Appendix E: Abnormal Indivisible Load (AIL) Report

Royal HaskoningDHV
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Abnormal Indivisible Load Access to the Proposed New Rigifa BESS Substation Site – High Level Summary Document & Desktop Review

Prepared for Field Energy

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DOCUMENT REVISIONS

Issue	Date	Details
0	30.05.2024	Summary Report
1		
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Site	Proposed New Field Energy Rigifa Substation Site
Level of Difficulty for AIL Access RED – Major issues expected that present risk to access AMBER – Issues expected but remedial can be undertaken to allow access GREEN – AIL Access proven and no major issues	The structural status of the route has been confirmed for 88.4te loads.
Existing Substation or Potential New Site	New potential Field Energy Substation Site south of existing Gills Bay Substation location and approximately 5.5 miles south-west of John o'Groats.
Route Inspection and AIL Access Report Recently undertaken by Wynns?	Yes, route inspections undertaken between 7th – 10th May.
Has Agreement in Principle (AIP) been provided by National Highways in line with the Water Preferred Policy	No – Wynns are not aware of an existing AIP as the movements to the proposed substation are to be STGO Category 3 and Special Order movements are therefore not required. Appendix 2 includes the National Highways Aide Memoir which explains movement thresholds and permission requirements for AILs.
National Highways AIP Reference Number	NA
Proposed port of Delivery	As the AIL is within STGO it is not limited to the closest port. Therefore, any suitable east coast port can be expected to be utilised. The route proposed can be accessed from potential Ports from the A9. The closest port used for AILs is Scrabster, recently cleared for the Special Order deliveries (in excess of 150te gross weight) to a site in Spittal for much heavier loads than considered here. Although the delivery could be from as far as Immingham Docks which are regularly used for STGO delivery into the UK from mainland Europe.
Maximum Transport Weight considered during the most recent report in line with future project requirements	Transformer of circa 88.4te nett
Typical trailer used in Route Clearance works	Flat top trailers or Goose Neck trailers would be expected to be considered in the

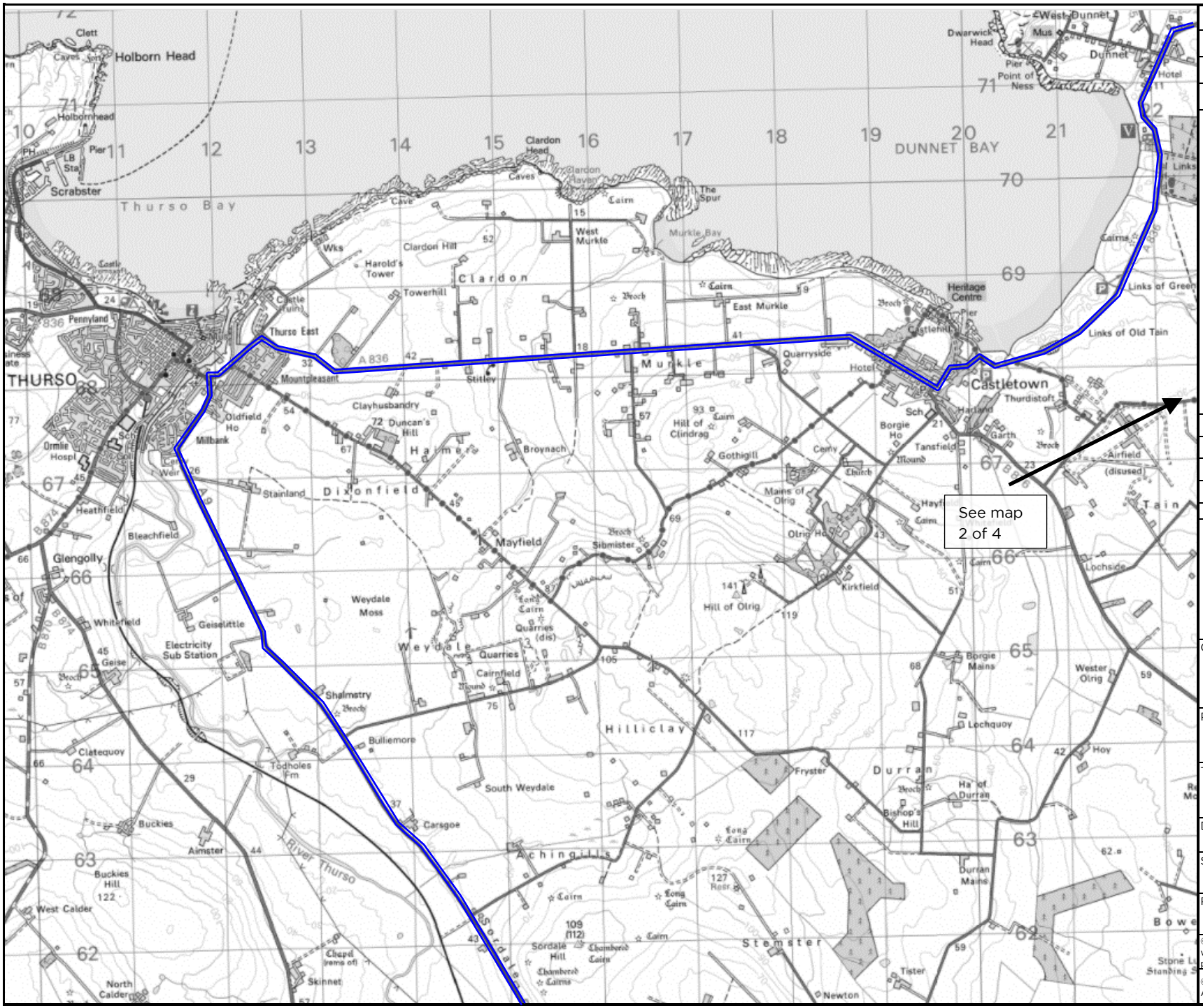
	first instance for the transformer of this weight at 88.4te and nett height of 3813mm which can be transported at under the standard UK trunk road and motorway running height of 4950mm.
Expected delivery date of next planned transformer if known	To be confirmed
Known Maximum Transformer Weight (according to available records)	No records are available to Wynns of existing transformers in the nearby SSE Substation.
Last Recorded Special Order Movement (according to available records)	No records are available to Wynns of existing transformers in the nearby SSE Substation.
Nearest Common Heavy Load Route	A9 is the main AIL route to Northern Scotland
Suggested route(s) based on historical information	**Proposed route 1 from Immingham** Exit Immingham Docks via Humber Road Turn left A180 Continue M180 Exit M180 joining M18 Junction 5 Join M62 Junction 35 Join A1 Junction 41 Turn left A66 (Scotch Corner) Turn right joining M6 Junction 40 Continue A74 Turn right M73 Continue M80 Continue M9 Continue A9 Turn left at Latheron to continue A9 Turn right A836 Turn right onto Unclassified Road at approx. OS Grid Reference ND 29648 73314 towards East Lodge Turn right onto Unclassified Road at approx. OS Grid Reference ND 30102 72716 towards West Lodge Turn right onto Unclassified Road at approx. OS Grid Reference ND 28886 72239 Continue towards approximate site location entrance OS Grid Reference ND 29335 71435 **Proposed route 2 from Immingham** As Route 1 continue A9 at Latheron to A99 Continue A99 through Wick Turn right to continue A99 at Reiss Turn left A836 Turn left onto Unclassified Road at approx. OS Grid Reference ND 29648 73314 towards East Lodge Turn right onto Unclassified Road at approx. OS Grid Reference ND 30102 72716 towards

	West Lodge Turn right onto Unclassified Road at approx. OS Grid Reference ND 28886 72239 Continue towards approximate site location entrance OS Grid Reference ND 29335 71435 **Proposed route 3 from Immingham** As Route 2 continue A99 through Reiss to A876 Turn right onto Unclassified Road towards Lyth at approx. OS Grid Reference ND 26553 60811 Continue on Unclassified Road to Upper Gills Turn left towards Rigifa at approx. OS Grid Reference ND 32611 71967 Turn right onto Unclassified Road at approx. OS Grid Reference ND 28886 72239 Continue towards approximate site location entrance OS Grid Reference ND 29335 71435
Is a map available of the proposed route?	Yes – See attached file.
Any Known Problems for AIL Access in terms of structures?	STGO notifications (WYNL/136 & WYNL/137) were submitted via ESDAL of the route from Immingham Docks to the proposed site location in Rigifa. National Highways North West Region have advised Esk (Metal) Bridge, located M6 junctions 44-45 is only to be crossed when there are no other vehicles on the structure. M8 DBFO on behalf of Scottish Roads have advised when crossing the Raith Bridge 0.25 miles south of junction 5 of the M74 any vehicle over 100te but not exceeding 150te must straddle lane 1 and 2 with no other traffic should be on the bridge at the same time. The running height would also need to be reduced to a maximum of 4.98m throughout the M73 junction 6 to M74 junction 4 and M73. No other structural authority consulted has advised of any specific structural concern and the routes are considered structurally acceptable at this time.
Any Known Problems for AIL Access in terms of Negotiability and other Route Comments?	No major issues are expected on proposed routes 1 and 2 to the A836 and the 3rd route through Lyth however the final few turns to the proposed site location will require SPA's

	to confirm the negotiability of the turns and the potential overrun into possible third party land. Temporary or permanent road widening would also be required on the final turn. A confirmatory SPA on Route 2 would be recommended for the left bend through Wick A99 High Street. Confirmatory SPAs would also be required on the 3rd proposed route for the left turn from the B876 onto the Unclassified Road towards Lyth. A new haul road to the site would need to be created, suitable for AIL access where there is an existing farm track, subject to detailed engineering and topographic surveys. A general observation has been made by several highway authorities that loads must travel at reduced heights under motorway and trunk road structures and as such must be able to meet with 4.95m motorway headroom clearance.
Any Known Problems for AIL Access in terms of Onsite issues?	No review of site access has been undertaken within this report.
Do routing issues currently present a serious risk that access to the site may be restricted?	No. Based on the information obtained in terms of structural clearance and on the route surveys, our recommendation is that Route 1 is the preferred option at this time.
Any other Relevant Information and Notes:	

Appendix 1

Maps



Key	
	Proposed Route from the A9
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A		
0	20.05.24	Final Report

Revisions

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Client:
FIELD
Virmati Energy Ltd
Fora Montacute Yards
Shoreditch High Street
London - E1 6HU
United Kingdom

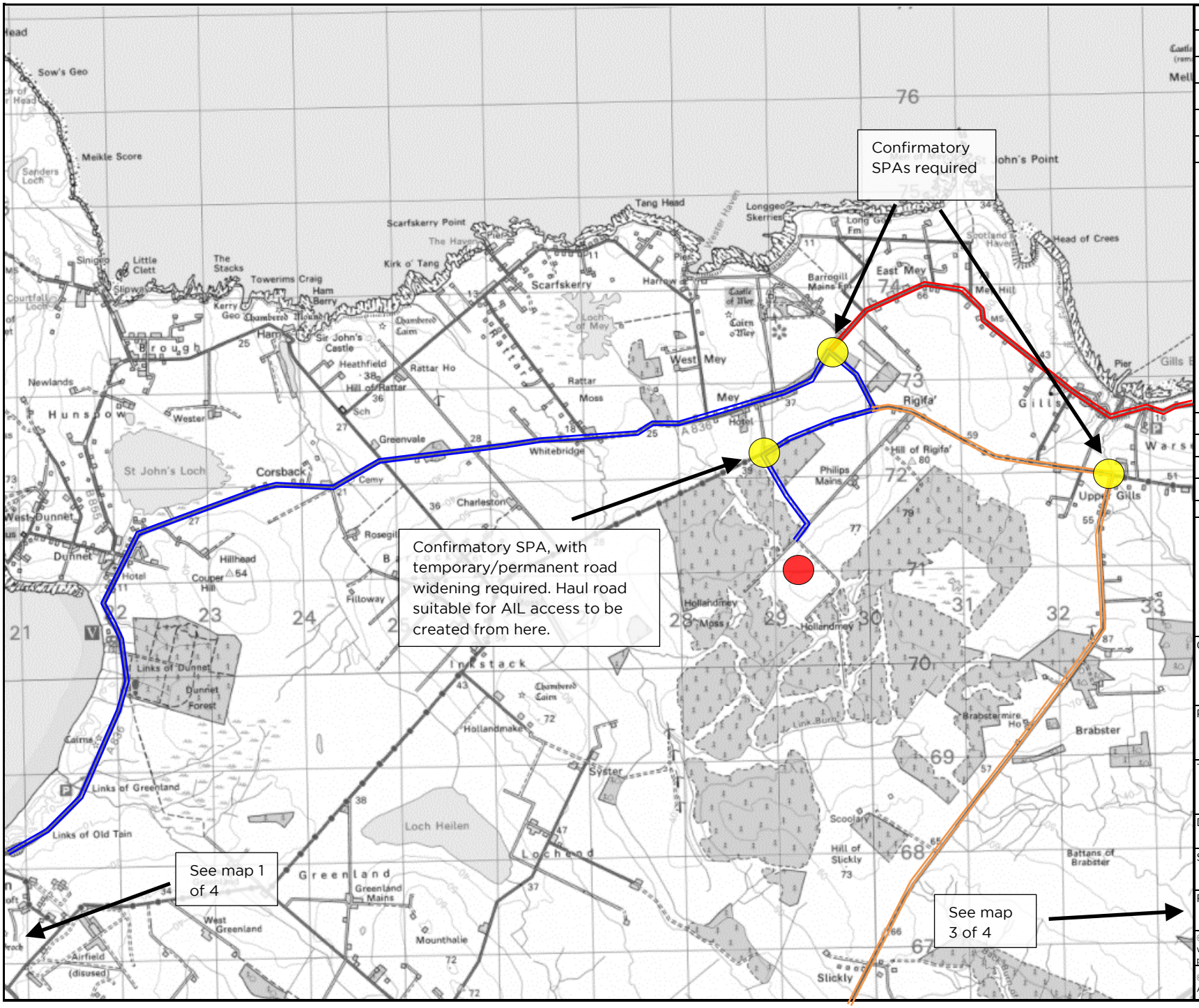
Project:
Field Energy Proposed Substation AIL Access

Title:
Map 1 – Routes to proposed Beauly Substation

Drawing Status:
Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	1 of 4	0



Key	
	Proposed Route from the A9
	Proposed route via Wick
	Proposed Route via Lyth
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A		
0	20.05.24	Final Report

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NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
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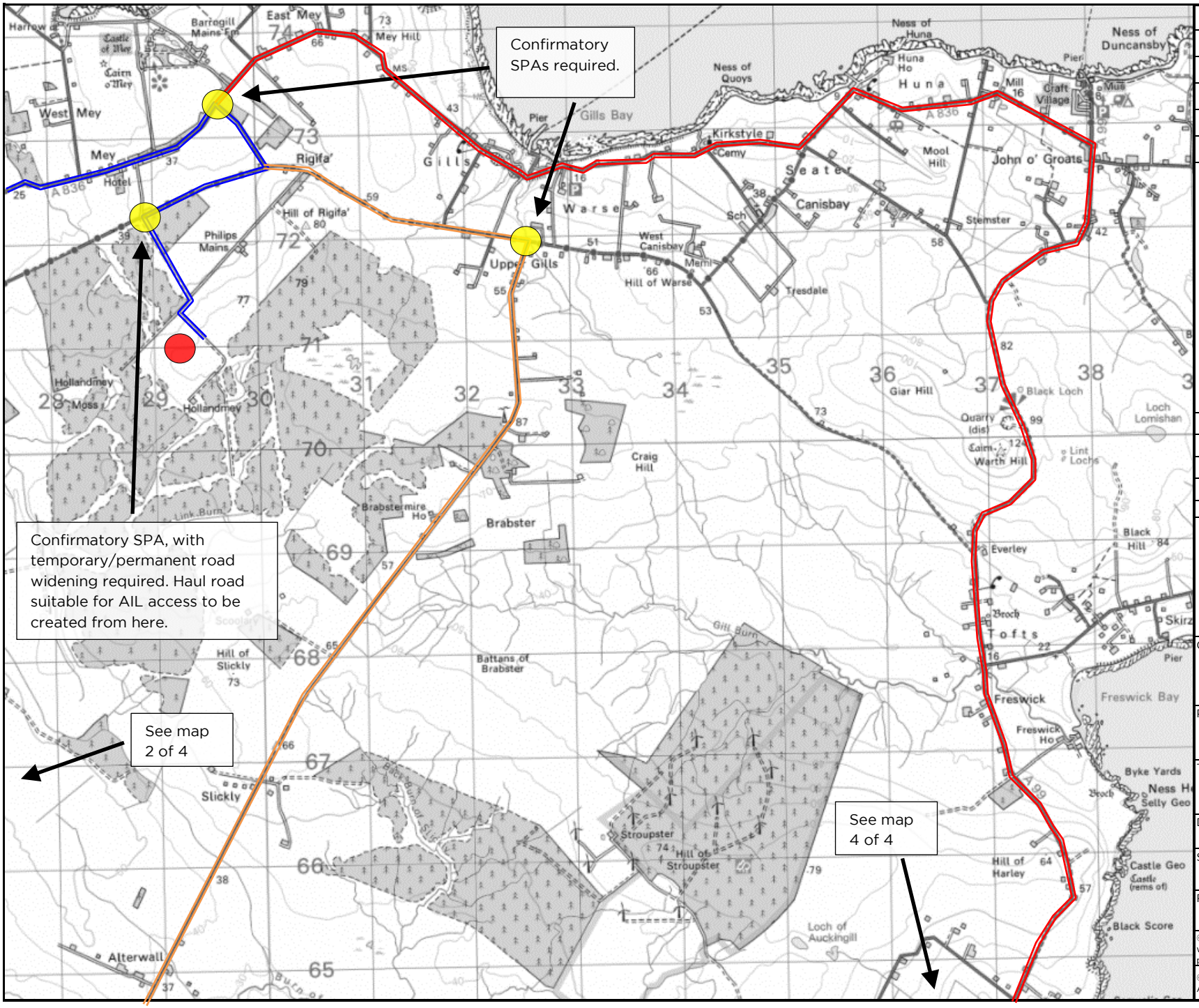

Rev	Date	Amendments
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A		
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Revisions

Wynns Ltd.
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Client: FIELD

Project: Field Energy Proposed Substation AIL Access

Title: Map 1 – Routes to proposed Rigifa Substation

Drawing Status: Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	3 of 4	0

Key	
	Proposed Route from the A9
	Proposed route via Wick
	Proposed Route via Lyth
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A		
0	20.05.24	Final Report

Revisions

Wynns Ltd.
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Client:
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Project:
Field Energy Proposed Substation AIL Access

Title:
Map 1 – Routes to proposed Rigifa Substation

Drawing Status:
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Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

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Appendix 2

National Highways Aide Memoir

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

Weight

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

Width

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

Length

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

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

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

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

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

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

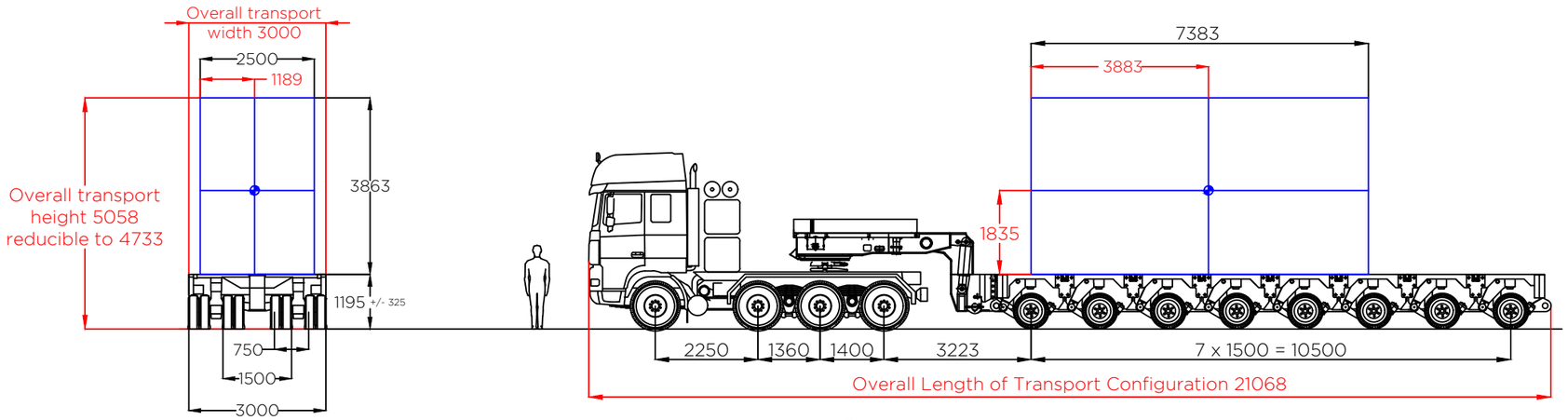
** A VR1 application can be completed and submitted online at www.highways.gov.uk/esdal. The form can also be downloaded but must not be e-mailed or faxed because the VR1 form is a legal document and so we must receive the original signed form. Approval is not automatic and is at the discretion of the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

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

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

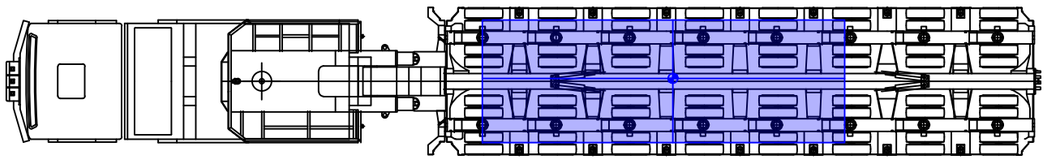
Appendix 3

Transport configuration.

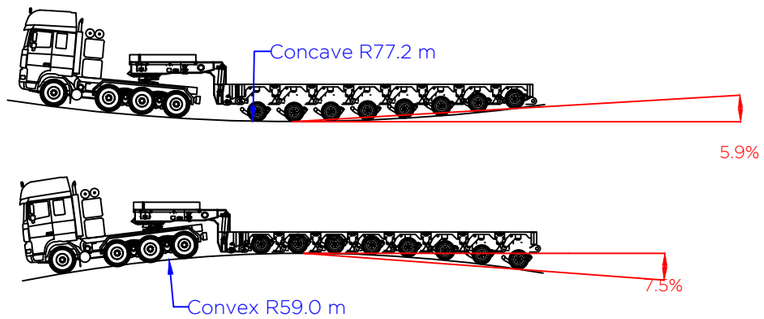


Profile View
Scale 1:125

Elevation View - 8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125

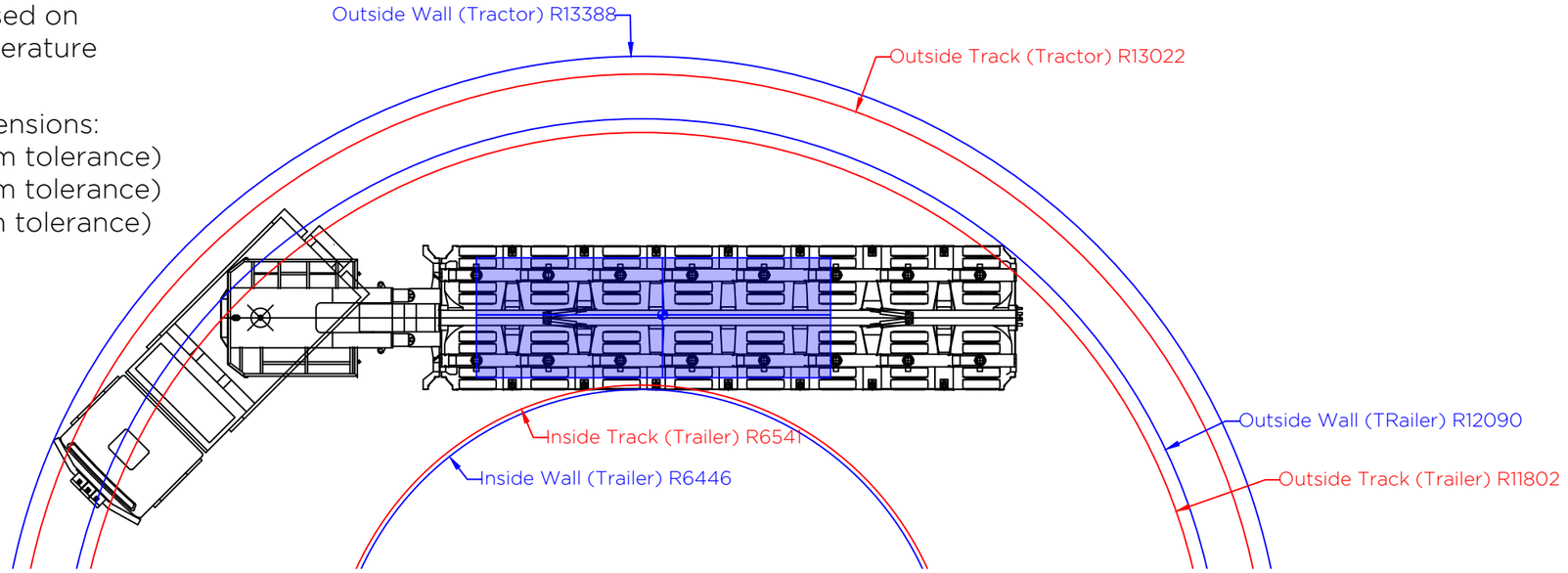


Plan View - 8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125



Vertical Curve Negotiability
Information based on
manufacturers literature

Transformer Dimensions:
7.383m (L) (incl. 50mm tolerance)
2.50m (W) (incl. 50mm tolerance)
3.863 (H) (incl. 50mm tolerance)



Minimum Turning Radii -
8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125

Load Table	
8 Axle Goose Neck Trailer	
Self weight of Electrolyser Cell Stack	88.4 te
Self weight of trailer	Say 35.0 te
Self weight of tractor	14.0 te
Total combined weight	137.4 te
Load per axle line	12.34 te
Load per axle (2 per axle line)	6.17 te
Load per wheel (4 per axle)	1.55 te
Max. ground bearing pressure (trailer)	2.99 te/m²
Tractor (14 te)	
Front axle	6.0 te
Second steer	8.0 te
Rear axle	11.5 te
Rear axle	11.5 te

Notes:-

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

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

[3] Drawing of transformer indicative only. Weight specified includes a +2% tolerance as per manufacturer drawing

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1		
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Revisions

Prepared by:
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Client: FIELD

Project: Rigifa

Title: Indicative Transport Configuration 88.4 te Transformer carried upon typical 8 axle goose neck trailer showing minimum turning radii

Drawing status: Final report

Scale (A3):	Drawn by:	Checked by:
1:125	JMB	MTO

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24-1239.TC01	1 of 1	0

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Abnormal Indivisible Load Access Report for 88.4te Transformer to the Proposed Rigifa BESS Substation Site

Prepared for Field Energy

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DOCUMENT REVISIONS

Issue	Date	Details
0	31.07.2024	Final Report
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Contents

Executive Summary

The contents of this report include land transport feasibility investigations into achieving heavy load access to the new Rigifa Battery Energy Storage Substation (BESS) site proposed by Field located south-west of John o' Groats. The weight considered in these investigations is 88.4te nett (inclusive of a 2% contingency) which is advised by Field to be the weight of the transformer required at the proposed BESS Site.

It is expected that the transformer will be delivered within Special Types General Order regulations (STGO) Category 3, as the gross load of the loaded trailer arrangement will be below 150te gross. Therefore, the move will not require a Special Order from National Highways. STGO Category 3 loads are expected to be delivered by road from the UK port of delivery or manufacturing facility and this report therefore focuses on the potential route via the A836 from the A9.

The routes considered and submitted via ESDAL (WYNL/136) within this report from the A9 onto the A836 and then travelling east on to the proposed site has not received any rejections regarding structures and is therefore believed to be structurally acceptable to the relevant authorities.

The routes are considered to be negotiable for the proposed load subject to street furniture removal and remedial works on the final approach to site. Two Swept Path Assessments (SPA) have been carried out for route 1 at the right turn from A836 onto the Unclassified Road at approximate OS Grid Reference ND 29645 73310 and then the final left turn onto the unclassified road at approximate OS grid reference: ND 28891 72247 where overrun would require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre, or alternatively, temporary laying of hardcore or permanent road widening to be completed.

Three additional SPAs have been carried out for route 2, one showing the negotiability of the final right turn at approximate OS Grid Reference ND 30466 72667 onto the proposed access road, confirming only minimum oversail and overrun, before travelling south on the Unclassified Road to the proposed site location, and two drawings showing turns along the proposed access road to ensure suitability for the proposed AIL delivery vehicle at approximate OS grid references: ND 29459 71600 and ND 29308 71300.

Field have confirmed a permanent haul road to the site will be constructed to be considerate of any future AIL deliveries as there is a new substation site being developed by SSE within the surrounding location that Field's BESS site location will be connecting to.

No consideration of site access requirements is included within this report.

1. Introduction

1.1. The contents of this report include land transport feasibility investigations into achieving access to a proposed Battery Energy Storage System (BESS) substation, which is proposed to be located in Rigifa, Thurso, south west of John o' Groats.

1.2. The weight of the transformer considered in these investigations is 88.4te nett (inclusive of 2% tolerance) which is advised by Field and as such will be transport at Special Types General Order (STGO) Category 3. This is because the gross weight of the transformer when loaded on an appropriate carrying arrangement will be less than 150te gross and therefore will not require Special Order permissions from the National Highways Abnormal Loads Team/Transport Scotland.

1.3. This report is a summary of the status of the current AIL access investigations to a proposed new BESS Substation location and seeks to present the situation as it currently stands. The issues highlighted in this report as risks to achieving AIL access in the future, will need to be revisited and progressed as the scheme develops.

1.4. This investigation considers the possible land transport routes from the A9 heavy load route which is an established access route into northern Scotland. Formal movement applications will be necessary upon appointment of a haulage contractor by the transformer manufacturer.

1.5. As the load will be within STGO Category 3 it is assumed that access via the Motorway and Trunk Road network to the A9 from the port of delivery will be suitable. Wynns have therefore focused upon the final section of the route from the exit of the A9 via A836 to the proposed site location.

1.6. The report is intended to be a summary of the AIL route access at the current time and is not a guarantee that the route will be cleared in the future. Specific movements will need to be assessed at the time on an individual basis. If any further information is required, it is available on request.

1.7. The report considers access to the proposed Rigifa BESS Substation in terms of AIL transportation only.

2. National Highways Agreement in Principle and Legislative Requirements

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

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

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

2.1.2. All equipment should be stripped of their ancillaries before they are transported. NH and TS will only accept that further dismantling is not required where it cannot be economically

achieved due to the requirement for its construction within specific factory environments or where extremely high tolerances have to be maintained.

2.2. *Legislation*

2.2.1. Conventional heavy goods vehicles have an operating weight limit of 44 tonnes. The category known as abnormal indivisible loads (AIL) covers those vehicles where the gross weight exceeds 44 tonnes. An Abnormal Load is defined as that which cannot be carried under Construction and Use (C&U) Regulations. Items which, when loaded on the load carrying vehicle exceed the weights encompassed by the C&U Regulations, but do not exceed Special Order Permission Limits, are governed by Special Types General Order (STGO) categories 1 to 3 depending on size. National Highways have issued an aide memoir that explains notification requirements in more detail. This document has been attached as Appendix 4.

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

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

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

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

2.2.5. The 88.4te transformer considered within these investigations is expected to be transported at STGO Category 3. Such loads are required to provide two clear working weekdays notice to be given to the Police forces on the proposed route and are required to provide 5 clear working weekdays notice together with an indemnity to the highway and bridge authorities on the route.

2.3. *Temporary Traffic Orders and Section 96 of the Roads (Scotland) Act 1984*

2.3.1. Temporary Traffic Orders are used where the local highway authority considers that works on the highway, or some large deliveries, require a road to be closed temporarily to general through traffic. Such closures require a temporary traffic regulation order issued by the Highway Authority under the Road Traffic Regulation Act 1984. It is possible that the council will require such an order for the travel of the loads to site from the more major roads as the whole road width will be taken up by the loads for much of the final approaches to site.

2.3.2. In addition to any Temporary Traffic Orders the County Council may wish to ensure that a bond has been entered into to comply with Section 96 of the Roads (Scotland) Act 1984 in order to enable AIL access to be agreed. Such agreements are not always, in our experience, asked for as the matter of damage to the carriageway is usually covered by the appointed haulage contractors' indemnity. Section 96 of the Roads (Scotland) Act 1984 allows for the recovery of extraordinary expenses in repairing roads damaged by heavy vehicles, having regard to the average expense of maintaining the road. It allows the Council to pursue costs, through the sheriff court, from the person or body that has caused

the damage. Section 96 also allows the Council to reach agreement with the person or body beforehand on a contribution towards the costs of maintaining the road. Section 48 of the Act allows for the Roads Authority to enter into an agreement with any person willing to contribute to the construction or improvement of a road.

2.3.3. The planning consent issued for a development of the nature proposed will often include conditions that commits the developer to a pre and post condition survey of the road along the haul route and that any damage caused by the developer, shall be reinstated by the developer to the satisfaction of the highway authority. It is reasonable to expect that there will be damage to the highway due to the density of movements of permitted vehicles let alone any out of gauge transport configurations. It is therefore important to understand the legal powers of the Local Authority:

2.3.4. Under Section 96(1) of the Roads (Scotland) Act 1984, the Roads Authority can recover extraordinary expenses, having regard for the average expenses of maintaining the road, which have been incurred by them in repairing damage caused to it by excessively heavy, or other extraordinary, vehicles or traffic. These expenses can be recovered from any person by or in consequence of whose orders the vehicles have, or traffic has, been on the road.

2.3.5. Section 96(3) of the Act allows for liability to be accepted in advance of operations which may cause damage and for compensatory payment arrangements to be agreed with the Council.

2.3.6. Section 48 of the Act allows the Roads Authority to enter into agreement with any person willing to contribute to the construction or improvement of a road.

2.4. *The Removal and Replacement of Street Furniture*

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

3. Transport Configurations

3.1. Based on the information available to date the transformer considered within this report is assumed to be 88.4te nett (inclusive of the 2% tolerance) weight as detailed in the drawing attached in Appendix 2 of this report.

3.2. At theses dimensions it is possible to transport the transformer within the Special Types General Order (STGO) regulations as a Category 3 load (80-150te gross) as the gross load will be less than 150te. It will therefore not be necessary to comply with legislation regarding Special Order movements. As the load is not in need of Special Order permission there is no requirement by NH to be delivered via the nearest port of delivery.

3.3. Based on information available at this moment in time it is assumed that the road transport configuration would be a ballast tractor pulling an 8 Axle Goose Neck Trailer for which the total configuration would weigh in the region of 137.4te gross with axle loads around 12.34te per axle. This has an expected reducible height of 4.733m based on the anticipated

axle strokes for the trailer, though confirmation should be given by the appointed haulier as manufacturers can vary in equipment performance.

3.4. There are numerous haulage contractors with equipment able to carry the transformer in the UK. An indicative transport configuration is attached in Appendix 2 as Drawing Reference 24-1238.TC01 which shows the anticipated minimum turning radii and axle, wheel and overall ground loadings during transportation of the transformer.

3.5. It is expected that competitive heavy haulage procurement will be feasible for the transport of the transformer.

4. Structural Route Information

4.1. *Route 1 to Proposed Rigifa BESS Substation for STGO Load*

4.1.1. The proposed route was submitted in full to all relevant authorities from Immingham to the A836 to the site. The A9 into northern Scotland from Perth is an established AIL route for STGO loads. The route is shown from the A9 below:

Assume access via A9 towards Thurso
Turn right A836
Continue A836 towards Mey
Turn right Unclassified Road ND 29645 73310
Turn right on to Unclassified Road ND 30106 72711
Turn left on to Unclassified Road ND 28885 72239 28891 72247
Continue to the proposed site location approximate OS Grid Reference ND 29141 71143

4.1.2. The Highland Council have not identified any specific area of concern and the route is considered acceptable in terms of structural clearance.

4.1.3. No specific issues have been identified by the police, although a police escort would be required for movement with private escort arrangements also in place. It is recommended that further discussions are undertaken with respect to confirming escort requirements prior to deliveries with the relevant police forces. Very careful consideration on escort requirements will be needed and where traffic must be halted, consultation with the police is necessary as only police escorts can manage the movement. Private escorts are not allowed to direct traffic.

4.2. *Route 1 Alternative Access to Proposed Rigifa BESS Substation for STGO Load*

4.2.1. This alternative route was surveyed as a potential option to the proposed site in case any structural issues were identified on route 1. The route follows Route 1 to the initial right turn onto the Unclassified Road at the approximate OS Grid Reference ND 29645 73317 and is shown below:

Turn right Unclassified Road ND 29645 73310
Turn left on to Unclassified Road ND 30106 72711
Turn right Unclassified Road ND 30466 72667
Continue on Unclassified Road to the proposed site location

4.2.2. The alternative route crosses no additional structures and therefore is considered structurally acceptable.

4.3. *Route 2 and 3 Alternative Access via Wick*

4.3.1. A separate notification (WYNL/137) for routes 2 and 3 as described in the initial summary report sent 30.05.24 has been submitted for the A99 through Wick into the Scottish Highlands from Latheron for review of possible alternative routes and this has also confirmed the A99 is acceptable to BEAR Scotland North West and Highland Council. These are provided as possible alternative options only which could be considered in more detail if required if required but they are not discussed further in this report as Route 1 is identified from initial feasibility works as the preferred route to site.

5. Route Negotiability Information

5.1. *General Information*

5.1.1. The road route via the Motorway and Trunk Road network to the general area, from a port of access and to the A9 at Perth and into the Scottish Highlands via Inverness, will be accessible as it is regularly used for STGO movements. Wynns have therefore focused highway access upon the final section of the routes from the A9 exiting onto the A836, as detailed in Section 6.

5.1.2. The route survey was undertaken on 08.05.2024. The routes inspected are shown on Map 1 appended to this report.

5.1.3. Confirmatory Swept Path Assessments have been carried out on the right turn onto the Unclassified Road at approximate OS Grid Reference ND 29645 73310 from the A836 and the final left turn at approximate OS Grid Reference ND 28891 72247 before approaching the proposed BESS site location, confirming negotiability with only minor oversail and overrun and minimal remedials being required.

5.1.4. An additional SPA has been carried out for route 2 showing the negotiability of the final right turn at approximate OS Grid Reference ND 30466 72667 confirming only minimum oversail and overrun, before travelling south on the Unclassified Road to the proposed site location.

5.1.5. Additional SPAs have been carried out along the proposed access road designs as advised by Field as shown in Appendix 2, SPA04 and 05.

5.1.6. A summary of the main negotiability issues are provided in the notes and photographs below in relation to the routes.

5.2. *Proposed Route 1*

Photograph 1

Vehicle travels away from the camera along the A9 turning right to join A836. A SPA could be undertaken to confirm if any centre island street furniture (2 bollards and a traffic light) removal would be required but it is expected that, depending on the final loaded trailer arrangement selected for delivery that the load may be able to negotiate the turn without removal. The turn is however negotiable, even if centre island furniture does require removal.

Photograph 2

Alternative view, vehicle towards the camera along the A9 turning right to join A836. A SPA could be undertaken to confirm if any centre island street furniture (2 bollards and a traffic light) removal would be required but it is expected that, depending on the final loaded trailer arrangement selected for delivery that the load may be able to negotiate the turn without removal. The turn is however negotiable, even if centre island furniture does require removal.

Photograph 3

Vehicle travels towards the camera on A836. A SPA could be undertaken to confirm if any centre island street furniture (2 bollards and a traffic light) removal would be required but it is expected that, depending on the final loaded trailer arrangement selected for delivery that the load may be able to negotiate the turn without removal. The turn is however negotiable, even if centre island furniture does require removal.

Photograph 4

Vehicle travels away from the camera on A836, 90° right bend, negotiable

Photograph 5

Vehicle travels away from the camera on the A836 towards Castletown, tree pruning may be required depending on growth at the time of movement.

Photograph 6
Vehicle travels away from the camera on A836 Main Street, road bends 90° left, negotiable. Full occupation required.

Photograph 7
View looking back, vehicle travels towards the camera on A836 Main Street, road bends 90° left, negotiable. Full occupation required.

Photograph 8
Vehicle travels away from the camera on A836 towards Castletown Beach, tree pruning may be required depending on growth at the time of movement.

Photograph 9
Vehicle travels away from the camera on A836 towards Castletown Beach, tree pruning may be required depending on growth at the time of movement.

Photograph 10
Vehicle travels away from the camera on A836, Castletown Beach on the left of the photograph, vehicle follows road to the right to continue A836, negotiable. Tree pruning may be required depending on growth at the time of movement. Full occupation of the highway required

Photograph 11
Alternative view, Vehicle travels towards the camera on A836, entrance to Castletown Beach on the right of the photograph, vehicle follows road to continue A836, negotiable. Tree pruning may be required depending on growth at the time of movement. Full occupation required.

Photograph 12
Vehicle travels away from the camera on A836 crossing multiple Highland Council structures, no issues reported.

Photograph 13
Vehicle travels away from the camera on A836, tree pruning may be required depending on growth at the time of movement.

Photograph 14
Vehicle travels away from the camera on A836 turning right onto Unclassified Road at the approximate OS Grid Reference ND 29645 73310. Negotiable with minimal oversail and overrun as per drawing 24-1239.SPA01.

Photograph 15
Alternative view of right turn onto Unclassified Road. Load approaches camera and turns right as per drawing 24-1239.SPA01.

Photograph 16
Vehicle travels away from the camera on Unclassified Road, road narrows but remains negotiable.

Photograph 17
Vehicle travels away from the camera on Unclassified Road turning right onto another Unclassified Road at approximate OS Grid Reference ND 30106 72711, negotiable. Post width approximately 5.2m.

Photograph 18
Vehicle travels away from the camera on Unclassified Road at approximate OS Grid Reference ND 30106 72711 following right turn passing through pillars, negotiable.

Photograph 19
Vehicle travels away from the camera turning left onto Unclassified Road at approximate OS Grid Reference ND 28891 72247. Minimal oversail and overrun are required as shown on drawing 24-1239.SPA02.

Photograph 20
Alternative view, vehicle travels towards the camera to turn left onto Unclassified Road at approximate OS Grid Reference ND 28891 72247. Negotiability confirmed with minimal oversail and overrun as shown on drawing 24-1239.SPA02.

Photograph 21

Vehicle travels away from the camera along the Unclassified Road, road widening would be required and constructed to be suitable for AIL deliveries. Road width varies from 3.1 to 3.5.

Photograph 22

Vehicle travels away from the camera along Unclassified Road, road bends to the right, negotiable.

Photograph 23

Vehicle travels away from the camera along Unclassified Road, negotiable. It would be advisable to improve the road surface prior to delivery due to the uneven surface and continuous potholes throughout to site.

Photograph 24

Vehicle travels away from the camera along Unclassified Road turning left at approximate OS Grid Reference ND 29232 71339, permanent haul road suitable for AIL delivery would need to be constructed.

Photograph 25

Alternative view, vehicle travels away from the camera along Unclassified Road turning left at approximate OS Grid Reference ND 29232 71339, permanent haul road suitable for AIL delivery would need to be constructed. Note poor road conditions and inclement weather could restrict access if permanent improvements to road condition are not made.

Photograph 26
Vehicle travels towards the camera following left turn, approaching the proposed Rigifa BESS Site location. Permanent haul road suitable for AIL delivery would need to be constructed. Approximate 7.1m width of the gate/wall.

Photograph 27
View of proposed Rigifa BESS site location.

5.3. *Alternative Route 1*

5.4. The alternative route shown below is as route 1 although turning left from photograph 17 which is considered to be negotiable.

Photograph 28
Vehicle travels away from the camera from the camera towards Rigifa, negotiable.

Photograph 29
Vehicle travels away from the camera turning right onto Unclassified Road at approximate OS Grid Reference ND 30466 72667, negotiable refer to drawing 24-1239.SPA03 for details.

Photograph 30
View looking back, Vehicle travels towards the camera turning right onto Unclassified Road at approximate OS Grid Reference ND 30466 72667, negotiable.

Photograph 31
Vehicle travels away from the camera long Unclassified Road, caution cattle grid. Plating may be required to protect the cattle grid if it cannot be confirmed as able to accommodate the proposed loading by the Highland Council or landowner. Confirmation of ownership is required. Tree pruning may be required depending on growth at time of movement.

Photograph 32

Vehicle travels away from the camera along Unclassified Road passing through gate onto farmers track at approximate OS Grid Reference ND 29813 71979. Gate approximately 4m wide, negotiable. Gills Bay Substation is to be constructed by SSE in the field ahead to the right, Field advise they will collaborate with SSE on the final AIL routing. It is assumed that this is a private road from this point to site.

Photograph 33

Vehicle travels towards the camera along private farm track before rejoining the Unclassified Road towards the proposed BESS site.

Photograph 34

Vehicle travels towards the camera exiting the private farm track rejoining the Unclassified Road, gate approximately 4m wide, negotiable.

Photograph 35
Vehicle travels away from the camera through Unclassified Road access gate approximately 4m wide, negotiable.

Photograph 36
Alternative view, vehicle travels towards the camera through Unclassified Road access gate approximately 4m wide, negotiable.
Note: the route now joins route 1 from photograph 24.

5.4.1. Field provided drawings showing the proposed new road to be designed between photographs 33-38 (BTGBRIG01 Rigifa Site Plan – 23.07.2024.dwg – attached in Appendix 5) and the SPAs that have been carried out, 24-1239.SPA04 and 24-1239.SPA05 have been completed based on these proposals, subject to the comments on the drawings and ensuring the road is constructed to accommodate AIL delivery vehicles, no protrusions above ground level no conflicts would be expected and these can be considered as negotiable.

6. Summary and Conclusions

6.1. The proposed transformer will be delivered within Special Types General Order regulations (STGO) Category 3, where the gross load of the loaded trailer arrangement will be below 150te gross, the move will not require a Special Order from National Highways. STGO Category 3 loads are expected to be delivered by road from the UK port of delivery or manufacturing facility.

6.2. No issues are expected with the proposed load weight in terms of structural clearance following the submission of an ESDAL notification to the structural authorities.

6.3. The routes are considered to be negotiable for the proposed load subject to street furniture removal and remedial works on the final approach to site as indicated on the completed SPAs. Two Swept Path Assessments (SPA) have been carried out for route 1 at the right turn from A836 onto the Unclassified Road at approximate OS Grid Reference ND 29645 73310 and then the final left turn onto the unclassified road at approximate OS grid reference: ND 28891 72247 where overrun would require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre, or alternatively, temporary laying of hardcore or permanent road widening to be completed.

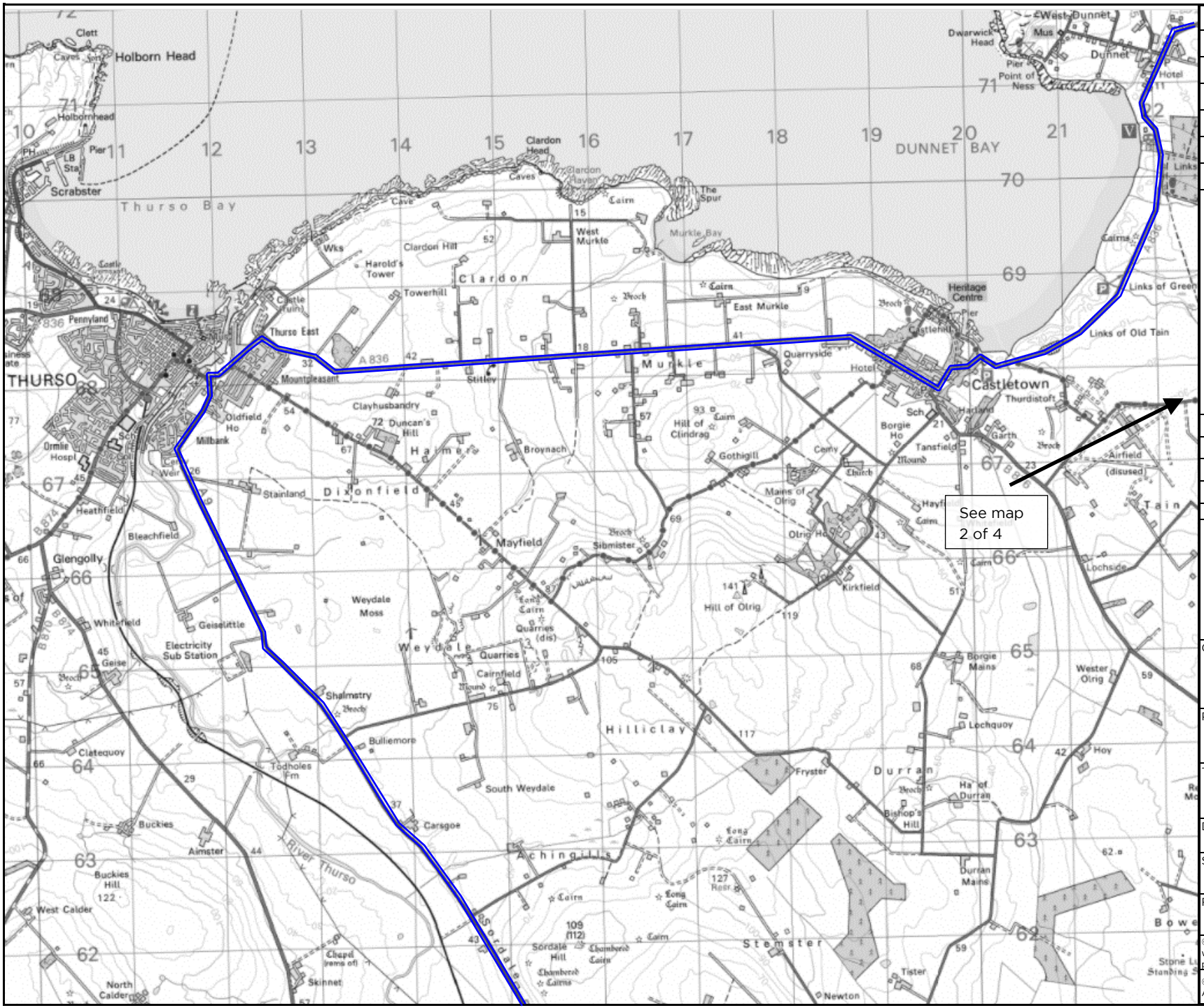
6.4. Three additional SPAs that have been carried out for route 2 showing the negotiability of the final right turn at approximate OS Grid Reference ND 30466 72667, confirming only minimum oversail and overrun within the public highway, before travelling south on the Unclassified Road to the proposed site location, and two left turns along the proposed access road at approximate OS grid references: ND 29459 71600 and ND 29308 71300

6.5. No specific access within the new substation site access roads has been considered and all site roads including the gradients on the internal access roads will need to be constructed considerate of AIL vehicles.

6.6. In summary, based on the information available at this time, it is recommended is that Route 1 is the preferred option for access to Rigifa and it is expected that a route will be available to the proposed BESS site for the proposed heavy load required for the site and the route submitted to the relevant authorities, with the requirements for street furniture removal and tree pruning depending on the time of movement along sections of the A836 as detailed in Section 6.

Appendix 1

Maps



Key	
	Proposed Route 1
	Route 1 Alternative Access
	Proposed route 2 via Wick
	Proposed Route 3 via Wick
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A	26.07.24	Second Issue
0	20.05.24	Final Report

Revisions

Wynns Ltd.
Independent Transportation Engineers

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

Client:

FIELD

Virmati Energy Ltd
Fora Montacute Yards
Shoreditch High Street
London - E1 6HU
United Kingdom

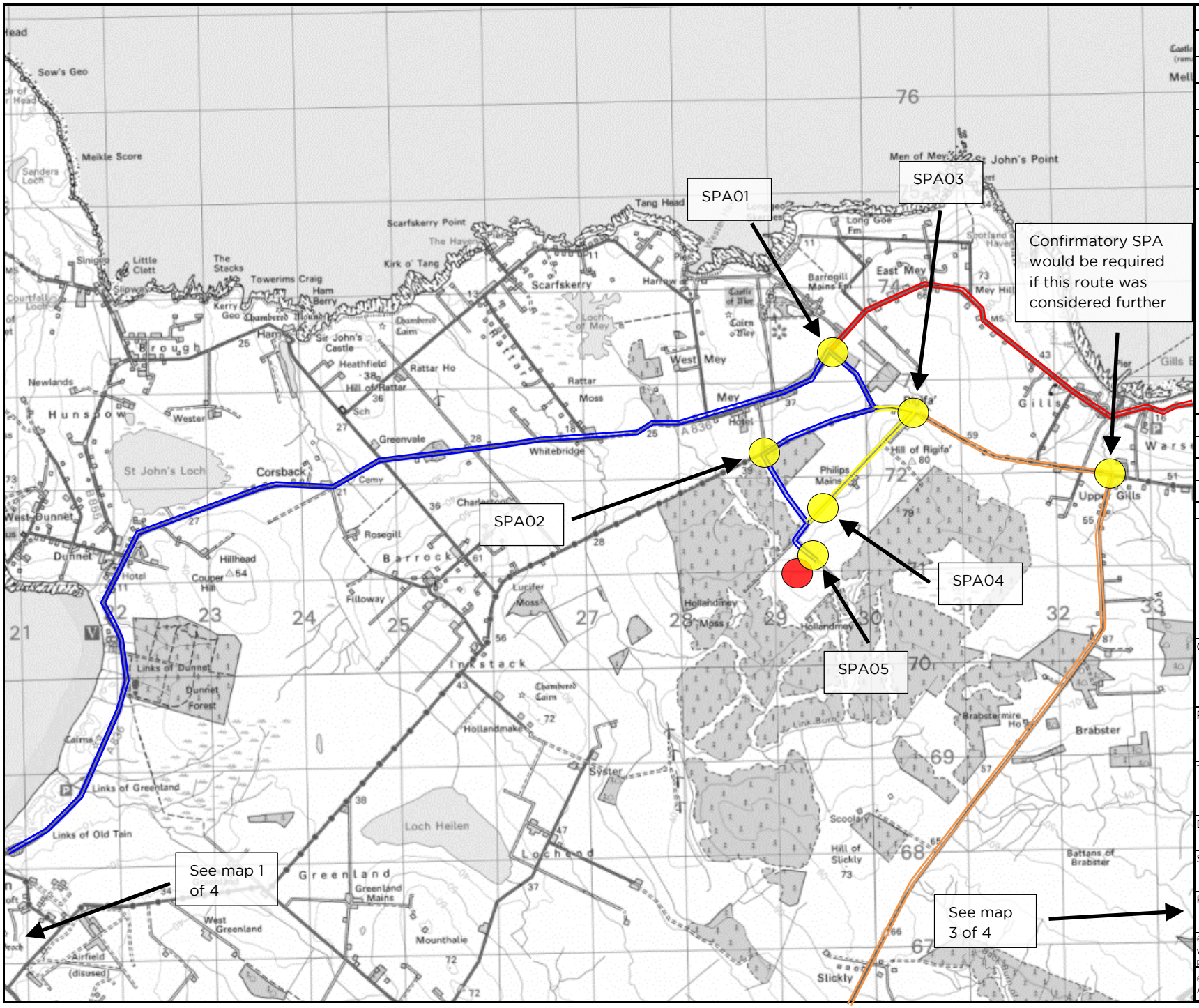
Project:
Field Energy Proposed Substation AIL Access

Title:
Map 1 – Routes to proposed Beauly Substation

Drawing Status:
Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	1 of 4	1



Key	
	Proposed Route 1
	Route 1 Alternative Access
	Proposed route 2 via Wick
	Proposed Route 3 via Wick
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A	26.07.24	Second Issue
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Revisions

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

Client:
FIELD
Virmati Energy Ltd
Fora Montacute Yards
Shoreditch High Street
London - E1 6HU
United Kingdom

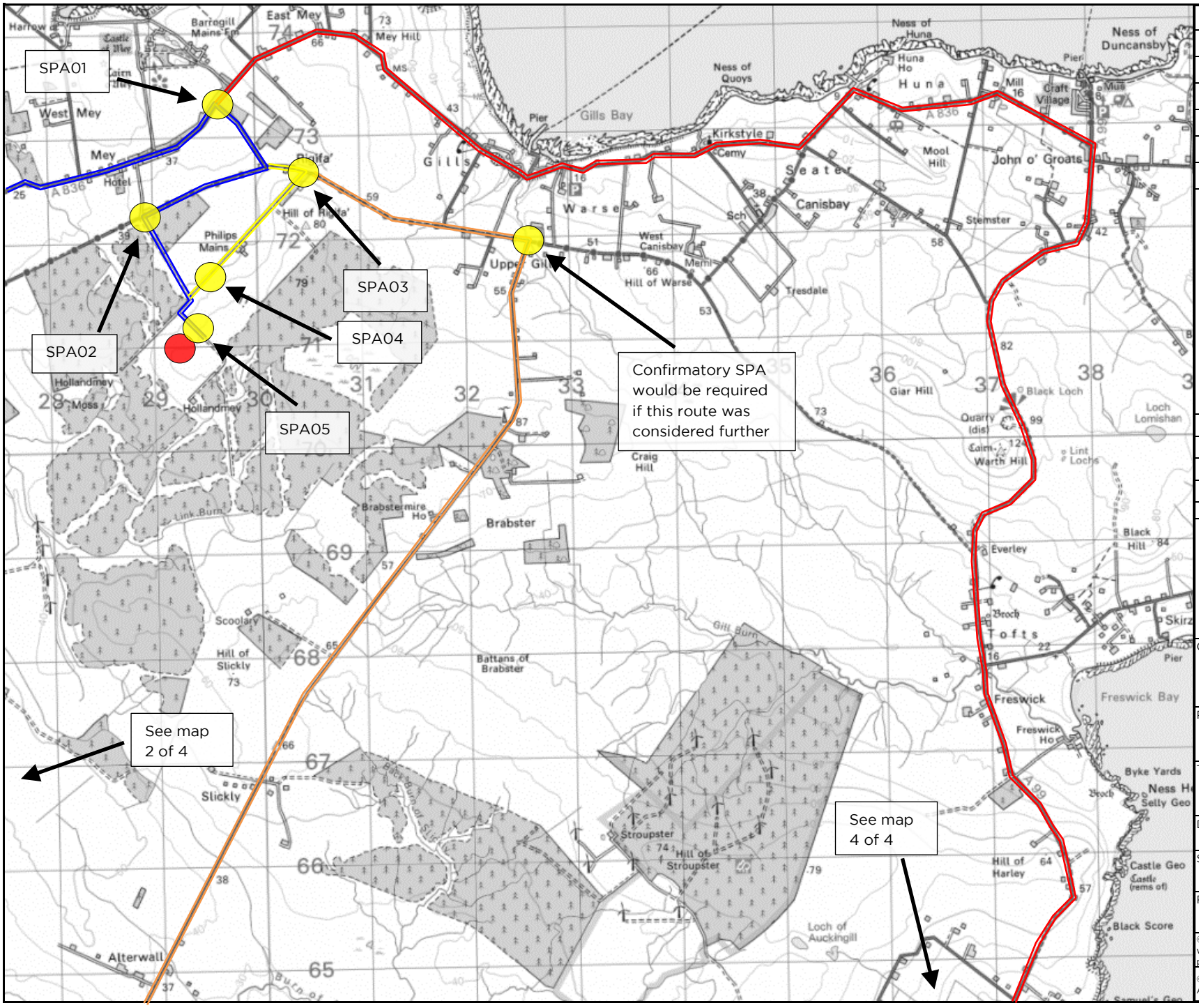
Project:
Field Energy Proposed Substation AIL Access

Title:
Map 1 – Routes to proposed Rigifa Substation

Drawing Status:
Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	2 of 4	1



Key	
	Proposed Route 1
	Route 1 Alternative Access
	Proposed route 2 via Wick
	Proposed Route 3 via Wick
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A	26.07.24	Second Issue
0	20.05.24	Final Report

Revisions

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Client: FIELD

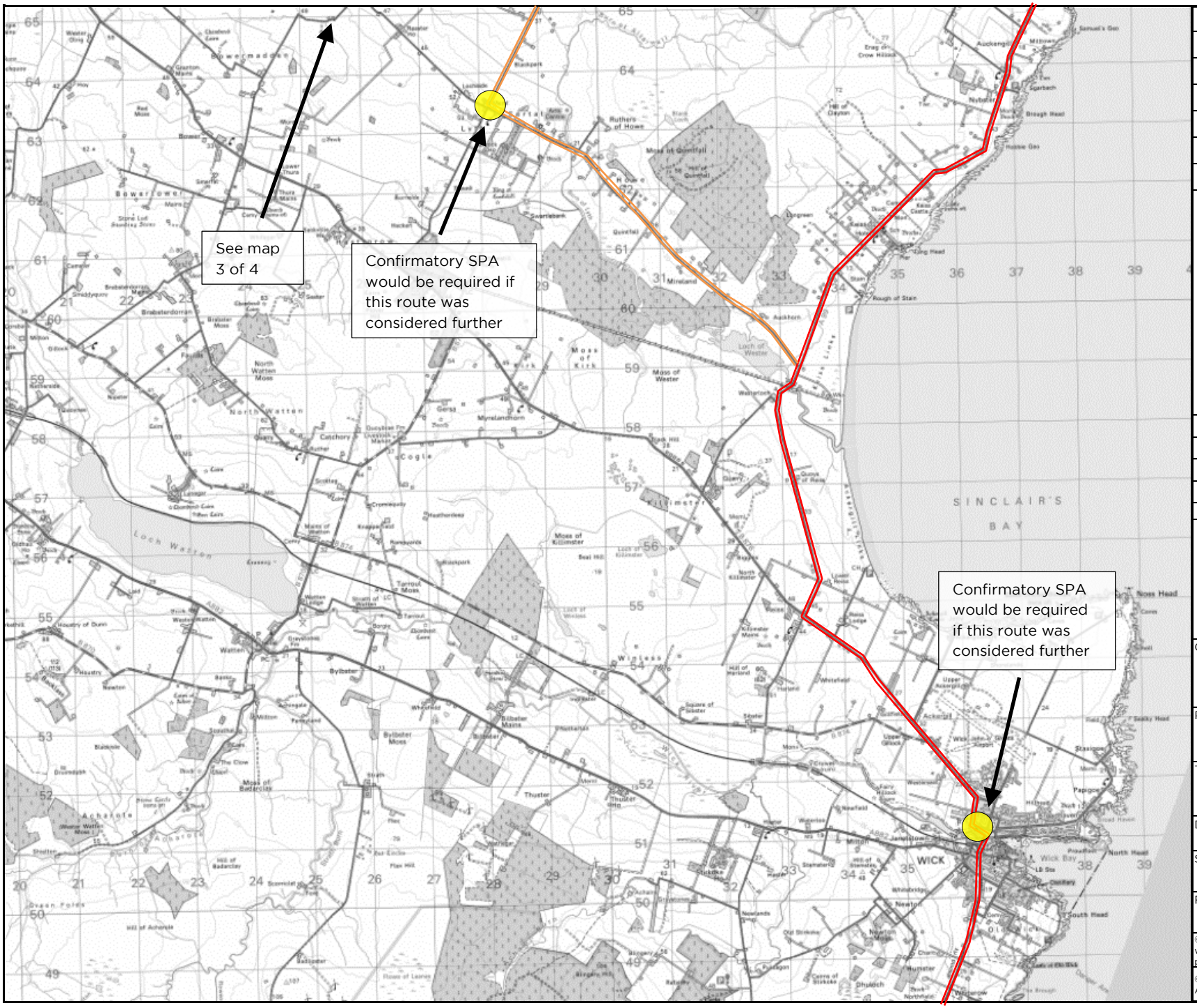
Project: Field Energy Proposed Substation AIL Access

Title: Map 1 – Routes to proposed Rigifa Substation

Drawing Status: Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	3 of 4	1



Key	
	Proposed Route 1
	Route 1 Alternative Access
	Proposed route 2 via Wick
	Proposed Route 3 via Wick
	Point of Interest
	Proposed Rigifa Substation Site

Rev	Date	Amendments
B		
A	26.07.24	Second Issue
0	20.05.24	Final Report

Revisions

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

Client:
FIELD
Virmati Energy Ltd
Fora Montacute Yards
Shoreditch High Street
London - E1 6HU
United Kingdom

Project:
Field Energy Proposed Substation AIL Access

Title:
Map 1 – Routes to proposed Rigifa Substation

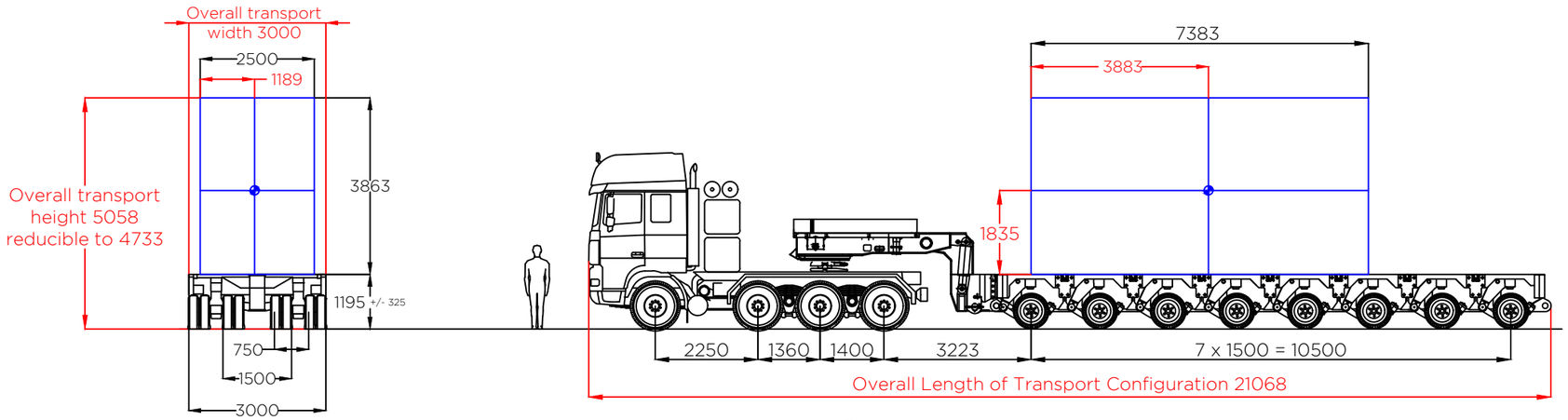
Drawing Status:
Final Report

Scale (A4):	Drawn by:	Checked by:
NTS	BD	ARP

Ref No.:	Sheet:	Rev.:
24-1239-Map1	4 of 4	1

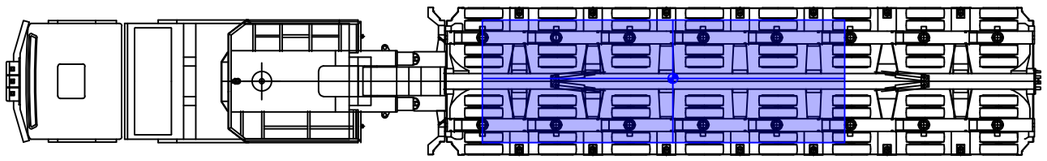
Appendix 2

Drawings

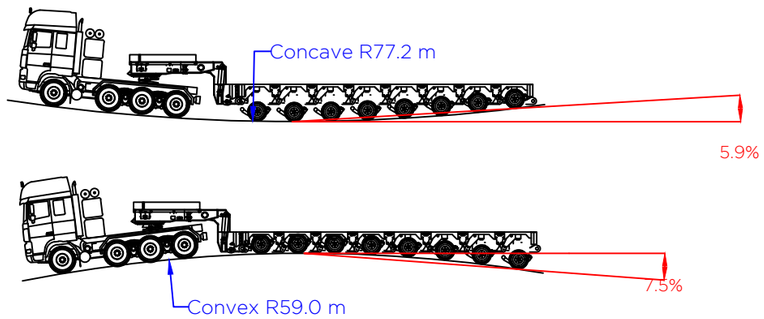


Profile View
Scale 1:125

Elevation View - 8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125

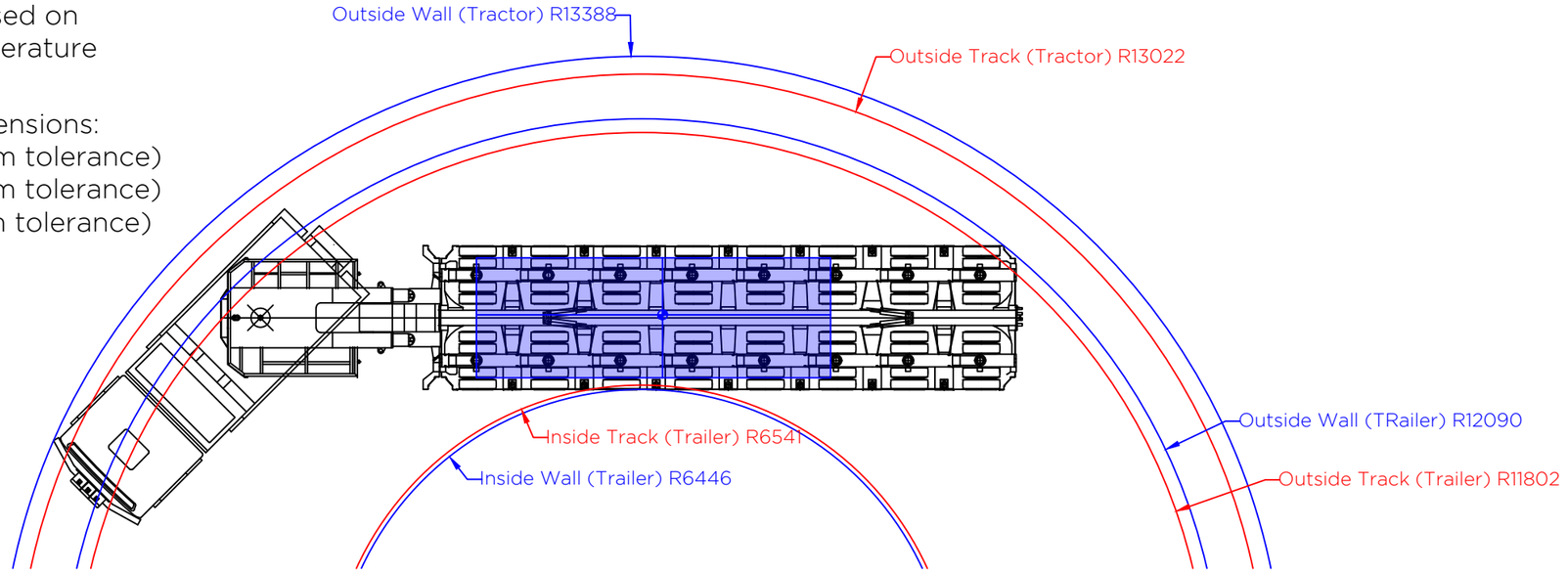


Plan View - 8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125



Vertical Curve Negotiability
Information based on
manufacturers literature

Transformer Dimensions:
7.383m (L) (incl. 50mm tolerance)
2.50m (W) (incl. 50mm tolerance)
3.863 (H) (incl. 50mm tolerance)



Minimum Turning Radii -
8 axle goose neck trailer - concept model only
Indicative 88.4 te Transformer
Scale 1:125

Load Table	
8 Axle Goose Neck Trailer	
Self weight of Electrolyser Cell Stack	88.4 te
Self weight of trailer	Say 35.0 te
Self weight of tractor	14.0 te
Total combined weight	137.4 te
Load per axle line	12.34 te
Load per axle (2 per axle line)	6.17 te
Load per wheel (4 per axle)	1.55 te
Max. ground bearing pressure (trailer)	2.99 te/m²
Tractor (14 te)	
Front axle	6.0 te
Second steer	8.0 te
Rear axle	11.5 te
Rear axle	11.5 te

Notes:-

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

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

[3] Drawing of transformer indicative only. Weight specified includes a +2% tolerance as per manufacturer drawing

Rev.	Date	Amendments
1		
0	26.04.24	Issued for comment

Revisions

Prepared by:
WYNNS Independent Transportation Engineers
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Tel: (01785) 850411
Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Indicative Transport Configuration 88.4 te Transformer carried upon typical 8 axle goose neck trailer showing minimum turning radii

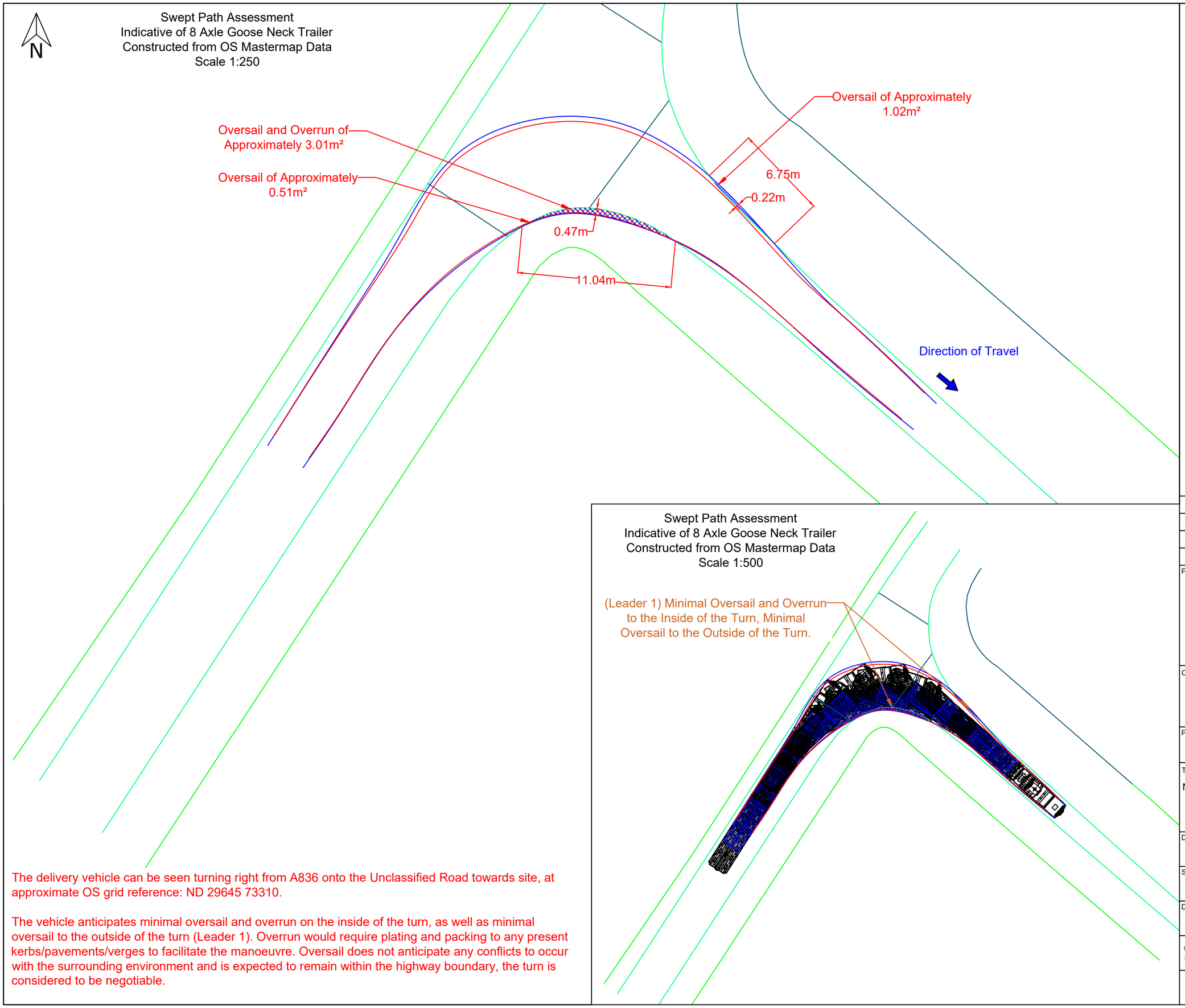
Drawing status: Final report

Scale (A3):	Drawn by:	Checked by:
1:125	JMB	MTO

DWG. no:	Sheet:	Rev:
24-1239.TC01	1 of 1	0

P:\Clients\Existing Clients\Field Energy\24-1239 Rigifa\Transport Configuration\24-1239.TC01 Rigifa 88.4 te 8 axle goose neck.R0.dwg

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:250

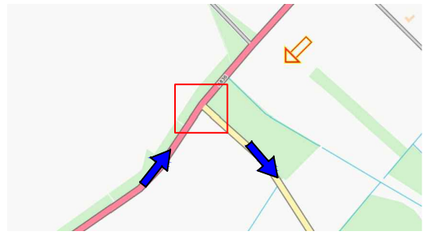


The delivery vehicle can be seen turning right from A836 onto the Unclassified Road towards site, at approximate OS grid reference: ND 29645 73310.

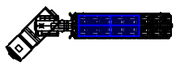
The vehicle anticipates minimal oversail and overrun on the inside of the turn, as well as minimal oversail to the outside of the turn (Leader 1). Overrun would require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre. Oversail does not anticipate any conflicts to occur with the surrounding environment and is expected to remain within the highway boundary, the turn is considered to be negotiable.

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:500

Location Plan



Legend:



8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	02.07.24	Issued for comment

Revisions

Prepared by:

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Tel: (01785) 850411

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of right turn from A836 onto Unclassified Rd, at approximate OS grid reference: ND 29645 73310, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA01	1 of 2	0

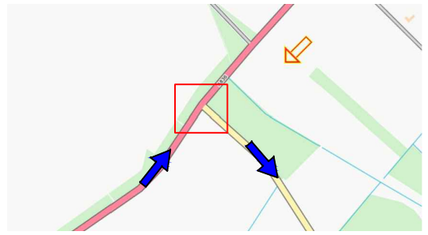
P:\Clients\Existing Clients\Field Energy\24-1239 Rigifa\Swept Path Assessments

N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:250

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

Location Plan



Legend:

8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	02.07.24	Issued for comment

Revisions

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Tel: (01785) 850411

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of right turn from A836 onto Unclassified Rd, at approximate OS grid reference: ND 29645 73310, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

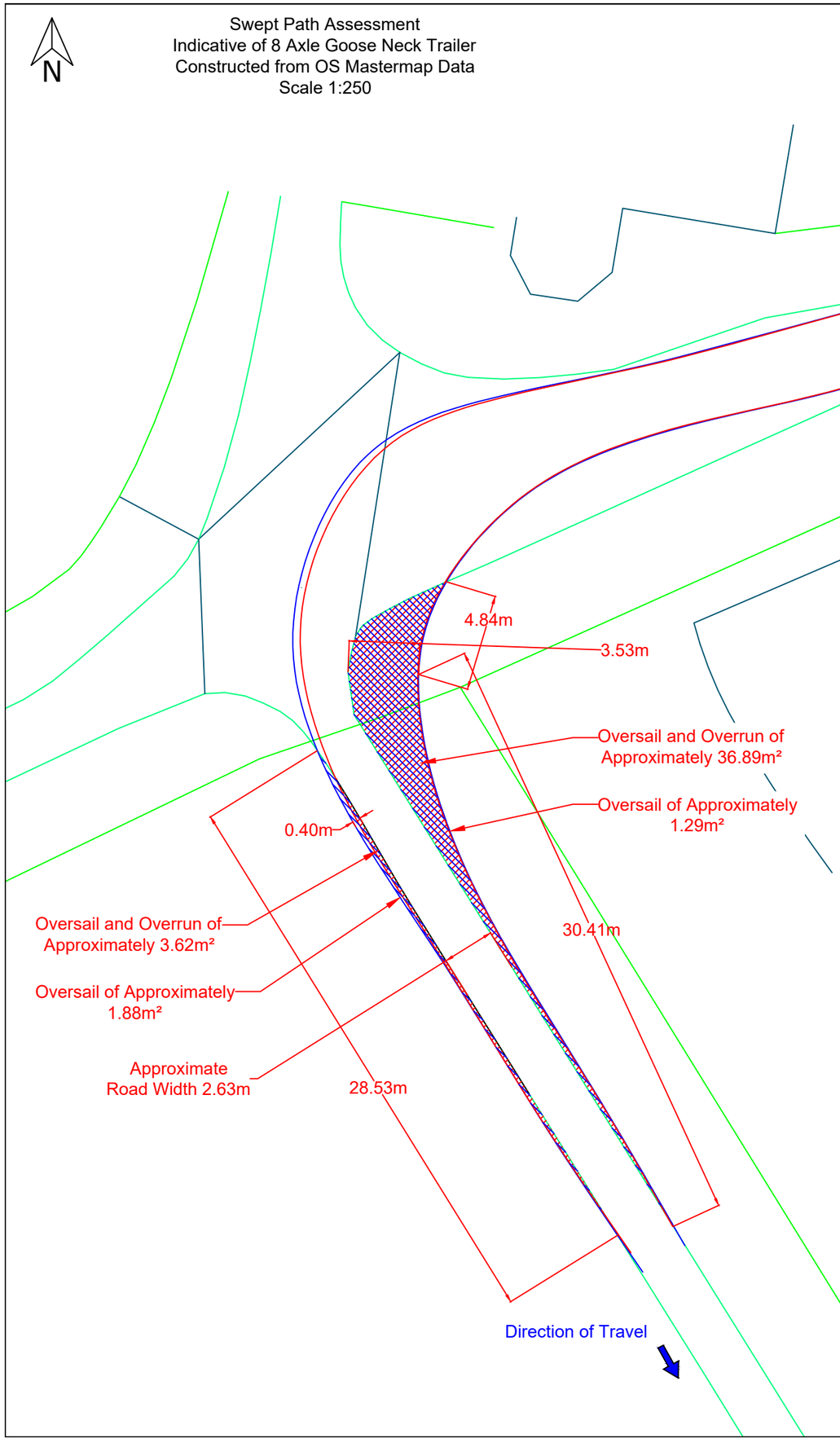
Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA01	2 of 2	0

P:\Clients\Existing Clients\Field Energy\24-1239 Rigifa\Swept Path Assessments

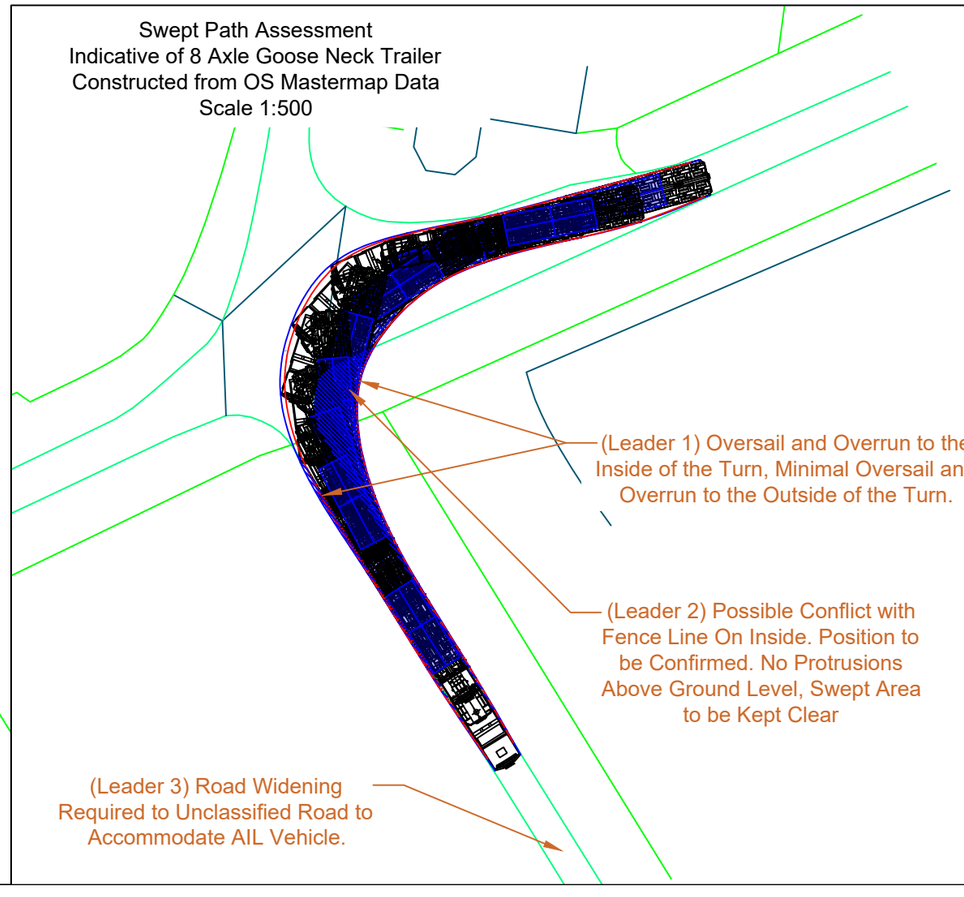
Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:250



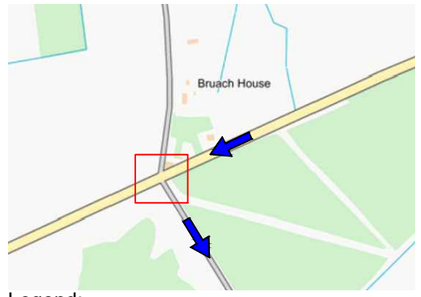
The delivery vehicle can be seen turning left along the Unclassified Road towards site, at approximate OS grid reference: ND 28891 72247.

The vehicle anticipates oversail and overrun on the inside of the turn, as well as minimal oversail and overrun to the outside of the turn (Leader 1). Overrun would require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre.
Oversail on the inside may be into conflict with a wood fence positioned on the inside, the exact position should be confirmed, however, should the fence line sit with the swept area then removal would be required, along with any other protrusions above ground level not shown by OS mastermap data (Leader 2). The unclassified road shows an approximate width of 2.63m, the transport configuration anticipates an approximate width of 3m, therefore road widening will be required to facilitate delivery (Leader 3). Although the vehicle track is expected to remain within the highway boundary, extents of highway boundary should be confirmed to ensure oversail does not enter into third party land. Subject to the clarification of highway/third party land boundaries, and implementing the recommended remedials, this section is considered to be negotiable.

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:500



Location Plan



Legend:

8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	03.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Unclassified Rd towards site, at approximate OS grid reference: ND 28891 72247, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP
Dwg. no:	**Sheet:**	**Rev:**
24-1239.SPA02	1 of 2	0

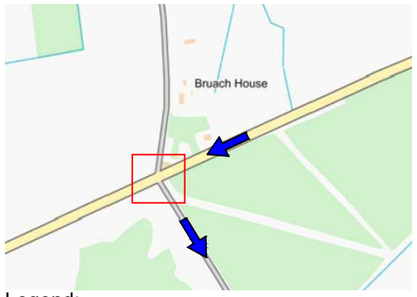
P:\Clients\Existing Clients\Field Energy\24-1239 Rigifa\Swept Path Assessments

N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from OS Mastermap Data
Scale 1:250

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

Location Plan



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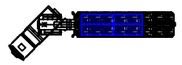
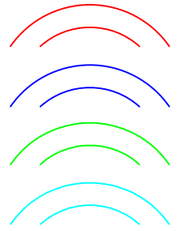


8-axle goose neck trailer
minimum turning arrangements
Drawing ref. 24-1238.TC01

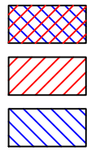


Extent of vehicle track

Extent of oversail

Extent of road boundary

Extent of property boundary



Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	03.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Unclassified Rd towards site, at approximate OS grid reference: ND 28891 72247, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA02	2 of 2	0

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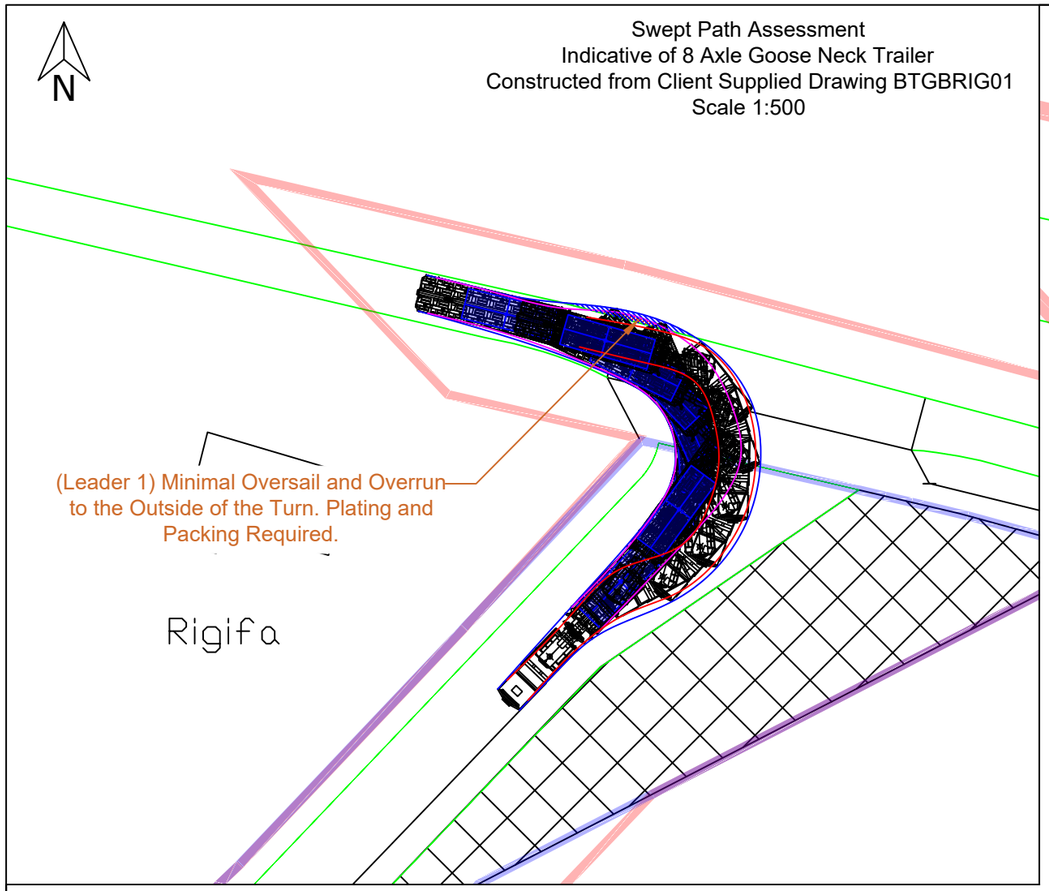
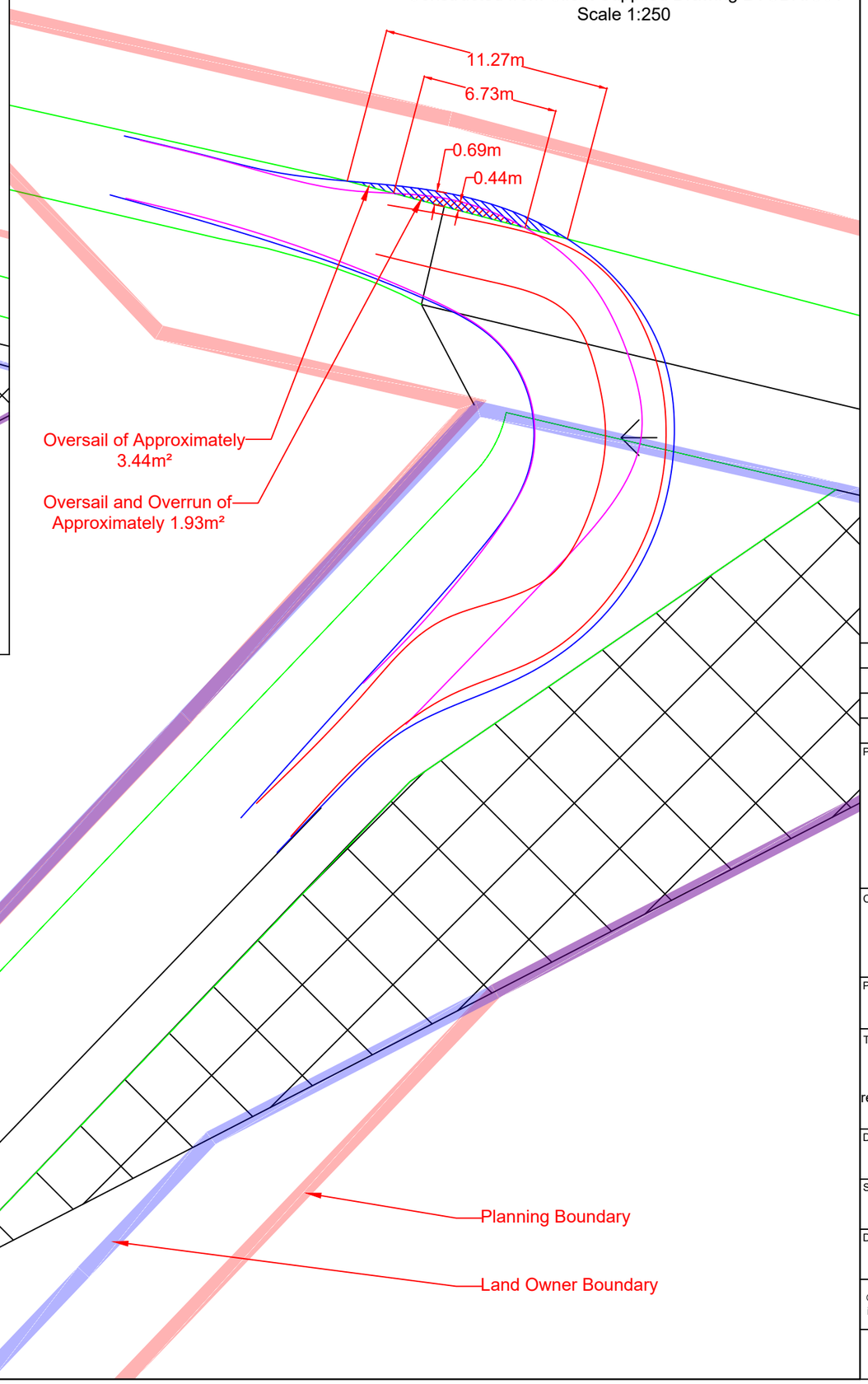
Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:500



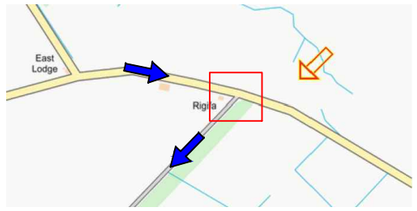
The delivery vehicle can be seen turning right along the Unclassified Road onto the proposed access road towards site, at approximate OS grid reference: ND 30466 72667.

The vehicle anticipates minimal oversail and overrun on the outside of the turn. Overrun would require plating and packing to any present kerbs/pavements/verges to facilitate the manoeuvre (Leader 1).
The configuration is recommended to occupy the full carriageway as required to aid in reducing oversail and overrun.
No conflicts are anticipated to occur, and the transport configuration is expected to remain within the proposed Red Line Boundaries (RLB).
Section considered to be negotiable.

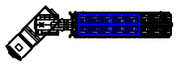
Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:250



Location Plan



Legend:



8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	25.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of right turn along Unclassified Rd onto Proposed Access Road, at approximate OS grid reference: ND 30466 72667, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA03	1 of 2	0

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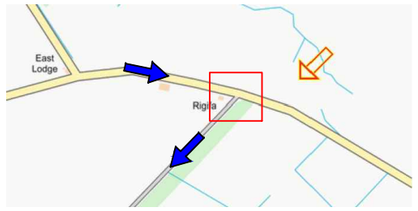
N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:500

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

Location Plan



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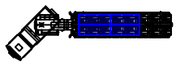
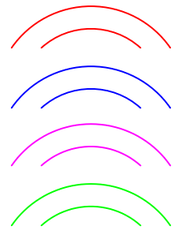


8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

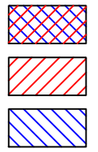


Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary



Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	25.07.24	Issued for comment

Revisions

Prepared by:
Shaftesbury House, 2 High Street,
Eccleshall, Stafford, ST21 6BZ
Tel: (01785) 850411
Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of right turn along Unclassified Rd onto Proposed Access Road, at approximate OS grid reference: ND 30466 72667, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA03	2 of 2	0

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N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:250

Land Owner Boundary

The delivery vehicle can be seen turning left along the proposed access road towards site, at approximate OS grid reference: ND 29459 71600.

The transport configuration is expected to remain within the proposed road boundary, remaining within the Red Line Boundaries (RLB). The configuration is recommended to occupy the full carriageway as required. Subject to no protrusions above ground level being present along the swept area, no conflicts would be exptected to occur (Leader 1).
Section considered to be negotiable.

Direction of Travel

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:500

(Leader 1) Configuration Expected to Remain Within Proposed Road Boundary. Subject to No Protrusions Within Swept Area, No Conflicts Anticipated.

Location Plan

Legend:

8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	25.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Proposed Access Road, at approximate OS grid reference: ND 29459 71600, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA04	1 of 2	0

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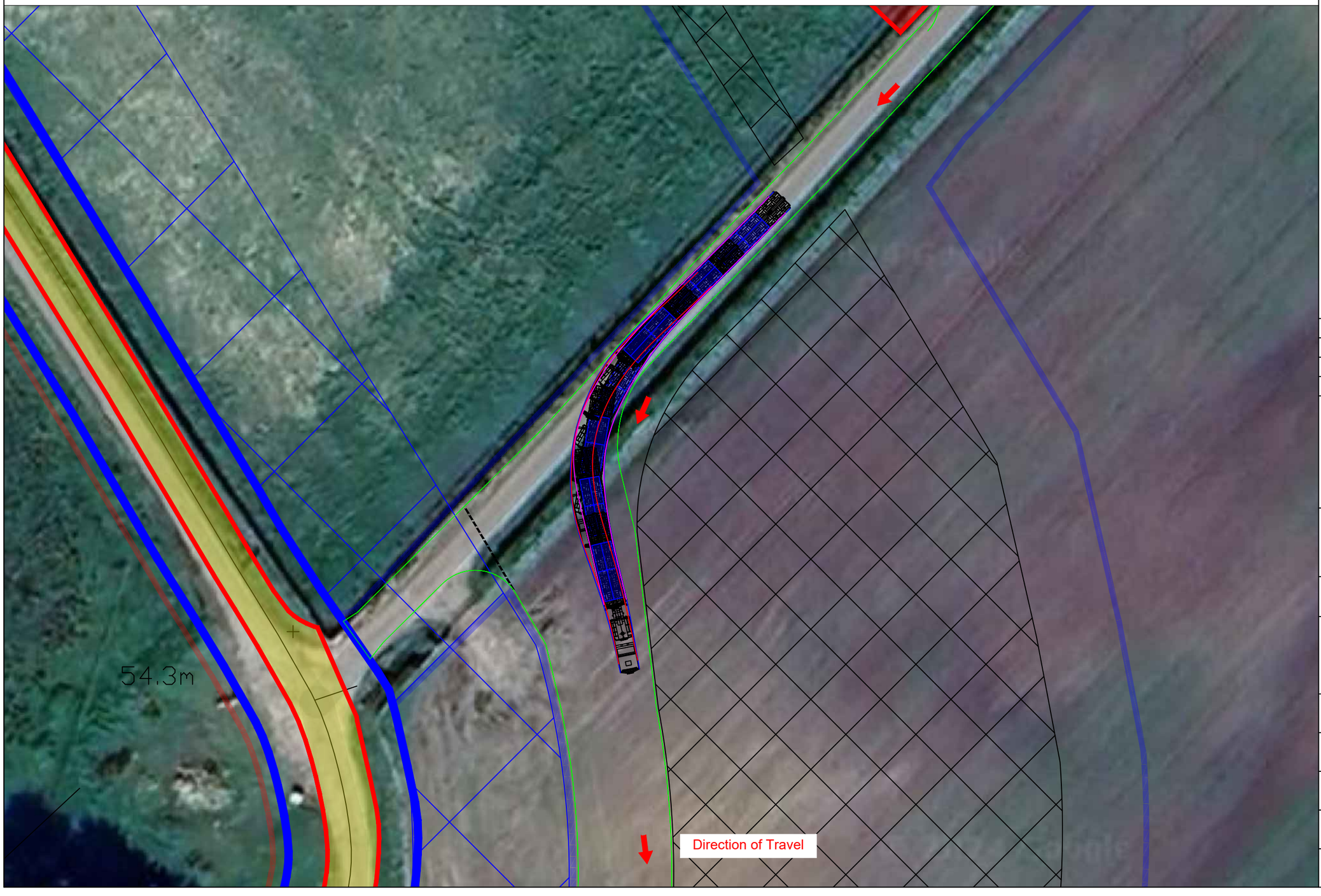
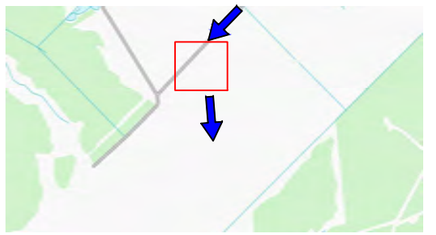
N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Data
Scale 1:500

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



Location Plan



Legend:

8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	25.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Proposed Access Road, at approximate OS grid reference: ND 29459 71600, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA04	2 of 2	0

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Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:250

N

Red Line Boundary
Option Site

2.80m
0.51m

Oversail of Approximately
0.10m²

Oversail and Overrun of
Approximately 0.57m²

Direction of Travel

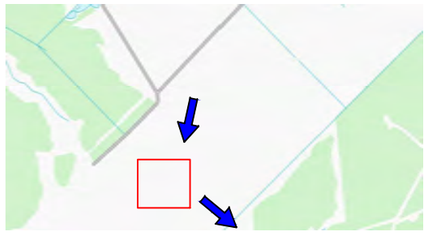
The delivery vehicle can be seen turning left along the proposed access road towards site, at approximate OS grid reference: ND 29308 71300.

The transport configuration is expected to remain within the proposed road boundary, remaining within the Red Line Boundaries (RLB). Minimal oversail and overrun is expected to occur outside of the proposed access track (Leader 1) therefore it is recommended to include this area within the proposed road designs to be considerate of the AIL delivery vehicle, or, plating and packing to the overrun would be required to facilitate if permanent measures are not implemented. Full occupation of the roadway is recommended to help reduce any oversail, additionally, by taking further from the North side of the road it is likely to mitigate the expected oversail and overrun.
Section considered to be negotiable.

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Drawing BTGBRIG01
Scale 1:500

(Leader 1) Minimal Oversail and Overrun
to the Outside of the Turn. Plating and
Packing Required.

Location Plan



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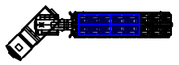
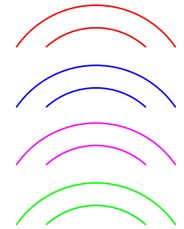


8-axle goose neck trailer
minimum turning arrangements
Drawing ref. 24-1238.TC01



Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	29.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Proposed Access Road, at approximate OS grid reference: ND 29308 71300, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA05	1 of 2	0

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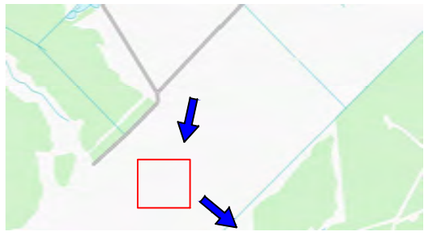
N

Swept Path Assessment
Indicative of 8 Axle Goose Neck Trailer
Constructed from Client Supplied Data
Scale 1:250

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

Location Plan



Legend:

8-axle goose neck trailer minimum turning arrangements Drawing ref. 24-1238.TC01

Extent of vehicle track

Extent of oversail

Extent of trailer track

Extent of road boundary

Overrun and oversail beyond kerb

Overrun beyond kerb

Oversail beyond kerb

Rev.	Date	Amendments
1		
0	29.07.24	Issued for comment

Revisions

Prepared by:

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

Independent Transportation Engineers

Client: FIELD

Project: Rigifa

Title: Swept Path Assessment
Negotiability of left turn along Proposed Access Road, at approximate OS grid reference: ND 29308 71300, considerate of indicative 88.4 te transformer transported on 8 axle goose neck trailer.

Drawing status: Final Report

Scale (A3):	Drawn by:	Checked by:
As shown	MTO	ARP

Dwg. no:	Sheet:	Rev:
24-1239.SPA05	2 of 2	0

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Appendix 3

ESDAL Notification

Brad Dyke

From: [redacted]
[redacted]
16 May 2024 11:54
To: Brad Dyke
Subject: Movement notification alert (WYNL/136/1#1)

Mail
ESDAL² reference: WYNL/136/1#1
Notification of movement: Immingham to Rigifa
Date sent: 16 May 2024 11:45:07
NH reference:
Classification: STGO AIL cat 3

Form of notice to Road and Bridge Authorities

The Road Vehicles (Authorisation of Special Types)

(General) Order, 2003 Schedule 9 Part 1

Operator:	Wynns Ltd		
Contact name:	Brad Dyke	**Telephone no:**	[redacted]
Address:	Shaftesbury House Highstreet Eccleshall Staffordshire	**Fax no:**	
		E-mail address:	[redacted]
		Operator licence no:	Wynns
		Operator reference no:	Immingham to Rigifa
Postcode:	ST21 6BZ		

In pursuance of Part 2 or Part 4 of the above Order, I being the user of the under mentioned vehicle(s) to which the Order applies, hereby give notice that it is my intention to use the said vehicle(s) on the roads specified below.

Details of the journey

From	Date and time	To	Date and time
HUMBER ROAD, Immingham, DN40 2LZ	04 November 2024 11:40	Rigifa, 328698,972159, KW14 8XH	11 November 2024 11:40

Route:
Leg 1 :
HUMBER ROAD, Immingham, DN40 2LZ to Rigifa, 328698,972159, KW14 8XH : Start A160 (), A160 (5.1 km), UNCLASSIFIED (700 m), A180 (8.4 km), M180 (41.3 km), UNCLASSIFIED (900 m), M18

(9.4 km), Junction 7 (400 m), LANGHAM INTERCHANGE (800 m), M62 (21.5 km), Junction 32A (50 m), FERRYBRIDGE INTERCHANGE (1.1 km), A1(M) (89 km), Junction 53 (400 m), A66 (79.9 km), PENRITH INTERCHANGE (600 m), M6 (44.8 km), A74(M) (78.7 km), M74 (47.1 km), M73 (12.3 km), M80 (22.1 km), M9 (9.9 km), A9 (397.2 km), A836 (21.4 km), UNCLASSIFIED (2.7 km), arrive at destination.

Notes On Escort:

Feasibility Study - Exact escort requirements to be confirmed but assume police required.

Notes supplied by haulier at time of notification:

MOVEMENT PROGRAMME: Feasibility study for movement of transformer to a proposed new site in Rigifa. Route status needs to be confirmed.

Details of the load

Description of load	Transformer Length - 7333mm Width - 2450mm Height - 3813mm Weight - 88.4te
No. of movements	1
No. of pieces moved at one time	1

Details of the vehicle

Registration No. of vehicle or substitute	**Type of vehicle**
TBC	Semi Vehicle

Overall length of vehicle	**Projection - front**	**Projection - rear**	**Projection - left**	**Projection - right**	**Rigid length**	**Overall width of vehicle**	**Maximum height**	**Reducible height**	**Gross weight**
21.068 m	-	-	-	-	15.123 m	3 m	5.058 m	4.733 m	137400 kg

8 Axle Goose Neck Trailer (137.4te)

Gross weight (kg)	137400 kg
No. of Wheels (Wheels OR wheels x no of axles)	2 x 2 , 4 x 2 , 8 x 8
Axle weight (kg)	6000 kg x 1 , 8000 kg x 1 , 12340 kg x 2 , 12340 kg x 8
Axle spacing (m)	2.25 m x 1 , 1.36 m x 1 , 1.40 m x 1 , 3.2230 m x 1 , 1.50 m x 7
Axle Spacing To Following (m)	3.223 m

AFFECTED STRUCTURE (Immingham to Rigifa)

List of Police Forces, Road Authorities and Bridge Authorities to which this form is sent

Charlotte Sutherland, A1 Dishforth to Darrington DBFO (Area 33)

Seil Wie Chan, Amey (North East Scotland)

Vassil Dimitrov, Amey (South West Scotland)

Louise Smith, Autolink M6 ROM

Georgios Stravodimos, Bear (South East Scotland)

Richard Cook, Bear North West

Ian Carruthers: ext 44118 Dave Pett: ext 44691, Cumbria Constabulary

Abnormal Loads Desk, Durham Constabulary

Senior Technician Grzegorz Otreba, Highland Council

Abnormal Loads Officer Alyson Ulliott, Humberside Police

Abnormal Loads, Lincolnshire Police

Christopher Haigh, M1-A1 Link - Lofthouse to Bramham DBFO

Iain Franklin, M8 DBFO (Scottish Roads Partnership)

Network Planner - Occupancy Gordon Beattie, National Highways North West Region

Helen Nolan, National Highways Yorkshire & North East Region

Abnormal Loads Officer, Network Rail LC & Rail over Road

Mike Brown, North Lincolnshire Council Unitary Authority

4224 Jane Burnett, North Yorkshire Police

Refinery Civil Engineer Manuel Tortosa-Perez, Philips 66

Abnormal Loads Scotland, Police Scotland

Civil and Structural Engineer Simon Cole, PRAX Lindsey Oil Refinery

Phil Carson, South Yorkshire Police

Derek Darling, West Yorkshire Police

Brad Dyke, Wynns Ltd

Form of Indemnity

THE INDEMNITY

1. We Wynns Ltd (on behalf of Field Energy) agree to indemnify you Wynns Ltd, in respect of any damage that is caused in the course of a journey of which you have been notified under the Road Vehicles (Authorisation of Special Types)(General) Order 2003 (which is referred to below as "the 2003 Order").
2. This indemnity relates to the journey scheduled to take place between 04 November 2024 and 11 November 2024 starting with the date on which the indemnity was signed.

The damage covered:

3. Except as stated in paragraph 4, the damage in respect of which this indemnity is given is limited to any damage caused to any road or bridge for the maintenance of which you are responsible.
4. This indemnity also extends to any damage caused to any other road or bridge that is used in the course of any journey to which the indemnity relates, in any case where a separate indemnity required by the 2003 Order has not been given to, or received by, the authority, body or person ("third party") which is responsible for the maintenance of that other road or bridge.

The cause of damage:

5. The damage covered in this indemnity is limited to damage caused by - (a) the construction of any vehicle used; (b) the weight transmitted to the road surface by any vehicle used; (c) the dimensions, distribution or adjustment of the load carried on any vehicle used in the carriage of an abnormal indivisible load; (d) any vehicle other than the vehicle used in any case where that damage results from the vehicle used (but excluding any damage caused, or contributed to, by the negligence of the driver of the other vehicle).

Enforcement of indemnity:

6. This indemnity is enforceable by you, to the extent of the damage specified in paragraph 3.
7. This indemnity is enforceable by any third party referred to in paragraph 4, in its own right, to the extent of any damage caused to any road or bridge for the maintenance of which it is responsible (but only if it has not already recovered payment in respect of that damage by virtue of a claim made by it under the equivalent provision in another indemnity given under the 2003 Order).
8. A claim in respect of damage covered by this indemnity will only be entertained if the claim - (a) states the occasion and place of the damage; and (b) is made before the end of the period of 12 months starting with the date on which the vehicle was last used in the course of the journey during which the damage occurred.

Date: 16 May 2024 11:45:07 **Signed:** [redacted]

Brad Dyke

From: system@esdal2.com
Sent: 16 May 2024 12:07
To: Brad Dyke
Subject: Movement notification alert (WYNL/137/1#1)

Mail
ESDAL² reference: WYNL/137/1#1
Notification of movement: Latheron to Rigifa
Date sent: 16 May 2024 12:05:44
NH reference:
Classification: STGO AIL cat 3

Form of notice to Road and Bridge Authorities

The Road Vehicles (Authorisation of Special Types)

(General) Order, 2003 Schedule 9 Part 1

Operator:	Wynns Ltd		
Contact name:	Brad Dyke	**Telephone no:**	[redacted]
Address:	Shaftesbury House Highstreet Eccleshall Staffordshire	**Fax no:**	
		E-mail address:	[redacted]
		Operator licence no:	Wynns
		Operator reference no:	Latheron via Wick to Rigifa
Postcode:	ST21 6BZ		

In pursuance of Part 2 or Part 4 of the above Order, I being the user of the under mentioned vehicle(s) to which the Order applies, hereby give notice that it is my intention to use the said vehicle(s) on the roads specified below.

Details of the journey

From	Date and time	To	Date and time
Latheron A99, KW5 6DG	04 November 2024 12:03	Rigifa, 328543,972088, KW14 8XH	11 November 2024 12:03

Route:
Leg 1 :
Latheron A99, KW5 6DG to Rigifa, 328543,972088, KW14 8XH : Start A99 (), A99 (32.1 km), **Diverge Alternative # 1:** A99 (21.3 km), A836 (9.7 km), UNCLASSIFIED (800 m), **Alternative # 2:** A99 (), A99

(200 m), B876 (9.5 km), UNCLASSIFIED (2.4 km), LOCHSIDE (700 m), ALTERWALL (3.6 km), SLICKLY (300 m), BRABSTERMIRE HO (3.7 km), BRABSTER (500 m), UPPER GILLS (1.8 km), UNCLASSIFIED (4 km), **Alternative Routes Merge** UNCLASSIFIED (1.9 km), arrive at destination.

Notes On Escort:

Feasibility Study - Exact escort requirements to be confirmed but assume police required.

Notes supplied by haulier at time of notification:

MOVEMENT PROGRAMME: Feasibility study for movement of transformer to a proposed new site in Rigifa. Route status needs to be confirmed.

Details of the load

Description of load	Transformer Length - 7333mm Width - 2450mm Height - 3813mm Weight - 88.4te
No. of movements	1
No. of pieces moved at one time	1

Details of the vehicle

Registration No. of vehicle or substitute	**Type of vehicle**
TBC	Semi Vehicle

Overall length of vehicle	**Projection - front**	**Projection - rear**	**Projection - left**	**Projection - right**	**Rigid length**	**Overall width of vehicle**	**Maximum height**	**Reducible height**	**Gross weight**
21.068 m	-	-	-	-	15.123 m	3 m	5.058 m	4.733 m	137400 kg

8 Axle Goose Neck Trailer (137.4te)

Gross weight (kg)	137400 kg
No. of Wheels (Wheels OR wheels x no of axles)	2 x 2 , 4 x 2 , 8 x 8
Axle weight (kg)	6000 kg x 1 , 8000 kg x 1 , 12340 kg x 2 , 12340 kg x 8
Axle spacing (m)	2.25 m x 1 , 1.36 m x 1 , 1.40 m x 1 , 3.2230 m x 1 , 1.50 m x 7
Axle Spacing To Following (m)	3.223 m

AFFECTED STRUCTURE (Latheron to Rigifa with Lyth alternate route)

List of Police Forces, Road Authorities and Bridge Authorities to which this form is sent

Georgios Stravodimos, Bear (South East Scotland)

Richard Cook, Bear North West

Senior Technician Grzegorz Otreba, Highland Council

Abnormal Loads Scotland, Police Scotland

Brad Dyke, Wynns Ltd

Form of Indemnity

THE INDEMNITY

1. We Wynns Ltd (on behalf of Field Energy) agree to indemnify you Wynns Ltd, in respect of any damage that is caused in the course of a journey of which you have been notified under the Road Vehicles (Authorisation of Special Types)(General) Order 2003 (which is referred to below as "the 2003 Order").
2. This indemnity relates to the journey scheduled to take place between 04 November 2024 and 11 November 2024 starting with the date on which the indemnity was signed.

The damage covered:

3. Except as stated in paragraph 4, the damage in respect of which this indemnity is given is limited to any damage caused to any road or bridge for the maintenance of which you are responsible.
4. This indemnity also extends to any damage caused to any other road or bridge that is used in the course of any journey to which the indemnity relates, in any case where a separate indemnity required by the 2003 Order has not been given to, or received by, the authority, body or person ("third party") which is responsible for the maintenance of that other road or bridge.

The cause of damage:

5. The damage covered in this indemnity is limited to damage caused by - (a) the construction of any vehicle used; (b) the weight transmitted to the road surface by any vehicle used; (c) the dimensions, distribution or adjustment of the load carried on any vehicle used in the carriage of an abnormal indivisible load; (d) any vehicle other than the vehicle used in any case where that damage results from the vehicle used (but excluding any damage caused, or contributed to, by the negligence of the driver of the other vehicle).

Enforcement of indemnity:

6. This indemnity is enforceable by you, to the extent of the damage specified in paragraph 3.
7. This indemnity is enforceable by any third party referred to in paragraph 4, in its own right, to the extent of any damage caused to any road or bridge for the maintenance of which it is responsible (but only if it has not already recovered payment in respect of that damage by virtue of a claim made by it under the equivalent provision in another indemnity given under the 2003 Order).
8. A claim in respect of damage covered by this indemnity will only be entertained if the claim - (a) states the occasion and place of the damage; and (b) is made before the end of the period of 12 months starting with the date on which the vehicle was last used in the course of the journey during which the damage occurred.

Date: 16 May 2024 12:05:44 **Signed:** [redacted]

Appendix 4

National Highways Aide Memoir

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

Weight

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

Width

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

Length

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

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

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

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

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

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

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

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

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