

Great North Road Solar and Biodiversity Park

Environmental Statement

Volume 4 - Technical Appendices

Technical Appendix A14.1 - Transport Statement - Appendix G
(Abnormal Load Report)

Document Reference - EN010162/APP/6.4.14.1A

Revision number 2

January 2026

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





A14.1.15 APPENDIX G – ABNORMAL LOAD REPORT



Abnormal Indivisible Load Route Summary for access to Great North Road Solar and Biodiversity Park Substation Locations from the Port of Goole

Prepared for Elements Green Trent Ltd





NAME		SIGNATURE	DATE
Prepared by:	Steve Batsford	[REDACTED]	15.01.26
Checked by:	Andy Pearce		15.01.26
Approved by:	Andy Pearce		15.01.26

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DOCUMENT REVISIONS

Issue	Date	Details
0	13.01.26	Route Summary
1	14.01.26	Revised to include client comments
2	15.01.26	Revised to include client amendments



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1. Introduction

- 1.1. This document provides route information for achieving Abnormal Indivisible Load (AIL) access to the proposed Great North Road Solar and Biodiversity Park Project area for heavy transformer access.
- 1.2. Elements Green Trent Ltd have instructed for Wynns to originate the investigations from the Port of Goole and utilise this as the sole location for the delivery of AIL project cargo.
- 1.3. This report demonstrates 2no proposed routes from the Port of Goole. Both will require further detailed discussions and approvals to be agreed with National Highways.
- 1.4. The locations to be considered are shown below for this specific project for AIL access. Previous reports have detailed the physical negotiability of access on the final routes to each substation from the A1 trunk road.
 - Site 1 - Kelham West
 - Site 2 - Ossington
 - Site 3 - Maplebeck
 - Site 4 - Kersall
- 1.5. Wynns have during 2024/25 cleared routes from both Goole south of Newark for other project work in the area for transformers and the A1 can be considered as structurally suitable for the proposed AIL's.

2. Route Information

2.1. *Route directions to Sites 1, 3, 4 and 400kv Substation.*

Depart Port of Goole, West Dock South (OS Grid Ref: SE 74216 23104)

Turn right onto A161 Normandy Way

Turn left taking M62 westbound entry slip road.

Take M18 southbound

Avoid unsuitable junction overbridge structure at M18 Jct 6 by travelling via junction off/on slip roads at Thorne

Turn left A1 southbound

Turn right A614 Blyth Road

Turn left Ollerton Road

Turn right A616 Ollerton Road

For Site 4 - Kersall

Turn right Mill Lane

Continue to site (OS Grid Ref: SK 72188 62246)

For Site 3 - Maplebeck

Turn right Maplebeck Road

Continue to site (OS Grid Ref: SK 72845 60095)

For 400kv Substation



Continue along A616 Ollerton Road
Turn right to continue along Ollerton Road
Turn right A617 Main Road
Continue to site (OS Grid Ref: SK 75548 55590)

For Site 1 – Kelham West

Continue along A616 Ollerton Road
Turn right to continue along Ollerton Road
Turn right A617 Main Road
Turn right Caunton Road
Continue to site (OS Grid Ref: SK 73366 58022)

2.2. *Route directions to Site 2.*

For Site 2 – Ossington

Depart Port of Goole, West Dock South (OS Grid Ref: SE 74216 23104)
Turn right onto A161 Normandy Way
Turn left taking M62 westbound entry slip road.
Take M18 southbound
Avoid unsuitable junction overbridge structure at M18 Jct 6 by travelling via junction off/on slip roads at Thorne
Turn left A1 southbound
Take A1 exit for B1164 (OS Grid Ref: SK 79528 64391)
Turn right B1164 Ossington Road westbound
Continue to site (OS Grid Ref: SK 77250 64711)

2.3. *Route directions to Sites 1, 3, 4 and 400kv Substation via A46.*

Depart Port of Goole, West Dock South (OS Grid Ref: SE 74216 23104)
Turn right onto A161 Normandy Way
Turn left taking M62 westbound entry slip road.
Take M18 southbound
Avoid unsuitable junction overbridge structure at M18 Jct 6 by travelling via junction off/on slip roads at Thorne
Turn left A1 southbound
Take A1 exit for A46, turn left westbound
Turn right onto Great North Road to rejoin route for 'Sites 1, 3, 4 and 400kv Substation' as above. (OS Grid Ref: SK 76744 57372)

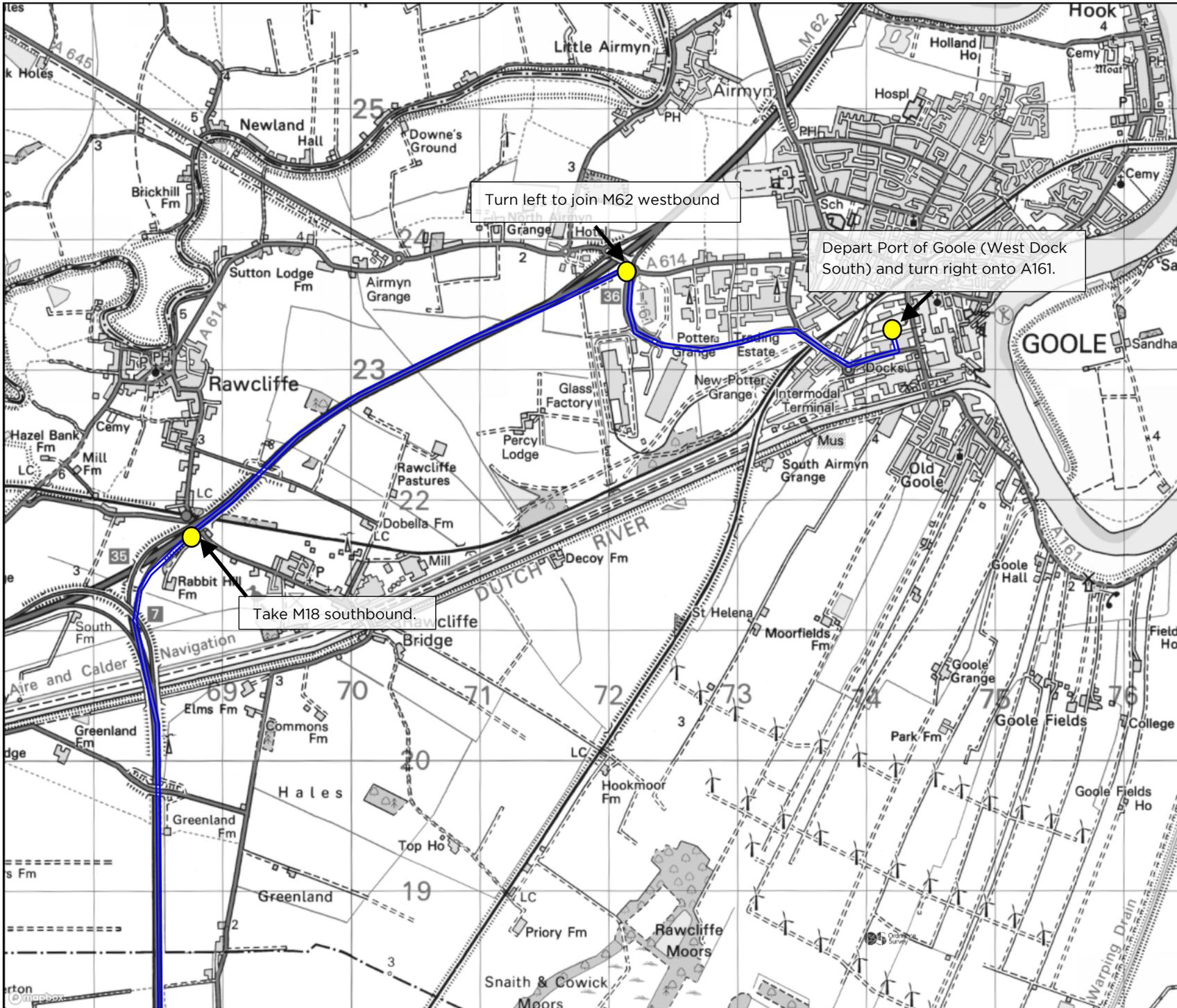
3. Conclusion

3.1. The routes listed above utilise previously proven AIL routes from Port of Goole, although it must be noted that Local Authorities and Structural Stakeholders have not been approached or provided their acceptance for the specific vehicle proposed here to travel.



Appendix 1

Maps

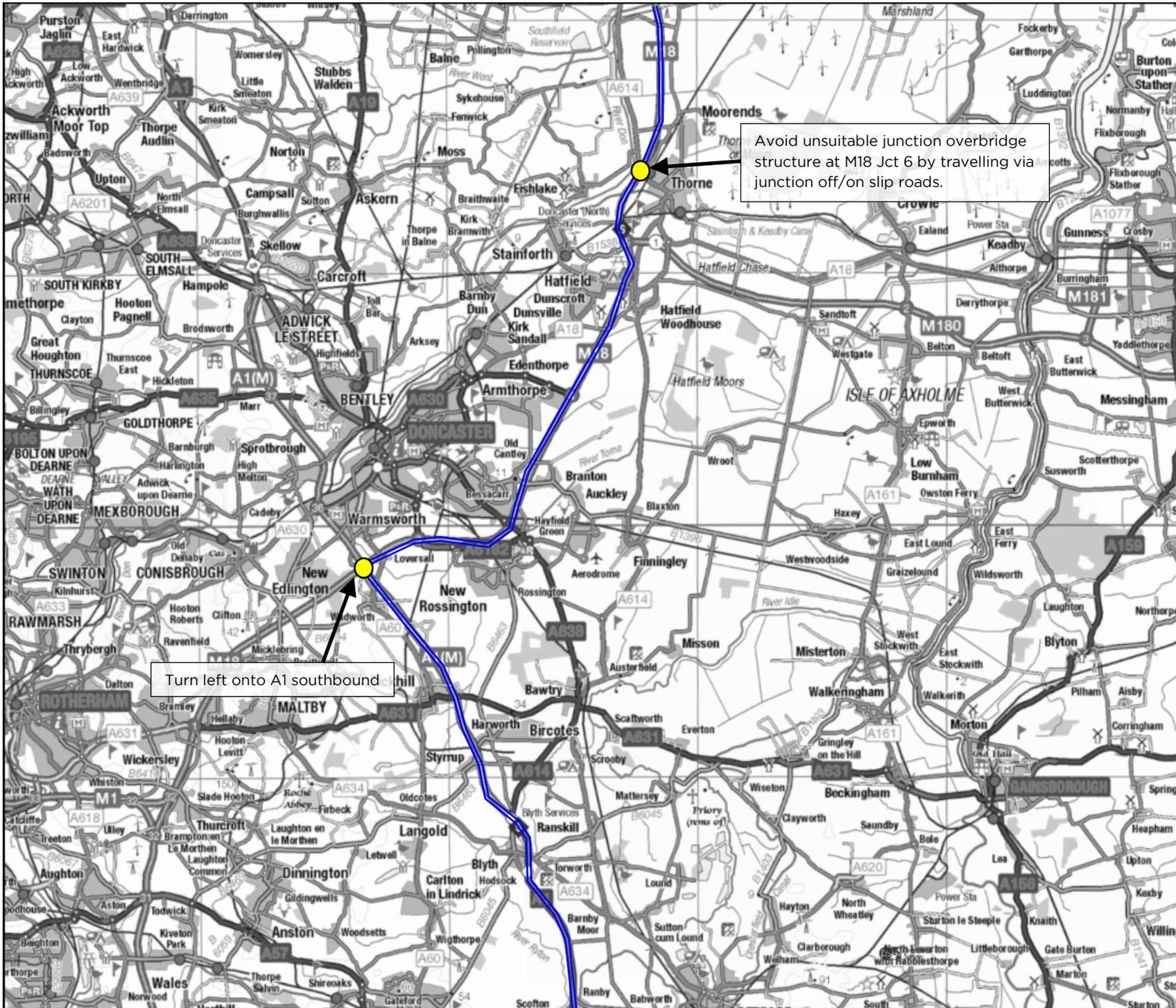


Turn left to join M62 westbound

Depart Port of Goole (West Dock South) and turn right onto A161.

Take M18 southbound.

Key		
	Route 1 (Sites 1, 3 & 4 Access)	
	Route 2 (Site 2 Access)	
	Point of Interest	
B		
A		
O	13.01.26	First Issue
Rev	Date	Amendments:
Revisions		
		Wynns Ltd. Independent Transportation Engineers
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:	Elements Green Trent Ltd 1 Half Moon Street W1J 7AY London	
Project:	GNR Solar and Biodiversity Park	
Title:	Map 1 – Routes from Port of Goole to Site	
Drawing Status:	Route Summary	
Scale (A4): NTS	Drawn by: SMB	Checked by: ARP
Ref No.: 23-1161.Map01	Sheet: 1 of 4	Rev.: 0
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Avoid unsuitable junction overbridge structure at M18 Jct 6 by travelling via junction off/on slip roads.

Turn left onto A1 southbound

Key

	Route 1 (Sites 1, 3 & 4 Access)
	Route 2 (Site 2 Access)
	Point of Interest

B		
A		
O	13.01.26	First Issue
Rev	Date	Amendments:

Revisions



Wynns Ltd.
Independent
Transportation
Engineers

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

Client:		Elements Green Trent Ltd 1 Half Moon Street W1J 7AY London
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Project:	GNR Solar and Biodiversity Park
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Title:	Map 1 – Routes from Port of Goole to Site
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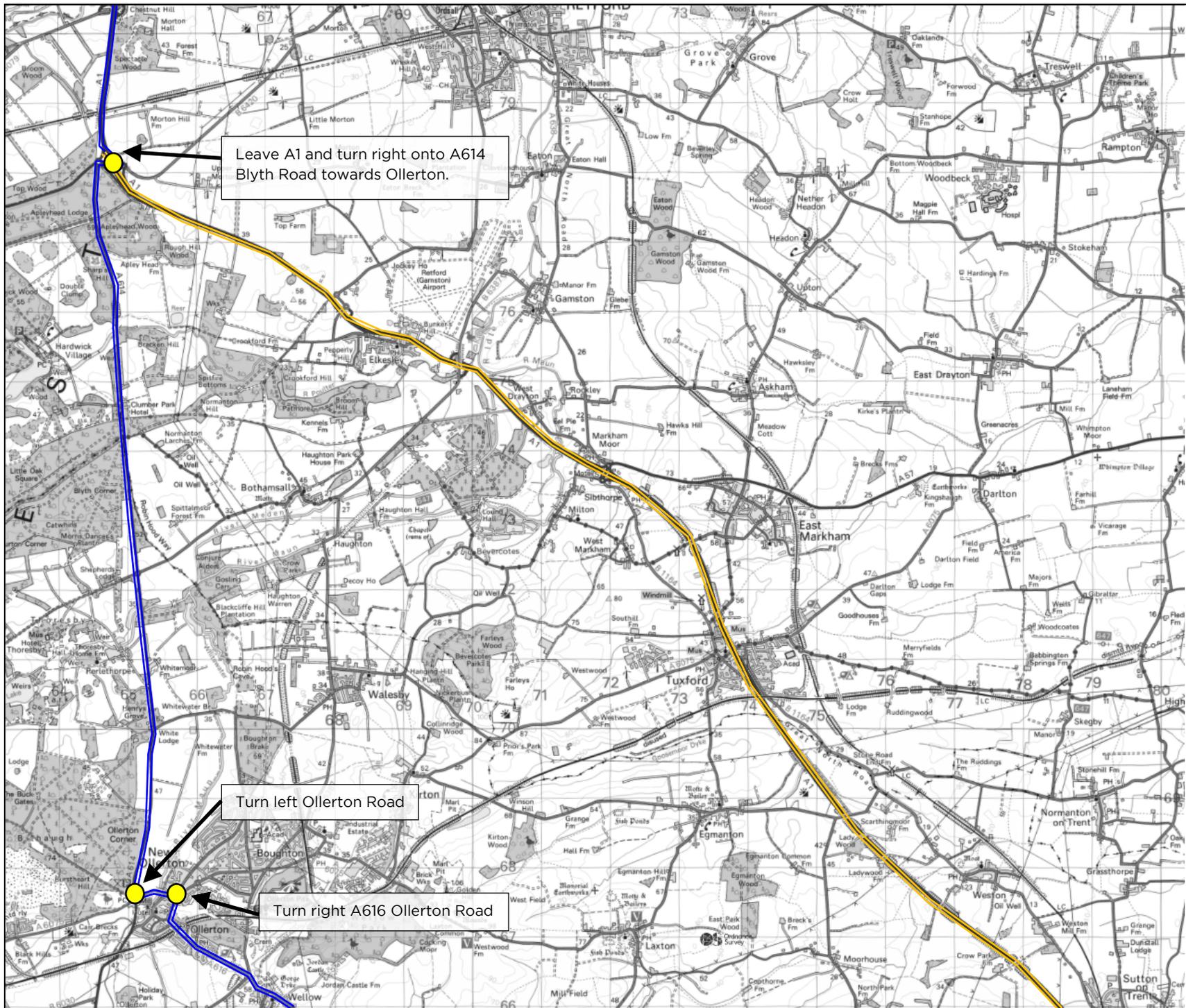
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NTS	SMB	ARP

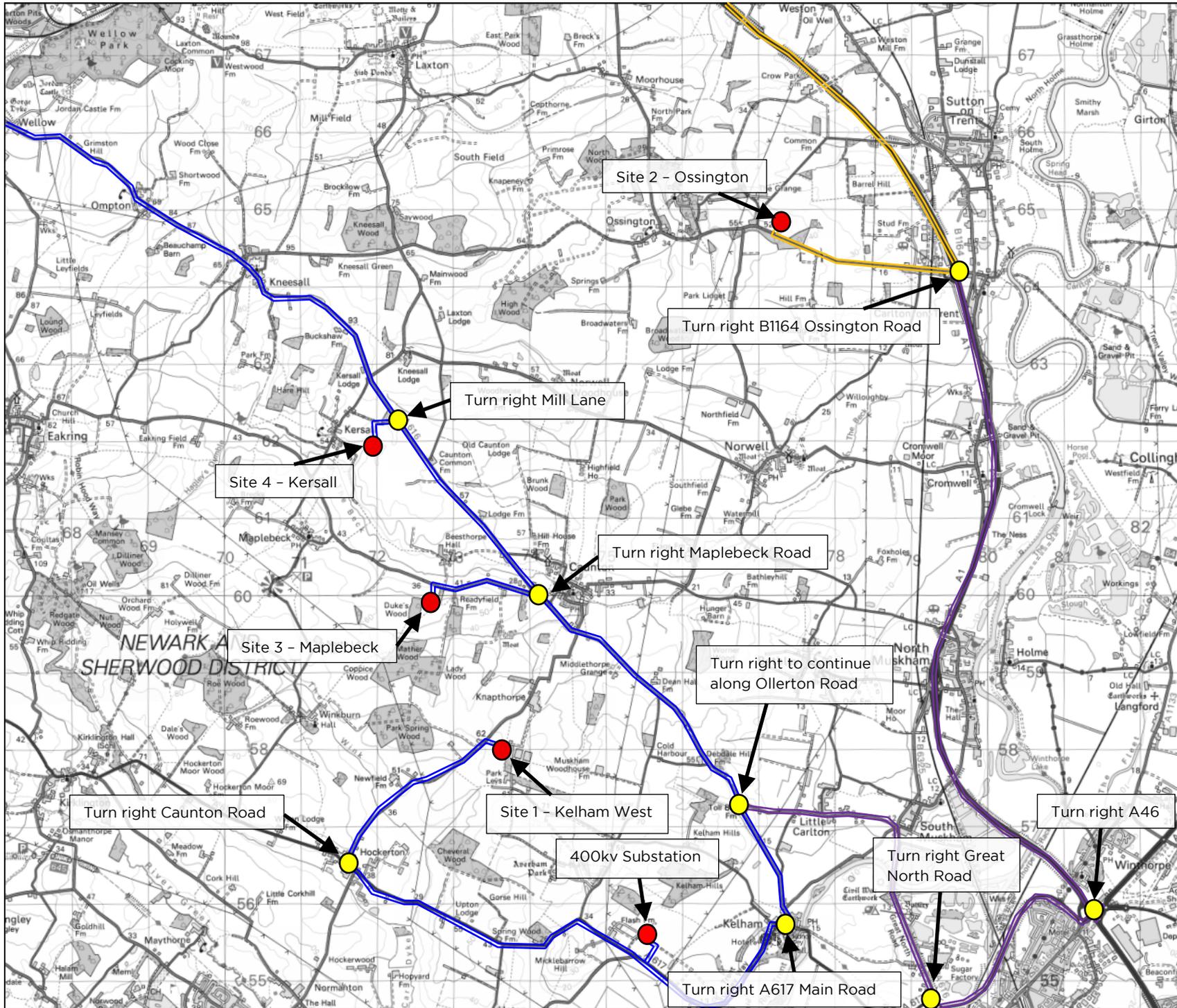
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Key		
	Route 1 (Sites 1, 3 & 4 Access)	
	Route 2 (Site 2 Access)	
	Point of Interest	
B		
A		
O	13.01.26	First Issue
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Revisions		
		Wynns Ltd. Independent Transportation Engineers
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:	Elements Green Trent Ltd 1 Half Moon Street W1J 7AY London	
Project:	GNR Solar and Biodiversity Park	
Title:	Map 1 – Routes from Port of Goole to Site	
Drawing Status:	Route Summary	
Scale (A4):	Drawn by:	Checked by:
NTS	SMB	ARP
Ref No.:	Sheet:	Rev.:
23-1161.Map01	3 of 4	0
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Key		
	Route 1 (Sites 1, 3 & 4 Access)	
	Route 2 (Site 2 Access)	
	Route 3 (Sites 1, 3 & 4 Access)	
	Point of Interest	
	GNR Solar and Biodiversity Park Substation Location	

B		
A	14.01.26	Include client comments
O	13.01.26	First Issue
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Revisions		
		Wynns Ltd. Independent Transportation Engineers
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:	Elements Green Trent Ltd 1 Half Moon Street W1J 7AY London	
Project:	GNR Solar and Biodiversity Park	
Title:	Map 1 – Routes from Port of Goole to Site	
Drawing Status:	Route Summary	
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Ref No.:	Sheet:	Rev.:
23-1161.Map01	4 of 4	0

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Appendix 2

Transport Arrangement Drawings

Load table	
16-axle girder frame trailer	
Self weight of transformer	180.0 te
Self weight of trailer	92.0 te
Self weight of aux. steelwork (for L&S)	0.0 te
Total combined weight	272.0 te
Load per trailer	136.0 te
Load per axle line	17.0 te
Load per axle	8.5 te
Load per wheel (4 per axle)	2.13 te
Overall ground bearing pressure	4.32 te/m ²
Tractor(s) (48 te)	
Front axle	9.0 te
Second steer	9.0 te
Rear axle	15.0 te
Rear axle	15.0 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] Transformer sizes, and transport lug positions are indicative and to be confirmed.

Rev.	Date	Amendments
2	25.01.24	Client Name Amended
1	19.01.24	Revised Bolster Centre

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project: Staythorpe Solar

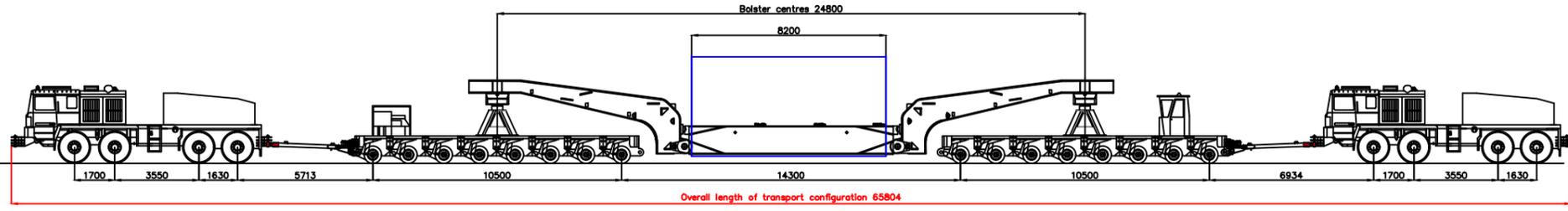
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Conceptual 180 te transformer carried within
16-axle girder frame trailer
showing minimum turning radii

Drawing status: Final report

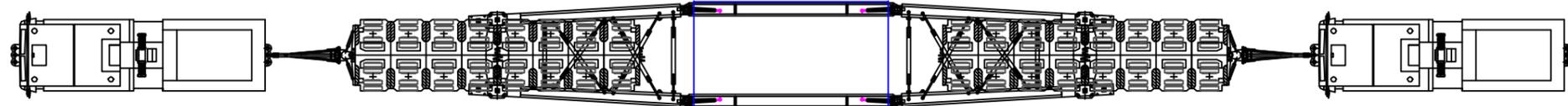
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Dwg. no: 23-1161.TC05	Sheet: 1 of 1	Rev: 2

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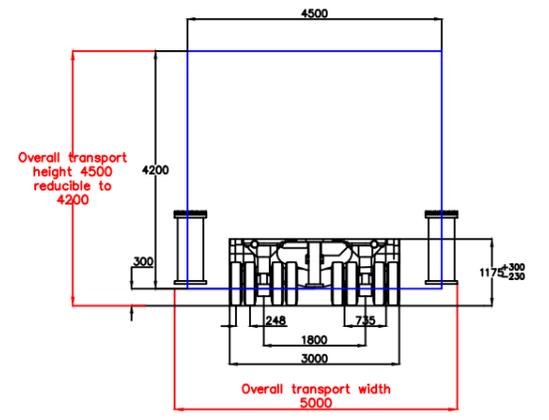
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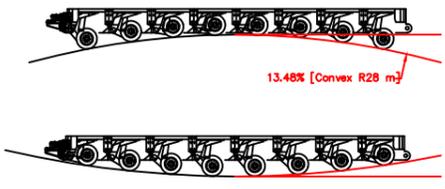
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Indicative 180 te transformer
Scale 1:250



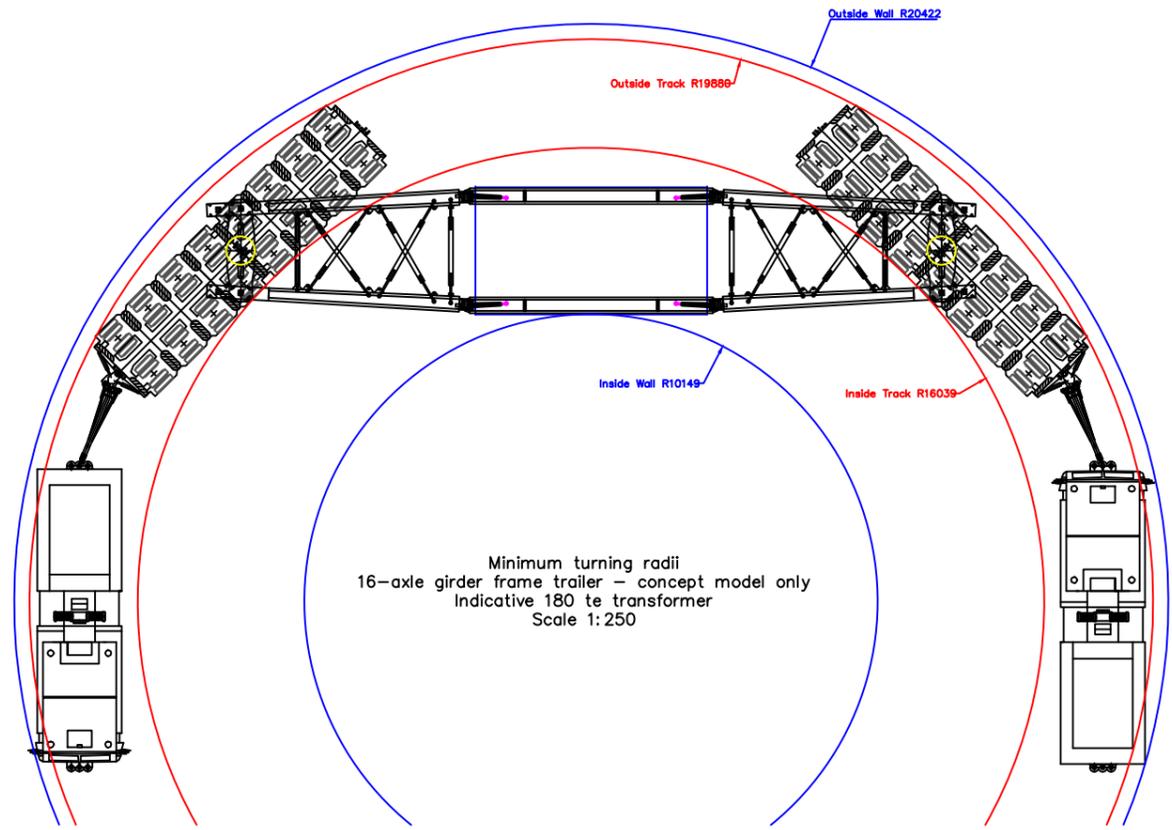
Plan view - 16-axle girder frame trailer - concept model only
Indicative 180 te transformer
Scale 1:250



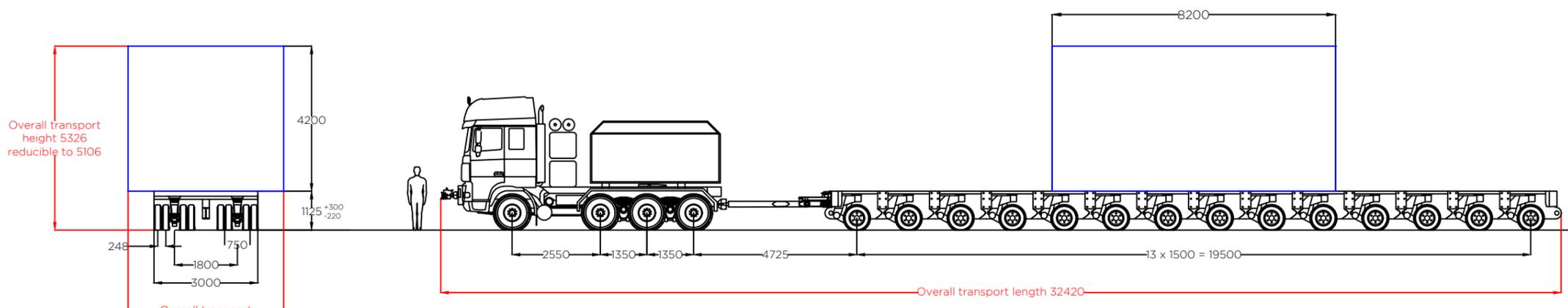
Profile view
Scale 1:125



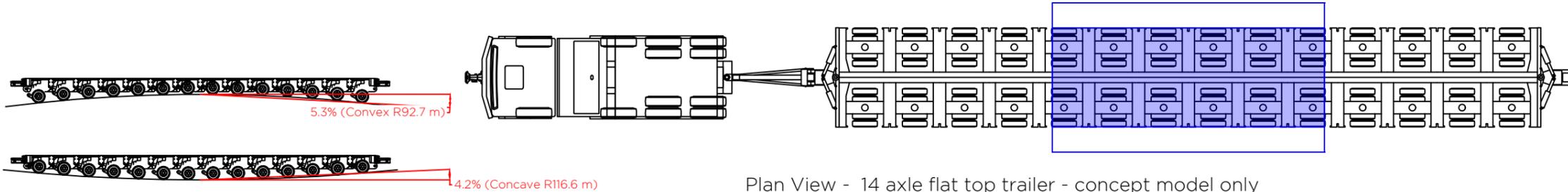
Vertical curve negotiability
information based on manufacturers literature
(Scale 1:250)



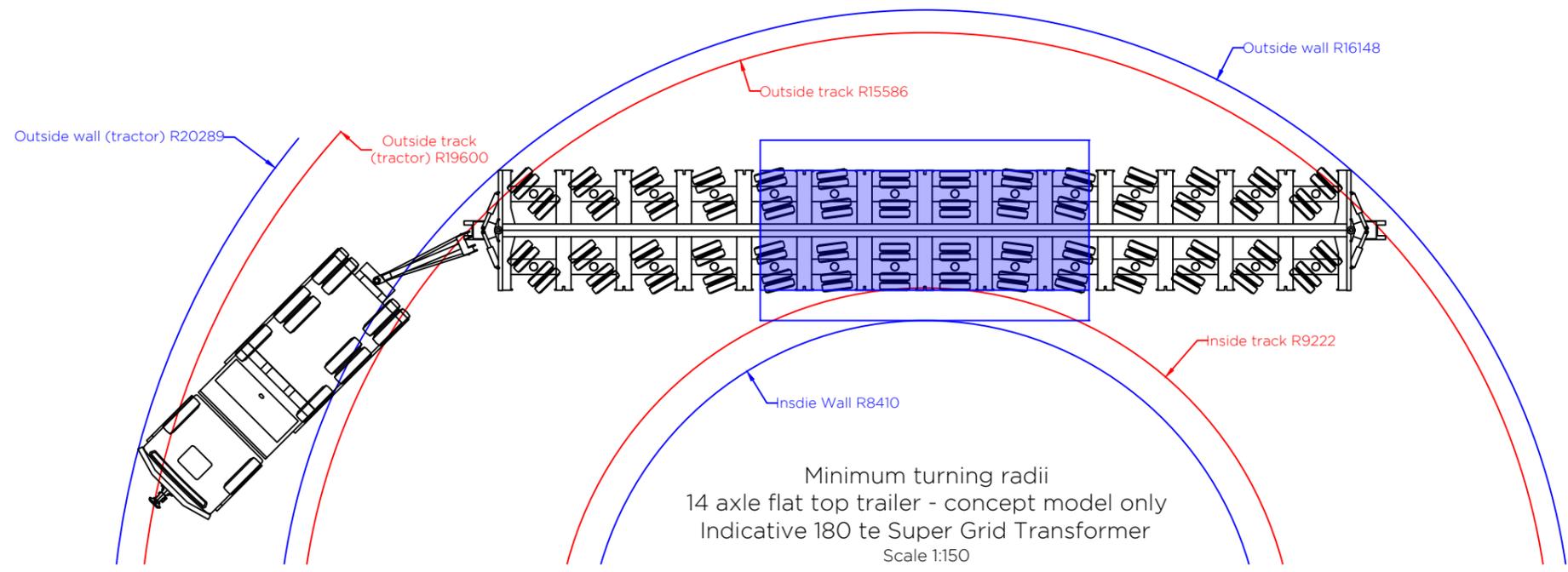
Minimum turning radii
16-axle girder frame trailer - concept model only
Indicative 180 te transformer
Scale 1:250



Elevation View - 14 axle flat top trailer - concept model only
Indicative 180 te Super Grid Transformer
Scale 1:150



Plan View - 14 axle flat top trailer - concept model only
Indicative 180 te Super Grid Transformer
Scale 1:150



Minimum turning radii
14 axle flat top trailer - concept model only
Indicative 180 te Super Grid Transformer
Scale 1:150

Load Table	
14 axle flat top trailer	
Self weight of load	180.0 te
Self weight of trailer	45.4 te
Total combined weight	225.4 te
Load per axle line	16.10 te
Load per axle	8.05 te
Load per wheel (4 per axle)	2.01 te
Overall ground bearing pressure	3.85 te/m ²

Tractor (42 te)	
Front axle	8.0 te
Second steer	10.0 te
Rear axle	12.0 te
Rear axle	12.0 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] Transformer sizes, and transport lug positions are indicative and to be confirmed.

Rev.	Date	Amendments
1		
0	08.06.23	Issued for comment

Revisions

Prepared By:



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

Independent Transportation Engineers

Client:



Project: **Staythorpe Solar**

Title:
Indicative Transport Configuration
180 te Super Grid Transformer carried on
14 axle flat top trailer
showing minimum turning radii

Drawing Status: **Final report**

Scale (A3): As shown	Drawn By: MTO	Checked By: ARP
DWG. No: 23-1161.TC06	Sheet: 1 of 1	Rev: 0



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





NAME		SIGNATURE	DATE
Prepared by:	Steve Batsford		04.12.24
Checked by:	Andy Pearce		05.12.24
Approved by:	Andy Pearce		06.12.24

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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



Contents

Contents	1
1. Introduction	2
2. Transport Drawings	2
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.

- 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.

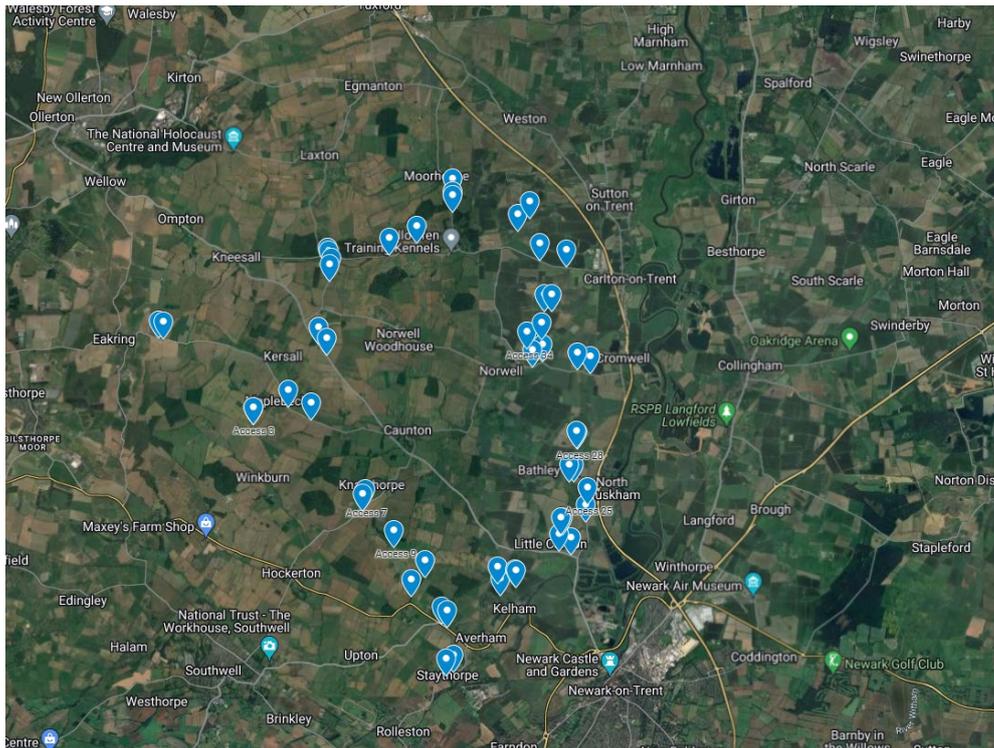


Figure 1. Cable Drum access points for GNR Solar and Biodiversity Park Project

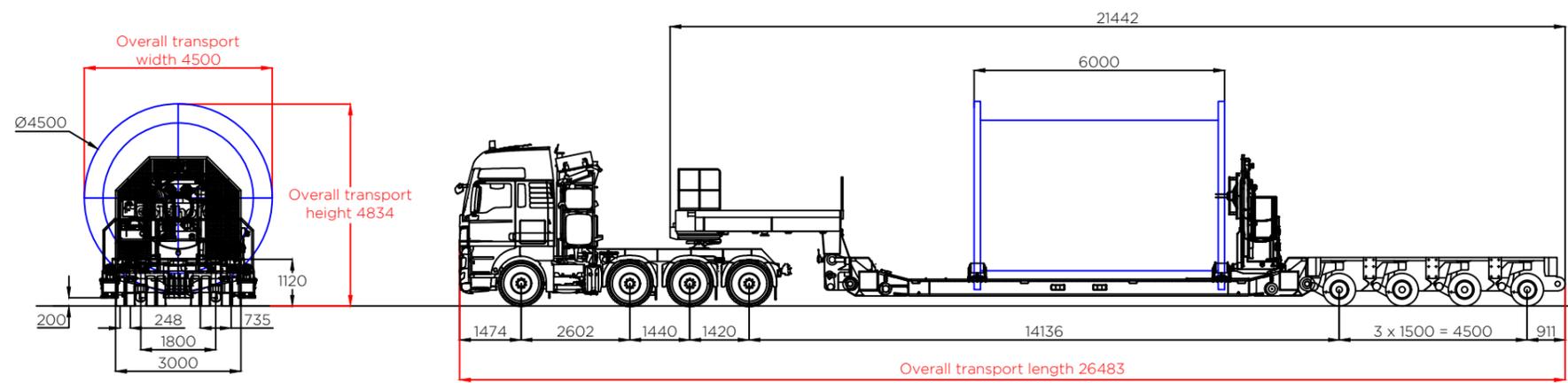
4. Physical Route Survey

- 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.



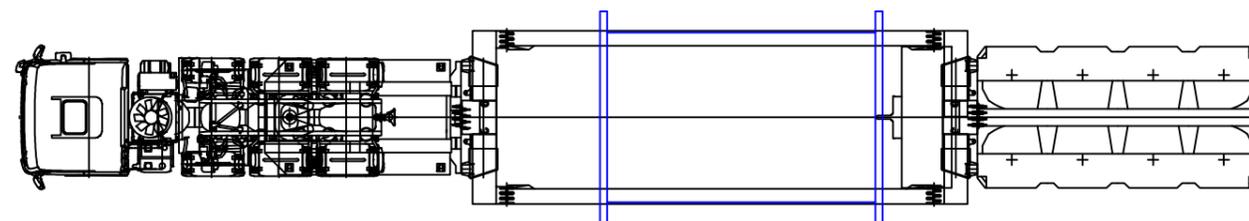
Appendix 1

Transport Configurations

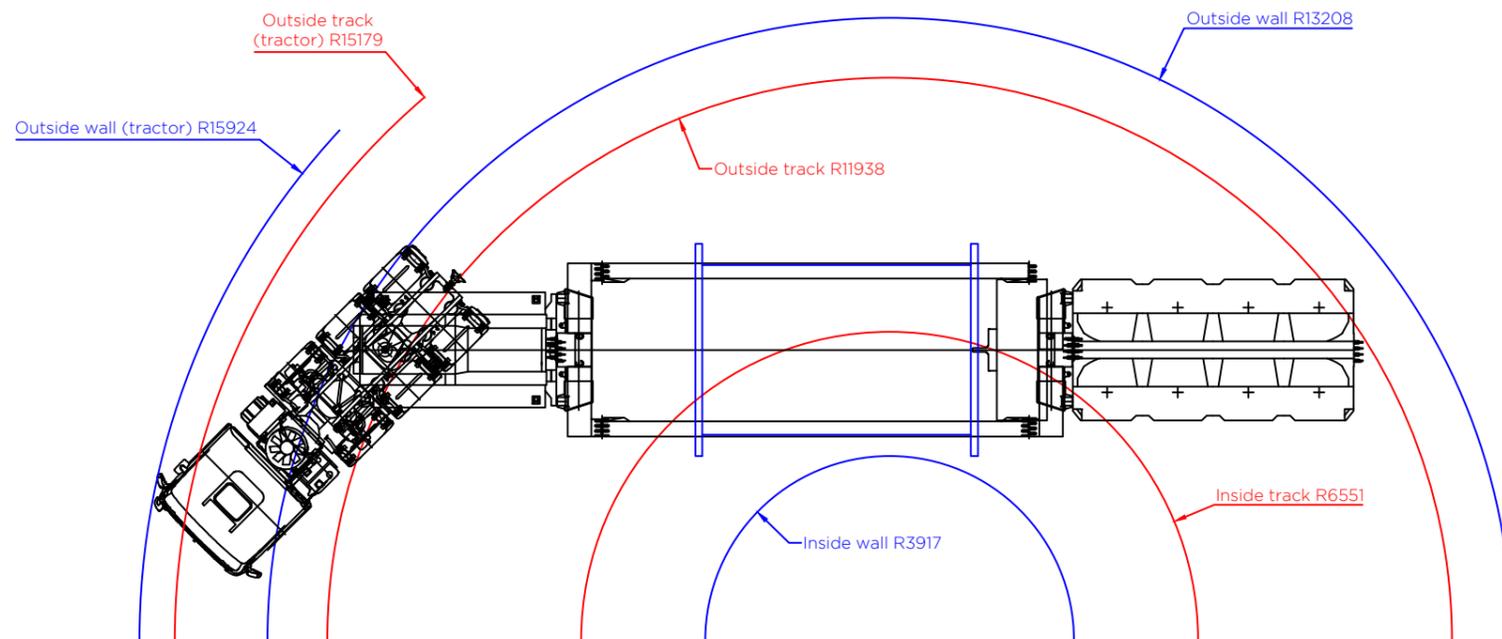


Profile view

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.

Rev.	Date	Amendments
1	05.12.24	Client Name Amended
0	21.10.24	Issued for comment

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

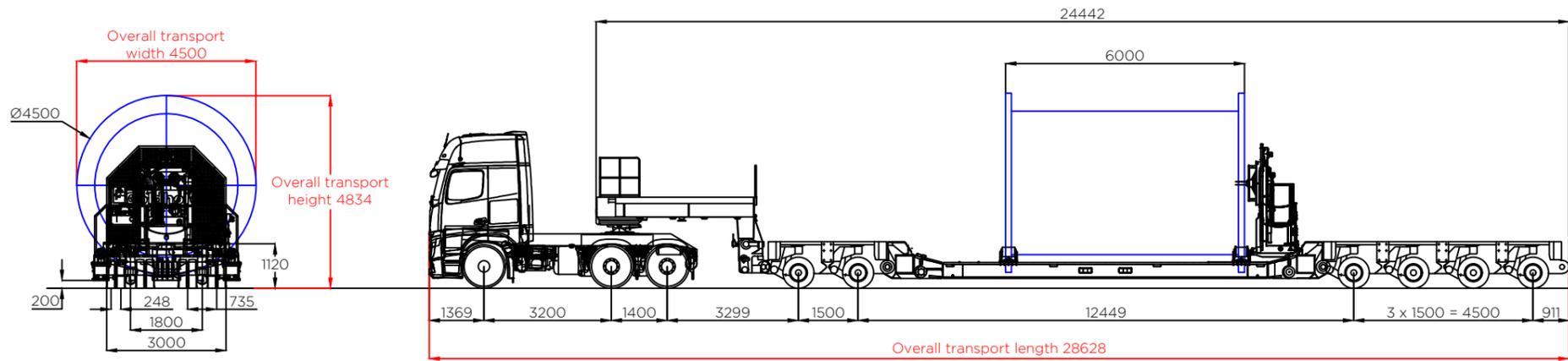
Drawing status:

Final report

Scale (A3): 1:150	Drawn By: MTO	Checked By: ARP
Dwg. no: 23-1161.TC08	Sheet: 1 of 1	Rev: 1

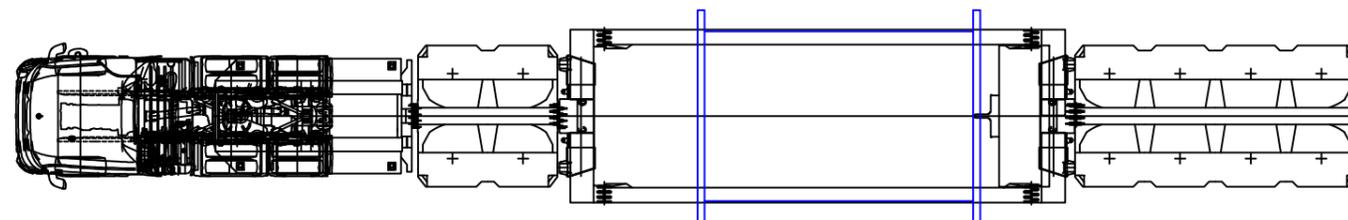
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P:\Clients\Existing Clients\Elements Green\23-1161 GNR Solar and Biodiversity Park\Transport Configurations\23-1161.TC08 GNR Solar and Biodiversity Park30te cable drum 4 axle spooling trailer R0.dwg

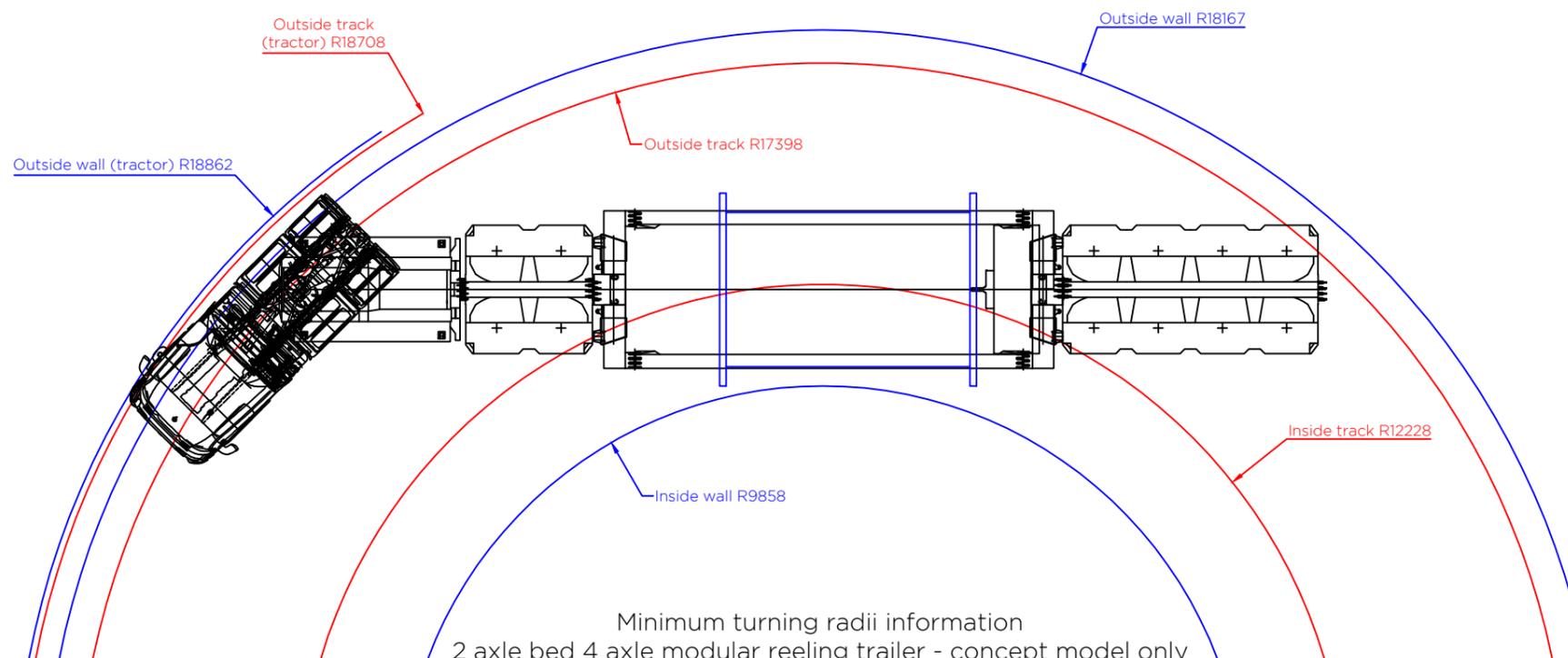


Profile view

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.

Rev.	Date	Amendments
1	05.12.24	Client Name Amended
0	21.10.24	Issued for comment

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
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

Review of possible cable drum ALL access points for GNR Solar and Biodiversity Park

Last Update 06.06.25

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 Caunton 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 depending 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 Caunton 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 depending 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 Caunton Turn right Maplebeck Road Turn left to Maplebeck village The 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 Caunton Turn right Maplebeck Road Turn left to Maplebeck village The 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 Caunton 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 depending 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 Caunton 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 depending 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 Caunton Lane Continue to site	Yes	Right turn to from A616 to Caunton Road is expected to be negotiable although caution required. Caunton 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 Caunton Road Continue to proposed site	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 Caunton Road is expected to be negotiable although caution required on alternative 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 Caunton Lane Continue to site	Yes	Right turn to from A616 to Caunton Road is expected to be negotiable although caution required. Caunton 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 Caunton Road Continue to proposed site	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 Caunton Road is expected to be negotiable although caution required on alternative 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 access needed outside of highway. Final left turn at Broad Gate Lane will require survey to confirm access at 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 outdrie 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 outdrie 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			<p>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</p>			Good access
39	Leave A1 for B1164 Turn right B1164 Ossington Road Continue to site	Yes			<p>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</p>			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 half-way along Unclassified Lane, Power line pole on inside bend.	Topo survey required for the left hand bend which comes near to power line poles.	<p>S-SK791658-1 Name Old Crow Park Railway Bridge - ECML Unique Id 3301B Coordinates 479199, 365842 Owner/Stakeholder Nottinghamshire County Council</p> <p>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</p>	Coming from south will require sweepth 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 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 Type simply supported span Class Under And Over Bridge Length 37.4 m	Coming from south will require sweepth 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 ALL 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 ALL route. Possible tree pruning on Maplebeck Road depening on grwoth at time of movement.	Good access



Appendix 3

Swept Path Assessments



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

(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.

Direction of Travel

(Leader 2) Oversail In Close Proximity With Railings, Caution Advised.

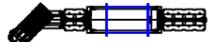
Swept Path Assessment
Indicative of 2 Axle Bed 4 Axle Trailer
Constructed from OS Master Map Data
Scale 1:250

The delivery vehicle can be seen traveling west on Newark Road and negotiating the right bend over The Dumble opposite Tug Bridge Farm at approximate Grid Reference SK 68975 62235. The transport configuration is expected to oversail at several points on the inside and outside of the turn, with overrun also occurring on the outside of the turn which is expected to remain within the highway boundary; Overrun will require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre (Leader 1). Oversail on the inside of the turn is expected to be in close proximity with the railings, and caution is advised (Leader 2). However, caution is advised as street furniture positions based on OS mastermap data are approximate and may vary. 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.

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

1		
0	23.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project: **Staythorpe Solar (North Muskham)**

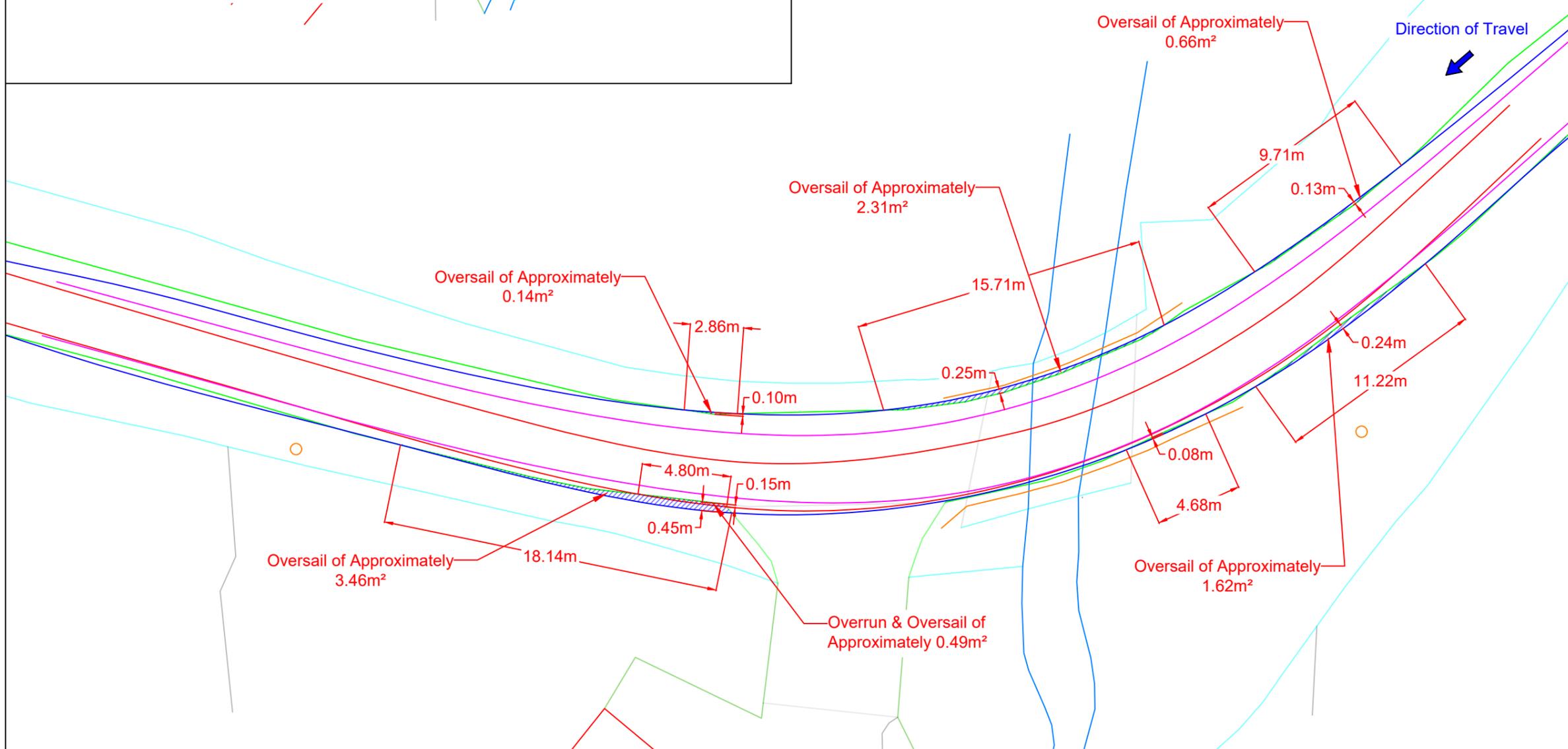
Title: Swept Path Assessment
Negotiability of right bend on Newark Road over The Dumble at Approx OS Grid Reference: SK 68975 62235, considerate of indicative 30 te cable drum transported on 2 axle bed 4 axle trailer.

Drawing status: **Final Report**

Scale (A3): As shown	Drawn by: JMB	Checked by: MTO
Dwg. no: 23-1161.SPA05	Sheet: 1 of 2	Rev: 0

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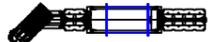
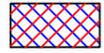
Swept Path Assessment
 Indicative of 2 Axle Bed 4 Axle Trailer
 Constructed from OS Master Map Data
 Scale 1:500

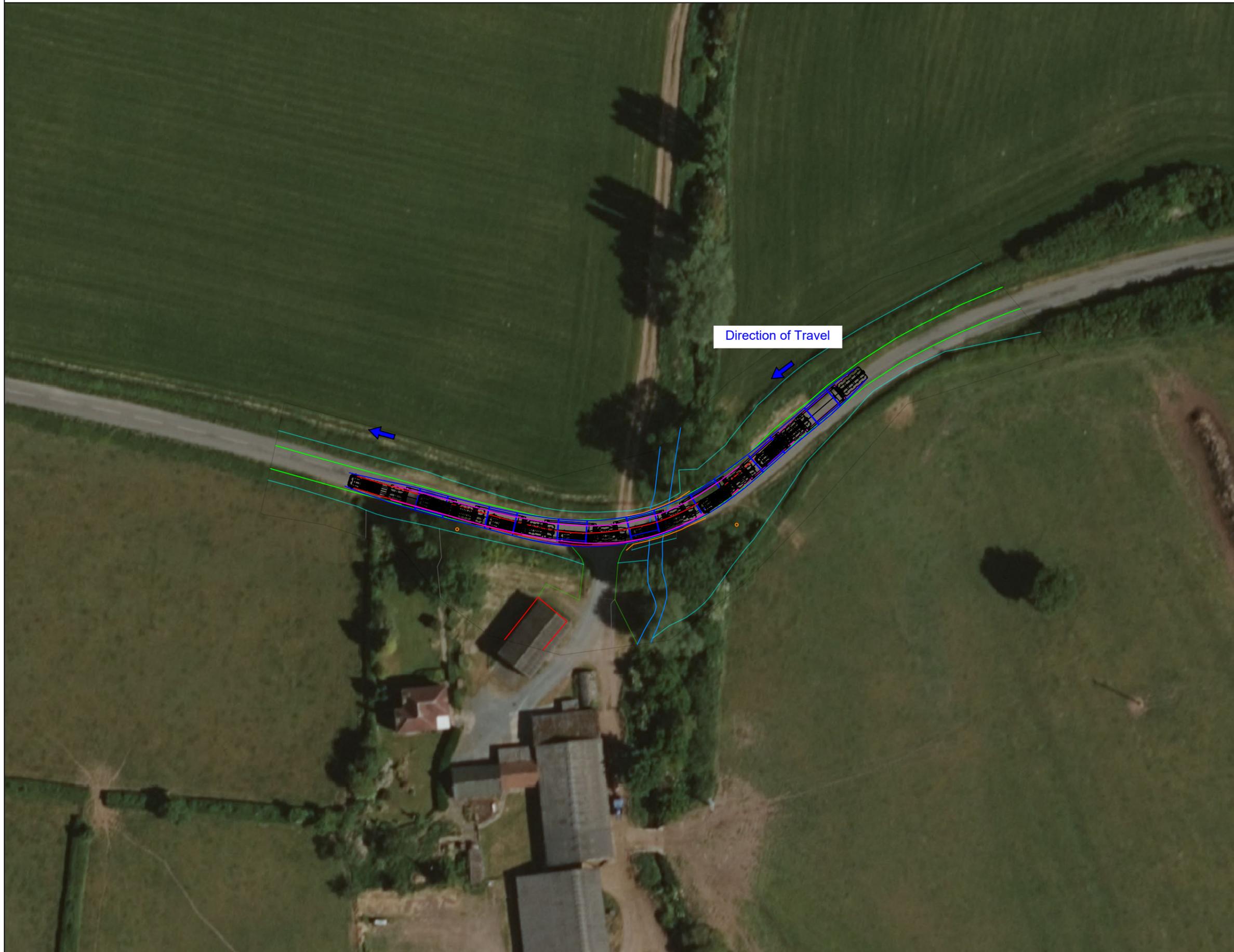
NOTE: Overlay onto aerial image is not representative of the configuration relative to the environment. This is for illustrative purposes only, and should only be taken as such.

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



1		
0	23.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:
 **WYNNS** ENGINEERS
 Shaftesbury House, 2 High Street,
 Eccleshall, Stafford, ST21 6BZ
 Tel: (01785) 850411
 Independent Transportation Engineers

Client:


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

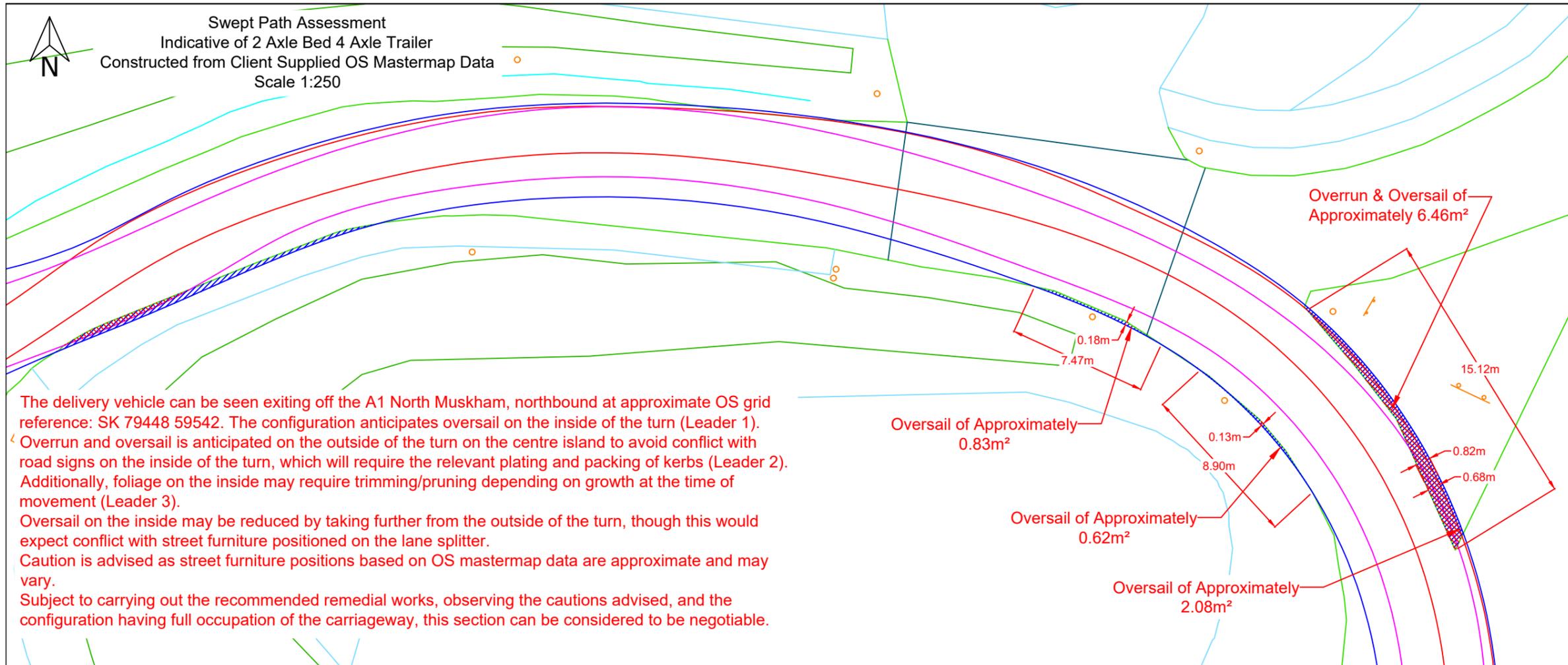
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Dwg. no: 23-1161.SPA05	Sheet: 2 of 2	Rev: 0

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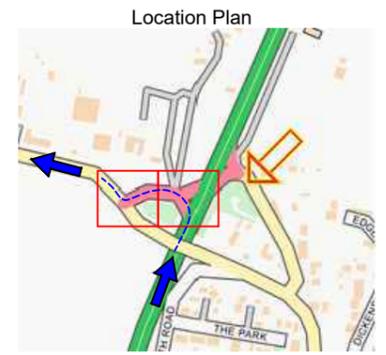
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Swept Path Assessment
 Indicative of 2 Axle Bed 4 Axle Trailer
 Constructed from Client Supplied OS Mastermap Data
 Scale 1:250

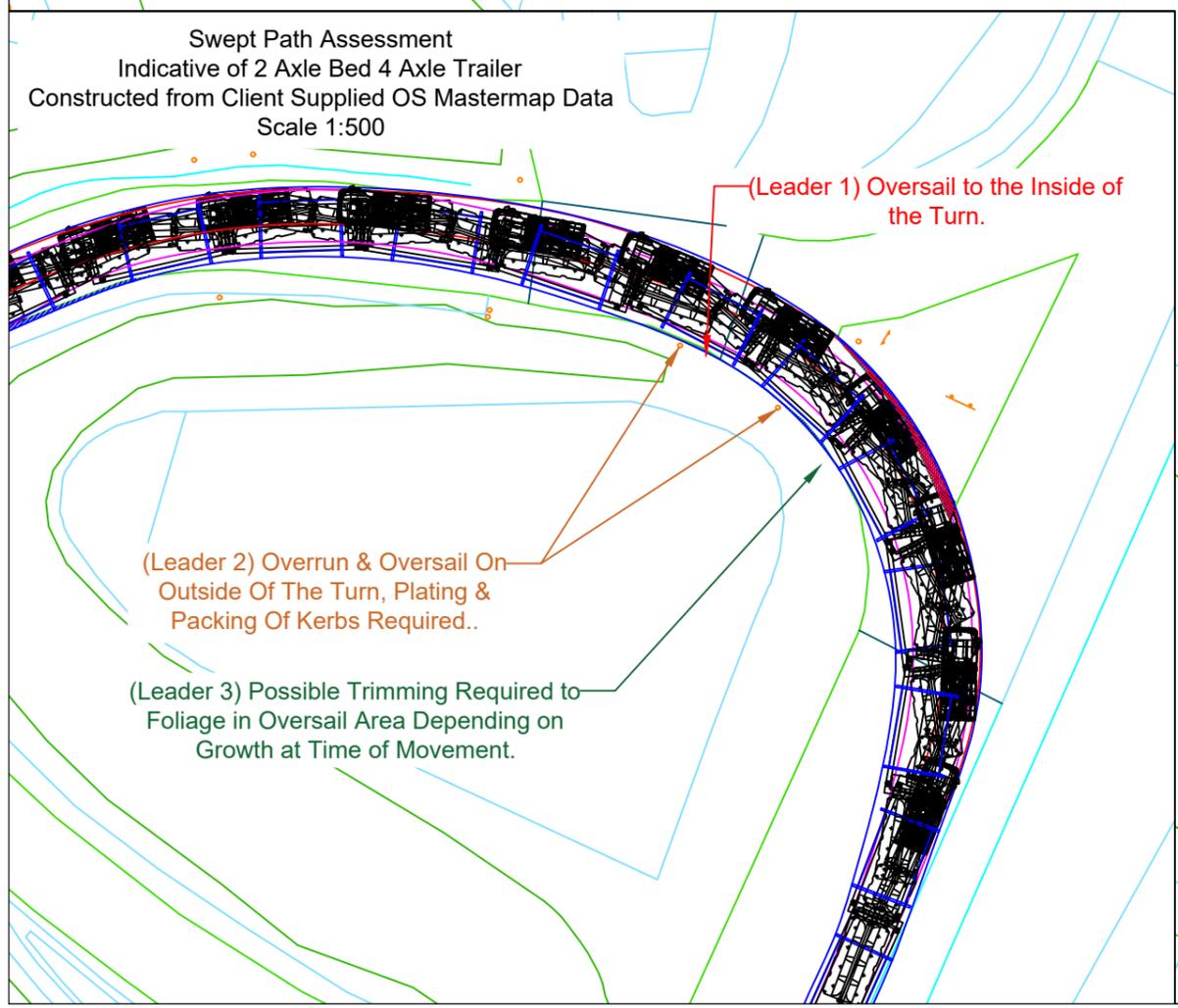


The delivery vehicle can be seen exiting off the A1 North Muskham, northbound at approximate OS grid reference: SK 79448 59542. The configuration anticipates oversail on the inside of the turn (Leader 1).
 Overrun and oversail is anticipated on the outside of the turn on the centre island to avoid conflict with road signs on the inside of the turn, which will require the relevant plating and packing of kerbs (Leader 2).
 Additionally, foliage on the inside may require trimming/pruning depending on growth at the time of movement (Leader 3).
 Oversail on the inside may be reduced by taking further from the outside of the turn, though this would expect conflict with street furniture positioned on the lane splitter.
 Caution is advised as street furniture positions based on OS mastermap data are approximate and may vary.
 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.



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:



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

Independent Transportation Engineers

Client:



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

Scale (A3): As shown	Drawn by: JMB	Checked by: MTO
Dwg. no: 23-1161.SPA06	Sheet: 1 of 3	Rev: 0

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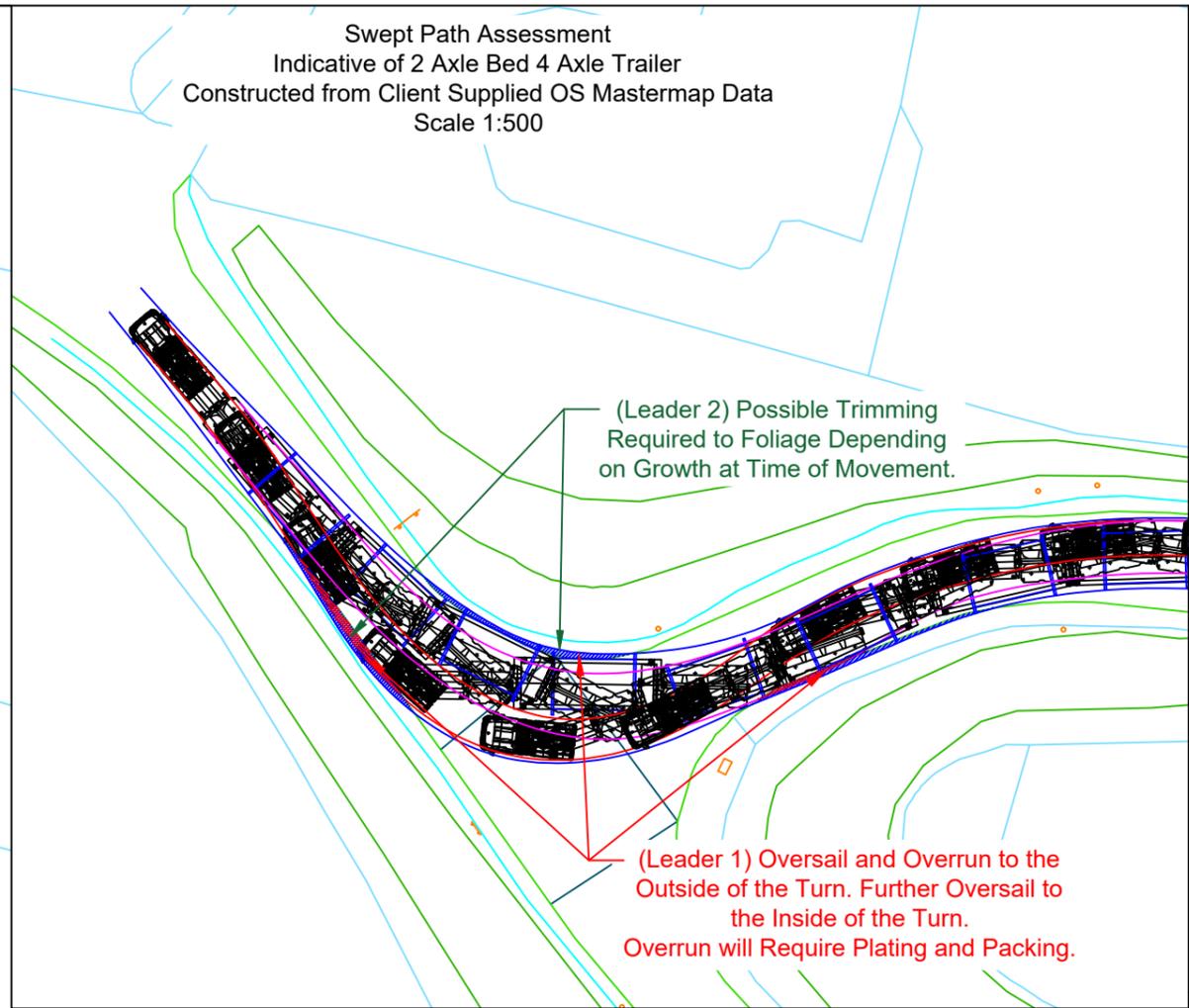
Swept Path Assessment
Indicative of 2 Axle Bed 4 Axle Trailer
Constructed from Client Supplied OS Mastermap Data
Scale 1:250

The delivery vehicle can be seen exiting off the A1 North Muskham, turning right onto Vicarage Lane, at approximate OS grid reference: SK 79367 59552. The configuration is expected to overrun and oversail on the outside of the turn, and have further oversail on the inside of the turn; Overrun will require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre (Leader 1). The oversail on the inside and oversail of the turn may require trimming/pruning to foliage depending on growth at the time of movement (Leader 2).

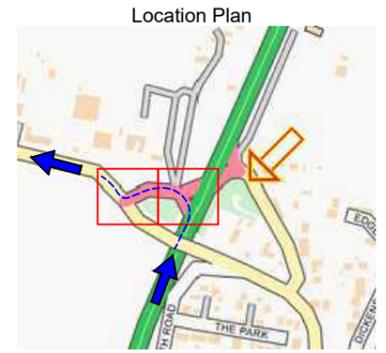
Caution is advised as street furniture positions based on OS mastermap data are approximate and may vary.

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.

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

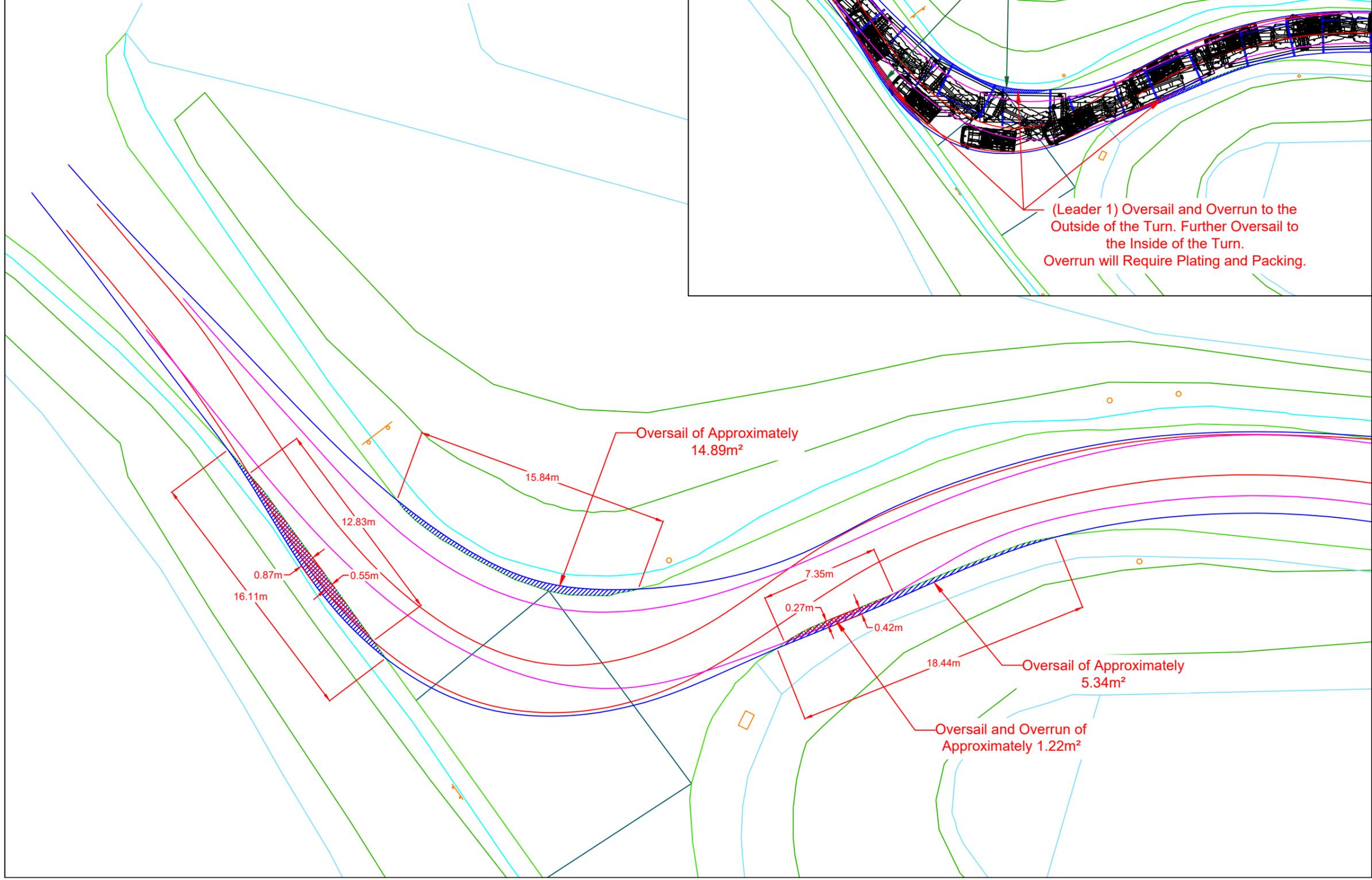


(Leader 1) Oversail and Overrun to the Outside of the Turn. Further Oversail to the Inside of the Turn. Overrun will Require Plating and Packing.



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



1		
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Rev.	Date	Amendments

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project:

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

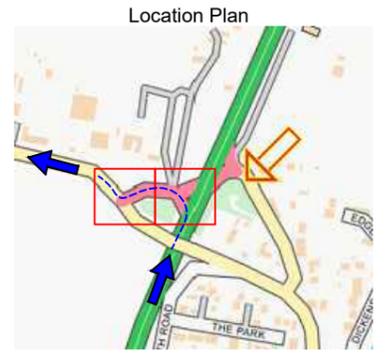
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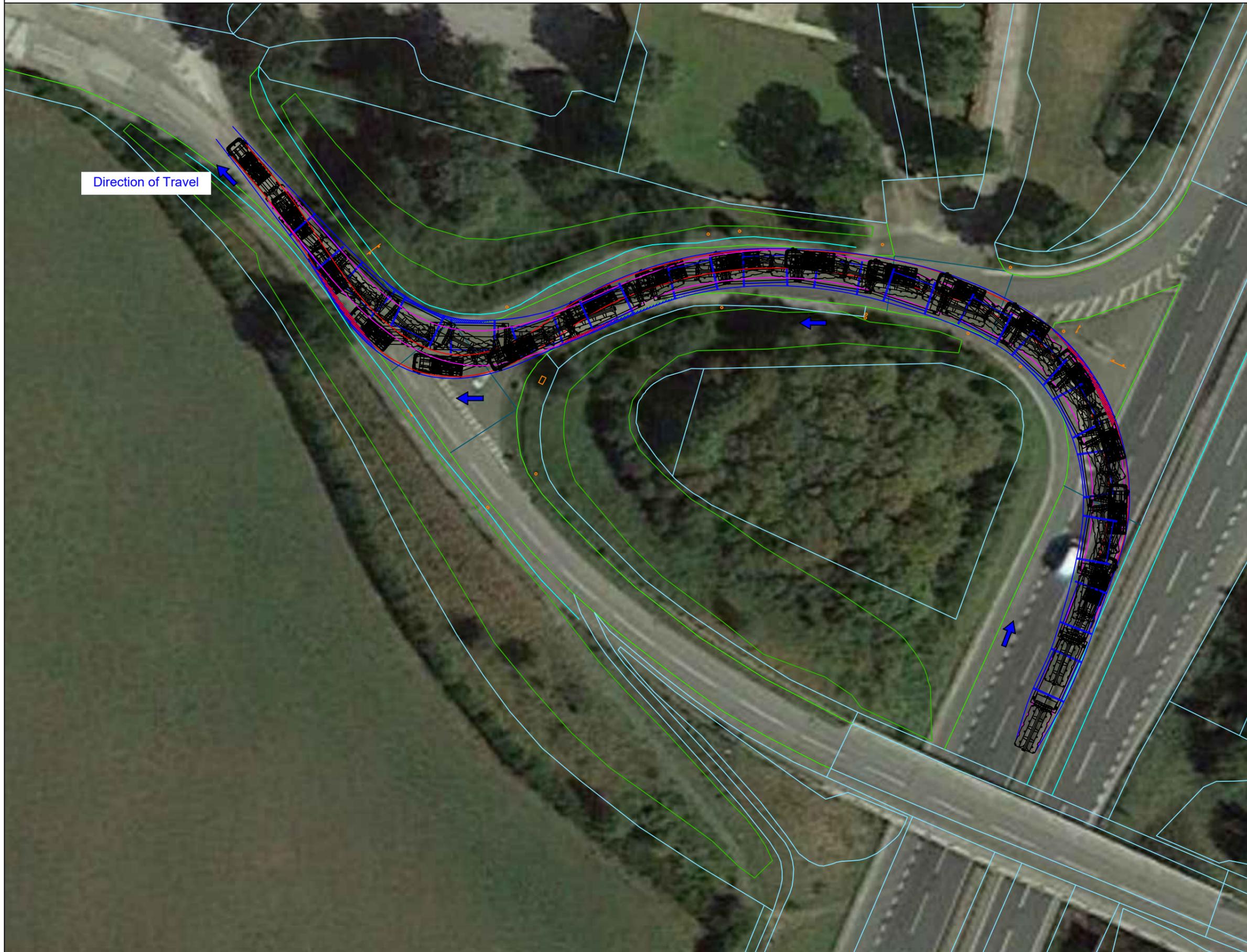
Swept Path Assessment
 Indicative of 2 Axle Bed 4 Axle Trailer
 Constructed from Client Supplied OS Mastermap Data
 Scale 1:500

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



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

Independent Transportation Engineers

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

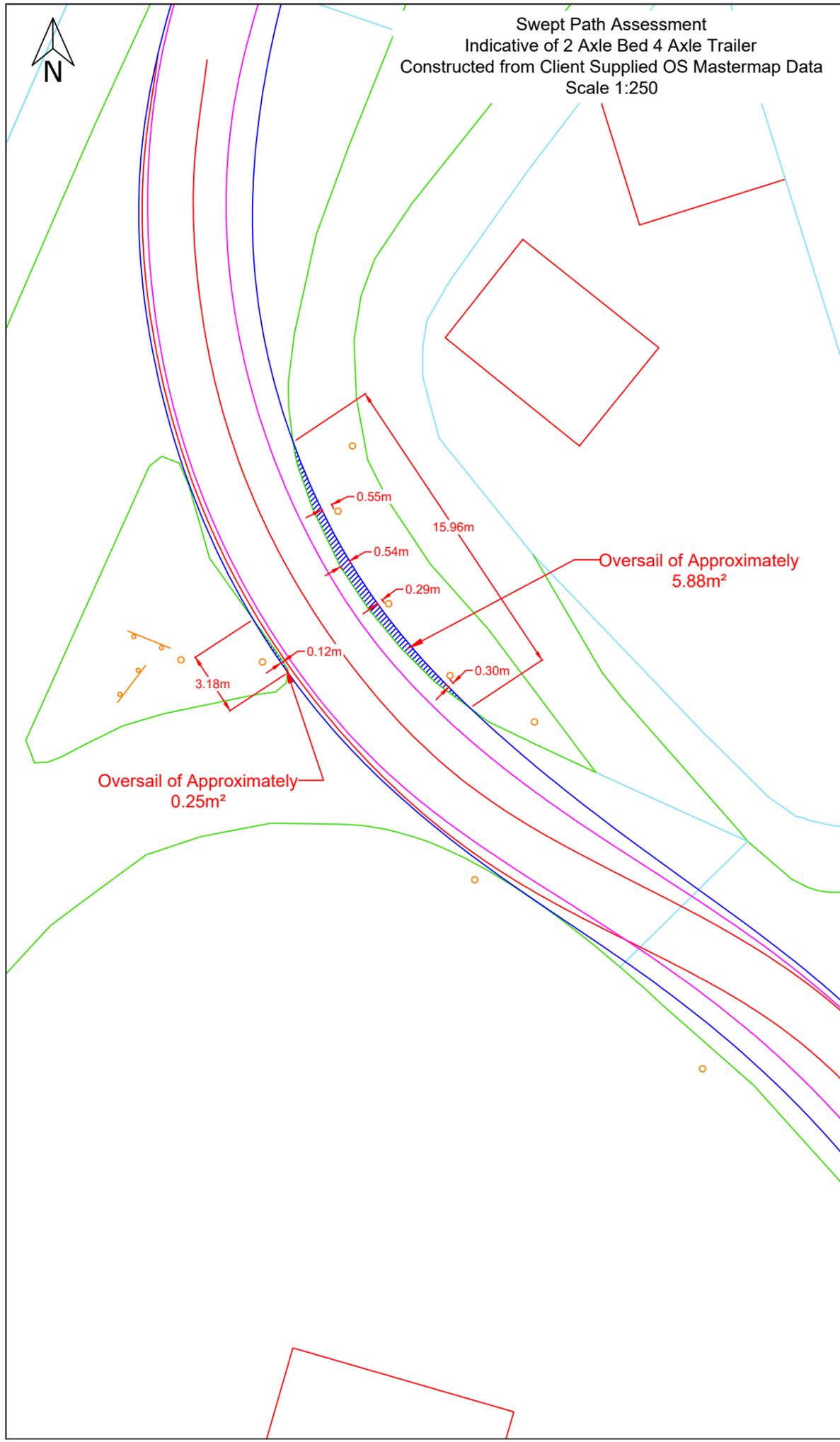
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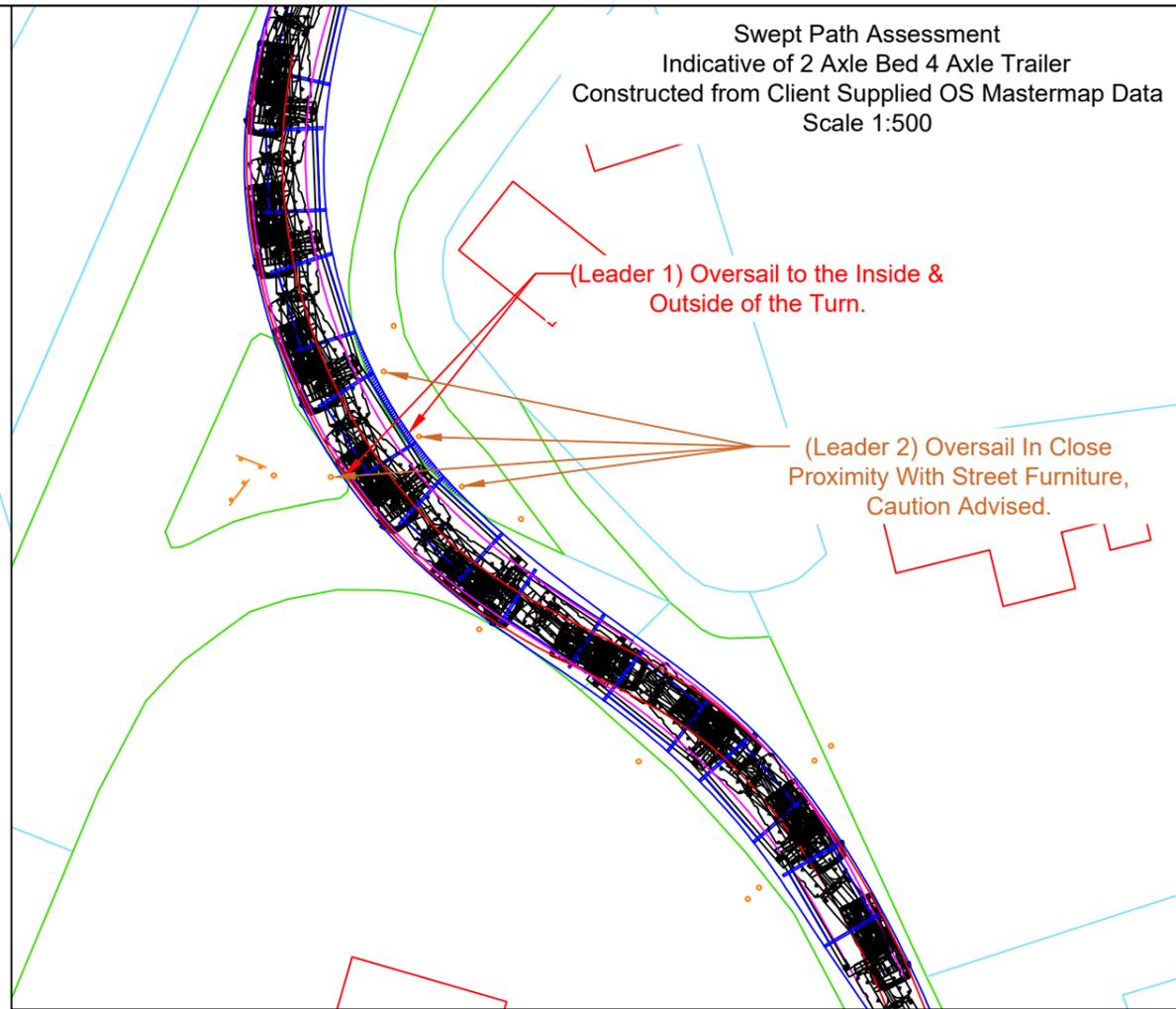
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Swept Path Assessment
Indicative of 2 Axle Bed 4 Axle Trailer
Constructed from Client Supplied OS Mastermap Data
Scale 1:250



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



The delivery vehicle can be seen exiting off the A1 North Muskham, Southbound at approximate OS grid reference: SK 79509 59596. The configuration anticipates oversail on the inside and outside of the turn (Leader 1). Oversail is anticipated to be in close proximity with street signs (positions approximate) positioned on the inside, (Leader 2). Oversail on the inside may be reduced by taking further from the outside of the turn, though this would expect conflict with street furniture positioned on the lane splitter. Caution is advised as street furniture positions based on OS mastermap data are approximate and may vary. Topographical surveys are recommended to confirm exact position of street furniture and potential conflicts highlighted. 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.



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:



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

Independent Transportation Engineers

Client:



Project:

Staythorp 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.

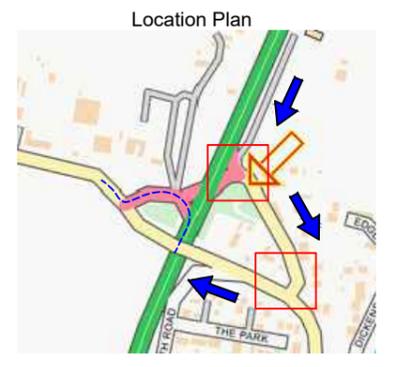
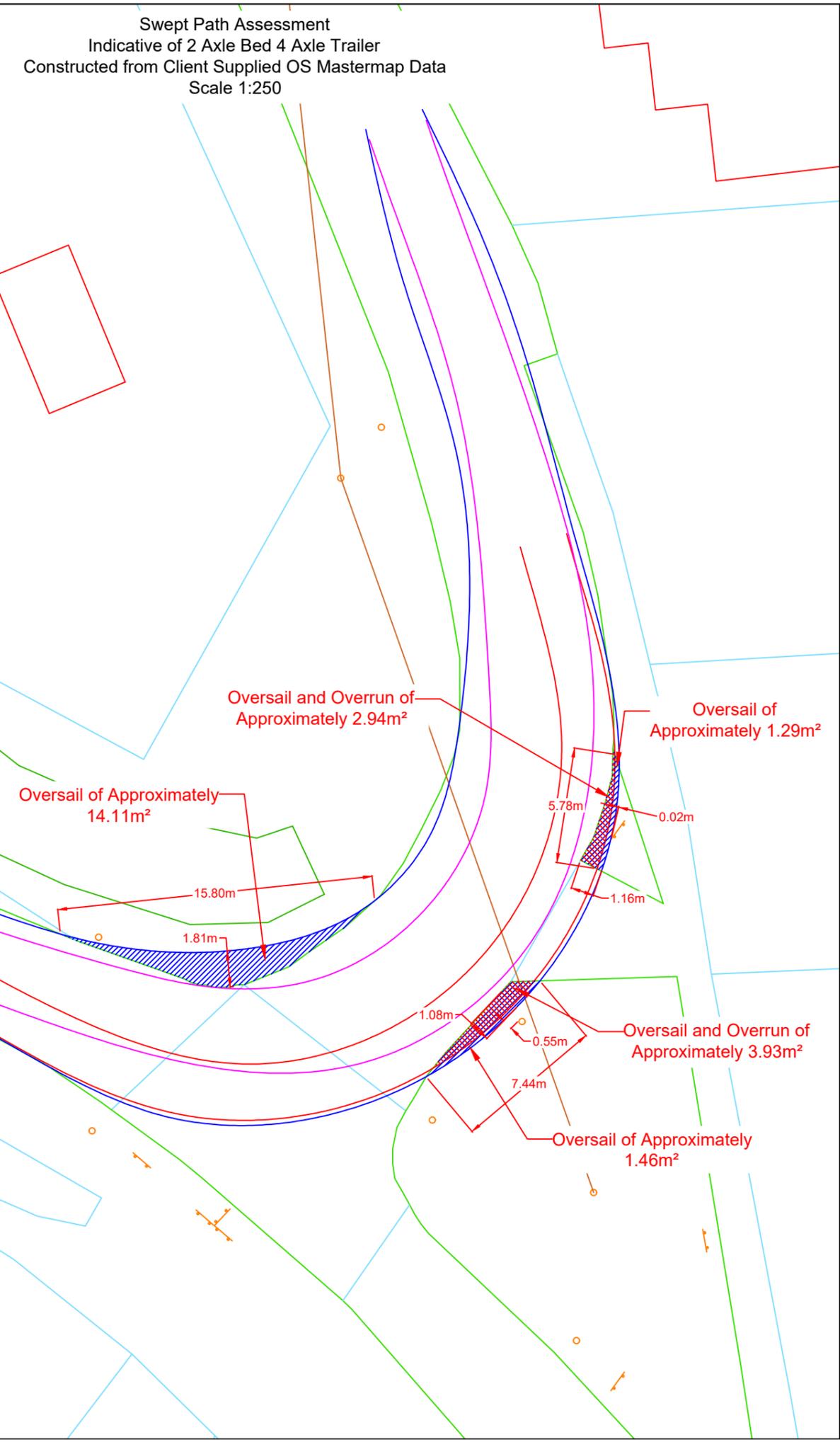
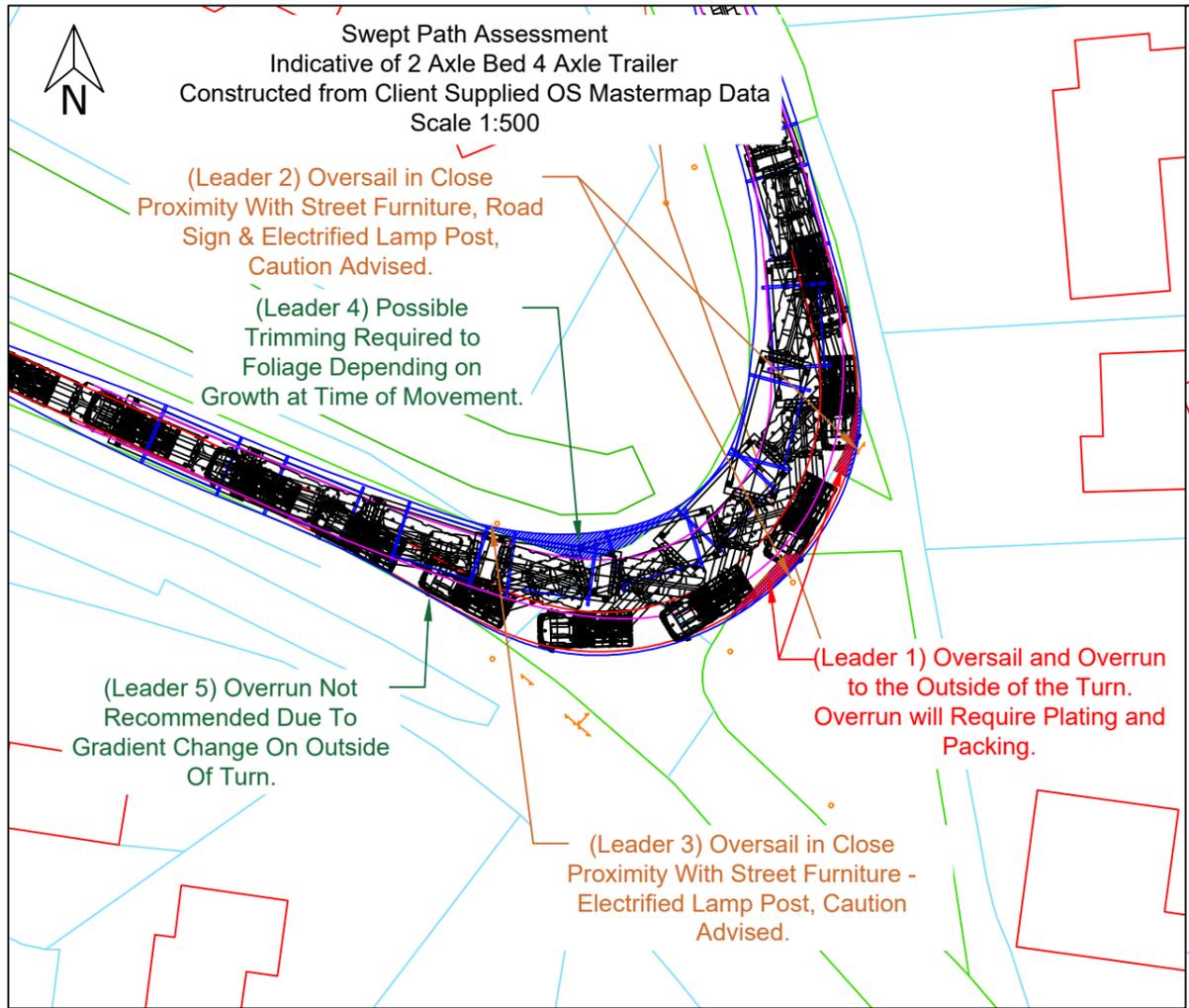
Drawing status:

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Dwg. no: 23-1161.SPA07	Sheet: 1 of 3	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

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Prepared by:

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

Independent Transportation Engineers

Client:

Project: Staythorp 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

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The delivery vehicle can be seen exiting off the A1 North Muskham, traveling along Main Street and turning right onto Vicarage Lane, at approximate OS grid reference: SK 79586 59425.

The configuration is expected to oversail and overrun on the outside of the turn; Overrun will require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre (Leader 1). The expected overrun and oversail on the outside of the turn is in close proximity to a road sign and an electrified lamp post and caution is advised (Leader 2). The expected oversail on the inside of the turn is in close proximity with an electrified lamp post and caution is advised (Leader 3). The oversail on the inside of the turn may require trimming/pruning to foliage depending on growth at the time of movement (Leader 4). Overrun is not recommended to the outside of the turn due to the sharp gradient down beyond the kerb (Leader 5).

Caution, overhead wires are present, though no conflicts are anticipated. Caution is advised as street furniture positions based on OS mastermap data are approximate and may vary. Topographical surveys are recommended to confirm exact position of street furniture and potential conflicts highlighted.

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.

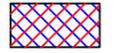


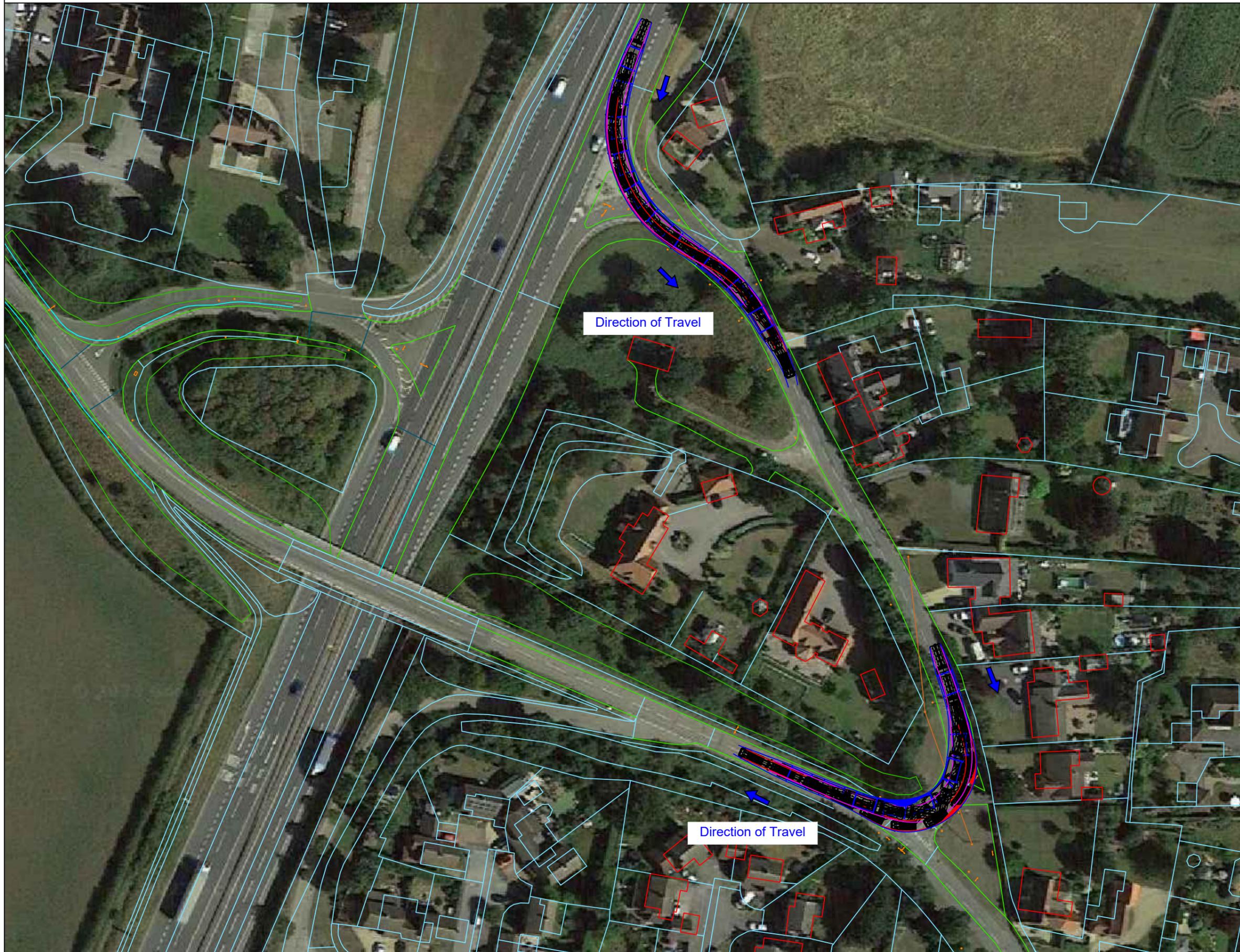
Swept Path Assessment
 Indicative of 2 Axle Bed 4 Axle Trailer
 Constructed from Client Supplied OS Mastermap Data
 Scale 1:500

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



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Prepared by:

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

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): As shown	Drawn by: JMB	Checked by: MTO
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