

CONTENTS

7.0 TRANSPORT AND ACCESS	7-1
7.1 Introduction.....	7-1
7.2 Legislation and Planning Policy.....	7-1
7.3 Assessment Assumptions and Limitations	7-5
7.4 Assessment Methodology	7-6
7.5 Stakeholder Engagement.....	7-8
7.6 Baseline Conditions.....	7-10
7.7 Embedded Design Mitigation.....	7-13
7.8 Assessment of Likely Impacts and Effects	7-14
7.9 Additional Mitigation and Enhancement Measures.....	7-15
7.10 Residual Effects and Conclusions	7-15
7.11 Cumulative Effects	7-15
7.12 References	7-16

TABLES

Table 7.1	Relevant NPS requirements for transport
Table 7.2	Relevant Draft NPS requirements for transport
Table 7.3	Matrix for Determining Significance of Effect Category
Table 7.4	Main Matters Raised during Consultation

PLATES

Plate 7.1	Local Highway Network
-----------	-----------------------

APPENDIX

(Refer to PEI Report Volume 3)

Appendix 7A	Transport Statement
-------------	---------------------

7.0 TRANSPORT AND ACCESS

7.1 Introduction

- 7.1.1 This chapter of the Preliminary Environmental Information Report (PEI Report) details the findings of an assessment of the likely significant effects on traffic and transport as a result of the Proposed Project.
- 7.1.2 The assessment reported in this chapter follows the principles of the methodology set out in the Institute of Environmental Assessment (IEA, now IEMA) '*Guidelines for Environmental Assessment of Road Traffic*'. This provides guidelines on examining the environmental impacts of a Proposed Project in terms of traffic and transportation.
- 7.1.3 The Proposed Project has been assessed against a future baseline scenario where the Consented Development, which is currently under construction, is built and operational.

7.2 Legislation and Planning Policy

- 7.2.1 The next section provides a summary of the relevant policy documents. For further policy context refer to Section 2 of the *Transport Statement* (Appendix 7A of PEI Report Volume 3) which contains a policy review of the national, regional and local planning documents as well as other design guidance documents.

National planning policy and guidance

National Policy Statements

- 7.2.2 The PEI Report takes account of the following National Planning Statements (NPS), which are considered to be matters that will be important and relevant to the Secretary of State's decision as to whether to grant a DCO for the Scheme:
- Overarching National Policy Statement for Energy (EN1); and
 - National Policy Statement for Renewable Energy Infrastructure (EN-3).
- 7.2.3 The NPSs set out the Government's energy policy, the need for new infrastructure and guidance for determining an application for a DCO. The NPSs include specific criteria and issues which should be covered by applicants' assessments of the effects of their scheme, and how the decision maker should consider these impacts.
- 7.2.4 The relevant NPS requirements are provided in Table 7.1.

Table 7.1: Relevant NPS requirements for transport

*Relevant
NPS
paragraph
reference*

Requirement of the NPS

Paragraph 5.13.1 EN-1	The transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion. Impacts may include economic, social and environmental effects. Environmental impacts may result particularly from increases in noise and emissions from road transport. Disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal.
Paragraph 5.13.3 EN-1	If a project is likely to have significant transport implications, the applicant's ES should include a transport assessment, using the NATA/WebTAG139 methodology stipulated in Department for Transport guidance, or any successor to such methodology. Applicants should consult the Highways Agency and Highways Authorities as appropriate on the assessment and mitigation.
Paragraph 5.13.4 EN-1	Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts.
Paragraph 5.13.6 EN-1	A new energy NSIP may give rise to substantial impacts on the surrounding transport infrastructure and the IPC should therefore ensure that the applicant has sought to mitigate these impacts, including during the construction phase of the development. Where the proposed mitigation measures are insufficient to reduce the impact on the transport infrastructure to acceptable levels, the IPC should consider requirements to mitigate adverse impacts on transport networks arising from the development, as set out below. Applicants may also be willing to enter into planning obligations for funding infrastructure and otherwise mitigating adverse impacts.
Paragraph 5.13.7	Provided that the applicant is willing to enter into planning obligations or requirements can be imposed to mitigate transport impacts identified in the NATA/WebTAG transport assessment, with attribution of costs calculated in accordance with the Department for Transport's guidance, then development consent should not be withheld, and appropriately limited weight should be applied to residual effects on the surrounding transport infrastructure.
Paragraph 5.13.8 EN-1	Where mitigation is needed, possible demand management measures must be considered and if feasible and operationally reasonable, required, before considering requirements for the provision of new inland transport infrastructure to deal with remaining transport impacts.

*Relevant
NPS
paragraph
reference*

Requirement of the NPS

Paragraph 5.13.9 EN-1	The IPC should have regard to the cost-effectiveness of demand management measures compared to new transport infrastructure, as well as the aim to secure more sustainable patterns of transport development when considering mitigation measures.
Paragraph 5.13.11 EN-1	<p>The IPC may attach requirements to a consent where there is likely to be substantial HGV traffic that:</p> <ul style="list-style-type: none"> a) control numbers of HGV movements to and from the site in a specified period during its construction and possibly on the routing of such movements; b) make sufficient provision for HGV parking, either on the site or at dedicated facilities elsewhere, to avoid 'overspill' parking on public roads, prolonged queuing on approach roads and uncontrolled on-street HGV parking in normal operating conditions; and c) ensure satisfactory arrangements for reasonably foreseeable abnormal disruption, in consultation with network providers and the responsible police force.

Draft National Policy Statements

7.2.5 The Government is currently reviewing and updating the Energy NPSs. It is doing this in order to reflect its policies and strategic approach for the energy system that is set out in the Energy White Paper (December 2020), and to ensure that the planning policy framework enables the delivery of the infrastructure required for the country's transition to net zero carbon emissions. As part of the Energy NPS review process, the Government published a suite of Draft Energy NPSs for consultation on 6 September 2021. These include the following Draft NPSs, which are expected to be important and relevant to the Secretary of State's decision on the Proposed Project:

- Draft Overarching National Policy Statement for Energy (EN-1) (Draft NPS EN-1); and
- Draft National Policy Statement for Renewable Energy (EN-3) (Draft NPS EN-3).

7.2.6 Where the relevant Draft NPS contain requirements that differ from the requirements of the NPSs, these are outlined in Table 7.2.

Table 7.2: Relevant Draft NPS requirements for transport

*Relevant
NPS
paragraph
reference*

Requirement of the NPS

Draft NPS EN-1

Paragraph 5.14.4	Where appropriate, the applicant should prepare a travel plan including demand management measures to mitigate transport impacts. The applicant should also provide details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal and to mitigate transport impacts. The assessment should also consider any possible disruption to services and infrastructure (such as road, rail and airports).
Paragraph 5.14.8	The Secretary of State should only consider preventing or refusing development on highways grounds if there would be an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe.

National Planning Policy Framework

- 7.2.7 The National Planning Policy Framework (NPPF, 2021), last updated in July 2021, sets out the Government's planning policies for England, providing a framework within which local people and councils can encourage development which reflects the needs and priorities of their communities.
- 7.2.8 A key principle of the NPPF is the presumption in favour of sustainable development that contributes to the economic, social, and environmental aspects of a community. The use of sustainable transport modes for the movement of goods and people is widely encouraged.
- 7.2.9 Chapter 9 of the NPPF sets out Promoting Sustainable Transport (paragraph 104 to 109). This chapter explains the variety of ways in which transport should be considered as part of the planning process. This includes setting out that transport issues should be considered from the earliest stages of the plan-making and development proposals.

Planning Practice Guidance

- 7.2.10 The Department for Communities and Local Government (DCLG) launched a website containing national Planning Practice Guidance (PPG). The website contains guidance on a range of planning topics such as design, Local Plans, Neighbourhood Plans and Travel Plans / Transport Assessments. The section on 'Travel plans, transport assessments and statements in decision-taking' provides advice on when Transport Assessments and Transport Statements are required and what they should contain.

Local planning policy and guidance

Slough Local Development Framework, Core Strategy Development Plan Document (December 2008)

- 7.2.11 The Core Strategy is the overarching strategic policy document in the Local Development Framework. It sets out the key issues to be addressed, and how this will be achieved through the spatial vision, strategic objectives, spatial strategy and supporting policies for addressing the social, economic and environmental issues for development across the Borough. It will cover the period from April 2006 to March 2026. The Core Strategy also includes a framework for implementing and monitoring its policies.

Emerging Slough Local Plan

- 7.2.12 The Council is currently preparing a new Local Plan which will update the existing Core Strategy, Site Allocations and Local Plan Saved Policies to guide development in Slough up to 2036. The emerging Slough Local Plan aims to address some of the key challenges facing Slough.

Slough Local Transport Plan 3 (LTP 3)

- 7.2.13 Slough Borough Council has produced its third Local Transport Plan 2011-2026. The vision for Slough's transport system aims to tackle problems such as congestion, air quality and make the transport structure more sustainable in the future.

7.3 Assessment Assumptions and Limitations

- 7.3.1 The Proposed Project will not generate any additional traffic during the operational phase and as such operational transport effects have been scoped out. This approach was acknowledged by the Inspectorate in the Scoping Opinion.
- 7.3.2 Transport and traffic impacts are only likely to occur during the construction phase of the Proposed Project. Due to the very low traffic generation associated with the Proposed Project during construction it is not considered necessary to undertake traffic surveys to assess the Proposed Project's impact. A qualitative assessment has been undertaken to assess the impact of the Proposed Project.
- 7.3.3 The construction of the Proposed Project is expected to last two months and is expected to be parallel with the end of construction of the Consented Development. This is anticipated to occur in Q1 2024. In the event that the construction of the Proposed Project occurs after the Consented Development is built the conclusions of this chapter would remain valid. The reason for this is that the number of vehicles travelling to/from the Site would be less if construction occurred after the Consented Development had been constructed and therefore a robust assessment has been undertaken assuming that the construction activity overlaps.

7.3.4 The number of construction staff anticipated to be working on-site for the Consented Development during the construction phase of the Proposed Project would be approximately 150 to 200 staff at that stage of the Consented Development. The construction activity for the Consented Development over the final two months will be significantly lower than at its peak, and that the addition of the Proposed Development activity will still not exceed the peak Consented Development activity.

7.4 Assessment Methodology

Study Area

7.4.1 IEMA Guidelines recommend a detailed environmental assessment for highway links where:

- Traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%); or
- Traffic flows will increase by more than 10% where the links '*contain sensitive interest*' which are identified in the IEMA guidance to include, but not limited to: '*accident black-spots, conservation area, hospitals, links with high pedestrian flows*' or where there are significant changes in the composition of traffic such as '*a large increase in the number of heavy good vehicles*'.

7.4.2 The study area consists of the roads surrounding the Site and the temporary off site car parks, which includes the following:

- Edinburgh Avenue
- Fairlie Road
- A355 Farnham Road
- Liverpool Road
- Buckingham Avenue
- Leigh Road
- Burnham Lane
- Whitby Road

Methodology

7.4.3 As the Site lies within Slough Trading Estate, it is not considered to be a 'sensitive area' and therefore the higher thresholds described in paragraph 7.4.1 apply in this case.

7.4.4 The IEMA guidelines require an assessment of the following effects:

- **Severance** - defined in the IEMA guidelines as the "*perceived division that can occur with a community when it becomes separated by a major traffic artery*".

The term is used to describe a complex series of factors that separate people from places and other people. Severance may result from the difficulty of crossing a heavily trafficked road or a physical barrier created by the road itself. It can also relate to quite minor traffic flows if they impeded pedestrian access to essential facilities.

- **Driver Delay** - journey time changes due to changes in traffic flows on the network.
- **Pedestrian Delay** - considered to be affected by the changes in volume, composition or speed of traffic, in terms of their respective impacts on the ability of pedestrians to cross-roads.
- **Pedestrian and Cycle Amenity** is broadly defined as “*the relative pleasantness of a journey and is considered to be affected by traffic flow, traffic composition and pavement width/separation from traffic*”.
- **Fear and Intimidation** is “*dependent on the volume of traffic, its HGV composition, and its proximity to people or the lack of protection caused by such factors as narrow pavement widths*”.
- **Accidents and Safety** considers the existing road accident rates in the surrounding area.
- **Hazardous loads.** No hazardous loads are expected to be required for the Proposed Project and this has therefore been scoped out of the assessment.

7.4.5 The significance of effects is based on a combination of the magnitude of the change and the sensitivity of the receptor. IEMA guidelines set out a number of criteria by which the magnitude of a change can be measured. Many of the criteria do not provide specific thresholds by which such impacts can be measured, and as a result are measured qualitatively where necessary.

7.4.6 The sensitivity of links takes into consideration the importance and attractiveness of the route and the destinations served. The thresholds are defined as:

- **Very Low Sensitivity:** Rural road with no pedestrian / cycle facilities provided;
- **Low Sensitivity:** Strategic vehicular route in a rural setting with pedestrian / cycle facilities;
- **Medium Sensitivity:** Main vehicular route with pedestrian / cycle facilities provided in built up area; and
- **High Sensitivity:** Lightly trafficked route provided in town centre setting.

7.4.7 All the road links within the study area are considered to be medium sensitivity.

7.4.8 In order to determine the effect on specific receptors, both the sensitivity of receptors and the magnitude of impact, are considered. Table 7.3 shows the matrix that is used to determine the effect category. Effects which are classified as major or moderate are considered to be significant. Effects can be adverse or beneficial.

Table 7.3. Matrix for Determining Significance of Effect Category

<i>Magnitude of Change</i>	<i>Sensitivity of Receptor</i>			
	<i>High</i>	<i>Medium</i>	<i>Low</i>	<i>Very Low</i>
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

7.4.9 No cumulative effects have been assessed for the Transport and Access chapter, given the short duration of the construction phase and expected absence of significant effects. This is explained more in Section 7.11.

7.4.10 Given the very low trip generation related to the construction of the Proposed Project, a qualitative assessment of the magnitude of change and significance of effects have been reported in this chapter.

7.4.11 During the operational phase of the Proposed Project, fuel tonnage of the Site will not increase and therefore there will be no change to the number of deliveries to the Site compared with the Consented Development. There will be also be no change in staff numbers during the operational phase due to the Proposed Project. Therefore, no operational impact assessment has been undertaken.

7.4.12 The design life of the Proposed Project is for at least 30 years with the possibility of extending this to 50 years. The decommissioning assessment year has not been considered as it is considered too far into the future to be able to accurately predict traffic flows or junction forms. The Proposed Project will also be decommissioned at the same time as the Consented Development; the two will operate seamlessly together. There will be no expected change to the decommissioning activities associated with the Consented Development, its decommissioning programme, or worker numbers, due to the Proposed Project. This approach was agreed by the Planning Inspectorate and SBC.

7.5 Stakeholder Engagement

Comments related to traffic and transport received following the submission of the Scoping Report (PEI Report Volume 3 Appendix 1A) and received in the Scoping Opinion (PEI Report Volume 3 Appendix 1B) are set out in

7.5.1 Table 7.4.

Table 7.4. Main Matters Raised

<i>Consultee</i>	<i>Main matter raised</i>	<i>How has the concern been addressed</i>	<i>Location of response in PEI Report chapter</i>
Planning Inspectorate	Operational effects - On the basis that the number of approved deliveries is not anticipated to change, further assessment of operational traffic movements is not required, however the ES should confirm the total traffic movements and how these are to be secured in the DCO, with reference to the consented scheme.	Operational traffic movements are set out in the <i>Assessment of Likely Impacts</i> section. No change to the maximum permitted HGV movements for the Consented Development (100,000 per year) will occur.	Section 7.8
Planning Inspectorate	Construction staff - The ES should clarify how many staff will be working on the site in connection with the Consented Development during the concurrent construction of the Proposed Project and how the total number of staff onsite during the two month construction period has been assessed as part of the transport and access chapter.	Construction staff numbers and associated traffic generation are set out in the <i>Assessment of Likely Impacts</i> section	Section 7.8
Planning Inspectorate	Local highway network - The Inspectorate considers that the ES should provide commentary on the likely impact of the proposed development on the Strategic Road Network and that the need for any further assessment on the SRN	A qualitative assessment of the impact on the road network has been included. Impacts on the Strategic Road Network (SRN) will be negligible.	Section 7.8

should be agreed with National Highways where possible.

7.6 Baseline Conditions

Future Baseline

7.6.1 The future baseline is a future date when the Consented Development is built (in 2024) and in operation. No changes to the existing highway network, pedestrian, cycle and public transport facilities that would affect this assessment are anticipated.

Highway Network

7.6.2 The local highway network is shown in Plate 7.1.



Plate 7.1. Local Highway Network

7.6.3 The northern boundary of the Consented Development Site is formed by Edinburgh Avenue, which runs from west to east between Fairlie Road and the A355 Farnham Road and provides the main Site access/egress. Greenock Road

and Harwich Road provide access/egress to the southern boundary of the site of the Proposed Project.

- 7.6.4 To the east of the Site along Edinburgh Avenue are other industrial units (data centres) and Liverpool Road is located east of this. Liverpool Road runs from Edinburgh Avenue in the north to the crossroads with Buckingham Avenue/Leigh Road in the south. Leigh Road continues south to the A4 Bath Road over a recently installed two-way rail crossing.
- 7.6.5 Beyond the southern boundary of the Site is Buckingham Avenue and this runs between Burnham Lane in the west and the A355 Farnham Road in the east.
- 7.6.6 Fairlie Road lies immediately west of the Site and runs from Buckingham Avenue in the south to the roundabout junction with Pevensey Road, where it becomes Chaffield, in the north. Chaffield then continues north, where a right turn can be taken on to Northborough Road, which also leads to the A355.
- 7.6.7 Edinburgh Avenue, Buckingham Avenue, Fairlie Road and Liverpool Road are all local distributor roads within the Slough Trading Estate and are wide enough to accommodate HGVs. They are all subject to a 30mph speed limit.
- 7.6.8 The A355 runs from north to south, approximately 700m east of the Site. Within the vicinity of the Site it is called Farnham Road. This road terminates at Junction 6 of the M4, approximately 3km south-east of the Site. The A355 continues north to Junction 2 of the M40 (located 9.3km north of the Site) and then on to Amersham. There is a section of bus lane to the south of the junction with Buckingham Avenue on Farnham Road and this is expected to be extended in the near future.
- 7.6.9 The A4 runs from east to west approximately 500m to the south of the Site. The road starts in Avonmouth, to the west of Bristol, and continues past Bristol, Bath, Marlborough, Reading, Maidenhead and Slough, before terminating in Central London. The A4 provides a link road onto the M4 at Junction 7, 3.5km south-west of the Site.
- 7.6.10 The M4 starts in London and travels west past Slough, Reading, Swindon, Bristol, Newport, Cardiff and Swansea. Additionally, the M40 links London to High Wycombe, Oxford, Banbury, Royal Leamington Spa and finally Birmingham. The close proximity of these key roads to the site means that the Proposed Project Site is well placed in a location near to the strategic road network, and therefore easily accessible for HGVs.

Active Travel

Pedestrian Facilities

- 7.6.11 The local road network generally has good pedestrian facilities. There is a continuous network of footways all the way to the Slough rail station located 3.2km to the east of the Site via several possible routes. The bus stops on Buckingham Avenue can be easily reached on foot. The nearest crossing point to access the

bus stop on the south side of Buckingham Avenue for westbound services is located at the junction with Buckingham Avenue/Fairlie Road/Falmouth Road. This is a signalised crossing located approximately 120m west of the bus stops.

- 7.6.12 An average walking speed of approximately 1.4m/s is generally assumed for pedestrians at new developments. This equates to approximately 400m in five minutes or three miles per hour. With this in mind Slough railway station could be reached in less than 40 minutes, Burnham station in less than 24 minutes and the bus stops on Buckingham Avenue could be reached in between 3 and 6.5 minutes from the Site, depending on the exit used.
- 7.6.13 Cambridge Avenue has some designated pedestrian footways on both the north and south sides of the road, but these are heavily interspersed by loading bays, parking and access points for the industrial units on this road. Greenock Road has good, wide and even footways on both sides of the road between Cambridge Avenue and the gated entry. Harwich Road has no pedestrian facilities.
- 7.6.14 There are good, wide and evenly surfaced footways on both sides of Edinburgh Avenue, Fairlie Road and Liverpool Road for their entire length. Dropped kerbs are provided at all access roads and crossing points. A four way signalised crossing point is provided at the junction with Liverpool Road, Leigh Road and Buckingham Avenue, with dropped kerbs, tactile paving and central pedestrian refuge islands. Buckingham Avenue has footways the full length of the road on both sides, with dropped kerbs at crossing and access points.
- 7.6.15 Leigh Road provides the quickest pedestrian route to the A4 Bath Road. There are good, wide and even footways on both sides of Leigh Road between Buckingham Avenue and the A4 Bath Road.
- 7.6.16 The A355 Farnham Road has good, wide and even footways on both sides of the road within the vicinity of the Site. Dropped kerbs and tactile paving are provided at pedestrian crossing points.

Cycle Facilities

- 7.6.17 Buckingham Avenue, Fairlie Road, Chaffield, Northborough Road and Dover Road all have cycle lanes or bus/cycle lanes. The A355 Farnham Road has a shared pedestrian/cycle path adjacent to the carriageway between the junction with Buckingham Avenue and the A4 Bath Road. The A4 Bath Road also has a shared pedestrian/cycle path adjacent to the carriageway between Dover Road to the west and the town centre in the east. A continuous cycle route is available to the Slough rail station from the Site (this is with the exception of Edinburgh Avenue).
- 7.6.18 The cycle facilities within the vicinity of the Site link into the surrounding network to provide an opportunity to promote cycling as a viable mode of transport to the Site. The Site is a little over 10 minutes cycle from the town centre and the rail station would be within a 10 minute cycle. Cycling could therefore form part of a wider journey utilising multiple modes.

7.6.19 It is generally considered that distances of less than 5km provide the best opportunities to replace single occupancy car journeys with cycle trips. With this in mind, the majority of Slough, Windsor, Burnham and some smaller villages are within 5km of the Site.

Public Transport

7.6.20 The nearest bus stops are located on Buckingham Avenue, immediately south of the Site. These bus stops are located approximately 250m from the Site centre via Harwich Road and approximately 550m away from centre of the Site utilising the access point nearest to Fairlie Road on Edinburgh Avenue. Both are sheltered and have seating. The bus stops are served by routes 12 and 13, providing regular buses to Slough town centre.

7.6.21 Slough Railway Station is located approximately 3.2km to the east of the Site and is operated by First Great Western. The station provides a direct link to destinations including London, Windsor, Reading and Oxford.

7.6.22 There are three trains per hour from Slough to London Paddington on a weekday morning peak, while in the evening peak hour there are five return services (one of which is a fast service). There are also regular services to Reading, Oxford and Windsor and Eton Central in both the AM and PM peak weekday hours and at weekends. This offers an attractive opportunity for Slough Rail Station to be utilised as a mode of travel for part of the journey to and from the Proposed Project Site.

7.6.23 Burnham Rail Station is also a popular alternative, as it avoids local traffic in the centre of Slough. This station is located 1.9km to the west of the Site and is on the same line as Slough station. Services operate to Slough, Reading and Paddington from this station.

Receptor Sensitivity

7.6.24 It has been determined that the roads in the area surrounding the Site are main vehicular routes with pedestrian and cycle facilities provided in a built-up area. Therefore, the roads surrounding the Site are considered to have a medium sensitivity.

7.7 Embedded Design Mitigation

7.7.1 This section describes the embedded and good practice mitigation that has been incorporated into the Proposed Project design or assumed to be in place before undertaking the assessment. The Proposed Project will incorporate the mitigation measures outlined in the Construction Traffic Management Plan (CTMP) which was approved for the Consented Development. This will be appended to the ES as part of the DCO Application and includes typical industry standard mitigation such as car sharing and restricting staff car parking to an off-site car park.

7.8 Assessment of Likely Impacts and Effects

Construction Phase

- 7.8.1 The construction of the Proposed Project is expected to last two months and is expected to be parallel with the end of construction of the Consented Development. This is anticipated to occur in Q1 2024. If in the event that the construction of the Proposed Project occurs after the Consented Development is built the conclusions of this assessment would remain valid, as overlap of the two would be a worst case in terms of transport impacts.
- 7.8.2 It is estimated that 20 additional staff will be required for the Proposed Project on site each weekday during the two-months construction period. The CTMP for the Consented Development will apply to staff for the Proposed Project in terms of site access and the requirements for car sharing. It is anticipated that this would apply even if construction of the Proposed Project occurs after completion of the Consented Development. Applying the methodology used within the existing CTMP (which was submitted to discharge Condition 17 of the Consented Development and has been approved by the local planning authority) to the number of staff (75% car drive mode share and three persons per vehicle), would result in an additional five staff vehicles per day required for the Proposed Project for two months. As per the Consented Development, staff will not be allowed to park at the Site or on public roads and streets around the site. The temporary off-site car park located on Whitby Road that is part of the Consented Development will be used for the Proposed Project staff during the two months construction period. Shuttle buses will operate between the off-site car parking facility and the site drop-off point to the rear of Building 689 Stirling Road. The CTMP for the Consented Development forecasts that *'a maximum of 5 to 8 minibuses with a capacity of 10 to 15 persons, or up to 3 buses with a capacity of 50 to 70 persons will wait at the drop-off point at the same time'*. Therefore, using the same assumptions the 20 members of staff will require an additional 1-2 shuttle buses to the Site per day and 5 car parking spaces at the off-site car park. As the construction of the Proposed Project is anticipated to occur after the peak construction period of the Consented Development, there will not be an increase in the maximum number of minibuses travelling to the Site.
- 7.8.3 In addition, it is estimated that a total of 20 HGV deliveries (for construction activities) will be required as a result of the Proposed Project, spread over the two-months construction period, which would result in an average of one additional HGV vehicle (two two-way movements) per day. The additional HGV deliveries will be managed through the existing CTMP to avoid the AM and PM peak hours wherever practicable.
- 7.8.4 Due to the low number of additional staff cars and HGVs that the construction of the Proposed Project is forecast to generate, it is considered that there will be a very low magnitude of change on the effects that the IEMA requires to be assessed: severance, driver delay, pedestrian delay, pedestrian and cycle

amenity, fear and intimidation and accidents and safety. Therefore, the overall effect of the construction of the Proposed Project is considered to be **negligible**. In addition, the impact of the construction traffic will only be for two months and will therefore be a short-term effect.

Operational Phase

- 7.8.5 The fuel tonnage and residual ash associated with the Consented Development will not increase as a result of the Proposed Project and therefore there will be no change to the number of deliveries to or departures from the Site during operation. The Section 106 Deed of Variation for the Consented Development (dated 17th November 2020) limits the total number of HGV movements to 100,000 per year (note that a separate HGV movement shall be deemed to occur on the occasion of each separate arrival or departure of any HGV to or from the Site). Also, there will be no change to staff numbers during the operational phase, and therefore there will be no impact on transport and access during the operational phase.

Decommissioning Phase

- 7.8.6 As mentioned in Paragraph 7.4.12, it has been agreed with PINS and SBC that decommissioning impacts are not significant and do not require assessment. The Proposed Project will become integral to the operation of the Slough Multifuel Facility and would therefore be decommissioned at the same time as the Consented Development, together to the same programme and without additional impacts.

7.9 Additional Mitigation and Enhancement Measures

- 7.9.1 No significant adverse effects are anticipated from the Proposed Project and therefore no additional mitigation is required.

7.10 Residual Effects and Conclusions

- 7.10.1 The Proposed Project is not anticipated to have a significant impact on severance, pedestrian delay, pedestrian and cycle amenity, fear and intimidation and accidents and safety, and no residual effects are anticipated. The effect during construction is expected to be **negligible**. There will be no impact during operation and decommissioning, and therefore the significance of effect during these phases is also **negligible**.

7.11 Cumulative Effects

- 7.11.1 No cumulative effects are anticipated in respect of traffic and transportation during the construction and operational phases.

7.11.2 There are no cumulative schemes that have been identified in *Chapter 6 Environmental Impact Assessment Methodology* within the study area or which may have impacts within the study area. The Slough Trading Estate has status as a Simplified Planning Zone ('SPZ') Scheme (2014-2024) which allows some demolition and construction activities without planning permission, as described in *Chapter 6 Environmental Impact Assessment Methodology*. Taking into account that the Proposed Project is expected to have neutral/no change, any impacts associated with SPZ schemes (should any occur) are not expected to interact with the Proposed Project to create significant cumulative effects.

7.12 References

Institute of Environmental Assessment, (1994). 'Guidelines for the Environmental Assessment of Road Traffic'. IEA, Horncastle.

Ministry of Housing, Communities and Local Government, (2019); 'National Planning Policy Framework'.

Ministry of Housing, Communities and Local Government, (March 2014); 'Travel Plans, Transport Assessments and Statements', ID 42.

Slough Borough Council, (December 2008). 'Slough Local Development Framework: Core Strategy Development Plan Document'.

Slough Borough Council. 'Slough's Third Local Transport Plan'.