

Pell Frischmann

Breezy Hill Energy Project

Technical Appendix 11.1: Annex A – Abnormal
Indivisible Load Route Survey

April 2025

10109034

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Contents

1	Introduction	1
1.1	Purpose of the Report.....	1
2	Site Background	2
2.1	Site Location	2
2.2	Candidate Turbine	2
2.3	Delivery Equipment.....	3
3	Access Route Review	5
3.1	Port of Entry	5
3.2	Proposed Access Route	5
3.3	Swept Path Assessment Results and Summary	19
3.4	Land Ownership.....	19
3.5	Off-site Weight Review	19
3.6	Off-site Summary Issues	20
4	Summary.....	21
4.1	Summary of Access Review	21
4.2	Further Actions.....	21

Figures

Figure 1	Site Location.....	2
Figure 2	Superwing Carrier Trailer	3
Figure 3	Seven-Axle Step Frame Trailer	3
Figure 4	Clamp Tower Trailer.....	4
Figure 5	Proposed Access Routes	5

Tables

Table 1	Turbine Components Summary.....	2
Table 2	AIL Route Constraint Summary	7
Table 3	ESDAL Contacts	20

Annexes

Annex A	Points of Interest
Annex B	Swept Path Assessments
Annex C	ESDAL Responses

1 Introduction

1.1 Purpose of the Report

Pell Frischmann Consultants Ltd (PF) has been commissioned by ITP Energised (Part of SLR) on behalf of Breezy Hill Energy Limited (the Applicant) to undertake a survey of an Abnormal Indivisible Load (AIL) delivery route for wind turbine loads associated with the construction and development of the proposed Breezy Hill Energy Project, located in the East Ayrshire Council (EAC) administrative area near the settlement of Rankinston, approximately 13 kilometres (km) southeast of Ayr, and approximately 5.5 km southwest of the town of Cumnock.

This report has been prepared to help inform the Applicant on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. The report is based on both a desktop study and site visit of the available access options and identifies the key issues associated with AIL deliveries, noting what remedial works, either in the form of physical works or as traffic management interventions will be required to accommodate the predicted loads.

The detailed assessment and subsequent designs of any remedial works are beyond the agreed scope of works between PF and the Applicant at this point in time.

It is the responsibility of the turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users and are in accordance with the relevant legislation at the time of delivery.

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2 Site Background

2.1 Site Location

The Proposed Development is located to the east of the settlement of Rankinston, approximately 13 km south-east of Ayr, and approximately 5.5 km south-west of the town of Cumnock, in East Ayrshire, Scotland.

The general site location is illustrated in **Figure 1** below.

Figure 1 Site Location



2.2 Candidate Turbine

The Applicant has indicated that they wish to consider Vestas V136 turbines with a tip height of 149.9 metres (m) for the purpose of this assessment. The details of the components have been provided by Vestas and are presented in **Table 1**. These are indicative component dimensions at this time and are subject to change.

Table 1 Turbine Components Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	66.77	4.04	2.75	15.7
Nacelle Housing	12.94	3.98	3.387	67.566
Top Tower	29.0	3.35	3.268	41.5
Mid Tower	28.84	3.65	3.35	58.5
Base Tower	21.726	(4.01) 3.65	3.65	73.5

The selection of the final turbine model and specification will be subject to a commercial procurement process following consent of the application. The assumed dimensions may therefore vary slightly from those assumed as part of this assessment; however, the turbine tip height will be no greater than 149.9 m.

2.3 Delivery Equipment

To provide a robust assessment scenario based on the known issues along the access route, it has been assumed that all blades would be carried on a Super Wing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six-axle step frame trailer.

Typical examples of the vehicles and trailers that are likely to transport loads are shown in **Figures 2 - 4**.

Figure 2 Superwing Carrier Trailer



Figure 3 Six-Axle Step Frame Trailer



Figure 4 Clamp Tower Trailer



These configurations are subject to confirmation by the chosen haulier at the time of their commissioning.

As the loads are classified as Special Order, due to a rigid length in excess of 30 m, a full Police Escort would be required along the full length of the route.

3 Access Route Review

3.1 Port of Entry

The nearest feasible and economical Port of Entry (POE) that can accommodate all of the proposed loads is King George V Dock (KGV) in Glasgow. KGV Dock has been used extensively for wind turbine component deliveries in the past, on projects such as Arecleoch, Kype Muir and Rigmuir Wind Farms.

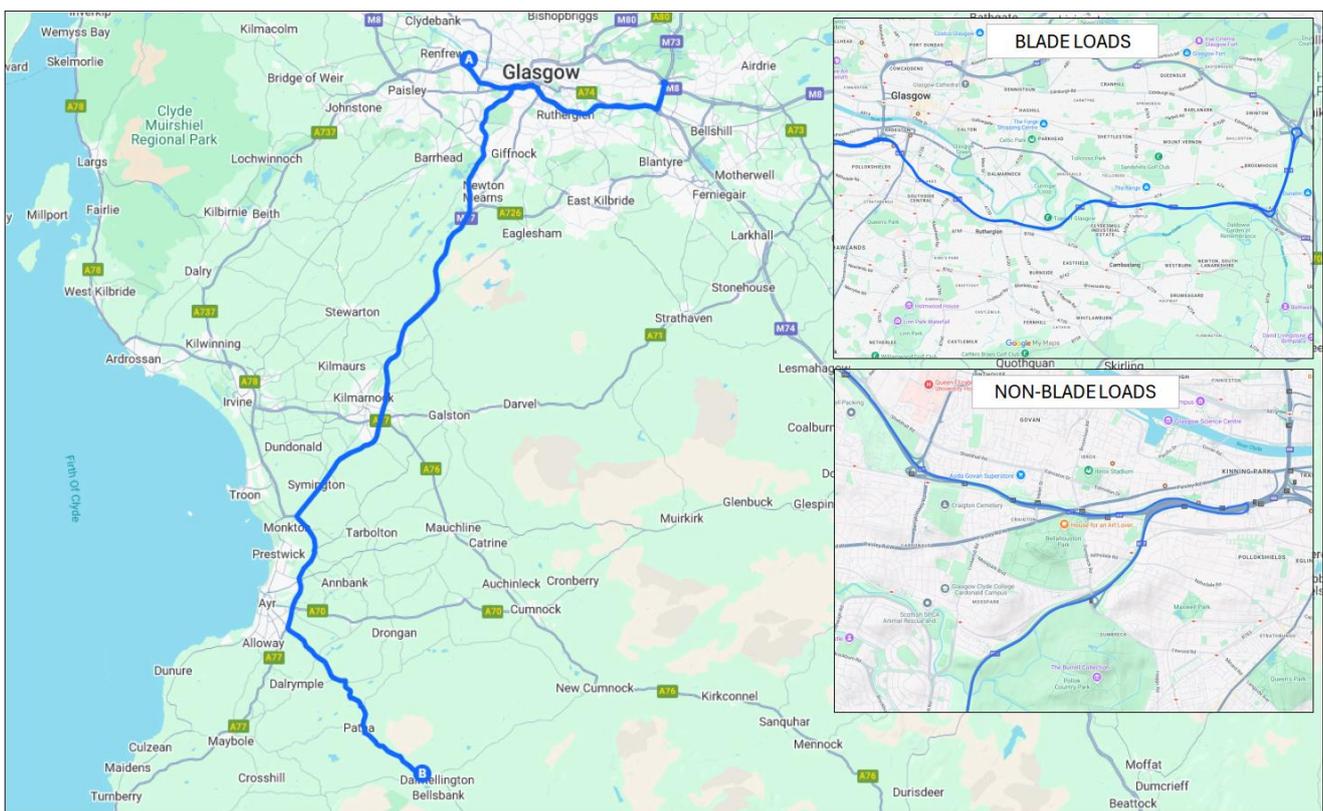
3.2 Proposed Access Route

The proposed access route reviewed for the purpose of preparing this AIL route survey is as follows:

- Loads will exit KGV Dock and travel straight on at three roundabouts continuing on Kings Inch Drive westbound;
- Loads will turn left and join M8 eastbound at Junction 25A;
- Blade loads will continue east on the M8, merging onto the M74 before departing at Junction 4 and joining the M73 northbound, exiting at M73 Junction 2 / M8 Junction 8;
- At M73 Junction 2 / M8 Junction 8, the loads will circumnavigate the roundabout, before rejoining the M73 southbound;
- Loads will then rejoin the M74 westbound at Junction 4, continuing westbound to merge onto the M8 westbound, before joining the M77 southbound at Junction 22;
- Non-blade loads will exit the M8 at Junction 21 use the Seaward Street Interchange to perform a U-turn and rejoin the M8 westbound before joining the M77 southbound at Junction 22;
- Loads will continue south on the M77 and merge onto A77 southbound to Bankfield Roundabout to the east of Ayr, taking the first exit and joining the A713 eastbound; and
- Loads would continue on the A713 to the north of Dalmellington where they would access the Proposed Development Park via an existing site access junction, previously used for North Kyle Wind Farm.

The proposed access routes are illustrated in **Figure 5**.

Figure 5 Proposed Access Routes



The constraints noted on the route are provided in **Table 2** below. These cover all constraints from the port exit through to the proposed site access junction. No consideration of the transport issues within the port have been undertaken within the report. Matters relating to the site access junction and within the Proposed Development Site are covered separately within the Environmental Impact Assessment (EIA) and Transport Assessment.

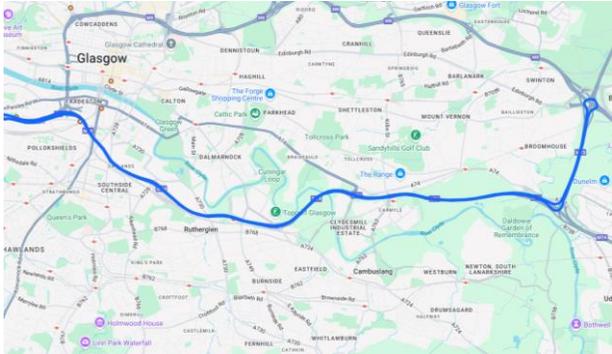
Plans illustrating the locations of the constraints / Points of Interest (POI) for the whole route are provided in **Annex A**, while those locations where a swept path assessment has been undertaken and are provided in **Annex B**.

Note, for full details of the required mitigation works at a POI location, please refer to the relevant drawing.

Table 2 AIL Route Constraint Summary

POI / Location	Works Required			Object Removal					Comments
	Overrun (OR)	Oversail (OS)	3rd Party Land (3PL)	Lighting Column (LC)	Utility Pole (UP)	Street Furniture (SF)	Vegetation (V)	Other (O)	
POI1: KGV Dock Exit 	✓	✓	-	-	-	✓	-	-	Loads will exit via the port gate and take the second exit at the roundabout to join Kings Inch Drive westbound. See swept path drawing SK01 included in Annex B .
POI2: Kings Inch Drive McDonald's Roundabout 	-	✓	-	-	-	-	-	-	Loads will take the second exit at the roundabout to continue on Kings Inch Drive westbound. See swept path drawing SK02 included in Annex B .

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI3: Kings Inch Drive Braehead Roundabout</p> 	-	-	-	-	-	-	-	-	<p>Loads will take the first exit at the roundabout to continue on Kings Inch Drive westbound.</p> <p>See swept path drawing SK03 included in Annex B.</p>
<p>POI4: Kings Inch Drive / Mayo Avenue Junction</p> 	-	✓	-	-	-	✓	-	✓	<p>Loads will turn left to exit Kings Inch Drive and join Mayo Avenue southbound.</p> <p>Other: Traffic Management required due to blade oversail of eastbound carriageway, escort / police to hold back oncoming traffic at junction.</p> <p>See swept path drawing SK04 included in Annex B.</p>
<p>POI5: M8 Merge</p> 	-	-	-	-	-	-	-	-	<p>Loads will pass under the M8 and join the M8 eastbound at Junction 25A. Junction is negotiable for loads.</p> <p>See swept path drawing SK05 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI6: M8 Junction 21 (Towers Only)</p> 	-	-	-	-	-	-	-	-	<p>All non-blade loads will depart the M8 at Junction 21. The junction is negotiable for the non-blade loads.</p> <p>Blade loads will continue eastbound on the M8.</p>
<p>POI7: Seaward Street Interchange (Towers Only)</p> 	✓	✓	-	-	-	✓	-	✓	<p>Non-blade loads will proceed around the interchange and join the M8 westbound.</p> <p>Other: Traffic Management required; loads will require access to all lanes of the interchange and no other vehicles should be permitted to enter the junction.</p> <p>See swept path drawing SK06 included in Annex B.</p>
<p>POI8: M8 / M74 / M73 (Blades Only)</p> 	-	-	-	-	-	-	-	-	<p>Seaward Street Interchange is not negotiable for blade loads; therefore, blade loads will continue eastbound on the M8 and M74 before departing at Junction 4 and continuing northbound on the M73 to Junction 2 with the M8. At the junction, the loads will circumnavigate the roundabout, before rejoining the M73 southbound. The junction is negotiable for the blade loads.</p> <p>Loads will then rejoin the M74 at Junction 4 continuing westbound. They will travel west before merging onto the M8 westbound and joining the M77 southbound at Junction 22. The junction is negotiable for the blade loads.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI9: M8 Junction 22 / M77</p> 	-	-	-	-	-	-	-	✓	<p>Loads will exit the M8 onto the slip road at Junction 22 and join the M77 southbound. The junction is negotiable for the loads.</p> <p>Other: Vehicle escorts must ensure that trailing traffic does not attempt to merge into the convoy at this location.</p> <p>Loads will merge onto A77 southbound.</p>
<p>POI10: A77 / A78 Dutch House Roundabout</p> 	-	-	-	-	-	-	-	-	<p>Loads will take the first exit at the roundabout to continue on the A77 southbound. The roundabout is negotiable for the loads.</p> <p>See swept path drawing SK07 included in Annex B.</p>
<p>POI11: A77 / A719 Sandyford Toll Roundabout</p> 	✓	✓	-	-	-	✓	✓	✓	<p>Loads will take the second exit at the roundabout to continue on the A77 southbound.</p> <p>Other: The central island of the roundabout must be lowered to carriageway level.</p> <p>See swept path drawing SK08 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI12: A77 / B743 / A719 Whitletts Roundabout</p> 	-	-	-	-	-	-	-	-	<p>Loads will take the second exit at the roundabout to continue on the A77 southbound. The roundabout is negotiable for the loads.</p> <p>See swept path drawing SK09 included in Annex B.</p>
<p>POI13: A77 / A70 Holmston Roundabout</p> 	-	✓	-	-	-	-	-	-	<p>Loads will take the second exit at the roundabout to continue on the A77 southbound.</p> <p>See swept path drawing SK10 included in Annex B.</p>
<p>POI14: A77 / A713 Bankfield Roundabout</p> 	-	✓	-	-	-	-	-	-	<p>Loads will take the first exit at the roundabout to join the A713 southbound.</p> <p>See swept path drawing SK11 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI15: A713 / Dalmellington Road Junction</p> 	-	-	-	-	-	-	-	✓	<p>Loads will continue on the A713 through the Dalmellington Road signalised junction.</p> <p>Other: Traffic Management required, recommended that loads perform a contraflow manoeuvre at the junction to avoid the requirement for mitigation works.</p>
<p>POI16: A713 Boneston Bridge</p> 	-	-	-	-	-	-	-	✓	<p>Loads will continue on the A713 southbound over Boneston Bridge.</p> <p>There is a historic weight restriction on the rail bridge. It is understood that remedial measures have been put in place by Vattenfall to allow safe movement however this should be confirmed in advance. The Ayrshire Roads Alliance have been contacted as part of the ESDAL review to confirm that no further works are required to the structure for the proposed loads.</p>
<p>POI17: A713 / Craigs Road Right Bend</p> 	✓	✓	-	-	-	✓	✓	-	<p>Loads will continue on the A713 southbound around a right-hand bend past the junction for Craigs Road.</p> <p>Existing overrun area to be utilised and extended. See swept path drawing SK12 included in Annex B.</p> <p>Note: Some of the existing street furniture is socketed.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
POI18: A713 Right Bend 1 at Holehouse Cottage 	-	✓	-	-	-	✓	✓	-	Loads will continue on the A713 southbound around a right-hand bend at Holehouse Cottage. See swept path drawing SK13 included in Annex B .
POI19: A713 Right Bend 2 at Holehouse Cottage 	-	✓	-	-	-	-	✓	-	Loads will continue on the A713 southbound around a right-hand bend at Holehouse Cottage. See swept path drawing SK14 included in Annex B .
POI20: A713 Holehouse Junction Left Bend 	-	✓	-	-	-	✓	-	-	Loads will continue on the A713 southbound around a left-hand bend at Holehouse Junction. See swept path drawing SK15 included in Annex B .

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI21: A713 Holehouse Railway Bridge</p> 	✓	✓	✓	-	-	✓	✓	-	<p>Loads will continue on the A713 southbound around a series of bends over Holehouse railway bridge.</p> <p>See swept path drawing SK16 included in Annex B.</p> <p>Note: Some of the existing street furniture is socketed.</p>
<p>POI22: A713 Right Bend at Smithston Cottages</p> 	✓	✓	-	-	-	✓	✓	✓	<p>Loads will continue on the A713 southbound around a right-hand bend at Smithston Cottages.</p> <p>Other: Drainage ditch in verge to be culverted for overrun area.</p> <p>See swept path drawing SK17 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI23: A713 Smithston Lower Bridge</p> 	-	✓	-	-	-	-	-	-	<p>Loads will continue on the A713 heading southeast over Smithston Lower Bridge and around a right-hand bend.</p> <p>See swept path drawing SK18 included in Annex B.</p>
<p>POI24: A713 Smithston Sewage Works</p> 	✓	✓	-	-	-	✓	✓	-	<p>Loads will continue on the A713 heading southeast around a left-hand bend at Smithston sewage works.</p> <p>See swept path drawing SK19 included in Annex B.</p>
<p>POI25: A713 Right Bend at Polnessan</p> 	-	✓	-	-	-	-	✓	-	<p>Loads will continue on the A713 heading southeast around a right-hand bend at Polnessan.</p> <p>See swept path drawing SK20 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI26: A713 Right Bend at Polnessan Upper Bridge</p> 	-	✓	-	-	-	-	✓	-	<p>Loads will continue on the A713 heading southeast around a right-hand bend at Polnessan Upper Bridge.</p> <p>See swept path drawing SK21 included in Annex B.</p>
<p>POI27 & 28: A713 Double Bend north of Patna</p> 	-	✓	-	-	-	-	-	-	<p>Loads will continue on the A713 heading south around two bends to the north of Patna.</p> <p>See swept path drawing SK22 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI29: A713 Right Bend at Hillside Junction</p> 	-	✓	-	-	-	-	-	-	<p>Loads will continue on the A713 heading southeast around a right-hand bend at Hillside Junction.</p> <p>See swept path drawing SK23 included in Annex B.</p>
<p>POI30: A713 Dalmellington Road Left Bend</p> 	-	✓	-	-	-	-	✓	-	<p>Loads will continue on the A713 heading southeast around a left-hand bend.</p> <p>See swept path drawing SK24 included in Annex B.</p>

POI / Location	OR	OS	3PL	LC	UP	SF	V	O	Comment
<p>POI31: A713 / Proposed Site Access</p> 	✓	✓	-	-	-	-	✓	✓	<p>Loads will turn left from the A713 into the site access junction.</p> <p>Other: It is assumed that the existing site access junction for North Kyle Wind Farm will be retained in its current form to allow access to the Proposed Development. However should any changes be made to the existing access arrangement, the junction should be upgraded to turbine manufacturer standards for AIL delivery. The existing load bearing surface should be utilised and extended as required.</p> <p>See swept path drawing SK25 included in Annex B.</p>
<p>ALL ROADS MUST ADHERE TO THE TURBINE MANUFACTURER’S SPECIFICATIONS FOR THE SELECTED TURBINE MODEL. ANY DEVIATION FROM THESE GUIDELINES MUST BE AGREED WITH THE MANUFACTURER AND THEIR APPOINTED HAULAGE CONTRACTOR.</p> <p>ALL RUNNING CHANNELS MUST BE CLEAR OF VEGETATION / OBSTRUCTIONS, IN LINE WITH THE TURBINE MANUFACTURER’S GUIDELINES, FOR THE SELECTED TURBINE MODEL.</p> <p>A REVIEW OF HEIGHT CLEARANCES SHOULD BE UNDERTAKEN WITH UTILITY PROVIDERS AND THE TRANSPORT AGENCIES ALONG THE ENTIRE ROUTE TO ENSURE THAT THERE IS SUFFICIENT SPACE TO ALLOW FOR LOADS PLUS SUFFICIENT FLASHOVER PROTECTION TO ELECTRICAL INSTALLATIONS.</p> <p>PELL FRISCHMANN WOULD RECOMMEND A TRIAL RUN IS UNDERTAKEN ALONG THE ENTIRE ACCESS ROUTE TO CONFIRM THE ABOVE WORKS.</p>									

3.3 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in **Annex B** for review. The drawings illustrate tracking undertaken for the worst-case loads at each location. The colours illustrated on the swept paths are:

- Grey / Black – OS / Topographical Base Mapping;
- Green – Vehicle body outline (body swept path);
- Red – Tracked pathway of the wheels (wheel swept path); and
- Purple – The oversail tracked path of the load where it encroaches out with the trailer (load swept path).

Where mitigation works are required, the extents of overrun and oversail areas are illustrated on the swept path assessment drawings. Additional land areas to those indicated in the drawings may be required to facilitate the construction of the proposed physical mitigation measures depending on the site conditions and topography. The extent of any additional areas required to construct mitigation works highlighted within this study and the detailed design of said mitigation works is outwith the scope of this study and should be confirmed on detailed topographical survey data.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, CAD based aerial mapping and historic topographical data, there can be errors in these data sources.

Where provided by the client, topographical data has been utilised. Please note that PF cannot accept liability for errors on the data source, be that OS base mapping, aerial mapping, historic topographical surveys or client supplied data. Mapping has been augmented with aerial imagery for illustration only. The accuracy of this mapping cannot be confirmed by PF.

Please note that turbine supplier guidance suggests that the minimum road width for the safe transport of ALL components is 4.5 m. All public roads and onsite access tracks should comply with this standard unless a relaxation has been agreed with suppliers.

The need to widen public roads will require engagement with the relevant road authority(s) and may constitute permanent or temporary surfacing.

3.4 Land Ownership

A review of third-party land should be undertaken by the client to ensure that no additional land rights are required to enable deliveries or mitigation works. PF accepts no responsibility for the accuracy of land ownership assumptions, all of which should be confirmed across the entire access route by a qualified land agent.

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. In these locations, the general rule is that the area of adoption is between established fence / hedge lines or a maximum 2 m from the road edge. This can vary between areas and location.

3.5 Off-site Weight Review

A review of the structures on the proposed access routes has been undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) database. No constraints were identified on the database at this time, using the Highways Agency website www.esdal.com. This however does not confirm the suitability or otherwise of the structures and a full review of these structures will be required with the relevant agencies via the contacts in the

database, when the candidate turbine has been confirmed. For information, the relevant ESDAL contacts are noted in **Table 3**.

Table 3 ESDAL Contacts

Organisation	Email Address
Amey (South West Scotland)	swabloads@amey.co.uk
Glasgow City Council	abnormalloads@glasgow.gov.uk
M8 DBFO (Scottish Roads Partnership)	m8dbfo.abloads@amey.co.uk
Connect M77/GSO PLC	M77DBFOAbnormalLoads@balfourbeatty.com
East Renfrewshire Council	david.mitchell@eastrenfrewshire.gov.uk
Ayrshire Roads Alliance (on behalf of East Ayrshire Council and/or South Ayrshire Council)	abloads@ayrshireroadsalliance.org
Network Rail	AbnormalLoadsEnquiries@networkrail.co.uk / abloadsesdal@networkrail.co.uk
Historic Rail Estate	rsgbrb@jacobs.com
Scottish Canals	SCAbnormal.Loads@scottishcanals.co.uk
Police Scotland	OSDAbnormalLoadsScotland@scotland.police.uk

Where responses have been received, these are contained in **Annex C**. Where no response has been received, it is assumed that no constraints are in place at this time.

3.6 Off-site Summary Issues

It is strongly suggested that following a review of this document, the Applicant should undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- That any necessary topographical surveys are undertaken, and that swept path assessments are repeated;
- A review of axle loading on structures along the entire access route with the various road agencies is undertaken immediately prior to the loads being transported in case of last-minute changes to structures;
- A review of height clearances with utility providers and the transport agencies along the route to ensure that there is sufficient space to allow for loads plus sufficient flashover protection (to electrical installations);
- That any verge vegetation and tree canopies that may foul with the loads are trimmed prior to the deliveries;
- That a review of potential roadworks and/or closures is undertaken once the delivery schedule is established in draft form; and
- That a condition survey is undertaken to ascertain the extent of any road defects prior to loads commencing to protect the Applicant from spurious damage claims.

4 Summary

4.1 Summary of Access Review

Pell Frischmann Consultants Ltd (PF) has been commissioned by ITP Energised (Part of SLR) on behalf of Breezy Hill Energy Limited (the Applicant) to prepare a Route Survey Report, to examine the issues associated with the transport of AIL turbine components to the proposed Breezy Hill Energy Project.

This report identifies the key points and issues associated with the proposed route and outlines the issues that will need to be considered for successful delivery of components.

The report is presented for consideration to the Applicant. Various road modifications, structural reviews and interventions are required to successfully access the site. If these are undertaken, access to the proposed wind farm site is considered feasible for Vestas V136 turbines.

4.2 Further Actions

The following actions are recommended to examine the transport and access constraints further:

- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Abnormal Load Transport Management Plan to assist in transporting the proposed loads. Further details in this regard are included in **Chapter 11: Access, Traffic and Transport** of EIA Report Volume 1 and **Technical Appendix 11.1 Transport Assessment**.

Annex A Points of Interest

An electronic version of the POI plans can be found here:

<https://www.google.com/maps/d/edit?mid=1B2kYRZmnnNh3by0N1ytSEFCm17edt0&usp=sharing>

