

Great North Road Solar and Biodiversity Park

Environmental Statement

Volume 4 - Technical Appendices

Technical Appendix A14.1 - Transport Statement - Part 9 of 9

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Environmental Statement
Project Reference EN010162
6.4.14.1 – Technical Appendix A14.1 – Transport Statement



A14.1.15 APPENDIX G - ABNORMAL LOAD REPORTS

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Abnormal Indivisible Load Access to Great North Road Solar and Biodiversity Park Project Substations - Statement on Historical Transformer Delivery





Elements Green Trent Ltd I 23-1161 GNR Solar and Biodiversity Park I Historic Access to Substations I 18.03.25 I V1

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DOCUMENT REVISIONS

Issue	Date	Details
0	18.03.25	Final report
1	06.06.25	Client Revision
2		



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1. Introduction

- 1.1. The detailed Abnormal Indivisible Loads (AIL) report issued in July 2023 provides general information on possible marine and road access requirements in the project area.
- 1.2. This document includes a high level desktop review of the use of roads on approach to the proposed Great North Road Solar and Biodiversity Park Project area for heavy transformer access and includes a review of historical route information showing routes used in the past to support access to and from the existing Staythorpe Power Station and Substation sites, which can demonstrate that there are established AIL routes in the area that inform the proposed substation sites.
- 1.3. This report demonstrates where previous heavy loads have used routes in the area and the high level summary is intended to inform planning documentation. More detailed works will be required on the routes highlighted as the project progresses.
- 1.4. The locations to be considered are shown below for this specific project for AIL access.
 - Site 1 Kelham West
 - Site 2 Ossington
 - Site 3 Maplebeck
 - Site 4 Kersall
- 1.5. It is possible that each proposed substation location will have different requirements in terms of port of delivery, with the substations at Kelham West, Maplebeck and Kersall, to the south west of the overall development area, being expected to be requiring Special Order movements to be facilitated from the RWE Power Station berth on the River Trent at Staythorpe Power Station, and that to the north adjacent to the A1 at Carlton for example, potentially being serviced by the EDF Energy berth at Cottam Power Station or the port of Goole.
- 1.6. This will require further detailed discussions and approvals to be agreed with National Highways who provide authorisation for Special Order movements but at present the report shows that routes in the area have been previously used for heavy load deliveries to and from power stations and substations.

2. Historical Information and Structural Suitabilty

- 2.1. The existing Staythorpe Power Station loads accessed the area in 2008 from the River Trent berth at Cottam Power Station on 28 axle girder frame trailers. This was due to the largest loads, which are much heavier than the 155te BESS substation transformers required, including the gas turbine and boiler modules, not being able to utilise the River Trent to the Staythorpe Power Station berth due to being in excess of the size of capacity of vessels that can access the facility.
- 2.2. Appendix 1 includes evidence of the use of the road network for the exceptional AlLs from Staythorpe during 2008. This is provided from a Press Release issued by NPower (Now RWE) from July 2008 details the routes used by the power station AlLs.



- 2.3. The smaller transformers required with the GNR Solar and Biodiversity Park project means that the Staythorpe Power Station berth is technically able to handle the size of transformers required at an estimated nett transport weight of 155te. No specific allowance is made in this report for commercial and legal access agreements that are required to secure access with RWE and National Grid at Staythorpe.
- 2.4. Based on the historical use of the A614, A616 and the A617 for heavier loads, it is reasonable to assume that these routes can be used by the BESS AIL to the sites at Kelham West, Maplebeck and Kersall from the A1 including from Goole and the River Trent berth at Cottam.
- 2.5. The sites at Kelham West, Maplebeck and Kersall also considered accessible from Stayhorpe on a flattop trailer from the River Trent berth at Staythorpe which would be a high load in excess of 5m height.
- 2.6. The site at Ossington, west of Carlton on Trent, is a short distance from the A1, which is accessible from Cottam (and Goole) more easily than from Staythorpe.
- 2.7. Wynns have during 2024/25 cleared routes from both Goole and Cottam south of Newark for other project work in the area for transformers and the A1 can be considered as structurally suitable for the proposed BESS loads.
- 2.8. The site at Ossington is considered accessible from the A1 in terms of negotiability when approached from the A1 northbound.

3. Conclusion

3.1. It is reasonable to consider the routes to all four of the proposed Great North Road Solar and Biodiversity Park Project Substation sites are feasible in terms of heavy load AIL requirements based on historical movement requirements at heavier weights in the area.



NPower (Now RWE) Press Release from July 2008 Reference Staythorpe Power Station AlLs





Heavy Loads Transportation

The construction of Staythorpe Power Station began in early Autumn 2007 and much of the preparatory ground work is now complete. Later this year, the next phase of construction will start and many of the power station's buildings will begin to take shape.

During this phase, it will be necessary to transport some very large machinery to the site such as boilers, gas turbines, generators and transformers. Because of their size and weight, these cannot be carried on conventional lorries and need to be transported very carefully on specialised vehicles.

Our main contractor, Alstom Power, is responsible for constructing the power station for RWE npower and so is overseeing the transportation of the heavy loads to the power station site. Alstom has employed a specialist company called Abnormal Load Engineering (ALE) to manage the transportation. ALE's experience and expertise will be used to ensure the transportation of the heavy loads has minimal impact on the local road network.

We hope this fact sheet will provide you with the information you need about the heavy loads transportation. If you have any other questions, please do not hesitate to contact us.

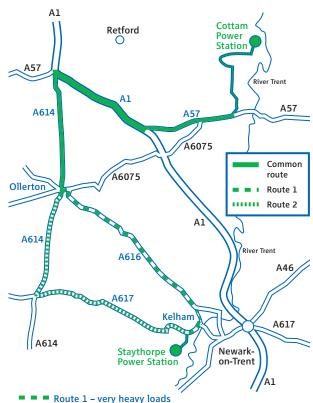
Approved Routes

This map shows the two approved routes along which the heavy loads will travel. These routes have been carefully chosen by Alstom Power and Abnormal Load Engineering in consultation with Nottinghamshire County Council, the Highways Agency and the Police.

Contact us...

If you have any questions about the heavy loads transportation please do not hesitate to contact us. You can leave a message on the Staythorpe Power Station hotline and we will respond to you as quickly as possible. The number is 0845 136 0107.

Due to their size and weight, the vehicles will travel at a maximum speed of 12 miles per hour for most of the journey, and often more slowly when negotiating difficult parts of the routes.



It will take approximately four to six hours to travel to Kelham. The following night, the vehicles will complete the journey to Staythorpe Power Station.

Route 2 – all other loads

It will take approximately four to six hours to complete the journey via Route 2.







Carrying the loads

All loads will be transported on vehicles designed specifically for this purpose. The lighter loads will be carried on trailers pulled by one vehicle and the heavier loads will be carried on trailers pushed and pulled by a vehicle at either end.





There are two tight turns in the road through Kelham that will require a shorter specialist vehicle to carry the heavier loads the final few miles to our site. Therefore, the heavier loads will be transferred in a lay-by on the Ollerton Road before being transported through Kelham.



Using Cottam Power Station

Best practice and government policy requires that, as far as possible, heavy and abnormal loads should be transported by water to minimise impact on the road network. To achieve this, we're pleased to be utilising EDF Energy's Cottam Power Station which is beside the River Trent and provides the closest, most suitable location to Staythorpe for transferring the heavy loads from water to the road network.



Schedule of Movements

The first heavy loads will be transported on or around Friday 1st August. Final dates are subject to shipping schedules, tidal patterns and clearance from the police and highways authorities. To minimise disruption to the local road network, the loads will be transported in the early hours of the morning whenever possible.

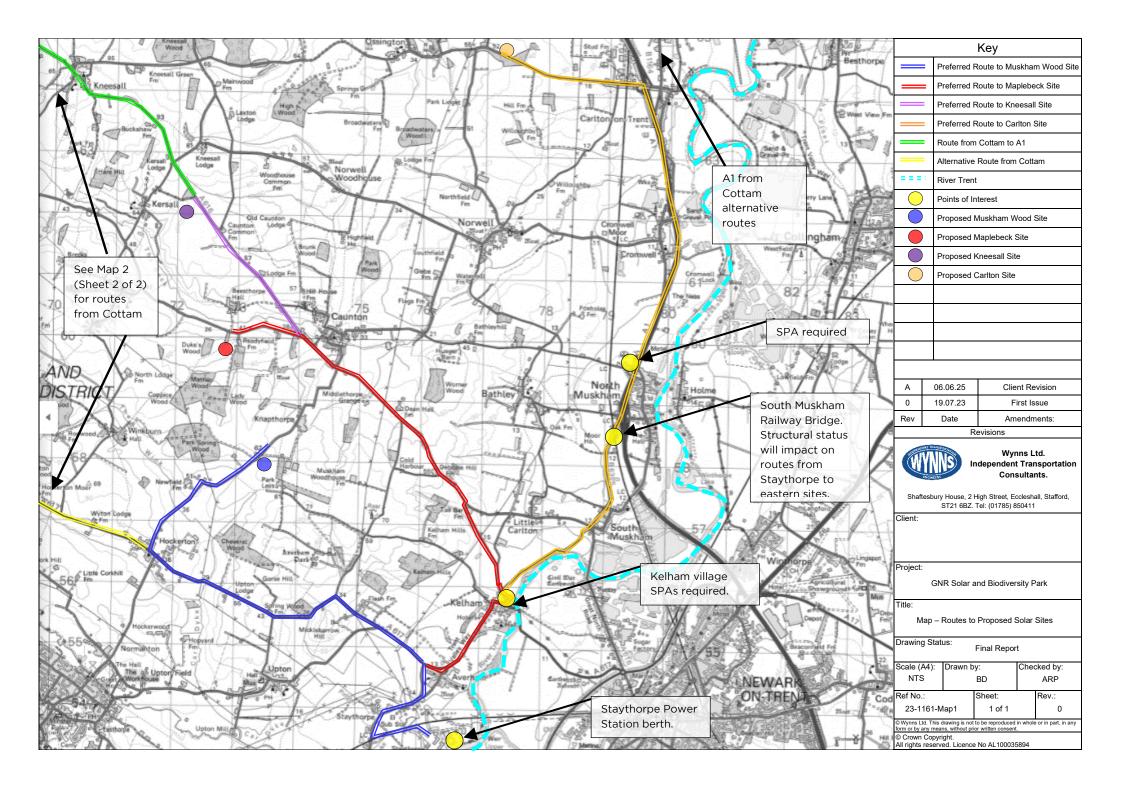
There will be twelve very heavy loads comprising gas turbines, transformers and generators using the A616 route from Ollerton to Kelham and it is intended that these will be transported over twelve weekends between September 2008 and February 2009.

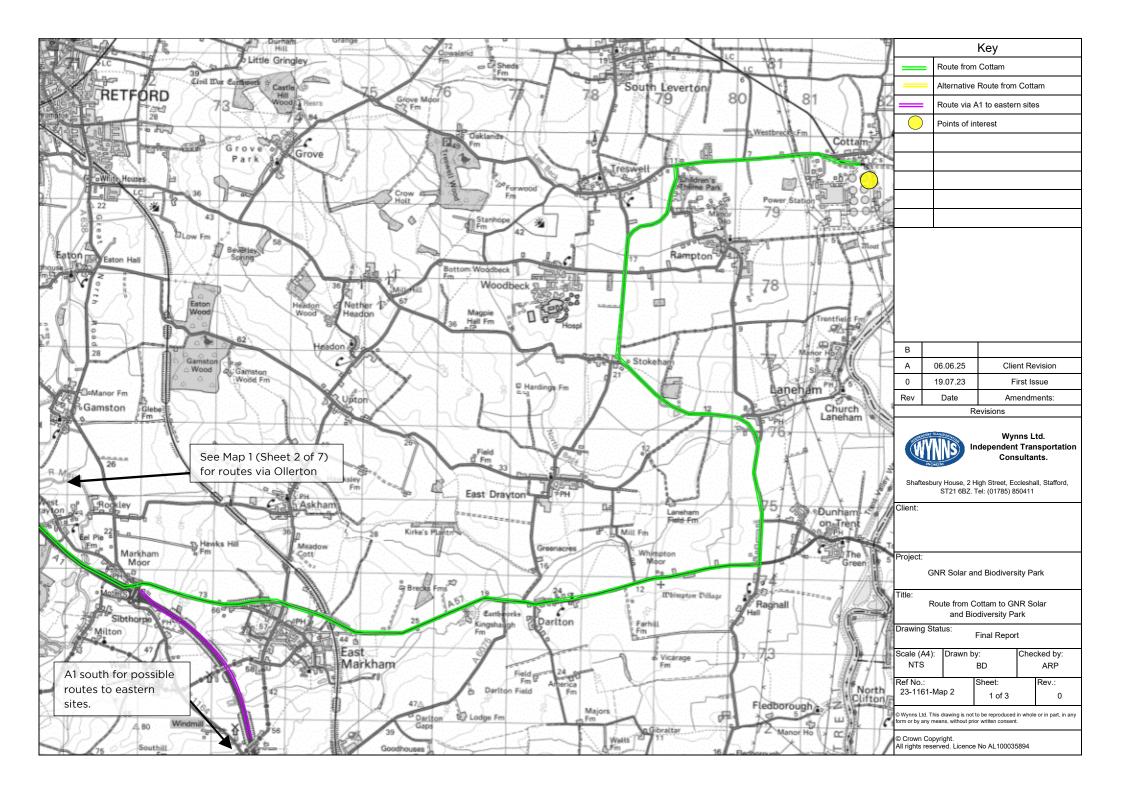
The lighter loads, using the A614/A617 route, will be transported between August 2008 and December 2009.

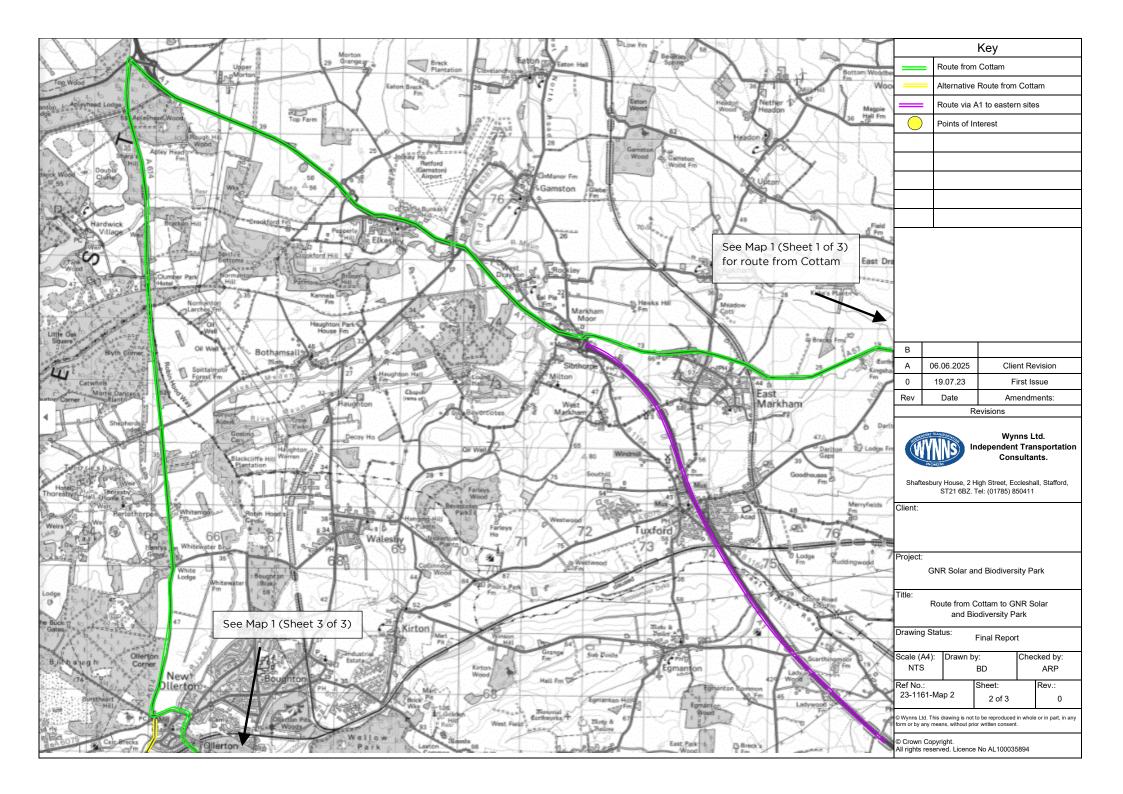


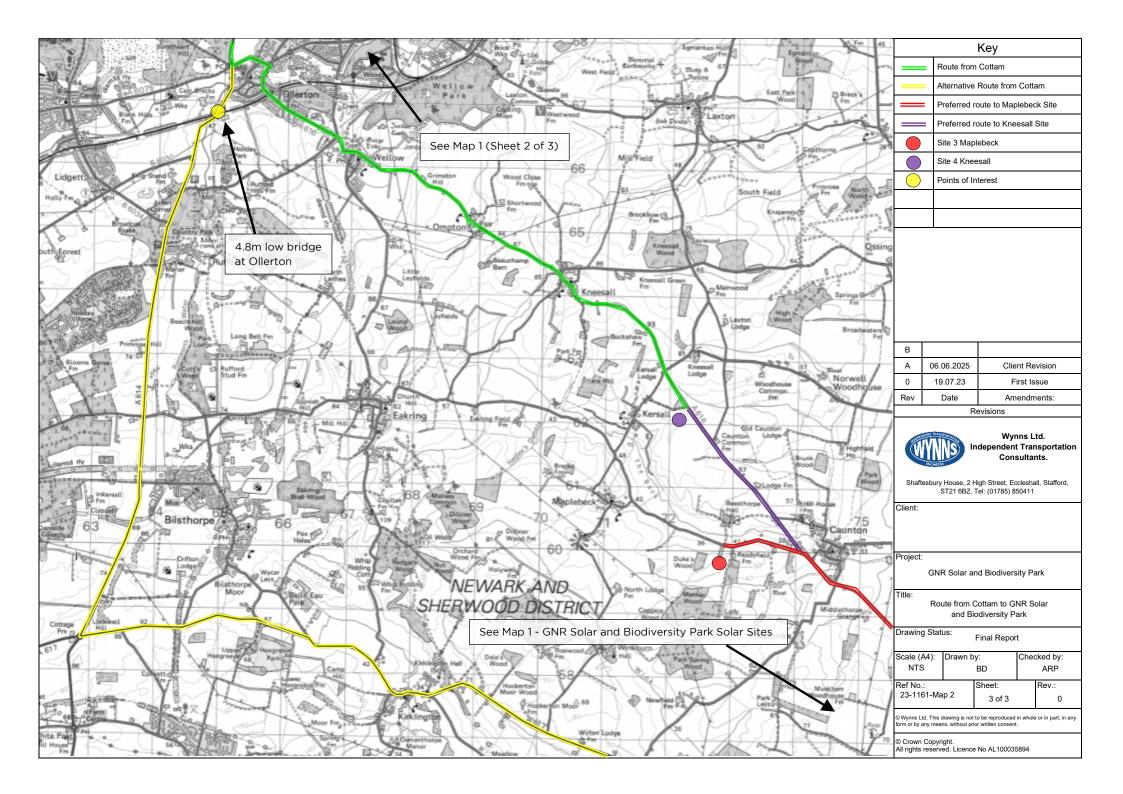


Map of Sites Where AIL Access is Required











Abnormal Indivisible Load Access to Great North Road Solar and Biodiversity Park Project Locations - Cable Drum Delivery to Proposed **Access Locations**



Elements Green Trent Ltd | 23-1161 Great North Road Solar and Biodiversity Park Project | All Access to Solar Access Locations | 23.05.25 | V2

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DOCUMENT REVISIONS

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0	06.12.24	Final report
1	23.05.25	Revised to include physical route survey result and SPA drawings
2	06.06.25	Client Revisions



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3.	Staythorpe Solar Project Cable Drum Access to Multiple Cable Drum Locations	3



1. Introduction

- 1.1. This document includes high level summary report in respect to Abnormal Indivisible Loads (AIL) access to the proposed cable drum access points and laydown areas that are expected to be required for the GNR Solar and Biodiversity Park Project.
- 1.2. The report considers access in respect to AIL access for Cable Drums to various sites within the proposed construction corridor.
- 1.3. The report highlights preferred AIL access routes for cable drum AILs via the public road network as far as is possible to date and highlights where additional remedial works will be necessary.
- 1.4. The high level summary is intended to inform planning documentation. More detailed works will be required on the various issues raised and routes highlighted as the project progresses.

2. Transport Drawings

- 2.1. The anticipated transport dimensions of the cable drums are shown in Appendix 1 as the indicative AIL transport arrangement that have been used for initial appraisal of potential cable drum delivery routes. These are not definitely those which are to be used but are available for cable drum delivery.
- 2.2. This report is based on an indicative Cable Drum transport weight of 30te nett and a diameter of 4.5m. These would typically be transported on modular trailers in either a spooling arrangement to allow side on offloading of the cable directly to the cable installation area or vessel bed trailers. Two indicative trailer arrangements have been provided and these are:
 - 23-1161.TC09 GNR Solar and Biodiversity Park 30te cable drum 2 axle bed 4 axle spooling trailer.R1
 - 23-1161.TC08 GNR Solar and Biodiversity Park 30te cable drum 4 axle spooling trailer.R1



GNR Solar and Biodiversity Park Project Cable Drum Access to Multiple Cable Drum Locations

- 3.1. AlL transport arrangements are required to access multiple sites along the cable corridor during construction. These AILs will be delivered under Special Types General Order (STGO) regulations and will not be limited to the nearest potential port of delivery and access is considered from the nearest known heavy load routes, the A1, A617 and A616 which have been historically used for access to Staythorpe Power Station for much larger heavy electrical plant.
- 3.2. The review of route is based on the preferred route for negotiability. There are structures belonging to authorities including Nottinghamshire County Council and Network Rail that would require confirmation of their suitability for STGO AlLs prior to movement. However, no specific structural restrictions were identified and there are no weak structures (which cannot accommodate standard 44te Construction and Use traffic) on the preferred routes.
- 3.3. Further discussions with Nottinghamshire County Council and the police would be necessary to confirm access requirements in terms of escorting of the AILs. These discussions will take place prior to the deliveries taking place.
- 3.4. The following spreadsheet shown in Appendix 1 details the preferred routes to each of the potential cable drum sites. It should be recognised that some of these sites may not actually be used but a summary of issues on the preferred routes is included in the summary spreadsheet information. The following coding is used:
 - Green Proposed site access considered negotiable for cable drums.
 - Orange Some remedial works will be required to secure site access for cable drums. Further surveys and Swept Path Assessments (SPA) to be undertaken to clarify requirements but access is considered feasible with additional works.
 - Red Proposed site access not considered negotiable for cable drums and alternative access point required/suggested via internal haul roads along cable route.
- 3.5. No specific overall map is provided due to the number of routes considered and overlapping. A google maps link is provided to show the preferred route to each location.
- 3.6. If additional clarifications on any of the issues raised, or on alternative routes considered, but discounted, is required it can be made available.
- 3.7. It should be noted that further confirmatory Swept Path Assessments (SPA) will need to be completed before AIL deliveries to confirm access at some of the pinch points highlighted on the attached spreadsheet.
- 3.8. The sites highlighted in Red are advised as not negotiable without major remedial works but temporary access solutions for AILs via the internal haul roads within the cable route corridor could be considered.



- 3.9. The sites highlighted in Orange are expected to be accessible with remedial works in the public highway. In the event that any of the other SPAs identify that third party land is in fact needed, and third party land access can not be agreed then there are further remedial actions that are feasible including the use of smaller sections of cable and thus smaller cable drums and delivery vehicles. Therefore, although there are some issues to confirm, access to the sites detailed is considered feasible in principle.
- 3.10. A map of the sites is provided below as Figure 1 as provided in the interactive map which details the overall cable drum route and access points required. 52 sites have been considered.

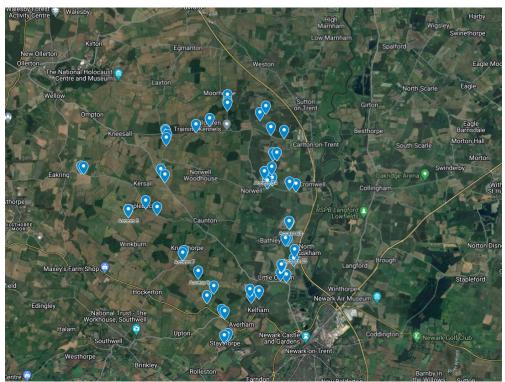


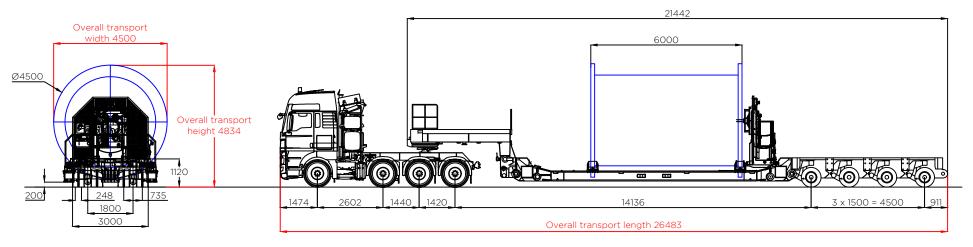
Figure 1. Cable Drum access points for GNR Solar and Biodiversity Park Project

4. Physical Route Survey

- 4.1. A physical route survey has been conducted to understand the negotiability to each access point listed on table in Appendix 2. Where some access points have been found to provide favourable negotiability, others have been confirmed as not negotiable. An additional column has been added to the table within Appendix 2 to show our findings.
- 4.2. 9no pinch point manoeuvre locations have been advised to require swept path assessments in order to confirm negotiability to the required access points. This has been presented to Elements Green who have selected 3no which they would like to be assessed by swept path analysis. Swept path analysis drawings have been attached to this report in appendix 3.

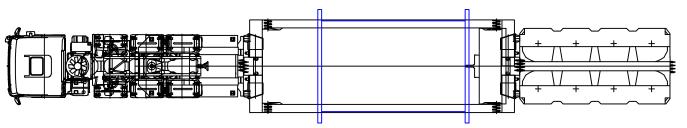


Transport Configurations

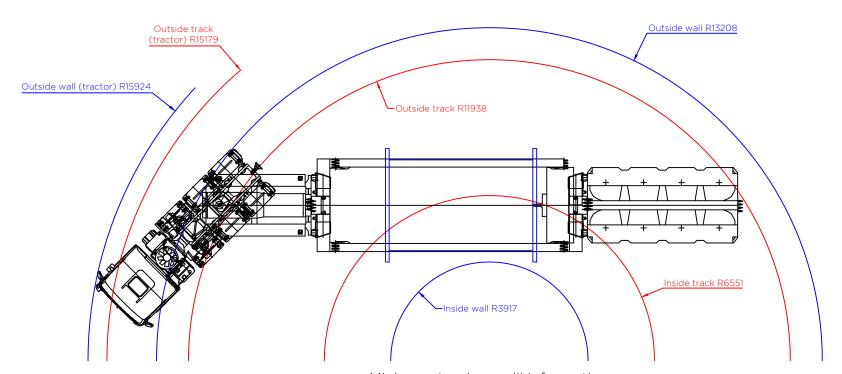


Profile view

Elevation view - 4 axle modular reeling trailer - concept model only Indicative 30 te cable drum



Plan view - 4 axle modular reeling trailer - concept model only Indicative 30 te cable drum



Minimum turning radii information
4 axle modular reeling trailer - concept model only
Indicative 30 te cable drum

Load table		
4 axle modular reeling trailer		
Self weight of cable drum	30.0 te	
Self weight of trailer	33.3 te	
Self weight of tractor	14.0 te	
Total combined weight	77.70 te	
Load per axle line (trailer)	10.55 te	
Load per axle	5.27 te	
Load per wheel (4 per axle) 1.3		
Overall ground bearing pressure 3.95 te/n		

Front axle	6.0 te
Second steer	8.0 te
Rear axle	10.55 te
Rear axle	10.55 te

Tractor (14 te)

Note

- [1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.
- [2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.
- [3] All linear measures in millimetres unless stated otherwise.

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0	21.10.24	Issued for comment
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Revisions

Prepared by:



Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project

GNR Solar and Biodiversity Park

Title

Indicative transport configuration Indicative 30.0 te cable drum carried on 4 axle modular reeling trailer showing minimum turning radii

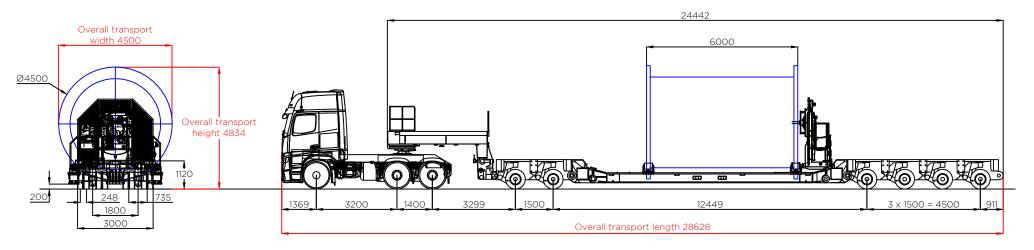
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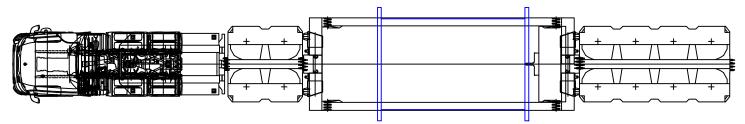
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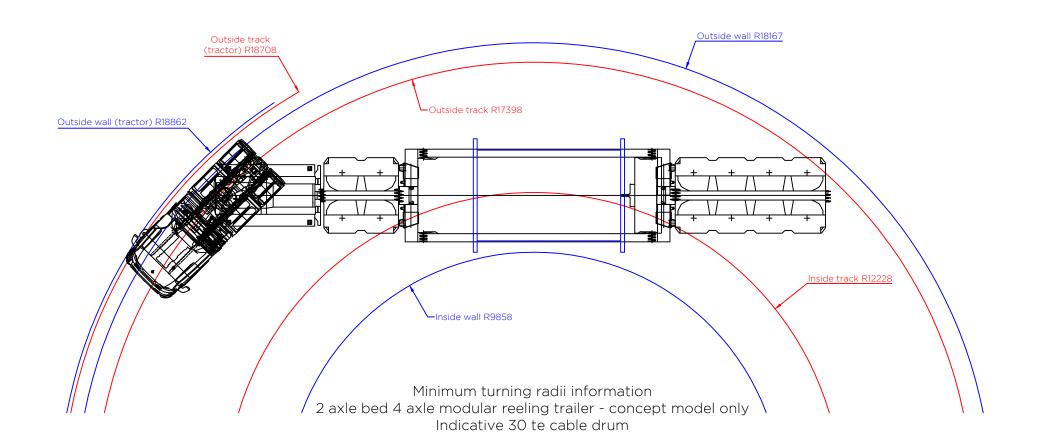


Profile view

Elevation view - 2 axle bed 4 axle modular reeling trailer - concept model only Indicative 30 te cable drum



Plan view - 2 axle bed 4 axle modular reeling trailer - concept model only Indicative 30 te cable drum



Load table		
2 axle bed 4 axle modular reeling trailer		
Self weight of cable drum	30.0 te	
Self weight of trailer	39.6 te	
Self weight of tractor	12.0 te	
Total combined weight	81.60 te	
Max. load per axle line (trailer)	11.60 te	
Load per axle 5.80		
Load per wheel (4 per axle) 1.45 t		
Max. overall ground bearing pressure (trailer)	5.15 te/m²	

Tractor (12 te)

Front steer	12.0 te
Rear axle	11.6 te
Rear axle	11.6 te

Notes:

- [1] The figures shown above are representative of the transport configuration portrayed. However, as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.
- [2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.
- [3] All linear measures in millimetres unless stated otherwise.
- [4] Minimum turning radii based upon maximum steering angle of 45 degrees. Some trailers operate to a maximum steering angle of 60 degrees, which will improve negotiability.

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Rev.	Date	Amendments

Revisions

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Client:



Project:

GNR Solar and Biodiversity Park

Title

Indicative transport configuration Indicative 30.0 te cable drum carried on 2 axle bed 4 axle modular reeling trailer showing minimum turning radii

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Final report

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P:\Clients\Existing Clients\Elements Green\23-1161 GNR Solar and Biodiversity Park\Transport Configurations\23-1161.TC09 GNR Solar and Biodiversity Park 30te cable drum 2 axle bed 4 axle spooling trailer



RAG Assessment of Cable Drum Access Locations

	edial works will be required to secure site access for cable d				ccess is considered feasible with addition	al works within the public highway.		
Rea – Proposea site	access not considered negotiable for cable drums and alter	native access	point required/remedial works or suggested via ii	nternal haul roads along cable route.	1	I		
		Negotiable						
		to site		Pinch point in highway or private third				
Site Number	Preferred Route from main trunk road	access?	Pinch Points	party land required?	Structures	Additional Routes considered?	Other notes	Result of Physical Route Survey
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road		State of the state of Secretary and Secretar					
	Turn right A616 Back Lane Continue A616 to Caunton		Right turn to Maplebeck Road is expected to be negotiable although caution with road sign		Tug Bridge Near C13, Eakring (Ref 3445		Route from A1 to exit from A616 is old Staythorpe Power Station AlL route.	
	Turn right Maplebeck Road		which may need to be removed depending on		C) at coordinates 468980, 362236 will		Notice from A1 to exit from A010 is old Staytholipe Fower Station Ale Foute.	Swept Path Assessment required near Tug Bridge Farm (OS Grid Ref: SK 68981
	Continue past Maplebeck village to proposed site access		final dimensions of load. Could be avoided by		need to be confirmed as suitable with		Possible tree pruning on Maplebeck Road depening on growth at time of	62236). Bridge width measured at 5.3m, but located on a bend.
1	point		approching from south to turn left if needed.		NCC.		movement.	Above highway tree trimming required.
	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road							
	Turn right A616 Back Lane		Right turn to Maplebeck Road is expected to be					
	Continue A616 to Caunton		negotiable although caution with road sign		Tug Bridge Near C13, Eakring (Ref 3445		Route from A1 to exit from A616 is old Staythorpe Power Station AIL route.	
	Turn right Maplebeck Road		which may need to be removed depending on		C) at coordinates 468980, 362236 will			Swept Path Assessment required near Tug Bridge Farm (OS Grid Ref: SK 68981
	Continue past Maplebeck village to proposed site access		final dimensions of load. Could be avoided by		need to be confirmed as suitable with		Possible tree pruning on Maplebeck Road depening on growth at time of	62236). Bridge width measured at 5.3m, but located on a bend.
2	point Exit A1 at Apleyhead onto A614 towards Ollerton		approching from south to turn left if needed. Left turn to Maplebeck at OS Ref SK 714 607 SPA		NCC.		movement.	Above highway tree trimming required.
	Turn left A616 Ollerton Road		to confirm acess required.					
	Turn right A616 Back Lane							
	Continue A616 to Caunton		Left turn in Maplebeck at OS Ref SK 711 607 SPA					Left hand turn at OS Grid Ref: SK 71095 60708 deemed non negotiable due to
	Turn right Maplebeck Road		to confirm acess required.					buildings near to carriageway on inside of turn and bus stop on outside of turn. SPA
	Turn left to Maplebeck villageThe Hollows In Maplebeck village turn left		Final approach to site has hedges and more	Bus stop and lampost removal required in order to make LH turn from The Hollows		Route from south west and A616 not		may be carried out to confirm this. Above highway tree trimming required. Parking restrictions required within Maplebeck. SPA required at left turn at OS Grid Ref: SK
3	Continue to proposed site access point	No	surveys required.	onto the access lane.		accessible at Winkburn village.		71413 60772 to confirm negotiability.
	Exit A1 at Apleyhead onto A614 towards Ollerton		Left turn to Maplebeck at OS Ref SK 714 607 SPA					
	Turn left A616 Ollerton Road		to confirm acess required.					
	Turn right A616 Back Lane		Left town in Marshall Land Co. Co. Co.					Loft hand turn at OS Crid Dafr SW 74005 C0709 days
	Continue A616 to Caunton Turn right Maplebeck Road		Left turn in Maplebeck at OS Ref SK 711 607 SPA to confirm acess required.					Left hand turn at OS Grid Ref: SK 71095 60708 deemed non negotiable due to buildings near to carriageway on inside of turn and bus stop on outside of turn. SPA
	Turn left to Maplebeck villageThe Hollows		to commin acess required.	Bus stop and lampost removal required in				may be carried out to confirm this. Above highway tree trimming required. Parking
	In Maplebeck village turn left		Final approach to site has hedges and more	order to make LH turn from The Hollows		Route from south west and A616 not		restrictions required within Maplebeck. SPA required at left turn at OS Grid Ref: SK
4	Continue to proposed site access point	No	surveys required.	onto the access lane.		accessible at Winkburn village.		71413 60772 to confirm negotiability.
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road Turn right A616 Back Lane		Right turn to Maplebeck Road is expected to be					
	Continue A616 to Caunton		negotiable although caution with road sign				Route from A1 to exit from A616 is old Staythorpe Power Station AIL route.	
	Turn right Maplebeck Road		which may need to be removed depending on					
	Continue past Maplebeck village to proposed site access		final dimensions of load. Could be avoided by				Possible tree pruning on Maplebeck Road depening on growth at time of	
5	point	Yes	approching from south to turn left if needed.				movement.	Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road							
	Turn right A616 Back Lane		Right turn to Maplebeck Road is expected to be					
	Continue A616 to Caunton		negotiable although caution with road sign				Route from A1 to exit from A616 is old Staythorpe Power Station AIL route.	
	Turn right Maplebeck Road		which may need to be removed depending on					
6	Continue past Maplebeck village to proposed site access point	Yes	final dimensions of load. Could be avoided by approaching from south to turn left if needed.				Possible tree pruning on Maplebeck Road depening on growth at time of movement.	Good access
	point	163	approching from south to turn left if fleeded.			Exit A1 at Apleyhead onto A614 towards	movement.	duou access
						Ollerton		
						Turn left A616 Ollerton Road		
	Exit A1 at Apleyhead onto A614 towards Ollerton		Right turn to from A616 to Caunton Road is			Turn right A616 Back Lane	District of the Access Access to Mallow Street and Access to Mallow Street	
	Turn left A616 Ollerton Road Turn right A616 Back Lane		expected to be negotiable although caution requried.			Continue A616 to Kelham Turn right A617 and continue to	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required on alternavive route.	
	Continue A616		required.			Hockerton	sauton equiled on alternative route.	
	Turn right Caunton Lane		Caunton Road bends are expected to be			Turn right Caunton Road	Right turn from A617 to Caunton Road is expected to be negotiable although	
7	Continue to site	Yes	negotiable although caution required.			Continue to proposed site	caution required on alternavive route.	Good access
						Exit A1 at Apleyhead onto A614 towards Ollerton		
						Turn left A616 Ollerton Road		
	Exit A1 at Apleyhead onto A614 towards Ollerton		Right turn to from A616 to Caunton Road is			Turn right A616 Back Lane		
	Turn left A616 Ollerton Road		expected to be negotiable although caution			Continue A616 to Kelham	Right turn to from A616 to A617 at Kelham is expected to be negotiable although	
	Turn right A616 Back Lane		requried.			Turn right A617 and continue to	caution required on alternavive route.	
	Continue A616 Turn right Caunton Lane		Caunton Road bends are expected to be			Hockerton Turn right Caunton Road	Right turn from A617 to Caunton Road is expected to be negotiable although	
8	Continue to site	Yes	negotiable although caution required.			Continue to proposed site	caution required on alternavive route.	Good access
								Ordina from AC17 annua vith in the first form
								Option from A617 comes with issue as right turn from A617 may cause stability issue due to adverse camber of roadway. Roadway 4m wide. Overhead tree
	Exit A1 at Apleyhead onto A614 towards Ollerton		Right turn from A617 to Broadgate Lane. SPA					trimming required. Reverse manoeuvre at junction at OS Grid Ref SK 75141 56808,
	Turn left A616 Ollerton Road		required to confirm access. Remedial works					will require SPA due to hedges and drainage channels on inside. Roadway from
	Turn right A616 Back Lane		required and risk of acess needed outdie of					here to access points is in poor condition.
	Continue A616 to Kelham		highway.			5		W
	Turn right A617 Turn right Broadgate Lane		Final left turn at Broad Gate Lane will require			From A616 and the east could also be considered but narrow road used		We recommend that SPA's are carried out along Broadgate Lane within Kelham. This will mean transport will approach the problematic junction above in better
	Turn left Broadgate Lane		survey to confirm acess ayt OS Ref SK 751 568.			throughout. Would avoid Kelham village	Other alternative is Broadgate Lane from Kelham not considered accessible in the	direction and no manoeuvre will be required. Above highway tree trimming will be
9	Continue to proposed site		May be option to shunt.			though.	village.	required.

		1	I		Ι	1		
		Negotiable to site		Pinch point in highway or private third				
Site Number	Preferred Route from main trunk road	access?	Pinch Points	party land required?	Structures	Additional Routes considered?	Other notes	Result of Physical Route Survey
			Right turn to from A616 to A617 at Kelham is	programme and the second				
	Exit A1 at Apleyhead onto A614 towards Ollerton		expected to be negotiable although caution					
	Turn left A616 Ollerton Road		required on alternative route.					
	Turn right A616 Back Lane Continue A616 to Kelham		Dight turn from AG17 to Droadgate Lang CDA					
	Turn right A617		Right turn from A617 to Broadgate Lane. SPA required to confirm access. Remedial works					
	Turn right Broadgate Lane		required and risk of acess needed outdie of					Good access other than narrow carriageway and above highway tree trimming
	Continue to proposed site	Yes	highway.					required.
			Right turn to from A616 to A617 at Kelham is					
	Exit A1 at Apleyhead onto A614 towards Ollerton		expected to be negotiable although caution					
	Turn left A616 Ollerton Road Turn right A616 Back Lane		required on alternative route.					
	Continue A616 to Kelham		Right turn from A617 to Broadgate Lane. SPA					
	Turn right A617		required to confirm access. Remedial works					
	Turn right Broadgate Lane		required and risk of acess needed outdie of					Good access other than narrow carriageway and above highway tree trimming
11	Continue to proposed site	Yes	highway.					required.
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road Turn right A616 Back Lane							
	Continue A616 to Kelham		Right turn to from A616 to A617 at Kelham is					
	Turn right A617		expected to be negotiable although caution					
	Continue to proposed site	Yes	required					Good access.
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road							
	Turn right A616 Back Lane		Dight turn to from AC16 to AC17 at Vollham is					
	Continue A616 to Kelham Turn right A617		Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution					
	Continue to proposed site	Yes	required					Good access.
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road							
	Turn right A616 Back Lane							
	Continue A616 to Kelham		Right turn to from A616 to A617 at Kelham is					
	Turn right A617 Turn left Staythorpe Road	Yes	expected to be negotiable although caution required					Good access, please note there is a brook to traverse which follows road on south.
	Exit A1 at Apleyhead onto A614 towards Ollerton	163	required					dood access, please note there is a brook to traverse which follows road on south.
	Turn left A616 Ollerton Road							
	Turn right A616 Back Lane							
	Continue A616 to Kelham		Right turn to from A616 to A617 at Kelham is					
	Turn right A617 Turn left Staythorpe Road	Yes	expected to be negotiable although caution required					Condingers places note there is a break to traverse which follows road on south
15	Turri lert Staytriorpe Road	res	required		ESRN			Good access, please note there is a brook to traverse which follows road on south.
					S-SK795641-1			
					Name			
					5391 Ossington Road			
					Unique Id 5391			
					Coordinates			
					479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category			
					Road Bridge Type			
			LH turn from Ossington Road to Unclassified		simply supported span			
	Leave A1 for B1164		Lane. Swept path analysis required along with		Class			
	Turn right B1164		street furniture and tree trimming may be		Under And Over Bridge			Bad turning from Ossington Road (OS Grid Ref: SK 79134 64227) along with narrow
	Take first left after level crossing, Unclassified Lane		required. Possible access into third party land		Length			railings and road widths on approach to access (OS Grid Ref: SK 78616 63113).
36	Continue to site	No	required.		44.32 m ESRN			Latter is deemed non-negotiable.
					S-SK795641-1			
					Name			
					5391 Ossington Road			
					Unique Id			
					5391 Coordinates			
					Coordinates 479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category			
					Road Bridge			
			LH turn from Ossington Board to Harlassified		Type			
	Leave A1 for B1164		LH turn from Ossington Road to Unclassified Lane. Swept path analysis required along with		simply supported span Class			
	Turn right B1164		street furniture and tree trimming may be		Under And Over Bridge			Bad turning from Ossington Road (OS Grid Ref: SK 79134 64227) along with narrow
	Take first left after level crossing, Unclassified Lane		required. Possible access into third party land		Length			railings and road widths on approach to access (OS Grid Ref: SK 78616 63113).
37	Continue to site	No	required.		44.32 m			Latter is deemed non-negotiable.

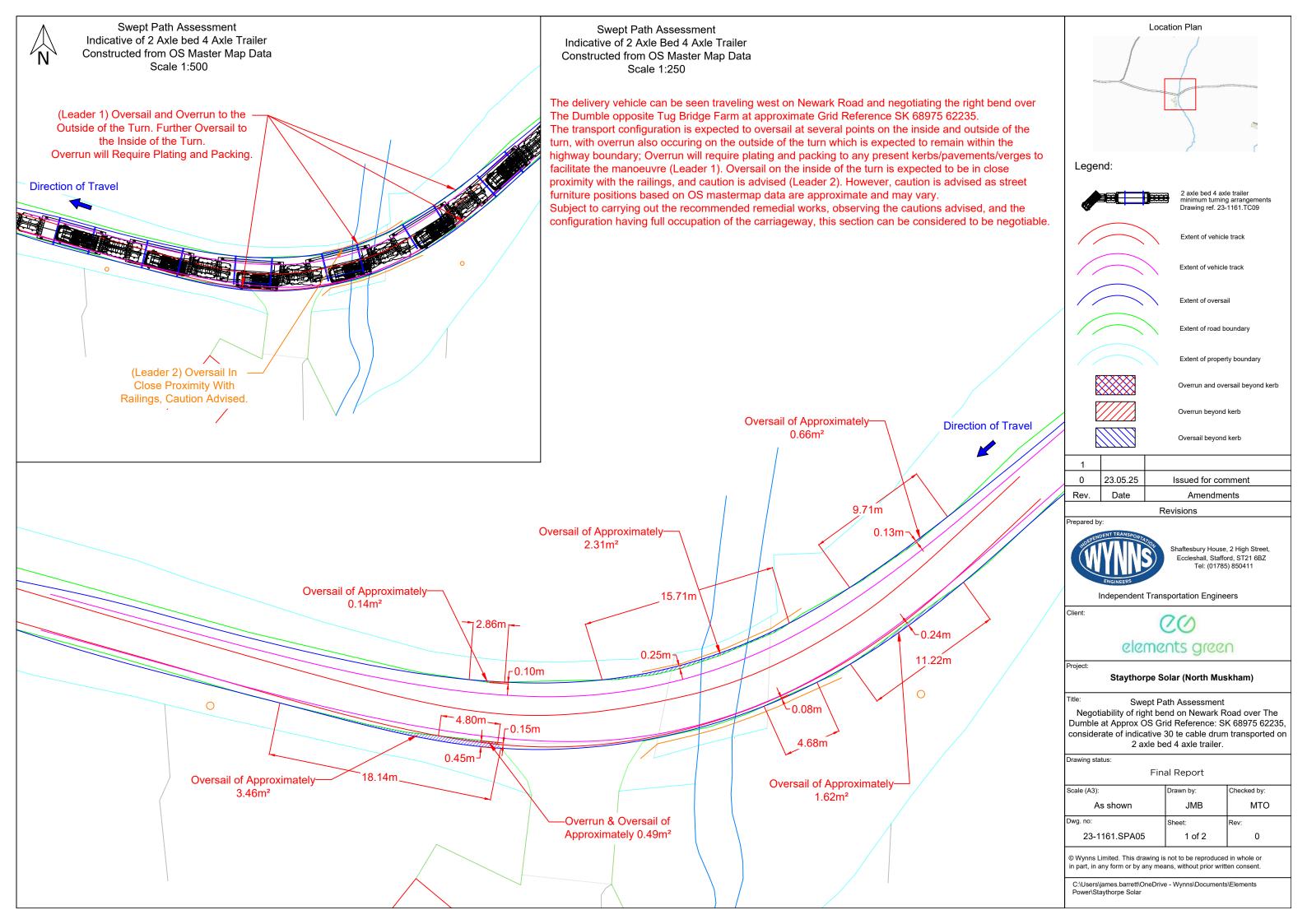
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Provest figure many variety of the property of	Series of Ministerior Communication									
The state of the control to the cont	Series of Ministerior Communication			Negotiable						
Martine Medicantan analysis Martine Ma	Marie Mari					Pinch point in highway or private third				
120 120	Part	Site Number	Preferred Route from main trunk road		Pinch Points		1	Additional Routes considered?	Other notes	Result of Physical Route Survey
March	Part					, , , , , , , , , , , , , , , , , , , ,				
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25 Options be off to 10 Options be off to 10 Options t	March Marc									
2507 250705615 100	Service of the servic			Yes			44.32 m			Good access
OSF STATE	North-Mark									
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233 Coordinates Coordina	Signature of the control of the cont									
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Care of the Table Care	Care A for 30164 Turn right Till for Disciplancy A for 30									
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Come Al for \$1564 Come County Count	Lese Al for F1114 Lese Al for F1114 Tomight D124 Changeon Read Tomight D124									
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Turn right 91540 Assingtion Road Length Good access	Table 1		Leave A1 for R1164							
March Marc	Some of the Section o									
S-5079558-1 Name Old Crow Park Railway Bridge - ECML Unique Id 32013 Condinates 47993, 305842 Gover/ Parkeholder Interrighamshire County Council 658N 5 54785659-1 Name 5394 Condinates Unique Id 5394 Condinates 47853, 365876 Ower/Stakeholder National Hailway Bridge 17853, 365876 Ower/Stakeholder National Hailway Are 7 Category Rood Bridge Unique Id 1899 Rood Bridge Uniqu	Services 1 Services 1 Services 2 Configure 1 State 1 Coordinates 4 Coordina			Ves			44 32 m			Good access
Name	Name Old Come Park Kallway Bridge - ECM, Unique td 3301.8 Coordinates 475199, 3658-22 Owners (Saleholder) Fig. 1584 Fig. 1585 - 1 Name System Coordinates 475199, 3658-22 Owners (Saleholder) Fig. 1584 Fig. 1585 - 1 Name System Coordinates 475199, 3658-22 Owners (Saleholder) Fig. 1584 Fig. 1584 Fig. 1585 Fi	33	Continue to site	1.03			LONIV			
Oid Cove Park Railway Bridge - ECML Unique Id 3301B Coordinates 479199, 35842 Owner/Stakeholder Nottinghamshire County Council ESRN SST/86656-1 Name S340 Cosington Lane Unique Id 5341 Coordinates 47863, 35876 Owner/Stakeholder A7863, 35876 Owner/Stakeholder Notinghamshire County Council Leave At for B154 Turnieft 83164 Type Sumples Sand Sand Sand Sand Sand Sand Sand Sand	Old Clove Pus Rallway Bridge - CCVLL Unique 1d 3301B Coordinates 47959, 355842 Onese / Stakhelotder Nottinghamshire County Council CSSN SST, 26669-1 Name 3394 Coordinates 47959, 356869-1 Name 3394 Coordinates 47959, 356869-1 Name 47950, 3549 Coordinates 47950, 3549 Coor									
Unique Id 3301B Coordinates 479193,365822 Owen (Sakeholder Nottinghamshire County Council ESRN 5.50736658-1 Name 5394 Ossington Lane Unique Id 5394 Coordinates 479632,365876 Owen (Sakeholder National Highway Area 7 Category Road Bridge Turn left 81164 Turn left 81164 Furn left 81164	Unique II Same Al for B164 Leve Al for B164 L									
3018 Coordinates A79199, 365842 Owner/Stakeholder Nottinghamshire County Council	Second									
Coordinates 47919, 365842 Owner/Stakeholder Nottinghamshire County Council ESRN 5 SK78658-1 Nume 3394 Ossington Lane Unique Id 3394 Coordinates 47865, 365976 Owner/Stakeholder National Highways Area 7 Category Road Bridge Turn left 81164 Turn left 81164 Turn left 81164 Turn left 81164 Type Simply supported span	Coordinates A 79199, 365842 Owner/Stakeholder Nottinghamshire County Council ESRN S-X78658-1 Name S340 Songton Inne Uniform of S340 Songton Inne Uniform fit spain to continue on B1164 Great N Rd Take fits 18th after traversing rail structure onto Unclassified Lane Uniform fits and the County of the left and Understanded Lane Uniform fits grid for the left and Understanded Lane Uniform fits grid for sear to prove line Uniform fits grid for the fits and fits grid for sear to prove line Uniform fits grid for the fits and fits grid for sear to prove line Uniform fits grid for the fits and fits grid for sear to prove line Uniform fits grid for the fits and fits gri									
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Owner/Stakeholder Nottinghamshire Country Council ESRN 5-5K786658-1 Name 3394 Ossington Line Unique id 3394 Coordinates 478632, 365876 Owner/Stakeholder National Highways Area 7 Gaegory Road Bridge Turn left 81164 Turn left 81164	Ower/Stakholder Nottinghamshire County Council ESRN S.XY8659-1 Name S394 Ossington Lane Unique id S394 Coordinates 4 78623, 365876 Coordinates 4 78623, 365876 Ower-Stakholder National Highways Area 7 Category Category Turnel Ht 3164 Turnel Ht 3164 Turnel Ht 3164 Turnel Ht 3164 Great N Rd Tale fart traversing rail structure not Unique id S394 Coordinates 4 78623, 365876 Ower-Stakholder National Highways Area 7 Category Road Bridge Type Type Turnel Ht 3164 Great N Rd Turnel									
Nottinghamshire County Council	Leave AI for B1164 Leave AI for B1164 Leave AI for B1164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on						The state of the s			
ESRN	ESRN 5-SX786658-1 Name 3394 Signifon Lane Unique id 15394 Coordinates 476532, 365876 Owner/Stakeholder National Highways Area 7 Category Rounder B1164 Turn left 83164 Turn le									
S-SK786658-1 Name	S.SK786658-1 Name S394 Ossington Lane Unique Id S394 Coordinates 4 78623_365376 Owner/Stakeholder National Highways Area 7 Category Road Bridge Turn left 80164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Take first left after traversing rail Structure onto Unclassified Lane. Power left han Unifox ones are to power line Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Out on Sington Road preferred although land take will be required to Regotate report on being from the south will require swepth Out of Sington Road preferred although land take will be required to Regotate report from the first weight on select than deem of Sostible use Tent to Possible without high volume of remedial but high volume of r						Nottinghamshire County Council			
S-SK786658-1 Name	S.SK786658-1 Name S394 Ossington Lane Unique Id S394 Coordinates 4 78623_365376 Owner/Stakeholder National Highways Area 7 Category Road Bridge Turn left 80164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Take first left after traversing rail Structure onto Unclassified Lane. Power left han Unifox ones are to power line Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Under And Over Bridge Coming from south will require swepth Out on Sington Road preferred although land take will be required to Regotate report on being from the south will require swepth Out of Sington Road preferred although land take will be required to Regotate report from the first weight on select than deem of Sostible use Tent to Possible without high volume of remedial but high volume of r									
Name S394 Ossington Lane Unique ld S394 Coordinates 478632, 365876 Owner/Stakeholder National Highways Area 7 Category Road Bridge Cave A1 for B1164 Turn left B1164 Simply supported span S399 S3	Name Say4 Osington Lane Lave Al for B1164 Lave Al for B1164 Turn left B1164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Topo survey requird for the left hand Topo survey requird for the left hand Undes Afd Over Bridge Under Afd Over Bridge Oming from south will require swepth Garing from south will require swepth Gar									
S394 Ossington Lane Unique Id	S394 Csorigeton Lane Unique Id S394 Coordinates A78612, S6376 Owner/Stakeholder National Highways Area 7 Category Road Bridge Turn left B1164 Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane UH bend halfway along Unclassified Lane, Power bend which comes near to power line Unique Id I									
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478632, 365876 Owner/Stakeholder National Highways Area 7 Category Road Bridge Leave A1 for B1164 Turn left B1164 A78632, 365876 Owner/Stakeholder National Highways Area 7 Category Road Bridge Type simply supported span	478632, 365876 Owner/Stakeholder National Highways Area 7 Category Road Bridge Leave A1 for B1164 Turn left B1164 Turn left B1164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane Unc									
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Category Road Bridge Leave A1 for B1164 Turn left B1164 Category Road Bridge Type simply supported span	Leave A1 for B1164 Leave A1 for B1164 Turn left B1164 Turn left gain to continue on B1164 Great N Rd Turn left after traversing rail structure onto Take first left after traversing rail structure onto Unclassified Lane LH bend halfway along Unclassified Lane, Power bend which comes near to power line Leagery Road Bridge Type Class Class Class Class Class Coming from south will require swepth Unclassified Lane Date of Coming from south will require swepth Unclassified Lane Date of Coming from south will require swepth Length Date of Trent not possible without high volume of remedial works on bad left hand bend.									
Road Bridge Leave A1 for B1164 Type Turn left B1164 Simply supported span	Leave A1 for B1164 Turn left B1164 Turn left B1164 Turn left grain to continue on B1164 Great N Rd Turn left after traversing rail structure onto Take first left after traversing rail structure onto Unclassified Lane Under And Over Bridge Tenth of the left hand Under And Over Bridge Coming from south will require swepth Unclassified Lane Dath on right hand bend and possible use Tenth of possible without high volume of remedial works on bad left hand bend.						Category			
Leave A1 for B1164 Type Turn left B1164 simply supported span	Leave A1 for B1164 Turn left B1164 Turn left B1164 Turn left again to continue on B1164 Great N Rd Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Take first left after traversing rail structure onto Unclassified Lane Under And Over Bridge LH bend halfway along Unclassified Lane, Power Dend Which comes near to power line LH bend halfway along Unclassified Lane, Power Dend Which comes near to power line Length Dend Which comes near to power line Length Dend Which comes near to power line Dend Which comes near to									
	Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane Turn left again to continue on B1164 Great N Rd Access from Ossington Road preferred although land take will be required to Under And Over Bridge Trent not possible without high volume of remedial works on bad left hand bend. Trent not possible without high volume of remedial works on bad left hand bend.									
	Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane Turn left again to continue on B1164 Great N Rd Access from Ossington Road preferred although land take will be required to Under And Over Bridge Trent not possible without high volume of remedial works on bad left hand bend. Trent not possible without high volume of remedial works on bad left hand bend.		Turn left B1164							
Turn left again to continue on B1164 Great N Rd Access from Ossington Road preferred although land take will be required to	Take first left after traversing rail structure onto Unclassified Lane Under And Over Bridge Trent not possible without high volume of remedial works on bad left hand bend. Trent not possible without high volume of remedial works on bad left hand bend.		Turn left again to continue on B1164 Great N Rd							Access from Ossington Road preferred although land take will be required to
Take first left after traversing rail structure onto Topo survey requird for the left hand Under And Over Bridge Coming from south will require swepth negotiate right hand turn. (OS Grid Ref: SK 77006 64797). Access via Sutton on	Unclassified Lane LH bend halfway along Unclassified Lane, Power bend which comes near to power line Length Trent not possible without high volume of remedial works on bad left hand bend.					Topo survey requird for the left hand		Coming from south will require swepth		negotiate right hand turn. (OS Grid Ref: SK 77006 64797). Access via Sutton on
Unclassified Lane LH bend halfway along Unclassified Lane, Power bend which comes near to power line Length path on right hand bend and possible use Trent not possible without high volume of remedial works on bad left hand bend and possible use	40 Continue to city		Unclassified Lane		LH bend halfway along Unclassified Lane, Power	bend which comes near to power line	Length	path on right hand bend and possible use		Trent not possible without high volume of remedial works on bad left hand bend.
40 Continue to site Illine pole on inside hend poles 37.4 m of third party lane	40 Contained to site	40	Continue to site		line pole on inside bend.	poles.	37.4 m	of third party lane.		(OS Grid Ref: SK 77919 65931)

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		Negotiable to site		Pinch point in highway or private third				
Site Number	Preferred Route from main trunk road	access?	Pinch Points	party land required?	Structures	Additional Routes considered?	Other notes	Result of Physical Route Survey
Site Number	Treferred Route from main traincroad	uccess.	T HIGH T OHIG	party land required.	COMIN	Additional nodice considered.	other notes	itesalt of Friyster Houte survey
					S-SK791658-1			
					Name Old Crow Park Railway Bridge - ECML			
					Unique Id			
					3301B			
					Coordinates			
					479199, 365842			
					Owner/Stakeholder			
					Nottinghamshire County Council			
					ESRN			
					S-SK786658-1			
					Name			
					5394 Ossington Lane			
					Unique Id 5394			
					Coordinates			
					478632, 365876			
					Owner/Stakeholder			
					National Highways Area 7			
					Category			
					Road Bridge			
	Leave A1 for B1164				Туре			
	Turn left B1164				simply supported span			
	Turn left again to continue on B1164 Great N Rd				Class			Access from Ossington Road preferred although land take will be required to
	Take first left after traversing rail structure onto		III hand halfway alexa Hadasa'Codd	Topo survey requird for the left hand		Coming from south will require swepth		negotiate right hand turn. (OS Grid Ref: SK 77006 64797). Access via Sutton on
41	Unclassified Lane Continue to site		LH bend halfway along Unclassified Lane, Power line pole on inside bend.	bend which comes near to power line poles.	Length 37.4 m	path on right hand bend and possible use of third party lane.		Trent not possible without high volume of remedial works on bad left hand bend. (OS Grid Ref: SK 77919 65931)
41	Continue to site		ine pole on inside bend.	poles.	ESRN	or triffu party falle.		(03 Gila NCI, 3K 77313 03331)
					S-SK795641-1			
					Name			
					5391 Ossington Road			
					Unique Id			
					5391			
					Coordinates			
					479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category Road Bridge			
					Туре			
					simply supported span			
	Leave A1 for B1164				Class			
	Turn right B1164				Under And Over Bridge			
	Turn right at war memorial onto Unclassified Road				Length			
42	Continue to site	Yes			44.32 m			Good access
					ESRN			
					S-SK795641-1			
					Name 5391 Ossington Road			
					Unique Id			
					5391			
					Coordinates			
					479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category			
					Road Bridge			
					Туре			
	Logue A1 for B1164				simply supported span			
	Leave A1 for B1164 Turn right B1164				Class Under And Over Bridge			
	Turn right at war memorial onto Unclassified Road				Length			
43	Continue to site	Yes			44.32 m			Good access
					ESRN			
					S-SK795641-1			
					Name			
					5391 Ossington Road			
					Unique Id			
					5391			
					Coordinates			
					479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category Road Bridge			
					Туре			
					simply supported span			
	Leave A1 for B1164				Class			
	Turn right B1164				Under And Over Bridge			
	Turn right at war memorial onto Unclassified Road				Length			
44	Continue to site	Yes			44.32 m			Good access

								1
		Negotiable		make a section of a section				
Site Number	Preferred Route from main trunk road	to site access?	Pinch Points	Pinch point in highway or private third party land required?	Structures	Additional Routes considered?	Other notes	Result of Physical Route Survey
Site Number	Preferred Route from main trunk road	access	PINCH POINTS	party land required?	ESRN	Additional Routes considered?	Other notes	Result of Physical Route Survey
					S-SK795641-1			
					Name			
					5391 Ossington Road			
					Unique Id			
					5391 Coordinates			
					479556, 364191			
					Owner/Stakeholder			
					National Highways Area 7			
					Category			
					Road Bridge			
					Type simply supported span			
					Class			
	Leave A1 for B1164				Under And Over Bridge			
	Turn right B1164				Length 44.32 m			
45	Continue to site	Yes						Good access
					ESRN			
					S-SK795641-1 Name			
					5391 Ossington Road			
					Unique Id			
					5391			
					Coordinates			
					479556, 364191			
					Owner/Stakeholder National Highways Area 7			
					Category			
					Road Bridge			
					Туре			
					simply supported span			
					Class			
	Leave A1 for B1164				Under And Over Bridge			
	Turn right B1164 Continue to site	Yes			Length 44.32 m			Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton	165			44.32 111			Good access
	Turn left A616 Ollerton Road							
	Turn right A616 Back Lane							
	Continue A616							
	Turn left Knesall Road							C I
	Continue to Site Exit A1 at Apleyhead onto A614 towards Ollerton	Yes						Good access
	Turn left A616 Ollerton Road							
	Turn right A616 Back Lane							
	Continue A616							
	Turn left Knesall Road							
	Continue to Site	Yes						Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road							
	Turn right A616 Back Lane							
	Continue A616							
	Turn left Knesall Road							
	Continue to Site	Yes						Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton							
	Turn left A616 Ollerton Road Turn right A616 Back Lane							
	Continue A616							
	Turn left Knesall Road							
	Continue to Site	Yes						Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road						Route from A1 to exit from A616 is old Staythorpe Power Station AIL route.	
	Turn right A616 Back Lane						Possible tree pruning on Maplebeck Road depening on grwoth at time of	
	Continue A616 to prospoed site access	Yes					movement.	Good access
	Exit A1 at Apleyhead onto A614 towards Ollerton						Route from A1 to exit from A616 is old Staythorpe Power Station AIL route.	
	Turn left A616 Ollerton Road						Describle tree equipment Manlahard David description	
	Turn right A616 Back Lane Continue A616 to prospoed site access	Yes					Possible tree pruning on Maplebeck Road depening on grwoth at time of movement.	Good access
32	Continue Auto to prospoed site access	Tes					inovenent.	Good access



Swept Path Assessments



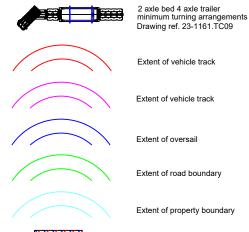


Swept Path Assessment Indicative of 2 Axle Bed 4 Axle Trailer Constructed from OS Master Map Data Scale 1:500

NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.







23.05.25 Issued for comment

Overrun beyond kerb

Oversail beyond kerb

Date Amendments

Revisions



Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411

Overrun and oversail beyond kerb

Independent Transportation Engineers

00 elements green

Staythorpe Solar (North Muskham)

Swept Path Assessment Negotiability of right bend on Newark Road over The Dumble at Approx OS Grid Reference: SK 68975 62235, considerate of indicative 30 te cable drum transported on 2 axle bed 4 axle trailer.

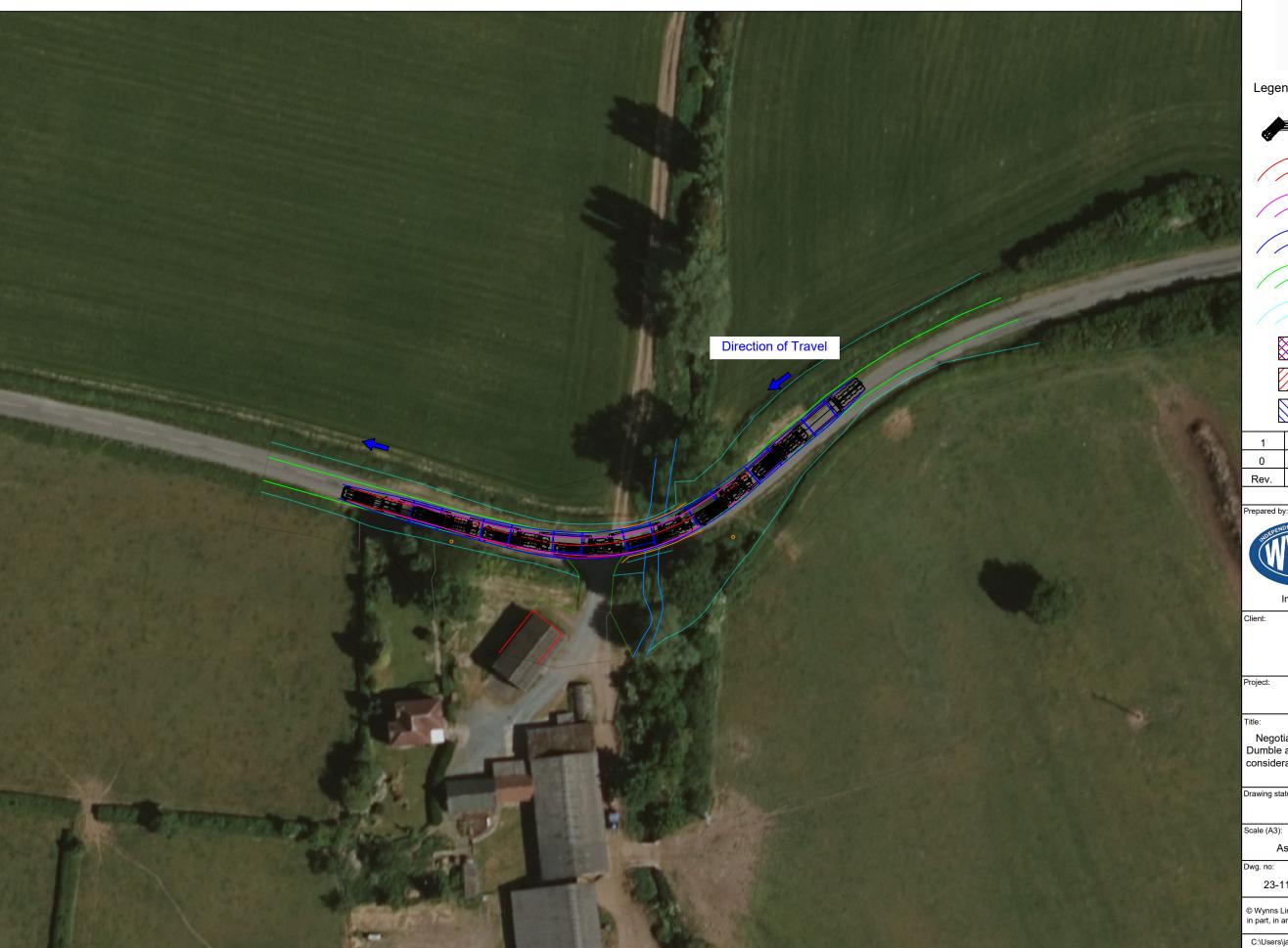
Drawing status:

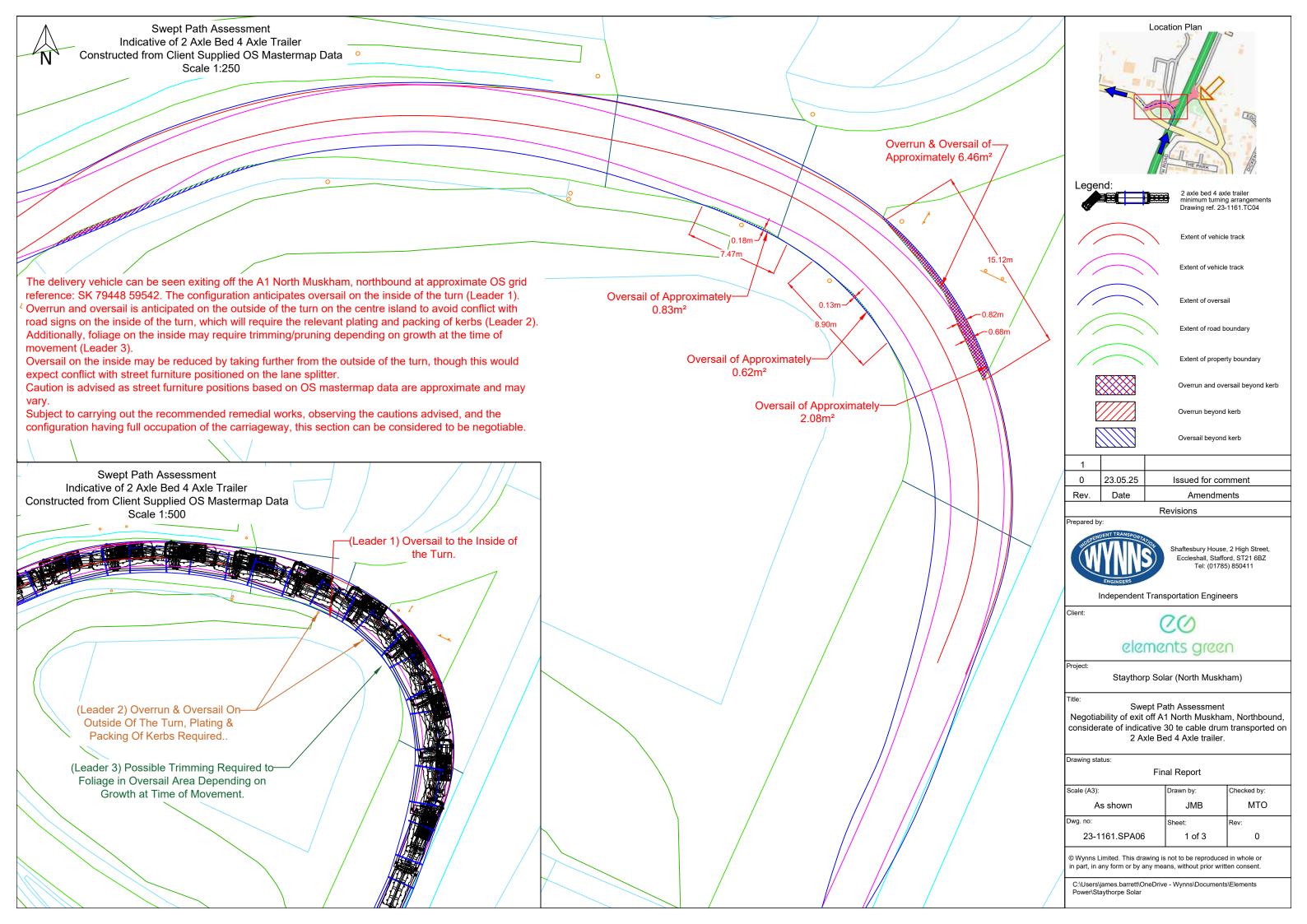
Final Report

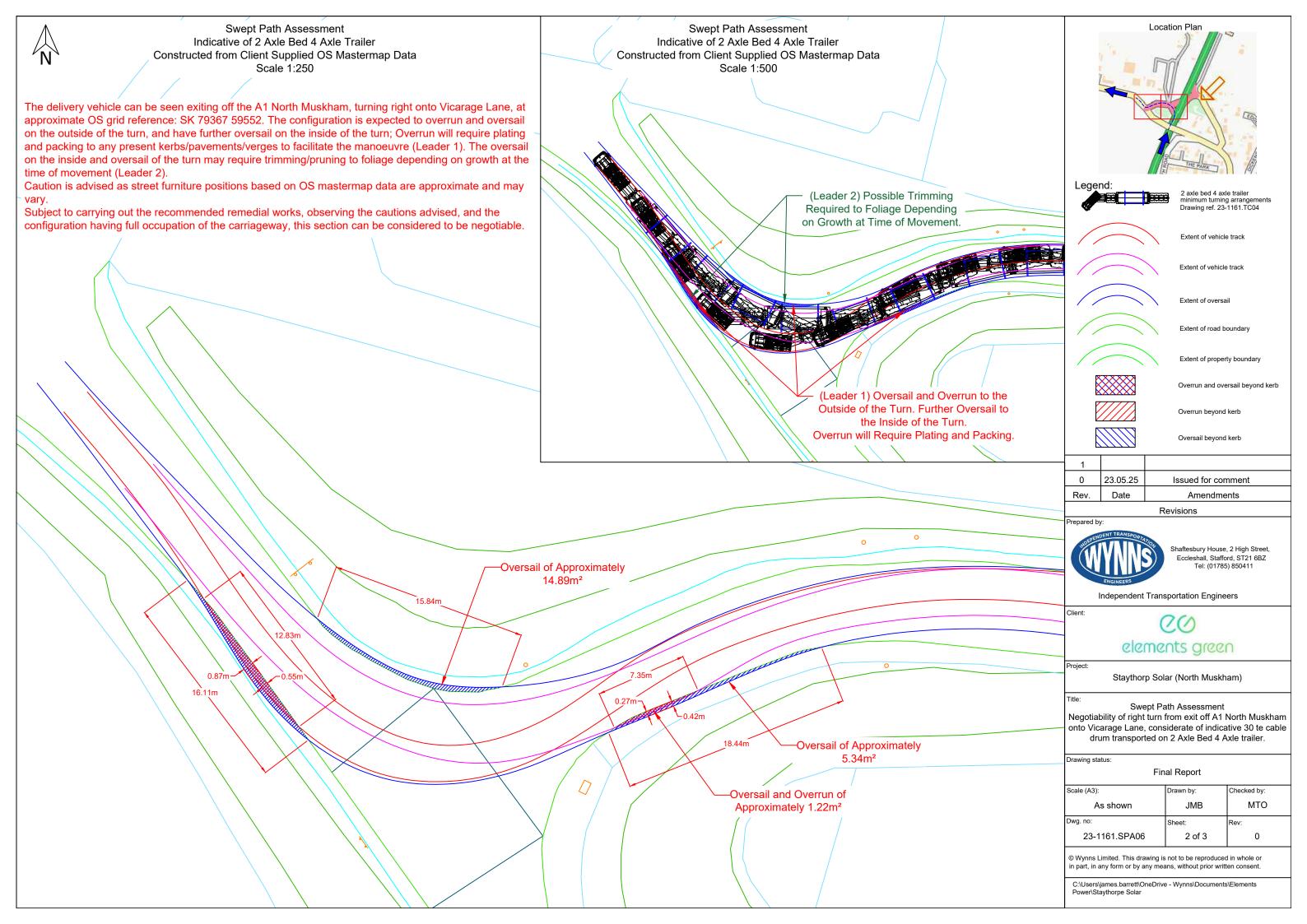
	Scale (A3):	Drawn by:	Checked by:
	As shown	JMB	MTO
W	Dwg. no:	Sheet:	Rev:
	23-1161.SPA05	2 of 2	0

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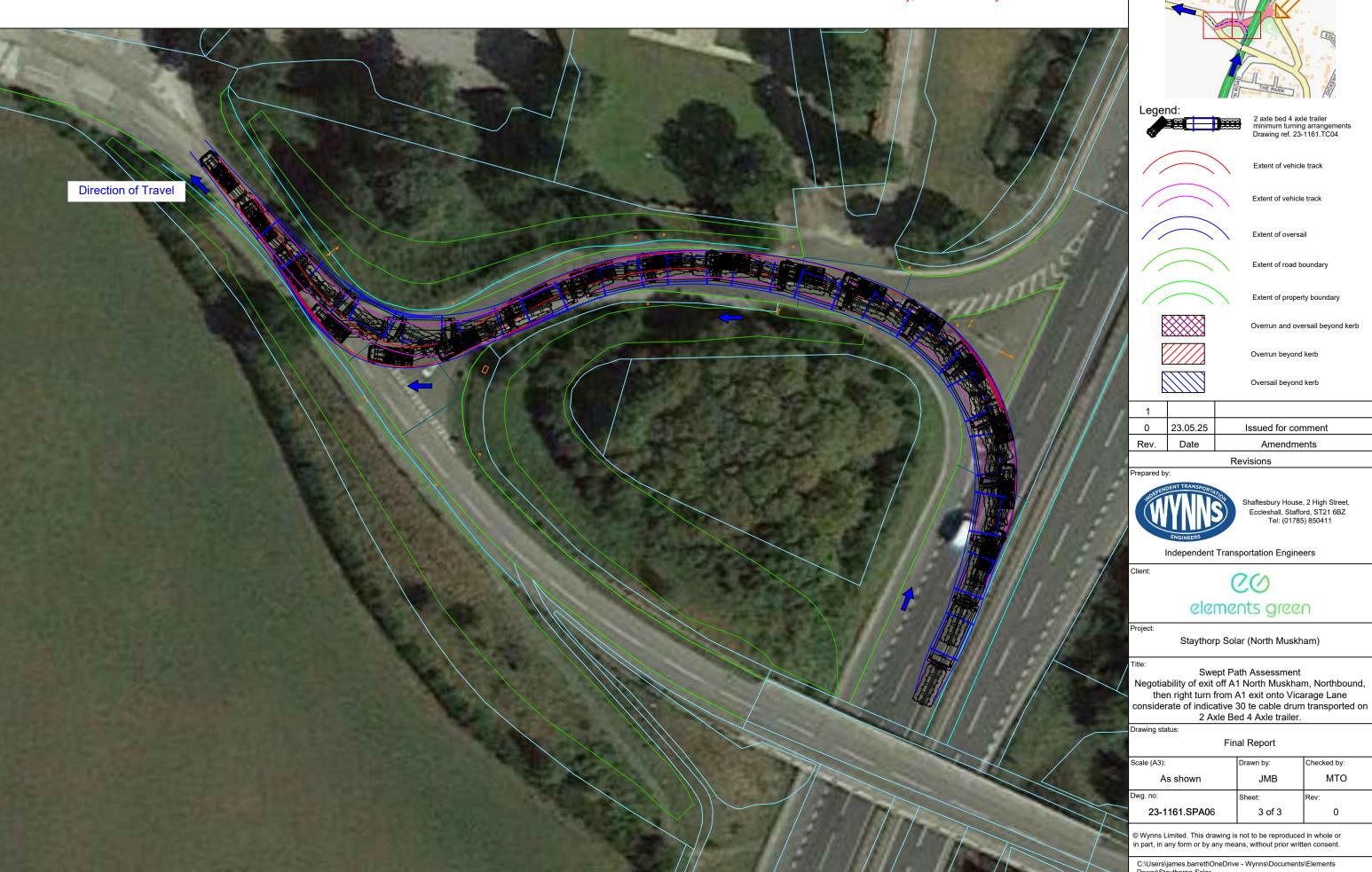






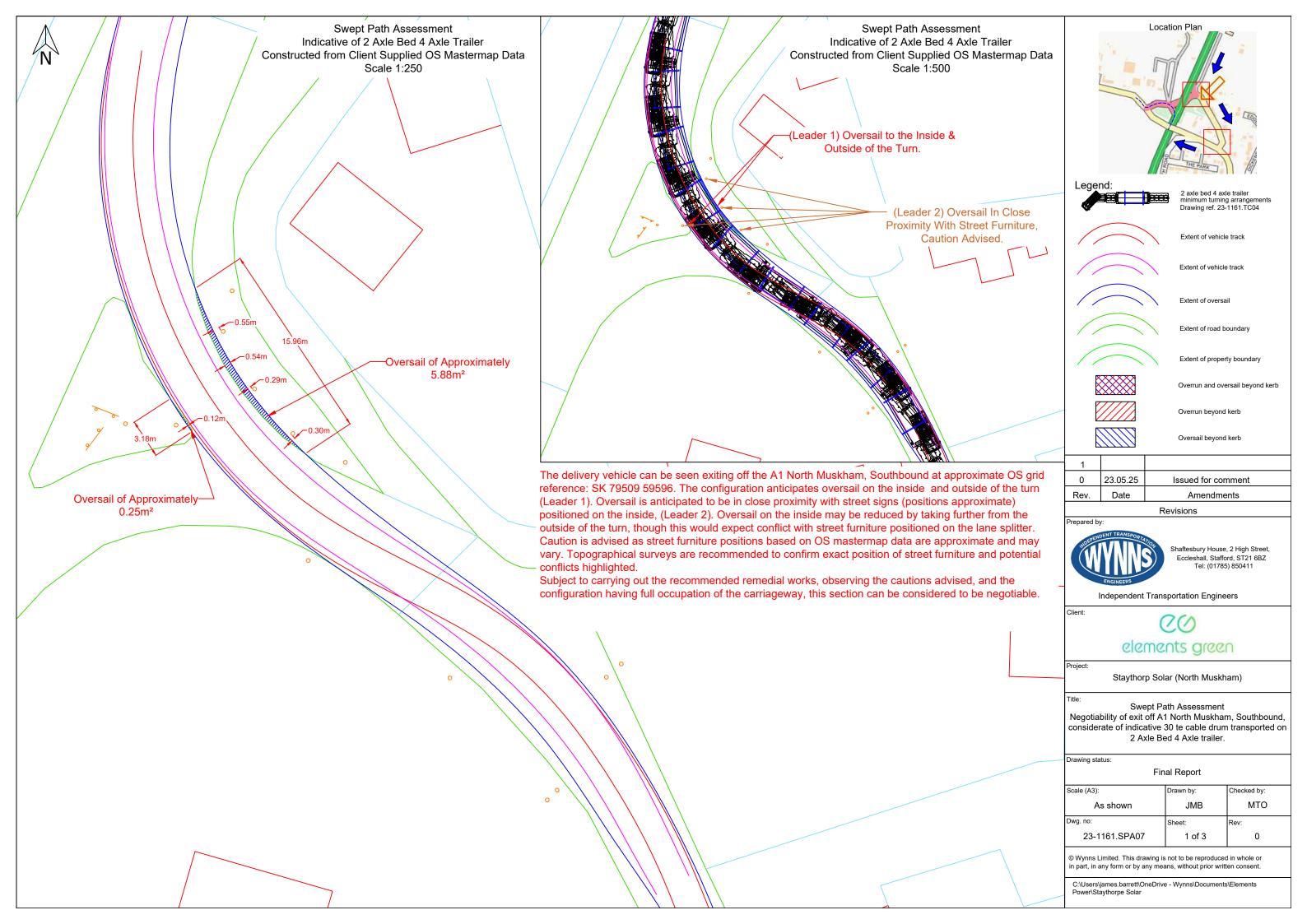
Swept Path Assessment Indicative of 2 Axle Bed 4 Axle Trailer Constructed from Client Supplied OS Mastermap Data Scale 1:500

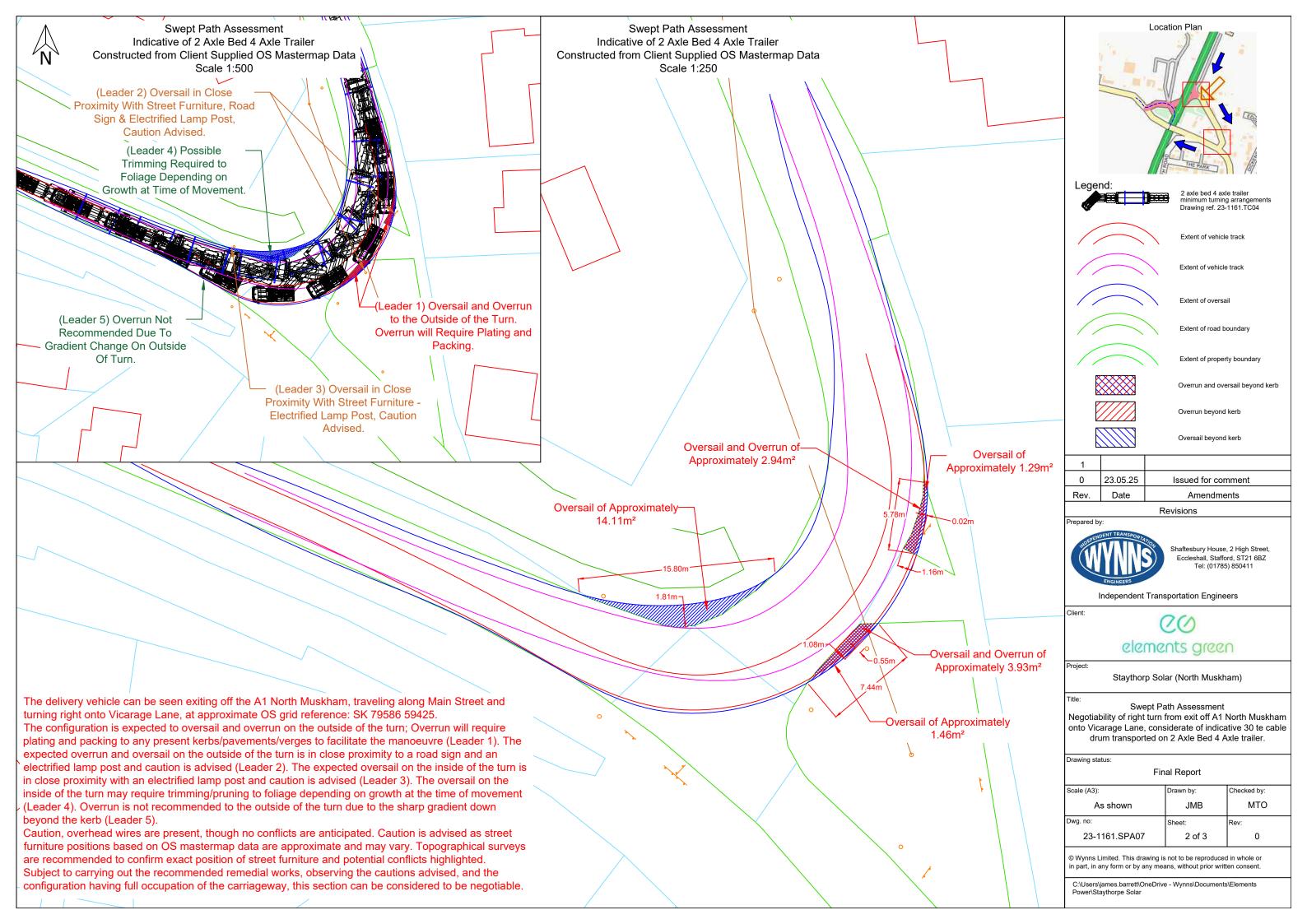
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.





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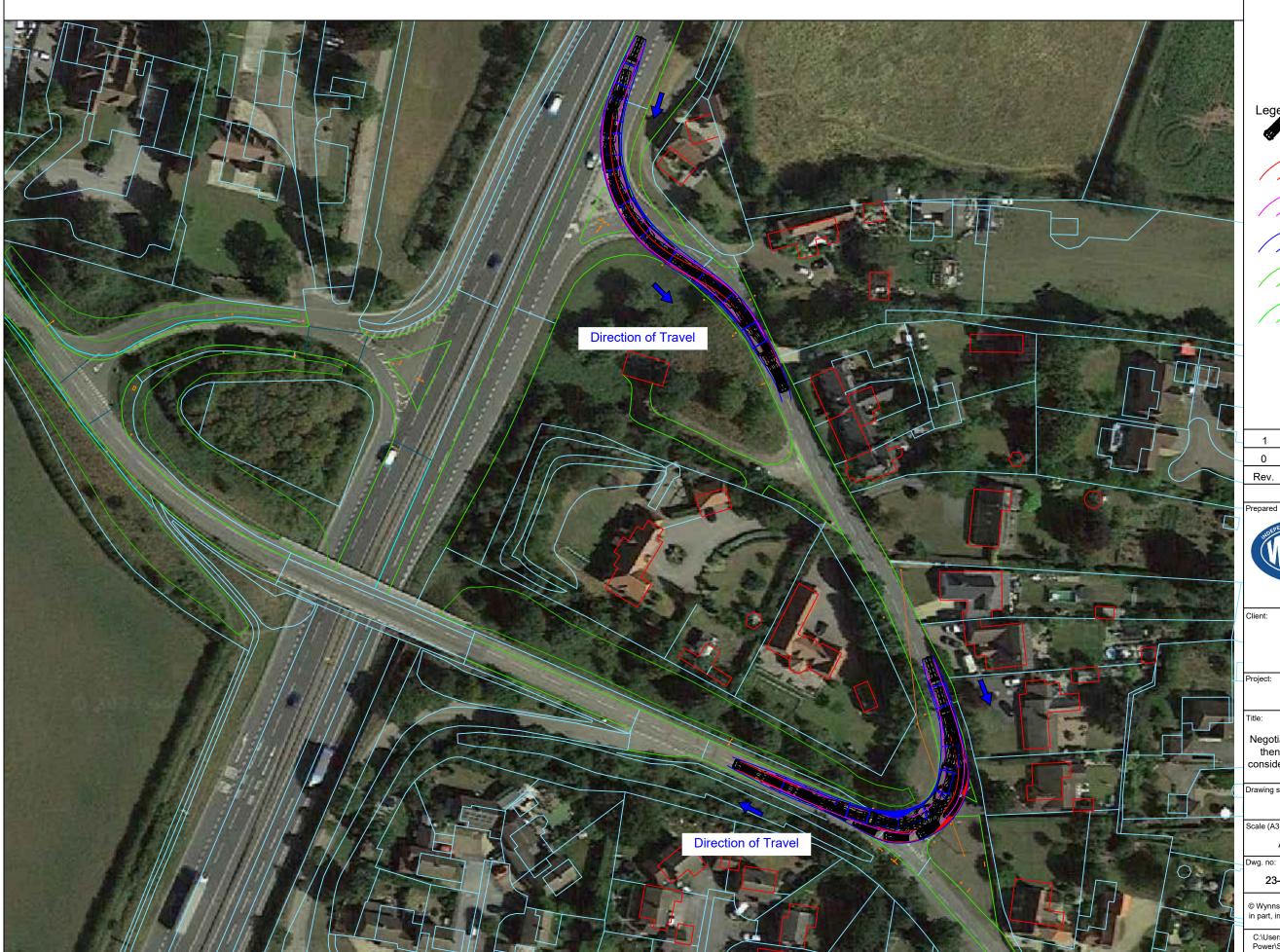






Swept Path Assessment Indicative of 2 Axle Bed 4 Axle Trailer Constructed from Client Supplied OS Mastermap Data Scale 1:500

NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.







2 axle bed 4 axle trailer minimum turning arrangements Drawing ref. 23-1161.TC04

Extent of vehicle track Extent of vehicle track

Extent of oversail

Extent of road boundary

Overrun and oversail beyond kerb

Extent of property boundary

Overrun beyond kerb

Oversail beyond kerb

L	1		
	0	23.05.25	Issued for comment
	Rev.	Date	Amendments

Revisions

repared by:



Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411

Independent Transportation Engineers

00 elements green

Staythorp Solar (North Muskham)

Title:

Swept Path Assessment

Negotiability of exit off A1 North Muskham, Southbound,
then right turn from Main Street onto Vicarage Lane
considerate of indicative 30 te cable drum transported on
2 Axle Bed 4 Axle trailer.

Final Report

	Scale (A3):	Drawn by:	Checked by:	
	As shown	JMB	MTO	
/ /	Dwg. no:	Sheet:	Rev:	
	23-1161.SPA07	3 of 3	0	

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