#### Westport BESS

#### Reference number GB01T22I86/3006/CTMP



# **CONSTRUCTION TRAFFIC MANAGEMENT PLAN**





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# **WESTPORT BESS**

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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## 1. INTRODUCTION

#### 1.1 General

- 1.1.1 The following document sets out a Construction Traffic Management Plan (CTMP) that will be put in place during the construction of the Westport BESS development ('the Proposed Development') on land north of the A70 and north and East of Creoch Road, KA18 2QH ('the Site').
- 1.1.2 This report should be read in conjunction with the Westport BESS Transport Statement (*GB01T22186/3006/TS*), herein referred to as "the Transport Statement" or "the TS", which this document supports. The TS demonstrates that while the site is well-located to the adjoining transport network, it is largely remote, with little interface with settled areas.
- 1.1.3 The site is located within the East Ayrshire Council (EAC) administrative boundary.

#### **1.2** The Proposed Development

1.2.1 The Proposed Development is for a Battery Energy Storage System (BESS) Development which is designed to store generated electricity and release it into the grid in times of need.

#### **1.3** Purpose and Scope

- 1.3.1 The purpose of this CTMP is to set out initiatives and strategies which will help to minimise traffic and associated environmental impacts on local residents as well as users of the area and local road network throughout the construction stage of the Proposed Development.
- 1.3.2 The CTMP:
  - Provides a summary of the construction programme, and estimates the level of construction traffic generated;
  - Assesses the potential impacts of construction, particularly on the A70;
  - Sets out measures to reduce and mitigate construction impacts; and
  - Describes how the CTMP will be managed and monitored.
- 1.3.3 The CTMP is intended to be a working document that is refined during the construction planning stage, and updated during the construction period itself. The CTMP only applies to the construction stage of the Proposed Development.

## 2. CONSTRUCTION STAGE

#### 2.1 Construction Programme

2.1.1 The estimated construction programme of the consented development is expected to last 18 months, with the start date unknown at this stage. It should be noted that this may be subject to amendments following appointment of the Principal Contractor.

#### 2.2 Site Set Up & Preparation

- 2.2.1 Site set up will be crucial to effectively mitigate the impact of construction on surrounding residents, businesses and road users, albeit as stated, these are few in number. Throughout the construction programme the frontage of the site will be kept tidy and presentable.
- 2.2.2 Fencing and hoarding will be erected around the areas of construction activity within the site boundary. The purpose of the hoarding is to provide additional security, to prevent unauthorised personnel and unauthorised vehicles from accessing the site.



#### Figure 1. Indicative Site Layout Plan

#### 2.3 Contractor's Compound

- 2.3.1 A Contractor's Compound will be established at the outset of construction. This will be located within the site boundary and accessed from the internal access road. The compound will comprise:
  - Site Manager's Office/Meeting Room
  - Sub Contractor's Office
  - O Design Team Office
  - Canteen
  - Toilets
  - O Drying Room
  - Storage Containers (4 no.)
  - LGV turning and unloading area

#### 2.4 Construction Personnel

- 2.4.1 Approximately 30 construction staff are expected on site at the peak of construction. The contractor, where feasible, will seek to recruit construction workers from the local area to minimise the length of trips to the site.
- 2.4.2 It is likely that the majority of construction workers will arrive to the site by car or van, with the expectation that contractors would establish car and van-sharing schemes to minimise the number of vehicle movements, where possible.
- 2.4.3 Construction workers commuting to the site by motorised vehicles will be expected to follow the vehicle routing strategy outlined in Chapter 3 of this report.
- 2.4.4 It is anticipated that the majority of staff would travel to the site by car or van. Car parking spaces will be provided on-site for construction staff and no parking will be permitted beyond the confines of the site.

#### 2.5 Community Liaison

- 2.5.1 A Site Manager will be appointed to deal with any enquiries from the general public and any other interested parties. Following the appointment of the Site Manager, their details (including a 24 hour phone number) will be provided to the EAC Transportation team. The Site Manager's details will also be advertised at the Site entrance.
- 2.5.2 The Site Manager will also liaise with other local significant developments in the area to ensure any construction personnel and construction vehicle traffic timings are coordinated and consolidated, helping to reduce the number of trips on the local highway network. SYSTRA would anticipate the same responsibility and obligation to be placed upon Site Managers for any other construction activities in the area.
- 2.5.3 If any road maintenance or other issues arise, the Site Manager will ensure to contact EAC Transportation team to allow any issues to be sorted out safely and in a timely manner.

## 3. CONSTRUCTION TRAFFIC & ROUTING

#### 3.1 Construction Traffic Generation

- 3.1.1 Due to the nature of the Proposed Development, it is not possible to obtain appropriate data regarding trip generation from the TRICS database. In lieu of this, a first principles approach has been applied using forecasted data provided by the Applicant to quantify the level of vehicle trip generation for the Proposed Development.
- 3.1.2 The construction phase will take approximately 18 months with an estimated number of two-way HGV movements of 6,192 throughout the length of construction. This equates to approximately 43 goods vehicle movements each week.
- 3.1.3 The HGVs will be carrying plant and machinery to the site along with the battery containers. A small number of Abnormal loads will be required to facilitate construction although the detail of these loads is currently not known. These loads tend to be abnormal on the basis of weight rather than as a result of dimensions so no issues have been identified with regard to getting such loads to site.
- 3.1.4 Small and medium delivery vans will be delivering small construction materials as well as site consumables. Cars and small work vans will be carrying site staff and their tools to site.
- 3.1.5 Work hours are expected to be between 08:00 to 18:00 on weekdays and until 13:00 on Saturdays. No work will occur on a Sunday.
- 3.1.6 HGVs will arrive and depart from the site at regular intervals during site working hours.
- 3.1.7 Taking the level of trip generation and the distribution of the traffic into consideration, it is considered that the construction phase of the Proposed Development will not give rise to a significant number of additional vehicle trips.
- 3.1.8 As the TS demonstrates, the construction phase activities are not expected to present particular impacts on the adjoining local road network.

#### 3.2 Construction Traffic Routing

3.2.1 It is considered appropriate to plan construction traffic routes such that they do not disrupt local and residential roads within vicinity of the site. The existing site access is via a gated field access at the north-east corner of the red line boundary seen in Figure 2. This will be modified and slight re-aligned to better serve the proposed development and full details are provided within the Transport Statement. It is also worth noting that the overhead lines shown in Figure 2 are no longer present on site.



Figure 2. Creoch Road Showing Established Site Access

3.2.2 Figure 3 shows the route for construction traffic from the A70, travelling in either direction before turning on to Creoch Road, where site access will be taken via the modified and upgraded site access junction which is proposed as part of the overall development. Routes for abnormal loads have not been examined in detail at this stage but it is expected that such movements would approach the site as already described.

#### Figure 3. Construction Traffic Route from A70



3.2.3 Plans of the site access junction are provided in Appendix A. These are supplemented with swept path outputs which demonstrate the suitability of the access junction to safely accommodate articulated trucks moving between Creoch Road and the site access road.



Figure 4. Adjustment to Site Access Road

3.2.4 Following the result of a tree survey in October 2024, there has been a tweak to the site access to avoid the trees and root protection zones (RPZ). This involves moving the track slightly to the west to avoid interfering with the RPZ, as shown in Figure 4.

3.2.5 During the construction programme, all traffic associated with the site will be advised of the appropriate transport routes that should be used, with all regular visitors provided with written notification of the agreed access and routing strategy.

#### 3.3 Loading and Unloading of Materials

- 3.3.1 Storage of materials on site will be planned and undertaken in accordance with good practice.
- 3.3.2 Materials that arrive at the site will be loaded and unloaded within the compound area which is located in the south east corner of the site.

#### **3.4** Emergency Access

3.4.1 It is noted that there is a secondary access onto Creoch Road on the west side of the site.
This is for emergency vehicle access only and will not be used for construction purposes.
It will be gated to keep it secure and will only be opened for emergency vehicle access.

## 4. MEASURES TO MINIMISE AND MITIGATE IMPACTS

#### 4.1 Introduction

4.1.1 There are a number of traffic management measures which can be implemented to reduce the impact of site construction activities. These measures are described below.

#### 4.2 Site Management and Operations

#### **Staff Induction Process**

- 4.2.1 On commencement of the construction phase, all deliveries and operatives will report for induction at the main compound. The induction will also be communicated to all sub-contractors at their inception meeting.
- 4.2.2 The induction will be undertaken by the CTMP Coordinator and other parties as required. All operatives will be advised on emergency procedures, assembly points, first aid, Site rules and the location of welfare facilities, policies and contacts at this time.
- 4.2.3 Following their induction, all operatives will be instructed to sign in and out at the Site access point each day. Staff will be informed about traffic management arrangements and procedures via Site induction literature and all contractor induction literature will contain information on CTMP arrangements such as the designated construction route.
- 4.2.4 Transportation of materials to and from the Site will be conducted by HGV vehicles operated by drivers with an in-date Driver Certificate of Professional Competence (CPC) qualification. In addition to the Driver CPC qualification, regular 'in-house' coaching will be provided to ensure drivers maintain best practice when operating HGVs.
- 4.2.5 Drivers will be fully inducted and enrolled into a code of conduct which outlines how driving duties should be undertaken. The driver's code of conduct should include guidance on the following:
  - Required license categories;
  - General vehicle operation and highway code;
  - Drivers working hours / fatigue management;
  - Breakdowns / RTC / Emergencies;
  - Use of electronic devices;
  - Drug and Alcohol policy; and
  - Behavioural expectations.
- 4.2.6 The items listed above are not exhaustive and are only indicative of the elements that should be included in the driver's code of conduct document.

#### Vehicle Parking and Workforce Travel Arrangements

4.2.7 While there will be no marked parking bays provided within the Site, parking will be permitted within the large hardstanding area within the fence line compound. The site manager will communicate expectations around parking locations, notably highlighting where parking will be forbidden in order to maintain access for larger vehicles.

4.2.8 Given that the peak workforce is expected to number approximately 30 staff, the traffic impacts associated with commuting to and from the Site are not expected to be significant. Notwithstanding this, staff will be encouraged to either car share or travel together to minimise traffic movements and minimise parking in the unofficial parking area.

#### 4.3 Management of Deliveries

#### **Delivery Control**

- 4.3.1 The appointed contractor for the Proposed Development will be required to plan and manage deliveries and collections from the Site to minimise the impact on the surrounding road network and to minimise the impact on the local community.
- 4.3.2 The contractor will ensure the following measures during the construction period:
  - As far as possible, delivery of materials will not be within the morning and evening road network peaks;
  - The number of delivery trips will be minimised through a combination of consolidated ordering, rationalising suppliers, and consolidated deliveries; and
  - On-Site waste will be minimised through recycling and re-use.
  - HGVs will be given a timeslot for their delivery with the timeslots manged so as to spread the delivery of materials and prevent any convoys of vehicles occurring.
- 4.3.3 To ensure the safety of construction traffic and other road users a "call ahead" system will be implemented alongside the carefully managed schedule of deliveries. These procedures will ensure that no HGVs will meet on Creoch Road where passing opportunities are limited.

#### Minimise the Volume of Imported and Exported Material

4.3.4 In order to minimise the volume of imported material it is anticipated that a proportion of materials (topsoil etc.) would be sourced/re-used from within the boundaries of the Proposed Development Site.

#### Banksmen

4.3.5 When deliveries arrive at the Site access, a banksperson will be present at the Site entrance to assist vehicles turning into and leaving the Site. Vehicles will be able to turn around within the Site before exiting in a forward gear.

#### **Dust and Debris**

- 4.3.6 Unless unavoidable, no vehicles used for travel on public roads will be permitted to drive over broken or unsealed ground, in order to minimise the potential for tracking mud, dust and stones outside of the Site. Notwithstanding this, the following measures will be implemented at the Site to manage dust and dirt effects if required:
  - Mechanical Road Sweeping: A mechanical road sweeper should be deployed to clean the access route between the Site and the A70 via Creoch Road when required during construction.
  - HGVs carrying material to and from the Site will be covered during transportation to minimise wind-blown materials from being deposited onto the public road network.

- During periods of particularly dry weather, dust suppression measures such as water spraying will be used on the internal and external access roads where necessary.
- There will be a wheel cleaning station for HGVs within the Site.

#### Speed Limit

- 4.3.7 All construction vehicles will be expected to follow the relevant national speed limits for type and size of vehicle being used. Local residents / other road users should be able to report any instances of speeding to the Site Liaison Officer who will take necessary action to prevent a repeat. The applicant would be happy to put a construction speed limit in place on the final approach to the Site if the highways authority considers there to be a need to do so. This could take the form of a 10mph speed limit on Creoch Road from the A70 junction to the site access. A speed limit will also be established and signposted within the site.
- 4.3.8 On-Site operatives will be briefed on the speed limit through induction sessions and through regular staff briefings. Other parties responsible for Site deliveries will also be instructed on any additional restrictions put in place. While Creoch Road is subject to a speed limit of 60mph, observed speed data gathered to inform the site access design shows that 85<sup>th</sup> percentile driven speeds are closer to 30mph in both directions.

#### Signage

- 4.3.9 Temporary construction signage will be erected on the local road network in the vicinity of the Proposed Development (along Creoch Road and at the Creoch Road / Site Access junction) to warn people of construction activities and associated construction vehicles which would be turning at the access junction.
- 4.3.10 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 construction activity on Site. Indicative signage for use on these routes is shown in **Figure 5**.



Figure 5. Indicative signage

#### 4.4 Condition Survey and Vehicle Monitoring

#### **Road Condition Survey**

- 4.4.1 It is recognised the increase in HGV movements on the local road network may result in accelerated wear and tear to the carriageway. In order to address this situation, a full dilapidation survey should be undertaken of the existing road conditions and surrounding structures by appointed structural engineers, in conjunction with EAC. A copy of the results of this survey will be provided to EAC. This will ensure that any damage is recorded, and measures taken to repair such damage.
- 4.4.2 This process will be independent of the CTMP, but the steps associated with the CTMP can be summarised as follows:
  - A full structural and condition survey will be undertaken on the route falling within an agreed area of influence to establish the existing condition before construction commences;
  - During the construction period, the contractor (in consultation with EAC) would monitor the condition of the road and would repair damage and wear as necessary to ensure that an acceptable running surface is maintained for all road users;
  - On completion of the overall works, a further survey would be undertaken to establish the condition of the route on completion of the works;
  - A scheme of remedial works would be agreed with EAC to repair any structural defects with the road and to repair the road surface where necessary; and
  - The CTMP Coordinator will liaise with EAC regarding winter maintenance.

#### Vehicle Monitoring

4.4.3 The number of vehicles travelling on and off the Site will be monitored during the construction works. This will be achieved through the control point at the Site access junction. The access point will be staffed, and all vehicle movements will be recorded, so that there is a daily record of movements on and off the Site. This information can be made available to EAC on request, and will be used as part of the evidence base in the post-completion roads condition survey.

#### 4.5 Sustainability

- 4.5.1 The appointed contractor will plan and execute the construction of the Proposed Development with a demonstrably high regard to sustainability. In particular the following objectives will be put in place:
  - Minimisation of vehicle movements to / from the Site;
  - Promotion of shared transport arrangements for Site operatives;
  - Thorough pre-planning of operations on-Site to optimise the redistribution of earthworks materials together with minimisation of haul distances;
  - Reduction in the amount of aggregates used on-Site by means of alternative construction techniques;
  - Application of a reduce-reuse-recycle philosophy to all waste processing activities; and
  - Conforming to construction / building codes of practice in relation to sustainability objectives and procedures.

#### 4.6 Contracts and Emergency Procedures

- 4.6.1 The main contractor will be responsible for creating a final list of stakeholder contacts and ensuring this list is kept up to date on an on-going basis. Stakeholder contacts would include the roads authority, emergency services, and local businesses and residents.
- 4.6.2 The principal contractor will be responsible for preparing an Emergency Plan for the Site. The Emergency Plan will contain information and details of procedures in the event of emergencies. Construction staff would be informed of the Plan and information provided in relation to the location of the nearest hospital, fire assembly points and inclement weather procedures.

#### 4.7 Responsibilities of the Applicant

- 4.7.1 The Applicant (Westport Energy Limited) will nominate a person to be responsible for the co-ordination of all elements of traffic and transport during the construction process (Site Liaison Officer). This person will liaise with the local community so that the nearby residents who may be affected by construction activities have a direct point of contact within the Applicant's organisation. As required, residents would be welcome to request information or to discuss matters pertaining to traffic management or Site operation.
- 4.7.2 The Applicant will review and update the number of Site personnel, traffic numbers, and the construction programme as the project progresses. Regular updates will be provided to EAC and any other stakeholders. Any substantial changes will be discussed and agreed with EAC. Regular meetings, where required, will be organised for monitoring purposes.
- 4.7.3 Contact details for the SLO will be made available to all relevant parties prior to commencement of works on Site. The details will be provided to the local community via appropriate means, such as through the Community Council, a newsletter, and/or through social media and local press.

## 5. IMPLEMENTATION & MONITORING

#### 5.1 General

5.1.1 The implementation and monitoring of the CTMP will be the responsibility of the Principal Contractor. Further evolution of the CTMP will be required during the detailed project planning stages and during the construction period which follows.

#### 5.2 Responsibilities of the Principal Contractor

- 5.2.1 The Principal Contractor will appoint a Site Liaison Officer who will undertake the transport co-ordination role for the site and be the main point of contact with EAC to discuss matters relating to site operations. In this respect, their main responsibilities will include:
  - Supporting the management and implementation of the CTMP
  - Construction vehicle scheduling;
  - Informing local residents, businesses and EAC of the commencement of construction works;
  - Informing local residents and EAC of any major or noise intensive works associated with the construction of the site to avoid / minimise disruption;
  - Handling any complaints; and
  - Acting as a point of contact for construction personnel, contractors, EAC and the general public.
- 5.2.2 The Site Liaison Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:
  - The Contractor;
  - The Developer;
  - Site neighbours;
  - EAC; and
  - Other local stakeholders such as emergency services or local transport providers.
- 5.2.3 The Site Liaison Officer will inform EAC of any significant matters that may affect traffic movement by means of reports issued at regular intervals, or any significant essential changes to transport plans necessitated by relevant circumstances. Contact details for the Site Manager will be made available to all relevant parties prior to commencement of works on Site.
- 5.2.4 The CTMP will be monitored by the Principal Contractor.
- 5.2.5 Use of the agreed routes by hauliers will be monitored by undertaking spot checks by the Principal Contractor. Spot checks would take the form of observations or surveys at key locations. The information collected from the spot checks will be held by the contractor and will be made available on request.

### 5.3 Responding to Queries from the Public

5.3.1 It would be the responsibility of the Principal Contractor to respond to enquiries from members of the public regarding the operation of the facility and update residents/interested parties through traditional methods.

## 6. SUMMARY & CONCLUSION

#### 6.1 General

- 6.1.1 SYSTRA UK Ltd. (SYSTRA) has been commissioned by Arthian Ltd to prepare a Construction Traffic Management Plan (CTMP) in support of a planning application for a proposed new BESS development on land north of the A70 and north and East of Creoch Road, KA18 2QH ('the Site').
- 6.1.2 The purpose of this CTMP is to provide details on the proposed traffic management measures and procedures that will be put in place to support the consented development during the construction phase and additionally to minimise disruption to the local highway network.
- 6.1.3 This report should be read in conjunction with the Westport BESS Transport Statement (*GB01T22I86/3006/TS*), referred to as "the Transport Statement" or "the TS", which this document supports.
- 6.1.4 The CTMP will be regularly monitored by the Principal Contractor, including updating the number of site personnel, traffic numbers, and the construction programme as the project progresses.
- 6.1.5 The CTMP demonstrates that a formal mechanism exists to plan for and oversee activities during the construction phase. Likewise, the CTMP allocates responsibilities to the Site Liaison Officer and Principal Contractor whose roles it will be to intervene in instances where remedial treatment is needed or where lack of adherence to the CTMP is observed.
- 6.1.6 Overall it is considered that the measures and control processes outlined in this CTMP are appropriate to overcome the impact of construction associated with the site.

# Appendix A – Site Layout

