

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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June 2025

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, APFP Regulation 5(2)(o)

A14.1.15 APPENDIX G – ABNORMAL LOAD REPORTS



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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Issue	Date	Details
0	18.03.25	Final report
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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 Suitability

- 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 AILs 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 AILs.



- 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 Staythorpe 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.



Appendix 1

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

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.

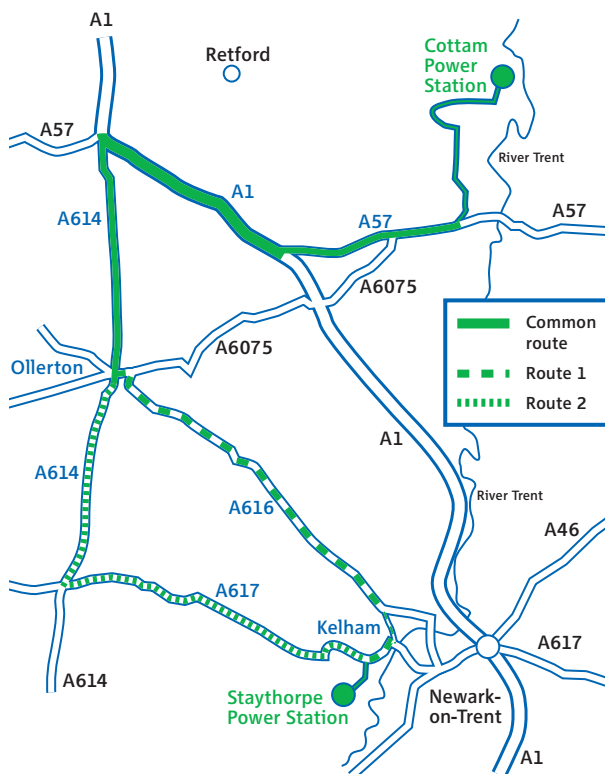
Our main contractor, Alstom Power, is responsible for constructing the power station for RWE npower and so is overseeing the transportation of the heavy loads to the power station site. Alstom has employed a specialist company called Abnormal Load Engineering (ALE) to manage the transportation. ALE's 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.

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.



Route 1 – very heavy loads

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.

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.

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.

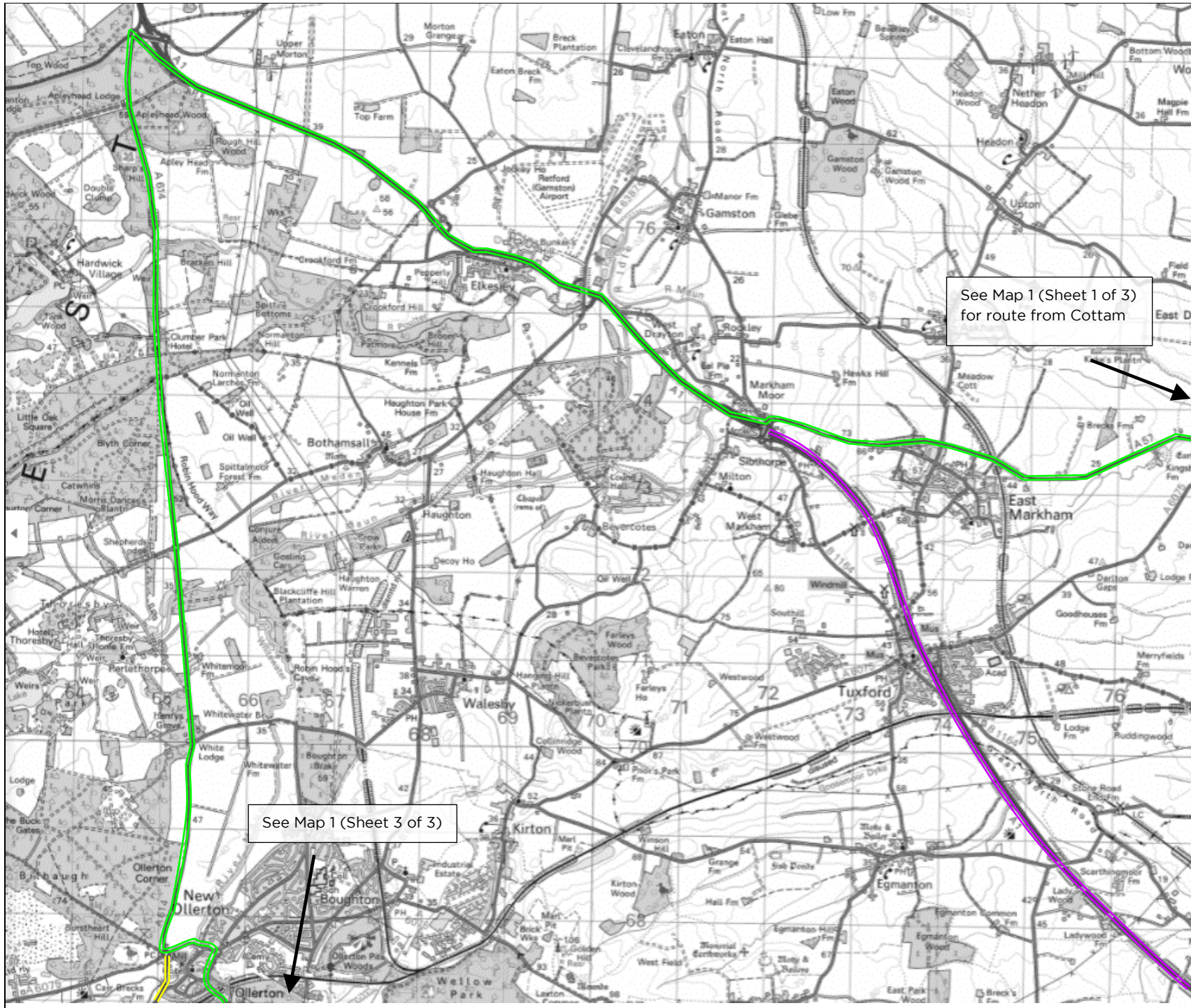
There will be twelve very heavy loads comprising gas turbines, transformers and generators using the A616 route from Ollerton to Kelham and it is intended that these will be transported over twelve weekends between September 2008 and February 2009.





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











Appendix 2

Map of Sites Where AIL Access is Required



Key		
	Route from Cottam	
	Alternative Route from Cottam	
	Route via A1 to eastern sites	
	Points of Interest	
</		



Key		
	Route from Cottam	
	Alternative Route from Cottam	
	Preferred route to Maplebeck Site	
	Preferred route to Kneesall Site	
	Site 3 Maplebeck	
	Site 4 Kneesall	
	Points of Interest	
B		
A	06.06.2025	Client Revision
0	19.07.23	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Consultants.</div><p>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</p></div>		
Client:		
Project:		
GNR Solar and Biodiversity Park		
Title:		
Route from Cottam to GNR Solar and Biodiversity Park		
Drawing Status:		
Final Report		
Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP
Ref No.:	Sheet:	Rev.:
23-1161-Map 2	3 of 3	0
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Abnormal Indivisible Load Access to Great North Road Solar and Biodiversity Park Project Locations – Cable Drum Delivery to Proposed Access Locations





NAME		SIGNATURE	DATE
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Checked by:	Andy Pearce		05.12.24
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DOCUMENT REVISIONS

Issue	Date	Details
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



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

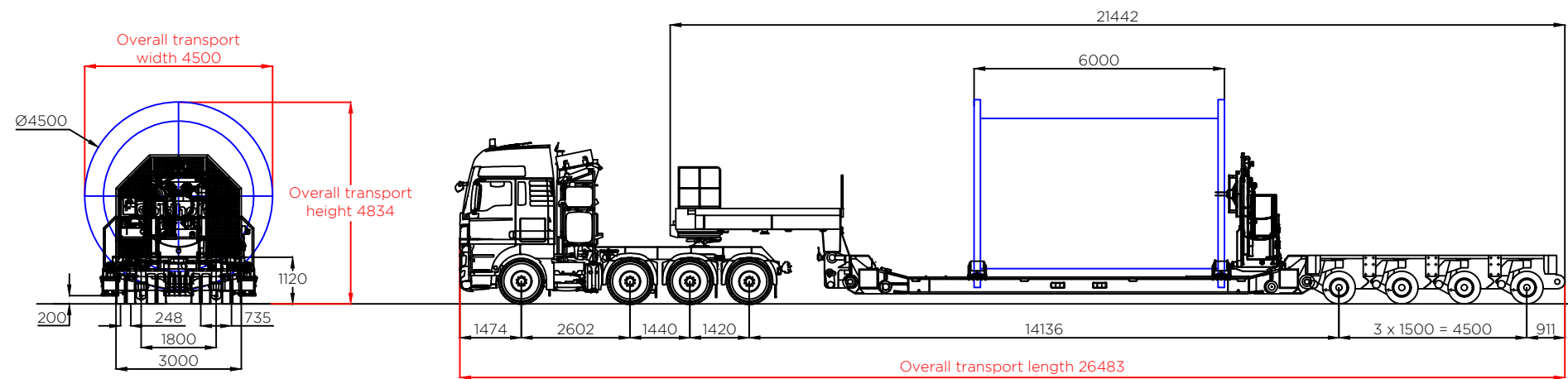
- 3.1. AIL transport arrangements are required to access multiple sites along the cable corridor during construction. These AILs will be delivered under Special Types General Order (STGO) regulations and will not be limited to the nearest potential port of delivery and access is considered from the nearest 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 AILs 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.

-



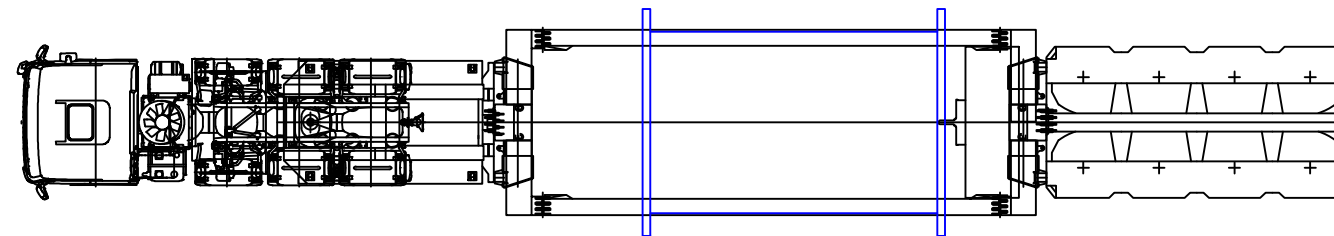
Appendix 1

Transport Configurations

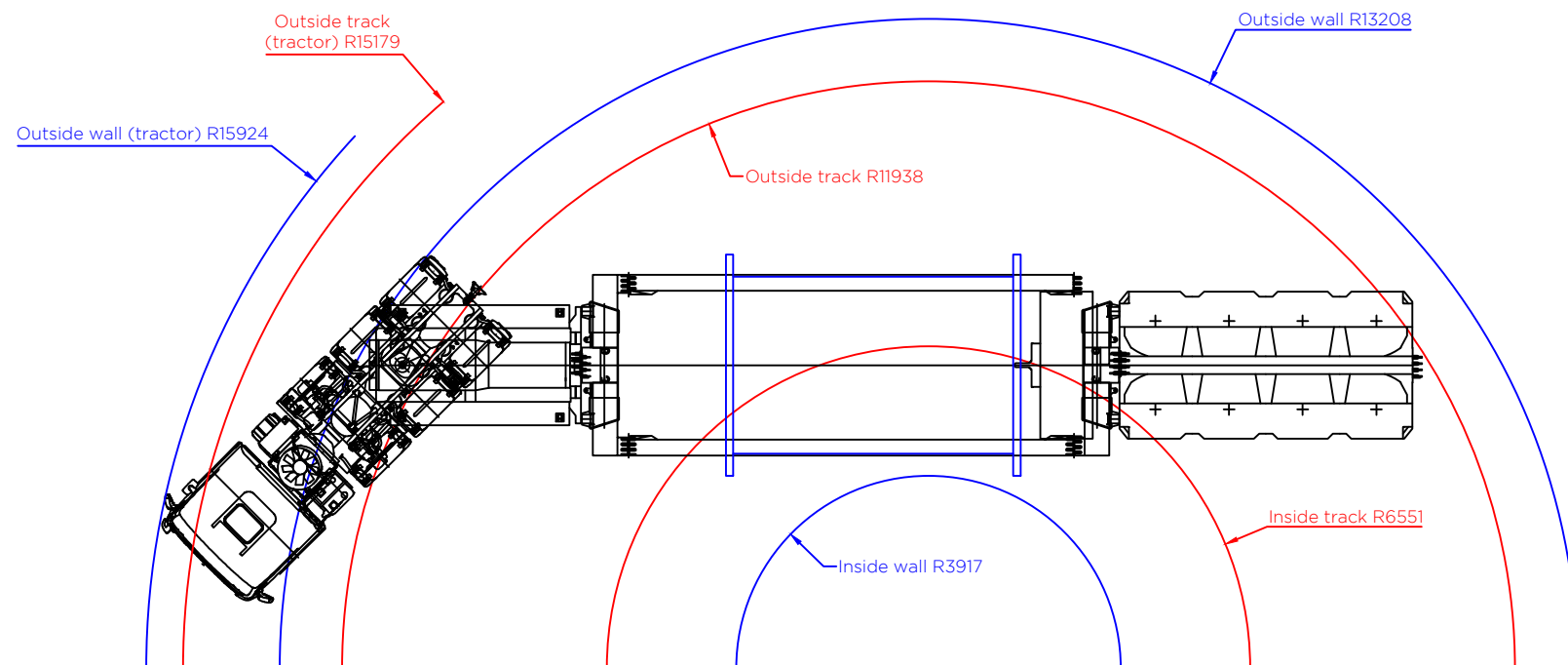


Profile view

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)	1.32 te
Overall ground bearing pressure	3.95 te/m ²
Tractor (14 te)	
Front axle	6.0 te
Second steer	8.0 te
Rear axle	10.55 te
Rear axle	10.55 te

Notes:

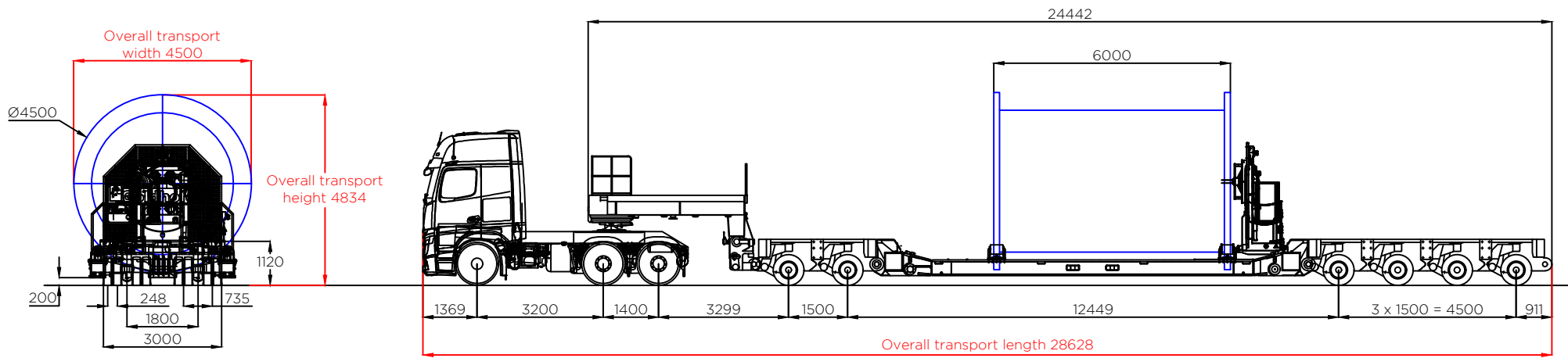
[1] The figures shown above are representative of the transport configuration portrayed. However as tractor and trailer arrangements vary then the loads and dimensions indicated should be treated as probable values.

[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.

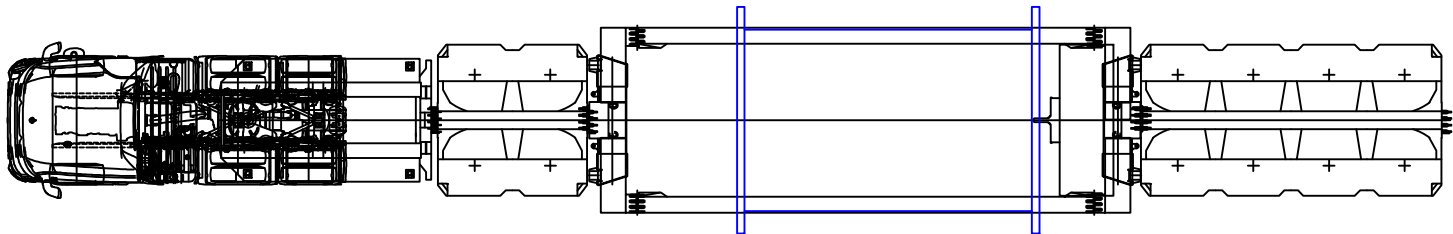
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0	21.10.24	Issued for comment

Revisions	
Prepared by:	
	
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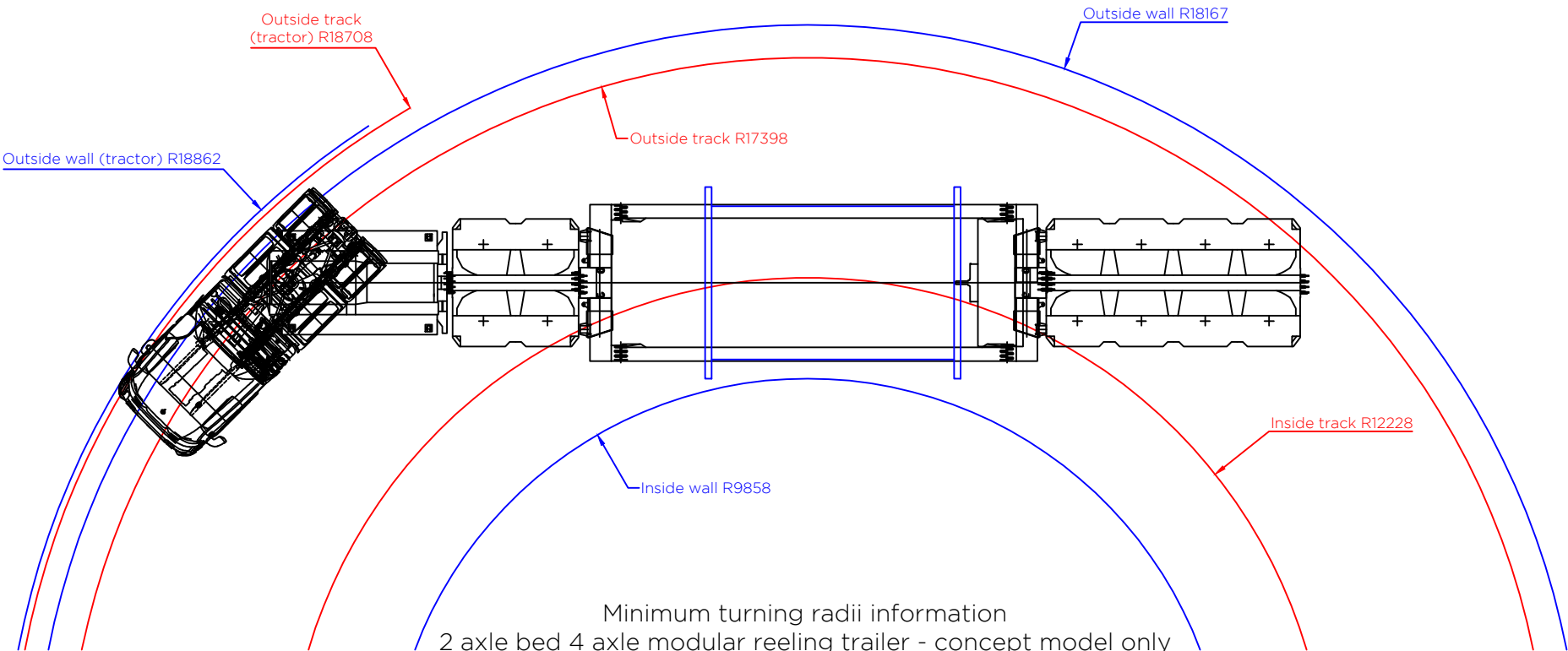


Profile view

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



Minimum turning radii information
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 te
Load per wheel (4 per axle)	1.45 te
Max. overall ground bearing pressure (trailer)	5.15 te/m ²


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.

1	05.12.24	Client Name Amended
0	21.10.24	Issued for comment
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

Drawing status:

Final report

Scale (A3):

1:150

Drawn By:

MTO

Checked By:

ARP

Dwg. no:

23-1161.TC09

Sheet:

1 of 1

Rev:

1

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Appendix 2

RAG Assessment of Cable Drum Access Locations

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 within the public highway.

Red – Proposed site access not considered negotiable for cable drums and alternative access point required/remedial works or suggested via internal haul roads along cable route.

Site Number	Preferred Route from main trunk road	Negotiable 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
1	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Continue past Maplebeck village to proposed site access point		Right turn to Maplebeck Road is expected to be negotiable although caution with road sign which may need to be removed depending on final dimensions of load. Could be avoided by approaching from south to turn left if needed.		Tug Bridge Near C13, Eakring (Ref 3445 C) at coordinates 468980, 362236 will need to be confirmed as suitable with NCC.		Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on growth at time of movement.	Swept Path Assessment required near Tug Bridge Farm (OS Grid Ref: SK 68981 62236). Bridge width measured at 5.3m, but located on a bend. Above highway tree trimming required.
2	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Continue past Maplebeck village to proposed site access point		Right turn to Maplebeck Road is expected to be negotiable although caution with road sign which may need to be removed depending on final dimensions of load. Could be avoided by approaching from south to turn left if needed.		Tug Bridge Near C13, Eakring (Ref 3445 C) at coordinates 468980, 362236 will need to be confirmed as suitable with NCC.		Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on growth at time of movement.	Swept Path Assessment required near Tug Bridge Farm (OS Grid Ref: SK 68981 62236). Bridge width measured at 5.3m, but located on a bend. Above highway tree trimming required.
3	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Turn left to Maplebeck villageThe Hollows In Maplebeck village turn left Continue to proposed site access point	No	Left turn to Maplebeck at OS Ref SK 714 607 SPA to confirm access required. Left turn in Maplebeck at OS Ref SK 711 607 SPA to confirm access required. Final approach to site has hedges and more surveys required.	Bus stop and lampost removal required in order to make LH turn from The Hollows onto the access lane.		Route from south west and A616 not accessible at Winkburn village.		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 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 71413 60772 to confirm negotiability.
4	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Turn left to Maplebeck villageThe Hollows In Maplebeck village turn left Continue to proposed site access point	No	Left turn to Maplebeck at OS Ref SK 714 607 SPA to confirm access required. Left turn in Maplebeck at OS Ref SK 711 607 SPA to confirm access required. Final approach to site has hedges and more surveys required.	Bus stop and lampost removal required in order to make LH turn from The Hollows onto the access lane.		Route from south west and A616 not accessible at Winkburn village.		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 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 71413 60772 to confirm negotiability.
5	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Continue past Maplebeck village to proposed site access point	Yes	Right turn to Maplebeck Road is expected to be negotiable although caution with road sign which may need to be removed depending on final dimensions of load. Could be avoided by approaching from south to turn left if needed.				Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on growth at time of movement.	Good access
6	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Cauntton Turn right Maplebeck Road Continue past Maplebeck village to proposed site access point	Yes	Right turn to Maplebeck Road is expected to be negotiable although caution with road sign which may need to be removed depending on final dimensions of load. Could be avoided by approaching from south to turn left if needed.				Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on growth at time of movement.	Good access
7	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 Turn right Cauntton Lane Continue to site	Yes	Right turn to from A616 to Cauntton Road is expected to be negotiable although caution required. Cauntton Road bends are expected to be negotiable although caution required.			Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 and continue to Hockerton Turn right Cauntton Road Continue to proposed site	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required on alternavive route. Right turn from A617 to Cauntton Road is expected to be negotiable although caution required on alternavive route.	Good access
8	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 Turn right Cauntton Lane Continue to site	Yes	Right turn to from A616 to Cauntton Road is expected to be negotiable although caution required. Cauntton Road bends are expected to be negotiable although caution required.			Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 and continue to Hockerton Turn right Cauntton Road Continue to proposed site	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required on alternavive route. Right turn from A617 to Cauntton Road is expected to be negotiable although caution required on alternavive route.	Good access
9	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Turn right Broadgate Lane Turn left Broadgate Lane Continue to proposed site		Right turn from A617 to Broadgate Lane. SPA required to confirm access. Remedial works required and risk of acess needed outdie of highway. Final left turn at Broad Gate Lane will require survey to confirm access ayt OS Ref SK 751 568. May be option to shunt.			From A616 and the east could also be considered but narrow road used throughout. Would avoid Kelham village though.	Other alternative is Broadgate Lane from Kelham not considered accessible in the village.	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 trimming required. Reverse manoeuvre at junction at OS Grid Ref SK 75141 56808, will require SPA due to hedges and drainage channels on inside. Roadway from here to access points is in poor condition. 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 direction and no manoeuvre will be required. Above highway tree trimming will be required.

Site Number	Preferred Route from main trunk road	Negotiable 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
10	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Turn right Broadgate Lane Continue to proposed site	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required on alternative route. Right turn from A617 to Broadgate Lane. SPA required to confirm access. Remedial works required and risk of access needed outdied of highway.					Good access other than narrow carriageway and above highway tree trimming required.
11	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Turn right Broadgate Lane Continue to proposed site	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required on alternative route. Right turn from A617 to Broadgate Lane. SPA required to confirm access. Remedial works required and risk of access needed outdied of highway.					Good access other than narrow carriageway and above highway tree trimming required.
12	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Continue to proposed site	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required					Good access.
13	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Continue to proposed site	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required					Good access.
14	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Turn left Staythorpe Road	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required					Good access, please note there is a brook to traverse which follows road on south.
15	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to Kelham Turn right A617 Turn left Staythorpe Road	Yes	Right turn to from A616 to A617 at Kelham is expected to be negotiable although caution required					Good access, please note there is a brook to traverse which follows road on south.
36	Leave A1 for B1164 Turn right B1164 Take first left after level crossing, Unclassified Lane Continue to site	No	LH turn from Ossington Road to Unclassified Lane. Swept path analysis required along with street furniture and tree trimming may be required. Possible access into third party land required.		ESRN 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 Under And Over Bridge Length 44.32 m			Bad turning from Ossington Road (OS Grid Ref: SK 79134 64227) along with narrow railings and road widths on approach to access (OS Grid Ref: SK 78616 63113). Latter is deemed non-negotiable.
37	Leave A1 for B1164 Turn right B1164 Take first left after level crossing, Unclassified Lane Continue to site	No	LH turn from Ossington Road to Unclassified Lane. Swept path analysis required along with street furniture and tree trimming may be required. Possible access into third party land required.		ESRN 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 Under And Over Bridge Length 44.32 m			Bad turning from Ossington Road (OS Grid Ref: SK 79134 64227) along with narrow railings and road widths on approach to access (OS Grid Ref: SK 78616 63113). Latter is deemed non-negotiable.

Site Number	Preferred Route from main trunk road	Negotiable 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
38	Leave A1 for B1164 Turn right B1164 Ossington Road Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
39	Leave A1 for B1164 Turn right B1164 Ossington Road Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
40	Leave A1 for B1164 Turn left B1164 Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane Continue to site		LH bend halfway along Unclassified Lane, Power line pole on inside bend.	Topo survey requird for the left hand bend which comes near to power line poles.	ESRN S-SK791658-1 Name Old Crow Park Railway Bridge - ECML Unique Id 33018 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 Type simply supported span Class Under And Over Bridge Length 37.4 m	Coming from south will require swepth path on right hand bend and possible use of third party lane.		Access from Ossington Road preferred although land take will be required to negotiate right hand turn. (OS Grid Ref: SK 77006 64797). Access via Sutton on Trent not possible without high volume of remedial works on bad left hand bend. (OS Grid Ref: SK 77919 65931)

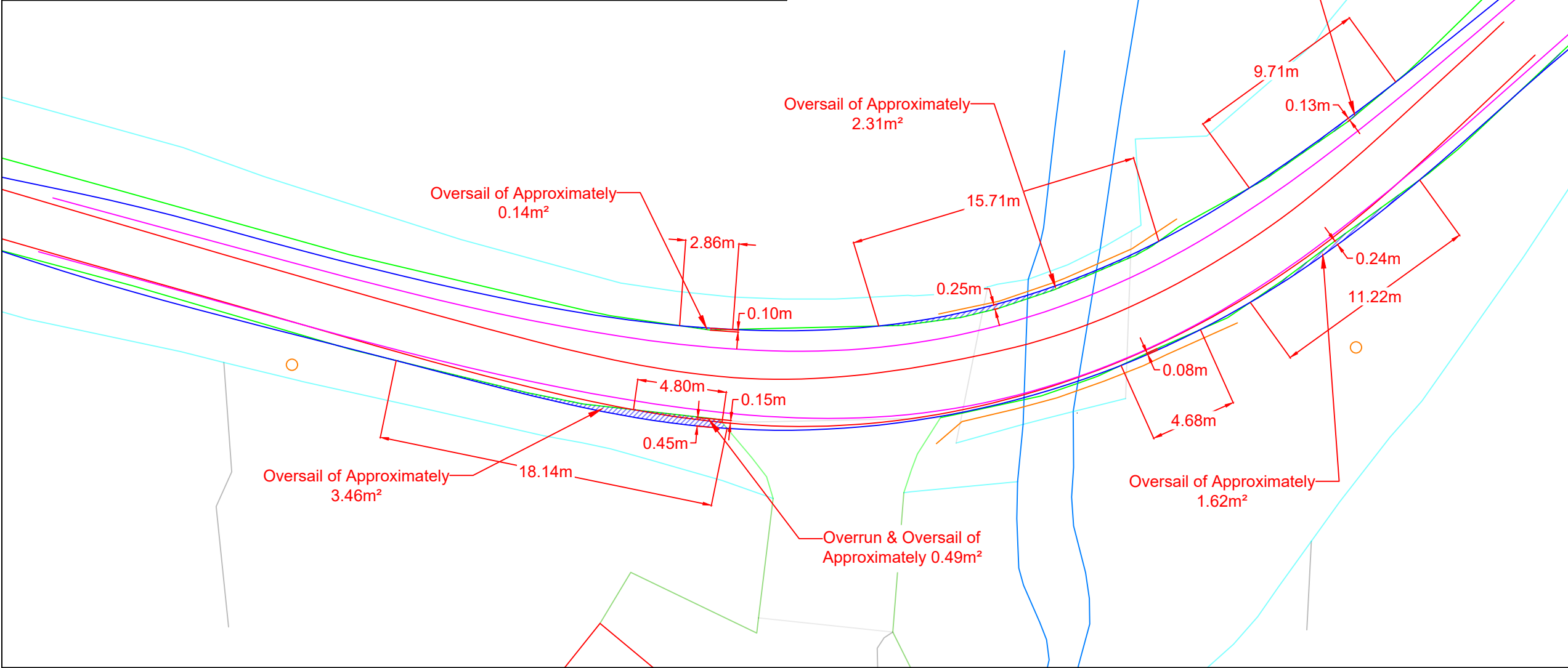
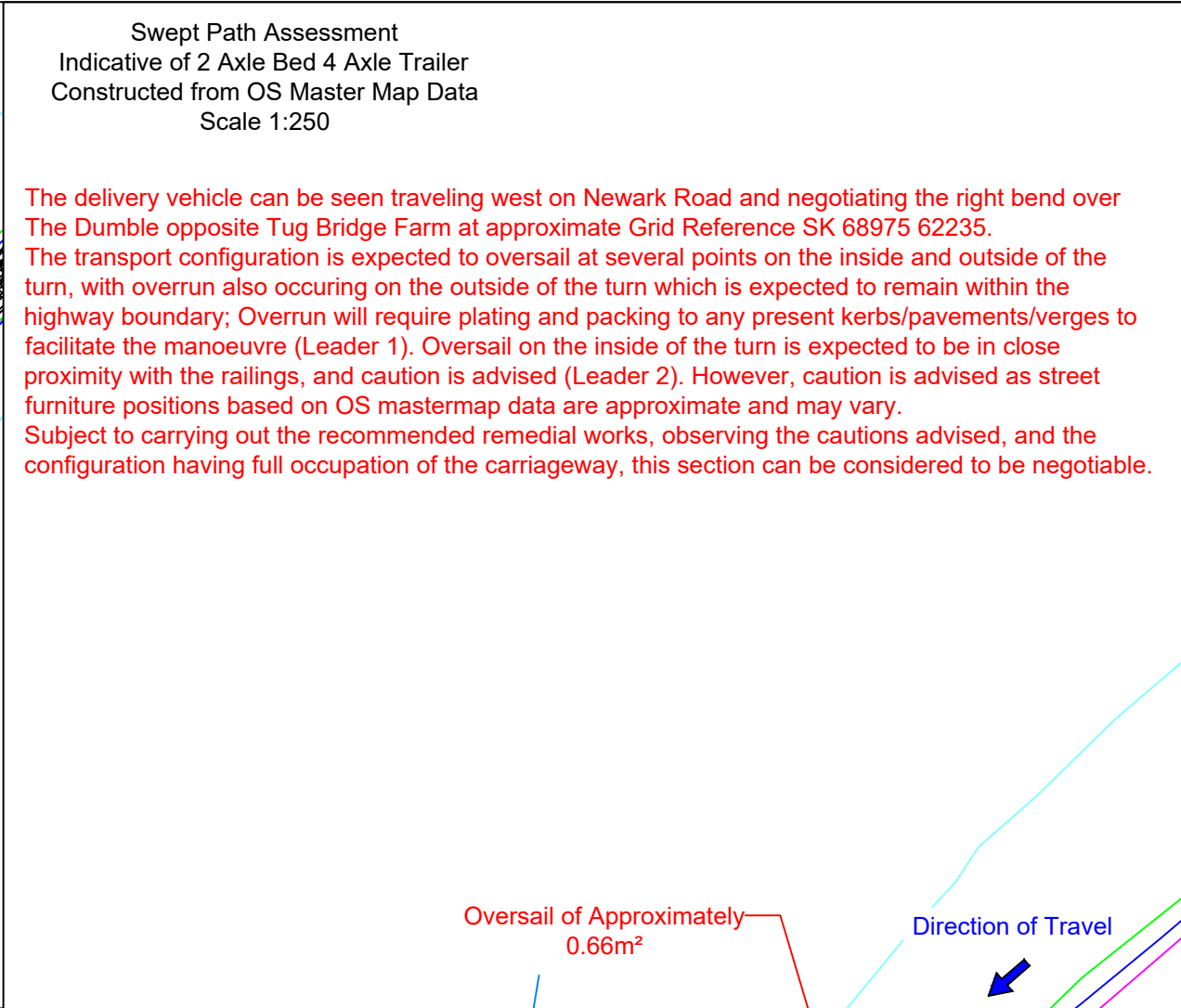
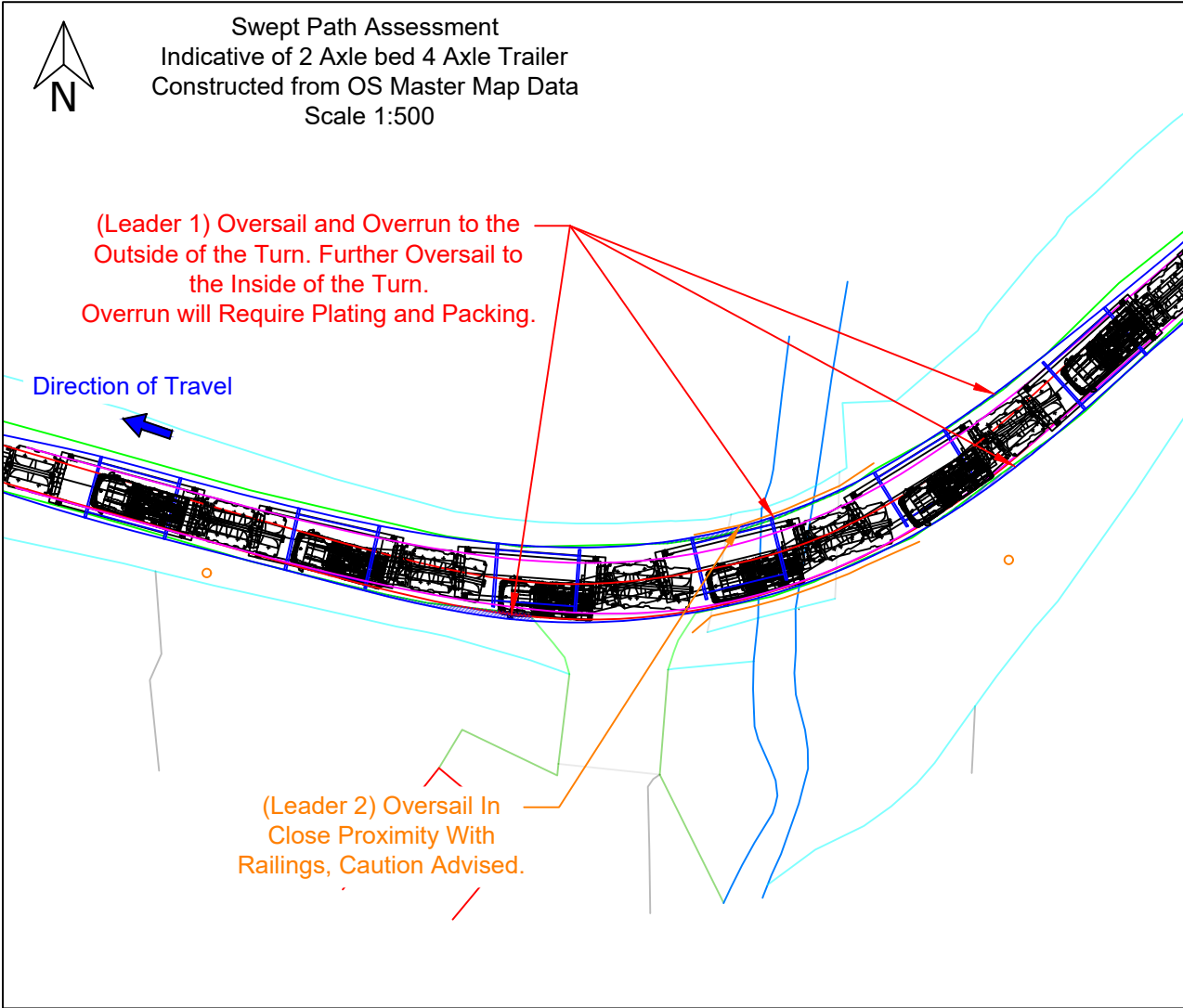
Site Number	Preferred Route from main trunk road	Negotiable to site access?	Pinch Points	Pinch point in highway or private third party land required?	Structures	Additional Routes considered?	Other notes	Result of Physical Route Survey
41	Leave A1 for B1164 Turn left B1164 Turn left again to continue on B1164 Great N Rd Take first left after traversing rail structure onto Unclassified Lane Continue to site		LH bend halfway along Unclassified Lane, Power line pole on inside bend.	Topo survey requird for the left hand bend which comes near to power line poles.	ESRN S-SK791658-1 Name Old Crow Park Railway Bridge - ECML Unique Id 33018 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 Type simply supported span Class Under And Over Bridge Length 37.4 m	Coming from south will require swepth path on right hand bend and possible use of third party lane.		Access from Ossington Road preferred although land take will be required to negotiate right hand turn. (OS Grid Ref: SK 77006 64797). Access via Sutton on Trent not possible without high volume of remedial works on bad left hand bend. (OS Grid Ref: SK 77919 65931)
42	Leave A1 for B1164 Turn right B1164 Turn right at war memorial onto Unclassified Road Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
43	Leave A1 for B1164 Turn right B1164 Turn right at war memorial onto Unclassified Road Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
44	Leave A1 for B1164 Turn right B1164 Turn right at war memorial onto Unclassified Road Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access

Site Number	Preferred Route from main trunk road	Negotiable 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
45	Leave A1 for B1164 Turn right B1164 Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
46	Leave A1 for B1164 Turn right B1164 Continue to site	Yes			ESRN 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 Under And Over Bridge Length 44.32 m			Good access
47	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
48	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
49	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
50	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
51	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to prospoed site access	Yes					Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on grwoth at time of movement.	Good access
52	Exit A1 at Apleyhead onto A614 towards Ollerton Turn left A616 Ollerton Road Turn right A616 Back Lane Continue A616 to prospoed site access	Yes					Route from A1 to exit from A616 is old Staythorpe Power Station AIL route. Possible tree pruning on Maplebeck Road depening on grwoth at time of movement.	Good access



Appendix 3

Swept Path Assessments



Location Plan

Legend:

- 2 axle bed 4 axle trailer minimum turning arrangements Drawing ref. 23-1161.TC09
- Extent of vehicle track
- Extent of vehicle track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
0	23.05.25	Issued for comment

Revisions

Prepared by:

WYNNS ENGINEERS
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Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client:

elements green

Project:

Staythorpe Solar (North Muskham)

Title:

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

Dwg. no:	Sheet:	Rev:
23-1161.SPA05	1 of 2	0

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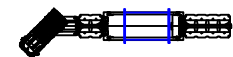



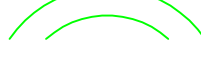

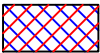




Swept Path Assessment
Indicative of 2 Axle Bed 4 Axle Trailer
Constructed from OS Master Map Data
Scale 1:500

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.



Legend:

-  2 axle bed 4 axle trailer
minimum turning arrangements
Drawing ref. 23-1161.TC09
-  Extent of vehicle track
-  Extent of vehicle track
-  Extent of oversail
-  Extent of road boundary
-  Extent of property boundary
-  Overrun and oversail beyond kerb
-  Overrun beyond kerb
-  Oversail beyond kerb

1		
0	23.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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Project:

Staythorpe Solar (North Muskham)

Title: 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.

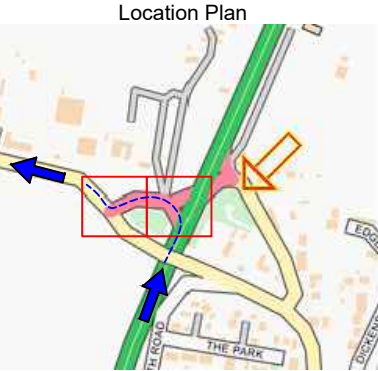
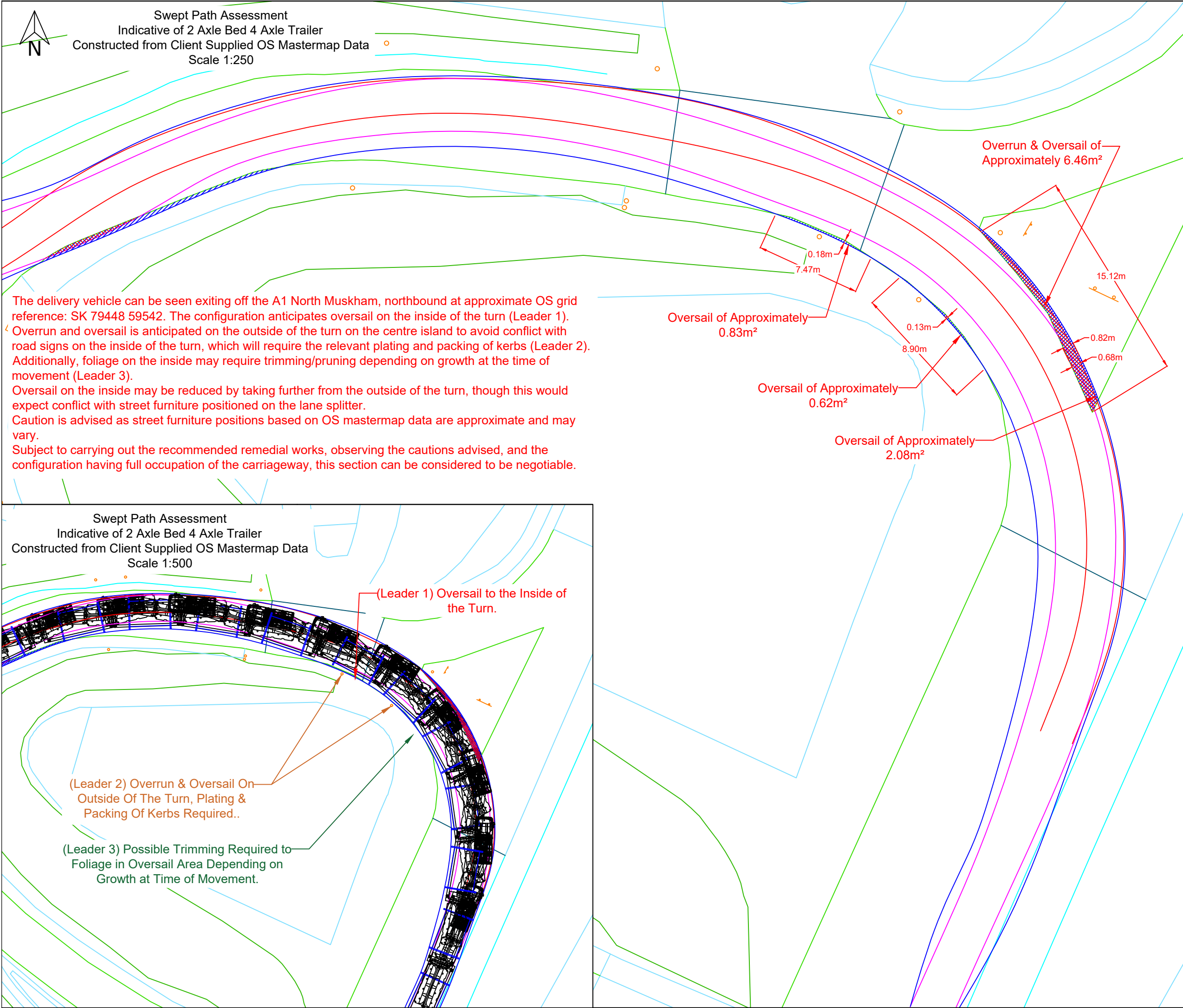
Drawing status:

Final Report

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Dwg. no: 23-1161.SPA05	Sheet: 2 of 2	Rev: 0

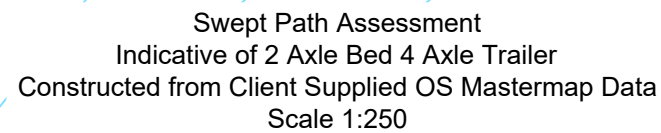
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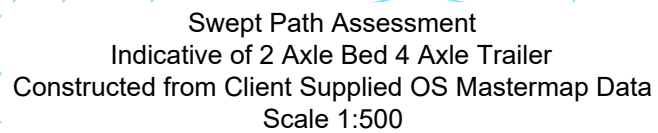
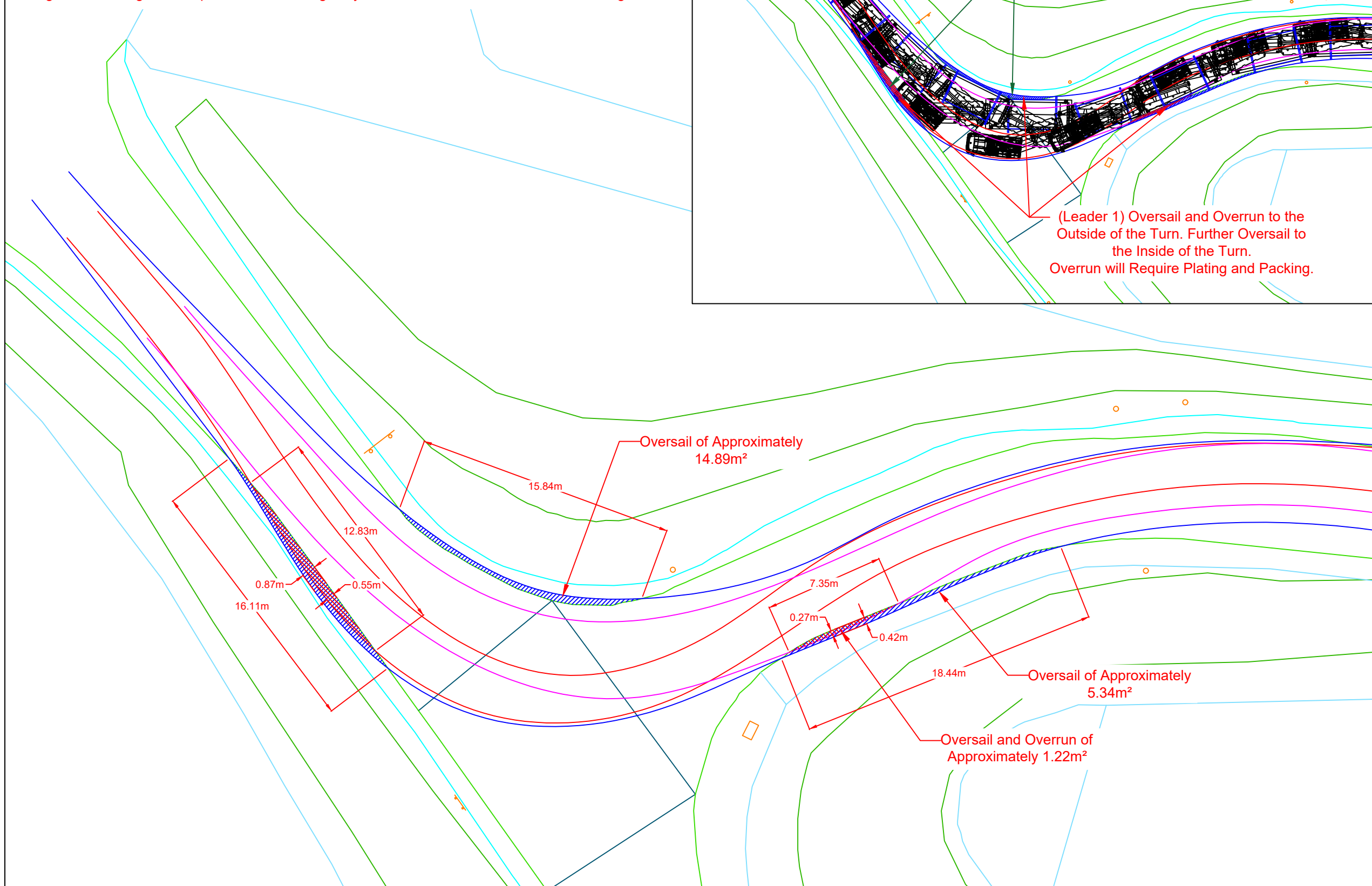


- Legend:**
- 2 axle bed 4 axle trailer minimum turning arrangements Drawing ref. 23-1161.TC04
 - Extent of vehicle track
 - Extent of vehicle track
 - Extent of oversail
 - Extent of road boundary
 - Extent of property boundary
 - Overrun and oversail beyond kerb
 - Overrun beyond kerb
 - Oversail beyond kerb

1		
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Rev.	Date	Amendments
Revisions		
Prepared by:		
<div><div><div><div>INDEPENDENT TRANSPORTATION</div><div>WYNNS</div><div>ENGINEERS</div></div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411</div></div><div>Independent Transportation Engineers</div></div>		
Client:		
<div><div></div><div>elements green</div></div>		
Project:		
Staythorp Solar (North Muskham)		
Title:		
Swept Path Assessment Negotiability of exit off A1 North Muskham, Northbound, considerate of indicative 30 te cable drum transported on 2 Axle Bed 4 Axle trailer.		
Drawing status:		
Final Report		
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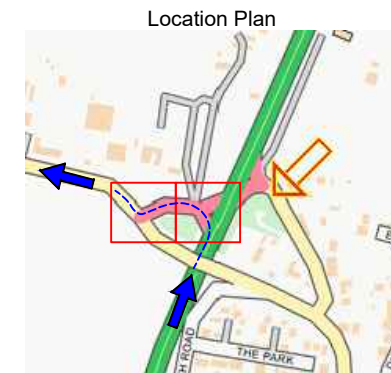


Subject to carrying out the recommended remedial works, observing the cautions advised, and the configuration having full occupation of the carriageway, this section can be considered to be negotiable.

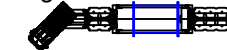


- (Leader 2) Possible Trimming Required to Foliage Depending on Growth at Time of Movement.

(Leader 1) Oversail and Overrun to the Outside of the Turn. Further Oversail to the Inside of the Turn.
Overrun will Require Plating and Packing.



Legend:



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



Extent of property boundary



Overrun and oversail beyond kerb



Overrun beyond kerb



Oversail beyond kerb

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Rev.	Date	Amendments

Revisions

Prepared by:



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Independent Transportation Engineers

Client:



Project:

Staythorp Solar (North Muskham)

Title:

Title: Swept Path Assessment
Negotiability of right turn from exit off A1 North Muskham
onto Vicarage Lane, considerate of indicative 30 te cable
drum transported on 2 Axle Bed 4 Axle trailer.

Drawing status:

Final Report

Scale (A3): As shown	Drawn by: JMB	Checked by: MTO
Dwg. no: 23-1161.SPA06	Sheet: 2 of 3	Rev: 0

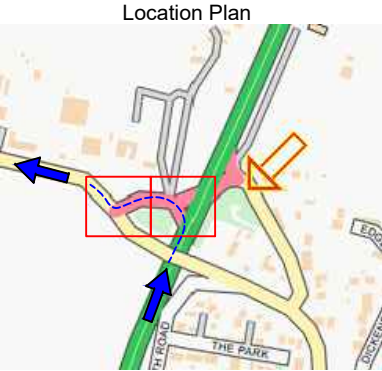
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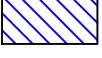


Swept Path Assessment
Indicative of 2 Axle Bed 4 Axle Trailer
Constructed from Client Supplied OS Mastermap Data
Scale 1:500

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.



Legend:
 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
-  Extent of property boundary
-  Overrun and oversail beyond kerb
-  Overrun beyond kerb
-  Oversail beyond kerb

1		
0	23.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

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Client:


Project:
Staythorp Solar (North Muskham)

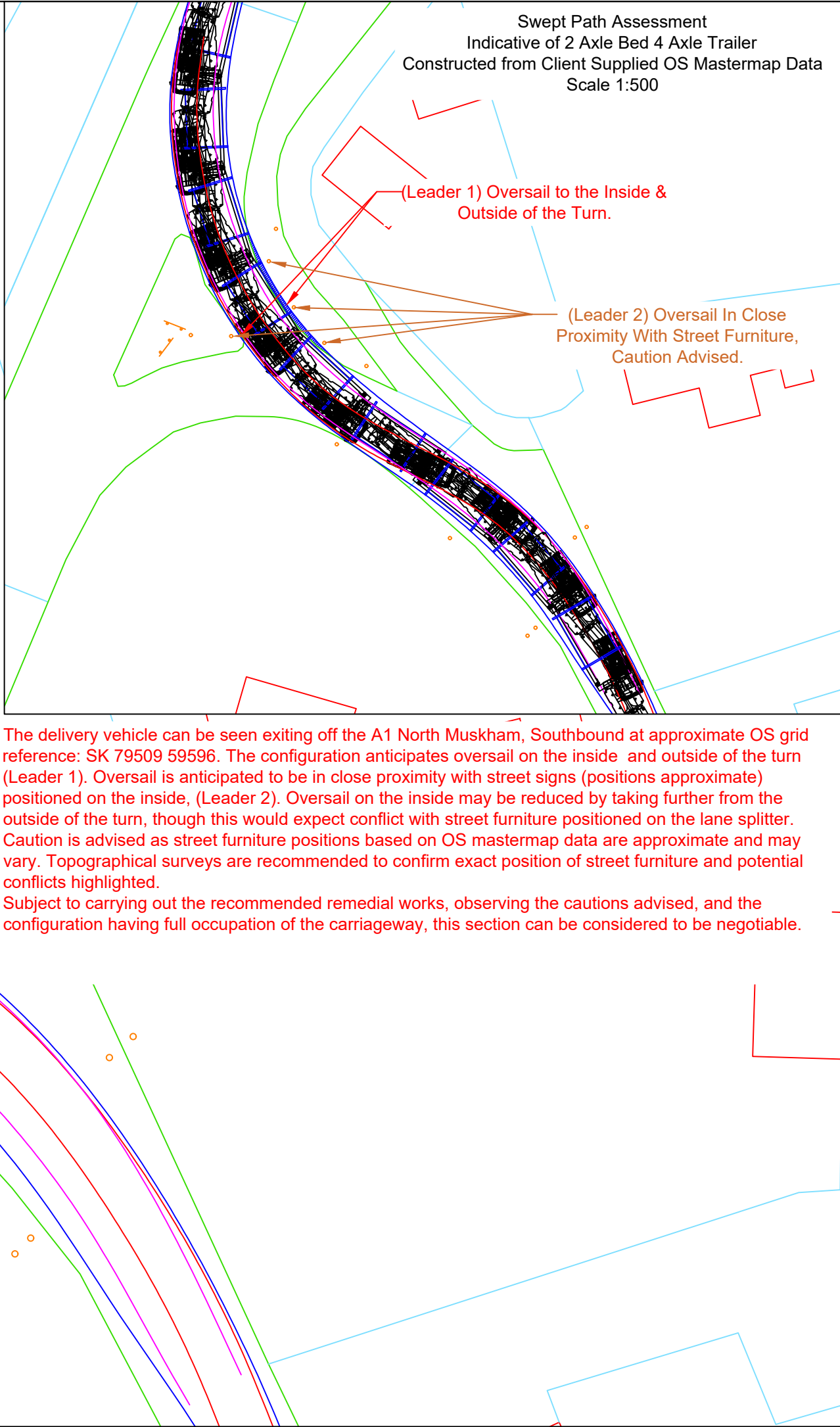
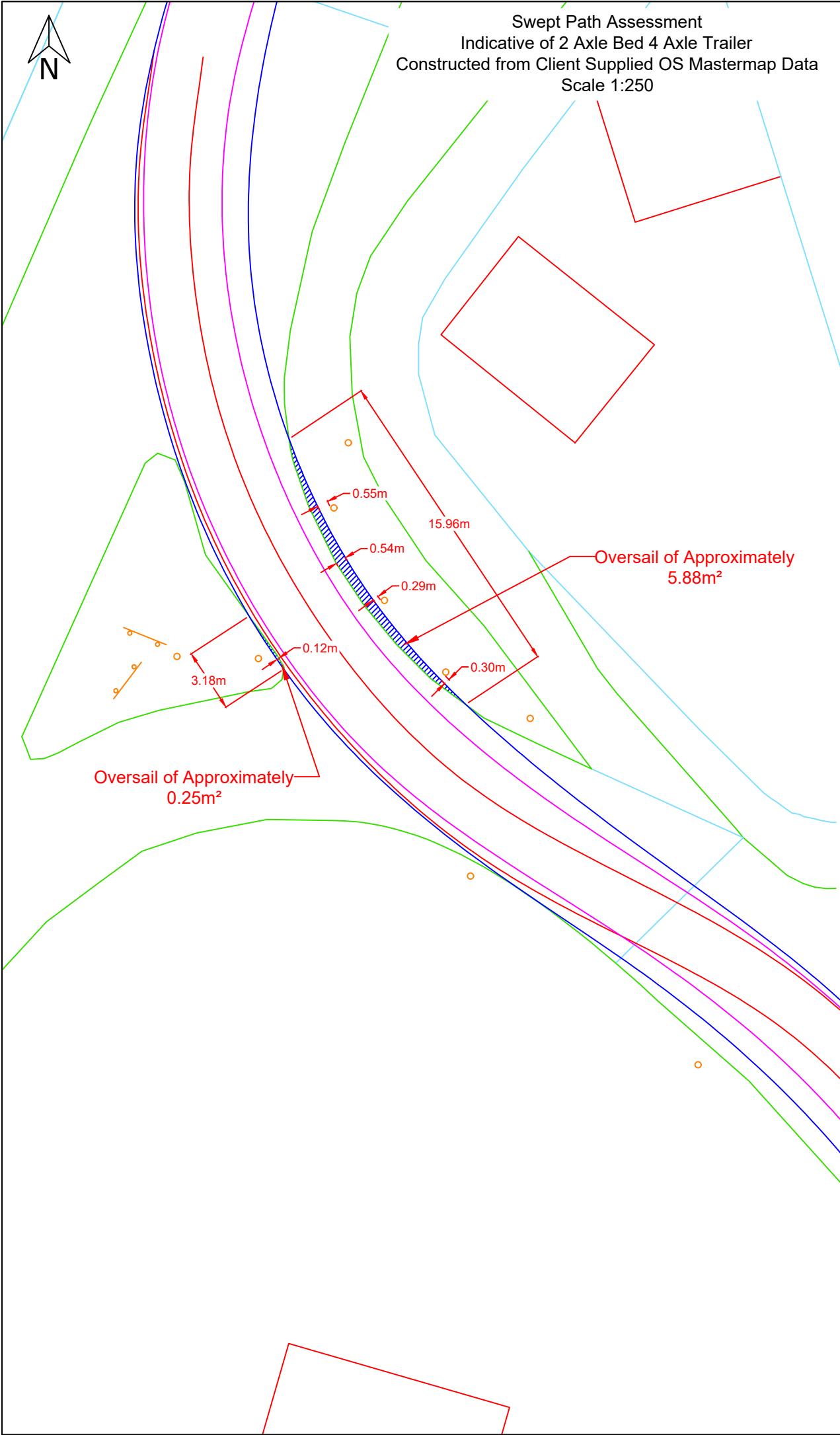
Title:
Swept Path Assessment
Negotiability of exit off A1 North Muskham, Northbound,
then right turn from A1 exit onto Vicarage Lane
considerate of indicative 30 te cable drum transported on
2 Axle Bed 4 Axle trailer.

Drawing status:
Final Report

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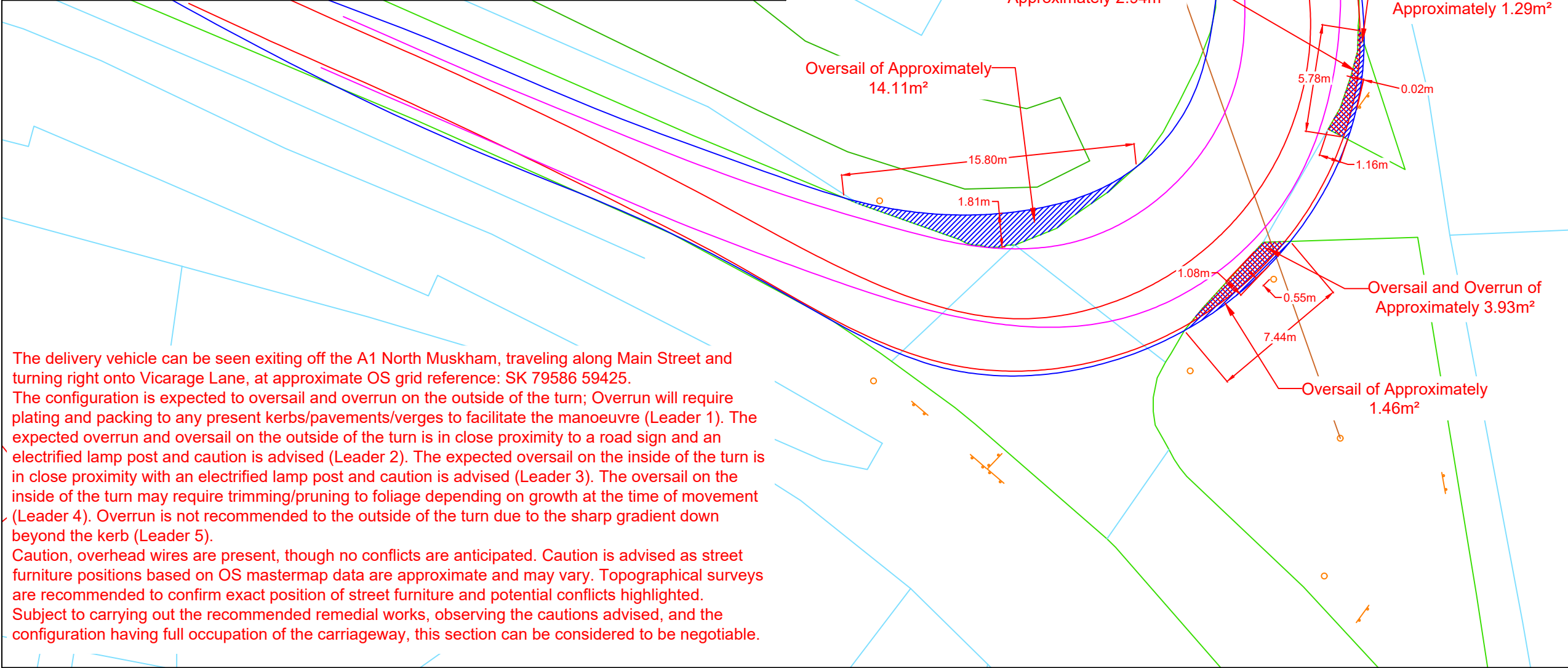
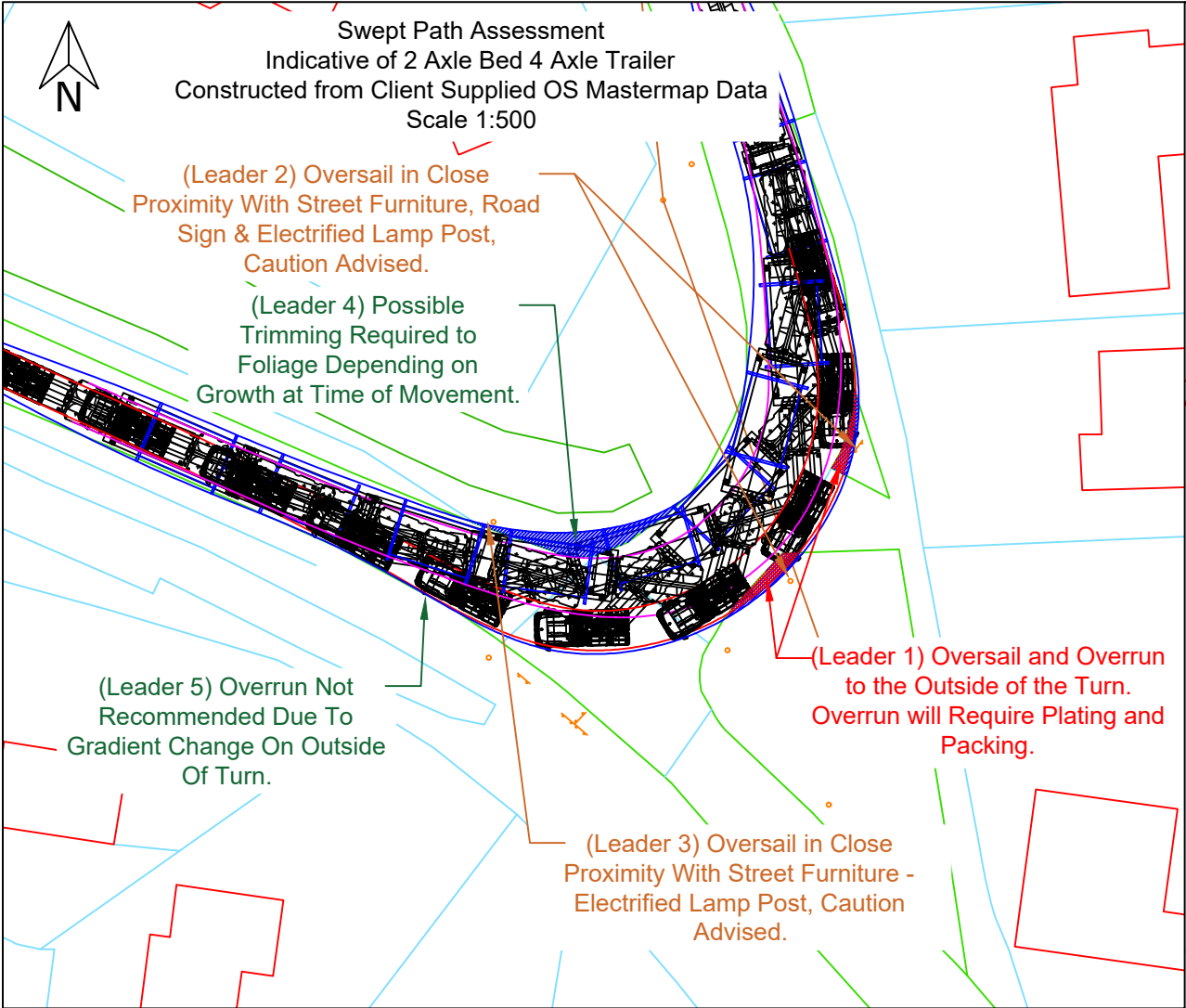


Location Plan

Legend:

- Extent of vehicle track
- Extent of vehicle track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

1		
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Rev.	Date	Amendments
Revisions		
Prepared by:		
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Independent Transportation Engineers		
Client:		
		
Project:		
Staythorpe Solar (North Muskham)		
Title:		
Swept Path Assessment Negotiability of exit off A1 North Muskham, Southbound, 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:
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Location Plan

Legend:

- 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
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

Rev.	Date	Amendments
1		
0	23.05.25	Issued for comment

Revisions

Prepared by:

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Tel: (01785) 850411

Client:

elements green

Project:

Staythorpe Solar (North Muskham)

Title:

Swept Path Assessment
Negotiability of right turn from exit off A1 North Muskham onto Vicarage Lane, 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:
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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.



Legend:
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
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

1		
0	23.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Independent Transportation Engineers

Client:


Project:
Staythorpe 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.

Drawing status:
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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Power\Staythorpe Solar