



Dalfad Wind Farm

Technical Appendix 10.1: Turbine Component Delivery Feasibility Assessment

Brockwell Energy Limited

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SLR Project No.: 413.057968.00001

21 August 2026

Revision: 02

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	21 July 2026	IL	GK	GK
2	21 August 2026	IL	GK	GK

Basis of Report

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1.0 Introduction

Background

- 1.1 Brockwell Energy Limited (“the Applicant”) has submitted an application for Section 36 consent to construct and operate a wind farm at Dalfad, on land to the south of the A70 between Lugar and Muirkirk in East Ayrshire Council’s (EAC) area. **Figure TA10.1.1** shows the location of the Proposed Development, which would be accessed from an existing access junction on the A70, which previously served the Dalfad Opencast Coal Mine.
- 1.2 SLR Consulting has been appointed to prepare the Environmental Impact Assessment Report (EIAR) submitted with the consent application and that appointment includes advising on the feasibility of delivering the turbine components to the Proposed Development.

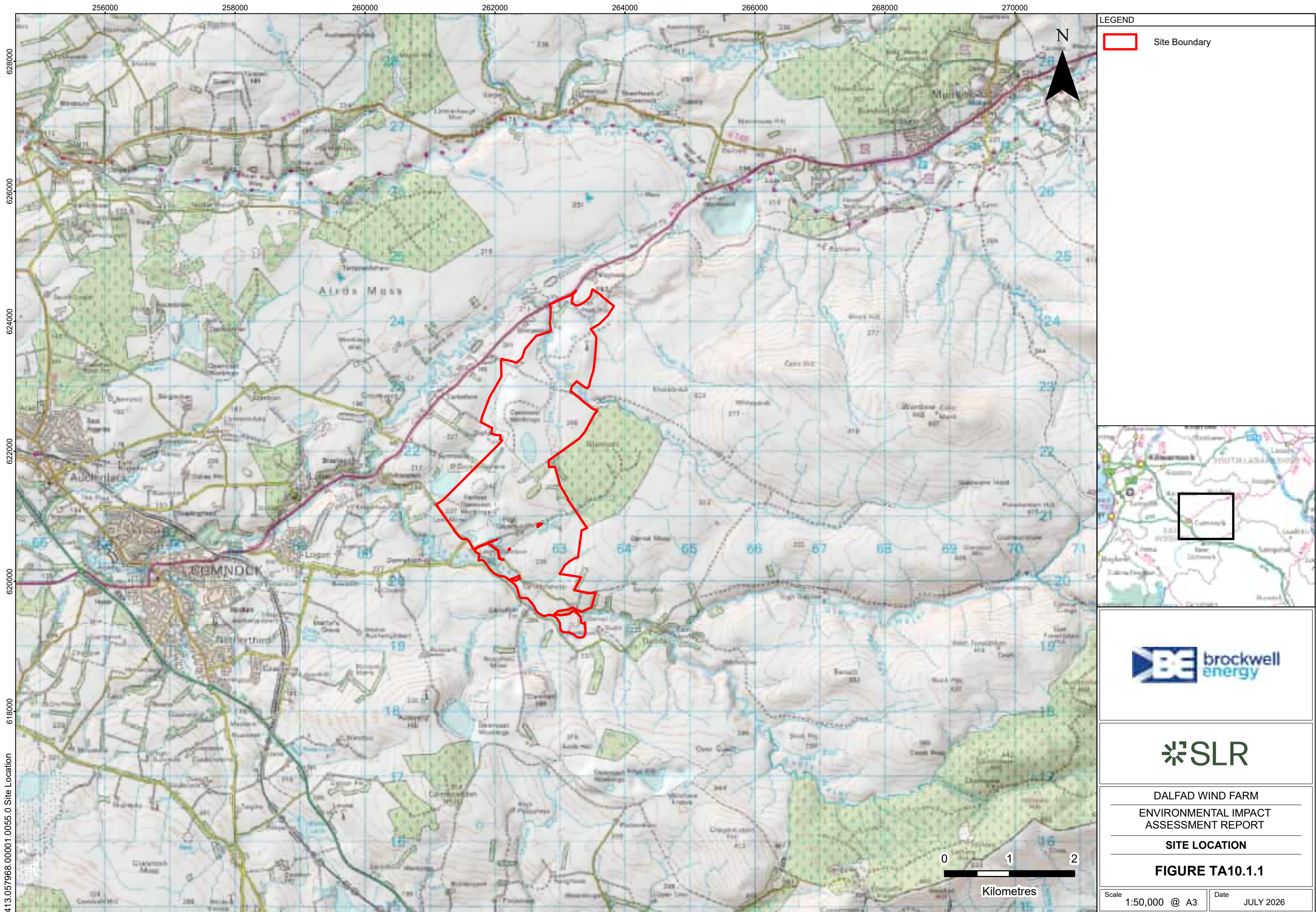
Scope of Report

- 1.3 This report considers the feasibility of delivering the turbine blades to the Proposed Development. The turbine blade is likely to be the most onerous component and therefore this report focuses on that component. The exact turbine model remains to be decided, but 80 m is the maximum length of turbine blade being considered and this report is based on a blade of that length.
- 1.4 Following on from this introduction, this report has the following chapters:
 - Chapter 2: Legislative and Policy Background.
 - Chapter 3: Route Assessment; and
 - Chapter 4: Conclusions.
- 1.5 This report is supported by the following figures:
 - **Figure TA10.1.1** Location of Proposed Development; and
 - **Figure TA10.1.2** AILV route for turbine blade deliveries.
- 1.6 Annex A to this report presents Swept Path Assessment drawings of the vehicle carrying the turbine blade.



Figure TA10.1.1: Location of Proposed Development





2.0 Legislative and Policy Background

Legislation

- 2.1 The dimensions of vehicles on the UK's public road network are stipulated by The Road Vehicles (Construction and Use) Regulations 1986. The maximum dimensions of vehicles which can operate without any special permissions are articulated vehicles (such as an articulated Heavy Goods Vehicle (HGV)), which are limited to 16.5 m in length (18 m in length is allowed where the semi-trailer is a low loader), 2.9 m in width and 44 tonnes gross (i.e. laden) weight.
- 2.2 The Road Vehicles (Authorisation of Special Types) (General) Order 2003 covers vehicles with a dimension exceeding any of the maxima in The Road Vehicles (Construction and Use) Regulations. That order refers to such vehicles as Abnormal Indivisible Load Vehicles (AILVs) and defines an Abnormal Indivisible Load (AIL) as:
- “a load that cannot without undue expense or risk of damage be divided into two or more loads for the purpose of being carried on a road and that—*
- (a) on account of its length, width or height, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with Part 2 of the Construction and Use Regulations; or*
- (b) on account of its weight, cannot be carried on a motor vehicle of category N3 or a trailer of category O4 (or by a combination of such vehicles) that complies in all respects with—*
- (i) the Authorised Weight Regulations (or, if those Regulations do not apply, the equivalent provisions in Part 4 of the Construction and Use Regulations); and*
- (ii) Part 2 of the Construction and Use Regulations.”*
- 2.3 Certain types of AILVs can be moved under a Special Types General Order (STGO). There are three categories of STGO:
- Category 1: up to 46 tonnes over five axles or up to 50 tonnes over six axles;
 - Category 2: up to 80 tonnes over six or more axles with a maximum of 12.5 tonnes per axle; and
 - Category 3: up to 150 tonnes over six or more axles with a maximum of 16.5 tonnes per axle.
- 2.4 AILVs which don't comply with the three categories of STGO can be moved under a 'Special Order'. A 'Special Order' is required for AILVs greater than:
- 150,000 kg or 16,500 kg in weight per axle.
 - 6.1 metres wide; or
 - 30 metres long in rigid length when loaded.
- 2.5 There is no statutory limit on the height of a vehicle permitted on the UK road network. However, the height of bridges and overhead cables present a practical restriction. Any bridge that has a height clearance of 5.03m or less legally must have a warning sign on the road



approaching it. Any structures on a route that are passed under which do not display a height warning sign are considered to have at least 5.03m clearance.

Policy

- 2.6 The UK Government has a 'Water preferred policy'¹ for the movement of AILs which states:

"To reduce the distance that abnormal loads move by road, coastal waters will continue to be the preferred transport mode over longer distances. This means taking the load by road to the nearest coastal port unless there is a nearer suitable abnormal load landing facility".

- 2.7 In practice, this means that the turbine components would be delivered to the nearest suitable port to the Proposed Development, before continuing their journey by road.

¹ National Highways. Water Preferred Policy Guidelines for the Movement of Abnormal Loads. [WPP guidelines](https://nationalhighways.co.uk/roads-and-travel/freight-and-professional-drivers/abnormal-loads-and-the-esdal-system/advice-for-hauliers/). Available at <https://nationalhighways.co.uk/roads-and-travel/freight-and-professional-drivers/abnormal-loads-and-the-esdal-system/advice-for-hauliers/> [Accessed 18/08/2026]



3.0 Route Assessment

Introduction

- 3.1 The larger turbine components (such as the blades and tower sections) would be classed as AILs by virtue of at least their length and weight, and so AILVs would be required to deliver them to the Proposed Development. The turbine components would be delivered by ship to a suitable nearby port and then transported to the Proposed Development by AILVs. This chapter considers the potential ports and routes for the delivery of the turbine blades and presents the conclusions from swept path assessments undertaken on the potential route.

Potential Ports

- 3.2 The port of Ayr would be the nearest port to the Proposed Development, being around 27 km to the west. However, the length of blade proposed is longer than can egress the port given current physical constraints around the port exit. King George V Dock on the River Clyde in Glasgow has, however, successfully accommodated blades of the length proposed and this assessment has therefore been progressed on the basis that turbine blades would be delivered there.
- 3.3 It is possible that smaller components (such as some of the turbine tower sections) could be delivered through the port of Ayr, with the larger components being delivered through King George V Dock. However, as this assessment considers only the turbine blade, only a route from King George V Dock has been considered in detail.

Route to Proposed Development

- 3.4 Potential routes from King George V Dock to the Proposed Development were reviewed with the aim of using the motorway and trunk road network as far as possible. Constraints within Douglas prevent the use of the M74 and A70 to approach the Proposed Development from the east. Constraints within Cumnock prevent the use of the A70 and of the B7083 between the A76 and the A70. Based on that review and the identified constraints, a preferred route was identified which is shown in **Figure TA10.1.2** and involves:
- leaving King George V Dock in Glasgow on King's Inch Drive;
 - joining the eastbound M8 via either Junction 25A or King's Inch Road, Hillington Road and Junction 26;
 - joining the eastbound M74;
 - joining the northbound M73;
 - u-turning at Baillieston roundabout (Junction 8 of the M8) to join the southbound M73;
 - joining the westbound M74;
 - joining the southbound M77, which becomes the A77;
 - joining the southbound A76 at Bellfield interchange;
 - turning left onto Loganhill Road northbound;
 - turning left onto Glenmuir Water Road westbound (which becomes Glenmuir Road);
 - turning right onto the A70 eastbound; and
 - turning right to enter the Proposed Development using the existing access to the former Dalfad Opencast Coal Mine.

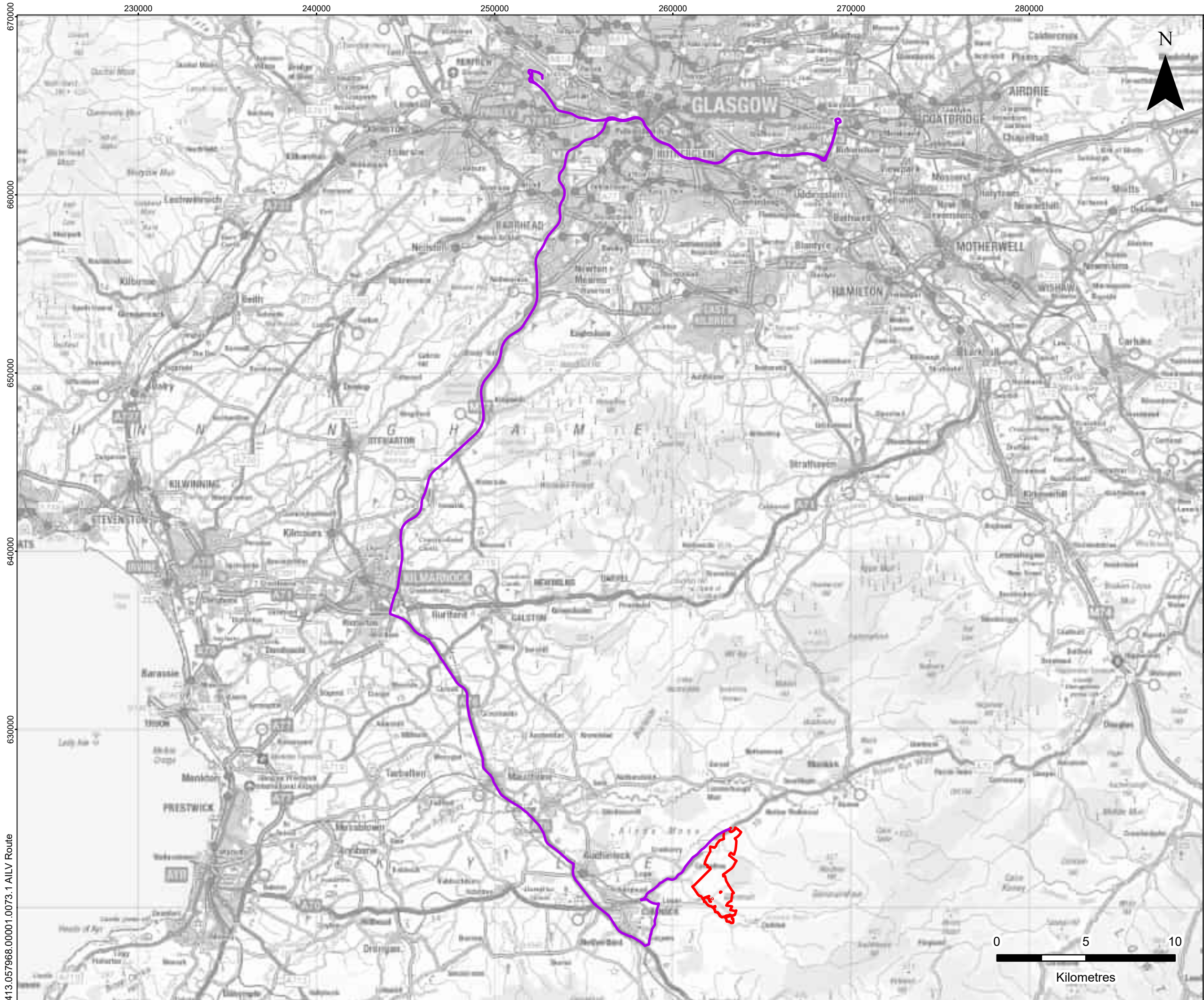


3.5 This route is around 106 km long.



Figure TA10.1.2: AILV route for turbine blade deliveries





LEGEND

- Site Boundary
- Abnormal Indivisible Load Vehicle (AILV) Route

DALFAD WIND FARM
ENVIRONMENTAL IMPACT
ASSESSMENT REPORT

**ABNORMAL INDIVISIBLE LOAD
VEHICLE ROUTE**

FIGURE TA10.1.2

Scale
1:200,000 @ A3

Date
AUGUST 2026

- 3.6 The ability of the structures along the route to accommodate the weight of the laden AILVs would be investigated nearer to the time of the turbine component deliveries (should consent be granted). This would be in line with standard practice as evidenced by condition 24(1)(e) in the Scottish Government's Standard Onshore Wind Conditions document² which requires *"An assessment of the capacity of any bridge crossings on the route to cater for abnormal loads, and details of proposed upgrades and mitigation measures required for any bridge crossings"*.

Swept Path Assessments

- 3.7 The preferred route was reviewed and locations identified where it was considered that detailed swept path assessments of the AILVs were required.

Vehicle Configuration

- 3.8 Swept path assessments were undertaken based on an AILV carrying an 80 m long turbine blade using a 'clamp and bogie' system. This system would see the base of the turbine blade being held in a clamp at the tractor end of the AILV and the tip supported by a frame on an independently steered bogie. There would be no rigid connection between the tractor and the bogie except for cables providing power and the turbine blade itself. AILVs carrying loads of this length would require to be authorised under a 'Special Order' as per **paragraph 2.4**.
- 3.9 The AILV used for the swept path assessments was based on a standard vehicle contained in the Autodesk vehicle tracking software library. This standard vehicle was modified in length to reflect the length of the turbine blade proposed and for the number of axles on the trailer. The turning properties of the vehicle were not modified. The layout of the vehicle used in the swept path assessments is shown in **Drawing 1000** in **Annex A**. All the swept path assessments assume that the AILV's rear axles can be steered independently of the front axles.
- 3.10 The exact configuration of the AILVs transporting the turbine components (such as their number of axles and axle spacing) would depend on the specific turbine model and the vehicles available to the appointed haulier.

Swept Path Assessment Methodology

- 3.11 Swept path assessments were based on Ordnance Survey mapping using the bespoke vehicle type as described above. The swept path assessments were undertaken for the locations shown in **Figure TA10.1.2** and are provided in **Drawings 1001 to 1032** in **Annex A**.
- 3.12 Prior to the delivery of the turbine components, the appointed haulier would undertake a test run of the entire route. This would confirm the constraints identified within the swept path assessments and identify items such as street furniture to be removed, cabinets and pedestrian guardrails which can be oversailed, and any vegetation that needs to be trimmed to allow the passage of the AILVs.
- 3.13 Where relevant, the extent of road adoption has been estimated based on obvious boundary features such as a fence or wall but would require to be confirmed. Where the assessments have identified the requirement for any works (or oversail) outside the adopted road, these would require the permission of the relevant landowner.

² [Standard onshore wind conditions – section 36 consent and deemed planning permission: form and guidance - gov.scot](https://www.gov.scot/publications/standard-onshore-wind-conditions/section-36-consent-and-deemed-planning-permission/form-and-guidance/)



Swept Path Assessment Results

- 3.14 The results from the swept path assessments are summarised in **Table 3-1**. They show that works would be required at the following locations to create overrun areas adjacent to the existing carriageway to accommodate the AILVs:
- at several locations on Loganhill Road between the A76 and Glenmuir Water Road;
 - on Glenmuir Road at Glenmuir Crescent and at the junction with the A70; and
 - on the A70 at the eastern edge of Lugar.
- 3.15 These works are also planned for the proposed Hare Craig Wind Farm, which is consented and due to start construction in 2027. It is possible that these works could remain in place after construction of the Hare Craig Wind Farm is complete and be used by the AILVs travelling to the Proposed Development. However, should these works be removed after construction of the Hare Craig Wind Farm is complete, then they would have to be reinstated to allow access to the Proposed Development by AILVs.
- 3.16 Works to create an overrun area would also be required on the existing adopted verge on the northern side of King's Inch Drive at the access to a Sainsbury's supermarket. Works would also be required to create an overrun area at the central island of the roundabout at the junction of King's Inch Road, Glasgow Road, Renfrew Road and Hillington Road and at the splitter island on the Hillington Road arm of that junction.
- 3.17 However, an alternative route may be feasible which would bypass that roundabout. That alternative route would join the M8 at junction 25A using the slip road at the junction of King's Inch Drive and Marlin Crescent (shown on **Figure TA10.1.2**). However, this route passes underneath the A8, and swept path assessments of this location based on Ordnance Survey mapping are inconclusive about whether an AILV carrying a blade of the length proposed could be accommodated. It is recommended that a topographical survey be undertaken of that constraint to determine if that alternative route could be used.



Table 3-1: Swept Path Assessment Results

Key:

Green	Vehicle could undertake the tested manoeuvre within the existing road geometry.
Amber	Vehicle could undertake the tested manoeuvre if works are undertaken or existing roadside objects are removed.
Red	More detailed investigations would be required to confirm the extent of mitigation required to accommodate the manoeuvre.
Black	Vehicle could not undertake the tested manoeuvre within the existing road geometry, even if minor works were undertaken.

Location	Description	Drawing Number (Annex A)	Works Required?		Third Party Land Required?	Objects to be Removed?					Comments	Overall Assessment
			Overrun	Oversail		Street Lights	Utility Poles	Street Furniture	Vegetation	Other		
1	KGV Dock exit onto King's Inch Drive	413.057968.00001_1001	No	No	No	No	No	Yes	No	No	• Manoeuvre based on recently-constructed exit from KGV.	Amber
2	King's Inch Drive – Sainsbury's access Roundabout	413.057968.00001_1002	Yes	No	Yes - oversail only	Yes	No	Yes	No	No	• Land ownership to east of footway to be confirmed. • AILV to overrun roundabout central island. • Overrun area required on northern side of Kings Inch Drive.	Amber
3	King's Inch Drive - Ikea Roundabout	413.057968.00001_1003	No	No	No	No	No	Yes	No	No		Amber
4	King's Inch Drive / Marlinford Roundabout	413.057968.00001_1004	No	No	No	No	No	Yes	No	No		Amber
5	King's Inch Drive / Marlin Cres. Signals	413.057968.00001_1005	No	No	No	No	No	No	No	No	• It may be possible to turn left at this location (and bypass locations 6 – 10) and join the M8 at junction 25A using the slip road at the junction of Kings Inch Drive and Marlin Crescent (shown on Figure TA10.1.2). However, this route passes underneath the A8, and swept path assessments of this location based on Ordnance Survey mapping are inconclusive about whether an AILV carrying a blade of the length proposed could be accommodated. It is recommended that a topographical survey be undertaken of that constraint to determine if that alternative route could be used.	Green
6	Old Govan Road / King's Inch Road Signals	413.057968.00001_1006	No	No	No	Yes	No	Yes	No	No		Amber
7	King's Inch Road - Crossover	413.057968.00001_1007	No	No	No	No	No	Yes	No	No	• Manoeuvre requires use of cross over in central reserve on Kings Inch Road.	Amber
8	King's Inch Road	413.057968.00001_1008	No	No	No	No	No	Yes	No	No		Green
9	King's Inch Road / Renfrew Road	413.057968.00001_1009	Yes	No	No	No	No	Yes	No	No	• Roundabout central island and Hillington Road splitter island to be modified to allow overrun.	Amber
10	Hillington Interchange	413.057968.00001_1010	No	No	No	Yes	No	Yes	No	No		Amber
11	Baillieston Roundabout	413.057968.00001_1011	No	No	No	Yes	No	Yes	No	No		Amber
12	Bellfield Interchange	413.057968.00001_1012	No	No	Yes - oversail only	Yes	No	Yes	Yes	No	• Manoeuvre requires AILV to overrun A76 splitter island.	Amber



Location	Description	Drawing Number (Annex A)	Works Required?		Third Party Land Required?	Objects to be Removed?					Comments	Overall Assessment
			Overrun	Oversail		Street Lights	Utility Poles	Street Furniture	Vegetation	Other		
13	A76 / B7073 Roundabout	413.057968.00001_1013	No	No	No	No	No	Yes	No	No		Amber
14	A76 / A719 Roundabout	413.057968.00001_1014	No	No	No	Yes	No	Yes	No	No	• Manoeuvre uses existing grasscrete strip on entry to the roundabout.	Amber
15	A76 north of Mauchline	413.057968.00001_1015	No	No	No	No	No	No	No	No		Green
16	A76 Kilmarnock Road / Tarbolton Road	413.057968.00001_1016	No	No	No	No	No	No	No	No		Green
17	A76 / B743 junction	413.057968.00001_1017	No	No	No	Yes	No	Yes	No	No		Amber
18	A76 'Templeton Roundabout'	413.057968.00001_1018	No	No	No	Yes	No	Yes	No	No		Amber
19	A76 'Dettingen Roundabout'	413.057968.00001_1019	No	No	No	Yes	No	Yes	No	No	• Manoeuvre uses overrun strip on southern side of roundabout central island.	Amber
20	A76 'Skerrington Roundabout'	413.057968.00001_1020	No	No	Yes - oversail only	Yes	No	Yes	No	No	• Limit of adoption / land ownership needs confirmation.	Amber
21	A76 / Loganhill Road junction	413.057968.00001_1021	No	Yes	Yes - oversail only	No	No	Yes	Yes	No	• Trees required to be removed to the west of the A76. An alternative to tree removal would be an overrun area to the north east of the junction.	Amber
22	Loganhill Road at Railway Bridge	413.057968.00001_1022	Yes	Yes	Yes - oversail and overrun	No	No	Yes	No	No	• New area of hardstanding required. Topographical survey required to determine width of bridge of railway. Works would be within the envelope of works consented under consent 23/0315/PP for the proposed Hare Craig Wind Farm.	Red
23	Loganhill Road at Logangate Bridge	413.057968.00001_1023	No	Yes	Yes - oversail only	No	Yes	No	Yes	No	• Topographical survey required to determine exact road widths. If there is issue with oversail of third-party land to the east of the road, or road width is too narrow once surveyed, a new route could be created to cross watercourse and create a direct path. These works would be within the envelope of works consented under consent 24/0284/PP for the proposed Hare Craig Wind Farm.	Red
24	Loganhill Road at Craigens Road	413.057968.00001_1024	No	No	Yes - oversail only	No	Yes	No	Yes	No	• Topographical survey recommended along Loganhill Road to confirm road width.	Red
25	Loganhill Road, 300m north of Craigens Road	413.057968.00001_1025	Yes	Yes	Yes - oversail and overrun	No	Yes	No	No	No	• New area of hardstanding required. Removal of overhead cables required. Topographical survey recommended along Loganhill Road to confirm road width. Works would be within the envelope of works consented under consent 24/0283/PP for the proposed Hare Craig Wind Farm.	Red
26	Loganhill Road at Sykeside Bridge	413.057968.00001_1026	No	No	Yes - oversail only	No	Yes	No	No	No	• Topographical survey recommended along Loganhill Road to confirm road width.	Red
27	Loganfield Road at Muirfield, Glendale, and Stonepark	413.057968.00001_1027	Yes	Yes	Yes - oversail and overrun	No	No	No	Yes	No	• New area of hardstanding required. This is required to avoid slope of land to the east of the road, north of Muirfield. Topographical survey recommended. Works would be within the envelope of works consented under consent 24/0281/PP for the proposed Hare Craig Wind Farm.	Red



Location	Description	Drawing Number (Annex A)	Works Required?		Third Party Land Required?	Objects to be Removed?					Comments	Overall Assessment
			Overrun	Oversail		Street Lights	Utility Poles	Street Furniture	Vegetation	Other		
28	Loganhill Road / Glenmuir Water Road junction	413.057968.00001_1028	Yes	Yes	Yes - oversail and overrun	No	No	No	Yes	No	• New area of hardstanding required. Topographical survey recommended. Works would be within the envelope of works consented under consent 23/0317/PP for the proposed Hare Craig Wind Farm.	Red
29	Glenmuir Road / Glenmuir Crescent junction	413.057968.00001_1029	No	No	Yes - oversail only	Yes	No	No	No	No	• Oversail of private garden to north of road and field to south of road required.	Amber
30	Glenmuir Road / A70 Muirkirk Road junction	413.057968.00001_1030	Yes	Yes	Yes - oversail and overrun	Yes	No	Yes	No	No	• New area of hardstanding required. Topographical survey recommended. Works would be within the envelope of works consented under consent 23/0316/PP for the proposed Hare Craig Wind Farm.	Red
31	A70 Muirkirk Road, east of Lugar	413.057968.00001_1031	Yes	Yes	Yes - oversail and overrun	Yes	No	No	Yes	No	• New area of hardstanding required. Topographical survey recommended. Works would be within the envelope of works consented under consent 23/0314/PP for the proposed Hare Craig Wind Farm.	Red
32	Site Access	413.057968.00001_1032	Yes	Yes	No	No	No	No	No	No	• New area of hardstanding required within site boundary to south of A70. Extent of adopted road to be confirmed.	Amber



4.0 Conclusions

4.1 This report has considered the feasibility of AILVs delivering 80 m turbine blades to the Proposed Development. It is concluded that:

- The port of Ayr is the closest port to the Proposed Development, but the proposed blade would be too long to feasibly exit the port. King George V Dock in Glasgow has therefore been identified as the most suitable port for the delivery of the turbine blades, although Ayr may be suitable for delivery of other components such as tower sections.
- A feasible route has been identified from King George V Dock to the Proposed Development using the M8, M74, M73, M77, A77, A76, Loganhill Road, Glenmuir Water Road, Glenmuir Road, and the A70.
- Works would be required to create an overrun area on the northern side of King's Inch Drive at the junction with the access to Sainsbury's. Works would also be required at the junction of King's Inch Road, Glasgow Road, Renfrew Road and Hillington Road at the roundabout central island and at the splitter island on the Hillington Road arm. However, an alternative route exists which may allow this junction to be bypassed, subject to a topographical survey.
- Works would also be required at the following locations to accommodate the AILVs delivering the turbine blades:
 - at several locations on Loganhill Road between the A76 and Glenmuir Water Road;
 - on Glenmuir Road at the junction with the A70; and
 - on the A70 at the eastern edge of Lugar.

These works are also planned for the proposed Hare Craig Wind Farm, which is consented and due to start construction in 2027. It is possible that these works could remain in place after construction of the Hare Craig Wind Farm is complete and be used by the AILVs travelling to the Proposed Development.

- Subject to the completion of the further investigations identified in this report, no fundamental constraints have been identified that would indicate that the delivery of 80 m long turbine blades to the Proposed Development would not be achievable.





Annex A Swept Path Assessment Drawings

Dalfad Wind Farm

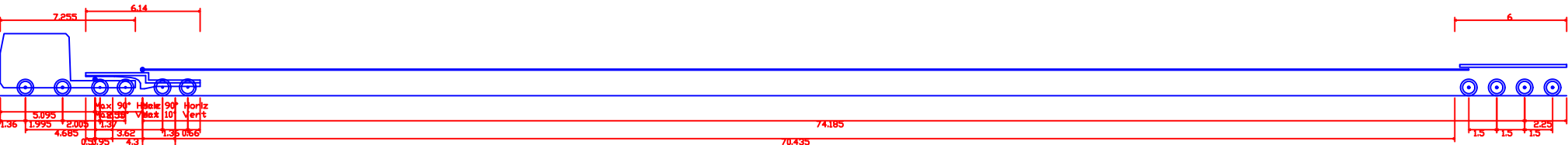
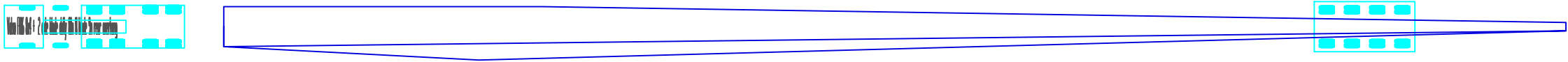
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Brockwell Energy Limited

SLR Project No.: 413.057968.00001

21 August 2026

Vehicle and load profile



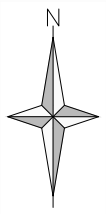
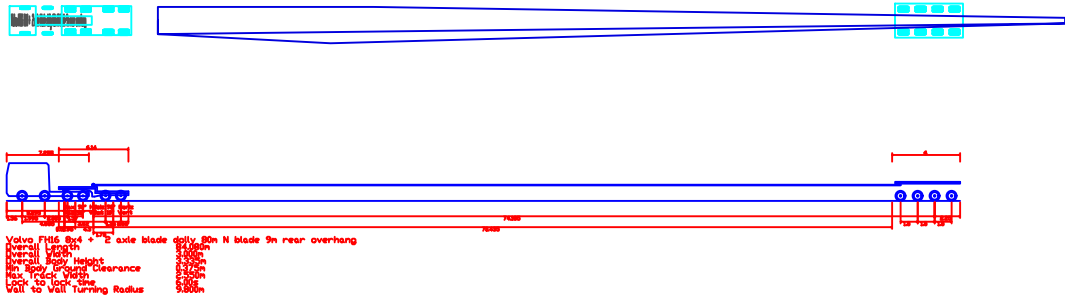
Volvo FH16 8x4 + 2 axle blade dolly 80m N blade 9m rear overhang
Overall Length 84.080m
Overall Width 3.000m
Overall Body Height 3.335m
Min Body Ground Clearance 0.275m
Max Track Width 2.50m
Lock to lock time 0.00s
Wall to Wall Turning Radius 9.800m

Notes:

Legend:

Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Vehicle profile: 80m blade transported by AILV with a DOLL trailer.					
Scale NTS @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1000					Rev. 1

Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
 4. No engineering works have been included.
 5. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the AIL vehicle.
 6. Area of oversail identifies the minimum area which will be required to be cleared of all obstructions such as vegetation and street furniture.
 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

Project
Dalfad Wind Farm

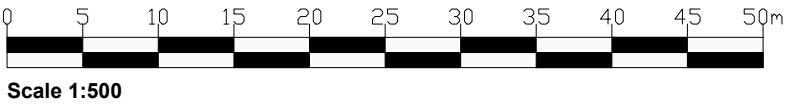
Figure Title
Swept Path Analysis: 80m Blade.: 80m blade.
King George V Dock exit onto Kings Inch Drive.

Scale 1:500	@ A3	SLR Project No. 413.057968.00001
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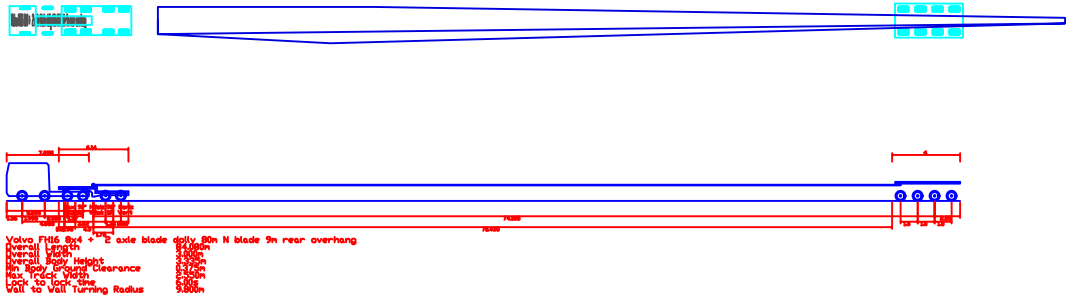
Designed GK	Drawn GK	Checked IL	Authorised IL
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Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
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Figure Number 413.057968.00001_1001	Rev. 1
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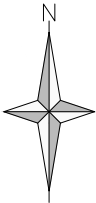


Vehicle and load profile



El Sub Sta

Overrun area required



Notes:

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7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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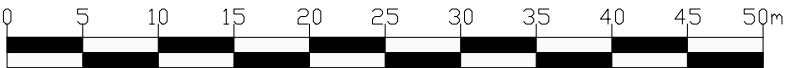
Client
Brockwell Energy

Project
Dalfad Wind Farm

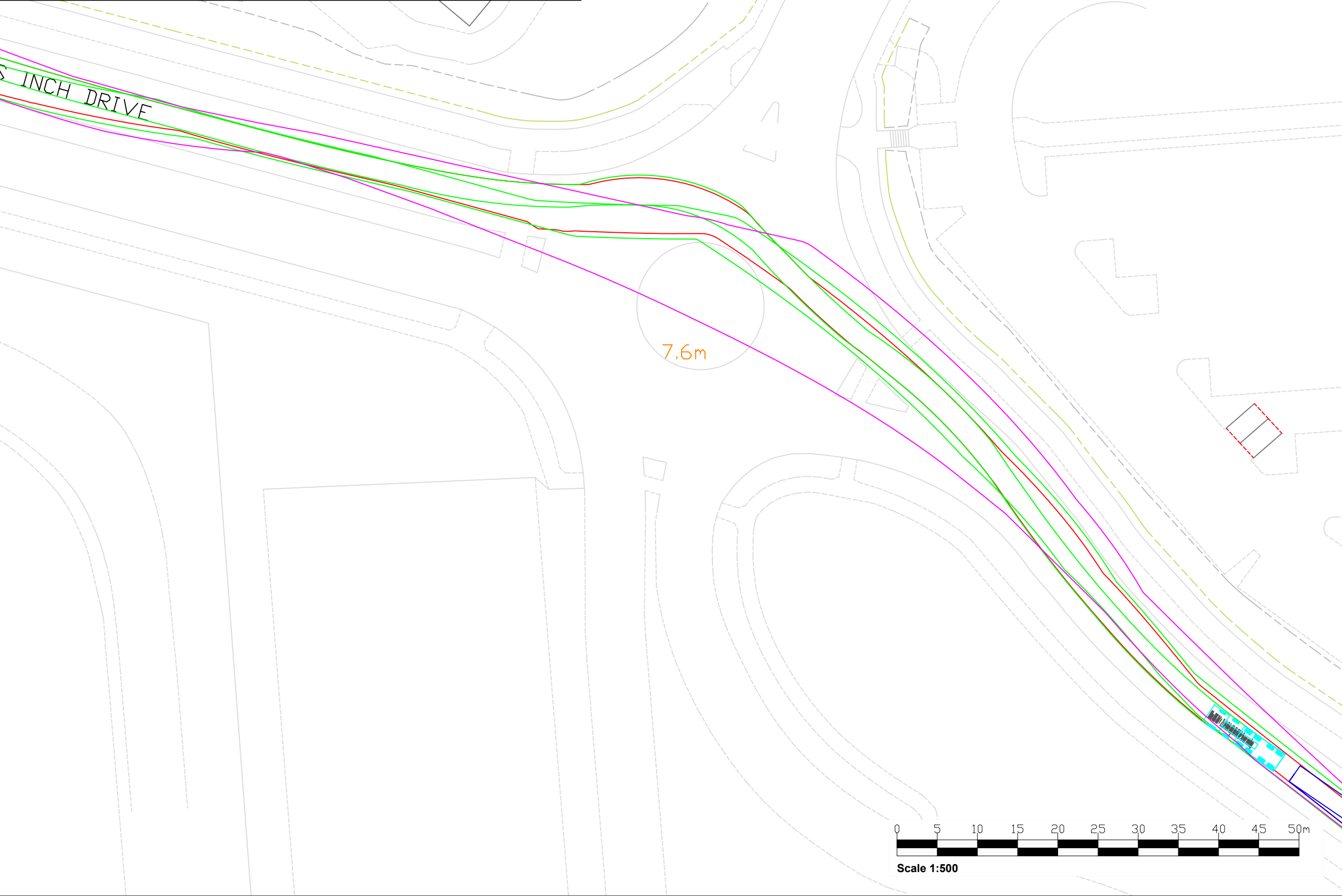
Figure Title
Swept Path Analysis: 80m Blade.
Kings Inch Drive - Sainsbury's access
roundabout

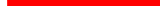
Scale 1:500 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

Figure Number 413.057968.00001_1002	Rev. 1
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Scale 1:500

[illegible]

- Legend:**
- | | |
|---|------------------------|
|  | Chassis and wheel path |
|  | Vehicle envelope |
|  | Load envelope |

Vehicle and load profile

Vehicle and load profile

Vehicle dimensions (m):

- Overall length: 12.00
- Wheelbase: 4.00
- Rear overhang: 2.00
- Height: 3.00

Load dimensions (m):

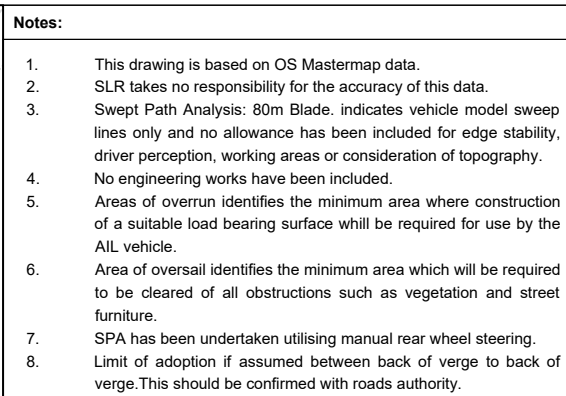
- Overall length: 10.00
- Width: 2.00

Bridge dimensions (m):

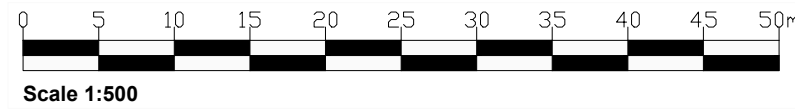
- Span: 10.00
- Width: 10.00

Vehicle and load position (m):

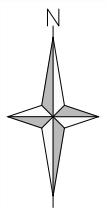
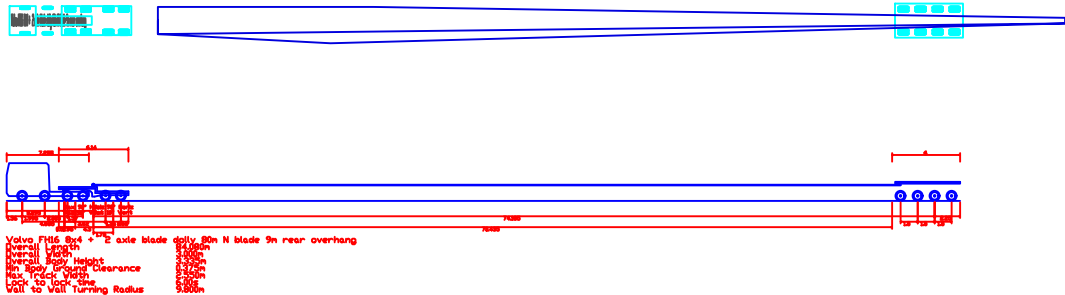
- Vehicle front to span start: 0.00
- Vehicle rear to span start: 4.00
- Vehicle front to span end: 12.00
- Vehicle rear to span end: 8.00
- Load front to span start: 10.00
- Load rear to span start: 20.00
- Load front to span end: 20.00
- Load rear to span end: 30.00



- Chassis and wheel path
- Vehicle envelope
- Load envelope

[illegible]

Vehicle and load profile



- Notes:**
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 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

8.4m

Rev	Amendments	Date	By	Chk	Auth
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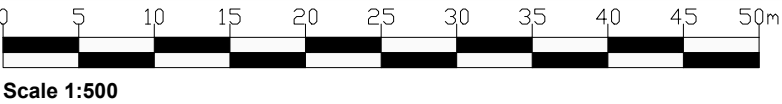
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Kings Inch Drive / Marlin Cres signalised junction

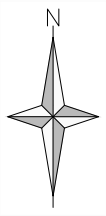
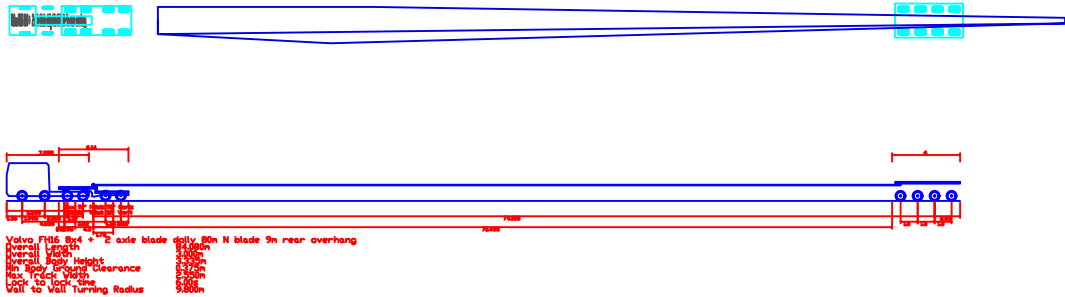
Scale 1:500 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

Figure Number 413.057968.00001_1005	Rev. 1
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Scale 1:500

Vehicle and load profile



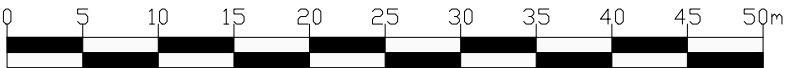
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

7.6m

8.2m

El Sub Sta



Scale 1:500

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

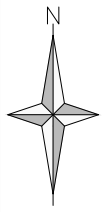
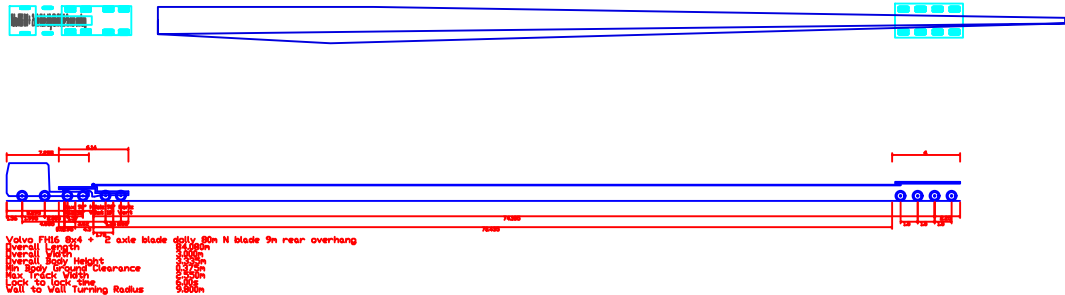
Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Old Govan Road / Kings Inch Road signalised
junction

Scale 1:500 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

Figure Number 413.057968.00001_1006	Rev. 1
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Vehicle and load profile



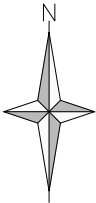
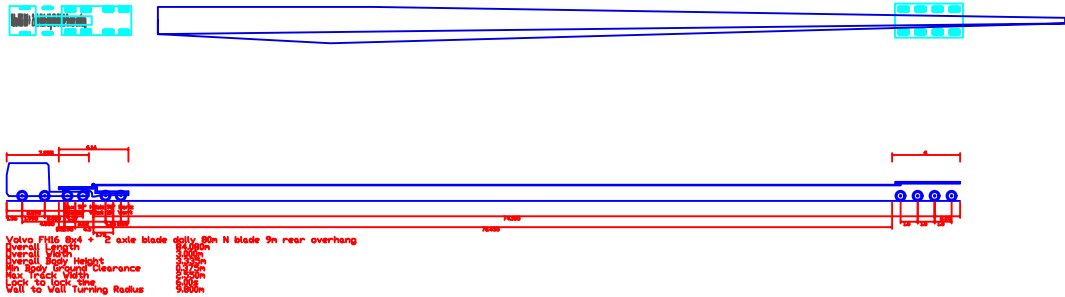
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope



Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Kings Inch Road / Central Reserve crossover					
Scale 1:500 @ A3			SLR Project No. 413.057968.00001		
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1007					Rev. 1

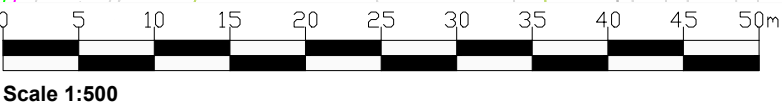
Vehicle and load profile



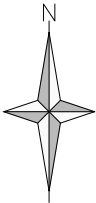
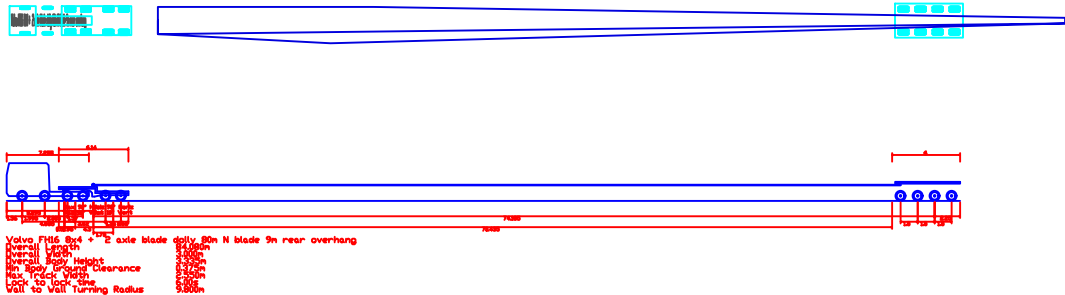
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Kings Inch Road					
Scale 1:500 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1008					Rev. 1



Vehicle and load profile



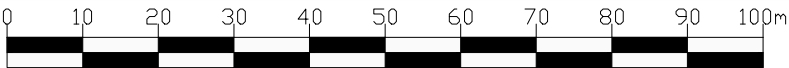
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Overrun area required

Overrun area required

HILLINGTON ROAD



Scale 1:1,000

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

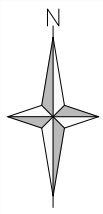
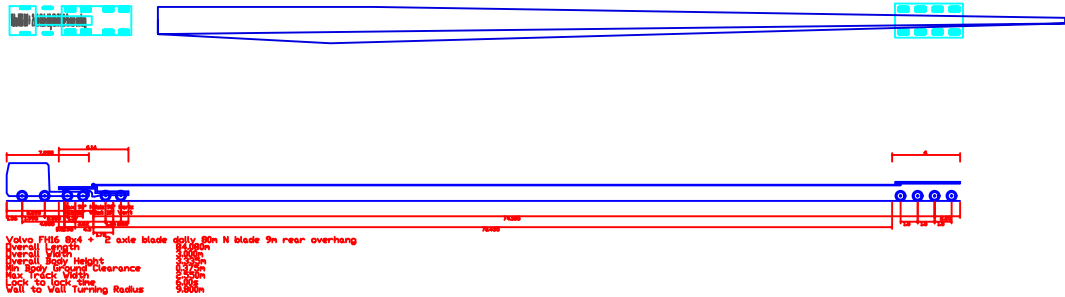
Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Kings Inch Road / Glasgow Road / Renfrew Road roundabout

Scale 1:1000		@ A3		SLR Project No. 413.057968.00001	
Designed GK		Drawn GK		Checked IL	
				Authorised IL	
Date 08/06/26		Date 08/06/26		Date 08/06/26	
				Date 08/06/26	

Figure Number 413.057968.00001_1009	Rev. 1
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Vehicle and load profile



- Notes:**
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Rev	Amendments	Date	By	Chk	Auth
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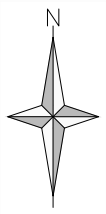
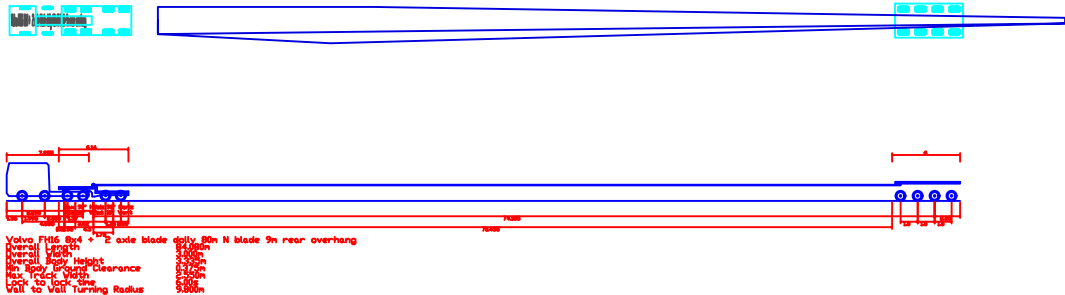


www.slrconsulting.com

Client Brockwell Energy			
Project Dalfad Wind Farm			
Figure Title Swept Path Analysis: 80m Blade. Hillington Interchange			
Scale 1:1000 @ A3	SLR Project No. 413.057968.00001		
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
Figure Number 413.057968.00001_1010			Rev. 1



Vehicle and load profile



Scale 1:2,000

Notes:

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8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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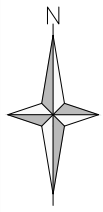
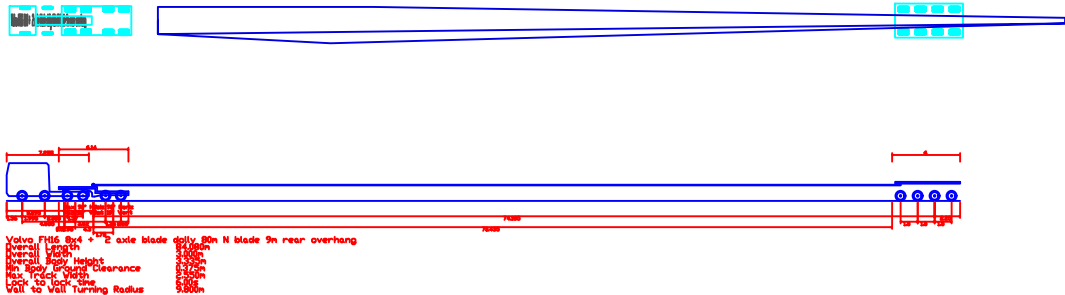
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Baillieston roundabout

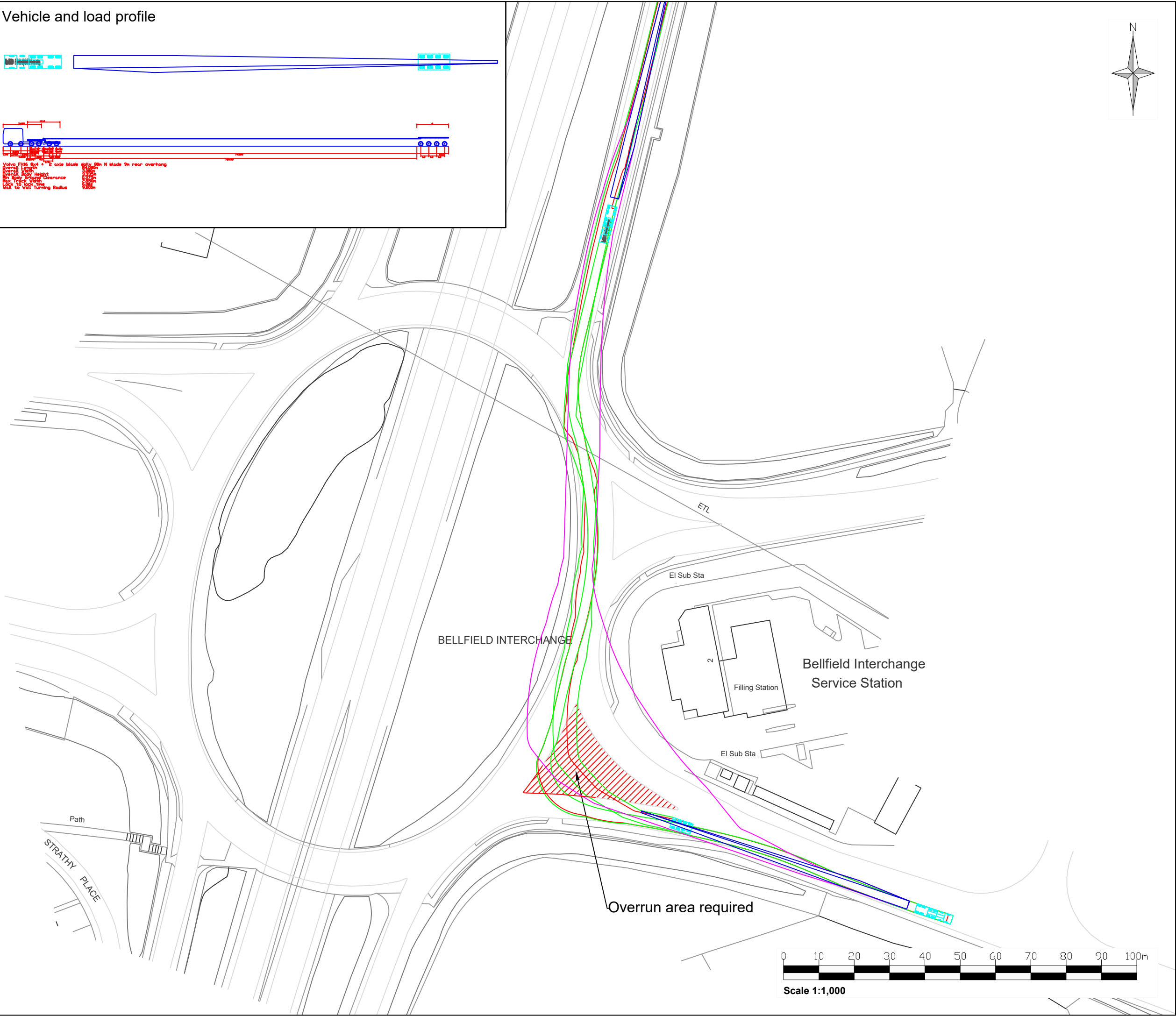
Scale 1:2000 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
Figure Number 413.057968.00001_1011			Rev. 1

Vehicle and load profile



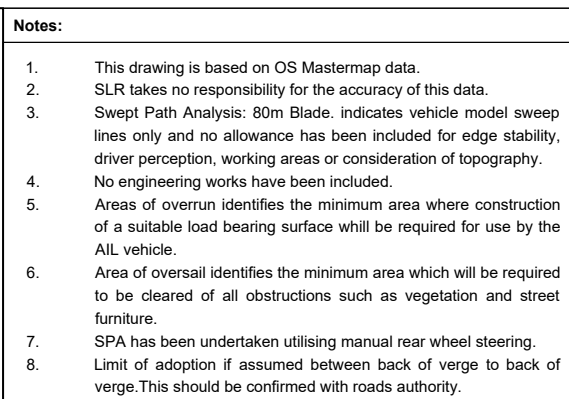
- Notes:**
1. This drawing is based on OS Mastermap data.
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- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

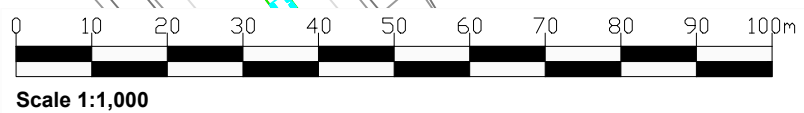


Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Bellfield Interchange					
Scale 1:1000 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1012					Rev. 1

Vehicle and load profile

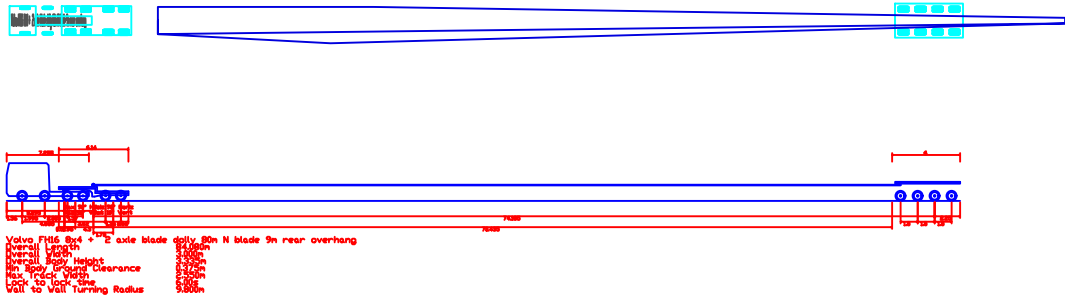


- Chassis and wheel path
- Vehicle envelope
- Load envelope

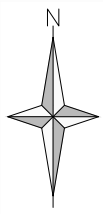


Rev	Amendments	Date	By	Chk	Auth
					
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. A76 / B7073 roundabout					
Scale 1:1000 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1013			Rev. 1		

Vehicle and load profile



Woodhead Bridge

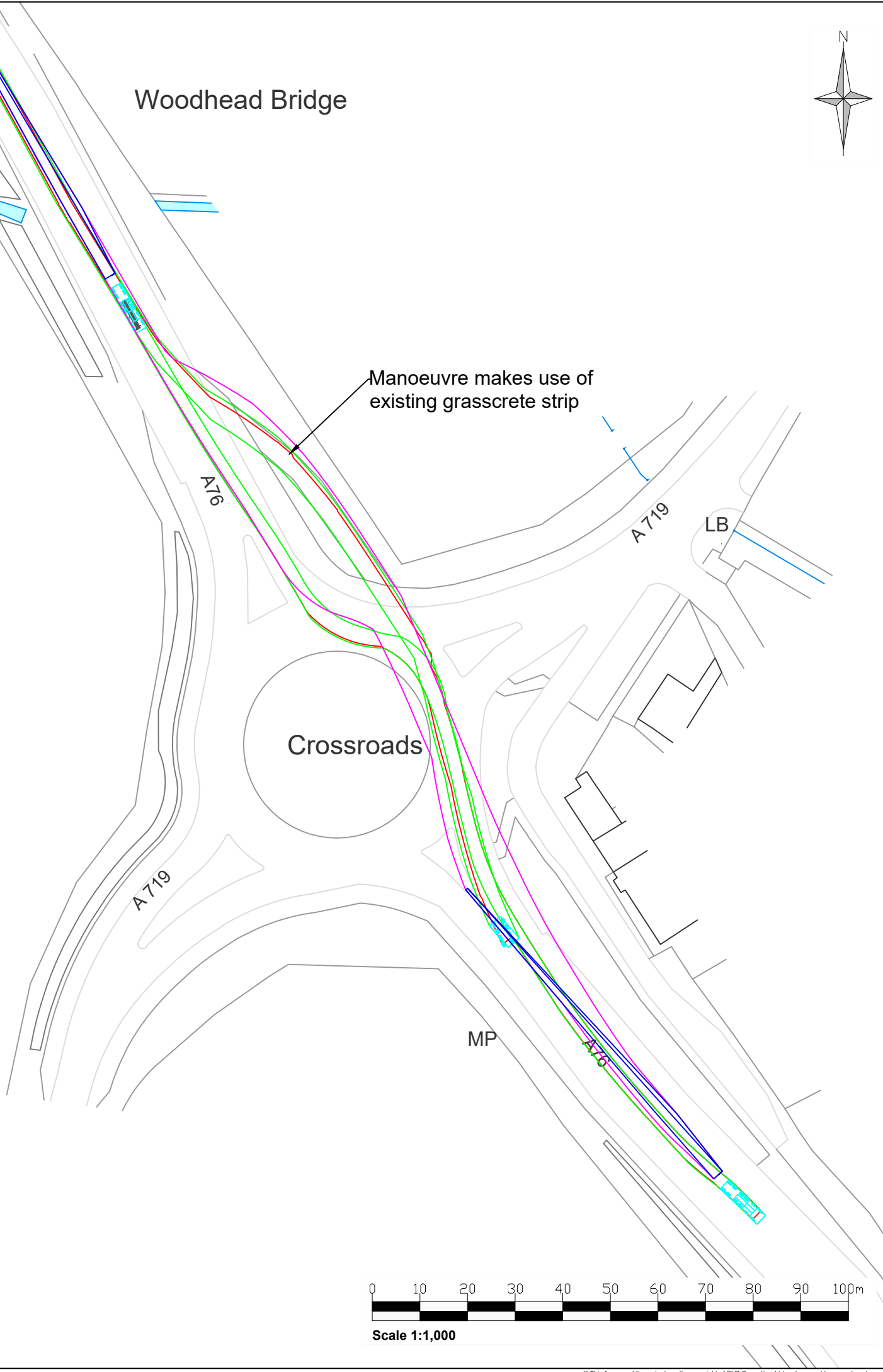


Notes:

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8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope



Rev	Amendments	Date	By	Chk	Auth
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www.slrconsulting.com

Client
Brockwell Energy

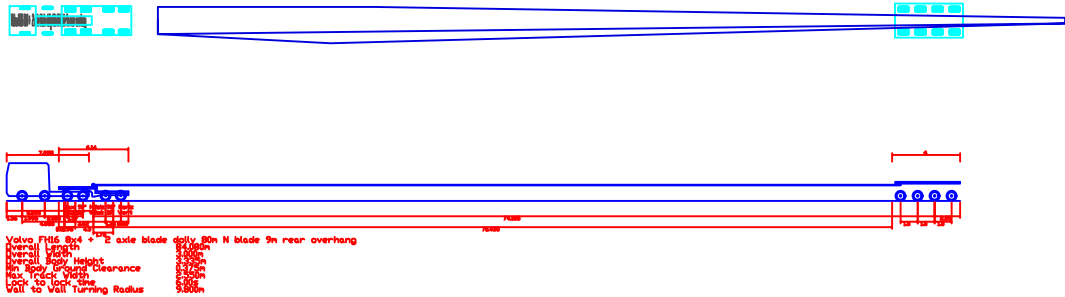
Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
A76 / A719 roundabout

Scale 1:1000 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

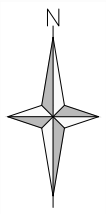
Figure Number 413.057968.00001_1014	Rev. 1
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Vehicle and load profile



X:249267
Y:628362

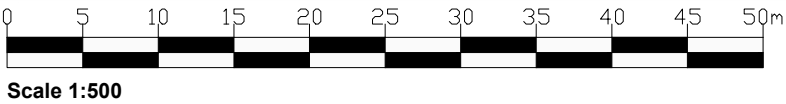
172.2m



- Notes:**
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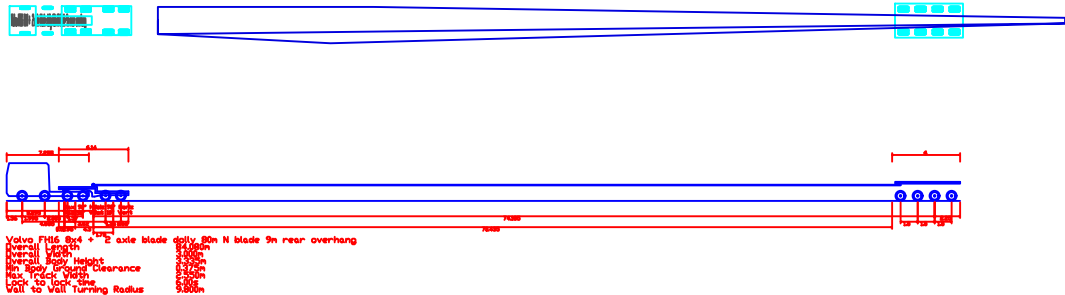
- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. A76 Kilmarnock Road, north of Mauchline					
Scale 1:500 @ A3			SLR Project No. 413.057968.00001		
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1015					Rev. 1



Scale 1:500

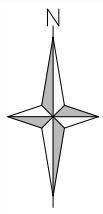
Vehicle and load profile



Shelter

CARRICK VIEW

165.2m



Notes:

1. This drawing is based on OS Mastermap data.
2. SLR takes no responsibility for the accuracy of this data.
3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
4. No engineering works have been included.
5. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the AIL vehicle.
6. Area of oversail identifies the minimum area which will be required to be cleared of all obstructions such as vegetation and street furniture.
7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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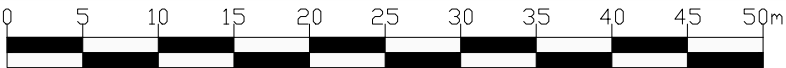
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
A76 Kilmarnock Road / Tarbolton Road junction,
Mauchline

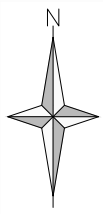
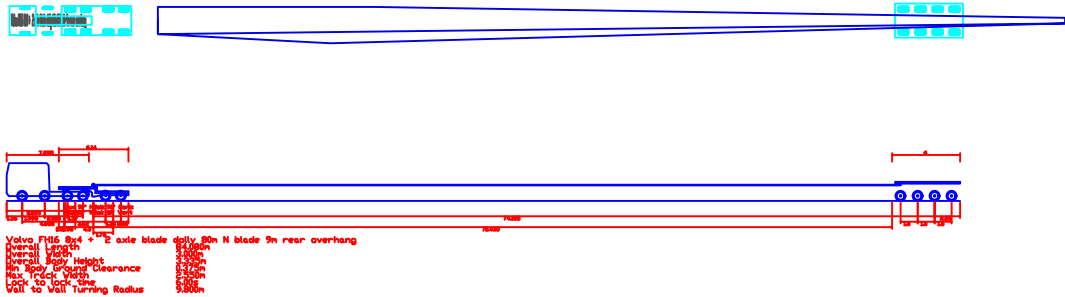
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Designed GK		Drawn GK		Checked IL	
				Authorised IL	
Date 08/06/26		Date 08/06/26		Date 08/06/26	
				Date 08/06/26	

Figure Number 413.057968.00001_1016	Rev. 1
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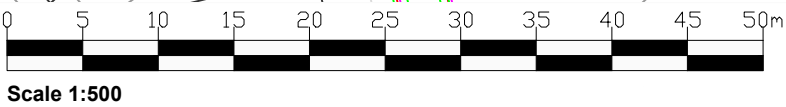
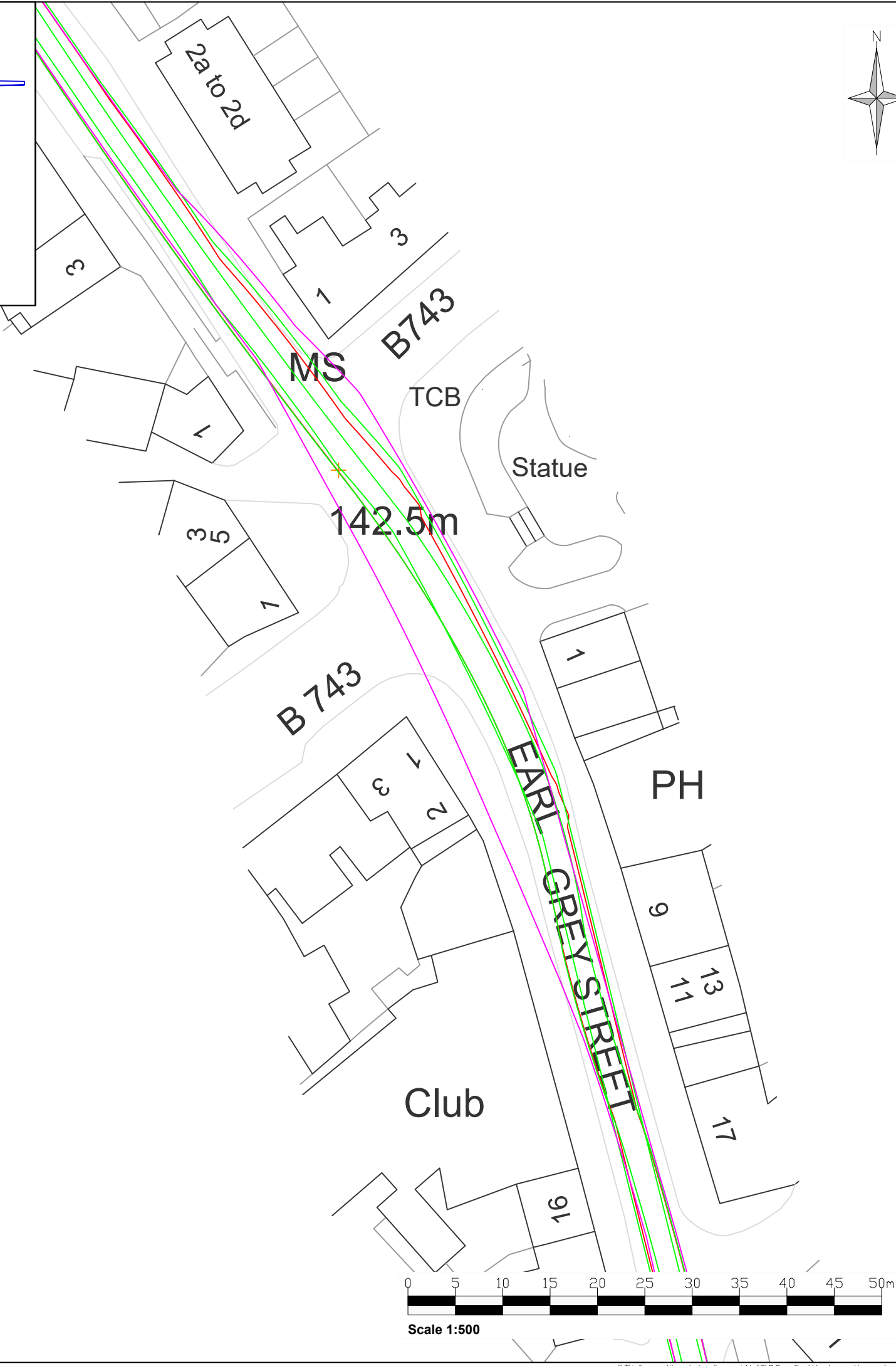
Scale 1:500

Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
 4. No engineering works have been included.
 5. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the AIL vehicle.
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 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope



Scale 1:500

Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. A76 / B743 junction, Mauchline					
Scale 1:500 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1017					Rev. 1



- | | |
|---------------|--|
| Notes: | <ol style="list-style-type: none"> This drawing is based on OS Mastermap data. SLR takes no responsibility for the accuracy of this data. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography. No engineering works have been included. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the A11 vehicle. Area of oversail identifies the minimum area which will be required to be cleared of all obstructions such as vegetation and street furniture. SPA has been undertaken utilising manual rear wheel steering. Limit of adoption if assumed between back of verge to back of verge. This should be confirmed with roads authority. |
|---------------|--|

Legend:

 Chassis and wheel path

 Vehicle envelope

— Load envelope

Rev	Amendments	Date	By	Chk	Auth
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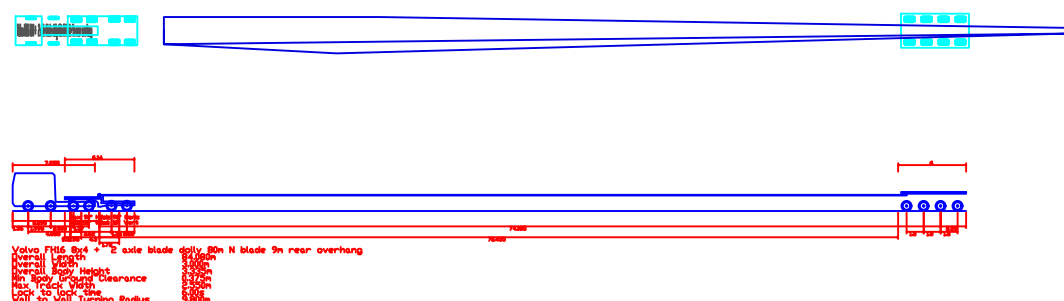
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
A76 / Mauchline Road 'Templeton Roundabout'

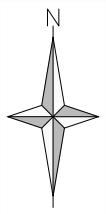
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Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1018					Rev. 1

Vehicle and load profile



0 10 20 30 40 50 60 70 80 90 100m

Scale 1:1,000



Notes:

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4. No engineering works have been included.
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7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

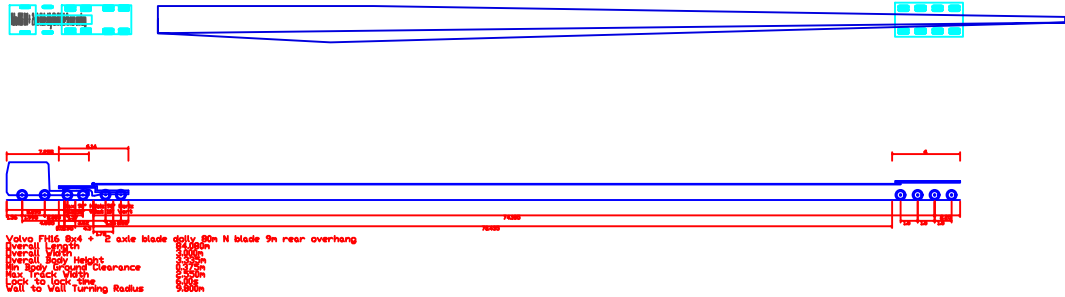
Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
A70 / A76 'Dettingen Roundabout'

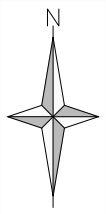
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Designed GK		Drawn GK		Checked IL	
				Authorised IL	
Date 08/06/26		Date 08/06/26		Date 08/06/26	
				Date 08/06/26	

Figure Number 413.057968.00001_1019	Rev. 1
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Vehicle and load profile



Scale 1:1,000



Notes:

1. This drawing is based on OS Mastermap data.
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7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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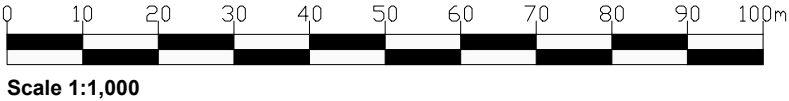
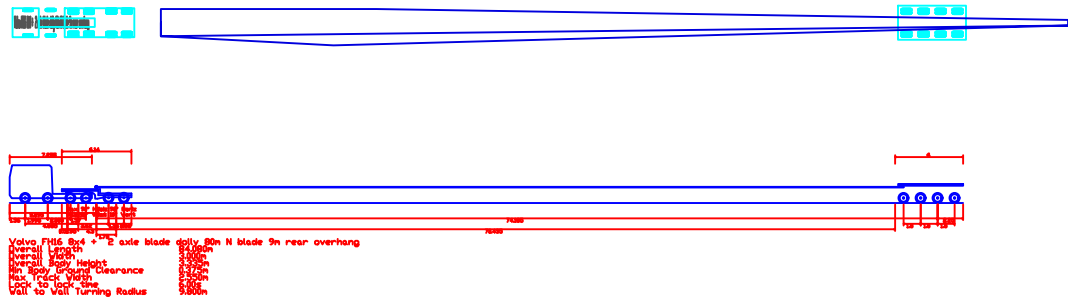
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
A76 / Glaisnock Road 'Skerrington Roundabout'

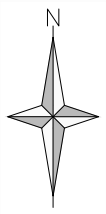
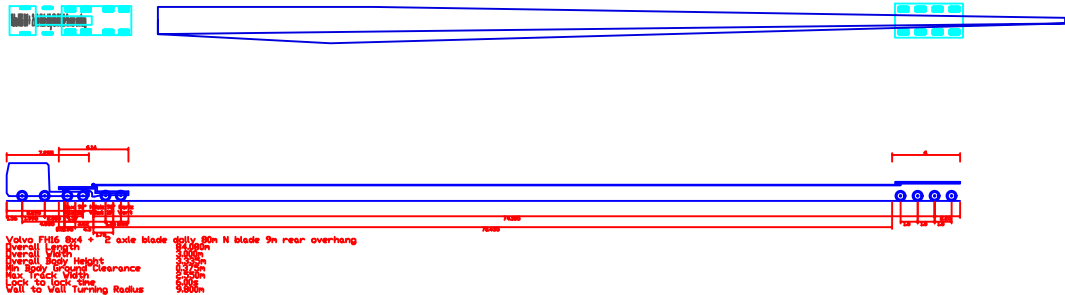
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Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
Figure Number 413.057968.00001_1020			Rev. 1

Vehicle and load profile



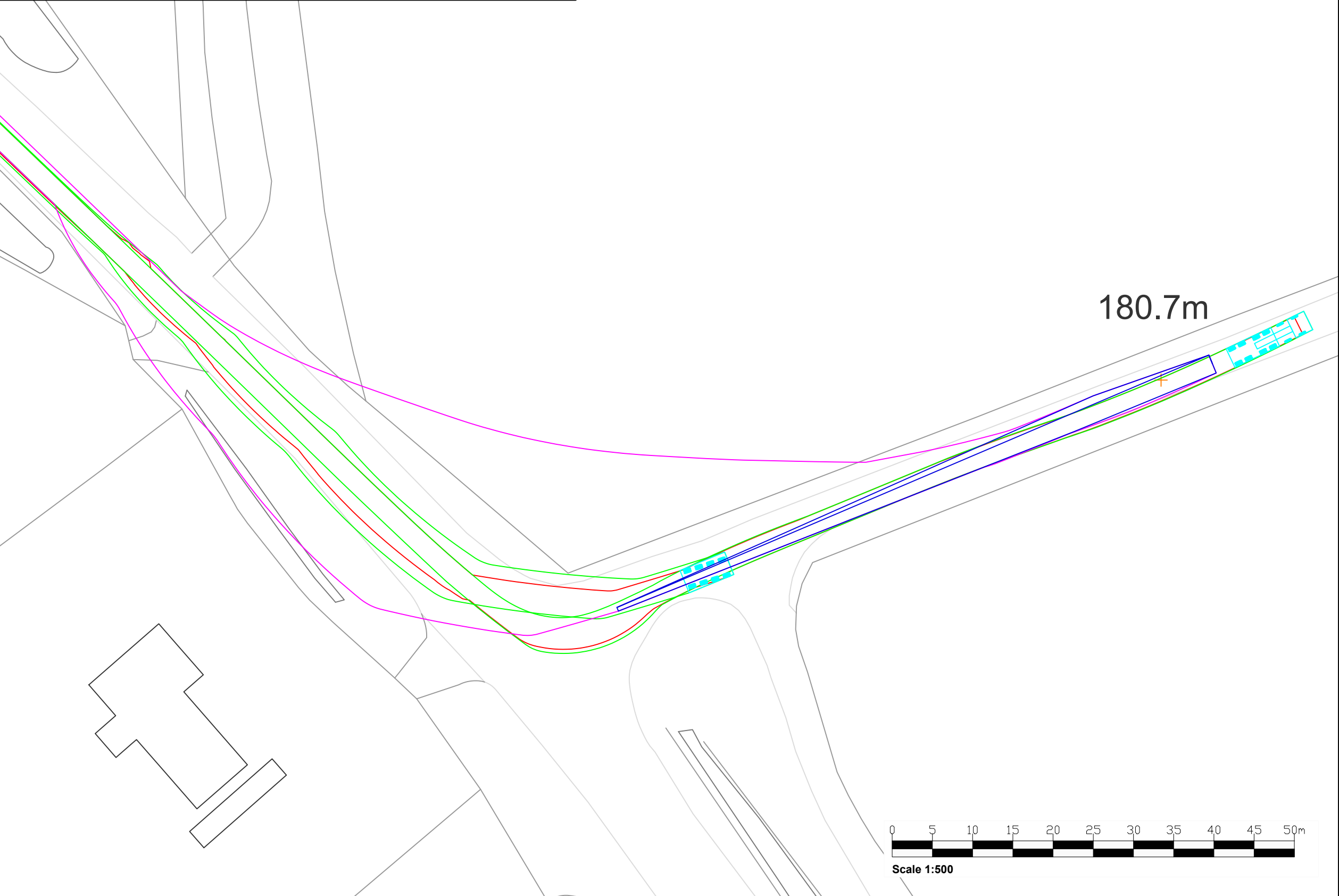
Scale 1:1,000

Vehicle and load profile



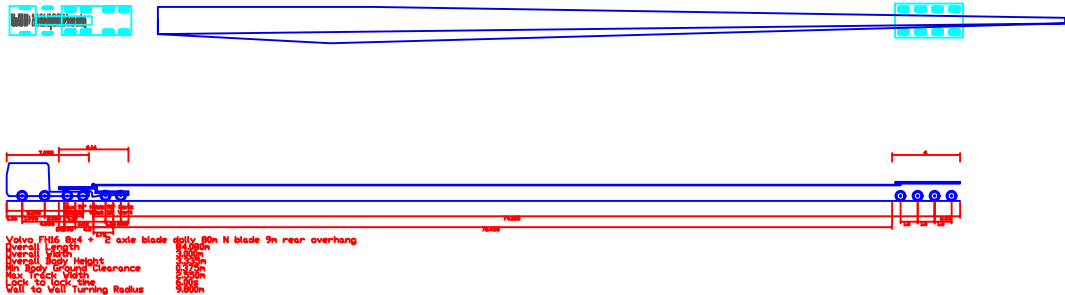
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge. This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

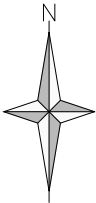


Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. A76 / Loganhill Road junction					
Scale 1:500 @ A3			SLR Project No. 413.057968.00001		
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1021					Rev. 1

Vehicle and load profile



186.5m



Notes:

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2. SLR takes no responsibility for the accuracy of this data.
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7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Overrun area required

Rev	Amendments	Date	By	Chk	Auth
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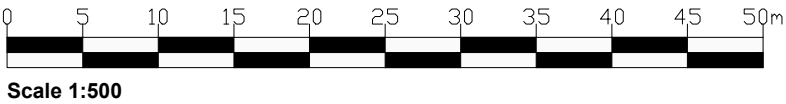
www.slrconsulting.com

Client
Brockwell Energy

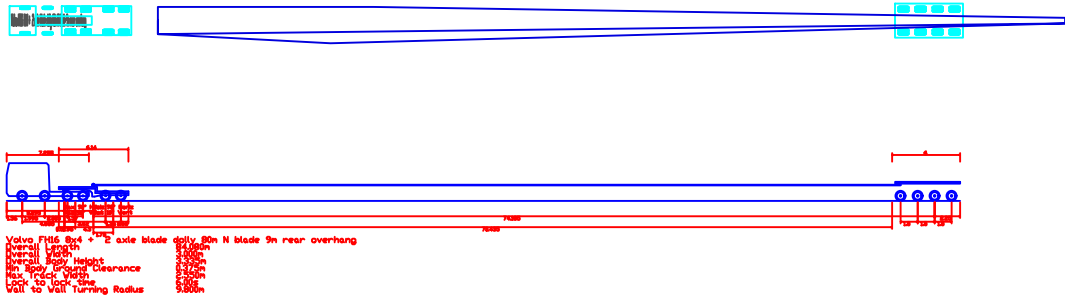
Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Loganhill Road at railway bridge

Scale 1:500	@ A3	SLR Project No. 413.057968.00001		
Designed GK	Drawn GK	Checked IL	Authorised IL	
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26	
Figure Number 413.057968.00001_1022				Rev. 1



Vehicle and load profile



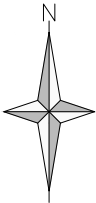
Pipe Bridge

Logangate Bridge

LOGANHILL ROAD

186.5m

Overrun area potentially required



Notes:

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Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Loganhill Road at Logangate Bridge

Scale 1:500	@ A3	SLR Project No. 413.057968.00001
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Designed GK	Drawn GK	Checked IL	Authorised IL
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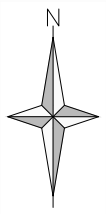
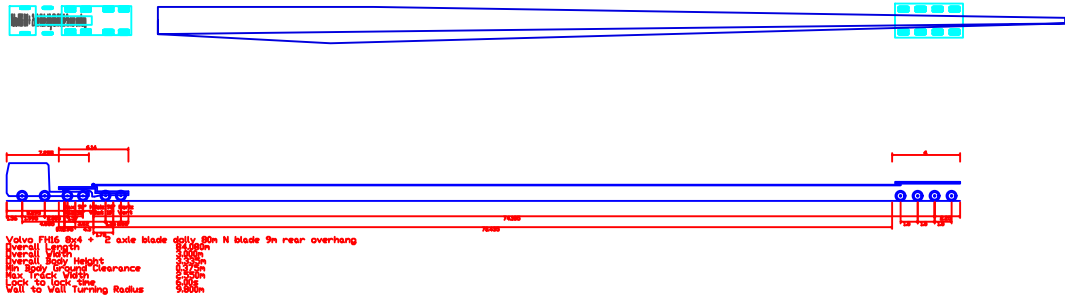
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
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Figure Number 413.057968.00001_1023	Rev. 1
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Scale 1:500

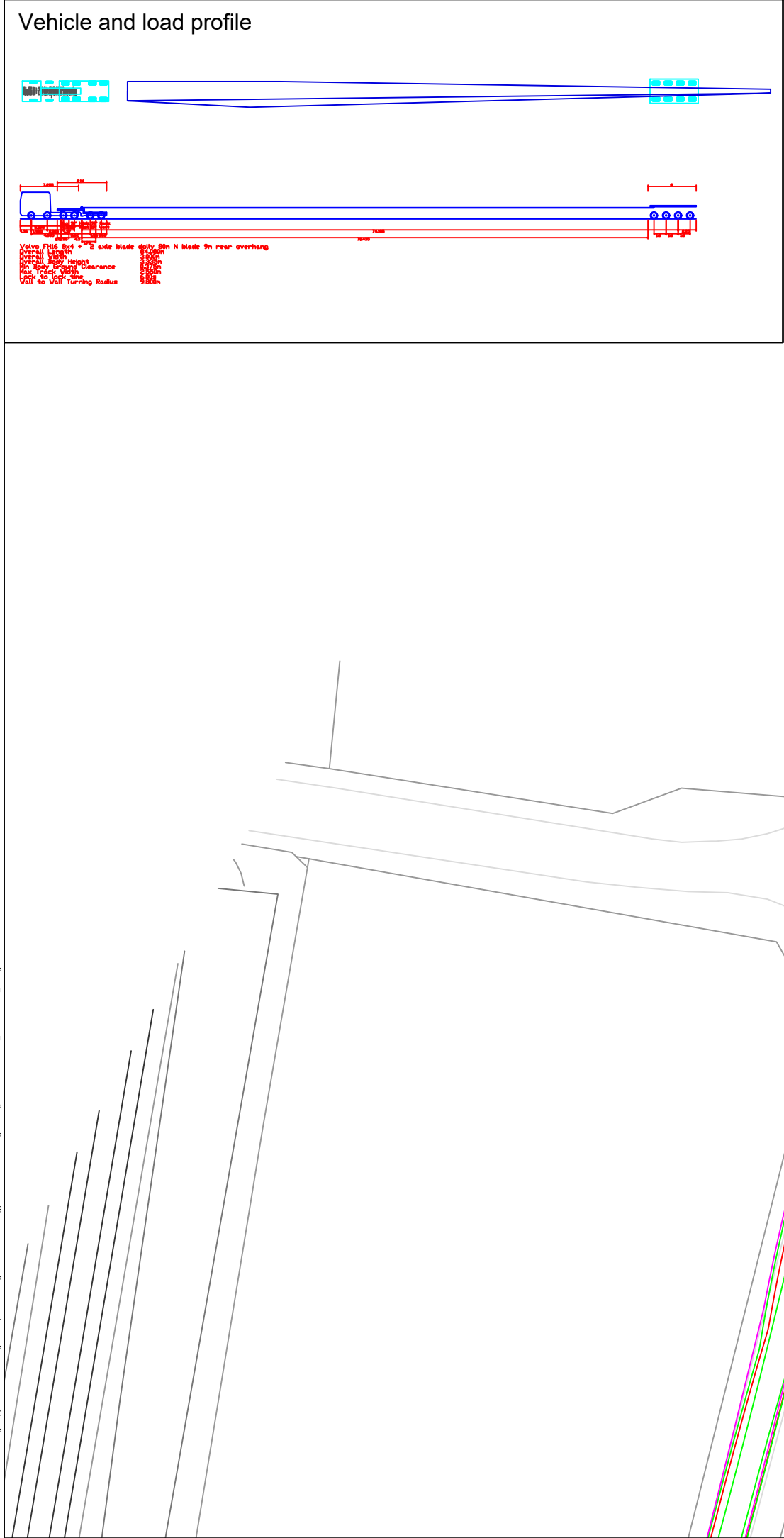
Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

\\slr-local\slr\Projects\Edinburgh\Opportunities\Edinburgh Transport Planning\Basis\Graeme\Energy\Dalrad SPA\Tracing drawing\413.057968.00001_1000 to 1032_A.dwg 31/07/2026



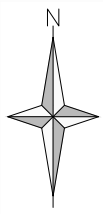
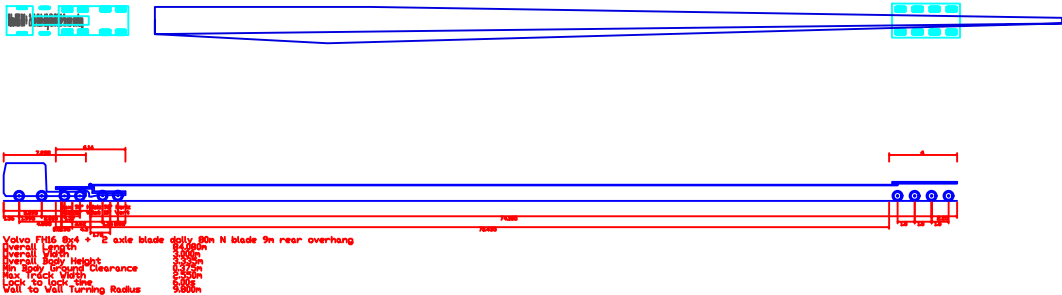
178.6m



Scale 1:500

Rev	Amendments	Date	By	Chk	Auth
 www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Loganhill Road at Craigens Road					
Scale 1:500		@ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1024				Rev. 1	

Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

174.0m

Overrun area required



Scale 1:500

Rev	Amendments	Date	By	Chk	Auth
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www.slrconsulting.com

Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Loganhill Road, 300m north of Craigens Road

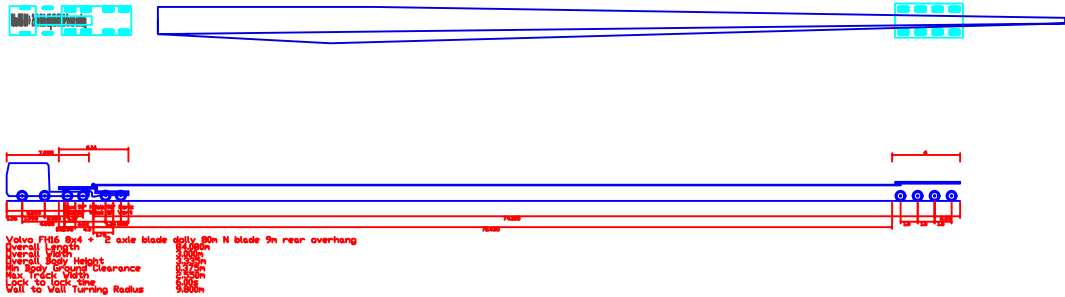
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Designed GK	Drawn GK	Checked IL	Authorised IL
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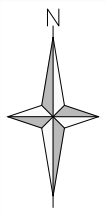
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
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Figure Number 413.057968.00001_1025	Rev. 1
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Vehicle and load profile



Sykeside Bridge



Notes:

1. This drawing is based on OS Mastermap data.
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8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth
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www.slrconsulting.com

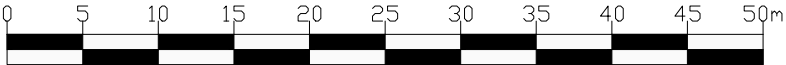
Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Loganhill Road at Sykeside Bridge

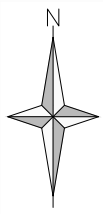
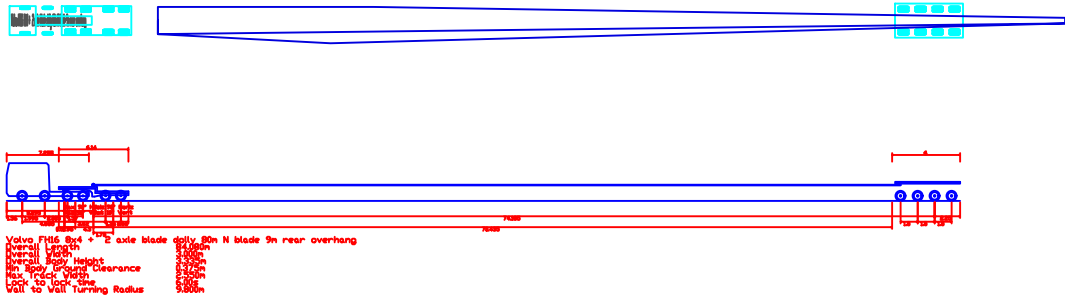
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Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

Figure Number 413.057968.00001_1026	Rev. 1
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Scale 1:500

Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
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 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

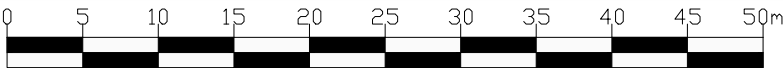
- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope

Overrun area required

Muirfield

Glendale

Stonepark



Scale 1:500

Rev	Amendments	Date	By	Chk	Auth
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www.slrconsulting.com

Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Loganfield Road at Muirfield, Glendale, and Stonepark

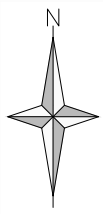
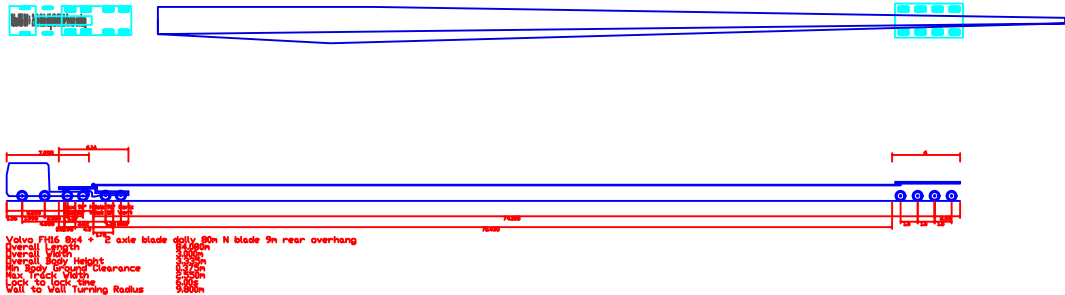
Scale 1:500	@ A3	SLR Project No. 413.057968.00001
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Designed GK	Drawn GK	Checked IL	Authorised IL
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Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26
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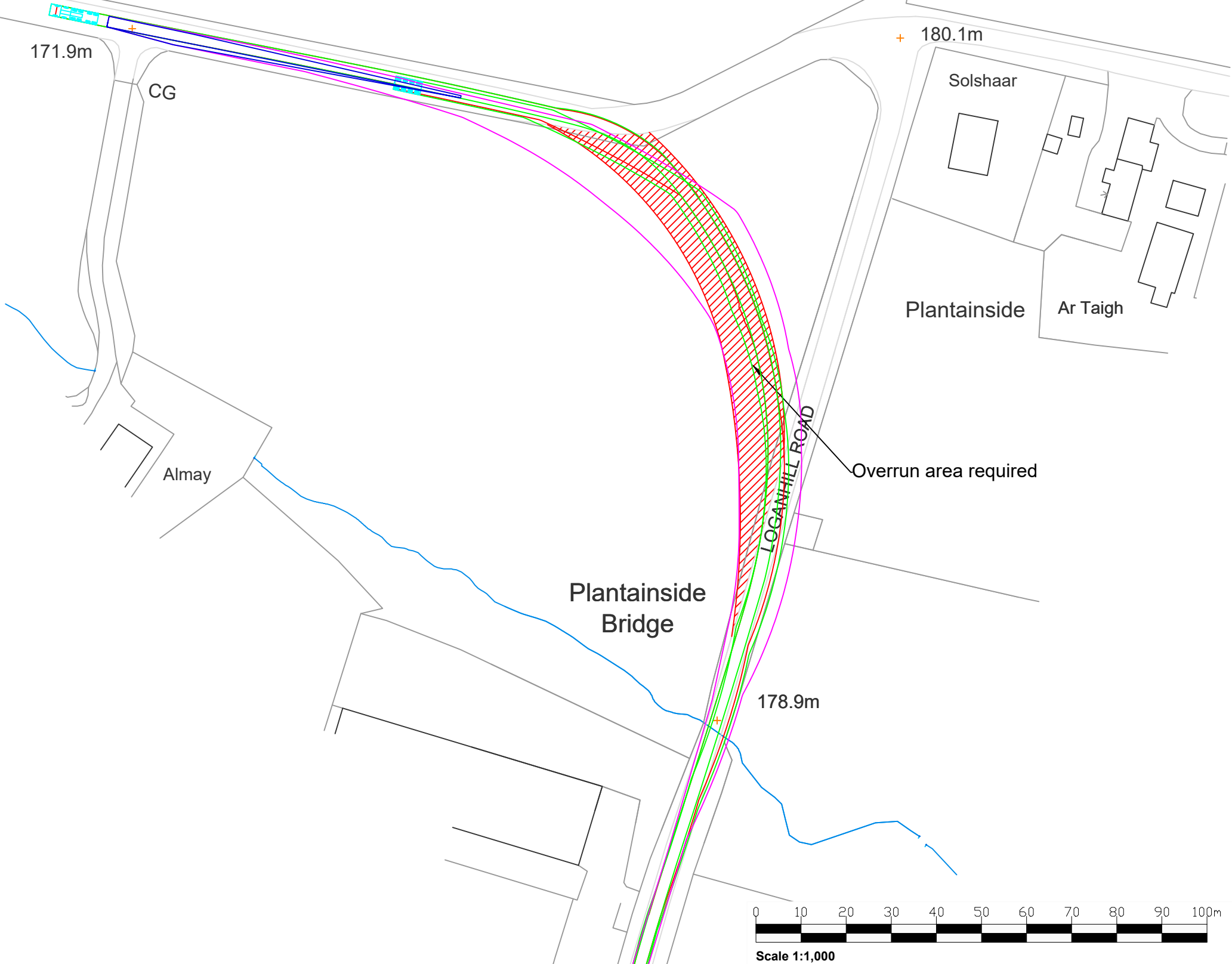
Figure Number 413.057968.00001_1027	Rev. 1
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Vehicle and load profile



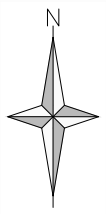
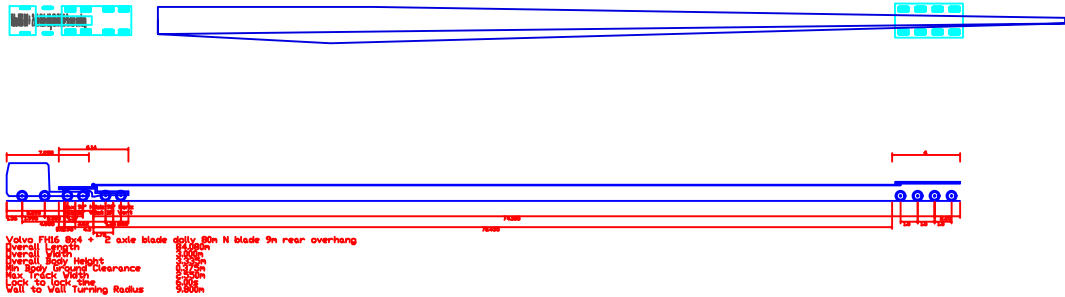
- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
 4. No engineering works have been included.
 5. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the AIL vehicle.
 6. Area of oversail identifies the minimum area which will be required to be cleared of all obstructions such as vegetation and street furniture.
 7. SPA has been undertaken utilising manual rear wheel steering.
 8. Limit of adoption if assumed between back of verge to back of verge.This should be confirmed with roads authority.

- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope



Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Loganhill Road / Glenmuir Water Road junction					
Scale 1:1000 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1028					Rev. 1

Vehicle and load profile



- Notes:**
1. This drawing is based on OS Mastermap data.
 2. SLR takes no responsibility for the accuracy of this data.
 3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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 7. SPA has been undertaken utilising manual rear wheel steering.
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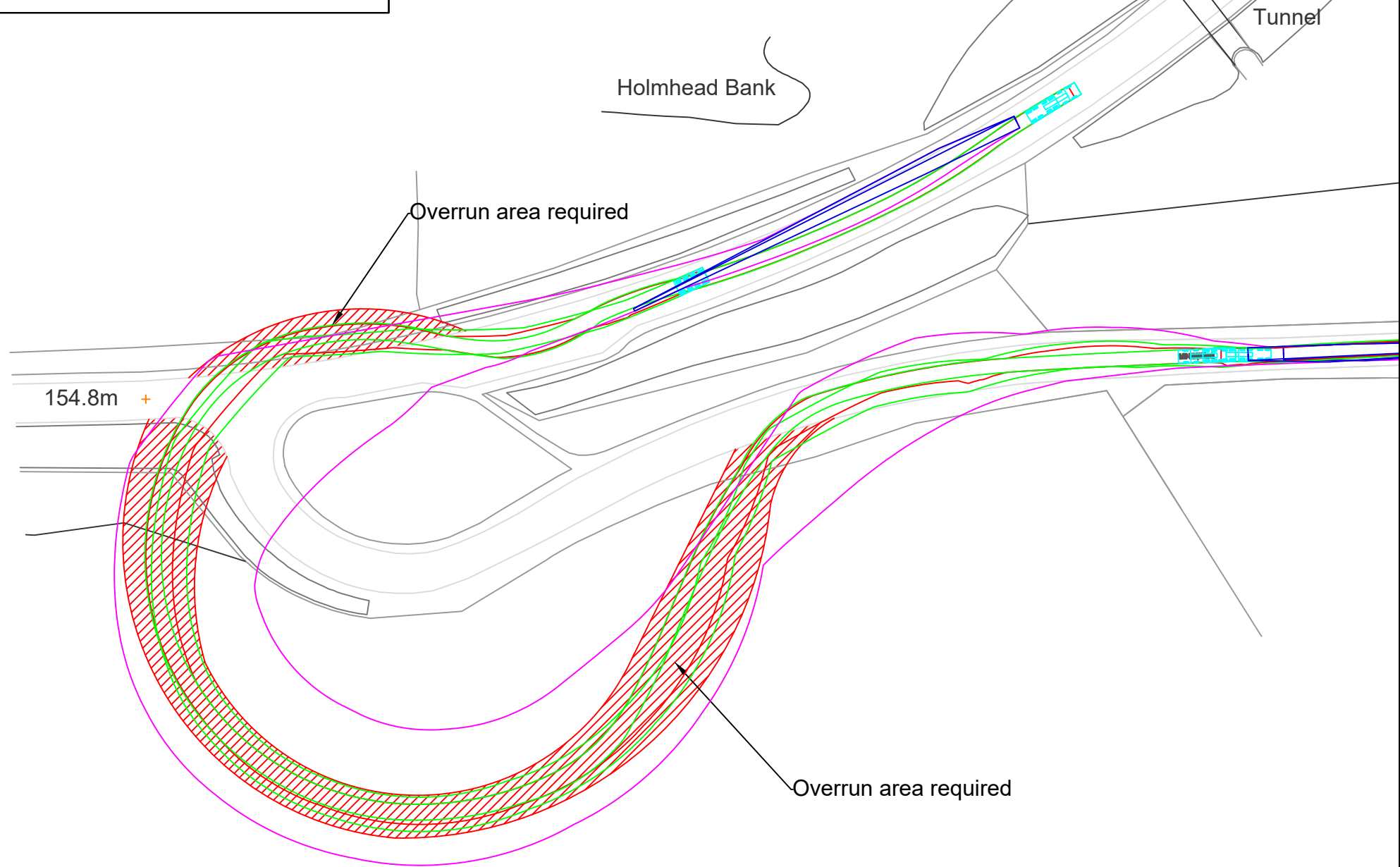
- Legend:**
- Chassis and wheel path
 - Vehicle envelope
 - Load envelope



Scale 1:1,000

Rev	Amendments	Date	By	Chk	Auth
www.slrconsulting.com					
Client Brockwell Energy					
Project Dalfad Wind Farm					
Figure Title Swept Path Analysis: 80m Blade. Glenmuir Road at Glenmuir Crescent					
Scale 1:1000 @ A3		SLR Project No. 413.057968.00001			
Designed GK	Drawn GK	Checked IL	Authorised IL		
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26		
Figure Number 413.057968.00001_1029					Rev. 1

Vehicle and load profile



Notes:

1. This drawing is based on OS Mastermap data.
2. SLR takes no responsibility for the accuracy of this data.
3. Sweep Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
4. No engineering works have been included.
5. Areas of overrun identifies the minimum area where construction of a suitable load bearing surface will be required for use by the AIL vehicle.
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7. SPA has been undertaken utilising manual rear wheel steering.
8. Limit of adoption if assumed between back of verge to back of verge. This should be confirmed with roads authority.

Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Rev	Amendments	Date	By	Chk	Auth



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Client
Brockwell Energy

Project
Dalfad Wind Farm

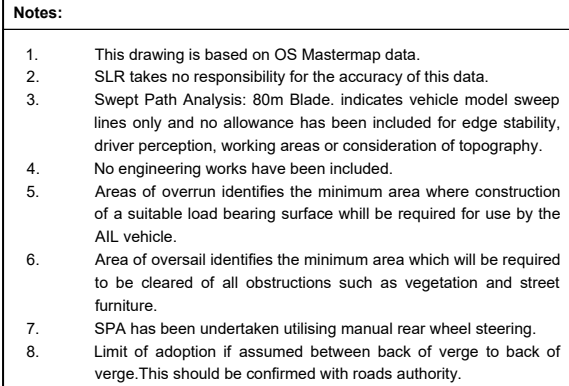
Figure Title
Swept Path Analysis: 80m Blade.
Glenmuir Road at A70 Muirkirk Road

Scale 1:1000 @ A3		SLR Project No. 413.057968.00001	
Designed GK	Drawn GK	Checked IL	Authorised IL
Date 08/06/26	Date 08/06/26	Date 08/06/26	Date 08/06/26

Figure Number
413.057968.00001_1030

Rev
1

Vehicle and load profile

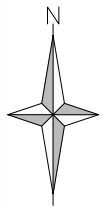
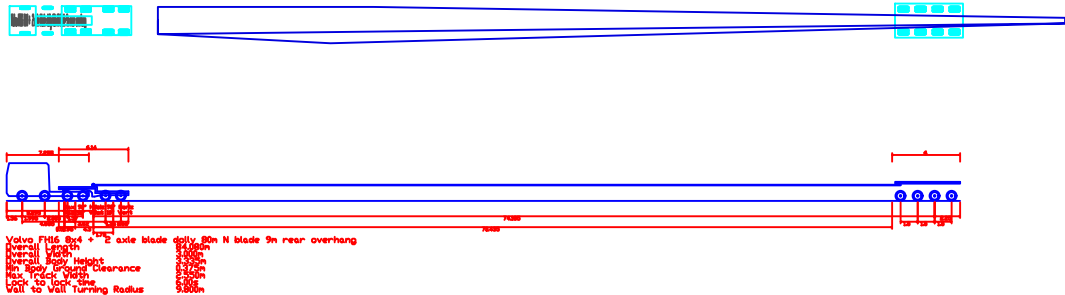


- Chassis and wheel path
- Vehicle envelope
- Load envelope

The map displays Muirkirk Road with several planning overlays. A red hatched area indicates a proposed development. Green and blue lines represent different planning boundaries. A blue area represents a watercourse. Labels include 'sebank', 'Bellow Mill', and '26'. A scale bar at the bottom right shows distances from 0 to 100m.

[illegible]

Vehicle and load profile



Notes:

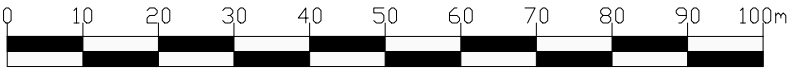
1. This drawing is based on OS Mastermap data.
2. SLR takes no responsibility for the accuracy of this data.
3. Swept Path Analysis: 80m Blade. indicates vehicle model sweep lines only and no allowance has been included for edge stability, driver perception, working areas or consideration of topography.
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Legend:

- Chassis and wheel path
- Vehicle envelope
- Load envelope

Overrun area required

7.9m



Scale 1:1,000

Rev	Amendments	Date	By	Chk	Auth
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Client
Brockwell Energy

Project
Dalfad Wind Farm

Figure Title
Swept Path Analysis: 80m Blade.
Muirkirk Road, Site Access

Scale 1:1000		@ A3		SLR Project No. 413.057968.00001	
Designed GK		Drawn GK		Checked IL	
				Authorised IL	
Date 08/06/26		Date 08/06/26		Date 08/06/26	
				Date 08/06/26	

Figure Number 413.057968.00001_1032	Rev. 1
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