PROPOSED BATTERY ENERGY STORAGE SYSTEM

LAND TO THE EAST OF DALZELL STREET, NEAR WOODEND

CUMBERLAND

TRANSPORT STATEMENT & TRAFFIC MANAGEMENT PLAN

MAY 2025

JT ENERGY STORAGE

Beacon Transport Planning

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Beacon Transport Planning LLP
1a Cedar Avenue
Malvern
Worcestershire
WR14 2SG

info@beacontransportplanning.co.uk
www.beacontransportplanning.co.uk

Project Code:	BTP-2409
Issue Date:	May 2025
Revision:	A
Status:	Final

Beacon Transport Planning

List of Contents

Sections

Plans & Appendices

1 Introduction

1.1 This Transport Statement & Traffic Management Plan (TS&TMP) has been prepared on behalf of JT Energy Storage Ltd (Windel Energy) in respect of development proposals for the construction and operation of a Battery Energy Storage System (BESS) and associated infrastructure, landscaping and buried grid cable route for a temporary period of 40 years. The BESS would be sited upon land to the east of Dalzell Street near Woodend, between the villages of Bigrigg, Cleator and Moor Row.

1.2 This TS&TMP is intended to form part of the planning application documentation to be submitted to the Local Planning Authority (LPA), Cumberland Council (CC). It provides: a description of baseline conditions; a description of the transport characteristics of the proposals including access; a framework construction traffic management plan; forecasts of traffic attractions; assessment of traffic impacts; and a review of the development proposals and assessment findings against relevant transport planning policy.

2 Baseline Conditions

Site Location & Use

2.1 The Site is located to the east of Dalzell Street, between Moor Row to the north and Woodend to the south. The location of the Site in respect of the surrounding highway network is shown by **Plan 1**.

2.2 The Site comprises 0.58ha of land intended to accommodate the BESS, plus a further 0.32ha of land to the north that is intended for Biodiversity Net Gain (BNG) enhancements, the two parcels being separated by a private access track. Each parcel of land provides fenced grazing.

Access & Local Highway Network

2.3 The local highway network is shown by **Plan 2**.

2.4 Access to the southern parcel of land (that intended to accommodate the BESS) is presently provided by a field gate opening directly onto Dalzell Street. Access to the northern parcel is provided by a field gate off the private access track, which additionally serves further land to the east. The private access track is stone-surfaced and adjoins Dalzell Street via a simple arrangement adjacent to a highway drainage gully.

2.5 Dalzell Street is an unclassified road, forming part of the U4030 that extends to the north and south of Woodend. It has a varying carriageway width, typically ranging between 4m and 5.5m; between the site and Woodend, this provides a series of inter-visible passing places. Whilst it is unlit and there are no repeater signs, it appears that the road is subject to a continuation of the 30mph speed limits that apply within Moor Row and Woodend; vehicle speeds are in any case limited by the highway geometry. As a minor route, it is relatively lightly trafficked but is nonetheless observed to accommodate regular vehicle movements; to the south of the Site, the road additionally forms part of National Route 72 of the National Cycle Network.

2.6 At its northern end, within Moor Row, the U4030 adjoins the C4003, known as Dalzell Street to the north (leading to the A5295) and Church Street / Scalegill Road to the west (leading to the A595). There is on-street parking throughout Moor Row, with traffic calming (road humps) provided along Scalegill Road.

2.7 To the south, within Woodend, the U4030 adjoins the C4002 via a standard priority-controlled junction on the outside of bend; approximately 90m south, a further junction serves a continuation of the U4030 to the south. The C4002 connects the A5086 to the east with the A595

to the west; it is a signed route to Moor Row from the A5086 and to Cleator and Cockermouth from the A595. The C4002 is lit, is subject to a 30mph and has footways extending out of the village in both directions along its northern side (no footway is provided along the central section between the U4030 junctions, where the road narrows.) The continuation of the U4030 to the south of Woodend comprises a tightly-constrained route with very limited forward visibility in a number of locations; much of it also serves National Route 72 of the National Cycle Network.

2.8 At its eastern end, the C4002 splits to adjoin the A5086 via a pair of priority-controlled junctions; each minor arm has a carriageway width of approximately 7m, with the southern leg measuring approximately 25m in length (able to accommodate a large goods vehicle plus a car.) The A5086 is a non-primary route connecting the A595 at Egremont with the A66 at Cockermouth, passing through Cleator, part of Cleator Moor, Frizington and Rowrah; on-street parking occurs along the road within Cleator and within Frizington, especially in the vicinity of the school.

2.9 At its western end, the C4002 adjoins the A595 via a single priority-controlled junction. This section of the A595, which locally connects the A66 and A596 near Workington with Egremont and Sellafield, forms part of the Strategic Road Network, being managed by National Highways. In the vicinity of the junction and through Bigrigg to the north, the road is lit, is subject to a 40mph speed limit and has a footway running along its western side.

Highway Safety

2.10 Nationally collated personal injury accident data relating to road traffic incidents has been inspected for the U4030 and the C4002, including the latter's junctions with the A5086 and the A595, for the most recent available 5-year period (2019-2023 inclusive.)

2.11 A total of six incidents resulting in personal injury are identified. Details of the incidents are provided in **Appendix A** and are summarised in Table 7.1.

Time / Day Date	Conditions	Severity	Description
U4030 north of Woodend			
22:00 / Tues 25/02/2020	Dark Raining	Slight	Car driven by young driver left carriageway in vicinity of the Site.
11:45 / Sat 24/04/2021	Light Dry	Slight	Collision between two cars, seemingly heading in opposite directions, just north of C4002.
U4030 south of Woodend			
14:30 / Sat 09/10/2021	Light Dry	Slight	Collision between two cars (one driving forwards and one reversing) and a parked pedal cycle.
C4002 / A5086 Junction			
02:40 / Mon 08/03/2021	Dark Raining	Serious	Car driven by young driver, seemingly travelling north along A5086, left carriageway.
17:00 / Wed 23/08/2023	Light Raining	Slight	Collision between two cars.
C4002 / A595 Junction			
15:57 / Sun 20/11/2022	Light Raining	Slight	Collision between car turning right and car travelling straight ahead along A595.

Table 7.1: Summary of Recorded Road Traffic Collisions

2.12 Five of the recorded incidents resulted in slight injury and one in serious injury; none resulted in fatality. All of the recorded incidents involved cars (one additionally involving a parked cycle); none involved pedestrians or large vehicles. Four of the six incidents, including both incidents involving seemingly losing control and leaving the carriageway, occurred when it was raining.

2.13 The number, distribution and profile/nature of recorded incidents do not identify any inherent highway safety issues.

3 Development Proposals

3.1 It is proposed to construct/install and operate a Battery Energy Storage System (BESS), comprising battery storage units, inverters/transformers, auxiliary transformer, substation control cabins, a storage unit, water tank and associated infrastructure (fencing and access tracks.) The proposed layout is shown in **Appendix B**.

3.2 The usual means of access to the Site during both operation and construction, as well as subsequent decommissioning, would be via the existing access track. Some slight widening would be provided along the access track within the site but its connection with the highway would remain unchanged.

3.3 In accordance with guidance in respect of BESS schemes published by the National Fire Chiefs Council, a separate emergency-only means of access is proposed to be provided directly from the road in the location of the existing field gate. This access would only be used in the event of an emergency if needed.

3.4 It is proposed to install 16 battery containers and 8 inverter/transformer containers (one inverter/transformer container per two battery containers.) All containers, the auxiliary transformer, the substation control cabins, storage unit, and water tank would be sited on 300mm-deep concrete foundation pads. Both the BESS compound and DNO control cabin would be enclosed by 2.4m-high palisade fencing.

3.5 Internal tracks would be constructed of compacted stone laid to an overall depth of 300mm. A circulatory route would be formed around the battery and inverter/transformer containers having a minimum width of 5m with widening at bends.

3.6 Vehicle tracking has been undertaken to ensure that expected delivery vehicles can be suitably accommodated by the existing highway connection, improved access track and internal circulation route; plans showing the swept paths of both rigid and articulated design vehicles are provided **Appendix C**.

3.7 It is anticipated that construction/installation of the Proposed Development would occur over a period of approximately 6 months, comprising: site preparation (including access and fencing works); formation of foundations; the delivery and installation of the various units and components; landscaping; and electrical connection and commissioning.

3.8 Construction/installation activities, including deliveries of materials and components, are proposed to be limited to between 07:00 and 19:00 Monday to Saturday; there would be no

working or deliveries on Sundays or bank holidays other than emergency works, unless otherwise agreed in writing with the Council. Approximately 5-10 construction/installation workers are anticipated to be onsite at any one time.

3.9 Underground cabling would link the Site to the point of connection at Woodend Substation. The grid connection would run southwards from the site along the U4030 and then east along the C4002 to Woodend Substation.

3.10 Once operational, the facility should require only very limited ongoing servicing (e.g. weekly visits to undertake checks and maintenance tasks), with no staff being permanently based at the site. All components of the BESS are anticipated to remain in place for the duration of its operation, with any that fail being individually replaced as required.

4 Construction Traffic Management Plan

4.1 It is anticipated that a full, detailed Construction Traffic Management Plan (CTMP) would be a condition of any planning consent granted, much of the content of such a CTMP only being able to be determined by an appointed contractor.

4.2 This section provides a framework for the CTMP, identifying elements such as vehicle routeing and other key environmental/safety measures in relation to vehicle access.

Minimisation of Vehicle Trips

4.3 In order to maximise efficiency and minimise transportation costs, all components and materials delivered to the site would be transported using the largest available payloads for vehicles suitable to the available access.

Vehicle Routeing

4.4 As shown by **Plan 3**, all construction and delivery vehicles would be required to travel to/from the Site via the A595, with use of the A5086 being limited to that section between the A595 and the C4002 (so that such vehicles would not pass through Cleator, Cleator Moor, Frizington or Rowrah.) Locally, such vehicles would be required to approach and depart the Site from/to the south, via Woodend, using the C4002 to travel from/to the A595 or A5086.

4.5 No construction or delivery vehicles would be permitted to use the U4030 to the north of the site (i.e. not passing through Moor Row) or along the U4030 to the south of Woodend.

4.6 The above routeing accords with that previously required by the then local highway authority (Cumbria County Council) in respect of a previous planning application for a solar farm on land to the west of the U4030 (Copeland Borough Council application reference 14/4/2336/0F1). A copy of the consultation response that was appended to a planning committee report prepared in respect of the application is provided in **Appendix D**.

Delivery Hours

4.7 Construction/installation activities, including deliveries of materials and components, are proposed to be limited to between 07:00 and 19:00 Monday to Saturday; there would be no working or deliveries on Sundays or bank holidays other than emergency works, unless otherwise agreed in writing with the Council.

Traffic Management

4.8 It is proposed that temporary direction signage be provided to the Site during construction, located along the C4002 at its junctions with the A595, A5086 and U4030.

4.9 Items would be delivered at a similar rate to that at which they are installed (rather than en-masse), reducing the need for stockpiling and risk of theft. Additionally, deliveries would be scheduled to minimise the number of delivery vehicles accessing the site at any one time. It is anticipated that deliveries made by articulated vehicles (e.g. deliveries of battery and inverter/transformer containers) would be limited to two per day. Deliveries of stone (for the tracks) and ready-mixed concrete (for the foundations) would likely be made by the same one or two vehicles making repeated trips, such that movements would naturally be distributed throughout the day.

4.10 Movement or dispensation order notification would be provided to applicable Police and Highway & Bridge Authorities in respect of any movements by applicable special vehicles (abnormal vehicles/loads), which would be undertaken in accordance with regulations, including being accompanied by an escort vehicle as required.

4.11 Appropriate temporary traffic management would be provided in respect of the laying of underground cabling for the proposed grid connection along the U4030 and C4002. Subject to the approval of the highway authority (via application for a Section 50 street works licence), it is anticipated that a 'rolling' closure may need to be implemented along the U4030, with 'rolling' management implemented along the C4002 so as to minimise disruption.

Safety & Environmental Management

4.12 All loading and unloading activity would take place within the Site (off the highway), with all vehicles entering, circulating and exiting in forward gear.

4.13 Site vehicles and mobile plant would be fitted with suitable reversing warning devices, with any reversing manoeuvres by other delivery and construction vehicles being overseen by banksmen.

4.14 The arrival, departure and movement of delivery vehicles within the Site would be managed to control access and use of turning areas.

4.15 Appropriate measures would be implemented to ensure that material is not deposited on the surrounding highway network. Material would be transported in suitable vehicles and would be sheeted or otherwise appropriately secured. All vehicles exiting the Site would be required to be

in a suitably clean condition so as to not deposit material upon the highway, with the access route required to be kept clean and maintained in a good standard of repair.

5 Traffic Attraction

5.1 The primary traffic attraction periods associated with the Proposed Development would be those during construction/installation (and also during subsequent decommissioning.)

5.2 Forecasts of vehicle movements associated with construction/installation activities have been derived based upon an assumed programme of works for those elements for which there would be significant traffic attractions, as presented in **Appendix E** and described below. To provide for robust forecasts, daily vehicle movements are calculated on the basis of weekly deliveries being distributed over five weekdays (i.e. assuming no deliveries at weekends.)

5.3 The internal tracks would cover an area of 1,650m^2 and so would require 500m^3 of stone aggregate, weighing approximately 1,000 tonnes. If delivered by fully loaded 20t-capacity 8-wheel rigid tipper lorries, this would require a total of 50 deliveries. If such deliveries were to occur over two weeks, there would be 25 deliveries per week, equating to an average of 5 deliveries per weekday.

5.4 The palisade fencing surrounding the BESS compound and substation would extend along a total length of approximately 245m. Based on 2.44m-long panels, this would require approximately 100no. panels; based on up to 20 panels per delivery (assuming two stacks of 10 panels and associated posts), this would require 5 deliveries. Each post would be supported by concrete foundations for which 5 further deliveries are assumed. Erection of the fencing is assumed to occur over a two-week period.

5.5 It is estimated that the foundations for the auxiliary transformer, substation control cabins, storage unit and water tank would require approximately 80m^3 of concrete; using 8m^3-capacity mixer lorries, this would require 10 deliveries, anticipated to occur over a two-week period. It is further estimated that the items, their constituent components and other construction materials would require a further 10 deliveries, anticipated to occur over a further two-week period.

5.6 It is assumed that two containers for the batteries and inverters/transformers would be installed each day (i.e. ten containers per week) including formation of foundations (foundations being formed one week in advance.) This would require up to 10 container deliveries plus 8 concrete deliveries per week over a period of three weeks each.

5.7 In addition to HGV movements, an allowance of 10 two-way movements per working day is assumed for worker arrivals and departures.

5.8 As set out in **Appendix E**, it is forecast that construction/installation activities would attract a maximum average of approximately 5 HGV deliveries (10 two-way HGV movements) per weekday, this maximum value being associated with the formation of internal tracks over an initial two-week period (likely involving the same one or two delivery vehicles making repeated trips.) Including the allowance for work arrivals and departures, there would be a maximum average of 20 total movements to/from the site per weekday during this period. Thereafter, both HGV and total vehicle daily movements are forecast to be reduced.

5.9 Once operational, the Proposed Development would attract very few trips, in the order of only one visit per week (fewer than may be expected to occur for the existing use of the Site.)

6 Traffic Impact

6.1 The forecast development traffic movements (a maximum average of approximately 5 HGV deliveries per weekday during the construction/installation phase and fewer than at present during the subsequent operational phase) should be suitably accommodated by the proposed access, local roads and the surrounding highway network, particularly as HGV movements would be distributed throughout the day. There should be no material impact upon the normal operation or character of the highway network.

6.2 The recorded personal injury accidents reported in Section 2 do not indicate there to be any inherent safety issues along the local highway network providing access to the Site. As such, no material impacts upon highway safety are similarly forecast.

6.3 The forecast traffic movements associated with the construction phase are substantially fewer than reported to have been forecast for a previously proposed solar farm on land to the west of the U4030 (Copeland Borough Council application reference 14/4/2336/0F1), which was accepted by the then local highway authority (Cumbria County Council); references within a planning committee report identify more than 20 HGV movements per day, more than double that forecast to occur during construction of the Proposed Development.

Non-Motorised Users

6.4 A 580m-long section of the U4030 to the north of Woodend and a 90m-long section of the C4002 through the village serve National Route 72 of the National Cycle Network. The available carriageway width and inter-visible passing places should enable delivery and construction vehicles to safely pass oncoming cyclists. The length of road that may be expected to be temporarily shared between such vehicles and cyclists is sufficiently short for vehicles to follow behind cyclists without undue delay and without significant fear/intimidation or driver frustration.

6.5 Having regard to the character of the road and traffic using it, plus local public rights of way, it is not anticipated that the U4030 is frequently used by pedestrians or equestrians; it is anticipated that the most likely use would be by pedestrians using a 35m-long section to cross between Footpath 406015 to the west and Footpath 406004 or the off-road cycleway to the east. The road in this location is sufficiently wide (between 4.5m and 5m) to allow any pedestrians to be safely passed.

7 Planning Policy

7.1 This section provides a review of the Proposed Development against relevant national and local transport planning policy guidance provided in the National Planning Policy Framework and applicable Development Plan Documents.

National Planning Policy Framework (December 2024)

7.2 The National Planning Policy Framework (NPPF) sets out the Government's policies in respect of transport and development planning.

7.3 Section 9 of the NPPF (Promoting sustainable transport) states that it should be ensured that:

a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) safe and suitable access to the site can be achieved for all users;
c) the design of streets, parking areas and other transport elements reflects current national guidance; and
d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach (paragraph 115).

7.4 The NPPF further states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (paragraph 116).

7.5 As identified in Section 6 of this report, forecast traffic movements associated with the Proposed Development should have no significant impact upon the normal operation or safety of the highway network.

Copeland Local Plan 2021-2039 (November 2024)

7.6 **Policy CC1** (Large scale energy developments (excluding nuclear and wind energy developments)) requires careful consideration to be given to siting, scale and design of the development and associated infrastructure to avoid individual and/or cumulative impacts on, *inter alia*, highway safety.

7.7 The Copeland Local Plan does not include any transport policies relevant to the development proposals.

8 Summary & Conclusion

Summary

8.1 It is proposed to construct/install and operate a Battery Energy Storage System (BESS), comprising battery storage units, inverters/transformers, auxiliary transformer, substation control cabins, a storage unit, water tank and associated infrastructure (fencing and access tracks).

8.2 The usual means of access to the Site during both operation and construction, as well as subsequent decommissioning, would be via the existing access track. Some slight widening would be provided along the access track within the site but its connection with the highway would remain unchanged.

8.3 In accordance with guidance in respect of BESS schemes published by the National Fire Chiefs Council, a separate emergency-only means of access is proposed to be provided directly from the road in the location of the existing field gate. This access would only be used in the event of an emergency if needed.

8.4 Construction/installation is anticipated to occur over a period of approximately 6 months. Construction/installation activities, including deliveries of materials and components, are proposed to be limited to between 07:00 and 19:00 Monday to Saturday; there would be no working or deliveries on Sundays or bank holidays.

8.5 It is anticipated that a full, detailed Construction Traffic Management Plan (CTMP) would be a condition of any planning consent granted, much of the content only being able to be determined by an appointed contractor. A framework for the CTMP is provided, identifying elements such as vehicle routeing and other key environmental/safety measures in relation to vehicle access.

8.6 The primary traffic attraction periods associated with the Proposed Development would be those during construction/installation (and also during subsequent decommissioning); once operational, the Proposed Development would attract very few trips, in the order of only one visit per week (fewer than may be expected to occur for the existing use of the site.)

8.7 Forecasts of vehicle movements associated with construction/installation activities have been derived based upon an assumed programme of works for those elements for which there would be significant traffic attractions. It is forecast that construction/installation activities would attract a maximum average of approximately 5 HGV deliveries (10 two-way HGV movements) per weekday, this maximum value being associated with the formation of internal tracks over an initial two-week period (likely involving the same one or two delivery vehicles making repeated trips.)

Including the allowance for work arrivals and departures, there would be a maximum average of approximately 20 total movements to/from the site per weekday during this period. Thereafter, both HGV and total vehicle daily movements are forecast to be much reduced.

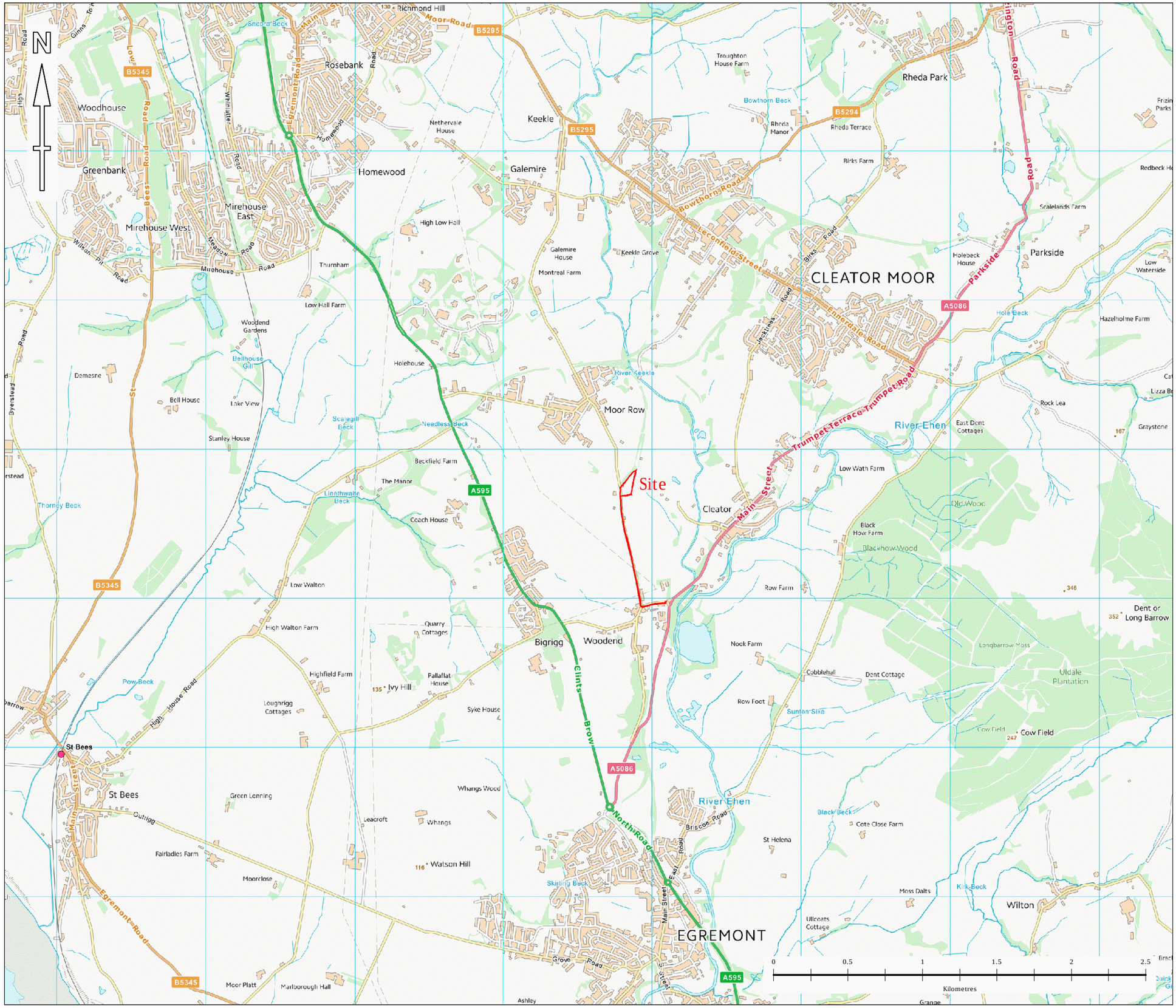
8.8 Such movements should be suitably accommodated by the proposed access, local roads and surrounding highway network, particularly as HGV movements would be distributed throughout the day. There should be no material impact upon the normal operation, character or safety of the highway network, which should continue to suitably accommodate non-motorised users.

Conclusion

8.9 Having regard to NPPF guidance that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, it is concluded that there are no transportation or highways matters that preclude the granting of planning permission for the development as proposed.

Plan 1: Site Location

Dwg. No. BTP-2409-01



rev.	amendment	by	date

Beacon Transport Planning

Beacon Transport Planning LLP
1a Cedar Avenue, Malvern, Worcestershire WR14 2SG
info@beacontransportplanning.co.uk | www.beaconstransportplanning.co.uk

client
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project
Proposed BESS Scheme
Near Woodend, Cumberland

drawn by SJE | date 09/05/2025

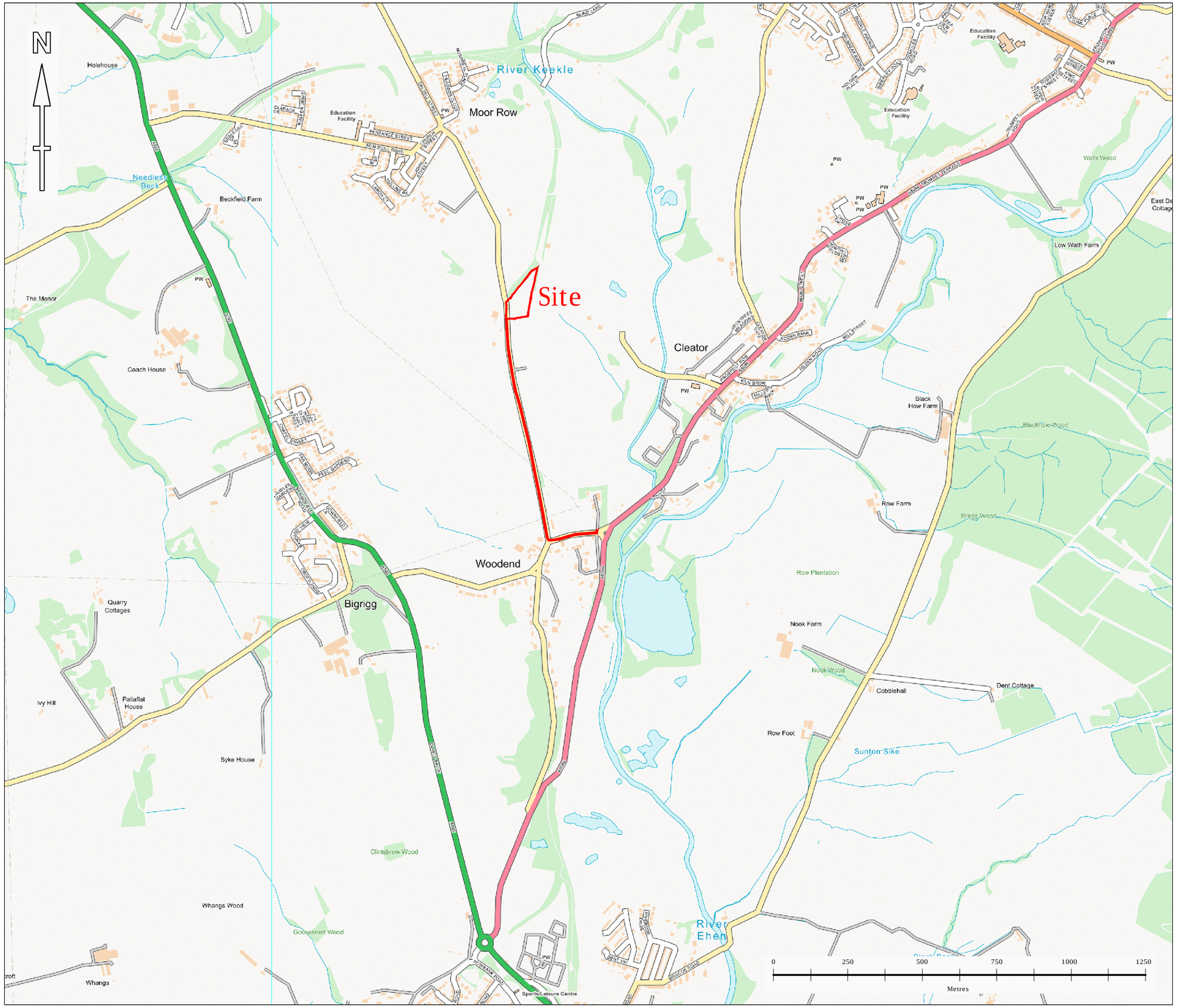
scale @ A3 1:25,000

title
Site Location

drawing number BTP-2409-01 | rev. -

Plan 2: Local Highway Network

Dwg. No. BTP-2409-02



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Beacon Transport Planning LLP
1a Cedar Avenue, Malvern, Worcestershire WR14 2SG
info@beaconstransportplanning.co.uk | www.beaconstransportplanning.co.uk

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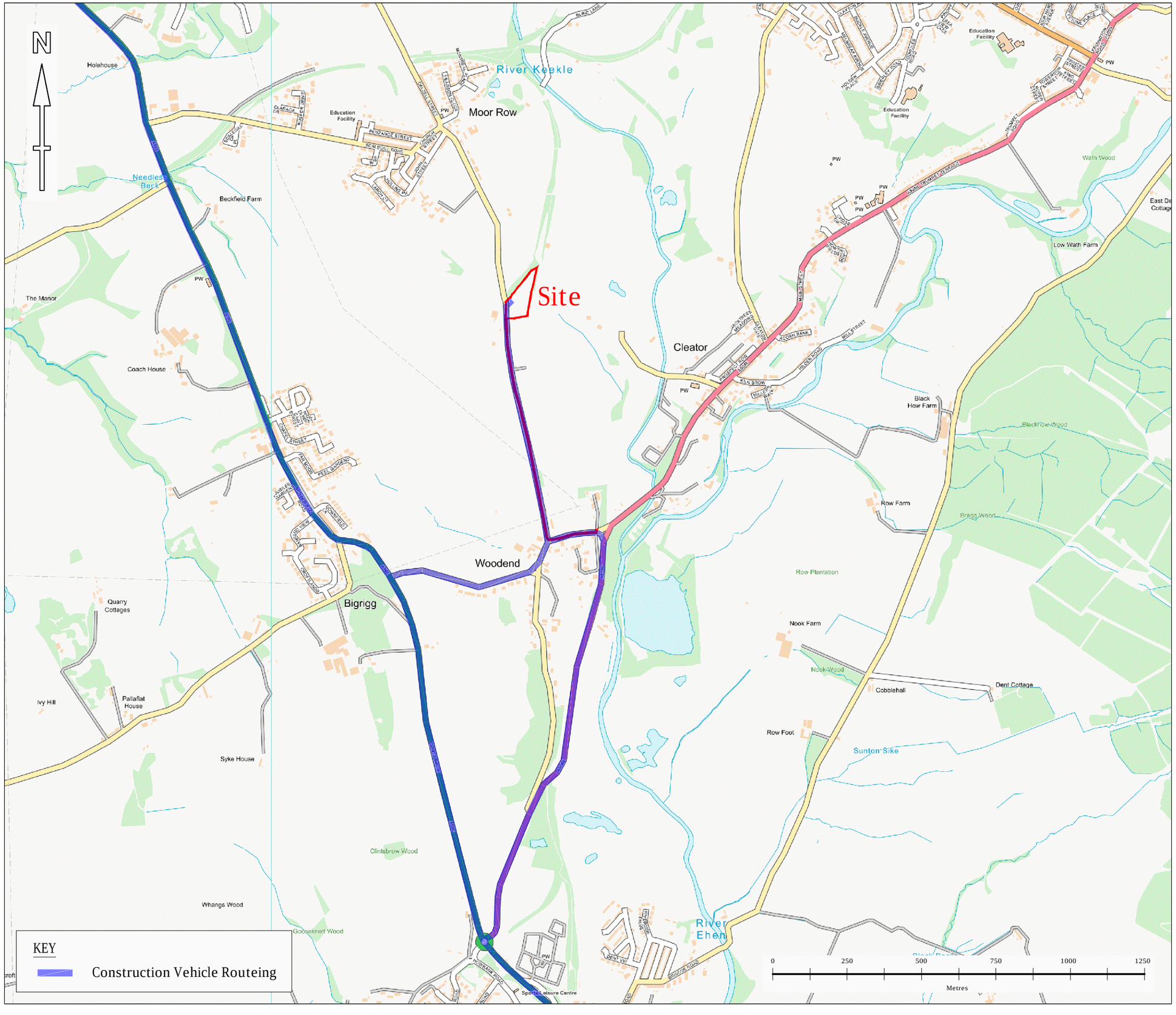
scale @ A3 1:12,500

title
Local Highway Network

drawing number BTP-2409-02 | rev. -

Plan 3: Construction Vehicle Routeing

Dwg. No. BTP-2409-03



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info@beaconransportplanning.co.uk | www.beaconransportplanning.co.uk

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scale @ A3 1:12,500

title
Construction Vehicle Routeing

drawing number BTP-2409-03 | rev. -

Appendix A: Accident Data

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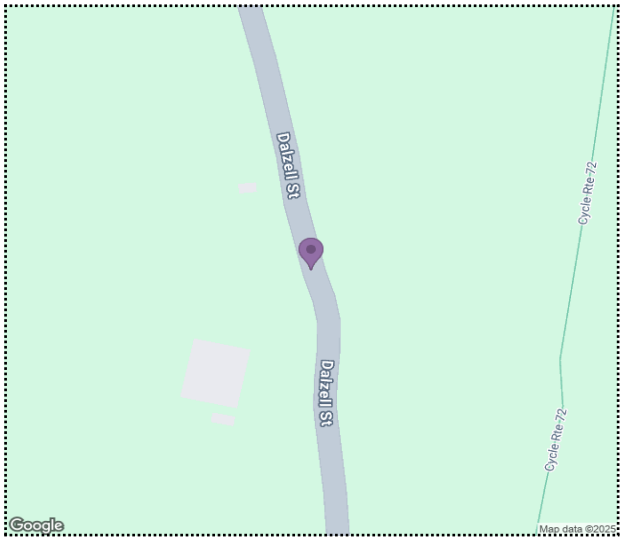
Validated Data

Crash Date:	Tuesday, February 25, 2020	**Time of Crash:**	22:00:00	**Crash Reference:**	2020030935967
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Cumberland			**Vehicles:**	1
Local Authority:	Cumberland			**OS Grid Reference:**	300785 513747
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Validated Data

Crash Date: Tuesday, February 25, 2020 **Time of Crash:** 22:00:00 **Crash Reference:** 2020030935967

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Other	None	Entered ditch

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

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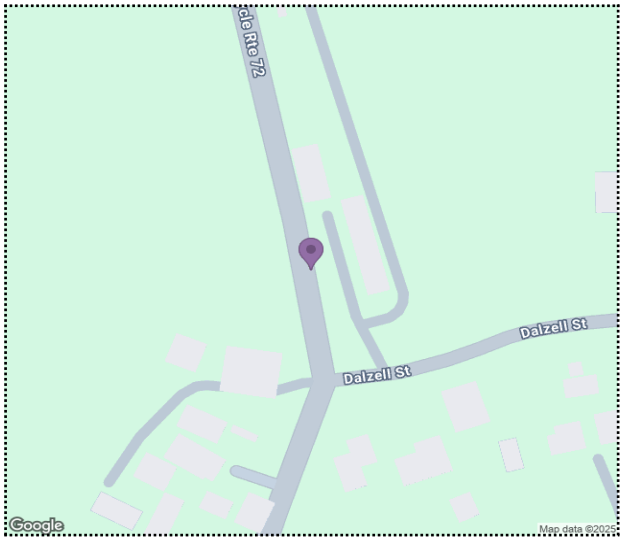
Validated Data

Crash Date:	Saturday, April 24, 2021	**Time of Crash:**	11:45:00	**Crash Reference:**	2021031055866
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Cumberland			**Vehicles:**	2
Local Authority:	Cumberland			**OS Grid Reference:**	300922 512990

Weather Description:	Fine without high winds
Road Surface Description:	Dry
Speed Limit:	40
Light Conditions:	Daylight: regardless of presence of streetlights
Carriageway Hazards:	None
Junction Detail:	Not at or within 20 metres of junction
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres
Road Type:	Single carriageway
Junction Control:	Unknown



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, April 24, 2021 **Time of Crash:** 11:45:00 **Crash Reference:** 2021031055866

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Female	21 - 25	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	14	Male	46 - 55	Vehicle proceeding normally along the carriageway, on a left hand bend	Front	Unknown	None	None

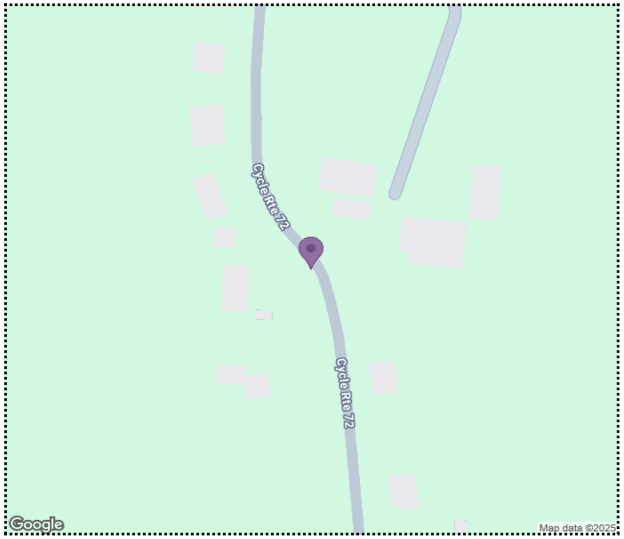
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 9, 2021	**Time of Crash:**	14:30:00	**Crash Reference:**	2021031107905
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Cumberland			**Vehicles:**	3
Local Authority:	Cumberland			**OS Grid Reference:**	300904 512641
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Saturday, October 9, 2021 **Time of Crash:** 14:30:00 **Crash Reference:** 2021031107905

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	16	Male	26 - 35	Vehicle is reversing	Unknown (2005 onwards)	Unknown	None	None
2	Pedal cycle	-1	Female	46 - 55	Vehicle is parked in the carriageway	Front	Unknown	None	None
3	Car (excluding private hire cars 2005 onwards)	-1	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other

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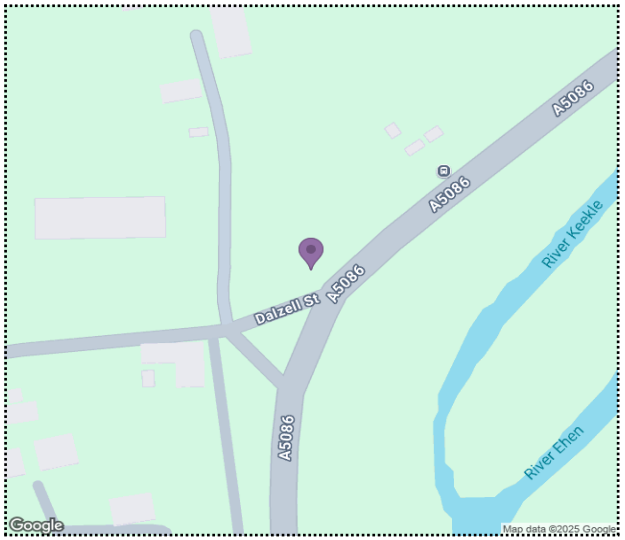
Validated Data

Crash Date:	Monday, March 8, 2021	**Time of Crash:**	02:40:00	**Crash Reference:**	2021031026241
Highest Injury Severity:	Serious	**Road Number:**	U	**Casualties:**	2
Highway Authority:	Cumberland			**Vehicles:**	1
Local Authority:	Cumberland			**OS Grid Reference:**	301125 512996
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Darkness: no street lighting				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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Validated Data

Crash Date: Monday, March 8, 2021 **Time of Crash:** 02:40:00 **Crash Reference:** 2021031026241

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	5	Male	16 - 20	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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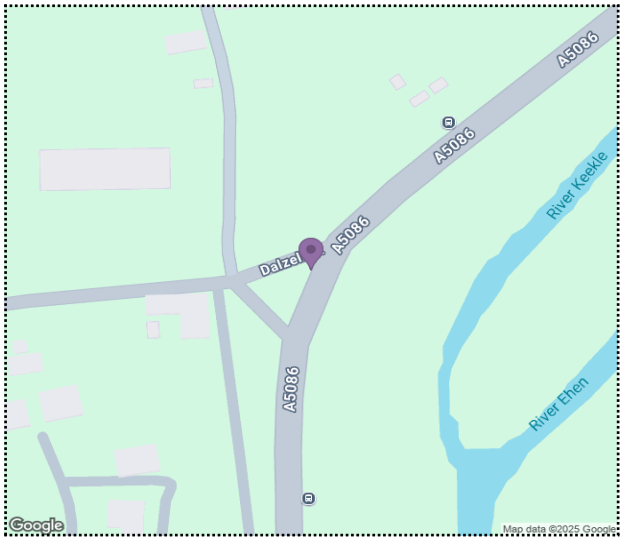
Validated Data

Crash Date:	Wednesday, August 23, 2023	**Time of Crash:**	17:00:00	**Crash Reference:**	2023031344847
Highest Injury Severity:	Slight	**Road Number:**	A5086	**Casualties:**	1
Highway Authority:	Cumberland			**Vehicles:**	2
Local Authority:	Cumberland			**OS Grid Reference:**	301123 512978
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	60				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Unknown				



For more information about the data please visit: www.crashmap.co.uk/home/faq

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Crash Date: Wednesday, August 23, 2023 **Time of Crash:** 17:00:00 **Crash Reference:** 2023031344847

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	9	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

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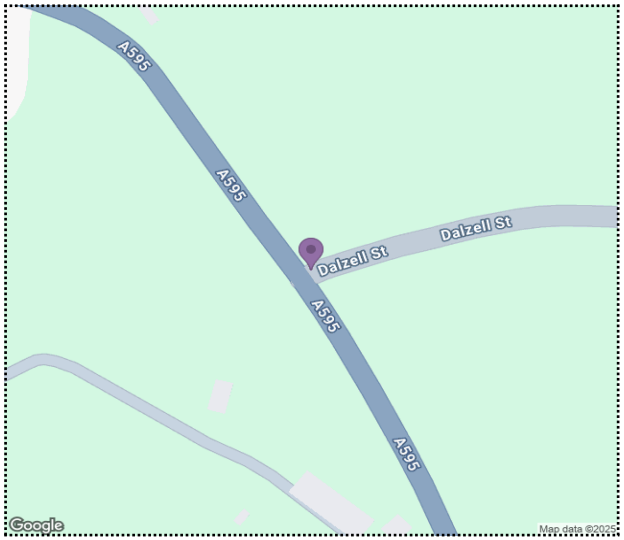
Validated Data

Crash Date:	Sunday, November 20, 2022	**Time of Crash:**	15:57:00	**Crash Reference:**	2022031244915
Highest Injury Severity:	Slight	**Road Number:**	U	**Casualties:**	1
Highway Authority:	Cumberland			**Vehicles:**	2
Local Authority:	Cumberland			**OS Grid Reference:**	300405 512827
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Crash Date: Sunday, November 20, 2022 **Time of Crash:** 15:57:00 **Crash Reference:** 2022031244915

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire cars 2005 onwards)	1	Male	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire cars 2005 onwards)	11	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

Appendix B: Proposed Development Layout

Client

Windel Energy

Key

N

1:500

0m 5m 15m 30m

RED LINE BOUNDARY AREA - 1.18HA

LANDSCAPE BUFFER

PROPOSED ACCESS TRACK

Rev.	Amendment	Drawn	Date
04.	Gate / entrance track updated	JL	01.05.25
03.	Equipment re-position	JL	16.04.25
02.	Equipment re-position	JL	11.04.25
01.	Flood zone / DNO position	JL	10.04.25

SOL ARCHITECTURE

EGREMONT, CUMBRIA

SITE LAYPOUT PLAN

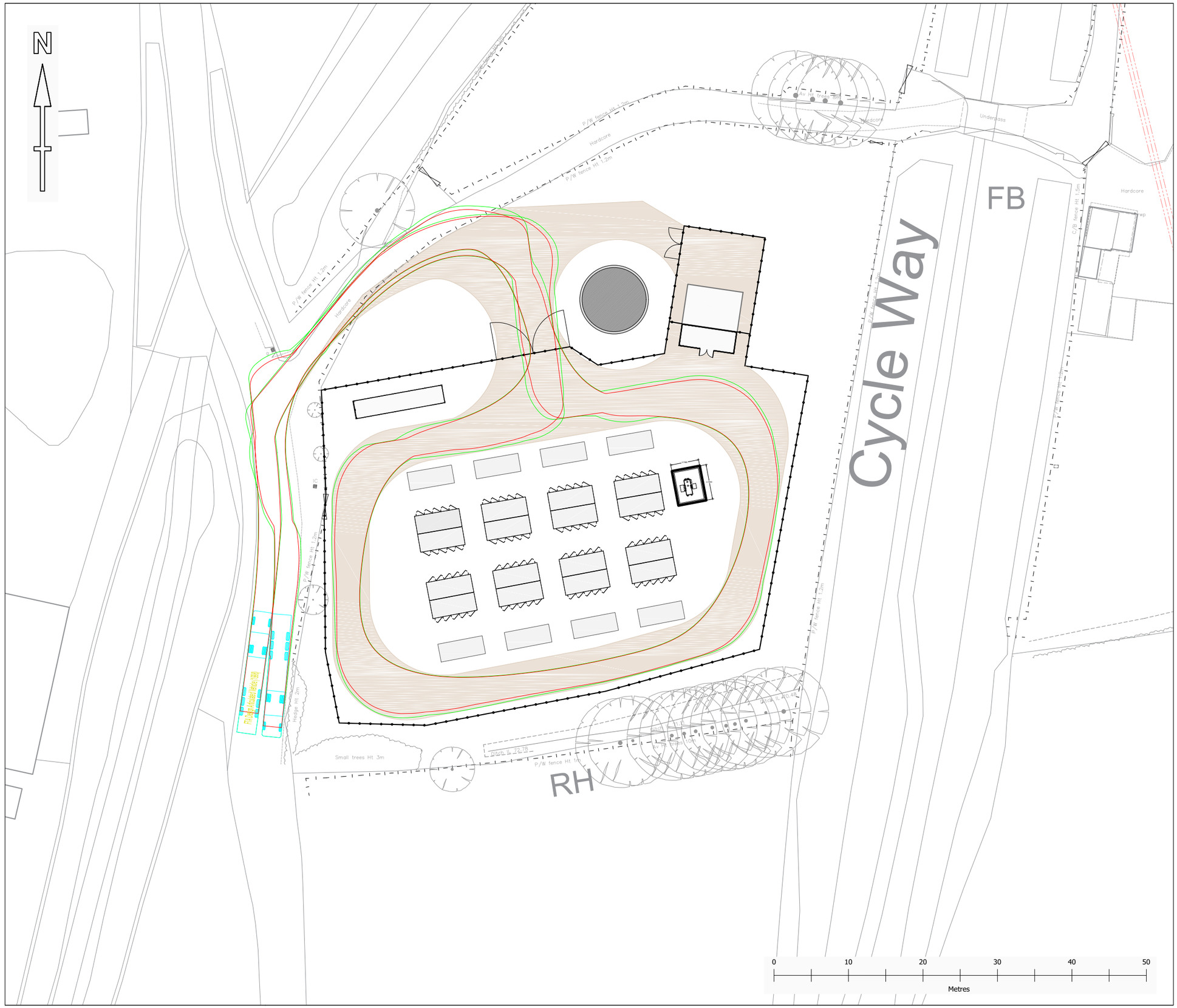
030.301.04

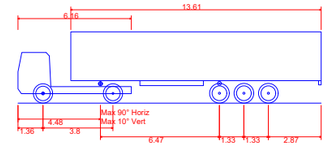
07.04.2025

SCALE: AS SHOWN A1

Layout Plan 1:500

Appendix C: Vehicle Tracking





FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	6.550m

rev.	amendment	by	date

Beacon Transport Planning

Beacon Transport Planning LLP
1a Cedar Avenue, Malvern, Worcestershire WR14 2SG
info@beacontransportplanning.co.uk | www.beacontransportplanning.co.uk

client
JT Energy Storage

project
Proposed BESS Scheme
Near Woodend, Cumberland

drawn by SJE | date 13/05/2025

scale @ A3 1:500

title
Vehicle Tracking
Design Articulated HGV

drawing number BTP-2409-04 | rev. -

Appendix D: Highways Consultation Response to 14/4/2336/0F1

Appendix 1 – Cumbria Highways' Response to Copeland BC

From: Hayward, Richard
Sent: 24 October 2014 15:58
To: 'devcontrol@copeland.gov.uk'; Pearse, Richard
Cc: H&T, DMallerdale; 'susan@avantplanning.co.uk'; 'heather.morrison@copeland.gov.uk'; Wormstrup, Henry; Morgan, Frank I; 'susan@avantplanning.co.uk'
Subject: 4/14/2336.0F1 - Proposed solar energy farm, between Woodend and Moor Row - Egremont, Cumbria.

Cumbria Highways had issues with the proposed Construction Access Route utilising the U4030 to approach the site from the A5086 to the south of Woodend as this is a single track road with poor horizontal & vertical alignment and poor structural strength. The Applicant has agreed to use the C4002 which runs east from the A595(T) at Bigrigg, through Woodend, onto the A5086 instead of the U4030 south of Woodend and to ensure no construction traffic uses the U4030 south of Woodend, nor the portion north of the northern Site Access to Moor Row. We would however require these Conditions be applied to any Consent you may issue:

There shall be no vehicular access to or egress from the site other than via the two approved points off the U4030, north of Woodend. These shall be accessed from the C4002 (A595 Bigrigg to A5086 Woodend road)*, no construction traffic shall use the U4030 north of the northern site access to Moor Row and the U4030 south of Woodend.*

Reason: To avoid vehicles entering or leaving the site by an unsatisfactory access/route, in the interests of road safety.
To support Local Transport Plan Policies: LD5 & LD8.

The access roads and parking/turning facilities shown on the Plans shall be substantially met before panel installation works commences on site so that constructional traffic can park and turn clear of the highway. Once complete they shall be retained capable of use thereafter and shall not be altered without the prior consent of the Local Planning Authority.

Note: No works can be undertaken within the Highway (including verge area) until the developer has obtained a Highways Act 1980, Section 184 Streetworks licence.

Reason: *The carrying out of building works without the provision of these facilities is likely to lead to inconvenience and danger to road users. Retention of the facilities ensures an appropriate standard of parking and access for as long as the use continues.*
To support Local Transport Policies: LD5, 7 & 8.

The whole of the vehicular access area bounded by the carriageway edge and the highway boundary shall be constructed and drained to the specification of the Local Highways Authority.

Reason: In the interests of road safety.
To support Local Transport Plan Policies: LD5, LD7, LD8

Note: No works can be undertaken within the Highway (including verge area) until the developer has obtained a Highways Act 1980, Section 184 Streetworks licence.

The agents have confirmed the existing Public Footpath 406015 will be unaffected by the works and the proposed screening will be maintained as part of the grounds maintenance for the development site. Confirmation has also been given that there are no major electricity cables requiring to be laid with Highways to service the development. The submitted documents include a Flood Management Statement which includes the provision of Swales (reference Appendix E Swale Layout Plan) to prevent any overland exceedance flows onto the

U4030 carriageway. The Local planning authority should give consideration as to how future maintenance of the landscaped site (including surface water drainage features, is to be secured.

T Richard Hayward
Development Manager
Cumbria County Council Environment Directorate
Highways & Transportation
The Parkhouse Building
Kingmoor Business Park (North)
Carlisle | Cumbria | CA6 4SJ

Appendix E: Assumed Programme of Works & Traffic Forecasts

Egremont BESS

Assumed Programme of Works for Traffic Forecasting

Task	Deliveries	Weeks	1	2	3	4	5	6	7	8	9	10	11	12
Formation of internal site tracks	50	2	25	25										
Erection of palisade fencing inc concrete foundations	10	2			5	5								
Foundations for cabins, storage unit, transformer & water tank	10	2					5	5						
Installation of cabins, storage unit, transformer & water tank	10	2							5	5				
Formation of container foundations	24	3									8	8	8	
Installation of containers (2/day)	24	3										10	10	4
Weekday Vehicle Movements														
Total deliveries per week			25	25	5	5	5	5	5	5	8	18	18	4
Average deliveries per weekday			5	5	1	1	1	1	1	1	2	4	4	1
Average two-way HGV movements per weekday			10	10	2	2	2	2	2	2	3	7	7	2
Assumed two-way construction staff movements			10	10	10	10	10	10	10	10	10	10	10	10
Total two-way traffic movements per weekday			20	20	12	12	12	12	12	12	13	17	17	12
AADT Vehicle Movements														
Total deliveries per week			25	25	5	5	5	5	5	5	8	18	18	4
Average deliveries per day			4	4	1	1	1	1	1	1	1	3	3	1
Average two-way HGV movements per day			7	7	1	1	1	1	1	1	2	5	5	1
Assumed two-way construction staff movements			9	9	9	9	9	9	9	9	9	9	9	9
Total two-way traffic movements per day			16	16	10	10	10	10	10	10	11	14	14	10

Beacon Transport Planning