

Green Hill Solar Farm

EN010170

Environmental Statement

Appendix 13.2: Transport Assessment

Revision A

(Part 3 of 3)

Prepared by: KMC
Date: December 2025

Document Reference: EX3/GH6.3.13.2_A
APFP Regulation 5(2)(a)



Schedule of Changes

Revision	Section Reference	Description of Changes	Reason for Revision
A	[cover]	Updated document reference to Revision A	As required for submission at Deadline 3.
	Appendix C (Parts 1 and 2, of 3)	Updated access drawings showing locations of speed surveys, speed limits, highway boundaries, and any other specific requests made by the relevant highway authorities.	In response to Local Impact Reports

3.3. Green Hill C (Sywell)

Site	Green Hill Solar - Green Hill C (Sywell)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	<p>No formal AIP has been issued by National Highways but they have requested that consideration is given to securing a route from Sutton Bridge. Formal AIP will need to be agreed once final route clearance works are completed.</p> <p>As of 17.04.2025 this is outstanding confirmation. A route investigation from Port of Sutton Bridge has been transmitted for the movement of this transformer to which we are awaiting response from multiple parties.</p>
National Highways AIP Reference Number	TBC once route confirmed.
Proposed port Delivery	<p>Port of Sutton Bridge</p> <p>The port of Sutton Bridge is well established for heavy project cargo and no issues are expected in respect to marine access. It is expected that the AIP will stipulate use of Port of Sutton Bridge in line with the Water Preferred Policy should a negotiable route received clearance.</p>
Maximum Transport Weight considered during the most recent report in line with future project requirements	<p>Weight – 183Te nett transformer</p> <p>Length – 10.00m</p> <p>Width – 4.00m</p> <p>Height – 4.90m</p>
Typical trailer used in route clearance works	16 axle girder frame (269.6Te Gross Vehicle Weight) as shown in drawing number 23-1218.TC02 and 20 axle girder frame (317.0Te Gross Vehicle Weight) as shown in drawing number 23-1218.TC01
Expected delivery date of next planned transformer if known	To be confirmed

Site	Green Hill Solar - Green Hill C (Sywell)
Last Recorded Special Order Movement (according to available records)	<p>No movements to this site as is a new development.</p>
Suggested route based on historical information	<p>Turn left from Port of Sutton Bridge, West Bank Road. Turn left to roundabout and turn right onto A17. Turn left A151 Turn left A16 Turn right A47 To avoid unsuitable structure at Dogsthorpe Roundabout, turn left A15. Circumnavigate Eye Roundabout and return along A15. Take exit slip road for A47 to continue along A47. Turn left A43 Turn left A14 At A14 Jct 9 take 4th exit A509 towards Wellingborough Turn right Sywell Road Turn left Moonshine Gap Continue to site (OS Grid Ref: SP 83536 68299)</p>
Is a map available of the proposed route(s)?	<p>Yes – See Attachment 6</p>
Any Known Problems for AIL Access in terms of structures?	<p>No – As of 17.04.2025 we are awaiting responses from local and highway authorities. No issues have arisen at time of production of report.</p> <p>A small detour is required within Peterborough to avoid an unsuitable interchange structure at A47/A15. (OS Grid Ref: TF 20037 02249)</p> <p>Although no issues have arisen at time of production of report it should be recognised that the final status of the proposed route cannot be confirmed until all structural authorities have responded to the route consultation.</p>
Authorities consulted in respect to AIL Access	<ul style="list-style-type: none"> • Hertfordshire Police • Lincolnshire County Council • Lincolnshire Police • National Highways Area 7 • National Highways East Region • Network Rail • North & West Northants






Site	Green Hill Solar - Green Hill C (Sywell)
	<ul style="list-style-type: none"> Northamptonshire Police Peterborough City Council
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage
Any Known Problems for AIL Access in terms of negotiability and other route comments?	<p>No</p> <p>The roundabout at junction of A509 and A5193 (OS Grid Ref: SP 88242 69734) is to be negotiated in contraflow.</p> <p>The roundabout at junction of Sywell Road and Appleby Lodge Way (OS Grid Ref: SP 85605 68863) is to be negotiated in contraflow.</p> <p>Left hand turn onto Moonshine Gap from Sywell Road (OS Grid Ref: SP 85177 68970). A swept path analysis (Attachment 7) has been conducted which has found that the vehicle will remain within the highway boundary.</p> <p>Multiple items of street furniture will require temporarily removing due to reduced manoeuvrability as expected with an AIL movement of this nature.</p>
Do routing issues currently present a serious risk that access to the site may be restricted?	<p>As of 17.04.25, we are awaiting the response of the following parties:</p> <ul style="list-style-type: none"> North and West Northants Peterborough City Council Lincolnshire County Council National Highways East Region* National Highways Area 7* <p>*National Highway assets require route investigations in the format of ESDAL applications. This is required to find the structural capacity of the A47 (National Highways East Region) and A14 (National Highways Area 7). This application has been made but any response is yet to be received.</p>
Any other Relevant Information and Notes: N/A	



Attachment 6

Site C – Map

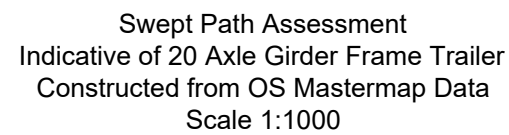


Key		
	Route 1 to Green Hill - Site C	
	Points of Interest	
	Green Hill - Site C	
B		
A		
O	17.04.2025	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Engineers</div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</div></div>		
Client:	<div></div>	
Project:	Green Hill Solar	
Title:	Map 1 - Route to Green Hill - Site C	
Drawing Status:	Final Report	
Scale (A4):	Drawn by:	Checked by:
NTS	SMB	ARP
Ref No.:	Sheet:	Rev.:
23-1218-Map1	1 of 1	0
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Attachment 7

Site C – Swept Path Analysis



(Leader 1) Oversail on Inside - Anticipated, Expected to be Within Highway Boundary and no Concern for Third-Party Land.

APPLEBY GATE

- (Leader 2) Removal of Traffic Sign (Position Approximate) on Inside of Turn, Trimming to Foliage Depending on Growth at Time of Movement.

Approximate Clearance
to Boundary 0.90m

2.69m

APPLEBY GATE

43.99m

—Oversail of Approximately
74.60m²

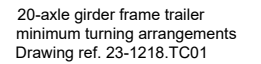
Direction of Travel

Swept Path Assessment
Indicative of 20 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

The delivery vehicle can be seen turning left onto Moonshine Gap from Sywell Road at approximate OS grid reference: SP 85177 68970.

The configuration is recommended to occupy the full available carriageway to aid in reducing and mitigating oversail and overrun where possible. The configuration anticipates oversail on the inside of the turn, however, this is expected to remain within the highway boundary and offers no concern regarding third-party land ownership, anticipating an approximate clearance of 0.90m from the property boundary (Leader 1). It should be noted that a traffic sign is positioned on the inside of the turn which would require removal (position is approximate), additionally, depending on growth at the time of movement, trimming to foliage may be required to facilitate; all remedial works are expected to remain within the highway boundary (Leader 2). This section is considered to be negotiable based on the aforementioned considerations.

Legend:



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

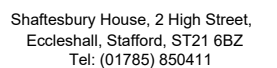
Overrun beyond kerb

Oversail beyond kerb

1		
0	14.03.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title:	Swept Path Assessment Negotiability of left turn onto Moonshine Gap from Sywell Road, at approximate OS grid reference: SP 85177 68970, considerate of indicative 183t transformer transported on 20 axle girder frame trailer.
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Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP
Dwg. no:	Sheet:	Rev:
23-1218.SPA02	1 of 2	0

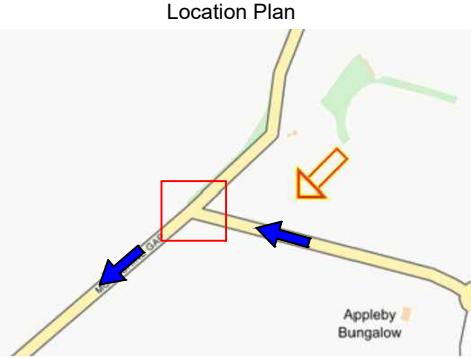
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P:\Clients\Existing Clients\Island Green Power\23-1218 Solar Farm in Northamptonshire (Grendon)\Swept Path Assessments

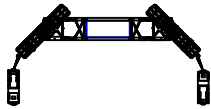


Swept Path Assessment
Indicative of 20 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

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:



20-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC01



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	14.03.25	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:

Green Hill Solar Farm

Title: Swept Path Assessment
Negotiability of left turn onto Moonshine Gap from
Sywell Road, at approximate OS grid reference: SP
85177 68970, considerate of indicative 183te
transformer transported on 20 axle girder frame
trailer.

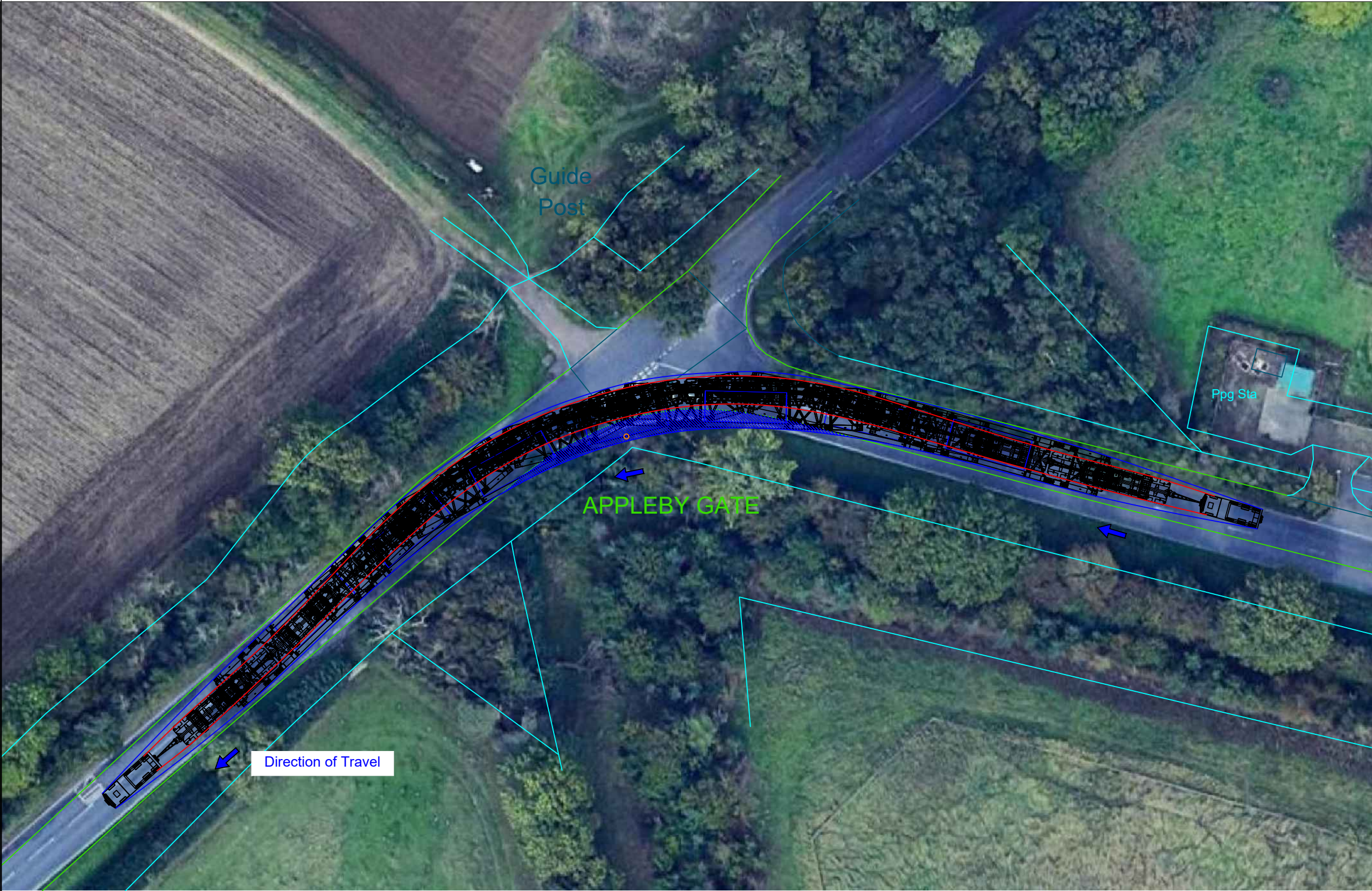
Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
23-1218.SPA02	2 of 2	0

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Northamptonshire (Grendon)\Swept Path Assessments



3.4. Green Hill E (Mears Ashby)

Site	Green Hill Solar - Green Hill E (Mears Ashby)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	Not applicable as 100te nett transformer will be moved within STGO Category 3 and as such will not require Special Order permissions from National Highways.
National Highways AIP Reference Number	N/A
Proposed port Delivery	Port of Immingham The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access. It should be noted that as the load is STGO it will not be specifically limited to Immingham as the closest port but Immingham does provide suitable facilities.
Maximum Transport Weight considered during the most recent report in line with future project requirements	Weight - 95Te nett transformer Length - 7.60m Width - 2.70m Height - 4.5m
Typical trailer used in route clearance works	A 5 bed 5 trailer at 141te gross weight as shown in drawing number 23-1218.TC03.
Expected delivery date of next planned transformer if known	To be confirmed
Last Recorded Special Order Movement (according to available records)	No movements to this site as is a new development.

Site	Green Hill Solar - Green Hill E (Mears Ashby)
Suggested route based on historical information	At A14 Jct 9 take 4th exit A509 towards Wellingborough Turn right Sywell Road Turn left Moonshine Gap Turn left Highfield Road Continue to site (OS Grid Ref: SP 84335 67596)
Is a map available of the proposed route(s)?	Yes – See Attachment 8
Any Known Problems for AIL Access in terms of structures?	No – As the gross vehicle weight of the drawbar trailer is less than 150Te the vehicle will be considered as a STGO CAT3 movement. This requires that the movement is notified through the National Highways ESDAL platform with 5 working days notice. If no rejections are received within this window, the movement has permission to travel. Notification WYNL/190 was transmitted on 10/12/24 via the ESDAL to which no rejections were received. Had a haulier made this same application, they would have therefore received the required permission to travel.
Authorities consulted in respect to AIL Access	<ul style="list-style-type: none"> • A1(M) Alconbury to Peterborough DBFO • Cambridgeshire County Council Abnormal Load Service • Lincolnshire County Council • National Highways Area 7 • National Highways East Region • National Highways Yorkshire & North East Region • Network Rail LC & Rail over Road • North & West Northants Abnormal Load Service • North Lincolnshire Council Unitary Authority
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage
Any Known Problems for AIL Access in terms of negotiability and other route comments?	No
Do routing issues currently present a	No

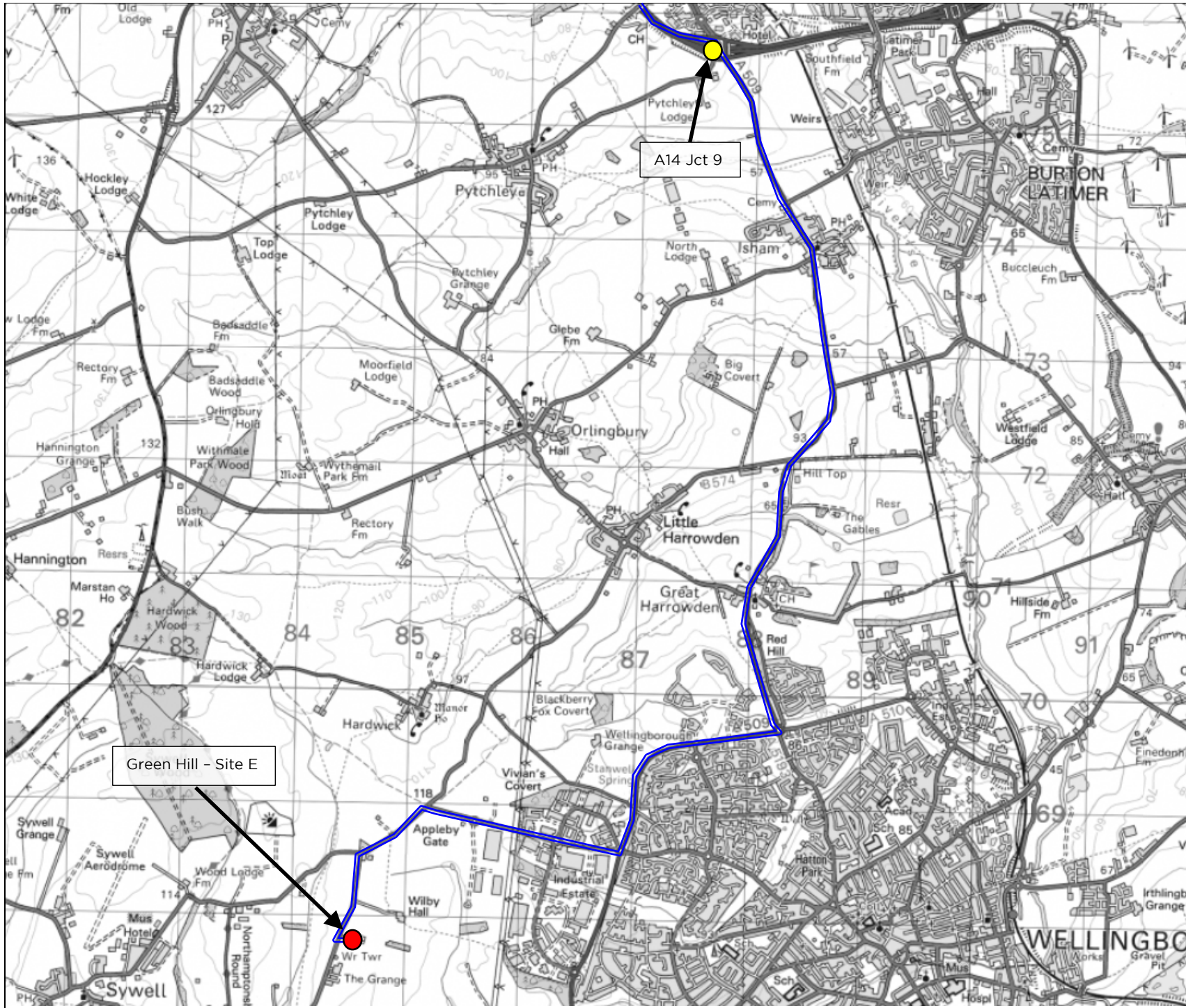





Site	Green Hill Solar - Green Hill E (Mears Ashby)
serious risk that access to the site may be restricted?	
Any other Relevant Information and Notes: N/A	



Attachment 8

Site E – Map



Key		
	Route 1 to Green Hill – Site E	
	Points of Interest	
	Green Hill – Site E	

3.5. Green Hill F (Bozeat)

Site	Green Hill Solar - Green Hill F (Bozeat)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	Not applicable as 100te nett transformer will be moved within STGO Category 3 and as such will not require Special Order permissions from National Highways.
National Highways AIP Reference Number	N/A
Proposed port Delivery	Port of Immingham The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access. It should be noted that as the load is STGO it will not be specifically limited to Immingham as the closest port but Immingham does provide suitable facilities.
Maximum Transport Weight considered during the most recent report in line with future project requirements	Weight - 95Te nett transformer Length - 7.60m Width - 2.70m Height - 4.5m
Typical trailer used in route clearance works	A 5 bed 5 trailer at 141te gross weight as shown in drawing number 23-1218.TC03.
Expected delivery date of next planned transformer if known	To be confirmed
Last Recorded Special Order Movement (according to available records)	No movements to this site as is a new development.

Site	Green Hill Solar - Green Hill F (Bozeat)
Suggested route based on historical information	<p>Leave M1 at Jct 14 and take A509 northbound Continue towards Bozeat Turn left to potential access point 3 or 1.</p> <p>For access point 2, turn right at roundabout for London Road. (OS Grid Ref: SP 90407 59620) Turn right Easton Lane Continue to potential access point 2. (OS Grid Ref: SP 89598 58773)</p>
Is a map available of the proposed route(s)?	Yes - See Attachment 9
Any Known Problems for AIL Access in terms of structures?	<p>No - As the gross vehicle weight of the drawbar trailer is less than 150T the vehicle will be considered as a STGO CAT3 movement. This requires that the movement is notified through the National Highways ESDAL platform with 5 working days notice. If no rejections are received within this window, the movement has permission to travel.</p> <p>Notification WYNL/211 was transmitted on 10/03/2025 to which no rejections were received. Had a haulier made this same application, they would have therefore received the required permission to travel.</p>
Authorities consulted in respect to AIL Access	<ul style="list-style-type: none"> • Milton Keynes City Council • National Highways Area 7 • National Highways East Region • National Highways Yorkshire & North East Region • Network Rail LC & Rail over Road • North & West Northants Abnormal Load Service • North Lincolnshire Council Unitary Authority
Any Known Problems for AIL Access in terms of Onsite issues?	N/A - Proposal Stage
Any Known Problems for AIL Access in terms of negotiability and other route comments?	<p>No</p> <p>Recommendation to perform swept path analysis on 2no points along route due to reduced manoeuvrability. Swept path analysis deemed this negotiable without requirement for land take. Although street furniture</p>

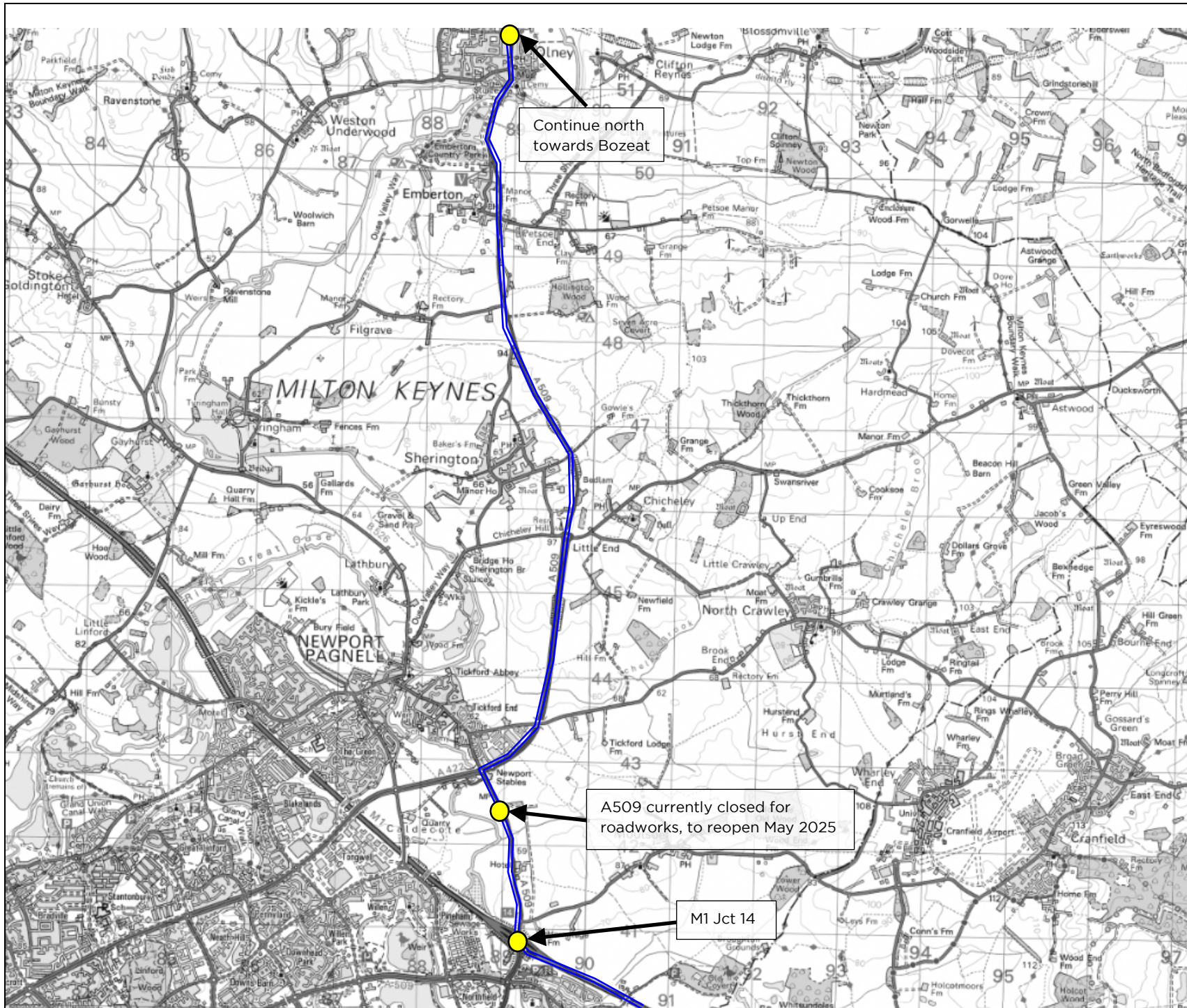






Site	Green Hill Solar - Green Hill F (Bozeat)
	removal may be required.
Do routing issues currently present a serious risk that access to the site may be restricted?	No
Any other Relevant Information and Notes: N/A	









Attachment 9

Site F – Maps



Key		
	Route 1 to Green Hill – Site F	
	Points of Interest	
B		
A		
O	17.04.2025	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Engineers</div><p>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</p></div>		
Client:	<div></div>	
Project:	Green Hill Solar	
Title:	Map 1 – Route to Green Hill - Site F	
Drawing Status: Final Report		
Scale (A4): NTS	Drawn by: SMB	Checked by: ARP
Ref No.: 23-1218-Map1	Sheet: 1 of 2	Rev.: 0
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Key		
	Route 1 to Green Hill - Site F - Potential Access Points 1 and 3	
	Route 1 to Green Hill - Site F - Potential Access Point 2	
	Points of Interest	
	Green Hill - Site F - Potential Access Points	
B		
A		
O	17.04.2025	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Engineers</div></div> <div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</div>		
Client:		
Project:	Green Hill Solar	
Title:	Map 1 - Route to Green Hill - Site F	
Drawing Status:	Final Report	
Scale (A4): NTS	Drawn by: SMB	Checked by: ARP
Ref No.: 23-1218-Map1	Sheet: 2 of 2	Rev.: 0
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Attachment 10

Site F – Swept Path Analysis



Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:500

Oversail of Approximately
8.20m²

19.72m

0.62m

Oversail of Approximately
7.82m²

13.32m

0.87m

Oversail of Approximately
1.38m²

0.45m

6.91m

Direction of Travel

EI
Sub

The delivery vehicle can be seen negotiating A509/London Road Roundabout in contraflow at approximate OS grid reference: SP 90403 59612.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside and outside of the turn, with minimal overrun possible to lane splitters, oversail and overrun is expected to remain within the highway boundary (Leader 1). Where overrun may occur, plating and packing to any present kerbs/pavements/verges would be required to facilitate. It should be noted that street furniture positions are approximate, the configuration is expected to be in close proximity to street furniture which include an electrified street lamp and directional bollards; it is recommended to avoid possible conflict with the electrified street lamp that removal of directional bollards on the lane splitter approaching the roundabout to be removed, and configuration may overrun to mitigate risk of conflict. However, conflict with street furniture is not expected to occur (Leader 2). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.

(Leader 2) Street Furniture
Positions Approximate, Caution
Advised. Close Proximity to Street
Furniture Including Directional
Bollards and Electrified Street
Lamps, Conflict Not Expected.

Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:1000

(Leader 1) Oversail on
Inside/Outside of Turn Anticipated,
Minimal Overrun Possible to Lane
Splitters. Expected to be Within
Highway Boundary and no
Concern for Third-Party Land.

Location Plan



Legend:

- 5 axle bed 5 axle trailer
minimum turning arrangements
Drawing ref. 23-1218.TC03
- Extent of tractor track
- Extent of trailer 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	08.04.25	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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of A509/London Road Roundabout in
contraflow, at approximate OS grid reference: SP
90403 59612, considerate of indicative 100te
transformer transported on 5 axle bed 5 axle trailer.

Drawing status:

Final Report

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23-1218.SPA09	1 of 2	0

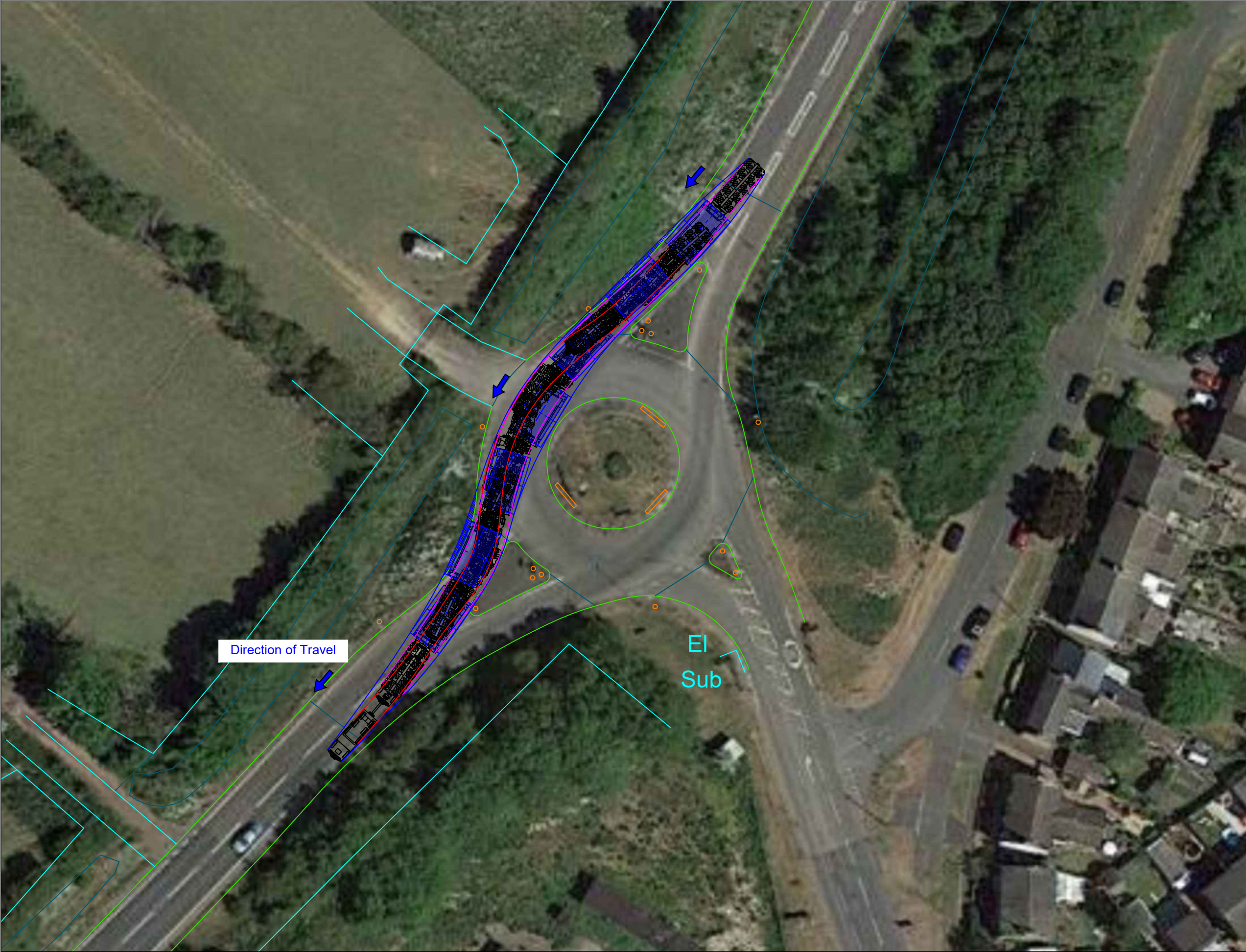
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Northamptonshire (Grendon)\Swept Path Assessments




Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from 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:




5 axle bed 5 axle trailer
minimum turning arrangements
Drawing ref. 23-1218.TC03




Extent of tractor track




Extent of trailer 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	08.04.25	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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of A509/London Road Roundabout in
contraflow, at approximate OS grid reference: SP
90403 59612, considerate of indicative 100te
transformer transported on 5 axle bed 5 axle trailer.

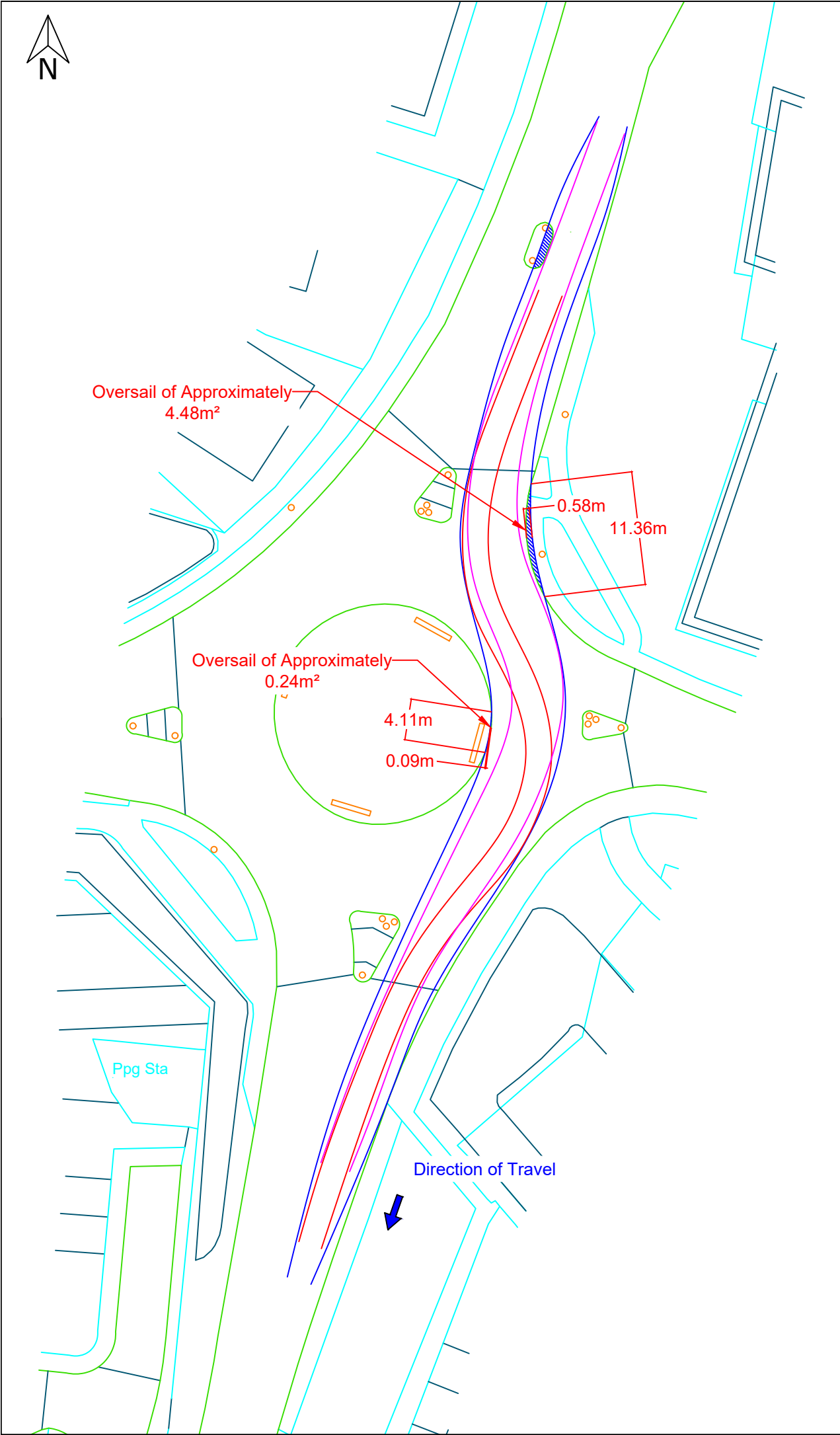
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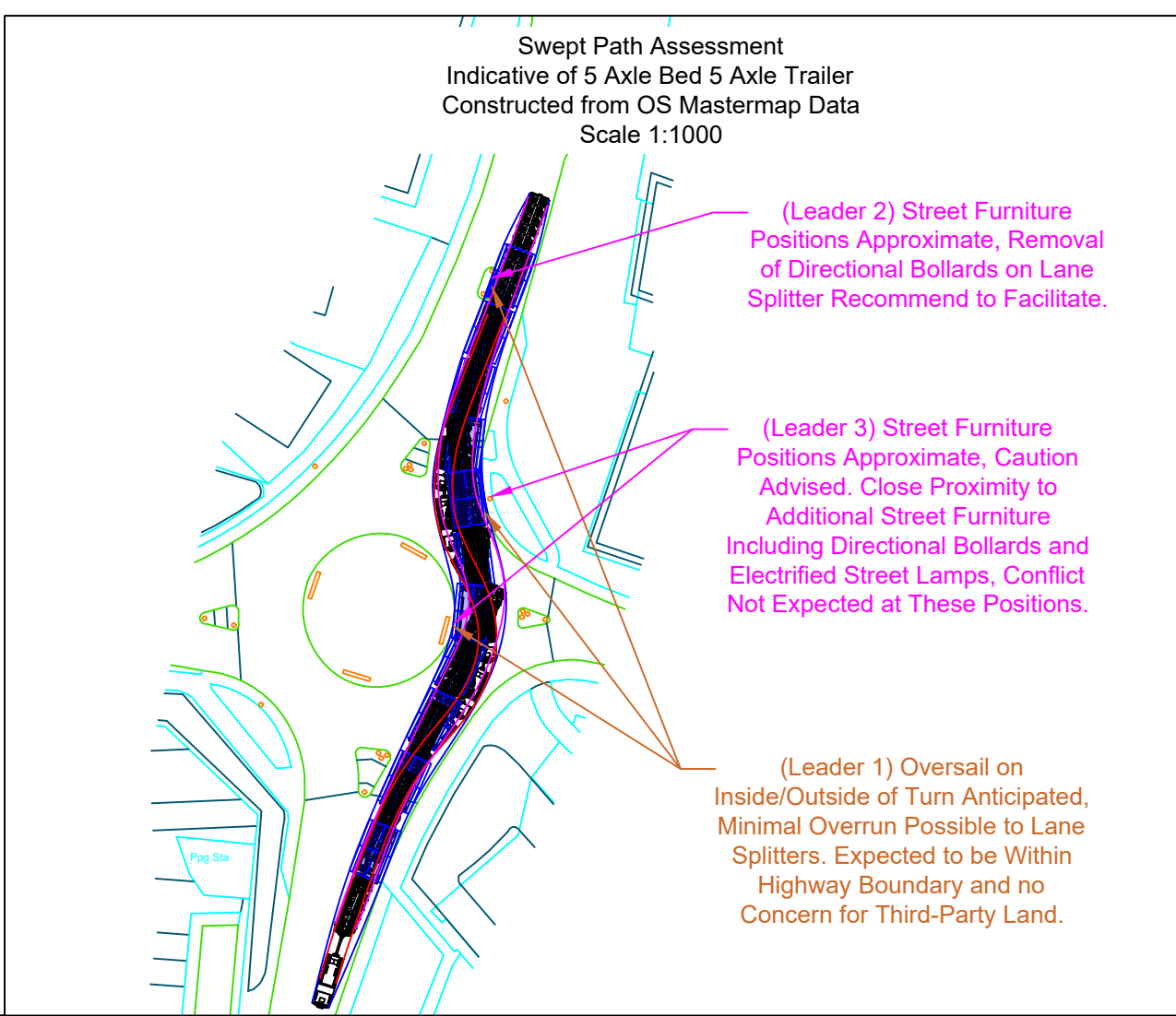
P:\Clients\Existing Clients\Island Green Power\23-1218 Solar Farm in
Northamptonshire (Grendon)\Swept Path Assessments



Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:500

The delivery vehicle can be seen negotiating Whirly Pit Roundabout at approximate OS grid reference: SP 88945 52344.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside and outside of the turn; it should be noted that minimal oversail on the inside of the turn on the island is expected, it should be noted that the island is raised, and utilisation of trailer hydraulics may be required, confirmation from haulier regarding configuration capabilities should be sought. Oversail is expected to remain within the highway boundary (Leader 1). It should be noted that street furniture positions are approximate, the configuration is expected to be in conflict with directional bollards located on the lane splitter approaching the island, removal would be required to facilitate (Leader 2). It should be noted that the configuration is expected to be in close proximity to additional street furniture which include an electrified street lamp and directional bollards, conflict with street furniture further on from the lane splitter is not expected to occur (Leader 3). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.



Location Plan

Legend:

5 axle bed 5 axle trailer minimum turning arrangements Drawing ref. 23-1218.TC03

Extent of tractor track

Extent of trailer track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

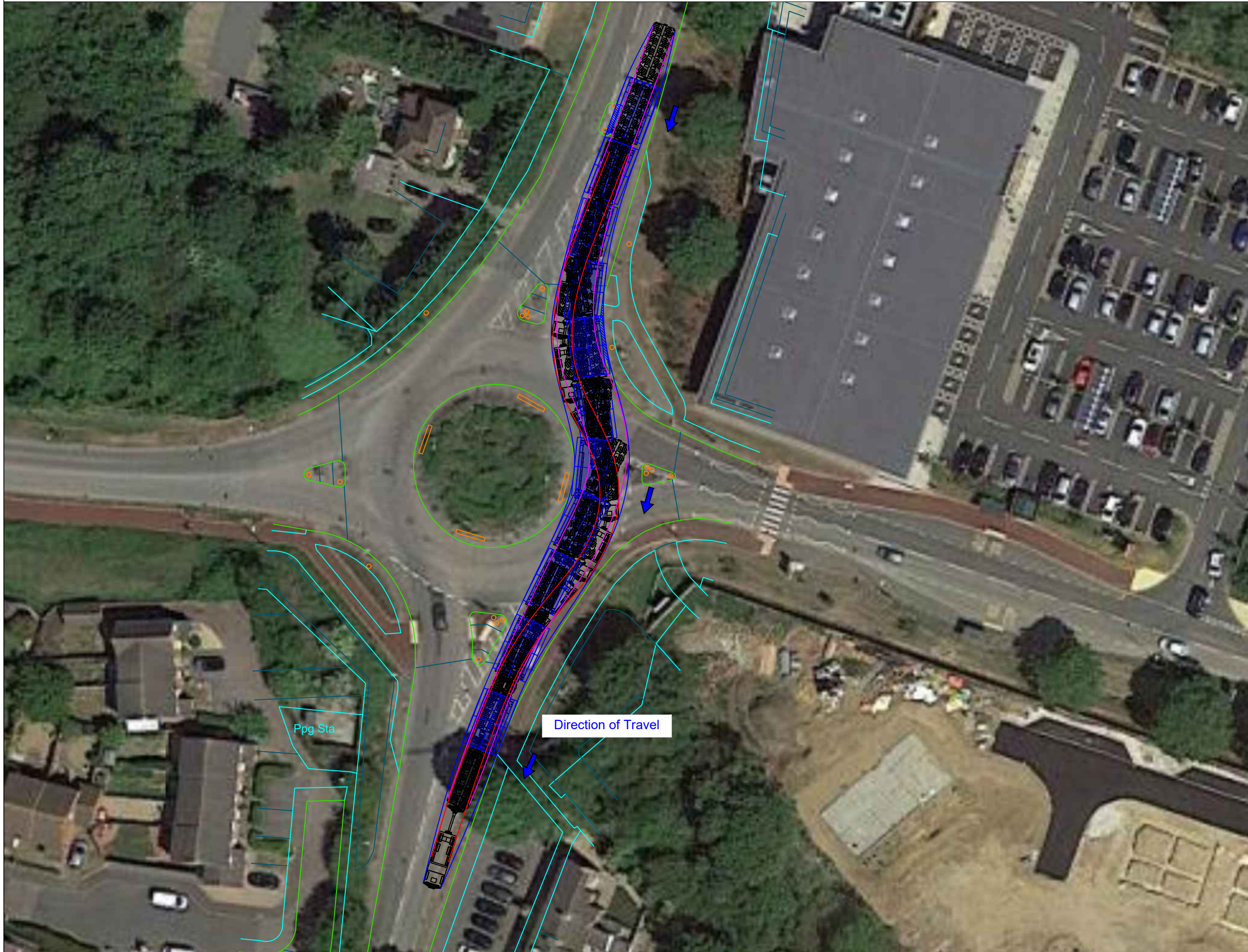
Oversail beyond kerb

1		
0	08.04.25	Issued for comment
Rev.	Date	Amendments
Revisions		
Prepared by:		
<div><div> INDEPENDENT TRANSPORTATION WYNNS ENGINEERS</div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411</div></div> <div>Independent Transportation Engineers</div>		
Client:		
<div> Island GREEN POWER</div>		
Project:		
Green Hill Solar Farm		
Title:		
Swept Path Assessment Negotiability of Whirly Pit Roundabout, at approximate OS grid reference: SP 88945 52344, considerate of indicative 100te transformer transported on 5 axle bed 5 axle trailer.		
Drawing status:		
Final Report		
Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
Dwg. no:	Sheet:	Rev:
23-1218.SPA10	1 of 2	0
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P:\Clients\Existing Clients\Island Green Power\23-1218 Solar Farm in Northamptonshire (Grendon)\Swept Path Assessments		

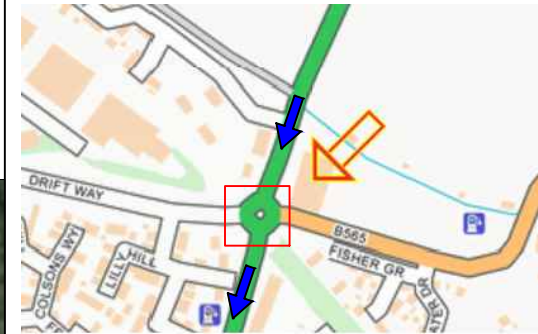


Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:500

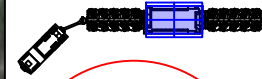
NOTE: Overlay onto aerial image is not
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only, and should only be taken as such.




Location Plan




Legend:




minimum turning arrangements
Drawing ref. 23-1218.TC03




Extent of tractor track




Extent of trailer 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	08.04.25	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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Whirly Pit Roundabout, at
approximate OS grid reference: SP 88945 52344,
considerate of indicative 100te transformer
transported on 5 axle bed 5 axle trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
Dwg. no:	Sheet:	Rev:
23-1218.SPA10	2 of 2	0

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Northamptonshire (Grendon)\Swept Path Assessments

3.6. Green Hill G (Warrington)

Site	Green Hill Solar - Green Hill G (Warrington)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	Not applicable as 100te nett transformer will be moved within STGO Category 3 and as such will not require Special Order permissions from National Highways.
National Highways AIP Reference Number	N/A
Proposed port Delivery	Port of Immingham The port of Immingham is well established for heavy project cargo and no issues are expected in respect to marine access. It should be noted that as the load is STGO it will not be specifically limited to Immingham as the closest port but Immingham does provide suitable facilities.
Maximum Transport Weight considered during the most recent report in line with future project requirements	Weight - 95Te nett transformer Length - 7.60m Width - 2.70m Height - 4.5m
Typical trailer used in route clearance works	A 5 bed 5 trailer at 141te gross weight as shown in drawing number 23-1218.TC03.
Expected delivery date of next planned transformer if known	To be confirmed
Last Recorded Special Order Movement (according to available records)	No movements to this site as is a new development.

Site	Green Hill Solar - Green Hill G (Warrington)
Suggested route based on historical information	<p>Leave M1 at Jct 14 and take A509 northbound Continue towards Bozeat Turn right A428 Continue to site (OS Grid Ref: SP 90182 54604)</p>
Is a map available of the proposed route(s)?	Yes - See Attachment 11
Any Known Problems for AIL Access in terms of structures?	<p>No - As the gross vehicle weight of the drawbar trailer is less than 150Te the vehicle will be considered as a STGO CAT3 movement. This requires that the movement is notified through the National Highways ESDAL platform with 5 working days notice. If no rejections are received within this window, the movement has permission to travel.</p> <p>Notification WYNL/211 was transmitted on 10/03/2025 to which no rejections were received. Had a haulier made this same application, they would have therefore received the required permission to travel.</p>
Authorities consulted in respect to AIL Access	<ul style="list-style-type: none"> • Milton Keynes City Council • National Highways Area 7 • National Highways East Region • National Highways Yorkshire & North East Region • Network Rail LC & Rail over Road • North & West Northants Abnormal Load Service • North Lincolnshire Council Unitary Authority
Any Known Problems for AIL Access in terms of Onsite issues?	N/A - Proposal Stage
Any Known Problems for AIL Access in terms of negotiability and other route comments?	No
Do routing issues currently present a serious risk that access to the site may be restricted?	No

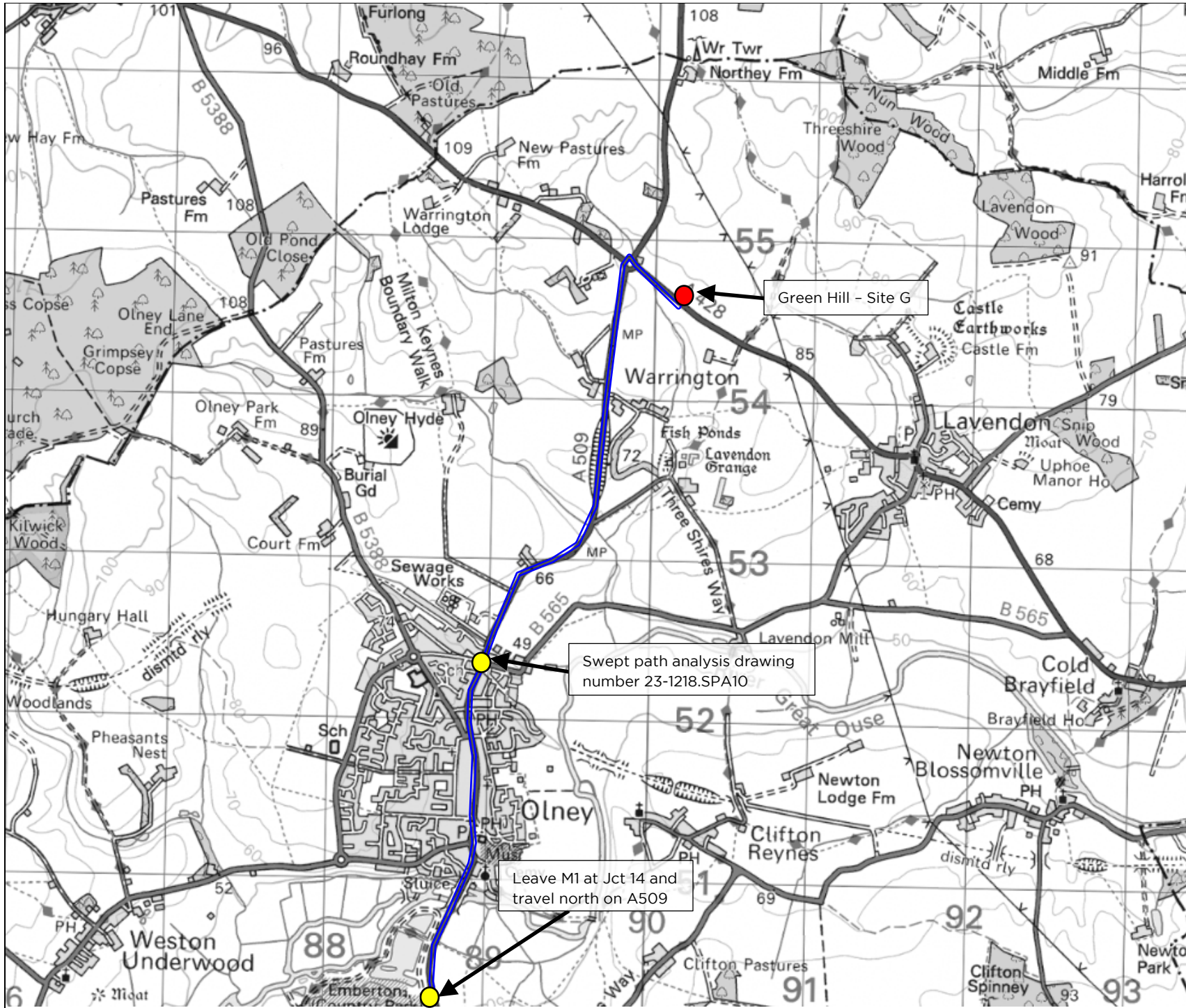





Site	Green Hill Solar - Green Hill G (Warrington)
Any other Relevant Information and Notes: N/A	

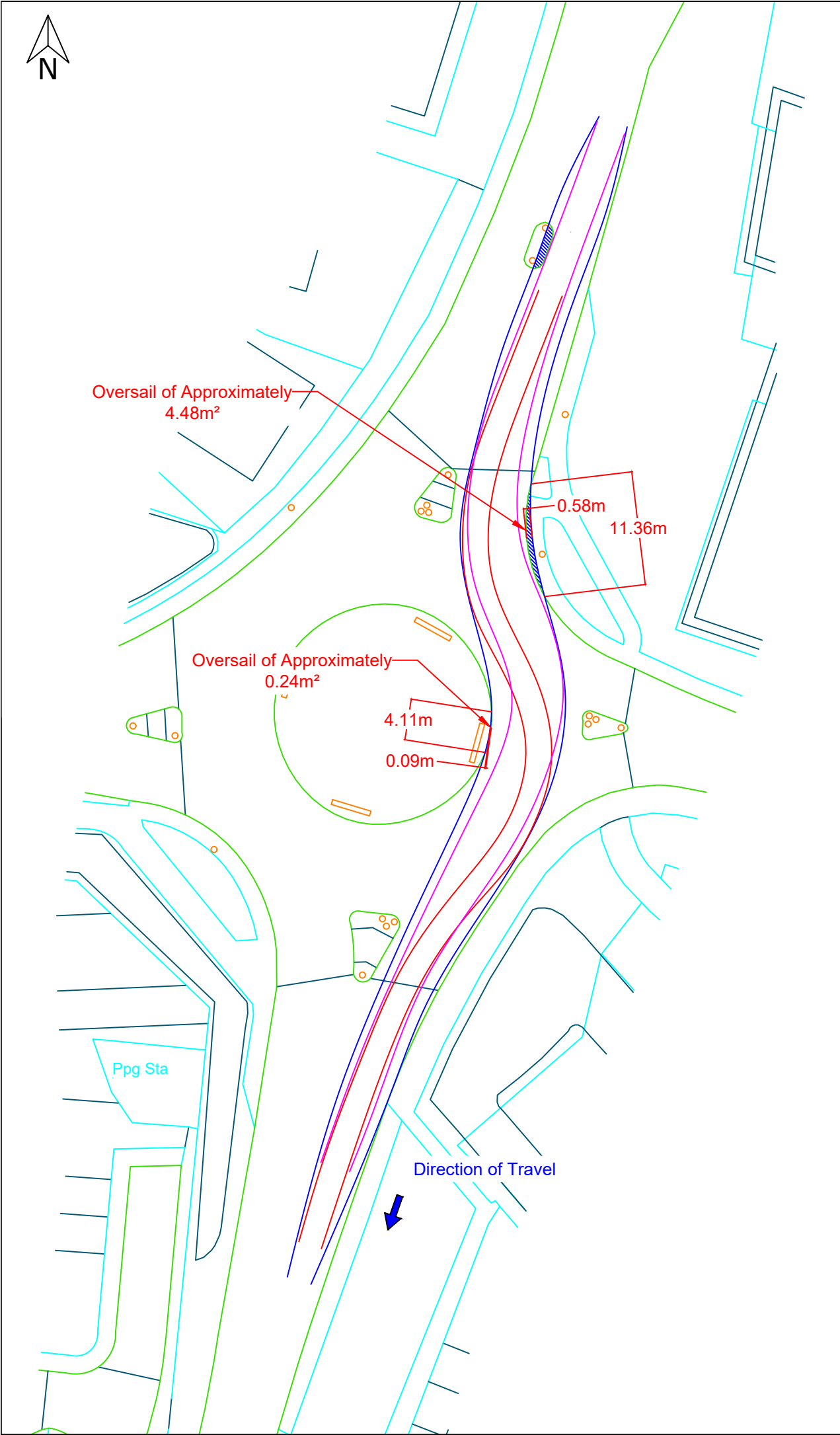


Attachment 11

Site G - Map



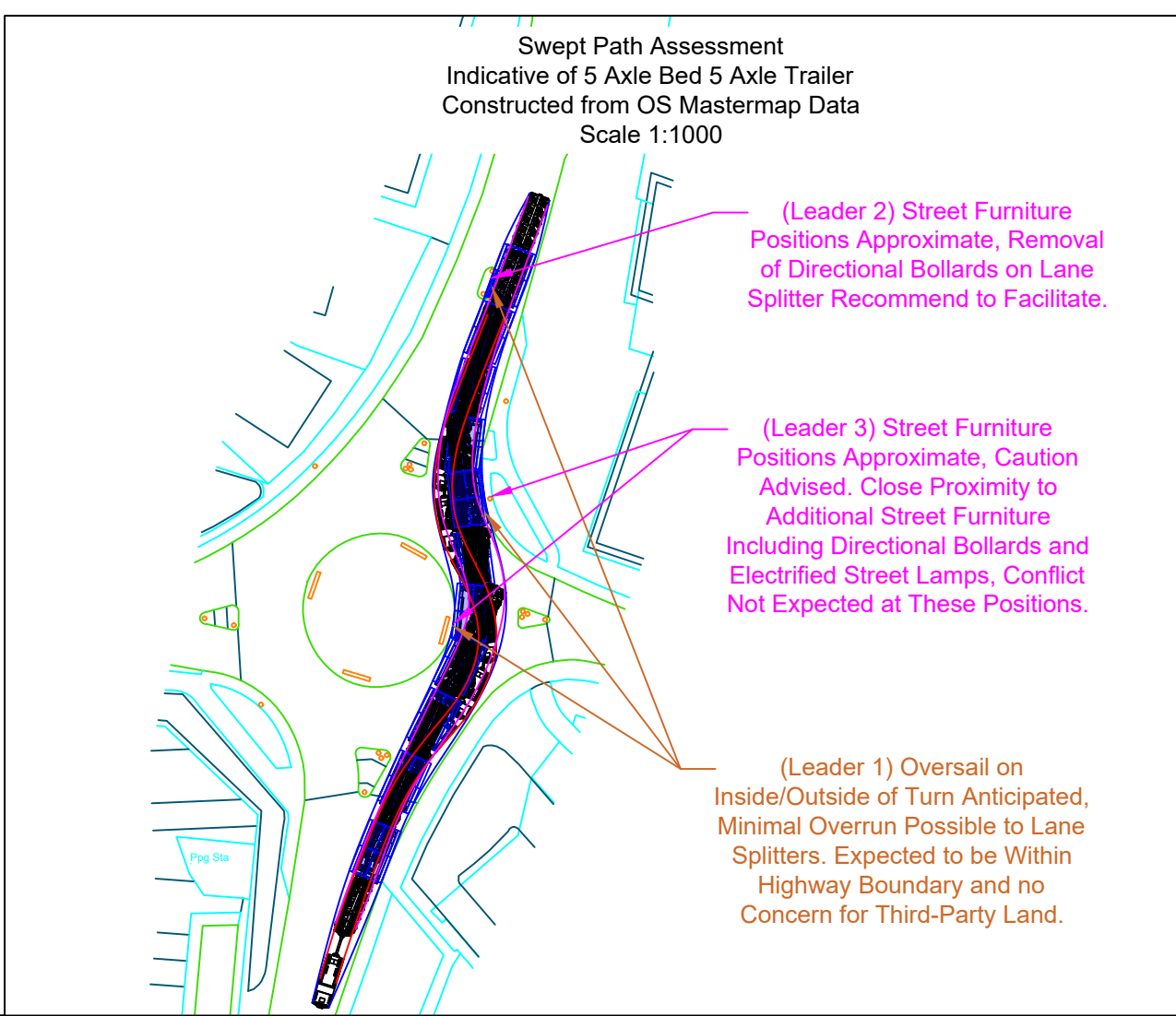
Key		
	Route 1 to Green Hill – Site G	
	Points of Interest	
	Green Hill – Site G	
</		



Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:500

The delivery vehicle can be seen negotiating Whirly Pit Roundabout at approximate OS grid reference: SP 88945 52344.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside and outside of the turn; it should be noted that minimal oversail on the inside of the turn on the island is expected, it should be noted that the island is raised, and utilisation of trailer hydraulics may be required, confirmation from haulier regarding configuration capabilities should be sought. Oversail is expected to remain within the highway boundary (Leader 1). It should be noted that street furniture positions are approximate, the configuration is expected to be in conflict with directional bollards located on the lane splitter approaching the island, removal would be required to facilitate (Leader 2). It should be noted that the configuration is expected to be in close proximity to additional street furniture which include an electrified street lamp and directional bollards, conflict with street furniture further on from the lane splitter is not expected to occur (Leader 3). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.



Location Plan

Legend:

5 axle bed 5 axle trailer
minimum turning arrangements
Drawing ref. 23-1218.TC03

Extent of tractor track

Extent of trailer 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	08.04.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

Project:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Whirly Pit Roundabout, at
approximate OS grid reference: SP 88945 52344,
considerate of indicative 100te transformer
transported on 5 axle bed 5 axle trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
Dwg. no:	Sheet:	Rev:
23-1218.SPA10	1 of 2	0

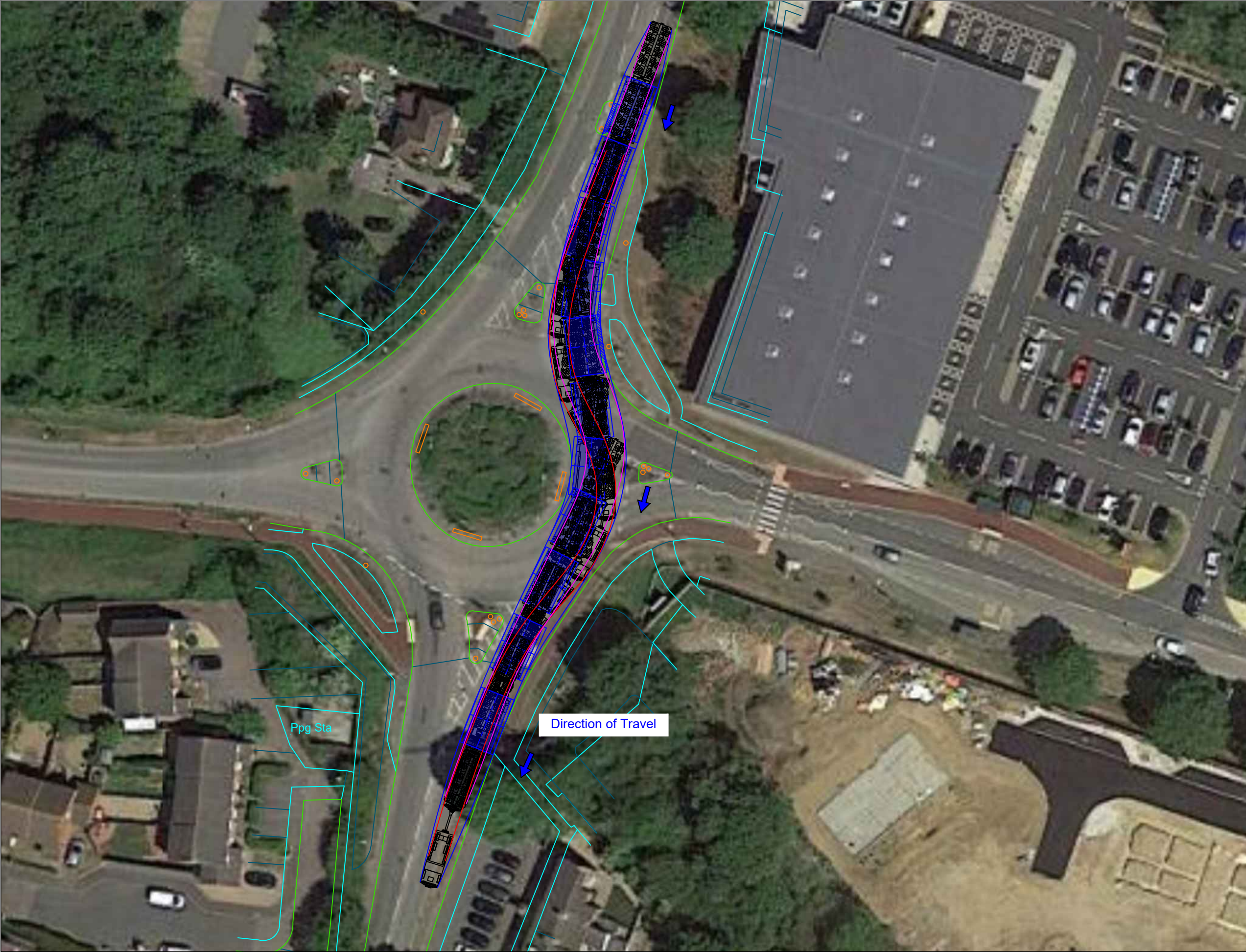
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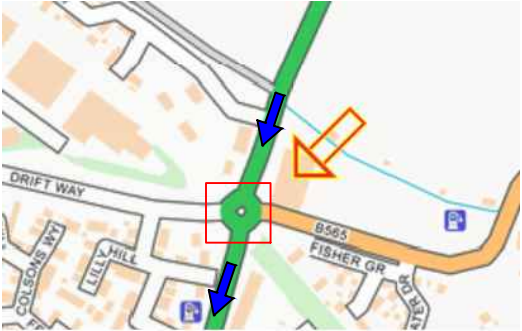


Swept Path Assessment
Indicative of 5 Axle Bed 5 Axle Trailer
Constructed from OS Mastermap Data
Scale 1:500

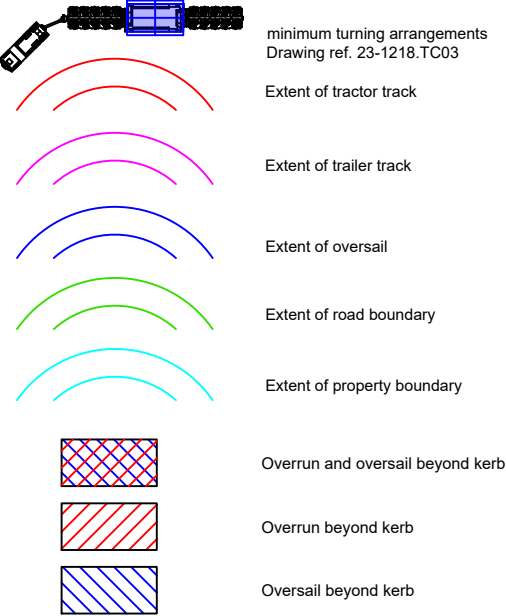
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Location Plan



Legend:



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0	08.04.25	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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Whirly Pit Roundabout, at
approximate OS grid reference: SP 88945 52344,
considerate of indicative 100te transformer
transported on 5 axle bed 5 axle trailer.

Drawing status:

Final Report

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Northamptonshire (Grendon)\Swept Path Assessments



3.7. Grendon BESS (Grendon)

Site	Green Hill Solar – Grendon BESS (Grendon)
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	Port of Tilbury has been stipulated as the preferred port for delivery in line with the water preferred policy.
National Highways AIP Reference Number	AIP 921 Green Hill Solar (Grendon)
Proposed port Delivery	Port of Tilbury The port of Tilbury is also well-established for heavy project cargo and no issues are expected in respect to marine access.
Maximum Transport Weight considered during the most recent report in line with future project requirements	Weight – 183Te nett transformer Length – 10.00m Width – 4.00m Height – 4.90m
Typical trailer used in route clearance works	16 axle girder frame (269.6Te Gross Vehicle Weight) as shown in drawing number 23-1218.TC02 and 20 axle girder frame (317.0Te Gross Vehicle Weight) as shown in drawing number 23-1218.TC01
Expected delivery date of next planned transformer if known	To be confirmed
Last Recorded Special Order Movement (according to available records)	Wynns hold information of a 169Te transformer movement in December 2013 to National Grid Substation Grendon which is located adjacent to the proposed BESS site.

Site	Green Hill Solar – Grendon BESS (Grendon)
Suggested route based on historical information	<p>The route from Port of Tilbury via M25 to M1 Jct 12 is a commonly used heavy haulage route to the National Grid transformer storage facility at Sundon. Therefore we have deemed this movement acceptable to M1 Jct 12 and commencing our study from here onwards.</p> <p>Leave M1 Jct 15 Turn right Saxon Avenue Turn left Bridge Meadow Way Turn right Wooldale Road Continue to Landimore Road Turn left Gowerton Road Turn right Rhosili Road Turn right Salthouse Road Turn left Burryport Road Turn right Liliput Road Turn right A428 Bedford Road Turn left Biling Road Turn right Brafield Road, York Avenue Turn right Station Road, Whiston Road Continue to site (OS Grid Ref: SP 86809 60956)</p>
Is a map available of the proposed route(s)?	Yes – See Attachment 12
Any Known Problems for AIL Access in terms of structures?	<p>No</p> <p>WYNL/184/S1 was submitted to National Highways to find the structural capacity of their assets. All parties apart from National Highways East Region have given their acceptance.</p> <p>There are currently issues on the M1 between junctions 14 and 15 for the traversal of structures 195 and 196. Jacobs are conducting further assessments on behalf of National Highways East Region.</p>
Authorities consulted in respect to AIL Access	<ul style="list-style-type: none"> • Northamptonshire Police • Bedfordshire/Hertfordshire/Cambridgeshire Police • Thames Valley Police • National Highways Area 7 • Network Rail • North and West Northants

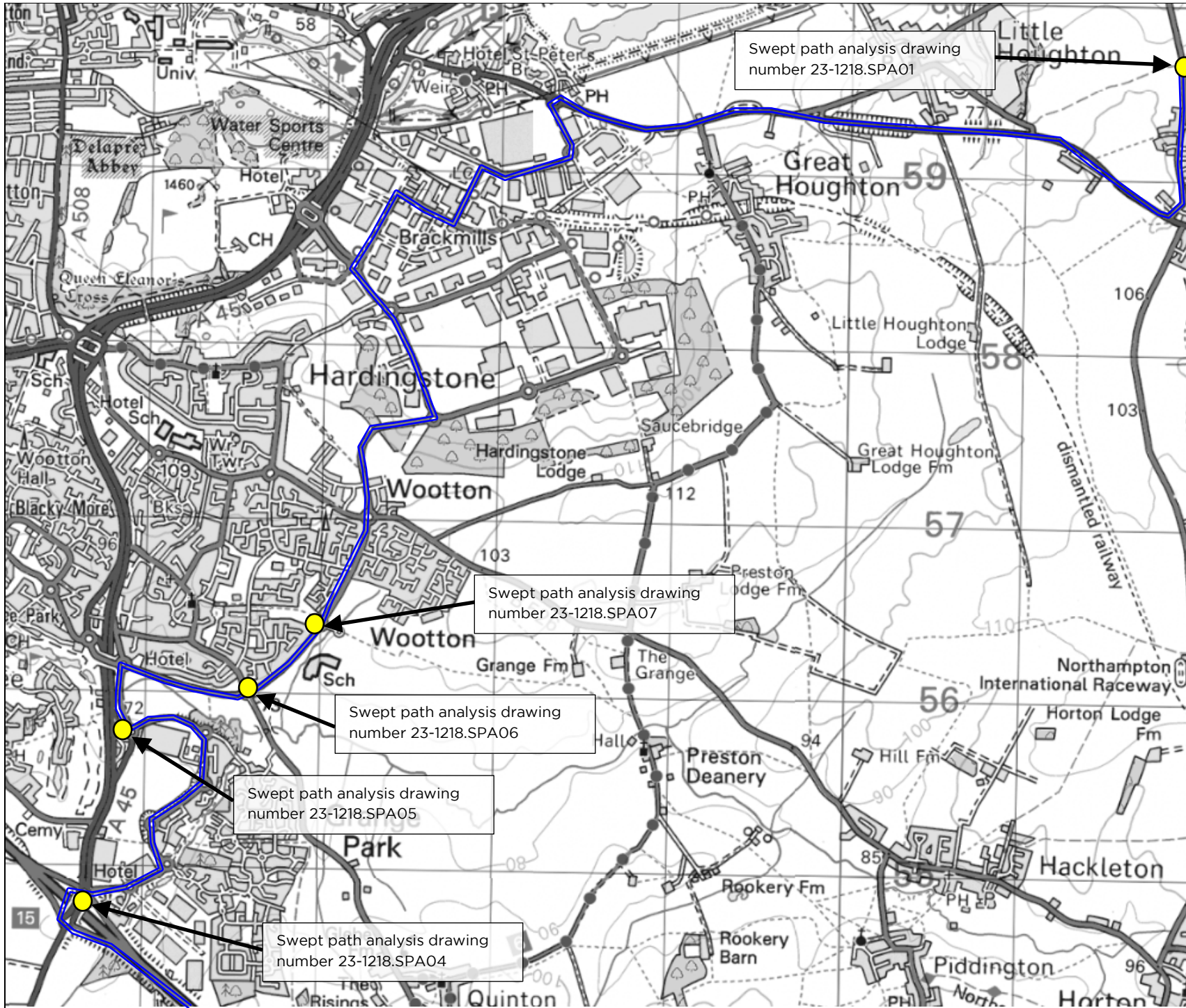


Site	Green Hill Solar – Grendon BESS (Grendon)
	<ul style="list-style-type: none"> • Milton Keynes City Council • National Highways East Region
Any Known Problems for AIL Access in terms of Onsite issues?	N/A – Proposal Stage
Any Known Problems for AIL Access in terms of negotiability and other route comments?	<p>No</p> <p>Swept path assessments have been carried out at multiple locations along the route. (Attachment 13)</p> <p>Street furniture removal will be expected at multiple locations along the route which is commonplace for AIL movements of this nature.</p>
Do routing issues currently present a serious risk that access to the site may be restricted?	No
Any other Relevant Information and Notes: N/A	

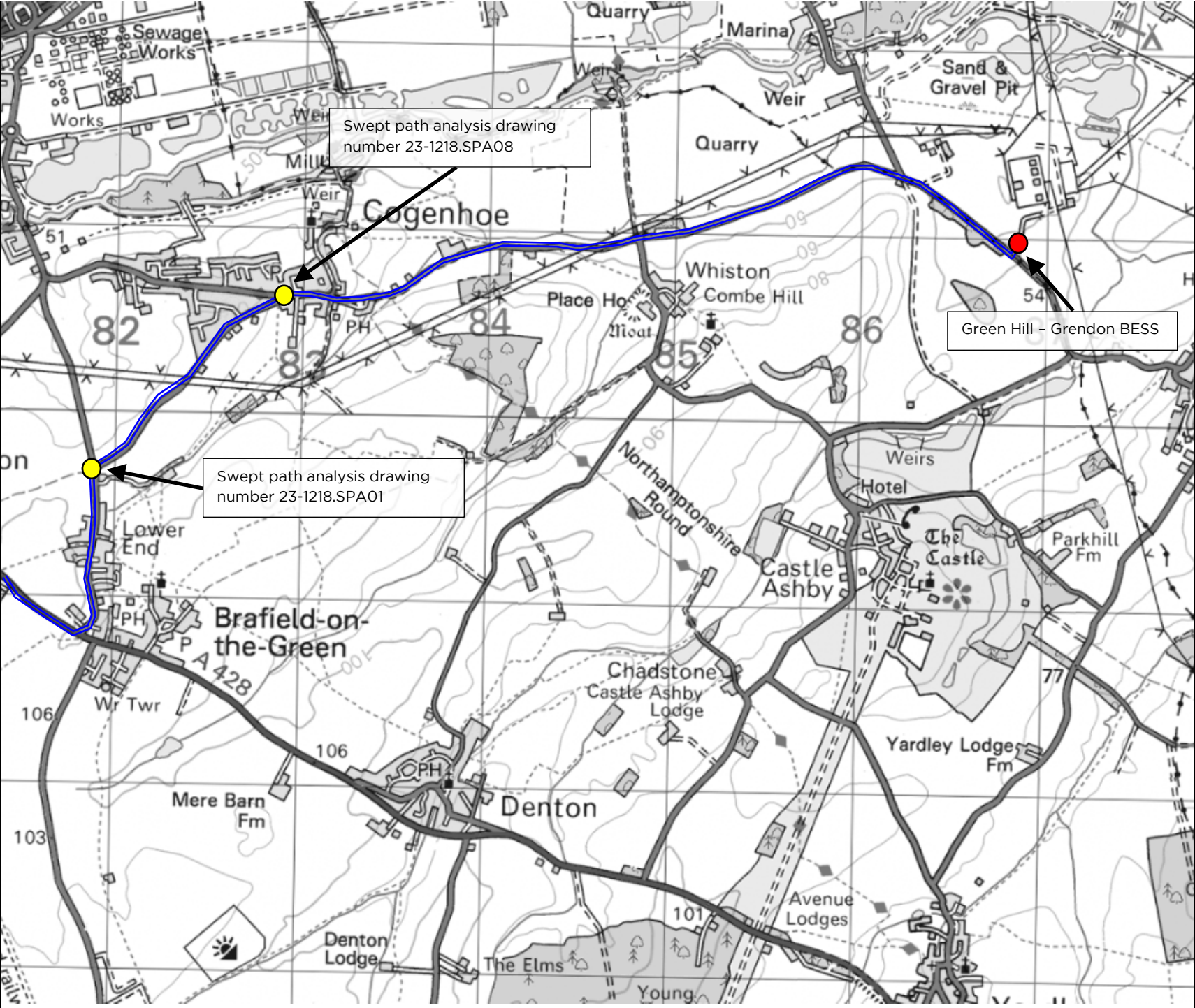









Attachment 12

Grendon BESS - Maps



Key		
	Route 1 to Green Hill - Grendon BESS	
	Points of Interest	
B		
A		
O	17.04.2025	First Issue
Rev	Date	Amendments:
Revisions		
Wynns Ltd. Independent Transportation Engineers		
Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411		
Client:		
Project:	Green Hill Solar	
Title:	Map 1 - Route to Green Hill - Grendon BESS	
Drawing Status:	Final Report	
Scale (A4):	Drawn by:	Checked by:
NTS	SMB	ARP
Ref No.:	Sheet:	Rev.:
23-1218-Map1	1 of 2	0
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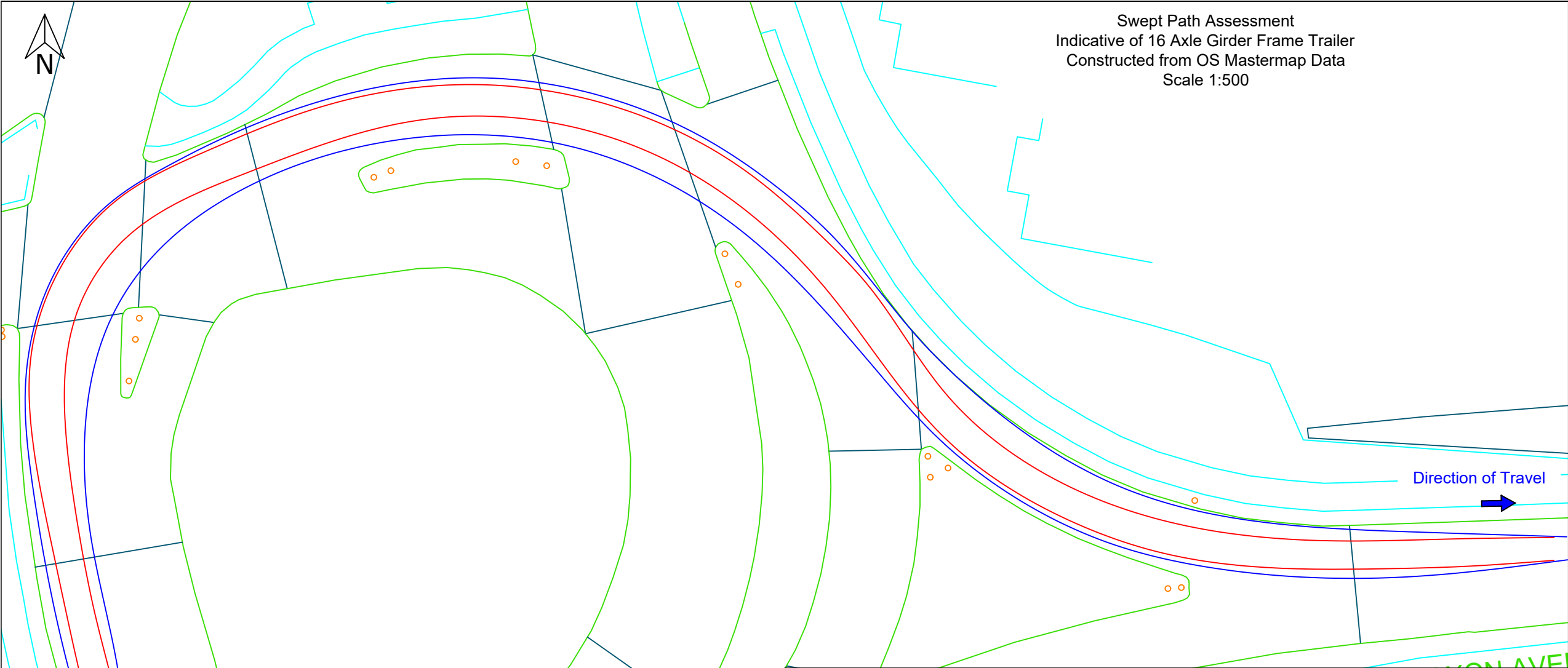


Key		
	Route 1 to Green Hill - Grendon BESS	
	Points of Interest	
	Green Hill - Grendon BESS	
		
		
B		
A		
O	17.04.2025	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Engineers</div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</div></div>		
Client: <div></div>		
Project: <div>Green Hill Solar</div>		
Title: <div>Map 1 - Route to Green Hill - Grendon BESS</div>		
Drawing Status: <div>Final Report</div>		
Scale (A4): <div>NTS</div>	Drawn by: <div>SMB</div>	Checked by: <div>ARP</div>
Ref No.: <div>23-1218-Map1</div>	Sheet: <div>2 of 2</div>	Rev.: <div>0</div>
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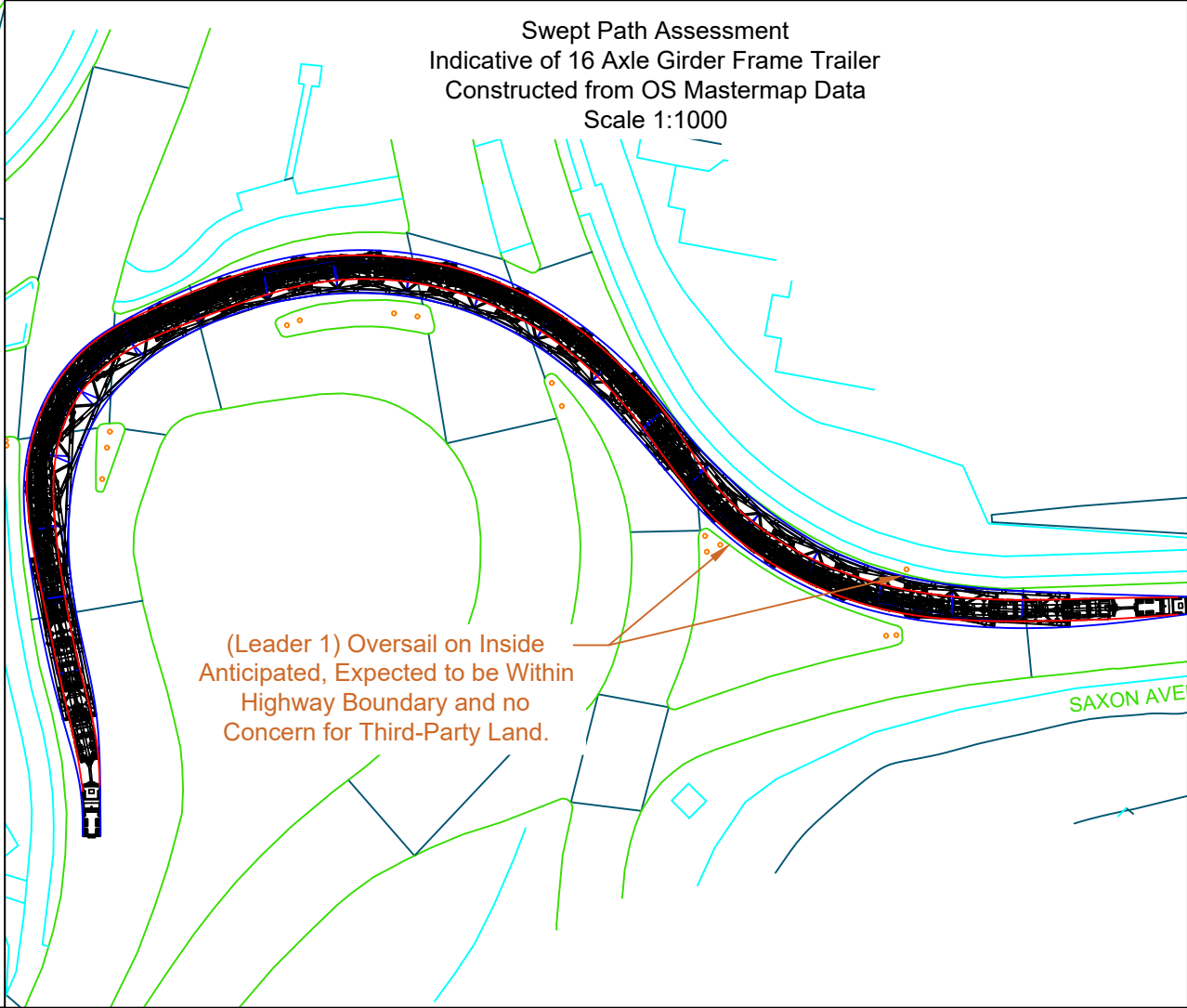
Attachment 13

Grendon BESS – Swept Path Analysis

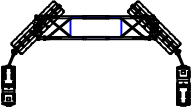


The delivery vehicle can be seen negotiating the Colling Tree Interchange at approximate OS grid reference: SP 75661 54879.


The configuration is recommended to occupy the full available carriageway to aid in reducing and mitigating oversail and overrun. Subject to full occupation, the configuration does not anticipate any conflicts, and the vehicle track is expected to remain within the road way; it should be noted that street furniture positions are approximate and should be cautioned, though no conflicts are expected to occur with street furniture (Leader 1). Subject to full occupation, this section is considered to be negotiable.




Legend:




16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02




Extent of vehicle track




Extent of oversail




Extent of road boundary




Extent of property boundary





Overrun and oversail beyond kerb



Overrun beyond kerb



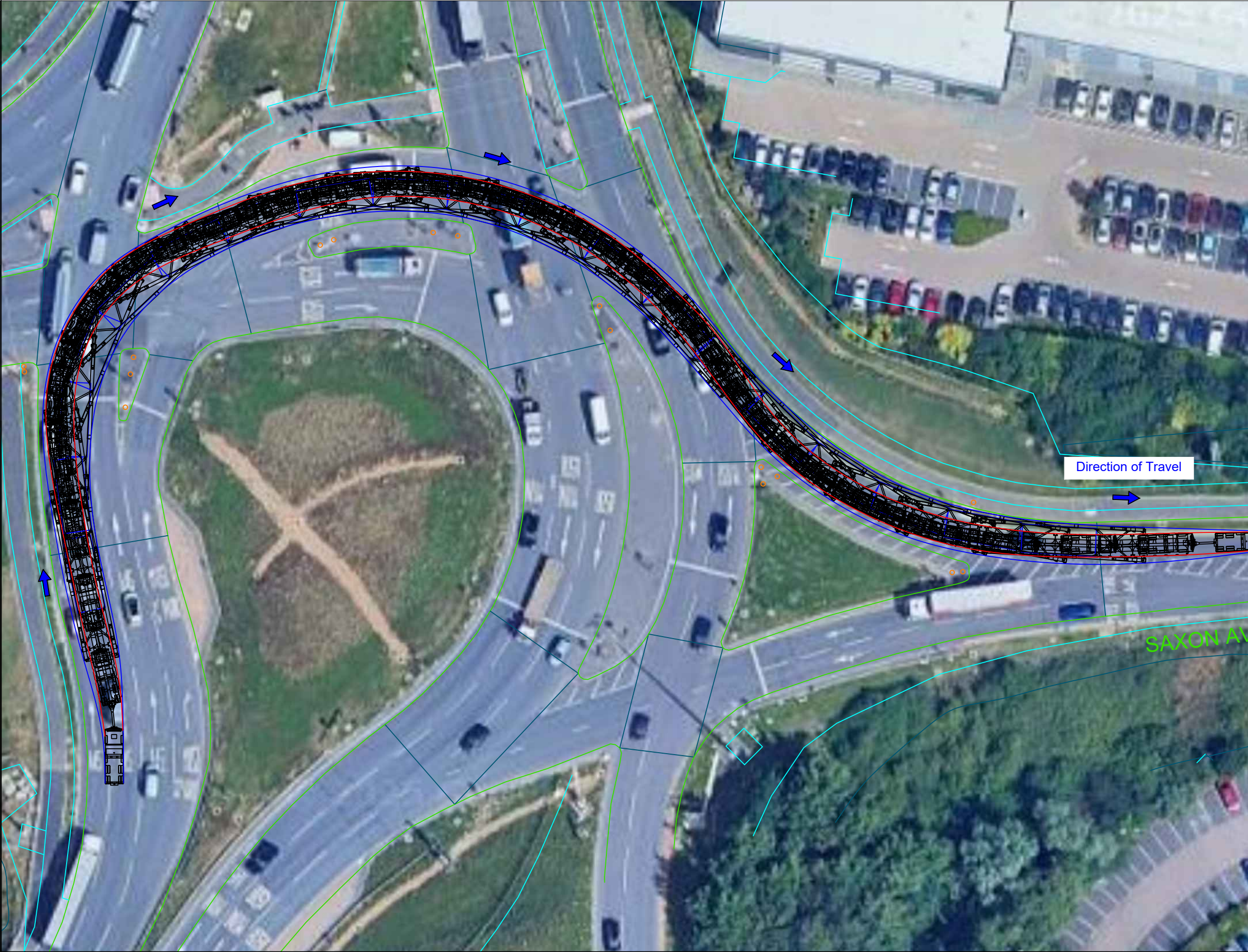
Oversail beyond kerb

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Rev.	Date	Amendments
Revisions		
Prepared by:		
<div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411</div></div> <p>Independent Transportation Engineers</p>		
Client:		
<div></div>		
Project:		
Green Hill Solar Farm		
Title:		
Swept Path Assessment Negotiability of Colling Tree Interchange, at approximate OS grid reference: SP 75661 54879, considerate of indicative 183te transformer transported on 16 axle girder frame trailer.		
Drawing status:		
Final Report		
Scale (A3):	Drawn by:	Checked by:
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Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from 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:

- 16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02
- 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	03.04.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Island
GREEN
POWER

Project:

Green Hill Solar Farm

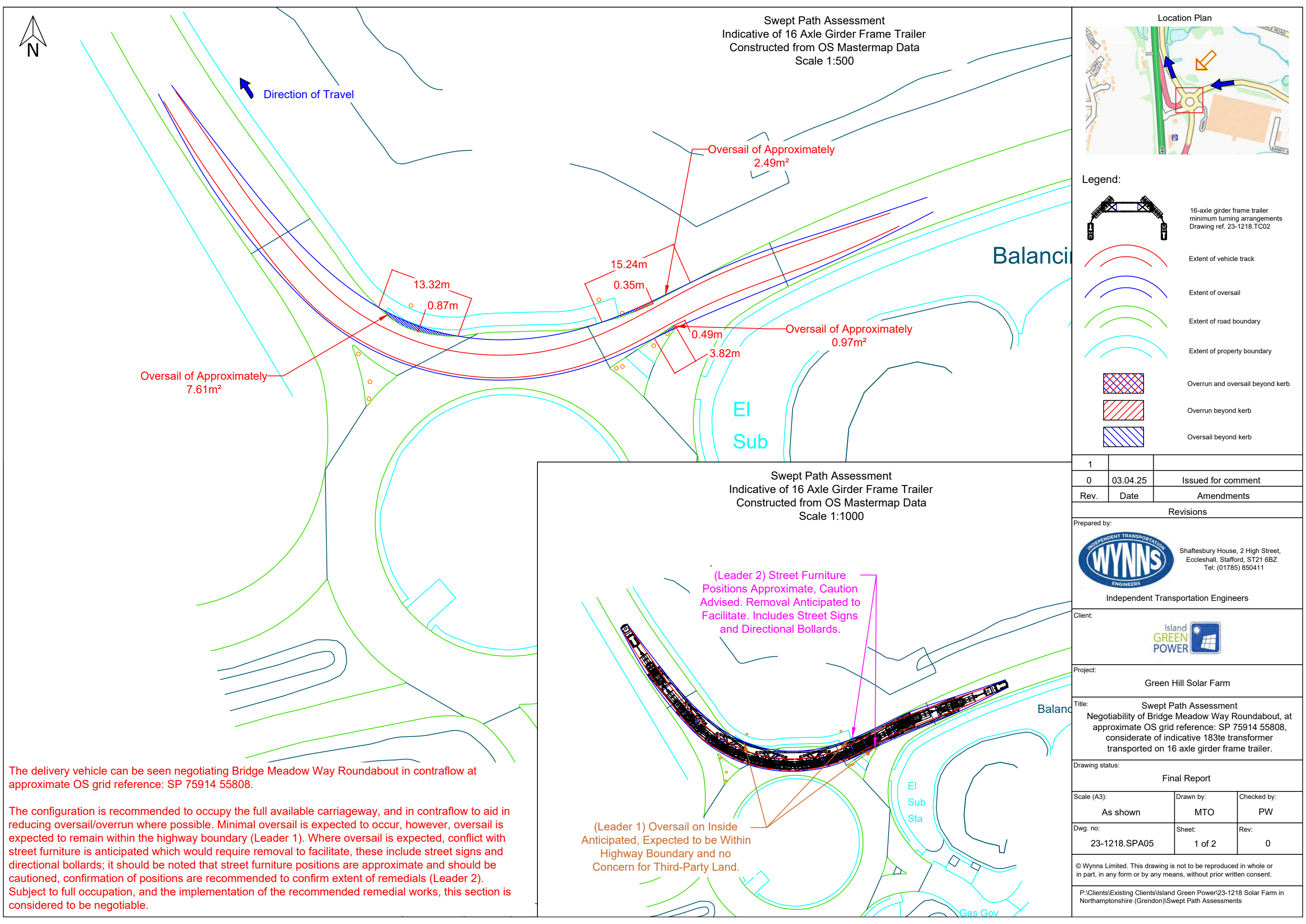
Title:

Swept Path Assessment
Negotiability of Colling Tree Interchange, at
approximate OS grid reference: SP 75661 54879,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
Dwg. no:	Sheet:	Rev:
23-1218.SPA04	2 of 2	0

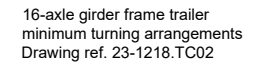
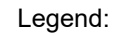


The configuration is recommended to occupy the full available carriageway, and in contraflow to aid in reducing oversail/overrun where possible. Minimal oversail is expected to occur, however, oversail is expected to remain within the highway boundary (Leader 1). Where oversail is expected, conflict with street furniture is anticipated which would require removal to facilitate, these include street signs and directional bollards; it should be noted that street furniture positions are approximate and should be cautioned, confirmation of positions are recommended to confirm extent of remedial works (Leader 2). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.

(Leader 2) Street Furniture - Positions Approximate, Caution Advised. Removal Anticipated to Facilitate. Includes Street Signs and Directional Bollards.

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

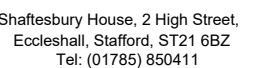
Overrun beyond kerb

Oversail beyond kerb

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0	03.04.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title: Swept Path Assessment
Negotiability of Bridge Meadow Way Roundabout, at
approximate OS grid reference: SP 75914 55808,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	PW
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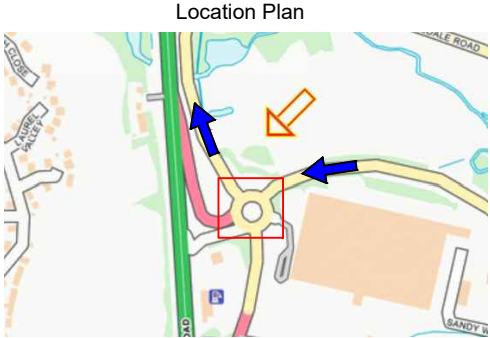
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Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

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:

- 16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02
- 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	04.04.25	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: Green Hill Solar Farm

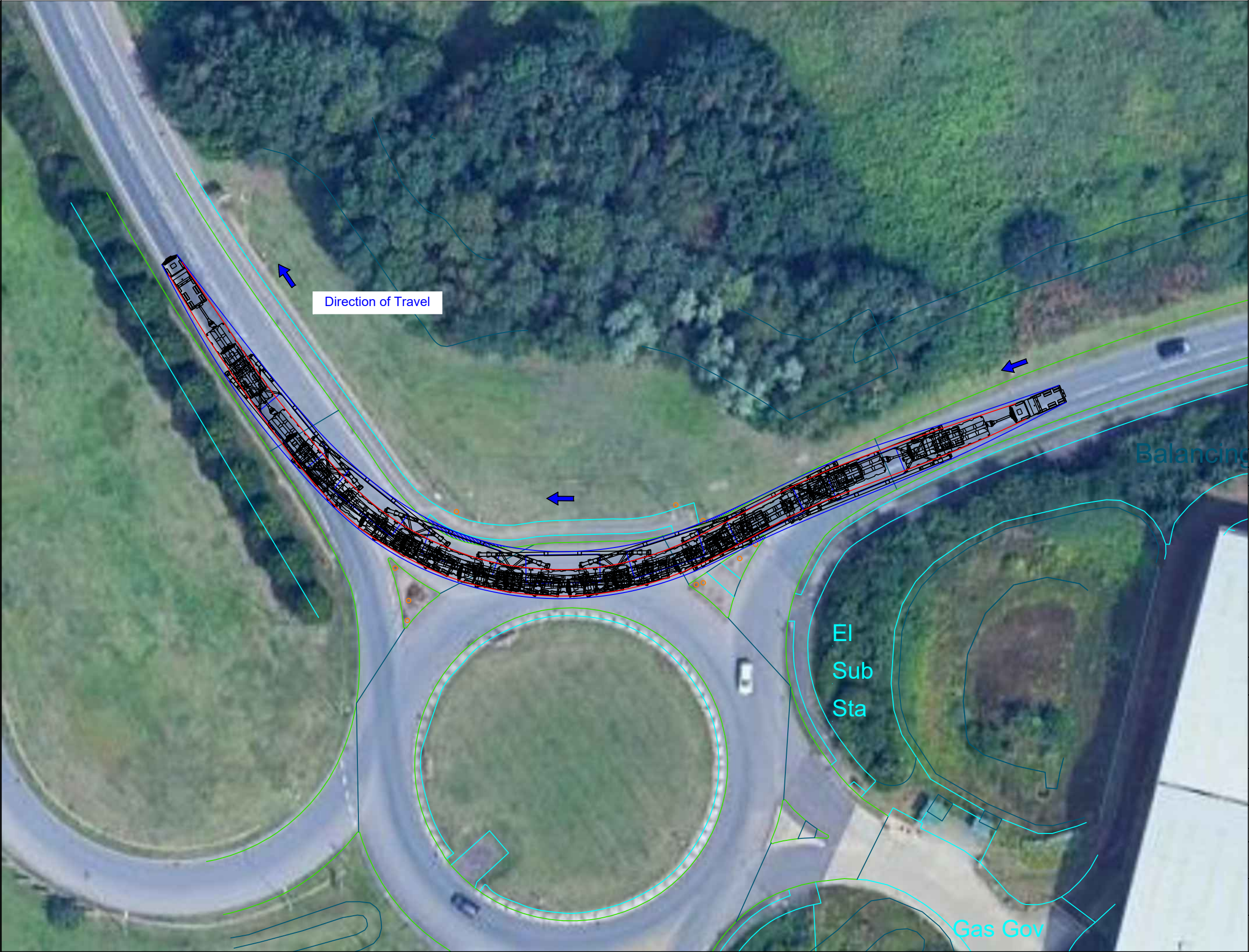
Title: Swept Path Assessment
Negotiability of Bridge Meadow Way Roundabout, at
approximate OS grid reference: SP 75914 55808,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

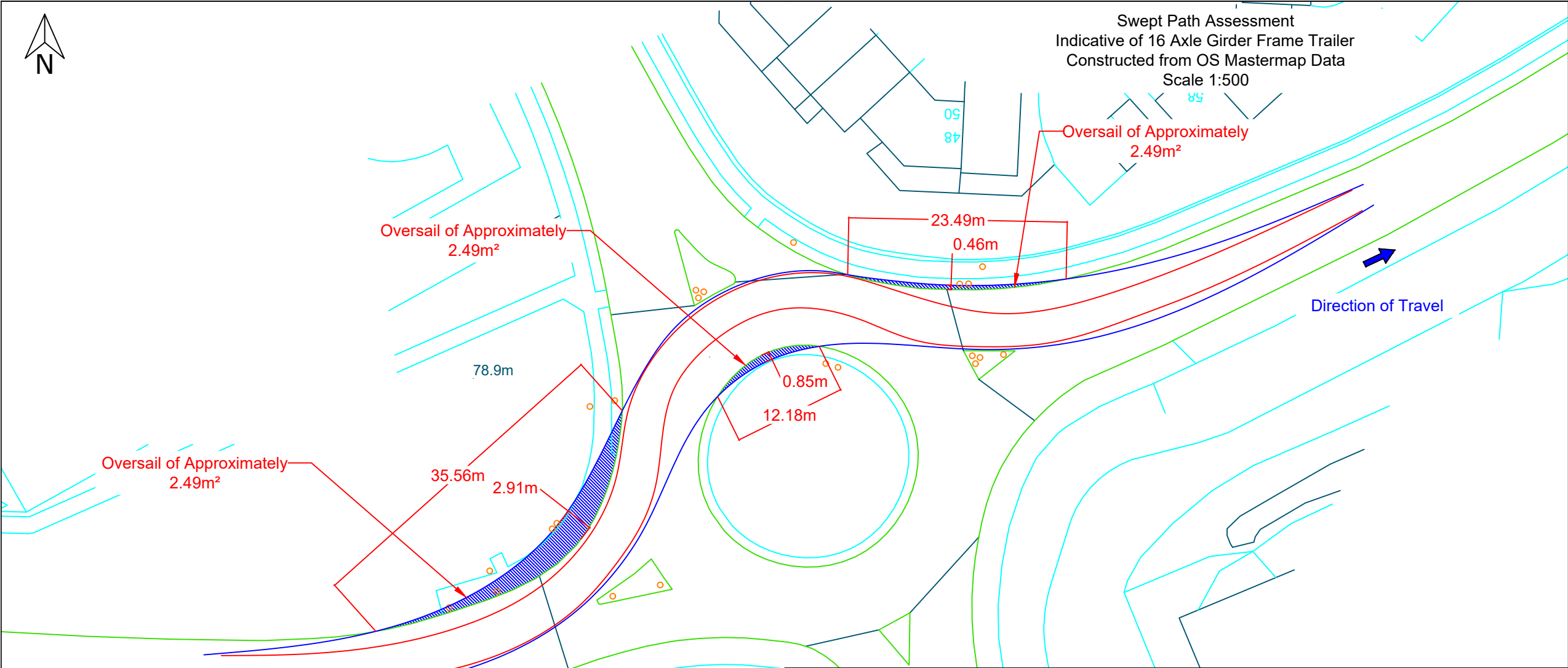
Drawing status: Final Report

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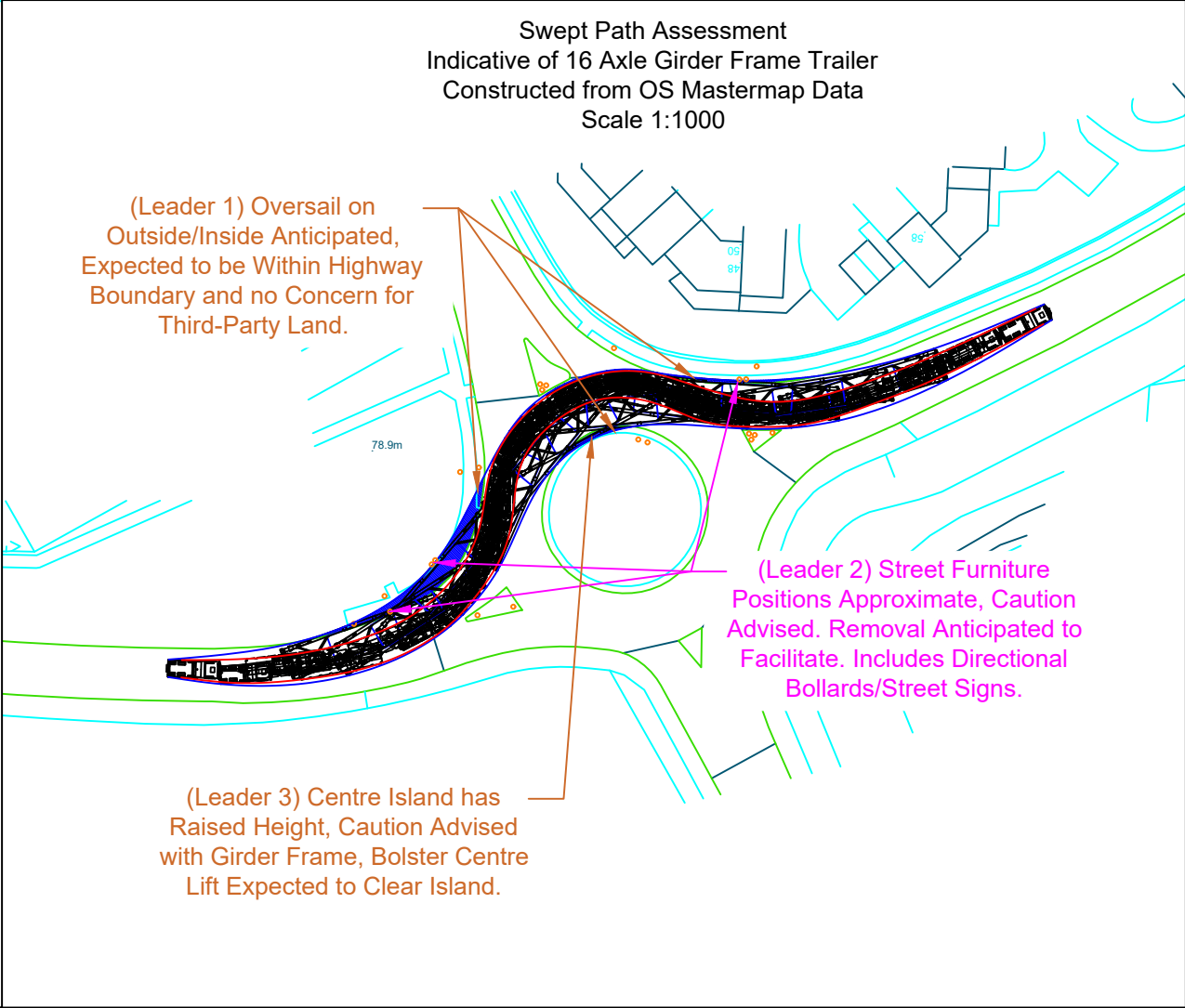
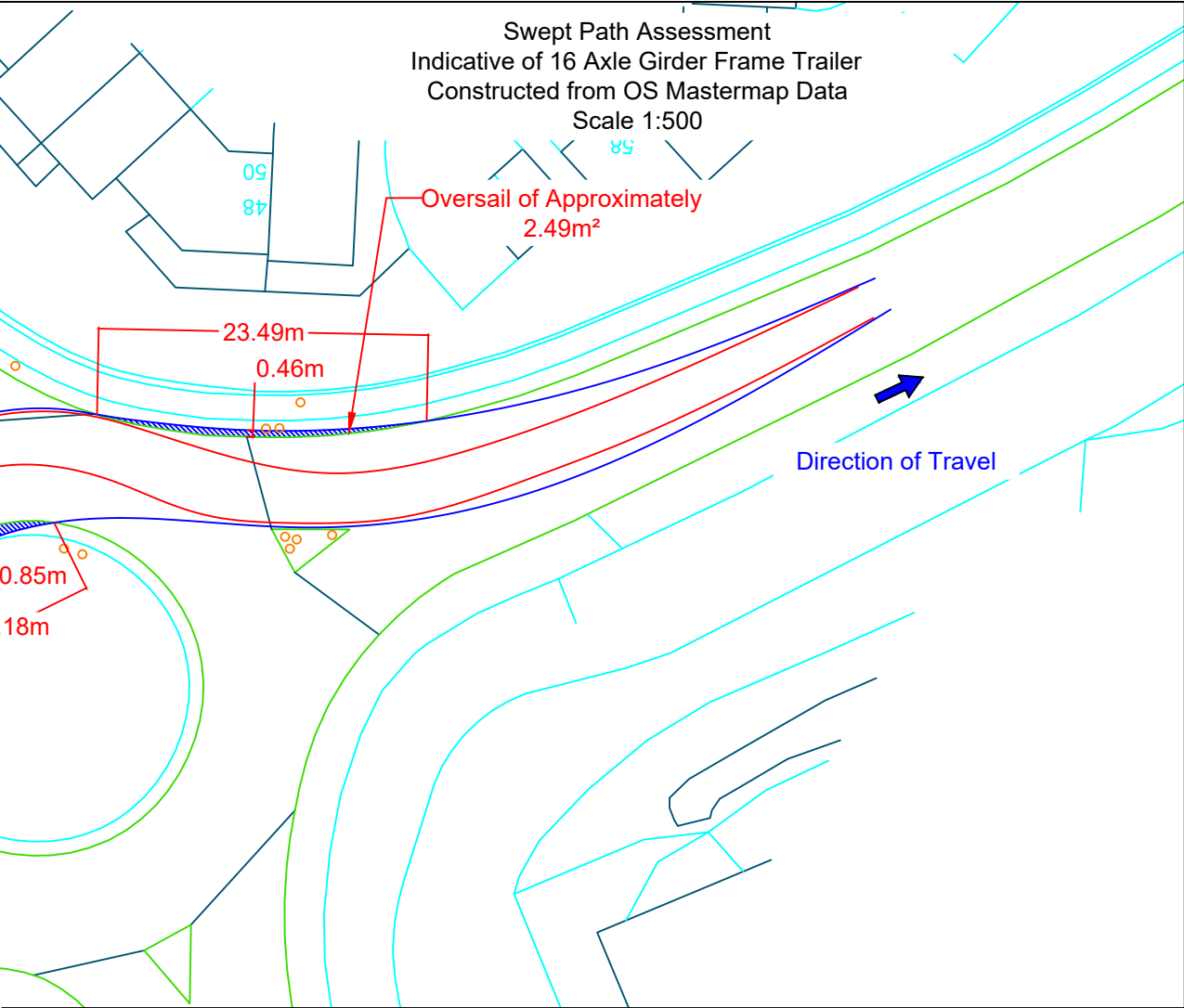




The delivery vehicle can be seen negotiating the Wooldale Road Roundabout at approximate OS grid reference: SP 76579 55986.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside and outside of the turn, however, oversail is expected to remain within the highway boundary (Leader 1). Where oversail is expected, conflict with street furniture is anticipated which would require removal to facilitate, this includes street signs and directional bollards; it should be noted that street furniture positions are approximate and should be cautioned, confirmation of positions are recommended to confirm extent of remedials (Leader 2). Additionally, oversail on the inside of the turn on the island is expected, it should be noted that the island is raised, and it is expected that utilisation of the girder frame bolster centres would be expected to provide adequate clearance, confirmation from haulier on trailer capabilities to confirm negotiation recommended (Leader 3).

Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.



Location Plan

Legend:

16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02

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	07.04.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

Project:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Wooldale Road Roundabout, at
approximate OS grid reference: SP 76579 55986,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

Drawing status:

Final Report

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Northamptonshire (Grendon)\Swept Path Assessments



Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from 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:

- 16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02
- 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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Wooldale Road Roundabout, at
approximate OS grid reference: SP 76579 55986,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

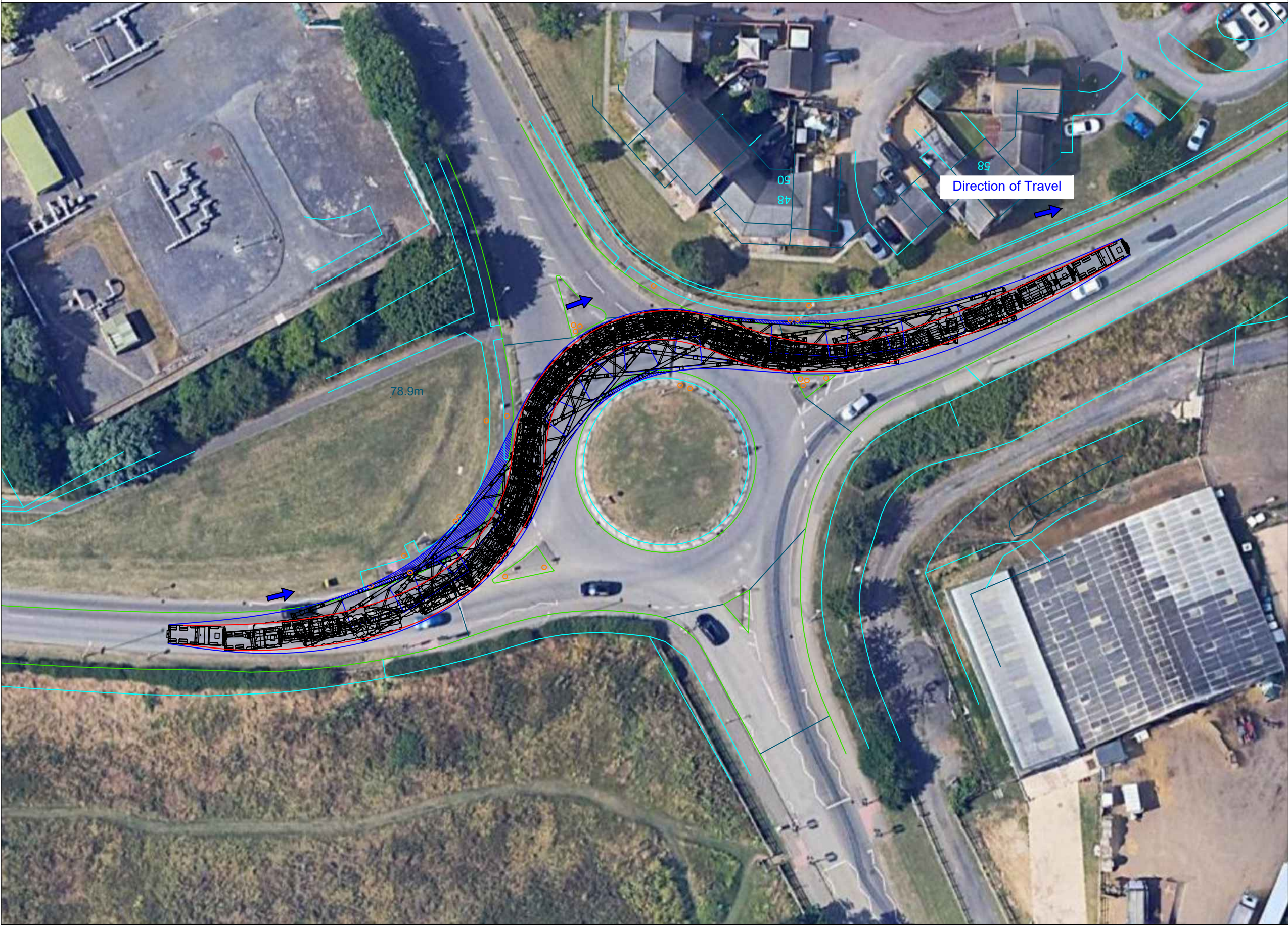
Drawing status:

Final Report

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23-1218.SPA06	2 of 2	0

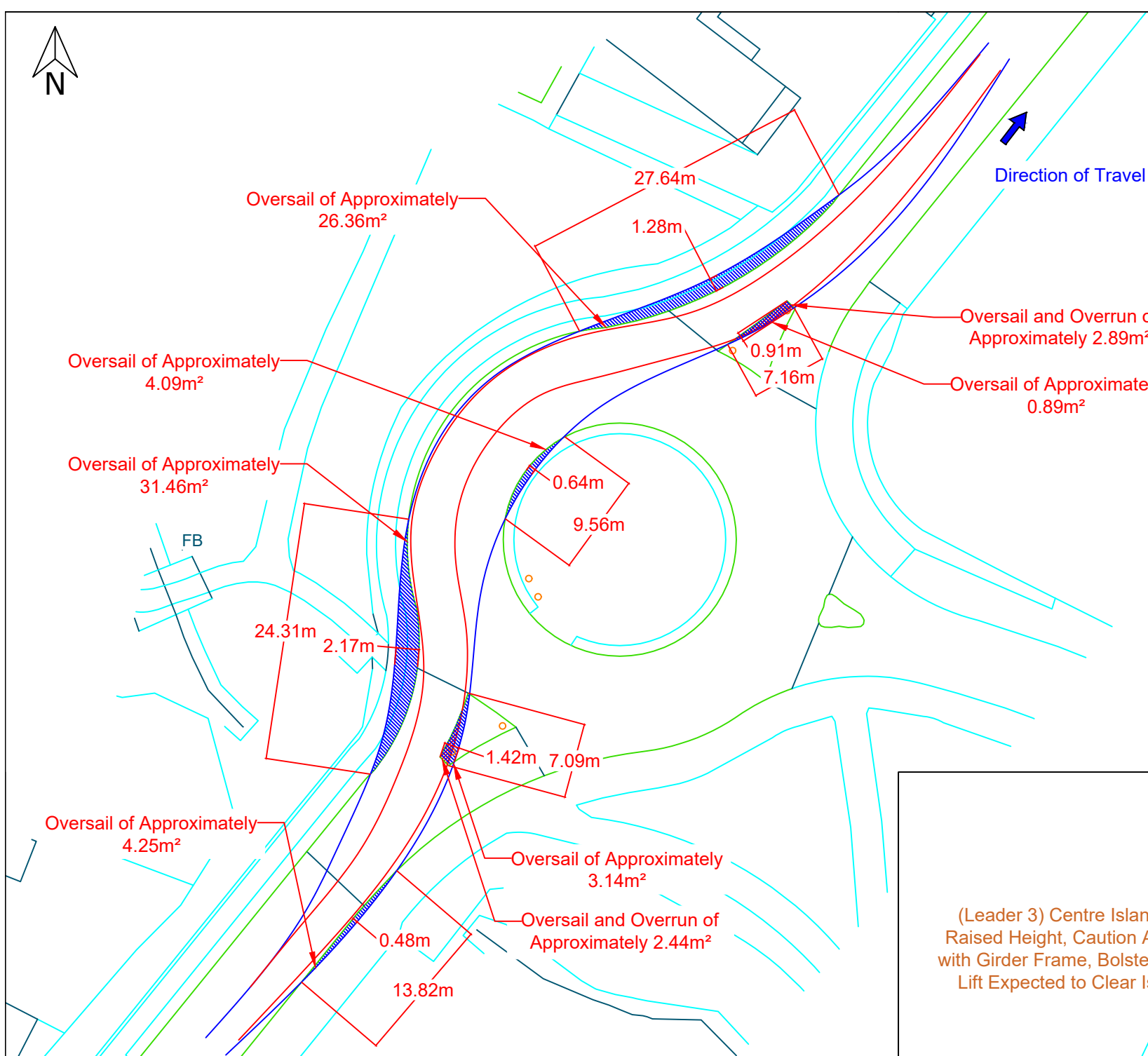
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Northamptonshire (Grendon)\Swept Path Assessments





Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500



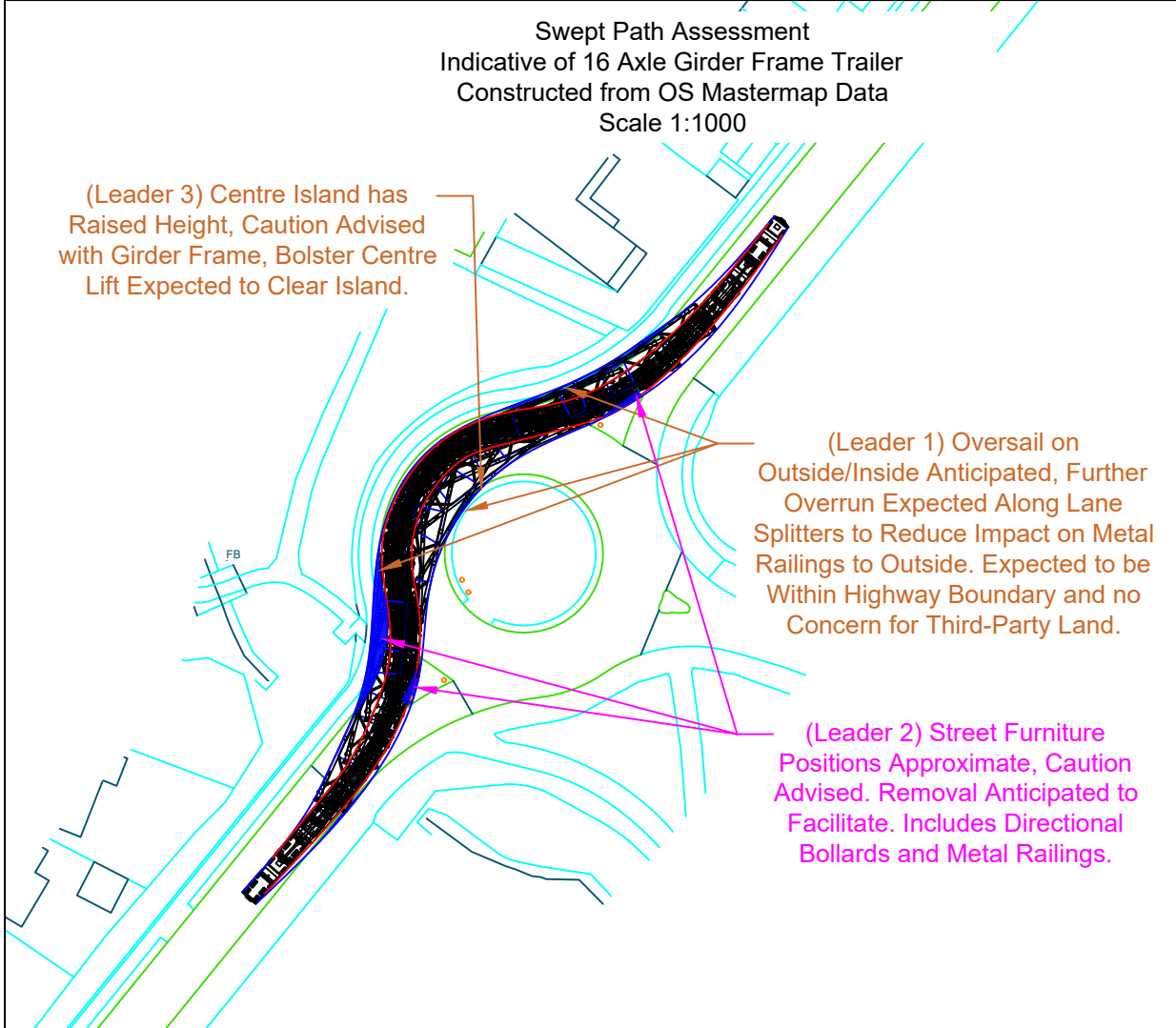
The delivery vehicle can be seen negotiating the Wooldale Road Roundabout at approximate OS grid reference: SP 76998 56401.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside and outside of the turn, as well as overrun on the lane splitters on the approach and exit of the island; this is to reduce the amount of remedial works needed to metal railings on the outside of the turn. Oversail and overrun is expected to remain within the highway boundary (Leader 1). Where oversail/overrun is expected, conflict with street furniture is anticipated which would require removal to facilitate; it should be noted that street furniture positions are approximate and should be cautioned, confirmation of positions are recommended to confirm extent of remedials. Street furniture includes directional bollards located on the lane splitters, and metal railings on the outside of the turn (Leader 2). It should be noted that any overrun would require plating and packing to any kerbs/pavements/verges to facilitate movement. Oversail on the inside of the turn on the island is expected, it should be noted that the island is raised, utilisation of the girder frame bolster centres would be expected to provide adequate clearance, confirmation from haulier on trailer capabilities to confirm negotiation recommended (Leader 3). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.

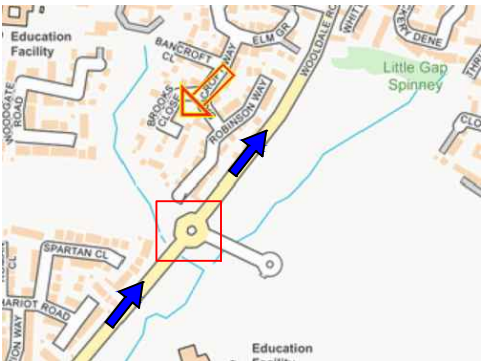
Note: An alternative option showing the configuration traveling in contraflow is shown on drawing 23-1218.SPA07 Sheets 3 and 4.

Direction of Travel

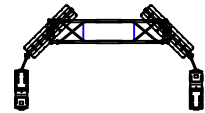
Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000



Location Plan



Legend:



16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02



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:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of Wooldale Road Roundabout, at
approximate OS grid reference: SP 76998 56401,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

Drawing status:

Final Report

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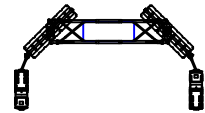


Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

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:



16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02



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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Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title: Swept Path Assessment
Negotiability of Wooldale Road Roundabout, at
approximate OS grid reference: SP 76998 56401,
considerate of indicative 183te transformer
transported on 16 axle girder frame trailer.

Drawing status:

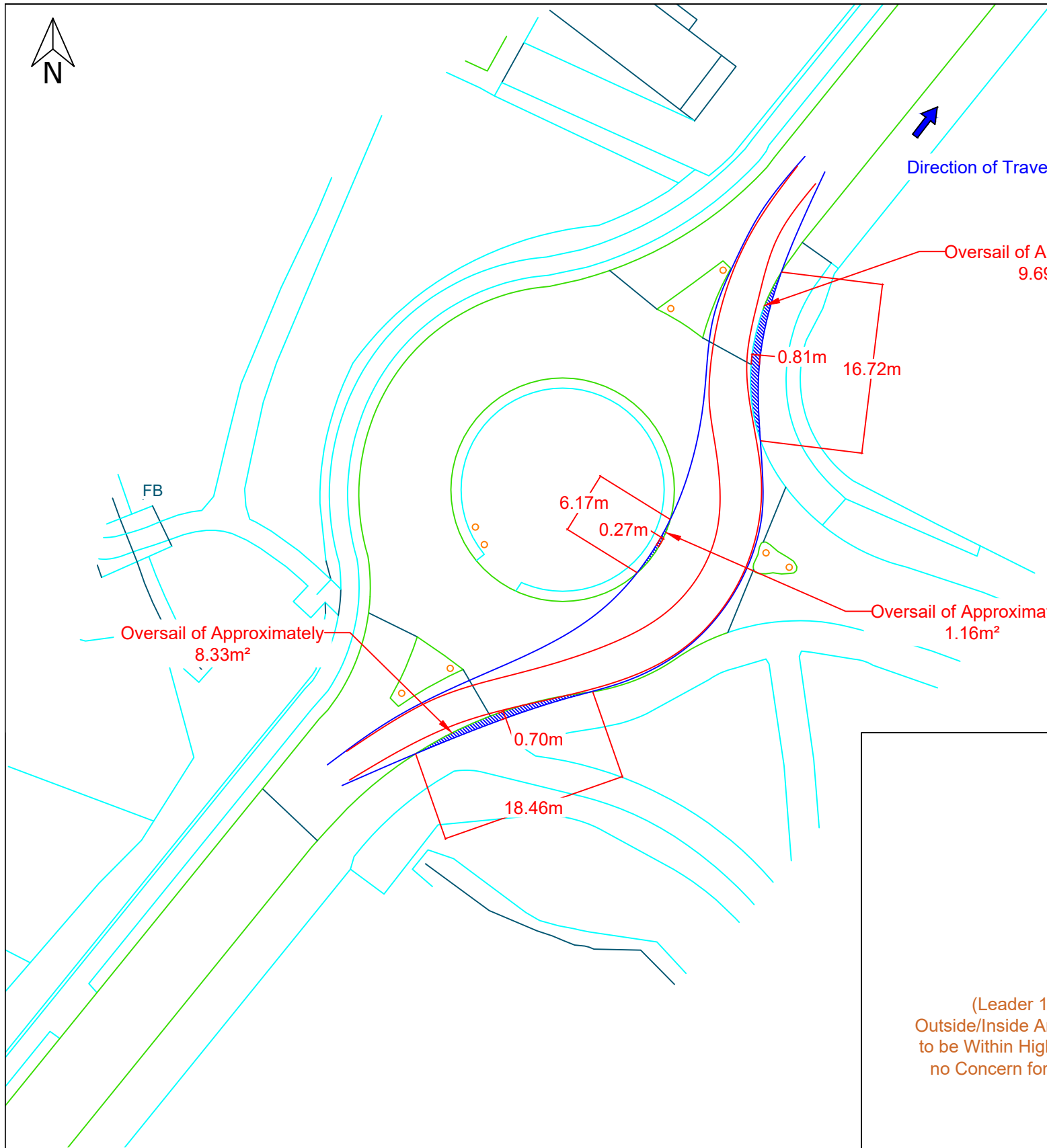
Final Report

Scale (A3): As shown	Drawn by: MTO	Checked by: PW
Dwg. no: 23-1218.SPA07	Sheet: 2 of 4	Rev: 0

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Northamptonshire (Grendon)\Swept Path Assessments





Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

Approximately
9m²

tely

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000

) Oversail on
anticipated. Expected
highway boundary and
Third-Party Land.

FB

Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:1000

(Leader 1) Oversail on Outside/Inside Anticipated. Expected to be Within Highway Boundary and no Concern for Third-Party Land.

(Leader 2) Street Furniture Positions Approximate, Caution Advised. Removal Anticipated to Facilitate. Includes Metal Railings.

(Leader 3) Centre Island has Raised Height, Caution Advised with Girder Frame, Bolster Centre Lift Expected to Clear Island.

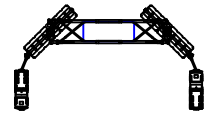


Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500

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:



16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02



Extent of vehicle track



Extent of oversail



Extent of road boundary



Extent of property boundary



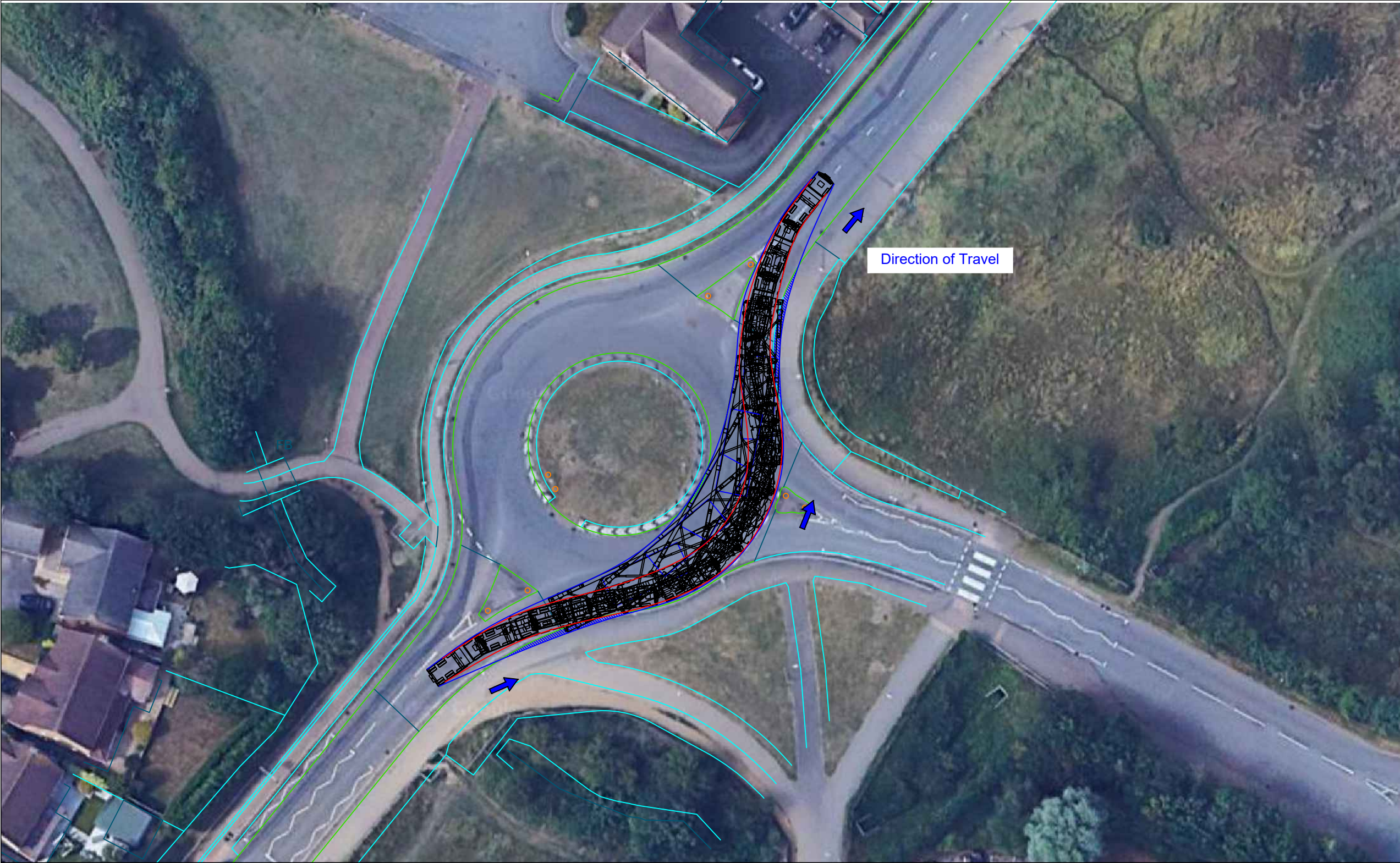
Overrun and oversail beyond kerb



Overrun beyond kerb



Oversail beyond kerb



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Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title: Swept Path Assessment
Negotiability of Wooldale Road Roundabout in
Contraflow, at approximate OS grid reference: SP
76998 56401, considerate of indicative 183te
transformer transported on 16 axle girder frame trailer.

Drawing status:

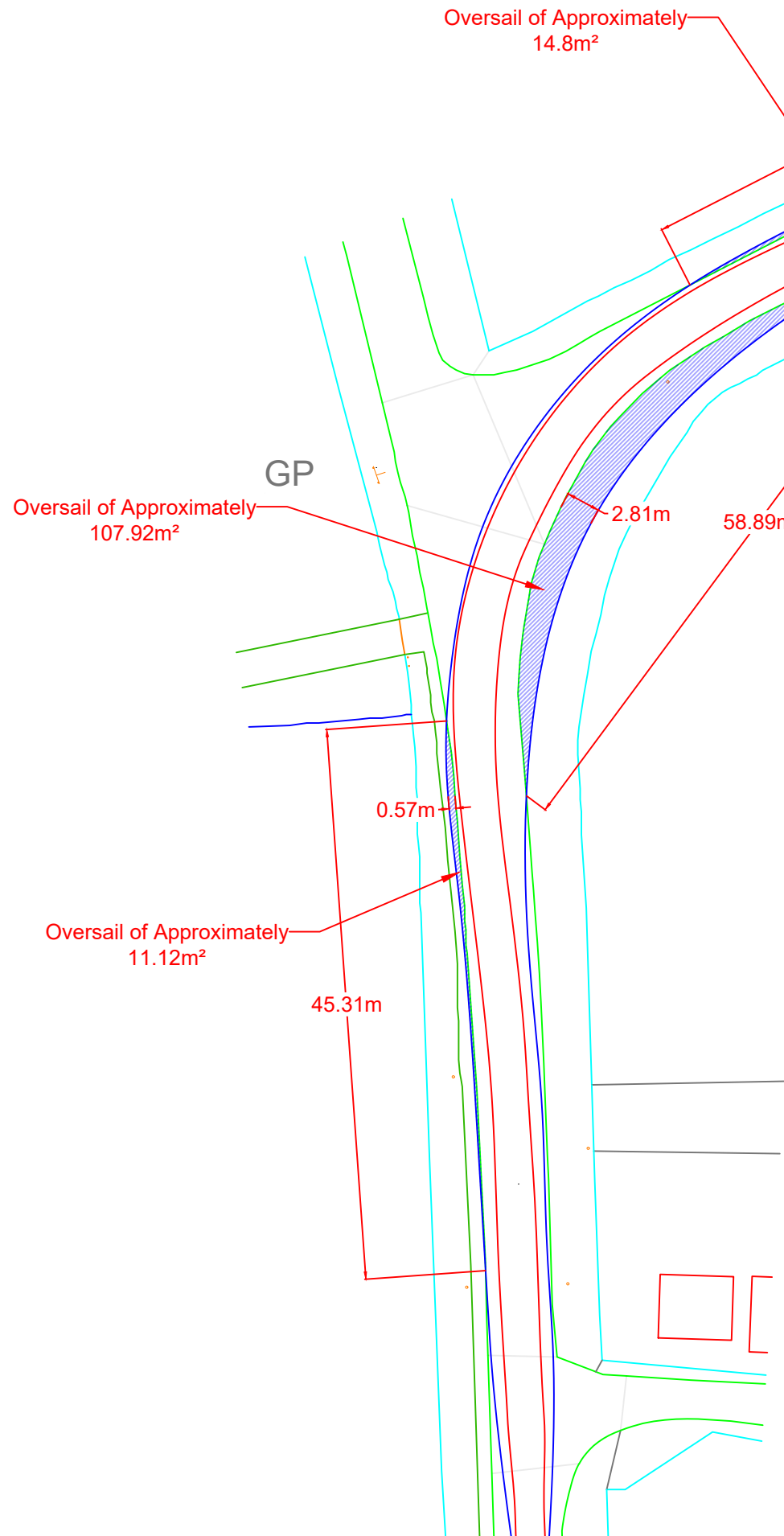
Final Report

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23-1218.SPA07	4 of 4	0

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Northamptonshire (Grendon)\Swept Path Assessments

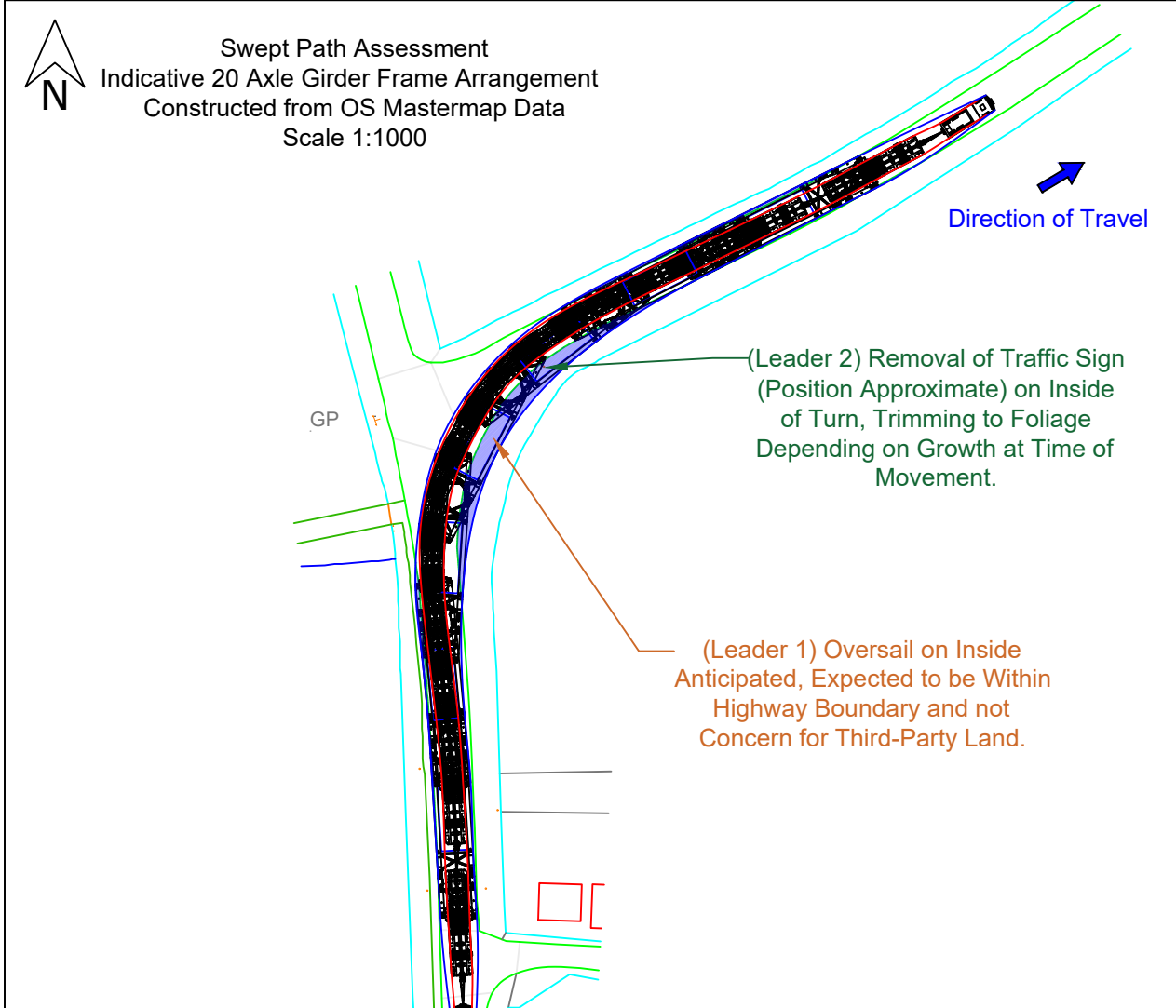
Swept Path Assessment
Indicative 20 Axle Girder Frame Arrangement
Constructed from OS Mastermap Data
Scale 1:500



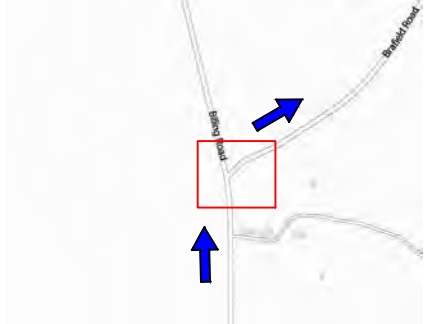
The delivery vehicle can be seen turning right onto Brafield Road from Billing Road at approximate OS grid reference: SP 81893 59691.

The configuration is recommended to occupy the full available carriageway to aid in reducing and mitigating oversail and overrun where possible. The configuration anticipates oversail on the inside and outside of the turn, however, this is expected to remain within the highway boundary and offers no concern regarding third-party land ownership (Leader 1). It should be noted that a traffic sign is positioned on the inside of the turn which would require removal (position is approximate), additionally, depending on growth at the time of movement, trimming to foliage may be required to facilitate; all remedial works are expected to remain within the highway boundary (Leader 2). Due to the road width narrowing, further trimming/pruning along Brafield Road is required, depending on growth at time of manoeuvre.

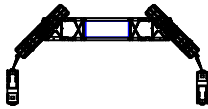
This section is considered to be negotiable based on the aforementioned considerations.



Location Plan



Legend:



20-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC01



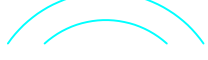
Extent of vehicle track



Extent of oversail



Extent of road boundary



Extent of property boundary






Overrun and oversail beyond kerb



Overrun beyond kerb



Oversail beyond kerb

1		
0	14.03.25	Issued for comment
Rev.	Date	Amendments
Revisions		
Prepared by:		
<div><div><div>INDEPENDENT TRANSPORTATION WYNNS ENGINEERS</div></div><div>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ Tel: (01785) 850411</div></div>		
Independent Transportation Engineers		
Client:		
<div><div><div>Island GREEN POWER</div></div><div></div></div>		
Project:		
Green Hill Solar Farm		
Title:		
Swept Path Assessment Negotiability of right turn onto Brafield Road from Billing Road, at approximate OS grid reference: SP 81893 59691, considerate of indicative 183te transformer transported on 20 axle girder frame trailer.		
Drawing status:		
Final Report		
Scale (A3):	Drawn by:	Checked by:
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23-1218.SPA01	1 of 2	0

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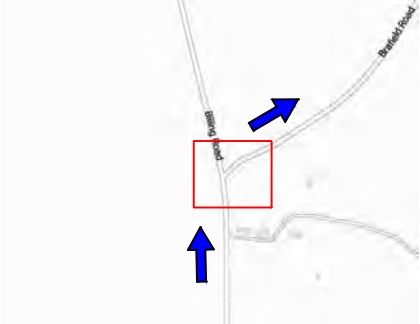


Swept Path Assessment
Indicative 20 Axle Girder Frame Arrangement
Constructed from OS Mastermap Data
Scale 1:1500

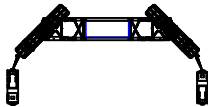
NOTE: Overlay onto aerial image is not
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Location Plan



Legend:



20-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC01



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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0	14.03.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title: Swept Path Assessment
Negotiability of right turn onto Brafield Road from
Billing Road, at approximate OS grid reference: SP
81893 59691, considerate of indicative 183te
transformer transported on 20 axle girder frame
trailer.

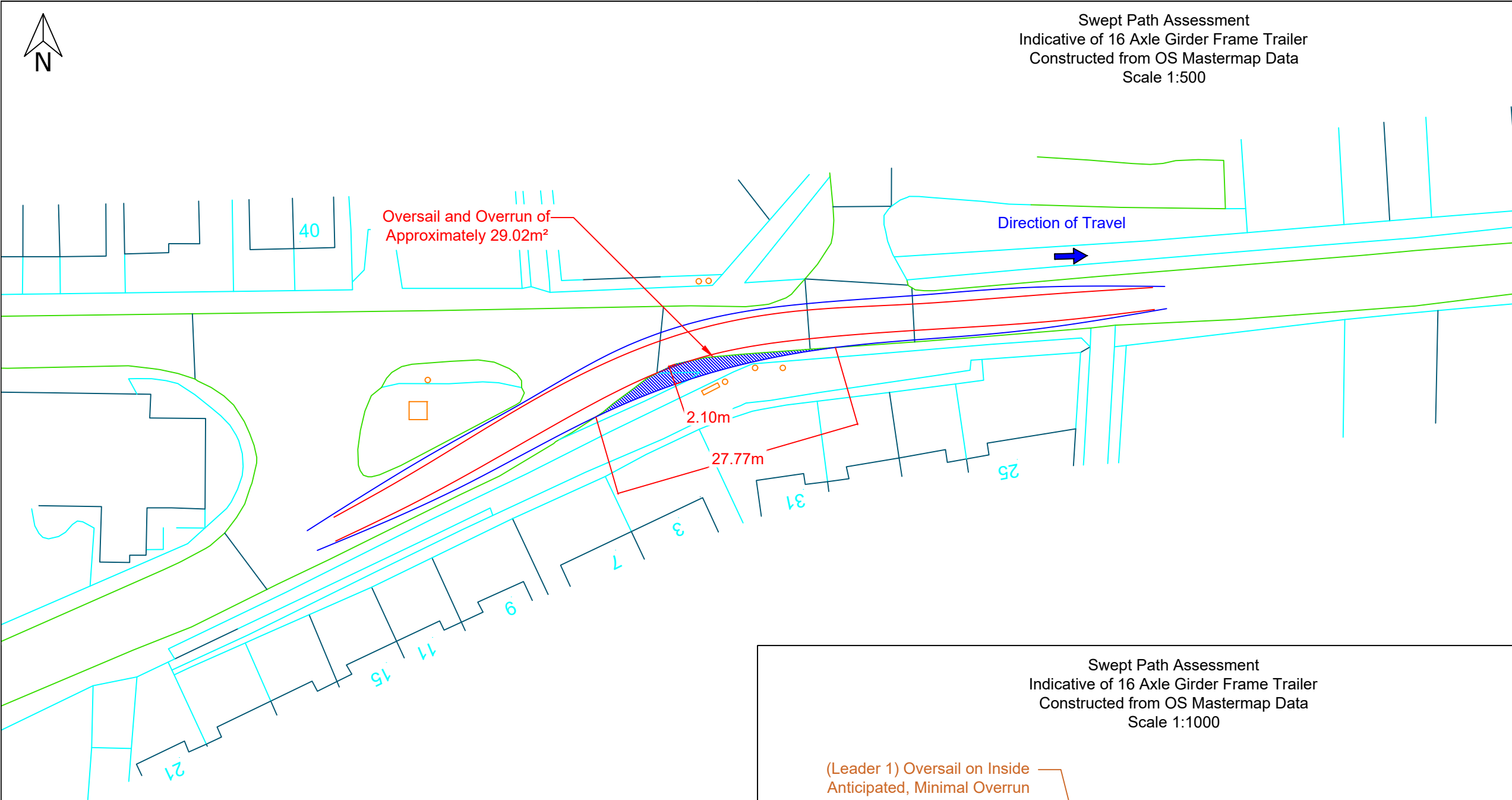
Drawing status:

Final Report

Scale (A3): As shown	Drawn by: JMB	Checked by: ARP
Dwg. no: 23-1218.SPA01	Sheet: 2 of 2	Rev: 0

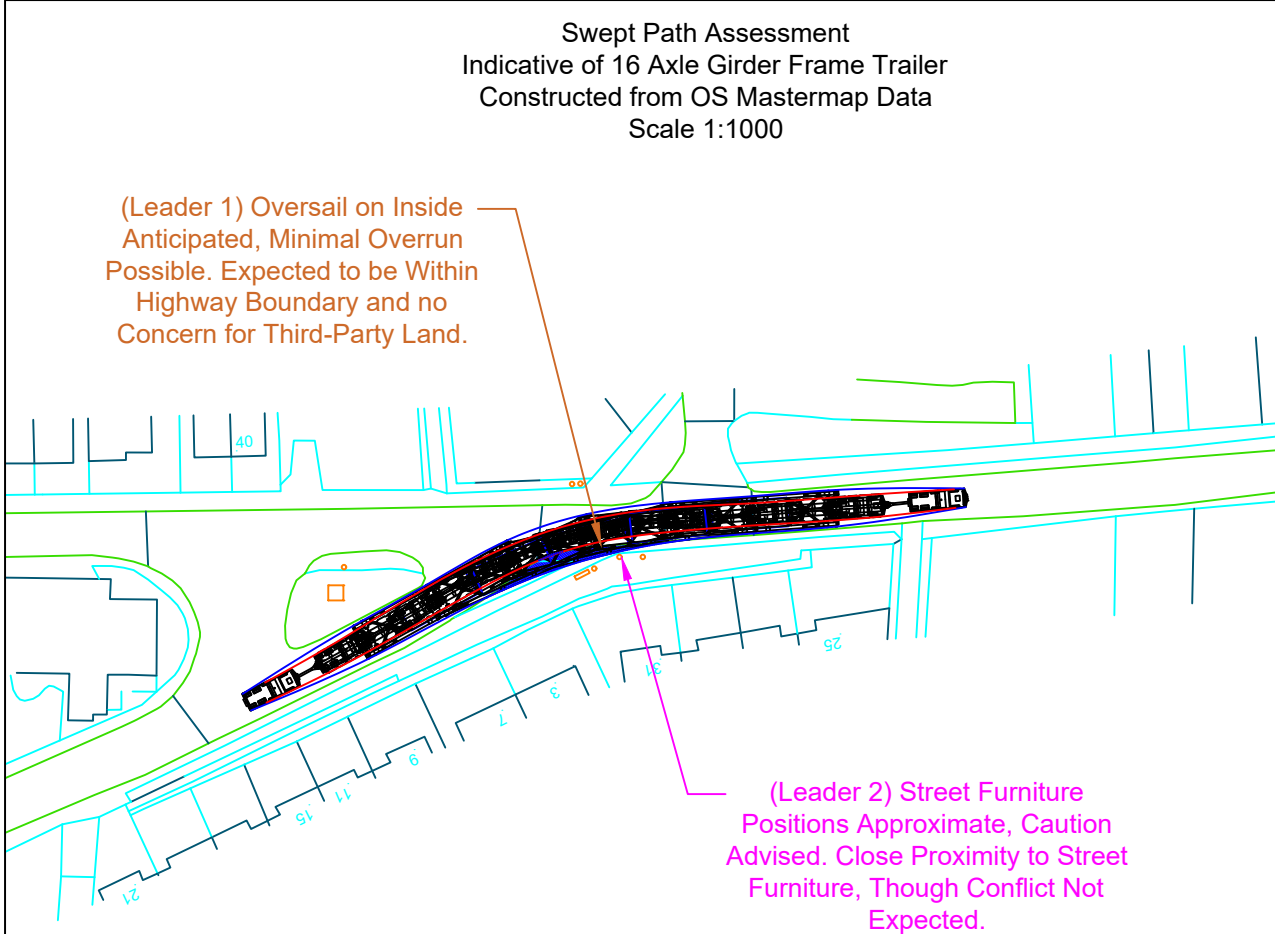
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Northamptonshire (Grendon)\Swept Path Assessments



The delivery vehicle can be seen turning right from York Avenue onto Station Road in contraflow at approximate OS grid reference: SP 82908 60631.

The configuration is recommended to occupy the full available carriageway to aid in reducing oversail/overrun where possible. Oversail is expected to occur on the inside of the turn, with minimal overrun anticipated, oversail and overrun is expected to remain within the highway boundary (Leader 1). Where overrun may occur, plating and packing to any present kerbs/pavements/verges would be required to facilitate. It should be noted that street furniture positions are approximate, the configuration is expected to be in close proximity to street furniture, though no conflicts are expected to occur (Leader 2). Subject to full occupation, and the implementation of the recommended remedial works, this section is considered to be negotiable.



Location Plan

Legend:

- 16-axle girder frame trailer minimum turning arrangements Drawing ref. 23-1218.TC02
- 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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0	08.04.25	Issued for comment
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Revisions

Prepared by:

WYNNS ENGINEERS

Shaftesbury House, 2 High Street,
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Tel: (01785) 850411

Independent Transportation Engineers

Client:

Island
**GREEN
POWER**

Project:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of right turn from York Ave onto Station
Road in contraflow, at approximate OS grid
reference: SP 82908 60631, considerate of
indicative 183te transformer transported on 16 axle
girder frame trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
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Dwg. no:	Sheet:	Rev:
23-1218.SPA08	1 of 2	0

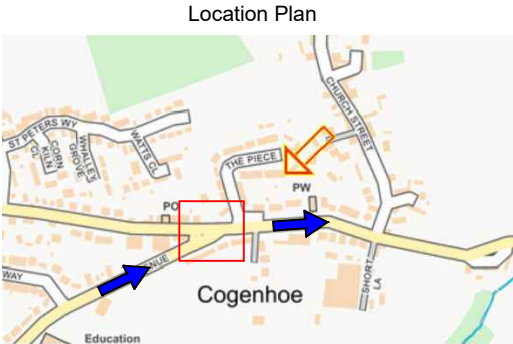
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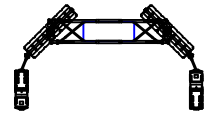



Swept Path Assessment
Indicative of 16 Axle Girder Frame Trailer
Constructed from OS Mastermap Data
Scale 1:500


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:

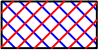
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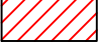
16-axle girder frame trailer
minimum turning arrangements
Drawing ref. 23-1218.TC02
- 


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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Tel: (01785) 850411

Independent Transportation Engineers

Client:



Project:

Green Hill Solar Farm

Title:

Swept Path Assessment
Negotiability of right turn from York Ave onto Station
Road in contraflow, at approximate OS grid
reference: SP 82908 60631, considerate of
indicative 183te transformer transported on 16 axle
girder frame trailer.

Drawing status:

Final Report

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Dwg. no:	Sheet:	Rev:
23-1218.SPA08	2 of 2	0



3.8. *Cable Drum Highway Access Location Summary*

3.8.1. Attachment 14 is a summary spreadsheet of access locations where the cable routes cross or travel near to the public highway. A red, amber, green colour coded system has been utilised to show the expected negotiability to each of the access points listed below. Green highlights very minimal issues expected, Amber is accessible with additional remedial works and Red is non-negotiable with the transport arrangements being considered. These transport arrangements for access is contained within this report as drawings numbered 23-1218.TC03 and 23-1218.TC04 in attachment 1. Access locations can be accessed via the link below.

3.8.2. <https://www.google.com/maps/d/edit?mid=1CQOB4UYFR94je03QAHfmiGIZHH2FXZs&usp=sharing>



Attachment 14

Cable Drum Highway Access Location Summary

Point	Preferred route from main trunk road	Google map link from main trunk road	Pinch points	Other notes
1	A14 Jct 8, A43 south, Turn right unclassified road, Turn left Broughton Road.		N/A	Possible need to remove give way sign
2	A14 Jct 8, A43 south, Turn right Kettering Road		N/A	N/A
3	A14 Jct 8, A43 south, Turn right Red House Lane		N/A	N/A
4	A14 Jct 8, A43 south, Continue to site		N/A	N/A
5	A14 Jct 8, A43 south, Turn right Sywell Road		N/A	N/A
6	A14 Jct 9, A509, Turn right Sywell Road, Turn left Moonshine Gap, Sywell Road, Continue to site.		N/A	N/A
7	A14 Jct 9, A509, Turn right Sywell Road, Turn left Moonshine Gap, Turn left Highfield Road,		N/A	N/A
8	A509, A4500, Turn right Mears Ashby Road, Continue to site		Swept path analysis advised for right hand turn within Wilby onto Mears Ashby Road. Parking restrictions may also be required.	Travels through environmental 7.5Te weight limit.
9	A45 Jct 10, Northampton Road northbound, Turn right A4500 to site.		N/A	N/A
10	A45 Jct 11, B573 to site		N/A	N/A
11	A45		N/A	N/A
12	A428, Billing Road, Turn right station road, Whiston Road, Turn left Station road to site.		Right hand turn within Cogenhoe. Swept path analysis advised for final left hand turn from Whiston Road to Station Road. Vehicle has option to continue past turning and reverse	N/A
13	A509, Hardwater Road, Turn left Main Road, Turn left Easton Way, Turn right Yardley Road		Confirmatory swept path analysis advised for Main Road within Grendon although vehicle deemed to remain within highway boundary.	Parking restrictions required within Grendon village. Alternative routes explored and non-negotiable: No access as narrow near St Peter and St Pauls church (https://maps.app.goo.gl/Mtsp3mEH4AzjDqRV8). Narrow through Grendon Village (https://maps.app.goo.gl/FS4FUsQwakZqCK2g8).
14	A509, Hardwater Road, Turn left Main Road, Turn left Easton Way, Continue to site		Confirmatory swept path analysis advised for Main Road within Grendon although vehicle deemed to remain within highway boundary.	Parking restrictions required within Grendon village. Alternative routes explored and non-negotiable: No access as narrow near St Peter and St Pauls church (https://maps.app.goo.gl/Mtsp3mEH4AzjDqRV8). Narrow through Grendon Village (https://maps.app.goo.gl/FS4FUsQwakZqCK2g8).
15	A509		N/A	N/A
16	A509, London Road, Easton Lane, Continue to site		N/A	This access point will also provide access to cable route points south of Easton Maudit via internal routing.
17	A509		N/A	N/A