

COLLETT

EXPERTS IN MOTION



Route Access Survey - 276470

Chapel Farm
Near Moulton Chapel, Lincolnshire

REG Windpower
February 2015



COLLETT
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Document Revisions

No	Date	Details

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Company Profile

Collett & Sons Ltd established in Halifax over 45 years ago specialise in the multimodal logistics throughout the UK, Europe and Worldwide.

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 Google and Grangemouth offer strategically located sites suitable to provide central hubs for the distribution of wind turbine components throughout the UK. Each facility is complete with up to 110 tonnes lifting capacity in order to be able to handle all current turbine types. As logistical partners to the Wind Energy Industry, 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
- Warehousing
- Test Station (DVSA-authorised)
- SHEQ Training



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RENEWABLES • POWER GENERATION • OIL & GAS • HEAVY ENGINEERING

Major International Strategic Transport and Logistics Point



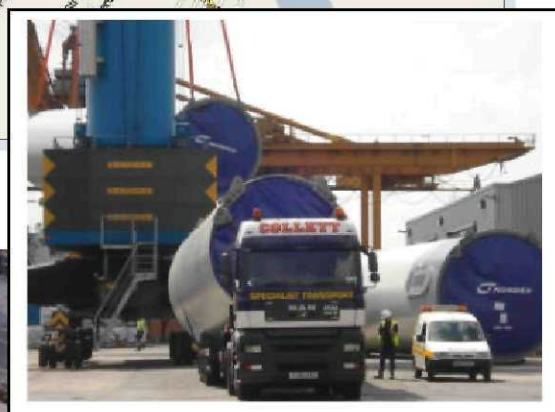
Port of Goole

- Full Quayside handling facilities
- Direct East coast port for shipping



Mistral Point

- 0.8 Km from Junction 36 of M62 Motorway
- Equipped to handle all WTG Components.
- Storage and Laydown area



1 Executive Summary

- 1.1. This report comprises of a study of the road routes as detailed here in for the road transport of Enercon E48 Turbine Blades, Nacelles and associated Tower components to entrance of Chapel Farm Wind Turbine.
- 1.2. One route has been assessed from the A1 to the proposed site location; this assumes a north eastern port for delivery of the turbines.

Third party land

- 1.3. No third party land has been identified by the assessment, assuming agreements are in place to utilise the track leading from Eaugate Road to the Turbine location.

Road widening

- 1.4. Road widening within highways owned land is required at the entrance to the access track from Eaugate Road, the gate post and a section of fencing will require removal also.
- 1.5. Further widening will be required along the track leading to the turbine location of comply with the Enercon specification of a 4m wide track width with a 5.5m clearance.

Manual Steering

Manual steering will be required at the following locations:

- 1.6. Right turn to continue on Eaugate Road.
- 1.7. Right turn into site access track.

Vertical Alignment

- 1.8. There are no vertical issues on the route.

Structural Assessment

- 1.9. The relevant authorities who own or manage the structures on the route have been consulted regarding any potential issues along the proposed route.
- 1.10. There are no structural issues on the route.

Other areas of note

- 1.11. Tree pruning of branches overhanging track is required.

Location of modifications required



2. Introduction

- 2.1 Collett & Sons Ltd. were commissioned by REG Windpower to undertake an abnormal loads route access study to assess the transportation of wind turbine components to the proposed Chapel Farm Wind Turbine site entrance, Near Moulton Chapel, Lincolnshire.
- 2.2 The road routes as detailed herein are for the road transport of the candidate turbine Enercon E48 Turbine Blades, Nacelles and associated Tower components.
- 2.3 The site is located to the South of Moulton Chapel in Lincolnshire. The purpose of this report is to detail access to the site entrance from the A1.

Methodology

- 2.4 An initial desk based study was undertaken to identify possible loading configurations for the proposed turbine components (turbine details provided by REG Windpower).
- 2.5 The routes surveyed have been identified by REG Windpower.
- 2.6 A site visit was then carried out to determine the feasibility of the identified routes and pinch points.
- 2.7 Following the site visit Swept Path Analysis (SPA) was then carried out at the identified pinch points. The SPA's are detailed in this report, and indicate any areas of road widening or land take that are required.
- 2.8 All drawings are produced using Ordnance Survey 'OS MasterMap' mapping data, unless stated otherwise. Street furniture is not included on OS MasterMap data; this is plotted by taking measurements on site with a tape. Actual road widths are also checked and adjusted on the map data accordingly. Where adjustments to the OS MasterMap data have been made this is indicated as 'adjusted' on the drawing.
- 2.9 The analysis is based on the most onerous components when loaded on delivery vehicles.
- 2.10 The trailers used to transport turbine components are extendable steerable trailers. Automatic Steering indicates that the steering of the rear axles of the trailer is controlled by the angle of the tractor unit and follows the steering geometry set by the trailer manufacturer. Manual Steering indicates that the steering of the rear axles is controlled by an operative using an override device. Manual Steering can be used to achieve alternative swept areas where appropriate.
- 2.11 Upon selection of the route, the relevant authorities were contacted with regard to the structural suitability of the delivery route for the heaviest loaded vehicle.
- 2.12 Details pertaining to the highway boundary have not been obtained from the County Council thus in order to determine the impact on third party land it has been assumed that fence lines, walls and hedgerows define this boundary.
- 2.13 In addition the report is supplemented by photographic evidence, map referencing and CAD drawings of the 'pinch points' for the proposed routes.
- 2.14 The information contained in this report is assessed on the loaded vehicle dimensions, consistent with the loading arrangements and methods used by Enercon.

3. Candidate Turbine Components

- 3.1. REG Windpower have requested that the assessment on which this report is compiled be based on the delivery of an Enercon E48 Turbine with a 49m tower.
- 3.2. The specification of this turbine was supplied by Mainstream Renewables, this can be found in Appendix 1.

4. Abnormal Indivisible Load Profiles

- 4.1. The turbine 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 2.

4.2.	276470-A
Blade	3 off per load = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	28.92m
Rigid Length	25.17m
Width	2.56m
Height	4.36m
Gross Vehicle Weight	34.00Te
Maximum axle weight	7.00Te

4.3.	276470-B
Bottom Tower	1 off per load = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	20.10m
Rigid Length	16.55m
Width	3.74m
Height	4.79m
Gross Vehicle Weight	55.00Te
Maximum axle weight	8.00Te

4.4.	276470-C
Middle Tower	1 off per load = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	20.57m
Rigid Length	17.38m
Width	2.85m
Height	4.34m
Gross Vehicle Weight	44.00Te
Maximum axle weight	7.00Te

4.5.	276470-D
Top Tower	1 off per load = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	23.43m
Rigid Length	20.24m
Width	2.55m
Height	3.54m
Gross Vehicle Weight	44.00Te
Maximum axle weight	7.00Te

4.6.	276470-E
Nacelle	1 off per load = = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	16.89m
Rigid Length	13.13m
Width	4.40m
Height	4.06m
Gross Vehicle Weight	31.00Te
Maximum axle weight	6.00Te

4.7.	276470-F
Generator	1 off per load = = 1 load for 1 Turbine
	Loaded vehicle dimensions
Overall vehicle Length	16.95m
Rigid Length	13.39m
Width	4.95m
Height	4.04m
Gross Vehicle Weight	54.00Te
Maximum axle weight	8.50Te

5. Requirements for the movement of Abnormal Indivisible Loads

5.1. An abnormal load is defined as below including the actions required for permitting and notice.

Weight

- 5.2. Gross weight or axle weights exceeding C & U or Authorised Weight limits up to 80,000kgs (78.74 tons).
- 5.3. **Action required:** 2 clear days' notice with indemnity to Highway and Bridge Authorities.
- 5.4. Gross weight (of vehicle carrying the load) exceeding 80,000kgs (78.74tons) up to 150,000kgs (147.63tons).
- 5.5. **Action required:** 2 clear days' notice to Police and 5 clear days' notice with indemnity to Highway and Bridge Authorities.
- 5.6. Gross weight (of vehicle carrying the load) exceeding 150,000kgs (147.63tons).
- 5.7. **Action required:** HA Special Order (form BE16), up to 8 weeks approval time, plus 5 clear days' notice to Police and 5 clear days' notice with indemnity to Highway and Bridge Authorities.

Width

- 5.8. Width exceeding 2.9 metres (for C & U loads) 3.0 metres (9' 10") up to 5.0 metres (16' 5") for other loads
- 5.9. **Action required:** 2 clear days' notice to the Police.
- 5.10. Width exceeding 5.0 metres (16' 5") up to 6.1metres (20')
- 5.11. **Action required:** HA form VR1 plus 2 clear days' notice to Police.
- 5.12. Width exceeding 6.1 metres (20')
- 5.13. **Action required:** HA Special Order (form BE16), up to 8 weeks approval time, plus 5 clear days' notice to Police and 5 clear days' notice with indemnity to Highway and Bridge Authorities.

Length

- 5.14. When exceeding 18.65 metres (61' 2") up to 30 metres (98' 5") rigid length - (Vehicle or train of vehicles)
- 5.15. **Action required:** 2 clear days' notice to the Police.
- 5.16. Vehicle combination exceeding 25.9 metres (85').
- 5.17. **Action required:** 2 clear days' notice to the Police.
- 5.18. When exceeding 30.0 metres (98' 5") rigid length.
- 5.19. **Action required:** HA Special Order (form BE 16), up to 8 weeks approval time, plus 5 clear days' notice to Police and 5 clear days' notice with indemnity to Highway and Bridge Authorities.

Bridge Height

- 5.20. Any low bridges along the route that have a clearance less than 5.0m will be signed as a low bridge. This threshold could create difficulties in the passage of over-height or near over-height vehicles.

Turbine Requirements

5.21. For the specified turbine, the following actions will be required for each turbine delivery vehicle.

5.22.	276470-A	Action Required
	Blade	2 clear days notice to the Police.
5.23.	276470-B	Action Required
	Bottom Tower	2 clear days notice with indemnity to Highway and Bridge Authorities.
5.24.	276470-C	Action Required
	Middle Tower	2 clear days notice with indemnity to Highway and Bridge Authorities.
5.25.	276470-D	Action Required
	Top Tower	2 clear days notice with indemnity to Highway and Bridge Authorities.
5.26.	276470-E	Action Required
	Nacelle	2 clear days notice to the Police.
5.27.	276470-F	Action Required
	Generator	2 clear days notice with indemnity to Highway and Bridge Authorities.

6. Responses from Statutory Consultees (Structures Suitability)

6.1. The Nacelle (see drawing 276470-F) when loaded has the heaviest GVW and Axle Weights. The loading information for this vehicle has been sent to the following Authorities to ascertain if there are any issues with weights and structures within the areas of the Authorities jurisdiction.

6.2. For the purposes of the responses below, the routes referred to are as follows

Route
Exit M1 southbound Exit onto A1139 Turn right onto A47 Turn left onto A16 northbound Continue to Cowbit Turn right onto B1357, Moulton Chapel Road Turn right onto Roman Road in Moulton Chapel Bear right onto Eaugate Road Continue to entrance off Eaugate Road to grid reference TF 30027 16739

6.3. The following summarises the correspondence between the relevant authorities. The detailed responses can be viewed in Appendix 3.

County Council Highways	Issues?	Contact Name	Email Address	Phone Number
Cambridgeshire County Council	Not responded		cambridgeshire.abloads@skanska.co.uk	
Lincolnshire County Council	Not responded		ab_loads@lincolnshire.gov.uk	
The Highways Agency Historical Railways Estate	No	Tania Howell	RSGBRB@jacobs.com	0118 946 8911
Network Rail	No	Sunil Maniraj	AbnormalLoadsContact@NetworkRail.co.uk	01908 783 140
Canal & River Trust	Not responded		abnormal.loads@canalrivertrust.org.uk	
A1(M) Alconbury to Peterborough DBFO	No	Maren Taylor	a1m@rmspeterborough.co.uk	01733 245 445

Summary of Structural Issues

6.4. Consultation with the relevant authorities has established that there are no structural issues on any of the routes.

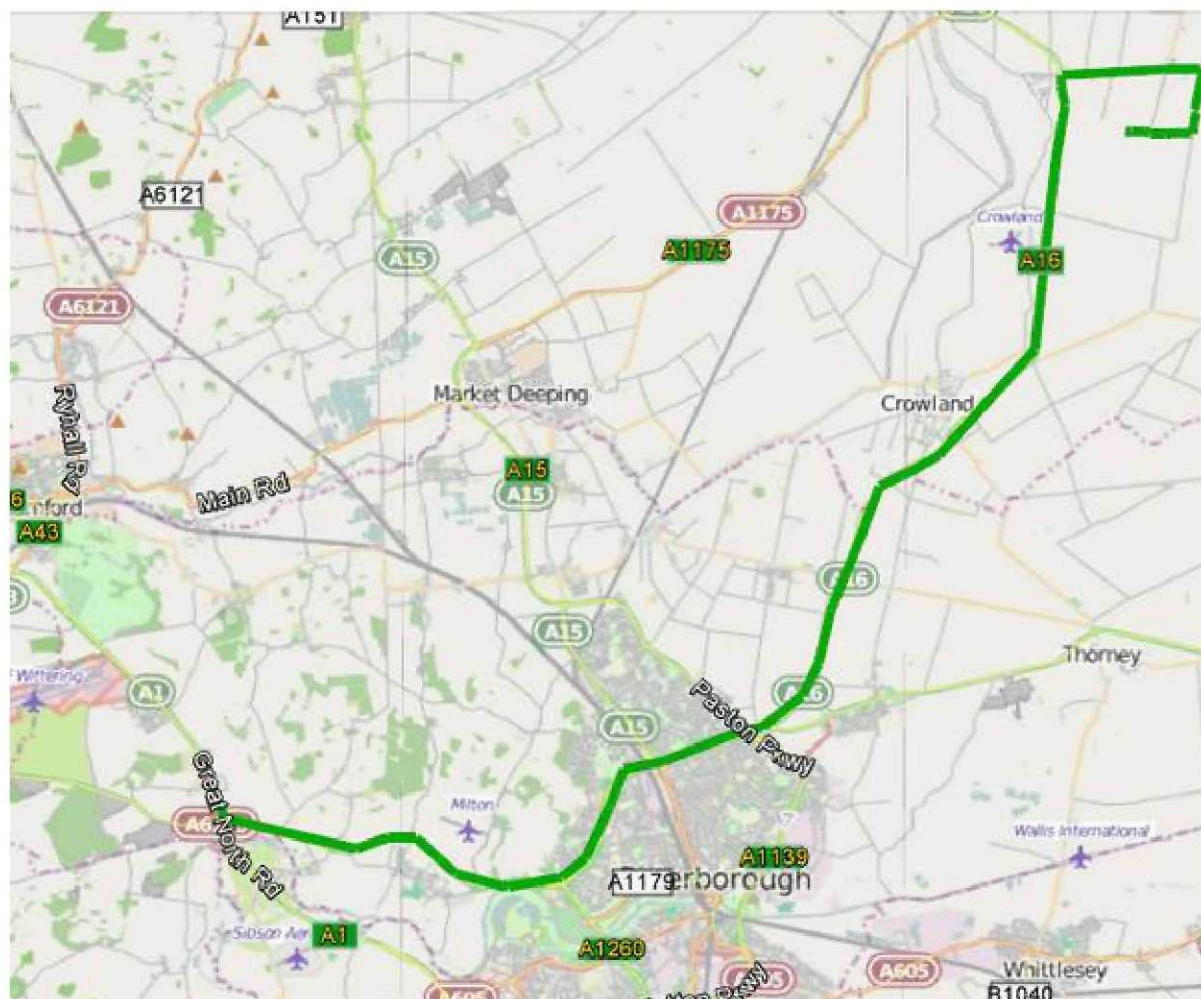
7. Route Assessment

7.1. This section of the report illustrates in detail the pinch points and routes for the delivery of all wind turbine components from the A1 to the start of the site entrance.

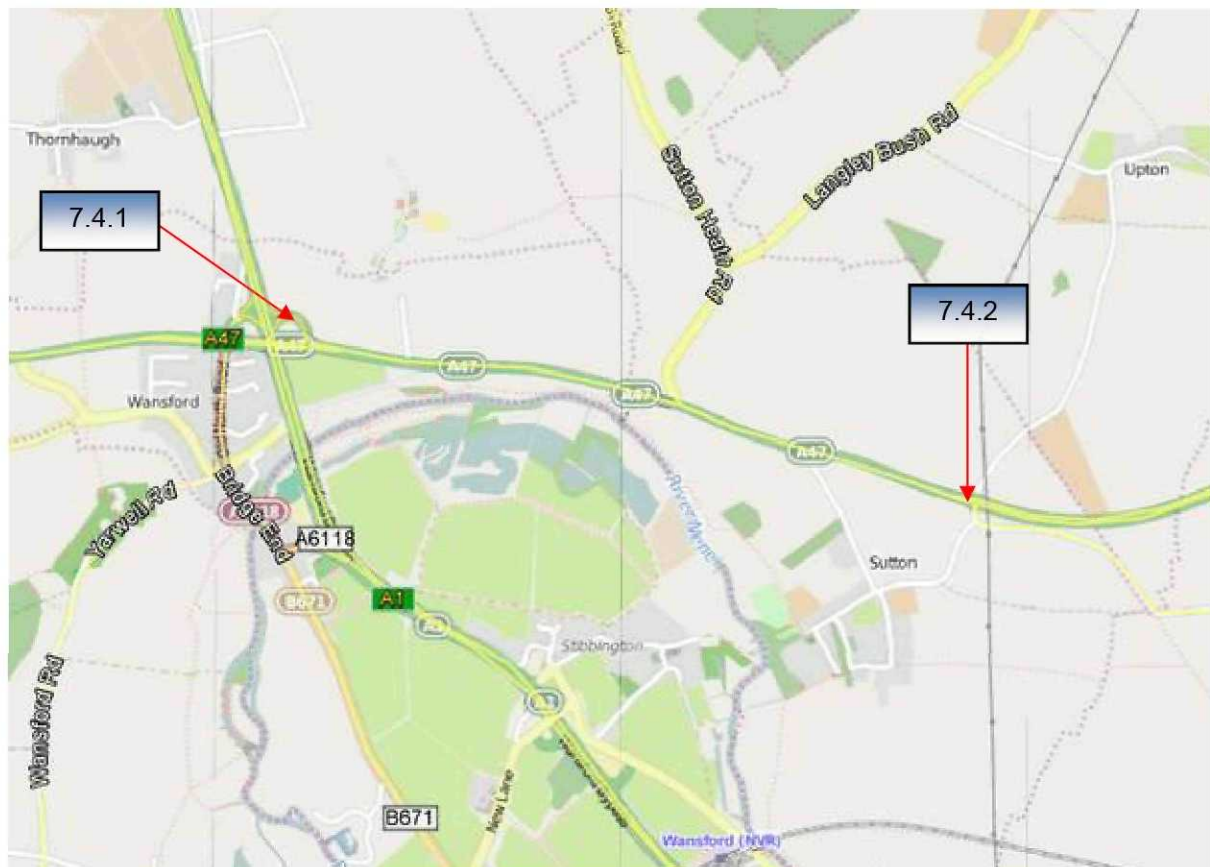
7.2. Route

Start Location	A1/A47 junction.	Distance of Route	Km	Miles
Via:	A16		52.3	32.5
• Exit A1 southbound • Turn left onto A47 • Turn left onto A16 northbound • Continue to Cowbit • Turn right onto B1357, Moulton Chapel Road • Turn right onto Roman Road in Moulton Chapel • Bear right onto Eaugate Road • Continue to entrance off Eaugate Road to grid reference TF 30027 16739				

7.3. Map Overview



7.4. **Map Extract**





7.4.1.1. – Exit from A1



7.4.1.2. – Approaching roundabout



7.4.1.3. – Roundabout



7.4.1.4. – Left turn from roundabout

Description: Exit A1 Southbound at junction with A47 at Wansford.
Turn left onto A47 eastbound.

Distance from previous Pinch Point

N/A

Distance to following Pinch Point

2.60km

Modification required

Reason for Modification

Additional Information:

No modifications required

No issues at location

Item No:

Title

OS Grid Ref:

TL 07649 99818

COLLETT
 EXPERTS IN MOTION
7.4.1A1 southbound
/A47

Customer

REG Windpower

Project

Chapel Farm

Drawing Nos

N/A



7.4.2.1. – Entrance to roundabout



7.4.2.2. – Roundabout



7.4.2.3. – Roundabout



7.4.2.4. – Exit from roundabout

Description: Continue A47 to roundabout at junction with Nene Way.
Continue on A47 eastbound

Distance from previous Pinch Point

2.60km

Distance to following Pinch Point

12.3km

Modification required

Reason for Modification

Additional Information:

No modifications required

No issues at location

Item No:

Title

OS Grid Ref:

TL 10112 99237

COLLETT

EXPERTS IN MOTION

7.4.2

Nene Way/A47
Roundabout

Customer

REG Windpower

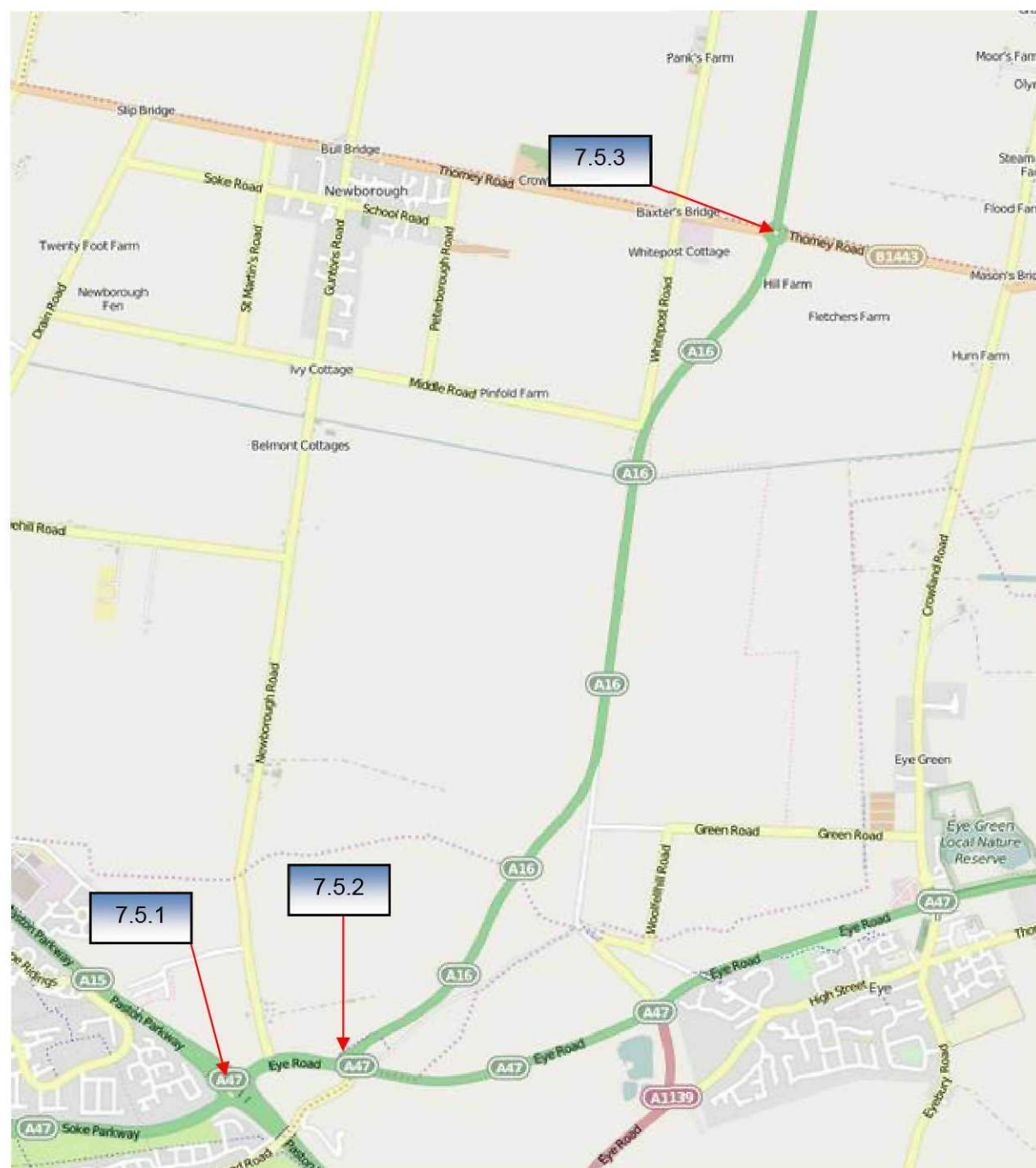
Project

Chapel Farm

Drawing Nos

N/A

7.5. Map Extract





7.5.1.1. – Entrance to roundabout

7.5.1.2. – Roundabout



7.5.1.3. – Roundabout

7.5.1.4. – Exit from roundabout

Description: Continue A47 to roundabout at junction with A15 and Eye Road
Continue across roundabout on Eye Road eastbound

Distance from previous Pinch Point	12.3km	Distance to following Pinch Point	0.4km
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Modification required	Reason for Modification	Additional Information:
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No modifications required

No issues at location

Item No:	Title	OS Grid Ref:	TF 19962 02310
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COLLETT
 EXPERTS IN MOTION
7.5.1A47/A15
Roundabout

Customer REG Windpower

Project Chapel Farm

Drawing Nos N/A



7.5.2.1. – Entrance to roundabout



7.5.2.2. – Roundabout



7.5.2.3. – Roundabout



7.5.2.4. – Exit from roundabout

Description: Continue Eye Road eastbound to roundabout at junction with the A16
Turn left onto A16

Distance from previous Pinch Point	0.4km	Distance to following Pinch Point	4.1km
------------------------------------	-------	-----------------------------------	-------

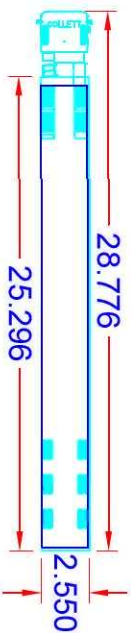
Modification required	Reason for Modification	Additional Information:
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No modifications required

No issues at location

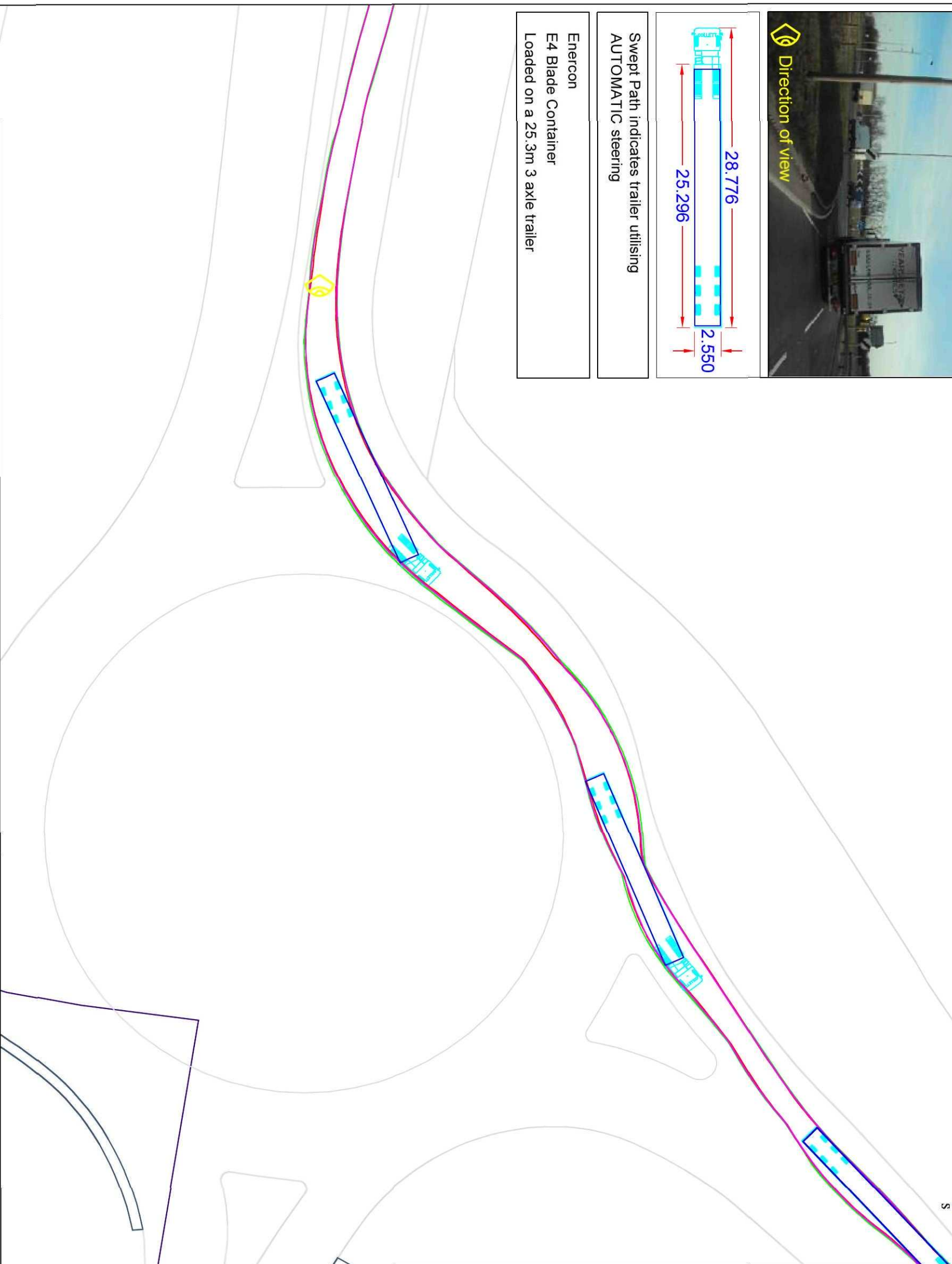
Item No:	Title	OS Grid Ref:	TF 20474 02424
7.5.2	Eye Road/A16 Roundabout	Customer	REG Windpower
		Project	Chapel Farm
		Drawing Nos	276470-10A0.1/10F0.1

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Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on A47 to Roundabout junction with
A16.
At Roundabout turn left onto A16.
Continue on A16.

- All loaded components will navigate this
roundabout without any issues.

UK Grid Reference: TF 20478 02375

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 demarcations 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 substantiated by carrying out land searches.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
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- Area within red outline will be swept
by tractor and trailer axles
- Hatched area within red outline to be
levelled and prepared to accept axle
loadings
- Area within magenta outline will be
oversailed by load and projections
- Area within green outline will be
oversailed by trailer body

COLLETT
EXPERTS IN MOTION

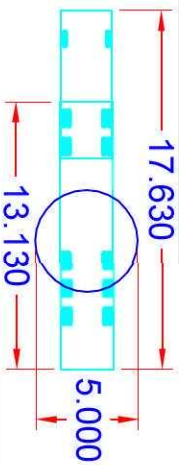
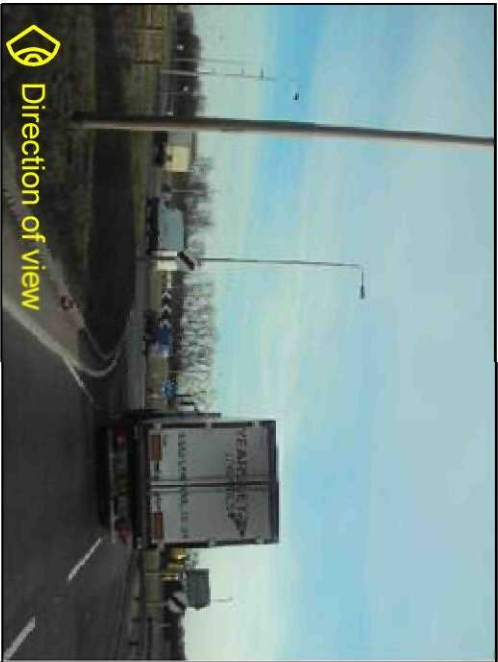
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Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500
SIZE A3

TITLE ROUNDABOUT JUNCTION OF EYE ROAD/A16
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

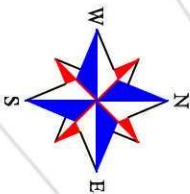
CUSTOMER
SITE

CHAPEL FARM
DWG. NO. 276470-10A0.1
REG WINDPOWER



Swept Path indicates trailer utilising AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on A47 to Roundabout junction with A16.
At Roundabout turn left onto A16.
Continue on A16.

- All loaded components will navigate this roundabout without any issues.

UK Grid Reference: TF 20478 02375

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on the with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment, including turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPAs is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
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- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

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DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500 SIZE A3

TITLE ROUNDABOUT JUNCTION OF EYE ROAD/A16
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

CUSTOMER
SITE

CHAPEL FARM DWG. NO. 276470-10F0.1
REG WINDPOWER



7.5.3.1. – Entrance to roundabout

7.5.3.2. – Roundabout



7.5.3.3. – Roundabout

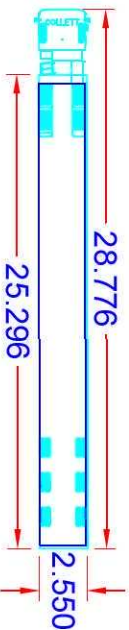
7.5.3.4. – Exit from roundabout

Description: Continue A16 northbound to roundabout at junction with B1443.
Continue across roundabout on A16 northbound.

Distance from previous Pinch Point 4.1km Distance to following Pinch Point 3.5km

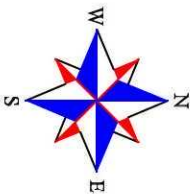
Modification required	Reason for Modification	Additional Information:
No modifications required	No issues at location	

Item No:	Title	OS Grid Ref:	TF 22209 05953	COLLETT EXPERTS IN MOTION
7.5.3	A16/B1443 Roundabout	Customer	REG Windpower	
		Project	Chapel Farm	
		Drawing Nos	276470-20A0.1/20F0.1	



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on A16 to Roundabout junction with B1443.
At Roundabout go straight carrying on the A16.
Continue on A16.

- All loaded components will navigate this roundabout without any issues.

UK Grid Reference: TF 22221 05944

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on the with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPAs is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- Land take is usually referred to when land is required from Private land Owners; road widening is usually referred to when land is required 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.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 0100031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

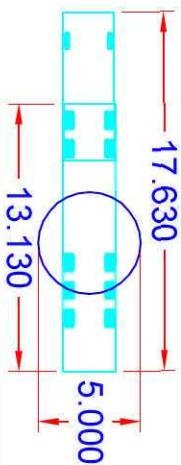
COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500
SIZE A3

TITLE A16 ROUNDABOUT JUNCTION WITH B1443
MAPPING ORDNANCE SURVEY
PINCH POINT IDENTIFIED BY COLLETT

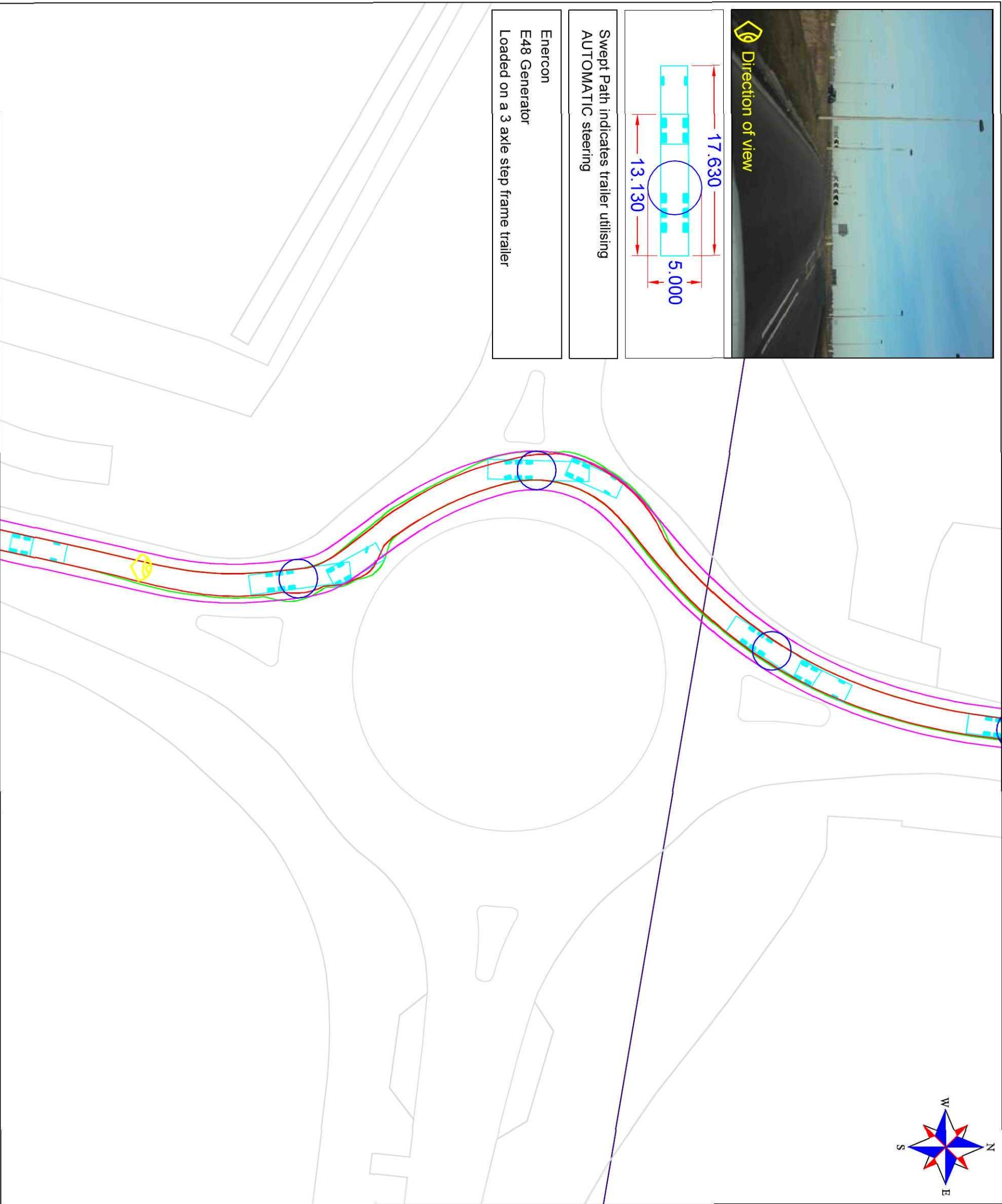
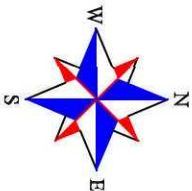
CUSTOMER
SITE

CHAPEL FARM
DWG. NO. 276470-20A0.1
REG WINDPOWER



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on A16 to Roundabout junction with B1443.
At Roundabout go straight carrying on the A16.
Continue on A16.

- All loaded components will navigate this roundabout without any issues.

UK Grid Reference: TF 22221 05944

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 demarcations 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 substantiated by carrying out land searches.
- Escorts and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
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Halifax, HX2 0DF WEB: www.collett.co.uk

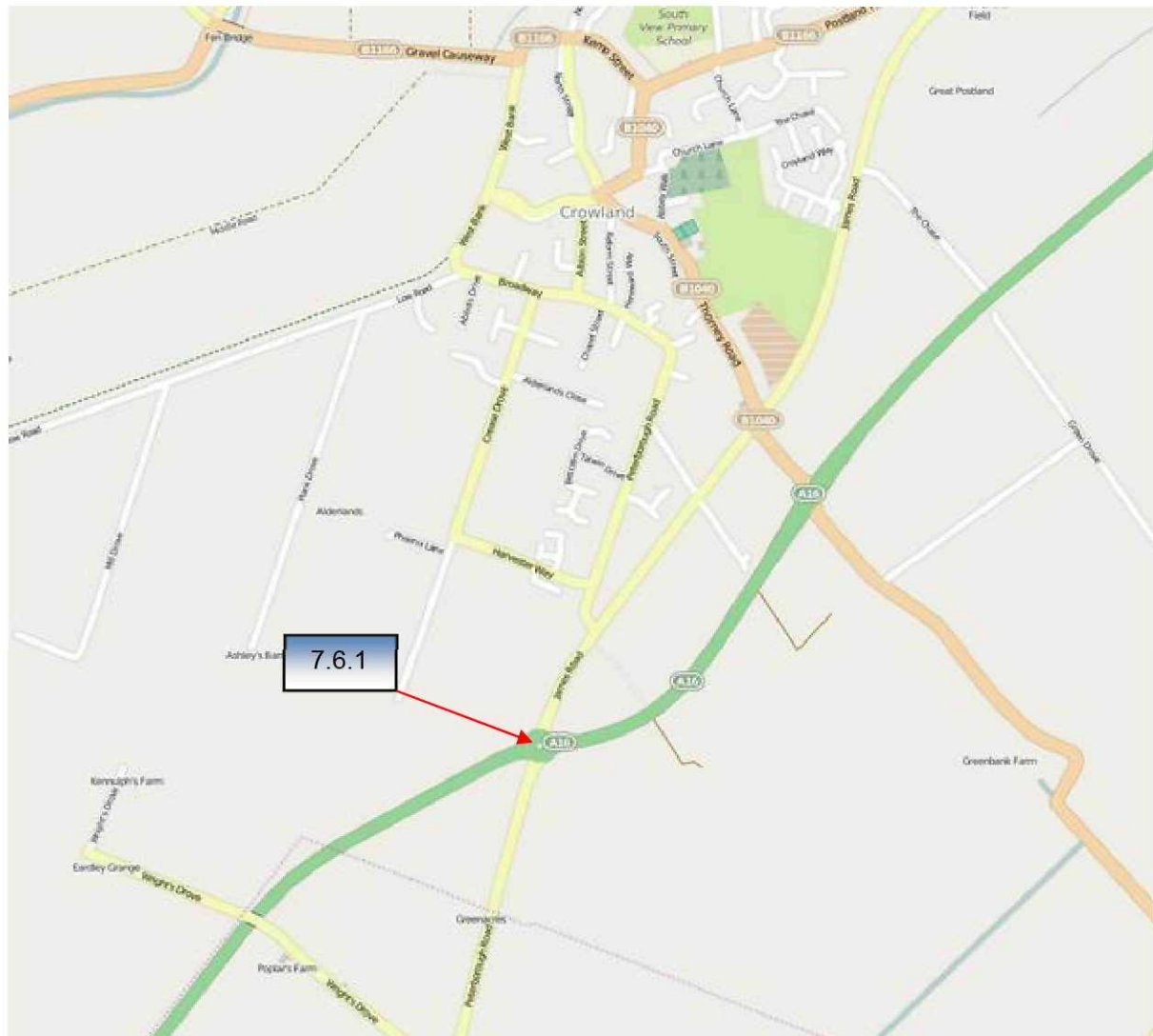
DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500
SIZE A3

TITLE A16 ROUNDABOUT JUNCTION WITH B1443
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

CUSTOMER
SITTE

CHAPEL FARM
DWG. NO. 276470-20F0.1
REG WINDPOWER

Map Extract





7.6.1.1. – Entrance to roundabout

7.6.1.2. – Roundabout



7.6.1.3. – Roundabout

7.6.1.4. – Exit from roundabout

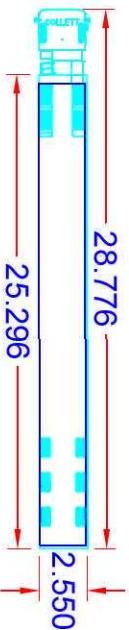
Description:	Continue A16 northbound to roundabout at junction with James Road Continue across roundabout on A16 northbound.		
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Distance from previous Pinch Point	3.5km	Distance to following Pinch Point	10.6km
------------------------------------	-------	-----------------------------------	--------

Modification required	Reason for Modification	Additional Information:
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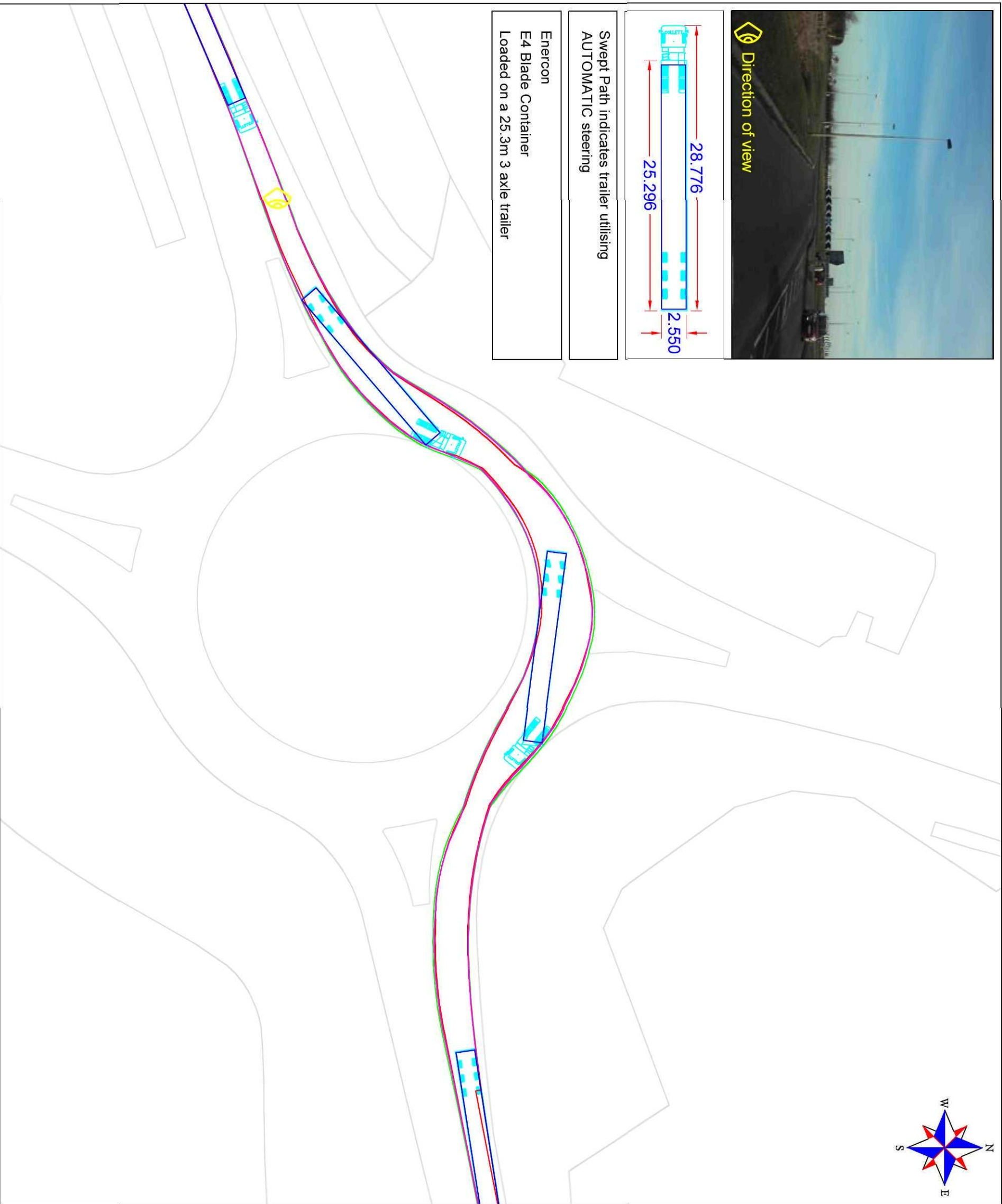
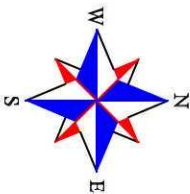
No modifications required	No issues at location	
---------------------------	-----------------------	--

Item No:	Title	OS Grid Ref:	TF 22209 05953	COLLETT EXPERTS IN MOTION
7.6.1	A16/James Road Roundabout	Customer	REG Windpower	
		Project	Chapel Farm	
		Drawing Nos	276470-30A0.1/30F0.1	



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on A16 to Roundabout junction with
James Road.
At Roundabout go straight carrying on the
A16.
Continue on A16.

- All loaded components will navigate this
roundabout without any issues.

UK Grid Reference: TF 23817 08772

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on the site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment, including turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPFA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
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- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 0100031673

- Area within red outline will be swept
by tractor and trailer axles
- Hatched area within red outline to be
levelled and prepared to accept axle
loadings
- Area within magenta outline will be
oversailed by load and projections
- Area within green outline will be
oversailed by trailer body

COLLETT
EXPERTS IN MOTION

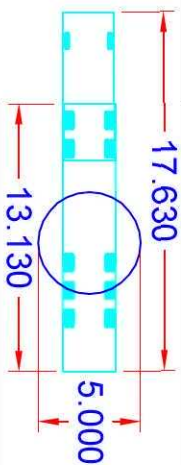
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Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500 SIZE A3

TITLE A16 ROUNDABOUT JUNCTION WITH JAMES ROAD
MAPPING ORDNANCE SURVEY
PINCH POINT IDENTIFIED BY COLLETT

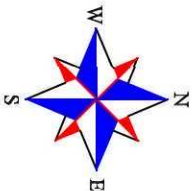
CUSTOMER
SITE

CHAPEL FARM
DWG. NO. 276470-30A0.1
REG WINDPOWER



Swept Path indicates trailer utilising AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on A16 to Roundabout junction with James Road.
At Roundabout go straight carrying on the A16.
Continue on A16.

- All loaded components will navigate this roundabout without any issues.

UK Grid Reference: TF 23817 08772

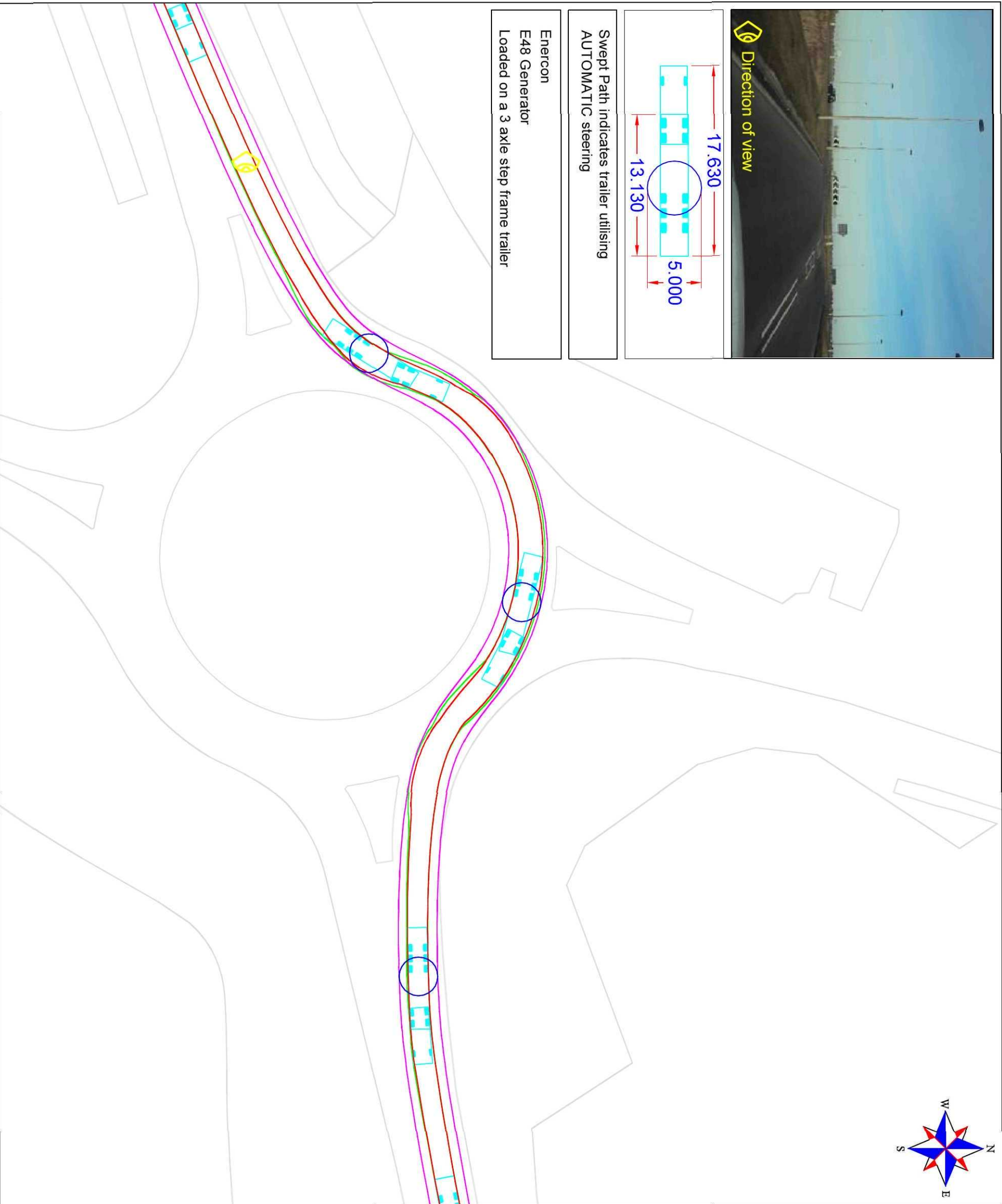
- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
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- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body



The map shows a rural area with several roads and fields. The proposed road layout is highlighted in orange. The locations of the six detailed views are indicated by red arrows pointing from numbered boxes to specific points on the map:

- 7.7.1**: Located at the intersection of the proposed road and the road leading to the 'Moulton Ensigns Road'.
- 7.7.2**: Located on the proposed road, near the 'Moulton Ensigns Road'.
- 7.7.3**: Located at the intersection of the proposed road and the road leading to the 'Moulton Ensigns Road'.
- 7.7.4**: Located on the proposed road, near the 'Moulton Ensigns Road'.
- 7.7.5**: Located at the intersection of the proposed road and the road leading to the 'Moulton Ensigns Road'.
- 7.7.6**: Located on the proposed road, near the 'Moulton Ensigns Road'.



7.7.1.1. – Entrance to roundabout



7.7.1.2. – Roundabout

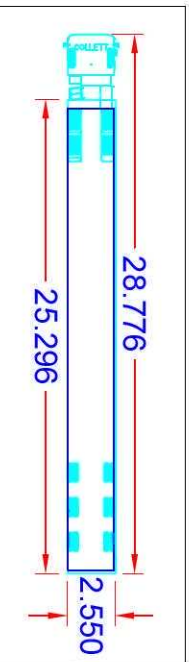


7.7.1.3. – Roundabout



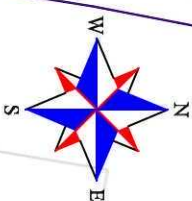
7.7.1.4. – Exit from roundabout

Description:		Continue A16 northbound to roundabout at junction with B1357 Turn right on roundabout onto B1357 eastbound.			
Distance from previous Pinch Point		10.6km	Distance to following Pinch Point		2.5km
	Modification required	Reason for Modification		Additional Information:	
	No modifications required	No issues at location			
Item No:	Title	OS Grid Ref:	TF 26872 18008		
7.7.1	A16/B1357 Moulton Chapel Road	Customer	REG Windpower		
		Project	Chapel Farm		
		Drawing Nos	276470-40A0.1/40F0.1		
					



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on A16 to Roundabout junction with
A1357.
At Roundabout right onto B1357.
Continue on B1357.

- All loaded components will navigate this
roundabout without any issues.

UK Grid Reference: TF 26857 18025

- The swept path analysis provided is produced from a purely transport orientated view and does not consider any political issues in terms of land ownership or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
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- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey 0100031673

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by tractor and trailer axles
- Hatched area within red outline to be
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loadings
- Area within magenta outline will be
oversailed by load and projections
- Area within green outline will be
oversailed by trailer body

COLLETT
EXPERTS IN MOTION

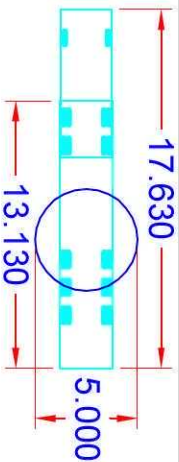
COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500 SIZE A3

TITLE A16 ROUNDABOUT JUNCTION WITH B1357
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

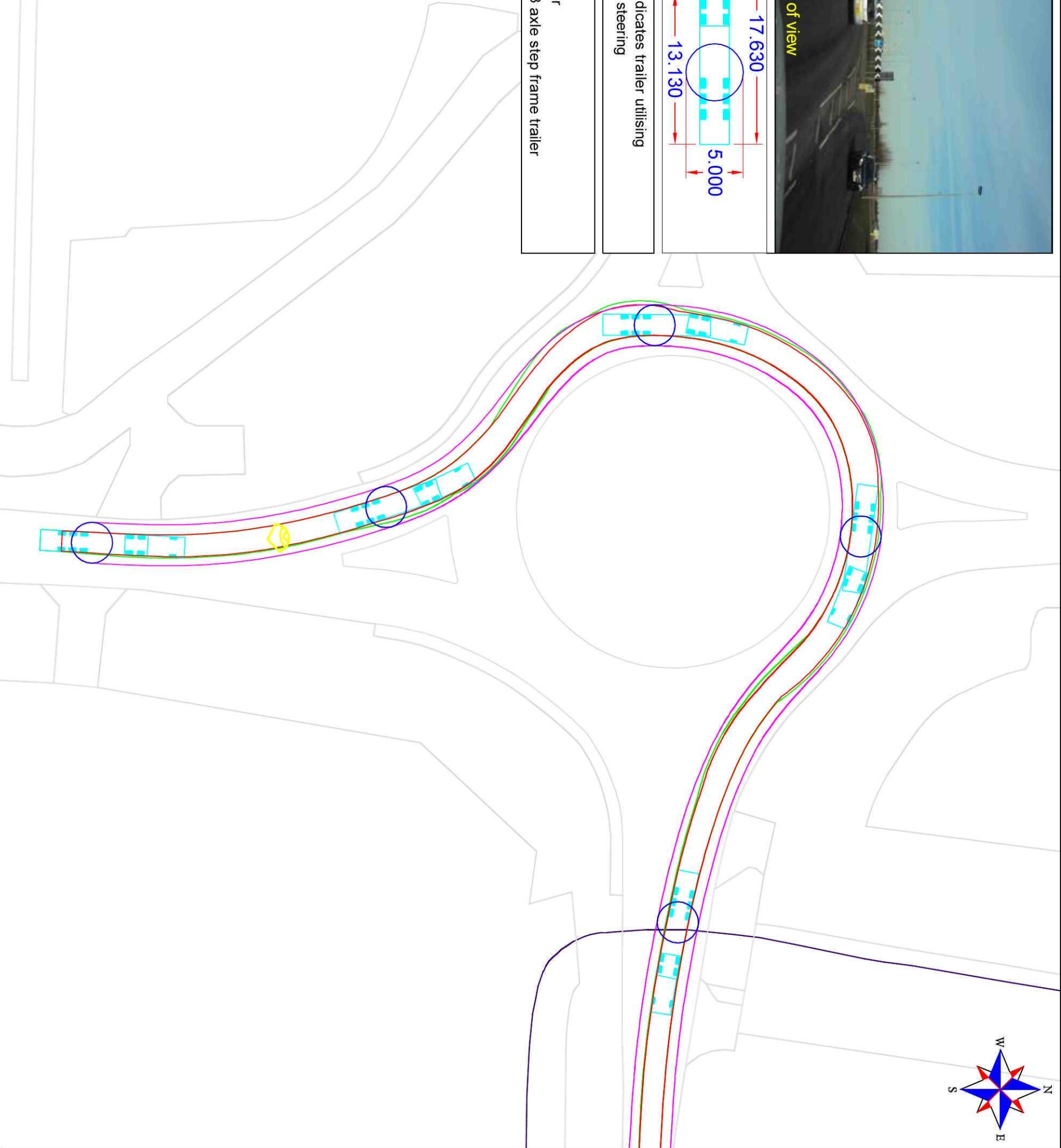
CUSTOMER
SITE

CHAPEL FARM
DWG. NO. 276470-40A0.1
REG WINDPOWER



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on A16 to Roundabout junction with
A1357.
At Roundabout right onto B1357.
Continue on B1357.

- All loaded components will navigate this
roundabout without any issues.

UK Grid Reference: TF 26857 18025

- The swept path analysis provided is produced from a purely transport orientated view and does not consider any political issues in terms of land ownership or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
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- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey 0100031673

- Area within red outline will be swept
by tractor and trailer axles
- Hatched area within red outline to be
levelled and prepared to accept axle
loadings
- Area within magenta outline will be
oversailed by load and projections
- Area within green outline will be
oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500 SIZE A3

TITLE A16 ROUNDABOUT JUNCTION WITH B1357
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

CUSTOMER
SITE

CHAPEL FARM
DWG. NO. 276470-40F0.1
REG WINDPOWER



7.7.2.1. – Entrance to Right turn



7.7.2.2. – Right turn



7.7.2.3. – Right turn



7.7.2.4. – Exit from Right turn

Description: Continue B1357 eastbound to right turn in Moulton Chapel to junction with Roman Road
Turn right at junction with Roman Road

Distance from previous Pinch Point

2.5km

Distance to following Pinch Point

850m

Modification required

Reason for Modification

Additional Information:

No modifications required

No issues at location

Full width of road required

Item No:

Title

OS Grid Ref:

TF 29365 18259

COLLETT

EXPERTS IN MOTION

7.7.2

 B1357 Moulton
 Chapel Road/
 Roman Road

Customer

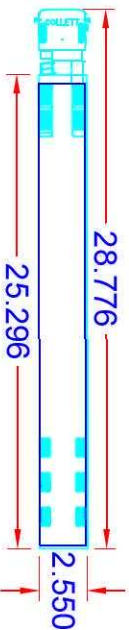
REG Windpower

Project

Chapel Farm

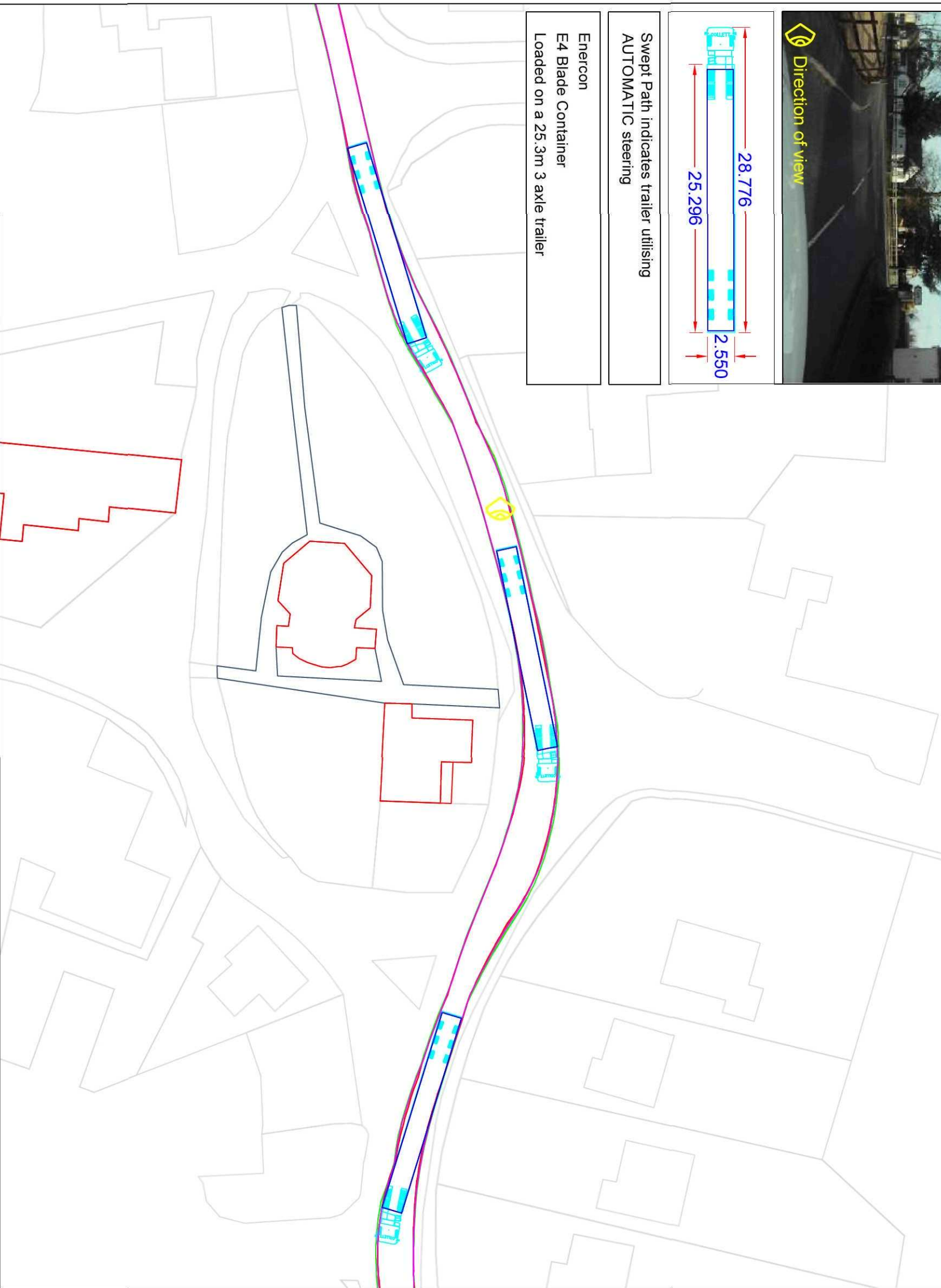
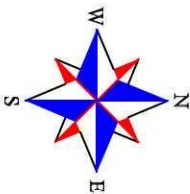
Drawing Nos

276470-50A0.1/50F0.1



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on B1357 to right turn with Roman Road.
At Junction turn right onto Roman Road.
Continue on Roman Road.

- **Caution****
- The loaded blade trailer will navigate this junction using the full width of the road.
 - Escort required to manage traffic.

UK Grid Reference: TF 29366 18262

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
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- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 010031673

- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



EXPERTS IN MOTION

COLLETT & SONS LIMITED

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Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL

DATE 30/01/2015

SCALE 1:500

TITLE

MAPPING ORDNANCE SURVEY Not Adjusted

PINCH POINT IDENTIFIED BY COLLETT

MOULTON CHAPEL RIGHT TURN

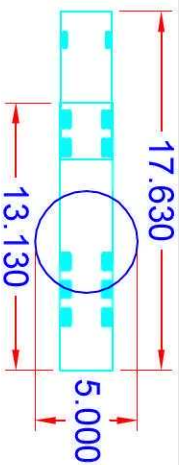
CUSTOMER

SITE

CHAPEL FARM

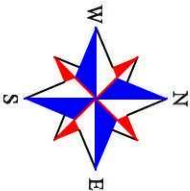
DWG. NO. 276470-50A0.1

REG WINDPOWER



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on B1357 to right turn with Roman Road.
At Junction turn right onto Roman Road.
Continue on Roman Road.

****Caution****

- The loaded generator trailer will navigate this junction using the full width of the road.
- Escort required to manage traffic at the junction and along Roman Road where the full width of the road will be required..

UK Grid Reference: TF 29366 18262

- The swept path analysis provided is produced from a purely transport oriented view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
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- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SP/A is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 highway boundaries. The boundaries between private land and highway 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.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modification.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 0100031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500
SIZE A3

TITLE
MAPPING ORDNANCE SURVEY Not Adjusted
PINCH POINT IDENTIFIED BY COLLETT

CUSTOMER
SITTE

CHAPEL FARM
DWG. NO. 276470-50F0.1



7.7.3.1. – Entrance to right hand bend



7.7.3.2. – Right hand bend



7.7.3.3. – Right hand bend



7.7.3.4. – Exit from right hand bend

Description: Continue on Roman Road eastbound to right hand bend onto Eaugate Road
Bare right onto Eaugate Road

Distance from previous Pinch Point

850m

Distance to following Pinch Point

1km

Modification required

Reason for Modification

Additional Information:

No modifications required

No issues at location

Full width of road required

Item No:

Title

OS Grid Ref:

TF 30216 18297

COLLETT

EXPERTS IN MOTION

7.7.3
Roman Road/
Eaugate Road

Customer

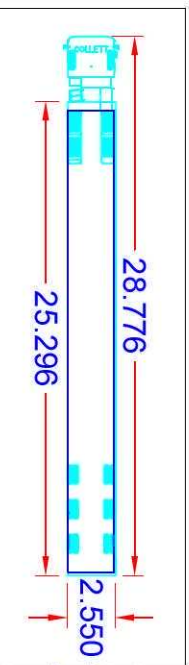
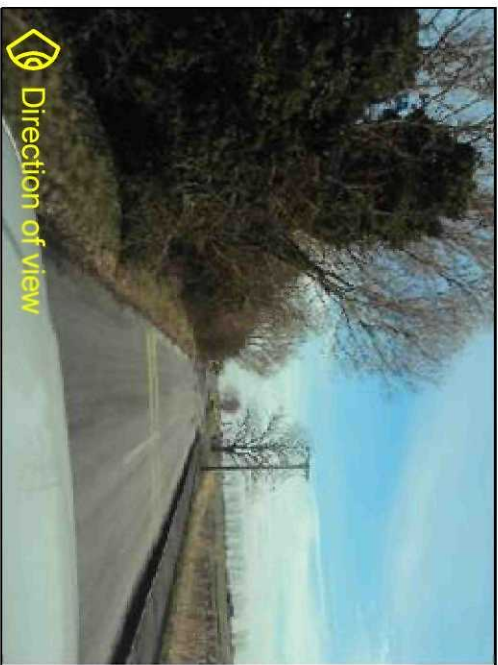
REG Windpower

Project

Chapel Farm

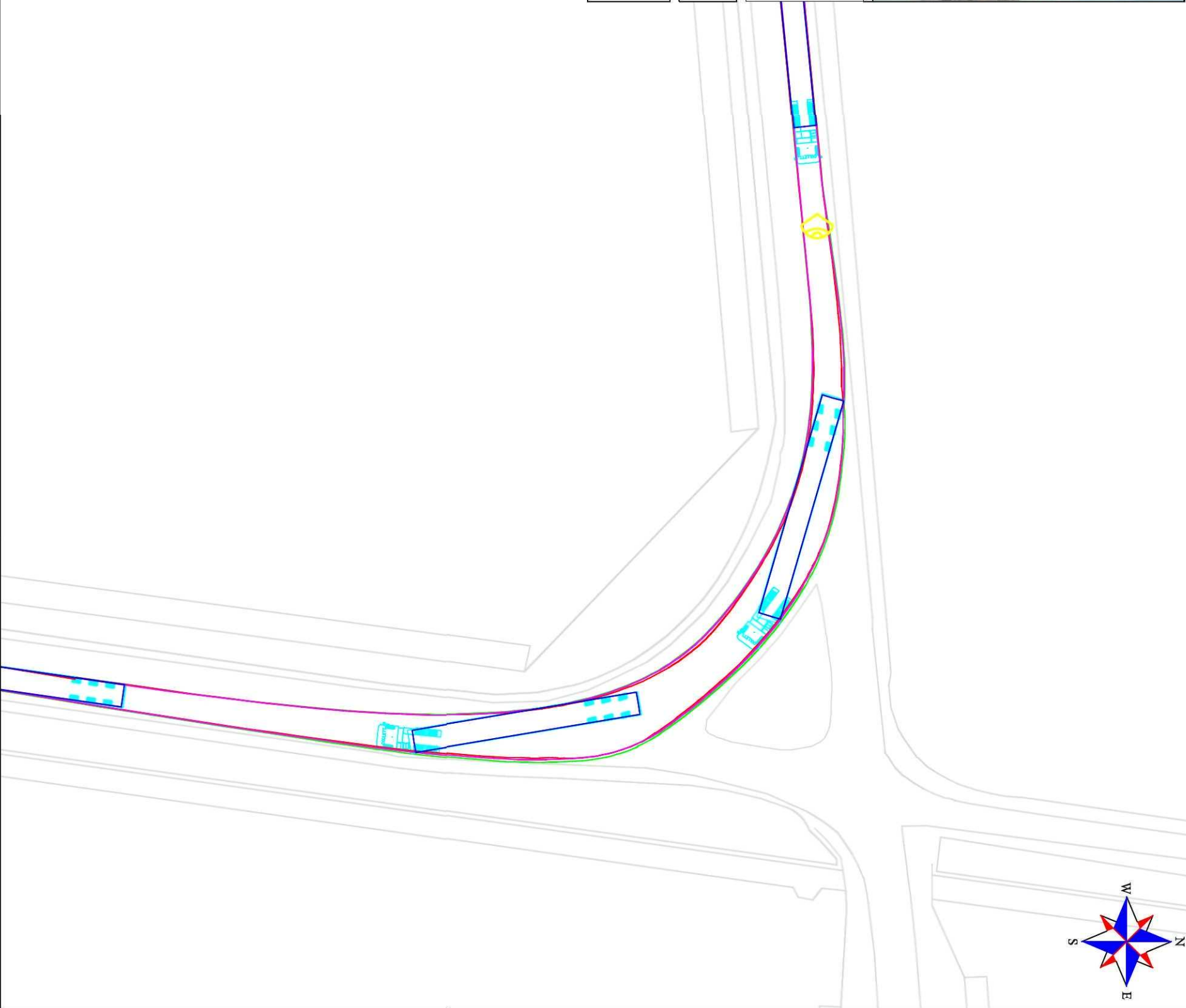
Drawing Nos

276470-60A0.1/60F0.1



Swept Path indicates trailer utilising AUTOMATIC steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on Roman Road to right turn onto Eaugate Road.
At Junction turn right onto Eaugate Road.
Continue on Eaugate Road.

- **Caution****
- The loaded blade trailer will navigate this junction using the full width of the road.
 - Escort required to manage traffic.

UK Grid Reference: TF 30223 18285

- The swept path analysis provided is produced from a purely transport oriented view, and does not consider any potential issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
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- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
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- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modification.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 100031673

Area within red outline will be swept by tractor and trailer axles

Hatched area within red outline to be levelled and prepared to accept axle loadings

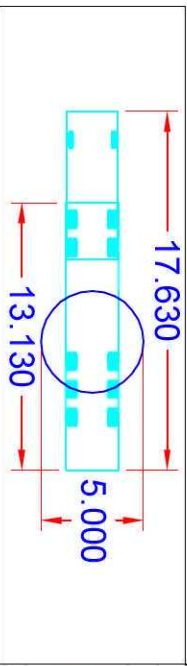
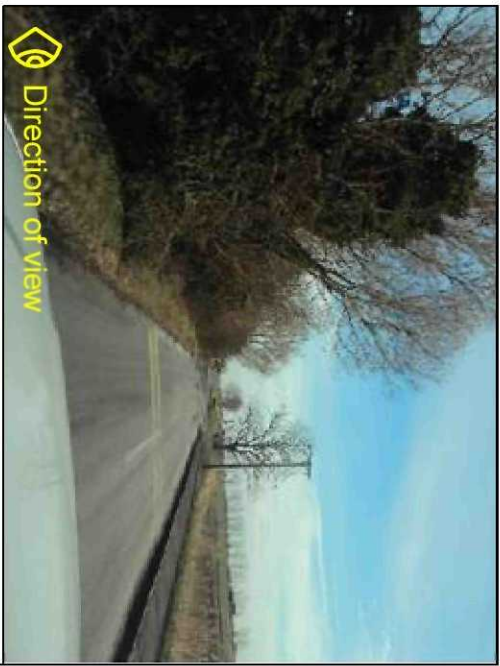
Area within magenta outline will be oversailed by load and projections

Area within green outline will be oversailed by trailer body

COLLETT & SONS LIMITED		DRAWN M.HELLIWELL		TITLE		RIGHT TURN ONTO EAUGATE ROAD	
Victoria Terminal TEL: +44(0)8456 255288		DATE 30/01/2015		MAPPING ORDNANCE SURVEY Not Adjusted		CUSTOMER	
Albert Road FAX: +44(0)8456 255244		SCALE 1:500		SIZE A3		SITTE	
Halifax, HX2 0DF WEB: www.collett.co.uk		SCALE 1:500		SIZE A3		CHAPEL FARM	
						DWG. NO. 276470-60A0.1	

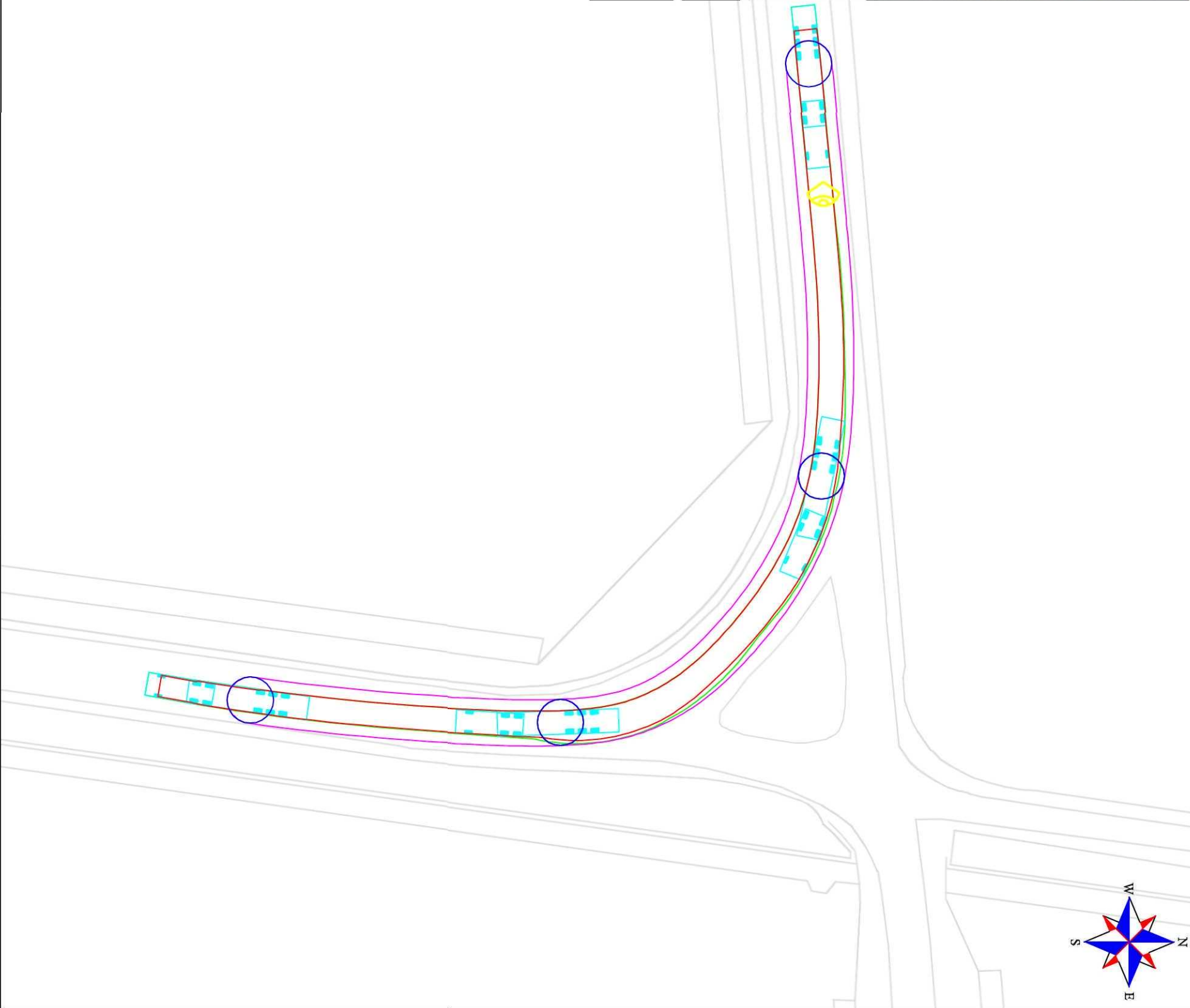
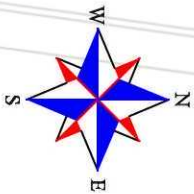
COLLETT

EXPERTS IN MOTION



Swept Path indicates trailer utilising AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on Roman Road to right turn onto Eaugate Road.
At Junction turn right onto Eaugate Road.
Continue on Eaugate Road.

****Caution****

- The loaded generator trailer will navigate this junction using the full width of the road.
- Escort required to manage traffic and along Eaugate Road where the full width of the road will be required.

UK Grid Reference: TF 30223 18285

- The swept path analysis provided is produced from a purely transport orientated view and does not consider any potential issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure
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- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 0100031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body



7.7.4.1. – Entrance to Right turn



7.7.4.2. – Right turn



7.7.4.3. – Right turn



7.7.4.4. – Exit from Right turn

Description: Continue on Eaugate Road to right turn junction with Eaugate Road
Turn right carrying on Eaugate Road

Distance from previous Pinch Point

1km

Distance to following Pinch Point

550m

Modification required

Reason for Modification

Additional Information:

Manual steering required

To avoid modifications

Full width of road required

Item No:

Title

OS Grid Ref:

TF 30106 17285

COLLETT

EXPERTS IN MOTION

7.7.4

Eaugate Road

Customer

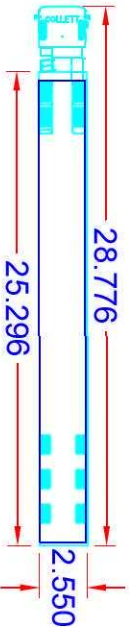
REG Windpower

Project

Chapel Farm

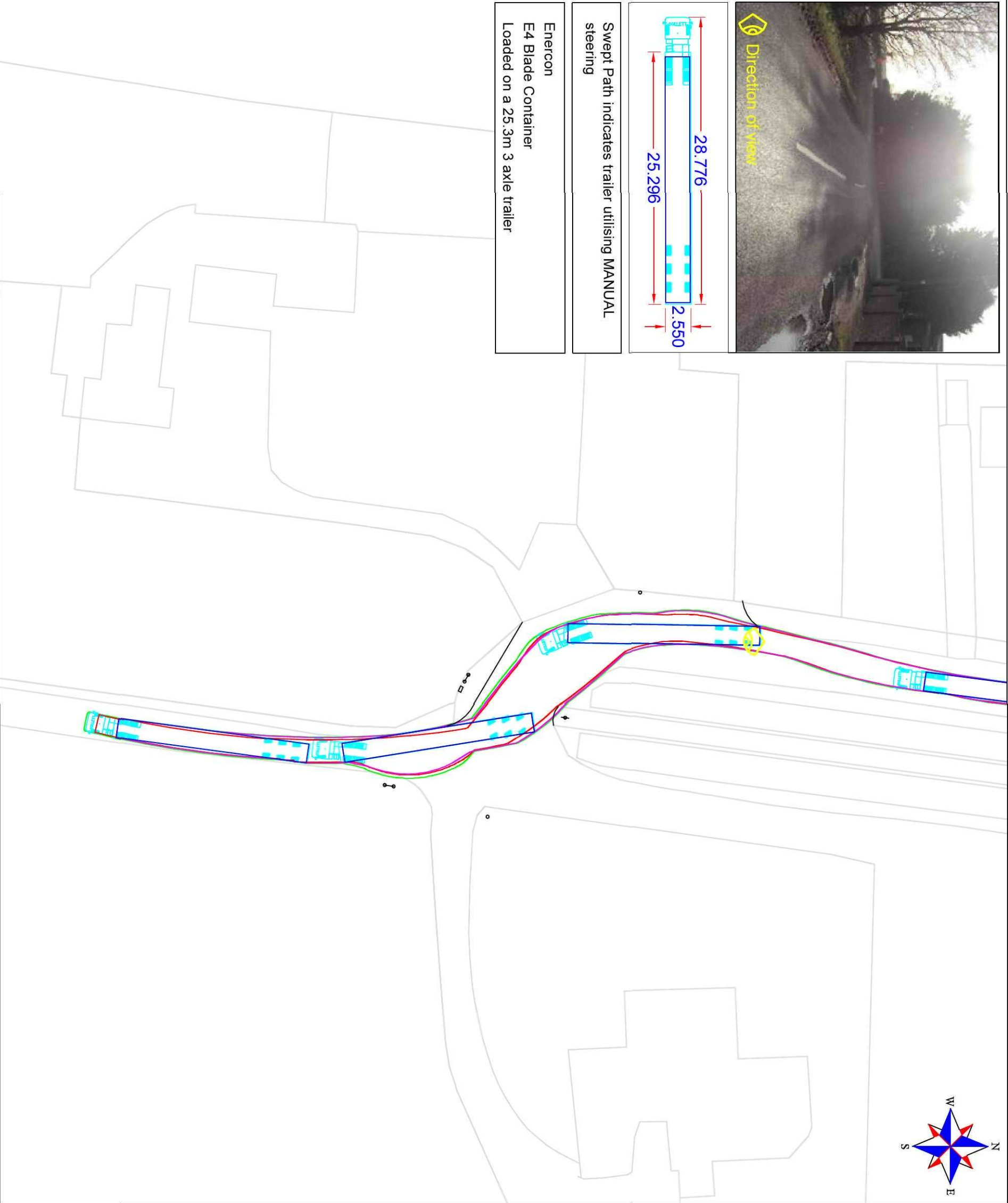
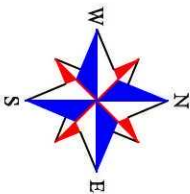
Drawing Nos

276470-70A1.1/70F0.1



Swept Path indicates trailer utilising MANUAL steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on Eaugate Road to right turn onto Eaugate Road.
At Junction turn right to continue on Eaugate Road.

****Caution****

- Manual steering required to enable the vehicle to navigate the junction without modification.
- Escort required to manage traffic.

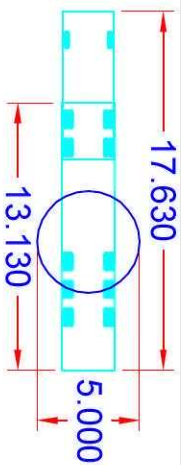
UK Grid Reference: TF 30109 17282

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on the site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SP/A is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
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- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 010031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

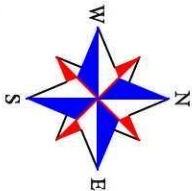
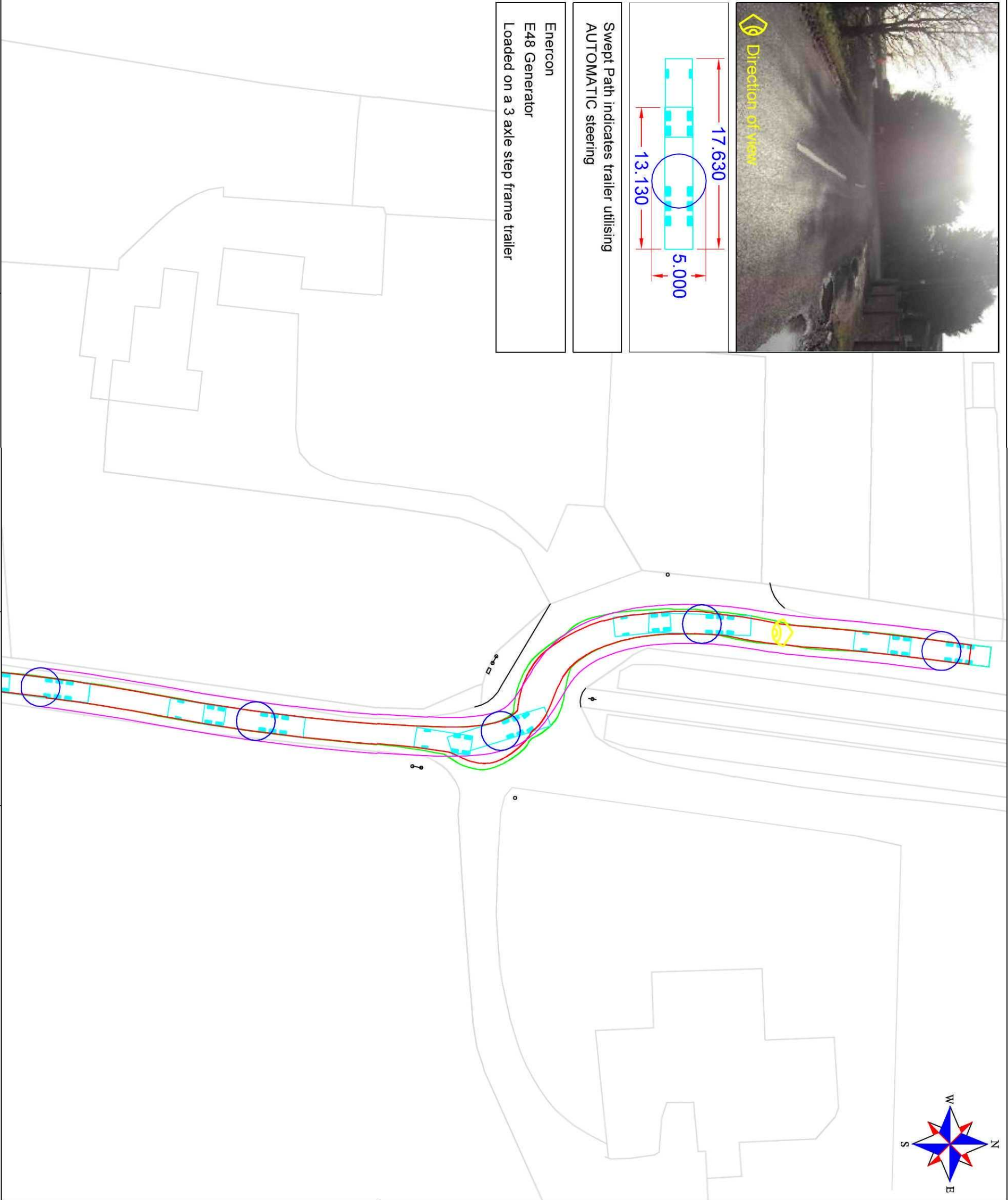
COLLETT & SONS LIMITED			Eaugate Road Right Turn		
Victoria Terminal TEL: +44(0)8456 255288			REG WINDPOWER		
Albert Road FAX: +44(0)8456 255244			CHapel Farm DWG. NO. 276470-70A1.1		
Halifax, HX2 0DF WEB: www.collett.co.uk					
DRAWN M.HELLIWELL			TITLE		
DATE 30/01/2015			MAPPING ORDNANCE SURVEY Adjusted		
SCALE 1:500			PINCH POINT IDENTIFIED BY COLLETT		
SIZE A3			SITE		

COLLETT
EXPERTS IN MOTION



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on Eaugate Road to right turn onto
Eaugate Road.
At Junction turn right to continue on Eaugate
Road.

****Caution****

- The loaded generator trailer will navigate this junction using the full width of the road.
- Escort required to manage traffic and along Eaugate Road where the full width of the road will be required.

UK Grid Reference: TF 30109 17282

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive.
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPRA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 highway 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.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modification.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 100031673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED			EAUGATE ROAD RIGHT TURN		
Victoria Terminal TEL: +44(0)8456 255288			DRAWN	M.HELLIWELL	
Albert Road FAX: +44(0)8456 255244			DATE	30/01/2015	
Halifax, HX2 0DF WEB: www.collett.co.uk			SCALE	1:500	SIZE A3
			MAPPING	ORDNANCE SURVEY Adjusted	
			PINCH POINT IDENTIFIED BY	COLLETT	
			CUSTOMER	CHAPEL FARM	
			SITE	DWG. NO. 276470-70F0.1	
				REG WINDPOWER	



7.7.5.1. – Site entrance



7.7.5.2. – Right turn into site access



7.7.5.3. – Gated Entrance



7.7.5.4. – View along access track

Description: Continue on Eaigate Road to right turn junction with Site Entrance
Turn right into Site Entrance

Distance from previous Pinch Point

550m

Distance to following Pinch Point

N/A

Modification required

Reason for Modification

Additional Information:

Road widening/Manual steering

To avoid third party land

Widening required on offside of junction prior to the entrance.
Gate post and fencing to be removed.
Trees to be pruned.
Avoid nearside of entrance as there is a ditch and drain.

Item No:

Title

OS Grid Ref:

TF 30031 16750

COLLETT
 EXPERTS IN MOTION
7.7.5Eaigate Road/
Site Entrance

Customer

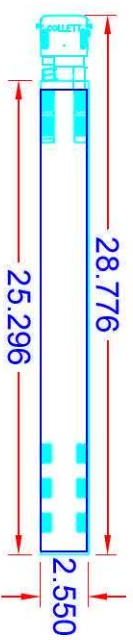
REG Windpower

Project

Chapel Farm

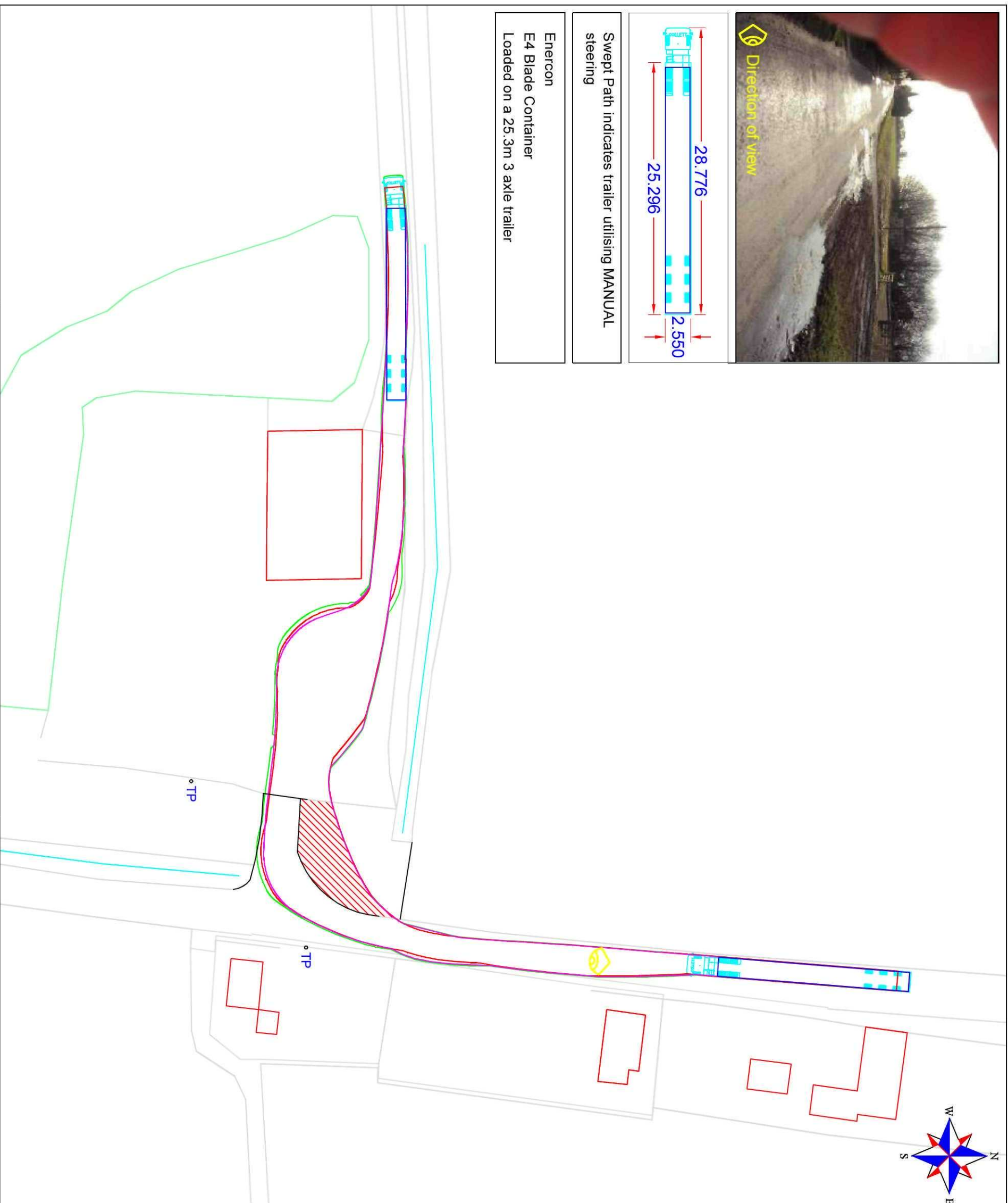
Drawing Nos

276470-80A1.1/80F0.1



Swept Path indicates trailer utilising MANUAL steering

**Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer**



Continue on Eaugate Road to right turn with site entrance.
At Junction turn right into site entrance.

****Caution****

- Manual steering required.
- Road widening required across the grass verge on the offside of the junction.
- Gate post and fencing to be removed on the offside of the gated entrance.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: TF 30032 16747

- The sweep path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precedents stated. It may otherwise be restrictive.
 - The analysis has been produced from Ordnance Survey Data and adjusted where necessary, to reflect measurements taken on site with a tape measure.
 - All sweep path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying trailer components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
 - This PRA is a means of providing evidence of minimum requirements of, any one vehicle as a footprint and there is no safety factor or margin included.
 - Turning evidence vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed the every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
 - Land table is usually referred to when land is required from Private and Owners; road widening is usually referred to when and is required within highway boundaries. The boundaries between private land and highway property are assumed by being obvious demarcations 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.
 - Excavations and permits will be required for the movements.
 - In rural areas, where modifications are required, the road construction must be formed to the minimum specification combined in the Turkish Manufacturers Transport Guidance Notes.
 - The Turkish Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of equipment. Any roads below this stated width will require widening to reflect this regardless of any sweep path analysis not indicating modifications.
 - The information is privileged and confidential and is for the exclusive use of the nominated client.
 - All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0000033673

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be overailed by load and projections
- Area within green outline will be overailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

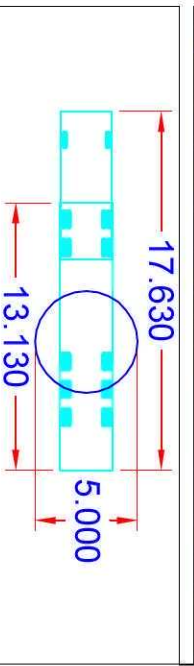
DRAWN	M.HELLIWELL	
DATE	30/01/2015	
SCALE	1:500	SIZE A3

TITLE	
MAPPING	ORDNANCE SURVEY Adjusted
PINCH POINT IDENTIFIED BY	COLLETT

SITE
CUSTOMER
SITE

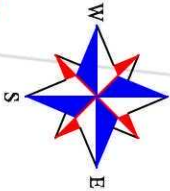
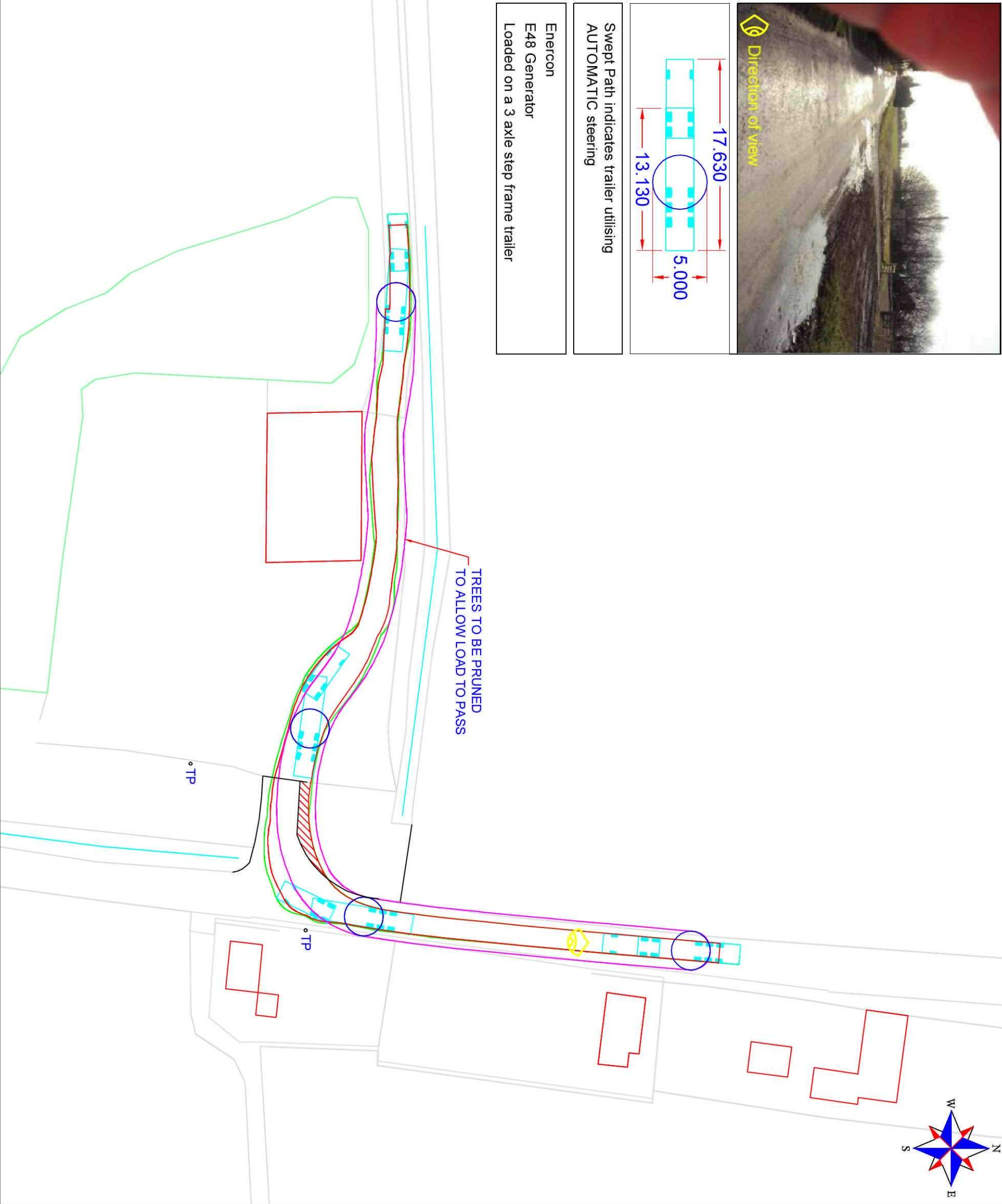
CHAPEL FARM

REG WINDPOWER
WG. NO. 276470-80A1.1



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on Eaugate Road to right turn with
site entrance.
At Junction turn right into site entrance.

****Caution****

- Road widening required across the grass verge on the offside of the junction.
- Gate post and fencing to be removed on the offside of the gated entrance.
- Ground to be prepared to accept suitable axle loadings.
- Trees on offside of the building will require pruning to allow the generator to navigate.

UK Grid Reference: TF 30032 16747

- The swept path analysis provided is produced from a purely transport orientated view and does not consider any potential issues in terms of land ownership or any other precepts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
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- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey 01000316773

- Area within red outline will be swept by tractor and trailer axles
- Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

COLLETT
EXPERTS IN MOTION

COLLETT & SONS LIMITED
Victoria Terminal TEL: +44(0)8456 255288
Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 30/01/2015
SCALE 1:500
SIZE A3

TITLE
MAPPING ORDNANCE SURVEY
PINCH POINT IDENTIFIED BY COLLETT

SITE ENTRANCE
CUSTOMER

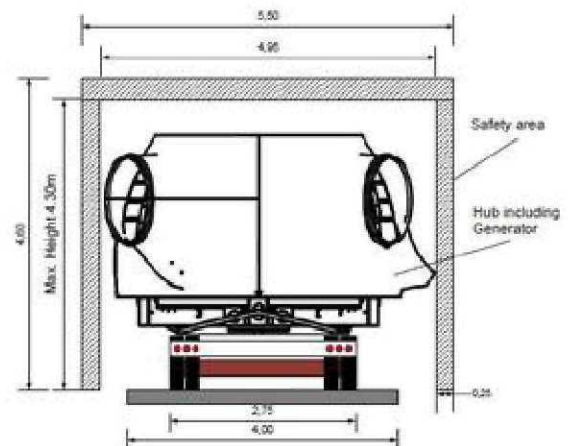
CHAPEL FARM
DWG. NO. 276470-80F0.1
REG WINDPOWER



7.7.5.1. – Access Track



3.4. Transport loading gauge

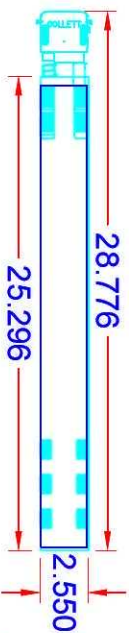


7.7.5.2. – Dog leg section of Track

7.7.5.3. – Enercon specifications

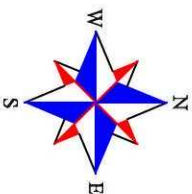
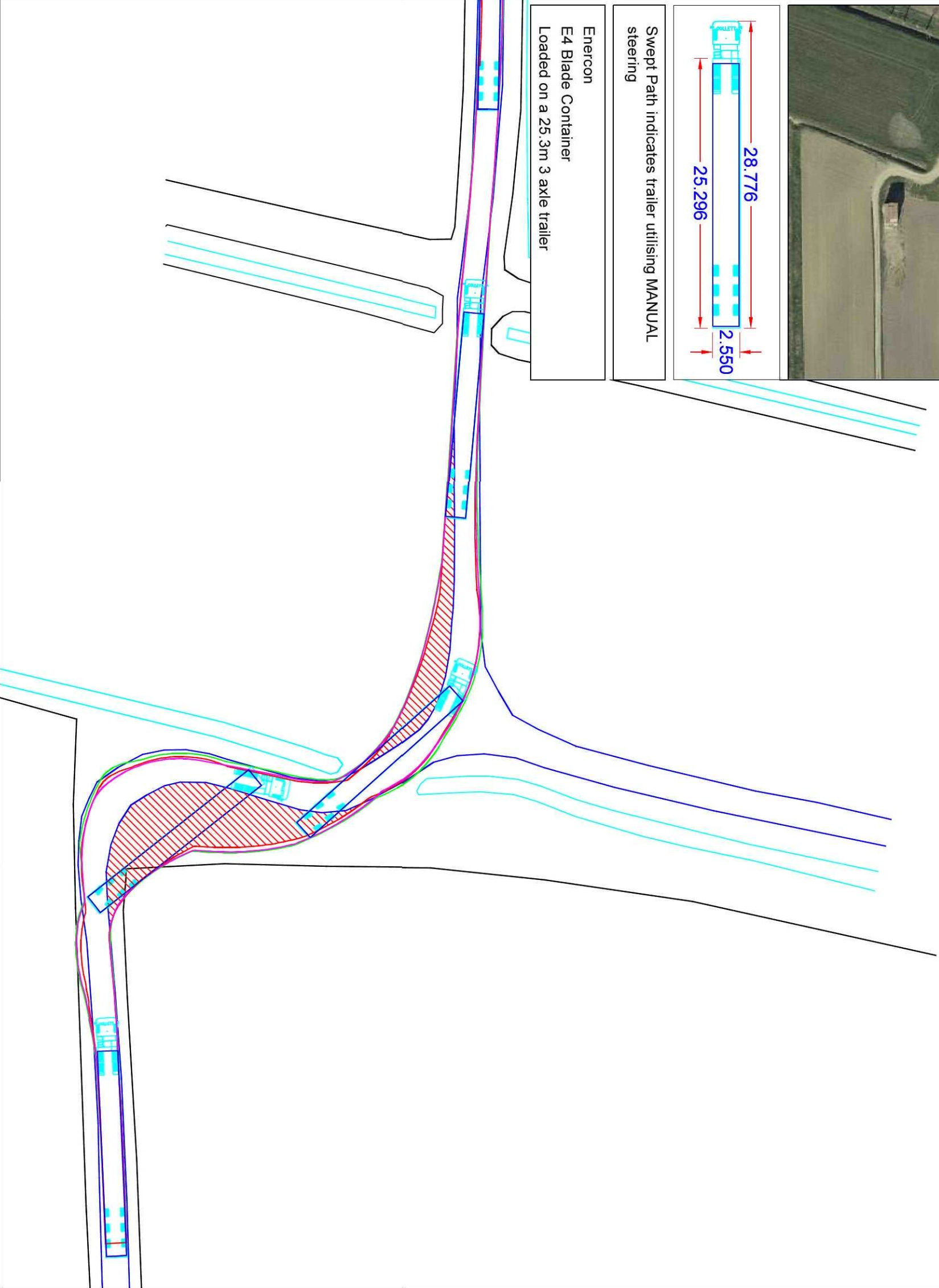
Description: Continue track to Turbine location

	Modification required	Reason for Modification	Additional Information:
	Road widening	To provide clear envelope	The access track is approx. 3m wide, the Enercon specification states an access track width of 4m with a clearance of 5.5m. Additional widening will be required at the 'S' bend as shown in the swept path analysis.
Item No:	Title	OS Grid Ref:	TF 30031 16750 to TF 28610 16748
7.7.6	Track leading to Turbine Location	Customer	REG Windpower
		Project	Chapel Farm
		Drawing Nos	276470-90A1.1/90F0.1



Swept Path indicates trailer utilising MANUAL steering

Enercon
E4 Blade Container
Loaded on a 25.3m 3 axle trailer



Continue on Site Road.

****Caution****

- Manual steering required to cross drain.
- Road widening required across on both sides of the track.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: TF 29033 16743

- The swept path analysis provided is produced from a purely transport orientated view and does not consider any potential issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measures taken on site with a type measure
- The drawing has been produced from Ordnance Survey Data and adjusted where necessary to reflect measurements taken on site with a tape measure
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 highway 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.
- Exports and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect the realities of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014, Ordnance Survey, 0100031673

- Area within red outline will be swept by tractor and trailer axles
- ▨ Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

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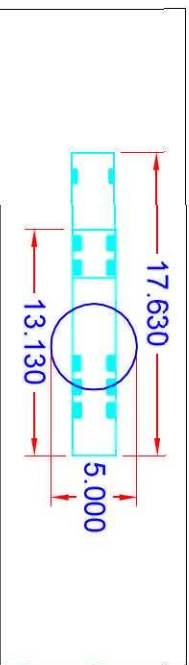
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Albert Road FAX: +44(0)8456 255244
Halifax, HX2 0DF WEB: www.collett.co.uk

DRAWN M.HELLIWELL
DATE 09/02/2015
SCALE 1:500 SIZE A3

TITLE
MAPPING ORDNANCE SURVEY
PINCH POINT IDENTIFIED BY COLLETT

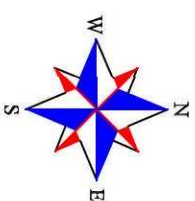
SITE ROAD
CUSTOMER

CHAPEL FARM
DWG. NO. 276470-90A1.1
REG WINDPOWER



Swept Path indicates trailer utilising
AUTOMATIC steering

Enercon
E48 Generator
Loaded on a 3 axle step frame trailer



Continue on Site Road.

****Caution****

- Manual steering required to cross drain.
- Road widening required across the off side of the track.
- Ground to be prepared to accept suitable axle loadings.

UK Grid Reference: TF 29033 16743

- The swept path analysis provided is produced from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other pretexts raised, that may otherwise be restrictive measurements taken on site with a tape measure.
- All swept path diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- This SPA is a means of providing evidence of minimum requirements of any one vehicle as a footprint and there is no safety factor or margin included.
- Turbine delivery vehicles can be both left and right hand drive vehicles, therefore due to drivers perception it must be assumed that every vehicle will not follow the exact same line and so a margin of additional space should be allowed for.
- 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 substantiated by carrying out land searches.
- Escorts and permits will be required for the movements.
- In critical areas, where modifications are required, the road construction must be formed to the minimum specification contained in the Turbine Manufacturers Transport Guidance Notes.
- The Turbine Manufacturers Transport Guidance Notes will state the minimum road width required for the transport of components. Any roads below this stated width will require widening to reflect this regardless of any swept path analysis not indicating modifications.
- The information is privileged and confidential and is for the exclusive use of the nominated client.
- All dimensions in meters
- © Crown copyright and database rights 2014. Ordnance Survey 0100031673

- Area within red outline will be swept by tractor and trailer axles
-  Hatched area within red outline to be levelled and prepared to accept axle loadings
- Area within magenta outline will be oversailed by load and projections
- Area within green outline will be oversailed by trailer body

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DRAWN M.HELLIWELL
DATE 09/02/2015
SCALE 1:500
SIZE A3

TITLE
MAPPING ORDNANCE SURVEY Adjusted
PINCH POINT IDENTIFIED BY COLLETT

SITE ROAD
CUSTOMER

CHAPEL FARM
REG WINDPOWER
DWG. NO. 276470-90F0.1

8. Recommendations

- 8.1. If suitable agreements and necessary amendments to the route can be made with both the highway authorities and land owners then this route is recommended for the delivery of all Enercon E48 wind turbine components
- 8.2. A 'Test Drive' with a Blade Trailer and a Generator Trailer to test the width from the commencement point of the selected route to the site entrance is recommended. This is in order to verify the facts contained in this report and proof test the requirements for road alterations horizontally and vertically. The test run should be completed with an empty trailer, so that in an emergency or at the points where land take has been recommended, but not progressed, or in the case of vertical issues there is insufficient ground clearance, the trailer can be 'closed' until it is past the hazard. The test run should be attended by Turbine manufacturers, project managers, Police, Highways & County council representatives and other interested parties with responsibility for road alterations.
- 8.3. These recommendations are made from a purely transport orientated view, and does not consider any political issues in terms of land ownership, or any other precincts raised, that may otherwise be restrictive. It is recommended to have adequate warning signs implemented to warn other road users at critical points along the route.
- 8.4. All hedges, shrubs, bushes, trees and overhanging branches along the nominated routes must be trimmed to allow a minimum envelope on the road of 5.5m wide by 5.0m high.
- 8.5. All street furniture, signage etc. along the nominated route must be removed to allow a minimum envelope on the road of 5.5m by 5.0m. Other specific street furniture has been nominated in this report to facilitate 'over-sailed' and 'swept' areas.

9. Important notes

- 9.1. Police escort or Pilot car will be required for Blades, Nacelle and Tower component trailers to negotiate the route, in order to assist with traffic control and control oncoming traffic flow.
- 9.2. Police escorts and permits will be required for the movement of all of the components.
- 9.3. In critical areas, where land take is required, the road construction must be formed to the minimum specification contained in the Enercon 'transport and erection guidance notes '.
- 9.4. The information contained in this report is privileged and confidential and is for the exclusive use of the client nominated herein.
- 9.5. The wind turbine components assessed in this report are loaded based on loading information received from Enercon. The storage and loading systems of Turbine Manufacturers vary greatly, which will affect the swept areas of loaded vehicles. This must be taken into consideration if considering alternative turbines.
- 9.6. All access diagrams and assessments are made and calculated for the road movement of loaded trailer equipment carrying Turbine components. These dimensions are based on the turning circles and specification of Collett & Sons Ltd trailer equipment.
- 9.7. 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.
- 9.8. All drawings produced of swept path diagrams are illustrated by using the automatic steering principle for the steerable trailers, unless otherwise stated. However, all steerable trailers have a manual override system that if used will alter the path of the trailer.
- 9.9. All drawings are produced using Ordnance Survey 'OS MasterMap' mapping data, unless stated otherwise. Street furniture is not included on OS MasterMap data, this is plotted by taking measurements on site with a tape, actual road widths are also checked and adjusted on the map data accordingly. Where adjustments to the OS MasterMap data have been made this is indicated as 'adjusted' on the drawing.
- 9.10. All route assessment, proposed land-take and removal/re-instatement of nominated street furniture is deemed accurate by Collett & Sons Ltd 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.

10. List of Drawing Numbers

10.1. Blade Section

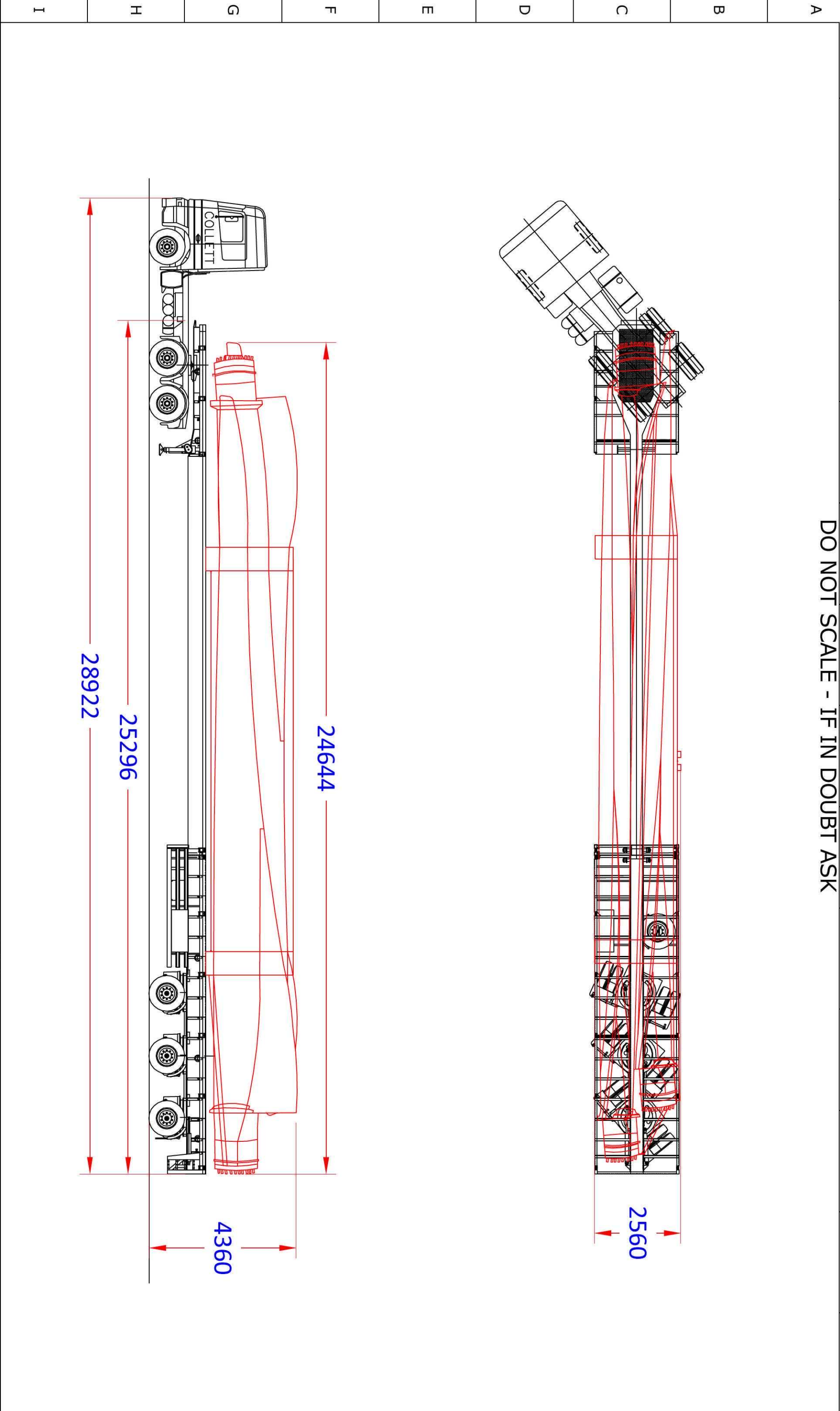
Drawing No	Title
276470-A	E48 Blade Container
276470-10A0.1	ROUNDAABOUT JUNCTION OF EYE ROAD/A16
276470-20A0.1	A16 ROUNDAABOUT JUNCTION WITH B1443
276470-30A0.1	A16 ROUNDAABOUT JUNCTION WITH JAMES ROAD
276470-40A0.1	A16 ROUNDAABOUT JUNCTION WITH B1357
276470-50A0.1	MOULTON CHAPEL RIGHT TURN
276470-60A0.1	RIGHT TURN ONTO EAUGATE ROAD
276470-70A1.1	EAUGATE ROAD RIGHT TURN
276470-80A1.1	SITE ENTRANCE
276470-90A1.1	SITE ROAD

10.2. Generator

Drawing No	Title
276470-F	E48 Generator
276470-10F0.1	ROUNDAABOUT JUNCTION OF EYE ROAD/A16
276470-20F0.1	A16 ROUNDAABOUT JUNCTION WITH B1443
276470-30F0.1	A16 ROUNDAABOUT JUNCTION WITH JAMES ROAD
276470-40F0.1	A16 ROUNDAABOUT JUNCTION WITH B1357
276470-50F0.1	MOULTON CHAPEL RIGHT TURN
276470-60F0.1	RIGHT TURN ONTO EAUGATE ROAD
276470-70F0.1	EAUGATE ROAD RIGHT TURN
276470-80F0.1	SITE ENTRANCE
276470-90F0.1	SITE ROAD

1	2	3	4	5	6	7	8	9	10	11	12	13	14
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DO NOT SCALE - IF IN DOUBT ASK

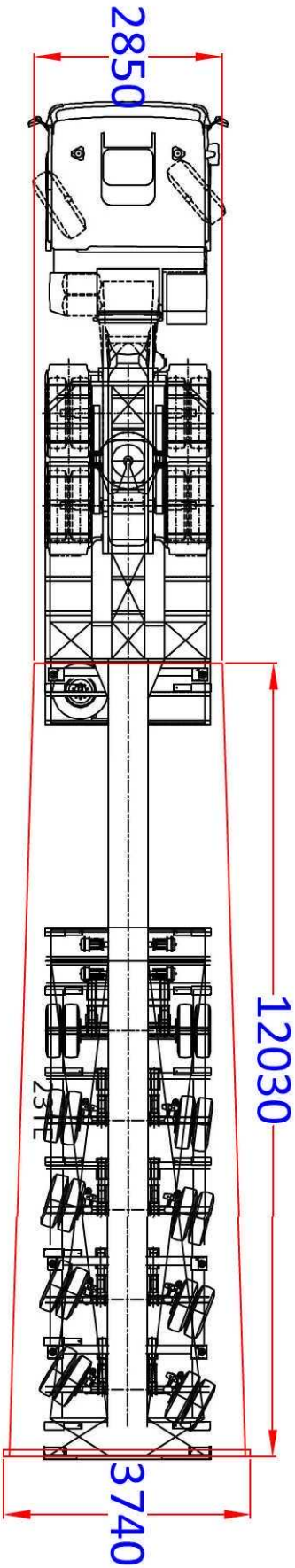


COLLETT & SONS LIMITED				ENERCON E48 BLADE			
Victoria TerminalTEL: +44(0)8456 255288				DATE			
Albert Road				09/02/2015			
FAX: +44(0)8456 255244				SCALE			
Halifax, HX2 0DF WEB: www.collett.co.uk				1:150			
				SIZE			
				A4			
				CUSTOMER			
				ENERCON			
				DRG No.			
				276470 - A			

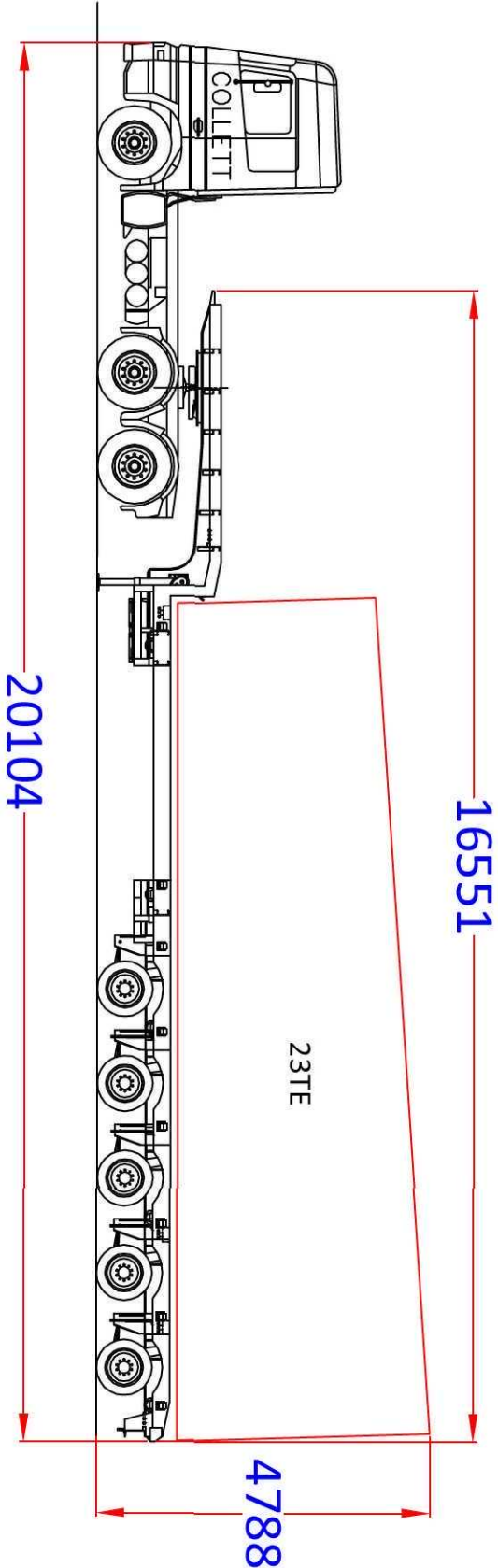
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BOTTOM TOWER



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DRAWN
S.WATERHOUSE

DATE
09/02/2015

SCALE
1:150

TITLE
BOTTOM TOWER SECTION

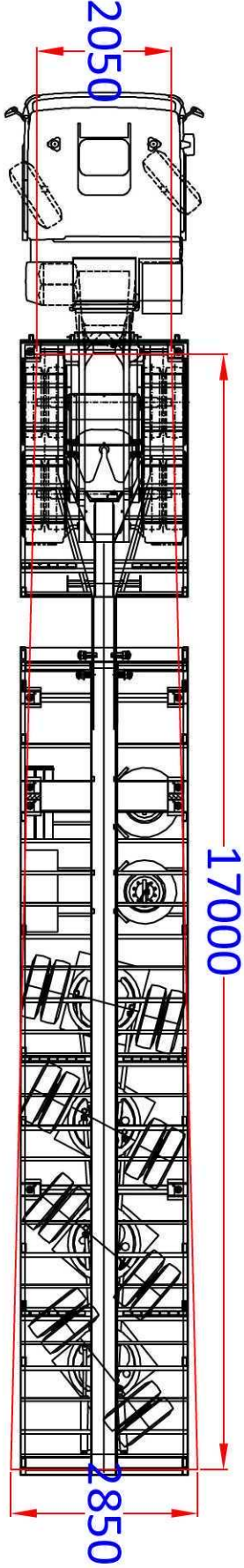
SITE
CHAPEL FARM

CUSTOMER
ENERCON

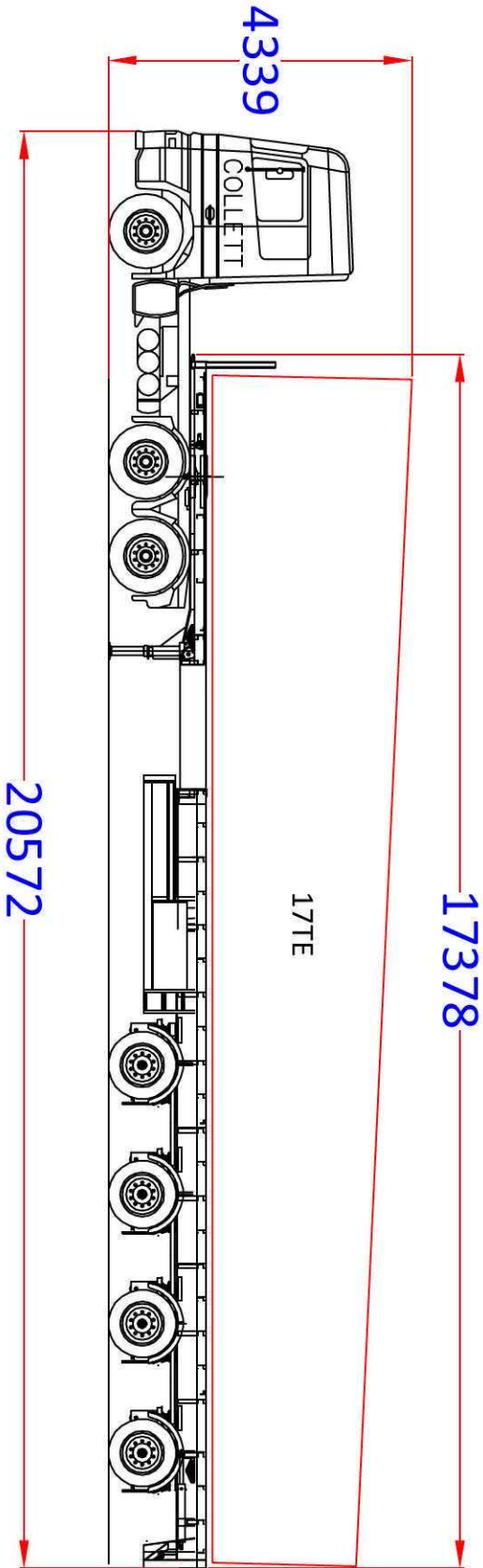
DRG No.
276470 - B

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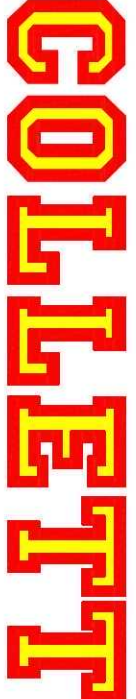
DO NOT SCALE - IF IN DOUBT ASK



MID TOWER



A													
B													
C													
D													
E													
F													
G													
H													
I													



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DATE
09/02/2015

SCALE
1:150

TITLE

SITE

CUSTOMER

MIDDLE TOWER SECTION

CHAPEL FARM

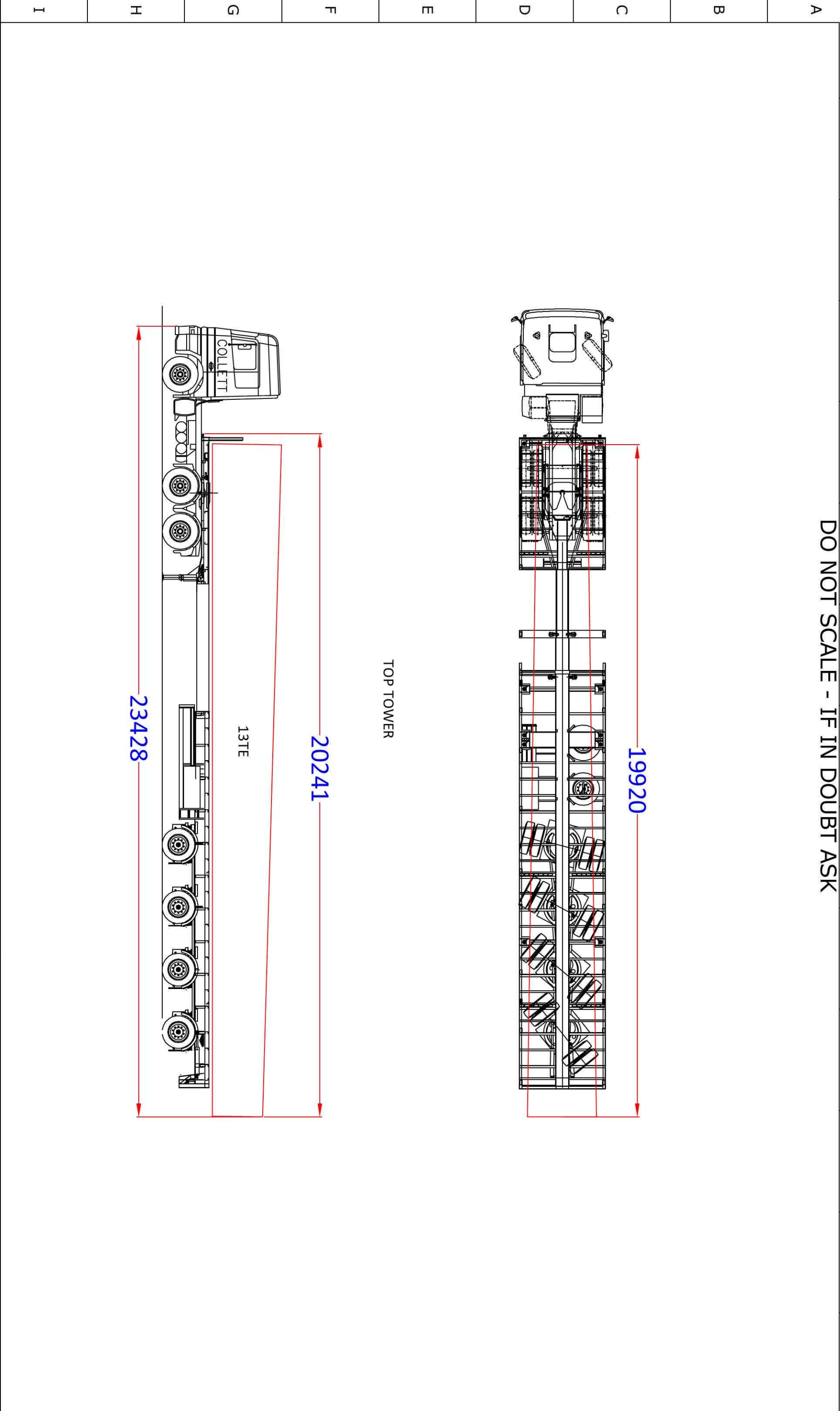
ENERCON

DRG No.

276470 - C

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DO NOT SCALE - IF IN DOUBT ASK



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DRAWN

S.WATERHOUSE

DATE

09/02/2015

SCALE

1:150

TITLE

TOP TOWER SECTION

SITE

CHAPEL FARM

CUSTOMER

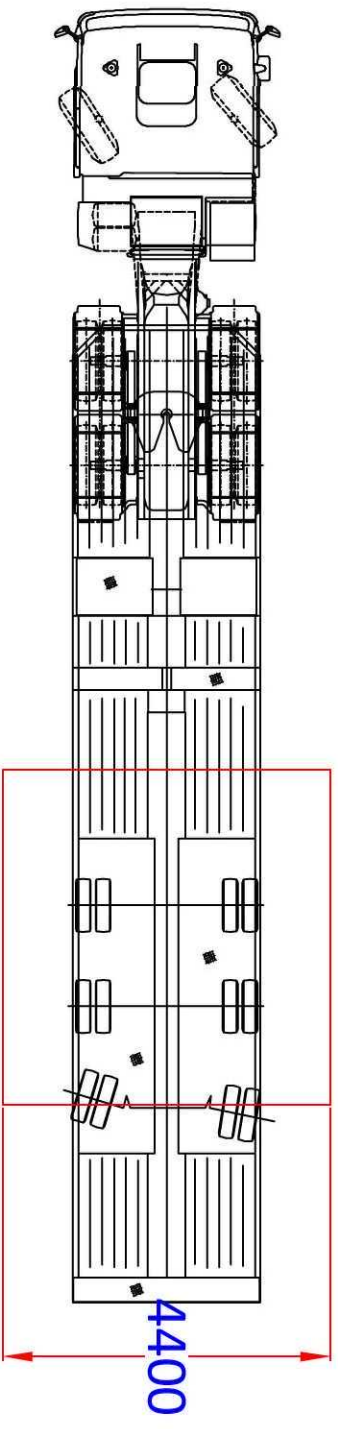
ENERCON

DRG No.

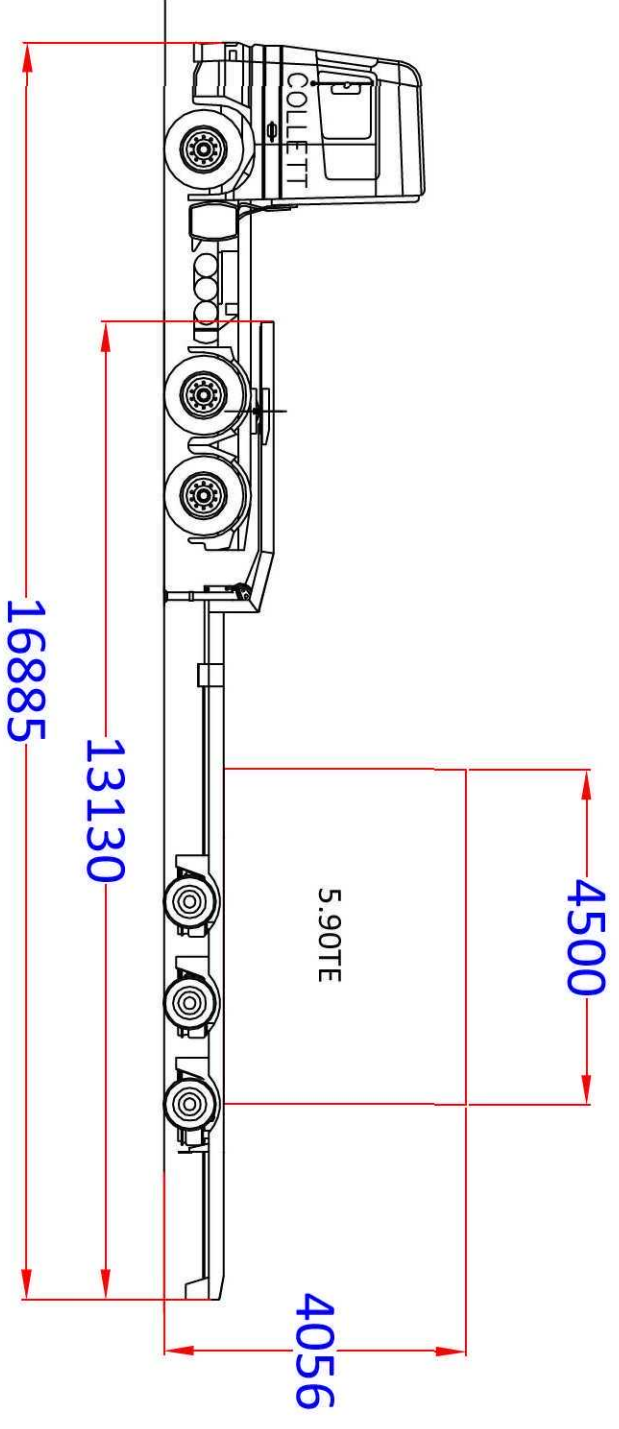
276470 - D

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NACELLE



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DRAWN
S.WATERHOUSE

DATE
09/02/2015

SCALE
1:150

TITLE
NACELLE

SITE
CHAPEL FARM

CUSTOMER
ENERCON

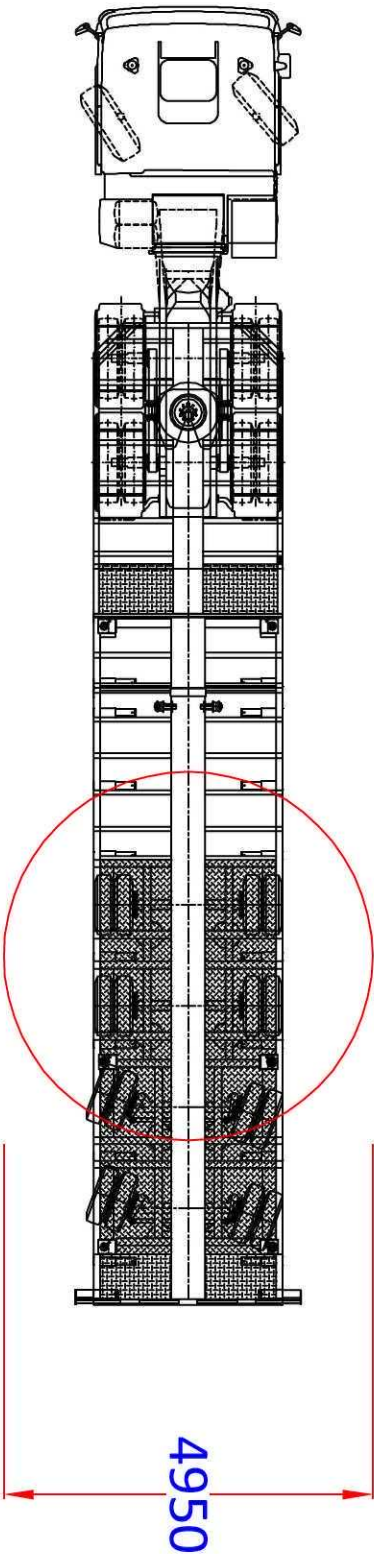
COLLETT

EXPERTS IN MOTION

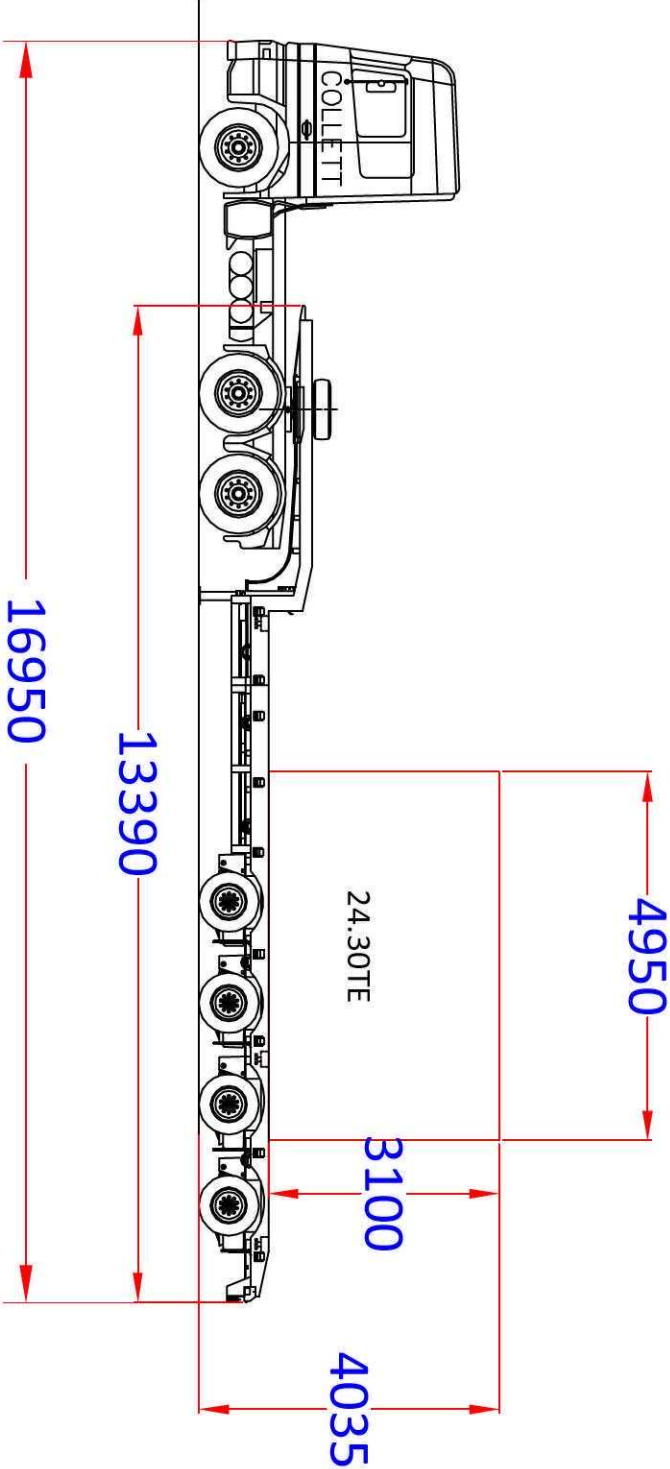
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276470 - E

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DO NOT SCALE - IF IN DOUBT ASK



GENERATOR



A													
B													
C													
D													
E													
F													
G													
H													
I													

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DRAWN
S.WATERHOUSE

DATE
09/02/2015

SCALE
1:150

TITLE

SITE

CUSTOMER

GENERATOR

CHAPEL FARM

ENERCON

DRG No.

276470 - F

FAX MESSAGE

Our Ref:	276470	Your Ref:		Date:	29 th January 2015
To:	County councils, Highways Agents, British Waterways, Railtrack, British Rail – As required			Fax Number:	As required
				Telephone:	
				Email:	
Attention:	Abnormal Loads officer			Pages including this:	One
CC:				From:	Maxine Helliwell

Application for 'Confirmation of suitable route' for Chapel Farm Wind Turbine

To Whom it May Concern

I am currently carrying out a survey for the movement of Wind Turbine components to a proposed site called 'Chapel Farm wind turbine, near Cowbit, Lincolnshire.

Could you please **confirm in writing** that the route detailed below and all structures that are involved in your area on these routes are suitable in terms of axle loadings, spacing and Gross vehicle weights, in connection with the loaded vehicle specification below.

Route

Exit M1 southbound
Exit onto A1139
Turn right onto A47
Turn left onto A16 northbound
Continue to Cowbit
Turn right onto B1357, Moulton Chapel Road
Turn right onto Roman Road in Moulton Chapel
Bear right onto Eaugate Road
Continue to entrance off Eaugate Road to grid reference TF 30027 16739

Rigid Length	16.95	Overall Length	13.39	Overall Width	4.95	Overall Height	4.04	Gross Vehicle Weight	54.0 Te.
---------------------	-------	-----------------------	-------	----------------------	------	-----------------------	------	-----------------------------	----------

	1	2	3	4	5	6	7	8	9	10	11	12
Number of wheels per axle	2	4	4	4	4	4	4					
Axle Weight (Te.)	7	7	6	8.5	8.5	8.5	8.5					
Axle Spacing		3.30	1.35	5.48	1.36	1.36	1.36					

Should there be any problem with any part of the route detailed, I would appreciate your immediate response. Your urgent response would be greatly appreciated.

Many thanks & best regards
Maxine Helliwell

COLLETT & SONS LTD

Maxine Helliwell

From: RMS Peterborough <a1m@rmspeterborough.co.uk>
Sent: 29 January 2015 11:01
To: Maxine Helliwell
Subject: RE: 276470 Confirmation of Suitable Route

Hi Maxine

This route does not affect our road. We are responsible for the A1(M) junction 14 to 17.

Kind regards

Maren

Maren Taylor, Project Assistant, Area 29.

Road Management Services (Peterborough) Limited, North Street, Stilton, Cambridgeshire, PE7 3RR.

D +44 (0)1733 245 445, F +44 (0)1733 244 095, E: a1m@rmspeterborough.co.uk

From: Maxine Helliwell [<mailto:Maxine.Helliwell@collett.co.uk>]

Sent: 29 January 2015 09:59

To: cambridgeshire.abloads@skanska.co.uk; a1m@rmspeterborough.co.uk; ab_loads@lincolnshire.gov.uk; rsgbrb@jacobs.com; abnormalloadscontact@networkrail.co.uk; abnormal.loads@canalrivertrust.org.uk; asc6abloads@amey.co.uk

Subject: 276470 Confirmation of Suitable Route

RE Project 276470

Dear All

Please find attached a 'Confirmation of Suitable Route' form to a proposed wind turbine location in Lincolnshire.

At present a start point is not established, although we would expect it to be an East coast port, such as Immingham. If you could let me know if there are any issues with the routes as soon as possible that would be great

Kind Regards

Maxine Helliwell

Senior Consultant

Collett & Sons Limited | Victoria Terminal | Albert Road | Halifax | HX2 0DF | UK
Tel: +44 (0)8456 255288 | Fax: +44 (0)8456 255244 | Mobile: +44 (0)7960 879495



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www.collett.co.uk

Maxine Helliwell

From: Howell, Tania <Tania.Howell@jacobs.com>
Sent: 29 January 2015 10:38
To: Maxine Helliwell
Subject: RE: 276470 Confirmation of Suitable Route

Hi Maxine,

I've assessed the route as given. No HRE structures are involved, and therefore I have no problems or objections.

Thanks
Tania

Tania Howell
Abnormal Loads Officer
Jacobs
DDI: 0118 946 8911

If your mail concerns abnormal load movements, please reply to RSGBRB@jacobs.com

From: Maxine Helliwell [<mailto:Maxine.Helliwell@collett.co.uk>]
Sent: 29 January 2015 09:59
To: cambridgeshire.abloads@skanska.co.uk; a1m@rmspeterborough.co.uk; ab_loads@lincolnshire.gov.uk; RSGBRB@jacobs.com; abnormalloadscontact@networkrail.co.uk; abnormal.loads@canalrivertrust.org.uk; asc6abloads@amey.co.uk
Subject: 276470 Confirmation of Suitable Route

RE Project 276470

Dear All

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At present a start point is not established, although we would expect it to be an East coast port, such as Immingham. If you could let me know if there are any issues with the routes as soon as possible that would be great

Kind Regards
Maxine Helliwell
Senior Consultant

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1180 Eskdale Road, Winnersh, Wokingham RG41 5TU
Registered in England and Wales under number 2594504

Maxine Helliwell

From: Maniraj Sunil <Sunil.Maniraj@networkrail.co.uk> on behalf of Network Rail
Sent: 06 February 2015 12:52
To: Maxine Helliwell
Subject: RE: 276470 Confirmation of Suitable Route

Dear Ms Helliwell

Your proposed movement does not affect any Network Rail owned road over rail bridges therefore we have no objection to your proposed route.

Please note we only check the load carrying capacity of Network Rail owned road over rail bridges affected we do not check anything else including:

- Load carrying capacity of level crossings
- Clearance to bridge parapets
- Clearance under a rail bridge
- Clearance to overhead wires at level crossings

Many thanks

Sunil Maniraj

Abnormal Loads Clerk
Abnormal Loads Team
STE Technical Services



Abnormal Loads Help Desk: 01908 783 140

The Quadrant: MK | Elder Gate | Milton Keynes | MK9 1EN
Furzton Building F3-ZC-Agile

From: Maxine Helliwell [<mailto:Maxine.Helliwell@collett.co.uk>]
Sent: 29 January 2015 09:59
To: cambridgeshire.abloads@skanska.co.uk; a1m@rmspeterborough.co.uk; ab_loads@lincolnshire.gov.uk; rsgbrb@jacobs.com; Network Rail Abnormal Loads; abnormal.loads@canalrivertrust.org.uk; asc6abloads@amey.co.uk
Subject: 276470 Confirmation of Suitable Route

RE Project 276470

Dear All

Please find attached a 'Confirmation of Suitable Route' form to a proposed wind turbine location in Lincolnshire.

At present a start point is not established, although we would expect it to be an East coast port, such as Immingham. If you could let me know if there are any issues with the routes as soon as possible that would be great

Kind Regards

Maxine Helliwell

Senior Consultant

Collett & Sons Limited | Victoria Terminal | Albert Road | Halifax | HX2 0DF | UK
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Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN

