

MORGAN AND MORECAMBE OFFSHORE WIND FARMS: TRANSMISSION ASSETS

Abnormal Indivisible Load Study: Cable drums



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Abnormal Indivisible Load Cable Drum Access Report to the Proposed Morgan and Morecambe Offshore Wind Farms

Prepared for RPS





NAME	SIGNATURE	DATE
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Executive Summary

The contents of this report consider the land transport feasibility investigations into achieving access for cable drums to the proposed laydown areas at various locations in connection with the Morgan and Morecombe Offshore Wind Farms Transmissions Assets.

The final size of the cable drums and associated transport configurations remain to be confirmed these are expected to be transported within STGO Category 3 being between 80te and 150te gross weight. These STGO Category 3 loads are expected to be delivered by road from the UK port of delivery or manufacturing facility, and this report therefore focuses on the potential routes from the M6, which is an established heavy load route, to the potential laydown areas.

The advised maximum weight of the cable drums is 60te and a maximum width of 3.4m, and total transportation height of no more than 5.03m should be assumed. These represent the maximum dimensions for the purpose of this study; however, smaller drums could be used subject to the constraints identified.

Negotiability of all the proposed routes are considered feasible for a 4 axle modular reeling trailer following the remedial work required and swept path assessments of a single turn on approach to the 12th and 13th laydown areas from A5230 Progress Way onto B5261 Common Edge Road has been performed in order to confirm negotiability the turn (shown in Appendix 2). The entry to the B5261 Common Edge Road will need to be made in contraflow. Careful traffic management and liaison with local police will be required.

The routes considered were submitted via ESDAL (National Highways developed Electronic Service Delivery for Abnormal Loads system in the UK). application (Reference WYNL/177 & 193). The proposed routes have not received any rejections, and no concerns have been raised regarding the weight over structures therefore, it is considered that the routes are structurally acceptable to Lancashire County Council (LCC).

The route originally proposed to the 8th & 9th laydown area followed the proposed HGV route travelling south from the A583 on Fox Lane Ends, was initially rejected by Network Rail (crossing Station Road Bridge) due to exceeding the structures assessed capacity. It should be noted the original route was later accepted by Network Rail with full caution when crossing the bridge, travelling down the centre line of the road with no gear changes or sudden braking. A police escort would also be required. Following the initial rejection an alternative route was considered, and no concerns have been raised by Lancashire County Council and no issues are expected as there are no significant structures on this route only a small culvert (Brook Mount Culvert).

National Highways North West Region who are responsible for the M55 have advised the M55 is structurally acceptable for the proposed vehicles with cautions on two structures, Durton Lane and Extension Bridge, located on the slip road connecting the M55, M6 and A6 at the M55 junction 1, the proposed vehicle should be positioned centrally on the carriageway with no other vehicles on the structure. The second structure being Broughton Circle located M55 junction 1, should be crossed with no other traffic on the structure which would be achieved under a police escort and careful traffic management.

The status of routes can change depending on numerous factors including the most recent Principal Inspections, condition assessments, new bridge assessment codes and how AIL notifications are administered. Therefore, whilst a route may be cleared at this time, caution is still advised that the route will need to be reconfirmed prior to use.



The exact requirements for any street furniture removal will depend on the trailer selected for movement and it will be necessary for the appointed haulage contractor to confirm street furniture removal requirements prior to delivery.

This report is intended to be a summary of the Abnormal Indivisible Load (AIL) route access at the current time and is not a guarantee that the route will be cleared in the future.



1. Introduction

- 1.1. The contents of this report include land transport feasibility investigations into achieving access for cable drum components to the proposed laydown areas for the Morgan and Morecambe Offshore Wind Farm. Various locations have been considered as possible access points for the cable reels requiring delivery noting the linear nature of the Projects, multiple laydown locations for the cable drums have been assessed.
- 1.2. No specific work has been undertaken in terms of onsite access requirements as these investigations were to the laydown area only.
- 1.3. This document identifies preferred routes but does not constitute a formal agreement for movement. Any future movement for the cable drums within Special Types General Order (STGO) Regulations will require the appointed haulage contractor to notify the relevant statutory authorities. The legislative requirements for movement of the cable drums are discussed in detail within Section 2.
- 1.4. This investigation is intended to be a summary of the AIL route access at the current time and is not a guarantee that the route will be cleared in the future. Specific movements will need to be assessed at the time on an individual basis.

2. National Highways Agreement in Principle and Legislative Requirements

2.1. *Definition of Abnormal Indivisible Load (AIL)*

- 2.1.1. The Department for Transport, of which National Highways (NH), formally the Highways Agency (HA), is a government-owned company with responsibility for managing the core road network in England, state that the strict definition of an AIL refers to a load which cannot, without undue expense or risk of damage, be divided into two or more loads for the purpose of carriage on roads and which, owing to its dimensions or weight, cannot be carried on a vehicle which complies in all respects with the 'standard vehicle regulations' these are:

- The Road Vehicles (Construction and Use) Regulations 1986 (as amended)
- The Road Vehicles (Authorised Weight) Regulations 1998 (as amended)
- The Road Vehicles Lighting Regulations 1989 (as amended).

- 2.1.2. All equipment should be stripped of their ancillaries before they are transported. NH will only accept that further dismantling is not required where it cannot be economically achieved due to the requirement for its construction within specific factory environments or where extremely high tolerances have to be maintained.

2.2. *Legislation*

- 2.2.1. Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. The category known as abnormal indivisible loads (AIL) covers those vehicles where the gross weight exceeds 44 tonnes. An Abnormal Load is defined as that which cannot be carried under Construction and Use (C&U) Regulations. Items which, when loaded on the load carrying vehicle exceed the weights encompassed by the C&U Regulations, but do not exceed Special Order Permission Limits, are governed by Special Types General Order (STGO) categories 1 to 3 depending on size. National Highways have issued an aide memoir that explains notification requirements in more detail. This document has been attached as Appendix 3.



2.2.2. Where dimensions exceed 6.1m in width, 30m in rigid length or 150 tonnes gross weight, Special Order from National Highways (NH) is required.

2.2.3. Special Order category AIL movements are authorised by the NH Abnormal Loads team, based in Birmingham. This is further discussed in section 3.3.

2.2.4. STGO loads orders grant consent for loads that satisfy the following criteria:

<u>Category 1 weight</u>	44 – 50 tonnes and 11.5te axle weights
<u>Category 2 weight</u>	50 – 80 tonnes and 12.5te axle weights
<u>Category 3 weight</u>	80 – 150 tonnes and 16.5te axle weights
<u>Width Restriction</u>	3.0m (C&U) – 5m (VR1 Required)– 6.1m (SO required)
<u>Length Restriction</u>	18.65m (C&U) – 30.0m (SO required)

2.2.5. The 60te cable drums considered within these investigations are expected to be transported at STGO Category 3. Such loads are required to provide two clear working weekdays notice to be given to the Police forces on the proposed route and are required to provide 5 clear working weekdays notice together with an indemnity to the highway and bridge authorities on the route.

2.2.6. As the cable drum loads are expected to be delivered via STGO Category 3 as the gross load of the loaded trailer will be below 150te gross, the move will not require a Special Order or be required to be transported via the nearest possible port.

3. Abnormal Indivisible Load Movements - Highways Act 1980

3.1. *Temporary Traffic Orders and Section 59 agreement (Highways Act 1980)*

3.1.1. Temporary Traffic Regulation Order (TTRO) are used where the local highway authority considers that works on the highway, or some large deliveries, require a road to be closed temporarily to general through traffic. Such closures require a TTRO issued by the Highway Authority. It is possible that the council will require such an order for the travel of the loads to site from the more major roads as the whole road width will be taken up by the loads for much of the final approaches to site.

3.1.2. In addition to any TTRO the County Council may wish to ensure that a Section 59 agreement (Highways Act 1980) has been entered into in order to enable AIL access to be agreed. Such agreements are not always, in our experience, asked for as the matter of damage to the carriageway is usually covered by the appointed haulage contractor's indemnity.

3.2. *Recovery of Excessive Maintenance Costs - Section 59 Agreements*

3.2.1. Section 59 of the Highways Act 1980 allows the highways authority to raise a charge against a user of the highway to cover repair works necessitated by excessively heavy or unusual loads being carried on the road by that user. This provision is typically used where the passage of heavy lorries to and from industrial premises or building sites causes excessive damage to the road, requiring expensive remedial works by the Council. Under Section 59, the Council may charge on such costs to the organisation responsible for the damage, the amount payable being calculated as the excess cost of repair compared to normal maintenance costs for the road. Rather than wait to be charged such excessive repair costs, the Council and the third party may enter into an agreement under Section



59 whereby the third party accepts liability and makes payment of an agreed sum to the Council to cover the excessive repair costs.

3.3. *The Removal and Replacement of Street Furniture*

- 3.3.1. Where the removal and replacement of street furniture is required for the mobilisation of out of gauge vehicles into existing sites then these are generally managed under Temporary Traffic Regulation Order (TTRO) and Street Works Legislation. These are normally, but not necessarily, organised by the haulage contractor. These requirements are generally to ensure that the supervisors and operatives are competent and that the works will be carried out to a prescribe standard with the appropriate traffic management in place. In some circumstance the Highway Authority or LA will insist that their preferred contractors will carry out such work.

4. **Transport Configurations**

- 4.1.1. Based on the information available to date, the cable drums considered within this report are assumed to be 60te nett.
- 4.1.2. Drawing no. 24-1220.TC04, and TC05 (attached in appendix 2 of this report) details two indicative 4-axle modular reeling trailers with slight differing overall widths and a 4-axle low loader, which would be expected to be that utilised to transport 60te cable drums.
- 4.1.3. There are a number of haulage contractors currently operating trailers (of sufficient capacity for the proposed 60te cable reels) in the UK with equipment able to carry a cable drum of this weight.
- 4.1.4. At theses dimensions it is possible to transport the cable drums within the Special Types General Order (STGO) regulations as a Category 3 load (80-150te gross) as the gross load will be less than 150te. It will therefore not be necessary to comply with legislation regarding Special Order movements. As the load is not in need of Special Order permission there is no requirement by NH to be delivered via the nearest port of delivery.

5. **Structural Route Information**

- 5.1.1. A selection of various routes have been considered to the proposed laydown areas and are as discussed below.
- 5.1.2. The routes considered were submitted via ESDAL application (Reference WYNL/177 & 193). The proposed routes have not received any rejections regarding the weight over structures therefore, no rejections or causes for concerns were raised and it is considered that the routes are structurally acceptable to Lancashire County Council (LCC).
- 5.1.3. No specific issues have been identified by Lancashire police as part of the consultation process. It is expected that a police escort will be required to each laydown area with private escort arrangements also in place. It is recommended that further discussions are undertaken with respect to confirming escort requirements prior to deliveries with the relevant police forces. Very careful consideration on escort requirements will be needed and where traffic must be halted, consultation with the police is necessary as only police escorts can manage the movement. Private escorts are not allowed to direct traffic.

5.2. *Proposed route to Laydown Area 1*

- Assume access via M65 from M6
- Turn right A6
- Turn left A582 Lostock Lane
- Turn right A582 Penwortham Way
- Turn left A59 John Horrocks Way
- Continue A59 Liverpool Road south (circumnavigate A59 Liverpool Road/Longton Bypass/Stanley Road roundabout)
- Continue to 1st proposed laydown area approximate OS Grid Reference SD 50670 27388

5.2.1. Access to the proposed 1st laydown area, is negotiable.

5.3. *Proposed route to Laydown Area 2*

- As route to laydown area 1 to John Horrocks Way
- Turn right Liverpool Road
- Turn left Howick Cross Lane
- Continue Howick Cross Lane to approximate OS Grid Reference SD 49961 28012

5.3.1. Access to the proposed 2nd laydown area, is negotiable.

5.4. *Proposed route to Laydown Area 3*

- As route to laydown area 2 to Liverpool Road
- Continue A5072 Strand Road
- Turn left A583 Watery Lane
- Continue A583 Riversway
- Turn left Nelson Way
- Continue Wallend Road to approximate 3rd Laydown area OS Grid Reference SD 49775 29281.

5.4.1. Access to the proposed 3rd laydown area, is negotiable.

5.5. *Proposed route to Laydown Area 4*

- As route to laydown area 3 to A583 Riversway
- Continue A583 Blackpool Road to approximate OS Grid Reference SD 46255 30288

5.6. *Proposed route to Laydown Areas 5 & 6*

- As route to laydown area 4 to A583 Blackpool Road
- Turn left A584 Preston New Road continue to approximate OS Grid Reference SD 46388 29460 to laydown area 5
- Continuing A584 Preston New Road to approximate OS Grid Reference SD 44941 29453 to laydown area 6

5.7. *Route to Laydown Area 7*

- Assume access via the M55
- Turn left A585 Fleetwood Road exiting M55 at junction 3
- Turn left A583 Blackpool Road



- Turn left Freckleton Road to approximate OS Grid Reference SD 42522 30101 to laydown area 7

5.7.1. Access to the proposed 7th laydown area, is negotiable.

5.8. *Proposed route to Laydown Areas 8 & 9*

- As route to laydown area 7 to A585 Fleetwood Road
- Turn right A583 Blackpool Road
- Turn left B5260 Fox Lane Ends
- Continue Bryning Lane to approximate OS Grid Reference SD 40042 29807 for laydown area 8 and SD 40102 29667 for laydown area 9

5.8.1. Accepted by Network Rail with full caution when crossing the bridge:

Vehicle to travel down the centre line of the road with no gear changes or sudden braking. A police escort is required.

5.9. *Proposed route to Laydown Area 10 & 11*

- As route to laydown area 7 to A585 Fleetwood Road
- Turn right A583 Blackpool Road
- Turn left B5260 Fox Lane Ends
- Turn right Ballam Road
- Access to laydown area 10 to be taken from Ballam Road.
- Continue Ballam Road to approximate OS Grid Reference SD 36116 30488 for laydown area 11

5.9.1. The road route to the proposed 10th cable reel laydown area is considered negotiable with access from Ballam Road to laydown area 10 being used.

5.10. *Proposed route to Laydown Areas 12 & 13*

- Assume access via the M55
- Continue A5230
- Turn left A5230 Progress Way
- Turn left B5261 Common Edge Road in contraflow
- Continue B5261 Queensway to approximate OS Grid Reference SD 33633 31031 to laydown area 12
- Continuing B261 Queensway
- Turn right Kilnhouse Lane
- Turn right Blackpool Road North and continue to approximate OS Grid Reference SD 32438 30657 to laydown area 13

5.10.1. Access to the proposed 12th and 13th laydown areas, is considered negotiable.

6. Route Negotiability Information

6.1. General Information

- 6.1.1. It has been assumed that the road route via the motorway and trunk road network to the M6, most probably from an east coast port such as Immingham or Hull, will be accessible, and this report therefore focuses on the potential routes from the M6, which is an established heavy load route, to the potential laydown areas.

6.2. Route to Laydown Area 1



Photograph 1

Vehicle travels away from the camera A6, turning left to join A582 Lockstock Lane, negotiable.



Photograph 2

Vehicle travels away from the camera A582 Farrington Road, caution centre island street furniture.



Photograph 3

Vehicle travels away from the camera A582 Farrington Road, caution centre island street furniture.



Photograph 4

Vehicle travels away from the camera A582 Farrington Road, crossing the Farrington Link Railway (Lancashire County Council).



Photograph 5

Vehicle travels away from the camera A582 Farrington Road approaching double roundabout to join A582 Flensburg Road, negotiable.



Photograph 6

Vehicle travels away from the camera exiting first roundabout on A582, negotiable.



Photograph 7

Vehicle travels away from the camera approaching second roundabout on A582, negotiable.



Photograph 8

Vehicle travels away from the camera exiting second roundabout onto A582 Flensburg Way, negotiable.



Photograph 9

Vehicle travels away from the camera A582 Penwortham Way



Photograph 10

Vehicle travels away from the camera A582 Penwortham Way, large layby approximate OS Grid Reference location SD 52546 26147.



Photograph 11

Vehicle travels away from the camera approaching A59 Liverpool Road/Stanley Avenue roundabout to circumnavigate back onto Liverpool Road, negotiable.



Photograph 12

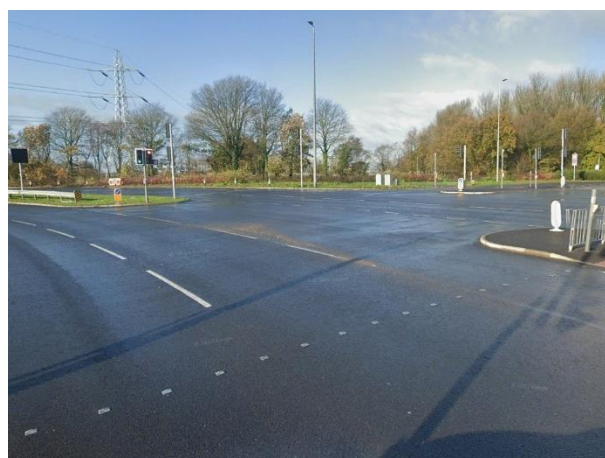
Vehicle travels away from the camera exiting A59 Liverpool Road/Stanley Avenue, travelling back, negotiable.



Photograph 13

Vehicle travels away from the camera, proposed 1st laydown area in field to the left of the photograph before left turn towards Penwortham. Access to the proposed 1st laydown area, is negotiable.

6.3. *Route to Laydown Area 2*



Photograph 14

Vehicle travels away from the camera A59 John Horrocks Way turning right onto Liverpool Road, negotiable.



Photograph 15

Vehicle travels away from the camera Liverpool Road.



Photograph 16

Vehicle travels away from the camera approaching left turn onto Howick Cross Lane, centre island furniture would require removal. Tree pruning may also be required depending on growth at the time of movement.



Photograph 17

Alternative view looking back, vehicle approaches the camera on Liverpool Road and exits to the right of the photograph onto Howick Cross Lane, centre island street furniture would require removal. Tree pruning may also be required depending on growth at the time of movement.



Photograph 18

Vehicle travels away from the camera Howick Cross Lane; tree pruning may be required depending on growth at the time of movement.



Photograph 19

Vehicle travels away from the camera Howick Cross Lane, tree pruning may be required depending on growth at the time of movement, parking suspensions may also be required.



Photograph 20

Vehicle travels away from the camera Howick Cross Lane; tree pruning may be required depending on growth at the time of movement.



Photograph 21

Vehicle travels away from the camera Howick Cross Lane; tree pruning may be required depending on growth at the time of movement.



Photograph 22

Vehicle travels away from the camera Howick Cross Lane; tree pruning may be required depending on growth at the time of movement.



Photograph 23

Vehicle travels away from the camera Howick Cross Lane; tree pruning may be required depending on growth at the time of movement.



Photograph 24

View of approximate 2nd laydown area off of Howick Cross Lane, tree pruning may be required depending on growth at the time of movement.

6.4. *Route to Laydown Area 3*

6.4.1. Route to the proposed laydown area 3 continues on Liverpool Road.



Photograph 25

Vehicle travels away from the camera and continues Liverpool Road. Tree pruning may be required depending on growth at the time of movement, caution centre island street furniture.



Photograph 26

Vehicle travels away from the camera and continues Liverpool Road, caution centre island street furniture and parked cars.



Photograph 27

Vehicle travels away from the camera and continues Liverpool Road, caution centre island street furniture, railings and parked cars.



Photograph 28

Vehicle travels away from the camera under A59 bridge (bridge height is not signed and therefore will be above 5.03m).



Photograph 29

Vehicle travels away from the camera on Liverpool Road crossing Penwortham New Bridge (Lancashire County Council).



Photograph 30

Vehicle travels away from the camera on Liverpool Road approaching left turn onto Strand Road, street furniture removal would be required.



Photograph 31

Vehicle travelling away from the camera. Strand Road level crossing. Caution centre island and street furniture.

The Network Rail Standard Caution for crossing a level crossing with and AIL is detailed below at for information.

“Before the trailer crosses any automatic half-barrier railway level crossing or any other railway level crossing, equipped with a telephone, the driver of the towing vehicle shall telephone the railway signaller of the intention to cross the railway with the trailer. The trailer and the vehicles used with it shall not cross except with the permission of and in accordance with the instructions of the railway signaller. After crossing the driver shall again telephone the signaller to inform him that the crossing is clear.”



Photograph 32

Vehicle travels away from the camera A5072 Strand Road approaching Strand Road Overbridge.



Photograph 33

Vehicle travels away from the camera A5072 Strand Road approaching Strand Road Overbridge measuring 5.62m at the lowest point.



Photograph 34

Vehicle travels away from the camera continuing A5072 Strand Road, caution centre island street furniture.



Photograph 35

Vehicle travels away from the camera on A5072, turning left onto A583, caution street furniture removal may be required depending on final vehicle width.



Photograph 36

Vehicle travels away from the camera A583, negotiable.



Photograph 37

Vehicle travels away from the camera A583 Riversway turning left onto Nelson Way, negotiable.



Photograph 38

Vehicle travels away from the camera Nelson Way approaching roundabout with Chain Caul Way, negotiable. Parking suspension may be required depending on time of movement.



Photograph 39

Vehicle travels away from the camera Nelson Way, negotiable. Parking suspension may be required depending on time of movement.



Photograph 40

Vehicle travels away from the camera Nelson Way, road bends to the right approaching Wallend Road, negotiable. Parking suspension may be required depending on time of movement.



Photograph 41

Vehicle travels away from the camera Wallend Road, negotiable. Parking suspension may be required depending on time of movement.



Photograph 42

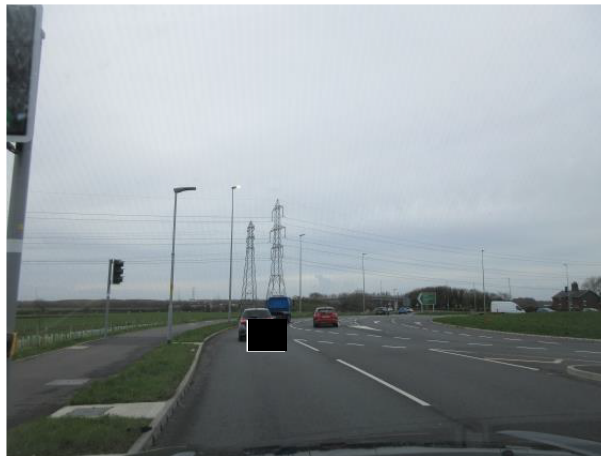
Vehicle travels away from the camera Wallend Road, approximate location of the proposed 3rd laydown area approximate OS Grid Reference SD 49776 29280.

6.5. *Route to Laydown Area 4*



Photograph 43

Vehicle travels away from the camera A583 Riversway, negotiable.



Photograph 44

Vehicle travels away from the camera A583 Blackpool Road travelling straight to continue A583 Blackpool Road.



Photograph 45

Vehicle travels away from the camera A583 Blackpool Road passing under Old Lea Hall Occupation Overbridge, measured at 6.46m upon survey inspection, negotiable.



Photograph 46

Vehicle travels away from the camera A583 Blackpool Road and continues towards Clifton.



Photograph 47

Vehicle travels away from the camera A583 Blackpool Road, approaching approximate 4th cable laydown area, OS Grid Reference SD 46310 30206.

6.6. *Route to Laydown Area 5 & 6*



Photograph 48

Vehicle travels away from the camera A583 Blackpool Road turning left A584 Preston New Road.



Photograph 49

Vehicle travels away from the camera turning left joining A584 Preston New Road, negotiable.



Photograph 50

Vehicle travels away from the camera A584 Preston New Road, tree pruning may be required depending on time of movement.



Photograph 51

Vehicle travels away from the camera A584 Preston New Road, tree pruning may be required depending on time of movement.



Photograph 52

Vehicle travels away from the camera A584 Preston New Road approaching approximate 5th laydown area, OS Grid Reference SD 46380 29453.



Photograph 53

Vehicle travels away from the camera continuing A584 Preston New Road approaching approximate 6th laydown, OS Grid Reference SD 44981 29448.



Photograph 54

Vehicle travels away from the camera continuing A584 Preston New Road approaching roundabout to take 2nd exit, negotiable.



Photograph 55

Vehicle travels away from the camera exiting roundabout at 2nd exit to continue A584 Preston New Road, negotiable.

Note: circumnavigation of this roundabout is negotiable required for access to 5th and 6th laydown areas shown above.

6.7. *Route to Laydown Area 7*

- 6.8. The following photographs show the route to the 7th laydown area coming from the north via the M55 via junction 3 on the agreed HGV route.



Photograph 56

Vehicle travels towards the camera on A583 Kirkham Bypass and turns right onto Freckleton Road, considered negotiable with full occupation.



Photograph 57

Vehicle travels towards the camera on Kirkham Road, road bends right 90° at approximate OS Grid Reference SD 42796 31204, remains negotiable with full occupation.



Photograph 58

Vehicle travels towards the camera on Kirkham Road, road bends left 90° at approximate OS Grid Reference SD 42674 31126, remains negotiable with full occupation.



Photograph 59

Vehicle travels towards the camera on Kirkham Road, road bends right 90° at approximate OS Grid Reference SD 42755 30911, remains negotiable with full occupation



Photograph 60

Vehicle travels towards the camera on Kirkham Road, road bends right 90° at approximate OS Grid Reference SD 42264 30584, remains negotiable with full occupation.



Photograph 61

Vehicle travels towards the camera Kirkham Road approaching approximate 7th Laydown area. Large layby shown to the right of the photograph.



Photograph 62

Vehicle travels towards the camera Kirkham Road approaching approximate 7th Laydown area OS Grid Reference SD 42522 30112.

6.9. *Route to Laydown Area 8 & 9*

- 6.10. The following photographs show the route to the 8th and 9th laydown area coming from the north via the M55 via junction 3 on the agreed HGV route.



Photograph 63

Vehicle travels away from the camera A583 Blackpool Road over Tarnbrick Railway (Lancashire County Council)



Photograph 64

Vehicle travels away from the camera A583 Preston New Road turning left onto Fox Lane Ends, considered negotiable with full occupation and street furniture removal.



Photograph 65

Vehicle travels away from the camera A583 Preston New Road turning left onto Fox Lane Ends, considered negotiable with full occupation and street furniture removal.



Photograph 66

Vehicle travels away from the camera Fox Lane Ends, full occupation required.



Photograph 67

Vehicle travels away from the camera Fox Lane Ends, full occupation required.



Photograph 68

Photograph of failed Network Rail structure Station Road Bridge.

- 6.10.1.1. Station Road Bridge was later accepted with full caution when crossing the bridge, travelling down the centre line of the road with no gear changes or sudden braking. A police escort is required.



Photograph 69

Vehicle travels away from the camera Station Road, parking suspension may be required, full occupation required



Photograph 70

Vehicle travels away from the camera Station Road approaching Station Road/B5259/The Green roundabout, full occupation required.



Photograph 71

Vehicle travels away from the camera The Green, full occupation required.



Photograph 72

Vehicle travels away from the camera Bryning Lane, full occupation required. Tree pruning may be required depending on growth at the time of movement.



Photograph 73

Vehicle travels away from the camera Bryning Lane, full occupation required.



Photograph 74

Vehicle travels away from the camera Bryning Lane, full occupation required.



Photograph 75

Vehicle travels away from the camera Bryning Lane, full occupation required.



Photograph 76

Vehicle travels away from the camera on Bryning Lane approaching approximate 8th and 9th Laydown area, OS Grid Reference SD 40042 29807.



Photograph 77

View looking back. Vehicle travels towards the camera on Bryning Lane approaching approximate 8th and 9th Laydown area, OS Grid Reference SD 40042 29807.

6.11. *Route to Laydown Areas 10 & 11*

- 6.11.1. The route to the 10th & 11th laydown area turns right onto Ballam Road from Fox End Lane and travels west on the agreed HGV route.



Photograph 78

Vehicle travels away from the camera Fox Lane Ends approaching right turn onto Ballam Road, negotiable.



Photograph 79

Alternative view, vehicle travels towards the camera Fox Lane Ends, turning left onto Ballam Road, negotiable.



Photograph 80

Vehicle travels away from the camera Ballam Road, tree pruning may be required depending on growth at the time of movement.



Photograph 81

Vehicle travels away from the camera Ballam Road, tree pruning may be required depending on growth at the time of movement.



Photograph 82

Vehicle travels away from the camera Ballam Road, tree pruning may be required depending on growth at the time of movement.



Photograph 83

Vehicle travels away from the camera Ballam Road, tree pruning may be required depending on growth at the time of movement.



Photograph 84 (Goole Image)

Vehicle travels away from the camera Ballam Road crossing Lower Ballam (Lancashire County Council).



Photograph 85

Vehicle travels away from the camera Ballam Road, tree pruning and hedge trimming may be required depending on growth at the time of movement. Access to 10th laydown area to be created off of Ballam Road.



Photograph 86

Vehicle travels away from the camera Ballam Road continuing past Brays Road, tree pruning and hedge trimming may be required depending on growth at the time of movement.



Photograph 87

Vehicle travels away from the camera on Ballam Road tree pruning and hedge trimming may be required depending on growth at the time of movement.



Photograph 88

Vehicle travels away from the camera on Ballam Road tree pruning and hedge trimming may be required depending on growth at the time of movement.



Photograph 89

Vehicle travels away from the camera Ballam road, approximate Laydown area 11 in field shown on the left, approximate OS Grid Reference SD 36116 30488.



Photograph 90

Vehicle travels away from the camera Ballam road, approximate Laydown area 11 in field shown on the left, approximate OS Grid Reference SD 36116 30488.

6.12. *Route to Laydown Areas 12 & 13*

- 6.12.1. As the routes to laydown areas 12 and 13 continue on the M55 joining the A5230 and turning left onto Progress Way on the agreed HGV route.



Photograph 91

Vehicle travels away from the camera turning left to continue A5230 onto Progress Way



Photograph 92

Vehicle travels away from the camera approaching A5230/Copper Road/Jenny Lane roundabout to continue A5230 Progress Way, negotiable.



Photograph 93

Vehicle travels away from the camera exiting A5230/Copper Road/Jenny Lane roundabout to continue A5230 Progress Way, negotiable.



Photograph 94

Vehicle travels away from the camera A5230 Progress Way turning left onto B5261 Common Edge Road in contraflow. Careful traffic management and liaison with local police will be required. Drawing 24-1220.SPA08 has been performed to confirm negotiability (Appendix 2).



Photograph 95

Vehicle travels away from the camera A5230 Progress Way turning left onto B5261 Common Edge Road in contraflow. Careful traffic management and liaison with local police will be required. Drawing 24-1220.SPA08 has been performed to confirm negotiability (Appendix 2).



Photograph 96

Vehicle travels away from the camera B5261 Common Edge Road, caution centre island street furniture.



Photograph 97

Vehicle travels away from the camera B5261 Common Edge Road,



Photograph 98

Vehicle travels away from the camera B5261 Common Edge Road, approximate laydown area in field ahead, approximate OS Grid Reference SD 33633 31031.



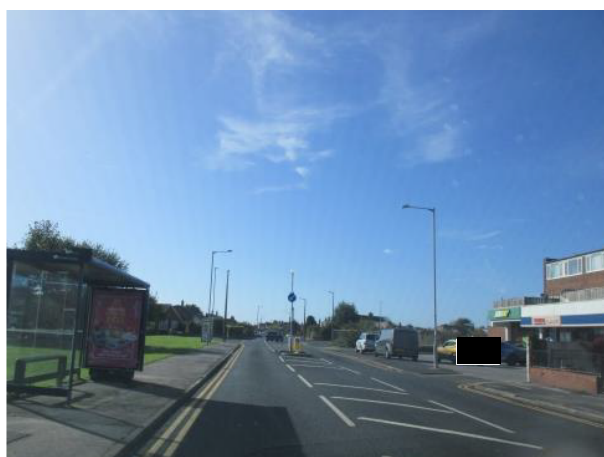
Photograph 99

Vehicle travels away from the camera B5261 Common Edge Road, turning right onto Kilnhouse Lane, caution centre island furniture.



Photograph 100

Vehicle travels away from the camera B5261 Common Edge Road, turning right onto Kilnhouse Lane, caution centre island furniture.



Photograph 101

Vehicle travels away from the camera on Kilnhouse Lane, caution centre island furniture.



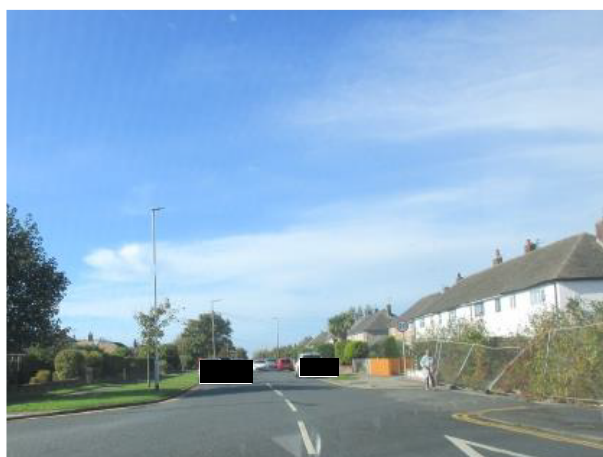
Photograph 102

Vehicle travels away from the camera Kilnhouse Lane, turning right onto Blackpool Road North, negotiable.



Photograph 103

Vehicle travels away from the camera Kilnhouse Lane, turning right onto Blackpool Road North, negotiable.



Photograph 104

Vehicle travels away from the camera on Blackpool Road North, parking suspensions would be required.



Photograph 105

Vehicle travels away from the camera on Blackpool Road North, parking suspensions would be required.



Photograph 106

Vehicle travels away from the camera Blackpool Road North approaching left turn onto Leach Lane, negotiable.



Photograph 107

Vehicle enters from the left of the photograph on Blackpool Road North and turns left onto Leach Lane and travels away from the camera, proposed 13th laydown area in the field to the right ahead, approximate OS Grid Reference SD 32438 30657.

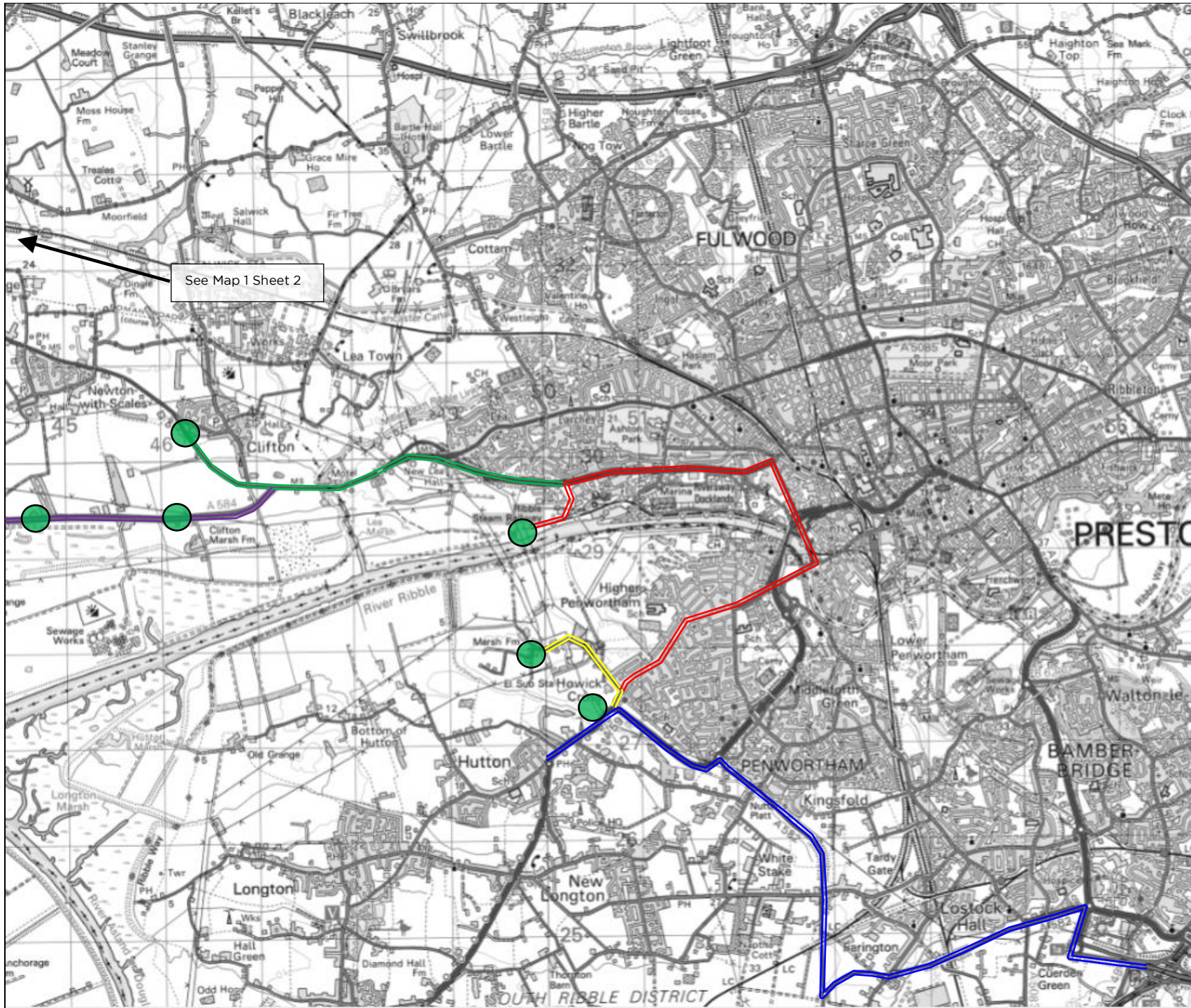
7. Summary and Conclusions













- 7.1. In summary, routes to the majority of the proposed laydown areas can be accessed without any major issues regarding negotiability.
- 7.2. The routes considered were submitted via ESDAL application (Reference WYNL/177 & 193). The proposed routes have not received any rejections, and no concerns have been raised regarding the weight over structures therefore, it is considered that the routes are structurally acceptable to Lancashire County Council (LCC).
- 7.3. The advised maximum weight of the cable drums is 60te and a maximum width of 3.4m, and total transportation height of no more than 5.03m should be assumed. These represent the maximum dimensions for the purpose of this study; however, smaller drums could be used subject to the constraints identified.
- 7.4. Negotiability of all the proposed routes are considered feasible for a 4 axle modular reeling trailer following the remedial work required and swept path assessments of a single turn on approach to the 12th and 13th laydown areas from A5230 Progress Way onto B5261 Common Edge Road has been performed in order to confirm negotiability the turn. The entry to the B5261 Common Edge Road will need to be made in contraflow. Careful traffic management and liaison with local police will be required.
- 7.5. The route originally proposed to the 8th & 9th laydown area followed the proposed HGV route travelling south from the A583 on Fox Lane Ends, was initially rejected by Network Rail (crossing Station Road Bridge) (Shown Below in section 6) due to exceeding the structures assessed capacity. It should be noted the original route was later accepted by Network Rail with full caution when crossing the bridge, travelling down the centre line of the road with no gear changes or sudden braking. A police escort is would also be required. Therefore, following the initial rejection an alternative route was considered, and no concerns have been raised by Lancashire County Council and no issues are expected as there are no significant structures on this route only a small culvert (Brook Mount Culvert).
- 7.6. National Highways North West Region who are responsible for the M55 have advised the M55 is structurally acceptable for the proposed vehicles with cautions on two structures, Durton Lane and Extension Bridge, located on the slip road connecting the M55, M6 and A6 at the M55 junction 1, the proposed vehicle should be positioned centrally on the carriageway with no other vehicles on the structure. The second structure being Broughton Circle located M55 junction 1, should be crossed with no other traffic on the structure which would be achieved under a police escort and careful traffic management.
- 7.7. Alternative routes to the 7th to the 12th proposed laydown areas may also be available if required when construction begins as the use of the A583 and A584 were also found to be structurally acceptable and physically negotiable, this information can be made available on request.
- 7.8. The proposed advised worst case cable drums would be delivered within Special Types General Order regulations (STGO) Category 3, where the gross load of the loaded trailer arrangement will be below 150te gross, the move will not require a Special Order from National Highways. STGO Category 3 loads are expected to be delivered by road from the UK port of delivery or manufacturing facility.












Appendix 1

Maps



Key		
	Route to laydown area 1	
	Route to laydown area 2	
	Route to laydown area 3	
	Route to laydown area 4	
	Route to laydown areas 5 & 6	
	Route to laydown area 7	
	Route to laydown areas 8 & 9	
	Route to laydown areas 10 & 11	
	Points of Interest	
	Proposed Laydown Areas	
B	27.05.25	Third Issue
A	07.05.25	Second Issue
0	02.12.24	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Consultants.</div><p>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</p></div>		
Client:		
 <div>rps A TETRA TECH COMPANY</div>		20 Western Avenue Milton Park Abington Oxon OX14 4SH
Project:		
Morecambe and Morgan Offshore Wind Farms		
Title:		
Map 1 – Overview of Cable Drum Laydown Areas		
Drawing Status:		
Final Report		
Scale (A4): NTS	Drawn by: BD	Checked by: ARP
Ref No.: 24-1120. Map 1	Sheet: 1 of 2	Rev.: 2
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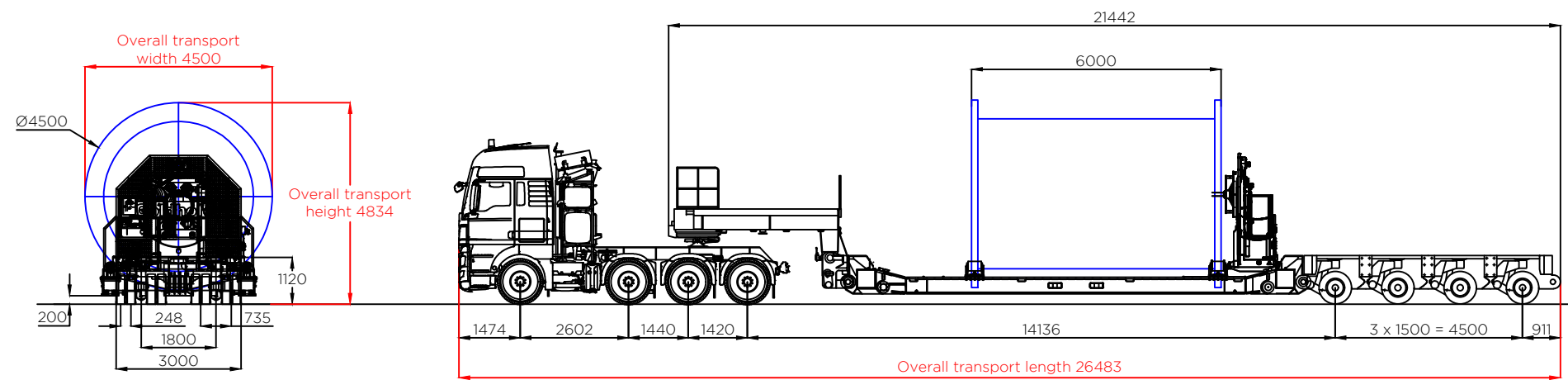


Key		
	Route to laydown areas 5 & 6	
	Route to laydown area 7	
	Route to laydown areas 8 & 9	
	Route to laydown areas 10 & 11	
	Route to laydown areas 12 & 13	
	Points of Interest	
	Proposed Laydown Areas	
B	27.05.25	Third Issue
A	07.05.25	Second Issue
0	02.12.24	First Issue
Rev	Date	Amendments:
Revisions		
<div><div>Wynns Ltd. Independent Transportation Consultants.</div></div> <p>Shaftesbury House, 2 High Street, Eccleshall, Stafford, ST21 6BZ. Tel: (01785) 850411</p>		
Client:		
 <div>MAKING COMPLEX EASY</div> <div>A TETRA TECH COMPANY</div>		20 Western Avenue Milton Park Abington Oxon OX14 4SH
Project:		
Morecambe and Morgan Offshore Wind Farms		
Title:		
Map 1 – Overview of Cable Drum Laydown Areas		
Drawing Status:		
Final Report		
Scale (A4): NTS	Drawn by: BD	Checked by: ARP
Ref No.: 24-1120. Map 1	Sheet: 2 of 2	Rev.: 2
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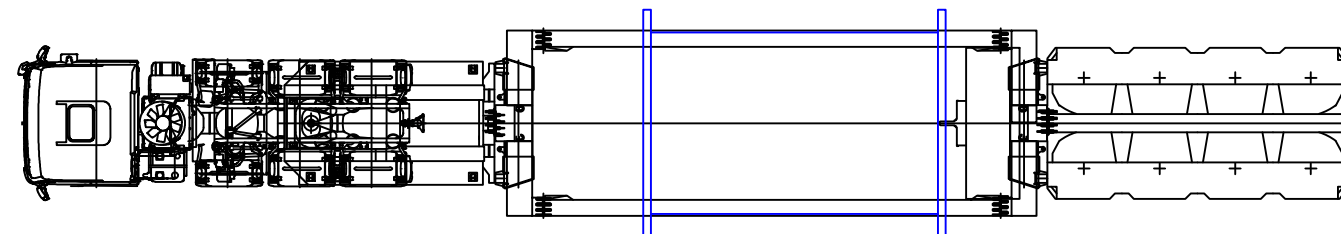
Appendix 2

Drawings

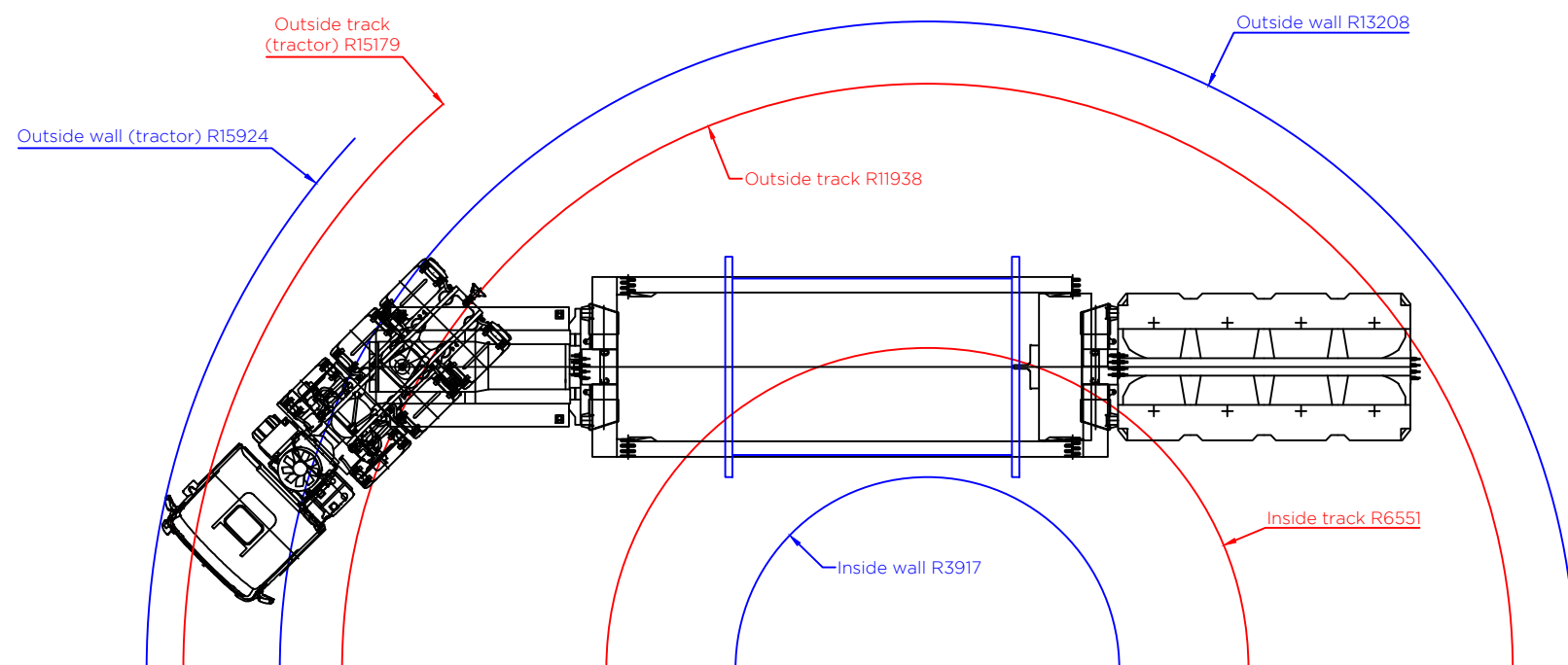


Profile view

Elevation view - 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Plan view - 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Minimum turning radii information
4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum

Load table

4 axle modular reeling trailer

Self weight of cable drum	60.0 te
Self weight of trailer	33.3 te
Self weight of tractor	15.0 te
Total combined weight	108.3 te
Load per axle line (trailer)	14.72 te
Load per axle	7.36 te
Load per wheel (4 per axle)	1.84 te
Overall ground bearing pressure	3.27 te/m ²

Tractor (15 te)

Front axle	6.4 te
Second steer	10.0 te
Rear axle	16.5 te
Rear axle	16.5 te

Notes:

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

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.

[3] All linear measures in millimetres unless stated otherwise.

1		
0	12.12.24	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project:

Morecombe Offshore Wind Farm

Title:

Indicative transport configuration
Indicative 60.0 te cable drum carried on
4 axle modular reeling trailer
showing minimum turning radii

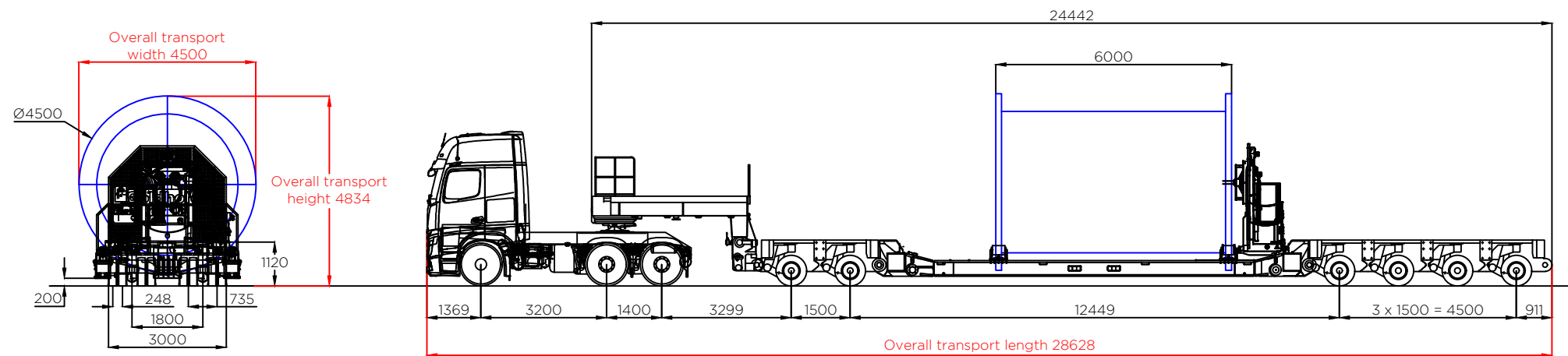
Drawing status:

Final report

Scale (A3): 1:150	Drawn By: MTO	Checked By: ARP
Dwg. no: 24-1220.TC04	Sheet: 1 of 1	Rev: 0

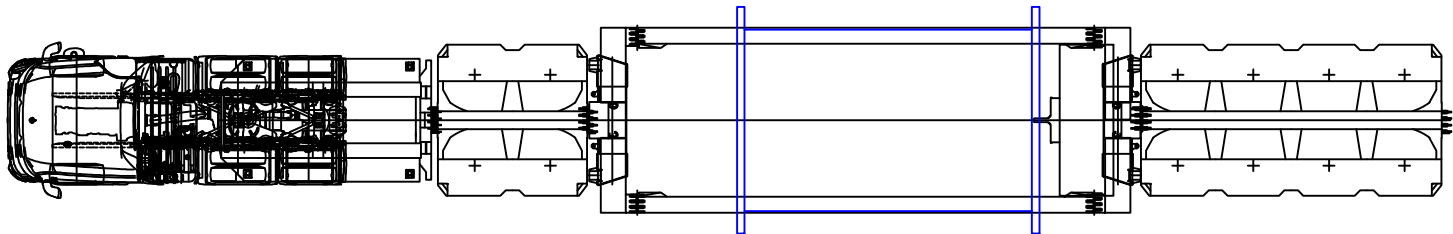
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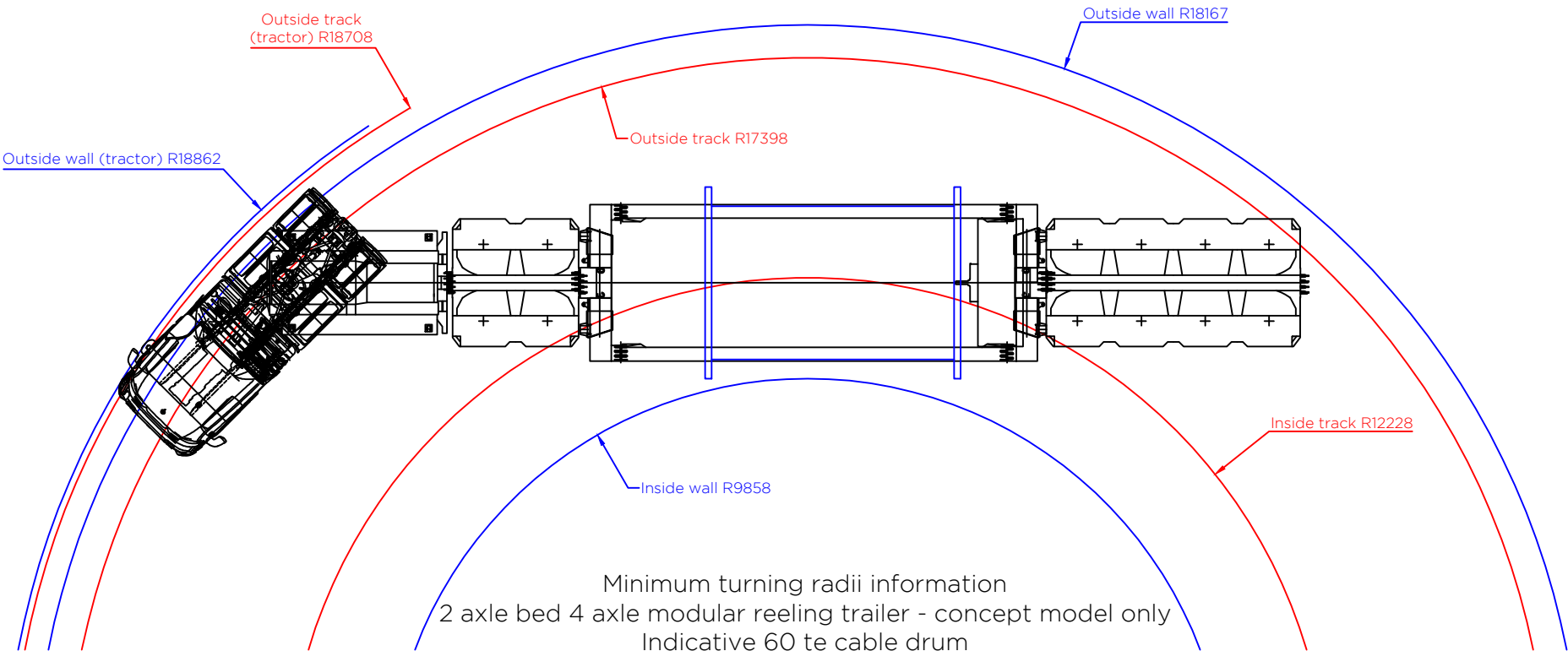


Profile view

Elevation view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Plan view - 2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum



Minimum turning radii information
2 axle bed 4 axle modular reeling trailer - concept model only
Indicative 60 te cable drum

Load table	
4 axle modular reeling trailer	
Self weight of cable drum	60.0 te
Self weight of trailer	39.6 te
Self weight of tractor	12.0 te
Total combined weight	111.6 te
Max. load per axle line (trailer)	12.45 te
Load per axle	6.23 te
Load per wheel (4 per axle)	1.55 te
Max. overall ground bearing pressure (trailer)	5.53 te/m ²

Tractor (12 te)	
Front steer	12.0 te
Rear axle	12.45 te
Rear axle	12.45 te

Notes:

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

[2] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.


[3] All linear measures in millimetres unless stated otherwise.

[4] Minimum turning radii based upon maximum steering angle of 45 degrees. Some trailers operate to a maximum steering angle of 60 degrees, which will improve negotiability.

1	09.01.25	Load Table Updated
0	12.12.24	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



A TETRA TECH COMPANY

Project:

Morecombe Offshore Wind Farm

Title:

Indicative transport configuration
Indicative 60.0 te cable drum carried on
2 axle bed 4 axle modular reeling trailer
showing minimum turning radii

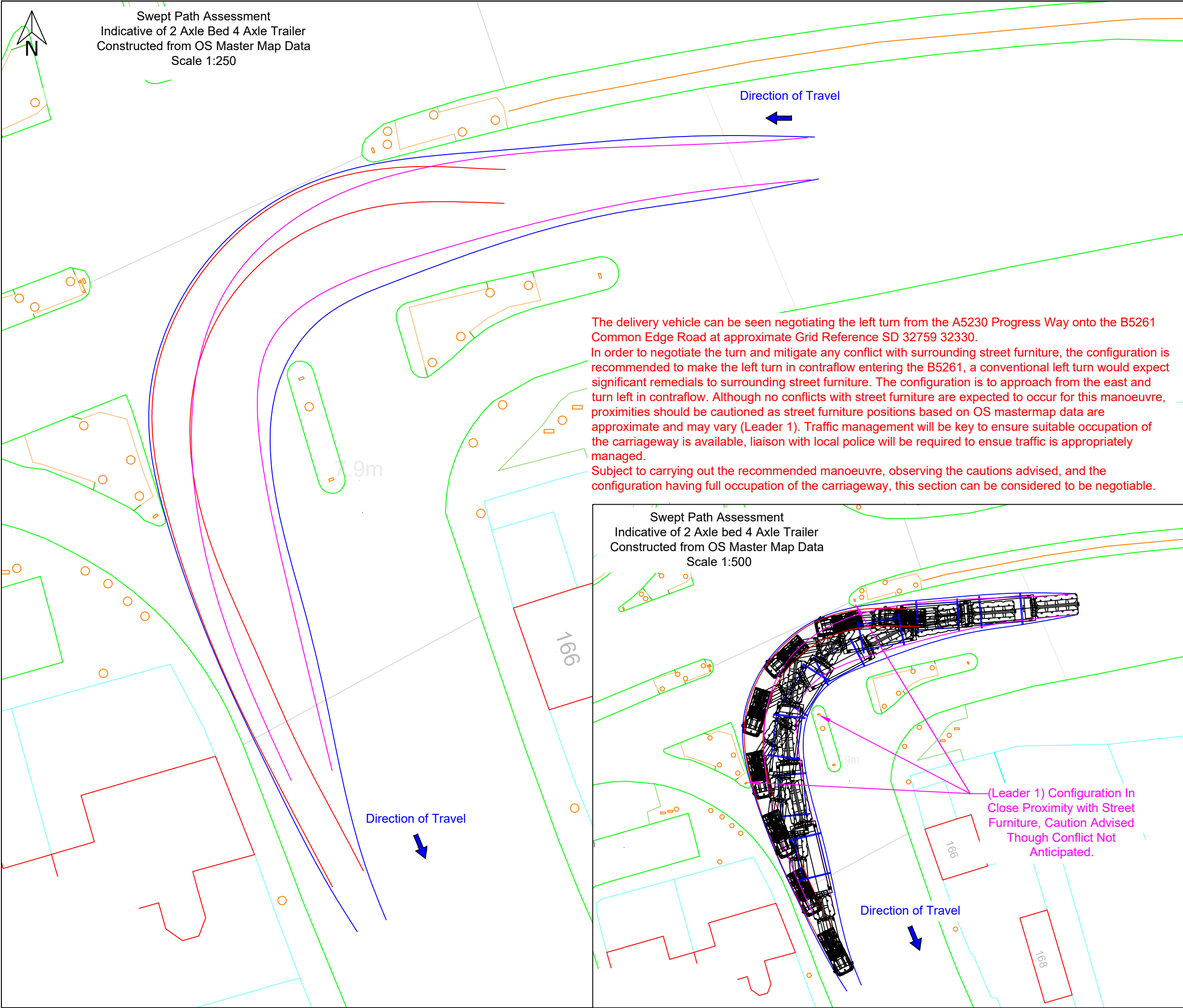
Drawing status:

Final report

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1:150	MTO	ARP
Dwg. no:	Sheet:	Rev:
24-1220.TC05	1 of 1	1

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P:\Clients\Existing Clients\RPS\24-1220 Morecombe Offshore wind farm\Transport Configurations\24-1220.TC05 Morecombe 60 te cable drum 2 axle bed 4 axle spooling trailer. R0.dwg



Location Plan

Legend:

2 axle bed 4 axle trailer
minimum turning arrangements
Drawing ref. 24-1220.TC05

Extent of vehicle track

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

1		
0	27.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:

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

Independent Transportation Engineers

Client:

Project:

Morecombe Offshore Wind Farm

Title:

Swept Path Assessment
Negotiability of left turn from A5230 onto B5261 at Approx
OS Grid Reference: SD 32759 32330, considerable of
indicative 60 te cable drum transported on 2 axle bed 4
axle trailer.

Drawing status:

Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	JMB	ARP
Dwg. no:	Sheet:	Rev:
24-1220.SPA08	1 of 2	0

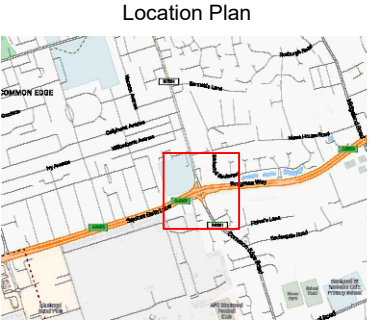
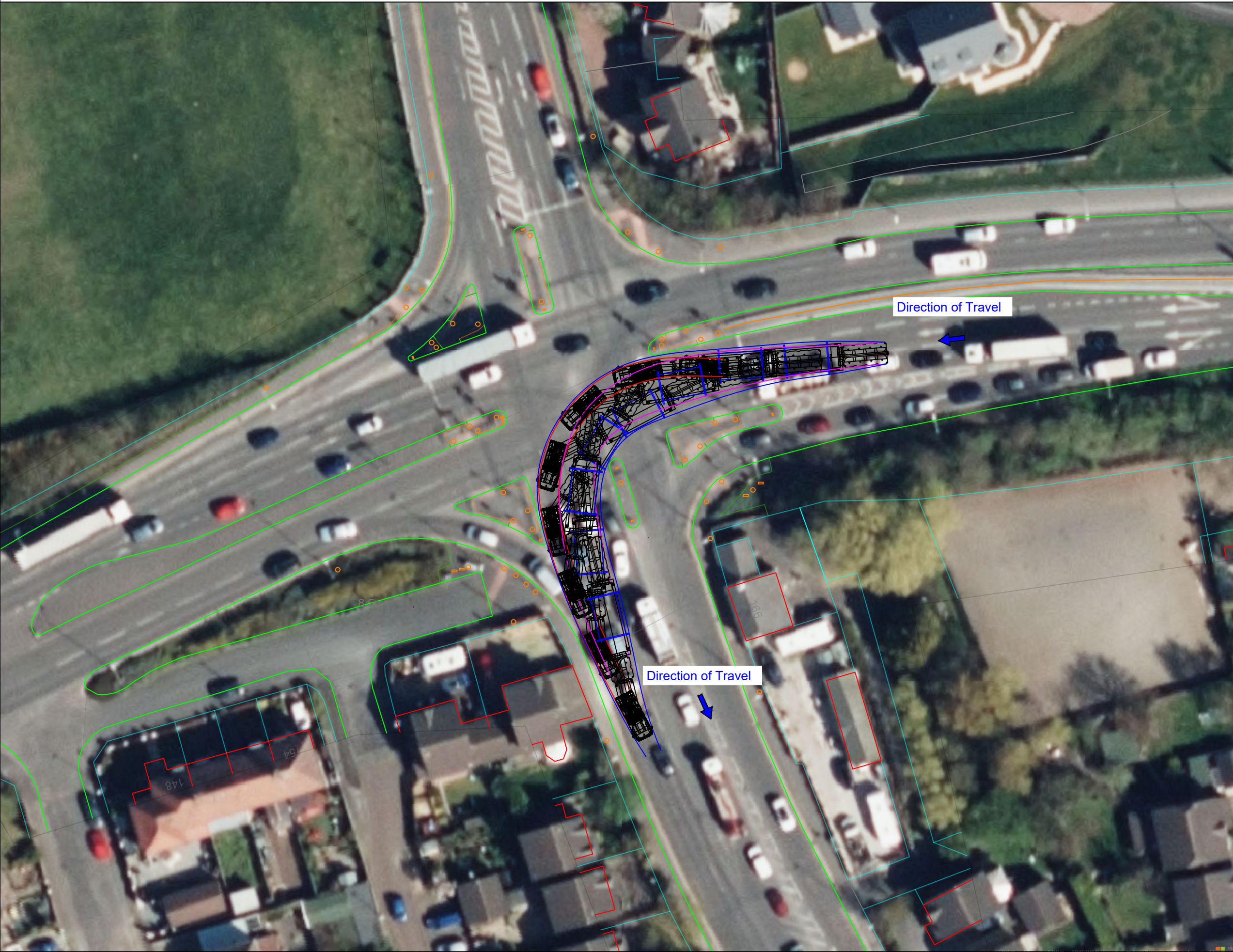
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P:\Clients\Existing Clients\IRPS\24-1220 Morecombe Offshore wind
farm\Swept Path Assessments



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

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



Legend:

- 2 axle bed 4 axle trailer
minimum turning arrangements
Drawing ref. 24-1220.TC05
- Extent of vehicle track
- Extent of vehicle track
- Extent of oversail
- Extent of road boundary
- Extent of property boundary
- Overrun and oversail beyond kerb
- Overrun beyond kerb
- Oversail beyond kerb

1		
0	27.05.25	Issued for comment
Rev.	Date	Amendments

Revisions

Prepared by:



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

Independent Transportation Engineers

Client:



Project:

Morecombe Offshore Wind Farm

Title: Swept Path Assessment
Negotiability of left turn from A5230 onto B5261 at Approx
OS Grid Reference: SD 32759 32330, considerate of
indicative 60 te cable drum transported on 2 axle bed 4
axle trailer.

Drawing status:

Final Report

Scale (A3): As shown	Drawn by: JMB	Checked by: ARP
Dwg. no: 24-1220.SPA08	Sheet: 2 of 2	Rev: 0

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P:\Clients\Existing Clients\RPS\24-1220 Morecombe Offshore wind
farm\Swept Path Assessments



Appendix 3

Correspondence

Aide Memoire for notification requirements for the movement of Abnormal Indivisible Loads or vehicles by road when not complying with The Road Vehicles (Construction and Use) Regulations 1986 (commonly known as C & U)

Weight

Gross weight of vehicle carrying the load exceeding C & U limits up to 80,000kgs (78.74 tons)	2 clear days notice with indemnity to Road and Bridge Authorities.
Gross weight of vehicle carrying the load exceeding 80,000kgs up to 150,000kgs (147.63 tons)	2 clear days notice to Police and 5 clear days with indemnity to Road and Bridge Authorities.
Gross weight of vehicle carrying the load exceeding 150,000kgs (147.63 tons)	Highways England Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Road and Bridge Authorities

Width

C & U loads:- width exceeding 2.9m (9ft 6ins) up to 4.3m (14ft 1 ins)	2 clear days notice to Police
STGO loads:- width exceeding 3.0m (9ft 10ins) up to 5.0m (16ft 5ins)	
Width exceeding 5.0m (16ft 5ins) up to 6.1m (20ft)	Highways England form VR1** plus 2 clear days notice to Police
Width exceeding 6.1m (20ft)	Highways England Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Road and Bridge Authorities

Length

C&U loads:- length exceeding 18.65m (61ft 2in) up to 27.4m (90ft) - See C&U Regulations 1986 for definition of length	2 clear days notice to Police
STGO loads:- length exceeding 18.75m (61ft 6 ins) - See part 2, article 12 of the Road Vehicles (Authorisation of Special Types) (General) Order 2003 (Commonly known as STGO) for definition of length	
Overall length of a part 2 vehicle-combination exceeding 25.9m (85ft)	2 clear days notice to Police
Maximum length exceeding 30.0m (98ft 5ins) – see STGO Schedule 1, part 4, paragraph 25 for definition of maximum length	Highways England Special Order* plus 5 clear days notice to Police and 5 clear days notice with indemnity to Road and Bridge Authorities.
NB For some very light loads, such as yacht masts, that are moved on conventional motor vehicles not exceeding 12 tonnes gross weight or trailers not exceeding 10 tonnes gross weight, a Highways England Special Order* will be required if the rigid length exceeds 27.4m (89ft 11ins)	

NOTE 1 "Clear days Notice" excludes Saturdays, Sundays or a public holiday in any part of Great Britain in relation to movements authorised by the Special Types General Order only, there being no such exclusion in Special Orders unless specifically stated.

NOTE 2 There is no statutory limit governing the overall height of a load, however, when applying for a Special Order or VR1 it should, wherever possible, not exceed 4.95m (16ft 3ins) in order that the maximum use can be made of the motorway and trunk road network.

NOTE 3 The notification requirements for mobile cranes can be found in the Road Vehicles (Authorisation of Special Types) (General) Order 2003, statutory instrument number 1998 (Part 2 Articles 10 to 18), which is available on the OPSI website:
<http://www.legislation.gov.uk/ukSI/2003/1998/contents/made>

NOTE 4 Application to move Special Types or Special Purpose vehicles, such as very large agricultural vehicles, that may not be fully permitted by the Construction & Use (C&U) Regulations or fall outside the scope of the Special Types General Order should be made to the Vehicle Certification Agency (VCA). Their website is at <http://www.dft.gov.uk/vca/>

*A Special Order application can be completed and submitted online at www.highways.gov.uk/esdal. The Special Order application form BE16 can also be downloaded and e-mailed to the address below. Approval is not automatic and is at the discretion of the Highways England abnormal loads team acting on behalf of the Secretary of State for Transport. To ensure that the necessary clearances can be obtained in good time from the Police, Highway and Bridge Authorities, you should request permission for the move by returning the completed form 10 weeks prior to the scheduled date of the move. In fact you cannot apply too early and we invite manufacturers or hauliers to contact us at pre tender stage, before making a financial commitment to supply the load, to check whether permission would be granted.

** A VR1 application can be completed and submitted online at www.highways.gov.uk/esdal. The form can also be downloaded but must not be e-mailed or faxed because the VR1 form is a legal document and so we must receive the original signed form. Approval is not automatic and is at the discretion of the Highways England abnormal loads team acting on behalf of The Secretary of State for Transport. To ensure that the necessary formalities can be completed in good time, you should request permission for the move by posting the completed form 2 weeks prior to the date of the scheduled move. Again, you cannot apply too early and we invite manufacturers or hauliers to contact us at pre tender stage, before making a financial commitment to supply the load, to check whether permission would be granted.

Forms and enquiries to:
Highways England
Abnormal loads team
9th Floor, The Cube
199 Wharfside Street
Birmingham B1 1RN

E-mail: abnormal.loads@highwaysengland.co.uk
Tel: 0300 470 3004

[REDACTED]

From: [REDACTED]@nationalhighways.co.uk>
Sent: 09 January 2025 16:14
To: Brad Dyke
Subject: Collaboration note on movement WYNL/193/1#1

ref WYNL/193 - 2 bed 4 Axle

Movement accepted, secondary check SB

Vehicle should cross Durton Lane and extension Bridge, located on the slip roads connecting the M55, M6 and A6 at M55 junction 1, positioned centrally on the carriageway and when there are no other vehicles on the structure.ref

WYNL/193 - 2 bed 4 Axle

Movement accepted, secondary check SB

Vehicle should cross Durton Lane and extension Bridge, located on the slip roads connecting the M55, M6 and A6 at M55 junction 1, positioned centrally on the carriageway and when there are no other vehicles on the structure.

Vehicle should cross Broughton Circle M55 Jct 1 with no other traffic on the structure.

Kind regards,

[REDACTED]
Network Occupancy Co-ordinator
Abnormal Loads
National Highways | Atlantic House | Birchwood Boulevard | Birchwood | WA3 7WD

[REDACTED]
[REDACTED]

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National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF |
[REDACTED]

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