Annex B: AIL Route Survey Report

Pell Frischmann

Novar 1 Wind Farm Repowering

Annex B: Abnormal Indivisible Load Route Survey

September 2026

10109487

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Novar 1 Wind Farm Repowering
Annex B: Abnormal Indivisible Load Route Survey

Executive Summary

Pell Frischmann Consultants Ltd. (PF) has been commissioned by Beaufort Wind Ltd. (BWL), a subsidiary of Nadara Ltd. (the 'Applicant') to undertake a Route Survey Review (RSR) to examine the points associated with the transport of wind turbine Abnormal Indivisible Loads (AIL) for the proposed Novar 1 Wind Farm Repowering (the 'Proposed Development'), located between Glen Glas and Strath Rusdale in The Highland Council (THC) administrative area.

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

The access review has been based upon Vestas V162 99 metre (m) hub height wind turbine components and has been undertaken on the basis of a Super Wing Carrier (SWC) and a tower clamp trailer.

Due to the transport configurations being classified as Special Order, in accordance with the Water Preferred Policy, Port of Nigg has been considered as Port of Entry (POE) for the project as it is the closest marine facility to Site capable of dealing with this size of cargo. Also, due to the Special Order classification of the loads, full Police escort will be required along the length of all routes from Port of Nigg to Site.

The route travels north on B9175 from Port of Nigg to Nigg Roundabout where the loads will join the A9 westbound. The loads continue west along the A9 to the B9176 junction at Skiach Services. This section of route is considered negotiable with areas of temporary load bearing surface, ground build-up works, street furniture removals, parking restrictions; and tree and vegetation clearance.

Loads will turn right onto B9176 northbound where third-party land uptake is required to the southern side of the A9 in order to avoid conflict between the loads and a raised embankment to the inside of the turn. Clearance between the loads and this embankment is to be confirmed during test run or on topographical survey base data. Street furniture removals, areas of temporary load bearing surface; and tree and vegetation clearance are also required at this junction.

The loads will then turn left onto B817 southbound and travel around a left-hand bend. On approach to the junction, the blade tip is to oversail beyond the eastern highway boundary and above a section of railway line, for which permission is required from Network Rail. Street furniture removals, areas of temporary load bearing surface; and tree and vegetation clearance are also required at this junction and it is recommended that land searches are undertaken to confirm the extent of the adopted highway.

Loads will continue on B817 southbound before turning right onto the Site access track. The existing junction is not negotiable for the loads, therefore, a new junction is to be designed and constructed. Third-party land uptake is required to facilitate along with vegetation clearance, parking restrictions and street furniture removals.

A review of the current structural capability of the routes has been carried out, however, responses had not been received from THC at the time of writing this report, therefore, the whole route has not been confirmed as structurally capable of accommodating the AILs.

No consideration has been given to the on Site design requirements as part of this report.

The report is presented to the Applicant for consideration. Various road modifications and interventions are required to successfully access the Site. If these are assessed, approved and undertaken, access to the Site is considered feasible.

Further Actions

The following actions are recommended to pursue the transport and access issues 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;
- Undertake topographical survey at the identified locations and repeat the swept path assessments to confirm mitigation measures;

- Develop detailed junction designs at the identified locations;
- Obtain responses from THC on current structural capability of the route to accommodate proposed AILs;
- Conduct a test run to confirm negotiability and identified mitigation measures;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan (TMP) to assist in transporting the proposed loads.

1 Introduction

Pell Frischmann Consultants Ltd. (PF) has been commissioned by Beaufort Wind Ltd. (BWL), a subsidiary of Nadara Ltd. (the 'Applicant') to undertake a Route Survey Review (RSR) to examine the issues associated with the transport of wind turbine Abnormal Indivisible Loads (AIL) for the proposed Novar 1 Wind Farm Repowering (the 'Proposed Development'), located between Glen Glas and Strath Rusdale in The Highland Council (THC) administrative area.

The RSR 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 and examines the issues associated with transport along the whole of the access route from the port to the Site access junction.

The access review identifies the key issues associated with AIL deliveries and notes that 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 (depending upon contract). 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 line with the relevant legislation at the time of delivery.

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2 Definitions & Terminology

2.1 Definition of Abnormal Indivisible Load

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

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

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

2.2 Legislation

Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. The category known as AIL covers those vehicles where the gross weight exceeds 44 tonnes. An AIL is defined as that which cannot be carried under Construction and Use (C&U) Regulations. Items which, when loaded on the load carrying vehicle, exceed the weights encompassed by the C&U Regulations, but do not exceed Special Order Permission Limits are governed by Special Types General Order (STGO) Categories 1 to 3 depending on size.

Where dimensions exceed 6,100 mm in width, 30,000 mm in rigid length or 150 tonnes gross weight, a Special Order from NH is required.

Special Order category AIL movements are authorised by the NH Abnormal Loads team, an executive agency of the Department for Transport, based in Birmingham.

2.3 Water Preferred Policy

The Department for Transport has adopted a 'water-preferred' policy for the transport of AILs. This means that, where an application is sought for the movement of a Special Order or VR1 category load (more than 5.0 m width) by road, the Department, via NH and Transport Scotland (TS), will turn down the application where it is feasible for a coastal or inland waterway route to be used instead of road.

NH advise that this decision is based on a number of factors including whether the load is divisible, the availability of a suitable route, the amount of traffic congestion that is likely to be caused and the justification for the load to be moved.

The NH Abnormal Loads Team is the department responsible for the authorisation of Special Order AILs and government policy is that the closest available port of access should be used for the delivery of such oversized items.

2.4 Third-Party Land & 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 clear boundary where the road agency holds the maintenance rights for the land. In urban areas, this is 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 clearly identifiable. In these locations, the general rule is that the area of adoption is between established field boundary lines or a maximum 2 m from the road edge. This can vary between area and location.

2.5 Abbreviations

AIL	Abnormal Indivisible Load
C&U	Construction and Use
ESDAL	Electronic Service Delivery for Abnormal Loads
LHA	Local Highway Authority
NH	National Highways
OS	Ordnance Survey
PF	Pell Frischmann Consultants Ltd
POE	Port Of Entry
the Applicant	the Applicant UK Ltd
RSR	Route Survey Review
SPA	Swept Path Assessment
STGO	Special Types General Order
SWC	Super Wing Carrier
TS	Transport Scotland

3 Candidate Turbine

The Applicant has indicated that they wish to consider the Vestas 162 turbines at a hub height of 99 m and a tip height of 180 m for the purposes of this assessment. The details of the components that have been provided by Vestas are detailed in **Table 3-1**. Note these are indicative component dimensions at this time and are subject to change.

Table 3-1: Turbine Component Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
V162 Blade	79.970	4.460	3.800	34.96
Base Tower	12.310	4.197	4.197	95.00
Mid Tower 1	22.680	4.185	4.197	93.00
Mid Tower 2	28.280	4.173	4.185	78.00
Top Tower	33.000	4.008	4.173	74.00

The blade and worst-case tower (based on transport configurations) have been used for the subsequent assessment of the proposed loads along the access routes.

4 Port of Entry

As the loads are classified as Special Order, due to a rigid length in excess of 30 m, in accordance with the Water Preferred Policy, Port of Nigg, Tain has been considered POE for the Site and all routes assessed within this report originate here.

The port has sufficient quay and storage space and is well located for the strategic trunk road network.

Loads can be offloaded by geared vessel or onshore mobile cranes, and this port has been used for the delivery of components for a number of wind farms / electrical infrastructure projects and is therefore well-proven as being capable of dealing with AILs of the size considered in this RSR.

5 Site Location

The proposed development Site is located to the west of Alness, Ross and Cromarty. **Figure 5-1** illustrates the Site location.

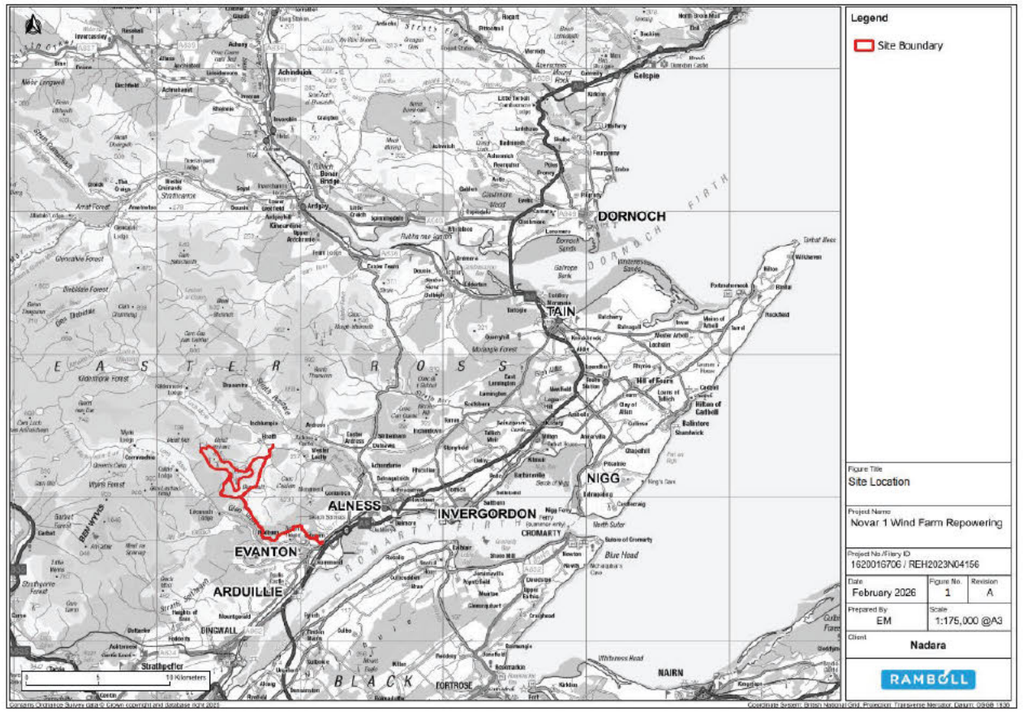


Figure 5-1: Site Location Plan

6 Weight Review

A weight review has been undertaken via the Electronic Service Delivery for Abnormal Loads (ESDAL) contacts database using the National Highways website www.esdal.com.

All of the relevant Local Highway Authorities (LHA) are noted in **Table 6-1**, and all have been contacted to ascertain if there are any relevant constraints that should be noted. Where comments are received, these are included within **Table 9-1** and **Annex C**. Where no comments have been received, this does not confirm the suitability or otherwise of the structures and a full review will be required with the LHAs.

Table 6-1: ESDAL Contacts

Organisation	Email Address
BEAR Scotland North West	NWAbnormalload@bearscotland.co.uk
Highland Council	abnormal.loads@highland.gov.uk
Police Scotland	OSDAbnormalLoadsScotland@scotland.police.uk
Transport Scotland	abnormalloads@transport.gov.scot

7 Access Routes

7.1 Route 1

The proposed access route to the western Site access junction is as follows:

- Loads would exit Nigg Port and will join the B9175 northbound;
- Loads would make a left turn at Nigg Roundabout onto the A9;
- Loads would continue west on the A9 until the B9176 at Skiach services, where loads would make a right turn onto the B9176;
- Loads would turn left onto the B817 travelling west; and
- Loads would turn right into the existing access junction leading to Site.

The proposed AIL access route is illustrated in **Figure 7-1**.

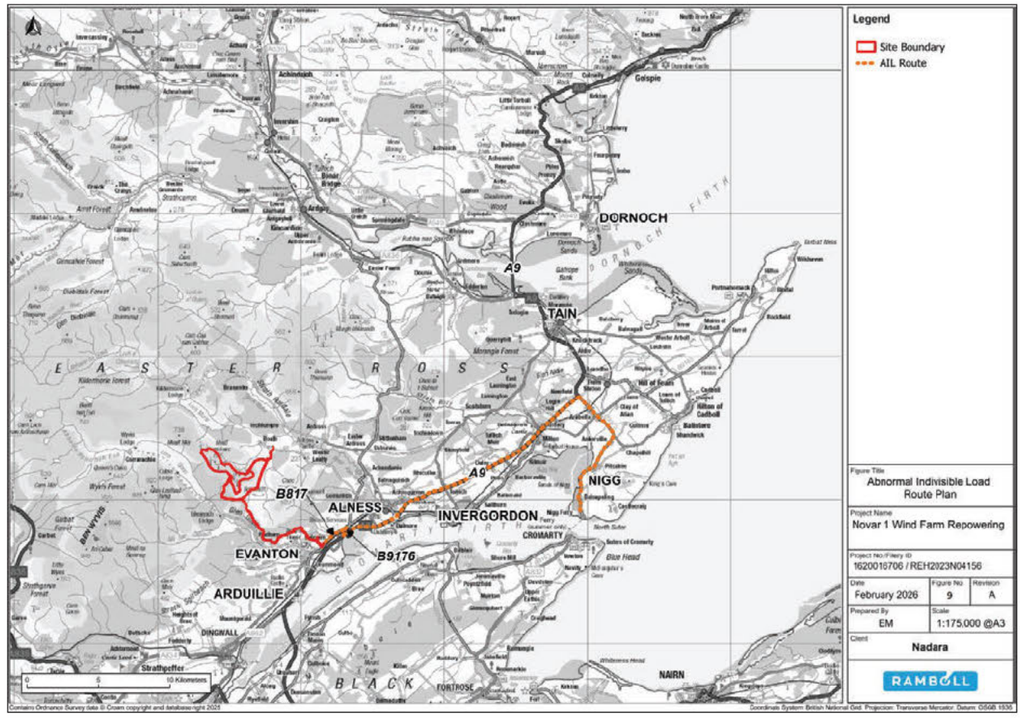


Figure 7-1: Proposed AIL Delivery Route

8 Delivery Equipment

To provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be loaded onto a SWC trailer to reduce the need for mitigation in constrained sections of the route, shown in **Figure 8-1**.



Figure 8-1: Super Wing Carrier Trailer

Towers would be loaded onto a 4+7 clamp adaptor style trailer shown in **Figure 8-2**.



Figure 8-2: Tower Clamp Trailer

Loads such as the hub and nacelle housing would be carried on a six-axle step frame trailer as shown in **Figure 8-3.**



Figure 8-3: Step Frame Trailer

Top towers would be carried in a clamp and dolly trailer shown in **Figure 8-4.**



Figure 8-4: Tower Clamp and Dolly 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.

9 Route Constraints

9.1 Route Constraint Assessment

The constraints noted during the review are provided in **Table 9-1** below. These cover all constraints from the port access gate through to the Site access junction and are classified in terms of risk to delivery as follows (N.B. the below list is not exhaustive):

High Risk

- Building / overbridge conflict
- Third-party land owner(s) access permission
- Permanent road works
- Reprofiling / ground works
- Bridge upgrades
- Overhead line removal / relocation
- Tree clearance

Medium Risk

- Land searches to confirm extent of available adopted land
- Topographical survey
- Detailed junction / access track design
- Structural assessment / overbridging
- Overhead line survey
- Vertical elevation check
- Bridge parapet removals
- Street furniture removals
- Tree / vegetation pruning
- Vegetation clearance
- Use of dedicated abnormal load bypass / access track
- Shunt / contraflow manoeuvre
- Trailer interchange
- Carriageway surface repairs

Low Risk

- Temporary load bearing surface to be laid
- Existing load bearing surface to be utilised
- Parking restrictions
- Loads to be raised above obstruction using trailer hydraulics

Risk has been assessed in terms of enabling works time, potential cost and complexity.

Full details of the mitigation measures are shown on the SPA drawings included in **Annex B**.

9.2 Route Constraint Tables

Table 9-1 details constraints from the Port of Nigg access gate through to the proposed Site access junction.

Table 9-1: Route 1 Constraint Points and Details (SWC and Tower Clamp Trailer)

POI	Key Constraint	Details	
1	**Port of Nigg exit / B9175 junction**  	Direction of travel Loads will exit Port of Nigg and turn left onto B9175 northbound.	
		Document reference Swept path assessment	Doc. No. SPA-01
		Mitigation measures Ground works Tree clearance Street furniture removals Temporary load bearing surface to be laid Existing load bearing surface to be utilised	Risk level High High Medium Low Low
2	**B9175 Mount Canisp RH bend** 	Direction of travel Loads will continue on B9175 northbound around a right-hand bend.	
		Document reference Swept path assessment	Doc. No. SPA-02
		Mitigation measures No mitigation measures required	Risk level N/A
3	**B9175 Lower Pitcalzean S-bend** 	Direction of travel Loads will continue on B9175 northbound around an S-bend.	
		Document reference Swept path assessment	Doc. No. SPA-03
		Mitigation measures No mitigation measures required	Risk level N/A
4	**B9175 West of Nigg House RH bend** 	Direction of travel Loads will continue on B9175 northbound around a right-hand bend.	
		Document reference Swept path assessment	Doc. No. SPA-04
		Mitigation measures No mitigation measures required	Risk level N/A

POI	Key Constraint	Details
5	**B9175 Northwest of Nigg House RH bend** 	Direction of travel Loads will continue on B9175 northbound around a right-hand bend. Document reference: Swept path assessment — Doc. No.: SPA-05 Mitigation measures: No mitigation measures required — Risk level: N/A
6	**B9175 Pitcalnie LH bend** 	Direction of travel Loads will continue on B9175 northbound around a left-hand bend. Document reference: Swept path assessment — Doc. No.: SPA-06 Mitigation measures: No mitigation measures required — Risk level: N/A
7	**B9175 Carse of Bayfield RH bend** 	Direction of travel Loads will continue on B9175 northbound around a right-hand bend. Document reference: Swept path assessment — Doc. No.: SPA-07 Mitigation measures: No mitigation measures required — Risk level: N/A
8	**B9175 Ankerville S-bend**  	Direction of travel Loads will continue on B9175 northbound around an S-bend. Document reference: Swept path assessment — Doc. No.: SPA-08 Mitigation measures: No mitigation measures required — Risk level: N/A
9	**B9175 Arabella S-bend**  	Direction of travel Loads will continue on B9175 northbound around an S-bend. Document reference: Swept path assessment — Doc. No.: SPA-09 Mitigation measures: No mitigation measures required — Risk level: N/A

POI	Key Constraint	Details
10	**WCK-39-550 Nigg level crossing** 	Direction of travel Loads will continue on B9175 northbound over level crossing no. WCK-39-550 Nigg. Document reference: N/A — Doc. No.: N/A Mitigation measures: Loads to travel over level crossing. Contact with Network Rail will be required during deliveries to ensure that the convoy does not pass the level crossing when rail services (passenger and freight) are timed to cross the road. — Risk level: Low
11	**B9175 / A9 Nigg Roundabout**  	Direction of travel Loads will take the first exit at Nigg Roundabout to join A9 westbound. Document reference: Swept path assessment — Doc. No.: SPA-10 Mitigation measures — Risk level: Ground works — High Tree clearance — High Street furniture removals — Medium Vegetation clearance — Medium Temporary load bearing surface to be laid — Low Parking restrictions — Low
12	**A9 / B9176 junction - Skiach Services**  	Direction of travel Loads to turn right onto B9176 northbound. Document reference: Swept path assessment — Doc. No.: SPA-11 Mitigation measures — Risk level: Third-party land owner(s) access permission — High Tree clearance — High Topographical survey — Medium Street furniture removals — Medium Vegetation clearance — Medium Clearance to embankment to be confirmed during test run — Medium Temporary load bearing surface to be laid — Low Loads to oversail street furniture using trailer hydraulics — Low
13, 14	**B9176 / B817 junction & Skiach Services LH bend**	Direction of travel Loads will turn left onto B817 southbound and travel around a left-hand bend. Document reference: Swept path assessment — Doc. No.: SPA-12 Mitigation measures — Risk level: Tree clearance — High

POI	Key Constraint	Details	
		Land searches to confirm extent of available adopted land	Medium
		Street furniture removals	Medium
		Vegetation clearance	Medium
		Loads to oversail railway line, permission required from Network Rail	Medium
		Temporary load bearing surface to be laid	Low
		Loads to oversail bridge parapet using trailer hydraulics	Low
		Loads to oversail safety barrier using trailer hydraulics	Low
		Loads to oversail fence using trailer hydraulics	Low
		Loads to oversail databox using trailer hydraulics	Low
			
15	**B817 / Site access track junction**	Direction of travel	
		Loads will turn right onto Site access track northbound.	
		Document reference	Doc. No.
		Swept path assessment	SPA-13
		Mitigation measures	Risk level
		Third-party land owner(s) access permission	High
		Ground works	High
		Ditch to be culverted	High
		Street furniture removals	Medium
		Tree / vegetation pruning	Medium
		Vegetation clearance	Medium
		Temporary load bearing surface to be laid	Low
		Parking restrictions	Low

10 Swept Path Assessment Terminology

The detailed Swept Path Assessment (SPA) 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 – Ordnance survey (OS) / topographical base mapping;
- Green – Vehicle body swept path;
- Red – Wheel swept path; and
- Magenta – Load swept path.

Where mitigation works are required, the extents of the overrun and oversail areas are illustrated and fully detailed on the SPA drawings. Additional land areas to those indicated in the SPA 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 the mitigation works highlighted within this study and the detailed design of said mitigation works is beyond the scope of this study and should be confirmed on detailed topographical survey data.

Please note that where SPA have been undertaken using OS base mapping, AutoCAD 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. Where applicable, 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 AIL components is 4.5 m. All public roads and onSite Internal 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 and may constitute permanent or temporary surfacing.

11 Summary

11.1 Summary of Route Survey Review

Pell Frischmann Consultants Ltd. has been commissioned by Beaufort Wind Ltd., a subsidiary of Nadara Ltd. to undertake a Route Survey Report for the Proposed Development, located approximately 11km north of Dingwall and 9km northwest of Alness in The Highland Council administrative area.

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

The access review has been based upon Vestas V162 99 m hub height wind turbine components and has been undertaken on the basis of a Super Wing Carrier and a tower clamp trailer.

Due to the transport configurations being classified as Special Order, in accordance with the Water Preferred Policy, Port of Nigg has been considered as Port of Entry for the project as it is the closest marine facility to Site capable of dealing with this size of cargo. Also, due to the Special Order classification of the loads, full Police escort will be required along the length of all routes from Port of Nigg to Site.

The route travels north on B9175 from Port of Nigg to Nigg Roundabout where the loads will join the A9 westbound. The loads continue west along the A9 to the B9176 junction at Skiach Services. This section of route is considered negotiable with areas of temporary load bearing surface, ground build-up works, street furniture removals, parking restrictions; and tree and vegetation clearance.

Loads will turn right onto B9176 northbound where third-party land uptake is required to the southern side of the A9 in order to avoid conflict between the loads and a raised embankment to the inside of the turn. Clearance between the loads and this embankment is to be confirmed during test run or on topographical survey base data. Street furniture removals, areas of temporary load bearing surface; and tree and vegetation clearance are also required at this junction.

The loads will then turn left onto B817 southbound and travel around a left-hand bend. On approach to the junction, the blade tip is to oversail beyond the eastern highway boundary and above a section of railway line, for which permission is required from Network Rail. Street furniture removals, areas of temporary load bearing surface; and tree and vegetation clearance are also required at this junction and it is recommended that land searches are undertaken to confirm the extent of the adopted highway.

Loads will continue on B817 southbound before turning right onto the Site access track. The existing junction is not negotiable for the loads, therefore, a new junction is to be designed and constructed. Third-party land uptake is required to facilitate along with vegetation clearance, parking restrictions and street furniture removals.

A review of the current structural capability of the routes has been carried out, however, responses had not been received from The Highland Council at the time of writing this report, therefore, the route has not been confirmed as structurally capable of accommodating the AILs.

No consideration has been given to the on Site design requirements as part of this report.

The report is presented to the Applicant for consideration. Various road modifications and interventions are required to successfully access the Site. If these are assessed, approved and undertaken, access to the Site is considered feasible.

11.2 Further Actions

The following actions are recommended to pursue the transport and access issues 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;
- Undertake topographical survey at the identified locations and repeat the swept path assessments to confirm mitigation measures;
- Develop detailed junction designs at the identified locations;

- Obtain responses from The Highland Council on current structural capability of the route to accommodate proposed AILs;
- Conduct a test run to confirm negotiability and identified mitigation measures;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan to assist in transporting the proposed loads.

Annex A Points Of Interest

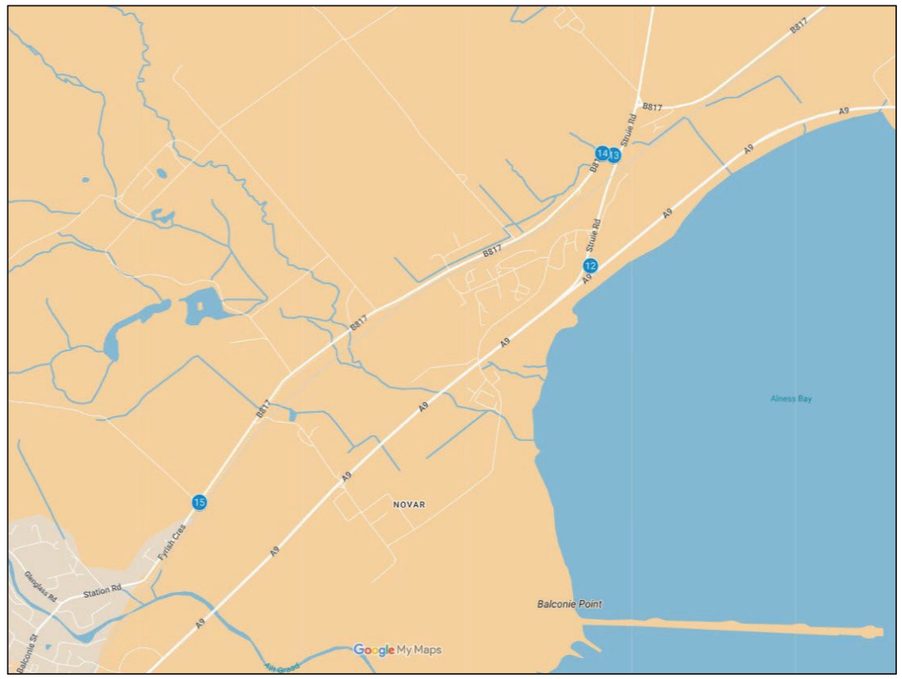
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Annex B: Abnormal Indivisible Load Route Survey

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

https://www.google.com/maps/d/edit?mid=1PGr6uEeQbhi1OqfPPPsOg9ma81S9E2w&usp=sharing







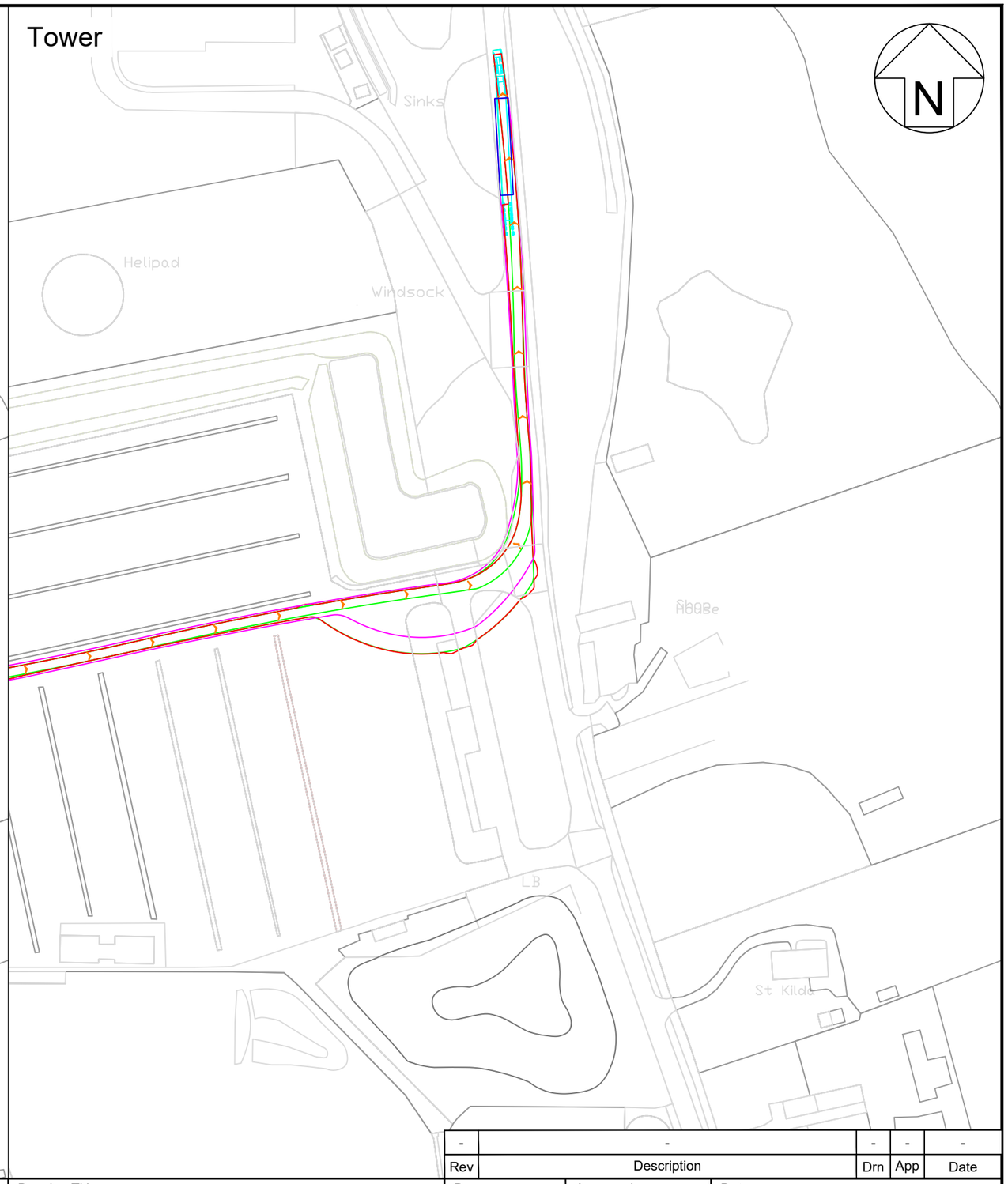
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Annex B: Abnormal Indivisible Load Route Survey

Annex B Swept Path Assessments

Blade



Tower



Rev	Description	Drn	App	Date
-	-	-	-	-

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 1

SPA Location: Port of Nigg exit / B9175 LH turn

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

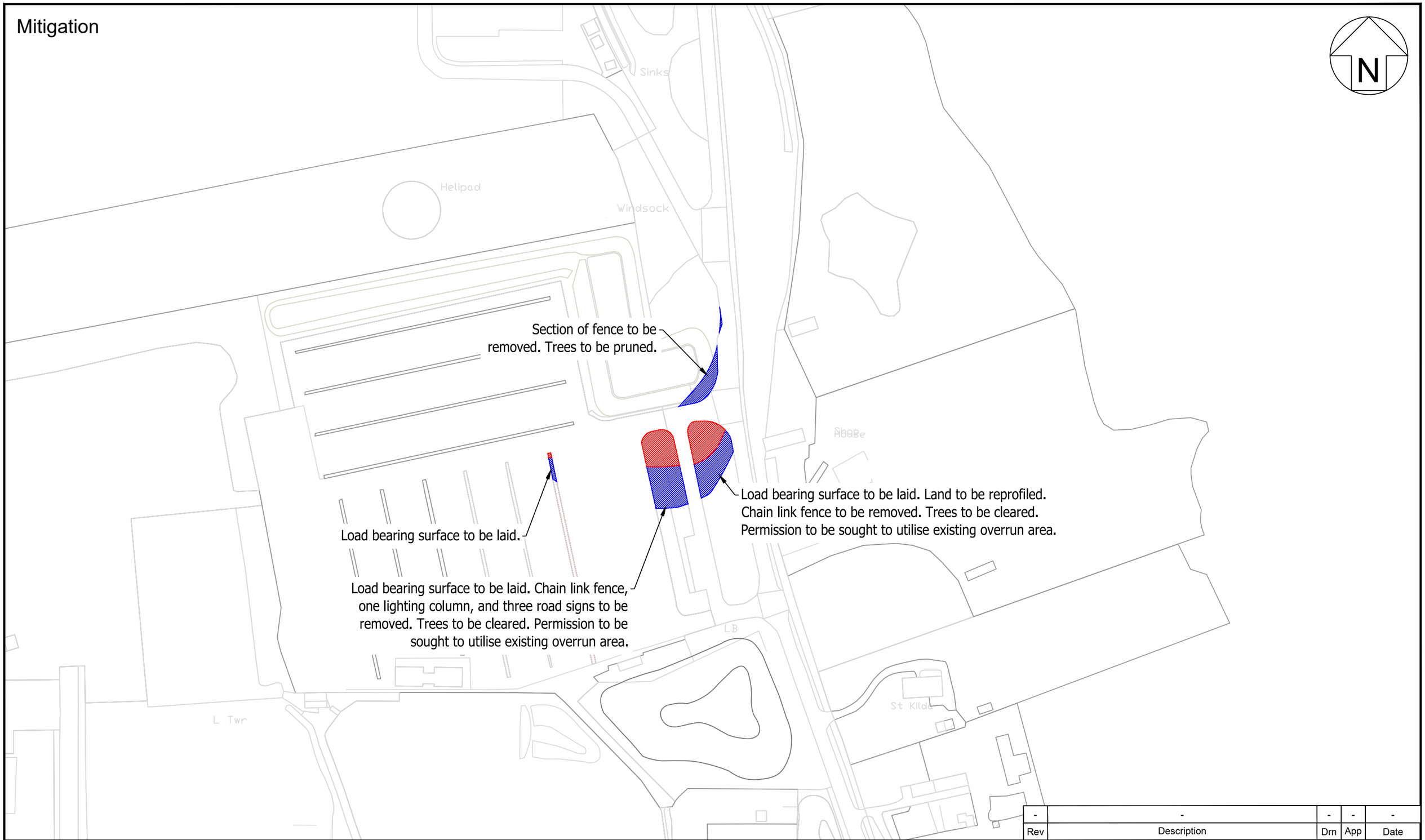
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Date	22/10/2025		
Status	Draft		
Revision	00		
Scale	1:1500 @ A3		

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 01

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Mitigation



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Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 1

SPA Location: Port of Nigg exit / B9175 LH turn

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1500 @ A3

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT

Drawing No. 10109487 - PF - SPA - 01A

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Blade

Tower

N

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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 2

SPA Location: B9175 Mount Canisp RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

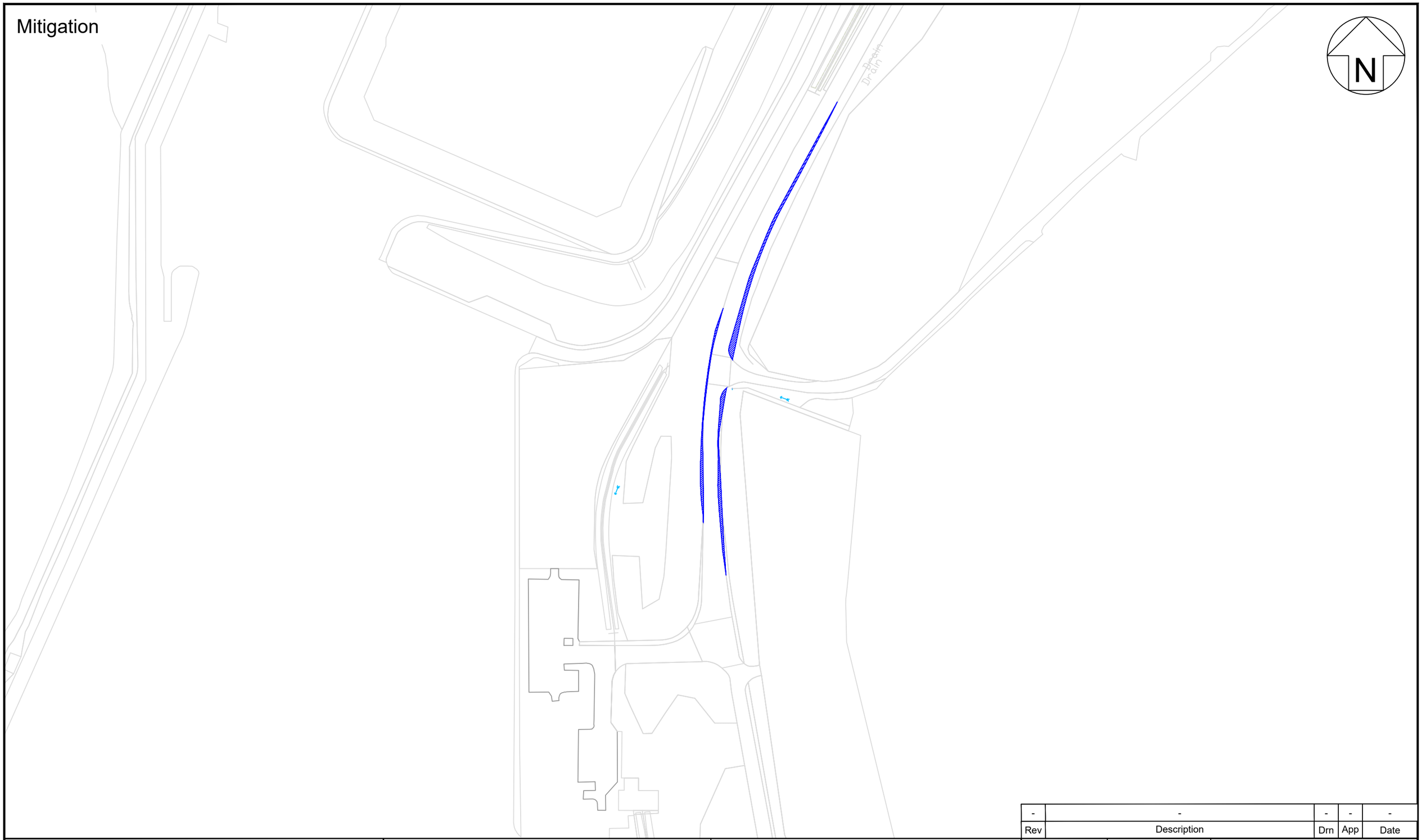
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Revision	00
Scale	1:1500 @ A3

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT

Drawing No.: 10109487 - PF - SPA - 02

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Client
Beaufort Wind Limited

Project
Novar Wind Farm

Drawing Title
Vestas V162 Blade & Tower

POI
2

SPA Location
B9175 Mount Canisp RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.
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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 3

SPA Location: B9175 Lower Pitcalzean S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

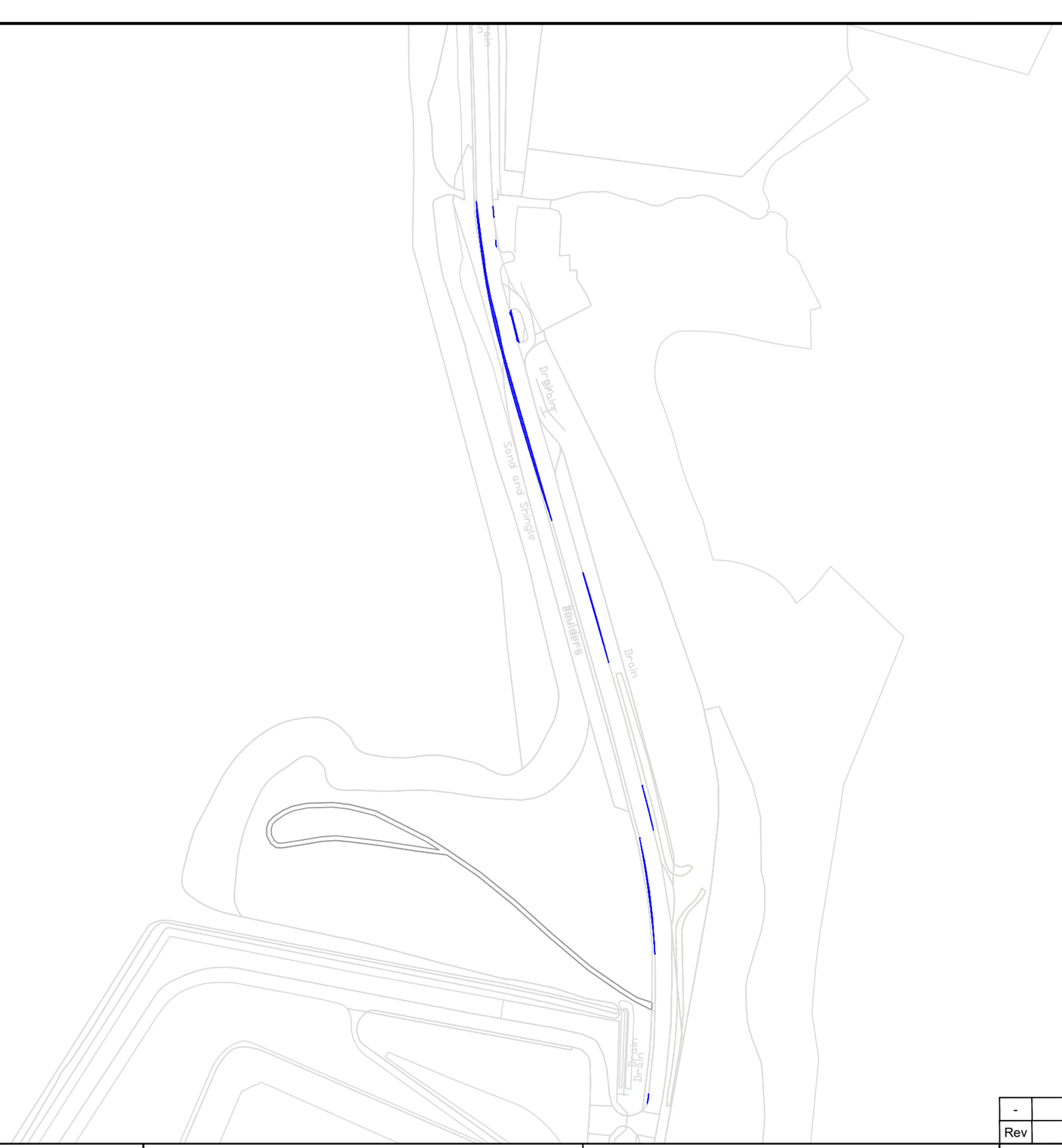
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Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 3

SPA Location: B9175 Lower Pitcalzean S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

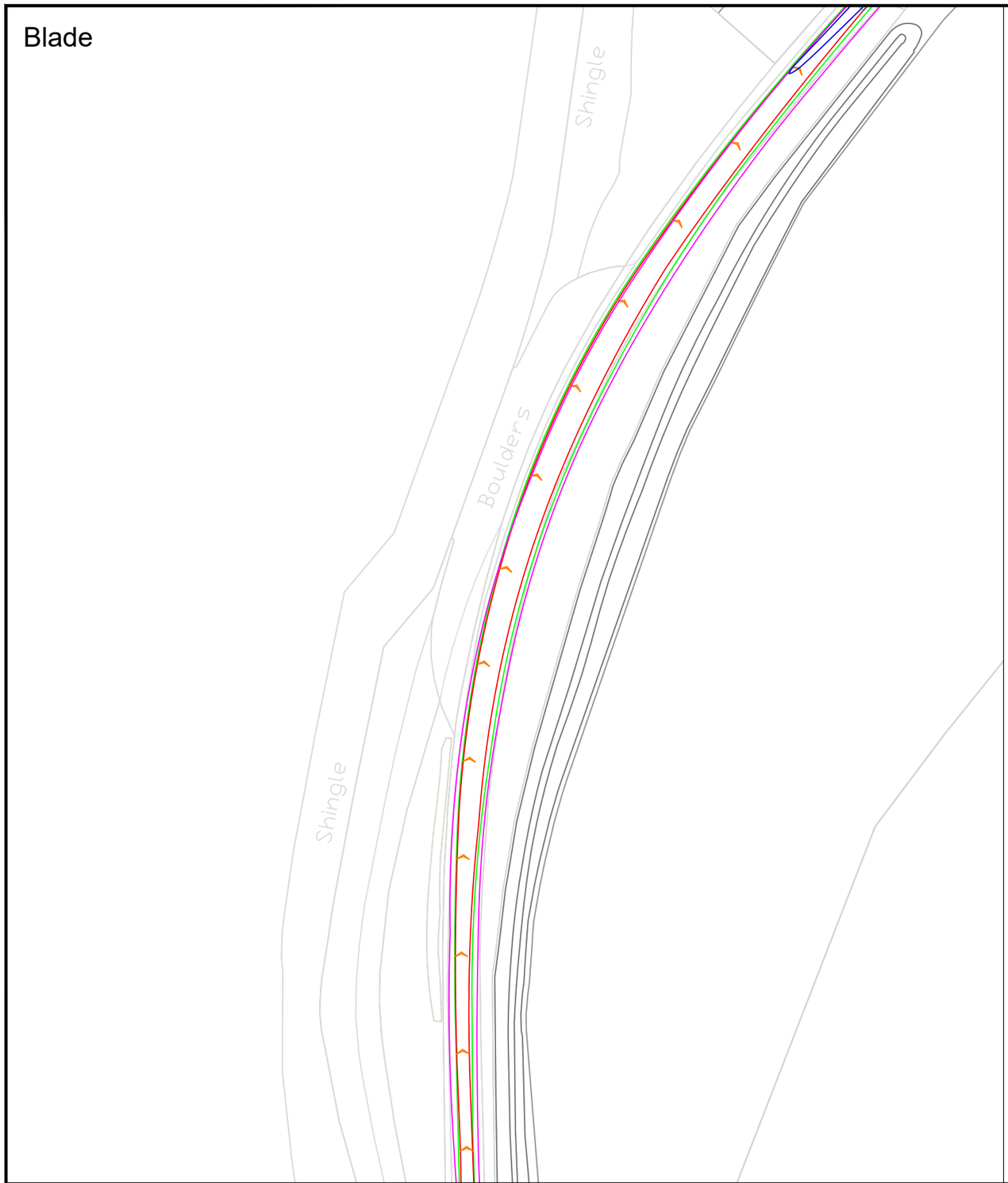
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Revision	00
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Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 03A

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 4

SPA Location: B9175 West of Nigg House RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

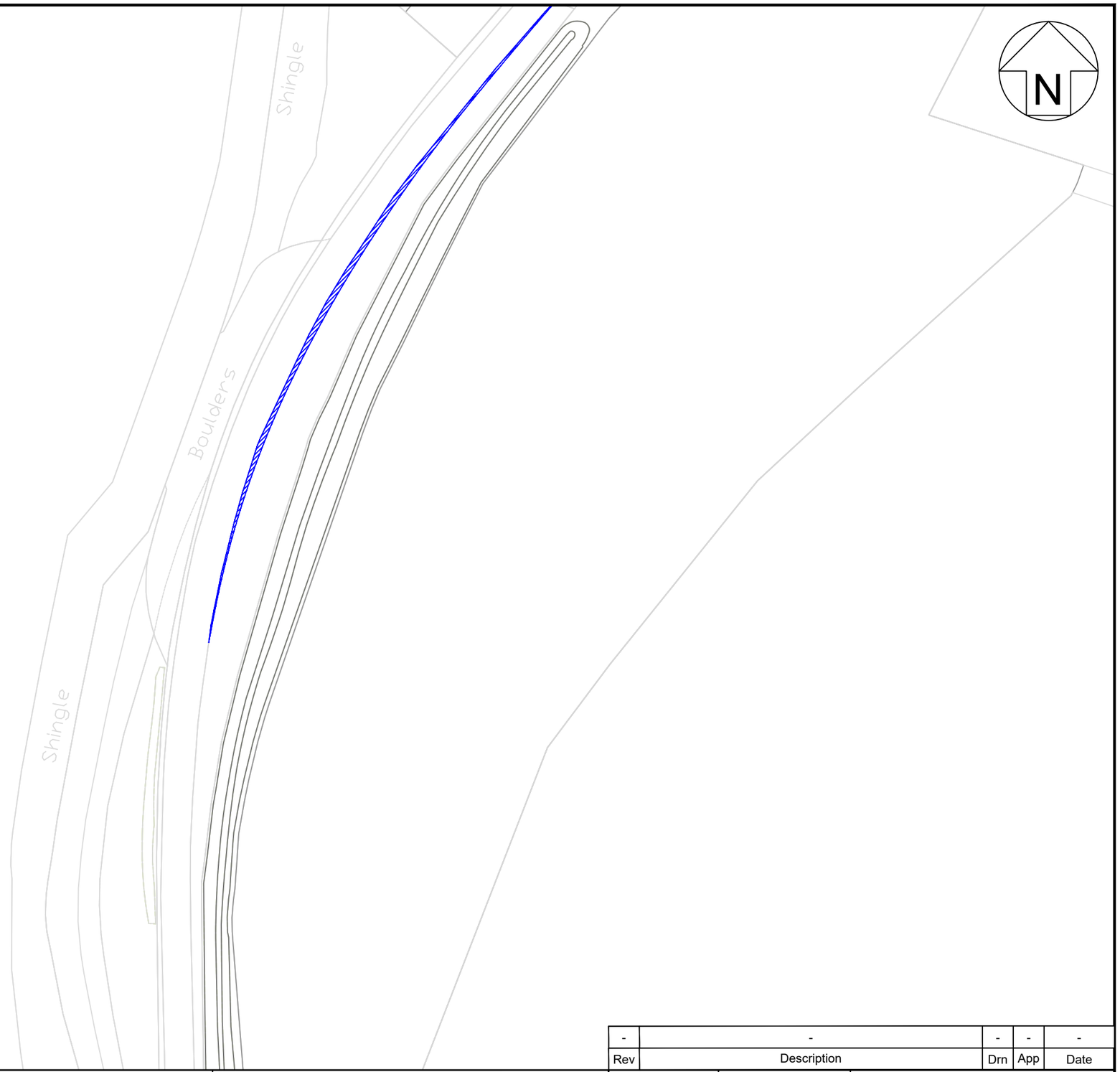
Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

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Client
Beaufort Wind Limited

Project
Novar Wind Farm

Drawing Title
Vestas V162 Blade & Tower

POI
4

SPA Location
B9175 West of Nigg House RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

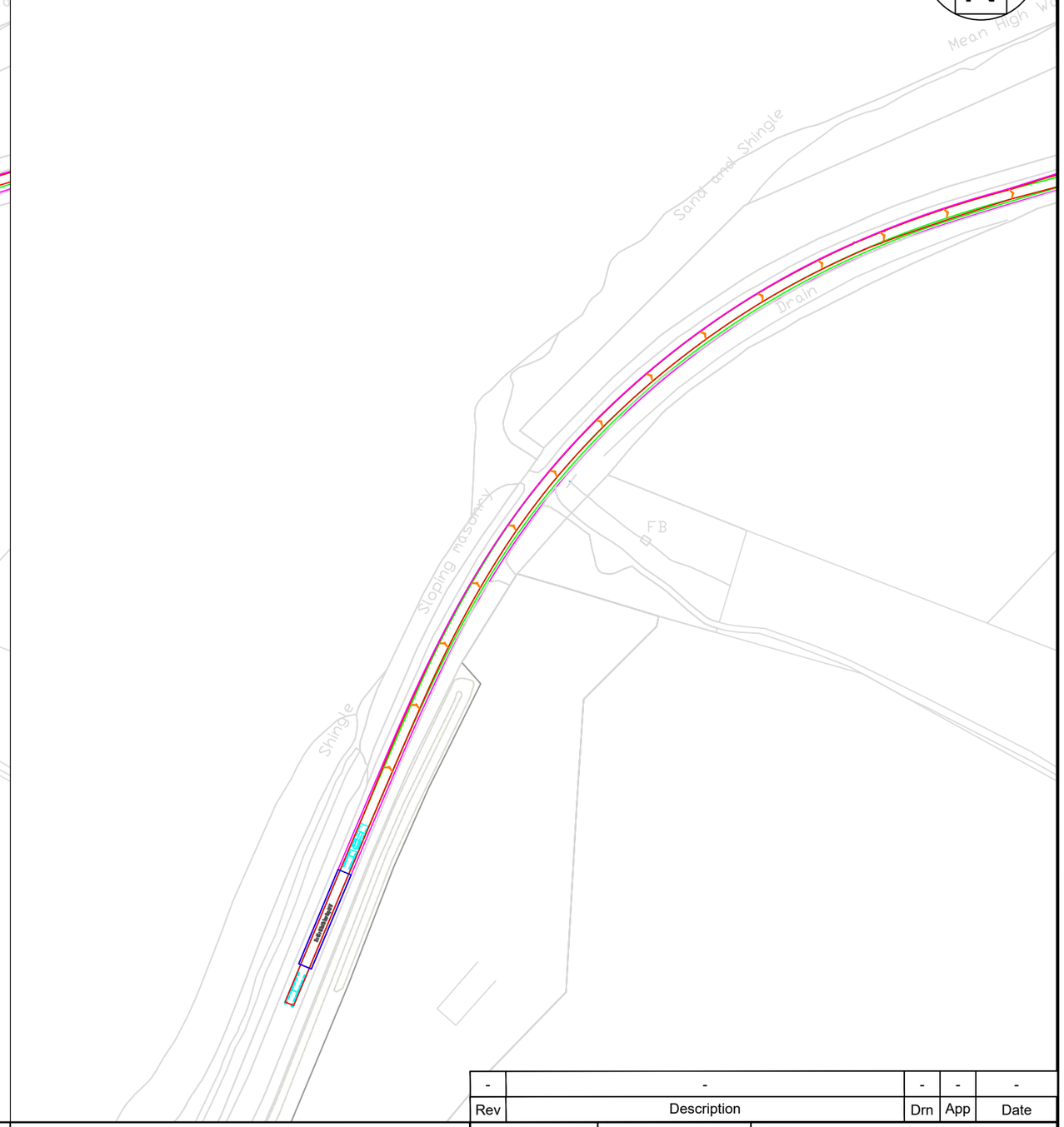
Drawing No.
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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 5

SPA Location: B9175 Northwest of Nigg House RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

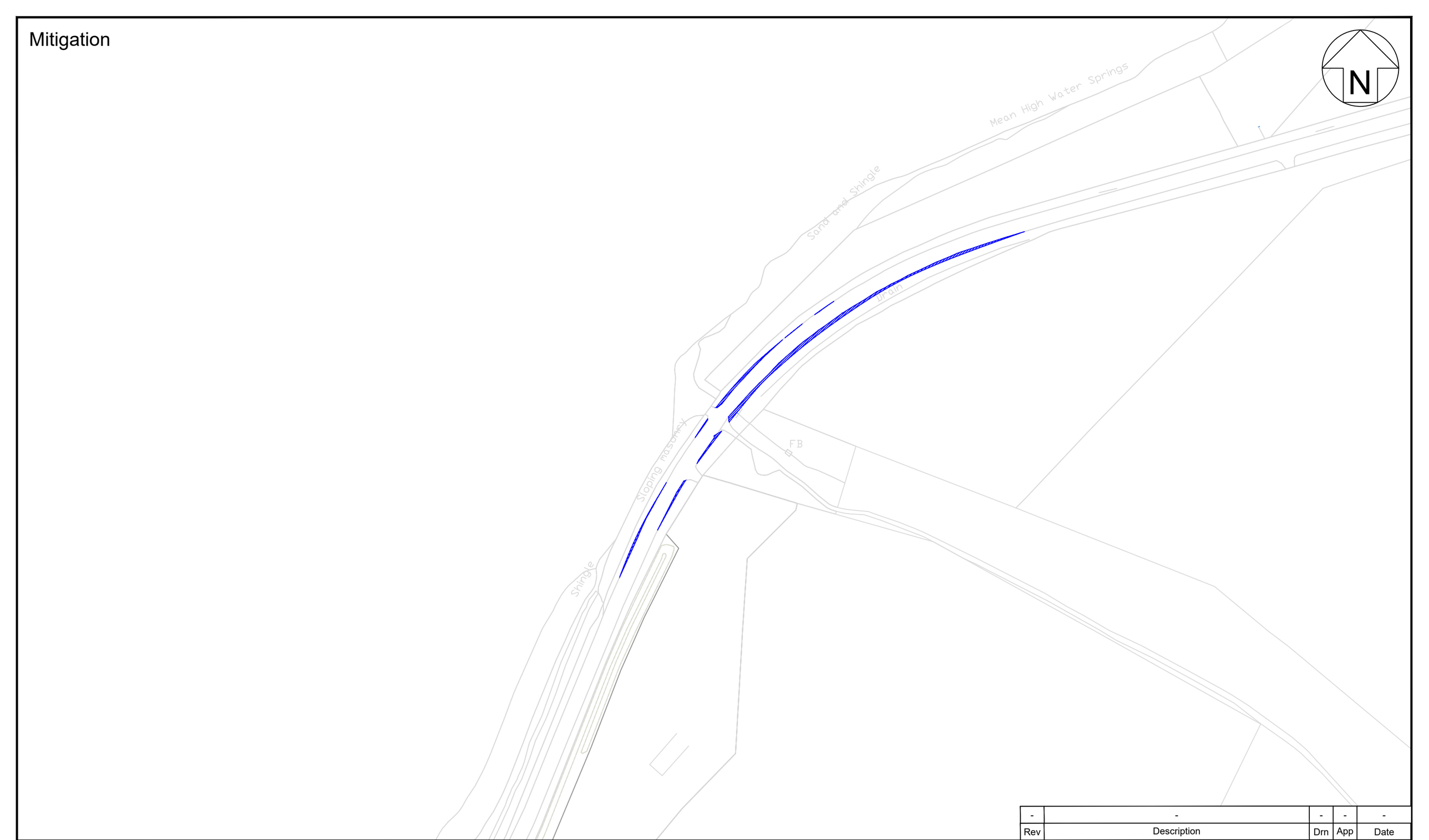
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Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 5

SPA Location: B9175 Northwest of Nigg House RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 05A

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 6

SPA Location: B9175 Pitcalnie LH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

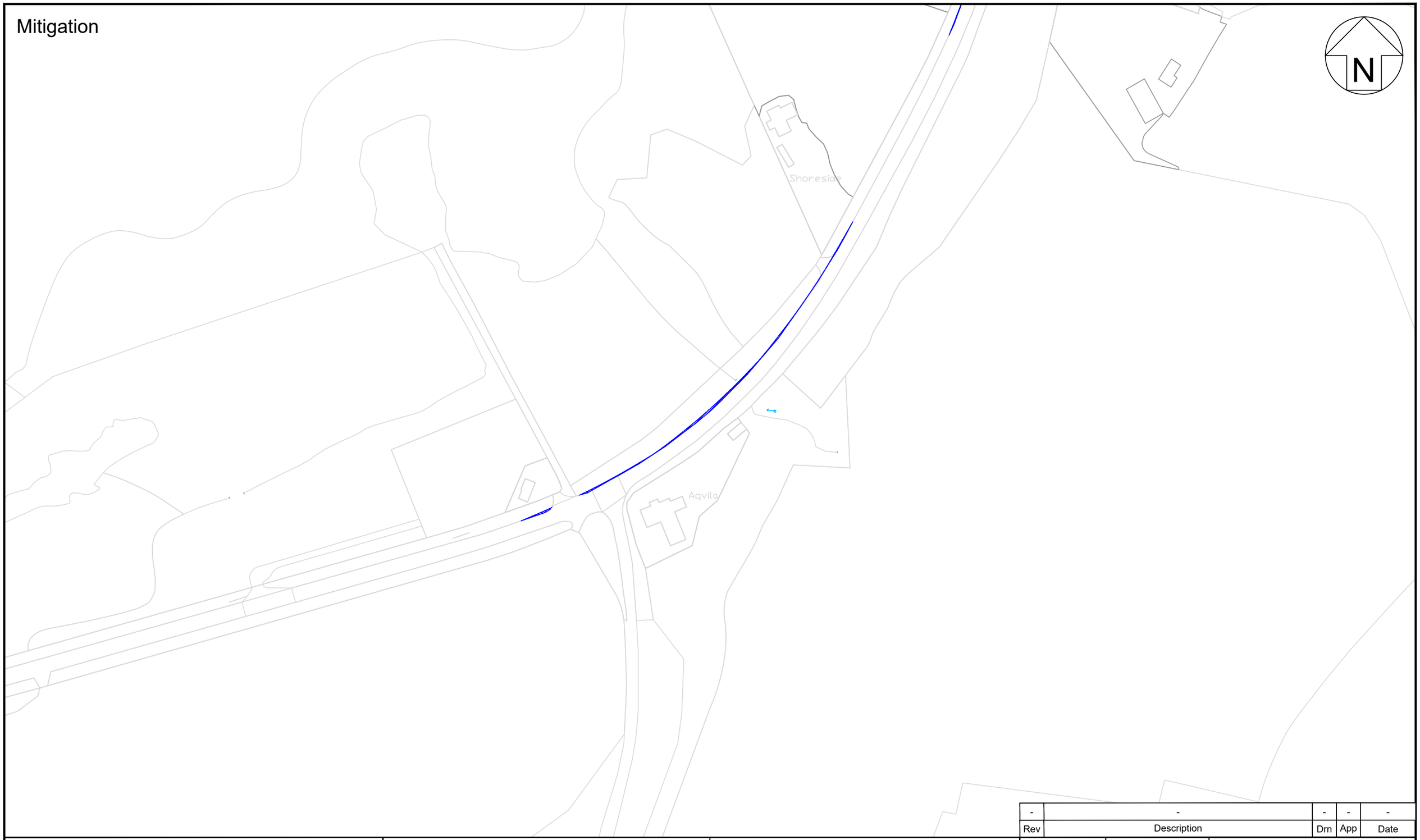
Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 06

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Mitigation



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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 6

SPA Location: B9175 Pitcalnie LH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 06A

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Blade

Tower

N

Drain

Drain

Lower Bayfield

Drain

Drain

Lower Bayfield

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 7

SPA Location: B9175 Carse of Bayfield RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

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Mitigation



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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 7

SPA Location: B9175 Carse of Bayfield RH bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

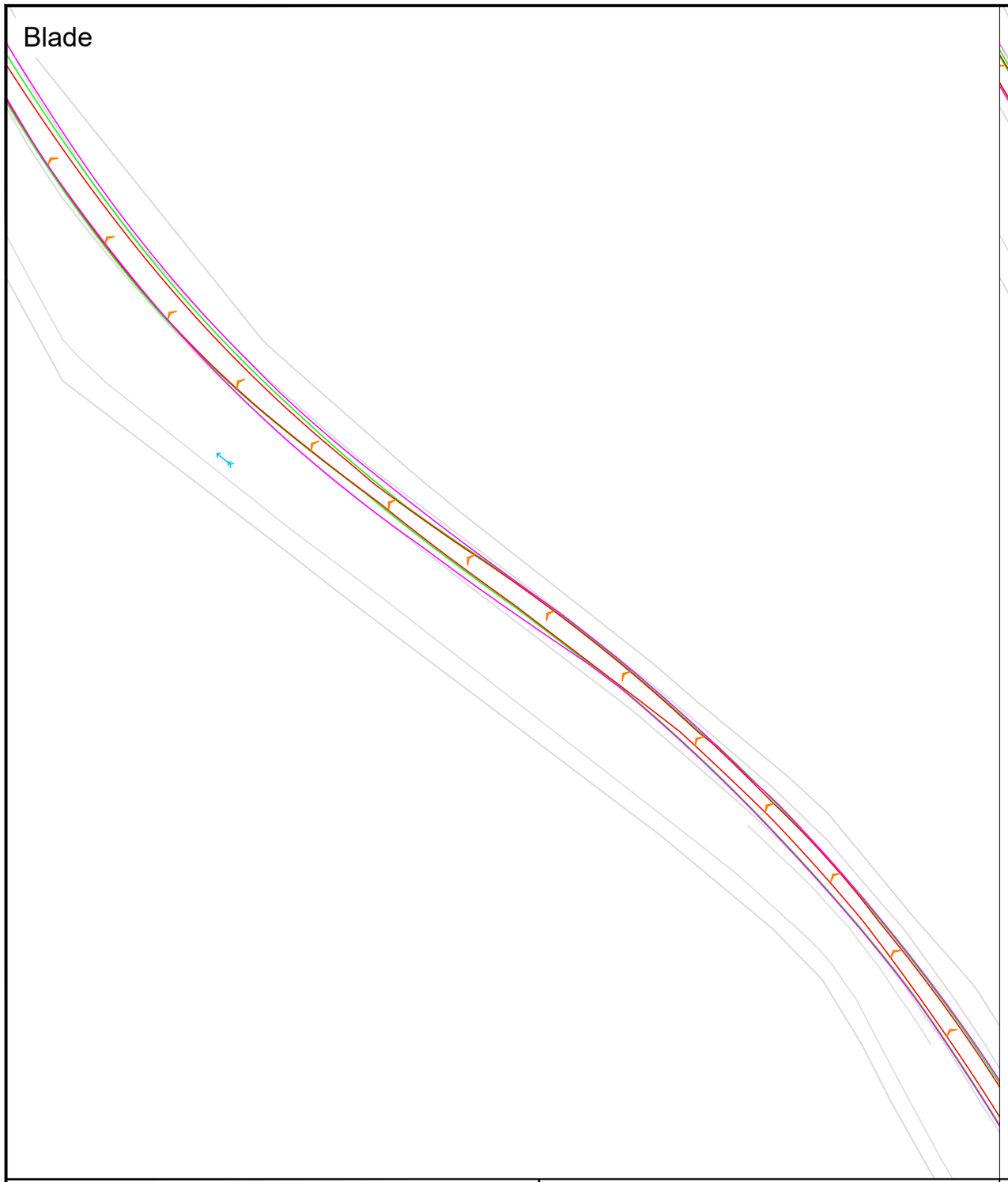
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Key
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- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

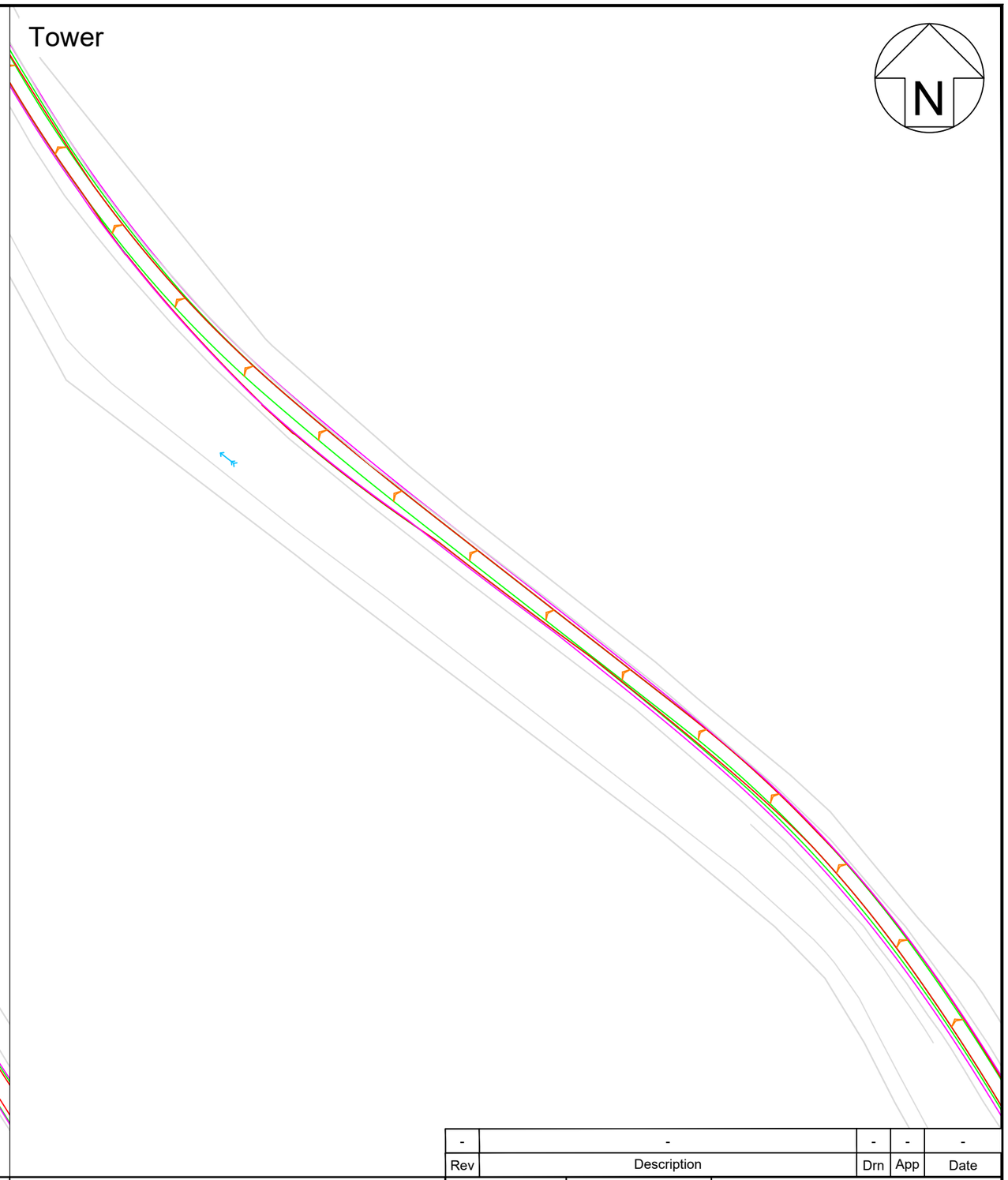
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Blade



Tower



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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 8

SPA Location: B9175 Ankerville S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

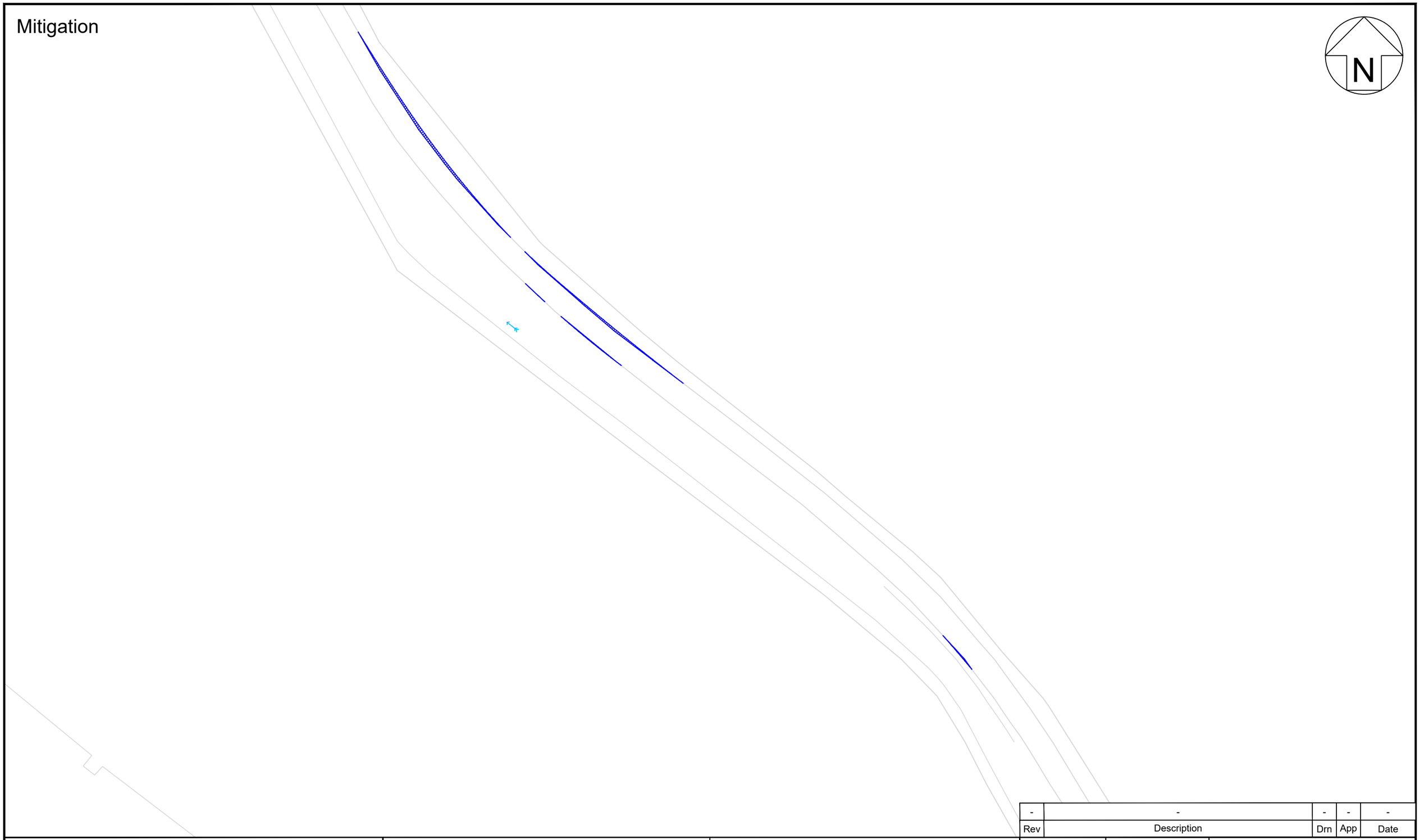
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Revision	00
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Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 8

SPA Location: B9175 Ankerville S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 08A

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 9

SPA Location: B9175 Arabella S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	NMcK	Approved	SJW
Date	22/10/2025		
Status	Draft		
Revision	00		
Scale	1:1500 @ A3		

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 09

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Tower



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Rev	Description	Drn	App	Date
-	-	-	-	-

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 9

SPA Location: B9175 Arabella S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

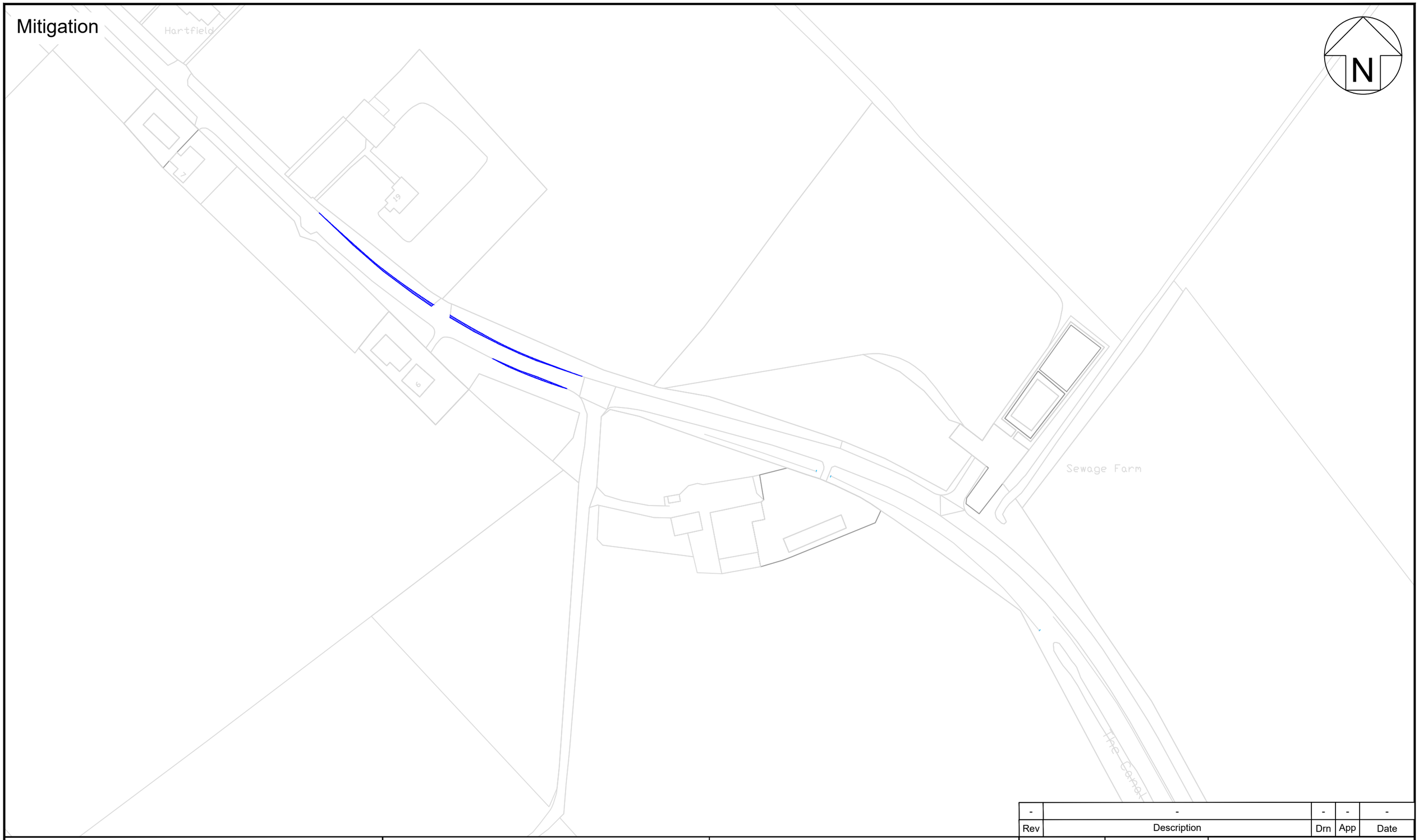
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Revision	00
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Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 09A

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Mitigation



N

Rev	Description	Drn	App	Date
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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 9

SPA Location: B9175 Arabella S-bend

NO MITIGATION REQUIRED

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

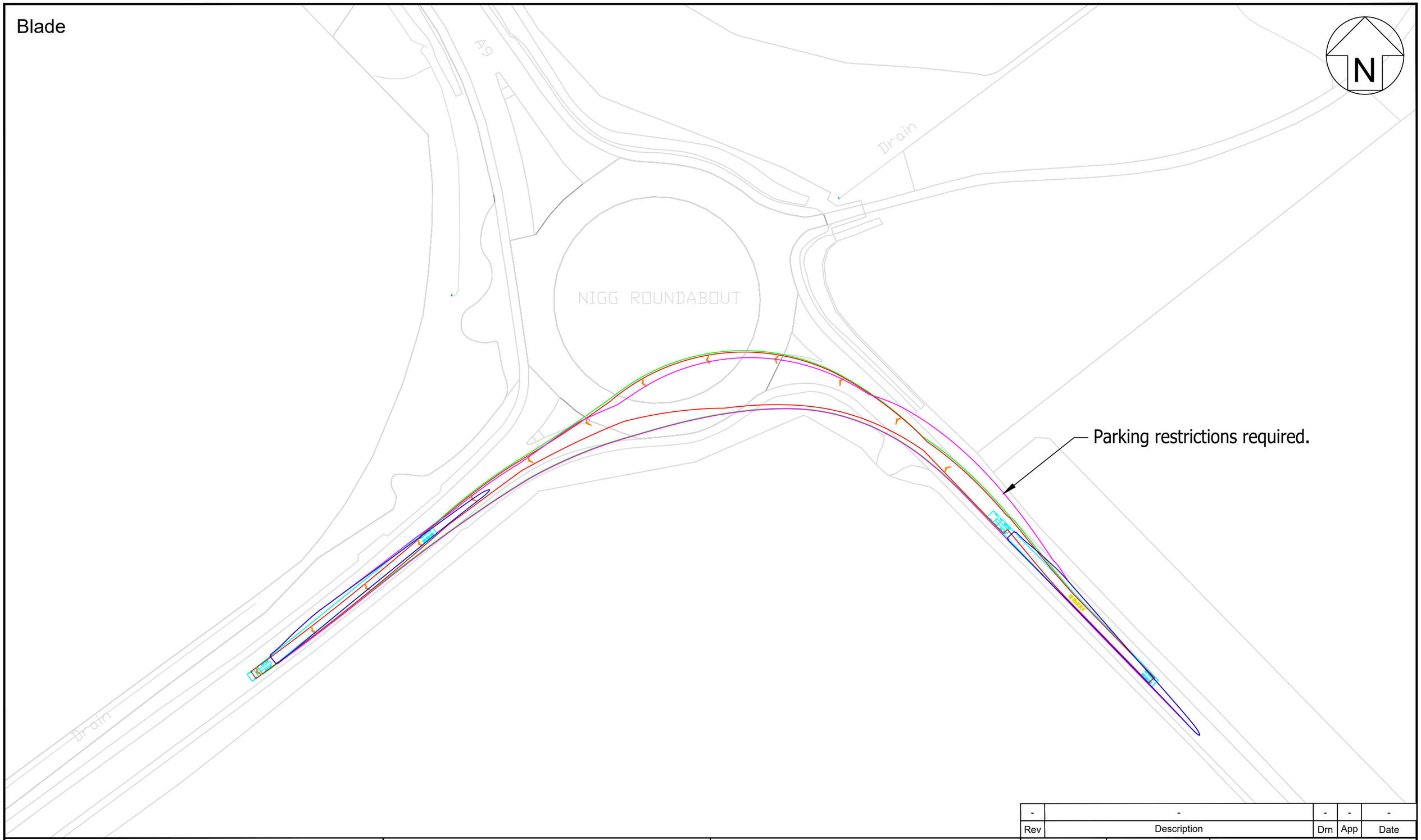
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Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 09B

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Blade



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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 11

SPA Location: B9175 / A9 Nigg Roundabout

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

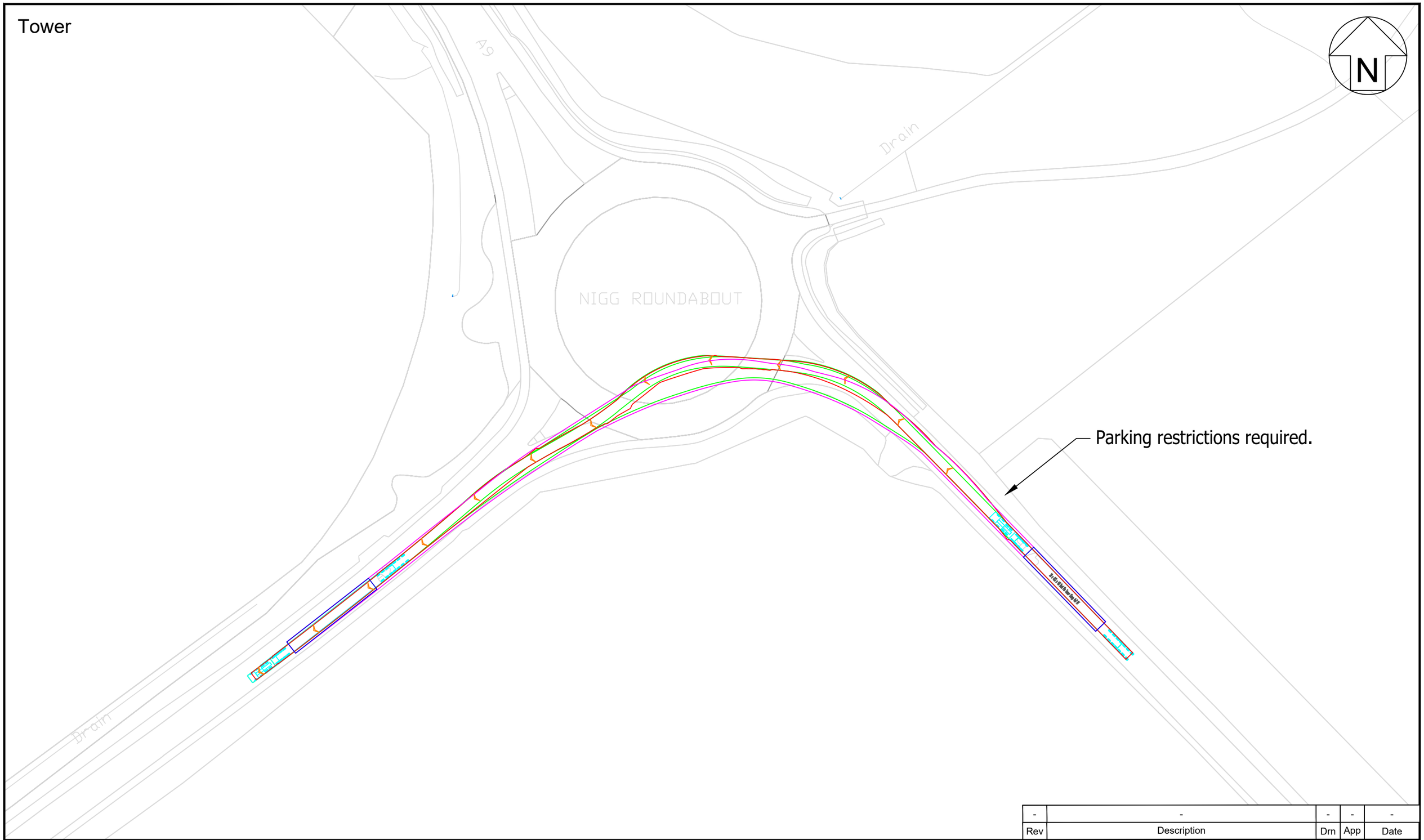
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Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No. 10109487 - PF - SPA - 10

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Tower



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www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 11

SPA Location: B9175 / A9 Nigg Roundabout

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

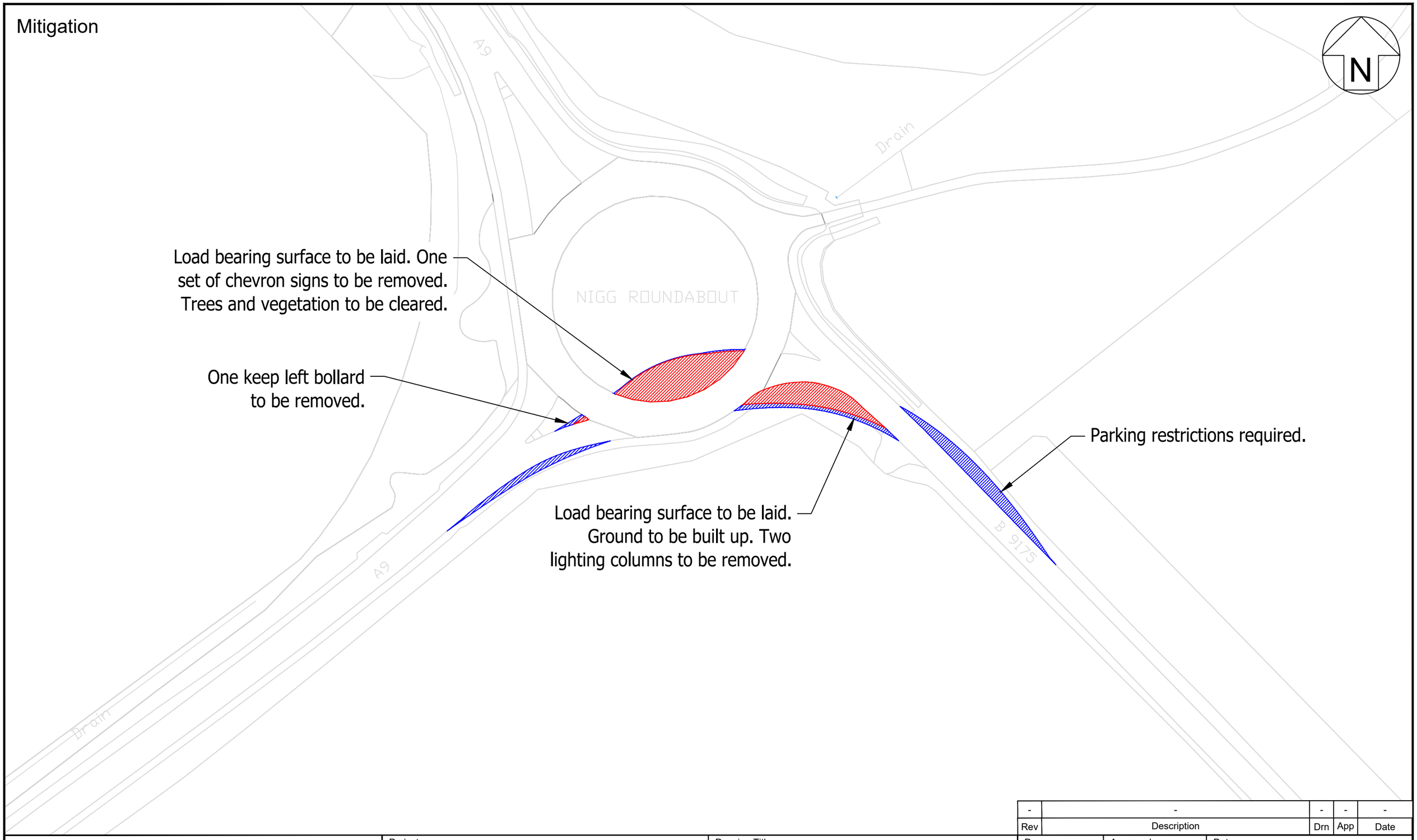
Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 10A

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Mitigation



Rev	Description	Drn	App	Date
-	-	-	-	-

Pell Frischmann

93 GEORGE STREET, EDINBURGH EH2 3ES
Telephone +44 (0)131 240 1270
Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 11

SPA Location: B9175 / A9 Nigg Roundabout

Notes
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2. This is not a construction drawing and is intended for illustration purposes only.
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Drawn	Approved	Date
NMcK	SJW	22/10/2025

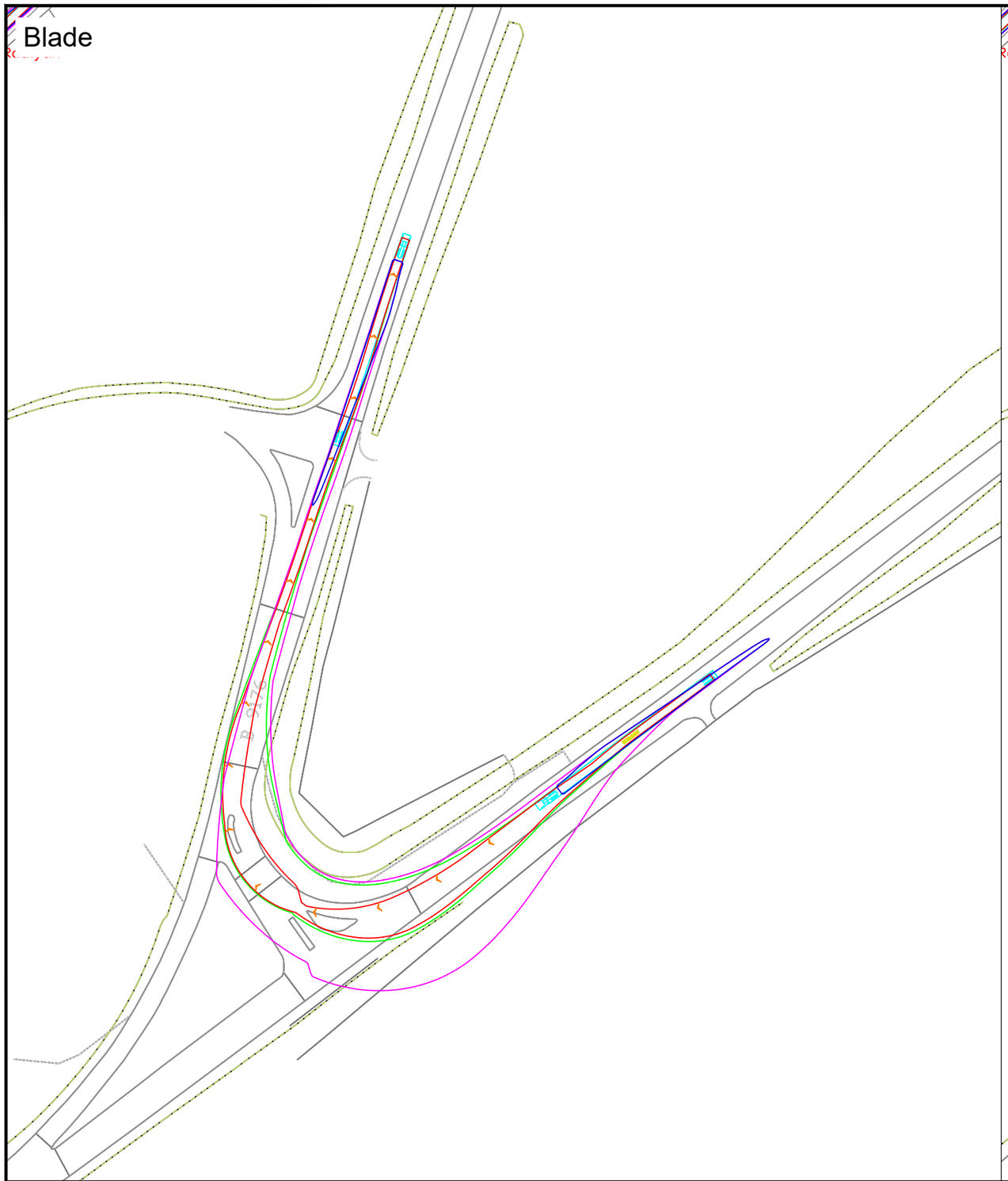
Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 10B

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Blade



Tower



Rev	Description	Drn	App	Date
-	-	-	-	-

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Email: pfedinburgh@pellfrischmann.com
www.pellfrischmann.com

Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 12

SPA Location: A9 / B9176 junction - Skiach Services

Notes
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3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

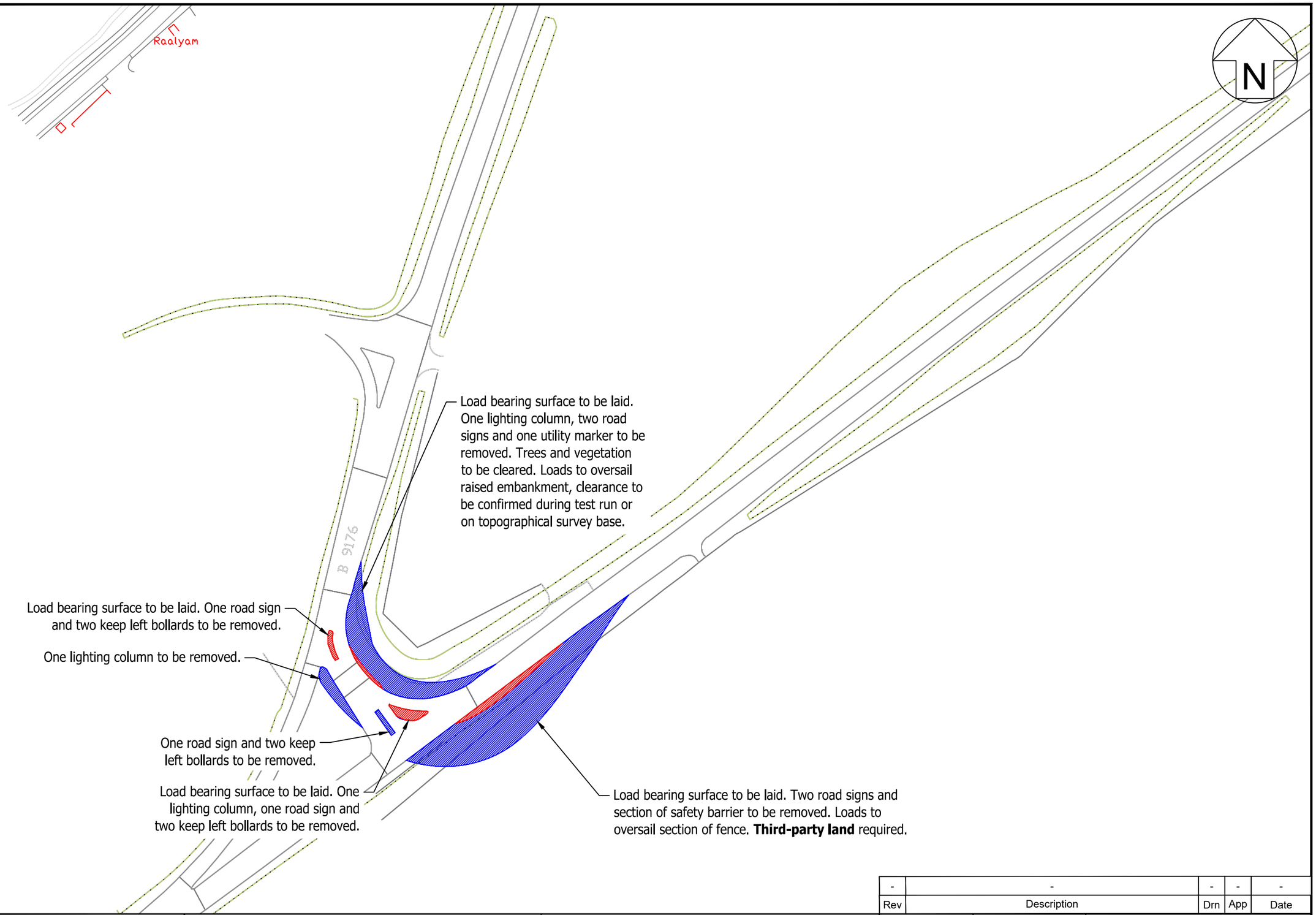
Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 11

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Mitigation



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Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 12

SPA Location: A9 / B9176 junction - Skiach Services

Notes
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3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

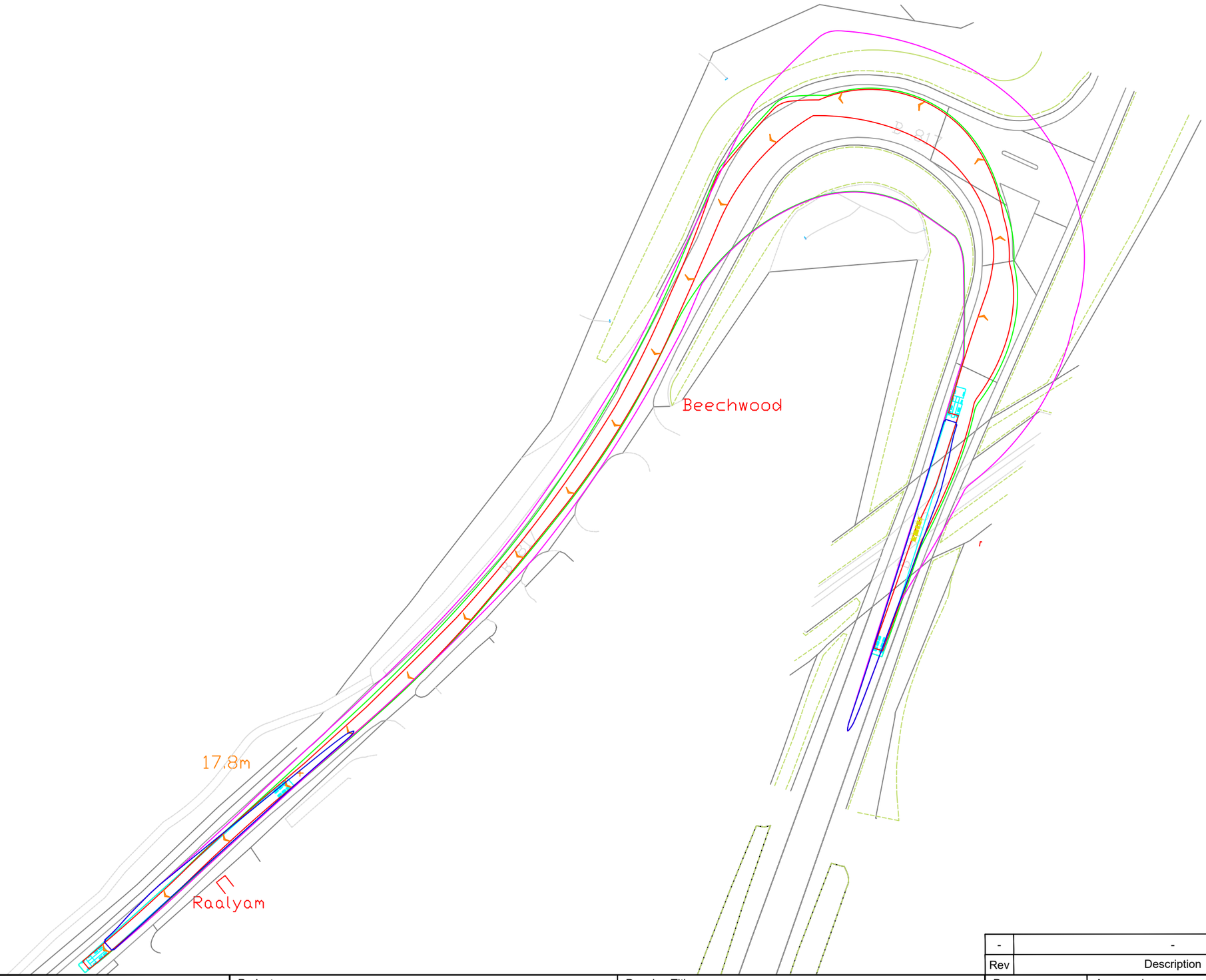
Status	Draft
Revision	00
Scale	1:1500 @ A3

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT

Drawing No. 10109487 - PF - SPA - 11A

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Blade



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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 13, 14

SPA Location: B9176 / B817 junction & Skiach Services LH bend

Notes
1. All mitigation is subject to confirmation through a test run.
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3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1000 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 12

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Tower



Rev	Description	Drn	App	Date
-	-	-	-	-

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Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 13, 14

SPA Location: B9176 / B817 junction & Skiach Services LH bend

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

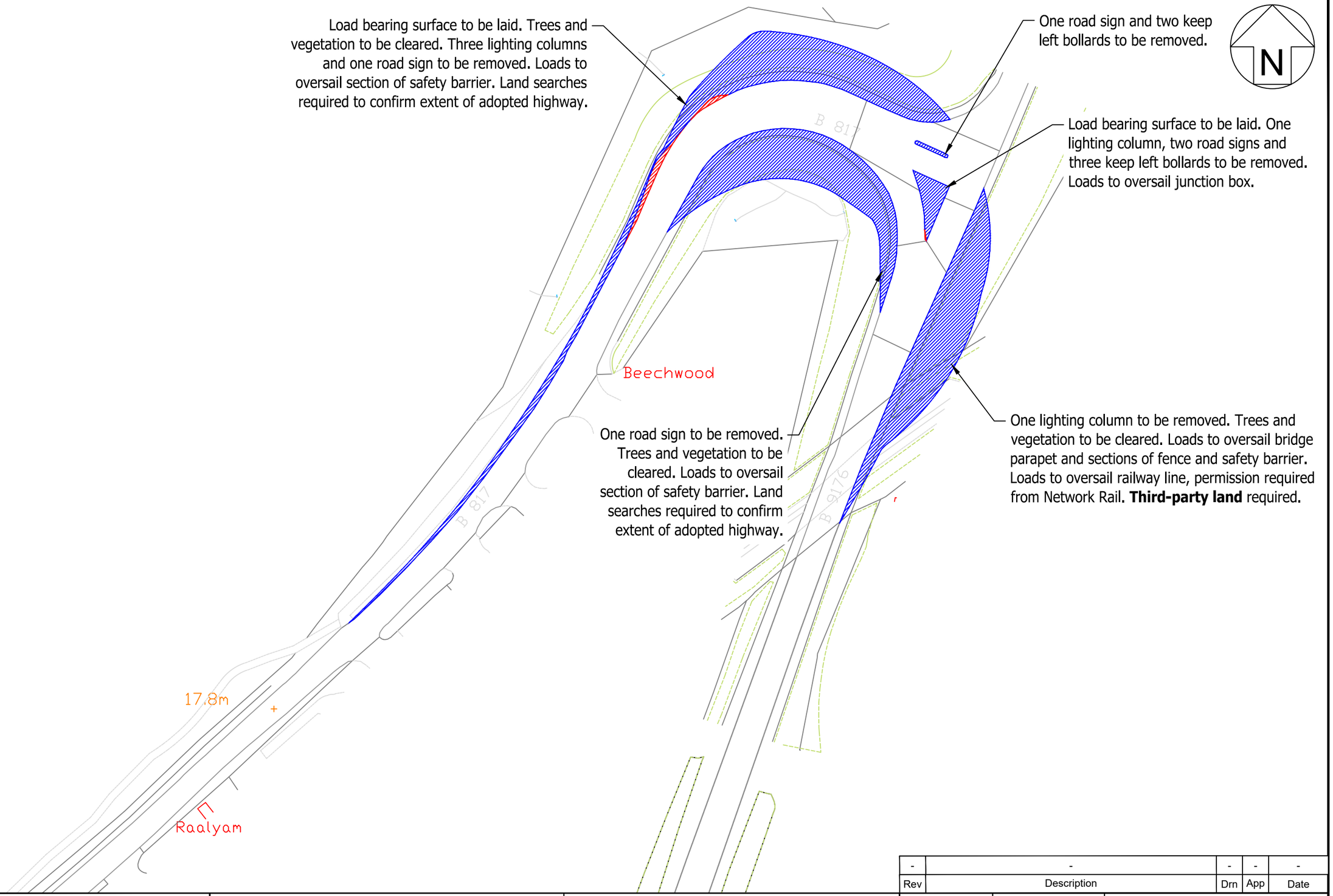
Status	Draft
Revision	00
Scale	1:1000 @ A3

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT

Drawing No. 10109487 - PF - SPA - 12A

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Mitigation



Rev	Description	Drn	App	Date
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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 13, 14

SPA Location: B9176 / B817 junction & Skiach Services LH bend

Notes
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3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1000 @ A3

Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT

Drawing No. 10109487 - PF - SPA - 12B

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Blade

Tower

N

Parking restrictions required.

Parking restrictions required.

Rev	Description	Drn	App	Date
-	-	-	-	-

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 15

SPA Location: B817 / site access track junction

Notes
1. All mitigation is subject to confirmation through a test run.
2. This is not a construction drawing and is intended for illustration purposes only.
3. Do not scale from this drawing.

Drawn	Approved	Date
NMcK	SJW	22/10/2025

Status	Draft
Revision	00
Scale	1:1500 @ A3

Key
- Wheel SPA
- Body SPA
- Load SPA
- Indicative
- Overrun
- Oversail
- DoT

Drawing No.: 10109487 - PF - SPA - 13

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Mitigation

N

Load bearing surface to be laid. Reprofiling works required. Ditch to be culverted. Vegetation to be cleared. One road sign and section of fence to be removed. **Third-party land** required.

Parking restrictions required.

One road sign to be removed. Trees to be pruned.

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Client: Beaufort Wind Limited

Project: Novar Wind Farm

Drawing Title: Vestas V162 Blade & Tower

POI: 15

SPA Location: B817 / site access track junction

Notes
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Rev	Description	Drn	App	Date
-	-	-	-	-

Drawn: NMcK	Approved: SJW	Date: 22/10/2025	
Status: Draft	Key: Wheel SPA; Body SPA; Load SPA; Indicative; Overrun; Oversail; DoT		
Revision: 00			
Scale: 1:1500 @ A3			

Drawing No.: 10109487 - PF - SPA - 13A

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Annex C ESDAL Responses

Novar 1 Wind Farm Repowering
Annex B: Abnormal Indivisible Load Route Survey

From: [redacted]
Sent: 17 November 2025 08:45
To: [redacted]
Cc: NW AbnormalLoad
Subject: RE: 10109487 Vestas V162 Nigg to Novar Wind Farm

Hi [redacted]

Based on the information provided we don't see a problem for the structures on the A9 trunk road section of the proposed route.

Regards

[redacted] | BEAR Scotland | North West Unit
Telephone: [redacted] | Visit us @ www.bearscot.com

BEAR Think Safe Home Safe experience that delivers

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