

APPENDIX 3.3: 3.3.2 - BUCKIE HARBOUR TO ROTHES III WIND FARM ROUTE STUDY

Part 1



SSEN

Route Survey

**For the delivery of a 102.10 Tonne Transformer
from Buckie Harbour to Elchies Wind Farm**

A220527

REV	DATE	REASON	ISSUED BY
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Table of Content

1. Executive Summary
2. Definitions & Terminology
3. Cargo Summary
4. Locations
5. Equipment
6. Route
7. HSQE
8. Conclusion

Appendix A – Drawings



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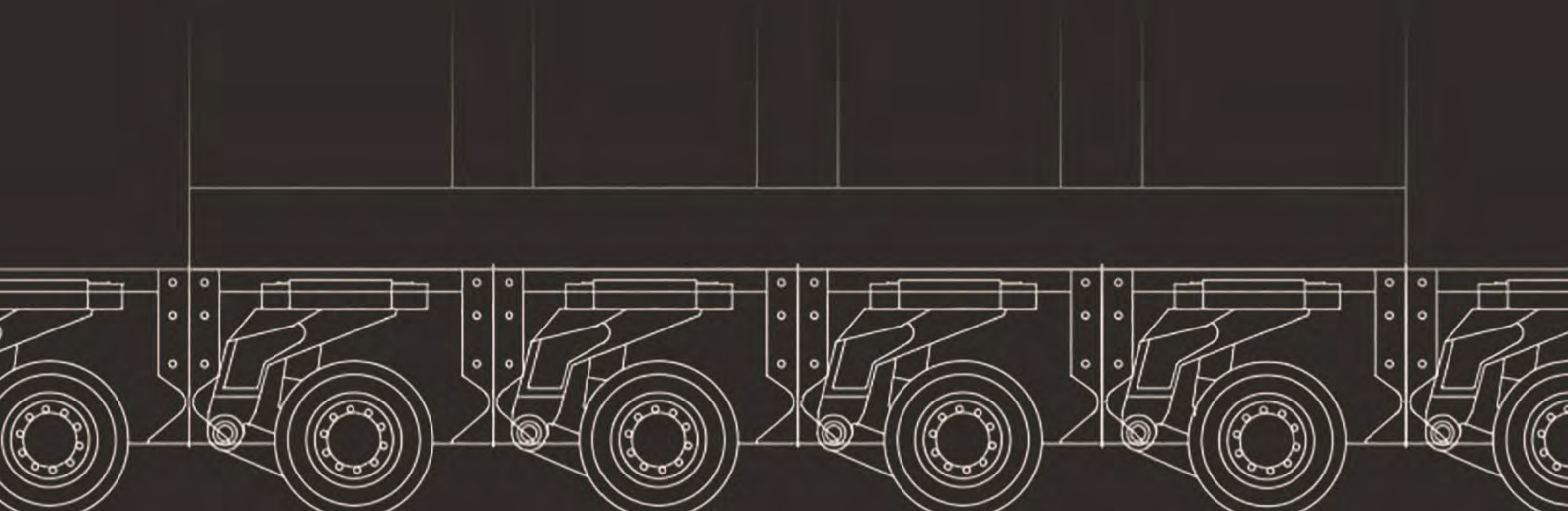
Crane Hire



Pallet Haulage

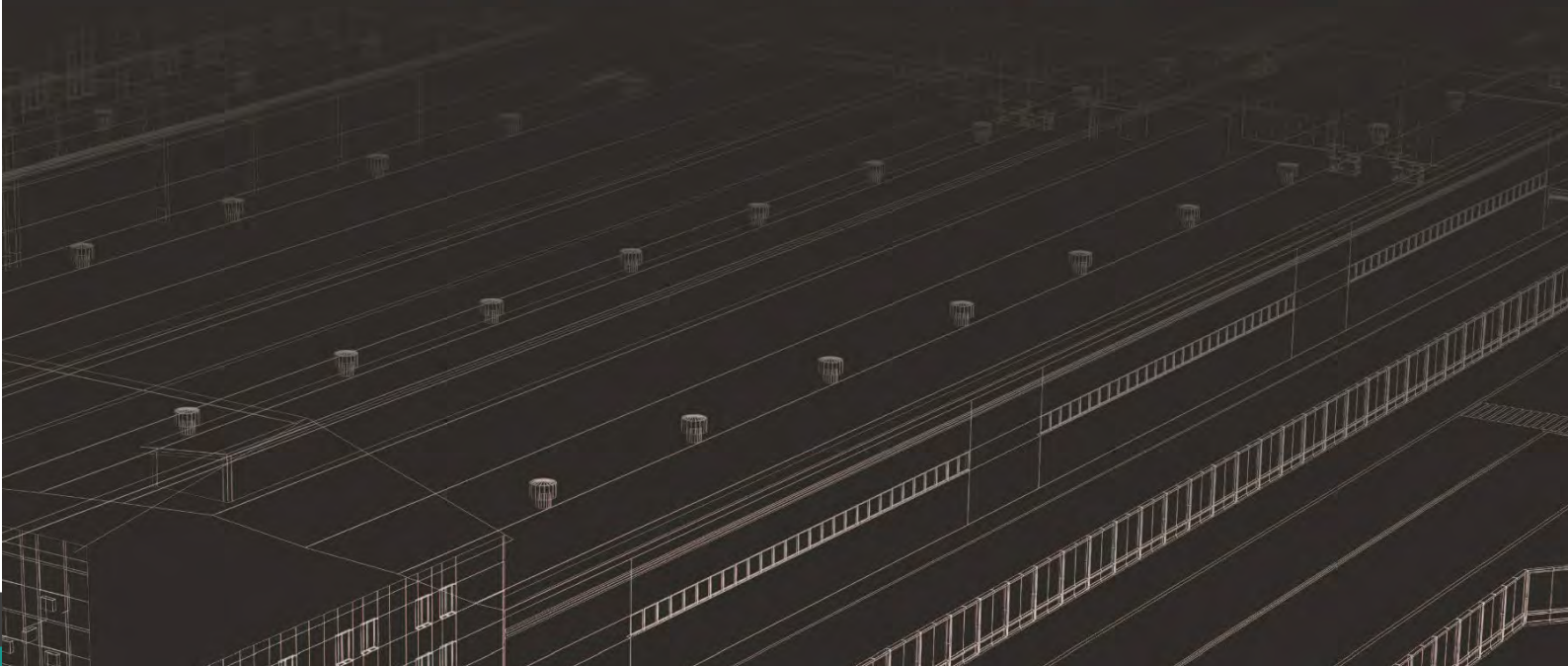


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1. Executive Summary

Allelys have been asked by SSEN to provide a high-level route survey for the transport of 102.10 Tonne Transformer from Buckie Harbour to Elchies Wind Farm.

The objective of this document is to clearly outline a workable delivery concept for the enclosed cargo whilst adhering to UK legislation and equipment capabilities. Our recommendations are based on a wealth of knowledge and experience however, are subject to relevant permissions at the time of delivery.



2. Definitions & Terminology

2.1 Definition of Abnormal Indivisible Load (AIL)

The Department of Transport, of which the Highways Agency (HA) is an executive agency, state that the strict definition of an AIL refers to a load which cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of carriage on roads which, owing to its dimensions or weight, cannot be carried on a vehicle which complies in all respect with the 'standard vehicle regulations' these are:

- The Road Vehicles (Construction and Use) Regulations 1986 (as amended)
- The Road Vehicles (Authorised Weight) Regulations 1998 (as amended)
- The Road Vehicles Lighting Regulations 1989 (as amended)

All equipment should be stripped of their ancillaries before they are transported. The HA will only accept that further dismantling is not required where it cannot be economically achieved due to the requirement for its construction within factory environments or where extremely high tolerances have to be maintained.

2.2 Legislation

Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. The category known as (AIL) covers those vehicles where the gross weight exceeds 44 tonnes. An Abnormal Load is defined as that which cannot be carried under Construction and Use(C&U) Regulations. Items which, when loaded on the load carrying vehicle exceed the weights encompassed by the C&U Regulations, but do not exceed Special Order Permission Limits are governed by Special Types General Order (STGO) categories 1 to 3 depending on size. Where dimensions exceed 6100mm in width, 30000mm in rigid length or 150 tonnes gross weight, Special Order from the (HA), is required.

Special Order category AIL movements are authorized by the (HA) Abnormal Loads team, an executive agency of the Department for Transport (DfT, based in Birmingham).

3. Cargo Summary

The below information has been supplied by SSEN.

Description	Qty	Dimensions (MM)	Weight (TE)
Transformer	1	8.0m x 3.7m x 4.0m	102.10 Te

4. Locations

4.1 Delivery Address

Location – Elchies Wind Farm:

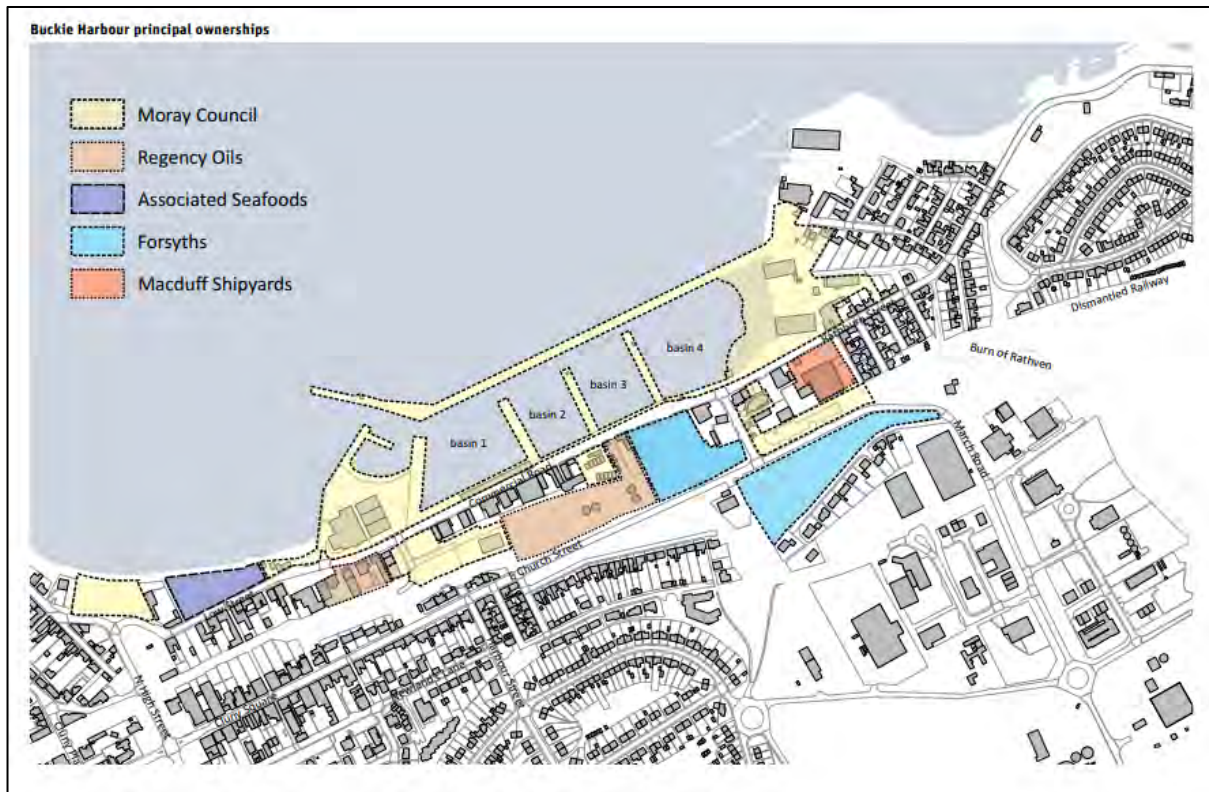


Elchies Wind Farm is location 3.6 Miles West of Rothes and is accessed via the A941 Southbound and the Rothes Wind Farm Site Roads.

The general condition of the local roads and site roads are good, however, the new Elchies Wind Fram site access road is yet to be established.

There is a weight restrictions at Fochabers, so the B9016 is to be utilised as the link road between the A98 and the A96.

4.2 Port of Entry



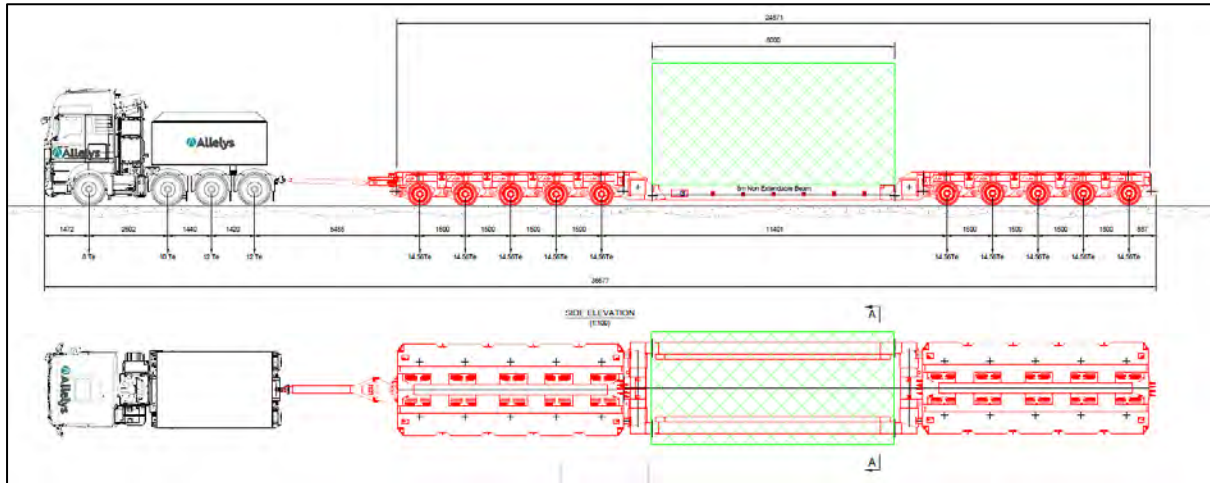
Buckie Harbour is situated in the port district Buckie, and is a known harbour for receiving heavy / abnormal break bulk cargo. The harbour is run and managed by Moray Council.

Buckie Harbour is made up of four basins and quay's, with the Western most Basin (Basin 1), being used for all abnormal cargo. This quay is suitable for a LG1550 Mobile Crane, however further detailed engineering checks will be required.

The A942 is the main supply route to and from this harbour, and offers good access and egress to and from site

5. Equipment

For this assessment, we are proposing that the Transformer be transported on 10 axle vessel bed Trailer (5 bed 5).



Note – See appendix A for full technical drawings.

6. Route



1. Exit Buckie Harbour
2. Negotiate A98
3. Negotiate A9016 (avoiding Fochabers)
4. Negotiate A96 Northbound to Elgin
5. Negotiate local roads in Elgin
6. Negotiate A941 Southbound
7. Negotiate Rothes Wind Farm Site Roads
8. Negotiate Elchies Wind Farm Site Roads



1b. Continue on A942 for 500 meters, then turn right onto Fruenchny Road.



1c. Turn left onto March Road.

No constraints for this trailer configuration.



1d. Continue on March road for 750 meters.

March Rd bends to the right and rises, but it is an open bend and there are no issues.

At the roundabout, take 2nd exit. 1 x keep left bollard to be removed.



2a. Continue on March Road for 0.8 mile. Then turn right onto A98.

Plastic bollards fold down to allow trailer turn / over sail.



2b. Continue on A98 for 3.4 miles.

Private culvert, owned by Inchgower Distillery, to be plated.



3a. Turn left onto B9016.

No constraints noted.



3b. Continue on B9016 for 6.6 miles.

Cross River Tynet Bridge with caution.

Trailer will negotiate road at slow speed, with banksman.

Single carriageway throughout. Police to hold Northbound traffic or TTRO (Road Closure) to be considered.



4a. At the T-Junction, turn right onto A96.

Give way sign to be removed.



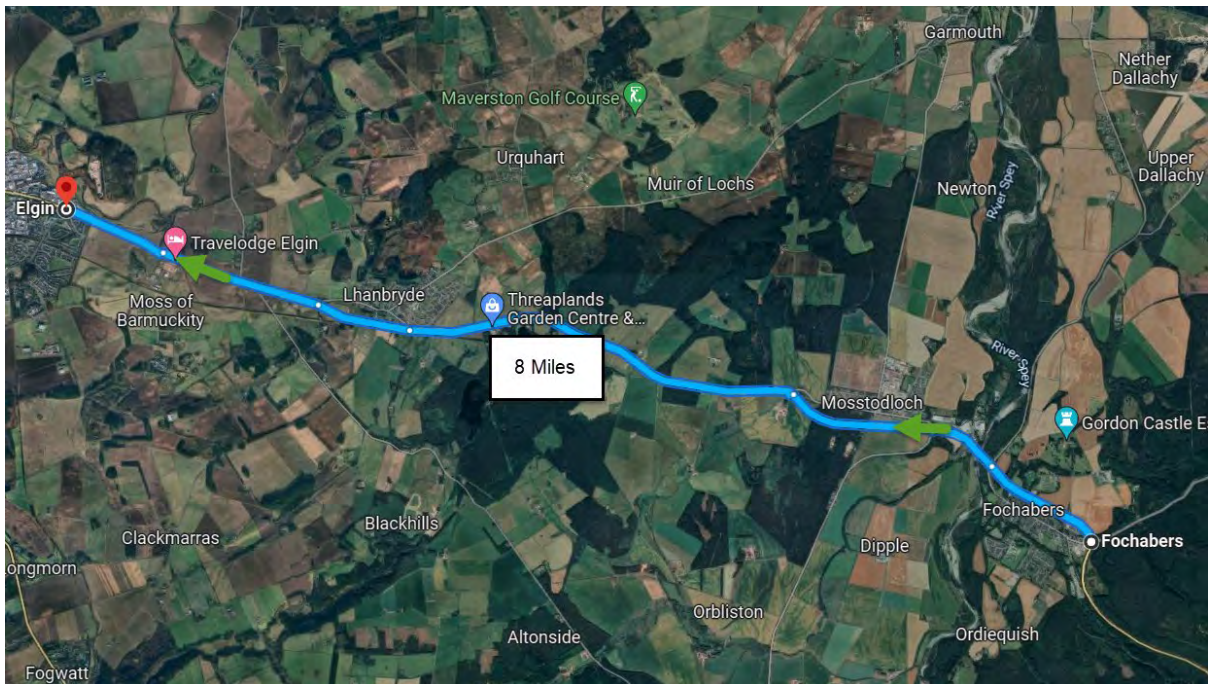
4b. Continue on A96 for 5.2 Miles.

Police to hold Southbound traffic.



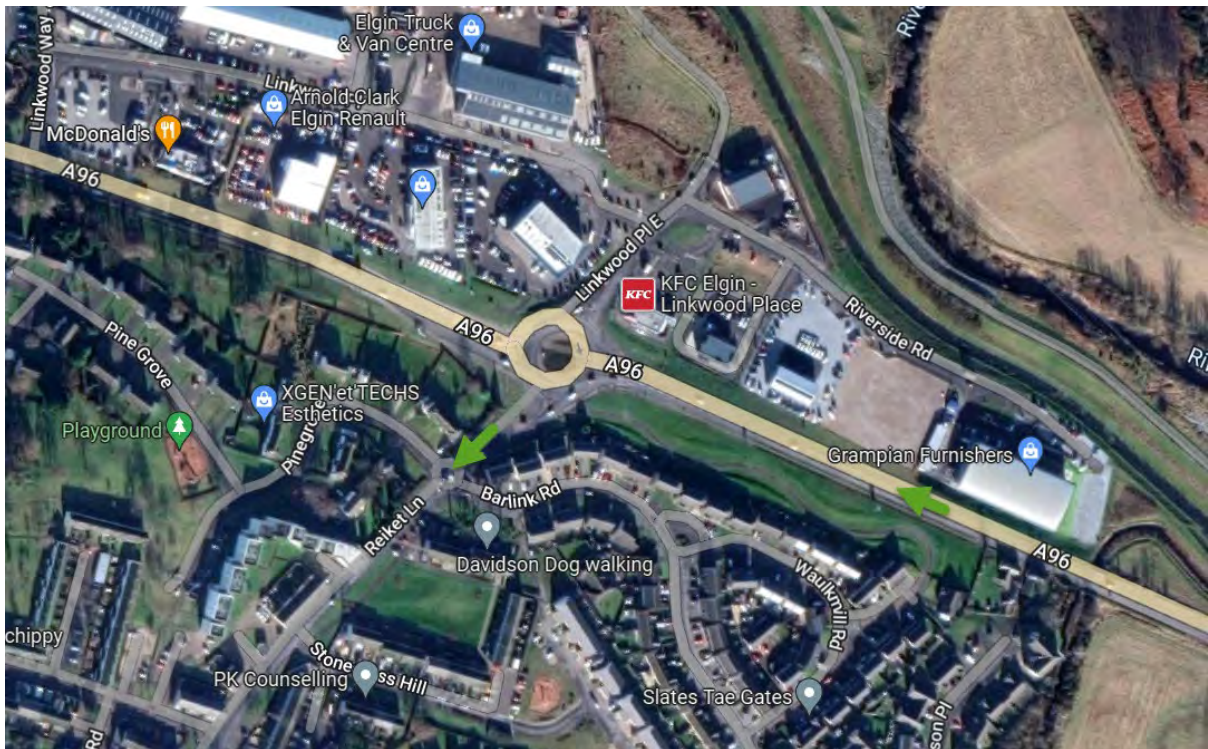
4c. At the roundabout, take the 2nd exit.

No constraints negotiating roundabout.



4d. Continue on A96 for 8 miles.

Six roundabouts to be negotiated. No constraints to report.



5a. At the roundabout, take the 1st exit onto Reiket Road.

Trailer to negotiate roundabout at slow speed. Trailer will oversail nearside curb and path.