



# Stubsgill Farm, Wind Turbine Repowering

## Construction Traffic Management Plan

Prepared for



Constantine Wind Energy

November 2025  
3369-01-CTMP01



# Document Control

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## 1.0 INTRODUCTION

### 1.1 Preamble

1.1.1 Axis has been appointed by Constantine Wind Energy (CWE) to prepare this Construction Traffic Management Plan (CTMP) in relation to the approved development of the installation and operation of a single replacement wind turbine up to 76m tall ('the Proposed Development') at an existing wind turbine site located at Stubsgill Farm, Distington, Workington ('the Site'). This process is known as repowering. The Site lies wholly within the administrative area of Cumberland Council (CC) as the Planning Authority.

1.1.2 Planning consent for the development was recommended for approval by the Local Planning Authority (LPA), CC, in June 2025 under planning application reference 4/24/2302/0F1. Within the draft planning conditions set out within the Planning Committee Report, Condition 15 states the following:

*No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the local planning authority. The CTMP shall include details of:*

- *pre-construction road condition established by a detailed survey for accommodation works within the highways boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicants expense;*
- *details of proposed crossings of the highway verge;*
- *retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;*
- *cleaning of site entrances and the adjacent public highway;*
- *details of proposed wheel washing facilities;*
- *the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;*
- *construction vehicle routing;*
- *the management of junctions to and crossings of the public highway and other public rights of way/footway;*
- *details of any proposed temporary access points (vehicular / pedestrian);*
- *surface water management details during the construction phase;*



The development hereby approved shall be carried out in accordance with the approved CTMP.

*Reason*

*To ensure the undertaking of the development does not adversely impact upon the fabric or operation of the local highway network and in the interests of highway and pedestrian safety in accordance with the provisions of Policy CO4 of the Copeland Local Plan 2021-2039.*

## 1.2 Purpose of this CTMP

- 1.2.1 The principal purpose of this document is to discharge the above condition and set out how construction traffic, including site personnel movements, will be safely managed, and controlled at the site and surrounding roads.
- 1.2.2 The CTMP ensures that the impacts of construction traffic and deliveries on the surrounding highway network are kept to a minimum by setting out a management plan of their routing, delivery phasing, delivery times and parking arrangements.
- 1.2.3 The points raised within the condition wording are dealt with in turn within the subsequent chapters. **Table 1.1** below provides a summary of how each point within the condition wording has been addressed within this CTMP.

**Table 1.1 – Summary of Required CTMP Measures Identified in Condition Wording**

| Condition Requirement                                                                                                  | Summary of Proposed Action                                                                                   | CTMP Reference |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------|
| Pre-construction Road condition survey conducted with a Highway Authority representative                               | Survey undertaken on 28.08.2025.                                                                             | Chapter 2      |
| Details of proposed crossings of the highway verge                                                                     | The access location is situated where there is currently a field access.                                     | Chapter 3      |
| Retained areas for vehicle parking, manoeuvring, loading and unloading                                                 | On Site construction compound will encompass these required areas.                                           | Chapter 4      |
| Cleaning of the site entrances and the adjacent public highway                                                         | See section                                                                                                  | Chapter 5      |
| Details of proposed wheel washing facilities                                                                           | A wheel washing facility will be installed at the site access                                                | Chapter 5      |
| The sheeting of all HGVs taking spoil to / from the site to prevent spillage or deposit of any material on the highway | All Heavy Goods Vehicles (HGVs) transporting spoil to or from the site will be fitted with adequate sheeting | Chapter 5      |
| Construction vehicle routing                                                                                           | A595 – B5306 – Unnamed Road                                                                                  | Section 4.6    |



| Condition Requirement                                                                                     | Summary of Proposed Action | CTMP Reference |
|-----------------------------------------------------------------------------------------------------------|----------------------------|----------------|
| The management of junctions to and crossings of the public highway and other public rights of way/footway | See Section                | Section 4.6    |
| Details of any proposed temporary access points (vehicular / pedestrian)                                  | N/A                        | N/A            |
| Surface water management details during the construction phase                                            | See Section                | Section 5.4    |

1.2.4 This document will set out how construction traffic management, including site personnel movements, will be safely controlled at the proposed development by sub-contractors, working on behalf of the Applicant.

1.2.5 This CTMP is intended to be a 'living document' which is updated periodically as and when required. It will be used during the construction phase of the development and updated as necessary to ensure it is always up to date and reflects the latest best practice guidelines.

1.2.6 In the case of this CTMP, it is likely that it will be updated once a main contractor has been appointed.

### 1.3 Proposed Scheme

1.3.1 The development will comprise a replacement wind turbine with a rated operating capacity of 250kW to satisfy current grid connection arrangements.

1.3.2 Whilst this output is consistent with the existing turbine, energy production onsite would be increased due to improved wind to energy conversion efficiency, heightened reliability, increased wind speeds at taller heights, and a larger swept area of wind capture.

1.3.3 The key maximum parameters of the Proposed Development are set out below:

- i) Output: 250kW.
- ii) Hub height: 50m.
- iii) Blade length: 26m.
- iv) Blade diameter: 52m.
- v) Maximum height to blade tip: 76m.
- vi) Number of blades: 3.



- 1.3.4 The proposed maximum turbine dimensions are illustrated on Planning Drawing 3369-091-TS-003. Whilst the candidate turbine is a Vestas V52, the Applicant is applying for planning consent for a wind turbine with a maximum blade tip height of 76m to encompass minor variances across the wind turbine market for this class of machine. The turbine elements would be in a light grey matt finish or similar.
- 1.3.5 A Principal Contractor is yet to be appointed in respect to the construction of the development.

#### ***Foundations***

- 1.3.6 The foundation pad for the Proposed Development is located approximately 20m to the northwest of the existing turbine foundation, as shown on Planning Drawing 3369-091-SP-002.

#### ***Access track***

- 1.3.7 Access for construction and maintenance of the Proposed Development would be via a new temporary access track from the main road to the north, which was included as part the planning application.

#### ***Crane hard standing/lay down areas***

- 1.3.8 A crane hard standing area is required to accommodate removal, maintenance and erection works. The existing crane pad requires expansion to account for the larger component sizes of the proposed turbine. It is proposed that the hardstanding is extended both through the reuse of the existing turbine foundations and takeover of a small area of unused land on the southern, eastern and western edges of the existing crane pad. The existing hardstanding and turbine foundation areas to be reused and the proposed extended crane pad area for the mobile cranes and laydown of turbine components are illustrated on Planning Drawing 3369-091-SP-002.
- 1.3.9 The replacement turbine would be erected using two mobile crane units to lift the tower sections, nacelle and rotor components into position. It is anticipated that it would take approximately six weeks to complete the installation and commissioning of the turbine, after which the cranes would be removed from site.





### ***Turbine removal***

1.3.10 The existing turbine will be removed in a controlled manner in a reverse sequence to that of installation. In summary this process will include:

- i) Locating and securing of mobile crane units on new foundation pad.
- ii) Removal of turbine blades.
- iii) Removal of blade hub.
- iv) Removal of nacelle.
- v) Modular deconstruction of turbine tower.
- vi) Transportation of components off-site.

### ***Switchgear container and associated cabling***

1.3.11 The replacement turbine will make use of the existing switchgear building and cabling installed to serve the existing turbine. The switchgear container is located immediately adjacent to the turbine base. The container houses the switch gear, transformer and generation meters required for the operation of the proposed turbine. These features are illustrated in Planning Drawing 3369-091-SP-002.

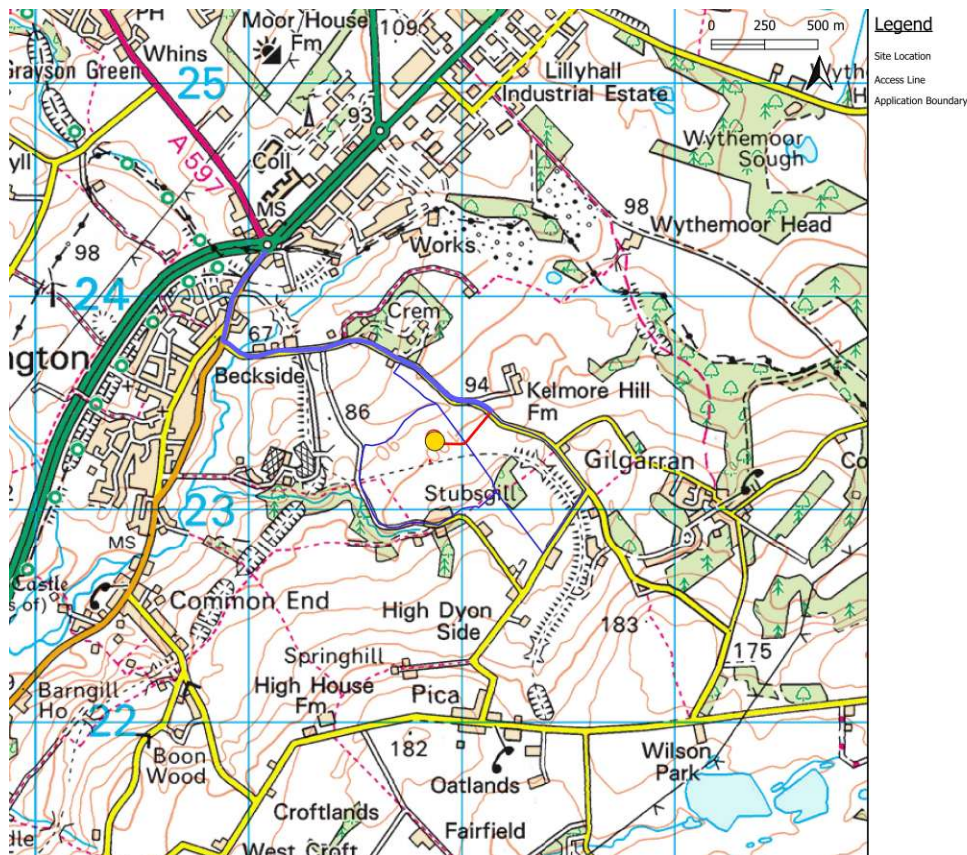
1.3.12 The Site is connected via underground cabling, with the pre-existing ancillary infrastructure providing sufficient capacity for the Proposed Development. As such, no new grid connections are required with the existing cabling providing optimal functionality.

### ***Construction Vehicle Routing***

1.3.13 The Site, whilst somewhat isolated, is located 1.2km southeast of the A595, which runs from Carlisle to the A590 trunk road at Dalton-in-Furness. The wider access route for the delivery of the turbine and associated equipment is shown on Drawing 3369-091-TA-004 represented as **Image 1.1** below.



Image 1.1 – Turbine Delivery Route



### Traffic generation

1.3.14 During construction of the replacement turbine, traffic will consist of the following:

- i) **Access track:** 40 loads from. 8t (per axle) tipper & grader/roller (4 axles).
- ii) **Site staff:** 4 No. cars/light vans per day throughout construction period.
- iii) **Foundations:** Excavator delivery and removal on standard low loader, 3 No. HGV movements for delivery of steel reinforcement and anchor cage, approximately 26 No. concrete vehicle movements.
- iv) **Turbine delivery/installation:** Two mobile cranes (approximately 90t tail crane and 300t main crane), requiring 5 No. HGV movements for cranes and ancillary crane plant. Subject to the specific model of turbine procured, the turbine will be delivered to site in approximately 7 No. HGV/abnormal loads with approximate dimensions (L x W x H) as follows:
  - a. HGV 1-Blades (29.5m x 2.5m x 4.0m).
  - b. HGV 2-Hub & Nacelle (16.5m x 3.0m x 4.0m).
  - c. HGV 3-Top Tower (27.5m x 2.8m x 4.0m).

- d. HGV 4-Bottom Tower (27.5m x 3.65m x 4.15m).
- e. HGV 5-Tower Anchor (18.5m x 2.5m x 4.3m).
- f. HGV 6 & 7-Converter Cabinets & Tools (16.5m x 2.5m x 4.0m).

1.3.15 The removal of the existing turbine and deliveries associated with the new turbine will be managed in a way to minimise vehicle movements where possible, so that delivery vehicles can be loaded with elements of the existing turbine for the return journey. This will reduce the overall number of vehicle trips required for the Proposed Development. However, worst case is that the existing turbine is removed from site in a similar way to the delivery schedule outlined above.

### *Programme*

1.3.1 The construction of the Proposed Development would be undertaken over a 6-week period and is anticipated to commence in Q1 2025. An indicative construction programme, outlining the duration of the main construction activities is included below in **Table 1.2**.

**Table 1.2 - Indicative Construction Programme**

| Task                             | Week |   |   |   |   |   |   |   |
|----------------------------------|------|---|---|---|---|---|---|---|
|                                  | 1    | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Civils Works                     |      |   |   |   |   |   |   |   |
| Foundations Cure                 |      |   |   |   |   |   |   |   |
| Electrical Works                 |      |   |   |   |   |   |   |   |
| Existing Turbine Decommissioning |      |   |   |   |   |   |   |   |
| New Turbine Installation         |      |   |   |   |   |   |   |   |
| New Turbine Commissioning        |      |   |   |   |   |   |   |   |
| Handover to Client               |      |   |   |   |   |   |   |   |

***Construction Hours***

- 1.3.2 Construction would generally be limited to 07.00 to 19.00 Monday to Friday and 07.00 to 13.00 Saturday (with no work on Sundays or Bank Holidays).



## **2.0 PRE-CONSTRUCTION CONDITION SURVEY**

### **2.1 Introduction**

2.1.1 A pre-construction road condition survey was carried out to establish the baseline condition of the highway in advance of accommodation works within the highway boundary. This survey was undertaken jointly with a representative from the Local Highway Authority (LHA) to ensure an agreed record of the existing state of the carriageway, footways, verges, and associated highway assets.

2.1.2 This documented baseline provides a reference against which the condition of the highway can be re-assessed following construction activities. In doing so, it ensures that any damage arising as a direct result of the works can be clearly distinguished from pre-existing issues, thereby safeguarding both the Highway Authority and the developer.

### **2.2 Survey Scope / Extent**

2.2.1 The survey comprised a detailed visual inspection supported by written notes, photographs, and where necessary, measurements of carriageway widths, surface condition, drainage features, kerb lines, and adjacent boundary treatments. Particular attention was given to identifying any pre-existing defects such as potholes, cracking, rutting, edge deterioration, or damage to street furniture.

2.2.2 The area of highway to be surveyed was agreed with CC on 22.08.2025 and is illustrated on **Image 2.1** following.





Image 2.1 – Extent of Carriageway to be Surveyed



- 2.2.3 The pre-construction condition survey, undertaken on 28.08.2025 along B5306, Gilgarran Road (unclassified road), consisted of a detailed 'walk-over' of the study area, to record the existing condition of all the relevant sections of the running carriageway and footways, and recording the type, nature and location of any defects observed.
- 2.2.4 A photographic record was taken of key points of note and areas where existing defects / deterioration was observed. A video record covering all of the roads within the survey area was also obtained. The video files can be provided upon request.
- 2.2.5 During the dilapidation survey, the Local Highway Authority noted that their primary focus was on the access point. Notwithstanding this, the following section provides a comprehensive description of the full route.

## 2.3 Survey Findings

### *Overview*

- 2.3.1 Weather conditions were recorded as being dry and sunny, with no surface water on the carriageway. The survey was undertaken in the presence of Craig McCarron, CC Highway Network Engineer.
- 2.3.2 The general existing condition of the adopted highway within the study area was considered to be relatively good, albeit with a number of existing defects identified resulting from general wear and tear. The following sections provide a description of the observed existing defects within each section of the survey area, as well as other key areas noted as being worthy of specific monitoring at the post-construction survey stage. A full photographic record is included as **Appendix A**, and the image reference numbers referenced in the following sections relate to the image numbers in **Appendix A**.

### *The B5306 between the A595 and the Unnamed Road*

- 2.3.3 The B5306 comprises a two-way single-carriageway road which runs in a general north-east / south-west alignment for a distance of approximately 460m. The north-eastern end of the road forms a roundabout with the A595, with the south-western end terminating at a priority junction with Main Street. The B5306 has a carriageway width of approximately 5.75m-6m.

### *Distington Roundabout Southern Arm*

- i) The B5306 / the A595 roundabout itself was observed to be in generally good condition.
- ii) Serious road marking wear and tear present across the southern arm (**Images 64-74**)
- iii) There are some potholes on the southern entry arm. (**Image 74**)
- iv) A strip of reinstated surfacing on the dropped kerb on the central refuge side of the southern arm. (**Images 72-73**)
- v) Road chippings seem to be scattered across the central refuge and around it. (**Images 69-71**)
- vi) Minor wear and tear present on the centre of the carriageway on the bend before the southern arm of the Distington Roundabout. (**Images 64-66**)



- vii) Small pothole present in front of no 25 B5306. (**Images 63-64**)

***The B5306 Between the Distington Roundabout Southern Arm and Barfs Road***

- i) Pothole present next to a gully next to the footway on northbound carriageway. (**Image 62**)
- ii) Wear and tear to the carriageway. (**Image 61**)
- iii) Wear and tear to the carriageway including a strip of reinstated surfacing. (**Image 60**)
- iv) Wear and tear of northbound Bus Stop markings (At Tollbar Cottages). (**Image 59**)
- v) A strip of reinstated surfacing and serious wear and tear at the centre of the carriageway at the access to an industrial Site (Advertised as potential residential development site). (**Image 57-58**)
- vi) A strip of reinstated surfacing on the footway. (**Image 55**)

***The B5306 Between Barfs Road and Unnamed Road***

- i) Wear and tear along the centre of the road and on northbound lane next to the bellmouth with Main Street. (**Image 53-54**)
- ii) A very long strip of reinstated surfacing on the northbound carriageway just to the south of the bellmouth with Main Street which continues until the driveway of 'The Coppers' House. Large rectangular area of surface re-instatement in front of a driveway along the northbound carriageway. (**Images 47-50**)
- iii) A very long strip of reinstated surfacing on the centre of the carriageway starting from the bigger rectangular reinstated surfacing (mentioned above) and continuing until the bellmouth with the unnamed road. (**Images 31-47**)
- iv) Sections of reinstated surfacing on eastern footway between the driveway of 'The Coppers' House and 'Town Head Cottage' (No 3 Main Street). (**Image 45**)
- v) Minor wear and tear on the centre of the carriageway just to the south of 'Town Head Cottage' (No 3 Main Street). (**Images 42-43**)
- vi) Wear and tear to the road markings and the carriageway including potholes on the bellmouth with Main Street. (**Images 37-38**)
- vii) Sprayed construction markings on the western footway just to the south of the bellmouth with Main Street. (**Image 35**)





- viii) Some wear and tear on the carriageway in general in front of the bellmouth with the unnamed road. **(Images 33-34)**
- ix) Sprayed construction markings on the carriageway on the bellmouth with the unnamed road. **(Image 32)**

### ***The Unnamed Road***

2.3.4 The unnamed road comprises a two-way single-carriageway road which runs in a general east / west alignment for a distance of approximately 1.35km (until the site access). The western end of the road forms a ghost island right turn lane junction with the B5306, with the south-eastern end terminating at a priority junction with another unnamed road. The unnamed road has a carriageway width of approximately 5.75m-6m.

- i) Wear and tear on the northern footway, and some kerb reinstatement just to the east of the bellmouth with the B5306. **(Images 29-30)**
- ii) Wear and tear on the northern footway, and further kerb reinstatement on the bridge to the east of the bellmouth with the B5306. **(Image 28)**
- iii) Major road marking wear and tear at the accesses to the side road just to the east of the bridge. **(Image 19,21,22,27)**
- iv) Minor wear and tear present throughout the side road **(Images 21-27)**
- v) Road marking wear and tear and major carriageway wear and tear including potholes on the bellmouth of the unnamed side road that provides access to agricultural lands and 'Colour Gro Ltd' to the south. **(Images 13-15)**
- vi) Slight road marking wear and tear for the 'SLOW' and other markings. **(Image 5,6,7,9)**
- vii) Access location and the existing access in good condition. **(Images 1-6)**

## **2.4 Summary**

2.4.1 The purpose of this chapter of the report is to present the visual findings of a pre-construction condition survey of the local highway network, providing the access and egress for development construction traffic for a proposed turbine replacement at Stubsgill Farm. The site walkover was accompanied by officers from the LHA, CC, who collected video footage of the area surveyed, which is available on request.



- 2.4.2 Within the survey area the adopted highway was found to be generally in good condition, with only light wear and tear observed for the most part. The main observations are summarised above.
- 2.4.3 Some localised minor surface course repairs may be required at the locations highlighted above in due course should any substantive deterioration over and above the identified pre-construction condition take place over the period of the construction project.
- 2.4.4 Should any substantive deterioration of these locations and / or any immediate sections of the local adopted highway be demonstrated to have been caused by site construction work / regular construction related deliveries to site, the developer / contractor will be required to undertake to repair any damage caused and make good any parts of the highway that are affected. The full extent of any such works would need to be agreed with the LHA and delivered upon substantive completion of the construction work & prior to formal opening of the development.

## 2.5 Image Coordinate References

- 2.5.1 Image coordinate references are listed in **Table 2.1** following. Direction is represented in degrees, where 0 degrees indicates true North, 90 degrees represents East, 180 degrees corresponds to South; and 270 degrees points to West.

**Table 2.1 – Image Coordinate References and Directions**

| Image No | Longitude    | Latitude    | Direction (Degrees) |
|----------|--------------|-------------|---------------------|
| 1        | -3.515661111 | 54.59647778 | 97                  |
| 2        | -3.515661111 | 54.59647778 | 215                 |
| 3        | -3.515661111 | 54.59647778 | 341                 |
| 4        | -3.515661111 | 54.59647778 | 205                 |
| 5        | -3.515661111 | 54.59647778 | 258                 |
| 6        | -3.515661111 | 54.59647778 | 296                 |
| 7        | -3.519291667 | 54.59736944 | 356                 |
| 8        | -3.520283333 | 54.59791111 | 346                 |
| 9        | -3.521655556 | 54.59854167 | 1                   |
| 10       | -3.522794444 | 54.5989     | 344                 |
| 11       | -3.525675    | 54.59966111 | 276                 |
| 12       | -3.529869444 | 54.59925556 | 229                 |
| 13       | -3.530258333 | 54.59923889 | 189                 |
| 14       | -3.530383333 | 54.5991     | 141                 |
| 15       | -3.530322222 | 54.59915    | 333                 |
| 16       | -3.531391667 | 54.59924444 | 242                 |
| 17       | -3.531586111 | 54.59925278 | 20                  |
| 18       | -3.531519444 | 54.59922222 | 301                 |



| Image No | Longitude    | Latitude    | Direction (Degrees) |
|----------|--------------|-------------|---------------------|
| 19       | -3.532002778 | 54.59918056 | 246                 |
| 20       | -3.532258333 | 54.59916667 | 191                 |
| 21       | -3.532644444 | 54.59903056 | 278                 |
| 22       | -3.532811111 | 54.599025   | 172                 |
| 23       | -3.532877778 | 54.59905556 | 226                 |
| 24       | -3.533108333 | 54.59903889 | 334                 |
| 25       | -3.533513889 | 54.59908889 | 247                 |
| 26       | -3.534066667 | 54.5991     | 174                 |
| 27       | -3.534525    | 54.59909167 | 104                 |
| 28       | -3.534797222 | 54.59918889 | 329                 |
| 29       | -3.535155556 | 54.59933333 | 319                 |
| 30       | -3.535375    | 54.59944722 | 328                 |
| 31       | -3.535727778 | 54.59957778 | 197                 |
| 32       | -3.535727778 | 54.59957778 | 192                 |
| 33       | -3.535652778 | 54.59970278 | 16                  |
| 34       | -3.535863889 | 54.59970556 | 42                  |
| 35       | -3.535825    | 54.59979444 | 271                 |
| 36       | -3.535838889 | 54.59989444 | 68                  |
| 37       | -3.535869444 | 54.59998611 | 304                 |
| 38       | -3.535866667 | 54.60005    | 45                  |
| 39       | -3.535833333 | 54.60018056 | 144                 |
| 40       | -3.535769444 | 54.60037778 | 35                  |
| 41       | -3.535641667 | 54.60041667 | 40                  |
| 42       | -3.535555556 | 54.600325   | 95                  |
| 43       | -3.535502778 | 54.60050833 | 203                 |
| 44       | -3.535536111 | 54.60048889 | 266                 |
| 45       | -3.535505556 | 54.60059167 | 43                  |
| 46       | -3.535563889 | 54.60085    | 357                 |
| 47       | -3.535552778 | 54.60086389 | 331                 |
| 48       | -3.535483333 | 54.601      | 64                  |
| 49       | -3.535358333 | 54.60105    | 46                  |
| 50       | -3.535313889 | 54.60122222 | 64                  |
| 51       | -3.535297222 | 54.60120278 | 273                 |
| 52       | -3.535225    | 54.60130556 | 57                  |
| 53       | -3.535141667 | 54.60142778 | 52                  |
| 54       | -3.535252778 | 54.60147222 | 336                 |
| 55       | -3.535022222 | 54.60172778 | 63                  |
| 56       | -3.5349      | 54.60180278 | 67                  |
| 57       | -3.534969444 | 54.60171667 | 42                  |
| 58       | -3.534777778 | 54.6018     | 92                  |
| 59       | -3.534761111 | 54.60194722 | 45                  |
| 60       | -3.534555556 | 54.60216667 | 48                  |
| 61       | -3.534419444 | 54.60223333 | 61                  |
| 62       | -3.534225    | 54.60235556 | 66                  |
| 63       | -3.533505556 | 54.60290278 | 28                  |
| 64       | -3.533408333 | 54.602875   | 196                 |
| 65       | -3.533408333 | 54.602875   | 13                  |
| 66       | -3.533458333 | 54.60286111 | 231                 |
| 67       | -3.533369444 | 54.603025   | 240                 |
| 68       | -3.533369444 | 54.603025   | 252                 |
| 69       | -3.533369444 | 54.603025   | 73                  |
| 70       | -3.533138889 | 54.60325    | 349                 |
| 71       | -3.5331      | 54.60326944 | 354                 |



| Image No | Longitude    | Latitude    | Direction (Degrees) |
|----------|--------------|-------------|---------------------|
| 72       | -3.533155556 | 54.60311389 | 355                 |
| 73       | -3.533369444 | 54.60312778 | 328                 |
| 74       | -3.533341667 | 54.60320556 | 312                 |

### 3.0 DETAILS OF PROPOSED CROSSINGS OF THE HIGHWAY VERGE

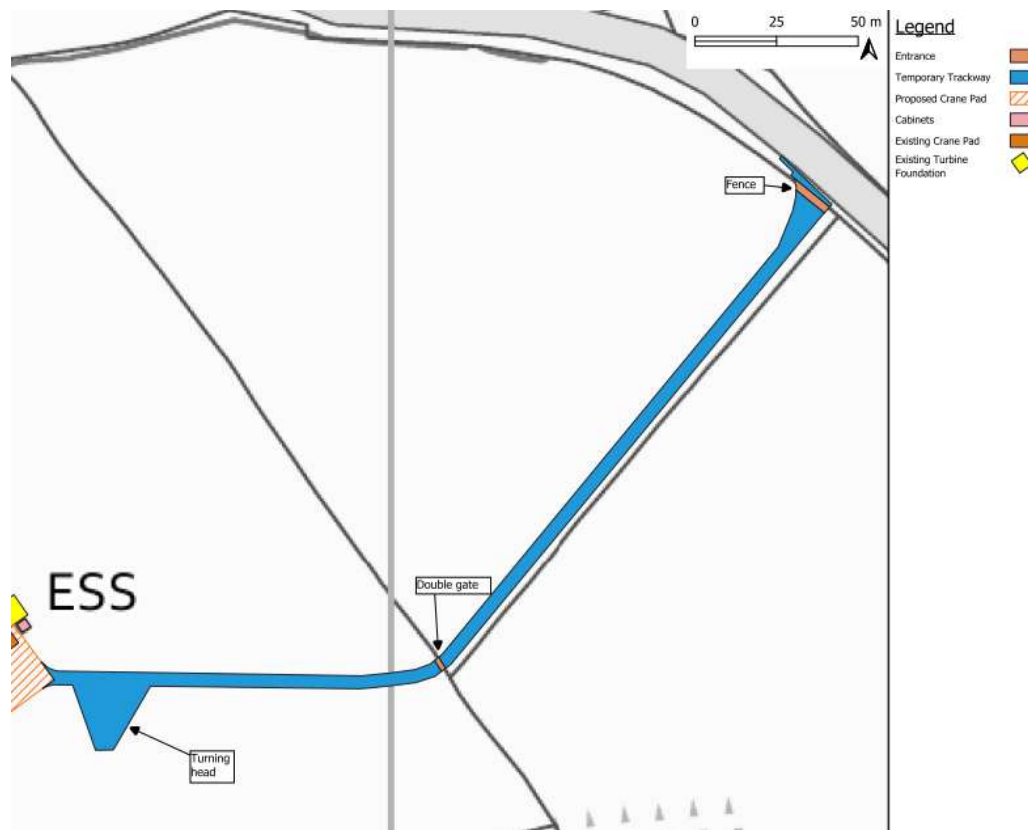
#### 3.1 Introduction

- 3.1.1 To ensure safe and efficient access to the development site during the construction phase, a temporary trackway is proposed to be installed across the highway verge. Based on the current construction logistics and site layout, a single temporary crossing will be required.

#### 3.2 Location of Crossings

- 3.2.1 The proposed verge crossing will be confined to one designated site access point, as illustrated on **Image 3.1** below. The location has been selected to minimise disruption to the existing highway infrastructure and to maintain safe operation of the public highway during construction activities.

**Image 3.1 – Temporary Site Access**



3.2.2 No other ad-hoc crossings will be permitted during construction.

### **3.3 Design and Construction**

3.3.1 The temporary crossing will be constructed using temporary matting suitable for the anticipated vehicle loads.

3.3.2 Construction will be undertaken in accordance with the Local Highway Authority's specification and guidance. The details of the new access track are pursuant to the discharge of Condition 12 of the decision notice, which will be submitted for approval in writing by the Local Planning Authority in due course.

### **3.4 Operational Arrangements**

3.4.1 The temporary crossing will be subject to daily inspection by the site management team throughout the construction phase to ensure it remains in a safe and fully operational condition. Any defects or hazards identified during these inspections will be addressed promptly to maintain the required safety and performance standards.

3.4.2 Upon completion of construction activities, the temporary matting will be removed. Following its removal, all access to the turbine during the operational phase will be provided solely via the existing access track, which will be retained as the permanent route for maintenance and operational requirements.

3.4.3 A wheel-wash or road-sweeping arrangement will be implemented where necessary during construction to prevent debris from being deposited on the highway.

3.4.4 Temporary signage and traffic management measures will be deployed where required to ensure safety for all road users.

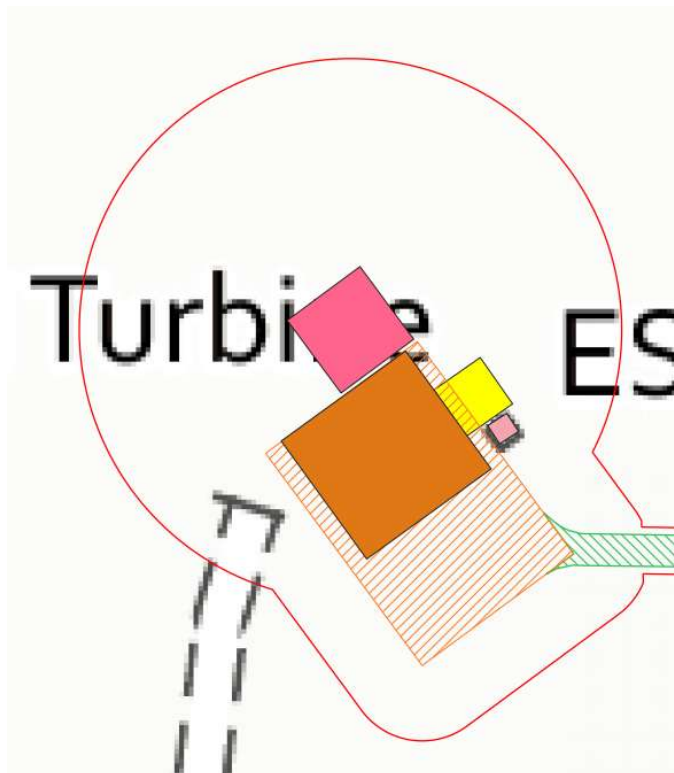


## 4.0 CONSTRUCTION ACCESS PARKING

### 4.1 Construction Vehicle Parking

- 4.1.1 An on-site construction compound will be established to provide designated areas for vehicle parking, manoeuvring, loading, and unloading. Located within the site boundary, adjacent to the crane pad, it will include welfare facilities, a set-down area for plant and materials, and parking for up to 12 vehicles (6 staff/visitor car bays and 6 HGV/delivery bays). The layout will be designed to allow the largest delivery vehicles to turn around and enter/exit the site in forward gear. The compound will be surfaced with hardcore over geotextile to ensure stability. All activities will be confined to this area to avoid disruption to the public highway, and a site supervisor will oversee operations to ensure safety. These arrangements are illustrated on Planning Drawing 3369-091-TSA-006; the hatched areas are also going to be used as the construction compound. A snip is also shown in **Image 4.1** below:

**Image 4.1 – Stubsgill Block Plan**



## 4.2 Manoeuvring

- 4.2.1 The movement of turbine components and associated construction materials will be carefully managed to minimise disruption to the local highway network and to ensure the safety of road users and site operatives. All deliveries will be scheduled in advance and coordinated by the Site Manager in consultation with the transport contractor.
- 4.2.2 All construction and delivery vehicles will access the site via the designated haul route identified on **Image 1.1** (presented earlier within this report).
- 4.2.3 Both the B5306 and the unnamed road; as explained in **Chapter 2**, are single carriageway roads, large enough to accommodate an HGV passing another vehicle.
- 4.2.4 On-site manoeuvring will be controlled by trained banksmen, with vehicles reversing only under supervision.

## 4.3 Loading and Unloading

- 4.3.1 Loading and unloading of turbine components, crane sections, and other large plant will take place within the designated construction compound or turbine foundation area, away from the public highway.
- 4.3.2 Suitable hardstanding areas will be prepared to ensure a stable platform for unloading operations.
- 4.3.3 Mobile cranes will be positioned on pre-prepared crane pads, designed to accommodate the required lifting capacity.
- 4.3.4 All unloading and lifting operations will be conducted in accordance with the site-specific Lifting Plan, prepared under the requirements of LOLER (Lifting Operations and Lifting Equipment Regulations).
- 4.3.5 Components will be delivered on specialist vehicles and offloaded directly into their laydown areas, avoiding double handling wherever possible.

## 4.4 Controls and Safety Measures

- 4.4.1 Traffic marshals will be present during the arrival and departure of abnormal loads to manage traffic and maintain safety at access points.





- 4.4.2 Advance warning signage will be placed on approach roads during delivery of abnormal loads.
- 4.4.3 Deliveries will be scheduled outside peak traffic periods where possible, to reduce local disruption.
- 4.4.4 All drivers and operatives will receive a site induction covering manoeuvring protocols and safe loading/unloading practices.

#### **4.5 Construction Access**

- 4.5.1 The development includes a single temporary highway verge crossing for a new access track from the A595, as proposed in planning application **4/24/2302/0F1**, to facilitate construction and maintenance vehicle access. The crossing will use compacted hardcore to ensure stability and minimize verge damage, with works coordinated with the LHA (CC) under a Section 184 agreement. Approximately 10m of native hedgerow will be removed to enable this access, with removal kept to a minimum as advised by the Preliminary Ecological Appraisal (PEA), ensuring no significant impact on habitat health.
- 4.5.2 An existing access track from Stubsgill Farm (reference **4/13/2173/0F1**) will serve as a secondary route for lighter vehicles, requiring no new verge crossings. The new track allows 1m micro siting for minor on-site variations, agreed with the Highway Authority to protect verge stability and drainage. Post-construction, the verge will be reinstated at the applicant's expense.
- 4.5.3 Vehicle movements will be managed during construction hours, with signage and wheel washing to prevent highway debris. A site supervisor will ensure compliance, aligning with Policy CO4 of the Copeland Local Plan 2021-2039.

#### **4.6 Access Route**

- 4.6.1 Construction traffic will access the site via the new temporary access track from the unnamed road, connected to the A595 via the B5306. The delivery route is shown on **Image 4.2** and the key junctions involved are listed below.



Image 4.2 – Delivery Routing



- i) **A595/B5306 Roundabout:** This junction, part of the strategic road network, has sufficient geometry to accommodate construction vehicles, including HGVs, without requiring additional measures.
- ii) **B5306/Unnamed Road Ghost Island Right Turn Lane Junction:** The existing ghost island right turn lane on the B5306 provides adequate space for vehicles turning into the unnamed road.
- iii) **Unnamed Road/Site Access:** The site access from the unnamed road, with a minimum carriageway width of 5.75m, will accommodate all construction vehicles.

4.6.2 All drivers will be notified of the designated delivery routing in advance to ensure adherence to the approved route via the A595, B5306, and unnamed road. A site supervisor will monitor vehicle movements at the site access to ensure safe and efficient operations. Coordination with the LHA will be maintained as required, to promptly address any issues.

4.6.3 No Public Rights of Way (PRoW) will be affected by the proposed development, as none are present within or adjacent to the site.



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## **5.0 ENVIRONMENTAL MANAGEMENT**

### **5.1 Site Entrance Cleaning**

- 5.1.1 An approved mechanical road sweeper will be used to clean the site entrance and adjacent public highway of any mud or debris deposited by site vehicles. The sweeper will be available as required, properly maintained, and operated by a designated operative to ensure effective cleaning. Daily inspections will be conducted at the entrance. Any debris on the highway will be removed promptly at the applicant's expense, with a site supervisor overseeing compliance to maintain a safe highway environment.

### **5.2 Proposed Wheel Washing Facilities**

- 5.2.1 A wheel washing facility will be installed at the site access to prevent mud and debris from being tracked onto the public highway (unnamed road) during construction. All HGVs and site vehicles will be required to pass through the facility before exiting the site. The wheel wash will be a drive-through system, equipped with high-pressure water jets and a collection sump to capture debris, ensuring effective cleaning. The facility will be maintained and operational throughout the construction phase, with regular inspections by a designated operative to ensure functionality. A site supervisor will oversee compliance to minimise impacts on the local highway network.

### **5.3 HGV Sheeting**

- 5.3.1 All Heavy Goods Vehicles (HGVs) transporting spoil to or from the site will be fitted with adequate sheeting to prevent spillage or deposit of materials onto the public highway. Sheeting will consist of secure, weather-resistant tarpaulins or covers fully enclosing the load, fitted and checked before each vehicle departs the site. A designated operative will inspect HGVs leaving site to ensure compliance.

### **5.4 Surface Water Management**

- 5.4.1 The construction phase will incorporate measures to manage surface water effectively, given the site's location in Flood Zone 1, which has no identified risk of surface water, river, or coastal flooding. The construction compound and laydown areas will be built with granular aggregate over geotextile, left unsurfaced (not asphalted) to ensure free drainage and minimize runoff. The temporary access road



will be built having a gradient or camber to direct flow across the access track and not onto the public highway. The temporary matting has impermeable holes to allow drainage from the track to percolate into the ground. The 'topside' of the matting has a water-displacing profile allowing water to flow off into the edges of the track rather than flow towards the highway entrance. The matting profile will be arranged to be in parallel to the highway, thus directing flows into the verge grassland.

- 5.4.2 The development will avoid significant new hardstanding to prevent increased runoff levels. A site supervisor will conduct regular inspections to ensure drainage performance, addressing any minor ponding through maintenance or localized grading. Coordination with the LHA will occur as needed to avoid impacts on the adjacent unnamed road.



## Appendix A – Photo Records





axis

Stubsgill Farm - Pre-Construction Highway Condition Survey

Aug 2025

3369-01

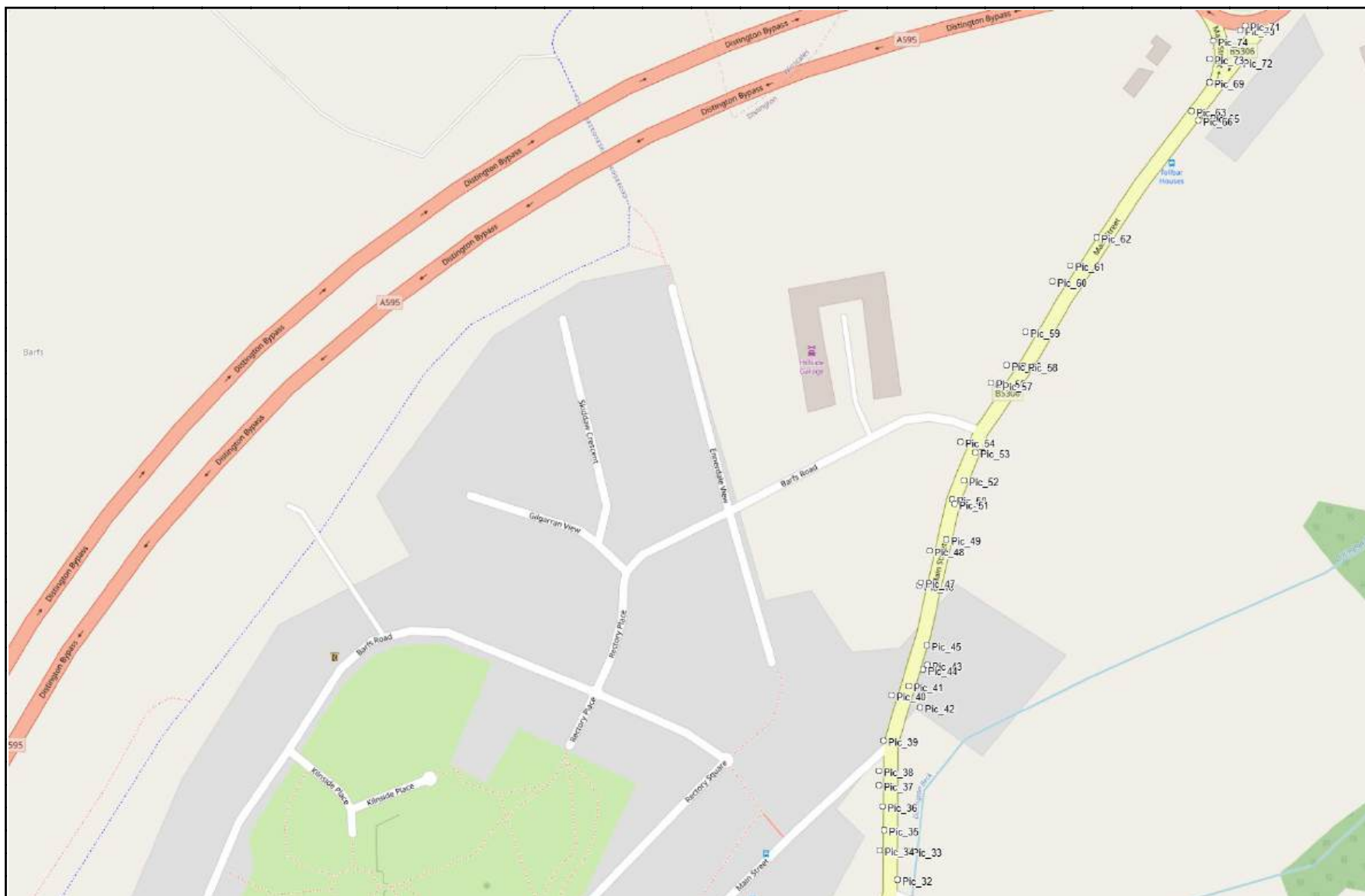
Plot of Photograph Locations - Sheet 1

Appendix A



|                                                                                     |                                                            |            |         |
|-------------------------------------------------------------------------------------|------------------------------------------------------------|------------|---------|
|  | Stubsgill Farm - Pre-Construction Highway Condition Survey | Aug 2025   | 3369-01 |
|                                                                                     | Plot of Photograph Locations - Sheet 2                     | Appendix A |         |





Stubsgill Farm - Pre-Construction Highway Condition Survey

Aug 2025

3369-01

Plot of Photograph Locations - Sheet 3

Appendix A





|                                                                                     |                                                                        |  |            |         |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------|--|------------|---------|
|  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 1 |  | Aug 2025   | 3369-01 |
|                                                                                     | Stubsgill Farm                                                         |  | Appendix A |         |





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|-------------------------------------------------------------------------------------|------------------------------------------------------------------------|--|------------|---------|
|  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 2 |  | Aug 2025   | 3369-01 |
|                                                                                     | Stubsgill Farm                                                         |  | Appendix A |         |





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|-------------------------------------------------------------------------------------|------------------------------------------------------------------------|--|------------|---------|
|  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 3 |  | Aug 2025   | 3369-01 |
|                                                                                     | Stubsgill Farm                                                         |  | Appendix A |         |





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|-------------------------------------------------------------------------------------|------------------------------------------------------------------------|--|------------|---------|
|  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 4 |  | Aug 2025   | 3369-01 |
|                                                                                     | Stubsgill Farm                                                         |  | Appendix A |         |





axis

Pre-Construction Highway Condition Survey - Photograph Record: Sheet 5

Stubsgill Farm

Aug 2025

3369-01

Appendix A





|                                                                                     |                                                                        |  |            |         |
|-------------------------------------------------------------------------------------|------------------------------------------------------------------------|--|------------|---------|
|  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 6 |  | Aug 2025   | 3369-01 |
|                                                                                     | Stubsgill Farm                                                         |  | Appendix A |         |

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| <div>73</div>  | <div>74</div>  |  |            |
|                                                                                                 |                                                                                                  |  |            |
|                                                                                                 |                                                                                                  |  |            |
| <div></div>  | Pre-Construction Highway Condition Survey - Photograph Record: Sheet 7                           |  | Aug 2025   |
|                                                                                                 | Stubsgill Farm                                                                                   |  | Appendix A |