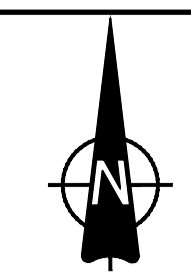
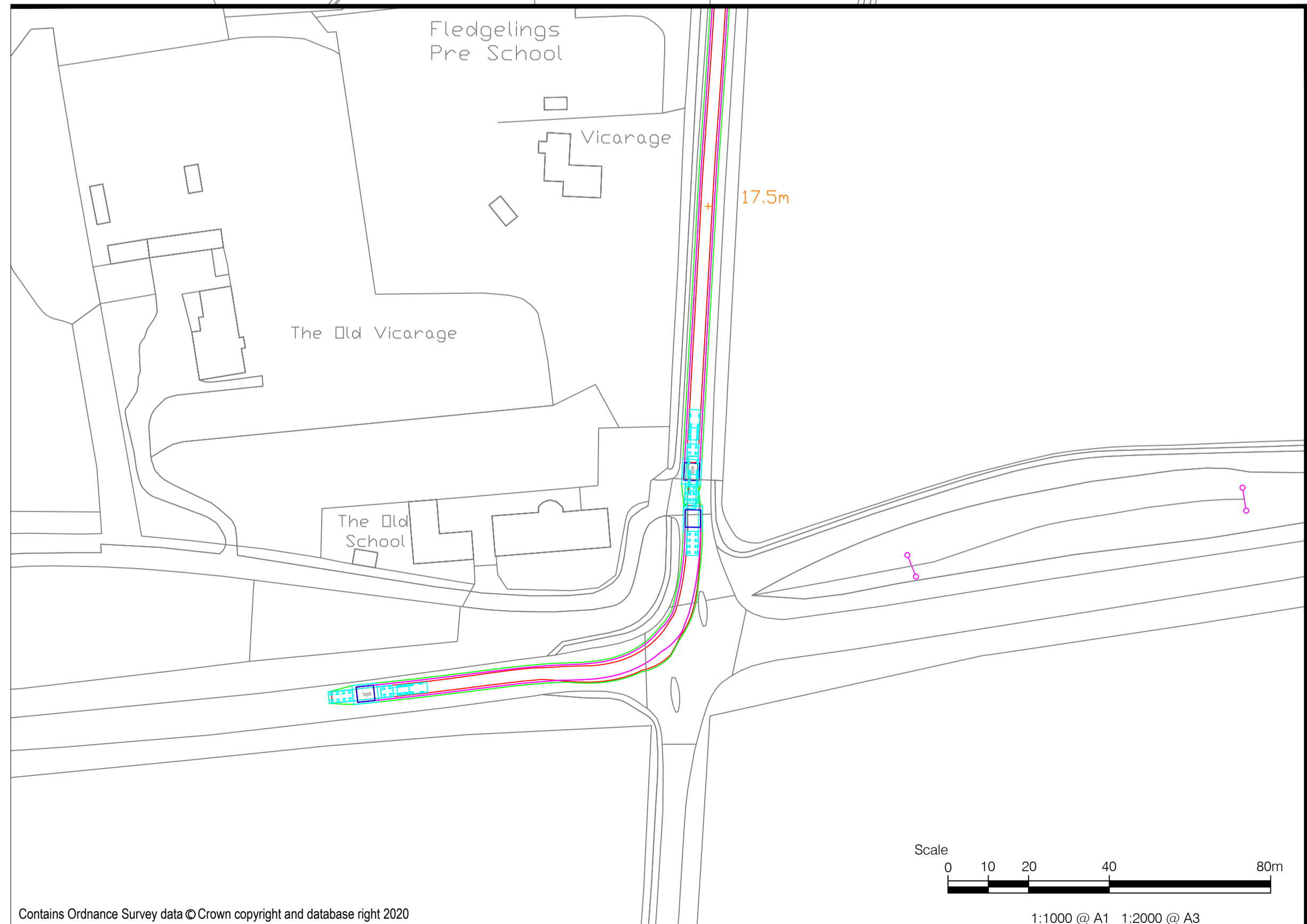
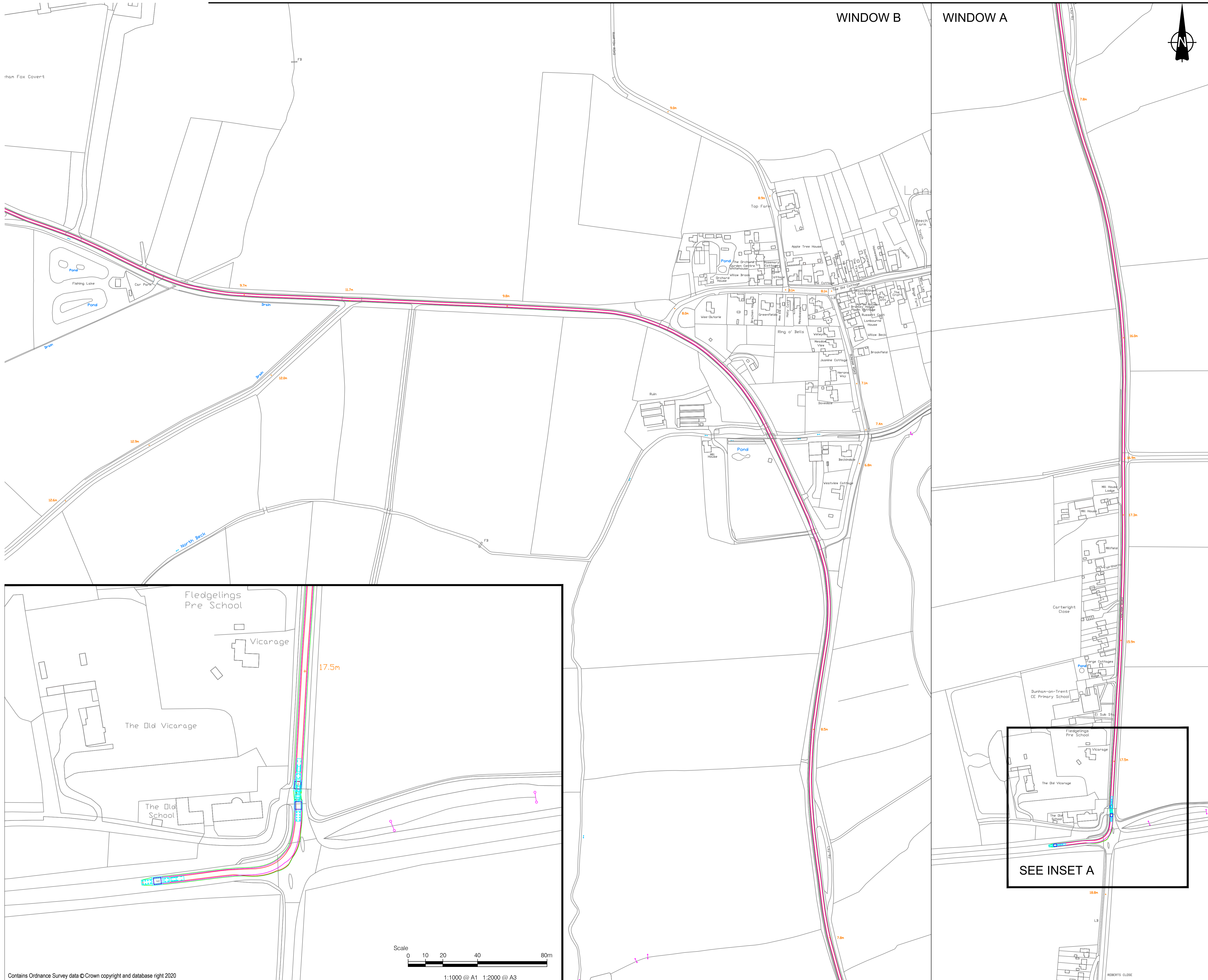


Gate Burton Energy Park Environmental Statement

Volume 3, Appendix 13-Eb: Framework Construction Traffic Management Plan
Document Reference: EN010131/APP/3.3
January 2023

APFP Regulation 5(2)(a)
Planning Act 2008
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

Annex C. Abnormal Vehicles Route Access Swept Paths (Grid Connection Corridor)



WINDOW B WINDOW A

PROJECT

Gate Burton Energy Park
 Development Consent Order

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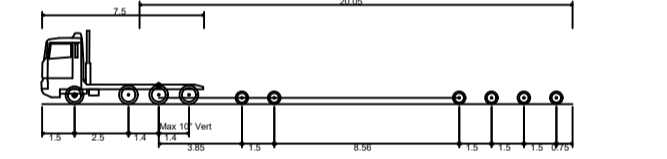
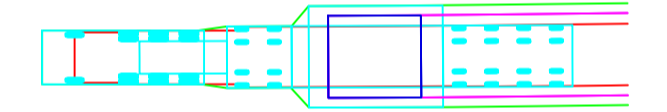
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GENERAL NOTES

INBOUND DELIVERY VEHICLE TRACKING

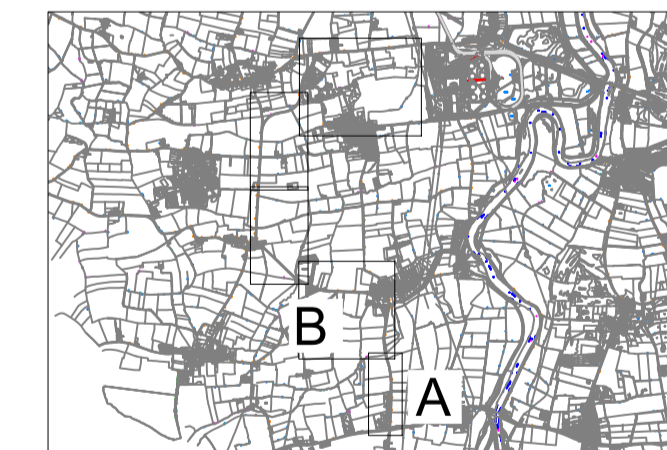
KEY

- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road



| | |
|-----------------------------|---------|
| Transporter | |
| Overall Length | 24.560m |
| Overall Width | 4.700m |
| Overall Body Height | 3.368m |
| Min Body Ground Clearance | 0.285m |
| Max Track Width | 2.479m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.790m |

SHEET PLAN



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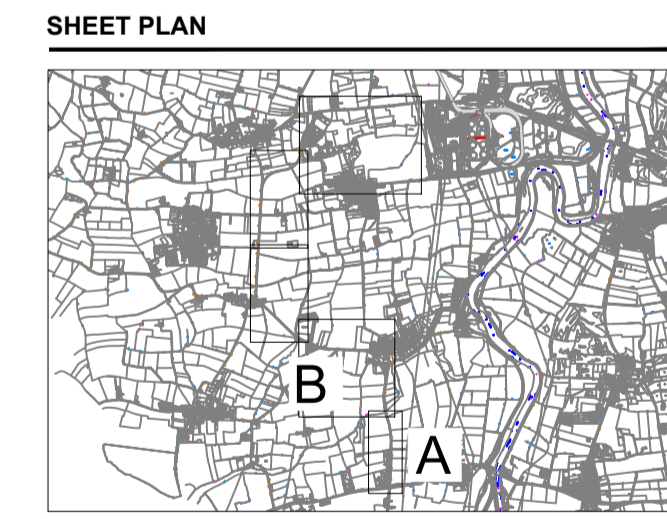
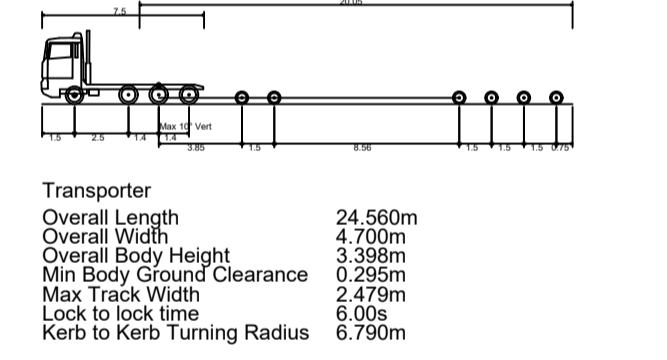
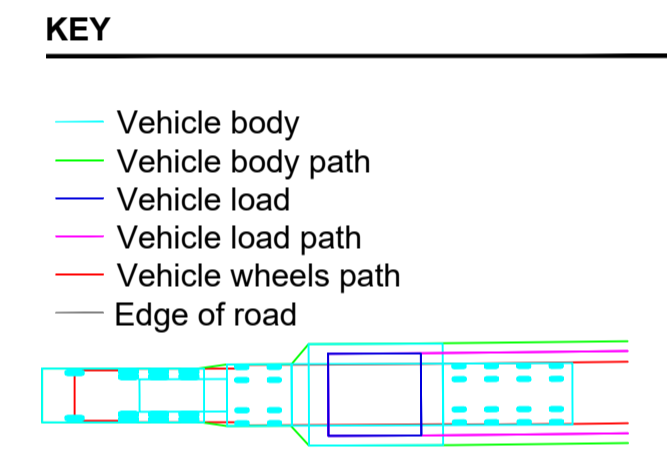
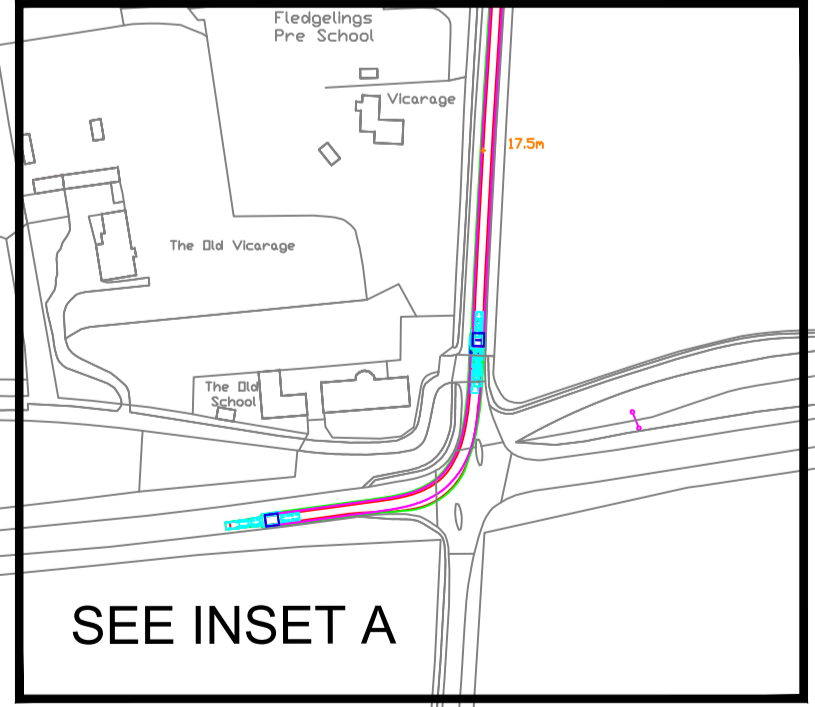
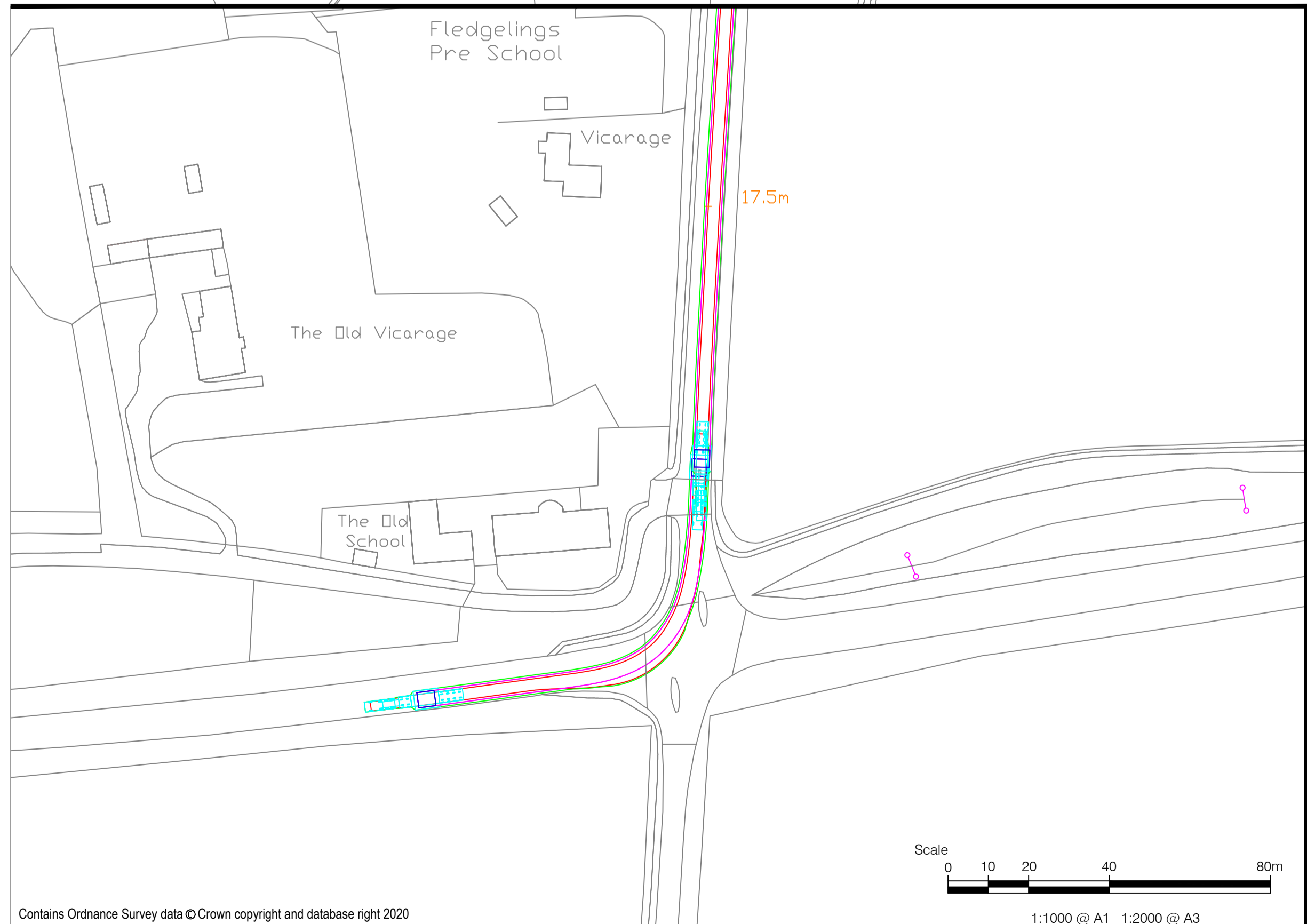
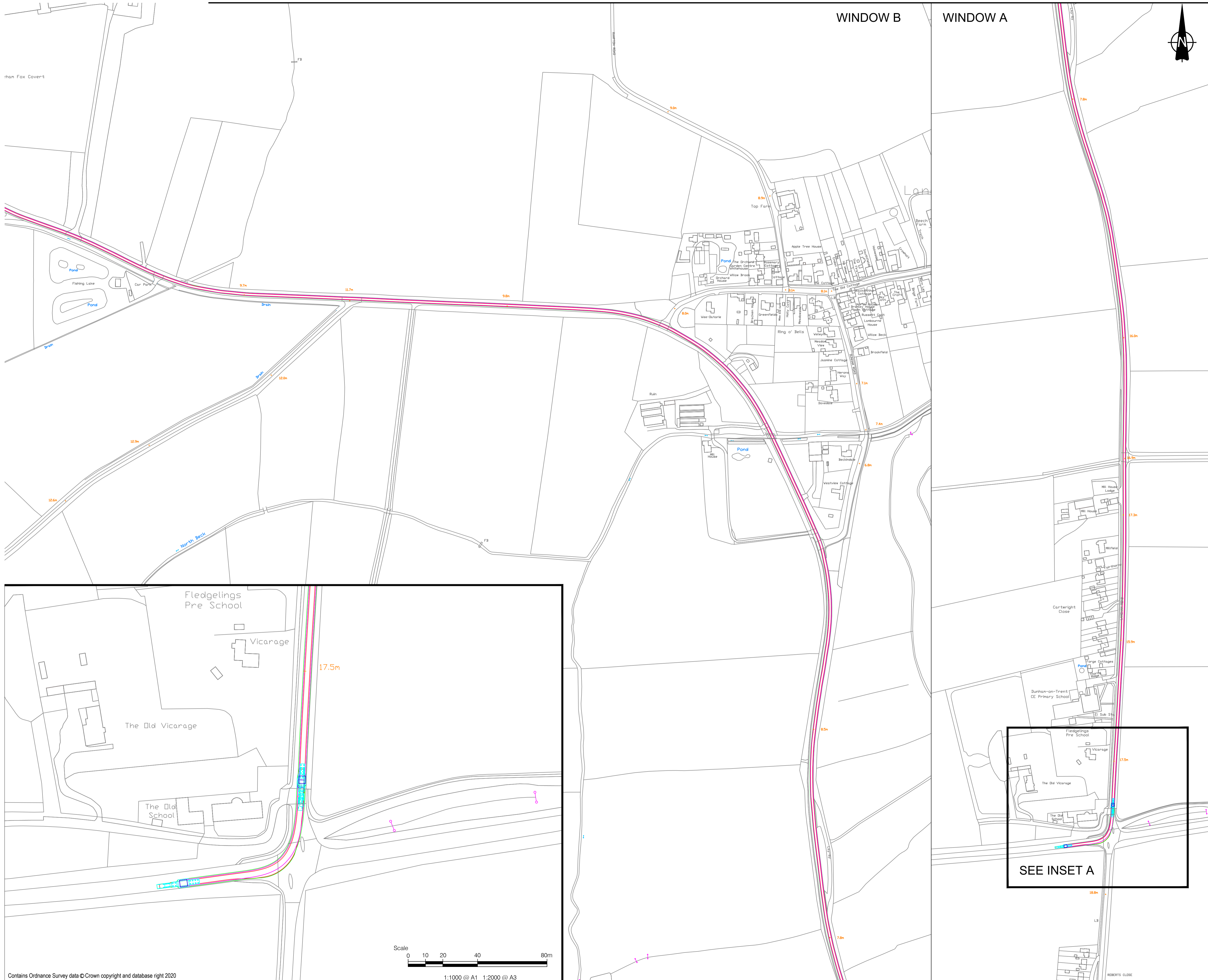
SHEET TITLE

Swept Path Analysis - Cable Route AILs
 Route 2 - A57 Cottam Road
 Accesses O and P. Sheet 1 of 6

SHEET NUMBER

60664324-75-TRA-402

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PROJECT
 Gate Burton Energy Park
 Development Consent Order

CLIENT
 Low Carbon

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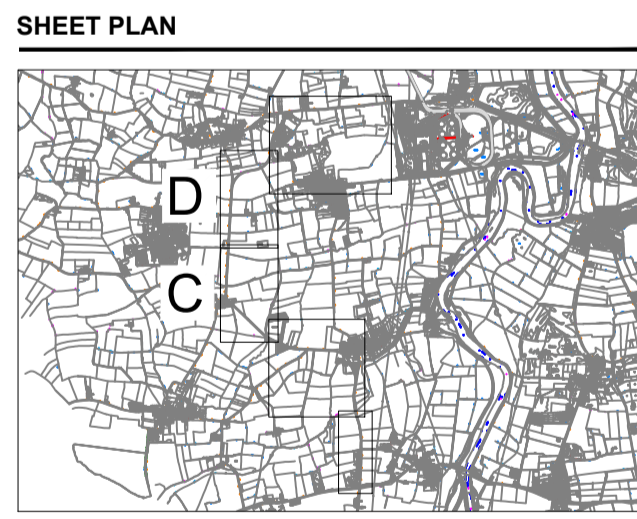
GENERAL NOTES
INBOUND DELIVERY VEHICLE TRACKING

KEY

- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road

Transporter

| | |
|-----------------------------|---------|
| Overall Length | 24.560m |
| Overall Width | 4.700m |
| Overall Body Height | 3.368m |
| Min Body Ground Clearance | 0.285m |
| Max Track Width | 2.479m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.790m |



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PROJECT NUMBER
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SHEET TITLE
 Swept Path Analysis - Cable Route AILs
 Route 2 - A57 Cottam Road
 Accesses O and P. Sheet 3 of 6

SHEET NUMBER
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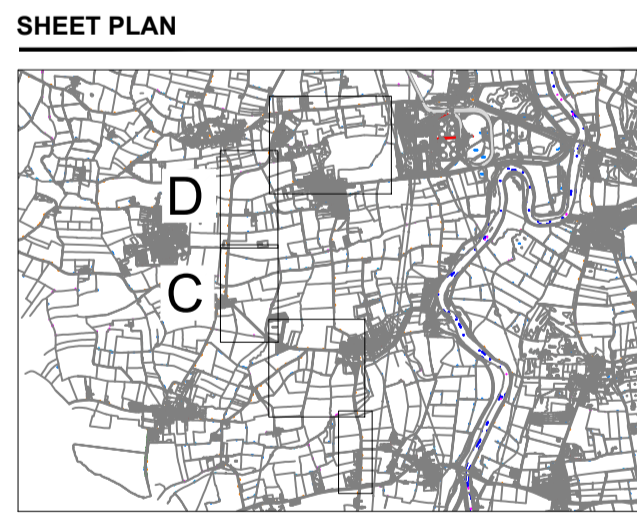
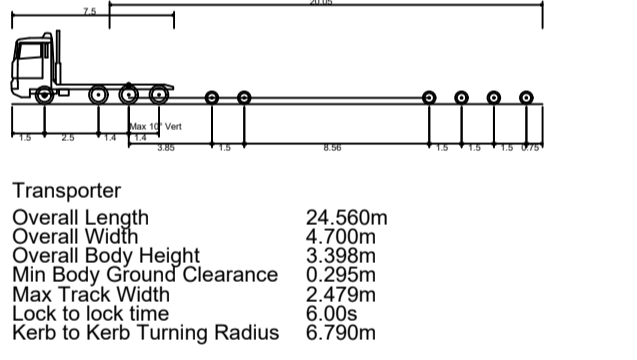
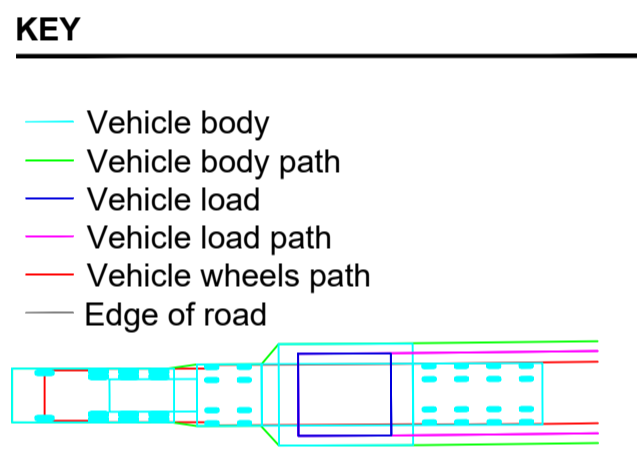


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GENERAL NOTES
OUTBOUND VEHICLE TRACKING



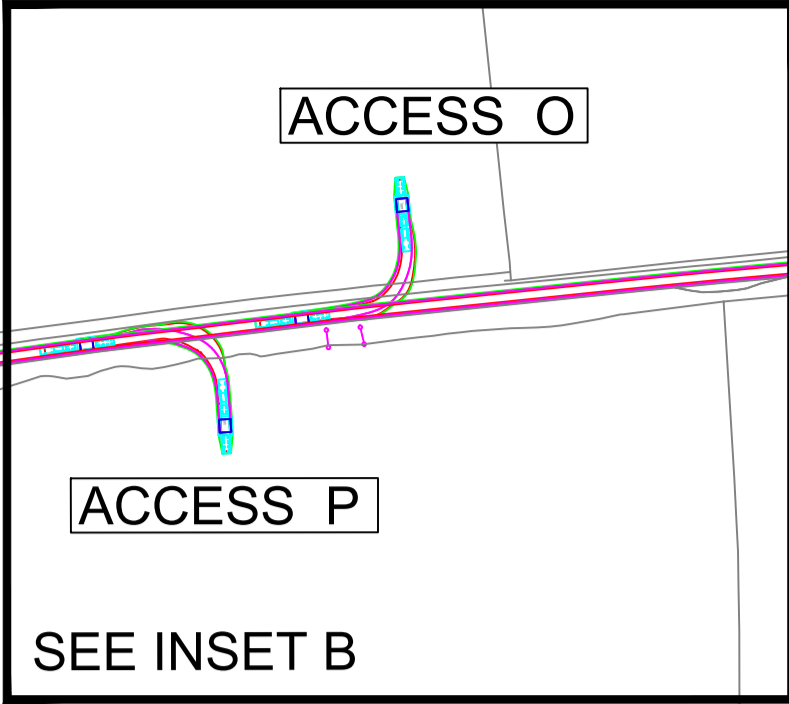
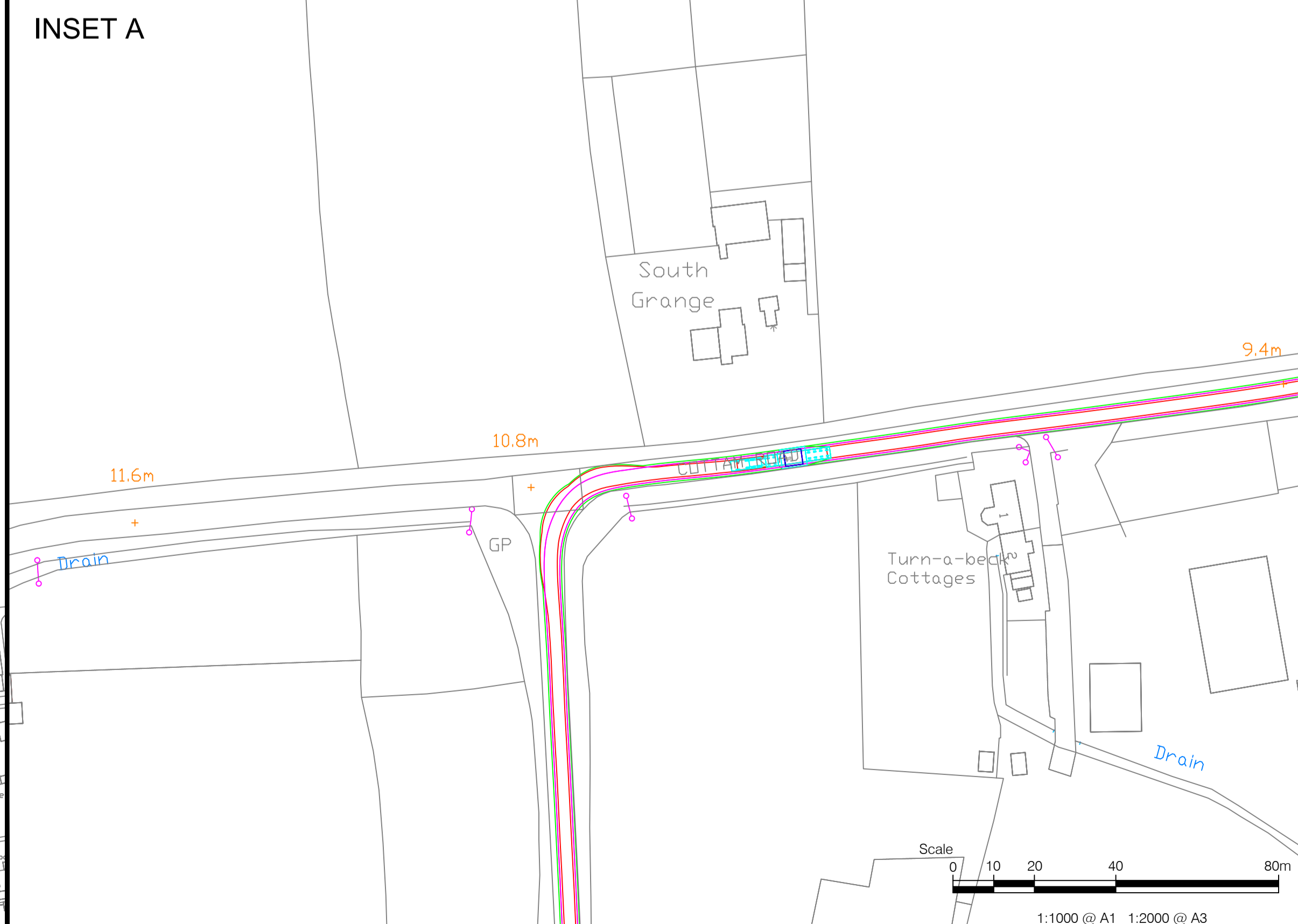
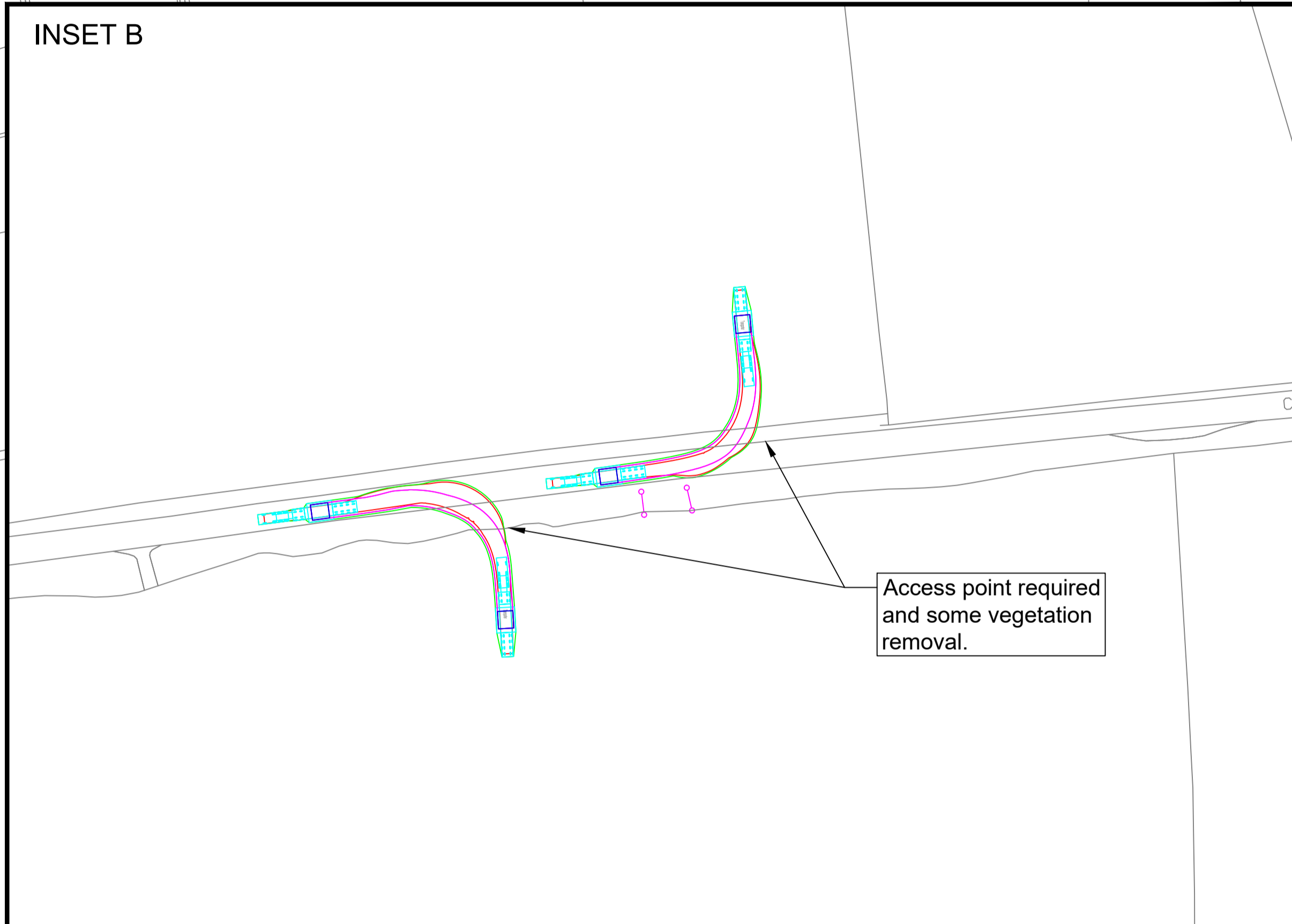
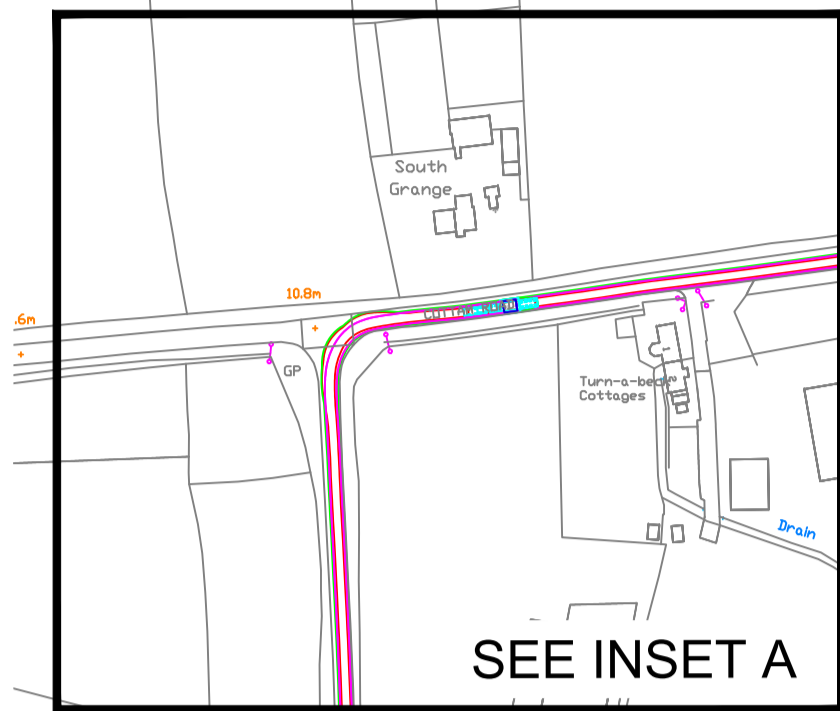
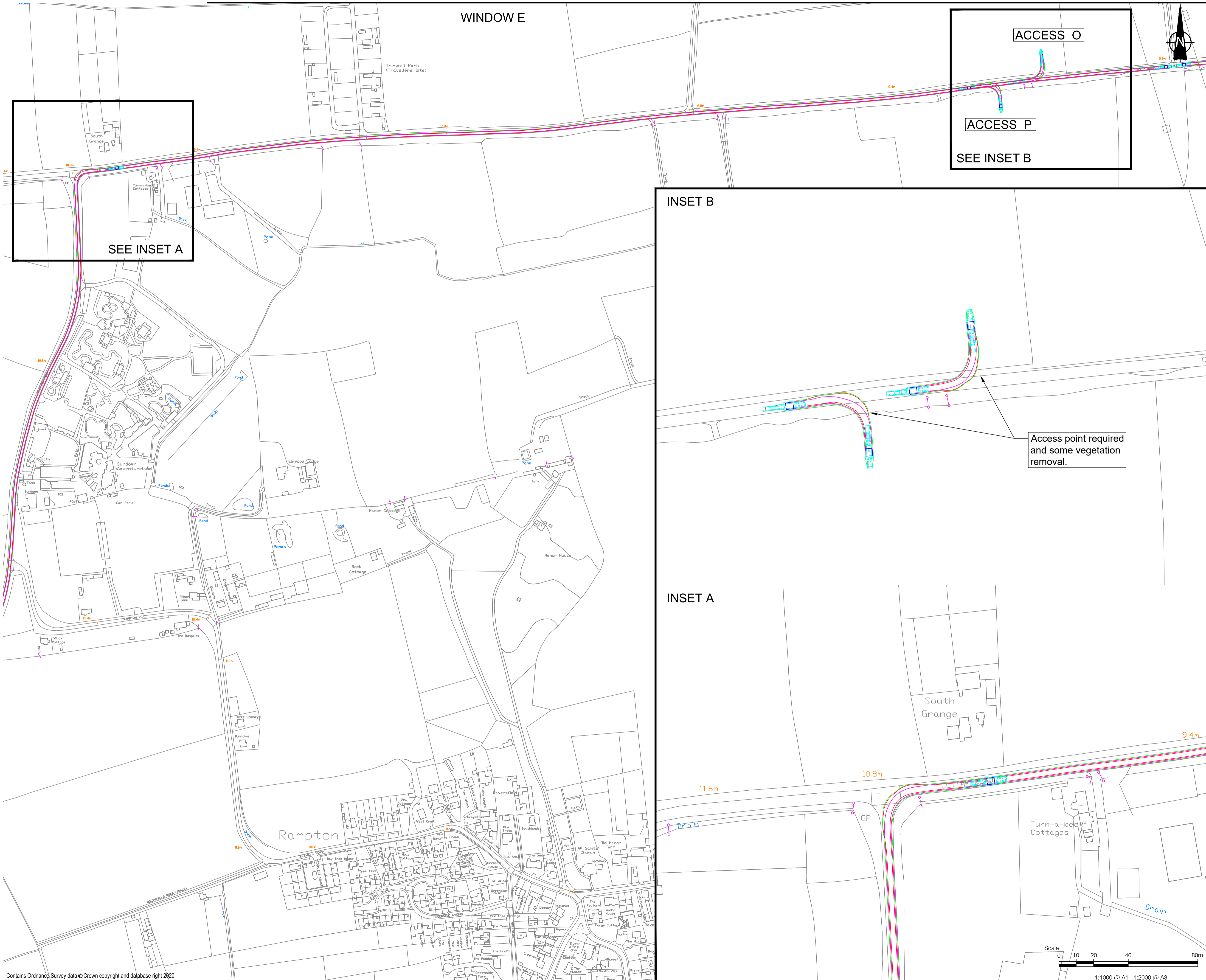
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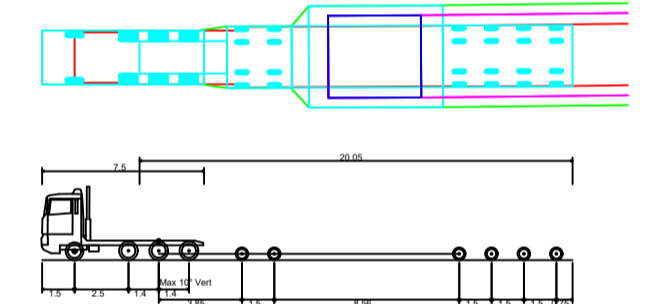
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SHEET TITLE
 Swept Path Analysis - Cable Route ALLs
 Route 2 - A57 Cottam Road
 Accesses O and P. Sheet 4 of 6

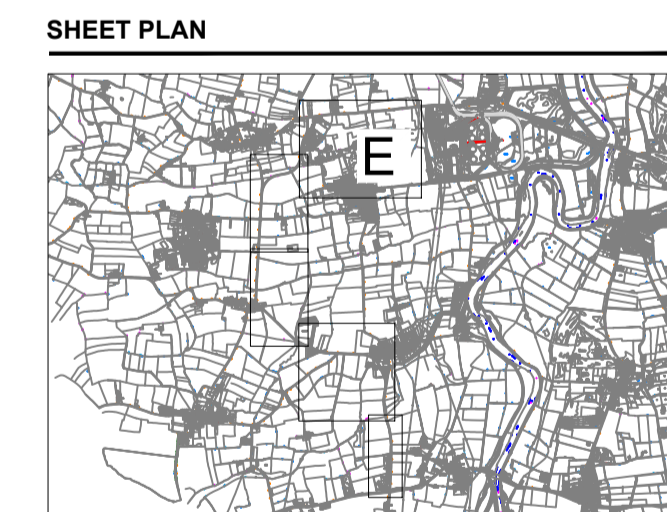
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- KEY**
- Vehicle body
 - Vehicle body path
 - Vehicle load
 - Vehicle load path
 - Vehicle wheels path
 - Edge of road



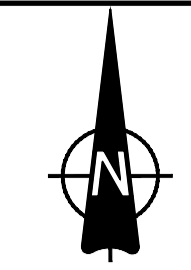
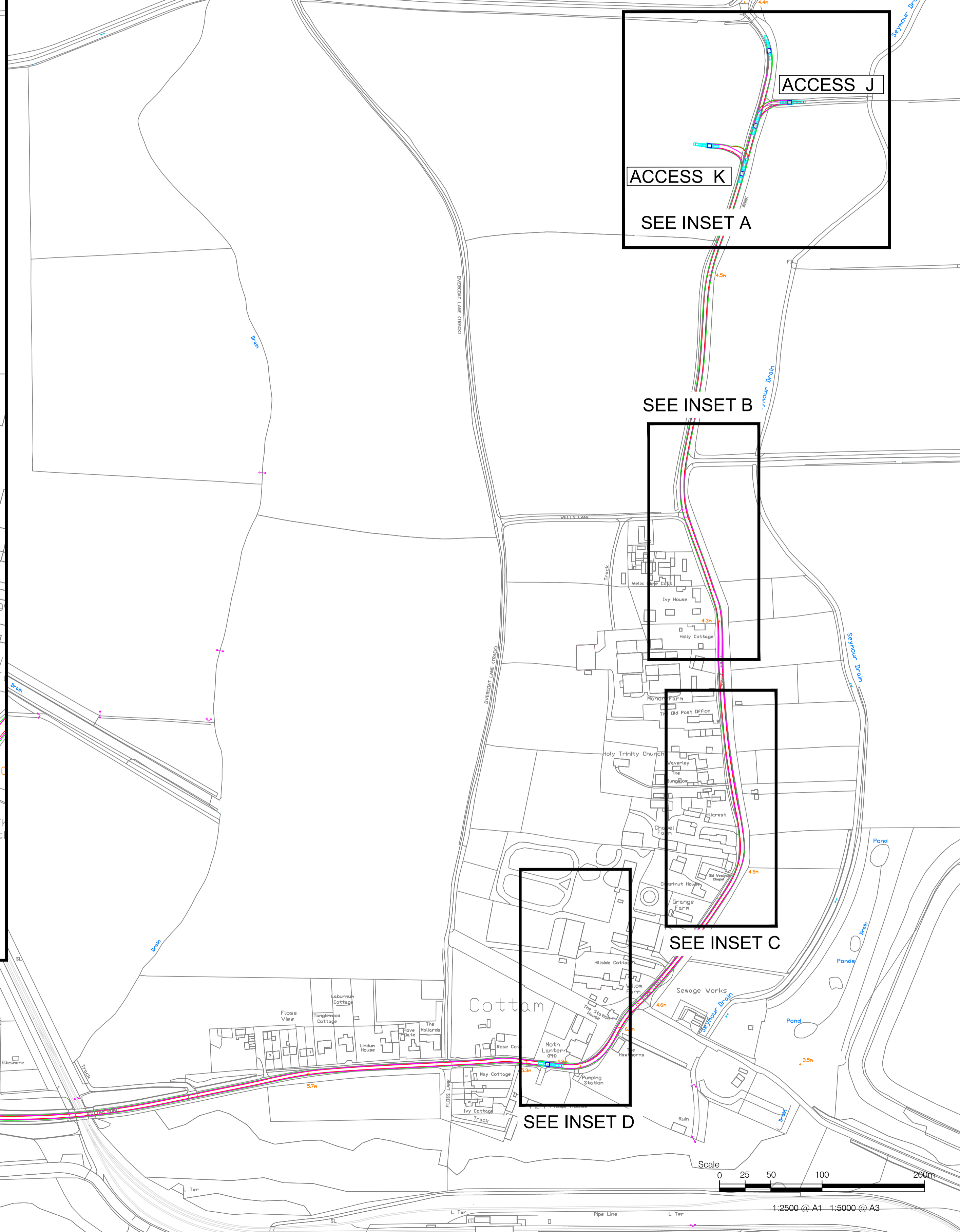
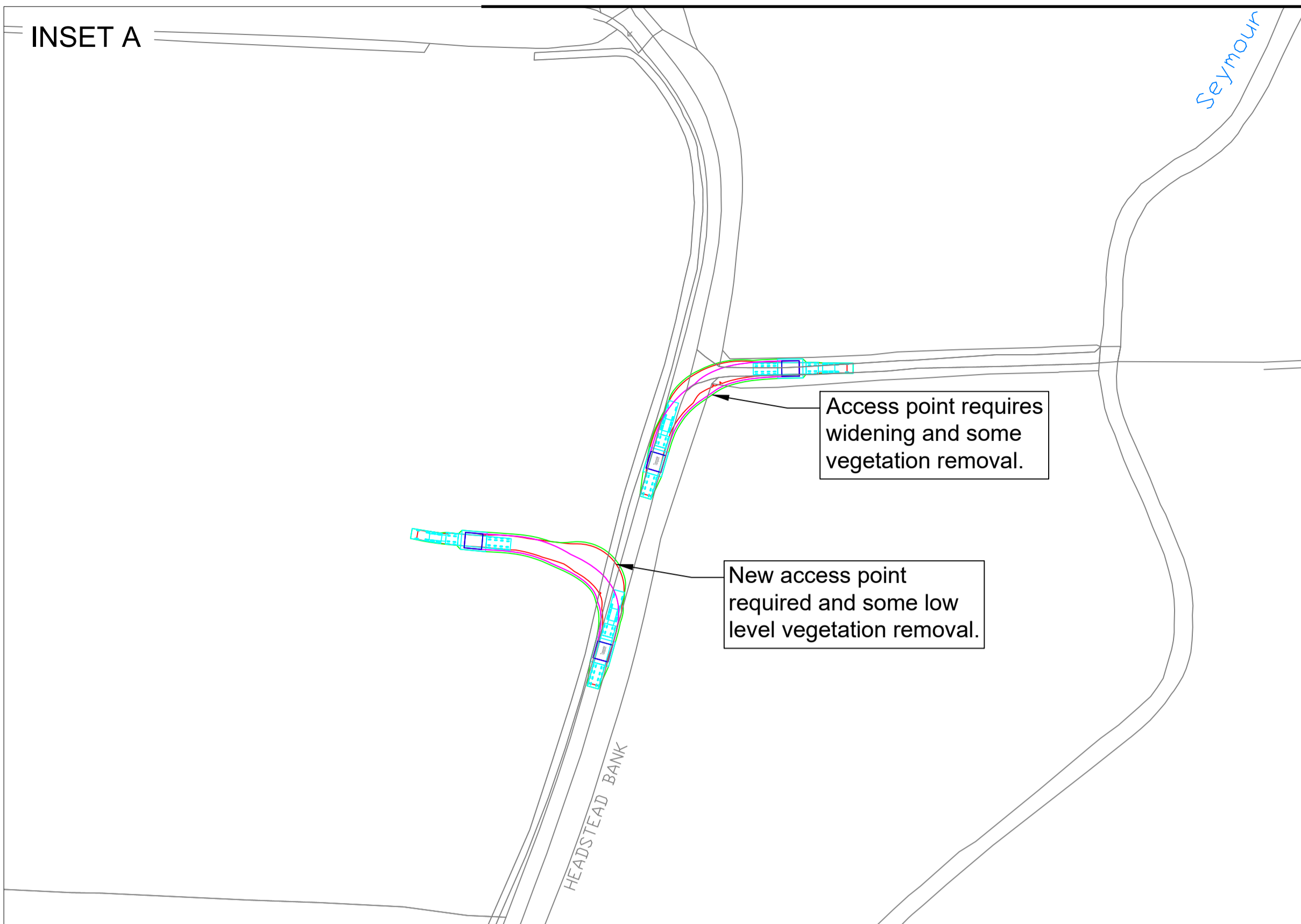
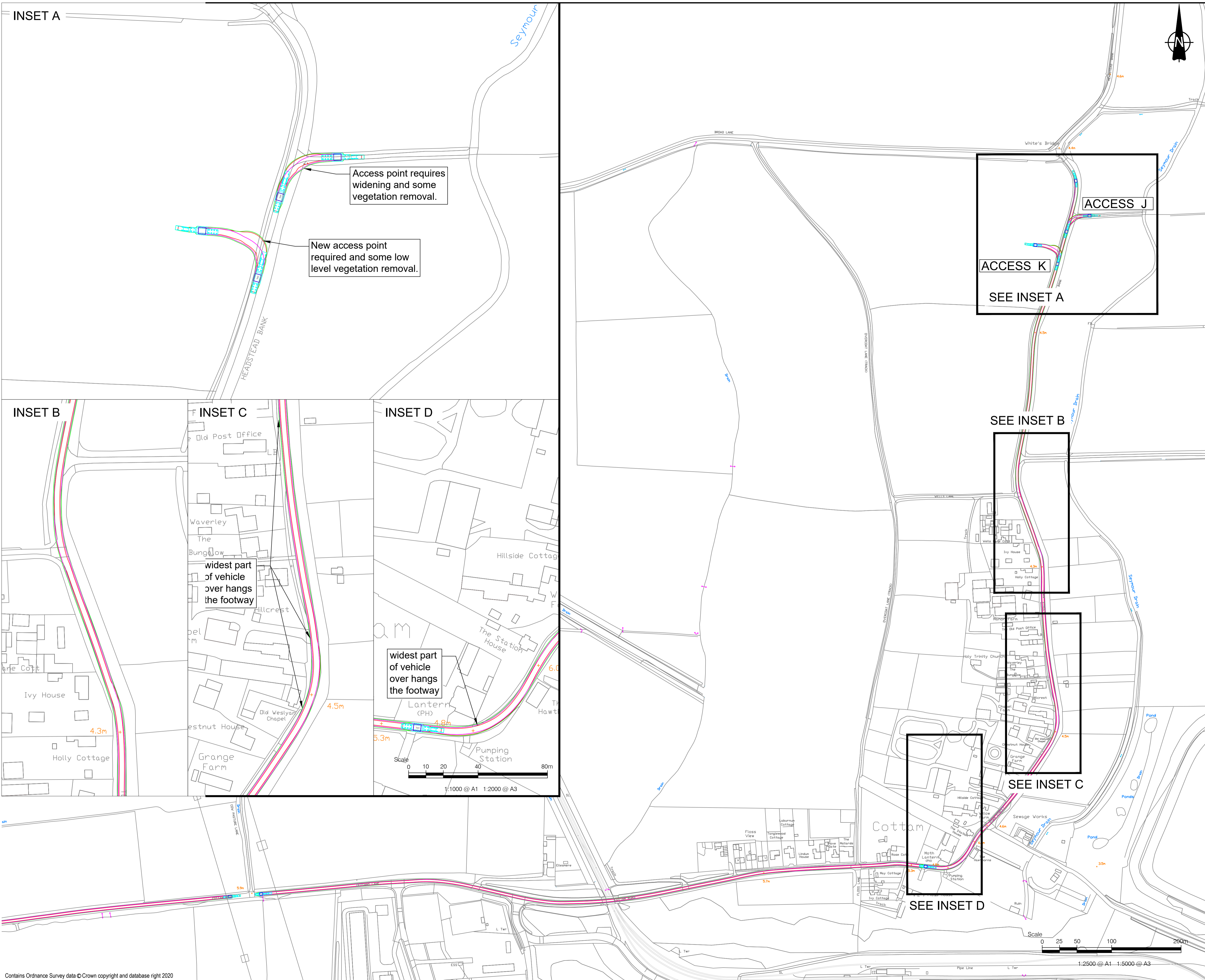
| | |
|-----------------------------|---------|
| Transporter | 24.560m |
| Overall Length | 4.700m |
| Overall Width | 3.368m |
| Overall Body Height | 0.285m |
| Min Body Ground Clearance | 2.479m |
| Max Track Width | 6.00s |
| Lock to lock time | 6.790m |
| Kerb to Kerb Turning Radius | |



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 Development Consent Order

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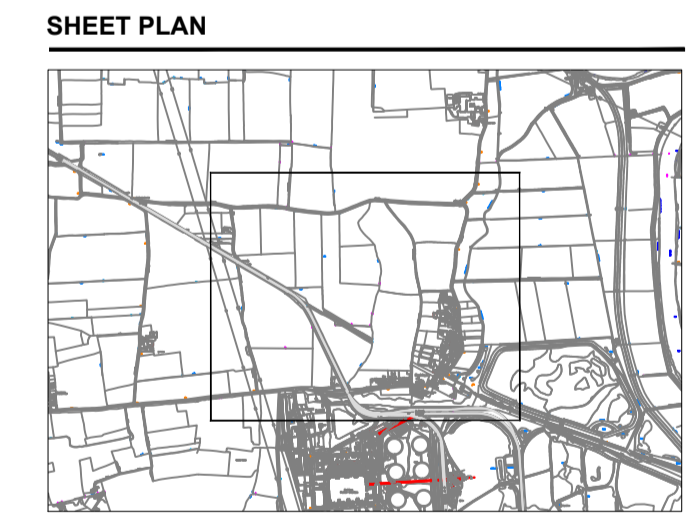
GENERAL NOTES
INBOUND DELIVERY VEHICLE TRACKING

KEY

- Vehicle body
- Vehicle body path
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- Vehicle load path
- Vehicle wheels path
- Edge of road

Transporter

| | |
|-----------------------------|---------|
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| Overall Width | 4.700m |
| Overall Height | 3.360m |
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| Max Track Width | 2.479m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.790m |



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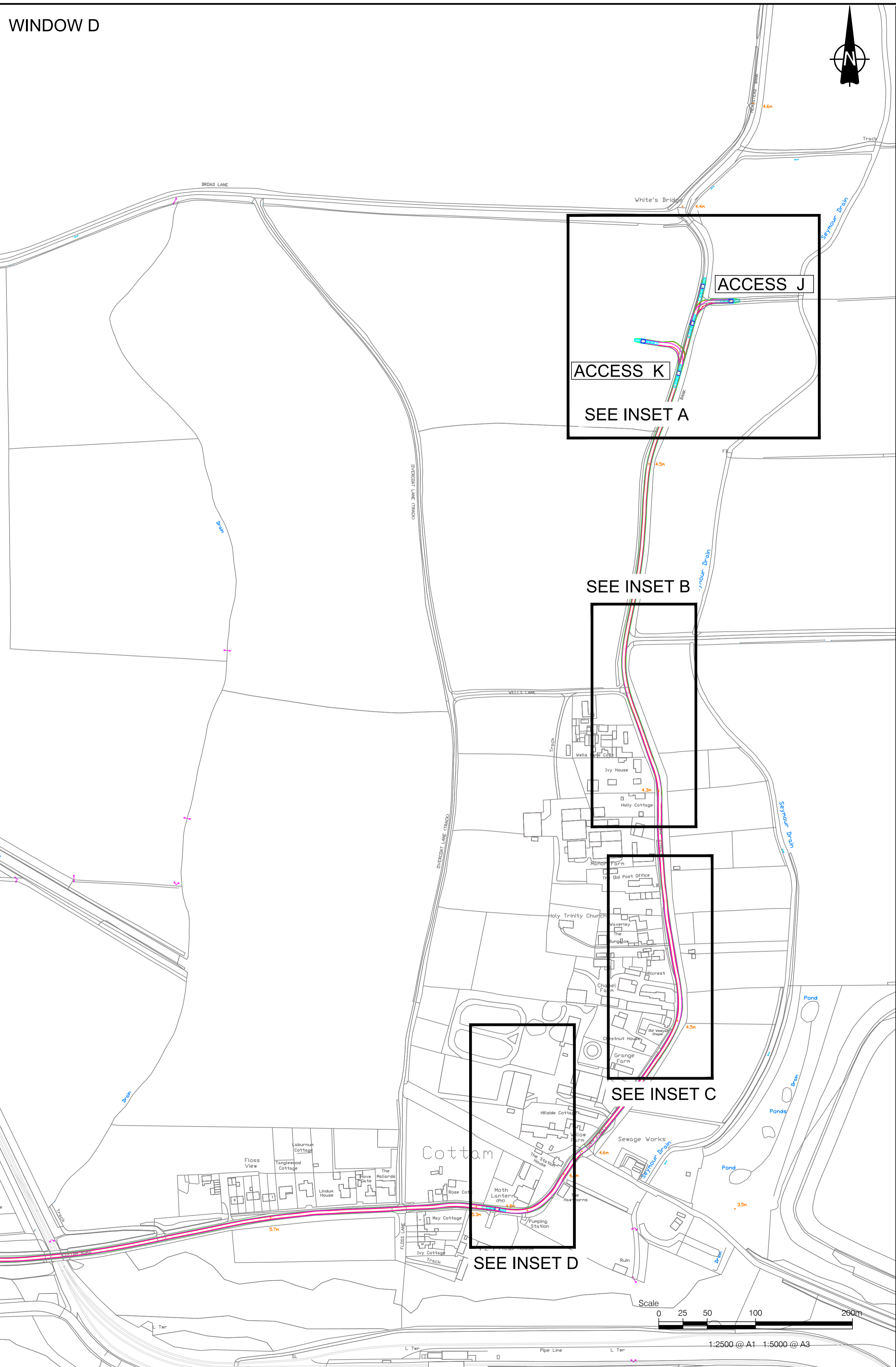
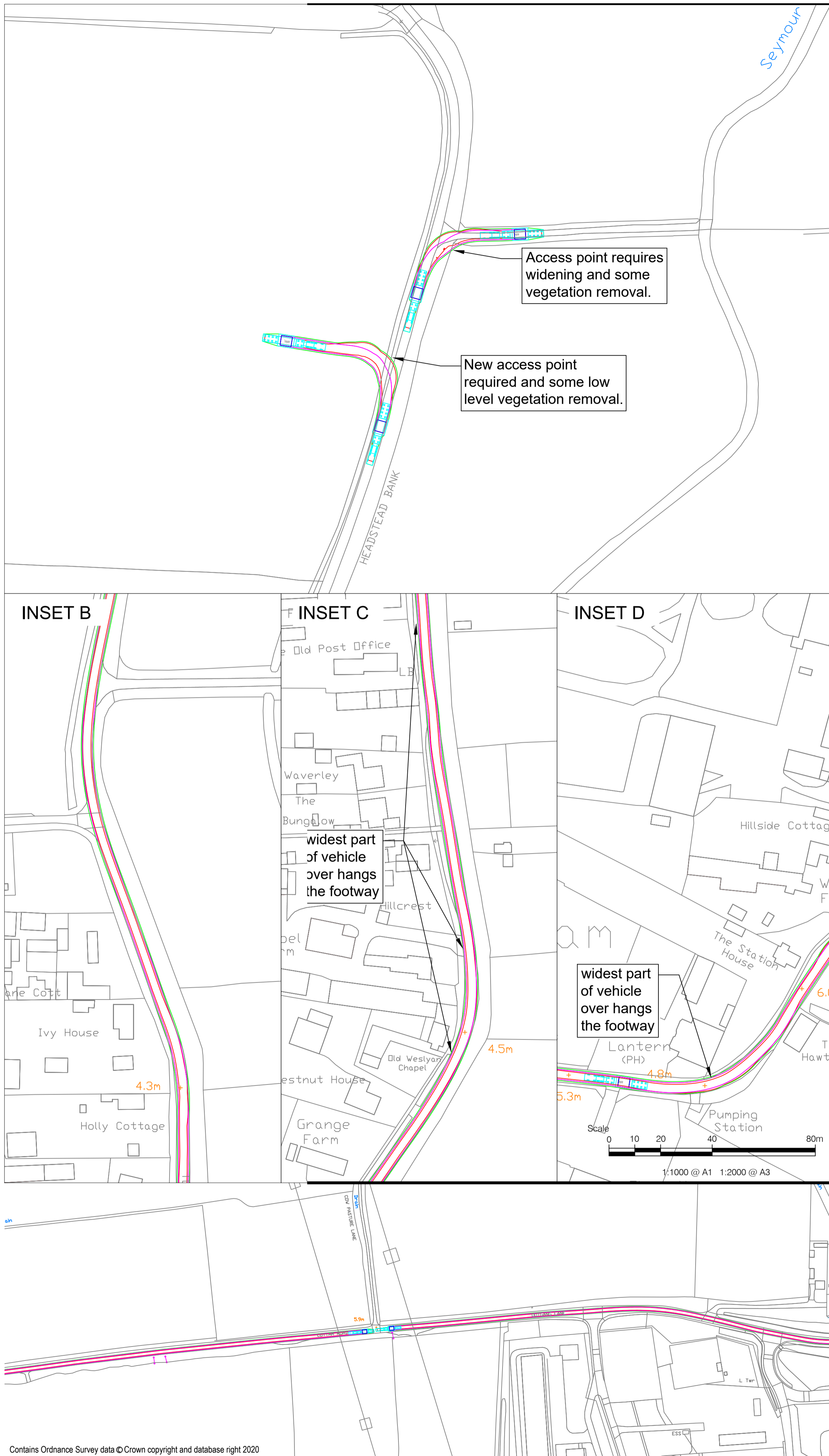
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PROJECT NUMBER
 60664324

SHEET TITLE
 Swept Path Analysis - Cable Route AILs
 Route 3 - Cottam Road to Headstead Bank
 Accesses J and K. Sheet 1 of 2

SHEET NUMBER
 60664324-75-TRA-408

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 Development Consent Order

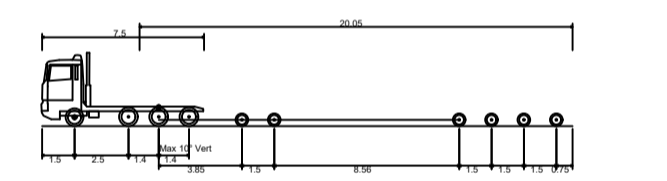
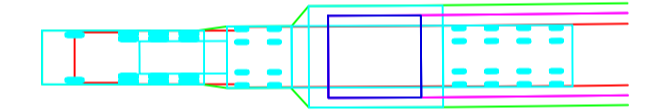
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 Chelmsford, Essex, CM1 1HT
 01245 771200 tel 01245 476121 fax

GENERAL NOTES
 OUTBOUND DELIVER VEHICLE TRACKING

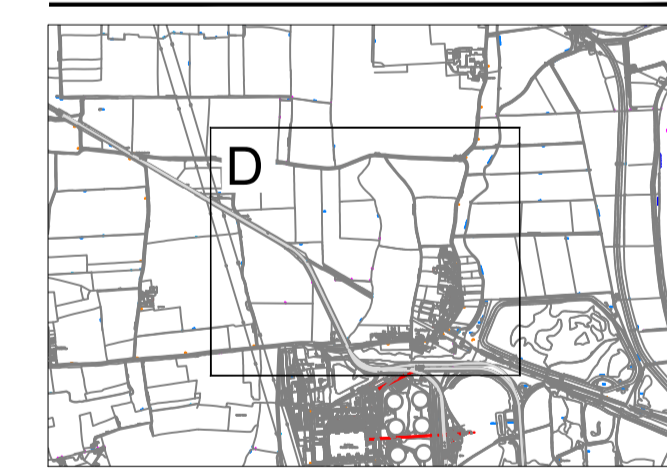
KEY

- Vehicle body
- Vehicle body path
- Vehicle load
- Vehicle load path
- Vehicle wheels path
- Edge of road



| | |
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| Transporter | 24.560m |
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| Kerb to Kerb Turning Radius | 6.790m |

SHEET PLAN



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PROJECT NUMBER
 60664324

SHEET TITLE
 Swept Path Analysis - Cable Route AILs
 Route 3 - Cottam Road to Headstead Bank
 Accesses J and K. Sheet 2 of 2

SHEET NUMBER
 60664324-75-TRA-409

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Annex D. Abnormal Vehicles Route Access Survey (Solar and Energy Storage Park)

COLLETT

EXPERTS IN MOTION



Route Access Survey
373778

Gate Burton Energy Park

Low Carbon
June 2022

COLLETT
EXPERTS IN MOTION

Victoria Terminal
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West Yorkshire
HX2 0DF

Mistral Point
AW Nielsen Road
GOOLE
East Yorkshire
DN14 6UE

Baltic House
Central Dock Road
GRANGEMOUTH
Central Scotland
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1. EXECUTIVE SUMMARY 5

2. INTRODUCTION..... 6

3. CANDIDATE ABNORMAL LOADS..... 6

4. ABNORMAL INDIVISIBLE LOAD PROFILES 6

5. ROUTE ASSESSMENT OVERVIEW 7

6. IMPORTANT NOTES 24

APPENDIX 1 – LOADED CONFIGURATION DRAWINGS

APPENDIX 2 – SWEEP PATH ANALYSIS

Report Details

Report for
Low Carbon

Attendees of Survey
Jason Wain

Time / Date of Survey: 17th June 2022

General weather conditions: Dry & Sunny

Issued by
Jason Wain

Approved by
Eric Crosby

Collett & Sons Ltd
Mistral Point
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East Yorkshire
DN14 6UE
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Document Revisions

| No | Date | Details |
|----|------------|--------------|
| 00 | 27/06/2022 | First issue. |
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Our Company owns a modern fleet of over 60 vehicles and over 100 trailers, operating from 3 depots located in Halifax, Goole and Grangemouth.

The depots situated in Goole and Grangemouth offer strategically located sites suitable to provide central hubs for distribution throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity in order to be able to handle all various abnormal load types. As logistical partners, the company is able to offer the complete transport solution from point of manufacture through to job site.

Collett & Sons Limited operate an in-house consultancy that deals with transport feasibility, route and site access surveys, Swept Path Analysis, Traffic Management Plans, Test Drives and Environment Statements.

In addition to consulting services, Collett & Sons Limited delivers the following services;

- Marine
- Port Operation
- Heavy Lift Storage
- Heavy Transport
- Project Management
- Freight Forwarding
- Heavy Lift
- General Haulage Cape
- Warehousing
- Test Station (DVSA-authorized)
- SHEQ Training



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projects@collett.co.uk

1. Executive Summary

- 1.1. This report comprises of a study of the road route as detailed here in for the road transport of a transformer in a Girder Bridge configuration to the proposed Gate Burton Energy Park.
- 1.2. Routes have been assessed from Immingham Port to the proposed site access location.
- 1.3. Further investigation is required to confirm route negotiability. Vertical assessment required at item 5.9.1.

Third party land

- 1.4. Third-party land required to create an access point 1 off A156.

Road widening

- 1.5. Road widening required at access point 1 off the A156.

Modifications to street furniture

- 1.6. Modifications where necessary are detailed in the report.

Vertical Alignment and Height Clearances

- 1.7. There is a vertical alignment issue identified on the route at Marton on A1500.
- 1.8. Height restriction has been identified on alternative route from the North at Gainsborough on A156 Lea Road at 4.2m high.
- 1.9. There is a vertical alignment issue identified on alternative route from the South at Torksey Lock on A156 over Foss Dyke.

Structural Assessment

- 1.10. No structural assessment has been undertaken as part of the survey. It is possible that full structural surveys may be required along the route and will be identified during the permitting process.

Other areas of note

- 1.11. Routes from the North and South Were also checked. The route from the North has a low bridge marked at 4.2m height clearance and is not suitable for this vehicle. The route from the South is a longer route and has a hump back bridge which would require further investigation to clarify if the vehicle can negotiate this. As detailed in item 1.8 & 1.9 above.

2. Introduction

- 2.1 Collett & Sons Ltd. were commissioned by Low Carbon to undertake an abnormal load route access study to assess the transportation of 1 transformer to the proposed Gate Burton Energy Park near Gainsborough.
- 2.2 The road routes as detailed herein are for the road transport of the transformer transport configuration identified in Section 4.
- 2.3 The purpose of this report is to detail access to the site.

3. Candidate Abnormal Loads

- 3.1. Low Carbon have requested that the assessment on which this report is compiled be based on the following Cargo Details:

Transformer: 7.8m L x 3.6m W x 4.4m H – Weight c. 210Te.

4. Abnormal Indivisible Load Profiles

- 4.1. The abnormal load components are assessed based on weight, length, width and height and loaded to the most appropriate vehicle the weights and dimensions of these are detailed below. The loading diagrams are detailed in Appendix 1.

| 4.2. | COL-D-373778-1-1 |
|---|----------------------------------|
| Transformer in Girder Bridge | |
| | |
| | Loaded vehicle dimensions |
| Overall vehicle Length | 65.813m |
| Rigid Length | 41.680m |
| Width | 5.05m |
| Height | 4.715m |
| Gross Vehicle Weight Exc. Tractor Units | 333.912Te |
| Maximum axle weight | 16.696Te |

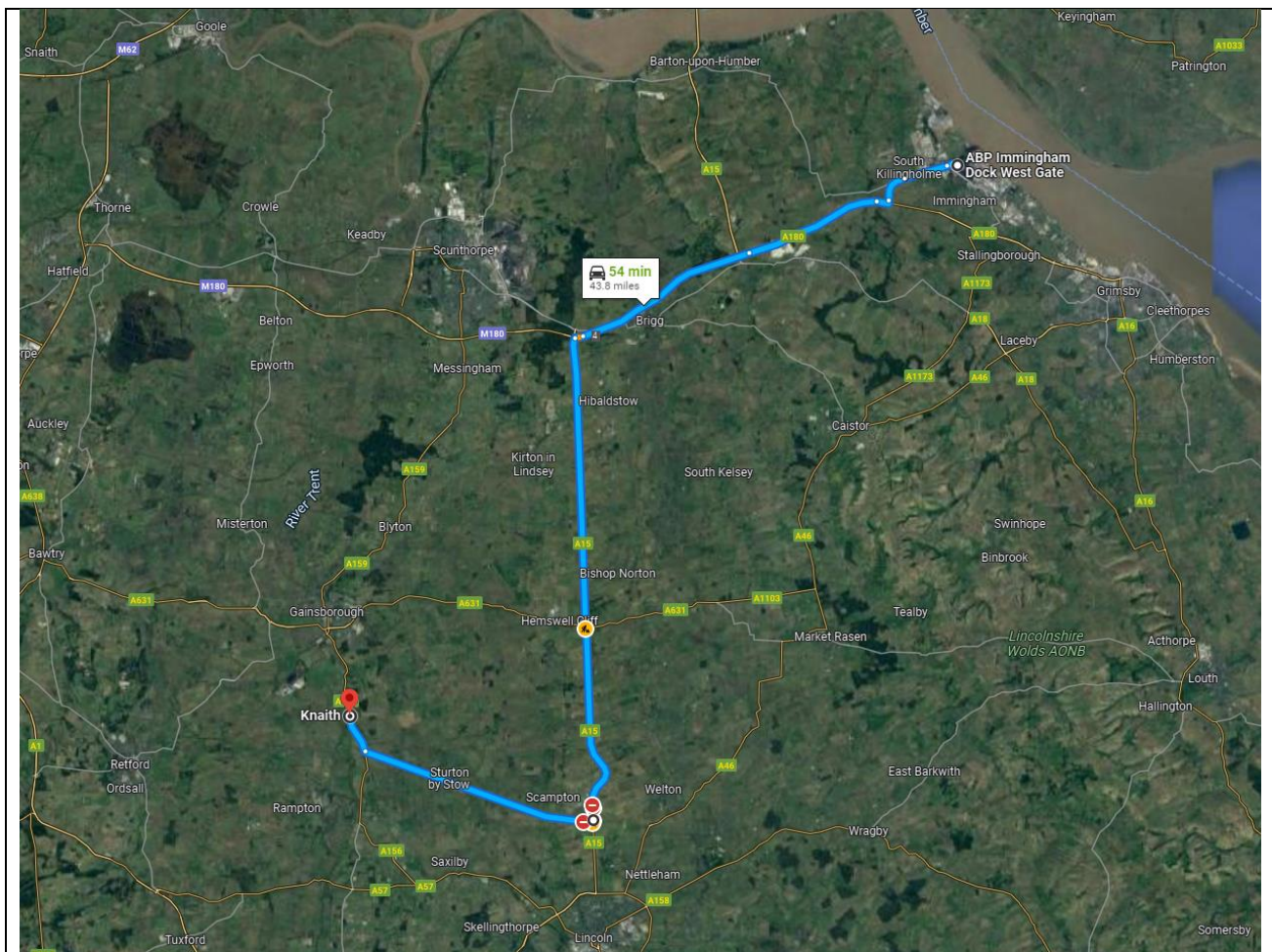
5. Route Assessment Overview

- 5.1. This section of the report illustrates the route assessed for the delivery of a transformer from Immingham Port to Gate Burton Energy Park.
- 5.2. For the purpose of this report, one route to the site was surveyed. All the routes surveyed in this report have been identified by Collett.

Route A

| Start Location | Immingham Port | Distance of Route | Km | Miles |
|---|--------------------------|-------------------|------|-------|
| Via: | A160,A180,A15,A1500,A156 | | 70.5 | 43.8 |
| <ul style="list-style-type: none"> • Exit Immingham Port via Humber Road (West Gate) • At Roundabout turn right A160 • At Roundabout turn right A180 • Turn left A15 • Turn right A1500 Till Bridge Lane • Turn right A156 Gainsborough Road • Turn right into proposed site Access Point 1. Approx. OS Grid Ref: SK 83040 84091 | | | | |

5.3. Map Overview



5.4. Amendment Categorisation

For the purposes of this report, the route amendments have been identified into 3 categories.

Major Amendments – Third Party Land, Road Widening

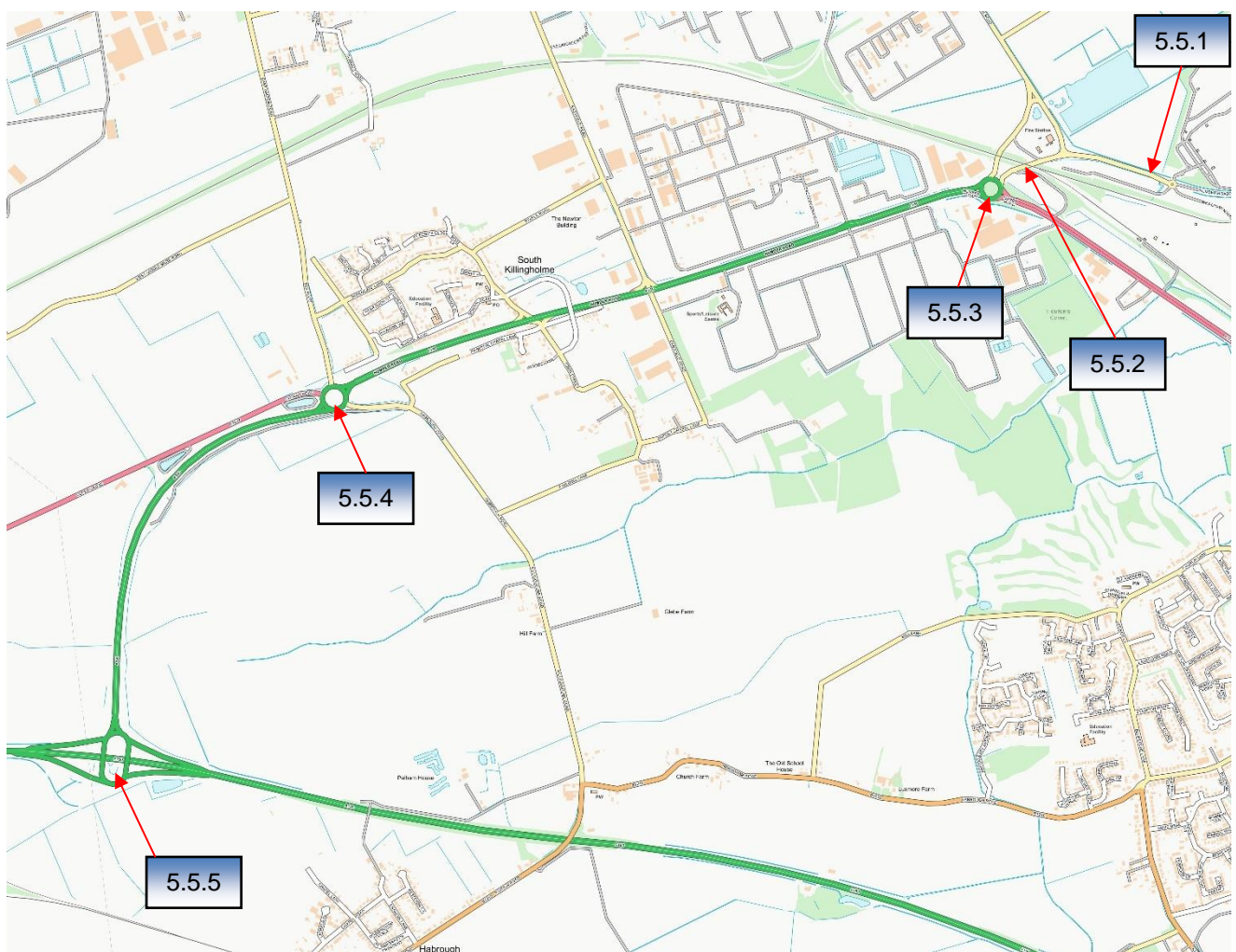
Minor Amendments – Modifications to Street Furniture, Tree Pruning, Contraflow Manoeuvre

No Amendments – Location is suitable as assessed during this survey



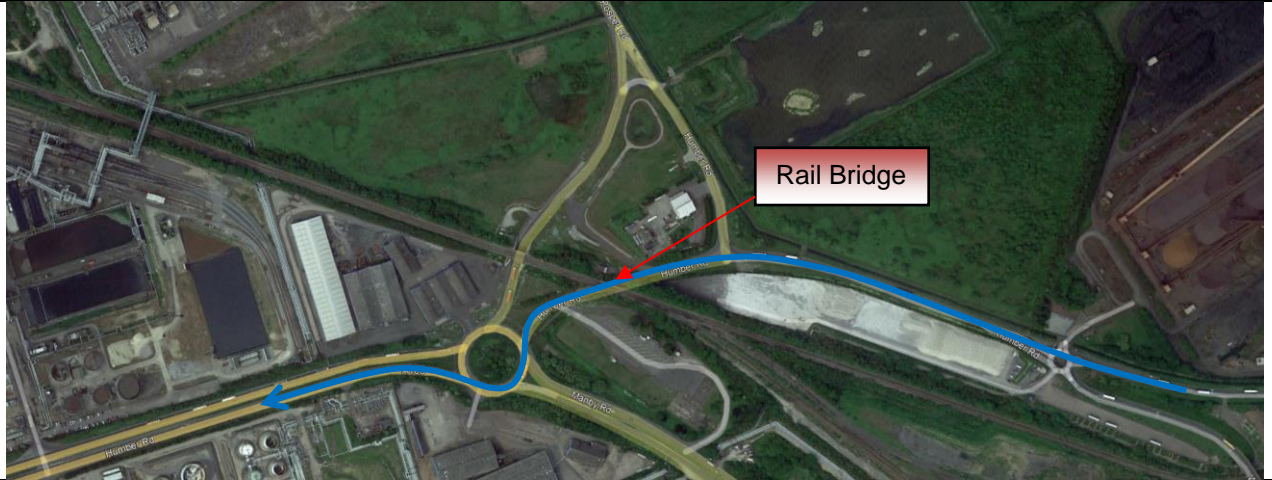
The categories have been colour coded for each report item as per the below key.





| KEY | | | |
|-----|------------------|--|------------------|
| | Major Amendments | | Minor Amendments |
| | No Amendments | | |


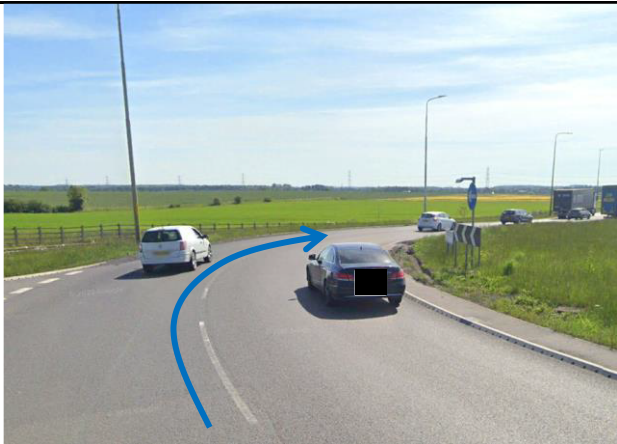


5.5. Map extract of survey locations

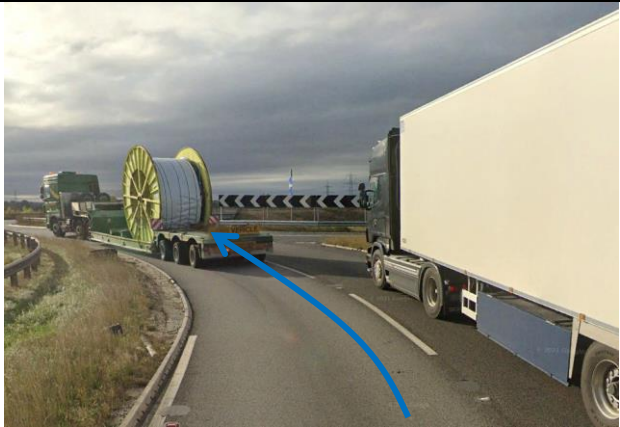
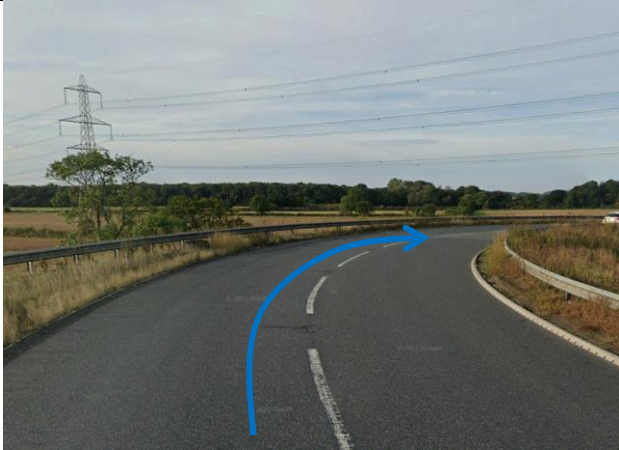

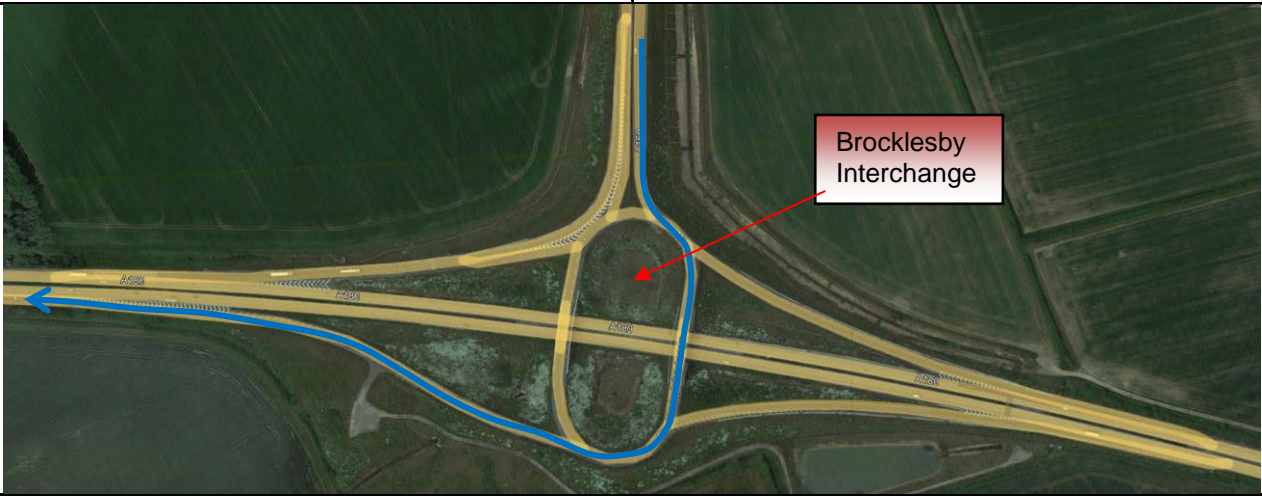


| | | | | | |
|---|--|-----|---|----------------------------|--|
| ITEM NUMBER | 5.5.1 | | LOCATION | Immingham Port – West Gate | |
| DIRECTION | Contraflow past the security Cabin at West Gate. | | | | |
| GRID REFERENCE | TA 17676 16624 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>The Abnormal load vehicle will exit Immingham Port via the Abnormal Load Gate at the West Gate Entrance. A contraflow manoeuvre is required to utilise this gate. The gate should be opened to maximise the width available.</p> | | |  | | |
| | | | <p>Abnormal Load Gate</p>  | | |
| | | | <p>View After Gate</p>  | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | NO | TYPE | N/A | |
| RELATED DOCUMENT NUMBERS | | N/A | | | |

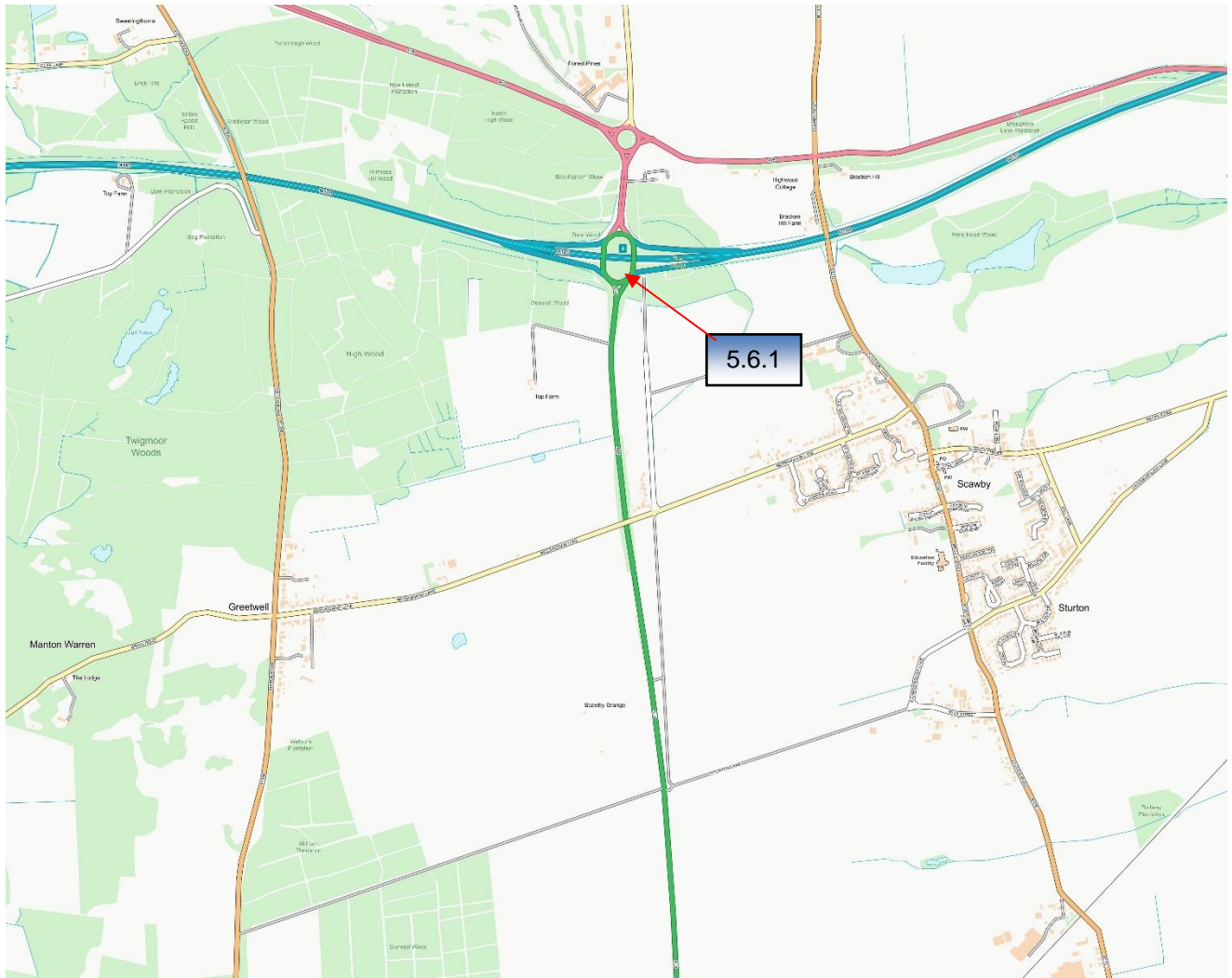
| | | | | | |
|---|--|--|---|---------------------------|-----|
| ITEM NUMBER | 5.5.2 | | LOCATION | Humber Road – Rail Bridge | |
| DIRECTION | Continue Humber Road under Rail Bridge | | | | |
| GRID REFERENCE | TA 17140 16684 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection indicates that the loaded vehicle will navigate under this bridge without any issues.</p> <p>The bridge was measured at 5.1m high at its lowest point.</p> <p>Note that the bridge is not marked with an official height notice and therefore tells us this bridge is 5m or above.</p> | | |  | | |
| | | | View on approach to Bridge | | |
| | | |  | | |
| | | | View under Bridge | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | NO | TYPE | N/A |
| RELATED DOCUMENT NUMBERS | | | N/A | | |




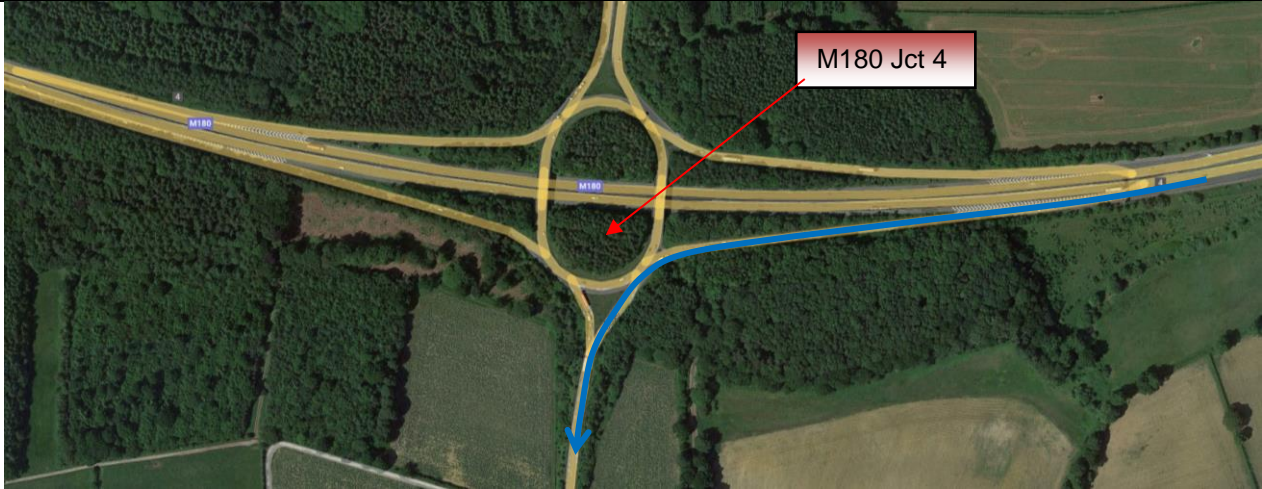
| | | | | | |
|--|--|--|---|--------------------------------|---------------------|
| ITEM NUMBER | 5.5.3 | | LOCATION | Humber Road / Manby Roundabout | |
| DIRECTION | At Roundabout turn right 3 rd exit. | | | | |
| GRID REFERENCE | TA 17016 16612 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will navigate this roundabout without any issues.</p> | | |  | | |
| | | | View on approach to roundabout | | |
|  | | |  | | |
| View on roundabout | | | View of exit from roundabout | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | | COL-D-373778-10-1 | | |


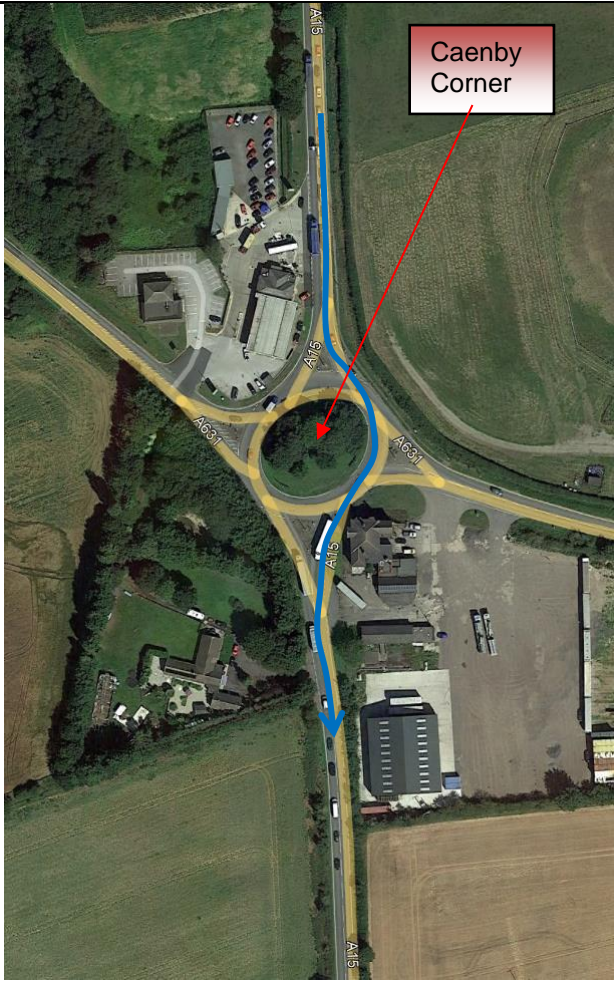

| | | | | | |
|--|--|--|---|-----------------------------------|---------------------|
| ITEM NUMBER | 5.5.4 | | LOCATION | Humber Road / Habrough Roundabout | |
| DIRECTION | At Roundabout take 2 nd exit. | | | | |
| GRID REFERENCE | TA 14526 15798 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will navigate this roundabout without any issues.</p> | | |  | | |
| | | | View on approach to roundabout | | |
|  | | |  | | |
| View on roundabout | | | View of exit from roundabout | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | | COL-D-373778-10-2 | | |

| | | | | | |
|--|---|--|---|-----------------------------|---------------------|
| ITEM NUMBER | 5.5.5 | | LOCATION | A180 Brocklesby Interchange | |
| DIRECTION | At Roundabout turn right 2 nd exit onto A180 | | | | |
| GRID REFERENCE | TA 13691 14485 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will navigate this roundabout without any issues.</p> | | |  | | |
| | | | View on approach to roundabout | | |
|  | | |  | | |
| View on roundabout | | | View of exit from roundabout | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | | COL-D-373778-10-3 | | |

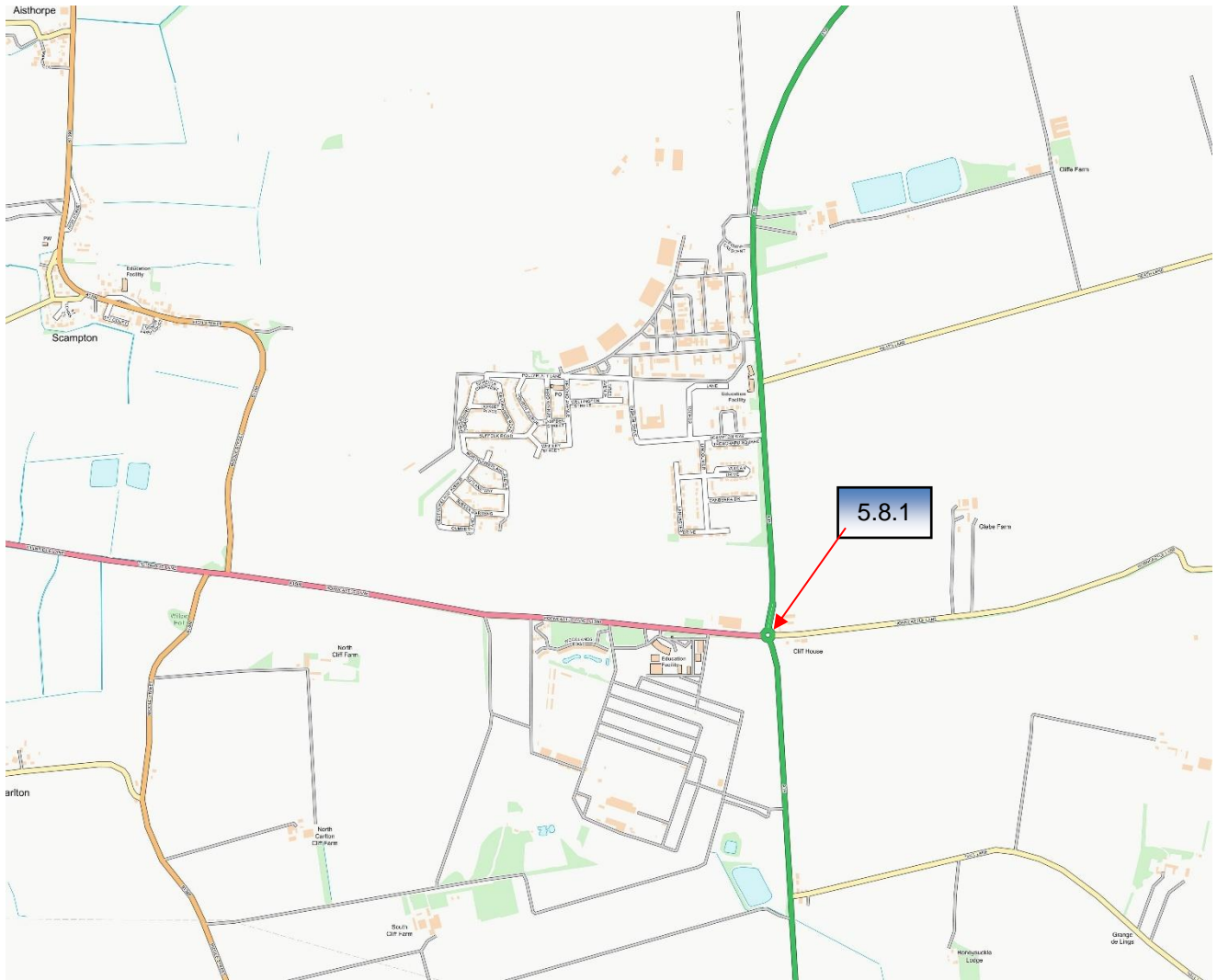
5.6. Map extract of survey locations




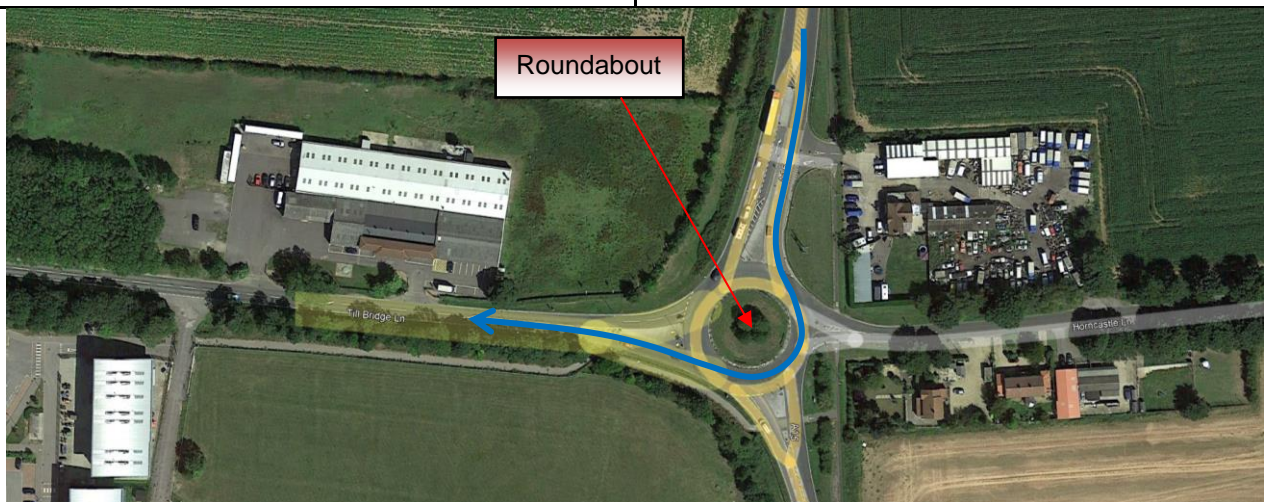


| | | | | | |
|--|---|-------------------|---|------------------------|--|
| ITEM NUMBER | 5.6.1 | | LOCATION | M180 / A15 Interchange | |
| DIRECTION | Exit M180 Jct 4 and at Roundabout turn left 1 st exit onto A15 | | | | |
| GRID REFERENCE | SE 95646 06235 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will navigate this roundabout without any issues.</p> | | |  | | |
| | | | View on approach to Jct 4 | | |
|  | | |  | | |
| View on roundabout | | | View of exit from roundabout | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | YES | TYPE | Swept Path Analysis | |
| RELATED DOCUMENT NUMBERS | | COL-D-373778-10-4 | | | |

| | | | | | |
|--|---|--|---|-------------------|---------------------|
| ITEM NUMBER | 5.7.1 | | LOCATION | A15 Caenby Corner | |
| DIRECTION | At roundabout continue A15 2 nd Exit | | | | |
| GRID REFERENCE | SK 96687 89439 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and swept path analysis indicates that the loaded vehicle will navigate this junction without any issues.</p> | | |  | | |
| | | | View on approach to roundabout | | |
|  | | |  | | |
| Aerial View of Location | | | View of exit from junction | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | | COL-D-373778-10-5 | | |





5.8. Map extract of survey locations



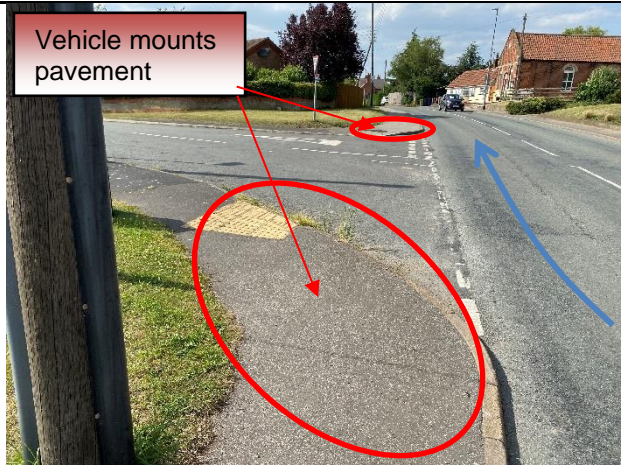
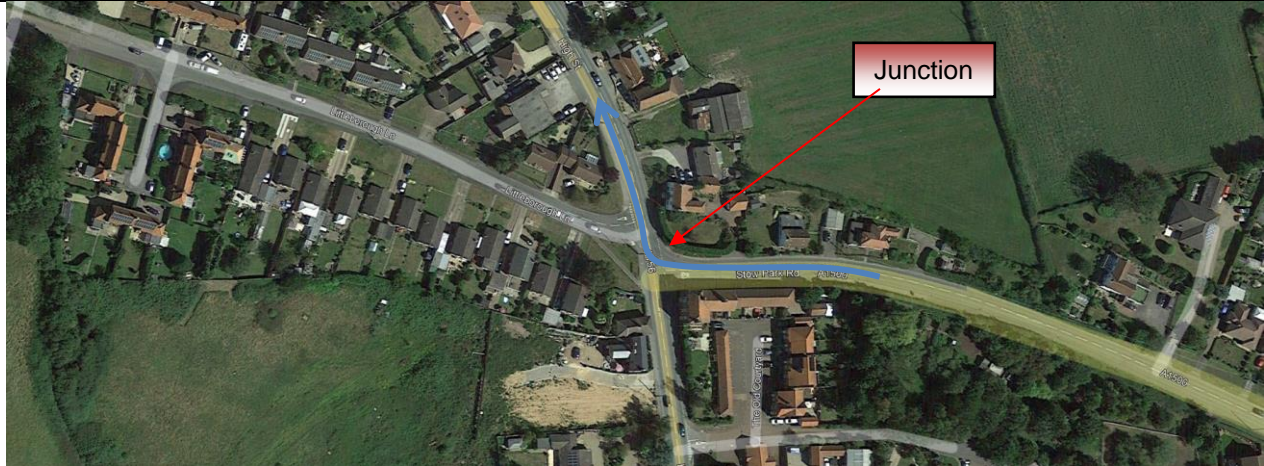






| | | | | |
|--|---|---|------------------------|---------------------|
| ITEM NUMBER | 5.8.1 | LOCATION | A15 / A1500 Roundabout | |
| DIRECTION | At roundabout turn right 3 rd exit onto A1500 Till Bridge Lane | | | |
| GRID REFERENCE | SK 97329 78115 | | | |
| MODIFICATION AND DESCRIPTION | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will navigate this roundabout without any issues.</p> | |  | | |
| | | View on approach to roundabout | | |
|  | |  | | |
| View on roundabout | | View of exit from roundabout | | |
|  | | | | |
| Aerial View of Location | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | COL-D-373778-10-6 | | |

5.9. Map extract of survey locations



| | | | | |
|---|---|---|-----------------------------|-----|
| ITEM NUMBER | 5.9.1 | LOCATION | A1500 Marton / Hill Descent | |
| DIRECTION | Continue A1500 down the descent into Marton | | | |
| GRID REFERENCE | SK 84181 81978 | | | |
| MODIFICATION AND DESCRIPTION | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection indicates that further analysis is required here. A vertical survey should be carried out to collect the data of the gradient to check if the vehicle is capable of negotiating down this descent.</p> | |  | | |
| | | View on approach to the descent | | |
|  | |  | | |
| View looking up the descent | | View towards the bottom of the descent | | |
|  | | | | |
| Aerial View of Location | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | NO | TYPE | N/A |
| RELATED DOCUMENT NUMBERS | | N/A | | |

| | | | | | |
|---|----------------------|--|---|---------------------|---------------------|
| ITEM NUMBER | 5.9.2 | | LOCATION | A1500 / A156 Marton | |
| DIRECTION | Turn right onto A156 | | | | |
| GRID REFERENCE | SK 84004 82020 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection and Swept Path Analysis indicates that the loaded vehicle will mount the pavement here. The 2 pavements either side of the junction opposite may need to be protected and checked for vehicle loading.</p> | | |  | | |
| | | | View on approach to junction | | |
|  | | |  | | |
| View looking across junction | | | View of pavement opposite junction | | |
|  | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | YES | TYPE | Swept Path Analysis |
| RELATED DOCUMENT NUMBERS | | | COL-D-373778-10-7 | | |

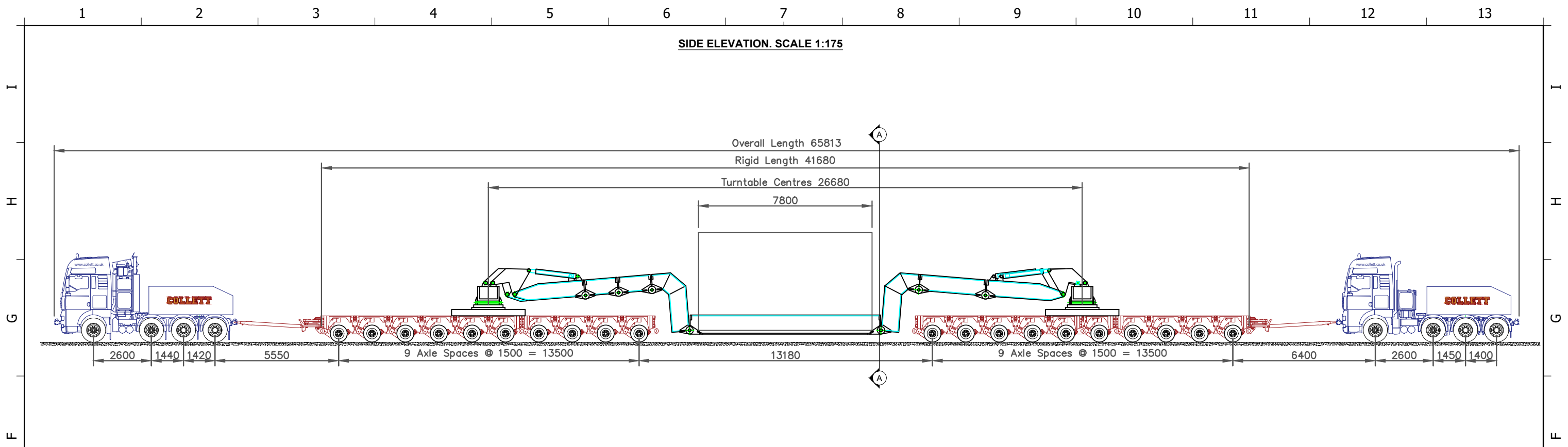
| | | | | | |
|---|--|--|--|--|-----|
| ITEM NUMBER | 5.9.3 | | LOCATION | A156 Gate Burton / Construction Access 1 | |
| DIRECTION | Turn right from A156 into proposed Construction Access point 1 | | | | |
| GRID REFERENCE | SK 83041 84090 | | | | |
| MODIFICATION AND DESCRIPTION | | | PHOTOGRAPH OF LOCATION | | |
| <p>Visual inspection indicates current road and terrain layout does not allow access for the delivery vehicle. Current access at this location is field access only. A larger access junction would have to be constructed to suit the path and turning radius of the vehicle.</p> <p>Exact access point at this location not confirmed during survey, but the 2 photos attached are the most likely access points.</p> | | |  <p>SK 83033 83953</p> | | |
| | | | View of access point | | |
|  <p>SK 83041 84090</p> | | |  | | |
| View of access point | | | View of current track after photo to the left | | |
|  <p>SK 83041 84090</p> <p>SK 83033 83953</p> <p>Construction Access 1</p> | | | | | |
| Aerial View of Location | | | | | |
| FURTHER INVESTIGATION UNDERTAKEN? | | | NO | TYPE | N/A |
| RELATED DOCUMENT NUMBERS | | | N/A | | |

6. Important Notes

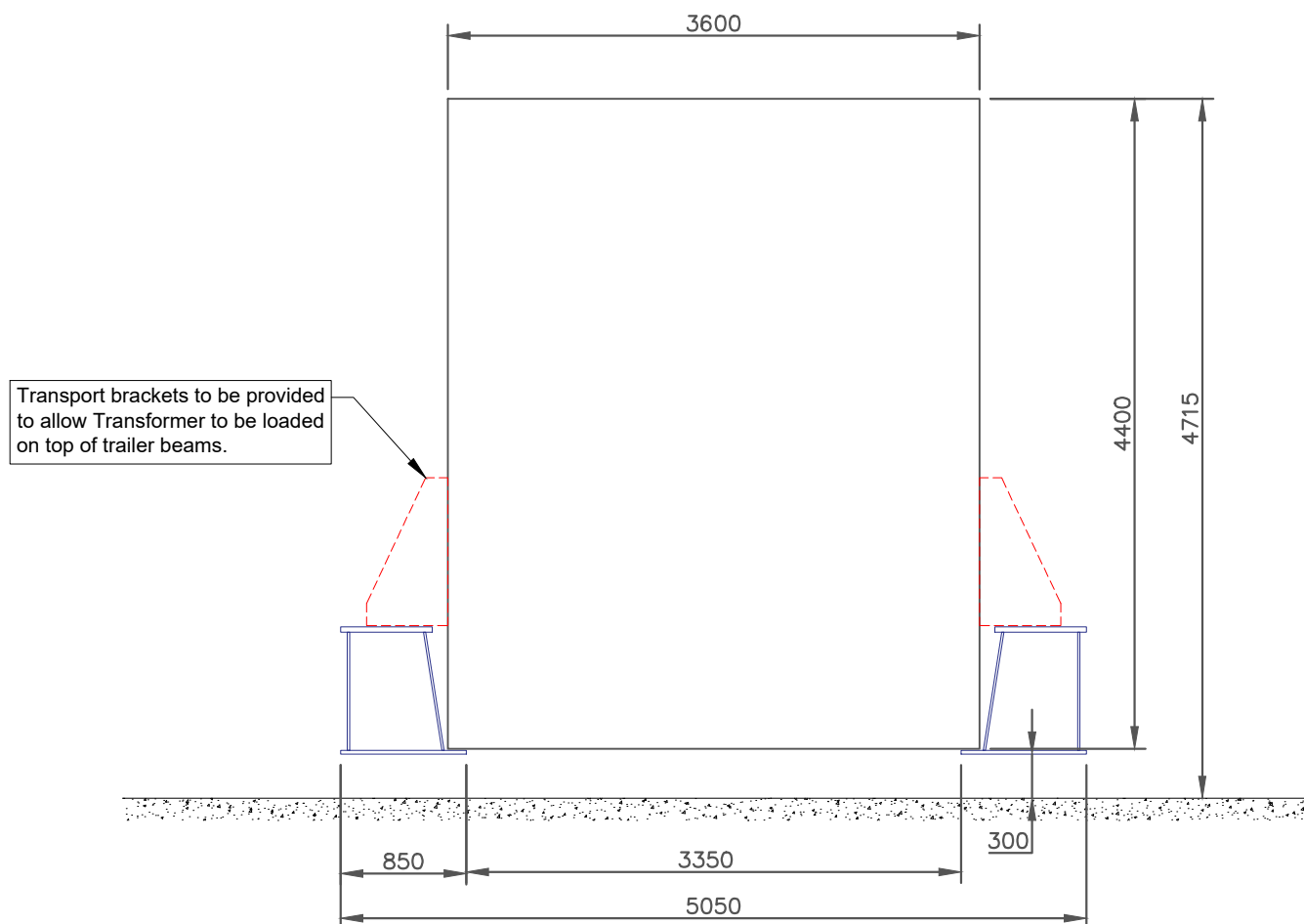
- 6.1. The recommendations in this report are made from a purely transport orientated view, and do not consider any political issues in terms of land ownership, or any other precincts raised that may otherwise be restrictive.
- 6.2. The information contained in this report is private and confidential and is for the exclusive use of the client nominated herein.
- 6.3. A Police escort will be required in order to assist with traffic control for the entire route surveyed.
- 6.4. Special Order (BE16) Permits will be required for the movement of all loads. These permits are at the discretion of the National Highways (N.H) and Highways Scotland (H.S). Therefore, approval of these permits by the N.H & H.S is a major consideration before any movements can be undertaken.
- 6.5. It is recommended to have adequate warning signs implemented to warn other road users at critical points.
- 6.6. Areas where the loaded vehicle is to mount the pavement, suitable arrangements are to be made to protect the surface and any underground utilities that may be present. Including of ramping up to kerbs to avoid kerb & tyre damage, using sand bags or timbers.
- 6.7. Overhanging trees along the nominated routes must be trimmed to allow a suitable minimum envelope.
- 6.8. Specific street furniture has been nominated where necessary in this report to facilitate over-sailed and swept areas.
- 6.9. Overhead utility cables have not been measured as part of this survey and correspondence with the utility companies regarding cable heights and possible remedial solutions should be undertaken prior to any delivery.
- 6.10. It should be noted that all assessments and inspections have been done so with the intention of producing information to highlight anticipated problems. This includes highlighting of potential land take requirements, possible street furniture implications, and highway alignment issues.
- 6.11. Land take is usually referred to when land is required from private land owners; road widening is usually referred to when land is required within highways boundaries. The boundaries between private land and highways property are assumed by using obvious demarcation such as fence lines/hedges etc. It should be noted that actual boundaries between highways and private land are not substantiated in this report and can only be authenticated by carrying out land searches.
- 6.12. All inspections and assessments are made for the road movement of loaded trailer equipment carrying specific components. These dimensions are based on the turning circles and specification of Collett & Sons trailer equipment.
- 6.13. All route inspections and assessments, and subsequent conclusions and recommendations are deemed accurate by Collett & Sons Limited at the date that this report is created. We cannot be held responsible for the development of future road schemes or alterations to the routes surveyed that may leave this report inaccurate.
- 6.14. This report is based solely on a preliminary visual inspection. Nothing in this report shall be construed in any way as committing Collett & Sons Limited to being able to deliver to site using this route before further structural analysis has been undertaken, and any accommodation/remedial works undertaken which are to Collett & Sons satisfaction.

APPENDIX 1

LOADED CONFIGURATION DRAWINGS



SECTION A-A. SCALE 1:50



For Information

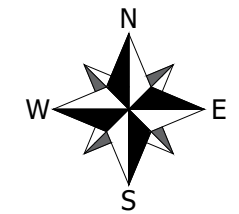
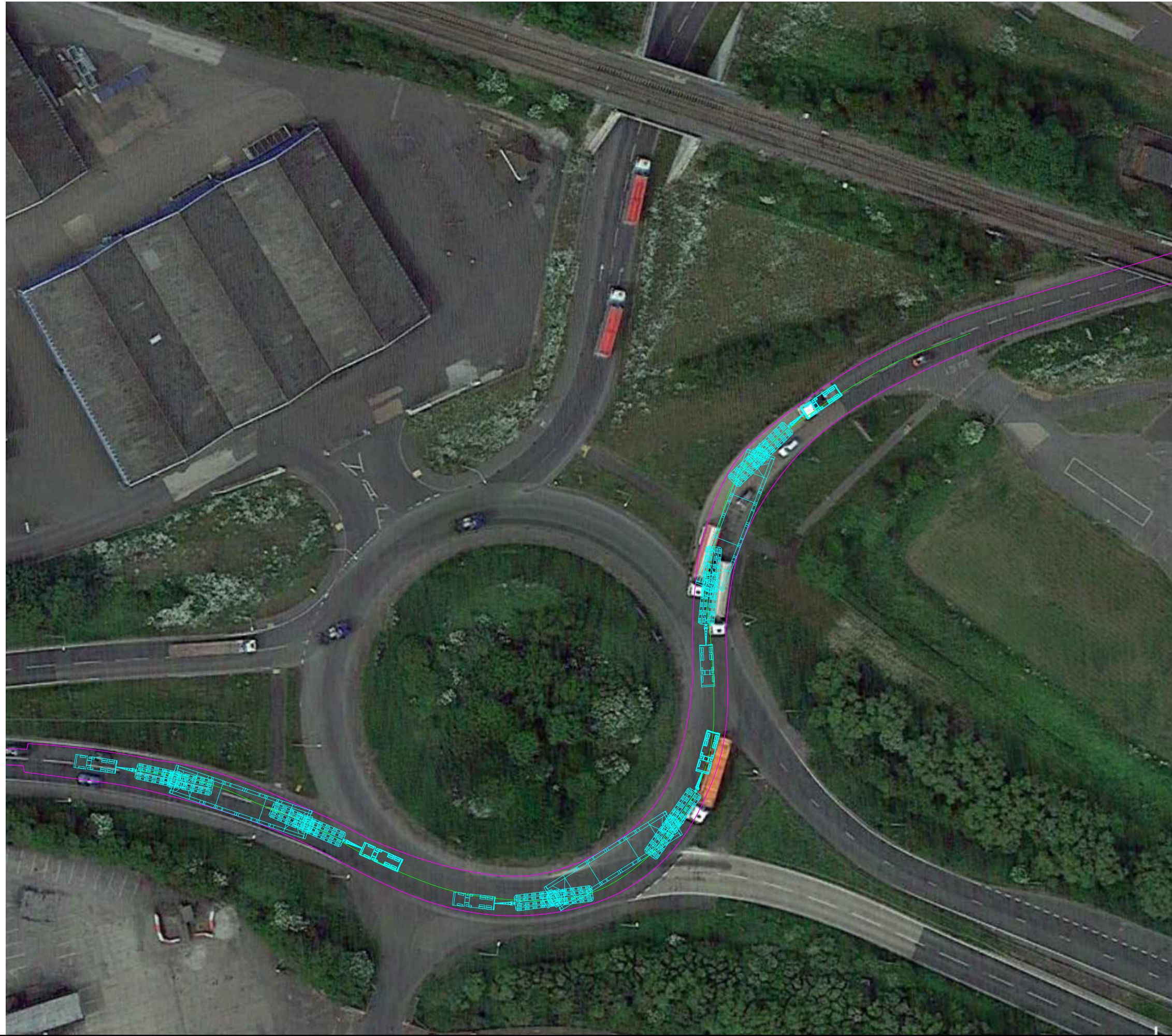
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3. ALL WEIGHTS ARE IN METRIC TONNES (t) UNLESS OTHERWISE STATED.
4. THE CLIENT IS RESPONSIBLE FOR THE PREPARATION OF THE TRANSPORT AREAS TO ENSURE THAT IT IS CAPABLE OF ACCOMMODATING THE LOADS GENERATED BY THE TRAILERS DURING ALL TRANSPORT / LOADING AND UNLOADING OPERATIONS. GROUND TO BE SUITABLY COMPACTED AND LEVELLED FOR A SAFE AND CONVENIENT TRANSPORT OPERATION.
5. THE CLIENT IS RESPONSIBLE FOR THE STRUCTURAL INTEGRITY OF THE LOAD TRANSPORTED.
6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
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| Weights Table | | |
|---|---|-----------|
| Type | Description | Weight |
| Type of Trailer | 20 Axle Girder Set | 123.912 t |
| Type of Load | Transformer | 210.000 t |
| | Total loaded weight excluding tractor units | 333.912 t |
| | Load per axle line on trailer | 16.696 t |
| | Load per axle | 8.348 t |
| | Load per wheel | 2.087 t |
| Abnormal Load Classification: Special Order (BE16) | | |

| | | | |
|--|--|---|------------------|
| Drawn by: | Date: | Checked by: | Date: |
| RS | 22/06/2022 | JW | 22/06/2022 |
| Rev: | Description: | | |
| 00 | First issue. | | |
| Client: | Low Carbon | | |
| Project: | Gate Burton Energy Park | | |
| Title: | TRANSPORT ARRANGEMENT-20 AXLE GIRDER SET | | |
| COLLETT EXPERTS IN MOTION | | COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE Tel: 08456 255233 Fax: 08456 255277 Web: [REDACTED] | |
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| A3 | As Noted | 373778 | COL-D-373778-1-1 |
| | | Sheet No: | 1 of 1 |

APPENDIX 2

SWEPT PATH ANALYSIS DRAWINGS



| | |
|--------------------|--------------------------|
| OS Grid Reference: | TA 17016 16612 |
| Location: | Manby Roundabout |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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6. THE CLIENT IS TO IDENTIFY AND CONFIRM THE SUITABILITY OF THE SUPPORT POINTS ON THE LOAD TO BE UTILISED DURING TRANSPORT.
7. SECURE CARGO ONTO THE TRAILER USING LASHING MATERIAL TO PREVENT SLIDING AND/OR TIPPING OF THE LOAD. ALL STRAPS AND CHAINS TO BE TIGHTENED WITH RATCHET BINDERS. ANTI SLIP RUBBER MATTING TO BE USED BETWEEN THE TRAILER AND THE BASE OF THE LOAD INCLUDING ALL STEEL CONTACT AREAS TO PROMOTE FRICTION.
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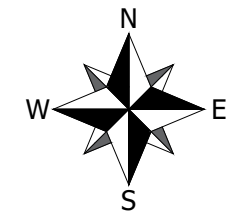
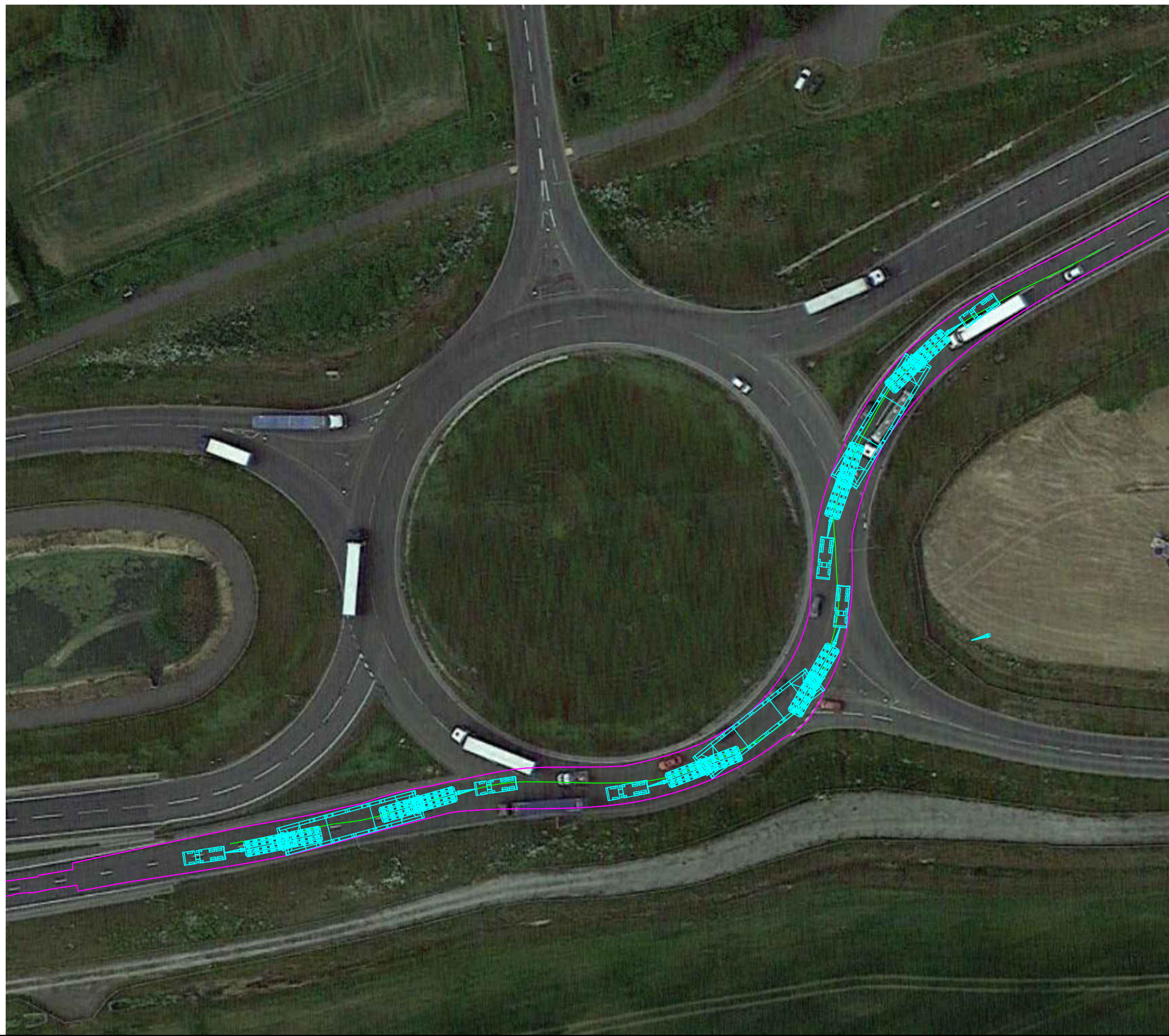
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|-----------|-------------------|-------------|-------------------|
| Drawn by: | Date: | Checked by: | Date: |
| RM | 21/06/2022 | JW | 21/06/2022 |
| Rev: | Description: | | |
| 00 | First issue. | | |

| | |
|----------|--------------------------------|
| Client: | Low Carbon |
| Project: | Gate Burton Energy Park |
| Title: | SPA. Manby Roundabout |

| | | |
|-------------------------------------|--|---|
| COLLETT EXPERTS IN MOTION | COLLETT & SONS LTD Mistral Point A.W Nielsen Road Goole East Yorkshire DN14 6UE | Tel: 08456 255233 Fax: 08456 255277 Web: www.collett.co.uk |
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| A3 | 1:750 | 373778 | COL-D-373778-10-1 | 1 of 1 |



| | |
|--------------------|--------------------------|
| OS Grid Reference: | TA 14526 15798 |
| Location: | Habrough Roundabout |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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| Drawn by: | Date: | Checked by: | Date: |
| RM | 21/06/2022 | JW | 21/06/2022 |

Rev: **00** Description: First issue.

Client: **Low Carbon**

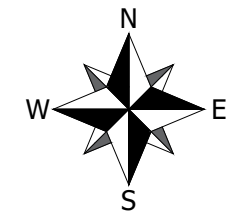
Project: **Gate Burton Energy Park**

Title: **SPA. Habrough Roundabout**

| | | |
|-------------------------------------|--|---|
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| A3 | 1:750 | 373778 | COL-D-373778-10-2 | 1 of 1 |



| | |
|--------------------|--------------------------|
| OS Grid Reference: | TA 13691 14485 |
| Location: | Brocklesby Interchange |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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| Drawn by: | Date: | Checked by: | Date: |
| RM | 21/06/2022 | JW | 21/06/2022 |
| Rev: 00 | Description: First issue. | | |

Client: **Low Carbon**

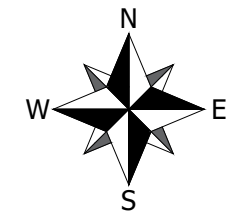
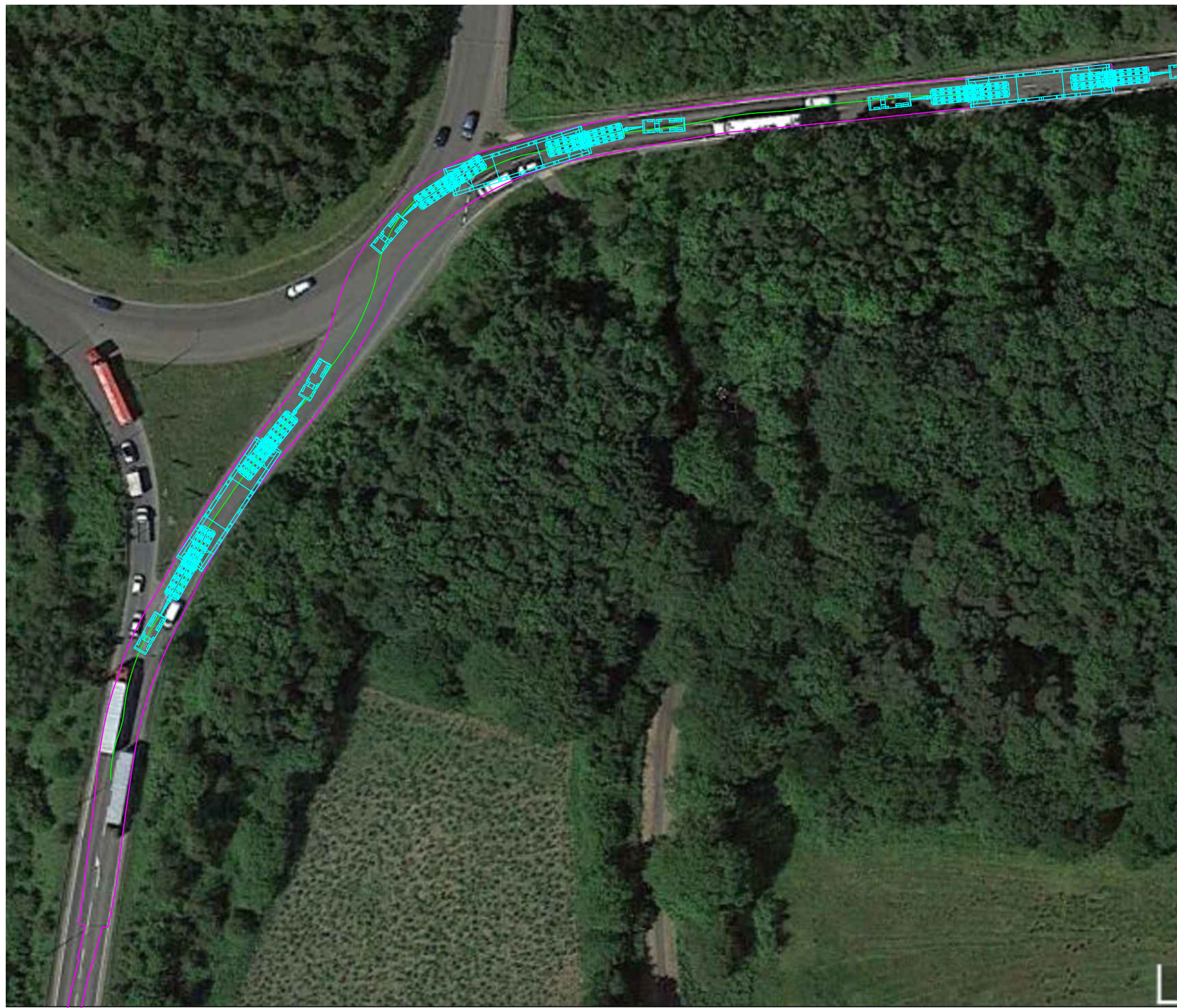
Project: **Gate Burton Energy Park**

Title: **SPA. Brocklesby Interchange**

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| A3 | 1:1000 | 373778 | COL-D-373778-10-3 | 1 of 1 |



| | |
|--------------------|------------------------------|
| OS Grid Reference: | SE 95646 06235 |
| Location: | Turn left from M180 into A15 |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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| RM | 21/06/2022 | JW | 21/06/2022 |
| Rev: 00 | Description: First issue. | | |

Client: **Low Carbon**

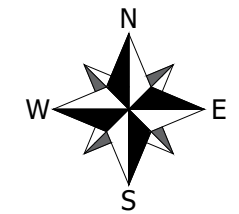
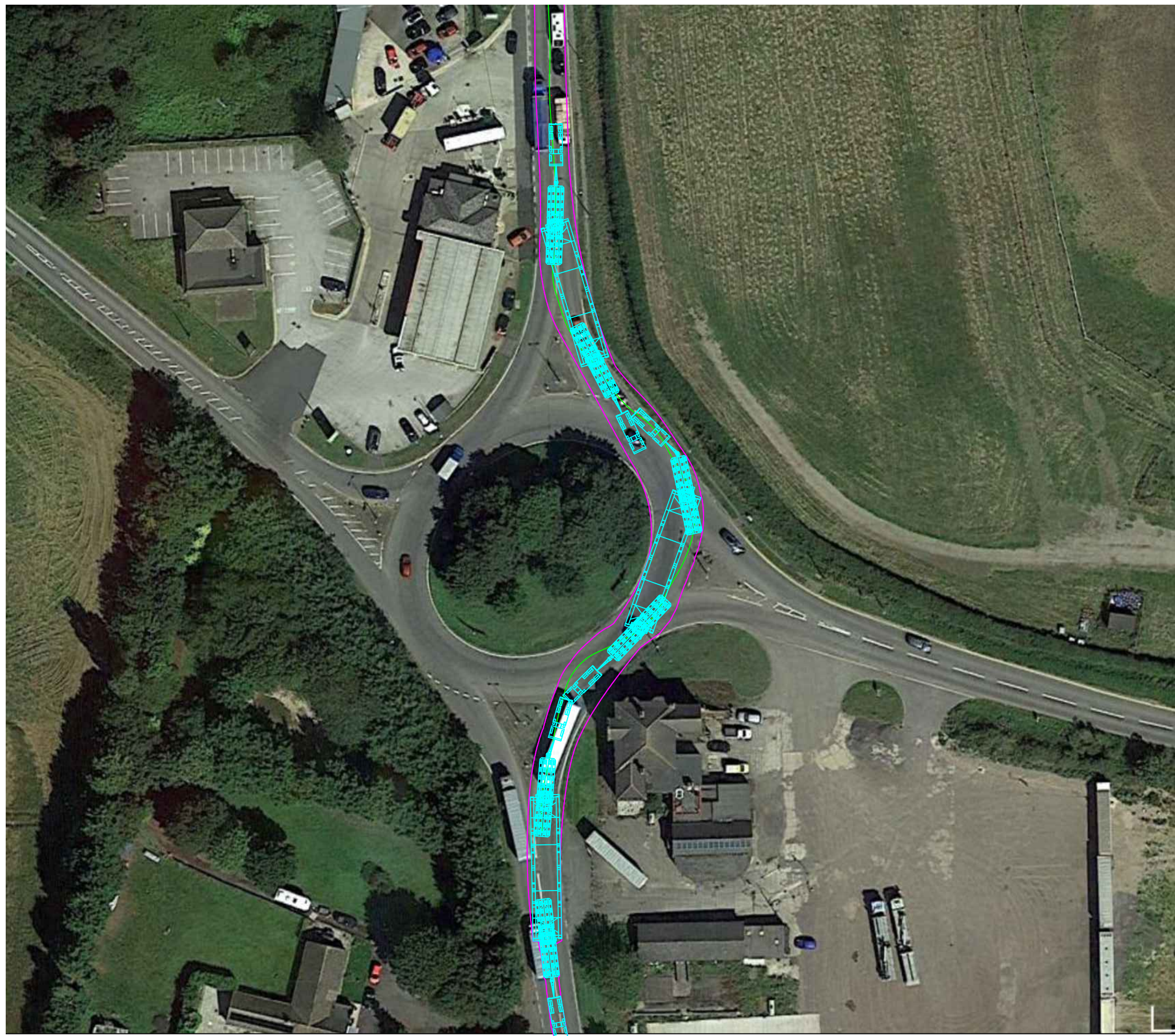
Project: **Gate Burton Energy Park**

Title: **SPA. Turn left from M180 into A15**

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| | |
|--------------------|--------------------------|
| OS Grid Reference: | SK 96687 89439 |
| Location: | Caenby Corner Roundabout |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

For Information

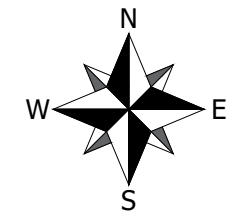
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| Rev: 00 Description: First issue. | | | |
| Client: Low Carbon | | | |
| Project: Gate Burton Energy Park | | | |
| Title: SPA. Caenby Corner Roundabout | | | |

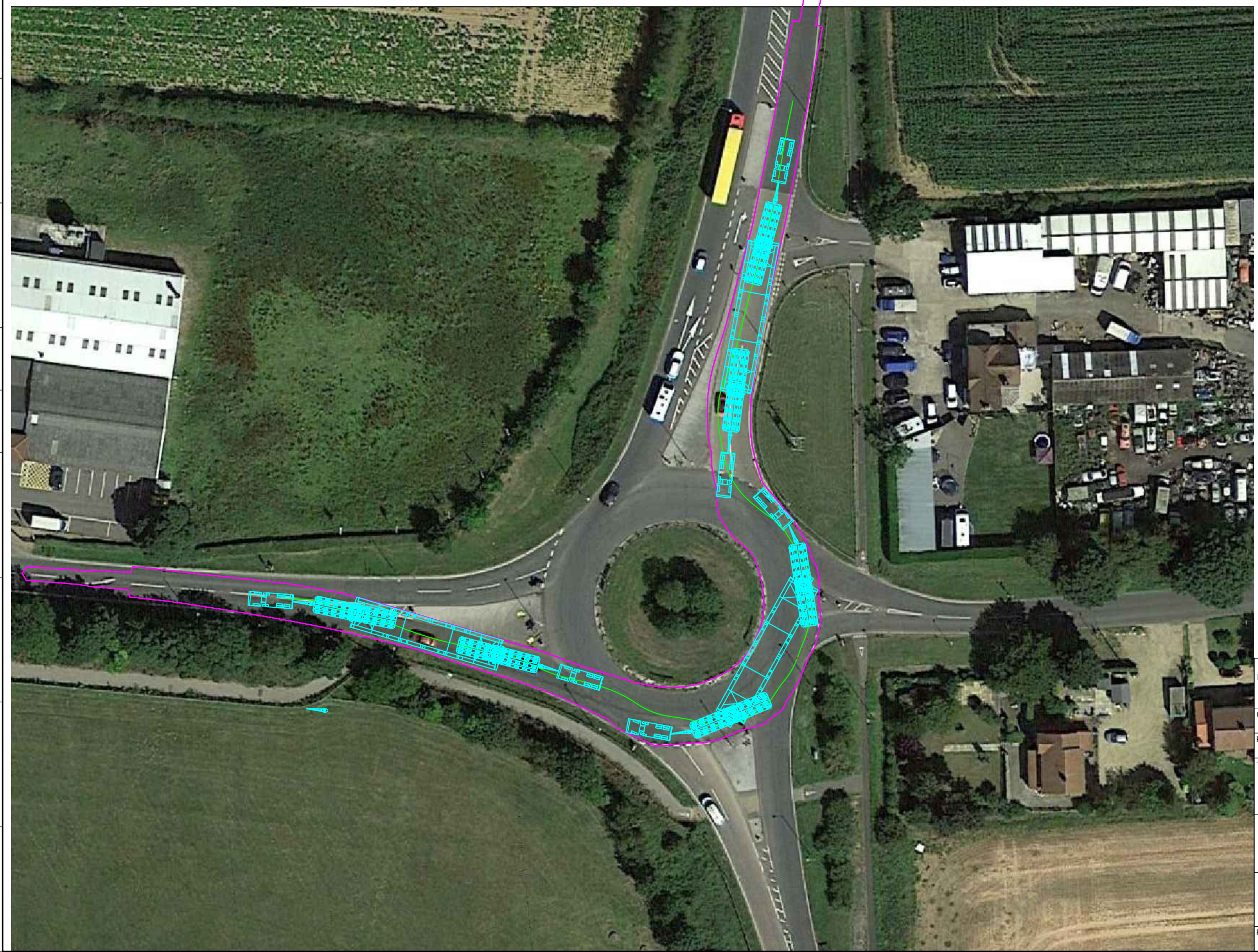
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| | |
|--------------------|--------------------------|
| OS Grid Reference: | SK 97329 78115 |
| Location: | Scampton CP Roundabout |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | No issues with this SPA. |



1. Magenta Line represents overall swept path areas over-sailed by trailer.
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3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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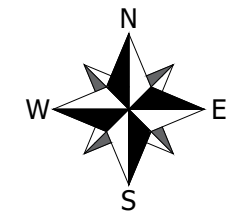
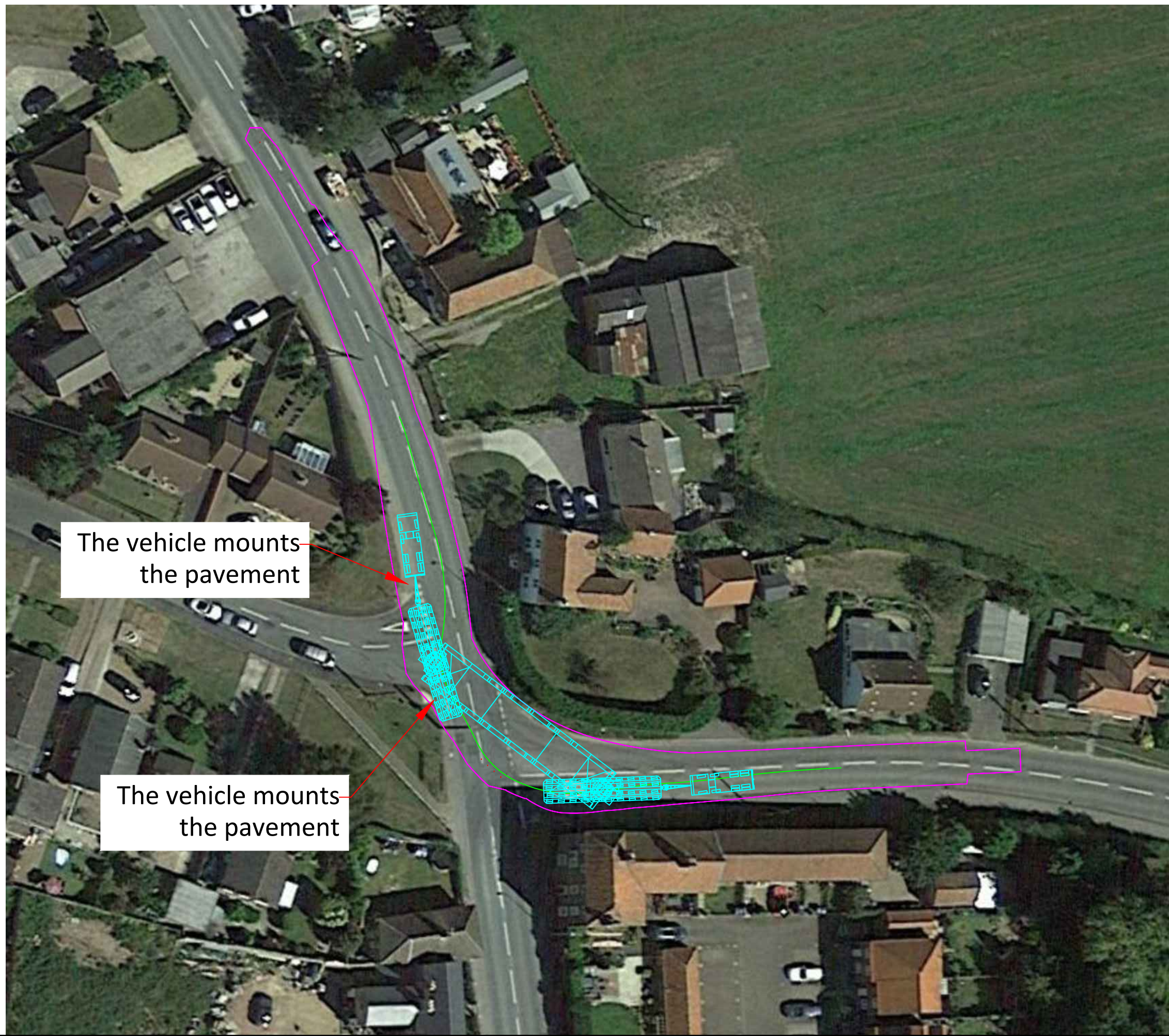
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| Client: | Low Carbon |
| Project: | Gate Burton Energy Park |
| Title: | SPA. Scampton CP Roundabout |

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| | |
|--------------------|---|
| OS Grid Reference: | SK 84004 82020 |
| Location: | Turn right from stow park RD to A156 |
| Vehicle: | 20 Axle Girder Set. |
| Comments: | The vehicle mounts the pavement at the 2 locations at the junction opposite |

1. Magenta Line represents overall swept path areas over-sailed by trailer.
2. Green Line represents centre line of the independent manual steering geometry of rear bogie axles.
3. Red Dashed Line represents centre line of the pull truck.
4. Blue Line represents overall swept path areas over-sailed by Load.

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| Client: | Low Carbon |
| Project: | Gate Burton Energy Park |
| Title: | SPA. Turn right from stow park road into A156 |

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