11/04/2025

Westport BESS Reference number GB01T22I86/3006/TS



TRANSPORT STATEMENT







WESTPORT BESS

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Proposed Development

- 1.1.1 Westport Energy Storage Ltd. propose the construction and operation of a Battery Energy Storage System (BESS) development on land north of the A70 and north hand east of Creoch Road, Killoch (KA18 2QH). The proposals will be referred to as Westport BESS. SYSTRA has been appointed by Arthian Limited on behalf of Westport Energy Storage Ltd. ("the Applicant") to prepare a Transport Statement (TS) in support of the application.
- 1.1.2 The development site is located to the north of the A70, approximately 4km to the north east of Drongan, and 2.5km west of Ochiltree. The Site is located within the East Ayrshire Council (EAC) administrative area and is indicated by **Figure 1** below.



1.2 Report Purpose

1.2.1 The purpose of this TS is to evaluate and discuss key matters relating to transport and access at the site and on the adjoining road network. Noting the nature and location of the proposed development, the report focuses on vehicular access to the site, with there being no practical need to consider accessibility on foot or by bike given that the construction of the development is the key consideration for this site.

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- 1.2.2 The report will identify suitable mitigation measures for transportation impacts that may occur during the construction and operational phases of the proposed development.
- 1.2.3 A Construction Traffic Management Plan (CTMP) has been provided with the application, and will support the Proposed Development at construction stage. The CTMP considers ways of reducing the number of vehicle trips to and from the proposed development through measures such as lift sharing and use of works transport for construction workers. Once the development is operational, it will be largely autonomous with just a small number of vehicle trips for maintenance purposes.

1.3 Policy and Guidance

- 1.3.1 The TS has been undertaken in accordance with the following local and national transportation policy documents:
 - National Planning Policy Framework 4 (NPF4);
 - East Ayrshire Local Plan (2017);
 - Guidelines for Traffic Impact Assessment (1994), Institution of Highways and Transportation (IHT);
 - Guidelines for the Environmental Assessment of Traffic and Movement (2024), the Institute of Environmental Management and Assessment (IEMA).
- 1.3.2 All new or improved transport infrastructure will be designed in accordance with the standards provided in the Design Manual for Roads and Bridges (DMRB), local development design guidelines and to the agreement of the local Highways authority (East Ayrshire Council).

1.4 Screening and Scoping

1.4.1 The project as a whole has been through and EIA screening process with comments received from key stakeholders.

1.5 Report Structure

- 1.5.1 Following this introductory chapter, the TS report structure is as follows:
 - Chapter 2 Existing Transport Network
 - Chapter 3 Proposed Development Travel Characteristics;
 - Chapter 4 Measures to Support the Proposed Development;
 - Chapter 5 Summary and Conclusions.

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2. EXISTING TRANSPORT NETWORK

2.1 Introduction

- 2.1.1 This section summarises the adjoining transport network, drawing attention to key road links within the study area.
- 2.1.2 Noting the site location and the nature of the proposed land use, all trips associated with the development are expected to be vehicle-based. Further, there will be no permanent staff based at the site. There is therefore no need for this TS to evaluate the suitability of the adjoining transport network to support non-motorised trips.

2.2 Site Location

2.2.1 The Site is located to the north of the A70, approximately 4km to the north east of Drongan, and 2.5km west of Ochiltree. **Figure 2** shows the development boundary set within a local context.



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2.3 Adjoining Road Network

2.3.1 Road links applicable to the site are indicated by **Figure 3** and briefly described in the section that as follows. The site is located to the north of the A70 corridor and accessed via Creoch Road, which intersects the A70 by means of a simple priority junction.



Creoch Road

- 2.3.2 Creoch Road is a single carriageway two-way road that connects the Site to the A70 to the south. The road bends westwards and then northwards, skirting the western boundary of the site. This link will form the primary access for vehicles travelling to and from the site.
- 2.3.3 The road is lightly trafficked, as demonstrated by the observed traffic flows which are summarised in Section 2.5. The general characteristics of the link are shown in **Figure 4.**
- 2.3.4 The road is approximately 260m in length between the site access point and the A70 and is generally suitable for two-way operation. The first 50m north of Creoch Road is marked out for two way operation with a carriageway centreline whilst there is a generous sized passing place provided some 90m north of the junction. With a controlled access point, the passing place and the widened approach to the A70 junction, it is considered that the route will work well for two-way construction traffic.

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Figure 4. Creoch Road (View looking north with passing place on right hand side)



A70

- 2.3.5 The A70 Ayr Road is a single carriageway road, located approximately 260m to the south of the site. This link is the primary east to west link in the area, carrying traffic between Ayr and Cumnock. In the vicinity of the site the A70 is subject to a 60mph speed restriction. The speed limit reduces to 30mph as the link passes through the village of Ochiltree, some 2km to the east.
- 2.3.6 The typical characteristics of the link in the vicinity of the Creoch Road priority junction are indicated by **Figure 5**.

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Figure 5. A70 Adjacent to Site Access (View looking East)



Source: Google Street View

B730

- 2.3.7 The B730 is a north to south link which intersects the A70 approximately 3.7km to the west of Creoch Road by means of two offset priority junctions in the village of Coalhill. It is a single carriageway link which is subject to a 60mph speed restriction, noting that the speed limit reduces to 40mph in the vicinity of Coalhill.
- 2.3.8 The typical characteristics of the B730 as it intersects the A70 are shown in **Figure 6**.



Figure 6. B730 at A70 junction (View looking South)

Source: Google Street View

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A76 (T)

- 2.3.9 The A76 is the key strategic link in the wider local area, providing a connection to the Bellfield Interchange in Kilmarnock, some 19km to the north of the site. Onward connections to other strategic links including the A71 and A76 may be taken at this junction. The A76 corridor is located approximately 8km to the east of the site, with access taken via the A70 or B7036.
- 2.3.10 The A76 is a single carriageway link, subject to a 60mph speed limit.
- 2.3.11 The typical characteristics of the A76 immediately north of its junction with the A70 are shown in **Figure 7**.



Figure 7. A76 at A76 Roundabout (View looking North)

Source: Google Street View

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2.4 Accident Statistics

2.4.1 SYSTRA has referred to the CrashMap website (<u>www.crashmap.co.uk</u>) to determine the number and location of road traffic accidents which may have occurred within the vicinity of the site. This review covers the five year period between (2019-2023). **Figure 8** indicates the location of recorded accidents, with summary details of their date and severity recorded in **Table 1**.



 Table 1. Summary of Incident Statistics

LOCATION	SLIGHT	SERIOUS	FATAL	COMMENT
A70	2	2	-	2 slight incidents from 2020-2021, and two serious incidents in 2019 and 2023.
Main Street	-	1	-	Isolated incident in 2022 involving one vehicle.

2.4.2 With reference to the Crashmap outputs, it is noted that a total of five accidents have occurred in the recorded period. The data does not suggest the presence of accident clusters or hotspots and while four of these having occurred on the A70 in the vicinity of the site, none occurred at the junction of the A70 and Creoch Road or on Creoch Road itself from where the site will be accessed.

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2.4.3 In view of the above, and noting the limited traffic generation associated with the proposed development (as set out in Section 4), it is considered unlikely that the proposals would contribute towards an increase in accident rates.

2.5 Traffic Survey

2.5.1 SYSTRA commissioned a 7-day Automatic Traffic Counter (ATC) survey on Creoch Road to record observed traffic volumes and vehicle speeds. The survey was carried out between Tuesday 12th November 2024 and Monday 18th November. The location of the ATC is shown in **Figure 9**.



- 2.5.2 The observed traffic data shows that baseline flows on Creoch Road are very low, with a total of 128 two-way movements observed over the seven day period. This was composed of 67 vehicles recorded northbound and 61 southbound. The maximum number of vehicles observed in a single day was 25 (12 Northbound, 13 Southbound) occurring on Monday 18th November.
- 2.5.3 The surveys demonstrate that driven vehicle speeds are significantly lower than the posted limit of 60mph which applies over this section of road. The mean observed average speed was 25.5mph while the 85th percentile speed was recorded as being 29.8mph.
- 2.5.4 The data collection exercise indicates that baseline traffic flows and speeds are low, providing a helpful basis against which to evaluate the effects of the proposed development.

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2.6 Accessibility Summary

- 2.6.1 The site is well located to take advantage of established adjacent transport links. There are no particular road safety concerns in this area and the road network in the area is suitable to cater for two-way HGV movements.
- 2.6.2 The traffic survey undertaken indicates that current flows on Creoch Road are extremely low and traffic speeds are less than 30mph at the proposed site access location.

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3. PROPOSED DEVELOPMENT

3.1 Site Layout

- 3.1.1 The proposed development will serve to store generated energy prior to its managed release back into the power grid. The site location and layout is illustrated in **Figure 10** and attached as **Appendix A**. The diagram shows the location of primary and secondary site access points, the layout of battery storage infrastructure and associated landscaping and ancillary infrastructure.
- 3.1.2 A compound located close to the site access point will facilitate the construction of the proposed development. The compound will provide sufficient space for the following:
 - Staff welfare facilities;
 - Storage of Site vehicles and materials;
 - The safe loading and unloading of materials; and
 - Staff vehicle parking.



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3.2 Site Access

- 3.2.1 Vehicular access to and from the site be taken by means of a primary access within the south east of the site footprint and a secondary "emergency vehicle only" access along the site's western perimeter.
- 3.2.2 The established track access at Creoch Road, to the south of the site will be subject to a minor realignment, straightening out the existing 'dog-leg' arrangement and better equipping the site access to cater for the proposed end use. Through this upgrade, junction visibility will be enhanced to meet with present-day design expectations.
- 3.2.3 Further discussion in relation to junction visibility and accompanying vehicle swept path assessments are summarised, as follows.

Junction Visibility

- 3.2.4 Creoch Road is subject to a 60mph speed restriction. When viewed in the context of DMRB standards the upgraded junction would be expected demonstrate compliance with visibility splays of 215m in each direction.
- 3.2.5 To inform the junction design process, vehicle speed surveys were undertaken in November 2024. These surveys enabled an understanding of observed driven vehicle speeds, noting that drivers approaching the bend in the road would not necessarily drive at the posted speed limit.
- 3.2.6 The speed surveys indicate that the 85th percentile observed speeds are 30mph and 29.7mph in the north-bound and south-bound directions, respectively. As such, SYSTRA considers that a reduced visibility splay of 90m, typically applicable for a design speed of 30mph, would be appropriate in this instance. **Figure 11** demonstrates that visibility splays of 90m are achievable at the junction and no third party land is required to achieve the splays.

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Swept Path Assessments

- 3.2.7 SYSTRA has used AutoTrack swept path software to evaluate the suitability of the proposed junction layout to cater for vehicles associated with the completed development.
- 3.2.8 The largest delivery vehicle is anticipated to be the UK maximum legal articulated design vehicle with dimensions of 16.48m (L) and 2.55m (W). Swept path outputs for this vehicle are shown in **Figure 12** (inbound shown on left and outbound shown on right). A full size version along with a dimensioned drawing of the design vehicle is included in **Appendix B** as drawing *SPA01* and *SPA02*.

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- 3.2.9 The outputs in **Figure 12** demonstrate the suitability of the revised junction layout to cater for vehicles which will typically serve the site. Vehicles will make a reverse turn within the site, leaving by the same means as they arrived.
- 3.2.10 It is noted that the proposed site access will be controlled by a banksmen and vehicles will only be released when Creoch Road is clear of traffic. This will ensure that two HGVs will not meet at the access point itself. An internal vehicle storage area will be provided to the north of the access junction to provide a storage point for outgoing vehicles.
- 3.2.11 Creoch Road has a passing place between the site access point and the A70 junction whilst the final 50m approach to the A70 junction widens out to a lane in each direction. With the controlled access point, the existing passing place and the widened approach to the junction, it is considered that the access route to the site will operate well for two-way HGVs.
- 3.2.12 The secondary access on the west side of the site will only be used in emergency situations and for emergency vehicles only and will not be used during the construction stage of the development.

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4. TRANSPORT CHARACTERISTICS

4.1 Introduction

4.1.1 As this section explains, the completed development will generate few vehicle trips, with the majority of movements being incurred during the temporary construction phase. Details of traffic generation during each of these phases of the development are provided, as follows.

4.2 Construction Stage

Site Working Hours

- 4.2.1 Work hours during the construction period are expected to be between:
 - 08:00 to 18:00 on weekdays; and
 - 08:00 to 13:00 on Saturdays.
 - No work will occur on a Sunday or Bank Holidays (unless approved by the council).

Construction Programme

- 4.2.2 The construction phase is anticipated to take place over an 18 month period. The construction phase will comprise:
 - Earthworks;
 - Cabling;
 - Slab construction; and
 - Battery installation and Commissioning.

Types of Vehicles

- 4.2.3 Construction stage activities will be expected to generate the following vehicle types:
 - Heavy Goods Vehicles (HGV) comprising articulated delivery vehicles, flat bed lorries and hydraulic cranes;
 - Small / medium delivery vans (LGV); and
 - Cars / small works vans.
- 4.2.4 The larger HGVs will be carrying plant and machinery to the site along with the BESS components. Two abnormal load movements will be required to deliver the transformer equipment to the site. These will occur under managed circumstances.
- 4.2.5 The small and medium vans will be delivering small construction materials as well as site consumables. The cars and small work vans will be carrying site staff and their equipment to and from the facility.
- 4.2.6 Other vehicles will also be delivered to site by articulated low-loader trucks early in the construction period. These will include excavators, tractors and trailers, telehandlers and Mobile Elevating Work Platforms (MEWP). Once delivered, most of the on-site vehicles are expected to remain in place until each construction stage is complete.

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Traffic Generation

- 4.2.7 There are expected to be a total of approximately 6,700 two-way goods vehicle movements over the course of the 18 month construction period, arriving at a rate of around 43 per week on average depending on timescale.
- 4.2.8 The number of personnel on-site would vary during the construction process but typically, it would be expected that around 30 personnel would be present at any one time.
- 4.2.9 Working on the basis of an average car occupancy of 2 workers, SYSTRA forecasts that 20 inbound trips would be generated in the AM period, with 20 cars also leaving the site during the PM peak period.
- 4.2.10 Staff are expected to arrive on site by 08:00 and, depending on their role, will typically depart between 15:00 and 20:00. The arrival and departure of workers is unlikely to coincide with 'traditional' network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the construction phase of the development will lead to perceptible traffic impacts on the adjoining road network.

4.3 **Operational Phase**

- 4.3.1 During operation, the development will be largely autonomous with no need for permanent on-site staff.
- 4.3.2 Traffic generation during the operational phase will comprise routine maintenance activities and infrequent deliveries of components to the site. The operational stage will therefore not give rise to a significant number of vehicle trips and the effect of any generated traffic on the adjoining transport network will be negligible.

4.4 Decommissioning Phase

- 4.4.1 Planning permission is being sought for a 30-year operational period, after which it is expected the facility would be decommissioned.
- 4.4.2 Traffic generation during the decommissioning phase would not be expected to materially exceed that related to the operational phase.

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5. MEASURES TO SUPPORT DEVELOPMENT

5.1 General

5.1.1 The following section considers the integration of the proposed development into the adjoining transport network along with consideration of the measures that are likely to be needed to support the site during the construction and operational phases.

5.2 Walking and Cycling

- 5.2.1 As already stated, it is not expected that the site will generate pedestrian or cycle trips and workers undertaking tasks within the site will have no need to leave the perimeter.
- 5.2.2 Care will be needed during the construction stage to ensure that the safety of pedestrians and cyclists on the access route is safeguarded. This will be a key objective of the site's construction traffic management plan, with additional signage proposed to raise awareness of pedestrian and cycle activity and reduce the nature of any conflict points (particularly along Creoch Road).

5.3 **Road Network**

- 5.3.1 Temporary construction signage will be erected on the local road network in the vicinity of the site (along Creoch Road and at the Creoch Road / site access junction) to warn of construction activities and associated construction vehicles moving within the vicinity of the access junction.
- 5.3.2 The purpose of additional signage is to provide driver information and to maintain road safety along the construction vehicle route. The exact nature and location of the signage will be agreed with EAC prior to the commencement of construction activity.

5.4 Construction Traffic Management Plan (CTMP)

- 5.4.1 A CTMP has been produced to support the proposals. This is included as a stand-alone document which should be read in conjunction with this Transport Statement.
- 5.4.2 The CTMP sets out a series of measures that would be implemented to minimise construction traffic movements and prevent any instances of HGVs meeting each other on narrow sections of road. The intention is to have protocols in place to control HGV inbound and outbound movements. This can be done through a combination of delivery timeslots and a "call ahead" procedure. Through co-ordination, it will be possible to ensure that inbound and outbound HGV trips do not meet each other.



6. SUMMARY AND CONCLUSION

- 6.1.1 Westport Energy Storage Ltd. (the Applicant) proposes to develop a Battery Energy Storage System (BESS) on land north of the A70, Killoch, KA18 2QH. The proposals will be referred to as Westport BESS. SYSTRA has been appointed by Arthian Ltd on behalf of the Applicant to prepare a Transport Statement (TS) in support of the application.
- 6.1.2 The development site is located to the north of the A70, approximately 4km to the north east of Drongan, and 2.5km west of Ochiltree. This TS has considered general site accessibility while evaluating the traffic generation associated with the construction and operational phases.
- 6.1.3 Given the nature of the proposed development it is expected that the majority of trips to and from the site will be vehicle-based. These will comprise cars and vans associated with worker travel and larger vehicles necessary to deliver plans and equipment to the site.
- 6.1.4 The majority of vehicle trips will be generated during the construction stage. Once operational, only monthly maintenance visits will be required. An assessment of traffic generation reveals that activity associated with either the construction or operational phases can be accommodated without impact to the local road network.
- 6.1.5 The associated CTMP sets out arrangements to minimise and manage the environmental / traffic impacts from the construction phase of the Proposed Development.

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Appendix A – Site Layout

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Appendix B – Swept Path Assessment

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