



Pennant Walters

GLANLLYNFI GARTH WIND FARM

Draft Environmental Statement

Appendix 12C - Abnormal Load Access Study





Pennant Walters

ABNORMAL LOAD ACCESS STUDY

Glanllynfi Garth Wind Farm

TYPE OF DOCUMENT (VERSION) INTERNAL

PROJECT NO. UK0044022.9334

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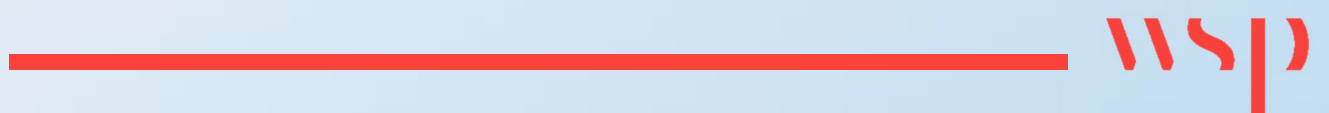
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SWEPT PATH ASSESSMENT

INTRODUCTION



1 INTRODUCTION

- 1.1.1. WSP have been commissioned by Pennant Walters (PW) to prepare an Abnormal Load Access Study to assess a delivery route for abnormal load delivery vehicles to deliver wind turbine generator components to the proposed Glanllynfi Garth Wind Farm (the Proposed Development). The Proposed Development is located within Bridgend, south Wales.
- 1.1.2. This Access Study identifies potential constraints on the highway network which would require mitigation to accommodate the delivery of abnormal loads, also referred to as abnormal indivisible loads (AILs) to the Proposed Development. During the construction period AIL vehicles will be required to deliver blade components, including tower sections, hubs and nacelle components to the site.
- 1.1.3. Identification of constraints on the delivery route has been undertaken by desktop assessments and by onsite observations. Onsite observations were recorded during April 2026.
- 1.1.4. Where appropriate, constraint locations identified within the assessment have been further assessed using vehicle tracking software, where a swept path assessment of the constraint location has been undertaken using a vehicle model to identify mitigation requirements. The swept path assessment drawings supporting this assessment are included in **Appendix A**.
- 1.1.5. The Access Study provides the following information:
- Legislative and Procedural context of abnormal load deliveries;
 - Outline Abnormal Load Delivery Vehicle Specification;
 - Route assessment, including constraints identified on the assumed delivery route and mitigation requirements; and
 - Summary of the Abnormal Load Access Study

2 LEGISLATIVE AND PROCEDURAL CONTEXT

2.1 INTRODUCTION

- 2.1.1. An AIL is a type of load that cannot be divided into two or more loads for transportation by road. The vehicle and its load are classed as an abnormal load based on the following:
- a weight of more than 44,000kg (40 tonnes [t]);
 - an axle load of more than 10,000kg (10t) for a single non-driving axle and 11,500kg (11.5t) for a single driving axle;
 - a width of more than 2.9 metres; and
 - a rigid length of more than 18.65 metres.
- 2.1.2. The Road Vehicles (Construction & Use) Regulations 1986 (referred to herein as the C&U Regulations) describes the different types and classification of permitted vehicles for use on the road, for example motor cars, motorbikes, buses, lorries, mobile cranes and tracked vehicles. It also states the maximum dimensions for each type of vehicle, its gross weight, number of axles, braking system, type of tyres, maximum speed, exhaust system and mirrors.
- 2.1.3. The Road Vehicles (Authorised Weight) Regulations 1998 (referred to herein as the AW Regulations) details the imposed maximum weight (gross and per axle) of different types of vehicles relating to the number of axles within each category of vehicle.
- 2.1.4. Vehicles which don't conform to the Regulations specified above are subject to those outlined within Road Vehicles (Authorisation of Special Types) (General) Order 2003 (referred to herein as the STGO). It specifies when the Police, Highway Authority or Secretary of State (SoS) for Transport is to be notified of an intended vehicle movement and the number of days' notice required before the movement takes place.

2.2 SPECIAL TYPES GENERAL ORDER

- 2.2.1. An AIL transport vehicle which does not comply with the STGO would require a special order issued by:
- National Highways on abnormal loads not covered by the C&U Regulations and the STGO; or
 - the Vehicle Certification Agency (VCA) on special vehicles and divisible loads outside the scope of the C&U Regulations and the STGO.
- 2.2.2. In addition to the above, hauliers are generally advised to inform statutory authorities if total vehicle heights are likely to exceed 5.0m. Although it should be noted that there is no legal height restriction in the UK, structures in the form of bridges restrict vehicle heights and the statutory authorities are able to advise on this.
- 2.2.3. The STGO identifies three vehicle weight categories, as follows:
- Category 1 - Maximum Gross Weight: 50,000kg (50t), C&U Regulation axle limit (46,000kg (46t) if the combination has less than 6 axles and does not comply in all other respects with the AW Regulations);
 - Category 2 - Maximum Gross Weight: 80,000kg (80t), 12,500kg (12.5t) axle limit; and
 - Category 3 - Maximum Gross Weight: 150,000kg (150t), 16,000kg (16t) axle limit.

For all categories, the following advice is provided with regards to width.

- A vehicle, locomotive or trailer may be up to 3.0m wide and subject to certain qualifications. This limit may be exceeded if necessary for the safe carriage of the load.
- Loads wider than 5m can only be conveyed if authorised by special order (the VR1 permit document under STGO). The VR1 must be carried on the vehicle and at least 10 days notification is required prior to the movement date.
- The load cannot exceed 6.1m width under the STGO.

2.2.4. For all categories, the following advice is provided with regards to length:

- The overall length of the vehicle(s) and load may be up to 30m, or greater if authorised by special order from the SoS. In any combination of vehicles on which a load rests, including any articulated vehicle, the 30m does not include the length of the drawing vehicle; and
- An articulated vehicle or trailer, which is abnormal only in respect of length for carrying indivisible loads of exceptional length, can operate under normal C&U Regulations.

2.2.5. With regards to speeds per weight category, these are set out in **Table 2.1**.

Table 2-1 – Speed Restrictions

	Motorways	Dual Carriageway	Other
Category 1	60mph	50mph	40mph
Category 2	40mph	35mph	35mph
Category 3	40mph	35mph	35mph

2.2.6. It should be noted that although the speeds referenced above are the legal limits, the actual achievable speed of the vehicle configuration may be lower.

2.3 SPECIAL ORDERS

2.3.1. To apply for a Vehicle Special Order (VSO), the following information will need to be supplied to the Department for Transport (DfT):

- Name and address of person/organisation making the application;
- Details of persons/organisations who will be using the vehicles, if different from the previous;
- The number of vehicles involved;
- Type of vehicles involved, their make, model, registration, and/or chassis (serial) numbers of motor vehicles or trailers. These will be listed on any order issued;
- Details of the vehicles e.g. number of axles, individual axle weights, and gross vehicle weights (both in kg), plus dimensions (in m);
- In the case of vehicle combinations, overall weights (in kg) and dimensions (in m); and
- Details of the C&U Regulations with which the vehicles do not comply and the reasons why they cannot comply: The Regulations are specified on the VSO, and it should be made clear that failure to comply with non-specified Regulations or supplying incorrect data would invalidate the VSO.

2.3.2. On receipt of the application, the Vehicle Certification Agency (VCA) will evaluate the application and contact the applicant should further information be required. Various organisations including the Police, Local Authorities and other interested parties, both within and outside of the DfT may be consulted; especially in respect of the conditions to be imposed. Following receipt of all information,

and assuming that there are no technical reasons or objections from any of the parties consulted, the VSO will be prepared and dispatched by email within 10 working days.

2.3.3. VSOs are issued for varying periods of time at the discretion of the DfT. Typically, they are issued for a period of up to five years.

2.3.4. The following sets out the speed limits of VSO loads:

- Articulated vehicles weighing between 150 and 250t: 25mph;
- Draw-bar Trailer vehicles weighing between 150 and 250t: 20mph; and
- Girder frame trailers: 12mph.

2.4 ELECTRONIC SERVICE DELIVERY FOR ABNORMAL LOADS (ESDAL)

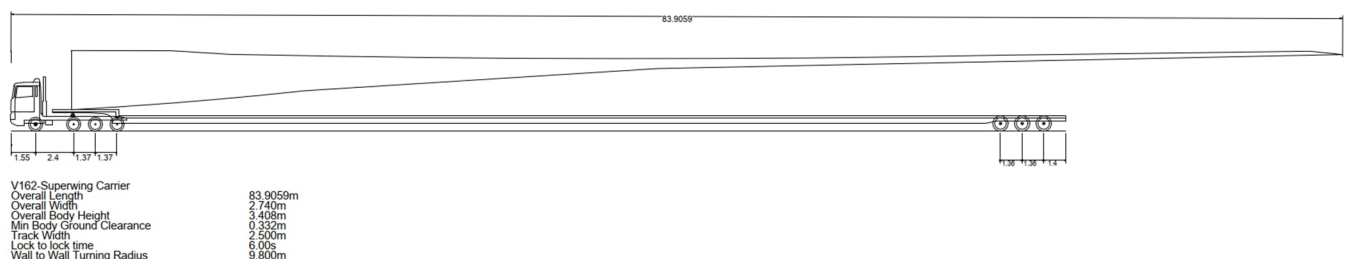
2.4.1. Within England, the proposed abnormal load route can be plotted within the Electronic Service Delivery for Abnormal Loads (ESDAL) system administered by National Highways. The ESDAL system allows hauliers to use one system for the following:

- plan the route and check its suitability for the load;
- get full details of all the organisations and authorities that will need to be notified before delivery;
- notify the police, highways and bridge authorities of planned abnormal indivisible load (AIL) movements around the road network;
- submit notifications (to relevant parties); and
- get advance notice of any possible route problems.

3 OUTLINE ABNORMAL LOAD DELIVERY VEHICLE SPECIFICATION

- 3.1.1. AIL delivery vehicles will be required to deliver Wind Turbine Generator components of differing specifications and weights to the Proposed Development, the components will include;
- Blade components;
 - Tower Section components;
 - Hub components; and
 - Nacelle components.
- 3.1.2. At this stage, a final Wind Turbine Generator has not been selected for the Proposed Development and as such the specifications of the Wind Turbine Generator components and AIL delivery vehicle arrangements are subject to change. Once a Wind Turbine Generator has been selected, final AIL vehicle arrangements and specifications will be determined by the appointed haulier who will undertake a screening exercise of the proposed delivery route.
- 3.1.3. To undertake a robust assessment to inform this Abnormal Load Access Study, an Outline Abnormal Load Delivery Vehicle Specification has been developed. The Outline Abnormal Load Delivery Vehicle Specification determined is based on a superwing trailer transporting a blade component for a V162 turbine. A V162 is a larger turbine option with blade components 80m in length, this has been considered a robust option for this assessment, and the blade load represents the largest component to be delivered to site. The total vehicle length - comprising the power unit (Truck) and blade component loaded on the superwing trailer - is 83.9m.
- 3.1.4. **Figure 3.1** presents the Outline Abnormal Load Delivery Vehicle Specification used within the swept path assessments (**Appendix A**). Based on the length (83.9m) and width (max blade component width of 4.43m) of the vehicle arrangement, as per **section 2**, the vehicle will require authorisation by means of a special order.

Figure 3-1 – Superwing Trailer Arrangement Transporting an 80m Blade



4 ROUTE ASSESSMENT

- 4.1.1. Based on the location of the site, the most suitable port of entry for Wind Turbine Generator components is Swansea docks. A route is available for AIL deliveries from Swansea docks to site via the following roads:
- Port exit at Baldwins Crescent;
 - Right turn from Baldwins Crescent onto A483 Fabian Way eastbound;
 - Exit A483 onto the M4 at Earlswood interchange;
 - Exit the M4 onto the A465 northbound at junction 43 Llandarcy Interchange;
 - Exit the A465 onto the A4061 Rhigos Road;
 - Exit the A4061 Rhigos Road into site access.
- 4.1.2. The route is approximately 38.1km in length from Swansea port exit to the proposed site access. A considerable section, some 29.6km, of the available route uses the Strategic Road Network, including the M4 and the A465 heads of valleys road. The A483, M4 and the A465 form component sections of the National Highways Heavy Load Routes HR50b and HR51, routes which are considered appropriate for the transportation of heavy loads. While the National Highways High and Heavy Loads guidance was withdrawn in 2022 and replaced with the ESDAL system referenced in **section 2**, the high and heavy loads map and supporting documentation is a useful reference to understand the suitability of the route for Abnormal Loads.
- 4.1.3. The route considered within this Abnormal Load Assessment is included within **Figure 4.1**. This has been screened by means of a desktop survey and onsite observations to identify potential constraints or “pinch points”. A “pinch point” is defined as a location where constraints relating to each of the highway characteristics referenced below are likely to prevent or significantly impede abnormal load access:
- Horizontal road alignment;
 - Vertical road alignment; and
 - Weight/height restrictions.
- 4.1.4. **Figures 4.2 and 4.3** present the locations of 11 potential route constraints which have been identified by during a route screening exercise.
- 4.1.5. **Table 4.1** presents the potential constraint locations and suggested mitigation measures.

Table 4-1 – Constraint Locations and Suggested Mitigation Measures

Ref. No	Potential Constraint Location	Details
1	Baldwin Crescent/A483 Fabian Way	Right turn manoeuvre required from Baldwin Crescent onto the A483 Fabian Way eastbound. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0101 within Appendix A) which

Ref. No	Potential Constraint Location	Details
		identifies that the following mitigation will be required; ■ Rear overhang of the load will require the temporary removal of 3 traffic signs, 1 streetlighting column and 1 reflective bollard. ■ Overswing of the load and vehicle body will require temporary removal of Vehicle Restraint Systems on the western side of the carriageway and within the central reservation. 1 streetlighting column will be required to be temporarily removed. Escort vehicles will be required to temporarily halt the eastbound and westbound traffic on the A483 while the delivery vehicle manoeuvres across the westbound traffic lanes and turns eastbound.
2	A483/Amazon Access/B4290 Ashleigh Terrace Roundabout junction 	Ahead manoeuvre required through the roundabout junction from A483 to A483 eastbound. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0102, Appendix A) which identifies that the following mitigation will be required; ■ Rear overhang of the load will require the temporary removal of 3 traffic signal columns, 1 pedestrian demand unit, 1 streetlighting column and 2 signs. It is assumed that the pedestrian guard railing and bollards will be over sailed by the blade load, this will be confirmed during the trial run undertaken by the appointed haulier. ■ Overhang of the vehicle body and load over the roundabout central island will require the temporary removal of 2 traffic

Ref. No	Potential Constraint Location	Details
		signal columns and 1 chevron sign. Escort vehicles will be required to temporarily close the roundabout, the B4290 and Amazon Access approaches to the roundabout as the delivery vehicle will require the full width of the carriageway to complete the manoeuvre through the junction.
3	A483/A48 Earlswood Interchange 	Left turn manoeuvre required from A483 to A483 northbound. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0103, Appendix A) which identifies the following: ■ Rear overhang of the load will require the temporary removal of 1 streetlighting column. It is assumed that bollards will be oversailed by the blade load, this will be confirmed during the trial run undertaken by the appointed haulier. ■ On the east side of the carriageway adjacent to the A48 vehicle and load overhang will require the temporary removal of 1 streetlighting column and 8 bollards. It is assumed that trees will require trimming to accommodate vehicle and load, trial run by the appointed haulier to confirm. ■ On entry to the M4 slip road, vehicle and load overhang will require the temporary removal of 3 traffic signal columns, 1 bollard, 1 streetlighting column and 1 sign. Escort vehicles will be required to temporarily close the A48 south arm approach of the junction to allow the delivery vehicle to negotiate the

Ref. No	Potential Constraint Location	Details
		left turn manoeuvre. The delivery vehicle will require the full width of the carriageway to complete the manoeuvre.
4	M4 junction 43 Llandarcy Interchange 	Right turn manoeuvre required through the roundabout junction from M4 off slip to A465 Heads of Valleys Road Northbound. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0104, Appendix A) which identifies the following: ■ On entry to the junction from the M4 slip road vehicle and load overhang will require the temporary removal of 2 traffic signal columns, 1 streetlighting column and a section of the Vehicle Restraint System. ■ Rear overhang of the blade load throughout the junction will require the temporary removal of 3 streetlighting columns, 2 traffic signs and 1 traffic signal column. ■ Vehicle and load overhang within the junction will require the temporary removal of 4 traffic signal columns, and 2 street signs. ■ On exit of the junction onto the A465 Northbound, vehicle and load overhang will require the temporary removal of 1 streetlighting column and 1 traffic sign. Escort vehicles will be required to temporarily close the roundabout, the B4290 west arm approach and the M4 off slip north arm approach of the junction to allow the delivery vehicle to negotiate the manoeuvre through the junction. The delivery vehicle will require the full width of the carriageway through the

Ref. No	Potential Constraint Location	Details
		junction to complete the manoeuvre.
5	A465/Commercial Road - Resolven Roundabout 	Ahead manoeuvre required from A465 to A465. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0105, Appendix A) which identifies the following: ■ Rear overhang of the blade through the junction will require the temporary removal of 1 streetlighting column and 1 traffic sign and require clearance or trimming of a section of vegetation. ■ Vehicle and load overhang require the temporary removal of a section of Vehicle Restraint Systems within the central reservation. Within the roundabout central island 1 traffic sign is required to be temporarily removed and vegetation cleared or trimmed back as necessary. Escort vehicles will be required to temporarily close the Commercial Road and the A465 south bound approaches to the junction to allow the delivery vehicle to negotiate the ahead manoeuvre through the roundabout junction. The delivery vehicle will require the full width of the carriageway through the junction to complete the manoeuvre.
6	A465/B4242 Cwngwrach Roundabout	Ahead manoeuvre required from A465 to A465. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-

Ref. No	Potential Constraint Location	Details
		0106, Appendix A) which identifies the following: Vehicle and load overhang is expected to require the temporary removal of a section of Vehicle Restraint System in the verge in the northwestern side of the carriageway and require 1 traffic sign and a section of vegetation will be required to be trimmed back within the roundabout central island. Escort vehicles will be required to temporarily close the roundabout and the B4242, High Street and the A465 southbound approaches to the junction to allow the delivery vehicle to negotiate the ahead manoeuvre. The delivery vehicle will require the full width of the carriageway through the roundabout to complete the manoeuvre.
7	A465/A4059/A4061 Rhigos Road 	Delivery vehicle required to exit the A465 via the slip road exit to the A4059/A465 southbound on/off slip roundabout junction. Vehicle continues through the junction by turning right underneath the A465 and continuing ahead through the A4061 Rhigos Road/A465 Northbound on/off slip roundabout junction. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0107, Appendix A) which identifies the following: Construction of overrun area within the verge of the A465 off slip to allow AIL vehicles to align for the manoeuvre beneath the A465. Overrun area and

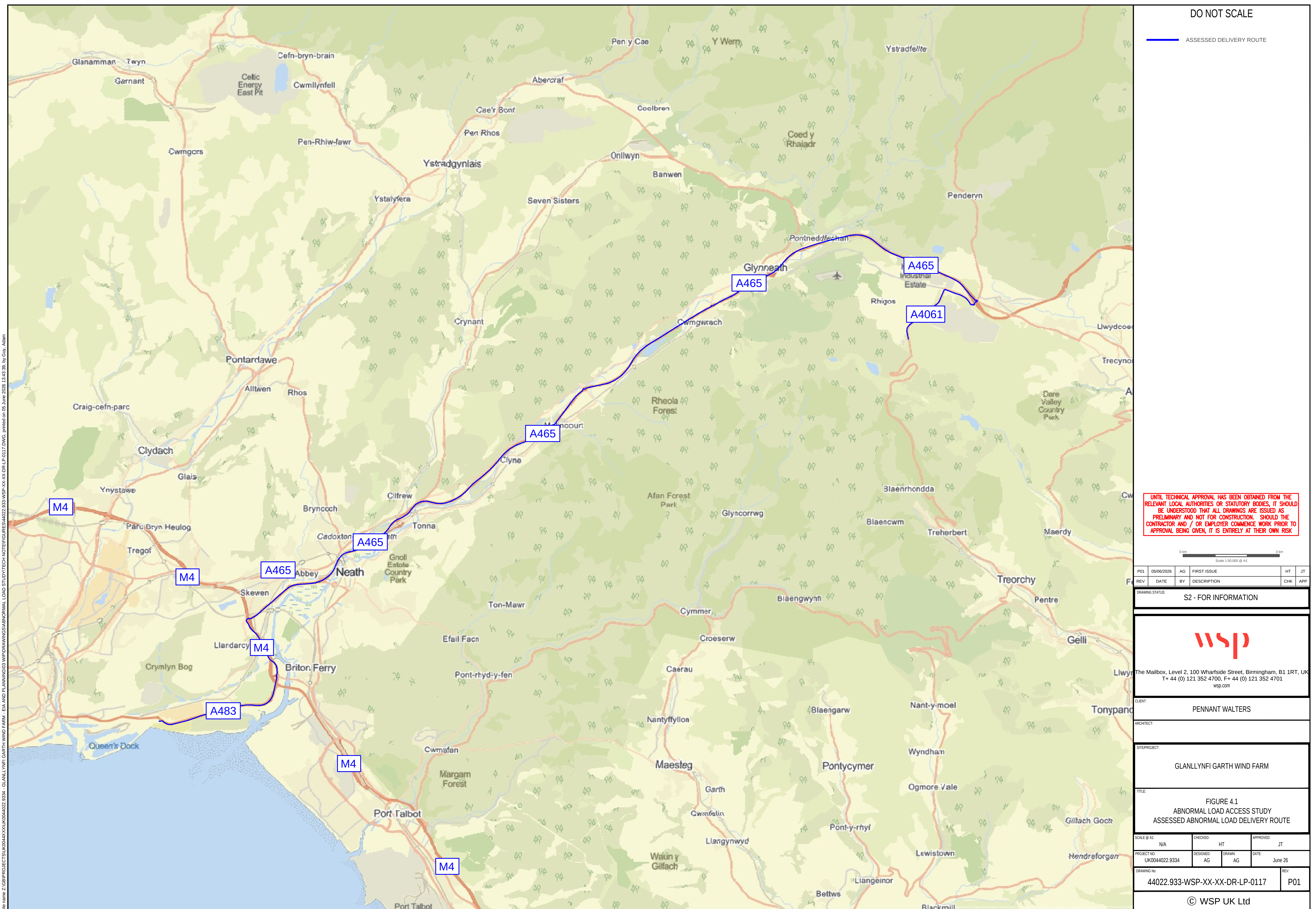
Ref. No	Potential Constraint Location	Details
		overhang of the vehicle through the verge will require the provision of a load bearing surface and the temporary removal or relocation of 2 streetlighting columns and 1 traffic sign. A section of Vehicle Restraint system will be required to be temporarily removed. ■ Construction of overrun area over the roundabout central island east of the A465. Overrun area will require the provision of a load bearing surface and the protection of kerbs. Overhang will require the temporary removal of stone landscaping, and 2 traffic signs. ■ Overrun over a central island on the west arm of the eastern roundabout junction will require construction of a load bearing surface and temporary removal of a bollard and 1 traffic sign. ■ Vehicle and load overhang at other locations east of the A465 will require the temporary removal of 1 traffic sign and 1 street lighting column. ■ Overrun over a central island on the east arm of the western roundabout junction will require construction of a load bearing surface and temporary removal of a bollard and 1 traffic sign. ■ Construction of overrun area over the roundabout central island west of the A465. Overrun area will require the provision of a load bearing surface and the protection of kerbs and the temporary removal/relocation of 1 traffic sign. Overhang will require the temporary removal of stone landscaping. ■ On the west arm of the west roundabout junction overrun over a central island will require construction of a load bearing

Ref. No	Potential Constraint Location	Details
		surface and temporary removal of 2 bollards and 1 traffic sign. ■ Rear overhang around the bend exiting the roundabout will require the temporary removal of 3 streetlighting columns and 3 traffic signs. ■ Vehicle and Load overhang over the inside of the bend exiting the roundabout will require the temporary removal of a section of Vehicle Restraint System. Escort vehicles will be required to temporarily close the roundabout junctions, the A465 slip road exits and the A4059 and the A4061 approaches to allow the delivery vehicle to negotiate the right turn manoeuvre. The delivery vehicle will require the full width of the carriageway through the junction to complete the manoeuvre.
8	A4061 Rhigos Road/Rhigos Road 	Left turn manoeuvre required from A4061 Rhigos Road to A4061 Rhigos Road. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0108, Appendix A) which identifies the following: ■ Rear overhang of the blade load over the north side of the carriageway will require the temporary removal of 1 traffic sign. Overhang at this location may also potentially require the removal of a wall - trial run by appointed haulier to confirm. ■ Rear overhang of the blade load over the central island on the east arm of the junction will require the temporary removal of 1 traffic sign. Bollards at this

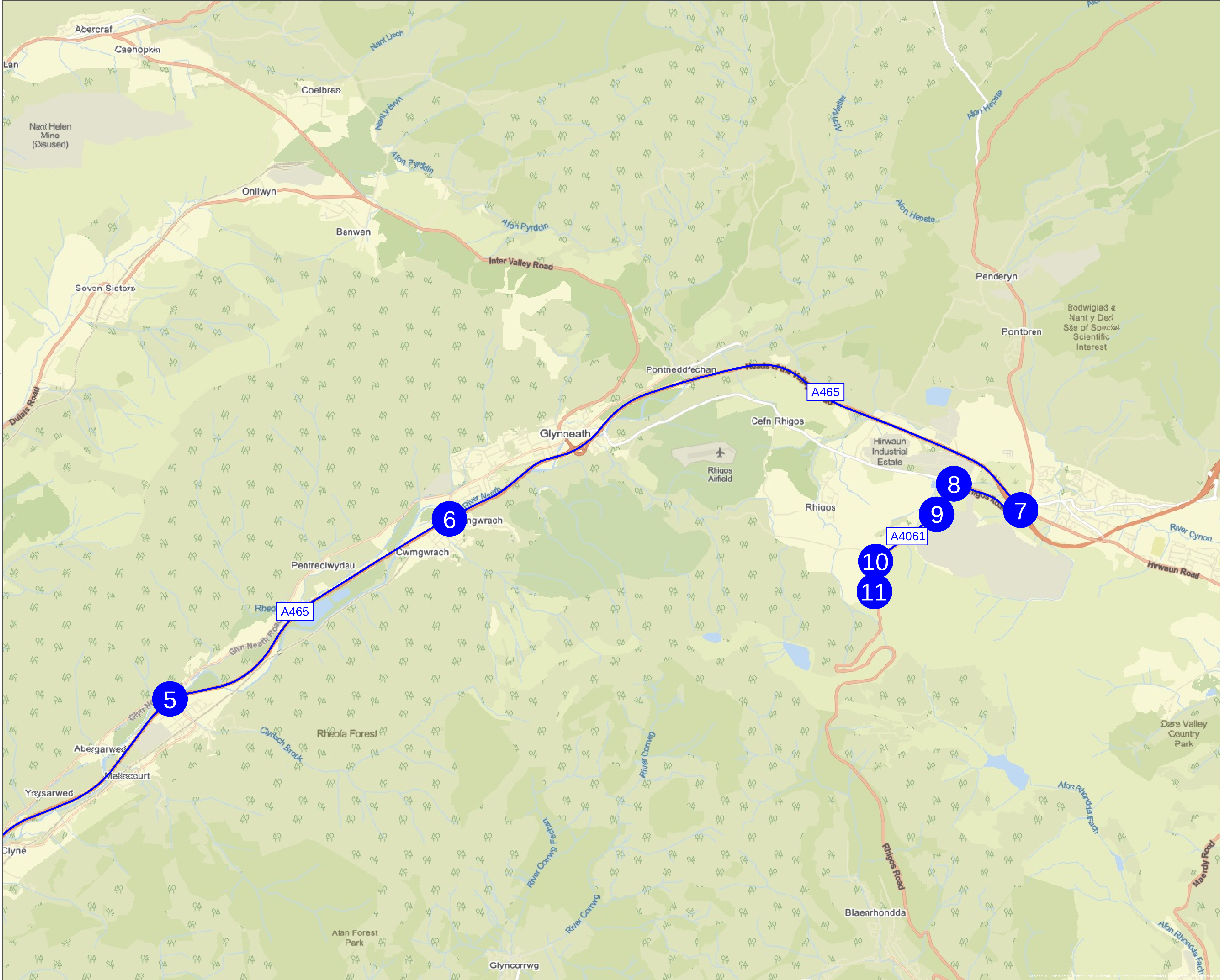
Ref. No	Potential Constraint Location	Details
		location are expected to be over sailed and no mitigation required, trial run by the appointed haulier to confirm. ■ Rear overhang of the blade load over the roundabout central island will require the temporary removal of 1 traffic sign. Trimming back of trees may also be required, trial run by the appointed haulier to confirm. ■ Vehicle and blade load overhang over the southeast corner of the junction will require temporary removal of 1 streetlighting column, 1 traffic sign and the trimming back of trees and hedgerow. ■ Overrun of the central island on the south arm of the roundabout junction will require the provision of a load bearing surface and temporary removal of 2 bollards and 1 traffic sign. Escort vehicles will be required to temporarily close the roundabout and the Rhigos Road and Hirwaun Industrial Estate approaches to allow the delivery vehicle to negotiate the left turn manoeuvre. The delivery vehicle will require the full width of the carriageway to complete the manoeuvre.
9	A4061 Rhigos Road – bend to the right 	Delivery vehicle required to manoeuvre through a bend on the A4061 Rhigos Road. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0109, Appendix A) which identifies the following; ■ Minor vegetation clearance is required on the east side of the carriageway to accommodate the rear overhang of the blade load.

Ref. No	Potential Constraint Location	Details
		Overhead power lines cross the carriageway at three locations within the vicinity of the bend. Clearance between the load and the OHL to be confirmed by the appointed haulier during the route screening exercise. Escort vehicles will be required to temporarily halt vehicles routeing northbound through the bend in the opposite direction to the delivery vehicle to allow the delivery vehicle to negotiate the right turn manoeuvre. The delivery vehicle will require the full width of the carriageway through this location.
10	A4061 Rhigos Road – bend to the left 	Delivery vehicle required to manoeuvre through a bend on the A4061 Rhigos Road. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0110, Appendix A) which identifies the following; - No mitigation requirements are expected. - Overhead power lines cross the carriageway within the vicinity of the bend. Clearance between the load and the OHL to be confirmed by the appointed haulier during the route screening exercise. Escort vehicles will be required to temporarily halt vehicles routeing northbound through the bend in the opposite direction to the delivery vehicle to allow the delivery vehicle to negotiate the left turn manoeuvre. The delivery vehicle will require the full width of the carriageway through this location.
11	A4061 Rhigos Road/Site Access	Delivery vehicle required to undertake a right turn manoeuvre

Ref. No	Potential Constraint Location	Details
		from the highway (A4061 Rhigos Road) into an off-highway access track to site. A swept path assessment has been undertaken at this location (Sheet 44022.933-WSP-XX-XX-DR-LP-0111, Appendix A) which identifies the following; ■ Overrun of the delivery vehicle wheelbase will require provision of an additional area of load bearing surface on the north side of the access. ■ Overhand of the vehicle and load will require vegetation to be cleared on the north side of the access. Escort vehicles will be required to temporarily halt vehicles routing northbound in the opposite direction to the delivery vehicle to allow the delivery vehicle to negotiate the right turn manoeuvre. The delivery vehicle will require the full width of the carriageway to complete the manoeuvre.







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DO NOT SCALE

PROPOSED DELIVERY ROUTE

6

CONSTRAINT LOCATION

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

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P01	05/06/2026	AG	FIRST ISSUE	HT	JT
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CLIENT: PENNANT WALTERS

ARCHITECT:

SITE/PROJECT: GLANLLYNI GARTH WIND FARM

TITLE: FIGURE 4.3
ABNORMAL LOAD ACCESS STUDY
CONSTRAINTS 5 TO 11

SCALE @ A1: N/A	CHECKED: HT	APPROVED: JT
PROJECT NO: UK0044022 9334	DESIGNED: AG	DRAWN: AG
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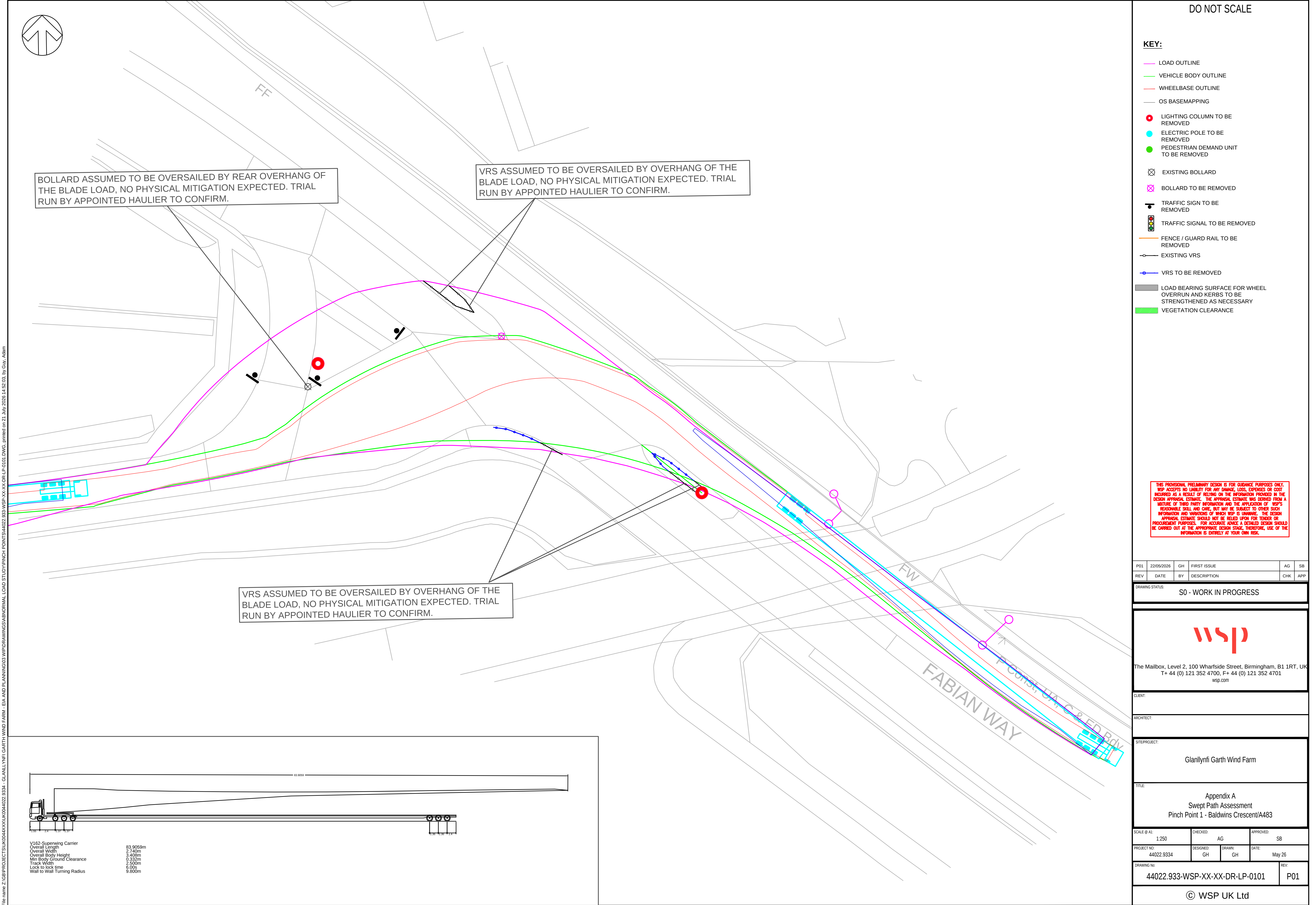
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5 SUMMARY

- 5.1.1. This Abnormal Load Access Study has provided an assessment of an Outline Abnormal Load Delivery Vehicle Specification transporting a Wind Turbine Generator blade component 80m in length from Swansea Docks to the proposed site access. The blade load represents the largest expected AIL delivery vehicle to the Proposed Development. The Outline Abnormal Load Delivery Vehicle Specification is provided in **figure 3.1**.
- 5.1.2. An appropriate port of delivery for the Wind Turbine Generator components is Swansea Docks. Swansea Docks has been used for the delivery of Wind Turbine Components for other wind farms within South Wales and is well connected to the SRN with access to the M4 available via the A483 and access to the A465 Heads of Valleys Road available via junction 43 of the M4. The A483, M4 and A465 are component sections of National Highways Heavy Load Routes HR50b and HR51.
- 5.1.3. The route considered in this assessment has been screened for constraints by way of a desktop assessments and onsite observations. Eleven constraint locations were identified, all of which were assessed using vehicle tracking software to identify mitigation requirements. **Table 4.1** and the swept path drawings presented in **Appendix A** set out mitigation requirements at the constraint locations. At most locations the delivery vehicle can be accommodated by temporary removal of street furniture including street lighting and signage etc. However more significant mitigation is needed at pinch point 7 (A465/A4061 Rhigos Road) and pinch point 8 (A4061 Rhigos Road/Hirwaun Trading Estate).
- 5.1.4. Pinch point 7 will require significant works to provide overrun areas in verges and through roundabout central islands so the delivery vehicle can manoeuvre onto the A4061 and route beneath the A465 overbridge.
- 5.1.5. This assessment has also considered access into the Proposed Development. The site access point is located on the A4061 Rhigos Road and has provided access for AIL deliveries to other Wind Farms adjacent to the Proposed Development. To accommodate the larger blade components required to be delivered to the Proposed Development the access will require an additional area of overrun to accommodate the delivery vehicle wheelbase and vegetation will be required to be cleared to accommodate oversail of the blade component and trailer.
- 5.1.6. At the appropriate stage of the project the appointed haulier will screen the route using the final vehicle arrangement. In consultation with the relevant highways' authorities, the delivery schedule, mitigation and management measures on the delivery route will be determined before any deliveries commence.

Appendix A

SWEPT PATH ASSESSMENTS



DO NOT SCALE

- KEY:**
- LOAD OUTLINE
 - VEHICLE BODY OUTLINE
 - WHEELBASE OUTLINE
 - OS BASEMAPPING
 - LIGHTING COLUMN TO BE REMOVED
 - ELECTRIC POLE TO BE REMOVED
 - PEDESTRIAN DEMAND UNIT TO BE REMOVED
 - EXISTING BOLLARD
 - BOLLARD TO BE REMOVED
 - TRAFFIC SIGN TO BE REMOVED
 - TRAFFIC SIGNAL TO BE REMOVED
 - FENCE / GUARD RAIL TO BE REMOVED
 - EXISTING VRS
 - VRS TO BE REMOVED
 - LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
 - VEGETATION CLEARANCE

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ARCHITECT:

SITE/PROJECT:

Glanllynfi Garth Wind Farm

TITLE:

Appendix A
Swept Path Assessment
Pinch Point 1 - Baldwins Crescent/A483

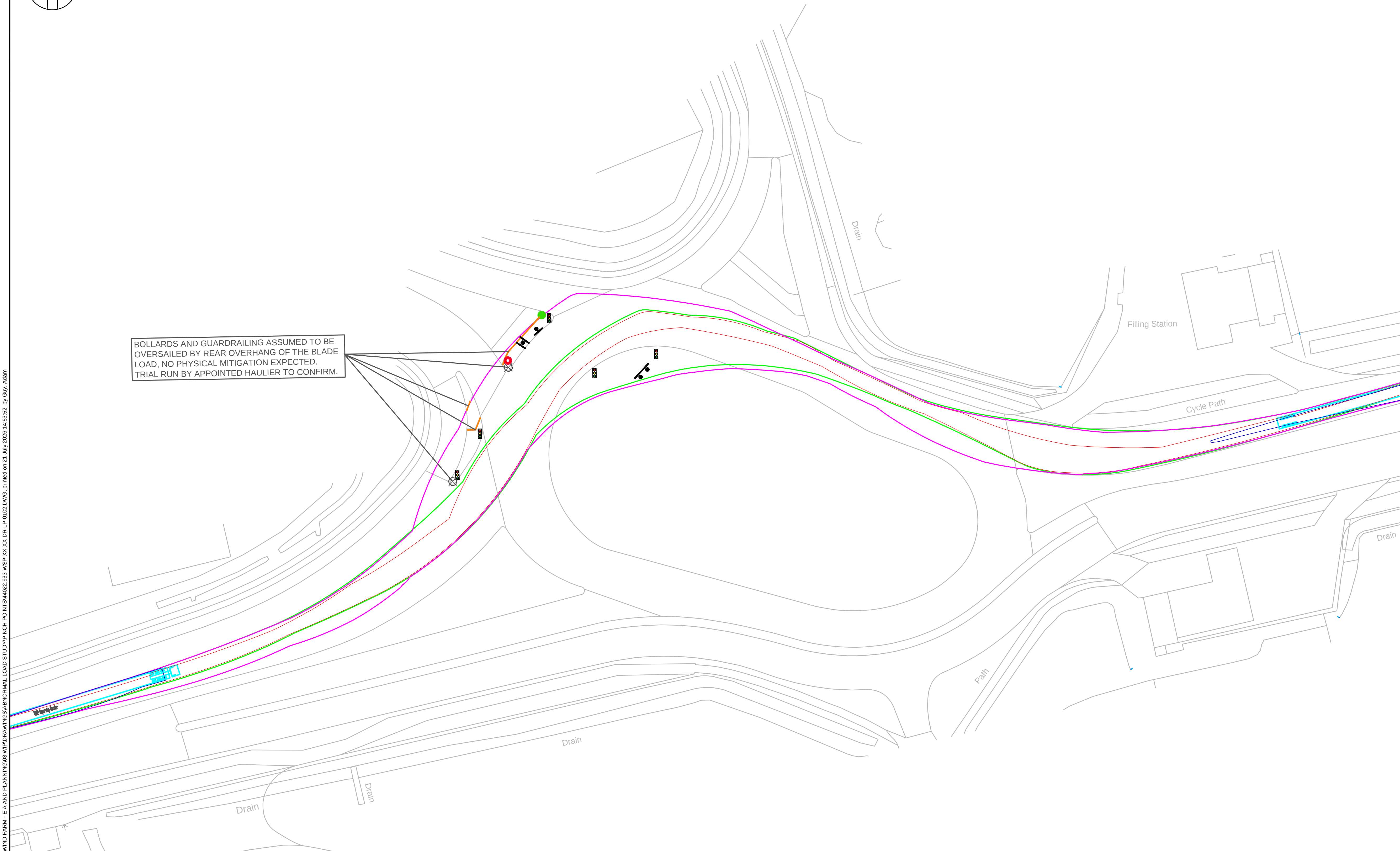
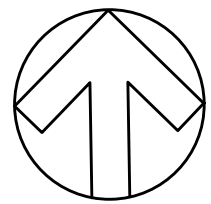
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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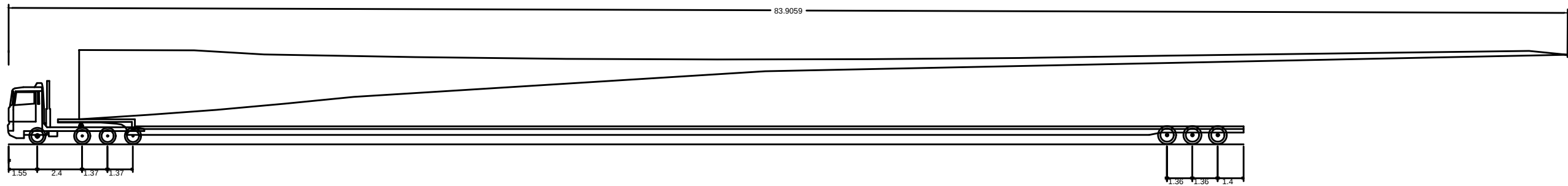
DRAWING NO: 44022.933-WSP-XX-XX-DR-LP-0101	REV: P01
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File name: Z:\GB\PROJECTS\UK\0404\XXXX\UK0404022.9334 - GLANILYNFI GARTH WIND FARM - EIA AND PLANNING\03 WIP\DRAWINGS\ABNORMAL LOAD STUDY\PINCH POINTS\44022.933-WSP-XX-XX-DR-LP-0102.DWG, printed on 21 July 2026 14:53:52, by Guy, Adam



BOLLARDS AND GUARDRAILING ASSUMED TO BE
OVERSAILED BY REAR OVERHANG OF THE BLADE
LOAD, NO PHYSICAL MITIGATION EXPECTED.
TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.



V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.400m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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Appendix A
Swept Path Assessment
Pinch Point 2 - A483/Amazon Access

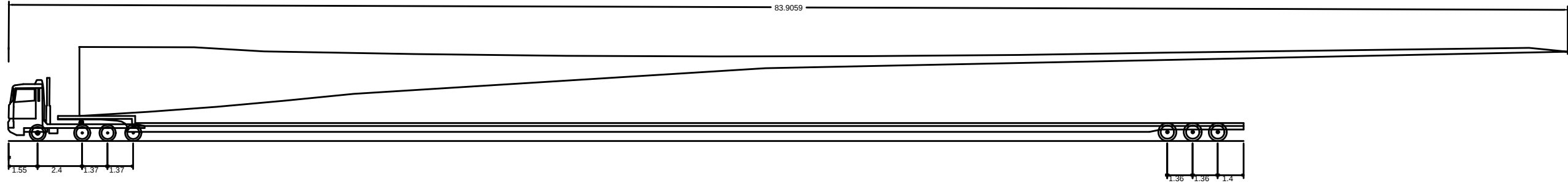
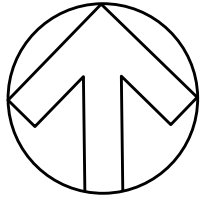
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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V162-Superwinning Carrier
Overall Length 83.9059m
Overall Width 2.749m
Overall Body Height 3.469m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

BOLLARDS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

TREE CANOPY MAY NEED TO BE CUT BACK TO ACCOMMODATE VEHICLE AND LOAD. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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Appendix A
Swept Path Assessment
Pinch Point 3 - Earlswood Interchange A48/A483

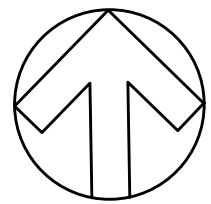
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH

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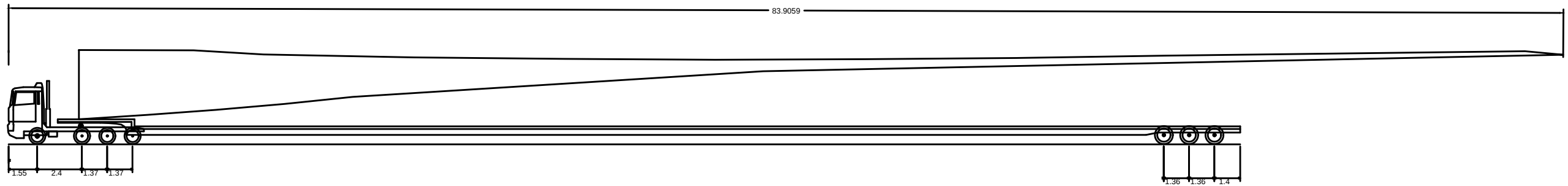
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VRS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

VRS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

VRS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.



V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.749m
Overall Body Height 3.469m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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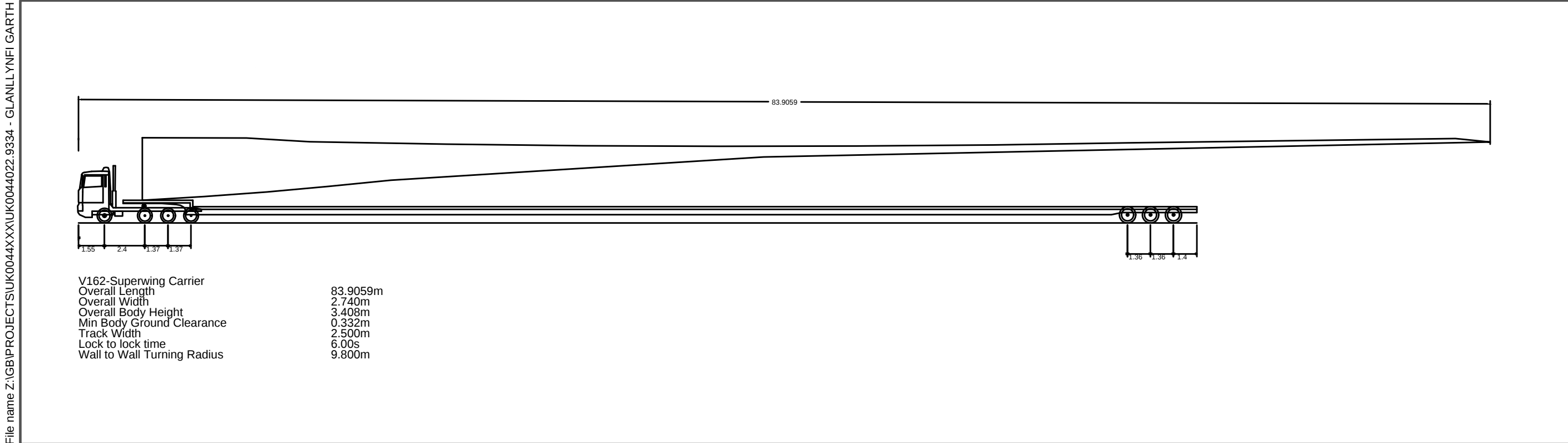
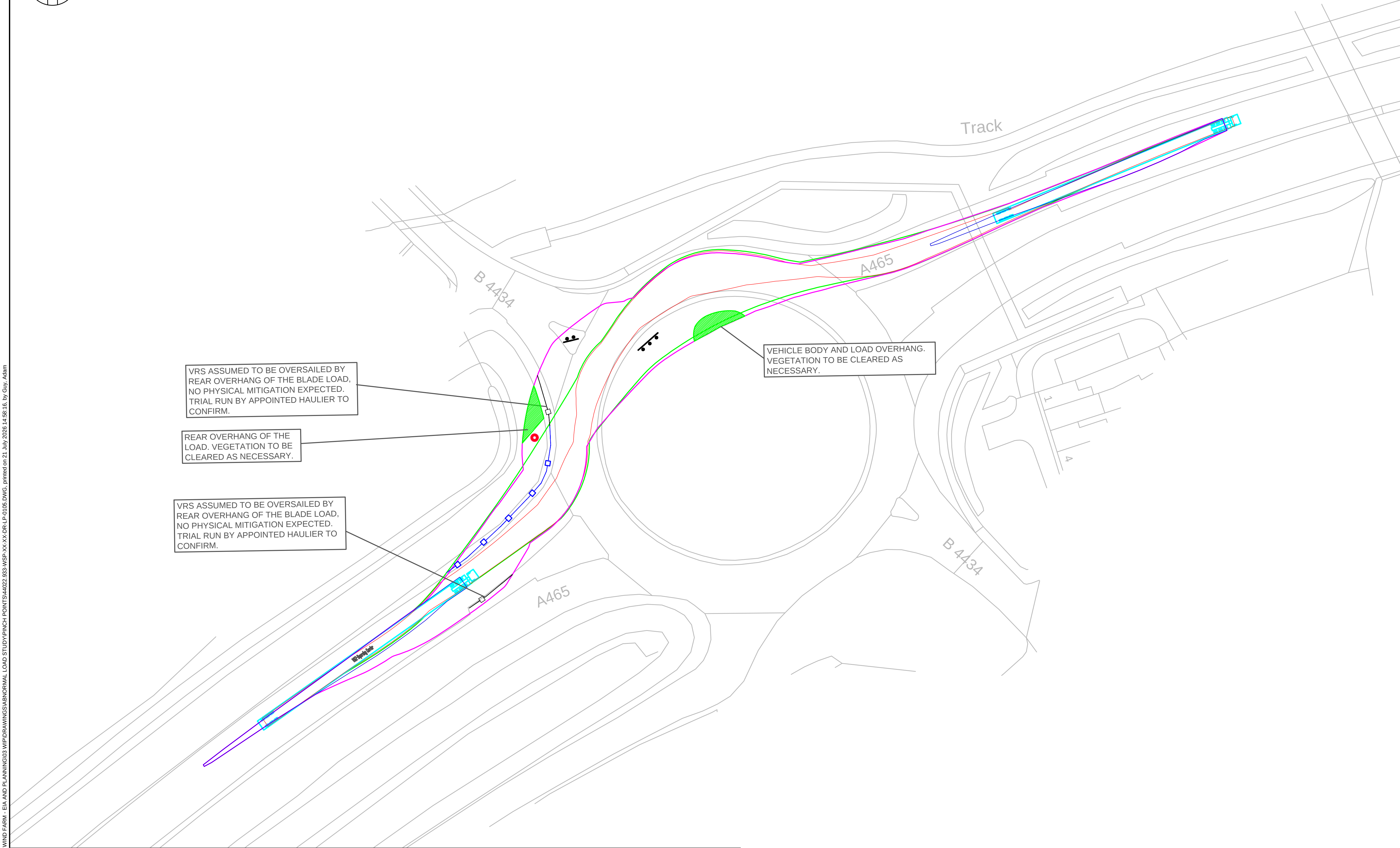
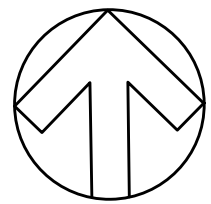
TITLE:
Appendix A
Swept Path Assessment
Pinch Point 4 - Llandarcy Interchange M4 Junction 43

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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH
	DATE: May 26	

DRAWING NO: 44022.933-WSP-XX-XX-DR-LP-0104	REV: P01
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V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.400m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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Appendix A
Swept Path Assessment
Pinch Point 5 - Resolven Roundabout A465/Commercial Road

SCALE @ A1: 1:500

CHECKED: AG

APPROVED: SB

PROJECT NO: 44022.9334

DESIGNED: GH

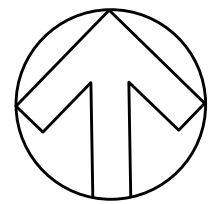
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DATE: May 26

DRAWING No: 44022.933-WSP-XX-XX-DR-LP-0105

REV: P01

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KEY:

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- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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REV	DATE	BY	DESCRIPTION	CHK	APP

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ARCHITECT:

SITE/PROJECT:
Glanllynfi Garth Wind Farm

TITLE:
Appendix A
Swept Path Assessment
Pinch Point 6 - Cwngwrach Roundabout A465/B4242

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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DRAWING NO: 44022.933-WSP-XX-XX-DR-LP-0106	REV: P01
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VRS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

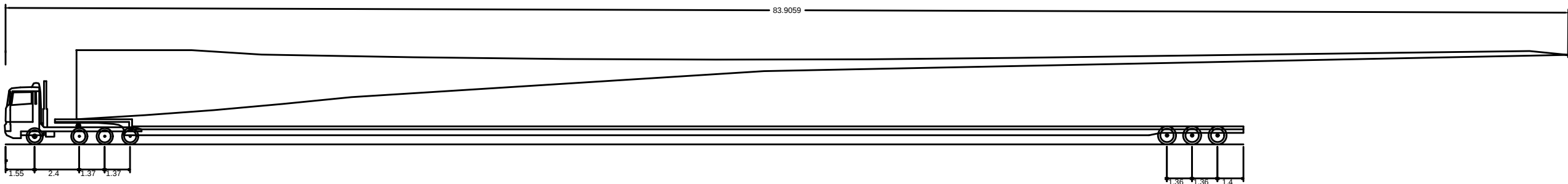
VRS ASSUMED TO BE OVERSAILED BY REAR OVERHANG OF THE BLADE LOAD, NO PHYSICAL MITIGATION EXPECTED. TRIAL RUN BY APPOINTED HAULIER TO CONFIRM.

VEHICLE BODY AND LOAD OVERHANG. VEGETATION TO BE CLEARED AS NECESSARY.

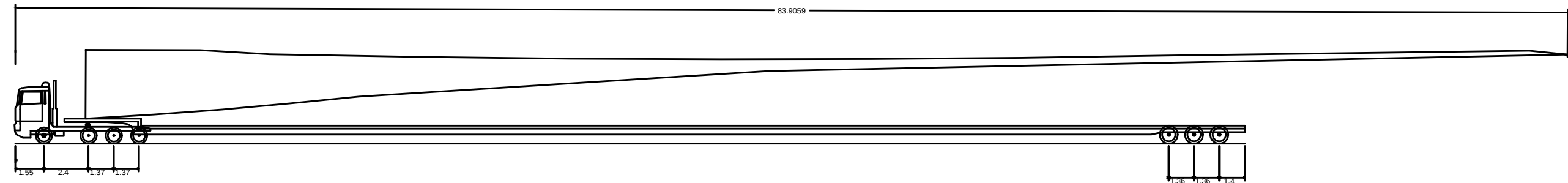
B 4242

Drain

Lay-by



V162 Superwinning Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.405m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m



V162-Superwing Carrier	
Overall Length	83.9059m
Overall Width	2.740m
Overall Body Height	3.408m
Min Body Ground Clearance	0.332m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	9.800m

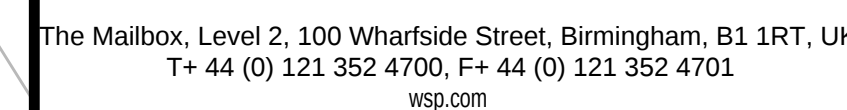
KEY:

-  LOAD OUTLINE
-  VEHICLE BODY OUTLINE
-  WHEELBASE OUTLINE
-  OS BASEMAPPING
-  LIGHTING COLUMN TO BE REMOVED
-  ELECTRIC POLE TO BE REMOVED
-  PEDESTRIAN DEMAND UNIT TO BE REMOVED
-  EXISTING BOLLARD
-  BOLLARD TO BE REMOVED
-  TRAFFIC SIGN TO BE REMOVED
-  TRAFFIC SIGNAL TO BE REMOVED
-  FENCE / GUARD RAIL TO BE REMOVED
-  EXISTING VRS
-  VRS TO BE REMOVED
-  LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
-  VEGETATION CLEARANCE

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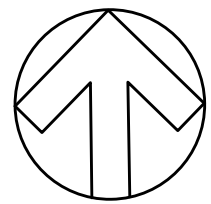
Appendix A
Swept Path Assessment
Pinch Point 7 - A465/A4059/A4061 Rhigos Road

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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44022.933-WSP-XX-XX-DR-LP-0107	P01

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KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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P02	21/07/2026	GH	ANNOTATIONS UPDATED	AG	SB
P01	22/05/2026	GH	FIRST ISSUE	AG	SB
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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SITE/PROJECT:
Glanllynfi Garth Wind Farm

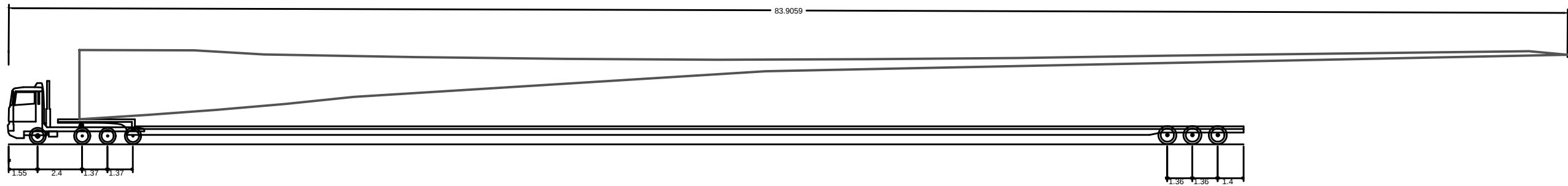
TITLE:
Appendix A
Swept Path Assessment
Pinch Point 8 - Rhigos Road/A4061 Rhigos Road

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH
		DATE: July 26

DRAWING NO: 44022.933-WSP-XX-XX-DR-LP-0108	REV: P02
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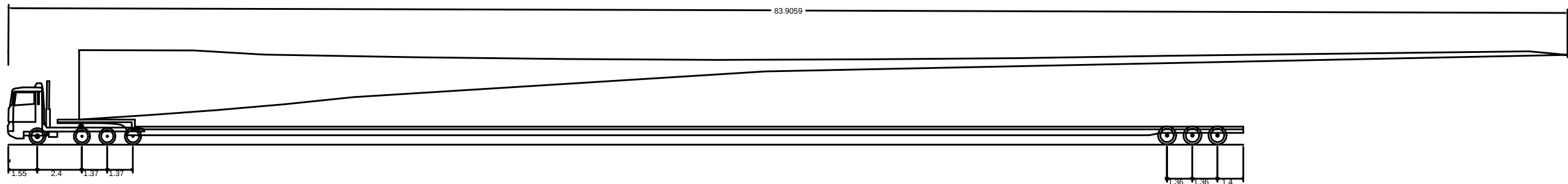
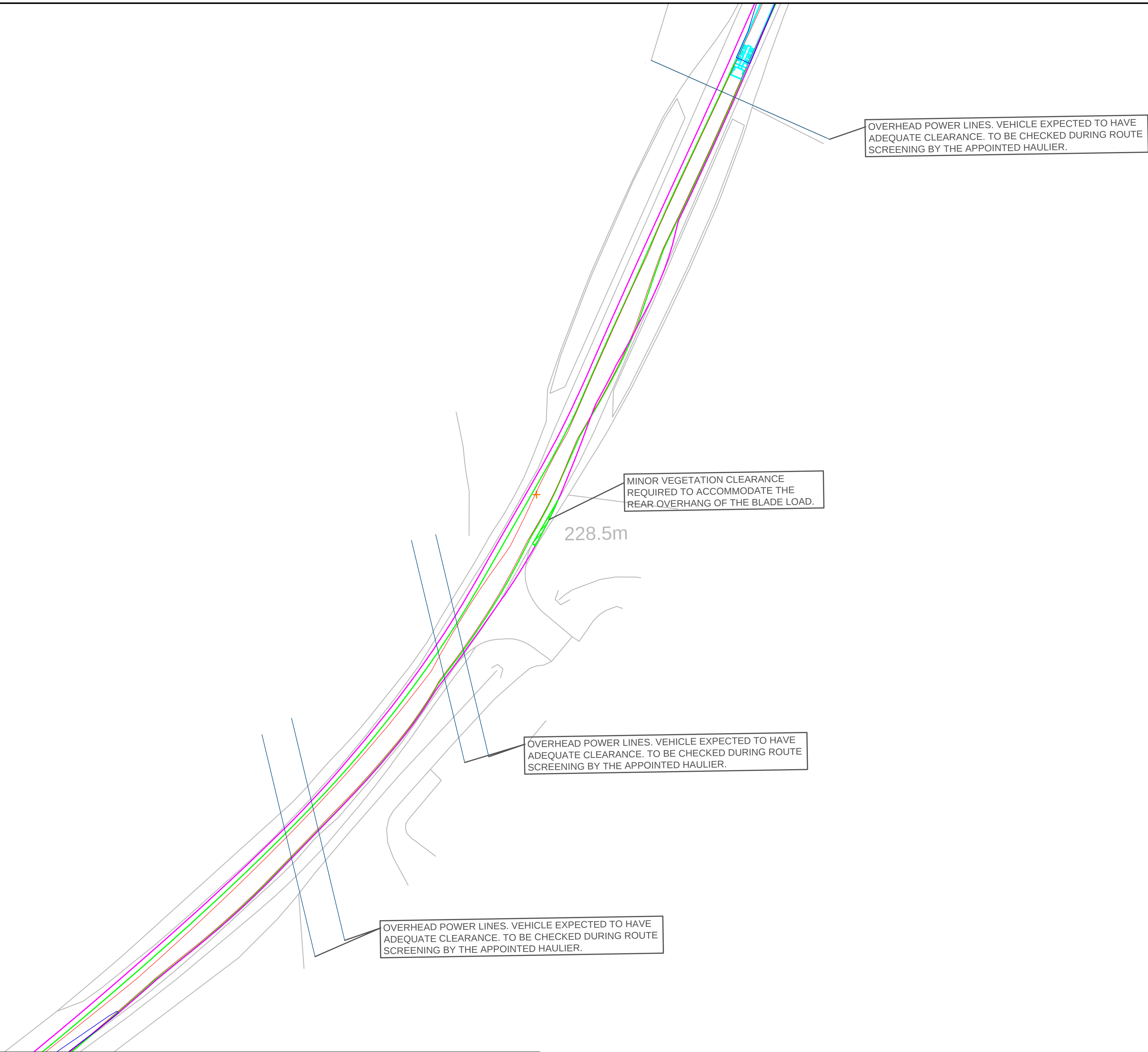
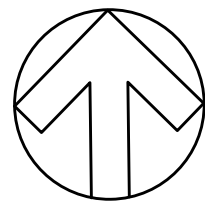
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V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.400m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

File name: Z:\GB\PROJECT\BUK04\44\XX\UK04\4022\9334 - GLANILYNFI GARTH WIND FARM - EIA AND PLANNING\03 WIP\DRAWINGS\ABNORMAL LOAD STUDY\PINCH POINTS\44022-933-WSP-XX-XX-DR-LP-0109.DWG, printed on 21 July 2026, 15:07:54, by Clwy, Adam



V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.405m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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P01	22/05/2026	GH	FIRST ISSUE	AG	SB
REV	DATE	BY	DESCRIPTION	CHK	APP

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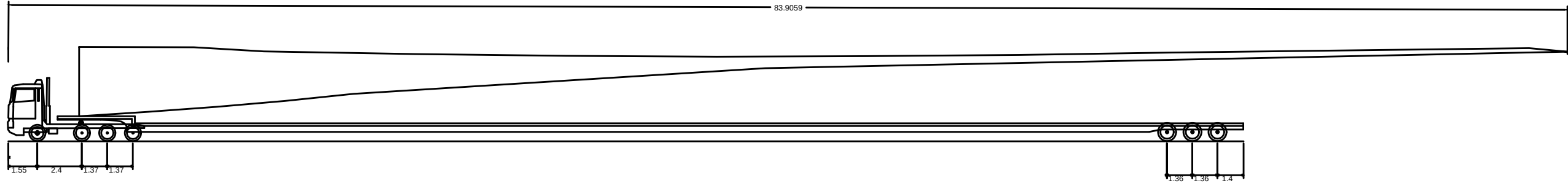
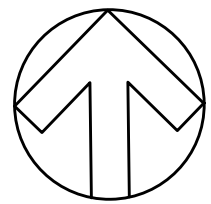
Appendix A
Swept Path Assessment
Pinch Point 9 - A4061 Rhigos Road

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH
	DATE: May 26	

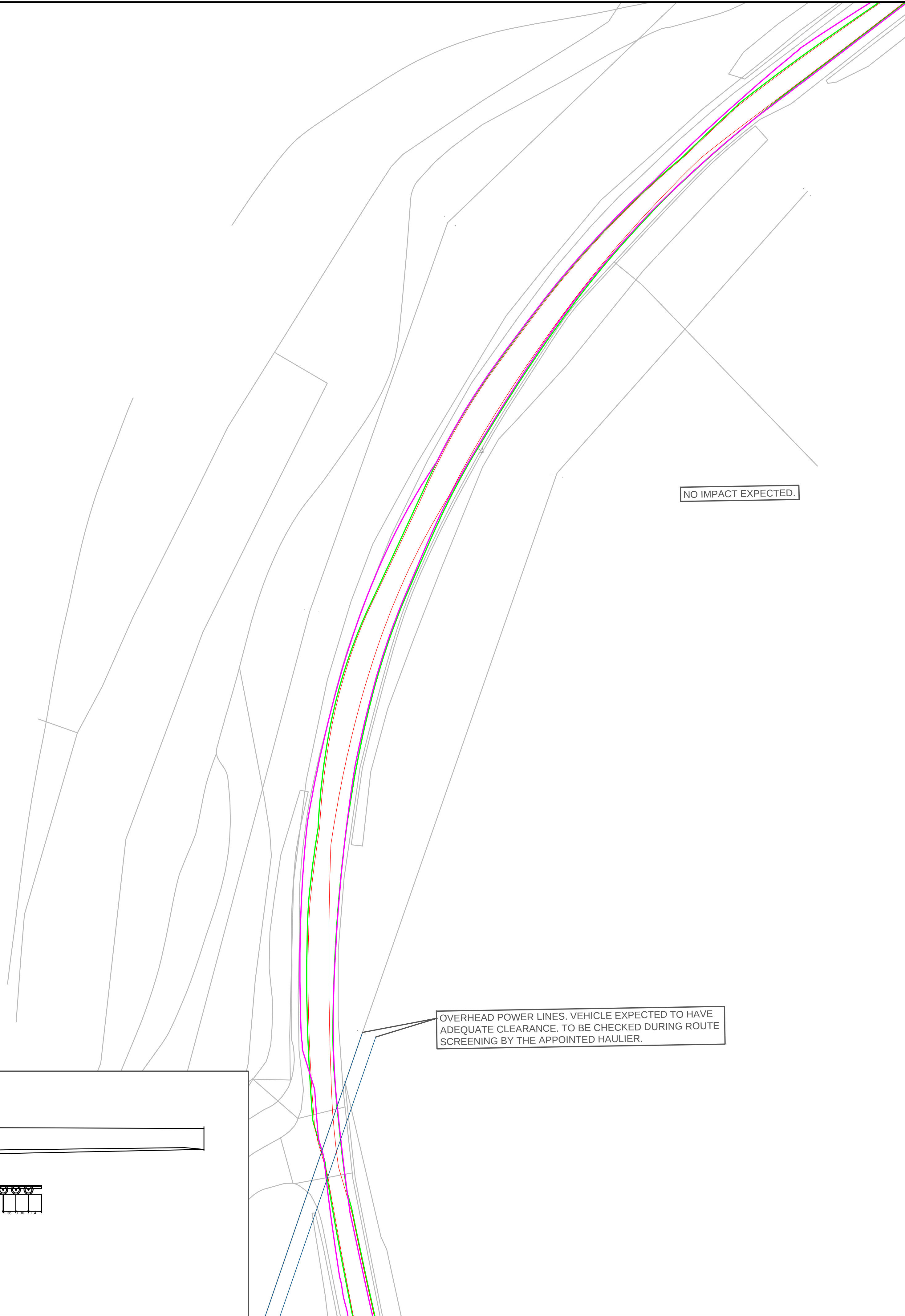
DRAWING No: 44022.933-WSP-XX-XX-DR-LP-0109	REV: P01
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File name: Z:\GB\PROJECT\BUK04\XX\UK04\4022.9334 - GLANILYNFI GARTH WIND FARM - EIA AND PLANNING\03 WIP\DRAWINGS\ABNORMAL LOAD STUDY\PINCH POINTS\44022.933-WSP-XX-XX-DR-LP-0110.DWG, printed on 21 July 2026, 15:06:02, by Clwy, Adam



V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.468m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m



DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
- LOAD BEARING SURFACE FOR WHEEL OVERRUN AND KERBS TO BE STRENGTHENED AS NECESSARY
- VEGETATION CLEARANCE

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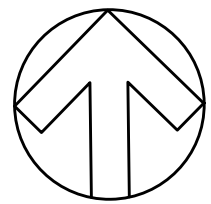
Appendix A
Swept Path Assessment
Pinch Point 10 - A4061 Rhigos Road

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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DRAWING No: 44022.933-WSP-XX-XX-DR-LP-0110	REV: P01
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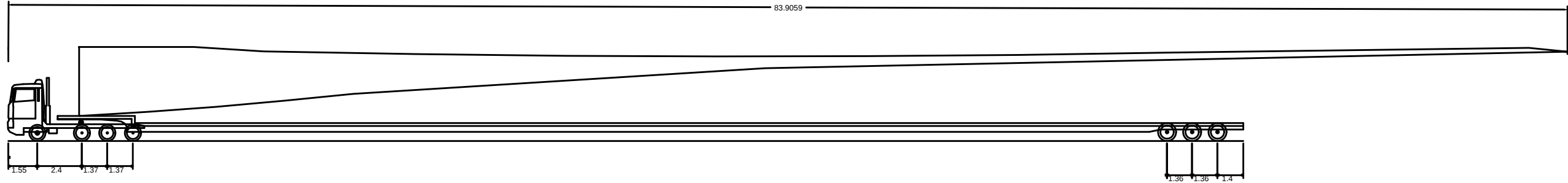
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LOAD AND VEHICLE BODY OVERHANG.
VEGETATION TO BE CLEARED AS NECESSARY.

WHEELBASE OVERRUN, ADDITIONAL
AREA OF LOAD BEARING SURFACE
REQUIRED.

Gas Gov



V162-Supervising Carrier
Overall Length 83.9059m
Overall Width 2.740m
Overall Body Height 3.405m
Min Body Ground Clearance 0.332m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 9.800m

DO NOT SCALE

KEY:

- LOAD OUTLINE
- VEHICLE BODY OUTLINE
- WHEELBASE OUTLINE
- OS BASEMAPPING
- LIGHTING COLUMN TO BE REMOVED
- ELECTRIC POLE TO BE REMOVED
- PEDESTRIAN DEMAND UNIT TO BE REMOVED
- EXISTING BOLLARD
- BOLLARD TO BE REMOVED
- TRAFFIC SIGN TO BE REMOVED
- TRAFFIC SIGNAL TO BE REMOVED
- FENCE / GUARD RAIL TO BE REMOVED
- EXISTING VRS
- VRS TO BE REMOVED
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TITLE:
Appendix A
Swept Path Assessment
Pinch Point 11 - A4061 Rhigos Road

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: SB
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PROJECT NO: 44022.9334	DESIGNED: GH	DRAWN: GH	DATE: May 26
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DRAWING No: 44022.933-WSP-XX-XX-DR-LP-0111	REV: P01
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