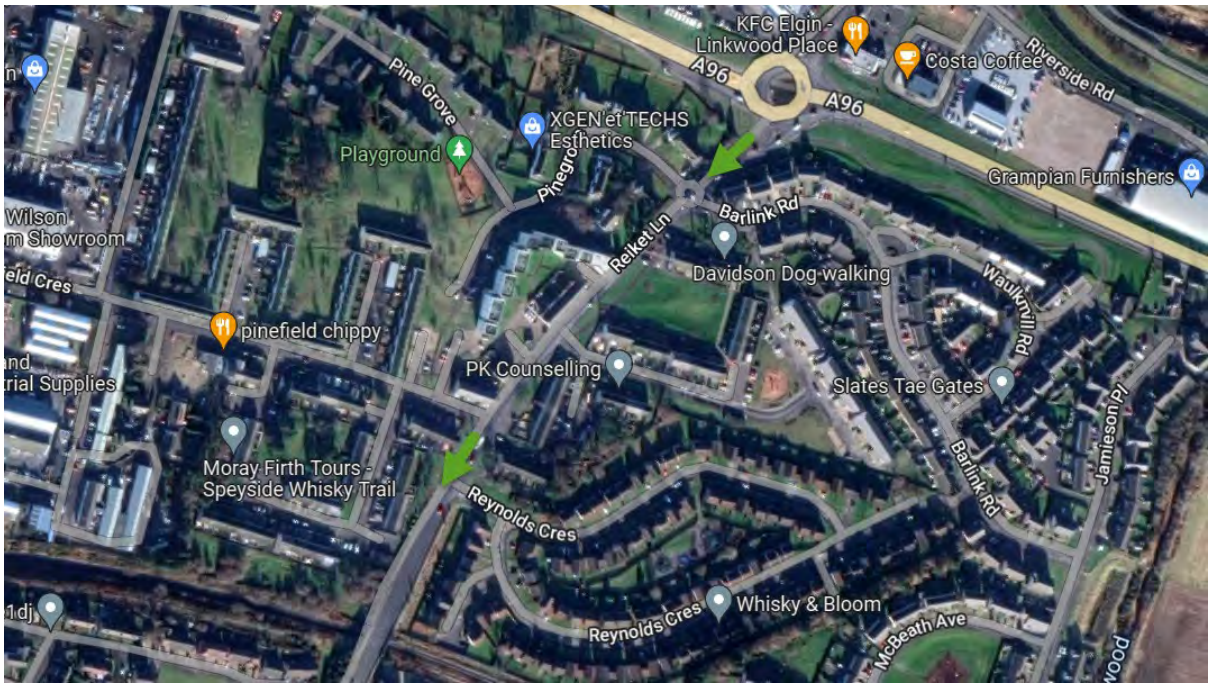
APPENDIX 3.3: 3.3.2 - BUCKIE HARBOUR TO ROTHES III WIND FARM ROUTE STUDY

Part 2



5b. Continue on Reiket Road for 400 meters.

Trailer to negotiate road at slow speed, under guidance of a banksman.

5c. Cross rail structure with full caution.

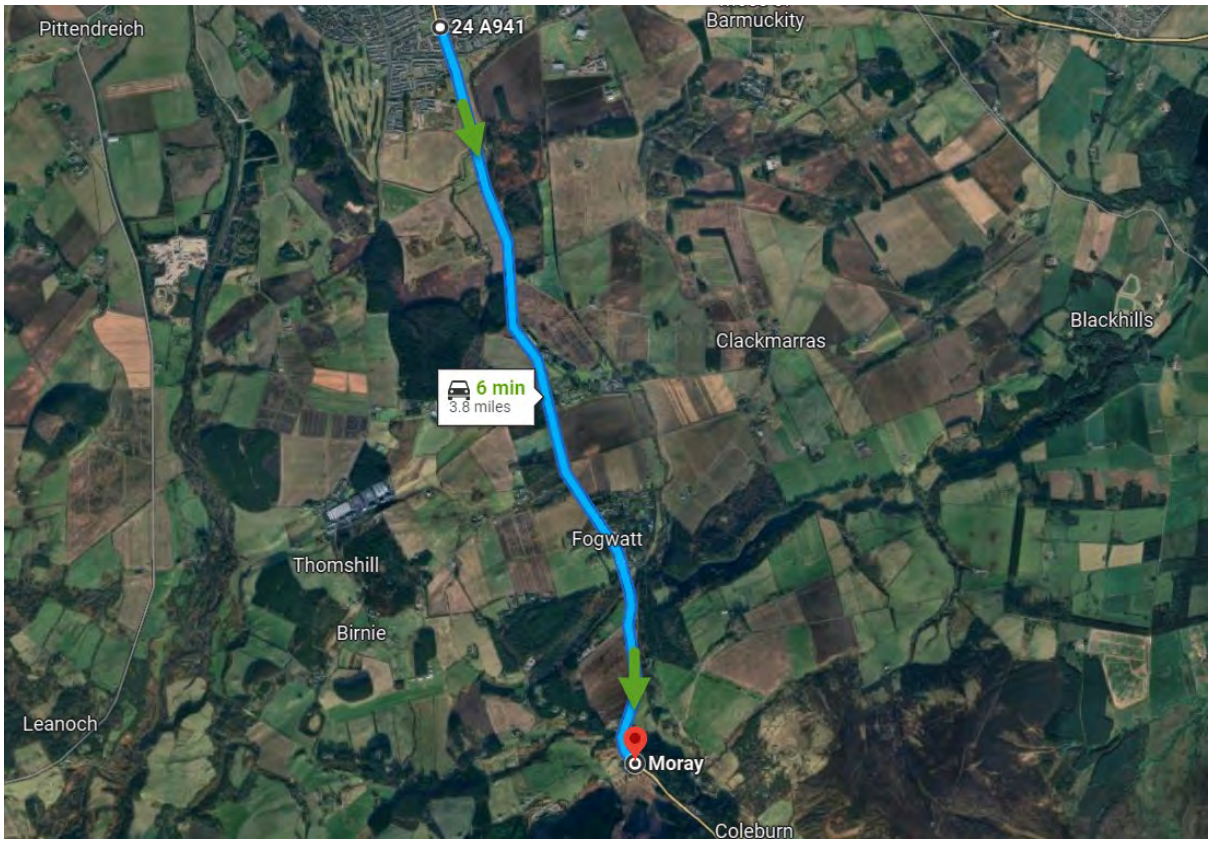
Traffic calming islands before and after bridge to be negotiated at slow speed – 4.6m width restriction.

5d. Continue on Reiket Road for 500 meters. At the roundabout, take 2nd exit onto Thornhill Road.

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

5e. Continue on Thornhill Road for 800 meters. Six traffic calming islands to negotiate at slow speed - 4.6m width restriction.

At the roundabout, take the 1st exit onto A941.



6a. Continue on A941 for 3.8 miles.

Police to manage Northbound traffic.

7a. Turn right onto unnamed road.

Area could be used as a lay up point if required.


1
2
NE Tree Services
3


1

7b. Continue on unnamed road for 0.7 mile.

1 – track width – 3.5 meters. Vegetation trimming required.
2 – track bears right and climbs uphill. Additional tractor unit required.
3 – Bear left onto Rothes Wind Farm access road. Vegetation removal required nearside, next to gate.

7c. Use gate to access Rothese Wind Farm site access road.

Gate width – 6m.

Vegetation to be removed each side of gate.

7e. Continue on site access road for 500 meters.

Vegetyation to be cut back level with track – 4 meters.

Goal posts – 5m x 5m – okay.

7f. Continue on access road for 1.1 miles, then bear right.

7g. Continue on site road for 0.7 mile, then turn left.

Gate width before junction – 6 meters.

7h. Continue on site access road for 1.3 miles.

1st cattle grid – 3.9-meter width restriction – okay.
2nd cattle grid (above) – 3.6-meter width restriction – requires widening or temporarily removed.

7i. Continue on site access road for 1 mile.

Cross culvert. Structure will require AIL assessment or overbridging.

7j. Continue on site access road for 0.6 mile, then bear right onto Elchies Wind Farm site access road.

Note – Route from Dundee Docks to this location is deemed feasible. Site access road to Elchies Wind Farm Substation is yet to be established.

7k. Continue on site access road for 1.2 miles.

Road is yet to be established, so feasibility cannot yet be assessed. There are however 3 points to note.

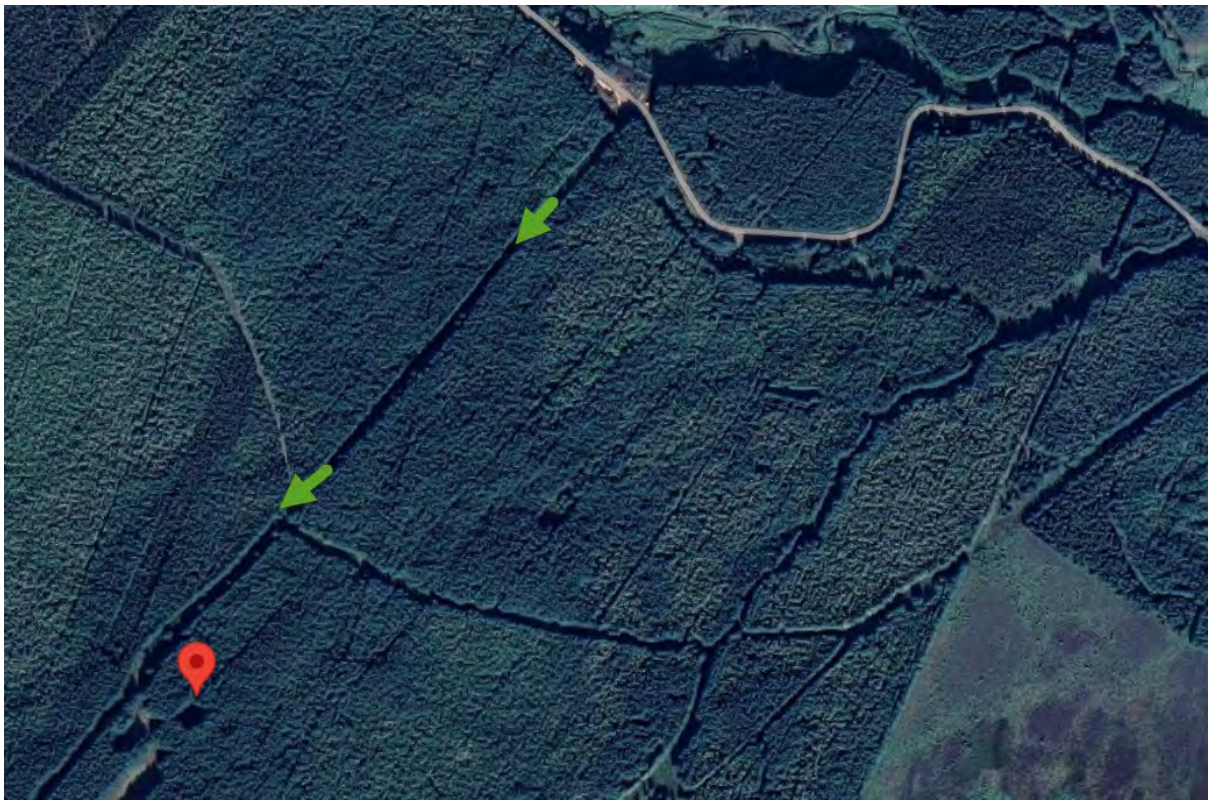
1. **There are various culverts on this section of the route that will need to be checked for suitability or protected / overbridged.**

2. There is an existing small span wooden structure crossing the burn of Rothes. This will need to be replaced or overbridged.

Grid Ref: 321962, 848872

3. **The existing road climbs and turn considerably after the bridge. Road alignment and traction is to be considered.**

7l. Continue on site access road for 500 meters, then turn right.



7m. Continue on site access road for 700 metres.

Road is yet to be established.

HSEQ

We put **health** and **safety** first.

Health, safety, environment and quality are paramount to Allelys and are at the heart of our business.

Allelys are committed to providing a safe and healthy working environment for our employees and every person that interacts with the organisation. We recognise that the services we provide and the sectors we work in present challenges in terms of managing risk, but we are committed to protecting our people, environment and assets on every project we undertake.

Our safety performance is critical to the success of our business and our projects and therefore it's essential that we continuously identify, assess and act upon any areas that can be improved. Any areas that are identified are reported, recorded, investigated, analysed and then lessons learnt published within safety bulletins and toolbox talks.

Quality is a key component of our management system and customer care is paramount to us. We strive for 100% satisfaction and encourage our customers to get in touch with any feedback they would like to provide. If there are any instances where it's believed that a good quality service has not been delivered, we have procedures in place to investigate and act upon any necessary changes.

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8.0 Conclusion

The route from Buckie Harbour to the junction of the Rothes Wind Farm / Elchies Wind Farm access road (page 40) is considered feasible. From this point up to the proposed substation location, there is no established / suitable access road.

Assuming that the Elchies Wind Farm site access road (page 40 onwards), will built and maintained to the same standard as the Rothes Wind Farm access road, there should be little issue negotiating this part of the route. There are however three points to consider:

1. There are various culverts and small span structures on the route that will need to be assessed for the AIL delivery or overbridged. All can be overbridged or protected with relative ease (if required).

2. There is an existing small span wooden structure (grid Ref: 321962, 848872) crossing the burn of Rothes. This will need to be replaced or overbridged.

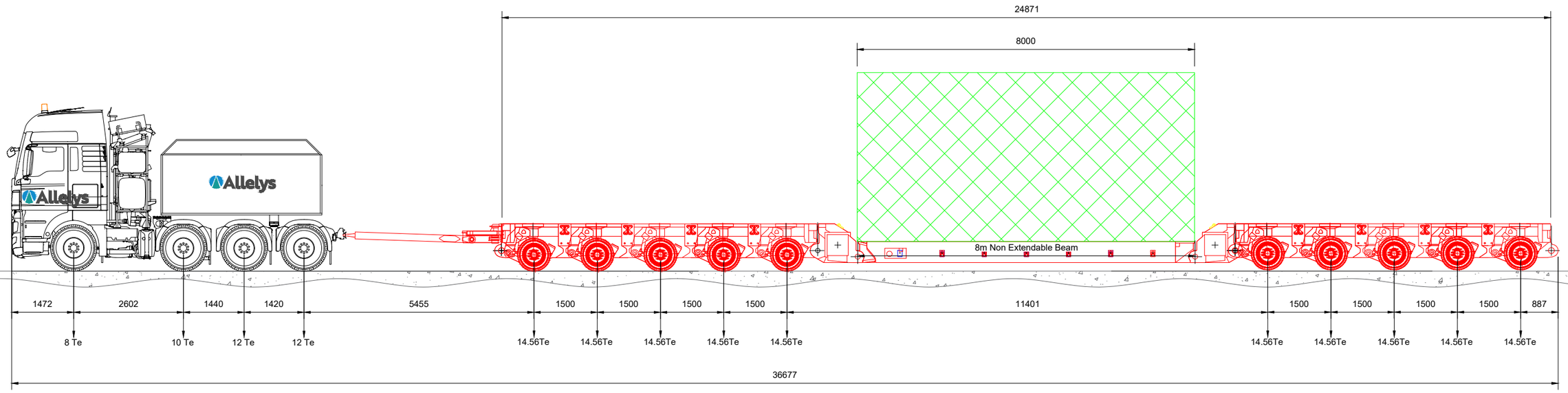
3. The existing road climbs and turns right considerably after the bridge. Road alignment and traction is to be considered when designing the access road.

A Police escort will be required for the transformer delivery as road traffic regulations will need to be intervened.

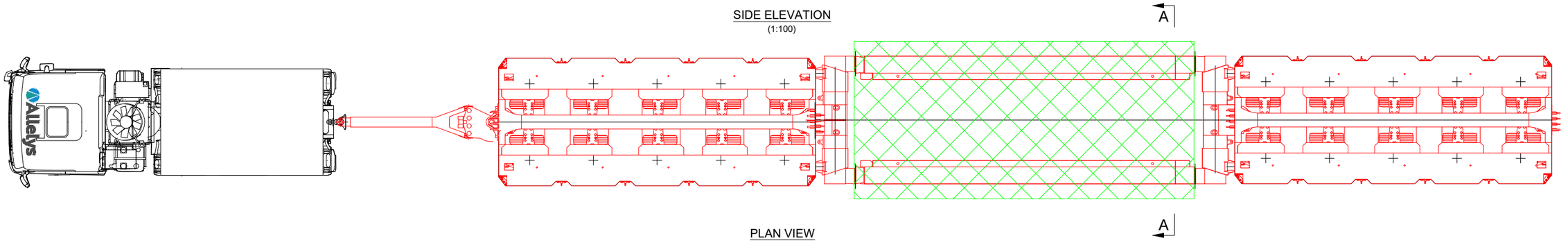
TTRO's (Temporary Traffic Restriction Order), i.e. parking restrictions and road closures may be required. These can take 12 weeks plus to process.

Buckie Harbour will need to approve lifting operation.

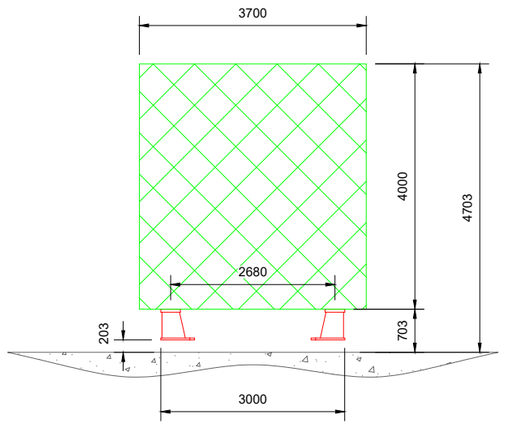
Appendix A - Drawings



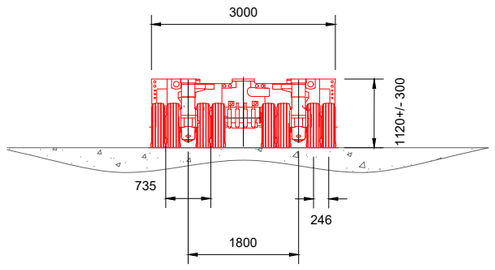
SIDE ELEVATION
(1:100)



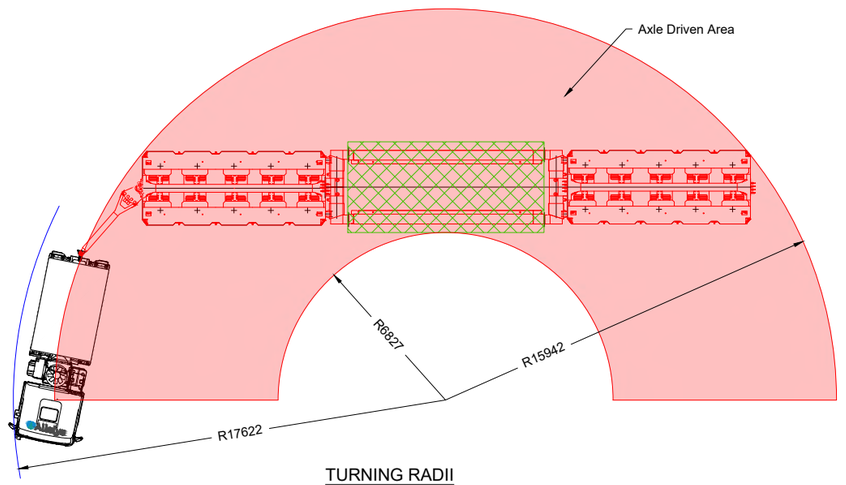
PLAN VIEW
(1:100)



A-A SECTION
(1:100)



BOGIE SECTION
(1:100)



TURNING RADII
(1:250)

DRAWING NOTES:

1. All dimensions are in mm unless otherwise stated.
2. All weights are in metric tonnes unless otherwise stated.
3. All details are provisional and are subject to confirmation.
4. Tractor unit(s) dimensions and axle spacing's may vary depending on the type of tractor unit(s) used.

TECHNICAL NOTES:

1. Suitable trailer lashings to be applied, not drawn.

Load Table

Applied Load Weight (Te)	102.10
Trailer Tare Weight (Te)	43.50
Auxiliary Steel Work (Te)	0.00
Trailer Gross Weight (Te)	145.60
Load per Axle (Te)	14.56
Block Ground Loading (Te/m²)	3.24

Rev.	Date	Drawn	Checked	Ammendments
0	12/07/22	EDA	AC	Issued for Comment

Revisions

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Client: SSEN

Project: Elchies

Title: Indicative Transformer
5 Bed 5 Vessel Bed Transport Arrangement

Scale (A3)	Drawn	Checked
1:100, 1:250	EDA	AC

Dwg. No	Sheet	Revision
A220527-00	1 of 1	0

DO NOT SCALE **IF IN DOUBT ASK**

316000 320000 324000

856000 852000 848000

Project:

Rothes III Wind Farm, Moray

AI Figure 9.1: Cultural Heritage Assets and Revised Infrastructure Layout

Key

- Proposed Rothes III development area
- **Proposed Rothes III turbine**
- 149.9 m to tip
- 175 m to tip
- Proposed Rothes III additional crane pad area
- Proposed Rothes III additional crane pad area
- Proposed Rothes III additional blade laydown area
- Proposed Rothes III track
- Existing track to be upgraded
- Proposed Rothes III construction compound
- Proposed Rothes III substation
- Proposed Rothes III borrow pit search area
- Rothes I Turbine
- Rothes II Turbine
- Existing anemometry mast
- Existing Rothes I & II track
- Cultural Heritage Asset (point)
- Cultural Heritage Asset 23
- Cultural Heritage Asset 24
- Cultural Heritage Asset 38
- Cultural Heritage Asset (linear)
- Cultural Heritage Asset (area)
- Cultural Heritage Asset 16
- Cultural Heritage Asset 20

Notes:

a) Information on this map is directly reproduced from digital and other material from different sources. Minor discrepancies may therefore occur. Where further clarification is considered necessary, this is noted through the use of text boxes on the map itself.

b) For the avoidance of doubt and unless otherwise stated:

1. where a line recorded in the key demarcates a boundary on this plan, the boundary edge is the outside edge of the line.
2. where a line or feature recorded in the key of this plan is also shown as a line or feature by the Ordnance Survey, and that line or feature is located in a different position on the ground than shown by the Ordnance Survey, then the line or feature shall be deemed to follow the position as existing on the ground.
3. this plan should be used for identification purposes only, unless specifically stated above or in accompanying documentation.
4. Natural Power Consultants Ltd. accepts no responsibility for the accuracy of data supplied by third parties.

Scale @ A3: 1:43,000

Coordinate System: British National Grid

0 0.5 1 2 km

N

Date: 17-10-19	Prepared by: CA	Checked by: SW
Ref: n/a	Layout: 60_050418_29t_A	

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