

Highfield Farm Wind Turbine Repowering

Construction Traffic Management Plan (CTMP)

Prepared by



Constantine Wind Energy Limited

January 2026

1.0 INTRODUCTION

1.1 Purpose of This Report

1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared by Constantine Wind Energy (CWE) Limited (hereafter referred to as 'CWE') for to manage traffic during the construction period removal and subsequent delivery of a replacement turbine as described in planning application: 4/24/2334/0F1, *Removal of existing wind turbine and erection of replacement wind turbine, up to 76m blade tip height, with associated development Highfield Farm, Bigrigg, Egremont.*

1.1.2 This CTMP is to comply with the requirements of pre-commencement condition 14:

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.

- 1.1.3 The installation and operation of the replacement wind turbine (hereafter referred to as 'the Development') will be at the existing wind turbine development at Highfield Farm, Bigrigg ('the Site'), with proposed works as set out in the Design and Access Statement of the application including reusing and improving the existing Site access, decommissioning the existing turbine, constructing the replacement foundation and installing the replacement turbine.
- 1.1.4 The Development would have a short construction phase and make use of existing infrastructure already provided at the Site. The replacement turbine would also be prefabricated before it arrives at the Site for assembly. Therefore, construction vehicle movements will be limited and occur for a temporary period.

1.2 Site Context

- 1.2.1 The Site is located to the north side of Highfield Farm, off an unnamed road off High House Road. The OS Grid Reference for the existing wind turbine is NX 98929 12784, what3words: chuckling.gifted.feasted, see Figure 1.1 for the site location plan and Figure 1.2. for route access.
- 1.2.2 The Site comprises an area of land within an agricultural field that has undergone a degree of rewilding due to a lack of cultivation. It is situated within a wider area of agricultural land, which includes pockets of woodland. The majority of land is classed as land capable of producing moderate to high yields of a narrow range of crops.
- 1.2.3 Access to the Site is via a purpose-built access track, consented under planning permission ref: 4/14/2227/0F1. This access is formed directly from the unnamed road off High House Road.

Figure 1.1 – Site Location (Wider Context Plan)

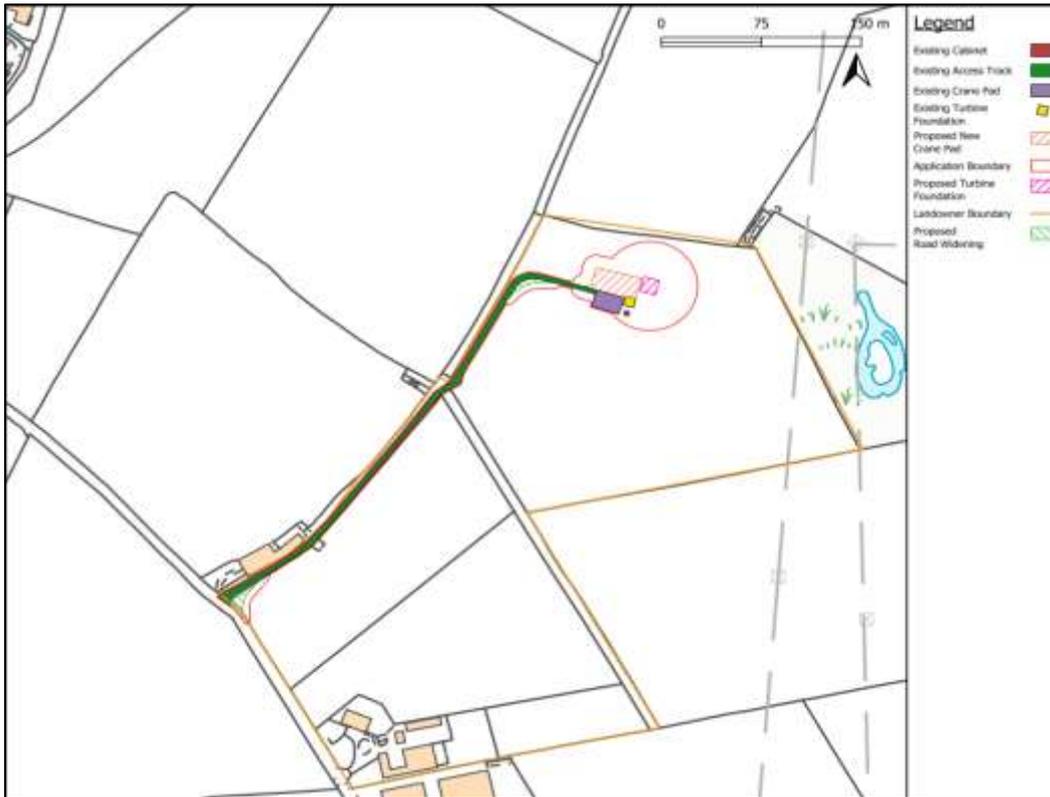
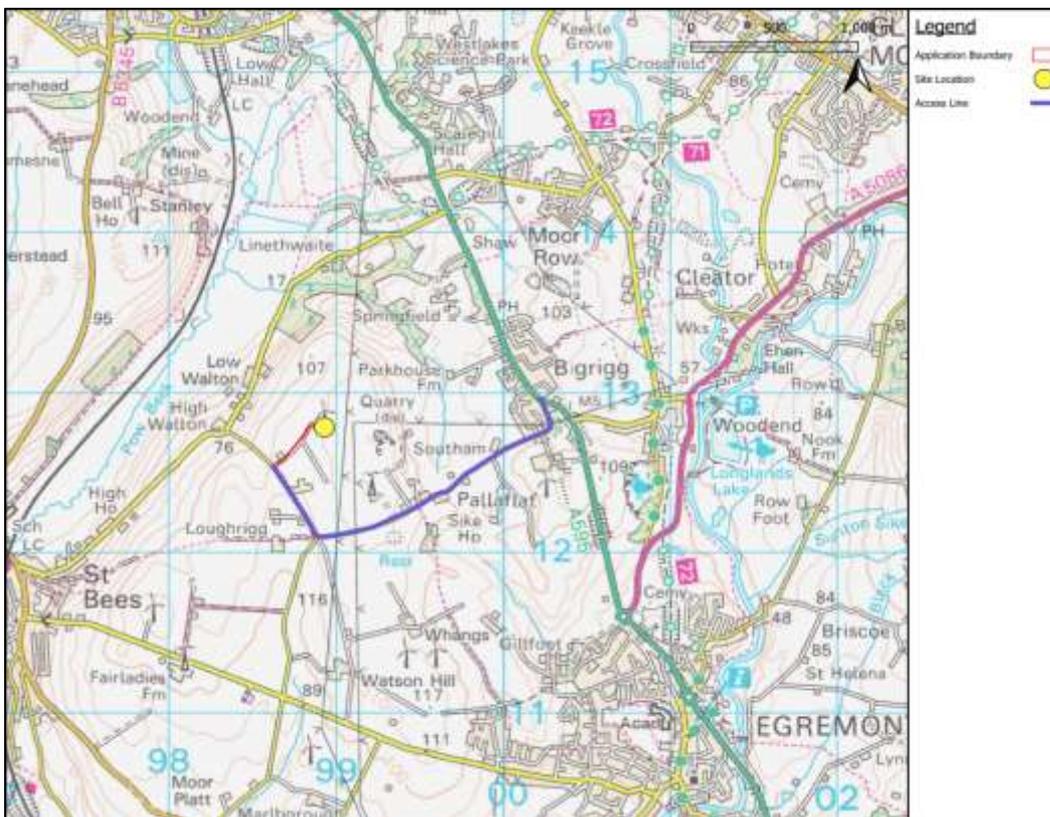


Figure 1.2 – Proposed Access Route from public road network



2.0 DEVELOPMENT COMPLIANCE

2.1.1 The following section provides an overview of the pre-commencement condition requirements and summary information.

Table 2.1 Compliance Summary Table

Condition 14 Requirements	Summary Details	CTMP Section
pre-construction road condition established by a detailed survey for accommodation works within the highway's boundary conducted with a Highway Authority representative; with all post repairs carried out to the satisfaction of the Local Highway Authority at the applicant's expense;	Axis P.E.D Limited or a similar professional consultant with the appropriate expertise will conduct a pre-construction survey within 2 weeks before the start of construction.	Section 6.0 Appendix A Pre-Construction Survey (appended to this document once completed)
<u>details of proposed crossings of the highway verge;</u>	<u>Details to be provided once design completed</u>	<u>Details to be provided</u>
retained areas for vehicle parking, manoeuvring, loading and unloading for their specific purpose during the development;	Parking arrangements, loading and unloading, and manoeuvring will be within the redline boundary	Section 3.7
cleaning of site entrances and the adjacent public highway;	Daily inspections of the site entrance and the use of a road sweeper to maintain a clean highway entrance.	Section 3.8
details of proposed wheel washing facilities;	Wheel washing facilities will be provided in the event of mud	Section 3.8

Condition 14 Requirements	Summary Details	CTMP Section
	<p>being deposited/ tracked onto public highway. Mitigation of an existing stoned access road to site and use of temporary matting will prevent mud being tracked onto the road.</p>	
<p>the sheeting of all HGVs taking spoil to/from the site to prevent spillage or deposit of any materials on the highway;</p>	<p>All HGVs delivering and removing materials will be sheeted with site inspections to record compliance</p>	<p>Section 3.7</p>
<p>construction vehicle routing;</p>	<p>Figure 1.2 shows the route with details in section 3.</p>	<p>Section 5.0</p>
<p>the management of junctions to and crossings of the public highway and other public rights of way/footway;</p>	<p>Prior communication with suppliers, the use of signage, traffic marshals and visual inspections by the site manager will manage junctions and the public highway.</p>	<p>Section 5.0 to 5.5</p>
<p>details of any proposed temporary access points (vehicular / pedestrian)</p>	<p>No temporary access points are proposed.</p>	<p>N/A</p>
<p><u>surface water management details during the construction phase</u></p>	<p><u>Details to be provided once design completed</u></p>	<p><u>Details to be provided</u></p>

2.2 Nominated Contact

2.2.1 The following person has been nominated to whom any road safety issues can be referred:

Nick Barrell
Head of Asset Management
Constantine Wind Energy
River Court
The Old Mill Office Park
Mill Lane
Godalming
Surrey
GU7 1EZ
nickb@constantinewindenergy.com

3.0 CONSTRUCTION PROGRAMME & VEHICLE MANAGEMENT

3.1.1 The construction of the Development would be undertaken over an 8-week period and is anticipated to commence in Q3 2026. An indicative construction programme, outlining the duration of the main construction activities is included below in Table 2.2.

Table 2.2 – Indicative Construction Programme

	Week 1	Week 2	Week 3	Week 4	Week 5	Week 6	Week 7	Week 8
Civil Works	█	█	█	█				
Foundation Cure			█	█	█	█		
Electrical Works					█	█		
Wind Turbine removal						█		
Wind Turbine install							█	
Commissioning								█

3.1.2 A description of each task is provided below.

Civils Works

3.1.3 Civils works will commence with the excavation of the new wind turbine foundation hole. With these complete, efforts will concentrate on steel tying and concrete pour. Whilst the foundation is curing the extended hardstanding area will be created, cable trenches dug, cables laid.

Foundations Cure

3.1.4 The schedule allows for a 4 week concrete cure. This is dependent on weather conditions and it is possible during summer months this can be a shorter period.

Electrical Works

3.1.5 The electrical works including laying and connecting of cables between the new turbine and existing substation, installation of a new earthing ring around the new turbine foundation and modification of the existing switch gear housed in the substation.

Existing Wind Turbine Decommissioning

3.1.6 Decommissioning of the existing turbine is likely to take only 2 days if weather conditions are suitable.

New Turbine Installation

3.1.7 Approximately it will take 3 days to install the new turbine, weather permitting, and an additional 3 days to commission.

Handover to Client

3.1.8 Site inspection by client and all contractors involved to ensure project is completed to specification.

3.2 Construction Traffic Generation & Working Hours

3.2.1 Construction activities would be conducted as per condition 13:

Construction/decommissioning activities that are audible at the red line boundary detailed on Site Plan, drawing number 3369-090-SP-002 shall be carried out only between the following hours: Monday to Friday 08.00 – 18.00 and Saturday 08.00 – 13.00 and at no time on Sunday or Public Holidays.

Deliveries to and removal of plant, equipment, machinery and waste from the site shall only take place within the permitted hours.

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

Table 2.3: Estimates HGV Deliveries for construction equipment and infrastructure

Status	Estimated Number of HGV Deliveries	Total HGV Movements
Delivery of Steel Tower Anchor	1	2
Delivery of Crane	2	4
Delivery of Tool Containers	1	2
Delivery of Generator	1	2
Delivery of Nacelle	1	2
Delivery of Wind Blades	1	2

Status	Estimated Number of HGV Deliveries	Total HGV Movements
Delivery of Tower	2	4
Delivery of Crane Ballast	2	4
Delivery of bog mats	1	2
Delivery of Gravel Hard Core Material	36	72
Delivery of concrete for foundation	20	40
Total	64	128

3.3 Total Construction-Related Traffic Generation

3.3.1 In total, there will be approximately 64 vehicle deliveries spread across an 8-week construction programme. This is inclusive of delivery-related movements and staff trips. This level of traffic generation is low in absolute terms and would not be expected to result in any material impact on highway safety or the free flow of traffic on the surrounding highway.

3.3.2 Spread over an average weekday (10 hours), the Development can be expected to result in less than 1 one-way trip per hour.

3.3.3 The traffic generation throughout the whole construction phase is considered to be negligible and is not expected to give rise to any unacceptable impact on highways safety or capacity during the construction of the development.

3.4 Turbine Component Deliveries

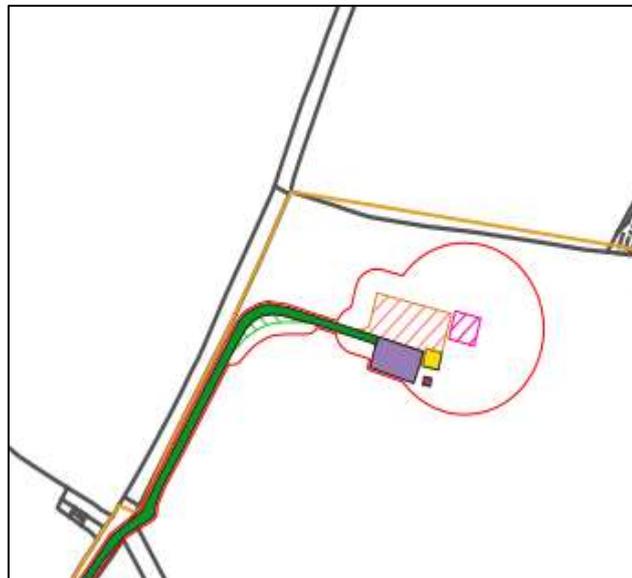
3.4.1 The Development is anticipated to result in 5 vehicle movements associated with the delivery of the new turbine components (prefabricated off-Site before delivery) and the 3 for removal of the current turbine (the blades for the removed turbine can be nested on a single vehicle) The existing access road was purposely built to safely accommodate this frequency and specification of construction vehicle movement.

3.4.2 Vehicles for turbine delivery components will be standard flatbed type articulated lorries that would be common place to the public highways road network.

3.5 Site Set Up – Parking, Manoeuvring and Sheeting

- 3.5.1 The Site Manager will set the site up to allow parking for contractor's workers and space to enable manoeuvring of all vehicles to access and egress in a forward gear.
- 3.5.2 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 or temporary matting. 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.
- 3.5.3 The existing and new crane pad will provide a solid level base to enable the safe use of vehicles. Figure 2.1 shows the orange hatched area and solid purple colour of the crane pad area measuring over 1000sqm of area for vehicles to maneuver, load and unload equipment. Parking and cabins will be set up to the north west side of the site along the edge of the orange hatched area.

Figure 2.1 Site Block Plan



- 3.5.4 All Heavy Goods Vehicles (HGVs) transporting spoil or stone to or from the site will be fitted with adequate sheeting to prevent spillage or depositing 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.

3.6 Wheel Washing, Entrances & Surface Water Management

- 3.6.1 A wheel washing facility may be installed at the Site to prevent mud and debris from being tracked onto the public highway (unnamed road) during construction. The existing Site access already provides a stoned access surface preventing mud from being tracked onto the public highway. Utilising the existing stoned access surface road or temporary matting will prevent the need for wheel washing facilities.
- 3.6.2 If mud is being tracked onto the public highway, all HGVs and site vehicles will be required to pass through the wheel wash facility if there is visual signs of mud on the wheels 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.
- 3.6.3 A daily inspection of the local highway network will be conducted and recorded by the Site Manager to ensure the entrance and local roads remain clear of debris and mud. In the event of mud or debris being tracked onto the public highway, the Site Manager is responsible for the co-ordination of a road sweeper.
- 3.6.4 Dusty emissions generated by the construction may cause nuisance through, for example, surface soiling and loss of visibility due to deposition.
- 3.6.5 In dry weather, it is possible that the ground may dry out. Under these circumstances, Site machinery traversing the stoned access road may create nuisance dust which could drift out of the Site boundary. Where circumstances require that dust is mitigated from complaints or visual signs of dust impacting local residents property the access road will be dampened down to reduce dust becoming a nuisance.
- 3.6.6 A speed limit of 10mph will be enforced along the site tracks to reduce dust levels.

- 3.6.7 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.
- 3.6.8 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.

4.0 NEW ACCESS BELLMOUTH

Details to be provide once design is completed. New access point only required for delivery of the wind turbine.

5.0 ACCESS ROUTE

5.1 Site Access Arrangements

- 5.1.1 Vehicles will access via the existing private access road to the turbine Site.
- 5.1.2 The existing private access road is approximately 5m wide, allowing traffic flows for light vehicles, although one-way movements of the largest vehicle type for turbine component delivery will be required.
- 5.1.3 The existing private access track is considered fit for purpose to accommodate the proposed construction vehicle movements for the replacement turbine. No access is allowed for members of the public and provides farming access to several fields.
- 5.1.4 All vehicles accessing the Site (travelling towards the Site) would need to route via Springfield Road (A595). After existing Springfield Road at Birgrigg, there is good visibility and accessible for HGV's passing Croftlands to the north.
- 5.1.5 All vehicles will travel for approximately 1.7km towards a 4 way junction, where a right turn is made heading on a northerly direction towards Highfield Farm.
- 5.1.6 The proposed access management strategy will include the allocation of specific delivery slots to mitigate against instances of grouping of vehicles meeting along the Site access track or country lanes heading towards or leaving Highfield Farm.
- 5.1.7 The Site Manager or their designated deputy would be responsible for supervising, controlling and monitoring vehicle movements both on and to and from the Site, and ensuring that there are suitable arrangements for the safe delivery and collection of the vehicle load.
- 5.1.8 HGV deliveries would be allocated a delivery slot which they must comply with. Slots would be allocated by the Site Manager and arrangements would be made for a banksman to be available to assist HGV drivers in accessing the Site.
- 5.1.9 The proposed management, including allocation of specific delivery slots, would mitigate against instances of HGVs meeting along the Site access road. Regular communication shall take place between delivery drivers and the Site Manager to organise delivery slot arrivals and to manage the departure of HGVs from the Site and ensure there are no inter-vehicular conflicts.

- 5.1.10 During an induction briefing, HGV drivers will be informed of both the HGV routing strategy and behaviours to be adopted whilst on Site and during deliveries.
- 5.1.11 Arrangements will be made to ensure that HGVs avoid (wherever possible) entering and leaving the Site during busy periods of the day. These arrangements will be organised locally by the Site Manager who would be responsible for the day to day running of the construction programme.
- 5.1.12 Visitors to the construction Site will be required to do the following:
- a) Undertake a visitor's induction prior to being allowed access to the Site;
 - b) Report to the project management / reception offices and sign in;
 - c) Permitted onto Site by arrangement and escorted by a construction member of staff; and
 - d) Sign in and out of the Site on all occasions.
- 5.1.13 No Public Rights of Way (PRoW) will be affected by the proposed development, as none are present within or adjacent to the site.

5.2 HGV Routing Strategy

- 5.2.1 The exact origin of construction related HGV trips is uncertain at this stage and would be determined by the sourcing of materials and plant by the appointed contractor.
- 5.2.2 The route to / from the Site is shown in Figure 1.2. Construction vehicles. No HGV will be travelling along High House Road.
- 5.2.3 Given the temporary nature of the construction programme (8 weeks) and the modest amount of construction vehicle traffic, it is considered that the roads used for the construction vehicle routing are more than suitable to accommodate construction traffic associated with the Proposed Development.

5.3 Controls and Safety Measures

- 5.3.1 If an abnormal load delivery is required, a notification via abnormalloads@cumberland.gov.uk will be submitted.

- 5.3.2 Traffic marshals/ escort vehicles will be present during the arrival and departure of abnormal loads to manage traffic and maintain safety along the route and access points.
- 5.3.3 Advance warning signage will be placed on approach roads during delivery of abnormal loads.
- 5.3.4 Deliveries will be scheduled outside peak traffic periods where possible, to reduce local disruption.
- 5.3.5 All drivers and operatives will receive a site induction covering manoeuvring protocols and safe loading/unloading practices.

5.4 Direction Signage for Temporary Construction Traffic

- 5.4.1 Direction signage will be put in place at the four way junction, access point to supplement existing farm signage (as shown in figure 1.4) to guide temporary construction traffic to the Site and to direct traffic into and out of the Site. The following provides an example of the signage that will be utilised.

Figure 1.4– Signage for Site entrance



- 5.4.2 HGVs leaving the Site must turn left to avoid accessing a road that is unsuitable for HGVs. The sign will have supplementary text stating “no right turn”.
- 5.4.3 Warning signage will be placed at the Site entrance, advising lorry drivers and other road users that construction traffic will be operating along the local highway network.

- 5.4.4 The entrance to the site will be marked by a 'Site Entrance' sign as per the below image, or similar.



5.5 Communication with Suppliers

- 5.5.1 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the site. The pack will be a convenient size so it can be stored in a truck cab. The pack will include key information on the approved construction traffic route and will clearly set out the procedures set out herein, as well as those for dealing with emergencies and disciplinary measures for non-compliance.
- 5.5.2 All drivers will be notified of the designated delivery routing in advance to ensure adherence to the approved route via the A595, and unnamed C class roads. A site supervisor will monitor vehicle movements at the site access to ensure safe and efficient operations. Coordination with the Local Highway Authority will be maintained as required, to promptly address any issues.

6.0 DILAPIDATION SURVEY

- 6.1.1 Prior to the start of the construction works (within 2 weeks before commencement) a dilapidation survey shall be undertaken to assess the baseline condition of the highway along the haulage route by way of photographic documentation at the. A record of this survey will be kept for the duration of the development and a copy available to the Highways Department. The locations will be agreed with the Highways department as per condition.
- 6.1.2 A visual survey shall be conducted after each abnormal load delivery to record dilapidation impacts from the deliveries. The purpose of the survey is to identify impacts, if any, from the delivery.
- 6.1.3 Post construction a final dilapidation survey shall be undertaken within 1 month of the site completion to assess the condition of the highway along the haulage route by way of photographic documentation at the agreed locations. The record will provide a comparative assessment of potential dilapidation impacts from the construction phase.