LOGAN PM
Energy Project Management

Transport Assessment

Cato Data Centre

A report to

Fife Council

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Issue	Reason
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3	

Document prepared for

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Director

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1 INTRODUCTION

1.1 The Application

This document supports an application by **ILI Cato Limited** (the "**Applicant**") to Fife Council for Planning Permission in Principle under the Town and Country Planning (Scotland) Act 1997 (the "**Application**"), for a data centre facility at Land north-west of Auchtertool, Fife, nearby postcode KY2 5XW. The proposal is known as **Cato Data Centre** (the "**Development**").

The Application seeks Planning Permission in Principle for the provision of a data centre campus comprising a complex of data hall buildings, plant, electricity substations, security fencing gatehouses, internal access roads, parking, pathways, associated ancillary infrastructure, and landscaping including ponds, landscape bunds, new woodland, wetland, hedgerow, scrub, and wildflower meadow habitats. A set of drawings showing an illustrative layout of these features has been provided with the Application.

The purpose of the Development is to provide a facility where digital information (data) is processed, stored, replicated and secured. This is a feature of the modern world which requires a physical presence within the built environment.

In advance of submission, the Applicant has undertaken Proposal of Application Notice, Pre-Application Consultation, and Environmental Impact Assessment (EIA) screening with the Planning Authority. Fife Council concluded that the Development would not require EIA in their screening response of April 1st 2026.

1.2 This document

This report provides an assessment of transportation matters. The Applicant undertook pre-application consultation with Fife Council in 2025. The Council's Pre-Application Report in response included roads and transportation comments, see Appendix 1. This document seeks to address the matters raised there.

2 EXISTING SITUATION

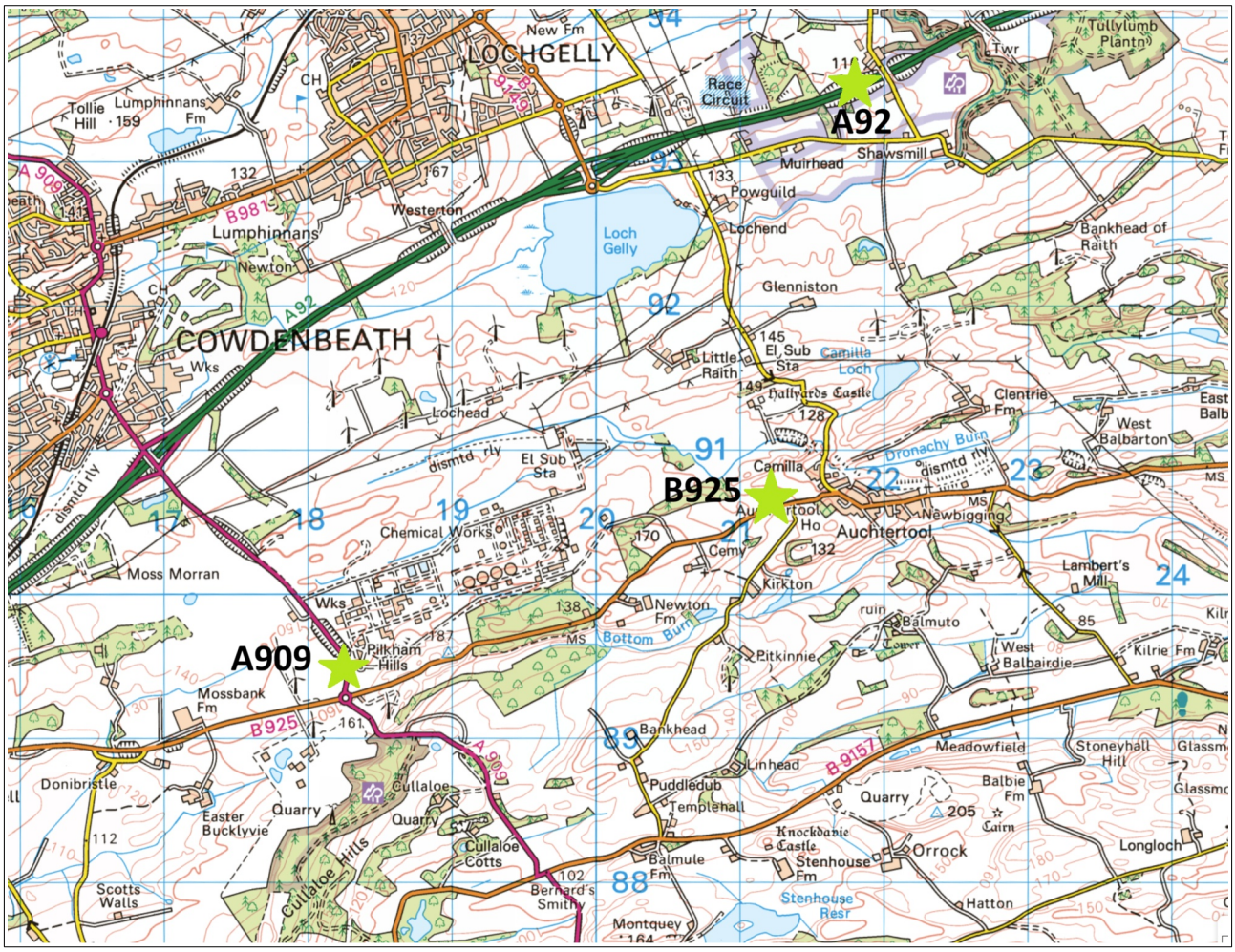
2.1 Introduction

The site is currently farmland, designated as Employment Land suitable for industrial use and for the potential expansion of the Mossmorran gas plants. The B925 forms the southern boundary of the site, and connects with the A909 to the A92 dual carriageway being a Trunk Road. The Mossmorran gas plants lie to the west of the site, and are accessed from the A909 road. The area is agricultural with associated farm traffic and some traffic related to energy developments (wind farms, solar farms, electricity infrastructure). There are a number of hard rock quarries in the area, providing roadstone and related products.

The site lies close to the village of Auchtertool, population around 400 and served by a bus route (Cowdenbeath – Kirkcaldy and onwards). An existing Fife Core Path walking route crosses a part of the site, though it is not a constructed or maintained path and can be overgrown. This Core Path currently has a long on-road section without footway.

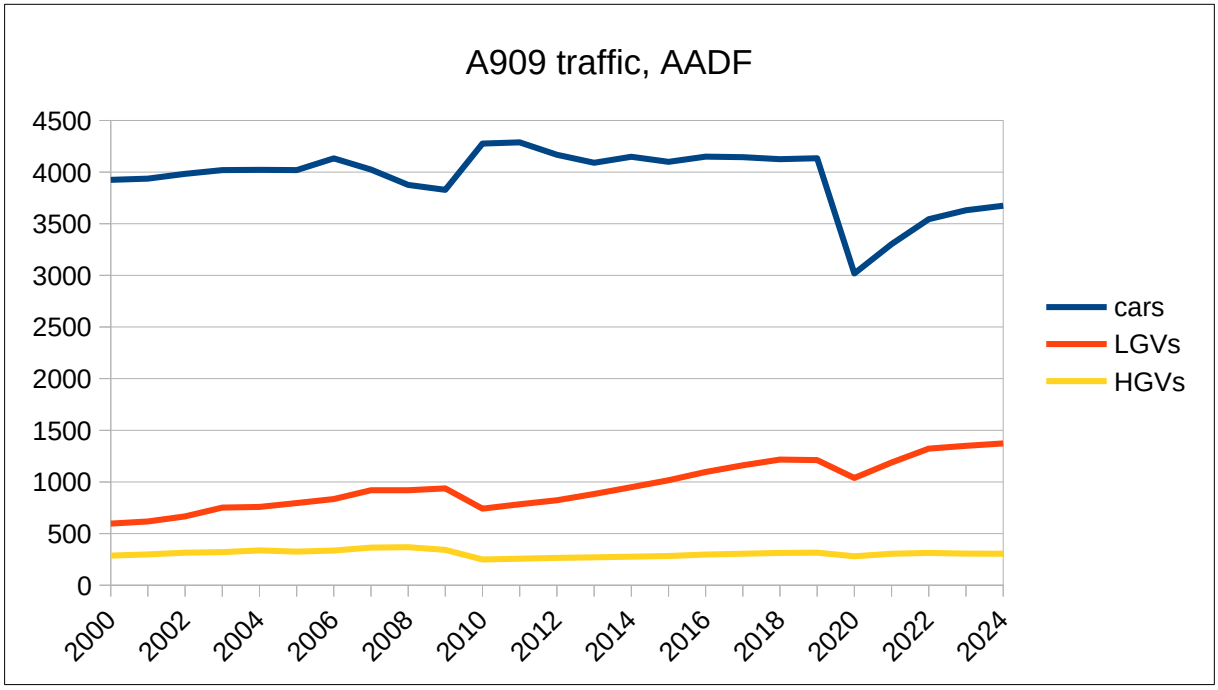
2.2 Traffic data

Traffic count data is available for the A92 and A909 roads, with annual data over many years. Traffic was also measured for the project on the B925 at the proposed site entrance position.

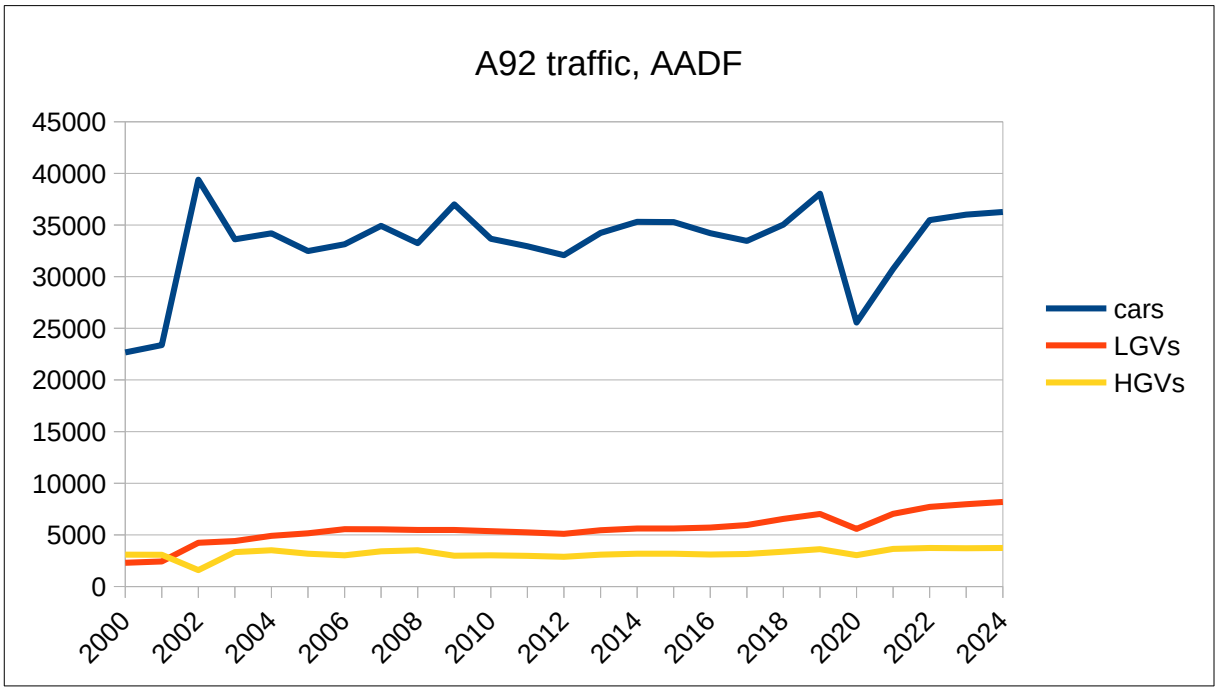


Location of traffic data around the project site

For the A909 and A92, data was available from local authority traffic counts for the period 2000 to 2024, the latest data available as at April 2026. AADF is the Average Annual Daily Flow, the average number of vehicles passing a point on the road network each day.



On the A909, car traffic has been largely flat with a sharp decline in 2020 due to the pandemic and partial regrowth due to recovery and home working trends. HGV levels are largely flat whilst LGV numbers have more than doubled.

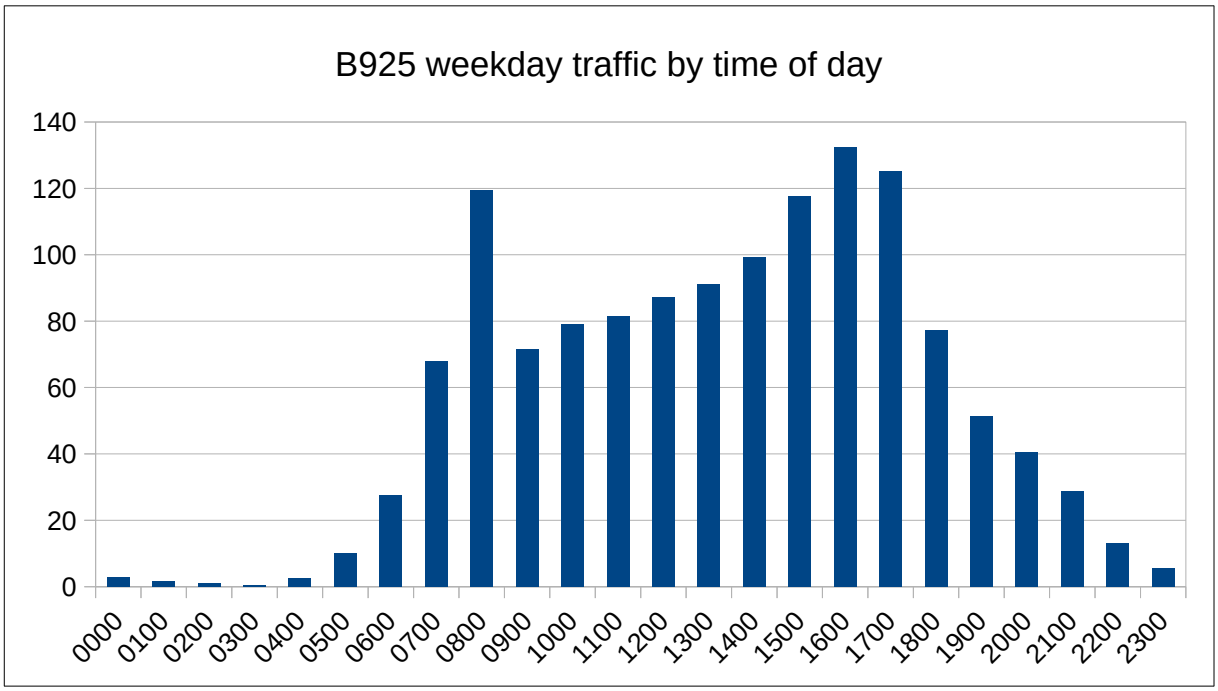


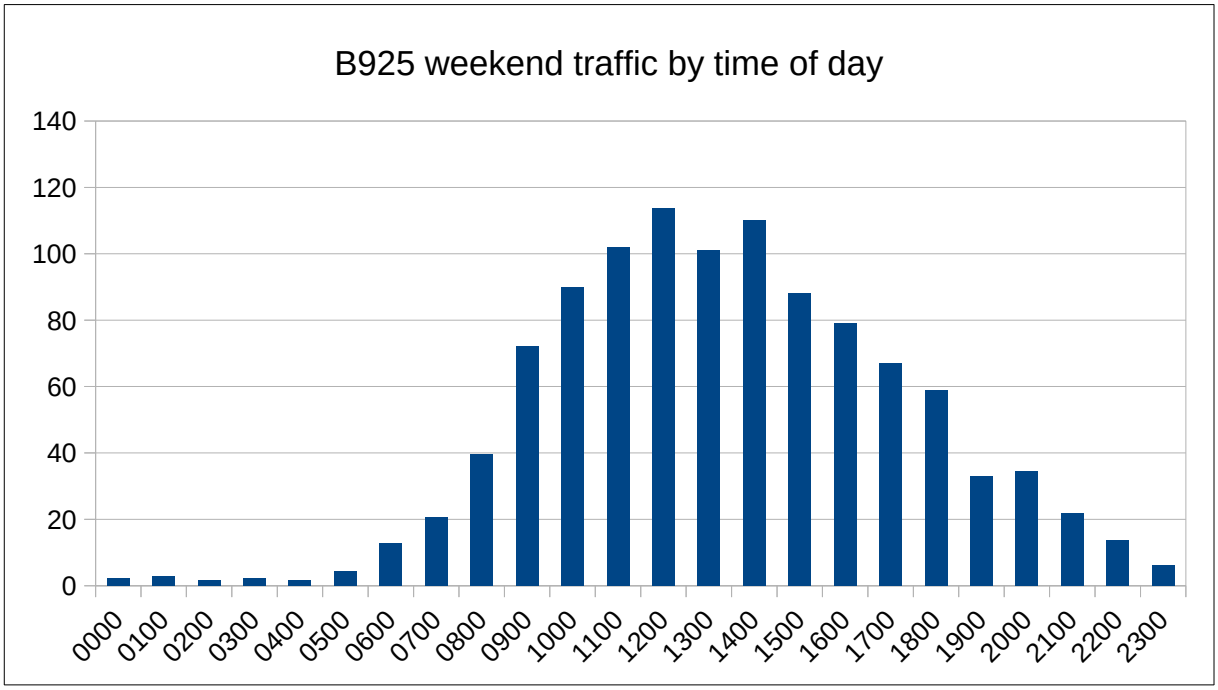
On the A92, the much higher traffic levels show a similar pattern, broadly flat overall but growth of around 20% in HGV traffic and around a doubling of LGVs over 2 decades.

The Department for Transport data is made up of a mix of manual counts and extrapolated estimates. The apparent sharp increase around 2002 looks to be an artefact from estimates in 2000 and 2001 and manual counts in 2002. A few constituent data points are out of line with the trends and not credible in the opinion of LoganPM, likely due to missing data – these do not affect the generality of the results or the conclusions.

For the B925 at the proposed site entrance, traffic was recorded over a two week period, 13 full days, 6 to 18 May 2025. This yielded a mean 2-way flow of 1257 vehicles per day.

Eastbound, the mean speed recorded was 35.7 mph with an 85th percentile speed of 42.6 mph whilst westbound, the mean speed recorded was 40.4 mph with an 85th percentile speed of 48.6 mph. The period was dry without rain and it is supposed that wet weather speeds would be slightly lower.





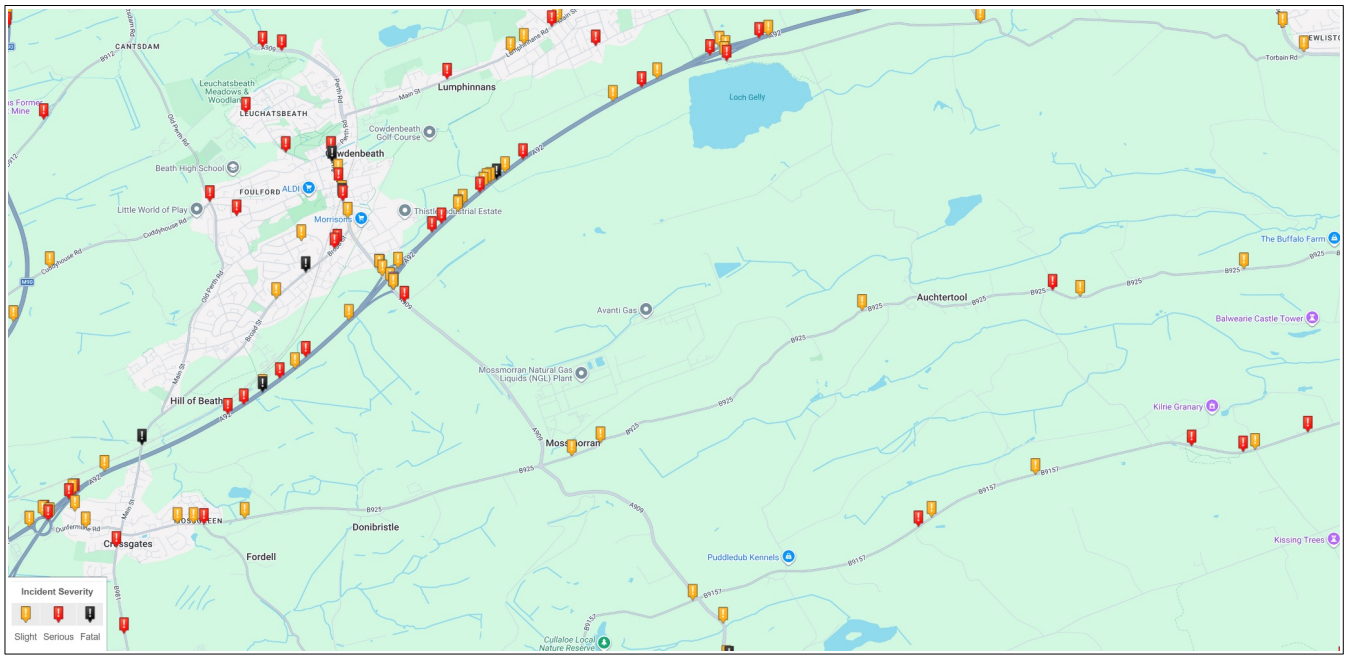
The data show a mean flow of around 600 vehicles per day in each direction, with a pronounced morning peak (08-09h) and wider afternoon peak (15-18h). The weekends data showed slightly lower traffic levels, less structured around a working day.

The future baseline, against which the Development may be assessed, is considered to be broadly flat for the A92, A909 and B925. Allowing for slight general inflation in traffic levels over time would give a conservative assessment. At the time of preparation of this assessment in early 2026, the closure of the Exxon Mossmorran gas plant was announced. That change has the potential to reduce traffic levels on the A909 and B925.

2.3 Accident data

Accident data for the area around the project site was reviewed.

Focusing on the B925 between Auchtertool and the B909 where there was considered to be the greatest potential for traffic impact, and including the vicinity of the roundabout at the A909, there were 3 accidents, all slight within the past 5 years on the most recent available data to 2024. In the last 26 years, there were 22 slight and 5 serious accidents.

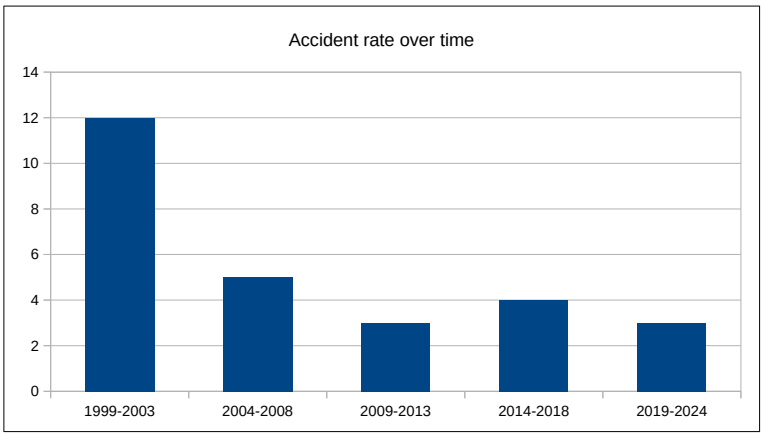


Accident locations, 2000-2025

	slight	serious	fatal
2020-2024	3	0	0
1999-2024	22	5	0

Accident categories, B925 Auchtertool to A909

The available accident reports were reviewed for those that occurred along the B925, and of these 27 records: 20 were in daylight and 7 in the dark; 4 occurred in frost or snow, 11 in the wet and 12 in the dry; 3 involved a motorbike, 2 a bus, 1 a tractor and the rest cars or unrecorded. 8 recorded accidents involved 2 vehicles and 19 a single vehicle. A single, slight accident occurred in the vicinity of the proposed site entrance. Realignment of the road in that area is proposed to improve alignment and visibility. In the opinion of LoganPM, some of the incidents appear to be associated with bends along the B925 road. The rate of single vehicle accidents appears higher than average. Taken together, alongside experience of the route, the corner alignments appear to be such that some drivers have misjudged them.



Accident data, B925 Auchtertool to A909 over time

The graph shows a trend over time of an accident rate that has broadly reduced.

3 PROPOSED DEVELOPMENT

3.1 Physical infrastructure

As the Application is for permission in principle, final detailed plans for the facility would be submitted at a later stage as part of the process of Approval of Matters Specified by Conditions ("**AMSC**")

Full details of the Application are given in the '**Supporting Document**'.

A new main entrance is proposed into the site from the B925. It is proposed to slightly realign the B925 to smooth corners and facilitate the new entrance. Two example entrance layouts are presented showing potential geometry, with and without a ghost island, showing either is achievable on the site, see Appendix 3. A ghost island would reduce westbound traffic being delayed by other westbound traffic in front waiting to turn into the site. Predicted development traffic levels are around 300 trips per day (2-way) suggesting a ghost island may be appropriate, however the relatively low existing traffic levels on the road and potential for only a minority of incoming traffic to be westbound mean a ghost island may give little benefit and may not be included.

Fife Council's guidance document Making Fife's Places, Appendix G – Transportation Development Guidelines was followed in the development of the site design and transportation issues, as recommended in the Council's Pre Application response. A carriageway width of 7.3 metres was applied, with additional tapers at the site entrance. Visibility splays of 9 by 160 metres have been applied at the site entrance. It is noted that Fife Council's Transportation Development Guidelines refer to splays of 6 by 180 metres, though in relation to residential developments. That alternative standard would be available also at the entrance. A final design would be developed in conjunction with the Road Authority at AMSC stage.

An additional entrance for emergency use only is proposed to the K11 Auchtertool – Lochgelly road. This is a single track road with passing places, signed "Unsuitable for

HGVs", but has served recently for the construction of two battery energy storage facilities, substation works, wind farm and approved in connection with a solar farm.

A network of high quality internal roads would be constructed within the site including a bridge over the Dronachy Burn.

A combined footway and cycleway is proposed alongside and set back from the B925 to provide an active travel route from Auchtertool into the site. Suitable links will be provided from the new path to the B925 at the village end and also in the vicinity of Puddledub road to allow the path to be used as an off-road access to that quieter road.

Provision is made for a bus stop, turning area and shelter within the site close to the security entrance. The detail of provision will be agreed with Fife Council as part of detailed design.

Car parking will be provided within the site for the use of employees and visitors. Disabled parking will be provided close to each building. Electric vehicle charge points will be provided for the use of staff and visitors and also by service vehicles. Suitable covered cycle parking will be provided. The detail of provision will be agreed with Fife Council as part of detailed design at AMSC stage.

Suitable storage space and facilities will be provided within the site for the separated waste streams that the facility will generate.

There is ample space within the site for delivery vehicles to wait within the site before or after a delivery. Parking provision standards relating specifically to large data centre developments have not yet been adopted locally or nationally. However there is sufficient experience from similar facilities to permit final provision levels to be set. The detail of provision will be agreed with Fife Council as part of detailed design.

A new public walking path is proposed through the site connecting a Core Path to the west of the site to the village of Auchtertool. The route would largely follow the Dronachy Burn past new tree planting and wetland areas and then the deep and impressive rock cutting of the former railway line that passes over a further embankment over the burn and to the edge of the village. The path would replace an existing route through the site that is not constructed and can be overgrown and difficult to follow and has a significant length on-road with no footway. The new route would mark a noteworthy improvement.

3.2 Traffic generation

In operation, the facility will generate traffic from staff, visitors and for deliveries and servicing. The facility will operate 24/7 and is expected to have a full time staff of around 120. The following table sets out the expected traffic distribution. For the purposes of this table, all employees are taken to travel singly by car. The Applicant will encourage employees to make use of active travel, car-sharing and public transport and will adopt and promote a Travel Plan to that effect. Therefore actual operational traffic associated with the development is expected to be lower in practice.

Traffic type	period	in per day (& out)	peak hour am	peak hour pm	main times
general including security	day	80	25	25	07-19h
maintenance		40	10	4	08-16h
HGV		10	2	2	07-18h
general including security	night	20	0	0	
totals		150	37	31	

The site's mechanical and electrical plant will be maintained by dedicated staff based at the site and by visiting maintenance contractors, generally in vans. Regular HGV deliveries will take place.

A split was assumed of 60% of traffic in operation, including all HGV traffic, arriving from and departing to the west. These levels give a maximum impact of +14% daily flow on the B925 west of the new site entrance (rise from 628 to 718), +10% to the east. In the morning peak hour, eastbound movements on the B925 west of the site entrance rise from 48 to 68 movements, westbound east of the entrance rises from 70 to 84. In the evening peak hour, westbound movements on the B925 west of the site entrance rise from 58 to 75 movements, eastbound east of the entrance rises from 67 to 78.

These levels show noticeable increases in the immediate vicinity of the development however still to levels that remain low and well within the capacity of the receiving roads.

The railway station at Cowdenbeath lies around 4.5km west of the site. An existing bus service runs approximately hourly from Cowdenbeath Station, along the B925 by the site entrance and to Kirkcaldy, allowing travel in both directions from those stations. The bus journey time is 10 minutes from Cowdenbeath centre to the site, 13 minutes from site to Kirkcaldy, see timetable Appendix 2.

The applicant will work with Fife Council and the bus service provider to ensure staff can readily access the development.

In operation, a travel plan will be developed to encourage staff to make good travel choices and travel sustainably.

3.3 Construction Traffic

An Outline Construction Traffic Management Plan has been prepared at this stage, and includes indicative traffic flows, please see that separate report. This would be updated for approval in writing by the Roads Authority prior to commencement of construction

4 SUMMARY

This transport statement has been prepared for ILI Cato Limited to accompany an application for consent for a data centre campus on land earmarked for industrial expansion of the Mossmorran gas plants near Auchtertool, Fife.

A new entrance is proposed on to the B925 adjacent to the site. Initial designs have been produced in line with local and national roads and transportation policies. A final design for the entrance will be developed in consultation with the Roads Authority at AMSC stage. A tarmac footpath and cyclepath will be formed from the village of Auchtertool into the site with a connection to the Puddledub road to provide off-road access as far as the start of that road. A bus stop, shelter and turning area is to be provided and the applicant will engage with the Council and bus service providers to ensure the site is connected by public transport to Cowdenbeath and Kirkcaldy railway stations. Disabled parking and electric vehicle chargepoints will be provided.

A new public path is proposed through the site for recreation.

Traffic levels and accidents on surrounding roads have been considered. Traffic levels in the area are considered to be broadly flat with a potential decrease due to a recent closure announcement of the Exxon Mobil Mossmorran plant.

The proposal would result in some increase in traffic on the B925 in operation. The increase would be modest in absolute terms and well within the capacity of the road. The Development is not predicted to have an adverse impact on local road and transport networks.

APPENDIX 1 – PRE-APPLICATION TRANSPORTATION RESPONSE

Planning Services

Planning Portfolio Internal Assessment Sheet

EPPS Team	**Transportation Development Management**
Application Ref Numbers:	**25/00551/PREAPP**
Application Description:	**Pre-application for data centre complex of data halls, cooling plant, electricity substations, emergency plant, gatehouse, access roads, parking, fencing, pond and associated lanscaping and infrastructure - Land To The North Of Camilla Road, Gleniston, Auchtertool**
Date:	**7th April 2025**
Reason for assessment request/consultation **Consultation Summary**	☐ **Statutory** ☐ **Non-statutory**

Important Note

This is an internal planning assessment response provided from within Planning Services. It forms part of the overall assessment to be carried out by staff on behalf of Fife Council as Planning Authority. The internal assessment is a material consideration in the determination of the application but it requires to be read in conjunction with all the other relevant policies and strategies set out in the development plan, together with any other relevant and related material considerations. It should not be read in isolation or quoted out of this context. The complete assessment on the proposal will be made by the Planning Case officer in due course. The assessment will not be made publicly available until the case officer has completed the overall planning assessment.

Assessment Summary

1.0 OVERALL ASSESSMENT

1.1 This report is in response to the above application for pre-application advice relating to the proposed construction of data centre complex of data halls, cooling plant, electricity substations, emergency plant, gatehouse, access roads, parking, fencing, pond and associated landscaping and infrastructure on land to the north of Camilla Road, Gleniston, Auchtertool.

1.2 There is limited information supplied with this application to the extent that only the redline boundary of the proposal and two access points point are shown on the Site Plan with some information on landscaping, which is not generally of any relevance to Transportation Development Management.

1.3 The only advice which is possible with the limited information would be that the applicant should refer to Making Fifes Places Supplementary Guidance: Appendix G when designing the site accesses. It would also be advisable for the applicant to consider submitting a Transportation Statement with any future application.

1.4 The provision of a construction traffic management plan is also recommended, which would detail proposed haulage routes and details of traffic movements related with the site during the construction phase.

2.0 CONCLUSIONS

2.1 Transportation Development Management have no objections in principle to the proposed development, subject to the above comments being satisfactorily addressed in a full application.

Important note

The above internal planning assessment response has been prepared at officer level within the Planning Services' team responsible for the specific topic area. It is an assessment of the specific issue being consulted upon but it is important to remember that the response cannot be considered in isolation and outwith the overall assessment of the proposal under consideration. Fife Council as Planning Authority, in considering all the material considerations in an individual application can legitimately give a different weighting to the individual strands of the assessment, including consultation responses and the final assessment is based on a comprehensive and balanced consideration of all the aspects under consideration.

Signed by Stuart Goodfellow, Transportation Development Management Coordinator
Date: 7th April 2025

APPENDIX 2 – BUS TIMETABLE

18/18A/18B

18 - Kelty - Leven
18A - Kelty - Kirkcaldy
18B - Kelty - Victoria Hospital

Valid from 14th August 2023

Monday to Friday

Service	18	NSch 18	NSch 18	Sch 18	Sch 18	18	18	18	18	18	18	NSch 18	Sch 18	Nsch 18	Sch 18	18	18	18	18
Kelty opp Westcroft Way	-	-	07:18	07:18	-	08:48	09:48	10:48	11:48	12:48	13:48	13:48	13:48	14:48	14:48	15:48	16:48	17:48	18:48
Kelty Beechbank Crescent	-	-	07:23	07:23	-	08:53	09:53	10:53	11:53	12:53	13:53	13:53	13:53	14:53	14:53	15:53	16:53	17:53	18:53
Keltyhill Road Keltyhill Crescent	-	-	07:27	07:27	-	08:57	09:57	10:57	11:57	12:57	13:57	13:57	13:57	14:57	14:57	15:57	16:57	17:57	18:57
Kelty Cross Main Street	-	-	07:32	07:32	-	09:02	10:02	11:02	12:02	13:02	14:02	14:02	14:02	15:02	15:02	16:02	17:02	18:02	19:02
Cowdenbeath Craigbeath Court	06:39	-	07:39	07:39	-	09:09	10:09	11:09	12:09	13:09	14:09	14:09	14:09	15:09	15:09	16:09	17:09	18:09	-
Foulford Road Foulford Place	06:41	-	07:41	07:41	-	09:11	10:11	11:11	12:11	13:11	14:11	14:11	14:11	15:11	15:11	16:11	17:11	18:11	-
Stenhouse Street opp Aldi	06:44	-	07:44	07:44	-	09:14	10:14	11:14	12:14	13:14	14:14	14:14	14:14	15:14	-	16:14	17:14	18:14	-
Cowdenbeath High Street	06:47	-	07:47	07:47	-	09:17	10:17	11:17	12:17	13:17	14:17	14:17	14:17	15:17	-	16:17	17:17	18:17	-
Auchtertool opp Kiwi Tavern	06:57	-	07:57	07:57	-	09:27	10:27	11:27	12:27	13:27	14:27	14:27	14:27	15:27	-	16:27	17:27	-	-
Nicol Street opp Ava Street	07:07	-	08:07	08:07	-	09:37	10:37	11:37	12:37	13:37	14:37	14:37	14:37	15:37	-	16:37	17:37	-	-
Kirkcaldy bus station arr	07:10	-	08:10	08:10	-	09:40	10:40	11:40	12:40	13:40	14:40	14:40	14:40	15:40	-	16:40	17:40	-	-
Kirkcaldy bus station dep	07:12	-	08:12	08:12	-	09:42	10:42	11:42	12:42	13:42	14:42	14:42	14:42	15:42	-	16:42	17:42	-	-
Victoria Hospital entrance	07:22	-	08:22	08:22	-	09:52	10:52	11:52	12:52	13:52	14:52	14:52	14:52	15:52	-	16:52	17:52	-	-
Kirkcaldy Asda	07:28	-	08:28	08:28	-	09:58	10:58	11:58	12:58	13:58	14:58	14:58	14:58	15:58	-	16:58	17:58	-	-
Gallatown Roundabout	07:31	-	08:31	-	-	10:01	11:01	12:01	13:01	14:01	15:01	15:01	15:01	16:01	-	17:01	18:01	-	-
Cameron Hospital	07:39	08:09	08:39	-	09:09	10:09	11:09	12:09	13:09	14:09	15:09	15:09	15:09	16:09	-	17:09	18:09	-	-
Methilhill Kirke Park	07:44	08:14	08:44	-	09:14	10:14	11:14	12:14	13:14	14:14	15:14	-	15:14	16:14	-	17:14	18:14	-	-
Aberhill opp bus depot	07:50	08:20	08:50	-	09:20	10:20	11:20	12:20	13:20	14:20	15:20	-	15:20	16:20	-	17:20	18:20	-	-
Leven bus station	07:52	08:22	08:52	-	09:22	10:22	11:22	12:22	13:22	14:22	15:22	-	15:22	16:22	-	17:22	18:22	-	-

Service	18	Sch 18	Nsch 18	18	18	18	18	18	18	Sch 18	NSch 18	Sch 18	NSch 18	Sch 18	Nsch 18	18	18	18
Leven bus station	07:54	-	08:24	09:24	10:24	11:24	12:24	13:24	14:24	14:24	14:24	-	15:24	-	16:24	17:24	18:24	
Aberhill bus depot	07:57	-	08:27	09:27	10:27	11:27	12:27	13:27	14:27	14:27	14:27	-	15:27	-	16:27	17:27	18:27	
Methilhill Kirke Park	08:02	-	08:32	09:32	10:32	11:32	12:32	13:32	14:32	14:32	14:32	-	15:32	-	16:32	17:32	18:32	
Cameron Hospital	08:07	-	08:37	09:37	10:37	11:37	12:37	13:37	14:37	14:37	14:37	15:37	15:37	16:37	16:37	17:37	18:37	
Gallatown Roundabout	-	-	08:45	09:45	10:45	11:45	12:45	13:45	14:45	14:45	14:45	15:45	15:45	16:45	16:45	17:45	18:45	
Kirkcaldy Asda	-	-	08:48	09:48	10:48	11:48	12:48	13:48	14:48	14:48	14:48	15:48	15:48	16:48	16:48	17:48	18:48	
Victoria Hospital opp entrance	-	08:54	08:54	09:54	10:54	11:54	12:54	13:54	-	14:54	15:54	15:54	15:54	16:54	16:54	17:54	18:54	
Kirkcaldy bus station arr	-	09:02	09:02	10:02	11:02	12:02	13:02	14:02	-	15:02	16:02	16:02	16:02	17:02	17:02	18:02	19:02	
Kirkcaldy bus station dep	-	09:06	09:06	10:06	11:06	12:06	13:06	14:06	-	15:06	16:06	16:06	16:06	17:06	17:06	18:06	19:06	
Nicol Street Ava Street	-	09:09	09:09	10:09	11:09	12:09	13:09	14:09	-	15:09	16:09	16:09	16:09	17:09	17:09	18:09	19:09	
Auchtertool Kiwi Tavern	-	09:19	09:19	10:19	11:19	12:19	13:19	14:19	-	15:19	16:19	16:19	16:19	17:19	17:19	18:19	19:19	
Cowdenbeath High Street	-	09:29	09:29	10:29	11:29	12:29	13:29	14:29	-	15:29	16:29	16:29	16:29	17:29	17:29	18:29	19:29	
Stenhouse Street Aldi	-	09:32	09:32	10:32	11:32	12:32	13:32	14:32	-	15:32	16:32	16:32	16:32	17:32	17:32	18:32	-	
Foulford Road opp Foulford Place	-	09:35	09:35	10:35	11:35	12:35	13:35	14:35	-	15:35	16:35	16:35	16:35	17:35	17:35	18:35	-	
Cowdenbeath Craigbeath Court	-	09:37	09:37	10:37	11:37	12:37	13:37	14:37	-	15:37	16:37	16:37	16:37	17:37	17:37	18:37	-	
Kelty Cross Church	-	09:44	09:44	10:44	11:44	12:44	13:44	14:44	-	15:44	16:44	16:44	16:44	17:44	17:44	18:44	-	
Kelty opp Westcroft Way	-	09:47	09:47	10:47	11:47	12:47	13:47	14:47	-	15:47	16:47	16:47	16:47	17:47	17:47	18:47	-	

Saturdays

Service	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
Kelty opp Westcroft Way	-	-	07:18	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:48	
Kelty Beechbank Crescent	-	-	07:23	08:53	09:53	10:53	11:53	12:53	13:53	14:53	15:53	16:53	17:53	18:53	
Keltyhill Road Keltyhill Crescent	-	-	07:27	08:57	09:57	10:57	11:57	12:57	13:57	14:57	15:57	16:57	17:57	18:57	
Kelty Cross Main Street	-	-	07:32	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02	
Cowdenbeath Craigbeath Court	06:39	-	07:39	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	-	
Foulford Road Foulford Place	06:41	-	07:41	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11	17:11	18:11	-	
Stenhouse Street opp Aldi	06:44	-	07:44	09:14	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	-	
Cowdenbeath High Street	06:47	-	07:47	09:17	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:17	-	
Auchtertool opp Kiwi Tavern	06:57	-	07:57	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	-	-	
Nicol Street opp Ava Street	07:07	-	08:07	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	-	-	
Kirkcaldy bus station arr	07:10	-	08:10	09:40	10:40	11:40	12:40	13:40	14:40	15:40	16:40	17:40	-	-	
Kirkcaldy bus station dep	07:12	-	08:12	09:42	10:42	11:42	12:42	13:42	14:42	15:42	16:42	17:42	-	-	
Victoria Hospital entrance	07:22	-	08:22	09:52	10:52	11:52	12:52	13:52	14:52	15:52	16:52	17:52	-	-	
Kirkcaldy Asda	07:28	-	08:28	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	-	-	
Gallatown Roundabout	07:31	-	08:31	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01	-	-	
Cameron Hospital	07:39	08:09	08:39	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	-	-	
Methilhill Kirke Park	07:44	08:14	08:44	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	-	-	
Aberhill opp bus depot	07:50	08:20	08:50	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20	-	-	
Leven bus station	07:52	08:22	08:52	10:22	11:22	12:22	13:22	14:22	15:22	16:22	17:22	18:22	-	-	

Service	18	18	18	18	18	18	18	18	18	18	18	18	18
Leven bus station	07:54	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	
Aberhill bus depot	07:57	08:27	09:27	10:27	11:27	12:27	13:27	14:27	15:27	16:27	17:27	18:27	
Methilhill Kirke Park	08:02	08:32	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32	
Cameron Hospital	08:07	08:37	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37	
Gallatown Roundabout	-	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45	18:45	
Kirkcaldy Asda	-	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48	18:48	
Victoria Hospital opp entrance	-	08:54	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54	18:54	
Kirkcaldy bus station arr	-	09:02	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	19:02	
Kirkcaldy bus station dep	-	09:06	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	-	
Nicol Street Ava Street	-	09:09	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	-	
Auchtertool Kiwi Tavern	-	09:19	10:19	11:19	12:19	13:19	14:19	15:19	16:19	17:19	18:19	-	
Cowdenbeath High Street	-	09:29	10:29	11:29	12:29	13:29	14:29	15:29	16:29	17:29	18:29	-	
Stenhouse Street Aldi	-	09:32	10:32	11:32	12:32	13:32	14:32	15:32	16:32	17:32	18:32	-	
Foulford Road opp Foulford Place	-	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35	-	
Cowdenbeath Craigbeath Court	-	09:37	10:37	11:37	12:37	13:37	14:37	15:37	16:37	17:37	18:37	-	
Kelty Cross Church	-	09:44	10:44	11:44	12:44	13:44	14:44	15:44	16:44	17:44	18:44	-	
Kelty opp Westcroft Way	-	09:47	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47	-	

Sundays

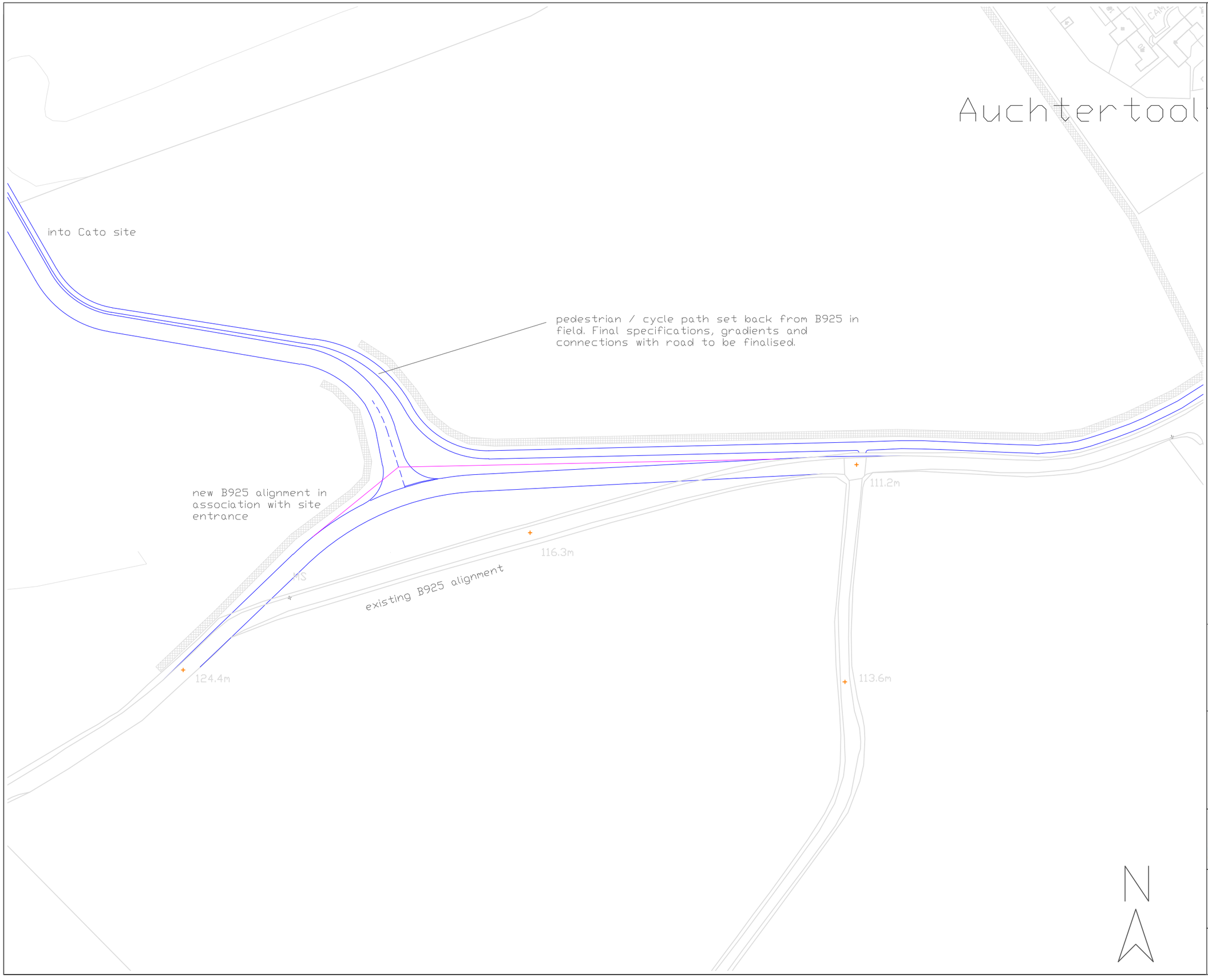
Service	18B	18B	18B	18B	18B	18B	18B	18B	18B	18B
Kelty opp Westcroft Way	08:24	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24
Kelty Beechbank Crescent	08:28	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28
Keltyhill Road Keltyhill Crescent	08:31	09:31	10:31	11:31	12:31	13:31	14:31	15:31	16:31	17:31
Kelty Cross Main Street	08:36	09:36	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36
Cowdenbeath Craigbeath Court	08:43	09:43	10:43	11:43	12:43	13:43	14:43	15:43	16:43	17:43
Foulford Road Foulford Place	08:45	09:45	10:45	11:45	12:45	13:45	14:45	15:45	16:45	17:45
Stenhouse Street RC Church	08:48	09:48	10:48	11:48	12:48	13:48	14:48	15:48	16:48	17:48
Cowdenbeath High Street	08:51	09:51	10:51	11:51	12:51	13:51	14:51	15:51	16:51	17:51
Moss Side Road Blamey Crescent	-	09:54	10:54	11:54	12:54	13:54	14:54	15:54	16:54	17:54
Sindair Drive Mossend Terrace	-	09:58	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58
Cowdenbeath opp Fountain	-	10:01	11:01	12:01	13:01	14:01	15:01	16:01	17:01	18:01
Auchtertool opp Kiwi Tavern	-	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09
Nicol Street opp Ava Street	-	10:17	11:17	12:17	13:17	14:17	15:17	16:17	17:17	18:17
Kirkcaldy bus station 14	-	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Kirkcaldy bus station 14	-	10:20	11:20	12:20	13:20	14:20	15:20	16:20	17:20	18:20
Victoria Hospital opp entrance	-	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28	18:28

Service	18B	18B	18B	18B	18B	18B	18B	18B	18B	18B
Victoria Hospital opp entrance	-	10:28	11:28	12:28	13:28	14:28	15:28	16:28	17:28	18:28
Kirkcaldy bus station 14	-	10:35	11:35	12:35	13:35	14:35	15:35	16:35	17:35	18:35
Kirkcaldy bus station 14	-	10:36	11:36	12:36	13:36	14:36	15:36	16:36	17:36	18:36
Nicol Street Ava Street	-	10:39	11:39	12:39	13:39	14:39	15:39	16:39	17:39	18:39
Auchtertool Kiwi Tavern	-	10:47	11:47	12:47	13:47	14:47	15:47	16:47	17:47	18:47
Cowdenbeath Fountain	-	10:55	11:55	12:55	13:55	14:55	15:55	16:55	17:55	-
Sindair Drive opp Mossend Terrace	09:57	10:58	11:58	12:58	13:58	14:58	15:58	16:58	17:58	-
Greenbank Drive	09:59	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	-
Moss Side Road opp Blamey Crescent	10:02	11:02	12:02	13:02	14:02	15:02	16:02	17:02	18:02	-
Cowdenbeath High Street	10:06	11:06	12:06	13:06	14:06	15:06	16:06	17:06	18:06	18:56
Stenhouse Street Aldi	10:09	11:09	12:09	13:09	14:09	15:09	16:09	17:09	18:09	-
Foulford Road opp Foulford Place	10:12	11:12	12:12	13:12	14:12	15:12	16:12	17:12	18:12	-
Cowdenbeath Craigbeath Court	10:14	11:14	12:14	13:14	14:14	15:14	16:14	17:14	18:14	-
Kelty Cross Church	10:21	11:21	12:21	13:21	14:21	15:21	16:21	17:21	18:21	-
Kelty opp Westcroft Way	10:24	11:24	12:24	13:24	14:24	15:24	16:24	17:24	18:24	-

No Services operate on 25th & 26th December and 1st & 2nd January.

Sch - Schooldays ONLY
NSch - Non Schooldays ONLY

APPENDIX 3 - SITE ENTRANCE DESIGN



Cato

New alignments

Visibility splays shown of 9 x 160 metres

As shown, 15m radius bellmouth to 7.3m width roadway plus 2.5m taper on left hand side of entrance reducing to zero at 25m in.

Final design to be proposed as part of reserved matters application and subject to Fife Roads approval including road construction standard, sustainable drainage, signage and other matters. All construction traffic to be to and from west on B925.

Scale 1:1500 at A3

0 15 30

metres

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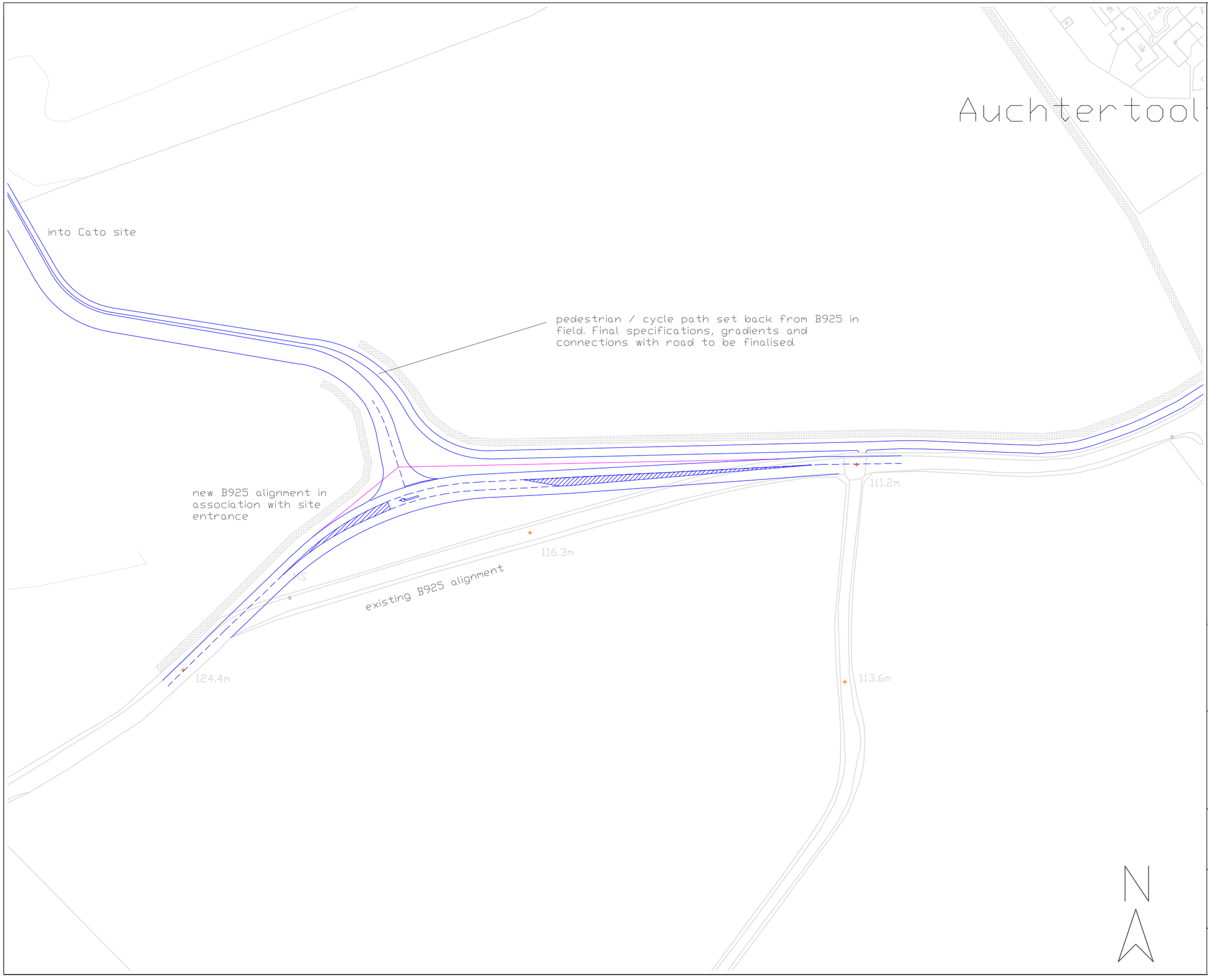
LOGAN PM
Energy Project Management

Data centre entrance, tee option

Drawing number	Status
J407/042/30092025	Draft



Cato

New alignments

Visibility splays shown of 9 x 160 metres

As shown, 15m radius bellmouth to 7.3m width roadway plus 2.5m taper on left hand side of entrance reducing to zero at 25m in.

Final design to be proposed as part of reserved matters application and subject to Fife Roads approval including road construction standard, sustainable drainage, signage and other matters. All construction traffic to be to and from west on B925.

Scale 1:1500 at A3

0 15 30

metres

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LOGAN PM
Energy Project Management

Data centre entrance, ghost island option

Drawing number: J407/043/30092025

Status: Draft

LOGAN PM
Energy Project Management

Outline Construction Traffic Management Plan
Cato Data Centre

A report to

Fife Council

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Issue	Reason
1	Draft to client, March 2026
2	For submission, Apr 2026
3	

Document prepared for

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Authorised by

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1 INTRODUCTION

1.1 The application

This document supports an application by **ILI Cato Limited** (the "**Applicant**") to Fife Council for Planning Permission in Principle under the Town and Country Planning (Scotland) Act 1997 (the "**Application**"), for a data centre facility at Land north-west of Auchtertool, Fife, nearby postcode KY2 5XW. The proposal is known as **Cato Data Centre** (the "**Development**").

The Application seeks Planning Permission in Principle for the provision of a data centre campus comprising a complex of data hall buildings, plant, electricity substations, security fencing, gatehouses, internal access roads, parking, pathways, associated ancillary infrastructure, and landscaping including ponds, landscape bunds, new woodland, wetland, hedgerow, scrub, and wildflower meadow habitats. A set of drawings showing an illustrative layout of these features has been provided with the Application.

The purpose of the Development is to provide a facility where digital information (data) is processed, stored, replicated and secured. This is a feature of the modern world which requires a physical presence within the built environment.

1.2 This document

This report provides an outline of how transportation issues would be handled during construction. This application is for Planning Permission in Principle and a process of detailed design is yet to occur. It is expected that this outline Construction Traffic Management Plan ("CTMP") will be updated and developed in collaboration with the main construction contractor and Roads Authority at Approval of Matters Specified by Condition ("AMSC") stage and finalised in advance of the commencement of site works.

1.3 Site description

The site is currently farmland, designated as Employment Land suitable for industrial use and for the potential expansion of the Mossmorran gas plants. A new road access is proposed from the B925 that forms the southern boundary of the site, that connects with the A909 to the A92 dual carriageway being a Trunk Road. The Mossmorran gas plants lie to the west of the site, and are accessed from the A909 road. The area is agricultural with associated farm traffic and some traffic related to energy developments (wind farms, solar farms, electricity infrastructure). There are a number of hard rock quarries in the area, providing roadstone and related products.

The site lies close to the village of Auchtertool, population around 400 and served by a bus route (Cowdenbeath – Kirkcaldy etc.). An existing Fife Core Path walking route crosses a part of the site, though not constructed or maintained and can be overgrown, unsigned with on-road sections without footway.

2 OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

2.1 Purpose

This outline Construction Traffic Management Plan has been developed to identify measures that are to be implemented during construction in order to mitigate traffic impacts and manage traffic movements.

This document will be revised at AMSC stage prior to the commencement of construction on site and will be updated to a final plan.

2.2 Aims

The principle aims of the Construction Traffic Management Plan shall be to maintain safety (of the public, construction works and the environment) and minimise disruption on the surrounding network. The measures outlined below that will be updated and enhanced in the final Construction Traffic Management Plan are to further these aims.

2.3 Phasing

Construction of the facility will follow a sequence, with different inputs and associated traffic at each stage. A realistic 36 month construction programme has been developed, see Appendix A of this report.

This outline assessment focuses on HGV trips as the key construction traffic impact. There will also be LGV and car movements associated with the construction project.

Based on this programme, the expected construction traffic levels are up to 6 HGV per hour, under 50 per day. However to allow some flexibility for the contractor in scheduling works, levels are suggested up to 10 per hour, 100 per day. This would represent a locally noticeable level but still below one sixth of the existing all traffic flow on the B925.

The final phasing is not known at this stage. If for example buildings are constructed sequentially, then traffic levels will be lower than set out here. A finalised traffic plan will be produced by the main contractor for approval by the Council as a part of detailed design and AMSC process.

2.4 Traffic routing

All construction traffic and deliveries will be routed along the agreed construction traffic routes inbound to and outbound from the site.

The route is expected to be A92 – A909 – B925.

The K11 Auchtertool – Lochgelly road will not be used except for essential and extremely limited enabling works on the northern part of the site in advance of construction of the bridge over the Dronachy Burn.

2.5 Abnormal indivisible loads

Whilst most of the construction traffic will be within normal road limits, LGV and HGV, some abnormal loads are required to support the construction, including specialist groundworks machinery, cranes, and electrical transformer delivery.

The usual regulatory process will be followed for all such loads.

The on-site geometry is designed to accommodate the largest necessary load. No off-site physical works are considered necessary to support the exceptional load deliveries.

It is noted that large exceptional load deliveries have been made locally including to

the Mossmorran gas plants as well as the Mossmorran, Clentrie and Little Raith wind farms, Mossmorran substation, Goathill Quarry.

2.6 Road maintenance

It is normal for roads to wear in use. The applicant will ensure that road conditions are monitored prior to works commencing, regularly during construction, and on completion of construction and in collaboration with the Roads Authority ensure that necessary repairs and renewal take place.

2.7 Enabling works

Certain enabling works are expected to be necessary in advance of the main construction. These will include works for which no specific consent is required but which nevertheless, taken together, may benefit from coordination to minimise impacts on residents and road users. These works will include the undergrounding of existing overhead electricity lines that cross the site, installation of fibre optic cabling and water pipework.

Enabling works will be programmed and coordinated to minimise impacts on road users and to identify any potential for synergies.

2.8 Main entrance

The main entrance will be constructed prior to the commencement of the main construction works (including main site compound and bridge over Dronachy Burn). The realigned entrance will be designed and built to an adoptable standard. Designs will be developed in consultation with Fife Council as Roads Authority and written approval will be obtained prior to commencement.

The road opening permit will be obtained in the usual regulatory manner including full description of associated signage. Once the site entrance and B925 realignment is complete, then all site traffic will use the new entrance.

2.9 Wheel washing

Facilities will be in place for the avoidance of mud, dirt and dust on the public roads. This will include wheel wash facility. The new site access road and other internal roads will be of tarmac construction and will be subject to regular roadsweeper/ vacuum cleaning vehicle.

2.10 Signage

Suitable signage will be in place in advance of and during all works. The temporary signage plan will follow chapter 8 of the Traffic Signs Manual and be agreed with the Roads Authority and included in the finalised Construction Traffic Management Plan.

2.11 Parking

The main site compound will provide planned parking for construction employees and contractors with planned space for laydown of materials and manoeuvring as well as site offices and welfare cabins. No parking will take place on the public road and there will be no waiting of deliveries on the public road.

2.12 Aggregate deliveries

Use will be made of the resources available within the site as far as possible and this

is expected to include useful hard rock. Imported aggregate will be needed and will be sourced from a suitable local facility. Suitable facilities exist nearby including Goathill Quarry and Orrock Quarry.

2.13 Driver education

All employees and contractors working at the site will undergo basic training in the site specific traffic procedures including the delivery routes to site, the avoidance of deliveries through Auchtertool, the avoidance of the K11 Auchtertool – Lochgelly Road, and procedures for weather events snow/ ice/ fog etc. All will be reminded to follow safe, legal and considerate driving and action will be taken against anyone found not to be following the site access rules.

2.14 Employee travel to the construction site

Site workers will be encouraged to travel to the site sustainably where possible including by active travel walking and cycling, use of public transport and car sharing. An existing bus service runs between Cowdenbeath town centre and Kirkcaldy town centre both of which are well served with rail links. The contractor will provide an additional shuttle bus if necessary to ensure site workers are able to make use of these rail links at the start and end of the working day without undue waiting.

2.15 Drainage

Final drainage designs will be developed following Fife and national guidance and following infiltration and retention sustainable design principles. Designs will include maintenance procedures and drainage elements will be suitably maintained during construction and thereafter.

2.16 Named contact

A named contact will be provided throughout the construction process to provide a simple point of contact between the public and the contractor and the Roads Authority.

2.17 Newsletter, information boards

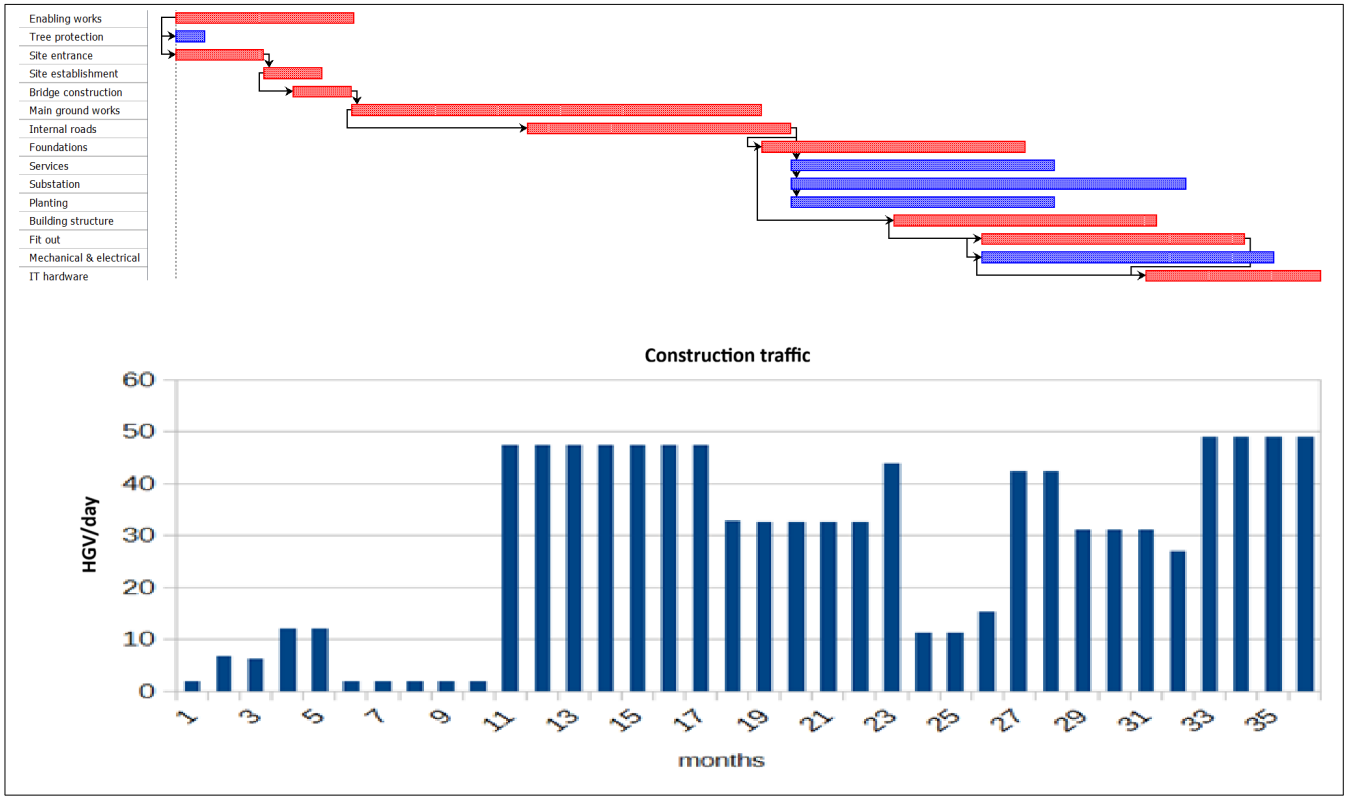
Local residents and businesses are best able to plan and minimise their disruption when they have good information about the timing and nature of upcoming works. Research supports lower impacts when disruptive works are minimised and well notified in advance.

The contractor will produce a regular basic newsletter for delivery to local homes and businesses throughout construction setting out the stages of construction and road impacts in advance and providing the named local contact. An information board will be maintained on the B925 providing basic warning of upcoming works.

Newsletter and information board will cover any disruptive enabling works also.

3 CONCLUSIONS

Outline measures are proposed to ensure that traffic associated with the construction of this development does not adversely affect users of the local road network.

The final construction traffic management plan will be developed by the main contractor for written approval by the Council and implementation prior to commencement.

APPENDIX A - HGV MOVEMENTS