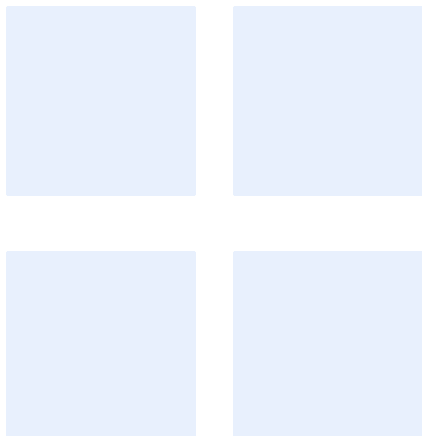


Kirkby BESS Development
Reference number GB01T20A49

27/03/2025



TRANSPORT STATEMENT



SYSTRA

KIRKBY BESS DEVELOPMENT

TRANSPORT STATEMENT

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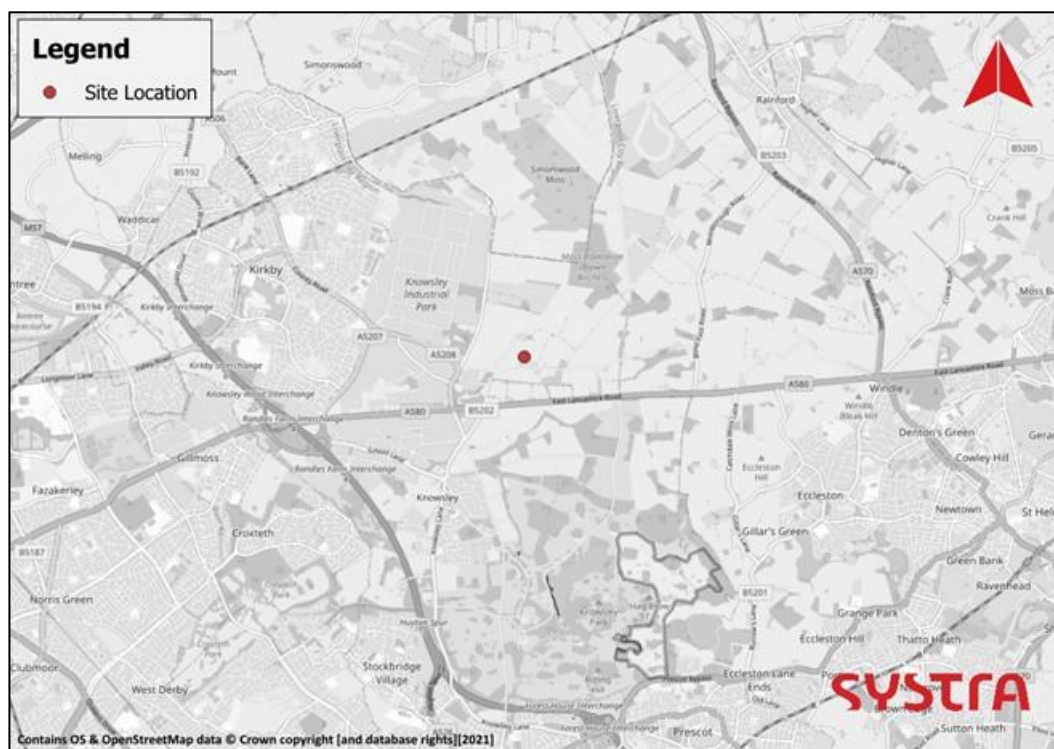
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1. INTRODUCTION

1.1 The Proposed Development

1.1.1 SYSTRA Ltd (SYSTRA) has been appointed by Envams Limited on behalf of Pivoted Power LLP to prepare a Transport Statement (‘TS’) in support of an application for planning permission for a Battery Energy Storage System (BESS) with an expected construction period of 14 months dependent upon a grid connection date. The Proposed Development is located on Land at Hill View Farm, Cut Lane, L33 3AJ to the south-east of Kirkby and lies within the Knowsley Council (KC) administrative area. The general Site location is indicated by **Figure 1** below.

Figure 1. General Site Location



1.1.2 The purpose of the BESS facility is to receive and store energy which is then delivered back to provide crucial services to ensure smooth national grid operation. A full description of the proposed development is contained within the planning, design and access statement submitted with the planning application but the key elements of the development are as follows:

- Battery energy storage containers and modular racks, inverters, transformer;
- Switch room, control room, spares unit, welfare unit, EV parking space;
- Auxiliary Transformer, Earthing transformer, harmonic filters;
- Temporary Construction Compound; and
- Associated infrastructure such as lighting, fencing, access tracks and drainage.

1.2 Report Purpose

- 1.2.1 The purpose of this TS is to evaluate the accessibility of the Site by all modes of transport, detail the access strategy that will be used for the Proposed Development, and identify (and mitigate) the key transportation impacts that may occur during the construction and operational phase of the proposed development. A framework construction stage traffic management plan (CTMP) is included as a chapter to demonstrate how construction stage traffic impacts can be minimised and managed.

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 (NPPF), December 2024;
- Knowsley Local Plan Core Strategy- Adopted January 2016;
- Liverpool City Region Combined Authority: Developing a vision for local transport to 2040;
- Guidelines for Traffic Impact Assessment (1994). Institution of Highways and Transportation (IHT);
- Guidelines for Environmental Assessment of Traffic and Movement (July 2023). 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 KC.

1.4 Report Structure

- 1.4.1 Following this introductory chapter, the TS report structure is as follows:

- Chapter 2 – Existing Site and Transport Network
- Chapter 3 – Proposed Development Travel Characteristics;
- Chapter 4 – Framework Construction Stage Traffic Management Plan; and
- Chapter 5 – Summary and Conclusions.

2. EXISTING TRANSPORT CONDITIONS

2.1 Introduction

2.1.1 This section of the TS considers the existing Site characteristics as well as the existing transport conditions surrounding the Site. The accessibility of the Site is assessed, based on the sustainable travel hierarchy. This prioritises sustainable modes of transport ahead of private car travel in line with policy whilst a detailed examination is included in relation to the accommodation of traffic that will be generated by the Proposed Development during its construction.

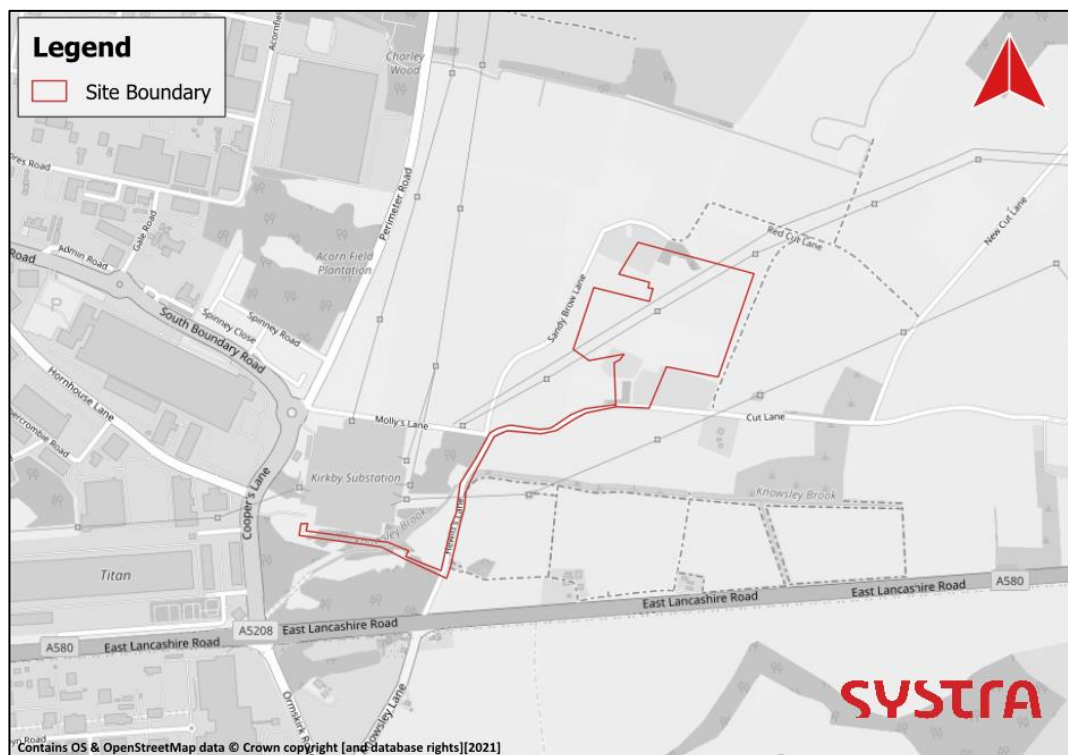
2.2 The Existing Site

2.2.1 The proposed Site is located towards the south-east of Kirkby, Merseyside, close to the existing Kirkby electrical substation. The residential area of Kirkby lies some 2.3 km to the west whilst the industrial / employment area of Kirkby lies approximately 1 km to the west.

2.2.2 The proposed BESS Site is located on Land at Hill View Farm, Cut Lane, L33 3AJ. There is an existing access junction from Cut Lane and an existing access track which extends northwards into the Site. It is noted that the red line boundary extends to the southwest to include the cable route joining the proposed BESS Site to the existing sub-station.

2.2.3 **Figure 2** indicates the extent of the Site's red-line boundary.

Figure 2. Site Red Line Boundary



2.3 Walking

- 2.3.1 It is acknowledged that the Site is not particularly well served by pedestrian infrastructure. The nearest residential area is at Kirkby itself some 2.3 km to the west of the Site, with the connecting walking route via Molly's Lane and Cut Lane. There are no footways on Cut Lane and no street lighting, whilst there is a poorly maintained footway on the north side of Molly's Lane. The following paragraphs detail the pedestrian infrastructure on the road corridors close to the Site.

Cut Lane

- 2.3.2 Cut Lane is located to the south of the Site and has no existing footways on either side of the carriageway. Cut Lane is a single carriageway track road with a derestricted speed limit. It is noted that the road is lightly trafficked and as such it is generally suitable for walking and cycling activities, although it is noted that the verges are of limited width on some sections of the road. The general characteristics of Cut Lane are indicated by **Figure 3** below.

Figure 3. General Characteristics of Cut Lane



Source: Google Maps

Molly's Lane

- 2.3.3 Molly's Lane is located to the west of the Site and has footway provision to the north of the carriageway. However, the footway is narrow and not well maintained. The width of the road is sufficient to accommodate traffic in both directions but there are no road markings. The road is generally lightly trafficked. The general characteristics of Molly's Lane are indicated by **Figure 4**.

Figure 4. General Characteristics of Molly's Lane



Source: Google Maps

Hewitt's Lane

- 2.3.4 Hewitt's Lane is a narrow single-track road with no footway provision on either side of the carriageway. The road width is as narrow as 2.5 m in some areas and passing places for vehicles seem very limited.
- 2.3.5 The general characteristics of Hewitt's Lane is shown in **Figure 5** below.

Figure 5. General characteristics of Hewitt's Lane



A5208

- 2.3.6 The A5208 (South Boundary Road) is a dual carriageway to the west of Molly's Lane providing a key link into the industrial area of Kirkby from the A580 which lies to the south. There are footways on both sides of the carriageway. The footways are of good quality and of a good width, providing good pedestrian accessibility towards the more residential areas of Kirkby.
- 2.3.7 The general characteristics of the A5208 are indicated by **Figure 6**.

Figure 6. General Characteristics of the A5208



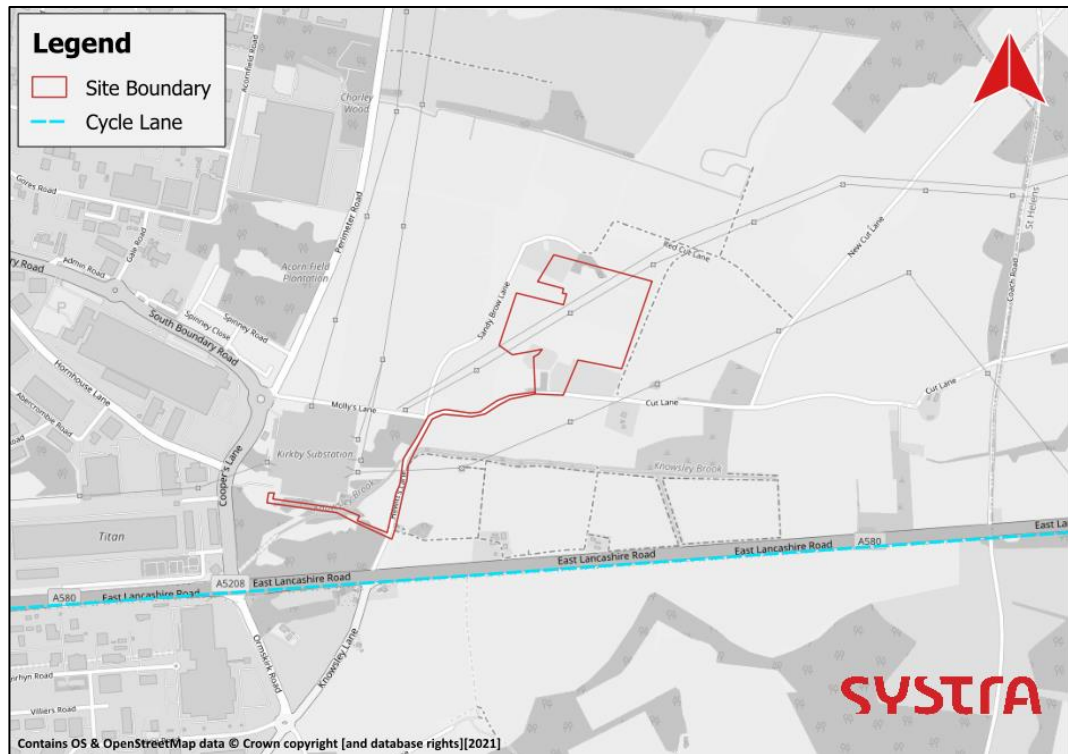
Summary

- 2.3.8 In general, the existing pedestrian infrastructure within the immediate vicinity of the Site is not particularly good, with pedestrians having to share the carriageway on Cut Lane. The infrastructure does improve heading west towards Kirkby via Molly's Lane and the A5208 but with the nearest residential area being over 2 km away, it is expected that very few people would choose to access the Site by walking.

2.4 Cycling

- 2.4.1 The closest dedicated cycle lane to the Site is located south on the A580. As such, cyclists will need to travel using the local street network. Nevertheless, it is anticipated that many of these streets will carry a volume of traffic at a speed which could be more conducive for cycling. Cut Lane and Hewitt's Lane (extending south from Cut Lane) could be considered as suitable for cyclists as they have low traffic volumes and connect with the A580 to the southwest of the Site.
- 2.4.2 The location of the roadside cycle lane in relation to the Site is shown in **Figure 7**. It is considered that the Site is accessible by cycle although it is unlikely that construction workers would use such a travel mode when tools and other equipment are likely to be carried for their job. In terms of the impact on existing cyclists, cognisance will be required to the potential for cyclists to be travelling along the access routes to Site. The CTMP will need to consider what measures could be put in place to ensure cycle safety on the approach roads.

Figure 7. Cycle Lane on the A580



2.5 Public Transport – Bus

- 2.5.1 The closest bus stop is located on the western side of A5208 Coopers Lane which is approximately 1 km west of the Site. This equates to around a 13-minute walk which would be via Cut Lane and Molly's Lane.
- 2.5.2 The location of the bus stops in the vicinity of the Site are indicated by **Figure 8**, while **Figure 9** demonstrates the general characteristics of the bus stops on A5208 Coopers Lane (closest to the Proposed Development Site). As highlighted by **Figure 9** there is bus timetable information and 'bus boarders' at the Cooper Lane stops.

Figure 8. Bus Stop Locations

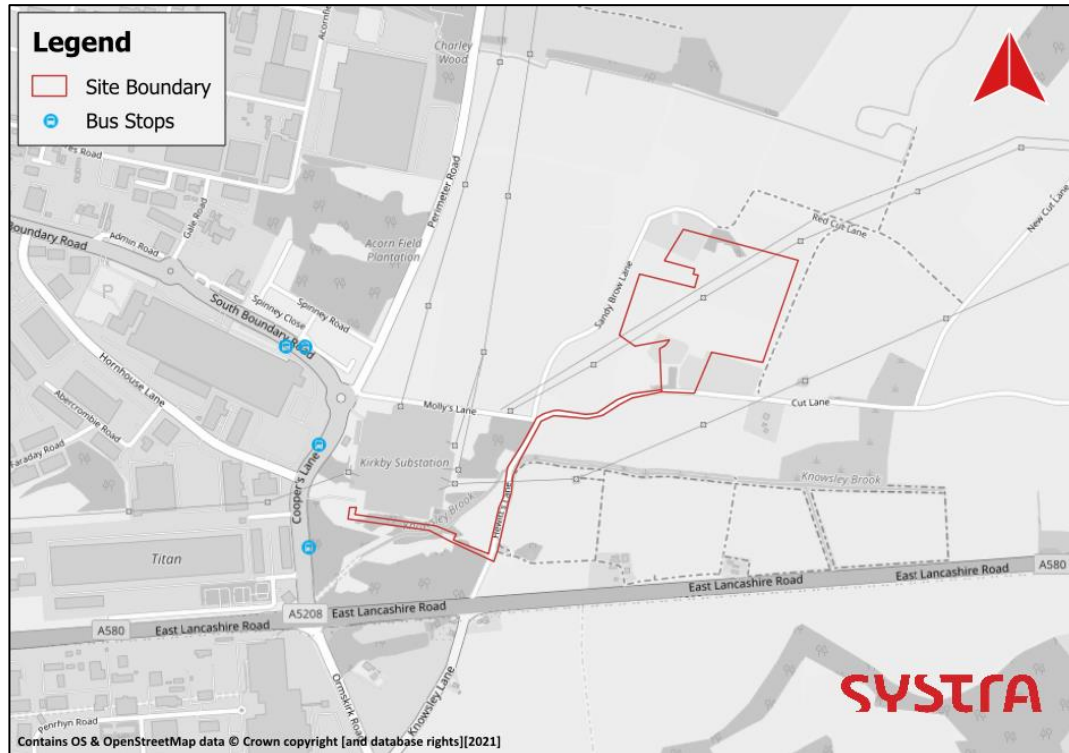


Figure 9. Nearest Bus Stop on A5208 Coopers Lane



Source: Google Maps

2.5.3

Table 1 indicates the bus services that operate at the bus stops identified by **Figure 8** at a regular frequency during the week and weekends.

Table 1. Bus Services, Routes and Frequencies

BUS NO.	ROUTE	FREQUENCY		
		MON-FRI	SAT	SUN
14C	Queen Square Bus Station	One Daily	No Service	No Service
217	Bootle Bus Station – Leathers Lane	Every 30 minutes	Every 30 minutes	Every 2 hours
289	St Helens Bus Station - Kirkby	Every Hour	Every Hour	No Service
827	Old Swan – Kirkby Admin	One Daily	No Service	No Service
899	Page Moss – Kirkby Industrial Estate	Every Hour	No Service	No Service

2.5.4 **Table 1** demonstrates that during the week there are regular bus services, with at least 4 buses every hour throughout the day between 9am and 10pm.

2.5.5 It can be concluded that despite the frequency of bus services, the Site is not highly accessible by bus due to the distance away from the nearest bus stops and the poor quality of the pedestrian linkage.

2.6 Public Transport – Train

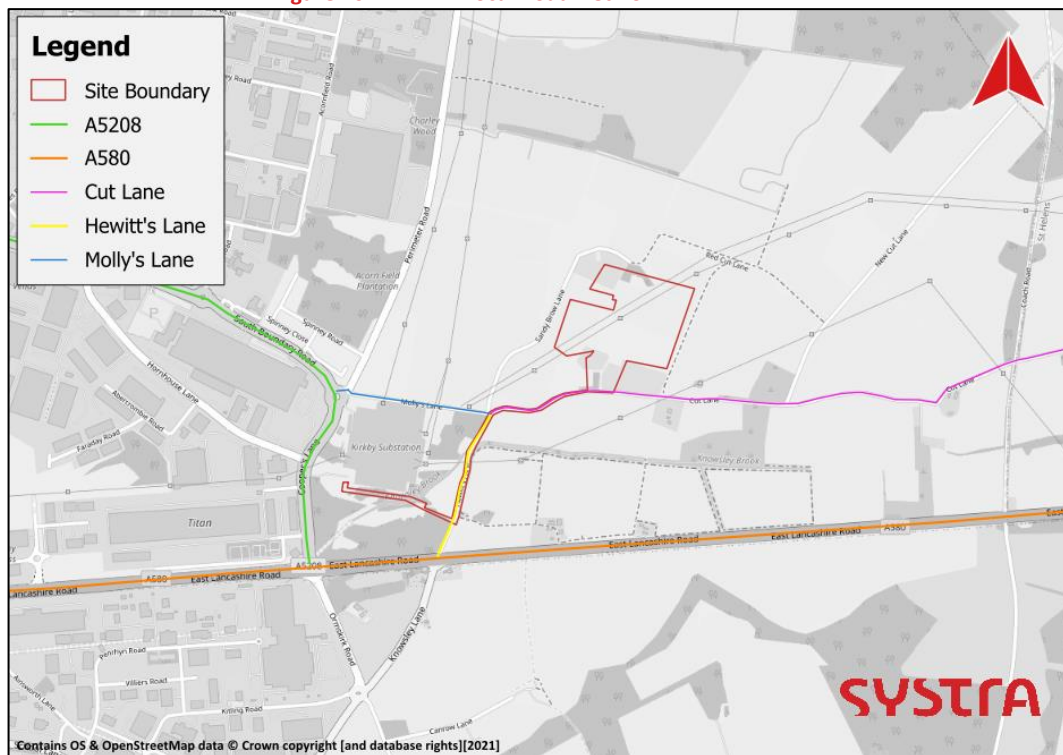
2.6.1 In addition to the local bus service, there is a train station located in the centre of Kirkby, approximately 5.1 km from the Site. This is around a 1-hour walking time, however it is within cycling distance (17 mins) from the Site and is connected via the Stagecoach bus service 217 which provides a service every 30 minutes Monday- Saturday. Kirkby Train Station provides connections to Wigan, and Liverpool Central Station, where there are many more connections further afield.

2.6.2 This station runs several direct services during the day, with a service running every 30 minutes to Liverpool Central Station which takes 20 minutes. This provides the Site with a well-connected public transport network through the existing bus network and the connections it provides to the train network. These options will still require some form of walking to the site, where there is still known gaps in provision. It is however acknowledged that the majority of construction workers coming to the Site will do so in private vehicles and works vans / pick-ups as many will be carrying tools etc.

2.7 Local Road Network

2.7.1 The local road network in the area around the proposed development is indicated by **Figure 10**.

Figure 10. Local Road Network



- 2.7.2 As indicated by **Figure 10**, there are multiple ways vehicles can access the Site. Both the A580, to the south of the Site, and the A5208, to the west of the Site, are wide dual carriageway roads which are suitable for construction traffic.
- 2.7.3 Hewitt's Lane, which connects the A580 to Cut Lane, where the Site will take access from, is a single-track narrow road with a width of between 2.5 m and 3 m for the majority of its length. As it currently exists, Hewitt's Lane is unsuitable to accommodate significant construction traffic.
- 2.7.4 Molly's Lane which runs in a west to east direction from the A5208 to Cut Lane is a wider two-way road of approximately 6 m in width. The road is of good standard and suitable for HGV Movements.
- 2.7.5 Cut Lane, between Molly's Lane and the Site, is of reasonable standard but is too narrow for two HGVs to pass each other as noted at the start of this chapter. Mitigation has been considered and is discussed later in this Transport Statement.

2.8 Accident Statistics

- 2.8.1 The CrashMap (www.crahsmap.co.uk) website has been used to establish the number of road traffic accidents that have occurred in the most up to date five-year period (2018-2022) within 1km radius of the site. These are indicated by **Figure 11**.

Figure 11. Road Accident Locations



Source: www.crashmap.co.uk

2.8.2 In total, there have been 3 accidents recorded on the A6007 Heanor Road, between the A6007 High Street and Taylor Lane which will be used to access the Site. These are summarised in **Table 2**.

Table 2. Summary of Accident Statistics

LOCATION	SLIGHT	SERIOUS	FATAL	COMMENT
A5208 Coopers Lane	2	-	-	Two slight accidents along the A5208 Coopers Lane dual carriageway
Hornhouse Lane	1	-	-	One slight accident along the Hornhouse Lane at the A5208 junction

2.8.3 Based upon the table above, there are few accidents that have occurred in the vicinity of the Site, and there does not appear to be any accident issues that would require any specific consideration as part of this planning application, providing that construction traffic is suitably managed. Proposed traffic management measures are set out in **Section 4**.

2.9 Accessibility and Baseline Summary

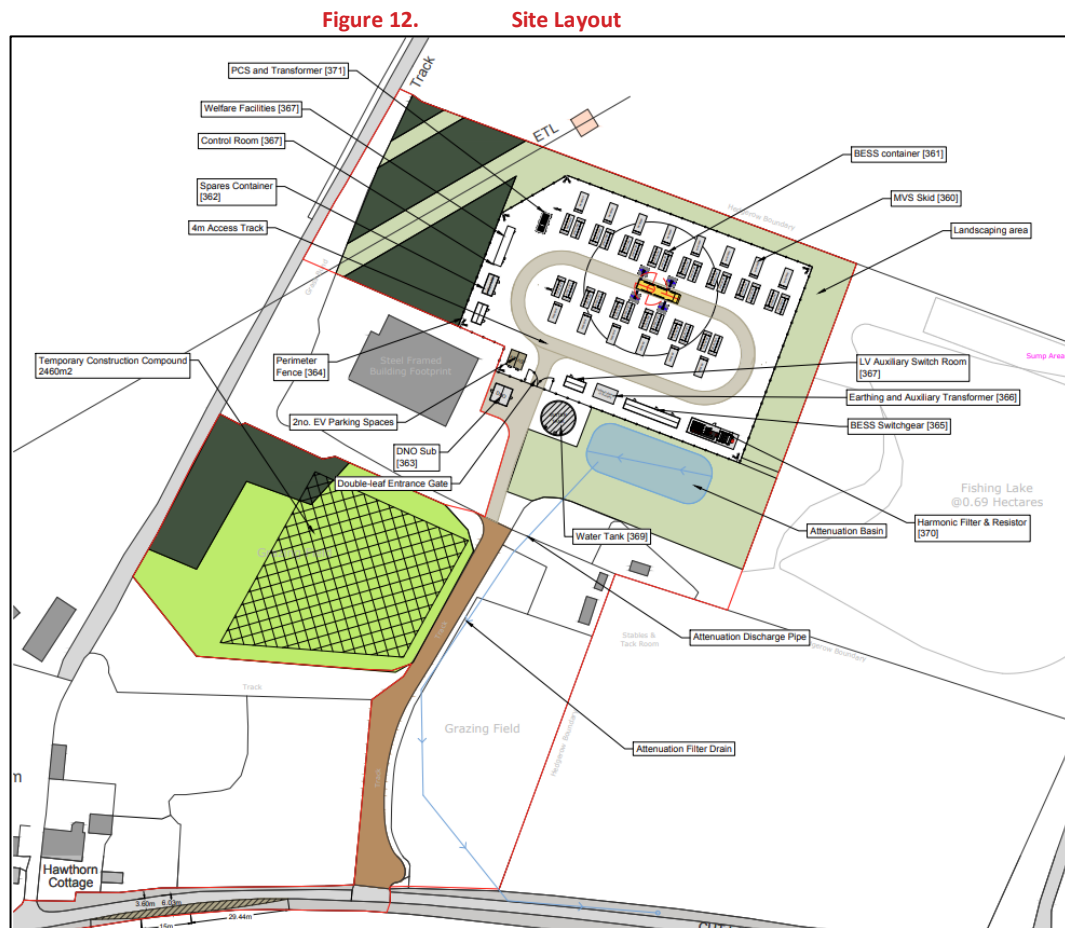
2.9.1 Overall, the Site isn't best placed to take advantage of sustainable transport facilities and to be considered to be accessible by a range of transport modes. It is acknowledged that many construction workers will travel by vehicle to the proposed development Site, but some options are available to access the Site by sustainable modes should they wish.

- 2.9.2 The lack of footway provision in close vicinity to the Site affects all methods of travel significantly. It eliminates the ability to walk to the local bus stops, which despite only being 13 minutes away on foot, travel would have to occur by walking on the carriageway.
- 2.9.3 A review of historical accident statistics has revealed that there are no major issues on the access routes that would be used to serve the proposed development Site. The local road network is mostly of a good standard and the main A class road that would serve the Site and carry construction vehicles is of a good standard.
- 2.9.4 The Site will generally be accessed from the A5028, Molly's Lane, and a short section of Cut Lane to the site access point. The A5028 is a good standard dual carriageway providing strategic access and links to the wider road network. The standard of the route from Cut Lane itself to the Site is reasonable but it has been identified that some improvement will be required to support two-way HGV movements to and from the Site associated with the construction of the Proposed Development. Further information of the level of required mitigation is provided in **Section 3** of this TS.

3. PROPOSED DEVELOPMENT AND TRAVEL CHARACTERISTICS

3.1 Site Layout and Access

3.1.1 The layout for the Proposed Development is illustrated by **Figure 12** below.



Source: Pivoted Power LLP

3.2 Site Access

3.2.1 Site access will be taken via Cut Lane using the existing track that serves the current operations on site. The existing Site access is illustrated by **Figure 13**.

Figure 13. Site Access Junction



Source: Google Maps

- 3.2.2 The existing access route from Cut Lane into the main part of the Site will be maintained to at least a 4 m width and surfaced using crushed and compacted stone. This route is approximately 100 m long from the junction with Cut Lane.
- 3.2.3 This Site access is suitable for the largest construction vehicles that will be used on Site . The access would be slightly altered with an overrun area added to the west of the existing access junction to accommodate HGV's turning in and out of the Site. The overrun area will be formed in bituminous material to prevent any loose material from being deposited on Cut Lane and the first 15 m of the access track will also be surfaced. A banksman will be present when HGVs are exiting Site to ensure that exit movements are managed.
- 3.2.4 Turning facilities within the Site will allow vehicles to enter and leave the Site in a forward gear. A full package of drawings showing the existing access point, visibility splays and swept paths for the junction onto Cut Lane is contained within **Appendix A**.

3.3 Construction Stage

- 3.3.1 The following paragraphs set out the construction stage arrangements and proposal in relation to transport aspects of the Proposed Development.

Site Working Hours

- 3.3.2 Work hours are expected to be between:

- 07:00 to 19:00 on weekdays; and
- 07:00 to 16:00 on Saturdays.
- No work will occur on a Sunday.

Construction Programme

3.3.3 The construction phase is anticipated to take place over a 14 month period, comprising:

- Earthworks
- Cabling
- Slab construction
- Commissioning

Traffic Generation

3.3.4 During the construction phase the following vehicles will travel to the Site on a regular basis:

- Heavy Goods Vehicles (HGV) comprising articulated delivery vehicles, concrete trucks and hydraulic cranes;
- Small / medium delivery vans (LGV); and
- Cars / small works vans.

3.3.5 There are expected to be a total of 560 HGV deliveries over the course of the 14-month construction period. No abnormal loads will be required. This equates to approximately 40 deliveries per month or less than 10 deliveries per week on average.

3.3.6 Other vehicles will also be delivered to Site early in the construction period. There are anticipated to be 70 two way vehicle movements associated with such deliveries. This would include deliveries of 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 at which point, there would be the same number of movements to remove the plant and equipment.

3.3.7 The small and medium delivery 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 tools to Site.

3.3.8 The number of personnel on-site would vary during the construction process. There are typically expected to be less than 20 personnel working on-site at any one time.

3.3.9 Peak staff vehicle movements (assuming an average vehicle occupancy of 1.5 are therefore expected to be in the region of 14 inbound trips in the AM period, and 14 outbound trips in the PM period. These trips are likely to be made by car or small works van.

3.3.10 Staff will be expected to arrive on-site by 7am and will typically depart between 15:00 and 18:00. The arrival and departure of workers is unlikely to coincide with 'traditional' road network AM and PM peak periods. Given the expected level of traffic generation, it is not anticipated that the Proposed Development will create additional congestion or delay on the strategic or local road network.

3.3.11 Overall, the traffic volumes associated with the Proposed Development are expected to be modest and would not have a significant impact on the surrounding road network.

Construction Compound

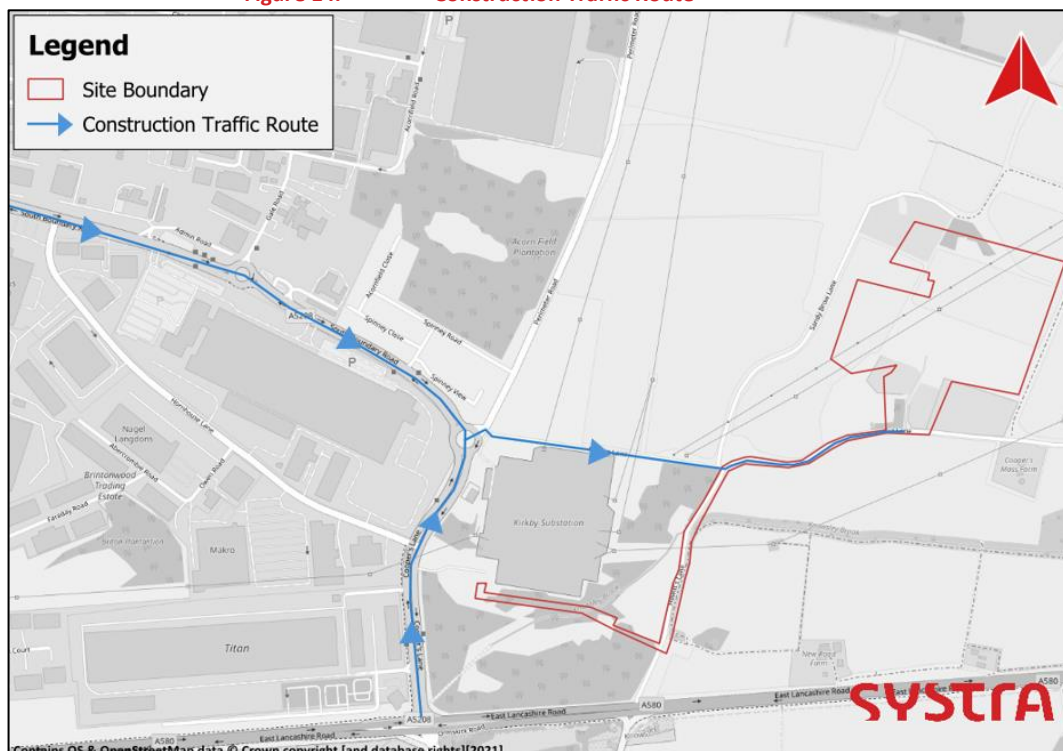
3.3.12 A temporary construction compound would be located to the south west of the main BESS compound, close to the access point to facilitate the construction of the Proposed Development. The compound provides sufficient space for:

- Staff welfare facilities;
- Storage of site vehicles and materials;
- The safe loading and unloading of materials; and
- Staff vehicle parking.

Route for Construction Traffic

3.3.13 Construction traffic will arrive from either direction on the A580. Vehicles will then travel along the A5208 and on to Molly's Lane. Molly's Lane becomes Cut Lane after the Hewitts Lane/ Sandy Brow Lane crossroads. Access to the Site will be taken from Cut Lane as shown in **Figure 14**.

Figure 14. Construction Traffic Route



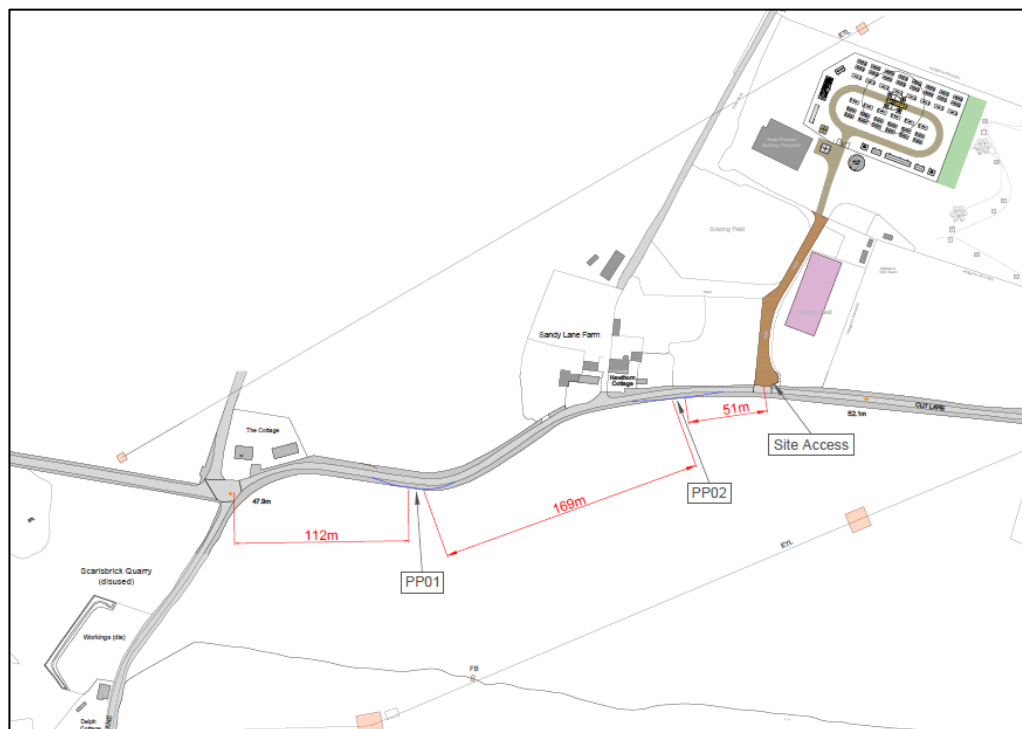
3.3.14 Construction traffic will retrace these routes when leaving the Site and returning to the strategic road network.

3.3.15 It is considered that the A580, A5208 and Molly's Lane are all suitable to accommodate two-way HGV movements. As identified above, Cut Lane is narrow with limited opportunities for HGVs to pass each other. As such, it is considered that mitigation is required on Cut Lane to facilitate access during the construction process.

Mitigation Scheme for Access Route

- 3.3.16 As highlighted in the baseline section of this TS, the width of Cut Lane between Molly's Lane and the Site access point does not allow for two HGVs to pass each other. It is considered that mitigation is required to facilitate two-way working on the access route from Molly's Lane during the construction period.
- 3.3.17 The proposal for mitigation takes the form of providing additional passing places along Cut Lane. An indicative scheme of passing places has been prepared and forms part of the development proposals. In total, it is proposed to provide 2. no. passing places between Molly's Lane and the Site access point. A preliminary design has been undertaken for these passing places and is included within **Appendix B**. Both passing places are within public road boundary using verge area to the south of Cut Lane. The locations of the passing places are indicated by **Figure 15** below.

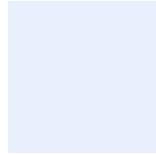
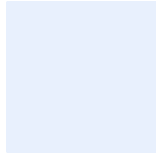
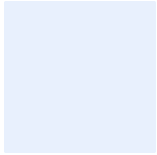
Figure 15. Proposed Passing Place Scheme



- 3.3.18 In addition to the physical mitigation scheme, it is proposed that a “book in” system is used for deliveries so that deliveries are given a timeslot for accessing the Site. Coupled with a “call ahead” protocol on approach to the Site, this will assist in managing deliveries to the Site by spacing them out and avoiding instances of vehicles meeting each other on the route along Cut Lane to the Site access point. Further detail on measures to minimise construction impacts are included in **Section 4.2** of this report

3.4 Operational Phase

- 3.4.1 During operation, the Proposed Development will be largely autonomous and does not require resident staff.



3.4.2 There will be a small number of regular trips to Site, comprising maintenance visits and associated parts deliveries.

3.4.3 The operational stage of the Proposed Development will not give rise to a significant number of additional vehicle trips. As such, the impact on traffic levels on the road network surrounding the Site during the operational stage will be negligible.

3.5 Decommissioning Phase

3.5.1 Planning permission is being sought for a 40-year operational period, at which point the Proposed Development would be decommissioned.

3.5.2 In terms of traffic generation and on-site activity, the decommission stage is expected to be similar to the construction stage. It is usual for a decommissioning CTMP to be provided ahead of this operation.

4. FRAMEWORK CONSTRUCTION STAGE TRAFFIC MANAGEMENT PLAN (CTMP)

4.1.1 The following section sets out a framework for a CTMP that will be put in place to support the construction of the Proposed Development. The final CTMP (normally submitted when the contractor has been appointed) will identify measures to reduce the number of construction vehicles as well as identifying measures to mitigate the impact of vehicles during the construction period.

4.1.2 The CTMP will confirm the programme of works, the agreed route to Site and details of a Site Liaison Officer who will have responsibilities for managing traffic and transport impacts and associated environmental effects. The CTMP will also identify measures to reduce and manage construction staff travel by private car, particularly single occupancy trips.

4.2 Measures to Minimise and Mitigate Construction Traffic Impacts

4.2.1 There are several traffic management measures which can be implemented to reduce the impact of HGVs. These measures are described below.

Minimise the Volume of Imported and Exported Material

4.2.2 To minimise the volume of imported material it is anticipated that a proportion of materials (stone, topsoil etc.) would be sourced/re-used from within the boundaries of the proposed development Site.

Delivery Control

4.2.3 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.

4.2.4 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.

Dust and Debris

4.2.5 To reduce mud and debris being deposited onto the local road network in the vicinity of the Proposed Development access point, a wheel washing facility will be installed. A road sweeper can also be deployed if needed to ensure that the adjacent public road is kept free of dust and dirt.

4.3 Designated Construction Vehicle Route to Site

- 4.3.1 Construction traffic will arrive from either direction on the A580. Vehicles will then travel along the A5208 and on to Molly's Lane. Molly's Lane becomes Cut Lane after the Hewitts Lane/ Sandy Brow Lane crossroads. Access to the Site will be taken from Cut Lane.
- 4.3.2 Construction traffic will retrace these routes when leaving the Site and returning to the strategic road network. These routes are considered suitable to serve the construction stage of the Proposed Development.

4.4 Staff Induction & Code of Conduct

- 4.4.1 All site staff will be informed about traffic management arrangements and procedures via site induction packs.
- 4.4.2 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.
- 4.4.3 In addition to the Driver CPC qualification, regular 'in-house' coaching will be provided to ensure drivers maintain best practice when operating HGVs.
- 4.4.4 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.
- 4.4.5 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.

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 number 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 principal 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 Implementation of the CTMP

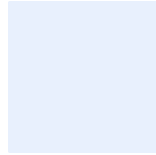
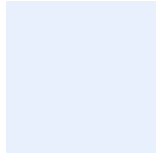
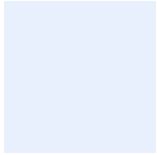
- 4.7.1 The implementation of the CTMP will be the responsibility of the appointed principal contractor. Further evolution of the CTMP may be required during the construction period itself.
- 4.7.2 The main contractor may employ a number of sub-contractors on the Site, and all will fall under the umbrella of the CTMP and will have an obligation to adhere to the CTMP.
- 4.7.3 A Site Liaison Officer will require to be identified for the project who will be the key point of contact for the CTMP.
- 4.7.4 The Site Liaison Officer will be responsible for the co-ordination of all elements of traffic and transport during the construction process. This person will liaise with the local community so that the community have a direct point of contact within the Developer's organisation who they may contact for information purposes or to discuss matters pertaining to traffic management or site operation.

4.8 Monitoring of the CTMP

- 4.8.1 The CTMP will be monitored by the Site Liaison Officer who in turn will report to the Roads Authority (Knowsley Council) in relation to any required changes to the CTMP.

5. SUMMARY AND CONCLUSION

- 5.1.1 SYSTRA Ltd (SYSTRA) has been appointed by Envams on behalf of Pivoted Power LLP to prepare a Transport Statement ('TS') in support of an application for planning permission for a Battery Energy Storage System (BESS) for a Site south-east of Kirkby.
- 5.1.2 This TS has considered the impact of the Proposed Development on the transport network as well as looking at the general accessibility of the Site and the arrangement for the construction stage of the Proposed Development.
- 5.1.3 Given the nature of the Proposed Development, a high proportion of the construction stage trips are expected to be made by vehicle. It is also anticipated that the majority of the staff will also reach the Site by vehicle due to the poor pedestrian infrastructure in the surrounding areas. The Site is well-located for a development of this nature, being within close proximity to the strategic road network, and having suitable HGV access routes via local roads.
- 5.1.4 The routes between the A580 and the Site access junction on Cut Lane are suitable for HGV traffic with the implementation of the proposed passing place mitigation and applying an HGV 'call ahead' scheme. The access junction would be altered to accommodate HGV movements turning into the access track left from Cut Lane and turning out of the access track right on to Cut Lane. No HGV movements will be permitted on Cut Lane to the east of the Site access junction.
- 5.1.5 Only a small number of vehicle trips will be generated by the Proposed Development during the construction stage. Once operational, only monthly maintenance visits will be required which would be undertaken staff using a car or small works van. The TS concludes that the Proposed Development can be accommodated without detriment to the local road network at both the construction and operational stages.
- 5.1.6 The framework CTMP produced demonstrates that adequate arrangements can be put in place to minimise and manage the environmental / traffic impacts from the construction phase of the Proposed Development.



APPENDIX A - Site Access Drawings



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Key:

- Over-run envelope of tractor and trailer wheels
- Over-sail envelope being swept by tractor and trailer

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Client: Envams

Project: Kirkby BESS Site Access

Title: Swept Path Assessment
UK Maximum Legal Articulated Vehicle

Drawn	CG	Checked	ADV	Approved	ADV
Original dwg. size	A3	Date	28/02/2025	Scale	1:500
Drawing Status	Information	Drawing Number	GB01T22186/3005/I/SPA02	Rev.	-



Notes:

1. Do not scale from drawing.
2. All dimensions in metres unless otherwise stated.
3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client

Envams

Project

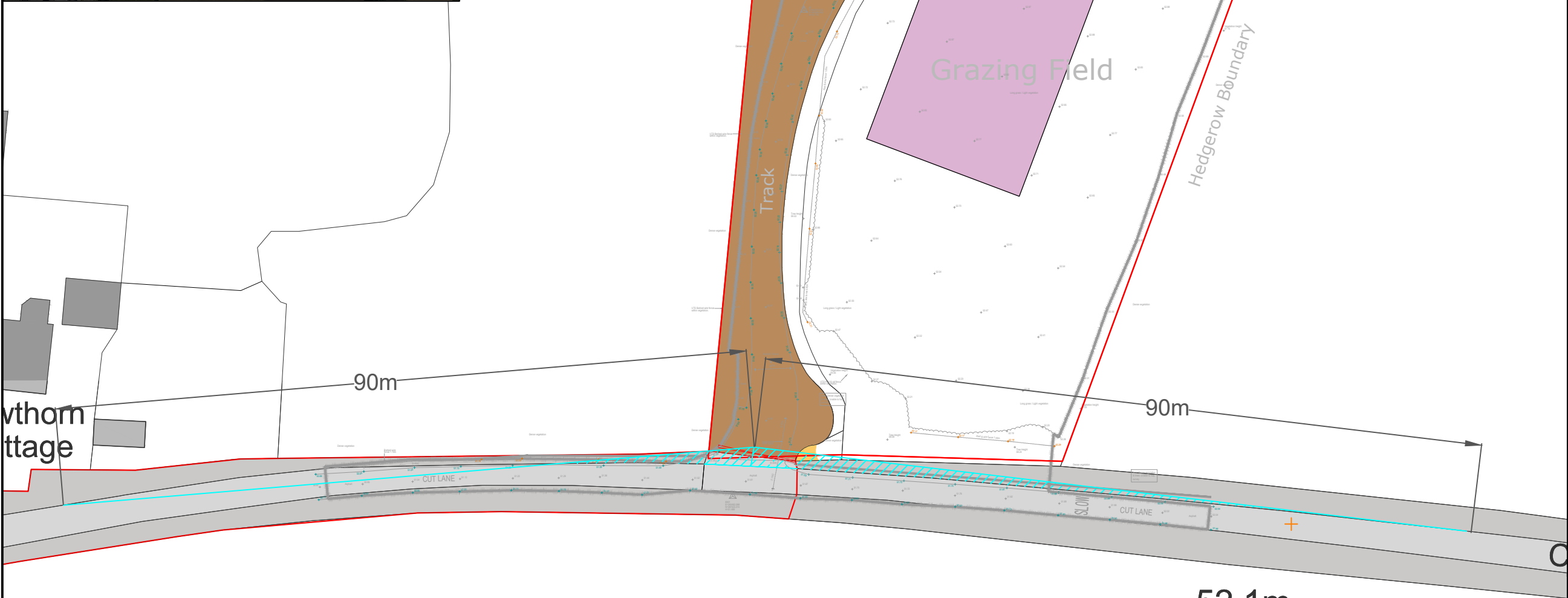
Kirkby BESS
Site Access

Title

General Layout

Drawn	CG	Checked	ADV	Approved	ADV
Original dwg. size	A3	Date	28/02/2025	Scale	1:500
Drawing Status	Information	Drawing Number	GB01T22186/3005/I/GL01	Rev.	-

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3. Please note that marked service locations are indicative only and should be confirmed by topographical survey.

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Client: Envams

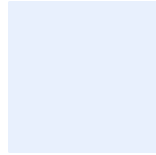
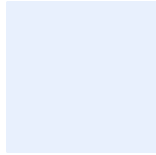
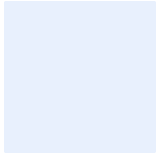
Project: Kirkby BESS Site Access

Title: Visibility Splay
2.4m x 90m

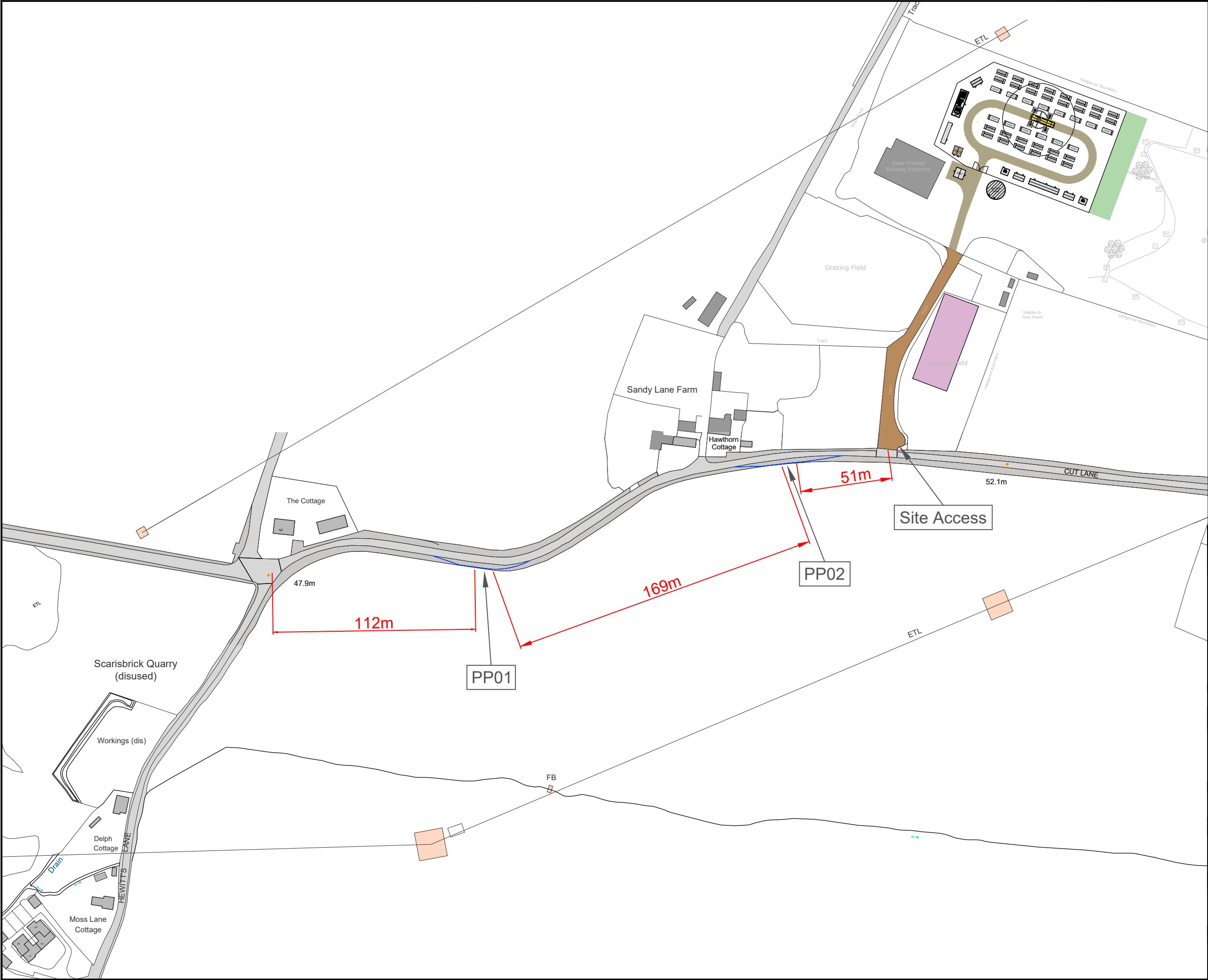
Rev.	Date	Revision details	Drawn	Checked	Approved

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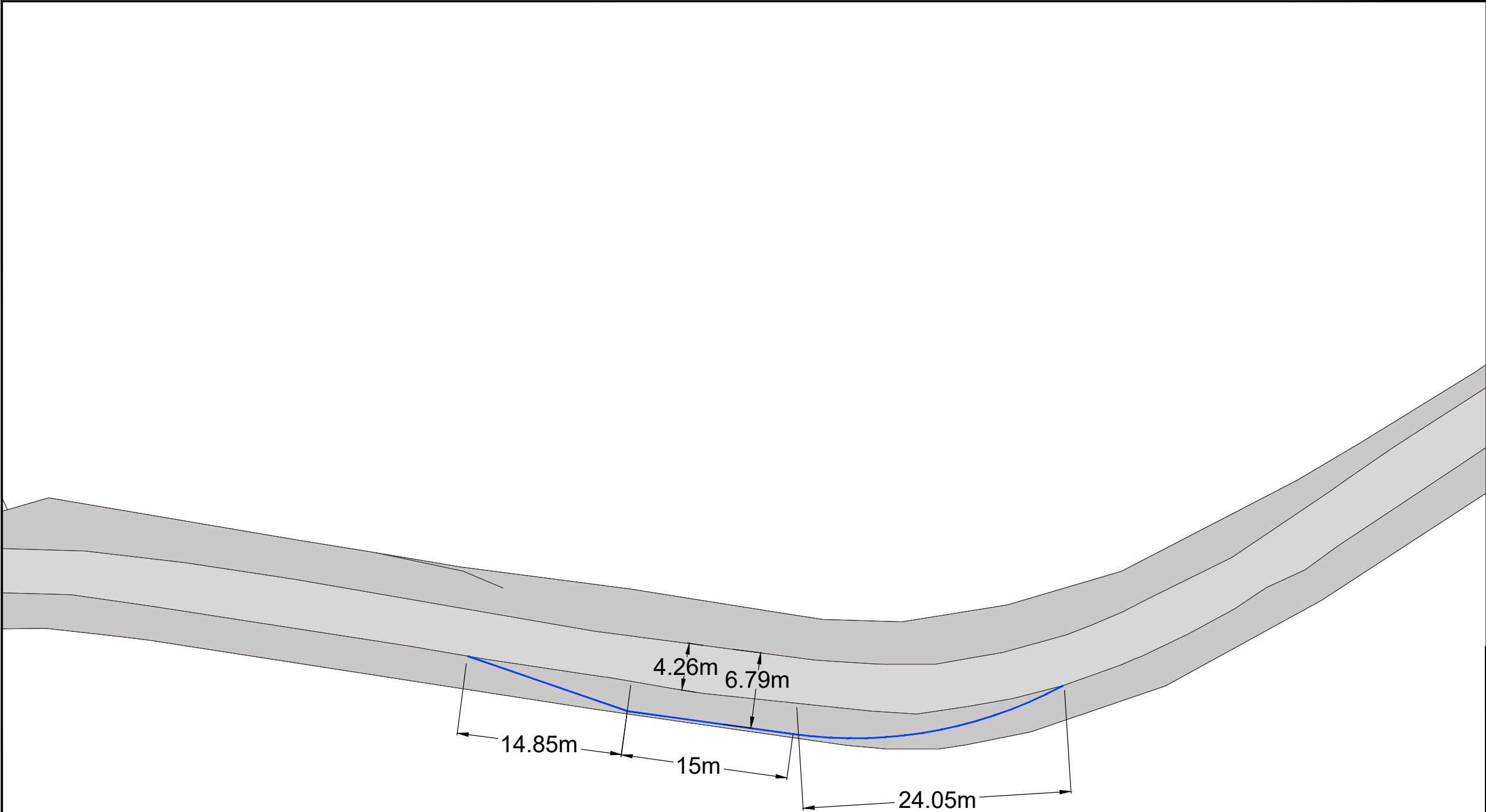
Drawn	Checked	Approved
CG	ADV	ADV
Original dwg. size	Date	Scale
A3	28/02/2025	1:750
Drawing Status	Drawing Number	Rev.
Information	GB01T22186/3005/IVS01	-



APPENDIX B - Passing Place Drawings



Rev.	Date	Revision details	Drawn	Checked	Approved
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Client			Envams		
Project			Kirkby BESS		
Title			Passing Place Location Plan		
Drawn		CG	Checked		ADV
Original dwg. size		A3	Date		Feb '25
Drawing Status		Information	Drawing Number		GB01T22186/I/PP00
			Scale		1:500
			Rev.		



Rev.	Date	Revision details			Drawn
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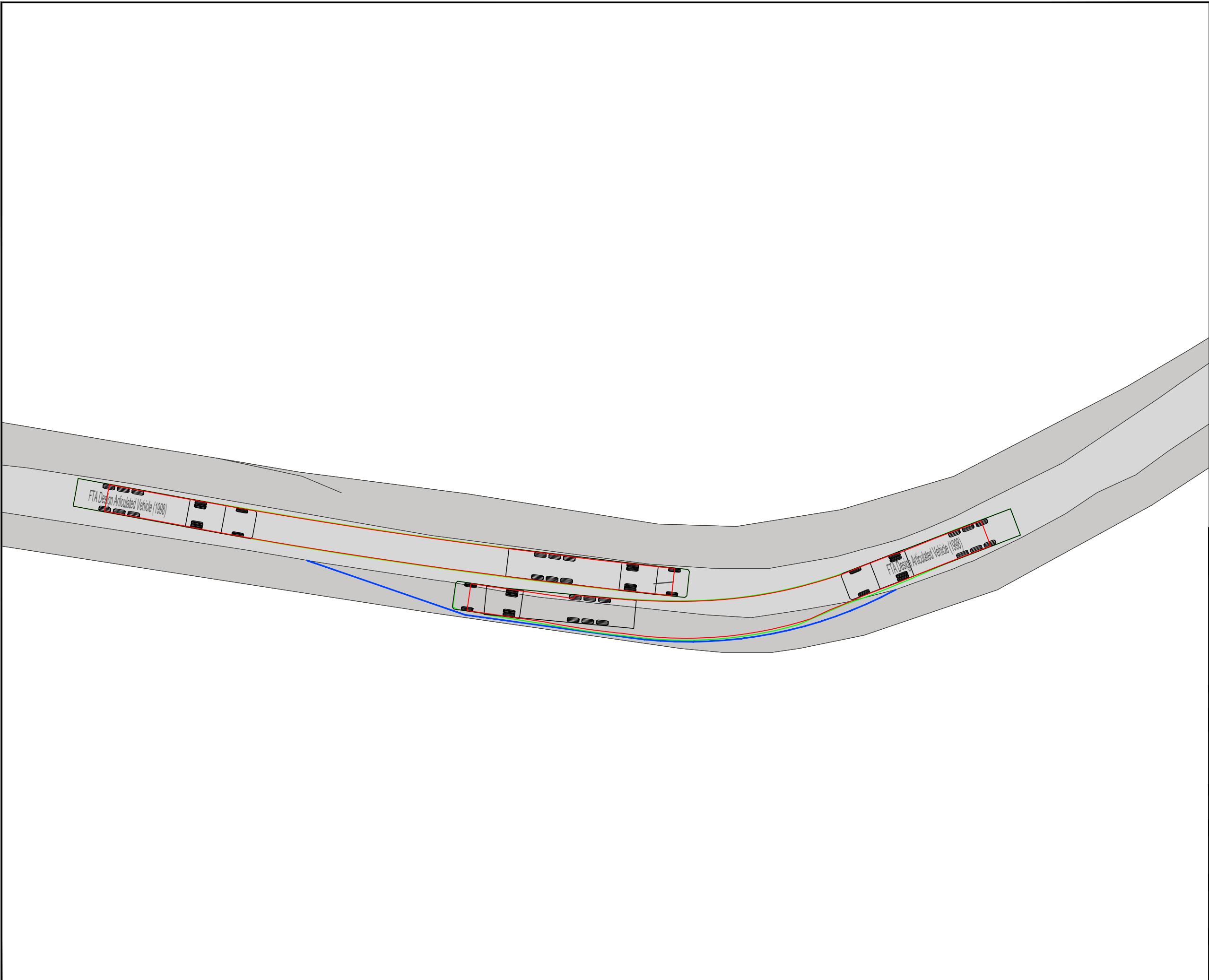
T 0141 468 4205
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Client
Envams

Project
Kirkby BESS

Title
Passing Place 1
General Layout

Drawn	CG	Checked	ADV	Approved	ADV
Original dwg. size	A3	Date	Feb '25	Scale	1:100
Drawing Status		Drawing Number			Rev.
Information		GB01T22186/I/PP01			



- Key:
- Outline of Vehicle Body
 - Outline of Vehicle Wheels

Rev.	Date	Revision details	Drawn	Checked	Approved

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Client

Envams

Project

Kirkby BESS

Title

Passing Place 1
Swept Path Analysis for HGV

Drawn	CG	Checked	ADV	Approved	ADV
Original dwg. size	A3	Date	Feb '25	Scale	1:100
Drawing Status	Information		Drawing Number	GB01T22I86/I/SPA01	Rev.



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Client
Envams

Project
Kirkby BESS

Title
Passing Place 2
General Layout

Drawn	CG	Checked	ADV	Approved	ADV
Original dwg. size	A3	Date	Feb '25	Scale	1:100
Drawing Status	Information		Drawing Number	GB01T22186/II/PP02	Rev.



- Key:
- Outline of Vehicle Body
 - Outline of Vehicle Wheels

Rev.	Date	Revision details	Drawn	Checked	Approved
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Client Envams					
Project Kirkby BESS					
Title Passing Place 2 Swept Path Analysis for HGV					
Drawn CG		Checked ADV		Approved ADV	
Original dwg. size A3		Date Feb '25		Scale 1:100	
Drawing Status Information		Drawing Number GB01T22I86/I/SPA02			Rev.

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A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

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