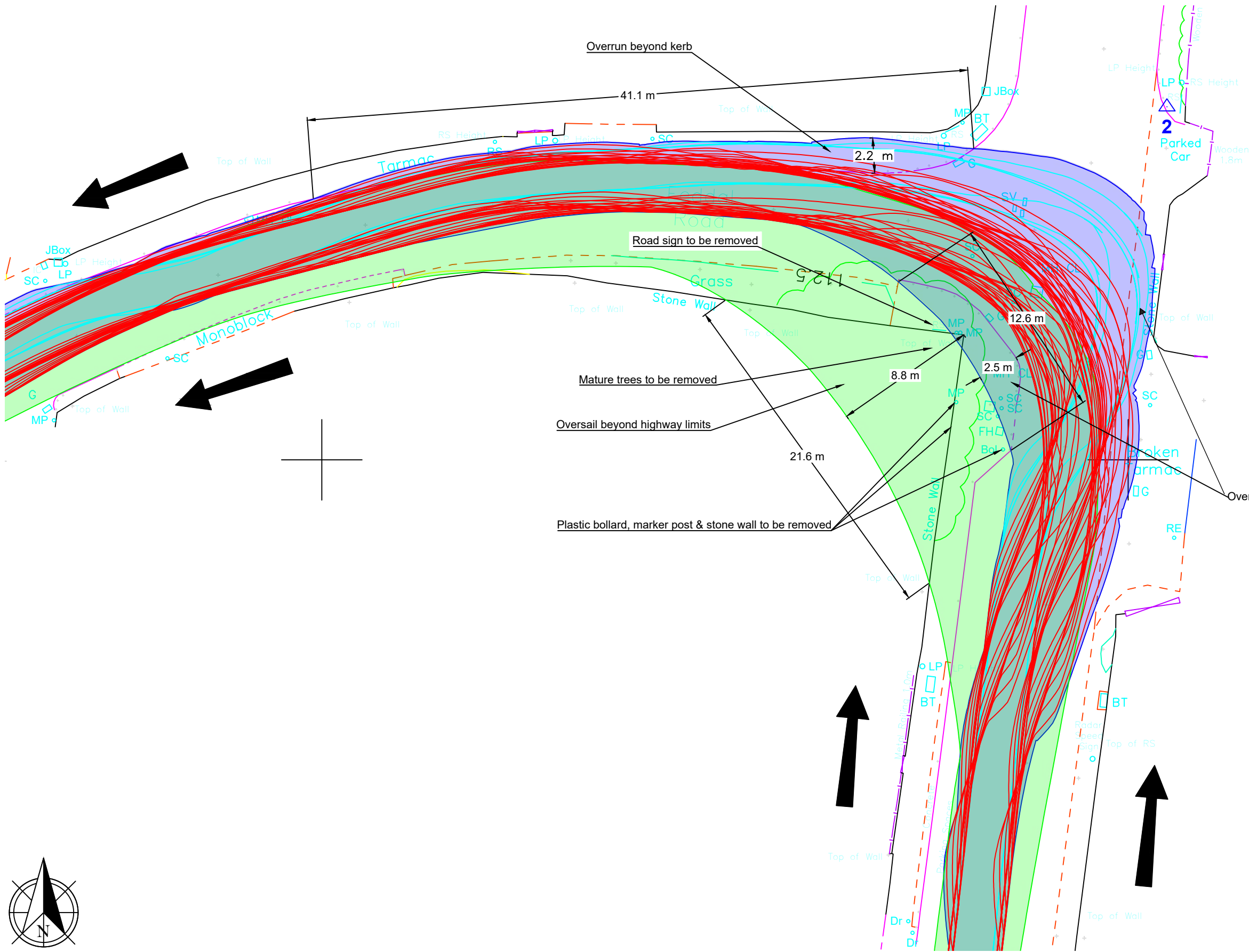
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Appendix D

Swept Path Assessment



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 24-axle girder frame trailer turning left from A822 onto B8033 in Braco village.
- Oversail beyond highway limits to inside of turn. Third-party land owner access permission required. Removal of mature trees and sections of stone wall required to accommodate vehicle.
- Oversail beyond kerb also required to inside of turn. Removal of 1 no. plastic bollard, 1 no. marker post and 1 no. road name sign needed to facilitate.
- Overrun beyond kerb required to inside of turn and onto offside pavement of B8033 on exit from junction. Temporary steel plating needed to accommodate vehicle track.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	08/04/24	First issue	RD	SJW	
A	18/06/24	SPA repeated with topo survey data	SJW		
B					
C					



The Slough,
Studley,
Warwickshire,
B90 7EN
Tel: +44 (0) 1527 852 408
e-mail: enquiries@allelys.co.uk

Client SSEN

Project Cambushinnie Substation

Title 261 te Tx on 24-axle F5.5
A822/B8033 junction

Scale (A3) 1:250

Sheet No. 1

Total No. 3





Dwg. No ALL-A242494-SPA-01




- Swept path assessment of 261 te transformer loaded onto 24-axle girder frame trailer travelling northbound on A822 past B8033 junction in Braco village before performing a shunt manoeuvre.
- Northbound travel negotiable for vehicle.

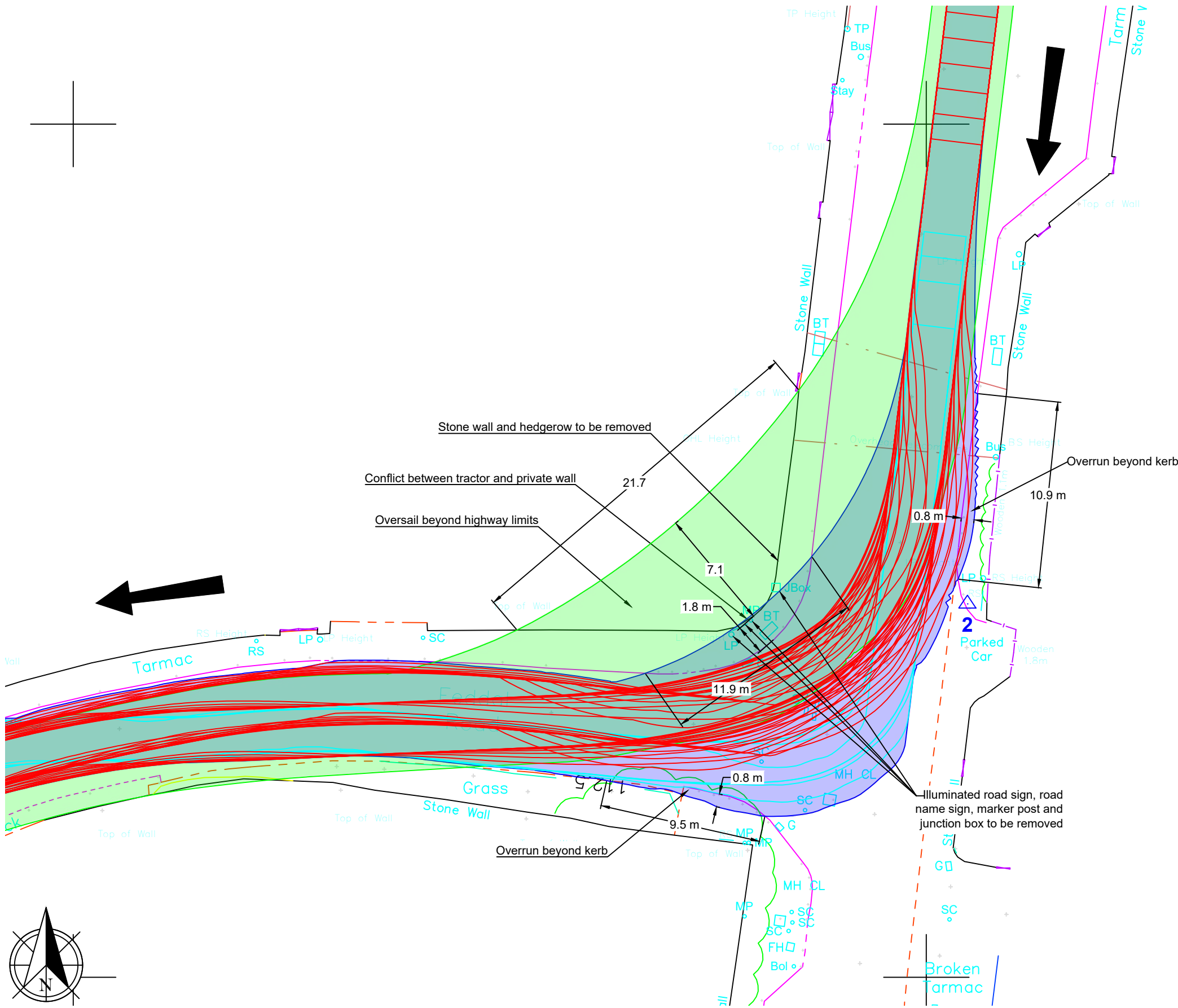
1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN Te (METRIC TONNES) UNLESS OTHERWISE STATED.
3. ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
5. OVERRUN = WHEN VEHICLE DRIVE TRACK EXTENDS BEYOND KERB.
6. OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
7. TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-01

-  Trailer Wheel Trace
- Tractor Wheel Trace
-  Tractor/Trailer Swept Area
-  Load Swept Area
-  Direction of Travel

[illegible]

			The Slough, Studley, Warwickshire, B80 7EN Tel: +44 (0) 1527 852 408 e-mail: enquiries@allelys.co.uk		
Client			SSEN		
Project			Cambushinnie Substation		
Title			261 te Tx on 24-axle F5.5 A822/B8033 junction		
Scale (A3) 1:250		Sheet No. 2		Total No. 3	
Dwg. No		ALL-A242494-SPA-01			



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 24-axle girder frame trailer turning right from A822 onto B8033 in Braco village.
- Overrun beyond highway limits to inside of turn. Third-party land owner access permission required. Removal of hedgerow and sections of stone wall required to accommodate vehicle.
- Conflict expected between tractor and stone wall to inside of turn. Wall to be removed to allow access.
- Overrun beyond kerb also required to inside of turn. Removal of 1 no. illuminated road sign, 1 no. road name sign, 1 no. marker post and 1 no. junction box needed to facilitate. Temporary steel plating of pavement also required to facilitate vehicle track.
- Overrun beyond kerb also required onto nearside pavement of A822 on approach to junction and onto nearside pavement of B8033 on exit from junction. Temporary steel plating needed to accommodate vehicle track.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	08/04/24	First issue	RD	SJW	
A	18/06/24	SPA repeated with topo survey data	SJW		
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C					



Client SSEN

Project Cambushinnie Substation

Title 261 te Tx on 24-axle F5.5 A822/B8033 junction

Scale (A3) 1:250 Sheet No. 3 Total No. 3

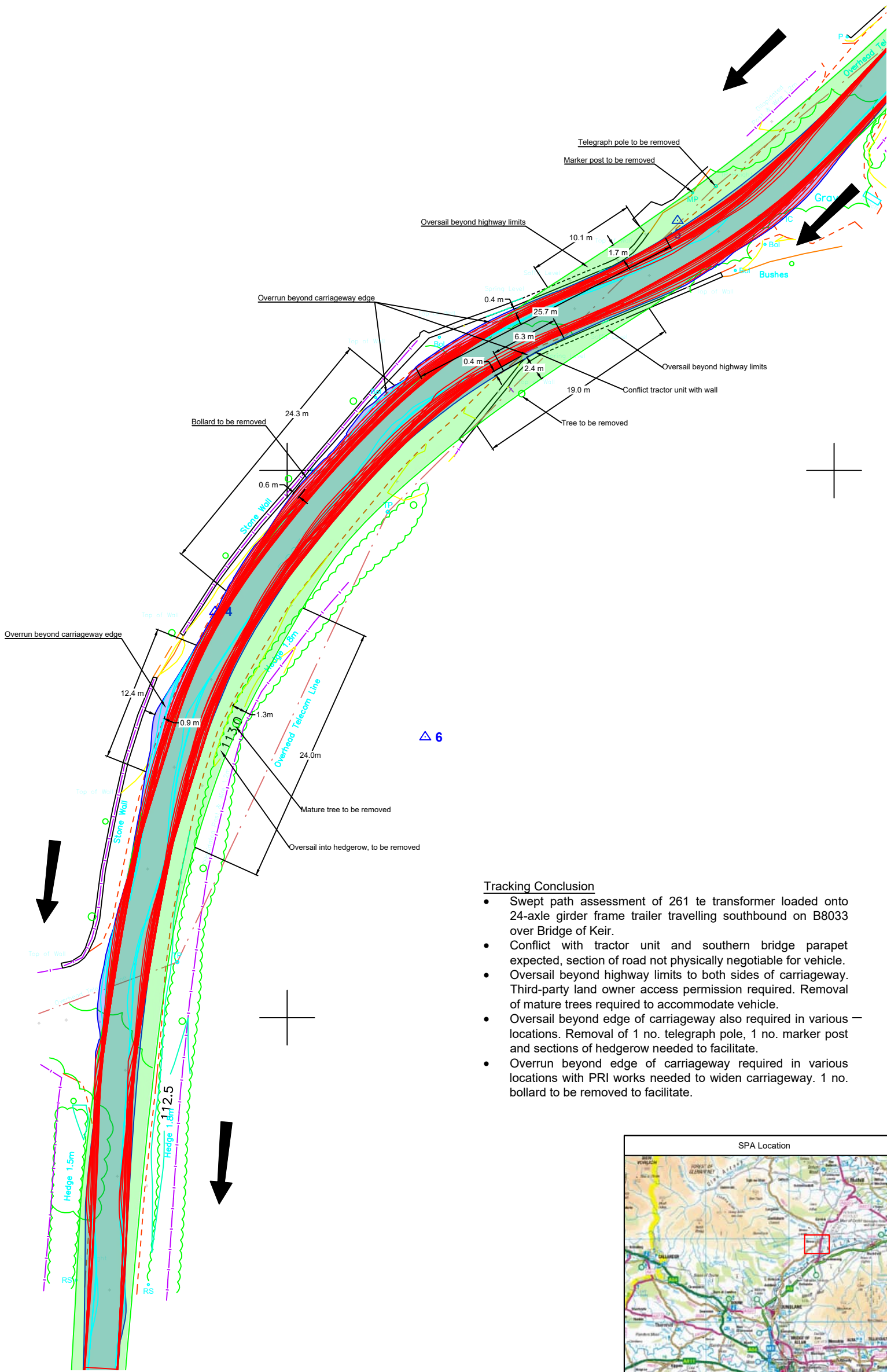
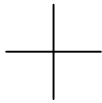
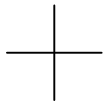
Dwg. No ALL-A242494-SPA-01

DO NOT SCALE

IF IN DOUBT ASK

DRAWING NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
2. ALL WEIGHTS ARE IN T_e (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.
5. OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
6. OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
7. TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 24-axle girder frame trailer travelling southbound on B8033 over Bridge of Keir.
- Conflict with tractor unit and southern bridge parapet expected, section of road not physically negotiable for vehicle.
- Oversail beyond highway limits to both sides of carriageway. Third-party land owner access permission required. Removal of mature trees required to accommodate vehicle.
- Oversail beyond edge of carriageway also required in various locations. Removal of 1 no. telegraph pole, 1 no. marker post and sections of hedgerow needed to facilitate.
- Overrun beyond edge of carriageway required in various locations with PRI works needed to widen carriageway. 1 no. bollard to be removed to facilitate.

TECHNICAL NOTES:

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	18/06/24	First Issue	SJW		
A					
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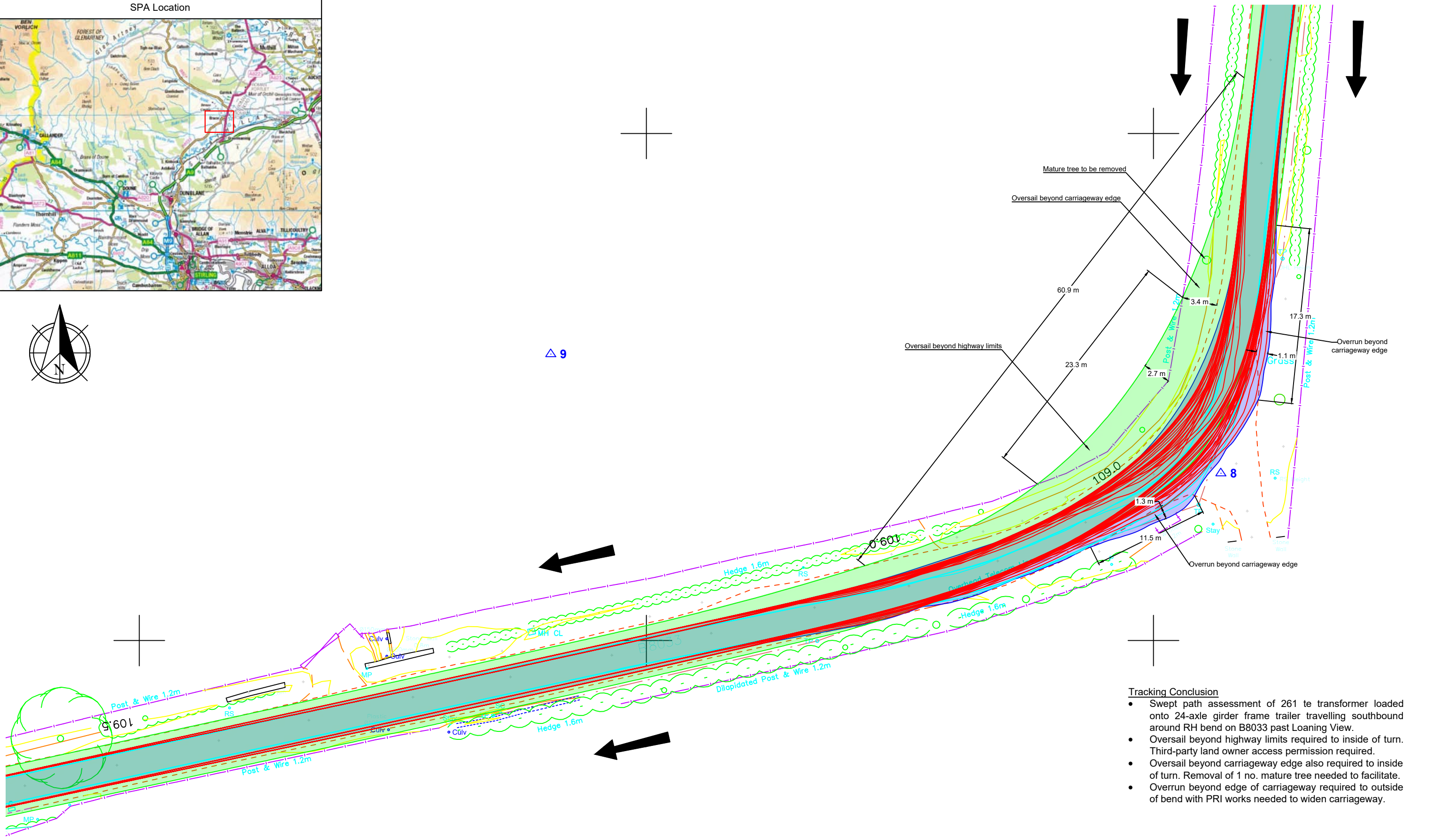
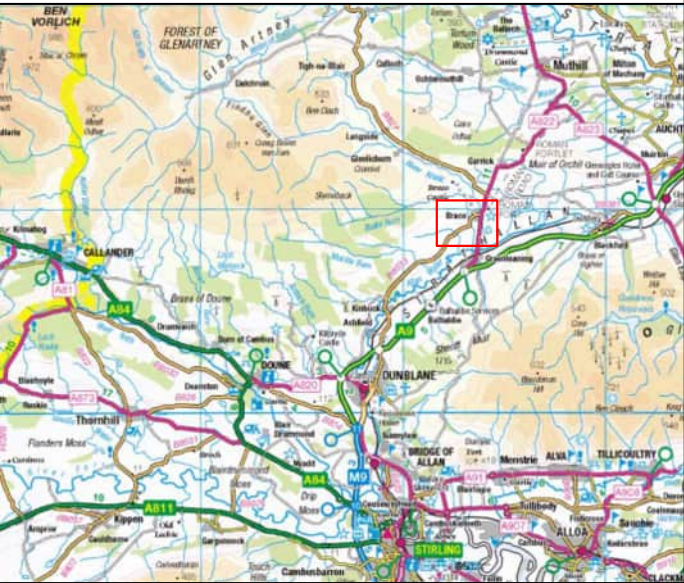
Allelys

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e-mail: enquiries@allelys.co.uk

Client	SSEN				
Project	Cambushinnie Substation				
Title	261 te Tx on 24-axle F5.5 B8033 southbound Bridge of Keir				
Scale (A3)	1:500	Sheet No.	1	Total No.	1
Dwg. No	ALL-A242494-SPA-02				



SPA Location



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 24-axle girder frame trailer travelling southbound around RH bend on B8033 past Loaning View.
- Oversail beyond highway limits required to inside of turn. Third-party land owner access permission required.
- Oversail beyond carriageway edge also required to inside of turn. Removal of 1 no. mature tree needed to facilitate.
- Overrun beyond edge of carriageway required to outside of bend with PRI works needed to widen carriageway.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///enhances.cringe.optimists
Based on transport arrangement ALL-A242494-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.
00	18/06/24	First issue
A		
B		
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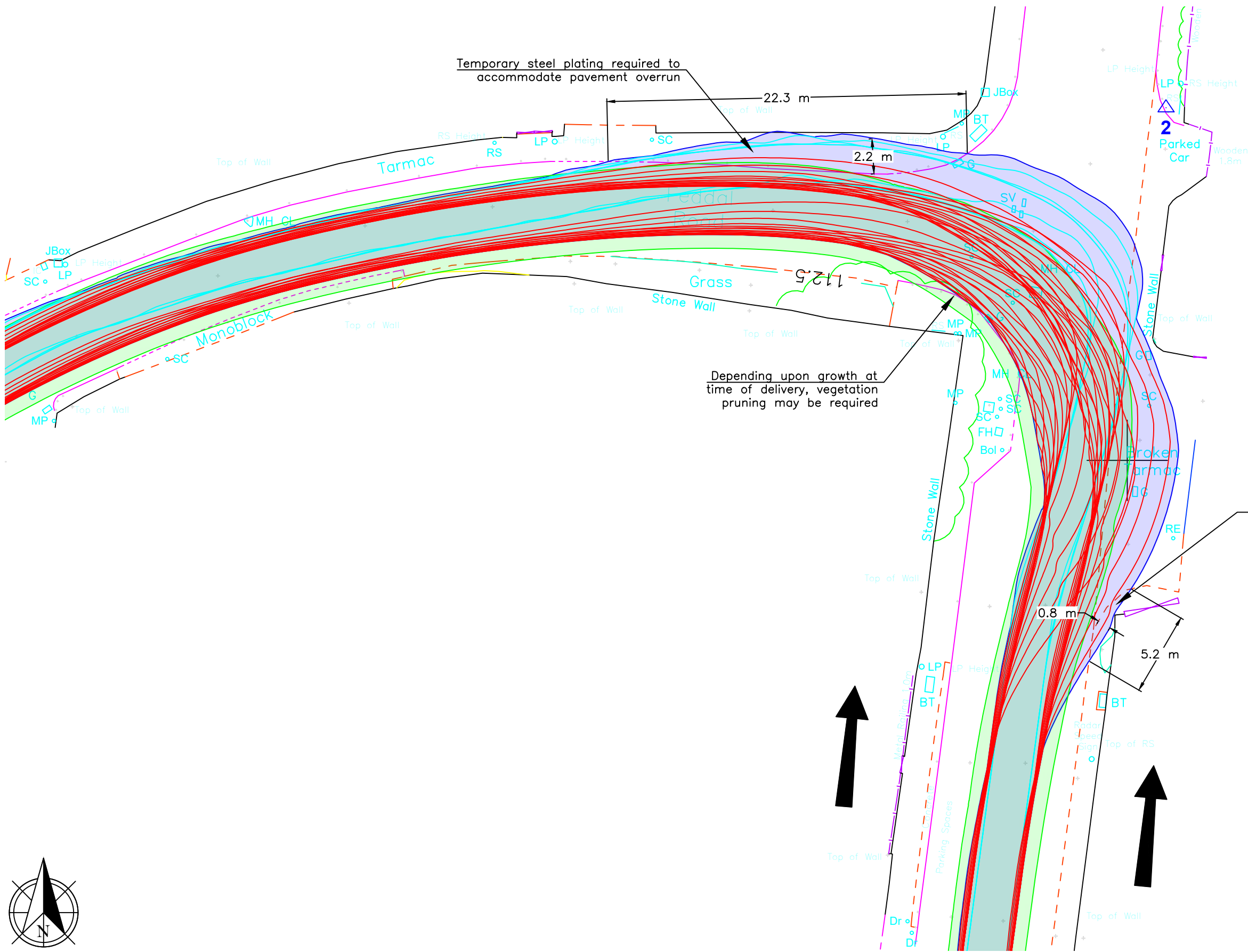
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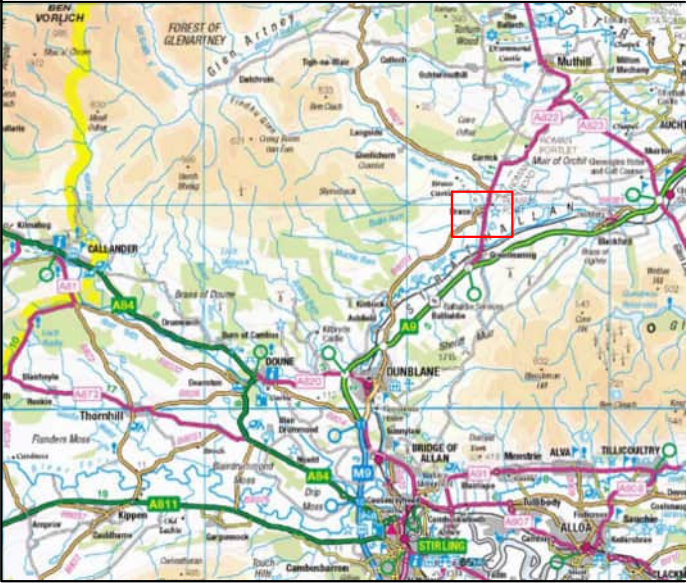


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Client	SSEN		
Project	Cambushinnie Substation		
Title	261 te Tx on 24-axle F5.5 B8033 southbound around RH bend at Loaning View		
Scale (A3)	1:350	Sheet No.	1
Dwg. No	ALL-A242494-SPA-03		



SPA Location



Temporary steel plating required to accommodate verge overrun

Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer turning left from A822 onto B8033 in Braco village.
- Tractor unit and trailer mount the offside pavement on approach to and exit from the junction, temporary steel plating required to accommodate overrun.
- Depending upon growth at time of delivery, vegetation pruning may be required to the inside of the turn.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	23/08/24	First issue	MJC	SJW	
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B					
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Client SSEN

Project Cambushinnie Substation

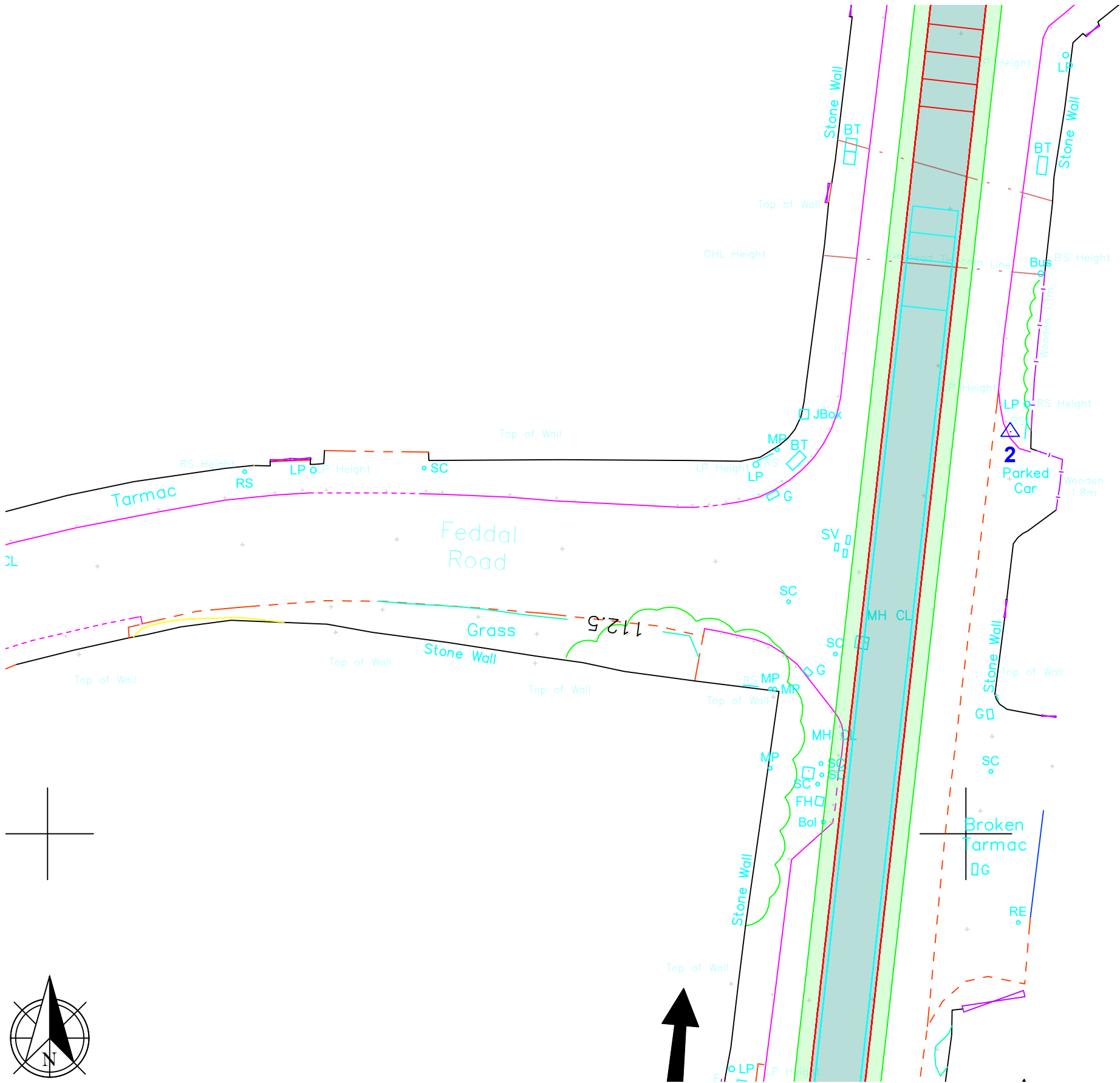
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A822/B8033 junction

Scale (A3) 1:250

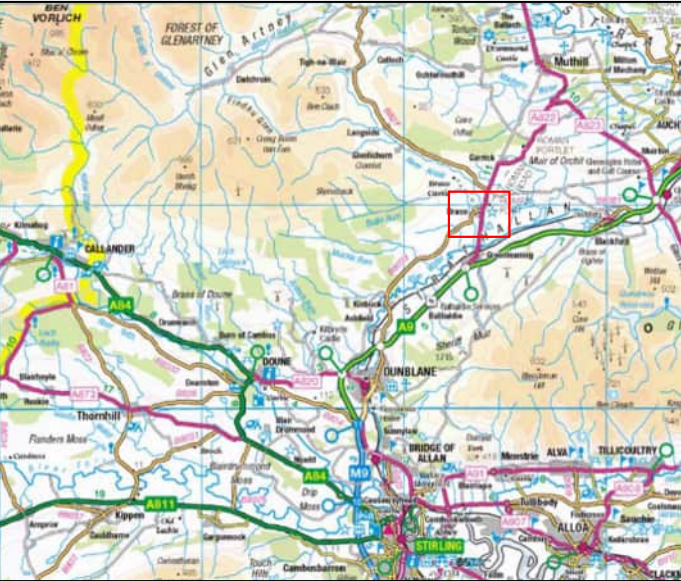
Sheet No. 1

Total No. 3

Dwg. No ALL-A242494-SPA-04



SPA Location



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer travelling northbound on A822 past B8033 junction in Braco village before performing a shunt manoeuvre.
- Northbound travel negotiable for vehicle.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-01


- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.
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REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
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B					
C					



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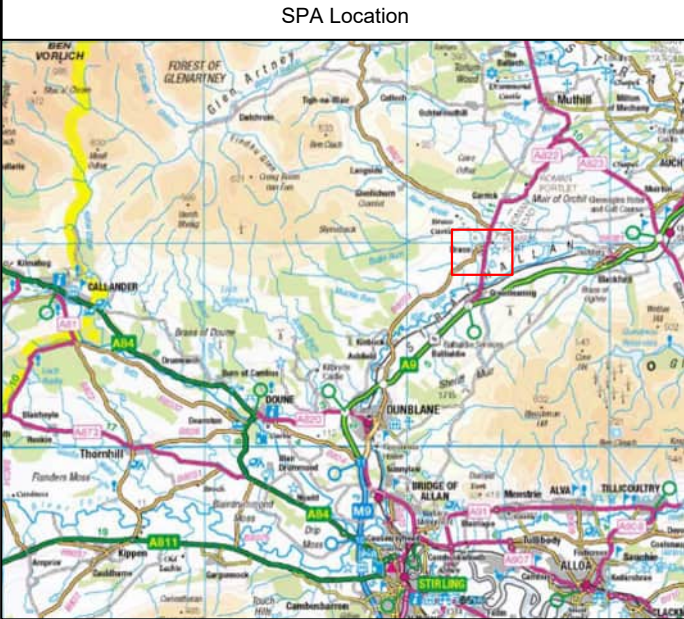
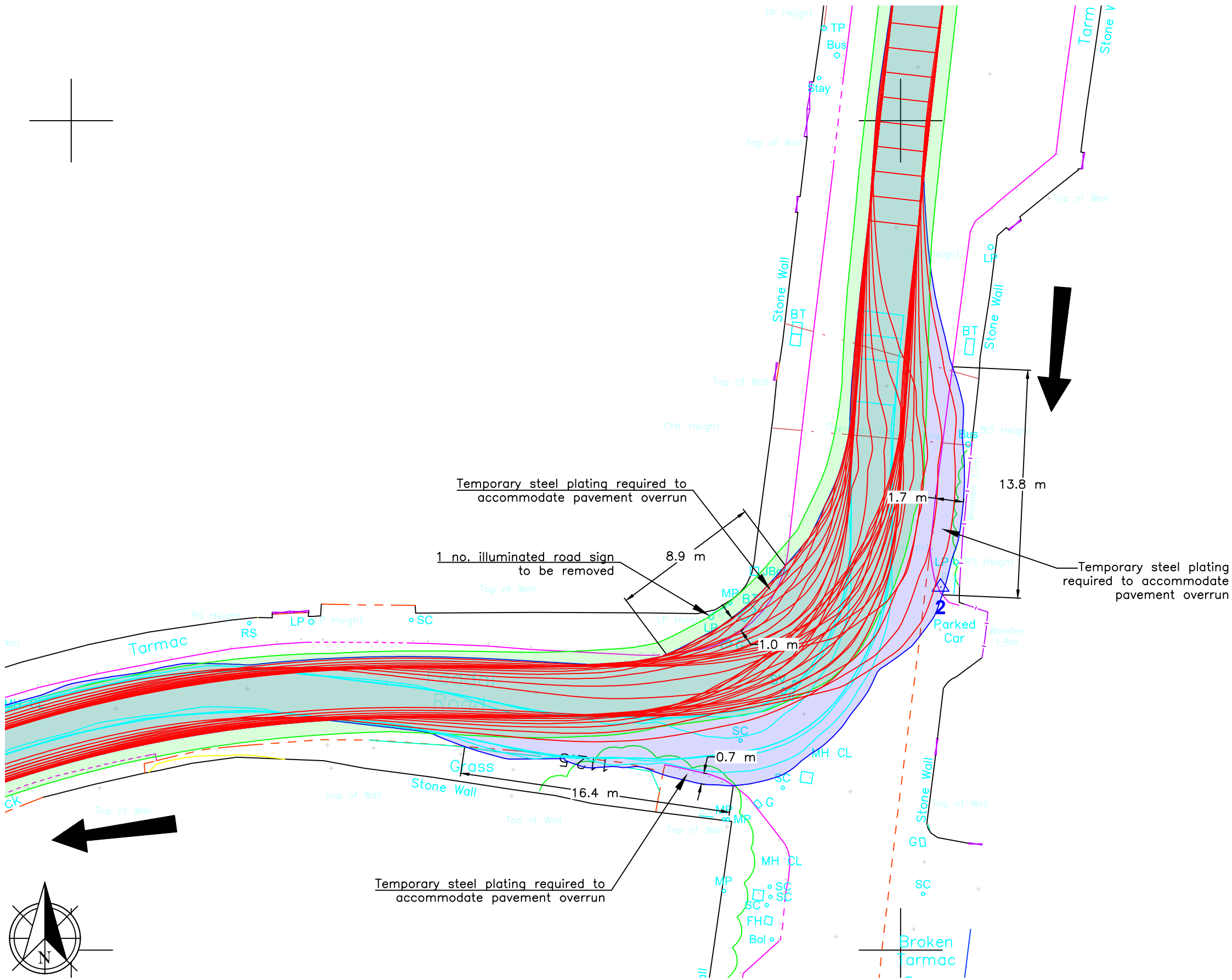
Client SSEN

Project Cambushinnie Substation

Title 261 te Tx on 16 axle flat top A822/B8033 junction

Scale (A3) 1:250 Sheet No. 2 Total No. 3

Dwg. No. ALL-A242494-SPA-04



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer turning right from A822 onto B8033 in Braco village.
- Overrun and oversail beyond kerb required to inside of turn. Removal of 1 no. illuminated road sign needed to facilitate. Temporary steel plating of pavement also required to facilitate vehicle track.
- Overrun also required beyond kerb on nearside pavement on approach to and exit from the turn, temporary steel plating needed to accommodate vehicle track.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///spilled.flukes.discloses
Based on transport arrangement ALL-A242494-TA-01


- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	23/08/24	First issue	MJC	SJW	
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B					
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Studley,
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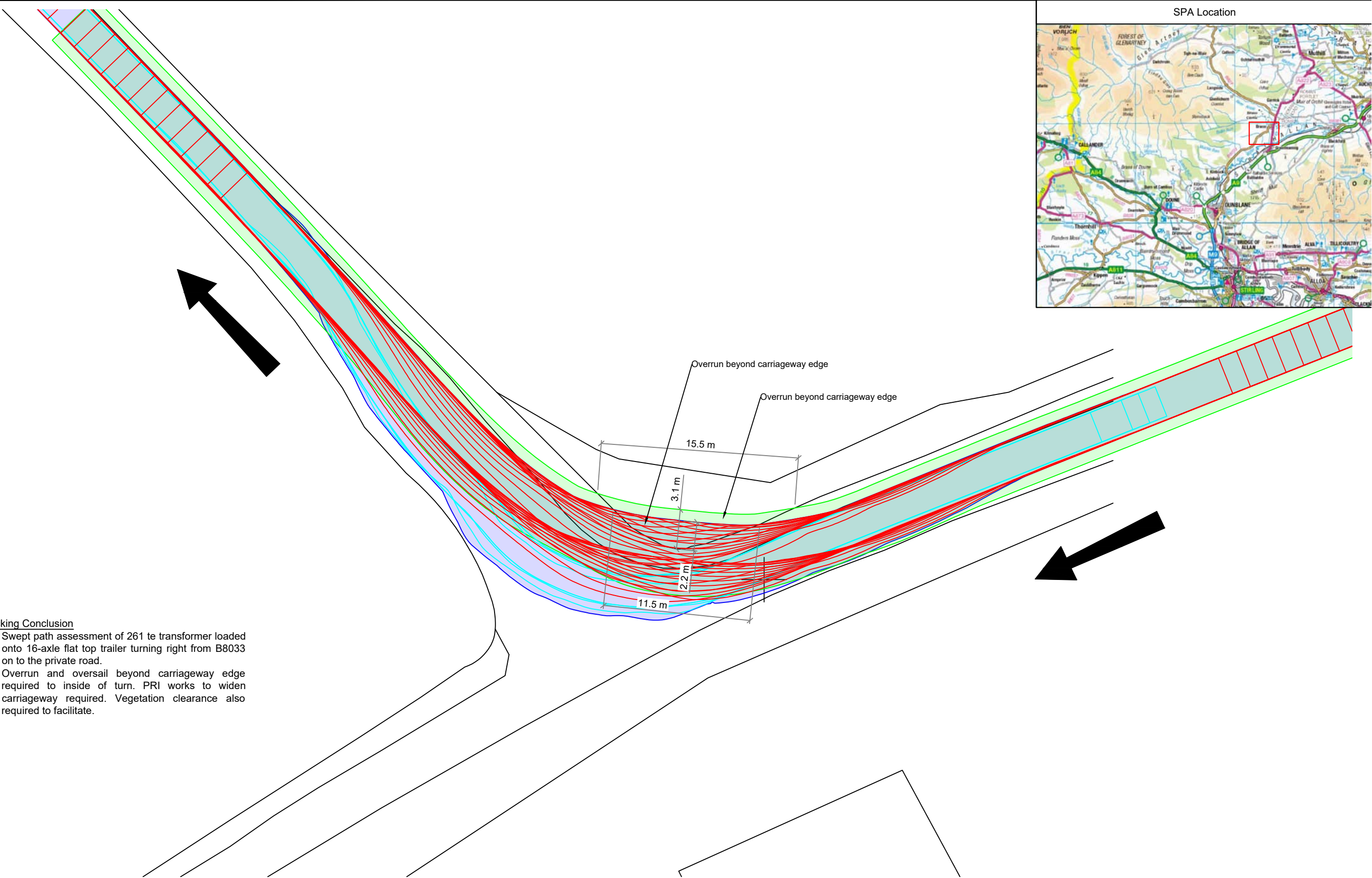
Client SSEN

Project Cambushinnie Substation

Title 261 te Tx on 16 Axle Flat Top A822/B8033 junction

Scale (A3) 1:250 Sheet No. 3 Total No. 3

Dwg. No ALL-A242494-SPA-04



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer turning right from B8033 on to the private road.
- Overrun and oversail beyond carriageway edge required to inside of turn. PRI works to widen carriageway required. Vegetation clearance also required to facilitate.



DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///overlaid.winter.herb
Based on transport arrangement ALL-A242494-TA-02

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
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Studley,
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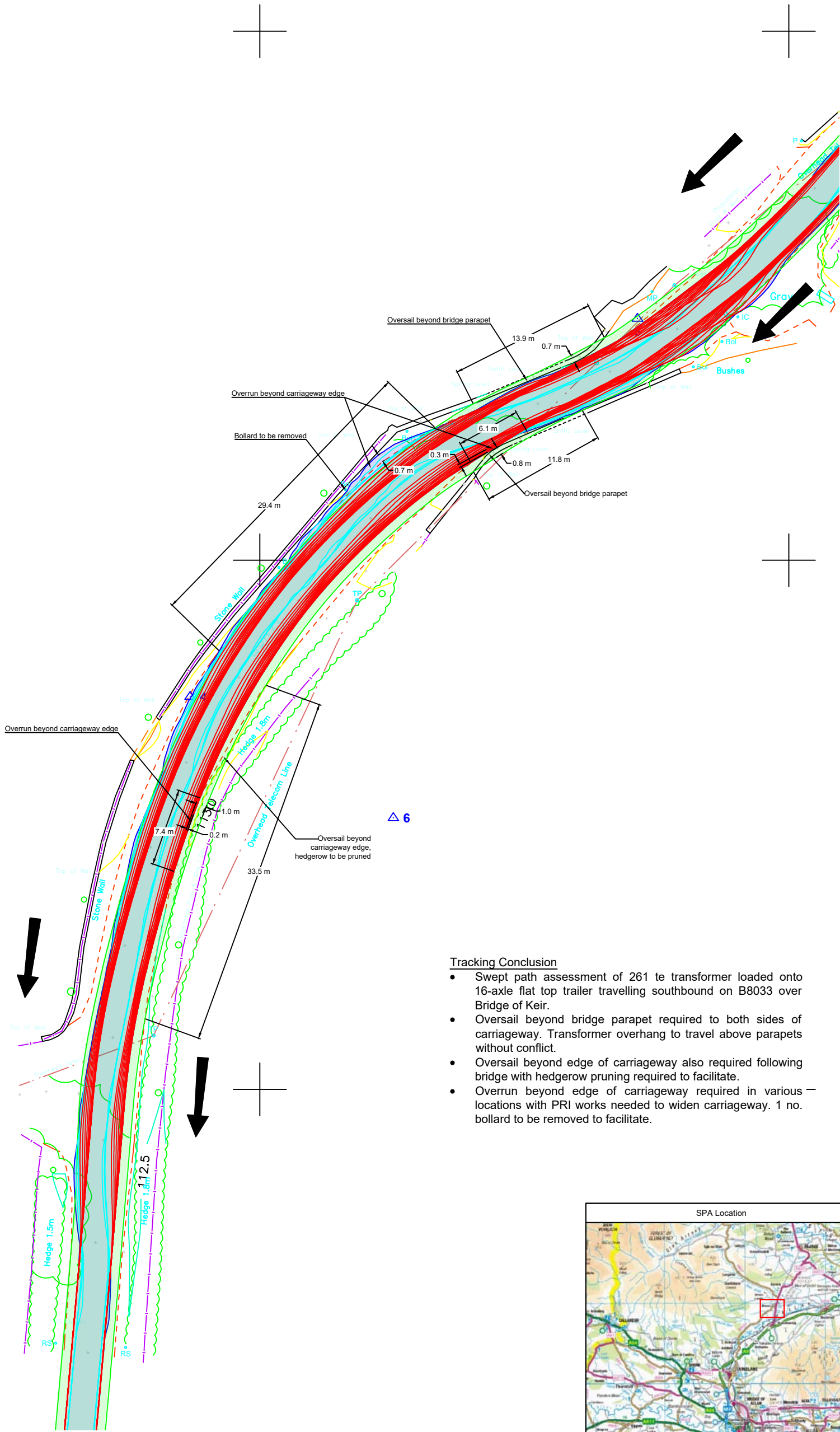
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Project	Cambushinnie Substation		
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Dwg. No	ALL-A242494-SPA-05		
Total No.	1		

DO NOT SCALE

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DRAWING NOTES:

1. ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
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4. PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
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6. OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
7. TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer travelling southbound on B8033 over Bridge of Keir.
- Oversail beyond bridge parapet required to both sides of carriageway. Transformer overhang to travel above parapets without conflict.
- Oversail beyond edge of carriageway also required following bridge with hedgerow pruning required to facilitate.
- Overrun beyond edge of carriageway required in various locations with PRI works needed to widen carriageway. 1 no. bollard to be removed to facilitate.

TECHNICAL NOTES:

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

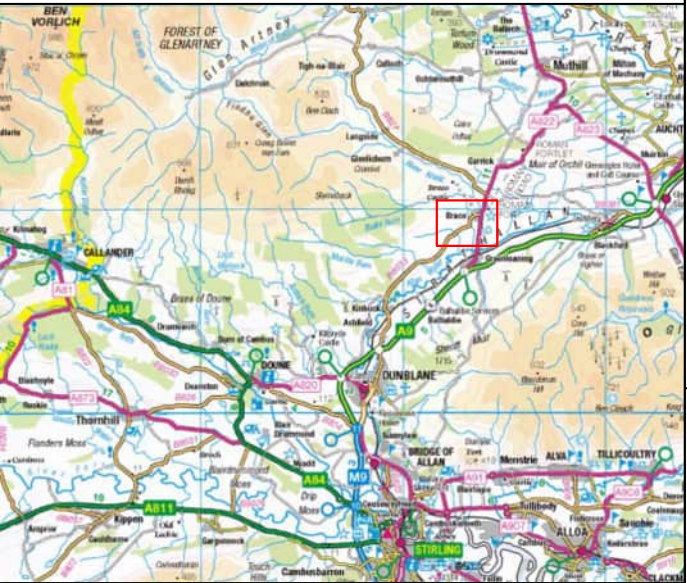
REVISION HISTORY

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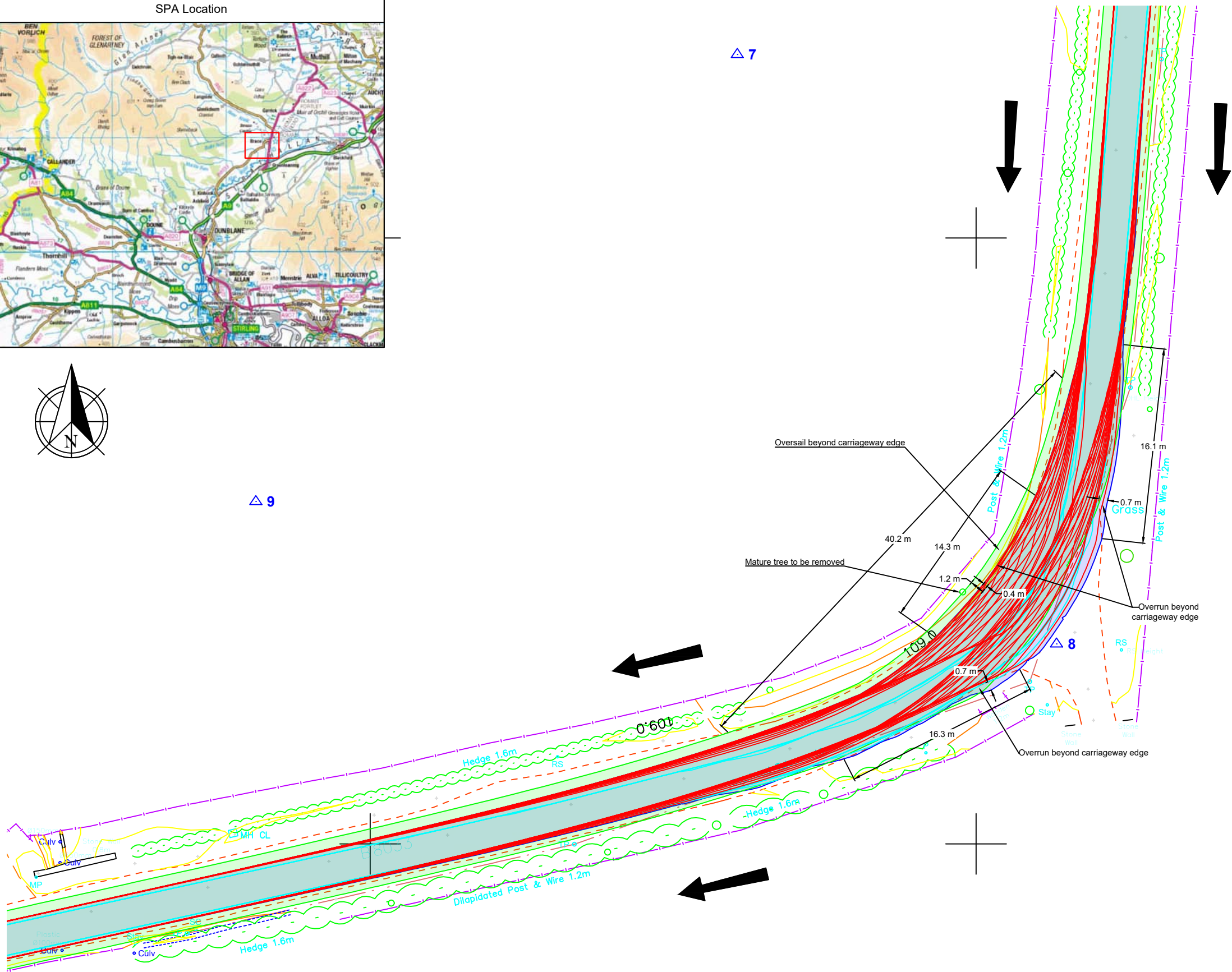
Client	SSEN				
Project	Cambushinnie Substation				
Title	261 te Tx on 16-axle flat top trailer B8033 southbound Bridge of Keir				
Scale (A3)	1:500	Sheet No.	1	Total No.	1
Dwg. No	ALL-A242494-SPA-06				

SPA Location



△ 9

△ 7



Tracking Conclusion

- Swept path assessment of 261 te transformer loaded onto 16-axle flat top trailer travelling southbound around RH bend on B8033 past Loaning View.
- Oversail beyond carriageway edge required to inside of turn. Removal of 1 no. mature tree needed to facilitate.
- Overrun beyond both edges of carriageway required around full bend with PRI works needed to widen carriageway.

DRAWING NOTES:

- ALL DIMENSIONS ARE IN m UNLESS OTHERWISE NOTED.
- ALL WEIGHTS ARE IN T_e (METRIC TONNES) UNLESS OTHERWISE STATED.
- ALL DRAWINGS ARE BASED UPON DETAILS PROVIDED BY THE CLIENT.
- PLYWOOD/RUBBER SHEETS SHALL BE PROVIDED AT ALL STEEL TO STEEL INTERFACES.
- OVERRUN = WHEN VEHICLE DRIVEN TRACK EXTENDS BEYOND KERB.
- OVERSAIL = WHEN SUSPENDED SECTION OF VEHICLE AND/OR CARGO EXTENDS BEYOND KERB.
- TRACKING CARRIED OUT USING TOPOGRAPHICAL SURVEY DATA.

TECHNICAL NOTES:

What Three Words: ///enhances.cringe.optimists
Based on transport arrangement ALL-A242494-TA-01

- Trailer Wheel Trace
- Tractor Wheel Trace
- Tractor/Trailer Swept Area
- Load Swept Area
- Direction of Travel

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.
00	28/08/24	First issue
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REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	28/08/24	First issue	MJC	SJW	
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B					
C					



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Client SSEN

Project Cambushinnie Substation

Title 261 te Tx on 16-axle flat top trailer
B8033 southbound around RH bend at Loaning View

Scale (A3) 1:350

Sheet No. 1

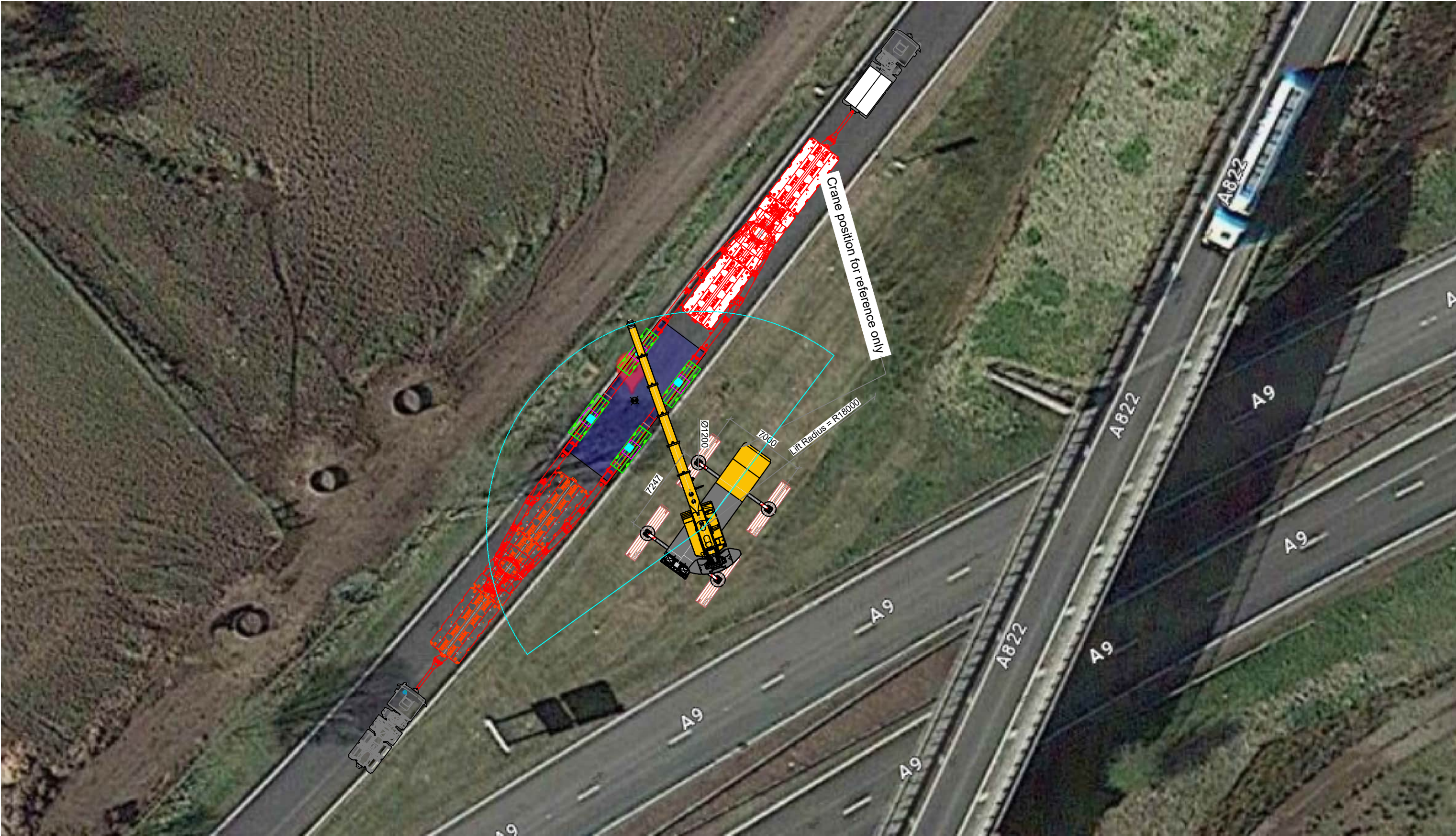
Total No. 1

Dwg. No

ALL-A242494-SPA-07

Appendix E

Trailer Interchange Operation



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.

ORIENTATION TO
BE CONFIRMED

TECHNICAL NOTES:

What3words: ///branded.legroom.joins

CLIENT REFERENCE DOCUMENTS

REV	DATE	DOCUMENT REFERENCE No.

PRELIMINARY
NOT FOR
CONSTRUCTION

REVISION HISTORY

REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
00	04/09/24	First issue	<i>Spitt</i>	<i>Spitt</i>	
A					
B					
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Client SSEN

Project Cambushinnie 400kV Substation

Title 261Te Transformer Transhipment
Transhipment Area Overview

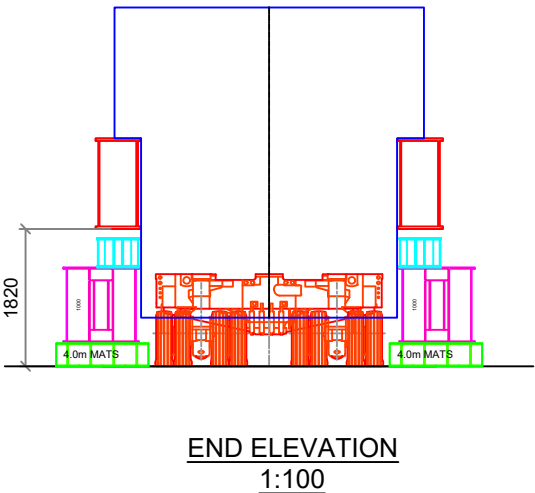
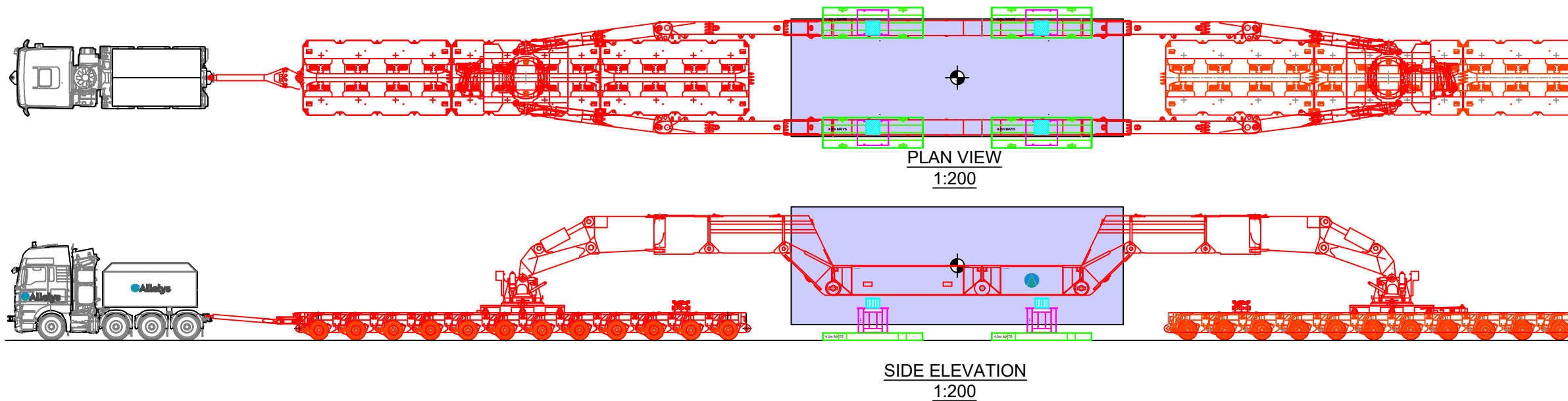
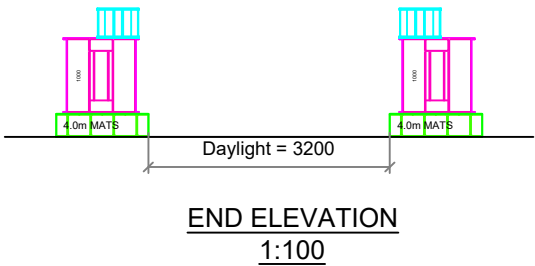
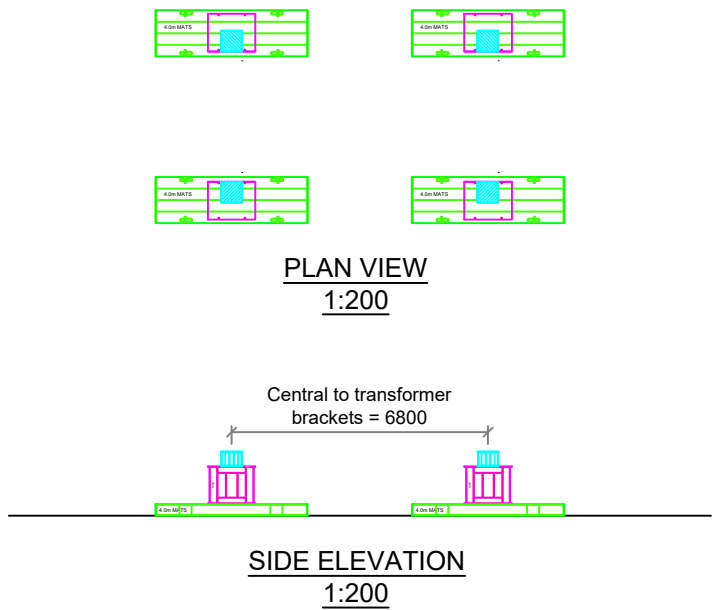
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Sheet No. 1

Total No. 3



Dwg. No

ALL-A242494-DR-01




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

- TECHNICAL NOTES:
- Load spreading mats, stools and climbing jacks positioned by mobile crane.
 - before entering transshipment area the girder frame must set the beam height to clear arrangement.
 - Girder frame trailer arrives in the transshipment area.

CLIENT REFERENCE DOCUMENTS			REVISION HISTORY					
REV	DATE	DOCUMENT REFERENCE No.	REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
			00	04/09/24	First issue			
		PRELIMINARY NOT FOR CONSTRUCTION	A					
			B					
			C					

PRELIMINARY
NOT FOR
CONSTRUCTION



The Slough,
Studley,
Warwickshire,
B80 7EN
Tel: +44 (0) 1527 852 408
e-mail: enquiries@allelys.co.uk

Client	SSEN	
Project	Cambushinnie 400kV Substation	
Title	261Te Transformer Transshipment Transshipment Area Overview	
Scale (A3) As Shown	Sheet No. 2	Total No. 3
Dwg. No	ALL-A242494-DR-01	

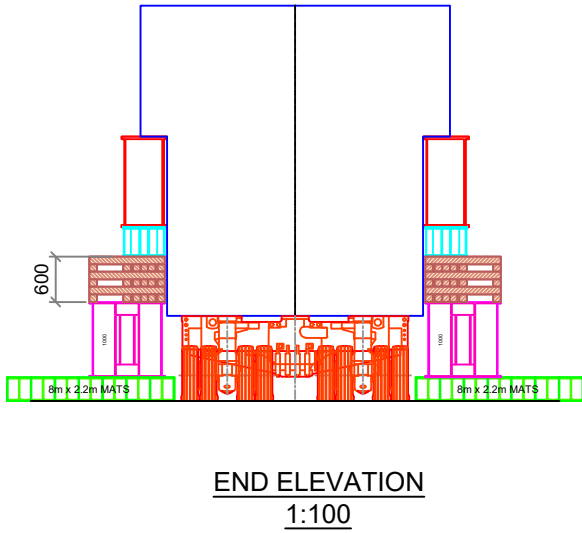
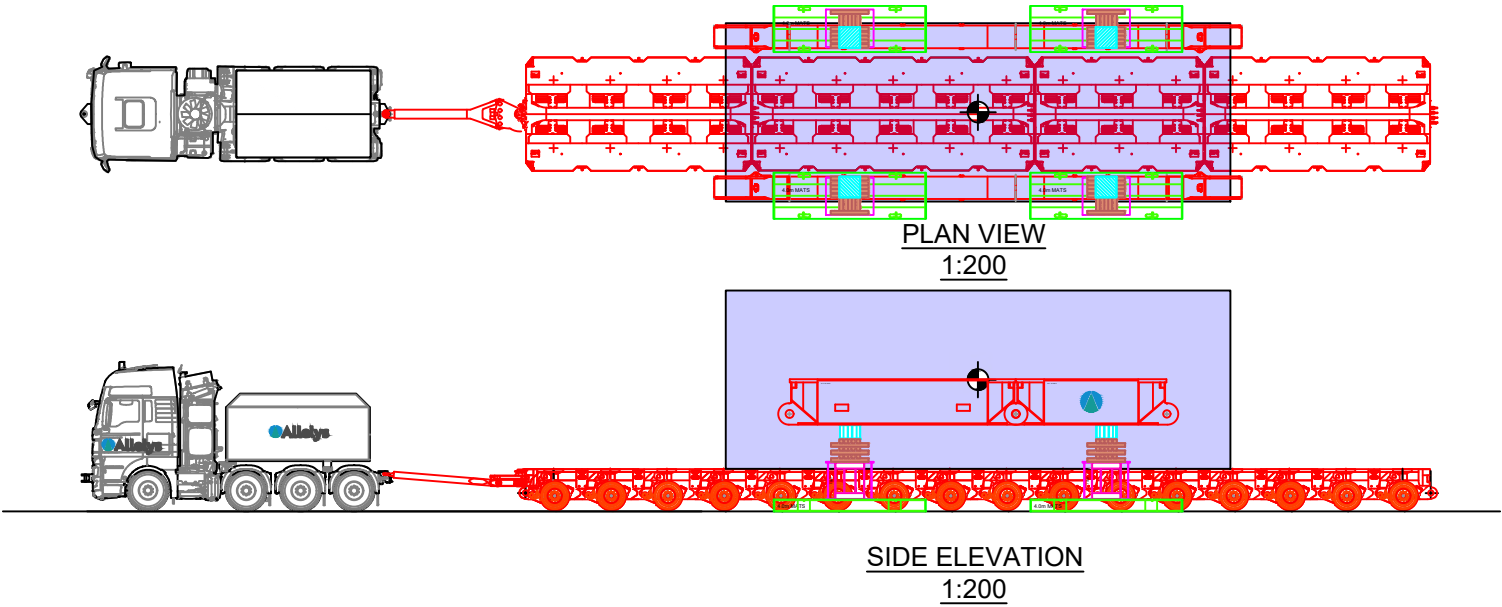
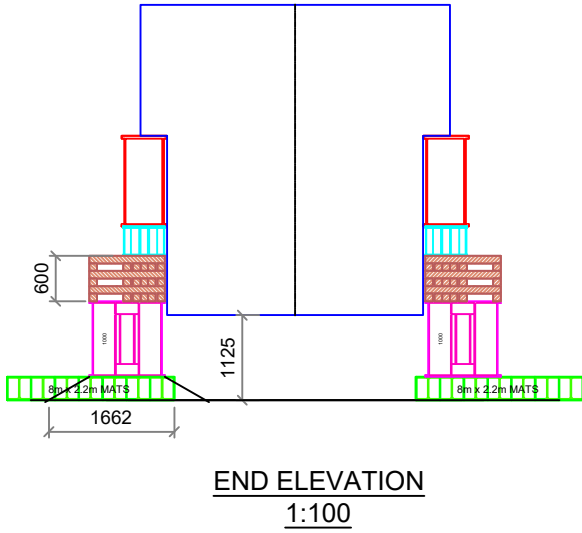
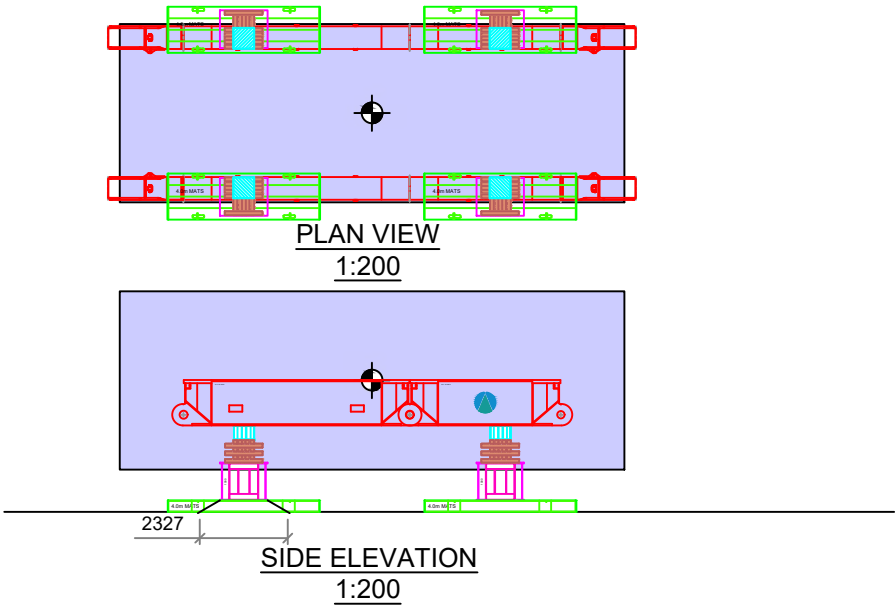
Ground loadings to be confirmed and ground assessed if acceptable for jacking operations

GBP calculation per mat/stool:

Transformer (261Te/4)	65.250te
Stool	0.70te
4m mat	1.65Te
Climbing Jack	0.35Te
TOTAL	67.95Te


AREA	
2.327m x 1.662m =	3.87m²

GBP	
67.95Te / 3.87m² =	17.56Te/m²




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

- TECHNICAL NOTES:
- Climbing jacks are raises to take the weight of the transformer. This allows the pins to be removed from the frame and both trailer ends can leave site.
 - Climbing jacks used to lift the transformer to sufficient height to allow flat top trailer to drive underneath.
 - Flat top trailer arrives on site and drives under the load.
 - Transformer is lowered and secured tot he trailer which then leaves site and all equipment is demobbed.

CLIENT REFERENCE DOCUMENTS			REVISION HISTORY					
REV	DATE	DOCUMENT REFERENCE No.	REV	DATE	DESCRIPTION	DRAWN	CHECKED	APPROVED
			00	04/09/24	First issue		SPitt	
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			B					
			C					

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CONSTRUCTION

Allelys

The Slough,
Studley,
Warwickshire,
B80 7EN
Tel: +44 (0) 1527 852 408
e-mail: enquiries@allelys.co.uk

Client

SSEN

Project

Cambushinnie 400kV Substation

Title

261Te Transformer Transhipment
Transhipment Area Overview

Scale (A3)
As Shown

Sheet No.
3

Total No.
3

Dwg. No

ALL-A242494-DR-01

ORIENTATION TO
BE CONFIRMED

Sally Weston

From: North East network <northeastnetworkaccess@amey.co.uk>
Sent: 21 August 2024 12:49
To: Sally Weston; Seil Wie Chan; Stephen Pilkington; Fraser Mathers
Cc: Abnormal-loadNE; North East network; James Bryce
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request
Attachments: RE: A242494 Cambushinnie 261 te transformer structural feasibility request

Good afternoon All

The slips road are the maintenance responsibility of Perth & Kinross Council as shown below and I have already discussed these proposals with Jim Watson the Roads network Superintendent as per the attached e-mail. The closure of the road should be put through Perth & Kinross along with the TM requests as it is their road.



Regards

Colin Heggie

Journey Time Reliability Coordinator | North East NMC | Transport Infrastructure

Amey

TELEPHONE NUMBER 07729077421

From: Sally Weston <sally.weston@allelys.co.uk>

Sent: Tuesday, August 20, 2024 4:02 PM

To: Seil Wie Chan <SeilWie.Chan@amey.co.uk>; Stephen Pilkington <Stephen.Pilkington2@amey.co.uk>; Fraser Mathers <Fraser.Mathers@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; North East network <northeastnetworkaccess@amey.co.uk>; James Bryce <James.Bryce1@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

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Thanks Seil.

[@Fraser Mathers](#) [@Stephen Pilkington](#) how would we go about making a roadspace booking request so that I can include those details in my report?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Seil Wie Chan <SeilWie.Chan@amey.co.uk>

Sent: 20 August 2024 15:59

To: Sally Weston <sally.weston@allelys.co.uk>; James Bryce <James.Bryce1@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; North East network <northeastnetworkaccess@amey.co.uk>; Stephen Pilkington <Stephen.Pilkington2@amey.co.uk>; Fraser Mathers

<Fraser.Mathers@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Sally,

Please keep Fraser Mathers and Stephen Pilkington copied into your roadspace booking requests and details of TM requirements and they will be able to advise on whether we can assist.

Kind regards,

Seil Chan CEng MICE, NECReg
Principal Engineer | Major Bridge Manager – NE NMC | Amey Consulting | Structures

Amey

07514 939 873

Seilwie.chan@amey.co.uk

Amey, 6 Redheughs Rigg, South Gyle, Edinburgh, EH12 9DQ
amey.co.uk

Advanced notification of absence:

16th July 2024

25th July to 2nd August 2024

From: Sally Weston <sally.weston@allelys.co.uk>

Sent: Tuesday, August 20, 2024 3:54 PM

To: Seil Wie Chan <SeilWie.Chan@amey.co.uk>; James Bryce <James.Bryce1@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; North East network

<northeastnetworkaccess@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

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Hi Seil,

Thanks for getting back to me so quickly.

This isn't a live transport job yet, so I'm not yet sure whether we would provide our own traffic management, therefore, please assume that we would require Amey's support so that I can include the worst-case measures in my report for SSEN.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Seil Wie Chan <SeilWie.Chan@amey.co.uk>

Sent: 20 August 2024 11:58

To: Sally Weston <sally.weston@allelys.co.uk>; James Bryce <James.Bryce1@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; North East network
<northeastnetworkaccess@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Sally,

The North East Network team is responsible for dealing with roadspace bookings, I would be grateful if you could liaise directly with them for any TM requests. Could you please confirm whether you intend to provide your own TM or are looking for Amey to support?

Kind regards,

Seil Chan CEng MICE, NECReg

Principal Engineer | Major Bridge Manager – NE NMC | Amey Consulting | Structures

Amey

07514 939 873

Seilwie.chan@amey.co.uk

Amey, 6 Redheughs Rigg, South Gyle, Edinburgh, EH12 9DQ

amey.co.uk

Advanced notification of absence:

16th July 2024

25th July to 2nd August 2024

From: Sally Weston <sally.weston@allelys.co.uk>

Sent: Tuesday, August 20, 2024 10:47 AM

To: James Bryce <James.Bryce1@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; Seil Wie Chan <SeilWie.Chan@amey.co.uk>

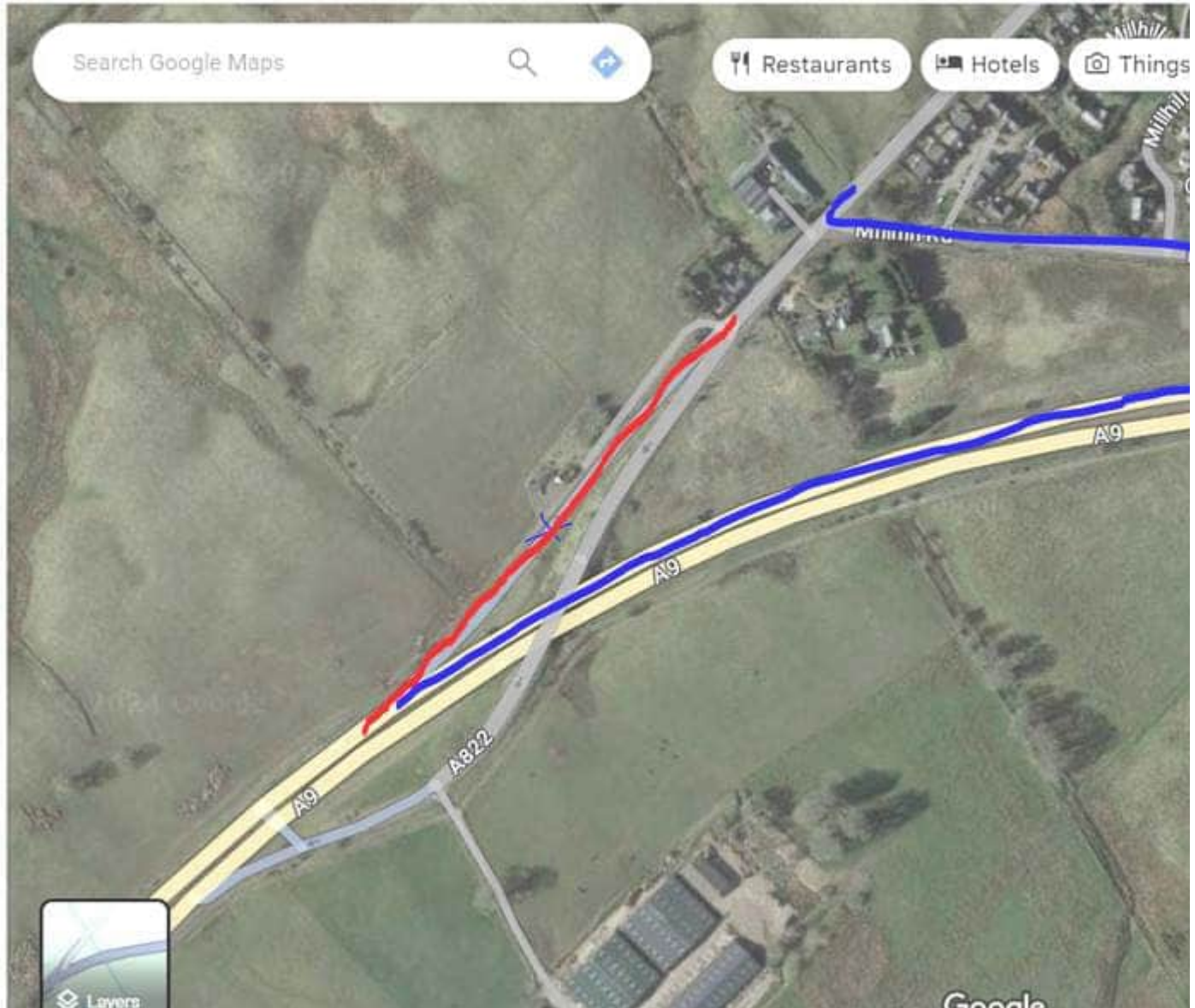
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

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Good morning Jamie,

As a result of my routing works it has become apparent that the final section of route from the A9 to site is not negotiable for our 24-axle girder frame trailer, therefore, we are now looking at carrying out a trailer interchange from the girder frame onto a 16-axle flat top trailer once the girder frame has exited the A9.

We're currently considering using the northbound slip road from the A9 onto the A822 for the trailer interchange operation (lat/long 56.240750, -3.889500 shown in red below), which would require a full road closure to other road users, but it looks as though a short-term diversion could be made using the turning onto Millhill Road (lat/long 56.242250, -3.879667 shown in blue below).



ESDAL shows that the slip road is managed by Amey so please could you advise whether this proposal is acceptable and, if so, how we would go about arranging for the closure of this section of road? We'd need the closure to be in place for one – two days. Please see attached drawing showing the type of operation required.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 29 July 2024 11:11

To: James Bryce <James.Bryce1@amey.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; Seil Wie Chan <SeilWie.Chan@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Thanks Jamie, we'll inform the client that structural assessment would be required for these two structures.

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: James Bryce <James.Bryce1@amey.co.uk>

Sent: 29 July 2024 10:50

To: Sally Weston <sally.weston@allelys.co.uk>

Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; Seil Wie Chan <SeilWie.Chan@amey.co.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good morning Sally,

We are regretted to inform you that having ran the load configuration provided along the route outlined below, **this movement would be rejected** due to being too heavy to cross the A9 80 Auchinlay Rail and A9 90 Allan Water with factors of 0.8 and 0.5 respectively.

Apologies for the inconvenience,
All the best,

Jamie Bryce MEng (he/him/his)
Graduate Engineer | Structures | NE NMC



✉ james.bryce1@amey.co.uk
Caledonian House, West Kinfauns, Perth, PH2 7XZ
amey.co.uk

From: Sally Weston <sally.weston@allelys.co.uk>
Sent: Tuesday, July 16, 2024 4:30 PM
To: James Bryce <James.Bryce1@amey.co.uk>
Cc: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

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Hi Jamie,

Are you able to assist with another structural feasibility request please?

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Many thanks,

Sally

Sally Weston CEng MRINA
Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)
Mob: +44(0)7985 899 046
Web: www.allelys.co.uk
Email: sally.weston@allelys.co.uk
Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston
Sent: 15 July 2024 17:47
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>
Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request
Importance: High

Good afternoon Amey NE,

Please could I have an update on the below feasibility request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston
Sent: 01 July 2024 17:57
To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; OSD Abnormal Loads Scotland
<OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean

<james.mclean@falkirk.gov.uk>

Subject: RE: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Importance: High

Good afternoon All,

Please could I have an update on the below feasibility request?

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner

Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

Address: The Slough, Studley, Warwickshire, B80 7EN



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From: Sally Weston

Sent: 15 April 2024 21:08

To: Abnormal-loadNE <Abnormal-loadNE@amey.co.uk>; abloadsedal@networkrail.co.uk; OSD Abnormal Loads Scotland <OSDAbnormalLoadsScotland@scotland.police.uk>; abnormalloads@falkirk.gov.uk; James Mclean <james.mclean@falkirk.gov.uk>; SE Abnormal Loads <SEAbnormalLoad@bearsotland.co.uk>

Subject: A242494 Grangemouth to Cambushinnie 261 te transformer structural feasibility request

Good evening All,

We are currently undertaking a route feasibility study for the delivery of a 261 te transformer on a 24-axle girder frame trailer (drawing attached) from Grangemouth to a new site close to Braco Substation.

The route link is as follows:

<https://maps.app.goo.gl/7gbrchVjFvY9T6vj8>

Please could you give your thoughts on the feasibility of moving the transformer on the route?

National Highways have asked us to contact stakeholders outside of ESDAL as this is currently only a feasibility study.

Many thanks,

Sally

Sally Weston CEng MRINA

Specialist Transport Route Planner
Allelys

Tel: 01527 852 408 (Option 3)

Mob: +44(0)7985 899 046

Web: www.allelys.co.uk

Email: sally.weston@allelys.co.uk

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