



Transport Assessment

Scout Moor II Further Environmental Information

June 2026

Pell Frischmann

Scout Moor II Wind Farm

Transport Assessment

June 2026

10109692

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann Consultants Ltd. (PF) has been commissioned by Cubico UK Development (Wind 1) Ltd. (the Applicant), to undertake a Transport Assessment (TA) for the proposed Scout Moor II Wind Farm. This TA is submitted as part of Further Environmental Information in respect of the cross-boundary applications for full planning permission ('the Applications') relating to the construction and operation of a new onshore wind farm (to be known as 'Scout Moor II'), alongside a comprehensive moorland restoration scheme (the 'Proposed Development'), on land at Rooley Moor ('the Site').

The Site crosses the administrative boundaries of Rossendale Borough Council ('RBC') and Rochdale Metropolitan Borough Council ('RMBC') (collectively referred to as 'the Councils'). The Councils are the Local Planning Authorities ('LPA's') responsible for the determination of the Applications, which were originally submitted on 23 July 2025 and were validated by the Councils on 07 August 2025 (RBC ref. 2025/0267 and RMBC ref. 25/00680/FUL). Lancashire County Council ('LCC') is the Local Highway Authority ('LHA') for Rossendale and RMBC is the LHA for Rochdale.

Following the completion of an extended period of statutory consultation on the Applications, the Applicant has evolved the Proposed Development to respond to comments received from statutory and non-statutory consultees, the public and other interested stakeholders and is hereby formally amending the Applications through the submission of Further Environmental Information ('FEI'). The FEI supersedes the information submitted in July 2025 ('the 2025 Submission'), including the previous TA (dated 15 May 2025), and will be subject to further statutory consultation by the Councils. A summary of the amendments to the Applications is set out in detail the Planning, Design and Access Statement (prepared by Turley), but in summary includes the reduction in turbine numbers from 'up to 17 turbines' to 'up to 12 turbines', alongside the relocation/repositioning of turbine positioning, access track layout and the layout and design of other associated infrastructure.

The report identifies the key transport and access issues associated with the proposed development, including the route for abnormal loads. The TA identifies where the proposed development may require mitigation works to accommodate the predicted traffic; however, the detailed design of these remedial works is beyond the agreed scope of this report. Any mitigation works will be agreed with the relevant highway authority prior to construction and deliveries taking place pursuant to planning conditions and/or planning obligations.

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1.2 Report Structure

Following this introduction, the TA report is structured as follows:

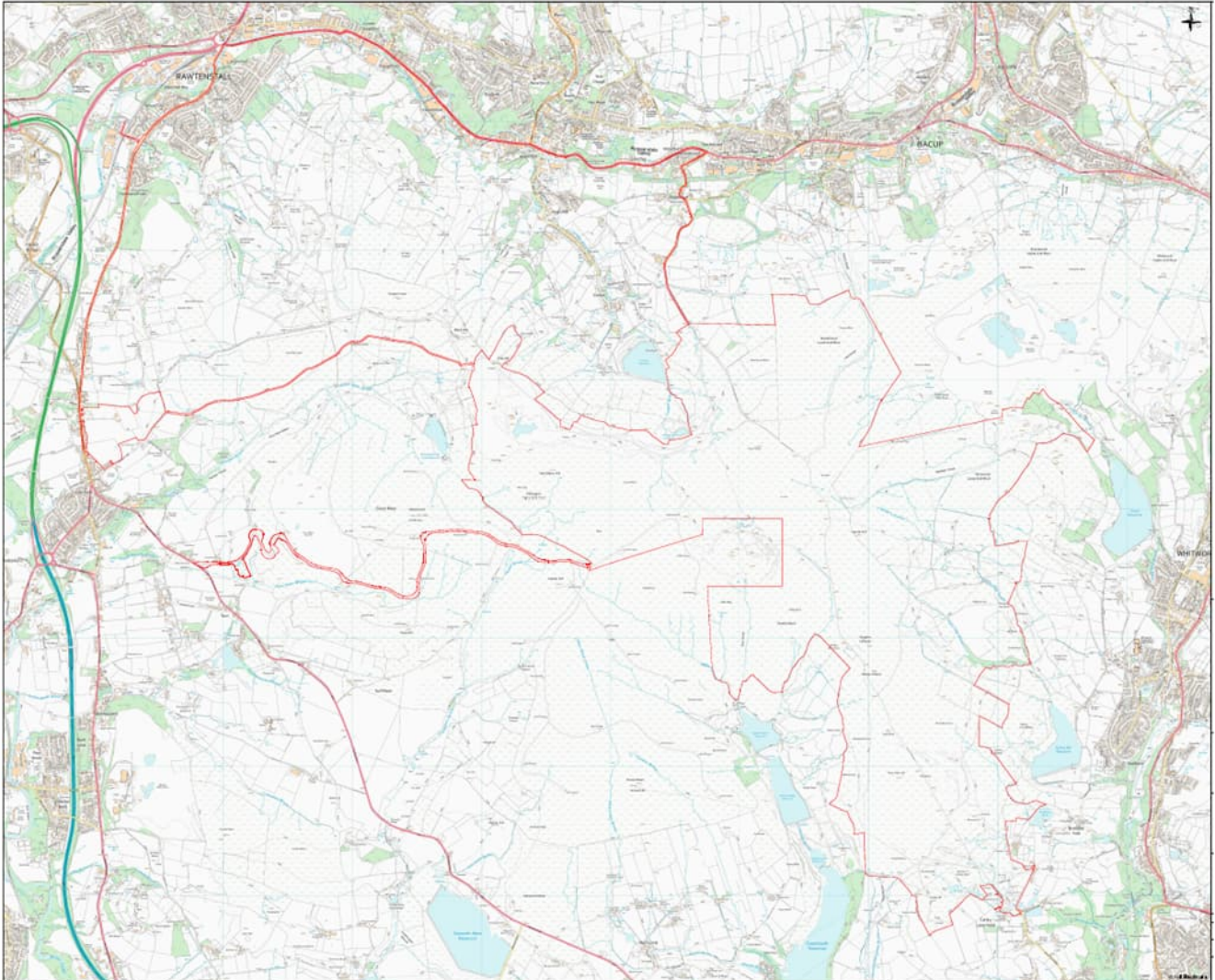
- section two describes the proposed development;
- section three reviews the relevant transport and planning policies;
- section four sets out the methodology used within this assessment;
- section five describes the baseline transport conditions;
- section six describes the trip generation and distribution of traffic in the Study Area;
- section seven summarises the traffic impact assessment;
- section eight considers mitigation proposals for development related traffic within the study network;
- section nine considers mitigation proposals for the proposed grid connection; and
- section ten summarises the findings of the TA and outlines the key conclusions.

2 Proposed Development

2.1 Site Location

The Application Site (the site) is located approximately 7.5 kilometres (km) north-west of Rochdale and approximately 5km to the south-east of Rawtenstall in moorland constituting part of the South Pennines. The location of the site is shown in **Figure 1**.

Figure 1 Site Location



2.2 Proposed Development

The proposed development would include:

- Up to 12 wind turbines, each up to 180 metres (m) above ground level to tip;
- An on-site substation and associated 33kV electrical cables;
- A network of access tracks and track improvements;
- A temporary construction compound;
- Temporary laydown areas for materials and equipment;
- Two underground 132kV electrical cable route options to connect the proposed on-site substation to the grid at Rawtenstall Bulk Supply Point (BSP);
- Moorland restoration works; and
- Public access enhancement and management proposals.

A complete description of the proposed development for the purposes of the Environmental Statement (ES) regulations is provided in **ES Volume I: Chapter 4**, as well as the Planning, Design and Access Statement.

2.3 Candidate Turbines

The Applicant have indicated that they wish to consider the worst-case components from the Nordex N149 turbine, with a maximum tip height of 180m for the purposes of this assessment. The details of the components have been provided by Nordex and are detailed in **Table 1**.

Table 1 Turbine Component Summary

Component	Length (m)	Width (m)	Height/Min Diameter (m)	Weight (t)
Blade	72.859	4.492	3.559	26.900
Hub	5.280	4.680	4.000	63.470
Nacelle	12.771	4.288	4.001	67.510
Drive Train	6.721	3.405	3.245	73.010
Base Tower	14.520	4.300	4.300	81.480
Mid Tower 1	22.100	4.270	4.270	78.250
Mid Tower 2	29.930	4.270	4.270	76.610
Top Tower	34.950	4.260	4.260	63.110

The selection of the final turbine model and specification will subject to a commercial procurement process following consent of the application. The assumed dimensions may therefore vary slightly from those assumed as part of this assessment.

The most appropriate Port of Entry (POE) for the site is Liverpool Docks. Liverpool has been used for Abnormal Indivisible Load (AIL) deliveries to Garreg Lywd Wind Farm and has suitable marine access and storage availability. The port is considered to be the closest suitable port to the site and as such is in line with the Government's "Water Preferred" policy towards AIL movements¹.

With regards to the equipment used to transport the turbine components, in order to provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be carried on a Superwing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

The base and mid towers would be carried on a 4+7 clamp adaptor style trailer. The hub, nacelle housing, and top towers would be carried on a six-axle step frame trailer.

Examples of the vehicles and trailers that are likely to transport loads are shown in **Figure 2** and **3**.

¹ [WPP guidelines 2019 DfT consultation revision.pdf](#)

Figure 2 Superwing Carrier Trailer



Figure 3 Tower Trailer



3 Policy Context

An overview of relevant transport planning policies has been undertaken and is provided in the Planning, Design & Access Statement.

4 Study Methodology

4.1 Introduction

There are three phases of the proposed development, which have been considered in this assessment and are as follows:

- the construction phase;
- the operational phase; and
- the decommissioning phase.

4.2 Project Phases – Transport Overview

Of the three phases, the construction phase is considered to have the greatest potential impact in terms of transport impacts on the road network and sensitive receptors. Construction plant, bulk materials and wind turbine components will be transported to the site, potentially resulting in a significant increase in traffic on the road network. The installation of the electrical cable connection to the Rossendale BSP, which will involve installation within sections of the public highway, will may result in some localised traffic impacts.

The operational phase is restricted to occasional maintenance operations which generate significantly lower volumes of traffic that are not considered to be in excess of daily traffic variation levels on the road network.

The decommissioning phase will likely involve fewer trips on the road network than the construction phase, as minor elements of infrastructure are likely to be left in place, adding to local infrastructure that can potentially be used for further agricultural or leisure uses in the future.

4.3 Scoping Discussions & Consultation Responses

The Applicant submitted a request for an Environmental Impact Assessment (EIA) Scoping Opinion to RMBC and RBC, which included a section considering transport and access matters. A full review of the EIA Scoping Opinion and other correspondence relating to the scope of the study is provided in the **ES Volume I: Chapter 6 Transport & Access**.

Consultation responses to the 2025 Submission, relating to highways and transport matters, were received from LCC Highways (dated 07 November 2025), RMBC Highways (dated 10 October 2025), National Highways (dated 16 September 2025, 08 January 2026 and 11 March 2026), United Utilities (dated 10 October 2025) and Bury Metropolitan Borough Council Highways (dated 23 January 2026). This TA provides a full response to those consultation responses.

5 Baseline Conditions

5.1 Access Arrangements

The proposed development will be accessed from the existing access at the junction of the A680 Rochdale Road and Scout Road, which was constructed as part of the existing Scout Moor Wind Farm. This access is also shared with Scout Moor Quarry.

The access junction will provide access to the site for all abnormal loads associated with the turbine deliveries, as well as access for Heavy Goods Vehicles (HGVs) delivering construction materials and general site traffic.

Construction traffic associated with the delivery of materials to the proposed development will approach the site from the north via the A680.

5.2 Study Determination

The Study Area has been based on those roads that are expected to experience increased traffic flows associated with the construction of the proposed development. The geographic scope was determined through a review of the other developments in the area, Ordnance Survey (OS) plans and an assessment of the potential origin locations of construction staff and supply locations for construction materials.

It is estimated that construction personnel and materials will access the site from the via the M56 and M66 corridors, using the B6527 and A680 to access the site. The site Construction Traffic Management Plan (CTMP), which is proposed to be secured via planning condition, will set access routes to and from the site to avoid unnecessary trips through surrounding local residential areas (including Edenfield) as far as is possible.

The likely Port of Entry (POE) used for the discharging of turbine components will be Liverpool Docks. AIL traffic will travel to the site via Princes Way, A5036, M58, M6, M65, A56, B6527 and A680. Full details of the AIL routes are provided later in the report and in the AIL Route Survey Report (RSR) attached as **Annex A**.

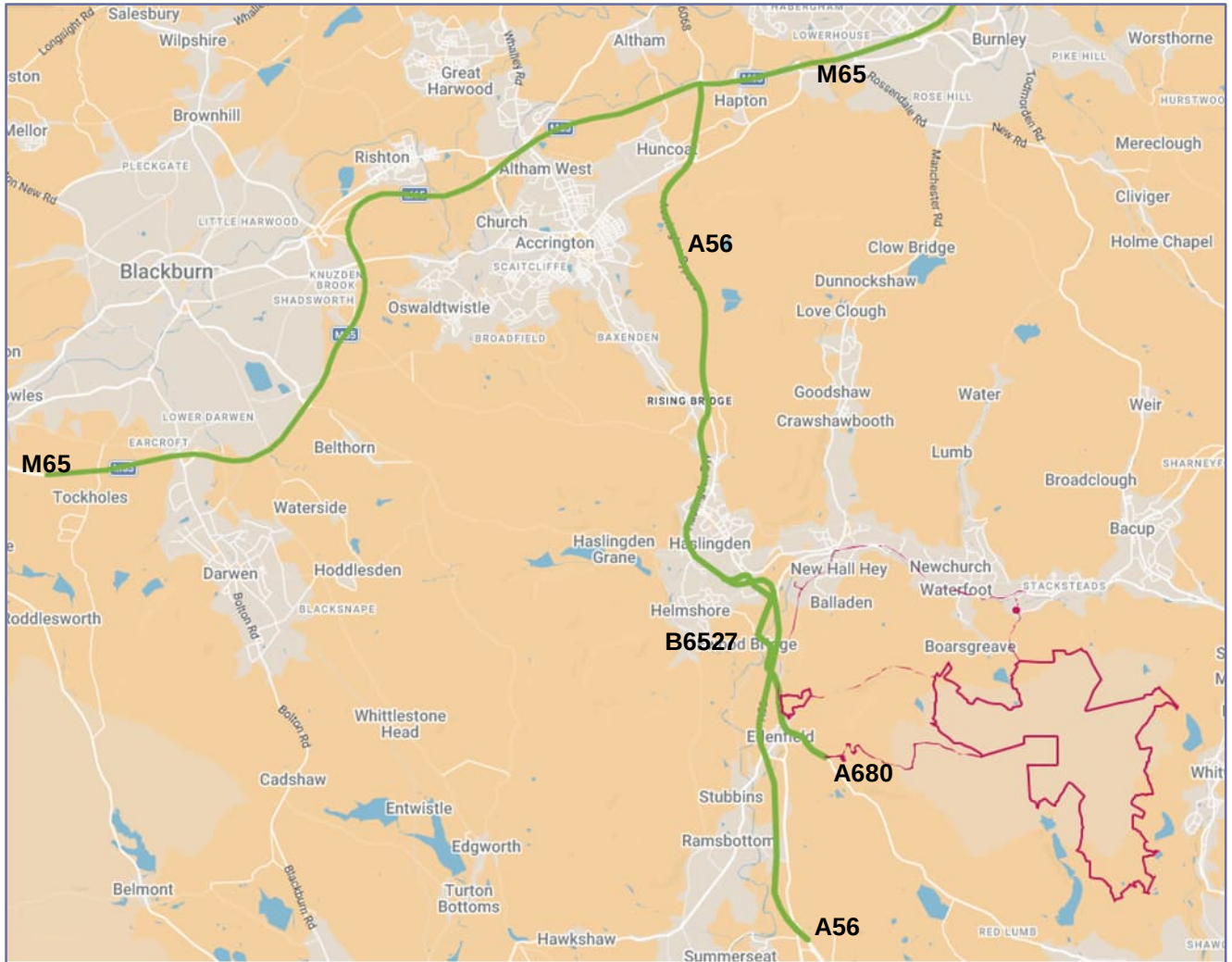
The Study Area for the assessment has therefore been assumed to be as follows:

- M65 between Blackburn and Burnley;
- A56 between the M65 and Ramsbottom;
- B6527 between the A56 and Edenfield; and
- A680 Rochdale Road from Edenfield to the junction with Scout Road.

The above Study Area is illustrated in **Figure 4**.

Effects associated with construction traffic generated by the proposed development would be most pronounced in close proximity to the site access junction and on the final approaches to the site. As vehicles travel away from the proposed development, they would disperse across the wider road network, thus diluting any potential effects. It is therefore expected that the effects relating to construction traffic are unlikely to be significant beyond the Study Area identified above.

Figure 4 Transport Assessment Study Area



5.3 Pedestrian and Cyclist Networks

A public footpath is currently provided along the A680. This varies in width and quality and provides connections from the southeast of the site access junction through to Edenfield. The footway is lit and is adjacent to a road with a 30 miles per hour (mph) speed limit that rises to 40mph when to the south of Edenfield.

The B6527 has public footways on either side of the road within Edenfield. Outside of the town, the continuous footpath is restricted to one side of the road between Edenfield and Haslingden. The footpath varies in width and is lit.

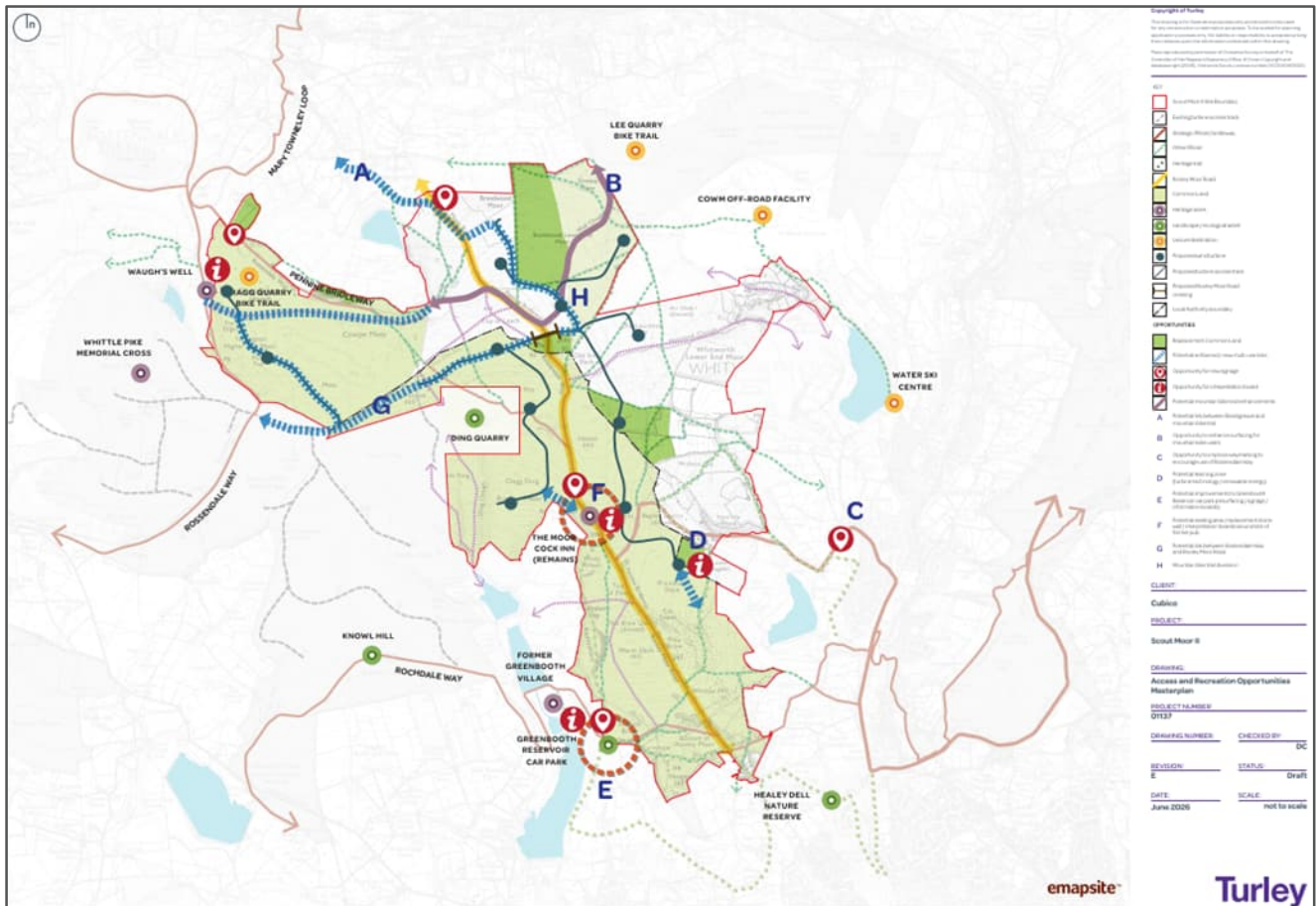
The A56 and A65 do not feature pedestrian facilities in line with their strategic nature.

Within the site, there are a number of Public Rights of Way (PRoW) and Bridleways, including the following:

- Rooley Moor Road;
- Pennine Bridleway;
- Rossendale Way; and
- Knacks Lane.

These are subject to use by walkers, equestrians and cyclists. The extent of the network is illustrated in **Figure 5**.

Figure 5 PRoW and Path Network



There are potential areas where construction traffic and activities may interact with path users. These are addressed in a separate Outdoor Access Management & Enhancement Strategy for the proposed development, also submitted as part of the planning application.

5.4 Road Access

A680

The A680 provides a local connection between Rochdale and Edenfield. The road is maintained by RMBC to the southwest of Cheesden and by RBC to the north west, including the section to be used by construction traffic.

Within the Study Area the road is subject to a 30mph speed limit within Edenfield and a 40mph outside of the town and around the site access junction.

The road is approximately 7-7.3m in width and is capable of accommodating HGV traffic. The road features on-street parking along residential areas on its length within the Study Area.

B6527

The B6527 provides connections from Edenfield to the A56 at Haslingden. The road is subject to a 40mph limit outwith the built-up areas of the towns and is maintained by RBC. A cycle advisory marking is provided on both sides of the road, although this is faded in sections and subject to some on-street parking incursions.

The road is approximately 6.5-7m in width and is considered suitable for HGV use.

A56

The A56 provides strategic north – south connections from the M66 and M65. The road is operated by National Highways on behalf of the UK Department for Transport and is a dual carriageway, all purpose road. The road is suitable for the movement of HGV and AIL traffic.

M65

The M65 provides connections from the M6 to the south of Preston, through to Colne, Lancashire. The road is operated by National Highways on behalf of the UK Department for Transport and is a two lane motorway, suitable for HGV and AIL traffic.

5.5 Existing Traffic Conditions

In order to assess the impact of construction traffic on the Study Area, Automatic Traffic Counts (ATCs) were undertaken on the A680 (near to the Scout Moor access junction), B6527 in Edenfield and the B6527 (to the south of Haslingden). The surveys were undertaken in late November 2024.

To compliment the ATC counts, Annual Average Daily Traffic (AADT) flows were also obtained from the UK Department for Transport (DfT) traffic database. Data from count sites 84100 (A56), 38040 (A56), 56534 (A56), 48055 (M65 west of Junction 8) and 38068 (M65 east of Junction 8) have been obtained.

These sites were identified as being areas where sensitive receptors on the access routes would be located. A full receptor sensitivity and effect review is prepared in the **ES Volume I: Chapter 6**.

DfT traffic data allows the traffic flows to be split into vehicle classes. The data was summarised into Cars/Light Goods Vehicles (LGVs) and HGVs (all goods vehicles >3.5tonnes gross maximum weight, as well as buses).

A National Road Traffic Forecast (NRTF) low growth factor was applied to the 2023 traffic flows obtained from the DfT database in order to estimate future year flows for 2024 so that a common base year could be made with the ATC survey data. The NRTF low growth from 2023 to 2024 is 1.005. This factor was applied to the 2023 traffic flows retrieved from the DfT database in order to estimate 2024 flows.

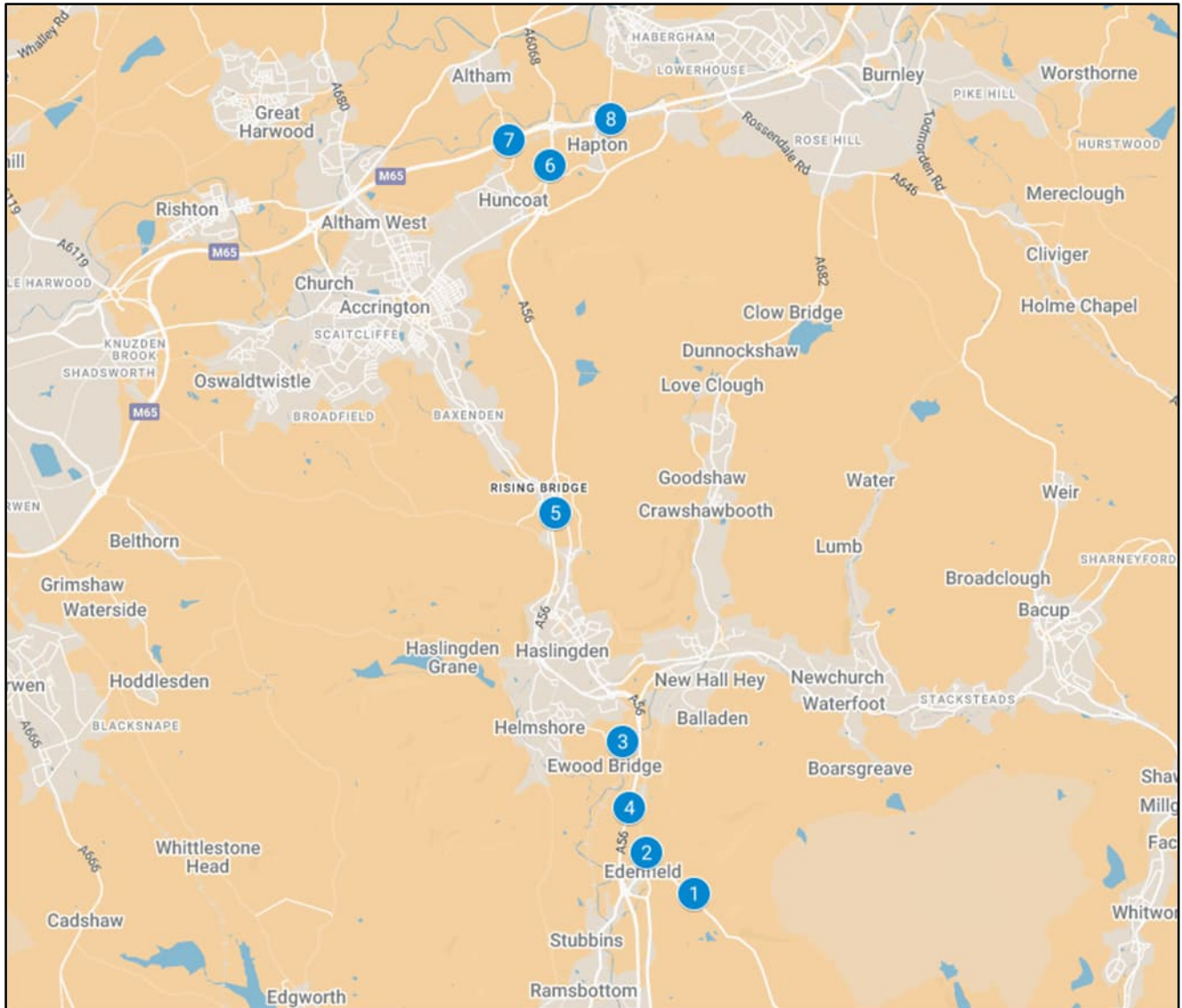
Figure 6 shows the location of the count points, while **Table 2** summarises the traffic data collected and used in this assessment.

Table 2 24-hour Average Traffic Data (2024)

Count Ref.	Survey Location	Cars/LGV	HGV	Total
1	A680 Site Access	4,973	973	5,945
2	B6527 Edenfield	5,523	991	6,514
3	B6527 south of Haslingden	4,105	586	4,691
4	A56 near Edenfield	66,374	3,679	70,054
5	A56 south of Rising Bridge	37,185	2,147	39,332
6	A56 south of M65 Junction 8	41,065	2,949	44,014
7	M65 West of Junction 8	66,612	3,298	69,911
8	M65 East of Junction 8	74,627	3,994	78,621

Please note that variances may occur due to rounding.

Figure 6 Traffic Count Locations



The ATC sites (Count Points 1 -3) used to provide traffic volume data were also used to collect speed statistics. The two-way seven-day average and 85th percentile speeds observed at the count locations are summarised in **Table 3**. It should be noted that there is no speed information available for the DfT sites (Count Points 4-8).

Table 3 Speed Summary

Count Ref.	Survey Location	Mean Speed (mph)	85 th ile Speed (mph)	Speed Limit (mph)
1	A680 Site Access	34.7	39.5	40
2	B6527 Edenfield	22.0	27.4	30
3	B6527 south of Haslingden	36.0	40.7	40

Overall, speeding is not considered to be a significant issue on the Study Area network, where data is available, with speed limits being broadly adhered to, with only the 85th percentile speeds on the B6527 south of Haslingden being marginally over the posted speed limit.

5.6 Accident Review

Personal Injury Accident (PIA) data for the five-year period covering 2020 to 2024 for the roads within the Study Area, was obtained from the online resource CrashMap² which uses data collected by the Police about road traffic crashes occurring on UK roads, where someone is injured.

TA Guidance requires an analysis of the PIA on the road network in the vicinity of any development to be undertaken for at least the most recent three-year period, or preferably a five-year period, particularly if the site has been identified as being within a high accident area. Whilst the Study Area has not been identified as having a high accident rate, a five-year review has been undertaken to ensure a comprehensive assessment has been undertaken. The review has considered the B6527 and A680 within the Study Area. In addition, and at the request of National Highways, the A56 (between the M65 and M66) and M66 (between the A56 and A58) was also reviewed.

The statistics are categorised into three categories, namely “Slight”, “Serious” and “Fatal”, for those accidents that result in a death. The general locations and severity of the recorded accidents within the Study Area are summarised in **Table 4**.

Table 4 Personal Injury Accident Summary

Survey Location	% of Total Accidents	Slight	Serious	Fatal	HGV Incidents	Young Driver	Motorcycle	Cycle	Single Vehicle Incident	Winter Month Incident
A56 between The M66 and the M65	70.1%	58	16	1	21	22	5	3	20	23
M66 Between the A56 and A58	15.0%	10	6	0	4	4	4	0	6	6
A680 (Edenfield to Site Access)	4.7%	4	1	0	1	4	2	1	1	1
B6527 (Heslingden to Edenfield)	10.3%	7	3	1	1	3	2	1	2	2
Total		79	26	2	27	33	13	5	29	32
Percentage		73.8%	24.3%	1.9%	25.2%	30.8%	12.1%	4.7%	27.1%	29.9%

A summary analysis of the incidents indicated that:

- 107 accidents were recorded within the study area roads within the five-year period;
- Of those accidents, 79 were categorised as “Slight”, 26 were categorised as “Serious”, and two were categorised as “Fatal”;
- The majority of accidents occurred on the A56 and M56, with both roads accounting for 85% of recorded accidents. On the A680 and B6527, 16 accidents were noted, including four categorised as “serious” and one fatal accident involving a single motorcycle driven by a young driver;
- 29.9% of accidents occurred in winter months;
- 27.1% of accidents involved only one vehicle
- Young Drivers (drivers under the age of 25) were involved in 30.8% of accidents;
- 12.1% of all accidents involved a motorcycle, including the “Fatal” accident on the B6527. Pedal cyclists were involved in 4.7% of recorded accident, the majority occurring on the A56;
- The majority of accidents on the A56 and M66 occur on the approach to junctions, although one cluster of accidents occurred at a location where traffic management appears to have been in place during road works; and
- No accidents occurred at or near the proposed site access junction.

² CrashMap: <https://www.crashmap.co.uk/Search> [Accessed March 2025]

PIA Summary

The analysis indicates that most recorded accidents are categorised as being “Slight” (73.8%), with “Serious” accidents representing approximately 24.3% of all accidents. There were two “Fatal” accidents within the Study Area.

In general, there are no clusters of PIAs at any location in the immediate study area around the site or high numbers of accidents involving HGV for example. The majority of PIAs recorded occurred at or on approach to junctions / access to properties, where there is an increased interaction between vehicles and on bends.

Based on the information available, it has been established that there are no specific road safety issues within the immediate vicinity of the proposed development that currently require to be addressed or will be exacerbated by construction activities.

5.7 Future Baseline Traffic Conditions

5.7.1 2027 Traffic Flows

Construction of the proposed development could commence during 2027 if consent is granted and is anticipated to take approximately 24 months.

To assess the likely effects during the construction, base year traffic flows were determined by applying a NRTF low growth factor to the surveyed traffic flows. As above, a growth factor was applied to 2023 surveyed data to 2024. The NRTF low growth factor for 2024 to 2027 is 1.016. This growth factor has been applied to the survey data to estimate the 2027 Base traffic flows, as shown in **Table 5**. This will be used in the Construction Peak Traffic Impact Assessment.

Table 5 24-hour Average Traffic Data (2027)

Count Ref.	Survey Location	Cars/LGV	HGV	Total
1	A680 Site Access	5,052	988	6,040
2	B6527 Edenfield	5,612	1,007	6,619
3	B6527 south of Haslingden	4,171	595	4,766
4	A56 near Edenfield	67,436	3,738	71,174
5	A56 south of Rising Bridge	37,780	2,181	39,961
6	A56 south of M65 Junction 8	41,722	2,996	44,718
7	M65 West of Junction 8	67,678	3,351	71,029
8	M65 East of Junction 8	75,821	4,058	79,879

Please note that variances may occur due to rounding.

5.8 Committed Developments

A review of surrounding local authority online planning portals was also undertaken for other developments with planning consent, which should be considered within this assessment. In line with established practice, the following screening factors of applications has been undertaken to determine those that can be included in the assessment from a transport point of view:

- Will the application use the same Study Area as the proposed development?
- Is the application determined, and as such, can be considered as Committed Development?
- If the application results in temporary traffic, will these traffic flows occur at the same time as those for the proposed development?
- Does the application provide publicly available traffic data in the relevant traffic classes?

These criteria were used in the review of the nearby planning applications shortlisted in **Table 6**.

Table 6 Committed Development Review

Planning Ref.	Description	Included	Comment
2022/0451	Land west of Market Street, Edenfield Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.	No	This development is due to commence construction in 2026 and will be complete within 5 years. As the development will only be fully occupied after the Proposed Development has been completed and there are no construction traffic flows available, the project has not been included in the assessment.
63533	Land at Bevis Green Works (Tetrosyl), Bury Residential development comprising 268 no. dwellings (Class C3) with associated access, car parking, landscaping and open space	No	No impact on study area
23/00650/HYBR	Land At Stakehill, Off Rochdale Road, Middleton	No	Not yet determined
16/01399/HYBR	South Heywood Part full/part outline planning application for the development of land at South Heywood.	No	No direct traffic impact on the study area roads network. The development is of a scale that it will not be complete prior to the proposed development construction period ending. As such, there is no need to include this development in a cumulative assessment or as committed development.
22/01190/FUL	Land South Of Cowm Top Lane, Castleton, Rochdale Residential development comprising 495 dwellings with associated access, car parking, landscaping and infrastructure	No	No impact on study area
22/00588/FUL	Crimble Mill, Heywood	No	No impact on study area
22/01364/FUL	Land to the west of Smithy Bridge Road, Littleborough	No	Not yet determined
11/21/0657	Former Huncoat Power Station	No	Not yet determined
2024/0404	Site Of Former Mayfield Chicks	Yes	Development Traffic included. 108 Car & LGV, 112 HGV distributed as per the application TA and converted to daily traffic flows.
24/00581/HYBR	Proposed Development at Hollingworth Road and Rakewood Road, Littleborough	No	No impact on study area
10/23/0269	Hybrid Application seeking Full Planning Permission for a phased development for the erection of 553 No. residential dwellings (Use Class C3) together with associated landscaping, open space, access and infrastructure and Outline Planning Permission for up to 45 dwellings with all matters reserved except access	No	The development is not expected to be complete until 2034 and only has traffic flows concurrent for the study area on the M65 between Junctions 3 and 4. National Highways has not provided any link capacity concerns for the M65 and as such, there is no need to include the development.
25/00418/OUT	Northern Gateway. Mixed-use development of up to 1,034,540m ² of general industrial / storage and distribution and other non-residential uses and 200 dwellings.	No	Not yet submitted

Planning Ref.	Description	Included	Comment
25/00427/CONS	BESS development located at Rochdale Road and Bamford Road Turn Village	No	No impact on study area
25/00381/OUT	Outline planning application for the development of up to 314 residential dwellings (Use Class C3) and employment uses (Use Class B2/B8 including ancillary office space (Use Class E)) comprising up to 13,047sqm Gross External Area	No	Not yet determined
OUT/3543888/25	Hybrid planning application seeking: - 1. Permission for demolition of existing buildings. 2. Full planning permission for residential development (Block A) (Use Class C3) with associated access, servicing, parking, public realm and landscaping. 3. Outline planning permission for development of a mix of uses, comprising residential units (Use Class C3); ancillary commercial, business and service uses (Use Classes E and F1)	No	No impact on study area
TR010064	M60/M62/M66 Simister Island Junction Upgrade	No	The works proposed are to improve an existing junction and would be managed through the proposed Construction Traffic Management Plan.
71645	Outline application for erection of up to 275 no. units with associated car parking, landscaping and infrastructure works	No	Not yet determined
11/26/0015	Installation of ground mounted solar farm with associated ancillary development and infrastructure, including access improvements, ecological enhancement, landscaping and new access for a temporary period of 40 years	No	Not yet determined
2025/0327	Erection of new production facility (Use Class B2/B8) and head office (Use Class E(g)(i)), with associated landscaping, parking, storage areas and the creation of a new vehicular access from Holcombe Road.	No	Not yet determined
2025/0011	Full Planning Application for the demolition of buildings and structures, and remodelling, refurbishment and extension of existing industrial buildings (Use Classes B2, B8 and E(g)(iii)) with ancillary office space (Use Class E(g)(i))	No	Not yet determined

The review did not identify any other significant traffic generating developments in the Study Area that may occur during the construction period associated with the proposed development.

It should be noted that the use of NRTF low growth assumptions has provided a basis for general local development growth within the Study Area.

6 Trip Generation and Distribution

6.1 Construction Phase

6.1.1 Trip Derivation

During the 24-month construction period, the following traffic will require access to the site:

- staff transport, in either cars or staff minibuses;
- construction equipment and materials, deliveries of machinery and supplies such as concrete and crushed rock; and
- abnormal loads consisting of the wind turbine sections and a heavy lift cranes.

Average monthly traffic flow data were used to establish the construction trips associated with the proposed development, based on the assumptions detailed in the following sections.

6.1.2 Construction Staff

Staff would arrive in non-HGV vehicles and where possible will be encouraged to car share. The workforce on site will depend on the activities undertaken but based on previous wind farm construction site experience for a project of this scale, it is considered that up to six staff per turbine during the short peak period of construction is likely, the average maximum number of staff expected on site could be in the order of 102 per day.

For the purposes of estimating traffic movements, it was assumed that 40% of staff would be transported by minibus and 60% would arrive by car (single car occupancy was assumed as the worst case at this stage with potentially fewer movements through car sharing).

Based on these assumptions, staff transport cars and light vehicles would account for a maximum of 136 vehicle movements (68 inbound trips and 68 outbound trips) per day during the peak period of construction.

6.1.3 Abnormal Indivisible Load and Turbine Component Deliveries

The turbines are broken down into components for transport to the site. The nacelle, drive train, blade and tower sections are classified as AIL due to their weight, length, width and height when loaded. For the purposes of the report, the 'worst case' numbers of components requiring transport are illustrated in **Table 7**.

Table 7 Turbine Components

Components	Number of Components per turbine
Rotor Blades	3
Tower Sections	4
Nacelle	1
Hub	1
Drive Train	1
Nose Cone	1
Transformer	1
Ancillary	1
Site Parts	0.2

In addition to the turbine deliveries, up to two high-capacity erection cranes would be needed to offload a number of components and erect the turbines. The cranes are likely to be mobile cranes with a capacity up to 1,000 tonnes that are escorted by boom and ballast trucks to allow full mobilisation on site. Smaller erector cranes would also be present to allow the assembly of the main cranes and to ease the overall erection of the turbines.

Escort vehicles would accompany the AIL convoys to support the traffic management measures. Up to three vehicles would be deployed and it is proposed that up to three AIL turbine component loads would be delivered per convoy. This would result in 57 convoys on the network, with a total of approximately 344 escort journeys (172 trips in and 172 trips out). It is however acknowledged that the exact convoy configuration may be subject to change following discussions with the police and relevant highway agencies. This will be confirmed and managed via the detailed Transport Management Plan (TMP), which is proposed to be secured via planning condition.

Turbine components would include AIL and non-AIL movements and would result in 450 movements (225 trips in and 225 trips out). All of these deliveries are expected to occur over a period of approximately three months.

The escort vehicles have been assumed to be police cars and light goods vehicles. Motorcycles may be deployed, depending upon police resources.

6.1.4 General Deliveries

Throughout the construction phase, general deliveries will be made to the site via HGV. These would include fuel, site office supplies and staff welfare etc. At the height of construction, it is assumed that up to 44 journeys to the site are made (approximately one inbound trip and one outbound trip) per day.

6.1.5 Material Deliveries

Various materials will need to be delivered to the site to construct the site-based infrastructure. At the outset of the construction works, HGV deliveries will deliver plant and initial material deliveries to the site to enable the formation of the site compound and to deliver construction machinery.

Whilst the site is large enough to warrant onsite batching of concrete, it is assumed that all concrete to the site is delivered in ready mix form to remove any concerns on the site with accidental spillage and washout polluting watercourses. All turbine and collector substation foundation concrete will be brought onto the site in 6 m³, mixers. For the purpose of this assessment, it is assumed that the ready mix will be sourced from suppliers in the M65 corridor.

The estimated total volume of concrete required onsite is 15,080 m³, based upon expected turbine foundation and the collector substation foundation. Up to 5,028 movements are anticipated (2,514 inbound trips and 2,514 outbound trips).

Foundation calculations for the turbine bases and the collector substation are detailed in **Table 8** below.

Table 8 Steel Reinforcement Deliveries

Element	Weight/Installation (t)	Total Weight (t)	Lorry Capacity (t)	Inbound Trips	Total Journeys
Turbine Foundation	124 tonnes per turbine	1,488	30	50	100
Miscellaneous	20 tonnes	20	30	1	2

The onsite access tracks and crane hardstands will be constructed from crushed rock. To provide a robust assessment, it is anticipated that 100% of the material would be obtained from sources in the surrounding area and not from Scout Moor Quarry.

The access tracks would generally be 6 m in width and would be designed to accommodate 16 tonne axle loads. In addition to the roads, crane pads will be constructed to enable the turbine erection process. The tracks, crane pads and compounds will require geotextile in the foundations. Up to 75,633 m³ of material will be imported.

In reality, it is highly likely that aggregate material from Scout Moor Quarry could be used, significantly reducing the number of HGV movements on the road network.

Geotextile will be delivered to the site in rolls. A total of 510 large rolls may be required at the site and would be delivered by HGV which will result in 52 movements (26 inbound trips and 26 outbound trips).

Cables would connect each turbine to the collector substation. Trip estimates for the cable materials and ducting are provided below in **Tables 9 to 11**. Three cables are to be provided within each cable trench and would be backfilled with cable sand. Geotextiles would be used to shield the trench and ducting would be used to protect the cable when it runs under roadways.

Table 9 Cable Trip Estimate

Element	Total Cable Length (m)	Length per Drum (m)	Number of Drums	Inbound Trips	Total Journeys
Cables	40,610	500	81	9	18

Table 10 Cable Sand Trip Estimate

Element	Volume (m³)	Lorry Capacity (t)	Inbound Trips	Total Journeys
Cable Sand	4,570	20	366	732

Table 11 Ducting Trip Estimate

Element	Total Ducting Length (m)	Length per Drum (m)	Number of Drums	Inbound Trips	Total Journeys
Ducting	1,000	5	200	10	20

One substation will be constructed on the site. This will require deliveries of building materials and structural elements and would result in 132 movements (66 inbound trips and 66 outbound trips).

The offsite grid connection has two potential route options. To provide a robust review of this element, the longer route (northern option) was estimated. A total of 2,232 vehicle movements providing cabling, cable sand, ducting and road replacement materials has been estimated. Should the western option be adopted, this number of movements will fall significantly. This is in addition to the cable elements identified for the wind farm element above in **Tables 9 to 11**.

The resulting traffic generation estimates have been plotted onto the indicative construction programme to illustrate the peak journeys on the network. **Table 12** illustrates the trip generation throughout the construction programme, for each month, showing two-way construction vehicle movements, i.e. an inbound and outbound trip.

Table 12 Construction Traffic Profile (two-way trips)

Activity	Class	Month											
		1	2	3	4	5	6	7	8	9	10	11	12
Site Establishment	HGV	100	50										
General Site Deliveries	HGV	44	44	44	44	44	44	44	44	44	44	44	44
Access Tracks & Hardstand Stone	HGV	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664	1,664		
Access Track Geotextiles	HGV	13		13		13		13					
Concrete Deliveries	HGV								629	629	629	629	629
Reinforcement Deliveries	HGV							13	13	13	13	13	13
Cabling Sand	HGV											122	122
Cabling and Ducting Materials	HGV										6	6	6
Cranage	HGV												
Turbine Delivery	HGV												
Substation & Ancillary Works	HGV												
Grid Connection Works	HGV												
Turbine Escorts	LGV												
Site Reinstatement & Commissioning	LGV												
Staff	LGV	1,100	1,100	1,100	1,760	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200
Total HGV		1,821	1,758	1,721	1,708	1,721	1,708	1,734	2,349	2,349	2,356	814	814
Total Cars / LGV		1,100	1,100	1,100	1,760	2,200	2,200	2,200	2,200	2,200	2,200	2,200	2,200
Total Movements		2,921	2,858	2,821	3,468	3,921	3,908	3,934	4,549	4,549	4,556	3,014	3,014
Total HGV per Day		83	80	78	78	78	78	79	107	107	108	37	37
Total Cars / LGV per Day		50	50	50	80	100	100	100	100	100	100	100	100
Total per Day		133	130	128	158	178	178	179	207	207	208	137	137

Please note variances due to rounding may occur.

Daily trips are based on an assumed 22 working days per month.

Construction Traffic Profile (continued)

Activity	Class	Month											
		13	14	15	16	17	18	19	20	21	22	23	24
Site Establishment	HGV								50	50	50		
General Site Deliveries	HGV	44	44	44	44	44	44	44	44	44	44	44	44
Access Tracks & Hardstand Stone	HGV												
Access Track Geotextiles	HGV												
Concrete Deliveries	HGV	629	629	629									
Reinforcement Deliveries	HGV	13	13										
Cabling Sand	HGV	122	122	122	122								
Cabling and Ducting Materials	HGV	6	6	6									
Cranage	HGV				24				24				
Turbine Delivery	HGV					106	106	106					
Substation & Ancillary Works	HGV			33	33	33	33						
Grid Connection Works	HGV								558	558	558	558	
Turbine Escorts	LGV				4	81	81	81	4				
Site Reinstatement & Commissioning	LGV									88	88	88	88
Staff	LGV	2,200	2,200	2,200	2,200	2,200	2,200	2,200	1,760	1,100	1,100	1,100	1,100
Total HGV		814	814	834	223	183	183	150	676	652	652	602	44
Total Cars / LGV		2,200	2,200	2,200	2,204	2,281	2,281	2,281	1,764	1,188	1,188	1,188	1,188
Total Movements		3,014	3,014	3,034	2,427	2,464	2,464	2,431	2,440	1,840	1,840	1,790	1,232
Total HGV per Day		37	37	38	10	8	8	7	31	30	30	27	2
Total Cars / LGV per Day		100	100	100	100	104	104	104	80	54	54	54	54
Total per Day		137	137	138	110	112	112	110	111	84	84	81	56

Please note variances due to rounding may occur.

Daily trips are based on an assumed 22 working days per month.

The peak of construction in terms of vehicular movements will occur in Month 10 and will see up to 208 daily movements (100 Car/LGV and 108 HGV journeys).

6.1.6 Distribution of Construction Trips

The distribution of proposed development construction traffic on the network would vary depending on the types of loads being transported. The assumptions for the distribution of construction traffic during the peak months are as follows:

- All construction traffic enters the site via the Scout Moor access junction on the A680;
- Deliveries associated with ready mix concrete will be sourced from local concrete suppliers along the M56 corridor, with 70% assumed to be from the M65 west of junction 8 and the remaining 30% from the east;
- Aggregate materials are assumed to be sourced from quarries on the A56 corridor, to the north of Edenfield. Access will be via the B6527 and A680;
- HGV deliveries associated with cabling and associated materials, etc. will arrive predominantly from the northwest and will arrive via the M65, A56, B6527 and A680;
- Staff working at the site are likely to be based locally. It is assumed that 60% will come from the south from Bury, Rochdale and Manchester, whilst the remaining 40% will be based in Burnley, Accrington and Blackburn;
- All traffic will approach the site from the M65, A56, B6527 and A680; and
- General site deliveries are assumed to arrive predominantly from the north-west via the M65.

6.1.7 Peak Construction Traffic

Following the distribution and assignment of traffic flows to the Study Area network, the resultant daily traffic during the peak of construction is summarised in **Table 13**.

Table 13 Peak Construction Traffic

Count Ref.	Survey Location	Cars/LGV	HGV	Total
1	A680 Site Access	100	108	208
2	B6527 Edenfield	100	108	208
3	B6527 south of Haslingden	100	108	208
4	A56 near Edenfield	60	0	60
5	A56 south of Rising Bridge	40	108	147
6	A56 south of M65 Junction 8	40	108	147
7	M65 West of Junction 8	20	76	96
8	M65 East of Junction 8	20	31	51

Please note that variances may occur due to rounding.

Hourly flows through the network for HGV traffic will be relatively flat with on average HGV flows spread over a ten hour working day, averaging 11 two-way HGV movements per hour at the peak of construction activities. Staff movements would generally occur before and after traditional network peaks and would generally be 50 journeys inbound during the AM arrival period and 50 outbound when returning after the PM network peak hour.

6.2 Decommissioning Phase

Prior to decommissioning of the site, a traffic assessment would be undertaken, and appropriate traffic management procedures followed – this can be secured via planning condition.

The decommissioning phase would result in fewer trips on the road network than the construction or operational phases as it is considered likely that elements of infrastructure such as access tracks would be left in place and structures may be broken up onsite to allow transport by a reduced number of HGV movements.

7 Traffic Impact Assessment

7.1 Construction Impact

The peak month traffic data was combined with the future year (2027) traffic data to allow a comparison between the baseline results to be made. The increase in traffic volumes is illustrated in percentage increases for each class of vehicle. This is illustrated in **Table 14**.

Table 14 Peak Construction Traffic Network Impact

Count Ref.	Survey Location	Cars/LGV	HGV	Total	Cars/LGV % Increase	HGV % Increase	Total % Increase
1	A680 Site Access	5,152	1,096	6,248	1.98%	10.93%	3.44%
2	B6527 Edenfield	5,726	1,115	6,841	1.78%	10.73%	3.14%
3	B6527 south of Haslingden	4,379	815	5,194	2.34%	15.27%	4.17%
4	A56 near Edenfield	67,534	3,780	71,314	0.09%	0.00%	0.08%
5	A56 south of Rising Bridge	37,848	2,309	40,169	0.11%	4.91%	0.37%
6	A56 south of M65 Junction 8	41,762	3,104	44,866	0.10%	3.60%	0.33%
7	M65 West of Junction 8	67,698	3,427	71,125	0.03%	2.26%	0.13%
8	M65 East of Junction 8	75,841	4,090	79,931	0.03%	0.79%	0.07%

Please note that variances may occur due to rounding.

The highest total traffic movement increase within the Study Area is on the B6527 with a 4.17% increase noted at the peak of construction activity. This figure is less than the generally accepted change in daily traffic flows which can vary +/- 10%. As such, the increase in traffic volume is not considered significant. The increase in HGV movements however is larger at 15.27%. This level of increase will require the development of a CTMP.

It should be noted the construction phase is transitory in nature and the peak of construction activities is short lived, occurring over a relatively short time period when taking account of the whole construction programme. The number of HGV loads is artificially high, with the assumption that all stone required on site is being imported.

The traffic impact results indicate there will be no road link capacity issues with the addition of construction traffic associated with the proposed development.

8 Proposed Traffic Mitigation Measures

8.1 Construction Traffic Management Plan (CTMP)

During the construction period, a project website, blog or Twitter feed would be regularly updated to provide the latest information relating to traffic movements associated with vehicles accessing the site. This would be agreed with both local authorities and National Highways.

The following measures would be implemented during the construction phase through the CTMP (secured via planning condition):

- agree AIL route modifications and improvements with both local authorities and National Highways and any other relevant stakeholders. Works which will be required to facilitate turbine deliveries are outlined in the respective delivery route options RSR, which are presented in **Annex A**;
- where possible, the detailed design process would minimise the volume of material to be imported to site to help reduce HGV numbers;
- the use of unique markers for HGV traffic accessing the site so that any issues can be reported and actioned as appropriate;
- if required, agree a maximum traffic flow through Junction 8 of the M65 with National Highways during the 0800-0900 hours and 1700-1800 hours network peak of no more than 20 vehicle movements in each peak period per day (one vehicle every three minutes) and below the 30 vehicles per hour threshold used by National Highways to trigger junction assessments in congested areas;
- a Site worker transport and travel arrangement plan, including transport modes to and from the worksite (including pick up and drop off times);
- a TMP for AIL deliveries;
- all materials delivery lorries (dry materials) should be sheeted to reduce dust and stop spillage on public roads;
- specific training and disciplinary measures should be established to ensure the highest standards are maintained to prevent construction vehicles from carrying mud and debris onto the carriageway;
- wheel cleaning facilities may be established at the site entrance;
- normal site working hours would be limited to between 0800 and 1800 (Monday to Friday) and 0900 and 1400 (Saturday), though component delivery and turbine erection may take place outside these hours;
- appropriate traffic management measures would be put in place on the access route from the A56 leading through to the site, to avoid conflict with general traffic, subject to the agreement of the local highway authorities. Typical measures would include HGV turning and crossing signs and/or banksmen at the site access and warning signs;
- provide construction updates on the project website and or a newsletter to be distributed to residents within an agreed distance of the site;
- adoption of a voluntary reduced speed limits at locations to be agreed with RMBC and RBC highway officers;
- all drivers would be required to attend an induction to include:
 - o a toolbox talk safety briefing;
 - o the need for appropriate care and speed control;
 - o a briefing on driver speed reduction agreements (to slow site traffic at sensitive locations through the villages); and
 - o identification of the required access routes and the controls to ensure no departure from these routes.

RMBC and RBC are likely to request that an agreement to cover the cost of abnormal wear on its road network is made – this can be secured via planning obligation if necessary.

Video footage of the pre-construction phase condition of the abnormal loads access route and the construction vehicles route would be recorded to provide a baseline of the condition of the road prior to any construction work commencing – this can be secured via planning condition/obligation. This baseline would provide

evidence of any change in the road condition during the construction phase. Any necessary repairs would be coordinated with RMBC and RBC's highways officers. Any damage caused by traffic associated with the proposed development during the construction period, that would be hazardous to public traffic, would be repaired immediately.

Damage to road infrastructure caused directly by construction traffic would be remediated, and street furniture that is removed on a temporary basis would be fully reinstated.

There would be a regular road review, and any debris and mud would be removed from the carriageway using an onsite road sweeper to ensure road safety for all road users.

Before the AILs traverse the routes from the POE, the following tasks would be undertaken to ensure load and road user safety:

- Ensure any vegetation which may foul the loads is trimmed back to allow passage;
- Confirm there are no roadworks or closures that could affect the passage of the loads;
- Check no new or diverted underground services on the proposed route are at risk from the abnormal loads; and
- Confirm the police are satisfied with the proposed movement strategy.

8.2 Abnormal Load Transport Management Plan

There are a number of traffic management measures that can help reduce the effect of abnormal load convoys.

All abnormal load deliveries will be undertaken at appropriate times (to be discussed and agreed with the local highway authorities, National Highways and police) with the aim to minimise the effect on the local road network. It is likely that the abnormal load convoys would travel in the early morning periods, before peak times while general construction traffic would generally avoid the morning and evening peak periods.

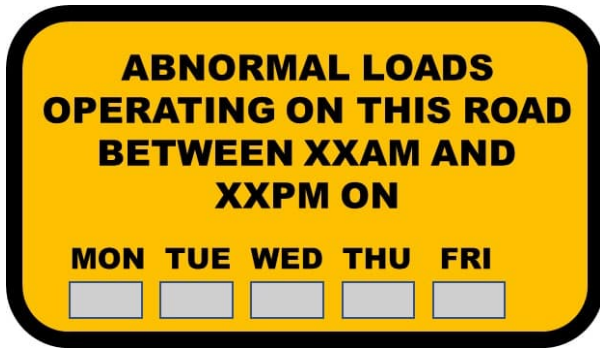
The majority of potential conflicts between construction traffic and other road users will occur with abnormal load traffic. General construction traffic is not likely to come into conflict with other road users as the vehicles are smaller and road users are generally more accustomed to them.

Potential conflicts between the abnormal loads and other road users can occur at a variety of locations and circumstances.

- On sections of carriageway with bends, for example on the B6527;
- At locations where there are significant changes in the horizontal alignment of the carriageway, requiring the loads to use the full carriageway width;
- Where traffic turns at a road junctions, requiring other traffic to be restrained on other approach arms; and
- In locations where high speeds of general traffic are predicted.

Advance warning signs will be installed on the approaches to the affected road network. Information signage could be installed to help assist drivers and an example is illustrated in **Figure 7**. Flip up panels (shown in grey) will be used to mask over days where convoys would not be operating. When no convoys are moving, the sign will be bagged over by the Traffic Management contractor.

Figure 7 Example AIL Information Sign Plate



This signage will assist in helping improve driver information and allow other road users to consider alternative routes or times for their journey (where such options exist).

The location and numbers of signs will be agreed post consent and will form part of the wider Traffic Management Proposal for the project.

The Abnormal Load Transport Management Plan will also include:

- Parking suspensions to allow access for AIL traffic (these would be temporary to the time of delivery and not in place for extended periods of time);
- Procedures for liaising with the emergency services to ensure that police, fire and ambulance vehicles are not impeded by the loads. This is normally undertaken by informing the emergency services of delivery times and dates and agreeing communication protocols and lay over areas to allow overtaking;
- A diary of proposed delivery movements to liaise with the communities to avoid key dates such as local events including village fetes and other community events;
- A protocol for working with local businesses to ensure the construction traffic does not interfere with deliveries or normal business traffic; and
- Proposals to establish a construction liaison committee to ensure the smooth management of the project / public interface with the applicant, the construction contractors, the local community, and if appropriate, the police forming the committee. This committee would form a means of communicating and updating on forthcoming activities and dealing with any potential issues arising.

8.3 AIL Convoy Escorts

AIL movements must be escorted by the Police. Given the size of the proposed loads, it is expected that at least three private escorts and a minimum of two Police escort vehicles are likely to be required (exact requirement will be confirmed with the Police). The likely deployment of escorts will be as follows:

- The first police escort vehicle will be the advance escort and will be located sufficiently ahead of the convoy, to advise the convoy in good time of traffic stoppages, constraints and oncoming hazards;
- The second police escort and first civilian escort will provide support to the first escort at junction closures and would be located at the front of the lead vehicle; and
- The second civilian escort will be located behind the last vehicle to protect the rear of the convoy and ensure that following vehicles do not attempt dangerous overtaking manoeuvres. A third escort will be located at this location to provide support at the rear if the convoy and to prevent dangerous overtaking.

Before the convoys depart the Port of Entry (PoE) (to be determined post planning determination) the Lead Driver will check weather and traffic conditions and ensure this information is included within the daily toolbox talks.

Within the route, there are locations where general traffic flows will need to be stopped to allow the safe manoeuvre of the loads. In these circumstances the advance escorts will ensure that the traffic is stopped before the convoys enters the affected section. The advance escorts will confirm through radio contact that the area is clear and safe for transit. Should general traffic fail to observe the request to stop, the advance escort will advise the convoy to immediately halt and will then proceed to remove the rogue traffic. The convoy must not start without approval from the advance escort.

In areas where the load is likely to, or is close to straddling the centre line, the advance escort will be positioned to give advance warning to the convoy such that evasive action can be taken. In constrained areas and other locations where verges are potentially soft the drivers must exercise care to ensure the trailer wheels do not leave the road surface as this may result in adverse load stability conditions.

Urban areas along the route pose different challenges for the abnormal loads. Whilst the vehicle speeds will be less than those in the rural sections of the route, there are more potential conflicts with other road users to be aware of. These include:

- Pedestrians and cyclists;
- Local vehicular traffic;
- Parked vehicles;
- Side junctions; and
- Street furniture.

Within urban areas, the convoy escorts will need to be aware of all road and footway users at turn sections within the route. At these locations there is potential for load over-sail and reference to the swept path assessment drawings (contained in Appendix A) is considered essential to identify these areas. It is important to note that only the Police have the power to request that vehicles and pedestrians move.

Within urban areas there is a higher chance of parked vehicles along the route and a possibility that parked cars will restrict available road width. Whilst these areas will not impede the loads they do create a further zone where the load drivers and escorts will need to take care of conflicts that include restricted road widths, car doors opening and pedestrians crossing the road between parked vehicles.

Information relating to AIL movements will be provided directly to residents living in the immediate vicinity of the access route. Information on the movement of the abnormal load convoys would also be provided to local media outlets by the Principal Contractor (or their appointed AIL delivery contractors) to help assist the public. Information would be provided to local newspapers and radio stations.

The project website will also be used to help advise of movements. Information would relate to expected vehicle movements on the route. It is hoped that this level of information will make residents aware of convoy movements and help reduce any conflicts.

8.4 AIL Convoy Health & Safety Measures

All staff working on the project will be inducted before entering the Site. This will be undertaken prior to the commencement of AIL movements.

A daily Tool Box Talk for all convoy staff to be held at the start of each working day and carried out by the appointed Transport Co-ordinator or Appointed Lead Driver. A detailed record of the talk should be kept and filed once the convoy has arrived at the Site.

The Tool Box Talks will cover a minimum of the following matters:

- The current version of the CTMP to be carried by all convoy vehicles;
- Identification of any updates since the previous version of the CTMP;
- Requirement to have a CB radio (fixed or portable), with fully charged batteries;

- Anticipated transport restrictions in each section of the route;
- Driver instructions on incident reporting;
- Driver instructions on trailer steering methodology, and availability of assistance;
- Instructions on areas requiring traffic stoppage, and methodology for convoy passing through these areas;
- The welfare arrangements for drivers;
- A summary of the predicted weather, traffic and road conditions; and
- Any questions on the contingency plans.

Each of the convoy vehicles must be suitably equipped with hazard warning devices to warn all other road users. All the tractor, trailer and escort vehicles operating on the project must have the following:

- Tractor units to have beacon bars on the roof and 3M reflective markings on both sides;
- All vehicle warning signage to be in English;
- Trailer units to have amber beacons on the rear with 3M reflective markings on both sides;
- All escort vehicles will have beacon bars on the roof, with 360 degree motion for all round visibility, and 3M reflective markings;
- Fire extinguisher and first aid kit; and
- Certified cargo lashing straps are to be used at all times. Certification must be carried and made available for inspection, kept within the cab.

All hazard warning equipment must be checked and cleaned at the start of each day. Additional cleaning of the warning equipment may be required throughout the day and must be undertaken when required.

All relevant personnel must have the appropriate Personal Protective Equipment (PPE). All PPE clothing must be 'CE' marked to show it meets current standards and should be appropriate for use in trunk road situations (i.e. must be full coats with reflective bands on the arms).

8.5 Emergency & Contingency Plan

To ensure access for emergency service vehicles, a coordination protocol will be established with the blue light emergency services. As the AIL convoys are escorted by the Police, the Police will be aware of potential access issues for ambulances and fire service vehicles and can take appropriate action on the route to pull to the side of the road or mount a verge to allow emergency vehicles past.

Convoys will not enter constrained areas if a blue light emergency had been raised and will wait until the emergency situation along the road had been attended to.

The civilian escort vehicles carry equipment to make running repairs to vehicles in the unlikely event of a breakdown. Further spares and equipment can also be based at the Site for faster responses in case of mechanical issues.

The haulier will establish contracts with local suppliers to attend to any punctures and tyre issues, to minimise any stoppage time on the route.

8.6 Co-ordination with other Developments

The Applicant is committed to working with the local highway authority and National Highways to ensure that the CTMP is robust and reduces disruption to a minimum during the construction phase.

The CTMP will review any new developments commencing that are concurrent with the construction phase and will adapt to these schemes, where the Proposed Development follows other projects commencing. In addition, the Applicant will work with National Highways to ensure that the proposed restriction times for road works at Junction 8 of the M56 are still relevant and that AIL deliveries are co-ordinated with these and other road modifications that may occur during the construction period.

The Applicant has discussed the implications of AIL movements through the proposed HARP works, specifically at the A56 / A690 / Haslingden Road roundabout and has requested copies of the CAD plans of the proposed works to ensure that these works can be respected. At the date of publication, the CAD drawings have not been made available, although the Applicant is happy to review these when they are available.

8.7 Onsite Measures delivered using an Outdoor Access Management and Enhancement Plan (OAMEP)

Within the site, consideration has been given to pedestrians, equestrians and cyclists alike due to potential interactions between construction traffic and users of the paths and public roads. The OAMEP has been developed to outline the routes and crossing details that could be used to facilitate safe access for all. Findings from the strategy will be used to formulate a set of measures into the management plan – which can be secured via planning condition.

Users of the Rights of Way will be separated from construction traffic through the use of barriers. Crossing points will be provided where required, with path users having right of way. Appropriate Traffic Signs Manual Chapter 8³ compliant temporary road signage would be provided to assist at these crossings for the benefit of all users.

The appointed contractor(s) will ensure that speed limits are always adhered to by their drivers and associated subcontractors. This is particularly important within close proximity to the Rights of Way and at crossing points. Advisory speed limit signage will also be installed on approaches to areas where path users may interact with construction traffic.

Signage will be installed on the site exits that makes drivers aware of the agreed site speed limit and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in the weekly toolbox talks.

Measures implemented on similar schemes and suggested by the British Horse Society will be given consideration as part of the proposed development. These measures are predominantly focused around the interactions between HGV traffic and horses. Horses are normally nervous of large vehicles, particularly when they do not often meet them. Horses are flight animals and will run away in panic if really frightened. Riders will do all they can to prevent this but, should it happen, it could cause a serious accident for other road users, as well as for the horse and rider.

The main factors causing fear in horses in this situation are:

- Something approaching them, which is unfamiliar and intimidating;
- A large moving object, especially if it is noisy;
- Lack of space between the horse and the vehicle;
- The sound of air brakes; and
- Anxiety on the part of the rider.

The British Horse Society has historically recommended the following actions that will be included in the site training for all HGV staff:

- On seeing riders approaching, drivers must slow down and stop, minimising the sound of air brakes, if possible;
- If the horse still shows signs of nervousness while approaching the vehicle, the engine should be shut down (if it is safe to do so);
- The vehicle should not move off until the riders are well clear of the back of the HGV;

³ Department for Transport/Highways Agency, Department for Regional Development (Northern Ireland), Transport Scotland & Welsh Assembly Government (2009): Traffic Signs Manual, Chapter 8 – Traffic Safety Measures and Signs for Road Works and Temporary Situations

- If drivers are wishing to overtake riders, please approach slowly or even stop in order to give riders time to find a gateway or lay by where they can take refuge and create sufficient space between the horse and the vehicle. Because of the position of their eyes, horses are very aware of things coming up behind them; and
- All drivers delivering to the site must be patient. Riders will be doing their best to reassure their horses while often feeling a high degree of anxiety themselves.

8.8 Staff Travel Plan

A Staff Travel Plan will be deployed where necessary, to manage the arrival and departure profile of staff and to encourage sustainable modes of transport, especially car-sharing – this can be secured via planning condition. A package of measures would include:

- Appointment of a Travel Plan Coordinator (TPC);
- Provision of public transport information;
- Mini-bus service for transport of site staff;
- Promotion of a car sharing scheme; and
- Car parking management.

The Staff Travel Plan will be an integral part of the CTMP and secured by planning condition. This will identify the routes for minibuses to centres of population and railway / tram stations including Accrington and Bury Interchange. Full details will be confirmed through the CTMP once the contractor has been selected, to ensure that the arrangements are relevant and correct.

8.9 Operational Phase Mitigation

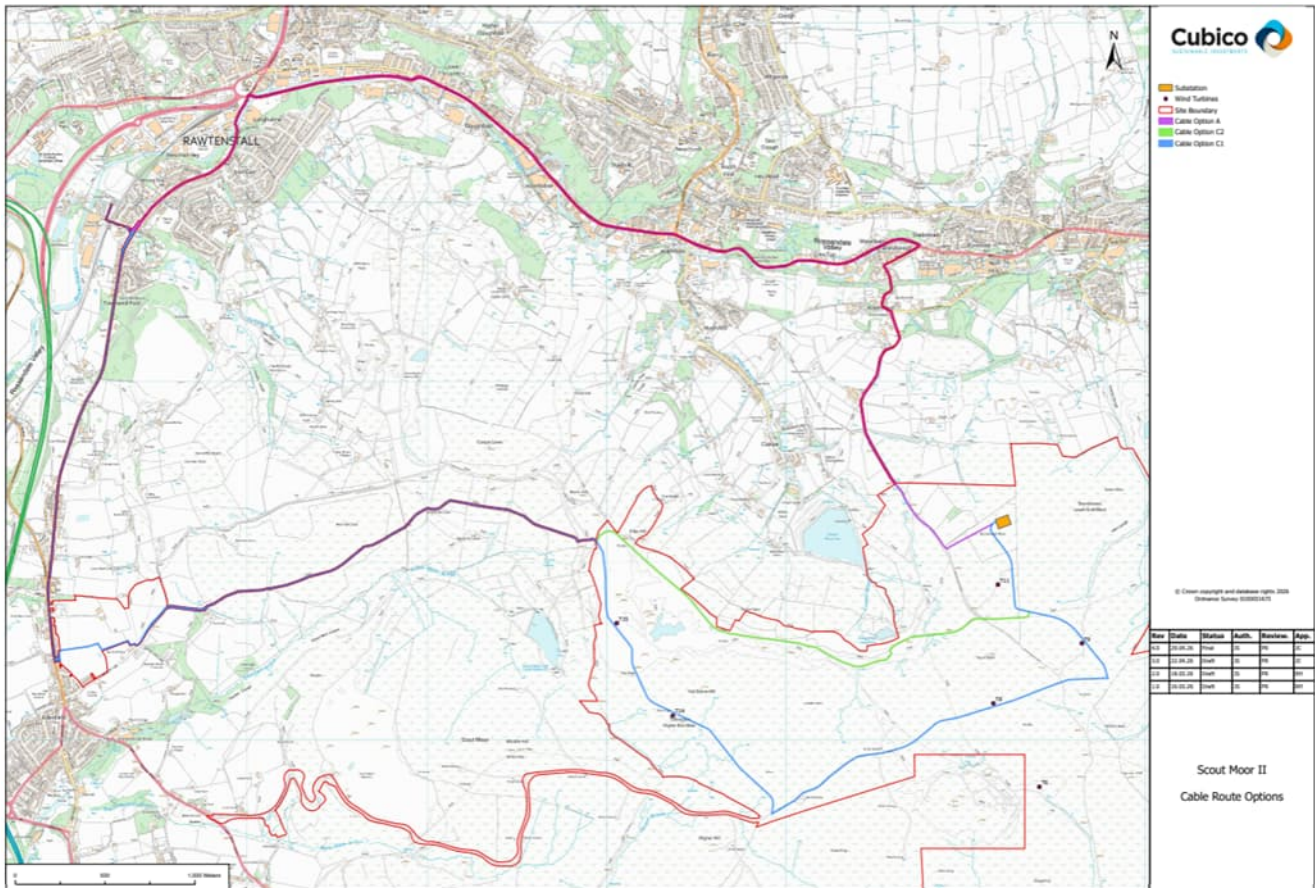
Site entrance roads will be well maintained and monitored during the operational life of the proposed development. Regular maintenance will be undertaken to keep the site access track drainage systems fully operation and to ensure there are no run-off issues onto the public road network.

9 Grid Cable Route

9.1 Proposed Grid Connection

The grid connection is to be at made at Rawtenstall Substation. The grid connection route options are illustrated in Figure 8. Access to the cable works will be taken from existing public roads to access points.

Figure 8 Proposed Grid Connection Route



The majority of the route will be constructed using a temporary open cut trench. The trench will feature the cables contained within ducts. The ducts will be embedded in cabling sand. The trench would then be backfilled with excavated material. Any surplus material would be taken to the nearest suitable commercial landfill facility, using the empty sand delivery HGV.

Where the trench is in the surfaced area of a public road, the trench edges would be cut with a circular road saw and the material excavated. The running surface of the road would be reconstructed to Highways standards. Where the trench is constructed in the verge or grassed areas, the trench area would be reseeded with grass where the covering with existing turf could not be re-used. Joint pits will be provided every 500m to allow the cable runs to be safely jointed.

9.2 General Road and Verge Works Methodology

Whilst the road network along the proposed route varies in width, it is possible that works within the verge and carriageway can be undertaken using temporary traffic signal control.

The traffic management for the proposed works area would be undertaken by a suitably qualified traffic management contractor who will prepare signage schedules and appropriate coning plans for the approval of the relevant local highway authority network manager.

The longest section under control would be no longer than the 300m maximum distances as recommended in “Safety at Street Works and Road Works Code of Practice” issued by the DfT.

To facilitate the works and to allow sections to fit within the circa 500m spacing for jointing bays, two lengths of works would ideally be established, with a 300m being established and then followed by a new 200m section.

In this area, the works area (either 300 m or 200 m in length) would be coned off and traffic signals erected to control passing traffic. Given the light traffic flows noted on the route, excessive queuing is not anticipated and the contractor would place the operation of the signals on Vehicle Actuation (VA).

Quiet generator sets would be used to power the traffic signals and these would be inspected daily by the traffic management contractor. The lights would be supported by Traffic Signs Manual (Chapter 8) compliant road signage deployed in advance of the area under control.

Where 200m length are not appropriate, given the residential nature of streets, shorter distances of trenching activities will be used, but still maintaining the 500m spacing for the joint pits.

The works would involve the cutting of the trench lines with the circular road saw (within the section where the road surface is proposed) or excavation by backhoe, the excavation of material, placing of the ducting and fibre line, backfill with cabling sand, refill of excavated material and surface treatments. At 495m spacings, a joint pit will be provided for a cable pulling review to be undertaken once all of the ducting is in place.

Once the route is complete, a cable pull will be undertaken and jointing made. This exercise would be undertaken under a separate traffic signal control exercise at the end of the project, with traffic signals or stop / go boards located at 500 m spacings (the length of the cable pull traffic management areas being restricted to approximately 20 m in length).

9.3 Traffic Management

All of the traffic management required to construct the cable infrastructure will be undertaken by a specialist contractor working on behalf of the main works contractor. The traffic management contractor will be selected from approved firms that are either sector approved, or who are approved by the relevant highway authorities.

The traffic management will be fully compliant with the Traffic Signs Manual and will be carefully designed to avoid impacts from traffic lights backing back from temporary works areas into sensitive junctions. The timing of temporary traffic signals will be agreed with local highway officers at key locations and will be monitored to ensure the safety of traffic.

To ensure pedestrian safety, barriers separating the open works areas from footways will be provided. These will be inspected regularly to ensure the safety of pedestrians.

Where the trench crosses private accesses, engagement with the occupiers will be undertaken to reduce any inconvenience during these works. Temporary crossing plates will be provided where semi-open trenches are located at access points.

Engagement will occur with residents living along the access route. Works in these areas would be accelerated wherever possible to reduce the potential impacts on these streets and resident parking provision.

9.4 Control of Traffic & Signage

All works in the road surface, footway or verge will need to be undertaken under traffic signal control, with one lane working. All works areas will need to have advance warning signs, located in accordance with the Traffic Signs Manual.

Where works are located near bends or junctions, advance warning and speed reduction signs will be required, with all works sections being undertaken in 20mph speed limits. Temporary Traffic Regulation Orders (TTRO) will be necessary and should be discussed with the road authorities at least six months prior to works commencing.

The spacing of works areas will need to comply with “Safety at Street Works and Road Works Code of Practice”.

The location and detail of road signage to control traffic will be set out at the road opening permit phase of the works associated with the Cable Route Corridor. All signage would be located in areas where they have good forward visibility and will be subject to regular review to ensure that they are visible, relevant and have not been removed.

A full signage strategy for the diversion routes will be developed and agreed with the highway authority, prior to works commencing.

9.5 Cabling Works in the Verge

Works in the public verge will be undertaken where there is reduced potential for impacts on existing underground services or road drainage features. The backfill of trench materials must be compacted to the standards required by the highway authority to avoid repair slumping or other road defects.

The verge cabling works will not have a detrimental impact on verge integrity and all works should be open to regular inspection by highway officers.

9.6 Cabling Works Interactions with Active Travellers and the Emergency Services

The works will need to accommodate active travellers (pedestrians, equestrians and cyclists) passing beside or through the works areas.

The contractor will ensure that speed limits are always adhered to by their drivers and associated subcontractors. Signage will be installed along the route that makes drivers aware of local speed limits and reminding drivers of the potential presence of pedestrians and cyclists in the area. This will also be emphasised in weekly toolbox talks.

It is proposed that where the cable route interacts with footways and PRow, cyclists and walkers would be allowed access through the area and that appropriate signage be provided advising them of this access and the need to observe caution past the active works areas. Open trenches would be coned off to keep the public clear of the open works and they would be guided past to ensure their safety. Minor temporary diversions of the footways and paths, to allow path users to move around the works, will be provided and would be temporary in nature. Cross boards over trenches would be provided where required to ensure safety and the minimum of diversion.

A protocol will be established between the Fire Service and the contractor to ensure that access to streets affected by trenching operations is available at all times.

9.7 Interactions with HARP Works

In accordance with consultation responses from United Utilities’ (UU) and LCC Highways to the 2025 Submission, the Applicant will ensure that UU’s Haweswater Aqueduct Resilience Programme (HARP) works will not be adversely impacted by the proposed cabling works and commits to the following:

- The Applicant will engage with UU to understand their access requirements and crane movement windows during planning and will maintain open communication for scheduling;

- The Applicant will develop the CTMP (to be secured via planning condition) to include HARP works and expected traffic movements. This will detail how access will be maintained for UU, residents and businesses along the cable route;
- The Applicant will use traffic signals to manage traffic flow along Holmes Lane and will ensure that one lane will remain open at all times;
- Clear signage and designated access routes for UU vehicles will be provided;
- The Applicant will schedule cabling works to avoid UU crane movement periods; and
- The Applicant will notify local businesses and residents in advance of any temporary restrictions by letter dropping.

Engagement between the Applicant and the UU HARP team will continue during the planning determination period.

9.8 Likely Traffic Impact

The level of delay is considered similar to those encountered from normal road maintenance works, albeit over a marginally potentially longer period. The traffic impact is therefore not considered significant, subject to the appropriate traffic management measures.

10 Summary & Conclusions

Pell Frischmann Consultants Ltd. has been commissioned by the Applicant, to undertake a Transport Assessment (TA) for the proposed Scout Moor II Wind Farm (the proposed development), located approximately 7.5 kilometres (km) north-west of Rochdale and approximately 5km to the southeast of Rawtenstall in moorland constituting part of the South Pennines.

The proposed development will be accessed from an existing priority junction from the A680, that currently provides access to Scout Moor Wind Farm and Scout Moor Quarry (via Scout Road). The access junction will provide access to the site for all abnormal loads associated with the turbine deliveries, as well as access for HGVs delivering construction materials and general site traffic.

A combination of new and existing traffic data established a base point for determining the impact during the construction phase and was factored to future levels to help determine the effect of construction traffic on the local road network.

The construction traffic would result in a temporary increase in traffic flows on the road network surrounding the proposed development. The peak of construction in terms of vehicular movements will be 208 daily movements (100 Car/Lights and 108 HGV journeys). Over the course of a typical 12 hour working day on the site, this would equate to approximately 9 two-way HGV movements per hour.

No link capacity issues are expected on any of the roads assessed due to the additional movements associated with the proposed development. The effects of construction traffic are temporary in nature and are transitory.

A series of mitigation measures and management plans have been proposed to help mitigate and offset the impacts of both the construction and operational phase traffic flows. It is considered that these can be secured by planning condition or legal obligation with the local highway authorities.

The proposed development will lead to a temporary increase in traffic volumes within the Study Area during the construction phase only, however this can be appropriately and effectively managed. It is therefore concluded that there are no transport related matters which would preclude the consenting and construction of the proposed development.

Pell Frischmann

Scout Moor Wind Farm

Route Survey Report

June 2026

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1 Introduction

1.1 Purpose of the Report

Pell Frischmann (PF) have been commissioned by Cubico Sustainable Investments Ltd (Cubico) to undertake a survey of the Abnormal Indivisible Load (AIL) delivery routes for wind turbine loads associated with the development of Scout Moor II Wind Farm, located adjacent to the existing Scout Moor Wind Farm site within the boundaries of both Rochdale Metropolitan Borough Council (RMBC) and Rossendale Borough Council (RBC).

The Route Survey Report (RSR) has been prepared to help inform Cubico on the likely issues associated with the development of the site with regards to off-site transport and access for AIL traffic. The report identifies the key issues associated with AIL deliveries and notes what remedial works, either in the form of physical works or as traffic management interventions will be required to accommodate the predicted loads.

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The detailed assessment and subsequent designs of any remedial works are beyond the agreed scope of works between PF and Cubico at this point in time.

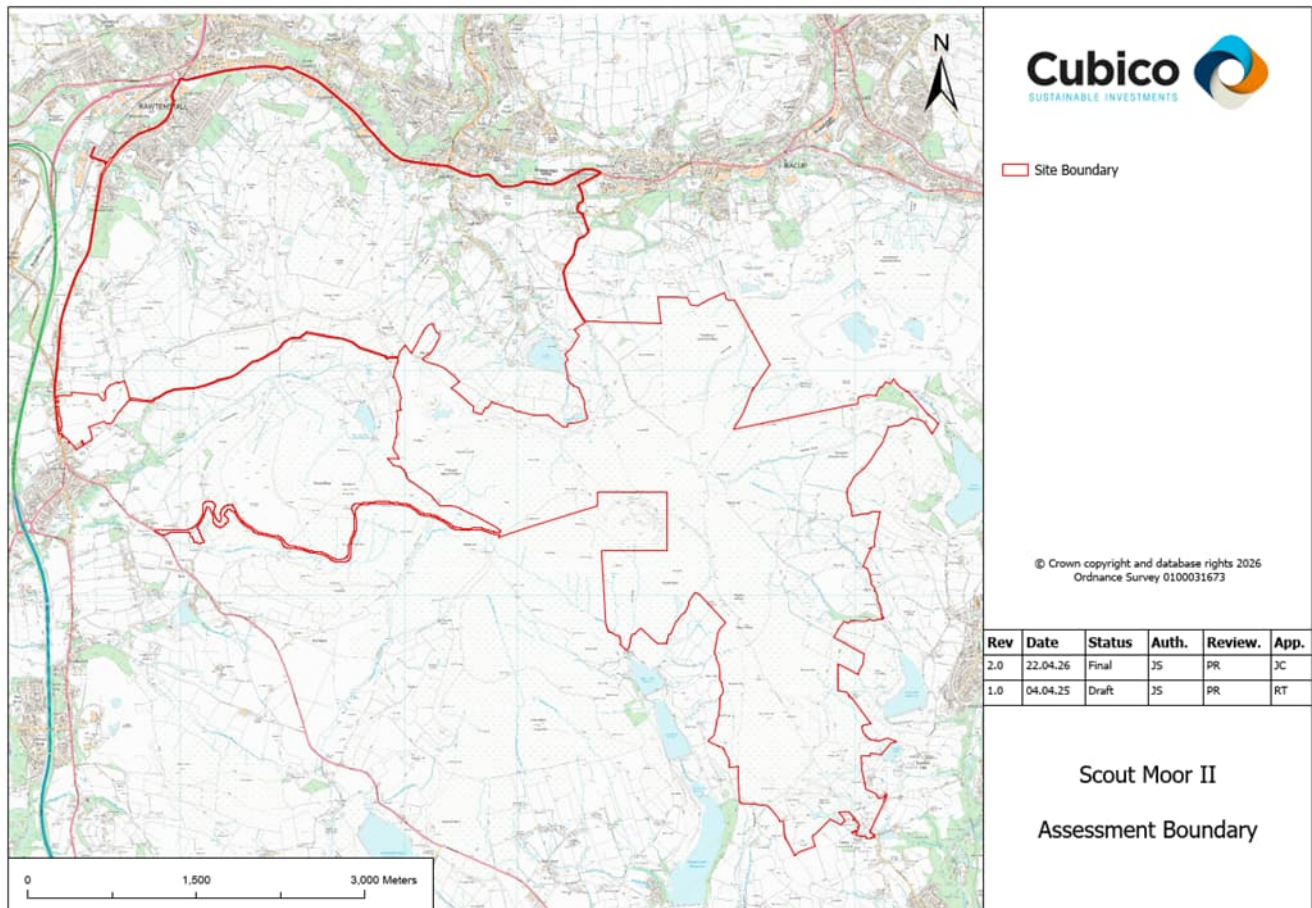
It is the responsibility of the wind turbine supplier to ensure that the entirety of the proposed access route is suitable and meets with their satisfaction. The turbine supplier will be responsible for ensuring that the finalised proposals meet with the appropriate levels of health and safety consideration for all road users has been made in accordance with the relevant legislation at the time of delivery.

2 Site Background

2.1 Site Location

The development site is located approximately 7.5 kilometres (km) north-west of Rochdale and approximately 5km to the south-east of Rawtenstall in moorland in constituting the South Pennines. Figure 2-1 below illustrates the site location.

Figure 2-1: Site Location Plan



2.2 Candidate Turbine

Cubico have indicated that they wish to consider the worst case components from a Nordex N149 turbine. The dimensions and weights of the components used for the assessment are listed in the table below.

Table 2-1: Turbine Components Summary

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Blade	72.400	4.500	3.450	22.940
Nacelle	12.770	4.330	4.030	68.300
Drive Train	6.730	3.670	3.250	73.300
Hub	5.250	4.640	4.000	63.600
Base Tower	12.010	4.300	4.310	79.260
Mid Tower 1	16.440	4.310	4.290	77.850
Mid Tower 2	21.120	4.290	4.280	71.430
Mid Tower 3	28.200	4.280	3.730	70.230
Mid Tower 4	23.550	3.730	3.420	45.780

Component	Length (m)	Width (m)	Height / Min Diameter (m)	Weight (t)
Top Tower	20.890	3.420	3.260	31.080

To provide a worst case assessment load for tower sections, a composite section has been developed, measuring 30m in length by 4.3m in diameter.

2.3 Proposed Delivery Equipment

To provide a robust assessment scenario based upon the known issues along the access route, it has been assumed that all blades would be carried on a Super Wing Carrier trailer to reduce the need for mitigation in constrained sections of the route.

Towers would be carried in a 4+7 clamp adaptor style trailer, whereas loads such as the hub, nacelle housing and top towers would be carried on a six axle step frame trailer.

Figures 2-2 and 2-3 below show examples of the proposed delivery equipment.

Figure 2-2: Super Wing Carrier



Figure 2-3: Tower Trailer



3 Access Route Review

3.1 Port of Entry

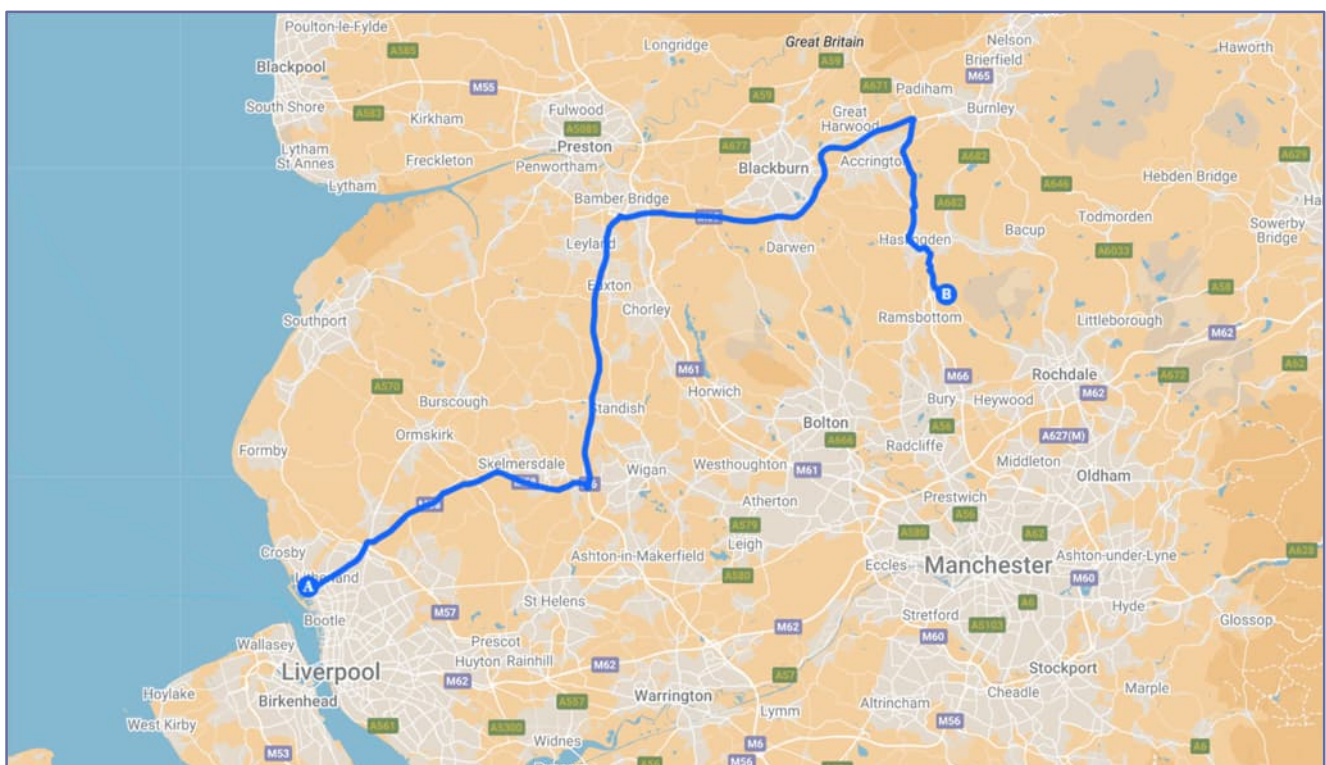
The proposed Port of Entry (POE) is Liverpool Port. The port is the closest suitable port to site and as such is in line with the Government's "Water Preferred" policy towards AIL movements. The port has been used for deliveries of renewables in the past for a large number of wind farms, has sufficient quay storage capacity and is well located for the trunk road network.

3.2 Proposed Access Route

The proposed access route leading to the site access junction is as follows:

- Loads would exit Liverpool Port and join the A5036 travelling northeast;
- They will merge onto the A59 then the M58 to continue northeast out of Liverpool;
- At the Orrel Interchange they will join the M6 northbound;
- At the Bamber Bridge Interchange they will join the M65 eastbound;
- At the Hapton Interchange they will head south on the A56;
- In Rising Bridge they will take the second exit at the Rising Bridge Roundabout to remain on the A56 southbound;
- In Haslingden loads will exit the A56 onto the B6527 via the A680 then continue south;
- Loads will follow the B6527 until reaching Edenfield where, at the mini roundabout, they will join the A680 and head southeast;
- They will follow the A680 southeast until reaching the proposed site access point at Scout Moor Quarry.

Figure 3-1: Proposed Access Route



3.3 Route Constraints

The constraints noted during the access route review are detailed in Table 3-1. These cover all constraints from the port access gate through to the site access point. No consideration of the transport issues within the port or within the development site have been undertaken. A plan illustrating the location of the constraints are provided in Appendix A.

Where required, an indicative road edge has been provided based on satellite imagery for illustration only as the OS mapping does not accurately identify the road edge at all locations. At such locations where the OS does not accurately portray the geometry of the road, it is recommended that the swept path assessment is repeated on a topographical survey base to confirm the required mitigation.

Table 3-1: Constraint Points and Details

POI	Key Constraint	Details
1	Liverpool Port Exit 	Loads will exit Liverpool Port and continue south past the gatehouse. To reduce the need for physical mitigation works, it is proposed that the exit is undertaken as a contraflow movement. The escorts will need to hold back traffic at the Princess Way Roundabout, One access control pole should be removed from the splitter island at the port exit where a load bearing surface should be laid to allow loads to overrun the island. Twenty lane separation bollards should be removed to allow loads to access the full carriageway width. Swept path drawing SK01 is included in Appendix B.
2	Princess Way Roundabout 	It is proposed that loads will contraflow the section of road between the port exit and Princess Way Roundabout. The escorts will need to hold back traffic at the Princess Way Roundabout, A load bearing surface should be laid in the verge to the east to allow loads to overrun and oversail across to the correct carriageway. Trees should be cleared. Loads will then take the second exit at the roundabout heading northeast on Princess Way, joining the A5036. Swept path drawing SK02 is included in Appendix B.
3	A5036 Princess Way / Bridge Road Roundabout 	Loads will take the second exit at the roundabout onto the A5036 continuing northeast. Loads will overrun and oversail the central island where a load bearing surface should be laid, two sets of chevron signs should be removed and vegetation cleared. Swept path drawing SK03 is included in Appendix B. Having negotiated this junction, loads will continue ahead on the A5036, A59 and M58, heading towards the M6.

POI	Key Constraint	Details
4	Orrel Interchange 	Loads will take the second exit at the roundabout joining the M6 slip road. Once on the M6, they will head north. Two traffic signals, one set of lit chevron signs and one metal pole should be removed from the roundabout island where vegetation should be trimmed. Two lighting columns, one road sign, one lit road sign and two safety barrier sections should be removed from the slip road. Vegetation in the northern verge should be trimmed. Swept path drawing SK04 is included in Appendix B.
5	Bamber Bridge Interchange 	Loads depart the M6 at Junction 29 and will take the third exit at the roundabout and will then head east on the M65. They will oversail the western verge on entry where one lit road sign should be removed and vegetation trimmed. Swept path drawing SK05 is included in Appendix B. Loads will then continue westbound on the M65.
6	Hapton Interchange 	Loads will depart the M65 at Junction 8. They will take the third exit at the roundabout heading south on the A56. One road sign and two sets of lit chevron signs should be removed from the roundabout island where vegetation should be trimmed. One bollard should be removed from the exit arm splitter island. A safety barrier should be oversailed (or potentially relocated temporarily) from the eastern verge of the exit arm where vegetation should be trimmed. Swept path drawing SK06 is included in Appendix B. Loads will then proceed southbound on the A56.
7	Rising Bridge Roundabout 	Loads will take the second exit at the roundabout and head southwest on the Haslingden Bypass. One road sign should be removed from the eastern footway. The pedestrian guardrail will be oversailed. The central island should be lowered to accommodate oversail. Two traffic signals and one set of lit chevron signs should be removed. Vegetation should be cleared. Swept path drawing SK07 is included in Appendix B.

POI	Key Constraint	Details
8	A56 / A680 / Haslingden Road Roundabout 	Loads will depart the A56 at its junction with the A681. At the roundabout with the A680, loads will take the third exit at the roundabout, undertaking a contraflow manoeuvre. Oncoming traffic should be held back by the escorting vehicles. The northern safety barrier of the entry arm will be oversailed. Trees and vegetation in the northern verge should be trimmed. Loads will overrun and oversail the southern footway and verge of the entry arm. A load bearing surface should be laid. Three lighting columns and one lit road sign should be removed and the safety rail oversailed. Trees and vegetation should be cleared. A land search should be completed to confirm the extent of the available adopted boundary to the south. Two sets of lit chevron signs should be removed from the roundabout island along with one road sign. The statue should be removed and a load bearing surface provided. A load bearing surface should be laid on the central reservation of the exit arm to allow loads to cross over to the correct carriageway. They will oversail the southern footway of the exit arm. Swept path drawing SK08 is included in Appendix B.
9	A680 / A56 / B6527 Roundabout 	Loads will take the second exit at the roundabout and join the B6527 heading southeast. One road sign should be removed from the northern verge of the entry arm. One road sign, two sets of lit chevron signs should be removed from the central island where trees and vegetation should be trimmed. The safety rail will be oversailed. One lighting column and one road sign should be removed from the exit arm splitter island. Loads will oversail the northern footway and verge of the exit arm into third party land. Parking should be suspended during deliveries. Swept path drawing SK09 is included in Appendix B.
10	B6527 West of Balladen 	Loads will head south on the B6527 through a right bend. At this location and throughout the entire route, the tree canopy needs to be trimmed to provide a clear 5m head height. Trimming of the tree canopy can be subject to ecological constraints and it is suggested that early consultation with the relevant road authority is undertaken to agree cutting times and permits. As loads navigate the bend they will oversail the western verge where trees and vegetation should be trimmed; however, no further mitigation is required.

POI	Key Constraint	Details
11	B6527 Blackburn Road River Irwell Crossing 	Loads will continue south on the B6527 through a left bend. They will oversail both footways through the bend. The eastern wall and guardrail should be removed to allow oversail into third party land where parking should be suspended during deliveries. Minimal clearance was noted to the eastern building through the bend. The clearance should be confirmed sufficient during the test run or on a topographical survey base. One tree in the western verge should be trimmed. Swept path drawing SK10 is included in Appendix B.
12	B6527 Blackburn Road Railway Overbridge 	Loads will continue south through a right bend, oversailing the western footway. The clearance to the western fence should be confirmed on a topographical survey base or during the test run. Swept path drawing SK11 is included in Appendix B.
13	B6527 East of Irwell Vale 	Loads will continue south through the left bend, oversailing the eastern verge where one road sign should be removed. Swept path drawing SK12 is included in Appendix B.
14	B6527 Edenfield Market Street 	Loads will continue south at the junction utilising a contraflow manoeuvre to head straight. Traffic management will be required at this location and throughout Edenfield. Parking should be suspended during deliveries. Escort vehicles must hold back oncoming traffic to allow loads safe passage. Loads will oversail the western footway and eastern traffic island; however, no further mitigation is required. Swept path drawing SK13 is included in Appendix B.
15	B6527 / A680 / Bury Road Mini-Roundabout 	Loads will continue south through Edenfield, taking the first exit at the mini-roundabout. Traffic management will be required to facilitate travel through Edenfield. Parking should be suspended during deliveries. A load bearing surface should be laid in the entry arm splitter island to allow loads to overrun. One pedestrian crossing beacon and two bollards should be removed. Loads will oversail the eastern footways where one lit road sign and five bollards should be removed. Swept path drawing SK14 is included in Appendix B.

POI	Key Constraint	Details
16	A680 Rochdale Road 	Loads will continue south on the A680. The vertical profile of the road at this location is pronounced and should be reviewed during the test run stage or on a topographical survey base. Vehicle suspension setting should be adjusted.
17	A680 Rochdale Road Right Bend 	Loads will continue south through a right bend, oversailing the southern footway. Trees in the southern verge should be trimmed. Swept path drawing SK15 is included in Appendix B.
18	Proposed Site Access 	Loads will exit the public road onto a private access track and proceed to site. Loads will overrun the northern traffic islands where load bearing surfaces should be laid and trees and vegetation should be cleared. One road sign, a fence, wall and several boulders should be removed. Third party land is required. Swept path drawing SK16 is included in Appendix B.

3.4 Swept Path Assessment Results and Summary

The detailed swept path drawings for the locations assessed are provided in Appendix B for review. The drawings in Appendix B illustrate tracking undertaken for the worst-case loads at each location.

The colours illustrated on the swept paths are:

- Grey / Black – OS / Topographical Base Mapping;
- Green – Vehicle body outline (body swept path);
- Red – Tracked pathway of the wheels (wheel swept path); and
- Magenta – The oversail tracked path of the load where it encroaches outwith the trailer (load swept path).

Where mitigation works are required, the extents of overrun and oversail areas are illustrated on the swept path drawings.

Please note that where assessments have been undertaken using Ordnance Survey (OS) base mapping and available aerial resources, there can be errors in this data source.

Where provided by the client, topographical data has been utilised. Please note that PF cannot accept liability for errors on the data source, be that OS base mapping, aerial mapping or client supplied data.

Where mitigation works are required, the extents of over-run and oversail areas are illustrated on the swept path drawings. Additional land areas to those indicated in the swept path assessment drawings may be required to facilitate the construction of the proposed physical mitigation measures depending on the site conditions and topography. The extent of any additional areas required to construct mitigation works highlighted within this study and the detailed design of said mitigation works is outwith the scope of this study and should be confirmed on detailed topographical survey data.

3.5 Third Party Land

A review of third party land should be undertaken by the client to ensure that no additional land rights are required to enable deliveries or mitigation works. Pell Frischmann accepts no responsibility for the accuracy of land ownership assumptions, all of which should be confirmed across the entire access route by a qualified land agent.

3.6 Weight Review

A weight review has been undertaken via the ESDAL (Electronic Service Delivery for Abnormal Loads) contacts database using the Highways Agency website www.esdal.com.

All of the relevant ESDAL contacts are noted in Table 3-3 and all have been contacted to ascertain if there are any relevant constraints that should be noted. The feedback from the consultees is provided in Appendix C where this has been provided.

A further weight review will be undertaken prior to loads moving as required by statute.

Table 3-2: ESDAL Contacts

Organisation	Email Address
Sefton Metropolitan Borough Council	abnormal.loads@sefton.gov.uk
National Highways North West Region	nwabnormalloads enquiries@nationalhighways.co.uk
Merseyside Police	commercial.vehicle.unit@merseyside.police.uk
Lancashire Police	AbnormalLoads@Lancashire.police.uk
Greater Manchester Police	abnormal.loads@gmp.police.uk
Lancashire County Council Abnormal Load Service	lancashire@abloads.com
Transport for Greater Transport	abnormal.loads@tfgm.com
Network Rail	abnormalloads enquiries@networkrail.co.uk
Canal & River Trust	abnormal.loads@canalrivertrust.org.uk
National Highways Historical Railways Estate	rsqbrb@jacobs.com

3.7 Land Ownership

The limits of road adoption can vary depending upon the location of the site and the history of the road agencies involved. The adopted area is generally defined as land contained within a defined boundary where the road agency holds the maintenance rights for the land. In urban areas, this usually defined as the area from the edge of the footway across the road to the opposing footway back edge.

In rural areas the area of adoption can be open to greater interpretation as defined boundaries may not be readily visible. In these locations, the general rule is that the area of adoption is between established fence / hedge lines or a maximum 2m from the road edge. This can vary between areas and location.

3.8 Summary Issues

It is strongly suggested that following a review of the RSR, Cubico are advised to undertake the following prior to the delivery of the first abnormal loads, to ensure load and road user safety:

- A review of axle loading on structures along the entire access route with the various road agencies is undertaken immediately prior to the loads being transported in case of last-minute changes to structures;
- A review of clear heights with utility providers and the transport agencies along the route to ensure that there is sufficient space to allow for loads plus sufficient flashover protection (to electrical installations);
- That any verge vegetation and tree canopies which may foul loads is trimmed prior to loads moving;
- That a review of potential roadworks and or closures is undertaken once the delivery schedule is established in draft form;
- That a test run is completed to confirm the route and review any vertical clearance issues; and
- That a condition survey is undertaken to ascertain the extents of road defects prior to loads commencing to protect the developer from spurious damage claims.

4 Summary

4.1 Summary of Access Review

PF has been commissioned by Cubico to prepare a Route Survey Report to examine the issues associated with the transport of AIL turbine components to Scout Moor II Wind Farm.

This report identifies the key points and issues associated with the proposed routes and outlines the issues that will need to be considered for successful delivery of components.

This report has been based on the worst case Nordex N149 turbine components and has been undertaken on the basis of a Super Wing Carrier trailer for blades and 4+7 clamp adaptor for towers.

The report is presented for consideration to Cubico. Various road modifications, structural reviews and interventions are required to successfully access the site. A number of areas have been identified where topographical surveys are required to confirm the feasibility of the route.

4.2 Further Actions

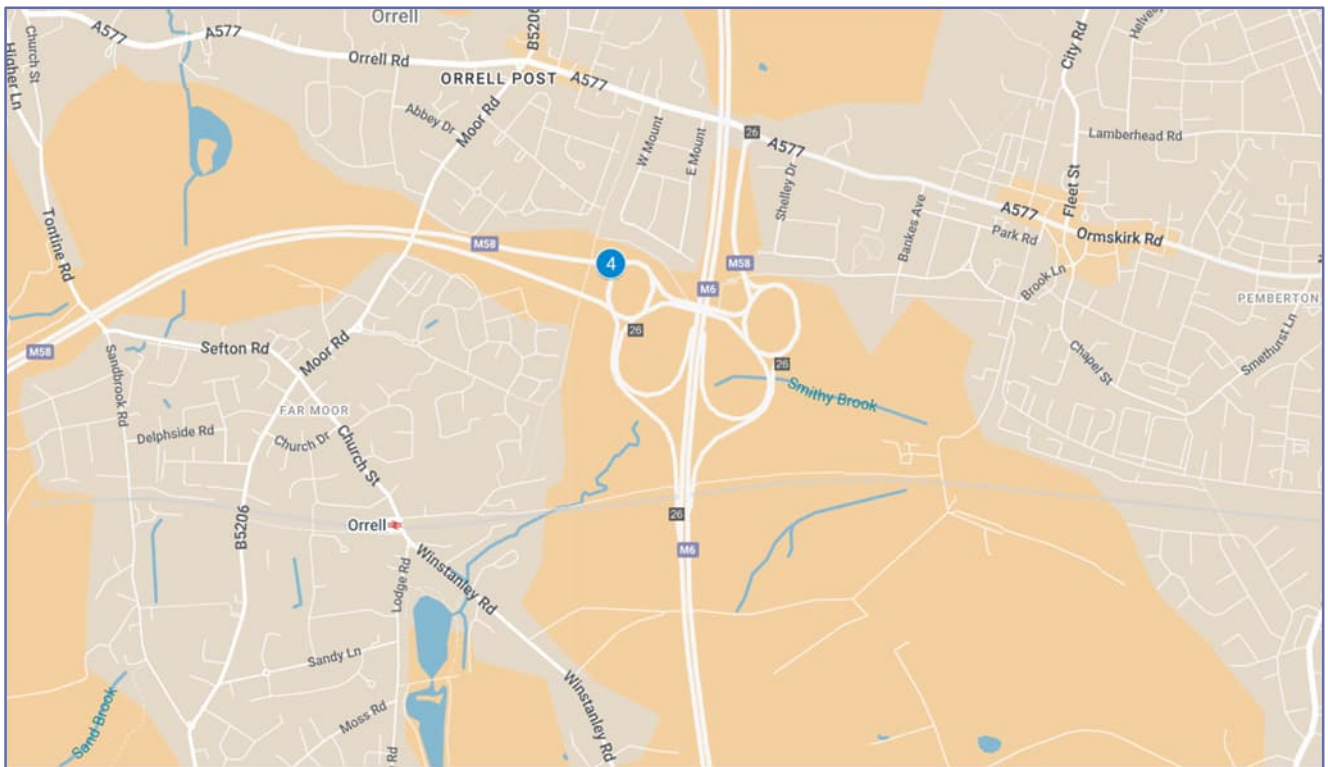
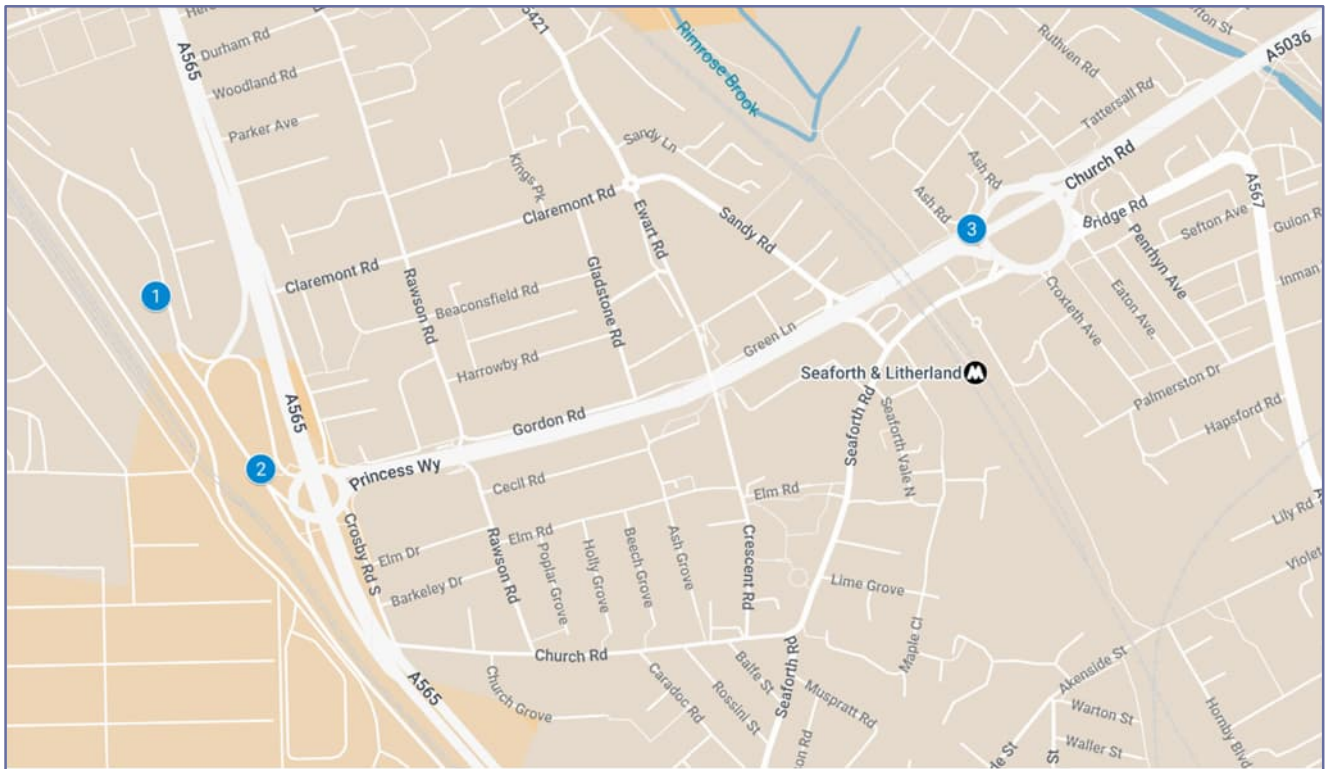
The following actions are recommended to pursue the transport and access issues further:

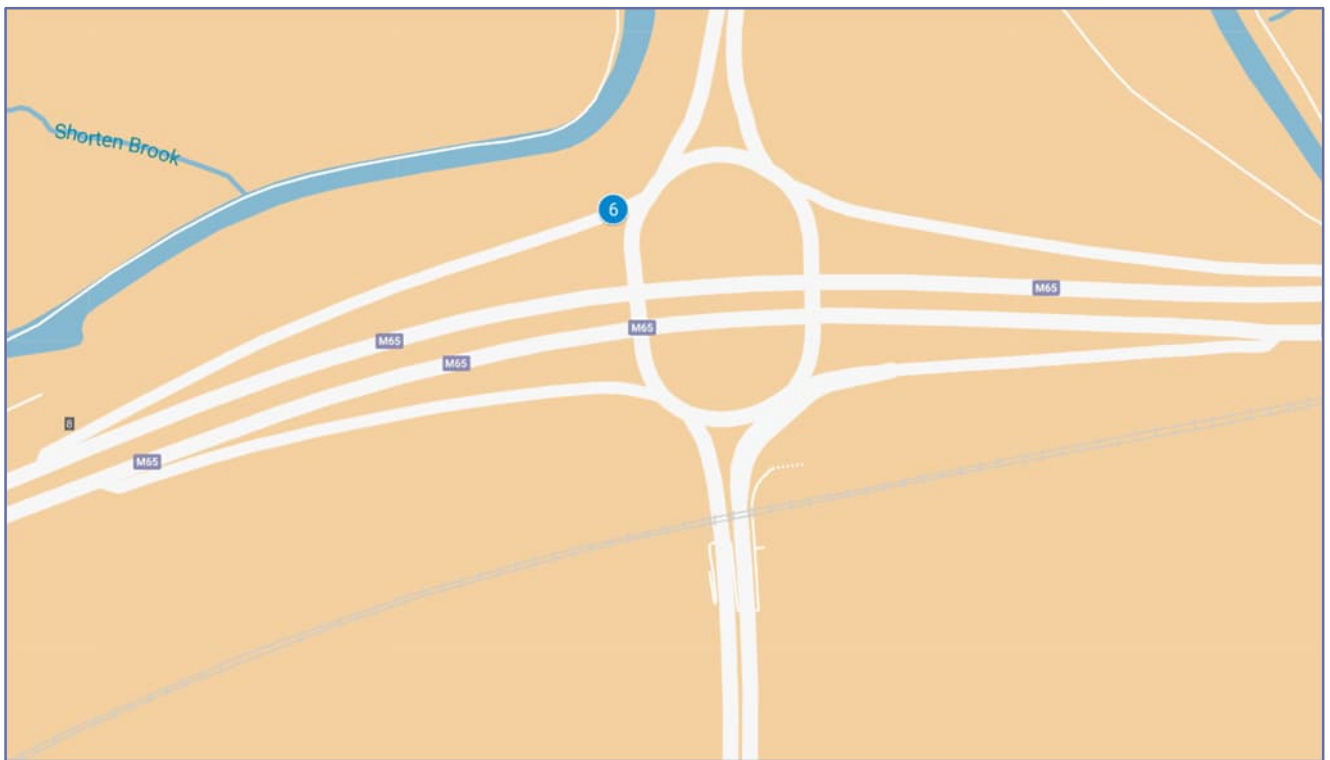
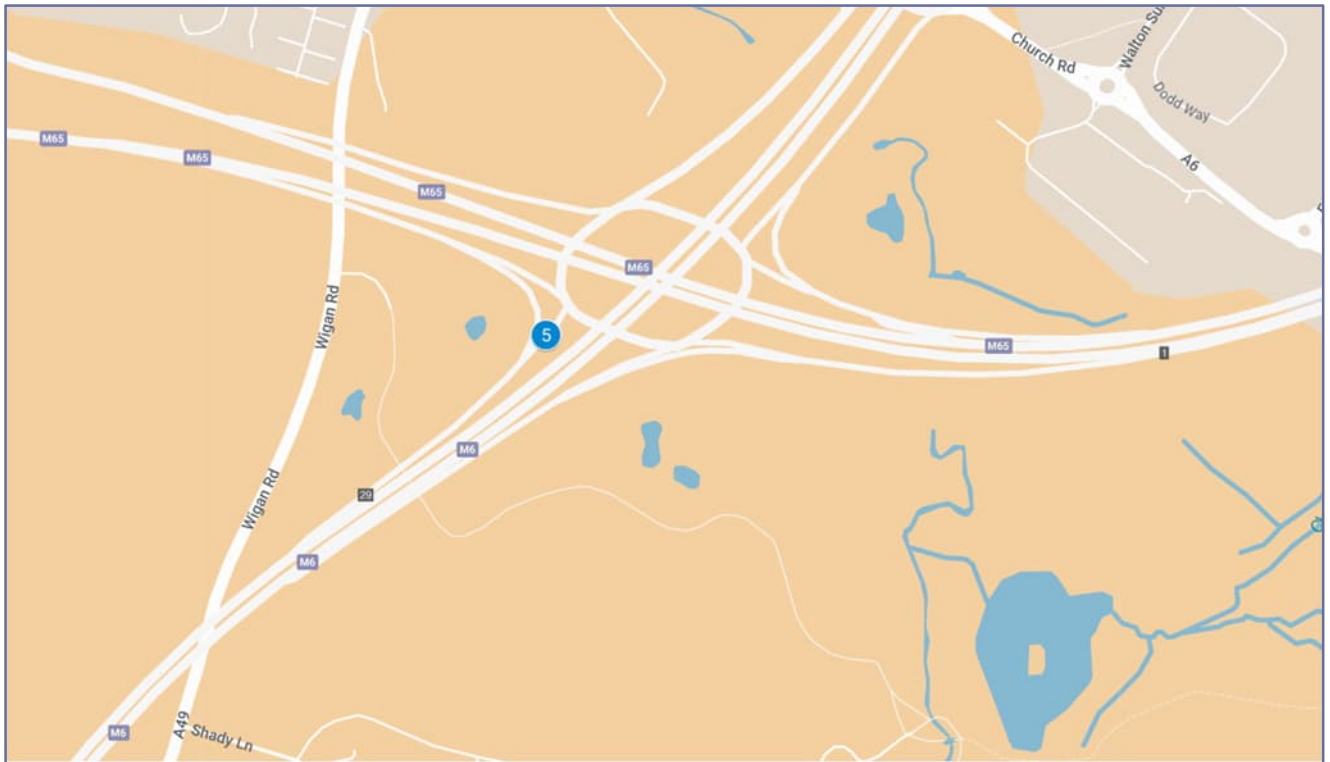
- Prepare detailed mitigation design proposals to help inform the land option / consultee discussions;
- Obtain the necessary land options and permissions;
- Undertake discussion with the affected utility providers and roads agencies;
- Obtain the necessary statutory licences to enable the mitigation measures; and
- Develop a detailed operational Transport Management Plan to assist in transporting the proposed loads.

Appendix A Points of Interest

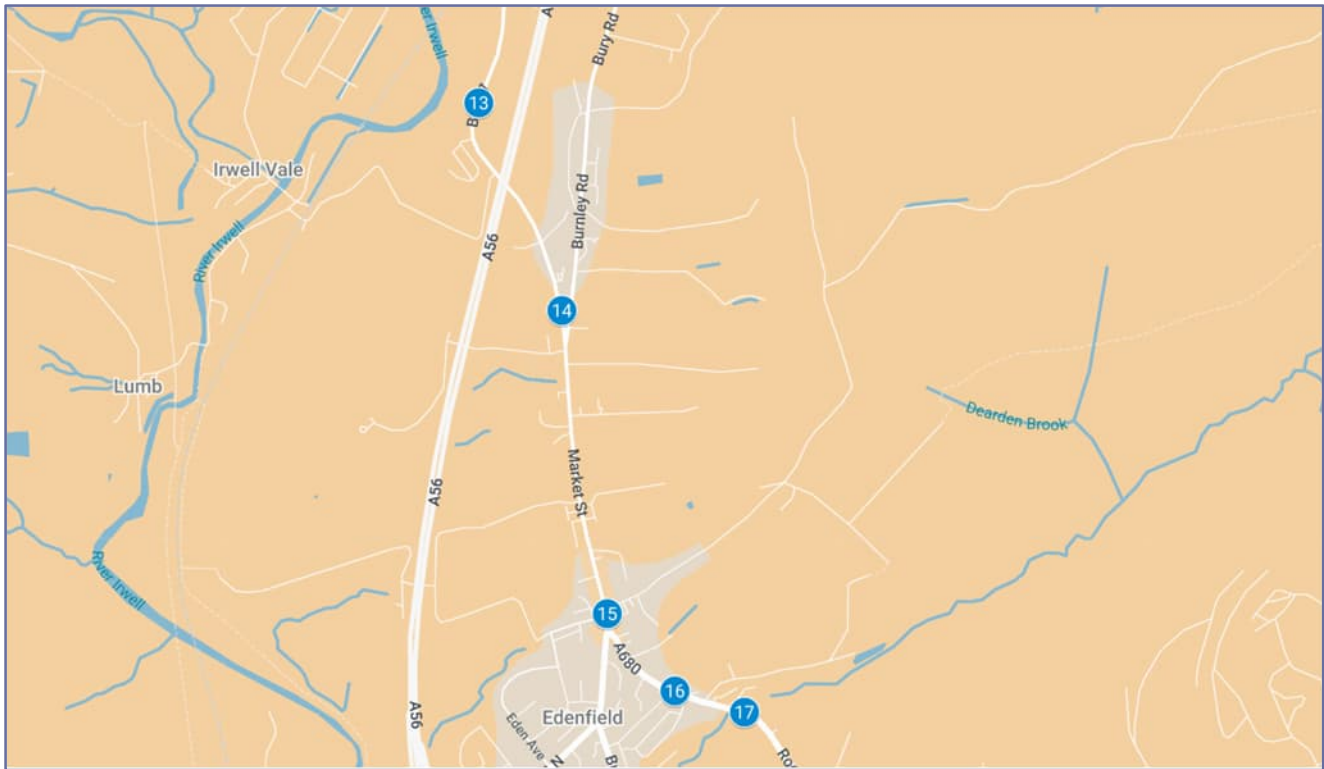
An electronic copy of the POI plan can be found in the link below:

https://www.google.com/maps/d/edit?mid=1uJANLGSuk_PSHqV17dggTwYtpMi-LVY&usp=sharing

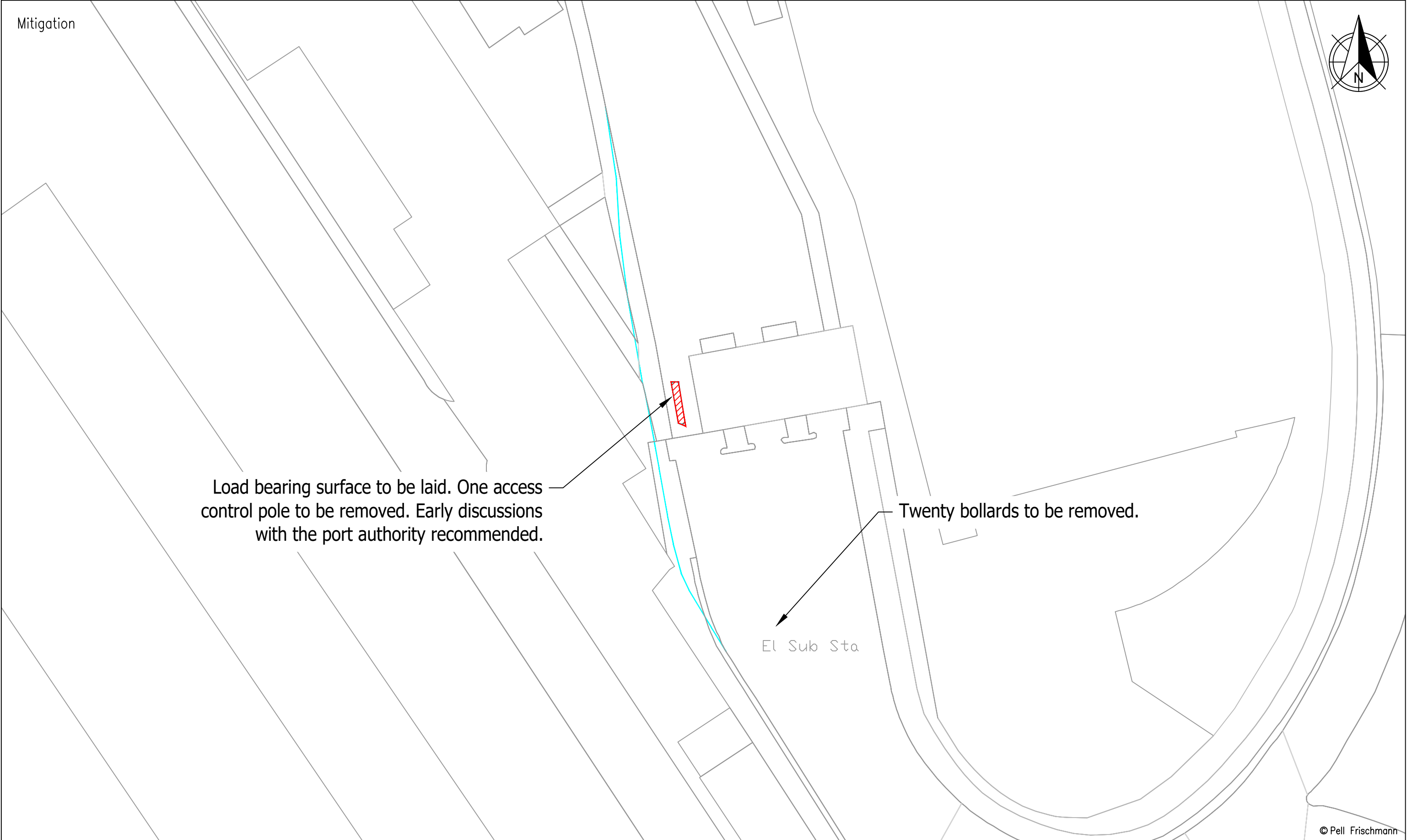




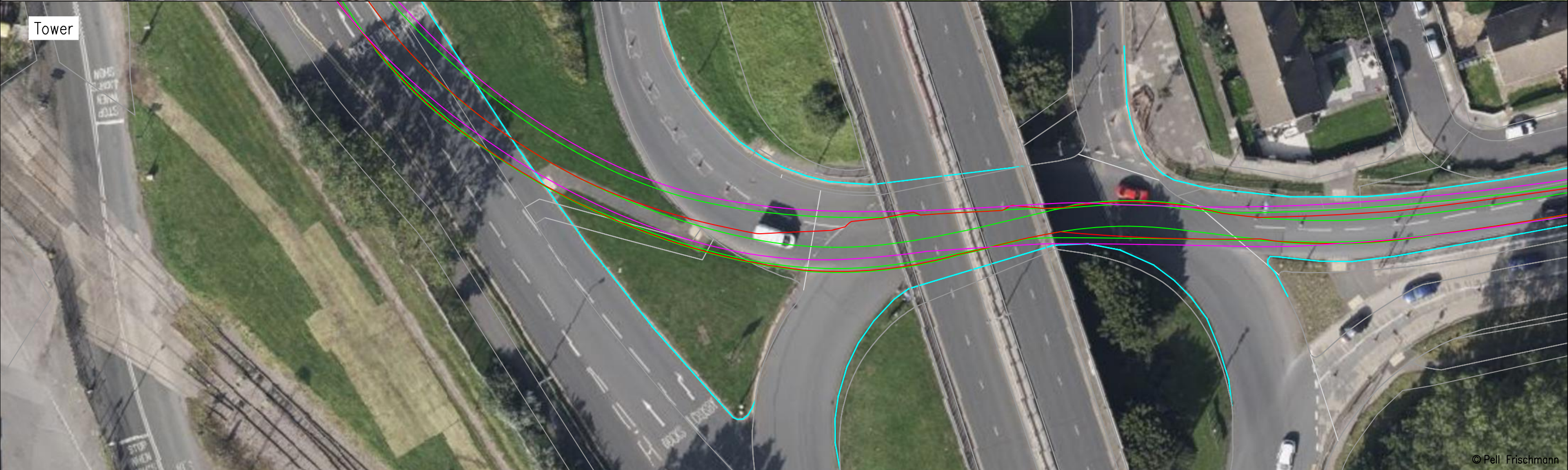
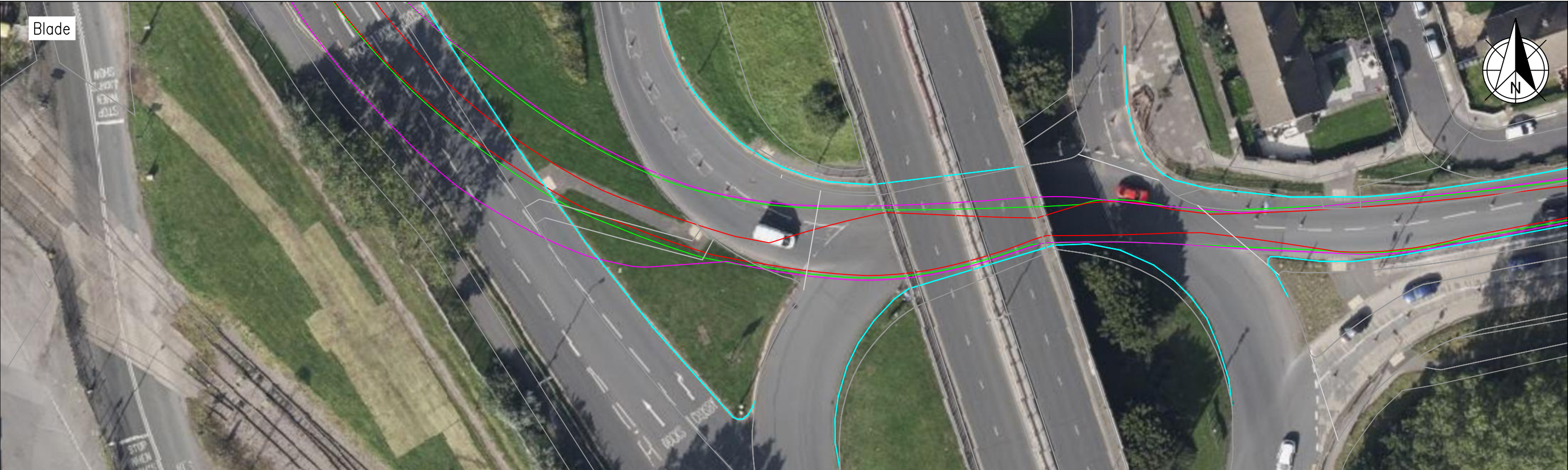




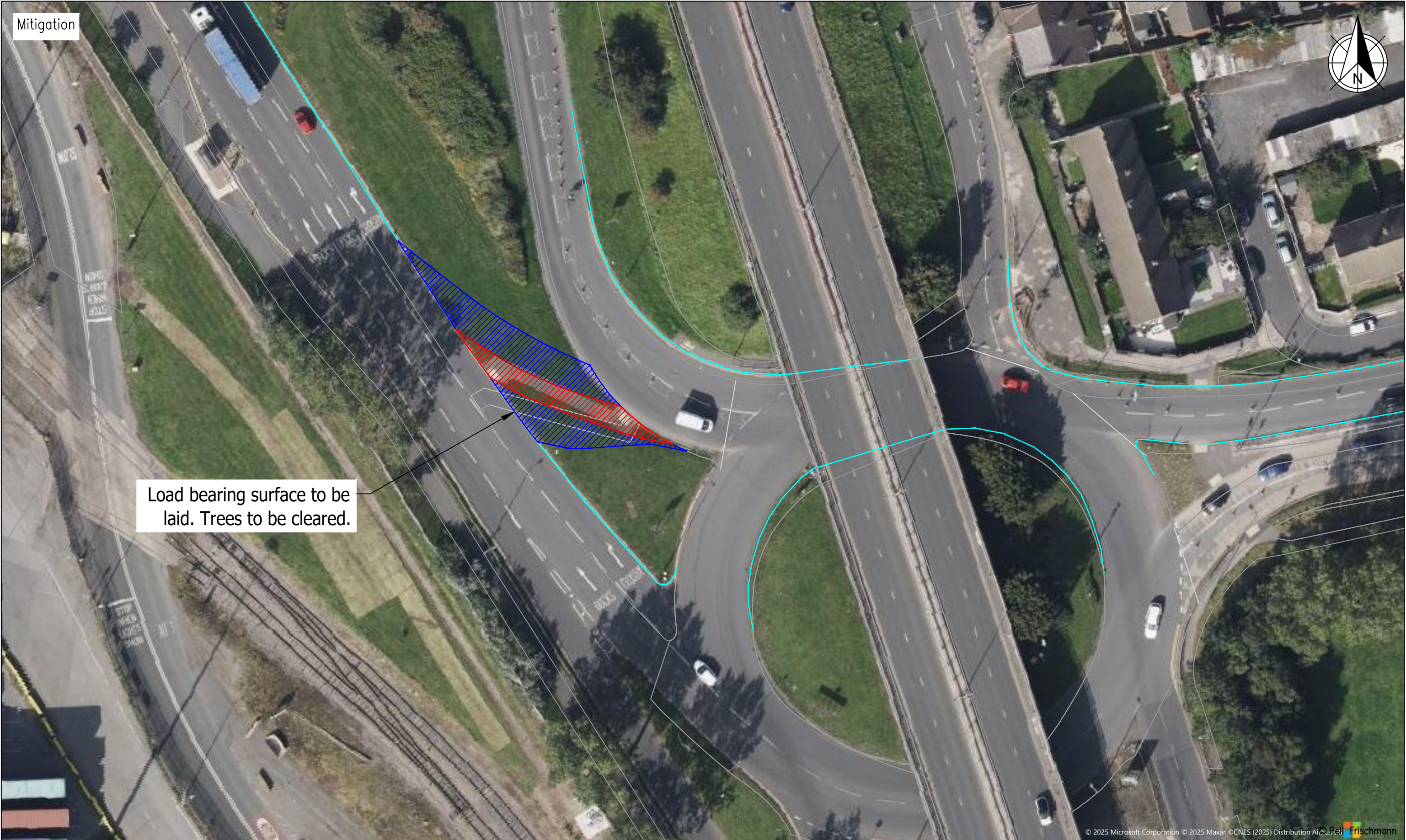
Appendix B Swept Path Assessment Drawings



Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfredinburgh@pellfrischmann.com www.pellfrischmann.com	Project Scout Moor II Wind Farm			Name	Date	Scale 1:500 @ A3		
			Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg		
			Designed	AD	04/04/2025			
			Checked	TL	04/04/2025	Drawing Status		Draft
Client Cubico Sustainable Investments Ltd	Drawing Title Nordex N149 Blade and Tower		Point of Interest		1			
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location Liverpool Port Exit		Drawing No. SK01A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 00	



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Client		Cubico Sustainable Investments Ltd		SPA Location		Designed		AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		Drawing Title		Nordex N149 Blade and Tower		Checked		TL	04/04/2025	Drawing Status
		SPA Location		Princess Way Roundabout		Point of Interest		2		Draft
						Drawing No.		SK02		Revision
								Notes:		00
								1. All mitigation is subject to confirmation through a test run.		
								2. This is not a construction drawing and is intended for illustration purposes only.		



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Client Cubico Sustainable Investments Ltd	Drawing Title Nordex N149 Blade and Tower		Point of Interest		2		Revision 00	
			Drawing No. SK02A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location Princess Way Roundabout							

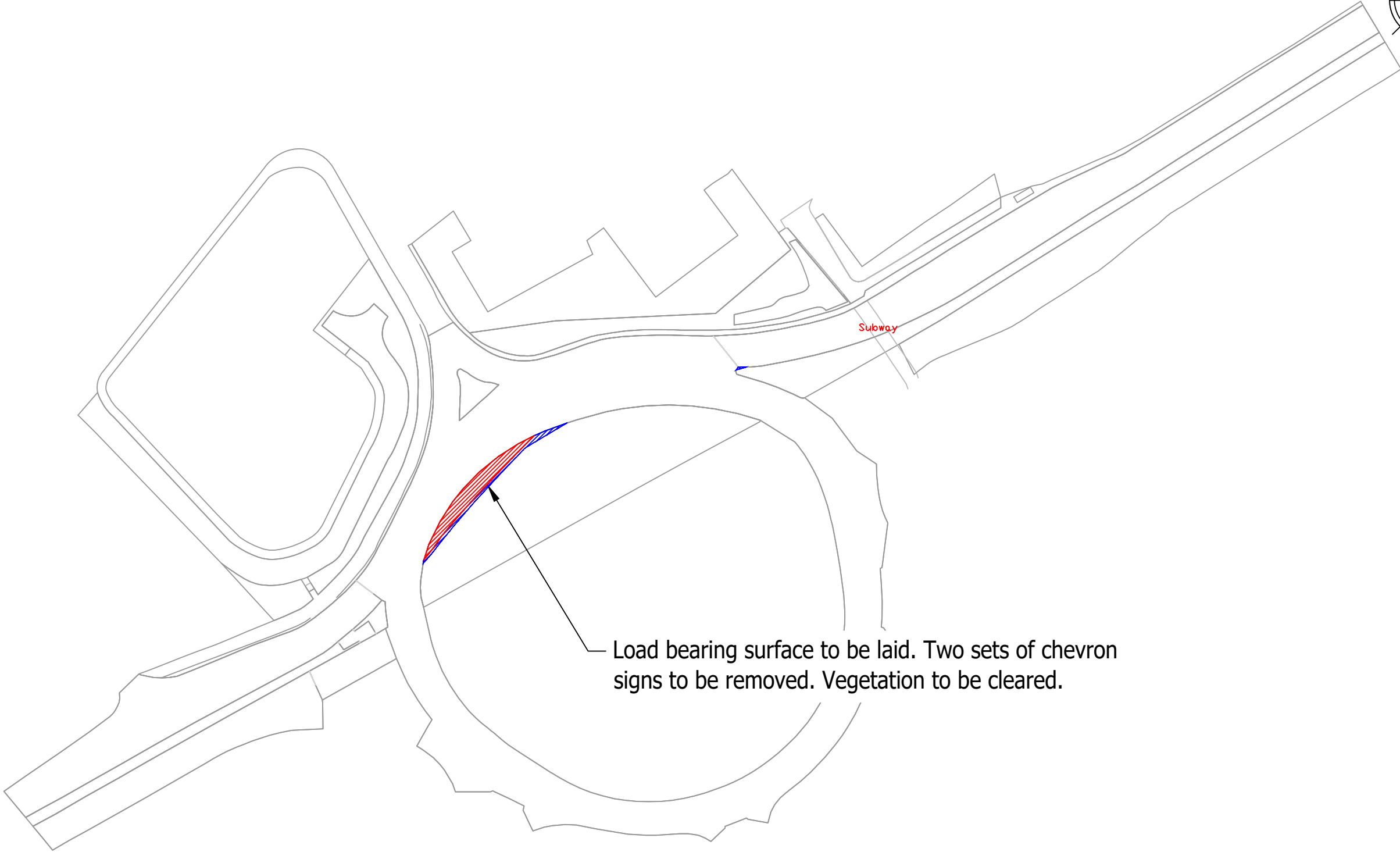
Tower

Subway

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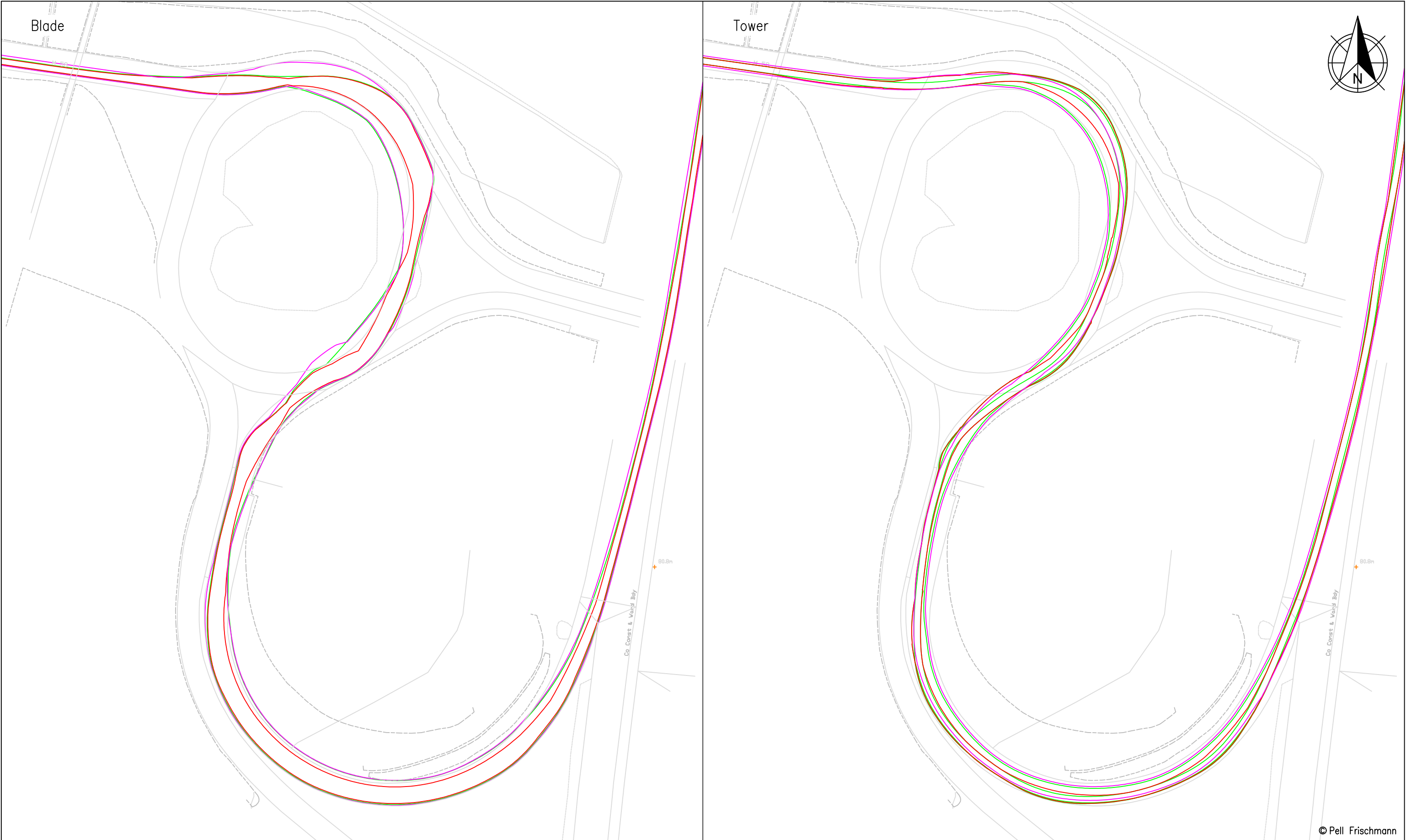


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Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	A5036 Princess Way / Bridge Road Roundabout	SK03	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00



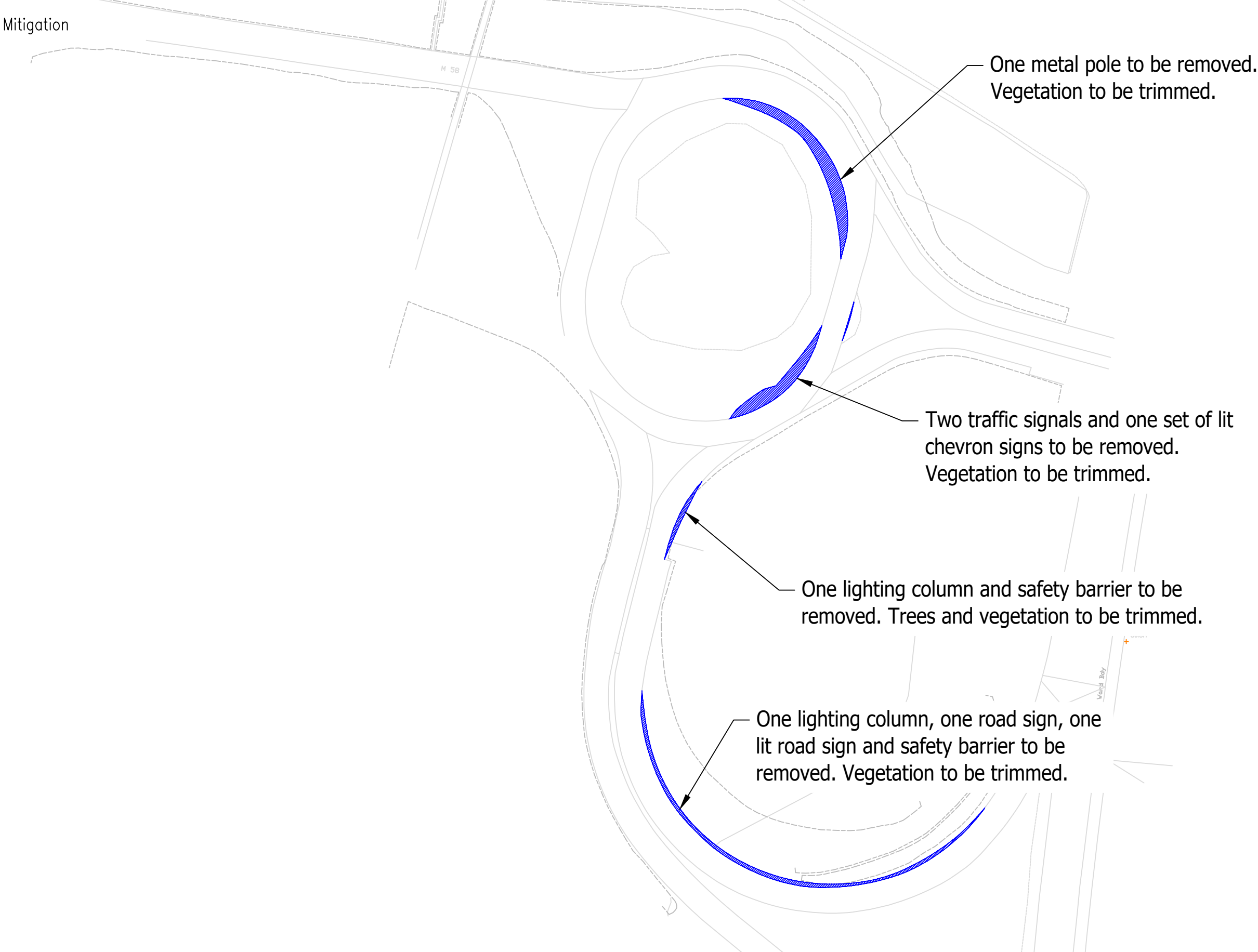
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			SPA Location	A5036 Princess Way / Bridge Road Roundabout		Drawing No.	SK03A	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision
Key		Wheel SPA Body SPA Load SPA Indicative Overrun Oversail							



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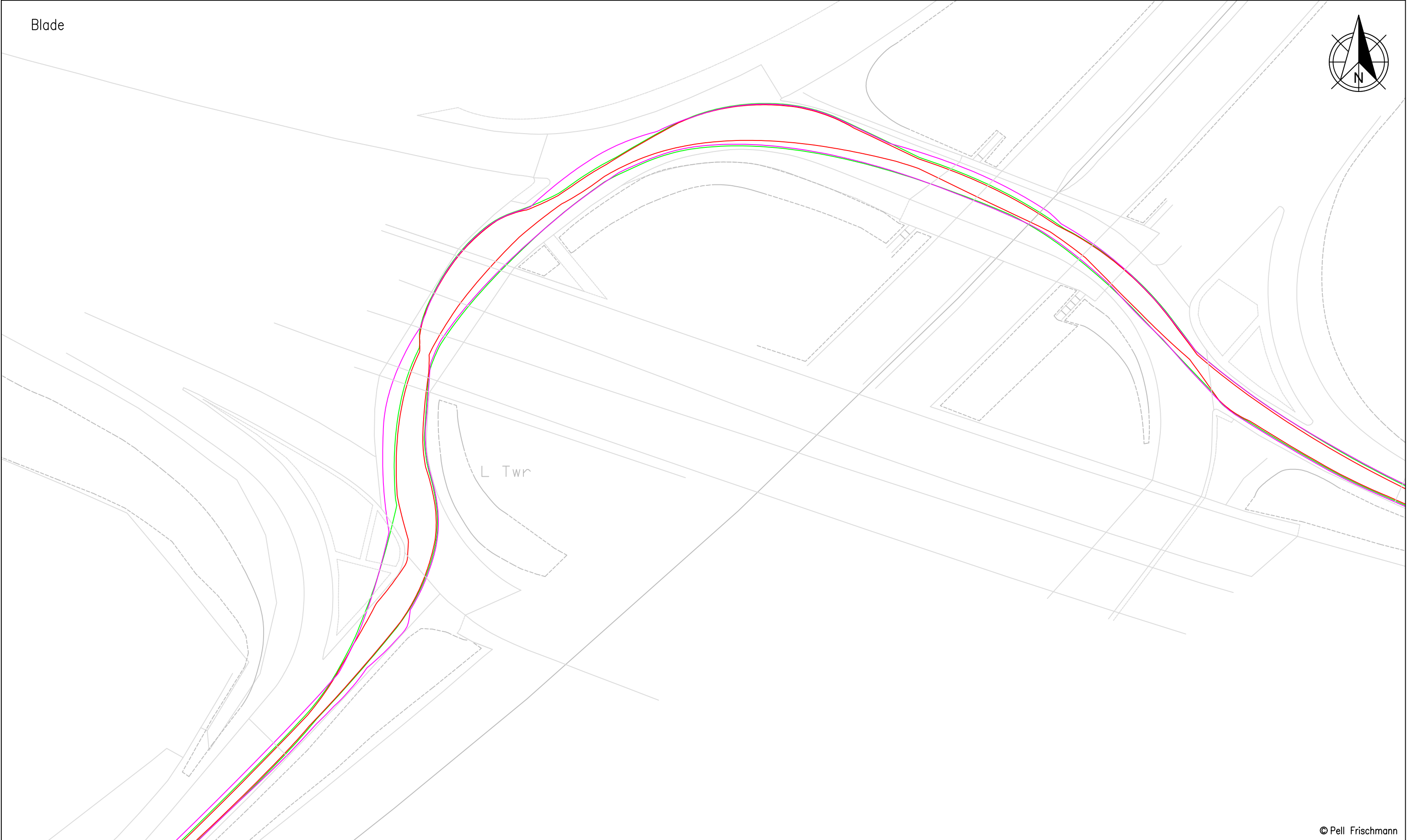
Mitigation



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Blade



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Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	Bamber Bridge Interchange					

Tower



L Twr

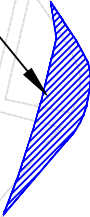
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Mitigation



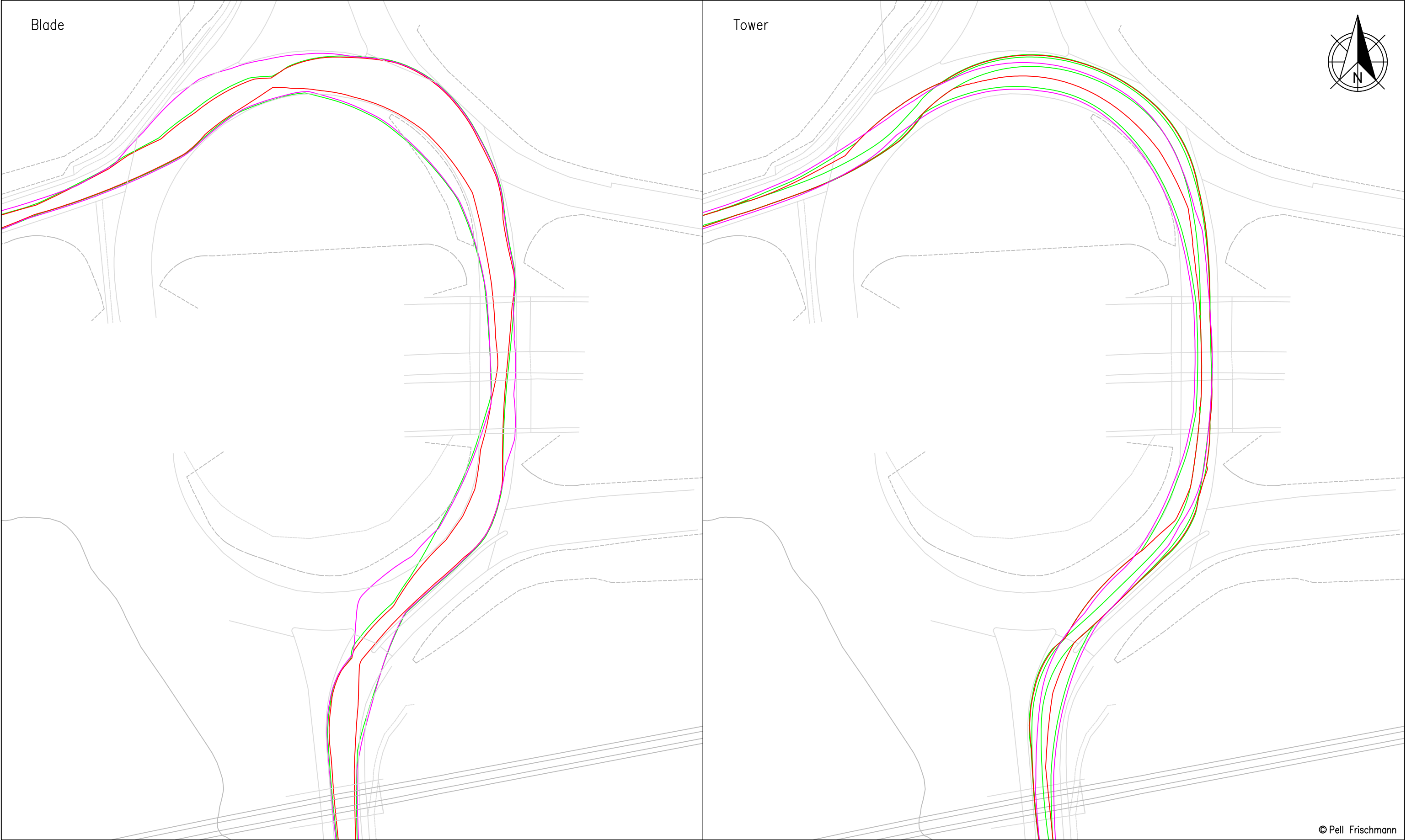
One lit road sign to be removed.
Vegetation to be trimmed.



L Twr

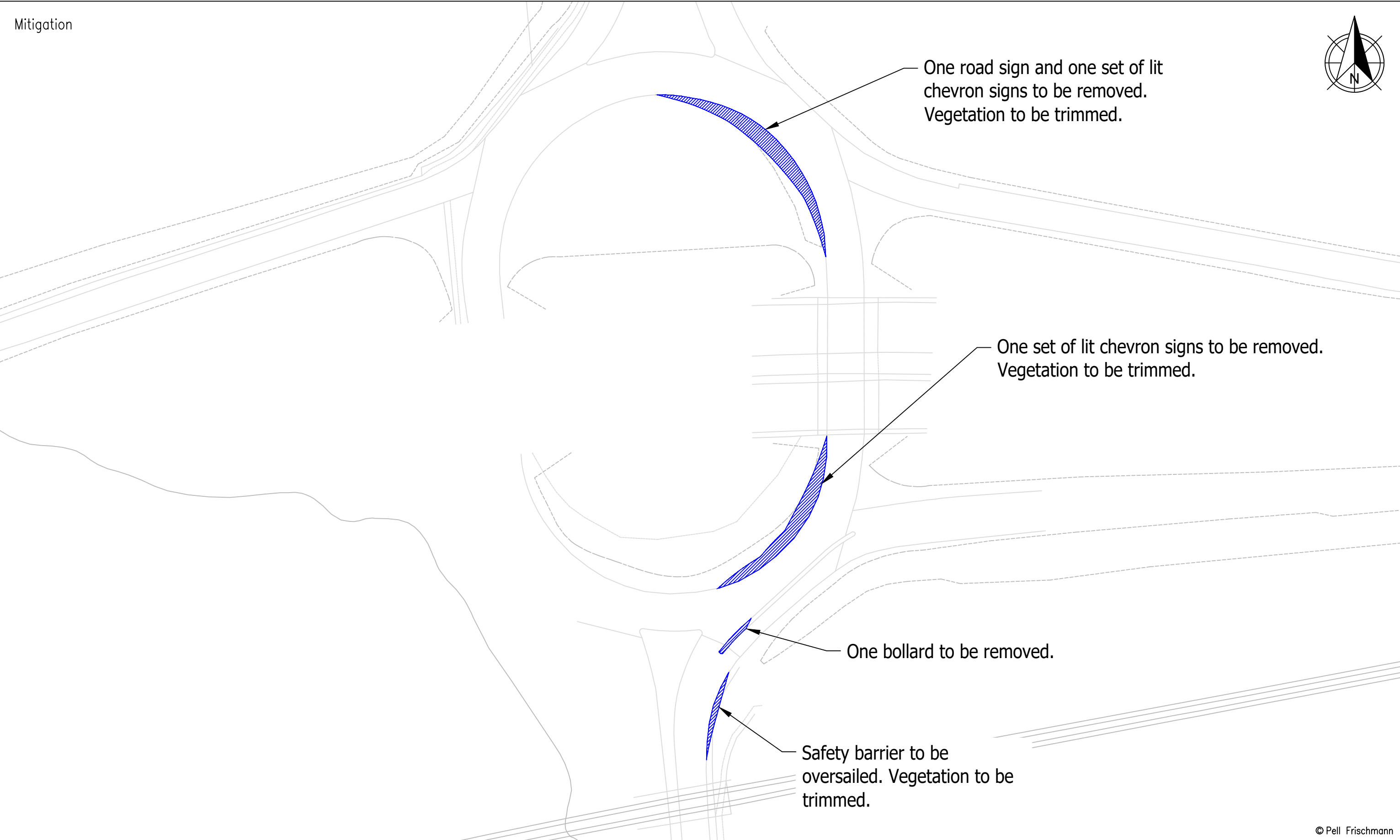
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Client Cubico Sustainable Investments Ltd		Drawing Title Nordex N149 Blade and Tower		Point of Interest 6			
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		SPA Location Hapton Interchange		Drawing No. SK06		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
						Revision 00	



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Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail			SPA Location		Hapton Interchange		Drawing No.	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 00	
							SK06A				

Blade

Tower



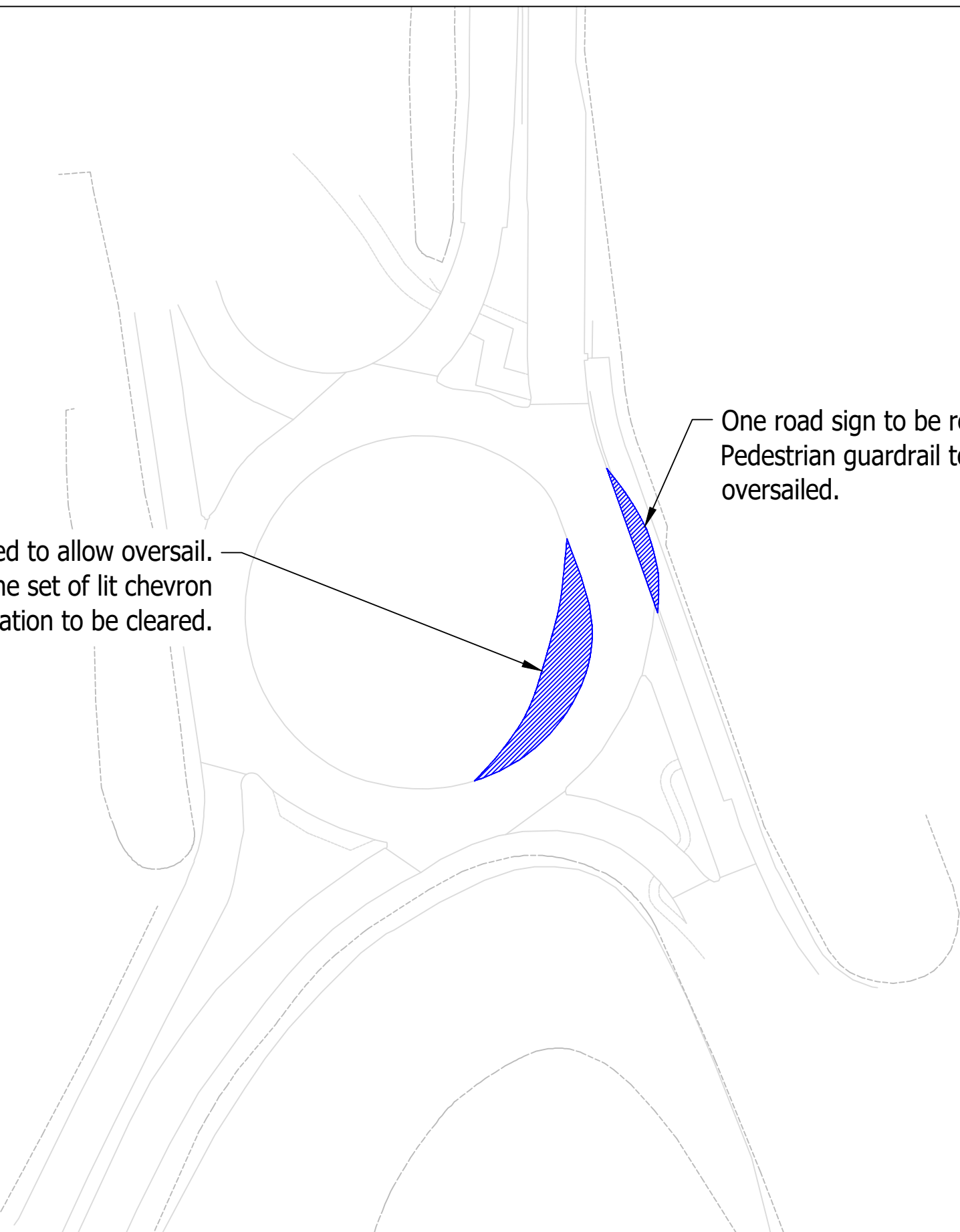
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Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	Rising Bridge Roundabout	SK07	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00



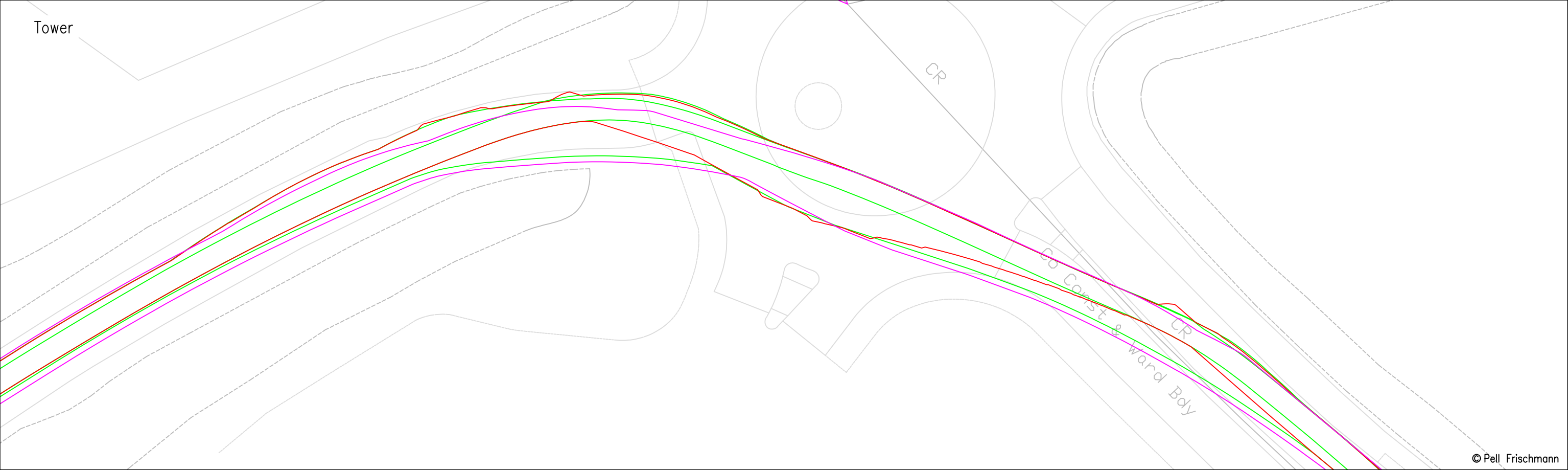
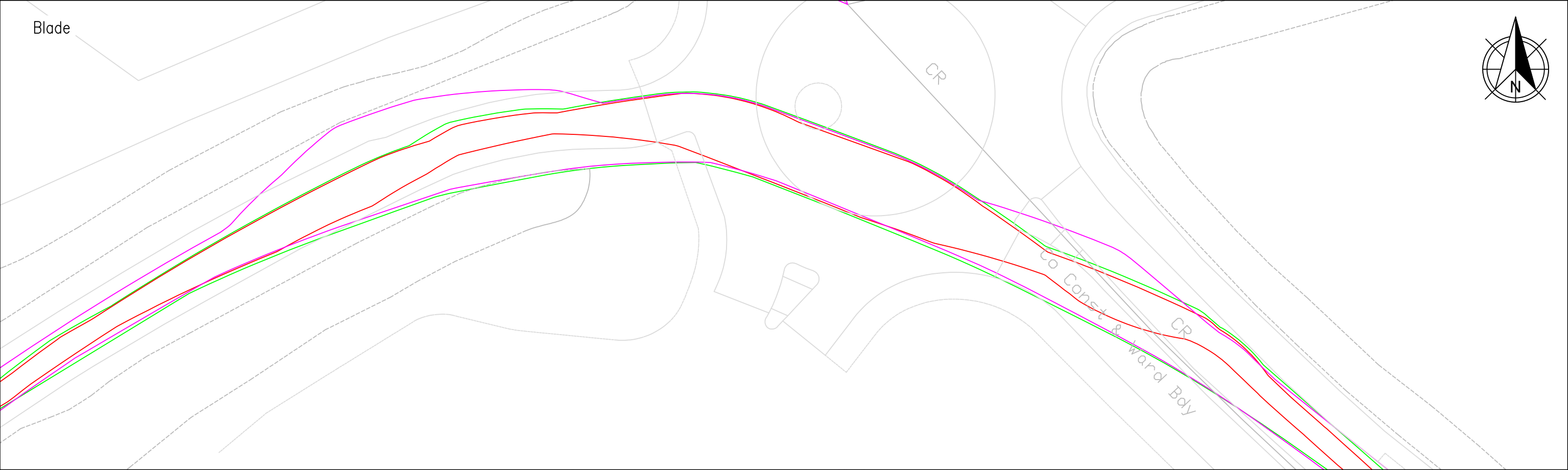
Central island to be lowered to allow oversail.
Two traffic signals and one set of lit chevron
signs to be removed. Vegetation to be cleared.

One road sign to be removed.
Pedestrian guardrail to be
oversailed.



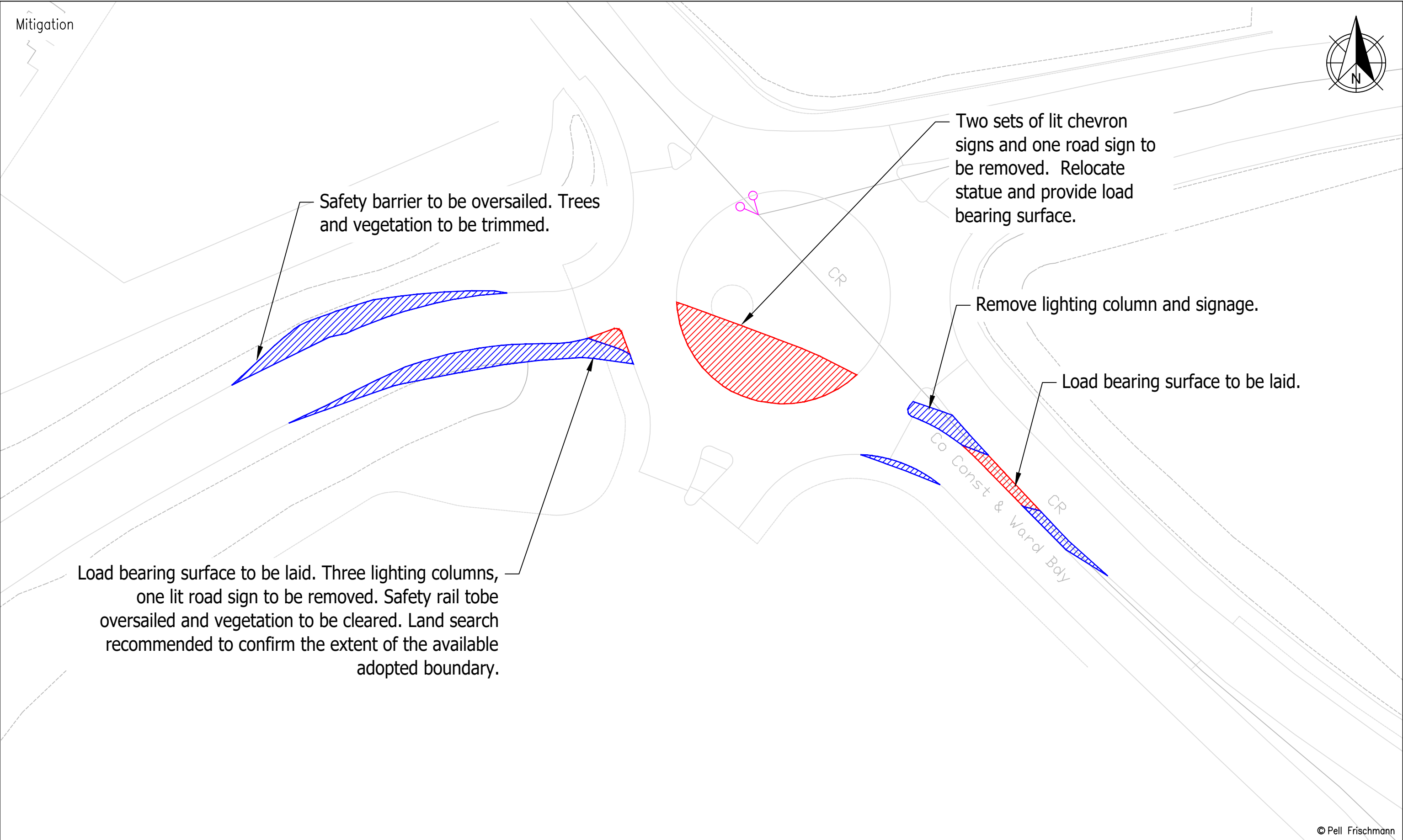
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						SK07A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00		



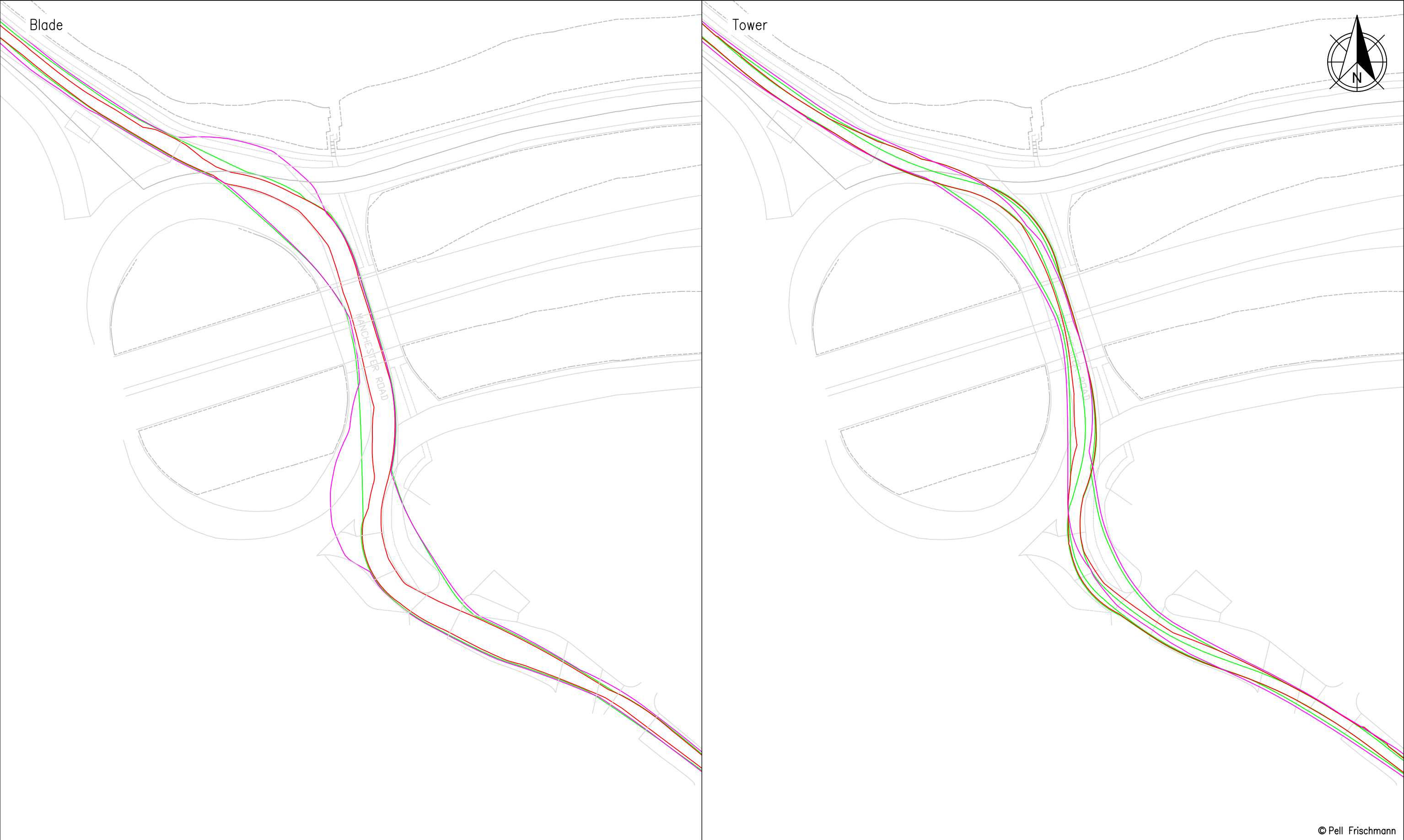
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: p.fedinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Scout Moor II Wind Farm			Name	Date	Scale			
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Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower		Point of Interest		8	Draft		
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Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location		A56 / A680 / Haslingden Road Roundabout		SK08		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00

Mitigation



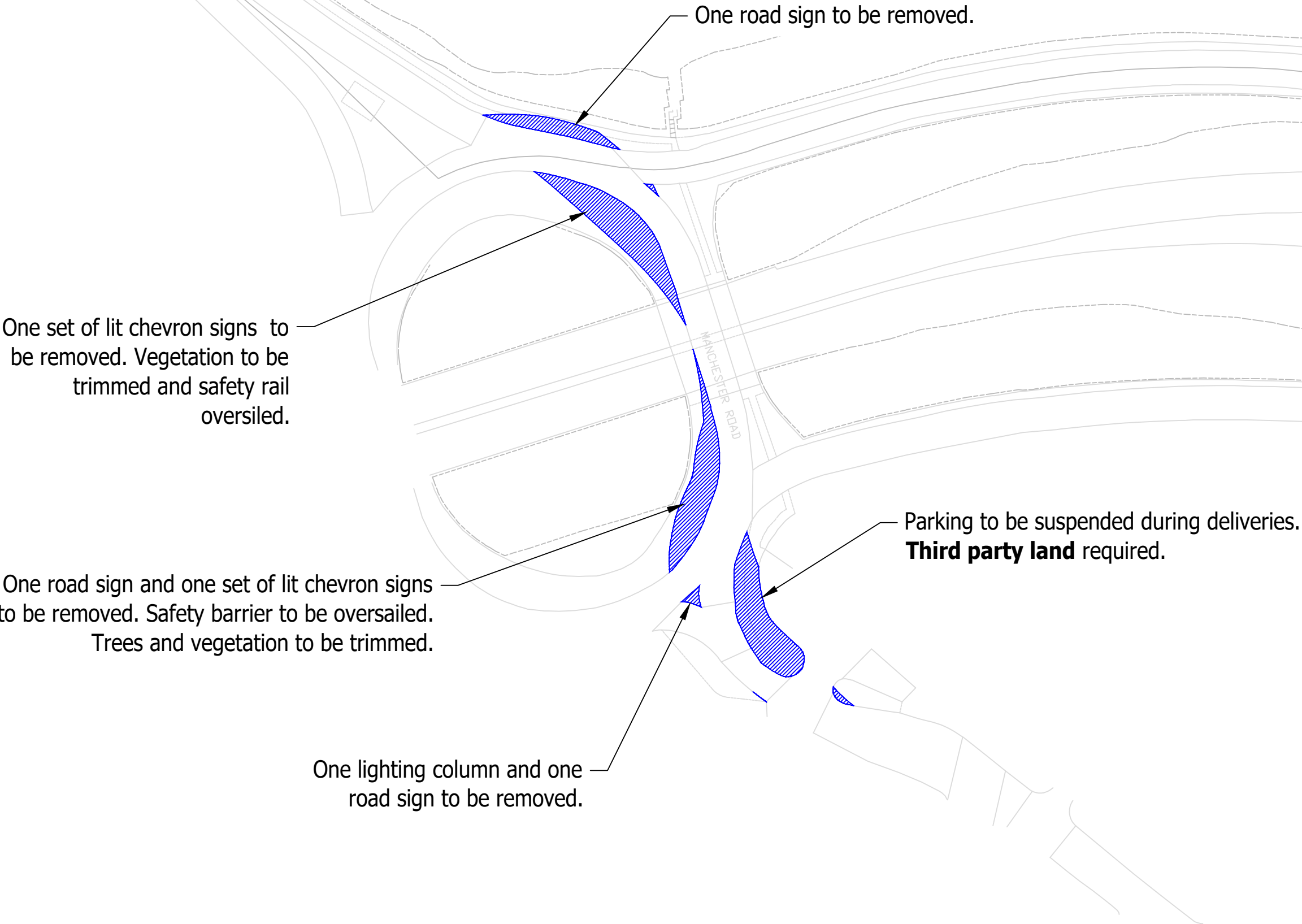
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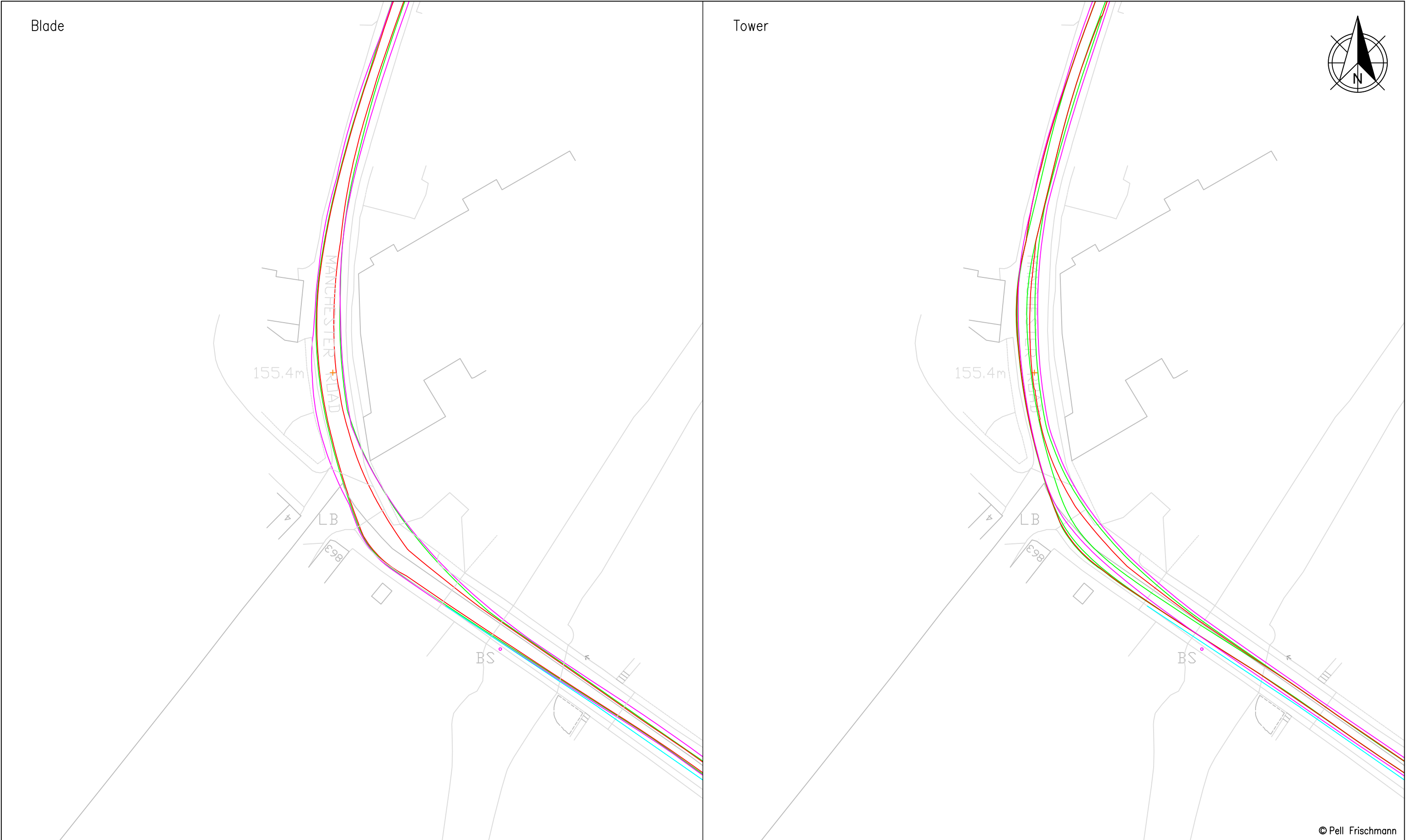
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	Drawing Title		Nordex N149 Blade and Tower		Designed		AD	04/04/2025	File No.		250331 Scout Moor N149 SPA.dwg
	SPA Location		A680 / A56 / B6527 Roundabout		Checked		TL	04/04/2025	Drawing Status		Draft
	Client		Cubico Sustainable Investments Ltd		Point of Interest		9		Revision		00
Key		Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		Drawing No.		SK09		Notes:		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	

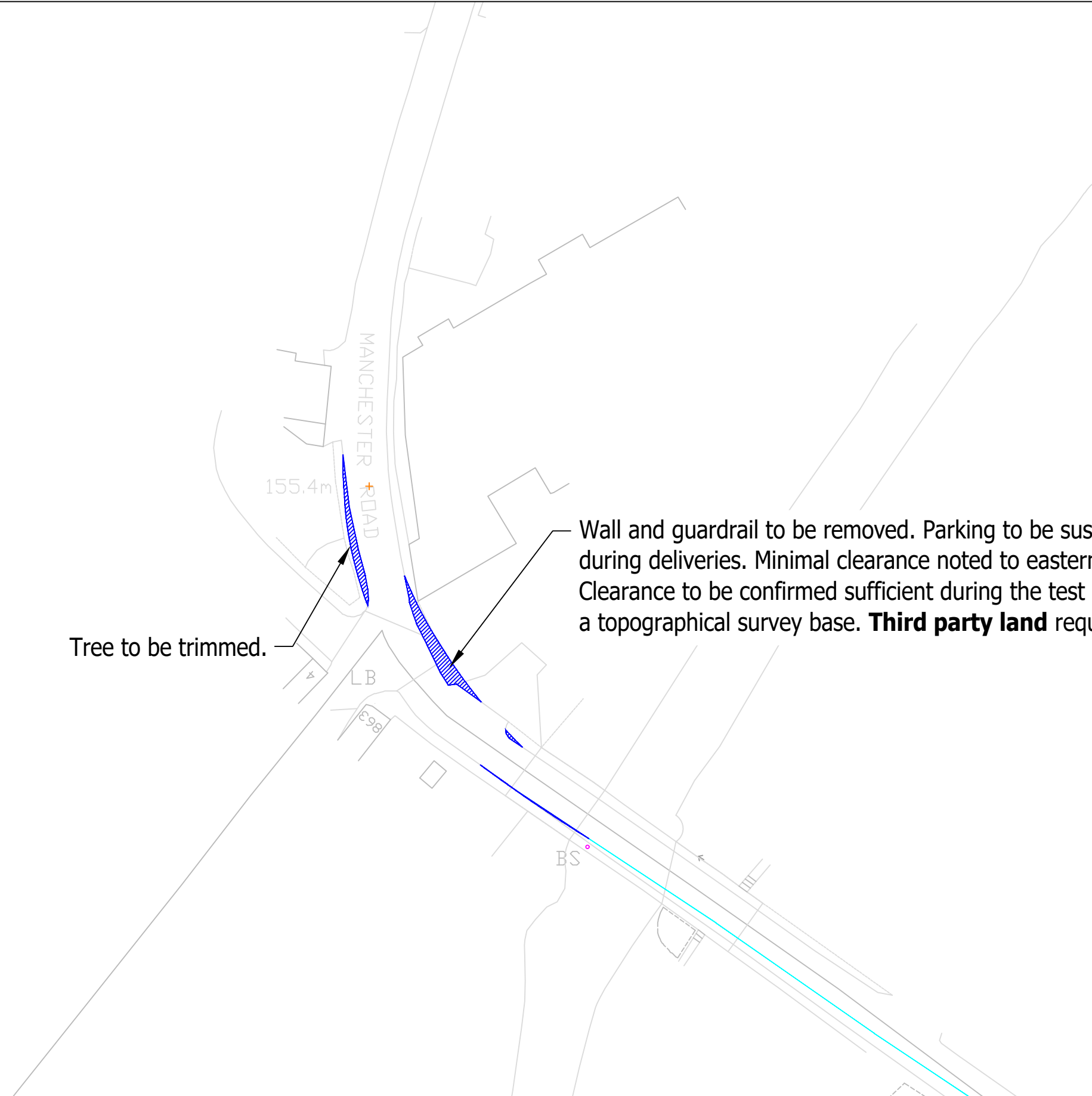


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				Drawn	AD	04/04/2025	1:1000 @ A3			
				Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg			
				Checked	TL	04/04/2025	Drawing Status			
Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower	Point of Interest		9	Draft			
				Drawing No.	Notes:			Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location		A680 / A56 / B6527 Roundabout		SK09A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00



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			Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg		
			Designed	AD	04/04/2025			
			Checked	TL	04/04/2025			
Client Cubico Sustainable Investments Ltd	Drawing Title Nordex N149 Blade and Tower		Point of Interest		11		Drawing Status Draft	
			Drawing No. SK10	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.				Revision 00
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location B6527 Blackburn Road River Irwell Crossing							

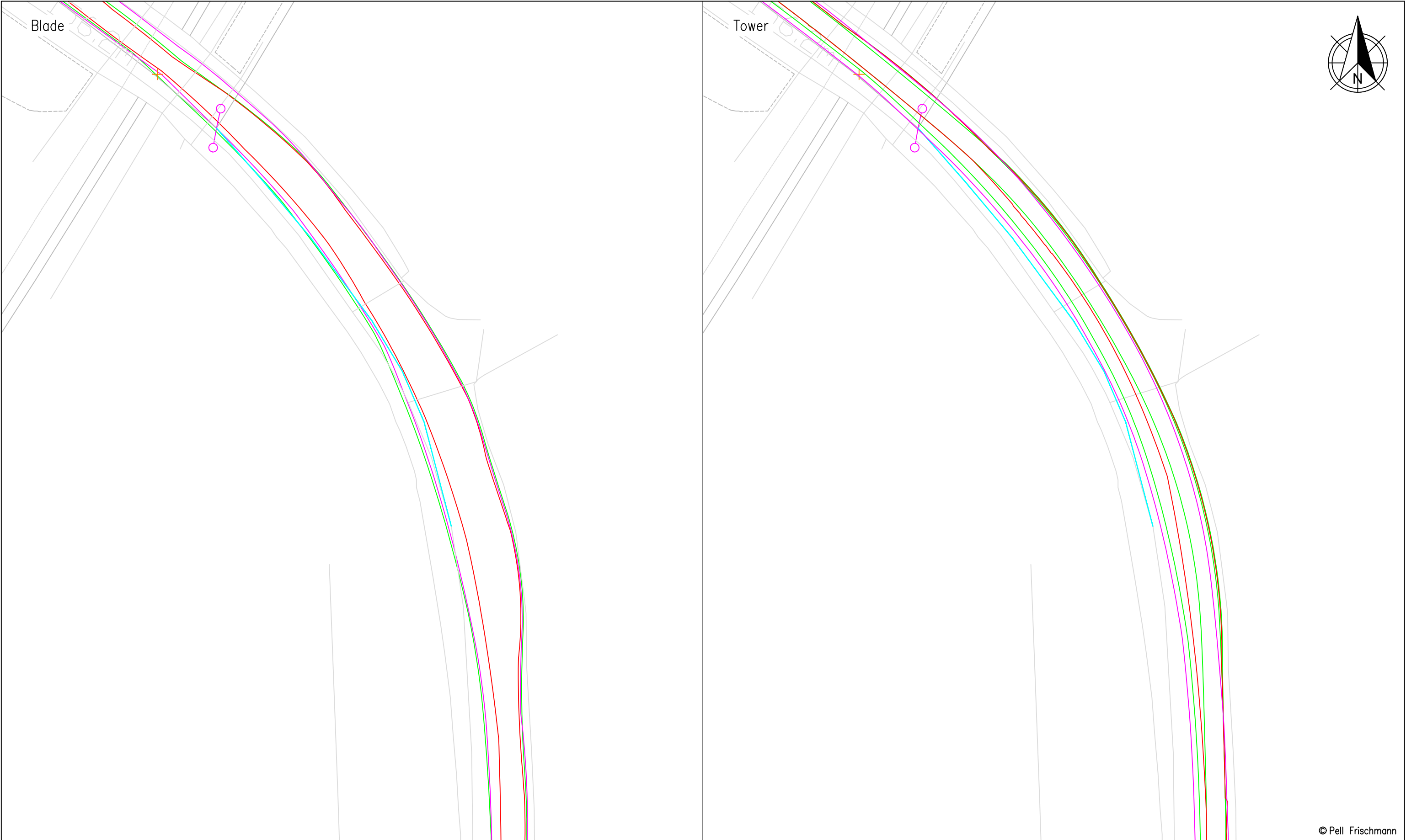


Tree to be trimmed.

Wall and guardrail to be removed. Parking to be suspended during deliveries. Minimal clearance noted to eastern building. Clearance to be confirmed sufficient during the test run or on a topographical survey base. **Third party land** required.

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				Drawn	AD	04/04/2025	1:1000 @ A3			
				Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg			
				Checked	TL	04/04/2025	Drawing Status			
Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower	Point of Interest		11	Draft			
				Drawing No.	Notes:			Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	B6527 Blackburn Road River Irwell Crossing			SK10A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00



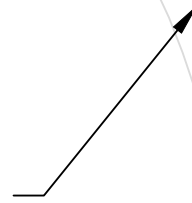
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			Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg		
			Designed	AD	04/04/2025			
			Checked	TL	04/04/2025	Drawing Status Draft		
Client Cubico Sustainable Investments Ltd	Drawing Title Nordex N149 Blade and Tower		Point of Interest		12		Revision 00	
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location B6527 Blackburn Road Railway Overbridge		Drawing No. SK11		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			

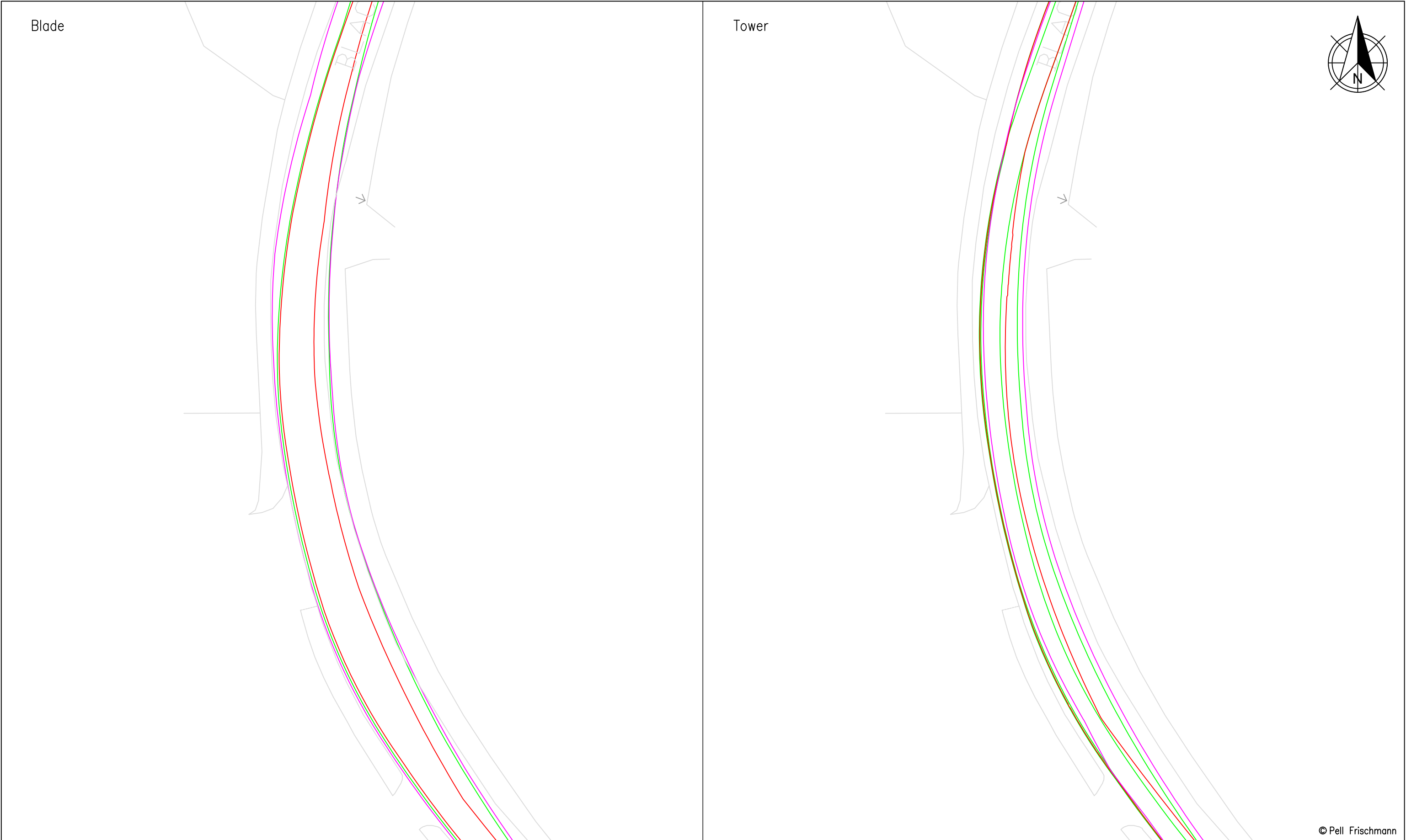
Mitigation



Clearance to western fence to be confirmed on a topographical survey base or during the test run.



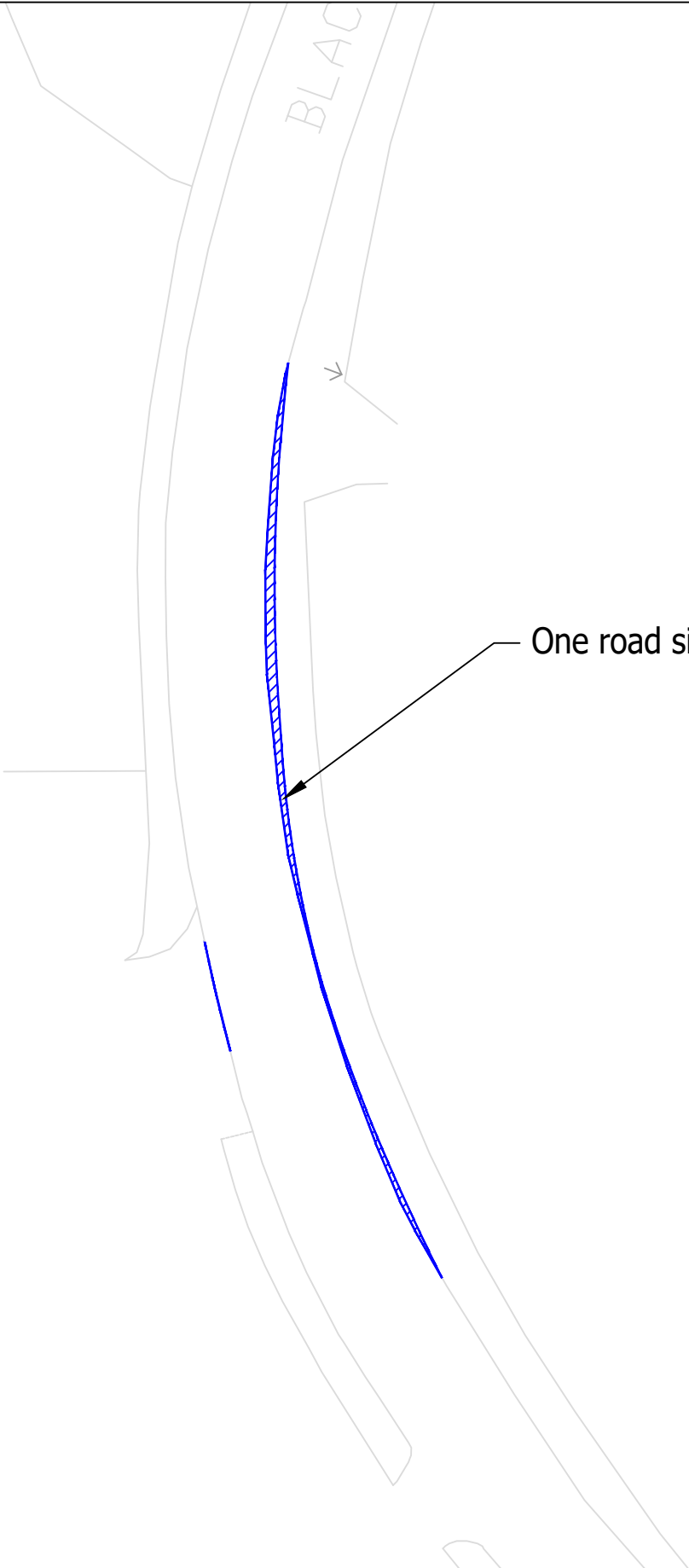
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfedinburgh@pellfrischmann.com www.pellfrischmann.com		Project				Name		Date		Scale	
		Scout Moor II Wind Farm		Drawn		AD		04/04/2025		1:500 @ A3	
				Designed		AD		04/04/2025		File No. 250331 Scout Moor N149 SPA.dwg	
				Checked		TL		04/04/2025		Drawing Status	
Client		Cubico Sustainable Investments Ltd		Drawing Title		Point of Interest		12		Draft	
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		Nordex N149 Blade and Tower		Drawing No.		Notes:		Revision			
		SPA Location		SK11A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00			
		B6527 Blackburn Road Railway Overbridge									



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			Drawn	AD	04/04/2025	1:500 @ A3			
			Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg			
			Checked	TL	04/04/2025	Drawing Status			
Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower		Point of Interest		13	Draft	
			SPA Location	B6527 East of Irwell Vale		Drawing No.	SK12	Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	Revision
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail								

Mitigation



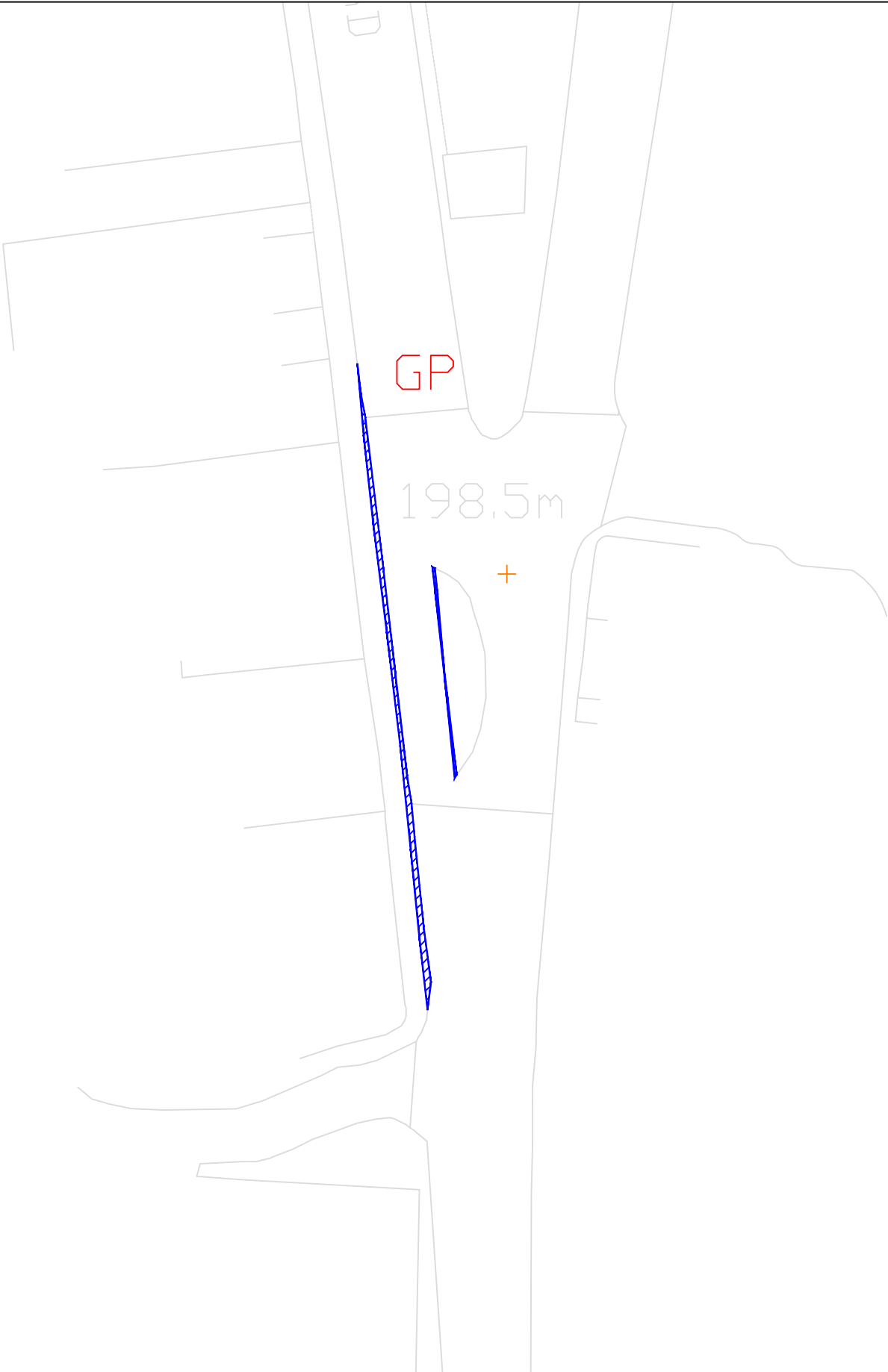
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				Drawn	AD	04/04/2025	1:500 @ A3				
				Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg				
				Checked	TL	04/04/2025	Drawing Status				
Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower	Point of Interest		13		Draft			
				Drawing No.	Notes:					Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	B6527 East of Irwell Vale	SK12A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.					00



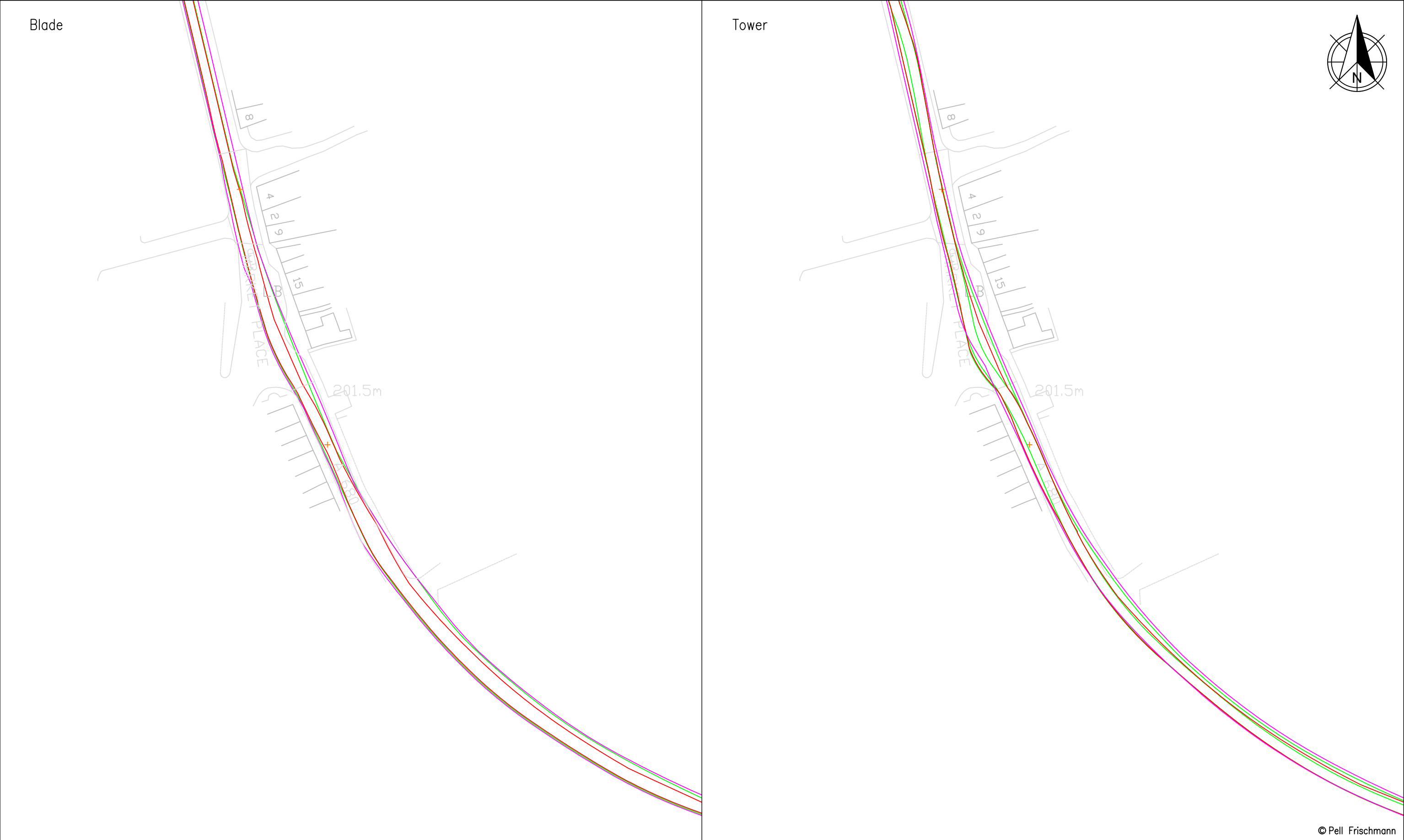
Pell Frischmann 93 GEORGE STREET, EDINBURGH, EH2 3ES Tel: +44 (0)131 240 1270 Email: pfredinburgh@pellfrischmann.com www.pellfrischmann.com	Project	Scout Moor II Wind Farm		Name	Date	Scale		
			Drawn	AD	04/04/2025	1:500 @ A3		
			Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg		
			Checked	TL	04/04/2025	Drawing Status		
Client	Cubico Sustainable Investments Ltd	Drawing Title	Point of Interest		14		Draft	
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		Nordex N149 Blade and Tower	Drawing No.	Notes:			Revision	
	SPA Location	B6527 Edenfield Market Street	SK13	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00	

Mitigation



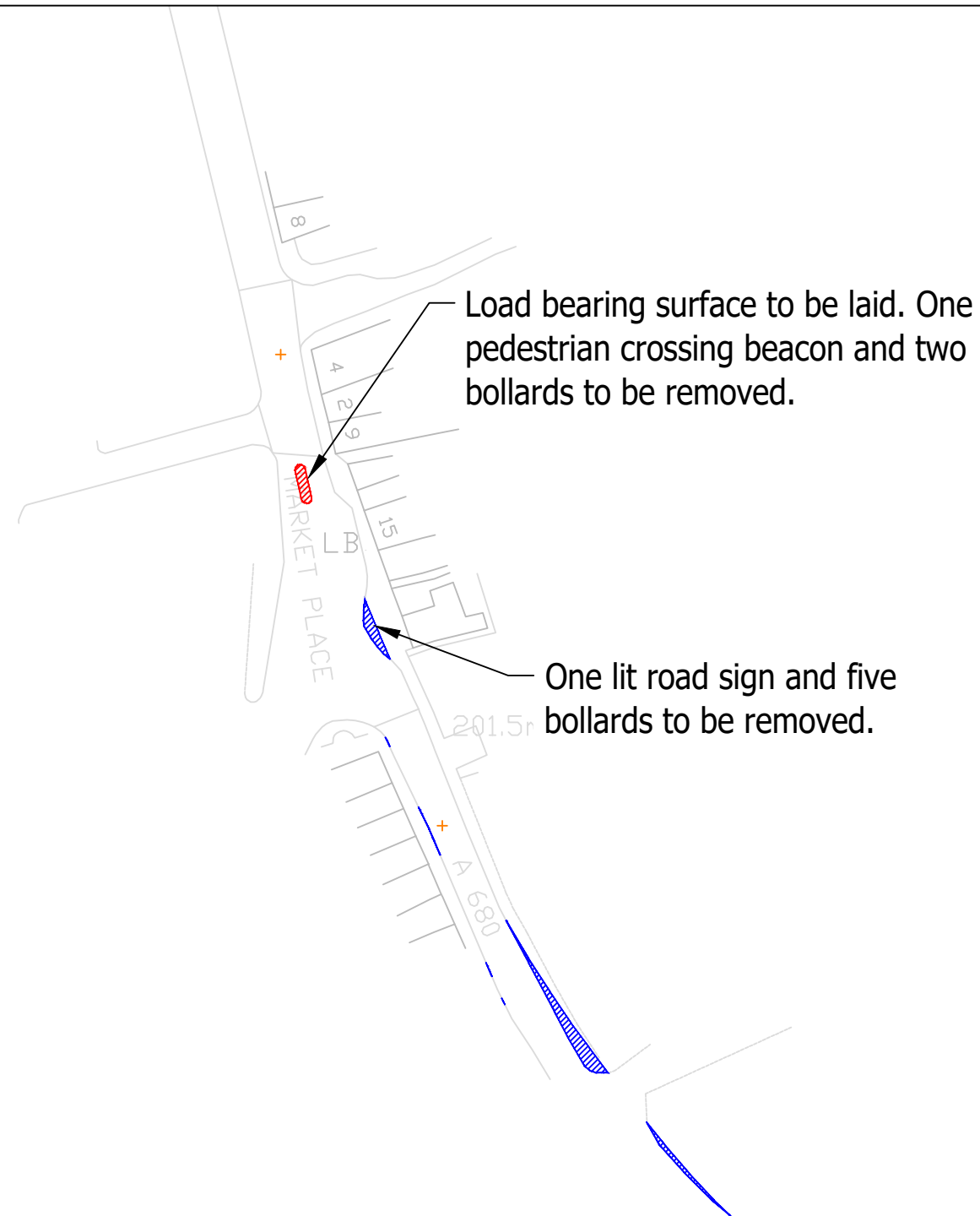
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				Drawn	AD	04/04/2025	1:500 @ A3		
				Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg		
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Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower	Point of Interest		14	Draft		
				Drawing No.	Notes:			Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	B6527 Edenfield Market Street		SK13A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.			00



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				Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg	
				Designed	AD	04/04/2025		
				Checked	TL	04/04/2025	Drawing Status Draft	
Client Cubico Sustainable Investments Ltd		Drawing Title Nordex N149 Blade and Tower		Point of Interest		15		
				Drawing No. SK14		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		Revision 00
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail		SPA Location B6527 / A680 / Bury Road Mini-Roundabout						

Mitigation



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		Drawn	AD	04/04/2025	1:1000 @ A3				
		Designed	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg				
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Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower		Point of Interest		15	Draft	
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	B6527 / A680 / Bury Road Mini–Roundabout		Drawing No.	Notes:		Revision	
					SK14A	1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	

Tower

CL

CLW

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A680 Rochdale Road Right Bend

Wheel SPA

Body SPA

Load SPA

Indicative

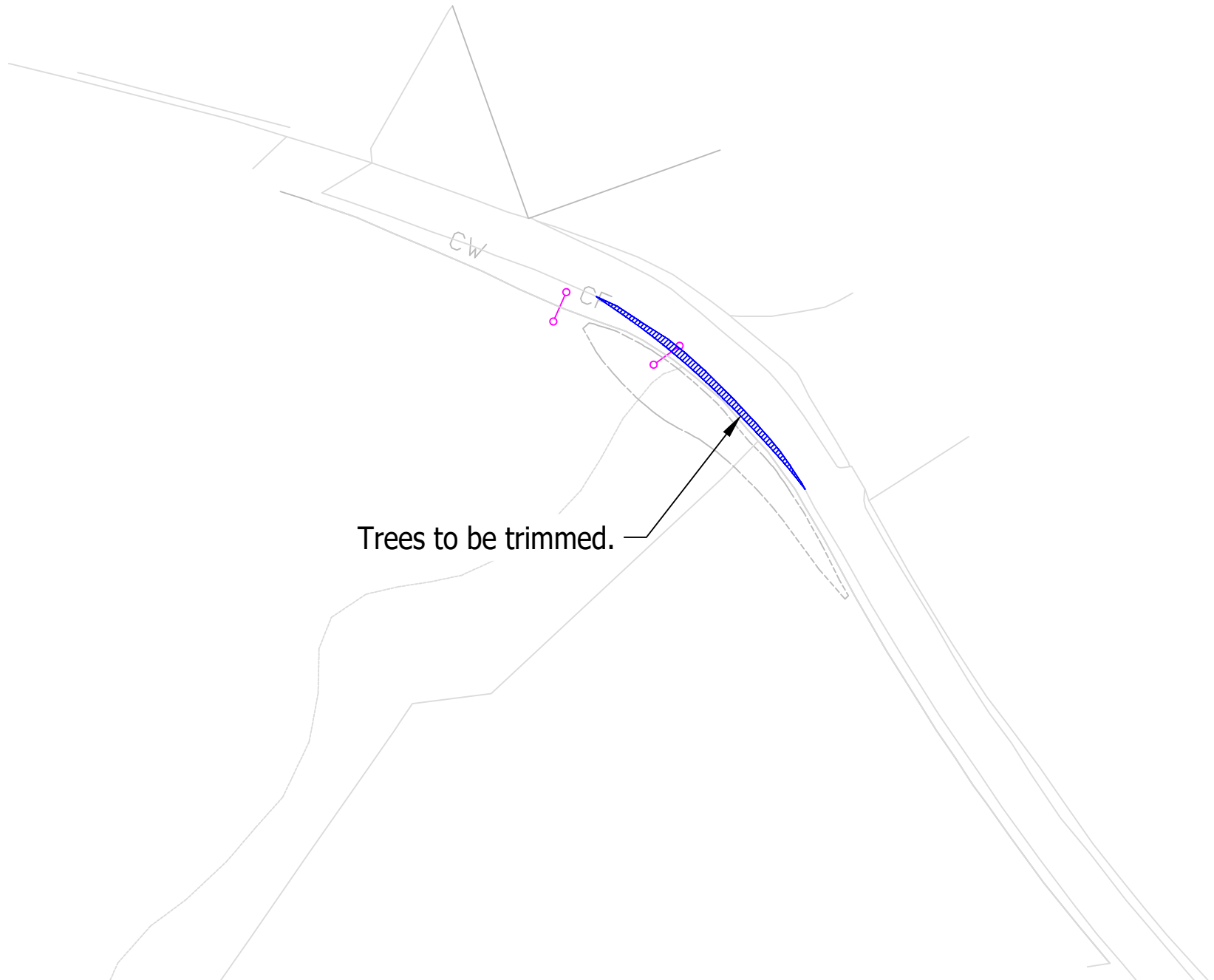


Overrun



Oversail

	Name	Date	Scale 1:1000 @ A3
Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg
Designed	AD	04/04/2025	
Checked	TL	04/04/2025	
Point of Interest		17	Drawing Status Draft
Drawing No. SK15		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.	
		Revision 00	



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			Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg	
			Designed	AD	04/04/2025		
			Checked	TL	04/04/2025	Drawing Status Draft	
Client Cubico Sustainable Investments Ltd	Drawing Title Nordex N149 Blade and Tower		Point of Interest		17		Revision 00
	SPA Location A680 Rochdale Road Right Bend		Drawing No. SK15A		Notes: 1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		
Key Wheel SPA Body SPA Load SPA Indicative Overrun Oversail							

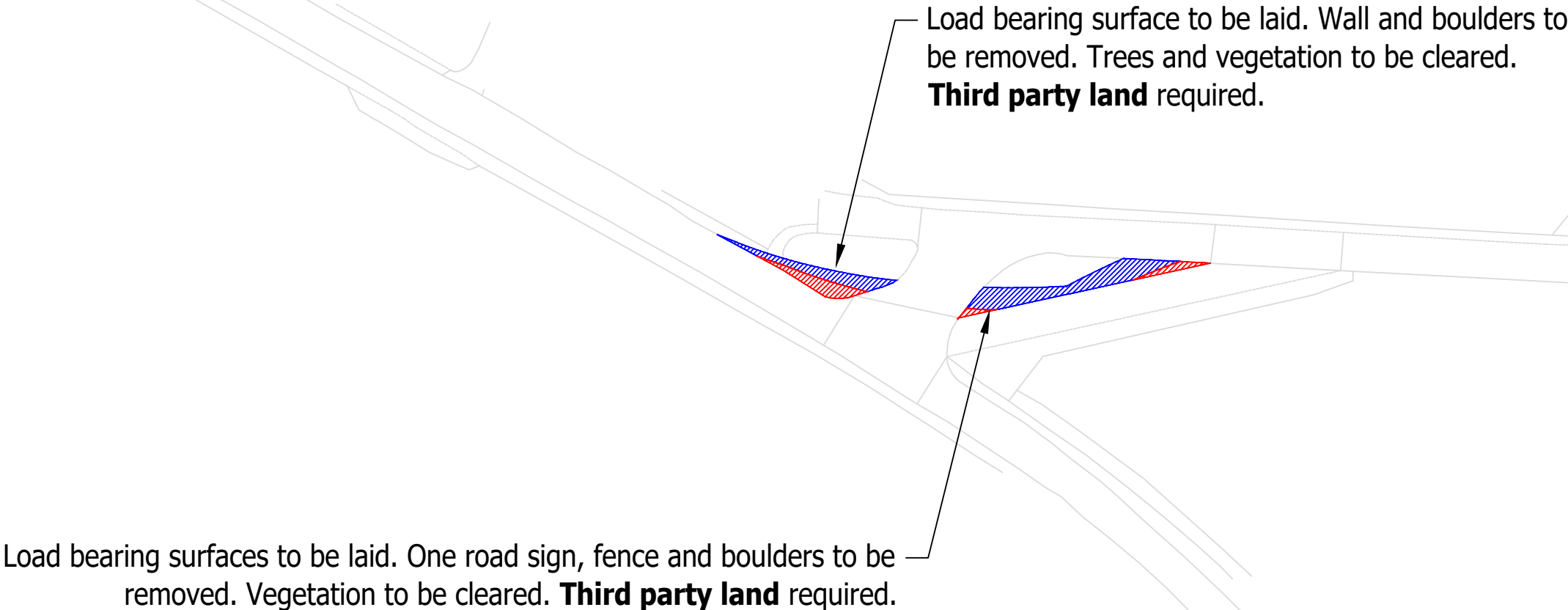
Blade



Tower

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				Drawn	AD	04/04/2025	File No. 250331 Scout Moor N149 SPA.dwg			
				Designed	AD	04/04/2025				
				Checked	TL	04/04/2025	Drawing Status		Draft	
Client	Cubico Sustainable Investments Ltd	Drawing Title	Nordex N149 Blade and Tower		Point of Interest		18			
					Drawing No.	Notes:		Revision		
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail	SPA Location	Proposed Site Access		SK16		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	



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				Drawn	AD	04/04/2025	File No.	250331 Scout Moor N149 SPA.dwg			
				Designed	AD	04/04/2025					
				Checked	TL	04/04/2025	Drawing Status			Draft	
Client	Cubico Sustainable Investments Ltd	Drawing Title		Nordex N149 Blade and Tower		Point of Interest		18			
		SPA Location		Proposed Site Access		Drawing No.		Notes:		Revision	
Key	Wheel SPA Body SPA Load SPA Indicative Overrun Oversail					SK16A		1. All mitigation is subject to confirmation through a test run. 2. This is not a construction drawing and is intended for illustration purposes only.		00	

Appendix C ESDAL Correspondence

From: Pyper Stewart James On Behalf Of Commercial Vehicle Unit

Sent: 08 April 2025 08:08

To: Aleks Dimitrov

Subject: RE: Proposed Wind Farm ESDAL

Hi Aleks

Liverpool Ports have two main exit points. I presume it will be coming into the heavy lift area of the Docks. If this is the case it will exit from Seaforth onto two roundabouts which will need surveying. It will then run along a dual carriageway all the way to the M58 with no other obstructions other than general junctions.

If you need any further help, please get in touch.

Stewart Pyper

Constable Commercial Vehicle unit

Merseyside Police.

From: Gordon Beattie

Sent: 03 April 2025 17:40

To: Aleks Dimitrov

Subject: RE: Proposed Wind Farm ESDAL

Hi Aleks

Thank you for your enquiry.

There are structures on the National Highways network for the movements which are subject to weight restrictions.

- Stannanaught Road M58 Jct 5 requires all loads over 108 Te to be assessed
- Gathurst Road M6 Jct 26-27 requires all loads over 90 Te to be assessed
- Cuerden Hall M6 Jct 29 requires all loads over 97 Te to be assessed

As we do not have the precise vehicle configuration details that the assessment work requires, it is possible that some of the loads that your project requires may not be accepted across any or all of these structures.

We will need to assess the detailed vehicle configuration and weights to provide a definitive answer.

However, for an enquiry of the nature that you have made regarding potential windfarm developments, we would not undertake full vehicle assessments at this initial stage due to the amount of work and expense incurred.

The loads described fall into the Special Order category and the hauliers must follow the process to gain the required approval.

Gordon Beattie MILT

Network Planner- Occupancy

North West Region

National Highways | Newlands | Unit A1 | 6 Brewery Lane | Penrith New Squares | Penrith | Cumbria | CA 11 7FN

National Highways Web: <http://www.nationalhighways.co.uk>

From: rsgbrb

Sent: 07 April 2025 13:11

To: Aleks Dimitrov

Subject: RE: Proposed Wind Farm ESDAL

Dear Aleks,

Thank you for your enquiry.

I have looked at the proposed route and found that it would cross an HRE structure on the A59, south-west of Aintree.

A new assessment for this structure is in progress and we hope to have a preliminary report on its capacity by the end of the month. I will then contact you again to confirm whether or not there would be any issues for vehicles transporting wind turbine components crossing the structure.

The rest of the route is absolutely fine.

Thanks and regards

Tania

Tania Howell

Abnormal Loads Officer (on behalf of National Highways Historical Railways Estate)

Jacobs

