



“Construction of a new substation to support the electrification of NWEF Phase 4”



Lostock SATS

Pod-Trak were contracted to construct a new substation at Lostock to support the electrification of the line between Manchester and the West Coast Mainline at Euxton.

Initially the works were being delivered for Carillion who subsequently went into administration in January 2018. The project was stood down for a period and remaining scope delivered for Murphy.

A challenging project throughout with most of the work being delivered on PAR Forms due to the lack of an AFC. The substation is located at the end of Lostock Station carpark which remained open through the works and all deliveries had to be planned carefully to avoid peak times.

The substation itself was constructed at high level against an embankment which had to be continuously monitored throughout the duration for signs of movement until eventually a retaining wall was designed and installed.



King post retaining wall.

The scope of works included site clearance, 6F5 infill, drainage, duct routes, transformer bases, substation base, fencing, Armco barriers and guardrails. The retaining wall was added to the scope after the substation building was landed which reduced the working area.

A temporary road was constructed to safely get plant and materials to the work area and complete the installation. A bespoke cable management design was required to securely route the HV cables from the URX at ground level to the routeworks installed within the compound.

**SUBSTATION
COMPOUND**



**MAY 2017 –
DECEMBER 2018**

**VALUE
£1.6m**

