



Parc Ynni Calon y Gwynt

ENVIRONMENTAL STATEMENT

Appendix 12C: Route Survey Report





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Initial Route Survey Report

May 2026

107144

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) has been commissioned by Wind 2 Limited (Wind2) to undertake a survey of the Abnormal Indivisible Load (AIL) delivery route for wind turbine loads associated with the construction and development of Parc Ynni Calon y Gwynt (CYG), located southwest of Cefn Coch, Powys.

The Route Survey Report (RSR) has been prepared to help inform Wind2 on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. This report is based upon a site visit and 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 Wind2 at this point in time.

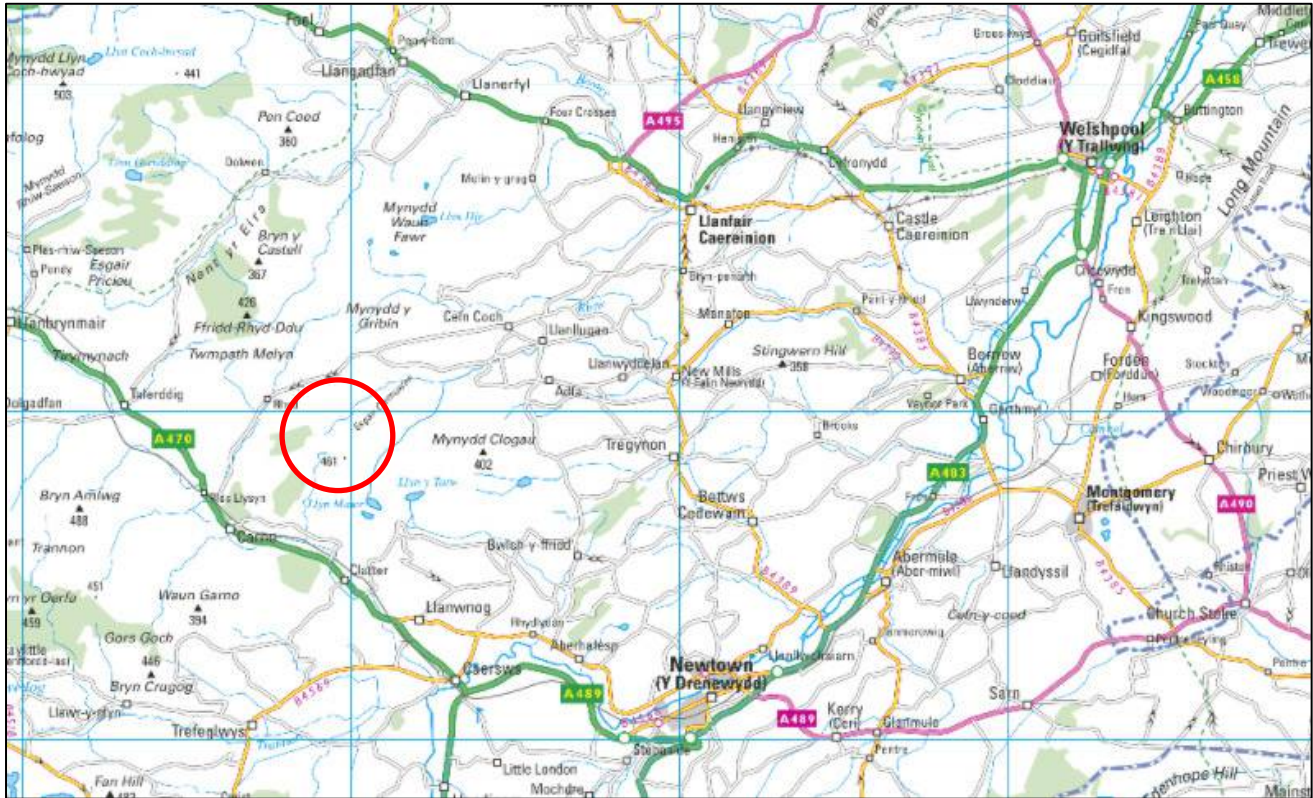
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration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

2 Site Background

2.1 Site Location

The development site is located southwest of Cefn Coch, Powys. Figure 2-1 illustrates the general site location.

Figure 2-1: Site Location Plan



2.2 Candidate Turbine

Wind2 have indicated that they wish to consider the worst-case components from the Nordex N163 blade and Siemens Gamesa SG155 turbines. The details of the components are detailed in Table 2-1.

Table 2-1: Turbine Size Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
N163 Blade	80.500	4.678	4.130	33.176
Siemens Worst Case Tower	30.000	4.800	4.800	89.000

2.3 Proposed 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 carried on a Superwing carrier trailer to reduce the need for mitigation in constrained sections of the route.

The towers would be carried on a 4+7 clamp trailer. The hub and nacelle housing would be carried on a six-axle step frame trailer. The worst case loads for these sections will be considered in a further study.

Figure 2-2: Superwing Carrier Trailer



Figure 2-3: Tower Trailer



3 Access Route Review

3.1 Port of Entry

The closest feasible Port of Entry (POE) for the site is Birkenhead Docks, located approximately 76 miles to the north of Cefn Coch.

Birkenhead was used for deliveries by Bryn Blaen Wind Farm. Other recent sites have used ports nearby (Clocaenog was required to use Ellesmere, however this port is not suitable for large blade deliveries and Garreg Lywd used Liverpool for vessel efficiency reasons).

The port facilities at Birkenhead have suitable marine access and storage areas and is used to accommodating abnormal load requirements.

Access from the port is via the A5139 and M53. Minor street furniture works may be required to enable access from the port onto the A5139 and onto the M53 junction.

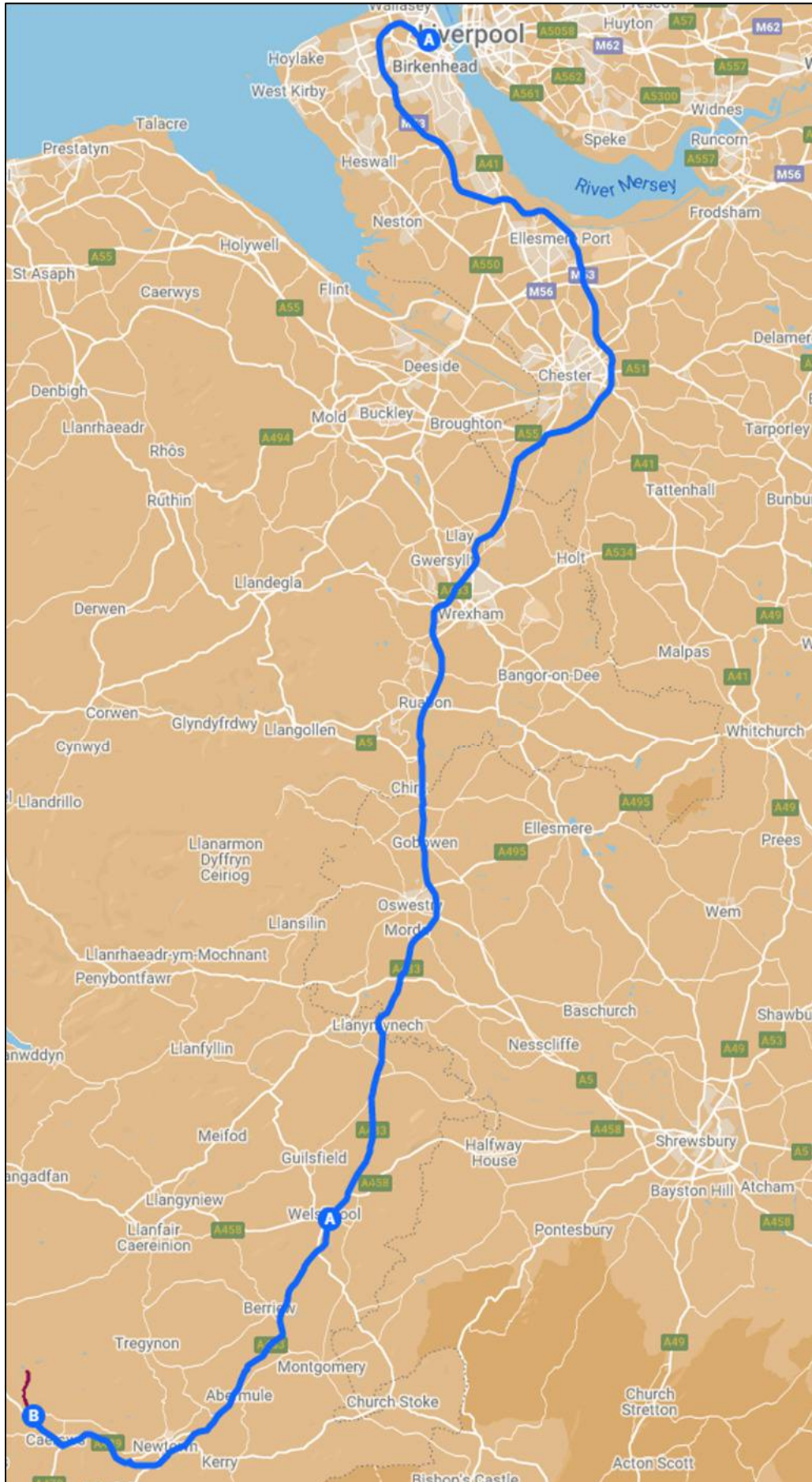
3.2 Proposed Access Routes

The access route to site is as follows:

- Loads would depart the port and enter Dock Road proceeding westbound;
- Loads would join the southbound M53 and continue onto the A55;
- Loads would turn left onto the southbound A483 and continue south to Newtown;
- Loads would utilise the Newtown Bypass to continue west onto the A489;
- Loads will turn onto the A489 and continue west through Caersws to a proposed new offline track beginning at the junction with the B4568; and
- The loads would continue north on the offline track before joining an unclassified road for the final section to the proposed site entrance.

The proposed access route is illustrated in Figure 3-1.

Figure 3-1: Proposed Access Route



3.3 Route Constraints

The constraints noted on the route are detailed in Table 3-1. These cover all constraints from the port through to the proposed site access junction. No consideration of the transport issues within the development site have been undertaken.

Plans illustrating the location of the constraints are provided in Appendix A.

Table 3-1: Constraint Summary

POI	Key Constraint	Details
1	Birkenhead, Dock Road 	Loads will head north-west after leaving the port. Loads will straddle both lanes through this section but no physical mitigation will be required. Swept path assessment drawing SK01 is included in Appendix B.
2	Birkenhead, Dock Road Roundabout 	Loads will undertake a contraflow manoeuvre of the junction to access the A5139 westbound. The swept path assessment indicates the loads will overrun the north-east footpaths on approach and exit from the roundabout. One lighting column will need to be removed from each of those areas. A lit chevron sign will need to be removed from the northern edge of the central island. A load bearing surface will be required on the central reserve of the A5139 where the loads will cross onto the left-hand side of the road. Swept path assessment drawing SK02 is included in Appendix B.
3	A55 / A483 Junction 	Loads will take the first exit of the roundabout, onto the A483 southbound. The swept path assessment indicates that the blade tip will oversail the northern crash barrier on the approach to the roundabout where one lighting column will need to be removed. Swept path assessment drawing SK03 is included in Appendix B.
4	A5 / A483 Halton Roundabout 	Loads will proceed ahead onto the A483 cutting straight across the central island of the roundabout. The swept path assessment indicates overrun on the east side of the central island. The area will need to be reprofiled to carriageway level and load bearing surface to be laid. Two sets of chevron signs to be removed from the central island and one road sign from the southern splitter island. Swept path assessment drawing SK04 is included in Appendix B.

POI	Key Constraint	Details
5	A5 Gledrid Roundabout 	Loads will take the second exit at the junction and will continue south on the A5 cutting straight across the central island of the roundabout. Swept path assessment indicates that the overrun area will need to be reprofiled to carriageway level and cleared of vegetation and load bearing surface to be laid. Three sets of lit chevron signs to be removed from the central island and one road sign from the southern splitter island. The loads will oversail the eastern verge on the way out of the roundabout. Swept path assessment drawing SK05 is included in Appendix B.
6	A5 Five Crosses Roundabout 	Loads will take the third exit at the roundabout using a contraflow manoeuvre and continue south on the A5. Swept path assessment indicated oversail areas on the western verge on the approach and the way out of the roundabout and the western edge of the central island. Two sets of lit chevron signs will need to be removed and vegetation cleared from the central island. Vertical clearance between the island and the trailer are to be confirmed during a test run. Swept path assessment drawing SK06 is included in Appendix B.
7	A5 Whittington Roundabout 	Loads will take the second exit at the roundabout using a contraflow manoeuvre and continue south on the A5. Swept path assessment indicated oversail areas on both verges on the approach and the western edge of the central island. One set of lit chevron signs will need to be removed from the central island. The overrun area will need to be reprofiled to carriageway level and cleared of vegetation and load bearing surface to be laid. Swept path assessment drawing SK07 is included in Appendix B.

POI	Key Constraint	Details
8	A5 Mile End Roundabout 	The diversion of the A5 carriageway east of Oswestry has been completed with the provision of an additional roundabout. Loads will take the second exit at the first roundabout and the third exit at the second roundabout, undertaking contraflow manoeuvres at both. A swept path assessment has been undertaken and indicates that loads will over-run and over-sail the central reservation on entry to the first roundabout where a load bearing surface should be laid and an over-sail area created. On navigating the first roundabout, loads will over-sail the splitter reservation, central island and inside verge where over-sail areas should be created. Loads will over-run and over-sail the central island of the second roundabout where a load bearing surface should be laid and two sets of lit chevron signs removed. Vegetation should be cleared. Loads will over-sail the exit splitter island where one bollard should be removed. Swept path assessment SK08 is included in Appendix B.
9	A483 Llynclys rail bridge 	Loads will continue south along the A483 crossing over a narrow rail bridge. Swept path assessment indicated no physical mitigation will be required. Swept path assessment drawing SK09 is included in Appendix B.
10	A483 Pant / Llanymynech – Part 1 	Loads will continue south along the A483 through the village of Pant. At the first right hand bend in the village the loads will oversail both verges. The proximity to residential wall on the inside of the bend is to be confirmed during test run. One utility pole will have to be removed and hedge trimmed to the adoption extents on the eastern verge. The clearance to the residential wall on the inside of the right bend should be confirmed through a topographical survey or during the test run. Swept path assessment drawing SK10 is included in Appendix B.

POI	Key Constraint	Details
11	A483 Pant / Llanymynech – Part 2 	Loads will continue south on the A483. The swept path assessment indicates a requirement for land to the south east (outside) of the bend where a lighting column should be removed. The vegetation / trees should be removed along with a section of fence. The blade tip will oversail the safety barrier. Due to the constrained nature of the section, it is recommended that a topographical survey is completed and the swept path assessment repeated to inform the detailed design phase and land discussions. Swept path assessment drawing SK11 is included in Appendix B.
12	A483 Pant / Llanymynech – Part 3 	Loads will continue south on the A483. The swept path assessment indicates that the loads will oversail both verges of the bend. Proximity to the wall on the inside of the bend to be confirmed during test run. Swept path assessment drawing SK12 is included in Appendix B.
13	A483 Pant / Llanymynech – Part 4 	Loads will continue south on the A483. The swept path assessment indicated that the loads will oversail both verges of the bend, however no physical mitigation will be required. Swept path assessment drawing SK13 is included in Appendix B.
14	A483 Bends South of Llanymynech – Part 1 	Loads will proceed south on the A483. The swept path assessment indicated that the blade tip will oversail the western verge of the bend however no physical mitigation will be required. Swept path assessment drawing SK14 is included in Appendix B.
15	A483 Bends South of Llanymynech – Part 2 	Loads will proceed south on the A483. The results of the swept path assessment indicate that loads will oversail the western verge on the inside of the right bend however no physical mitigation measures are required. Swept path assessment drawing SK15 is included in Appendix B.

POI	Key Constraint	Details
16	A483 Four Crosses Roundabout 	Loads will take the second exit of the roundabout to continue south along the A483. The results of the swept path assessment indicate that loads will utilise the existing works to overrun the eastern edge of the roundabout island. The existing load bearing surface should be extended as required. Loads will oversail the eastern verge on approach to the roundabout where the pedestrian crossing signals and guardrail should be removed. One road sign to be removed from the splitter island on the exit from the roundabout. Swept path assessment drawing SK16 is included in Appendix B.
17	A483 / A458 Roundabout 	Loads will undertake a contra flow manoeuvre through the roundabout and continue south along the A483. The swept path indicates that loads will oversail the western edge of the splitter island and the western verge on the approach to the roundabout. One road sign and one lighting column will need to be removed from those areas. Loads will oversail the western quarter of the central island where one lit chevron sign will need to be removed and the western verge on the inside of the bend on the way out of the roundabout. Swept path assessment drawing SK17 is included in Appendix B.
18	A483 Welshpool Roundabout 	Loads will take the first exit and will continue on the A483 southbound. Swept path assessment indicates oversail on the north-west verge and the inside of the bend on approach to the roundabout and on the eastern verge of the splitter island on the way out of the roundabout. Vegetation to be trimmed back and one lighting column to be removed from these areas. Swept path assessment drawing SK18 is included in Appendix B.

POI	Key Constraint	Details
19	A483 Sarn Bryn Caed Roundabout 	Loads will take the second exit and will continue on the A483 westbound. The swept path assessment indicates that loads will oversail both verges on approach to the roundabout. One lighting column will need to be removed and vegetation trimmed from the inside verge on the approach. Loads will oversail the eastern and southern edges of the roundabout island where vegetation will need to be cleared. Loads will oversail the safety barrier. The vertical clearance to the barrier should be confirmed during test run. Loads will oversail the southern verge on the exit from the roundabout. One lighting column will need to be removed from that area. Swept path assessment drawing SK19 is included in Appendix B.
20	A483 Newtown Bypass Roundabout J1 	Loads will continue west through the new bypass roundabout. The swept path assessment indicates that the loads will cut straight across the central island. The overrun area should be reprofiled to carriageway level and load bearing surface laid. Two sets of chevron signs will need to be removed from the central island. Loads will oversail the southern verge and the splitter island on the exit from the roundabout. One road sign will need to be removed from the splitter island. Swept path assessment drawing SK20 is included in Appendix B.
21	A483 Newtown Bypass Roundabout J2 	Loads will continue through the roundabout overrunning the central island. The swept path assessment indicates that loads will oversail both the eastern verge and the splitter island on the approach to the roundabout where one lighting column and one road sign will need to be removed. Loads will overrun the central island which will have to be reprofiled to carriageway level, load bearing surface will need to be laid and one set of lit chevron signs removed. Loads will oversail the splitter island on the exit from the roundabout where one road sign will need to be removed. Swept path assessment drawing SK21 is included in Appendix B.

POI	Key Constraint	Details
22	A483 Newtown Bypass Roundabout J3 	Loads will continue through the roundabout overrunning the central island. The swept path assessment indicates that loads will overrun the central island which will have to be reprofiled to carriageway level, load bearing surface will need to be laid and one set of lit chevron signs removed. Loads will oversail the splitter island on the exit from the roundabout where one road sign will need to be removed. Swept path assessment drawing SK22 is included in Appendix B.
23	A483 Newtown Bypass Roundabout J4 	Loads will take the first exit to head west on the A489. Swept path assessment indicates that the blade tip will oversail the north-east verge where two road sign will need to be removed. Loads will oversail the inside verge of the approach and exit from the roundabout where they will oversail the crash barrier. Proximity to the barrier and two lighting columns to be confirmed during test run. Loads will oversail the splitter island on the approach and the southern edge of the central island. Swept path assessment drawing SK23 is included in Appendix B.
24	A489 Ty Carreg Bend 	No physical mitigation is required in order to negotiate this section. Swept path assessment drawing SK24 is included in Appendix B.
25	A489 Red House Bends 	The loads will continue west on the A489. Swept path assessment indicates that the loads will oversail both verges while negotiating the bend. Vegetation will need to be trimmed and two chevron signs should be removed from the northern verge. Swept path assessment drawing SK25 is included in Appendix B.

POI	Key Constraint	Details
26	A489 Dolhafren 	Loads will oversail the verge on the inside of the right bend where vegetation should be trimmed. Swept path drawing SK26 is included in Appendix B.
27	A489 / A470 Junction 	Loads will turn right onto the A470 at the junction. <i>An indicative road edge has been provided for illustration only due to a lack of road edge in the available OS mapping.</i> The swept path assessment indicates that loads will oversail the southern verge on approach to the junction however no mitigation is required. Loads will overrun and oversail into land on the inside of the right turn where a load bearing surface should be laid and one utility pole, two road signs, the fence, gate and junction box should be removed. Swept path drawing SK27 is included in Appendix B.
28	A489 River Severn Bridge Caersws 	Loads will cross the bridge over the River Severn. The clearances are very limited and oncoming vehicles should be held in advance of the section. Loads will oversail the south western verge on approach to the bridge where two road signs and one lighting column should be removed. The hedge should be trimmed and a land search is recommended to confirm the extent of adopted boundary available. When on the bridge, loads will oversail the walls on both sides of the road. The hedge / trees and utility pole should be removed from the eastern verge prior to joining the bridge. A vertical assessment of the bridge should be undertaken once the turbine has been confirmed for the site. Tar wedges may be required to improve clearances with loads set on their higher suspension settings. Swept path drawing SK28 is included in Appendix B.
29	A489 Caersws 	It is recommended that a traffic management plan for the proposed movements through the town of Caersws is prepared. Parking should be suspended to allow loads full access to the road width.

POI	Key Constraint	Details
30	A489 Bryn-derwen 	The swept path assessment indicates that loads will oversail both verges through the right bend. It is recommended that a land search is completed to confirm the extent of adopted boundary through the section. Vegetation should be trimmed. Swept path drawing SK29 is included in Appendix B.
31, 32	A489 / B4568 Junction & Offline Track Junction 	Loads will turn right onto the B4568 at the junction, before then turning left. A swept path assessment has been undertaken and indicates that a load bearing surface is required on the inside of the A489 junction where a load bearing surface is required. Three road signs and a section of hedge will need to be removed. Utilities should be protected. Loads will oversail the western verge of the A489, however no physical works are required. On the left turn, a further area of load bearing surfacing is necessary. A hedge, gate and fence should be removed and the land profiled. Swept path drawing SK30 is included in Appendix B.

POI	Key Constraint	Details
33, 34	Offline Track Junction East of Wtrawen   	Loads will depart the proposed offline track and rejoin the public road network. Full detailed design of the remaining public road from this point to the site entrance will be required. The road is extremely undulating and there are vertical concerns at many locations. The ground clearances should be assessed on the topographical base plan or during the test run. The road from this point to site will need to be widened to a minimum of 4.5m and a clearance width of 5.5m will need to be provided. The junction with the offline track will need to be upgraded to meet turbine manufacturer and road authority standards. A load bearing surface will need to be laid on the inside of the right turn from the junction. Loads will proceed ahead and will oversail both sides of the road where the verges will need to be reprofiled and fences and all obstacles should be removed. Utility poles will need to be removed from western verge. Swept path drawing SK31 is included in Appendix B.
35, 36	Unclassified Road near Bwlch y Garreg 	Loads will oversail both sides of the road where the verges will need to be reprofiled and fences and all obstacles should be removed. Seven utility poles will need to be removed from western verge. The stone wall to the east of the road will be oversailed by the blade tip. Swept path drawing SK32 is included in Appendix B.

POI	Key Constraint	Details
37	Unclassified Road North of Bwlch y Garreg 	Loads will oversail both sides of the road where the verges will need to be reprofiled and fences and all obstacles should be removed. Four utility poles will need to be removed from the western verge and one from the eastern verge. Swept path drawing SK33 is included in Appendix B.
38	Unclassified Road East near Newhouse 	Loads will continue north through the right bend east of Liyn Du. The swept path assessment indicates that beyond the required widening to 4.5m running width, a load bearing surface will be required on both sides of the road. All obstacles and vegetation should be removed from the oversail and overrun areas. No drawings of the proposed site entrance have been provided for assessment.
39	Unclassified Road East of Liyn Du and Site Access 	Loads will proceed into the site access junction. The junction will require widening and the relocation of the utility pole and removal of the tree. The new junction will need to meet manufacturer and road authority standards.

3.4 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in Appendix B for review. The drawings in Appendix B illustrate tracking undertaken for the worst case loads at each location.

The colours illustrated on the swept paths are:

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

Where mitigation works are required, the extents of over-run and over-sail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping, there can be errors in this data source.

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 or client supplied data.

3.5 Weight Review

No weight assessment has been undertaken as part of this initial feasibility review. Once an access route has been selected, a weight review will need to be undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website www.esdal.com.

4 Summary

4.1 Summary of Access Review

PF has been commissioned by Wind2 to prepare an Initial Route Survey Report to examine the issues associated with the transport of AIL turbine components to the development site.

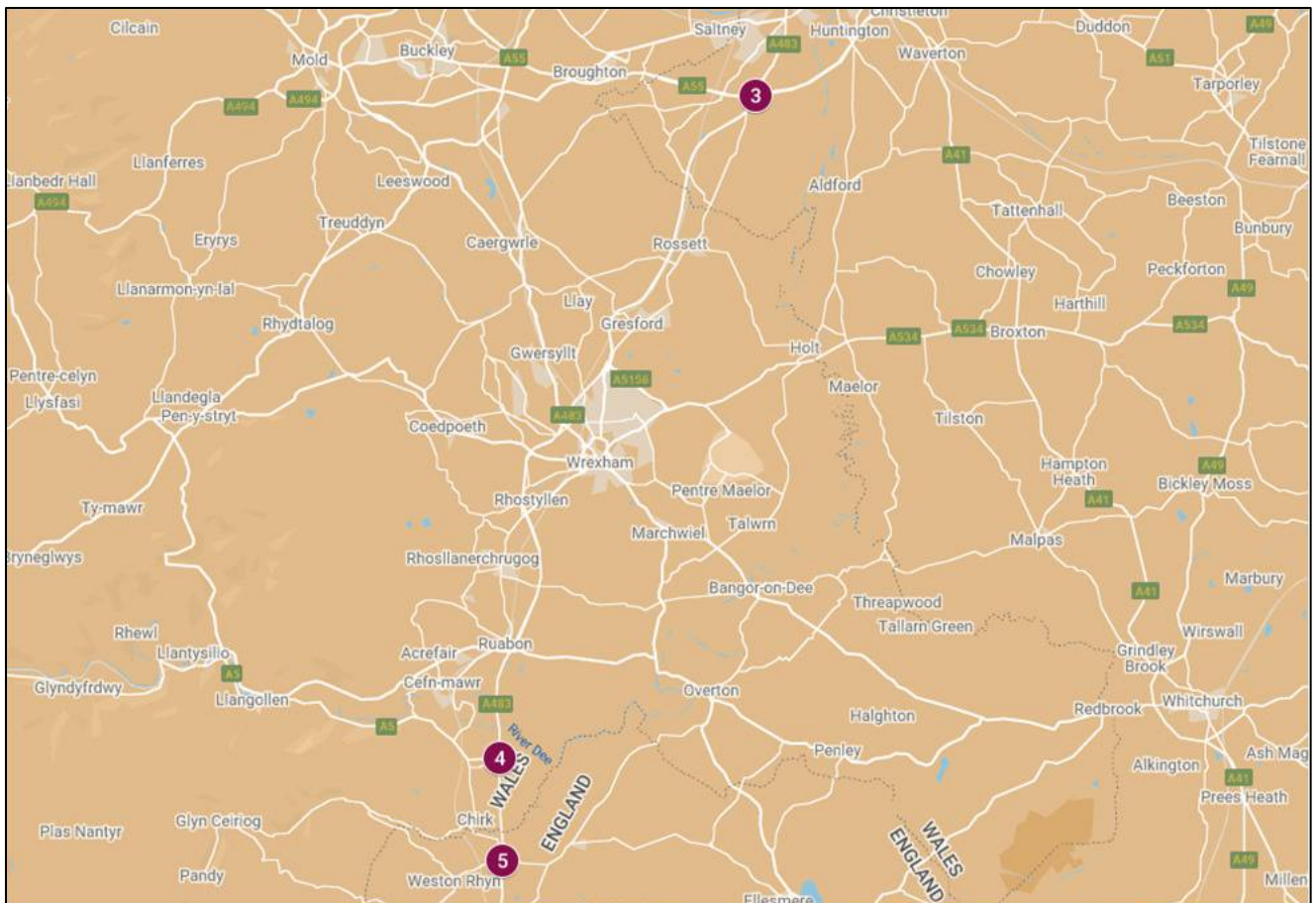
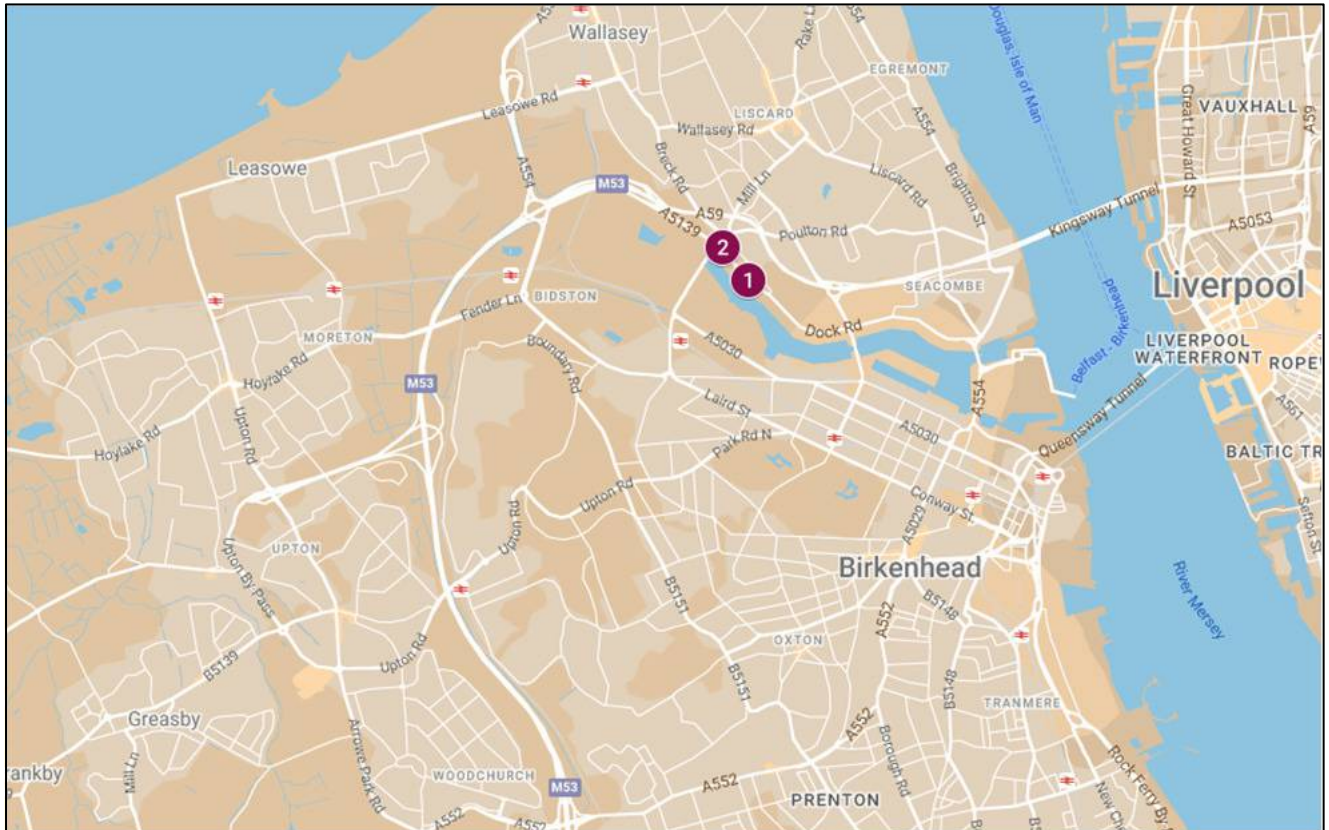
This report identifies the key points and issues associated with the proposed route and outlines the issues that will need to be considered for successful delivery of components.

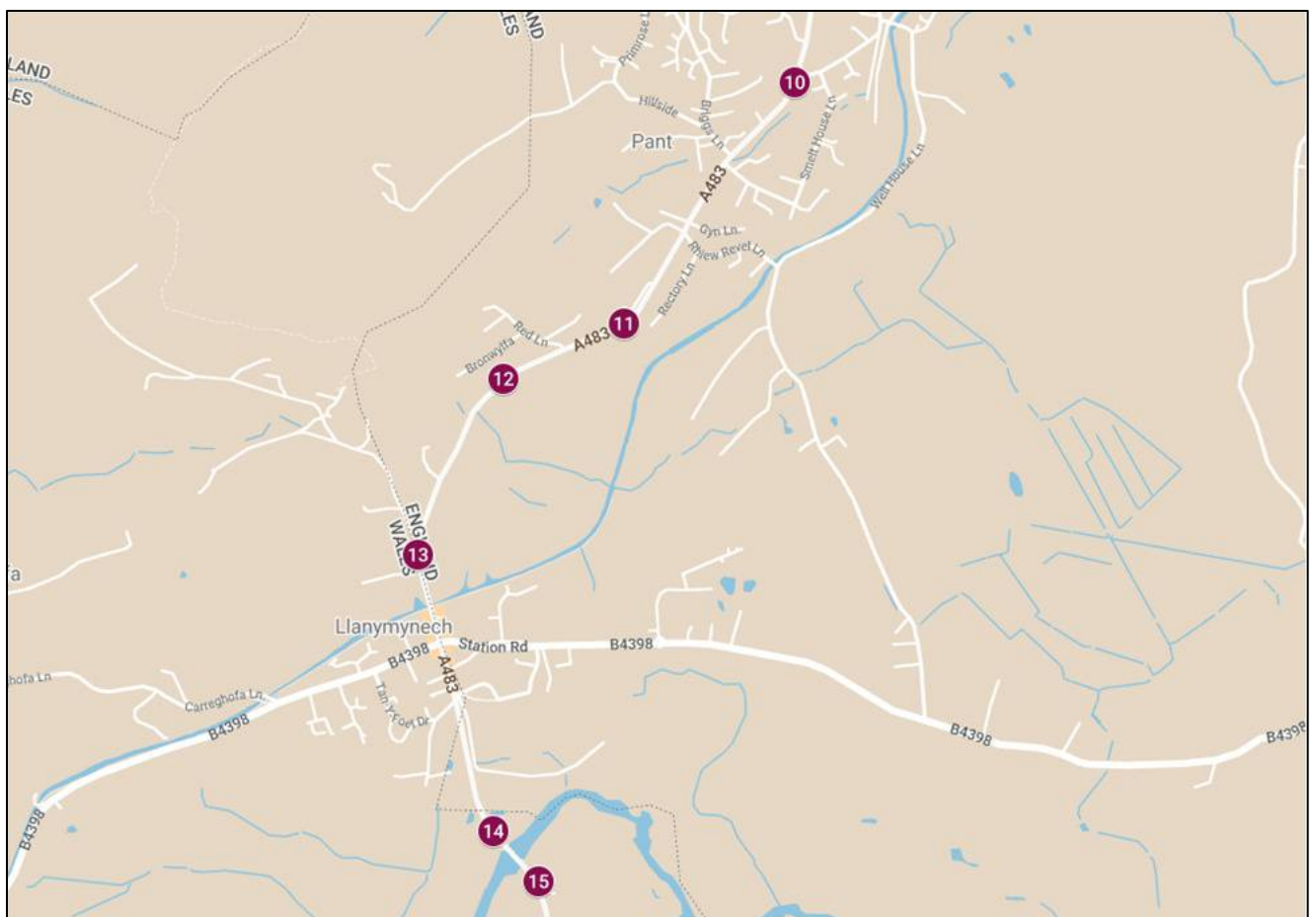
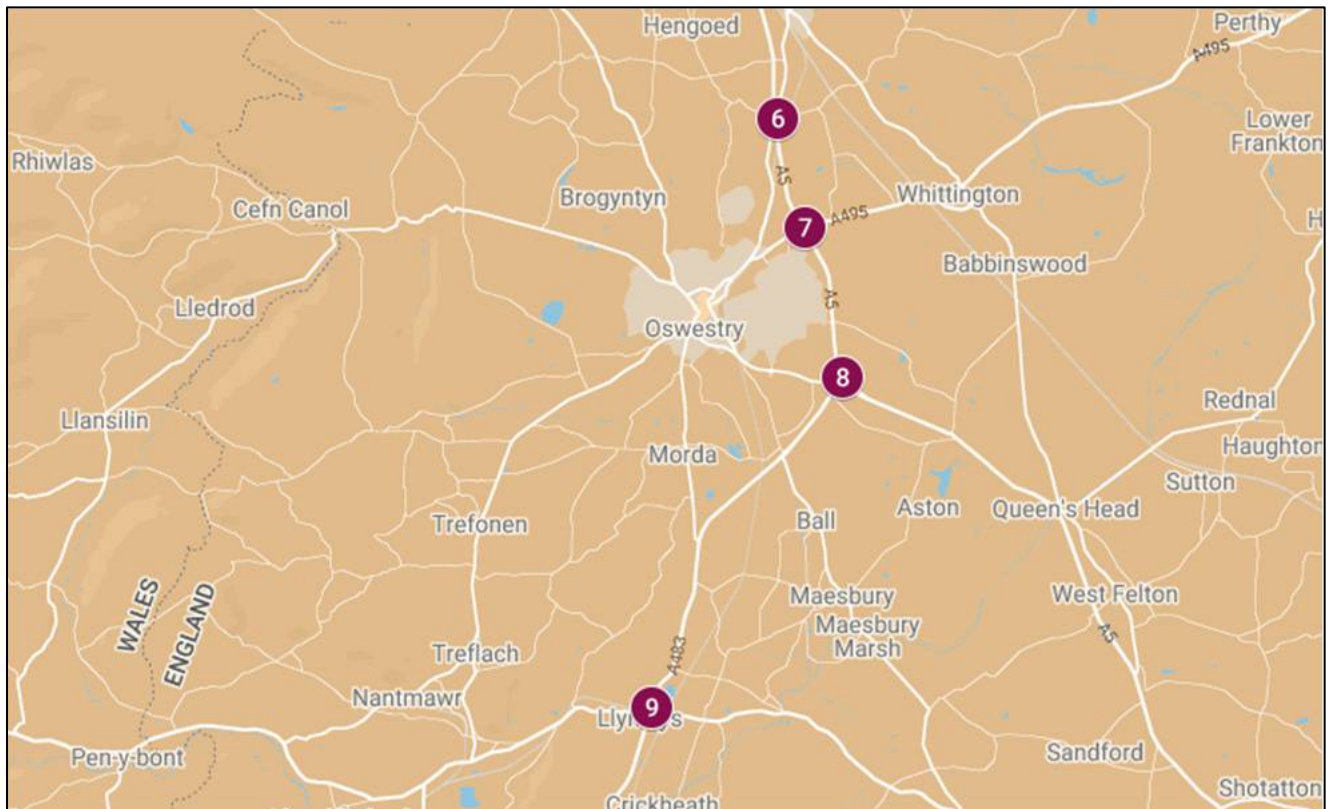
The report is presented for consideration to Wind2. Various road modifications, structural reviews and interventions are required to successfully access the site. Permission must be sought to utilise land for the offline track link road and detailed design will be required of the track and the upgrade works required for the final section of public road. A full onsite route survey report and detailed design will be required to confirm the feasibility of the chosen route.

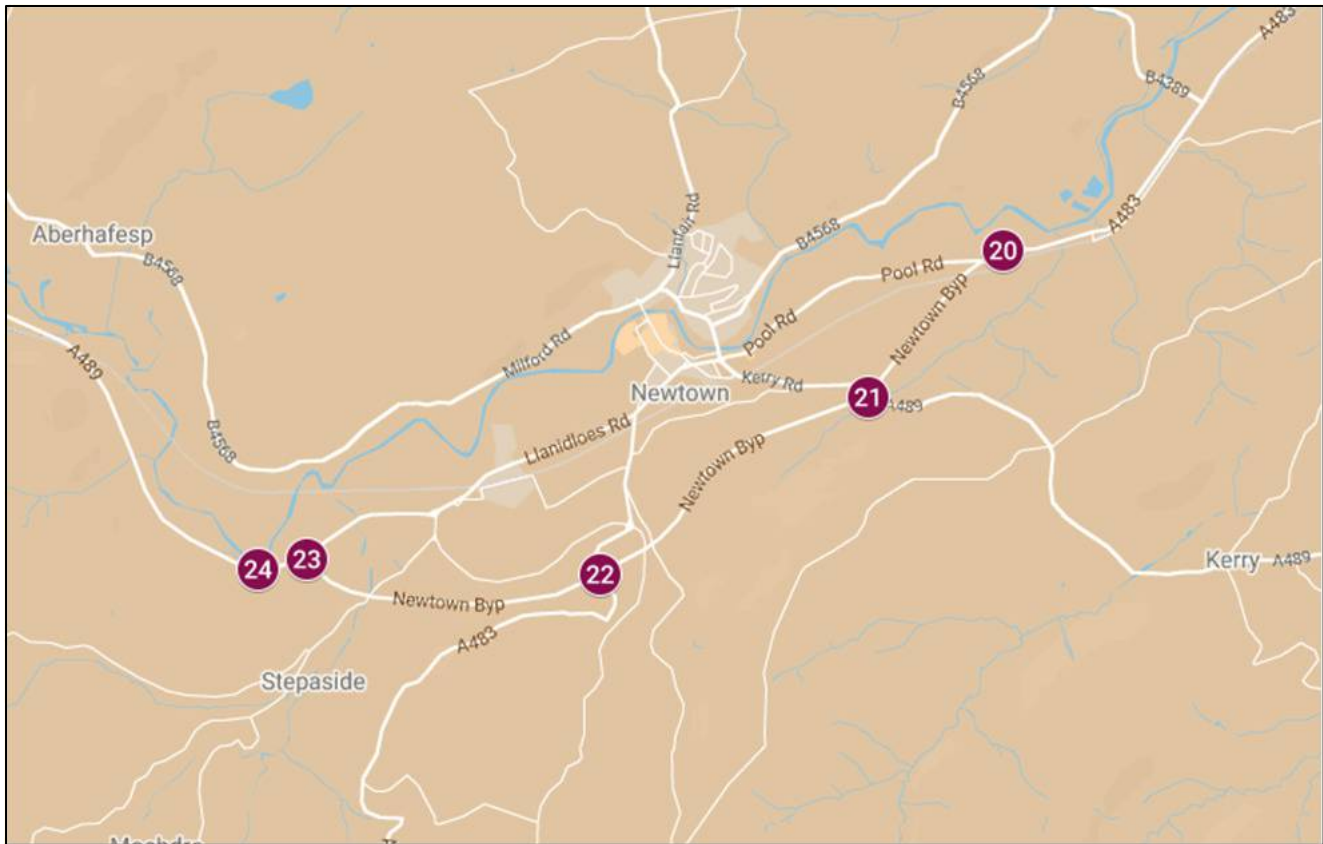
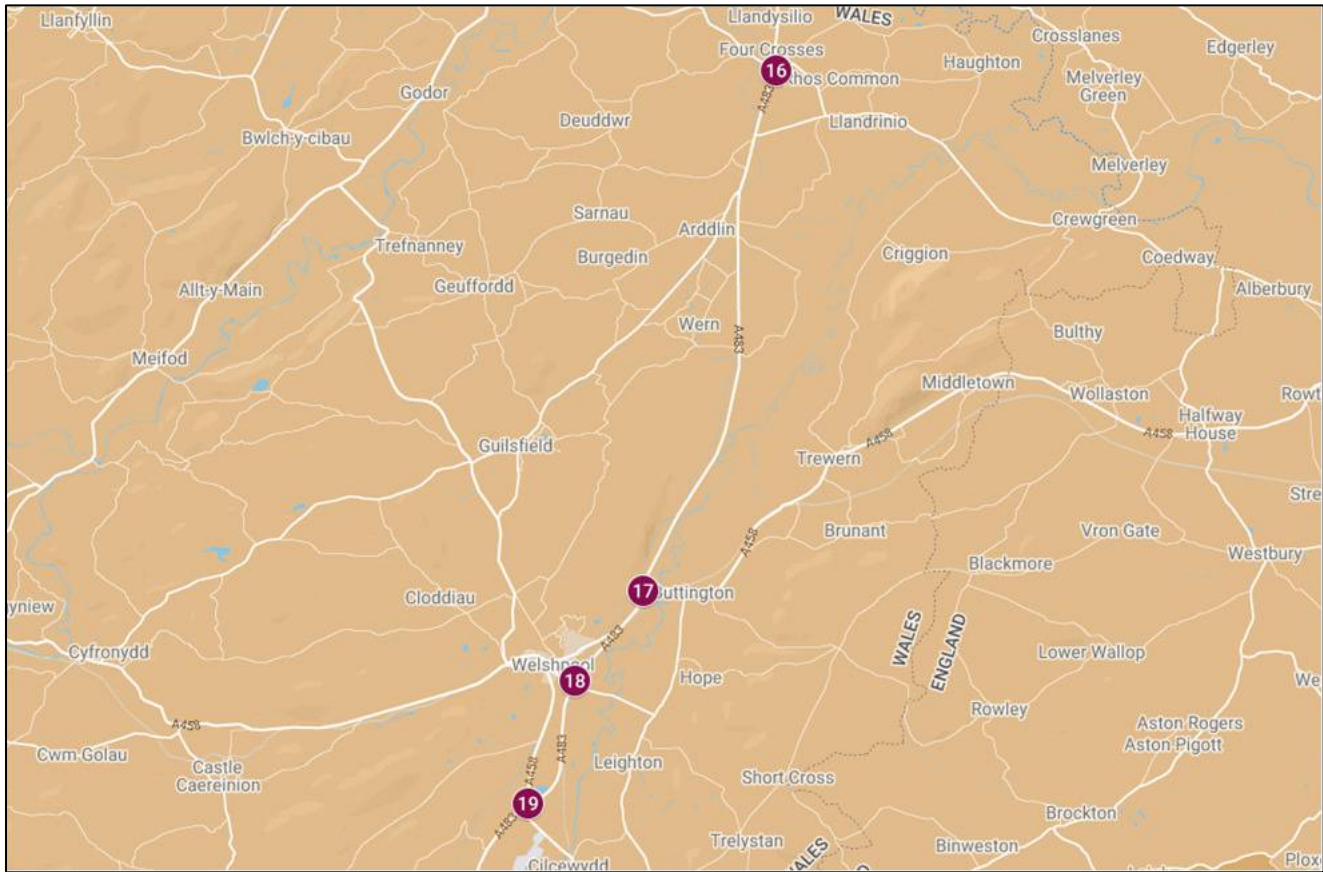
Appendix A Points of Interest

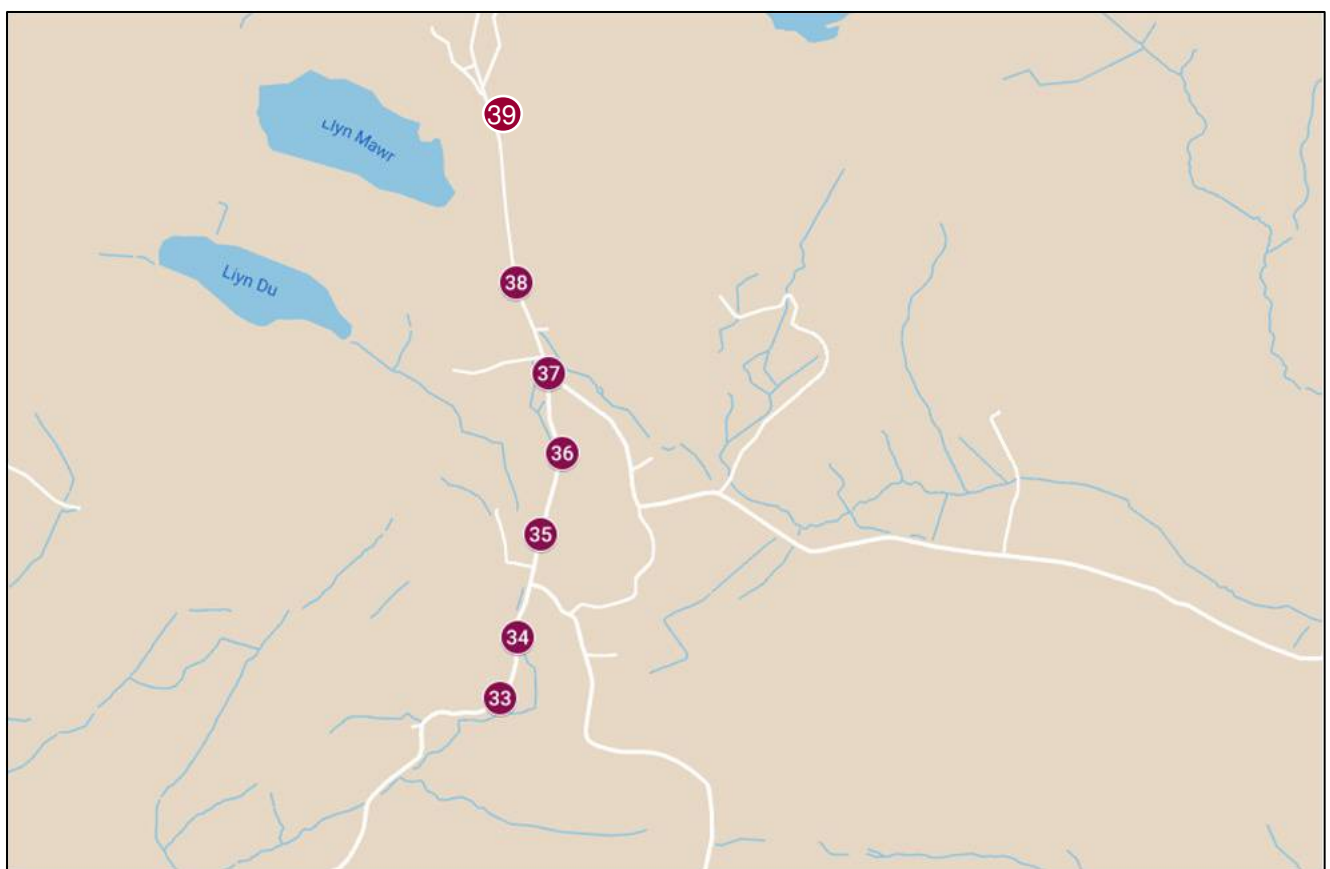
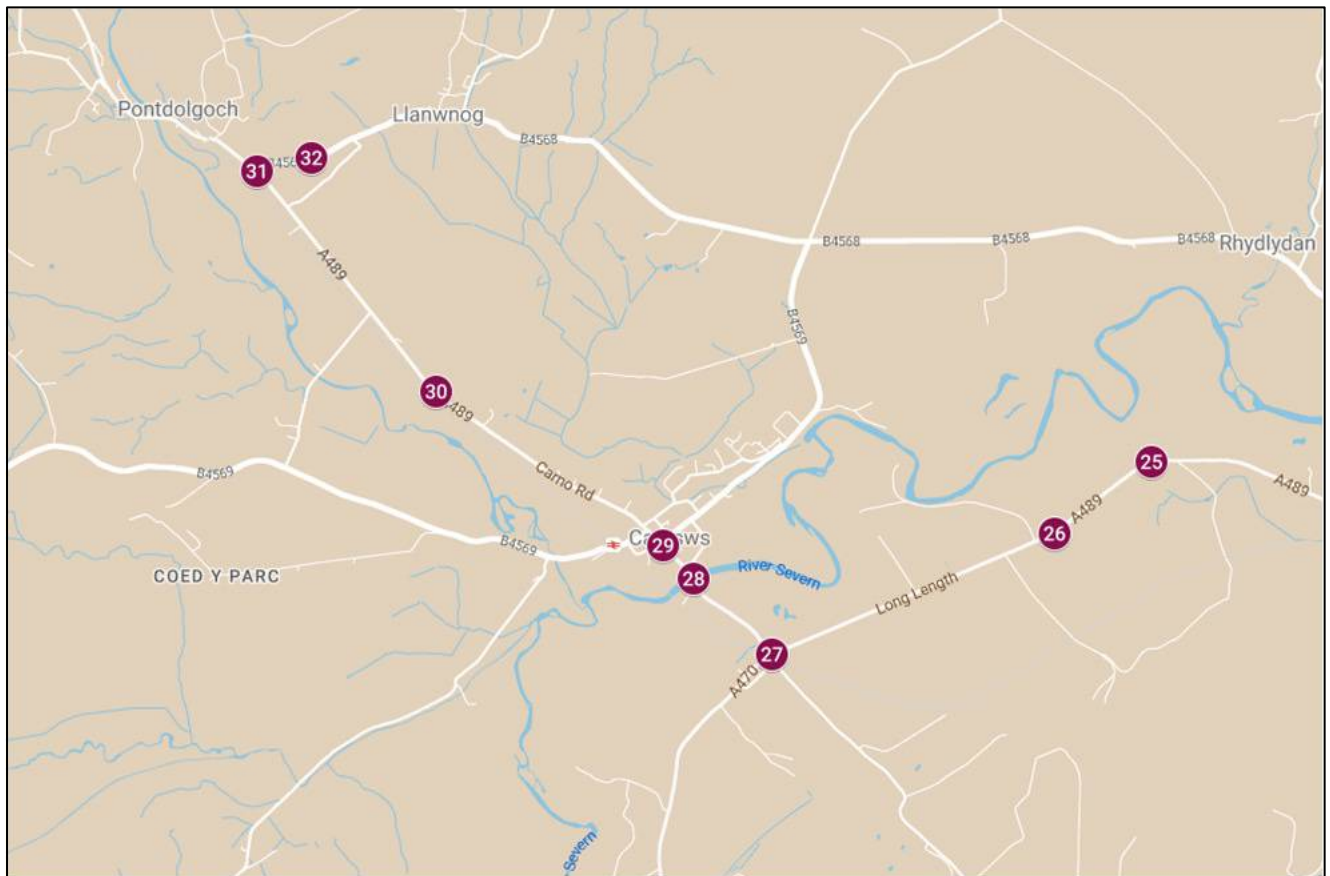
An electronic version of these plans can be found here:

https://www.google.com/maps/d/edit?mid=1iNmC6_15KpEhts2EV9_zS0nQCFMKmz8&usp=sharing







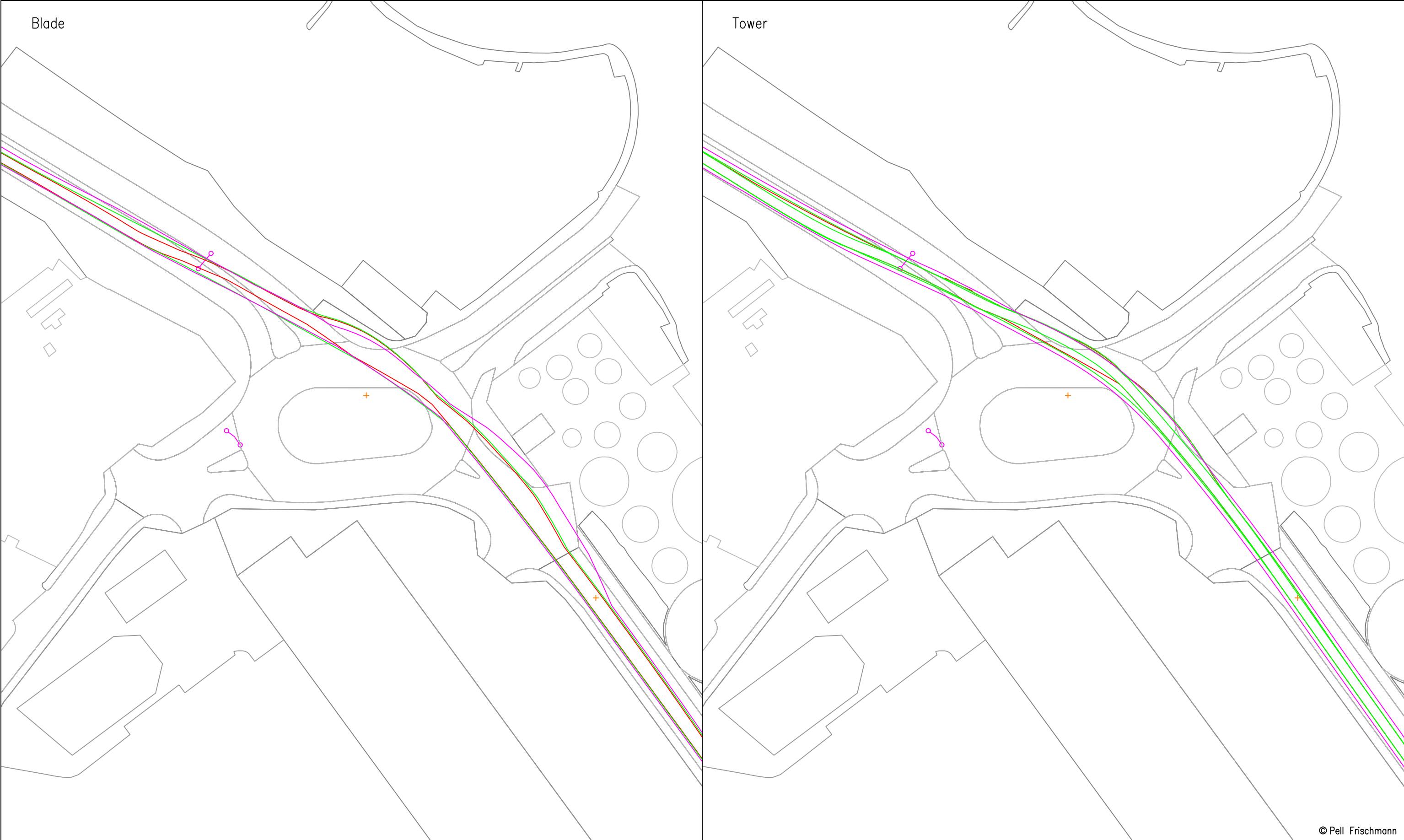


Appendix B Swept Path Assessments



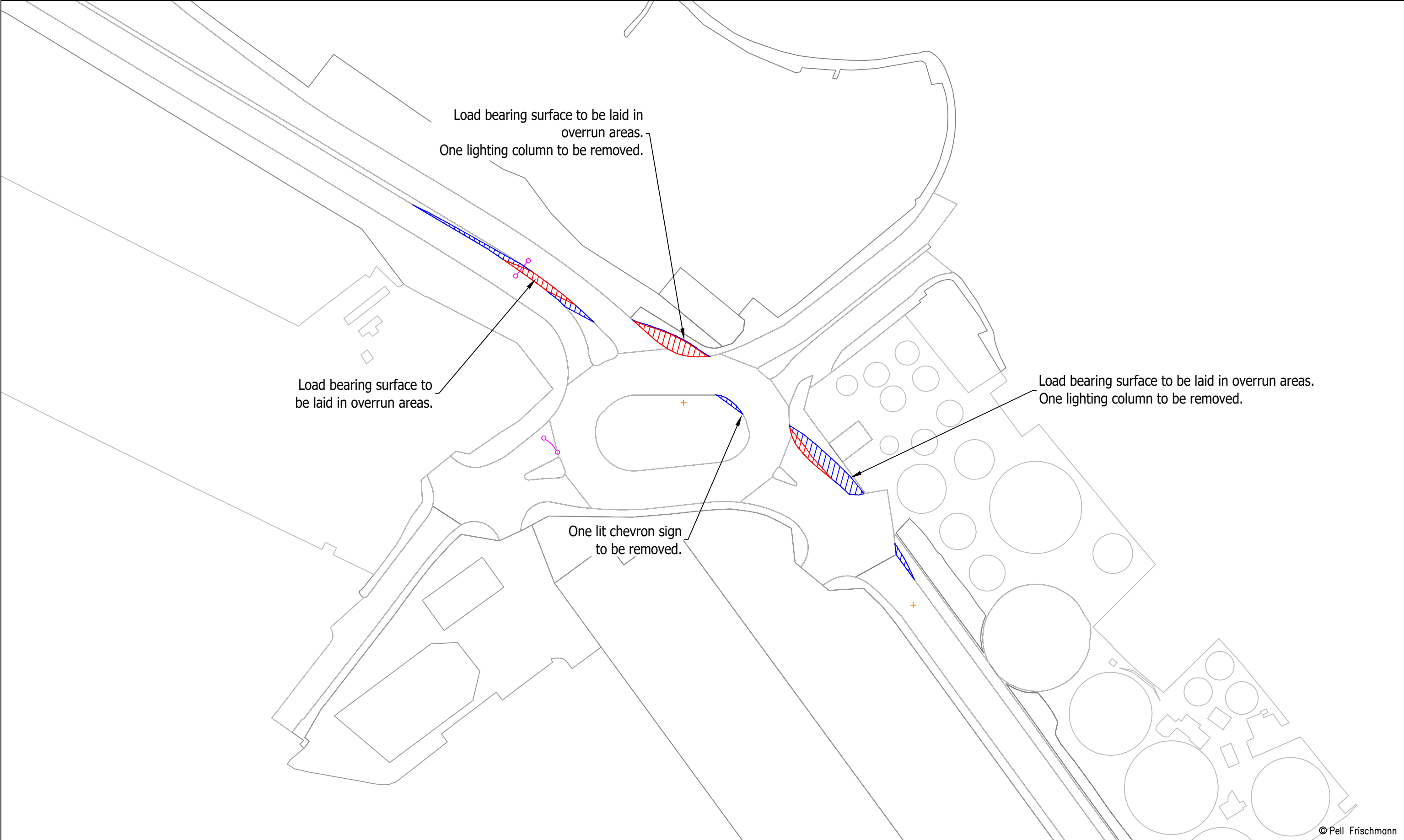
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			Designed	GB	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg		
			Checked	GB	02/05/2026	Drawing Status		
Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		1	Draft	
				Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Dock Road, Birkenhead	SK01	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.			-----
					NO MITIGATION REQUIRED			



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			Checked	GB	02/05/2026	Drawing Status Draft			
Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		2				
			Drawing No. SK02		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.		Revision _____		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location Birkenhead, Dock Road Roundabout							



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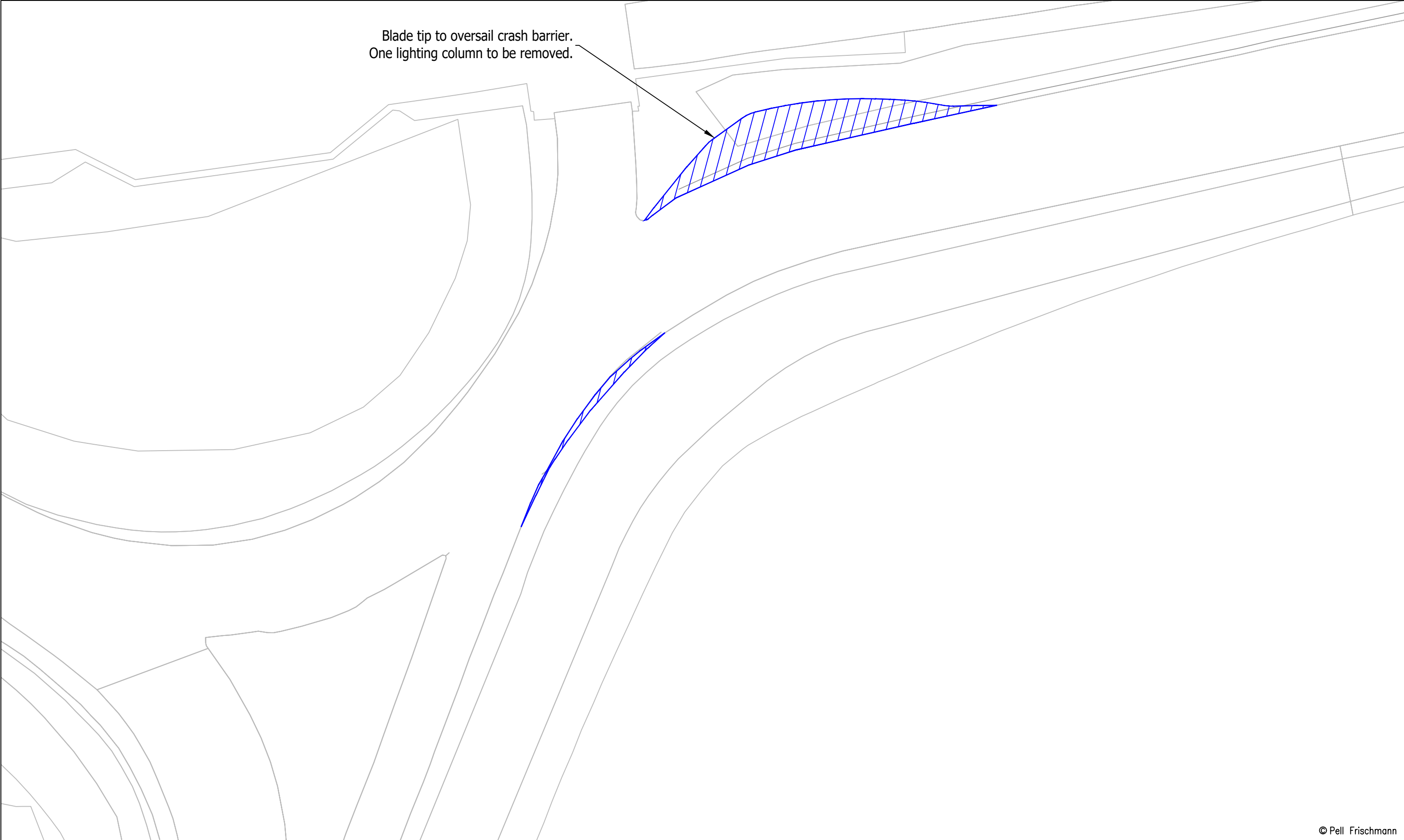
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Parc Ynni Calon Y Gwynt			Name	Date	Scale		
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				Drawing No.	Notes:				Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Birkenhead, Dock Road Roundabout	SK02A		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.			

Tower

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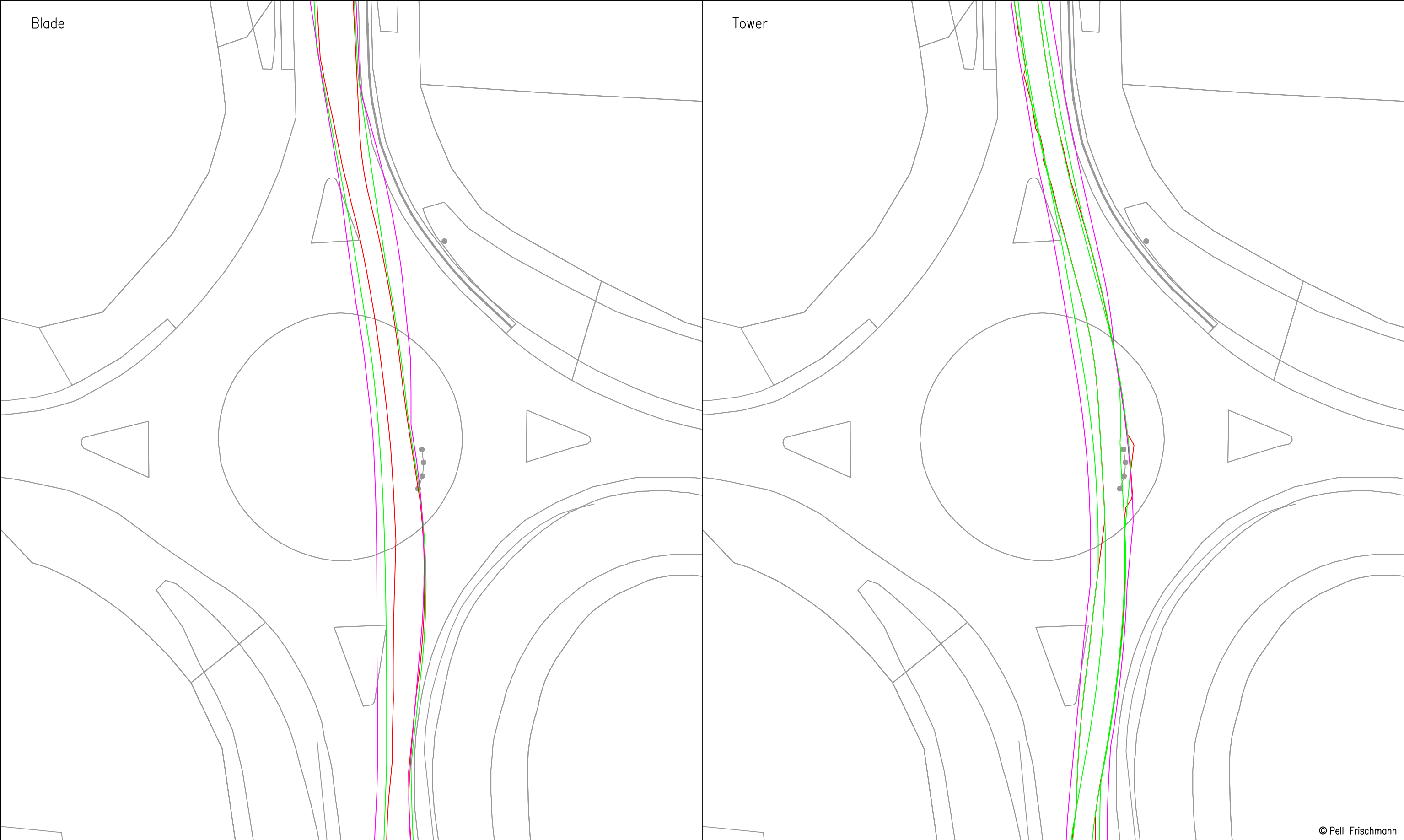
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		Drawn	TL	02/05/2026	File No.	260502 V162 Calon Y Gwynt v4.dwg					
		Designed	GB	02/05/2026		Drawing Status	Draft				
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Drawing No.	Notes:					Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A55 / A483 Junction		SK03	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.					_____

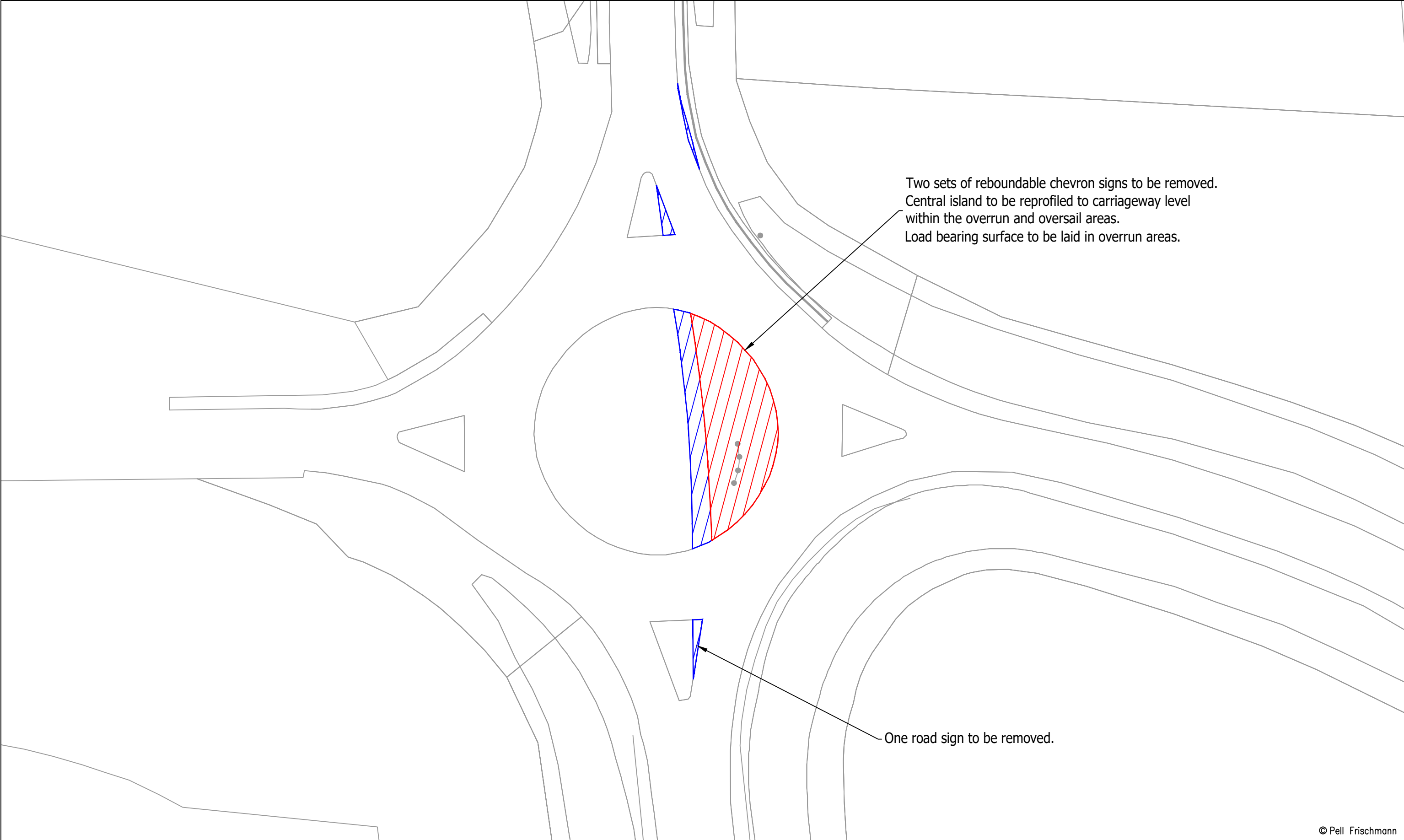


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				Draft				
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A55 / A483 Junction	Drawing No.		Notes:		Revision
				SK03A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		----



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			Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg	
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			Drawing No. SK04		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.		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A5 / A483 Halton Roundabout				Revision _____		



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			Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg	
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			Drawing No. SK04A	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.		Revision _____	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A5 / A483 Halton Roundabout						

		Name	Date	Scale 1:1000 @ A3
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Parc Ynni Calon Y Gwynt

SPA Location	A5 Gledrid Roundabout
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	Name	Date	Scale 1:1000 @ A3
Drawn	TL	02/05/2026	

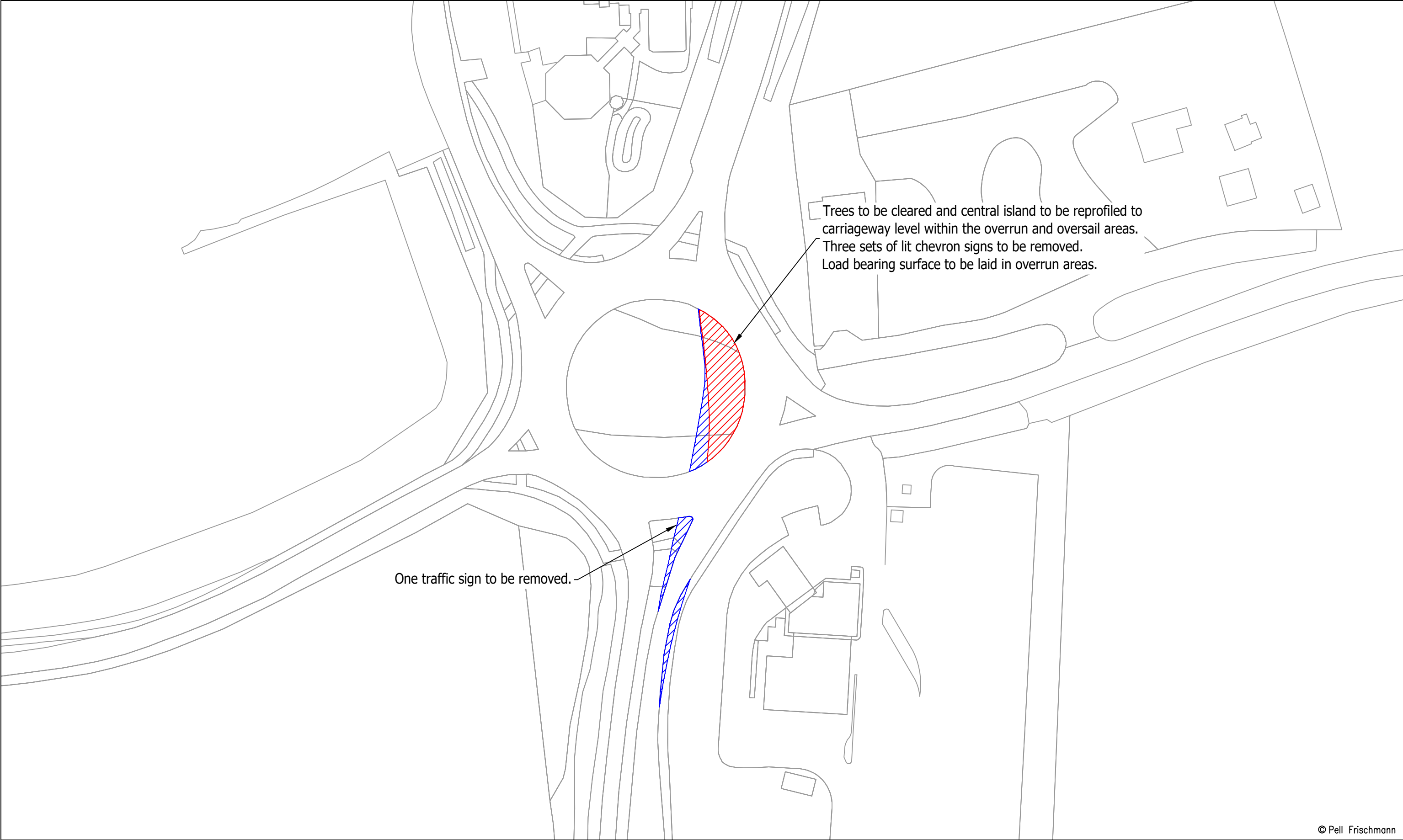
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26	File No	260502 V162 Calon Y Gwynt v4.dwg
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Drawing No. SK05	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision _ _ _ _

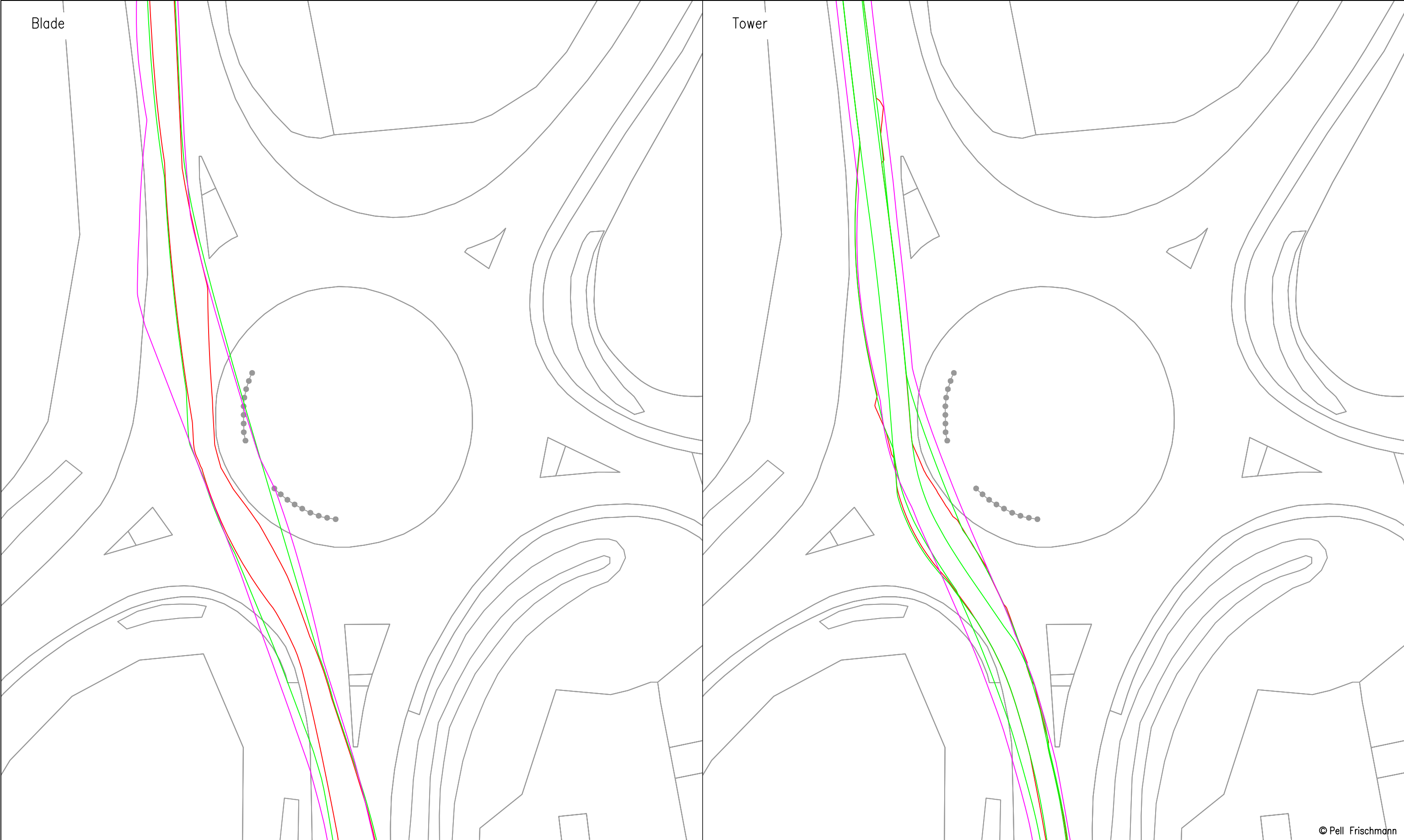
Key

					
Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail



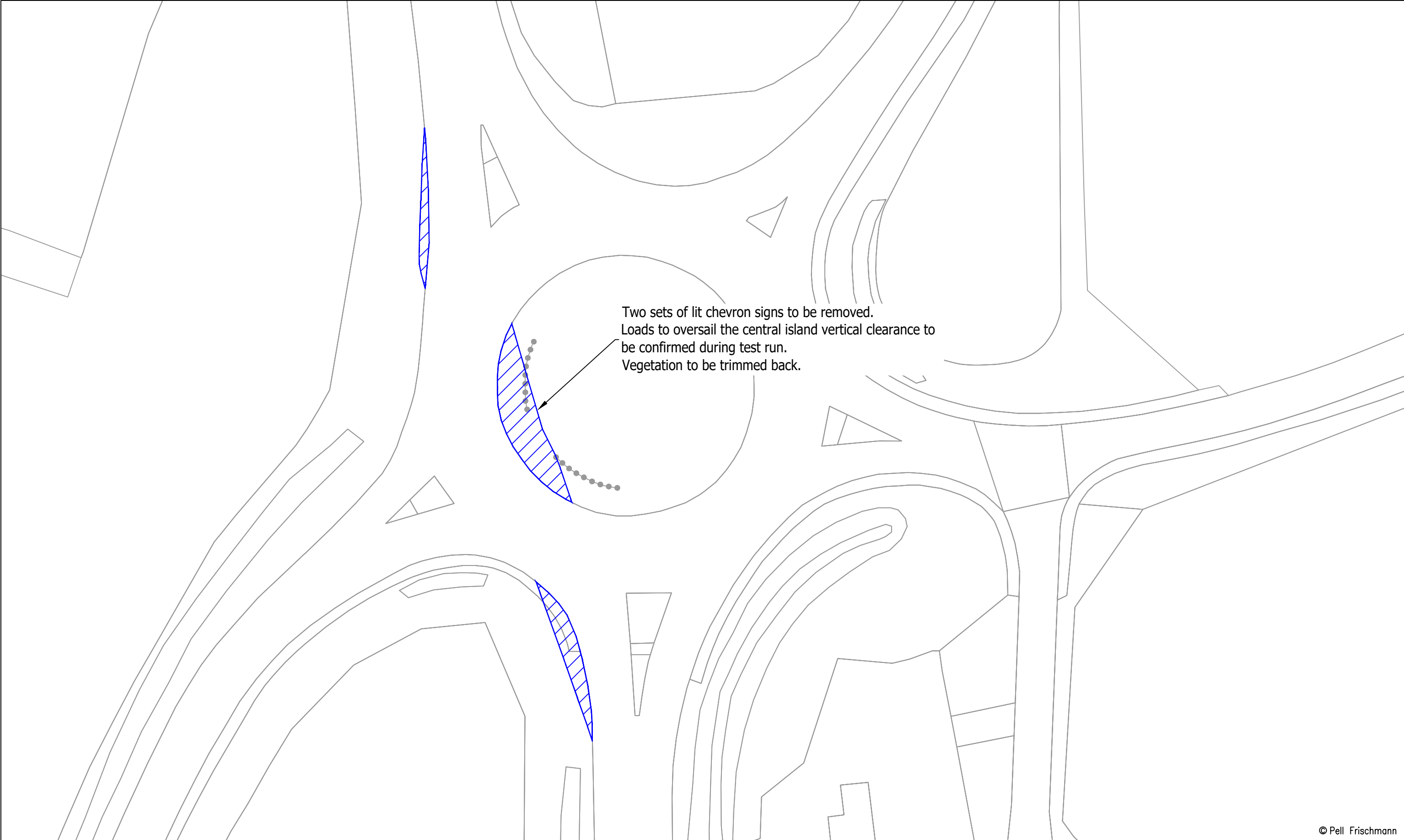
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		Drawn	TL
		Designed	GB
Client	Drawing Title	N163 Blade & Mid Tower	
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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A5 Gledrid Roundabout	



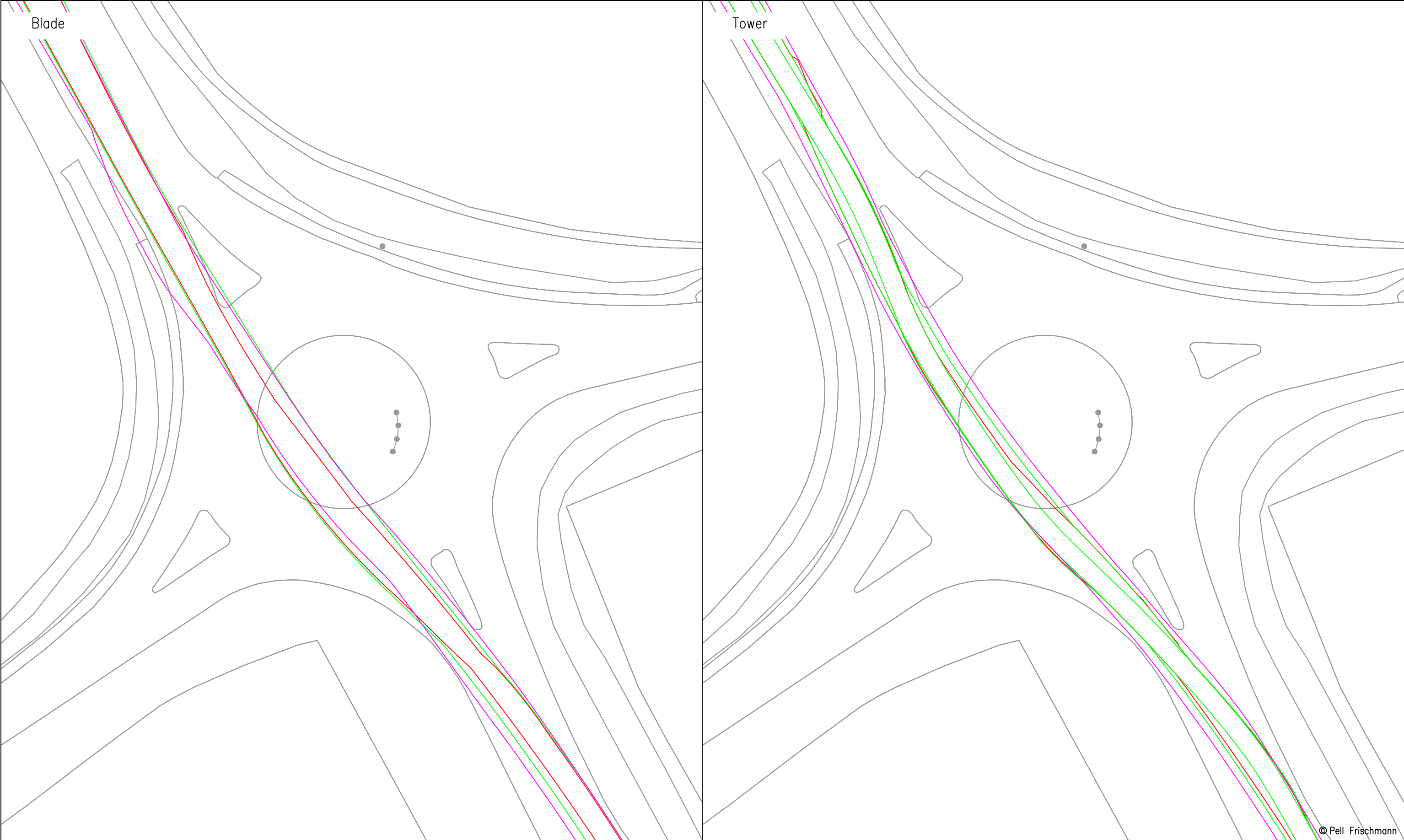
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			Drawing No. SK06		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A5 Five Crosses Roundabout				Revision _ _ _ _		

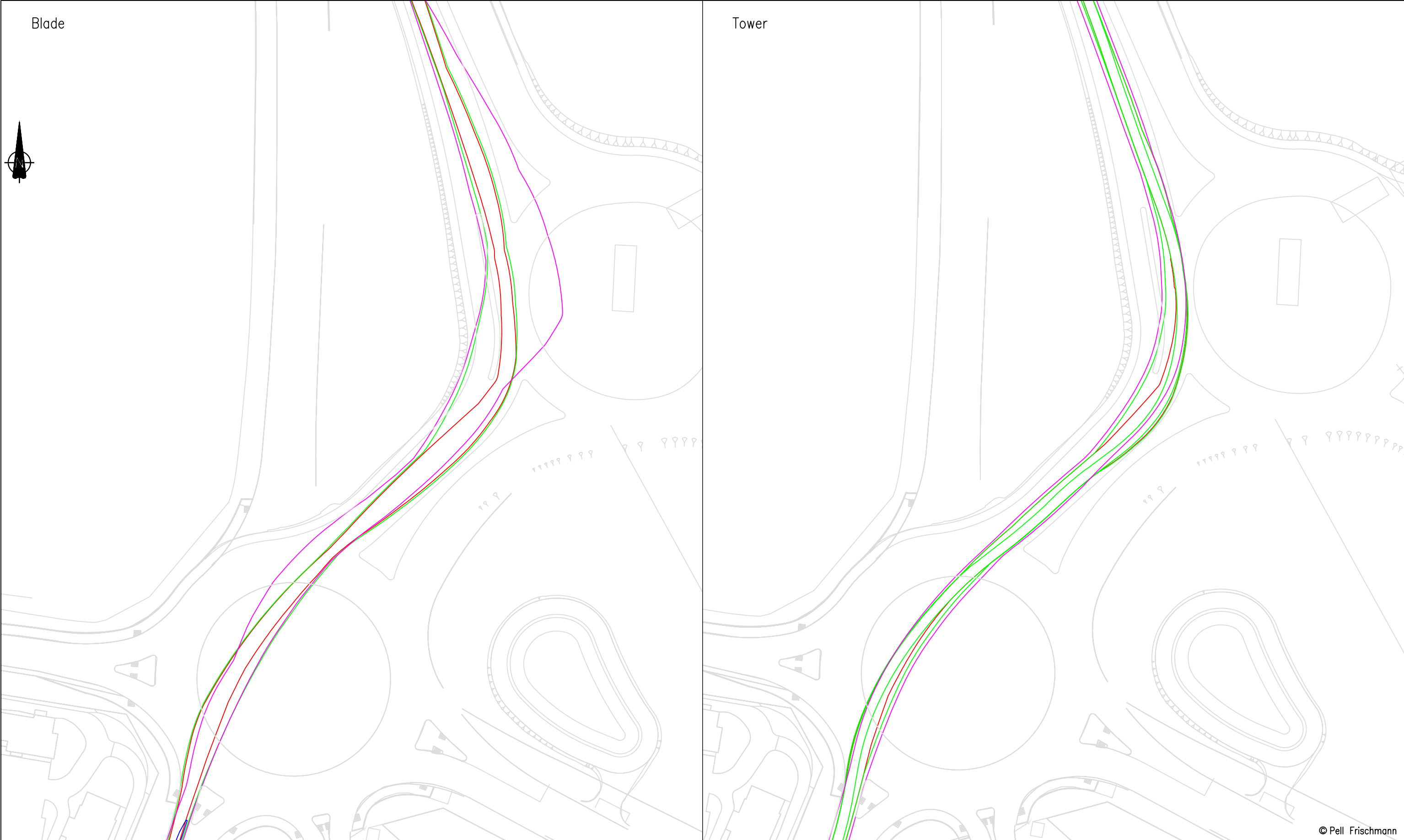


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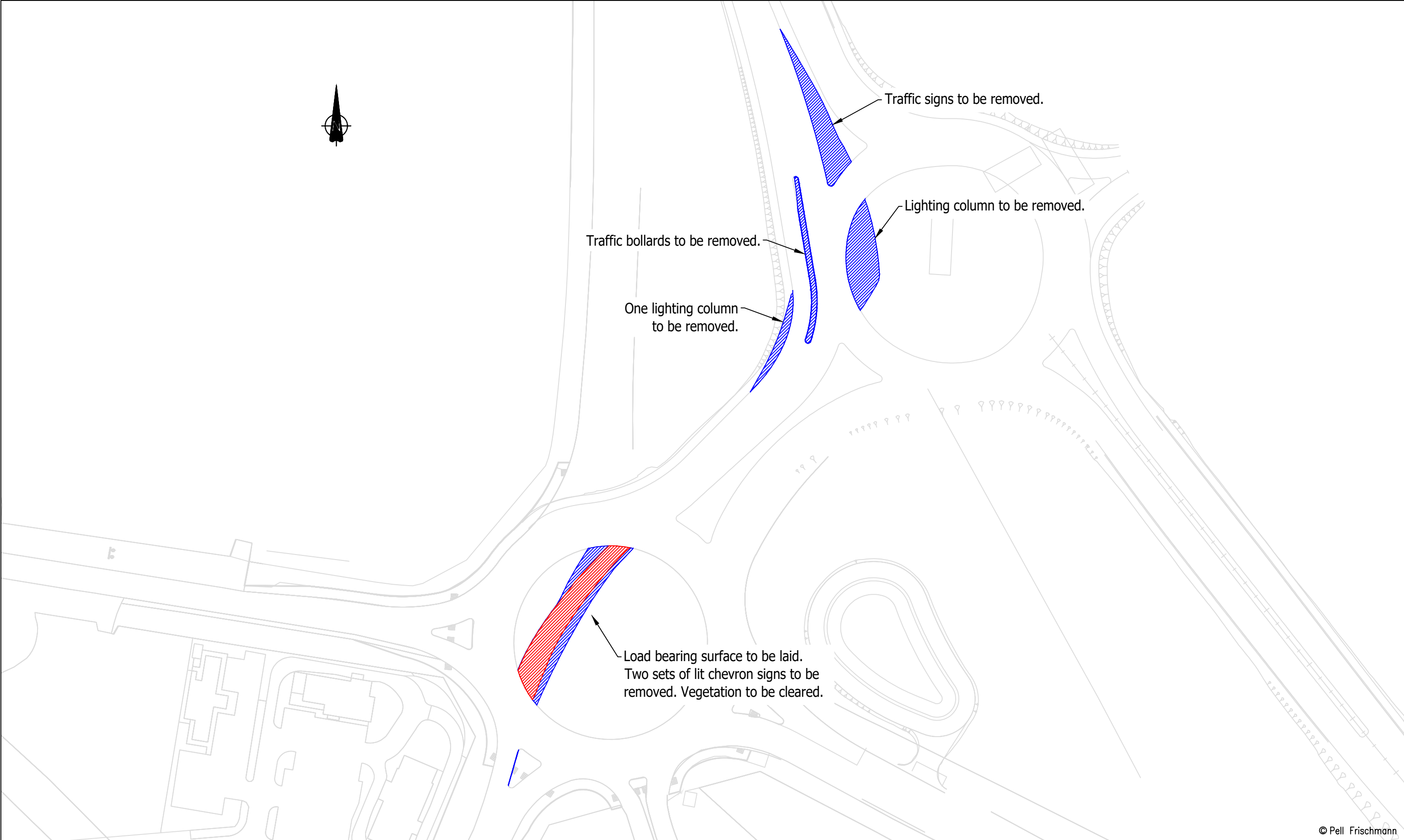
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Parc Ynni Calon Y Gwynt			Name	Date	Scale		
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		6		Draft	
				Drawing No.	Notes:				Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A5 Five Crosses Roundabout	SK06A		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.			



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Client	Wind 2		SPA Location		A5 Whittington Roundabout		Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail						SK07	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.			----



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Client	Drawing Title		Point of Interest		8	Drawing Status	
	Wind 2		Draft				
Key	SPA Location		Drawing No.			Notes:	
	A5 / A483 Mile End Roundabout		SK08			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.	
Wheel SPA		Body SPA		Load SPA		Indicative	
Over-run		Over-sail				Revision	



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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		8		
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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A5 / A483 Mile End Roundabout						

Tower

94.0m

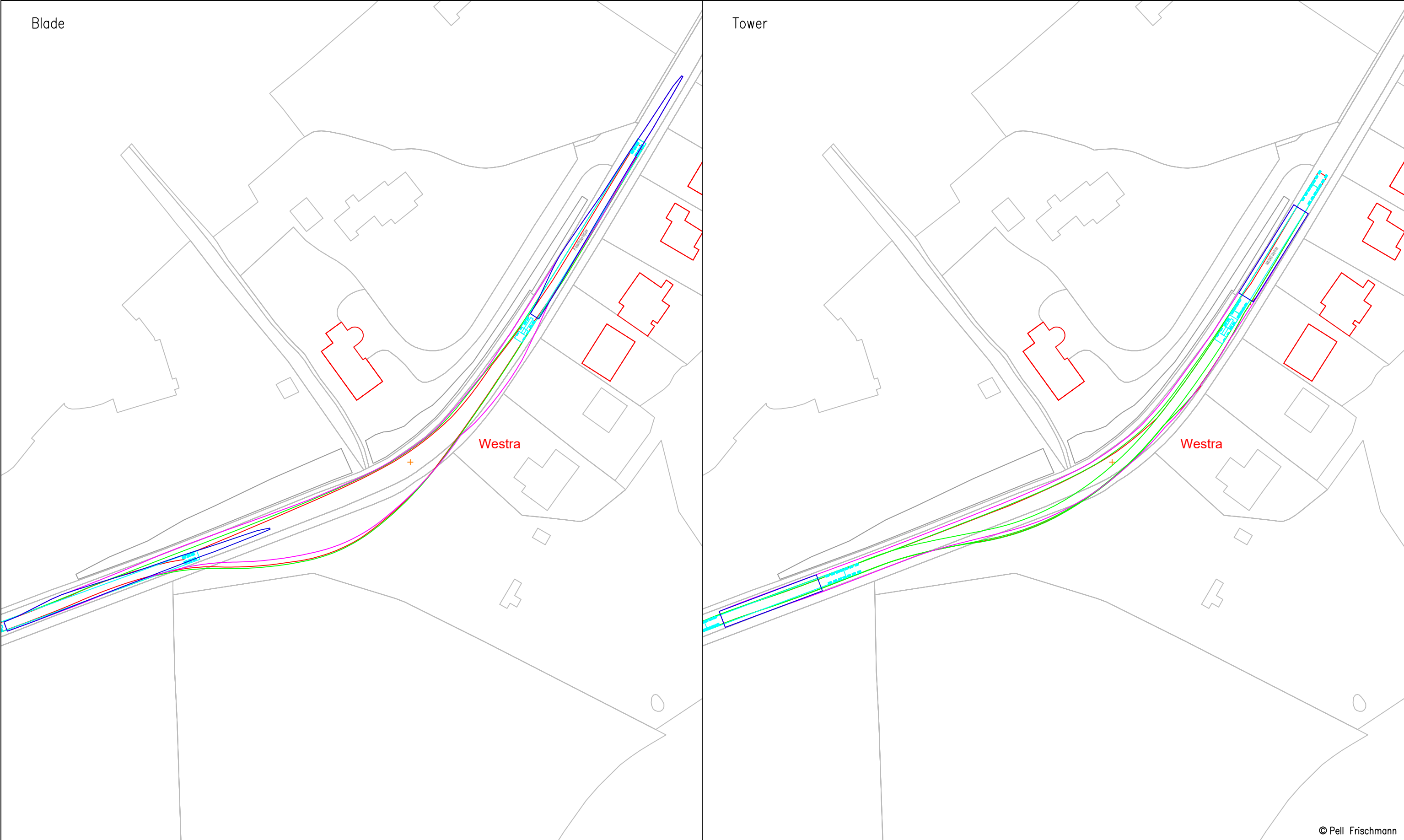
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest		9	Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A483 Llynclys rail bridge		Drawing No.		Revision		
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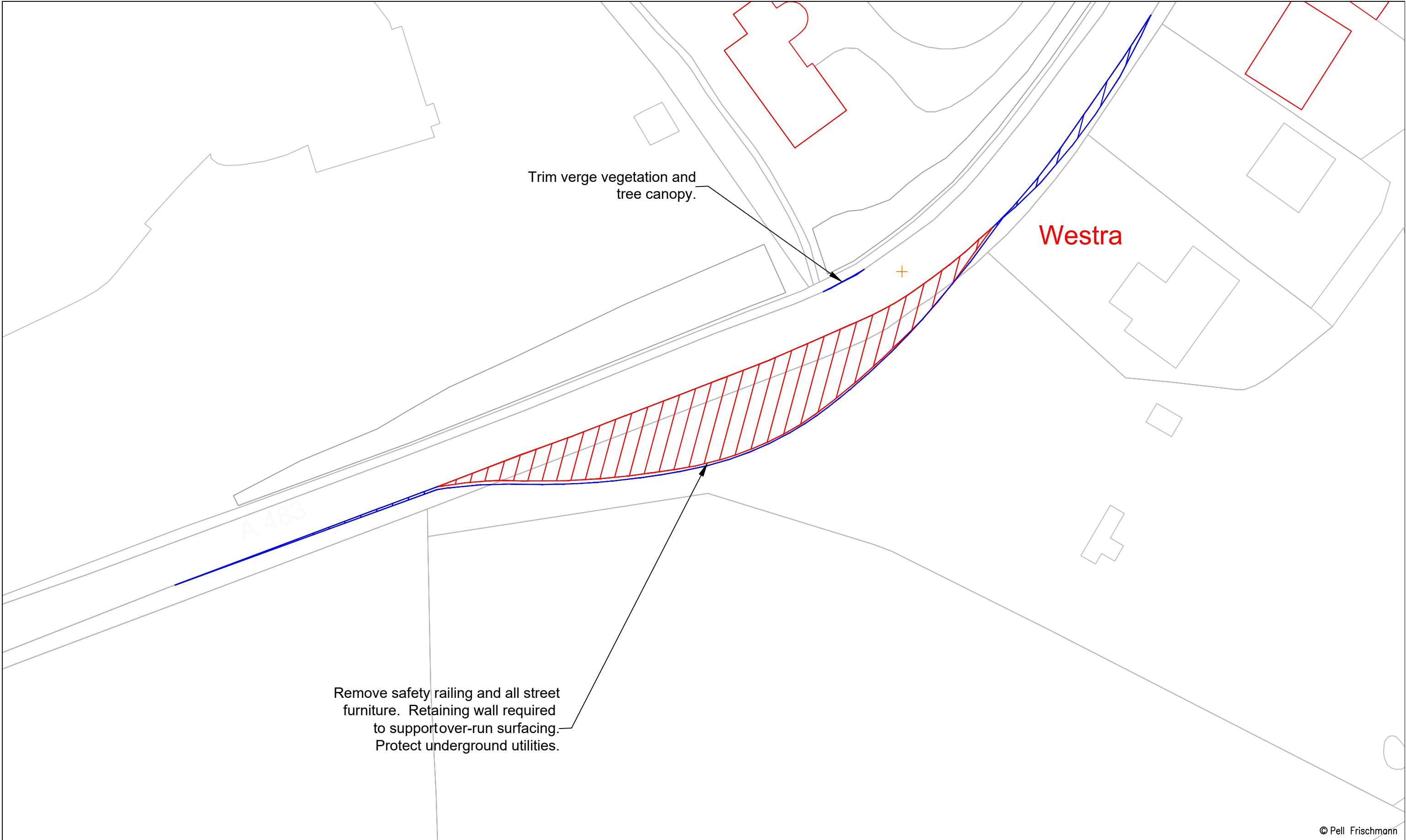
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Tower

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Key		SPA Location		SK10		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.					_____	
Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail												



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							Drawing No.		Notes:		Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		SPA Location		A483 Llanymynech (1)		SK11		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.		-----	



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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		SPA Location A483 Llanymynech (1)		Drawing No. SK11A		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.		Revision -----



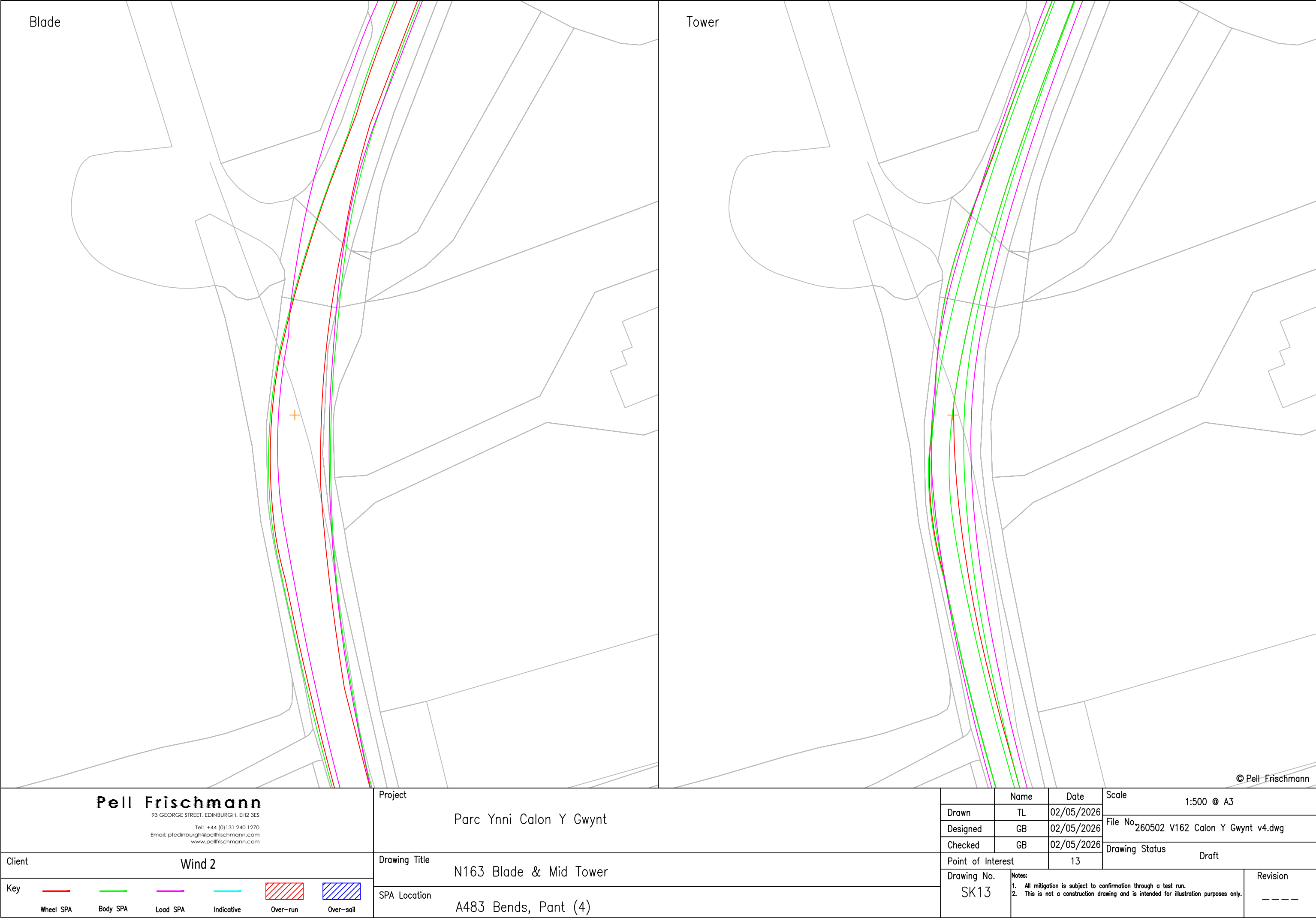
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Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A483 Llanymynech (2)	SK12					



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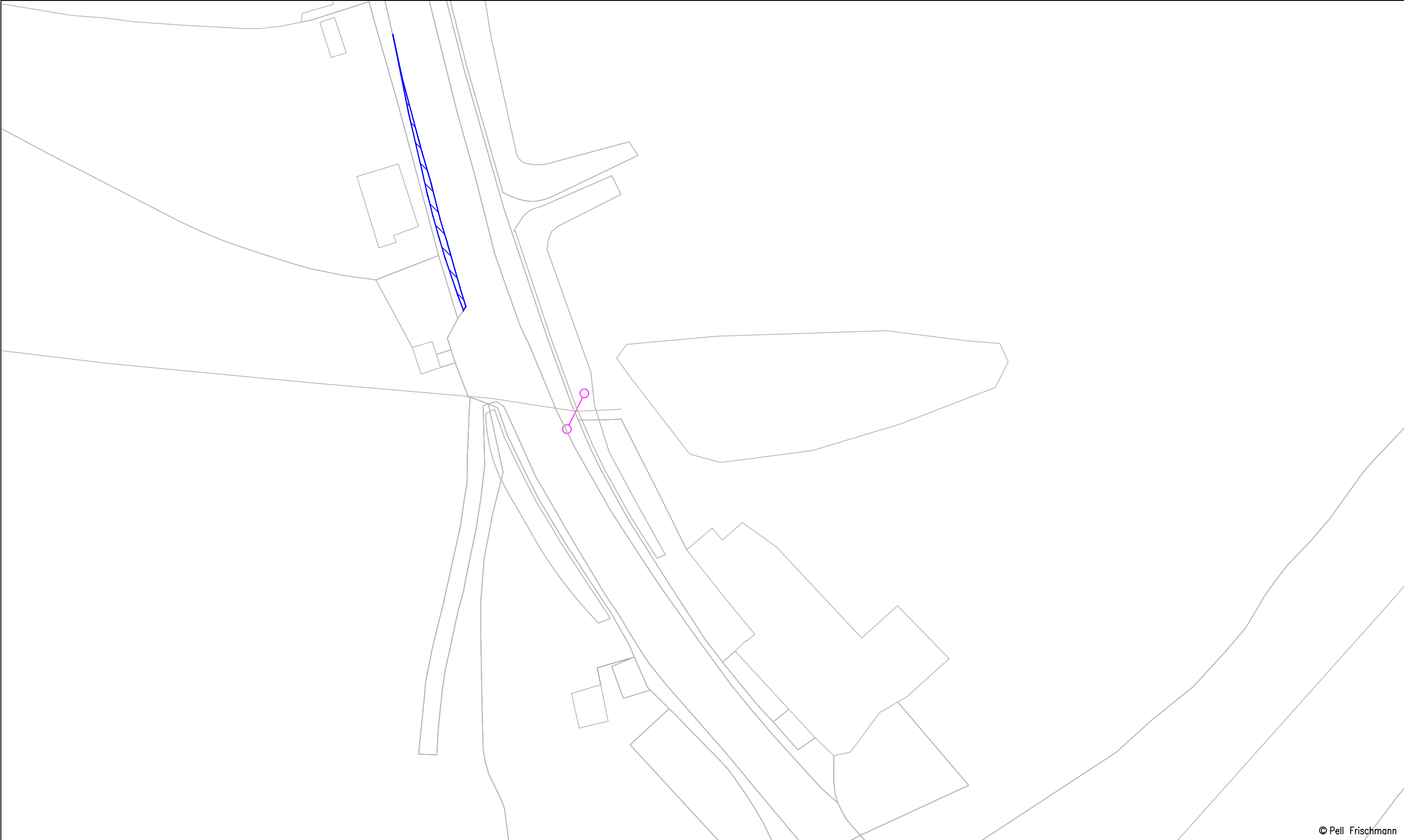
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Key	SPA Location		Drawing No.			Notes:	
	A483 Bend, Pant (4)		SK13A			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
Wheel SPA		Body SPA		Load SPA		Indicative	
Over-run		Over-sail				Revision	



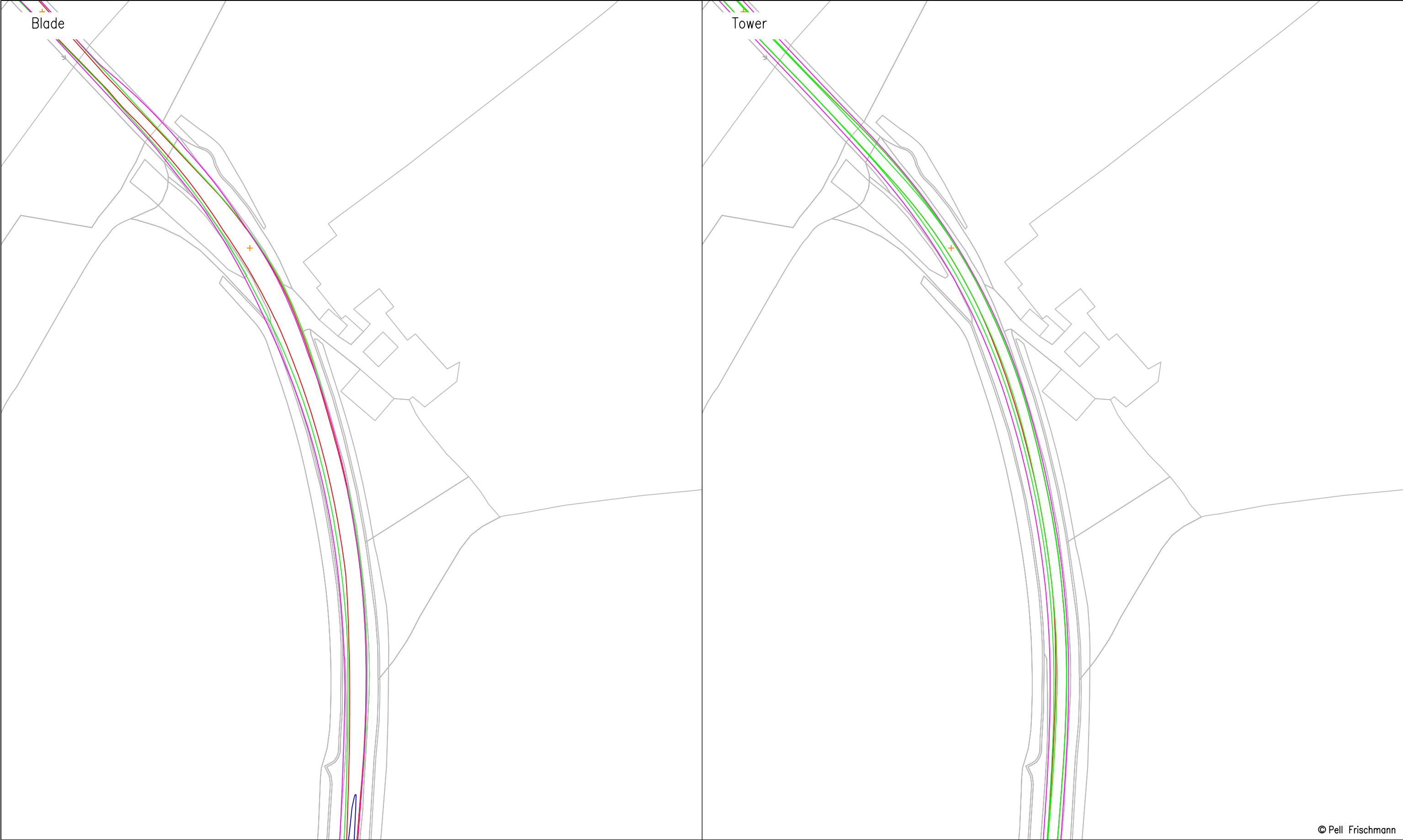
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Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A483 Llanymynech						Revision _____



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Client		Drawing Title		Point of Interest		14	Drawing Status	
Wind 2		N163 Blade & Mid Tower		Drawing No.		Revision		
Key		SPA Location		SK014A		Notes:		
Wheel SPA		A483 Llanymynech				1. All mitigation is subject to confirmation through a test run.		
Body SPA						2. This is not a construction drawing and is intended for illustration purposes only.		
Load SPA								
Indicative								
Over-run								
Over-sail								



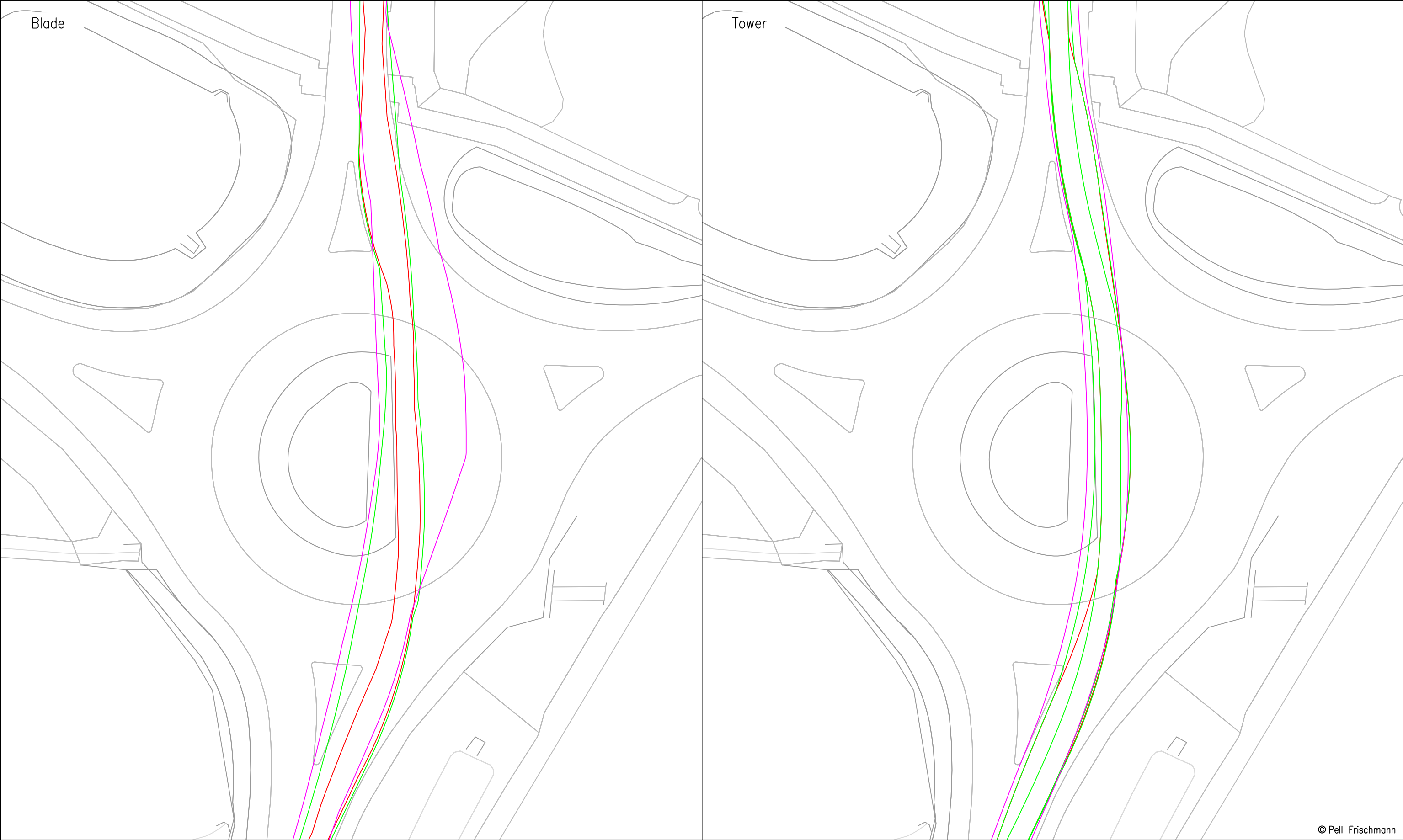
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		15					
				SPA Location	A483 south of Llanymynech	Drawing No.	SK15	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision	-----	
Key	Wheel SPA	Body SPA	Load SPA								



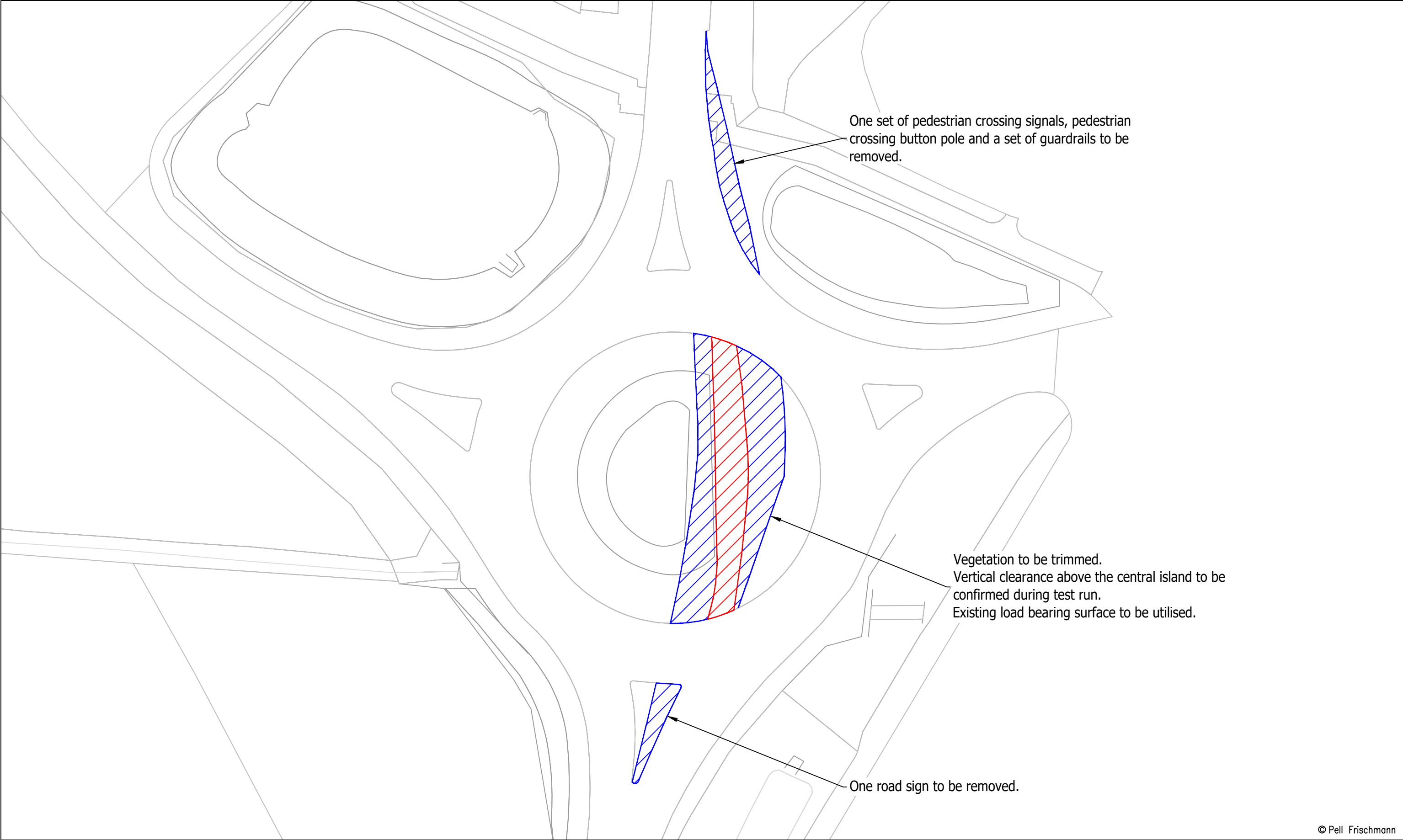
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		15	Draft		
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Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A483 south of Llanymynech	SK15A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			-----	



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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest	16			
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A483 Four Crosses Roundabout		Drawing No.	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.		Revision	-----	
				SK16					



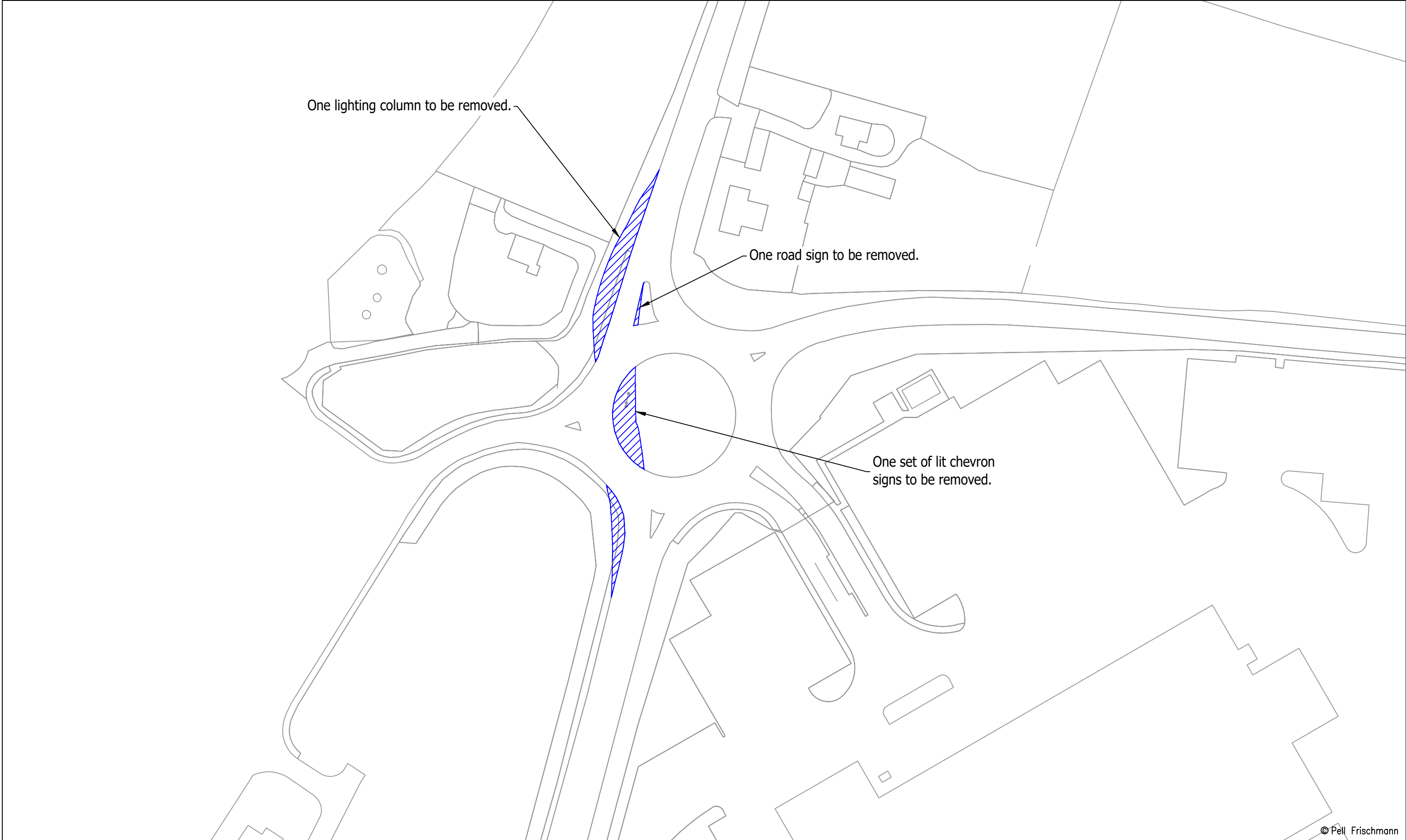
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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		16		Revision _ _ _ _	
	SPA Location A483 Four Crosses Roundabout		Drawing No. SK16A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail								

Key						
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail

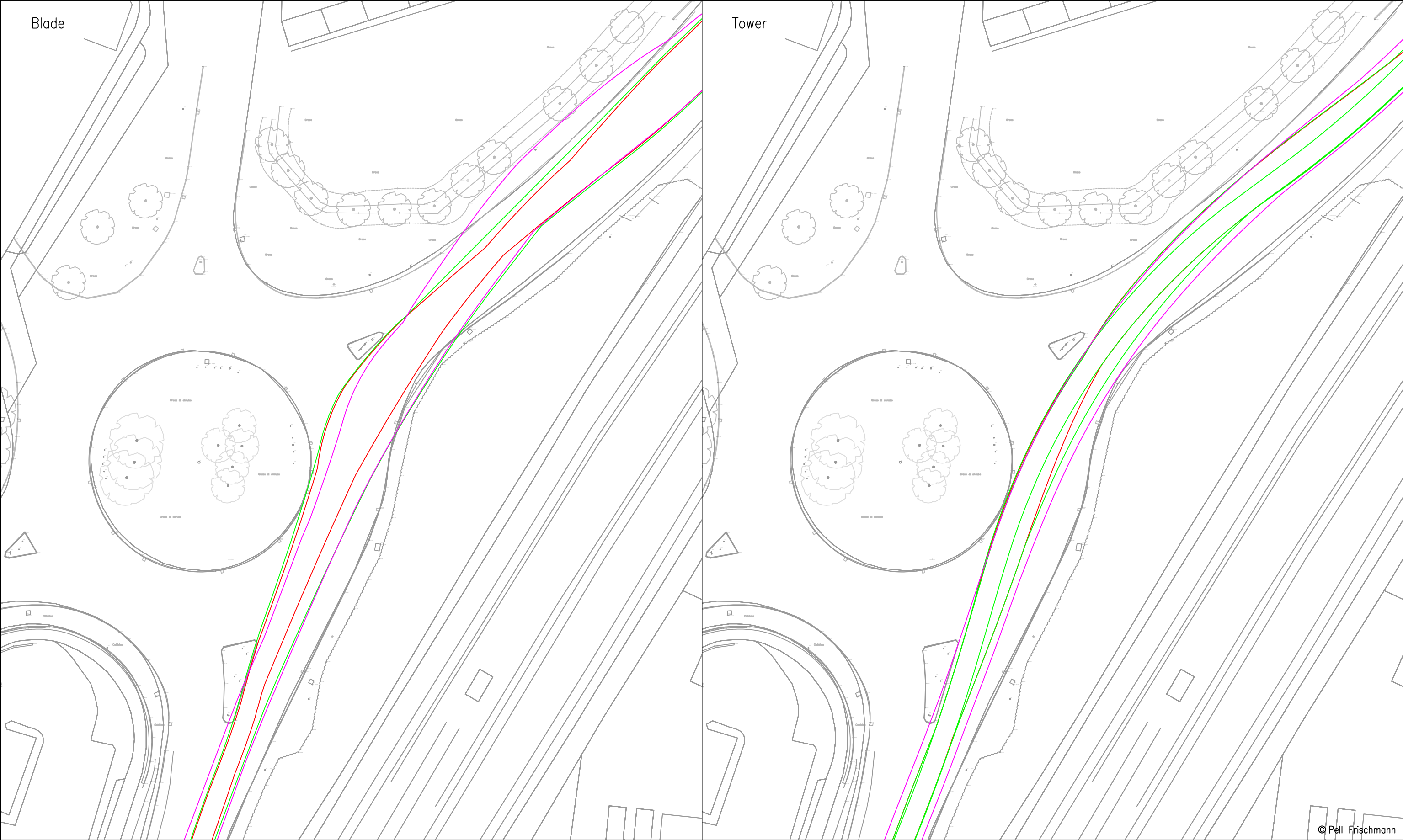


Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com		Project		Name		Date	Scale	
		Parc Ynni Calon Y Gwynt		TL		02/05/2026	1:1000 @ A3	
		Drawing Title		Designed		02/05/2026	File No	
				Checked		02/05/2026	260502 V162 Calon Y Gwynt v4.dwg	
Client		Drawing Title		Point of Interest		17	Drawing Status	
Wind 2		N163 Blade & Mid Tower		Drawing No.		SK17	Revision	
Key		SPA Location		Notes:			1. All mitigation is subject to confirmation through a test run.	
Wheel SPA		A483 / A458 Roundabout		2. This is not a construction drawing and is intended for illustration purposes only.			-----	
Body SPA								
Load SPA								
Indicative								
Over-run								
Over-sail								

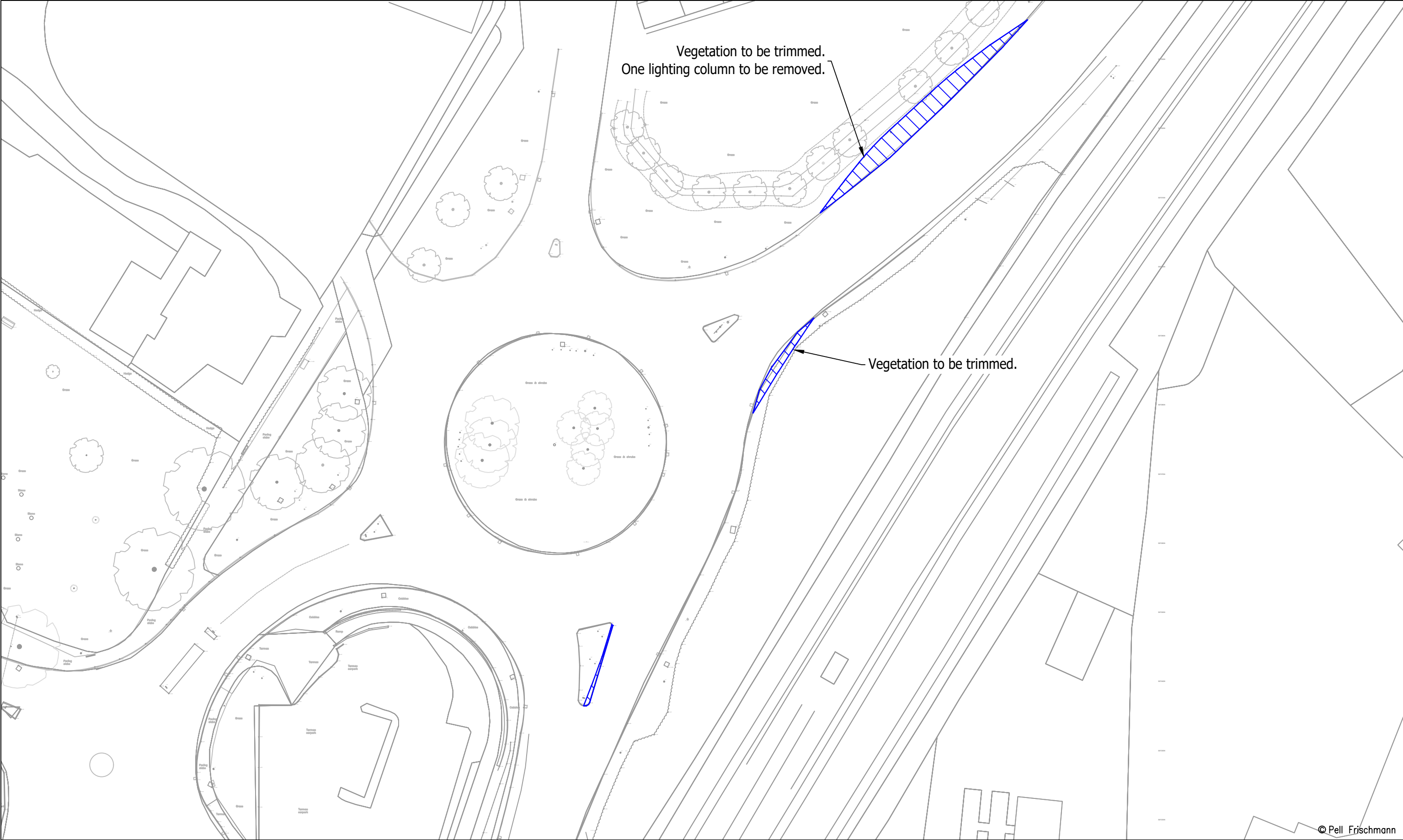


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				Drawn	TL	02/05/2026	1:1000 @ A3		
				Designed	GB	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg		
				Checked	GB	02/05/2026	Drawing Status		
Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		17		Draft	
				Drawing No.	Notes:				Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A483 / A458 Roundabout	SK17A	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.				-----

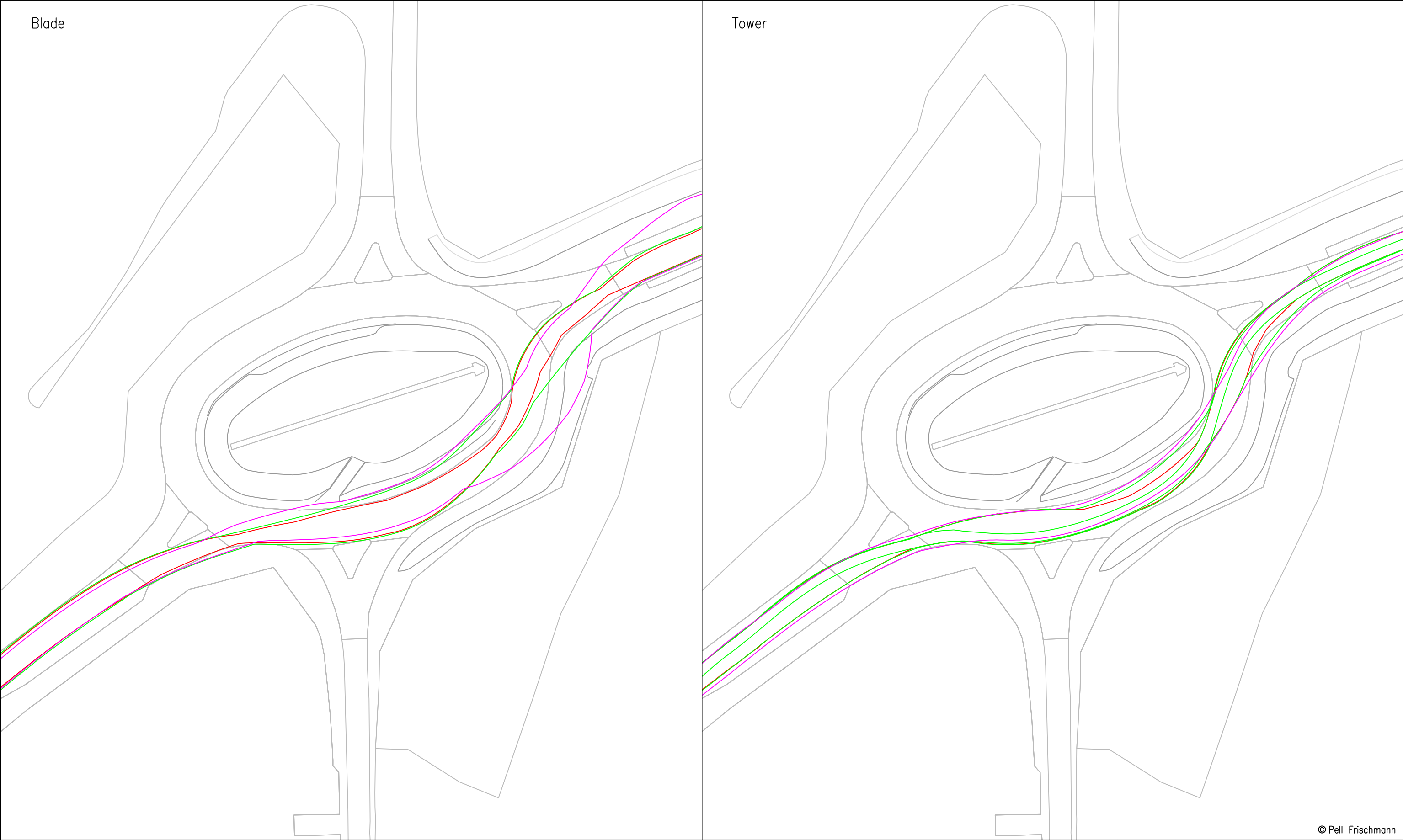


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				Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg	
				Designed	GB	02/05/2026	Drawing Status Draft	
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Client Wind 2		Drawing Title N163 Blade & Mid Tower		Point of Interest		18		
				Drawing No. SK18		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.		Revision _____
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		SPA Location A483 Welshpool Roundabout						



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	Parc Ynni Calon Y Gwynt		Drawn		TL		02/05/2026		1:500 @ A3	
			Designed		GB		02/05/2026		File No. 260502 V162 Calon Y Gwynt v4.dwg	
			Checked		GB		02/05/2026		Drawing Status	
Client	Wind 2		Drawing Title		Point of Interest		18		Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		N163 Blade & Mid Tower		Drawing No.		Notes:		Revision	
			SPA Location		SK18A		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.		-----	
		A483 Welshpool Roundabout								

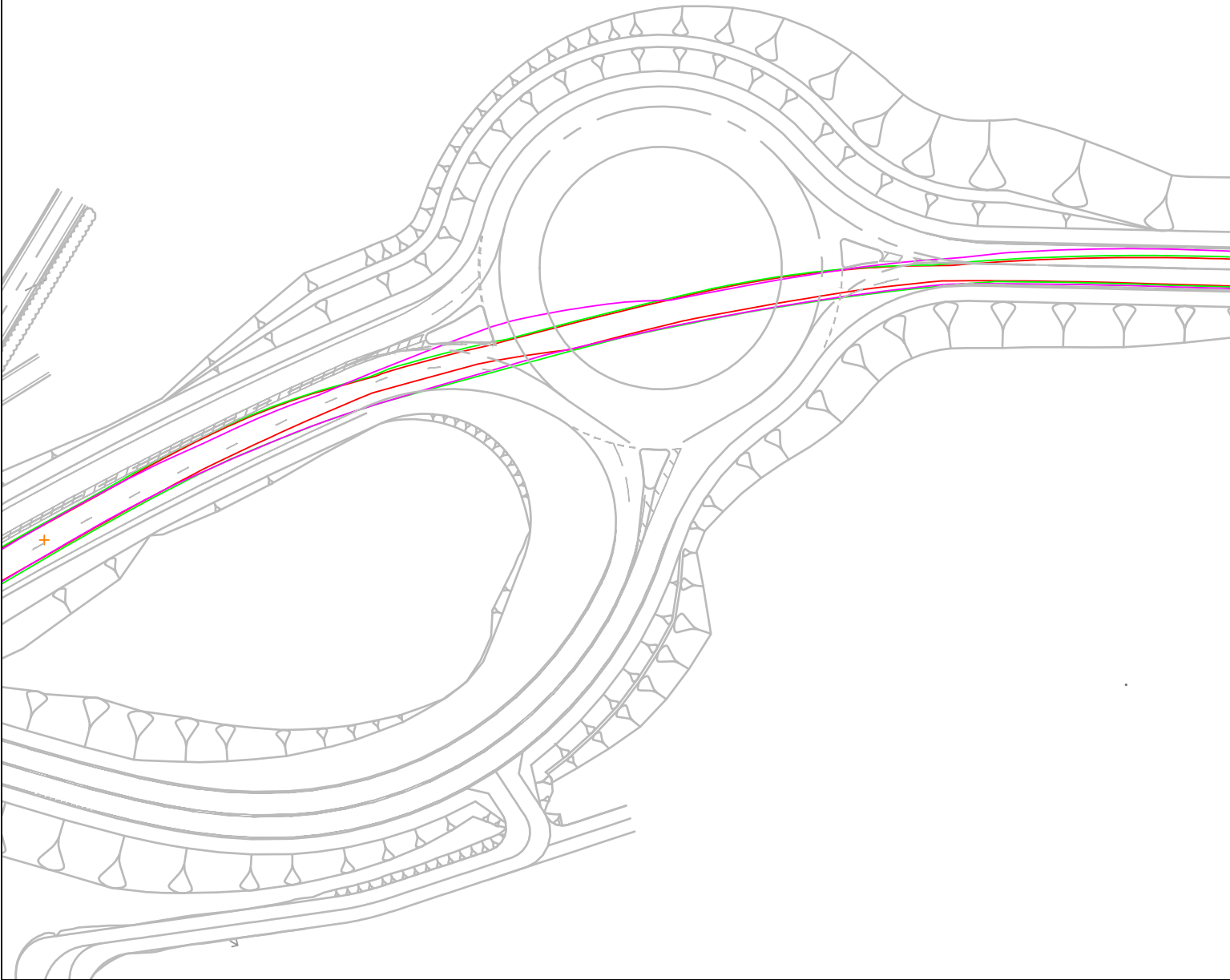


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				Drawn	TL	02/05/2026	1:1000 @ A3	
				Designed	GB	02/05/2026	File No 260502 V162 Calon Y Gwynt v4.dwg	
				Checked	GB	02/05/2026	Drawing Status	
Client Wind 2		Drawing Title N163 Blade & Mid Tower		Point of Interest		19	Draft	
				Drawing No.		Notes:		Revision
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail		SPA Location		SK19		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.		----
		A483 Sarn Bryn Caled Roundabout						

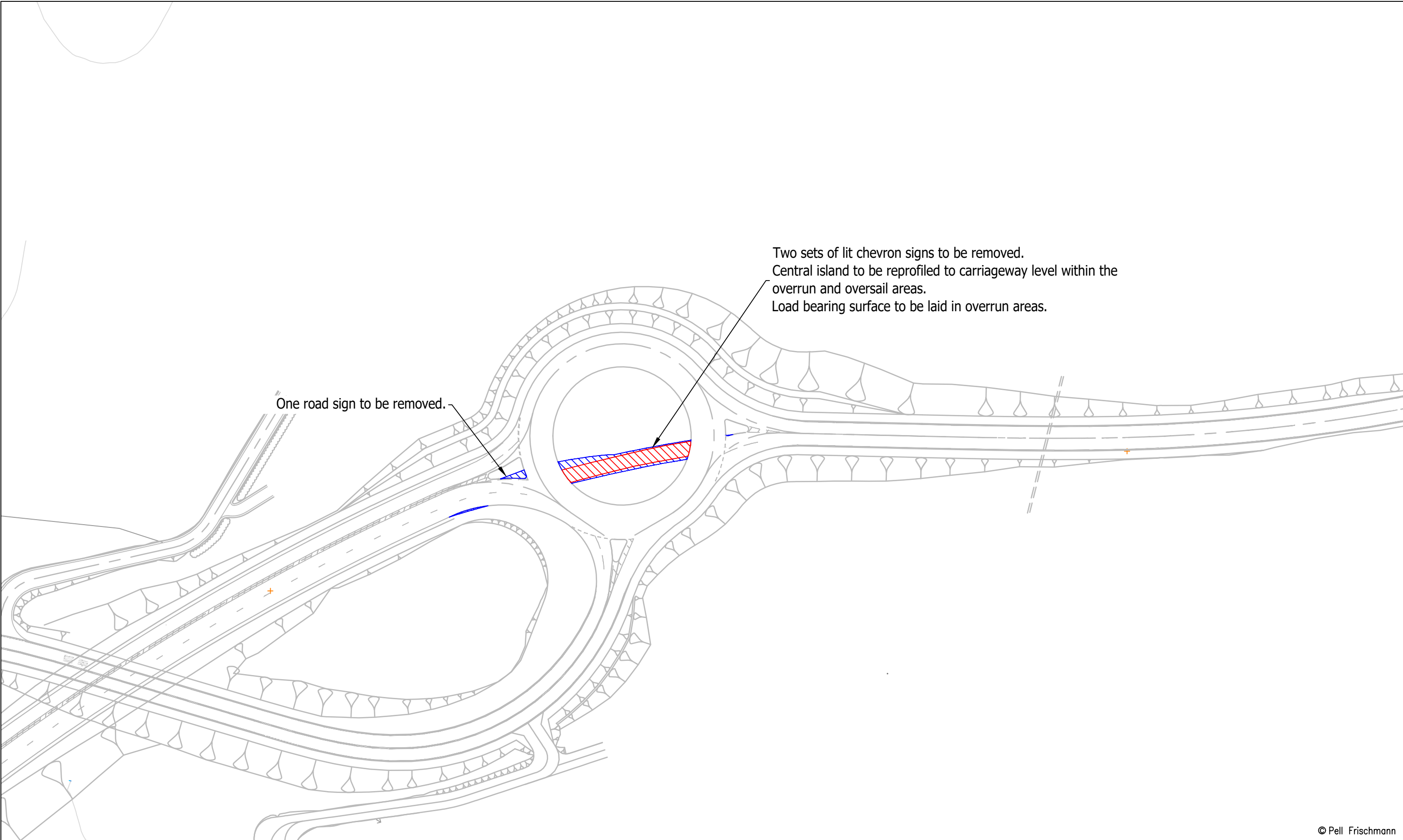
Blade

Tower



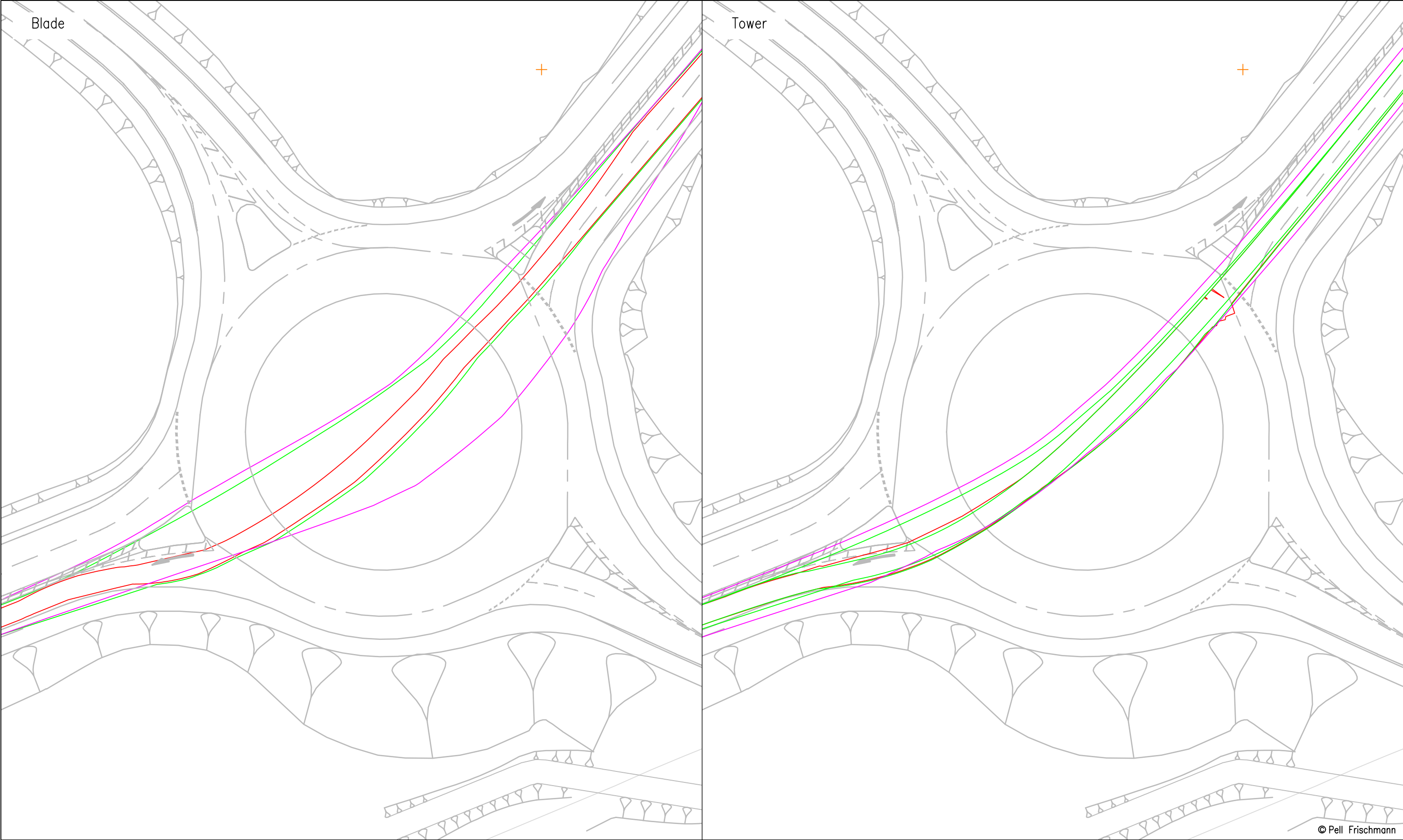
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				Designed	GB	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg		
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		20		Draft	
				Drawing No. SK20		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision _ _ _ _	
Key		SPA Location		Newtown bypass roundabout 1					
Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail									



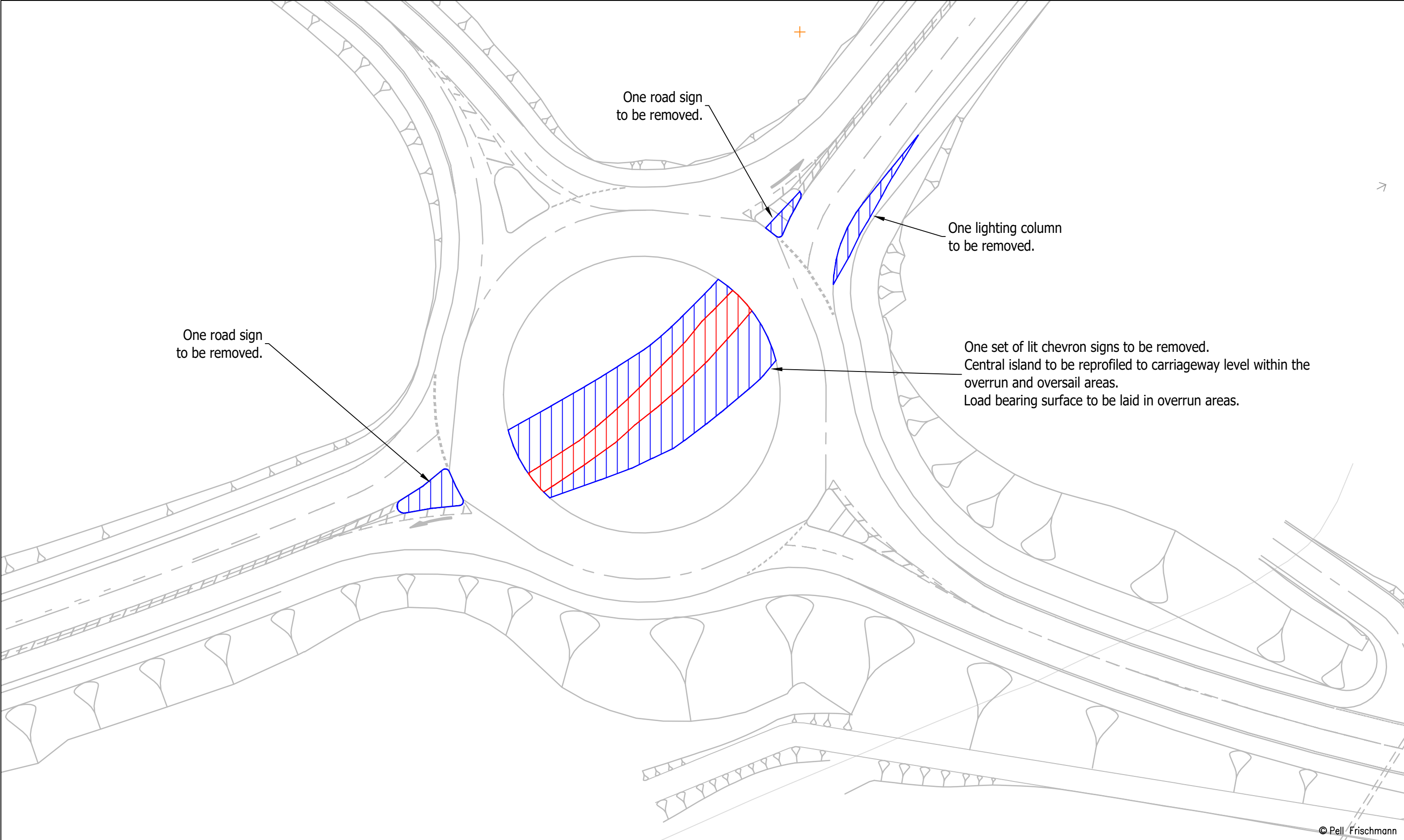
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			Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg	
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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		20		
			Drawing No. SK20A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision _ _ _ _	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location Newtown bypass roundabout 1						



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					Checked	GB	02/05/2026	Drawing Status		Draft			
Client	Wind 2				Drawing Title		Point of Interest		21				
						N163 Blade & Mid Tower							
Key											Revision		
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail					-----		
						SPA Location		Newtown bypass roundabout 2					
						Drawing No.		Notes:					
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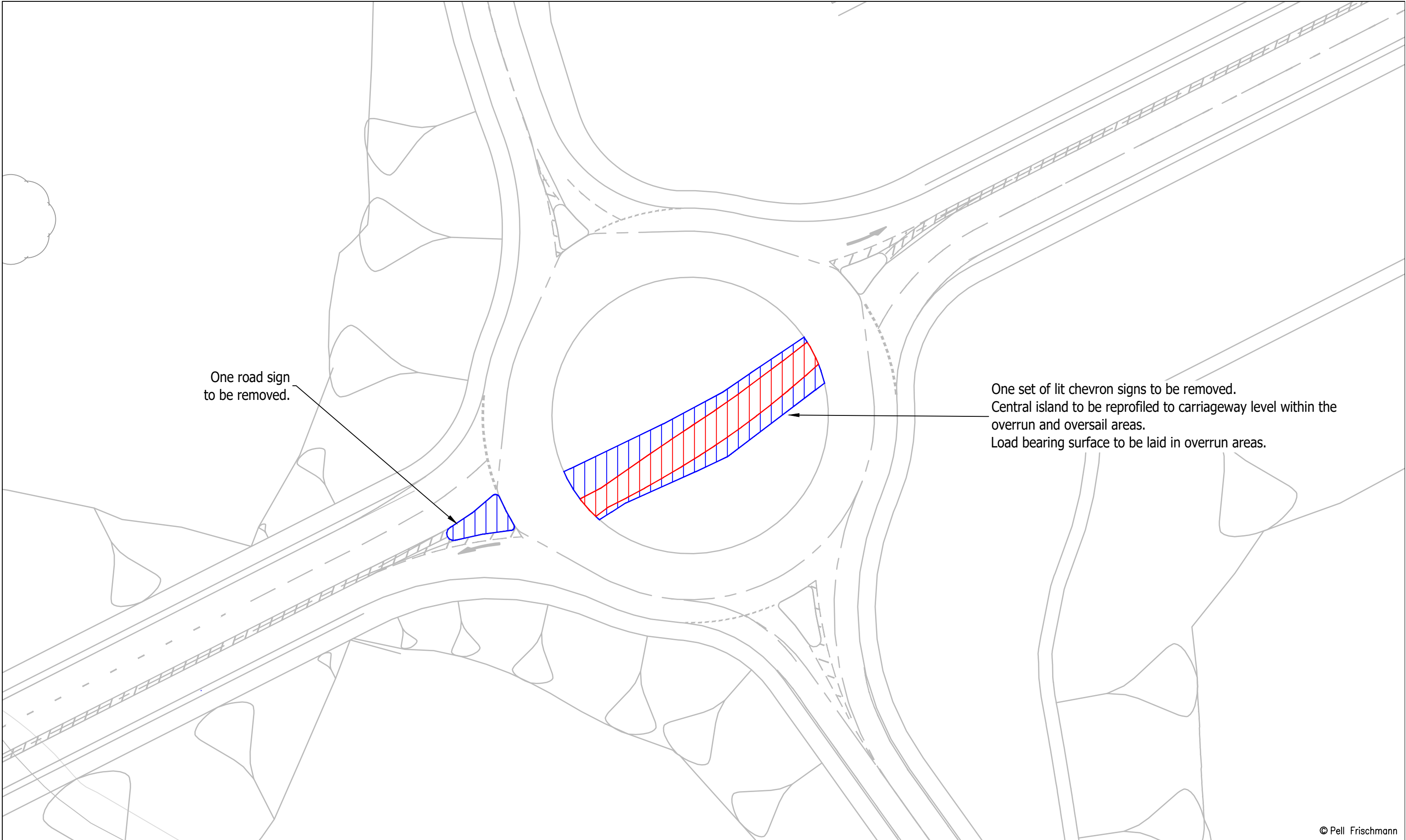


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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		21			
			Drawing No. SK21A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision _ _ _ _	
Key	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail	SPA Location Newtown bypass roundabout 2	

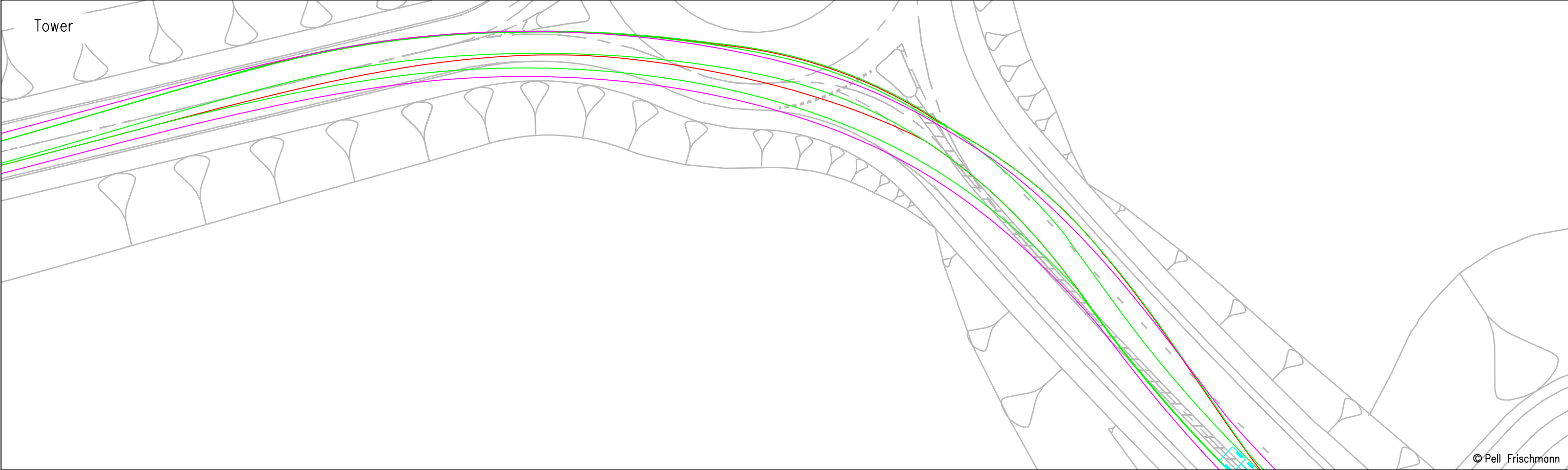
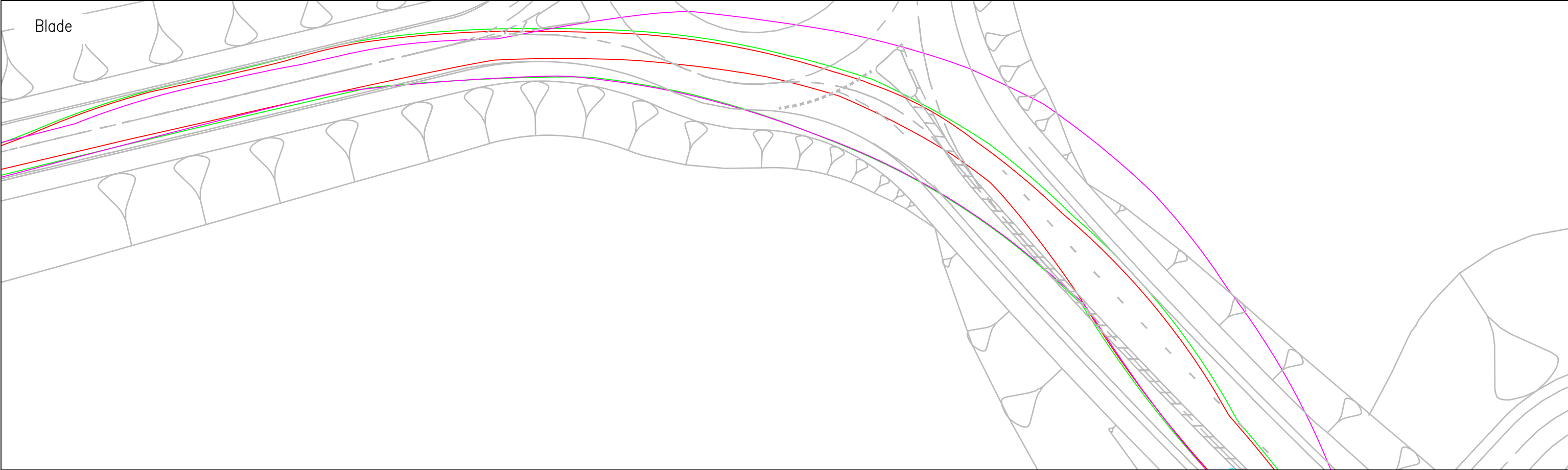
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		Designed	GB	02/05/2026							
		Checked	GB	02/05/2026		Drawing Status	Draft				
Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest		22				
			SPA Location	Newtown bypass roundabout 3		Drawing No.	Notes:		Revision		
						SK22	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		-----		
Key		Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail				

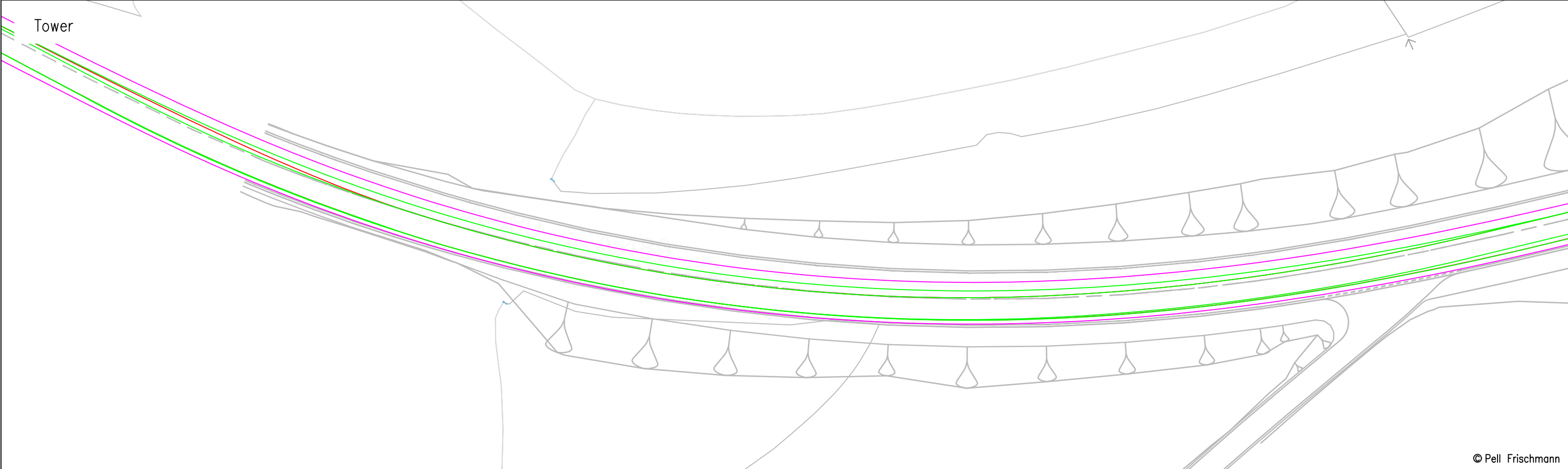
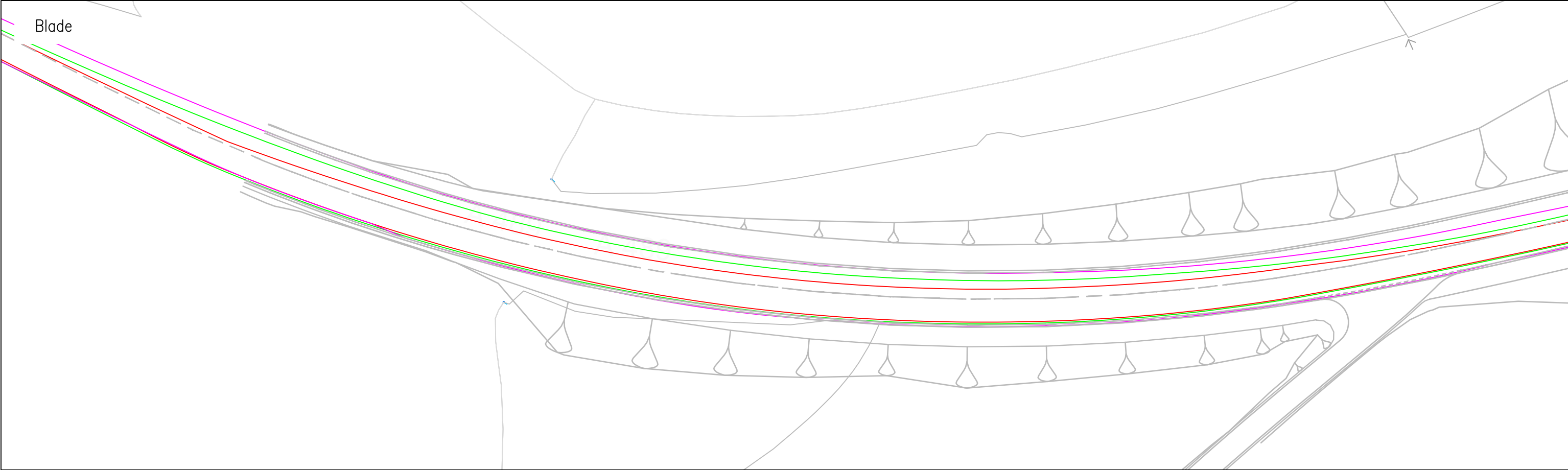


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		Designed		GB	02/05/2026	File No 260502 V162 Calon Y Gwynt v4.dwg			
		Checked		GB	02/05/2026	Drawing Status			
Client	Drawing Title			Point of Interest		22		Draft	
		Wind 2		N163 Blade & Mid Tower					
Key	SPA Location			Drawing No.		Notes:		Revision	
		Newtown bypass roundabout 3		SK22A		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.		-----	



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				Designed	GB	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg		
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest		23	Draft	
					Drawing No.		Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Newtown bypass roundabout 4		SK23		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.		

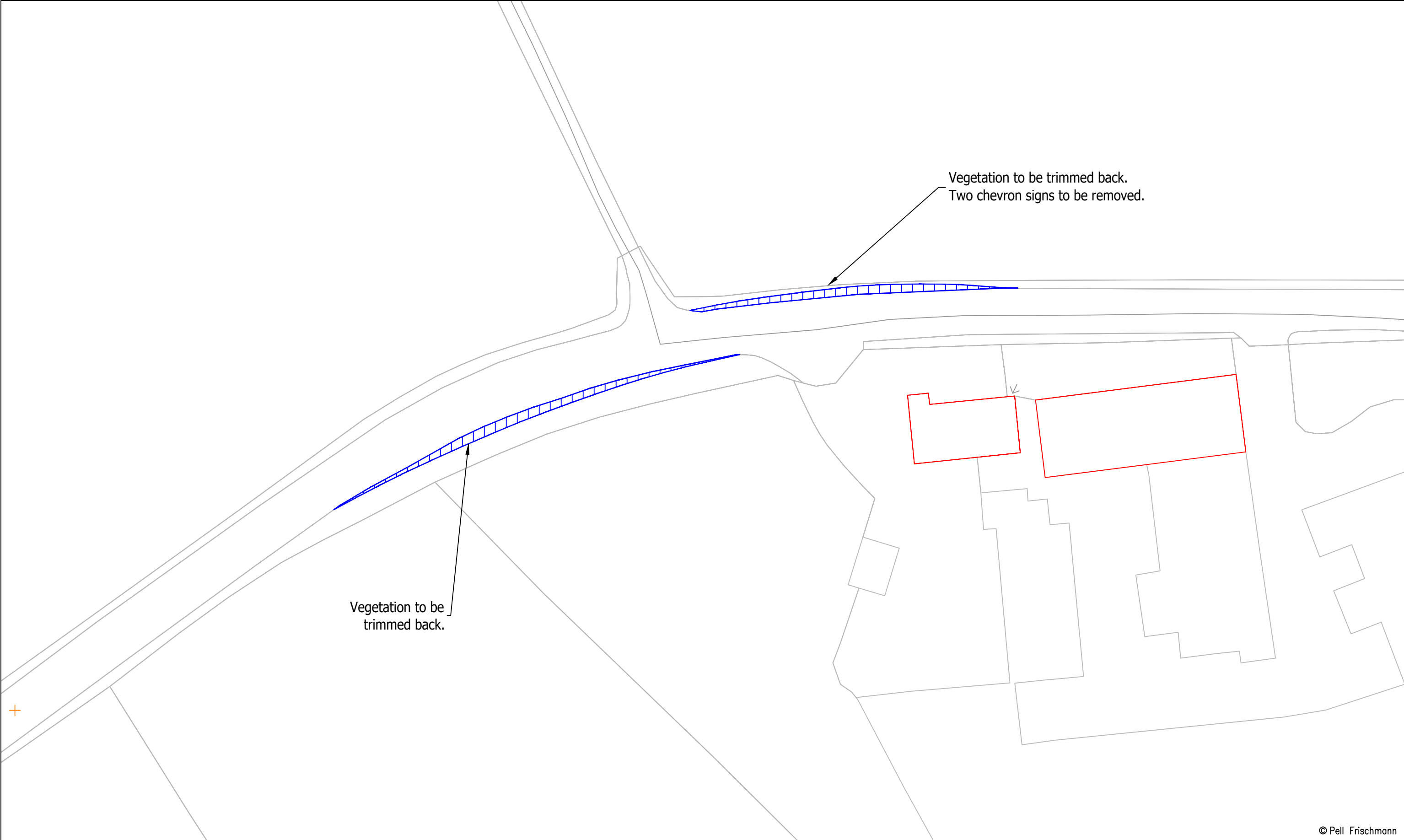


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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		24	Draft	
				Drawing No.	Notes:			Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 Ty Carreg Bend	SK24	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			-----
					NO MITIGATION REQUIRED			



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			Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg	
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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		25	Drawing Status Draft	
			Drawing No. SK25		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.		
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A489 Red House Bends						Revision _____



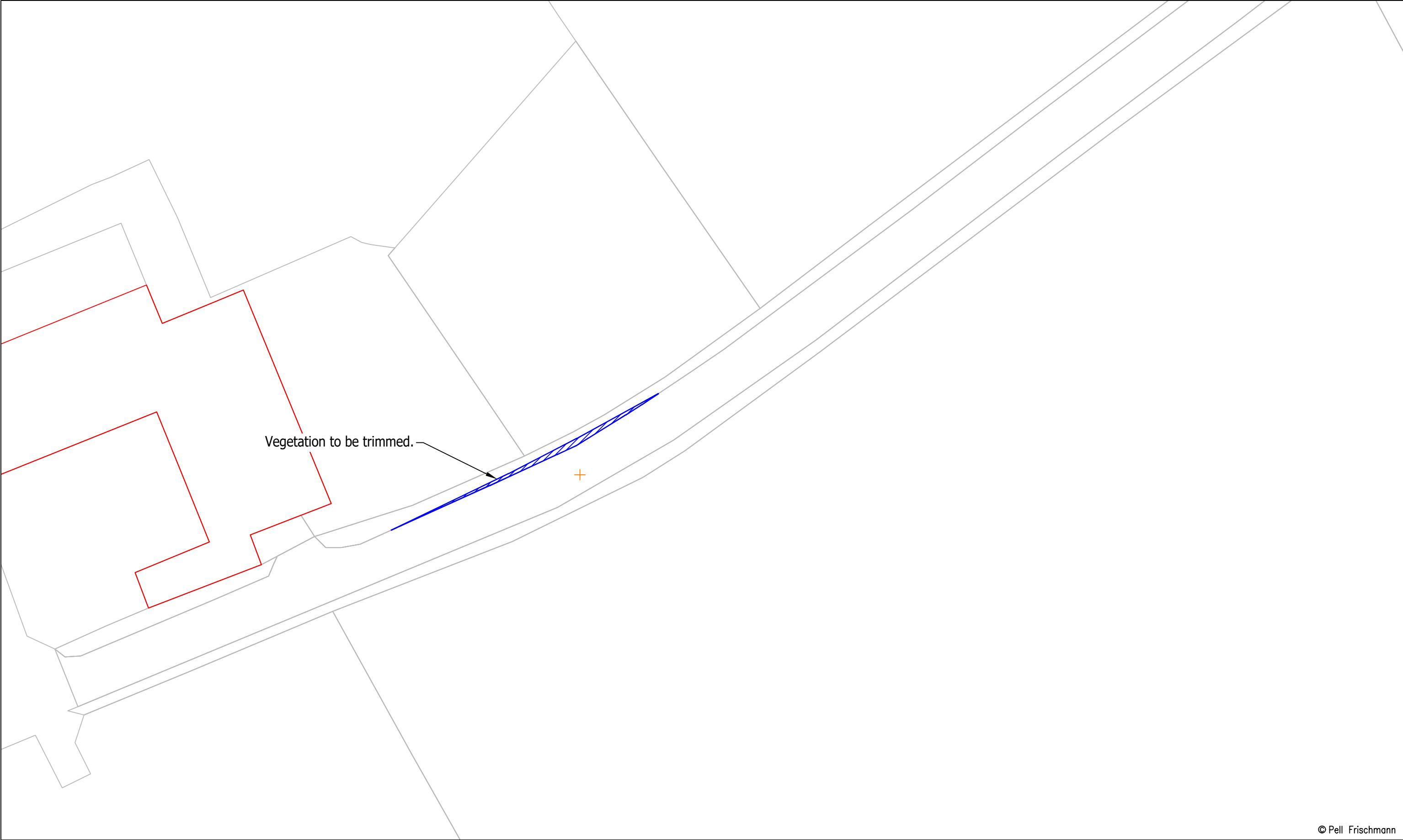
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest		25	Draft	
Key							Notes:	Revision	
	Wheel SPA	Body SPA	Load SPA	Indicative	Over-run	Over-sail		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
		SPA Location	A489 Red House Bends		Drawing No.		SK25A		-----



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Client		Drawing Title		Point of Interest		26		Drawing Status
				Drawing No.		SK26		Revision
Key		SPA Location		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.		Revision
Wind 2		Parc Ynni Calon Y Gwynt		N163 Blade & Mid Tower		A489 Dolhafren		
Wheel SPA		Body SPA		Load SPA		Indicative		Over-run
								Over-sail



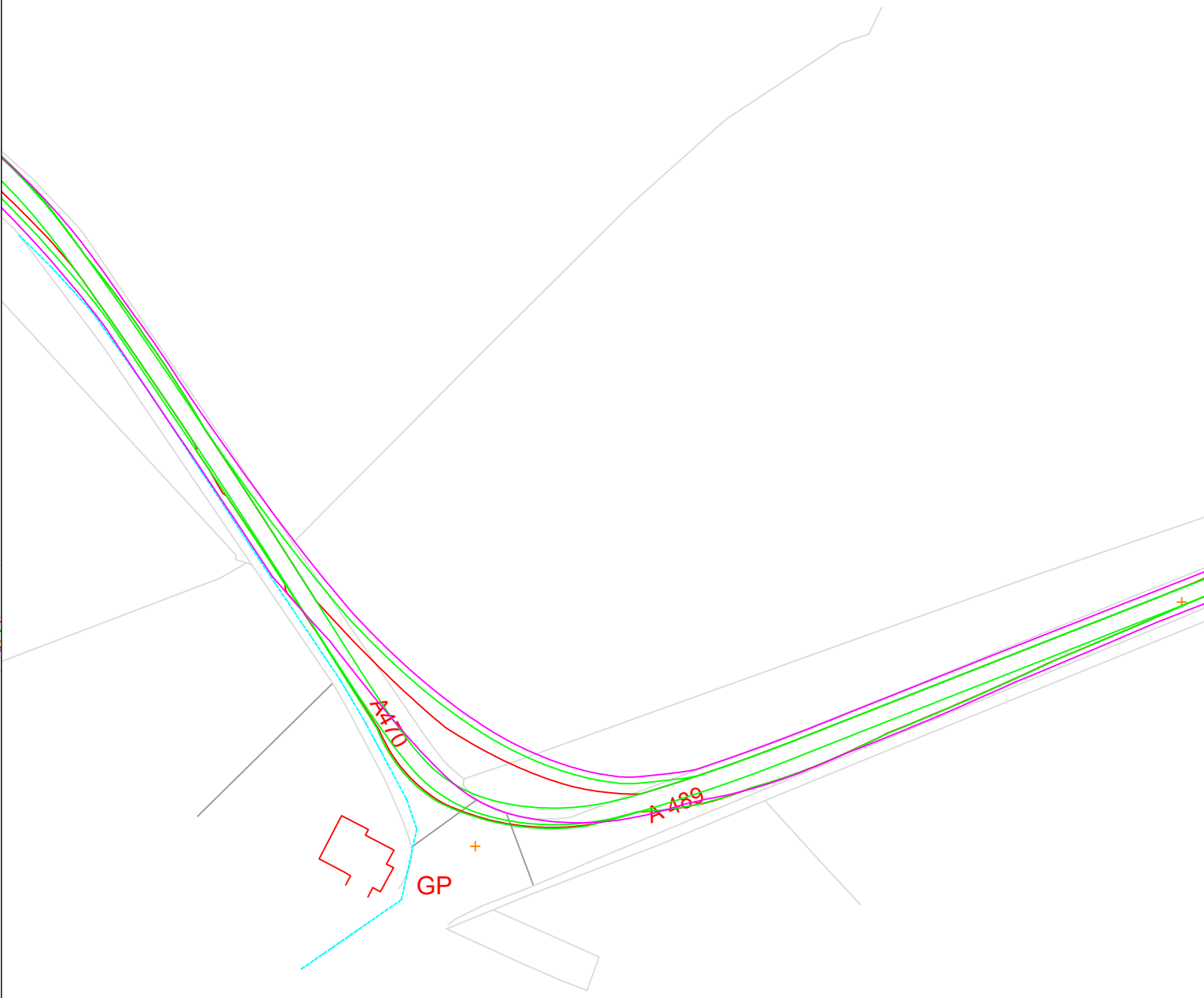
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		Designed	GB
Client	Drawing Title	N163 Blade & Mid Tower	
		Checked	GB
Key	SPA Location	A489 Dolhafren	

Blade

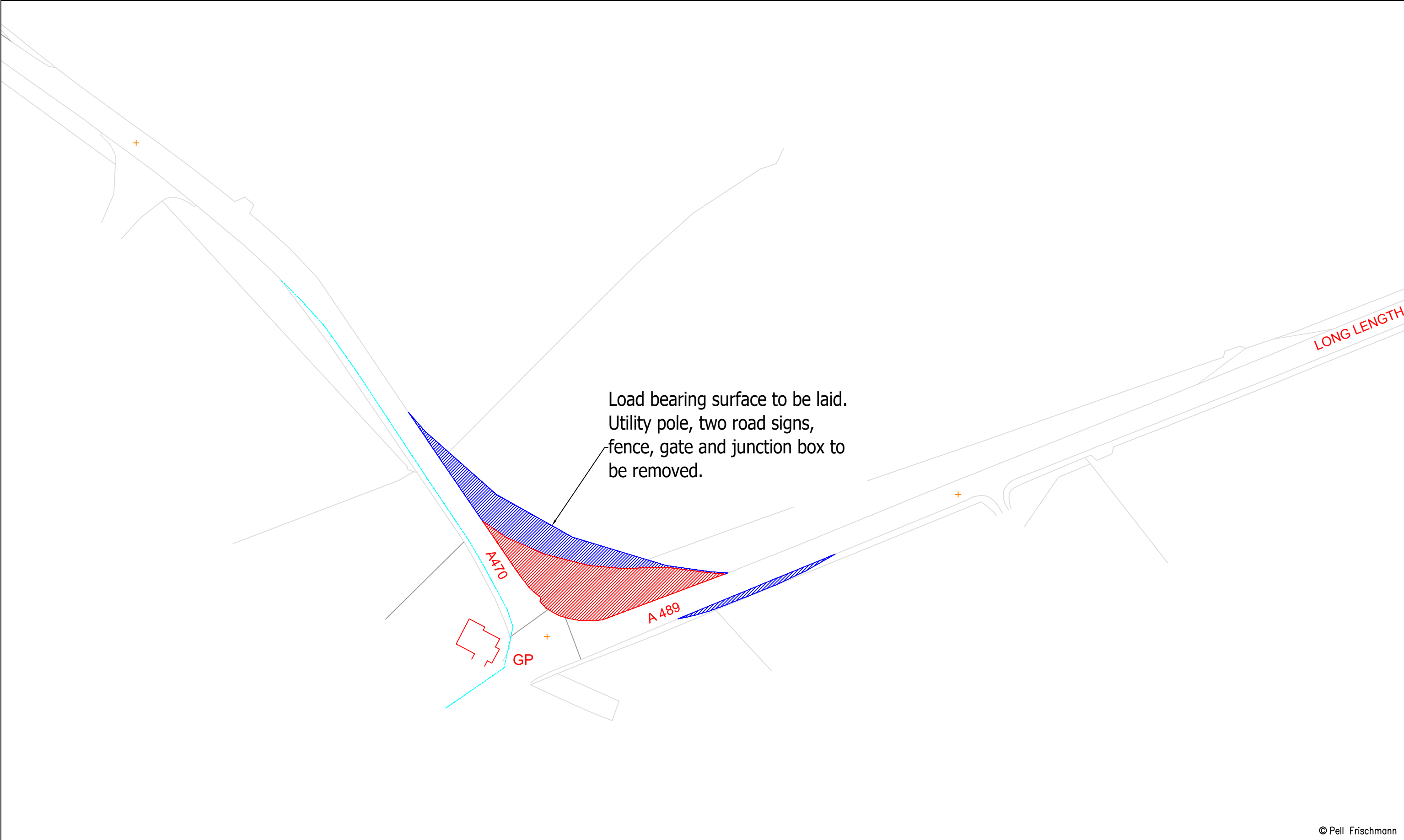


Tower



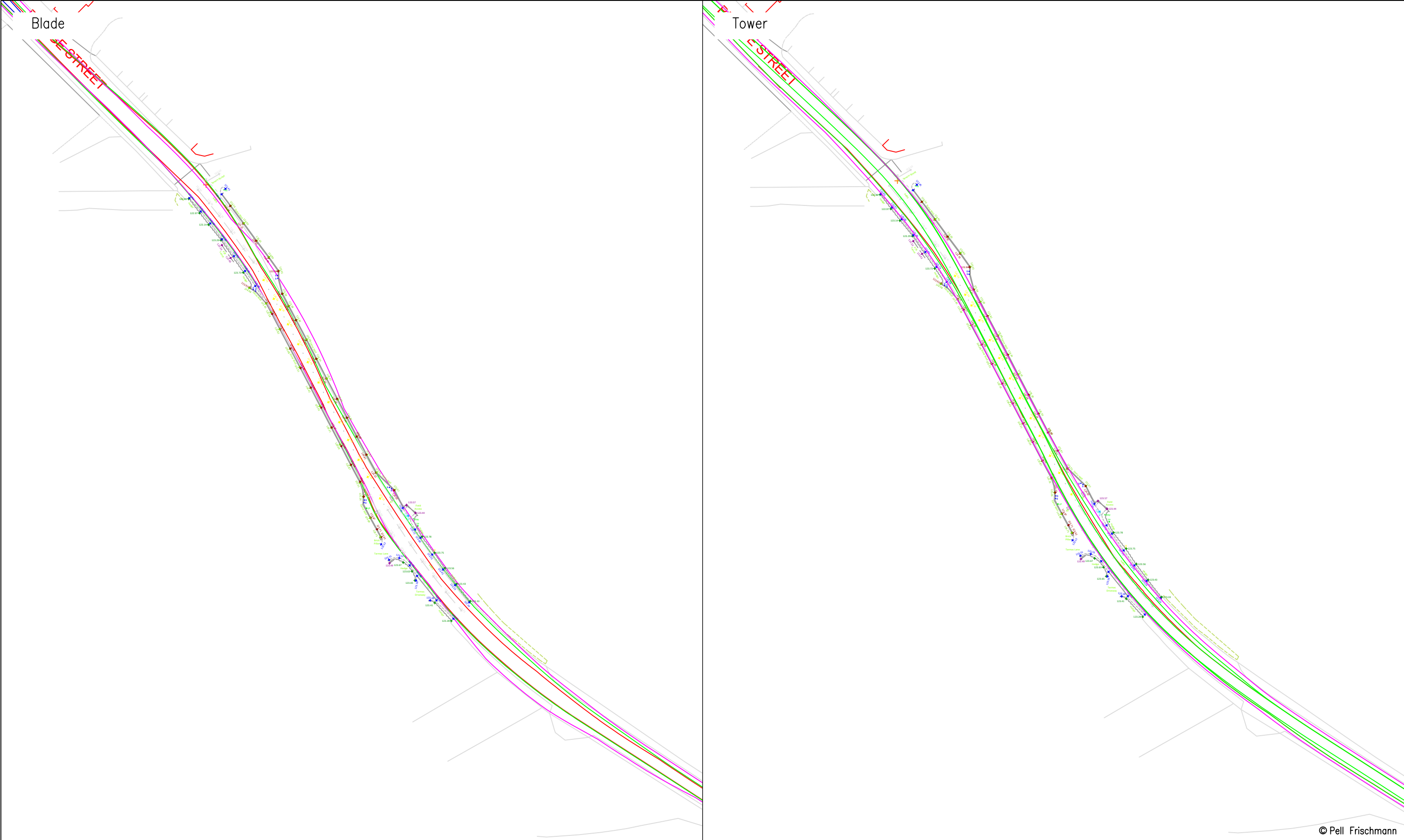
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower		Point of Interest		27	Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 / A470 Junction		Drawing No.	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			Revision	
			SK27				----		



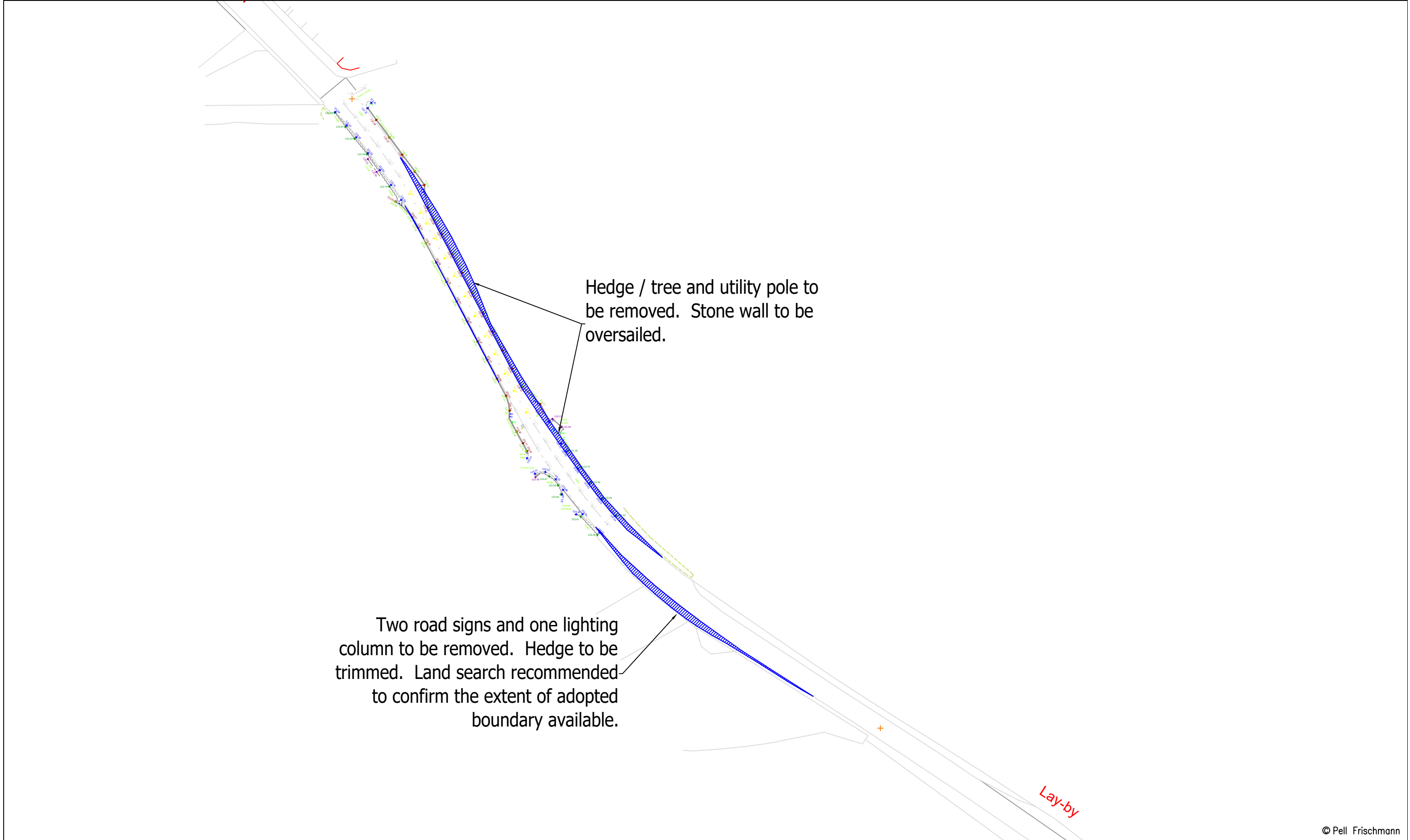
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Client Wind 2	Drawing Title N163 Blade & Mid Tower		Point of Interest		27		
			Drawing No. SK27A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision _ _ _ _	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location A489 / A470 Junction						



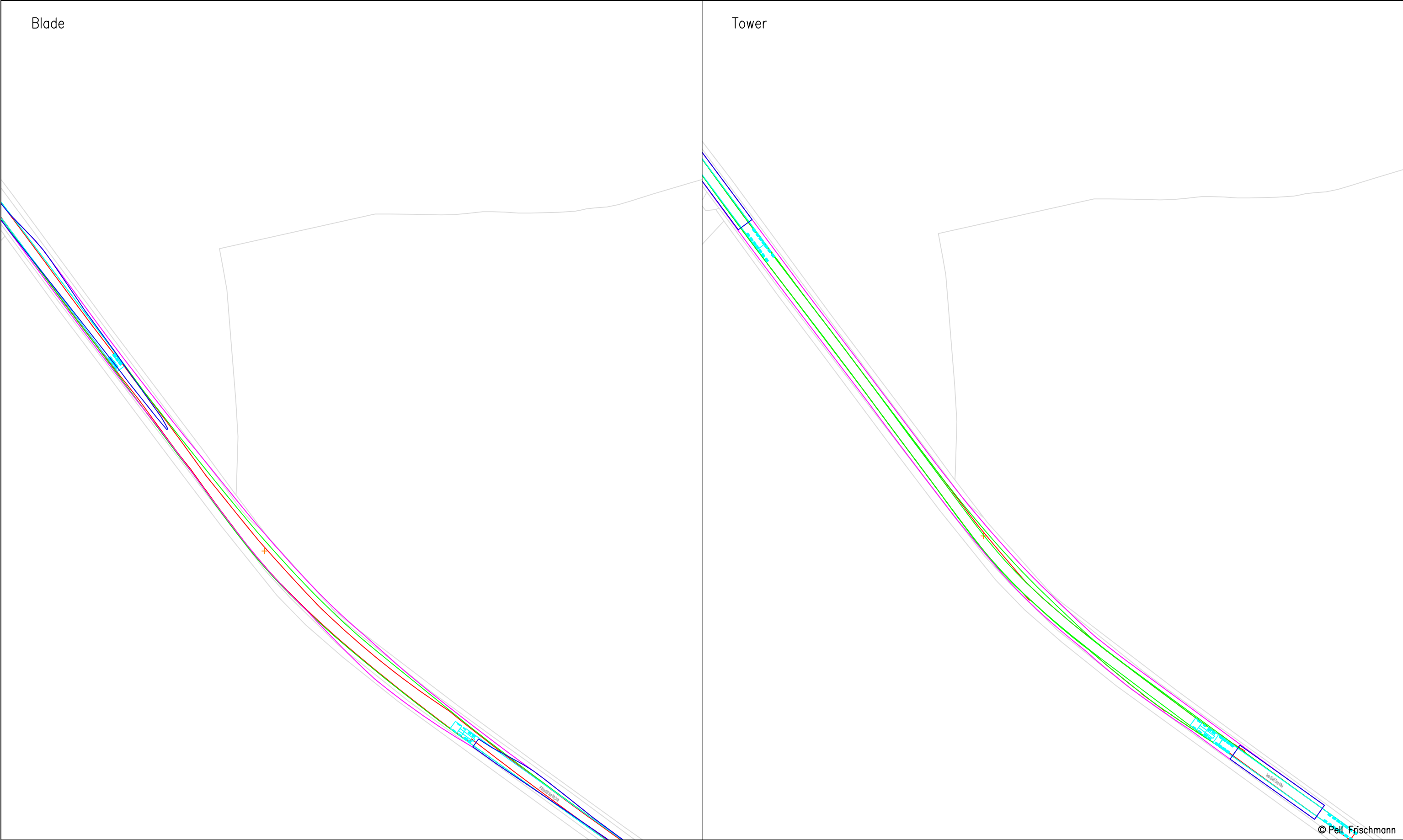
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			GB		02/05/2026	260502 V162 Calon Y Gwynt v4.dwg	
Client	Drawing Title		Point of Interest		28	Drawing Status	
	Wind 2		Draft				
Key	SPA Location		Drawing No.			Notes:	
	A489 River Severn Bridge Caersws		SK28			1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
Wheel SPA		Body SPA	Load SPA		Indicative	Over-run	Over-sail

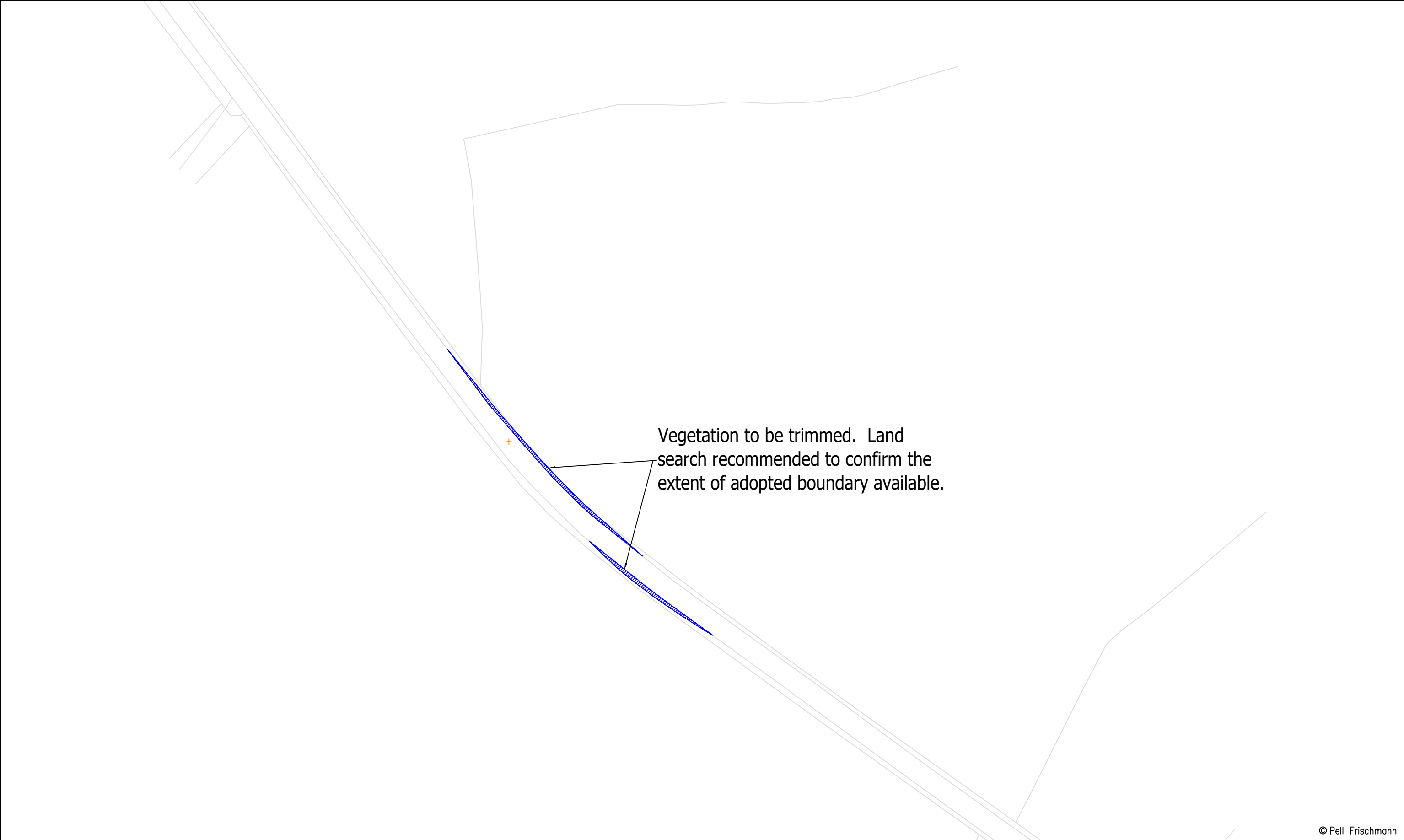


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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		28		Draft	
				Drawing No.	Notes:			Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 River Severn Bridge Caersws	SK28A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			-----	

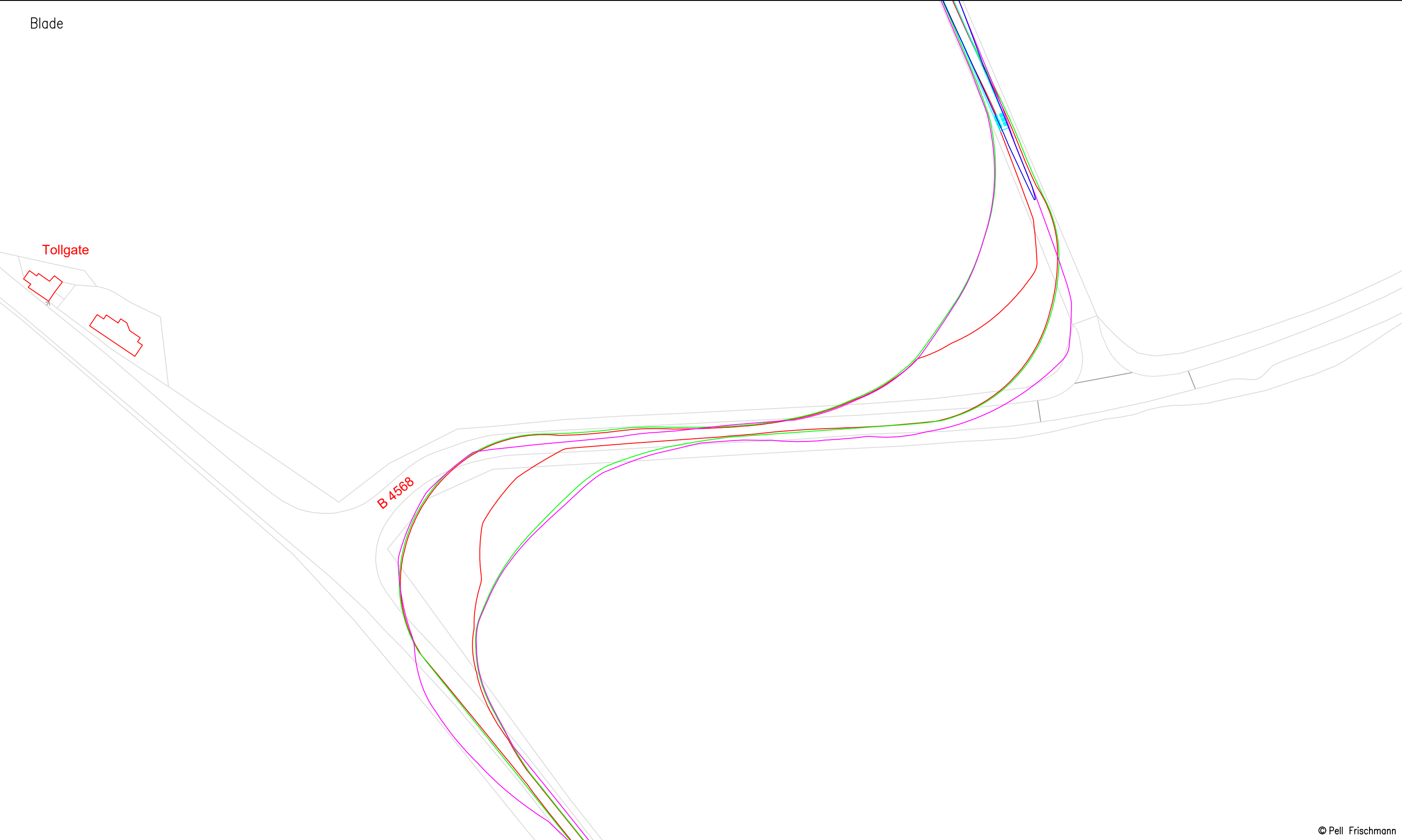


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Client	Wind 2		Drawing Title		Point of Interest		Date	Revision	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	N163 Blade & Mid Tower		Drawing No.		Notes:		Revision		
	SPA Location		SK29		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		-----		



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				Drawn	TL	02/05/2026	1:1000 @ A3	
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Client	Wind 2	Drawing Title		Point of Interest		30	Drawing Status	
				Draft				
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location		Drawing No.		Notes:		Revision
		A489 Bryn-derwen		SK29A		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.		-----



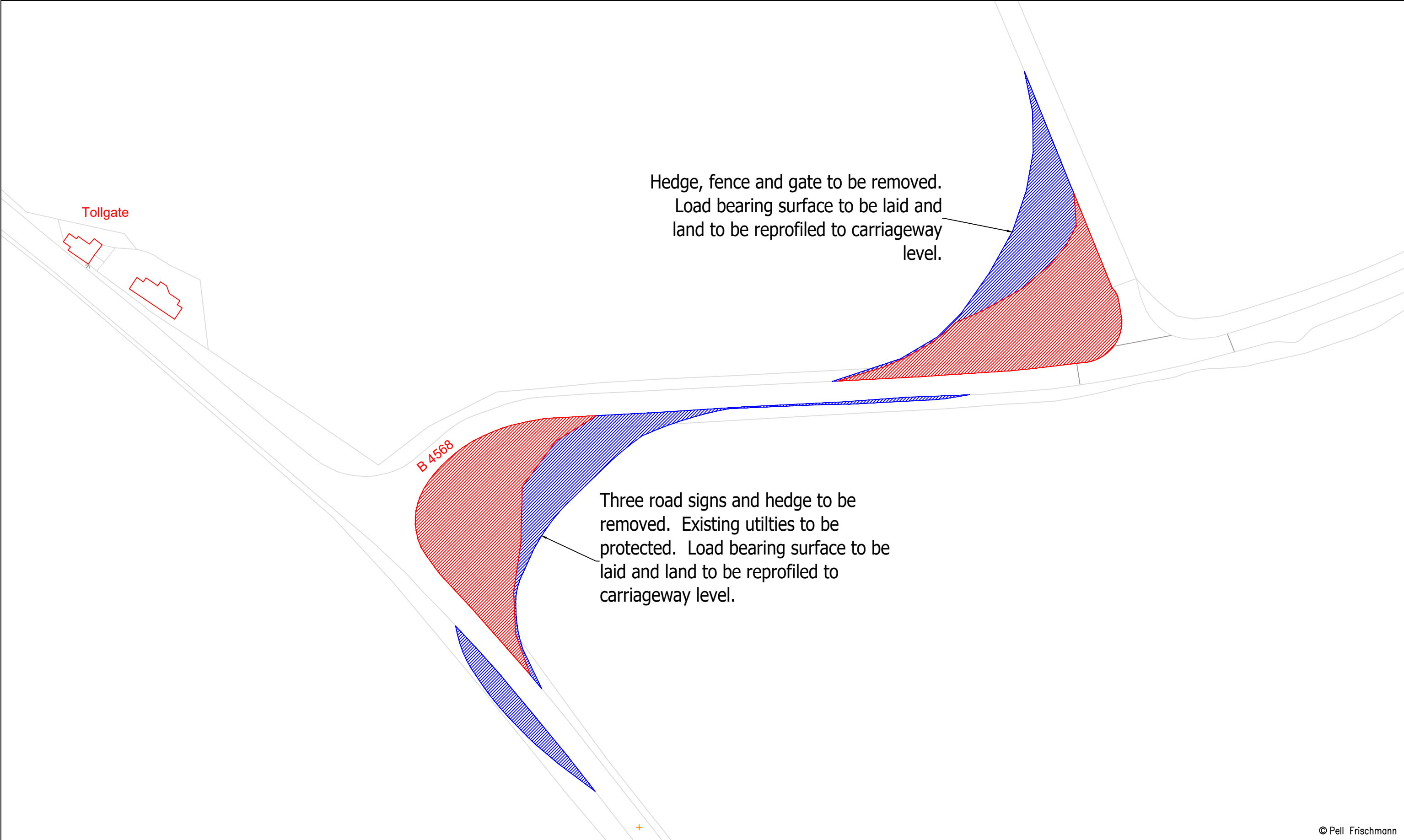
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Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Parc Ynni Calon Y Gwynt			Name	Date	Scale			
				Drawn	TL	02/05/2026	1:1000 @ A3			
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Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		31, 32		Draft		
				Drawing No.	Notes:			Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 / B4568 Junction & Offline Track Junction	SK30		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.			-----	



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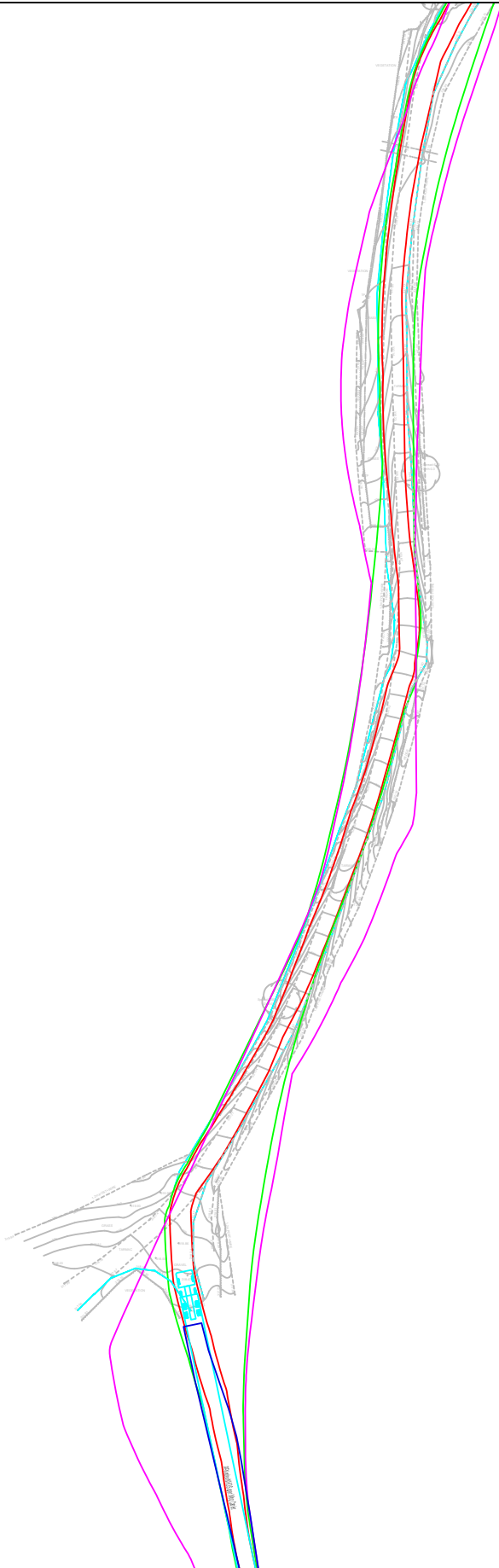
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfe@pellfrischmann.com www.pellfrischmann.com	Project	Parc Ynni Calon Y Gwynt			Name	Date	Scale		
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				Checked	GB	02/05/2026	Drawing Status		
Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		31, 32		Draft	
				Drawing No.	Notes:				Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 / B4568 Junction & Offline Track Junction	SK30A	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.				-----



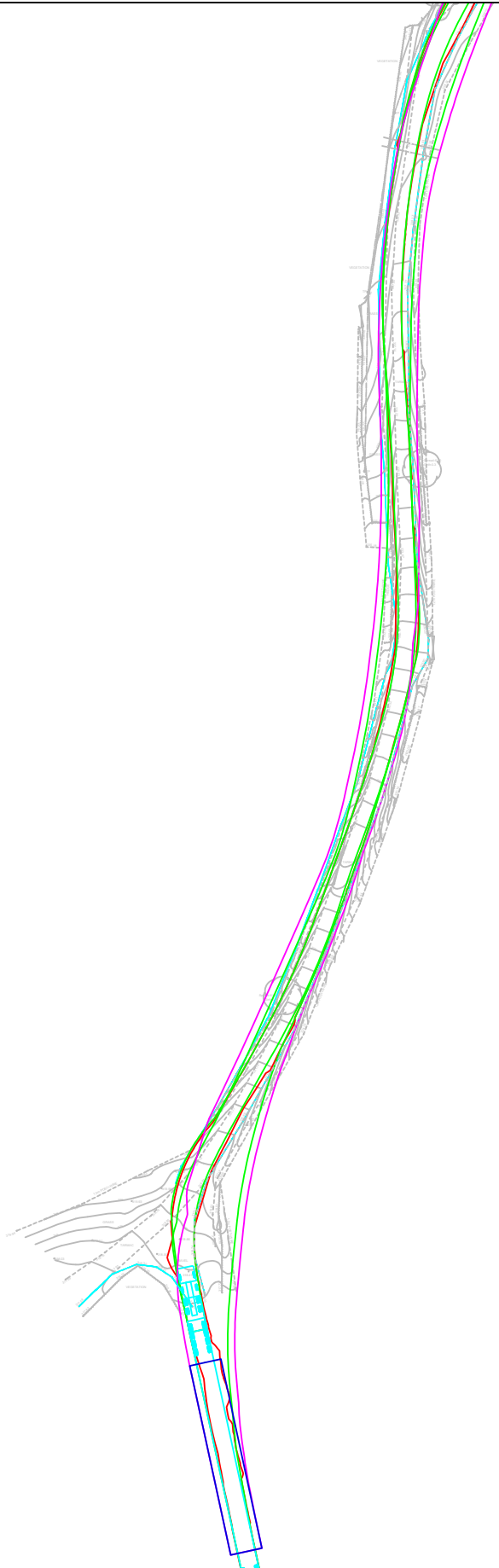
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			Drawn	TL	02/05/2026	File No. 260502 V162 Calon Y Gwynt v4.dwg				
			Designed	GB	02/05/2026					
			Checked	GB	02/05/2026					
Client	Wind 2	Drawing Title	N163 Blade & Mid Tower	Point of Interest		31,32		Drawing Status		Draft
				Drawing No.		Notes:		Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	A489 / B4568 Junction & Offline Track Junction		SK30B		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.		-----	

Blade

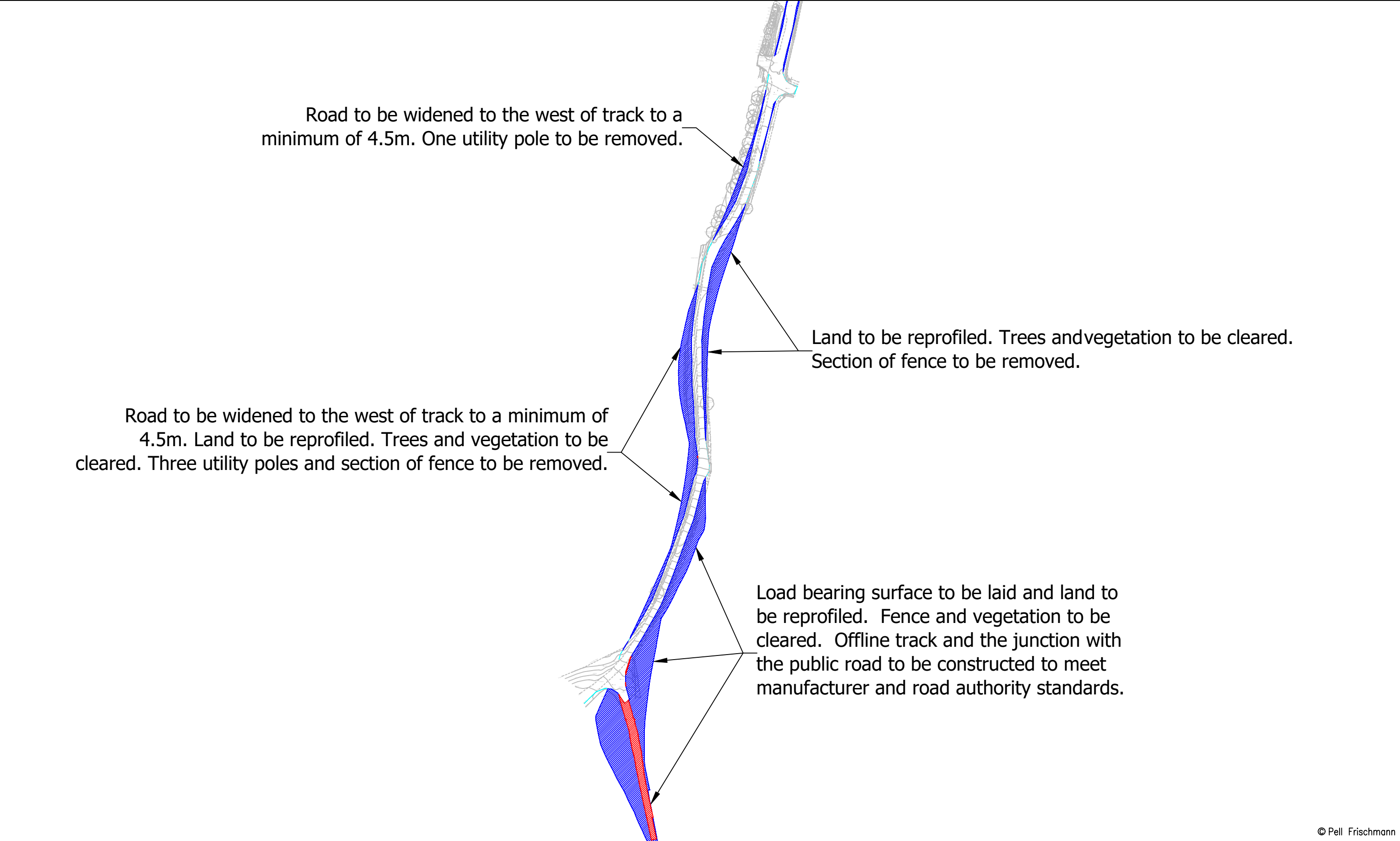


Tower



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				Drawn	TL	02/05/26	1:1000 @ A3			
				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg			
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Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower	Point of Interest		33, 34		Draft		
				Drawing No.	Notes:			Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Offline Track Junction East of Wtrawen	SK31		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.			0	



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						Drawing Title		Nordex N163 Blade & Tower		Drawn		TL		02/05/26		File No. 260507 Calon y Gwynt SPA top.dwg			
										Designed		JS		02/05/26					
										Checked		JS		02/05/26					
Client						Drawing Title		Point of Interest		33, 34		Drawing Status				Draft			
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail						SPA Location		Offline Track Junction East of Wtrawen		Drawing No.		Notes:				Revision			
										SK31A		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.				0			

Blade



Tower



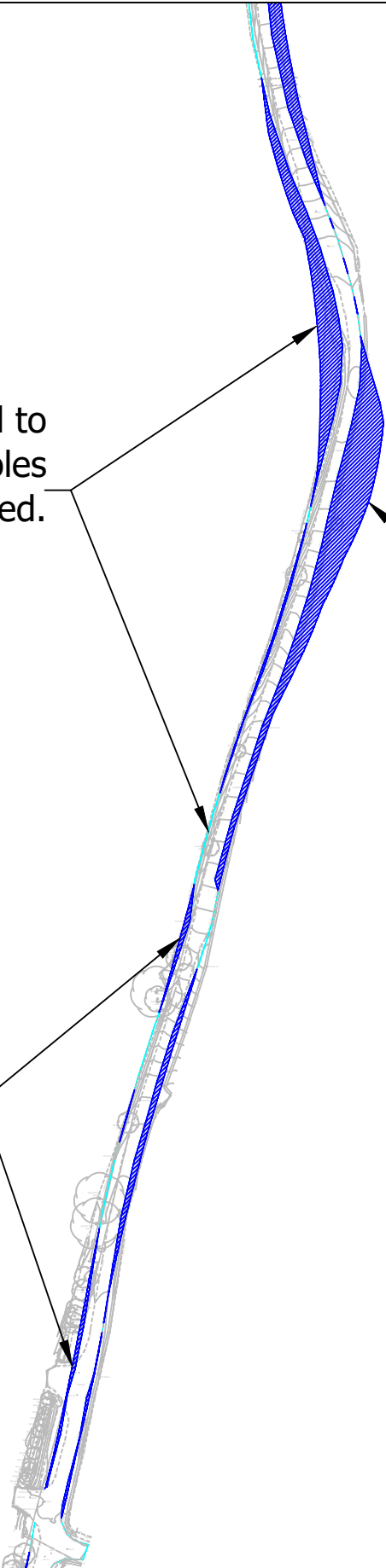
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				Drawn	TL	02/05/26	1:1500 @ A3		
				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg		
				Checked	JS	02/05/26	Drawing Status		
Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower	Point of Interest		35, 36		Draft	
				Drawing No.	Notes:				Revision
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unclassified Road Bwlch y Garreg	SK32	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.				0

Trees and vegetation to be cleared. Road to be widened to the west of track to a minimum of 4.5m. Five utility poles and section of fence to be removed. Land to be reprofiled.

Trees and vegetation to be cleared. Road to be widened to the west of track to a minimum of 4.5m. Stone wall to be oversailed.

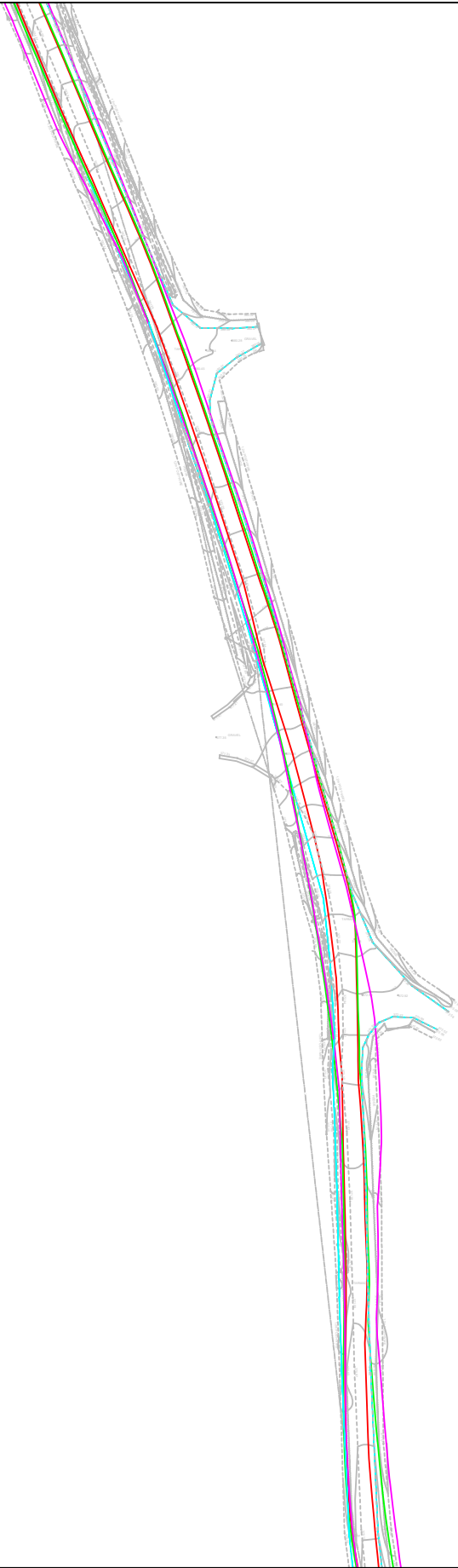
Road to be widened to the west of track to a minimum of 4.5m. Trees and vegetation to be cleared. Two utility poles to be removed.



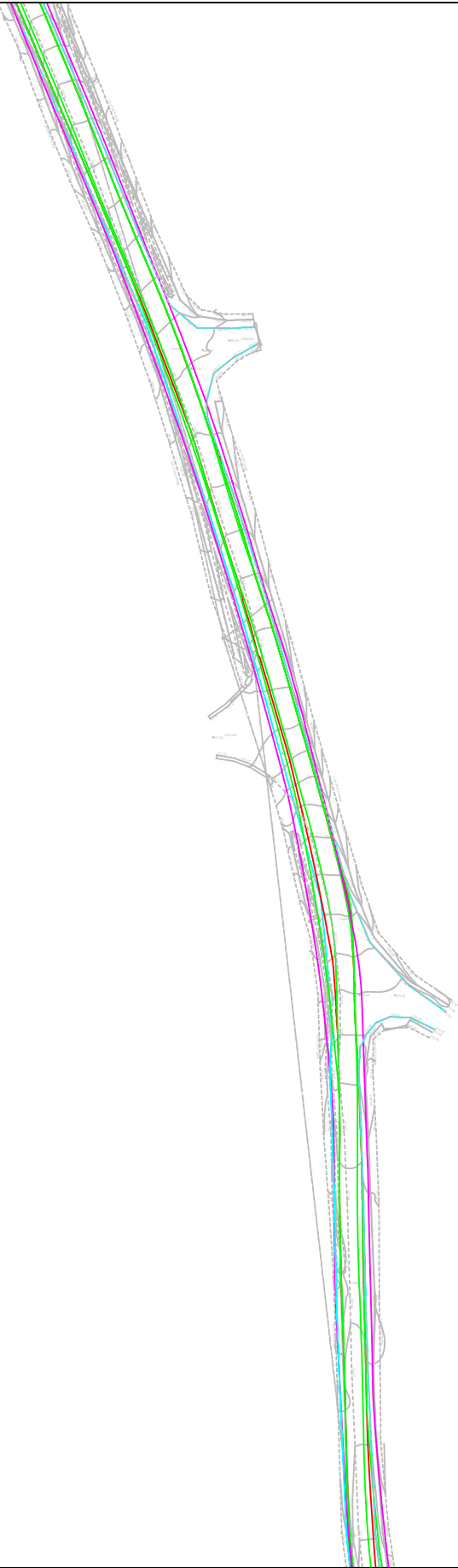
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Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Parc Ynni Calon Y Gwynt			Name	Date	Scale			
				Drawn	TL	02/05/26	1:1500 @ A3			
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Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower		Point of Interest		35, 36		Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Drawing No.			Notes:				Revision	
SPA Location		Unclassified Road Bwlch y Garreg		SK32A		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.				0

Blade



Tower



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Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower		Point of Interest		37	Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unclassified Road North of Bwlch y Garreg			Drawing No.	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.		Revision	
				SK33			0		

Vegetation to be cleared. Road to be widened to the west of track to a minimum of 4.5m. One utility pole to be removed.

Vegetation to be trimmed.

Trees and vegetation to be cleared. Road to be widened to the west of track to a minimum of 4.5m. One utility pole to be removed.

Trees and vegetation to be cleared.
Two utility poles to be removed.

Trees and vegetation to be cleared. Road to be widened to the west of track to a minimum of 4.5m. One utility pole and section of fence to be removed. Land to be reprofiled.

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				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg		
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Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower		Point of Interest		37	Draft	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unclassified Road North of Bwlch y Garreg			Drawing No.	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.		Revision	
			SK33A			0			

Blade



Tower



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				Drawn	TL	02/05/26	1:1000 @ A3	
				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg	
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Client	Wind 2	Drawing Title		Point of Interest		38	Draft	
		SPA Location		Drawing No.		SK34	Revision	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Nordex N163 Blade & Tower		Unclassified Road South of Newhouse		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.		0	

Road to be widened to the west of track to a minimum of 4.5m.
Trees and vegetation to be trimmed.

Road to be widened to the west of track to a minimum of 4.5m.
Vegetation to be trimmed.

Load bearing surface to be laid.
Road to be widened to the east of
track to a minimum of 4.5m.

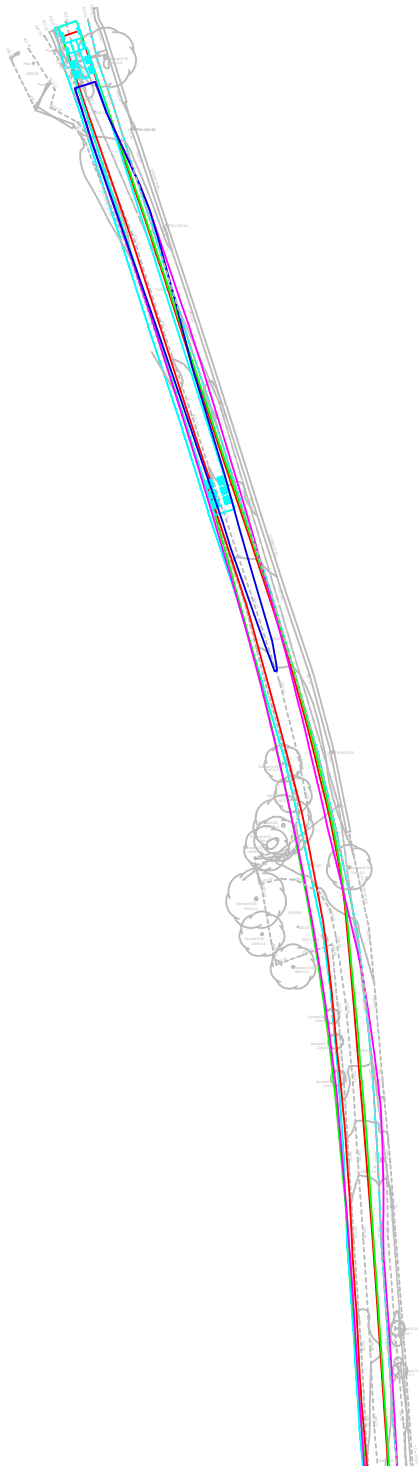
Section of fence to be removed.

Load bearing surface to be laid. Road to be widened to the west
of track to a minimum of 4.5m. Vegetation to be trimmed.

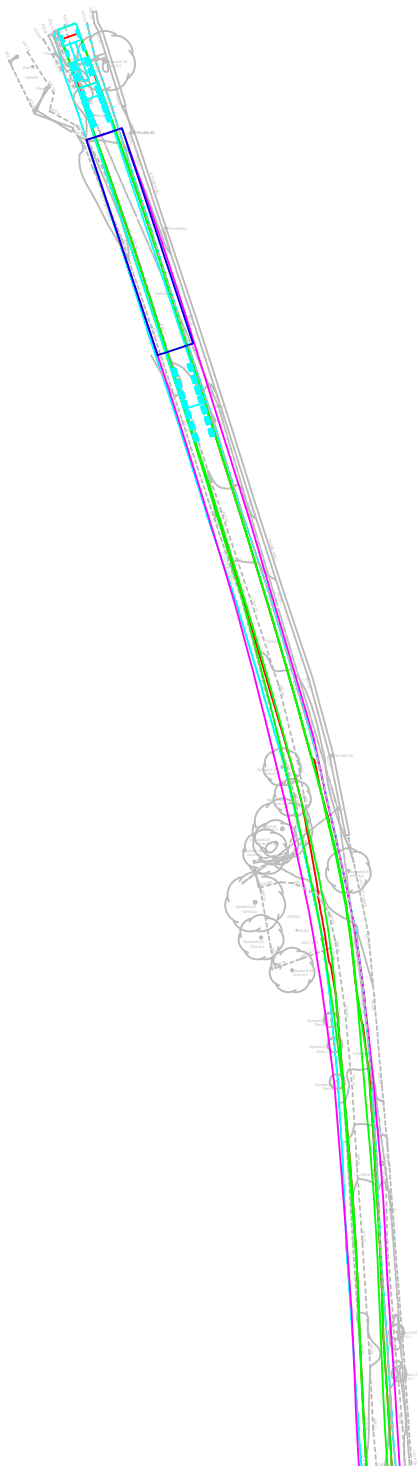
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				Drawn	TL	02/05/26	1:1000 @ A3			
				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg			
				Checked	JS	02/05/26	Drawing Status			
Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower		Point of Interest		38		Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location	Unclassified Road South of Newhouse		Drawing No.	Notes:			Revision	
				SK34A	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.			0		

Blade



Tower



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				Drawn	TL	02/05/26	1:1000 @ A3	
				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg	
				Checked	JS	02/05/26	Drawing Status	
Client	Wind 2	Drawing Title		Point of Interest		39	Draft	
		SPA Location		Drawing No.		SK35	Revision	
Key Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	Nordex N163 Blade & Tower		Unclassified Road East of Liyn Du		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.		0	

Entrance to site.



Road to be widened to the west of track to a minimum of 4.5m.
Trees and vegetation to be trimmed.

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				Designed	JS	02/05/26	File No. 260507 Calon y Gwynt SPA top.dwg		
				Checked	JS	02/05/26	Drawing Status		
Client	Wind 2	Drawing Title	Nordex N163 Blade & Tower		Point of Interest		39	Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Over-run Over-sail	SPA Location			Unclassified Road East of Liyn Du		Drawing No.	Notes:	
			SK35A	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.		0			